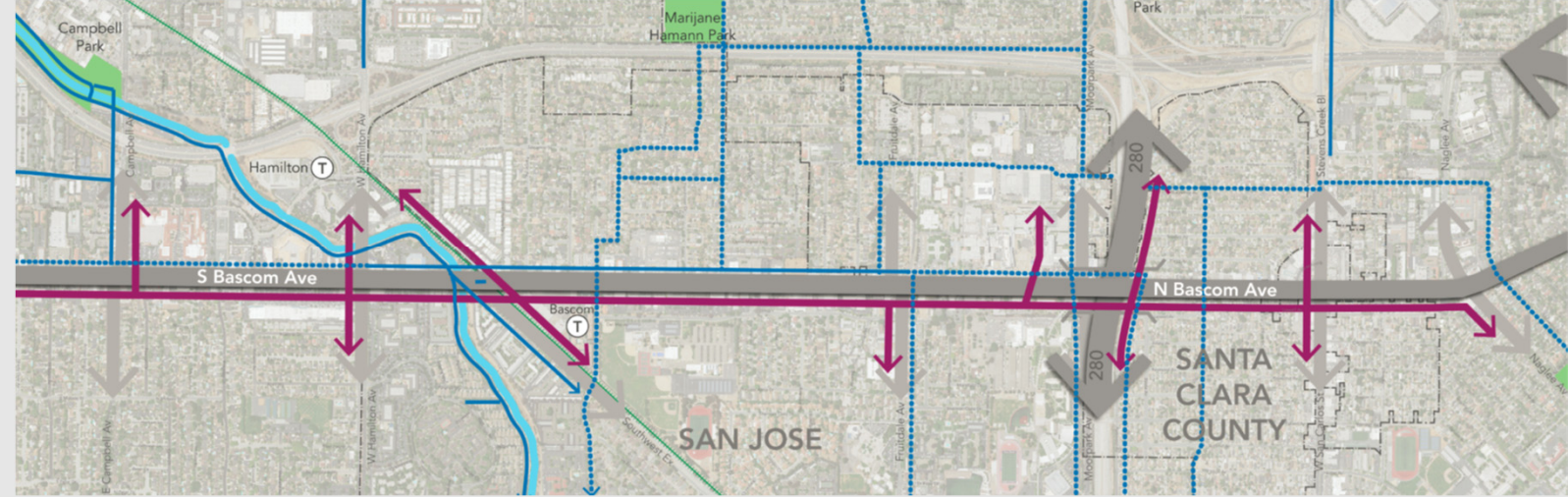





  
**BASCOM AVENUE**
  
 COMPLETE STREETS STUDY



# EXISTING CONDITIONS AND OPPORTUNITIES REPORT

Public Review Draft | December 2017

a partnership of



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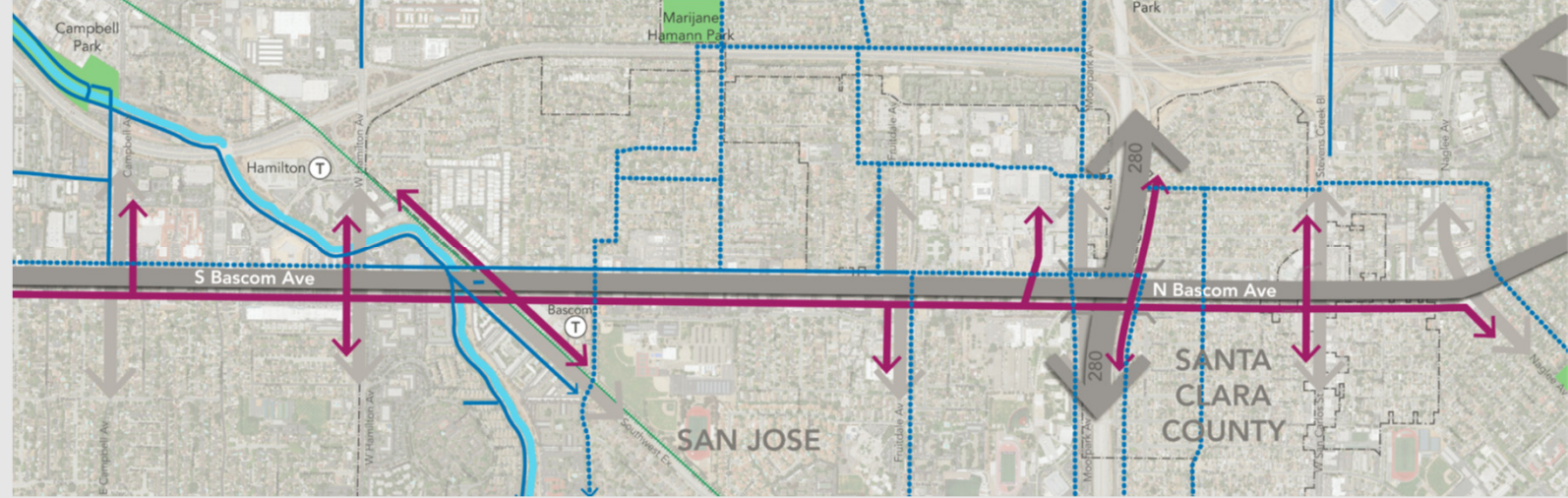
## ATTACHMENTS (Technical Memorandums)

- A: Existing Traffic Environment
- B: Pedestrian and Bicycle Conditions Evaluation
- C: Existing Transit Conditions and Potential Improvements
- D: Existing Document Review Summary (Part 1)
- E: Existing Document Review Summary (Part 2)






  
**BASCOM AVENUE**
  
 COMPLETE STREETS STUDY



**PART I**
  
 INTRODUCTION

## BACKGROUND

In 2016, the Santa Clara Valley Transportation Authority (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 planning effort is a partnership between VTA and its Member Agencies to transform these roadways into high-quality, multimodal streets that prioritize bicycle, pedestrian, and transit travel while still serving motorists.

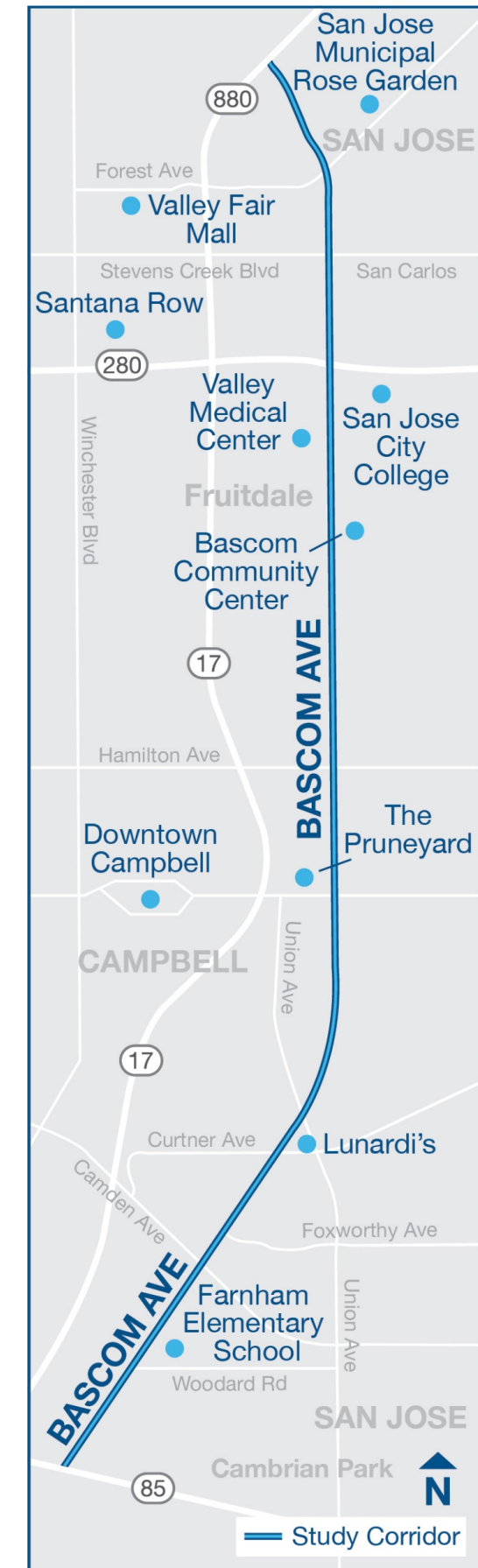
The **Bascom Corridor Complete Streets Study** is a joint effort between VTA, the cities of San Jose and Campbell, and the County of Santa Clara. The project covers approximately six miles of Bascom Avenue from Interstate 880 near the Bascom-Forest and Rose Garden neighborhoods in San Jose, past Valley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

The purpose of this study, which is funded through a Federal grant and local match, is to enhance pedestrian bicycle mobility and safety, improve bus transit, beautify the streetscape, and ensure the roadway serves all motorists. This is a key opportunity to engage local residents and businesses to ensure that recommended improvements enhance safety, comfort and mobility along Bascom.

## PROJECT GOALS AND OUTCOMES

The result of this effort will be a series of community-supported conceptual street designs for improving Bascom Avenue. Each design will be organized by specific location and timing (short-term or long-term) to help VTA and the Partner Agencies pursue funding to implement street improvements. 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





# INTRODUCTION

## Pedestrian Access to Transit Plan

VTA's Pedestrian Access to Transit Plan was developed to provide a comprehensive overview of pedestrian walking conditions and connectivity within quarter- or half-mile 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 specifically 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.

## South Bascom Urban Village Plan

The City of San Jose's South Bascom Urban Plan was created 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.

## 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:

- 1. 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.
- 2. Providing complete and continuous bicycle facilities** by adding bicycle lanes (Class II) or cycle tracks (Class IV) along the corridor and improving bicycle facilities at intersections to clarify right-of-way and make bicyclists more visible.
- 3. 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.
- 4. Enhancing streetscapes along Bascom Avenue** by adding continuous street trees and landscaping along sidewalks, and adding pedestrian-scale lighting.



Existing Conditions (South Bascom Urban Village Plan)



Potential Near Term Changes (South Bascom Urban Village Plan)



Longer Term Changes (South Bascom Urban Village Plan)

## COMMUNITY INPUT PROCESS

This project has been designed to include many opportunities for the local community to be involved throughout the process. This includes both in-person community forums and meetings, as well as online surveys and emails. The following is a summary of the major community input opportunities that will take place during this project.

### 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 will be updated throughout the project as new materials become available. People can also sign up for email update on the webpage, which is available at:

[www.vta.org/bascomstudy](http://www.vta.org/bascomstudy)

### Technical Advisory Group

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. The TAG meets regularly in order to coordinate the process, ensure that ideas and designs meet the requirements of each jurisdiction, and ensure the community is being fully engaged in 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.

### Community Forums #1

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 on the project webpage.

### Interactive Online Survey

In June 2017, an interactive online survey was launched 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 survey and provided nearly 3,500 individual comments/notes.

### Future Input Opportunities

The project will include many more community events and meetings. Please sign up for email notifications and check the project webpage regularly for updates. You can also email comments directly to:

[community.outreach@vta.org](mailto:community.outreach@vta.org)

**Project Fact Sheet**

**Study Overview**  
The Santa Clara Valley Transportation Authority (VTA), in partnership with the City of San Jose, City of Campbell and County of Santa Clara, are looking at ways to improve approximately six miles of Bascom Avenue between Interstate 880 and State Route 85. The goal is to enhance pedestrian and bicycle mobility and safety, improve bus and light rail transit accessibility and reliability, improve the streetscape, and ensure the roadway serves all modes of transportation.

**Bascom Avenue**  
Bascom Avenue is a corridor that crosses multiple cities and neighborhoods. The character, design and feel of the street varies based on its width, types of pedestrian and bicycle amenities, major destinations (including San Jose City College and The Pruneyard) and surrounding buildings and uses.

**Study Outcomes**  
The result of this effort will be a series of community-supported conceptual street designs for improving Bascom Avenue. The designs will be organized by location and timing (short-term or long-term) to help VTA and partner agencies pursue funding to implement street improvements.

**Schedule**  
The project has a two-year schedule, beginning in late 2016 and ending in late 2018.

**Project Partners**  
Valley Transportation Authority, City of San Jose, City of Campbell, Santa Clara County.

**BASCOM AVENUE COMPLETE STREETS STUDY**

We need your input!

VTA, in partnership with the City of San Jose, City of Campbell and County of Santa Clara, are looking for ways to improve Bascom Avenue between Interstate 880 and State Route 85. The goal of this project is to enhance pedestrian and bicycle mobility and safety, improve bus transit, beautify the streetscape, and ensure the roadway serves all motorists. This is a key opportunity to engage local residents and businesses to ensure that recommended improvements enhance safety, comfort and mobility along Bascom.

This is not a typical survey. You will be asked to mark up a map and answer questions about specific places. But we promise it will be fun!

**Interactive Online Survey**





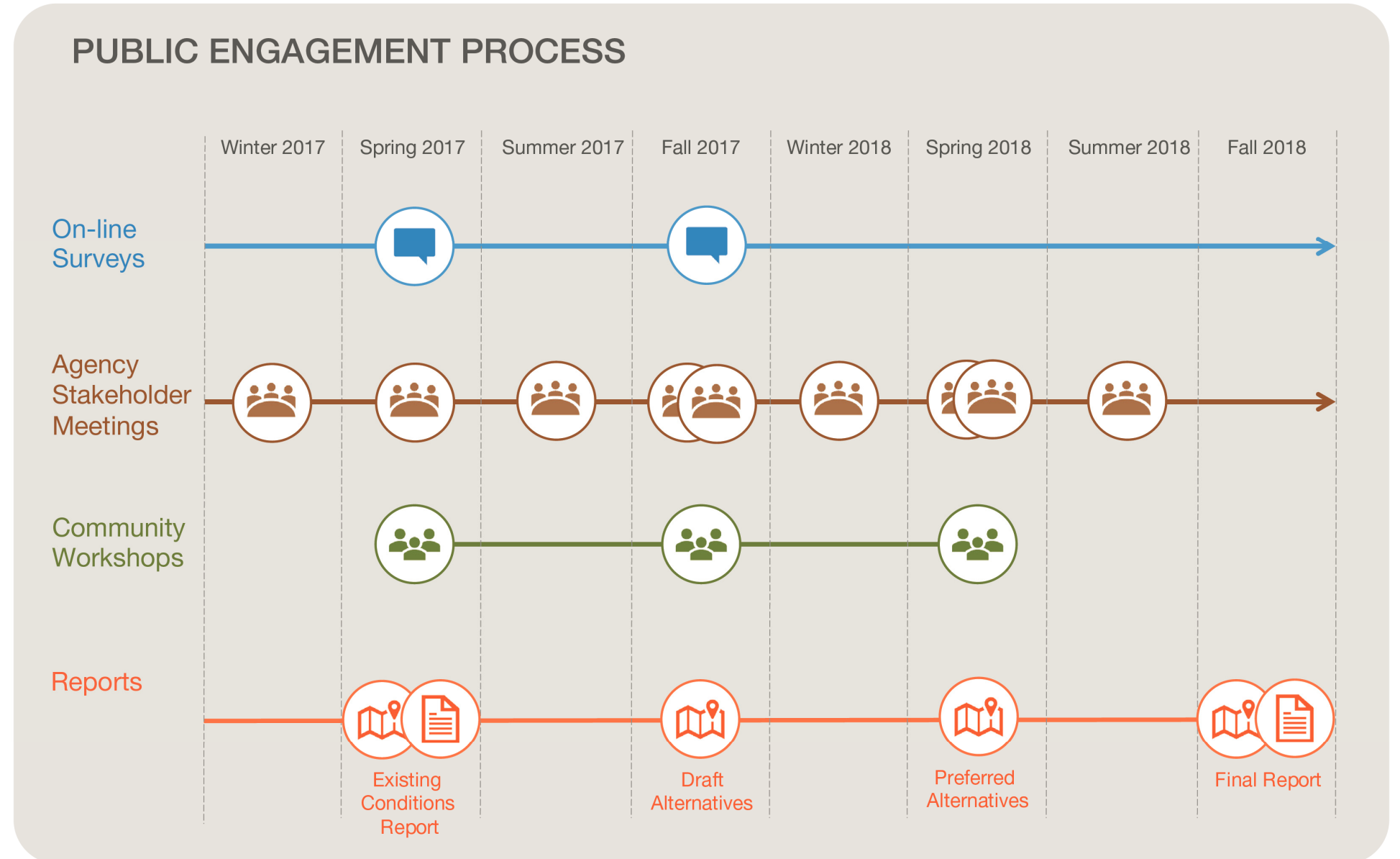
## PROJECT SCHEDULE

The study is being conducted over approximately two years. Since this is a community-driven project, VTA and the Partner Agencies have developed an approach that will ensure the local community is heavily involved and has opportunities to provide input during all stages of the project. The graphic to the right provides an overview of the project. Major stages include:

1. Project Kick-Off, *December 2016*
2. Existing Conditions and Opportunities, *Spring 2017*
3. First Round of Public Forums, *June 2017*
4. Design Alternatives, *Summer through Fall 2017*
5. Second Round of Public Forums, *Winter 2018*
6. Third Round of Public Forums, *Spring 2018*
7. Preferred Alternative, *Spring 2018*
8. Final Report and Design Basis, *Summer 2018*
9. Study Wrap-up, *Fall 2018*

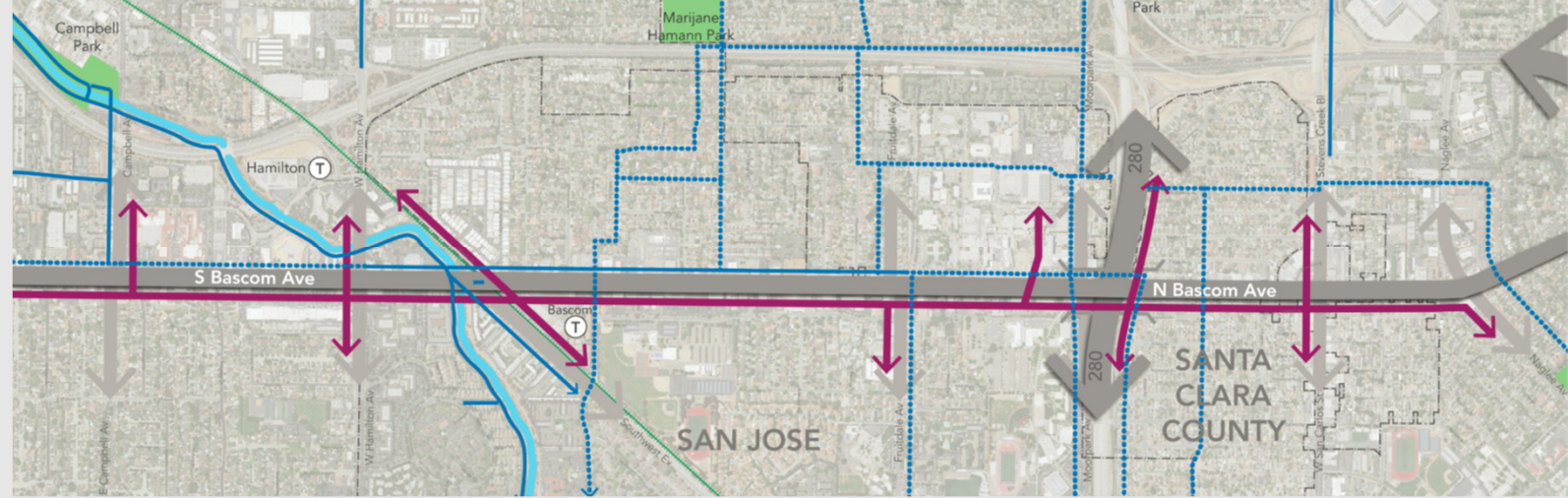
## REPORT OUTLINE

The purpose of this **Existing Conditions Summary** is to identify key community assets, summarize and analyze existing physical conditions, identify a draft vision for the future of Bascom Avenue, and describe emerging design opportunities. This report is a summary of more detailed analysis and technical data that are included in a series of technical memorandum (see Attachments A through E).






  
**BASCOM AVENUE**
  
 COMPLETE STREETS STUDY



**PART II**
  
 COMMUNITY ASSETS

## INTRODUCTION

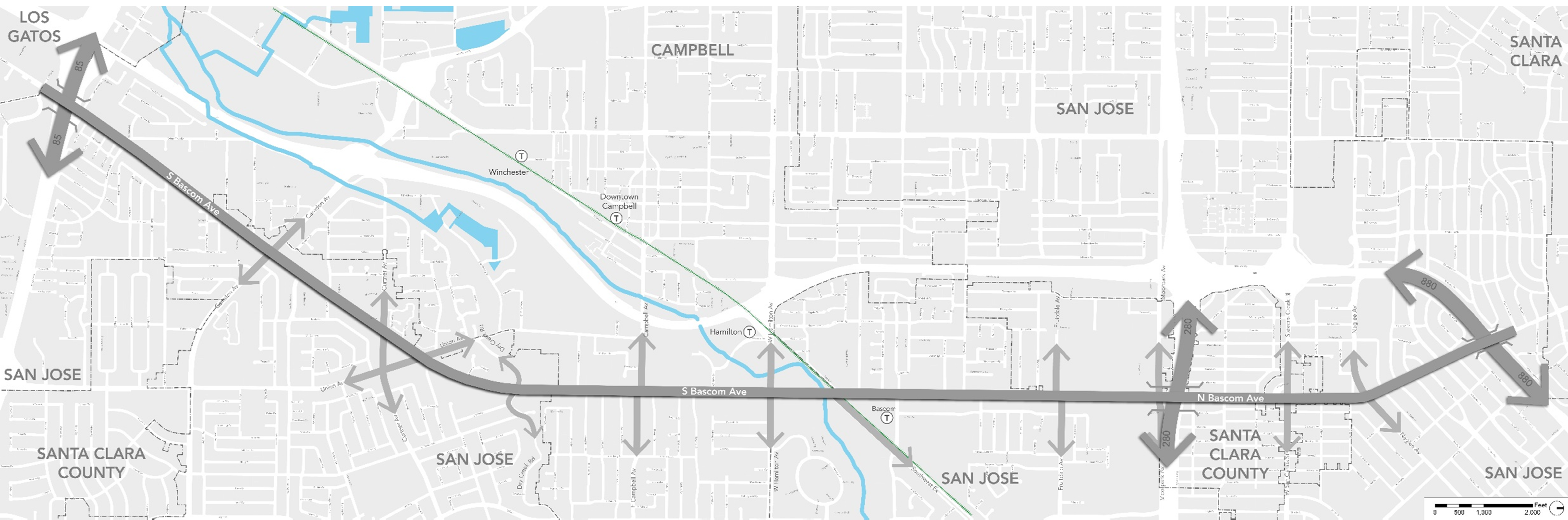
The Bascom Avenue corridor runs through a diverse array of places – linking several neighborhoods within the cities of San Jose and Campbell, and portions of unincorporated Santa Clara county (see **Figure 1**). As a starting point to this project, it is key to understand the rich character, important 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

*(Note: due to the length of the study corridor and the need to clearly present information, all diagrams in this summary orient Bascom Avenue so north is facing to the right of the page).*



**FIGURE 1: BASCOM CORRIDOR STUDY AREA**



----- City Limit Boundaries

## WELL 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 neighborhoods in Campbell and central parts of San Jose. Similarly, there are many different retail, commercial and employment areas that provide needed services and goods to support the residential neighborhoods.

**Figure 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 Jose 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.



*Historic Neighborhoods*



*Preserved Historic Homes*



*Multi-Family Housing*

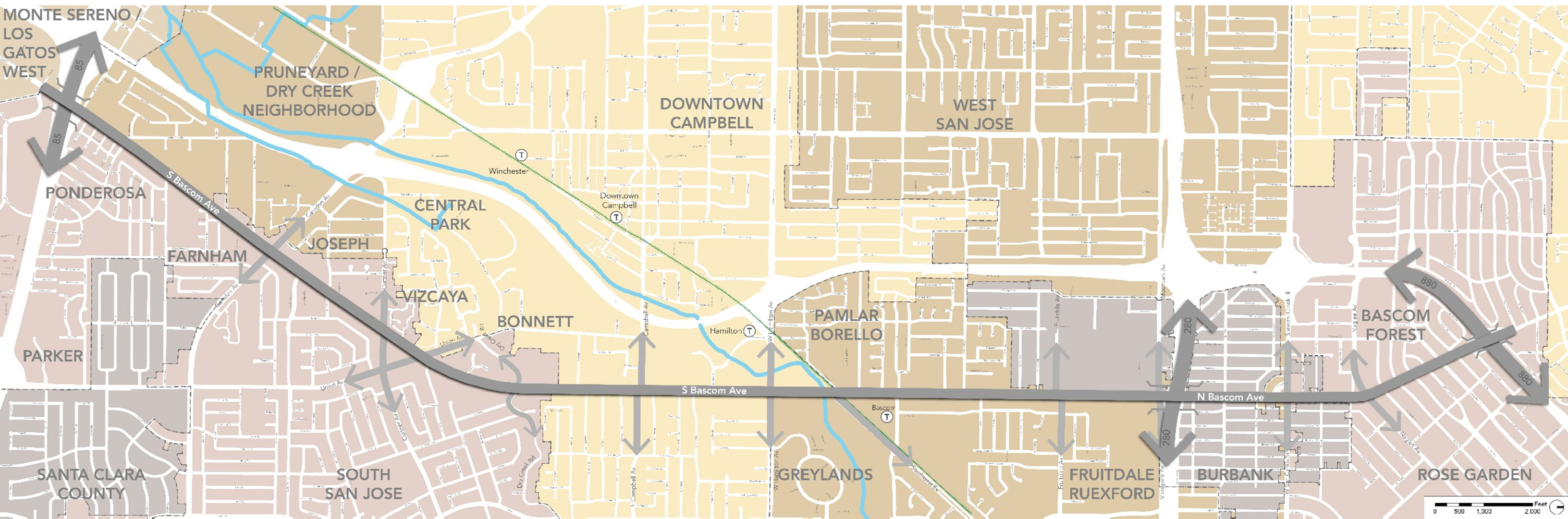


*Newer Multi-Family Housing*



*Tree-Lined Streets Connecting Residential Areas*

## FIGURE 2: MAJOR NEIGHBORHOODS



## LOCAL AND REGIONAL DESTINATIONS

There are also many destinations that attract people to the Bascom Avenue corridor. **Figure 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 Jose City College, the Pruneyard 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. This 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.



Locally-Owned Retail



Campbell Park



San Jose City College

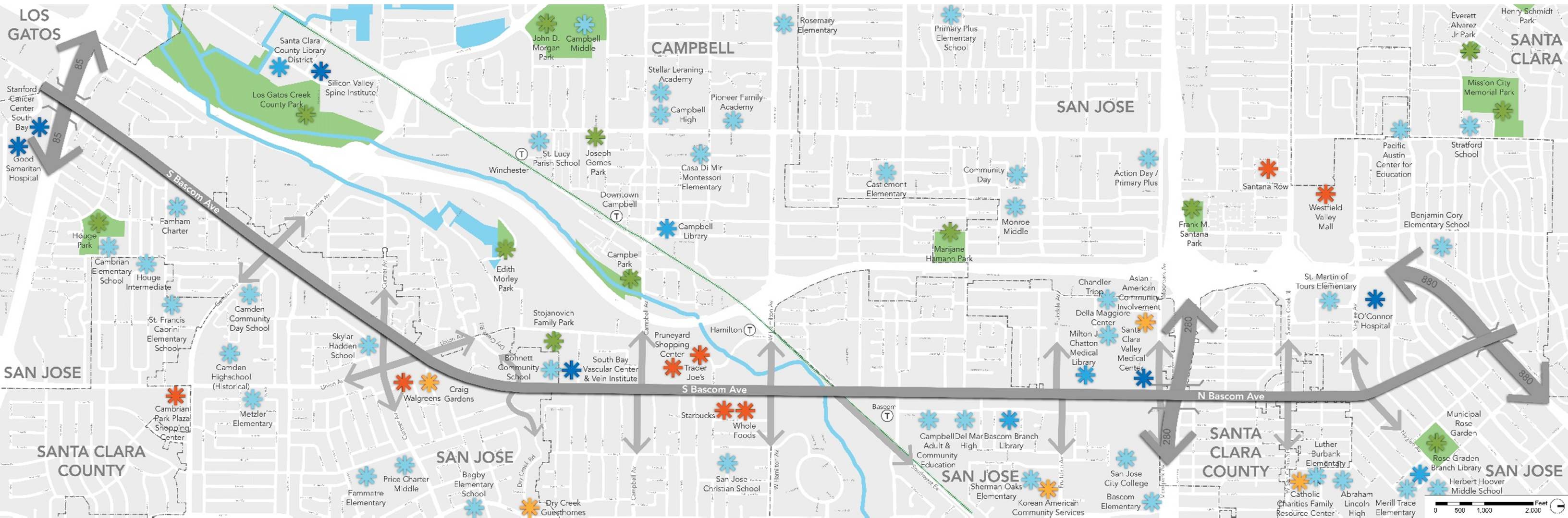



The Pruneyard

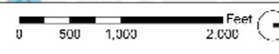


Santa Clara Valley Medical Center

## FIGURE 3: LOCAL AND REGIONAL DESTINATIONS



-  Schools
-  Parks
-  Civic Facilities
-  Major Commercial Centers
-  Hospitals and Medical Centers
-  Other Destinations





## 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 4** identifies the major multi-modal facilities and services, which includes bus routes, bicycle lanes, light rail and pedestrian trails.

While the Bascom Corridor contains many pedestrian, bicycle and transit facilities, they are not all the most convenient or desirable for people (see **Chapter III** for a discussion on key issues and concerns). 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. Mid-block crosswalks that are clearly marked, like to one near Olive Avenue, provide convenience to pedestrians so they do not have to walk long distances to cross at signalized intersections.
- Bicycle lanes enhance safety and provide ease of travel for cyclists. Recreational and commuter cycling is further enhanced when facilities are well connected, such as linkages between Bascom Avenue and the Los Gatos Creek Trail.
- Bus stops that have benches, trash cans, shade and are accessible to people with disabilities make using transit more convenient. When they are located close to destinations and near intersections, they can also help reduce the amount of time pedestrian walk between places.



*Mid-Block Crossings*



*Comfortable, Tree-Lined Sidewalks*



*Regional Connections*

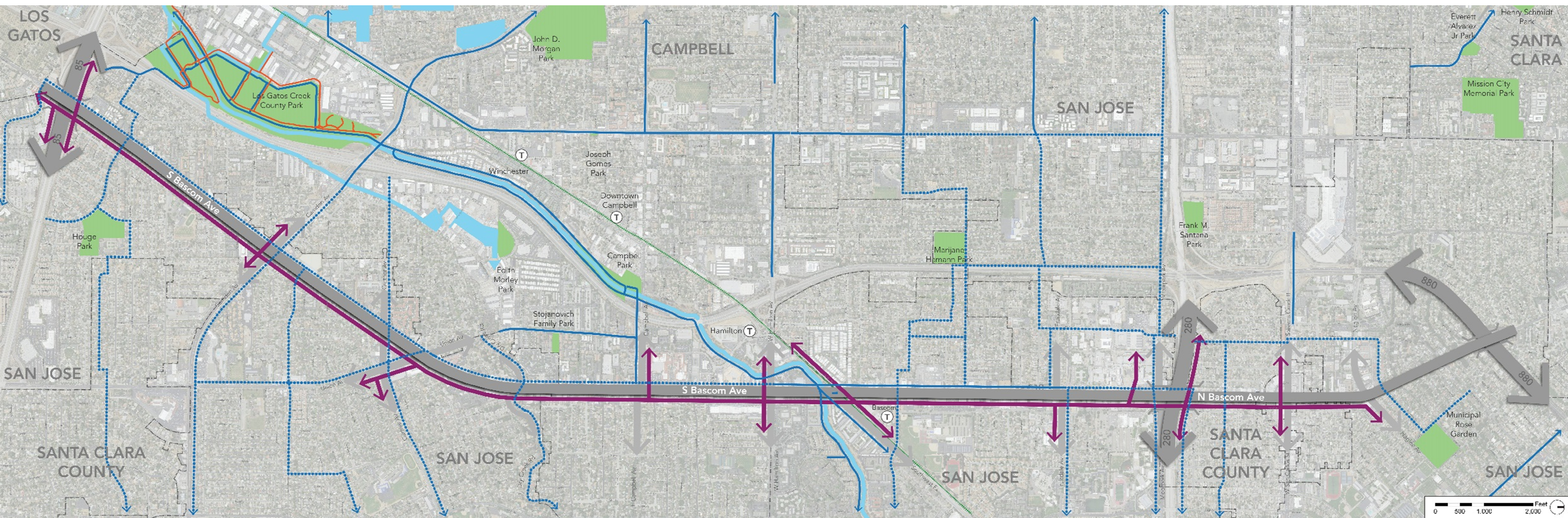


*Bicycle Facilities*



*Transit Connectivity*

**FIGURE 4: EXISTING MULTI-MODAL NETWORK**



- Pedestrian Trail
- Bicycle Lane or Trail
- Bus Route
- Light Rail Line
- ⋯ Planned/Programmed Bicycle Lane or Trail

## 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.



Bascom Urban Village Workshop



Group Discussions and Design Ideas



Community Workshop #1



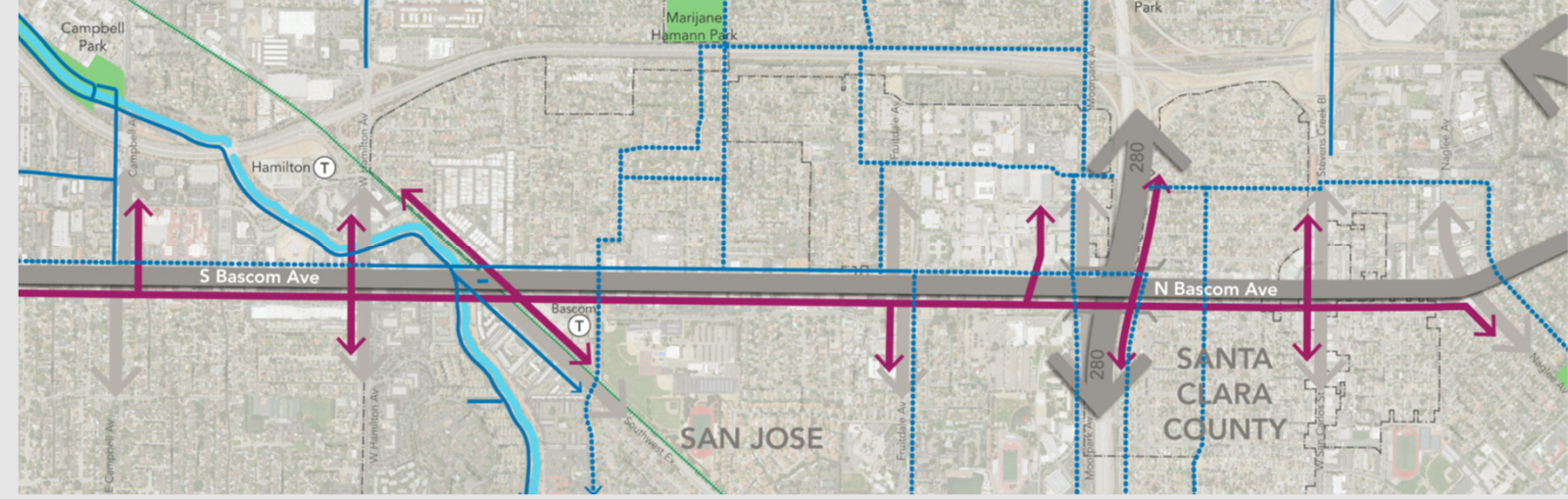
Community Input and Ideas



Community Workshop #1



  
**BASCOM AVENUE**  
COMPLETE STREETS STUDY



## INTRODUCTION

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.



## INTRODUCTION

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



## 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 the table, current 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.

#	From	To	Motor Vehicle Lanes	Capacity (Daily Vehicles)	Existing Volume
1	I-880	Stevens Creek Boulevard/ West San Carlos Street	<b>4 lanes</b>  (4 through without left-turn pocket)  14' avg lane	32,000	Varies from 17,000 to 27,000
2	Stevens Creek Boulevard / West San Carlos Street	Hamilton Avenue	<b>7 lanes</b>  (6 through + 1 left-turn)  14' avg lane	60,000	Varies from 22,000 to 32,000 and above
3	Hamilton Avenue	Dry Creek Road	<b>7 lanes</b>  (6 through + 1 left-turn)  14' avg lane	60,000	Varies from 22,000 to 32,000 and above
4	Dry Creek Road	Camden Avenue	<b>7 lanes</b>  (6 through + 1 left-turn)  14' avg lane	60,000	Varies from 17,000 to 22,000
5	Camden Avenue	SR-85	<b>7 lanes</b>  (6 through + 1 left-turn)  14' avg lane	60,000	Various from 17,000 27,000

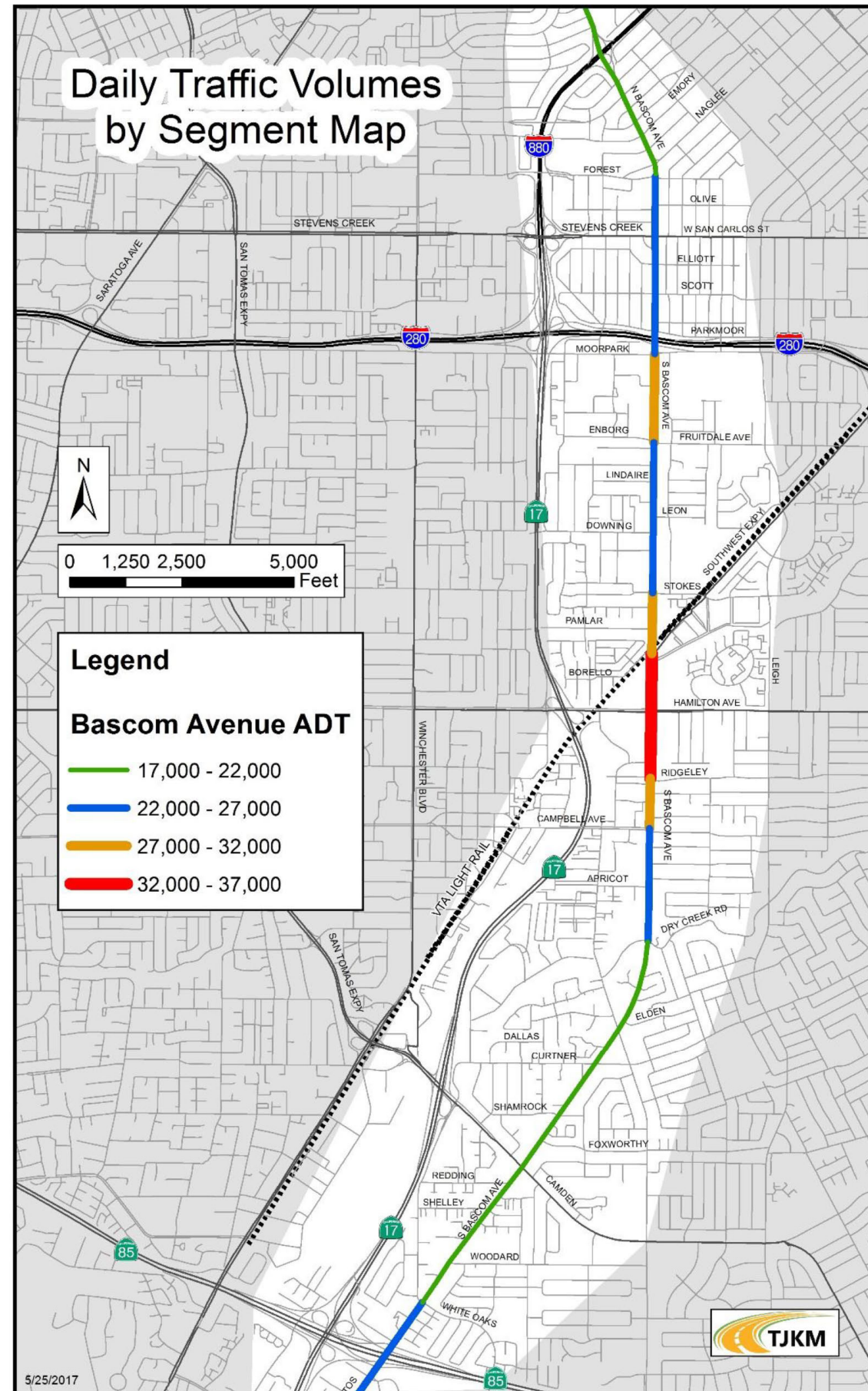


*Note: Daily capacity estimate based on 10,000 per through lane where continuous left-turn pockets are provided, or 8,000 per lane without left-turn pockets. Existing daily volumes are based on recent 24-hour counts and-or derived from peak-hour turning movement counts. Peak Hour volumes are generally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

## TRAFFIC CONDITIONS

### Major Findings

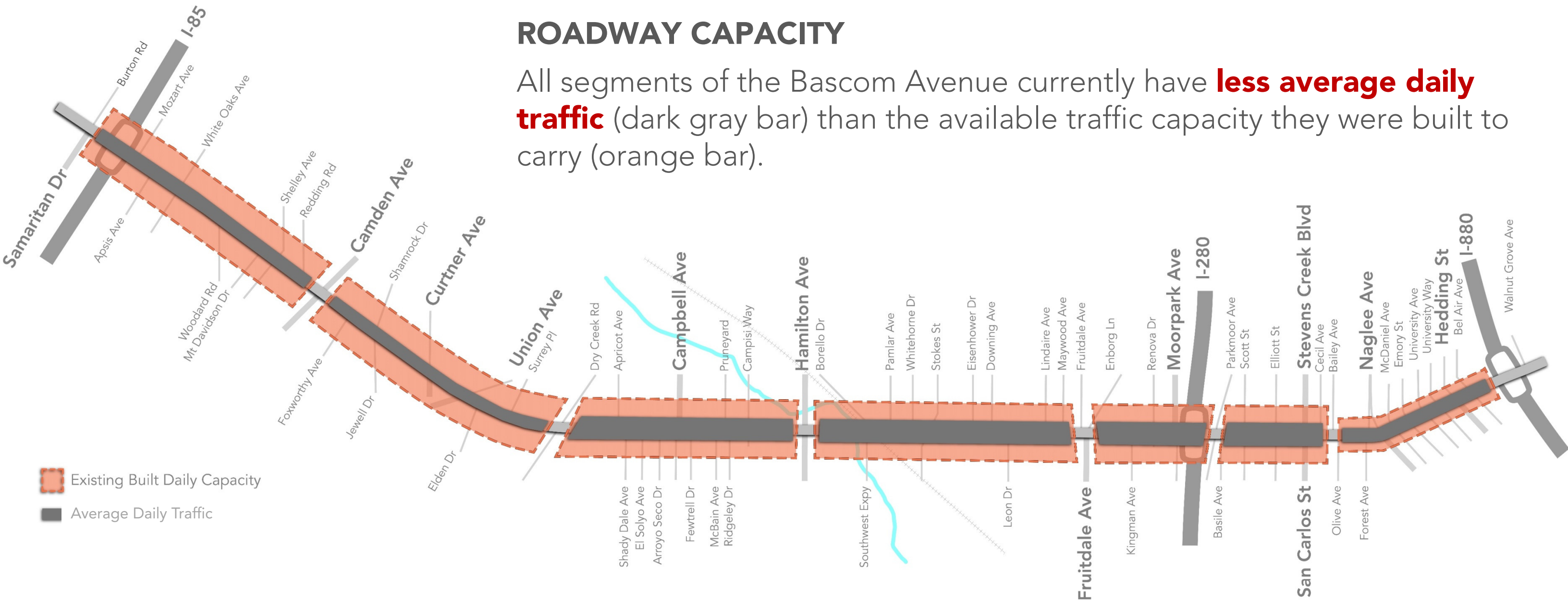
1. Reducing the roadway to two vehicle lanes in each direction is feasible on all segments, while one lane per direction on some segments is a possibility. Traffic volumes range from 17,000 to 37,000 daily, well below the capacity of approximately 60,000 provided by the current seven-lane configuration 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
2. Actual travel speeds on Bascom Avenue average about 40 miles per hour, well above the "target speed" goals established by the San Jose 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 Jose.





## 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



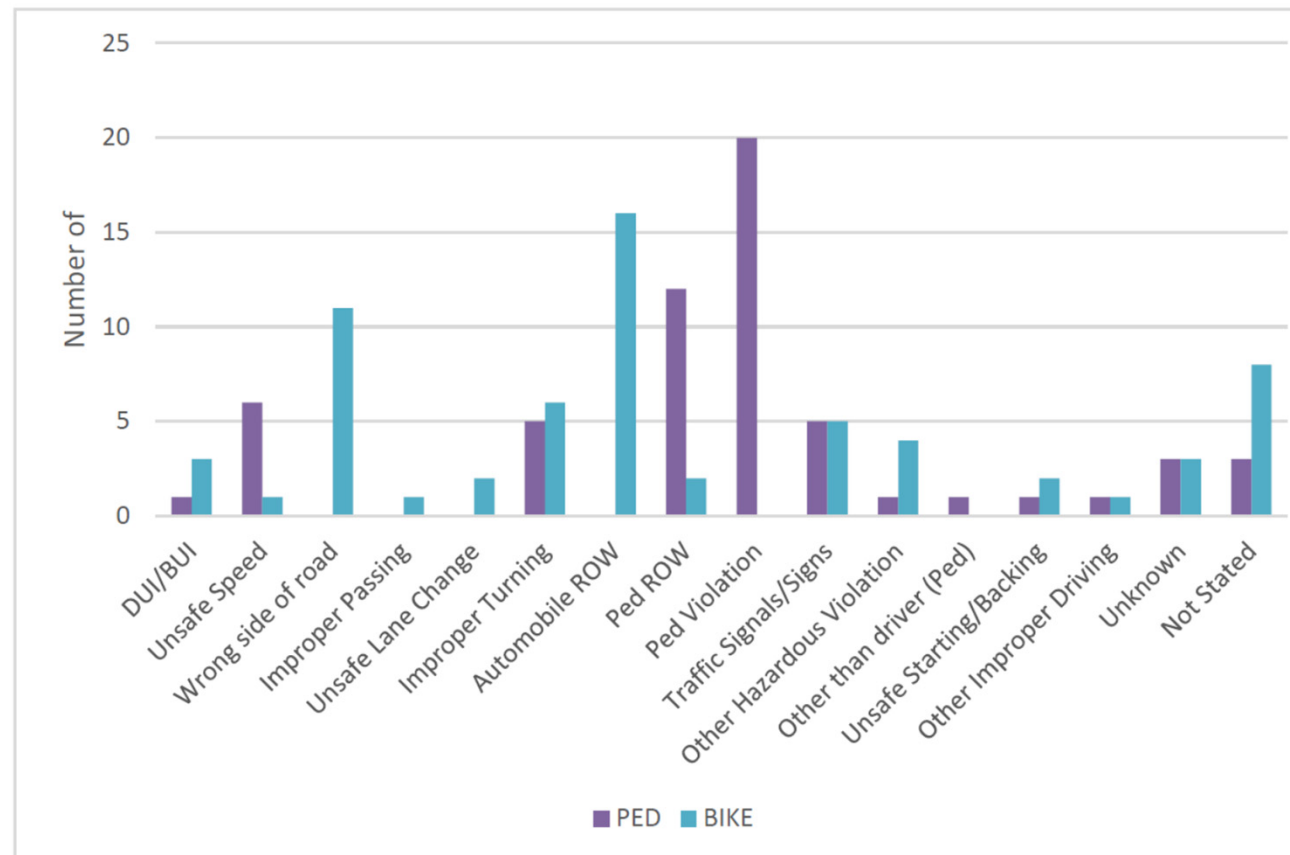
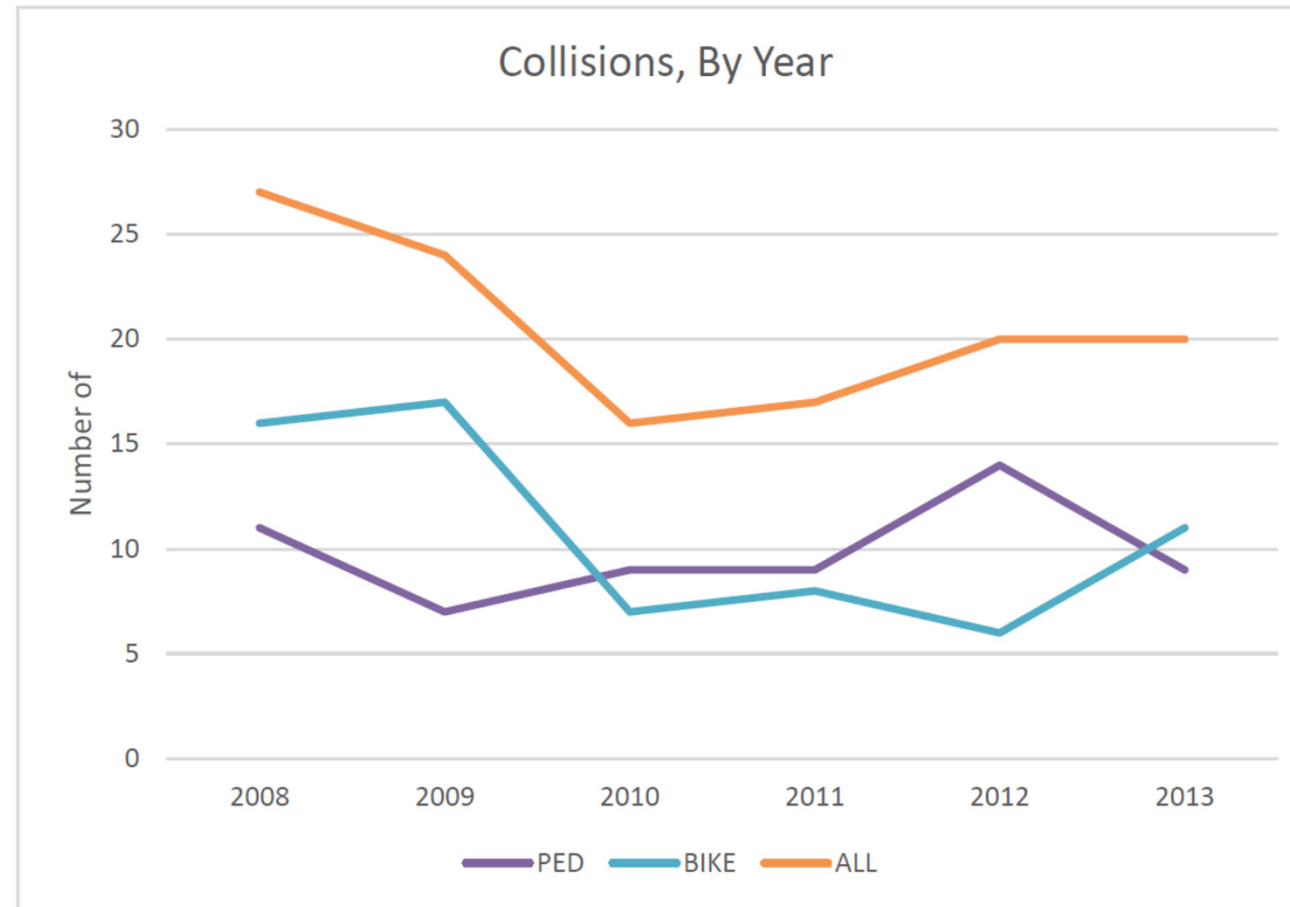
Naglee Avenue



## COLLISIONS

Traffic collisions are typically the result of right-of-way violations (vehicles not giving pedestrians/bicyclists the right-of-way), speeding or other violations (such as jaywalking). The graphics to the right show reported pedestrian and bicycle involved collisions along Bascom Avenue since 2008. Overall, the number of pedestrian and bicycle involved collisions along the corridor has steadily declined since 2008.

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.

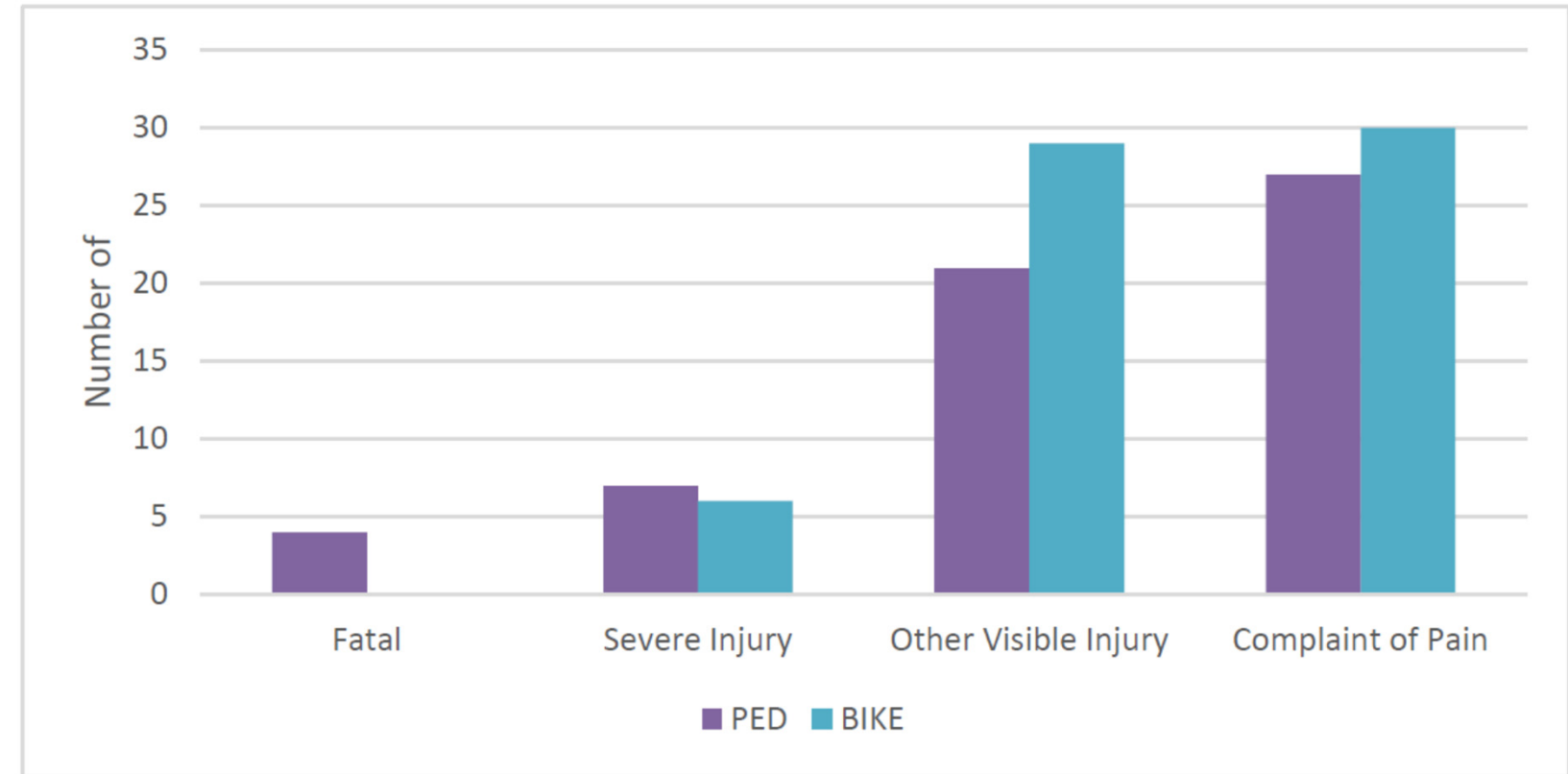


Source: January 2008-December 2013 Statewide Integrated Traffic Record Service (SWITRS)

## COLLISIONS

### Major Findings

1. Traffic collision “hot spots” include:
  - Fruitdale Avenue to Stevens Creek Boulevard/West San Carlos (particularly near San Jose City College and Santa Clara Valley Medical Center)
  - Hamilton Avenue to Southwest Expressway
  - Areas near Camden Avenue
  
2. 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).

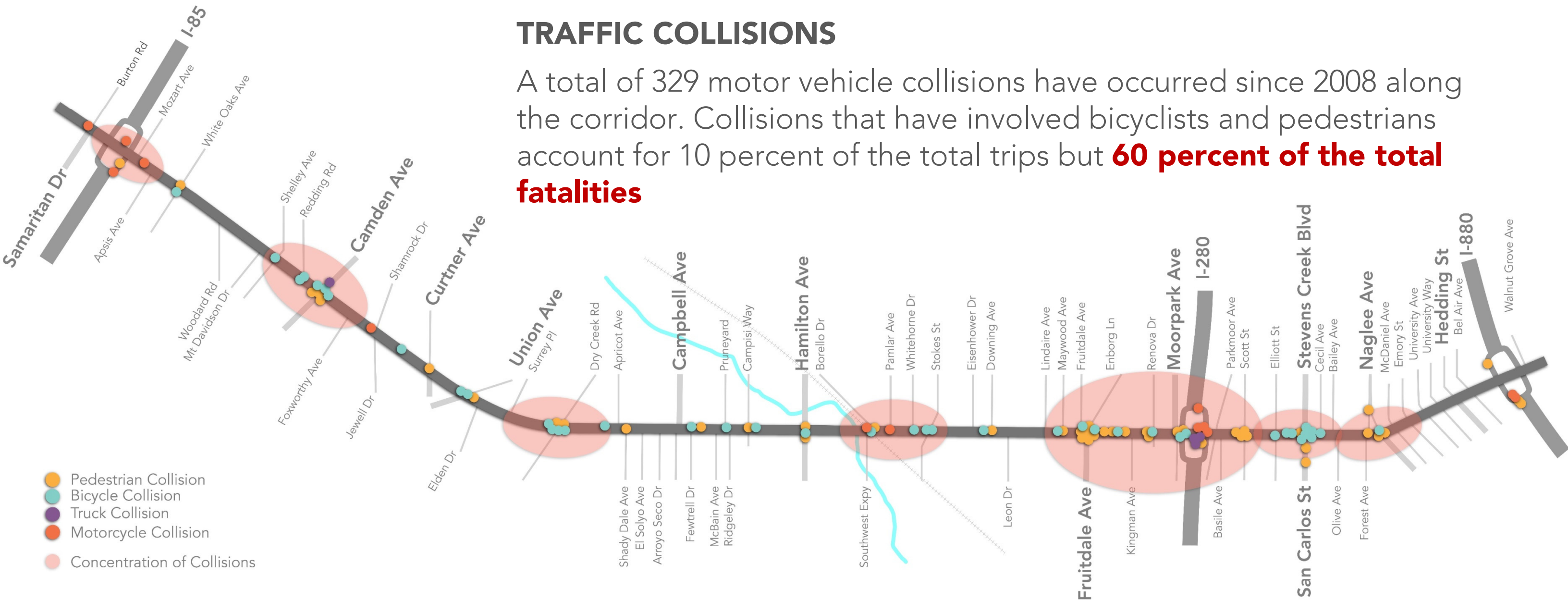


Motor Vehicle Collisions with:	Reported Collisions including Minor Injuries	Collisions with Serious Injuries	Fatalities
Motor Vehicles	77%	44%	40%
Bicyclists	12%	17%	0%
Pedestrians	11%	39%	60%
<b>Total – Bicyclists &amp; Pedestrians Share of Collisions</b>	<b>23%</b>	<b>56%</b>	<b>60%</b>

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

## TRAFFIC COLLISIONS

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



Camden Avenue



Apricot Avenue



Campbell Avenue



Stevens Creek Boulevard



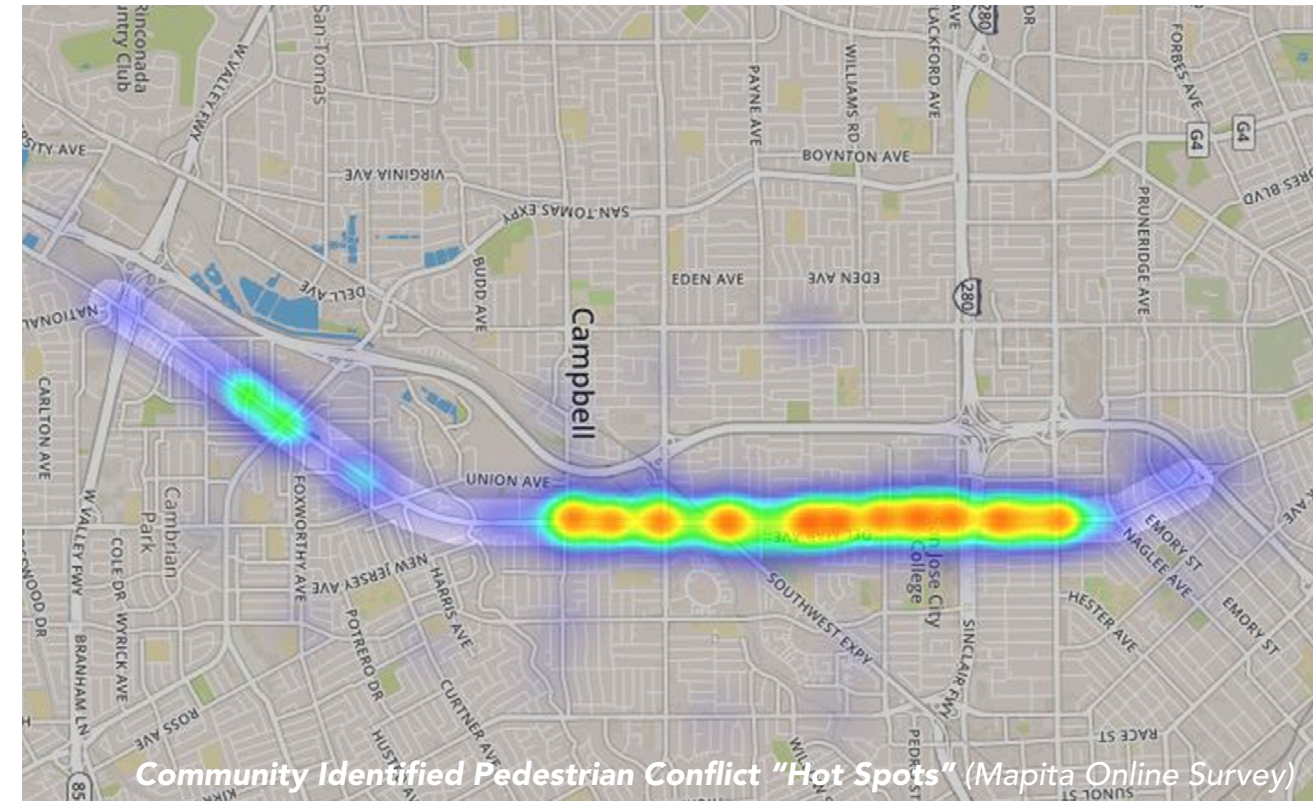
## PEDESTRIAN FACILITIES

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.

### Major Findings

1. 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.
2. 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.
3. 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.



## PEDESTRIAN FACILITIES

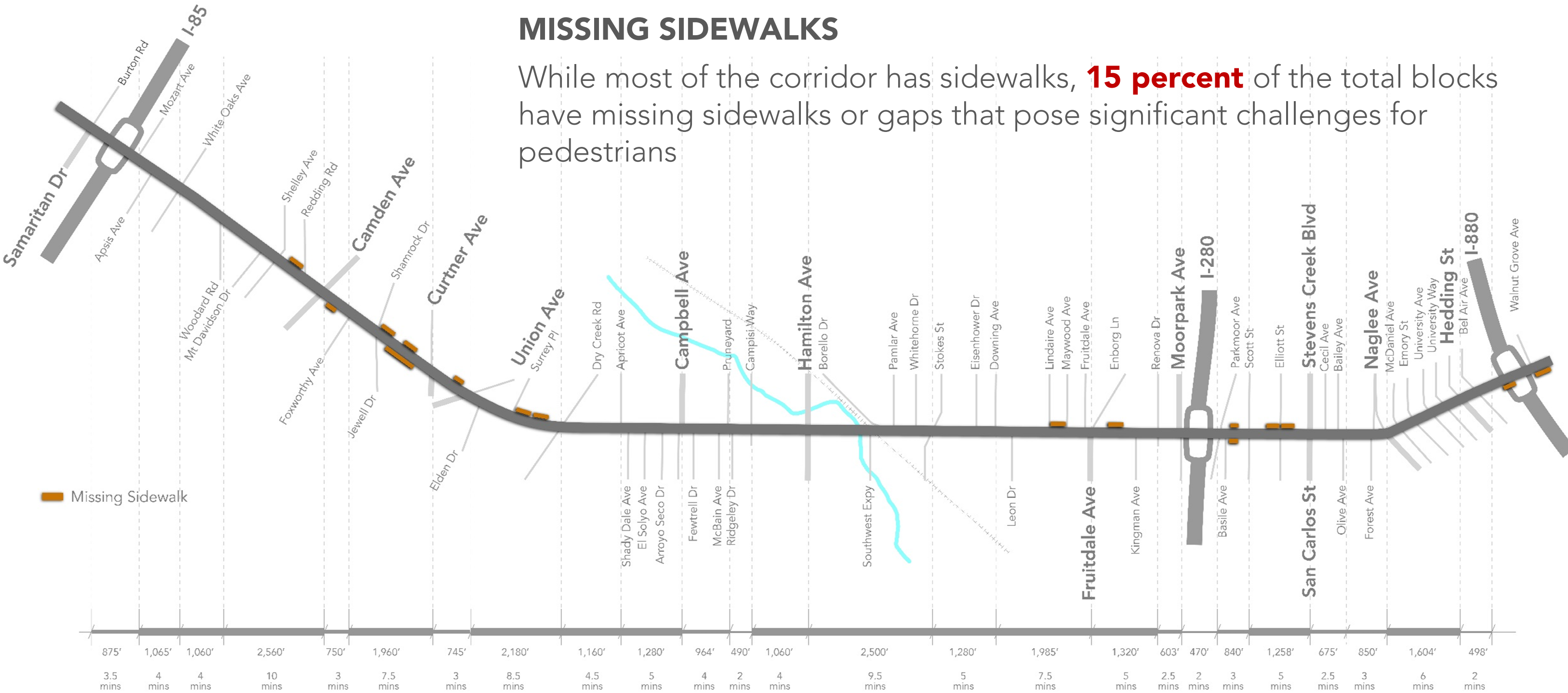
### Major Findings (continued)

4. 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.
5. 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.
6. 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 (e.g. Bascom Library/Community Center, Light Rail Station, etc.)
7. Many parts of the study area lack street trees, landscaping along sidewalks or pedestrian-scaled lighting. This in turn creates an 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.
8. Large intersections that do not have pedestrian refuges (e.g., safe spaces in the middle of a crosswalk for pedestrians to rest between signal changes) can create an unpleasant and sometimes unsafe pedestrian environment.



## 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



Foxworthy Avenue



North of Jewell Drive



North of Jewell Drive

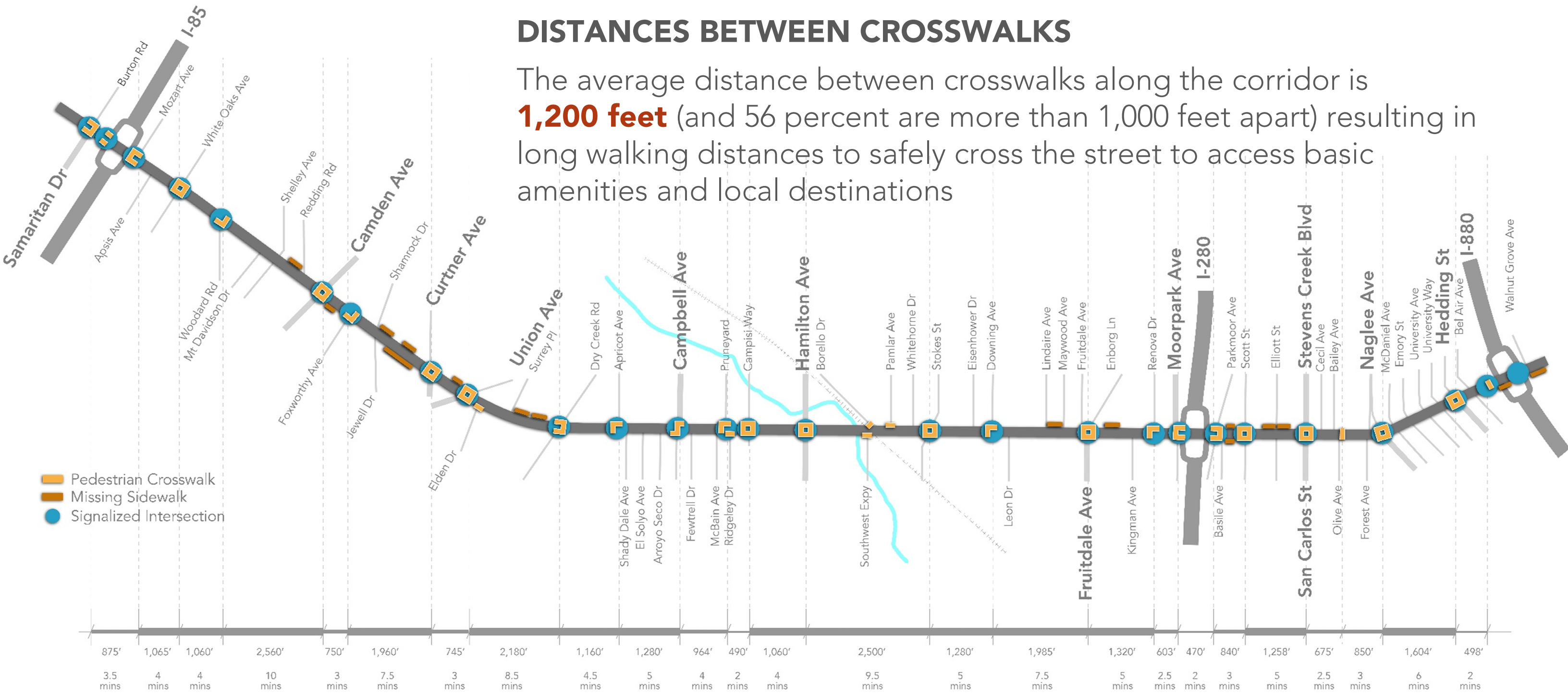


South of Curtner Avenue



## 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



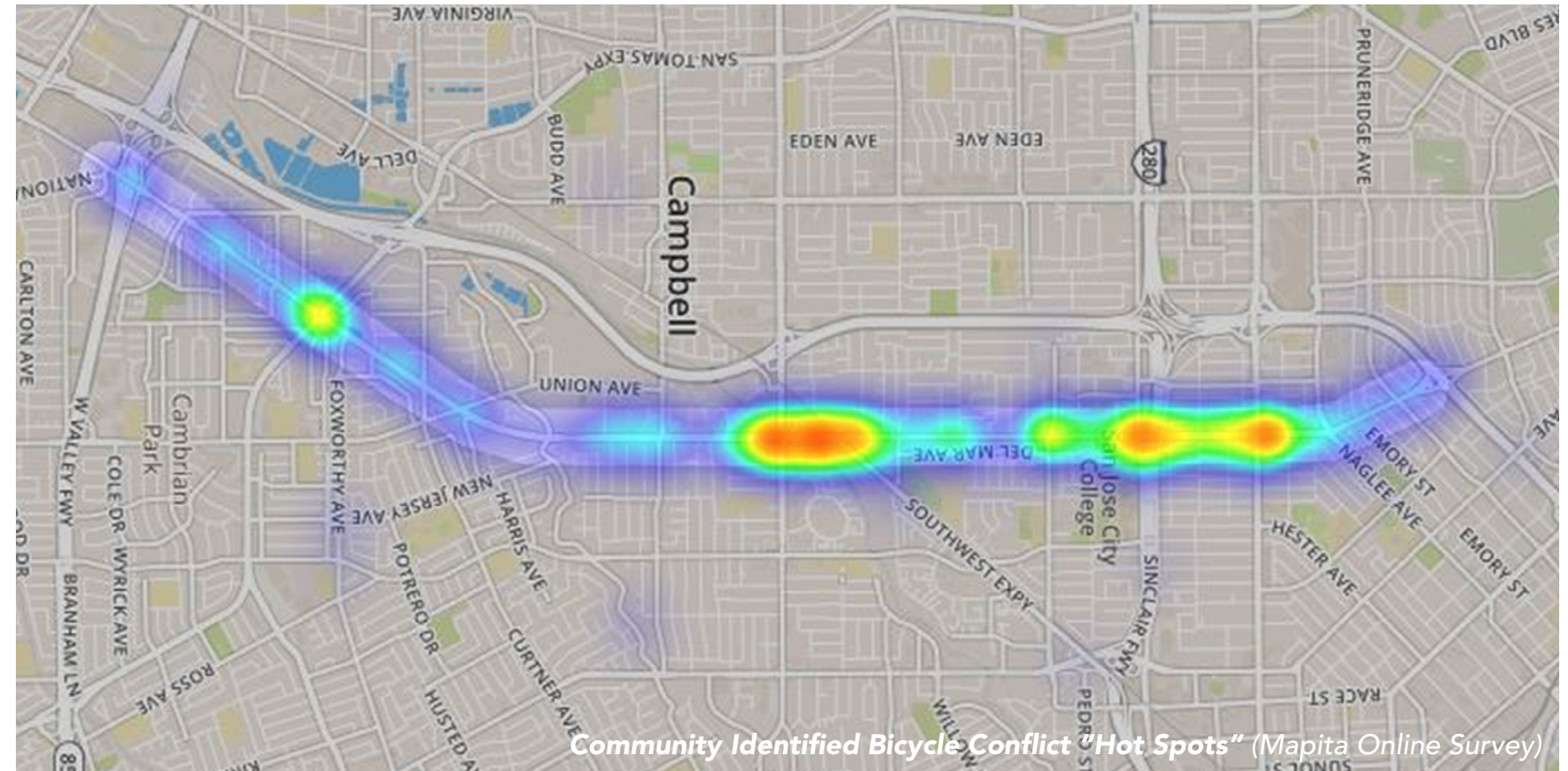


## BICYCLE FACILITIES

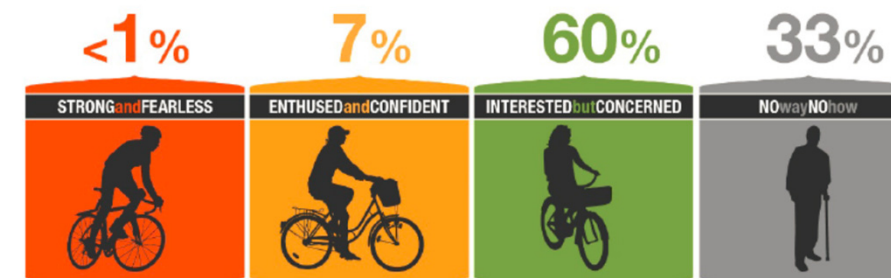
Bicycle facilities include designated bicycle lanes or multi-use trails. Bicycle lanes are located between Dry Creek Road and Fruitdale Avenue, but many bicyclists do not use the facilities, instead using the sidewalks along the corridor. The existing bicycle lanes are not well marked, making it unsafe 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 to the right, 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.

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.



### THE FOUR TYPES OF BICYCLISTS



### LEVEL OF TRAFFIC STRESS

Level of traffic stress (LTS) is a way to evaluate the stress a bike rider will experience while riding on the road. It is used to categorize roads by the types of riders above who will be willing to use them based on:



- 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.

## BICYCLE FACILITIES

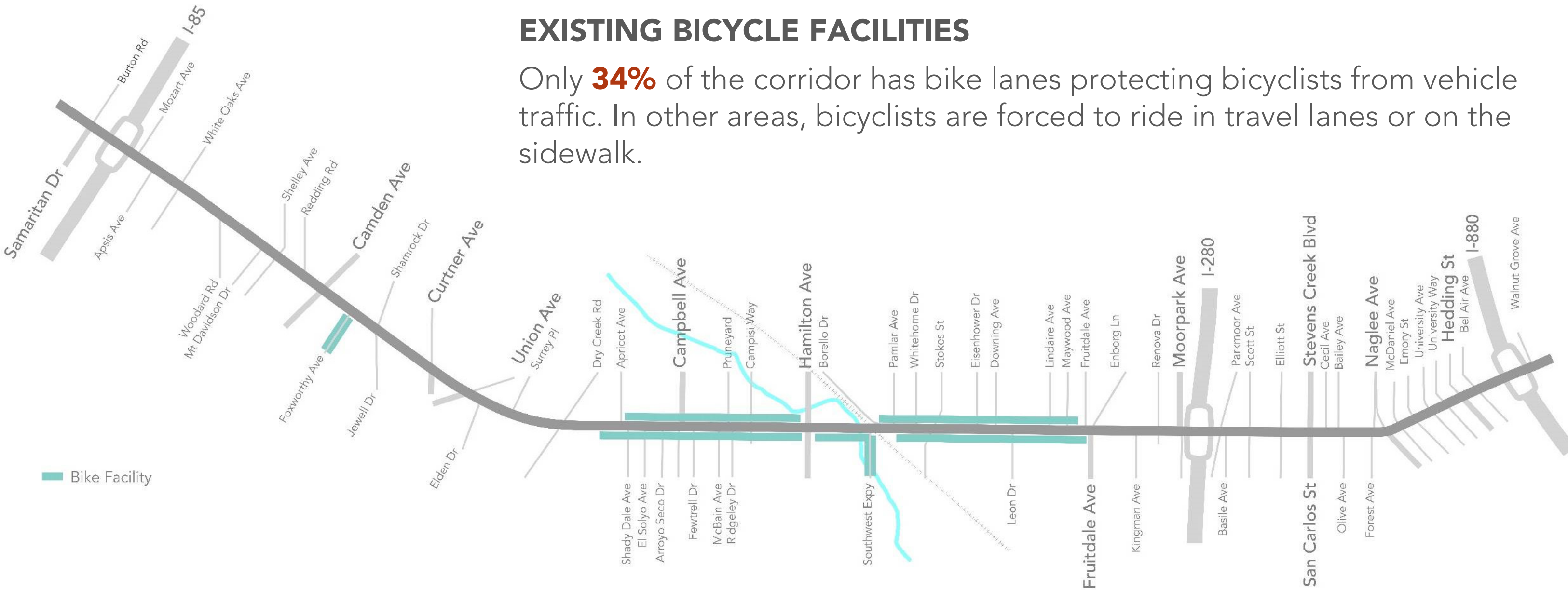
### Major Findings

1. 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.
2. The lack of bicycle facilities at intersections (e.g. bike boxes, colored bike lanes, signal detection, etc.) makes it unsafe and difficult to clearly see bicyclists.
3. Existing bicycle lanes do not offer sufficient distance from high-speed vehicle traffic to make most bicycle riders feel safe, particularly through intersections.
4. There are existing bicycle lanes along Southwest Expressway as it crosses Bascom Avenue, and there are proposed bicycle facilities along; Samaritan Drive, White Oaks Avenue, Foxworthy Avenue, Curtner Avenue, Union Avenue, Dry Creek Road, Stokes Street, Fruitdale Avenue, Moorpark Avenue, Parkmoor Avenue, Scott Street and McDaniel Ave.
5. There are also very few bicycle facilities (e.g. bicycle lockers, bicycle storage, etc.) at destinations along the corridor, which discourages bicyclists.



## EXISTING BICYCLE FACILITIES

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



El Solyo Avenue



South of Southwest Expressway



Campbell Avenue



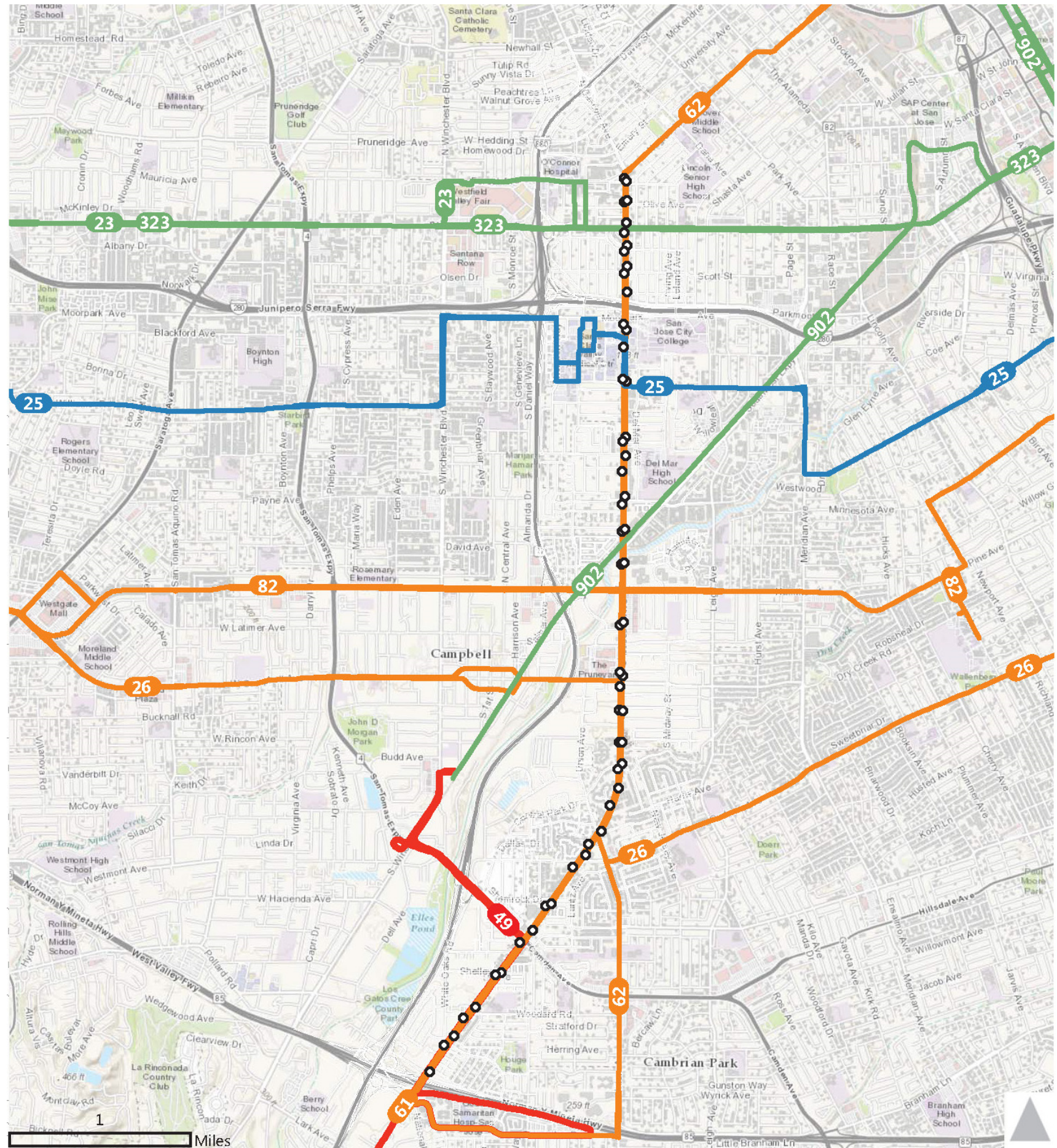
Renova Drive



## TRANSIT SERVICE

The study area is served by bus transit and one light rail 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.



## TRANSIT SERVICE

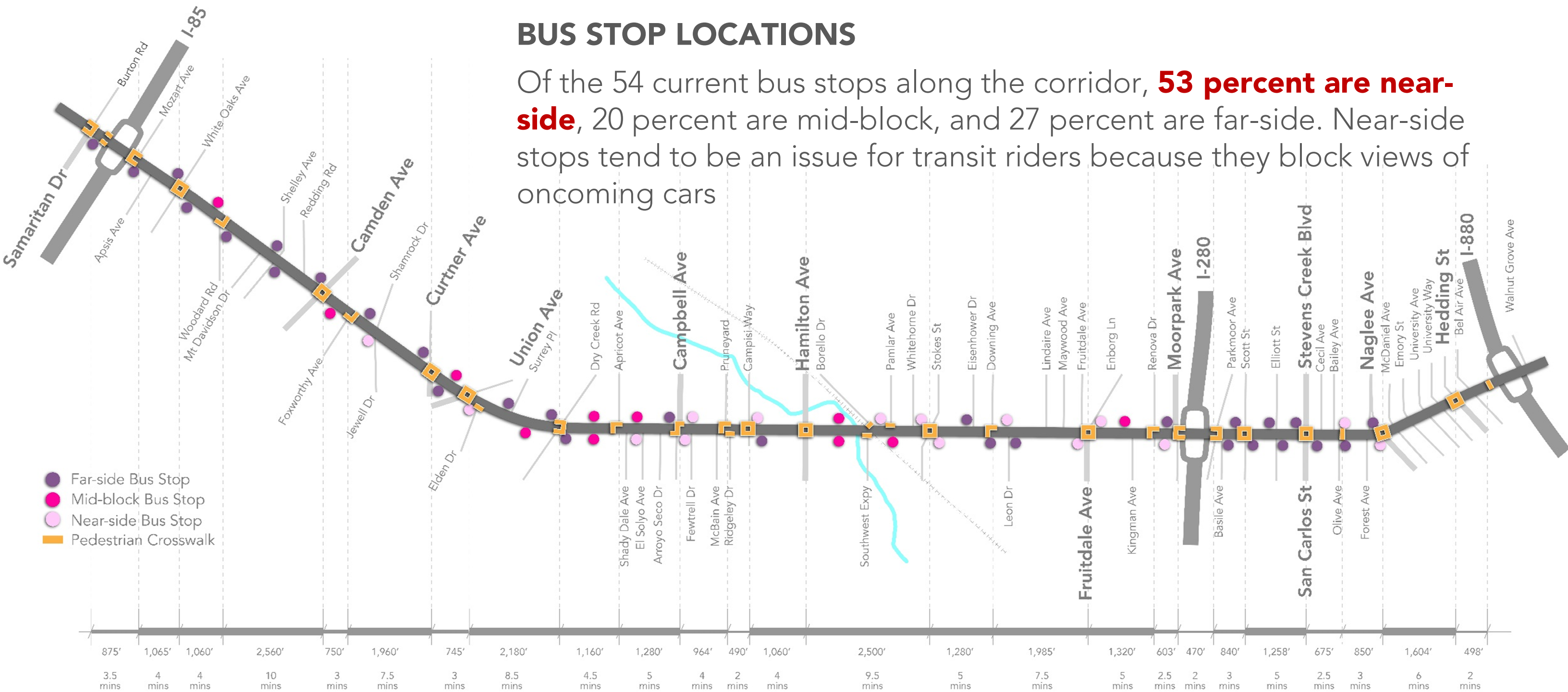
### Major Findings

1. Only Route 25 has peak hour headways lower than 15 minutes. There are three intersecting routes, including the light rail from Mountain View to Winchester, that have peak hour headways at or less than 15 minutes.
2. 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.
3. Some bus transit stops lack rider amenities such as benches, shelters, lighting and trash cans.
4. Major intersections are a large source of delay for buses, since curbside lanes are often used as right-turn lanes for vehicles (causing congestion).
5. 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



Camden Avenue

Campbell Avenue

Dry Creek Road

Elden Drive

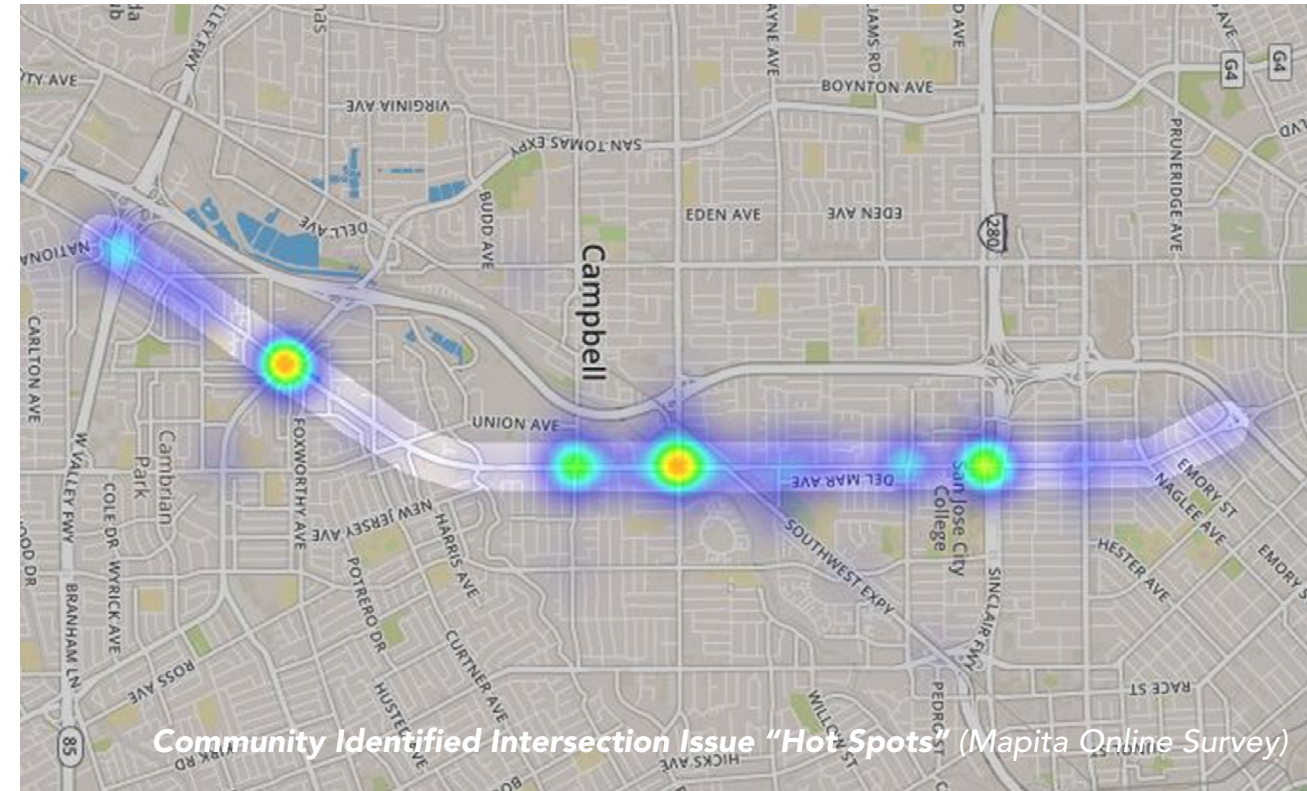


## INTERSECTIONS

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 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 crosswalk.

According to the Mapita survey, community identified collision "hot spots" are:

- Stevens Creek Boulevard-West San Carlos Street
- Moorpark Avenue
- Fruitdale Avenue
- Hamilton Avenue
- Campbell Avenue
- Camden Avenue
- I-85 Exchange



## INTERSECTIONS

### Major Findings

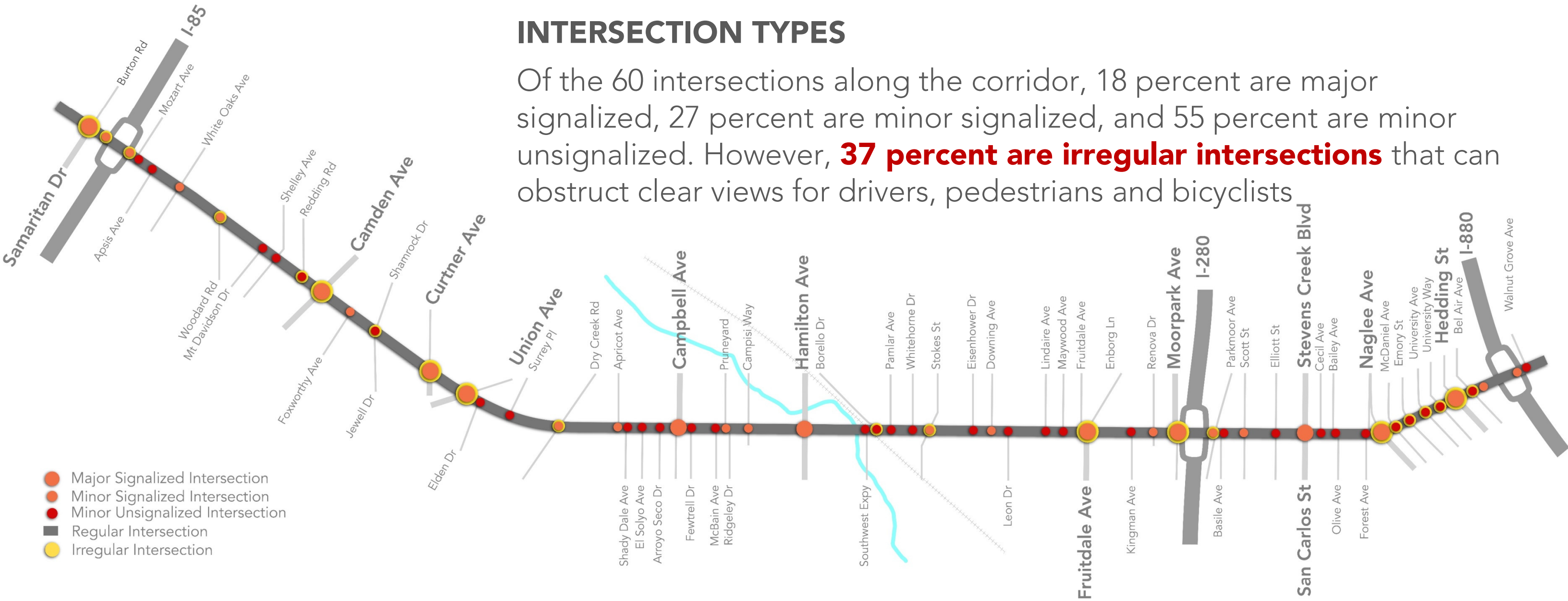
1. Intersections that do not have roads crossing at right angles results in reduced visibility and wide curb radii, creating safety conflicts and potentially long crossing distances for pedestrians
2. Wide curb radii at intersections encourage drivers to make higher-speed right turns, which increases the likelihood and severity of collisions.
3. Long crossing distances at intersections, often with uncontrolled right turn lanes, increase the likelihood of collisions between drivers and pedestrians.
4. Dedicated right turn lanes for vehicles can increase traffic flow, but also pose a safety risk to pedestrians and bicyclists given higher vehicle speeds.





## 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



Hamilton Avenue



Olive Avenue

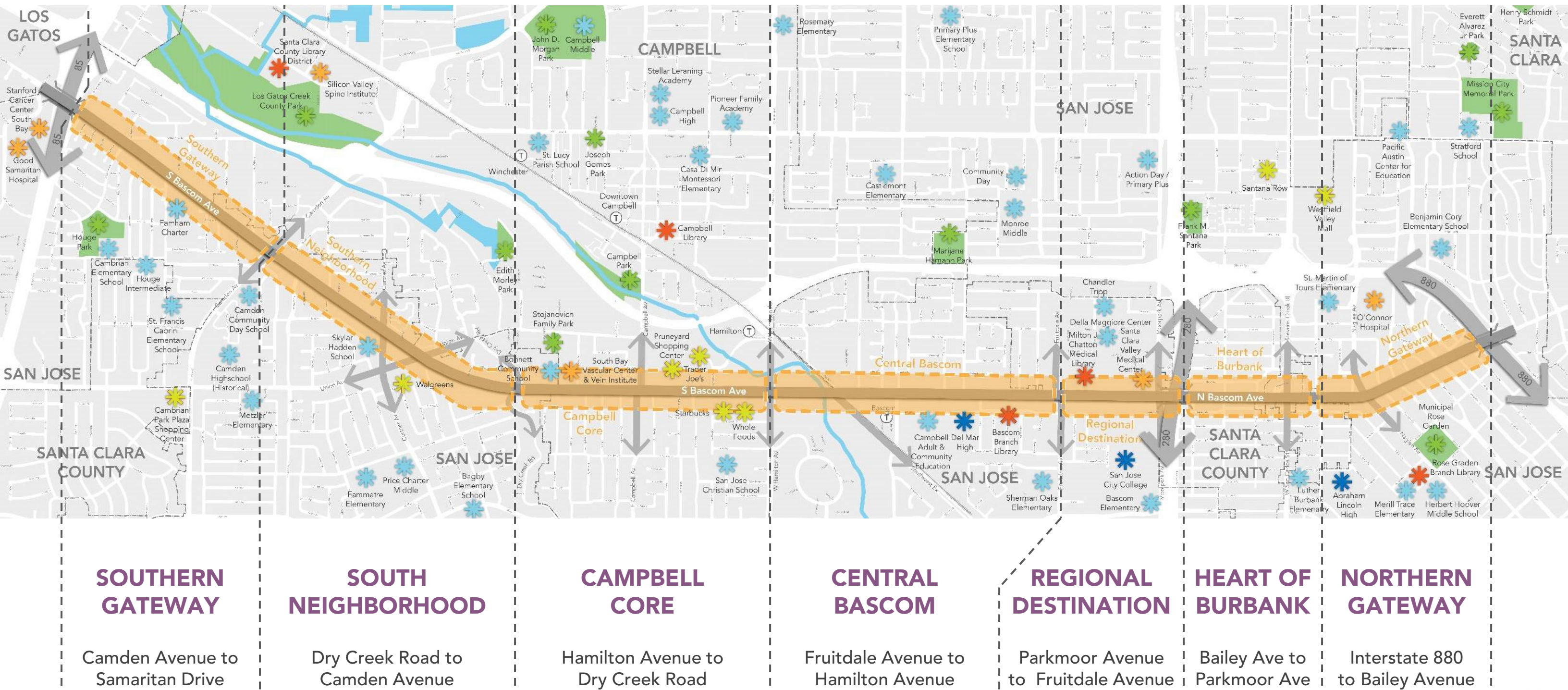


## DISTINCT CORRIDOR SEGMENTS

As described in Section II Community Assets, the study area covers a wide variety of neighborhoods, commercial and entertainment centers, medical and education hubs, and other unique communities. Since these areas function differently, this study identifies seven unique "Corridor Segments" as shown in the

diagram below. 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 by homes.

The following pages provide a summary of each segment's existing character, including the number of lanes, pedestrian and bicycle facilities, transit amenities and current (2017) traffic volumes.



# PHYSICAL CONDITIONS

## NORTHERN GATEWAY

(Interstate 880 to Bailey Avenue)

Land uses along this segment of the corridor are primarily single family residential at its north end, with some commercial uses surrounding the intersections of Naglee Avenue and Forest Avenue. O'Connor Hospital is located near the segment. Stevens Creek Boulevard/West San Carlos Street at the south end of the segment 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. There is one mid-block crossing in the segment that provides access to the Santa Clara Valley Blind Center.

### Street Character

The front yards of most homes face the street, but there are few trees in the median or at the back of sidewalks to provide shade for pedestrians.

### Street Size and Lanes

The roadway has an 80 to 90 foot right-of-way with four to five travel lanes, and some on-street parking in the southern half of the segment.

### Multi-Modal Access and Facilities

Sidewalks: 5 to 10 feet wide  
 Bike Lanes: No current facilities  
 Transit: No current facilities (new Route 59 service is coming soon)

### Traffic Volumes

Currently this segment experiences 21,600 cars per day (and has a design capacity of 32,000 cars per day).



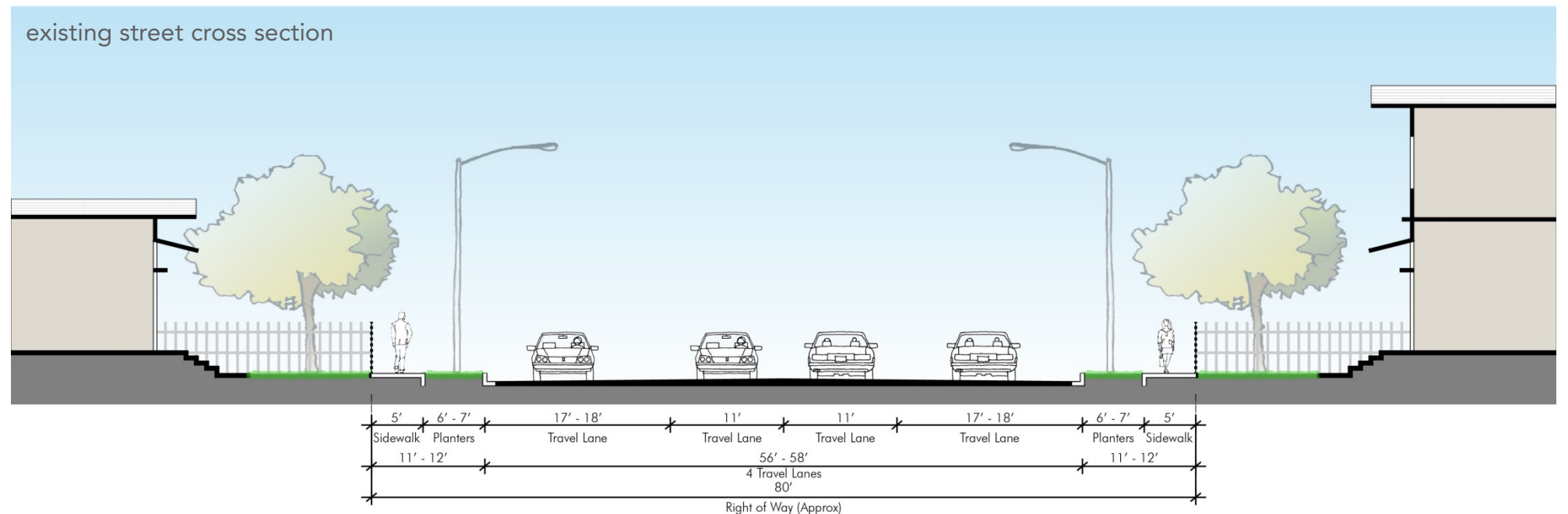
lack of bicycle and pedestrian facilities



mid-block crossing



existing street cross section



# PHYSICAL CONDITIONS

## HEART OF BURBANK

(Bailey Avenue to Parkmoor Avenue)

Land uses along this segment of the corridor are 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. Historically, this segment has served as the main street for the Burbank neighborhood.

### Street Character

Some business/buildings engage the street, while others have parking fronting the sidewalk. There are also many sidewalk gaps and/or substandard sidewalks.

### Street Size and Lanes

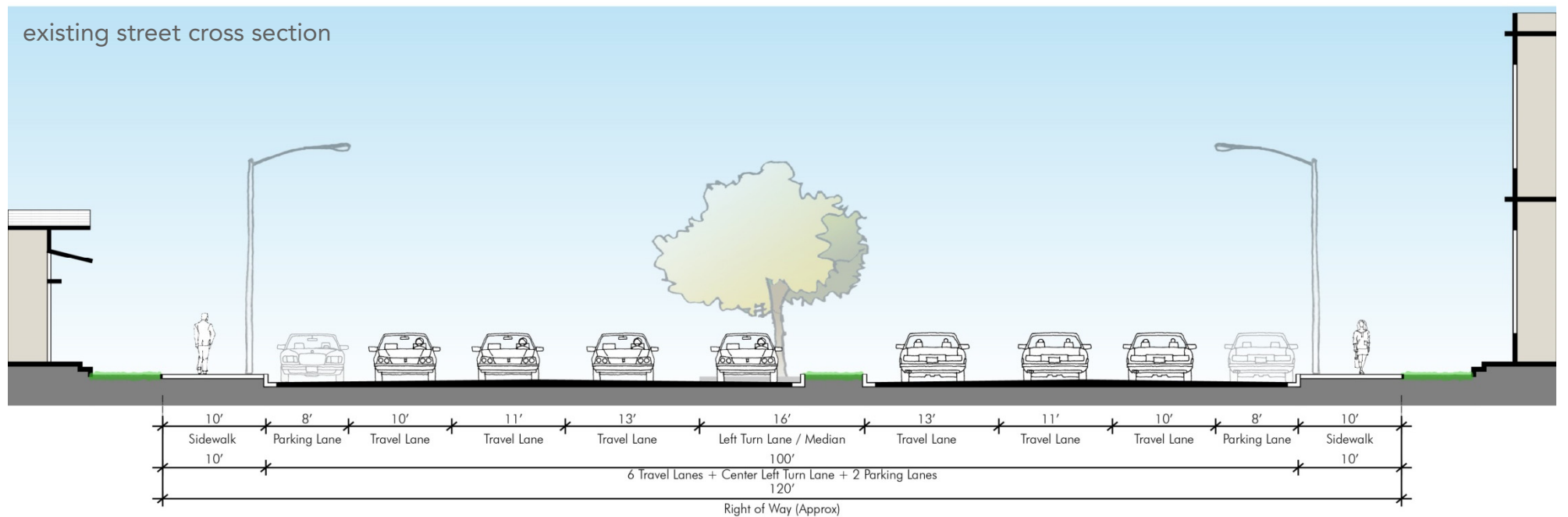
The roadway has a 100 to 120 foot right-of-way with six to seven lanes, and on-street parking.

### Multi-Modal Access and Facilities

Sidewalks: 9 to 10 feet wide  
 Bike Lanes: None  
 Transit: Yes

### Traffic Volumes

Currently this segment experiences 30,000 cars per day (with a design capacity of 60,000 cars per day).



# PHYSICAL CONDITIONS

## REGIONAL DESTINATION

(Parkmoor Avenue to Fruitdale Avenue)

Land uses along this segment of the corridor are predominantly four to six story regional commercial, medical and academic uses, with some smaller commercial. South of Interstate 280, Valley Medical Center and San Jose City College are major regional destinations, attracting vehicle and transit trips from throughout Silicon Valley. South of San Jose 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 midblock crossings to facilitate this movement.

### Street Character

Larger buildings and many parking lots front the street, and there are few street trees in the medians or along sidewalks to provide shade for pedestrians.

### Street Size and Lanes

The roadway has a 118 to 120 right-of-way with six to seven lanes, and minimal on-street parking. There are double left turn lanes from Bascom Avenue to Moorpark Avenue.

### Multi-Modal Access and Facilities

Sidewalks: 9 to 10 feet wide  
 Bike Lanes: Yes  
 Transit: Yes, with major stops

### Traffic Volumes

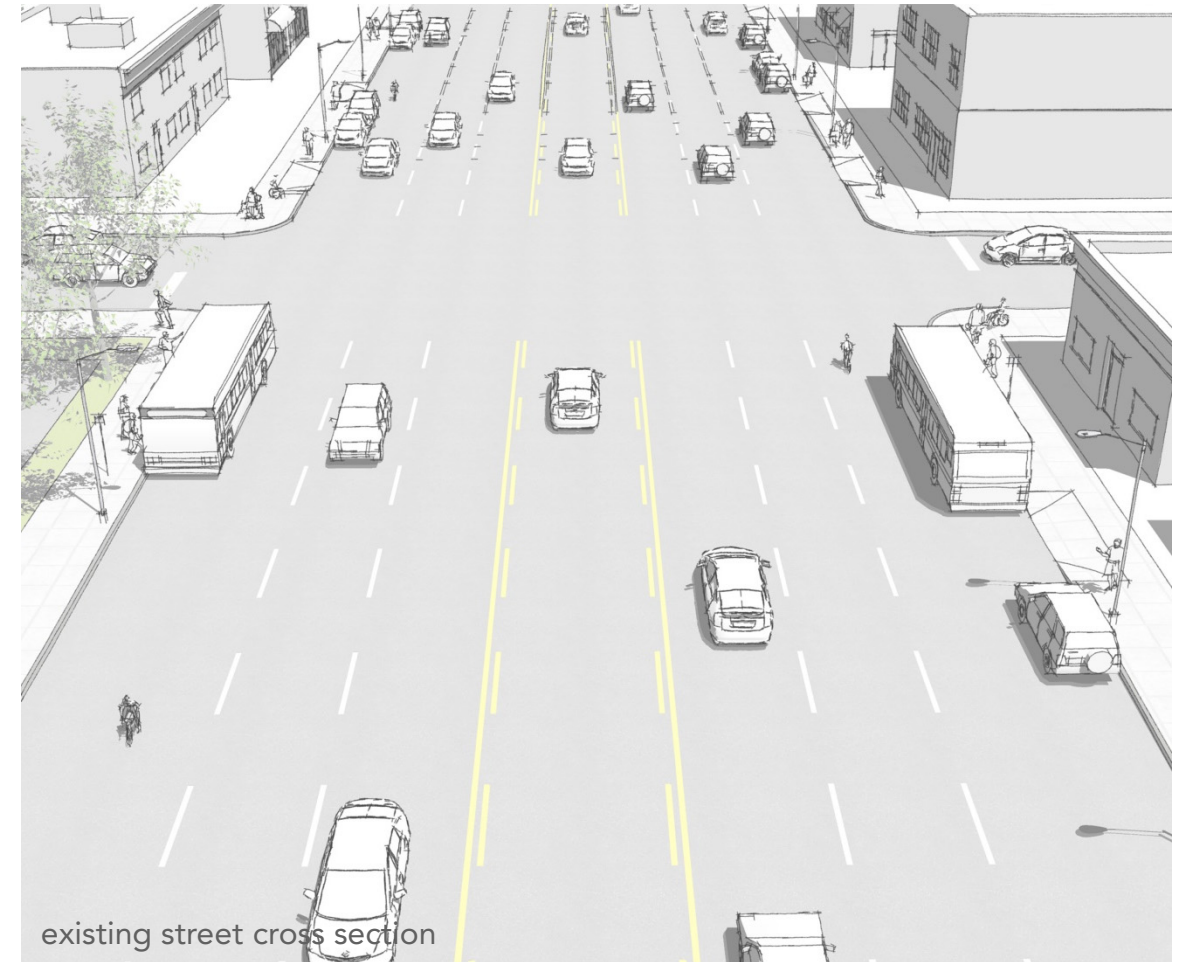
Currently this segment experiences 37,400 cars per day (with a design capacity of 60,000 cars per day).



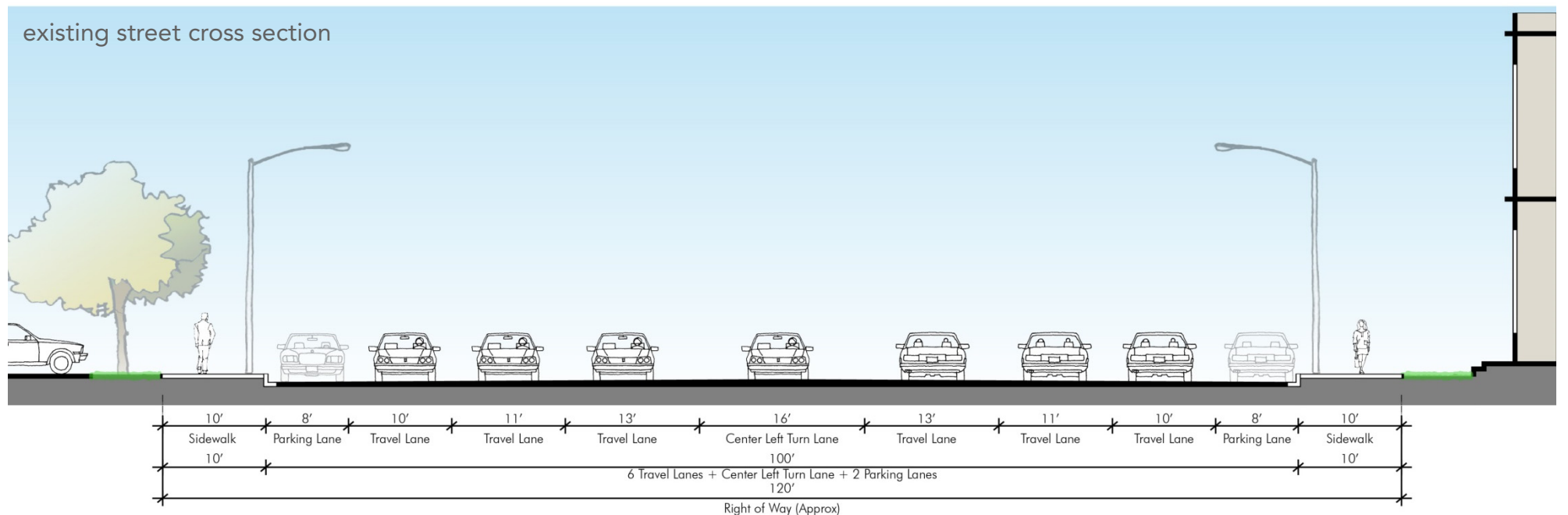
existing bus stop



wide sidewalks with few street trees



existing street cross section



# PHYSICAL CONDITIONS

## CENTRAL BASCOM

(Fruitdale Avenue to Hamilton Avenue)

Land uses along this segment of the corridor are 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 Jose Bascom Branch Library and Community Center are located between Fruitdale Avenue and Leon Drive. In addition, the Hamilton Shopping Center is located immediately south of the segment.

### Street Character

Larger buildings and parking lots front the street, and there are long distances between signalized intersections with crosswalks with minimal to no street trees. Jaywalking occurs to reach key community destinations such as the San Jose Bascom Branch Library and Community Center and Train Station.

### Street Size and Lanes

The roadway has a 118 to 120 foot right-of-way with seven lanes, and minimal street parking.

### Multi-Modal Access and Facilities

Sidewalks: 9 to 10 feet wide  
 Bike Lanes: Yes  
 Transit: Yes

### Traffic Volumes

Currently this segment experiences 35,000 cars per day (with a design capacity of 60,000 cars per day).



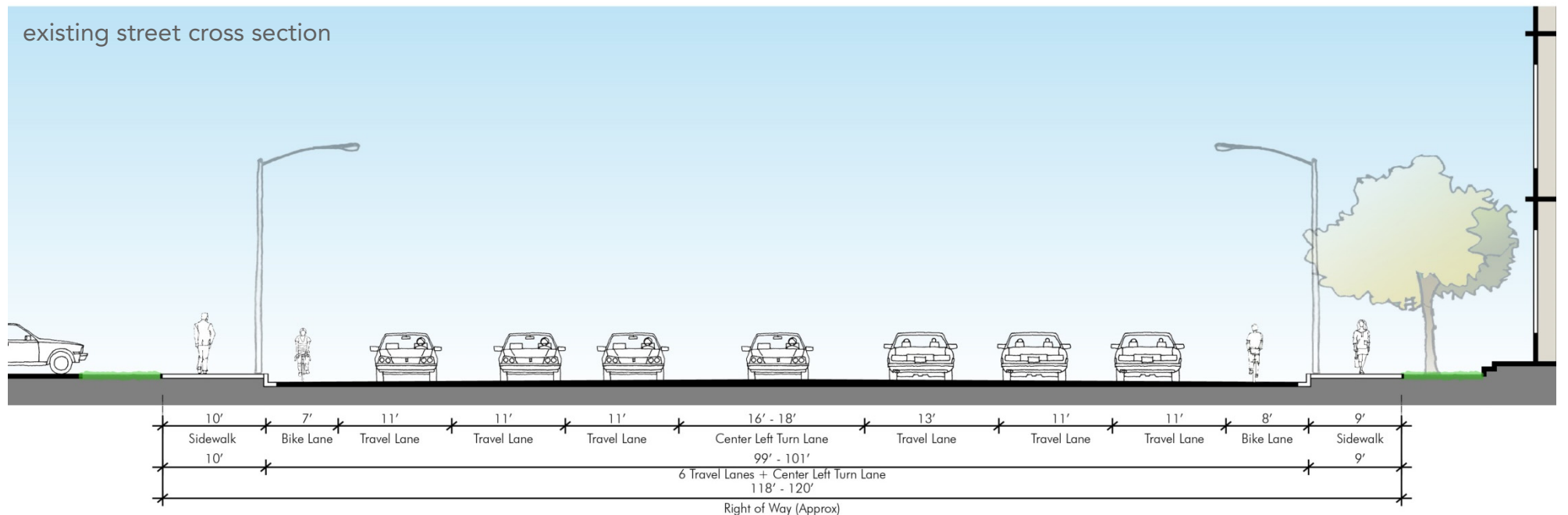
irregular light rail crossing



large sidewalk and bicycle lane



existing street cross section



# PHYSICAL CONDITIONS

## CAMPBELL CORE

(Hamilton Avenue to Dry Creek Road)

Land uses along this segment of the corridor are predominantly commercial 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. This segment also has many new office, commercial and mixed use buildings. Price Charter Middle School is located one mile east of this segment.

### Street Character

Buildings are closer to the street, which makes them more engaging and comfortable areas for pedestrians. Street trees located in the median and along the front and back of sidewalks also enhances the pedestrian environment.

### Street Size and Lanes

The roadway has a 120 foot right-of-way (100 foot roadway only) with six to seven lanes and limited street parking.

### Multi-Modal Access and Facilities

Sidewalks: 9 to 10 feet wide  
 Bike Lanes: Yes  
 Transit: Yes, with major stops

### Traffic Volumes

Currently this segment experiences 35,000 cars per day (with a design capacity of 60,000 cars per day).



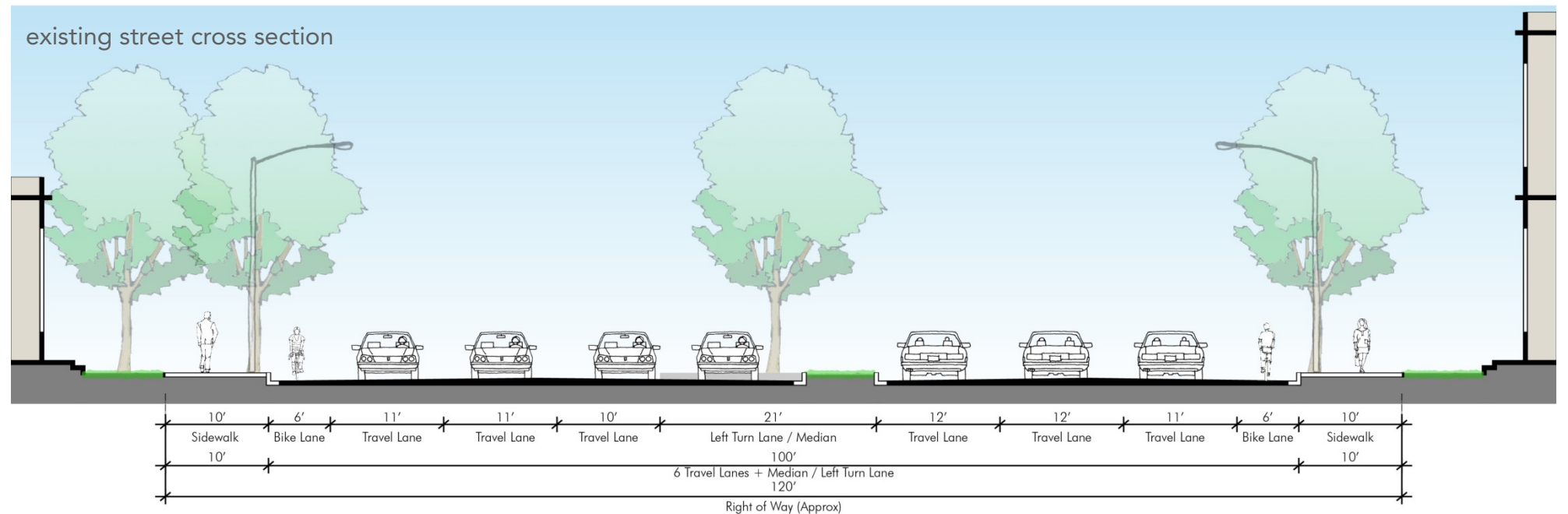
bicycle lane and medians



multiple rows of street trees



existing street cross section



# PHYSICAL CONDITIONS

## SOUTH NEIGHBORHOOD

(Dry Creek Road to Camden Avenue)

Land uses along this segment of the corridor are primarily commercial with access to residential areas in surrounding neighborhoods. Camden Community Day School, Campbell Union High School, Price Charter Middle School, and Farnham Elementary School are all close to this segment. Within this segment, there are major irregular intersections that pose issues for all modes of travel.

### Street Character

Most buildings do not engage the street and there are large blocks, but the area does have street trees.

### Street Size and Lanes

The roadway has a 120 to 122 foot right-of-way with six to seven lanes, and limited street parking

### Multi-Modal Access and Facilities

Sidewalks: 9 to 10 feet wide  
 Bike Lanes: None  
 Transit: Yes

### Traffic Volumes

Currently this segment experiences 17,500 cars per day (with a design capacity of 60,000 cars per day).



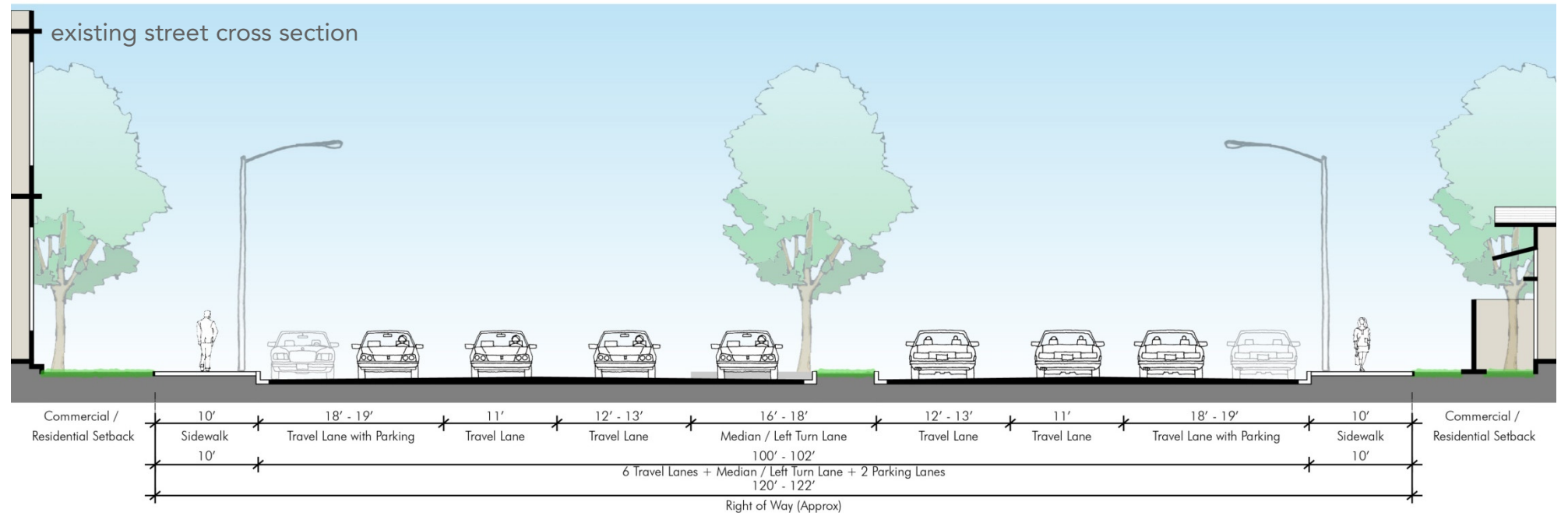
large sidewalk with limited pedestrian amenities



smaller sidewalk and few ADA features



existing street cross section





# PHYSICAL CONDITIONS

## SOUTHERN GATEWAY

(Camden Avenue to Samaritan Drive)

Land uses along this segment of the corridor are predominately residential, 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.

### Street Character

Buildings do not engage the street (many with large sound walls) and there are few street trees to provide shade for pedestrians.

### Street Size and Lanes

The roadway has a 118 foot right-of-way (102 foot roadway) with six to seven lanes and limited street parking.

### Multi-Modal Access and Facilities

Sidewalks: 7 to 9 feet wide  
 Bike Lanes: None  
 Transit: Yes

### Traffic Volumes

Currently this segment experiences 22,000 cars per day (with a design capacity of 60,000 cars per day).



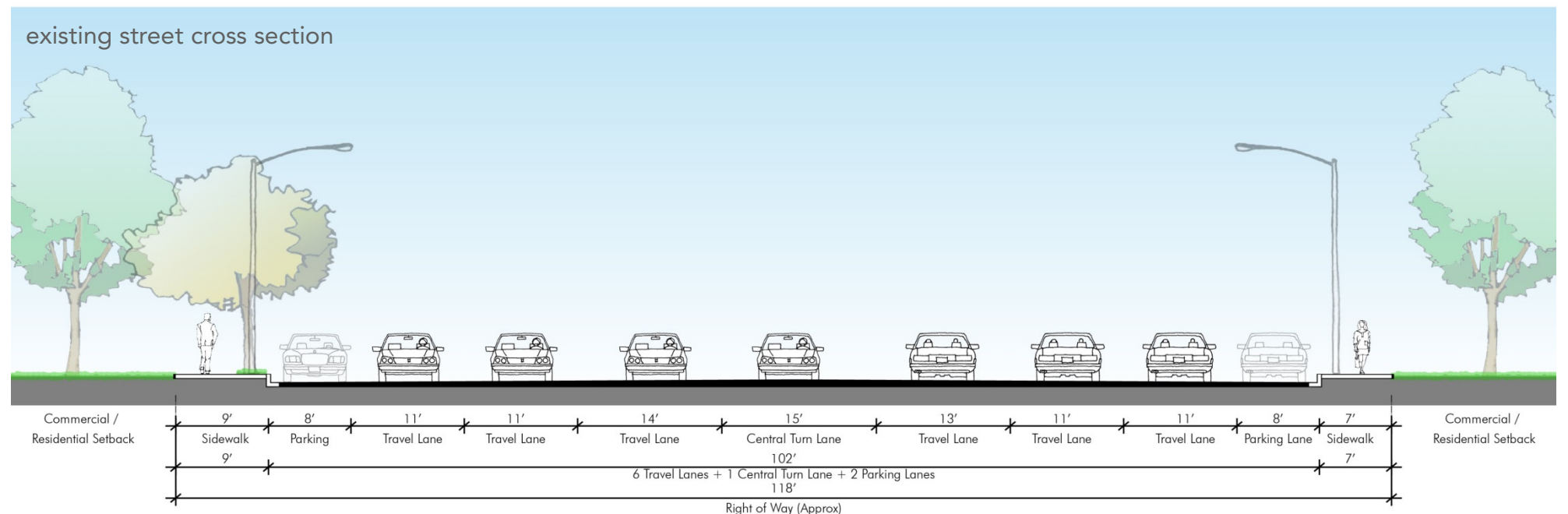
large right-of-way with no bicycle facilities



large right-of-way with no bicycle facilities

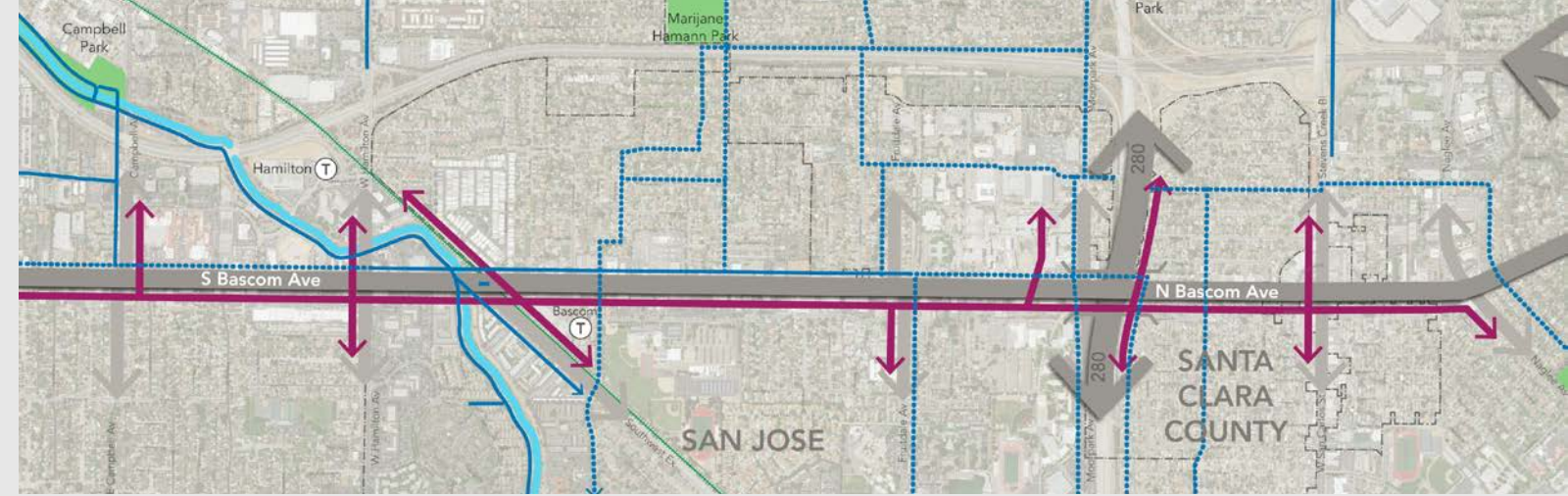


existing street cross section






  
**BASCOM AVENUE**
  
 COMPLETE STREETS STUDY



**PART IV**
  
 EMERGING OPPORTUNITIES

## INTRODUCTION

There are many opportunities to improve the Bascom Corridor so it functions better, is safer and is more comfortable for all users. The following chapter identifies initial Vision Elements that will be used to help guide the development of plan concepts and design alternatives. The chapter also includes a summary of specific physical issues and opportunities along Bascom Corridor. These concepts and ideas are a result of both the technical analysis and extensive community comments.



# EMERGING OPPORTUNITIES

## VISION ELEMENTS

Identifying a vision for the future is a key initial step in the planning process. Building upon previous studies, extensive community input received to-date, and the analysis of physical conditions included in this report, 18 emerging Vision Elements have been identified. The boxes on this page and the next page show each Vision Element with a representative image.

These Vision Elements are important for understanding how effective future improvements will be towards meeting community desires. Ultimately, the goal of this project is to ensure future changes along the Bascom Avenue corridor meet these Vision Elements.

### 1 SAFE



### 2 COMFORTABLE



### 3 WELL CONNECTED



### 4 WALK/BIKE/TRANSIT FRIENDLY



### 5 EFFICIENT TRAFFIC FLOW



### 6 HEALTHY



### 7 SUSTAINABLE



### 8 CONTEXT SENSITIVE



### 9 IDENTIFIABLE



# EMERGING OPPORTUNITIES

## VISION ELEMENTS

*(continued)*

### 10 REPURPOSED STREETScape



### 13 STREET ART AND SIGNAGE



### 16 ENHANCED BICYCLE FACILITIES



### 11 STREET AND PEDESTRIAN LIGHTS



### 14 WELL MAINTAINED



### 17 ENHANCED SIDEWALKS



### 12 HUMAN-SCALE



### 15 PROTECTED NEIGHBORHOODS



### 18 BEAUTIFUL



## CORRIDOR OPPORTUNITIES

In addition to the Vision Elements, the community has also provided extensive comments on where there are opportunities for specific improvements along the corridor. The following pages summarize these ideas, organized into the following categories:

### Pedestrian Improvements

- Wider Sidewalks
- Protected Sidewalks
- New Crosswalks
- More Visible Crosswalks
- Better Street Trees
- Better Amenities
- Better Lighting at Night

### Bicycle Improvements

- Better Bicycle Facilities
- Protected Bicycle Lanes
- Safer Crossings at Intersections

### Transit Improvements

- Improved Bus Stops
- Better Bus Stop Amenities

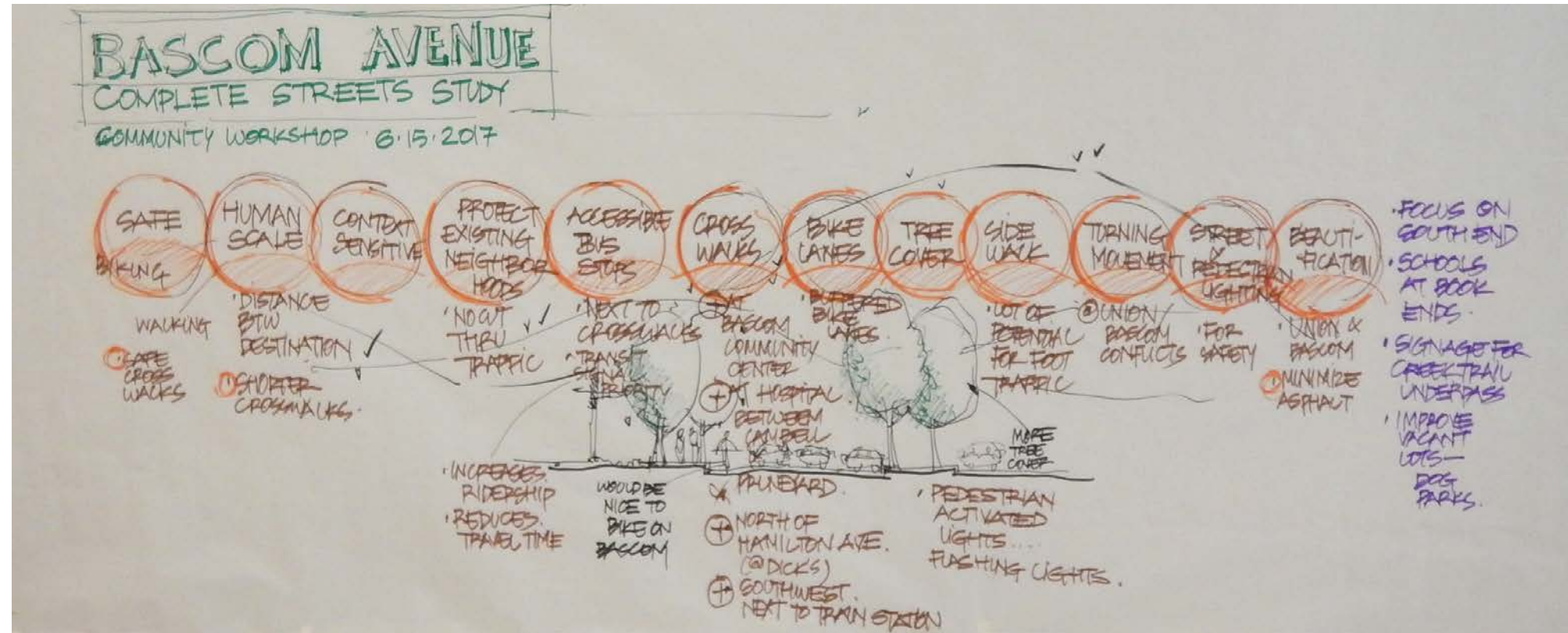
### Traffic Signal Improvements

- Better Signal Timings for Cars
- Signal Priority for Pedestrian, Bicyclists and Transit

### Identity Improvements

- Public Art Along Sidewalks
- Gateway Structures, Large Banners and/or Historical Markers

Each topic includes a summary map identifying where along the corridor a specific issue or opportunity is located and the total number of people who commented (*note: the number includes responses from both the Community Forums and the Online Survey*).

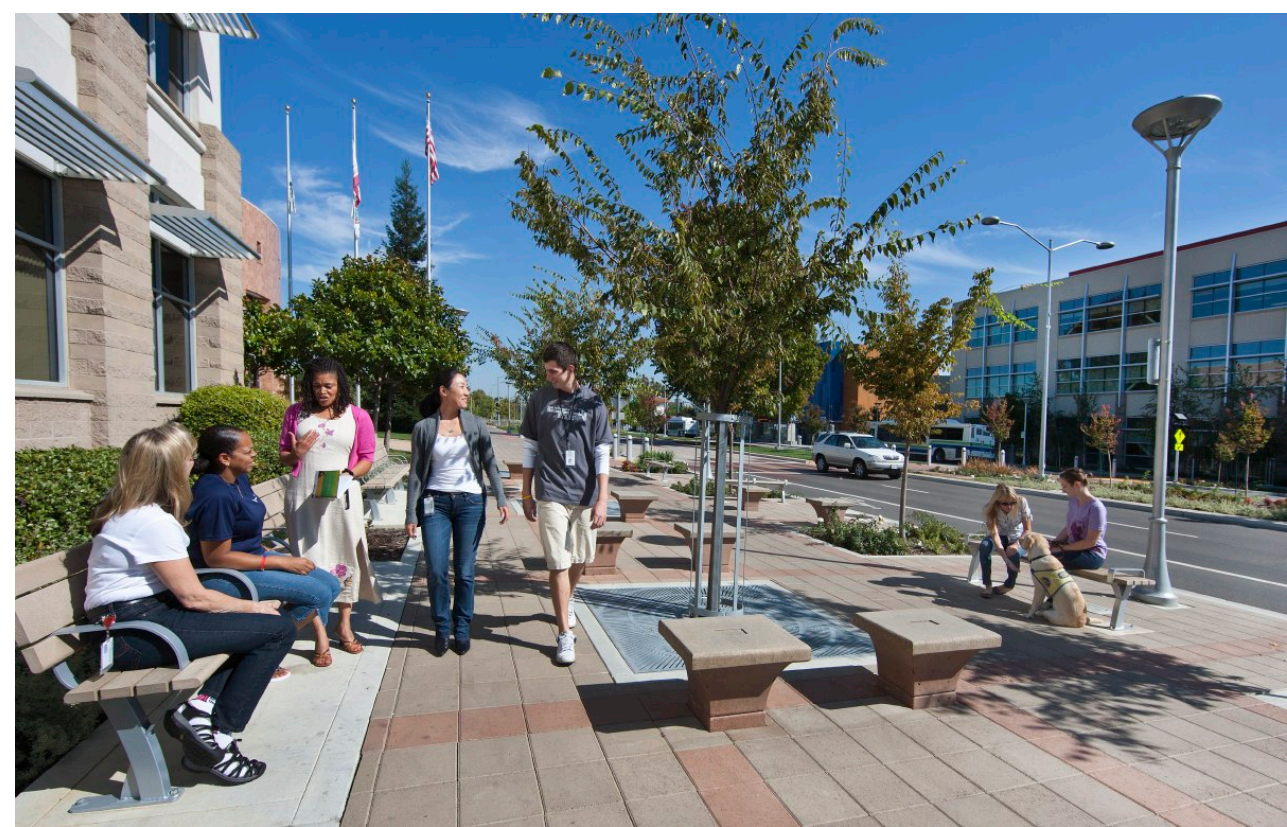
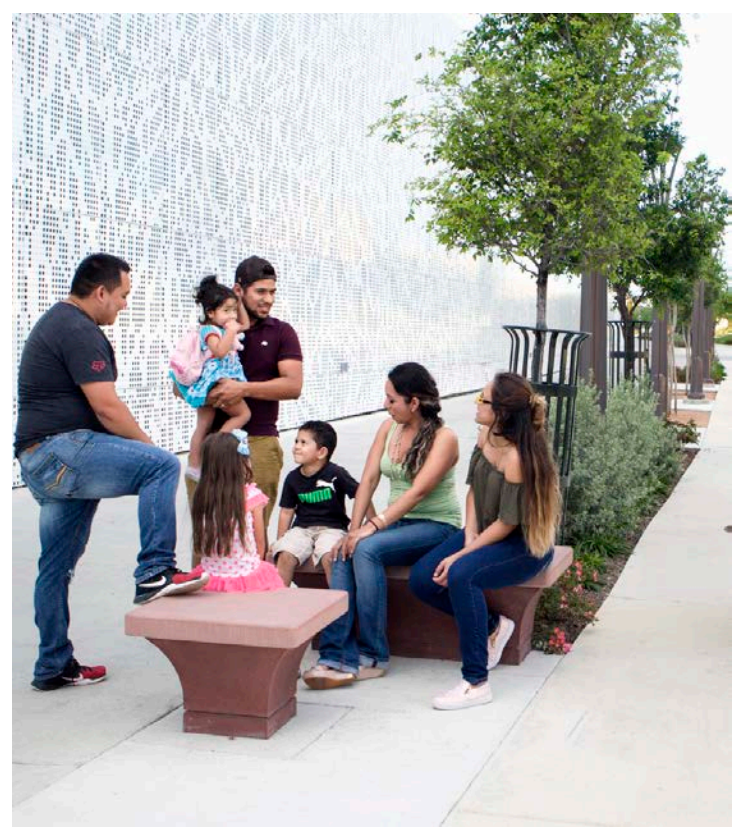
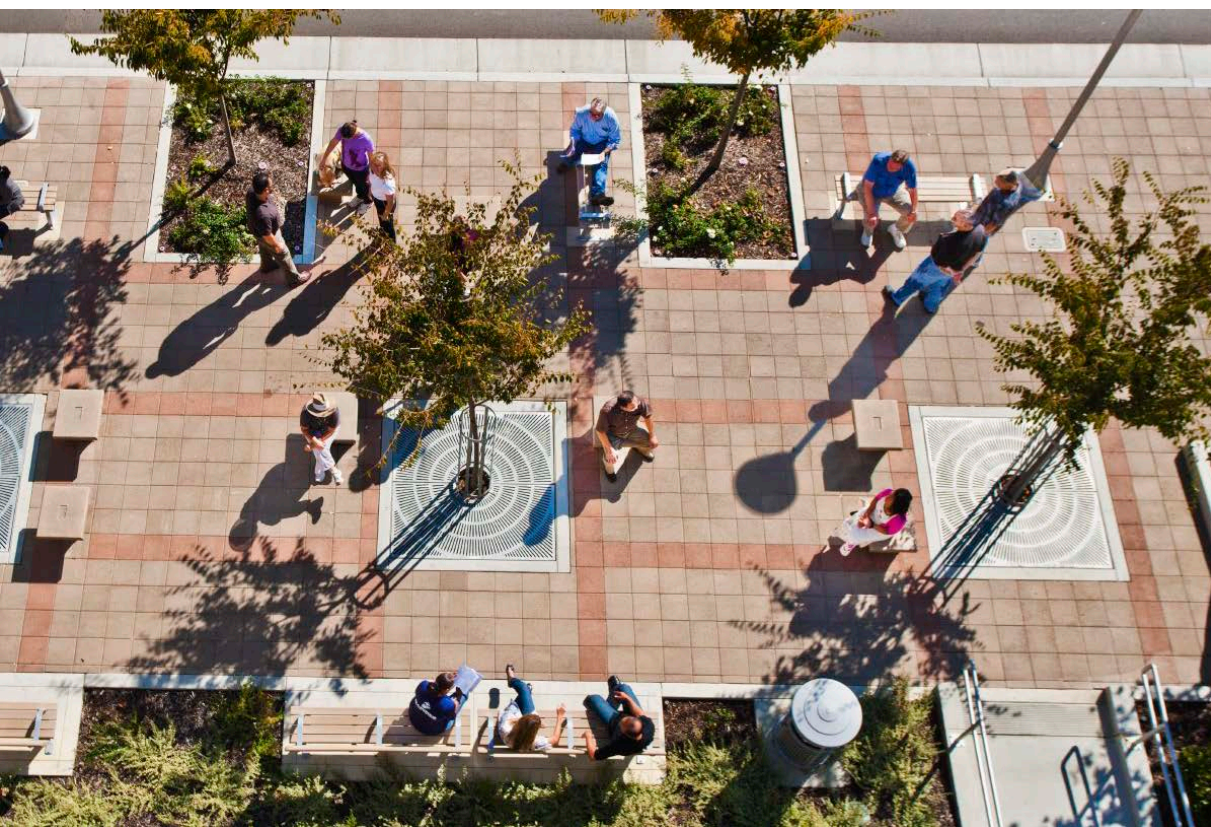


# EMERGING OPPORTUNITIES

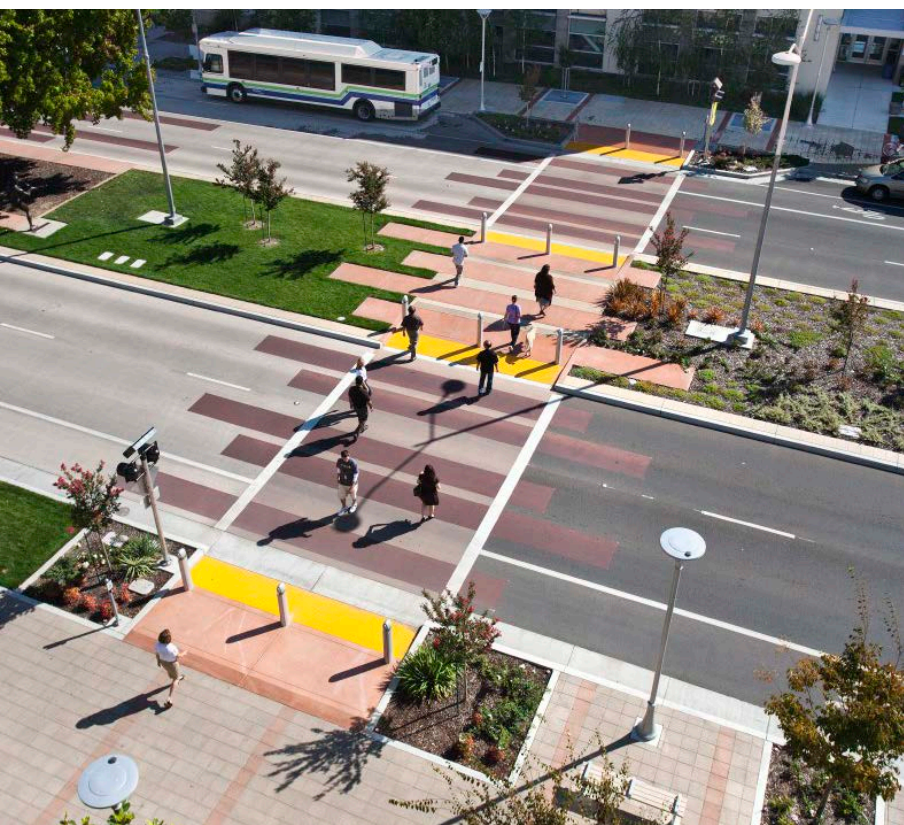
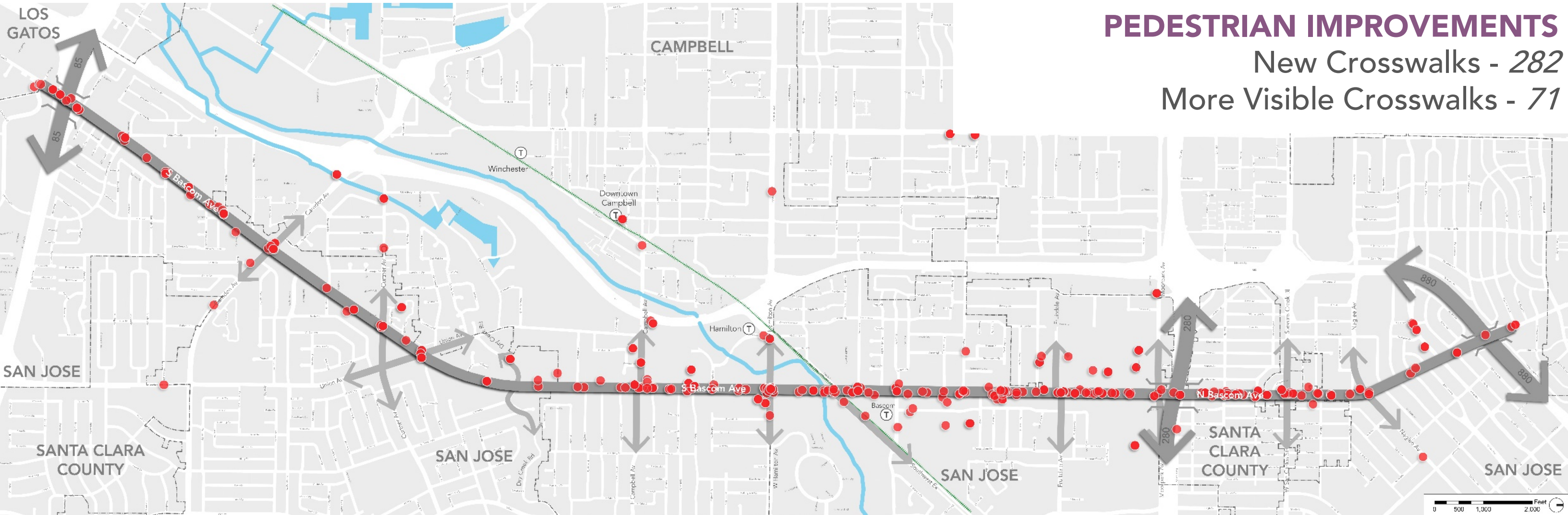


## PEDESTRIAN IMPROVEMENTS

Wider Sidewalks - 143  
Protected Sidewalks - 52

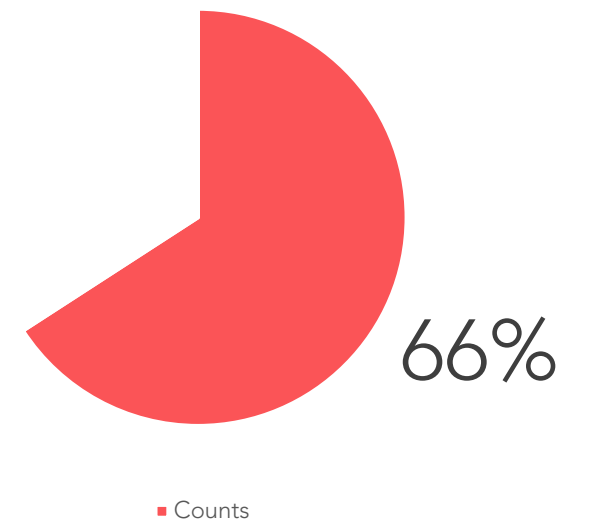


# EMERGING OPPORTUNITIES



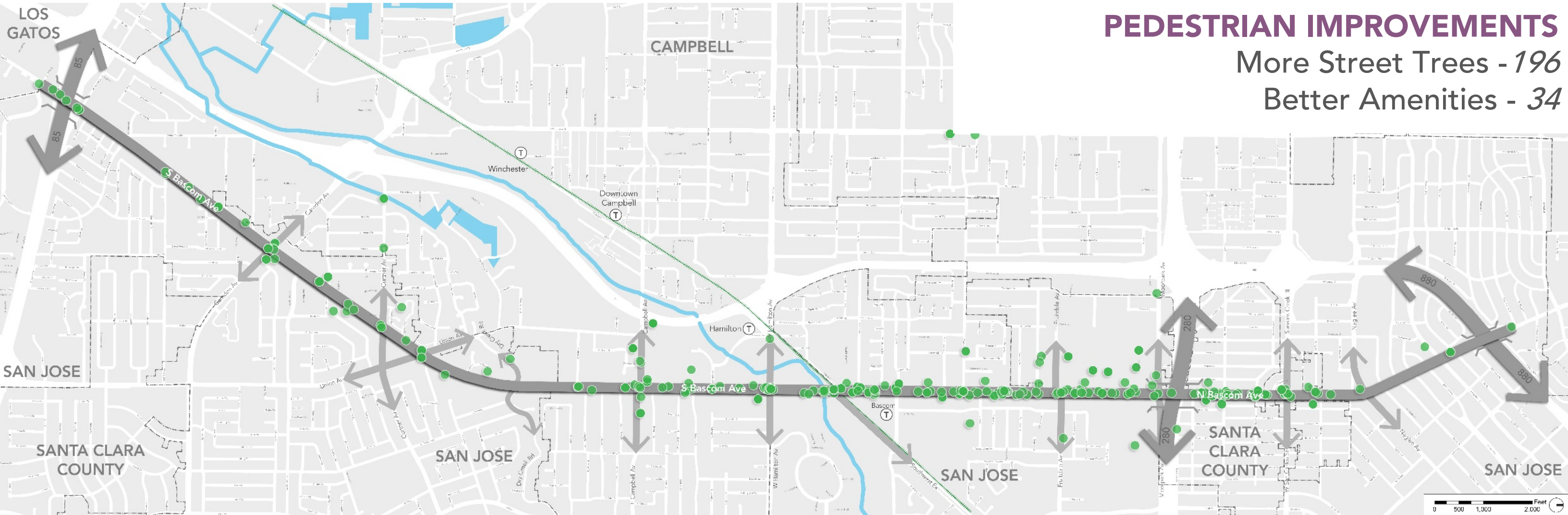
## RESULTS FROM MAPITA AND WORKSHOPS

New and More Visible Crosswalks



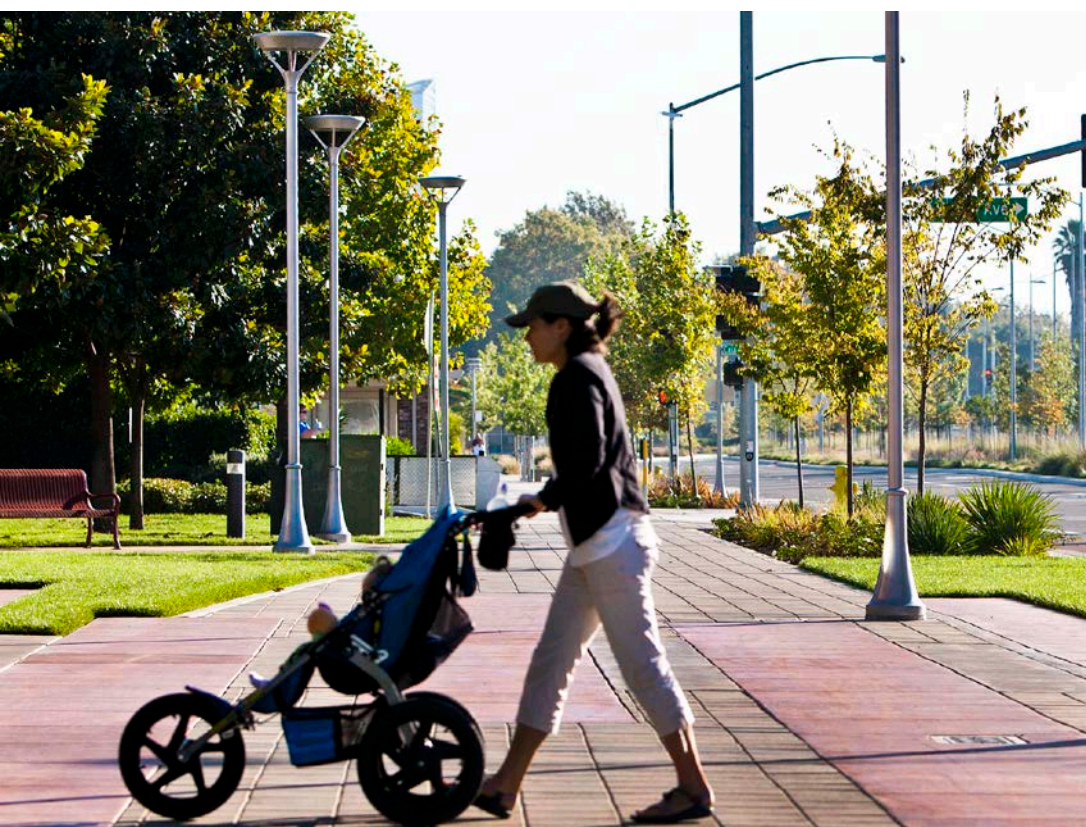
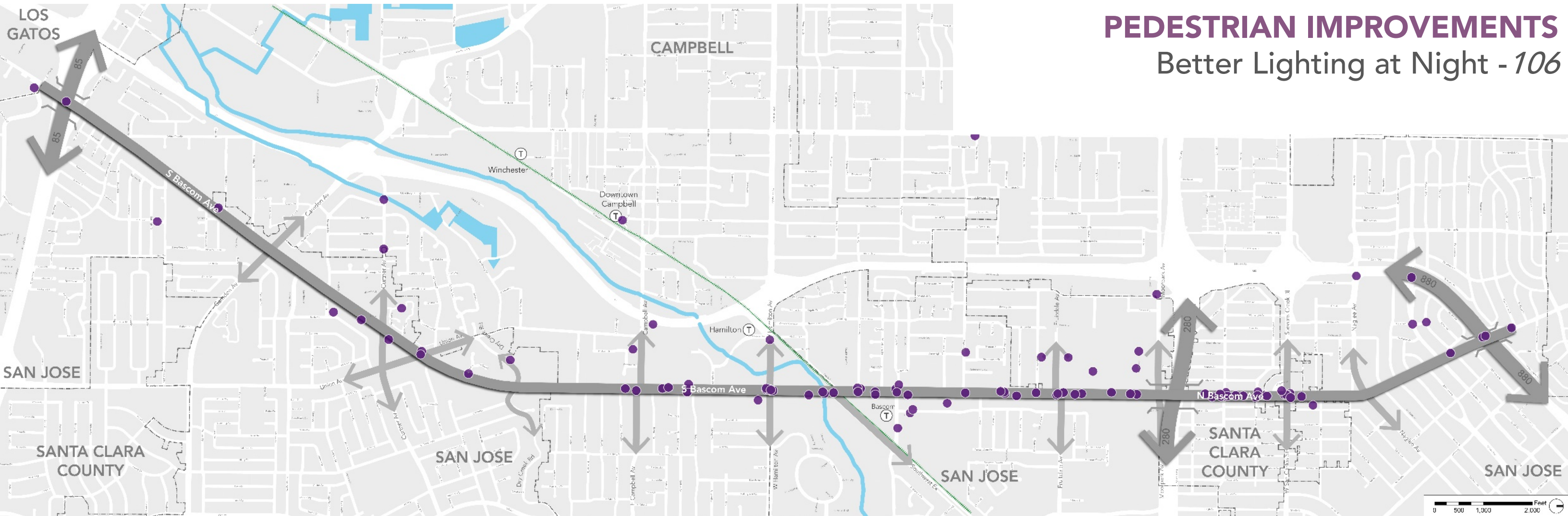


# EMERGING OPPORTUNITIES



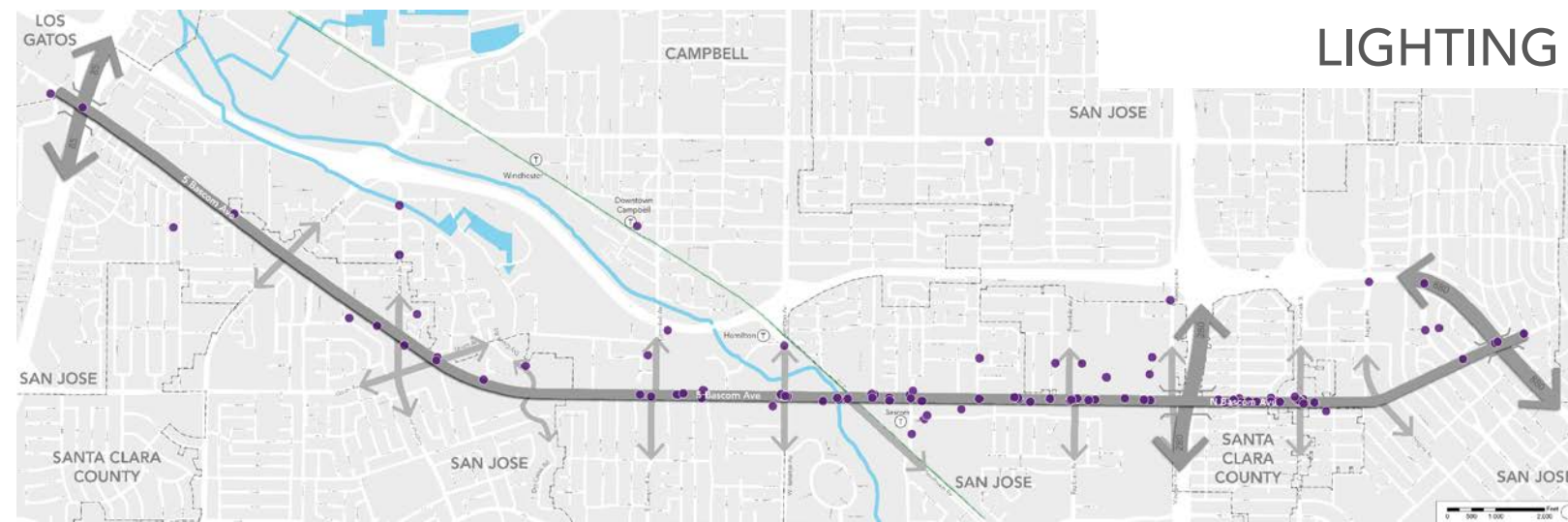
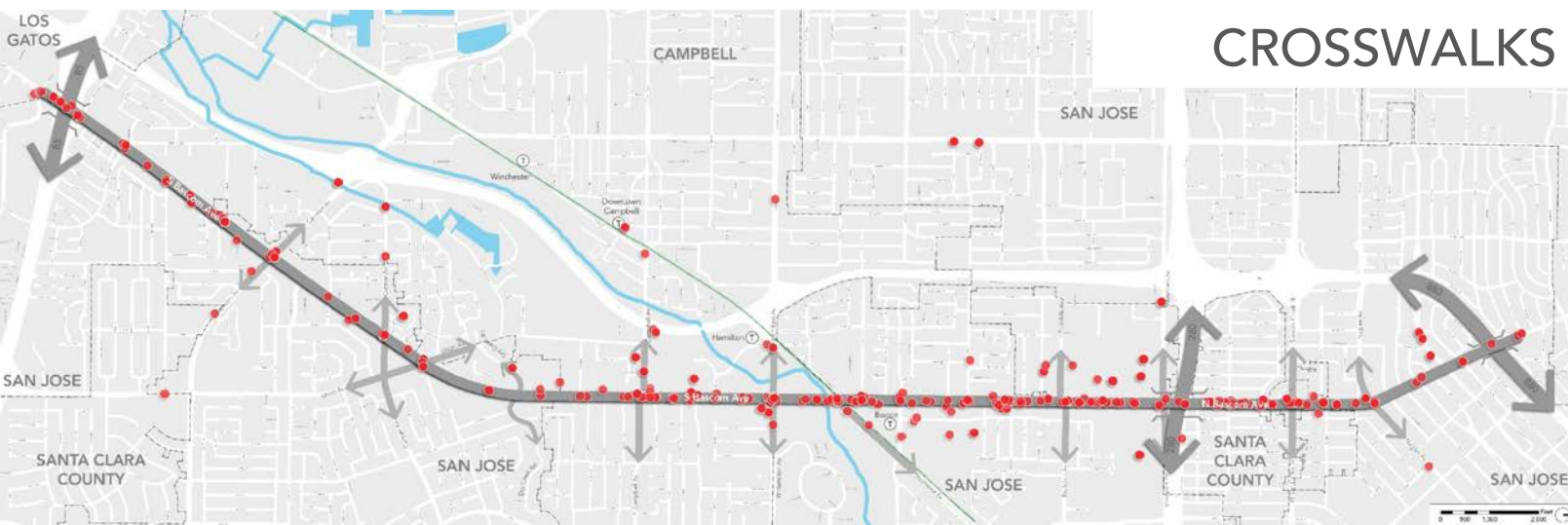
# EMERGING OPPORTUNITIES

## PEDESTRIAN IMPROVEMENTS Better Lighting at Night - 106

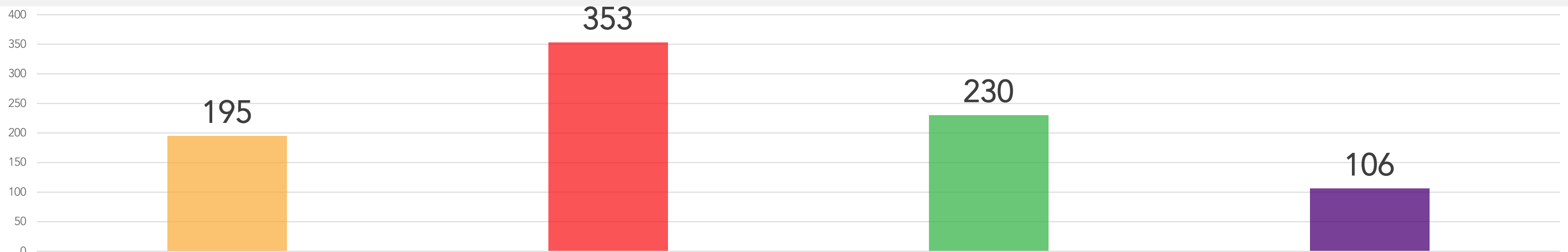


# EMERGING OPPORTUNITIES

## PEDESTRIAN IMPROVEMENTS SUMMARY



### RESULTS FROM MAPITA AND WORKSHOPS



Wider and Protected Sidewalks (Separated from Traffic Lanes)

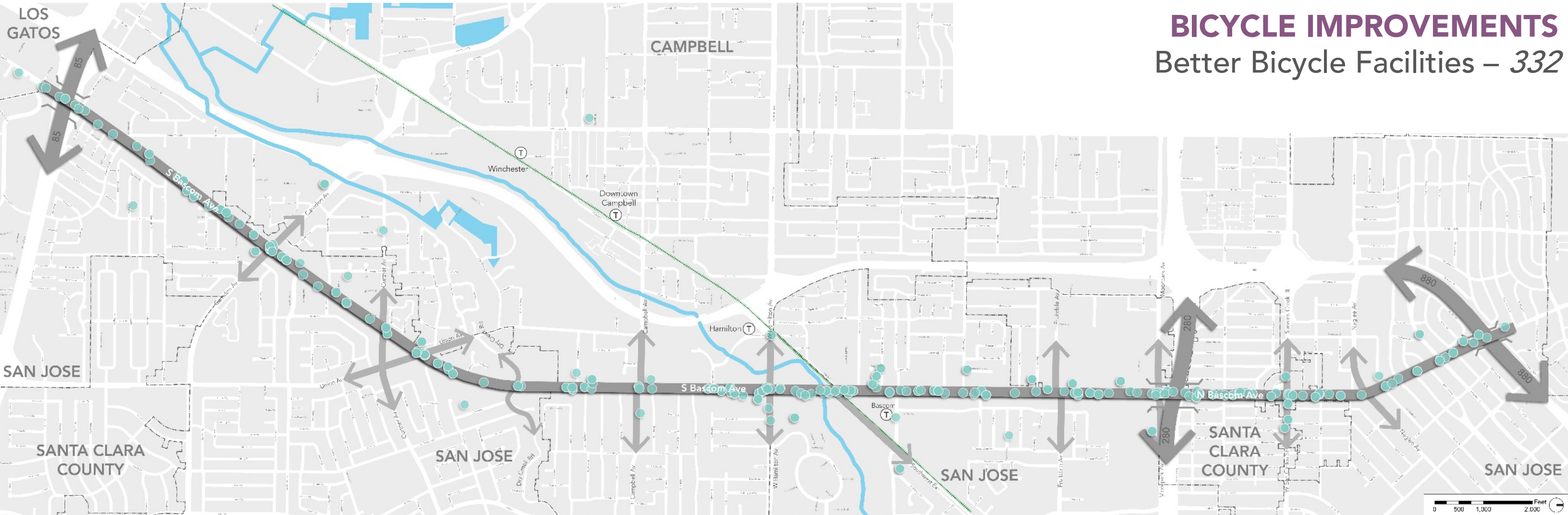
New and More Visible Crosswalks

Sidewalk Amenities with Better Signs, More Trees and more Places to Sit and Rest

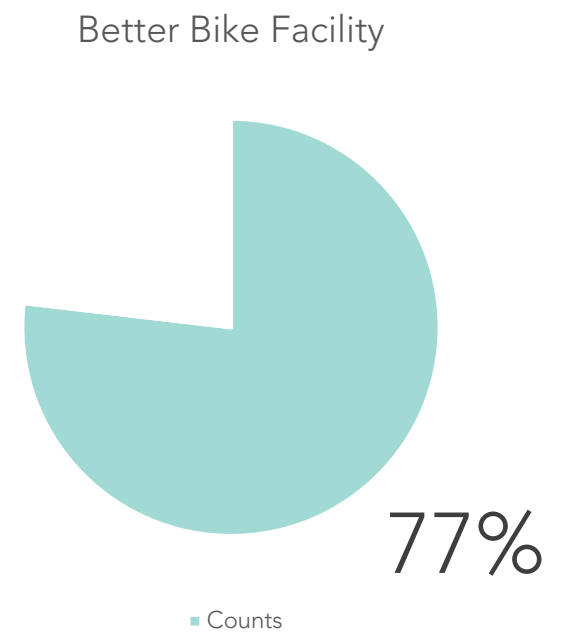
Better Lighting at Night

# EMERGING OPPORTUNITIES

## BICYCLE IMPROVEMENTS Better Bicycle Facilities – 332

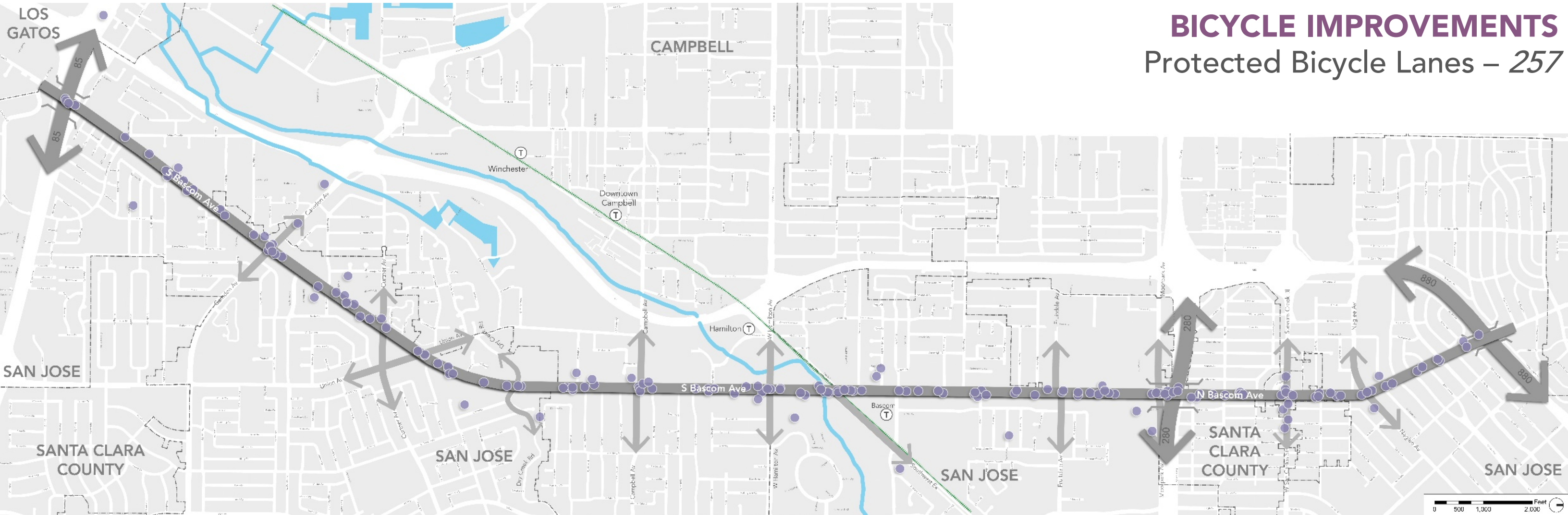


### RESULTS FROM MAPITA AND WORKSHOPS



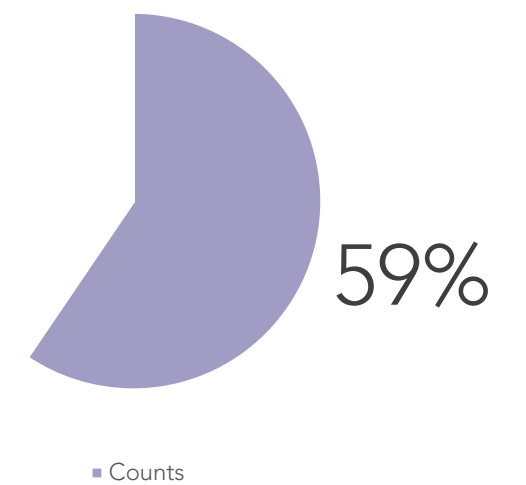
# EMERGING OPPORTUNITIES

## BICYCLE IMPROVEMENTS Protected Bicycle Lanes – 257



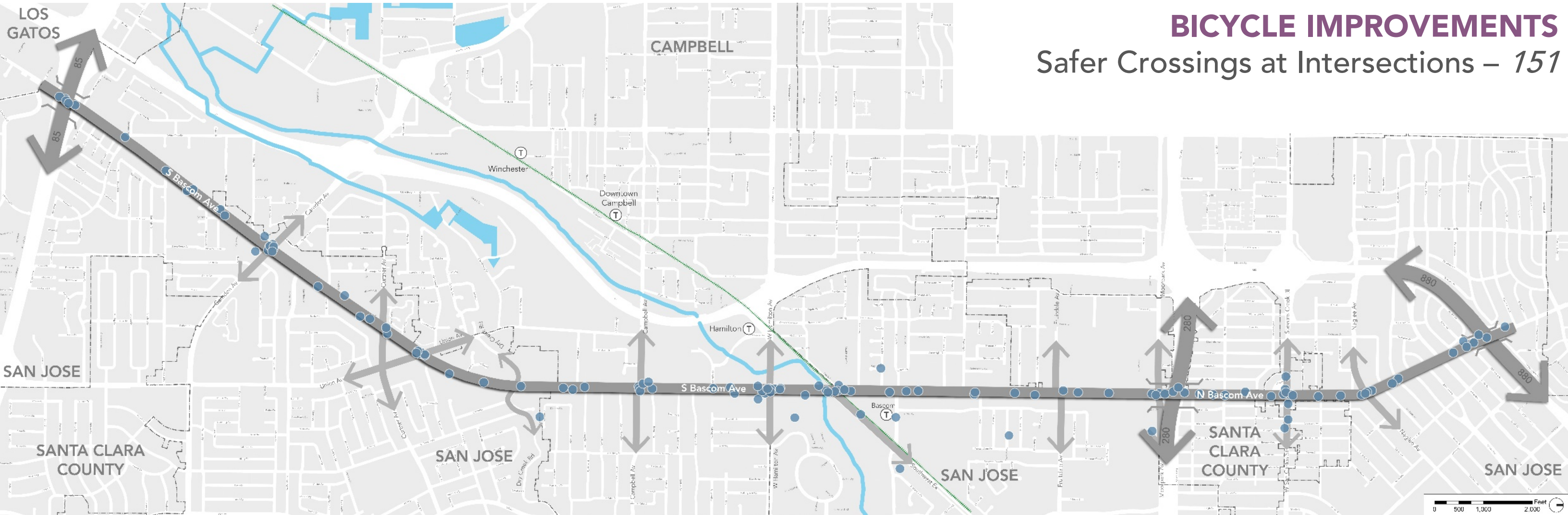
### RESULTS FROM MAPITA AND WORKSHOPS

Protected Bicycle Lanes (Separated from Traffic by Parking or Medians)



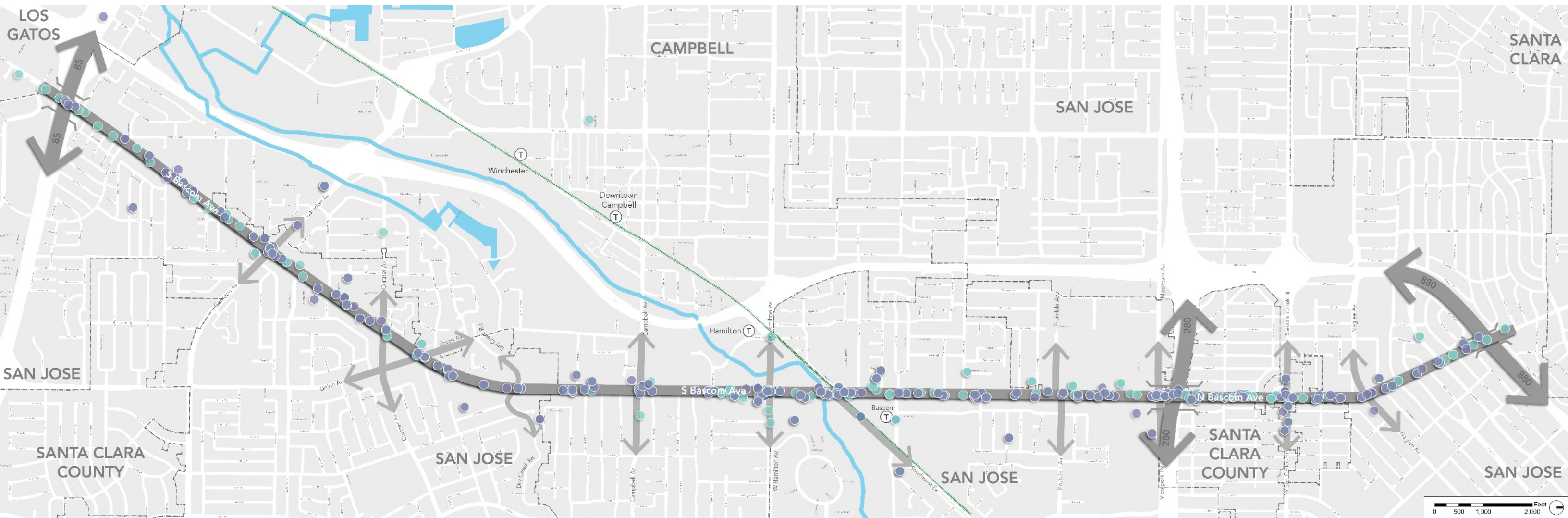
# EMERGING OPPORTUNITIES

## BICYCLE IMPROVEMENTS Safer Crossings at Intersections – 151

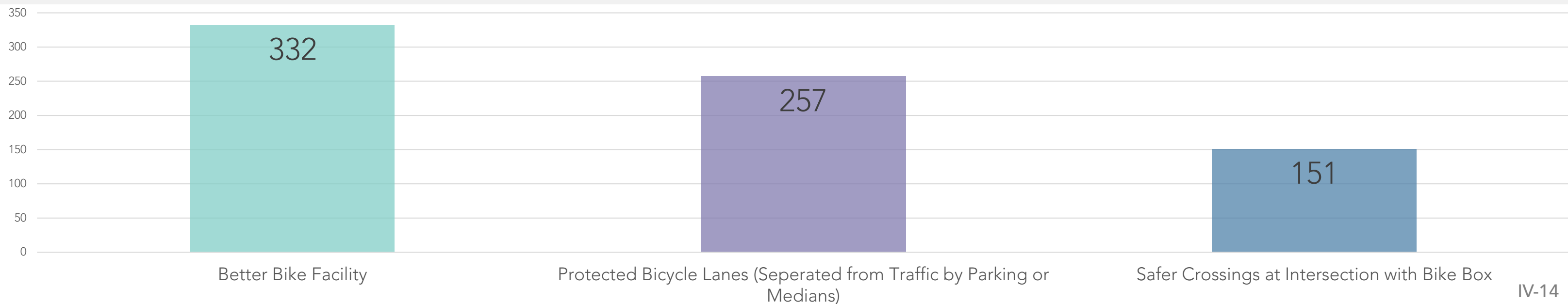


# EMERGING OPPORTUNITIES

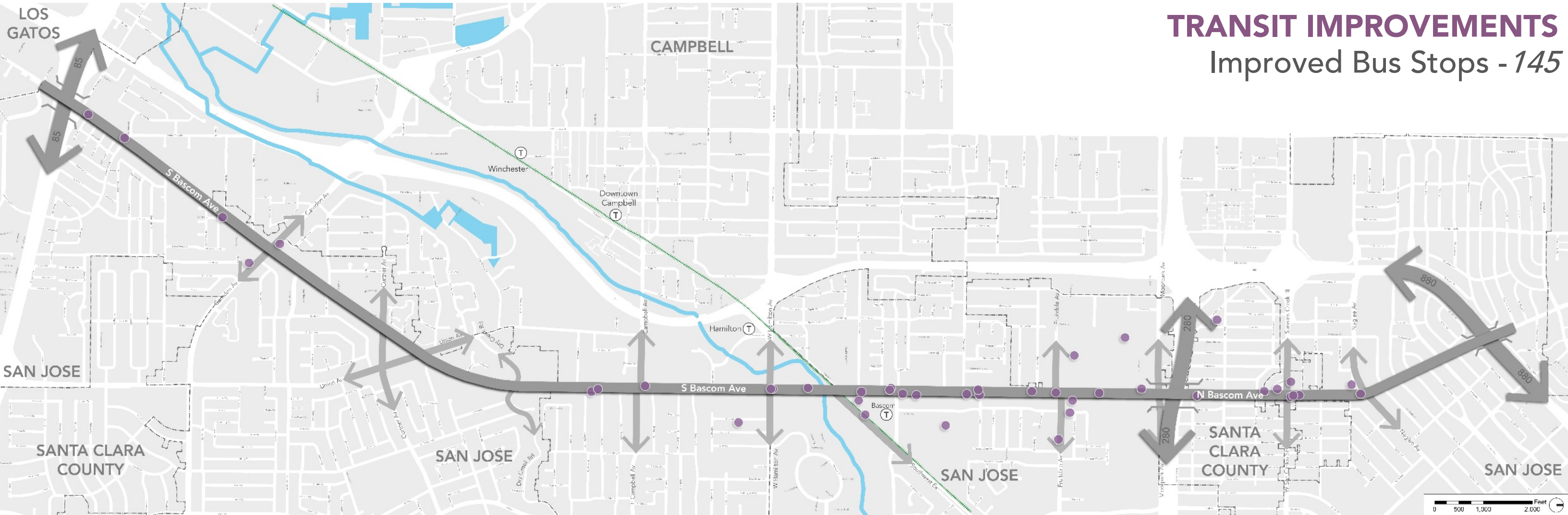
## BICYCLE IMPROVEMENTS SUMMARY



RESULTS FROM MAPITA AND WORKSHOPS



# EMERGING OPPORTUNITIES

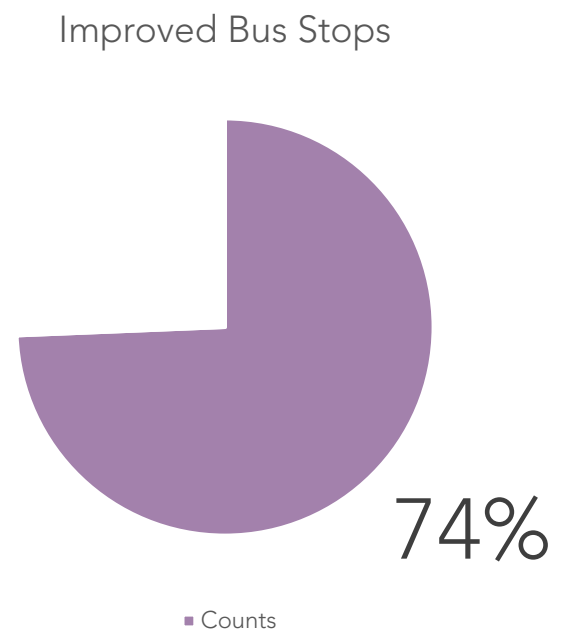


## TRANSIT IMPROVEMENTS

### Improved Bus Stops - 145



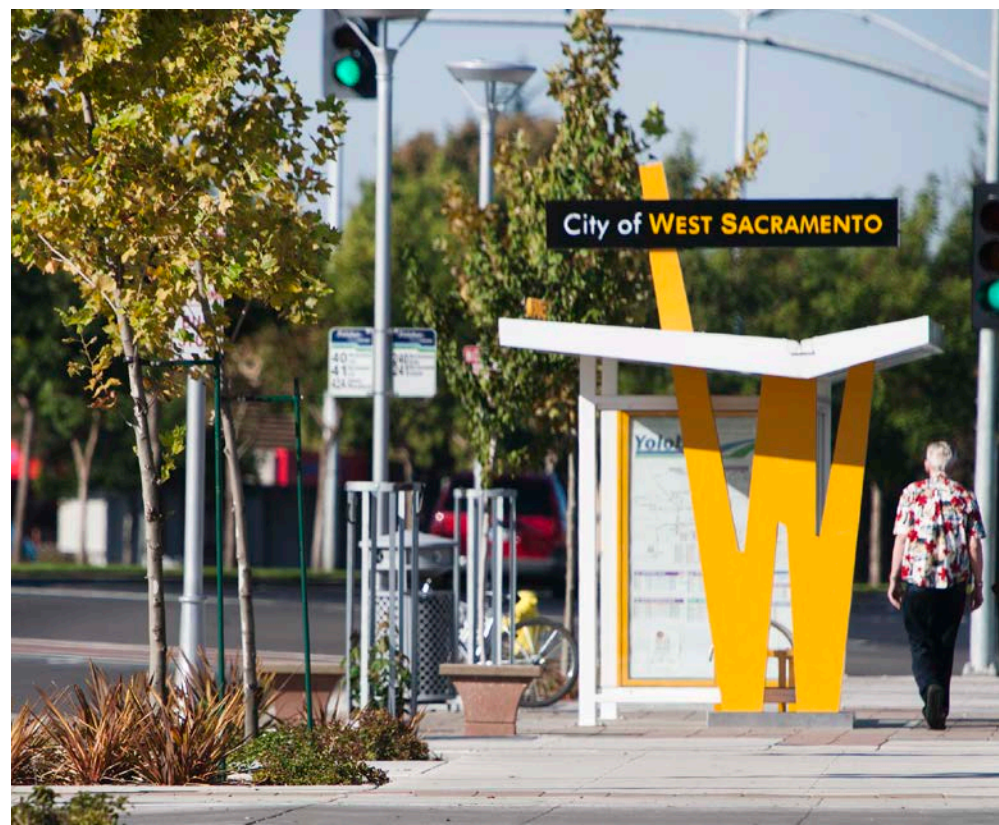
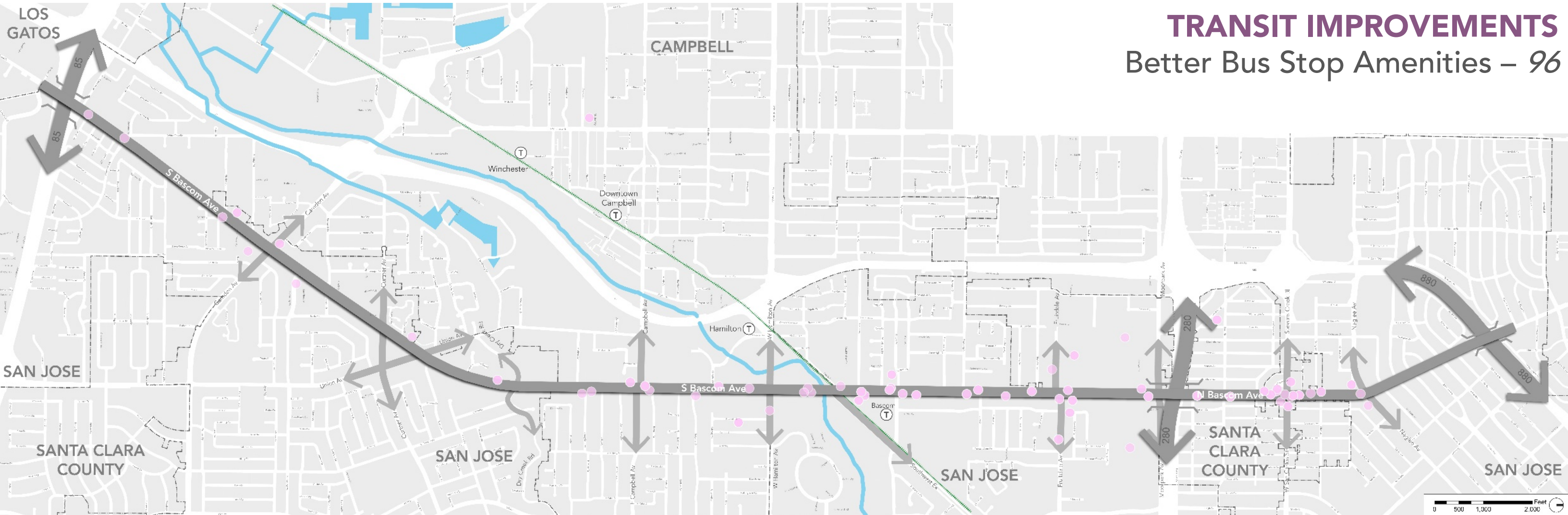
## RESULTS FROM MAPITA AND WORKSHOPS





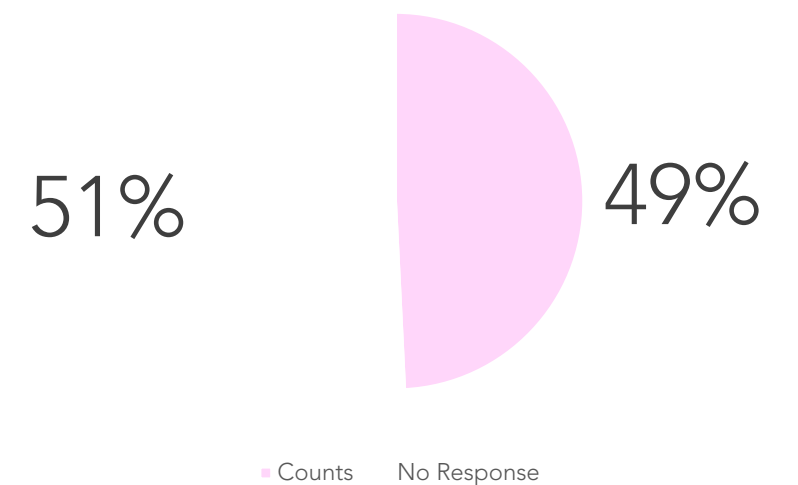
# EMERGING OPPORTUNITIES

## TRANSIT IMPROVEMENTS Better Bus Stop Amenities – 96



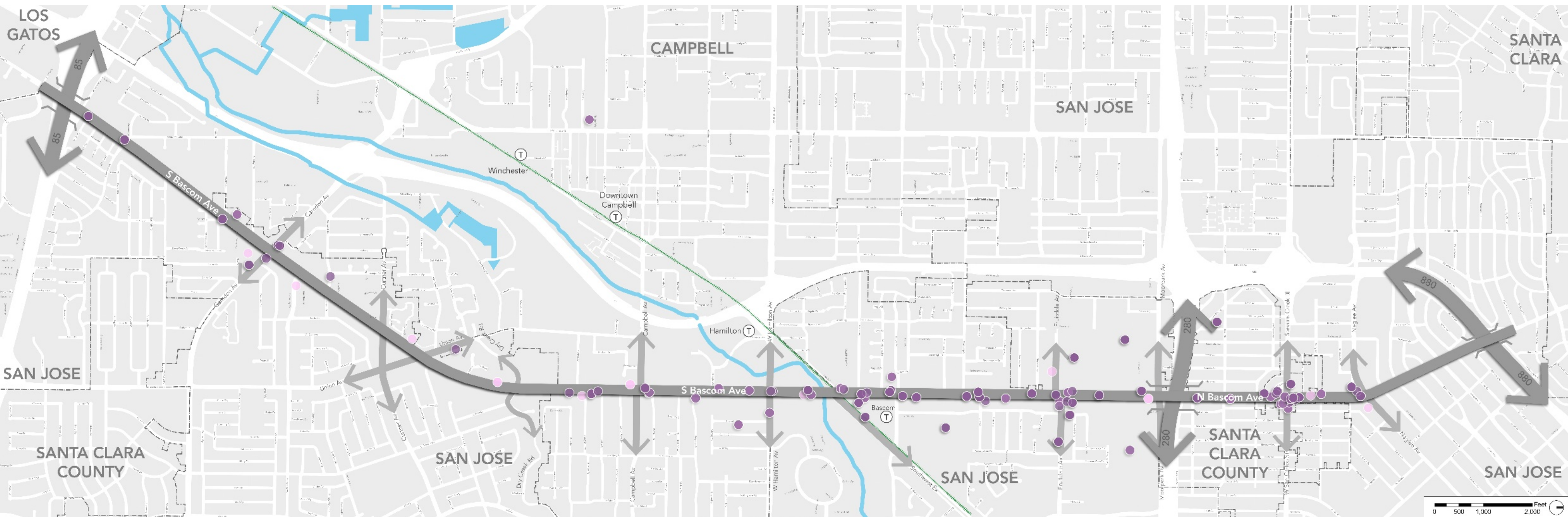
### RESULTS FROM MAPITA AND WORKSHOPS

More Bus Stop Amenities such as Benches, Trees, Trash Cans etc.



# EMERGING OPPORTUNITIES

## TRANSIT IMPROVEMENTS SUMMARY

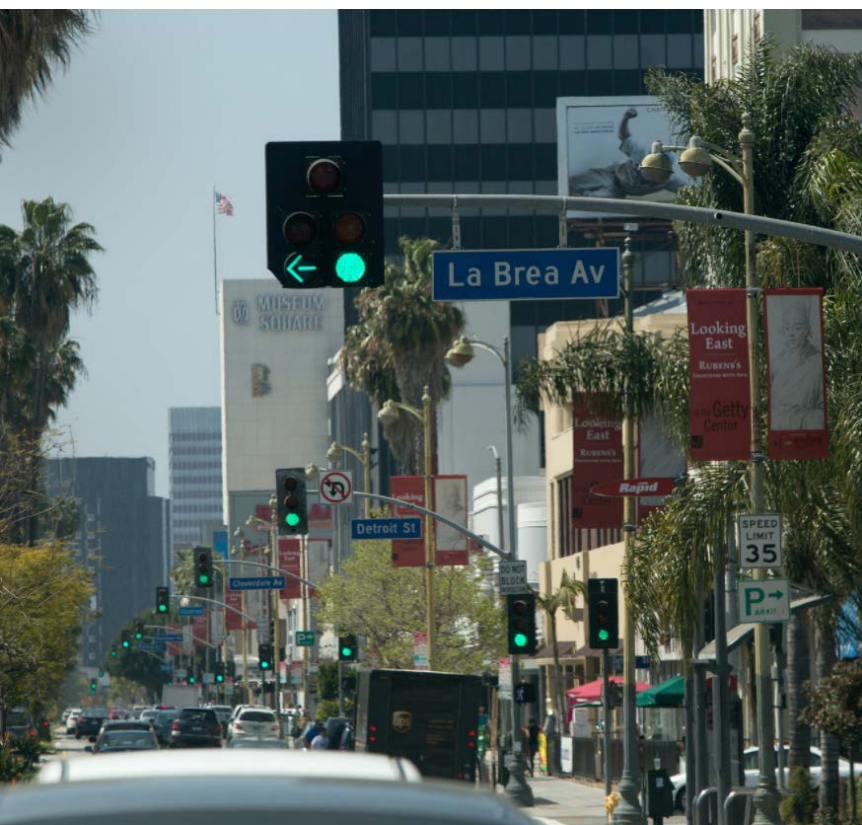


### RESULTS FROM MAPITA AND WORKSHOPS



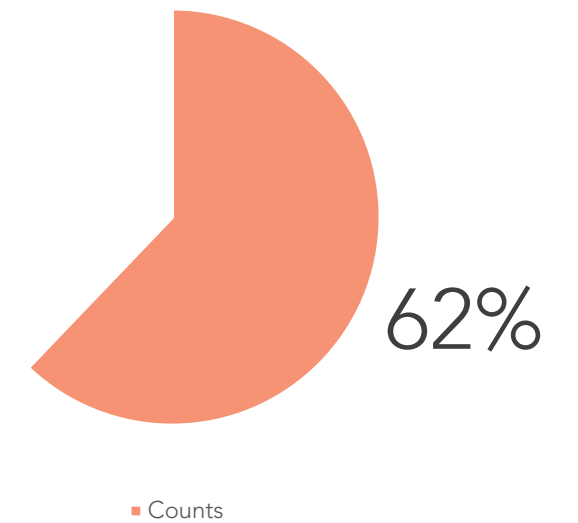
# EMERGING OPPORTUNITIES

## TRAFFIC SIGNAL IMPROVEMENTS Better Signal Timings for Cars - 179



## RESULTS FROM MAPITA AND WORKSHOPS

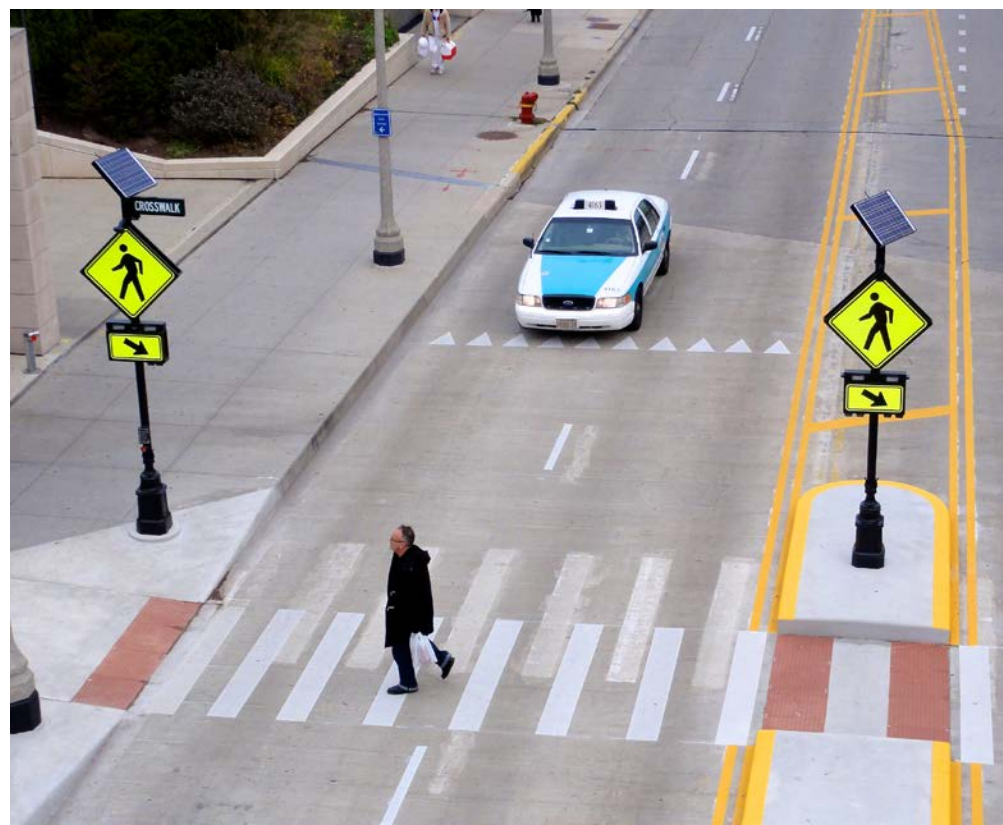
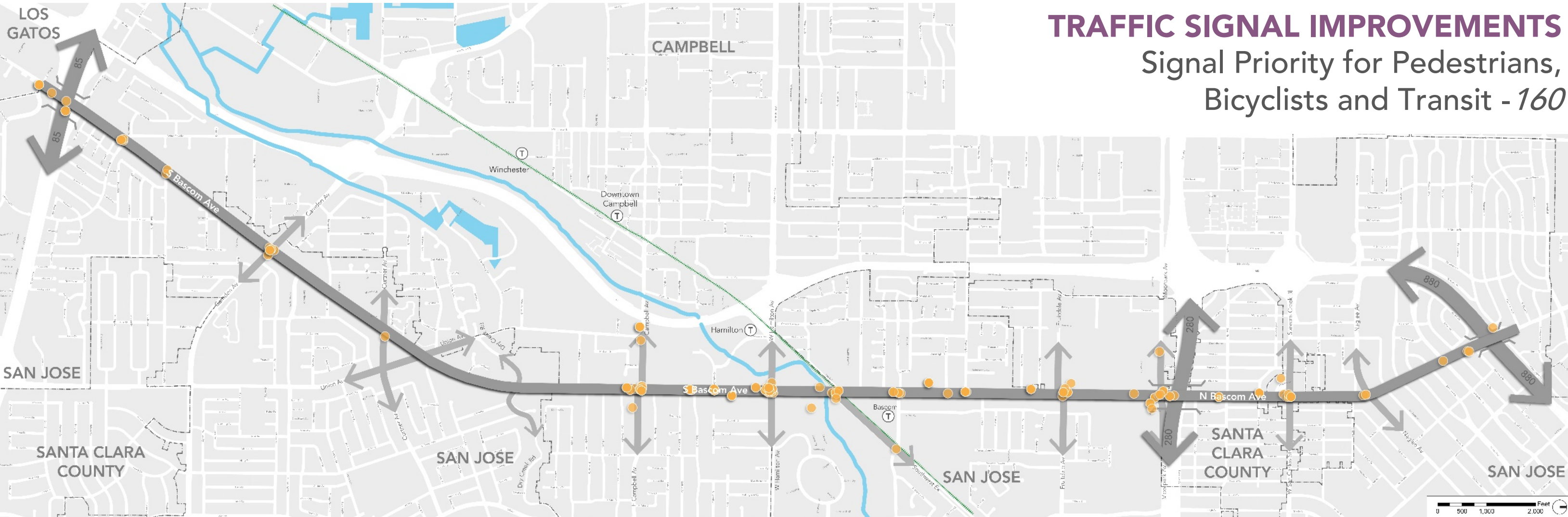
Improving Traffic Signal Timings for Cars



# EMERGING OPPORTUNITIES

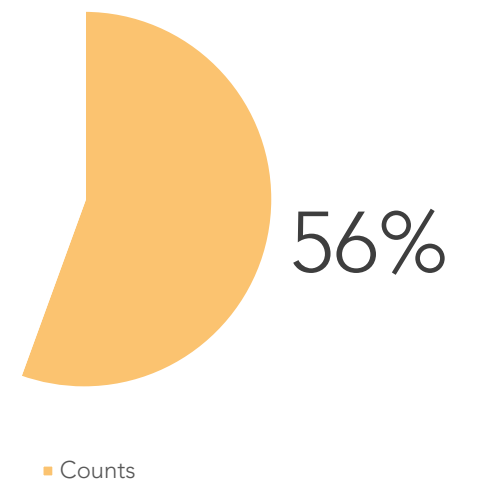
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Signal Priority for Pedestrians, Bicyclists and Transit - 160

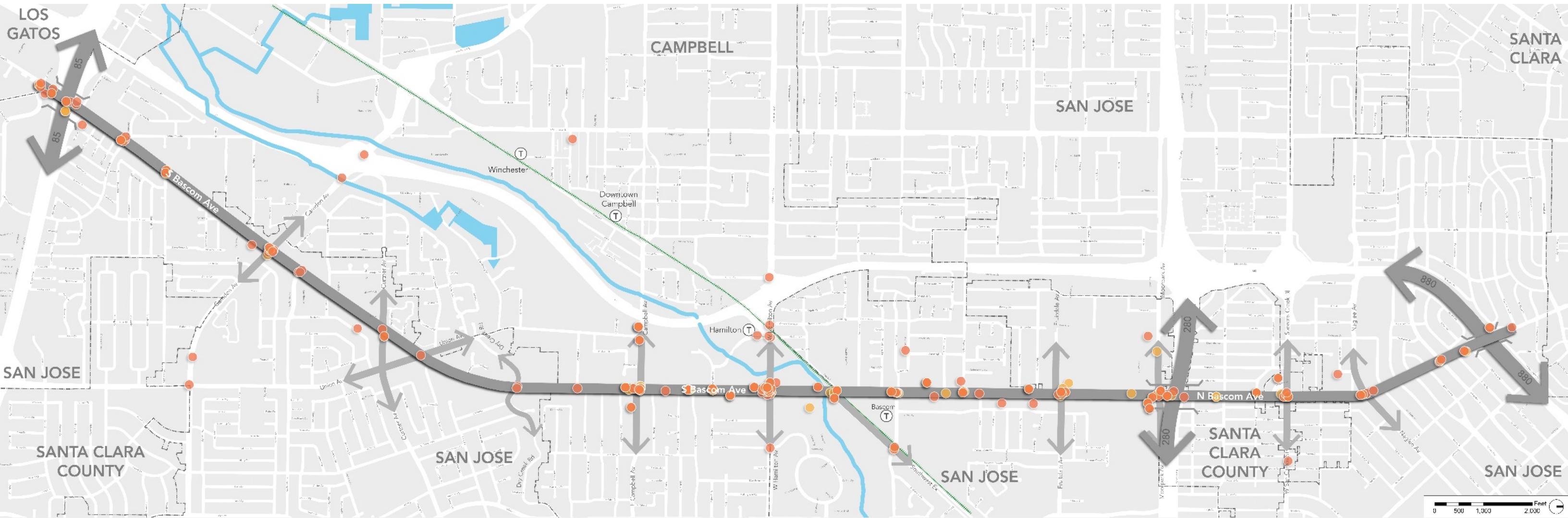


## RESULTS FROM MAPITA AND WORKSHOPS

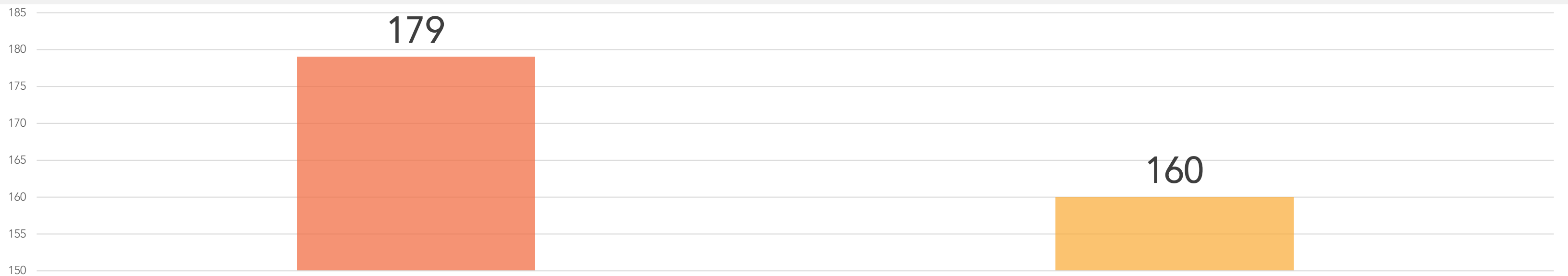
Improving Traffic Signal Timings for Pedestrians, Bicyclist and Transit



# OVERALL TRAFFIC SIGNAL IMPROVEMENTS



RESULTS FROM MAPITA AND WORKSHOPS

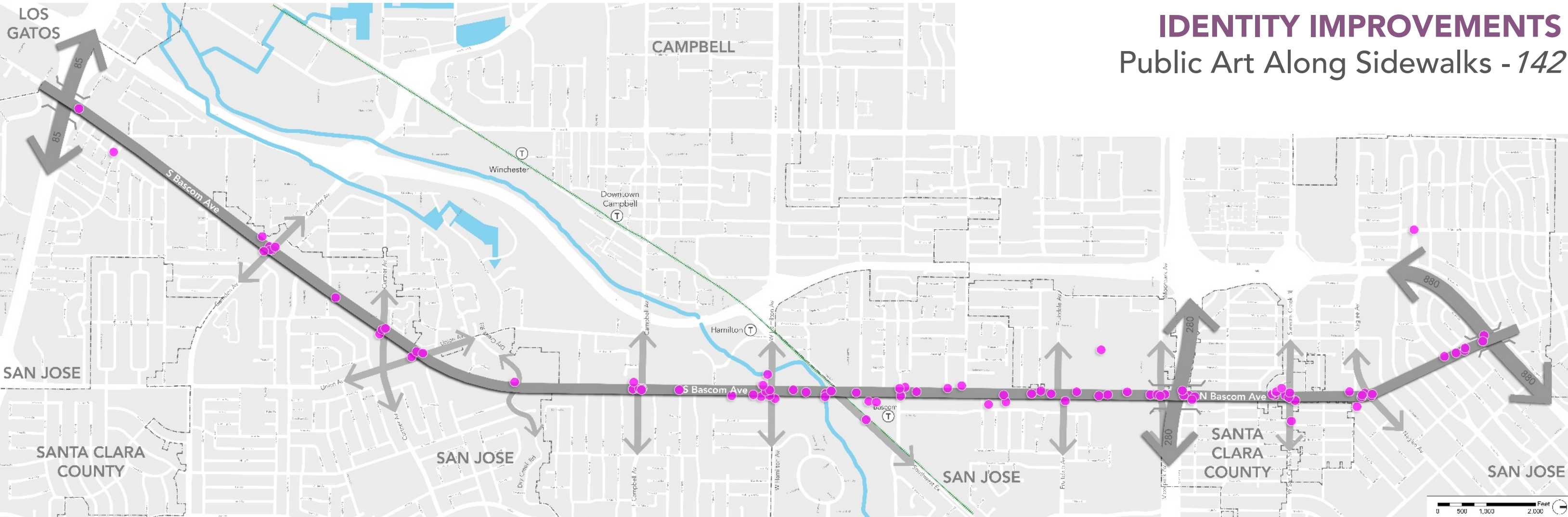


Improving Traffic Signal Timings for Cars

Improving Traffic Signal Timings for Pedestrians, Bicyclist and Transit

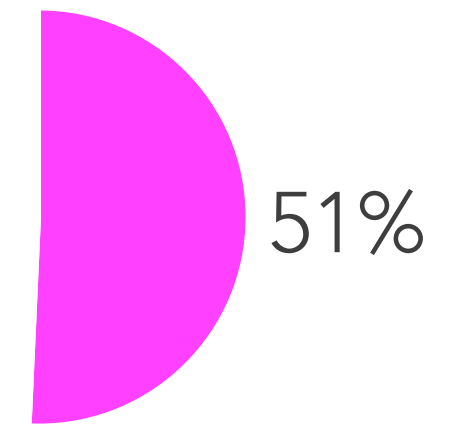
# EMERGING OPPORTUNITIES

## IDENTITY IMPROVEMENTS Public Art Along Sidewalks - 142



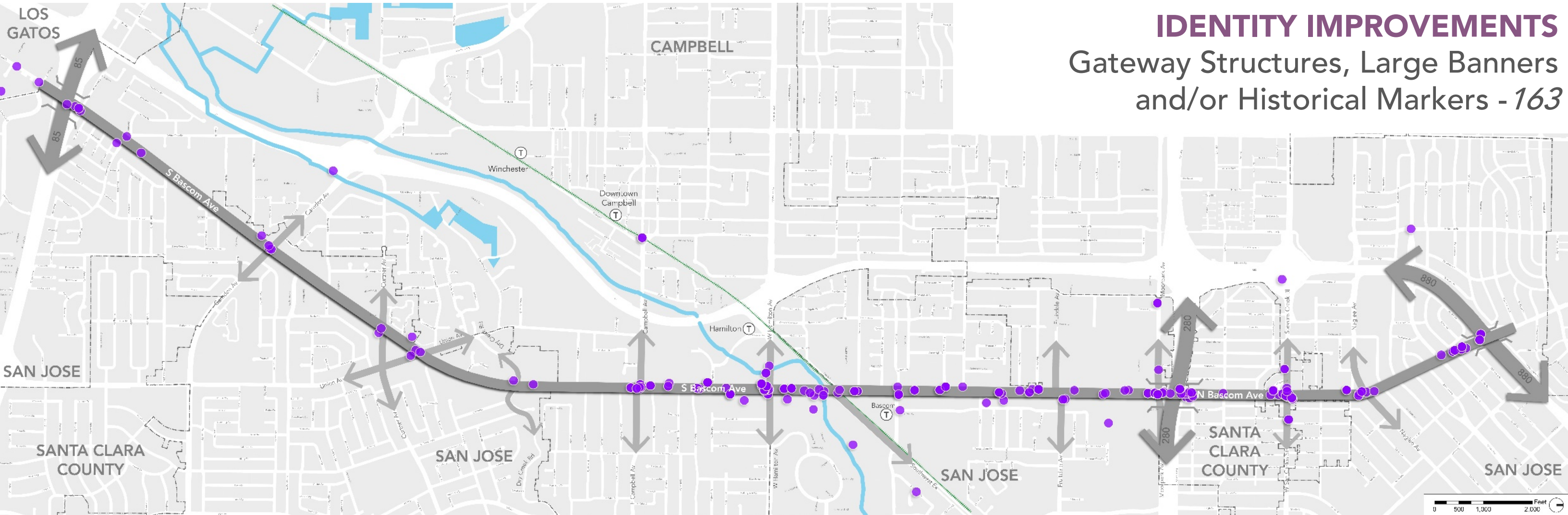
### RESULTS FROM MAPITA AND WORKSHOPS

Public Art Installation



Counts

# EMERGING OPPORTUNITIES



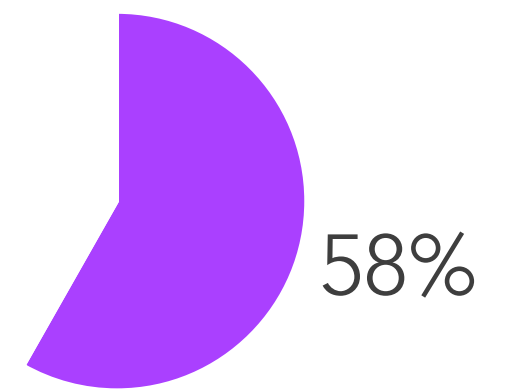
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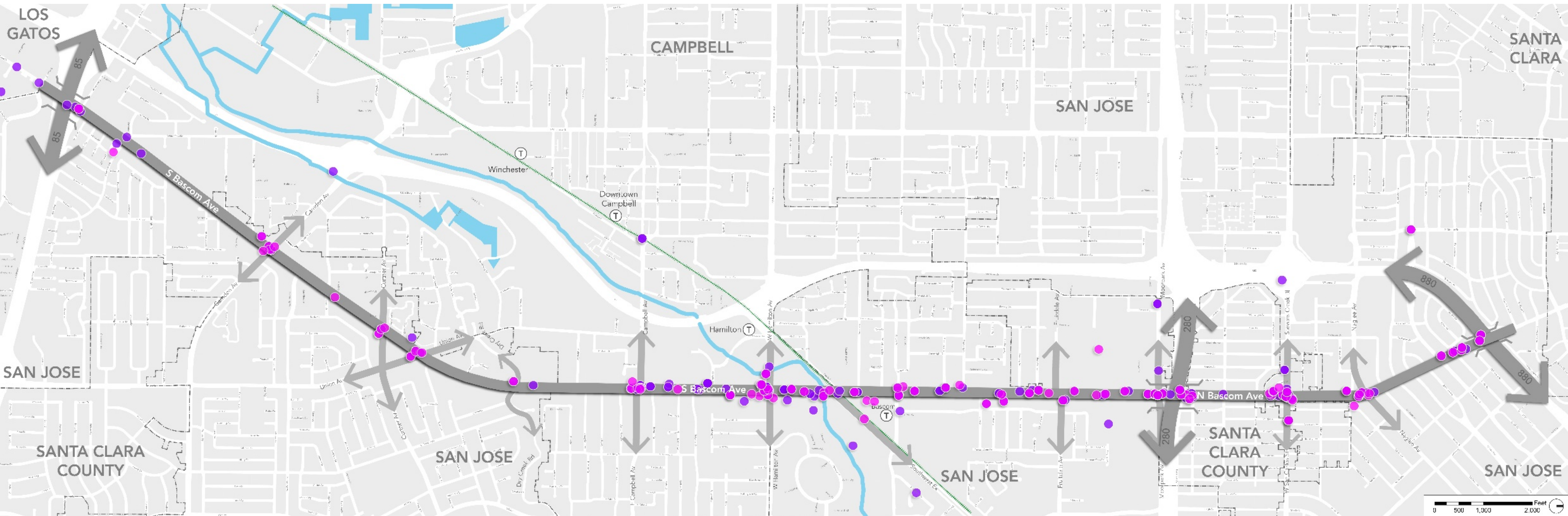
## RESULTS FROM MAPITA AND WORKSHOPS

Gateway Structure with Large Signs, Banners or Historical Markers



■ Counts

## OVERALL IDENTITY IMPROVEMENTS



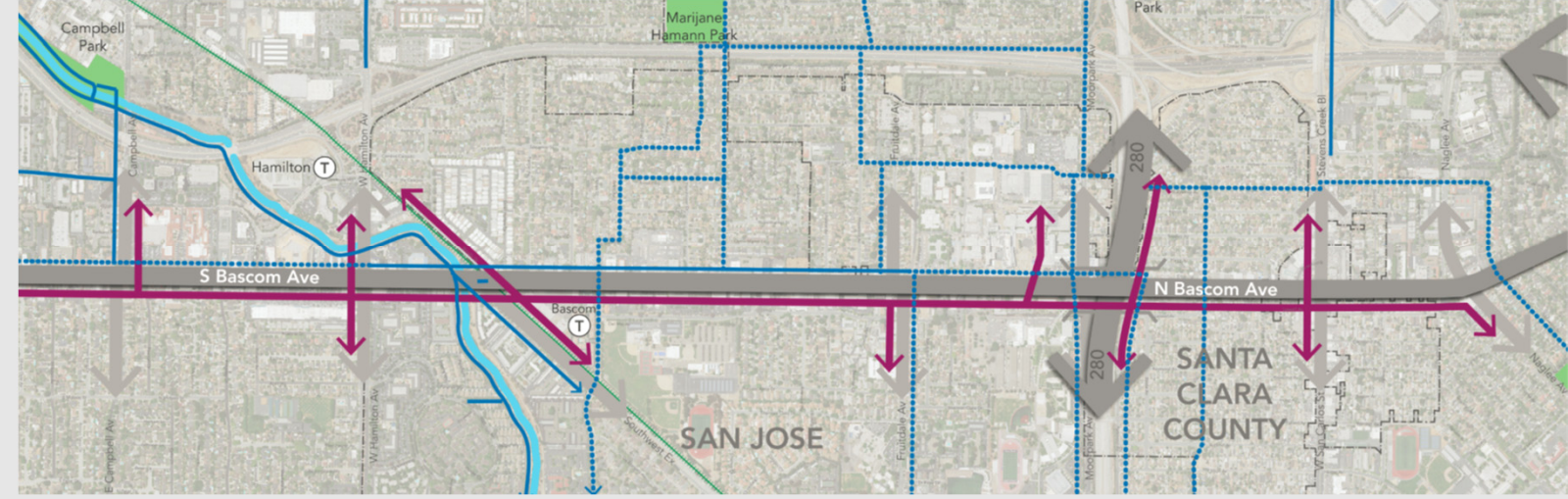
RESULTS FROM MAPITA AND WORKSHOPS







  
**BASCOM AVENUE**  
COMPLETE STREETS STUDY



# SOURCES AND CREDITS

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