



ATTACHMENT E EXISTING DOCUMENT REVIEW SUMMARY (PART 2)

EXISTING CONDITIONS AND
OPPORTUNITIES REPORT

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a partnership of

MEMORANDUM

Date: June 12, 2017

To:

From:

Subject: Bascom Corridor Complete Streets Study – Existing Document Review (Transit, Pedestrian, and Bicycle)

SJ17-1708

Fehr & Peers reviewed existing documents regarding transit, pedestrian, and bicycle facilities to obtain plans and policies that are relevant to the Bascom Corridor Complete Streets Study.

KEY FINDINGS

Several planning efforts for the Bascom Corridor, notably San Jose's South Bascom Urban Village Plan, VTA's Pedestrian Access to Transit Plan, and a complete streets walk audit conducted by San Jose State graduate students, have reviewed pedestrian, bicycle, and transit conditions on the Bascom corridor. Key recommendations from these studies include:

- Complete and improve the pedestrian network by:
 - Closing gaps in existing sidewalks
 - Widening sidewalks, particularly at locations where existing sidewalks are narrow and vehicle volumes are high (e.g. I-280 overcrossing)
 - Providing crosswalks at all legs of signalized intersections and adding crosswalks at mid-block locations
 - Improving existing crosswalks by adding high-visibility striping/signage and curb extensions and/or by removing unsignalized right turn lanes
- Provide complete and continuous bicycle facilities by:
 - Adding bicycle lanes (Class II) or a cycle track (Class IV) along the corridor
 - Improving bicycle facilities at intersections to clarify right of way and make bicyclists more visible



- Improve conditions for transit passengers by:
 - Upgrading access to the VTA Bascom Light Rail Station
 - Providing benches, shelters, and trash cans at transit stops along the corridor
- Enhance streetscape along Bascom corridor by:
 - Adding continuous street trees and landscaping along sidewalks
 - Adding pedestrian-scale lighting

DOCUMENTS REVIEWED

The following documents were reviewed:

- Bascom Avenue Studies:
 - South Bascom Urban Village Plan
 - Complete Streets Audit and Community Engagement (West San Carlos Street and Bascom Avenue Corridors, San Jose)
- Santa Clara Valley Transportation Authority (VTA) Studies:
 - Next Network Plan
 - Transit Passenger Environment Plan
 - Pedestrian Access to Transit Plan
- Bicycle Studies:
 - Countywide Bicycle Plan
 - VTA Bicycle Technical Guidelines
 - VTA's Bike Expenditure Plan
 - San Jose Bike Plan 2020
- Pedestrian Studies:
 - VTA Pedestrian Technical Guidelines
 - City of San Jose ADA Sidewalk Transition Plan

The relevant features of these documents are described below.



BASCOM AVENUE STUDIES

South Bascom Urban Village Plan

The City of San Jose prepared the *South Bascom Avenue Urban Village Plan* (Draft 2014) to “provide a vision for the transformation of South Bascom Avenue into a more urban and walkable corridor.” The corridor extends from I-280 to Southwest Expressway and intersects with the VTA’s light rail line (Bascom station) and Los Gatos Creek Trail, two major transportation facilities in the area. One of the Plan’s Vision Statements acknowledges these important connectors, “Vision Element 2: Connected neighborhood. South Bascom will foster 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.” The multi-modal role of Bascom Avenue is described in, “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.” Sidewalks would be improved and widened and bicycle lanes would be separated from traffic.

The plan includes goals and policies related to circulation and streetscape that are applicable to the Bascom Corridor Complete Streets project, as follows:

- Goal CS-1: Ensure all improvements to the roadway system enhance multi-modal mobility.
 - Policy CS-1.1: Plan, design and construct new transportation improvement projects to ensure safe, attractive and well-maintained facilities for motorists, transit riders, bicyclists, pedestrians and people of all abilities.
 - Policy CS-1.2: Encourage street design standards that balance mobility for all transportation modes.
- Goal CS-2: Encourage use of public transit to enhance connectivity between the Urban Village and surrounding destinations.
 - Policy CS-2.1: Support right-of-way design and pedestrian amenities that make it easier to access transit services and encourage transit use as a viable alternative to driving.
 - Policy CS-2.2: Improve multi-modal access to the Bascom VTA Light Rail Station.
 - Policy CS-2.3: Ensure that existing transit stops along South Bascom Avenue are enhanced with distinct signage, lighting, landscaping and well-designed bus shelters.
- Goal CS-3: Create a network of bicycle friendly streets throughout the Urban Village.
 - Policy CS-3.1: Develop a beautifully landscaped, protected cycle track along South Bascom Avenue as a centerpiece of the Urban Village streetscape; and expand the



- bicycle network with east-west connections on Moorpark and Parkmoor avenues, and along Aram Avenue/Romero Street/Stokes streets.
- Policy CS-3.2: Enhance bicycle safety along South Bascom Avenue by utilizing the most advanced technology and progressive design solutions, particularly at cycle track intersections.
 - Policy CS-3.3: Maintain bicycle facilities with appropriate signage, lighting and repairs.
 - Policy CS-3.4: Bicycle racks should be located at regular intervals of every 300 feet along South Bascom Avenue.
 - Goal CS-4: Create a pedestrian friendly Urban Village by improving connectivity along and across South Bascom Avenue.
 - Policy CS-4.1: Create a pedestrian-friendly boulevard along South Bascom Avenue and improve access to employment centers, transit, the Los Gatos Creek Trail, schools, the library and community center, and surrounding neighborhood destinations.
 - Policy CS-4.2: Consider multi-modal users in all pedestrian improvement projects and include safety elements such as lighted crosswalks and HAWK signals.
 - Policy CS-4.3: Improve the streetscape environment with crosswalks, mid-block pedestrian refuges, ADA accessible sidewalks, and amenities that enrich the pedestrian experience such as landscape planters, shade trees, improved lighting and benches.

Key recommended improvements in the Plan are as follows:

- Transit:
 - Improve multi-modal connectivity to the Bascom LRT station
 - Improve bus stops and pedestrian connections to them
 - Provide opportunities for bus stops to reflect the distinct image of the area
- Bicycle and Pedestrian Facilities:
 - Create a continuous pedestrian network:
 - Close gaps by installing Americans with Disabilities Act (ADA) compliant sidewalks
 - Widen sidewalks
 - Increase frequency of crosswalks and decrease crossing distances:
 - Improve existing crosswalks



- Add new crosswalks, including mid-block locations, and consider crossing devices and curb bulbouts
- Consider signalized crosswalk at intersection of Bascom Avenue and Southwest Expressway to improve connections to Bascom LRT station and Los Gatos Creek Trail
- Complete and redefine existing bicycle facilities:
 - Create a continuous north-south cycle track
 - Use Moorpark Avenue, Fruitdale Avenue, Aram Street, and Stokes Street as east-west bike routes
 - Accommodate regional bicycle linkages on Leigh Street and Parkmoor Avenue
 - Add bicycle enhancements to intersections - bike boxes, colored bike lanes, signal detection, etc.
- Allow safety enhancements such as pedestrian level lighting

The Plan includes roadway cross sections that show dimensions and conceptual plans for cycle tracks, buffers, sidewalks, crosswalks, and mid-block crossings.

Complete Streets Audit and Community Engagement

The *Complete Streets Audit and Community Engagement (West San Carlos Street and Bascom Avenue Corridors, San Jose)* report was prepared by graduate students from the San Jose State University Urban & Regional Planning Department in 2012. The study was conducted to assess the existing conditions from a complete street perspective and to directly engage the community to improve segments of West San Carlos Street and Bascom Avenue. The study provides a history of the two corridors and an analysis of existing socio-economic conditions and land uses. It also included a complete streets audit that included counts of pedestrian amenities, bicycle amenities and bus stop conditions.

Community priorities regarding transit, pedestrian and bicycle facilities were developed from the community outreach activities, including walking tours and small group discussions. Priorities include:

- Improve conditions for cyclists and pedestrians with continuous sidewalks and bike lanes
- Lessen corridor harshness by adding refuges such as street trees and benches, and



- Consider road diets for the corridors to create traffic calming and to accommodate sidewalk, bike lanes, street furniture, etc.

Key conclusions for transit, pedestrian, and bicycle conditions on Bascom Avenue are:

- The overwhelmingly auto-orientation of Bascom Avenue (high vehicle speeds and lack of crossings) is hazardous to pedestrian activity
- Bike lanes are present but are not continuous. Some cyclists ride on the sidewalks which provides safety issues for cyclists and pedestrians
- There are no accommodations for pedestrian traveling at night or in harsh weather conditions
- There is a lack of amenities at bus stops
- Bascom Avenue is a good candidate for a road diet

VTA TRANSIT PLANS

Next Network Plan

VTA is currently redesigning its transit service as part of the Next Network Plan. The project has three goals: improve connectivity with the Milpitas and Berryessa BART stations (opening in Fall 2017), improve overall system ridership, and improve farebox recovery. Changes identified in the Next Network project will be incorporated in VTA's next transit service plan, which will go into effect in July 2017. The changes that affect Bascom Corridor are:

- Lines 62 and 49 will be eliminated; their service on Bascom will be replaced with Line 61
- Line 61 will have higher frequency (every 15 minutes instead of every 30 north of Curtner; every 30 minutes south of Curtner). At its northern extent Line 61 will connect to the Berryessa BART station. Operating hours will be extended and weekend frequencies will be increased.

Transit Passenger Environment Plan

This plan, adopted in 2016, outlines VTA's approach to providing amenities at bus stops. It includes updated bus shelter design standards, classifies bus stops according to ridership to prioritize investments, and provides policies that clarify how cities and the public can work with VTA to improve bus stops.



Pedestrian Access to Transit Plan (in progress)

VTA is currently developing a Pedestrian Access to Transit Plan, the first countywide pedestrian plan for Santa Clara County. VTA has worked with community members and stakeholders to identify projects, such as pedestrian bridges, streetscape improvements, bicycle and pedestrian paths, street crossings, and sidewalks, that will improve the safety and comfort of those who ride VTA trains and buses. The final plan will include a list of projects that can be funded through local, State, or federal funding.

One of the study corridors is Bascom Avenue between West San Carlos Street and Fruitdale Avenue. During the project identification phase of the plan, several barriers to pedestrian access and pedestrian infrastructure deficiencies were identified, including missing sidewalks. Overall streetscape improvements were identified for two sub-sections: West San Carlos Street to I-280 and I-280 to Fruitdale Avenue, and site-specific potential improvements were identified, as described in **Table 1.**

TABLE 1: BASCOM AVENUE IMPROVEMENTS

Location	Improvement Description
Bascom/Stevens Creek intersection improvements	<ul style="list-style-type: none"> • Reconstruct porkchops and curbs at NW & SW corners to narrow right turn radii, reduce crossing distances, and expand pedestrian waiting space. • Tighten curb radius at SE corner, widen sidewalk walkway space into existing landscaping • Add advanced yield pavement markings and signage at right turns. • Stripe ladder crosswalks
Bascom corridor streetscape improvements (North of I-280)	<ul style="list-style-type: none"> • Complete sidewalks along entire corridor • Add landscaped buffers (planters as short-term/tactical option) including shade trees • Add pedestrian-scale lighting • Consider road diet on Bascom N of 280 to provide additional sidewalk space and bicycle lanes
Bascom/Eliot mid-block crossing	<ul style="list-style-type: none"> • Consider adding marked pedestrian crossing at Bascom/Eliot: ladder crosswalk, advance yield markings/shark's teeth, high-visibility pedestrian crossing signage, RRFB or PHB to improve driver yield rates, curb extensions to shorten pedestrian crossing distance
Bascom/ Scott intersection improvements	<ul style="list-style-type: none"> • Stripe ladder crosswalks at all four legs of intersection
Bascom/I-280 overcrossing improvements	<ul style="list-style-type: none"> • Evaluate possibility of widening sidewalks on overpass, adding pedestrian-scale lighting
Bascom/Parkmoor intersection improvements	<ul style="list-style-type: none"> • Add curb extension at SE corner - potential to extend into Parkmoor by narrowing/shifting vehicle lanes, or to extend into Bascom with road diet along Bascom • Stripe ladder crosswalks on all three legs of crosswalk



TABLE 1: BASCOM AVENUE IMPROVEMENTS

Location	Improvement Description
Bascom/Moorpark intersection improvements	<ul style="list-style-type: none"> • Add curb extensions to all corners (except SW) to improve pedestrian visibility • Rebuild SW corner porkchop to expand pedestrian waiting area. Add advance yield markings to pavement • Stripe ladder crosswalks
Bascom/Renova intersection improvements	<ul style="list-style-type: none"> • Add pedestrian crossing to N leg: ladder crosswalk, pedestrian signal, curb cuts • Add curb extensions to all corners to improve pedestrian visibility and reduce crossing distance • Stripe ladder crosswalks at all four legs of intersection
Bascom corridor streetscape improvements (South of I-280)	<ul style="list-style-type: none"> • Widen sidewalks on Bascom S. of Moorpark. Recommend 12' minimum width per Draft South Bascom Urban Village Plan (2014) • Add landscaped buffers (planters as short-term/tactical option), including shade trees
Bascom/Engborg intersection improvements	<ul style="list-style-type: none"> • Add pedestrian crossing to S leg: ladder crosswalk, pedestrian signal, curb cuts • Add curb extensions to all corners (except NW) to improve pedestrian visibility and reduce crossing distance. Curb extensions must accommodate bus turning radii • Remove or redesign NW corner porkchop to expand pedestrian waiting area • Stripe ladder sidewalks on all four legs of intersection

BICYCLE PLANS

Santa Clara Countywide Bicycle Plan (in progress)

The Santa Clara Countywide Bicycle Plan synthesizes other local and County plans into a comprehensive 20 year cross-County bicycle corridor network and expenditure plan. The long-range countywide transportation plan and the means by which projects compete for funding and prioritization are documented in Valley Transportation Plan (VTP) 2040. VTA adopted the Santa Clara Countywide Bicycle Plan in 2008, which includes a planned bicycle network with 16 routes of countywide or intercity significance. This plan is under update by the VTA, with an anticipated completion date of late 2017.

VTA Bicycle Technical Guidelines

VTA's *Bicycle Technical Guidelines* (2012) provide best practices and optimal standards for bicycle facility design and bike-friendly streets. These guidelines are intended to promote consistent design across Santa Clara County.



VTA Bicycle Expenditure Program

The Bicycle Expenditure Program (BEP) identifies and dedicates a funding stream to implement the Countywide Bicycle Plan. The BEP Project list is updated every four years to coincide with the update of the Valley Transportation Plan (VTP).

San Jose Bike Plan 2020

City of San Jose staff prepared the Bike Plan 2020 in 2009 to define the City's vision to make bicycling an integral part of daily life and by 2020:

- Complete 500 miles of bikeway network
- Achieve a 5 percent mode share
- Reduce the bicycle collision rate by 50%
- Add 5,000 bike parking spaces
- Achieve gold-level Bicycle Friendly Community status

Adding bike lanes to Bascom Avenue between Camden Avenue and Hamilton Avenue is a secondary priority in the plan.

PEDESTRIAN PLANS

VTA Pedestrian Technical Guidelines

VTA's *Pedestrian Technical Guidelines* (2003) provide guidance for the design of streets, sidewalks, buildings, and open spaces. They are intended to provide more comfortable and attractive places to walk, improve pedestrian safety, shorten walking distances, and improve public space.

San Jose ADA Transition Plan for Sidewalks

This plan was created in 2008 and updated in 2010. It identifies procedures and priorities for building curb ramps and removing sidewalk accessibility barriers with the goal of achieving full accessibility throughout the City by 2040. An interim goal for full accessibility along major streets, within pedestrian priority zones and near public use facilities was established for 2020.