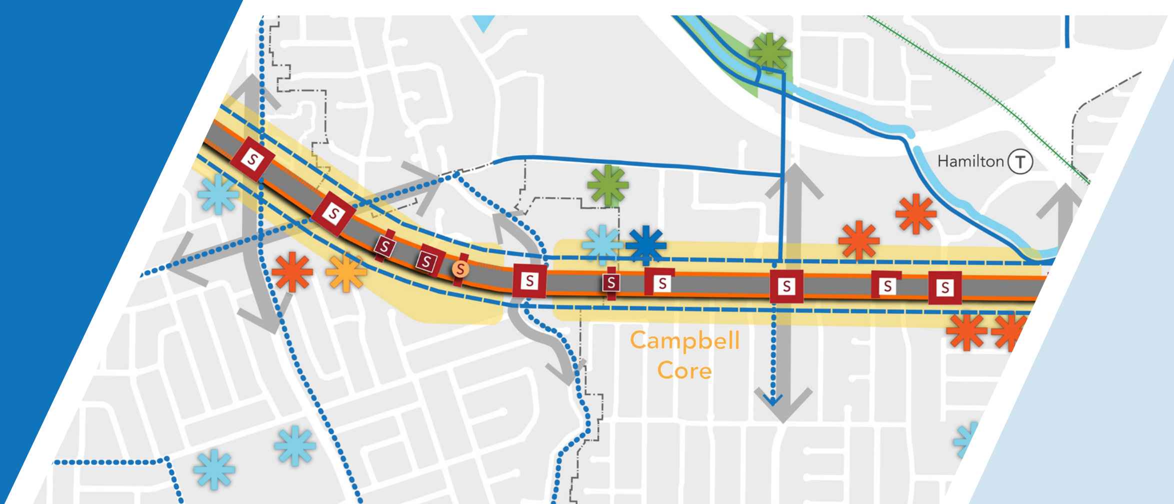

BASCOM AVENUE

COMPLETE STREETS STUDY

FINAL REPORT / AUGUST 2020

ACKNOWLEDGMENTS

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The Santa Clara Valley Transportation Authority (VTA), in association with the cities of San José and Campbell and the County of Santa Clara, developed the Bascom Corridor Complete Streets Study in close coordination with the local community and stakeholders. The Study was made possible through a California Department of Transportation (Caltrans) Sustainable Transportation Planning Grant with a Vehicle Registration Fee local match. Caltrans Sustainable Transportation Planning Grants help fund community planning and design projects that lead to a more multi-modal transportation system that improves safety, public health, social equity, and environmental justice, while also providing additional important community benefits. More information on the project can be found at: **www.vta.org/projects/bascom-corridor-complete-streets-study.**

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1. INTRODUCTION

2. EXISTING CONDITIONS

3. COMMUNITY VISION

4. CORRIDOR DESIGN CONCEPTS

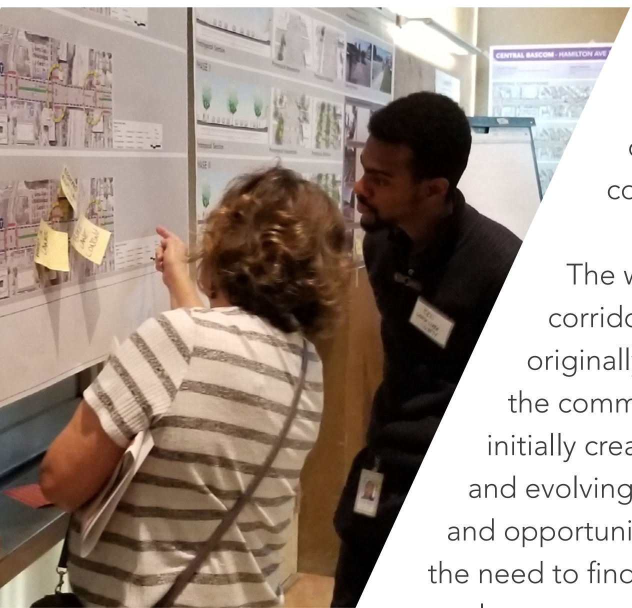
5. DESIGN BASIS

6. IMPLEMENTATION

ATTACHMENTS

CHAPTER 1
INTRODUCTION

BASCOM AVENUE
COMPLETE STREETS STUDY



INTRODUCTION

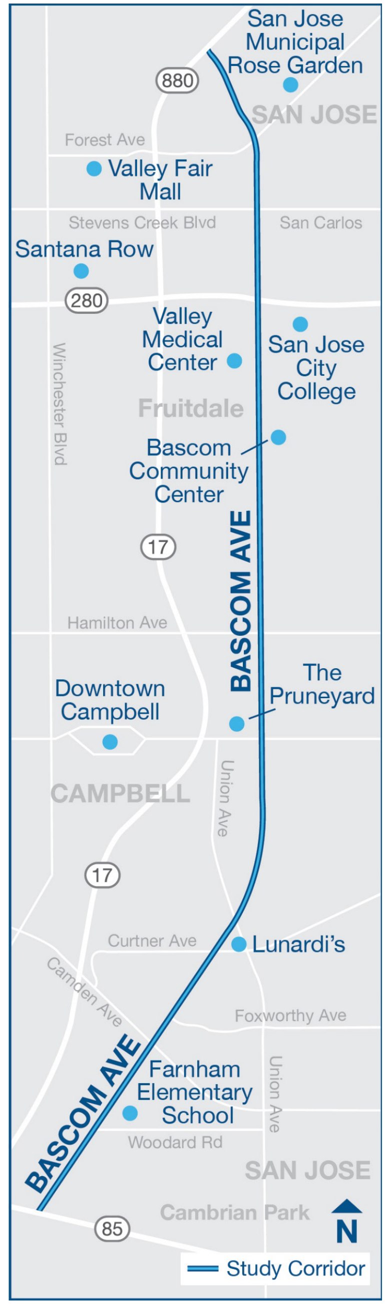
The revitalization of Bascom Avenue presents a tremendous opportunity for the community to transform this important roadway into a more vibrant multi-modal corridor that supports economic development, provides a range of transportation choices, enhances comfort for all people, and improves safety.

The way we move and how we interact with our major streets and corridors is evolving. Major streets, including Bascom Avenue, were originally designed to safely move large volumes of automobiles through the community. While this approach worked when these streets were initially created, increases in population, changes in housing preferences, and evolving retail and employment patterns have created challenges and opportunities. Regional congestion and safety have also led to the need to find different solutions so roadways function better for all people.

This six-mile Bascom Avenue corridor presents a great opportunity to better connect Santa Clara County and the cities of Campbell and San José, while at the same time strengthening existing neighborhoods, supporting economic development, enhancing aesthetics, increasing sustainability, and improving the quality of life for area residents, workers, and visitors. This effort will result in a Bascom Avenue corridor that supports a more "complete neighborhoods" where people can easily walk, bike, ride transit, and drive.

IN THIS CHAPTER

Project Background
Project Goals
Planning Context
Community Process
Project Schedule
Document Overview



PROJECT BACKGROUND

In 2016, the Santa Clara Valley Transportation Agency (VTA) initiated a new component of its Complete Streets Program by beginning a series of corridor studies to implement Complete Streets elements along selected roadways in Santa Clara County. This multi-faceted planning effort seeks to transform select roadways into high-quality, multi-modal streets that prioritize bicycle, pedestrian, and transit travel while still serving motorists.

The **Bascom Corridor Complete Streets Study** (hereafter referred to as "Study") is a joint effort between VTA, the cities of San José and Campbell, and the County of Santa Clara (combined known as the "Partner Agencies"). The project covers approximately six miles of Bascom Avenue from Interstate 880 near the Bascom-Forest and Rose Garden neighborhoods in San José, past Valley Medical Center and the Pruneyard in Campbell, and down to the Farnham and Ponderosa neighborhoods near State Route 85 (see diagram to the left).

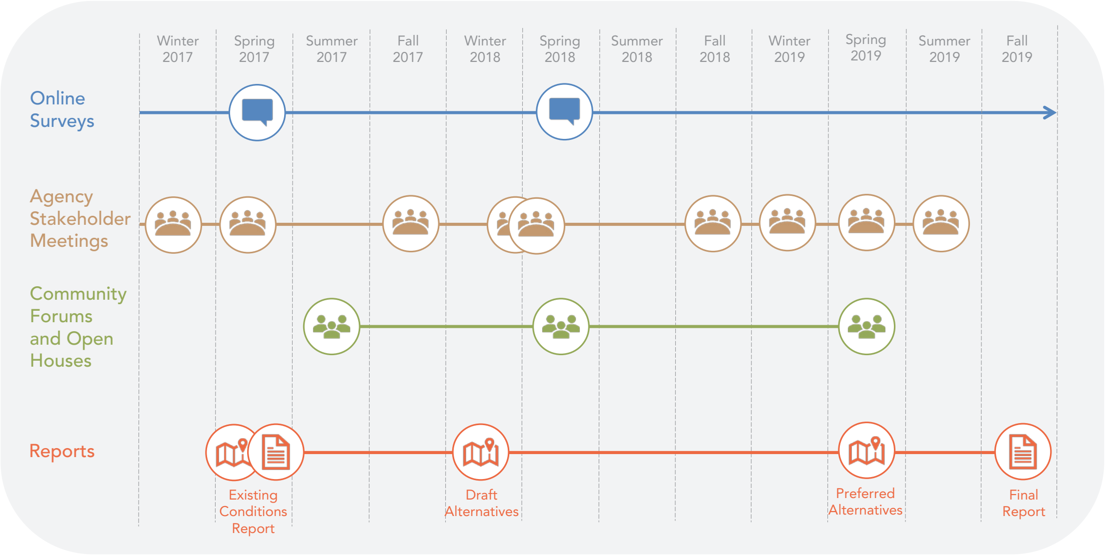
PROJECT GOALS

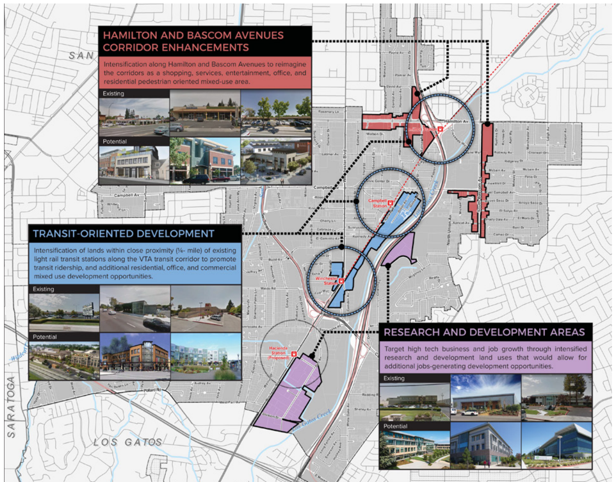
The purpose of this Study, which is funded through a Federal grant and local match, is to discuss with the community different ideas for creating a comprehensive set of streetscape improvements and urban design strategies that will help create a balanced and safe street environment for all users. The result of this effort are a series of community supported conceptual street designs for improving Bascom Avenue (see Chapters 3 and 4). In order to achieve these outcomes, VTA and the Partner Agencies have identified the following six overarching project goals:

1. **Transform** Bascom Avenue into a high-quality, multimodal corridor that serves all users
2. **Address** user needs related to multimodal access, safety and connectivity
3. **Evaluate** opportunities to improve transit travel times and amenities
4. **Develop** conceptual designs for short- and long-term improvements along the corridor
5. **Coordinate** analysis and designs with previous studies and initiatives
6. **Help** local agencies acquire funding for individual Complete Streets projects

PROJECT SCHEDULE

The Study was conducted over approximately two and half years. Since this is a community-driven project, VTA and the Partner Agencies developed an approach that ensured the local community was heavily involved and had multiple opportunities to provide input during all stages of the project. The graphic below highlights the overall community engagement process.





City of Campbell General Plan Update
POTENTIAL CHANGE AREA DIAGRAM

City of San José Complete Streets Project
DESIGN STANDARDS & GUIDELINES

PLANNING CONTEXT

While the Study takes a comprehensive look at the entire six-mile corridor, it is by no means a "start from scratch" project. Several recent planning efforts conducted by VTA and the various Partner Agencies have laid the foundation on which this Study was developed.

The San José Complete Streets Design Guidelines (2017) articulates a comprehensive design framework to support the creation of resilient, well-connected, and pedestrian-friendly streets across the city. VTA's Pedestrian Access to Transit Plan (2017) aims to improve walking conditions across the county and specifically identifies Bascom Avenue as a focus area for pedestrian access improvements. The City of San José's South Bascom Urban Village Plan (2018) aims to enhance walkability, improve connectivity, and create more housing and employment uses along an approximately 1.3-mile stretch of the corridor between Interstate 280 (I-280) and Southwest Expressway. These major planning efforts include the following:

VTA PLANS AND STUDIES

» Pedestrian Technical Guidelines (2003)
» Santa Clara Countywide Bicycle Master Plan (2008)
» Bicycle Technical Guidelines (2012)
» Short Range Transit Plan (2014)
» Pedestrian Access to Transit Plan (2017)
» Transit Passenger Environment Plan (2016)
» Next Network Plan (2017)
» Pedestrian Access to Transit Plan (2017)

CITY OF CAMPBELL PLANS

» Campbell General Plan (in process)
» City of Campbell Streetscape Standards (1993)

CITY OF SAN JOSÉ PLANS

» Burbank/Del Monte Neighborhood Improvement Plan (2002)
» Pedestrian Master Plan (2008)
» Bicycle Master Plan (2009)
» Envision 2040 General Plan (2011)
» Vision Zero San José (2015)
» Complete Streets Guidelines (2016)
» South Bascom Urban Village Plan (2014)

OVERALL SUMMARY

While many planning efforts have already taken place, the Bascom Complete Streets Study presents the ideal opportunity to coalesce the policies and designs included in these plans and work with the community to identify specific opportunities for streetscape and mobility improvements along Bascom Avenue. Key recommendations and common themes from these plans include:

» **Completing and improving the pedestrian network** by closing gaps in existing sidewalks, widening sidewalks (particularly at locations where existing sidewalks are narrow and vehicle volumes are high), providing crosswalks at all legs of signalized intersections, adding crosswalks at mid-block locations, and improving existing crosswalks by adding high-visibility striping/signage and curb extensions and/or by removing unsignalized right turn lanes.

» **Providing complete and continuous bicycle facilities** by adding bicycle lanes (Class II) or protected cycle tracks (Class IV) along the corridor and improving bicycle facilities at intersections to clarify right-of-way and make bicyclists more visible.

» **Improving conditions for transit passengers** by upgrading access to the VTA Bascom Light Rail Station, and providing benches, shelters and trash cans at transit stops along the corridor.

» **Enhancing streetscapes along Bascom Avenue** by adding continuous street trees and landscaping along sidewalks, and adding pedestrian-scale lighting.

» **Strengthen neighborhoods** by providing more amenities in a closer distance to homes and increased transportation options, while minimizing parking issues and "pass through" vehicle traffic.

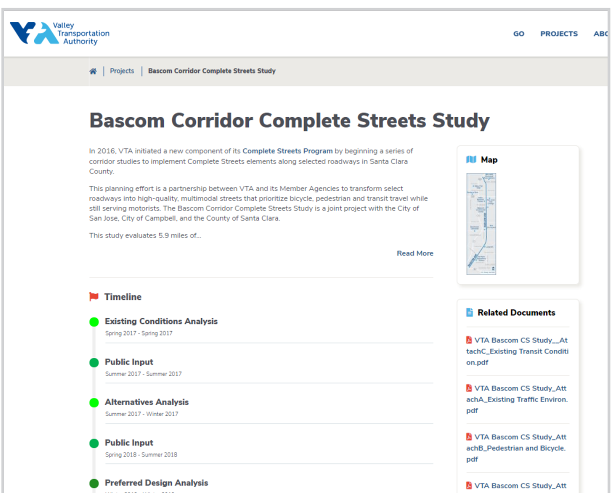
» **Encourage economic development** by allowing additional housing and mixed-use projects that will provide needed regional housing and additional retail and entrainment uses.

South Bascom Urban Village Plan
POTENTIAL LONGER-TERM CHANGES

VTA Pedestrian Access to Transit Plan
CONCEPTUAL TRANSIT IMPROVEMENT DIAGRAM

AACCI community group discussion

Community Forum #1 at the Bascom Community Center



Project Webpage

Project presentation to San José City College

COMMUNITY PLANNING PROCESS

Between April 2017 and December 2019, VTA and the Partner Agencies led a collaborative, community-driven planning process with local residents, property and business owners, elected officials, and other stakeholders to develop and articulate a shared vision for Bascom Avenue and a set of strategies and key improvements that would implement it. As summarized on the following pages, this included a round of stakeholder interviews, two online community surveys, multiple in-person surveys, three community walk audits, a Technical Advisory Group, three rounds of community forums (including design charrettes), community group presentations, and one-on-one meetings with agency staff.

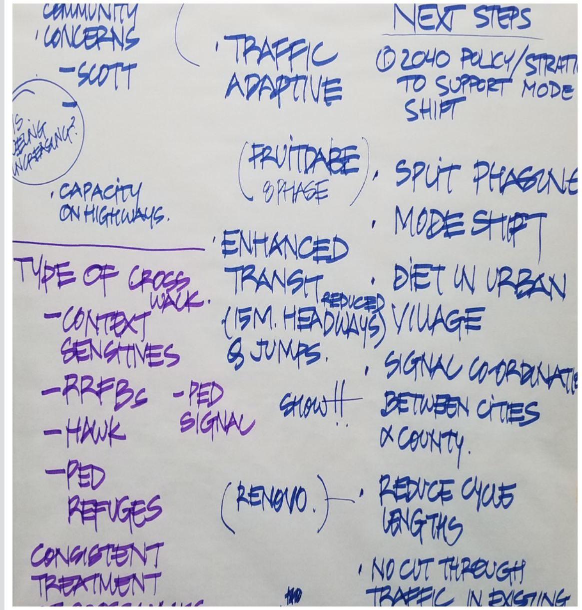
PROJECT WEBPAGE AND EMAIL UPDATES

VTA launched a project-specific webpage in 2017 that includes all project information, meeting dates and locations, community input summaries, and draft concepts and designs. The webpage was updated throughout the project as new materials become available, and is available at: **www.vta.org/projects/bascom-corridor-complete-streets-study.**

TECHNICAL ADVISORY GROUP (TAG)

A Technical Advisory Group (TAG) was formed early in the project to help refine and guide the planning and design process. The TAG is composed of key staff from VTA and the Partner Agencies (including the City of San José, City of Campbell and Santa Clara County).

The TAG regularly meet throughout the project to coordinate the process, ensure that community ideas and designs meet the requirements of each jurisdiction, and ensure the community was being fully engaged throughout the project.



COMMUNITY WALK AUDITS

In March 2017, VTA and Partner Agency staff, local business owners, representatives from Council Member and Board of Supervisor offices, and community members conducted a series of walking audits along the corridor. These audits provided an opportunity to discuss key issues and opportunities, while documenting existing conditions and verifying streetscape features.

In particular, participants viewed, discussed, and confirmed key issues or opportunities along the corridor as it related to urban design, streetscape improvements, safety, and multi-modal mobility.

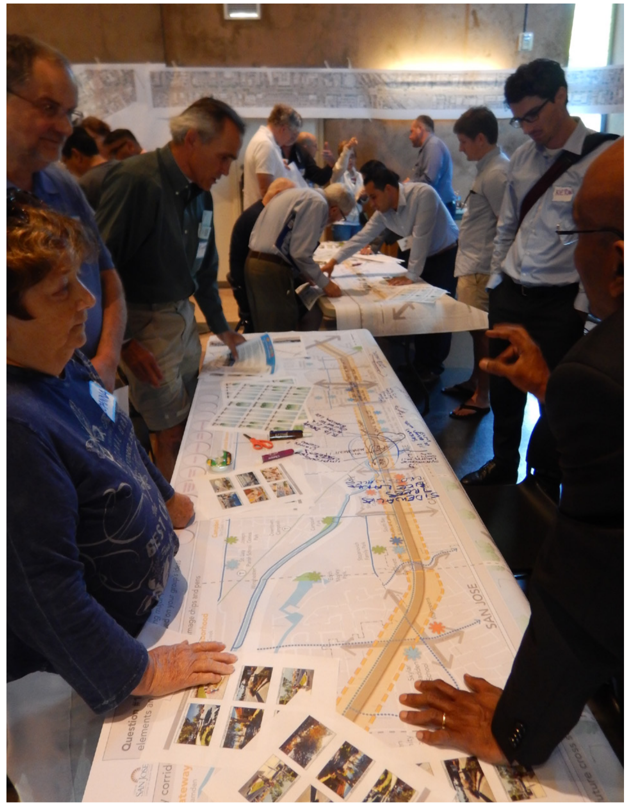
In addition, the consultant team conducted a detailed walk audit of the entire Bascom Avenue corridor, recording and confirming the location of all existing features and infrastructure. This detailed analysis was used to confirm the existing conditions summary for the Study area.

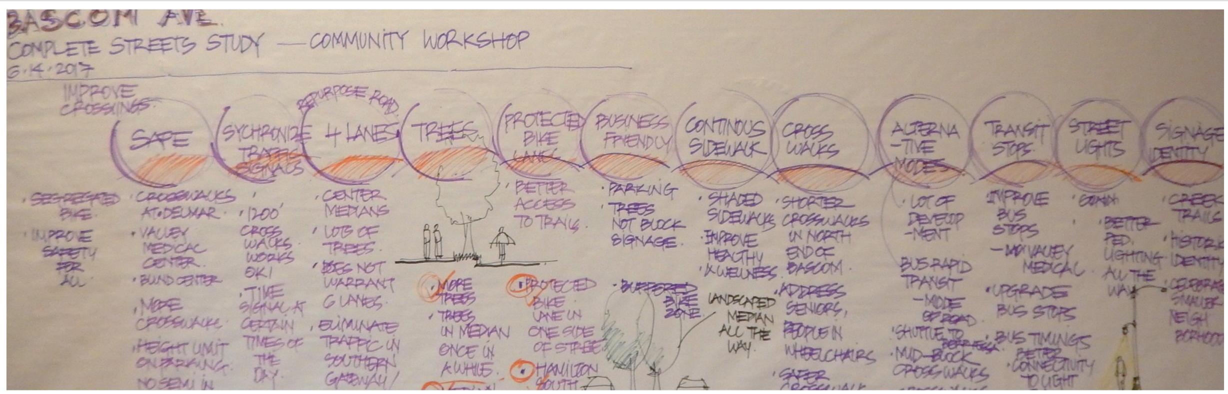
COMMUNITY FORUMS #1: VISIONING DESIGN CHARRETTE

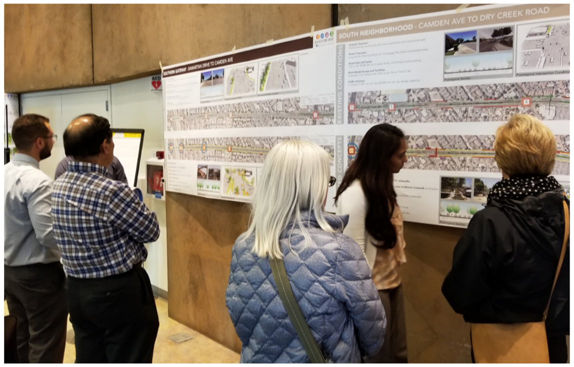
In June 2017, VTA and the Partner Agencies held two Community Forums to kick off the project and discuss corridor assets, opportunities, and challenges with the local community. Nearly 100 people attended the two forums and provided a wealth of ideas and design options. A detailed summary of the community's input is available as an attachment to this Study.

The format of the meetings included an interactive design charrette where participants added their ideas and concepts to help create a vision for the future of the Bascom Avenue corridor.

Following the forums, VTA published an interactive online survey so the community could provide ideas, specific changes, and improvements directly on a map with areas to provide detailed comments. Over 500 people completed the online survey and provided nearly 3,500 individual comments and ideas.







COMMUNITY FORUMS #2: REVIEW EMERGING CONCEPTS

In April 2018, VTA and the Partner Agencies held two Community Forums to review draft design alternatives for each segment along the Bascom Corridor. This included opportunities for the community to refine the emerging alternatives and create preferred concepts for each corridor segment. Over 75 people attended the two forums and provided a wealth of ideas and design options.

In parallel with these meetings, the project team also met with representatives from San José City College (March 4, 2019) and Oakmont Senior Living Center (March 20, 2019). A detailed summary of the community's input is available as an attachment to this Study.

Following the forums and meetings, VTA published a second an interactive online survey so the community could provide ideas. Over 400 people completed the online survey and provided nearly 1,500 individual comments and ideas.

COMMUNITY FORUMS #3: PREFERRED CONCEPT

Lastly, in March 2019, VTA and the Partner Agencies held two Community Open Houses to present the preferred design concepts to the community. This included detailed street designs and improvements information for each of the seven segments. These open houses also provided an opportunity for members of the community to ask questions and provide final design direction directly to the project team. Over 50 people attended and provided comments and ideas during the open houses.

DOCUMENT OVERVIEW

The Bascom Avenue Complete Streets Study is organized into five chapters. Each chapter builds upon the prior, leading from a summary of the existing conditions along the corridor, through the community design and visioning process, and ultimately to the final corridor design concepts and anticipated implementation process for the various concepts included in the Study.

CHAPTER 1
INTRODUCTION

Describes the purpose and background of the Study, summarizes recent planning and urban design efforts, summarizes the community-focused planning process and engagement efforts, and outlines the organization of the document.

CHAPTER 2
EXISTING CONDITIONS

Summarizes the Corridor's existing conditions based on technical analysis, comprehensive walk audits, and online and in-person community feedback. This includes an emphasis on key existing assets that will be built upon as new streetscape designs are implemented, critical challenges that need to be addressed, and creative opportunities to help improve the Corridor for all users.

CHAPTER 3
COMMUNITY VISION

Summarizes the extensive community engagement process and the core concerns and desires identified by local residents, workers, property and business owners, and other stakeholders. This culminates in the Community Vision for the Corridor, which is a series of overarching and interrelated improvements that will ensure a consistent approach to improving Bascom Avenue.

CHAPTER 4
CORRIDOR DESIGN CONCEPTS

Identifies specific near-term and long-term improvements to each of the seven corridor segments on Bascom Avenue. These improvements are conceptual in nature and will need to be further refined by VTA and each partner agency as individual segment designs are detailed in the future.

CHAPTER 5
DESIGN BASIS

Summarizes the overall design basis for different improvements and amenities for people driving, taking transit, biking, walking and moving through the corridor. Where possible, the design basis provides flexibility so each jurisdiction can customize their design based on unique local conditions.

CHAPTER 6
IMPLEMENTATION

Summarizes initial cost estimates for corridor-wide improvements (and by each segment), potential funding sources, and the process each partner agency would take to further refine and implement the various streetscape concepts included in the Study.

CHAPTER 2
EXISTING CONDITIONS

BASCOM AVENUE
COMPLETE STREETS STUDY

INTRODUCTION

Bascom Avenue possesses many significant strengths that are accompanied by equally significant challenges. The revitalization of the Corridor aims to leverage these existing assets, while also pursuing additional opportunities to improve multi-modal connections, aesthetics, safety, and other key community desires.

This Chapter summarizes existing conditions on Bascom Avenue to establish a contextual understanding of the key assets, challenges, and opportunities for the Corridor. This begins with an overall assessment of the Corridor, including its local and regional context, key assets, and major challenges and opportunities. This is followed by specific urban design, land use, street character, and traffic information for each of the seven segments of the Corridor.

Information in this chapter was developed from three key sources. First, the project team reviewed **technical background data and studies** related to design, traffic, and transit conditions. Second, the project team conducted a series of **Community Walk Audits** and more detailed **Technical Walk Audits** to fully inventory all conditions throughout the corridor. And third, the local community verified existing conditions and areas for improvements as part of the first online **community survey** and **Community Forums #1**. This combined data and input was used to develop a full and accurate picture for the existing conditions along Bascom Avenue.

IN THIS CHAPTER

View Towards Downtown San José

San José's Mission Neighborhood

LOCAL AND REGIONAL CONTEXT

Bascom Avenue is a key mobility spine linking several cities and numerous neighborhoods in the South Bay, including the cities of San José and Campbell, and unincorporated parts of Santa Clara County. The six-mile long Study Area runs from the City of Los Gatos and State Route 85 in the south, through San José's Farnham and Ponderosa neighborhoods, continuing past the Pruneyard Shopping Center in Campbell and the Valley Medical Center, and eventually through San José's Bascom-Forest and Rose Garden neighborhoods to Interstate 880 on the north (see **Figure 2.1**). Each of these areas is uniquely different.

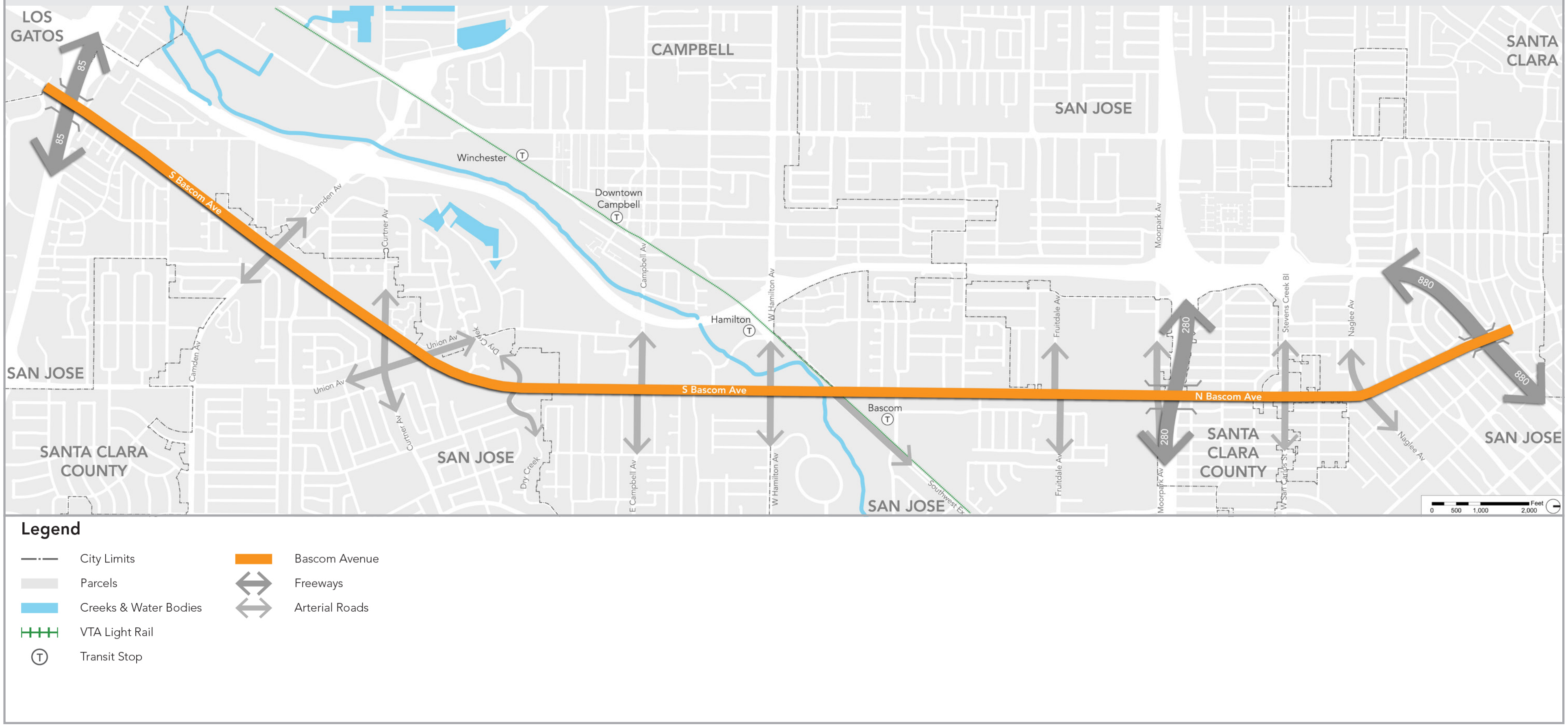
CITY OF SAN JOSÉ

San José is a major metropolitan center in California and the third most populous city in the state. It has also historically been the fastest growing city in Silicon Valley. Located in Santa Clara County just south of the San Francisco Bay, it borders the cities of Cupertino, Santa Clara, and Campbell to the west, Milpitas to the north, and various rural and open space areas both to the east and to the south. It has a dense urban core and also a wide-array of lower intensity residential neighborhoods.

The City of San José's Envision San José 2040 General Plan was developed to outline long--term City planning with anticipated goals, policies and implementation programs. It covers land use, community design, mobility, and other topics. The goals, policies, and actions included in the plan are aimed at reflecting the City's identity as the capital of Silicon Valley and as a community that prioritizes interconnectivity and healthy, diverse neighborhoods.

The vision and community values set forth in the General Plan provide guidance for other City plans and policies, such as master plans, specific plans, and urban village plans. The Bascom Corridor covers two recently adopted urban village plans (South Bascom and West San Carlos). Both of these plans express a strong interest in transforming Bascom Avenue into a multi-use and multi-modal corridor with more intense residential and mixed-use development.

FIGURE 2.1: BASCOM CORRIDOR STUDY AREA



The Pruneyard Shopping Center, Campbell

Historic Burbank Theater, Santa Clara County (unincorporated)

CITY OF CAMPBELL

Campbell is a medium-sized municipality in Santa Clara County that borders Los Gatos to the south and is surrounded by San José on all other sides. The City's General Plan transportation section classifies Bascom Avenue as a Class I Arterial, serving major bus routes and having very little on-street parking. It is also designated as an image street, meant to be appealing to drive or walk along and to contribute to the City's character.

Bascom Avenue is a key commercial and mixed-use corridor on the eastern part of the city. It serves as a key linkage between Campbell Avenue/Downtown Campbell and San José. The City's General Plan transportation section classifies Bascom Avenue as a Class I Arterial, serving major bus routes and having very little on-street parking. It is also designated as an image street, meant to be appealing to drive or walk along and to contribute to the City's character. The City has made recent improvements to the streetscape, including new sidewalks and landscaping tied to new development projects, and new intersection improvements tied to the remodeling of the Pruneyard Shopping Center.

COUNTY OF SANTA CLARA COMMUNITIES

There are a few pockets of unincorporated Santa Clara County within the Study Area, including the Burbank neighborhood. Several of these communities have rich historical character and long-standing family-owned businesses and stores.

The Santa Clara Countywide Bicycle Plan was developed to assist VTA and member agencies in the planning, development, and programming of bicycle improvements in Santa Clara County. The Plan describes how to identify bikeway projects that have regional or countywide significance and lists such projects that are either planned or proposed. While the 2018 Plan does not include any planned or potential bicycle projects within the Bascom Study Area, it does support bicycle safety programs and bicycle parking, inter-modal access, and support facilities.

COMMUNITY ASSETS

The Bascom Avenue corridor runs through a diverse array of places – linking several neighborhoods within the cities of San José and Campbell, and portions of unincorporated Santa Clara county. As a starting point to this project, it is important to understand the rich character, significant existing features, and community investment present along the corridor. These assets are important and need to be built upon during the planning and design process. The following section identifies key existing community assets based on the feedback received from the walk audits, community workshops, and online survey. They are organized into the following broad categories:

- » **ESTABLISHED NEIGHBORHOODS**
- » **LOCAL AND REGIONAL DESTINATIONS**
- » **MULTI-MODAL ACCESS**
- » **COMMUNITY AND POLITICAL INVESTMENT**

The Pruneyard

Mixed-Use Buildings

Light Rail Lines and Stations

Major Employers

Historic Areas and Buildings

Range of Retail Uses

Historic Buildings


Mixed-Use Development

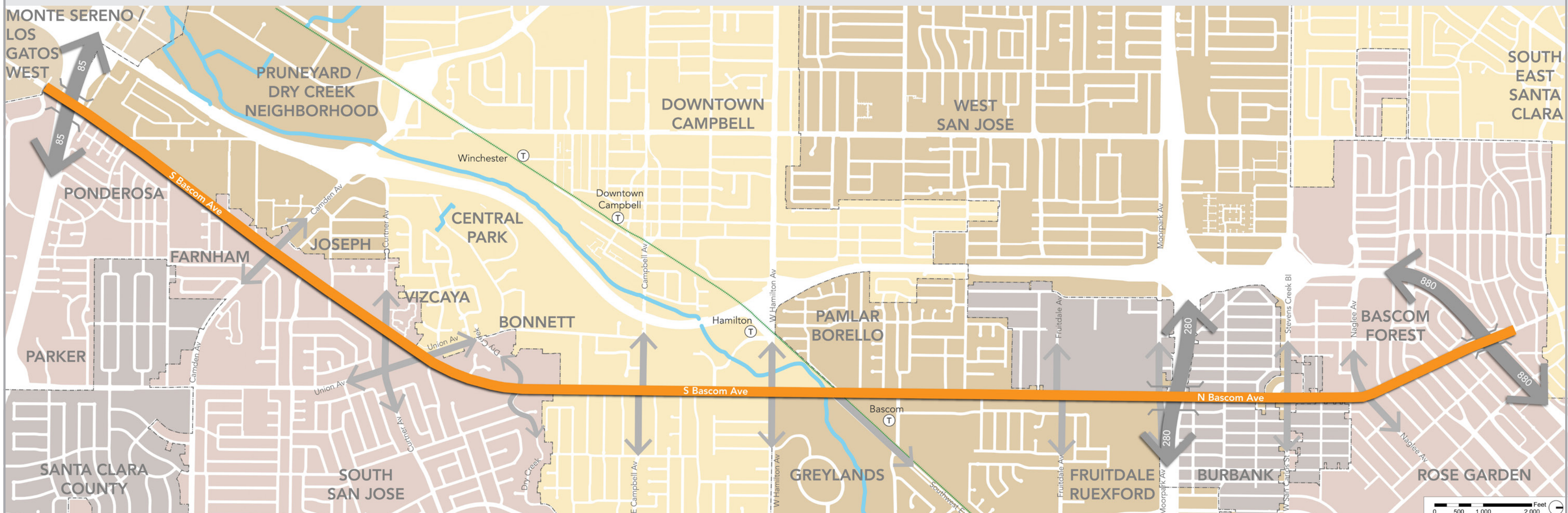

Multi-Family Housing

ESTABLISHED NEIGHBORHOODS

The greatest asset for the Bascom Avenue corridor is the wide variety of established neighborhoods that tie the community together. These neighborhoods are unique and diverse, ranging from single-family neighborhoods in the north and south to more multi-family and multi-use neighborhoods in Campbell and central parts of San José. Similarly, there are many different retail, commercial, and employment areas that provide needed services and goods to support the residential neighborhoods.

Figure 2.2 identifies the major neighborhoods that utilize Bascom Avenue as a key part of their circulation network. These include historic “main street” areas like the Burbank neighborhood, as well as quieter residential areas like Bascom Forest, Farnham, and Bonnett. As the neighborhoods transition along the corridor, so does the character and style of the buildings. In some areas, such as Campbell, buildings face the street and have shallower setbacks. This creates a more pedestrian and bicycle friendly scale for the neighborhood. In other areas, such as South San José and Burbank, there are many historic buildings that provide both character and the opportunity to create an active streetscape environment that speaks to the history of the neighborhoods.

FIGURE 2.2: MAJOR NEIGHBORHOODS



Legend

	City Limits		Bascom Avenue
	Parcels		Freeways
	Creeks & Water Bodies		Arterial Roads
	VTA Light Rail		
(T)	Transit Stop		

Bascom Branch Library

Campbell Park

LOCAL AND REGIONAL DESTINATIONS

There are also many destinations that attract people to the Bascom Avenue corridor. **Figure 2.3** identifies the key local and regional destinations. This includes key assets that serve many needs for both the local and regional community, such as larger shopping centers, public and private schools, colleges, medical centers, and major hospitals.

A key type of destination along the corridor are the major employers. While they fall into different categories, the Santa Clara Valley Medical Center, San José City College, the Pruneyard, Ebay, and other large employers attract many workers to the area – most of whom commute on a daily basis.

In addition to the larger destinations, there are also many smaller, locally-owned stores and businesses spread out throughout the corridor. Some of the businesses have been owned and operated by the same families for generations, and they are a key part of the character of the corridor. The includes smaller stores, cafes, restaurants, auto repair shops, grocery stores, and many other businesses.

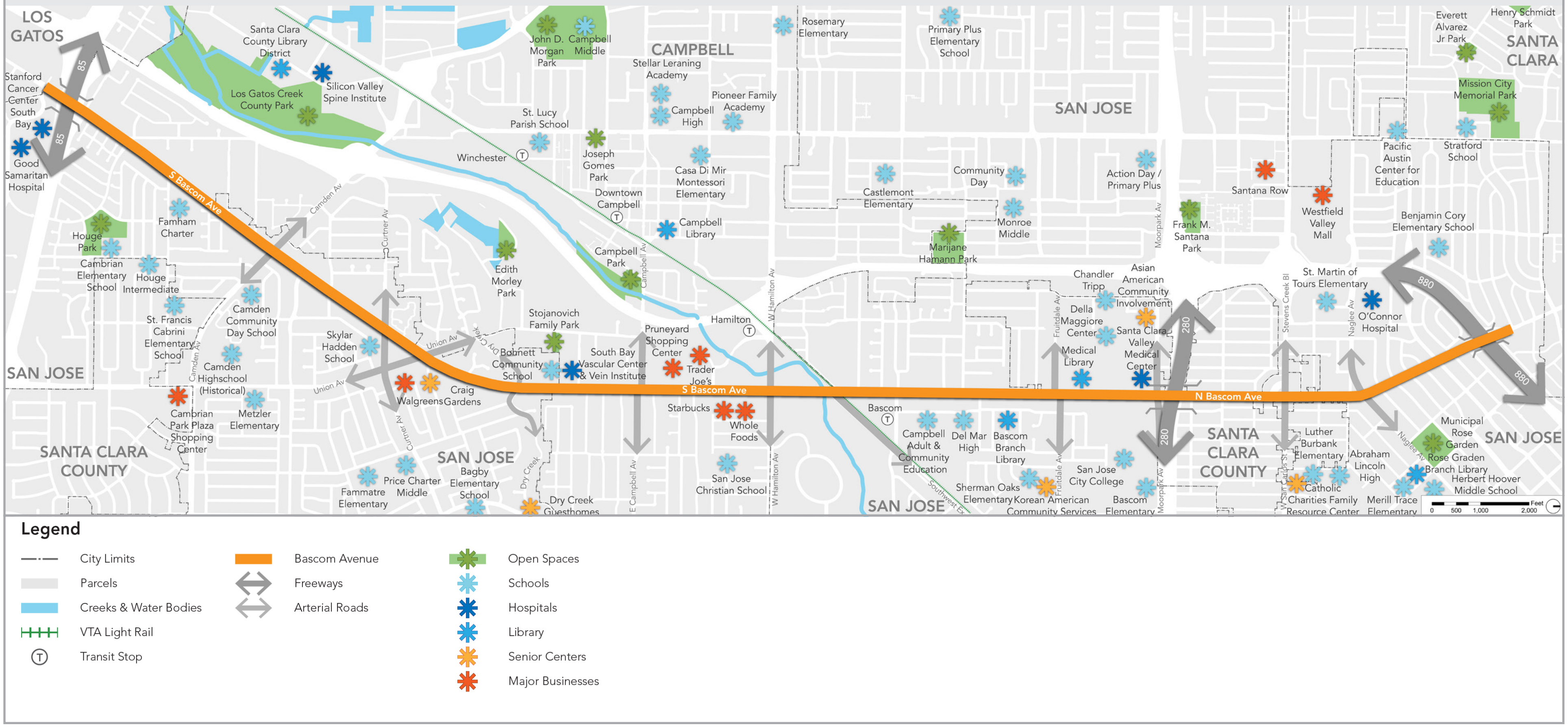
Combined, all of these different local and regional destinations provide an opportunity to find ways to move different people with different needs through the Bascom Avenue corridor efficiently, safely, and comfortably.

Ebay

San José City College

Farnham Elementary School

FIGURE 2.3: LOCAL AND REGIONAL DESTINATIONS



Bascom Station

Bus Stops with Shelters

Los Gatos Creek Trail

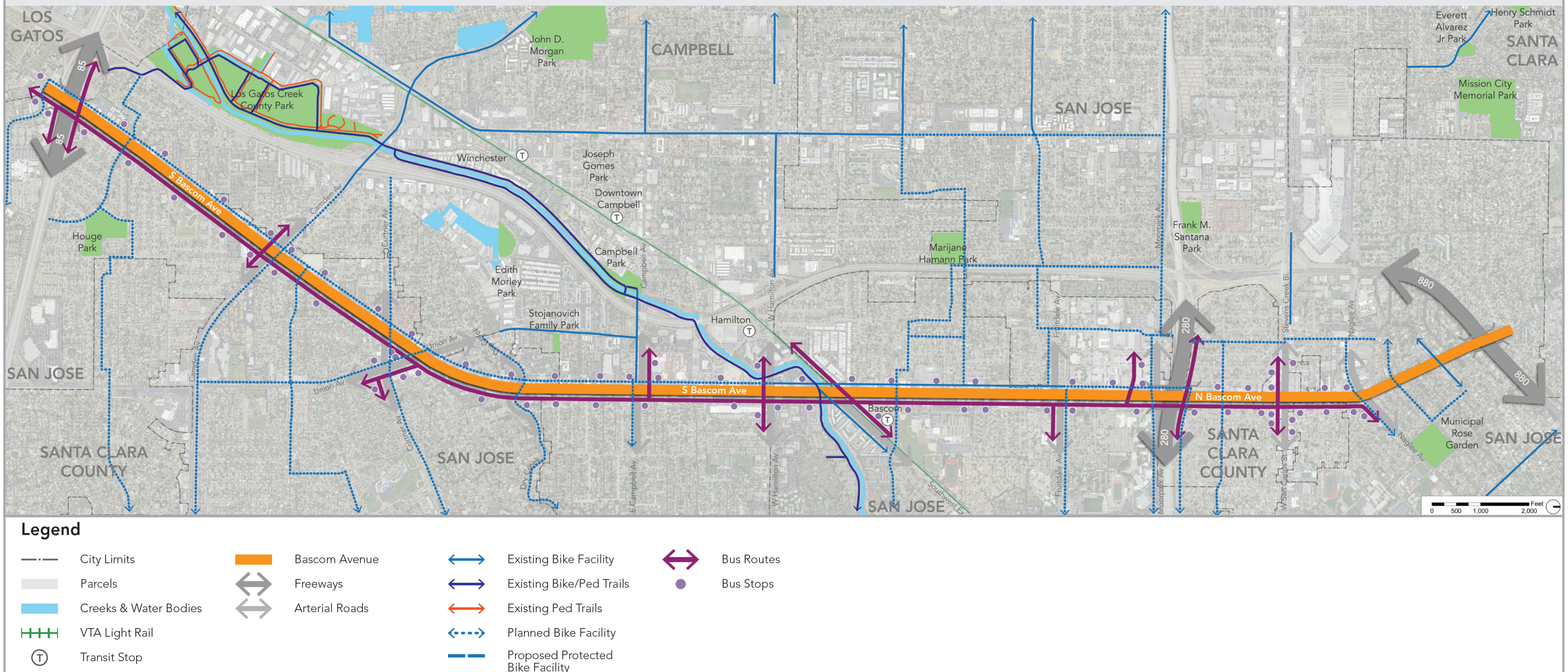
MULTI-MODAL ACCESS

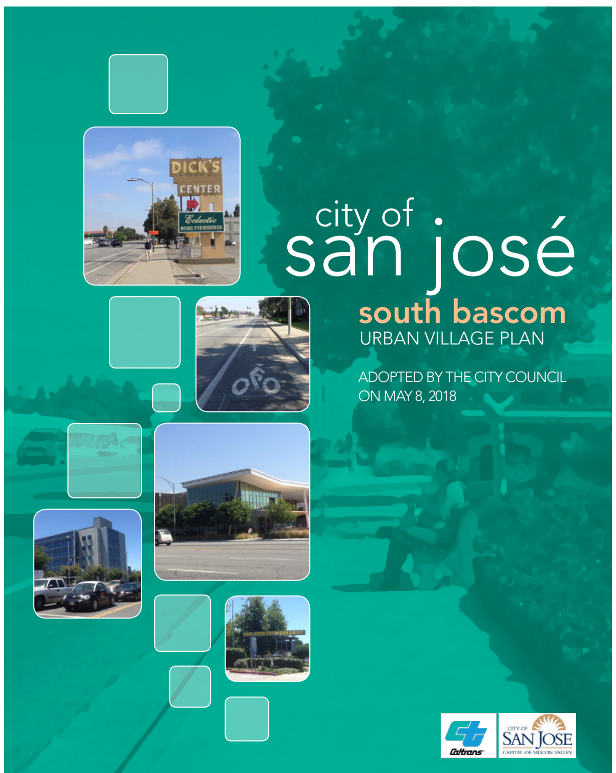
Linking all of the assets in the community together is an existing network of multi-modal facilities that move people through the area. **Figure 2.4** identifies the major multi-modal facilities and services, which includes bus routes, bicycle lanes, light rail stations, trails, and sidewalks.

While the Bascom Corridor contains many pedestrian, bicycle, and transit facilities, they are not all the most convenient or desirable for people (as described later in this chapter). However, there are some areas that function very well and provide a good template for the project to build upon:

- Portions of Campbell have separated, tree-lined sidewalks that provide shade for pedestrians. Combined with street trees in the median, they provide a very comfortable environment.
- Bicycle routes currently exist within the central portion of the Study Area, adjacent to major commercial, civic, employment, medical, and academic uses. This is particularly the case in Campbell and near the Bascom Light Rail station.
- Recreational and commuter cycling is further enhanced when facilities are well connected, such as linkages between Bascom Avenue and the Los Gatos Creek Trail.
- The existing bus transit system provides service to a majority of the north and central portions of Bascom Avenue. Although bus 54 stops are dispersed along the corridor, major stops (identified by ridership and transfer activity) are primarily located in the north and central portions of the corridor. The operational analysis of the two primary bus routes, 61 and 62, shows that traffic from major cross streets is the primary source of delay for buses during peak midday and evening periods.
- The evaluation of major bus stops in the Study Area showed that many are missing major amenities, such as seating and shelters, that would be expected for high ridership stops. Bus stops that have benches, trash cans, shade, and are accessible to people with disabilities, make using transit more convenient.

FIGURE 2.4: EXISTING MULTI-MODAL NETWORK





City of San José
SOUTH BASCOM URBAN VILLAGE PLAN

COMMUNITY AND POLITICAL INVESTMENT

In addition to all of the physical assets along the Bascom Avenue corridor, there is also a wealth of community and political investment long present in the area. Local residents and business owners have been actively involved in land use, mobility, and other planning decisions for decades. This has been done through community workshops, surveys, studies, and comments during this and previous projects. Some of these ideas have been implemented into streetscape improvements, new development, and improved transit. Other ideas have yet to be implemented or are looking for funding.

In concert with the community's investment in the Bascom Avenue corridor, there is also a strong decision maker and agency investment in the short- and long-term success and health of this area. Elected and appointed officials, City and County staff, and community groups are invested in finding design solutions that meeting the needs of the community, provide for multi-modal transportation, and are financially feasible and implementable.

Several of these ideas have already come to fruition, including the recent addition of bicycle lanes in the northern part of the Study Area, intersection and streetscape improvements near the Santa Clara Valley Medical Center, and new Transit-Oriented Development projects near the Bascom Light Rail station.

In addition, this Study is also building off of the recently adopted South Bascom and West San Carlos Urban Village Plans. These plans include a land use strategy that is aimed at providing more dense employment and housing that are well connected and enhance quality of life. This includes a strong emphasis on multi-modal connectivity (including enhanced pedestrian and bicycle facilities), an appealing streetscape, and equitable access for all users.

PHYSICAL CONDITIONS

Bascom Avenue is a wide, north-south oriented roadway that serves many different land uses and modes of transportation. Given the variety of development, wide curb-to-curb width (seven lanes across, with three through lanes per direction on most segments), and lack of uninterrupted bicycle and pedestrian facilities, Bascom Avenue is not currently considered a "Complete Street" corridor.

However, the wide right-of-way and range of uses provide an important opportunity to reconfigure the street into a safer and more enjoyable multi-modal corridor.

A key first step for identifying potential opportunities for the Study Area is to fully understand existing conditions. The following section summarizes key information and major findings related to the existing physical conditions along the corridor. The project team also prepared a series of technical studies that provide additional detail and information (see attachments). The summary in this section is divided into the following topics:

- » **TRAFFIC CONDITIONS**
- » **COLLISIONS**
- » **PEDESTRIAN FACILITIES**
- » **BICYCLE FACILITIES**
- » **TRANSIT STOPS**
- » **INTERSECTIONS**
- » **CORRIDOR SEGMENTS**

Designated Bicycle Lane

Long Pedestrian Crossings


Bicycle and Vehicle Waiting Area


Midday Traffic


Midday Traffic

TRAFFIC CONDITIONS

Traffic conditions along Bascom Avenue focus on movement of vehicles through the corridor, which was designed to handle large traffic volumes. The table to the right summarizes the relationship between the existing traffic capacity and existing traffic volumes. While most of the corridor has seven vehicle travel lanes (three in each direction and a center left turn lane), traffic volumes of up to 40,000 vehicles a day can generally be accommodated with two lanes per direction and left turn pockets. Up to 22,000 vehicles a day can be accommodated by one lane per direction with left turn pockets.

As shown in **Table 2.1**, 2017 traffic volumes along the corridor range from 17,000 to 37,000 trips a day. This is well below the design capacity and presents an opportunity to rethink what types of vehicle, bicycle, pedestrian, and transit amenities are provided along the corridor.

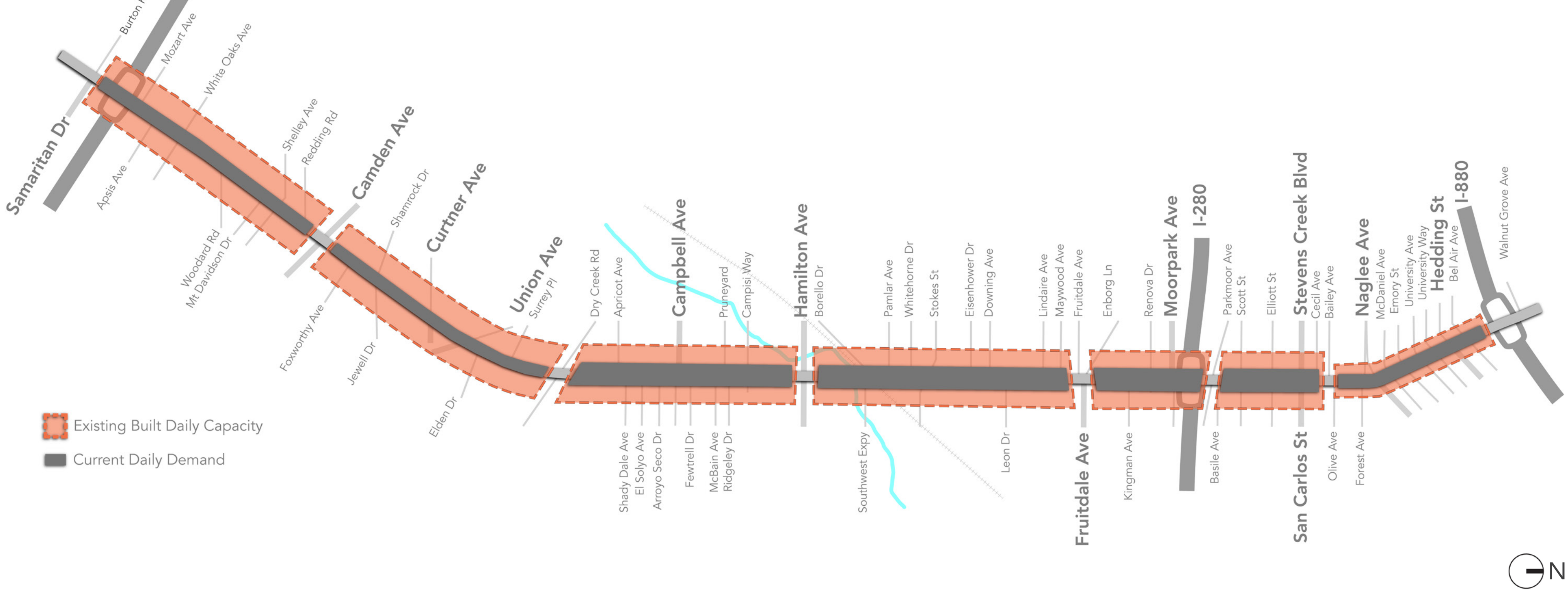
TABLE 2.1: 2017 DAILY TRAFFIC VOLUMES

#	From	To	Motor Vehicle Lanes	Capacity (Daily Vehicles)	Existing Volume	Potential Street Reconfiguration Opportunities
1	I-880	Stevens Creek Boulevard/ West San Carlos Street	**4 lanes** (4 through without left-turn pocket) 14' avg lane	32,000	Varies from 17,000 to 27,000	Reduction from 4 to 3 lanes (1 per direction plus center turn-lane) could be feasible on this segment.
2	Stevens Creek Boulevard / West San Carlos Street	Hamilton Avenue	**7 lanes** (6 through + 1 left-turn) 14' avg lane	54,000	Varies from 22,000 to 37,000	Reduction from to 7 to 5 lanes (2 per direction plus center turn-lane) would be feasible.
3	Hamilton Avenue	Dry Creek Road	**7 lanes** (6 through + 1 left-turn) 14' avg lane	54,000	Varies from 22,000 to 37,000	Reduction from to 7 to 5 lanes (2 per direction plus center turn-lane) would be feasible.
4	Dry Creek Road	Camden Avenue	**7 lanes** (6 through + 1 left-turn) 14' avg lane	54,000	Varies from 17,000 to 22,000	Reduction from 7 to 3 lanes (1 per direction plus center turn-lane) could be feasible on this segment.
5	Camden Avenue	SR-85	**7 lanes** (6 through + 1 left-turn) 14' avg lane	54,000	Various from 17,000 27,000	Reduction from 7 to 5 lanes (2 per direction plus center turn-lane) would be feasible on this segment.

Note: daily capacity estimate based on 9,000 per through lane where continuous left-turn pockets are provided, or 8,000 per lane without left-turn pockets. Existing daily volumes are based on recent 24-hour counts and/or derived from peak-hour turning movement counts Peak Hour volumes are generally 10 percent of Daily Volumes (consistent with Daily Capacity assumptions).

ROADWAY CAPACITY

All segments of the Bascom Avenue currently have **less average daily traffic** (dark gray bar) than the available traffic capacity they were built to carry (orange bar).




White Oaks


Dry Creek


Naglee Avenue

Major Traffic Conditions Findings

- As a general rule of thumb, daily volumes of up to 40,000 vehicles can generally be accommodated by two lanes per direction if left-turn pockets are provided. Up to 22,000 vehicles can often be accommodated by one lane per direction with left-turn pockets.
- Reducing the roadway to two vehicle lanes in each direction is feasible on all segments, while one lane per direction on some segments is a possibility. Traffic volumes range from 17,000 to 37,000 daily, well below the capacity of approximately 60,000 provided by the current seven-lane configuration including left-turn pockets. This existing daily excess capacity is based on recent 24-hour counts and-or derived from peak-hour turning movement counts.
- Actual travel speeds on the entirety of Bascom Avenue average about 25 to 40 miles per hour, well above the "target speed" goals established by the San José Complete Streets Guidelines that aim for 25 to 30 mph (between Moorpark and Hamilton Avenue) and 25 to 35 mph on remaining segments in San José.
- Specifically to the San José portions, the current average travel speeds is much higher than the City's desired target speeds, generally averaging about 40 miles per hour (mph) along the corridor. On some segments, the 85th percentile travel speed was identified as 43 mph based on speed surveys based on City of San José 2011 speed survey data.

TRAFFIC COLLISIONS

Traffic collisions are typically the result of right-of-way violations (drivers not giving pedestrians/bicyclists the right-of-way), speeding or other violations (such as jaywalking). As shown in **Table 2.2,** for the six-year period between January 2008 to December 2013, there were 329 reported motor vehicle collisions on Bascom Avenue within the Study Area that resulted in injuries, including 83 with serious injuries and five fatalities.

Understanding the major factors that lead to collisions is important when considering ways Bascom Avenue can be redesigned to make it safer. The primary factors for pedestrian-involved collisions were pedestrian violations (34 percent), pedestrian right-of-way violations (20 percent), and vehicle speeding (10 percent). The primary factors for bicycle-involved collisions were automobile right-of-way violations (25 percent) and riding bicycles on the wrong side of the road (17 percent). Additionally, improper turning and traffic signal/sign violations were also common primary collision factors.

Major Traffic Collision Findings

- Traffic collision "hot spots" include:
  - Fruitdale Avenue to Stevens Creek Boulevard/West San Carlos (particularly near San José City College and Santa Clara Valley Medical Center)
  - Hamilton Avenue to Southwest Expressway
  - Areas near Camden Avenue
- Bicyclists and pedestrians are disproportionately affected by collisions. They account for less than 10 percent of total trips on the corridor but were involved in 23 percent of the reported injury collisions (including 60 percent of the fatalities).

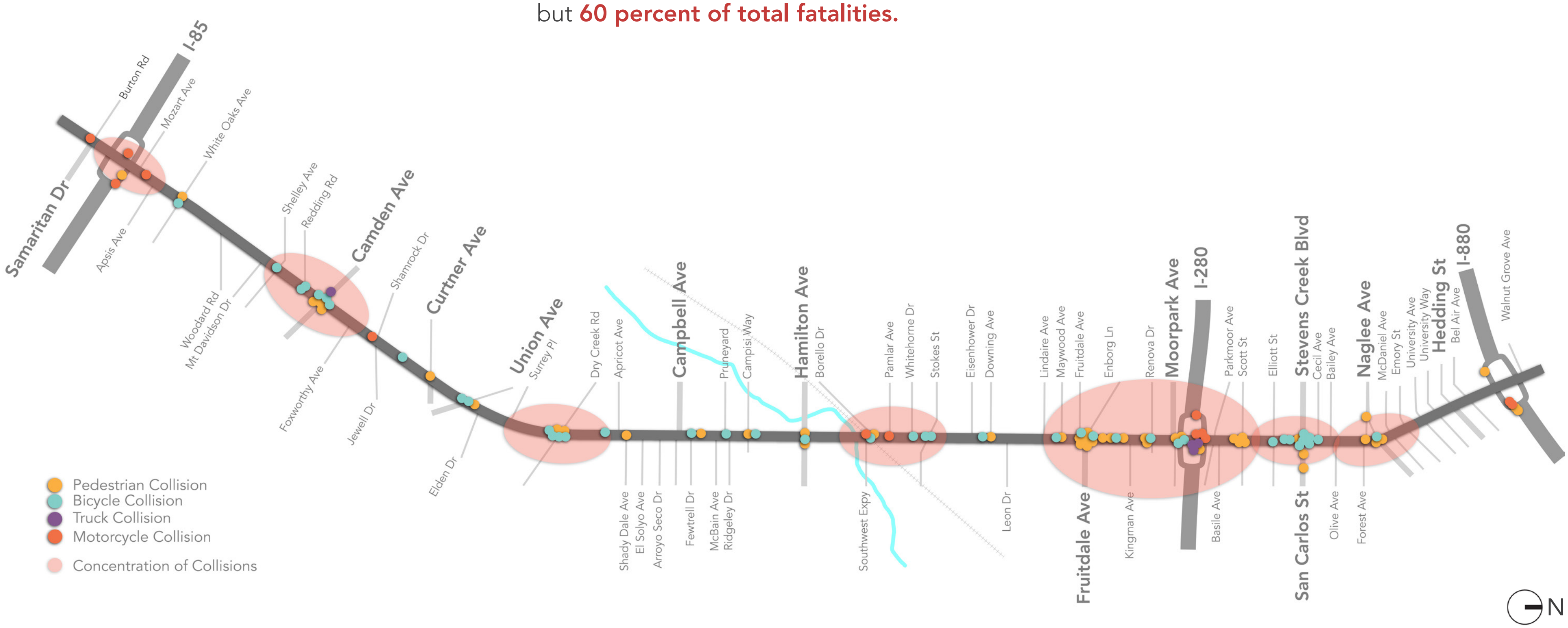
TABLE 2.2: COLLISION CHARACTERISTICS BY MODE AND TYPE OF INJURY

Motor Vehicle collisions with:	Reported Collisions including Minor Injuries	Collisions with Serious Injuries	Fatalities
Motor Vehicles	77%	44%	40%
Bicyclists	12%	17%	0%
Pedestrians	11%	39%	60%
Total – Bicyclists & Pedestrians Share of Collisions	***23%***	***56%***	***60%***

Source: January 2008-December 2013 Statewide Integrated Traffic Record Service (SWITRS)

TRAFFIC COLLISIONS

A total of 329 motor vehicle collisions have occurred between 2008 and 2013 along the corridor. Collisions that have involved bicyclist and pedestrians account for just 10 percent of total trips but **60 percent of total fatalities.**



Pedestrians in a Pork Chop Island

Pedestrian Jaywalking

Bicyclists Entering Bascom Avenue

Traffic Collision on Bascom Avenue

Missing Sidewalk

Narrow Sidewalk

Pedestrian Obstructions

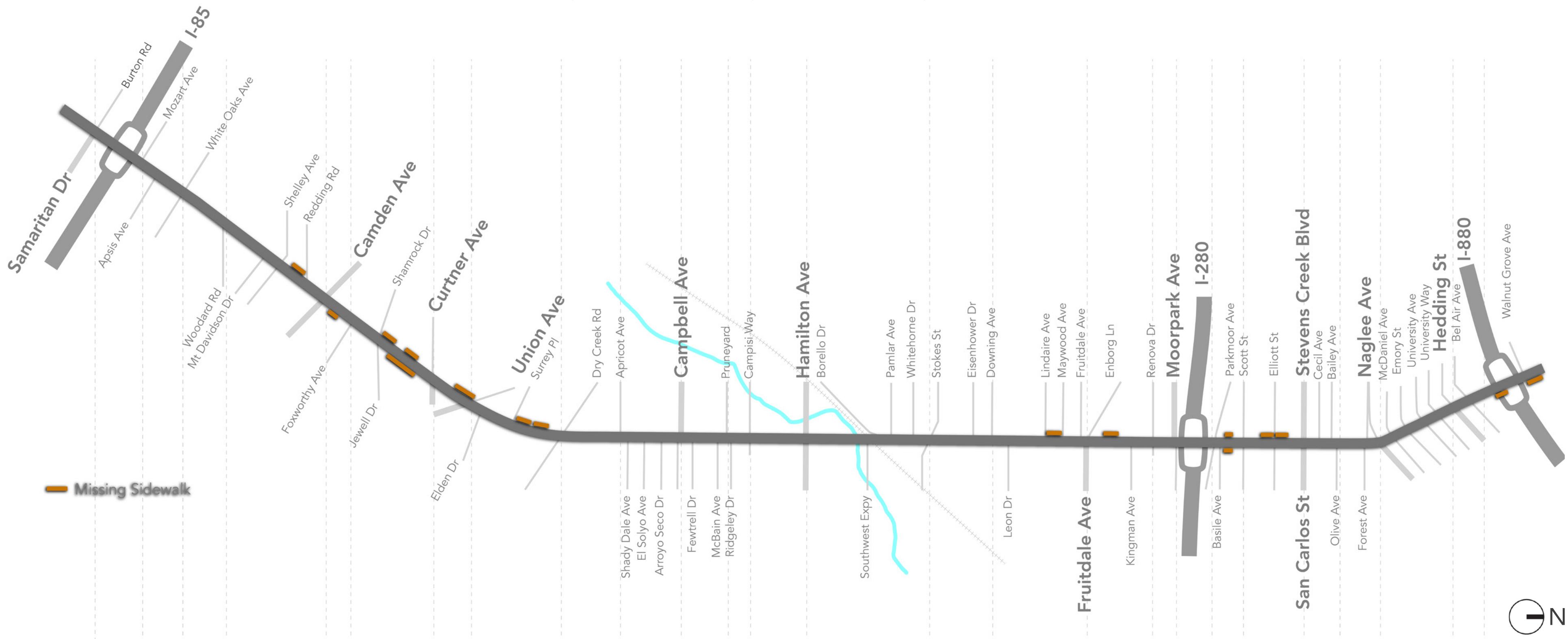
PEDESTRIAN FACILITIES

Pedestrian facilities include sidewalks, crosswalks, mid-block crossings, and other features that are reserved primarily for pedestrian use. These facilities are a critical part of the street and, when well designed, provide convenience, safety, and a comfortable environment. Some portions of the study area include good pedestrian facilities; many areas have missing or outdated pedestrian facilities that do not enhance safety or comfort.

Another important aspect of pedestrian facilities is American Disabilities Act (ADA) accessibility. This is important for providing equal access for everybody. Parts of the corridor have narrow sidewalks, lack of curb ramps, and wide crosswalks, which contribute to difficult and dangerous experiences for people with disabilities. In addition, utility poles placed in the sidewalk are not ADA-compliant and pose safety and access issues

MISSING SIDEWALKS

While most of the corridor has sidewalks, **15 percent** of the total blocks have missing sidewalks or gaps that pose significant challenges for pedestrians and are not ADA compliant.



Foxworthy Avenue

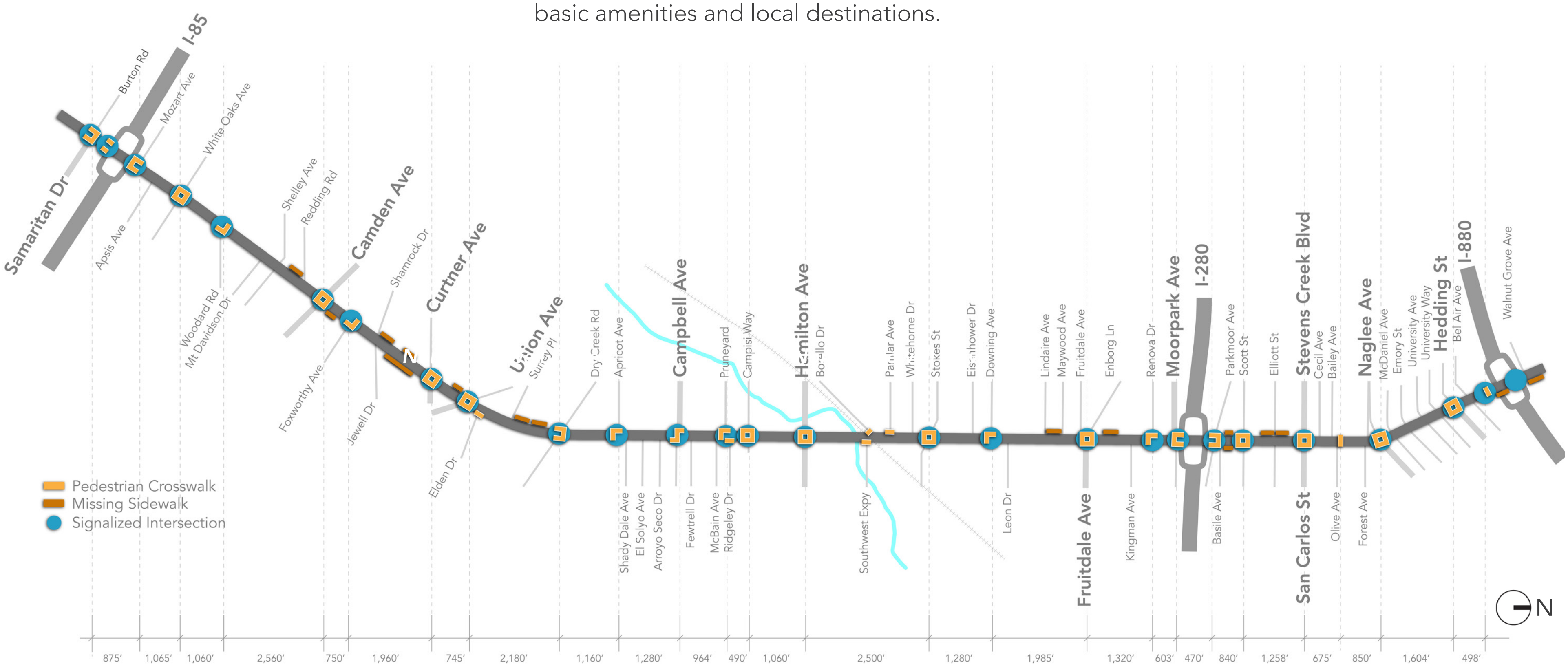
North of Jewell Drive

North of Jewell Drive

South of Curtner Avenue

DISTANCES BETWEEN CROSSWALKS

The average distance between crosswalks along the corridor is **1,200 feet** (and 56 percent are more than 1,000 feet apart) resulting in long walking distances to safely cross the street to access basic amenities and local destinations.




White Oaks Avenue


Shelley Avenue

Southwest Expressway

for people who walk and move.

Major Pedestrian Facilities Findings

- Existing gaps in sidewalks create a discontinuous path that make pedestrian travel difficult and cause problems for people with disabilities. Currently 15 percent of the blocks in the study area are missing sidewalks.
- While the majority of the corridor has sidewalks, many areas have narrow sidewalks, and are not ADA compliant – either being too narrow, having objects that block the path, or not have accessible ramps onto/off the sidewalks.
- A lack of high-visibility striping, signage ,and/or curb extensions at many intersections makes crossing more dangerous for pedestrians because those crossings are harder for motorists to see. Pedestrian crosswalks range from 54 feet to 100 feet in length.
- There are many instances along the corridor of sidewalks, driveways, and other paved surfaces that have slopes greater than 2.0 percent, which is not ADA compliant.
- Throughout, the corridor there are wide driveways and surface parking adjacent to sidewalks that make it dangerous for pedestrians if drivers are not paying attention and moving at fast speeds.
- There are many areas where crosswalks do not occur on all sides of an intersection or where there are large distances between intersections with no mid-block pedestrian crossings. As a result, there are only three blocks in the study area that have crosswalks less than 500 feet from each other. All other areas have long distances between crosswalks that result in increased walking distances and the likelihood of jaywalking. Convenient crosswalks to major community destinations are missing (i.e., Bascom Library/Community Center, Light Rail Station, and senior housing developments).
- Many parts of the study area lack street trees, landscaping along sidewalks, or pedestrian-scaled lighting. This in turn creates and uncomfortable and sometimes unsafe pedestrian experience. The area around the Pruneyard has landscaped medians and along the sidewalk, while north of Stevens Creek Boulevard the scale is smaller and more pedestrian oriented.
- Large intersections that do not have pedestrian refuges (e.g., safe spaces in the middle of a crosswalk for pedestrians to pause between signal changes) can create an unpleasant and sometimes unsafe pedestrian environment.

Riding Bicycles on Sidewalk

BICYCLE FACILITIES

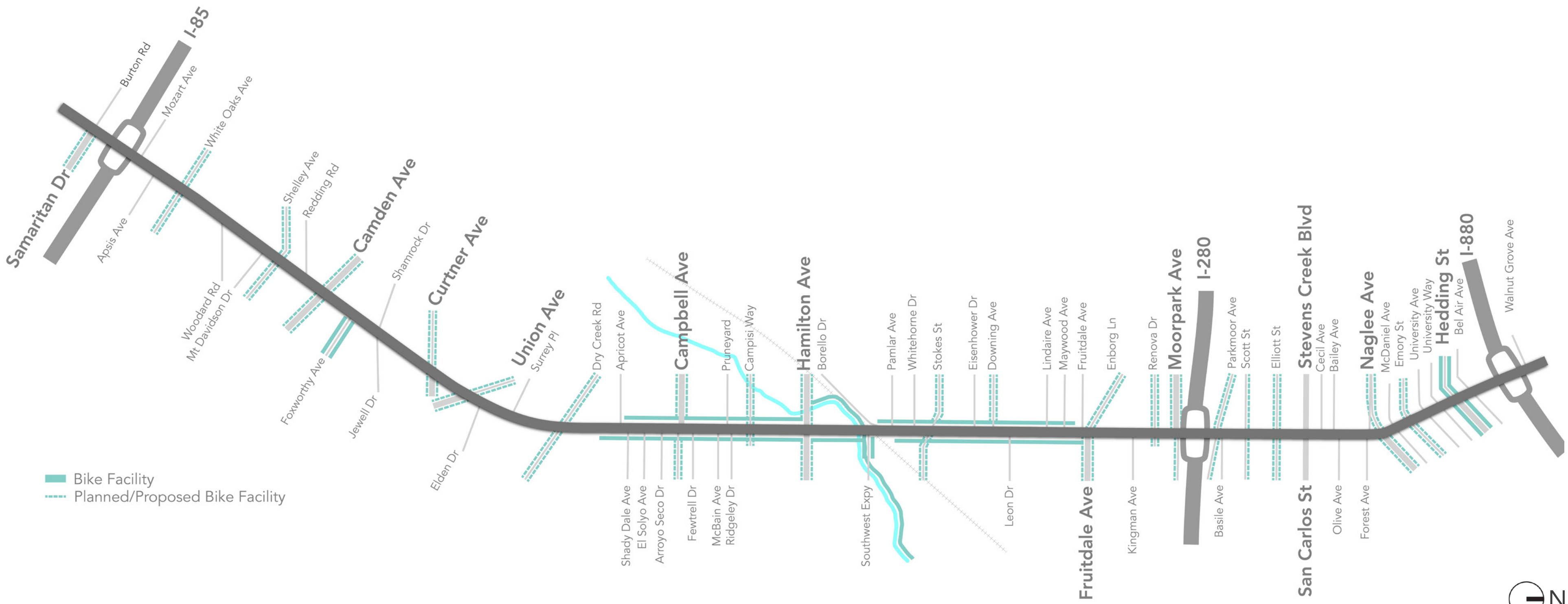
Bicycle facilities include designated bicycle lanes or multi-use trails. Bicycle lanes are located between Hamilton Ave and Fruitdale Avenue, but many bicyclists do not use the facilities, instead using the sidewalks along the corridor. The existing bicycle lanes are not well marked, making it unsafe for bicyclists to use them, especially at night.

Existing bicycle conditions were evaluated using a Level of Traffic Stress (LTS) methodology that evaluates bicyclist exposure to vehicle traffic and their resulting level of stress. As shown in the graphic on Page 40, LTS scores range from 1 (very good and suitable for all users) to 4 (very poor). The LTS evaluation found that all portions of Bascom Avenue currently score between a 3 and a 4, representing a very uncomfortable environment for bicyclists. This is largely due to high traffic speeds, lack of bicycle facilities in many parts of the corridor, and lack of physical barriers between bicycles and vehicles (both driving and parked).

The areas with the highest numbers of bicycle collisions occurs between Hamilton Avenue and Stokes Street, and in the north at the 280 interchange and Stevens Creek Boulevard. In addition, the community also identified bicycle conflict "hot spots" as shown on **Figure 2.5**.

EXISTING BICYCLE FACILITIES

Only **34 percent** of the corridor has bike lanes separating bicyclists from vehicle traffic. In other areas, bicyclists are forced to ride in travel lanes or on the sidewalk.



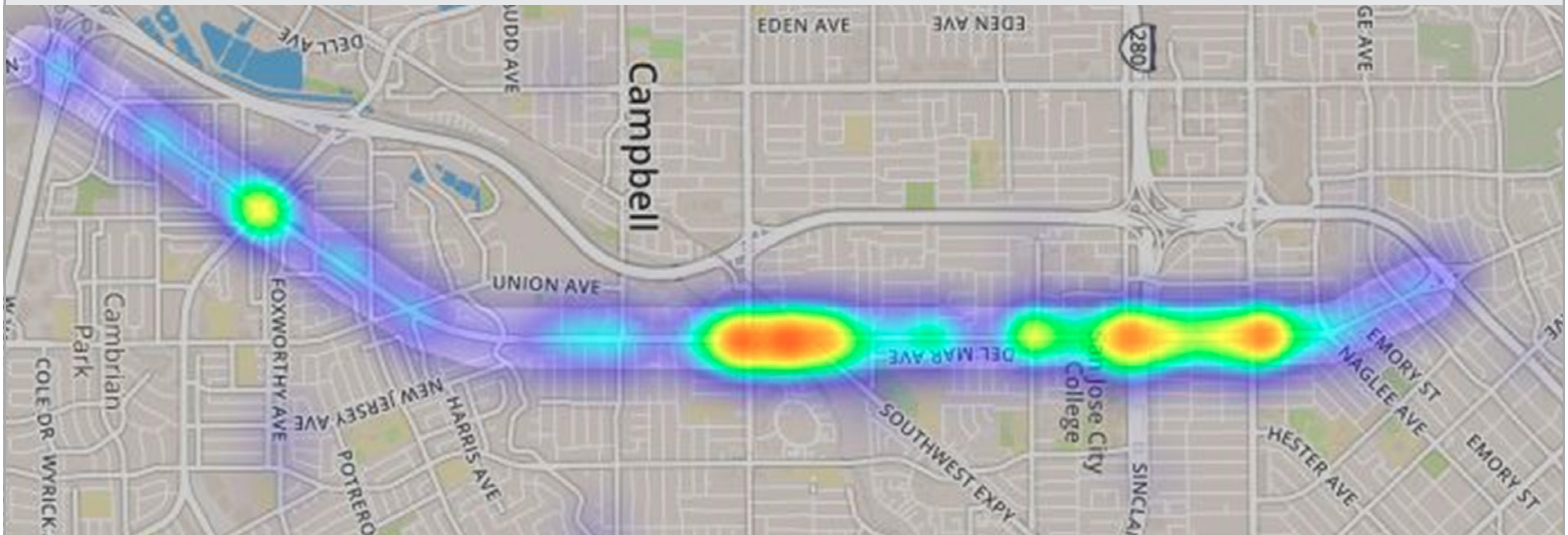

South of Southwest Expressway

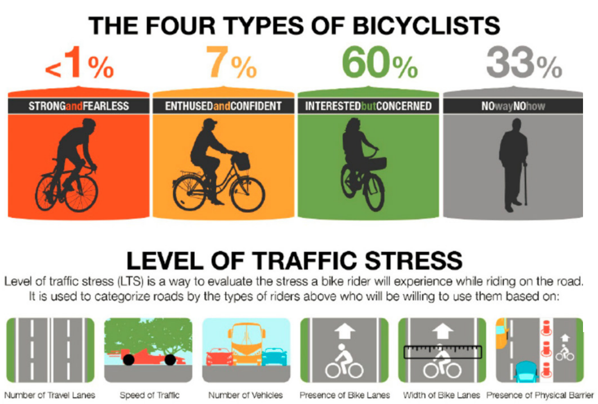

Campbell Avenue


Renova Drive


Central Bascom

FIGURE 2.5: COMMUNITY IDENTIFIED BICYCLE CONFLICT "HOT SPOTS"





LTS 1 Most children can feel safe riding on these streets.

LTS 2 The mainstream "interested but concerned" adult population will feel safe riding on these streets.

LTS 3 Streets that are acceptable to "enthused and confident" riders who still prefer having their own dedicated space.

LTS 4 High-stress streets with high speed limits, multiple travel lanes, limited or non-existent bikeways, and long intersection crossing distances.

Major Bicycle Facility Findings

There are few bicycle lanes (Class II) and no protected bicycle lanes/cycle tracks (Class IV) along the corridor to separate bicyclists from vehicle traffic.

- » Existing bicycle lanes do not offer sufficient distance from high-speed vehicle traffic to make most bicycle riders feel safe, particularly through intersections.
- » There are existing bicycle lanes along Southwest Expressway, Foxworthy Avenue, and Hedding Street as it crosses Bascom Avenue.
- » There are proposed bicycle facilities along: Samaritan Drive, White Oaks Avenue, Shelley Avenue, Camden Avenue, Curtner Avenue, Union Avenue, Dry Creek Road, Campbell Avenue, Campisis Way, Hamilton Avenue, Stokes Street, Downing Avenue, Fruitdale Avenue, Renova Drive, Moorpark Avenue, Parkmoor Avenue, Scott Street, Elliott Street, Naglee Avenue, and Emory Street.
- » The lack of bicycle facilities at intersections (e.g., bike boxes, colored bike lanes, signal detection) make it difficult for drivers to clearly see bicyclists.
- » There are also very few bicycle facilities (e.g., bicycle lockers, bicycle storage) at destinations along the corridor, which discourages bicyclists from riding in the Study Area.

Children Riding Bicycles to School


Vehicle and Bicycle Conflicts

Bus Stop without a Shelter or Bench


Bus Stop without a Shelter

TRANSIT SERVICE

The Study Area is served by bus transit and one light right station (Bascom). There are a total of 54 transit stops along Bascom Avenue, with five bus routes partially covering the corridor. The highest ridership occurs in the central and northern sections. Many transit stops offer benches, but the stops with the highest ridership do not always offer appropriate amenities for the amount of people that use them. In addition, the lack of street trees and pedestrian lighting makes using transit stops more uncomfortable and less safe.

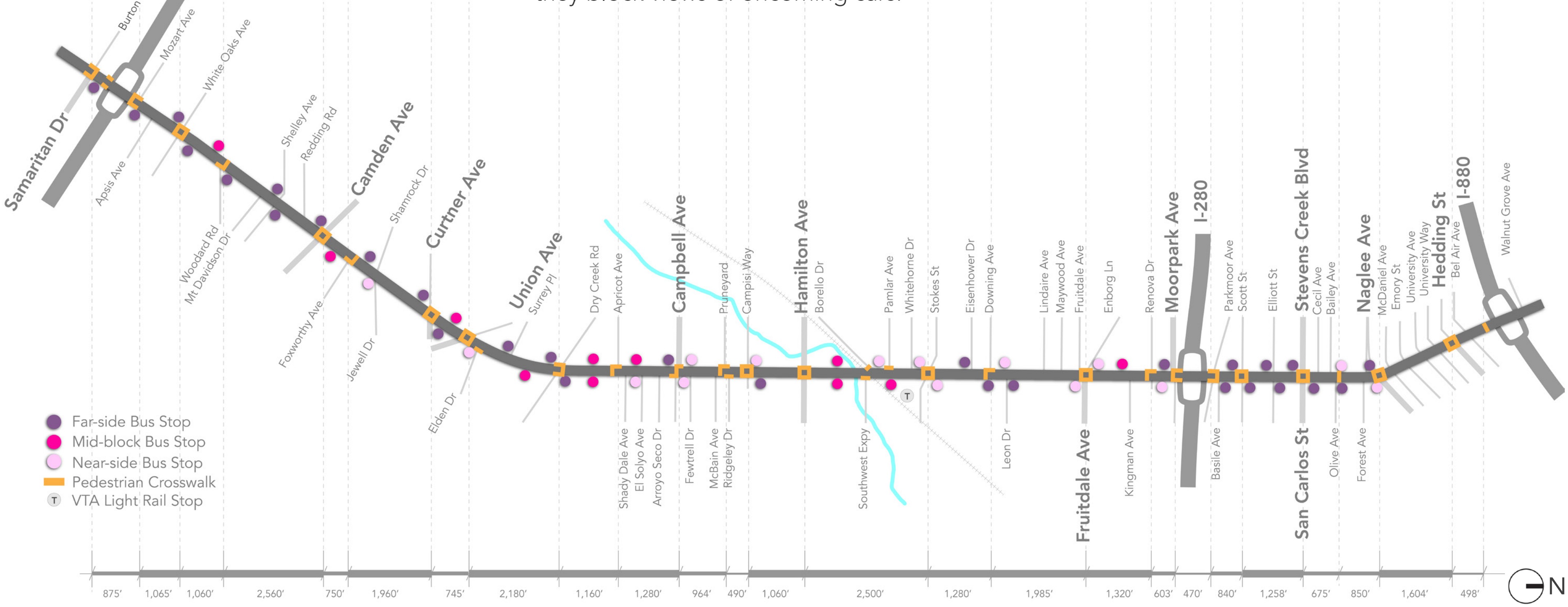
An operational analysis of the two primary bus routes, 61 and 62, shows that larger intersecting streets are the main source of delay for buses during peak commute hours. Field observations indicated that much of this delay is attributed to the curbside lane being used as a right turn lane for vehicles. Buses frequently get caught up in the queues in the curbside lane caused by vehicles waiting to make a right-turn.

Major Transit Service Findings

- Only Route 25 (which crosses the corridor at Fruitdale Avenue) has peak hour headways lower than 15 minutes. There are three intersecting routes, including the light rail from Winchester to Old Ironsides, that have peak hour headways at or less than 15 minutes.
- Access to the VTA Bascom Light Rail Station is difficult from Bascom Avenue since it is set back from the roadway and lacks clear signage and convenient crosswalks.
- Some bus transit stops lack rider amenities such as benches, shelters, lighting, and trash cans.
- Major intersections are a large source of delay for buses, since curbside lanes are often used as right-turn lanes for vehicles (causing congestion).
- Many transit stops are far away from crosswalks, which forces transit riders to walk long distances to intersections, or jaywalk across Bascom Avenue.

BUS STOP LOCATIONS

Of the 54 current bus stops along the corridor, **53 percent are near-side**, 20 percent are mid-block, and 27 percent are far-side. Near-side stops tend to be an issue for transit riders because they block views of oncoming cars.



"Pork Chop" Island for Pedestrians

Bicycle Lane and Vehicle Travel Lane Conflicts

Long Crosswalk

INTERSECTIONS

Intersections are unique because they are a key area where all modes of travel come together and cross paths (e.g., vehicles, transit, bicycles, and pedestrians). Intersections along Bascom Avenue are difficult for pedestrians and bicyclists to cross safely due to long crosswalks, skewed intersections, and a lack of bicycle facilities and pedestrian refuges. In addition, many intersections are widely spaced throughout the corridor, forcing pedestrians to travel long distances in order to cross at a marked crosswalk.

According the first survey, community identified collision "hot spots" include the following (see Chapter 3 for more detail):

» Stevens Creek Boulevard-West San Carlos Street
» Moorpark Avenue
» Fruitdale Avenue
» Hamilton Avenue
» Campbell Avenue
» Camden Avenue
» SR-85 Interchange

Major Intersection Findings

» Intersections that do not have roads crossing at right angles result in reduced visibility and wide curb radii, creating safety conflicts and potentially long crossing distances for pedestrians.

» Wide curb radii at intersections encourage drivers to make higher-speed right turns, which increases the likelihood and severity of collisions.

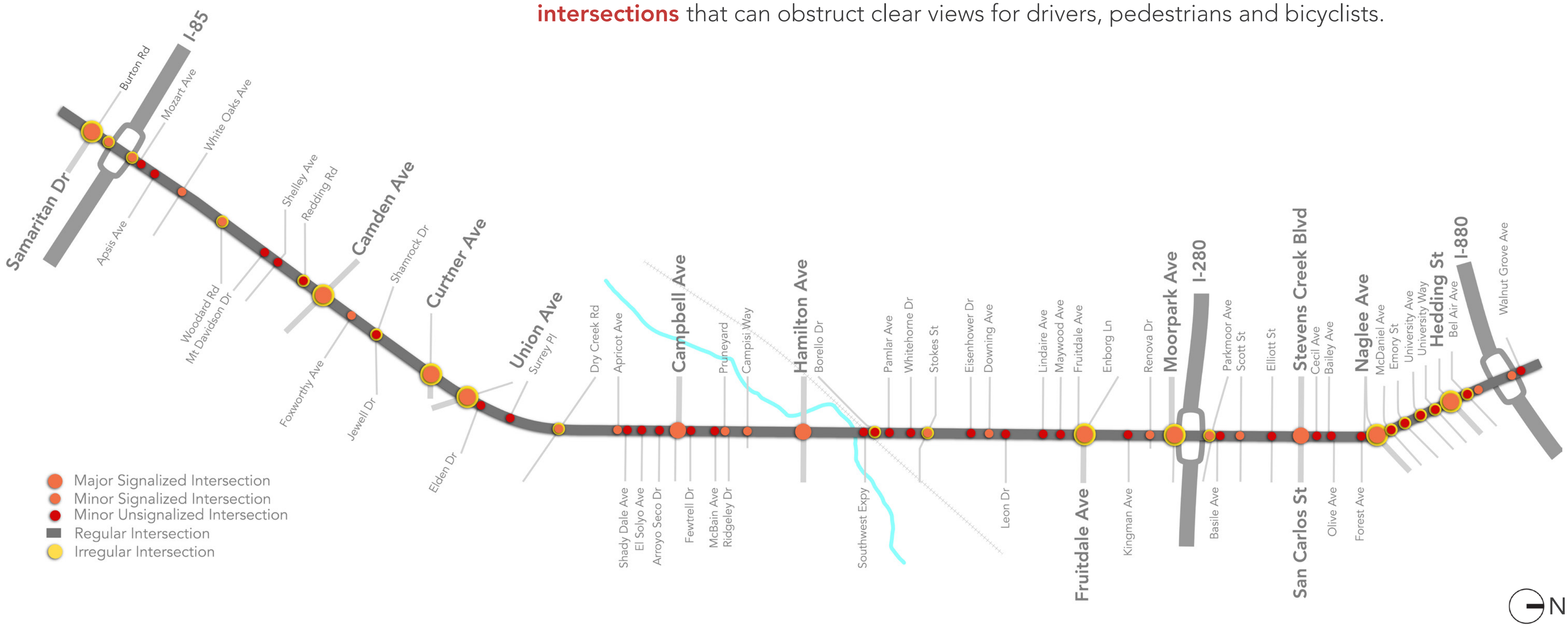
» Long crossing distances at intersections, often with uncontrolled right-turn lanes, increase the likelihood of collisions between drivers and pedestrians.

» Dedicated right-turn lanes for vehicles can increase traffic flow, but also pose a safety risk to pedestrians and bicyclists given higher vehicle speeds.

» Intersections that have "pork chop" islands create uncomfortable waiting areas for pedestrians and bicyclists between driving lanes and do not actually result in slower traffic.

INTERSECTION TYPES

Of the 60 intersections along the corridor, 18 percent are major signalized, 27 percent are minor signalized, and 55 percent are minor unsignalized. However, **37 percent are irregular intersections** that can obstruct clear views for drivers, pedestrians and bicyclists.

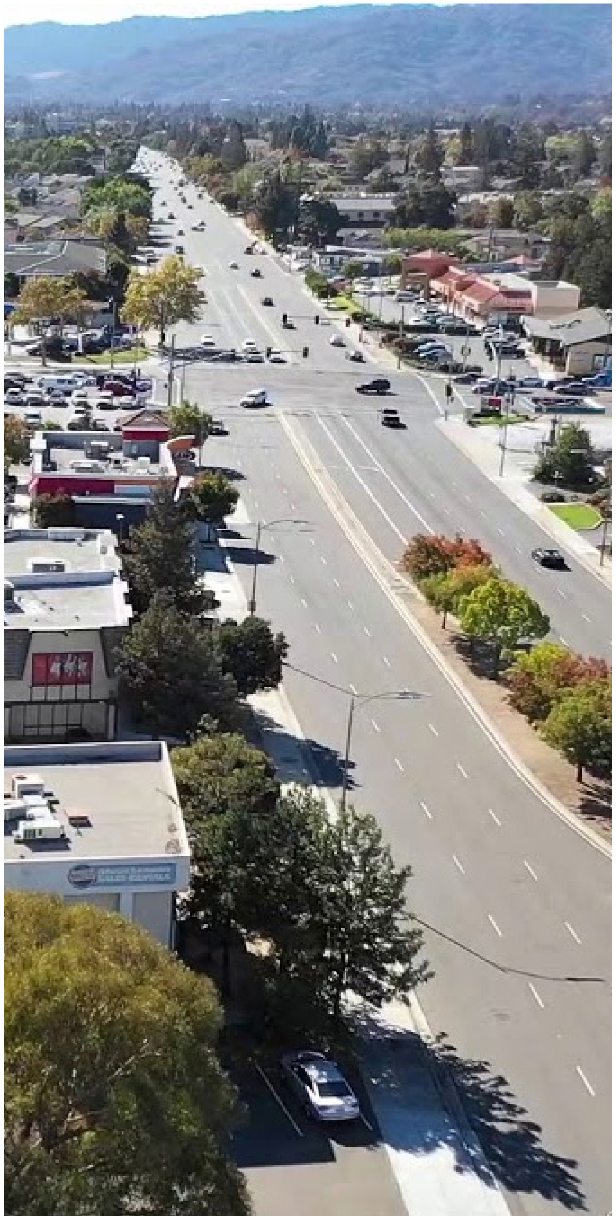


Camden Avenue

Woodard Avenue

Southwest Expressway

Olive Avenue



View of the South Neighborhood and Southern Gateway Segments

DISTINCT CORRIDOR SEGMENTS

As described earlier, the Study Area covers a wide variety of neighborhoods, commercial and entertainment centers, medical and education hubs, academic institutions, and other unique communities. Since each of these areas function differently and have their own unique character, VTA and the Partner Agencies identified several unique "Corridor Segments" as shown on **Figure 2.6** at the end of this chapter.

Each of these segments has a unique scale, character and feel. For instance, the Campbell Core segment has high traffic volumes and many major commercial centers, while the Northern Gateway segment has fewer lanes and is framed more closely by single-family homes.

The following pages provide a summary of each segment's existing land use and urban design character and conditions (see Chapter 4 for detailed information on the number of travel lanes, pedestrian and bicycle facilities, transit amenities, and traffic volumes). These seven segments include (moving from south to north)

- » **SOUTHERN GATEWAY**
- » **SOUTH NEIGHBORHOOD**
- » **CAMPBELL CORE**
- » **CENTRAL BASCOM**
- » **REGIONAL DESTINATION**
- » **HEART OF BURBANK**
- » **NORTHERN GATEWAY**

SOUTHERN GATEWAY

Camden Avenue to Samaritan Drive

The Southern Gateway segment provides the key entryway into the Bascom Corridor from the south, and is framed by the transition from the city of Los Gatos and the 85 freeway to lower-scale residential neighborhoods in Campbell and San José. Specifically, it runs through the Joseph neighborhood of Campbell, and the Farnham and Ponderosa neighborhoods of San José.

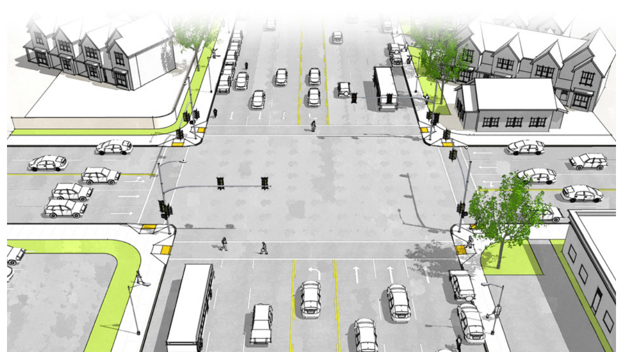
Land uses along this segment consist predominately of lower-scale residential uses, with several apartment complexes fronting Bascom Avenue and single-family homes in the surrounding neighborhood. Farnham Elementary School lies one block west of Bascom Avenue on the north side of Woodard Road. Camden Community Day School lies northwest of the intersection at Camden Avenue. Good Samaritan Hospital is a major regional destination that lies immediately south of the Southern Gateway segment of the corridor. Some strip mall retail developments are located between Woodard Road and White Oaks Road.

Most buildings in this segment do not engage the street. There are also large blocks that result in significant gaps between signalized intersections. This segment also includes many large soundwalls and there are few street trees to provide shade for pedestrians.

Large Street Right-of-Way with No Bicycle Facilities

Narrow Sidewalks

Existing Prototypical Street View / Mid Block



Existing Prototypical Street View / Intersection

Sidewalks with Limited or no Landscaping or Tree Canopy

Wider Sidewalk with Limited Pedestrian Amenities

Incomplete Sidewalks with Few ADA Facilities

Long Crosswalks without Pedestrian Refuges

SOUTH NEIGHBORHOOD

Dry Creek Road to Camden Avenue

The South Neighborhood segment encompasses many residential areas in the southern part of the Study Area. Specifically, the segment runs through the Bonnet and Vizcaya neighborhoods of Campbell, and the South San José neighborhood of San José.

Land uses fronting this segment consist primarily of commercial uses with access to residential areas in surrounding neighborhoods. Camden Community Day School, Price Charter Middle School, and Farnham Elementary School are all close to this segment. This segment also includes many commercial and retail stores that front Bascom Avenue.
Within this segment, there are major irregular intersections that pose issues for all modes of travel. Because of the way cross streets intersect Bascom Avenue, there are many instances where merging traffic has limited views or long/narrow right turns. While turning movements for cars is well-defined, this irregular intersection layout does pose pedestrian and bicyclists comfort and safety issues since it is harder to see these users.

Most buildings in this segment do not engage the street. There are also large blocks that result in significant gaps between signalized intersections. This area does have street trees along the sidewalks and some portions of the medians.

Existing Prototypical Street View / Mid Block

Existing Prototypical Street View / Intersection

CAMPBELL CORE

Hamilton Avenue to Dry Creek Road

The Campbell Core segment covers the transition from residential areas in the south of the Study Area to the more intense commercial and civic core of Campbell. Specifically, this includes the neighborhoods of Pruneyard and Dry Creek in the city of Campbell.

Land uses along this segment consist predominantly of commercial uses with some institutional and residential uses. The Hamilton Shopping Center, at the north end of the segment, and the Pruneyard Shopping Center, in the middle of the segment, are major retail and restaurant destinations within Campbell. The Hamilton Shopping Center is a major community destination. This segment also has many new office, commercial and mixed-use buildings. Price Charter Middle School is located one mile east of this segment.

This segment includes commercial, and mixed-use buildings that are closer to the street, which makes them more engaging and comfortable areas for pedestrians. Street trees are located in the median and along the front and back of sidewalks, which further enhances the pedestrian environment.

Bicycle Lane and Landscaped Center Median

Multiple Rows of Street Trees

Existing Prototypical Street View / Mid Block

Existing Prototypical Street View / Intersection

Minimally Set -Back Buildings

Irregular Crossing near the Southwest Expressway

Narrow Sidewalks with Limited Tree Canopy

CENTRAL BASCOM

Fruitdale Avenue to Hamilton Avenue

This Central Bascom segment includes many larger buildings and parking lots that front Bascom Avenue, and connections to regional multi-modal facilities including the Los Gatos Creek Trail and the VTA Bascom Light Rail Station. Specifically, this segment runs through the Pamlar Borello and Greylands neighborhoods of San José.

Land uses along this segment consist of a mix of small commercial, large office, and residential uses. Some single-family homes near the northern end of the segment have been converted to commercial uses. Del Mar High School is located in the middle of the segment, immediately north of the Bascom VTA Light Rail Station and access to the Los Gatos Creek Trail. The San José Bascom Branch Library and Community Center are located between Fruitdale Avenue and Leon Drive. There are also minimal street trees and long crossing distances between signalized intersections that have marked crosswalks.

The City of San José's recently adopted South Bascom Urban Plan guides development along this segment. The land use strategy outlined in the Plan is aimed at providing dense employment and housing that are well connected and enhance quality of life. This Study is consistent with the Plan and emphasizes connectivity, an appealing streetscape, and equitable access for all users.

Long Distances Between Crosswalks

Existing Prototypical Street View / Mid Block

Existing Prototypical Street View / Intersection

REGIONAL DESTINATION

Parkmoor Avenue to Fruitdale Avenue

The Regional Destination segment includes some of the largest and most intense commercial, medical, and academic uses in the Study Area. Specifically, it includes major the Valley Medical Center and San José City College that are major regional destinations, attracting vehicle and transit trips from throughout Silicon Valley. The segment also runs through the Burbank neighborhood in unincorporated Santa Clara County and the Fruitdale Ruexford neighborhood of San José.

South of Interstate 280, land uses along this segment consist predominantly of four to six story regional commercial, medical and academic uses, with some smaller commercial. South of San José City College, there is a small cluster of retail businesses and restaurants. Due to the Valley Medical Center, there is a constant flow of pedestrians crossing Bascom Avenue; however, there are no mid-block crossings to facilitate this movement.

This segment includes the largest buildings on the corridor, many with parking lots that front Bascom Avenue. There are few street trees along sidewalks to provide shade for pedestrians.

Transit Rider Shelter With Bus Loading in the Far Right Lane

Wide Sidewalks With Limited or no Street Trees

Existing Prototypical Street View / Mid Block

Existing Prototypical Street View / Intersection

Long Crosswalks Without Pedestrian Refuges

Incomplete Sidewalks

Lack of Pedestrian Amenities and Driveway Conflicts

HEART OF BURBANK

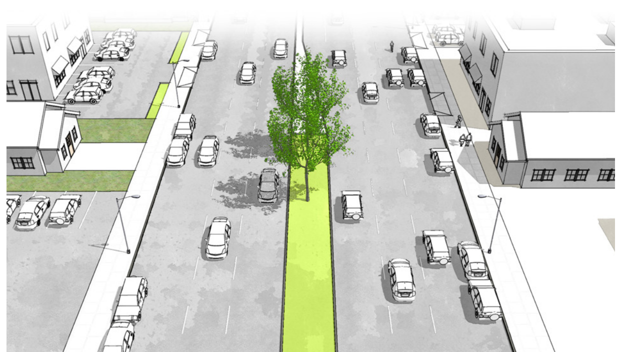
Bailey Avenue to Parkmoor Avenue

The Heart of Burbank segment includes the historic "main street" area for the Burbank neighborhood. Specifically, this segment runs through the Burbank neighborhood in unincorporated Santa Clara County.

Land uses along this segment consists of primarily small retail businesses and restaurants, with many former single-family homes converted to commercial use. Stevens Creek Boulevard/West San Carlos Street at the north end of the segment is a major east-west transit corridor providing access to Bascom Avenue. This segment has a wide right-of-way, and some areas have a median with trees that help to reduce the scale of the street.

This is largely a commercial segment of the corridor and many businesses and building front Bascom Avenue. Parking in front of businesses is important to many local retailers. However, these frequent driveways and access areas pose conflicts with bicyclists and pedestrians. There are also many sidewalk gaps or substandard sidewalks in this segment.

Lack of ADA Compliant Sidewalks



Existing Prototypical Street View / Mid Block

Existing Prototypical Street View / Intersection

NORTHERN GATEWAY

Interstate 880 to Bailey Avenue

The Northern Gateway segment frames the northern part of the Study Area and is framed by well-established residential neighborhoods, mature street trees, and some small commercial uses. Specifically, this segment runs through the Bascom Forrest and Rose Garden neighborhoods of San José.

Land uses along this segment consist primarily of single-family homes at the north end, with some commercial uses surrounding the intersections of Naglee Avenue and Forest Avenue. O'Connor Hospital is located near this segment. Stevens Creek Boulevard/ West San Carlos Street connects to the south end of this segment and is a major east-west transit and commercial corridor linking several communities. There are currently no on-street bicycle facilities, so cyclists tend to ride their bikes on the sidewalk at access destinations and bicycle facilities on Hedding Street. There is one mid-block crossing in the segment that provides access to the Santa Clara Valley Blind Center.

This is the narrowest segment of the corridor and many homes are close to the street, and in some cases face Bascom Avenue. There are a few street trees either in the median or at the back of sidewalks that provide some shade for pedestrians.

Lack of Existing Bicycle Facilities and Limited Sidewalks

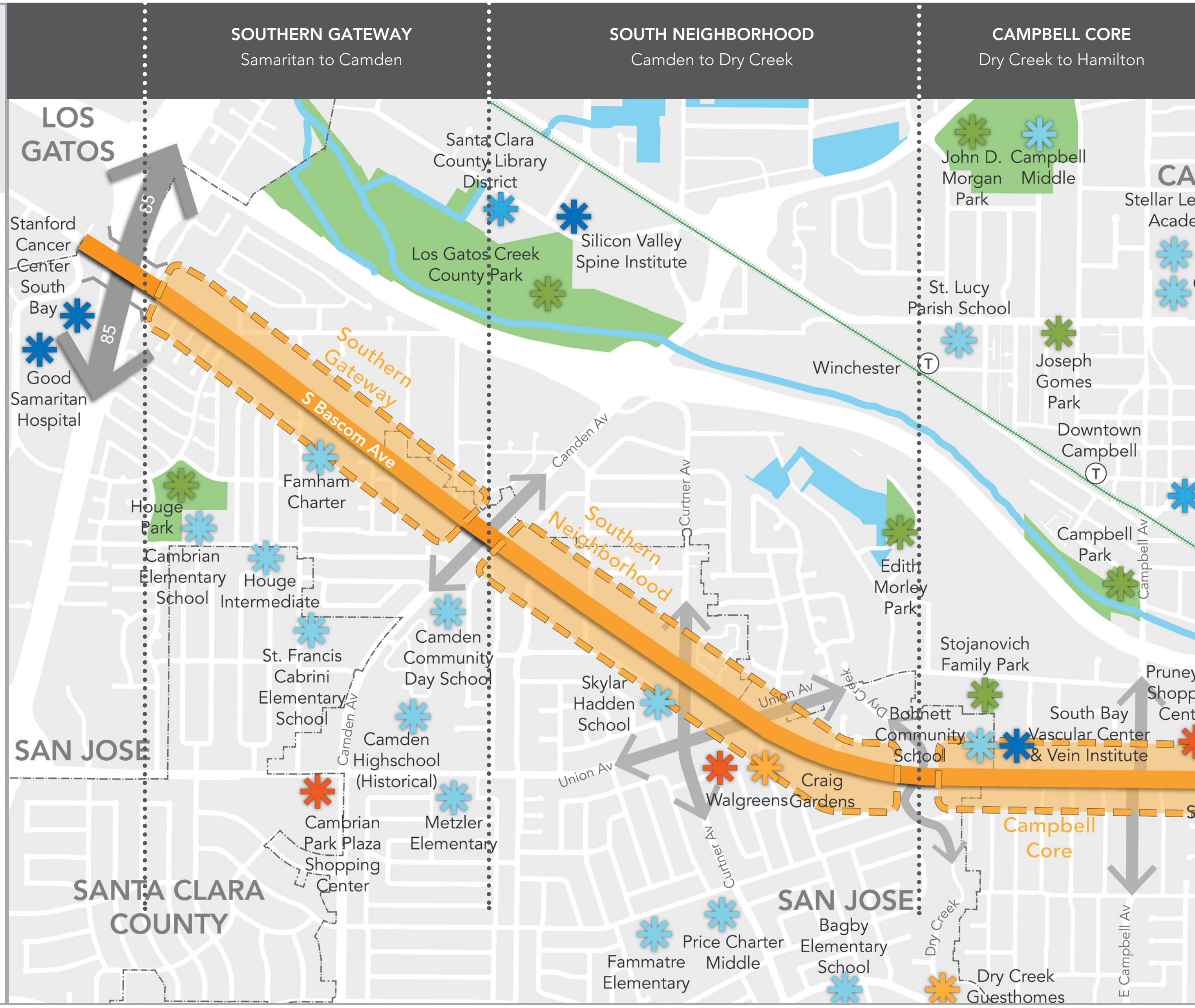
Long Crossing Distances for Pedestrians

Existing Prototypical Street View / Mid Block

Existing Prototypical Street View / Intersection

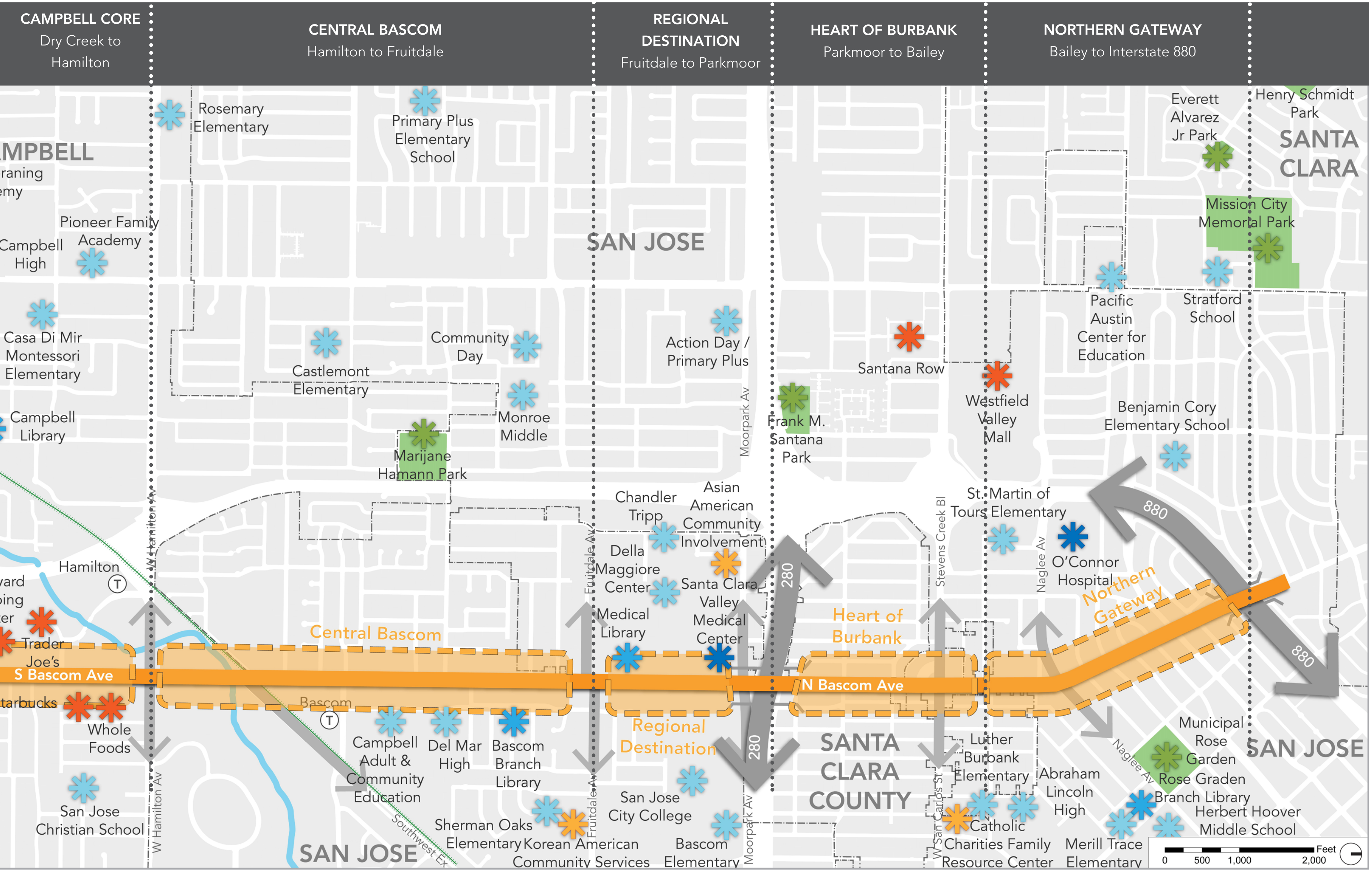
Existing Unsignalized Mid-Block Crosswalks

FIGURE 2.6:
CORRIDOR SEGMENTS COMPOSITE DIAGRAM



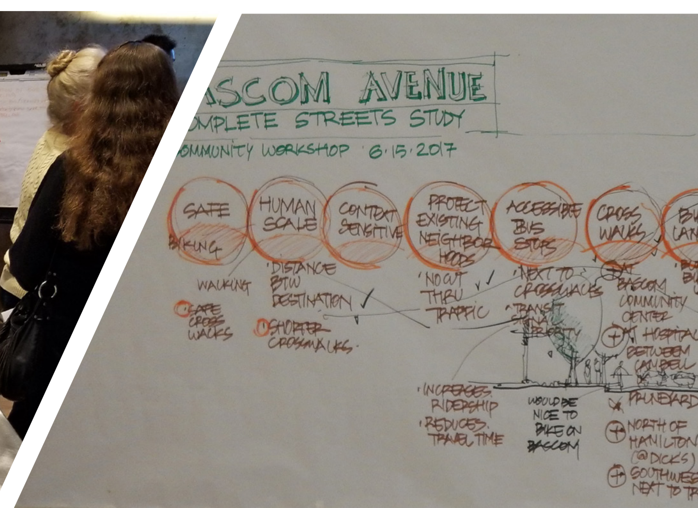
Legend

- City Limits
- Parcels
- Creeks & Water Bodies
- VTA Light Rail
- Transit Stop
- Bascom Avenue
- Freeways
- Arterial Roads
- Open Spaces
- Schools
- Hospitals
- Library
- Senior Centers
- Major Businesses



CAMPBELL CORE
Dry Creek to Hamilton
CENTRAL BASCOM
Hamilton to Fruitdale
REGIONAL DESTINATION
Fruitdale to Parkmoor
HEART OF BURBANK
Parkmoor to Bailey
NORTHERN GATEWAY
Bailey to Interstate 880
Rosemary Elementary
Primary Plus Elementary School
Pioneer Family Academy
Campbell High
Casa Di Mir Montessori Elementary
Campbell Library
Castlemont Elementary
Community Day
Monroe Middle
Marijane Hamann Park
SAN JOSE
Action Day / Primary Plus
Santana Row
Frank M. Santana Park
Westfield Valley Mall
Everett Alvarez Jr Park
Henry Schmidt Park
SANTA CLARA
Mission City Memorial Park
Pacific Austin Center for Education
Stratford School
Benjamin Cory Elementary School
St. Martin of Tours Elementary
O'Connor Hospital
Northern Gateway
Chandler Tripp
Asian American Community Involvement
Della Maggiore Center
Santa Clara Valley Medical Center
Medical Library
Hamilton
Trader Joe's
S Bascom Ave
Starbucks
Whole Foods
Central Bascom
Bascom
Heart of Burbank
N Bascom Ave
Regional Destination
Campbell Adult & Community Education
Del Mar High
Bascom Branch Library
San Jose Christian School
Sherman Oaks Elementary
Korean American Community Services
San Jose City College
Bascom Elementary
SANTA CLARA COUNTY
Luther Burbank Elementary
Abraham Lincoln High
Catholic Charities Family Resource Center
Merill Trace Elementary
Municipal Rose Garden
Rose Graden Branch Library
Herbert Hoover Middle School
W Hamilton Av
Fruitdale Av
Moorpark Av
Stevens Creek Bl
Naglee Av
W San Carlos St
Southwest Ex
280
880
Feet
0
500
1,000
2,000

CHAPTER 3
COMMUNITY VISION AND DESIGN FRAMEWORK



BASCOM AVENUE
COMPLETE STREETS STUDY

INTRODUCTION

The community desires change and improvements to Bascom Avenue to improve multi-modal transportation, safety, aesthetics, and comfort while also ensuring that improvements are context sensitive and meet the needs of each neighborhood. In order to ensure Bascom Avenue is improved with new designs, operations, facilities, and amenities desired by each community, an overall vision for future common improvements was established.

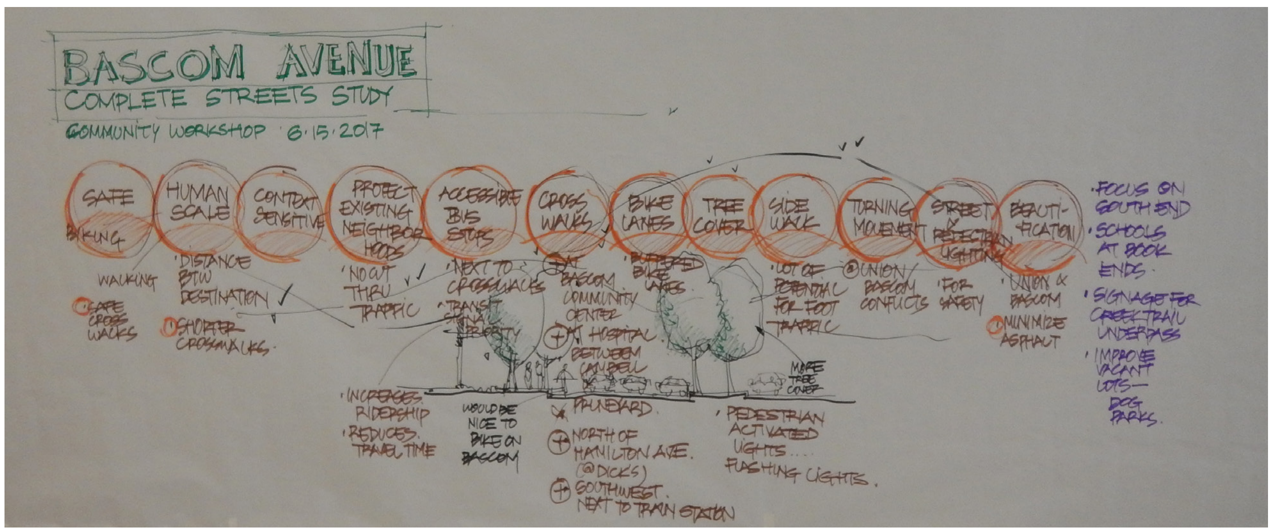
Throughout the community-led design process people expressed their concerns about existing issues and their creative ideas for how to address needed improvements throughout the Bascom Corridor. This extensive and very detailed discussion led to a wealth of design ideas that were further analyzed and evaluated by VTA and the Partner Agencies. This chapter summarizes the Community Vision for improvements along the entire Bascom Avenue Study Area. This is followed by a summary of Specific Design Elements that were identified by the community for the Corridor. The Overarching Design Framework integrates the design elements and lays the foundation for a phased approach to implementation (note: detailed designs are shown for each segment in Chapter 4).

IN THIS CHAPTER

COMMUNITY VISION

The starting point for identifying changes along the Bascom Corridor is to coalesce a common community vision for the core needs and desired changes along the Corridor. The following section summarizes the 12 Vision Elements identified by the community that will be used by VTA and the Partner Agencies to guide future improvements along Bascom Avenue. Each element and their associated goals (bullets) were identified and confirmed by the community during the three rounds of **Community Forums**, various **online surveys**, and additional community **group meetings** and **community member discussions**.

Combined, these 12 Vision Elements provide a summary of they key community goals for the Bascom Corridor. While each is broken into a specific topic, the elements are designed to work together to ensure improvements to each block and segment of the Corridor achieve the desires and needs of the community.



1 SAFE

BASCOM AVENUE, CAMPBELL, CA

Promote safety through new and improved crosswalks and bicycle facilities, and ensure the Corridor is accessible for all users and ADA compliant.

2 COMFORTABLE

WEST CAPITOL AVENUE, WEST SACRAMENTO, CA

Promote a more comfortable and aesthetically-pleasing environment by adding street trees and street lights along sidewalks and within medians.

3 WELL-CONNECTED

WEST CAPITOL AVENUE, WEST SACRAMENTO, CA

Increase multi-modal choices by adding more (and shorter) crosswalks and mid-block crossings, and creating a connected network of pedestrian, bicycle, and transit facilities.

4 EFFICIENT

BARCELONA, SPAIN

Improve traffic flow by synchronizing existing and new traffic signals (Corridor-wide), and creating new pedestrian, bicycle, and transit priority signals (at key locations).

5 HEALTHY

WASHINGTON AVENUE, GOLDEN, CO

Promote an active lifestyle where people can easily and comfortably walk, bike, move, or ride transit to key destinations, and plant new landscaping and trees to improve air and water quality.

6 SUSTAINABLE

21ST STREET, PASO ROBLES, CA

Incorporate green street and natural drainage systems, renewable energy infrastructure (solar powered lights), and new low water usage landscaping and trees into the streetscape.

7 CONTEXT SENSITIVE


WEST CAPITOL AVENUE, WEST SACRAMENTO, CA

Ensure improvements are consistent along the Corridor, while also responding to the unique character of each individual city or neighborhood.

8 IDENTIFIABLE


MAIN STREET, LYON, CO

Celebrate the unique history and characteristics of each city or neighborhood through gateway elements and public art.

9 WELL-SIGNED

DOWNTOWN CALGARY

Consider a corridor-wide signage strategy and ensure signs are well designed and well placed so they are visible to different modes of travel.

10 WELL-MAINTAINED


ROSEMEAD BOULEVARD, TEMPLE CITY, CA

Ensure streetscape improvements can be well-maintained by each jurisdiction, and encourage jurisdictions to develop long-term maintenance programs and budgets for each segment.

11 COMMUNITY-ORIENTED

ROSE GARDEN, SAN JOSÉ, CA

Enhance safe pedestrian, bicycle, and auto access to existing neighborhoods and minimize parking impacts and cut-through traffic.

12 BUSINESS SUPPORTIVE


16TH STREET, SACRAMENTO, CA

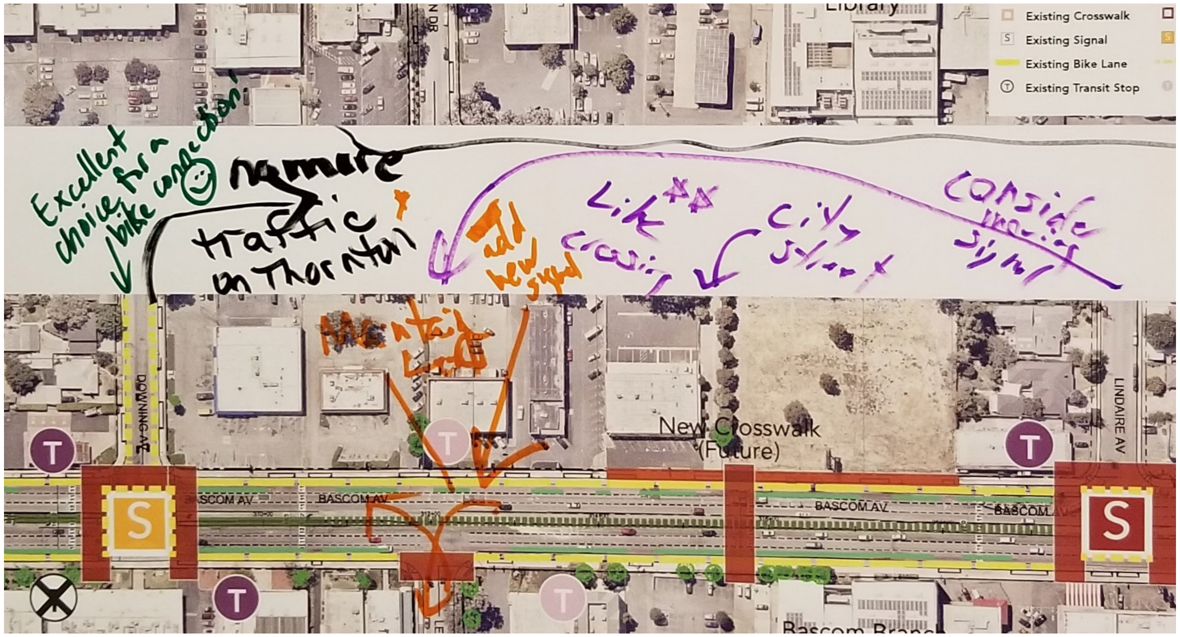
Encourage multi-modal access to existing destinations and attract new private investment with proposed streetscape improvements.

SPECIFIC DESIGN ELEMENTS

Building from the Community Vision, the community also identified specific locations they would like to see key physical improvements made along the Corridor during the **Community Forums** (rounds 1 and 2) and the two **online surveys**. This detailed information and creative design ideas provided a mosaic of improvements that was used to build the Overarching Design Framework.

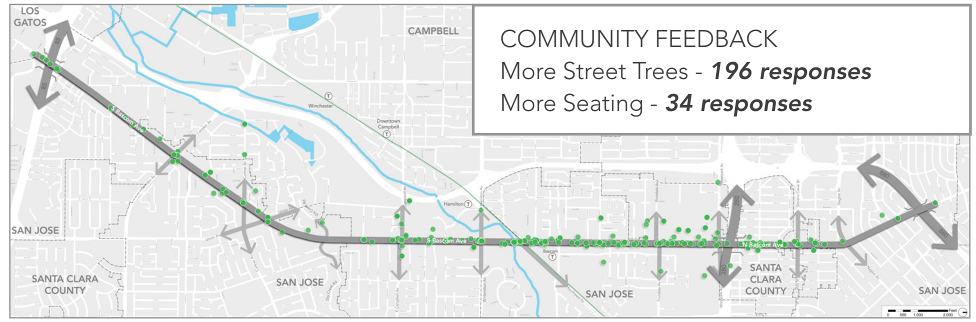
The following page provides a sampling of the detailed comments received from the community. As shown on the maps, all segments of the Corridor were identified for a variety of Complete Streets improvements.

These initial ideas were analyzed by the Project Team and included in the draft Overarching Design Framework that was reviewed and further refined by the community during the third round of Community Forums. Please see Appendix A for a detailed summary of all community ideas and comments.



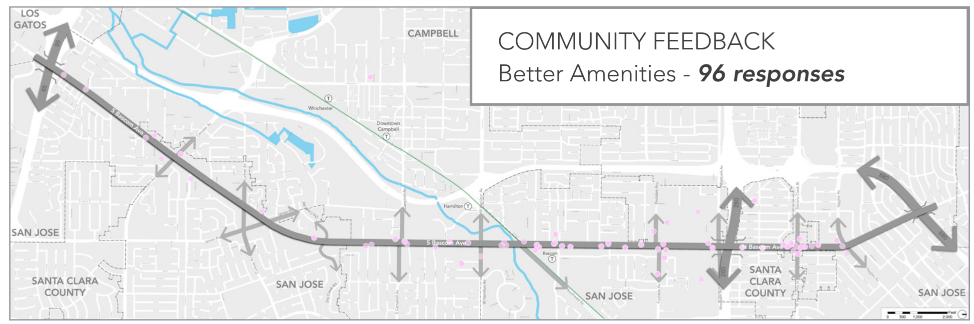
SIDEWALK IMPROVEMENTS

MORE TREES AND SEATING AREAS

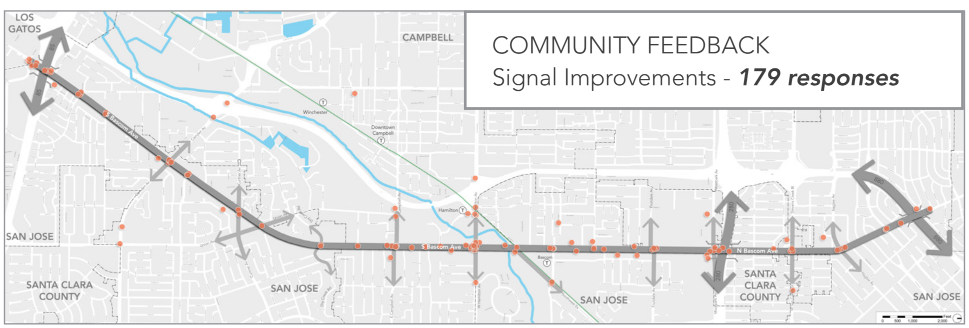


PROTECTED BICYCLE LANES

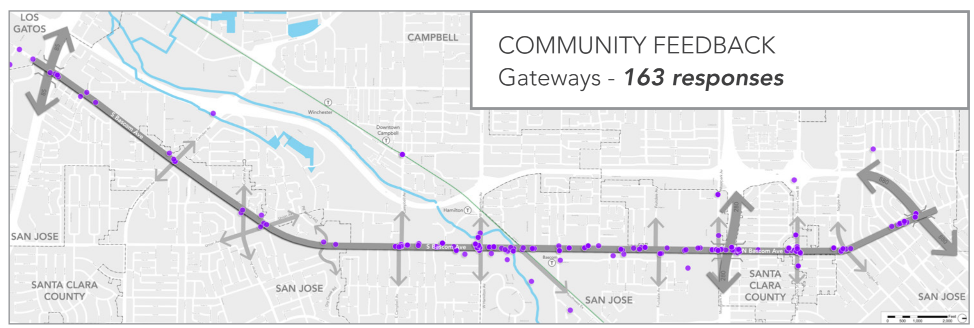
BETTER BUS STOPS AND AMENITIES



IMPROVED TRAFFIC SIGNAL TIMING



NEW GATEWAY AND ART FEATURES

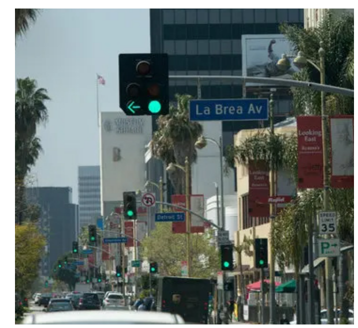


OVERALL DESIGN FRAMEWORK

Based on all of the community ideas and desires included in the Community Vision and Specific Design Elements, VTA and the Partner Agencies worked with the Technical Advisory Group to develop an Overall Design Framework for the Bascom Corridor. This framework provides a common set of design improvements that will be incorporated into each segment along the corridor.

The framework is organized into nine topical categories:

A. Existing Assets
B. Pedestrian and ADA Improvements
C. Bicycle Improvements
D. Transit Improvements
E. Crosswalks
F. Traffic Flow Improvements
G. Trees and Lighting
H. Art and Gateways
I. Phased Approach



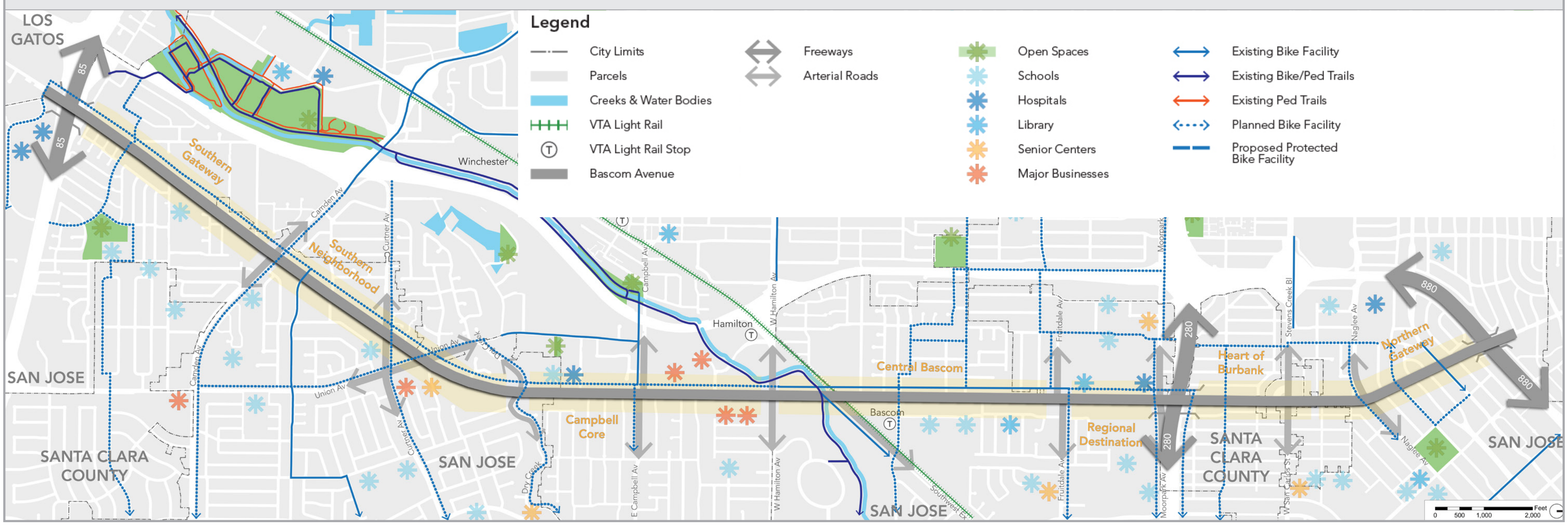
OVERARCHING DESIGN FRAMEWORK
A. EXISTING ASSETS

The Existing Condition of Bascom Avenue has initial assets that will be built upon. The Overarching Framework calls for most of the existing curbs and trees to be maintained in order to reduce costs and protect key features. It also maintains necessary travel lanes and turn lanes, based on detailed existing and future traffic analysis conducted by VTA and/or Partner Agencies.

1 Maintain Existing Curbs and Trees, Where Possible

2 Maintain Necessary Travel Lanes and Turn Lanes

FIGURE 3.1: OVERARCHING FRAMEWORK: EXISTING ASSETS



OVERARCHING DESIGN FRAMEWORK

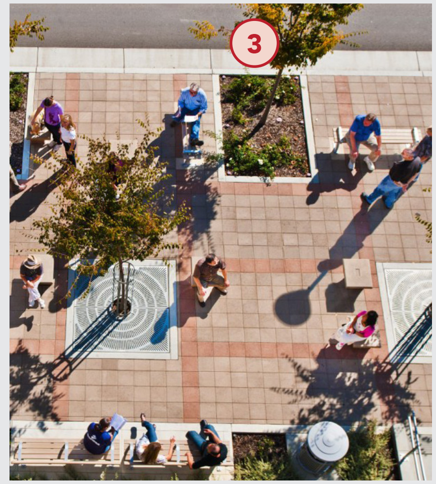
B. PEDESTRIAN AND ADA IMPROVEMENTS

The Overarching Framework calls for the creation of safe and continuous tree-lined sidewalks and medians. This will improve the experience for people who walk and move, improve aesthetics, and minimize fast moving traffic. Studies have shown that increasing landscaping and tree coverage has a positive benefit to economic development and helps support local businesses.

3 Provide Safe and Continuous Tree Lined Sidewalks and Medians

4 Add New Sidewalks to Fill Missing Gaps

5 Create Buffered and Protected Sidewalks



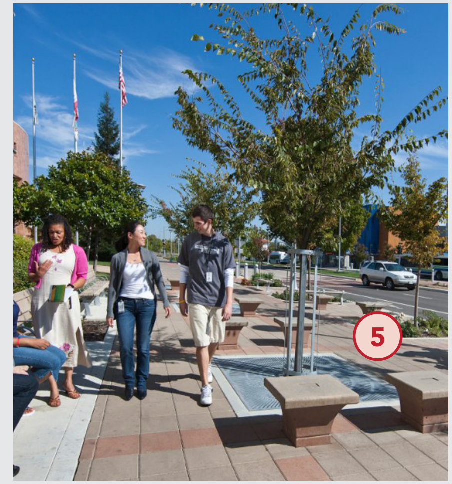
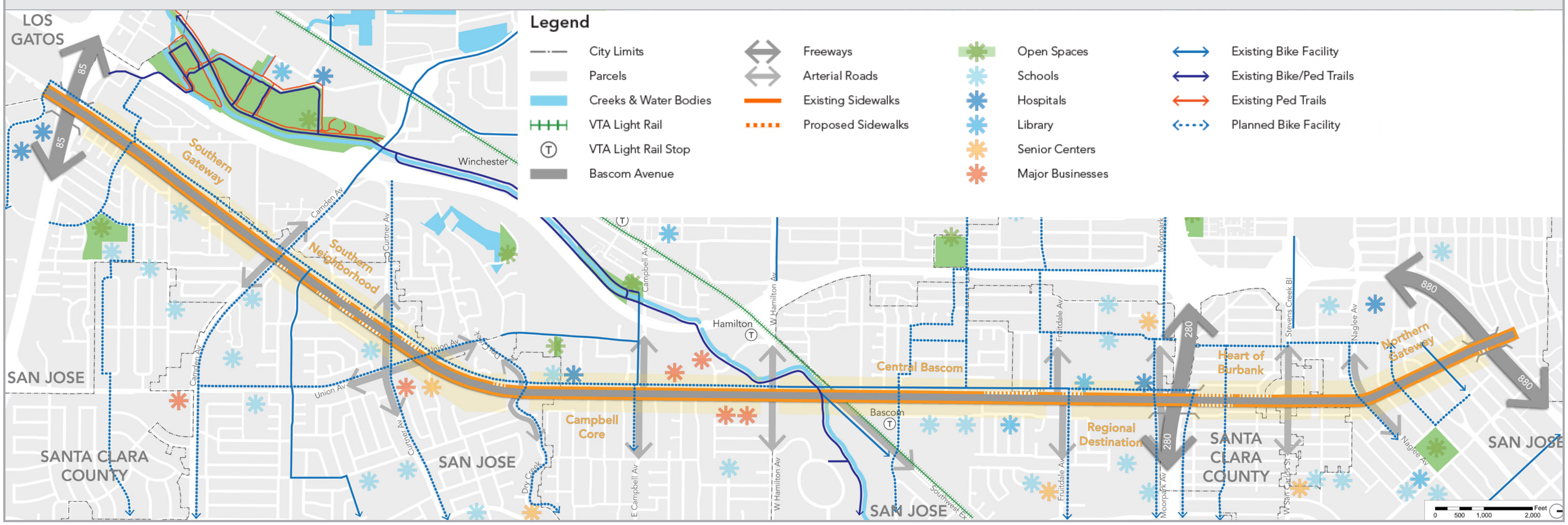


FIGURE 3.2: OVERARCHING FRAMEWORK: PEDESTRIAN AND ADA IMPROVEMENTS



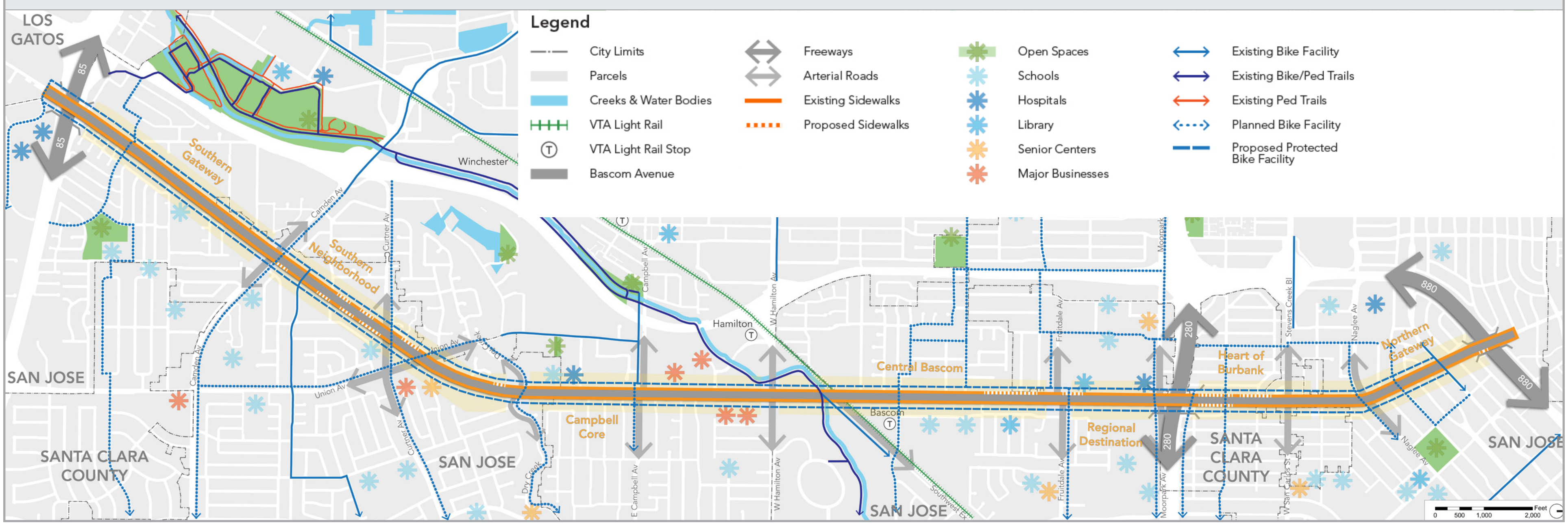
OVERARCHING DESIGN FRAMEWORK
C. BICYCLE IMPROVEMENTS

The Overarching Framework calls for the creation of continuous bicycle facilities along Bascom Avenue to connect to existing and planned facilities on cross streets. This will include buffered and protected bicycle lanes (depending on width of right-of-way), bicycle crosswalks, and improved connections to local and regional facilities, such as Los Gatos Creek Trail.

6 Create Continuous Bicycle Facilities to Create a Vibrant Bicycle Network

7 Maximize Opportunities for Protected Bicycle Facilities

FIGURE 3.3: OVERARCHING FRAMEWORK: BICYCLE IMPROVEMENTS



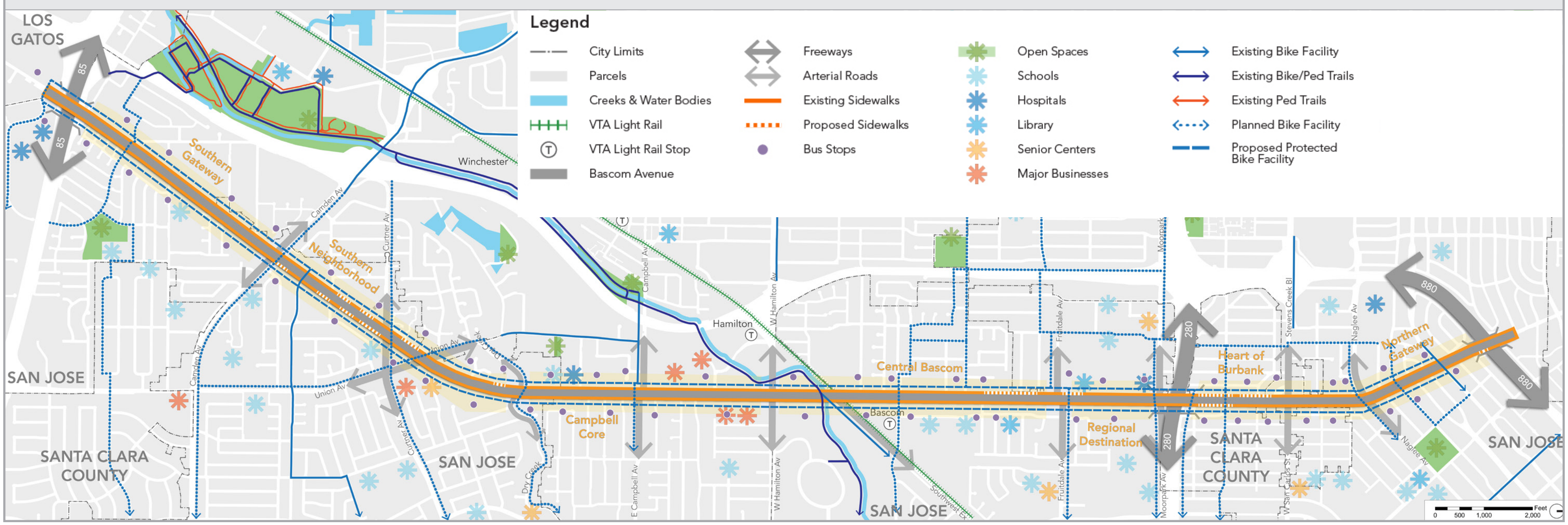
OVERARCHING FRAMEWORK
D. TRANSIT IMPROVEMENTS

The Overarching Framework calls for upgrades to most of the bus stops along the Corridor. These upgrades include improved seating, shelters from the elements, new signage and art, and additional amenities (such as trash receptacles). There is also the need to work closely with VTA to add new bus stops at key destinations to improve connectivity and transit ridership along the Corridor.

8 Add New Bus Stops Where Needed to Increase Convenient Access to Transit

9 Improve Existing Bus Stops with Better Shelters, Signage, Seating, and Art

FIGURE 3.4: OVERARCHING FRAMEWORK: TRANSIT IMPROVEMENTS



OVERARCHING DESIGN FRAMEWORK
E. CROSSWALK IMPROVEMENTS

The Overarching Framework calls for the creation of enhanced crosswalks and mid-block crossings to improve safety and comfort for people who walk, move, bike, and take transit. This includes creating bulbouts and mid-block refuges to make people more visible to traffic while reducing crossing distances. Bike boxes and two stage queues provide safety for bicyclists crossing the road.

10 Enhance Existing Crosswalks

11 Provide New Crosswalks at Intersections and Mid-Blocks Crossings

12 Provide bike boxes to improve safety

FIGURE 3.5: OVERARCHING FRAMEWORK: CROSSWALK IMPROVEMENTS

OVERARCHING FRAMEWORK

F. TRAFFIC FLOW IMPROVEMENTS

The Overarching Framework calls for the reprogramming of traffic signals and the installation of new traffic signals to help improve traffic flow along the Corridor. This holistic synchronization approach, tied also to peak traffic times, will reduce traffic congestion while also improving safety for all users.

13 Synchronize Existing Traffic Signals

14 Add New Traffic Signals Where Needed

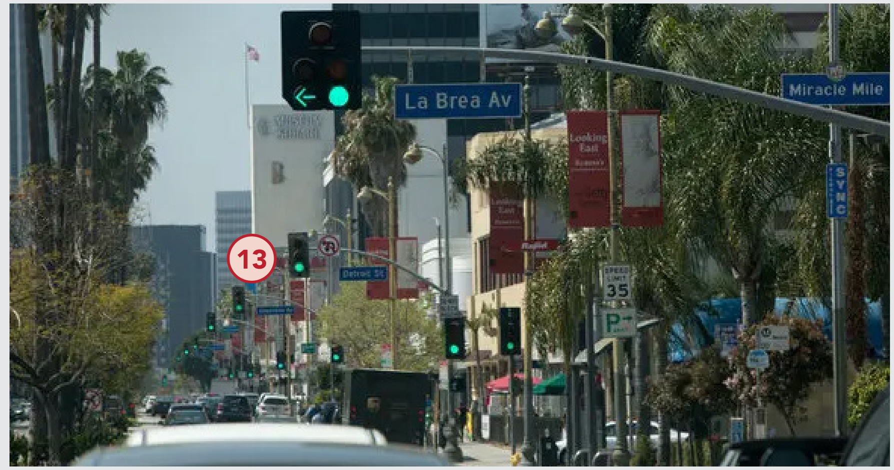


FIGURE 3.6: OVERARCHING FRAMEWORK: TRAFFIC FLOW IMPROVEMENTS

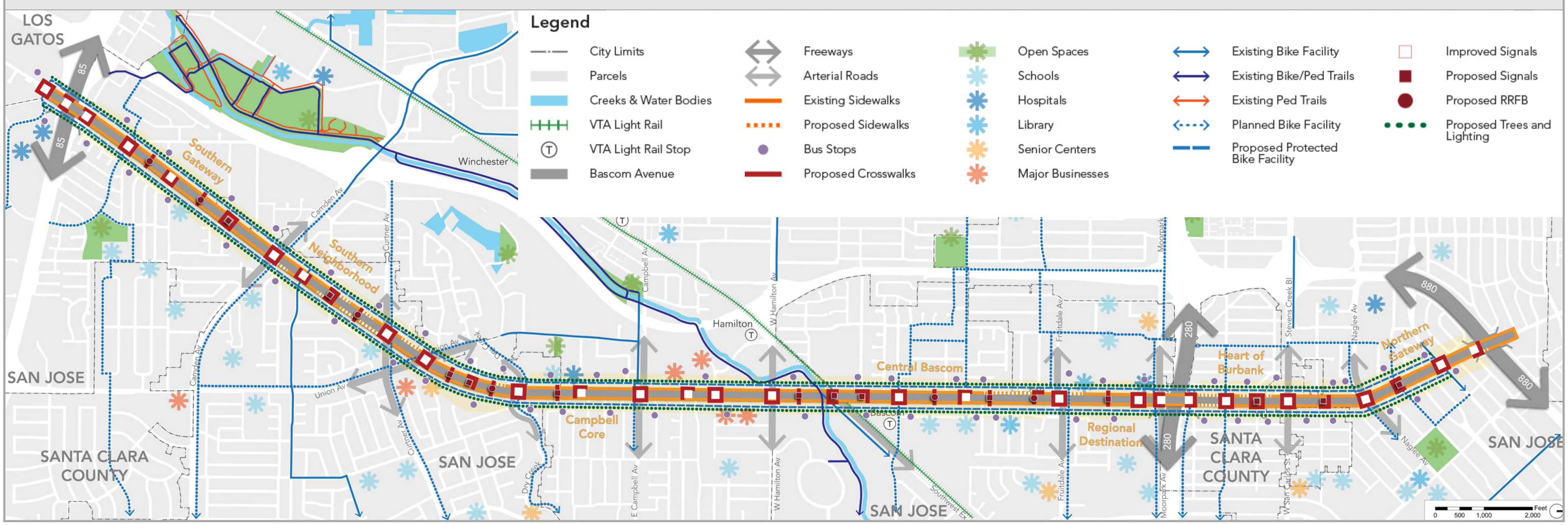
OVERARCHING FRAMEWORK
G. ADDITIONAL TREES AND LIGHTING

The Overarching Framework calls for adding more street trees to provide shade, improved aesthetics, and improve sustainability along the corridor. In addition, there is a focus on adding new/more lighting to the corridor to improve nighttime safety and comfort. This includes specific pedestrian-scaled lights to better illuminate sidewalk in key commercial and mixed-use areas.

15 Add Trees On Sidewalks and in Medians

16 Increase Street Lighting to Improve Safety and Accessibility

FIGURE 3.7: OVERARCHING FRAMEWORK: ADDITIONAL TREES AND LIGHTING

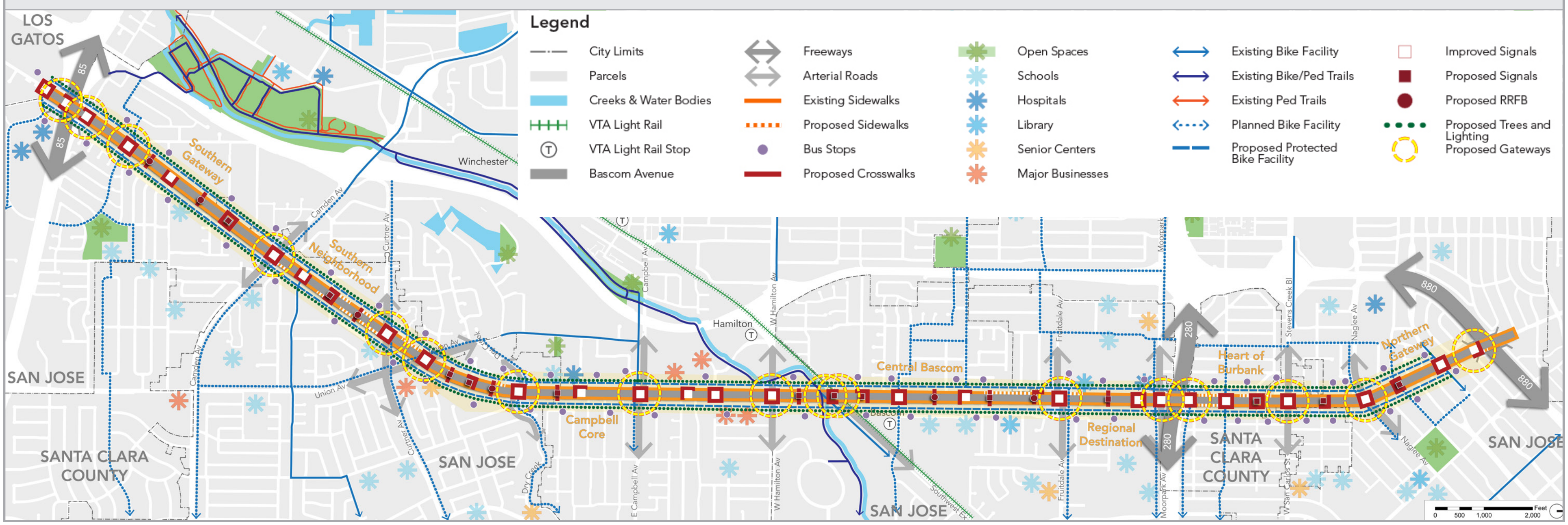


OVERARCHING FRAMEWORK
H. ART AND GATEWAYS

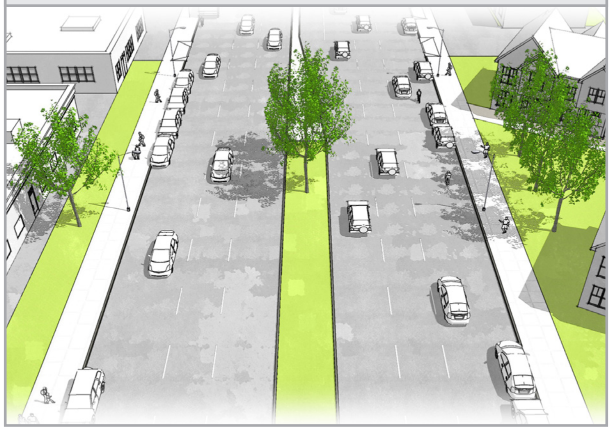
The Overarching Framework calls for the incorporation of public art, major gateway features, and signage throughout the Corridor. These elements help provide wayfinding for people using the Corridor and also allow each city or neighborhood to celebrate their history and the features that make them unique.

17 Incorporate Art, Gateway Features, and Historical Signage

FIGURE 3.8: OVERARCHING FRAMEWORK: ART AND GATEWAYS



EXISTING CONDITION



OVERARCHING DESIGN FRAMEWORK

I. PHASED APPROACH

Each jurisdiction has the ability to implement the future streetscape design for Bascom Avenue either through short or long term improvements. Since there are three different jurisdictions implementing changes along the corridor (City of San José, City of Campbell, and Santa Clara County), there needs to some level of flexibility on how and when improvements are made. Chapter 6 outlines the overall implementation strategy for Bascom Avenue in detail. However, the main approach is to allow jurisdictions to implement improvements in two potential phases:

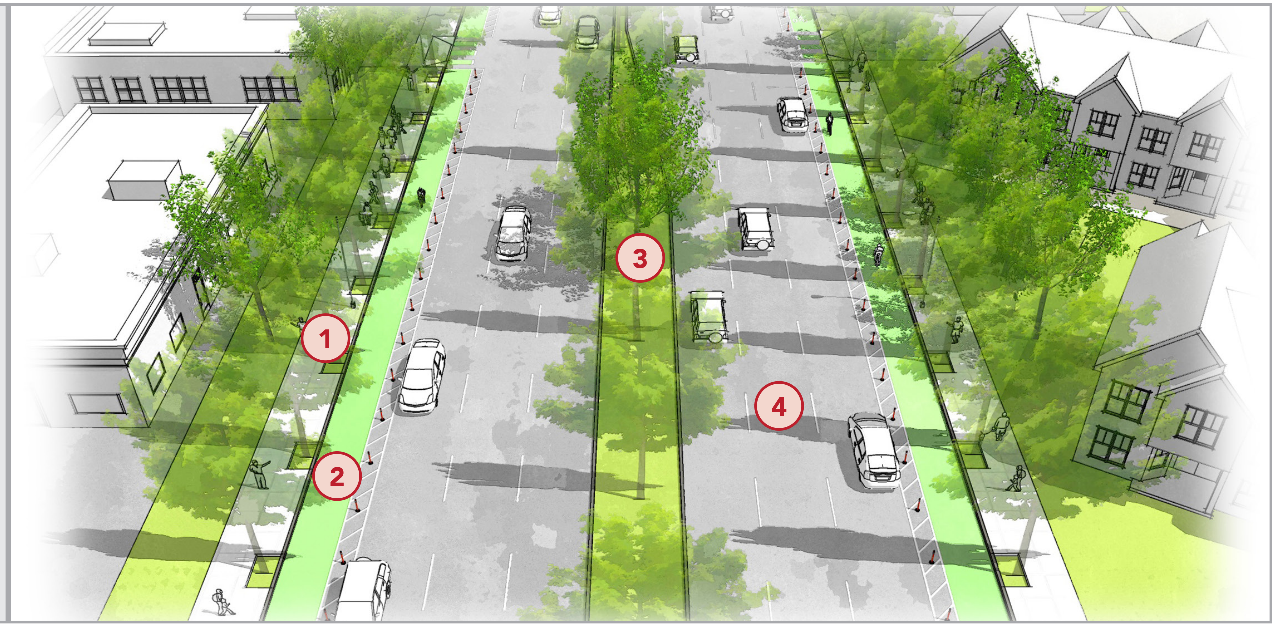
» **SHORT-TERM IMPROVEMENTS:** These include the core design elements and features the community desires to be integrated into each segment of the Corridor. In most instances, these improvements can be made without making changes to the existing curbs. This allows agencies to more quickly implement these changes and at a lower cost.

» **LONG-TERM IMPROVEMENTS:** These changes represent the ultimate future community desired end state for the Corridor. While likely requiring more cost and time to implement, these changes fully meet all of goals included in the Vision Elements and the Specific Design Elements.

Figure 3.7 (see pages 74-75) provides a summary of how all elements of the Overarching Design Framework will work together to create a common design and improvements vision for Bascom Avenue. This framework is critical for ensuring improvements made by individual jurisdictions at different times will be fully-integrated.

SHORT-TERM IMPROVEMENTS

1. Continuous Tree Lined Sidewalks
2. Enhanced Bicycle Facilities with Buffered Bicycle Lanes (Class IV)
3. New Tree Lined Medians
4. Existing Travel Lanes Maintained



LONG-TERM IMPROVEMENTS

1. Continuous Tree Lined Sidewalks
2. Enhanced Bicycle Facilities with Protected Bicycle Lanes (Class IV)
3. Wider Medians with Trees
4. Reduced Travel Lanes When Future Analysis Warrants
5. Flexible Parking Lanes

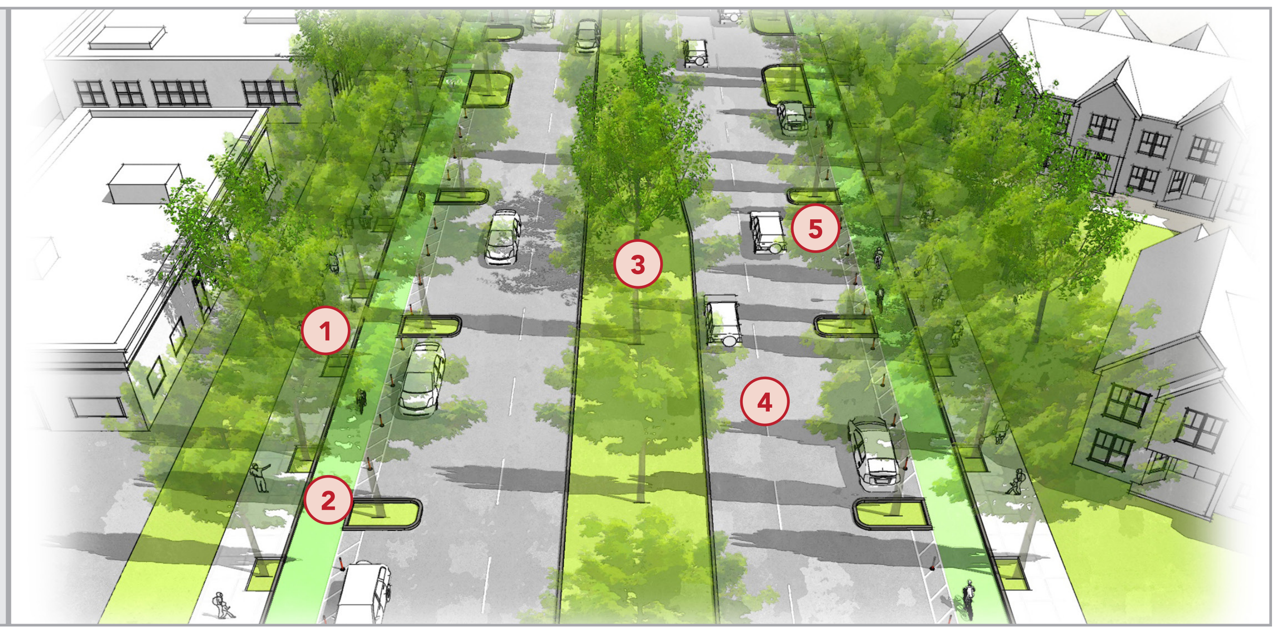
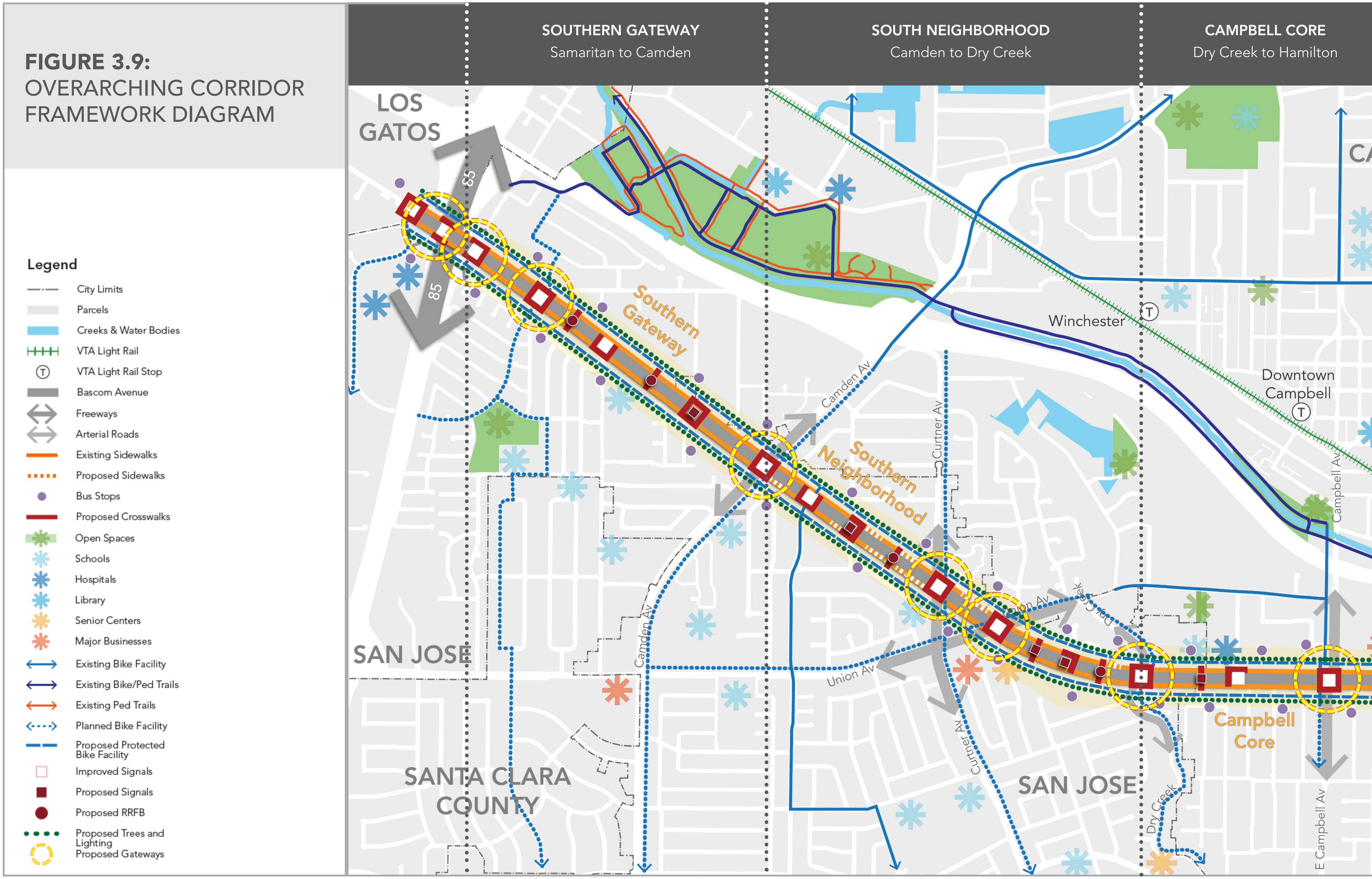
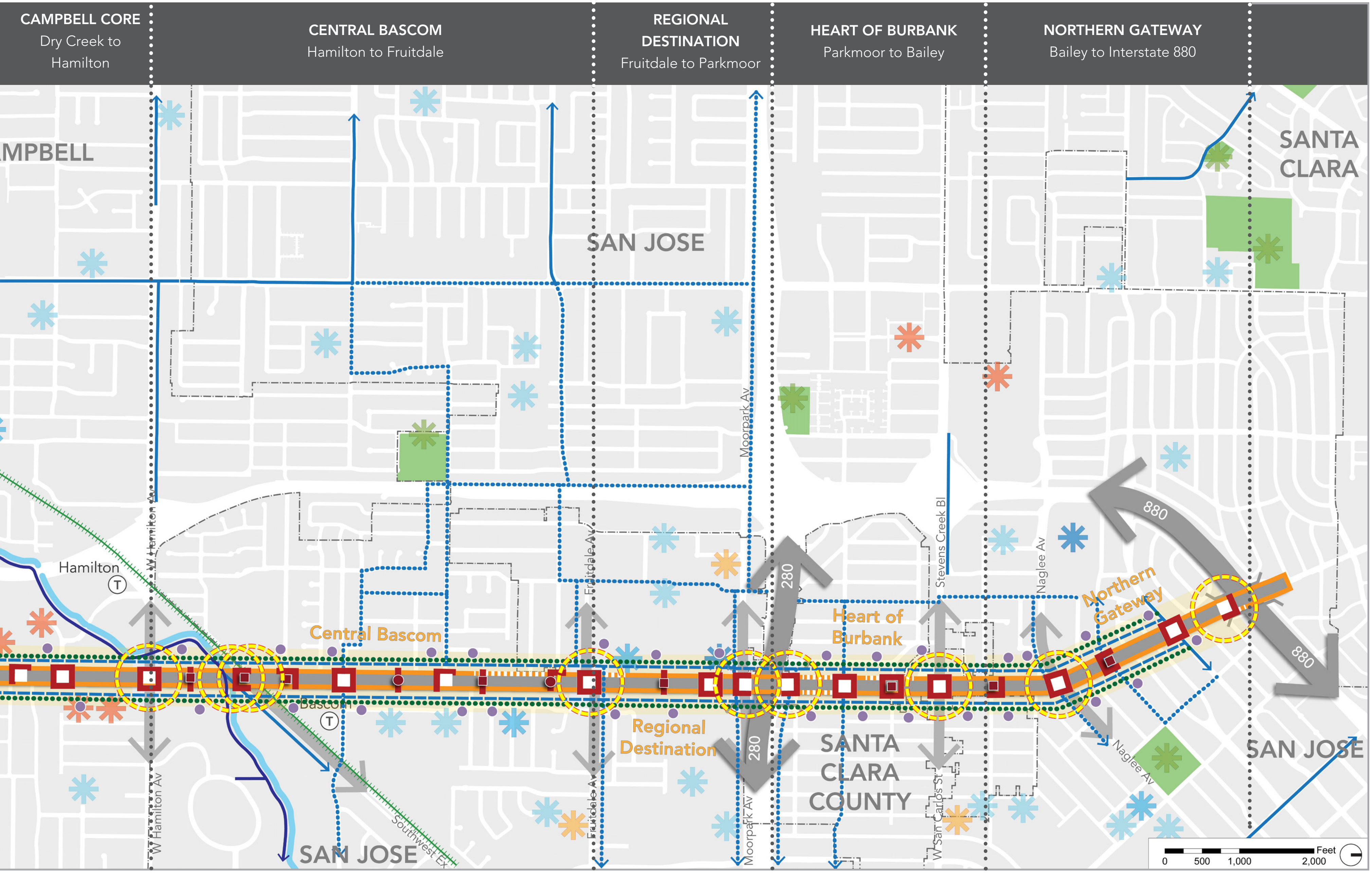


FIGURE 3.9:
OVERARCHING CORRIDOR FRAMEWORK DIAGRAM




CAMPBELL CORE
Dry Creek to Hamilton
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Hamilton to Fruitdale
REGIONAL DESTINATION
Fruitdale to Parkmoor
HEART OF BURBANK
Parkmoor to Bailey
NORTHERN GATEWAY
Bailey to Interstate 880
MPBELL
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SANTA CLARA
Hamilton
Central Bascom
Regional Destination
Heart of Burbank
Northern Gateway
SANTA CLARA COUNTY
SAN JOSE
SAN JOSE
W Hamilton Av
Fruitdale Av
Moorpark Av
Stevens Creek Bl
Naglee Av
W San Carlos St
Southwest Ex
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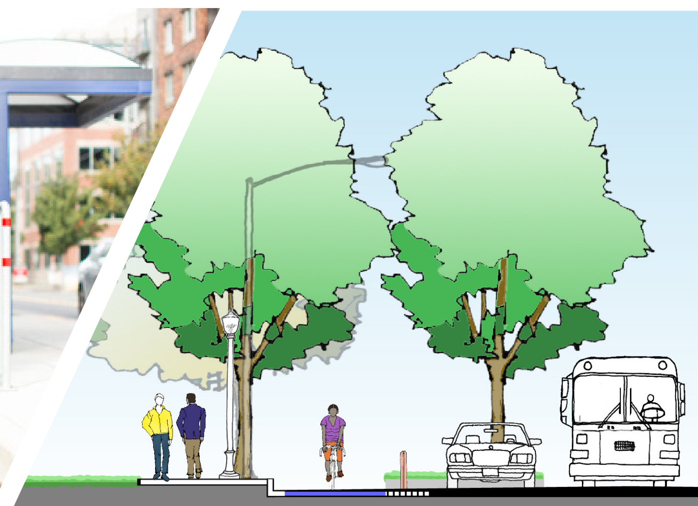
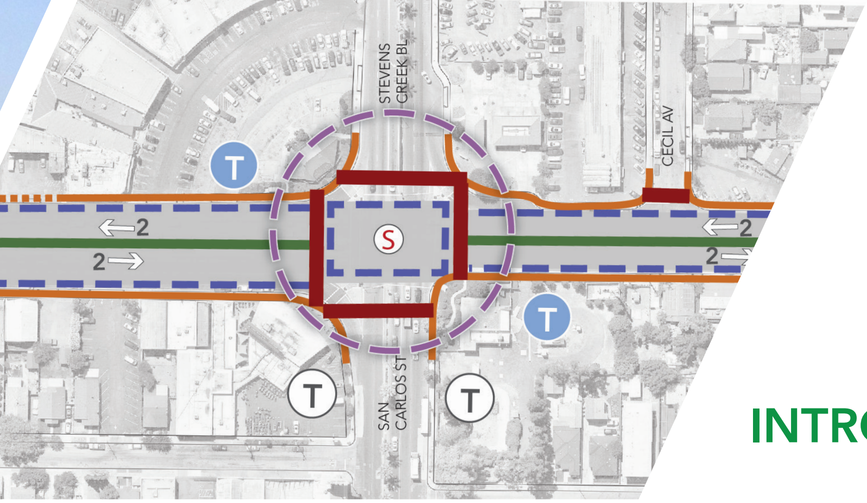
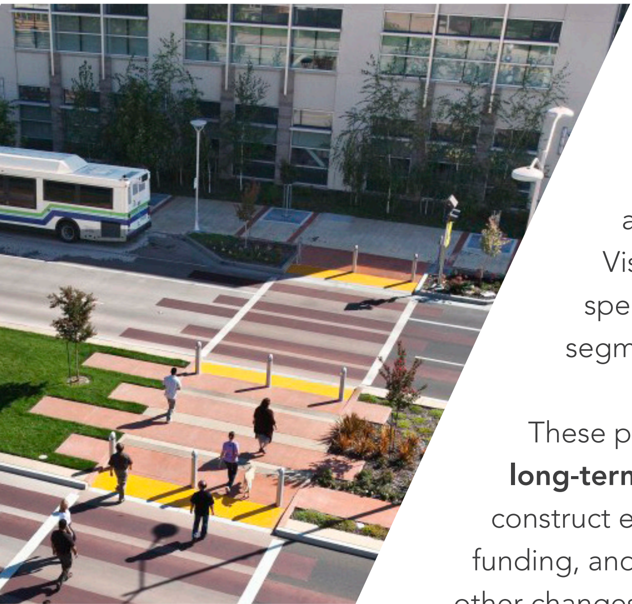
CHAPTER 4
CORRIDOR DESIGN CONCEPTS



BASCOM AVENUE
COMPLETE STREETS STUDY





INTRODUCTION

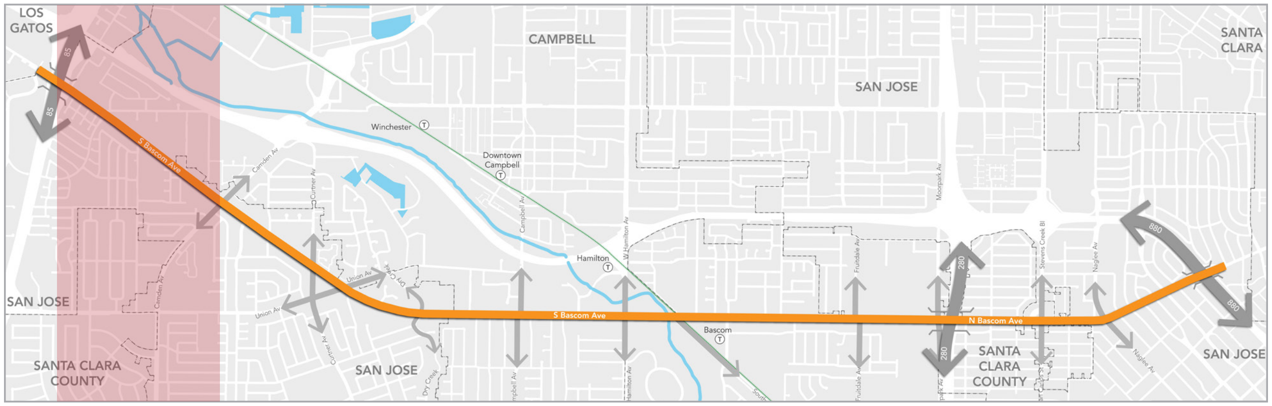
The Bascom Corridor is poised for significant improvements to make the roadway feel safer and more beautiful, functional, and efficient for the local community and the broader region, regardless of mode of travel. The coordination, timing, and implementation of these improvements will be critical to ensure changes are made efficiently and address core community needs. Building from the Community Vision and Design Framework, the following chapter identifies specific improvements envisioned for each of the seven Corridor segments.

These physical improvements are organized into **short-term** and **long-term** alternatives. VTA and the Partner Agencies may choose to construct either alternative based on the community need, available funding, and timing for how these improvements will interact with other changes (such as improvements to intersecting streets, new major development projects, etc.). See Chapter 5 for detailed design basis recommendations and Chapter 6 for specific cost estimates and funding strategies.

The following pages outline all of the key physical changes envisioned for the Bascom Corridor, organized by individual segment (going from the south to the north) and whether they are a short- or long-term improvement.

IN THIS CHAPTER

SOUTHERN GATEWAY Samaritan to Camden



Existing View of the Southern Gateway Segment

SOUTHERN GATEWAY

EXISTING STREET LAYOUT

The Southern Gateway corridor segment is the gateway to the City of San José. It is a predominately residential area supported by a range of small businesses. The streetscape consists of a 118 foot right-of-way with three 11-to-14 foot-wide travel lanes in each direction, a 15 foot-wide center turn lane, limited on-street parking, and no bike lanes. Sidewalks range from nine to 10 feet wide on the west side and seven to eight feet wide on the east side.

PROPOSED DESIGN CONCEPT

The roadway is re-purposed to provide 10 foot-wide travel lanes for standard vehicles and 11 foot-wide lanes that can accommodate buses. These lane reductions create space for new protected bike lanes on both sides of the street, along with new planned bike facilities on Shelley, White Oaks, and Camden Avenues that further improve connectivity with adjacent neighborhoods. All transit stops are improved with bus shelters and other supportive amenities, including seating, signage, and real-time travel updates. Existing signal times are also improved to synchronize with vehicle traffic, and a new signal is added on Shelley Avenue.

Limited parking is retained on one side of the street to ensure that local businesses are not adversely impacted as corridor improvements occur. On-street parking is reintroduced on both sides of the street in the long-term should traffic analysis warrant further changes to roadway conditions.

Sidewalks greater than nine feet in width are landscaped with a continuous row of new street trees, canopying the corridor to both improve its aesthetic quality and enhance comfort for users. All existing crosswalks are improved with enhanced striping and directional ramps for ADA accessibility, which augment safety for crossing pedestrians of all ages and abilities. Based on community input, new crossing facilities are also introduced at various locations throughout the segment; intersection crosswalks are added at Shelley and Woodard Avenues, while mid-block crossings are introduced near major destinations such as the Children's Recovery Center and Casa de la Rosa Apartments. The Woodard Avenue intersection is further improved by increasing the pedestrian refuge area and reducing the crosswalk length.

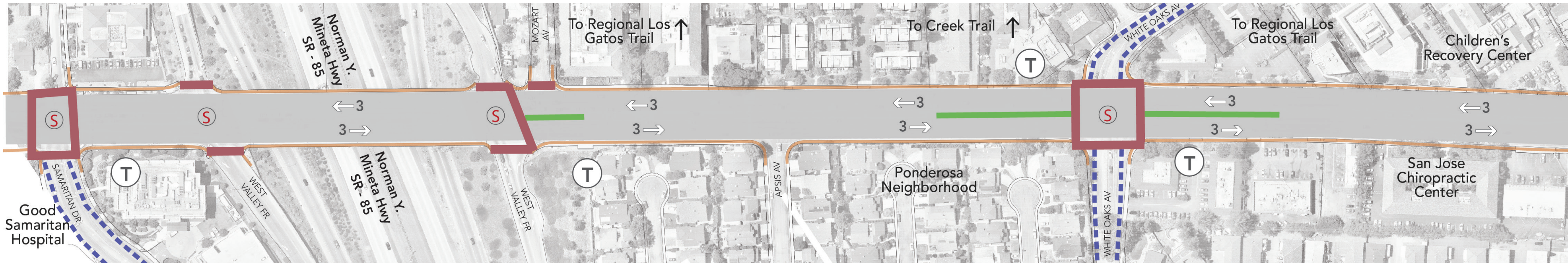
These new facilities are supported by RRFB (except at Shelley Avenue) and improved pedestrian refuges, which augment safety by reducing crossing distances and calming traffic. New crosswalks at Mt. Davidson Drive may be added should future traffic analysis support further improvements.

Gateway signage is introduced at the West Valley freeway ramps to celebrate arrival to and departure from San José. In addition, gateways at both White Oaks and Camden Avenues establish a distinctive character for this segment and enhance the arrival experience.

Protected Bicycle Lane

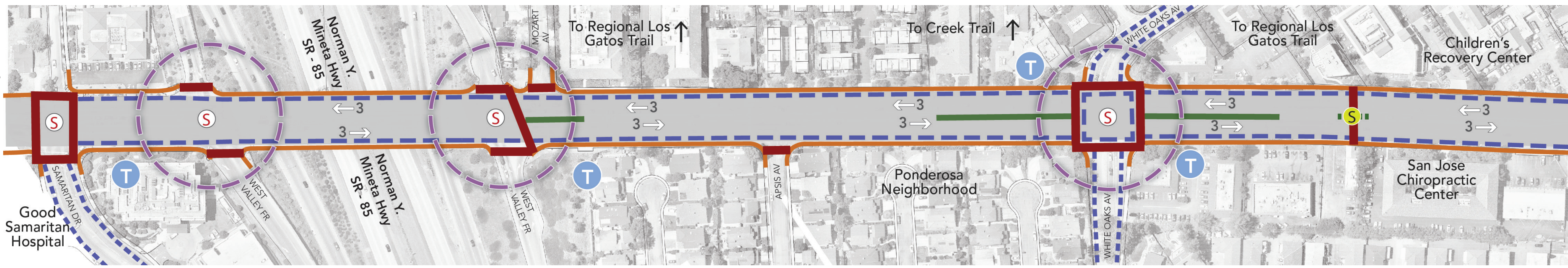
Gateway Signage

EXISTING ROADWAY CONDITIONS

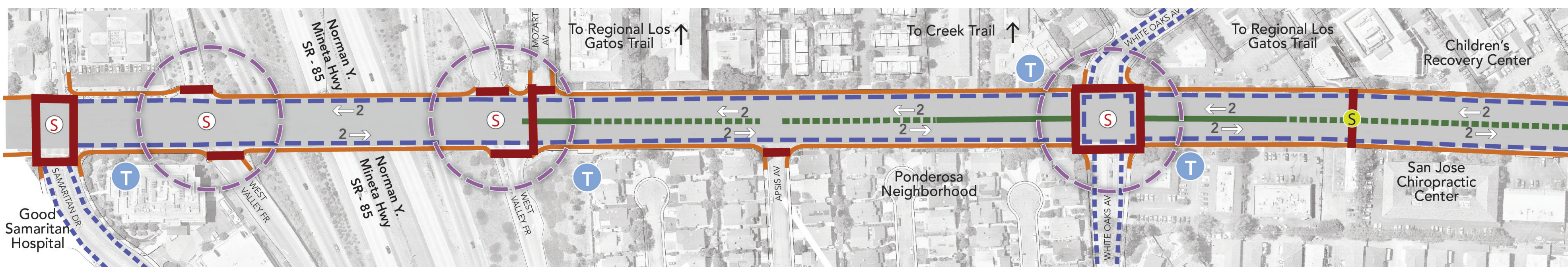


SHORT-TERM IMPROVEMENTS

Southern Gateway



LONG-TERM IMPROVEMENTS



Legend

- Existing Sidewalk
- Improved Sidewalk
- Proposed Sidewalk
- Existing Crosswalk
- Improved Crosswalk
- Existing Transit Stop
- Improved Transit Stop
- Proposed Transit Stop
- Bascom Light Rail Station
- Existing Bike Lane
- Planned Bike Lane
- Proposed Protected Bike Lane
- Proposed Bike Crossing
- Existing Signal
- Improved Signal
- Proposed Signal
- Proposed PHBs
- Number of Travel Lanes
- Proposed Gateway Feature
- Existing Median
- Improved Median
- Proposed Median

Southern Gateway
South Neighborhood (Pg 90)

Protected Bicycle Lane with Parking

Tree-Lined Median

Protected Bicycle Lane with Planters

Short-Term Improvements

All three travel lanes, including the center turn lane, are retained but re-purposed in terms of width. New eight-to-nine foot-wide protected bicycle lanes are added on either side of the roadway, shielded from high-speed traffic by bollards, a car buffer zone, and retained on-street parking on the east side of the street.

Sidewalks on the west side are landscaped with new street trees, and all existing crosswalks are improved with enhanced striping and directional ramps. A green-striped mixing zone is implemented at transit stops to alert drivers of the presence of bicyclists, helping to reduce the potential for conflict between travel modes.

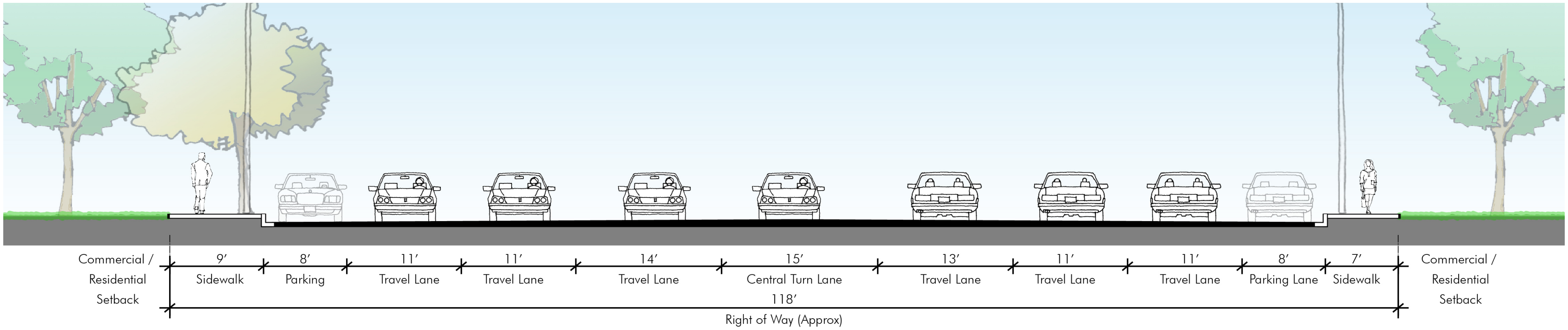
Long-Term Improvements

To serve existing and future businesses in the area, one travel lane in each direction is re-purposed as on-street parking, with planter bulbouts demarcating each space and helping to create a double row of street trees. The center turn lane is also converted into a landscaped median with left turn lanes at key destinations and intersections.

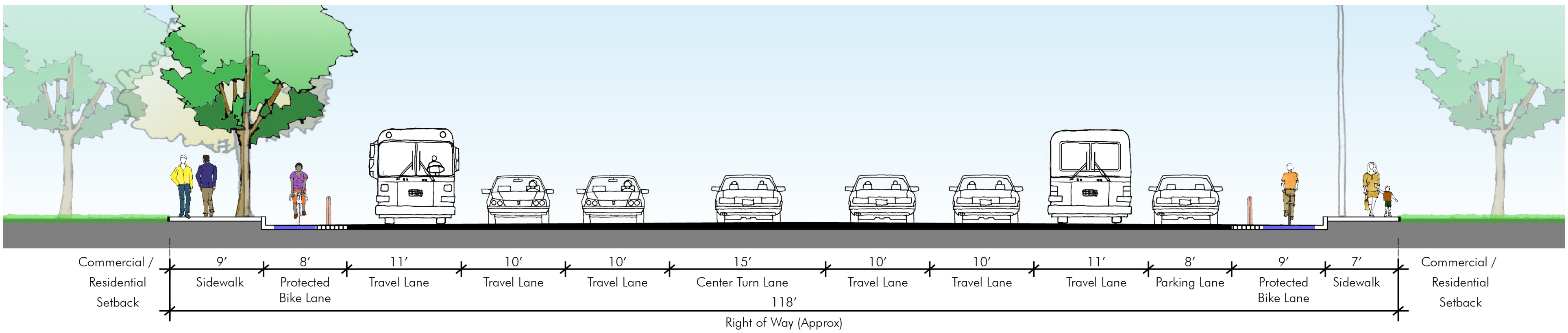
Sidewalks on the east side are widened to 10 feet, landscaped with street trees, and lined with pedestrian-oriented lights to improve safety. Curb bulbouts are introduced at all intersections to reduce vehicle turning speeds, beautify the streetscape, and improve storm water management via new planters that help improve water quality. These bulbouts also improve pedestrian safety by reducing crossing distances at all intersections.

Transit stops are also provided with new bus bulbouts and transit shelter for safe and comfortable passenger loading and unloading. Protected bicycle lanes are widened to 10-to-11 feet wide on either side of the street and will travel to the right of bus stops to avoid conflicts between cyclists and transit passengers.

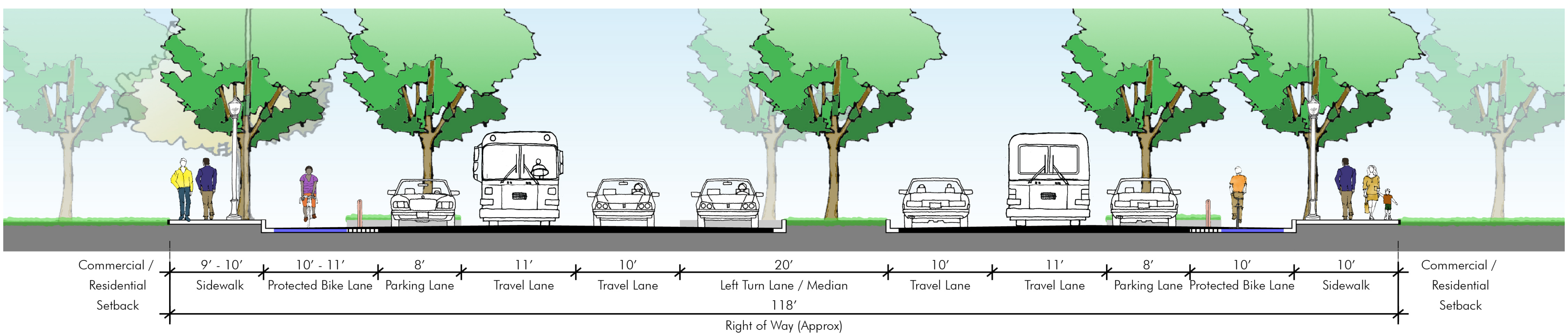
EXISTING STREET SECTION



PROPOSED STREET SECTION: SHORT-TERM



PROPOSED STREET SECTION: LONG-TERM

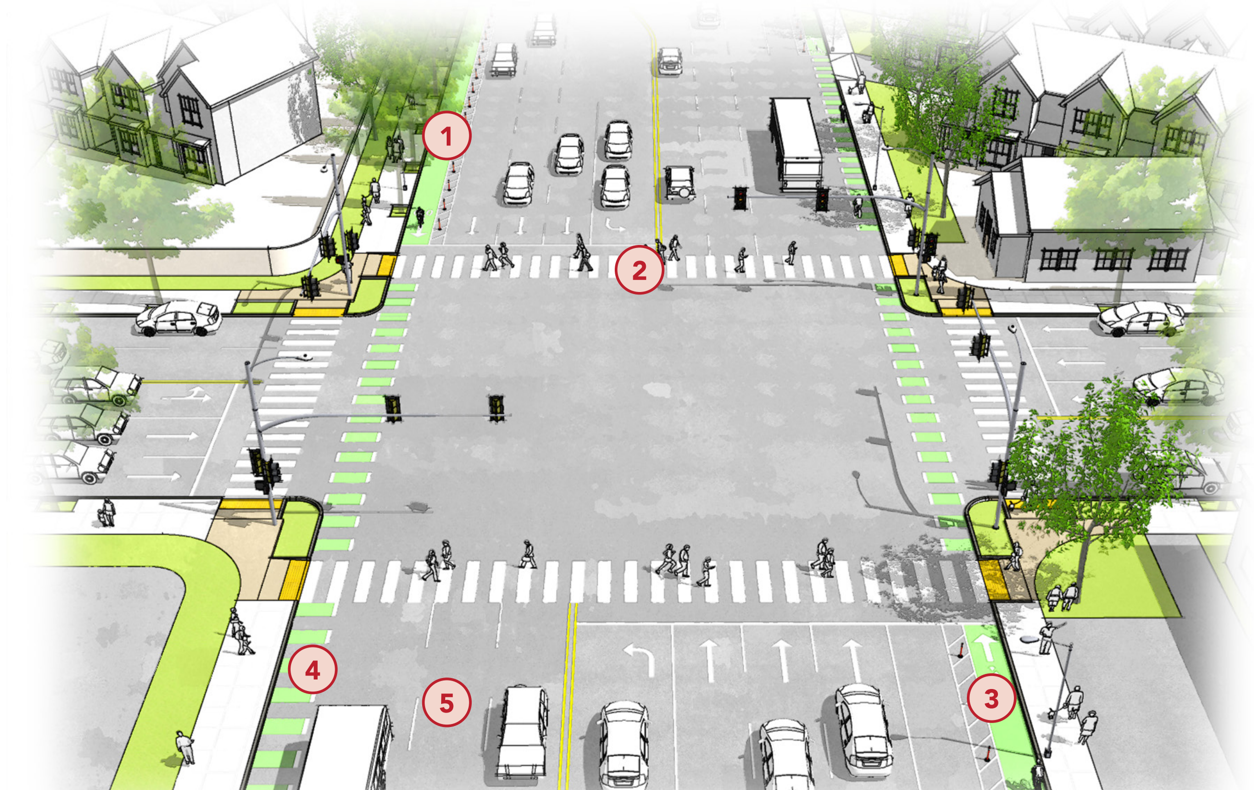


Existing Intersection

INTERSECTIONS

SHORT-TERM IMPROVEMENTS

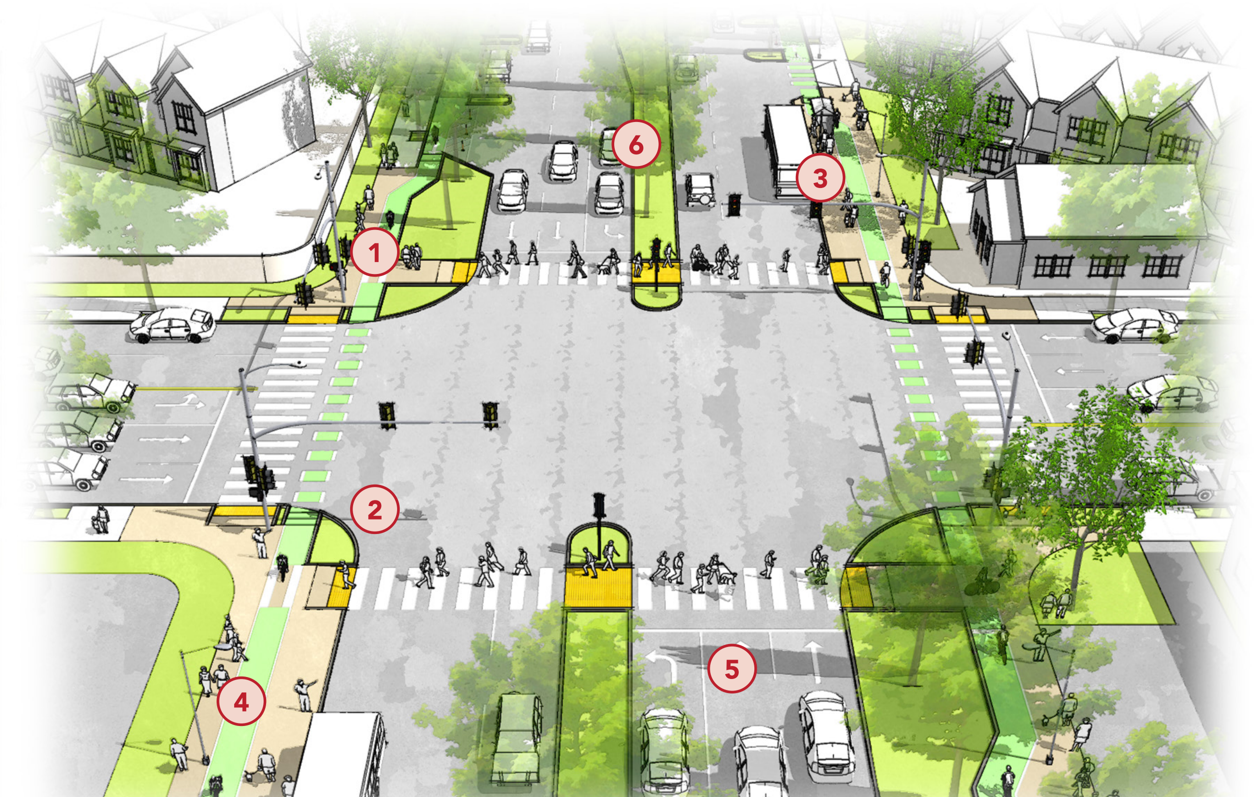
1. Safe, continuous tree-lined sidewalks on the west side
2. Enhanced existing crosswalks with new crosswalks added at Shelley, Woodard
3. Enhanced bicycle facilities with Class IV protected bicycle lanes
4. Transit stops striped with green mixing zone
5. Maintained existing travel lanes and turn lanes, and improved signal timing



Short-Term Intersection Improvements

Crosswalk with Enhanced Striping

Protected Bicycle Lane



Long-Term Intersection Improvements

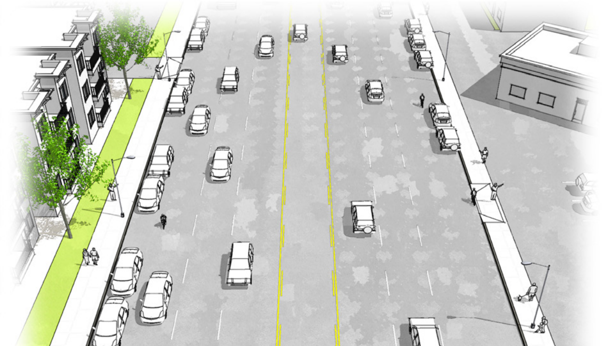
Protected Bicycle Lane Behind Bus Stop

INTERSECTIONS
LONG-TERM IMPROVEMENTS

1. Widened sidewalks with bulbouts at intersections, mid-block crossings
2. Shortened crosswalk distances at all intersections
3. Bicycle lanes jog behind bus bulbouts
4. Improved transit facilities with bus bulbouts on far sides of intersections.
5. Two travel lanes in each direction (when analysis warrants)
6. Tree-lined medians in place of center turn lanes
7. Gateway and trail signage at West Valley Fr., White Oaks Ave., and Camden Ave.

Expanded Curb Bulbouts

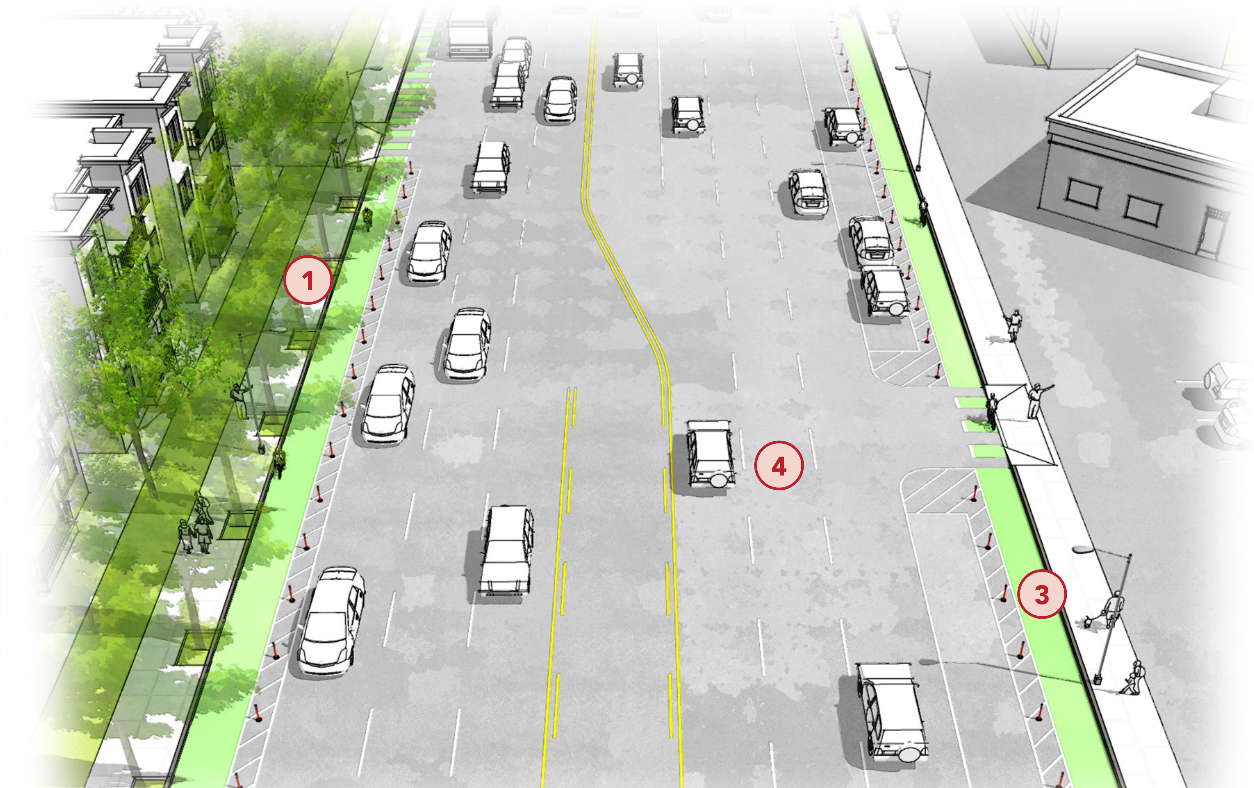
7 Gateway Signage



Existing Mid-Block

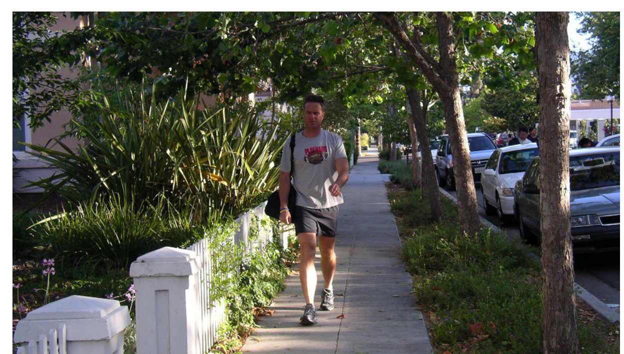
MID-BLOCK
SHORT-TERM IMPROVEMENTS

1. Safe, continuous tree-lined sidewalks on the west side
2. New mid-block crossings between White Oaks-Woodard and Woodard-Shelley
3. Enhanced bicycle facilities with Class IV protected bicycle lanes
4. Maintained existing travel lanes and turn lanes

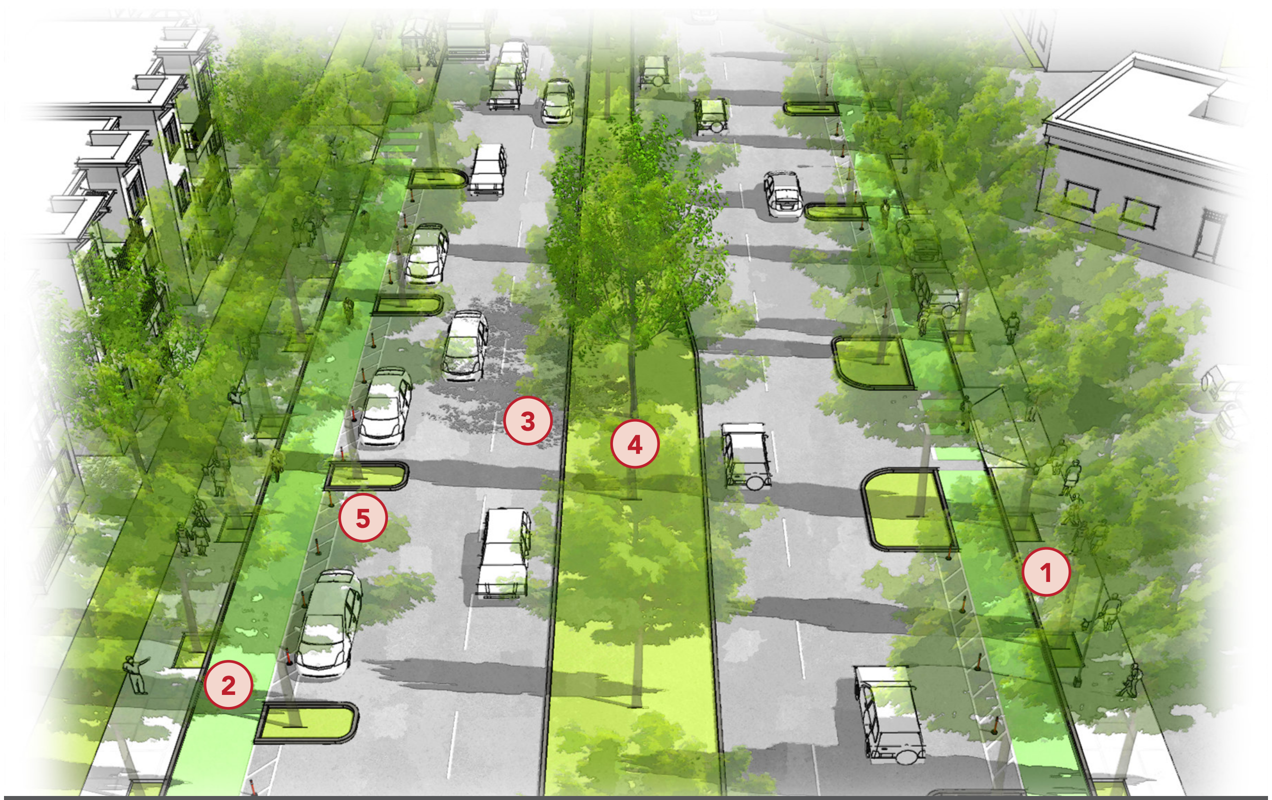


Short-Term Mid-Block Improvements

Mid-Block Crossing with a Pedestrian Refuge



Continuous Sidewalks



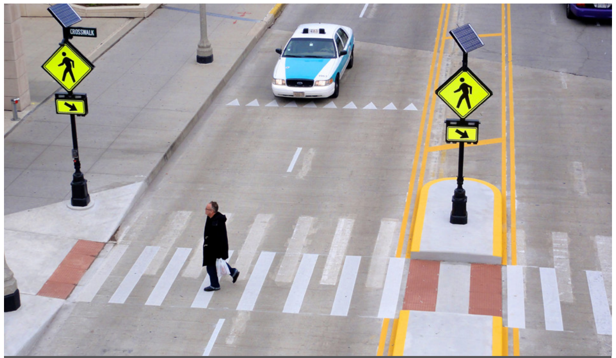
Long-Term Mid-Block Improvements


Planter Bulbouts in Parking

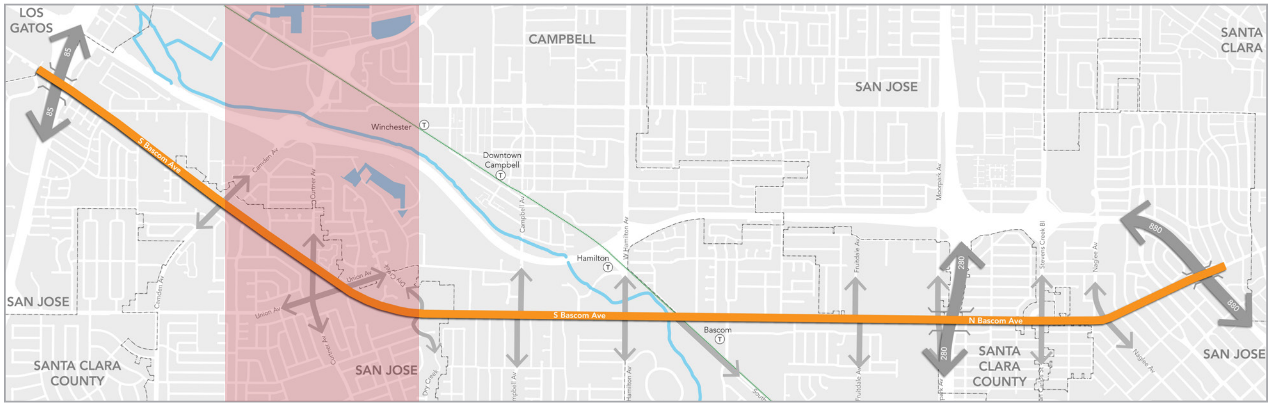
MID-BLOCK
LONG-TERM IMPROVEMENTS

1. Widened tree-lined sidewalks on the east side with expanded curb bulbouts at intersections and mid-block crossings
2. Widened Class IV bicycle facilities protected from on-street parking
3. Two travel lanes in each direction (when traffic analysis warrants)
4. New tree-lined medians in place of center turn lanes
5. Parking lanes on both side with landscaped stormwater planters


Median with Enhanced Landscaping and Street Trees


Mid-Block Crosswalks

SOUTH NEIGHBORHOOD Camden to Dry Creek



Existing View of the South Neighborhood Segment

SOUTH NEIGHBORHOOD

EXISTING STREET LAYOUT

The South Neighborhood corridor segment is a primarily a residential mixed-use area with retail and other commercial uses fronting Bascom Avenue. It has a 120-122-foot right-of-way with three travel lanes running in each direction, a median with a left-turn lane, limited on-street parking, and no bicycle lanes. Sidewalks widths range from nine to 10 feet with intermittent gaps along the corridor.

PROPOSED DESIGN CONCEPT

The roadway is re-purposed to provide 10-to-11 foot-wide travel lanes for standard vehicles and 11-foot wide lanes that can accommodate buses. This reconfiguration allows for the creation of new protected bicycle lanes on either side of the street, connecting with other planned facilities on Dry Creek Road, Camden Avenue, Curtner Avenue, and Union Avenue. All transit stops are improved with bus shelters and other supportive amenities, including seating, signage, and real-time travel updates.

Existing signal times are also improved to synchronize with vehicle traffic, and new traffic signals are added at Shamrock Drive, El Parador Apartments, and Bascom House Apartments. New RRFB are also installed at Residence Inn and Shadow Creek Apartments.

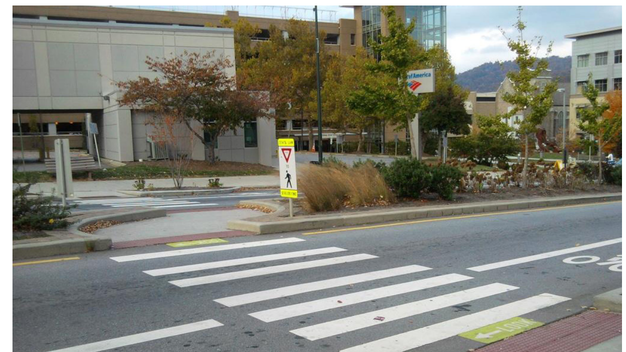
Parking lanes are provided on either side of the street in the long-term should traffic analysis warrant further improvements.

Gaps in the existing sidewalk network are filled in at the southwest corner of Union Avenue, southwest corner of Dry Creek Road, southeast corner of Jewell Drive, southwest corner of Curtner Avenue, and most of the east side block between that runs from Jewell to Curtner. These continuous sidewalks are landscaped with a new row of street trees to further improve the pedestrian experience.

All existing crosswalks are improved with enhanced striping and directional ramps for ADA accessibility, improving safety for crossing pedestrians of all ages and abilities. Based on community input, new crossing facilities are also introduced at various locations throughout the segment; intersection crosswalks are added at Foxworthy Avenue and Dry Creek Road, while mid-block crossings are introduced near major destinations such as El Parador Apartments and Bascom House Apartments. Crosswalks are improved at intersections of Curtner Avenue, Union Avenue and Dry Creek Road by reducing the width of the slip lane and turning radius and overall reducing the length of the crosswalks. These new facilities are supported by signals that enhance pedestrian and bicycle connectivity. A new crosswalk at Shamrock Drive may be added should future traffic analysis support further improvements.

Gateway signage is introduced at Camden, Curtner, and Union Avenues and Dry Creek Road to mark arrival to the area and celebrate each neighborhood’s distinctive character.

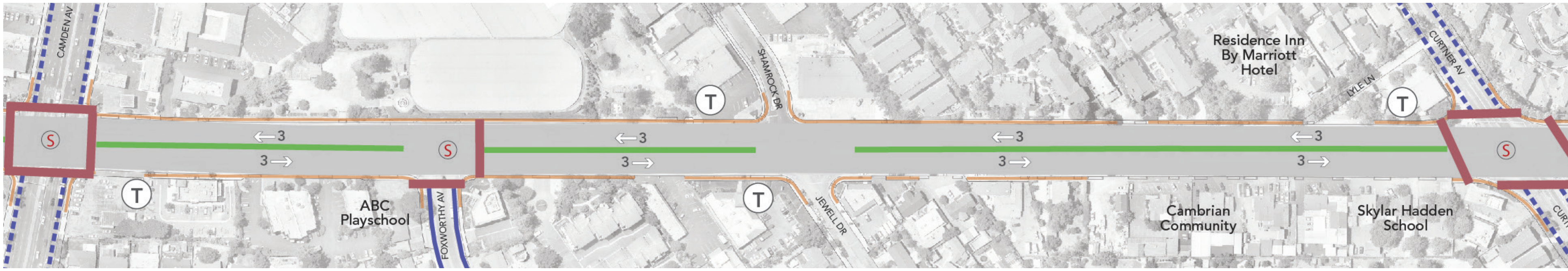
Protected Bicycle Lane at Intersections



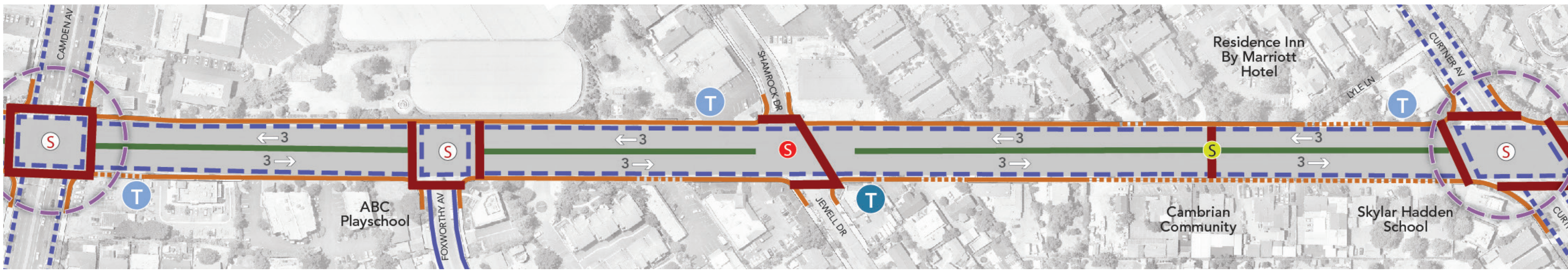
Mid-Block Crossing with a Pedestrian Refuge

Southern Gateway (Pg 80)
Southern Neighborhood

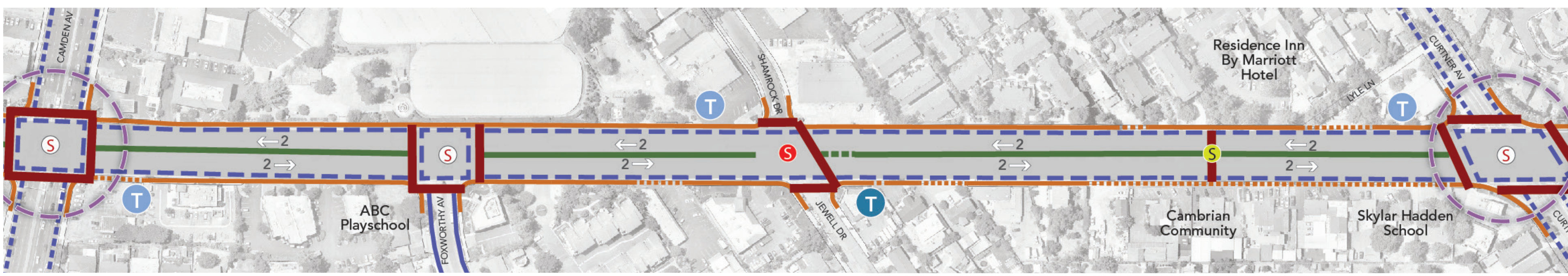
EXISTING ROADWAY CONDITIONS



SHORT-TERM IMPROVEMENTS



LONG-TERM IMPROVEMENTS



Legend

- Existing Sidewalk
- Improved Sidewalk
- Proposed Sidewalk
- Existing Crosswalk
- Improved Crosswalk
- Existing Transit Stop
- Improved Transit Stop
- Proposed Transit Stop
- Bascom Light Rail Station
- Existing Bike Lane
- Planned Bike Lane
- Proposed Protected Bike Lane
- Proposed Bike Crossing
- Existing Signal
- Improved Signal
- Proposed Signal
- Proposed PHBs
- Number of Travel Lanes
- Proposed Gateway Feature
- Existing Median
- Improved Median
- Proposed Median

0 50 100 200ft

N

Vizcaya Neighborhood
VIZCAYA CIR
UNION AV
El Parador Apartments
Bonnet Neighborhood
SURREY PI
DRY CREEK RD
Lunardi's Market
South San Jose Neighborhood
ELDEN DR
Craig Gardens Senior Apartments
Bascom House Apartments
Shadow Creek Apartments
Southern Neighborhood
Campbell Core (Pg 100)
0 50 100 200ft
N

Improved Signal Timings

Widened Sidewalks With Street Trees

Curb Bulbout With Stormwater Planter

Short-Term Improvements

All three travel lanes, as well as the existing left-turn lanes, are retained but re-purposed in terms of width. The existing median is improved with enhanced landscaping and street trees. New 10 foot-wide protected bicycle lanes are added on either side of the roadway, supported by bollards that shield cyclists from adjacent vehicle traffic.

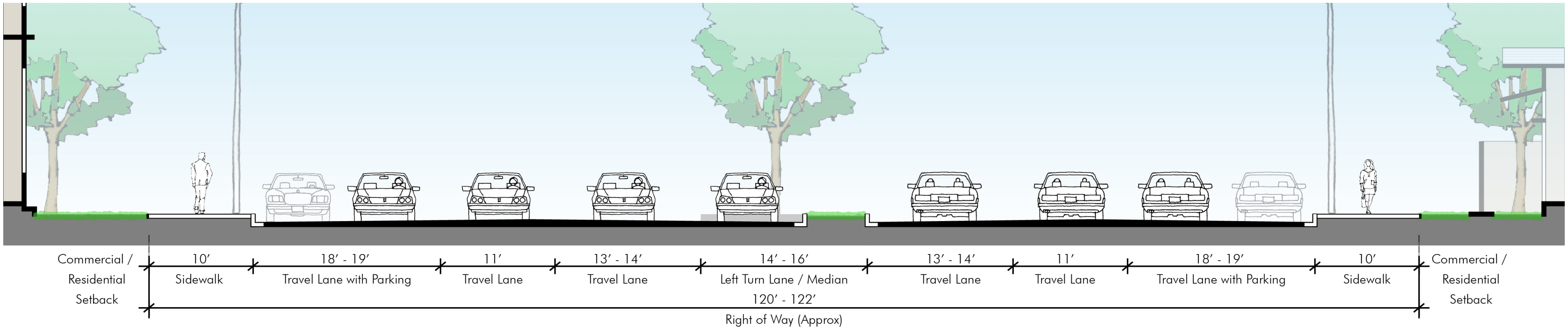
Sidewalks on both sides of the street are made continuous and landscaped with new street trees. All existing crosswalks are improved with enhanced striping. A green-striped mixing zone is implemented at transit stops to alert drivers of the presence of bicyclists, helping to reduce the potential for conflict between travel modes.

Long-Term Improvements

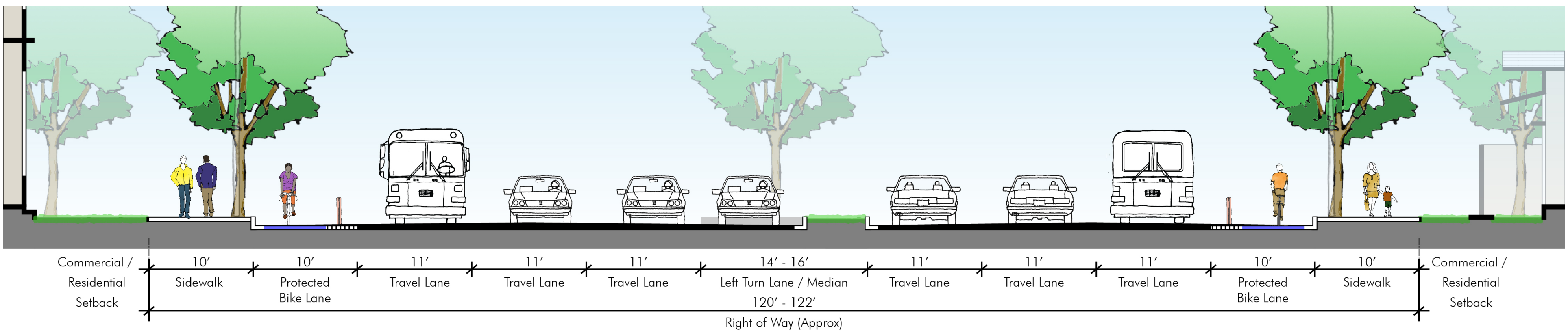
To serve existing and future residents and businesses, one travel lane in each direction is re-purposed as on-street parking. Planter bulbouts provided opportunities for landscaping that calm traffic and reduce heat gain. These parking spaces are located adjacent to the protected bicycle lanes, providing cyclists with additional protection from high-speed vehicle traffic. To avoid conflict with on-loading and offloading transit passengers, bicycle lanes travel to the right of bus stops away from the roadway. The landscaped median is expanded to 22-to-24 feet in width with left turn lanes provided at key destinations and intersections.

Sidewalks are lined with street lights to improve safety and widened with curb bulbouts that reduce vehicle turning speeds, beautify the streetscape, improve storm water management, and enhance directional crosswalks for better sight line experience with vehicles. These bulbouts also improve pedestrian safety by reducing crossing distances at all intersections. Approximately five to six rows of street trees are provided all along this corridor segment to respect the residential character of the surrounding neighborhoods.

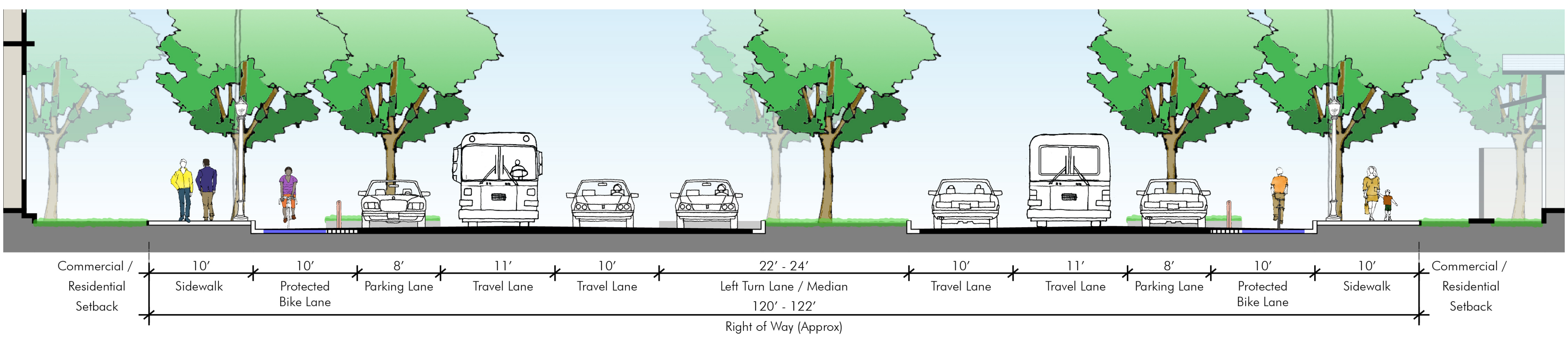
EXISTING STREET SECTION



PROPOSED STREET SECTION: SHORT-TERM



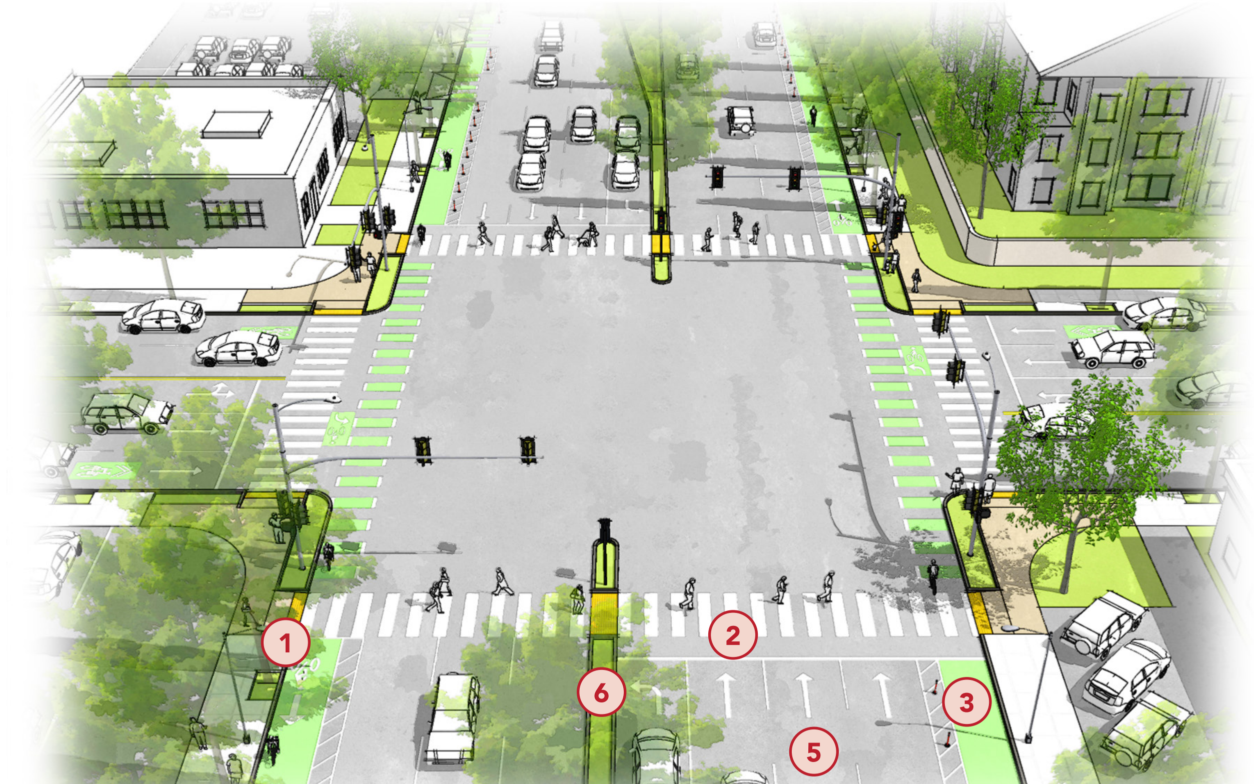
PROPOSED STREET SECTION: LONG-TERM



Existing Intersection

INTERSECTIONS
SHORT-TERM IMPROVEMENTS

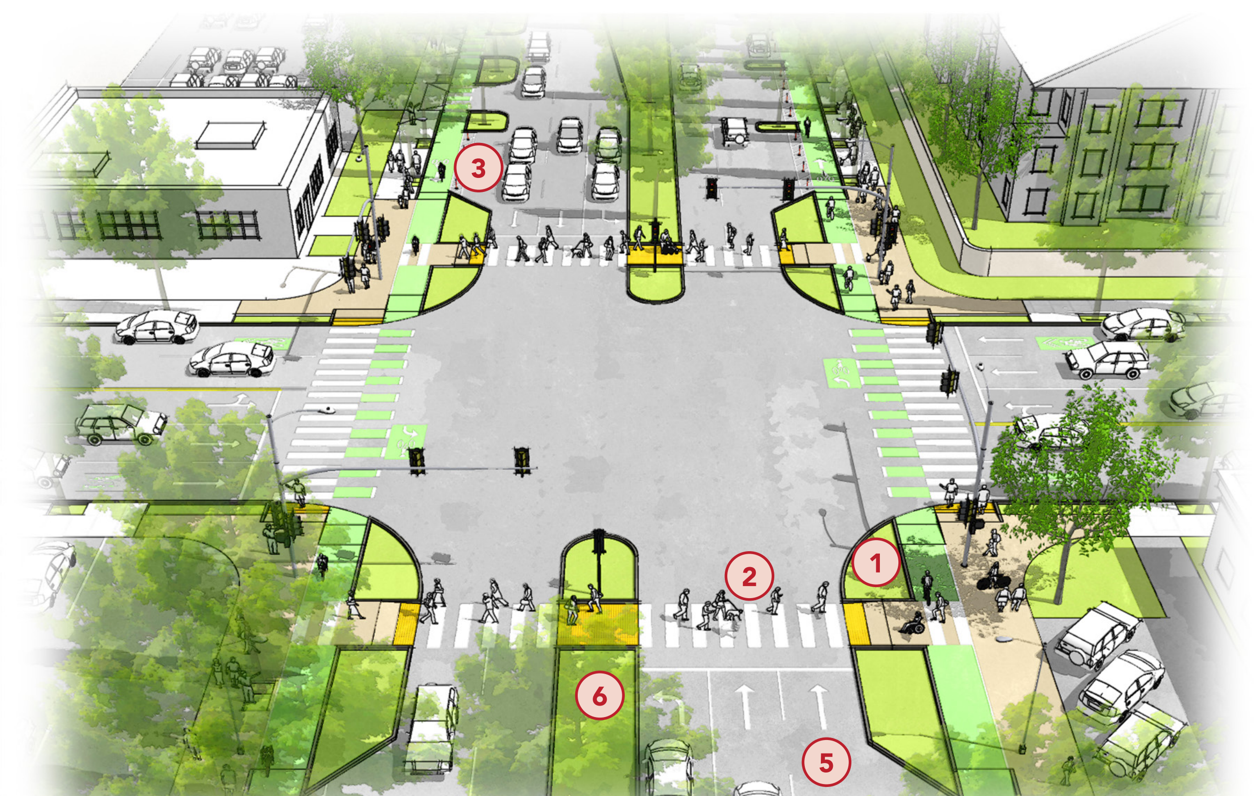
1. Safe, continuous tree-lined sidewalks
2. Enhanced crosswalks with new crosswalks at Foxworthy, Jewell, Shamrock, and Dry Creek
3. Enhanced bicycle facilities with Class IV protected bicycle lanes
4. Transit stops moved to far side
5. Maintained existing travel lanes and turn lanes, and improved signal timing
6. Enhanced existing median



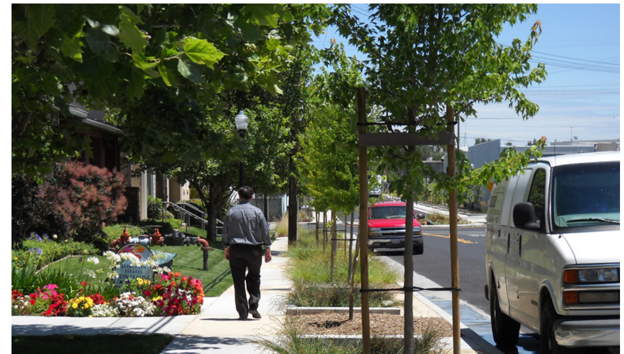
Short-Term Intersection Improvements

4 Protected Bike Lanes

Continuous Sidewalks with Trees



Long-Term Intersection Improvements



Widened Sidewalks

INTERSECTIONS

LONG-TERM IMPROVEMENTS

1. Widened sidewalks with bulbouts at intersections and mid-block crossings
2. Shortened crosswalk distances at all intersections
3. Bicycle lanes protected from parking
4. Improved transit facilities with bus bulbouts on far sides of intersections
5. Two travel lanes in each direction (when analysis warrants)
6. Expanded median
7. Gateway signage at Camden, Curtner, Union and Dry Creek

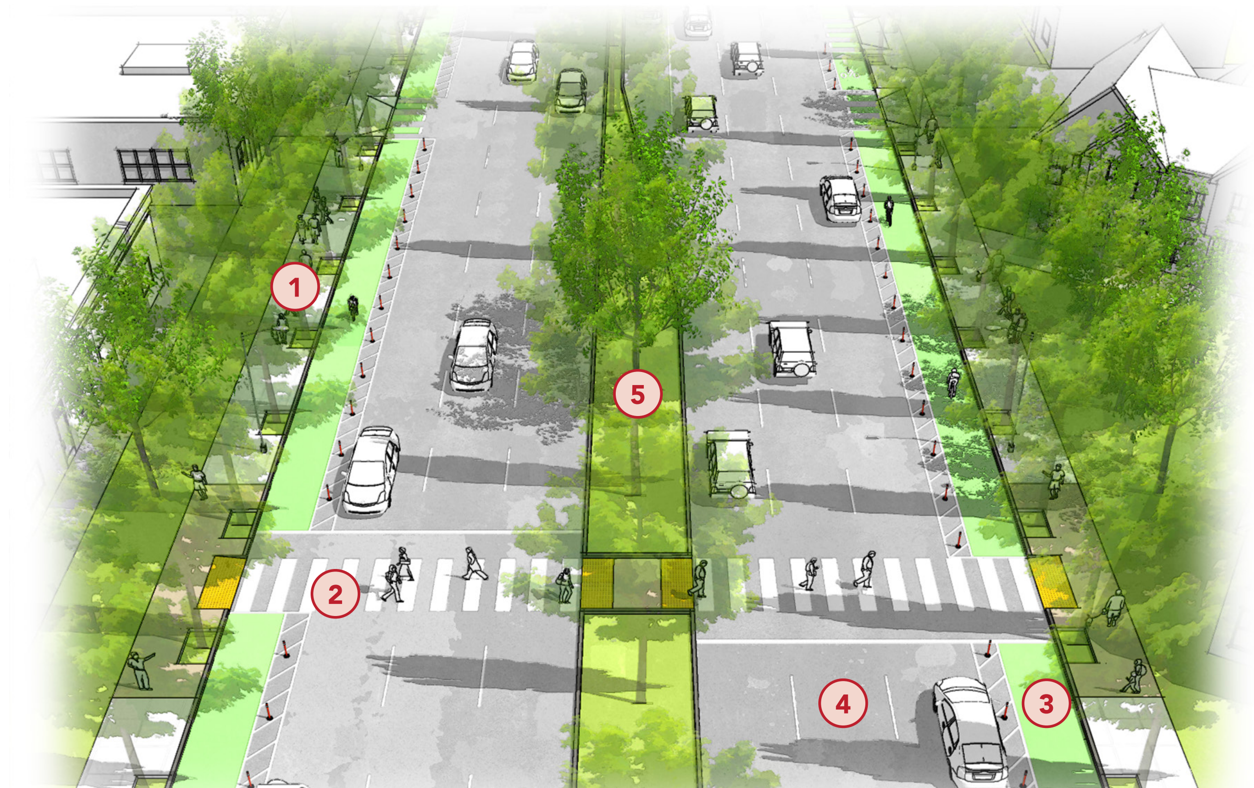
4 Improved Transit Stops

Enhanced Median

Existing Mid-Block

MID-BLOCK
SHORT-TERM IMPROVEMENTS

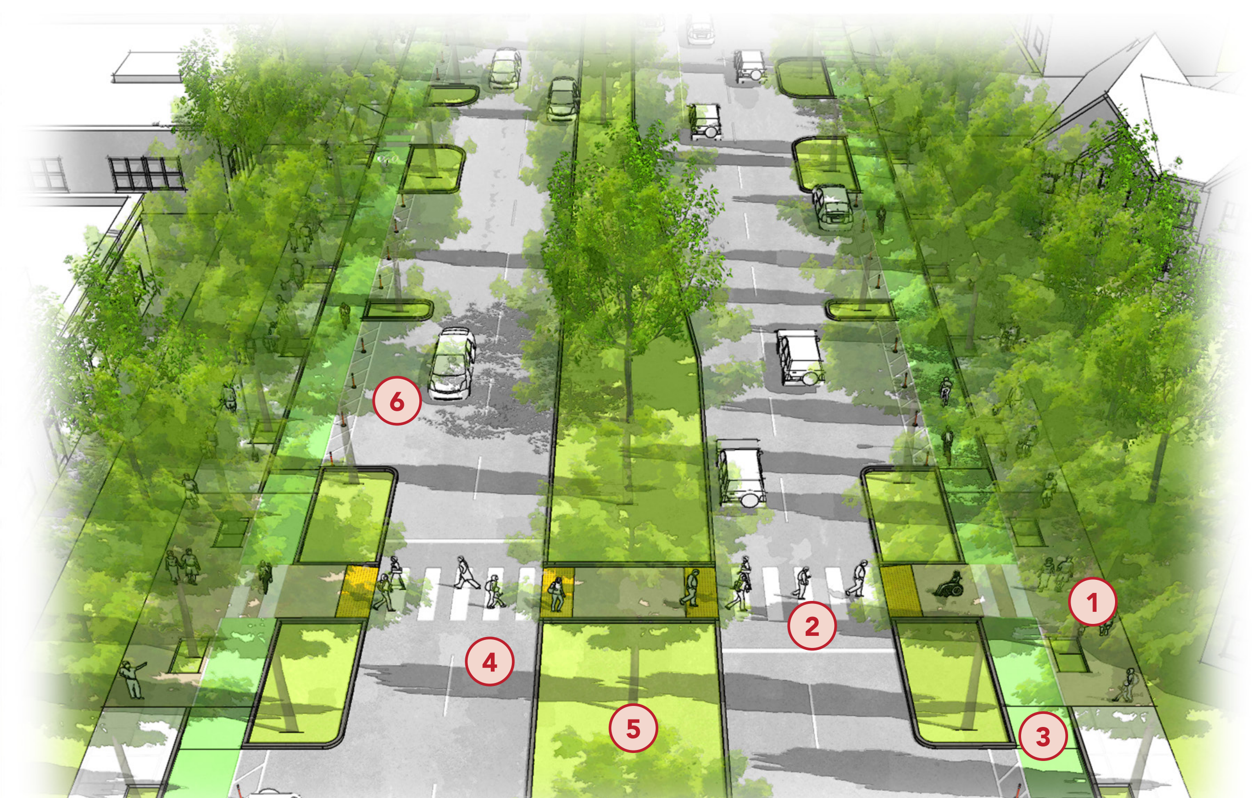
1. Safe, continuous tree-lined sidewalks
2. New mid-block crossings between Jewell-Curtner, Union-Surrey, and Surrey-Dry Creek
3. Enhanced bicycle facilities with Class IV protected bicycle lanes
4. Maintained existing travel lanes and turn lanes, and improved signal timing
5. Enhanced existing median



Short-Term Mid-Block Improvements

Protected Bicycle Lane with Bollards

2 Enhanced Mid-Block Crossing



Long-Term Mid-Block Improvements


Enhanced Mid-block Crosswalks

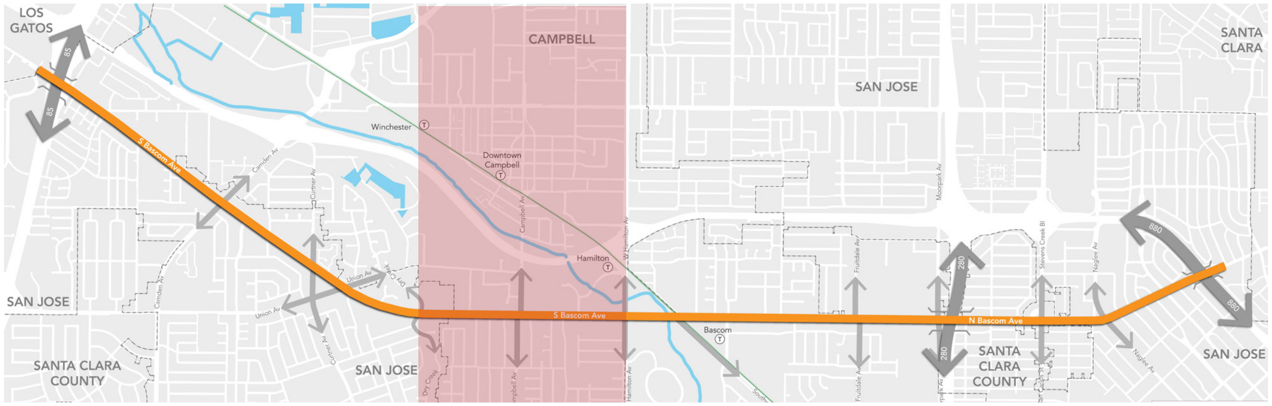
MID-BLOCK
LONG-TERM IMPROVEMENTS

1. Landscaped sidewalks with expanded curb bulbouts at intersections and mid-block crossings
2. Reduced crosswalk lengths at all mid-block crossings
3. Enhanced Class IV bicycle facilities protected from street parking
4. Two travel lanes in each direction (when analysis warrants)
5. Expanded and enhanced existing median
6. On-street parking with landscaped stormwater planters


Enhanced Median


Continuous Tree-Lined Sidewalk

CAMPBELL CORE Hamilton to Dry Creek



Existing View of the Campbell Core Segment

CAMPBELL CORE

EXISTING STREET LAYOUT

The Campbell Core segment is predominately a civic and commercial center supported by some institutional and residential uses. It has a 120-foot right-of-way with three, 11-13-foot travel lanes running in each direction, a median with a left turn lane, and five- to six-foot shoulders on both sides of the road. Sidewalks are nine to 10 feet wide and are lined with street trees.

PROPOSED DESIGN CONCEPT

The roadway is re-purposed to provide 10-to-11 foot-wide travel lanes for standard vehicles and 11-foot wide lanes that can accommodate buses. These reductions in lane width, coupled with creative reuse of the shoulders, both calm traffic and allow for the creation of protected bicycle lanes on either side of the street. The bike network connects with other planned facilities on Dry Creek Road, Campisi Way, Campbell Avenue, and Hamilton Avenue to improve connectivity with adjacent neighborhoods. Near side transit stops near El Solyo Avenue, Campisi Way, and Bohnett Community School are moved to the far side of intersections and improved with bus shelters and other supportive amenities, including seating, signage, and real-time travel updates.

Existing signal times are also improved to synchronize with vehicle traffic. A new traffic signal is added at the mid-block crossing near Bohnett Community School.

Existing sidewalks are better landscaped with street trees that increase the level of canopy along the corridor to help calm traffic and reduce heat island effects.

All existing crosswalks are improved with enhanced striping and directional ramps for ADA accessibility, improving safety for crossing pedestrians of all ages and abilities. Based on community input, a new crosswalk is added at Campbell Avenue intersection due to the high prevalence of pedestrian collisions. Safer crossing movements are facilitated by creating four controlled, signalized crosswalks on all sides of the intersection. A new mid-block crossing with enhanced pedestrian refuges is also introduced near Bohnett Community School. Crosswalk at Hamilton Avenue are improved by taking out the pork-chop islands. Gateway signage is added at both Campbell and Hamilton Avenues and Dry Creek Road.

Should future pedestrian and bike analysis warrant further changes, new crosswalks may be added between Apricot and Campbell Avenues to better connect workers and residents who walk, move, cycle, and use transit.

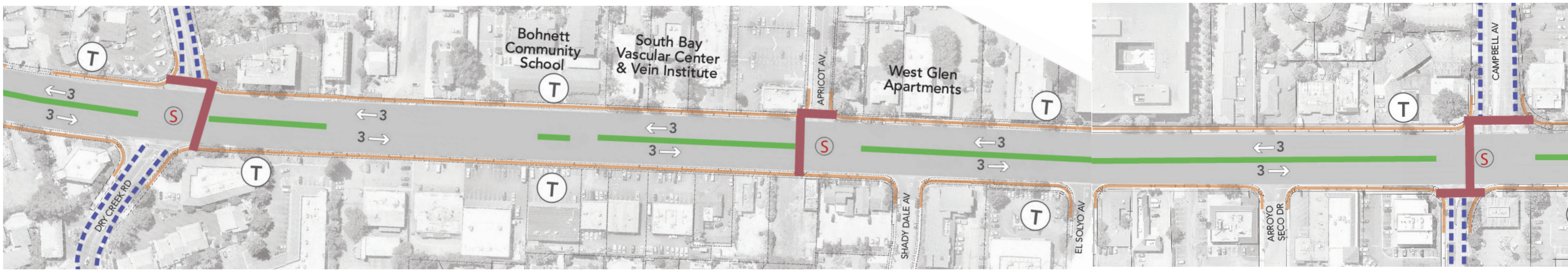
Intersection Crosswalk With a Pedestrian Refuge

Crosswalk With Enhanced Striping and Pedestrian Refuge

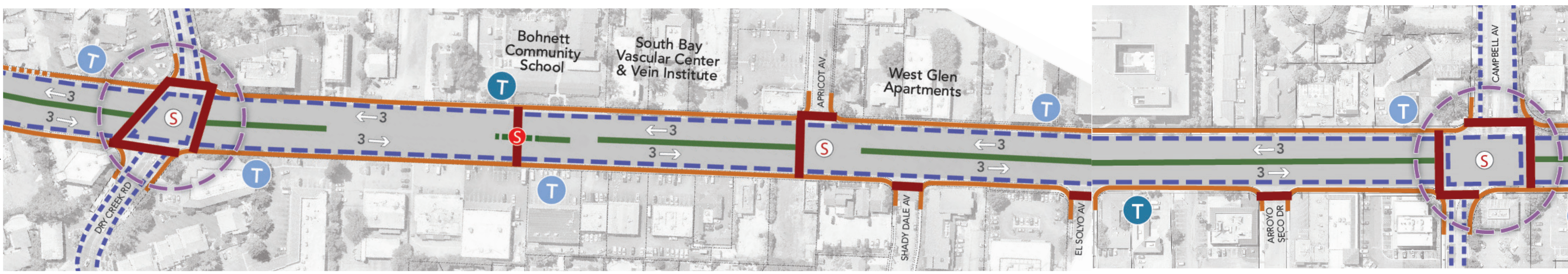
Southern Neighborhood (Pg 90)

Campbell Core

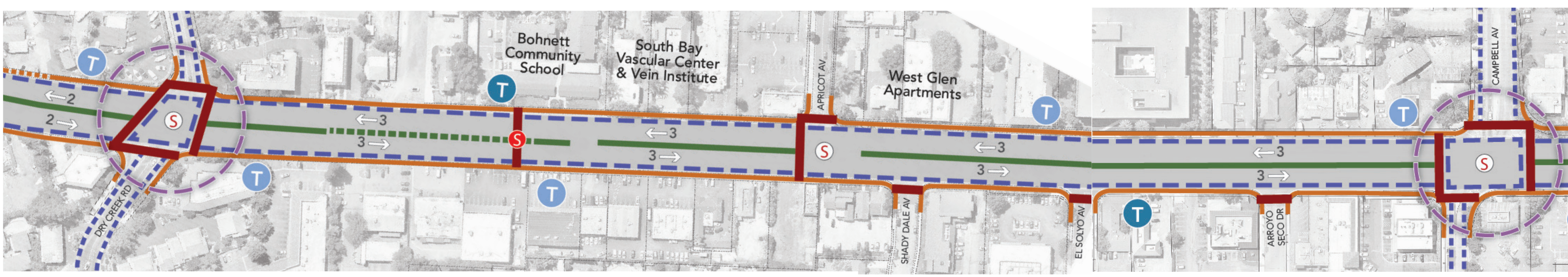
EXISTING ROADWAY CONDITIONS



SHORT-TERM IMPROVEMENTS



LONG-TERM IMPROVEMENTS



Legend

- Existing Sidewalk
- Improved Sidewalk
- Proposed Sidewalk
- Existing Crosswalk
- Improved Crosswalk
- Existing Transit Stop
- Improved Transit Stop
- Proposed Transit Stop
- Bascom Light Rail Station
- Existing Bike Lane
- Planned Bike Lane
- Proposed Protected Bike Lane
- Proposed Bike Crossing
- Existing Signal
- Improved Signal
- Proposed Signal
- Proposed PHBs
- Number of Travel Lanes
- Proposed Gateway Feature
- Existing Median
- Improved Median
- Proposed Median

0 50 100 200ft

N

Campbell Core

Central Bascom (Pg 110)

Protected Bicycle Lane with Bollards

Landscaped and Tree-Lined Sidewalk

Short-Term Improvements

All three travel lanes, as well as the existing left-turn lane, are retained but re-purposed in terms of width. The existing median is improved with landscaping and new trees. New eight foot-wide protected bicycle lanes are added on either side of the road, supported by bollards.

Sidewalks on both sides of the street are landscaped with new street trees to create a continuous row of three street trees. All existing crosswalks are improved with enhanced striping and directional ramps. A green-striped mixing zone is implemented at transit stops to alert drivers of the presence of bicyclists, helping to reduce the potential for conflict between travel modes.

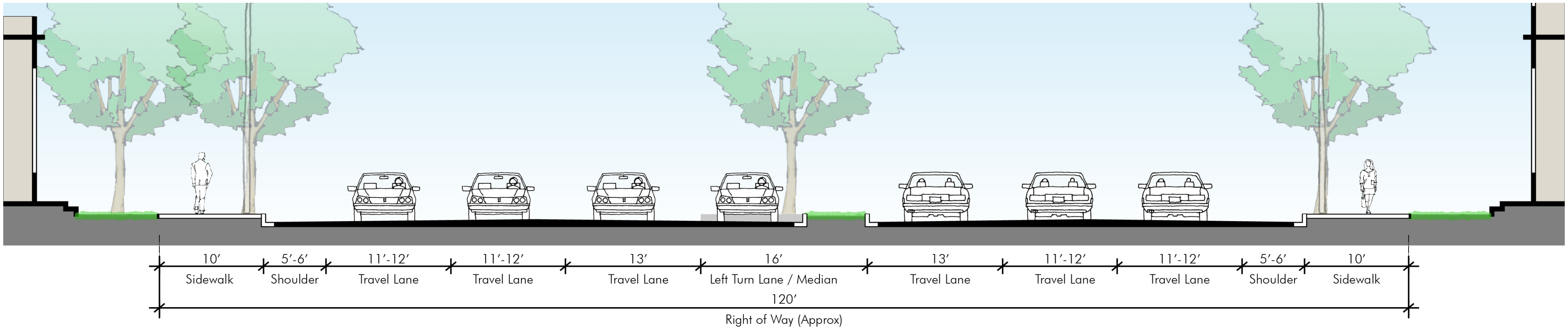
Long-Term Improvements

Travel lanes are further re-purposed to accommodate a widened median with enhanced landscaping, which spans 18-to-20 feet in width and allows both pedestrian refuges and left-turn access at key destinations and intersections. Three travel lanes are preserved in each direction to accommodate access to nearby destinations, such as the Pruneyard Shopping Center.

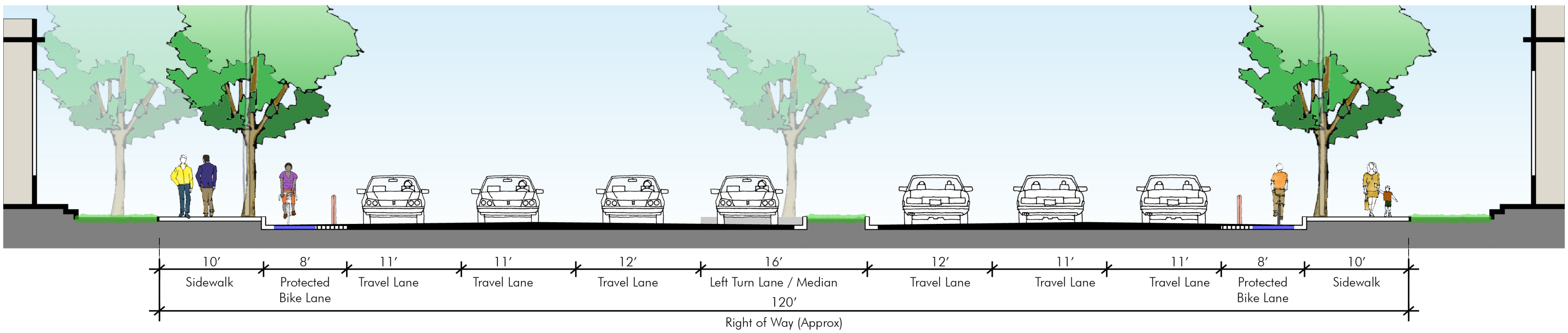
Sidewalks are lined with pedestrian-oriented street lights to improve safety and widened with curb bulbouts that reduce vehicle turning speeds, beautify the streetscape, improve storm water management, and improve pedestrian safety by reducing crossing distances at all intersections.

At bus stops, curb bulbouts extend into the 10-foot bicycle lanes to improve safety for on-loading and offloading passengers. This arrangement causes the bicycle lanes to jog right of these bulbouts away from the roadway, minimizing the potential for conflict between different travel modes. In areas where the sidewalk is constrained, sidewalks will be widened by extending into the landscaped areas along adjacent properties.

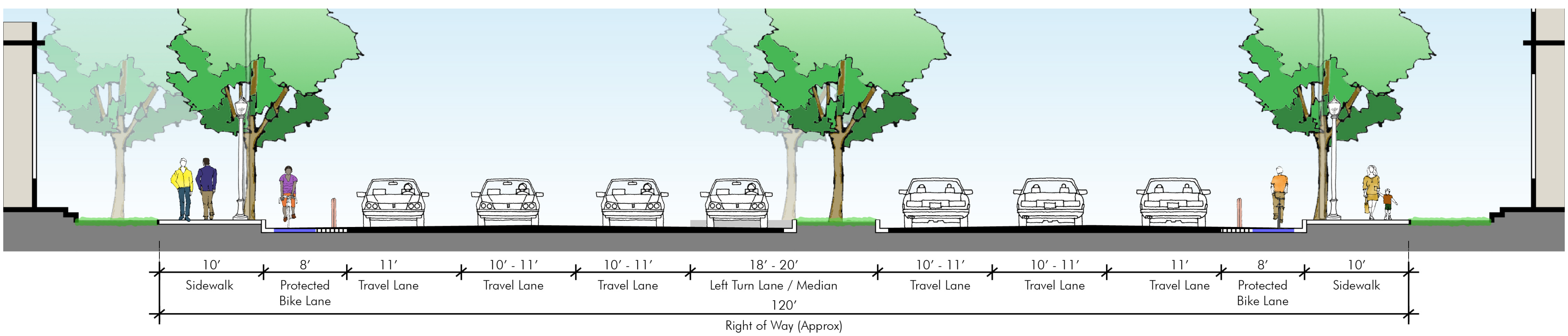
EXISTING STREET SECTION



PROPOSED STREET SECTION: SHORT-TERM



PROPOSED STREET SECTION: LONG-TERM

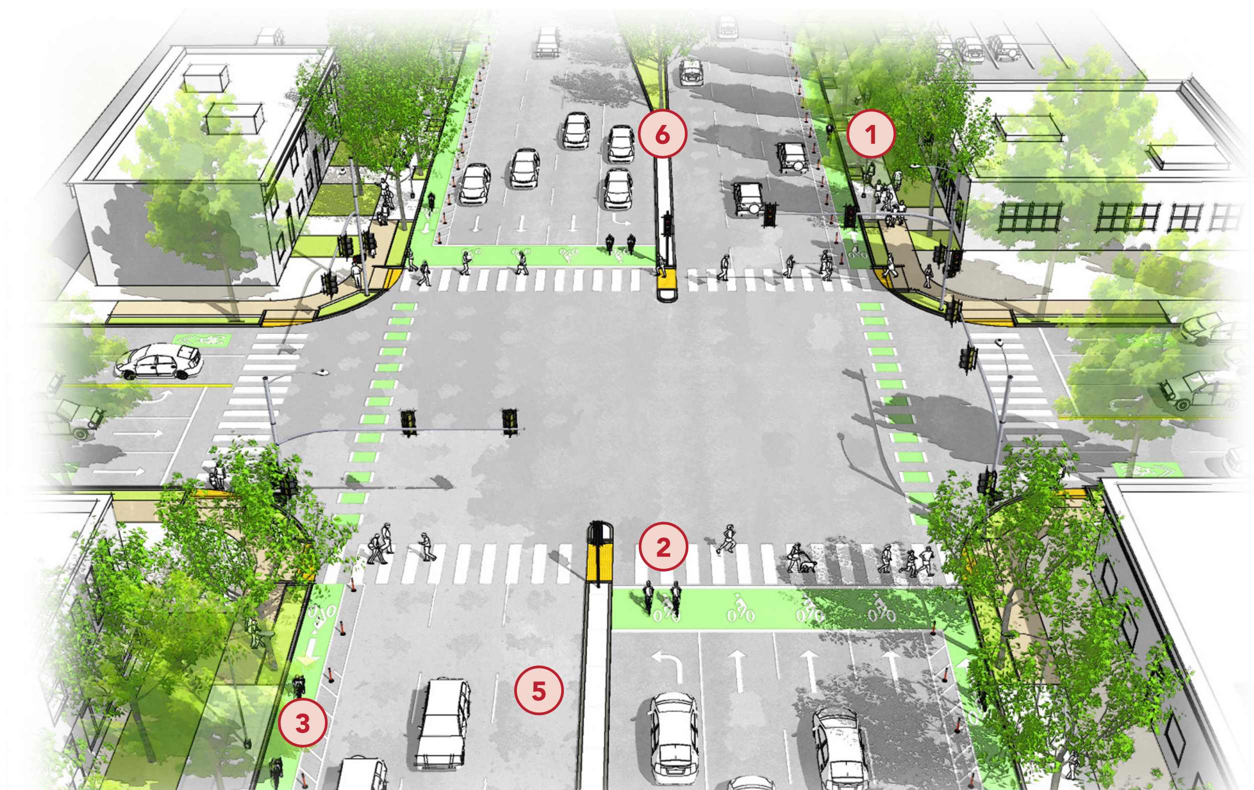


Existing Intersection

INTERSECTIONS

SHORT-TERM IMPROVEMENTS

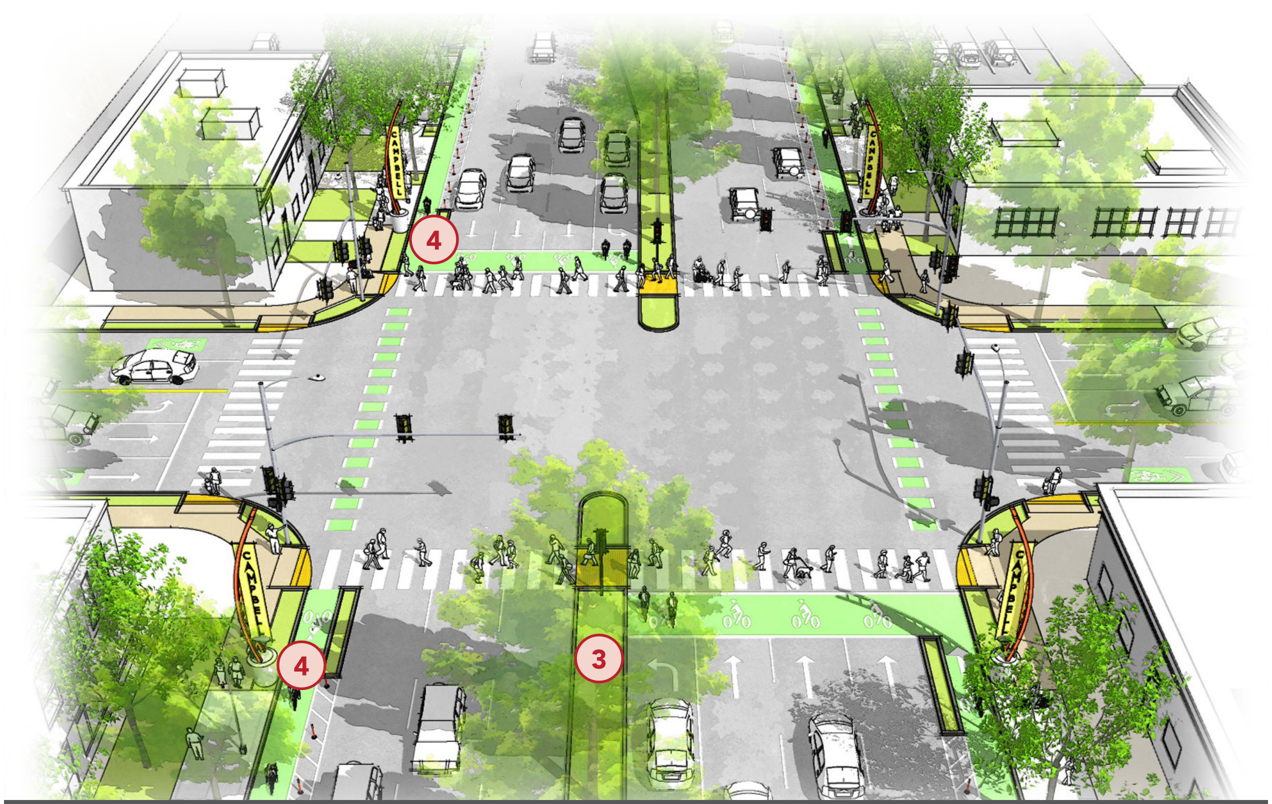
1. Safe, continuous tree-lined sidewalks
2. Enhanced crosswalks with new crosswalk at Campbell & Bohnett Community School
3. Enhanced bicycle facilities with Class IV protected bicycle lanes
4. Transit stops moved to far side
5. Maintained existing travel lanes and turn lanes, and improved signal timing
6. Enhanced median strip with new trees



Short-Term Intersection Improvements

4 Transit stops on the far side

Protected Bicycle Lane Bollards



Long-Term Intersection Improvements


Bike Box for Safer Crossings

INTERSECTIONS
LONG-TERM IMPROVEMENTS

1. Shortened crosswalk distances on cross streets
2. Improved transit facilities with bus bulbouts on far sides of intersections
3. Expanded landscaped median with pedestrian refuge
4. Gateway signage at Dry Creek, Camden, and Hamilton

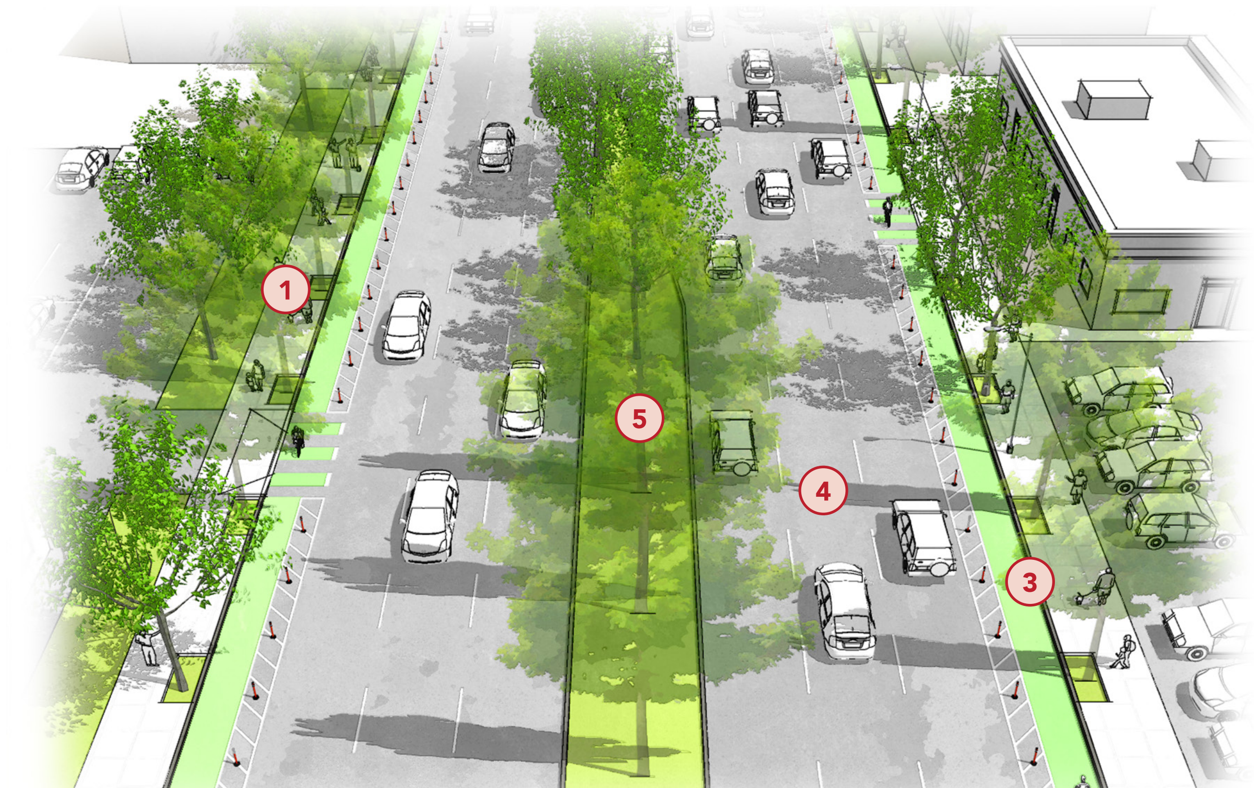

Art Elements on Sidewalks


Widened Sidewalks with Outdoor Dining

Existing Mid-Block

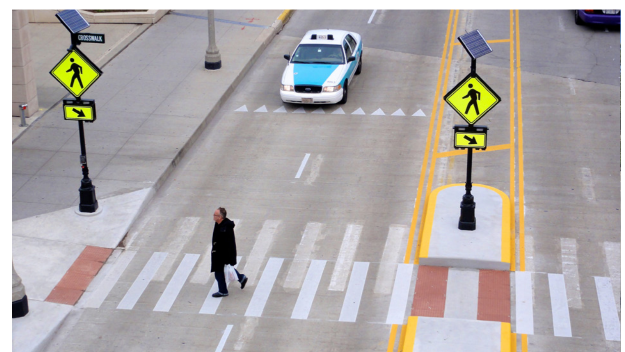
MID-BLOCK
SHORT-TERM IMPROVEMENTS

1. Continuous tree-lined sidewalks
2. New mid-block crossings near Bohnett Community School
3. Enhanced bicycle facilities with Class IV protected bicycle lanes
4. Maintained existing travel lanes and turn lanes, and improved signal timing
5. Enhanced existing median



Short-Term Mid-Block Improvements

Protected Bicycle Lane with Bollards



2 Mid-Block Crosswalks

Long-Term Mid-Block Improvements

Enhanced Transit Facilities

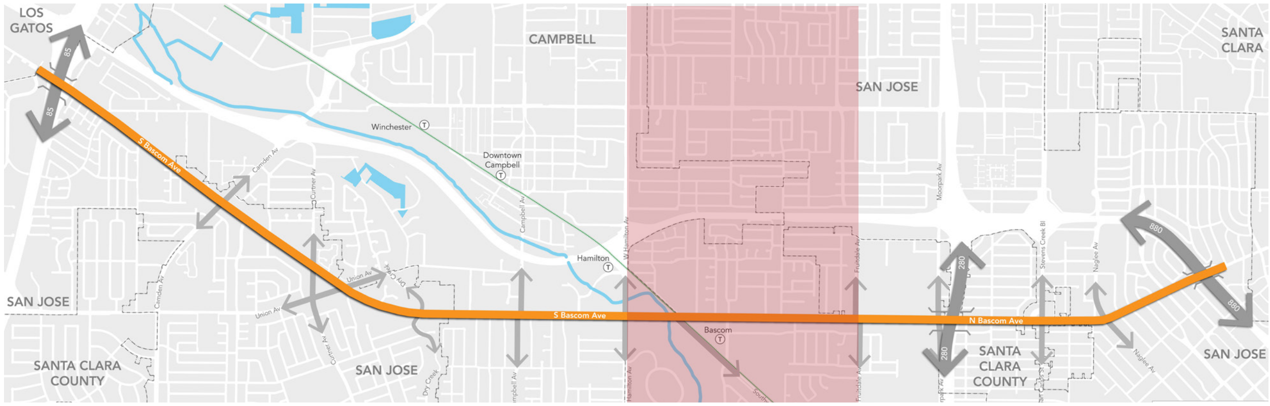
MID-BLOCK
LONG-TERM IMPROVEMENTS

1. Reduced crosswalk lengths at all mid-block crossings with the help of wide medians
2. Enhanced bicycle facilities with Class IV protected bicycle lanes
3. Expanded and enhanced median strip

1 Enhanced Mid-Block Crossing with Pedestrian Refuge

Sidewalks with Street Trees

CENTRAL BASCOM Fruitdale to Hamilton



Existing View of the Central Bascom Segment

CENTRAL BASCOM

EXISTING STREET LAYOUT

The Central Bascom corridor segment encompasses a mix of commercial, office, and residential uses in addition to parking lots. The segment is part of the South Bascom Urban Plan which is envisioned as a vibrant multi-modal and mixed-use employment center that maximizes its close proximity to Bascom Light Rail Station. It has a 118-120-foot right-of-way with three, 11-to-13-foot travel lanes running in each direction, a center left-turn lane, and unprotected bike lanes on both sides of the road. Sidewalks range from nine to 10 feet wide and have gaps in certain areas.

PROPOSED DESIGN CONCEPT

Based on past planning efforts and direction from City Council, the roadway is re-purposed to provide two travel lanes in each direction, each spanning 11 feet in width. This retrofit creates enough space to accommodate new 11-to-12 foot-wide protected bicycle lanes on both sides of the street. This network will improve multi-modal mobility throughout the area by connecting to existing facilities on the Los Gatos Creek Trail and Southwest Expressway, as well as planned facilities Hamilton Avenue, Stokes Street, Downing Avenue, and Enborg Lane. Near side transit stops near Pamlar Avenue, Eisenhower Street, Downing Avenue, and Bascom Branch Library are moved to the far side of intersections. All other stops are improved with bus shelters and other supportive amenities, including seating, signage, real-time travel updates, and curb bulbouts. On-street parking is expanded to serve existing businesses and new development.

Existing signal times are improved to synchronize with vehicle traffic. New traffic signals are added at mid-block crossings near eBay, and Bascom Branch Library. Crosswalks at San José Water Company and Maywood Avenue are supported by RRFB.

All multi-modal improvements are designed to improve connectivity to the existing Light Rail station and incentivize further TOD investments. Sidewalk gaps near Lindaire and Maywood Avenues are remedied to create a continuous network of sidewalks. All existing crosswalks are improved with enhanced striping and directional ramps for ADA accessibility, improving safety for crossing pedestrians of all ages and abilities. New signalized crosswalks at Southwest Expressway, Pamlar Avenue, and Maywood Avenue are added to improve access to the Light Rail station and Los Gatos Creek Trail and reduce crossing distance by a quarter mile. Pedestrian crossings are improved at intersections of Stokes Street and Enborg Lane by getting rid of pork-chop islands, reducing the turning radius of right-turn slip lanes and reducing the overall length of the crosswalks In the long-term, crosswalks may be added at Lindaire Avenue and Eisenhower Drive should traffic analysis warrant further changes to the streetscape.

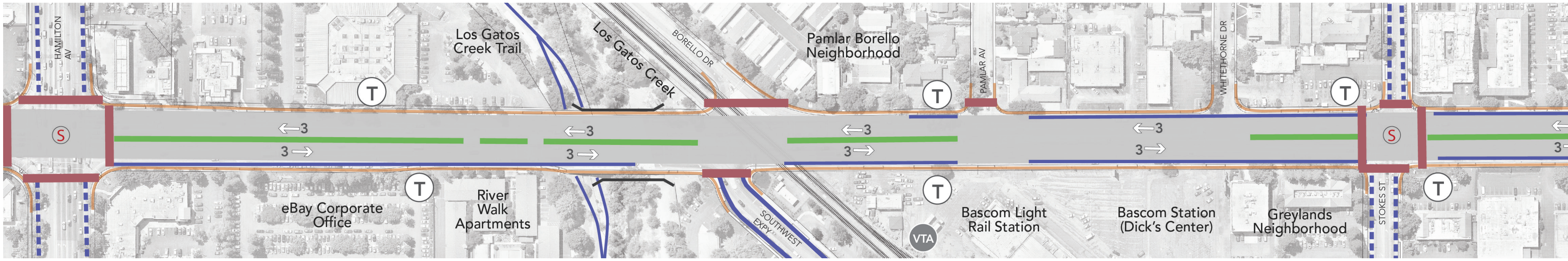
Gateway signage is introduced at Hamilton Avenue, Los Gatos Creek Trail, and Southwest Expressway to announce arrival to and exit from the corridor segment.

South Bascom Urban Village Plan Photosim

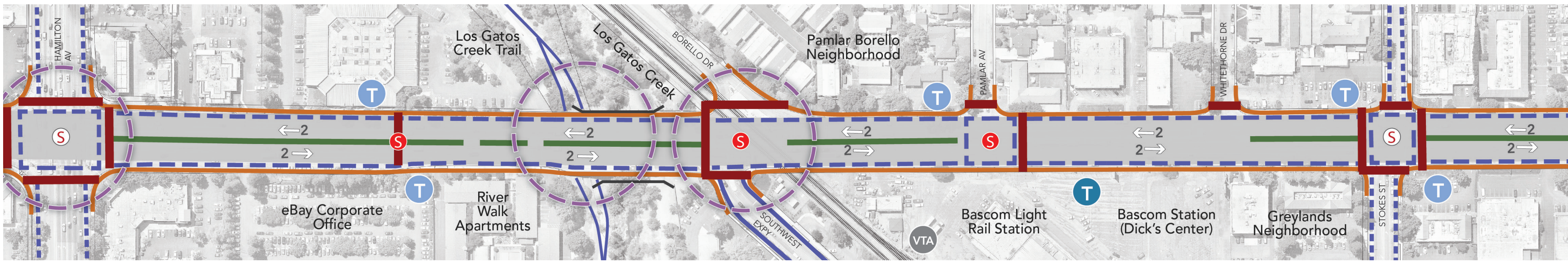
South Bascom Urban Village Plan 3d View

Campbell Core (Pg 100)
Central Bascom

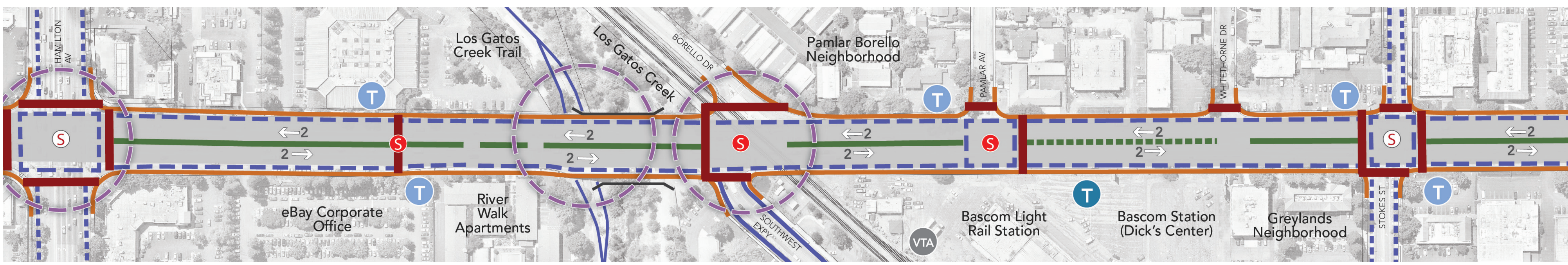
EXISTING ROADWAY CONDITIONS



SHORT-TERM IMPROVEMENTS

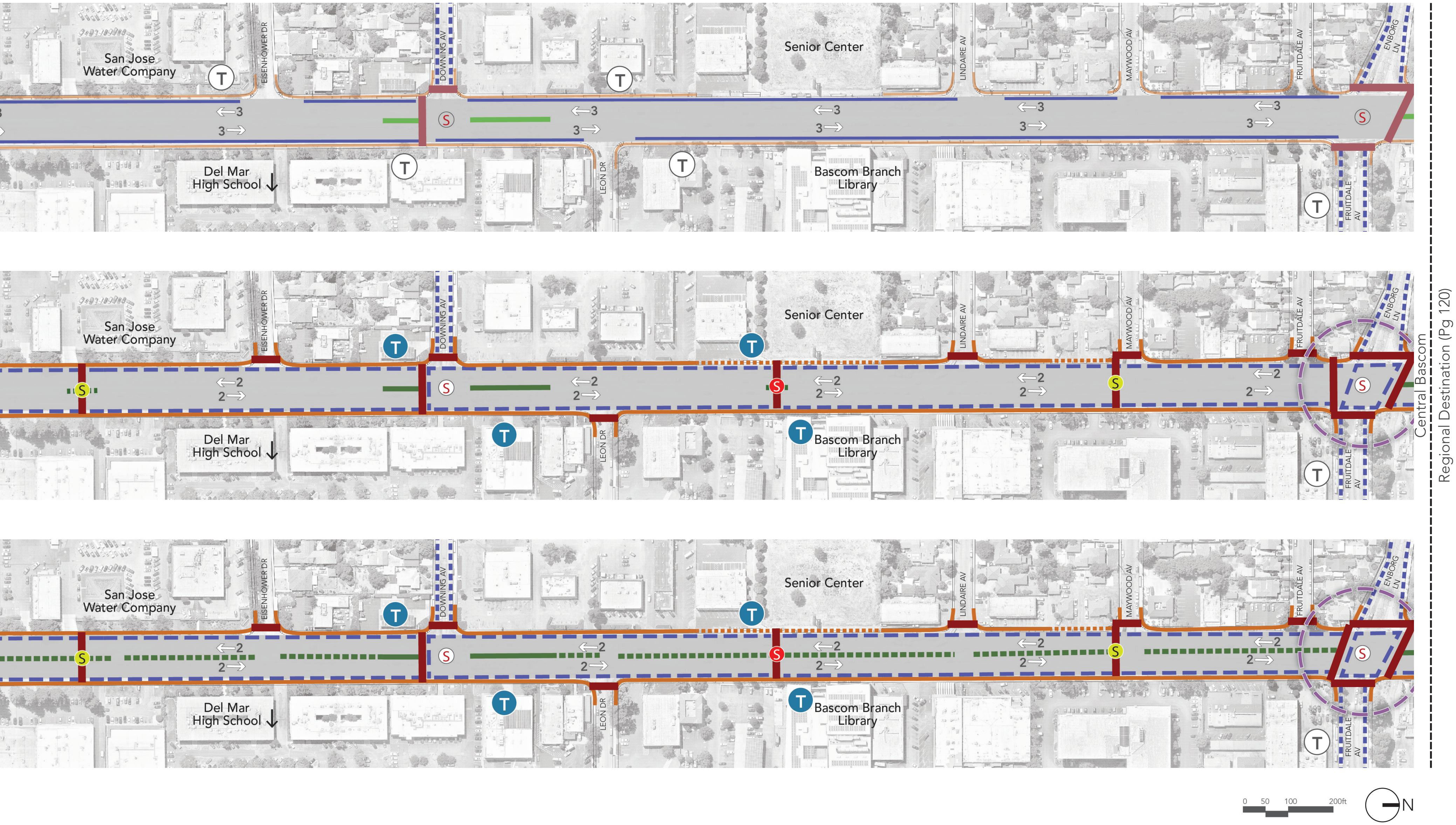


LONG-TERM IMPROVEMENTS



Legend

- Existing Sidewalk
- Improved Sidewalk
- Proposed Sidewalk
- Existing Crosswalk
- Improved Crosswalk
- Existing Transit Stop
- Improved Transit Stop
- Proposed Transit Stop
- Bascom Light Rail Station
- Existing Bike Lane
- Planned Bike Lane
- Proposed Protected Bike Lane
- Proposed Bike Crossing
- Existing Signal
- Improved Signal
- Proposed Signal
- Proposed PHBs
- Number of Travel Lanes
- Proposed Gateway Feature
- Existing Median
- Improved Median
- Proposed Median


San Jose Water Company
Del Mar High School
Senior Center
Bascom Branch Library
EISENHOWER DR
DOWNING AV
LEON DR
LINDAIRE AV
MAYWOOD AV
FRUITDALE AV
ENBORG LN
Central Bascom
Regional Destination (Pg 120)
0 50 100 200ft
N

Sidewalk with Pedestrian Amenities

Protected Bicycle Lane Shielded by Parking

Short-Term Improvements

The roadway is retrofitted to allow for two lanes of vehicle travel in each direction and on-street parking on either side of the street. The existing center turn lane is retained to allow vehicles to turn left into major destinations in the area. New 11-to-12 foot-wide protected bicycle lanes are added on either side of the roadway, which shield cyclists from vehicle traffic and on-street parking via new bollards.

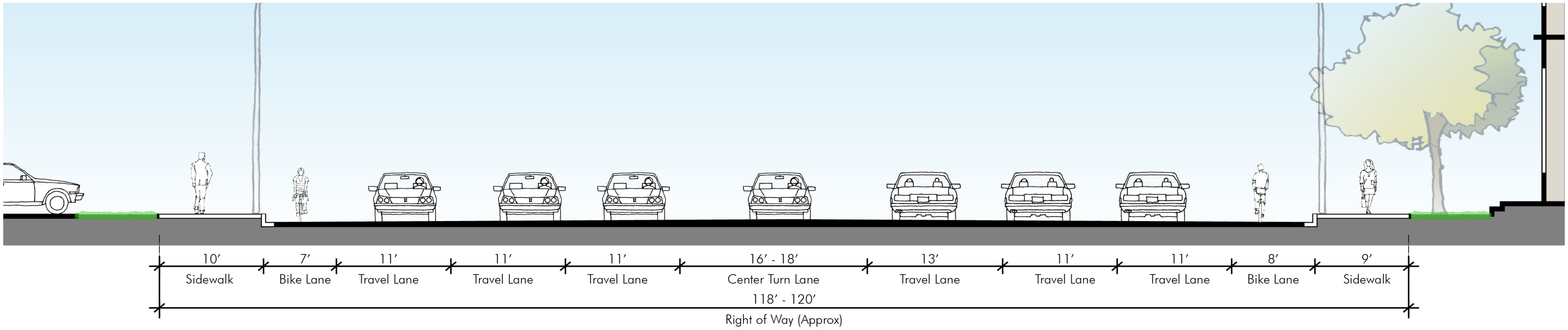
Sidewalks on either side of the street are made continuous and landscaped with new street trees. Most intersections are redesigned with enhanced striping, directional ramps, and curb bulbouts to enhance safety for all crossing pedestrians. Bus bulbouts are implemented at all transit stops to improve safety for on-loading and offloading passengers. To avoid conflict with these riders, bicycle lanes jog to the right of bus stops away from the roadway.

Long-Term Improvements

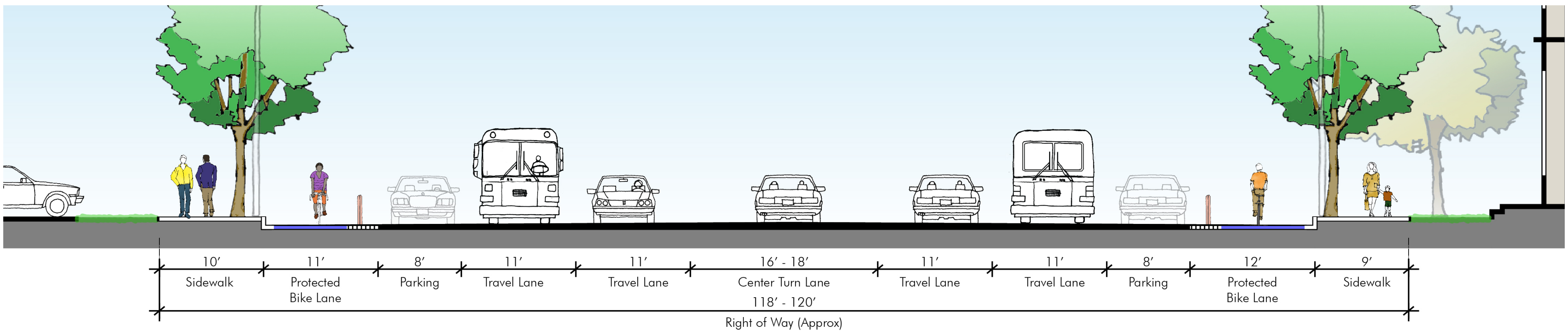
The center turn lane is converted into a 16-to-18 foot-wide median that is well-landscaped and provides pedestrian refuges and left-turn pockets at key intersections and destinations. New planter bulbouts are placed in between parking spaces to create a five row of street trees along the corridor segment.

Sidewalks are lined with pedestrian-oriented street lights to improve safety and are widened with curb bulbouts that reduce vehicle turning speeds, beautify the streetscape, improve storm water quality that flows to the Los Gatos Creek, and improve pedestrian safety by reducing crossing distances at all intersections. All other bulbouts previously constructed at crosswalks and transit stops are retained with no further changes.

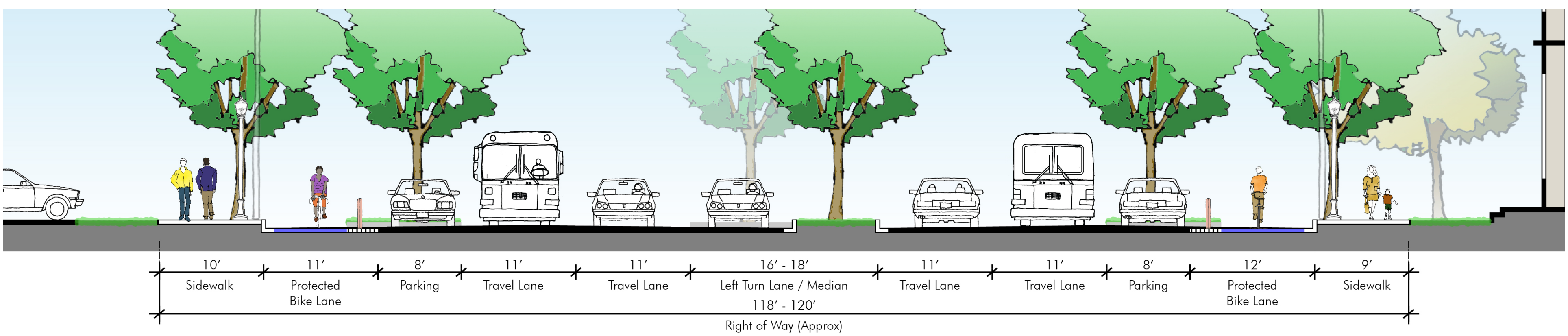
EXISTING STREET SECTION



PROPOSED STREET SECTION: SHORT-TERM



PROPOSED STREET SECTION: LONG-TERM

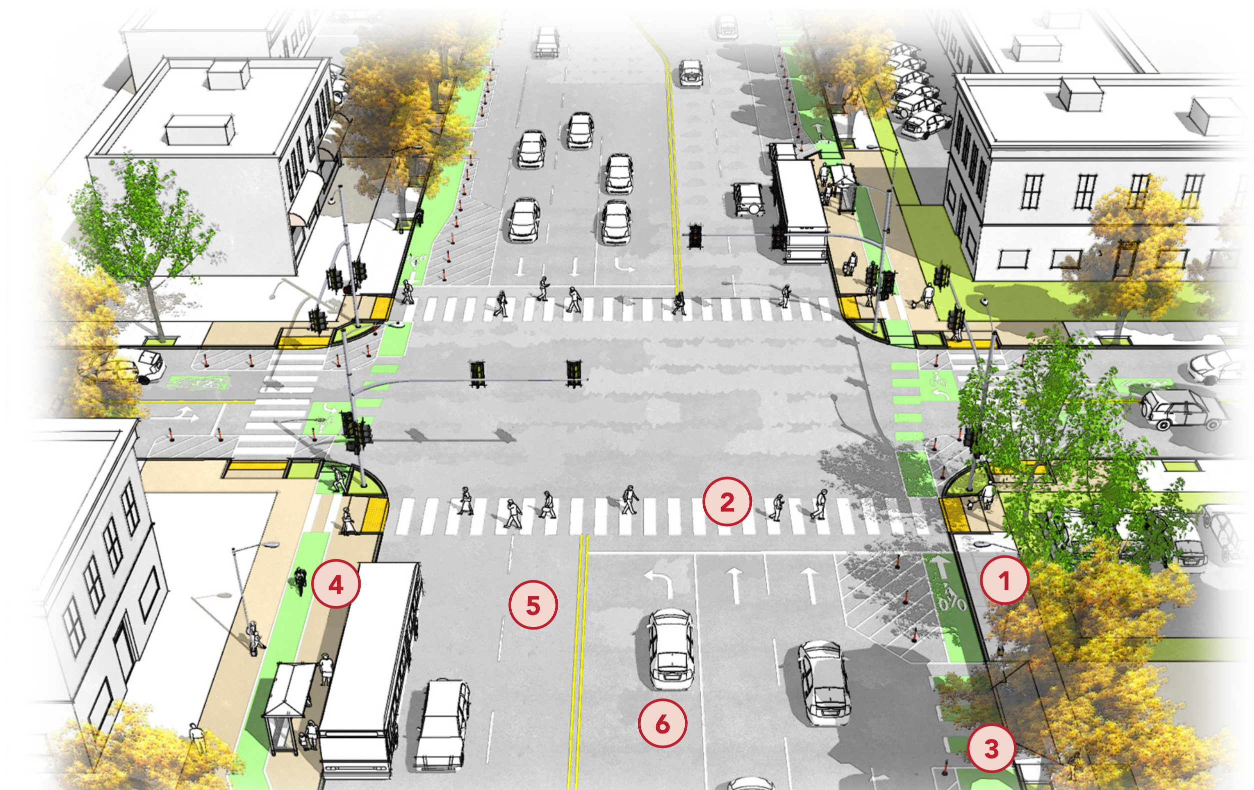


Existing Intersection

INTERSECTIONS

SHORT-TERM IMPROVEMENTS

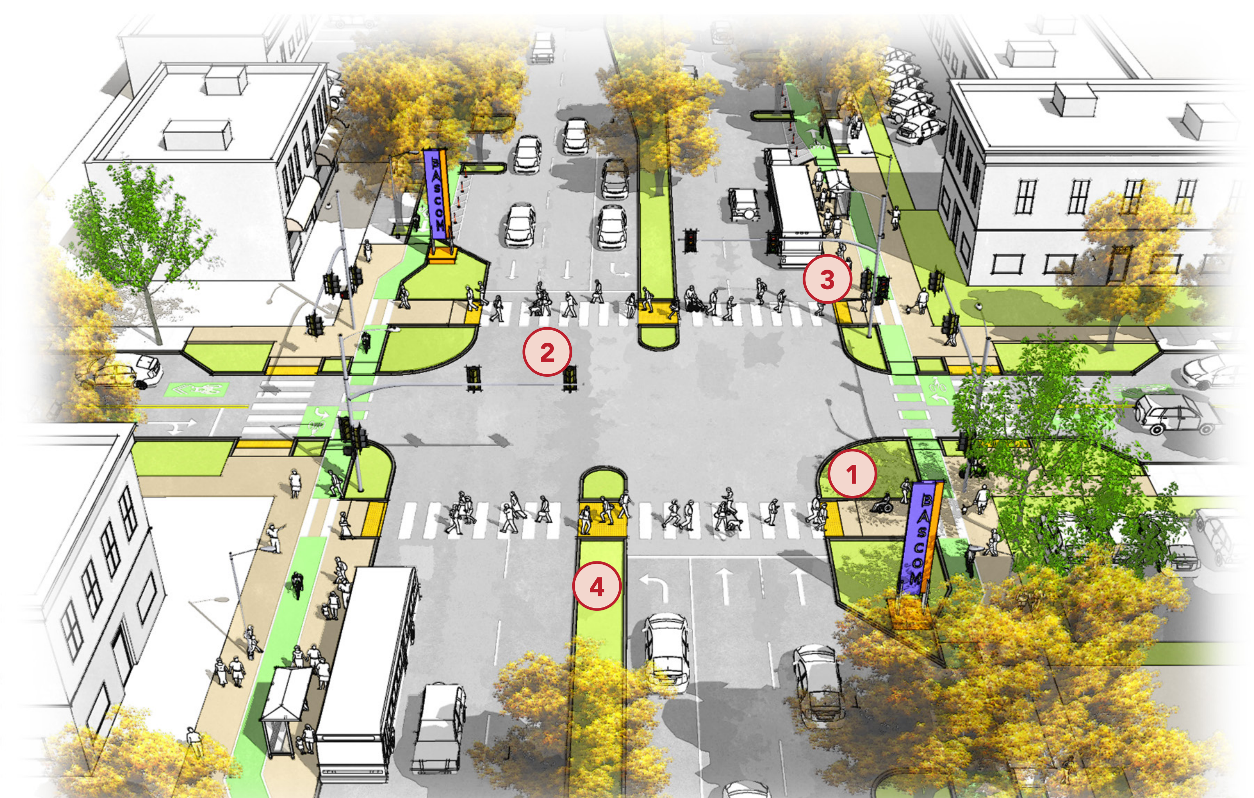
1. Safe, continuous tree-lined sidewalks
2. Enhanced existing crosswalks at all crosswalks. New crosswalks at Southwest Expy., Pamlar, Maywood, and Enborg
3. Enhanced bicycle facilities with Class IV protected bicycle lanes
4. Transit stops moved to far side
5. Two travel lanes in each direction, improved signal timing
6. Existing center turn lanes maintained



Short-Term Intersection Improvements

Protected Bike Lane

Enhanced Transit Stops



Long-Term Intersection Improvements

Wider Sidewalks with Amenities

Planter Bulbouts

5 Gateway Signage Incorporating Art Elements

INTERSECTIONS
LONG-TERM IMPROVEMENTS

1. Landscaped sidewalks with expanded curb bulbouts at intersections and mid-block crossings

2. Shortened crosswalk distances with pedestrian refuges at all intersections

3. Improved transit facilities with bus stop bulbouts on far sides of intersections

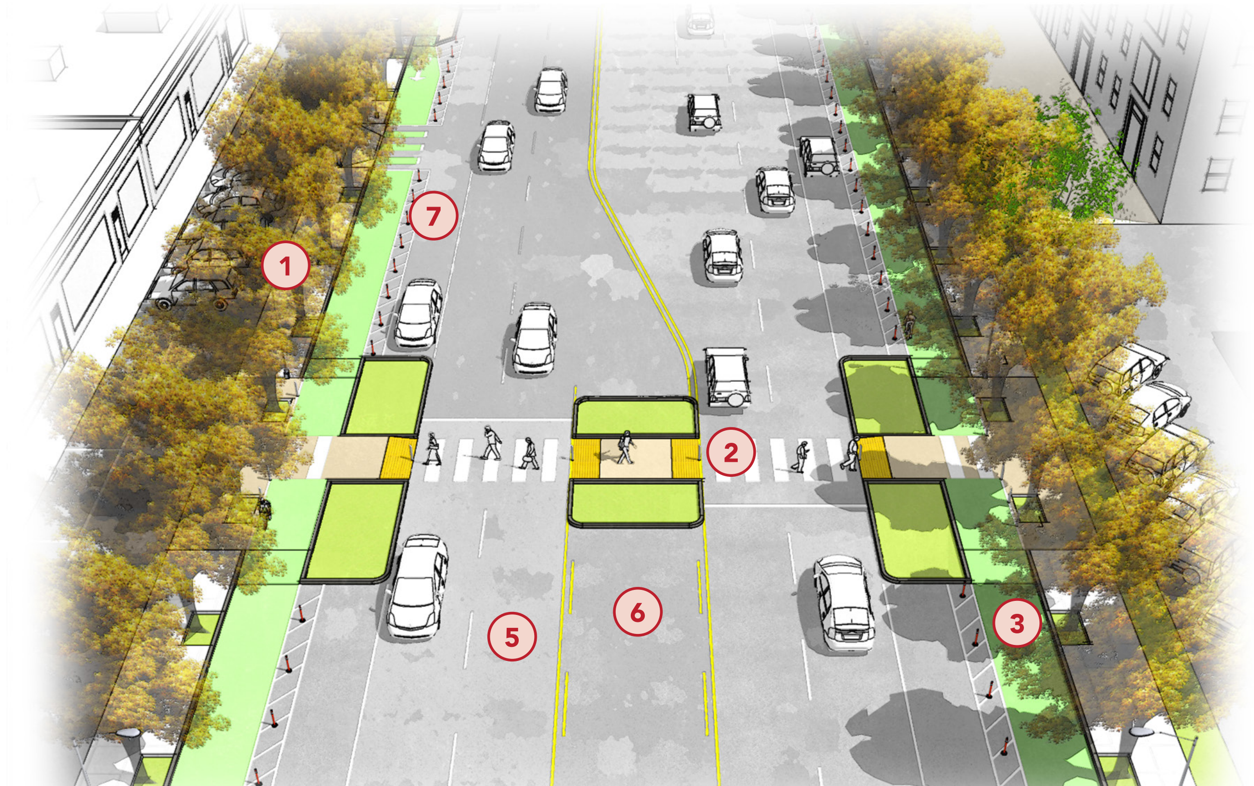
4. Center turn lane replaced with landscaped median strip with left turn lanes and pedestrian refuges at key intersections and destinations

5. Gateway signage at Los Gatos Creek Trail, Southwest Expy., Hamilton Ave, and Enborg Lane

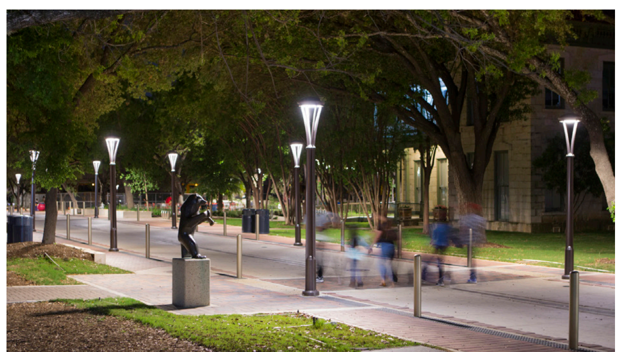
Existing Mid-Block

MID-BLOCK
SHORT-TERM IMPROVEMENTS

1. Safe, continuous tree-lined sidewalks
2. Mid-block crossings between Hamilton-Southwest Expy., Stokes-Eisenhower, and Leon-Lindaire
3. Enhanced bicycle facilities with Class IV protected bicycle lanes
4. New mid-block bus stop at Bascom Branch Library with curb bulbout
5. Two travel lanes in each direction
6. Existing center turn lanes maintained
7. On-street parking provided



Short-Term Mid-Block Improvements



Street Lighting

4 Mid-Block crossing with Transit Stop

Long-Term Mid-Block Improvements

1 Wider Sidewalk with Amenities

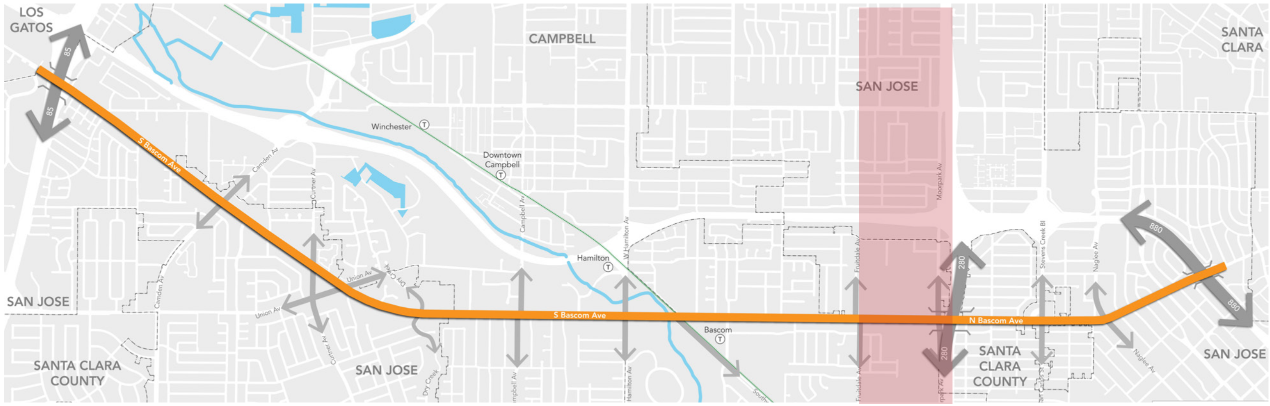
MID-BLOCK
LONG-TERM IMPROVEMENTS

1. Sidewalks widened with expanded curb bulbouts at intersections
2. Reduced crosswalk lengths with pedestrian refuges at all crossings
3. Enhanced bicycle facilities with Class IV protected bicycle lanes
4. Center turn lane replaced with landscaped median strip

Landscaped Median

Mid-Block Crossing

REGIONAL DESTINATION Parkmoor to Fruitdale



Existing View of the Regional Destination Segment

REGIONAL DESTINATION

EXISTING STREET LAYOUT

The Regional Destination corridor segment contains some of the largest-scale medical and academic uses in the Study Area. Destinations like Santa Clara Valley Medical Center and San José City College serve the larger Santa Clara County area and beyond. It has a 120-foot right-of-way with three, 10-to-13-foot travel lanes running in each direction, a center turn lane, and limited on-street parking. Sidewalks are approximately 10 feet wide and are periodically interrupted by gaps.

PROPOSED DESIGN CONCEPT

The roadway is re-purposed to provide two 10 foot-wide travel lanes and an 11 foot-wide lane to accommodate buses in each direction, supported by an 18 foot-wide center turn lane. Existing on-street parking on both sides of the street will be re-purposed as new Class-IV bicycle facilities with protective bollards that shield cyclists from high-speed vehicle traffic. This new bicycle network connects with other planned facilities in the area, such as those on Enborg Lane, Renova Drive, Moorpark Avenue, and Parkmoor Avenue, and provides much needed bike connectivity for students and staff at San José City College. All transit stops are moved to the far side of intersections and improved with bus shelters and other supportive amenities, including seating, signage, and real-time travel updates.

Existing signal times will also be improved to synchronize with vehicle traffic. A new pedestrian signal is added at the mid-block crossing near Santa Clara Valley Medical Center. Sidewalk gaps approaching Enborg lane will be filled in to create continuous pedestrian infrastructure throughout the corridor segment.

All existing crosswalks are improved with enhanced striping and directional ramps for ADA accessibility, improving safety for all crossing pedestrians, especially vulnerable individuals accessing nearby medical facilities. Based on community input, a new crosswalk is added at Enborg Lane to improve connectivity in the area. Pedestrian comfort at the Moorpark Avenue intersection is enhanced by redesigning the intersection without the pork-chop islands. Gateway signage is introduced at Enborg Lane, Moorpark Avenue, and Parkmoor Avenue to celebrate the regional destinations in the area.

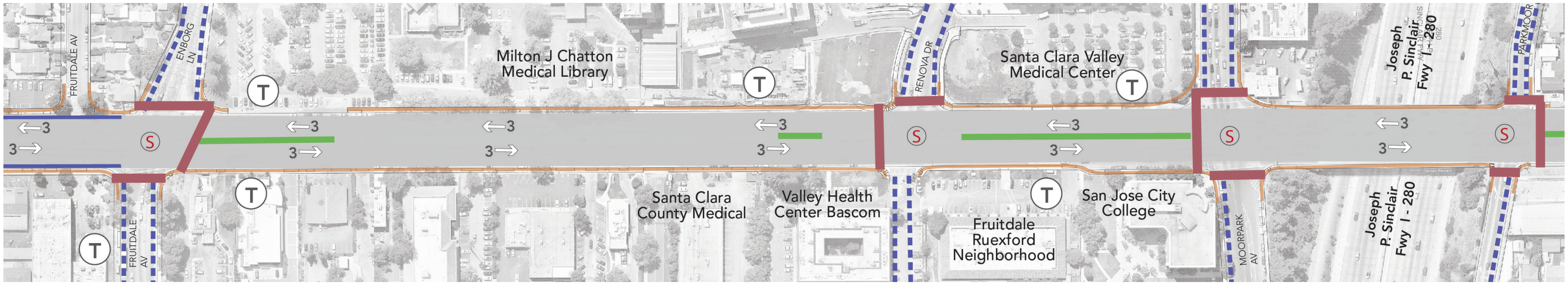

Activated Sidewalks

Enhanced Transit Stops

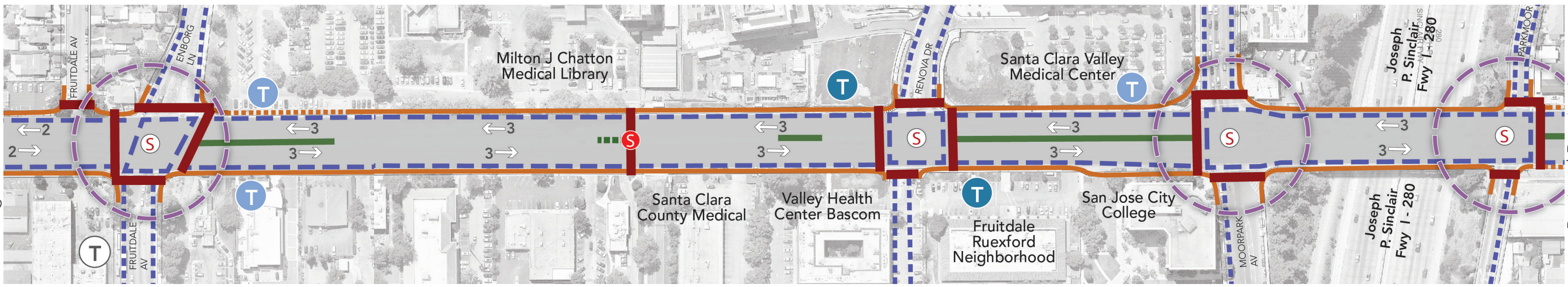
Central Bascom (Pg 110)
Regional Destination

Regional Destination
Heart of Burbank (Pg 130)

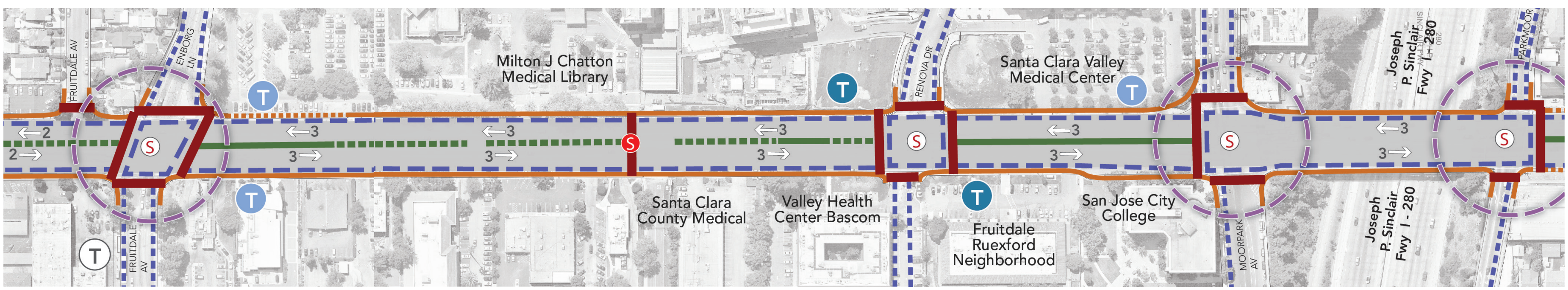
EXISTING ROADWAY CONDITIONS



SHORT-TERM IMPROVEMENTS



LONG-TERM IMPROVEMENTS



Legend

- Existing Sidewalk
- Improved Sidewalk
- Proposed Sidewalk
- Existing Crosswalk
- Improved Crosswalk
- Existing Transit Stop
- Improved Transit Stop
- Proposed Transit Stop
- Bascom Light Rail Station
- Existing Bike Lane
- Planned Bike Lane
- Proposed Protected Bike Lane
- Proposed Bike Crossing
- Existing Signal
- Improved Signal
- Proposed Signal
- Proposed PHBs
- Number of Travel Lanes
- Proposed Gateway Feature
- Existing Median
- Improved Median
- Proposed Median

0 50 100 200ft

N

Protected Bicycle Lane with Bollards

Crosswalk with Directional Ramps and Enhanced Striping

Short-Term Improvements

All three travel lanes are retained and reduced in width. The existing center turn lane is also retained to allow for left-turn entries into key destinations. New 10 foot-wide protected bicycle lanes are added on either side of the roadway and are supported by bollards.

Sidewalks on either side of the street are made continuous and landscaped with new street trees. All existing crosswalks are improved with enhanced striping. A green-striped mixing zone is implemented at transit stops to alert drivers of the presence of bicyclists, helping to reduce the potential for conflict between travel modes.

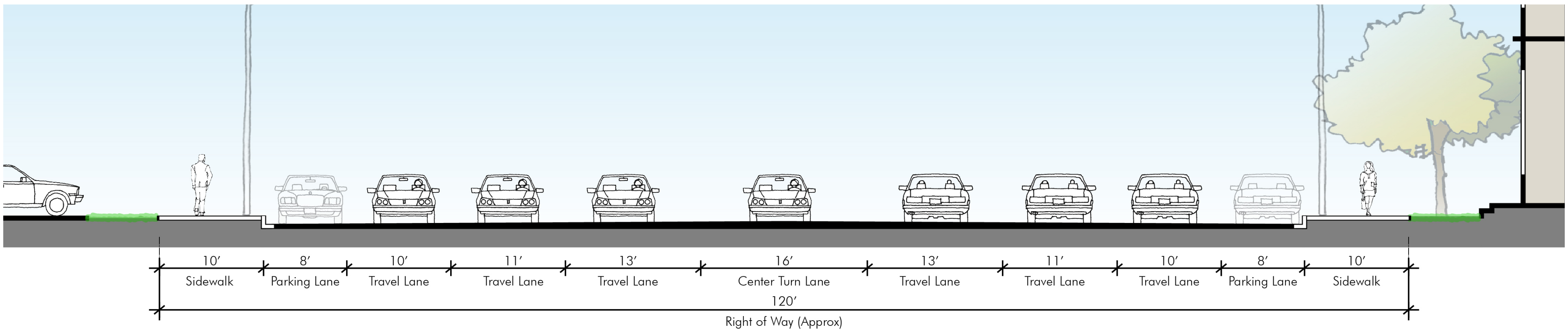
Long-Term Improvements

The center turn lane is converted into an 18 foot-wide median landscaped with a continuous row of street trees. Left turn pockets are provided at key destinations and intersections, which also preserves emergency vehicle access to the Santa Clara Valley Medical Center.

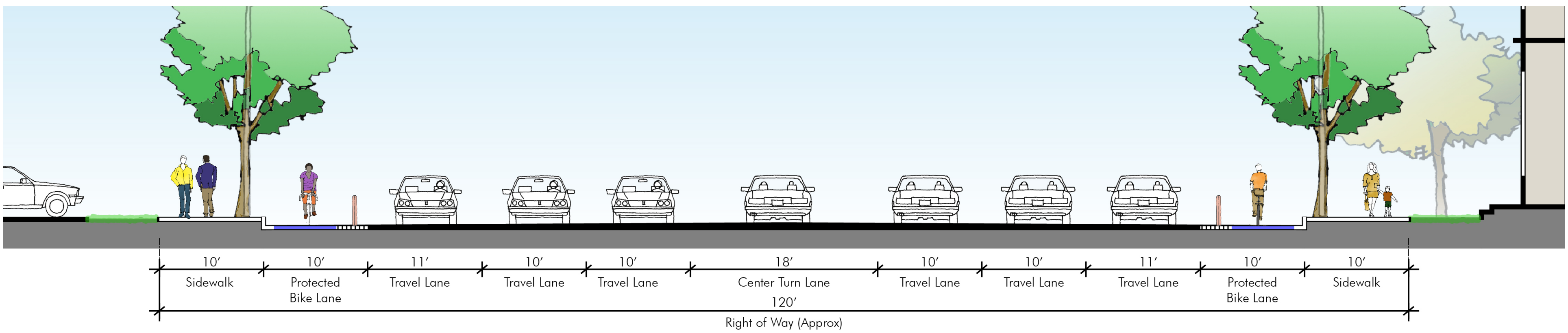
At bus stops, curb bulbouts extend into the 10-foot bicycle lanes to improve safety for on-loading and offloading passengers. This arrangement causes the bicycle lanes to jog right of these bulbouts away from the roadway, minimizing the potential for conflict between different travel modes. In areas where the sidewalk is constrained, sidewalks are widened by extending into the landscaped areas along adjacent properties.

Sidewalks are lined with pedestrian-oriented street lights to improve safety. Curb bulbouts on cross streets are introduced to reduce vehicle turning speeds, beautify the streetscape, and improve storm water management. These bulbouts also improve pedestrian safety by reducing crossing distances at all intersections.

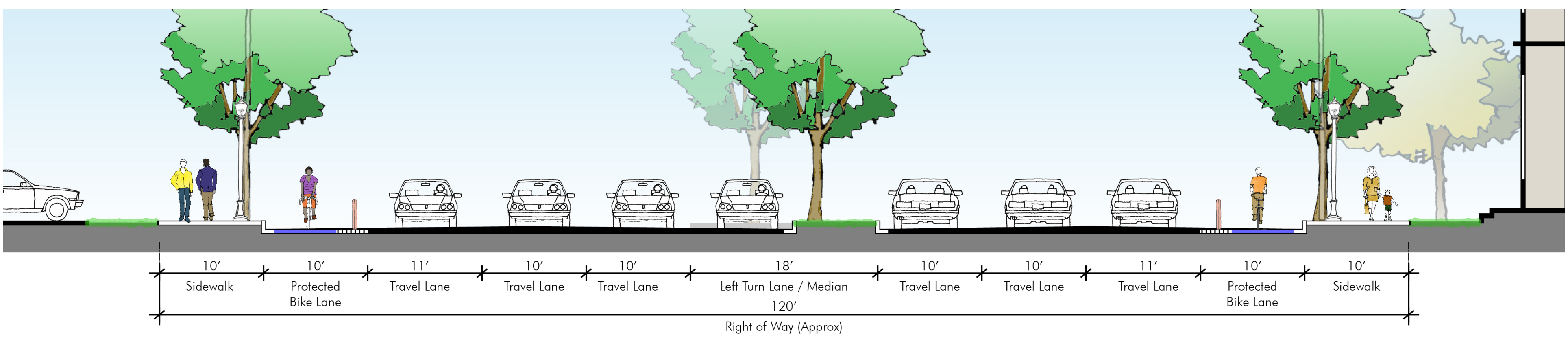
EXISTING STREET SECTION

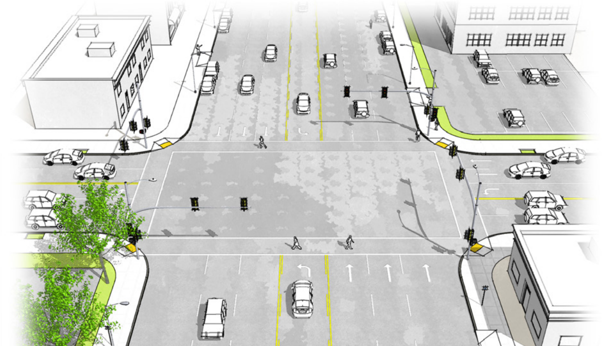


PROPOSED STREET SECTION: SHORT-TERM



PROPOSED STREET SECTION: LONG-TERM



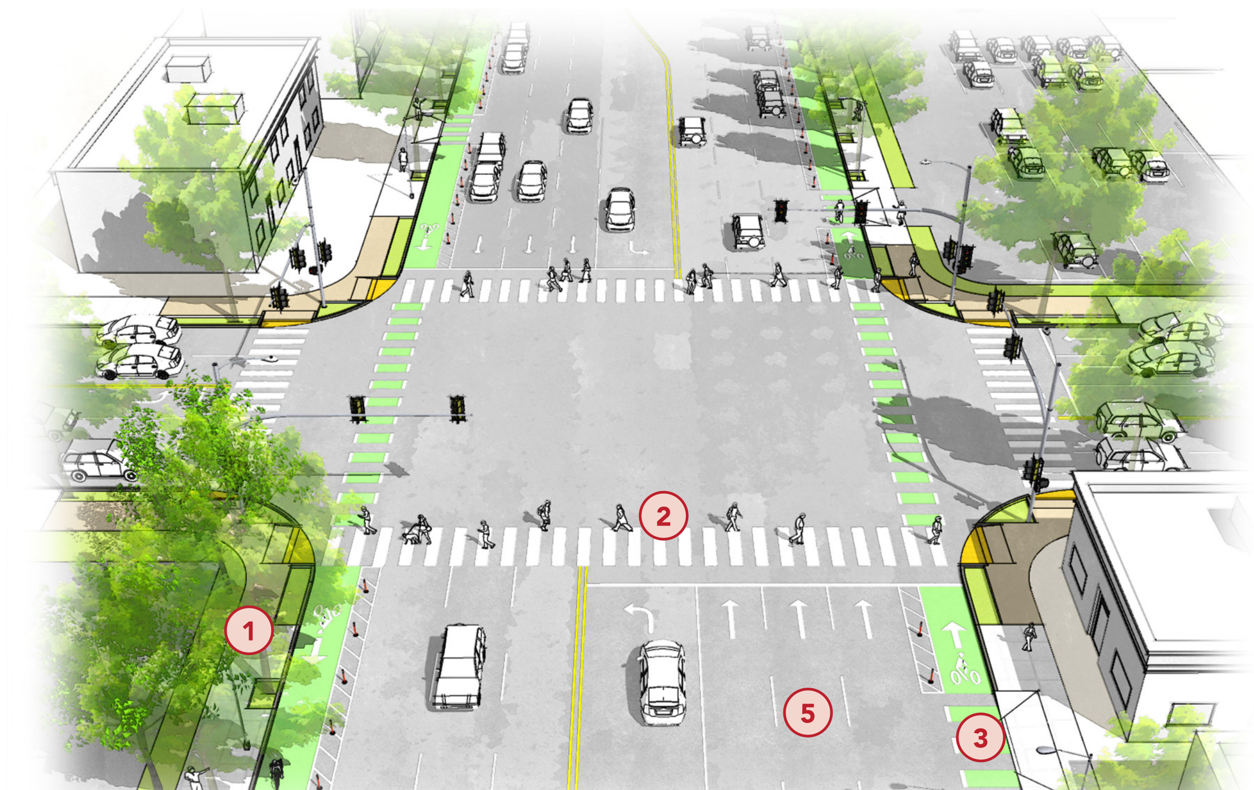


Existing Intersection

INTERSECTIONS

SHORT-TERM IMPROVEMENTS

1. Safe, continuous tree-lined sidewalks
2. Enhanced existing crosswalks. New crosswalks at Fruitdale and Renova
3. Enhanced bicycle facilities with Class IV protected bicycle lanes
4. Transit stops moved closer to intersections
5. Maintained existing travel lanes and turn lanes, and improved signal timing



Short-Term Intersection Improvements

4 Bus and Bike Lane Mixing Zone

Bike Box at Intersection

Long-Term Intersection Improvements

Widened Sidewalks

INTERSECTIONS

LONG-TERM IMPROVEMENTS

1. Shortened crosswalk distances at all intersections on cross streets
2. Improved transit facilities. Bus bulbout provided at far side of the intersection
3. Center turn lane converted to landscaped median strip with left turn lane and pedestrian refuge
4. Gateway signage at Fruitdale/Enborg, Moorpark, and Parkmoor

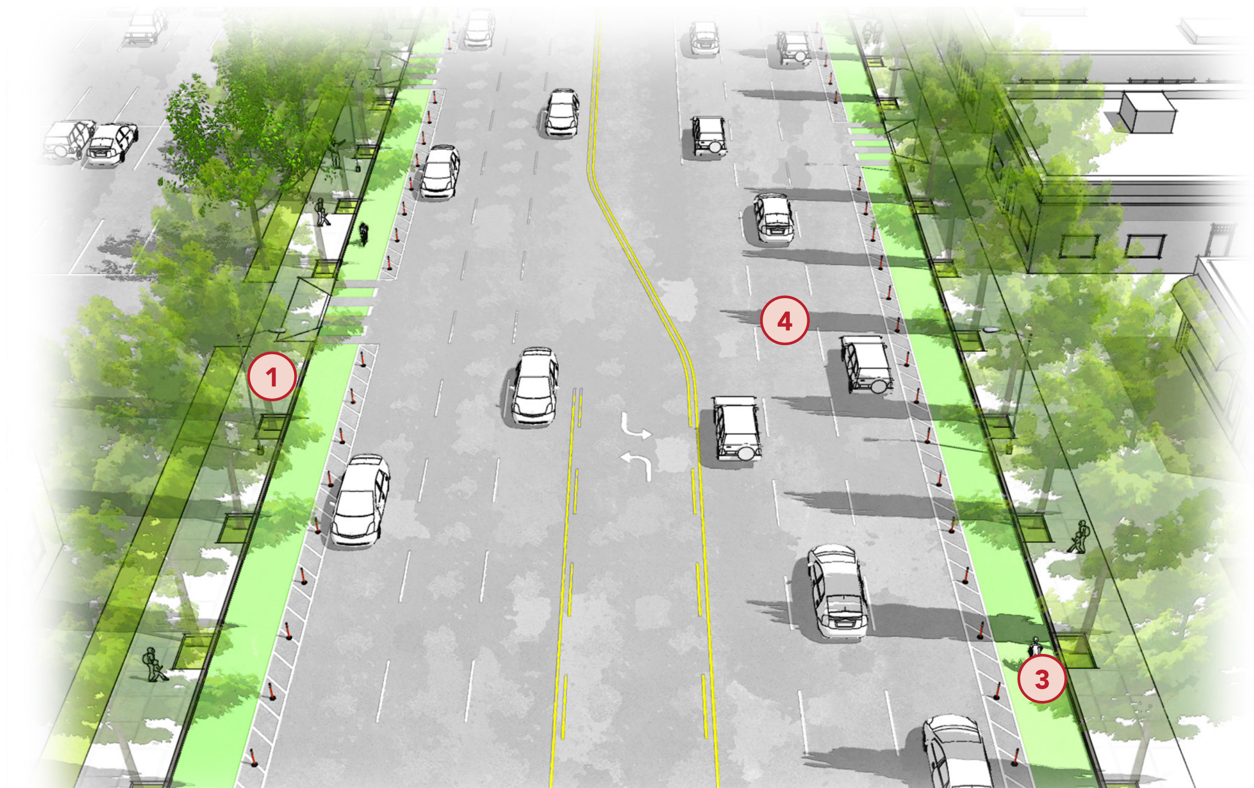
4 Gateway signage incorporating art elements

2 Improved Transit Facilities

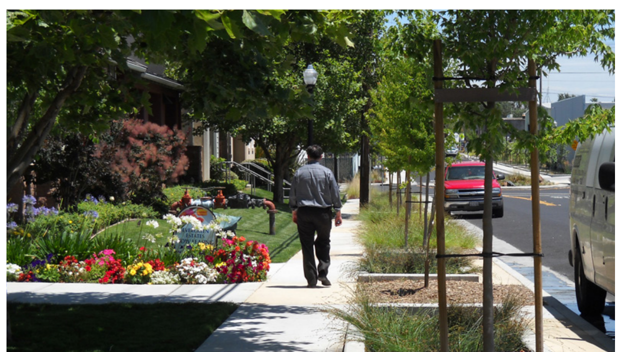
Existing Mid-Block

MID-BLOCK
SHORT-TERM IMPROVEMENTS

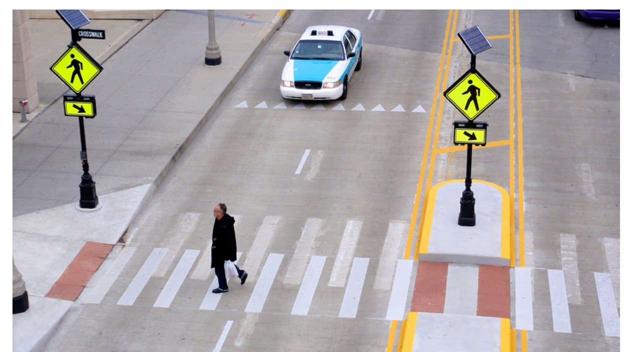
1. Safe, continuous tree-lined sidewalks
2. New mid-block crossings between Fruitdale-Renova
3. Enhanced bicycle facilities with Class IV protected bicycle lanes
4. Maintained existing travel lanes and turn lanes, and improved signal timing



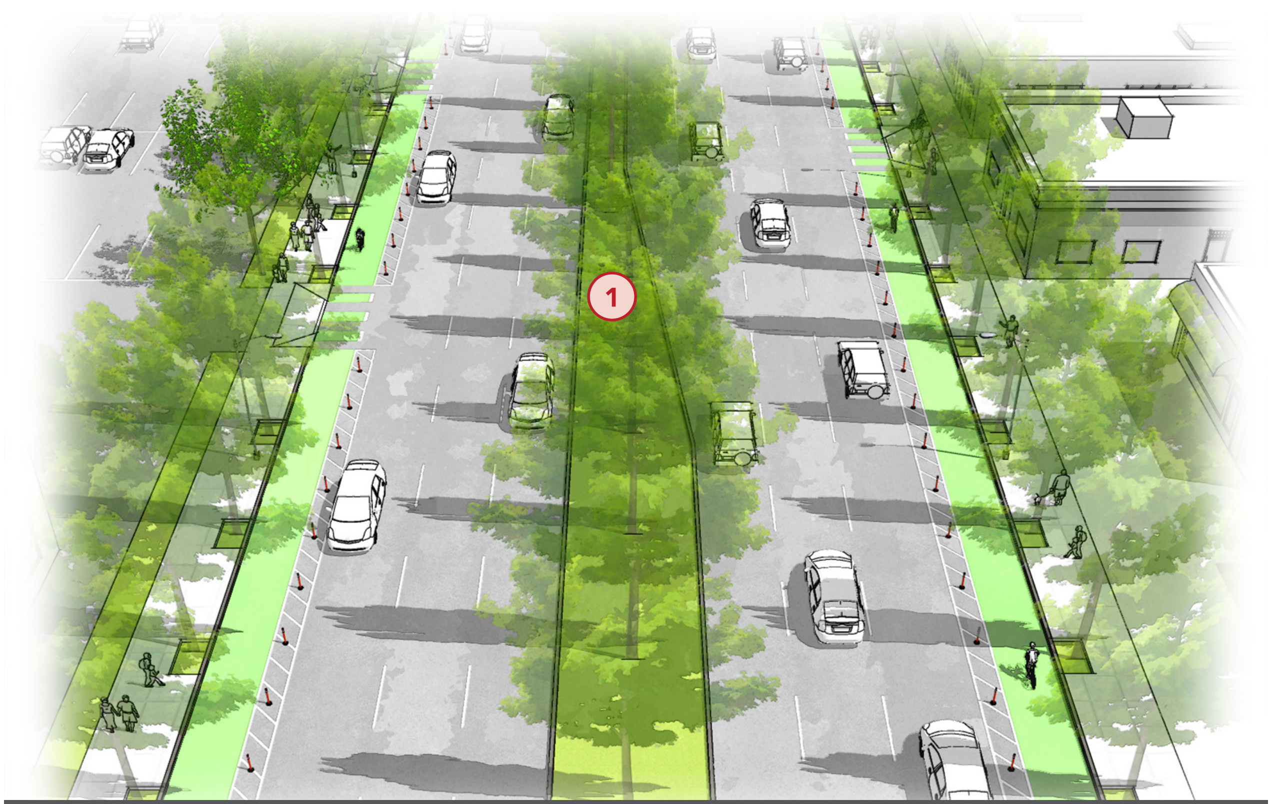
Short-Term Mid-Block Improvements



1 Continuous Tree-Lined Sidewalk



2 Signalized Mid-Block Crossing

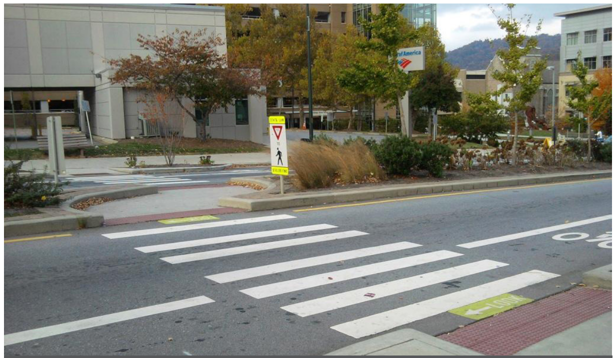


Long-Term Mid-Block Improvements

Widened Sidewalks with Amenities

MID-BLOCK
LONG-TERM IMPROVEMENTS

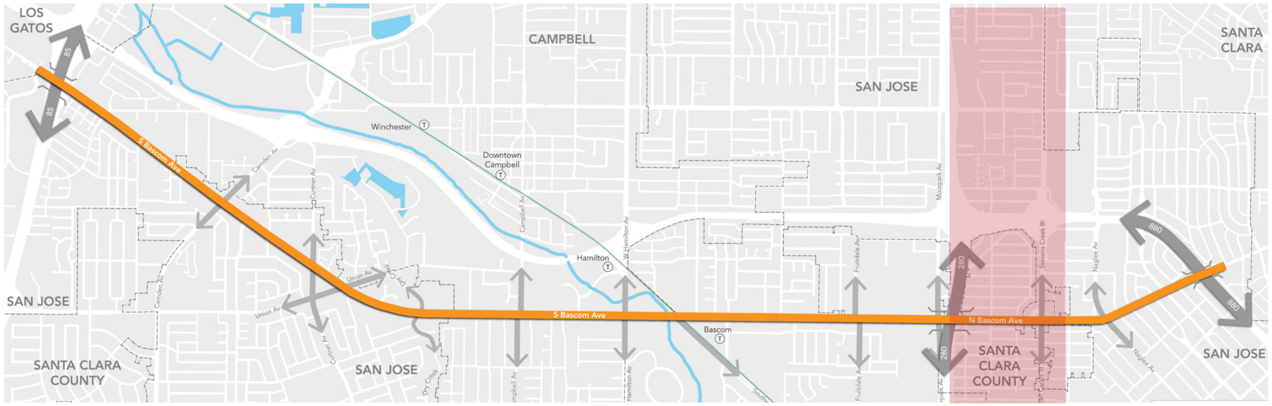
1 Center turn lane converted to landscaped median strip with left turn lane



Mid-Block Crossing with Pedestrian Refuge at Median

Protected Bicycle Lane with Bollards

HEART OF BURBANK Bailey to Parkmoor



HEART OF BURBANK

EXISTING STREET LAYOUT

The Heart of Burbank corridor segment includes the historic "main street" for the Burbank neighborhood and comprises a mix of small-scale retail businesses and restaurants. It has a 120-foot right-of-way with three travel lanes running in each direction, a median sparsely lined with trees, and some on-street parking on both sides of the road. The innermost travel lanes are approximately 14 feet wide. Sidewalks, which approach 10 feet in width, are missing in certain areas.

Existing View of the Heart of Burbank Segment

PROPOSED DESIGN CONCEPT

The roadway is re-purposed to provide three travel lanes in each direction in the short-term to two travel lanes in each direction in the long-term, supported by an 18 foot-wide median with a left turn lane. Existing on-street parking on either side of the street is retained. All transit stops are improved with bus shelters and other supportive amenities, including seating, signage, and real-time travel updates.

Existing signal times are also improved to synchronize with vehicle traffic. New traffic signals are added at the mid-block crossings near Elliott Street.

In the short term, sidewalks are widened to create a shared space for pedestrians and cyclists, who will travel on protected bicycle lanes flanked by bollards on one side and curbside planters ion the other. In the long term, bicycle lanes are relocated to the roadway level and are shielded from vehicle traffic by both bollards and on-street parking. The new bicycle network also connects with other planned facilities in the area, such as those on Parkmoor Avenue, Scott Street, and Elliott Street.

Multi-modal improvements are designed to support the community's vision for this area to become a local "main street." Gaps in existing sidewalk infrastructure approaching Parkmoor Avenue and Elliott Street are filled in to create continuous and comfortable pedestrian network. All existing crosswalks are improved with enhanced striping and directional ramps for ADA accessibility, improving safety for crossing pedestrians of all ages and abilities. Pedestrian crosswalks are improved at the intersection of San Carlos Street and Stevens Creek Boulevard by removing the pork-chop islands. Based on community feedback, a new crosswalk is added at Elliott Street to improve connectivity throughout the corridor. New crosswalks can be considered at Bailey Avenue in the long-term should future traffic analysis warrant further improvements.

Gateway signage is introduced at Parkmoor Avenue and Stevens Creek Boulevard to announce arrival to the area.

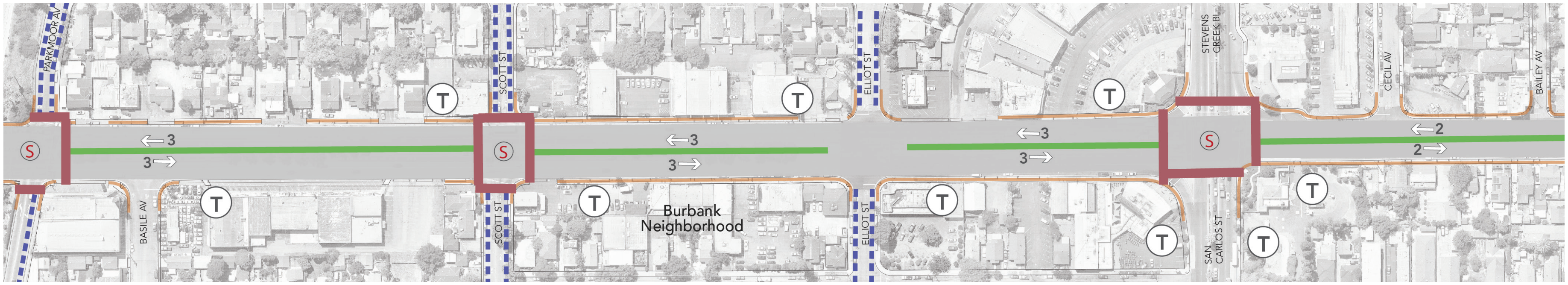
Protected Bike Lanes with Sidewalks


Protected Bike Lanes with Stormwater Planters

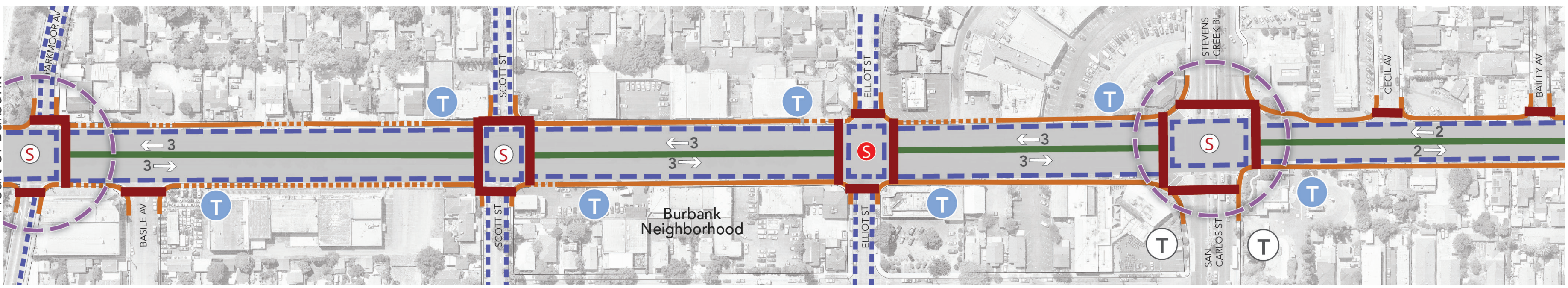
Regional Destination (Pg 120)

Heart of Burbank

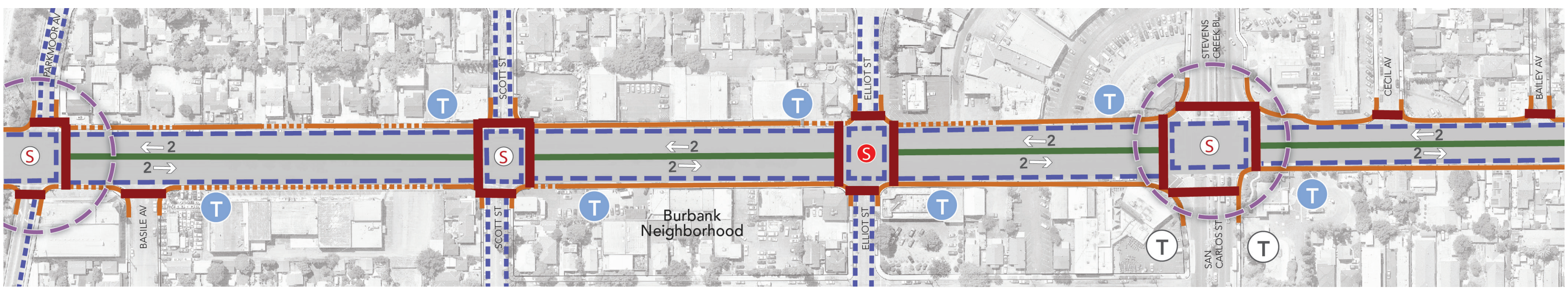
EXISTING ROADWAY CONDITIONS



SHORT-TERM IMPROVEMENTS



LONG-TERM IMPROVEMENTS



Heart of Burbank

Northern Gateway (Pg 140)

Legend

- Existing Sidewalk
- Improved Sidewalk
- Proposed Sidewalk
- Existing Crosswalk
- Improved Crosswalk
- Existing Transit Stop
- Improved Transit Stop
- Proposed Transit Stop
- Bascom Light Rail Station
- Existing Bike Lane
- Planned Bike Lane
- Proposed Protected Bike Lane
- Proposed Bike Crossing
- Existing Signal
- Improved Signal
- Proposed Signal
- Proposed PHBs
- Number of Travel Lanes
- Proposed Gateway Feature
- Existing Median
- Improved Median
- Proposed Median

0 50 100 200ft

N

Shared Sidewalk with Bike Lanes

Bollards between the bike lanes and sidewalk reduces conflict of intermixing

Bike Lanes running behind the Transit Stops

Pedestrian Amenities in Sidewalks

Protected Bicycle Lane on Shared Sidewalk

Protected Bicycle Lane on Roadway (Long-Term)

Short-Term Improvements

The roadway is retrofitted to allow for three lanes of vehicle travel in each direction with reduced widths. The existing left turn lane is retained to accommodate vehicles turning left into major destinations in the area. On-street parking is retained on either side.

The raised sidewalk level on either side are modified to 14 feet, made continuous, landscaped with new street trees, and lined with pedestrian-oriented street lights to improve safety. This expansion facilitates the construction of five foot-wide protected bicycle lanes along the sidewalk network, which are shielded from pedestrians by bollards.

All existing crosswalks are improved with enhanced striping, directional ramps, and curb bulbouts to enhance safety for all crossing pedestrians. Bus bulbouts are implemented at all transit stops to improve safety for on-loading and offloading passengers. To avoid conflict with these riders, bicycle lanes jog to the right of bus stops away from the roadway.

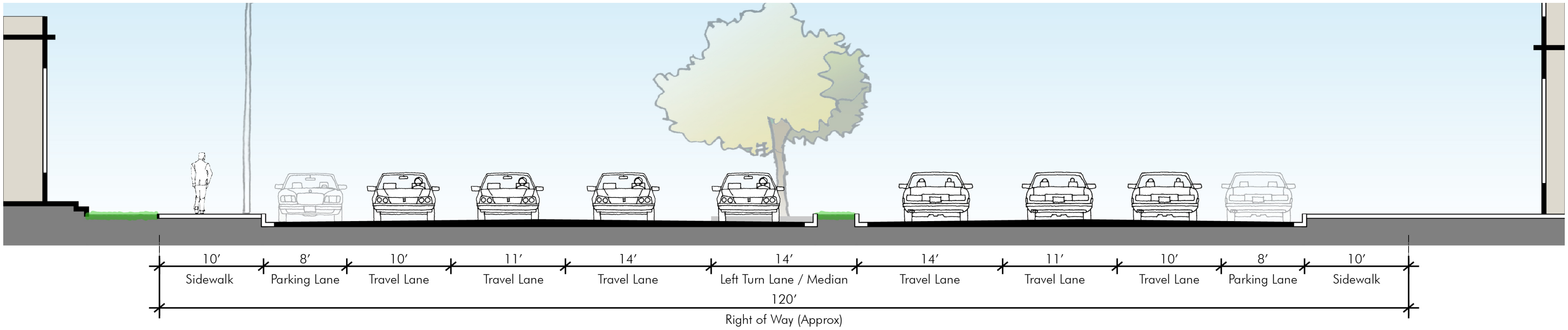
Long-Term Improvements

The roadway is further reconfigured to allow the protected bicycle lanes to be relocated to the asphalt level. One travel lane in each direction is re-purposed as a new protected bicycle lane, which is widened to eight feet and shielded from vehicle traffic and on-street parking by bollards.

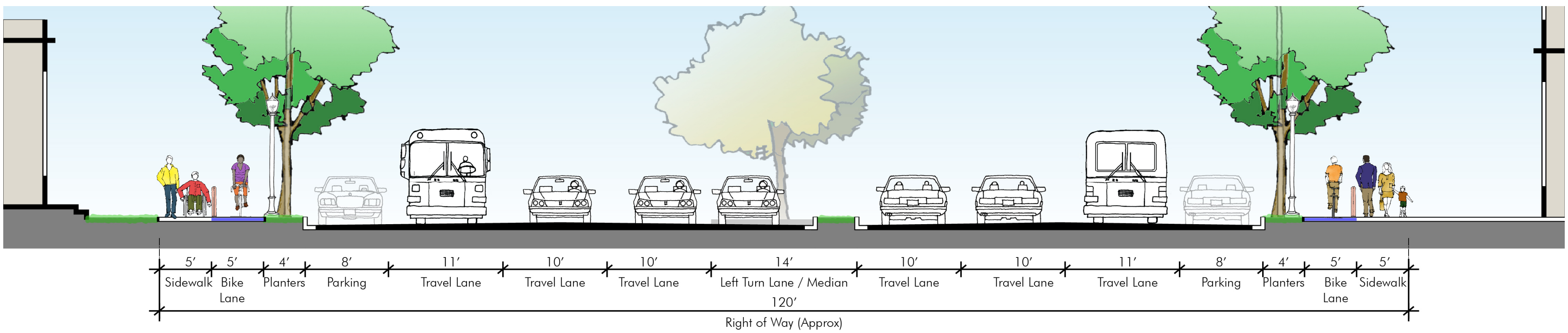
The existing median is landscaped and widened to 18 feet and retains left turn pockets to accommodate access to major destinations in the area. New planter bulbouts are placed in between on-street parking to create five rows of street trees.

The short-term bicycle lanes on the sidewalks are converted into an expanded 10-foot pedestrian area to allow for outdoor retail befitting of a "main street" environment. New curb bulbouts are constructed to reduce vehicle turning speeds, beautify the streetscape, and improve storm water quality. These bulbouts also improve pedestrian safety by reducing crossing distances at all intersections.

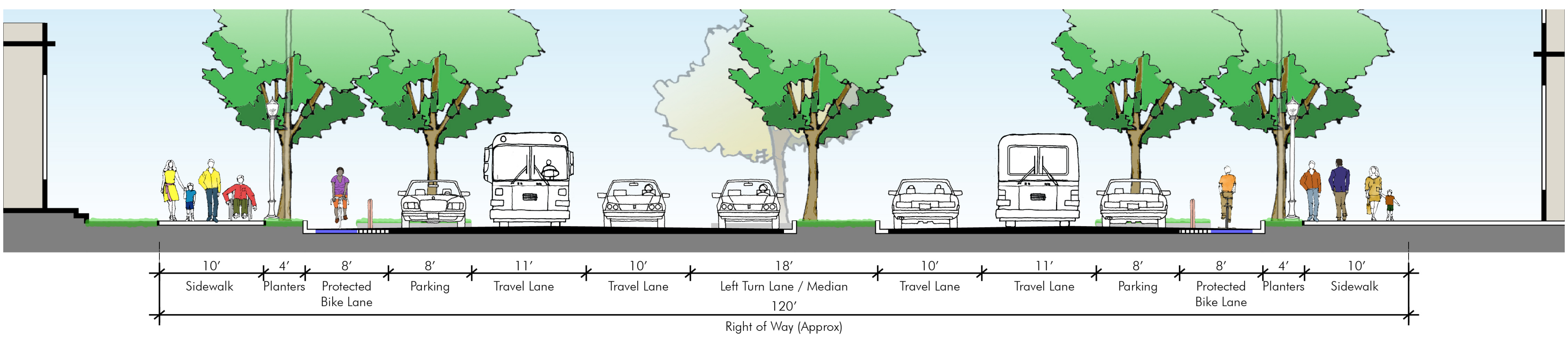
EXISTING STREET SECTION

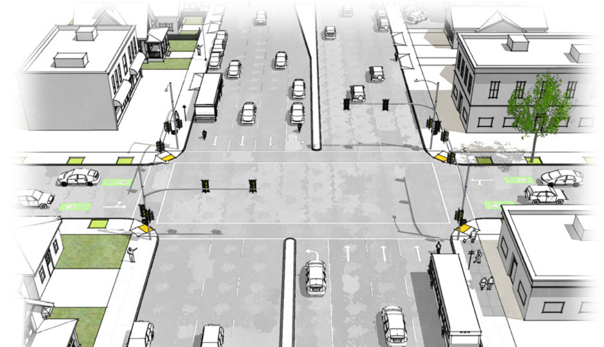


PROPOSED STREET SECTION: SHORT-TERM

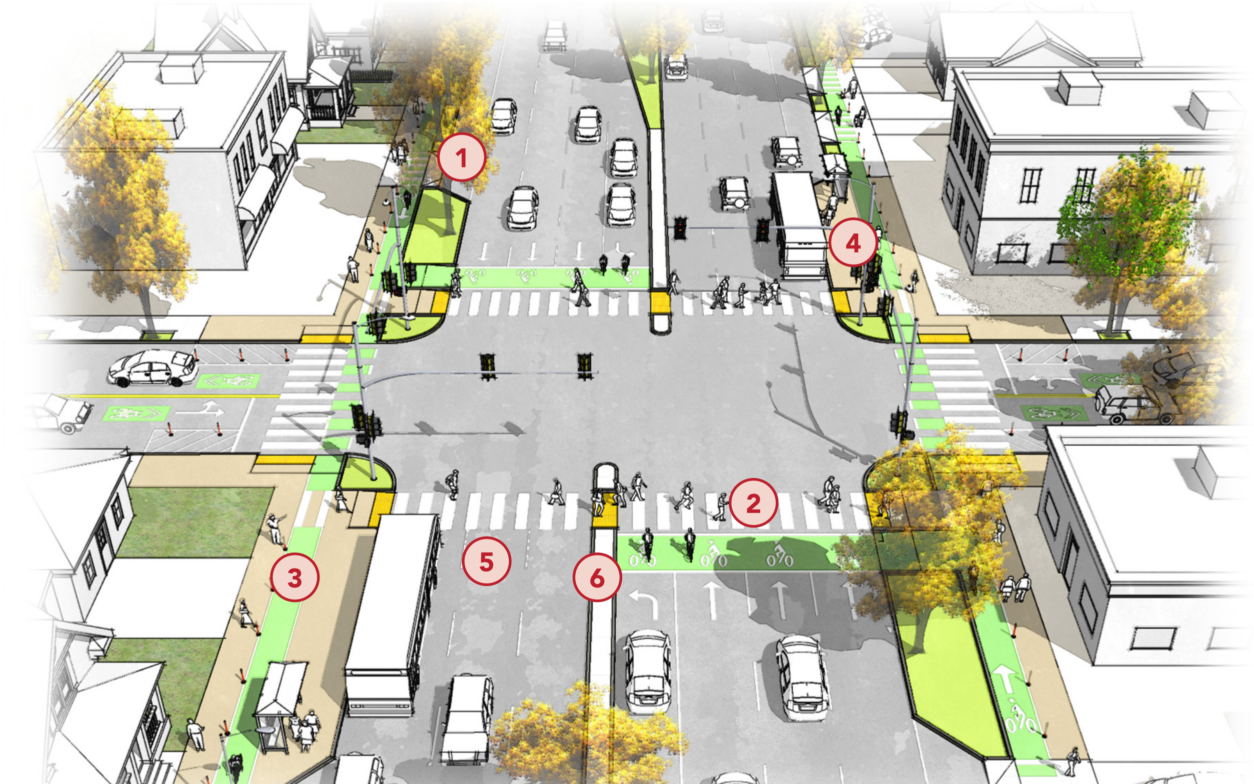


PROPOSED STREET SECTION: LONG-TERM





Existing Intersection



Short-Term Intersection Improvements

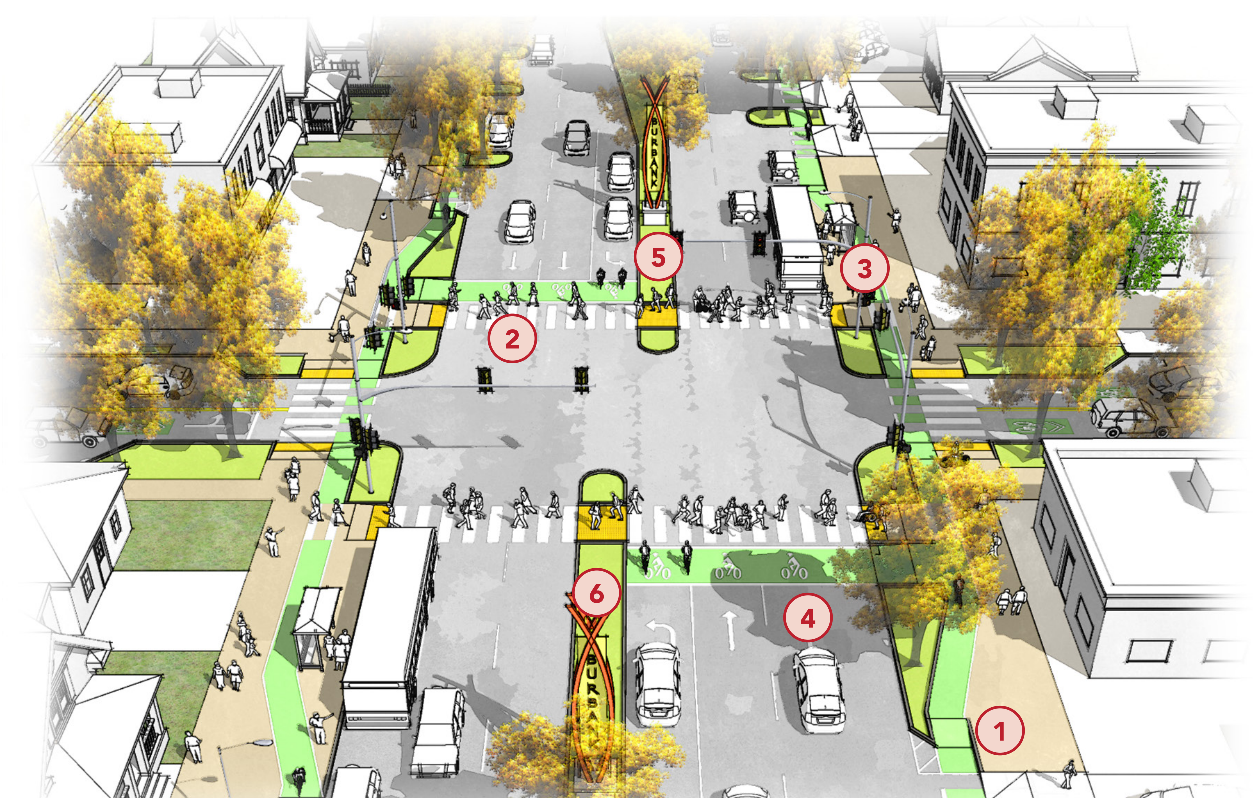
INTERSECTIONS

SHORT-TERM IMPROVEMENTS

1. Safe, continuous tree-lined sidewalks and curb bulbouts at intersection
2. Enhanced existing crosswalks and new crosswalk at Elliott Street
3. Protected bicycle lanes located on sidewalk level
4. Bus bulbouts provided on far sides of intersections
5. Maintained existing travel lanes and turn lanes, and improved signal timing
6. Median enhanced with landscaping and pedestrian refuge

Protected Bicycle Lanes on Sidewalk Level

Bike Box for Safer Crossings



Long-Term Intersection Improvements

Widened Sidewalks

INTERSECTIONS

LONG-TERM IMPROVEMENTS

1. Sidewalk area expanded after bicycle lanes relocated to roadway level.
2. Shortened crosswalk distances at all intersections
3. Improved transit facilities with bus shelters
4. Two travel lanes in each direction (when analysis warrants)
5. Expanded and landscaped median strip
6. Gateway signage at Parkmoor and Stevens Creek

Improved Transit Facilities

Protected Bike Lane

Existing Mid-Block

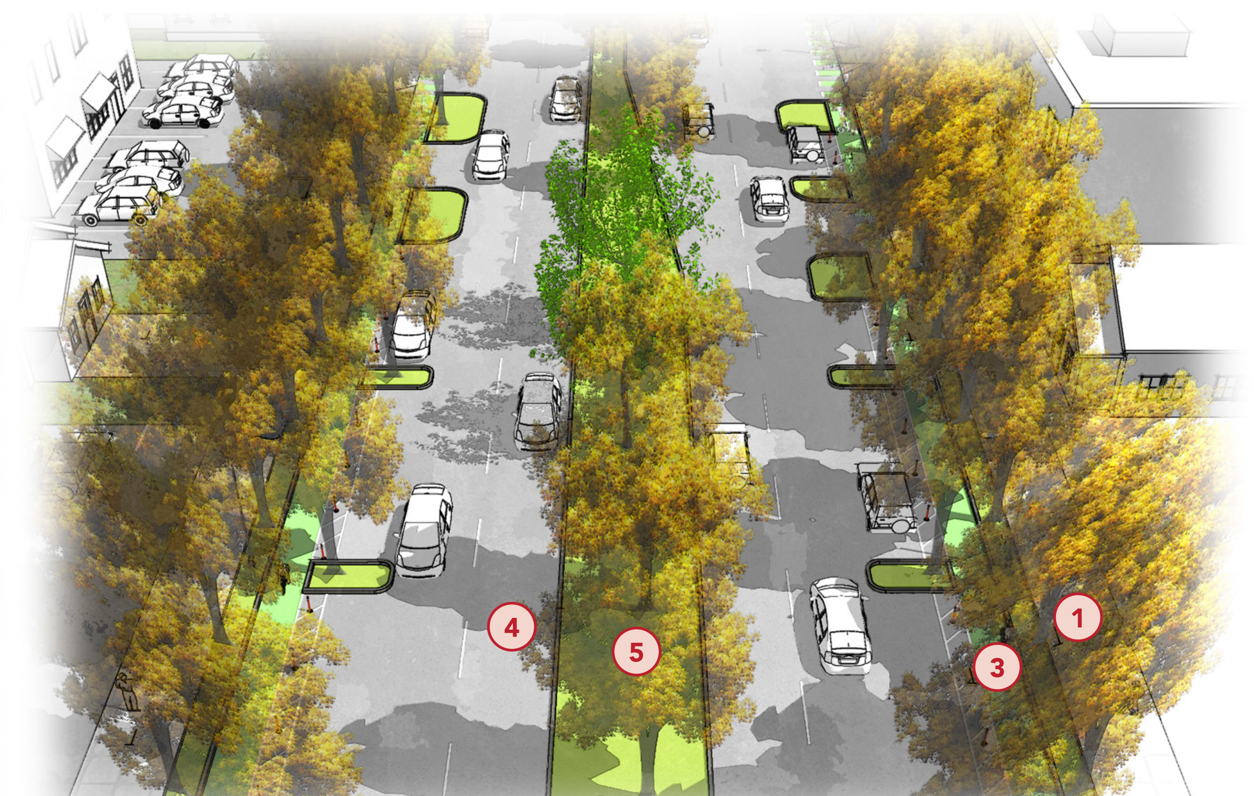
MID-BLOCK
SHORT-TERM IMPROVEMENTS

1. Safe, continuous tree-lined sidewalks
2. Enhanced bicycle facilities with raised protected bicycle lanes on sidewalk
3. Maintained existing travel lanes and turn lanes, and improved signal timing
4. Existing median enhanced with street trees

Short-Term Mid-Block Improvements

Transit Facilities with Protected Bike Lanes

Landscaped Median



Long-Term Mid-Block Improvements

2 Mid-Block Crossing with Pedestrian Refuge at Median

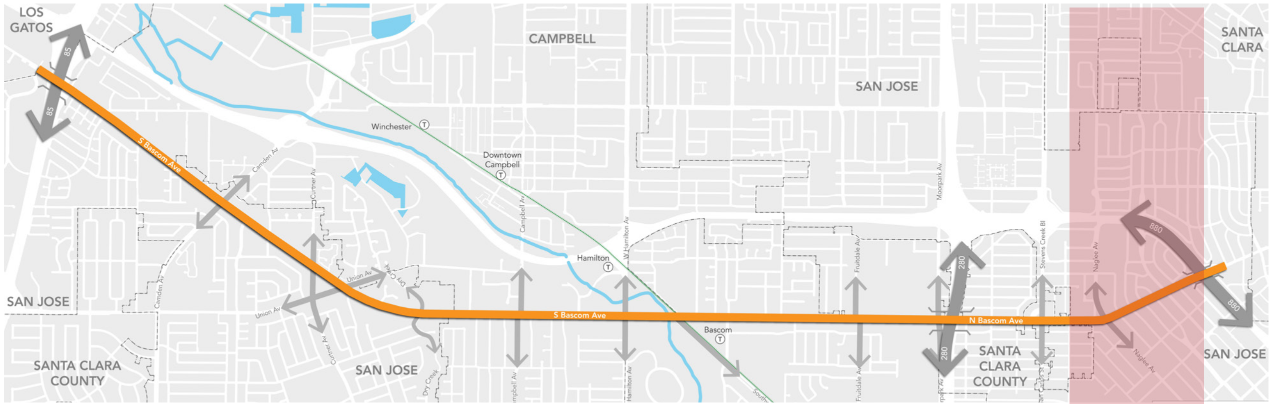
Tree-Lined Sidewalks with Improved Pedestrian Amenities

1 Widened Sidewalks with Amenities

MID-BLOCK
LONG-TERM IMPROVEMENTS

1. Widened sidewalks with expanded curb bulbouts at mid-block crossings
2. Reduced crosswalk lengths at all mid-block crossings
3. Widened bicycle facilities relocated to roadway level, adjacent to on-street parking
4. Two travel lanes in each direction (when analysis warrants)
5. Expanded and enhanced median strip

NORTHERN GATEWAY I-880 to Bailey



Existing View of the Northern Gateway Segment

NORTHERN GATEWAY

EXISTING STREET LAYOUT

The Northern Gateway corridor segment is framed by established residential neighborhoods consisting of single-family and multi-family homes. It has an 80 to 90-foot right-of-way with two travel lanes running in each direction, minimal on-street parking in its southern half, and planters intermittently lining the road on both sides. The outermost travel lanes on both sides are extremely wide (17 feet to 18 feet). Sidewalks widths range from 11 to 12 feet with six-to seven-foot planter areas.

PROPOSED DESIGN CONCEPT

The roadway is re-purposed to provide a 10 foot-wide travel lane and 11 foot-wide lane to accommodate buses in each direction. These lane reductions, along with the removal of limited on-street parking, will allow for the construction of new Class II (buffered) or Class IV (protected) bicycle facilities with protective bollards that shield cyclists from high-speed vehicle traffic. This new network will connect with existing facilities on Hedding Street and planned facilities on both Emory Street and Naglee Avenue. Near side transit stops near Naglee Avenue and Hedding Street are moved to the far side of intersections. All stops are improved with bus shelters and other supportive amenities, including seating, signage, and real-time travel updates.

Existing signal times will also be improved to synchronize with vehicle traffic. New traffic signals are added at Olive Avenue and Emory Street, which will greatly enhance safety for blind pedestrians crossing the street to access the Vista Center. Sidewalks lined with planter strips are further landscaped with a continuous row of street trees to strengthen the existing residential neighborhood.

All existing crosswalks are improved with enhanced striping and directional ramps for ADA accessibility, improving safety for crossing pedestrians of all ages and abilities. Based on community feedback, a new crosswalk is added at Emory Street to improve connectivity throughout the corridor. New crosswalks will be provided at Forest, University, and Bel Air Avenues in the long-term should future traffic analysis warrant further improvements. Naglee avenue intersection is improved for people walking, moving, biking, and taking transit by removing the pork-chop islands.

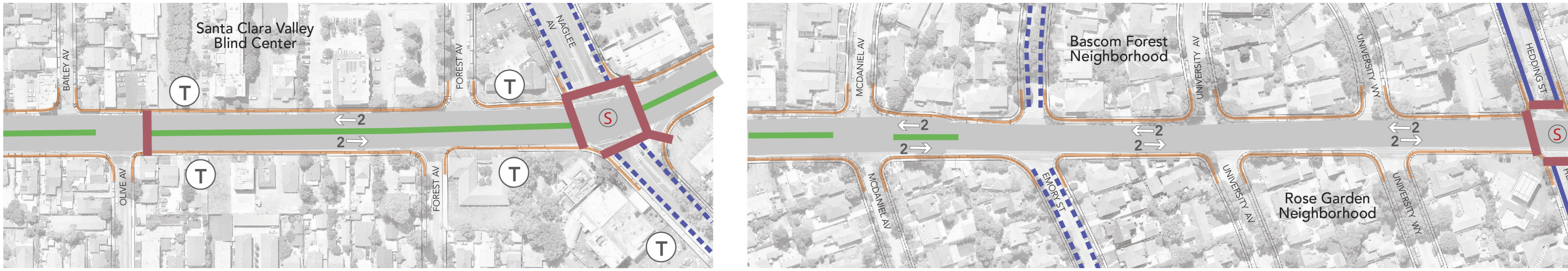
Gateway signage is introduced at Naglee Avenue and the I-80 freeway off-ramps to announce entry to San José and its neighborhoods of Bascom Forrest and Rose Garden.

Crosswalk with Directional Ramps and Enhanced Striping

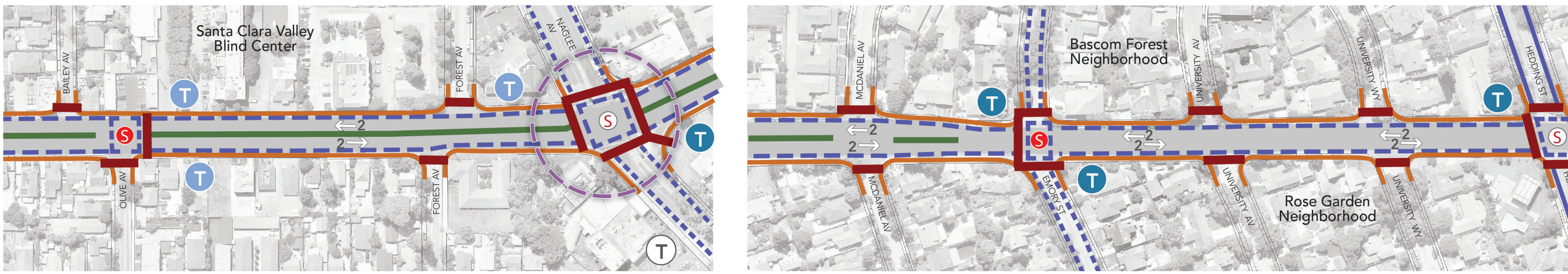
Gateway Signage

Heart of Burbank (Pg 130)
Northern Gateway

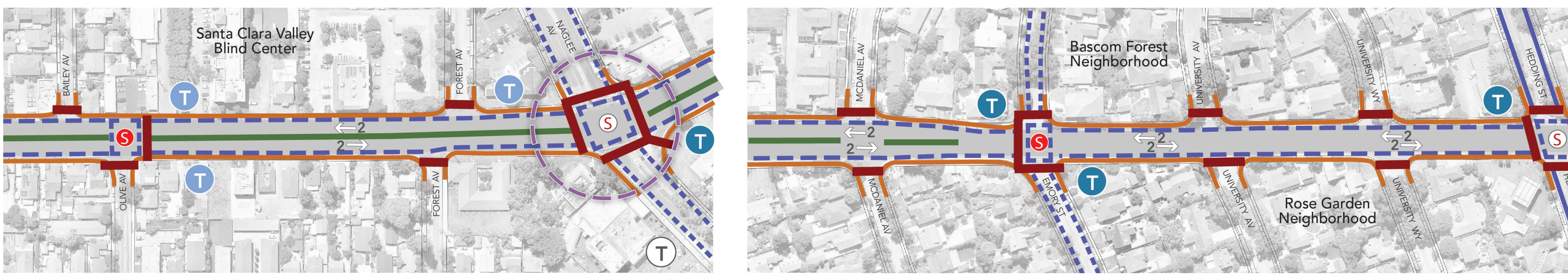
EXISTING ROADWAY CONDITIONS



SHORT-TERM IMPROVEMENTS



LONG-TERM IMPROVEMENTS



Legend

- Existing Sidewalk
- Improved Sidewalk
- Proposed Sidewalk
- Existing Crosswalk
- Improved Crosswalk
- Existing Transit Stop
- Improved Transit Stop
- Proposed Transit Stop
- Bascom Light Rail Station
- Existing Bike Lane
- Planned Bike Lane
- Proposed Protected Bike Lane
- Proposed Bike Crossing
- Proposed Sharrow
- Existing Signal
- Improved Signal
- Proposed Signal
- Proposed PHBs
- Number of Travel Lanes
- Proposed Gateway Feature
- Existing Median
- Improved Median
- Proposed Median

0 50 100 200ft

N

Northern Gateway

Gateway Signage

Gateway Signage

Curb Bulbouts With Stormwater Planters

Protected Bicycle Lane With Bollards

Short-Term Improvements

The roadway is re-purposed to allow for two lanes of vehicle travel in each direction with reduced widths. New seven-to-eight foot-wide protected bicycle lanes are constructed on either side of the street replacing limited on-street parking.

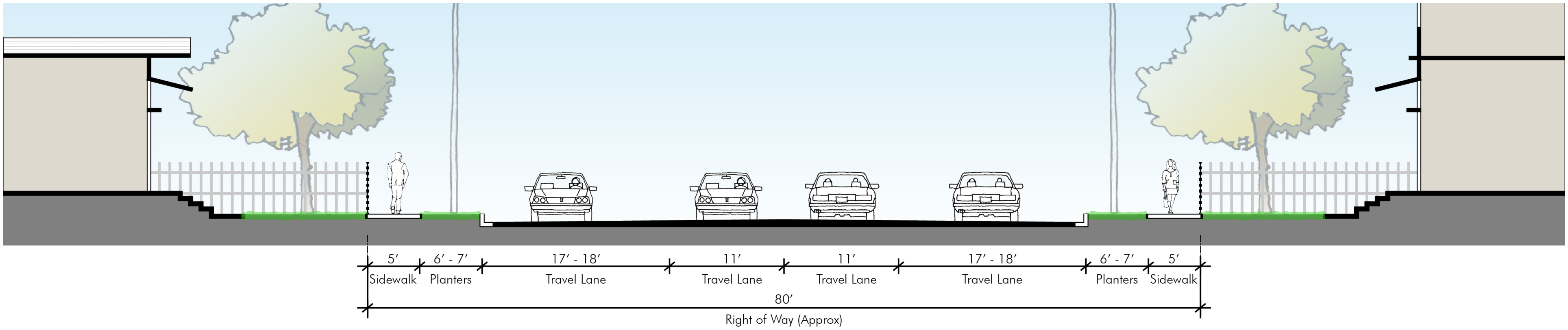
Sidewalks on either side are made continuous and landscaped with new street trees.
All existing crosswalks are improved with enhanced striping to enhance safety for all crossing pedestrians. A green-striped mixing zone is implemented at transit stops to alert drivers of the presence of cyclists, reducing the potential for conflict between street users.

Long-Term Improvements

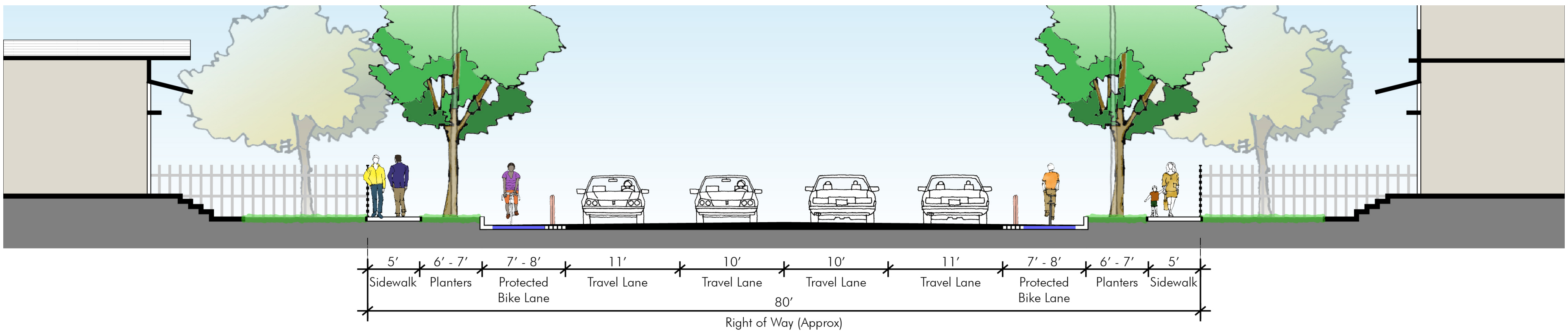
Sidewalks are landscaped and lined with pedestrian-oriented street lights to improve safety. Curb bulbouts are introduced on cross streets to reduce vehicle turning speeds, beautify the streetscape, and improve storm water management. These bulbouts also improve pedestrian safety by reducing crossing distances at all intersections.

At bus stops between Stevens Creek Boulevard and Olive Avenue, curb bulbouts extend into the 10-foot bicycle lanes to improve safety for on-loading and offloading passengers. This arrangement causes the bicycle lanes to jog right of these bulbouts away from the roadway, minimizing the potential for conflict between different travel modes. In areas where the sidewalk is constrained, sidewalks will be widened by extending into the landscaped areas along adjacent properties.

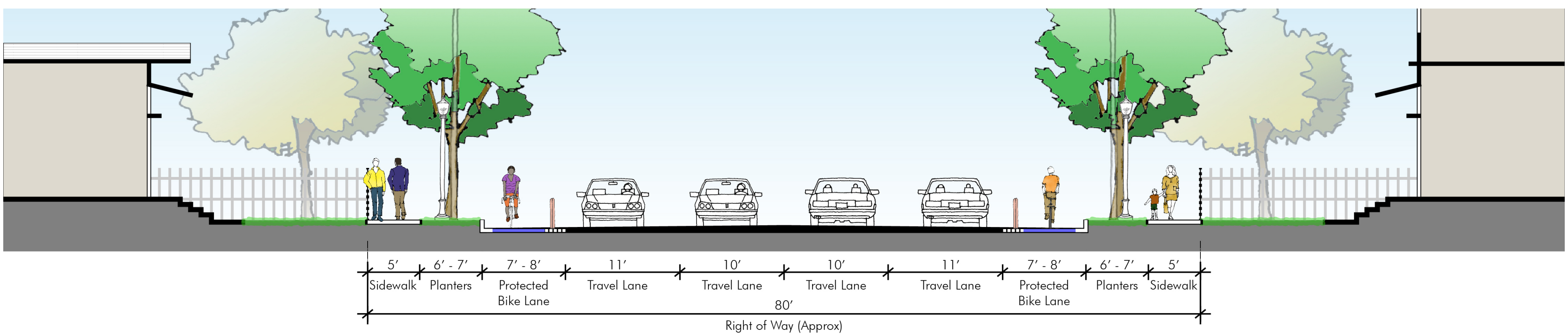
EXISTING STREET SECTION



PROPOSED STREET SECTION: SHORT-TERM



PROPOSED STREET SECTION: LONG-TERM



Existing Intersection

INTERSECTIONS

SHORT-TERM IMPROVEMENTS

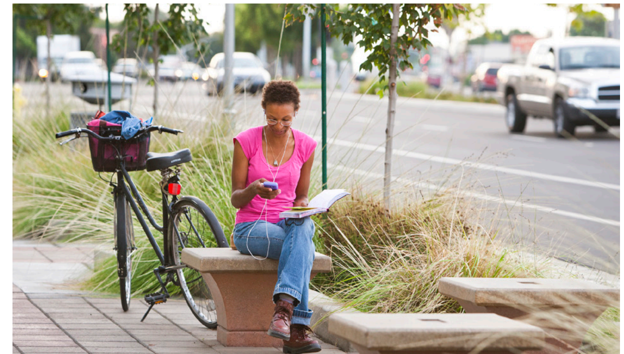
1. Safe, continuous tree-lined sidewalks
2. Enhanced crosswalks with new crosswalk at Emory
3. Enhanced bicycle facilities with Class II (buffered) or Class IV (protected) bicycle lanes
4. Transit stops enhanced with green striped mixing zones
5. Maintained existing travel lanes and turn lanes, and improved signal timing

Short-Term Intersection Improvements

4 Enhanced Crosswalk

Tree-Line Sidewalks

Long-Term Intersection Improvements



1 Widened Sidewalks with Amenities

INTERSECTIONS

LONG-TERM IMPROVEMENTS

1. Sidewalks are landscaped and supported by curb bulbouts at intersections on cross streets
2. Shortened crosswalk distances at all intersections on cross streets
3. Gateway signage at Naglee and north of Bel Air

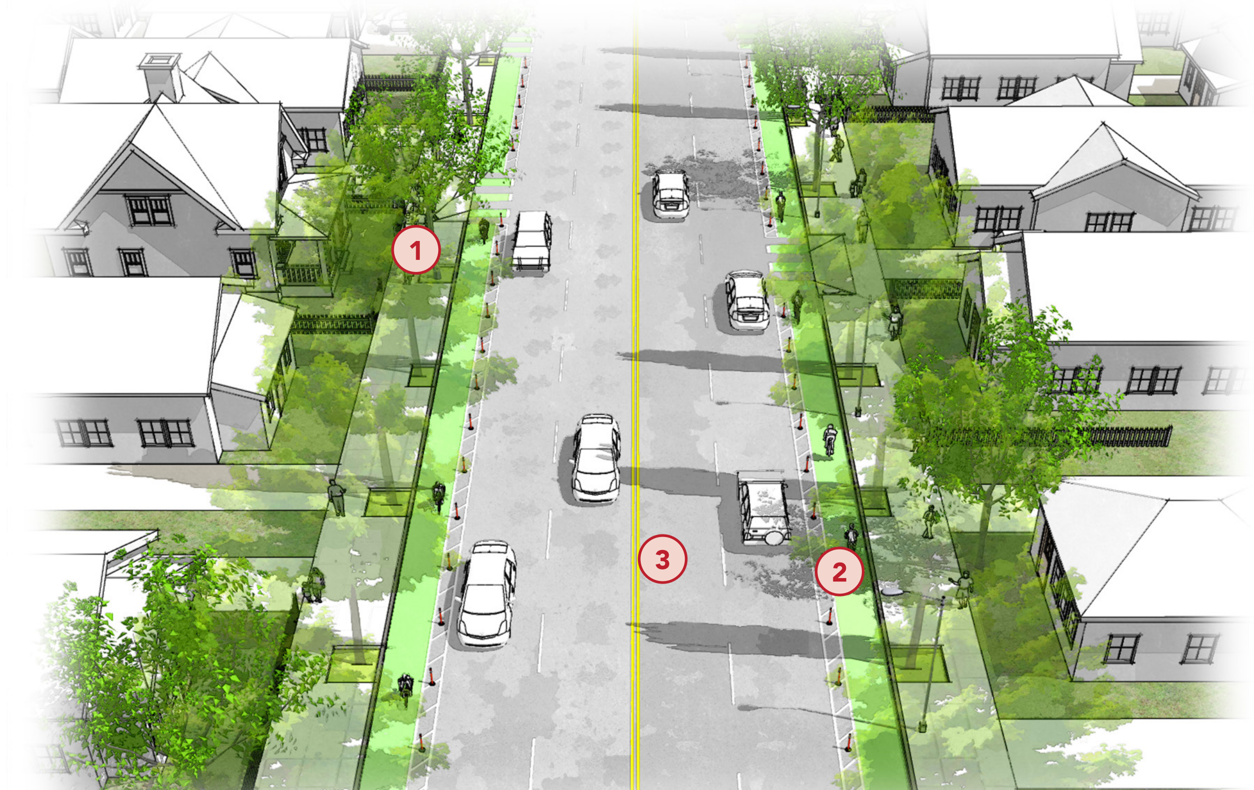
3 Gateway Signage

Shortened Crosswalk

Existing Mid-Block

MID-BLOCK
SHORT AND LONG-TERM IMPROVEMENTS

1. Safe, continuous tree-lined sidewalks
2. Enhanced bicycle facilities with Class II/IV buffered/protected bike lanes
3. Maintained existing travel lanes and turn lanes, and improved signal timing



Short-Term Mid-Block Improvements

Enhanced Crosswalk with Pedestrian Refuge

Bicycle Lanes with Bollards

CHAPTER 5
DESIGN BASIS

INTRODUCTION

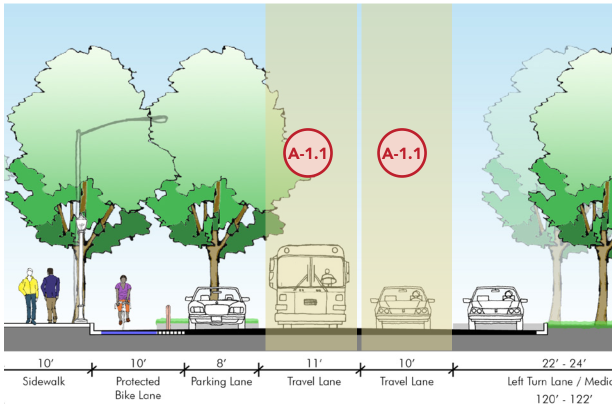
The Bascom Avenue Complete Street Study project has been a three year long process involving the community, stakeholders and multiple agencies from San José, Campbell, County of Santa Clara, and VTA. This chapter documents the design guidelines for the street right-of-way and aims to create Bascom Avenue as a multi-modal corridor that is designed for safety and comfort for all the people who walk, move, bike, take transit, and drive.

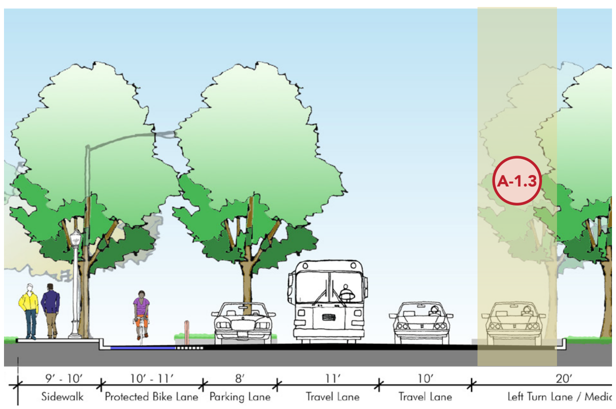
Along with Chapter 4, the Design Basis documents the reasoning and decisions made during the design phase of the project. It presents the basic rationale and assumptions, criteria, logic, and considerations developed for key elements of the public ROW, including traveled way, pedestrian facilities, and street furnishings. An underlying element of sustainability is also articulated in this chapter.

The content of this Basis of Design is consistent with the direction provided by individual City and County Agencies as well as VTA. During the design process, consensus was created between different jurisdictions on certain overarching aspects such as design speed, travel lane widths, etc. Other aspects, such as bicycle turning movements, were kept flexible, so that they could be customized to meet the specific needs of individual jurisdictions. Similarly, the Design Basis is meant to be a flexible document that will need to be continually updated during the future phases of design development through the construction document preparation.

IN THIS CHAPTER

Travel Ways
Pedestrian Amenities
Street Furnishings
Public-Private Interface
Sustainability





TRAVEL WAYS

VEHICLE TRAVEL LANES

Create and maintain a "complete" street that enables safe, attractive, and comfortable access and travel for users of all ages and abilities by reducing traffic, incorporating bicycle facilities, and better integrating bus transit.

Design Guidelines

A-1.1: Provide 10-foot wide travel lanes for standard vehicles. Allow 11-foot wide travel lanes to accommodate buses.

A-1.2: Provide 10-foot wide travel lanes for local cross streets.

A-1.3: Provide 10-foot wide turn lanes. Allow nine-foot wide turn lanes for streets where narrow rights-of-way cannot accommodate wider lanes.

A-1.4: Maintain center turn lanes in the short-term. Provide excess space in center turn lanes to ensure narrower vehicle lanes, which help to:

» Create sufficient space for U-turns;

» Discourage speeding and calm traffic, and

» Allow the creation of landscaped medians in the long-term

A-1.5: Provide 11-foot wide travel lanes where there is sufficient space on right-of-way.

EMERGENCY ACCESS

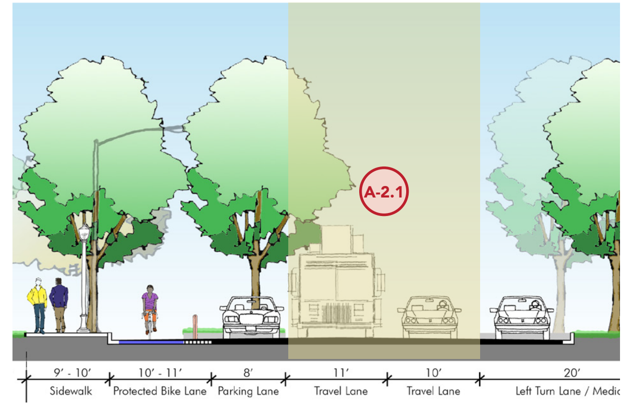
Engineer and design roadways to support emergency response apparatuses and meet requirements for width and height clearance and facilitate turning radii of apparatus. Turning radii of apparatuses vary based on segment design intersections.

Design Guidelines

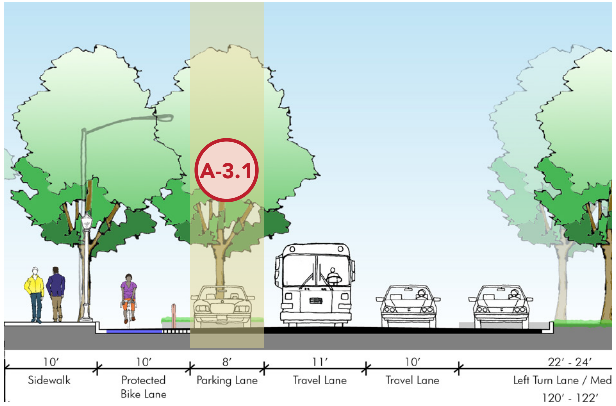
A-2.1: Require a minimum 20-feet of unobstructed roadway for emergency.

A-2.2: Provide mountable paved areas within medians for emergency access at key intervals along long stretches of divided roadways.

A-2.3: Where needed, allow painted red curbs to be more than 15-feet long for additional fire hose clearance.



A-2.2 Mountable Paved Medians




A-3.4 Flexible Park Lanes with Parklets

PARKING LANES

Create on-street parking lanes that serve existing and future residents, businesses and also provide additional protection for cyclists against high-speed vehicle traffic.

Design Guidelines

A-3.1: Provide eight-foot wide parking lanes.

A-3.2: Allow multi-purpose use of parking spaces on Bascom Avenue next to major commercial destinations.

A-3.3: During special event days and underutilized periods, re-purpose parking spaces as temporary usable open spaces.

A-3.4: Allow parklets on one or more parking spaces in commercial areas that desire outdoor seating spaces. Design and maintain parklets as a partnership between City and local businesses, residents, or neighborhood associations.

A-3.5: Where possible, allocate excess roadway to be re-purposed as parking assist areas between parking and travel lanes to allow doors to be opened more safely and for vehicles to enter and exit spaces with a higher degree of safety.

A-3.6: Allow storm water planters in between parking spaces.

A-3.7: Consider permeable paving, such as pervious concrete or pavers, for storm water management and traffic calming purposes.

A-3.8: Provide a minimum of one ADA accessible parking space every 100 feet on each side of the street.

LANES SERVING TRANSIT

Provide facilities that promote transit ridership and enhance both comfort and safety for both on-loading and offloading passengers.

Design Guidelines

A-5.1: Ensure 11-foot wide travel lanes for bus transit.

A-5.2: Where there is enough space in the right-of-way, create curb bulbouts at bus stops for safer loading and offloading of passengers and to minimize the potential for conflict.

- In San José, provide 11-foot wide pull areas adjacent to travel lanes supported by bus bulbouts. The third travel lanes can be used for the bus to stand and allow bikes to travel behind the bus stops on the sidewalk level. Demarcate the ped-bike conflict zone with crosswalk striping and ensure that bicycles always yield to pedestrians.
- In Santa Clara County and Campbell, provide bus bulbouts adjacent to travel lanes to allow for safer loading and unloading of pedestrians. The third travel lanes can be used for the bus to stand and allow bikes to travel behind the bus stops on the sidewalk level. Demarcate the ped-bike conflict zone with crosswalk striping and ensure that bicycles always yield to pedestrians.

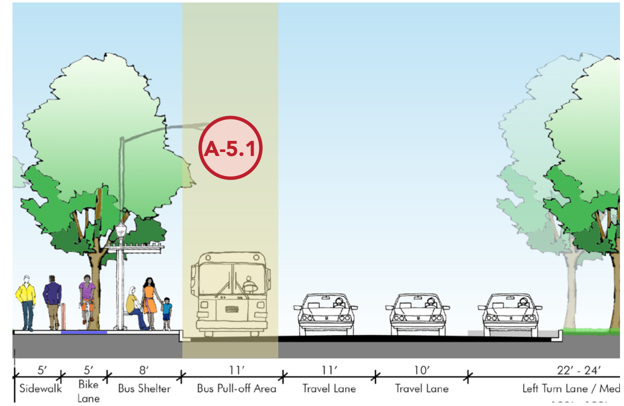
A-5.3: Relocate all near side bus stops to the far side of intersections to improve safety for pedestrians and efficiency of travel.

A-5.4: Where there is not enough space in the right-of-way, create green-striped mixing zones to alert drivers of the presence of cyclists.

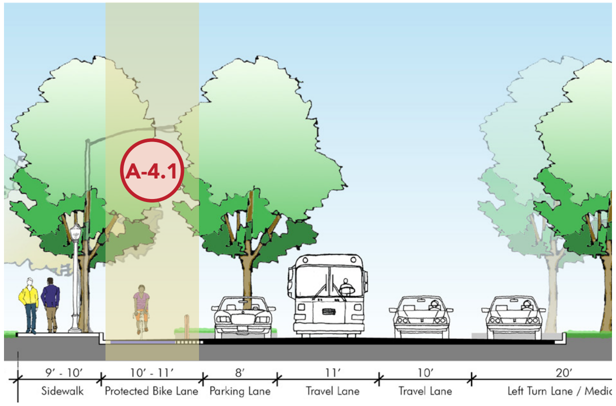
A-5.5: At intersections where there is a dedicated right-turn pocket, allow buses to travel straight on right-turn lanes to avoid conflict with bikes and improve safety for on-loading/off-loading passengers.

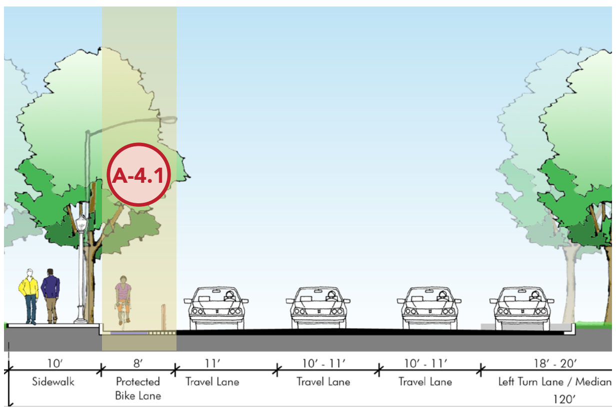
A-5.6: Require buses to use outermost travel lanes to prevent traffic gluts when on-loading and offloading passengers.

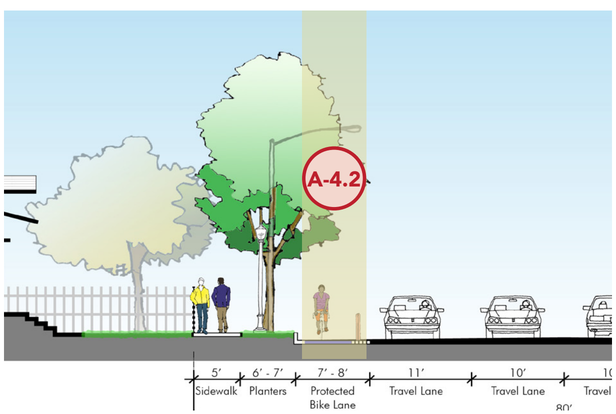
A-5.7: Install transit priority signals to ensure smoother function of transit services.



A-5.2 Protected Bike Lane with Transit Facilities







BICYCLE FACILITIES

Create well-designed and low-stress bicycle facilities that maximize user safety and minimizes the potential for conflict through brightly painted lanes, protective bollards, and safe turning facilities.

Preferred bike facility width standards are developed based on available ROW, existing best practices, and associated Bascom segments.

Design Guidelines

A-4.1: Design protected bicycle lanes. Bike lanes next to raised curbs can include the gutter pan.

- In San José, design protected bicycle lanes to be 10-to-11 feet wide, including three-to-four feet for buffer.
- In Campbell and Santa Clara County, design protected bicycle lanes to be at least eight-feet wide, including three-feet for buffer.

A-4.2: Provide seven-foot wide buffered bicycle lanes (five-feet for travel and 2-feet for buffer) where the right-of-way is constrained.

A-4.3: Provide protected bike lanes within the following considerations:

- Provide bicycle lane facilities along the curb to the right of traffic flow.
- Provide three foot-wide buffers next to parallel parking to allow cyclists to ride outside the door zone.
- Install bollards at eight-feet center-to-center within three-foot striping lanes (NACTO).

A-4.1 Shared Bike Facility with Pedestrian

- » Colored pavement should be used as a background color withing the bike lane to encourage compliance by motorists. (NACTO)
- » Encourage use of planters at intersections to provide more safety to cyclists while crossing.

A-4.4: Provide buffered bike lanes with the following considerations:

- » Provide bicycle lane facilities along the curb to the right of traffic flow.
- » Minimum five-feet from face of curb or minimum six-feet next to parallel parking so cyclists can ride outside the door zone.
- » Delineate bike lanes with two stripes, one on each side of the lane when next to parking.
- » Explore elevating bike lanes by two to four inch with a traversable curb.
- » Colored pavement should be used as a background color within the bike lane to encourage compliance by motorists. (NACTO)

A-4.5: Consider shared lane marking stencils (commonly called sharrows) as additional treatment on all facilities, especially shared roadways where rights-of-way are constrained.

A-4.6: Consider installing dedicated bicycle priority signals at intersections where there is an existing or planned bicycle facilities on cross streets.

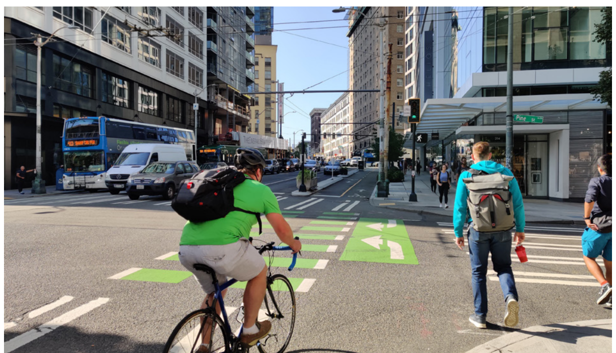
A-4.7: Provide dedicated turning facilities on intersections with cross streets where existing or planned bicycle facilities exist.

- » In Campbell and Santa Clara County, use bike boxes, which enable cyclists to cross at the near side of intersections with following considerations:
    - The box may be setback from the pedestrian crossing to minimize encroachment by cyclists into the pedestrian crossing. (NACTO)
    - A box formed by traverse line shall be used to hold queuing bicyclists, typically 10-16 feet deep. Deeper boxes show less encroachment by motor vehicles. (NACTO)

A-4.3 Protected Bike Lanes

A-4.4 Buffered Bike Lanes

A-4.7 Bike Box at Intersection



A-4.7 Two-Stage Turn Queue Box at Intersection

» San José, utilize two-stage turn queues, which enable cyclists to cross at the far side of intersections with following considerations:
- Pavement markings shall include a bicycle stencil and a turn arrow to clearly indicate proper bicycle direction and positioning. (NACTO)
- The queue box shall be placed in a protected area. Typically this is within an on-street parking lane or between the bicycle lane and the pedestrian crossing. (NACTO)

» At driveways and minor intersections, color, yield lines, and "Yield to Bikes" signage should be used to identify the conflict area and make it clear that the cycle track has priority over entering and exiting traffic. (NACTO)

A-4.8: Ensure minimum buffer space of 1 foot 6 inches between the bike lane and right turn lanes and through lanes.

A-4.9: Allow buses to use the right turn lane with exceptions to continue through a signalized intersection if the bus stops are located on the far side of the intersection.

A-4.10: Install bike striping inside the intersection to demarcate the bike lane while crossing the intersection.

A-4.11: Install bike racks on sidewalks in every block on both sides of the street and near major destinations.

A-4.12: Explore placing bike racks in on-street parking spaces.

A-4.13: Ensure bike lanes are adjacent to travel lanes by jogging bike lanes as they approach the intersection, so drivers are aware of the bikes riding next to them.

A-4.14: Where row is constrained allow bus-bike mixing zones with bike striping to make driver aware of bike riders.

MEDIANS

Create landscaped areas that separate opposing lanes of traffic, provide pedestrian refuges at intersection crosswalks and mid-block crossings, and beautify the streetscape. Preferred median width specifications are developed based on existing conditions and aim to accommodate additional on-street, multi-modal facilities. Additional information and exceptions regarding widths are provided below:

- Median for Access Control: four-foot min.
- Median for Pedestrian Refuge: five-foot min.
- Median for Trees & Lighting: five-foot min.
- Median for Single Left Turn and Pedestrian Refuge: 15-foot min.

Design Guidelines

A-5.1: Extend median nose beyond the crosswalk to provide an enclosed pedestrian refuge.

A-5.2: Design of median should allow for following emergency access modifications:

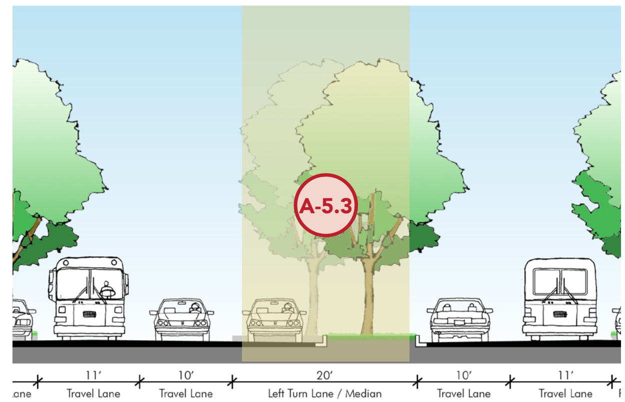
- Mountable curbs.
- Periodic breaks in landscaping to allow for median crossings by emergency vehicles.

A-5.3: Plant and maintain landscape in medians to consider the following:

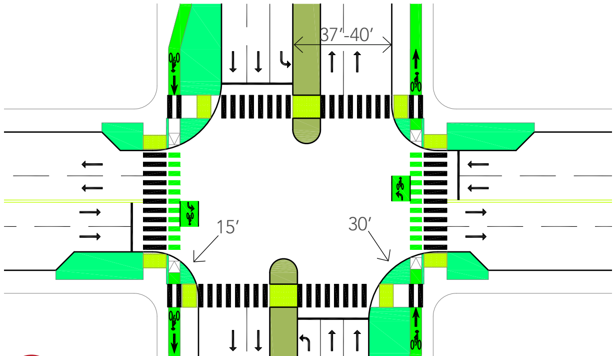
- Ensure trees have at least 14-feet canopy clearance from finished top of curb elevation.
- Ensure low level planting is no more than 18" from finished top of curb elevation.
- Ensure that trees and other landscaping does not obstruct motorists' views or standing pedestrians waiting to cross.
- Allow clear views of business signage.

A-5.4: Allow gateway elements, such as artwork or monument signage, to be located in medians.

A-5.1 Medians with Pedestrian Refuge



A-5.3 Landscaped Medians



A-6.4 Intersection Turning Radius

A-6.5 Larger Vehicles Using Multiple Receiving Lanes

INTERSECTION DESIGN GUIDELINES

Create compact intersections and smaller turning radii that increase pedestrian safety by shortening crossing distances, increasing pedestrian visibility, and decreasing vehicle turning speed.

Design Guidelines

A-6.1: Where possible, avoid free flowing movements.

A-6.2: Provide pedestrian refuges if the crossing distance exceeds 40-feet.

A-6.3: Explore striping bike lanes and through travel lanes in intersections which are wide and may have conflict with turning moment of vehicles.

A-6.4: Provide a default curb radius of 15-feet for minor neighborhood streets. Provide a default curb radius of 30-feet for major commercial streets, such as Camden Avenue, Curtner Avenue, Union Avenue and Hamilton Avenue, as well as freeway on-ramps and off-ramps.

A-6.5: Allow larger infrequent vehicles to encroach on multiple departure lanes and partway into opposing traffic lanes.

A-6.6: Provide right-turn lanes where there is a heavy volume of right turns exceeding 200 vehicles per hour or more.

A-6.7: Ensure 37 to 40-feet of clear space for vehicles taking a U-turn. This width also includes the medians.

A-6.8: Measure crosswalk lengths for the signal timing from the center of one curb ramp at face of curb to the center of the opposing curb ramp at face of curb.

PEDESTRIAN AMENITIES

CROSSWALKS

Create crossings that help pedestrians move safely, conveniently, and predictably across roadways. When treated with decorative paving material, crosswalks also provide a unique streetscape design that emphasizes a pedestrian's presence and creates a sense of place.

Crosswalks are present by law at all approximately right-angle intersections unless the pedestrian crossing is specifically prohibited. At mid- block locations, crosswalks only exist where marked and these markings legally establish the crosswalk.

Placement

B-1.1: Provide clearly marked crosswalks at all controlled intersections and at intersections of key streets. Ensure all crosswalks have directional ramps for ADA access.

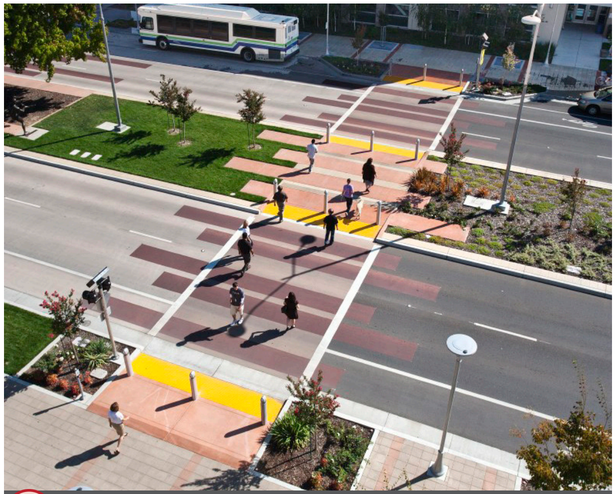
B-1.2: Locate crosswalks at mid-block crossings as indicated in Chapter 4.

B-1.3: Maintain existing ADA ramps wherever possible in short term.

B-1.4: Maintain all existing pork-chop islands and pedestrian refuges and use striping to enhance their sizes and turning radii to improve pedestrian safety. Allow them to be widened and landscaped in the long-term.

B-1.5: Maintain existing crosswalks and use striping to improve pedestrian safety.

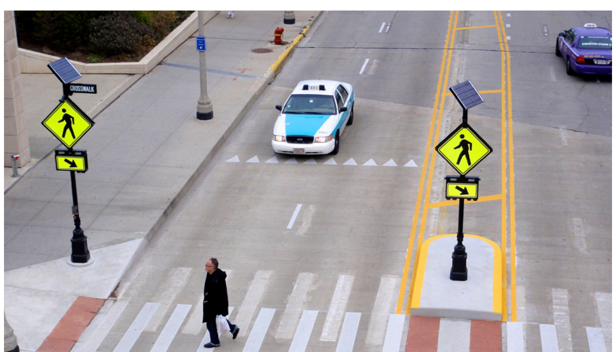
B-1.3 3-foot Deep ADA Ramp



B-1.5 Enhanced Crosswalk with Striping

B-1.8 Wider Crosswalks

B-1.8 Mid-Block Crosswalks



B-1.12 Mid-Block Crosswalks with RRFB Signals

Dimensions

B-1.6: Ensure crosswalks are at least 12-foot wide (10-feet clear between stripes). Where there is high pedestrian demand or existing narrow crosswalks, allow new crosswalks to be wider.

B-1.7: For roads with more than one travel lane in one direction, stripe the stop line at least five-feet from the crosswalk.

B-1.8: Ensure crosswalks are at least 10-feet wide. Where there is high pedestrian demand or existing narrow crosswalks, allow new crosswalks to be wider.

B-1.9: Where possible, provide bulbouts at intersections and mid-block crossings to minimize crossing distance and increase pedestrian safety and visibility.

B-1.10: Explore using special paving material at key gateway intersections for crosswalks to heighten visibility and lend identity to the area.

B-1.11: Ensure adequate signage and pavement markings are installed at crosswalk locations to better guide pedestrians and vehicles.

Mid-Block Crossings

B-1.12: Enhance the use of signage, striping, signalization, or special treatments such as flashing beacons, special paving materials, or raised crossings.

B-1.13: Construct in combination with mid-block curb extensions in the short-term.

B-1.14: Include pedestrian lighting oriented toward the crossing.

B-1.15: Create directional ramps in medians.

B-1.16 Ensure crosswalks are designed to establish clear eyesight with pedestrians and vehicles approaching the crosswalk.

- In Santa Clara County and City of Campbell, stagger the mid-block crosswalk legs to heighten clear eye sight with pedestrians and vehicles.
- In San José keep crosswalks aligned on both sides of the median.

Paving

B-1.17: Institute special intersection paving treatments within:

- Crosswalks with high pedestrian volumes, and
- Sidewalks at key intersections.

Pedestrian Signals

B-1.18: Pedestrian signals should allow enough time for all pedestrians to cross the street. For intersections serving high levels of vulnerable users, such as the elderly, disabled, and children, explore allowing crossing speeds as slow as two and a half feet per second to cross the entire street if they step off the curb at the beginning of the walk phase.

B-1.19: Pedestrian 'head-start signals': Consider leading pedestrian intervals at signalized intersections with a high incidence of pedestrian conflicts and violations.

B-1.20: Install bike priority signals at intersections where there are existing/planned bike facilities on cross streets.

Curb Ramps

B-1.21: Maintain existing curb ramps in short term wherever possible.

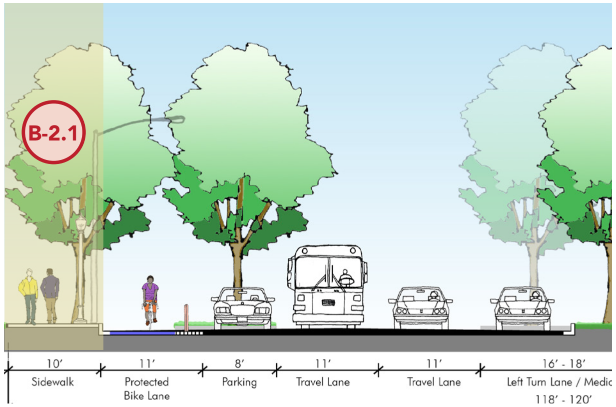
B-1.22: In the long-term, install curb ramps parallel to the direct path of travel across an intersection. At four-way intersections, install two curb ramps at each corner except in the case of raised crosswalks at sidewalk grade.

B-1.23: Ensure a three-foot-deep detectable warning surface where the ramp, landing, or blended transition connects to a crosswalk.

B-1.24: Prevent landscaping in the sidewalk area located within the width of the crosswalk access route.

B1.17 Special Paving on Sidewalks

B1.17 Special Paving on Crosswalks



B-2.2 Sidewalks with Amenities

B-2.5 Sidewalks with Outdoor Dining

SIDEWALKS

Create infrastructure and amenities that serve to both activate the public realm and augment safety for pedestrians of all ages and abilities. Safety improvements include creating sidewalks that are continuous, wide, and canopied, painted crosswalks with directional ramps and reduced distances, and curb bulbouts at bus loading zones. Comfortable pocket plazas at curb bulbouts may also help encourage leisurely pedestrian activity.

Design Guidelines

B-2.1: Have clear, contiguous, and unobstructed ADA accessible sidewalks on all streets.

- Ensure continuous ADA-accessible five-foot wide pathways along all streets.
- Encourage eight-foot wide pedestrian pathways along major retail destinations or site serving
- Ensure that all segments of Bascom Avenue have continuous sidewalks with planter with a minimum width of 10-feet.

B-2.2: Depending on desired private edge condition, design sidewalks to be used as an active place of commerce, outdoor dining, informal food kiosks, etc. especially on streets with generous sidewalks and adjacent land uses that contribute to active street life. Create pedestrian easements where needed within the private realm, to provide wider ADA accessible sidewalks and trees and landscaping amenities in the pedestrian realm.

B-2.3: Minimize the use of driveways along sidewalks to reduce the impact on pedestrian safety and overall quality of pedestrian environment. Ensure that four-feet of driveways are flush with the sidewalk wherever possible.

B-2.4: Explore pedestrian easements within the private realm to provide wider ADA-accessible sidewalks, trees, and landscaping amenities to the pedestrian realm.

B-2.5: Ensure a four foot-wide minimum in activated areas, such as outdoor dining, along sidewalks.

B-2.6: Provide elements that support social and commercial functions, such as furniture for outdoor seating and dining and shade trees.

B-2.7: Provide all key elements such as streetlights, pedestrian lights, traffic signals, street signage, street trees, and planting areas in curbside areas adjacent to the roadway.

LANDSCAPE AND PLANTING

Use natural features, such as street trees, landscaped planters, throughout the corridor to beautify the public realm and act as a buffer between vehicular traffic and other street users. Simultaneously, create and maintain a streetscape system that captures storm water runoff, filters pollutants, replenishes groundwater supplies, provides habitat for wildlife, and helps the corridor create a sustainable identity.

Sidewalks

B-3.1: Where fast moving travel lanes are located immediately next to sidewalks, locate planter wells between sidewalks and roadway to provide a safety buffer for pedestrians.

B-3.2: Allow tree wells to be used instead of planter strips in cases where there are parking or bicycle lanes next to sidewalks.

B-3.3: Use above-ground planters where sidewalk width is insufficient or the cost to construct planter strips is prohibitive to provide additional vegetation.

B-3.4: Plan landscaping and select species that provide shade, reduce heat gain and can help reduce light and glare impacts.

B-3.5: Provide 3-feet 6-inches wide planter areas and tree wells along Bascom Avenue. Where right-of-way is constrained, allow 3-feet 6-inches wide tree grates.

B-3.6: Where planting strip is constrained to 4-feet or less, explore the use of structural soil 3-feet deep and minimum 8-feet long in planting strips and under sidewalks in lieu of standard aggregate base.

B-3.7: Consider locating street trees within bulbouts in parking lane where sidewalks are narrow, or to create a double row of trees at key locations, where appropriate.

B-3.8: Ensure at least 12-foot canopy clearance from finished sidewalk elevation to provide clear emergency and service access, not block light from pedestrian-scale streetlights, and allow for a visual connection along sidewalks, medians, and business signs.

B-3.9: Maximize opportunities for storm water planters and bioswales within the planting area.

B-3.1 Sidewalk with Trees and Planter Wells

B-3.4 Trees Providing Shade and Help Reduce Heat Gain

B3.9 Maximize Opportunities for Stormwater Planters

B3.11 Install Public Spaces Like Pocket Parks

B3.12 Bulbouts with Stormwater Planters

Landscaped Median with Trees

Bulbouts

B-3.10: Curb extensions (also called bulbouts) extend the sidewalk into the parking lane to narrow the roadway and provide additional pedestrian space at key locations; they can be used at crosswalk corners and at mid-block crosswalk locations with RRFB to shorten crossing distances. They may be considered in the parking lane where appropriate to accommodate enough landscaping.

B-3.11: Design bulbouts to incorporate green infrastructure installations such as storm water planters, to create public spaces such as pocket parks, and/or to facilitate transit operations with bus stops and waiting areas.

B-3.12: Encourage the design of corner bulbouts at intersections that function as pocket plazas with pedestrian amenities such as landscaping, art, seating, trash/recycling receptacles and bicycle racks.

B-3.13: Prioritize bulbouts at intersections and mid-block pedestrian crossings to improve safety and reduce roadway crossing distances.

B-3.14: Ensure planter bulbouts in between parking are six to eight-feet wide. Bulbouts should be maximized based on space for adjacent vehicle and bicycle travel lanes.

B-3.15: Allow bulbouts along Bascom Avenue to not interfere with clear emergency access.

UNIVERSAL DESIGN GUIDELINES

Help create streets that accommodate all users, including those who are differently abled. Considerations and accommodations for differently abled users are integrated throughout this Plan and comply with or exceed all requirements of the Americans with Disabilities Act (ADA).

Design Guidelines

B-4.1: A clear contiguous minimum five-foot wide path should be provided at all times in the street ROW.

B-4.2: Street furniture should not impact any part of ADA accessible pathway. Where there is need for ADA accessible pathways at bus stops or building entrances, a clear unobstructed ADA accessible pathway should always be provided.

B-4.3: Streetscape elements, such as parking meters, should be two-feet from wheelchair ramps.

B-4.4: Require a clear, unobstructed, contiguous, minimum eight-foot wide ADA accessible loading and unloading area at all transit shelters.

B-4.5: Where seating is provided, incorporate a variety of seating to accommodate a range of physical abilities, as well as companion seating that enables wheelchair users to sit next to friends or family members.

B-4.6: Where seating is provided, incorporate a variety of seating to accommodate a range of physical abilities, as well as companion seating that enables wheelchair users to sit next to friends or family members. Encourage permanent ADA accessible seating to be located every ¼ mile.

B-4.7: Install curb ramps in long term parallel to the direct path of travel across an intersection. At four-way intersections, two curb ramps should be installed at each corner except in the case of raised crosswalks at sidewalk grade. Maintain all existing curb ramps in the short-term wherever possible.

B-4.8: Ensure sidewalks are clear of all vertical obstructions, such as poles, fire hydrants, street furniture, and other elements for a width of at least five feet. Ensure obstructions are located behind the sidewalk.

B-4.1 ADA Ramp

C-1.1 Sidewalk with Street Amenities

STREET FURNISHINGS

STREET FURNITURE

Provide amenities and features that allow pedestrians stop, gather, and enjoy the street and provide a comfortable environment for non-motorized travel. Street furniture elements include benches and seating, bollards, flower stands, kiosks, news racks, public art, signs, refuse bins, and other elements.

Design Guidelines

C-1.1: Locate street furniture with the following considerations.

- Should not obstruct pedestrian pathways;
- Should not impact any part of the ADA accessible pathway. Where there is need for ADA accessible pathways approaching either the roadway or buildings behind the sidewalk a clear unobstructed ADA accessible pathway should always be provided;
- Should be two-feet from any driveway or wheelchair ramp and five-feet at the landings of the ramp;
- Should be five-feet from any fire hydrant and two-feet from a standpipe; and
- Should be eight-feet from any transit loading and unloading areas.

SEATING

A wide variety of seating in different locations and arrangements enhances pedestrian comfort and facilitate leisurely activity.

Design Guidelines

C-2.1: Prevent seating elements from being placed along five-foot ADA pathways.

C-2.2: Explore a wide variety of seating, including benches, seat walls, and elements integrated into other furnishings, such as planters.

C-2.3: Prioritize seating in comfortable locations in mixed-use commercial areas and at key nodes.

C-2.4: Consider use of seating incorporated into building forms, such as seat walls, as an alternative to freestanding benches.

C-2.5: In major commercial centers, such as the Heart of Burbank corridor segment, consider move-able seating that allows for flexibility and increased comfort.

C-2.6: Provide seating areas for gathering at already active places, such as bus stops.

PLANTERS

Provide continuous and more substantial plantings in extended planter boxes that can provide a buffer between the roadway and sidewalks, creating a quieter and more comfortable pedestrian environment. Above-ground planters include potted planters, raised planter beds, hanging baskets, and other containerized bodies for trees and landscaping.

Design Guidelines

C-3.1: Above ground planters are appropriate for locations where existing sidewalk space or soil conditions do not allow for planting in the ground or where major utilities or other structures exist beneath the sidewalk.

C-3.2: Above ground planters should be a secondary alternative to in-sidewalk plantings.

C-3.1 Stormwater Planters Along Sidewalk

C-2.2 Sidewalk with Seat-wall

C-2.4 Sidewalk with Seat-wall

C-4.3 Trash Receptacle Sidewalk

TRASH RECEPTACLES

Provide trash receptacles in various locations to help keep the streets and sidewalks clean and free from litter. Because they are costly to maintain, prone to vandalism, and may impede pedestrian mobility, trash receptacles should be carefully designed and sited according to the following guidelines.

Design Guidelines

C-4.1: Provide a maximum of one trash receptacle every 200-feet along Bascom Avenue. Additional trash receptacles should be provided only if a private sponsor provides continued maintenance.

C-4.2: Provide a minimum of one trash receptacles at each corner of the intersection.

C-4.3: Locate receptacles clear of the ADA accessible path of travel.

C-4.4: Include recycling containers in trash receptacles.

C-4.5: Where possible, explore the use of trash compactors.

BICYCLE RACKS

Provide racks that allow cyclists to safely and securely store their bicycles in various locations throughout the corridor.

Design Guidelines

C-5.1: Provide racks in active commercial districts and near major destinations such as schools, libraries, transit stops, major shopping and service destinations, and other locations with high pedestrian traffic. If possible, include bike lockers for more safety.

C-5.2: Where sidewalks are wide enough, design bike racks such that parked bicycles are perpendicular to the curb and do not project into pedestrian pathways. Where this space is not available, bike racks should position bikes parallel to the curb. Bike racks may be placed at either edge of a tree basin but must be a minimum of two-feet from the edge to allow a person to easily pull their bike in and out.

C-5.3: Ensure racks are located at least two-feet from the curb, with three-feet preferred.

C-5.4: Ensure at least three-feet of clearance between bicycles parked at racks and any other street furniture, except for other bike racks, which should be placed a minimum of every three-feet on center.

C-5.5: Ensure a minimum one-foot clearance from utility vaults for bicycles parked at a rack.

C-5.5: Where possible, place bicycle racks in curb bulbouts.

C-5.7: Ensure racks offer a minimum of two points of support for bikes

C-5.8: Explore use of locating bike racks by occupying parking spaces.

C-5.9: Explore feasibility of locating bike racks at intersection bulbouts.

C-5.8 Flexible Parking Lanes with Bike Racks

C-6.2 Bollards on ADA Ramps

C-6.7 Bollards with Pedestrian Scale Lighting

BOLLARDS

Use bollards throughout the corridor to shield bicyclists from adjacent activities, including high-speed vehicle traffic and pedestrian activity, to minimize the potential for conflict between travel modes.

Design Guidelines

C-6.1: Use bollards to separate vehicular areas from areas primarily intended for other transportation modes, like walking or biking.

C-6.2: Ensure that bollards must not encroach on the five-foot minimum clear path of travel required.

C-6.3: Ensure that bollards do not inhibit access for emergency services.

C-6.4: Ensure bollards are placed in striped bulbouts four-feet apart in the short term (NACTO).

C-6.5: Ensure bollards do not present a hazard when removed.

C-6.6: Ensure bollard design complements the surrounding environment by mirroring architectural styles or otherwise augmenting streetscape designs.

C-6.7: Consider integrating pedestrian-scale lighting into bollards.

C-6.8: In Santa Clara County, use bollards in the short-term to shield pedestrians from cyclists on the shared sidewalk.

STREET LIGHTING

Provide street lighting to help define a positive urban character and support nighttime activities. Street lighting includes roadway and pedestrian lighting in the public right-of-way and provides essential nighttime illumination to support pedestrian activity and safety.

Design Guidelines

C-7.1: Select light fixtures that efficiently direct light to the desired area of the roadway and sidewalk. Light fixtures should enable a variety of light distributions to adapt to different street and sidewalk configurations while maintaining the same fixture appearance. The distribution type should be selected based on street and sidewalk width.

C-7.2: Mitigate light trespass by specifying the correct light distribution. Lighting fixtures should not be located close to windows to avoid disturbing the adjacent building's occupants. If necessary, house-side shields may be used on fixtures to minimize light trespass into residences or other areas.

C-7.3: Provide a mix of pedestrian-oriented and automobile-oriented street lighting in medians, parking lanes, and along bicycle lanes.

C-7.4: Require pedestrian-scaled street lights to be at a lower height (approximately 12-feet high), spaced at 40-feet on center or at intervals determined by a photometric analysis.

C-7.5: Prioritize pedestrian oriented lighting along all pathways and open spaces to meet established lighting standards and provide a safe and comfortable pedestrian environment.

C-7.6: Coordinate street light design with those of other streetscape elements and recognize the history and distinction of the neighborhoods where light poles are located.

C-7.7: Install LED streetlights and guidance signs powered by solar energy to light walkways at nighttime.

C-7.8: Select Dark Sky-compliant lighting to minimize light pollution cast into the sky while maximizing light cast onto the ground.

C-7.9: Incorporate light pollution reducing strategies when selecting and/or designing lighting elements.

C-7.1 Continuous Sidewalks with Lighting

C-8.1 Gateway Signage

SIGNAGE AND WAYFINDING

Use a variety of signage that helps street users navigate the public realm in ways that also reinforce each segment's unique character, emphasize key locations or destinations and promote the region's cultural heritage.

Design Guidelines

C-8.1: Use signage to emphasize key locations, intersections, and focal points, such as the Bascom library.

C-8.2: Employ public signage for vehicular, pedestrian and cyclist wayfinding to transit facilities and nearby destinations.

C-8.3: Incorporate art in the wayfinding of individual streets that reflects the area's cultural diversity.

C-8.4: Create well-defined gateways using distinctive monument signage, plant selection and placement, and public art.

C-8.5: Utilize opportunities within the public right-of-way at key intersections and approaches to define entry and create a sense of place.

C-8.6: Install gateway monument signage and amenities at gateway intersections and at the entrance to multi-use trails, such as the Los Gatos Creek Trail, to provide a sense of arrival into the corridor transit riders and cyclists. Ensure that these features are elegantly designed and contribute to the overall character of the corridor.

C-8.7: Provide clear entrances and gateways to the site and major recreational uses and establish a clear hierarchy of pedestrian, bicycle and vehicular circulation.

C-8.8: Coordinate colors, shapes, and graphics of signage with the signage system of the City of San José, City of Campbell, and Santa Clara County.

C-8.9: Install art features that pay homage to the region's cultural heritage.

PUBLIC-PRIVATE INTERFACE

Use creative design measures that integrate the public and private realms in order to create to a complete and coherent community environment.

Design Guidelines

D-1.1: Encourage the planting of trees within the private realm where the right-of-way is too constrained to accommodate street trees along sidewalks.

D-1.2: Plant trees three to five-feet from the back of the sidewalk within private lots where possible.

D-1.3: Explore easements for sidewalks and bus stops where the right-of-way is very constrained.

D-1.1 Sidewalk with Planters

D-1.3 Sidewalk with Trees

Stormwater Management System

Permeable Paving

SUSTAINABILITY

STORM WATER MANAGEMENT

Implement best practices in design to help manage the impacts of storm water runoff. The region's streets, sidewalks, and storm water infrastructure should filter, treat, and detain storm water runoff, which collects pollutants from buildings, sidewalks, and landscaped areas. Stormwater and other green infrastructure increase permeability, allowing rainwater to penetrate the soil and efficiently enter the storm drain system.

Well-designed stormwater management can reduce erosion, use stormwater for irrigation and other landscaping uses, and rely on natural treatment materials to filter pollutants out of urban stormwater before it enters streams, the Los Gatos Creek, and eventually the Bay.

Types of Stormwater Management Systems

Bioswales located in the Right-of-Way: The word bioswale is generally used to describe planted areas that efficiently collect rainwater by locating on contour, either natural or constructed. Here the term ROW Bioswale describes planted areas in the sidewalk, parking, or travel lanes that are designed to collect and manage storm water by locating at a collection point for urban stormwater.

Rainwater gardens: Rain gardens are vegetated, or landscaped depressions designed with an engineered soil layer that promotes infiltration of stormwater runoff into the underlying soil. In addition to direct rainfall, stormwater runoff from surrounding impervious surfaces, such as sidewalks and rooftops, can be directed into the rain garden so it can be absorbed into the ground.

Permeable paving: Permeable paving is a range of materials and techniques, such as permeable pavers or porous concrete, which allow water to seep in between the paving materials and be absorbed into the ground. Permeable paving can be used instead of traditional impermeable concrete or asphalt to allow water to sink in where it falls and avoid large pools of fast-moving stormwater.

Design Guidelines

E-1.1: Where possible, maximize landscape solutions that promote water management.

E-1.2: Include trees and bioswales/rain gardens in sidewalk level planting areas and at street level to capture, filter, and infiltrate rainwater.

E-1.3: Allow curb cuts for inflow and outflow of the stormwater runoff.

E-1.4: Use a watershed approach to determine the best locations within a drainage area to place green infrastructure.

E-1.5: Minimize the use of impervious surfaces with permeable paving materials or porous asphalt around tree wells, along parking lanes, and in surface parking areas to increase infiltration of stormwater.

E-1.1 Maximize Opportunities for Stormwater Planters

E-2.2 Street Furniture Made with Recycled Materials

E-3.1 Solar Panels Street Light

WASTE MANAGEMENT

Manage waste in streetscape construction to reduce project greenhouse gas emissions, encourage local sourcing, and conserve and reuse resources.

Design Guidelines

E-2.1: Consider a waste management strategy and include recycling receptacles with street furniture.

E-2.2: Encourage the use of building materials and street furniture made from recycled materials.

ENERGY GENERATION

Integrate energy-generating infrastructure into the streetscape to reduce urban greenhouse gas emissions, reduce energy costs and capture otherwise unused energy resources.

Design Guidelines

E-3.1: Integrate solar energy systems into the built environment on the street.

- Install solar panels on street furniture to collect solar energy.
- Install solar panels on light poles or as public art to power lighting to raise awareness.
- Work with VTA Transit and other transit agencies to explore solar panels on bus shelters to power its lighting and real-time departure infrastructure.

E-3.2: Install micro-wind power facilities on light poles or as public art to power lighting and make the public aware of close-to-home energy generation possibilities.

E-3.3: Encourage the harvest of kinetic energy from the street to generate electricity.

- Explore speed bumps that can collect kinetic energy at transit depots where buses, trains, and vehicles are breaking heavily to generate power for traffic lights.
- Explore kinetic energy materials and systems that generate energy from pedestrian traffic to provide illumination on pedestrian paths.

OTHER SUSTAINABILITY PRACTICES

Install feedback systems that allow the public to see and understand building, block, neighborhood or City-level resource consumption, including energy and water usage.

Design Guidelines

E-4.1: Install interpretive elements on the street that explain the benefits of urban trees, rain gardens and sustainable infrastructure.

E-4.2: Build partnerships with schools so that students can learn about green infrastructure.

E-4.3: Form public/private partnerships to involve community groups and other stakeholders in the selection, construction and maintenance of green infrastructure projects.

E-4.4: Use art to strengthen Bascom's 'green' sustainable identity and to explain different concepts of green infrastructure.

E-4.4 Signage to Explain Green Infrastructure

CHAPTER 6
IMPLEMENTATION

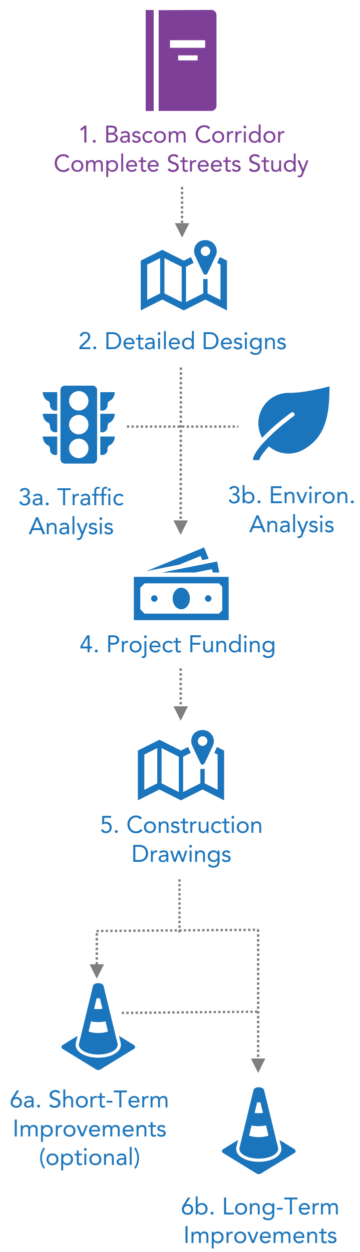
BASCOM AVENUE
COMPLETE STREETS STUDY

INTRODUCTION

The Bascom Corridor is poised for much needed and desired Complete Streets improvements. It will take a concerted effort between VTA, the Partner Agencies, other public agencies, property owners and developers, and the local community to ensure the vision outlined in this Study comes to fruition.

This chapter discusses the next steps that will be undertaken to implement this Study, including a summary of the phased implementation approach, initial planning level cost estimates for physical improvements to the Corridor, and potential funding sources and opportunities. This chapter also includes a discussion on opportunities for "quick-build" improvements that are less costly, easier to implement, and result in immediate safety and aesthetic improvements for people living, working, recreating and moving along the Bascom Corridor.

IN THIS CHAPTER



PHASING

This Study represents the beginning of a much larger process to re-imagine Bascom Avenue as a more Complete Street that better serves all users and improves safety. While this Study coalesces the community's vision and design goals for the corridor, VTA and the Partner Agencies will need to follow-up this Study with more detailed construction drawings, additional traffic analysis, and environmental review as well as the identification of available funding sources (see diagram to the left).

How improvements are actually made segment by segment will depend largely on the individual efforts of each Partner Agency. Each jurisdiction has the ability to implement the future streetscape design for Bascom Avenue either through short- or long-term improvements:

- **SHORT-TERM IMPROVEMENTS:** These include the core design elements and features the community desires to be integrated into each segment of the Corridor. In most instances, these improvements can be made without making changes to most of the existing curbs or relocating utilities. This allows agencies to more quickly implement these changes at a lower cost.
- **LONG-TERM IMPROVEMENTS:** These changes represent the ultimate future community desired end state for the Corridor. While likely requiring more cost and time to implement, these changes fully meet all of goals included in the Vision Elements and the Specific Design Elements.

Overall, the implementation of streetscape improvements is intentionally designed to be very flexible. The short-term improvements are designed in such a way that jurisdictions can build off of them as they move towards long-term Improvements. In other words, one does not lose the initial improvements or need to replace them/re-design them as you transition between the phases. The long-term improvements can be essentially be added to the short-term improvements. This approach will allow jurisdictions to save money and also incrementally make changes to their segment(s) of the Corridor as funding becomes available.

In addition to the two phase approach, many improvements identified by the community and the Partner Agencies can be implemented corridor-wide as funding becomes available. For instance, there is a strong desire by the community to have traffic signals re-programmed and coordinated to help improve traffic flow, especially during peak commute times. VTA, San José, Campbell, and Santa Clara County could upgrade all traffic signals at once along the corridor, independent of individual Corridor Segment improvements (in coordination with Caltrans).

There are several triggers for the second phase of this effort. Each long-term improvement builds on one or more short-term improvements in the first phase and would require greater levels of financial investment and administrative effort.

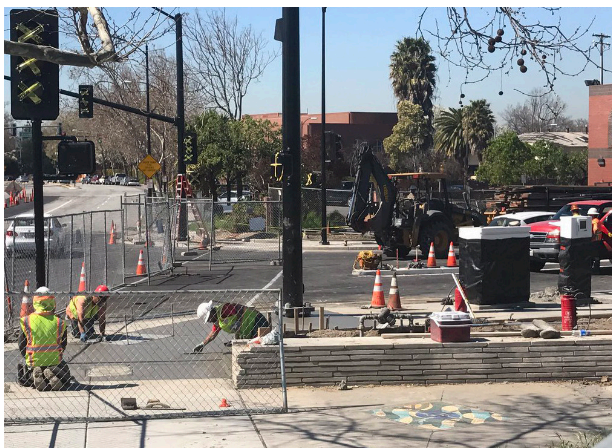
Accordingly, VTA and its Partner Agencies will first evaluate the efficacy of short-term improvements in terms of enhancing user safety, improving multi-modal access, and promoting a mode shift toward walking, moving, cycling, and transit use, which would help reduce the region's carbon footprint and mitigate climate change. Should the outcome of such analyses support these conclusions, each jurisdiction may implement all long-term improvements throughout the corridor.

Alternatively, individual jurisdictions may elect to proceed directly toward implementation of long-term improvements should the community voice a desire to do so.

Painted Bicycle Lane

San José Public Works and Volunteer Crew

Installation of New Traffic Signals


New Streetscape Improvements in San José

COST ESTIMATES

As part of this Study, the following planning-level cost estimates were developed to help inform the conceptual design process and provide each Partner Agency with a sense of how much improvements will cost. While more detailed cost estimating will need to be undertaken as part of future project phases, improvements for the full Bascom Corridor are estimated to cost approximately $83 million.

The cost estimates shown by individual corridor segment in **Table 6.1** on the following page include total costs associated with the following types of improvements:

- **ROADWAY IMPROVEMENTS:** New or realigned curbs, curb ramps, pedestrian bulbouts, sidewalks, and driveways.
- **PAVEMENT IMPROVEMENTS:** Roadway surface improvements, including new pavement, painting, and stripping.
- **LANDSCAPING:** New or enhanced plantings and trees, stormwater planters, and irrigation equipment.
- **STREET FURNITURE AND SIGNAGE:** New or upgraded transit shelters, pedestrian and street lights, trash receptacles, pedestrian benches, bollards, bicycle racks, wayfinding signage, gateway arches, and public art.
- **TRAFFIC SIGNALS:** Improved traffic signal timing, the installation of new traffic signals, and the installation of new pedestrian, bicycle, and transit priority signals.
- **UTILITIES:** Realigned fire hydrants, utility boxes, drain inlets, water lines, or sanitary sewer pipes where needed.
- **OTHER/MISCELLANEOUS ACTIVITIES:** Temporary traffic controls, permits and approvals, construction information signage, and the removal of existing streetscape elements.

TABLE 6.1: COST ESTIMATES BY CORRIDOR SEGMENT				
SEGMENT	SHORT-TERM IMPROVEMENTS	LONG-TERM IMPROVEMENTS	TOTAL COSTS	JURISDICTION(S)
SOUTHERN GATEWAY	$3,645,700	$11,760,900	$15,406,600	City of San José
SOUTH NEIGHBORHOOD	$5,869,400	$10,287,400	$16,156,800	City of San José
CAMPBELL CORE	$3,894,400	$7,770,500	$11,664,900	City of San José City of Campbell
CENTRAL BASCOM	$5,215,500	$11,887,700	$17,103,200	City of San José City of Campbell
REGIONAL DESTINATION	$1,931,900	$4,507,600	$6,439,500	City of San José
HEART OF BURBANK	$6,170,900	$2,410,700	$8,581,600	Santa Clara County
NORTHERN GATEWAY	$2,425,200	$4,667,000	$7,092,200	City of San José
TOTAL	**$29,153,000**	**$53,291,800**	**$82,444,800**	

NOTES

1. The table summarizes anticipated streetscape, amenity, and traffic signal costs by individual corridor segment. Some corridor segments fall within two jurisdictions, and coordination between individual jurisdictions and VTA will be critical for ensuring improvements are made in a manner that reflects the desires of each individual city/neighborhood while being consistent with the Community Vision and the Overarching Design Framework for Bascom Corridor.
2. Some improvements can be made corridor-wide and are not dependent on individual corridor segments. Please see Attachment H: Detailed Project Cost Estimates for more information by each type of improvement.
3. Improvements to traffic signal timing and the addition of new traffic signals are assumed to occur during the short-term time frame.
4. All cost numbers have been rounded to the nearest hundredth.

POTENTIAL FUNDING SOURCES

Implementing the Community Vision for the Corridor will likely require multiple funding sources and a creative approach for combining funding sources. A key starting point for jurisdictions applying for grant funding is this Study—which combines a clear vision for future change to specific improvements. All woven through a robust community engagement and feedback process.

Core to this "combined funding" approach is the ability to apply different types for funding to the various parts of the design and construction process. This generally includes securing funding for more detailed construction drawings, the actual construction and installation of improvements, and ongoing maintenance of improvements.

Strategically identifying individual grants and segments that jurisdictions would be the most competitive at getting funding for is a critical step for acquiring necessary project funding. Many grants require local jurisdictions to include "match funds" (i.e., pre-identified or secured dollars) and specific eligible project components.

The goal is to maximize opportunities where a jurisdiction(s) can combine multiple grants to achieve the most improvements at one time. For instance, this could include combining an ATP Grant that covers new concrete and road striping with an Urban Greening Grant that covers street trees and stormwater planters.

In addition to grants and/or public funding, every future private or public development project should take into account the need to improve the Bascom Avenue streetscape. This can include creating new sidewalks, adding bicycle lanes, adding transit stops, improving crosswalks, or any other improvement adjacent to or near a development project that is consistent with this Study.

To help guide the process for the Partner Agencies, the following pages summarize potential funding sources organized by type or funder group.

CATEGORY 1
GOVERNMENT GRANTS

Government grants can often be the most applicable towards Complete Streets improvements. However, they are also often the most competitive and have a variety of requirements that need to be met during the application process. The following are examples of government grants that are applicable to the Bascom Corridor:

- **CALTRANS SB 1 FUNDING:** Passed in 2017, SB 1 is a landmark transportation investment to rebuild California by fixing neighborhood streets, freeways and bridges in communities across California and targeting funds toward transit and congested trade and commute corridor improvements. The grant program has initially identified nearly $2 billion towards repairs and transit improvements specifically on local streets and roads in California.

- **CALTRANS ACTIVE TRANSPORTATION PROGRAM (ATP)**
While ATP is one of the most competitive statewide and regional grant funding sources,the Bascom Corridor is likely a strong contender for grant funding. One of the primary scoring criteria is benefit to Disadvantaged Communities, which is applicable to most of the corridor. With the safety benefits for active modes and the significant walking and biking comfort improvements, the project would likely rank high. This grant would likely only be applicable to the walking and biking-related improvements. ATP Cycle 5 Call for Projects is anticipated in Spring 2020. ATP projects that are not awarded at the State level are automatically considered for funding at the Regional level.

- **CALTRANS HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)**
HSIP is a program that intends to address areas with a documented history of serious safety issues. The primary metric for this is a cost-benefit ratio that heavily weighs fatal and severe injuries. Based on fatalities and severe injuries along the corridor, this project will likely be very competitive for this funding source. The grant is primarily used to fund specific safety countermeasures, so project definition requires documented safety benefits for collision type. Another round of HSIP grants is likely to be issued in Spring 2020.

CATEGORY 1
GOVERNMENT GRANTS *(continued)*

» **ONE BAY AREA GRANTS (OBAG)**
As the local congestion management agency, VTA has a call for OBAG grant applications every two years. Priority is given to projects either fully or partially within a Metropolitan Transportation Commission (MTC)-designated Priority Development Area or providing access to/from within 0.5 mile of a Priority Development Area (PDA). PDAs are areas within existing communities that local governments have identified and approved for future growth. These areas typically are accessible by one or more transit services; and they are often located near established job centers, shopping districts, and other services. Portions of the South Neighborhood, Campbell Core, Central Bascom, Regional Destination, and Burbank Neighborhood segments are designated as or within a 0.5 mile of PDAs.

» **2016 MEASURE B SALES TAX**
In 2016, Santa Clara County voters approved Measure B, a 30-year, half-cent countywide sales tax to enhance transit, highways, expressways and active transportation (bicycles, pedestrians and complete streets). Over the next 30 years, Measure B is anticipated to generate $6.3 billion dollars.

» **URBAN GREENING GRANT PROGRAM**
This program aims to reduce Greenhouse Gas Emissions (GHGs) through green infrastructure projects. Projects that prioritize Disadvantaged Communities and provide multiple benefits such as reducing household energy costs or increasing flood protection, are competitive for these funds. The solicitation for Round 4 is expected to be released in Spring 2020.

» **AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC)**
Funded through statewide Cap and Trade funds, the AHSC grants help fund affordable housing but are targeted at funding substantial transportation and streetscape improvements tied to the affordable housing site. Given the need for transportation improvements and affordable housing along the corridor, this grant should be considered an important funding source. However, it is reliant upon opportunities to coordinate with housing developers. The City should flag and pursue the grant as interest in affordable housing development arises on parcels along or near the corridor.

CATEGORY 2
NON-GOVERNMENTAL ORGANIZATION (NGOs) GRANTS

Non-Governmental Organizations and non-profit groups provide important funding opportunities. While usually tied to very specific improvements or projects, they can be combined with other funding sources to complete large Corridor improvements. The following are examples of non-governmental organization grants that are applicable to the Bascom Corridor:

- **KABOOM!:** KaBOOM! is the national non-profit dedicated to bringing balanced and active play into the daily lives of all kids, particularly those growing up in poverty in America. They offer a variety of grant programs that can go towards the design, construction and maintenance of parks, recreation, and play equipment within the public realm.

- **KNIGHT FOUNDATION:** Knight Foundation works to foster informed and engaged communities and invests directly in local projects. Since 2008, the foundation has invested more than $25 million towards San José's Better Bikeways network, expanding SPUR (San Francisco Bay Area Planning and Urban Research Association), and VivaCalleSJ. Their work in San José focuses on three themes:

  1. Building walkable, bikeable, and transit-oriented neighborhoods;
  2. Creating new public spaces and reimagining existing ones to bring together a range of people, while offering an outlet to learn and share ideas.
  3. Helping San Joséans forge deeper connections with their city with events and places that define San José.

- **AMERICA WALKS COMMUNITY CHANGE GRANT:** America Walks has a mission to create places where all community members have safe, accessible, equitable, and enjoyable places to walk and be physically active. Their Change Grant program works to provide support to the growing network of advocates, organizations, and agencies using innovative, engaging, and inclusive programs and projects to create change at the community level Applications typically open in the fall and grants are awarded for the full calendar year following. The number of grants awarded varies each year dependent upon funds available.

CATEGORY 3
PRIVATE PARTNERSHIPS

Working closely with developers, businesses, and investment organizations can often help fund new development projects and sometimes specific streetscape improvements. The following are examples of private partnerships that are applicable to the Bascom Corridor:

» **CORPORATE PARTNERS:** Large corporations, such as Amazon and Google, provide project funding or grant support that benefits local communities. This can range from funding specific community benefits and amenities to subsidizing transit services and facilities. Given Bascom Avenue's location within Silicon Valley, there are opportunities to reach out to larger companies to identify specific opportunities to partner on streetscape projects along the Corridor.

» **PRIVATE DEVELOPMENT PROJECTS:** As new development projects are proposed along the Corridor, it is common for both VTA and the local jurisdiction to require streetscape improvements or amenities. The type and level of improvements will vary by development project, but the key objective is to make sure new development funds their fair share of improvements. And that those improvements are aligned with the Vision in this Study.

» **PUBLIC-PRIVATE PARTNERSHIPS (P3s):** Formal Public-Private Partnerships are increasingly being used by governments at all levels to help fund and finance new major projects. These partnerships can be formed in many different ways, but typically include an agreement for a private entity to receive a financial return based on an initial investment that funds the improvement. Typically, these partnerships are formed around new building projects that are leased by the private entity. While not directly funding streetscape work, they can be used to leverage new development projects that in turn help fund their fair share of streetscape improvements.

CATEGORY 4
LOCAL GRANTS AND PROGRAMS

Many Bay Area cities have their own local grant or public improvement funding programs. These typically vary from volunteer programs to actual grants for specific streetscape improvements. The following are examples of local grants and programs that are applicable to the Bascom Corridor:

- **BEAUTIFY SAN JOSÉ :** The City of San José launched #BeautifySJ in 2017 to rally residents to reclaim their public spaces and empower the community to aesthetically demonstrate their pride in our city. In addition to the many ways that residents can help the City beautify San José, the City is also focusing on: (1) expanding free residential junk pickup service; (2) boosting enforcement on illegal dumping; (3) launching a new smartphone app to make it easier for residents to report and address neighborhood blight; (4) expanding the availability of small grants to neighborhoods to spur beautification efforts; (5) partnering with the Knight Foundation to offer "placemaking grants" to local students to activate the neglected spaces in their neighborhoods; and (6) leading weekly neighborhood cleanups across the city.

- **CAMPBELL BEAUTIFICATION GRANT PROGRAM**
  The City's Civic Improvement Commission accepts applications for new beautification grants to improve neighborhoods and businesses. The goal of the program is to encourage and incentive beautification efforts in the community. The program has two grant levels with one level requiring a matching grant component. Level 1 grant awards are between $500 and $1,500, while Level 2 grants are between $1,501 and $5,000, and require a one-to-one match. Matching resources may include cash contributions, donated or discounted goods or services, or volunteer labor (applicable for neighborhood groups and non-profit organizations only.) Under the Beautification Grant Program, grants are awarded as reimbursement for completed work.

CATEGORY 5
ROADWAY REPAIR AND UTILITY UPGRADES

Implementation of the proposed design concepts envisioned by this Study may require significant improvements to both above- and below-ground infrastructure, including traffic signals, street lights, roadway paving, and/or sewer lines. If these improvements are required in the short-term, they could necessitate substantial upfront financial investments. For this reason, individual jurisdictions may choose to accelerate the implementation of Long-Term corridor improvements to optimize both their financial and administrative resources.

In addition, other utility agencies that serve water, sewer electrical, or communications systems may have plans to upgrade and/or relocate these utilities. This process will result in the roadway being torn up and repaved. This routine process; however, provides an opportunity to re-stripe and provide short-term improvements.

Similar roadway improvement opportunities should be maximized when all jurisdictions conduct preventative maintenance and roadway repavement projects. San José passed several bond measures (Measure B, Measure T and Senate Bill 1) that will fund the repaving of over 1,400 miles of roadways. Campbell has a Streetsaver program that is used to identify key areas for street repavement and prioritize City funding. These programs can be used to help fund and implement short-term improvements.

NEXT STEPS FOR THE PARTNER AGENCIES

This Study represents a unique technical assistance partnership between VTA and the City of San José , City of Campbell, and Santa Clara County. VTA took the lead preparing this Study in close coordination with each Partner Agency. The approach should be fruitful for all partners because it allows for a more coordinated and regional approach to improving Bascom Avenue.

As noted earlier, the overall budget to improve the entire Bascom Corridor is large, due to the length of the corridor and the amount of improvements desired by the community. As such, the key next step for VTA and the Partner Agencies is to pursue cheaper and shorter-term strategies such as making improvements when road is being torn up (regular repaving/ resurfacing, utility upgrades, etc.). With the finalization of this Study, there are a series of immediate next steps that VTA and the Partner Agencies can take to leverage the momentum of this planning effort and position Bascom Avenue to receive funding:

1. Identify grants with deadlines in 2020 and match them to identified improvement projects, both short-term and Long-Term.

2. Coordinate internally between agencies with roadway repaving projects, upcoming development projects, and VTA-administered grants to identify additional potential funding sources for the improvements.

3. Develop "Quick Win" projects that can be implemented using low-cost materials, repaving, and/or other maintenance funds.

4. Prioritize the Community Vision outlined in this Study, particularly access to transit, pedestrian and bicycle improvements, and safety for all users.

5. Develop 35 percent design drawings for the 10 percent plan lines and prepare environmental analysis to provide a clear path forward for implementation.

6. Continue to engage communities along the corridor on an ongoing basis to provide regular updates on the Study's implementation.

BASCOM AVENUE

COMPLETE STREETS STUDY

www.vta.org/projects/bascom-corridor-complete-streets-study