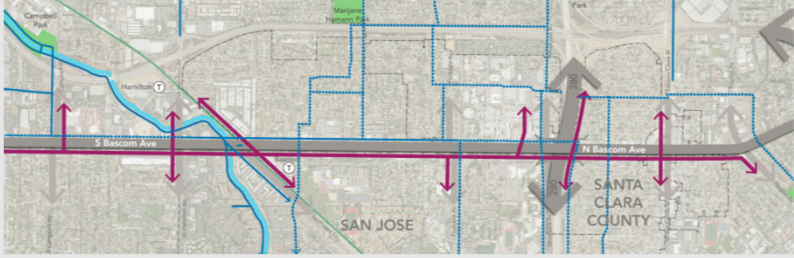
BASCOM AVENUE
COMPLETE STREETS STUDY



ATTACHMENT D
EXISTING DOCUMENT REVIEW SUMMARY (PART 1)

EXISTING CONDITIONS AND OPPORTUNITIES REPORT

Public Review Draft | December 2017

a partnership of
Valley Transportation Authority
County of Santa Clara
City of Campbell
City of San Jose

Bascom Corridor Complete Streets Study

Document Review Report

Final Report

Valley Transportation Authority

July 24, 2017

TJKM

Table of Contents

Figures

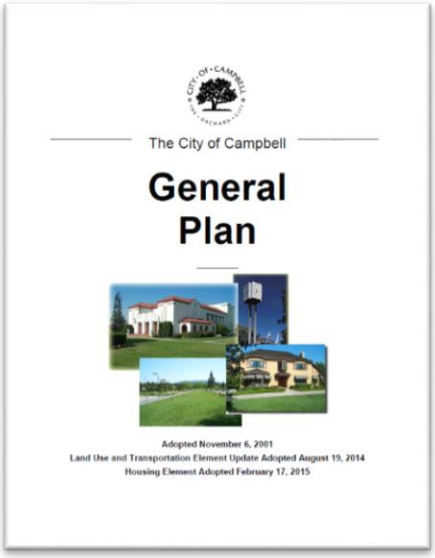
0. LIST OF DOCUMENTS REVIEWED

The following is a list of documents reviewed by TJKM.

#	Name	Jurisdiction	Version
1	Campbell General Plan	City of Campbell	2015 Update
2	San Jose Envision 2040 General Plan	City of San Jose	November 2011
3	San Jose Complete Streets Guidelines	City of San Jose	July 2016
4	Vision Zero San Jose	City of San Jose	April 2015
5	San Jose Bicycle Master Plan	City of San Jose	2009
6	San Jose Pedestrian Master Plan	City of San Jose	2008
7	South Bascom Urban Village Plan	City of San Jose	Draft 2014
8	Burbank/Del Monte Neighborhood Improvement Plan	City of San Jose	2002
9	VTA Transit Passenger Environment Plan (TPEP)	VTA	May 2016
10	VTA Short Range Transit Plan (SRTP)	VTA	FY2014-2023
11	Santa Clara Countywide Bicycle Master Plan	VTA	2008
12	Draft Pedestrian Access to Transit Plan	VTA	Fall 2016

1. CAMPBELL GENERAL PLAN, CITY OF CAMPBELL

Summary



The City of Campbell's General Plan adopted in 2001 and last updated in 2014 (land use and transportation element), was developed to guide decisions regarding physical growth and development, provision of public services and facilities, and conservation and enhancement of natural resources. The 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. Most of the portion of Bascom Avenue within the City of Campbell is already fully landscaped, including trees along the sidewalks on both sides and in the raised median.

The following provides a summary of goals and policies relevant to the development of the Bascom Corridor Complete Street Project. Relevant goals and policies are categorized into the Land Use and Transportation Element and Appendix A2, *Streetscape Standards* (published as a standalone document).

Relevant Goals and Standards

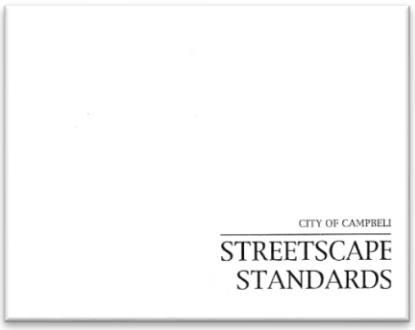
Goal LUT-2:

To achieve a safe, balanced, and functional multi-modal transportation network that accommodates all users.

- Policy LUT-2.1: Multi-modal Transportation. Develop and implement a multi-modal transportation network that balances transportation options aimed at reducing automobile traffic and greenhouse gas emissions while promoting healthier travel alternatives for all users.
    - Strategies include concrete improvements in bicycle facilities and planning, pedestrian design and safety, transit access and schedule integration, advisory committees, street design standards, and roadway efficiency for a variety of users.

Streetscape Standards

Intended to provide a consistent streetscape treatment along major streets that utilizes street trees as a strong component of design and improve the pedestrian environment along Campbell's major streets. Bascom Avenue within the project area is covered under these standards. Detailed streetscape standards, including dimensions of sample cross sections, can be found in the City of Campbell *Streetscape Standards*.



- Bascom Avenue: Parkway concept, with trees along both sides and in the median, buffered sidewalks, and bushes to screen parking areas (**Figure 1**).
- From *Streetscape Standards*, Bascom Avenue design: 10 feet (ft.) wide, landscaped parkway (turf), 7 ft. wide sidewalk, 7 ft. wide landscaped buffer with bushes or hedges, double row of trees. Sample cross section indicates landscaped median with trees but does not provide dimensions. Roadway and lane widths not specified.

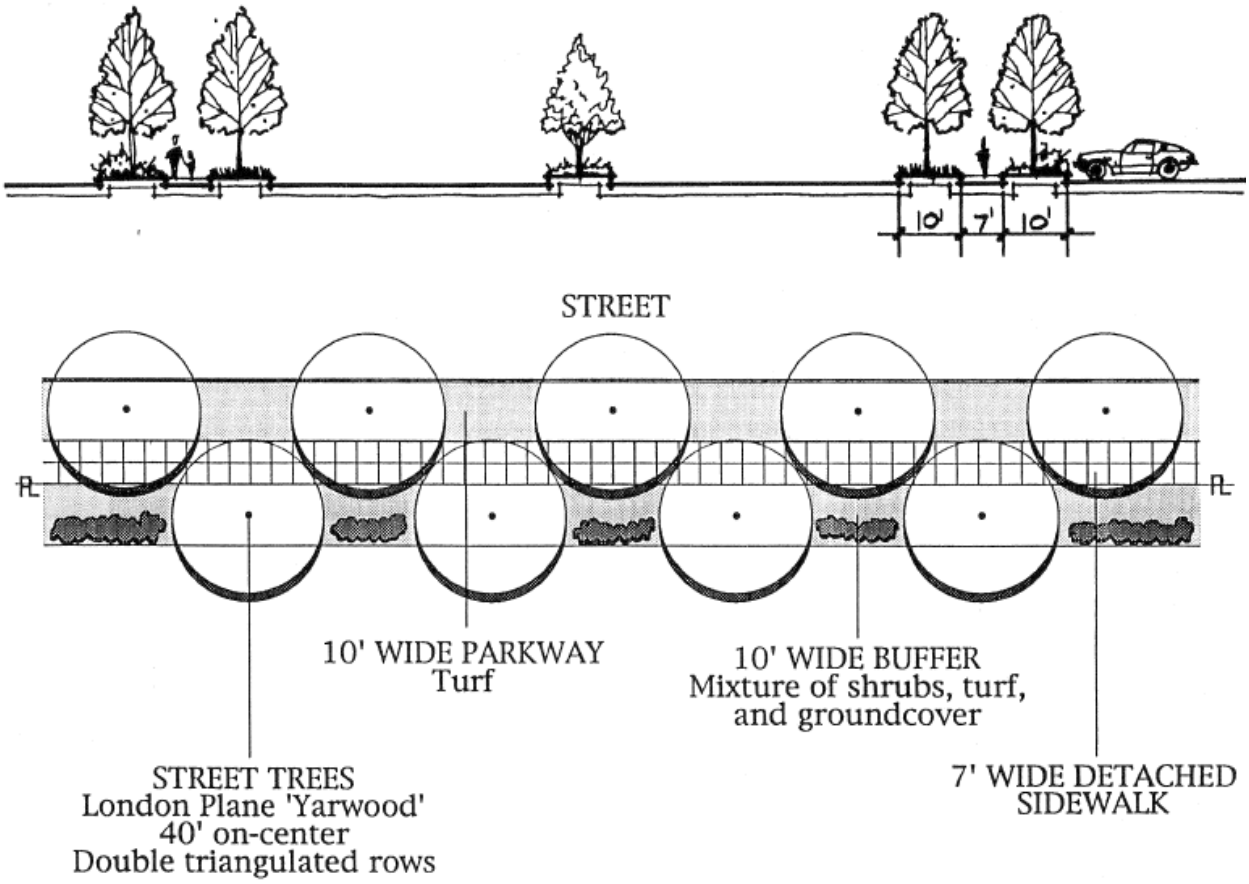
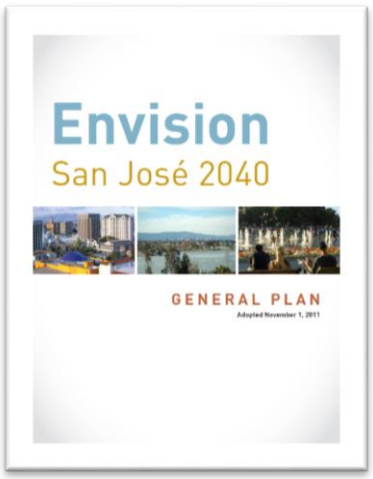


Figure 1. Streetscape Standards for Bascom Avenue within the City of Campbell

2. ENVISION SAN JOSE 2040 GENERAL PLAN, CITY OF SAN JOSE

Summary



The City of San Jose's Envision San Jose 2040 General Plan, adopted in 2011, was developed to outline long-term City planning with anticipated goals, policies, and implementations. It covers topics in land use, community design, mobility, and other elements. These goals, policies, and actions were 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 Plan have provided guidance to other plans compiled for the City, such as master plans, specific plans, and urban village plans.

The following provides a summary of goals and policies relevant to the development of the Bascom Corridor Complete Street Project. Relevant goals and policies are categorized into "Community Design" and "Transportation Policies".

Relevant Goals, Policies, and Actions

Community Design

- CD-2.1: Promote the Circulation Goals and Policies in this Plan. Create streets that promote pedestrian and bicycle transportation by following applicable goals and policies in the Circulation section of this Plan.
    - Design the street network for its safe shared use by pedestrians, bicyclists, and vehicles. Include elements that increase driver awareness.
- CD-3.2: Prioritize pedestrian and bicycle connections to transit, community facilities (including schools), commercial areas, and other areas serving daily needs. Ensure that the design of new facilities can accommodate significant anticipated future increases in bicycle and pedestrian activity.

Transportation Policies

Goal TR-1 – Balanced Transportation System

- TR-1.5: Design, construct, operate, and maintain public streets to enable safe, comfortable, and attractive access and travel for motorists and for pedestrians, bicyclists, and transit users of all ages, abilities, and preferences.
- TR-1.10: Require needed public street right-of-way dedication and improvements as development occurs. The ultimate right-of-way shall be no less than the dimensions as shown on the Functional Classification Diagram except when a lesser right-of-way will avoid significant social,

neighborhood or environmental impacts and perform the same traffic movement function. Additional public street right-of-way, beyond that designated on the Functional Classification Diagram (**Figure 2**), may be required in specific locations to facilitate left-turn lanes, bus pullouts, and right-turn lanes in order to provide additional capacity at some intersections.

- TR-1.12: Update the City's engineering standards for public and private streets based on the new street typologies that incorporate the concept of "Complete Streets".

Goal TR-2 – Walking and Bicycling

- TR-2.2: Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments. Eliminate or minimize physical obstacles and barriers that impede pedestrian and bicycle movement on City streets. Include consideration of grade-separated crossings at railroad tracks and freeways. Provide safe bicycle and pedestrian connections to all facilities regularly accessed by the public, including the Mineta San Jose International Airport.
- TR-2.3: Construct crosswalks and sidewalks that are universally accessible and designed for use by people of all abilities.
- TR-2.5: Integrate the financing, design, and construction of pedestrian and bicycle facilities with street projects. Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation.
- TR-2.6: Require that all new traffic signal installations, existing traffic signal modifications, and projects included in San Jose's Capital Improvement Plan include installation of bicycle detection devices where appropriate and feasible.

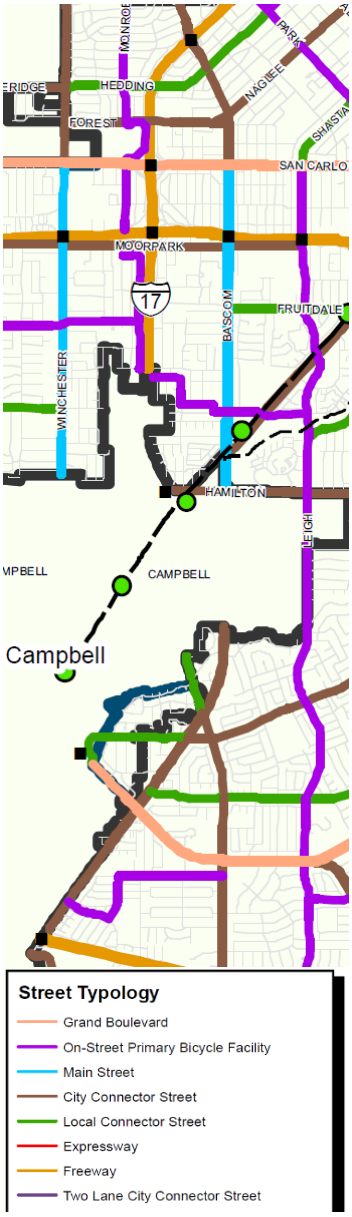


Figure 2. Transportation Network Diagram (detail)

Goal TR-3 – Maximize use of Public Transit

- TR-3.1: Pursue development of BRT, bus, shuttle, and fixed guideway (i.e., rail) services on designated streets and connections to major destinations.
- TR-3.2: Ensure that roadways designated as Grand Boulevards adequately accommodate transit vehicle circulation and transit stops. Prioritize bus mobility along Stevens Creek Boulevard, The Alameda, and other heavily traveled transit corridors.
- TR-3.4: Maintain and improve access to transit stops and stations for mobility challenged population groups such as youth, the disabled, and seniors.

- TR-3.5: Work with the Santa Clara Valley Transportation Authority (VTA) and other public transit providers to increase transit frequency and service along major corridors and to major destinations like Downtown and North San Jose.
- TR-3.6: Collaborate with Caltrans and VTA to prioritize transit mobility along the Grand Boulevards identified on the Growth Areas Diagram. Improvements could include installing transit signal priority, queue jump lanes at congested intersections, and/or exclusive bus lanes.
- TR-3.9: Ensure that all street improvements allow for easier and more efficient bus operations and improved passenger access and safety, while maintaining overall pedestrian and bicycle safety and convenience.

3. COMPLETE STREETS GUIDELINES, CITY OF SAN JOSE

Summary

The City of San Jose's Complete Streets Guidelines, adopted in July of 2016, were developed to provide comprehensive design guidance for streets being planned, built, and retrofitted in the City of San Jose. It identifies complete streets design guidelines intended to ensure that streets are comfortable and welcoming to all modes of travel, as well as supporting the City's goal to eliminate traffic-related deaths and severe injuries (San Jose Vision Zero). The guidelines are intended to replace the City's Geometric Design Guidelines (2010), and other City policies will be updated over time to remove inconsistencies with the City's goal of providing complete streets throughout San Jose.

The following provides a summary of principles and design guidelines relevant to the development of the Bascom Corridor Complete Street Project.

Relevant Principles and Guidelines

Street Typologies

Consistent with the *Envision San Jose 2040 General Plan*, the City has defined a set of street typologies that reflect a variety of street functions and nearby land use patterns while considering a broad range of users and prioritizing varied combinations of alternate modes of transportation. These complete street typologies are meant to supersede functional roadway classifications such as local, collector, arterial, etc., for planning purposes. Typologies are described in terms of sample dimensions, target speeds, expected transportation modes, and other design considerations. Relevant typologies include "Main Street" and "City Connector", the two typologies assigned to sections of Bascom Avenue within the City of San Jose under the 2040 general plan.

Street Type	Target Speed (mph)
Grand Boulevards	25-30
Primary Bicycle Facility Streets	20-30
Main Streets	25-30
City Connector Streets	25-35
Local Connector Streets	25-30
Residential Streets	15-25
Commercial	25-30
Expressways	30-45

Figure 3. Target Speeds by Street Type

- Main Street, approximately 90 ft. right of way: 10-12 ft. travel lanes, 6-8 ft. bike lane, 7-16 ft. parking lane (parallel/angled), 10-15 ft. sidewalk.

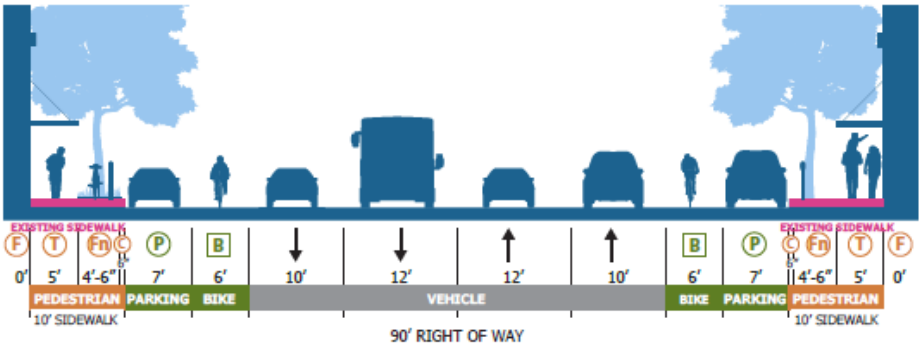


Figure 4. Example Main Street Cross Sections (4 Lane with Transit)

- City Connector, approximately 70-90 ft. right of way: 10-11 ft. travel lanes, 7-9 ft. bicycle lanes, optional parking, 10 ft. sidewalk, plus flex space.

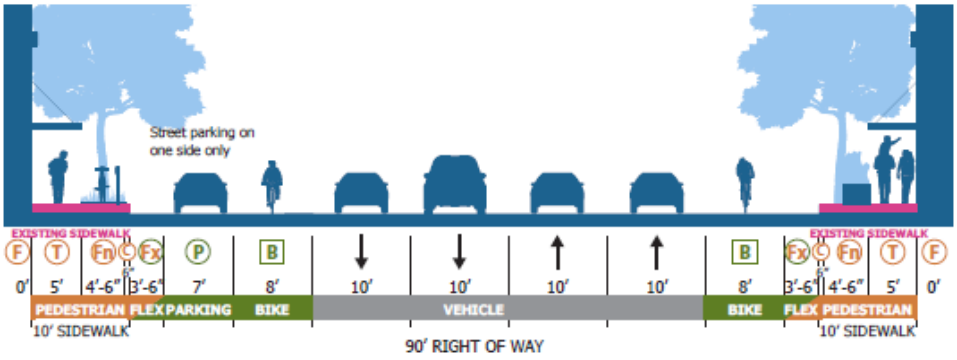


Figure 5. Example City Connector Street Cross Sections (4-Lane)

Sidewalk Design and Pedestrian Accommodations

- Emphasis on minimizing pedestrian crossing distance and exposure to conflicts.
- Offers concrete design modifications to roadway/intersection geometry and sidewalk aesthetics to encourage pedestrian use and enhance safety.
- Suggests cross section options to encourage pedestrian use, including parklets, street furniture, landscaping strips, medians, and enhanced streetscapes.
- Provides suggested pedestrian zone widths based on street typology.

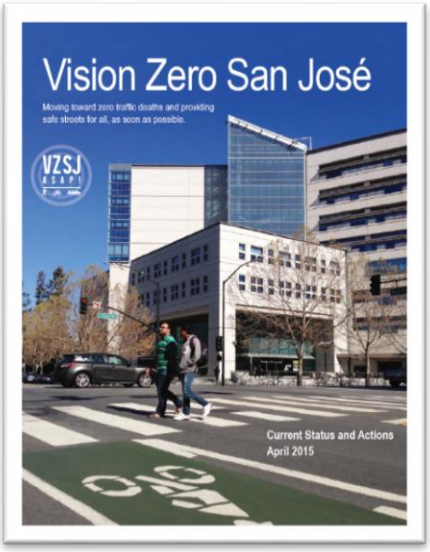
Bicycle Design and Accommodations

- Emphasis on minimizing traffic stress and conflicts and providing a continuous, connected system of bicycle facilities in order to meet mode share goals established in the 2040 General Plan.
- Describes different types of bikeway and applications to street types, as well as design variations and guidance for selecting appropriate bicycle facilities.
- Provides detailed design guidance for roadway and intersection geometries and options for intersection treatments, depending on corridor needs and surrounding bicycle network.

Figure 6. Protected In-Street One-Way Cycle Track

4. SAN JOSE VISION ZERO, CITY OF SAN JOSE

Summary



The Vision Zero San Jose Report, completed in April 2015, is the latest annual traffic safety study completed by the San Jose DOT and SJPD and presented to the City Council's Transportation and Environment Committee. This annual report has been rebranded in accordance to an international goal of reducing traffic-related injuries and fatalities to zero. Among the guiding principles of this movement are the position that death and injury on city streets are avoidable, requiring a shift in approach to roadway design and traffic safety policies. Under this approach, the efficiency, speed, and convenience of motorists is deprioritized relative to the safety and accessibility of pedestrians and bicyclists using the same roadways. The report summarizes San Jose's history as a safe city, accident incident data, safety measures already taken, new policy positions to support the Vision Zero movement, and future goals.

The following provides a summary of goals and policies relevant to the development of the Bascom Corridor Complete Street Project. Relevant goals and policies are categorized into "New Focus Areas for Street Safety".

Relevant Goals, Policies, and Actions

New Focus Areas for Street Safety

Biggest safety issue: pedestrians crossing major streets in the dark, particularly seniors. San Jose is increasing efforts in response.

- Major streets: 93 percent of fatalities in 2014 occurred on major City streets and County expressways, mostly in small portions of the network. The City is focusing more efforts and funding on improving safety in these locations and increasing enforcement efforts for speeding and DUI.
- Street lighting: most fatalities occurred at night, under poor visibility. The city is replacing dimmer, yellow sodium vapor lights with brighter, white LED lights. As of 2015, approximately 37 percent of San Jose's streets were to be retrofitted.
- Senior Citizens: DOT is implementing programs focused on the safety of senior citizens, including extending walk cycles, installing enhanced crosswalks near senior housing complexes, community centers, medical offices, and churches.
    - The Bascom Corridor includes many such locations, including Valley Medical Center and the Bascom Library and Community Center.

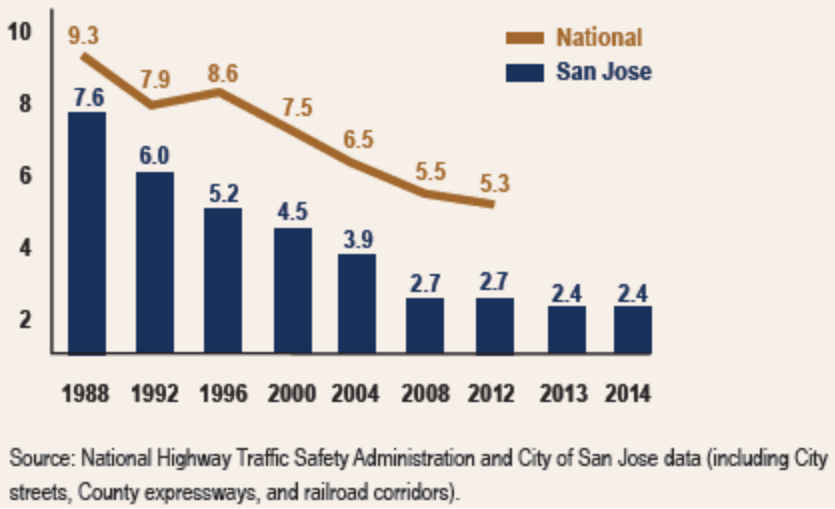


Figure 7. San Jose Injury Crashes Rate per 1,000 Residents

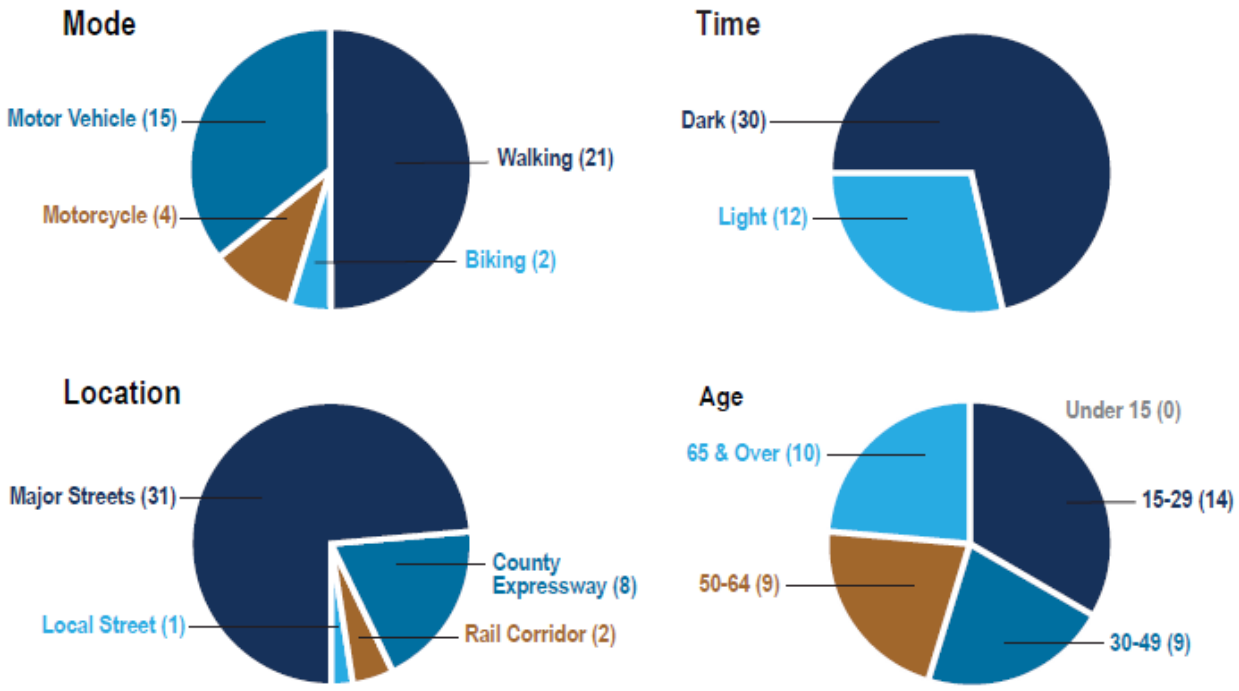
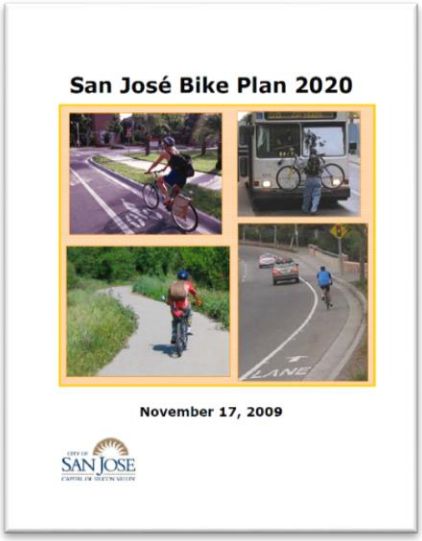


Figure 8. 2014 Traffic Fatality Data

5. BICYCLE MASTER PLAN, CITY OF SAN JOSE

Summary



The San Jose Bike Plan 2020, adopted in 2009, was developed to define the City of San Jose's vision to make bicycling an integral part of daily life in San Jose. Although the City of San Jose is mostly flat, has good weather much of the year, and half of all trips are under 3 miles, bicycling only accounts for 1 percent mode share. The Bike Plan attempts to reduce the perception that the bicycle facilities are unsafe and inconvenient. It provides strategies for encouraging bicycle use, improving safety through education and infrastructure improvements, and implementing best practices to achieve these goals.

The following provides a summary of strategies, actions, and best practices relevant to the development of the Bascom Corridor Complete Street Project. Relevant strategies and actions are covered in Chapters 1-5, and Chapter 6 describes best practices enacted in other cities.

Relevant Strategies and Actions

- Strategy 1.1: Revise City policies to improve bicyclist accommodation
  - Action 1.1.1 – Adopt and implement a Complete Streets Policy (completed)
- Strategy 1.2: Pursue long-term actions to exceed Bike Plan 2020 Goals
  - Action 1.2.1 – Install bicycle facilities on most busier facilities
    - Bascom Avenue meets all three criteria for a street that should have bicycle facilities: more than one lane in each direction, speed over 25 mph, and ADT greater than 5000
  - Action 1.2.3 – Provide two-way bike facilities on both sides of busy streets that have longer blocks
- Strategy 2.2: Eliminate barriers and remove gaps for bicyclists
- Strategy 2.3: Provide bicycle-friendly signals and pavement markings
  - Action 2.3.2 – Proactively retrofit existing signal detectors along identified Bikeways
  - Action 2.3.2 – Install bike friendly signal detection at new signals
- Strategy 4.1: Provide bikeways to transit
- Strategy 5.3: Increase bicyclist and motorist enforcement programs

Relevant Best Practices

Portland

- Bike boxes and colored bike lanes: allows bicyclists to queue ahead of vehicles where permissive right turns are allowed. Colored pavement increases visibility in conflict zones
- Public bike parking areas: on-street bike parking areas fit eight bikes in one space
- Bus-bike only lane: effective when insufficient width for both, depending on average speed of buses

Figure 9. Public Bike Parking Area

Boulder

- Bus stops outside bike lanes: bus duck outs to the right of bike lanes, allowing cyclists to bypass the bus without merging into traffic
- Multi-use trails and wide sidewalks: makes less confident cyclists feel safer than bicycling on the street

San Francisco

- Bike signal heads: provides a separate phase for bicyclists on trail crossings at busy streets
- Sharrows and route finding: makes navigation easier and highlights conflict zones

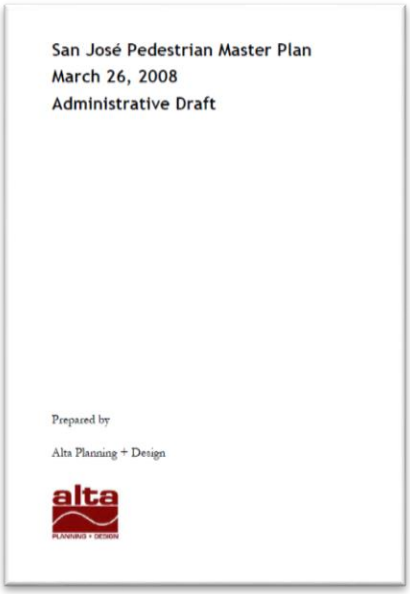
Seattle

- Thru sharrows in turn-only lanes: useful on streets with insufficient width for both, useful because turning vehicles drive more slowly than thru traffic
- Sharrow plus bike lane: separate bike lane uphill for slower cyclists, sharrow downhill for faster cyclists
- Transition from off-street trail to on-street bike lane

Figure 10. Thru Sharrow in Turn-Only Lane

6. PEDESTRIAN MASTER PLAN, CITY OF SAN JOSE

Summary



The San Jose Pedestrian Master Plan, adopted in 2008, was developed to compile and update the City's pedestrian standards, policies, procedures, and practices (SPPP). It also recommends additional standards, policies, procedures, and practices and is a companion document with the City's ADA Transition Plan Update for Sidewalks. Many of its recommendations include maintaining or expanding current programs that prioritize pedestrian safety and traffic enforcement. The Plan's goals of enhancing walkability and improving pedestrian safety are consistent with the Complete Street project.

The following provides a summary of programs and policy modifications relevant to the development of the Bascom Corridor Complete Street Project.

Relevant Programs and Policy Modifications

Programs: Active and to be Renewed

- Safe Streets Initiative, should be renewed: 2005-06 initiative funded installation of red-light running cameras, pedestrian countdown signal heads, flashing beacons for crosswalks.
- Other programs to continue: Street Tree Requirements, traffic calming program, incorporating pedestrian needs during the development review process, installing wayfinding signage in areas with high pedestrian activity, sidewalk maintenance program.

Policy Modifications and Recommendations

- Develop citywide, tiered street design standards for sidewalks, based on pedestrian need.
- Develop methodology for prioritizing pedestrian infrastructure improvements
    - Considerations: identified in City plans, located near pedestrian generators or attractors, proximity to transit, usage and demand, safety, identified need
- Modify the Municipal Code to accommodate pedestrian walkability, to more closely parallel the General Plan's guidance and implement best practices
- Establish pedestrian performance measures
- Expand and facilitate maintenance districts for streetscape improvements
- Review pedestrian signal timing adjustments to better account for groups that walk more slowly
- ADA Implementation (companion document), including sidewalk infill, curb ramp/intersection modifications and retrofits

- Example sidewalk zone cross section: 2-6 ft. frontage zone, 8 ft. through pedestrian zone, 4 ft. furnishings zone

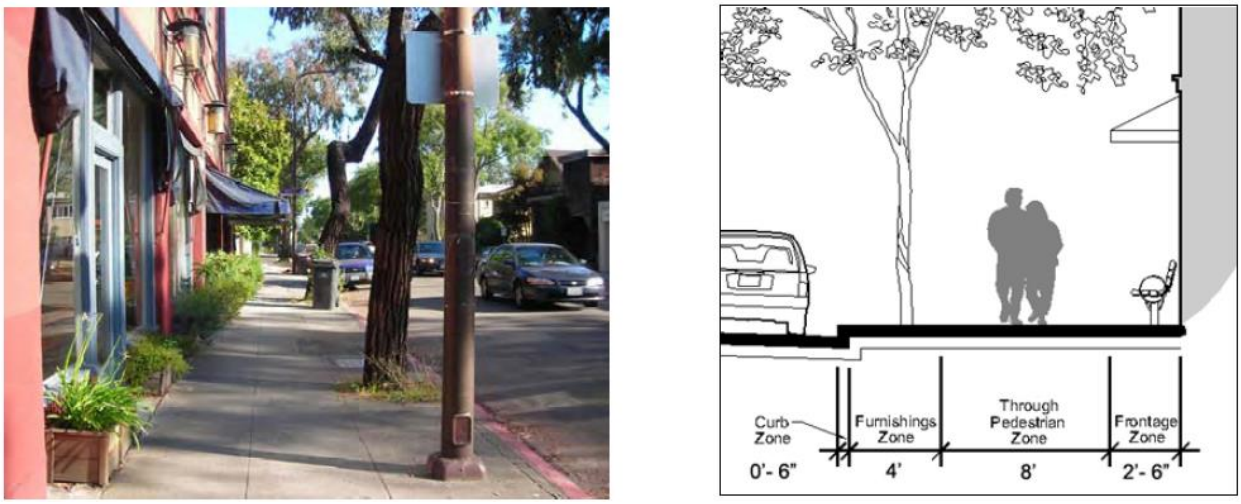
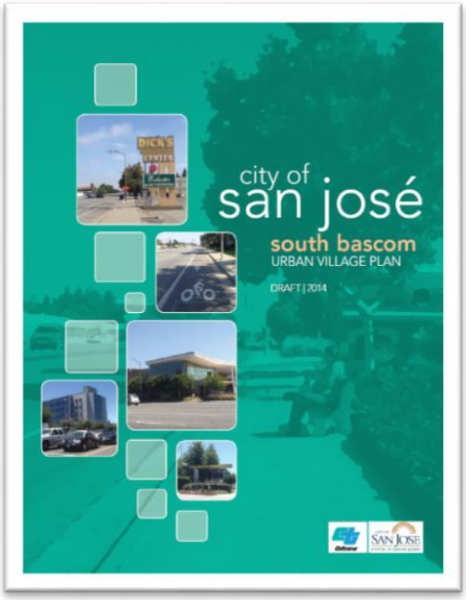


Figure 11. Sidewalk Zones

7. SOUTH BASCOM URBAN VILLAGE PLAN, CITY OF SAN JOSE

Summary



The City of San Jose's South Bascom Urban Plan adopted in 2014, was developed to guide the development of the South Bascom Avenue area as a more urban and walkable corridor. The Plan area covers approximately 1.3 miles of Bascom Avenue within the Bascom Avenue Complete Street Project area, including both the Los Gatos Creek Trail and the VTA Bascom Light Rail Station. 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, and the Plan's vision for South Bascom Avenue is consistent with its development as a Complete Street. The Plan includes an emphasis on connectivity, an appealing streetscape, and equitable access for all users.

The following provides a summary of goals and policies relevant to the development of the Bascom Corridor Complete Street Project. Relevant goals and policies are categorized into Chapter 2: Vision and Chapter 6: Circulation and Streetscape.

Relevant Goals, Policies, and Actions

Chapter 2: Vision

- Vision Element 2: Connected Neighborhood
  - South Bascom Avenue will foster its connections to light rail and the Los Gatos Creek Trail through pedestrian and bicycle improvements to create a safe and accessible neighborhood for all people.
- Vision Element 4: Great Street
  - South Bascom Avenue will be a defining feature of the area: a great street that is attractive, memorable, and encourages pride of place.

Chapter 6: Circulation and Streetscape

- Prototype streetscapes for three segments between Moorpark Avenue and Southwest Expressway with continuous, buffered cycle tracks on both sides. Approximately 115-120 right of way, 11 ft. travel lanes, 8 ft. cycle tracks, 7-12 ft. sidewalks, 15 ft. medians, 4 ft. planted buffer. Landscaping and trees along edge of sidewalk, in planted buffer, in median, and in planted buffer.
- Goal CS-1: Ensure all improvements to the roadway system enhance multi-modal mobility.

- Policies: support development of transportation improvement projects and street design standards that maintain safe and attractive facilities and balance the needs of all modes
- Actions: traffic study, consider a road diet, consider neighborhood parking permits

➢ Goal CS-2: Encourage use of public transit to enhance connectivity between the Urban Village and surrounding destinations

- Policies: enhance pedestrian amenities and convenience, improve multimodal access, and enhance existing transit stops along Bascom Avenue

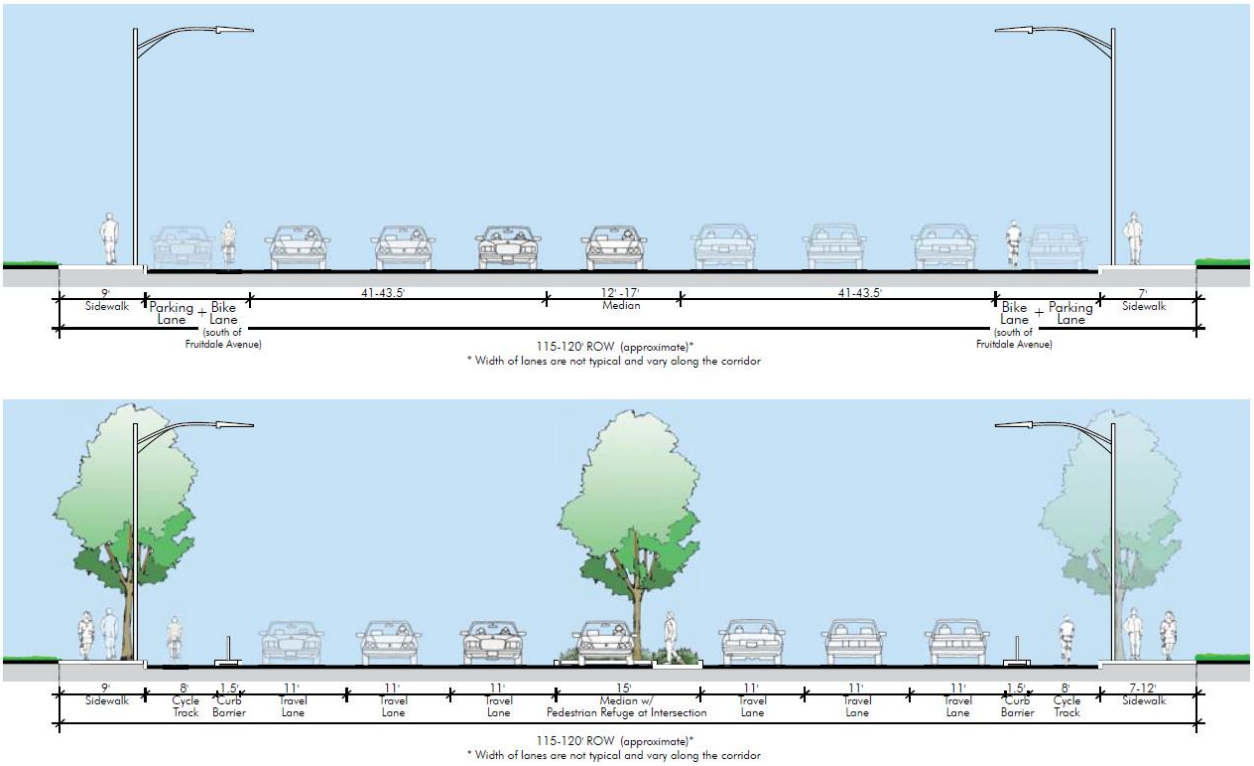


Figure 12. South Bascom Ave. between Moorpark Ave. & Southwest Expy. - Existing (above), South Bascom Ave. between Moorpark Ave. & Renova Dr. - Proposed (below)

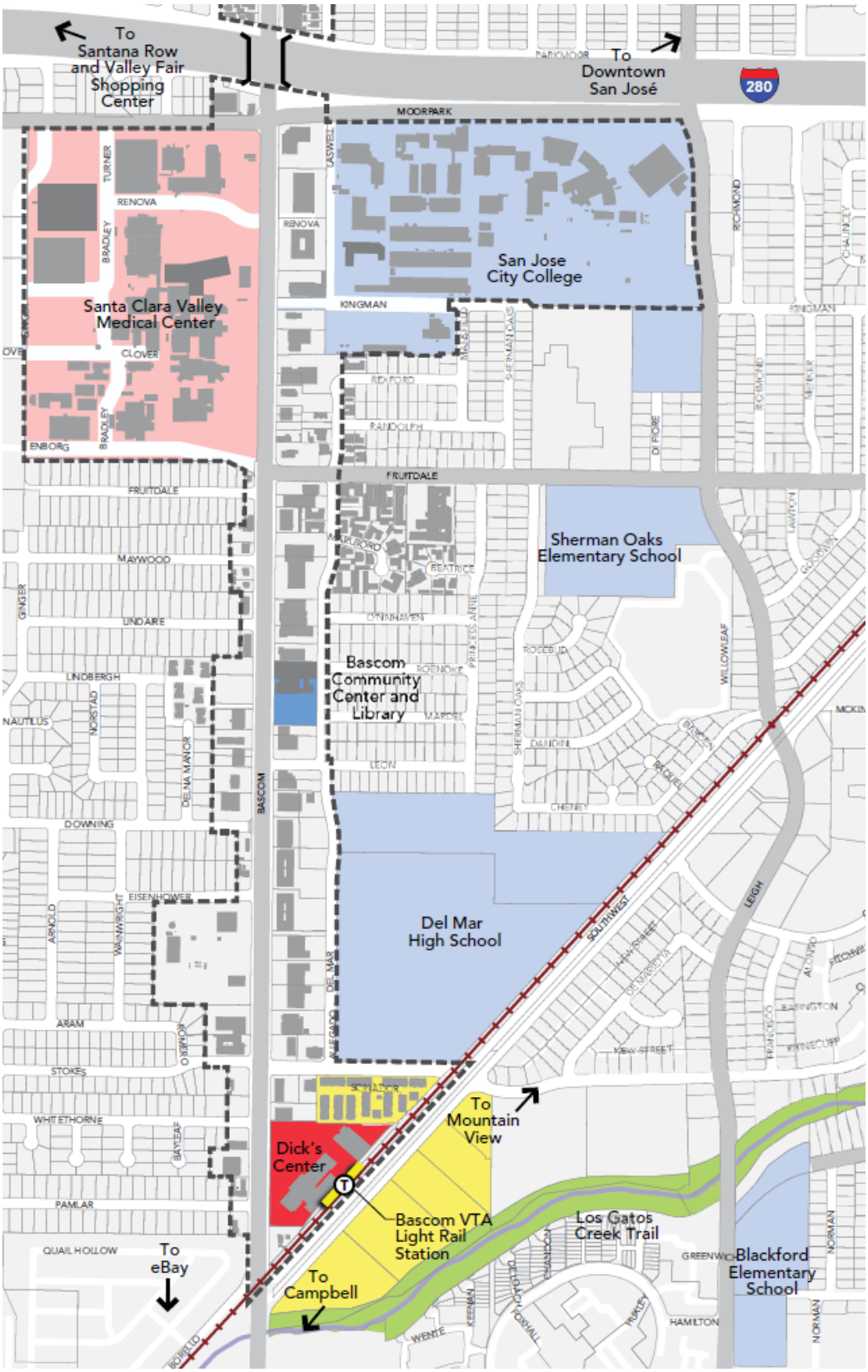


Figure 13. Existing & Recommended Roadway Network

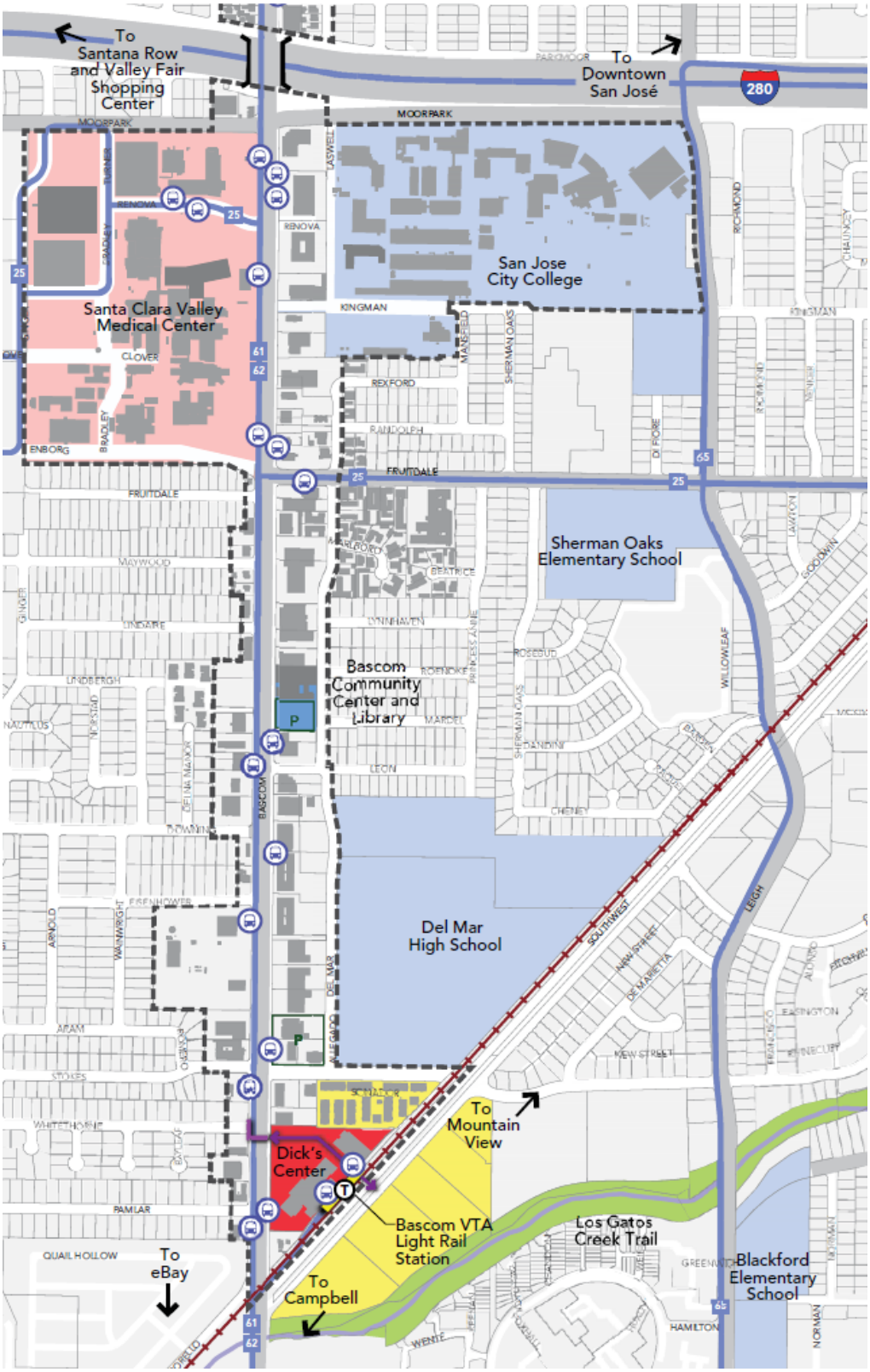


Figure 14. Existing & Recommended Transit Network

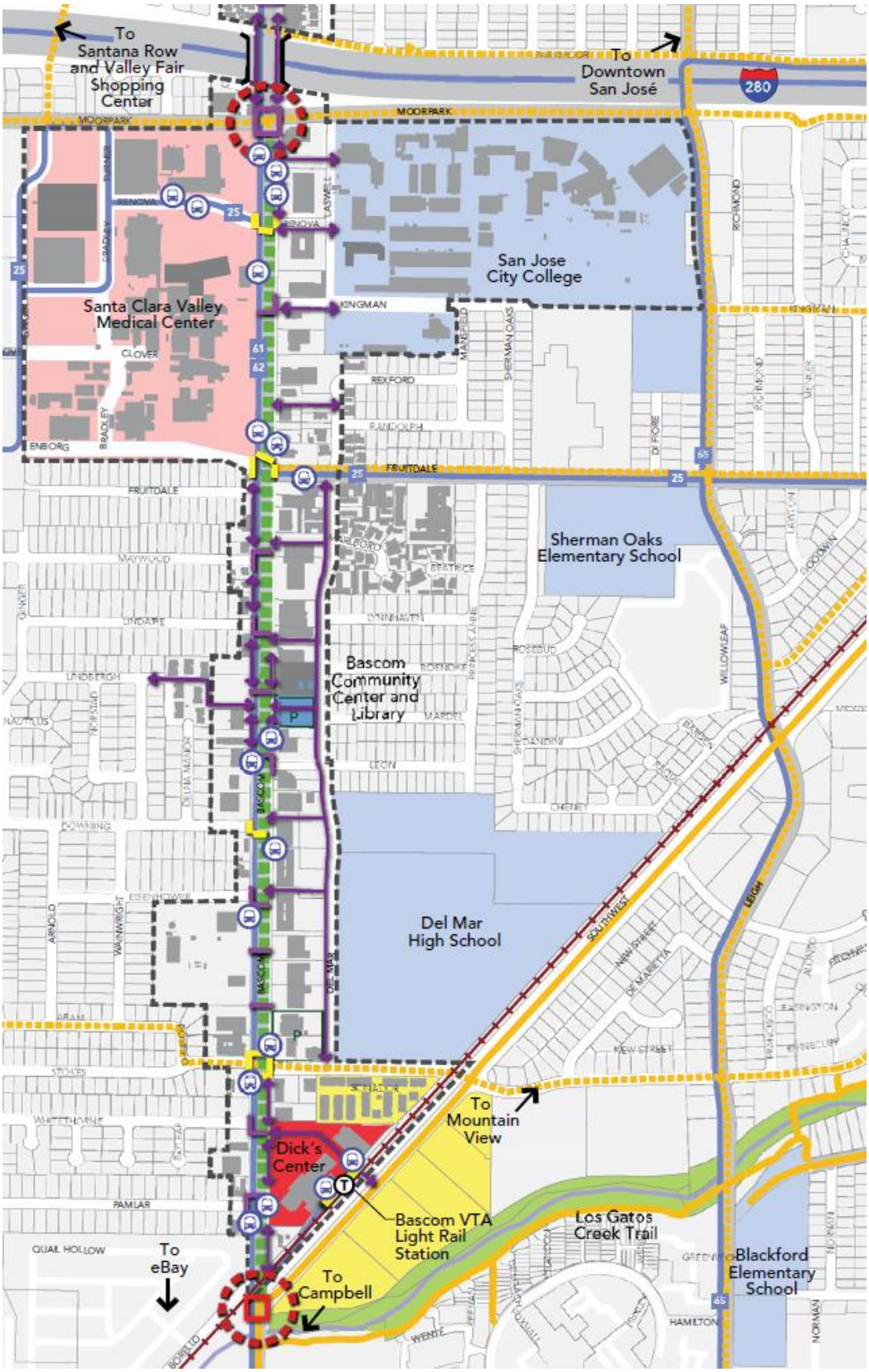
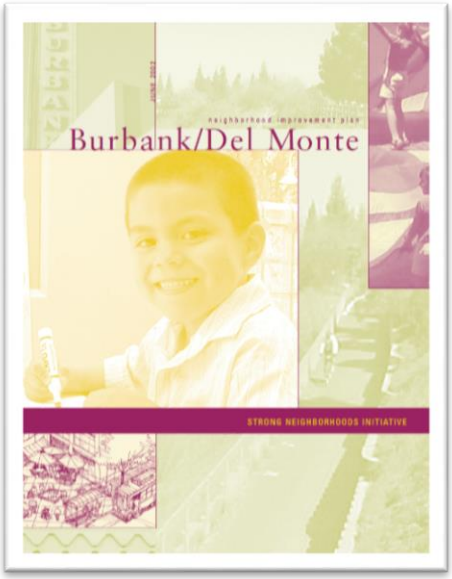


Figure 15. Recommended Bicycle & Pedestrian Network

Figure 16. Photosimulation showing wider sidewalks, improved crosswalks, shade trees, & a cycle track with a planted buffer

8. BURBANK/DEL MONTE NEIGHBORHOOD IMPROVEMENT PLAN, CITY OF SAN JOSE

Summary



The Burbank/Del Monte Neighborhood Improvement Plan, adopted in June 2002, was developed as part of the Strong Neighborhoods Initiative launched in 2001. The Planning Area is approximately fronted by SR 17 to the west, Fruitdale Avenue to the south, I-280 to the east, and Forest Avenue/The Alameda to the north. The Bascom Corridor between Forest Avenue and Fruitdale Avenue is within the Planning Area.

The following provides a summary of goals and actions relevant to the development of the Bascom Corridor Complete Street Project.

Relevant Goals and Actions

Goal A: Develop Parks and Open Space

Approach: Develop a network of parks, residential pocket parks, community gardens, and transit-oriented parks/plazas where possible throughout the neighborhood.

Goal C: Create a Pedestrian-Friendly Environment

Approach: Create safe pedestrian and bicycle connections to key destinations within the Burbank/Del Monte neighbor-hood and to nearby open space resources and trails.

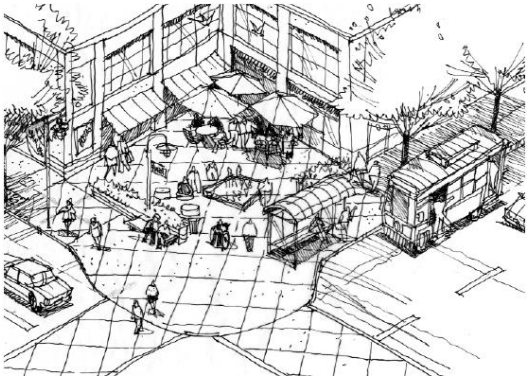


Figure 17. Concept for Bascom Ave. & San Carlos St. Pocket Park & Transit Stop

- Action 28: Designate Scott Street and Auzerais Avenue as the primary pedestrian/bikeway through the neighborhood and complete streetscape improvements. (See Plan for details)
- Action 29: Designate pedestrian/bicycle routes to make safe connections to the following key destinations:
    - Open space resources, such as neighborhood parks and the Los Gatos Creek regional trail system;
    - Community facilities, such as San Jose City College, Sherman Oaks Community Charter School (and proposed joint-use recreational facility), Luther Urbank Elementary School and Lincoln Senior High School;

- Commercial corridors, such as West San Carlos Street, Bascom Avenue, and Fruitdale Avenue; and
- Transit stops, such as the Diridon (Caltrain/Ace/Amtrak) Station, bus stops and future light rail stop.

- Action 30: Conduct a traffic analysis to confirm where bike lanes could be accommodated (and where intersection improvements are needed).
- Action 32: Set priorities for additional pedestrian/bike improvements. These should include:
  - Major east-west connections, such as Fruitdale Avenue, Kingman Drive, West San Carlos Street and Park Avenue; and
  - Major north-south connections, such as Leigh Avenue, Macarthur Avenue, Bascom Avenue, Clifton/Hester Avenue, and the abandoned Union Pacific Rail Spur.
- Action 33: Post signage for primary bicycle and pedestrian routes.
- Action 36: Conduct a survey of sidewalk conditions to determine the type of improvements needed (including ADA compliance).
- Action 46: Conduct a traffic analysis to confirm where and what type of intersection improvements is needed. Preliminary priorities include are listed below (items 45-50).
  - Parkmoor Avenue at Bascom Avenue and Menker Avenue
  - West San Carlos Street at Bascom Avenue
- Action 53: Complete pedestrian walkway through San Jose City College.

Goal D: Improve Circulation, Transportation and Parking

Approach: Ease traffic flow, reduce parking congestion, and expand transportation connections with a specialty trolley service, and potentially light rail, along West San Carlos Street.

- Action 61: Establish a specialty trolley service along West San Carlos Street and Bascom Avenue. (See Plan for details).
- Action 64: Conduct traffic calming studies focused on reduction of cut-through traffic and speeding on residential streets. (See Plan for details).

Goal E: Strengthen Economic Development

Approach: Attract and retain a diverse mix of family-friendly, local and regional-serving retail; improve public transportation, pedestrian and vehicular access; and create a more attractive, comfortable street environment.

Goal G: Beautify the Neighborhood

Approach: Enhance the appearance of Burbank/Del Monte while preserving its unique and historic character.

9. VTA TRANSIT PASSENGER ENVIRONMENTAL PLAN

Summary

The VTA Transit Passenger Environmental Plan (TPEP), adopted in 2016, was developed to explain VTA's approach to designing and improving bus stops. It describes bus stop classifications, design guidelines for each classification depending on location and other factors, best practices, guidance for developers and agencies working with VTA, and background on how to think about bus stop amenities. The presence of well-designed bus stops is important for the Bascom Avenue corridor to be accessible and attractive to potential transit users, as it should be as a Complete Street.

The following provides a summary of goals and policies relevant to the development of the Bascom Corridor Complete Street Project. Guiding principles are described in Chapter 1: Introduction, and guidelines and best practices are found in Chapter 5.

Relevant Guidelines and Policies

Guiding Principles

Describes how stops should look, operate, fit into the community and environment, and shape the experience of riders

- Experience, Safety, Comfort, community: tie in with human-scale elements and pedestrian-friendly design to make it appealing, comfortable, and safe to wait for a bus.
- Accessibility, Information, Branding, Operations: make transit accessible to all users, easy to use, and operate efficiently.

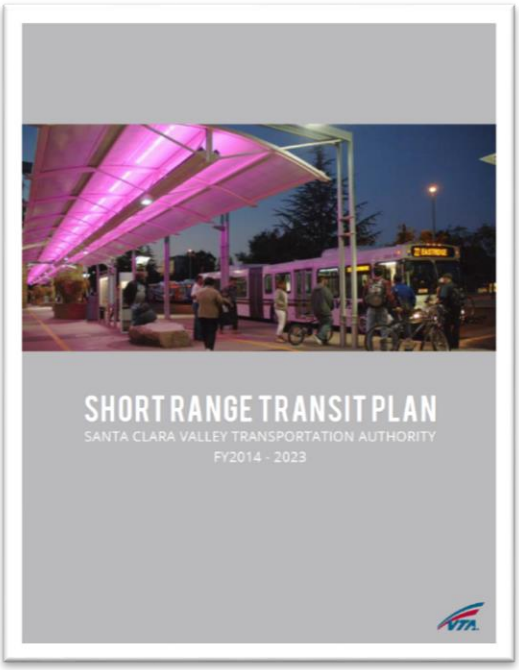
Bus Stop Guidelines and Best Practices

- Waiting space/passenger pad
  - Best practices: embrace flexibility, apply appropriate stop layout, design for usage levels
  - Guidelines: managing inadequate space, passenger pad surface treatments
  - Dimensions given:
    - Boarding area: minimum 5 ft. x 8 ft. clear space to allow driver to lower ramp
    - Sidewalk: minimum 48 in. wide (California Building Code), minimum 36 in. pedestrian path (ADA, can reduce to 32 in. for short periods)

- Universal design
  - Design approach for environments accessible and usable by all people regardless of age, size, or ability
  - Best practices: go above and beyond established accessibility standards, consider cost/benefit
  - Dimensions given: all areas free from obstruction; firm, stable, and slip resistant surface
    - Boarding area: minimum 5 ft. x 8 ft. clear space to allow driver to lower ramp
    - Sidewalks/pedestrian paths: minimum 48 in. wide (California Building Code), minimum 36 in. pedestrian path (ADA, can reduce to 32 in. for short periods)
    - Wheelchair space in shelter: minimum 30 in. x 48 in., connected to boarding area
- Pedestrian circulation
  - Best practices: universal design, pedestrian activity, pedestrian access, boarding and alighting, conflicts with street furniture and utilities
- Lighting
  - Best practices: locate stops in well-lit areas, discourage vandalism
- Seating
  - Best practices: consider seating needs, design for flexibility, consider informal seating (planters, walls to lean on), integrate with surrounding area, discourage vagrancy
- Shade and shelter
  - Best practices: shelter design, modular design, placement, facilitate movement, accommodate all users, community integration, utilize shade, incorporate lighting
- Greening
  - Softens the urban environment, but costly. Opportunity to partner with local jurisdictions and stakeholders for maintenance
- Bicycle parking
  - Best practices: assess need, visibility, partners (stakeholders)
  - Guidelines: placement, custom designs, guidance (see technical guidelines)
- Others: security, transit information, lighting, seating, branding, waste management, advertising, newspaper racks

10. VTA SHORT RANGE TRANSIT PLAN

Summary



The VTA Short Range Transit Plan (SRTP), adopted in 2014, was developed as a part of the Metropolitan Transportation Commission (MTC) planning process for programming federal funds to transportation projects. It lays out VTA's existing structure and responsibilities, goals and objectives, operating plan, and capital improvements. VTA operates core bus lines on Bascom Avenue south of Naglee Avenue as well as a light rail station and park-and-ride lot near Bascom Avenue and Southwest Expressway. The SRTP includes major improvement plans for several major corridors, including the Stevens Creek Boulevard/West San Carlos Boulevard corridor Bus Rapid Transit (BRT) project, which would cross Bascom Avenue within the study area. The Bascom Avenue corridor is not included in the SRTP as a target for major service changes or improvements.

The following provides a summary of goals and performance data relevant to the development of the Bascom Corridor Complete Street Project, found in Chapter 2: Service and System Evaluation.

Relevant Goals, Policies, and Actions

VTA Strategic Plan Goals

- Improve Mobility and Access: VTA will invest resources and services in areas with greatest need to enhance the quality of life of all residents, including vulnerable populations. VTA will provide a selection of transportation modes to attract choice riders, as well as promote the economic vitality of our region.
- Build Ridership on Transit System: Increase VTA's operating efficiency, reduce road congestion, and promote sustainability.

Route Performance: Bus

Core Bus Routes: form the backbone and primary grid of the bus system. Performance is measured in average weekday boarding's per revenue hour. Service standard is 27.8 boarding's per revenue hour.

- Line 61: Good Samaritan Hospital to Sierra and Piedmont via Bascom Avenue. Operates on Bascom Avenue south of Naglee Avenue with 30-minute headways. Low performing with 24.0 average boarding's per revenue hour.

- Line 62: Good Samaritan Hospital to Sierra and Piedmont via Union Avenue. Operates on Bascom Avenue between Naglee Avenue and Union Avenue with 30-minute headways. Low performing with 23.0 average boarding's per revenue hour.

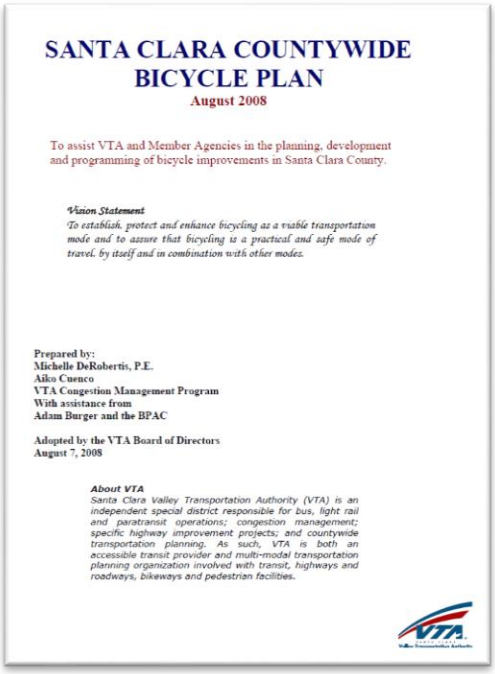
Route Performance: Light Rail

Two major and one minor line. Service standard for stations is 552 average weekday boarding's.

- Bascom station: served by Mountain View-Winchester line with peak period headways between 10 and 20 minutes and 30-minute midday/evening headways. Has an attached park-and-ride lot. Below service standard with 466 average weekday boarding's.

11. SANTA CLARA COUNTYWIDE BICYCLE PLAN, VTA

Summary


SANTA CLARA COUNTYWIDE BICYCLE PLAN
August 2008

To assist VTA and Member Agencies in the planning, development and programming of bicycle improvements in Santa Clara County.

Vision Statement
To establish, protect and enhance bicycling as a viable transportation mode and to assure that bicycling is a practical and safe mode of travel, by itself and in combination with other modes.

Prepared by:
Michelle DeRobertis, P.E.
Aiko Cuenco
VTA Congestion Management Program
With assistance from
Adam Burger and the BPAC

Adopted by the VTA Board of Directors
August 7, 2008

About VTA
Santa Clara Valley Transportation Authority (VTA) is an independent special district responsible for bus, light rail and paratransit operations; congestion management; specific highway improvement projects; and countywide transportation planning. As such, VTA is both an accessible transit provider and multi-modal transportation planning organization involved with transit, highways and roadways, bikeways and pedestrian facilities.

The Santa Clara Countywide Bicycle Plan adopted in 2008, was developed to assist VTA and member agencies in the planning, development, and programming of bicycle improvements in Santa Clara County. It begins with presenting the updated policy framework, which forms the basis for VTA's own plans and its involvement in those of member agencies. In addition to reporting on existing infrastructure and utilization, the Plan describes how to identify bikeway projects that have regional or countywide significance and lists such projects that are either planned or proposed. The Plan does not include any planned or potential bicycle projects within the Bascom Avenue Complete Street project area. The Plan also covers bicycle safety programs and bicycle parking, intermodal access, and support facilities.

The following provides a summary of goals and policies relevant to the development of the Bascom Corridor Complete Street Project. Relevant sections are Chapter 1: Introduction and Policy Framework, and Chapter 6: Bicycle Parking, Intermodal Access, and Support Facilities.

Policy Framework

Goal A. Transportation Planning and Programming

Policies

- Plan and implement a seamless bicycle and pedestrian travel network that is continuous across city boundaries and county boundaries with the goal of a 10 percent bicycle mode share for commute trips by 2035.
- Include bicycle and pedestrian facilities in applicable transportation plans, programs, and studies.
- Coordinate with other federal, state, regional, county, and local agencies to fund and implement bicycle projects in Santa Clara County.
- Fully integrate bicycle access to and within the transit system.
- Utilize multi-modal transportation demand models that are based on person-trips and that can forecast bicycle trips, pedestrian trips and transit trips in addition to motor vehicle trips.

Goal B. Land Use/Transportation Integration

Policies

- Encourage existing developments to provide bicycle/pedestrian connections to link neighborhoods and residential areas with schools, commercial services, employment centers, recreational areas, and transit centers.
- Encourage new developments to include bicycle and pedestrian facilities such as trails and bicycle lanes.
- Ensure that existing bicycle facilities and access are maintained and preserved.

Goal C. Local Ordinances and Guidelines

Policies

- Provide policy guidance: develop model ordinances and policies to foster discussion and innovative policy development
- Establish guidelines that encourage:
  - Bicycle parking ordinances
  - Bicycle parking facilities

Goal D. Design and Construction

Policies

- Ensure that Member Agency construction or rehabilitation projects incorporate best practices for bicycle and pedestrian facilities when and where appropriate.
- Implement proactive strategies to identify and remove obstacles and hazards to bicycle travel.
- Consider roadway designs to enhance traffic safety.
- Establish guidelines for and encourage the use of bicycle-safe and friendly roadway and bike path design and operation.

Bicycle Parking, Intermodal Access, and Support Facilities

Bicycle Parking

- Demand type: short term, long term, overnight
- Facility type (elaborated in VTA's *Bicycle Technical Guidelines*)
  - Class I – Secure bike parking
  - Class II – Bike racks
  - Class III – Inadequate bike racks
- Placement criteria: avoid adversely impacting pedestrians, while maximizing capacity, visibility, and convenience (elaborated in VTA's *Bicycle Technical Guidelines*).

- Parking policies: San Jose requires bike parking for new development; Campbell does not.
- VTA parking programs
  - Bike parking policy for transit users: provide racks at each light rail station and major bus stops, not yet fully enacted. VTA will work with cities to expand bike racks program.
  - Bicycle rack giveaway program: VTA uses federal funds to provide bike racks to property owners/managers to install in public places such as shopping centers, libraries, and parks.

Intermodal Access

- VTA light rail: maximum capacity of eight inside each vehicle, for up to 16-24 per train at peak times.
- VTA buses: racks with two spaces, up to two bikes inside at operator discretion, known to be insufficient capacity for more popular lines. VTA is working to increase capacity.

12. PEDESTRIAN ACCESS TO TRANSIT PLAN, VTA

Summary

The Pedestrian Access to Transit Plan, adopted by VTA in 2016, was developed to provide a comprehensive overview of pedestrian walking conditions and connectivity within quarter- or half-mile radii around major transit stops. It is intended to be a resource for agencies and advocacy groups wishing to improve walking conditions in communities within Santa Clara County. The Plan includes information about the connection of the built environment to walking rates, health benefits to walking, and pedestrian counts and collision data. It identifies high transit use/high need locations where VTA intends to focus its improvement efforts, as well as recommended projects and ways to measure their ease of implementation. The Plan identifies the Bascom Avenue corridor between San Carlos Street and Fruitdale Avenue as one of the focus areas for pedestrian access improvements, and it indicates several locations for specific improvements. It also includes references to other plans or projects that identified problematic existing conditions that would be addressed by specific improvements.

The following provides a summary of the recommended projects relevant to the development of the Bascom Corridor Complete Street Project. Recommended projects are collected in Focus Area G: Bascom Corridor (San Jose and Santa Clara County). General discussion of what makes walking more or less attractive and safe may be found in Chapter 2: Existing Conditions.

Relevant Recommended Projects

Focus Area G: Bascom Corridor

- Project G4: Bascom Avenue/Stevens Creek Boulevard intersection improvements
  - Noted in previous plan: West San Carlos Street and Bascom Avenue Corridors Complete Streets Report (2012)
- Project G5: Bascom Corridor streetscape improvements (north of I-280)
  - Complete sidewalks, add landscaped buffers and pedestrian-scale lighting, and consider road diet
  - Noted in previous plan: Bascom Corridor Complete Streets Study (VTA, forthcoming)
- Project G6: Bascom Avenue/Elliott Street mid-block crossing
- Project G7: Bascom Avenue/Scott Street intersection improvements

- Project G8: Bascom Avenue/I-280 overcrossing improvements
- Project 10: Bascom Avenue/Parkmoor Avenue intersection improvements
- Project G11: Bascom Avenue/Moorpark Avenue intersection improvements
- Project G12: Bascom Avenue/Renova Drive intersection improvements
    - Noted in previous plan: Draft South Bascom Urban Village Plan
- Project G13: Bascom Corridor streetscape improvements (south of I-280)
    - Widen sidewalks on Bascom Avenue south of Moorpark Avenue, recommend 12' minimum width, add landscaped buffers
    - Noted in previous plan: Draft South Bascom Urban Village Plan