

Citizens for Sensible Growth

City of Campbell Planning Commission In-N-Out EIR Scoping Review July 24th 2018

In June 2018, The Citizens for Sensible Growth hired professional traffic engineering firm Boster, Kobayashi & Associates to review the Traffic Impact Study for 499 E. Hamilton Ave and released by the City of Campbell in connection with the proposed In-N-Out location. The BKA review highlighted many deficiencies in the prior traffic study which are very concerning as it is our belief that the prior study fails to adequately address potential traffic and safety impacts of the proposed In-N -Out development. A partial list of our concerns, which are supported by professional and licensed traffic engineers, follows:

1. Lack of Analysis of weekday lunch hour peak traffic impacts.

- a. Significant traffic congestion currently occurs on the roadways in the project vicinity during weekday lunchtime hours. However, the TIS fails to provide any analysis of this weekday lunchtime period and the potential resultant project impacts on traffic congestion but rather references off-hour weekday trip counts which understate the actual impacts of congestion at the proposed location during lunchtime hours.

2. Impact of U-Turns not sufficiently addressed.

- a. The peak hour turning movement counts for the study intersections that are included in Appendix B of the TIS show the U-turn volumes separately from left-turn volumes. This includes significant numbers of existing U-turns from eastbound to westbound Hamilton Avenue at the Almarida Drive intersection immediately adjacent to the project. However, the traffic volumes presented in Figures 2 through 7 of the original TIS have combined the U-turn volumes into the left-turn volumes shown thereon. More importantly, BKA's review of the intersection LOS calculations presented in Appendix C also indicates that the U-turn volumes were merely combined into the left-turn volumes used in the calculations, with no other adjustment apparent. The intersection LOS analysis must be adjusted as appropriate to account for the additional delay caused by U-turn movements relative to left turns, especially at the intersections where the project will increase the number of U-turns

3. Lack of Driveway Turning movement volumes or accounting Pass-By Trips.

- a. The TIS does not provide the projected turning movement volumes for the driveways on Hamilton Avenue or Almarida Drive, which will include right turns to and from westbound Hamilton Avenue, and both right and left turns to/from both directions of Almarida Drive. These driveway volumes should be clearly presented in the TIS, and could easily be added to Figure 5 through 7, to provide this important information to decisionmakers.

4. Lack of Analysis of Weaving Traffic on Westbound Hamilton Avenue West of SR 17.

- a. At the Hamilton Avenue intersection with the SR 17 Southbound Off-ramp, an uncontrolled free right-turn lane from the southbound off-ramp becomes a third westbound lane on Hamilton Avenue. Many vehicles using this ramp exit dangerously cross multiple lanes to access Home Depot and other downstream locations. Currently, other westbound traffic on Hamilton crosses from the left lanes to the right lanes to turn right on Almarida, and that crossing traffic volume will increase as patrons attempt to access the Hamilton entry to In-N-Out. This “crossing” or weaving between multiple lanes occurs within a short distance between the Salmar/SR 17 exit and Almarida (about 250 feet) and is potentially very dangerous.

These conditions clearly require a more detailed analysis of the weaving traffic on westbound Hamilton Avenue between the SR 17 Southbound Off-ramp and the project driveway on Hamilton Avenue.

These are just a few of the observed deficiencies in the prior report issued by the City. We also believe the City should study closely whether any proposed mitigation of an additional turning lane at the offramp is even feasible given current CALTRAN lane width requirements and turning radius dimensions considering the near adjacency of the existing Kohls/Bed Bath and Beyond Center. CFSG will continue to monitor this process closely and will continue to engage outside resources, and counsel, as necessary to ensure that all aspects of this project are reviewed and our opinions are supported by licensed professionals.

CFSG is focused on preserving the quality of life in Campbell that our residents deserve. We are not against the redevelopment of the former Elephant Bar site. We support redevelopment of the Elephant Bar site with a use that is properly studied and one that is consistent with the existing zoning in place, without variances. The proposed In-n-Out development is requesting several critical variances to the existing zoning at the subject site including the addition of a drive-thru and extension of allowable operating hours to very late hours in the evening which all must be properly studied and considered. If approved, these two variances alone will significantly deteriorate the quality of life in our neighborhood.