



December 9, 2013

Subject: Transportation Report
To: AVCA Board of Directors & Committee Chairs
From: Dave Fadness

This report is to alert AVCA members of the initiation of a 20-month planning process embracing all expressways in Santa Clara County. I will be happy to keep interested members apprised of upcoming meetings and key decision points along the way. My goal is to assure that hearings relating to Almaden and Capitol Expressway are announced to our members in advance and, whenever possible, held in Almaden and/or Blossom Valley. Your participation is invited. (For further information, go to www.expressways.info.)

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On October 28, 2013, the first regular meeting was held by the Comprehensive County Expressway Planning Study Policy Advisory Board ("PAB"). This 21-member Board is comprised of two members of the County Board of Supervisors, two members of the VTA Board of Directors, one city council member from each of our 15 cities, and two ex-officio members (from the County Roads Commission).

Like the 2003 Expressway Study and its 2008 Update, Expressway Plan 2040 will provide a roadmap for the long-term improvement and maintenance of our Expressway System. It will take a fresh look at the needs of the expressway system in the context of current and projected traffic conditions and its consistency with Complete Streets policies and objectives in city general plan circulation elements. It will look at each expressway as an individual corridor and at the system as a whole. All eight County Expressways and the South County Santa Teresa-Hale Corridor will be included in the plan.

Goals for the Expressway Plan 2040 are as follows:

- Identify benefits of the expressway system to the economic health of each city and the County as a whole, including public user understanding and perception.
- Assess traffic impacts and ramifications of projected growth in the Study area along each expressway.
- Develop consensus and commitment to the vision and role of each expressway as part of the local and regional transportation system.
- Develop and prioritize project lists for capacity and operational improvements consistent with the vision for each expressway.
- Develop Complete Streets improvement project lists consistent with each expressway vision (pedestrian, bicycle, and finishing program elements).
- Identify connectivity and access issues along and across the expressways for all users and recommend improvements, including operational improvements to enable or enhance cross-signal coordination on side streets.
- Confirm and update Operations and Maintenance (O&M) Element.
- Identify funding needs, potential funding opportunities, and implementation strategies.

Developing the Expressway Plan 2040 will involve a solid technical analysis process combined with a collaborative planning process and extensive community outreach activities as shown on the attached schedule chart. The Policy Advisory Board (PAB) and Technical Working Group (TWG) are integral to the collaborative planning process. Study progress and direction will be monitored and guided by the PAB, which is composed of elected officials from the County, cities and VTA Board of Directors as well as non-voting representatives from the County Roads Commission. The TWG, consisting of staff from the cities, Caltrans, MTC, and VTA, will meet regularly to provide review and input to both County staff and the PAB. In addition, extensive community outreach activities will be pursued as outlined in the Community Outreach Plan (presented as part of a separate agenda item).

The flow of plan development can best be described by the milestones listed along the top of the attached schedule (Page 3 of 3) and related to the PAB meeting schedule as follows:

PAB Meeting #1 (September – October 2013)

From project kick-off through the first PAB meeting, the project team has been involved in setting up the collaborative planning process and community outreach materials. In addition, data collection, such as traffic counts, has begun for the existing conditions analysis. By the time of the first PAB meeting, the project website and first round of community meetings will be set up.

Small Group PAB Workshops (November 2013 – January 2014)

“Huddle-up” workshops focused on each expressway and the Santa Teresa-Hale Corridor will be held. The central theme of each workshop will be to review, revise, and/or recommit to the vision statement for each expressway. These vision statements were developed as part of the 2003 Expressway Study and guided the ultimate build-out plans for each expressway (see table below). To support the PAB in its deliberations on the vision statements, staff will solicit input from the community at the community meetings and from the TWG prior to the PAB workshops. In addition, key background information each expressway will be provided, including current level-of-service and traffic volumes, current and planned land uses, key attractions, and other general attributes.

Expressway	Vision Statement
Almaden	High-end express arterial with freeway-like segments.
Capitol	Corridor in transition to high-capacity arterial with light rail transit in median.
Central	High-end express arterial with freeway-like segments.
Foothill	Attractive express arterial, not freeway-like, that also plays an important role as a regional bicycle facility.
Lawrence	Southern end more arterial-like, mid-section more high-end expressway with freeway-like segments, and northern end more high-end express arterial.
Montague	Multimodal, pedestrian friendly arterial roadway in Milpitas east of I-880; west of I-880, high end express arterial with freeway-like segments.
Oregon-Page Mill	Multimodal, pedestrian friendly arterial roadway with slower, smooth-flowing traffic.
San Tomas	High-end express arterial with freeway-like segments.
Santa Teresa-Hale Corridor	Continuous four-lane arterial with some expressway-like features.

PAB Meeting #2 (February – March 2014)

Using each Vision Statement option, staff will next focus on developing the draft capacity and operational improvement project list. Traffic modeling will be used to forecast travel demand for the years 2025 and 2040. In addition, a telephone and web-based survey will be conducted to reach out to the broader community on what improvements draw their support. During this time, work will also begin on the approach and concepts for the Complete Streets elements of the Plan.

Developing the draft capacity and operational project list is a major schedule driver for the Expressway Plan 2040. The County is working on updating its General Plan Circulation Element by November 2014 to meet the Metropolitan Transportation Commission’s requirements for the receipt of federal transportation funds that are critical for expressway pavement rehabilitation and other expressway improvements. The larger-scale expressway improvements must be incorporated into the Circulation Element and the Environmental Impact Report by April 2014.

PAB Meeting #3 (April –August 2014)

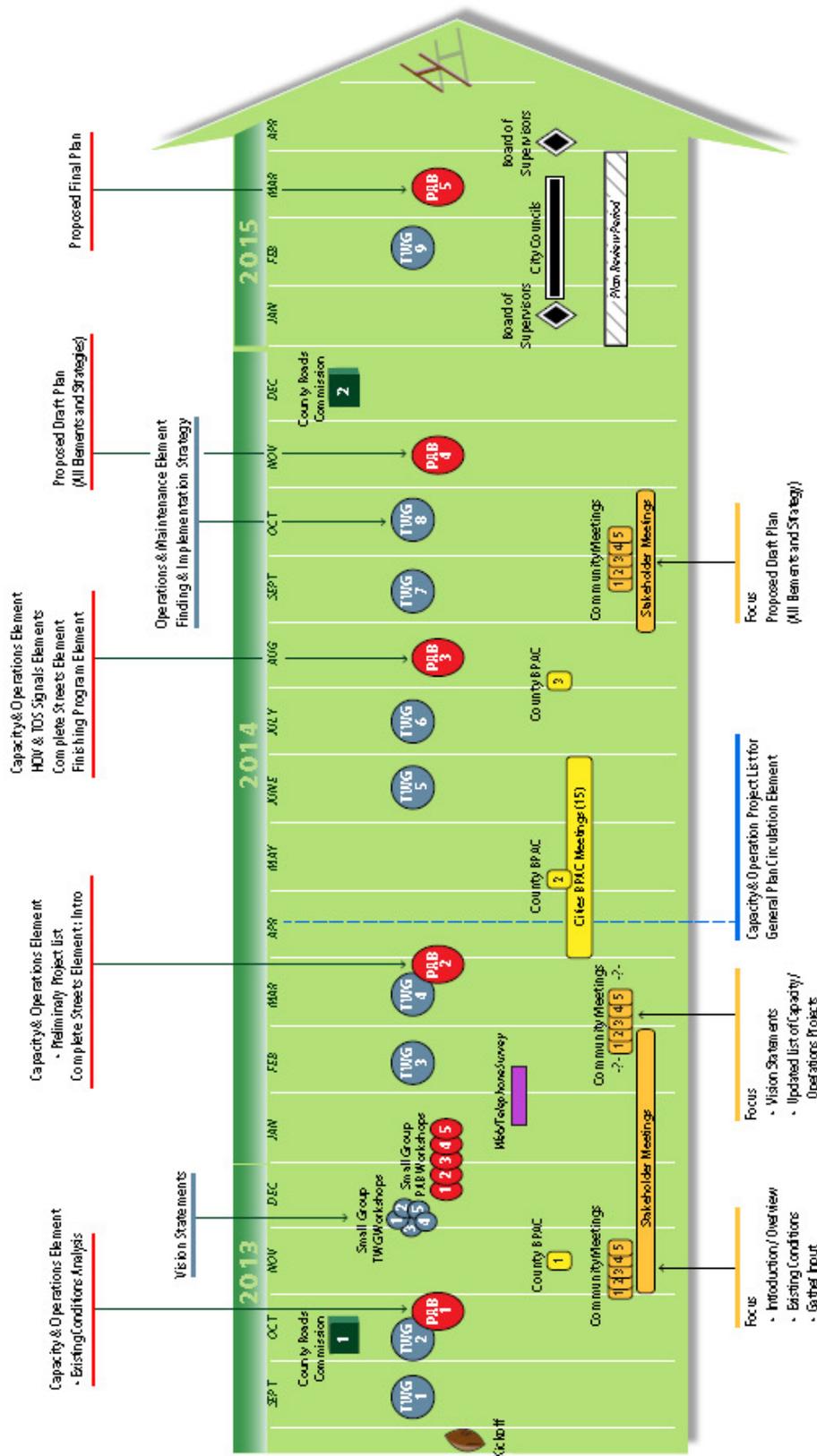
By the third PAB meeting, most of the elements of Expressway Plan 2040 will have been tackled. In addition to a draft of the Capacity and Operations Element, the high-occupancy vehicle (HOV) lane, Traffic Operations/Signals, and Complete Streets Elements will be ready for review and discussion. To support development of the bicycle and pedestrian Complete Streets elements, the project team will visit each city’s Bicycle and Pedestrian Advisory Committee (BPAC) or equivalent group and will consult with the County BPAC in addition to a technical assessment of each expressway’s needs.

PAB Meeting #4 (August - November 2014)

By this meeting the Draft Expressway Plan 2040 will be ready to post for public and city review. During this three-month period, the project team will be developing the Operations and Maintenance Element and the Funding and Implementation Strategy. At the fourth meeting, the PAB will be asked to recommend to the Board of Supervisors that the Draft Plan be released for review.

PAB Meeting #5 (January – March 2015)

The Project Team will circulate the Draft Plan for public review. In addition, staff will sweep through each city council to present the Draft Plan and request that the council support or endorse the plan. The fifth PAB meeting will be used to present potential plan revisions should there be significant comments or concerns raised during the review period. If there are no significant changes required, the fifth PAB meeting may be canceled.



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