Completing the Streets in Santa Clara County

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October 26, 2017
VTA Provides Solutions that Move You
Population, 2010 Census

- Monte Sereno
- Los Altos Hills
- Los Altos
- Los Gatos
- Saratoga
- Morgan Hill
- Campbell
- Gilroy
- Cupertino
- Unincorporated County
- Mountain View
- Palo Alto
- Milpitas
- Sunnyvale
- Santa Clara
- San Jose

Thousands

San Jose
Sunnyvale
Mountain View
Cupertino
Palo Alto
Gilroy
Campbell
Morgan Hill
Los Gatos
Los Altos
Monte Sereno
Unincorporated County
Mountain View
Palo Alto
Milpitas
Sunnyvale
Santa Clara
San Jose

Thousands

0 100 200 300 400 500 600 700 800 900 1,000

Santa Clara County
Context is Key: County Expressways

Photo: Richard Masoner
Context is Key: Freeway Interchanges

Photos: VTA
Context is Key: Major Arterials

Photos: VTA
Context is Key: Business Parks
Context is Key: Downtown

Photos: VTA
Context is Key: Residential Collectors

Photo: City of Campbell
Context is Key: Rural/Semi-Rural

Photos: VTA
Context is Key: Downtown San Jose

Photo: VTA

Photo: Sergio Ruiz
Context is Key: Downtown San Jose

Photos: Sergio Ruiz
VTA’s Complete Streets Efforts

- Design manuals
- Workshops & trainings
- Integration into grant criteria
- MTC requirements
- Development review
2016 Measure B Estimated Revenue (over 30 years)

- Bicycle/Pedestrian
- Caltrain Corridor Capacity Improvements
- State Route 85 Corridor
- Transit Operations
- Caltran Grade Separations
- Highway Interchanges
- County Expressways
- Local Streets and Roads
- BART to San Jose

Complete Streets Required

Billions
VTA’s Definition of Complete Streets (Cliffs Notes Version)

- Safe travel for all roadway users
- Context sensitive design
- Prioritize & do not degrade safety, comfort, convenience of pedestrians, bicyclists, transit riders
- Developed with community input
Elements of Complete Streets

• Pedestrian infrastructure
• Bicycle infrastructure
• Transit infrastructure
• Green street treatments
• Intelligent transportation systems

Photo: Sergio Ruiz
Complete Streets Resolution Required

Must contain MTC’s 9 elements to be eligible to receive Measure B funding:

1. Serve all Users
2. Context Sensitivity
3. Complete Streets in all Departments
4. All Projects/Phases
5. Consult Plans
6. Street Network/Connectivity
7. Consult BPAC
8. Evaluation Implementation
9. Exception Process

Photo: VTA
Stand-Alone Capital Projects

- Initiation: Complete Streets Checklist (similar to MTC)
- Midpoint: Check-in with VTA staff (depends on phase)
- Completion: Close out form, noting CS elements provided
- Posted online
Pavement Management Programs

- Initiation: Simplified checklist and list of street segments, known exceptions
- Completion: Summary of CS elements provided, exceptions by segment
- Posted online

Photo: VTA
Exceptions Process

- Required if a project does not include bike/ped/transit infrastructure identified in adopted plan or degrades bike/ped/transit conditions

- Explanation of decision
- Signed off by Public Works Director
- Made publicly available

- VTA will review and retains the right to deny funding
Questions?

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