

Chapter

A1

Appendix 1 - Plan Review



To: Ellen Talbo; Ben Aghegnehu, Santa Clara County

From: Mauricio Hernández; Cole Peiffer, Alta Planning + Design

Date: November 18, 2021

Re: Santa Clara County Active Transportation Plan: Document Review

Introduction

This memorandum summarizes local and regional plans, policies, and standards that impact active transportation in Santa Clara County. These planning studies and reports were reviewed to gain a better understanding of existing conditions in Santa Clara County as it pertains to active transportation: The document provides a foundation for the development of the Santa Clara County Active Transportation Plan (ATP).

The document is divided into three sections:

Section 1 – Introduction: provides an overview of the memo and included information

Section 2 – Key Takeaways: includes a high-level summary of common themes identified within the plans reviewed.

Section 3 – Full Document Review: this section contains a complete summary of the 24 documents reviewed. Information is presented in individual tables for easy readability.

The following documents were reviewed as part of this memo:

County

- Santa Clara County Parks 2018 Strategic Plan (2018)
- County of Santa Clara Public Health Department Strategic Plan 2019-2022 (2019)
- Santa Clara County Parks 2018 Strategic Plan (2018)
- Countywide Trails Prioritization and Gaps Analysis (2015)
- Expressway Bicycle Needs Assessment: Capitol, Central, Foothill, Lawrence, and Montague Expressways (2014)
- Santa Clara County Complete Streets Policy (2012)
- Santa Clara County Parkland Acquisition Plan (2012)
- Funding Program for County Expressway Pedestrian Projects (2009)
- County Expressway Bicycle Accommodation Guidelines (2003)
- Santa Clara County Trails Master Plan Update (1995)
- Santa Clara County General Plan (1994)
- Existing Safe Routes to School Program (2015)

State/ Regional

- California State Bicycle and Pedestrian Plan (2017)
- Caltrans District 4 Bicycle Plan (2018)
- VTA Countywide Bicycle Plan (2018)
- VTA Complete Streets Resolution and Policy (2015)
- Peninsula Bikeway Plan (2020)
- Caltrans DIB 82-04, Construction Mitigation Policies, and Standard Details Revision #5 (2014 & 2010)

Local

- Sunnyvale Active Transportation Plan (2020)
- Ongoing San José Vision Zero Action Plan (2020)
- San José Bike Plan 2025 (2020)
- Climate Smart San José (2018)
- *En Movimiento: A Transportation Plan for East San José (formerly East San José Multimodal Improvement Plan (MIP) (2020)*
- Chronic Disease Prevention Strategic Plan (2020)
- Seniors’ Agenda Annual Report 2020 (2020)
- City of Santa Clara Pedestrian Master Plan 2019
- City of Santa Clara Multimodal Improvement Plan (2018)
- City of Santa Clara General Plan 2010 – 2035 (2010)

Key Takeaways

In a jurisdiction as large, diverse, and complex as Santa Clara County, conflicts between policy goals and the implementation of infrastructure will occasionally arise especially when translating large policy goals (ex. reducing Green House Gas (GHG) emissions to transportation network) into project implementation across jurisdictional boundaries. The Project Team’s review of existing plans and policies shows the need for increased coordination between numerous local and regional stakeholders. In particular, each jurisdiction’s modal priorities on cross-county corridors and different tolerance for roadway reconfiguration (ex. road diets, parking removal, among others) should be highlighted.

The Project Team’s review also noted the need to update / rectify the assumed role of active transportation in the larger roadwork network to provide comfortable facilities for users of all ages and abilities. This review also noted the need to further accommodate and delineate active transportation focused infrastructure in the County’s policy and design standards for on-and off-roadway facilities.

In general, many of the documents reviewed emphasize the need for a transportation system that supports **safe, comfortable, and equitable transportation networks for vulnerable users** (e.g., pedestrians, bicyclists, those with limited mobility, etc.). Major themes apparent throughout the documents reviewed included:

- | | |
|---|---|
| <ul style="list-style-type: none">• Need for improving safety and comfort of all users• Need for improving connectivity and access to multimodal transportation networks under a more equitable approach• Need to coordinate implementation of Active Transportation facilities, networks, and policies across local and regional jurisdictions to create a cohesive, connected environment for people walking, biking, and rolling | <ul style="list-style-type: none">• Need to improve quality of life by focusing on improving health (personal, environmental and economic)• Commitment to encourage and promote walking and bicycling as viable modes of transportation• Need for determining for suitable design and technology for expressway and rural locations |
|---|---|

Future recommendations included in the Santa Clara Count ATP will consider these key themes as well as the infrastructure, policy, and program recommendations made in the plans reviewed for this memorandum.

Plans Reviewed and Key Takeaways

County Documents

- **Santa Clara County Parks 2018 Strategic Plan (2018)**, County of Santa Clara
 - Identify and prioritize present day and anticipated future outdoor recreation values and needs.
 - Ensure that the Department’s Mission and guiding Vision remain relevant.
 - Provide for great customer experiences.
 - Foster a nimble learning organization with engaged and empowered employees.
 - Make progress towards a fiscally sustainable future.
- **County of Santa Clara Public Health Department Strategic Plan (2019)**, County of Santa Clara
 - The Strategic Plan provides high level policies to guide the health department. Of the outlined goals, active transportation equity relates to the broader goal of advancing racial and health equity.
 - While the Strategic Plan does not directly call out recommendations related to walking and bicycling, active transportation infrastructure, programs, and policies could help advance the following objectives and strategies within the Racial & Health Equity Strategic Priority, if implemented:
 - Objective 1: Transform systems, structures, and policies that perpetuate inequities and structural racism

- Strategy 1.2: Develop and enhance partnerships with organizations and government agencies to identify and address racially inequitable conditions
- Strategy 1.3: Provide technical assistance to organizations and government agencies to proactively consider race and health impacts across policies, programs and practices
- **Countywide Trails Prioritization and Gaps Analysis (2015), County of Santa Clara**
 - This report will:
 - Report the current status of the trail alignments in the CWTMP
 - Prioritize remaining gaps in the CWTMP trail network
 - The County Roads Department is involved with trail implementation for trails that are within the County Road ROW.
 - The attached excel spreadsheet (Trail_on_rda_road_Final) provides specific details on the existing list of prioritized gap closures including on-road and off-road facilities
 - Identify barriers and challenges to completion of the CWTMP trail network
 - Outline next steps and strategies for overcoming barriers to completing CWTMP network
 - Parks department will play the role of Lead Partner in Updates to the CWTMP and Related Countywide Trail Planning Efforts in fact in relation to County Roads Department and Circulation and Mobility Element Update The County Roads Department is the lead in updating the Circulation and Mobility Element to the County's General Plan and County Parks will continue to coordinate with the County Roads Department on potential projects and has been involved in the outreach and route identification process countywide trails included in the Circulation and Mobility Element Update. This project is currently underway and includes identifying and planning for the countywide trails that are within the County Road ROW. This update provides a significant step in the progress towards implementing countywide trail routes that are within the county road ROW.
 - The main strategies for off-street trails that have segments that must use the ROW, lead agencies can work with transportation departments to implement improvements.
 - Further discussion is needed between Parks and Roads and Airports is needed to more clearly define operating and maintenance roles on trails that share roadway ROW.
- **Santa Clara County Complete Streets Policy (2012), County of Santa Clara**
 - The County's Complete Streets Policy provides the policy foundation to promote the inclusion of bicycle and pedestrian facilities into all phases and projects.
 - The four Complete Streets Principles outlined are as follows:
 - Transportation improvements should serve all users
 - Transportation improvements should be sensitive to local context
 - All departments must incorporate a Complete Streets approach to projects
 - The Complete Streets policy applies to all roadway projects and phases
- **Santa Clara County Parkland Acquisition Plan 2012 Update (2012), County of Santa Clara**
 - This plan presents a structure for the County of Santa Clara's Parks and Recreation Department for regional parkland acquisition over the next twenty years.
 - The County will balance its role of providing regional outdoor recreation and interpretation opportunities in a variety of landscapes that represent natural resource diversity while also providing, over time, a stronger interconnectivity between an urban population and regional parks and overall interconnectivity between parks and trails of the County.
 - Land acquisition program should reflect a balanced approach that ultimately provides a sense of equilibrium to the park system between resource protection and recreation experiences responsive to changing demographics and County residents' needs.
- **Chronic Disease Prevention Strategic Plan (2020), Santa Clara County Public Health**

- This Strategic Plan identifies objectives and strategies for that will create a healthier, more active County.
- Relevant objectives and strategies include:
 - Objective 2.1: Promote land use, urban design, and transportation policies that create healthy built environments, promote equity, and prevent chronic diseases in areas and communities that are disproportionately affected by poor health.
 - Strategy 2.1.b: Advance safe, active, and alternative transportation (e.g., walk, bike, transit, ride share, electric vehicles) for all ages in communities most impacted.
 - Strategy 2.1.c: Facilitate the adoption of jurisdictional Vision Zero (zero traffic-related deaths) policies throughout the County.
 - Objective 3.4: Promote access to safe and healthy neighborhood places to prevent chronic diseases.
 - Strategy 3.4.a: Preserve and enhance access to and utilization of public spaces and parks with a focus on high-need neighborhoods.
- **Seniors' Agenda Annual Report 2020 (2020)**, Santa Clara County Social Services Agency
 - 150 professionals, aging advocates, and elected officials participated in the County of Santa Clara's Seniors' Agenda Network Summing in February 2020 which included a focus on Age-Friendly Transportation. Age-friendly transportation was identified as one of the key components of creating an age-friendly city that increases accessibility to many services and promotes increased freedom for seniors.
 - Access to transportation options to move around the city was one of the key "Domains of Livability" highlighted in the report.
- **County Expressway Bicycle Accommodation Guidelines (2003)**, County of Santa Clara
 - The bicycle accommodation guidelines state the County's support for bicycle facilities on expressways and provides design standards to implement them.
 - Design standards add preference for an 8' bicycle travel area to allow for vehicle breakdown function on County Expressways and optional paint only delineation.
- **Santa Clara County Trails Master Plan Update (1995)**, County of Santa Clara
 - This recommends the County build and maintain a comprehensive trail network throughout Santa Clara County.
 - Priority trails in unincorporated areas:
 - Juan Bautista de Anza National Historic Trail/Coyote Creek/Llagas Creek Trail
 - Benito-Clara Trail
 - San Martin Cross-Valley Trail
 - Calero/Santa Teresa Trail
 - Bay Area Ridge Trail
- **Santa Clara County General Plan (1994)**, County of Santa Clara
 - The County envisions an integrated, balanced, and affordable transportation system that fosters trips across all modes throughout the County.
- **Funding Program for County Expressway Pedestrian Projects (2009)**, VTA
 - Projects recommended in the ATP on county expressways could be made possible through the funding plan outlined in this document.
 - Relevance of the 2009 Funding Program may no longer be relevant to the County due to the changes in TDA/Measure B and SB1 ATP programs.
- **Existing Safe Routes to School Program (2015)**

- The document received outlines many intersections along primary routes (expressways) used to get to schools which can help guide the ATP. This shows support for safer conditions for those, often students, walking and bicycling to and from schools.
- There is a note for multiple intersections which states: “Engineering review required to determine possible enhancements based on new bike treatments proposed for 2014 BAG, and as may be agreed in coordination with city.”
- Many of the intersections listed in this document have good existing facilities, or their improvements have been completed—however, the roadways that these crossings fall on will make good candidates for bike and pedestrian improvements in the future.

Non-County Documents

- **Sunnyvale Active Transportation Plan (2020), City of Sunnyvale**
 - Proposed walking and biking networks that are comfortable for all ages and modes that provide cross-town connections for users to reach jobs, amenities, services, transportation, and recreation.
 - Specific infrastructure recommendations include:
 - Recommended Class IV separated bikeway on El Camino Real running east/west across the city.
 - County intersection at Lawrence has existing grade separation, intersection at San Tomas is currently at-grade and could use safety improvement
 - Recommended Class IV separated bikeway on Fremont Ave running east/west across the city.
 - County intersection located at Fremont Ave/Foothill Expwy
 - Recommended Class IV and Class IIB on Sunnyvale-Saratoga Rd running north/south across the city.
 - Recommended Class I shared-use paths: East Channel Trail and Calabazas Creek Trail.
 - Pedestrian improvement focus corridors: Tasman Dr, El Camino Real, Fremont Ave, and Hollenbeck Ave.
- **Climate Smart San José (2018), City of San José**
 - Key strategies identified in Climate Smart San José that relate to the active transportation include:
 - Densifying our city in focused growth areas increases walkability and cycling and also makes our neighborhoods more vibrant, distinctive, and enjoyable.
 - New technology can enable clean, electric, and personalized mobility choices that make it convenient to move between any two points in the city
 - Developing integrated, accessible public and active transport infrastructure reduces the dependency on the car to move within the city.
- **Ongoing San José Vision Zero Action Plan (2020), City of San José**
 - San José’s Vision Zero Action Plan offers a data-driven approach to reducing fatalities and severe injuries due to traffic collisions in the City.
 - Two corridors within the County jurisdiction were identified as priority safety corridors to be considered for quick-build initiatives: Almadan Expressway and Capitol Expressway.
- **San José Bike Plan 2025 (2020), City of San José**
 - San José’s Bike Plan offers a bold five-year plan to create a robust and dense low-stress bike network, as well as to encourage the community to bike more through programmatic recommendations.
 - Recommended Class IV separated bikeway on S 1st St/Monterey Rd/Great Oaks Blvd, N 1st St, Keyes St/Story Rd, and King Rd.
 - Bikeway projects will be funded through a variety of sources including the San José capital improvement program, grant applications, private development, and existing maintenance programs.

- **En Movimiento: A Transportation Plan for East San José** (formerly East San José Multimodal Improvement Plan (MIP) (2020), City of San José
 - The ESJ MTIP offers a prioritized list of bicycle and pedestrian projects, implementation strategies and cost estimates.
 - Specific infrastructure recommendations include:
 - Recommended Class IV separated bikeway on Julian St, San Antonio St, and King Rd.
 - Recommended Class I shared-use path along Coyote Creek, Silver Creek, and connecting to planned BART station.
 - US-101 Overcrossing on Santa Clara St from 30th St to 31st St.

- **Pedestrian Master Plan 2019** (2019), City of Santa Clara
 - The City of Santa Clara is committed to improving pedestrian safety, accessibility, and comfort. It has made citywide recommendations and specific infrastructure recommendations in the areas with the most demand.
 - High Priority Projects within County ROW include:
 - El Camino Real/San Tomas Expressway
 - San Tomas Expressway: Homestead to San Tomas, Homestead to Forbes, and Warburton to El Camino Real

- **City of Santa Clara Multimodal Improvement Plan (MIP)** (2018), City of Santa Clara
 - The MIP proposes multimodal recommendations to seven specific intersections that will bring those intersections back into compliance (or prevent them from becoming deficient) based on established VTA standards.
 - Four intersection locations fall under the County’s jurisdiction:
 - Agnew/De La Cruz/Montague Expressway
 - Scott/Central Expressway
 - De La Cruz/ Central Expressway
 - San Tomas expressway/Monroe

- **City of Santa Clara General Plan 2010 – 2035** (2010), City of Santa Clara
 - The General Plan lays out clear goals and policies for creating a low stress bicycle and pedestrian network.
 - The Plan also provides policies that encourage the implementation of bicycle and pedestrian connections to parks, open spaces and recreational trails.
 - Specific infrastructure recommendations include:
 - City boundary to Lincoln St, and Scott Blvd from Central Expressway. to El Camino Real.
 - Potential bicycle corridors for future study: Central Expressway., Lawrence Expressway, San Thomas Expressway, El Camino Real, Stevens Creek Blvd, and Walsh Ave.
 - Proposed Class I shared-use path along Pruneridge Ave, Kiely Blvd, and parallel to San Tomas Expressway.

Regional Documents

- **California State Bicycle and Pedestrian Plan** (2017), Caltrans
 - The California State Bicycle and Pedestrian Plan provides policy recommendations to achieve four primary goals:
 - Bicycle and pedestrian safety
 - Mobility encouragement
 - Maintenance of a high-quality active transportation network
 - Equitable opportunities for walking and biking.

- The Plan includes implementation focused Action Plans targeted on Safety, Mobility, Preservation, and Social Equity. Actions include identified partners and associated timeframes. The plan identifies overarching costs for implementation of the entire plan.
- **Caltrans District 4 Bicycle Plan (2018), Caltrans**
 - The Caltrans District 4 Bicycle Plan identifies the need for bicycle infrastructure on roads within Caltrans jurisdiction throughout the nine Bay Area counties.
 - Projects recommended in Santa Clara County provide a starting point for future multimodal network recommendations.
 - Three implementation pathways are identified which include various funding sources:
 - Maintenance & Operations – State Highway Operation and Protection Program (SHOPP)
 - Other Funding Sources – Active Transportation Program (ATP), SB1 Funding
 - Locally Sponsored Projects and Programs – Locally generated sources
 - Specific infrastructure recommendations include:
 - Recommended Class I shared-use paths: US 101 in Gilroy from Leavesley Rd to E 6th St, SR 130 in San José from White St to Mt. Hamilton Rd, I-280 in Sunnyvale/Cupertino from Mary Ave to Calabazas Creek
 - Recommended Class IV separated bikeways: SR 82 in Mountain View from San Antonio Rd to Bernardo Ave, SR 82 in Sunnyvale from Bernardo Ave to Lawrence Expy, SR 82 in Palo Alto from San Hill Rd to San Antonio Rd.
 - Recommended new separated crossings: US 101 in Palo Alto at Adobe Creek, I-280 in San José at Las Plumas Rd, I-680 in San José at Trimble/Capewood, Alum Rock Ave, and Mather Dr, SR 82 in Palo Alto at Everette St, SR 87 in San José at Guadalupe Parkway, I-880 in San José at O’Toole Ave.
 - Recommended Class IV interchange reconstruction: US 101 in San José at Story Rd, SR 237/I-680/I-880 in Milpitas, SR 237 in Sunnyvale at Mountain View Alviso Rd, I-680 in San José at McKee Rd, I-680 at Milpitas/San José at Montague Expy.
- **Caltrans DIB 82-04, Construction Mitigation Policies, and Standard Details Manuel Revision #5 (2014 and 2010), Caltrans and Santa Clara County**
 - These three policy and standards documents are essential in guiding County design and implementation work on various transportation projects.
- **VTA Countywide Bicycle Plan (2018), Santa Clara Valley Transportation Authority**
 - The Countywide Bicycle Plan provides infrastructure, policy, and programmatic recommendations to improve bicycling conditions throughout Santa Clara County.
 - The Plan envisions a network of over 950 miles of built and planned facilities with over 300 barrier crossing improvements.
 - Cross County Bicycle Corridors (CCBCs) in which the County has either full or shared jurisdiction include:
 - San Martin
 - Hwy 152
 - Easton South Valley
 - South County Caltrain to Coyote Creek
 - San Tomas Aquino Creek – Saratoga Creek Trail
 - Tomas Creek Trail – Silver Creek Trail
 - Llagas Trail-Little Llagas Trail – Coyote Lake
 - UPRR Trail
 - Coyote Creek Trail
 - Stevens Creek Trail
 - Expressway Connector
 - All expressways

- **VTA Complete Streets Resolution and Policy (2015), VTA**
 - The Complete Streets Resolution provides a pathway for the implementation of complete streets throughout the County.
 - The completed planning documents outlined in this memo are expected to be implemented as capital funding becomes available or as redevelopment occurs.

- **Peninsula Bikeway Plan (2020), Redwood City, Menlo Park, Palo Alto, and Mountain View**
 - The Peninsula Bikeway Plan provides a pathway for reaching a robust and continuous bikeway facility that is safe for all users and abilities. This low stress connection will improve the existing bicycle network and allow more users to get more places comfortable by bike.
 - Recommended Peninsula Bikeway route along El Camino Real from the western Redwood City boundary to the eastern Mountain View city limit.
 - County intersection located at El Camino/Pagemill Rd.

Full Document Review Tables

The following section includes a summary of plans reviewed. Information for each plan has been organized in individual tables for easy readability.

Santa Clara County Parks 2018 Strategic Plan

PLAN NAME		AGENCY	YEAR
Santa Clara County Parks 2018 Strategic Plan		County of Santa Clara	2018
INTRODUCTION			
<p>The Strategic Plan establishes, and provides context for, the Parks Department’s long-range vision. Provides an overview of the Department’s resources and role in the provision of regional parks and recreation, identifies the status of the Department’s resources and the needs of the County’s population, and define a Vision, goals, strategies, and actions for meeting this need. It also provides specific information about the fiscal planning necessary to carry out the recommended actions and major projects, and finally offers a time-based Action Plan for implementing this vision.</p>			
ACTIVE TRANSPORTATION PLAN TOPICS			
N/A			
PLAN RECOMMENDATIONS			
Overall	<p>The Strategic Plan conducted a needs assessment and the outcome of it was that the County’s population, use trends, economic climate, and other factors are shifting and in turn the County Parks will need to shift accordingly. To help meet public expectation and continue to contribute vibrant, thriving parklands that support the health of people and natural resources alike, the County Park revisited the goals and strategies of the previous decade and identified key changes and updates that were needed.</p> <p>A number of notable themes emerged from the needs assessment mentioned above. These emergent themes informed the update of the County Park’s Vision statement as well as its supporting Vision elements. The resulting Vision elements touch on technology, climate change, natural, cultural, and historic resource management, recreational uses, customer diversity, access equity, fiscal sustainability, human health, and public safety.</p>		
Standards	N/A		
Policies	1- Protect Natural Resources in the Context of the Greater Region		
	2- Meet the Needs of a Diverse Customer Base		
	3- Manage the Parks System in a Fiscally Sustainable Manner		
	4- Balance the Role of Technology		
	5- Elevate the Role of Parks in Improving Human Health		
	6- Provide Exceptionally Safe, Welcoming, and Well-Maintained Parks and Trails		
	7- Prioritize Core Outdoor Recreational Uses		
	8- Demonstrate Leadership in Regional Trail Development and the Provision of Equitable Access		
	9- Conserve, Protect and Interpret Regionally Significant Historical and Cultural Resources		
Infrastructure	N/A		
KEY TAKEAWAYS			

- identify and prioritize present day and anticipated future outdoor recreation values and needs.
- ensure that the Department’s Mission and guiding Vision remain relevant.
- provide for great customer experiences.
- foster a nimble learning organization with engaged and empowered employees.
- make progress towards a fiscally sustainable future.

Chronic Disease Prevention Strategic Plan

PLAN NAME	AGENCY	YEAR
Chronic Disease Prevention Strategic Plan	Santa Clara County Public Health	2020
INTRODUCTION		
This Plan develops a guide that the County will use to guide its approach to chronic disease prevention and advance health equity for all residents.		
ACTIVE TRANSPORTATION PLAN TOPICS		
Focus on prevention strategies for chronic diseases, which can include improving active transportation conditions.		
Create healthier environments and neighborhoods.		
PLAN RECOMMENDATIONS		
Overall	Increase access to healthy and affordable food	
	Promote access to safe and healthy neighborhood places to prevent chronic diseases	
Standards	N/A	
Policies	Residents live in communities designed to enhance health and prevent chronic diseases (11-12).	
	Neighborhoods that promote healthy behaviors (13-14, Appendix D).	
Infrastructure	N/A	
KEY TAKEAWAYS		
<ul style="list-style-type: none"> • This Strategic Plan identifies objectives and strategies for that will create a healthier, more active County. • Relevant objectives and strategies include: <ul style="list-style-type: none"> ○ Objective 2.1: Promote land use, urban design, and transportation policies that create healthy built environments, promote equity, and prevent chronic diseases in areas and communities that are disproportionately affected by poor health. <ul style="list-style-type: none"> ▪ Strategy 2.1.b: Advance safe, active, and alternative transportation (e.g., walk, bike, transit, ride share, electric vehicles) for all ages in communities most impacted. ▪ Strategy 2.1.c: Facilitate the adoption of jurisdictional Vision Zero (zero traffic-related deaths) policies throughout the County. ○ Objective 3.4: Promote access to safe and healthy neighborhood places to prevent chronic diseases. <ul style="list-style-type: none"> ▪ Strategy 3.4.a: Preserve and enhance access to and utilization of public spaces and parks with a focus on high-need neighborhoods. 		

Seniors’ Agenda Annual Report 2020

PLAN NAME	AGENCY	YEAR
Seniors’ Agenda Annual Report 2020	Santa Clara County Social Services Agency	2020
INTRODUCTION		
<p>This document provides a high-level overview of the various efforts County agencies and cities are pursuing that make the County more age-friendly and accessible to seniors.</p>		
ACTIVE TRANSPORTATION PLAN TOPICS		
<p>Transportation is one of the nine “Domains of livability.”</p>		
<p>Safe Routes for Seniors.</p>		
PLAN RECOMMENDATIONS		
Overall	N/A	
Standards	N/A	
Policies	N/A	
Infrastructure	N/A	
KEY TAKEAWAYS		
<ul style="list-style-type: none"> 150 professionals, aging advocates, and elected officials participated in the County of Santa Clara’s Seniors’ Agenda Network Summing in February 2020 which included a focus on Age-Friendly Transportation. Age-friendly transportation was identified as one of the key components of creating an age-friendly city that increases accessibility to many services and promotes increased freedom for seniors. Access to transportation options to move around the city was one of the key “Domains of Livability” highlighted in the report. 		

County of Santa Clara Public Health Department Strategic Plan 2019-2022

PLAN NAME	AGENCY	YEAR
County of Santa Clara Public Health Department Strategic Plan	County of Santa Clara	2019
INTRODUCTION		
<p>The Public Health Department Strategic Plan provides direction on how the department will protect and improve the health of Santa Clara County so that all people thrive in healthy and safe communities. A key feature in this plan is the advancement of health equity—a goal that the ATP will help achieve.</p>		
ACTIVE TRANSPORTATION PLAN TOPICS		
Policy document		
PLAN RECOMMENDATIONS		
Overall	Transform systems, structures, and policies that perpetuate health inequalities and structural racism	
	Enhance departmental capacity and practice towards the advancement of racial and health equity	
Standards	N/A	
Policies	N/A	
Infrastructure	N/A	
KEY TAKEAWAYS		
<ul style="list-style-type: none"> • The Strategic Plan provides high level policies to guide the health department. Of the outlined goals, active transportation equity relates to the broader goal of advancing racial and health equity. • While the Strategic Plan does not directly call out recommendations related to walking and bicycling, active transportation infrastructure, programs, and policies could help advance the following objectives and strategies within the Racial & Health Equity Strategic Priority, if implemented: <ul style="list-style-type: none"> ○ Objective 1: Transform systems, structures, and policies that perpetuate inequities and structural racism <ul style="list-style-type: none"> ▪ Strategy 1.2: Develop and enhance partnerships with organizations and government agencies to identify and address racially inequitable conditions. ▪ Strategy 1.3: Provide technical assistance to organizations and government agencies to proactively consider race and health impacts across policies, programs and practices. 		

Santa Clara County Parks 2018 Strategic Plan

PLAN NAME	AGENCY	YEAR
Santa Clara County Parks 2018 Strategic Plan	County of Santa Clara	2018
INTRODUCTION		
<p>The Strategic Plan establish, and provides context for, the Parks Department’s long-range vision. Provides an overview of the Department’s resources and role in the provision of regional parks and recreation, identifies the status of the Department’s resources and the needs of the County’s population, and define a Vision, goals, strategies, and actions for meeting this need. It also provides specific information about the fiscal planning necessary to carry out the recommended actions and major projects, and finally offers a time-based Action Plan for implementing this vision.</p>		
ACTIVE TRANSPORTATION PLAN TOPICS		
N/A		
PLAN RECOMMENDATIONS		
Overall	<p>The Strategic Plan conducted a needs assessment and the outcome of it was that the County’s population, use trends, economic climate, and other factors are shifting and in turn the County Parks will need to shift accordingly. To help meet public expectation and continue to contribute vibrant, thriving parklands that support the health of people and natural resources alike, the County Park revisited the goals and strategies of the previous decade and identified key changes and updates that were needed.</p> <p>A number of notable themes emerged from the needs assessment mentioned above. These emergent themes informed the update of the County Park’s Vision statement as well as its supporting Vision elements. The resulting Vision elements touch on technology, climate change, natural, cultural, and historic resource management, recreational uses, customer diversity, access equity, fiscal sustainability, human health, and public safety.</p>	
Standards	N/A	
Policies	<ol style="list-style-type: none"> 1- Protect Natural Resources in the Context of the Greater Region 2- Meet the Needs of a Diverse Customer Base 3- Manage the Parks System in a Fiscally Sustainable Manner 4- Balance the Role of Technology 5- Elevate the Role of Parks in Improving Human Health 6- Provide Exceptionally Safe, Welcoming, and Well-Maintained Parks and Trails 7- Prioritize Core Outdoor Recreational Uses 8- Demonstrate Leadership in Regional Trail Development and the Provision of Equitable Access 9- Conserve, Protect and Interpret Regionally Significant Historical and Cultural Resources 	
Infrastructure	N/A	
KEY TAKEAWAYS		
<ul style="list-style-type: none"> • Identify and prioritize present day and anticipated future outdoor recreation values and needs. • Ensure that the Department’s Mission and guiding Vision remain relevant. • Provide for great customer experiences. • Foster a nimble learning organization with engaged and empowered employees. • Make progress towards a fiscally sustainable future. 		

Countywide Trails Prioritization and Gaps Analysis

PLAN NAME	AGENCY	YEAR
Countywide Trails Prioritization and Gaps Analysis	County of Santa Clara	2015
INTRODUCTION		
This Countywide Trails Prioritization and Gaps Analysis Report presents the status of the Santa Clara Countywide Trails Master Plan Update (CWTMP), adopted by the County of Santa Clara Board of Supervisors on November 14, 1995.		
ACTIVE TRANSPORTATION PLAN TOPICS		
N/A		
PLAN RECOMMENDATIONS		
Overall	This analysis will provide a basis for determining the appropriate next steps for the County of Santa Clara Department of Parks and Recreation (County Parks) in regional trail planning, and future partnership opportunities in acquisitions and development of regional trails.	
	One trend that can be taken from the analysis of the current status of trail alignments; the majority of remaining miles of the countywide trails network are located within the unincorporated portions of the county, and County Parks is one of the primary agencies responsible for implementing these trails. Much of the off-street trail network in the unincorporated areas is located on private property, and trail development is a long-term process that hinges on property acquisition from willing land owners.	
Standards	Trails prioritization through four processes: <ol style="list-style-type: none"> 1. Identification through the application of the trail prioritization criteria 2. Identification by a local city 3. Identification by the County 4. Identification by other partnering agencies These four processes are consistent with the policies in the CWTMP, as described under “Strategy #5: Establish Priorities” (CWTMP, page 34).	
	There are challenges that apply to multiple situations and multiple trails throughout the County that constrain the completion of the remaining gaps in the countywide trail network. <ol style="list-style-type: none"> 1. Funding 2. Property Acquisition 3. Pending Flood Protection Improvement Projects 4. Physical Barriers 5. Riparian Zone Permitting 6. Remediation 7. Trails within the Street ROW 	
Policies	Strategies for Funding: Many of the remaining gaps in the countywide trails network are eligible for multiple sources of funding, including federal transportation money allocated through VTA, the Active Transportation Program funding, the SCVWD trail grant program, and others.	
	Strategies for Property Acquisition: Acquisition for countywide trails must be opportunity-based. The County Parks Charter amendment in 2006 requires at least 15 percent of Charter funds to be set aside and used for acquisition, and this policy is important for maintaining funding partnerships for countywide trail projects.	

	<p>Strategies for Pending Flood Protection Improvement Projects:</p> <ol style="list-style-type: none"> 1. First, agencies may develop trail plans prior to flood protection improvement projects where trail plans may be included in eventual flood protection projects. 2. Second, agencies may work with SCVWD to develop interim trail alignments where flood protection improvement projects are scheduled further in the future. 3. Third, agencies may work with SCVWD during flood protection improvement project planning to incorporate facilities that are appropriate for trail use.
	<p>Strategies for Physical Barriers:</p> <p>Many physical barriers have been identified as trail projects and/or Across Barrier Connections (ABCs) in the Countywide Bicycle Plan and the Bicycle Expenditure Program through VTA, increasing their eligibility for transportation funding.</p>
	<p>Strategies for Riparian Zone Permitting:</p> <p>For trails in riparian areas, coordination with SCVWD and regulatory agencies is essential. To meet environmental compliance requirements, permeable hard trail surfaces may be required. In order to use transportation funding, lead agencies must coordinate with VTA and SCVWD on solutions for providing lighting and hard trail surfaces.</p>
	<p>Strategies for Remediation:</p> <p>Conditioning remediation of contaminated sites prior to acquisition by a public agency is an important issue in distinct locations for countywide trail projects.</p>
	<p>Strategies for Trails within the Street Right-of-Way (ROW)</p> <p>For off-street trails that have segments that must use the ROW, lead agencies can work with transportation departments to implement improvements. For example, the County of Santa Clara Department of Roads and Airports (County Roads Department) is the lead in updating the Circulation and Mobility Element to the County’s General Plan. This project is currently underway and includes the countywide trails that are within the County Road ROW in the unincorporated portions of the County. County Parks will continue to coordinate with the County Roads Department on these potential projects. For on-street bicycle routes, County Parks will continue to coordinate with VTA in the upcoming update to the Countywide Bicycle Plan.</p>
<p>Infrastructure</p>	<p>See attached excel spreadsheet Trail_on_rda_road_Final</p>

KEY TAKEAWAYS

This report will:

- Report the current status of the trail alignments in the CWTMP
- Prioritize remaining gaps in the CWTMP trail network
 - The County Roads Department is involved with trail implementation for trails that are within the County Road ROW.
 - See attached excel spreadsheet **Trail_on_rda_road_Final**
- Identify barriers and challenges to completion of the CWTMP trail network
- Outline next steps and strategies for overcoming barriers to completing CWTMP network
 - Parks department will play the role of Lead Partner in Updates to the CWTMP and Related Countywide Trail Planning Efforts in fact in relation to County Roads Department and Circulation and Mobility Element Update The County Roads Department is the lead in updating the Circulation and Mobility Element to the County’s General Plan and County Parks will continue to coordinate with the County Roads Department on potential projects and has been involved in the outreach and route identification process countywide trails included in the Circulation and Mobility Element Update. This project is currently underway and includes identifying and planning for the countywide trails that are within the

- County Road ROW. This update provides a significant step in the progress towards implementing countywide trail routes that are within the county road ROW.
- The main strategies for off-street trails that have segments that must use the ROW, lead agencies can work with transportation departments to implement improvements.
- Further discussion is needed between Parks and Roads and Airports to more clearly define parking accommodations as well as operating and maintenance roles on trails that share roadway ROW.

Caltrans DIB 82-04, Construction Mitigation Policies, and Standard Details Revision #5

PLAN NAME		AGENCY	YEAR
Caltrans DIB 82-04, Construction Mitigation Policies, and Standard Details Manuel Revision #5		Caltrans and Santa Clara County	2014 and 2010
INTRODUCTION			
These documents provide specific details, standards, and guidelines for pedestrian accessibility on highway projects, construction mitigation policies, and standard detail design drawings.			
ACTIVE TRANSPORTATION PLAN TOPICS			
DIB 82-04 provides “Pedestrian Accessibility Guidelines for Highway Projects.”			
The Construction Mitigation Policies document provides detailed policy guidance for how County staff and contractors are required to mitigate the impacts to the transportation system caused by construction-related disruptions.			
The fifth revision to the County’s Standard Details Manual updates standards and requirements for several different transportation facilities.			
PLAN RECOMMENDATIONS			
Overall	N/A		
Standards	The DIB 82-04 document provides detailed standards and guidelines for incorporating accessible pedestrian projects into highway projects.		
	The Standard Details Manual provides updated standards for many facilities, including cul-de-sacs, driveways, curb ramps, poles, and other items.		
Policies	The Construction Mitigation document provides specific requirements and policies (and references additional policies) that contractors need to follow to maintain adequate traffic flow and circulation, including for active modes.		
Infrastructure	N/A		
KEY TAKEWAYS			
<ul style="list-style-type: none"> ● These three policy and standards documents are essential in guiding County and contractor design and implementation work on various transportation projects. 			

Expressway Bicycle Needs Assessment

PLAN NAME	AGENCY	YEAR
Expressway Bicycle Needs Assessment: Capitol, Central, Foothill, Lawrence, and Montague Expressways	County of Santa Clara	2014
INTRODUCTION		
These assessments describe bicycle needs along each of the five included expressways.		
ACTIVE TRANSPORTATION PLAN TOPICS		
Each assessment provides location-specific infrastructure recommendations along each expressway corridor.		
PLAN RECOMMENDATIONS		
Overall	N/A	
Standards	N/A	
Policies	N/A	
Infrastructure	Each of the five individual assessments provides a table of location-specific infrastructure recommendations for each expressway corridor.	
KEY TAKEAWAYS		
<ul style="list-style-type: none"> • The County developed specific bicycle improvements to improve people's safety, accessibility, and comfort biking along these five expressway corridors. • Multiple intersections along each of the five expressway corridors have specific recommendations. Each corridor has a few dozen individual recommendations. <ul style="list-style-type: none"> ○ Many recommendations state that specific facilities should be upgraded to be compliant with updated Bicycle Accommodation Guidelines. ○ Other locations have multiple, approach-specific recommendations. Recommendations can include many things from restriping and signs to roadway widening and realignment. 		

Santa Clara County Complete Streets Policy

PLAN NAME	AGENCY	YEAR
Santa Clara County Complete Streets Policy	County of Santa Clara	2012
INTRODUCTION		
This is the formally adopted Complete Streets Policy for Santa Clara County.		
ACTIVE TRANSPORTATION PLAN TOPICS		
Complete Streets Policy that factors into all County transportation planning, design, and construction projects.		
PLAN RECOMMENDATIONS		
Overall	N/A	
Standards	N/A	
Policies	Complete Streets Principles: serve all users, context-sensitive, incorporate into all department operations, incorporate into all projects and phases, and consistent with NPDES (1).	
	Complete Streets Implementation: consistent with other relevant plans, improve the street network and increase connectivity, consult with the BPAC (2)	
	Policy recommendation 2	
Infrastructure	N/A	
KEY TAKEAWAYS		
<ul style="list-style-type: none"> • The County’s Complete Streets Policy provides the policy foundation to promote the inclusion of bicycle and pedestrian facilities into all phases and projects. • The four Complete Streets Principles outlined are as follows: <ul style="list-style-type: none"> ○ Transportation improvements should serve all users ○ Transportation improvements should be sensitive to local context ○ All departments must incorporate a Complete Streets approach to projects ○ The Complete Streets policy applies to all roadway projects and phases 		

Santa Clara County Parkland Acquisition Plan

PLAN NAME	AGENCY	YEAR
Santa Clara County Parkland Acquisition Plan 2012 Update	County of Santa Clara	2012
INTRODUCTION		
The Plan lays the foundation that directs the County’s framework for making parkland acquisition decisions over the next twenty years.		
ACTIVE TRANSPORTATION PLAN TOPICS		
N/A		
PLAN RECOMMENDATIONS		
Overall	<p>The County will balance its role of providing regional outdoor recreation and interpretation opportunities in a variety of landscapes that represent natural resource diversity while also providing, over time, a stronger interconnectivity between an urban population and regional parks and overall interconnectivity between parks and trails of the County.</p> <p>Land acquisition program should reflect a balanced approach that ultimately provides a sense of equilibrium to the park system between resource protection and recreation experiences responsive to changing demographics and County residents’ needs.</p>	
Standards	<p>Generalized decision model for considering the acquisition of candidate properties. It involves five steps</p> <ul style="list-style-type: none"> • Step 1 - Acquisition Opportunity: The process begins with virtually anyone proposing a parcel for acquisition, including an individual property owner. The general location, assessor and land use information about the property, and the owner status as a willing seller is documented. • Step 2 - System Context: The potential acquisition is characterized relative to Board acquisition goals of the County defined by park and recreation needs, countywide significance, and partnership opportunities. • Step 3 - Sustainability: A sustainability analysis is conducted to determine if the existing County parks system can sustain the proposed acquisition. • Step 4 - Property Characteristics: Detailed information about the parcel is characterized to determine if there are specific resources, access conditions, use opportunities, liabilities, or other use constraints that would affect considerations about acquiring the property. • Step 5 - Acquisition Priority: The potential acquisition is evaluated and considered relative to other potential acquisitions active at the time using specific priority criteria. 	
Policies	Land acquisition planning and decision making, should be given to the open space preservation priorities proposed by the Open Space Preservation 2020 Task Force. (31-32)	
	Acquisition should be coordinated among cities, the County, State and Federal governments, school districts and special districts, and should take advantage of opportunities for linkages between adjacent publicly owned parks and open space lands. (31-32)	
	Establish joint programs or other procedures for identifying and capitalizing upon potential opportunities for joint land acquisition. (31-32)	
	Individual citizens, community organizations, and businesses should be encouraged, and programs established to solicit to aid in regional parks and open space acquisition, development, and maintenance. (31-32)	
	Trail acquisition should be established on a project-by-project basis and should be coordinated with all jurisdictions involved in each trail segment. (31-32)	

	<ul style="list-style-type: none"> - Trail acquisition where planned trails and county roadways overlay isn't specific and will need future coordination between Parks and Roads and Airports.
	The Skyline Scenic Recreation Route should be completed by acquisition of a 100-foot ROW for the unpaved section of the route from Loma Prieta Road to Mount Madonna Park.
	As a high priority, establish an evenly balanced review committee, to work with County staff to analyze the feasibility and acceptability of specific methods available to fund trail acquisition
	Notify landowners in unincorporated County areas whose property may be affected by a proposed trail route identified as "high priority" on the Countywide Trails Master Plan Map.
	Criteria used to prioritize trail routes shall include complexity of land acquisition
Infrastructure	N/A
KEY TAKEAWAYS	
<ul style="list-style-type: none"> • This plan presents a structure for the County of Santa Clara's Parks and Recreation Department for regional parkland acquisition over the next twenty years. • The County will balance its role of providing regional outdoor recreation and interpretation opportunities in a variety of landscapes that represent natural resource diversity while also providing, over time, a stronger interconnectivity between an urban population and regional parks and overall interconnectivity between parks and trails of the County. • Land acquisition program should reflect a balanced approach that ultimately provides a sense of equilibrium to the park system between resource protection and recreation experiences responsive to changing demographics and County residents' needs. 	

County Expressway Bicycle Accommodation Guidelines

PLAN NAME		AGENCY	YEAR
County Expressway Bicycle Accommodation Guidelines		County of Santa Clara	2003
INTRODUCTION			
The Bicycle Accommodation Guidelines is used to develop bicycle improvement projects throughout the County's expressway system.			
ACTIVE TRANSPORTATION PLAN TOPICS			
Facilitate and improve the safety of bicycle travel along expressways.			
PLAN RECOMMENDATIONS			
Overall	Provide safer accommodation for bicyclists along all expressways		
	Develop consistent facilities along the entire length of each expressway		
Standards	Travel width, delineation, entrance and exit ramps, intersections, connectivity, and maintenance (4-26). Standards have been updated in 2014 revisions.		
Policies	N/A		
Infrastructure	N/A		
KEY TAKEAWAYS			
<ul style="list-style-type: none"> • The bicycle accommodation guidelines provides design standards to implement them along expressways. • Guidelines highlight the preferred design for bicycle facilities on County Expressways is an 8' bicycle travel area delineated by paint which supports the vehicle breakdown function as well. 			

Santa Clara County Trails Master Plan Update

PLAN NAME	AGENCY	YEAR
Santa Clara County Trails Master Plan Update	County of Santa Clara	1995
INTRODUCTION		
The Plan lays the foundation that directs the County’s trail planning, development, and maintenance efforts.		
ACTIVE TRANSPORTATION PLAN TOPICS		
Trail planning, development, maintenance, policies, and guidelines.		
PLAN RECOMMENDATIONS		
Overall	Build and maintain an extensive system of trails across the County.	
Standards	Design guidelines (62-79).	
	Management guidelines (80-87).	
Policies	Plan for trails (urban and rural) (19-22).	
	Balance recreation and other public trail needs, environmental, and landowner concerns (22-26).	
	Implement the planned trail network (26-31).	
	Adequately operate and maintain trails (31-34).	
	Establish priorities: 18 trails were prioritized – Seven in unincorporated County (34-35).	
	Facilitate inter-jurisdictional coordination (35-38).	
Infrastructure	Three types of trail routes: Regional (figure 2), subregional (figure 3), and connector trails (figure 4)	
	Proposed trail staging areas (Appendix E).	
KEY TAKEAWAYS		
<ul style="list-style-type: none"> • This recommends the County build and maintain a comprehensive trail network throughout Santa Clara County. • Priority trails in unincorporated areas: <ul style="list-style-type: none"> ○ Juan Bautista de Anza National Historic Trail/Coyote Creek/Llagas Creek Trail ○ Benito-Clara Trail ○ San Martin Cross-Valley Trail ○ Calero/Santa Teresa Trail ○ Bay Area Ridge Trail 		

Santa Clara County General Plan

PLAN NAME	AGENCY	YEAR
Santa Clara County General Plan	County of Santa Clara	1994
INTRODUCTION		
The General Plan lays the foundation and vision for growth for the County. The Plan had a timeline of 1995-2010.		
ACTIVE TRANSPORTATION PLAN TOPICS		
Countywide transportation issues and policies.		
Rural unincorporated area issues and policies.		
Land use.		
Parks and recreation (trails).		
PLAN RECOMMENDATIONS		
Overall	Develop land use patterns that support travel alternatives.	
	Manage travel demand, system efficiency, and congestion.	
	Expand system capacity and improve system integration.	
	Support new transportation technologies.	
Standards	N/A	
Policies	Transportation system: balanced, integrated, and affordable; improve quality of life; coordinate with land use planning (F10-F14).	
	Manage travel demand, efficiency, and congestion: TDM, LOS (F14-F20, M4-M5).	
	System capacity and integration: make improvements to all modes, including transit and active modes (F27-F30).	
	Support new transportation technology (F31).	
	Improve park accessibility (G5-G6, G12-G13).	
	Provide for non-motorized transportation in rural residential communities (M5-M6).	
Infrastructure	N/A	
KEY TAKEWAYS		
<ul style="list-style-type: none"> The County envisions an integrated, balanced, and affordable transportation system that fosters trips across all modes throughout the County. 		

Sunnyvale Active Transportation Plan

PLAN NAME	AGENCY	YEAR
Sunnyvale Active Transportation Plan	City of Sunnyvale	2020
INTRODUCTION		
The City of Sunnyvale is centrally located within Santa Clara County. As a major hub for jobs and services, the active transportation projects and goals outlined in this Plan are applicable to the greater County.		
ACTIVE TRANSPORTATION PLAN TOPICS		
Bicycle, Pedestrian, and Safe Routes to School Plan		
Infrastructure Recommendations		
Biking and Walking Programmatic Recommendations		
PLAN RECOMMENDATIONS		
Overall	Create a low-stress bicycle network that allows for connected cross-town travel.	
	Design a more comfortable, connected, and accessible pedestrian network that serves users of all ages and abilities.	
	Increase safety for people walking and biking by improving school travel routes to be safe, convenient, and comfortable for all users and modes.	
Standards	The City has over 10 design standards for new sidewalks	
Policies	N/A	
Infrastructure	Class IV separated bikeway on El Camino Real	
	Class IV separated bikeway on Fremont Ave	
	Sunnyvale Ave as a cross-city, north to south low stress bicycle facility	
	Improve walkability and safety of El Camino Real, Fremont Ave, Tasman Drive, and Hollenbeck Ave corridors by improving crossings and filling in gaps in the pedestrian network.	
	Improve walkability in the SNAIL Neighborhood, Downtown, Braly Park Area, De Anza Area, and Washington Park Area.	
	Stevens Creek Trail extension and East Channel Trail as low stress north-south connections.	
KEY TAKEAWAYS		
<ul style="list-style-type: none"> • Proposed walking and biking networks that are comfortable for all ages and modes that provide cross-town connections for users to reach jobs, amenities, services, transportation, and recreation. • Specific bicycle infrastructure recommendations include: <ul style="list-style-type: none"> ○ Recommended Class IV separated bikeway on El Camino Real running east/west across the city. ○ Recommended Class IV separated bikeway on Fremont Ave running east/west across the city. ○ Recommended Class IV and Class IIB on Sunnyvale-Saratoga Rd running north/south across the city. ○ Recommended Class I shared-use paths: East Channel Trail and Calabazas Creek Trail. • Pedestrian improvement focus corridors: Tasman Dr, El Camino Real, Fremont Ave, and Hollenbeck Ave. 		

Ongoing San José Vision Zero Action Plan

PLAN NAME	AGENCY	YEAR
Ongoing San José Vision Zero Action Plan	City of San José	2020
INTRODUCTION		
<p>The Vision Zero Action Plan seeks to reduce, and ultimately eliminate fatalities and severe injuries caused by traffic collisions in the City of San José. Priority safety corridors were identified as areas with a high incidence of collisions. Two corridors identified in the Plan fall outside the city limits, and within County jurisdiction. These County corridors will be important to consider when assessing the County’s active transportation needs.</p>		
ACTIVE TRANSPORTATION PLAN TOPICS		
Implement quick build data-driven safety improvements		
Develop strategies for eliminating traffic collisions		
PLAN RECOMMENDATIONS		
Overall	Build robust data analytics tools, form a Vision Zero task force, increase traffic enforcement, increase community outreach and engagement, and implement quick-build data-driven safety improvements.	
	Improve the safety of identified high collision corridors including the Almaden Expressway and Capitol Expressway corridors that fall within the County’s jurisdiction.	
	Implement safety awareness programs.	
Standards	N/A	
Policies	N/A	
Infrastructure	When opportunities for funding becomes available, implement quick-build projects on identified priority safety corridors.	
KEY TAKEAWAYS		
<ul style="list-style-type: none"> San José’s Vision Zero Action Plan offers a data-driven approach to reducing fatalities and severe injuries due to traffic collisions in the City. Two corridors within the County jurisdiction were identified as priority safety corridors to be considered for quick-build initiatives: Almaden Expressway and Capitol Expressway. 		

San José Bike Plan 2025

PLAN NAME	AGENCY	YEAR
San José Bike Plan 2025	City of San José	2020
INTRODUCTION		
<p>The City of San José is centrally located within Santa Clara County. Outlining a robust five-year plan, the Bike Plan offers infrastructure recommendations that will provide low stress bicycle connections to major employment centers and transit hubs.</p>		
ACTIVE TRANSPORTATION PLAN TOPICS		
Bicycle infrastructure recommendations		
Implement programs and policies that will change the City’s biking culture		
PLAN RECOMMENDATIONS		
Overall	Build a low-stress connected bike network	
	Build a bike culture	
	Make alternatives to driving more convenient	
Standards	Bikeway selection and design including protected bike lanes, bike boulevards, and intersection design (62-64)	
Policies	Speed limits on streets within the bike network and without protected bikeways should be 25 mph or lower.	
	Allow 24-hour access to multi-use paths.	
	Implement a policy addressing vehicle turning conflicts at intersections on separated bike lanes.	
	Adopt a policy to provide no new single occupancy vehicle capacity, such as additional travel lanes, when streets are redesigned.	
	Increase or introduce parking fee rates and time restrictions to encourage more biking, walking, rolling, and transit modes.	
Infrastructure	High density of proposed low stress facilities such as bike boulevards and separated bikeways proposed throughout the city.	
KEY TAKEAWAYS		
<ul style="list-style-type: none"> • San José’s Bike Plan offers a bold five-year plan to create a robust and dense low-stress bike network, as well as to encourage the community to bike more through programmatic recommendations. • Recommended Class IV separated bikeway on S 1st St/Monterey Rd/Great Oaks Blvd, N 1st St, Keyes St/Story Rd, and King Rd. • Bikeway projects will be funded through a variety of sources including the San José capital improvement program, grant applications, private development, and existing maintenance programs. 		

En Movimiento: A Transportation Plan for East San José

PLAN NAME	AGENCY	YEAR
<u>En Movimiento: A Transportation Plan for East San José (formerly East San José Multimodal Improvement Plan (MIP))</u>	City of San José	2020
INTRODUCTION		
<p>The ESJ MTIP (also known as En Movimiento) study area is based around six East San José Urban Villages, where the plan proposes strategies and infrastructure investments supporting transit, walking, and bicycling. The Plan identifies implementable and locally-supported walking and biking infrastructure.</p>		
ACTIVE TRANSPORTATION PLAN TOPICS		
Prioritized bicycle and pedestrian infrastructure		
PLAN RECOMMENDATIONS		
Overall	Bike boulevard projects	
	Bikeways to BART	
	US-101 overcrossings	
	On-street trail crossings	
Standards	N/A	
Policies	N/A	
Infrastructure	Bike boulevards on East St. John St., East San Fernando St., 24 th St., 21 st St., 28 th St., East San Antonio St., East William St., North 31 st St., North 33 rd St., Shortridge Ave., Sunset Blvd., Jose Figueres Ave., and Kammerer Ave.	
	Bikeways to BART projects on East Julian St., East Saint James St., and East Saint John St.	
	US-101 overcrossing projects at East Santa Clara St., East Julian St., East San Antonio St.	
	On-street trail crossing projects at Coyote Creek Trail, Five Wounds Trail and Lower Silver Creek Trail.	
KEY TAKEAWAYS		
<ul style="list-style-type: none"> • The ESJ MTIP offers a prioritized list of bicycle and pedestrian projects, implementation strategies and cost estimates. • Specific infrastructure recommendations include: <ul style="list-style-type: none"> ○ Recommended Class IV separated bikeway on Julian St, San Antonio St, and King Rd. ○ Recommended Class I shared-use path along Coyote Creek, Silver Creek, and connecting to planned BART station. ○ US-101 Overcrossing on Santa Clara St from 30th St to 31st St. 		

Peninsula Bikeway Plan

PLAN NAME	AGENCY	YEAR
Peninsula Bikeway Plan	Redwood City, Menlo Park, Palo Alto, and Mountain View	2020
INTRODUCTION		
<p>The Peninsula Bikeway Plan focuses on assessing the feasibility of implementing a long-term bikeway suitable for all ages and abilities through four cities—Redwood City, Menlo Park, Palo Alto, and Mountain View. The study concluded that a long-term bikeway on El Camino Real represents the most cohesive and appropriate opportunity for implementing such a robust facility. The Peninsula bikeway will provide an important connection north from Santa Clara County, as well as link to previously proposed Class IV facilities within the County.</p>		
ACTIVE TRANSPORTATION PLAN TOPICS		
Long-term considerations for implementing a bikeway, with three route options assessed		
Wayfinding		
Intersection improvements		
PLAN RECOMMENDATIONS		
Overall	High-quality and long-term bikeway on El Camino Real	
	Near-term intersection improvements and quick build recommendations on three route options	
	Wayfinding improvements on three route options	
Standards	N/A	
Policies	N/A	
Infrastructure	Near-term improvements throughout the study corridors including high visibility crosswalks, bicycle conflict striping, Peninsula bikeway signage and wayfinding, and painted bulb-outs with flexible delineators.	
KEY TAKEAWAYS		
<ul style="list-style-type: none"> • The Peninsula Bikeway Plan provides a pathway for reaching a robust and continuous bikeway facility that is safe for all users and abilities. This low stress connection will improve the existing bicycle network and allow more users to get more places comfortable by bike. • Recommended Peninsula Bikeway route along El Camino Real from the western Redwood City boundary to the eastern Mountain View city limit. 		

City of Santa Clara Pedestrian Master Plan 2019

PLAN NAME	AGENCY	YEAR
Pedestrian Master Plan 2019	City of Santa Clara	2019
INTRODUCTION		
The City’s Pedestrian Master Plan forms a blueprint for creating safe, comfortable, and enjoyable walking for current and future Santa Clarans.		
ACTIVE TRANSPORTATION PLAN TOPICS		
The Pedestrian Plan provides goals and policies.		
The Plan also establishes pedestrian priority areas and recommends pedestrian improvements at specific locations.		
PLAN RECOMMENDATIONS		
Overall	Citywide recommendations: vision zero, safe routes to schools, placemaking/land use planning, wayfinding, and lighting (47-51).	
Standards	N/A	
Policies	Safe: reduce collision risk, improve accessibility (22).	
	Comfortable: friendly crossings, provide amenities, provide pedestrian-scale lighting, promote the benefits, implement traffic calming (22-24).	
	Active: integrate community planning, foster ground floor uses that benefit the pedestrian experience, integrate public health outcomes (25).	
	Convenient: integrate walkability into planning processes (24).	
	Implementable: obtain funding for priority projects, conduct ongoing planning and evaluation of pedestrian facilities (25).	
	Pedestrian recommendation toolbox (52-57). Specific pedestrian recommendations are made within the nine Pedestrian Priority Zones (60-77).	
KEY TAKEAWAYS		
<ul style="list-style-type: none"> • The City of Santa Clara is committed to improving pedestrian safety, accessibility, and comfort. It has made citywide recommendations and specific infrastructure recommendations in the areas with the most demand. • High Priority Projects within County ROW include: <ul style="list-style-type: none"> ○ El Camino Real/San Tomas Expressway ○ San Tomas Expressway: Homestead to San Tomas, Homestead to Forbes, and Warburton to El Camino Real 		

City of Santa Clara Multimodal Improvement Plan

PLAN NAME	AGENCY	YEAR
City of Santa Clara Multimodal Improvement Plan	City of Santa Clara	2018
INTRODUCTION		
<p>The Multimodal Improvement Plan was developed to respond to seven specific Congestion Management Program identified intersections that currently or are projected to exceed VTA established level of service (LOS) thresholds.</p>		
ACTIVE TRANSPORTATION PLAN TOPICS		
<p>The Multimodal Improvement Plan provides analysis of existing conditions, infrastructure recommendations, and implementation information for the seven selected intersections. Three intersections involve expressways, which fall under the County’s jurisdiction; all intersections are within the City of Santa Clara.</p>		
PLAN RECOMMENDATIONS		
Overall	N/A	
Standards	N/A	
Policies	N/A	
Infrastructure	<p>The Action Plan lists the proposed improvements by category. All seven locations have proposed bicycle and pedestrian improvements (16-18).</p>	
KEY TAKEAWAYS		
<ul style="list-style-type: none"> • The MIP proposes multimodal recommendations to seven specific intersections that will bring those intersections back into compliance (or prevent them from becoming deficient) based on established VTA standards. • Four intersection locations fall under the County’s jurisdiction: <ul style="list-style-type: none"> ○ Agnew/De La Cruz/Montague Expressway ○ Scott/Central Expressway ○ De La Cruz/ Central Expressway ○ San Tomas Expressway/Monroe 		

Caltrans District 4 Bicycle Plan

PLAN NAME	AGENCY	YEAR
Caltrans District 4 Bicycle Plan	Caltrans	2018
INTRODUCTION		
<p>The Caltrans District 4 Bicycle Plan identifies infrastructure improvements that can enhance bicycle safety and mobility throughout the nine Bay Area counties. The Plan offers proposed bicycle projects in Santa Clara County based on demand for bicycle travel and areas in need of improved facilities.</p>		
ACTIVE TRANSPORTATION PLAN TOPICS		
Planned bikeways based on bicycle trip demand		
An assessment of barriers to biking		
PLAN RECOMMENDATIONS		
Overall	Prioritize safety and comfort in creating complete bicycle networks	
	Design safer and more intuitive highway crossings and interchanges	
Standards	N/A	
Policies	N/A	
Infrastructure	Proposed Class I trails along highway corridors in Gilroy, San José, Sunnyvale, Cupertino, and Los Altos Hills	
	Proposed Class IV bikeways along highway corridors in San José, Milpitas, and Sunnyvale.	
	All priority bikeway projects in Santa Clara County listed in detail on page 48-49 of Plan	
KEY TAKEAWAYS		
<ul style="list-style-type: none"> • The Caltrans District 4 Bicycle Plan identifies the need for bicycle infrastructure on roads within Caltrans jurisdiction throughout the nine Bay Area counties. • Projects recommended in Santa Clara County provide a starting point for future multimodal network recommendations. • Specific infrastructure recommendations include: <ul style="list-style-type: none"> ○ Recommended Class I shared-use paths: US 101 in Gilroy from Leavesley Rd to E 6th St, SR 130 in San José from White St to Mt. Hamilton Rd, I-280 in Sunnyvale/Cupertino from Mary Ave to Calabazas Creek ○ Recommended Class IV separated bikeways: SR 82 in Mountain View from San Antonio Rd to Bernardo Ave, SR 82 in Sunnyvale from Bernardo Ave to Lawrence Expy, SR 82 in Palo Alto from San Hill Rd to San Antonio Rd. ○ Recommended new separated crossings: US 101 in Palo Alto at Adobe Creek, I-280 in San José at Las Plumas Rd, I-680 in San José at Trimble/Capewood, Alum Rock Ave, and Mather Dr, SR 82 in Palo Alto at Everette St, SR 87 in San José at Guadalupe Parkway, I-880 in San José at O’Toole Ave. ○ Recommended Class IV interchange reconstruction: US 101 in San José at Story Rd, SR 237/I-680/I-880 in Milpitas, SR 237 in Sunnyvale at Mountain View Alviso Rd, I-680 in San José at McKee Rd, I-680 at Milpitas/San José at Montague Expy. 		

VTA Countywide Bicycle Plan

PLAN NAME	AGENCY	YEAR
Countywide Bicycle Plan	Santa Clara Valley Transportation Authority	2018
INTRODUCTION		
<p>The Countywide Bicycle Plan provides a vision for a countywide bicycle network that supports active transportation, reduces congestion, complements transit, and increases accessibility. The Plan also includes implementation details that will move the County closer to meeting the goals outlined in VTA's 25-year Transportation Plan.</p>		
ACTIVE TRANSPORTATION PLAN TOPICS		
Provides a vision, goals, and supportive policies for bicycling in Santa Clara County.		
Proposes bicycle recommendations and develops a toolkit to use for barrier crossings.		
Presents recommendations for education and encouragement programs.		
Discusses costs, funding, and implementation details.		
PLAN RECOMMENDATIONS		
Overall	Develops a network of Cross County Bicycle Corridors (CCBC). The CCBC network includes 350 miles of priority bicycle recommendations and ten corridors for potential bicycle superhighways	
	Identifies 39 gap closure, bridge, or tunnel projects	
	Provides innovative solutions to bicycle mobility	
	Improves connections between bicycling and transit	
Standards	Design principals for CCBCs and bicycle superhighways are included (40-49)	
Policies	Comprehensive and continuous bike network: expand, leverage development, seek adequate funding (8)	
	Safe and convenient: improve infrastructure quality, network legibility, support safety, and traffic laws, promote bicycle education, encourage bicycling (8-9)	
	Innovative solutions: implement best practices, support ongoing maintenance (9)	
	Transit connectivity: improve access to transit, provide consistent parking at transit stations, support safe and convenient interactions (9-10)	
Infrastructure	The Plan details 57 named CCBCs and numerous connections totaling 950 miles: ~260 miles off-street and ~690 miles on-street (existing and proposed mileage totals; about half is implemented) (31-32, 36-39). Network was developed based on three principles: coverage, low-stress connectivity, and access to destinations	
	Updates the status on barrier connection projects (by category) and prioritizes the remaining projects (57-65). 330 barrier projects have been identified; 50 were complete, and 280 were planned, in-progress, or identified but not planned for in a local document	
KEY TAKEAWAYS		
<ul style="list-style-type: none"> • The Countywide Bicycle Plan provides infrastructure, policy, and programmatic recommendations to improve bicycling conditions throughout Santa Clara County • The Plan envisions a network of over 950 miles of built and planned facilities with over 300 barrier crossing improvements 		

- Cross County Bicycle Corridors with County ROW include:
 - San Martin
 - Hwy 152
 - Easton South Valley
 - South County Caltrain to Coyote Creek
 - San Tomas Aquino Creek – Saratoga Creek Trail
 - Tomas Creek Trail – Silver Creek Trail
 - Llagas Trail-Little Llagas Trail – Coyote Lake
 - UPRR Trail
 - Coyote Creek Trail
 - Stevens Creek Trail
 - Expressway Connector
 - All expressways

Climate Smart San José

PLAN NAME	AGENCY	YEAR
Climate Smart San José	City of San José	2018
INTRODUCTION		
<p>Climate Smart San José is the continuation of the city’s efforts to improve urban sustainability and fight climate change. This Plan reframes the topic to center around the quality-of-life benefits of sustainability – the Good Life 2.0. The Plan has three pillars and nine key strategies.</p>		
ACTIVE TRANSPORTATION PLAN TOPICS		
<p>The Plan has three pillars and nine key strategies that anchor the city’s climate and sustainability goals.</p>		
PLAN RECOMMENDATIONS		
Overall	<p>Densifying the city in focused growth areas increases walkability and cycling and makes neighborhoods more vibrant, distinctive, and enjoyable.</p>	
	<p>New technology can enable clean, electric, and personalized mobility choices that make it convenient to move between any two points in the city.</p>	
Standards	N/A	
Policies	Densify neighborhoods: complete streets, transit-oriented development, placemaking (91).	
Infrastructure	N/A	
KEY TAKEAWAYS		
<ul style="list-style-type: none"> • Key strategies identified in Climate Smart San José that relate to the active transportation include: <ul style="list-style-type: none"> ○ Densifying our city in focused growth areas increases walkability and cycling and also makes our neighborhoods more vibrant, distinctive, and enjoyable. ○ New technology can enable clean, electric, and personalized mobility choices that make it convenient to move between any two points in the city ○ Developing integrated, accessible public and active transport infrastructure reduces the dependency on the car to move within the city 		

California State Bicycle and Pedestrian Plan, “Towards and Active California”

PLAN NAME	AGENCY	YEAR
California State Bicycle and Pedestrian Plan	Caltrans	2017
INTRODUCTION		
<p>The California State Bicycle and Pedestrian Plan is a policy-plan to support travel by bicyclists and pedestrians through objectives, strategies and actions. Its vision aims to allow for all ages, abilities, and incomes to safely and conveniently walk and bicycle for their transportation needs. The goals and objectives can help guide Santa Clara County’s ATP.</p>		
ACTIVE TRANSPORTATION PLAN TOPICS		
Policy document		
PLAN RECOMMENDATIONS		
Overall	Implement policies that reduce the numbers, rate, and severity of bicycle and pedestrian involved collisions	
	Maintain a high-quality active transportation system	
	Invest resources in communities that are most dependent on active transportation and transit	
	Implement policies that increase walking and biking in California	
Standards	N/A	
Policies	Safety strategies outlined on pages 27-36	
	Mobility strategies outlined on pages 37-56	
	Preservation strategies outlined on 57-62	
	Social equity strategies outlined on 63-70	
Infrastructure	N/A	
KEY TAKEWAYS		
<ul style="list-style-type: none"> • The California State Bicycle and Pedestrian Plan provides policy recommendations to achieve four primary goals: <ul style="list-style-type: none"> ○ Bicycle and pedestrian safety ○ Mobility encouragement ○ Maintenance of a high-quality active transportation network; some maintenance projects present opportunities to add or improve bicycle facilities without significant additional cost ○ Equitable opportunities for walking and biking 		

VTA Complete Streets Resolution and Policy

PLAN NAME	AGENCY	YEAR
VTA Complete Streets Resolution and Policy	VTA	2015
INTRODUCTION		
<p>The VTA Complete Streets Resolution and Policy proposes a series of corridor studies to implement the complete streets concept along select transportation roadways in Santa Clara County. The resolution seeks to transform select transportation roadways into high-quality, multimodal streets that prioritize bicycle, pedestrian, and transit travel while still serving motorists.</p>		
ACTIVE TRANSPORTATION PLAN TOPICS		
Complete Streets		
PLAN RECOMMENDATIONS		
Overall	Work with Cities and advisory committees to select a subset from the identified candidate corridors on page 2 for study of potential for complete streets projects	
Standards	N/A	
Policies	Each corridor study will include planning and conceptual design work to improve one or more of the preferred alternative modes along the corridor (i.e., bicycle, pedestrian or transit), and may result in a number of recommended improvements for pedestrian and bicycle safety and connectivity.	
Infrastructure	Potential complete street study within County jurisdiction on Bascom St from the City of Santa Clara to Campbell (880 to 85)	
KEY TAKEAWAYS		
<ul style="list-style-type: none"> • The Complete Streets Resolution provides a pathway for the implementation of complete streets throughout the County. • The completed planning documents outlined in this memo are expected to be implemented as capital funding becomes available or as redevelopment occurs. 		

Funding Program for County Expressway Pedestrian Projects

PLAN NAME	AGENCY	YEAR
Funding Program for County Expressway Pedestrian Projects	VTA	2009
INTRODUCTION		
<p>In this document, the Chief CMA Officer recommends the adoption of a new funding program for county expressway pedestrian projects. An initial study on expressways identified locations for new sidewalks that would close gaps in existing sidewalks, access transit stops, and provide access to land uses fronting on the expressway. The recommendations from the ATP may benefit from jointly sponsored projects that are now made possible from this VTA board memo.</p>		
ACTIVE TRANSPORTATION PLAN TOPICS		
Funding program		
PLAN RECOMMENDATIONS		
Overall	The document recommends a new funding source for county expressway pedestrian projects.	
Standards	N/A	
Policies	N/A	
Infrastructure	N/A	
KEY TAKEWAYS		
<ul style="list-style-type: none"> Projects recommended in the ATP on county expressways could be made possible through the funding plan outlined in this document. 		

Existing Safe Routes to School Program

PLAN NAME	AGENCY	YEAR
Existing Safe Routes to School Program	N/A	2015
INTRODUCTION		
<p>The Expressway School Crossings Evaluation document addresses existing crossings of the Almaden Expressway, Capitol Expressway, Foothill Expressway, Lawrence Expressway, Montague Expressway, Oregon-Page Mill Expressway, San Tomas Expressway, Monterey Highway, and Stanford Ave. The document lists specific intersection improvements to consider.</p>		
ACTIVE TRANSPORTATION PLAN TOPICS		
Crossing infrastructure improvements		
PLAN RECOMMENDATIONS		
Overall	The document tracks existing features at intersections surrounding schools, as well as recent improvements. Intersections in need of further engineering review to determine potential improvements are highlighted.	
Standards	N/A	
Policies	N/A	
Infrastructure	N/A	
KEY TAKEWAYS		
<ul style="list-style-type: none"> • The document received outlines many intersections along primary routes (expressways) used to get to schools which can help guide the ATP. This shows support for safer conditions for those, often students, walking and bicycling to and from schools. • There is a note for multiple intersections which states: “Engineering review required to determine possible enhancements based on new bike treatments proposed for 2014 BAG, and as may be agreed in coordination with city.” • Many of the intersections listed in this document have good existing facilities, or their improvements have been completed—however, the roadways that these crossings fall on will make good candidates for bike and pedestrian improvements in the future 		

City of Santa Clara General Plan

PLAN NAME	AGENCY	YEAR
City of Santa Clara General Plan 2010 - 2035	City of Santa Clara	2010
INTRODUCTION		
<p>The General Plan for the City of Santa Clara provides strategies for enhancing the City’s quality of life, supporting community vitality, and promoting sustainability. Biking and pedestrian network transportation goals and policies are outlined.</p>		
ACTIVE TRANSPORTATION PLAN TOPICS		
Bicycle and pedestrian network goals and policies		
Parks, open space, and recreation goals and policies		
PLAN RECOMMENDATIONS		
Overall	Provide pedestrian and bicycle connections that are accessible throughout the City to all segments of the population.	
	Create a bicycle and pedestrian network that links neighborhoods to public amenities and destinations.	
	Promote walking and bicycling as alternatives to driving to reduce vehicle commute and non-commute trips, and to improve community health and reduce vehicle use.	
Standards	N/A	
Policies	Bicycle and Pedestrian Network Policies – see page 5.8.4-P1-5.8.4-P15	
	5.9.1-P3 Provide trails along creeks and other ROW’s to link parks, open spaces, bicycle facilities and transit services with residential neighborhoods and employment centers.	
	5.9.1-P4 Provide connections between private and public open space through publicly accessible trails and pathways and by orienting open spaces to public streets.	
	5.9.1-P6 Support construction of trails within the City of Santa Clara that connect to the Bay Trail, the Saratoga/San Tomas Aquino Creek and the Guadalupe River trails.	
Infrastructure	N/A	
KEY TAKEWAYS		
<ul style="list-style-type: none"> • The General Plan lays out clear goals and policies for creating a low stress bicycle and pedestrian network. • The Plan also provides policies that encourage bicycle and pedestrian connections to parks, open spaces and recreational trails. • Specific infrastructure recommendations: <ul style="list-style-type: none"> ○ Proposed Class II bicycle lanes: Benton St from Lawrence Expwy to El Camino Real, Pruneridge Ave from western City boundary to Lincoln St, and Scott Blvd from Central Expwy to El Camino Real. ○ Potential bicycle corridors for future study: Central Expwy, Lawrence Expwy, San Tomas Expwy, El Camino Real, Stevens Creek Blvd, and Walsh Ave. ○ Proposed Class I shared-use path along Pruneridge Ave, Kiely Blvd, and parallel to San Tomas Expwy. 		