



# MILPITAS

## *General Plan Update*

### MEMORANDUM

**August 31, 2017**

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TO: Milpitas General Plan Advisory Committee (GPAC)

FROM: Ben Ritchie, De Novo Planning Group

SUBJECT: General Plan Advisory Committee Meeting #6 (Circulation)

DATE: September 20, 2017

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#### INTRODUCTION

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The September 20<sup>th</sup> GPAC meeting will focus on the topic of circulation. The Circulation Element is one of the seven mandatory elements of the General Plan. Circulation is addressed across several transportation modes, including vehicles, pedestrians, bicycles, transit (buses, VTA light rail, BART, etc.), goods movement (freight transport), and air traffic (as applicable).

This meeting packet includes specific reading materials related to circulation, and raises key issues to consider in preparation for the next GPAC meeting. As the GPAC is aware, it is critical that each member come to the next meeting having read the materials identified in this memo and having prepared and organized thoughts, comments, and questions related to this General Plan topic.

The Circulation Element will compliment the Land Use Element, building upon the work conducted for the Existing Conditions Report and the existing General Plan Circulation Element. Consistent with the California Governor's Office of Planning and Research (OPR) *Update to the General Plan Guidelines: Complete Streets and the Circulation Element*, which took effect in January 2011, the circulation projects and policies included in the Circulation Element will balance local and regional roadway projects with a "complete streets" theme that emphasizes a multi-modal system providing safe access for pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

#### SUMMARY OF PUBLIC INPUT RECEIVED ON CIRCULATION

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During the 3<sup>rd</sup> General Plan Update Public Visioning Workshop, conducted on November 16, 2016, Community participants were asked to prioritize (rank) transportation and mobility related issues within Milpitas using a 1 to 5 scale with 5 being the lowest priority. Table 1 provides a summary of findings from this exercise. As shown in Table 1 below, auto related issues were identified overall as that largest mobility issue within Milpitas, while safety related issues were identified as the second largest mobility issues within the city.

**Table-1: Priority Ranking Exercise Summery**

Topic	Issues	(Priority)/Rank
<b>Auto Related</b>	e.g. traffic congestion, cut-thru traffic, speeding	(25) / #1
<b>Bicycle Related</b>	e.g. lack of bike facilities, uncomfortable existing bike facilities	(48) / #4
<b>Pedestrian Related</b>	e.g. lack of crosswalks, missing sidewalks, uncomfortable/difficult crossings	(44) / #3
<b>Transit Related</b>	e.g. points of interest, local shuttles, shorter routes, not enough stops	(55) / #5
<b>Safety Related</b>	e.g. safety issues for automobiles, bicycles, or pedestrians, collisions, unsafe routes for students to get to school, etc.	(35)/ #2

Note: (priority) adds all rankings (1 to 5) from 15 individual ranking sheets completed by participants.

Circulation mapping activities were also conducted during the 3<sup>rd</sup> General Plan Visioning Workshop. As a group, workshop participants we asked to use colored stickers and markers to identify transportation and mobility issues or concerns related to the following categories:



**Automobile-Related**

e.g. traffic congestion, cut-thru traffic, speeding



**Bicycle-Related**

e.g. lack of bike facilities, uncomfortable existing bike facilities



**Pedestrian-Related**

e.g. lack of crosswalks, missing sidewalks, uncomfortable/difficult crossings



**Transit-Related**

e.g. points of interest, local shuttles, shorter routes, not enough stops



**Safety-Related**

e.g. safety issues for automobiles, bicycles, or pedestrians, collisions, unsafe routes for students to get to school, etc.

A summary of the most common mapping themes is provided below.

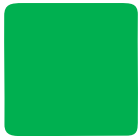
- Unsafe Bike and Ped crossings across R&R within Midtown SP Area.
- Lack of Bike and Ped Connectivity to Great Mall and future Bart Station.
- Unsafe crossings along Montague Expressway near I-680.
- Lack of sidewalks near McCarthy Ranch Marketplace.
- Hazardous Bike and Ped crossing at Calaveras Blvd and I-680.
- Traffic congestion along Piedmont Ave between Landess Ave and Yosemite Dr.
- Traffic congestion along Montague expressway to Trade Zone Blvd
- Traffic congestion/backup along Great Mall Parkway east and west of I-880.
- Traffic congestion along 237, and down W. Calaveras Blvd.
- Traffic congestion along Montague Expressway near I-680.

As a group, workshop participants were asked to identify transportation and mobility solutions, using colored markers to identify the following categories:



**Automobile-Related**

e.g. reduced speed limits, road diet, speed humps, residential gateways



**Bicycle-Related**

e.g. bike storage lockers, bike boulevard, separated bikeway, bike racks



**Pedestrian-Related**

e.g. high visibility crosswalks, ADA curb ramps, curb extension, refuge island, pedestrian countdown timer, Safe Routes to School



**Transit-Related**

e.g. local shuttles, real time information signs, bus shelters, curb extension

Solutions Mapping Results - Common Mapping Themes:

A summary of the most common solutions mapping themes is provided below.

- Opportunities to improve bike and pedestrian connectivity and safety along Calaveras Road toward Ed R. Levin County Park through street improvements.
- Opportunities throughout the city for improved transit systems including local shuttle services within the midtown Specific Plan Area, Transit Area Specific Plan and areas east of I-680.
- Bike/pedestrian and vehicle improvement opportunities along Montague Expressway within the Transit Area Specific Plan Area, and future Bart Station east to I-680.
- Bike and Ped connectivity opportunities across I-880.
- Several bike and pedestrian overpass opportunities over R&R within the Midtown Specific Plan Area, across I-880, and across I-680 in the northeast portion of the city.
- Opportunities to increase Bike and pedestrian safety through the use of more trails and dedicated paths throughout the city, including better connectivity to local parks, and schools.
- Opportunities for sidewalk and crosswalk improvements, and alternate paths to provide for safer routes to schools.
- Need for bike, pedestrian and vehicle roadway improvements along Calaveras Blvd within the Midtown Specific Plan Area near the Milpitas Library.
- Opportunities for Traffic calming (speed reduction) and light timing improvements at major streets and intersections.

## **REQUIRED READINGS**

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- 1. Existing Conditions Report, Section 2.0: Transportation and Circulation**
- 2. Circulation Issues and Opportunities Memo**
- 3. Existing Milpitas General Plan Circulation Element**

## **KEY QUESTIONS TO CONSIDER AND DISCUSS**

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1. Should traffic throughput be prioritized over local access and land use needs on east-west connectors in Milpitas?
2. Does the community have a higher tolerance level for congestion along major arterial corridors as opposed to other parts of the city, to the degree that it would feel comfortable reducing LOS standards in defined area of the City?
3. Should the city implement strategies on connector and local streets to discourage pass through traffic?
4. Should the General Plan Update focus on developing strategies to encourage multimodal transportation options for Milpitas residents in an effort to reduce traffic congestion?
5. Should the City consider evaluating the posted speed limits through the City in an effort to reduce high speed travel?
6. Are there additional steps or measures the City should consider to improve safety on the transportation network?
7. Should the City develop and adopt a stand-alone Safe Routes to Schools Plan?
8. Should the City retain the Bikeway Master Plan and the Trails Master Plan as the primary planning tools for the bicycle and pedestrian network?
9. Should the City review its Traffic Impact Fee structure to promote alternative modes of transportation?
10. What type of bicycle and pedestrian network improvements should be prioritized in the General Plan Update?
11. Do opportunities exist for increased regional collaboration with entities such as VTA, MTC, Caltrans, etc. to fund bicycle and pedestrian improvements in Milpitas?
12. Should the City emphasize local leadership in pedestrian and bicycle facility planning or prioritize regional collaboration on these issues?
13. Should the City prioritize transportation network improvements to support multimodal transportation network?
14. Does the existing and planned bicycle and pedestrian system within the city adequately meet the needs of residents wishing to utilize transit?
15. How can the City position itself as a Smart City, to take advantage of Smart Mobility and provide enhanced public benefit from the transportation system?

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16. How will the City interact with disruptive technology companies?
17. How will the City assess and reassess guidelines and regulations with the emergence of new technologies?