

Jackson Avenue Complete Streets Project Concept Review

July 14, 2022



MEETING PURPOSE

1. Prepare One Bay Area Grant (OBAG) Application
2. Gather community feedback on existing conditions
3. Share preliminary designs
4. Gather community feedback on preliminary designs

WHAT IS OBAG?

One Bay Area Grant (OBAG)

Purpose: Aide the implementation of Plan Bay Area 2050 (Regional Long-Range Plan)

- Meet Housing, Transportation, Economic, and Environmental Goals
- Create safe streets, reduce pollution, and increase mobility options

Timeline: Every 5 years

- Projects must start by September 2026 (over 4 years)

Possible Amounts:

- Regional Program- \$375M
 - Will apply in addition to Local/County Program
- Local/County Program- \$375M (\$91M for Santa Clara County)
 - San Jose makes up 50% of Santa Clara County's population
 - Aiming for at least \$45M



Current Grant Program

Types of Projects: Complete Streets, Bike/Ped access to Open Space/Parkland, and Safety projects

DESIGN PROCESS

1. Planning
2. Conceptual Designs (10%)
3. Operational Analysis
4. First Designs (35%)
5. Second Designs (65%)
6. Third Designs (95%)
7. Final Designs (100%)



We are here

PROJECT BACKGROUND



CITY GOALS

MODE	2018 ESJ MTIP STUDY AREA	2019 CITYWIDE	2040 GP GOAL	2050 CLIMATE SMART GOAL
Drive alone	70%	80%	25%	12%

- Quality of life
- Health and wellness
- Climate change

EXISTING CONDITIONS DATA

- Two travel lanes in each direction
- Lane widths 11' – 16'
- Narrow, unbuffered, class II bike lanes
- Speed limit 35 mph
- 85th % speeds as high as 43 mph

CONNECTIONS TO KEY DESTINATIONS

Regional Medical
Center

Independence
High School (and
other schools)

Penetencia Creek
Park

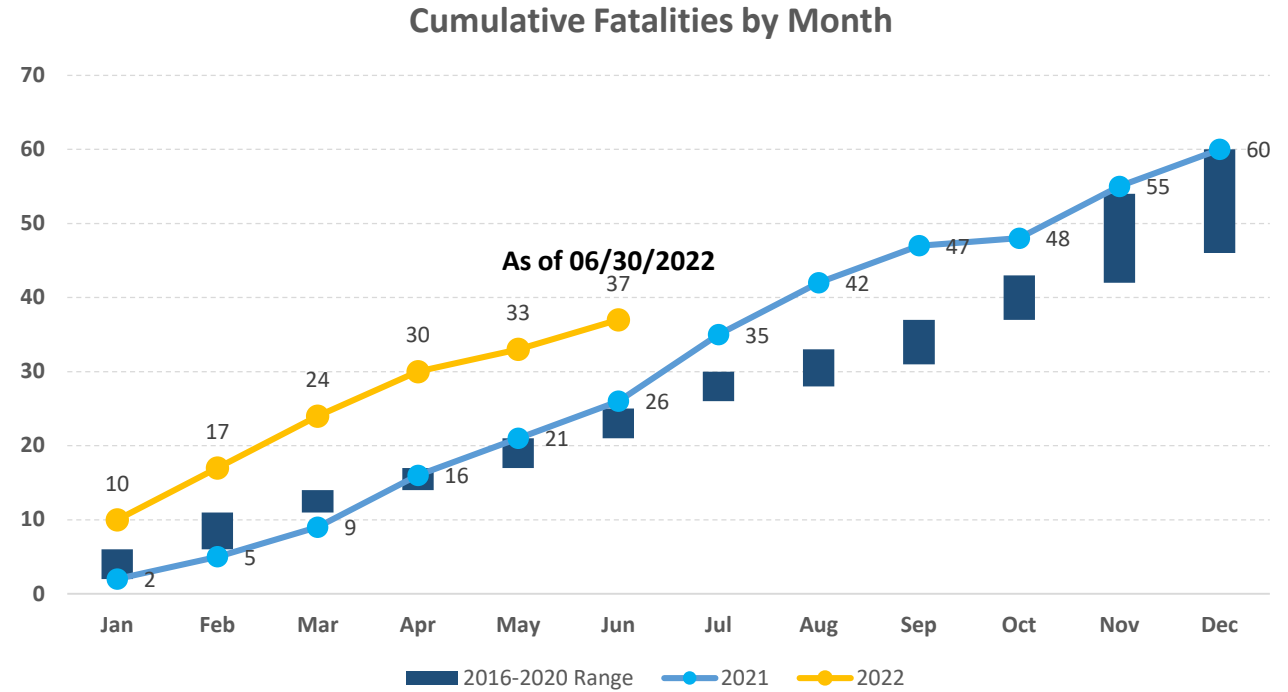
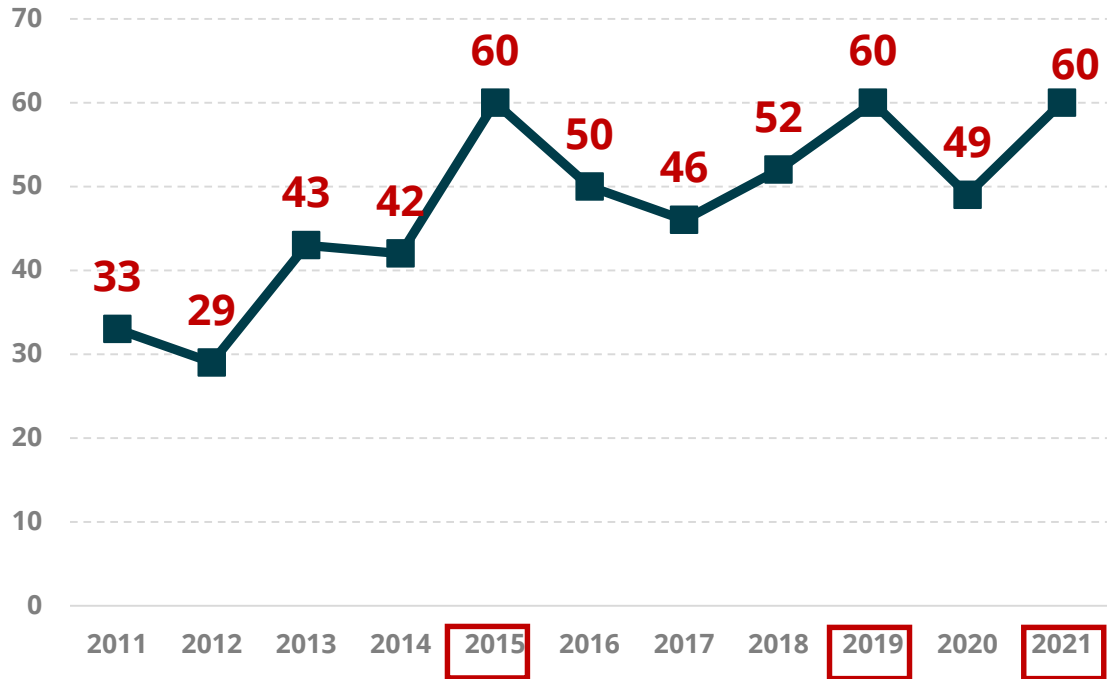
Crosses Freeway

Connects to
Major E/W
Corridors

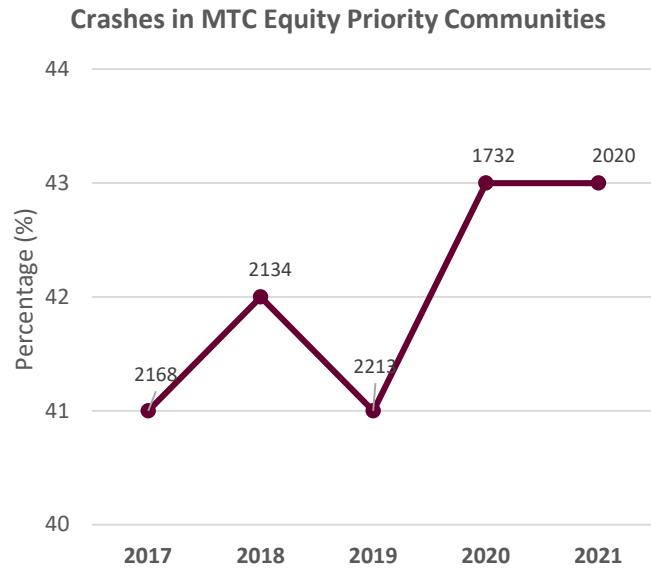
Connects to
BART

Bus Rapid Transit
and Buses on
Story Rd

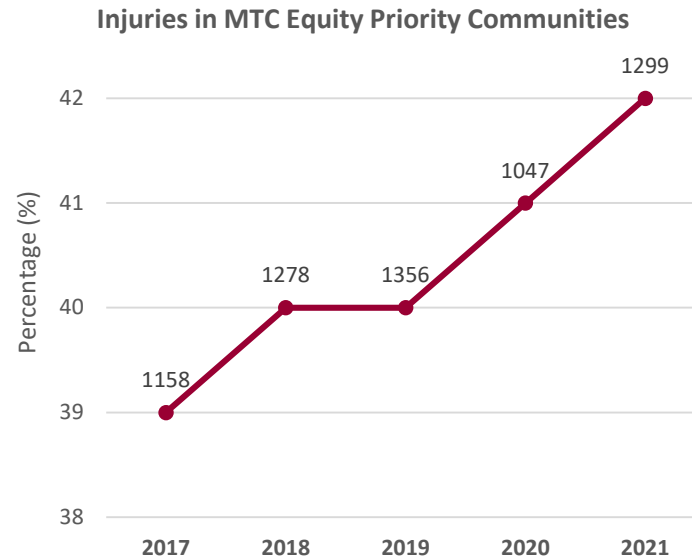
SAN JOSÉ TRAFFIC FATALITIES



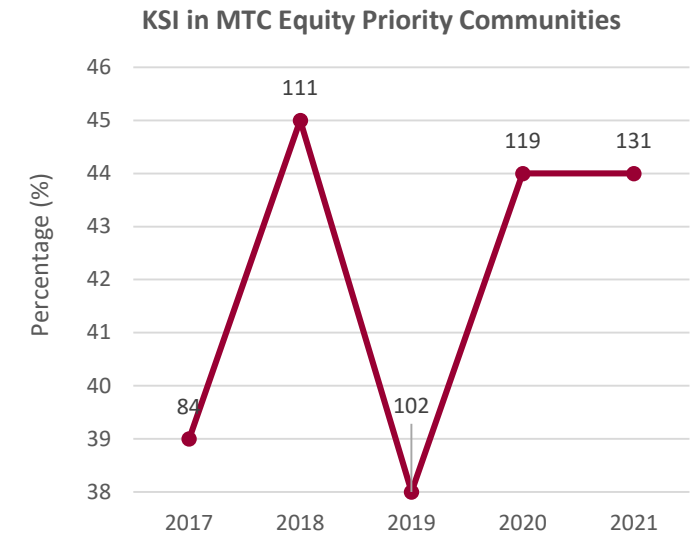
2017-2021 CRASHES, INJURIES, AND KSI IN MTC'S EQUITY PRIORITY COMMUNITIES



42% of Crashes



40% of Injuries

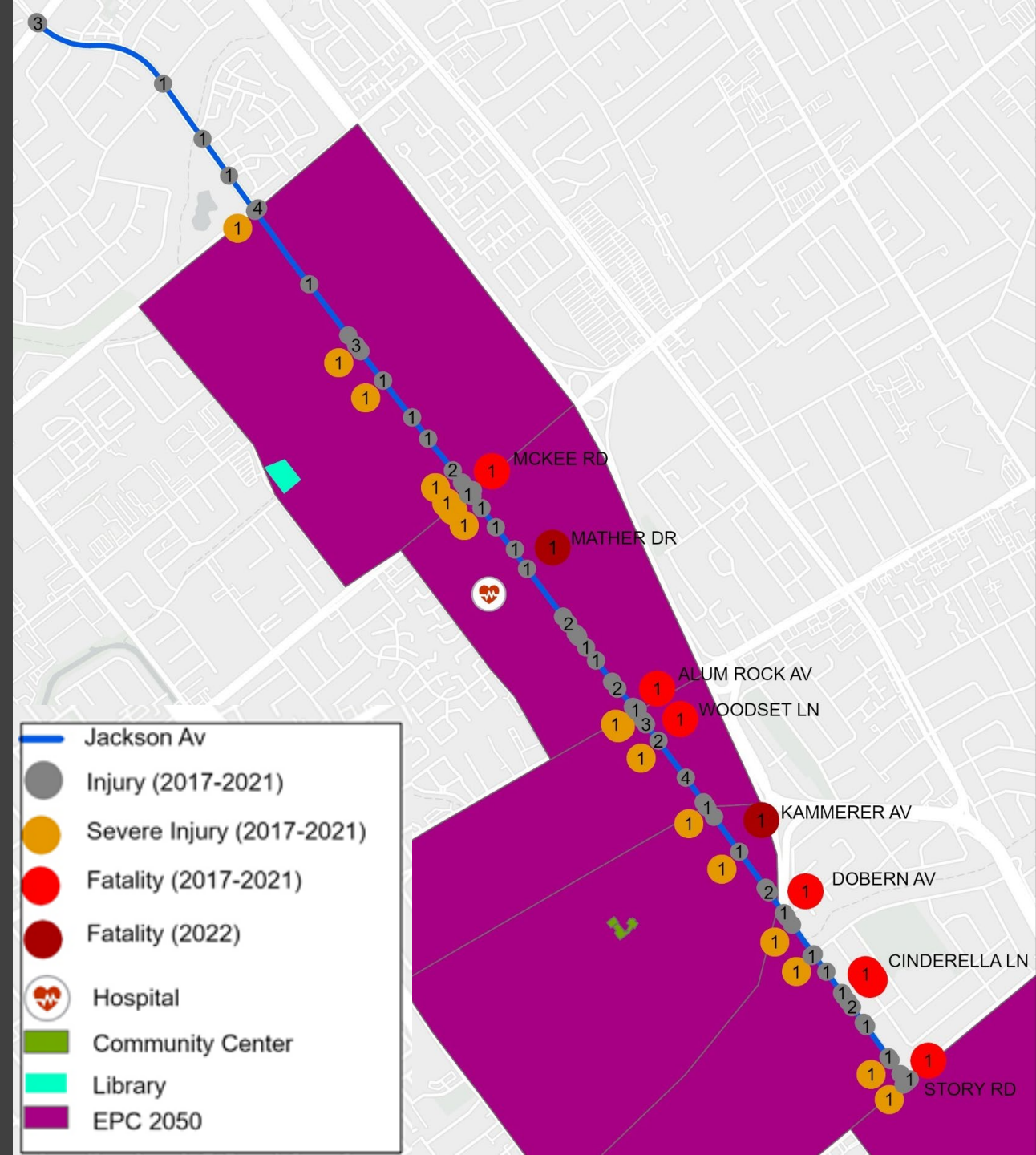


42% of KSI

Happened in MTC's equity priority communities from 2017 to 2021

JACKSON COLLISIONS

- Vision Zero Priority Safety Corridor
- 28 fatal and severe injury collisions between 2017-2021
- 42 collisions involving bicyclists and pedestrians
- 14 of those collisions involved a severe injury and/or fatality



WHAT WE'VE HEARD
FROM PRIOR
ENGAGEMENT

- 1. En Movimiento Planning Process
- 2. Vision Zero

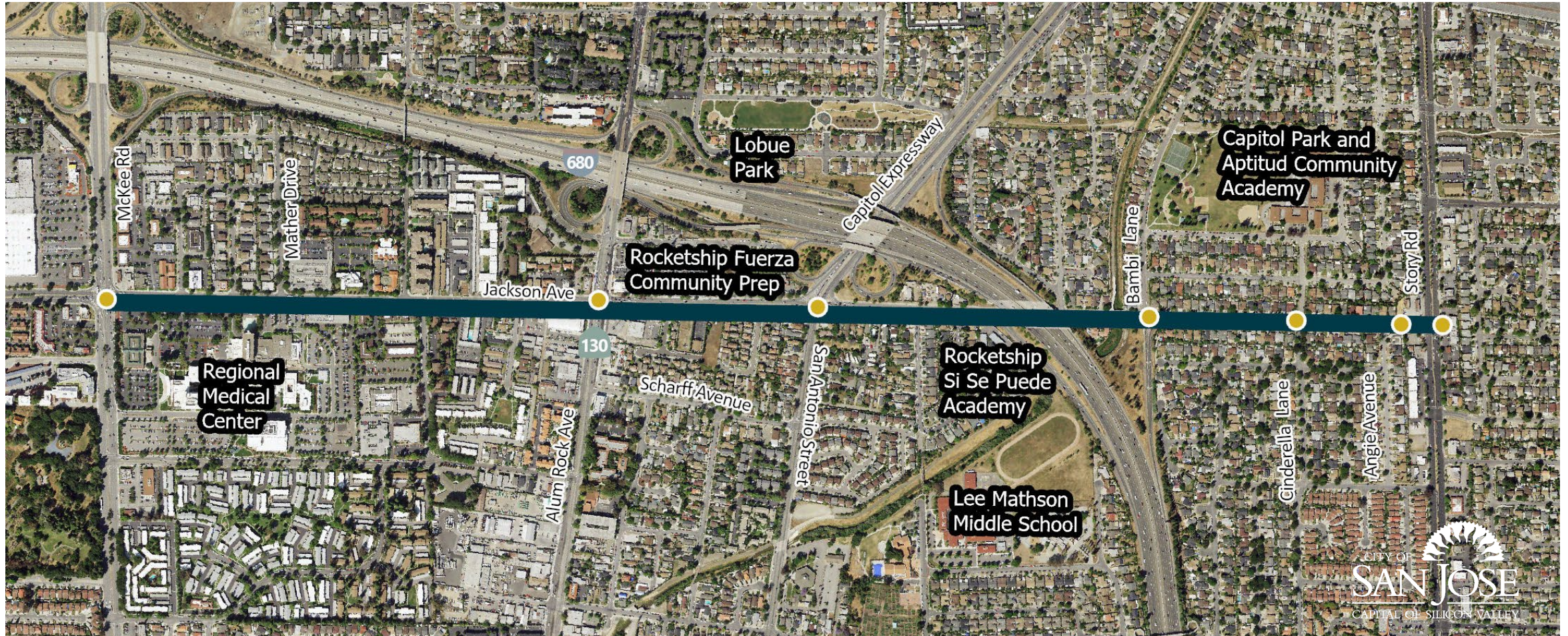


EN MOVIMIENTO (2018-2020)

- Issues:
 - High vehicles speeds
 - Transit speed, reliability, and frequency
 - Long distance or low-comfort pedestrian crossings
 - Gaps in the bicycle network or low-comfort routes

VISION ZERO VIRTUAL WALK AUDIT (SUMMER 2021)

Between McKee Road and Story Road



VIRTUAL WALK AUDIT

- Issues:
 - High vehicle speeds
 - Drivers parking/waiting in the bike lanes
 - Wide street presents safety concerns for people crossing
- Proposed Treatments:
 - Remove slip lanes
 - High visibility crosswalks
 - Reduce lane widths
 - Add protected bike lanes



QUESTIONS/COMMENTS

Does this all align with your experience?

PROPOSED TREATMENTS

1. Raised cycle tracks
2. Protected intersections
3. Transit boarding islands
4. Narrowed Travel Lanes

RAISED CYCLE TRACK

Benefits:

- Designated/protected lane for bikes
- Improves comfort and safety
- Keeps motorists from entering bikeway
- Encourages bicyclists to ride in bike lane rather than sidewalk

Issues this will address:

- Low comfort bike routes
- Automobiles in bike lanes



Photo: Western Ave
Cambridge, MA

PROTECTED INTERSECTIONS

Benefits:

- Dedicated/protected space for people on bikes
- Shorter crossing distances
- Improved sightlines
- Slower turns

Issues this will address:

- High vehicles speeds
- Long or low-comfort ped crossings
- Low-comfort routes



Photo: Walnut Avenue
Fremont, CA

TRANSIT BOARDING ISLANDS

Benefits:

- Reduces transit vehicle dwell times
- Provide dedicated space for transit passengers while keeping the sidewalk clear
- Provide a refuge area for pedestrians crossing the street in addition to transit passengers
- Eliminate conflicts between buses and people riding bikes

Issues this will address:

- Transit speed, reliability, and frequency



NARROWED TRAVEL LANES

Benefits:

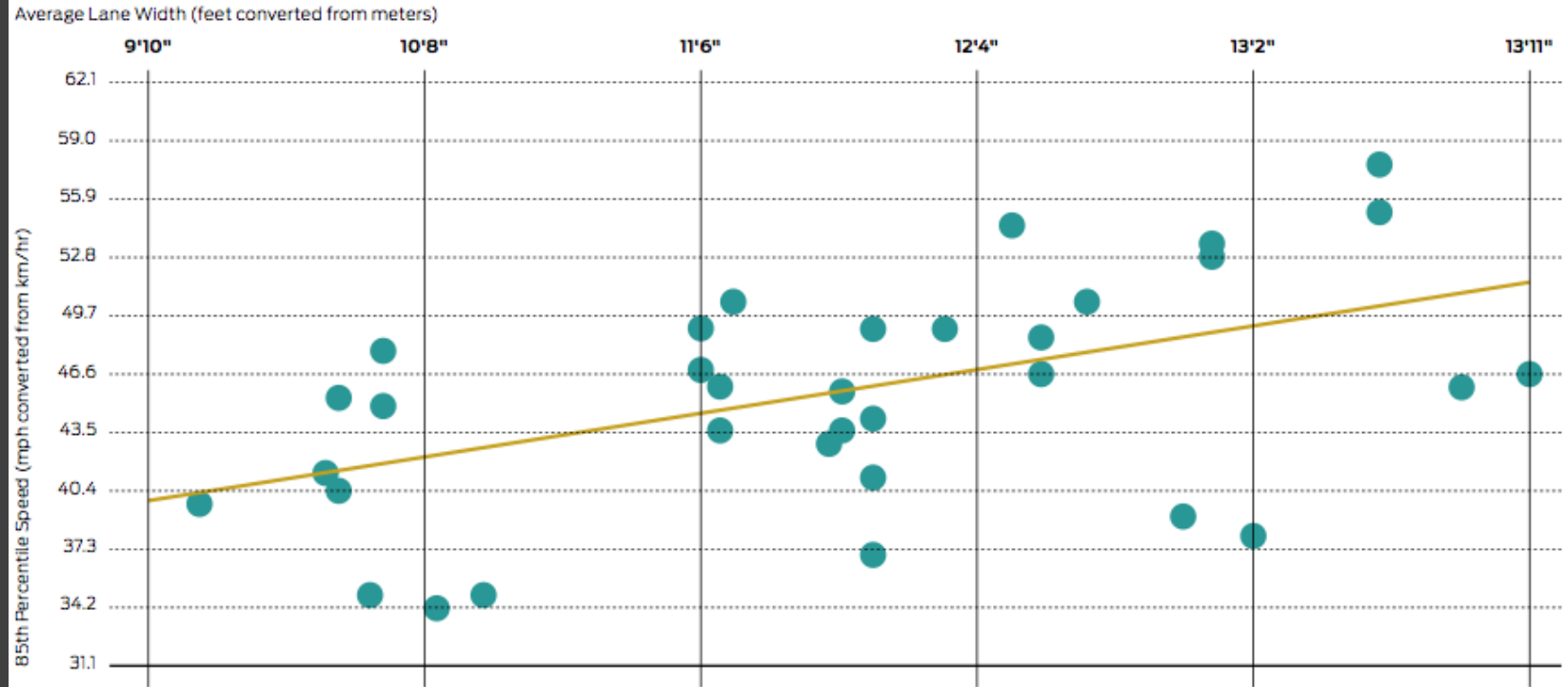
- Reduce vehicle speeds
- Reduce severity of collisions

Issues this will address:

- High vehicle speeds

“As the width of the lane increased, the speed on the roadway increased... When the lane widths are 3.3’ greater, speeds are predicted to be 9.4 mph faster.”

Wider travel lanes are correlated with higher vehicle speeds.

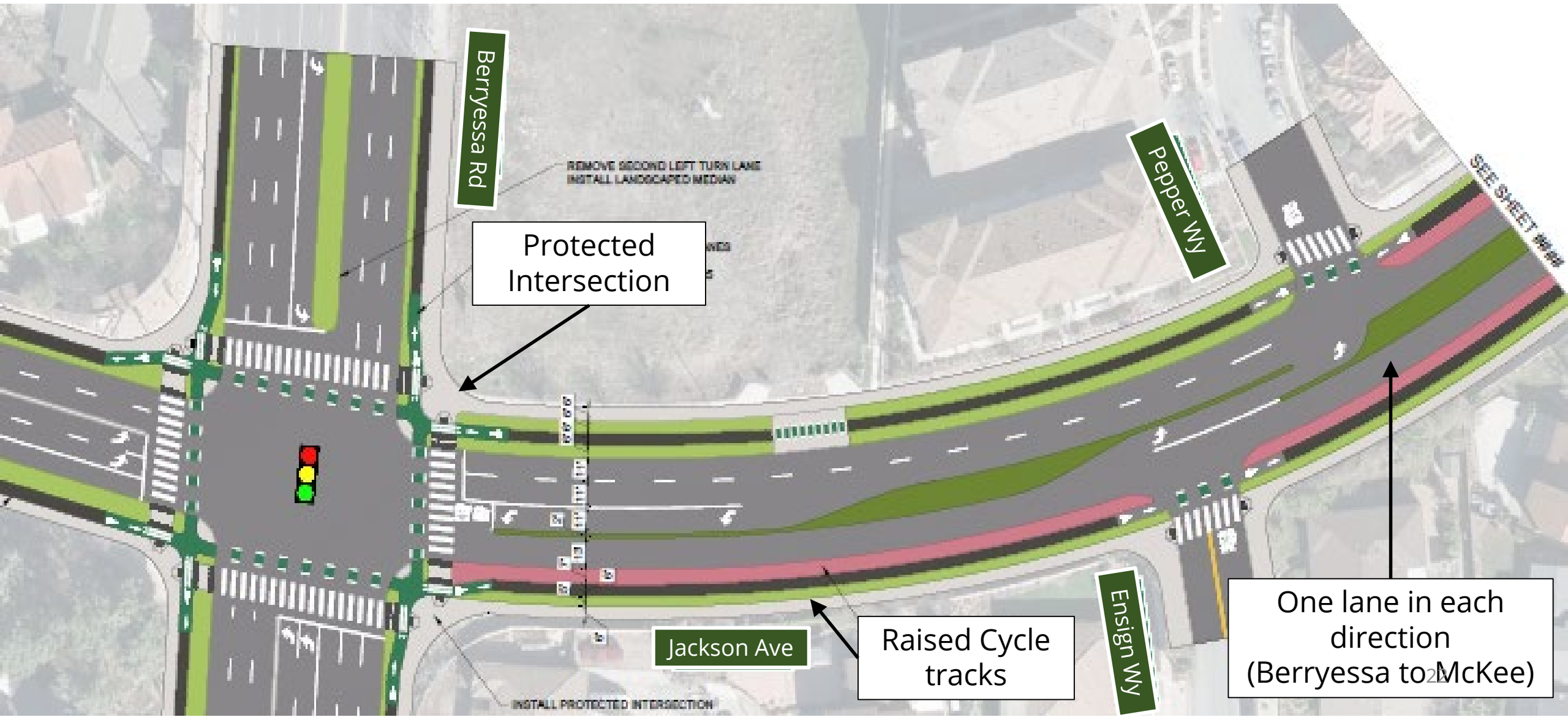


“As the width of the lane increased, the speed on the roadway increased... When lane widths are 1 m (3.3 ft) greater, speeds are predicted to be 15 km/h (9.4 mph) faster.”

Chart source: Fitzpatrick, Kay, Paul Carlson, Marcus Brewer, and Mark Wooldridge. 2000. “Design Factors That Affect Driver Speed on Suburban Streets.” *Transportation Research Record* 1751: 18–25.

— Regression Line
● 85th Percentile Speed of Traffic

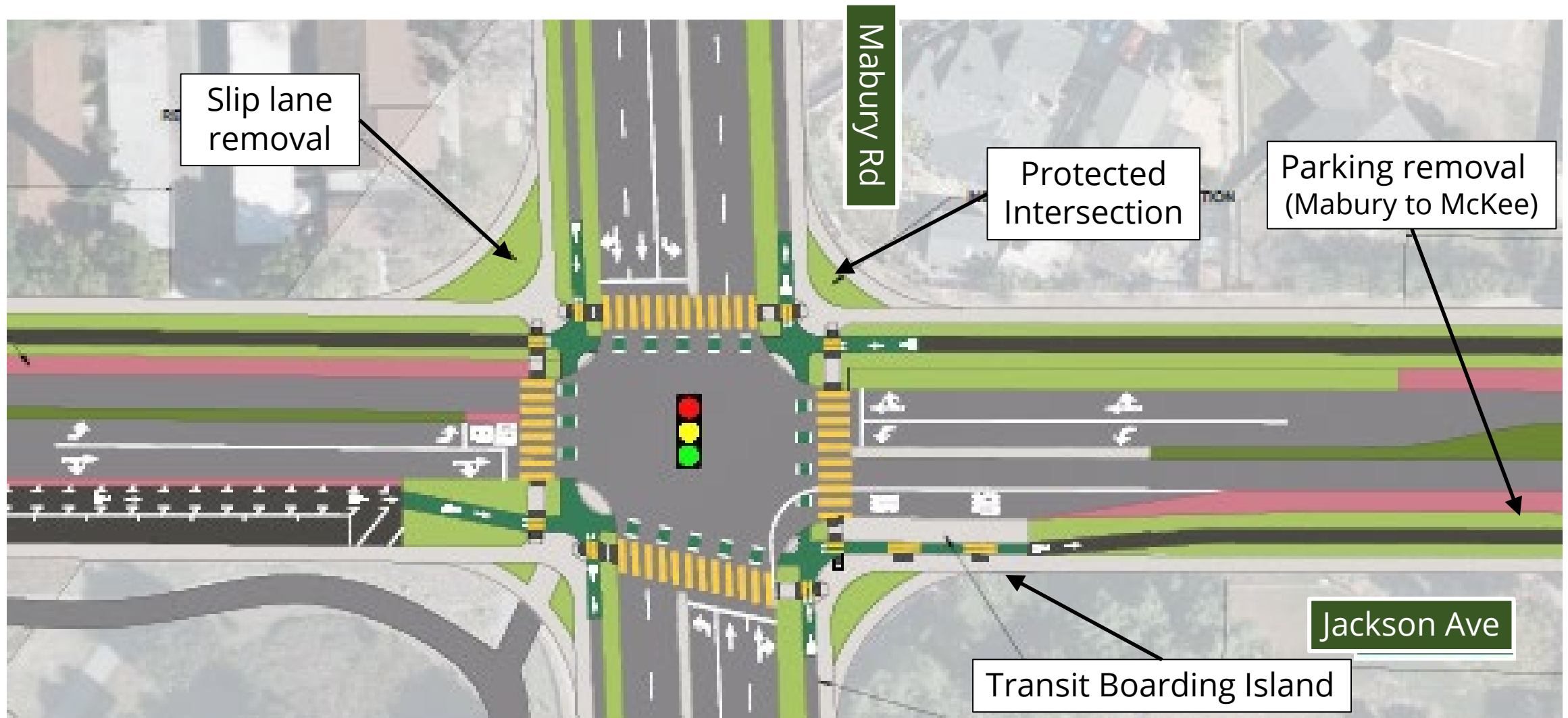
Berryessa Rd



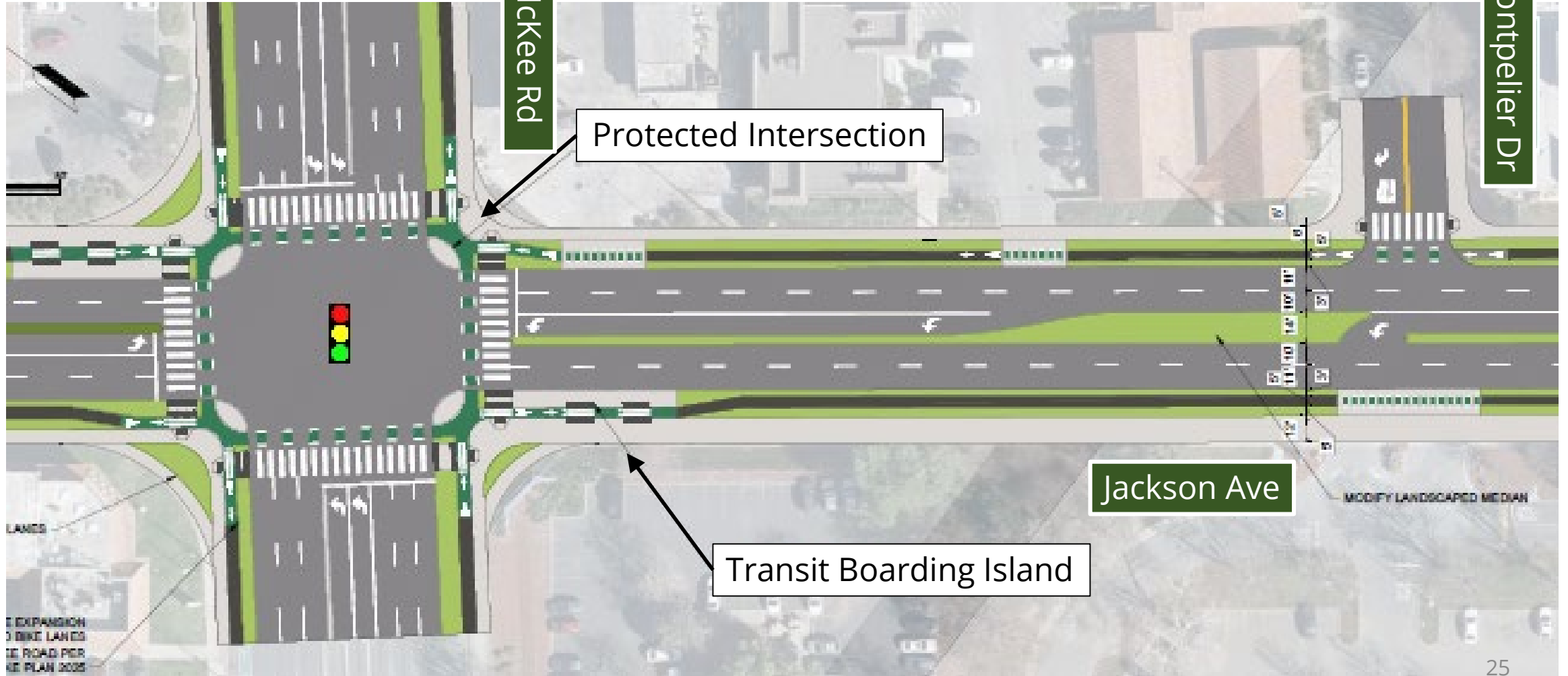
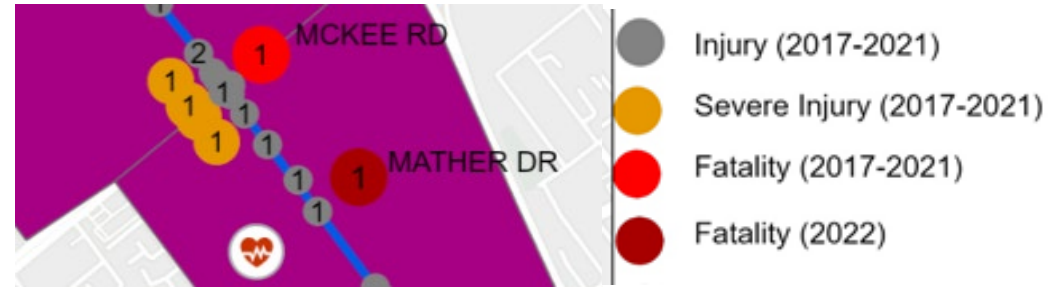
Bluejacket Way



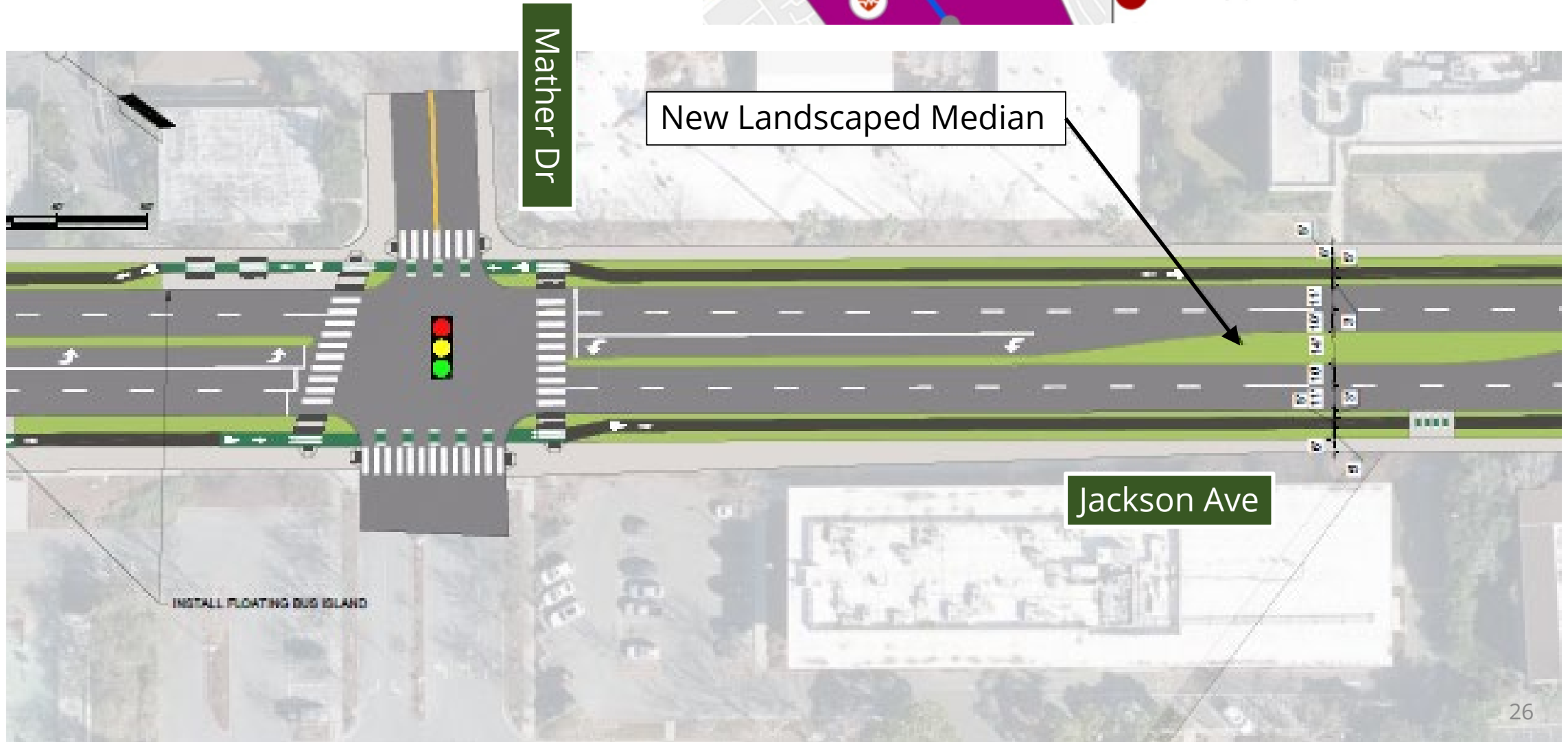
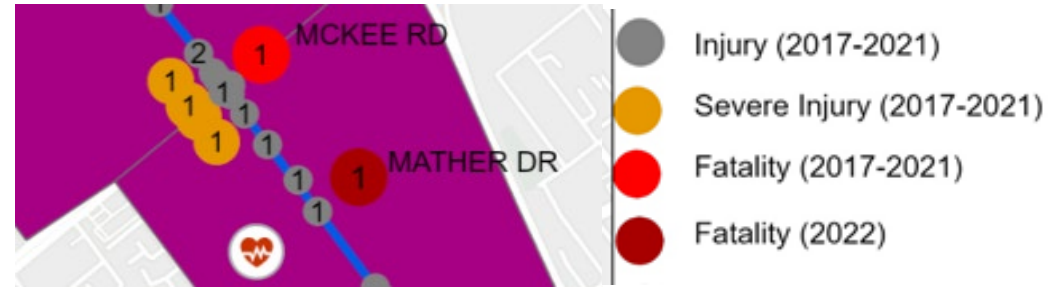
Mabury Rd



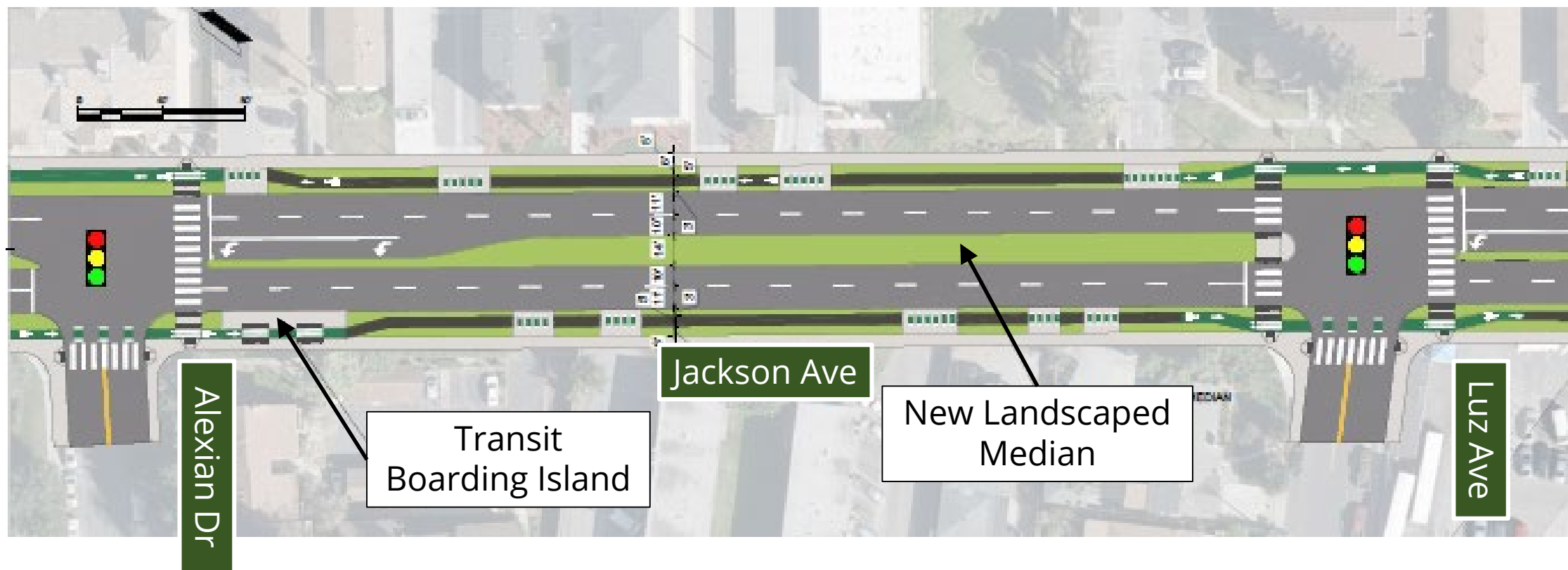
McKee Road



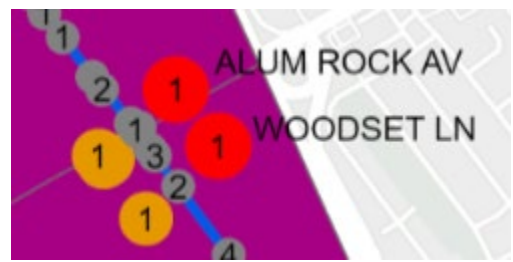
Mather Dr



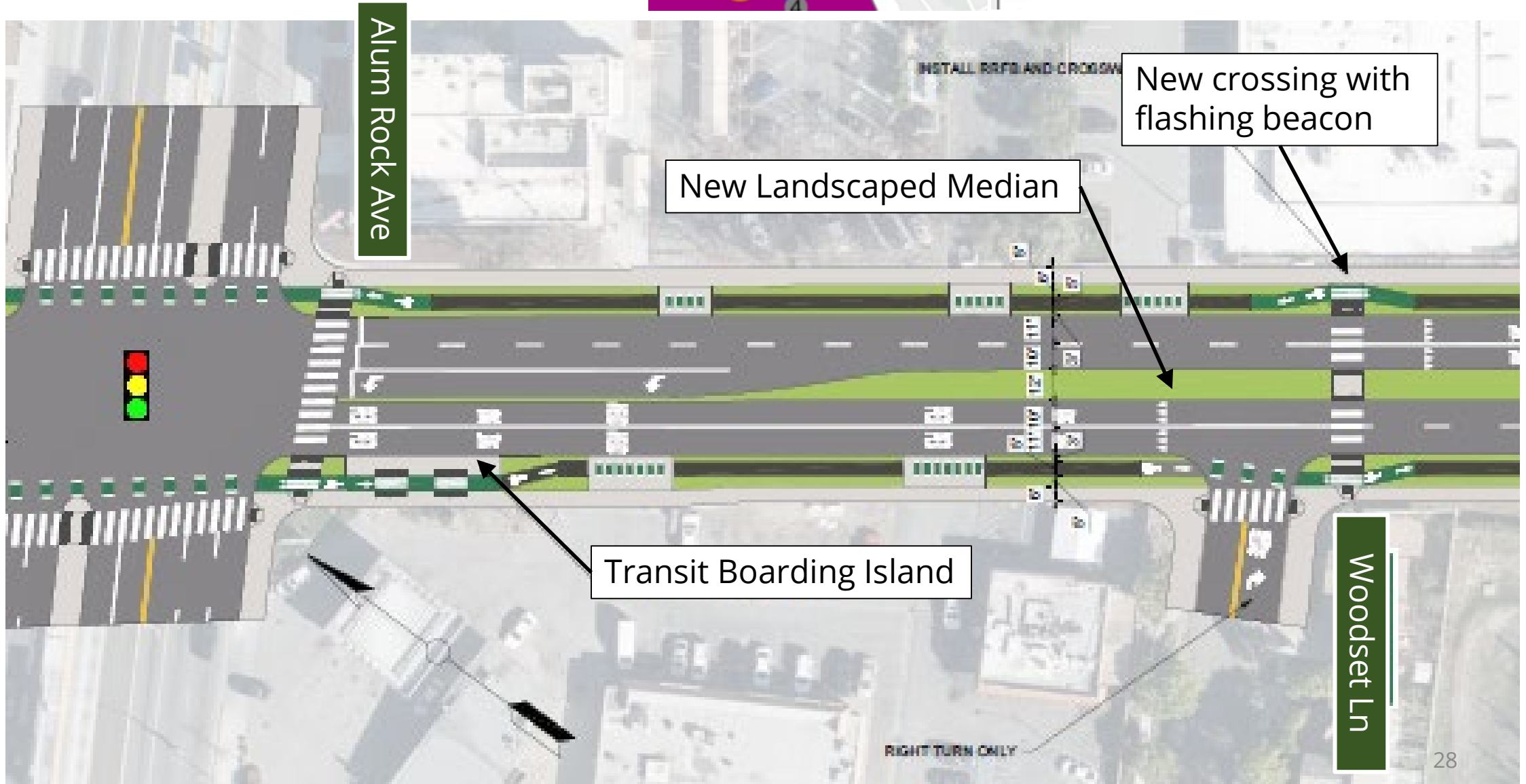
Alexian Dr



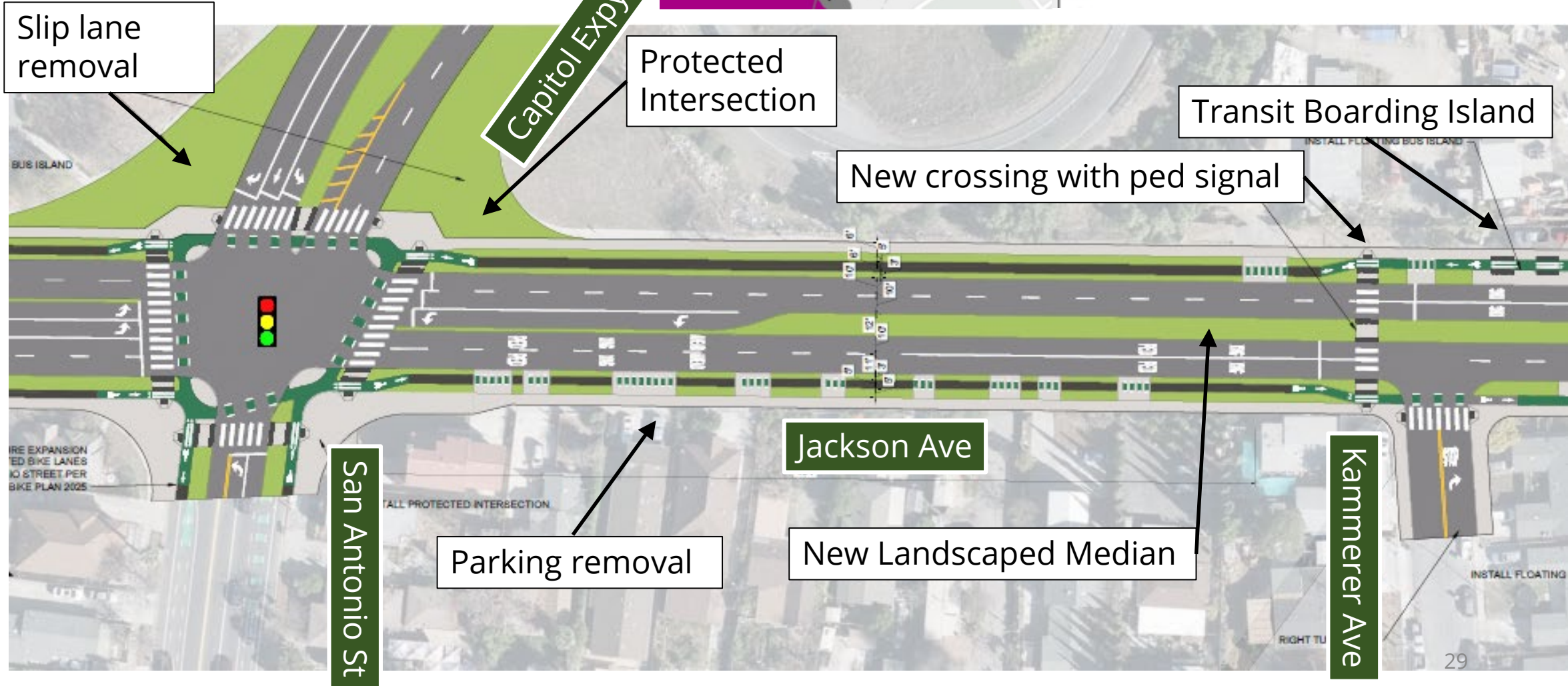
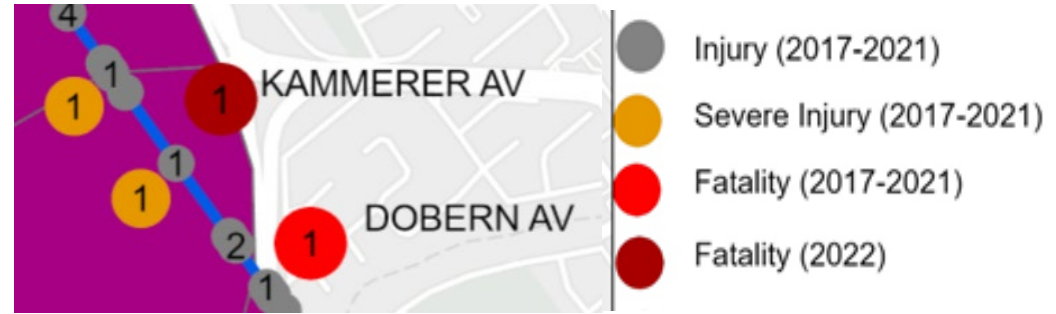
Alum Rock Ave



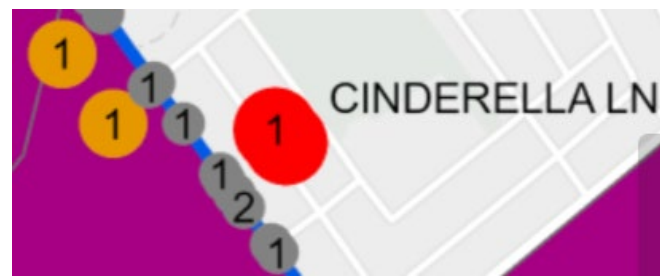
- Injury (2017-2021)
- Severe Injury (2017-2021)
- Fatality (2017-2021)
- Fatality (2022)



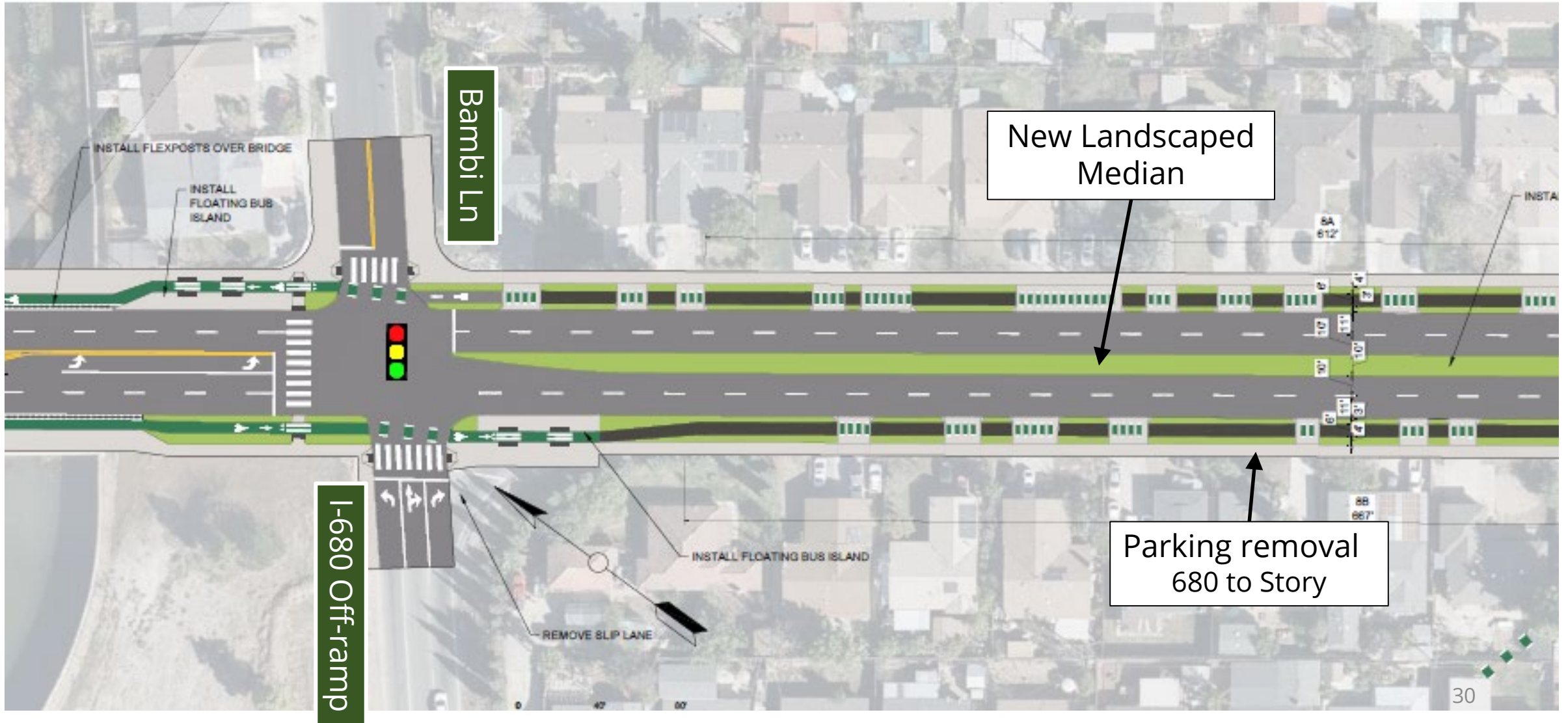
San Antonio St



Bambi Ln



- Injury (2017-2021)
- Severe Injury (2017-2021)
- Fatality (2017-2021)
- Fatality (2022)





QUESTIONS/COMMENTS

1. Will these treatments make Jackson Ave a safer and more inviting place for people who walk, bike, and ride transit?
2. Are there any changes you would like to see?

THANK YOU!