



Date: January 28, 2015
Current Meeting: February 5, 2015
Board Meeting: N/A

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Planning and Program Development, John Ristow

SUBJECT: Great Streets: Complete Street Corridor Study

FOR INFORMATION ONLY

BACKGROUND:

The Complete Streets concept calls for public roads to be designed and built for the mobility and safety of all roadway users. Motorists, transit riders, bicyclists, and pedestrians of all ages and abilities must be able to move safely along and across our streets. VTA has long promoted elements of the multimodal, complete streets concept through its Community Design and Transportation Program, countywide plans, technical guidelines, and funding programs to support incremental improvements for bicycle, pedestrian and public transit along existing roadways.

In line with these efforts, VTA is proposing to conduct a series of corridor studies to implement the complete streets concept along select transportation roadways in Santa Clara County. This major planning effort, called the Great Streets Corridor Study, is a partnership between VTA and Member Agencies to transform select transportation roadways into high-quality, multimodal streets that prioritize bicycle, pedestrian and transit travel while still serving motorists. VTA is proposing to lead this collaborative planning process to better coordinate localized planning efforts on corridors that cross multiple jurisdictions. Each corridor study will include planning and conceptual design work to improve one or more of the preferred alternative modes along the corridor (i.e. bicycle, pedestrian, and/or transit), and may result in a number of recommended improvements for transit operations, pedestrian and bicycle safety and connectivity, transit travel time, transit rider amenities, and/or traffic calming measures. The expected outcome of this planning effort is to provide Member Agencies with a completed plan that can be implemented as capital funding becomes available or as redevelopment occurs and cities are able to condition these improvements as part of approval.

DISCUSSION:

VTA has identified a preliminary list of potential corridors to study (Table 1 and Attachment A). These candidate corridors were identified based on factors including geographic and demographic equity; regional significance; connections to major destinations such as shopping, employment and school centers; core transit routes; and major bike corridors.

Table 1 - Candidate Corridors to Study

#	Corridor	Rough Extents	Length (Mile)	Transit Route(s)	Jurisdiction
1	Tasman	N. Fair Oaks to Main Street	5.8	200, 55, 321, 121, 902, 901, 58, 140, 330, 825, Great America Transit Center	Sunnyvale, Santa Clara, San Jose, Milpitas,
2	Bascom	Santa Clara to Campbell (880 to 85)	5.9	61, 62, 26, 49,25	San Jose, Campbell, County
3	Keyes/Story	1 st Street. to E Capitol Expy	3.5	25, 73	San Jose
4	Middlefield	Whisman to County line in Palo Alto	7.1	32, Middlefield LRT station	Mountain View, Palo Alto
5	Los Gatos Blvd	SR 85 to Main Street	2.5	49	Los Gatos
6	1 st Street (Gilroy)	Santa Teresa Blvd to Monterey St.	1.5	19	Gilroy
7	Berryessa Rd.	US 101 to I-680	1.9	62, 65, 66, 61, Berryessa BART	San Jose
8	Winchester Blvd	Winchester Transit Center to Moorpark	2.6	60, 48, 101	San Jose, Campbell
9	Rengstorff	Central Expy to US 101	1.2	34, 40	Mountain View
10	Scott/Arques	N Fair Oaks to Walsh	3.3	304, 822, 58, 827, 60	Santa Clara, Sunnyvale
11	Coleman	Guadalupe River Trail to Brokaw	2.1	10, 304, 61, 62, Santa Clara Caltrain station, Future BART station	San Jose, Santa Clara
12	Saratoga Avenue	280 to San Jose city limit (Prospect)	2.3	57, 58	San Jose

VTA presented the concept of the Great Streets Corridor Study at the October 28th CIP Working Group and November 13th Technical Advisory Committee meetings. VTA also met with individual city staff to request feedback on the 12 preliminary corridors identified for potential analysis and to understand the cities' planning priorities and level of interest in partnering with VTA in this effort. Based on input received from these meetings, three corridors were selected to move forward for potential funding through available planning grant programs: Story/Keyes, Bascom and Tasman.

In October 2014, VTA worked with City of San Jose to submit the Story/Keyes Corridor Study for the Caltrans Planning Grant opportunity, highlighting benefits of complete streets improvements in a corridor located in an environmental justice community. The funding recommendations for this grant are expected to be announced in January 2015. In December 2014, the Priority Development Area (PDA) planning grant call-for-projects was released. VTA

is planning to submit both the Bascom and Tasman corridors for this funding opportunity in partnership with the cities of San Jose and Campbell and the County, and the cities of Sunnyvale, Santa Clara, San Jose and Milpitas, respectively.

NEXT STEPS:

As more funding opportunities become available in the future, VTA will work with the cities to determine which corridor from the candidate list to move forward based on the timing and relevancy of the grant program, availability of staff resources, and level of interest from participating Member Agencies.

ADVISORY COMMITTEE DISCUSSION:

The Committee for Transit Accessibility (CTA) deferred this item at the January 14, 2015 meeting.

The Citizens Advisory Committee (CAC) received this information item at the January 14, 2015 meeting and provided no comments.

The Bicycle and Pedestrian Advisory Committee (BPAC) received this information item at the January 14, 2015 meeting. The Committee members inquired if Hale/Santa Teresa corridor and Homestead Road were considered for potential analysis. Staff responded that the list of candidate corridors is preliminary and can be modified over time.

Members of the Committee noted the following: 1) corridors #8 and #12 should be extended further; 2) candidate corridors do not connect with one another; 3) asked what factors were considered in the corridor selection; 4) queried why El Camino Real was not in the list of potential corridors; and 5) requested staff to provide another update in a few months. Staff responded that the corridor selection is based on land use and transportation factors including core bike and transit routes and major land use attractors. Staff added significant investments have been made along the El Camino Real corridor and this study will focus on other opportunity areas.

The Policy Advisory Committee (PAC) deferred this item at the January 15, 2015 meeting.

STANDING COMMITTEE DISCUSSION:

The Congestion Management Program & Planning Committee (CMPP) received this information item at their January 22, 2015 meeting. Committee Members noted the following: 1) City of Sunnyvale is appreciative of a study focused on the Tasman corridor due to the density around the light rail stations, access needs to 49er stadium, incomplete sidewalks and pedestrian conflict in an already constrained corridor; 2) asked what criteria is used to determine how locations are selected in terms of geographic balance and needs in other areas; 3) inquired why Alum Rock corridor was not included on the list; and 4) requested the Story/Keyes corridor to be extended further east. Staff responded that the list can be modified to add new or revise existing corridors. Corridor selection is based on the suitability of the corridor to compete for available grant funds and consideration of VTA and the cities' planning priorities. Staff will continue to look for

available grant funding to move other corridors forward and position these plans for future capital funding. The Committee recommended placing this item on the Board's consent agenda for February 5, 2015.

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