INSTRUCTIONS

- *Use this form for capital projects that receive 2016 Measure B funding and congestion relief projects funded through 2016 Local Streets and Roads funds.*
- *Pavement programs funded by 2016 Measure B Local Streets and Roads should use the Pavement Program Self-Declaration Form.*
- *Submit form to VTA when requesting funding. Submit an updated form with each new funding request.*
- *Transit operations and education/encouragement programs funded by 2016 Measure B are not required to fill out this form.*
- *VTA will post the completed form online.*

IMPORTANT NOTES

- *If requesting a project-level exception (Part 3), only fill in Parts 1, 2, and 3.*
- *Electronic signatures are preferred. If the signature is hand-written, please convert the signature page with optical character recognition and tag the signature appropriately. Follow the steps in https://biblio.csusm.edu/sites/default/files/signature_page_ada_accessibility.pdf*
- *After completing the form in Microsoft Word, please: Go to "File" and "Save As…" and select PDF from the choices provided. Do not print to PDF because it will not preserve the document's accessibility.*
- *Please submit any attachments (i.e. project map, fact sheet, etc.) separate from this form.*
- *All attachments should be made accessible and have optical character recognition.*

PART 1: SPONSOR INFORMATION

Project Sponsor(s)	*VTA, City of San Jose*

Person to contact regarding this form:

Name & Title	Gene Gonzalo, Capital Program Manager
Email	gene.gonzalo@vta.org
Phone	(408) 952-4236

PART 2: PROJECT INFORMATION

Project name	US 101 / De La Cruz Blvd. / Trimble Rd. Interchange Improvement
Project limits **☒ map is attached**	Map is attached. See Exhibit A.
Project purpose & need (why?) *Be brief.*	Purpose: - To improve traffic operations at the US 101 / De La Cruz Boulevard / Trimble Rd Interchange, including through movements crossing over US 101 and turning movements at the interchange - To improve mobility and safety for bicyclists and pedestrians traveling across the interchange - To improve the interchange design to enhance safety for vehicles merging onto southbound US 101 from the De La Cruz Blvd. Interchange - To construct a bridge replacement that meets current seismic and geometric standards and complete streets policies and guidelines Need: - De La Cruz Blvd Intersections currently operate at Level of Service

	(LOS) E/F (up to 130 seconds of delay per vehicle) while the City General Plan will intensify nearby land uses. - The existing geometric configuration does not meet current bicycle and pedestrian access standards. De La Cruz is also identified as a "Cross County Bicycle Corridor". - Accident rates for the southbound ramps are 30%-50% higher than state-wide average. - The De La Cruz interchange has a nonstandard vertical clearance of 15 ft and does not meet current seismic design standards.
Project description (what?) *Be brief.*	The US 101 / De La Cruz Boulevard / Trimble Road Interchange project will make the following key improvements: • Widen De La Cruz Boulevard to three through lanes in each direction; • Replace the existing De La Cruz Boulevard Overcrossing (Br. No. 37-0180); and • Realign the northbound and southbound on-ramps and off-ramps to convert the interchange from a three-quarter cloverleaf to a partial cloverleaf. The project will extend along De La Cruz Boulevard / Trimble Road from the Central Expressway intersection on the south, to the Guadalupe River bridge on the north. Between Central Expressway and Seaboard Avenue, the project will: • Construct a partially grade-separated Class I bicycle-pedestrian path along the west side of De La Cruz Boulevard with two pedestrian undercrossings, one under the southbound loop on-ramp and another under the southbound off-ramp. • Include an at-grade crossing of the squared-up northbound diagonal on-ramp. • Include a two-way Class IV cycle track and a sidewalk north of Seaboard Avenue, on the west side of Trimble Road. Construct a one-way Class IV cycle track north of Seaboard Avenue on the east side of Trimble Road. • Connect the west side cycle track and sidewalk to the Guadalupe River Trail entrance on Trimble Road. • Include operational improvements and protected intersection configurations at the Central Expressway and Seaboard Avenue intersections.
Phase(s) covered by this Complete Streets checklist	*Check all that apply.* ☐ Planning Study ☐ Preliminary Engineering ☐ Environmental ☒ Final Design ☒ Construction
Checklist status	☒ First submittal for this project ☐ Update of a prior submittal
Date	3/7/2019

PART 3: PROJECT-LEVEL EXCEPTION

Skip Part 3 if you are not requesting a project-level exception.

Project sponsor requests that the project not be required to fill out the Complete Streets checklist under the following exceptions(s):

☐ Funding will be used for a freeway mainline project that does not impact or modify the local transportation network (e.g. local roadways, shared use paths, bicycle/pedestrian bridges, etc.)
If checked, include project map that clearly shows project limits.

☐ Funding will be used for emergency maintenance, repair, or reconstruction.

Signature	*Name/Title*	*Date*

Must be signed by Public Works Director, Agency Manager or equivalent senior level staff or his/her designee. If project sponsor requests a project-level exception, the remainder of this checklist does not need to be completed.

VTA Staff Use Only: ☐ VTA concurs with project level exception.

Signature	
Name/Title	
Date	

PART 4: PROJECT USERS

Purpose of this section is to document the existing and future users of the project.

1. How do people travel through the project limits, now or in the future?

Mode of Travel	*Travels through project limits now*	*Will travel through project limits in the future*	*Have counts been conducted?*	*Provide volumes, if available, & data source.* *Estimates or range of volumes is OK.*
Bicycle	◉ Yes ○ No ○ Unknown	◉ Yes ○ No ○ Unknown	◉ Yes ○ No ○ Unknown	40 per peak 2-hour period (2016-2018; VTA historic intersection counts)
Pedestrian	◉ Yes ○ No ○ Unknown	◉ Yes ○ No ○ Unknown	◉ Yes ○ No ○ Unknown	5 per peak hour period (2016-2018; VTA historic intersection counts)
Heavy Rail Transit (BART, ACE, Caltrain)	○ Yes ◉ No ○ Unknown	○ Yes ◉ No ○ Unknown	*See agency websites.*	N/A
Light Rail Transit (VTA)	○ Yes ◉ No ○ Unknown	○ Yes ◉ No ○ Unknown	*VTA Ridership Data Only include counts for stops/stations within project limits.*	N/A
Bus Transit	◉ Yes ○ No ○ Unknown	◉ Yes ○ No ○ Unknown	*Use link above - Only include counts for stops/stations within project limits.*	Through the project area existing vehicle peak hour volumes are: NB DLC: 3409 SB DLC: 2610 NB 101 Diag. Off-Ramp: 2144 SB 101 Diag. Off-Ramp: 334 SB 101 Loop Off-Ramp: 637 NB 101 Loop On-Ramp: 545 SB 101 Loop On-Ramp: 736 NB 101 Diagonal On-Ramp: 661 SB 101 Diagonal On-Ramp: 2056 NB 101: 9255 SB 101: 8591 Count Year: 2010/2011 (Source: US101/DLC/Trimble TOAR)
Motorist	◉ Yes ○ No ○ Unknown	◉ Yes ○ No ○ Unknown	◉ Yes ○ No ○ Unknown	

Mode of Travel	*Travels through project limits now*	*Will travel through project limits in the future*	*Have counts been conducted?*	*Provide volumes, if available, & data source.* *Estimates or range of volumes is OK.*
Heavy Vehicles	◉ Yes ○ No ○ Unknown	◉ Yes ○ No ○ Unknown	○ Yes ◉ No ○ Unknown	

2. **Some user groups require special accommodations. Which user groups are anticipated to travel through the project <u>frequently</u>, now or in the future?**

➔ **NOTE**: *While all projects must accommodate children, seniors, and people with disabilities, this question is intended to identify if there are unusual circumstances that may warrant accommodations above legal mandates.*

User Groups	*<u>Frequently</u> travels through project limits now*	*Will <u>frequently</u> travel through project limits in the future*	*Notes and Comments* *(e.g. nearby schools, senior centers, services for people with disabilities)*
People 18 Years or Younger	○ Yes ○ No ◉ Unknown	○ Yes ○ No ◉ Unknown	Land uses in the area do not suggest that any of these groups frequently travel through the area, now or in the future.
People 65 Years or Older	○ Yes ○ No ◉ Unknown	○ Yes ○ No ◉ Unknown	Land uses in the area do not suggest that any of these groups frequently travel through the area, now or in the future.
People with Visual Impairments	○ Yes ○ No ◉ Unknown	○ Yes ○ No ◉ Unknown	Land uses in the area do not suggest that any of these groups frequently travel through the area, now or in the future.
People with Auditory Impairments	○ Yes ○ No ◉ Unknown	○ Yes ○ No ◉ Unknown	Land uses in the area do not suggest that any of these groups frequently travel through the area, now or in the future.
People with Mobility Impairments	○ Yes ○ No ◉ Unknown	○ Yes ○ No ◉ Unknown	Land uses in the area do not suggest that any of these groups frequently travel through the area, now or in the future.

3. **Describe how the proposed design addresses the needs of those with increased access or mobility requirements such as the disabled, elderly, and children.**

New configurations will include signalization of existing high-speed ramps with current design practices including auditory pedestrian signals. Project will adhere to ADA standards.

PART 5: EXISTING INFRASTRUCTURE AND PROPOSED MODIFICATIONS

For projects that construct new infrastructure in an undeveloped area (e.g. new trail, new bridge, roadway extension) provide answers for the location(s) where the new infrastructure will connect to the existing network.

5-A: Pedestrian Infrastructure

4. What pedestrian infrastructure exists within the project limits now?

Infrastructure	*Provided throughout project limits, on both sides of all roads*	*Provided, but with gaps in coverage*	*Not provided*	*Not applicable*
Pedestrian Paths or Sidewalks	○	◉	○	○
Landscaped or other Buffers Adjacent to Sidewalks	○	○	◉	○
Pedestrian Scale Lighting	○	○	◉	○
Curb Ramps	○	◉	○	○
Marked Crosswalks	○	◉	○	○

Signals	*Provided at all signalized intersections*	*Provided at most signalized intersections*	*Provided at less than half of signalized intersections*	*Not provided at any signalized intersections*	*Not applicable*
Pedestrian Countdown Signals	○	○	○	◉	○
Audible Pedestrian Signals	○	○	○	◉	○

Pedestrian Crossing Restrictions	○ *Pedestrians may cross at all legs of all intersections within the project limits* ◉ *Pedestrians are restricted from crossing at one or more intersection legs within the project limits* ○ *Not applicable*

5. Briefly describe the improvements to pedestrian infrastructure that are anticipated with the project.

The project proposes a 12' – 16' Class I path throughout the project. The path will be grade-separated across the SB diagonal off-ramp and SB loop on-ramp. The project will signalize the crossing of the path across the NB diagonal on-ramp. The project proposes squared-up ramps to decrease vehicular speeds at critical crossing locations. The project will connect to existing trailheads at Trimble Road and the Guadalupe River Trail.

6. Will the project <u>eliminate</u> an existing pedestrian facility, <u>sever</u> an existing pedestrian connection, <u>lengthen</u> an existing pedestrian route or crossing, <u>increase the time</u> it takes for a pedestrian to cross a roadway, or otherwise result in <u>lower quality</u> pedestrian conditions?

☐ No

☒ Yes. *If "Yes", please describe the situation, and indicate why this alternative was chosen.*

In order to accommodate the grade change for the bicycle/pedestrian undercrossings, the ADA compliant and safer pedestrian path of travel will be approximately 350 ft. longer than existing. A staircase will be provided for convenience.

☐ Unable to answer this time. *If selected, please explain why:*

5-B: Bicycle Infrastructure

7. What bicycle infrastructure exists within the project limits now?

Infrastructure	*Provided, with no gaps in the bikeway*	*Provided, but with gaps in the bikeway*	*Not provided*	*Not applicable*
Bicycle Lanes (Class II)	○	○	◉	○
Bicycle Lanes with Painted Buffers	○	○	◉	○
Physically Separated Bikeways (Class IV)	○	○	◉	○
Shared Use Paths (Class I)	○	○	◉	○

Bicycle Bridges or Undercrossings	○ *Provided within project limits.* ○ *Not provided within project limits.* ◉ *Not applicable.*

Bicycle/Vehicle Interactions	◉ *Bicyclists must merge with or weave through vehicular traffic at one or more locations* ○ *Bicyclists do not need to merge with or weave through vehicular traffic*

8. Briefly describe the improvements to <u>bicycle</u> infrastructure that are anticipated with the project.

The project proposes a 12' – 16' Class I path throughout the project. The path will be grade-separated across the SB diagonal off-ramp and SB loop on-ramp. The project will signalize the crossing of the path across the NB diagonal on-ramp. The project proposes squared-up ramps to decrease vehicular speeds at critical crossing locations. The project will connect to existing trailheads at Trimble Road and the Guadalupe River Trail. Protected intersections are proposed at De La Cruz Blvd / Central Expwy and De La Cruz Blvd / Seaboard Ave.

9. Will the project <u>eliminate</u> an existing bicycle facility, <u>sever</u> an existing bicycle connection, <u>lengthen</u> an existing bicycle route or crossing, <u>increase the time</u> it takes for a bicyclist to cross a roadway, or otherwise result in lower quality bicycle conditions?

☒ No

☐ Yes. *If "Yes", please describe the situation, and indicate why this alternative was chosen.*

☐ Unable to answer this time. *If selected, please explain why:*

5-C: Transit Service

10. What transit service currently runs through or immediately adjacent to the project limits?
Check all that apply.
You may provide a map showing transit routes and stops in lieu of listing them here, if it is easier.

☐ There is no transit located within the project limits

☒ VTA Bus
Which line(s) and stops? See Exhibit B - Transit Map. Express lines 121 and 122 run on Hwy 101 through the project limits. No local bus service runs through the project limits. No bus stops are located within the project limits.

☐ Caltrain/ACE/BART
Which line(s) and station(s)?

☐ Other transit.
Please describe:

11. Will the project improve transit within the project area?
Check all that apply.

☐ Unable to answer at this time. Project design has not yet been developed.
☐ Not applicable, no transit runs through project limits.
☐ No. Transit runs through project limits, but the project will not provide improvements.
☒ Yes, project includes the following improvements:
- ☒ Improved transit vehicle speeds/travel time
- ☐ Improved transit vehicle travel time reliability
- ☐ Improved bus stops or rail stations
- ☒ Improved access to transit stops or stations
- ☐ Other improvements:

Briefly describe transit improvements that will be provided as part of this project.
Elimination of the short weaving conditions on US 101 between the existing SB loop on-ramp and SB loop off-ramp will improve congestion on US 101 resulting in improved transit service through reduced travel times.

12. Will the proposed project result in delays to transit service, increase the distance or time a transit customer must travel to access a stop/station, or otherwise result in lower quality conditions for transit customers?

☒ No

☐ Yes. *If "Yes", please describe the situation, and indicate why this alternative was chosen.*

☐ Unable to answer this time. *If selected, please explain why:*

5-D: Motor Vehicles and Trucks/Freight

☐ **Check here if there are no roads within the project limits and skip to section 5-F.**

13. Are there truck routes within the project limits?

☐ No truck routes
☒ California truck route
☐ Local or County truck route

Please list any truck routes.

US 101 is listed on the National STAA Network.

14. What are the posted speeds within project limits?
Check all that apply.

☐ less than 25 mph
☐ 25 mph
☒ 30-35 mph
☐ 40-45 mph
☐ 45-50 mph
☒ greater than 50 mph

15. Briefly describe the improvements to motor vehicle and truck/freight infrastructure that are anticipated with the project.

See Project Description.

5-E: Traffic Operations and Lighting Systems

☐ **Check here if there are no signals within the project limits and skip to section 5-F.**

16. What traffic operations and lighting systems currently exist within the project limits?

Item	*Provided at all approaches to all signalized intersections*	*Provided at most approaches*	*Provided at fewer than half of the approaches*	*Not provided at any signalized intersections*
Passive Bicycle Detection (to actuate signals)	○	○	◉	○
Passive Pedestrian Detection (to actuate signals)	○	○	◉	○
Bicycle Adaptive Signals (to extend signals)	○	○	○	◉

Item	*Provided at all approaches to all signalized intersections*	*Provided at most approaches*	*Provided at fewer than half of the approaches*	*Not provided at any signalized intersections*
Pedestrian Adaptive Signals (to extend walk phase)	○	○	○	◉
Transit Signal Priority	○	○	○	◉

17. Briefly describe the improvements to traffic operations and lighting systems infrastructure that may be anticipated with the project.

With reconstruction of the interchange, existing signals and lighting systems will be removed and replaced. New installations will be per current standards including safety lighting and pedestrian level lighting.

5-F: Green Infrastructure and Storm Water Management Systems

18. What green infrastructure and storm water management systems exist within the project limits?

Infrastructure	*Provided throughout project limits*	*Provided in portions of project limits*	*Not provided*	*Not applicable*
Permeable Pavement	○	○	◉	○
Bioswales	○	◉	○	○
Street Trees/ Landscaping	○	◉	○	○

19. Briefly describe the improvements to green infrastructure and storm water management systems that may be anticipated with the project.

Landscape strips and street trees will be installed when unconstrained by existing or proposed facilities and acceptable to San Jose International Airport. Stormwater will be treated in Bioswales consistent with Caltrans' preferred stormwater management systems and the Construction General Permit and Regional Water Quality Board requirements.

5-G: Planning Guides and Design Manuals

20. What design standards, guidelines, and manuals have you/will you consult when designing the project?

- *Caltrans*

☒ Caltrans Highway Design Manual and associated Deputy Directives and Design Information Bulletins

☒ California Manual of Uniform Traffic Control Devices

- *American Association of State Highway Transportation Officials (AASHTO)*

☒ AASHTO Policy on Geometric Design of Streets and Highways

☒ AASHTO Guide for the Development of Bicycle Facilities

☒ AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities

☒ Highway Safety Manual

- *Institute of Traffic Engineers (ITE)*

☒ ITE Recommended Design Guidelines to Accommodate Pedestrians and Bicyclists at Interchanges

- *North American City Traffic Officials (NACTO)*

☒ NACTO Urban Bikeway Design Guide

☒ NACTO Urban Streetscape Design Guide

☒ NACTO Transit Street Design Guide

☒ NACTO Urban Street Stormwater Guide

- *Local*

☒ Local street standards

☒ Handbooks from the Santa Clara Valley Urban Runoff Pollution Prevention Program

☒ VTA Bicycle Technical Guidelines

☒ VTA Pedestrian Technical Guidelines

☒ VTA Community Design and Transportation Manual

21. Please list other design standards, guidelines, and manuals not listed above that you have/will consult when designing this project:

City of San Jose Complete Streets Design Guidelines.

PART 6: SAFETY

Purpose of this section is to document any existing safety issues of the project.

22. How many reported pedestrian, bicycle, and vehicle collisions have occurred within the project limits within the most recent available 3-year timeframe?

Type of Collision	*Total Injury*	*Total Fatal*	*Total Number*	*Timeframe*	*Data Source(s)*
Pedestrian-Involved Collisions	0	0	0	1/2015 – 12/2017	Caltrans TASAS
Bicycle-Involved Collisions	2	0	2	1/2015 – 12/2017	Caltrans TASAS
Motor Vehicle-Only Collisions	81	0	328	1/2015 – 12/2017	Caltrans TASAS

23. How does the project address, if at all, the safety of users within the project limits?

The project proposes use of a 35 mph design speed on De La Cruz Blvd with Complete Streets practices to improve driver awareness of and visibility of bicycles and pedestrians. “Squared-up” ramps utilize geometric constraints to reduce the speed of on-ramp movements. Bicycles and pedestrians will be grade separated

under the SB diagonal off-ramp and loop on-ramp. New signalized crossings are added where high-speed highway on-ramps existed. The short merge between the southbound loop off-ramp and southbound loop on-ramp will be eliminated.

Additionally, the project will replace the existing De La Cruz Blvd overcrossing structure, providing increasing vehicular clearance over 101 reducing risks of a vehicle strike. Additionally the new structure will provide resiliency in the event of a major seismic event, securing safe passage of users and emergency personnel.

PART 7: PLANNING CONTEXT

Purpose of this section is to understand the planning policy and context of the project.

24. Is the project design consistent with planning documents, locally adopted pedestrian, bicycle, transit, or other transportation plan or study that overlap the project limits?

☒ Yes ☐ No ☐ Not applicable

25. List relevant plan(s) and note consistency. If project is not consistent, please describe below:

The project is identified in the City's North San Jose Area Development Policy as a Major Roadway Project.

26. Please indicate if the project limits fall within the area covered by any of the following VTA planning documents.

Link brings you to the study.

☐ I-680 Corridor Study
☐ I-280 Corridor Study
☐ Pedestrian Access to Transit Plan
☒ Countywide Bicycle Plan
☐ Other VTA Plan (List below)

Community Based Transportation Plans (CBTP)
- ☐ Alviso CBTP
- ☐ East San Jose CBTP
- ☐ Gilroy CBTP
- ☐ Milpitas CBT

27. If you checked any plans from the last question, describe how the project supports VTA's plans.

Countywide Bicycle Plan: The US 101 / De La Cruz Blvd / Trimble Road Interchange was identified as a near-term Planned Freeway Interchange and as an "Unfriendly Freeway Interchange" in Figure 6-1: Across Barrier Connections (2017).

PART 8: PUBLIC INPUT

Purpose of this section is to document any public input and community engagement process..

28. Has input from existing/future bicycle, pedestrian, or transit users of the project been solicited?

☐Yes. *Briefly list how input was solicited. Include key user groups that were involved:*

Briefly list the major comment themes and describe how the project scope addresses these comments:

☒ No. *Please list planned outreach activities, below, and skip to Part 9.*

Outreach is planned through the PS&E Phase, led by VTA, however no meetings are currently scheduled.

29. How was input from the Bicycle and Pedestrian Advisory Committee (BPAC) or equivalent committee solicited?

Consider involvement from local, neighboring, or VTA BPAC.

☐ Presentation(s) at BPAC

☐ Invitation for BPAC members to participate in public outreach meetings, surveys, other outreach activities related to the project

☐ BPAC member(s) participated in working group, subcommittee or other group to provide input

☒ Others, please describe:

VTA will present to the VTA BPAC. Similar workshops and outreach efforts are proposed with City of San Jose's BPAC between the 35% and 65% Design Submittals.

30. How may the public comment on your project?

Public may provide comments or request more information on this project by contacting VTA's Community Outreach at 408-321-7575, (TTY) 408-321-2330, or community.outreach@vta.org.

PART 9: BUILT ENVIRONMENT

Purpose of this section is to assess the land uses and connections to users within proximity of the project.

31. Briefly describe the predominant land uses within the project limits.

In lieu of a description, a map of land use designations may be attached.

Predominant land uses adjacent to the project include the San Jose Airport, commercial and industrial.

32. List major sites, destinations, and trip generators within or immediately adjacent to the project limits.

In lieu of a list, a map of destinations may be attached.

San Jose Airport and Guadalupe River Trail.

PART 10: EXCEPTIONS TO PROVIDING COMPLETE STREETS

The expectation is that pedestrian, bicycle, and transit infrastructure or information technology systems identified in local, regional, or countywide planning documents will be incorporated into transportation projects receiving funding if they fall within the project limits.

However, exceptions will be considered where exceptional circumstances prohibit adherence to this policy. Infrastructure or technology that is identified in a local, regional, or county planning document may be

excluded from a transportation project in circumstances where:

- The cost of providing the Complete Streets element is disproportionate to the overall cost of the project, as set forth in the Federal Highway Administration *Accommodating Bicycle and Pedestrian Travel*.
- A roadway user is legally prohibited from using the transportation facility.
- There is an absence of existing and future need.
- Detrimental environmental or social impacts outweigh the need for the infrastructure or technology.

➔ **NOTE**: *Declaring an exception does not automatically disqualify a project from receiving 2016 Measure B funding. The purpose of the declaration is to publicly document the rationale behind design decisions.*

33. Check one:

☒ Project sponsor has no exceptions to declare.
☐ Project sponsor has determined that there is at least one exception where pedestrian, bicycle, or transit infrastructure, or information technology systems identified in local, regional, or countywide plan and falling within the project limits is not being incorporated in this project.

Please describe the exception, explain the justification for the exception, and provide supporting documents, if needed.

PART 11: SIGNATURE

Please review all answers in this form before signing.

Form must be signed by Public Works Director or equivalent senior staff or their designee. Signature indicates that the signee has reviewed the document and approved the content.

Signature	*Name/Title*	*Date*
Signature	Cassy Emoto, Dep. Director	3/7/19
	Name/Title	Date

EXHIBIT A

Project Vicinity Map
Route 101/De La Cruz interchange

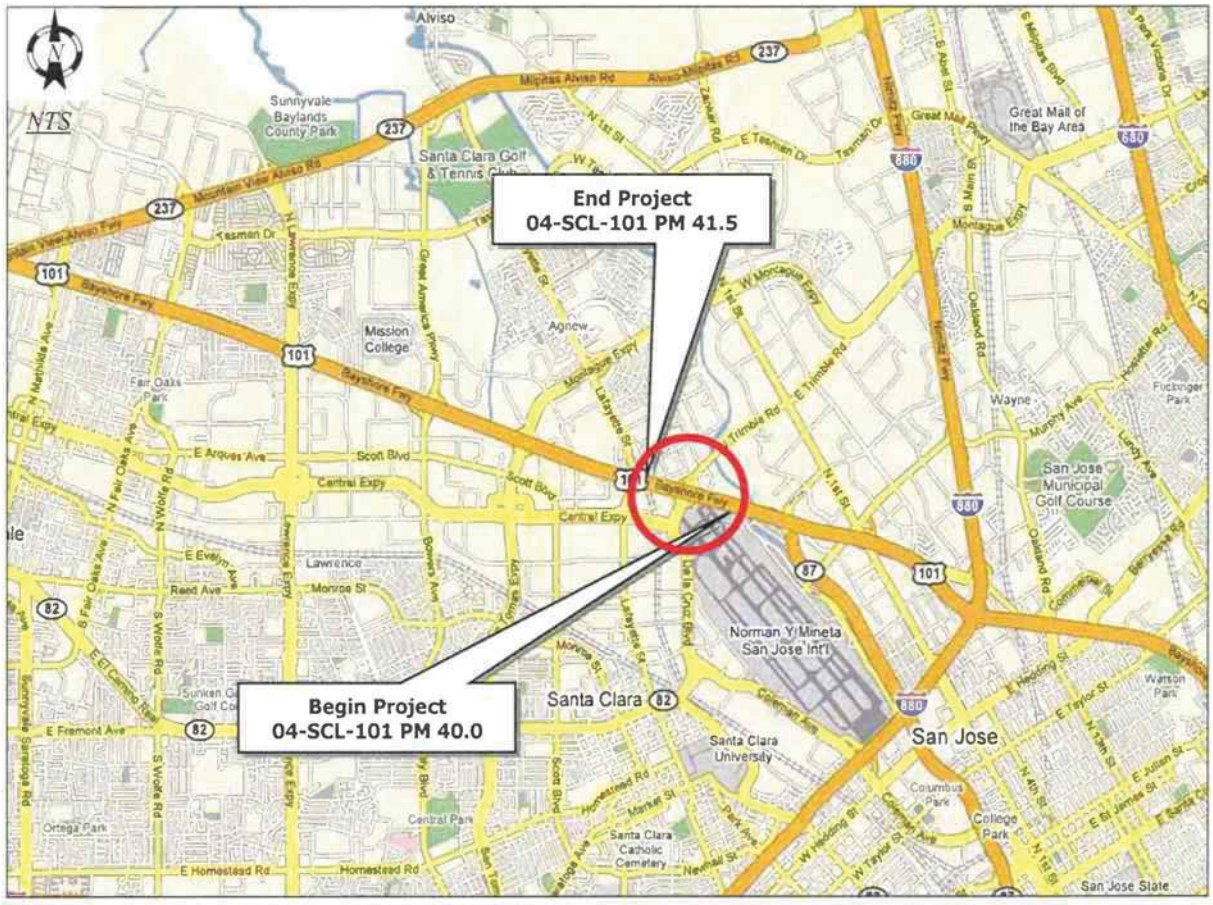

EXHIBIT B: TRANSIT MAP

US 101/De La Cruz Blvd./Trimble Rd. Interchange Improvement

Click on your bus route number/light rail station for detailed information.

- Local Bus Routes
- Community Bus Routes
- Limited Stop Bus Routes
- Express Bus Routes
- Rapid 522
- Route Terminus (final destination of specific route)
- Light Rail: Mountain View – Winchester
- Light Rail: Alum Rock – Santa Teresa
- Light Rail: Ohlone/Chynoweth – Almaden
- Free SJC AIRPORT FLYER
- Free Shuttles to Light Rail Stations
- Free Downtown Area Shuttle (DASH)
- Altamont Commuter Express (ACE)/ Capitol Corridor
- BART Line & Stations - Future
- Caltrain Line & Stations
- Active Carpool Lane
- Start/End of Carpool Lane
- AC Transit Bus Routes
- Dumbarton Express Bus Routes
- Highway 17 Express Bus Route
- Monterey to San Jose Express Bus Route
- SamTrans Bus Routes

N

0 1 km 1 mile