

CHAPTER FOUR

# IMPLEMENTATION





# Implementation

This chapter presents the next steps toward the implementation of the projects and programs identified in the WSJ MTIP, which include strategies for sustained engagement and funding opportunities. Below is an image showing the steps DOT staff must take when planning, designing and constructing recommended WSJ MTIP projects, programs, and polices.

**Figure 20 - WSJ MTIP Project, Program and Policy Lifecycle**



# PROJECT, PROGRAM, AND POLICY PRIORITIZATION

The first step in implementing WSJ MTIP projects, programs, and policies is to create metrics for prioritization. Because the City cannot build everything at once, DOT staff have developed an evaluation framework based on the citywide Move San José plan to prioritize investment in projects that best align with City and community goals. As top priority projects are implemented, lower-ranked projects move up the list. The prioritized project list serves as a guideline and may be subject to change depending on circumstances and availability of resources. The priority project list may also change over time, based on changes in walking, bicycling, and transit patterns, land use patterns, implementation constraints and opportunities, and the development of other transportation improvements.



## PRIORITIZATION METHODOLOGY

DOT staff conducted prioritization of projects based on the priority strategies identified through Move San José (described below). Projects were evaluated based on their ability to deliver benefits that meet Move San José priority goals: the more goals a project meets, the higher the score.

The recommended projects are divided into two groups: quick-build projects and long-term capital projects.

- » Quick-build projects were ranked using a smaller set of Move San José strategies due to the limitations of quick-build projects and their utilization of temporary materials and dependence on smaller budgets. These projects, although smaller in scale, can have large impacts on traffic safety and enhance active transportation options. Quick-build projects also allow community members and the City to experience and evaluate projects before committing to long-term capital upgrades.
- » Capital projects have greater positive impacts due to their scale and permanency. Capital projects greatly change existing infrastructure, and therefore can meet more Move San José strategies. More costly, long-

lasting improvements such as lighting, landscaping, bus shelters, and sidewalk enhancements depend on these larger scale capital projects due to the need for further planning, more funding, and detailed engineering analysis.

The prioritized lists of projects are presented in **Figures 21 and 22**. The prioritization of projects will be an iterative process and will change as the WSJ MTIP is updated. As the City develops more detailed designs, the prioritization can also be expected to adjust as project descriptions, scores, and cost estimates change.

The project team has also provided accompanying high-level cost estimates based on design details included in the descriptions for each project. While these cost estimates are high level, they offer enough details to identify significant implementation hurdles and to compare the benefit/cost ratio between projects.



# MOVE SAN JOSÉ STRATEGY DESCRIPTIONS

## IMPROVE EXISTING TRANSIT SERVICE

Improving existing transit service makes it easier to get around on public transit by increasing frequencies of service, adding things like bus lanes and signal priority, and having transit run more hours of the day.

## BETTER TRANSIT STOPS

Improve accessibility, comfort, and safety at transit stations and stops by having shelters, benches, better lighting, an emergency button, and real-time information. This will make transit more appealing and inviting for all people.

## ENHANCE BIKE CONNECTIVITY

Make it easier to complete trips on bike by building well-designed, seamless bike lanes, bike paths and bike boulevards that connect with each other. Especially need to prioritize bike connections between neighborhoods and schools, grocery stores, health centers, and activity centers.

## FILL GAPS IN TRAILS AND SIDEWALKS

Create an inventory of sidewalks and trails in the WSJ MTIP area to identify where there are gaps and then address them. These should be added to make places more walkable, bikeable, and accessible for wheelchair and white cane users.

## LIGHTING IMPROVEMENTS

Lighting improvements will make it safer for people walking, biking, using a wheelchair or other assistive device, or waiting for transit at night.

## LOW STRESS BIKE FACILITIES

Making biking safer and more enjoyable by creating low-stress routes for all levels of bike riders. This can be achieved by building protected bike lanes, separated bike paths, or closing certain streets to through traffic and prioritizing bikes and pedestrians.

## SAFER STREETS

Rebuild streets prioritizing the needs of vulnerable populations, so they are safer for all. Treatments may include landscaped medians, pedestrian refuge islands, accessible curb ramps, bulb-outs, and potentially narrowing streets to slow down cars.

## USER-FRIENDLY TRANSPORTATION

Real-time information tools, like bus crowding displays, transit arrival information, and bikeshare availability help people make decisions about their trips.

Figure 21 - Quick-Build Project Scores

QUICK-BUILD PROJECTS				MOVE SAN JOSÉ STRATEGIES			
Project Name	Start	End	Cost	Enhance Bike Connectivity	Low-stress Bike facilities	Safer streets	Total Score
Saratoga Ave Bikeway and Pedestrian Project	Lawrence Expy	Stevens Creek Blvd	\$\$	✓	✓	✓	3
Meridian Ave Bikeway and Pedestrian Project	Park Ave	Los Gatos Creek Trail	\$\$	✓	✓	✓	3
Lincoln Ave Bikeway and Pedestrian Project	Park Ave	Coe Ave	\$	✓	✓	✓	3
Moorpark Ave (East section) Bikeway and Pedestrian Project	Winchester Blvd	Leigh Ave	\$\$	✓	✓	✓	3
Moorpark Ave (West section) Bikeway and Pedestrian Project	Lawrence Expy	Winchester Blvd	\$\$	✓	✓	✓	3
Williams Rd (West section) Bikeway and Pedestrian Project	Moorpark Ave	Winchester Blvd	\$	✓	✓	✓	3

\$ = 250k or less

\$\$ = 250k - 1 million

\$\$\$ = 1 - 5 million

\$\$\$\$ = 5 million or more

QUICK-BUILD PROJECTS				MOVE SAN JOSÉ STRATEGIES			
Project Name	Start	End	Cost	Enhance Bike Connectivity	Low-stress Bike facilities	Safer streets	Total Score
Forest Ave Bikeway and Pedestrian Project	Winchester Blvd	Bascom Ave	\$		✓	✓	2
Hedding St Bikeway and Pedestrian Project	Winchester Blvd	The Alameda	\$		✓	✓	2
Williams Rd (East section) Bike Boulevard	Winchester Blvd	Daniel Way	\$	✓		✓	2
Cypress Ave Bike Boulevard	Stevens Creek Blvd	Williams Rd	\$	✓		✓	2
Scott St Bike Boulevard	Moorpark Ave	Meridian Ave	\$	✓		✓	2
Shasta Ave & Leigh Ave (South section) Bikeway and Pedestrian Project	Parkmoor Ave	Hamilton Ave	\$	✓		✓	2
Monroe St (South section) Bike Boulevard	Moorpark Ave	Williams Rd	\$	✓		✓	2
Mitty Way Bike Boulevard	Moorpark Ave	Lawrence Expy	\$	✓		✓	2

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\$\$\$\$ = 5 million or more

QUICK-BUILD PROJECTS				MOVE SAN JOSÉ STRATEGIES			
Project Name	Start	End	Cost	Enhance Bike Connectivity	Low-stress Bike facilities	Safer streets	Total Score
Albany Dr & Kiely Blvd Bikeway and Pedestrian Project	Stevens Creek Blvd	Saratoga Ave	\$	✓		✓	2
Kiely Blvd & Boynton Ave Bike Boulevard	Saratoga Ave	Stevens Creek Blvd	\$		✓	✓	2
Monroe St (North section) Bikeway and Pedestrian Project	Newhall St	Tisch Way	\$	✓		✓	2
Phelps Ave Bike Boulevard	Williams Rd	Payne Ave	\$	✓		✓	2
Shasta Ave & Leigh Ave (North section) Bike Boulevard	Park Ave	Parkmoor Ave	\$	✓		✓	2

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Figure 22 - Capital Project Scores

CAPITAL PROJECTS				MOVE SAN JOSÉ STRATEGIES								
Project Name	Start	End	Cost	Improve Existing Transit	Better Transit Stops	Enhance Bike Connectivity	Low-stress Bike facilities	Fill Sidewalk/ trail gaps	Safer streets	Lighting	User-friendly transp. information	Total Score
Winchester Blvd Complete Street Project	Newhall St	Rosemary Ln	\$\$\$\$	✓	✓	✓	✓	✓	✓	✓	✓	8
Bascom Ave Complete Street Project	Newhall St	Hamilton Ave	\$\$\$\$	✓	✓	✓	✓	✓	✓	✓	✓	8
Race Ave Complete Street Project	The Alameda	Fruitdale Ave	TBD	✓	✓	✓	✓	✓	✓	✓	✓	8
Saratoga Ave Complete Street Project	Lawrence Expy	Stevens Creek Blvd	\$\$\$\$	✓	✓	✓	✓	✓	✓	✓	✓	8
Naglee Ave Complete Street Project	Bascom Ave	The Alameda	\$\$\$	✓	✓	✓	✓		✓	✓	✓	7
Stevens Creek Blvd Vision Study and Complete Street Project	Stern Ave	McEvoy St	\$\$\$\$	✓	✓	✓	✓		✓	✓	✓	7
Meridian Ave Complete Street Project	Park Ave	Los Gatos Creek Trail	TBD		✓	✓	✓	✓	✓	✓		6
Lincoln Ave Complete Street Project	Park Ave	Coe Ave	\$\$\$		✓	✓	✓	✓	✓	✓		6
Fruitdale Ave Complete Street Project	Bascom Ave	Race St	\$\$\$		✓	✓	✓		✓	✓		5

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CAPITAL PROJECTS				MOVE SAN JOSÉ STRATEGIES								
Project Name	Start	End	Cost	Improve Existing Transit	Better Transit Stops	Enhance Bike Connectivity	Low-stress Bike facilities	Fill Sidewalk/ trail gaps	Safer streets	Lighting	User-friendly transp. information	Total Score
Moorpark Ave (East section) Complete Street Project	Winchester Blvd	Leigh Ave	\$\$\$\$		✓	✓	✓		✓	✓		5
Moorpark Ave (West section) Complete Street Project	Lawrence Expy	Winchester Blvd	\$\$\$\$		✓	✓	✓		✓	✓		5
Forest Ave Complete Street Project	Winchester Blvd	Bascom Ave	\$\$\$		✓		✓	✓	✓	✓		5
Williams Rd (West section) Complete Street Project	Moorpark Ave	Winchester Blvd	\$\$\$		✓	✓	✓		✓	✓		5
Shasta Ave & Leigh Ave (North section) Bike Boulevard	Park Ave	Parkmoor Ave	\$\$		✓	✓	✓		✓	✓		5
John Mise Park Overcrossing	-	-	\$\$\$\$			✓	✓	✓	✓			4
Hedding St Complete Street Project	Winchester Blvd	The Alameda	\$\$\$		✓		✓		✓	✓		4
I-280 - Saratoga Interchange Project	-	-	\$\$\$\$					✓	✓			2
I-280 - Meridian Interchange Project	-	-	\$\$\$					✓	✓			2
Cypress Ave Bike Boulevard	Stevens Creek Blvd	Williams Rd	\$\$\$			✓			✓			2

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CAPITAL PROJECTS				MOVE SAN JOSÉ STRATEGIES								
Project Name	Start	End	Cost	Improve Existing Transit	Better Transit Stops	Enhance Bike Connectivity	Low-stress Bike facilities	Fill Sidewalk/ trail gaps	Safer streets	Lighting	User-friendly transp. information	Total Score
Shasta Ave & Leigh Ave (South section) Complete Street Project	Parkmoor Ave	Hamilton Ave	\$\$\$			✓			✓			2
Monroe St (South section) Bike Boulevard	Moorpark Ave	Williams Rd	\$			✓			✓			2
Williams Rd (East section) Bike Boulevard	Winchester Blvd	Daniel Way	\$\$			✓			✓			2
Mitty Way Bike Boulevard	Moorpark Ave	Lawrence Expy	\$			✓			✓			2
Scott St Bike Boulevard	Moorpark Ave	Meridian Ave	\$\$			✓			✓			2
Albany Dr & Kiely Blvd Complete Street Project	Stevens Creek Blvd	Saratoga Ave	\$\$\$			✓			✓			2
Kiely Blvd & Boynton Ave Bike Boulevard	Saratoga Ave	Stevens Creek Blvd	\$\$			✓			✓			2
Phelps Ave Bike Boulevard	Williams Rd	Payne Ave	\$\$			✓			✓			2
Monroe St (North section) Complete Street Project	Newhall St	Tisch Way	\$\$\$				✓		✓			2
I-280 - Winchester Interchange Project	-	-	\$\$\$\$						✓			1

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# PRIORITY PROGRAMS AND POLICIES

Programs and policies are essential tools for supporting transportation infrastructure investments and achieving our mode shift goals. Move San José identified mobility hubs, micro-transit, and on-demand shuttle service as primary strategies for District 1 and 6. This direct reference granted these strategies top priority status, denoted by a star icon in the chart below. The rest of the WSJ MTIP programs and policies were ranked on their ability to meet the following relevant Move San José primary strategies.

## PROGRAM AND POLICY MOVE SAN JOSÉ PROGRAM AND POLICY STRATEGIES

### Connected Neighborhoods

Transit expansion, well-maintained bike and pedestrian Infrastructure, improved signals for people and bicycles.

### Less Driving

Means-based transit fares, transportation demand management, encourage and allow carshare, smart parking policies, transit first policy.

### Enjoyable Transportation

Make more public spaces for people, landscaping, mobile ticketing and trip planning.

### Plan for the Future

Encourage electric vehicles, congestion management fees, sustainable local deliveries.

### Safer Streets

Programs and policies that support the needs of vulnerable populations, so they are safer for all.



Figure 23 - Programs and Policies Scores

PROGRAMS AND POLICIES	MOVE SAN JOSÉ STRATEGIES				
	Connected Neighborhoods	Enjoyable Transportation	Plan for the Future	Safer Streets	Total Score
Mobility Hubs					★
Shuttle Programs					★
Micro-Mobility Expansion	✓	✓	✓		3
Neighborhood Traffic Calming Program	✓	✓		✓	3
West San José Wayfinding Project	✓	✓			2
Urban Forest Development		✓		✓	2
Seasonal Street Programs	✓			✓	2
Vehicle Electrification			✓		1

# SUSTAINED ENGAGEMENT

Sustained community engagement is necessary to support the future design, development, and implementation of the WSJ MTIP projects, programs, and policies. The City will commit to continuing meaningful community involvement and prioritizing community-supported projects.

Throughout the development of the WSJ MTIP, DOT staff involved community members into the planning process via interactive workshops, pop-up outreach events, surveys, and community meetings. Going forward, the City will continue to involve the community in order to establish more opportunities to collaborate and build trust. The specific levels of engagement during the implementation process will vary depending on project details and the scale of the project's potential impacts on the community.

## RECOMMENDED OUTREACH STRATEGIES

To ensure ownership and to continue sustained, transparent conversations with the community throughout the implementation process, the City is committed to the following engagement strategies:

- » Explore the feasibility of and potentially convene a WSJ MTIP Community Advisory Group (CAG); and
- » Provide project updates and project involvement opportunities via in-person outreach events and online engagement tools such as newsletters, online open houses, and website updates.

# FUNDING STRATEGIES

This section presents potential funding sources that the City may seek to implement the projects and programs identified in the WSJ MTIP. It includes local, regional, state, and federal sources.

## LOCAL SOURCES

### Pavement Maintenance Program

Pavement maintenance is the flagship program of San José’s Traffic Capital Improvement Program. In the 2019-2023 Adopted Five-Year Capital Improvement Program (CIP) \$314.2M (50%) is allocated to pavement maintenance. This heavy investment in pavement maintenance aligns well with the quick-build striping projects identified in this plan. Striping projects can also put long-range streetscape concepts in place that can then be built out as new opportunities arise (e.g., by new development).

**Figure 24 - Major Streets Pavement Plan 2023 - 2025**

Paving Year	Street	From	To
2023	Leigh Ave	Southwest Expy	Hamilton Ave
	Race St	W San Carlos St	Park Ave
	Meridian Ave	Park Ave	Fruitdale Ave
	W San Carlos St	Sunol St	Third St
	Saratoga Ave	Williams Rd	Lawrence Expy
2024	S Bascom Ave	Parkmoor Ave	Moorpark Ave
	Lincoln Ave	Park Ave	Lonus St
	Moorpark Ave	San Tomas Expy	Saratoga Ave
	Leigh Ave	Parkmoor Ave	Scott St
	W San Carlos St	Bascom Ave	McEvoy St
	S Bascom Ave	Hamilton Ave	Fruitdale Ave
2025	Bascom Ave	Bel Air Ave	Elliot St
	Moorpark Ave	Lawrence Expy	Saratoga Ave

# IMPLEMENTATION PHASING

The WSJ MTIP recommends a phased implementation timeline for proposed projects, programs, and policies. This estimated timeline divides projects into short, mid, and long-term phases.

## **SHORT-TERM IMPROVEMENTS (2023-2027)**

Within the first year following the adoption of WSJ MTIP, the City will begin prioritizing funding opportunities and allocating staff capacity to pursue the design and construction of the top 10 quick-build WSJ MTIP projects, with the goal to complete them within the next five years. DOT staff will leverage funding strategies identified as part of this plan in order to complete design and construction. The Stevens Creek Visioning Study should be completed, and DOT staff will be pursuing design and construction funding.

## **MID-TERM IMPROVEMENTS (2028-2033)**

The City should aim to complete planning and design for the top 10 long-term projects, including the outcome of the Stevens Creek Visioning Study. The top five long-term projects should be undergoing implementation/construction. All quick-build priority projects should be planned, designed, and constructed (discounting projects deemed infeasible).

## **LONG-TERM IMPROVEMENTS (2033-2040)**

Remaining plan projects should be fully planned, designed, and constructed. Within the first two years after WSJ MTIP's adoption the City or another lead agency should begin a more detailed planning process to inform design and funding. Other projects, programs, and policies that will help advance the WSJ MTIP goals but are lower in priority should be implemented over this horizon period.



## REGIONAL, STATE, AND FEDERAL SOURCES

Projects and programs may also be implemented using regional, state, and federal funds. These funds are most often allocated through the release of competitive grants. These funds are most often allocated through the release of competitive regional, state, and federal grants. WSJ MTIP recommends DOT staff influence the programming of grant opportunities to include the highest priority projects identified in this document that require funds beyond what is available to the City and are of regional, state, and/or national significance.



## NEW DEVELOPMENT

### **TRANSPORTATION ANALYSIS POLICY (TA)**

New development projects that are subject to the City's Transportation Analysis Policy (2018) are required to identify, publicly disclose, and mitigate transportation impacts under the California Environmental Quality Act (CEQA). They are also required to address site access and local transportation conditions. Project applicants should use the WSJ MTIP as a reference when working with the City on their package of mitigation measures and local transportation improvements. For example, if a development project is located on or near Stevens Creek Boulevard, the project applicant should work with City staff to select from the menu of transit priority features as identified in the WSJ MTIP and Stevens Creek Vision Study. The development project would be conditioned to provide the package of selected mitigation measures and local transportation improvements to meet their CEQA and local transportation requirements.

### **TRANSPORTATION DEMAND MANAGEMENT ORDINANCE (TDM)**

Under the City's TDM ordinance update (anticipated fall 2022), new development projects that are subject to the TDM ordinance are required to meet a TDM points target by committing to a package of TDM measures such as street improvements and a transit subsidy program. Using the City's menu of TDM measures, project applicants will work with the City to select from the menu, a list of measures that would satisfy their TDM points target. The WSJ MTIP should be used as a reference to define the scopes of selected measures.

### **INTERSTATE 280/WINCHESTER BOULEVARD TRANSPORTATION IMPACT FEE (TIF)**

The Interstate 280/Winchester Boulevard Traffic Impact Fee partially funds a northbound I-280 off-ramp at Winchester Boulevard. New development in the Plan Area that generates demand for the off-ramp is required to pay the traffic impact fee. Other funding sources include regional funding and fees collected from developments outside of the Plan Area that would be required to mitigate their traffic impacts at the interchange.

**THANK YOU.**

SANTA CLARA VALLEY

**WSJ**