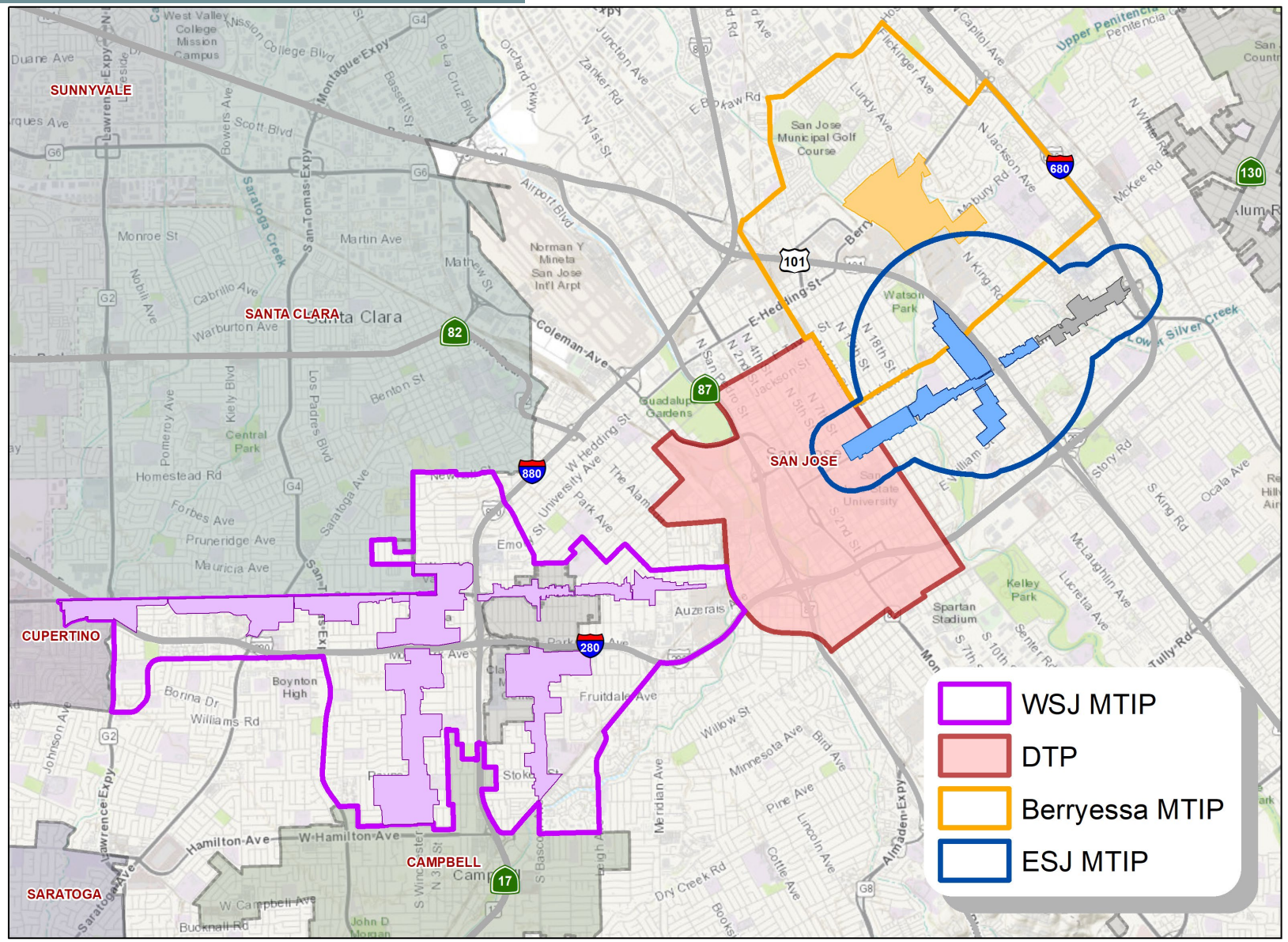
Local and Regional Transportation Planning and Project Update

Transportation and Environment Committee
August 31, 2020
Ramses Madou, Division Manager

SAN JOSÉ

Multimodal Improvement Plans

- Build from and **advance** past/ongoing planning efforts
- To **identify and prioritize projects** that align with local and citywide goals
- Produce **designs**, estimates, and implementation strategies for highest priority improvements
- Focus City efforts to **implement** highest priority items



en movimiento

A Transportation Plan for East San José

PROJECT TIMELINE

enmovimiento
A Transportation Plan for East San José

- Community Leader Interviews
- Preliminary Plan
- Public Engagement Plan
- Community Engagement #1

- Evaluation
- Conceptual Designs
- Prioritization
- Community Engagements #2 & #3

- Cost estimates
- Timeline
- Strategies

- Community Engagement #4
- Final Report

Work Product

- [ ] Public Involvement Plan (PIP)
- [ ] Network Plan
- [ ] Projects List
- [ ] Prioritization Method
- [ ] Conceptual Designs &Estimates
- [ ] Implementation Strategies

Community Engagement

en movimiento
A Transportation Plan for East San José

Pre-Planning

- Community Based Organizations Included on Project team – SOMOS Mayfair and VIVO
- Stakeholder Interviews – to develop engagement strategy

Planning

- CE#1: Pop-up events & Online Survey – Existing Conditions
- CE#2: Open House, Pop-Up Events, On-line Survey – Preliminary Network and Goals
- CE#3: Focus Group – Project Design
- CE#4: Open House – Final Plan

Post-Planning

- En Movimiento Community Advisory Group

PRIORITIZATION METHOD

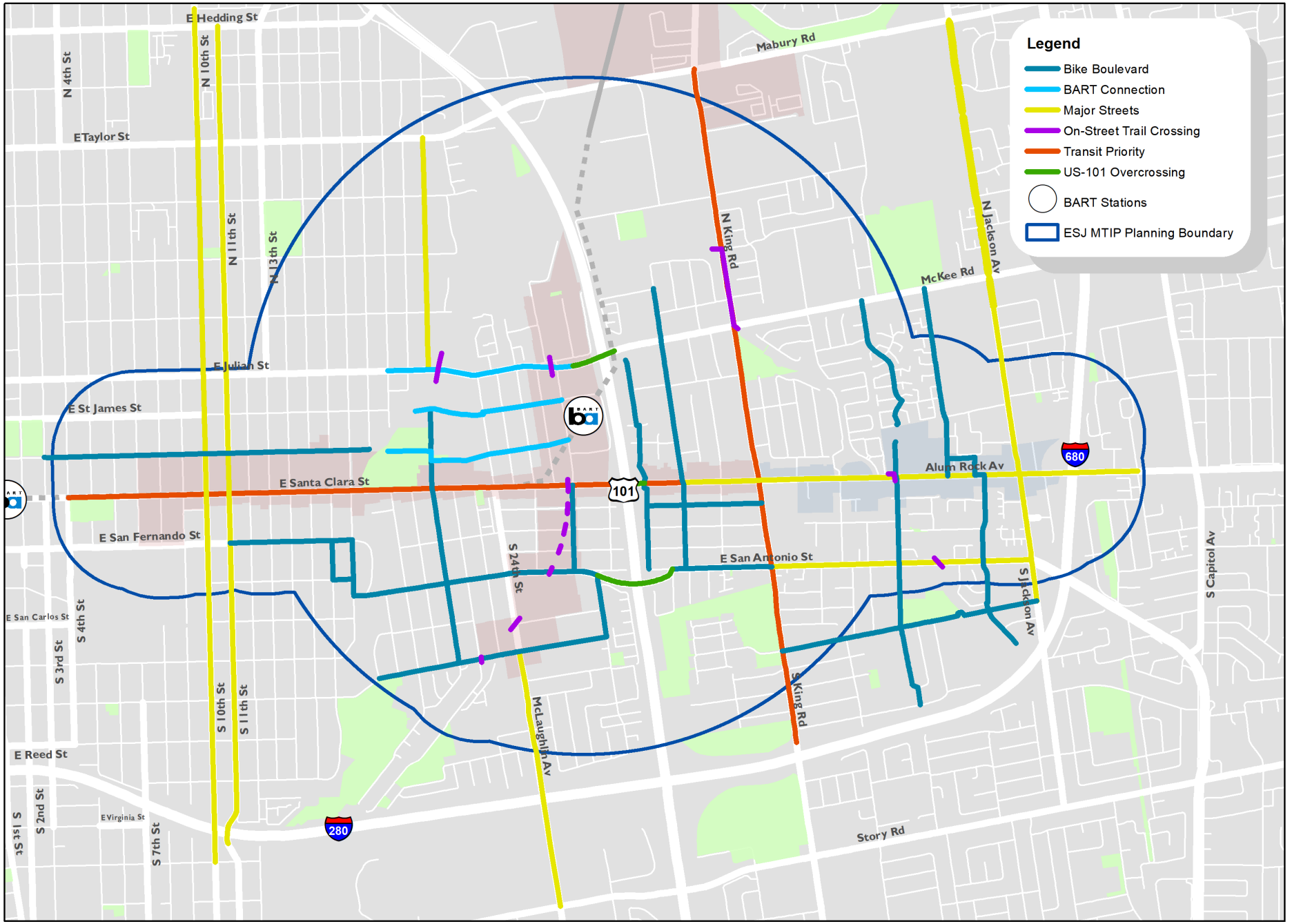
1. How well does this project align with community goals?

2. How well does this project align with city goals?

3. What are the obstacles to delivering this project?

ESJ MTIP Projects

- US-101 Overcrossing
- Bike Boulevard
- BART Connections
- Major Streets
- On-Street Trail Crossings
- Transit Priority
- ESJ MTIP Planning Boundary



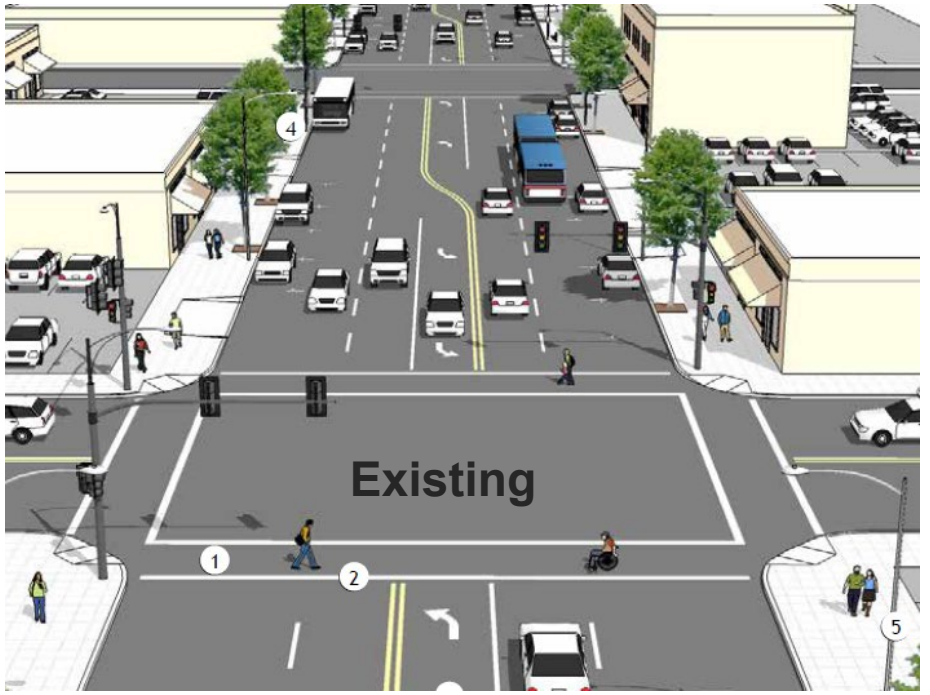
E. Santa Clara Transit Priority Project

Project Overview
Prioritize reliable and appealing transit and promote the vibrancy of an active retail corridor through multimodal improvements. This project aims to extend VTA's Bus Rapid Transit project from East San Jose to Downtown. This project should include pedestrian enhancements to provide safe access to transit and businesses along the corridor.

This corridor includes the three most-used VTA bus routes: 23, 22, and 522, averaging a combined 4,287 weekday boardings within the MTIP area.

Project Features

- Public service lanes (e.g., for emergency vehicles, buses, and other government vehicles only)
- New/relocated/improved bus stops
- Pedestrian countdown timers
- Accessible pedestrian signals (APS)
- Leading pedestrian intervals at ped hot spots
- Improved crossings (esp. to BART station)
- Street trees and landscaping
- Pedestrian scale lighting
- Eliminate WB left-turn late to 28th St.



Prioritized Project List

Rank	Project	Limits	Project Type	Improvement Category	Total Cost	Total Aggregate Score	MOE	Adjusted Benefit	Benefit/ Cost
1	E. Santa Clara	30th to 31st	US-101 Overcrossing	Striping Only	$ 88,886.07	52.92	0.03	1.83	20.57
2	E. St. John	3rd to 16th	Bike Boulevard	Striping Only	$ 230,098.97	37.50	0.10	3.92	17.04
3	21st St. BB	Roosevelt Park to William	Bike Boulevard	Striping Only	$ 176,348.19	51.92	0.06	3.00	17.04
4	28th St	ESC to William (via Bonita)	Bike Boulevard	Striping Only	$ 202,969.84	51.92	0.05	2.70	13.29
5	21st St. BB	Roosevelt Park to William	Bike Boulevard	Infrastructure	$ 266,798.19	51.92	0.06	3.00	11.26
6	21st St.	Taylor to Julian	Major Streets	Striping Only	$ 131,312.44	28.50	0.05	1.37	10.45
7	E. William	Brookwood to 24th	Bike Boulevard	Striping Only	$ 129,012.68	21.00	0.05	1.07	8.26
8	E. San Antonio	17th to Bonita, 33rd to King	Bike Boulevard	Striping Only	$ 455,135.49	36.33	0.10	3.57	7.84
9	Jose Figueres	Alum Rock to El Ranch Verde/McKee	Bike Boulevard	Striping Only	$ 395,431.46	31.00	0.10	3.07	7.75
10	21st St.	Taylor to Julian	Major Streets	Infrastructure	$ 131,312.44	18.50	0.05	0.89	6.78
11	Kammerer Ave.	King to Jackson Ave	Bike Boulevard	Striping Only	$ 249,378.59	27.83	0.06	1.64	6.59
12	E. St. John	3rd to 16th	Bike Boulevard	Infrastructure	$ 504,823.97	31.50	0.10	3.29	6.52
13	N. 31st St.	E. San Antonio to E. St. James	Bike Boulevard	Infrastructure	$ 173,028.92	25.50	0.04	1.10	6.36
14	E. San Fernando	11th to San Antonio	Bike Boulevard	Infrastructure	$ 307,271.84	28.83	0.06	1.83	5.97
15	E. San Antonio	17th to Bonita, 33rd to King	Bike Boulevard	Infrastructure	$ 524,423.22	31.33	0.10	3.08	5.87
16	E. William	Brookwood to 24th	Bike Boulevard	Infrastructure	$ 147,912.68	16.00	0.05	0.81	5.49
17	ESC/Alum Rock (w/o PBL)	4th Street to 33rd St.	Transit Priority	Striping Only	$ 2,300,896.88	69.08	0.18	12.11	5.26
18	Sunset Blvd.	McKee to 680	Bike Boulevard	Striping Only	$ 554,378.66	27.08	0.10	2.83	5.11
19	E. Santa Clara	30th to 31st	US-101 Overcrossing	Infrastructure	$ 344,453.37	46.67	0.03	1.61	4.68
20	San Antonio (w/ PBL)	King to Jackson Ave	Major Streets	Striping Only	$ 615,523.97	39.50	0.07	2.77	4.50
21	28th St	ESC to William (via Bonita)	Bike Boulevard	Infrastructure	$ 605,269.84	51.92	0.05	2.70	4.46
22	Sunset Blvd.	E. San Antonio to 680	Bike Boulevard	Infrastructure	$ 600,953.66	23.33	0.10	2.44	4.06
23	ESC/Alum Rock (w/o PBL)	4th Street to 33rd St.	Transit Priority	Infrastructure	$ 2,749,771.88	62.83	0.18	11.01	4.01
24	Shortridge Ave	31st to King	Bike Boulevard	Infrastructure	$ 122,339.57	12.50	0.04	0.44	3.63
25	San Antonio (w/o PBL)	King to Jackson Ave	Major Streets	Striping Only	$ 590,978.52	28.50	0.07	2.00	3.39
26	N. 33rd St.	E. San Antonio to Las Plumas	Bike Boulevard	Striping Only	$ 309,252.88	20.67	0.05	0.99	3.20
27	McLaughlin	William to Story	Major Streets	Striping Only	$ 674,616.92	35.50	0.05	1.95	2.88
28	Coyote Creek Trail	Corridor	On-Street Trail Crossing	Infrastructure	$ 162,843.75	21.17	0.02	0.43	2.66
29	Five Wounds Trail	21st and Julian	On-Street Trail Crossing	Infrastructure	$ 859,156.03	32.67	0.07	2.26	2.63
30	Kammerer Ave.	King to Sunset	Bike Boulevard	Infrastructure	$ 539,628.59	22.83	0.06	1.35	2.50
31	San Antonio (w/ PBL)	King to Jackson Ave	Major Streets	Infrastructure	$ 1,475,793.06	35.50	0.07	2.49	1.69
32	Alum Rock (w/o BL)	33rd to Alexander	Major Streets	Striping Only	$ 2,652,393.07	37.75	0.11	4.10	1.54
33	San Antonio	Bonita to San Antonio	US-101 Overcrossing	Infrastructure	$ 869,062.50	33.50	0.04	1.34	1.54
34	King Road	Mabury to 680	Transit Priority	Striping Only	$ 5,040,566.78	60.67	0.13	7.74	1.54
35	McLaughlin	William to I-280	Major Streets	Infrastructure	$ 1,564,968.92	35.50	0.05	1.95	1.24
36	Julian	19th to 28th	Bikeway to BART	Striping Only	$ 2,213,314.50	52.75	0.05	2.55	1.15
37	Jackson Ave	Kammerer to Mabury	Transit Priority	Infrastructure	$ 3,510,106.18	32.83	0.12	3.90	1.11
38	Alum Rock (w/o BL)	33rd to Alexander	Major Streets	Infrastructure	$ 3,813,393.07	31.50	0.11	3.42	0.90
39	Lower Silver Creek Trail	Corridor	On-Street Trail Crossing	Infrastructure	$ 1,725,034.75	18.50	0.08	1.46	0.85
40	King Road	Mabury to 280	Transit Priority	Infrastructure	$ 8,459,046.60	55.67	0.13	7.10	0.84
41	Julian/McKee	28th to On/off ramp	US-101 Overcrossing	Infrastructure	$ 1,189,712.96	40.00	0.02	0.78	0.65
42	10th and 11th St	I-280 to Hedding	Major Streets	Infrastructure	$ 5,032,544.77	43.30	0.07	3.15	0.63
43	Julian	19th to 28th	Bikeway to BART	Infrastructure	$ 3,592,025.38	44.50	0.05	2.15	0.60
44	Jose Figueres	Alum Rock to El Ranch Verde/McKee	Bike Boulevard	Infrastructure	$ 1,000,906.46	5.50	0.10	0.54	0.54
45	St. John	Coyote Creek to 28th	Bikeway to BART	Infrastructure	$ 7,653,389.98	39.67	0.04	1.69	0.22
46	St. James	Coyote Creek to 28th	Bikeway to BART	Infrastructure	$ 7,687,291.21	39.67	0.03	1.37	0.18
47	N. 33rd St.	E. San Antonio to Melody Lane	Bike Boulevard	Infrastructure	$ 7,410,900.88	15.67	0.05	0.75	0.10

Implementation Strategies

- Key implementation considerations for each project
- Opportunities to Include Projects within Ongoing City Programs
- Highlight Regional, State, and Federal Programs

En Movimiento Community Advisory Group

- Maintain community involvement during design and Implementation
- Members represent 9 different ESJ CBOs
- First meeting: June 2020
  - Experiences of ESJ residents during shelter in place
  - Design of projects to be implemented later this year
- Next meeting: Sept 2020

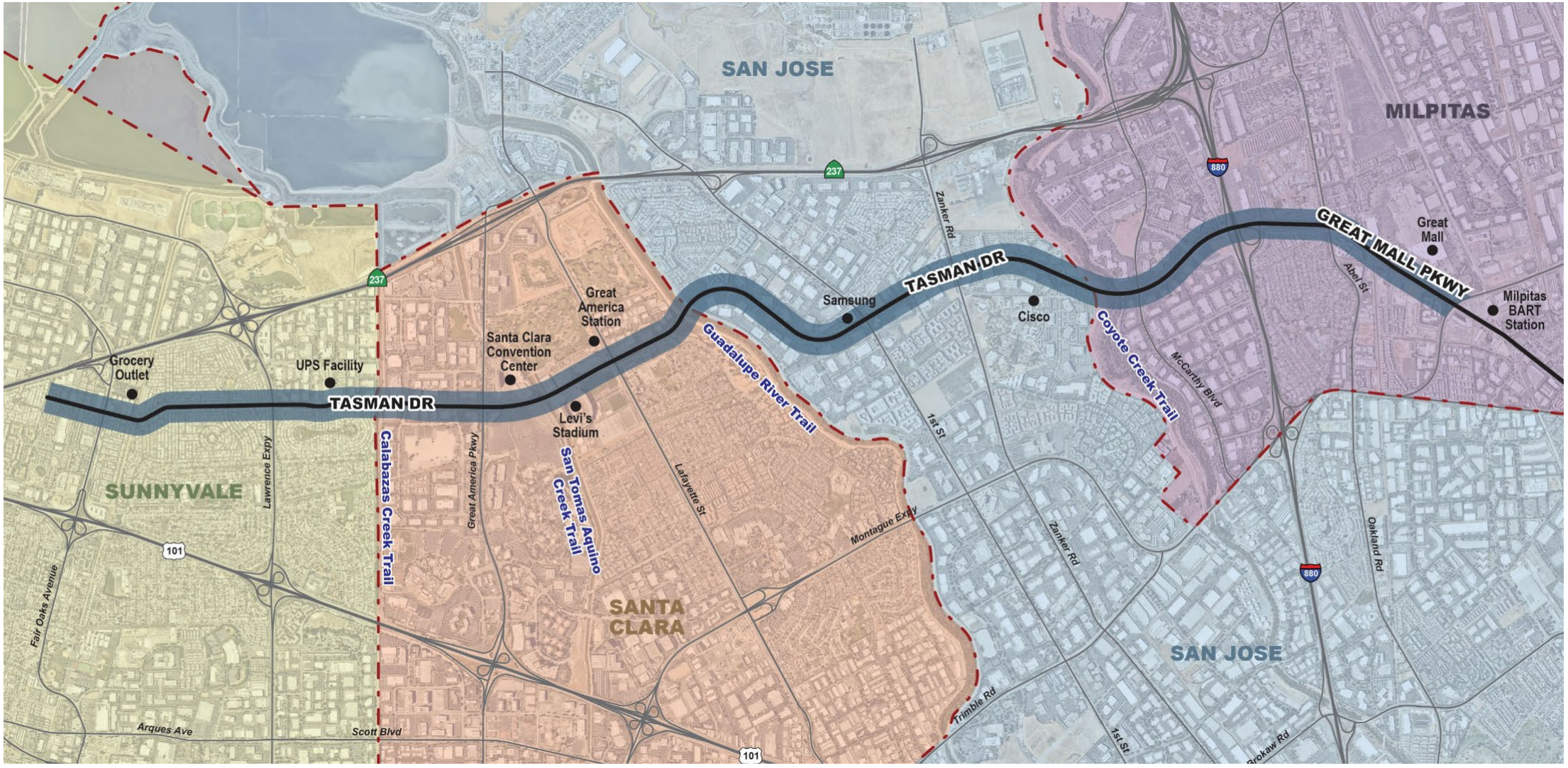
Tasman Corridor
COMPLETE STREETS STUDY

Kimley»Horn

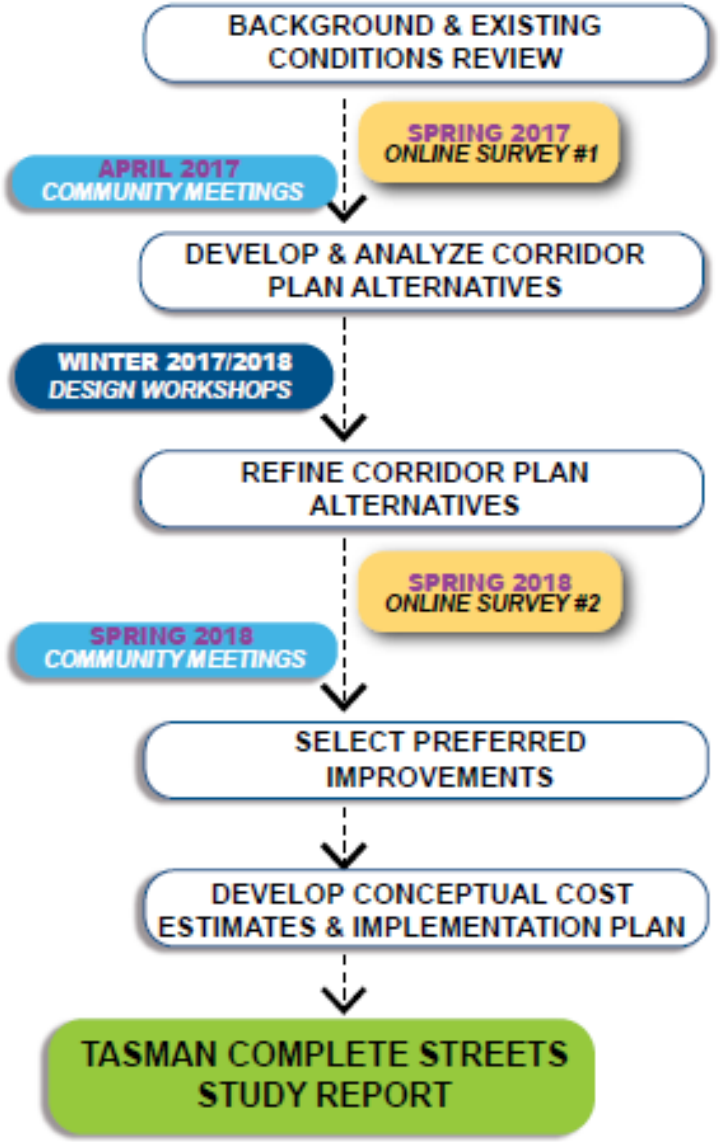
Project Objectives

- Interjurisdictional plan
- Enhance the safety, comfort, and reliability of sustainable transportation modes, while still accommodating drivers
- Community-supported
- Implementable

Study Area


SAN JOSE
MILPITAS
SUNNYVALE
SANTA CLARA
SAN JOSE
TASMAN DR
TASMAN DR
GREAT MALL PKWY
Grocery Outlet
UPS Facility
Great America Station
Santa Clara Convention Center
Levi's Stadium
Samsung
Cisco
Great Mall
Milpitas BART Station
Guadalupe River Trail
Coyote Creek Trail
San Tomas Aquino Creek Trail
Calabazas Creek Trail
Lawrence Expy
Great America Pkwy
Lafayette St
Montague Expy
Zanker Rd
1st St
McCarthy Blvd
Abel St
Oakland Rd
Fair Oaks Avenue
Argues Ave
Scott Blvd
Trimble Rd
237
101
880

Study Process

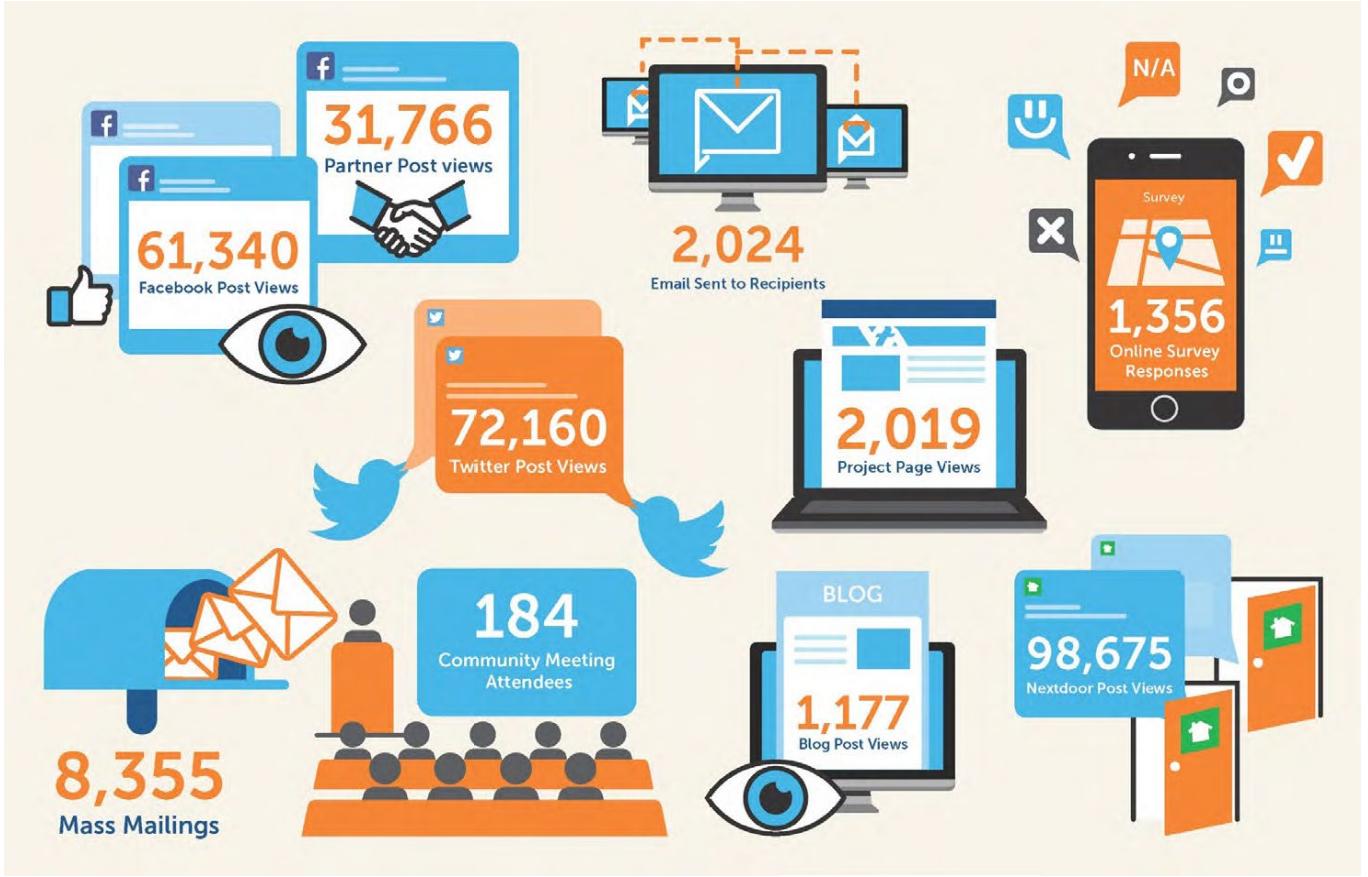


Corridor Needs

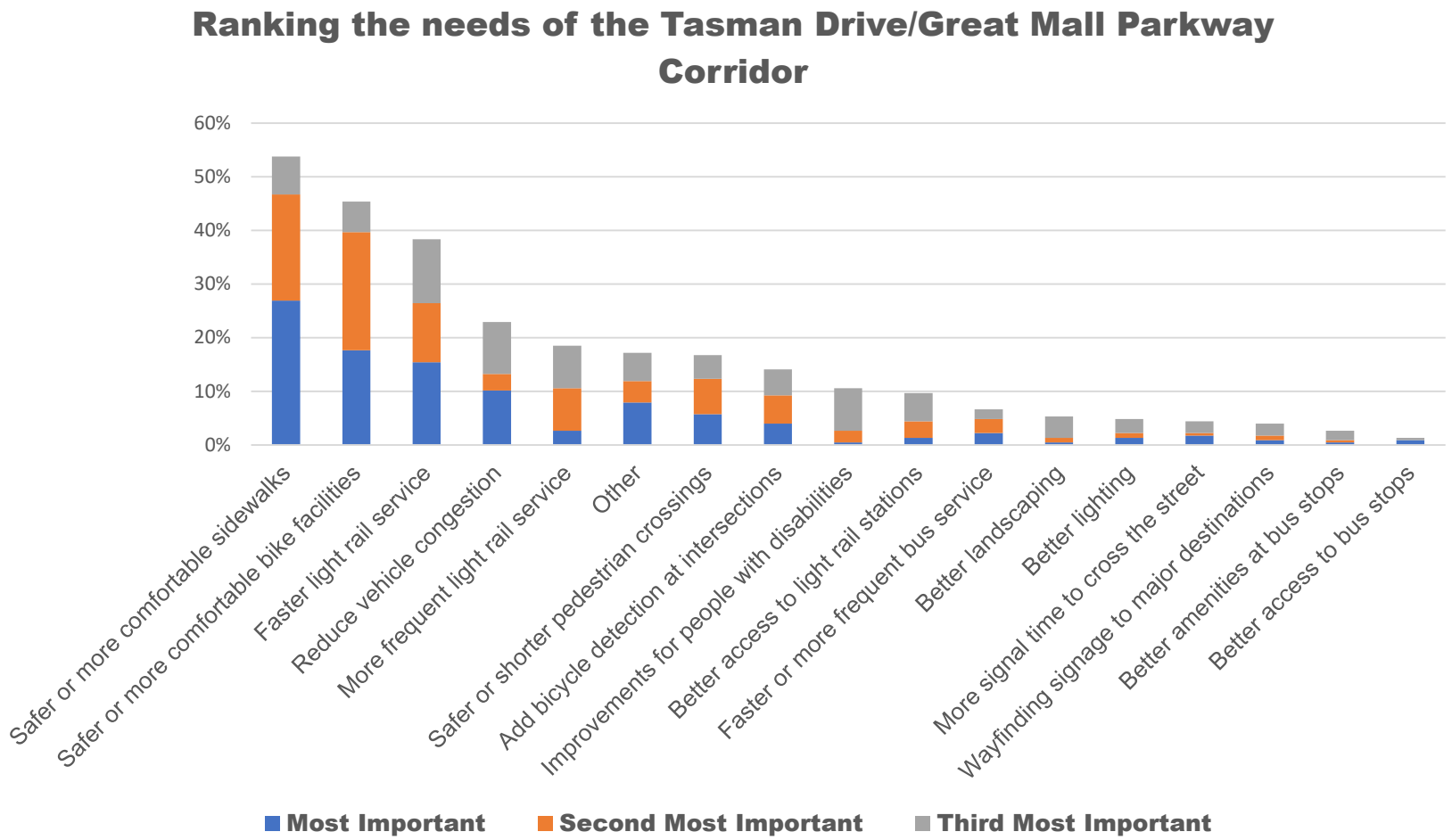
- Bicycle and Pedestrian Connectivity
- Safety and Comfort
- Wayfinding, Signage, and Lighting
- Reliability and Travel Time

Light Rail Activity

Community Feedback



Priorities

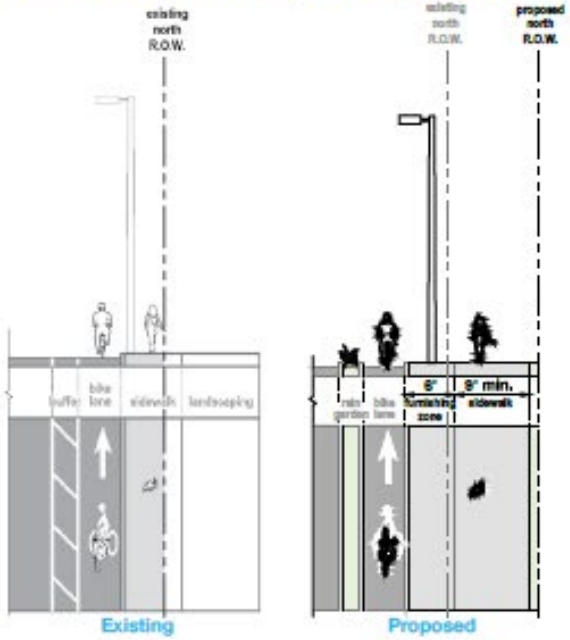

Ranking the needs of the Tasman Drive/Great Mall Parkway Corridor
60%
50%
40%
30%
20%
10%
0%
Safer or more comfortable sidewalks
Safer or more comfortable bike facilities
Faster light rail service
Reduce vehicle congestion
More frequent light rail service
Other
Safer or shorter pedestrian crossings
Add bicycle detection at intersections
Improvements for people with disabilities
Better access to light rail stations
Faster or more frequent bus service
Better landscaping
Better lighting
More signal time to cross the street
Wayfinding signage to major destinations
Better amenities at bus stops
Better access to bus stops
Most Important
Second Most Important
Third Most Important

Proposed Project Improvements

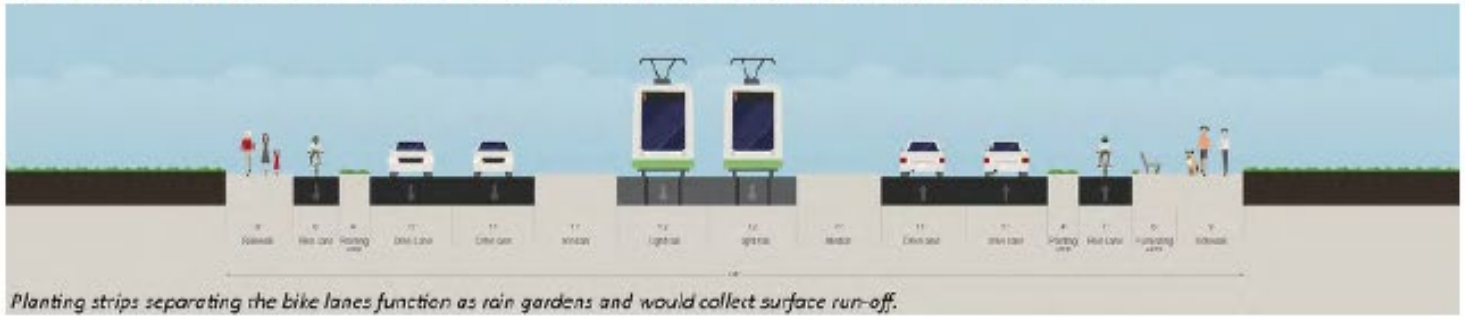
Tasman Corridor
COMPLETE STREETS STUDY

Santa Clara Valley Transportation Authority

Cross-Sections (Ultimate Improvements) – North Side of Tasman (Looking West)



Cross-Sections (Near-Term Improvements) - East of Vista Montana (Looking East)



Planting strips separating the bike lanes function as rain gardens and would collect surface run-off.

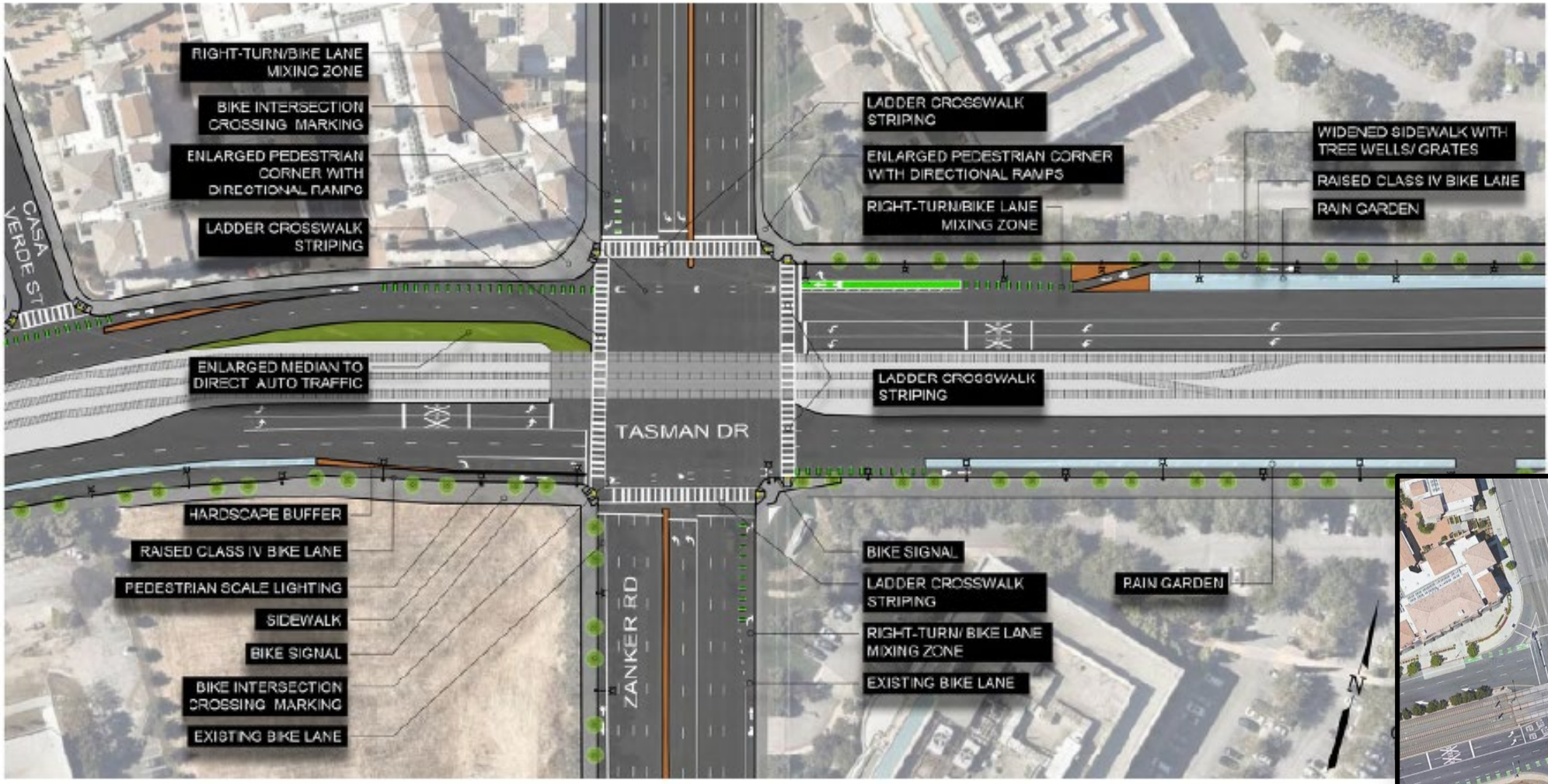
Existing and Projected Tasman Drive Mode Split with Cycle Track within the City of San Jose

Existing (2017)

2040

Rendering of Proposed Near-Term Improvements

Tasman Drive/ Zanker Road



Existing

Project Next Steps

- City presentations
- VTA adoption
- Coordination between VTA and Cities to obtain funding and design/construct projects

Recommendation

Accept a status report on major local transportation planning efforts, and an update on regional transportation funding, programs, and projects of interest to the City of San José involving Regional, State, and Federal Agencies.