



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: March 18, 2026

To: Nick Towstopiat, David J. Powers & Associates, Inc.

From: Gary K. Black

Subject: Transportation Analysis for the Proposed University Station Residential Development in Santa Clara, California

Introduction

Hexagon Transportation Consultants, Inc. has completed a transportation study for the proposed University Station residential development at 451 El Camino Real in Santa Clara, California. The project site is located east of the intersection of El Camino Real and Accolti Way/Campbell Avenue (see Figure 1). The project proposes to demolish the existing commercial office buildings on the site and construct 408 residential units including an apartment complex with 297 units (entirely within Santa Clara) and 111 townhomes (with 13 townhomes located within San Jose and 98 units in Santa Clara) (see Figure 2). The project would utilize four existing driveways including two on El Camino Real, one on Franklin Street, and one on Campbell Avenue.

Vehicle Miles Traveled

The California Environmental Quality Act (CEQA) guidelines specify that transportation impacts are to be evaluated based on Vehicle Miles Traveled (VMT). VMT measures the number of vehicle trips and trip length and is a direct measurement of greenhouse gas emissions. A reduction in VMT would result in a reduction in greenhouse gas emissions and supports the development of multimodal transportation networks and a diversity of land uses that reduce the reliance on individual vehicles. Most of the project would be in Santa Clara. A small portion (13 units) would be in San Jose.

VMT Impact Criteria

City of Santa Clara

The City of Santa Clara adopted a VMT Transportation Analysis Policy for Environmental Review in 2020¹. The Policy sets forth procedures for determining project impacts on VMT based on the project description, characteristics, and location. The VMT methodology also includes screening criteria that are used to identify types, characteristics, and locations of projects that would not exceed the VMT thresholds of significance. If a project meets the screening criteria, it is then presumed that the project would result in a less than significant VMT impact, and a detailed VMT analysis is not required.

¹ City of Santa Clara, Resolution No. 20-8861, "A Resolution of the City of Santa Clara, California to Amend Resolution 5713 to Adopt a Transportation Analysis Policy to Comply with the California Environmental Quality Act Pursuant to State Senate Bill 743 (2013) and CEQA Guidelines Section 15064.3," adopted June 23, 2020.

Screening for VMT Analysis

Land use projects that meet at least one of the following screening criteria are presumed to have a less than significant impact on VMT and do not require CEQA transportation analysis:

1. Small Projects (generating 110 daily trips or less)
2. Retail uses of 50,000 square feet or less ("Local Serving Retail")
3. Local serving public projects such as fire stations, neighborhood parks, libraries, and community centers
4. 100% Affordable Housing projects
5. Transit Supportive Projects
 - a. located within 0.5 mile of an existing major transit stop or an existing transit stop along a High-Quality Transit Corridor)
 - b. A minimum density of 35 units/acre
 - c. Project promotes multimodal transportation networks
 - d. Project includes transit-oriented design elements
 - e. No excess parking: the project does not include more parking for use by residents of the project than required by the City Code
 - f. No loss of affordable dwelling units

The project is located 0.3 mile from the Santa Clara Caltrain station, has a density of 39.4 units/acre, provides sidewalks and pathways within the project site that connect to neighboring sidewalks on El Camino Real and Campbell Avenue, and provides 581 parking spaces which is lower than the Santa Clara requirement of 816 parking spaces. Therefore, per the City of Santa Clara's policy, the project can be screened out from further VMT analysis and is expected to have a less than significant VMT impact.

City of San Jose

The City of San Jose *Transportation Analysis Handbook* dated 2023 sets forth procedures for determining project impacts on VMT based on the project description, characteristics, and location. The handbook also includes screening criteria that are used to identify types, characteristics, and locations of projects that would not exceed the VMT thresholds of significance. If a project meets the screening criteria, it is then presumed that the project would result in a less than significant VMT impact, and a detailed VMT analysis is not required.

Screening for VMT Analysis

Land use projects that meet at least one of the following screening criteria are presumed to have a less than significant impact on VMT and do not require CEQA transportation analysis:

1. Small Infill Projects (single-family attached or multi-family residential projects of 25 or fewer units)
2. Retail uses of 100,000 square feet or less ("Local Serving Retail")
3. Local serving public projects such as fire stations, parks, libraries, and community centers
4. 100% Affordable Housing projects

The project proposes to build 13 townhomes within the City of San Jose. Therefore, per the City of San Jose's policy, the project can be screened out from further VMT analysis and is expected to have a less than significant VMT impact.

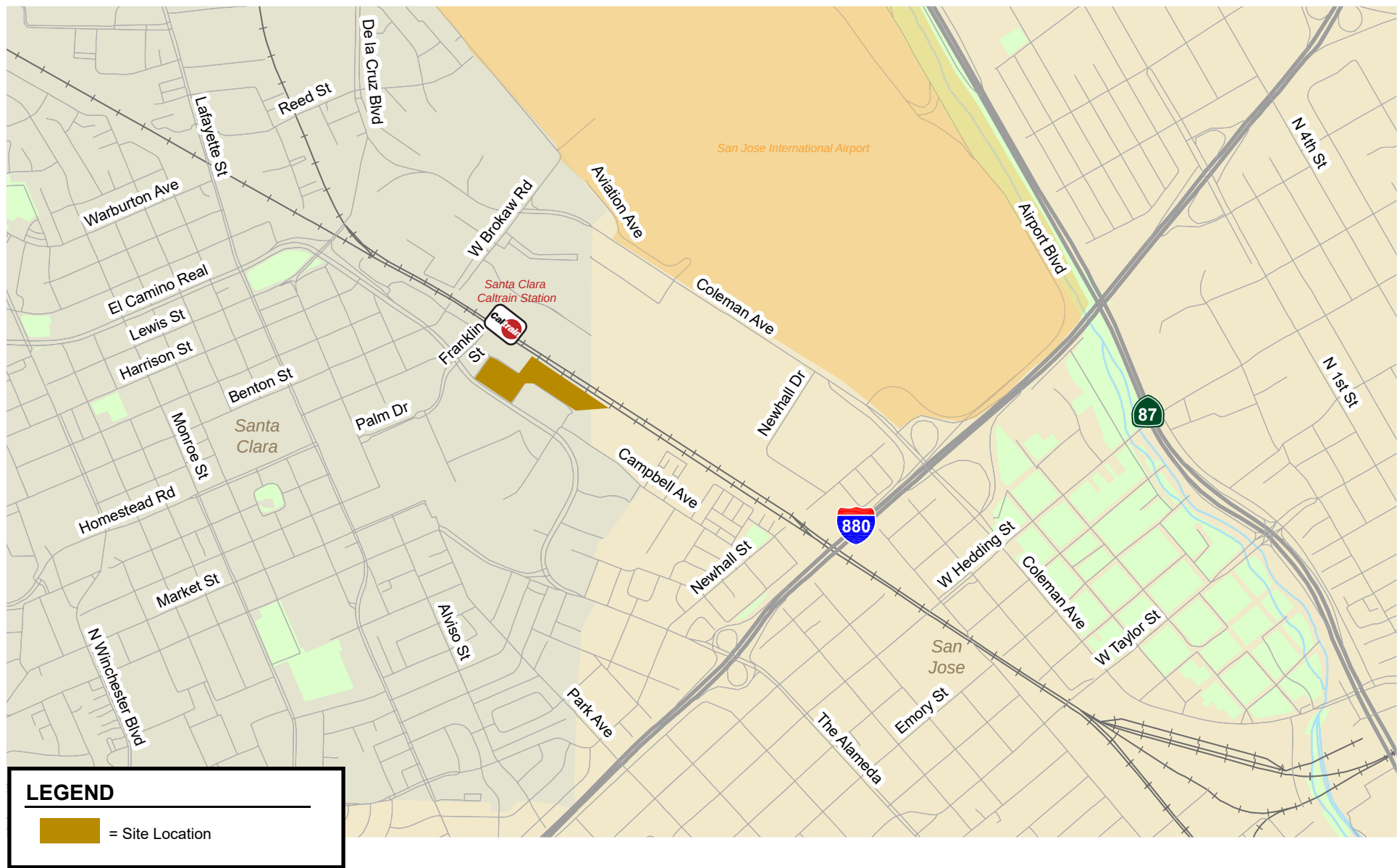


Figure 1
Project Site Location

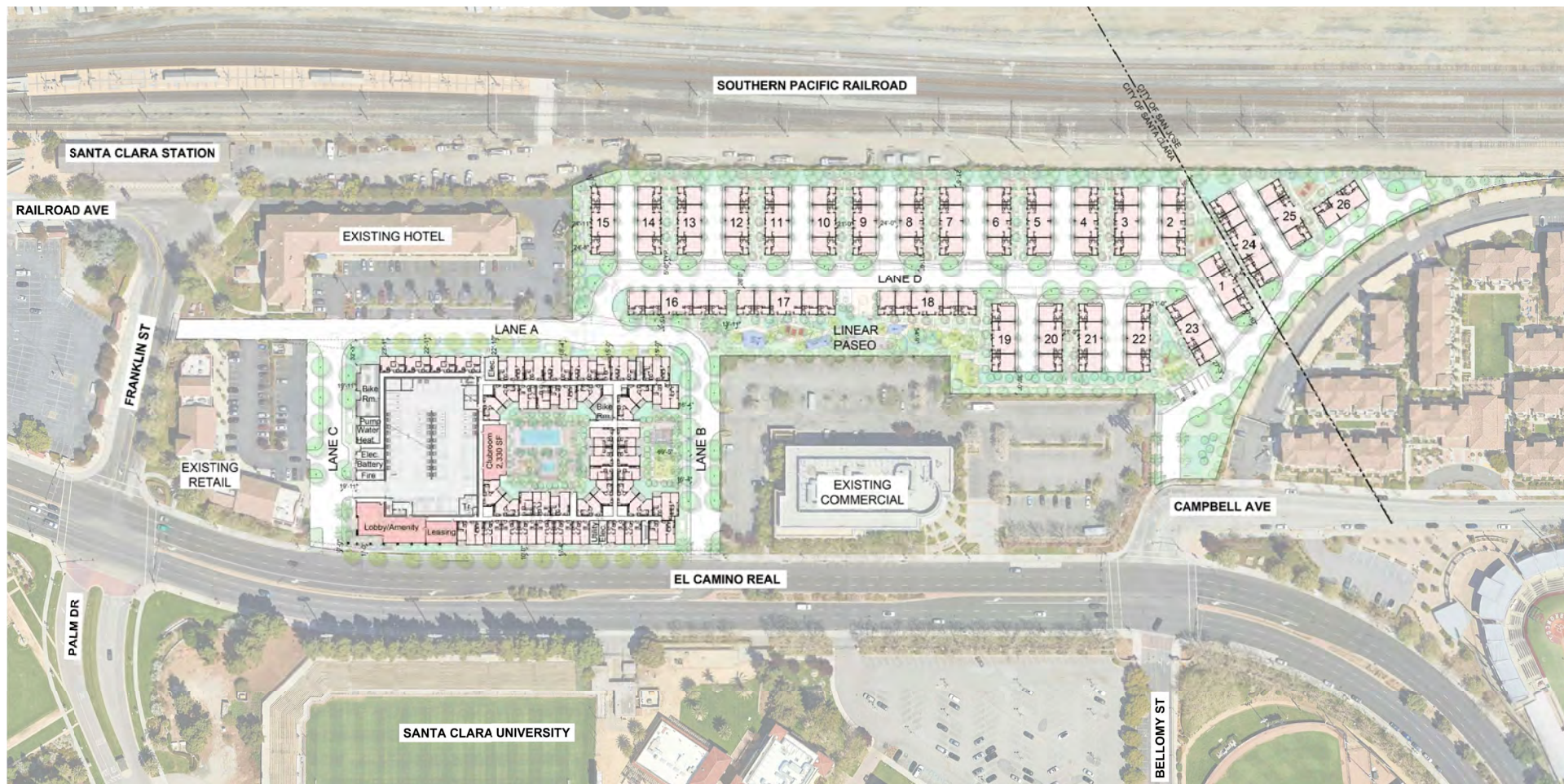


Figure 2
Site Plan

Trip Generation

Through empirical research, data have been collected that show trip generation rates for many types of land uses. The data are published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition* (2021). The magnitude of traffic added to the roadway system by the development is estimated by multiplying the applicable trip generation rate by the size of the development. The rates published for "Single-Family Attached Housing" (Land Use Code 215) and "Multifamily Housing (Mid-Rise) – Close to Rail Transit (Land Use Code 221) were used for the proposed townhomes and apartments, respectively (see Table 1).

Based on the Travel Demand Management (TDM) trip reduction requirements set forth in the City of Santa Clara's *Climate Action Plan 2022*, a 10 percent reduction is applied to trips generated by multi-family units. With the 10 percent trip reduction, the project would generate 2,069 daily trips with 139 trips during the AM peak hour and 141 trips during the PM peak hour. The project's TDM plan is provided as Attachment 1.

Existing development on the site comprises 216,000 square feet of office space. The office buildings were determined to have an average occupancy of 80% over the last two years. Thus, the existing development to be removed is 172,800 square feet of occupied space. Trips generated by the existing offices were estimated using the ITE trip rates for "General Office Building" (Land Use Code 710). Based on VTA's TIA Guidelines, a standard auto trip reduction of six percent was applied for employment uses near Caltrain. After taking credit for existing uses on the project site, the proposed residential development is expected to generate 308 new daily trips and no net new AM and PM peak hour trips.

Table 1
Project Trip Generation

Land Use	Size	Daily Rate ¹	Daily Trips	AM Peak Hour				PM Peak Hour			
				Rate	In	Out	Total	Rate	In	Out	Total
Proposed											
Townhomes ¹	111 d.u.	7.20	799	0.48	13	40	53	0.57	37	26	63
Apartments ²	297 d.u.	4.75	1,411	0.32	34	61	95	0.29	57	30	87
Subtotal Project Trips			2,210		47	101	148		94	56	150
Reductions											
TDM Reductions (10% of Multi-family Trips) ³			(141)		(3)	(6)	(10)		(6)	(3)	(9)
Proposed Total			2,069		44	95	139		88	53	141
Existing											
Office ⁴	172,800 s.f.	10.84	(1,873)	1.52	(231)	(32)	(263)	1.44	(42)	(207)	(249)
Transit Reduction (6%) ⁵			112		14	2	16		3	12	15
Existing Total			(1,761)		(217)	(30)	(247)		(39)	(194)	(234)
Net Project Trips			308		(174)	65	(108)		49	(141)	(93)
Notes											
d.u. = dwelling units s.f. = square feet											
¹ Trip generation rate for the proposed townhomes are based on the ITE's <i>Trip Generation Manual, 11th Edition</i> rates for Land Use Code 215 "Single-Family Attached Housing."											
² Trip generation rate for the proposed apartments are based on the ITE's <i>Trip Generation Manual, 11th Edition</i> rates for Land Use Code 221 "Multifamily Housing (Mid-Rise) - Close to Rail Transit in a General Urban/Suburban area."											
³ Based on the Travel Demand Management (TDM) trip reduction requirements set forth in the City of Santa Clara's Climate Action Plan 2022, a 10 percent TDM reduction was applied to the trips generated by the multi-family units.											
⁴ Trip generation rate for the existing offices to be demolished are based on the ITE's <i>Trip Generation Manual, 11th Edition</i> rates for Land Use Code 710 "General Office Building" in a General Urban/Suburban area." It was assumed that the existing space has an 80% two year average occupancy.											
⁵ Standard auto trip reduction of 6% for employment near Caltrain based on Santa Clara Valley Transportation Authority Transportation Impact Analysis Guidelines, Oct. 2014.											

Site Access and On-Site Circulation

A review of the project site plan was performed to determine if adequate site access, on-site circulation, and queueing space are provided and to identify any access or circulation issues that should be improved. This review is based on the site plans prepared by KTGy, dated August 20 and August 24, 2024, presented in Figure 2 and in accordance with generally accepted traffic engineering standards.

Vehicle Site Access

Access to the project site would be provided by existing driveways on El Camino Real, Franklin Street, and Campbell Avenue. The existing driveways on El Camino Real are primarily right in and right out only with inbound left turns allowed at the southern driveway. The driveways on Franklin Street and Campbell Avenue are full access. According to the Santa Clara Zoning Code 18.74.050(a), 26 feet (24 feet with one foot of clearance on both ends) is the minimum width for two-way access to serve residential developments with more than 25 residential parking spaces. The project's driveways are 26 feet wide, which meets the City's requirement.

Intersection Improvements

The intersection of El Camino Real and Franklin Street/Palm Drive currently experiences high pedestrian crossing activity. This is expected to increase with the proposed project. To enhance pedestrian safety, the implementation of protected left turn phasing was also analyzed at this intersection. The proposed lane geometry at El Camino Real and Campbell Avenue/Accolti Way would also require protected left turn phasing. TRAFFIX was used to analyze the effect of the protected left turn phasing. The analysis shows that under existing plus project conditions with and without protected left-turn phasing the intersections would operate at acceptable levels of service during the AM and PM peak hours. Therefore, implementation of protected left-turn phasing for the Franklin Street and Palm Drive movements and the proposed lane geometry and phasing changes to Campbell Avenue would not adversely affect the respective intersections and would improve pedestrian safety.

As recommended in the *Central Bikeway Feasibility Study and Alternative Analysis* prepared by VTA on February 2022, Hexagon analyzed prohibiting right turns on red at the intersections of El Camino Real and Franklin Street/Palm Drive and El Camino Real and Campbell Avenue/Accolti Way. TRAFFIX showed that by restricting right turns on red at each intersection, the levels of service would continue to be acceptable during the AM and PM peak hours. Therefore, the prohibition of right turns on red at both intersections would not adversely affect the intersection operations and could improve pedestrian and bicycle safety. The intersection level of service reports are provided as Attachment 2.

Signal Warrant

Traffic conditions at the unsignalized left-turn of El Camino Real and Lane B was assessed to determine whether a traffic signal would be warranted based on the peak hour-volume signal warrant (Warrant #3) described in the 2014 California Manual on Uniform Traffic Control Devices (CA MUTCD). This method provides an indication of whether traffic conditions and peak-hour traffic levels are, or would be, sufficient to justify installation of a traffic signal. Note that this is just one tool used to evaluate whether installation of a traffic signal would be justified. The signal warrant check showed that with the addition of project traffic, the warrant would not be met. The signal warrant is provided as Attachment 3.

Queuing

The trip generation estimate shows that the project would generate a net increase in outbound trips during the AM peak hour and inbound trips during the PM peak hour. A queuing analysis for the left turns into and out of the site at the neighboring intersections was conducted to determine the project's effects on queue lengths during the weekday AM and PM peak hours. The following movements were analyzed:

- Southbound and westbound left-turns at El Camino Real and Franklin Street/Palm Drive
- Southbound left-turn at midblock driveway (Lane B)
- Southbound and westbound left-turns at El Camino Real and Campbell Avenue/Accolti Way

Queues during existing and existing plus project conditions were evaluated. Existing queues were observed and counted in the field during peak hours on May 13, 2025 (see Attachment 4). Project trips were added to the existing counts. Project trips were assigned based on existing travel patterns, the locations of project driveways, and the paths residents would take to get to their respective units (see Figure 4). Based on the location of the parking garage entrance for the apartments, most apartment residents would use either Lane A to Franklin Street or the Lane C driveway. Access to the townhomes would be split between the Lane B driveway and the driveway on Campbell Avenue. Maximum (95th percentile) queues at the signalized intersections were calculated by adding project trips to the observed maximum queues. For the unsignalized midblock driveway, the maximum (95th percentile) queue length was calculated based on the stop-controlled movement delay within the hour. Table 2 summarizes the queues for the net increase in outbound AM peak hour and inbound PM peak hour trips.

The table shows that the southbound left-turn queue would extend beyond the available storage by one vehicle on El Camino Real at Campbell Avenue/Accolti Way during the existing plus project PM peak hour scenario. Because El Camino Real has three through lanes, the extension of one car out of the pocket would not affect traffic flow. Therefore, extension of the pocket, which would require removal of landscaping, is not recommended.

The table also shows that the existing westbound left-turn queue extends beyond the available storage on Campbell Avenue at El Camino Real during the AM peak hour. Even though queues might otherwise occasionally block the Campbell Avenue driveway, Campbell Avenue is striped with a KEEP CLEAR zone at the driveway. This will allow cars to exit the project driveway.

Lane C Weaving

Vehicles exiting Lane C could potentially cut across three lanes in order to make a U-turn at the El Camino Real and Franklin Street/Palm Drive intersection if they wanted to head south on El Camino Real. It is hard to know whether that would really occur. Vehicles exiting the site to head south on El Camino Real could use the Lane A driveway to Franklin Street and then make a left turn at the El Camino Real signal. Hexagon estimates that 29 AM peak hour trips from the apartments would seek to go south on El Camino Real, either from the Lane C driveway or via Franklin Street.

However, if vehicles were found to be cutting across El Camino Real to make U-turns, this could be prevented with a barrier, such as plastic poles, installed along the left-turn lane stripe.

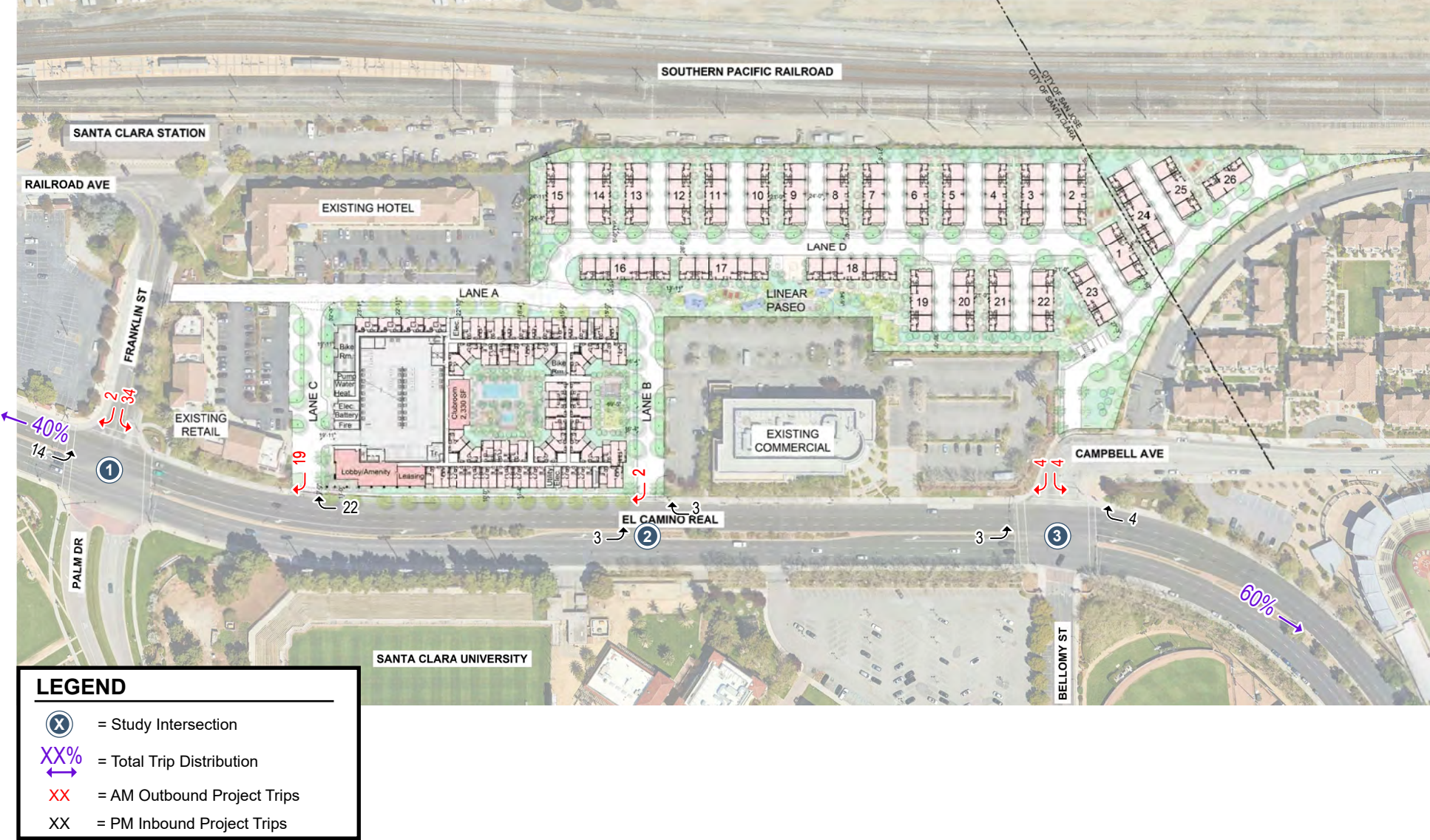


Figure 3
Trip Distribution and Net Project Trip Assignment

Table 2
Queuing Summary

	El Camino Real and Franklin Street/Palm Drive		El Camino Real and Midblock Driveway	El Camino Real and Campbell Avenue/Accolti Way	
	SBL	WBL	SBL	SBL	WBL
	1 Lane	1 Lane	1 Lane	1 Lane	1 Lane
	PM	AM	PM	PM	AM
Existing					
Volume (vphpl)	54	42	11	101	110
Maximum Queue (veh/ln.) ¹	4	8	2	9	4
Maximum Queue (ft./ln.) ²	100	200	50	225	100
Storage (ft./ln.)	140	275	115	230	60
Adequate (Y/N)	Y	Y	Y	Y	N
Project					
Cycle/Delay ³ (sec)	80	90	8.7	120	120
Volume (vphpl)	14	34	3	3	4
Avg. Queue ² (veh/ln.)	1	1	1	1	1
Existing Plus Project					
Volume (vphpl)	68	76	14	104	114
Queue ⁴ (veh/ln.)	5	9	3	10	5
Queue ² (ft./ln.)	125	225	75	250	125
Storage (ft./ln.)	140	275	115	230	60
Adequate (Y/N)	Y	Y	Y	N	N
Notes: SBL = southbound left movement, WBL = westbound left movement. ¹ Existing queue is based on maximum queues observed from counts collected on May 13, 2025. ² Assumes 25 Feet Per Vehicle Queued. ³ Vehicle queue calculations based on cycle length for signalized intersections and delay of movement for unsignalized intersections. ⁴ Existing plus project queues were determined by added the average queue generated by the project to the maximum existing queue.					

Sight Distance at the Project Driveways

The project driveways should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and vehicles and bicycles traveling on the street. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site. Figure 5 shows sight triangles in accordance with the City's standard detail TR-9. The landscaping within the sight triangle must be less than three feet or more than seven feet in height. All the project driveways provide adequate sight distance for vehicles entering and exiting the site.

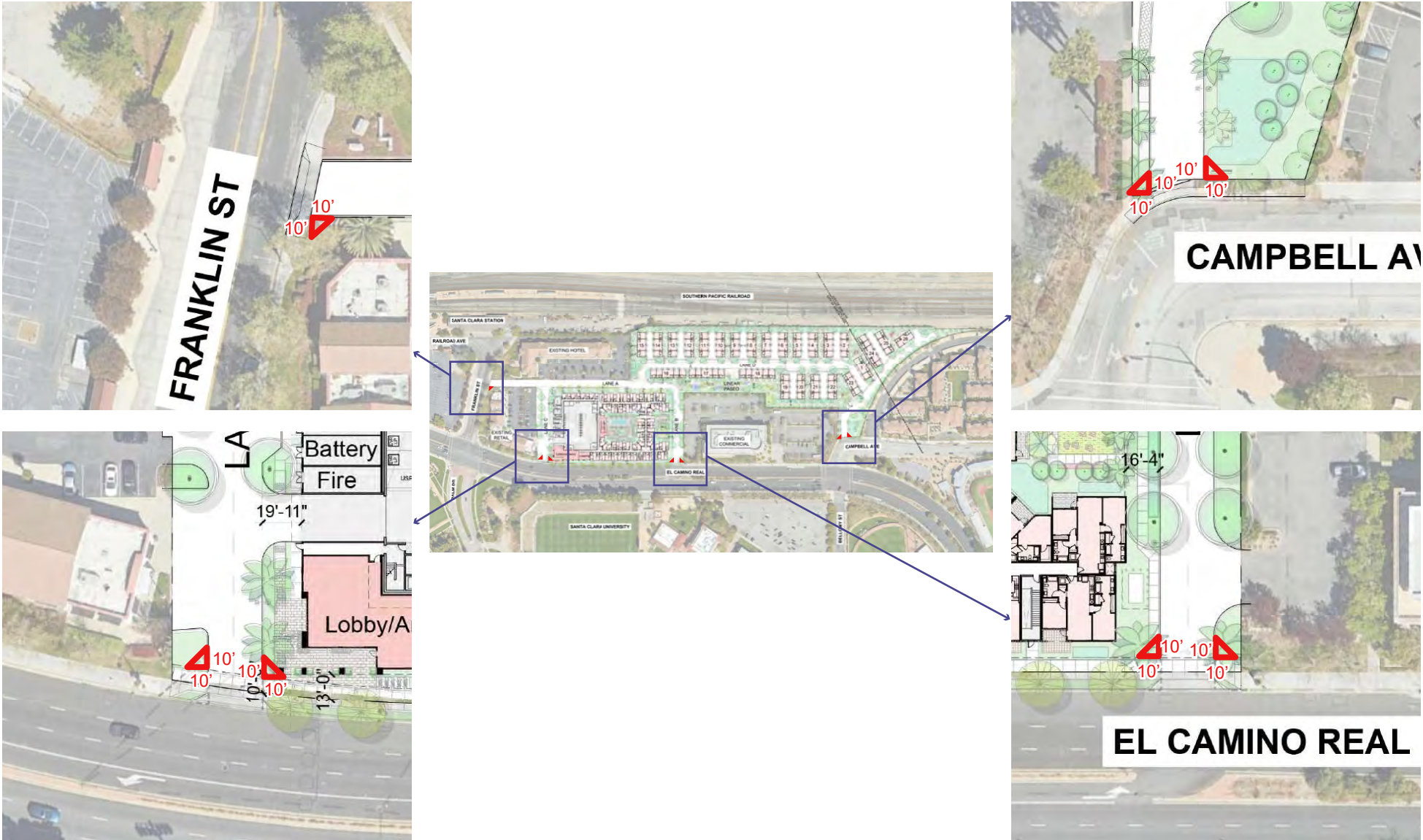


Figure 4
Project Driveway Sight Triangles

On-Site Circulation

Parking for the proposed project would be provided by private garages on the ground floor under the townhomes and a parking garage for the apartments. According to the Santa Clara Municipal Code (18.38.060 Table 3-5), the minimum required aisle width for two-way traffic is 24 feet. The driveway aisles show a minimum width of 24 feet, which would be sufficient for maneuvering in and out of the private garages and would meet the City's requirement for two-way traffic.

The parking garage for the apartments shows a dead-end aisle at the northwest corner of the roof level. The parking garage turning movements show that when all parking spots are taken, vehicles are able to turn around at the dead-end aisle, albeit with some back-and-forth maneuvering (see Figure 6). The turning movements also show that two vehicles can turn the corners of the parking garage at the same time.

Commercial and Garbage Truck Loading

The site plan shows a loading area at the west side of the apartment building with direct access from the western project driveway (Lane C) on El Camino Real. Commercial vehicles such as delivery trucks would be able to use the loading area for access to the apartment building. This loading area could also serve as an access point for passenger pick-up and drop-offs.

The apartment garbage bins would be hauled out to the same loading area, which can be accessed by the garbage trucks. The site plan shows adequate space for front-loading garbage trucks to access the loading space. Townhome residents would haul garbage cans to the front of their units. The site plan shows adequate space for garbage trucks to access the drive aisles and turn around. Garbage truck turning movements are shown in Figure 7. The turning movements show the garbage trucks would be able to circulate through the site. However, on the smaller residential streets for the townhomes within San Jose, garbage trucks would not be able to turn around and would need to back in and out to access the units.

Emergency Vehicle Access

The site plan shows that emergency vehicles would have access to the project site via the fire lane from the Franklin Street driveway to the eastern driveway on El Camino Real (see Figure 8). Emergency responders would be able to access the townhomes within Santa Clara via ladders (see Figure 9). The site plan also shows that emergency vehicles would have access to the townhomes within San Jose via the Campbell Avenue driveway, and a fire apparatus turn around per the fire code is provided at the east end of the project site (see Figure 10).

Pedestrian Access and Circulation

The project site is located near pedestrian destinations such as schools, stores, bus stops, and the Caltrain station. Pedestrian facilities in the immediate vicinity of the project site are sidewalks along both sides of El Camino Real, Franklin Street, Palm Drive, Campbell Avenue, and along the south side of Accolti Way. There are traffic signals with marked crosswalks at the intersections of El Camino Real and Accolti Way/Campbell Avenue and El Camino Real and Palm Drive/Franklin Street.

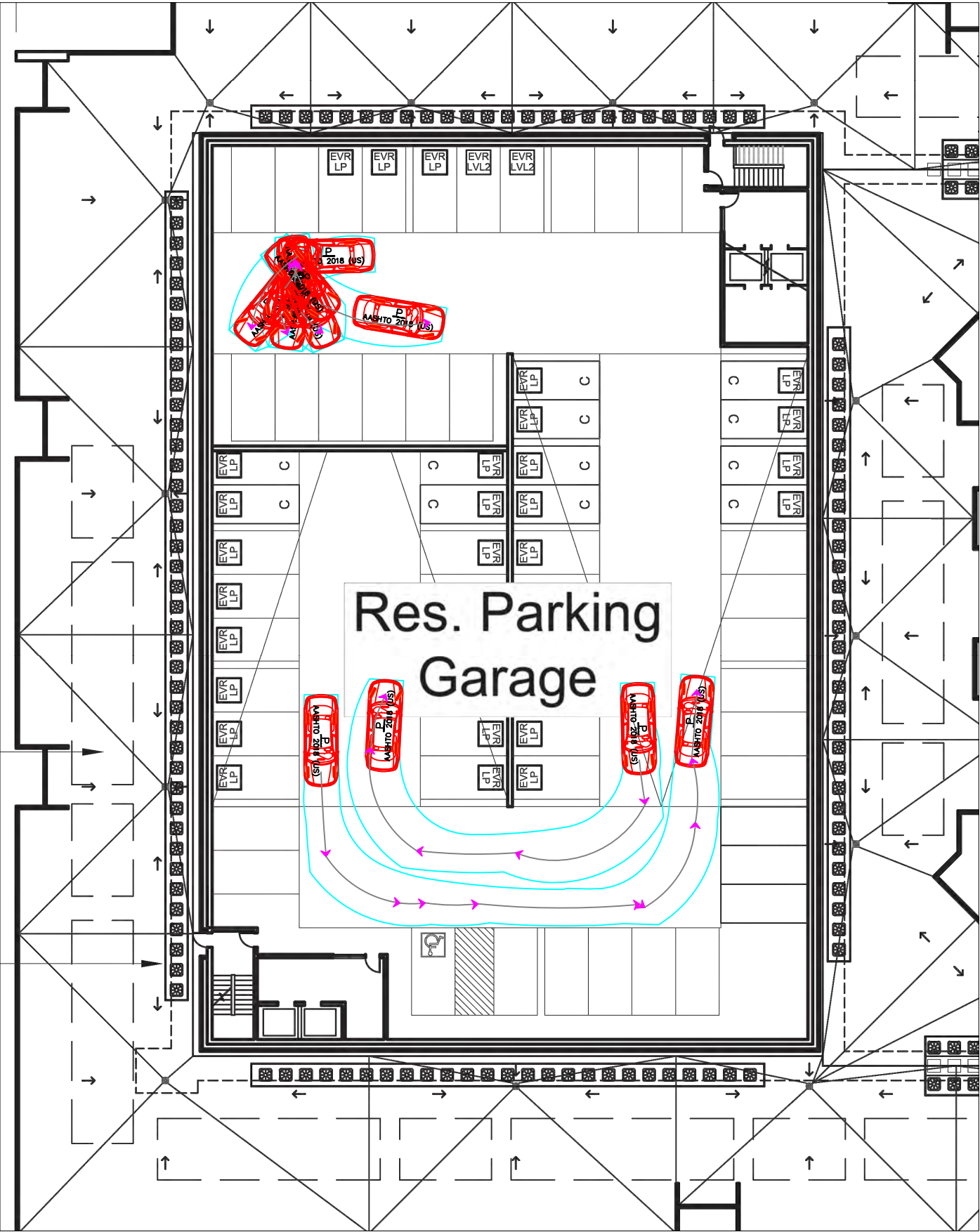
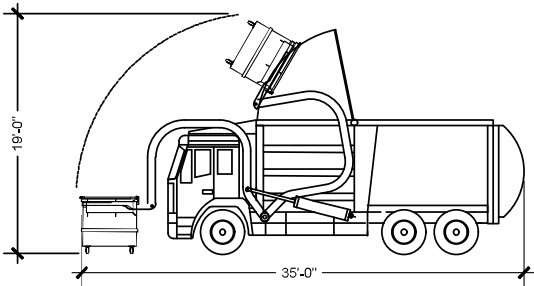
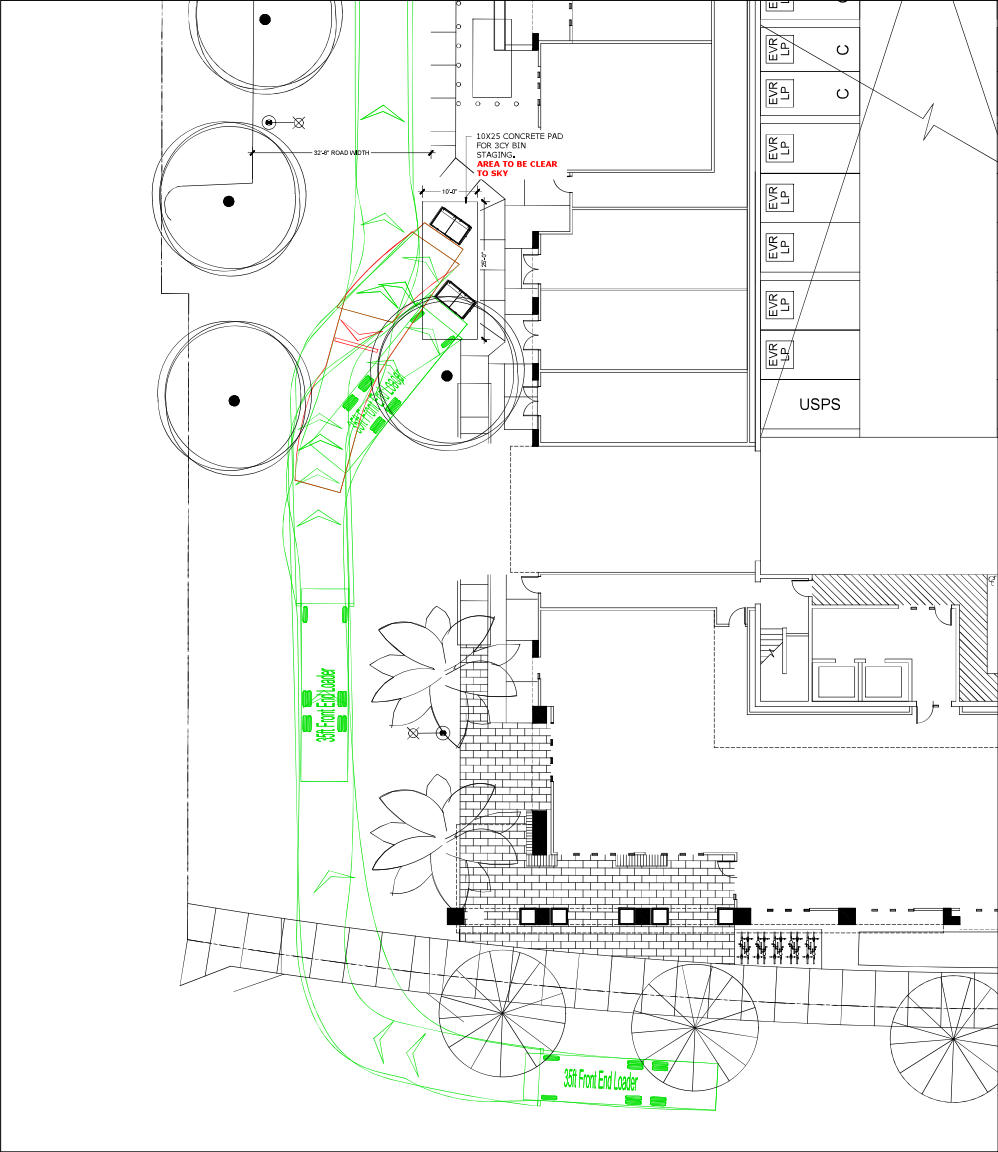


Figure 5
Parking Garage Turning Movement



35ft Front End Loader	
Overall Length	35.000ft
Overall Width	8.330ft
Overall Body Height	1.400ft
Min Body Ground Clearance	1.400ft
Track Width	8.000ft
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	32.000ft

Figure 6A
Garbage Truck Turning Movement for Apartments (Santa Clara)

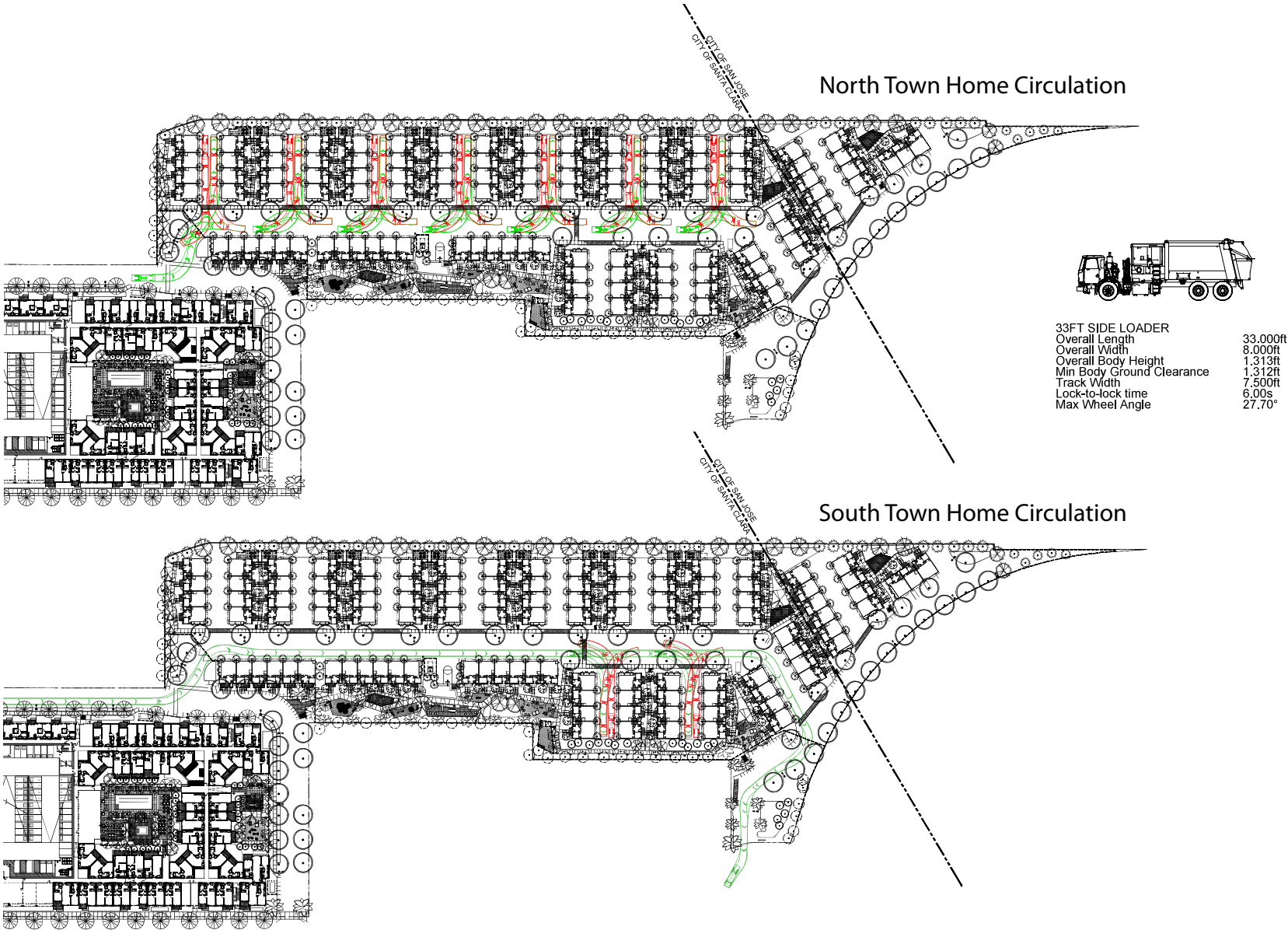


Figure 6B
Garbage Truck Turning Movement for Townhomes (Santa Clara)

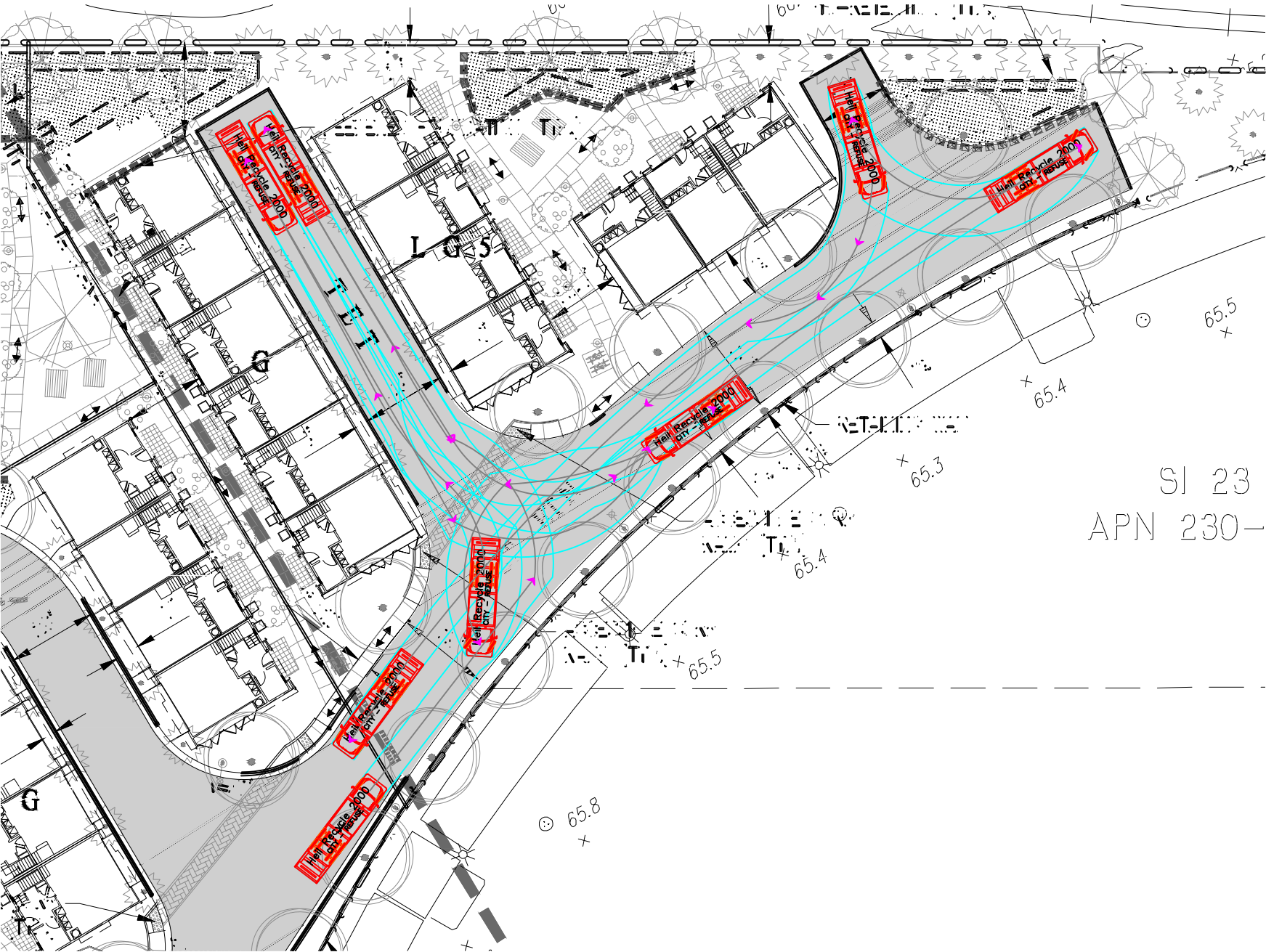


Figure 6C
Garbage Truck Turning Movement for Townhomes (San Jose)

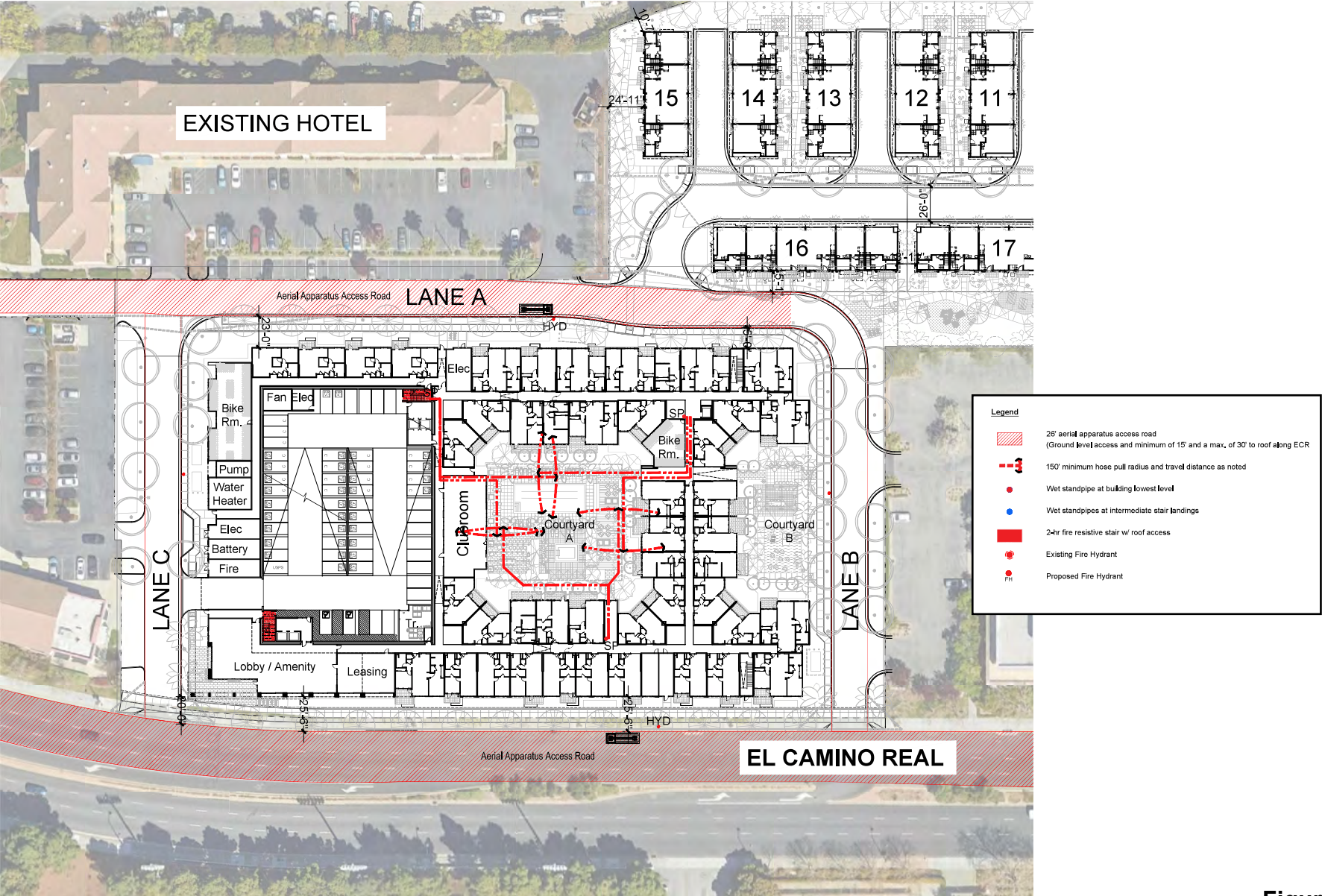
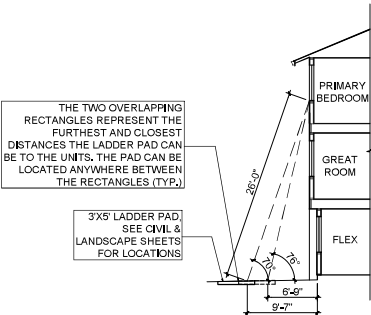
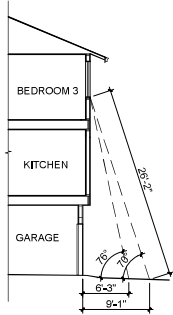


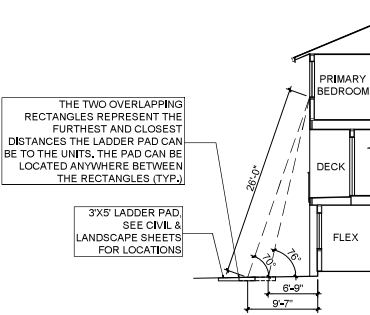
Figure 7
Fire Access Plan (Santa Clara)



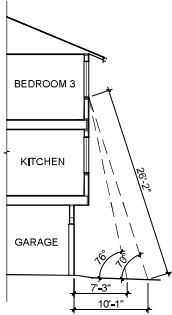
12. PLAN 4 - FRONT SECTION



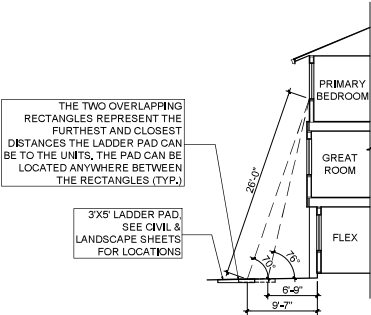
11. PLAN 4 - REAR SECTION



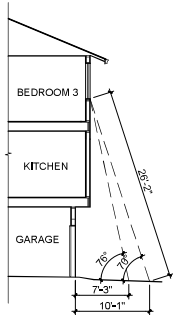
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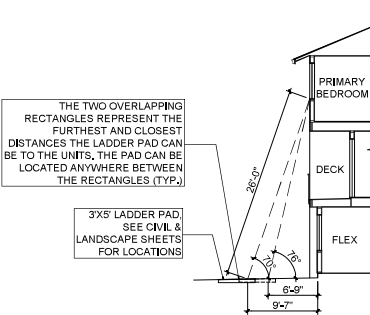
5. PLAN 2 - REAR SECTION



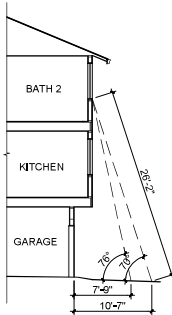
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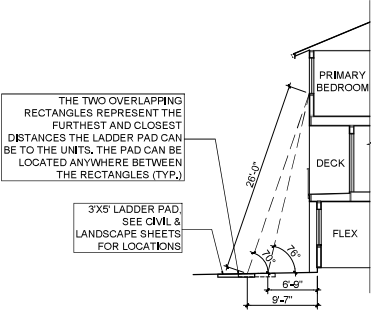
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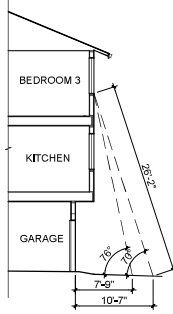
4. PLAN 1-ALT - FRONT SECTION



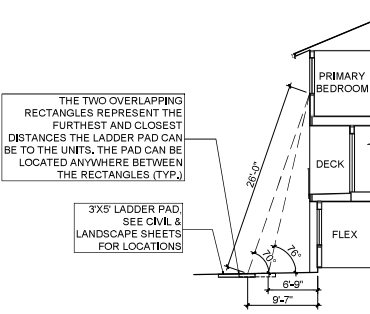
3. PLAN 1-ALT - REAR SECTION



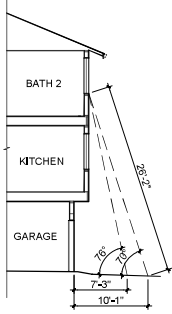
8. PLAN 2-ALT - FRONT SECTION



7. PLAN 2-ALT - REAR SECTION



2. PLAN 1 - FRONT SECTION



1. PLAN 1 - REAR SECTION

Figure 8
Townhome Fire Access Plan (Santa Clara)

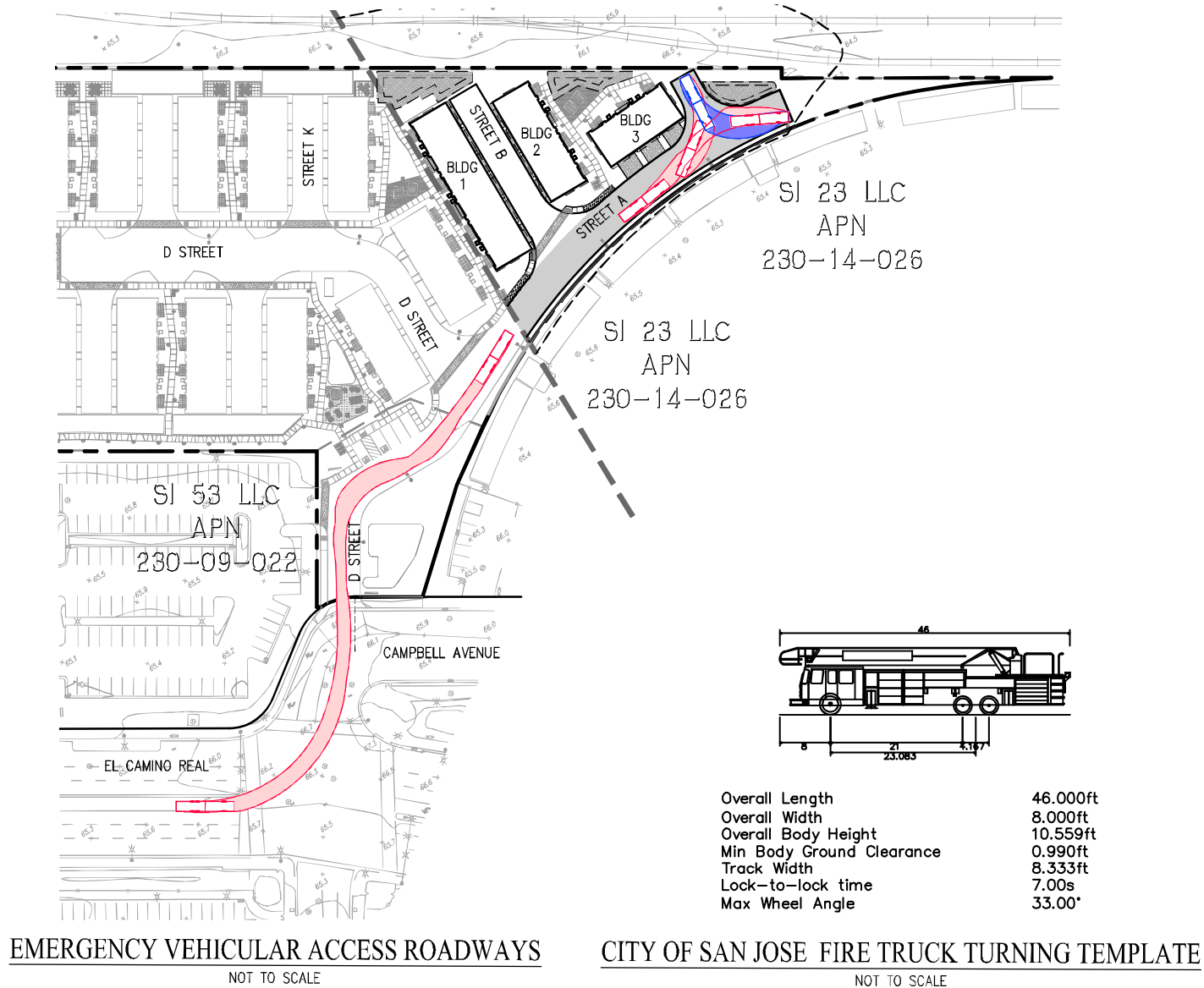


Figure 9
Fire Access Plan (San Jose)

Transit Services in the Project Vicinity

Transit service in the project area is provided by bus stops on El Camino Real and at the Santa Clara Caltrain Station. The bus stops on El Camino Real are served by VTA Frequent Routes 22, 60, and 522 and Local Routes 21, 53, 59. The Caltrain station is served by 37 local trains and eight limited trains in the northbound direction and 38 local trains and seven limited trains in the southbound direction. The trains run approximately every 15 to 30 minutes from 4:49 AM to 1:28 AM (next day). The closest bus stop is approximately a three-minute walk, and the train station is approximately a five-minute walk from the project site. The existing routes and their headways are summarized in Table 3 and shown in Figure 11. There are continuous pedestrian facilities from the project sites to the bus stops and Caltrain station via El Camino Real and Franklin Street. It is recommended the project install a silver metal bench at the bus stop along the project frontage at Accolti Way/Campbell Avenue and El Camino Real.

Table 3
Transit Services

Route	Route Description	Weekday Hours of Operation	Headways ¹ (minutes)	Nearby Bus Stops/Stations	Walking Distance from Nearest Stop to Project Site
<u>VTA Bus Route</u>					
Frequent Route 22	Palo Alto Transit Center - Eastridge	4:13 AM - 3:02 AM (next day)	20	El Camino Real and Campbell Avenue	500 feet
Frequent Route 60	Milpitas BART - Winchester Station via SJC Airport	5:16 AM - 12:32 AM (next day)	23-24	Santa Clara Transit Center	0.2 mi
Frequent Route 522	Palo Alto Transit Center - Eastridge Rapid	4:32 AM - 11:33 PM	13-19	Santa Clara Transit Center	0.2 mi
Local Route 21	Stanford Shopping Center - Santa Clara Transit Center	5:30 AM - 9:55 PM	30-35	Santa Clara Transit Center	0.2 mi
Local Route 53	Sunnyvale Transit Center - Santa Clara Transit Center	6:20 AM - 7:48 PM	33-37	Santa Clara Transit Center	0.2 mi
Local Route 59	Stevens Creek & Saratoga - Baypointe via Alviso	5:53 AM - 10:17 PM	28-30	Santa Clara Transit Center	0.2 mi
<u>Caltrain</u>					
Caltrain	Gilroy - San Francisco	4:49 AM - 1:28 AM (next day)	10-30	Santa Clara Transit Center	0.2 mi
Notes:					
1. Headways during weekday peak periods as of April 2025.					

Transit Signal Priority

VTA's Rapid 522 bus route operates along El Camino Real, and the traffic signals on this corridor are equipped to provide transit signal priority (TSP) service. Due to the recommended left-turn phasing and no right turn on red signal modifications at El Camino Real and Franklin Street/Palm Drive and El Camino Real and Campbell Avenue/Accolti Way, the TSP equipment would need to be replaced as well. The project should be required to provide a fair share contribution toward the cost of replacement of TSP equipment at these two intersections.

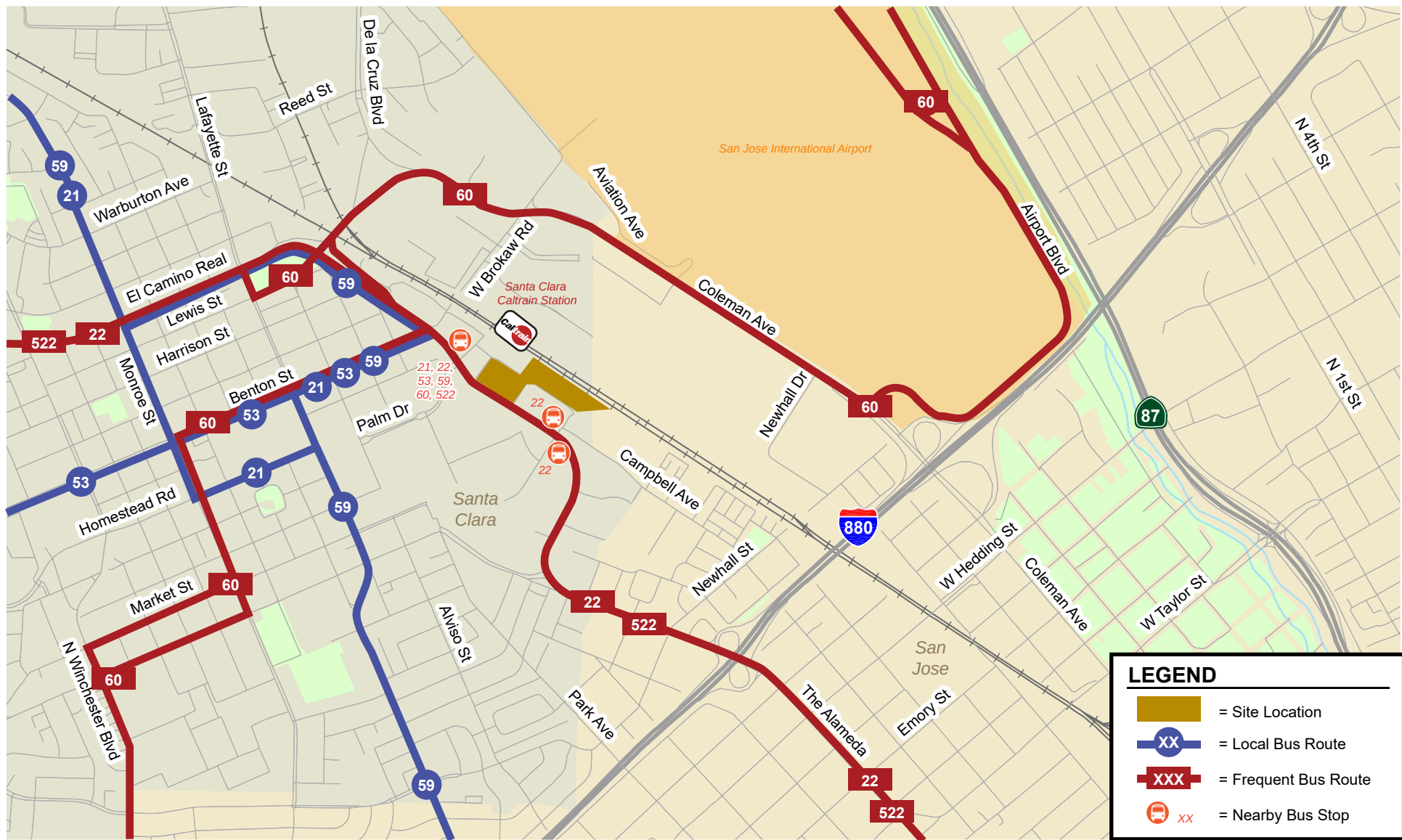


Figure 10
Transit Service

Bicycle Access and Circulation

According to San Jose's bicycle parking standards (Chapter 20.90.60, Table 20-190), single family residential units are not required to provide bicycle parking spaces. According to Santa Clara's Zoning Code (Section 18.38.050 Table 3-4), residential uses with a common parking area are required to provide one bicycle parking space per unit for residents and one bicycle space per 20 units for visitors. The code also states that in Class I bike rooms, one electrical outlet must be provided for every 10 bicycle spaces, and bike rooms must provide a bike repair station. The project proposes a total of 297 apartments. Therefore, the project would be required to provide 297 bicycle parking spaces for apartment residents and 15 bicycle parking spaces for visitors. The project proposes to provide 297 Class I spaces (located in a bike room at the northwest corner of the apartment building) for the apartment residents and 15 Class II (bike racks) spaces for visitors (located around the apartment building), which would meet the City's requirements. The project would not be required to provide bicycle parking spaces for the townhomes.

There are existing bicycle facilities in the vicinity of the project site. The *City of Santa Clara Bike Plan* and the City of San Jose Better Bike Plan propose many additional bicycle facilities in the vicinity of the project site. The existing and proposed bicycle facilities are shown in Figure 12. One of the planned facilities is a Class IV separated bikeway on El Camino Real. The project would not change the curb line or driveways along El Camino Real and is therefore compatible with the new planned bikeway. The project should provide a fair share contribution to the cost of the future Class IV bikeway along its frontage on El Camino Real.

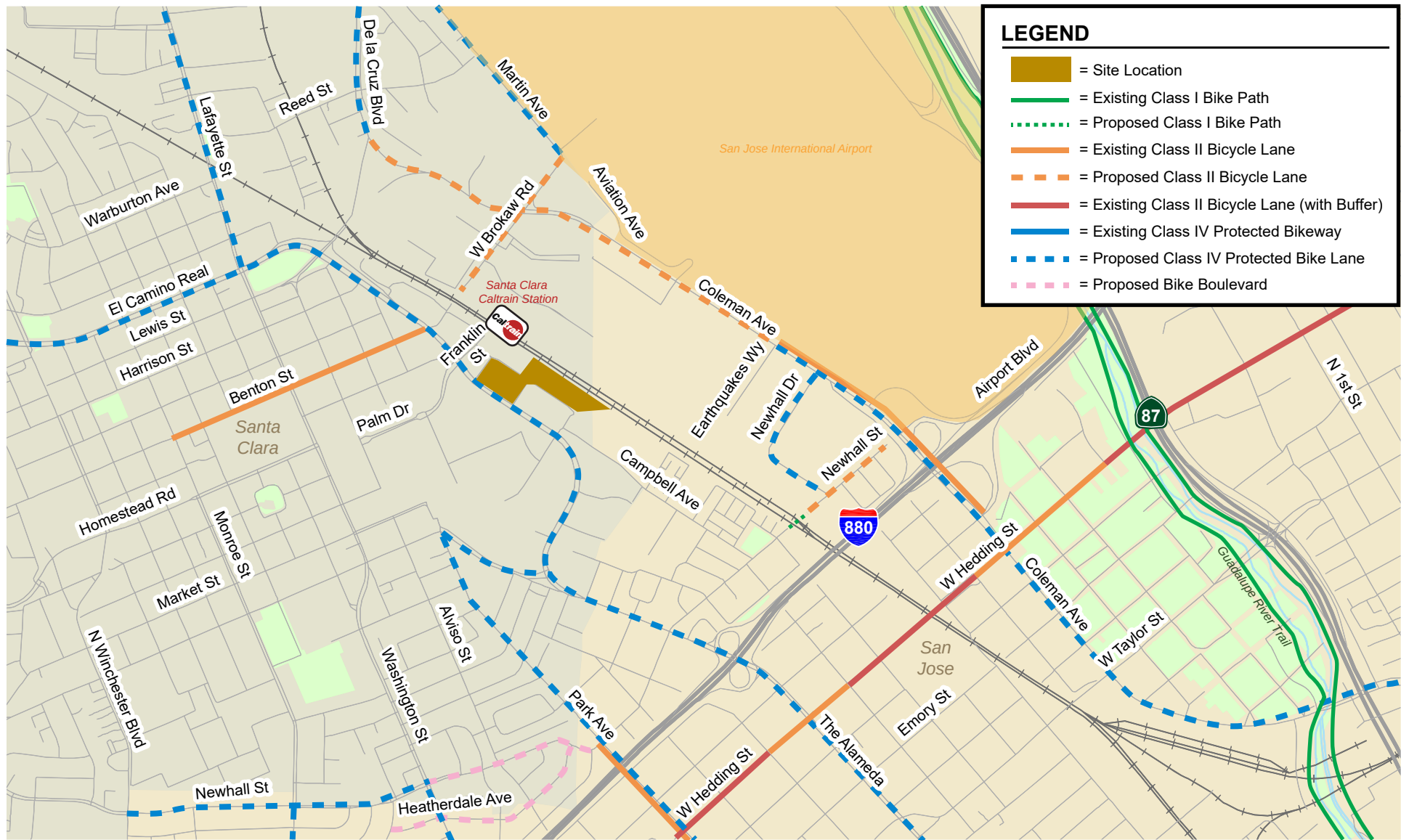


Figure 11
Existing and Proposed Bicycle Facilities

Conclusions

The results of the transportation analysis for the University Station project are summarized below.

- The project would not have a VMT impact as the proposed project would meet each city's VMT screening criteria.
- The project shows adequate site access and circulation for residents, commercial vehicles, garbage trucks, and emergency vehicles.
- The project would be required to provide the necessary right of way on Campbell Avenue to the City of Santa Clara, if needed, to add an outbound (westbound) left turn lane at the intersection of El Camino Real and Campbell Avenue/Accolti Way.
- The project shall, for pedestrian safety, implement left turn phasing for the minor street movements at the intersections of El Camino Real and Franklin Street/Palm Drive and El Camino Real and Campbell Avenue/Accolti Way, which would have no adverse effect on the intersection operations.
- The existing westbound left-turn queue extends beyond the available storage on Campbell Avenue at El Camino Real during the AM peak hour. Even though queues might otherwise occasionally block the Campbell Avenue driveway, Campbell Avenue is striped with a KEEP CLEAR zone at the driveway which allows cars to exit the project driveway.
- Weaving due to outbound trips from Lane C is a theoretical problem that may or may not occur. If this turned out to be a problem, a barrier, such as plastic poles, could be installed along the left-turn lane stripe.
- There are continuous pedestrian facilities from the project sites to the bus stops and Caltrain station via El Camino Real and Franklin Street.
- It is recommended the project install a silver metal bench at the bus stop along the project frontage at Accolti Way/Campbell Avenue and El Camino Real.
- The project should be required to provide a fair share contribution toward the cost of replacement of TSP equipment at the intersections of El Camino Real and Franklin Street/Palm Drive and El Camino Real and Campbell Avenue/Accolti Way.
- The project should provide a fair share contribution to the cost of the future Class IV bikeway along its frontage on El Camino Real.