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**Appendix G**

**Supplemental Traffic Analysis**

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## SUPPLEMENTAL TRAFFIC ANALYSIS

This supplemental traffic analysis has been prepared to evaluate expected operating conditions at the I-80/Pedrick Road interchange under a more “typical” set of operating conditions than those made in the transportation analysis presented in Section 4.10. The analysis in Section 4.10 was based on a set of reasonably conservative assumptions including peak summer truck traffic conditions on Pedrick Road and Phase 1 with a Tier 1 Event attended by 3,740 persons. Based on information obtained by EIP Associates, it appears unlikely that live horseracing events will not coincide with the peak summer harvesting season. Furthermore, historical attendance levels at Golden Gate Fields and Bay Meadows indicate that the median mid-week attendance for a live horseracing event is about 1,700 persons, much less than the weekday attendance level assumed in Section 4.10.

This supplemental analysis assumes Phase 1 with a Tier 1 event attended by 1,700 persons (25 percent of capacity), the hotel/conference center (part of Phase 2), and non-peak season truck traffic conditions on Pedrick Road. It also assumes a set of minor capacity improvements to the I-80/Pedrick Road interchange, which are illustrated in the figure on the following page. In addition, a Traffic Management Plan is assumed to be in operation to direct a significant proportion of project trips desiring to travel eastbound on I-80 to Sparling Lane to access the I-80/Kidwell Road interchange.

Using the above background assumptions, an iterative process was undertaken to determine how much of the Phase 2 land uses could be developed without causing operations at the I-80/Pedrick Road ramp terminal intersections to degrade to unacceptable (LOS E or worse) levels. It was determined that 500,000 square feet of retail space is the maximum amount of development that could be accommodated without causing operations to degrade to unacceptable levels.<sup>1</sup> The following table summarizes the results. Refer to the separately bound Traffic Model Outputs appendix for technical calculations.

It should be noted that this analysis assumed no background traffic growth on Pedrick Road associated with other land development proposals such as Flying J. The addition of these trips could cause interchange operations to degrade to unacceptable levels with less than 500,000 square feet of retail space developed in Phase 2. Operations would also likely degrade to unacceptable levels given the above assumptions, but with live horseracing events that are attended by more than 1,700 persons.

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<sup>1</sup> Operating conditions on I-80 were not evaluated as part of this analysis.

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**Table**

**Weekday PM Peak Hour Operations at I-80/Pedrick Road Interchange**

<b>Scenario</b>	<b>I-80 EB Ramps/Pedrick Road/ Sparling Lane Intersection</b>		<b>I-80 WB Ramps/Pedrick Road Intersection</b>	
	<b>Average Delay</b>	<b>Level of Service</b>	<b>Average Delay</b>	<b>Level of Service</b>
Existing Plus Phase 1 (Tier 1 Event) Plus Hotel/ Conf. Ctr. Plus 500,000 sq. ft. Retail	49	D	53	D
Existing Plus Hotel/ Conf. Ctr. Plus 500,000 sq. ft. Retail	31	C	50	D

Notes: - Existing volumes represent non-peak harvest season traffic conditions.

- Phase 1 assumed to be a live horseracing event with 25% attendance (1,700 attendees).

- Assumes traffic management is in effect at interchange to direct a significant proportion of trips desiring to travel EB on I-80 onto Sparling Lane to access the Kidwell Road interchange.

- ksf = thousand square feet.

Source: Fehr & Peers, 2005.

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