CHAPTER THREE

RECOMMENDATIONS

Recommendations

This section provides a set of recommended projects, programs, and polices that were informed by the WSJ MTIP's vision, goals, existing conditions analysis, and community outreach process. These recommendations will greatly advance multimodal accessibility and enhance transportation safety in San José.

The recommendations in this chapter are grouped into two categories:

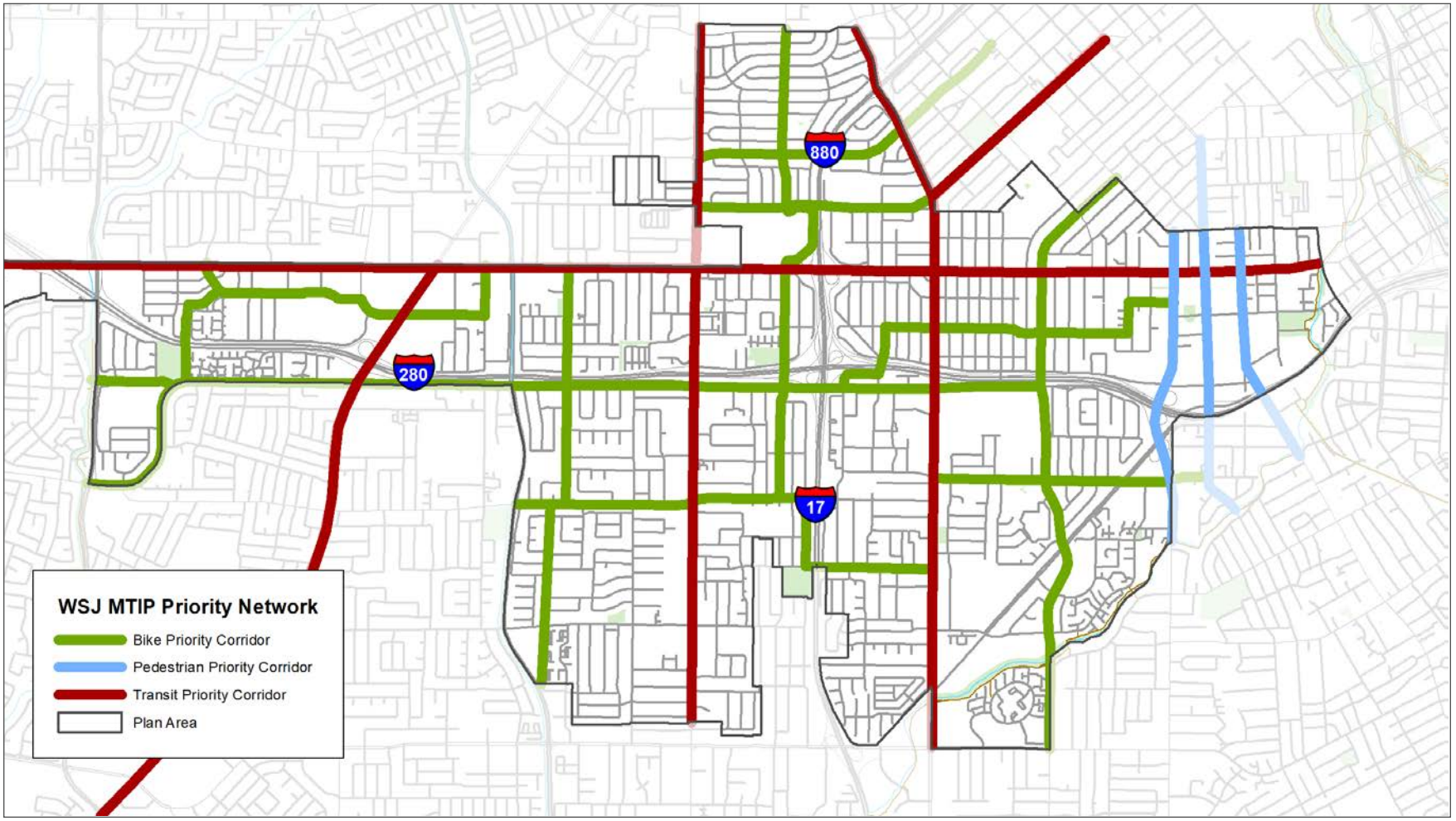
- Projects: recommended infrastructure improvements that are presented through a network-based approach.
- Programs and Policies: recommended activities or strategic initiatives that we can achieve through future planning efforts.

PROPOSED MULTIMODAL IMPROVEMENT PROJECTS: NETWORK INVESTMENTS FOR IMPACTFUL OUTCOMES

The WSJ MTIP uses a network improvement approach to best meet the City of San José's climate and transportation goals and to address the community's transportation safety and multimodal access needs. Each network recommendation is made up of a proposed set of street improvement projects which have been assigned high level design considerations based on community preference and the technical expertise of DOT staff. Further planning efforts and design considerations will need to be completed on a project-by-project basis. Each network recommendation determines the role the street should play within the WSJ MTIP area and the degree to which various travel modes may be prioritized. The network types do not exclude other multimodal improvements being made, they simply establish a modal priority for when physical and fiscal constraints impact project design.

Network types include transit priority streets, pedestrian priority streets and bicycle priority streets, which seek to prioritize transit use, pedestrian friendliness, and safe and accessible bicycle use, respectively. These network types also align with San José's Urban Village Major Strategy, which envisions a land-use pattern with mutually supportive active transportation and transit systems to provide "active, walkable, bicycle-friendly, transit-oriented, mixed-use urban settings for new housing and job growth attractive to an innovative workforce and consistent with the Plan's environmental goals." When combined, these multimodal networks create access, mobility, and opportunity for people who live, work and spend time in West San José.

Figure 16 - WSJ MTIP Multimodal Priority Network



TRANSIT PRIORITY NETWORK RECOMMENDATIONS

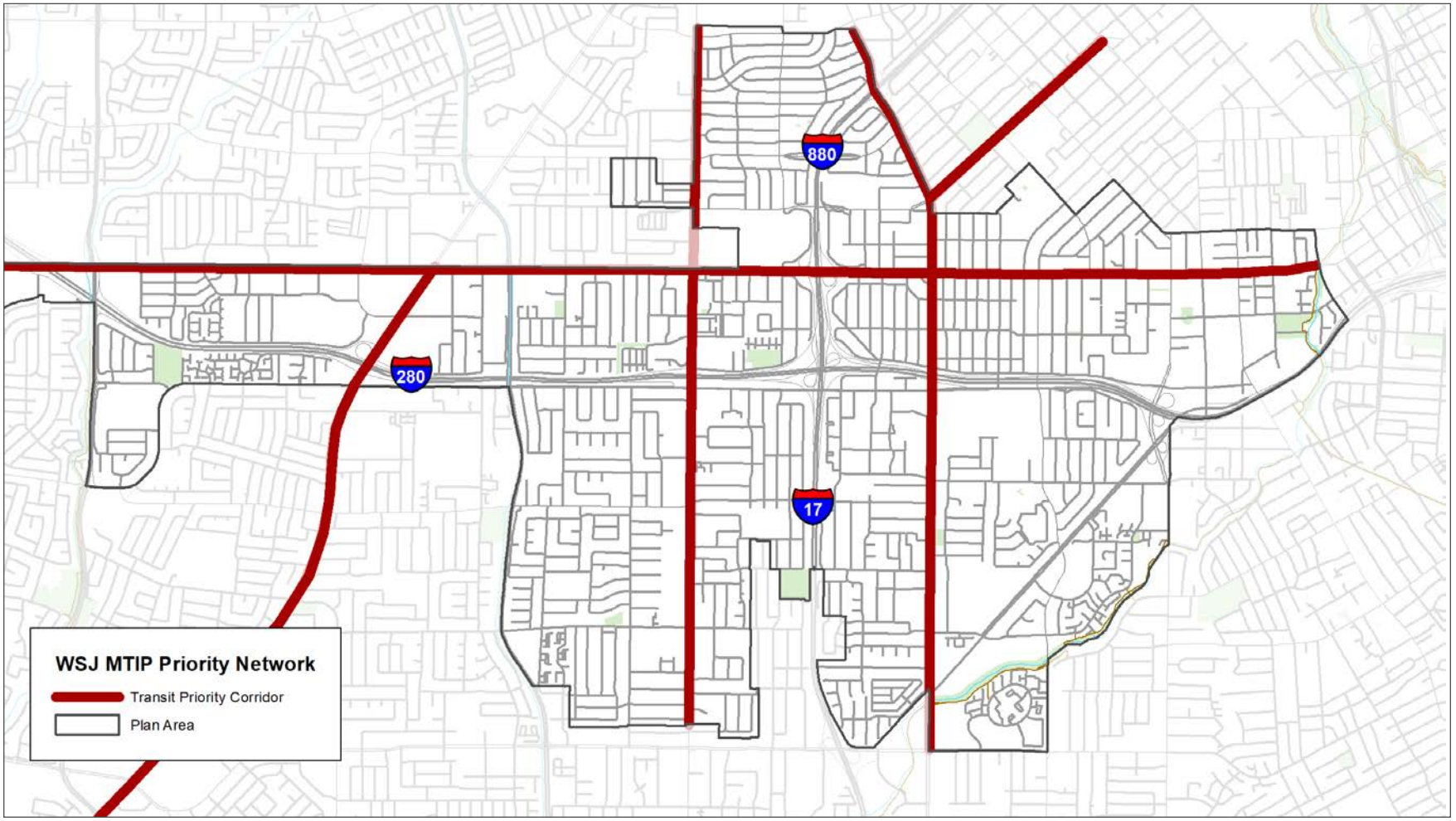
Investing in transit is one of the most impactful things the City can do in West San José to increase access and mobility and reach our long-range climate and mode-shift goals. DOT staff heard throughout the WSJ MTIP outreach process that many community members do not see current transit services as a viable option. Community members shared that transit was often slow, infrequent, hard to access, and did not always serve the destinations they were trying to reach. When conducting technical analysis, DOT staff also found that leaving transit "as is" in West San José would greatly limit our ability to achieve our mode-shift goals.

VTA is the transit provider and operator for public transportation in Santa Clara County and is responsible for day-to-day bus and light rail operations. The City of San José understands that although it has limited influence on the operations of transit, it does have a significant role in the success of transit operations based on the design of its city streets. The citywide Move San José plan identified actions that the City can take to support the transit network as key to meeting its goals.

Recognizing the critical role transit plays in the lives of San Joseans, San José adopted a Transit First Policy in August of 2022. This policy clarifies the roles, responsibilities, and commitments of both VTA and the City to support and expand transit ridership and viability in the South Bay. The policy outlines where and how to prioritize transit vehicles on city streets via a toolkit of technological and physical infrastructure improvements. Similarly, the policy highlights the importance of rider-focused decision making and the key investments to improve people's safety, convenience, and dignity while riding, accessing, and waiting for transit.

The WSJ MTIP proposes the following transit priority network for West San José by recommending the following transit priority projects and general transit improvements.

Figure 17 - WSJ MTIP Transit Priority Network



RECOMMENDED TRANSIT PRIORITY PROJECTS

The following transit priority projects are recommended to achieve our transportation goals and fulfill community needs. These transit priority projects prioritize reliable transit and promote the development of vibrant active corridors through investment in multimodal improvements. Each project highlights various multimodal improvements that should be implemented as part of the transit priority network.

STEVENS CREEK BOULEVARD VISION STUDY AND TRANSIT PRIORITY PROJECT

Design and implementation of the Stevens Creek Boulevard Vision Study, in coordination with the cities of Santa Clara and Cupertino, VTA, and the County of Santa Clara. Explore the feasibility of a high-capacity transit line to serve the corridor as submitted by the corridor partners and adopted in Plan Bay Area 2050.

WINCHESTER BOULEVARD TRANSIT PRIORITY PROJECT

Explores the feasibility of establishing a “flex lane” that can be used for either parking or transit, depending on the time of day, to allow for faster, more reliable transit service during peak hours. This project will also explore the implementation of protected bike lanes from Hamilton Avenue to Stevens Creek Boulevard. Features such as transit boarding islands, bus stop improvements, new pedestrian crosswalks, new sidewalks to address sidewalk gaps, green infrastructure and landscaping, and pedestrian-scale lighting will also be implemented along the corridor.

BASCOM AVENUE COMPLETE STREET PROJECT

Complement VTA's Bascom Avenue Complete Street Project with additional transit-first improvements such as transit signal technology, wayfinding, and bus stop improvements.

NAGLEE AVENUE TRANSIT PRIORITY PROJECT

Provide high-visibility pedestrian crossings, pedestrian countdown timers, and accessible pedestrian signals (APS) at signalized intersections. Also provide transit signal priority, bus boarding islands, bus shelters and benches, pedestrian scale lighting, and real time arrival information at all bus stops. Bike safety improvements will be made where feasible with a goal of creating a street where people of all ages and abilities can ride bikes safely.

SARATOGA AVENUE TRANSIT PRIORITY

Design and implement a transit-first project in coordination with the cities of Santa Clara, Saratoga, and Cupertino, VTA, and the County of Santa Clara. This project will utilize San José's Transit First Policy to implement transit-first improvements such as transit bulbs, transit islands, intersection safety upgrades, and bus stop improvements. Saratoga Avenue is also a Vision Zero corridor so transportation safety improvements will be explored corridor wide with a focus on features that enhance safety for people walking, biking, and taking transit.

TRANSIT IMPROVEMENT STRATEGIES

The following strategies are just some of the treatment recommendations that will be used in transit priority projects where feasible, and throughout the West San José MTIP area where transit is present, to support holistic improvements to the transit system. These recommended treatments were popular during community outreach and are considered best practice in transportation planning. These treatments will encourage transit ridership, increase transit availability and speed, and create a transit environment that is safe, sustainable, and enjoyable. For more information on transit improvement strategies please refer to San José's Transit First Policy. Treatment recommendations below have been informed by the Transit First Policy and San José's Complete Streets Design Standards and Guidelines.

DEDICATED BUS LANES

A travel lane on a public road reserved for the exclusive use of transit and emergency vehicles. In some cases, right-turning movements for private autos can be accommodated at intersection approaches. These lanes can be either side-running or center-running and can be separated / delineated either with hardscape (i.e., concrete curbs or plantings) or quick-build materials such as paint and plastic posts.

BUS RAPID TRANSIT

According to the Federal Transit Administration, bus rapid transit (BRT) is a high-quality bus-based transit system that delivers fast and efficient service that may include dedicated lanes, busways, traffic signal priority, off-board fare collection, elevated platforms, and enhanced stations. Because BRT contains features like a light rail or subway system, it is often considered more reliable, convenient, and faster than regular bus service. With the right features, BRT can avoid the delays that slow regular bus services, like being stuck in traffic and queuing to pay on board.

SAFE ROUTES TO TRANSIT

Street features to improve ease, safety, and directness of access to transit boarding areas. This includes larger sidewalks, intersection safety improvements, bike safety and access improvements, crosswalks, pedestrian lighting, and shade trees.

SHUTTLE PROGRAM

Fixed or on-demand transit services that operate across a smaller service area and provide fixed route, flexible route or door-to-door service. This type of transit service can be implemented in many ways and can create easier first- and last-mile connections to regional transit hubs, community services, retail corridors, and healthcare providers.

TRANSIT SIGNAL PRIORITY

Priority at traffic signals is given to transit vehicles to allow for expedited through travel of transit vehicles by reducing the frequency and duration of stops at signals. This technology is applicable to transit vehicles traveling in either direction along a route regardless of frequency.

TRANSIT QUEUE JUMPS

A designated area of public road reserved for the exclusive use of transit vehicles to enable passing of stopped or queued non-transit vehicles. This typically occurs at an intersection approach and allows a transit vehicle to pass queued private autos waiting at a traffic signal.

BETTER BUS STOPS

Making the area where transit riders wait inviting and safe. This includes shade trees and bus shelters, large waiting areas free of obstruction, amenities like benches, real-time arrival displays, lighting, bike parking, and other treatments such as transit bulb-outs, etc.

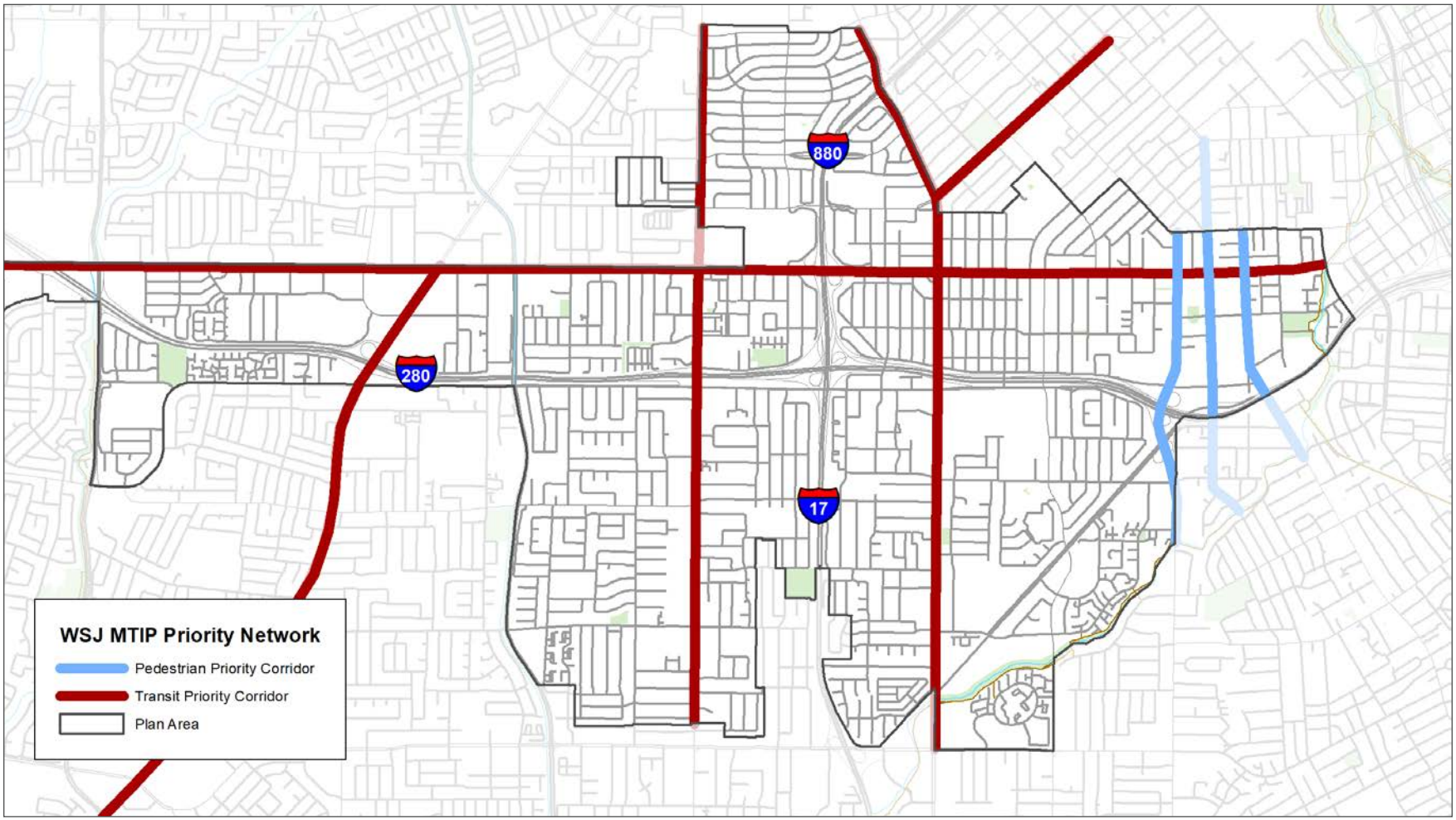
PEDESTRIAN PRIORITY NETWORK RECOMMENDATIONS

Pedestrian priority streets are walking streets, meant for strolling, shopping, dining, and communing. These streets provide high-quality pedestrian environments through both physical features such as shaded and accessible sidewalks, and active frontages including dining, retail, and parklets. These streets are appropriate as both major pedestrian thoroughfares and smaller linking streets in high pedestrian and commercial areas. Street design should aim to increase safety and lessen environmental impacts on pedestrians.

Being able to walk safely and comfortably is an essential part of a successful transportation system. West San José has many destinations such as shopping centers, parks, and schools that are well within walking distance of residential areas. Unfortunately, pedestrians are disproportionately the victims of traffic collisions in San José and community members shared that they often do not feel safe walking to transit or nearby locations. We must make walking a viable and enjoyable transportation option in West San José.

The WSJ MTIP approaches pedestrian projects in two ways: first, through the establishment of pedestrian priority corridors and second, through the recommendation of general pedestrian safety improvements with a focus on holistic neighborhood safety improvements and safe routes to transit. Along with these designated pedestrian priority corridors, all transit priority projects will also include pedestrian-centered improvements such as intersection safety improvements, lighting at bus stops and intersections, benches, shelters, and landscaping.

Figure 18 - WSJ MTIP Pedestrian Priority Network



PEDESTRIAN PRIORITY PROJECTS

The following pedestrian priority projects are recommended to fulfill community needs and achieve our transportation goals. These projects will implement various strategies to provide a safe and enjoyable environment for walking no matter the purpose - walking to work, school, grocery store, bus stop, or for leisure and exercise. All pedestrian priority corridors should have sidewalks on both sides of the street, marked crosswalks with high-visibility features wherever possible, lighting at intersections, bus stops, and landscaping along the route. More information on design and implementation considerations for these projects can be found in San José's Complete Streets Design Standards and Guidelines Street Design Guidelines.

LINCOLN AVENUE PEDESTRIAN PRIORITY PROJECT

This project will enhance the intersections at San Carlos Street and Auzerais Avenue to make them more pedestrian friendly. This should include adding missing marked crosswalks on all approaches of signalized intersections, pedestrian signal improvements, and bulb-outs where feasible. The project will also include pedestrian environment improvements under Highway 280. Other improvements include protected Class IV bike lanes, boarding islands, benches, shelters and lighting at all bus stops, as well as a raised median and landscaping when feasible.

RACE STREET PEDESTRIAN PRIORITY PROJECT

This project will enhance the street and key intersections to make them more pedestrian friendly. It will also enhance pedestrian crossings under Highway 280 and improve connections to the Los Gatos Creek Trail. Other pedestrian safety improvements include high-visibility pedestrian crossings at all crosswalks, pedestrian countdown timers, and audible pedestrian signals, as well as a raised median with landscaping where feasible. Placemaking features will be implemented based on future planning efforts to enhance the pedestrian experience. Bike safety improvements will be upgraded where feasible with a goal of creating a street where people of all ages and abilities can ride bikes safely.

MERIDIAN AVENUE PEDESTRIAN PRIORITY PROJECT

This project will improve pedestrian connection between Parkmoor Avenue and Fruitdale Avenue by adding sidewalks and other pedestrian improvements. It will also enhance intersections at San Carlos Street, Parkmoor Avenue, and Fruitdale Avenue to make them more pedestrian friendly and improve the connection to Los Gatos Creek. Bike safety improvements will be completed where feasible with a goal of creating a street where people of all ages and abilities can ride bikes safely. Transit infrastructure improvements such as boarding islands, benches, shelters and lighting at all bus stops, as well as a raised median and landscaping will be implemented where feasible.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PEDESTRIAN NETWORK IMPROVEMENT STRATEGIES

The following strategies are treatment recommendations that should be pursued throughout the WSJ MTIP area where feasible to support holistic improvements to the pedestrian priority network and encourage more people to walk. These strategies will create safe and accessible routes to connect neighborhoods to major trip destinations like schools, groceries, shopping etc. and create a safe and enjoyable environment for people to enjoy walking for recreation as well as a mode of transportation. More information on design and implementation considerations for these improvements can be found in San José's Complete Streets Design Standards and Guidelines and Traffic Calming Policy.

SPEED HUMPS

Speed humps are vertical traffic calming devices intended to slow traffic speeds on low volume, low speed roads.

FILL SIDEWALK GAPS

There are locations within the WSJ MTIP area that lack complete sidewalks. This is an especially pronounced issue in former and current county pockets, like portions of the Buena Vista and Winchester Orchard neighborhoods. Some sidewalk gaps require acquiring private property, rebuilding curbs and utilities, and other extensive civil work. Regardless, it is critical to fill these gaps for safe, complete and accessible walking routes.

RAISED CROSSWALKS

Raised crosswalks are another form of vertical traffic calming device. When used, these are generally placed where a residential street intersects with a major street or at mid-block crossings to reduce traffic speeds and provide a safe place for pedestrians to cross the street. These are generally installed in conjunction with high-visibility crossing signs.

BULB-OUTS

Bulb-outs (also called curb extensions) extend the sidewalk into the roadway to narrow the roadway, shorten the crossing distance, and provide additional pedestrian space and visibility at key locations. They can be placed at intersections or midblock.

PEDESTRIAN SIGNAL IMPROVEMENTS

This includes various traffic signal changes to prioritize pedestrians, including pedestrian countdown signals, leading pedestrian intervals (LPI), increased crossing times, and accessible pedestrian signals. Pedestrian countdown signals add a lighted timer following the “walk” signal at intersections so people can see how long they have to cross the street. Leading pedestrian intervals (LPIs) are a change to traffic signal timing that give pedestrians the “walk” signal at least three seconds before drivers get a green light. LPIs increase visibility for pedestrians and reduce the chances of a collision with turning vehicles. Increased crossing time adjusts the signal timing at intersections to give pedestrians more time to cross the street.

HIGH-VISIBILITY CROSSWALKS

High-visibility crosswalks are easier for drivers to see. They also bring awareness to the potential for pedestrian crossings, particularly where a standard crosswalk might not get noticed due to roadway geometry or visual clutter. High-visibility crosswalks are generally installed on major streets, mid-block crossings, school crossings or at uncontrolled intersections without a stop sign. At these crossings, normal marked crosswalks may need to be enhanced due to high traffic speeds and volumes or reduced visibility due to parked cars and other obstructions.

PEDESTRIAN REFUGE ISLANDS

Wide roads, especially with more than two lanes of traffic on each side, can be challenging for pedestrians to cross due to long crossing distances. These intersections can be especially challenging for seniors and people with physical disabilities. Pedestrian refuge islands provide a safe place for pedestrians to wait in the median so they can cross one side of the road at a time.

MID-BLOCK CROSSINGS

Mid-block crossings allow pedestrians to safely cross a street without having to walk to a nearby intersection on longer blocks.

GREEN INFRASTRUCTURE

Green infrastructure creates opportunities to improve air quality, combat the urban heat island effect, and capture storm water in a more sustainable and effective way compared to traditional impermeable street infrastructure. Treatments such as bioretention planters, bioretention swales, storm water trees, and permeable pavement can be integrated into a street’s project to increase transportation safety goals while also helping the environment.

PLACEMAKING RECOMMENDATIONS

In addition to the pedestrian network improvement strategies, the following placemaking strategies will also be pursued along pedestrian priority corridors. Placemaking is a multi-faceted approach to the planning, design, and management of public spaces. Placemaking capitalizes on a local community's assets, inspiration, and potential, with the intention of creating public spaces that promote people's health, happiness, and well-being.

SLOW STREETS

Slow streets reduce traffic volume and speed to a minimum so that people can walk, bike, and have fun freely. This is generally achieved by restricting through traffic but allowing local access at a reduced speed limit. Quick-build materials are used to narrow the street and encourage slower driving speeds.

PEDESTRIAN-SCALE LIGHTING

Streetlights are primarily intended to illuminate paved streets. Similarly, pedestrian-scale lighting shines on pedestrians and the sidewalk, making people walking more visible to each other and cars. These lights are usually located closer to ground level and spaced at distances that make the walking path clear and easy to see down.

WAYFINDING

Wayfinding refers to the signs and other devices and markings that help people navigate around the city. Wayfinding systems should encourage walking and transit use by providing directional information for those modes and adopting the pedestrian perspective. Wayfinding works with other visual cues to help people orient themselves and provide confidence in navigating the geography of a city. Wayfinding can increase people's comfort in choosing to walk when they understand a destination's proximity.

PUBLIC ART

Public art in all its different forms helps make cities more livable. Public spaces that feature art promote city streets as a place to be rather than just a place to pass through.

PUBLIC PLAZAS

Public plazas are places that combine all the other placemaking strategies into one public space that encourages people to walk, bike, socialize, play, and recreate.

PARKLETS

Parklets allow on-street parking spaces to be turned into gathering spaces such as small parks or outdoor dining spaces. Parklets became extremely popular during the pandemic and helped businesses stay open by providing a safe outdoor space for customers to gather or dine.

BIKE PRIORITY NETWORK RECOMMENDATIONS

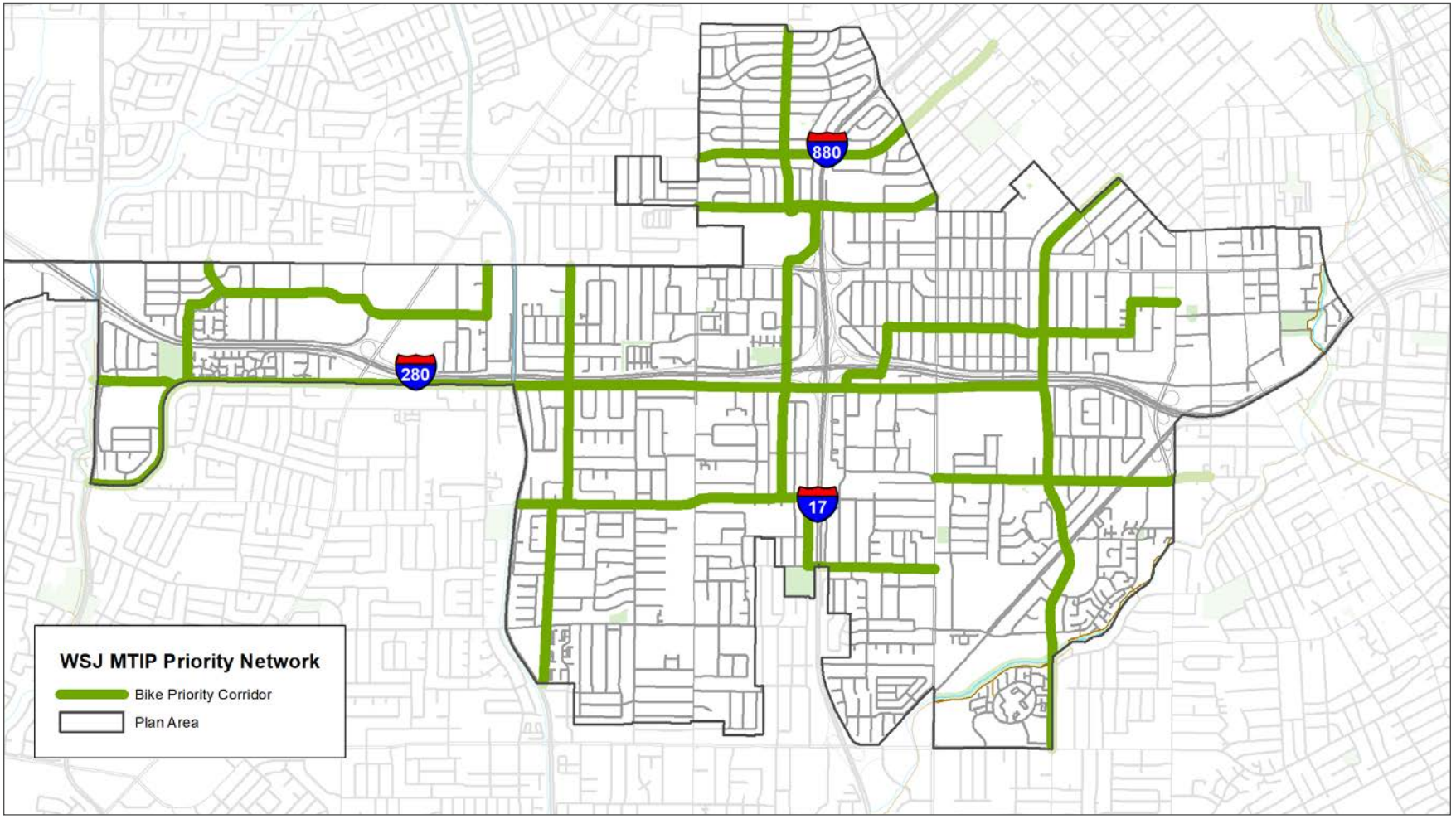
In 2020, the San José City Council adopted “San José’s Better Bike Plan 2025.” The plan seeks to make bicycling safe and convenient for all ages and abilities in all parts of the city. This will be accomplished by building new bikeways, enhancing existing bikeways, and implementing supportive programs and policies. The bike plan is centered on “quick -build” bike lane implementation that leverages the City’s pavement maintenance program to design protected bike lanes quickly and cheaply. The WSJ MTIP furthers the bike plan’s recommendations by recommending long-term improvements that create safe, comfortable, and enjoyable protected bike lanes, bike boulevards, and general traffic safety improvements wherever possible.

With the adoption of Better Bike Plan 2025, the City has substantially moved toward the goal of a complete citywide bikeway network. The implementation of the bike plan will help achieve the transportation vision for West San José, in coordination with VTA’s Countywide Bike Plan, and bike plans and projects in the cities of Cupertino, Santa Clara, and Campbell.

San José DOT is already implementing projects and programs defined in Better Bike Plan 2025 and the WSJ MTIP proposes to add to and expand the corridors defined in the general plan as On-Street Primary Bicycle Facilities to accomplish the following:

- Improve consistency between Better Bike Plan 2025 and the General Plan;
- Incorporate the proposed Cross-County Bike Facilities included in VTA’s Bike Plan;
- Align San José’s bike network with the bicycle facilities included in Cupertino and VTA’s Santa Clara Countywide Bicycle Plan; and most importantly Incorporate community needs and values into the WSJ MTIP.

Figure 19 - WSJ MTIP Bike Priority Network



BIKE PRIORITY PROJECTS

The following bike priority projects are recommended to improve the bicycle network throughout West San José and fulfill community needs. These projects include both bike boulevards and protected bike lanes. Bike boulevards are ideal for low-speed and low-volume residential streets. Bike boulevard projects will implement traffic calming strategies to reduce traffic speeds to 20 mph or less. Potential measures to slow traffic and achieve target speeds may include traffic circles, bulb-outs, diverters, speed humps, and other traffic calming elements where feasible. Protected bike lanes are more suitable for streets with higher traffic volumes and higher average speeds. A buffer and physical barrier between bike lanes and motor vehicle lanes is necessary to improve safety and encourage people to use the bikeway. More information on design and implementation considerations for these projects can be found in San José's Complete Streets Design Standards and Guidelines and Traffic Calming Policy.

PHELPS AVENUE BIKE BOULEVARD

Speed humps are vertical traffic calming devices intended to slow traffic speeds on low volume, low speed roads.

MITTY WAY BIKE BOULEVARD

Bike boulevard designation for corridor extent with signage and marking. Target design speed maximum 20 mph. Enhance intersections at Moorpark Avenue and Lawrence Expressway to Saratoga Creek Trail.

CYPRESS AVENUE BIKE BOULEVARD

Bike boulevard designation for corridor extent with signage and marking. Target design speed maximum 20 mph. Enhance intersection at Moorpark Avenue and overcrossing signage. Crosswalk at Williams Street.

SCOTT STREET BIKE BOULEVARD

Bike boulevard designation for corridor extent with signage and marking. Target design speed maximum 20 mph. Enhance intersections at Leigh, Leland, and Bascom avenues.

ALBANY DRIVE/ KIELY BOULEVARD BIKE PRIORITY PROJECT

- Kiely Boulevard and Albany Drive: Class II, enhance intersections such as Saratoga Avenue and Stevens Creek Boulevard
- Kiely Boulevard and Boynton Avenue, east of Saratoga Avenue: Bike Boulevard designation for corridor extent with signage and marking. Target design speed maximum 20 mph.

SHASTA AVENUE/LEIGH AVENUE BIKE PRIORITY PROJECT

Bike boulevard designation for corridor extent with signage and marking. Target design speed maximum 20 mph. Enhance intersections at Moorpark Avenue and Lawrence Expressway to Saratoga Creek Trail

FRUITDALE AVENUE BIKE PRIORITY PROJECT

Protected Class IV bike lanes and permanent transit boarding islands. Benches, shelters and lighting at all bus stops. Pedestrian safety improvements shall be made in coordination with the City's Vision Zero strategies for the corridor.

FOREST AVENUE BIKE PRIORITY PROJECT

Lane reduction and Class IV bike lanes. Add sidewalks under I-880. Bus boarding islands, benches, shelters, and lighting added where necessary. Enhance intersection at Naglee Avenue.

MONROE STREET BIKE PRIORITY PROJECT

- Between I-280 and Stevens Creek Boulevard: Protected Class IV bike lanes
- Bike boulevard south of I-280: Bike boulevard designation for corridor extent with signage and marking. Target design speed maximum 20 mph. Pedestrian environment improvements on I-280 overcrossing

HEDDING STREET BIKE PRIORITY PROJECT

Protected Class IV bike lanes. Lighting and pedestrian environment improvements under I-880. Enhance intersections at Bascom Avenue and Winchester Boulevard.

WILLIAMS ROAD BIKE PRIORITY PROJECT

- West of Winchester Boulevard: Protected Class IV bike lanes and permanent transit boarding islands. Benches, shelters, and lighting at all bus stops
- East of Winchester Boulevard: Add missing sidewalks between Winchester Boulevard and Baywood Avenue. Bike boulevard between Winchester Boulevard and Daniel Way: Bike Boulevard designation for corridor extent with signage and marking. Target design speed maximum 20 mph.

MOORPARK AVENUE BIKE PRIORITY PROJECT

- Between Lawrence Expressway and Winchester Boulevard: Protected Class IV bike lanes. Enhance intersections at Winchester Boulevard, Cypress Avenue, San Tomas Expressway, Saratoga Avenue, and Lawrence Expressway
- Between Winchester Boulevard and Leigh Avenue: Protected Class IV bike lanes. Enhance intersections at Leigh and Bascom avenues. Pedestrian environment improvements under Route 17. Bus boarding islands, benches, shelters and lighting at all bus stops

MISE PARK BIKE/PEDESTRIAN OVERCROSSING

Bike/pedestrian overcrossing on I-280 connecting Casa Blanca Drive with John Mise Court and John Mise Park.

In addition to the projects above, the community requested the need for the following bike network improvements to be explored as part of projects recommended in the Transit Priority Network:

- Saratoga Avenue as a potential protected bike corridor
- Stevens Creek Boulevard as a potential protected bike corridor
- Albany Drive as a potential bike route alternative or supplement to Stevens Creek Boulevard

ALBANY DRIVE/ KIELY BOULEVARD BIKE PRIORITY PROJECT

- Kiely Boulevard and Albany Drive: Class II, enhance intersections such as Saratoga Avenue and Stevens Creek Boulevard
- Kiely Boulevard and Boynton Avenue, east of Saratoga Avenue: Bike Boulevard designation for corridor extent with signage and marking. Target design speed maximum 20 mph.

SHASTA AVENUE/LEIGH AVENUE BIKE PRIORITY PROJECT

Bike boulevard designation for corridor extent with signage and marking. Target design speed maximum 20 mph. Enhance intersections at Moorpark Avenue and Lawrence Expressway to Saratoga Creek Trail

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MONROE STREET BIKE PRIORITY PROJECT

- Between I-280 and Stevens Creek Boulevard: Protected Class IV bike lanes
- Bike boulevard south of I-280: Bike boulevard designation for corridor extent with signage and marking. Target design speed maximum 20 mph. Pedestrian environment improvements on I-280 overcrossing

BIKE NETWORK IMPROVEMENT STRATEGIES

The following strategies are treatment recommendations that should be pursued throughout the WSJ MTIP area to support holistic improvements to the bike priority network, to encourage more people to ride bikes; create bike routes to connect neighborhoods to major trip destinations like schools, groceries, shopping etc.; and create a safe and enjoyable environment for people to ride their bikes. More information on design and implementation considerations for these strategies can be found in San José's Complete Streets Design Standards and Guidelines and Traffic Calming Policy.

PROTECTED BIKE LANES

Protected bike lanes, also known as cycle tracks or separated bike lanes, are dedicated bikeways that combine the user experience of a multi-use path but are located on-street. They are physically distinct from the sidewalk and separated from motor vehicle traffic by a physical object such as parking, a curb, or posts.

PROTECTED INTERSECTIONS

Also known as setback or offset intersections, this design keeps bicycles physically separate from motor vehicles up until the intersection, providing a high degree of comfort and safety for people of all ages and abilities. This design can reduce the likelihood of high-speed vehicle turns, improve sightlines, and dramatically reduce the distance and time during which people on bikes are exposed to conflicts.

BIKE BOULEVARDS

Bike boulevards are bike routes on calmer streets that are enhanced with additional elements to increase comfort for people bicycling. These elements include crossing enhancements and traffic calming features such as traffic circles, bulb-outs, or traffic diverters.

TRAIL IMPROVEMENTS

Trails or multi-use paths are off-street two-way bikeways physically separated from motor vehicle traffic and used by people bicycling, people walking, and other non-motorized users. Popular examples in San José include the Los Gatos Creek Trail, Guadalupe River Trail and the Coyote Creek Trail. They may cross roadways at grade or at under- or over-crossings. Trails are often located along creeks, utility corridors, and former rail corridors but may also be constructed along roadways with car traffic.

BIKE PARKING

Cities that rely on biking as a form of transportation install high quality, abundant, ubiquitous bike parking at places where people might want to bike to. Short-term bike parking refers to that which is expected to be used for only a few hours or less. This type of parking is appropriate in a business district where people are likely to park for shopping or visiting a restaurant. Publicly accessible bike racks attached to the sidewalk are the typical way to provide short-term bike parking. Another example is a bike corral, where several bike racks are grouped together in one parking space. Long-term bike parking should be installed in locations where a bike is likely to be stored for long periods of time. These locations include residences, transit stations, and a person's place of work. Due to the longer duration, long-term bike parking must be secure, covered from the elements, and illuminated at night. It can consist of a locked outdoor shelter like a garage, a bike room within an office or apartment building, or a locked bike locker that sits in a public space.

RAISED BIKE LANES

Sidewalk-level bike lanes or raised cycle tracks are bicycle facilities that are vertically separated from motor vehicle traffic. Many are paired with a furnishing zone between the bike lane and motor vehicle travel lane and/or pedestrian area. Raised bike lanes improve safety and perceived comfort for bicyclists, encouraging a wider range of bike users of all ages and abilities. They keep vehicles from easily intruding into bike lanes and encourage bicyclists to ride in the bikeway rather than on the sidewalk.

TRAFFIC DIVERTERS

Traffic diverters employ turn restrictions and physical barriers to stop vehicles from entering neighborhood streets. They are a simple, low-cost, and effective method to prioritize people biking and walking over motor vehicle traffic. Traffic diverters can come in many forms.

BIKE CONNECTIVITY ACROSS FREEWAYS

Freeways act as barriers between neighborhoods, cutting off access to the other side for those who walk or bike. To ensure a seamless bike network across the city, it is important to improve connectivity by building bicycle/pedestrian overcrossings over freeways or building bike tunnels under freeways. between Winchester Boulevard and Daniel Way: Bike Boulevard designation for corridor extent with signage and marking. Target design speed maximum 20 mph.

TRANSPORTATION PROGRAM AND POLICY RECOMMENDATIONS

When identifying ways to encourage people in West San José to choose more sustainable transportation options, DOT staff understood the need to look beyond infrastructure and recommend programs and policies that encourage more people to walk, bike, and take transit. The following recommendations were developed through community outreach and best practice research.

WEST SAN JOSÉ WAYFINDING PROJECT

A high-quality multimodal environment includes not only infrastructure, but also an easily navigable network. Wayfinding assists residents and visitors in finding key community destinations by walking, bicycling, or using transit. The WSJ MTIP recommends the development of a comprehensive wayfinding program that offers guidance to key destinations including schools, parks, trails, landmarks, transit hubs, community centers, etc.

URBAN FOREST DEVELOPMENT

The City of San José has adopted a Community Forest Management Plan that outlines various strategies and goals for restoring our city's tree canopy. Trees have many benefits such as providing a more comfortable walking environment, helping to clean the air, reducing the urban heat island effect, and enhancing the appearance of the city. The WSJ MTIP recommends the planting of street trees, as well as investments in landscape and green storm water installation and maintenance as critical components of its long-range street projects.

MICRO MOBILITY EXPANSION

The WSJ MTIP recommends that micro-mobility services such as bike and scooter share, and any other emerging micro-mobility opportunities, be made readily available across the WSJ MTIP area to provide better first- and last-mile connections to community resources and transportation hubs. DOT's Emerging Mobility Action Plan will be used to guide micro mobility expansion and implementation.

MOBILITY HUBS

Mobility hubs are strategically placed locations where mobility resources such as bike share, ride hailing services, and transit are made available in order to better facilitate connections to neighboring resources like transit centers, residential areas, and shopping destinations. Mobility hubs help communities have multiple transportation options at their disposal so they can pick the best transportation service to fit their needs. According to MTC, mobility hubs should be located where transit services already come together, or in communities and locations where transportation is needed the most. MTC has developed a prioritized list of the top 25 "regionally significant mobility hubs," four of which are listed below and located within the WSJ MTIP project area.

WSJ MTIP MTC Mobility Hub Locations:

- San José City College
- Bascom VTA Station
- Winchester Boulevard and Payne Avenue
- Winchester Boulevard and Cadillac Drive

The WSJ MTIP proposes that funding be identified to successfully construct and implement all recommended MTC mobility hub locations. DOT's Emerging Mobility Action Plan will be used to guide mobility hub program development and implementation.

VEHICLE ELECTRIFICATION

Vehicle electrification is a key strategy for achieving the City of San José's ambitious greenhouse gas emissions reduction goals. We know that even with substantial investment in active transportation options, and improvements to mass transportation, people may still need to drive. Therefore, the WSJ MTIP recommends that vehicle charging stations be implemented area wide and that programs be explored to encourage electric vehicle use for both private and commercial trips to, from, and within the WSJ MTIP project area.

SHUTTLE PROGRAM

The WSJ MTIP project area is served by multiple VTA transit lines, yet throughout our outreach we heard that community members felt as though the existing transit routes did not adequately meet their transportation needs. Community members shared that they wanted an easier, more direct way to access transportation hubs, community centers, libraries, and parks within the WSJ MTIP area. The concept of a fixed-route or on-demand shuttle that would serve the WSJ MTIP and surrounding areas was brought up multiple times and should be explored as a future transportation option. DOT's Emerging Mobility Action Plan will be used to guide community shuttle program development and implementation.

NEIGHBORHOOD TRAFFIC CALMING PROGRAM

West San José has many residential areas, parks, and schools that suffer from cut-through traffic and speeding vehicles. The areas would greatly benefit from holistic traffic calming improvements that go beyond a corridor-by-corridor implementation approach and address wider areas to enhance all-ages-and-abilities access to neighborhood schools, parks, and residential areas.

The WSJ MTIP recommends addressing cut-through and speeding traffic concerns at a neighborhood level beginning with neighborhoods identified as Equity Priority Communities and neighborhoods near parks, schools, healthcare services, retail districts, and other community services.

SEASONAL STREET PROGRAMS

Seasonal street programs are street activations such as farmers' markets, block parties, and other events that close or limit the street temporarily to traffic in order to provide an area with goods and services that are accessible by walking, biking, or taking transit. Many cities globally utilize street space to hold community-centered events. The City of San José currently has an open streets event, Viva Calle SJ, which closes a network of streets to vehicle traffic in order to encourage residents and visitors to walk and ride bikes.