



Memorandum

TO: HONORABLE MAYOR AND
CITY COUNCIL

FROM: James R. Helmer

**SUBJECT: HP PAVILION AT SAN JOSE
TRANSPORTATION AND
PARKING MANAGEMENT PLAN**

DATE: 03-09-05

Approved

Date

3/15/05

Council District: 3, 6

RECOMMENDATION

Approve the 2004-2005 edition of the Transportation and Parking Management Plan for HP Pavilion at San Jose.

BACKGROUND

In October 1991, the City and the San Jose Arena Management Corporation (HP Pavilion Management) entered into a San Jose Arena Management Agreement. The agreement required preparation and adoption of a Transportation and Parking Management Plan (TPMP). The first TPMP was approved by the City Council and by HP Pavilion Management in June of 1993 in coordination with the opening of the Arena. The plan was developed by representatives of the City, Redevelopment Agency, HP Pavilion Management, the Arena Authority, and an Arena Oversight Committee which included community representatives.

In December 2000, the City and HP Pavilion Management entered into an Amended and Reinstated Management Agreement, requiring an update to the TPMP in 2001 and at least every three years thereafter. This 2004-2005 edition of the TPMP represents an effort between the City and HP Pavilion Management to update, develop and implement an effective TPMP to be used for all HP Pavilion events. It supersedes all prior editions and, with its adoption by Council, will be incorporated and made part of the Amended and Reinstated Management Agreement.

ANALYSIS

- 1. Purpose of the TPMP.** The purpose of the TPMP is to have one document that the City, HP Pavilion Management, and other interested stakeholders can utilize for effective traffic and parking management during the events at the Pavilion. The TPMP establishes event traffic and parking management strategies for HP Pavilion at San Jose that attempt to:

- Provide efficient, effective and safe vehicular and pedestrian traffic circulation
- Provide convenient and easy access to and from area parking facilities
- Minimize traffic congestion on surrounding roadways
- Minimize traffic and parking intrusion into surrounding business and neighborhood communities
- Assure a level of cleanliness in the Pavilion vicinity, and thereby keep the residential neighborhood clean and livable

2. **Summary of the TPMP Document.** The TPMP describes, in detail, the HP Pavilion facility and its vicinity, the key organizations involved with the development and implementation of the TPMP and their respective responsibilities, and the traffic and parking operations and management strategies.

Strategies and operating procedures contained in the TPMP address the traffic characteristics for different types and sizes of events, traffic circulation plans and major ingress and egress routes, vehicular circulation plans, coordinated signal timing plans and police traffic control plans for various event conditions. The TPMP also focuses on public transit service, location and use of passenger loading zones, placement of temporary and permanent directional signs, and parking regulations for charter buses, limousines/taxis and oversized trucks.

The TPMP identifies on-street and off-street parking inventories and establishes a program for the monitoring of parking conditions, pedestrian flow, vehicular circulation, and intersection level of service around the HP Pavilion. As the land use, transit and roadway systems around the HP Pavilion and Diridon Station continue to change, the traffic and parking management strategies identified in the TPMP will be refined.

3. **Roles and Responsibilities.** Within the context of the TPMP, the general responsibilities assigned to the San Jose Arena Authority, the City of San José, and HP Pavilion Management are as follows:

- The Arena Authority, a not-for profit organization established in 1990, is responsible for performing an oversight role with respect to the operation of the HP Pavilion facilities on behalf of the City, and acting as liaison to the broader community concerning neighborhood impacts resulting from HP Pavilion operations. This includes taking a lead role in administering an ongoing public information program and facilitating neighborhood meetings on an ongoing basis to address local resident and business concerns relating to event traffic and parking impacts.
- The City's Department of Transportation (DOT) is responsible for developing and implementing event traffic circulation and parking access plans. DOT is also responsible for monitoring Police traffic control activities and administering all updates to the TPMP,

and for ensuring that the event traffic and parking operations plans are responsive to the needs of HP Pavilion patrons and the surrounding neighborhood communities.

- HP Pavilion Management is responsible for providing timely and accurate event information to DOT and the Arena Authority so that appropriate traffic control personnel can be assigned, and neighboring communities and other interested parties can be informed of potential impacts. HP Pavilion Management is also responsible for providing adequate parking staff to ensure timely and orderly ingress to and egress from the on-site parking facilities, as well as providing adequate crowd control and security measures to ensure safe and efficient event operations.

4. Summary of the Changes for the 2005 Edition. The following changes are made in the 2004-2005 edition of the TPMP:

- Two new Residential Permit Parking Program districts were established in the HP Pavilion vicinity - Cahill Park and Delmas Park.
- The total parking inventory for off-site parking facilities within the one-third mile area, including on-street parking, is currently at 4,232 spaces. The reduction of spaces in comparison to the 2001 update is attributed to the VTA LRT project reducing spaces in both Water Company lots. The total parking inventory for off-site parking facilities between the one-third mile and one-half mile area, including on-street parking, increased to 6,759 spaces. The addition of a third Adobe parking structure offset the loss of spaces at other garages and lots.
- The City and HP Pavilion Management will continue to address the subject of available parking spaces to ensure that sufficient off-site spaces are available for use by HP Pavilion customers when they arrive for events.
- Recent budget constraints limited the Arena Shuttle services to Sharks games only during the 2003-2004 hockey season. The current cancellation of the 2004-2005 NHL season has completely eliminated the shuttle service for this season.
- The number of traffic signals Citywide increased to 852 from 775, of which 605 are currently connected to the signal operations center.
- The number of light rail stations serving the County increased to 56 from 48 with the opening of the Capitol LRT extension to Capitol Expressway and McKee in San Jose. The Vasona Corridor is scheduled to open in spring of 2005, expanding the transit system to 64 light rail stations.

PUBLIC OUTREACH

The Arena Events Operations Committee approved the 2004-2005 edition of the TPMP. Members of the committee include San José Arena Authority, HP Pavilion Management and Valley Transportation Authority.

COORDINATION

This report was coordinated with the City Attorney's Office, Office of Economic Development, Police Department, and the Department of Parks, Recreation and Neighborhood Services. HP Pavilion Management also reviewed this edition of the TPMP and is in concurrence with it.

COST IMPLICATIONS

Not Applicable

BUDGET REFERENCE

Not Applicable

CEQA

EIR Resolution No. 60199

for 
JAMES R. HELMER
Director of Transportation