

SANTA CLARA COUNTY CIRCULATION AND MOBILITY PLANNING PROJECT

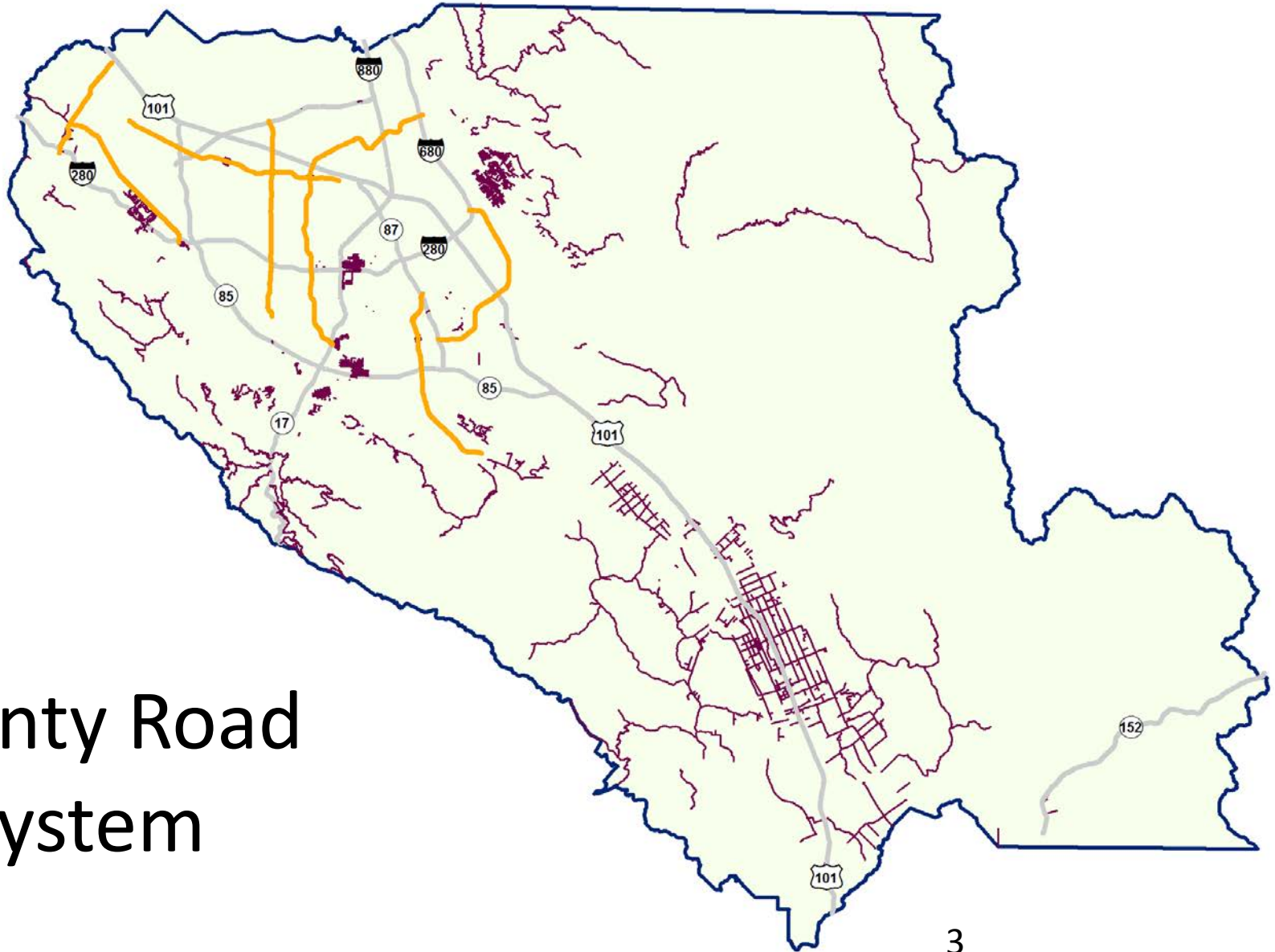


**Gilroy– South County Area
Community Meeting
September 15, 2014**

Overview

- Project Objectives and Process
- Proposed Road System
- Considerations for General Plan Element Strategies and Policies
- Next Steps

SANTA CLARA COUNTY CIRCULATION AND MOBILITY PLANNING PROJECT



County Road
System

Project Objectives

1. Develop New General Plan Circulation and Mobility Element:
 - Compliance with California Complete Streets Act
 - Policy direction for Roads Master Plan
2. Prepare Roads Master Plan:
 - Public and private road development policies and standards
 - Road expansion/improvement priorities
 - Complete Street improvements

SANTA CLARA COUNTY CIRCULATION AND MOBILITY PLANNING PROJECT TIMELINE

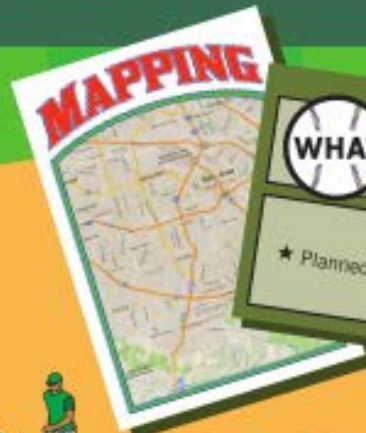
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April-December 2014

WHERE ARE WE GOING?

- ★ General Plan Circulation and Mobility Element
- ★ Program Environmental Impact Report



March-July 2014

WHAT SHOULD THE COUNTY ROAD SYSTEM LOOK LIKE?

- ★ Planned County Road System



November 2013-April 2014

WHO ARE THE ROAD USERS AND WHAT DO THEY NEED?

- ★ Current and future traffic demand
- ★ Current road plans and policies
- ★ Complete Streets best practices



January-June 2015

HOW WILL WE GET THERE?

- ★ Roads Master Plan

LEGEND



Stakeholders
Large private roads communities, developers, agricultural interests, business groups, cities



Neighborhood/Community Groups
Urban and rural unincorporated community groups, e.g., San Martin, San Antonio Hills, Burbank, Cambrian, Alum Rock, Mount Hamilton



Community Meetings
For unincorporated rural areas without organized neighborhood/community associations; open to all members of the public



Public Meetings
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Public Hearings
Planning Commission and Board of Supervisors



Environmental Meetings
Scoping and public comment

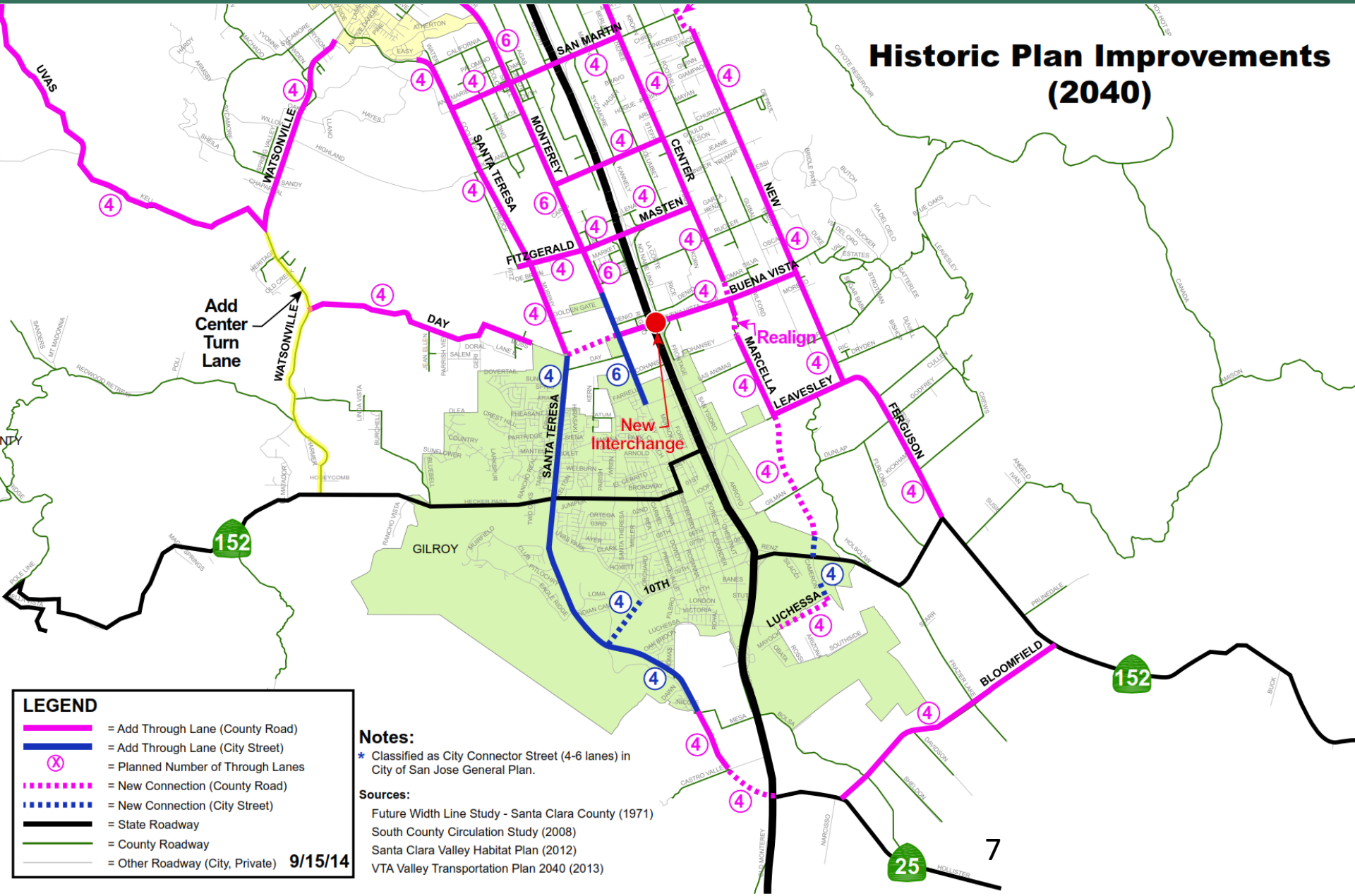
Historical Plans

- 1971 Ruth and Going Report - FWLs/OPLs and road dedication/improvement policies
- 1994 General Plan Transportation Element
- 1995 Countywide Trails Master Plan
- 1995 San Martin Integrated Design Plan

(FWL = Future Width Line; OPL = Official Plan Line)

SANTA CLARA COUNTY CIRCULATION AND MOBILITY PLANNING PROJECT

Historic Plan Improvements (2040)



Add Center Turn Lane

New Interchange

Realign

LEGEND

- = Add Through Lane (County Road)
- = Add Through Lane (City Street)
- X = Planned Number of Through Lanes
- ⋯ = New Connection (County Road)
- ⋯ = New Connection (City Street)
- = State Roadway
- = County Roadway
- = Other Roadway (City, Private)

9/15/14

Notes:

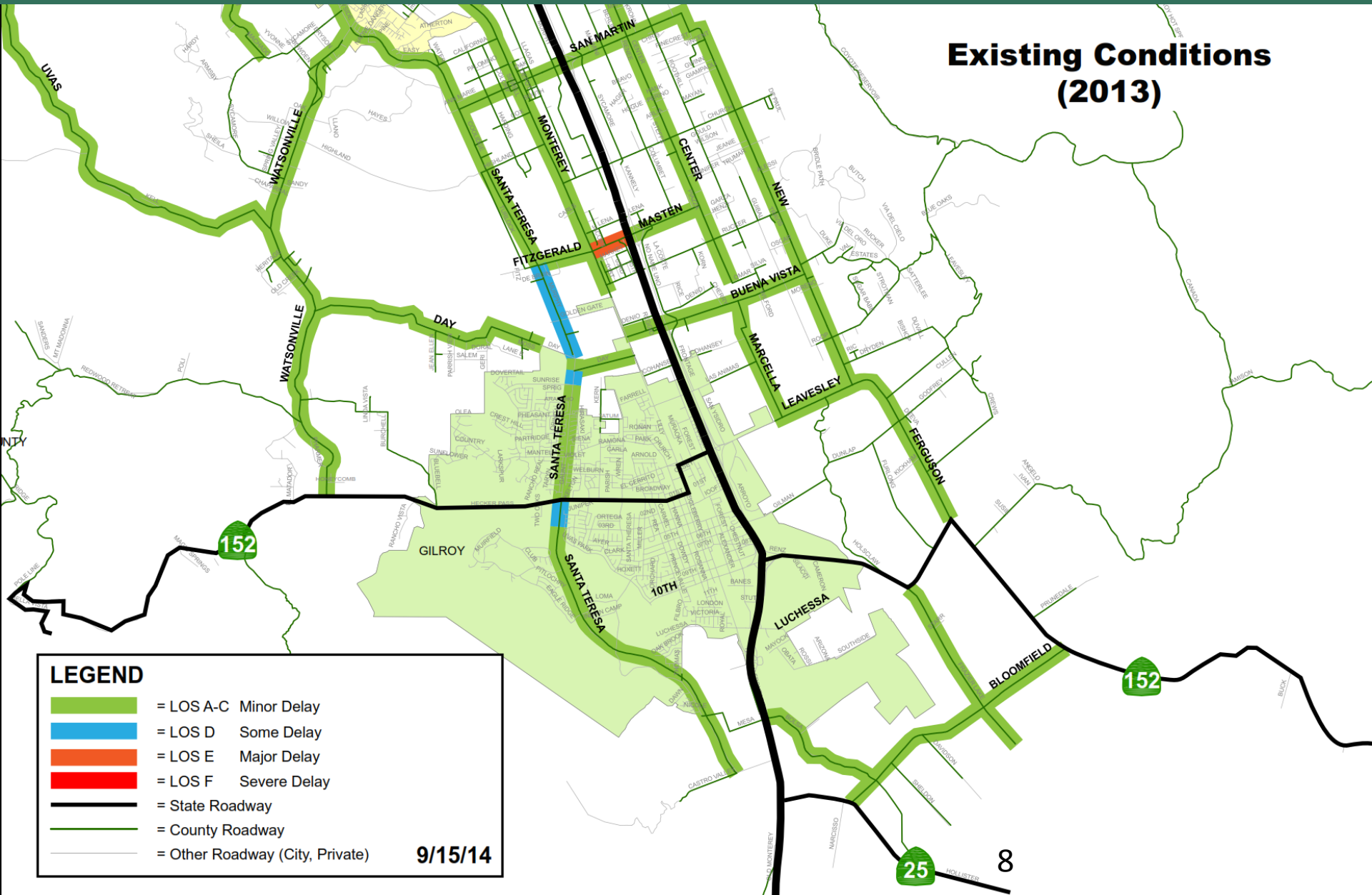
- * Classified as City Connector Street (4-6 lanes) in City of San Jose General Plan.

Sources:

- Future Width Line Study - Santa Clara County (1971)
- South County Circulation Study (2008)
- Santa Clara Valley Habitat Plan (2012)
- VTA Valley Transportation Plan 2040 (2013)

SANTA CLARA COUNTY CIRCULATION AND MOBILITY PLANNING PROJECT

Existing Conditions (2013)



LEGEND

- = LOS A-C Minor Delay
- = LOS D Some Delay
- = LOS E Major Delay
- = LOS F Severe Delay
- = State Roadway
- = County Roadway
- = Other Roadway (City, Private)

9/15/14

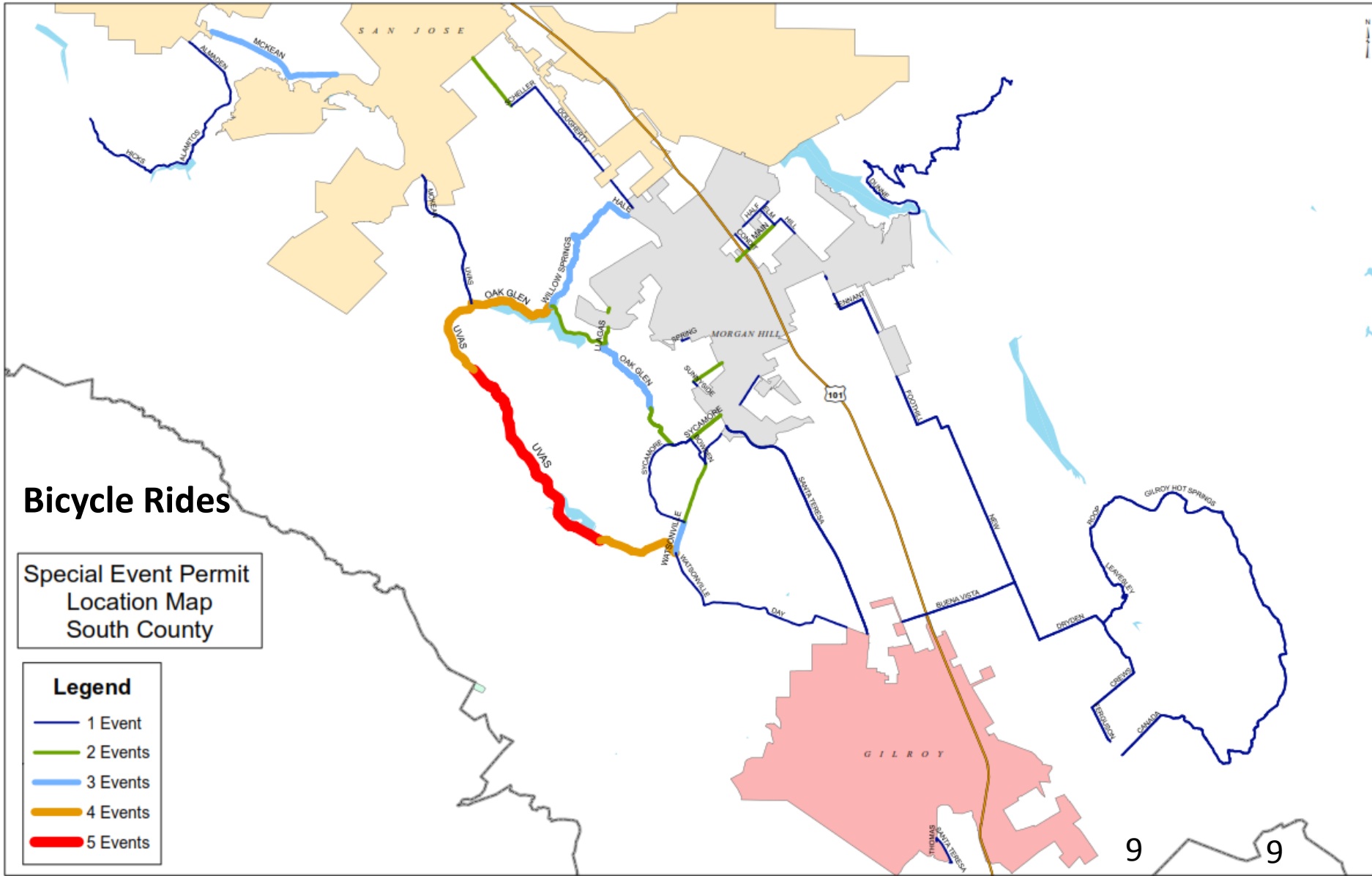
SANTA CLARA COUNTY CIRCULATION AND MOBILITY PLANNING PROJECT

Bicycle Rides

Special Event Permit
Location Map
South County

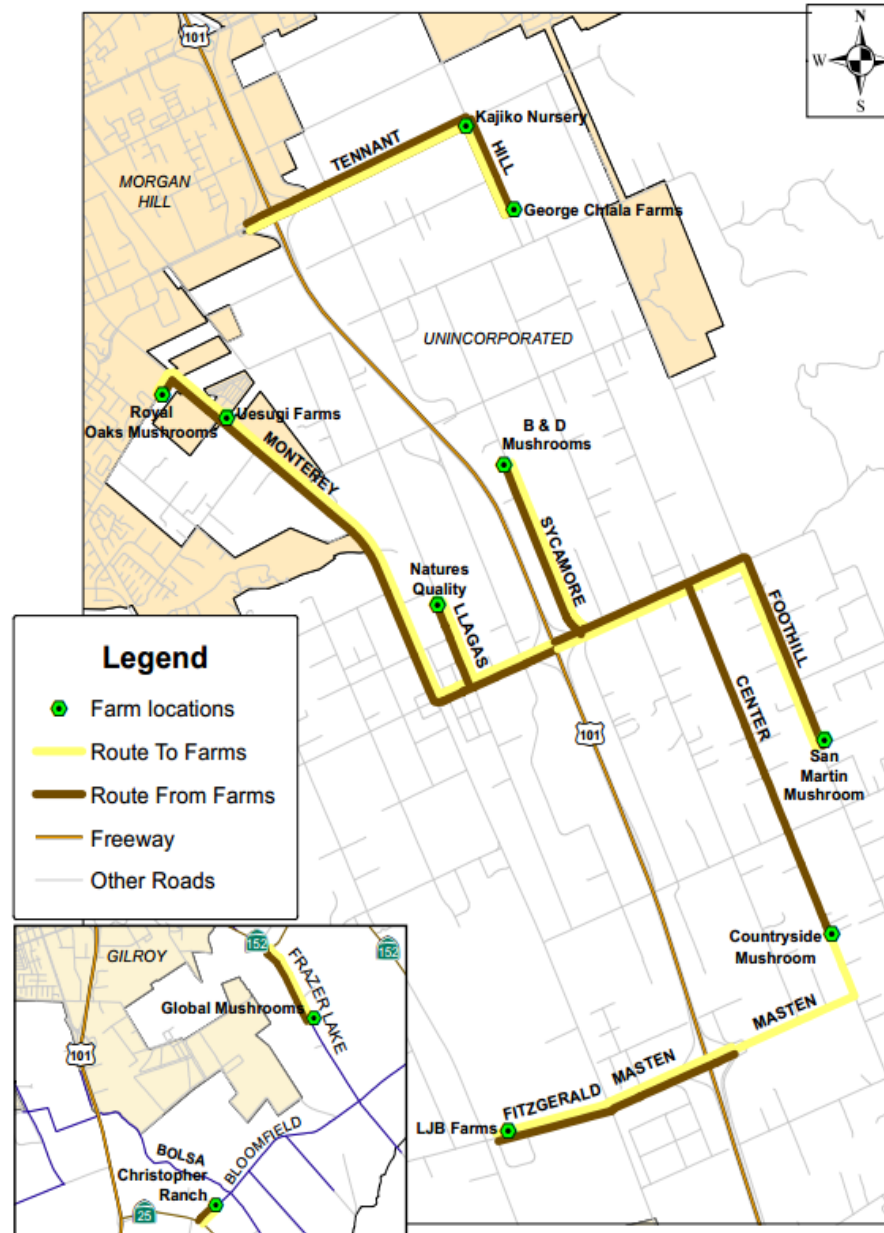
Legend

-  1 Event
-  2 Events
-  3 Events
-  4 Events
-  5 Events

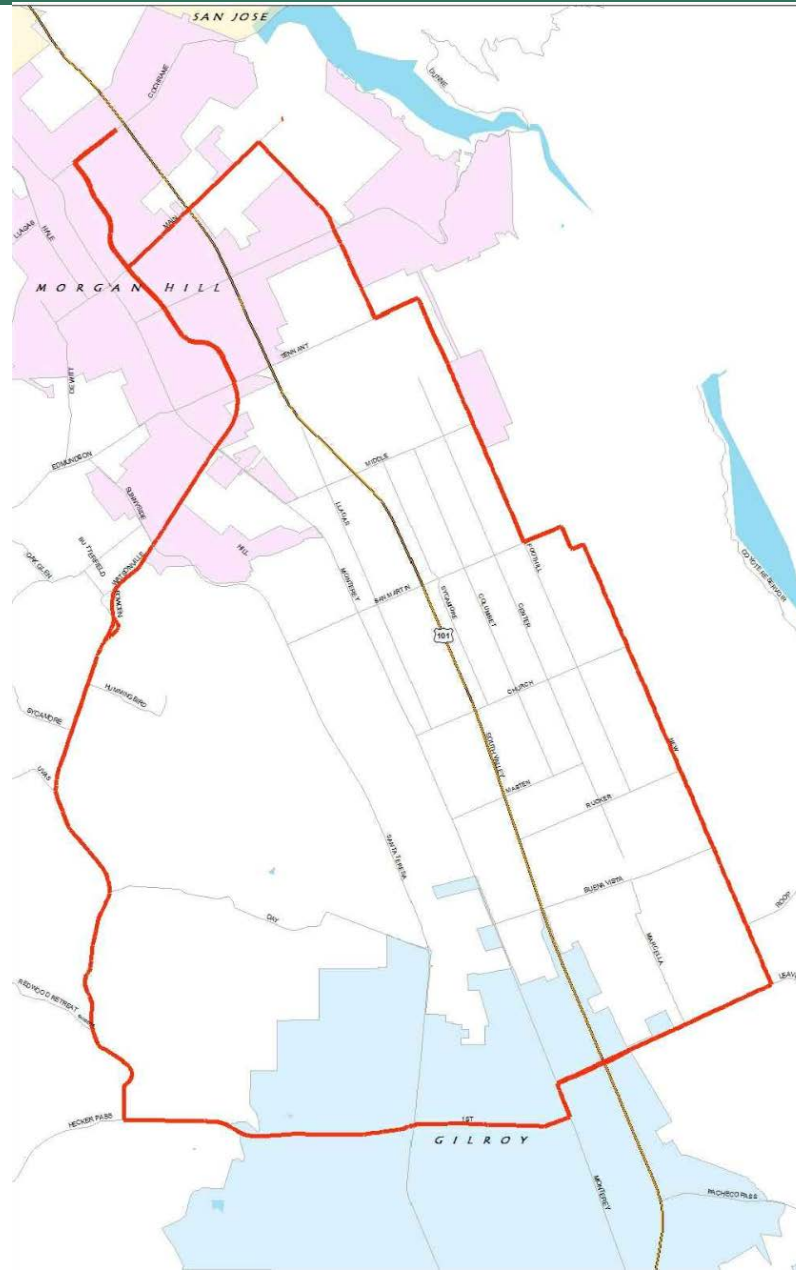
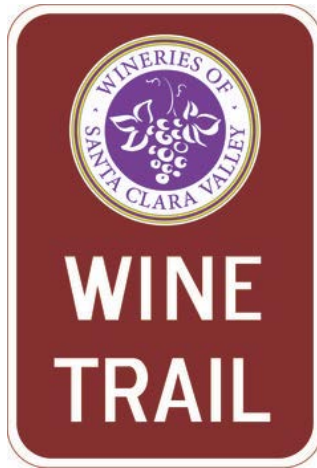


SANTA CLARA COUNTY CIRCULATION AND MOBILITY PLANNING PROJECT

Farm to Market Truck Routes



Santa Clara Valley Wine Trail Route



Year 2040 Traffic Projections – No Build Scenario

- City land use plans per their General Plans
- City road networks per their General Plans
- VTA's VTP 2040 US 101 improvements
- No improvements to County roads

Finding: Most County roads in South County will operate at Level of Service of C or better with no widening.

Road Widening/Connection List

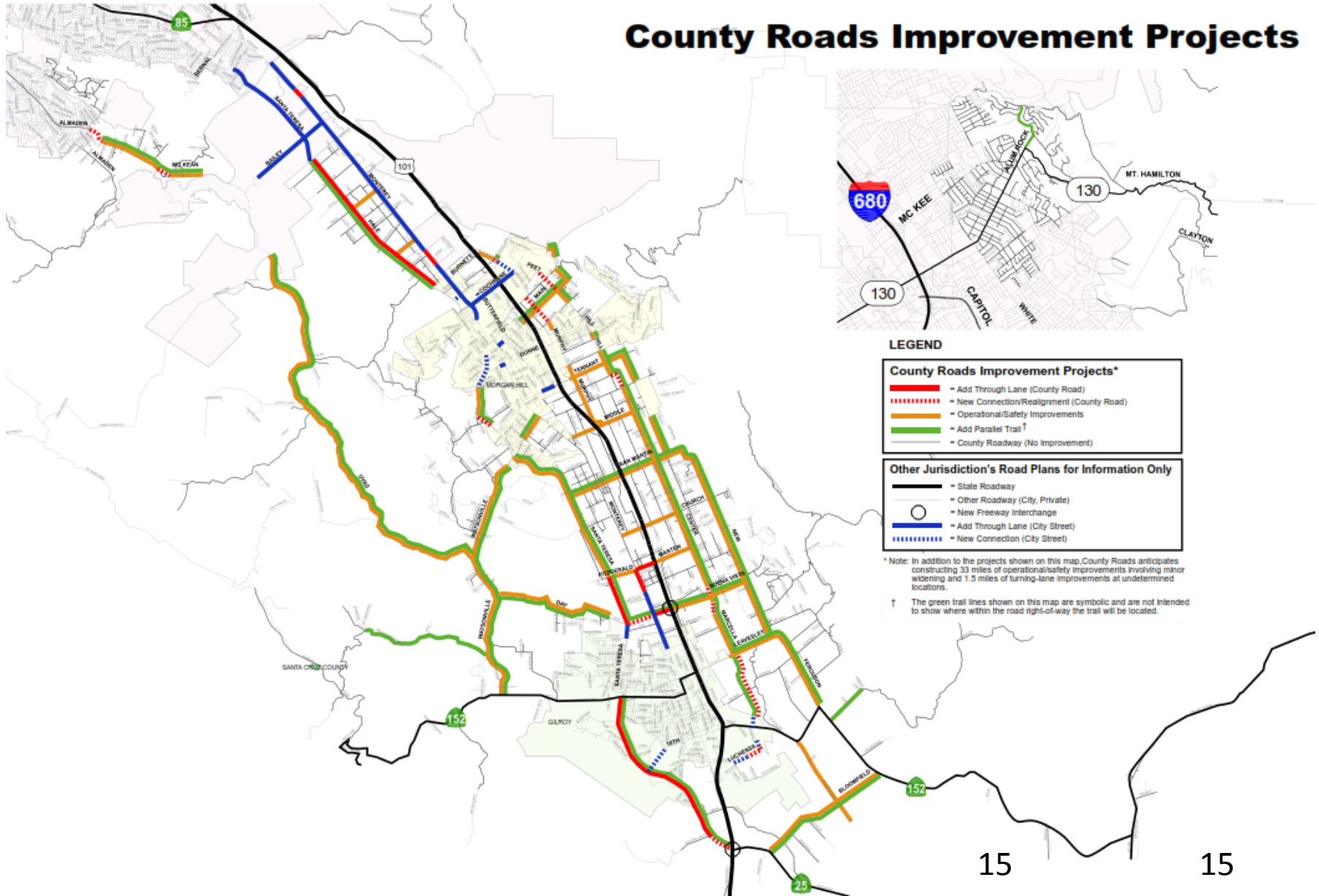
- Widen Santa Teresa to 4 lanes and Monterey to 6 lanes **north of Morgan Hill** to feed into San Jose's road network
- Widen Santa Teresa to 4 lanes **south of Gilroy** and connect to US 101/SR 25
- Widen roads in vicinity of US 101 interchanges at Masten and Buena Vista
- Fill in road gaps and realign road segments along the major north-south and east-west corridors

Proposed Approach for Other Roads

1. Scale back road expansion plans to reflect current plans and projections
2. Focus on operational/safety improvements (e.g., center turn lanes, wider shoulders, realignments)
3. Use planned wider rights-of-way to integrate in the Trails Master Plan's road segments

SANTA CLARA COUNTY CIRCULATION AND MOBILITY PLANNING PROJECT

County Roads Improvement Projects



SANTA CLARA COUNTY CIRCULATION AND MOBILITY PLANNING PROJECT

County Roads Improvement Projects

LEGEND

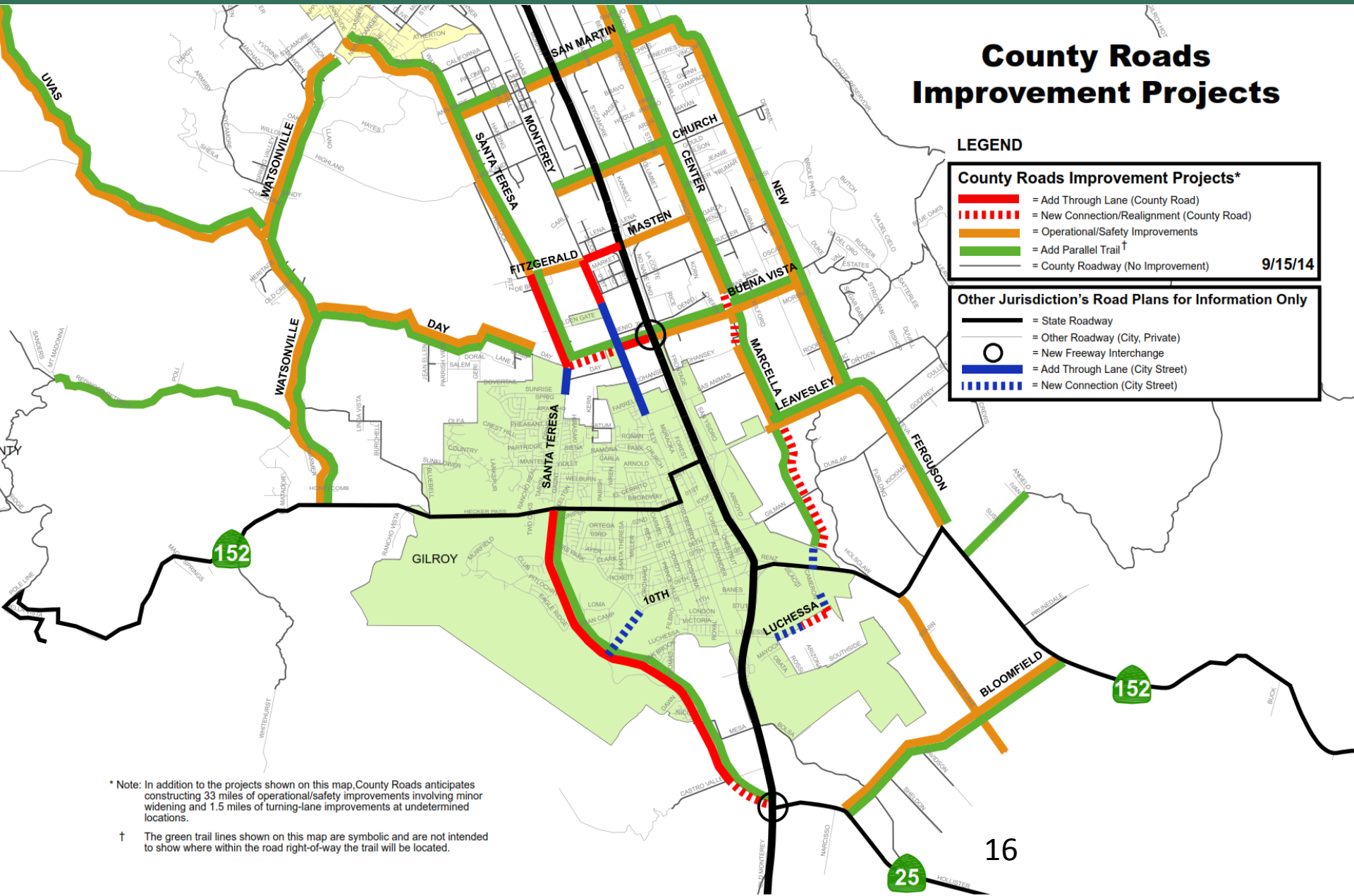
County Roads Improvement Projects*

- = Add Through Lane (County Road)
- = New Connection/Realignment (County Road)
- = Operational/Safety Improvements
- = Add Parallel Trail†
- = County Roadway (No Improvement)

9/15/14

Other Jurisdiction's Road Plans for Information Only

- = State Roadway
- = Other Roadway (City, Private)
- = New Freeway Interchange
- = Add Through Lane (City Street)
- = New Connection (City Street)

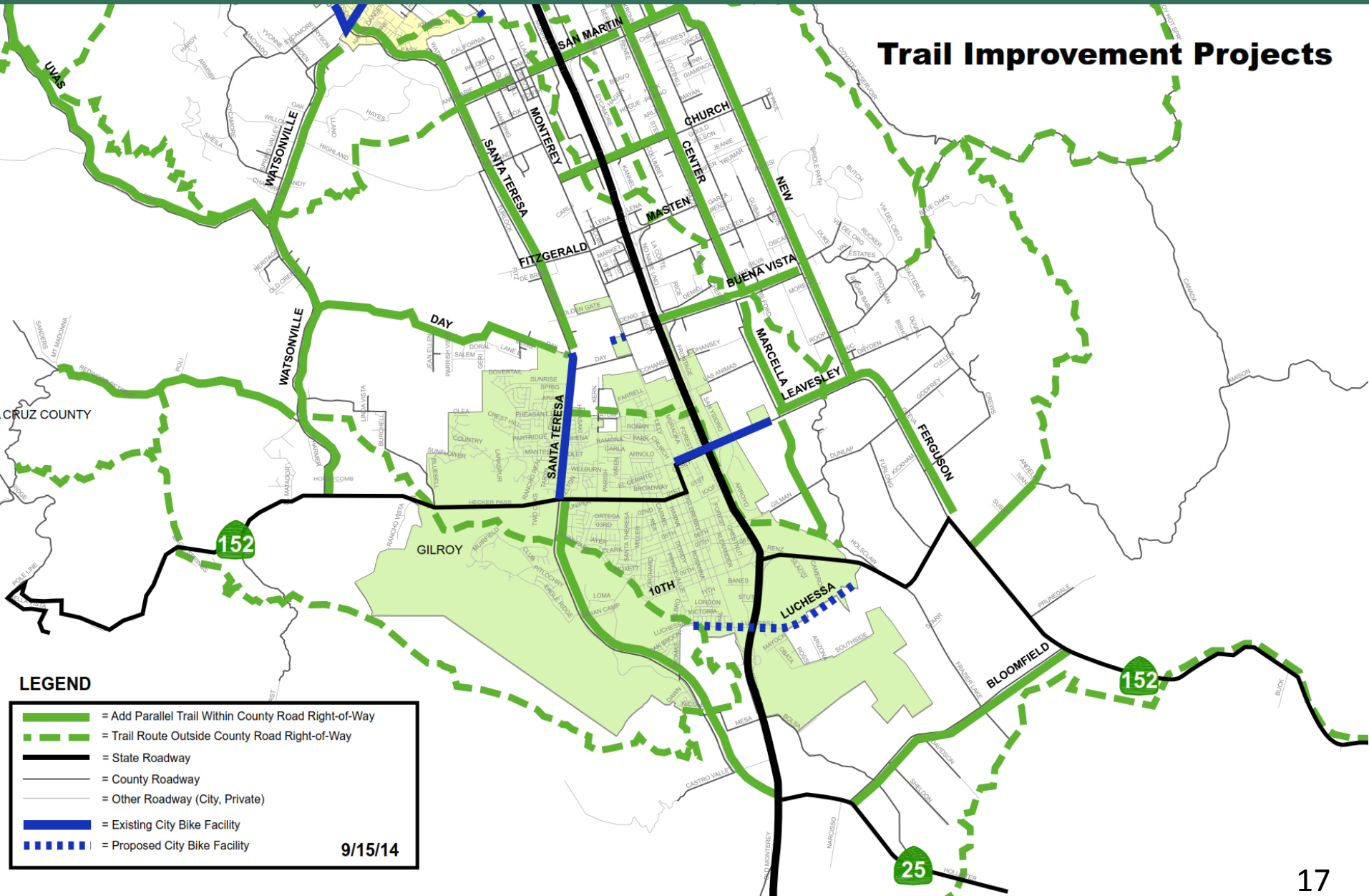


* Note: In addition to the projects shown on this map, County Roads anticipates constructing 33 miles of operational/safety improvements involving minor widening and 1.5 miles of turning-lane improvements at undetermined locations.

† The green trail lines shown on this map are symbolic and are not intended to show where within the road right-of-way the trail will be located.

SANTA CLARA COUNTY CIRCULATION AND MOBILITY PLANNING PROJECT

Trail Improvement Projects



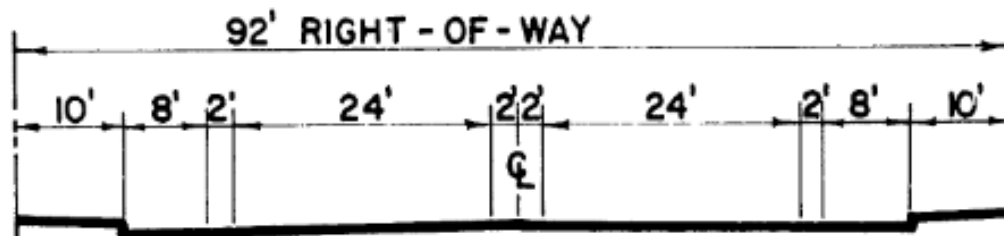
FWL/OPLs for Gilroy Area

- East-West Corridors:
 - San Martin – 110 feet
 - Church – 92 feet
 - Fitzgerald/Masten – 92-110 feet
- North-South Corridors:
 - Santa Teresa – 110-165 feet
 - Monterey – 112 feet (existing 4-lane)
 - Center/Marcella/Hill/Peet – 92 feet
 - Ferguson – 110 feet

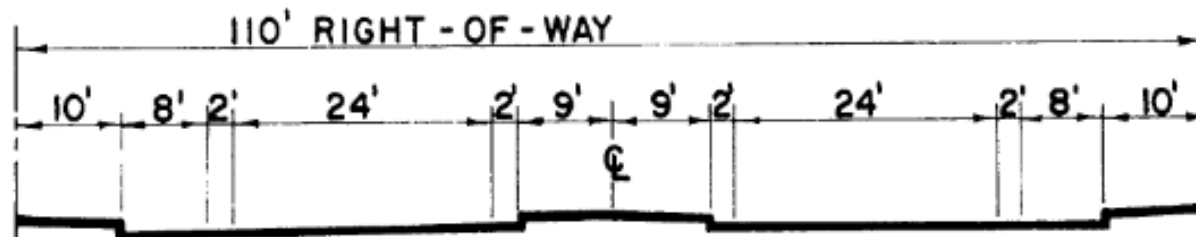
Roads Cross-Sections

- For a variety of street widths and types
- Individualized for urban/suburban, semi-rural, rural, and mountain roads
- Clearly indicating how various road users are served for each type of road
- Can be context sensitive; providing options to reflect existing neighborhood characters
- Will be coordinated with adjacent cities for roads within Sphere of Influence
- Center Lanes to be implemented only when/if the need arises

1971 Cross Sections



4 LANE ARTERIAL

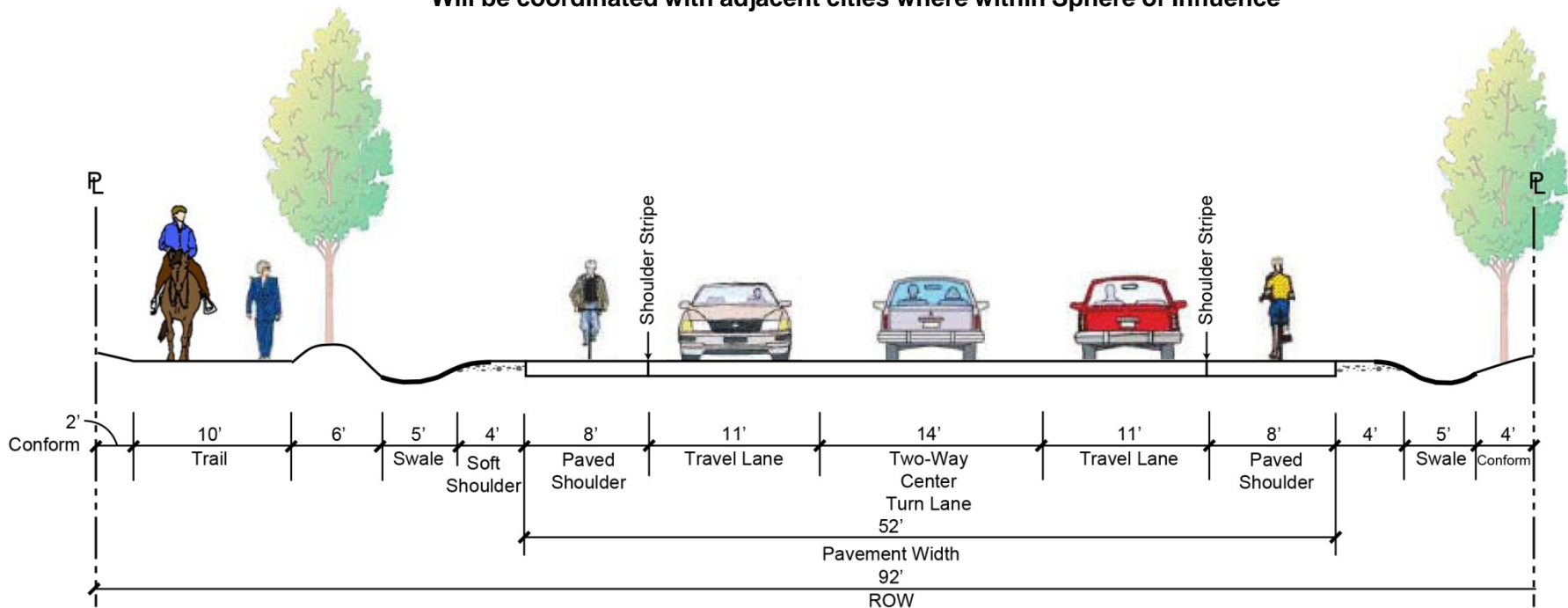


4 LANE DIVIDED ARTERIAL

Proposed Planned Cross Sections

Preliminary (8/26/14)

Two-Lane Collector / Arterial Rural Street with Trail (92')
Will be coordinated with adjacent cities where within Sphere of Influence

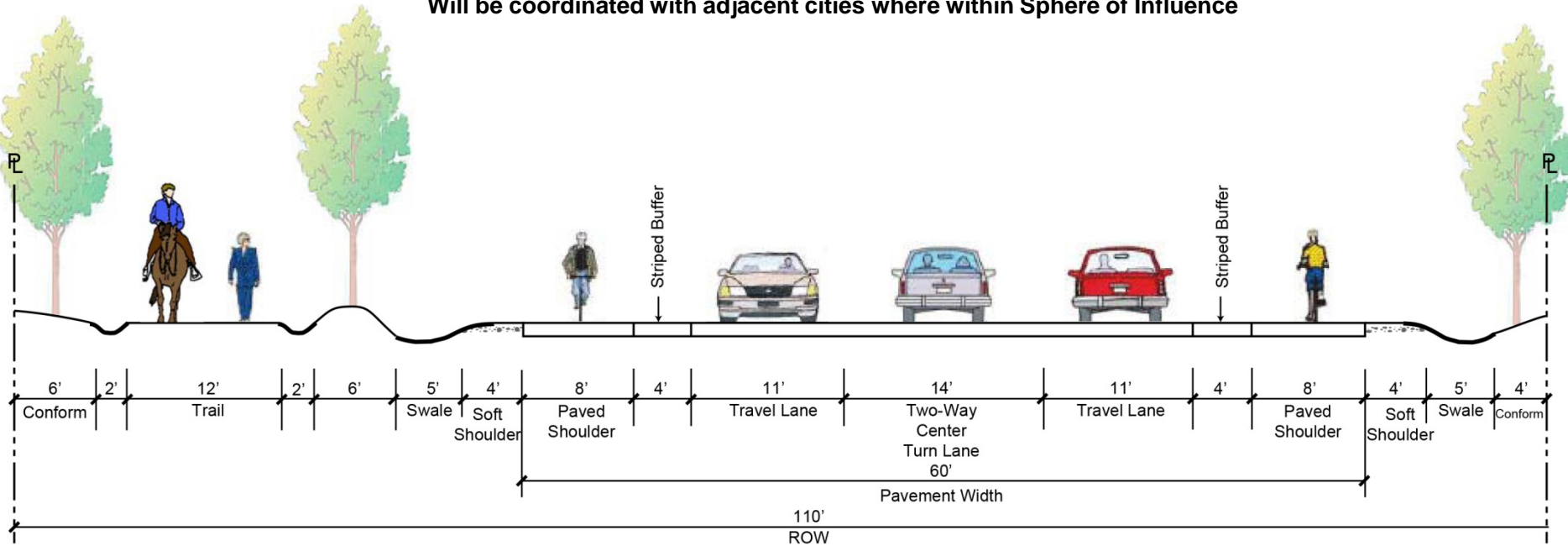


Proposed Planned Cross Sections

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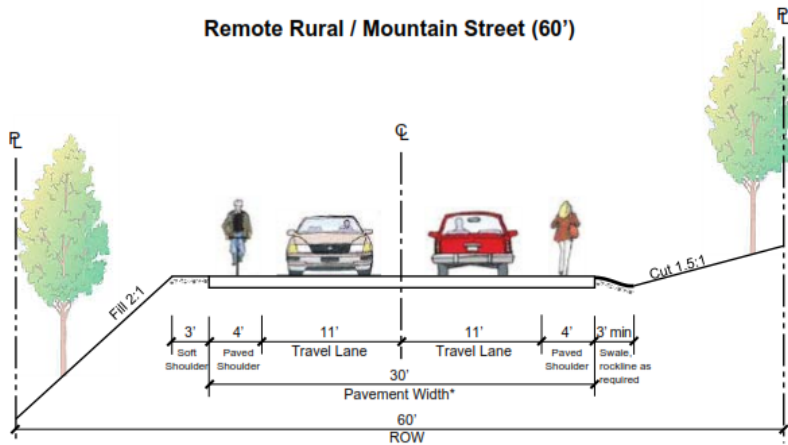
Two-Lane Arterial Rural Street with Trail (110')

Will be coordinated with adjacent cities where within Sphere of Influence



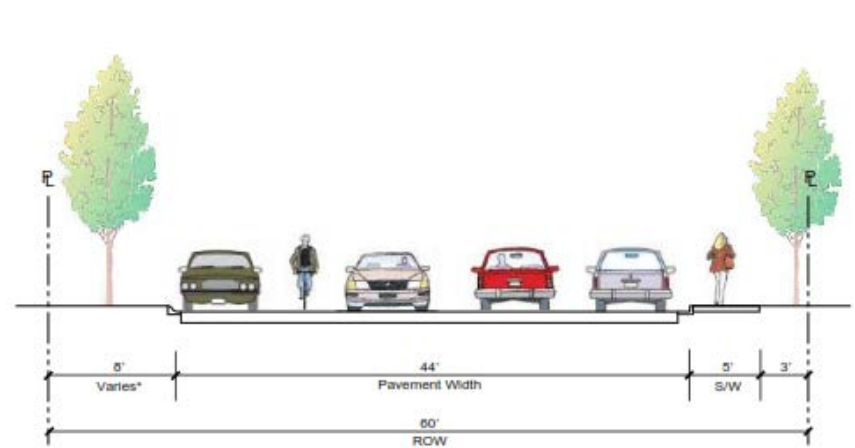
Proposed Planned Cross Sections

Remote Rural/Mountain Street (60')



Desired dimensions shown. If terrain requires reduction in width, give priority to shoulders in uphill direction.

Local and Collector Suburban Street with Parking (60')

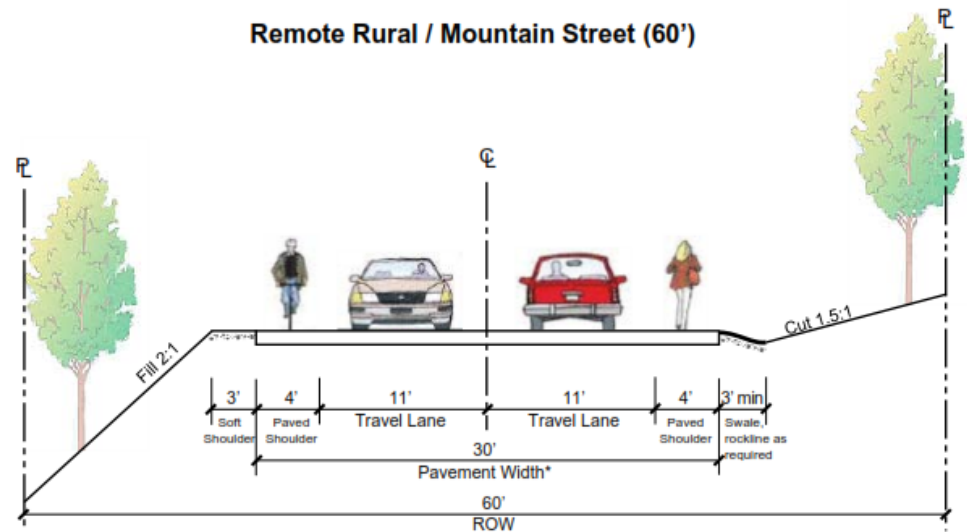


Border area treatments vary by location depending upon neighborhood character, needs, or preferences.

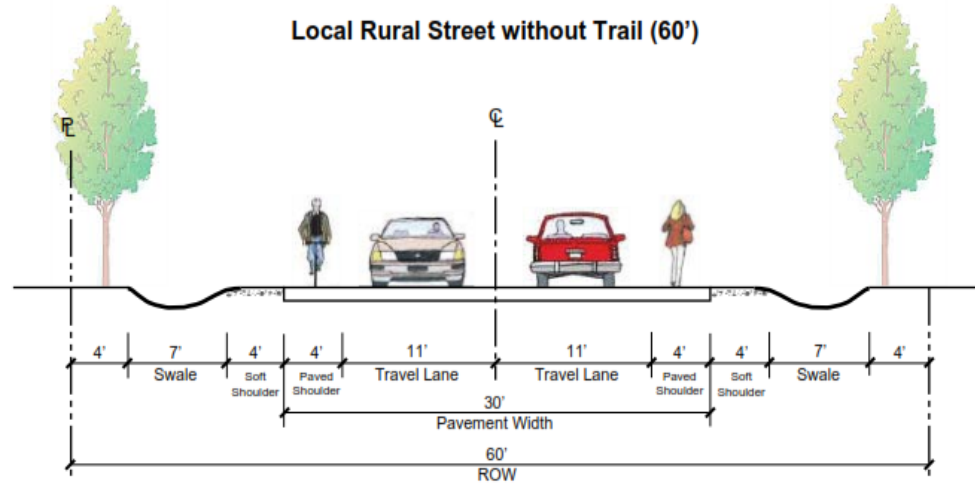
Mountain Road



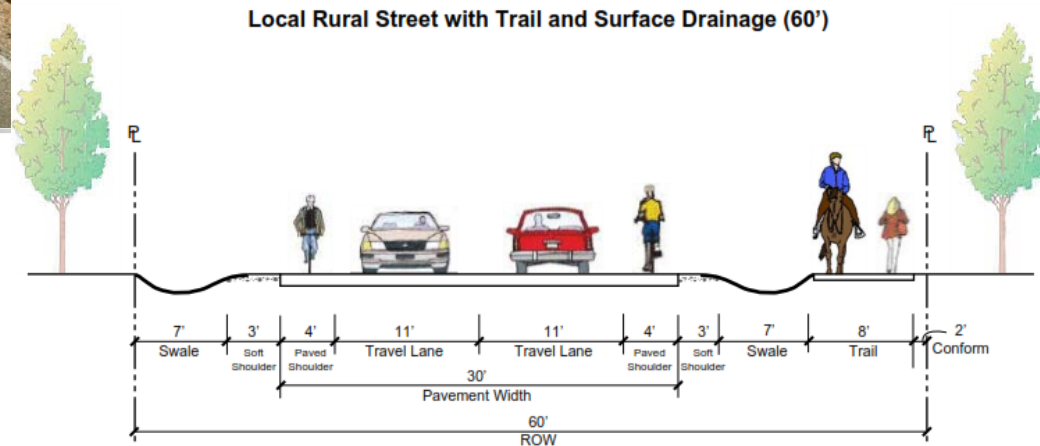
Add or widen shoulders where feasible



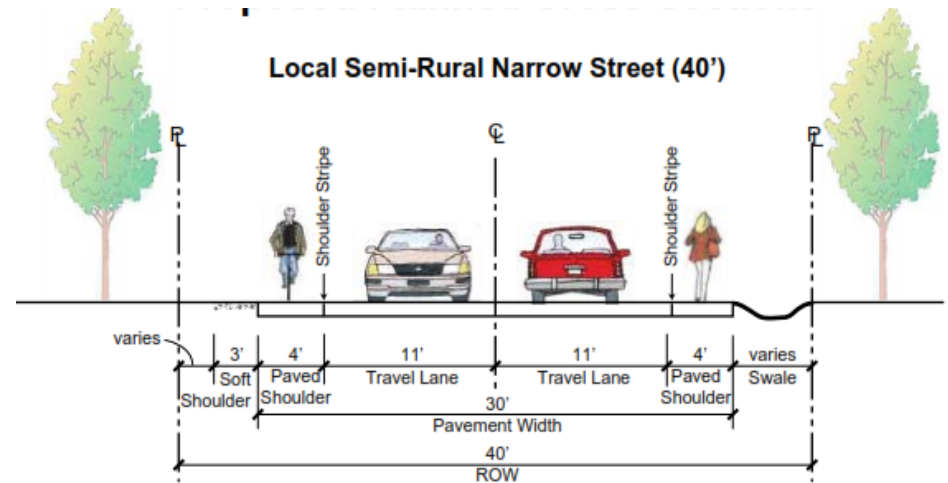
Local Rural Street



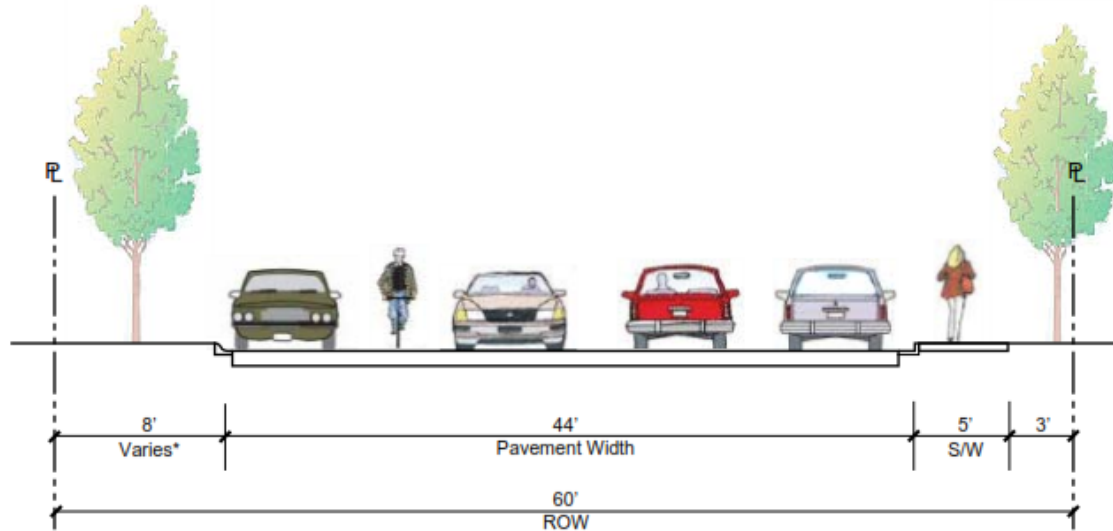
**Add or widen shoulders
and/or separate
pedestrian path**



Local Semi-Rural Existing Narrow Street



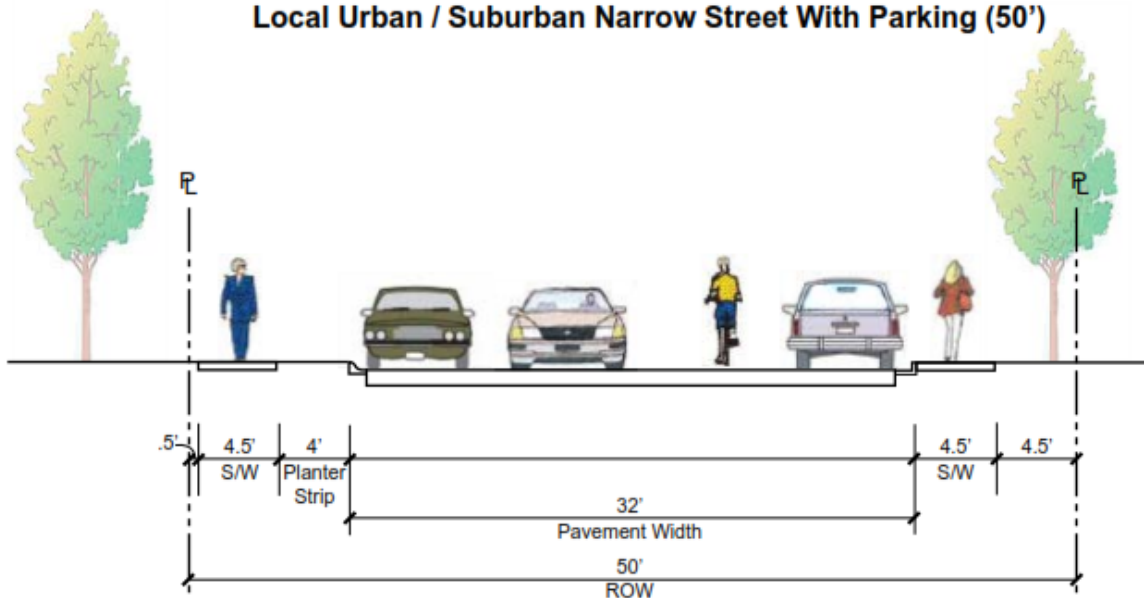
Existing Suburban Neighborhoods



Urban Neighborhood



Local Urban / Suburban Narrow Street With Parking (50')



**CIRCULATION AND MOBILITY ELEMENT
Strategies and Policies**

Complete Streets Policy

- Provide a road system that meet the needs of **all users** for safe and convenient travel in a manner that is **suitable to the rural, suburban, or urban context** of the general plan.

Public Road System

Any road that meets the following criteria must be public:

- Is part of a grid pattern for valley floor to provide for local circulation needs for all users
- Serves through traffic
- Provides access to public destinations

Private Road Considerations

- Discourage versus permissive?
- Allowances for gating roads?
- Converting to public road in future?

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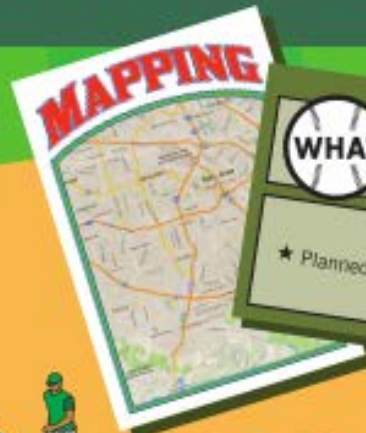
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Scoping and public comment

Next Steps – 3rd Base

- Draft Circulation and Mobility Element
- Draft Program Environmental Impact Report

To be released for public comment in
October/November 2014

Home Plate – Roads Master Plan

Plan to implement strategies and policies in
C&M Element

- Update Future Width Lines
- Revise public and private road development policies and standards as needed
- Identify priority road improvements
- Identify implementation and funding strategies

To be completed by June 2015.

Community Input

- Website:
<http://circulationplan.countyroads.org>
(Sign up for project updates!)
- Phone: 408-573-2417
- Email: CirculationPlan@rda.sccgov.org