Appendix C

SANTA CLARA
Valley Transportation Authority

Date: December 22, 2008
Current Meeting: January 8, 2009
Board Meeting: January 8, 2009

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority Board of Directors

THROUGH: General Manager, Michael T. Burns

FROM: Chief CMA Officer, John Ristow

SUBJECT: Multi-Modal Design Practices and Principles

APPROVED ACCEPTED ADOPTED AMENDED DEFERRED DENIED
Santa Clara Valley Transportation Authority
Board of Directors
Deborah A Harrington, Board Secretary
BY
DATE 1/14/09
Copy to: J Ristow 1/12/09 efb

Policy-Related Action: Yes **Government Code Section 84308 Applies: No**

ACTION ITEM

RECOMMENDATION:

Recommend that the Board of Directors direct staff to follow the multi-modal design approach on all future roadway improvement projects as feasible, including projects within the State right of way.

BACKGROUND:

In 2003, the VTA Board of Directors adopted the Community Design & Transportation (CDT) Program. At the core of the CDT Program is the *Manual of Best Practices for Integrating Transportation and Land Use (CDT Manual)*, which sets out guidelines for the development and design of local transportation improvements.

In February 28, 2007, the California Transportation Commission (CTC) granted three projects in Santa Clara County approximately $187 million in Corridor Mobility Improvement Account (CMIA) program funds, including the US 101 Operational Improvements project. This project includes the complete reconstruction of the US 101/Tully Road interchange. The project is in the 65 percent design phase.

As the interchange is within State right of way, the improvements are required to be designed based on Caltrans Standards. However, VTA and the City of San Jose are proposing to implement a design following principles from the CDT Manual, VTA Bicycle Technical Guidelines, and VTA Pedestrian Technical Guidelines that result in an interchange with a multi-modal environment rather than one where the emphasis is strictly on vehicular traffic.

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DISCUSSION:

The VTA staff recommendation is that the Board adopt a policy that would direct staff to follow the multi-modal design approach used for the US 101/Tully Road interchange project on all future roadway improvements as feasible, including projects within the State right of way.

The US 101/Tully Road improvements included the following features (also see the attached exhibits):

- Sidewalks widened from 6 feet to 10 feet and shoulders converted into 6-foot bike lanes, with the additional width being taken from the vehicle lanes;
- The outside dimension of the bridge structure remaining the same (no additional structure cost);
- The roadway approaches narrowed (curb-to-curb), with lanes narrowed and sidewalks widened;
- The ramp termini intersections "squared up" to provide lower vehicular speeds to better accommodate pedestrian and bicycle movements;
- Bulb-outs at intersections where feasible to decrease the distance pedestrians have to travel across vehicular pathways; and
- Widened sidewalks not only provide a safer environment for pedestrians, but also allow for placement of street trees to enhance the overall corridor environment.

Following multi-modal design principles such as those above from the start of a project development process should not result in additional costs to the project. In fact, there may be minor savings because of the reduced improvement footprint.

ALTERNATIVES:

VTA could choose to not adopt this policy and direct staff to continue using Caltrans Design Standards for roadway projects.

FISCAL IMPACT:

There is no direct fiscal impact due to this policy recommendation, however depending on the final design configuration there could be an impact on project costs. Depending on the final design of this project, there may be addtional cosntruction costs to accomodate the reconfiguaration. If needed, VTA staff is considering applying federal Transporation Enhancement funds to cover the addtional costs. This grant programming action would be brought to the VTA Board for approval in early 2009.

STANDING COMMITTEE/DISCUSSION RECOMMENDATION:

The Congestion Management Program and Planning (CMPP) Committee heard this item on December 18, 2008 and unanimously recommended that the VTA Board of Directors take the action to approve this item.

Prepared by: Jim Costantini and Casey Emoto

I certify that the foregoing instrument is a true and exact copy of the original on file in the Secretary of the Board of Director's office.

Date 09-09-09

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US 101 Improvements
(I-280/680 to Yerba Buena Road)

SANTA CLARA
Valley Transportation Authority

Caltrans

Project Scope:

- Reconfiguration and reconstruction of US 101/Tully Road Interchange
- Construction of an additional lane on SB US 101 from story Road to Capitol Expressway
- Construction of an auxiliary lane on SB US 101 between Tully Road and Capitol Expressway

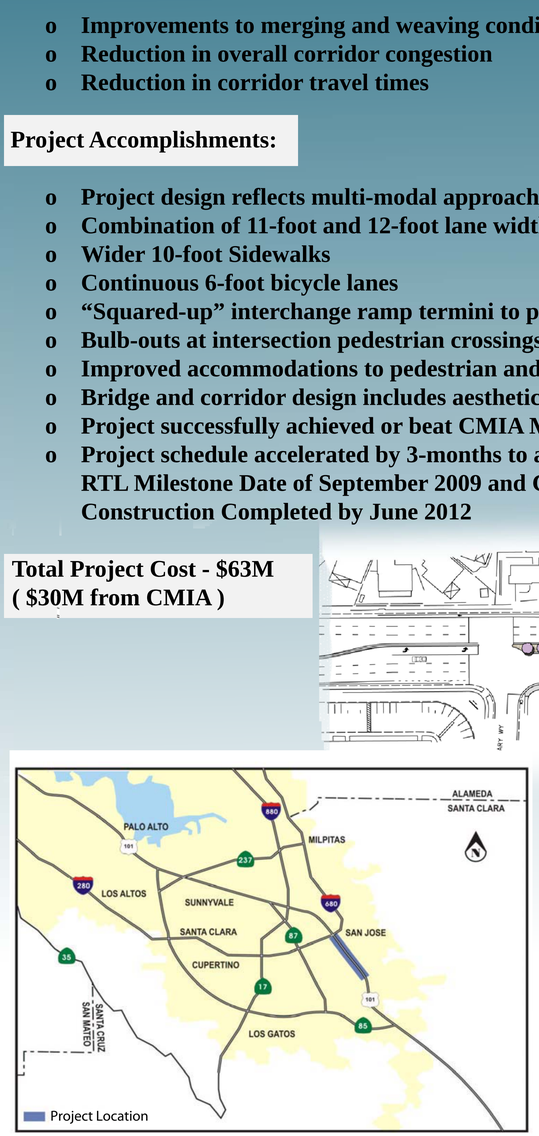
Project Benefits:

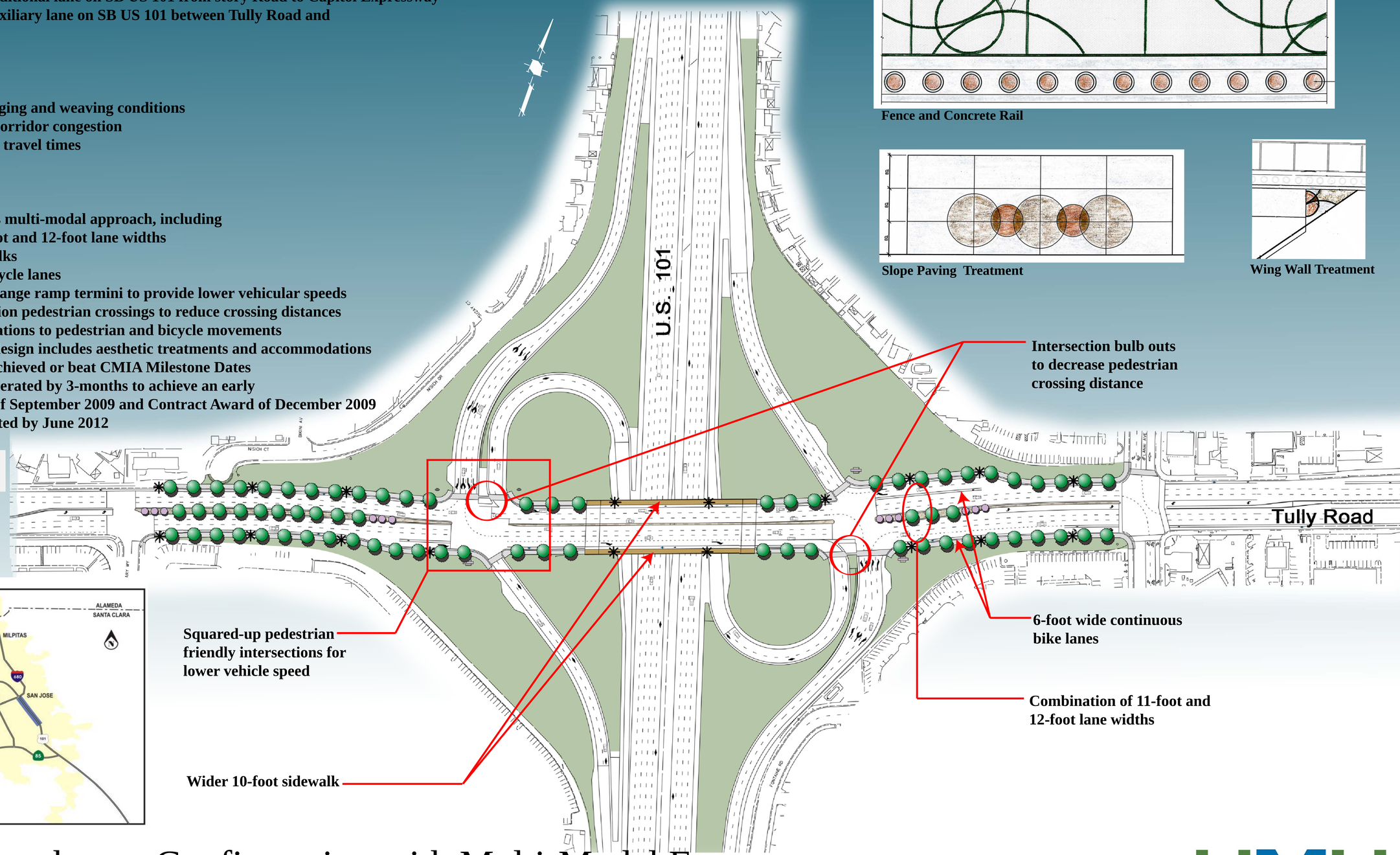
- Improvements to merging and weaving conditions
- Reduction in overall corridor congestion
- Reduction in corridor travel times

Project Accomplishments:

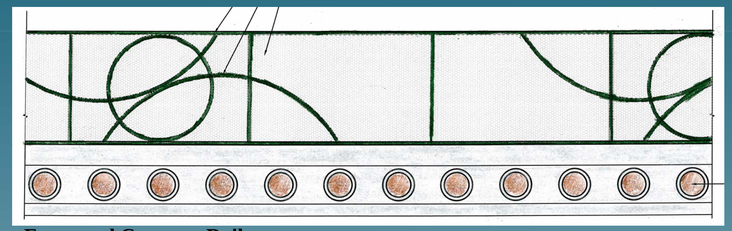
- Project design reflects multi-modal approach, including
- Combination of 11-foot and 12-foot lane widths
- Wider 10-foot Sidewalks
- Continuous 6-foot bicycle lanes
- "Squared-up" interchange ramp termini to provide lower vehicular speeds
- Bulb-outs at intersection pedestrian crossings to reduce crossing distances
- Improved accommodations to pedestrian and bicycle movements
- Bridge and corridor design includes aesthetic treatments and accommodations
- Project successfully achieved or beat CMIA Milestone Dates
- Project schedule accelerated by 3-months to achieve an early RTL Milestone Date of September 2009 and Contract Award of December 2009 Construction Completed by June 2012

Total Project Cost - $63M
($30M from CMIA)





Bridge Aesthetics



Fence and Concrete Rail

Slope Paving Treatment

Wing Wall Treatment

Proposed Interchange Configuration with Multi-Modal Features

July 8th, 2009