

County of Santa Clara

Roads & Airports Department

Design & Construction Operations



RA01 081903

Prepared by: Dan Collen
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DATE: August 19, 2003

TO: Board of Supervisors

FROM: *M. J. Murdter* (Signature)

Michael Murdter
Director, Roads & Airports Department

SUBJECT: Comprehensive County Expressway Planning Study Implementation Plan

RECOMMENDED ACTION

Consider recommendations relating to Comprehensive County Expressway Planning Study Implementation Plan.

Possible actions:

- a. Accept Comprehensive County Expressway Planning Study documents.
- b. Approve the study findings with respect to the need for capacity and operational improvements on the expressway system as contained in the Roadway Projects Tier Summary.
- c. Approve the study findings with respect to the need for bicycle and pedestrian improvements, sound walls and landscaping on the expressway system as shown in the

Other Capital Improvements summary.

- d. Approve the recommended Funding Strategy related to Capital Improvements and Maintenance/Operations.
- e. Direct staff to pursue the Next Steps outlined in the Executive Summary.
- f. Direct staff to forward the Implementation Plan to the Santa Clara Valley Transportation Authority for inclusion in the Valley Transportation Plan 2020 (VTP2020) 2003/2004 update.

FISCAL IMPLICATIONS

There are no fiscal implications to the General Fund or to the Road Fund.

CONTRACT HISTORY

None.

REASONS FOR RECOMMENDATION

At its meeting May 29, 2003, the Study Policy Advisory Board voted unanimously to recommend the Study Implementation Plan to the Board of Supervisors for approval. Approval by the Board will conclude the Study and allow the Roads & Airports Department to move forward with implementation of the specific recommendations contained in the Plan.

The Study has required almost two years of collaborative planning led by the County and involving all of the cities having expressways through their jurisdiction and other regional entities (VTA, MTC, Caltrans, CHP). The Study process included extensive public outreach, with two telephone opinion surveys, meetings with community associations, presentations to chambers of commerce, contact with Silicon Valley Manufacturing Group and other development interests, project community meetings and a Draft Plan Open House, a project hotline, and a project web site.

As a result, the Plan has the support of the local cities, with council actions of endorsement completed by Campbell, Cupertino, Los Altos, Milpitas, Mountain View, San Jose, Santa Clara, Saratoga, and Sunnyvale. Endorsement of the Plan is under process by Palo Alto. Gilroy and Morgan Hill were represented on the Policy Advisory Board but were not asked to endorse the Plan as the South County planning efforts are on-going. Los Gatos and Monte

Sereno have no expressway mileage in their jurisdictions. Los Altos Hills participated at a staff level only.

In addition to city support, the Plan has been endorsed by the Silicon Valley Manufacturing Group. A copy of their letter of support is attached.

The County of Santa Clara Roads Commission has also reviewed the Draft Plan and recommended approval of the Plan and funding strategy to the Board of Supervisors, with an additional recommendation that high priority be given to eliminating the maintenance and operations shortfall.

On June 19, 2003, the Housing, Land Use, Environment & Transportation Committee took action to accept the staff report on the Study as well as the recommendations of the Roads Commission, and forward the Implementation Plan to the Board with a favorable recommendation.

BACKGROUND

The Comprehensive County Expressway Planning Study will serve as a long range strategic plan for the improvement and maintenance of the expressways. The Study Implementation Plan includes seven elements devoted to describing the project, operations, and maintenance needs and improvement recommendations. An eighth element recommends a funding strategy. Finally, the plan includes recommendations for further study of South County transportation needs.

The plan identifies capital improvement program needs totaling \$1.7 – \$2.0 billion, and unmet maintenance and operations needs totaling \$13 million annually. Delivery of the entire capital program would also require \$11.4 – \$13.4 million in annualized matching funds, assuming the projects are subject to federal grant match requirements. The Board's approval of the Implementation Plan does not commit the County to undertake any particular project. Prior to making such a commitment, the County would undertake the appropriate review under the California Environmental Quality Act (CEQA) and would consider the results of that review.

Implementation of the Capacity and Operational Improvement Element would result in substantial traffic congestion relief. Currently, 30 out of 129 intersections on the expressways

are operating at Level of Service (LOS) F, the worst category of traffic congestion measurement. Study projections for 2025 baseline conditions indicate 50 of these traffic signal locations would be operating at LOS F. The proposed capacity and operational projects mitigate 28 out of the existing 30 LOS F intersections, and 43 out of 50 of the projected 2025 LOS F intersections. All but one of the LOS F intersections to remain deficient are the subject of prior policy decisions or are the subject of continuing study (e.g. Capitol Expressway in the area of the planned LRT project).

Corridor-wide traffic analysis shows overall corridor LOS to be significantly improved with implementation of the capacity/ operational improvements. Six of the eight expressways would operate at a minimum of LOS D with some expressway segments achieving LOS C. Montague Expressway east of I-880 would improve from LOS F to E. West of I-880, Montague would continue to operate at LOS F but the queuing and overall delay would be reduced significantly (25% reduction in delay of all vehicles; 13 minute reduction in travel time). Capitol Expressway from Neiman Blvd. through the US 101 interchange would improve from LOS F to E and would remain D west of US 101. Projected LOS information for Capitol north of Neiman to I-680 is not available since the conditions in the area of planned LRT construction have not been fully defined.

Other elements of the plan address and quantify needs related to signal operations and Traffic Operations System (TOS) improvements, High Occupancy Vehicle (HOV) lanes, bicycle accommodations, pedestrian facilities, frontage finishing with landscaping and sound walls, and maintenance and operations at a recommended level of effort.

At its March 25, 2003 meeting, the Board of Supervisors approved release of draft Study documents for public review and comment. Methods used to notify the community about the Draft Plan's availability and our offer to meet with community associations included:

- Sent notices to the 85 members of the community who have commented on the Study since its start or attended one of the Study's meetings.
- Mailed notices to over 350 community/ neighborhood associations throughout the county, made possible by the United Neighborhoods of Santa Clara County who provided their membership mailing list.

- Received assistance from the cities of Milpitas, Mountain View, and Sunnyvale, and from San Jose PAB members who notified key community associations.
- Submitted newsletter articles for various community groups and articles about the Draft Plan appeared in some of the local newspapers.

As a result of the outreach, comments and inquiries were received on the Study website and hotline, and staff was requested to attend various community association meetings.

Project staff presented the Draft Plan to VTA's Citizen Advisory Committee (CAC) and Technical Advisory Committee (TAC). The draft bicycle and pedestrian elements of the Plan were presented to the County/ VTA Bicycle and Pedestrian Advisory Committee (BPAC). In addition, three cities (Campbell, Los Altos, and Sunnyvale) took these elements to their BPACs and forwarded comments. Santa Clara and Milpitas BPACs had reviewed the bicycle and pedestrian elements earlier in the process and forwarded comments.

As a result of the outreach, various discussions were held and a number of comments were received. Most of the discussion at meetings and some of the comments were actually questions and requests for clarification. Staff has responded to all of these inquiries and have incorporated text changes as needed and appropriate, and did highlight all significant changes proposed to the Draft to the PAB at the May 29, 2003 meeting. The edits were all accepted as part of the approving action of the PAB.

CONSEQUENCES OF NEGATIVE ACTION

Implementation of recommendations contained in the Plan, including funding opportunities, will be delayed. Projects identified in the plan may not be included in the VTP2020 2003/2004 update.

STEPS FOLLOWING APPROVAL

Send KEYBOARD notification of completed process to:

1. Dan Collen in the Roads and Airports Department — Design and Construction Branch
- 2.

Kent Mitchell in the Roads and Airports Department -- Administration

Staff will forward the Plan to the Valley Transportation Authority (VTA) for inclusion in the Valley Transportation Plan 2020 (VTP2020) 2003/2004 update.

ATTACHMENTS

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- Silicon Valley Manufacturing Group Recommendations
- Expressway Planning Study – Executive Summary