From: Pearse, Brent <Brent.Pearse@vta.org>
Sent: Wednesday, May 19, 2021 3:59 PM
To: Jeff Schwilk <JSchwilk@santaclaraca.gov>
Cc: Jonathan Yee <JYee@Santaclaraca.gov>; Allie Jackman <AJackman@SantaClaraCA.gov>
Subject: VTA Comments on 4665 Stevens Creek | China Delight - Planning Submittal

Hi Jeff,

Thank you for the opportunity to review this project. VTA has the following comments.

Access to Transit
VTA has no plans to consolidate bus stops near Stevens Creek & Woodhams intersection. The stop in question along the project frontage has good ridership, is at a signalized crosswalk, and Woodhams is a good connector street that feeds into the residential neighborhood. The negative impacts of moving the bus stop nearside would include increasing transit delay, less sight distance for pedestrians, and introducing additional right hand turn conflicts. Therefore, relocating the bus top is not a viable option.

VTA Bus Stop
VTA has an existing bus stop at the frontage of the proposed China Delight development that serves Frequent Bus Route 23 that connects from DeAnza College, Valley Fair, Downtown San Jose and East San Jose. VTA recommends:

- Maintaining the bus stop farside the intersection. VTA's best practice is to locate bus stops farside of intersection, this position reduces transit delays, reduces sight distance of pedestrians crossing the intersection, and does not conflict with right turn movements.
- Installing a bus boarding island or bulb out treatment. The current curb lane width is 20' which can accommodate in-lane boarding for transit and any future bikeway plans on Stevens Creek. VTA has bus boarding island design standards. VTA believes the separated landscaping and bus stop boarding island can both be accommodated given the width of the curb lane.
- Upgrading the wooden bench and trash receptacle to VTA's new metal bench and trash receptacle. Specs and images attached.
- Include a call out and note on the off-site plans to contact VTA three (3) business days prior to construction at bus.stop@vta.org or 408-321-5800.
- VTA is open to shifting the bus stop slightly along the project frontage should this accommodate the project design and function.

VTA would like the opportunity to review updated site plans to ensure the placement of driveways, landscaping and any other features do not conflict with bus operations. VTA's Transit Passenger Environment Plan provides design guidelines for bus stops. This document can be downloaded at https://www.vta.org/projects/transit-passenger-environment-plan. VTA has a Bus Stop Placement, Closures and Relocations Policy (https://www.vta.org/sites/default/files/documents/busstoppolicy.pdf). Prior to any construction or bus stop impact, please contact bus.stop@vta.org.

Transit Signal Priority

VTA operates the Rapid 523 along Stevens Creek Boulevard with transit signal priority (TSP). This intersection is equipped with GPS based TSP equipment that is provided by EMTRAC Systems.

- It appears that the northwest and northeast quadrants of Stevens Creek and Woodhams are being modified, and these modification could trigger some traffic signal modifications. If the traffic signal is being modified, this modification must accommodate the existing transit signal priority (TSP) equipment and this equipment must remain operational during the construction and post construction phases.
- The TSP antenna shall be installed on the closest adjacent traffic signal pole next the traffic signal controller cabinet and must be placed 17 feet above the finished ground surface facing the street.
- The cabling for the TSP antenna shall use an outdoor rated coaxial cable (e.g. RG6, RG8 cable), grounded in the traffic signal controller cabinet, and include an in-line lightning suppression unit.
- If any replacement of the traffic signal controller cabinet is planned or expected, the new traffic signal controller cabinet and the associated hardware contained in the cabinet should meet or exceed the TTSP – Enhanced Traffic Signal Controller guidance document, see attached.
- VTA must be notified when any modification to TSP operations is to be implemented during the construction or post construction phases.

Bike Parking

VTA does not recommend stacking long term bike parking lockers if it can be avoided. Lifting a bike is not an option for all users and this decreases the likelihood the locker will be used. VTA recommends reconfiguring the lockers, so they are side by side, please consult Chapter 9 and 10 of VTA's Bike Technical Guidelines for bike parking guidance.

Please let us know if you have any questions.

Regards,
Brent

Brent Pearse (He/Him)

Transportation Planner

Direct **408-550-4559**

WFH Schedule 6-11 a.m.; 1-4:30 p.m.

Santa Clara Valley Transportation Authority

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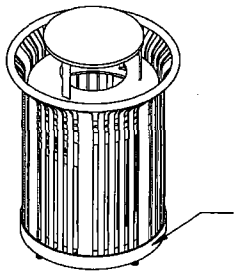
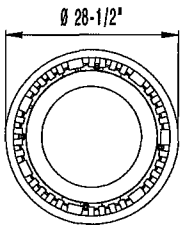
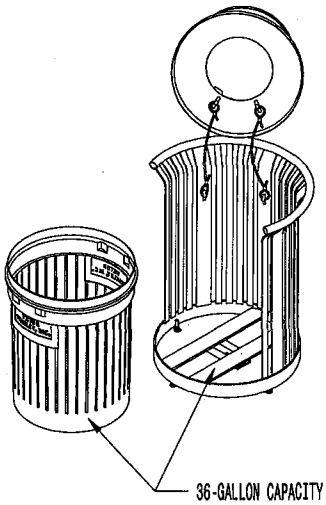
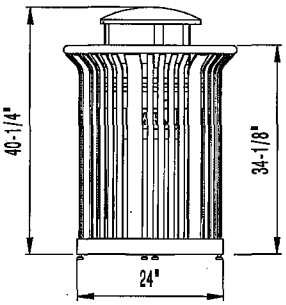
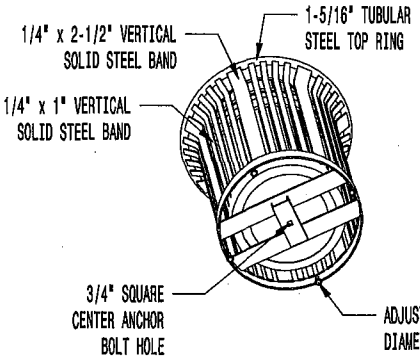
* ALL DIMENSIONS ARE IN INCHES *











AVAILABLE OPTIONS:

POWDER COATING
10 STANDARD COLORS, 2 OPTIONAL METALLIC COLORS, CUSTOM COLORS (INCLUDING THE RAL RANGE)

CUSTOM PLAQUES & DECALS
AVAILABLE WITH STEEL PLAQUES IN VARIOUS SIZES AND PRESSURE SENSITIVE VINYL OUTDOOR DECALS

LIDS
STANDARD TAPERED FORMED LID. AVAILABLE WITH OPTIONAL DOME LID, DOME LID WITH STAINLESS STEEL ASHTRAY, CONVEX LID, CONVEX LID WITH SELF-CLOSING DOOR, RAIN BONNET LID (AS SHOWN), RAIN BONNET LID WITH STAINLESS STEEL ASHTRAY, AND RECYCLE LIDS. ASHTRAYS AVAILABLE WITH OPTIONAL ASHTRAY COVER.

SECURITY
LID SECURED WITH VINYL COATED GALVANIZED STEEL AIRCRAFT CABLE. CABLE IS LOOPED AROUND WELDED IN PLACE ATTACHMENT BRACKETS AND CRIMPED IN PLACE.

NOTES:

1. DRAWINGS NOT TO SCALE. DO NOT SCALE DRAWINGS.
2. ALL FABRICATED METAL COMPONENTS ARE STEEL SHOTBLASTED, ETCHED, PHOSPHATIZED, PREHEATED, AND ELECTROSTATICALLY POWDER-COATED WITH T.G.I.C. POLYESTER POWDER COATINGS. PRODUCTS ARE FULLY CLEANED AND PRETREATED, PREHEATED AND COATED WHILE HOT TO FILL CREVICES AND BUILD FILM COATING. COATED PARTS ARE THEN FULLY CURED TO COATING MANUFACTURER'S SPECIFICATIONS. THE THICKNESS OF THE RESULTING FINISH AVERAGES 8-10 MILS (200-250 MICRONS).
3. THIS VICTOR STANLEY, INC. PRODUCT MUST BE PERMANENTLY AFFIXED TO THE GROUND. CONSULT YOUR LOCAL CODES FOR REGULATIONS.
4. VICTOR STANLEY, INC., PLASTIC INNER LINERS ARE MOLDED ON TOOLING DESIGNED FOR AND OWNED BY VICTOR STANLEY, INC. THEY OFFER MAXIMUM CAPACITY AND STRENGTH WITH LIGHTWEIGHT CONSTRUCTION USING CRITICAL MOLDED RIBS, INTEGRAL HANDHOLDS, AND HIGH-STRENGTH MATERIALS. THIS MINIMIZES HANDLING DIFFICULTY AND FACILITATES EASY EMPTYING AND STORAGE WHILE AFFORDING LONG SERVICE LIFE.
5. ANCHOR BOLT(S) NOT PROVIDED BY VICTOR STANLEY, INC.
6. FOR HIGH SALT ABUSIVE CLIMATES, HOT-DIP GALVANIZING BEFORE POWDER COATING IS AVAILABLE. HOT-DIP GALVANIZING IS PERFORMED FOR VICTOR STANLEY, INC. BY AN EXPERIENCED QUALIFIED FIRM TO WHICH PRODUCTS ARE SHIPPED FOR GALVANIZING. HOT-DIP GALVANIZING INCLUDES AN AGGRESSIVE PRE-TREATMENT AND IMMERSION IN A TANK OF CHARGED LIQUID ZINC AT OR AROUND 860°F (460°C). THE RESULTING SURFACE IS RESISTANT TO RUST BUT HAS SOME UNEVENNESS RESULTING FROM THE BONDING OF THE ZINC TO THE STEEL SURFACE. AS A RESULT, THE POWDER-COATING SURFACE FINISH OVER THAT GALVANIZED SURFACE MAY EXHIBIT BUMPS, UNEVENNESS, AND MAY NOT BE AS SMOOTH AS THE STANDARD FINISH; THIS UNEVEN AND INCONSISTENT FINISH IS NORMAL FOR GALVANIZING. CONTACT MANUFACTURER FOR DETAILS.
7. ALL SPECIFICATIONS ARE SUBJECT TO CHANGE. CONTACT MANUFACTURER FOR DETAILS.
8. THIS PRODUCT IS SHIPPED FULLY ASSEMBLED.

ES-342

ECONOMY

36-GALLON LITTER RECEPTACLE
SHOWN: OPTIONAL RAIN BONNET LID

REV. 3/12/20 DRAWN V.F.T. 2020-141

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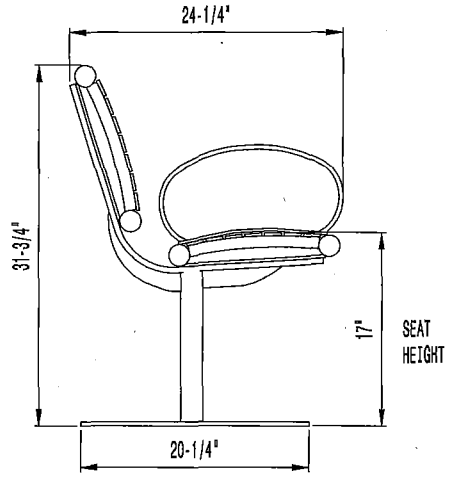
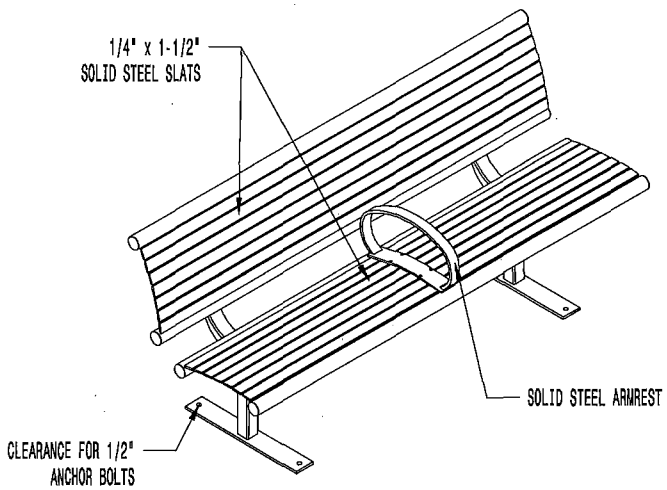
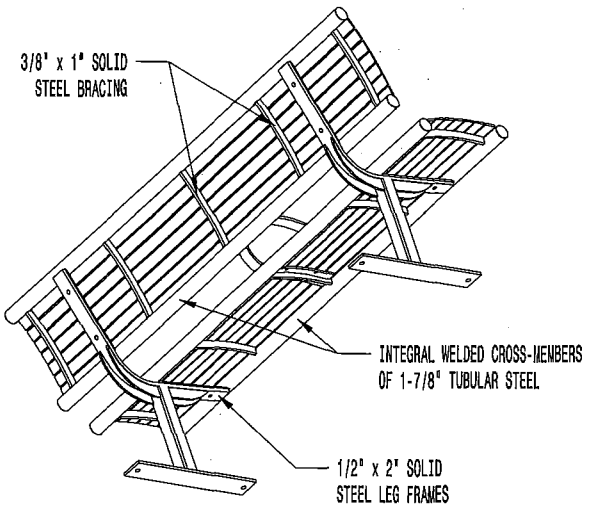
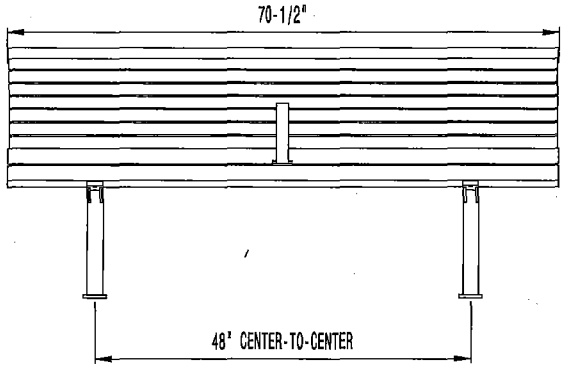
THIS PRODUCT IS COVERED BY THE FOLLOWING US PATENT: D585,209 S
CANADIAN ®130716









AVAILABLE OPTIONS:

- POWDER COATING
  - 10 STANDARD COLORS, 2 OPTIONAL METALLIC COLORS, CUSTOM COLORS (INCLUDING THE RAL RANGE)
- INTERMEDIATE & CENTER ARMRESTS
  - 4', 6', & 8' AVAILABLE WITH OPTIONAL ARMRESTS

LENGTHS

- STANDARD 4'
- STANDARD 6' LENGTH SHOWN
- STANDARD 8'

MOUNTING

- STANDARD SURFACE (AS SHOWN) AND IN-GROUND

NOTES:

1. DRAWINGS NOT TO SCALE. DO NOT SCALE DRAWINGS.
2. ALL FABRICATED METAL COMPONENTS ARE STEEL SHOTBLASTED, ETCHED, PHOSPHATIZED, PREHEATED, AND ELECTROSTATICALLY POWDER-COATED WITH T.G.I.C. POLYESTER POWDER COATINGS. PRODUCTS ARE FULLY CLEANED AND PRETREATED, PREHEATED AND COATED WHILE HOT TO FILL CREVICES AND BUILD COATING FILM. COATED PARTS ARE THEN FULLY CURED TO COATING MANUFACTURER'S SPECIFICATIONS. THE THICKNESS OF THE RESULTING FINISH AVERAGES 8-10 MILS (200-250 MICRONS).
3. IT IS NOT RECOMMENDED TO LOCATE ANCHOR BOLTS UNTIL BENCH IS IN PLACE. THIS VICTOR STANLEY, INC. PRODUCT MUST BE PERMANENTLY AFFIXED TO THE GROUND. CONSULT YOUR LOCAL CODES FOR REGULATIONS.
4. ANCHOR BOLTS NOT PROVIDED BY VICTOR STANLEY, INC.
5. FOR HIGH SALT ABUSIVE CLIMATES, HOT DIP GALVANIZING BEFORE POWDER COATING IS AVAILABLE. SEE WRITTEN SPECIFICATIONS FOR DETAILS.
6. ALL SPECIFICATIONS ARE SUBJECT TO CHANGE. CONTACT MANUFACTURER FOR DETAILS.
7. THIS PRODUCT IS SHIPPED PARTIALLY UNASSEMBLED.

FBF-50

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ALL STEEL BENCH
SHOWN: STANDARD 6-FOOT LENGTH
STANDARD SURFACE MOUNT
OPTIONAL CENTER (1) ARMREST

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