

Winchester Boulevard Enhancement Strategy- Workshop #1
Saturday, August 23, 2008
9:00 a.m. – 12:00 noon
Bethel Church San Jose

AGENDA

- 9:00 a.m. Welcome and Introductions (Pete Constant)
- 9:10 a.m. General introduction to the study and overview of today's discussion topics
- A. Overview of the process and goals (FPA)
 - B. Agenda for the workshop series – topics to be discussed and link to previous meeting (FPA)
 - C. Analysis and understanding of existing conditions (FPA)
 - D. Update on the City of Campbell's Winchester Boulevard Masterplan (FPA, Agency)
 - E. Examples of other relevant Bay Area Boulevards (FPA)
 - F. Overview of regional and local transportation issues and opportunities (Hans Larsen – Dept. of Transportation)
 - G. Format for today's discussion topic (FPA)
- 9.45 a.m. Break into 4 small groups. Each group discusses one of the following aspects for 40 minutes and prepares a 5 minute presentation on the issues raised and ideas generated;
- 1. Regional Traffic Issues**
- What are the main connections between Winchester Boulevard and other regional routes?
 - Where is the traffic coming from off of the freeways and major arterials? Where are they going to?
 - How should we improve the connections between the major attractions along Winchester Blvd.?
 - How can we encourage visitors to stay longer?
 - How can we encourage visitors to see and use other parts of the Boulevard?
 - How do we balance the flow of traffic from elsewhere with local traffic and pedestrian movement?
- 2. Local traffic**
- Which roads do residents in the area use? How do locals get around?
 - Which intersections are the most prominent? Should these be improved?
 - What are the important neighborhood nodes? Where do local people shop, meet, and play in the neighborhood?
 - How well do the streets connect residents to neighborhood nodes and to each other?
 - Are there opportunities for improving parking? What are the issues regarding on-street parking? What are some possible solutions for resolving those parking issues?

3. Through traffic

- How well is the through traffic accommodated on Winchester Boulevard?
- How many lanes should there be on Winchester Boulevard to accommodate through traffic?
- Are the travel lanes wide enough or too wide? How wide should they be?
- What should be the timing and frequency of signals at the intersections?
- What are some ways to encourage through traffic to use of 280, 17, and San Tomas Expressway?
- What are some other strategies that discourages through traffic congestion on side streets?
- What should the speed limit be?

4. Traffic calming opportunities

- How can pedestrians be better accommodated on Winchester Boulevard?
- How wide should Winchester Boulevard be? How many lanes are necessary? How many lanes are desirable?
- Are there more opportunities for on-street parking?
- How can cyclists be accommodated on Winchester Boulevard?
- What types traffic calming measures should be taken on Winchester Boulevard? Should there be:
 - i. bulb-outs with enhanced landscaping?
 - ii. more crosswalks?
 - iii. different road surface materials and textures?
- What should the speed limit be?
- Will traffic calming on Winchester Boulevard help or harm local businesses?

10.25 a.m. 10 minute break

10.35 a.m. Presentations from each study group back to the larger group. Allow for four 5 minute presentations plus 10 minutes Q+A session after each presentation (total 60 minutes) (Spokesperson from each group, facilitated by FPA)

11:35 a.m. Summary and general Q+A session for 15 minutes (FPA)

11:50 a.m. Closing Remarks and next steps (Pete Constant, Richard Keit)

- Follow-up on this workshop
- Date and topic for next workshop

Winchester Boulevard Enhancement Strategy information on the Agency's website:
<http://www.sjredevelopment.org/winchesterenhancementstrategy.html>

The City of San Jose

Winchester Boulevard Enhancement Strategy

Workshop #1 : August 23, 2008

Regional and Local Transportation Issues and
Opportunities

SUMMARY REPORT

Prepared by Field Paoli Architects

August 29th 2008

1. Introduction

On Saturday, August 23rd, the City of San Jose held a community workshop with the focus on Regional and Local Transportation Issues and Opportunities. This was the first of a series of community workshops to obtain input from the public for the development of an enhancement strategy for Winchester Boulevard. The purpose of the Enhancement Strategy is to develop long-term goals for the strategic enhancement of Winchester Boulevard.

The Winchester Boulevard study area covers the length of Winchester Boulevard between the City of San Jose/City of Campbell boundary at Impala Drive to the south and Stevens Creek Boulevard at the boundary with the City of Santa Clara to the north. Santana Row is included in the study area.

The meeting was held at the Bethel Church of San Jose on Winchester Boulevard, from 9 am to 12 pm. Approximately 60 community members were in attendance, in addition to City staff and consultants. Participants were neighborhood residents and some local business community members.

Pete Constant, Councilmember for District 1 in the City of San Jose, introduced the consultants and City staff, the Enhancement Strategy concept, and connections with other planning efforts in the area..

Frank Fuller and Dennis Dornan, urban design consultants from Field Paoli Architects, began by reviewing the information presented and feedback received at the previous 'Kick-off' meeting on May 30th. They also presented some analytical diagrams which illustrate existing conditions along this stretch of Winchester Boulevard. Photographs of the Winchester and the diagrams with existing key features were pinned up around the room to aid group discussions and to generate ideas for the enhancement strategy.

Richard Keit, the Director of the Redevelopment Agency Neighborhood and Business Development Division, gave an overview of the Winchester Master Plan for the City of Campbell. Hans Larsen, the Deputy Director for the Department of Transportation, gave an overview of traffic-related projects completed, ongoing and planned within and around the project area.

The participants were then divided into four groups to discuss issues in further detail including;

- regional traffic issues
- local traffic
- through traffic
- traffic calming

The groups were given half an hour to discuss and exchange ideas which were relevant to their particular topic. Each group was asked to decide which its three or four most important points were. At the end of the individual group discussions, a spokesperson from each group presented these main points back to the larger group. This list of main points will be carried forward into the future workshops so that the traffic-related issues and recommendations become a foundation for other discussions to build upon.

Field Paoli recorded all information presented, condensed it, and then organized it in to a set of bullet points which are recorded, by group, in this document. The next workshop, focusing on retail strategy, will be conducted sometime around mid-October. In the meantime, Field Paoli will be working with City Staff to convert the feedback received at the first workshop into a series of diagrams which can be used by the community while discussing other aspects of the enhancement strategy at future workshops.

2. Community Input

Workshop participants had questions and comments before the team divided in to groups.

- What are development plans for Santana Row and Valley Fair? What are the height limits? What is the impact on parking and existing congestion?
- How can we get notification about future projects and meetings about development related to and along Winchester Boulevard?
 - o Notification of all public meetings are sent out by mail, email, and posted on-line. Effort has also been made to announce public meetings at other community meetings and by word-of-mouth.

2A. Regional Traffic Issues

Participants were given the following questions as a guide for group discussion.

- What are the main connections between Winchester Boulevard and other regional routes?
- Where is the traffic coming from off of the freeways and major arterials? Where are they going to?
- How should we improve the connections between the major attractions along Winchester Blvd.?
- How can we encourage visitors to stay longer?
- How can we encourage visitors to see and use other parts of the Boulevard?
- How do we balance the flow of traffic from elsewhere with local traffic and pedestrian movement?

Workshop participants discussed the following points about regional traffic, which were recorded in notes and on an aerial plan of the project area:

- The biggest traffic problems are the back-up on North I-280 to North I-880
- A new flyover ramp is planned (Preliminary Engineering underway) that will tighten up the interchange (and modify the “cloverleaf”) at the I280/I880 interchange. It will take some traffic off Stevens Creek and also allow traffic to enter Valley Fair directly from I-880 via a dedicated off-ramp. There will be community meetings about these plans that will occur in the next 6-12 months.
- Community meetings are preferred sooner than proposed
- A north-bound ramp from Winchester to north I-280 is desirable

- A new proposed off-ramp from north I-280 at Tisch (may take 2000 vehicles out of main interchange) provides another option
- An excellent example is in Huntington Beach, at the Westminster Mall, South I-405.
- Put an exit between Forest and Stevens Creek (so that there is more room to stack cars)
- BRT (Bus Rapid Transit) along Stevens Creek is planned (alternative transportation type)
- There are alternative routes with spare capacity, such as Forest Avenue.
- Bike and Pedestrian access to the area near Santana Row, Winchester Mystery House, needs improvement. Currently, pedestrians have to scramble to cross Stevens Creek.
- Lane configurations need to be checked on Olsen Drive and also on Tisch. The problems there are as follows:
 - o A sign that read "No right turn on red" is needed at Olsen and Winchester (for traffic from Santana Row) to make it safer for pedestrians
 - o The left turn lane cannot turn from Olsen on to Winchester because of right-turn traffic from Santana Row
 - o There is only one crosswalk. More crosswalks are needed
 - o On Tisch, eliminate the through arrow in the right hand lane.
- Traffic calming measures are desirable at the Williams/ Eden and Payne/Eden intersections.

The spokesperson for the group presented the following main points back to the larger group:

1. Improve the I-280/ Stevens Creek Interchange
2. Is a southbound I-880 and Monroe off-ramp possible to allow traffic to move directly in to Valley Fair and off Stevens Creek?
3. Address congestion at Winchester and Olsen and Olin
4. There were concerns about cut through traffic on Eden Avenue
5. Better Bikes and Buses
6. Improve outreach to neighborhoods
7. There may be a future direct off-ramp from northbound I-280 on to northbound I-880. And there may also be another access point with the addition of an off-ramp from northbound I-280 at Tisch, which the City is currently working with State to resolve.

2B. Local Traffic Issues

Participants were given the following questions as a guide for group discussion.

- Which roads do residents in the area use? How do locals get around?
- Which intersections are the most prominent? Should these be improved?
- What are the important neighborhood nodes? Where do locals shop, meet, and play in the neighborhood?
- How well do the streets connect residents to neighborhood nodes and to each other?
- Are there opportunities for improving parking? What are the issues regarding on-street parking? What are some possible solutions for resolving those parking issues?

Workshop participants discussed the following points about local traffic, which were recorded in notes and on an aerial plan of the project area:

- Traffic on Winchester Boulevard needs to find a better balance between local users and regional users.
- Residents frequently use Williams and Winchester. The intersection needs improvements. What are the plans for that intersection?
- School related traffic impacts neighborhoods
 - The intersection of Williams near San Tomas Expressway near Lynhaven School is also impacted by traffic
 - What is the school drop-off plan for schools in District 6?
 - Monroe Middle School drop-off impacts traffic
 - Parents are speeding as they are trying to get kids to school
- Van Sansal at Winchester (near Williams and Monroe Middle School) is congested and is used as a cut-through route.
- There is congestion south of the Williams/ Winchester intersection.
- Discourage cars and motorcycles from racing along Winchester between Williams and Payne by installing speed cameras.
- There should be no parking on Williams at Winchester
- Cut through traffic off I280 flows through Eden and Cypress. Suggestions for resolving cut-through traffic included:
 - Discontinuing the street at larger cross streets like Williams and Payne to reduce traffic
 - Use more roundabouts to calm traffic
 - Suggested placement for more roundabouts included Eden/ Lynn Oaks and Eden/Cadillac.
- The traffic on Eden should be limited to 25mph.
- Do not add any more lights on Winchester. That would mean more traffic in the neighborhoods.
- How do you get a viable business district and traffic flow? How do you balance the ease of use?

- How can you restrict the ease of use of alternative routes through the neighborhood?
- Safeway is a problem. It is not attractive and not competitive with other grocery stores in the area
- Honey Baked Ham Store greatly impacts traffic at Winchester during the Christmas season.
- Transit Oriented Design with high density mixed use is not wanted for the area. We should revisit the Goal #13 in the SNI Plan at Williams.
- Fix the two endpoints of the project area. Winchester at Hamilton and Winchester at Moorpark are both congested.
- It is hard to turn at Winchester and Olin and Olsen. The wait time is long and the traffic signal needs improvement.
- This is the suburbs, not New York City

The spokesperson for the group presented the following main points back to the larger group:

1. Williams / Winchester / San Tomas improved intersections
2. Too much cut through traffic
3. Better Balance between cars and people
4. Don't want more lights – that just displaces more traffic into the neighborhoods
5. We like Suburbia, we are not New York!

2C. Through Traffic Issues

Participants were given the following questions as a guide for group discussion.

- How well is the through traffic accommodated on Winchester Boulevard?
- How many lanes should there be on Winchester Boulevard to accommodate through traffic?
- Are the travel lanes wide enough or too wide? How wide should they be?
- What should be the timing and frequency of signals at the intersections?
- What are some ways to encourage through traffic to use of 280, 17, and San Tomas Expressway?
- What are some other strategies that discourages through traffic congestion on side streets?
- What should the speed limit be?

Workshop participants discussed the following points about through traffic, which were recorded in notes:

- Introduce more crosswalks to make it easier for pedestrians to cross Winchester Boulevard, especially near Santana Row. Existing intersections could be used. Crosswalks are effective in slowing traffic.
- Recognize that Winchester Boulevard is a thoroughfare. Slowing traffic to walking speed is not the answer.
- Improve the timing for traffic signals.
- Improve crossing timing at traffic signals. Consider the timing for seniors, disabled users. Perhaps introduce sensors?
- Explore opportunities for allowing pedestrians to cross with bridges above and pedestrian tunnels below, which would not interfere with through traffic. Consider alternatives to surface level crosswalks. Consider diagonal crosswalks across intersections.
- Redesign the street with wider sidewalks.
- Discourage pedestrians from jaywalking. Medians seem to help people cross illegally.
- There are many different communities along the stretch of Winchester Boulevard. Safer sidewalks on both sides of the streets are needed for the community.
- 40 mph is too fast. 30 mph or 35 mph would be more appropriate.
- Three lanes each way is appropriate
- The traffic at Valley Fair and Santana Row is a problem at the northern end of the study area, but residential traffic is the problem at the southern end.
- The remaining single family homes and businesses fronting on to Winchester Boulevard are not appropriate for the street. It would be better to implement a setback to widen the sidewalks.
- Redevelop the Cinema sites on Winchester Boulevard.

- Open up fire exits on Olsen for general traffic use
- Traffic from the Cinema sites is a big problem for the neighborhoods behind
- Getting out from Olin and Olsen on to Winchester is tough.
- Displacing traffic on to San Tomas Expressway is unlikely because it is too congested.
- Studies have been initiated for an interchange at I-280 and San Tomas Expressway to relieve pressure on Winchester Boulevard. However, the project requires land acquisitions in neighborhoods of residential homes.
- Investigate how much traffic comes from Campbell to Valley Fair/ Santana Row.
- Traffic to Valley Fair and Santana Row is very (extra) impacted during Christmas / Holiday Seasons

The spokesperson for the group presented the following main points back to the larger group:

1. Improve the sidewalks along the entire length of the Boulevard
2. Three lanes each way is appropriate
3. Add more crosswalks and consider alternatives to at grade crossings with crossings above or below grade.
4. Investigate lower speed limits for this section of Winchester Boulevard

2D. Traffic Calming

Participants were given the following questions as a guide for group discussion.

- How can pedestrians be better accommodated on Winchester Boulevard?
- How wide should Winchester Boulevard be? How many lanes are necessary? How many lanes are desirable?
- Are there more opportunities for on-street parking?
- How can cyclists be accommodated on Winchester Boulevard?
- What types traffic calming measures should be taken on Winchester Boulevard? Should there be:
 - bulb-outs with enhanced landscaping?
 - more crosswalks?
 - different road surface materials and textures?
- What should the speed limit be?
- Will traffic calming on Winchester Boulevard help or harm local businesses?

Workshop participants discussed the following points about traffic calming, which were recorded in notes and on an aerial plan of the project area:

- Encourage through-traffic on the Boulevard, don't calm it
- Large vehicles parking on the street impede traffic. Delivery trucks and tractor trailers should be limited
- Protect people at the sides of the street. Pedestrians and cyclists need to be buffered from three lanes of traffic.
- The bike lane on Williams is not safe and not inviting for cyclists.
- Improvements need to be made to define bike lanes and sidewalks.
- Awnings and shades on buildings would make it nicer to walk around
- Can pedestrians be accommodated on Winchester? What would you walk to?
- Block lengths are very long for walking
- Add crosswalks wherever there are bus stops
- Don't break up the long stretch on Winchester between Williams and Payne, Winchester is a through street! Additional crosswalks will make the traffic worse.
- The intersection of Payne and Winchester is very busy. Crosswalks are needed throughout this intersection and for school children at the school east of the intersection.
- Crosswalks need to be improved. Enhance crosswalks with embossed patterns, flashing lights, or textured pavement.
- Consider alternatives to at-grade crossings such as pedestrian crossovers, especially at Santana Row and Valley Fair.
- Encourage through traffic to take I-280, either from Hamilton or from I-880.
- Does traffic calming harm or help businesses?

- It helps by letting people stop to shop
- It hurts by discouraging people to drive the street because of congested traffic
- Consider alternatives to driving down Winchester, such as trolleys, escalators, monorail, canal, segway lanes, and gondolas. Add lanes along the boulevard to accommodate alternative transportation.
- The appropriate speed for Winchester Boulevard is 35 mph.
- There will be an impact on traffic with future development at Valley Fair; at the agricultural preserve (BAREC) on Winchester Boulevard (in Santa Clara County), which will be a mixed use development with 110 single family homes, 180 senior housing units, and a little park; at the site of an existing Church west of Winchester off of Williams, for example.
- Pedestrian access between Valley Fair and Santana Row needs improvement. Pedestrians should not interrupt Stevens Creek Blvd flow of traffic onto Winchester Blvd
- Complete bike routes down Winchester

The spokesperson for the group presented the following main points back to the larger group:

1. There is a fundamental dilemma for Winchester Boulevard. Is it a through street where there is high speed traffic or is it a place where people are encouraged to stop with low speed traffic?
2. As a through-street Winchester Boulevard should remain three lanes each way.
3. Separate traffic from foot traffic. Protect the pedestrians. Businesses along Winchester Boulevard should be setback to allow customers enough room to safely access stores.
4. If Winchester Boulevard can be pedestrian-friendly, then better, more defined crosswalks are needed.
5. The traffic near Santana Row is a hazard. Revisit pedestrian over-crossing between Santana Row and Valley Fair. Perhaps add another overpass between Santana Row and the Cinema properties.
6. Allow for more time for pedestrians to cross between Santana Row and Valley Fair.
7. What is our long term future with fewer cars? We have no answers, just more questions!