



WEST SAN JOSÉ

Multimodal Transportation Improvement Plan

November 2022

EXECUTIVE SUMMARY



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The West San José Multimodal Transportation Improvement Plan (WSJ MTIP) was created to implement the transportation vision and needs of the West San Carlos, Stevens Creek Boulevard, Santana Row/Valley Fair, Winchester Boulevard, and South Bascom urban villages. The WSJ MTIP is a 20-year strategic plan that identifies and prioritizes specific transportation projects, policies, and programs that would reduce dependency on single occupancy automobile trips and improve access and mobility for West San José residents, workers, and visitors. By reducing the need for private automobile ownership and decreasing the share of trips made by driving alone, the City can provide its residents and workers with more affordable mobility options, improved health and quality of life, and better access to jobs.

BACKGROUND

In 2011, the City of San José adopted the Envision San José 2040 General Plan. The ambitious plan spells out a vision for the future of California's third-largest city, characterized by sustainable growth, economic vibrancy, and preservation of the city's historical and natural resources. Urban Villages are core to that vision. West José has 11 urban villages, five with adopted plans. The urban villages with adopted plans are West San Carlos, Stevens Creek Boulevard, Santana Row/Valley Fair and Vicinity, Winchester Boulevard, and South Bascom Avenue.

The West San José Urban Village plans together envision 5,094,000 square feet of commercial space, 11,500 new homes, and 16,980 new jobs. Together the plans establish land use and transportation strategies that promote walkable, bicycle-friendly, transit-oriented, mixed-use places.



WSJ MTIP VISION AND GOALS

The WSJ MTIP was created to connect and bolster these urban villages with a more detailed understanding of transportation needs and solutions, with a focus on improved roadway safety and to achieve the City's ambitious mode shift and greenhouse gas reduction goals. By reducing the need for private automobile ownership and decreasing the share of trips made by driving alone, the City can provide its residents and workers with more affordable mobility options, improved health and quality of life, and better access to jobs.

The WSJ MTIP study area expands one mile from Stevens Creek Boulevard, West San Carlos Street, Winchester Boulevard, and Bascom Avenue to encompass all adopted urban villages.

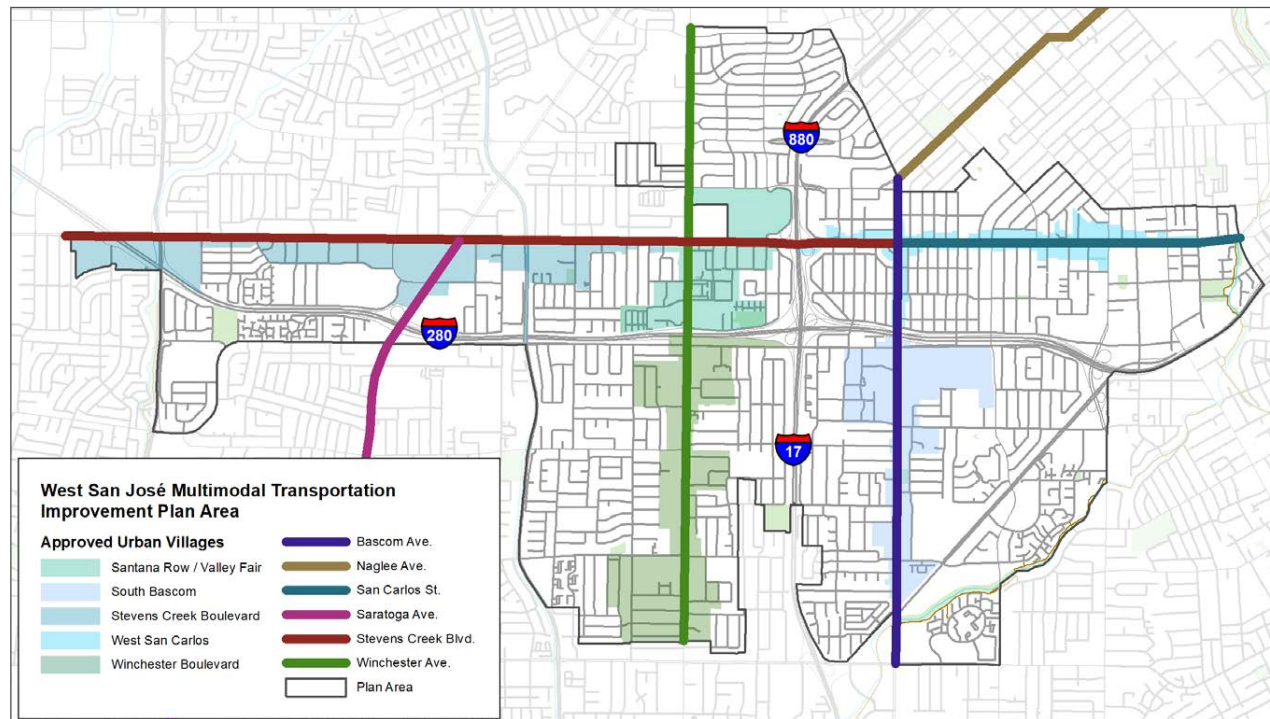


Figure 1 - WSJ MTIP Study Area

BUILDING ON THE URBAN VILLAGE PLANS, ENVISION SAN JOSÉ 2040, CLIMATE SMART SAN JOSÉ, AND MOVE SAN JOSÉ, THE FOLLOWING GUIDING PRINCIPLES WERE DEVELOPED:



Safety + Health

Improve safety and health by reducing the frequency and severity of traffic collisions and hazards for all modes, promote walking, bicycling and public transit as modes of travel for daily life activities. Design streets to create a network of vibrant public spaces and foster a stronger sense of personal security and safety.



Social Equity

Be inclusive of all community members and their needs by ensuring a fair share of benefits of the transportation system for all, provide viable multimodal transportation options for people who have not been served equitably in the past, including children, the elderly, people of color, people with disabilities, and low-income households.



Multimodal Mobility

Improve mobility and accessibility for a connected and integrated transportation system by reducing vehicle miles traveled (VMT), congestion, delay, and while increasing transit ridership and reliability, and active transportation participation.



Robust Economy

Provide an inviting setting for people to walk, bike, and take transit on streets with businesses to support local retail and provide connections to the needs of daily life.

The WSJ MTIP Guiding Principles provide a foundation to evaluate projects and programs in a multimodal context by identifying hotspots and gaps, developing multimodal solutions, and creating a path forward to the implementation of projects and programs.

San José's Transportation Vision, as defined in the General Plan and Climate Smart San José, aims to reduce energy consumption, reduce greenhouse gas emissions, create a healthier community, and eliminate the dependence that many of us have on our car and the time we spend gridlocked on streets and freeways. The City has clearly articulated how we measure success by 2040:

A large blue '40%' is displayed over a light gray silhouette of a car. The percentage sign has a small circle at the top and bottom of the vertical bar.

**SINGLE
OCCUPANCY
AUTO TRIPS**

A large blue '60%' is displayed over a light gray silhouette of a person walking. The percentage sign has a small circle at the top and bottom of the vertical bar.

**BIKE, WALK
TRANSIT &
SHARED**

This clear transportation vision for San José, articulated through these two metrics, allows us to evaluate how close the City is to achieving its General Plan and Climate goals. The WSJ MTIP was initiated to close this gap and increase the use of more sustainable modes, such as biking, walking, and taking transit.

MULTIMODAL TRANSPORTATION NETWORKS

*The WSJ MTIP establishes a network of 28 transportation improvement projects in project corridors categorized into the following modal networks (shown in **Figure 2**):*



Transit Priority Network

Prioritize fast, frequent and reliable transit that support local and regional connections and encourage economic development.



Bike Network

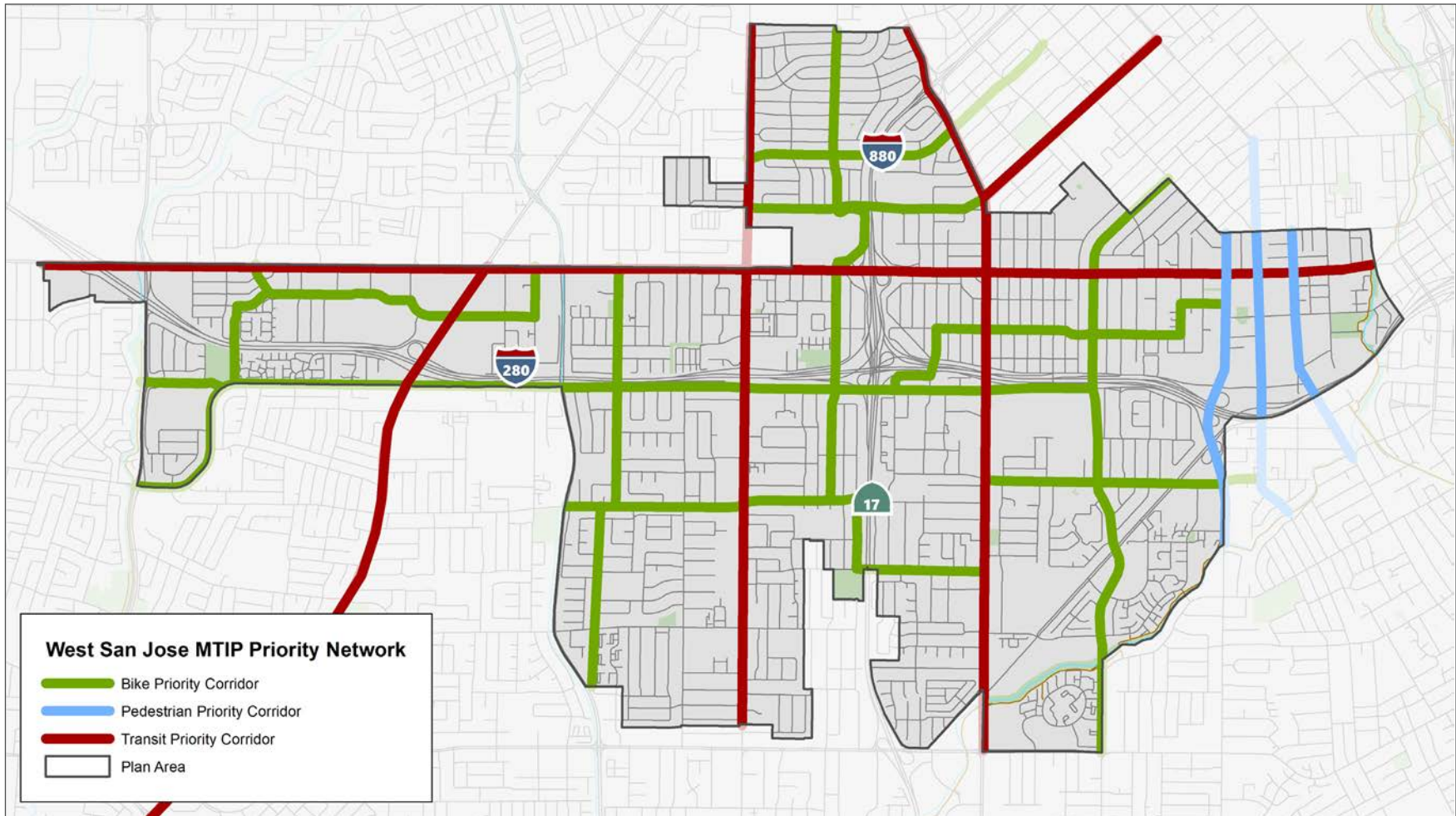
Enhance safety and comfort for people biking by calming traffic and providing comprehensive bike routes throughout West San José.



Pedestrian Network

Promote walkability through investing in a safe and comfortable pedestrian environment along retail and transit-oriented corridors.

Figure 2 - WSJ MTIP Multimodal Networks



Establishing a multimodal network for the WSJ MTIP urban villages enables the DOT to design streets with clear priorities and – with the network as a whole – achieve the overall vision of a connected West San José that supports and promotes sustainable transportation options. A corridor’s presence as part of a particular network does not preclude it from other transportation investments being implemented, it simply helps guide DOT staff when limited space is available and trade-off discussions must be had. All projects that are recommended as part of the WSJ MTIP recommend a wide array of safety and accessibility improvements that benefit the most vulnerable people who use our street users.



TOP PRIORITY PROJECTS

The following projects were identified as top priorities, based on their beneficial impact and alignment with community needs and goals.

STEVENS CREEK BOULEVARD VISION STUDY AND TRANSIT PRIORITY PROJECT

The Stevens Creek Boulevard transit priority improvement project is identified in the WSJ MTIP. Due to the shared jurisdictional borders in the corridor, implementing this project requires a coordinated and cooperative multijurisdictional approach to plan for its future. This will ensure the plan serves all stakeholders, including residents, businesses, and visitors, with safe, convenient, and practical multimodal mobility. The vision study aims to develop conceptual design plans for the corridor and explore the feasibility of operational improvements such as bus rapid transit and improved transit technologies in coordination with the Valley Transportation Authority (VTA). In May 2022, the City Council directed staff to finalize multiple funding agreements with the County of Santa Clara, VTA, City of Santa Clara, and City of Cupertino to support the total study cost of \$794,400. Upon completing the funding agreements in Fall 2022, the City will kick off this study in collaboration with the four agencies in Winter 2022.



WINCHESTER BOULEVARD TRANSIT PRIORITY PROJECT

The Winchester Boulevard Transit First Complete Street project will explore 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, transit boarding islands, bus stop improvements, new pedestrian crosswalks, new sidewalks to address sidewalk gaps, green infrastructure and landscaping, and pedestrian scale lighting.

BASCOM AVENUE COMPLETE STREET PROJECT

The Bascom Avenue Complete Street project will implement transit first improvements such as transit bulbs, transit islands, intersection safety upgrades, wayfinding, bus stop improvements, and a fully protected bike lane.

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 when 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.

SARATOGA AVENUE TRANSIT PRIORITY

Design and implementation of a transit-first complete street 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.

TOP PRIORITY POLICIES + PROGRAMS

Encouraging people in West San José to choose more sustainable transportation options will require more than just infrastructure and land use changes – programs and policies that encourage more people to walk, bike, and take transit will also be important. The following key recommendations were developed through community outreach and best practice research.

MOBILITY HUBS

Mobility Hubs are strategically placed locations where resources such as bike share, ride hailing services, shared scooters, and transit are made available to better facilitate connections to neighboring resources like transit centers, residential areas, and shopping destinations. These mobility hubs help communities have multiple transportation options at their disposal so that people who live, work, or enjoy West San José can pick the best transportation service to fit their needs.

According to the Metropolitan Transportation Commission (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 located within the WSJ MTIP project area. The WSJ MTIP proposes that funding be pursued to successfully construct and implement all recommended MTC mobility hub locations. DOT also recommends the exploration of programs that encourage underserved populations to utilize the mobility hubs and the sustainable transportation options they provide. DOT’s Emerging Mobility Action Plan will be used to guide mobility hub program development and implementation.

WSJ MTIP MTC Mobility Hub Locations:

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

COMMUNITY SHUTTLE PROGRAMS

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 WSJ MTIP proposes exploring funding opportunities to implement a community on demand shuttle program focused on serving underserved communities and connecting residents to jobs, transit hubs, and community resources. DOT's Emerging Mobility Action Plan will be used to guide community shuttle program development and implementation.

MICROMOBILITY EXPANSION

The WSJ MTIP recommends that micromobility services such as bike and scooter share, and any other emerging micromobility 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 micromobility expansion and implementation.





CONCLUSION

The General Plan and Climate Smart set ambitious goals for the future of San José. These plans aim to take San José in a safer, more sustainable direction. To help the City achieve these goals, DOT staff utilized technical analysis and community outreach to develop the WSJ MTIP. This plan establishes a network of multimodal transportation improvement projects and sustainable transportation policies for West San José. As with the General Plan, the WSJ MTIP has a 2040 planning horizon. Without dedicated funding sources for the projects and programs, the precise timing of implementation is uncertain. However, DOT intends to implement projects by pursuing grant funding and aligning with new development opportunities. DOT also intends to leverage other projects and programs including the annual pavement maintenance program and Vision Zero to reduce project costs and implement projects in a timely manner.