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 Adobe PDF". Click on "Options" and make sure "Enable Accessibility and Reflow with Tagged Adobe PDF" is on. 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)	City of San Jose

Person to contact regarding this form:

Name & Title	**Thuy Nguyen, Project Manager**
Email	**Thuy.Nguyen@sanjoseca.gov**
Phone	**(408) 975-3213**

PART 2: PROJECT INFORMATION

Project name	*US 101 I Blossom Hill Road Interchange Improvement*
Project limits **☒ map is attached**	*Map is attached. See Exhibit A.*
Project purpose & need (why?) *Be brief.*	*Purpose:* *• To improve traffic operations and improve accommodations and connectivity for pedestrians and bicyclists along Blossom Hill Road.* *Need:* *• Blossom Hill Road is a key connector between job locations, mixed-use housing and commercial development and recreational opportunities in an area where San Jose is focused on developing greater internalization of automobile trips, increase use oftransit and expanded active transportation.* *• Level-of-service deficiencies for existing andprojected conditions are*

	documented in environmental clearance documents for nearby projects and in the Edenvale Area Development Policy (EADP) updated April 2014. *• The configuration ofthe existing interchange and ramp intersections along Blossom Hill Road are not consistent with latest standards for accommodating balanced uses by vehicles, bicyclists and pedestrians.*
Project description (what?) *Be brief.*	*The US 101/Blossom Hill Road interchange project will make the following key improvements:* *• Construct a new overcrossing structure over U.S. 101 that will be constructed between the two existing overcrossing bridge decks to accommodate one additional lane oftraffic in each direction plus an eastbound dedicated lane leading to the northbound loop on-ramp.* *• Widen the existing southbound off-ramp to accommodate three right turn lanes and on left-tum lane.* *• Widen the existing northbound off-ramp to accommodate two left-tum lanes, one through lane, and one right-tum lane.* *• Reconfigure the eastbound approach to the Blossom Hill Road/northbound off-ramp/Coyote Road intersection will be to accommodate two left-tum lanes and two through lanes.* *• Widen Coyote Road on its east side to add a merge lane.* *• Modify the existing connector ramp from Monterey Road to eastbound*
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	5/17/2019

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	4 bicyclists/ pedestrians per pm peak hour Count Year: 2016 (Source: US101/Blossom Hill Road Interchange Improvements TOAR)
Pedestrian	◉ Yes ○ No ○ Unknown	◉ Yes ○ No ○ Unknown	◉ Yes ○ No ○ Unknown	4 bicyclists/ pedestrians per pm peak hour Count Year: 2016 (Source: US101/Blossom Hill Road Interchange Improvements TOAR)
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.*	Buses run on Monterey Rd: 42: 2 68: 57 (2017 Ridership Counts)
Motorist	◉ Yes ○ No ○ Unknown	◉ Yes ○ No ○ Unknown	◉ Yes ○ No ○ Unknown	Through the project area existing vehicle peak hour volumes are: SB 101 Diag. Off-Ramp: 1708 SB 101 Loop On-Ramp: 323 SB 101 Diag. On-Ramp: 285 NB 101 Loop On-Ramp: 1409

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.*
				NB 101 Diag. On-Ramp: 406 NB 101 Diag Off-Ramp: 642 NB 101: 4890 SB 101: 6022 Count Year: 2016 (Source: US101/Blossom Hill Road Interchange Improvements TOAR)
Heavy Vehicles	◉ Yes ○ No ○ Unknown	○ Yes ○ No ○ Unknown	◉ Yes ○ No ○ Unknown	Through the project area existing heavy vehicle peak hour volumes are: NB 101 Diag. On-Ramp: 31 NB 101 Diag. Off-Ramp: 41

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	Project bifurcates residential areas and the Oak Grove School District.
People 65 Years or Older	○ Yes ○ No ◉ Unknown	◉ Yes ○ No ○ Unknown	Project is adjacent to a Veteran Affairs Clinic.
People with Visual Impairments	○ Yes ○ No ◉ Unknown	◉ Yes ○ No ○ Unknown	Project is adjacent to a Veteran Affairs Clinic.
People with Auditory Impairments	○ Yes ○ No ◉ Unknown	◉ Yes ○ No ○ Unknown	Project is adjacent to a Veteran Affairs Clinic.
People with Mobility Impairments	○ Yes ○ No ◉ Unknown	◉ Yes ○ No ○ Unknown	Project is adjacent to a Veteran Affairs Clinic.

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

Improvements include a fully grade-separated bicycle andpedestrian facility eliminating conflicts with vehicles. Intersections will include current signalization standards ofexisting 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 existing 5-foot sidewalk on the norlh side ofBlossom· Hill Road will be replaced with a 10-foot to 12-foot wide Class I Bike/Pedestrian path. The path will begin at Monterey Road nearthe Xanders Crossing pedestrian overcrossing, cross under the southbound off-ramp and the southbound loop on-ramp with two shorl span undercrossing structures and connect to the norlh side ofthe existing overcrossing. The Class I Bike/Pedestrian path will cross overthe northbound diagonal on-ramp by constructing a truss type pedestrian overcrossing (POC), with an easterly approach consisting ofa shorl span concrete slab bridge and mechanically stabilized embankment (MSE) walls, and will connect to the existing sidewalk and bike lanes at the US 101 I Northbound Off-Ramp I Coyote Road intersection.

6. Will the project eliminate an existing pedestrian facility, sever an existing pedestrian connection, lengthen an existing pedestrian route or crossing, increase the time it takes for a pedestrian to cross a roadway, or otherwise result in lower quality pedestrian 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-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 bicycle infrastructure that are anticipated with the project.

In addition, the existing 5-foot sidewalk on the north side ofBlossom Hill Road will be replaced with a 10-foot to 12-foot wide Class I Bike/Pedestrian path. The path will begin at Monterey Road near the Xanders Crossing pedestrian overcrossing, cross underthe southbound off-ramp and the southbound loop on-ramp with two short span undercrossing structures and connect to the north side ofthe existing overcrossing.
The Class I Bike/Pedestrian path will cross overthe northbound diagonal on-ramp by constructing a truss type pedestrian overcrossing (POC), with an easterly approach consisting ofa short span concrete slab bridge and mechanically stabilized embankment (MSE) walls, and will connect to the existing sidewalk and bike lanes at the US 101 I Northbound Off-Ramp I Coyote Road intersection. The northbound diagonal on-ramp will be reconstructed at a lower profile to accommodate the POC crossing over it.

9. Will the project eliminate an existing bicycle facility, sever an existing bicycle connection, lengthen an existing bicycle route or crossing, increase the time 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?

Express line 121 run along US101 and Lines 42 and 68 run along Monterey Rd and Blossom Hill Rd through the project limits. Bus stoos are located within the project limits, along Monterey Rd.

☐ 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.

Bridge widening and ramp improvements will relieve congestion throughout the project area resulting in increased Level of Service and reduced travel times. The grade-separated bike/ped path removes barriers and improves access to transit stops.

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)	○	○	○	◉
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 meet current standards including safety lighting and pedestrian level lighting along the entirety of the bike/ped facility.

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.

Median trees will be installed where feasible within proposed improvements. Stormwater will be treated in Bioswales and Bioretention Basins consistent with Ca/trans and Santa Clara Valley Urban Runoff

Pollution Prevention Program (SCVURPPP) Provision C.3 requirements, respectively. Treatment will comply with 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	4	4	0	1/2015-12/2018	TIMS Database
Bicycle-Involved Collisions	3	3	0	1/2015-12/2018	TIMS Database
Motor Vehicle-Only Collisions	161	81	3	8/2012-7/2015	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 Blossom Hill Rd with Complete Streets practices to improve driver awareness of and visibility ofbicycles andpedestrians. Bicycles andpedestrians will be grade separated along the north side of Blossom Hill Rd eliminating all conflicts with the SB off-ramp, SB on-ramp, and NB on-ramps. Additionally, the project will retrofit the existing structure for resiliency in the event ofa major seismic event, securinq safe passaqe of users and emerqencv 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 Edenvale Area Development Policy as a Major Regional Transportation 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 I Blossom Hill Road Interchange was identified as "Demonstration Project" that represents a prototype for active transportation improvements which could be implemented at selected interchanges throughout Santa Clara County.

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:*

The project team participated in five public outreach events held during the development of the project including attendance at local neighborhood association meetings. Input was sought for the preferred bicycle and pedestrian alignment and aesthetic details. The project team walked the site with the President of the Coyote Creek Neighborhood Association

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

Alternative Alignments: The project studied three alternative bike/ped alignments which were explored with the community. Protection of the Community Landscaping: The project will minimize disruptions to this northwest quadrant of the Coyote Road intersection and maintain the decorative stone installed by the neighborhood association. Project Delivery: The community expressed a strong interest to have the project delivered: The City has accelerated the PS&E phase to begin construction sooner, once funding is identified.

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

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:

The team presented to the City of San Jose's Bicycle and Pedestrian Commission during the PA&ED phase while multiple bicycle alignments were under consideration.

30. How may the public comment on your project?

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 residential, commercial, industrial, and open space/park/ands.

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.

Coyote Creek Trail, Veteran Affairs Clinic, Xander's Crossing

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 his/her designee. Signature indicates that the signee has reviewed the document and approved the content.

Signature	Name/Title	Date
	JOHN RISTOW, DIRECTOR	8/9/19