



## 5.0 Recommendations

Evaluation of the ranks the potential improvements into three priorities. The objective was to create a framework to understand how the potential improvements address the needs of the corridor and to have a mechanism in place to advance projects into local and regional programming to be eligible for funding and project development when opportunities arise. This section includes recommended strategies and probable timeline to advance those potential improvements to implementation.

### 5.1 Recommended Strategies for I-280 Corridor

The following are the recommended strategies to effectively plan and implement the improvements in the I-280 corridor.

#### *Develop Projects that focus on improving corridor-wide mobility*

- Extend HOV lanes to provide for a continuous HOV lane
- Implement conversion of HOV lanes to EL
- Study in detail improvements to Downtown access between US 101 and SR-87

Every year congestion leads to lost productivity and added fuel costs. These projects focus on reducing travel time and congestion

#### *Prioritize funding for multi-modal improvements:*

- Continue to develop multi-modal interchange improvements at Wolfe Road and Winchester Boulevard (separate ongoing study)
- Study transit ramp access at Tantau Avenue
- Implement HOV Bypass and Transit priorities at interchange ramps

Will improve travel time reliability and promote transit and bicycle use for commute congestion

#### *Empower Innovation*

- **Develop** I-280 Corridor Technology Deployment Plan
- Work with Caltrans to deploy smart solutions like demand-based pricing, bus on shoulders, and ATM strategies as demonstration projects

Implementation of technology improves operations within the existing capacity and manage performance in real-time



## 5.2 Recommended Improvements

The following are the recommended improvements by improvement category associated with probable timeline for implementation. The implementation timeline would need further refinement if there are any changes in the local and regional priorities and availability of funding that may expedite the project implementation.

### 5.2.1 Recommended Highway Improvements

Highway improvements using technology relating to ATM strategies provides opportunities to move toward a network that operates at its maximum available capacity. Affordable ITS and ATM improvements are recommended for I-280 to dynamically manage recurrent and non-recurrent congestion based on prevailing and predicted traffic conditions. Demonstration projects are recommended to evaluate the benefit potential to support funding for full implementation.

The I-280 corridor has higher benefit potential having a HOV 3+ EL. Current legislation prohibits conversion of GP lane directly to EL. To facilitate a continuous EL and provide opportunities for transit routes on I-280, it is recommended to extend the existing HOV lanes both northbound and southbound from Leland Avenue to US 101 in south and Magdalena Avenue to County line in north. In the situation where changes in legislation occurs allowing direct conversion of GP to EL, it is recommended to construct EL lanes without GP to HOV conversion. The recommendations for highway improvements with implementation timeline is summarized in **Table 21**.



Table 21: Recommended Highway Improvements

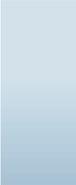
Improvements	Timeline
<p>Near-term Improvements</p> <ul style="list-style-type: none"> <li>▪ Fiber network along the I-280 corridor to support ITS and ATM strategies.</li> <li>▪ ITS and ATM improvements like adaptive ramp metering, dynamic shoulder use, bus on shoulders, dynamic junction control, dynamic ramp access restrictions, and dynamic real-time traveler information signs.</li> </ul>	 <p>1-3 years</p> 
<p>Mid-term Improvements</p> <ul style="list-style-type: none"> <li>▪ Extend existing HOV lanes on both sides of the highway between Leland Ave. to US 101 and Magdalena Avenue to San Mateo County line.</li> </ul>	<p>3-5 years</p> 
<p>Long-term Improvements</p> <ul style="list-style-type: none"> <li>▪ Convert existing HOV lanes to HOT/EL</li> </ul>	<p>5+ years</p> 

### 5.2.2 Recommended Interchange Improvements

Several improvements are recommended on mainline and interchanges to address bottleneck and weaving conditions. Recommended improvements include minimizing weaving impacts, HOV/EL direct connectors, HOV bypass lanes on-ramps, ramp metering and interchange reconfigurations to improve operations. Safety improvements at the intersection of the ramps and local roads are also recommended. These recommendations are summarized in **Table 22**.



Table 22: Recommended Interchange Improvements

Improvements	Timeline
<p>Near-term Improvements</p> <ul style="list-style-type: none"> <li>▪ Ramp Intersection improvements at these interchanges: El Monte Road, Foothill Expressway, Meridian Avenue, Bird Avenue, and McLaughlin Avenue.</li> <li>▪ Consolidating NB and SB off-ramp to loop off-ramp and realign Harker Driveway at Saratoga Avenue interchange</li> <li>▪ HOV Bypass lanes on: Bird Avenue SB on-ramp, McLaughlin NB on-ramps, and US 101 SB to I-280 NB connector</li> <li>▪ Construct ramp meter and eliminate inside lane merge between US 101 on-ramp and I-280 NB</li> <li>▪ NB auxiliary lane from Wolfe Road to De Anza Boulevard and shoulder running bus lane on De Anza NB off-ramp</li> </ul>	 1-3 years
<p>Mid-term Improvements</p> <ul style="list-style-type: none"> <li>▪ Improvements at interchanges of: Page Mill Road, El Monte Road, Foothill Expressway, SR-87 Southbound, 1<sup>st</sup> Street /Market Street, 3<sup>rd</sup> Street to 7<sup>th</sup> Street Downtown access (NB and SB), 10<sup>th</sup> Street, and 11<sup>th</sup> Street.</li> </ul>	 3-5 years
<p>Long-term improvements</p> <ul style="list-style-type: none"> <li>▪ Improvements at interchanges of: SR-85, Wolfe Road, N. Tantau Avenue, Lawrence Expressway, Saratoga Avenue, Winchester Boulevard, and Parkmoor Avenue/Moorpark Avenue/Leland Avenue.</li> </ul>	 5+ years

### 5.2.3 Recommended Local Street Improvements

The recommended multimodal improvements are primarily safety improvements on local streets in interchange zones, such as traffic calming road diets to accommodate safe bicycle and pedestrian access. There is scope to improve safe bicycle and pedestrian access on all the I-280 interchange areas in varying degrees. **Table 23** summarizes the recommended local street improvements.

Recommended short-term improvements comprise of considerable alterations to local roads. Examples of these improvements include road diets, bicycle lane delineation, curb ramp modifications, lighting improvement, reduction of crosswalk distances, better bicycle access and basic upgrades for safety for all pedestrian and bicycle facilities. It is recommended that these improvements are considered as part of



interchange improvement projects when funding is available. These improvements can also be implemented as stand-alone projects to achieve benefits with the current configuration of the interchange.

Recommended mid-term improvements include Class IV cycle tracks on N Blaney Avenue, Stevens Creek Boulevard, and W Carlos Street with way-finding signage.

Recommended long-term improvements include pedestrian connector between Lawrence Expressway and Saratoga Avenue. San Jose Stevens Creek Urban Village Plan recommends proposing a pedestrian connector at John Mise Park between Lawrence Expressway and Saratoga Avenue.

*Table 23: Recommended Local Street Improvements*

Improvements	Timeline
<p>Near-term Improvements</p> <ul style="list-style-type: none"> <li>Add or improve Class II bicycle lanes and pedestrian facilities, signing and striping on El Monte Road, Magdalena Avenue, N De Anza Road, N Tantau Avenue, Saratoga Avenue, MacArthur Avenue, S Bascom Avenue, Leland Avenue, Meridian Avenue, Race Street, Lincoln Avenue, Bird Avenue, 3<sup>rd</sup> Street to 7<sup>th</sup> Street, and McLaughlin Avenue.</li> </ul>	 1-3 years
<p>Mid-term Improvements</p> <ul style="list-style-type: none"> <li>Construct Class IV cycle tracks on N Blaney Avenue, N. Stelling Road, Stevens Creek Boulevard, and W. San Carlos Street.</li> </ul>	 3-5 years
<p>Long-term Improvements</p> <ul style="list-style-type: none"> <li>Pedestrian connector between Lawrence Expressway and Saratoga Avenue. (Recommended at John Mise Park in San Jose Stevens Creek Urban Village Plan Chapter 5)</li> </ul>	 5+ years 

### 5.3 Conclusion and Next Steps

The I-280 Corridor Study identifies wide variety of potential corridor improvements to improve mobility for all modes of transportation, including freeway and local road improvements across the entire 22-mile corridor with general consideration of their benefits and costs. **It is recommended that these top priority improvements be included in local and regional transportation plans for further study leading to programming, development, and implementation.** While potential improvements were evaluated and ranked into tiers, it is recommended that the best suited improvement from any tier is advanced for further detailed studies, design, and implementation to achieve the expected operational improvements in the corridor.

Include top ranked improvements in local and regional transportation plans.