



SECTION ELEVEN

NEXT STEPS & UPDATES

The Expressway Study's *Implementation Plan* will be submitted to the Santa Clara Valley Transportation Authority (VTA) for inclusion in the Valley Transportation Plan (VTP) 2030 process. It is anticipated that VTP 2030 will incorporate all projects and priorities as identified in the plan. VTP 2030 will also determine the amount of federal and state funding that will be allocated to the expressway program over the next 30 years.

Next Steps

Based on key recommendations in the *Implementation Plan*, the County of Santa Clara will pursue the following activities:

- ❖ Participate in the development of the South County Circulation Study to be managed by VTA.
 - ❖ Implement signal timing plans for Foothill, Oregon-Page Mill, and San Tomas Expressways using results of signal timing studies conducted by the Expressway Study.
 - ❖ Monitor the performance of expressway high-occupancy vehicle (HOV) lanes using the established performance measures and take corrective action for under-performing lanes.
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- ❖ Conduct the environmental review and the Regional Transportation Plan (RTP) amendment process for converting the Lawrence HOV lane north of US 101 and Montague HOV lane east of I-880 to mixed-flow lanes.
- ❖ Work with Caltrans to determine what is needed to continue expressway HOV lanes across freeway interchanges.
- ❖ Update County policies regarding bicycle and pedestrian access on the expressways as needed to be consistent with the *Implementation Plan*, including adopting the policy for designating new bike lanes, establishing the bike lane designation criteria, and continuing to work with cities in reviewing city ordinances prohibiting pedestrians and seeking their repeal where determined unnecessary.
- ❖ Work with Caltrans to study design options to eliminate freeway interchange ramp conflicts for bicyclists traveling on expressways.
- ❖ Work closely with VTA and the cities to pursue the *Implementation Plan* Funding Strategy.
- ❖ Continue to pursue grants and partnerships to the extent operating funds can support match requirements or added maintenance responsibilities.
- ❖ Update the *Implementation Plan* every three years in conjunction with the triennial updates of VTA's VTP to reflect changing traffic and financial conditions.
- ❖ Prepare an interim update if VTA does not fully fund the Tier 1A list of roadway projects in VTP 2030.

Interim Plan Update

The 28 Tier 1A roadway capacity and operational projects address the top priorities for each expressway and city and improves most of the current level of service (LOS) and operational/safety problem areas. The *Implementation Plan* recommends all of Tier 1A be funded as part of the VTP 2030 Expressway Program at a total cost of \$150 million. With only \$80 million currently shown in the VTP 2020 Expressway Program, an additional \$70 million must be identified during the VTP 2030 process.

Should VTA decide not to allocate \$150 million to the expressways, decisions will be needed on which of the 28 projects will be funded within the available allocation. If it is

necessary to prioritize the Tier 1A projects, the Expressway Study's collaborative process will be used to set the criteria and develop the priority list. The timeline will require that the interim update take place in 2004 prior to completion of VTP 2030.

Triennial Plan Updates

The *Implementation Plan's* project lists, cost estimates, and other recommendations are based on conditions known today. The plan will be revisited prior to each VTP update so the VTP Expressway Program stays current.

The process used during each update will vary depending on the types of revisions that may be necessary. In those years where new conditions do not affect the expressway project list or priorities, the update is likely to be more administrative in nature with participation by the County Roads Commission and approval by the Board of Supervisors. Should there be a critical issue for one expressway or city, the County will set up a collaborative planning process involving affected staff and policymakers to deal with that issue. If major revisions to the plan are needed, the Policy Advisory Board (PAB) and Technical Working Group (TWG) will be re-established. It is anticipated that every third or fourth update (9 to 12 years) will require the full collaborative planning and technical analysis process.

Specific issues to be addressed in future *Implementation Plan* updates include the following:

- ❖ Develop a delivery schedule for the Tier 1A list of projects during the update immediately preceding the first availability of funds. Whether or not Tier 1A is fully funded in VTP 2030, the funds will be allocated over a 30-year period. In addition, the first set of funds will likely become available after 2006. Therefore, it is necessary to develop a delivery schedule for the project list to determine when each project will receive funding once more is known about the timing of funding availability.
- ❖ Prioritize the Tier 1B interchange projects when enough expressway program funding becomes available to pursue Tier 1B projects. The Funding Strategy includes a recommended process for prioritizing the projects.
- ❖ Incorporate any expressway-related recommendations from the South County Circulation Study.

- ❖ Revise the HOV System Element’s recommendations to reflect the results of the 3 to 5-year trial periods for the Central and Montague HOV lane segments.
- ❖ Prioritize bicycle, pedestrian, and/or sound wall projects after VTA sets criteria for existing funding sources and/or new funding sources become available. This will help assure that the highest priority projects are the ones that will compete successfully for funding.
- ❖ Update the Bicycle Accommodation Guidelines (BAG) as may be determined beneficial.
- ❖ Update the Expressway Landscape Master Plan’s block-by-block recommendations to meet the upgraded landscaping recommended in the *Implementation Plan* when funding sources are secured for systemwide installation and maintenance.
- ❖ As conditions change, review feasibility of improving existing and projected LOS F intersections and other problem areas that are currently considered impracticable or undesirable to improve.