Appendix G.

Hexagon Transportation Consultants, Inc.

Traffic and Vehicle Miles Traveled (VMT) Analysis and

Heritage Oaks Cemetery Access Study

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Memorandum

Date: December 7, 2022

To: Ms. Leianne Humble, Denise Duffy & Associates

From: Gary Black
Nivedha Baskarapandian

Subject: Vehicle Miles Traveled Analysis for the Cemetery at Heritage Oaks Memorial in San Jose, California

Hexagon Transportation Consultants, Inc. has completed a vehicle miles traveled (VMT) analysis for the proposed cemetery at Heritage Oaks Memorial in San Jose, California. The project site is located southeast of the intersection of McKean Road and Bailey Avenue. The project proposes up to eight community mausoleum structures totaling 23,750 square feet (s.f.), a two-level terraced funeral home/mortuary facility totaling 26,458 s.f., a separate crematory structure totaling 4,300 s.f., and a maintenance building totaling 5,231 s.f.

Vehicle Miles Traveled

All new development projects within the City of San Jose are required to analyze the effects of development on the transportation system using the VMT metric and conform to Council Policy 5-1 for the purpose of evaluating transportation impacts per CEQA requirements. The purpose of this VMT analysis is to identify project-generated impacts according to California Environmental Quality Act (CEQA) and San Jose guidelines.

VMT Impact Criteria

San Jose's Council Policy 5-1 provides policies and guidelines for VMT analysis in the city. The guidelines cover typical types of development such as office, residential, industrial, and retail.

Cemetery is not a type of land use that is specifically addressed in the guidelines. Nor is it a type of use that is similar to any land uses in the policy. Most trips generated by the cemetery would be made by guests attending memorial services and burials. These would occur on an irregular basis and not every day, but it is anticipated that the cemetery would generate an average of more than 110 trips per day, which is the threshold for small development in San Jose. Small developments do not require VMT analysis.

Since memorial services and burials would happen whether or not this project were built, a key consideration for VMT is what would happen without this project. For this analysis, Hexagon completed a qualitative analysis based on the location of other cemeteries in the Bay Area.

VMT Assessment Results

According to Michael Green of Clark & Green Associates, who is an expert in cemetery development, under existing conditions, Oak Hill Memorial Park is the only cemetery in San Jose serving burials, and space is very limited. Most burials are happening at cemeteries farther away from San Jose, as listed below.

- Los Gatos Memorial Park (Los Gatos)
- Fremont Memorial Park (Fremont)
- Skylawn Funeral Home, Memorial Park, & Crematory (San Mateo)
- Other cemeteries in San Mateo County, north of San Mateo, up to Colma

Of the cemeteries listed above, Los Gatos Memorial Park is approximately 12 miles to San Jose and has about an acre of space available left. Fremont Memorial Park is approximately 16 miles to San Jose and is expected to have about a decade left. Skylawn is the farthest from San Jose at about 40 miles. Skylawn has a fair amount of capacity but is a bit of a drive from San Jose. The other cemeteries in San Mateo County are about 50 miles to San Jose and are almost at capacity. The proposed cemetery at McKean Road and Bailey Avenue is 15 miles from the center of San Jose which is closer than most of the cemeteries listed above. Thus, by developing a cemetery closer to San Jose residents than the other existing options, the project would result in a reduction in VMT.

Traffic Evaluation

Hexagon had completed a traffic evaluation for this project on July 2, 2014 (Attachment A). The results of the report are summarized below.

The project was expected to generate a maximum of 492 daily trips by the build out year of 2030. During the AM peak hour there would be 39 trips, and during the PM peak hour there would be 79 trips. These trips were assumed on a day when five committal services and three memorial services are held with a maximum of 120 attendees.

A level of service analysis (LOS) was not conducted due to the fact that the intersection of McKean Road and Bailey Avenue is unsignalized, and the City of San Jose does not have level of service standards for unsignalized intersections. The LOS at Bailey Avenue and Santa Teresa Boulevard was analyzed, and the addition of the project trips would not be expected to cause the intersection LOS to fall below LOS D. This would be consistent with the City's LOS policy.

Attachment 1

Traffic Study for Heritage Oaks Memorial Park

July 2, 2014

Ms. Leianne Humble
Denise Duffy and Associates, Inc.
947 Cass Street, Suite 5
Monterey, CA 93940

Re: Traffic Study for the Heritage Oaks Memorial Park in San Jose, California

Dear Ms. Humble:

Hexagon Transportation Consultants, Inc. has completed a traffic evaluation for the proposed Heritage Oaks Memorial Park on McKean Road, south of Bailey Avenue, in San Jose, California. The proposed project consists of a 102-acre cemetery on land that is currently vacant and has an existing designation as open hillside in the San Jose General Plan. Access to the site would be provided from McKean Road, as shown on Figure 1.

For purposes of this traffic study, it is assumed that the cemetery would reach build-out after approximately 200 years. At build-out, the cemetery would have an estimated capacity of 150,000 ground burial plots and 150,000 spaces for cremation burials. The entry gates on McKean Road would be open to the public from dawn to dusk, seven days per week. With the exception of special scheduled services, the gates would be closed daily at dusk. The administration office hours would be from 9:00 a.m. to 5:00 p.m., and most trips would occur in that time period.

For purposes of estimating traffic volumes associated with the cemetery's operations, there are five main sources of trips:

- **Committal Services**: The number of committal services to be conducted at burial sites would ramp up slowly. By 2030, it is estimated that there would be up to five committal services per day. According to the California Cemetery Association, the average vehicle count per funeral procession is about 14 vehicles, so five services would generate 70 vehicles (140 trips) per day. Committal services typically occur mid-day and would not generate AM or PM peak hour traffic.

- **Memorial Services**: The proposed cemetery would include space for memorial services, with a total seating capacity for up to 120 persons. By 2030, there may be as many as three services per day (360 people total), with one service overlapping the PM peak hour. Using a conservative assumption of three services per day and an assumption of three persons per vehicle, there would be 120 vehicles (240 trips) per day. It is assumed that memorial services last long enough that people may arrive or depart during the PM peak hour, but not both.

- **Employees**: It is estimated there could be as many as 15 employees. It is conservatively assumed that all 15 would arrive during the AM peak hour and all would leave during the PM peak hour.

- **General Visitation:** Visitors are assumed to visit the cemetery throughout the day to visit gravesites. The number of trips for this purpose is assumed to be 10% of the total trips from the above purposes (10% of the sum of the trips by people attending committal and memorial services and by employees). Of the visitors, 10% are assumed to enter and exit during the AM and PM peak hours.

- **Construction Workers:** Construction would continue through build-out. The administration and maintenance buildings would be expanded, and new burial areas, roads, paths, and parking areas would be added. It is assumed that 20 construction workers would arrive at the site in the AM peak hour and depart in the PM peak hour each day through build-out of the site.

Figure 1
Site Location

The total number of daily trips generated by the cemetery by 2030 is estimated to be a maximum of 492 trips, as shown in Table 1, on a day when five committal services and three memorial services are held, with each memorial service including the maximum of 120 attendees. There would be 39 trips during the AM peak hour and 79 trips during the PM peak hour on a day with that level of activity. Most days would have fewer services and lower attendance, so the added traffic would be less.

Table 1
Estimated Trip Generation for Heritage Oaks Memorial Park

	Daily		AM Peak		PM Peak	
Trip Purpose	**Vehicles**	**Trips**	**Vehicles**	**Trips**	**Vehicles**	**Trips**
Committal Services [1]	70	140	0	0	0	0
Memorial Services [2]	120	240	0	0	40	40
General Visitation [3]	21	42	2	4	2	4
Employees [4]	15	30	15	15	15	15
Construction Workers [5]	20	40	20	20	20	20
Total (Day with 3 Memorial Services)	**246**	**492**	**37**	**39**	**77**	**79**
Total (Day with no Memorial Services)	126	252	37	39	37	39

Notes:
(1) Committal Services: Assume 5 services per day. Average vehicles per service: 14 vehicles. Committal services will not typically occur during AM or PM peak.
(2) Memorial Services: 120 person capacity. Could be 3 services per day. Assuming 3 persons per vehicle, there would be 40 vehicles per service and 120 per day. On a 3-service day, one service would occur during PM peak.
(3) General Visitation: 10% of traffic (10% of committal services + memorial services + employees). 10% of these visitors would visit during AM and PM peak hours.
(4) Employees: Assume 15 employees. Conservatively assume all arrive in AM peak hour and leave in PM peak hour.
(5) Construction: Assume 20 construction workers per day, and that all arrive in AM peak hour and depart in PM peak hour.

The estimated number of daily trips on a day with the maximum level of activity is estimated to be 492, but that is not expected to be an average day. There would likely be days with no memorial services, days with one memorial service, days with two memorial services, and days with three memorial services. The number of attendees at each service would be expected to vary considerably. To provide a sense of the range of expected trip generation, Table 1 also shows the number of trips estimated to occur on a day with no memorial services. On a day when no memorial services are held, there would be an estimated 252 daily trips, 39 AM peak hour trips, and 39 PM peak hour trips.

Traffic counts were not conducted for this study, but volumes for McKean Road and Bailey Avenue were extrapolated from other sources. Daily traffic counts were conducted on McKean Road south of Country View Drive in November 2013 for another study prepared by Hexagon. Country View Drive is approximately 1.5 miles north of Bailey Avenue, but since there are very few driveways or intersections between Country View Drive and Bailey Avenue, the McKean Road volumes at that location would not vary greatly from the volumes at Bailey Avenue. The average daily traffic volume on McKean Road south of Country View Drive is currently 3,130. A two-lane rural arterial such as McKean Road is estimated to have capacity for 15,800 vehicles per day.

Peak-hour traffic volumes for the intersection of Santa Teresa Boulevard and Bailey Avenue were obtained from the City of San Jose's TRAFFIX count database. Although the peak-hour intersection counts were conducted in 2007, there has been no significant new development in the area since then, so volumes are likely to be similar today. There is a large IBM facility on Bailey Road west of this intersection, and a substantial portion of the traffic proceeding west through the intersection during the AM peak hour and east during the PM peak hour is attributable to the IBM research lab. As shown in Table 2, the traffic volumes on Bailey Avenue were less than 500 vehicles in each direction at the Santa Teresa Boulevard intersection during both peak hours, and the volumes can be assumed to be lower during the mid-day period. Based on the data in Table 2, traffic volumes on Bailey Avenue are estimated to be less than 300 vehicles in each direction during both peak hours west of the IBM facility.

Table 2
Peak Hour Traffic Volumes at Intersection of Santa Teresa Blvd and Bailey Avenue

Westbound Volume on Bailey (west of Santa Teresa Blvd)		Eastbound Volume on Bailey (east of Santa Teresa Blvd)	
AM Peak Hour			
Traffic Coming From:		**Traffic Coming From:**	
Bailey WB Thru	322	Bailey EB Thru	86
Santa Teresa SB Right Turn	81	Santa Teresa SB Left Turn	69
Santa Teresa NB Left Turn	59	Santa Teresa NB Right Turn	80
	462		235
PM Peak Hour			
Bailey WB Thru	83	Bailey EB Thru	377
Santa Teresa SB Right Turn	36	Santa Teresa SB Left Turn	62
Santa Teresa NB Left Turn	22	Santa Teresa NB Right Turn	47
	141		486

Source: City of San Jose TRAFFIX database. Count conducted in 2007, but existing traffic volumes are likely to be roughly similar.

Bailey Avenue is a four-lane divided roadway with a posted speed limit of 45 mph east of the IBM facility and becomes a curvy two-lane road with a posted speed limit of 35 mph west of IBM. The hourly capacity of a roadway like Bailey Avenue is approximately 950 vehicles per lane per hour, so the additional traffic generated by the cemetery (39 trips in the AM peak hour and 79 trips in the PM peak hour) would not substantially change existing traffic conditions.

The proposed cemetery would be located in an area where traffic volumes are low because much of the surrounding land is vacant or in agricultural use. Assuming that virtually all visitors and employees would travel to and from the cemetery via Bailey Road, a driver would travel through the following intersections, if they were approaching from Highway 101 (as shown on Figure 1):

- **Bailey Avenue and Highway 101:** This interchange has ramps for both northbound and southbound Hwy 101 to access Bailey Road heading west towards the cemetery.

- **Bailey Avenue and Monterey Road:** Bailey has an overpass over Monterey Road, so additional traffic on Bailey would not affect traffic operations on Monterey Road.

- **Bailey Avenue and Santa Teresa Boulevard**: 4-way signalized intersection. Based on the traffic counts conducted in 2007 discussed above, the City of San Jose's TRAFFIX database indicates the existing level of service was LOS C at this intersection in both the AM and PM peak hours. (Level of Service is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays.) As stated earlier, since there has been no significant development in the area since 2007, it is unlikely that the level of service based on new counts would be very different from that calculated using the 2007 count data.

- **Bailey Avenue and McKean Road:** 3-legged ("T") unsignalized intersection with one-way stop control on Bailey Avenue. This intersection is over two miles from Santa Teresa Boulevard, and, other than the IBM driveways, there are no other intersections on Bailey Road in between Santa Teresa Boulevard and McKean Road.

A level of service analysis was not conducted as part of this study, because the only intersection within two miles of the proposed project's main entry gates (on the Bailey Avenue route that most visitors to the cemetery would take) is the T-intersection at McKean Road and Bailey Avenue, and it is unsignalized. The City of San Jose does not have a level of service standard for unsignalized intersections. Thus, by definition, the intersection of McKean Road and Bailey Avenue cannot drop below a level of service threshold. Based on the volume information available, a traffic signal warrant analysis was not completed for the intersection of McKean Road and Bailey Avenue.

The City of San Jose's General Plan and Council Policy 5-3 establish that the City's level of service standard for signalized intersections is "D" or better during the peak hours. The addition of 39 AM peak hour trips would be less than one trip per minute, and the addition of 79 PM peak hour trips would be approximately one trip every 45 seconds, on average. Adding this number of trips would not be expected to cause the intersection of Bailey Avenue and Santa Teresa Boulevard to fall below a LOS D, given that its most recently calculated LOS was C in both peak hours. Based on this reasoning, the proposed cemetery would be consistent with the City's level of service policy.

An additional consideration for the intersection operations on Bailey Avenue concerns funeral processions. The California Department of Motor Vehicles' *California Driver Handbook* states:

> Do not block or hinder a funeral procession. Vehicles taking part in a funeral procession have the right-of-way, and if you interfere, obstruct, or interrupt the funeral procession, you are subject to a citation. A funeral procession is led by a traffic officer. All vehicles taking part in the procession have windshield markers to identify them and have their headlights on.

A funeral procession would only need to pass through one signalized intersection – Santa Teresa Boulevard and Bailey Avenue – between Highway 101 and the entry gates on McKean Road. For a large funeral procession on Bailey Avenue, in addition to a police escort, a traffic officer should be positioned at the Santa Teresa Boulevard signalized intersection to direct traffic and allow the entire procession to travel through the intersection together. The escorted procession would continue on Bailey Avenue and turn left onto McKean Road at the unsignalized T-intersection. Provided that all vehicles have proper windshield markers and headlights are turned on, a traffic officer probably would not be needed to direct traffic at this unsignalized intersection.

Within the Heritage Oaks site, a network of curving and looped roadways would provide access to the burial grounds and other facilities. The roadways would be 20 feet wide throughout most of the cemetery, with traffic circles provided at numerous locations, as shown on Figure 2. The 20-foot wide roadways would provide sufficient width for parallel parking on portions of the roadways during burial committal ceremonies and visitation, while allowing other vehicles to pass. All roadways would be private, and maintenance would be the responsibility of the cemetery.

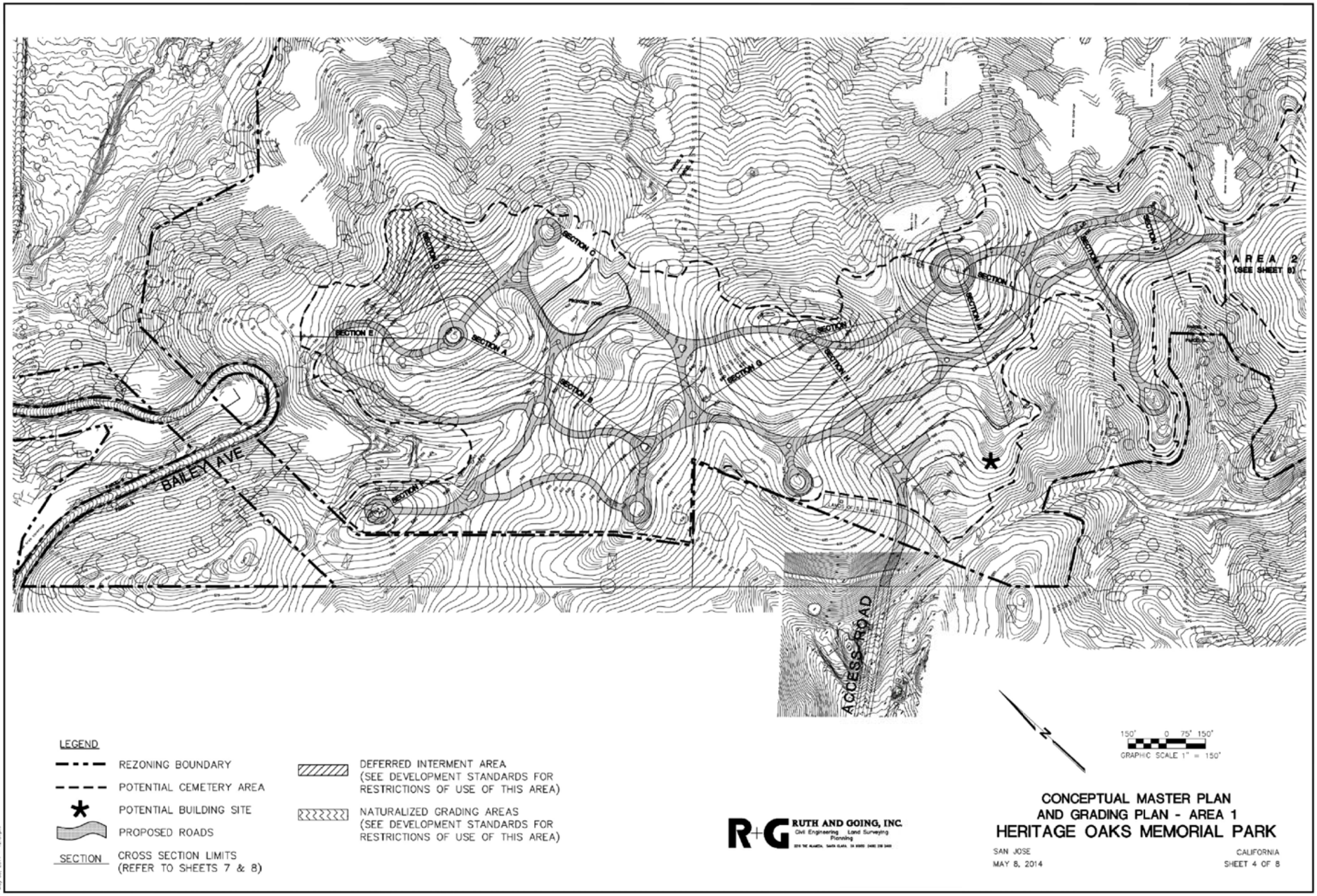


Figure 2
Proposed Roadway Network for the Heritage Oaks Memorial Park

We appreciate the opportunity to submit this report. Please do not hesitate to contact us if additional information is needed.

Sincerely,

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Gary K. Black
President

Memorandum

Date: August 22, 2025

To: Mr. Michael Green, Clark & Green Associates

From: Andrea Lin, Kai-Ling Kuo

Subject: Access Study for the Cemetery at Heritage Oaks Memorial Park in San Jose, California

Hexagon Transportation Consultants, Inc. has completed an access study for the proposed cemetery at Heritage Oaks Memorial Park in San Jose, California. The project is located southeast of the intersection of McKean Road and Bailey Avenue (see Figure 1). Hexagon prepared a CEQA transportation analysis for the project in 2022 and a traffic study in 2014. The City of San Jose has requested an analysis of the project entrance to include an evaluation of sight distance and the need for turn lanes. Vehicular access to the site is proposed via a new access road connecting to McKean Road that would be located approximately 0.3 miles south of the intersection of McKean Road and Bailey Avenue.

This site access study presents estimated trip generation, turn lane analysis, and sight distance analysis. Although no transportation demand management (TDM) plan is required for the project, Hexagon completed a TDM checklist in accordance with San Jose requirements, included in Appendix A.

Project Description

The project proposes the construction of a two-story funeral home, chapel, and office (26,458 square feet) and associated parking lot, up to eight mausoleums (totaling 23,750 square feet), a crematory (4,300 square feet), and associated circulation roads, surface improvements, and maintenance facilities. A new access road would connect the project to McKean Road.

Data Collection

24-hour tube counts and speed surveys were conducted on McKean Road in the vicinity of the proposed project access road for a typical weekday on July 22, 2025 and a Saturday on July 19, 2025. The traffic counts were used for the turn lane analysis, and 85th percentile speeds were used for sight distance analysis. The traffic counts are included in Appendix B.

Based on the tube counts, the AM and PM peak-hour traffic volumes on the weekday and mid-day peak-hour traffic volumes on the Saturday are shown in Table 1. On the weekday, the AM peak hour occurred at 7:00 AM and the PM peak hour occurred at 4:00 PM. In the AM, there is a higher amount of southbound vehicles and in the PM there is higher number of northbound vehicles. On Saturday, the peak hour occurred at 12:00 PM.

The posted speed limit on McKean Road is 45 miles per hour (mph). Based on speed surveys, the existing 85th percentile travel speed on McKean Road in the project area is approximately 50 miles per hour in the northbound direction at 52 miles per hour in the southbound direction.

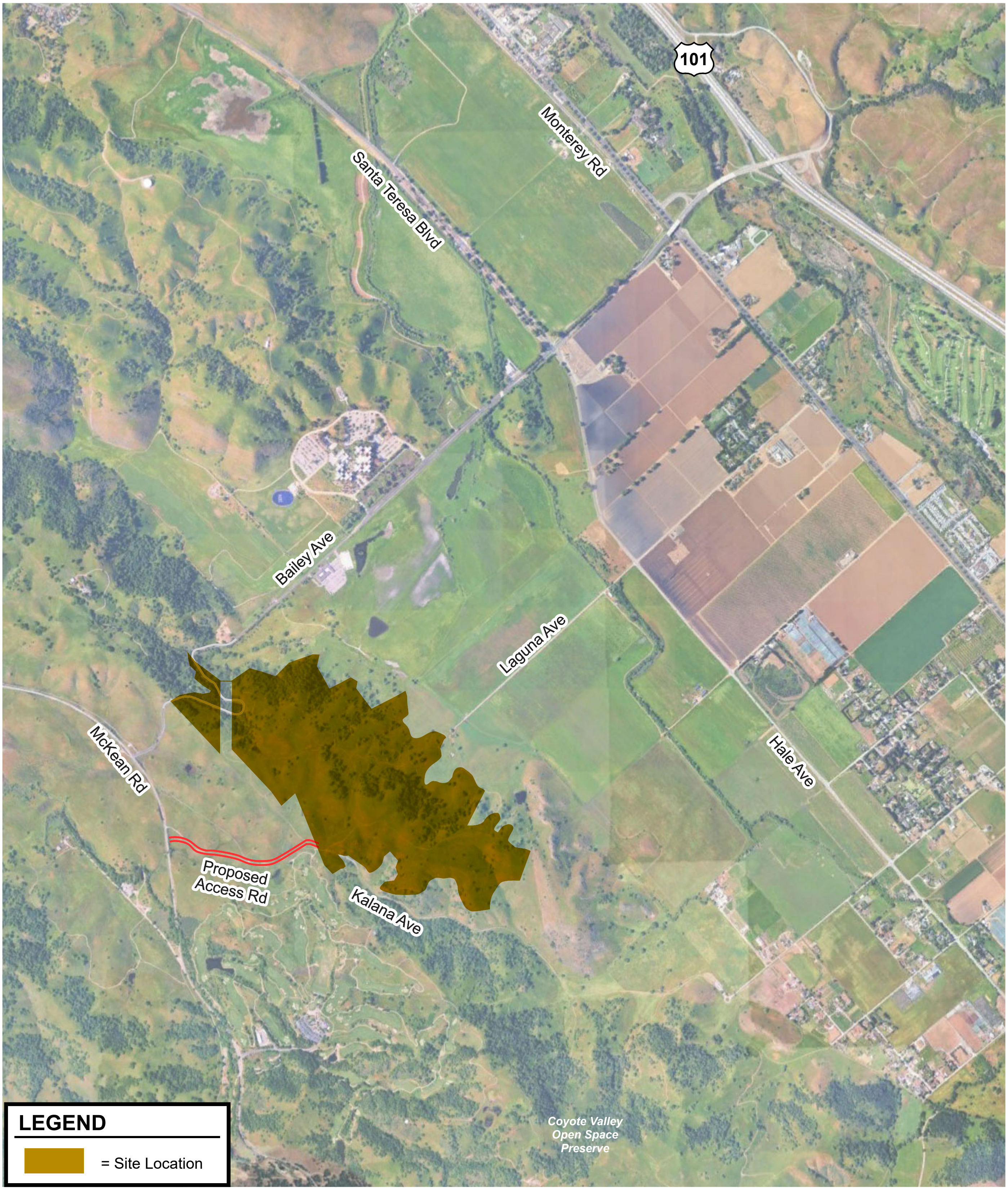


Figure 1
Site Location

Table 1
McKean Road Traffic Volumes

		Weekday Traffic Volume[1]			Saturday Traffic Volume[2]	
Street Segment	Direction	Daily Volume	AM Peak Hour 7:00 AM	PM Peak Hour 4:00 PM	Daily Volume	Mid-day Peak Hour 12:00 PM
McKean Road, south of Bailey Avenue	Northbound	2880	40	671	2211	223
	Southbound	1384	214	63	1729	137
	Total	4264	254	734	3940	360

Notes:
1. AM and PM Peak-hour volumes based on 24-hour tube counts collected on a weekday on July 22, 2025.
2. Mid-day peak-hour volumes based on 24-hour tube counts collected on a Saturday on July 19, 2025.

Project Trip Estimates

Hexagon prepared a trip generation estimate for the 2014 traffic study (see Appendix C) based on the anticipated cemetery operations by year 2030. The entry gates on McKean Road would be open to the public from dawn to dusk, seven days per week. With the exception of special scheduled services, the gates would be closed daily at dusk. The administration office hours would be from 9:00 AM to 5:00 PM, and most trips would occur during those hours.

The project is estimated to generate a maximum of 492 daily trips on weekdays and weekends when five committal services and three memorial services are held, with each memorial service having the maximum number of 120 attendees. On weekdays, there would be 39 trips during the AM peak hour and 79 trips during the PM peak hour on a weekday with that level of activity. Most days would have fewer services and lower attendance, so the added traffic would be less. On weekends, it is estimated there would be 100 trips during the mid-day peak hour.

The 2014 study did not estimate peak-hour traffic during mid-day. Based on the assumptions presented in the 2014 study, the project is estimated to generate 100 trips during the mid-day peak hour (see Table 2).

Table 2
Trip Generation Estimates – Based on Proposed Operations

	Daily		AM Peak		PM Peak		Mid-Day Peak	
Trip Purpose	Vehicles	Trips	Vehicles	Trips	Vehicles	Trips	Vehicles	Trips
Committal Services[1]	70	140	0	0	0	0	28	56
Memorial Services[2]	120	240	0	0	40	40	40	40
General Visitation[3]	21	42	2	4	2	4	2	4
Employees[4]	15	30	15	15	15	15	0	0
Construction Workers[5]	20	40	20	20	20	20	0	0
Total (Day with 3 Memorial Services)	**246**	**492**	**37**	**39**	**77**	**79**	**70**	**100**

Notes:
1 Committal Services: Assume 5 services per day with 2 services occuring during mid-day peak. Average vehicles per service: 14 vehicles. Committal services will not typically occur during AM or PM peak.
2 Memorial Services: 120 person capacity. Could be 3 serivces per day. Assuming 3 persons per vehicle, there would be 40 vehicles per service and 120 per day. On a 3-service day, one service would occur during the PM peak and mid-day.
3 General Visitation: 10% of traffic (10% of committall services + memorial services + employees). 10% of these visitors would visit during AM, mid-day, and PM peak hours.
4 Employees: Assume 15 employees. Conservative asume all arrive in AM peak hour and leave in PM peak hour.
5 Construction: Assume 20 construction workers per day, and that all arrive in AM peak hour and depart in PM peak hour.

The estimated trips based on the cemetery's operations were compared to the trips estimated using the trip rates published in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual, 11th Edition* (2021) for "Cemetery" (Land Use 566). The project would develop approximately 41 acres of the project site. Based on ITE rates for weekdays, the cemetery would generate 247 daily weekday trips, as shown in Table 3. The ITE estimates are 7 trips during the AM peak hour and 19 trips during the PM peak hour. Based on ITE rates for Saturday, there would be 369 daily trips with 82 trips during the mid-day peak hour.

Table 3
Trip Generation Estimates – Based on ITE Trip Rates

Land Use	Size	Weekday Daily Trips	Weekday AM Peak-Hour Trips In	Weekday AM Peak-Hour Trips Out	Weekday AM Peak-Hour Trips Total	Weekday PM Peak-Hour Trips In	Weekday PM Peak-Hour Trips Out	Weekday PM Peak-Hour Trips Total	Saturday Daily Trips	Saturday Mid-Day Peak-Hour Trips In	Saturday Mid-Day Peak-Hour Trips Out	Saturday Mid-Day Peak-Hour Trips Total
Cemetery[1]	41 acres	247	6	1	7	6	13	19	369	43	39	82

Note:
1. Cemetery trip generation based on the rates published in the ITE *Trip Generation Manual, 11th Edition* (2021) for Cemetery (Land Use Code 566).

Estimated Trip Generation for Analysis

Since the number of estimated trips based on the cemetery's operations is greater than the estimated trips using ITE rates, the estimated trips using the cemetery's operations were used for the access study (see Table 4). The project is estimated to generate 492 daily trips, with 39 trips (31 inbound and 8 outbound) occurring during the AM peak hour and 79 trips (24 inbound and 55 outbound) occurring during the PM peak hour. On Saturdays, the project is estimated to generate 100 mid-day peak-hour trips (53 inbound and 47 outbound).

Table 4
Trip Generation Estimates – Based on Proposed Operations with ITE Split Rates

Land Use	Size	Weekday Daily Trips	Weekday AM Peak-Hour Trips In	Weekday AM Peak-Hour Trips Out	Weekday AM Peak-Hour Trips Total	Weekday PM Peak-Hour Trips In	Weekday PM Peak-Hour Trips Out	Weekday PM Peak-Hour Trips Total	Saturday Daily Trips	Saturday Mid-Day Peak-Hour Trips In	Saturday Mid-Day Peak-Hour Trips Out	Saturday Mid-Day Peak-Hour Trips Total
Cemetery[1]	41 acres	492	31	8	39	24	55	79	492	53	47	100

Note:
1. Cemetery trip generation based on site programming for 2014 traffic study.
2. Inbound and outbound splits based on ITE Trip Generation Manual (11th Edition) splits for "Cemetery" (Land Use 566). The Weekday AM peak hour split is 80% inbound and 20% outbound. The Weekday PM peak hour split is 31% inbound and 69% outbound. The Saturday Mid-day split is 53% inbound and 47% outbound.

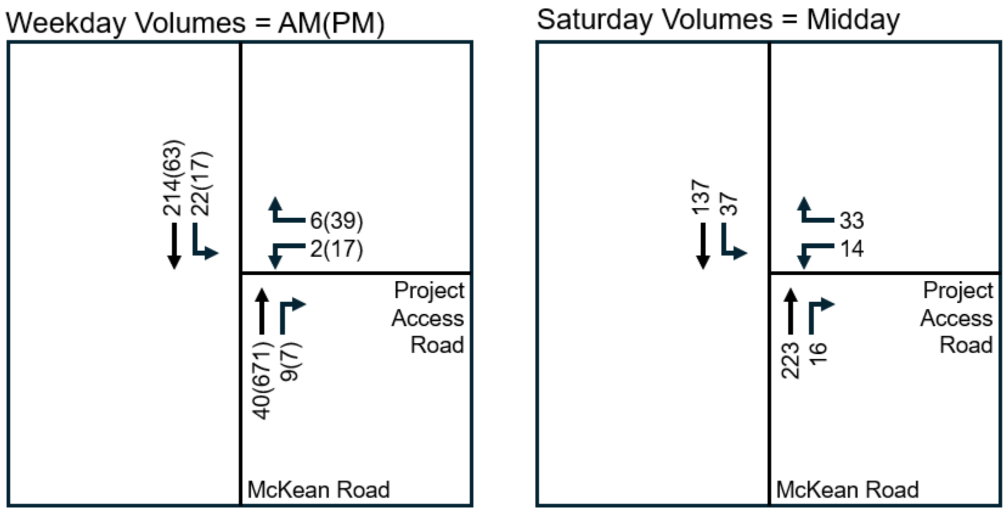
Project Trip Distribution

The trip distribution pattern for the project trips was estimated based on the surrounding roadway network. It was assumed that 70% of the project trips would be entering from and exiting to the north towards Almaden Expressway or US 101, and the remaining 30% of project trips would be entering from and exiting to the south towards Gilroy and Morgan Hill.

Turn Lane Analysis

The need for an inbound left-turn lane or right-turn lane on McKean Road at the project access road is evaluated below based on the design guidelines published by the American Association of State Highway and Transportation Officials (AASHTO) and National Cooperative highway Research Program (NCHRP). Figure 2 shows the peak-hour traffic volumes at the proposed access road intersection under existing plus project conditions.

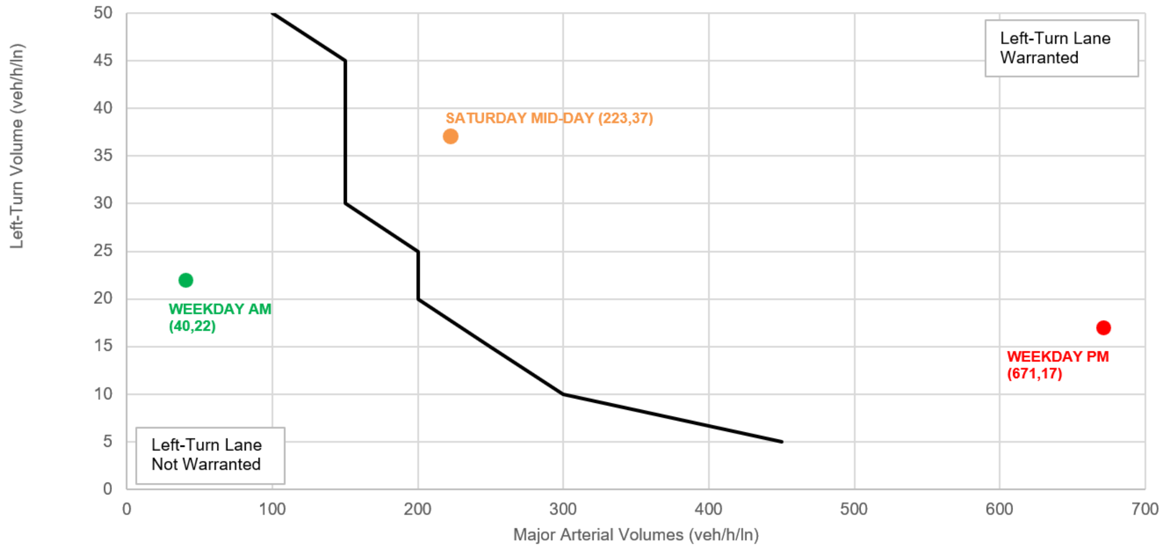
Figure 2
Peak-Hour Traffic Volumes at Proposed Access Road Intersection



Inbound Left-Turn Lane

A turn-lane warrant analysis was conducted for the project access road to determine whether a separate left-turn lane from southbound McKean Road would be necessary to safely and efficiently accommodate project traffic. The AASHTO publication *A Policy on Geometric Design of Highways and Streets* (2018) provides suggested left-turn lane guidelines (see Figure 3) using the guidelines described in the National Cooperative Highway Research Program Report (NCHRP 457). This analysis was conducted to determine the need for a left-turn lane into the project site. The guidelines indicate that the projected southbound left turns into the project access road would warrant a separate left-turn lane due to weekday PM and Saturday mid-day peak hour volumes.

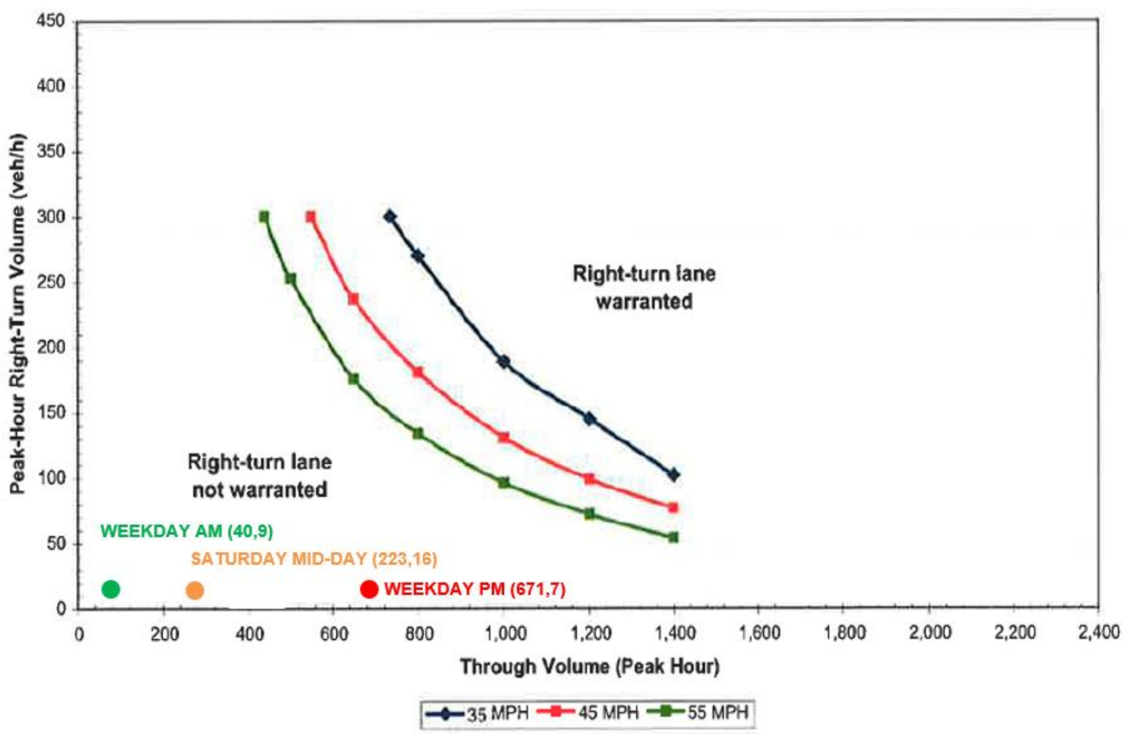
Figure 3
AASHTO Left-Turn Lane Warrant Guidelines for T-Intersections



Inbound Right-Turn Lane

A right-turn lane warrant analysis was conducted based on the NCHRP's *Design Guidelines for Intersection Auxiliary Lanes* (NCHRP Research Report 780 published in 2014). The guidelines indicate that northbound right turns into the project access road would not warrant a separate right-turn lane during any of the peak hours.

Figure 4
NCHRP Right-Turn Lane Warrant Guidelines for T-intersections



Center Turn Lane for Outbound Left-Turn Traffic

The need for a center turn lane on McKean Road to facilitate outbound left turns from the project access road was evaluated based on the delay that would be experienced by the outbound traffic. As discussed below, because the outbound left-turn traffic would experience vehicle delay equivalent to LOS B or better and there would be adequate sight distance for the outbound vehicles to identify gaps on McKean Road, a center turn lane would not be necessary.

Driveway Operations

Vehicle delay for the outbound traffic on the project access road at McKean Road was conducted using TRAFFIX software to determine the need for separate turn lanes (see Table 4). The proposed access road intersection would be stop-controlled, with a stop sign for the project driveway.

Table 5
Outbound Vehicle Delay at Access Road Intersection

	Peak Hour	Existing + Project[1] LOS	Existing + Project[1] Delay[2]
Weekday	AM	A	9.0
	PM	B	14.7
Saturday	Mid-Day	B	10.4

Notes:
1 Existing + Project conditions assume a shared left-right lane for the westbound approach and no change to other lane geometries.
2 Worst approach delay (seconds per vehicle) is reported, as the intersection is side-street stop-controlled.

Queueing Analysis

A queuing analysis was conducted to determine the 95th percentile queue lengths at the proposed access road intersection (see Table 5). During both the weekday AM and PM peak hours and the Saturday mid-day peak hour, the expected 95th percentile queue length is one vehicle (25 feet). Thus, there would be no issues with vehicle queuing.

Table 6
Queuing Analysis

	McKean Road / Project Access Road					
	SBL			WB		
Analysis Scenario	Weekday AM	Weekday PM	Saturday Mid-Day	Weekday AM	Weekday PM	Saturday Mid-Day
Existing + Project						
Delay[1] (sec)	7.3	9.0	7.8	9.0	14.7	10.4
Volume (vph)	22	17	37	8	55	47
Avg. Queue (veh/ln.)	0.04	0.04	0.08	0.02	0.22	0.14
Avg. Queue[2] (ft./ln)	1	1	2	1	6	3
95th %. Queue (veh/ln)	1	1	1	1	1	1
95th %. Queue[2] (ft/ln)	25	25	25	25	25	25

Notes:
SBL=southbound left-turn; WB = westbound
1 Delay of movement used for unsignalized intersections.
2 Assumes 25 feet per vehicle queued.

Sight Distance Analysis

The project proposes a new access road along McKean Road that would be stop controlled on the project access road. The project access road should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see vehicles and bicycles travelling on McKean Road. Providing appropriate sight distance reduces the likelihood of a collision at the access road and provides drivers with the ability to locate sufficient gaps in traffic and exit the access road.

The minimum acceptable sight distance is considered according to Caltrans recommended stopping sight distance. Sight distance requirements vary depending on roadway speeds. Speed surveys conducted along McKean Road revealed that the 85th percentile speeds on McKean Road near the proposed project access road location are 50 mph. With a travel speed of 50 mph, the stopping sight distance is 430 feet (see Figure 5). In the vicinity of the proposed access, the uphill road slope is about 1.5% to north side of the project access road, with a vertical curve. The crest of the curve is 480 feet north of the access road, further than the Caltrans recommended stopping sight distance. Therefore, the sight distance is adequate for southbound vehicles approaching the access road through the vertical curve. Additionally, there is a horizonal curve to the north side of the proposed project access road. Although the slight horizonal curve would not impede drivers' line of sight, the vegetation to the left of the access road should be kept low to ensure that landscaping too close to McKean Road would not block lines of sight.

Conclusion

The site access study for the cemetery at Heritage Oaks Memorial Park resulted in the following conclusions:

- **Trip Generation:** The project is estimated to generate a maximum of 492 daily trips on weekdays and weekends when five committal services and three memorial services are held, with each memorial service having the maximum number of 120 attendees. On weekdays, there would be 39 trips (31 inbound and 8 outbound) occurring during the AM peak hour and 79 trips (24 inbound and 55 outbound) occurring during the PM peak hour. On Saturdays, the project is estimated to generate 100 trips (53 inbound and 47 outbound) during the mid-day peak hour.

- **Turn Lane Warrants:** A southbound left-turn lane would be warranted on McKean Road at the project access road intersection because of weekday PM and Saturday mid-day peak hour volumes. A northbound right-turn lane on McKean Road would not be warranted during any of the peak hours.

- **Sight Distance:** It is recommended that bushes to the to the left of the access road be kept low to ensure that landscaping too close to McKean Road would not block lines of sight.

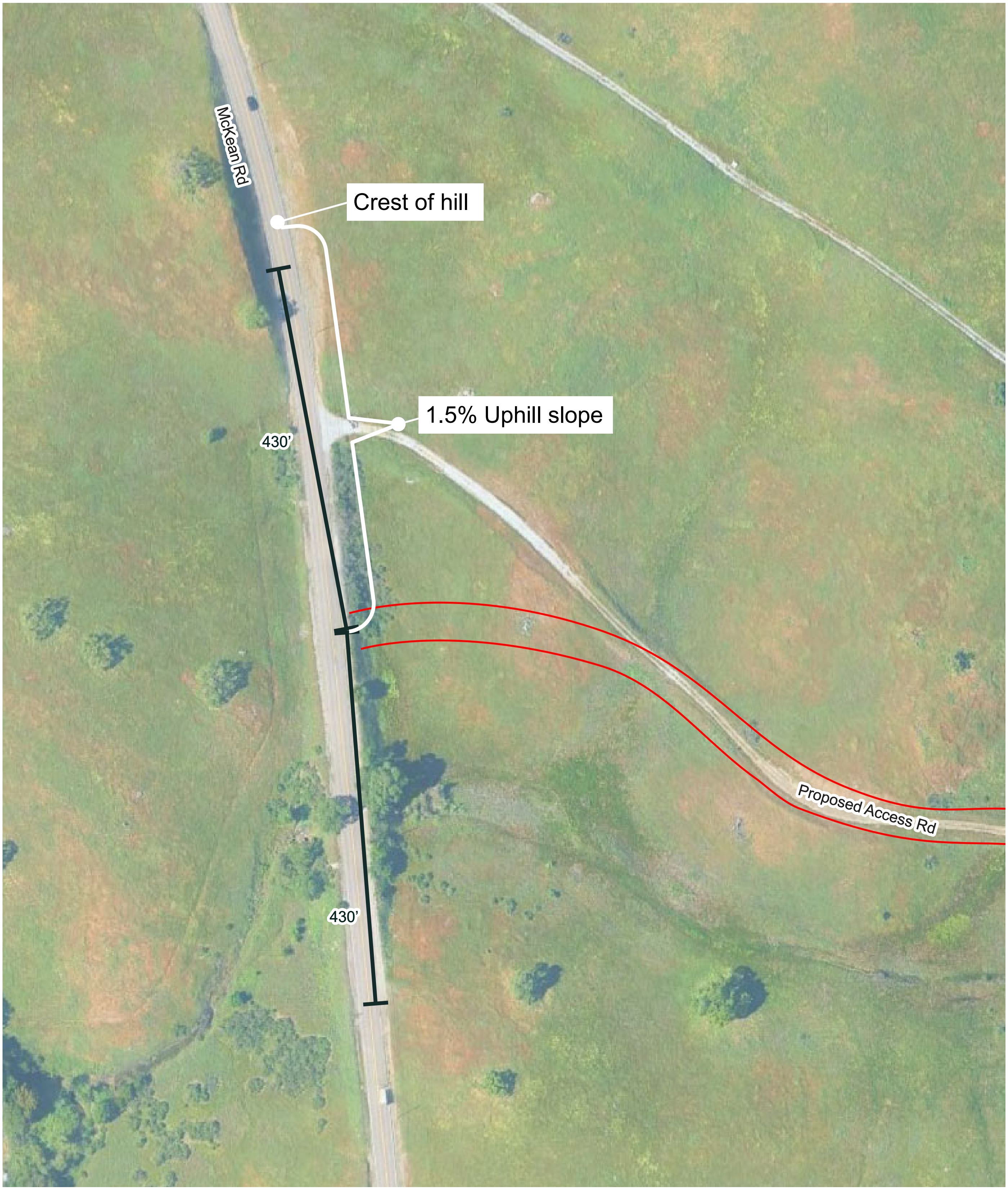


Figure 5
Sight Distance at Proposed Access Road

Appendix A

TDM Checklist

TRANSPORTATION DEMAND MANAGEMENT (TDM) CHECKLIST

This checklist is supplemental to a Development/Use Application. Effective April 10, 2023, the City of San Jose no longer mandates minimum parking requirements for development proposals. Instead, per Municipal Code 20.90, a Transportation Demand Management (TDM) Plan is required for non-exempt projects. This checklist verifies projects that are exempt from a TDM Plan and for projects that are not exempt, it facilitates the creation of a TDM Plan. Learn more at our Parking and TDM Ordinance webpage. See also the City's:
Transportation Anslysis Handbook.

Exempt projects. Generally, smaller projects such as those listed below are exempt; Section 2 of this checklist will help confirm the exemption. If exempt, you do not need to complete Section 3 of the form, but you must still enter your contact information at the end of the form. Exempt:

· Commute-End Uses (such as offices) that are new/add less than 10,000 square feet.
· Visit-End Uses (such as retail, restaurants, personal services) that are new/add less than 100,000 square feet.
· Residential-End Uses that are less than 25 multifamily units or are single-family detached units
· Other Uses (most industrial uses) that are new/add less than 30,000 square feet.

Non-exempt projects. If your project is not exempt, section 3 of this checklist facilitates a TDM Plan for the project. Please also view Table 20-190 for the requirements for your specific type of project.

For questions:
Speak with a City Planner at **408-535-3555**; see phone service hours at: www.sanjoseca.gov/Planning
Para información en español, comuníquese con un Planificador de la ciudad al **408-793-4100**
Để được hỗ trợ, nói chuyện với Người lập kế hoạch thành phố tại **408-793-4305**.

INSTRUCTIONS

As directed by a City Planner, complete this form and submit it with your Development/Use Permit Application.

1. PROPERTY INFORMATION

ASSESSOR'S PARCEL NUMBER/S:	*7127026, 71217017*

2. PROJECT DESCRIPTION

Enter the units and/or added* square footage for each type of use listed below that is applicable to your project. Leave blank any uses that are not applicable. For non-exempt projects, this checklist will auto-calculate the points you must achieve (see section 3) for your type of project.

*Added and/or changed square footage includes both new square footage and remaining square footage that is being converted from one TDM Use Category to another.

A. HOME-END USES	PROJECT SIZE (# of units)	POINT TARGET/EXEMPT
SELECT ONE (IF APPLICABLE)	0	
SELECT ONE (IF APPLICABLE)	0	
SELECT ONE (IF APPLICABLE)	0	
Total	0	

	PROJECT SIZE			
B. COMMUTE-END USES	sq ft	# units (hotel only)	# of students (school only)	POINT TARGET/EXEMPT
SELECT ONE (IF APPLICABLE)	0	0	0	
SELECT ONE (IF APPLICABLE)	0	0	0	
SELECT ONE (IF APPLICABLE)	0	0	0	
Total	0	0	0	

C. VISIT-END USES	PROJECT SIZE (SQ FT)	POINT TARGET/EXEMPT
Mortuary (with funeral services)	26,458	*This project is exempt from the TDM program*
SELECT ONE (IF APPLICABLE)	0	
SELECT ONE (IF APPLICABLE)	0	
Total	26,458	

D. OTHER USES	PROJECT SIZE (sq ft)	POINT TARGET/EXEMPT
Cemetery	23,750	*This project is exempt from the TDM program*
SELECT ONE (IF APPLICABLE)	0	
SELECT ONE (IF APPLICABLE)	0	
Total	23,750	

3. TDM PLAN

For each column that is a use that applies to your project, leave at "0" or click on the drop down menu from "0" to select the value that corresponds to the number of measures that you plan to implement. This checklist will then auto-calculate your TDM points and indicate if you are achieving the required points for your type of project.

Descriptions for each measure can be found by clicking on the links shown below.

		Points Values	Home-End Uses	Commute-End Uses	Visit End Uses	Other Uses
	TOTAL TDM POINTS NEEDED		0	0	0	0
	A. PROJECT CHARACTERISTICS					
PC03	Provide Affordable Housing	1 - 4	0	n/a	n/a	n/a
	B. MULTIMODAL NETWORK IMPROVEMENTS					
MI01	Provide Bike Network Improvements	1 - 4	0	0	0	0
	Cost of measure		$ -	$ -	$ -	$ -
MI03	Provide Transit Network Improvements	1 - 4	0	0	0	0
	Cost of measure		$ -	$ -	$ -	$ -

MI04	Provide Residential Street Improvements	1 - 4	0	0	0	0
	Cost of measure		$ -	$ -	$ -	$ -
MI05	Provide Pedestrian Network Improvements	1 - 4	0	0	0	0
	Cost of measure		$ -	$ -	$ -	$ -

C. PARKING

PK01	Off-Street Vehicle Parking Spaces (please enter):		*enter #*	*enter #*	*enter #*	n/a
	Project Size:		0	0	26,458	n/a
	Vehicle Parking Ratio:		n/a	n/a	n/a	n/a
	Right-size Vehicle Parking Supply	1 - 20	0	0	0	n/a
PK02	Provide Bike Parking Facilities	1 - 2	0	0	0	n/a
PK03	Provide Shared Parking	1 - 2	0	0	0	n/a

D. PROGRAMMATIC TDM

TP01	Provide School Pool Programs	1	0	n/a	n/a	n/a
TP02	Provide Bike Share Stations	1 - 2	0	0	0	n/a
TP03	Provide Car Share Station	1 - 4	0	0	0	n/a
TP04	Provide Education, Marketing & Outreach	1 - 2	0	0	n/a	n/a
TP05	Join Transportation Mgmt. Association (TMA)	See Note	See Note	See Note	See Note	n/a
TP06	Provide Parking Cash-out	2	n/a	0	n/a	0
TP07	Provide Transit Subsidies	1 - 8	0	0	0	0
TP08	Provide Flexible Work Schedules	1 - 4	n/a	0	n/a	n/a
TP09	Provide Private Shuttle/ Transit Service	4 - 8	0	0	0	n/a
TP10	Price Workplace Parking	1 - 2	n/a	0	0	n/a
TP11	Provide Alternative Transportation Benefits	1 - 8	0	0	0	0
TP12	Provide a Neighborhood School	2	0	n/a	n/a	n/a
TP13	Provide Ride-Share Programs	1	0	0	n/a	0
TP14	Subsidize Transit Service Upgrade/Expansion	1 - 4	0	0	0	n/a
TP15	Provide Targeted Behavioral Interventions	1 - 2	0	0	0	n/a
TP16	Unbundle Parking Costs from Property Cost	1 - 2	0	n/a	n/a	n/a
TP17	Provide Vanpool Incentives	1 - 4	0	0	0	n/a
TP18	Provide Voluntary Travel Behavior Change Prg.	1 - 2	0	0	0	n/a

Note: Points will be awarded for the TDM programs provided by the TMA. HOAs/Property owners must subscribe to the TMA with payment of annual membership fees.

USER-DEFINED MEASURE

Note: The City will review and assign point values if approved.

Click to enter text.

Click to enter text.

TOTAL TDM POINTS NEEDED:				
TOTAL TDM POINTS ACHIEVED:	0	0	0	0

4. CONTACT INFORMATION

APPLICANT NAME:	*Michael Green*		
NAME OF FIRM IF APPLICABLE:	*Clark & Green Associates*		
APPLICANT MAILING ADDRESS:	*15420 Laguna Canyoon Road Suite 210*		
APPLICANT PHONE:		EMAIL:	
APPLICANT'S REPRESENTATIVE:			
REPRESENTATIVE PHONE:		EMAIL:	
TRANSPORTATION CONSULTANT NAME IF ANY:	*Hexagon Transportation Consultants, Inc.*		
CONSULTANT PHONE:	*408-971-6100*	EMAIL:	*kkuo@hextrans.com*

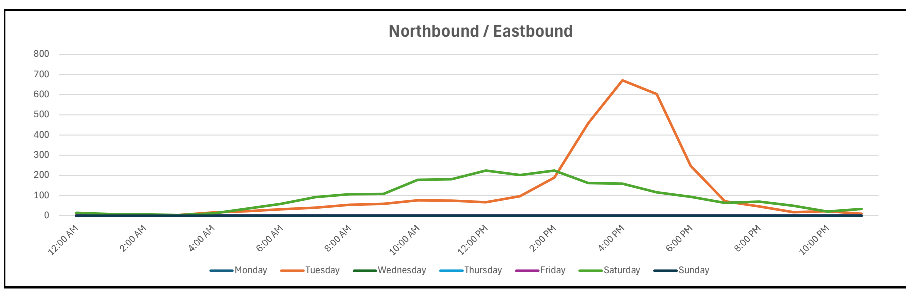
Appendix B

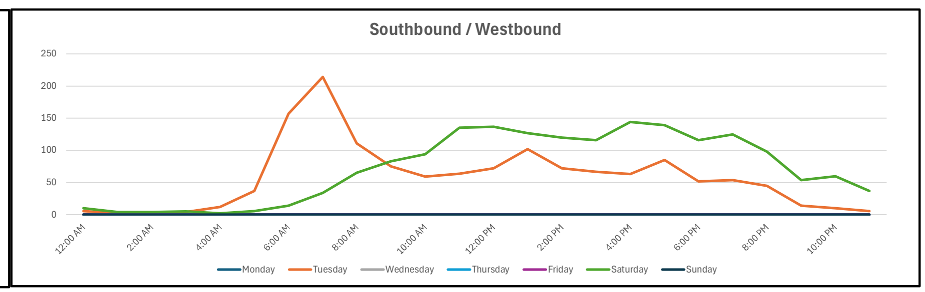
Traffic Counts

Vehicle Volume Report - Hourly

Site Description: McKean Rd S.O Bailey Ave
Site Number: 1
Start Date: 07/19/2025
End Date: 07/22/2025

Time	Monday 7/21/25			Tuesday 7/22/25			Wednesday 7/23/25			Thursday 7/24/25			Friday 7/25/25			Saturday 7/19/25			Sunday 7/20/25			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB	SB
12:00 AM	-	-	-	4	6	10	-	-	-	-	-	-	-	-	-	14	10	24	-	-	-	-	-	-	-	-	-
1:00 AM	-	-	-	1	2	3	-	-	-	-	-	-	-	-	-	7	4	11	-	-	-	-	-	-	-	-	-
2:00 AM	-	-	-	2	1	3	-	-	-	-	-	-	-	-	-	6	4	10	-	-	-	-	-	-	-	-	-
3:00 AM	-	-	-	3	4	7	-	-	-	-	-	-	-	-	-	3	5	8	-	-	-	-	-	-	-	-	-
4:00 AM	-	-	-	15	12	27	-	-	-	-	-	-	-	-	-	11	2	13	-	-	-	-	-	-	-	-	-
5:00 AM	-	-	-	22	37	59	-	-	-	-	-	-	-	-	-	35	6	41	-	-	-	-	-	-	-	-	-
6:00 AM	-	-	-	31	157	188	-	-	-	-	-	-	-	-	-	58	14	72	-	-	-	-	-	-	-	-	-
7:00 AM	-	-	-	40	214	254	-	-	-	-	-	-	-	-	-	92	34	126	-	-	-	-	-	-	-	-	-
8:00 AM	-	-	-	54	111	165	-	-	-	-	-	-	-	-	-	106	65	171	-	-	-	-	-	-	-	-	-
9:00 AM	-	-	-	59	75	134	-	-	-	-	-	-	-	-	-	108	83	191	-	-	-	-	-	-	-	-	-
10:00 AM	-	-	-	76	59	135	-	-	-	-	-	-	-	-	-	178	94	272	-	-	-	-	-	-	-	-	-
11:00 AM	-	-	-	74	64	138	-	-	-	-	-	-	-	-	-	181	135	316	-	-	-	-	-	-	-	-	-
12:00 PM	-	-	-	66	72	138	-	-	-	-	-	-	-	-	-	223	137	360	-	-	-	-	-	-	-	-	-
1:00 PM	-	-	-	97	102	199	-	-	-	-	-	-	-	-	-	201	127	328	-	-	-	-	-	-	-	-	-
2:00 PM	-	-	-	189	72	261	-	-	-	-	-	-	-	-	-	223	120	343	-	-	-	-	-	-	-	-	-
3:00 PM	-	-	-	459	67	526	-	-	-	-	-	-	-	-	-	162	116	278	-	-	-	-	-	-	-	-	-
4:00 PM	-	-	-	671	63	734	-	-	-	-	-	-	-	-	-	158	144	302	-	-	-	-	-	-	-	-	-
5:00 PM	-	-	-	603	85	688	-	-	-	-	-	-	-	-	-	116	139	255	-	-	-	-	-	-	-	-	-
6:00 PM	-	-	-	248	52	300	-	-	-	-	-	-	-	-	-	94	116	210	-	-	-	-	-	-	-	-	-
7:00 PM	-	-	-	72	54	126	-	-	-	-	-	-	-	-	-	63	125	188	-	-	-	-	-	-	-	-	-
8:00 PM	-	-	-	46	45	91	-	-	-	-	-	-	-	-	-	70	98	168	-	-	-	-	-	-	-	-	-
9:00 PM	-	-	-	17	14	31	-	-	-	-	-	-	-	-	-	49	54	103	-	-	-	-	-	-	-	-	-
10:00 PM	-	-	-	22	10	32	-	-	-	-	-	-	-	-	-	20	60	80	-	-	-	-	-	-	-	-	-
11:00 PM	-	-	-	9	6	15	-	-	-	-	-	-	-	-	-	33	37	70	-	-	-	-	-	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	125	482	607	-	-	-	-	-	-	-	-	-	256	113	369	-	-	-	-	-	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	1733	215	1948	-	-	-	-	-	-	-	-	-	436	399	835	-	-	-	-	-	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	2667	1193	3860	-	-	-	-	-	-	-	-	-	1900	1324	3224	-	-	-	-	-	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	2880	1384	4264	-	-	-	-	-	-	-	-	-	2211	1729	3940	-	-	-	-	-	-	-	-	-
Percent	-	-	-	*67.5%*	*32.5%*	*100.0%*	-	-	-	-	-	-	-	-	-	*56.1%*	*43.9%*	*100.0%*	-	-	-	-	-	-	-	-	-
AM Peak	-	-		7:00 AM	8:00 AM		-	-		-	-		-	-		11:00 AM	12:00 PM		-	-							
PM Peak	-	-		4:00 PM	5:00 PM		-	-		-	-		-	-		12:00 PM	1:00 PM		-	-							





Vehicle Speed Report - Hourly

Site Description: McKean Rd S.O Bailey Ave
Site Number: 1
Start Date: 07/19/2025
End Date: 07/22/2025

Total Study Speed Summary		
	Northbound	Southbound
Average Speed	44.1 mph	44.6 mph
50th Percentile	44.3 mph	44.8 mph
85th Percentile	49.7 mph	51.8 mph
95th Percentile	53.6 mph	56.1 mph

Speed Range (MPH) - Total Study																					
	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
Northbound	5091	0	18	32	22	34	147	782	1763	1591	527	122	35	3	10	3	1	0	0	1	0
Percent	*100.0%*	*0.0%*	*0.4%*	*0.6%*	*0.4%*	*0.7%*	*2.9%*	*15.4%*	*34.6%*	*31.3%*	*10.4%*	*2.4%*	*0.7%*	*0.1%*	*0.2%*	*0.1%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Southbound	3113	0	1	34	54	43	135	438	896	820	473	148	47	16	4	2	0	0	1	1	0
Percent	*100.0%*	*0.0%*	*0.0%*	*1.1%*	*1.7%*	*1.4%*	*4.3%*	*14.1%*	*28.8%*	*26.3%*	*15.2%*	*4.8%*	*1.5%*	*0.5%*	*0.1%*	*0.1%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Total	8204	0	19	66	76	77	282	1220	2659	2411	1000	270	82	19	14	5	1	0	1	2	0
Percent	*100.0%*	*0.0%*	*0.2%*	*0.8%*	*0.9%*	*0.9%*	*3.4%*	*14.9%*	*32.4%*	*29.4%*	*12.2%*	*3.3%*	*1.0%*	*0.2%*	*0.2%*	*0.1%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: McKean Rd S.O Bailey Ave
Site Number: 1
Start Date: 07/19/2025
End Date: 07/22/2025

Vehicle Speed Report (Northbound - 07/22/2025)

Tuesday		Northbound																			
7/22/25	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	4	0	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	2	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	3	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0
4:00 AM	15	0	0	0	0	0	0	1	3	7	3	1	0	0	0	0	0	0	0	0	0
5:00 AM	22	0	0	0	0	0	1	4	7	7	1	1	1	0	0	0	0	0	0	0	0
6:00 AM	31	0	0	1	0	0	0	6	16	4	1	3	0	0	0	0	0	0	0	0	0
7:00 AM	40	0	0	0	0	1	1	10	14	10	2	1	0	1	0	0	0	0	0	0	0
8:00 AM	54	0	0	1	0	1	3	17	19	7	4	2	0	0	0	0	0	0	0	0	0
9:00 AM	59	0	1	1	0	0	3	14	20	16	4	0	0	0	0	0	0	0	0	0	0
10:00 AM	76	0	0	0	0	1	5	24	22	17	7	0	0	0	0	0	0	0	0	0	0
11:00 AM	74	0	0	0	0	1	2	24	26	16	3	1	1	0	0	0	0	0	0	0	0
12:00 PM	66	0	1	1	0	1	2	12	24	16	7	2	0	0	0	0	0	0	0	0	0
1:00 PM	97	0	0	0	0	1	3	19	30	36	3	4	1	0	0	0	0	0	0	0	0
2:00 PM	189	0	0	1	0	0	5	28	41	72	32	7	2	0	0	1	0	0	0	0	0
3:00 PM	459	0	0	0	0	2	9	56	162	161	58	9	2	0	0	0	0	0	0	0	0
4:00 PM	671	0	0	2	10	8	7	42	239	260	94	6	2	0	1	0	0	0	0	0	0
5:00 PM	603	0	0	0	1	4	9	43	184	287	70	4	1	0	0	0	0	0	0	0	0
6:00 PM	248	0	0	0	1	0	0	20	58	107	38	20	2	0	2	0	0	0	0	0	0
7:00 PM	72	0	0	0	0	0	2	7	20	26	14	3	0	0	0	0	0	0	0	0	0
8:00 PM	46	0	0	0	0	0	0	3	18	11	11	2	1	0	0	0	0	0	0	0	0
9:00 PM	17	0	0	0	0	0	1	4	5	5	0	1	0	0	1	0	0	0	0	0	0
10:00 PM	22	0	0	0	0	0	1	0	7	5	4	4	0	0	0	0	0	0	0	1	0
11:00 PM	9	0	0	0	0	1	1	1	1	3	1	1	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	**125**	**0**	**0**	**2**	**0**	**2**	**4**	**33**	**49**	**21**	**7**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**1733**	**0**	**0**	**2**	**11**	**14**	**25**	**141**	**585**	**708**	**222**	**19**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**2667**	**0**	**2**	**7**	**12**	**20**	**49**	**315**	**855**	**1009**	**323**	**59**	**11**	**1**	**3**	**1**	**0**	**0**	**0**	**0**	**0**
12:00 AM - 12:00 AM	**2880**	**0**	**2**	**7**	**13**	**21**	**55**	**336**	**919**	**1077**	**358**	**72**	**13**	**1**	**4**	**1**	**0**	**0**	**0**	**1**	**0**
Percent	***100%***	***0.0%***	***0.1%***	***0.2%***	***0.5%***	***0.7%***	***1.9%***	***11.7%***	***31.9%***	***37.4%***	***12.4%***	***2.5%***	***0.5%***	***0.0%***	***0.1%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***

50th Percentile 45.3 mph
85th Percentile 50.1 mph
95th Percentile 53.6 mph
Average Speed 45.06 mph

Site Description: McKean Rd S.O Bailey Ave
Site Number: 1
Start Date: 07/19/2025
End Date: 07/22/2025

ALL TRAFFIC DATA SERVICES

Vehicle Speed Report (Southbound - 07/22/2025)

Tuesday	Southbound																				
7/22/25	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	6	0	0	0	0	0	0	1	1	3	0	1	0	0	0	0	0	0	0	0	0
1:00 AM	2	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
2:00 AM	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	4	0	0	0	0	0	1	0	1	0	1	1	0	0	0	0	0	0	0	0	0
4:00 AM	12	0	0	0	0	0	0	0	1	2	4	4	1	0	0	0	0	0	0	0	0
5:00 AM	37	0	0	0	0	1	1	1	1	18	10	3	2	0	0	0	0	0	0	0	0
6:00 AM	157	0	0	0	1	0	2	1	13	48	64	21	4	3	0	0	0	0	0	0	0
7:00 AM	214	0	0	0	0	0	0	1	32	82	70	21	6	1	1	0	0	0	0	0	0
8:00 AM	111	0	0	0	0	0	1	9	15	42	38	5	1	0	0	0	0	0	0	0	0
9:00 AM	75	0	0	0	0	0	2	4	19	27	16	5	2	0	0	0	0	0	0	0	0
10:00 AM	59	0	0	0	0	0	0	7	23	14	13	0	2	0	0	0	0	0	0	0	0
11:00 AM	64	0	0	0	1	0	4	12	20	14	5	6	2	0	0	0	0	0	0	0	0
12:00 PM	72	0	0	1	4	1	2	13	28	18	4	0	1	0	0	0	0	0	0	0	0
1:00 PM	102	0	0	2	0	2	11	19	32	16	13	5	1	1	0	0	0	0	0	0	0
2:00 PM	72	0	1	0	1	0	7	12	25	19	5	2	0	0	0	0	0	0	0	0	0
3:00 PM	67	0	0	0	1	2	5	9	16	22	10	2	0	0	0	0	0	0	0	0	0
4:00 PM	63	0	0	0	0	0	4	12	14	17	13	2	1	0	0	0	0	0	0	0	0
5:00 PM	85	0	0	0	0	0	4	14	32	13	15	4	2	1	0	0	0	0	0	0	0
6:00 PM	52	0	0	0	0	0	0	6	18	18	5	4	1	0	0	0	0	0	0	0	0
7:00 PM	54	0	0	0	0	1	1	12	21	12	5	2	0	0	0	0	0	0	0	0	0
8:00 PM	45	0	0	0	0	0	0	3	22	14	5	1	0	0	0	0	0	0	0	0	0
9:00 PM	14	0	0	0	0	0	1	2	3	3	1	2	1	0	0	1	0	0	0	0	0
10:00 PM	10	0	0	0	0	0	1	1	0	5	1	0	0	0	1	0	0	0	1	0	0
11:00 PM	6	0	0	0	0	0	0	0	1	2	2	0	1	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	**482**	**0**	**0**	**0**	**1**	**0**	**3**	**11**	**60**	**172**	**172**	**47**	**11**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**215**	**0**	**0**	**0**	**1**	**2**	**13**	**35**	**62**	**52**	**38**	**8**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**1193**	**0**	**1**	**3**	**8**	**5**	**42**	**119**	**287**	**350**	**271**	**77**	**23**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 AM - 12:00 AM	**1384**	**0**	**1**	**3**	**8**	**7**	**47**	**141**	**338**	**409**	**300**	**92**	**28**	**6**	**2**	**1**	**0**	**0**	**1**	**0**	**0**
Percent	***100%***	***0.0%***	***0.1%***	***0.2%***	***0.6%***	***0.5%***	***3.4%***	***10.2%***	***24.4%***	***29.6%***	***21.7%***	***6.6%***	***2.0%***	***0.4%***	***0.1%***	***0.1%***	***0.0%***	***0.0%***	***0.1%***	***0.0%***	***0.0%***
50th Percentile	**46.6 mph**																				
85th Percentile	**53.1 mph**																				
95th Percentile	**57.1 mph**	**Average Speed**		**46.61 mph**																	

Site Description: McKean Rd S.O Bailey Ave
Site Number: 1
Start Date: 07/19/2025
End Date: 07/22/2025

Vehicle Speed Report (Northbound - 07/19/2025)

Saturday	Northbound																				
7/19/25	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	14	0	0	0	0	0	1	3	1	3	0	1	2	0	3	0	0	0	0	0	0
1:00 AM	7	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	1	0	0	0	0
2:00 AM	6	0	0	0	0	0	0	2	3	0	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	3	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	11	0	0	0	0	0	1	1	3	3	3	0	0	0	0	0	0	0	0	0	0
5:00 AM	35	0	0	0	0	0	0	3	11	12	7	2	0	0	0	0	0	0	0	0	0
6:00 AM	58	0	0	0	0	0	2	13	15	17	8	2	1	0	0	0	0	0	0	0	0
7:00 AM	92	0	3	1	0	0	4	23	42	13	3	1	2	0	0	0	0	0	0	0	0
8:00 AM	106	0	2	4	1	1	4	19	40	30	4	1	0	0	0	0	0	0	0	0	0
9:00 AM	108	0	4	6	0	1	9	25	40	20	3	0	0	0	0	0	0	0	0	0	0
10:00 AM	178	0	3	7	0	1	4	46	83	19	11	3	1	0	0	0	0	0	0	0	0
11:00 AM	181	0	0	3	1	1	15	28	78	40	9	4	2	0	0	0	0	0	0	0	0
12:00 PM	223	0	2	1	4	0	6	67	86	41	14	2	0	0	0	0	0	0	0	0	0
1:00 PM	201	0	0	1	0	3	7	45	71	53	15	5	1	0	0	0	0	0	0	0	0
2:00 PM	223	0	0	1	2	2	4	42	85	63	19	2	2	0	0	1	0	0	0	0	0
3:00 PM	162	0	0	0	0	0	5	26	69	48	9	0	4	1	0	0	0	0	0	0	0
4:00 PM	158	0	0	1	0	1	4	30	62	34	12	8	5	0	1	0	0	0	0	0	0
5:00 PM	116	0	1	0	0	1	5	16	42	36	12	1	0	1	1	0	0	0	0	0	0
6:00 PM	94	0	0	0	1	0	3	12	39	29	6	3	0	0	0	1	0	0	0	0	0
7:00 PM	63	0	1	0	0	0	4	12	22	13	5	6	0	0	0	0	0	0	0	0	0
8:00 PM	70	0	0	0	0	0	5	10	19	23	9	3	1	0	0	0	0	0	0	0	0
9:00 PM	49	0	0	0	0	1	2	13	16	5	9	2	0	0	1	0	0	0	0	0	0
10:00 PM	20	0	0	0	0	0	1	6	8	3	1	1	0	0	0	0	0	0	0	0	0
11:00 PM	33	0	0	0	0	1	5	4	7	5	7	3	1	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	**256**	**0**	**5**	**5**	**1**	**1**	**10**	**55**	**97**	**60**	**15**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**436**	**0**	**1**	**1**	**0**	**2**	**14**	**72**	**173**	**118**	**33**	**9**	**9**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**1900**	**0**	**15**	**25**	**9**	**11**	**72**	**392**	**752**	**443**	**125**	**32**	**18**	**2**	**2**	**2**	**0**	**0**	**0**	**0**	**0**
12:00 AM - 12:00 AM	**2211**	**0**	**16**	**25**	**9**	**13**	**92**	**446**	**844**	**514**	**169**	**50**	**22**	**2**	**6**	**2**	**1**	**0**	**0**	**0**	**0**
Percent	***100%***	***0.0%***	***0.7%***	***1.1%***	***0.4%***	***0.6%***	***4.2%***	***20.2%***	***38.2%***	***23.2%***	***7.6%***	***2.3%***	***1.0%***	***0.1%***	***0.3%***	***0.1%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***

50th Percentile	**42.8 mph**		
85th Percentile	**48.8 mph**		
95th Percentile	**53.7 mph**	**Average Speed**	**42.95 mph**

Site Description: McKean Rd S.O Bailey Ave
Site Number: 1
Start Date: 07/19/2025
End Date: 07/22/2025

Vehicle Speed Report (Southbound - 07/19/2025)

Saturday	Southbound																				
7/19/25	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	10	0	0	0	0	0	0	0	2	4	2	1	1	0	0	0	0	0	0	0	0
1:00 AM	4	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0
2:00 AM	4	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	5	0	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	6	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0
6:00 AM	14	0	0	0	0	0	0	1	2	5	5	1	0	0	0	0	0	0	0	0	0
7:00 AM	34	0	0	0	1	1	0	2	6	9	8	5	2	0	0	0	0	0	0	0	0
8:00 AM	65	0	0	0	1	2	3	15	15	17	11	0	1	0	0	0	0	0	0	0	0
9:00 AM	83	0	0	0	7	2	4	5	26	29	8	1	1	0	0	0	0	0	0	0	0
10:00 AM	94	0	0	3	11	4	3	17	31	14	6	5	0	0	0	0	0	0	0	0	0
11:00 AM	135	0	0	17	14	5	8	17	31	31	9	2	1	0	0	0	0	0	0	0	0
12:00 PM	137	0	0	8	5	6	5	18	32	41	18	3	1	0	0	0	0	0	0	0	0
1:00 PM	127	0	0	0	1	0	4	16	55	29	16	6	0	0	0	0	0	0	0	0	0
2:00 PM	120	0	0	0	0	0	4	21	38	35	16	3	3	0	0	0	0	0	0	0	0
3:00 PM	116	0	0	0	2	1	3	29	32	26	11	7	1	3	1	0	0	0	0	0	0
4:00 PM	144	0	0	0	2	1	8	24	59	34	11	3	1	1	0	0	0	0	0	0	0
5:00 PM	139	0	0	0	0	3	4	24	58	33	8	4	1	4	0	0	0	0	0	0	0
6:00 PM	116	0	0	1	1	1	4	15	42	32	12	5	1	0	0	1	0	0	0	1	0
7:00 PM	125	0	0	2	1	0	7	20	48	32	12	1	1	1	0	0	0	0	0	0	0
8:00 PM	98	0	0	0	0	2	13	27	35	14	1	3	2	1	0	0	0	0	0	0	0
9:00 PM	54	0	0	0	0	0	8	17	15	6	6	0	1	0	1	0	0	0	0	0	0
10:00 PM	60	0	0	0	0	8	4	11	17	7	9	4	0	0	0	0	0	0	0	0	0
11:00 PM	37	0	0	0	0	0	4	15	8	5	3	2	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	**113**	**0**	**0**	**0**	**2**	**3**	**3**	**18**	**23**	**31**	**24**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**399**	**0**	**0**	**0**	**4**	**5**	**15**	**77**	**149**	**93**	**30**	**14**	**3**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**1324**	**0**	**0**	**29**	**45**	**26**	**50**	**204**	**427**	**335**	**139**	**45**	**13**	**8**	**1**	**1**	**0**	**0**	**0**	**1**	**0**
12:00 AM - 12:00 AM	**1729**	**0**	**0**	**31**	**46**	**36**	**88**	**297**	**558**	**411**	**173**	**56**	**19**	**10**	**2**	**1**	**0**	**0**	**0**	**1**	**0**
Percent	***100%***	***0.0%***	***0.0%***	***1.8%***	***2.7%***	***2.1%***	***5.1%***	***17.2%***	***32.3%***	***23.8%***	***10.0%***	***3.2%***	***1.1%***	***0.6%***	***0.1%***	***0.1%***	***0.0%***	***0.0%***	***0.0%***	***0.1%***	***0.0%***

50th Percentile	43.4 mph		
85th Percentile	50.1 mph		
95th Percentile	55.1 mph	Average Speed	42.97 mph

Appendix C

2014 Traffic Study

July 2, 2014

Ms. Leianne Humble
Denise Duffy and Associates, Inc.
947 Cass Street, Suite 5
Monterey, CA 93940

Re: Traffic Study for the Heritage Oaks Memorial Park in San Jose, California

Dear Ms. Humble:

Hexagon Transportation Consultants, Inc. has completed a traffic evaluation for the proposed Heritage Oaks Memorial Park on McKean Road, south of Bailey Avenue, in San Jose, California. The proposed project consists of a 102-acre cemetery on land that is currently vacant and has an existing designation as open hillside in the San Jose General Plan. Access to the site would be provided from McKean Road, as shown on Figure 1.

For purposes of this traffic study, it is assumed that the cemetery would reach build-out after approximately 200 years. At build-out, the cemetery would have an estimated capacity of 150,000 ground burial plots and 150,000 spaces for cremation burials. The entry gates on McKean Road would be open to the public from dawn to dusk, seven days per week. With the exception of special scheduled services, the gates would be closed daily at dusk. The administration office hours would be from 9:00 a.m. to 5:00 p.m., and most trips would occur in that time period.

For purposes of estimating traffic volumes associated with the cemetery's operations, there are five main sources of trips:

- **Committal Services**: The number of committal services to be conducted at burial sites would ramp up slowly. By 2030, it is estimated that there would be up to five committal services per day. According to the California Cemetery Association, the average vehicle count per funeral procession is about 14 vehicles, so five services would generate 70 vehicles (140 trips) per day. Committal services typically occur mid-day and would not generate AM or PM peak hour traffic.

- **Memorial Services**: The proposed cemetery would include space for memorial services, with a total seating capacity for up to 120 persons. By 2030, there may be as many as three services per day (360 people total), with one service overlapping the PM peak hour. Using a conservative assumption of three services per day and an assumption of three persons per vehicle, there would be 120 vehicles (240 trips) per day. It is assumed that memorial services last long enough that people may arrive or depart during the PM peak hour, but not both.

- **Employees**: It is estimated there could be as many as 15 employees. It is conservatively assumed that all 15 would arrive during the AM peak hour and all would leave during the PM peak hour.

- **General Visitation:** Visitors are assumed to visit the cemetery throughout the day to visit gravesites. The number of trips for this purpose is assumed to be 10% of the total trips from the above purposes (10% of the sum of the trips by people attending committal and memorial services and by employees). Of the visitors, 10% are assumed to enter and exit during the AM and PM peak hours.

- **Construction Workers:** Construction would continue through build-out. The administration and maintenance buildings would be expanded, and new burial areas, roads, paths, and parking areas would be added. It is assumed that 20 construction workers would arrive at the site in the AM peak hour and depart in the PM peak hour each day through build-out of the site.

LEGEND

= Project Site Location

Figure 1
Site Location

The total number of daily trips generated by the cemetery by 2030 is estimated to be a maximum of 492 trips, as shown in Table 1, on a day when five committal services and three memorial services are held, with each memorial service including the maximum of 120 attendees. There would be 39 trips during the AM peak hour and 79 trips during the PM peak hour on a day with that level of activity. Most days would have fewer services and lower attendance, so the added traffic would be less.

Table 1
Estimated Trip Generation for Heritage Oaks Memorial Park

Trip Purpose	Daily		AM Peak		PM Peak	
	Vehicles	Trips	Vehicles	Trips	Vehicles	Trips
Committal Services [1]	70	140	0	0	0	0
Memorial Services [2]	120	240	0	0	40	40
General Visitation [3]	21	42	2	4	2	4
Employees [4]	15	30	15	15	15	15
Construction Workers [5]	20	40	20	20	20	20
Total (Day with 3 Memorial Services)	**246**	**492**	**37**	**39**	**77**	**79**
Total (Day with no Memorial Services)	126	252	37	39	37	39

Notes:
(1) Committal Services: Assume 5 services per day. Average vehicles per service: 14 vehicles. Committal services will not typically occur during AM or PM peak.
(2) Memorial Services: 120 person capacity. Could be 3 services per day. Assuming 3 persons per vehicle, there would be 40 vehicles per service and 120 per day. On a 3-service day, one service would occur during PM peak.
(3) General Visitation: 10% of traffic (10% of committal services + memorial services + employees). 10% of these visitors would visit during AM and PM peak hours.
(4) Employees: Assume 15 employees. Conservatively assume all arrive in AM peak hour and leave in PM peak hour.
(5) Construction: Assume 20 construction workers per day, and that all arrive in AM peak hour and depart in PM peak hour.

The estimated number of daily trips on a day with the maximum level of activity is estimated to be 492, but that is not expected to be an average day. There would likely be days with no memorial services, days with one memorial service, days with two memorial services, and days with three memorial services. The number of attendees at each service would be expected to vary considerably. To provide a sense of the range of expected trip generation, Table 1 also shows the number of trips estimated to occur on a day with no memorial services. On a day when no memorial services are held, there would be an estimated 252 daily trips, 39 AM peak hour trips, and 39 PM peak hour trips.

Traffic counts were not conducted for this study, but volumes for McKean Road and Bailey Avenue were extrapolated from other sources. Daily traffic counts were conducted on McKean Road south of Country View Drive in November 2013 for another study prepared by Hexagon. Country View Drive is approximately 1.5 miles north of Bailey Avenue, but since there are very few driveways or intersections between Country View Drive and Bailey Avenue, the McKean Road volumes at that location would not vary greatly from the volumes at Bailey Avenue. The average daily traffic volume on McKean Road south of Country View Drive is currently 3,130. A two-lane rural arterial such as McKean Road is estimated to have capacity for 15,800 vehicles per day.

Peak-hour traffic volumes for the intersection of Santa Teresa Boulevard and Bailey Avenue were obtained from the City of San Jose's TRAFFIX count database. Although the peak-hour intersection counts were conducted in 2007, there has been no significant new development in the area since then, so volumes are likely to be similar today. There is a large IBM facility on Bailey Road west of this intersection, and a substantial portion of the traffic proceeding west through the intersection during the AM peak hour and east during the PM peak hour is attributable to the IBM research lab. As shown in Table 2, the traffic volumes on Bailey Avenue were less than 500 vehicles in each direction at the Santa Teresa Boulevard intersection during both peak hours, and the volumes can be assumed to be lower during the mid-day period. Based on the data in Table 2, traffic volumes on Bailey Avenue are estimated to be less than 300 vehicles in each direction during both peak hours west of the IBM facility.

Table 2
Peak Hour Traffic Volumes at Intersection of Santa Teresa Blvd and Bailey Avenue

Westbound Volume on Bailey (west of Santa Teresa Blvd)		Eastbound Volume on Bailey (east of Santa Teresa Blvd)	
AM Peak Hour			
Traffic Coming From:		**Traffic Coming From:**	
Bailey WB Thru	322	Bailey EB Thru	86
Santa Teresa SB Right Turn	81	Santa Teresa SB Left Turn	69
Santa Teresa NB Left Turn	59	Santa Teresa NB Right Turn	80
	462		235
PM Peak Hour			
Bailey WB Thru	83	Bailey EB Thru	377
Santa Teresa SB Right Turn	36	Santa Teresa SB Left Turn	62
Santa Teresa NB Left Turn	22	Santa Teresa NB Right Turn	47
	141		486

Source: City of San Jose TRAFFIX database. Count conducted in 2007, but existing traffic volumes are likely to be roughly similar.

Bailey Avenue is a four-lane divided roadway with a posted speed limit of 45 mph east of the IBM facility and becomes a curvy two-lane road with a posted speed limit of 35 mph west of IBM. The hourly capacity of a roadway like Bailey Avenue is approximately 950 vehicles per lane per hour, so the additional traffic generated by the cemetery (39 trips in the AM peak hour and 79 trips in the PM peak hour) would not substantially change existing traffic conditions.

The proposed cemetery would be located in an area where traffic volumes are low because much of the surrounding land is vacant or in agricultural use. Assuming that virtually all visitors and employees would travel to and from the cemetery via Bailey Road, a driver would travel through the following intersections, if they were approaching from Highway 101 (as shown on Figure 1):

- **Bailey Avenue and Highway 101:** This interchange has ramps for both northbound and southbound Hwy 101 to access Bailey Road heading west towards the cemetery.

- **Bailey Avenue and Monterey Road:** Bailey has an overpass over Monterey Road, so additional traffic on Bailey would not affect traffic operations on Monterey Road.

- **Bailey Avenue and Santa Teresa Boulevard**: 4-way signalized intersection. Based on the traffic counts conducted in 2007 discussed above, the City of San Jose's TRAFFIX database indicates the existing level of service was LOS C at this intersection in both the AM and PM peak hours. (Level of Service is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays.) As stated earlier, since there has been no significant development in the area since 2007, it is unlikely that the level of service based on new counts would be very different from that calculated using the 2007 count data.

- **Bailey Avenue and McKean Road:** 3-legged ("T") unsignalized intersection with one-way stop control on Bailey Avenue. This intersection is over two miles from Santa Teresa Boulevard, and, other than the IBM driveways, there are no other intersections on Bailey Road in between Santa Teresa Boulevard and McKean Road.

A level of service analysis was not conducted as part of this study, because the only intersection within two miles of the proposed project's main entry gates (on the Bailey Avenue route that most visitors to the cemetery would take) is the T-intersection at McKean Road and Bailey Avenue, and it is unsignalized. The City of San Jose does not have a level of service standard for unsignalized intersections. Thus, by definition, the intersection of McKean Road and Bailey Avenue cannot drop below a level of service threshold. Based on the volume information available, a traffic signal warrant analysis was not completed for the intersection of McKean Road and Bailey Avenue.

The City of San Jose's General Plan and Council Policy 5-3 establish that the City's level of service standard for signalized intersections is "D" or better during the peak hours. The addition of 39 AM peak hour trips would be less than one trip per minute, and the addition of 79 PM peak hour trips would be approximately one trip every 45 seconds, on average. Adding this number of trips would not be expected to cause the intersection of Bailey Avenue and Santa Teresa Boulevard to fall below a LOS D, given that its most recently calculated LOS was C in both peak hours. Based on this reasoning, the proposed cemetery would be consistent with the City's level of service policy.

An additional consideration for the intersection operations on Bailey Avenue concerns funeral processions. The California Department of Motor Vehicles' *California Driver Handbook* states:

> Do not block or hinder a funeral procession. Vehicles taking part in a funeral procession have the right-of-way, and if you interfere, obstruct, or interrupt the funeral procession, you are subject to a citation. A funeral procession is led by a traffic officer. All vehicles taking part in the procession have windshield markers to identify them and have their headlights on.

A funeral procession would only need to pass through one signalized intersection – Santa Teresa Boulevard and Bailey Avenue – between Highway 101 and the entry gates on McKean Road. For a large funeral procession on Bailey Avenue, in addition to a police escort, a traffic officer should be positioned at the Santa Teresa Boulevard signalized intersection to direct traffic and allow the entire procession to travel through the intersection together. The escorted procession would continue on Bailey Avenue and turn left onto McKean Road at the unsignalized T-intersection. Provided that all vehicles have proper windshield markers and headlights are turned on, a traffic officer probably would not be needed to direct traffic at this unsignalized intersection.

Within the Heritage Oaks site, a network of curving and looped roadways would provide access to the burial grounds and other facilities. The roadways would be 20 feet wide throughout most of the cemetery, with traffic circles provided at numerous locations, as shown on Figure 2. The 20-foot wide roadways would provide sufficient width for parallel parking on portions of the roadways during burial committal ceremonies and visitation, while allowing other vehicles to pass. All roadways would be private, and maintenance would be the responsibility of the cemetery.

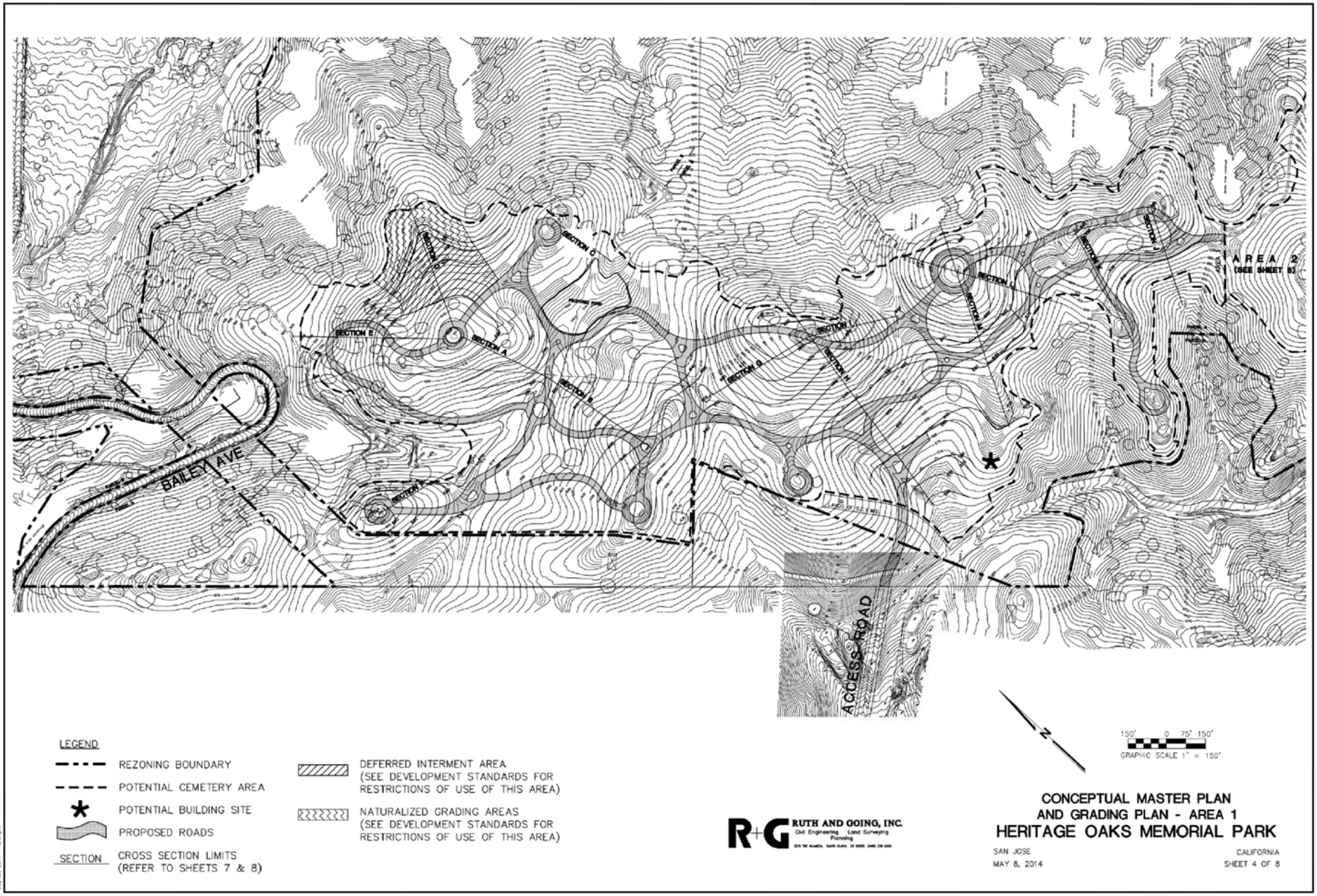


Figure 2
Proposed Roadway Network for the Heritage Oaks Memorial Park

We appreciate the opportunity to submit this report. Please do not hesitate to contact us if additional information is needed.

Sincerely,

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Gary K. Black
President