



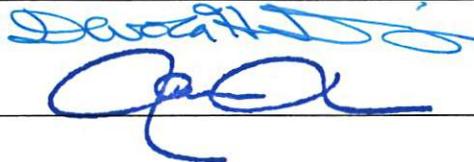
Memorandum

TO: RULES AND OPEN
GOVERNMENT COMMITTEE

FROM: Councilmember Raul Peralez
Councilmember Dev Davis

SUBJECT: AUTUMN, MONTGOMERY &
BIRD CORRIDOR STUDY

DATE: February 6, 2018

Approved  Date 2/6/2018

RECOMMENDATION

Direct City Staff to explore the feasibility of the following community request:

"A public process through which the city performs a study of traffic patterns along, and evaluates the constraints upon, the Autumn-Montgomery-Bird corridor between Coe and Coleman Avenues as well as evaluates the options to promote and protect mode-equality and cyclist and pedestrian safety, with particular consideration for the children who must cross the treacherous I-280 ramps to reach Gardner Elementary School."

and report back to the appropriate public hearing body with recommendations.

BACKGROUND

On January 10, 2018, community leaders from the Delmas Park, Gardner, North Willow Glen and Gregory Plaza neighborhood associations penned a letter to our offices and Mayor Liccardo requesting that the City considers performing a traffic study along the aforementioned corridor so that the community could better engage in a discussion around modal equity. (See Attachment A)

We understand our respective neighborhoods concerns regarding future circulation around their community, especially considering the exciting prospects around Diridon Station that is on the horizon. Furthermore, we have been informed by State Senator Jim Beall's office that the State has available grants that could be used for infrastructure improvements, if the City wishes to apply, depending on recommendations of a potential study. With that said, we, on behalf of our communities urge the committee to accept the recommendation and direct staff to explore the feasibility of this traffic study.

ATTACHMENT A

January 10, 2018

Mayor Sam Liccardo
Councilmember Raul Peralez
Councilmember Dev Davis

Dear Mayor Liccardo and Councilmembers Peralez and Davis,

One hundred years ago, San Jose was a small agricultural town. Fifty years ago, it was a booming suburb for the military and early tech industries. Twenty five years ago, it ran out of room to grow horizontally. Today, it is a city of more than 1 million residents and rapidly urbanizing from the core outward.

This has not been without struggles and challenges. The residents continue to face a context in which reliance on the private car is the most practical choice; this, generally used by a single occupant, has placed a heavy strain on our freeways, roads, and streets.

To move forward to modal equity – no means of mobility is given preference over others – and to a safer San Jose wherein traffic-related deaths are rare and unacceptable, San Jose will have to change how it treats its roads and streets.

In Delmas Park and Gardner, together with the North Willow Glen and Gregory Plaza neighborhoods, we are looking to change one of our essential roadways, the Autumn-Montgomery-Bird corridor from Coe to Coleman. With traffic counts along the route consistently above 10,000 vehicles per day – and above 15,000 in some sections – there is no way around the simple fact that it is a core entryway to downtown.

And the pressure is only set to increase. The Delmas Park neighborhood, alone, could easily add several thousand residents and 20,000 new workers over the next 20 years. Nearby areas, like Midtown, will face similar growth pressure.

No, we do not deny those truths. Instead, we are asking if there are other configurations that balance the need for vehicle traffic with the increasing need to make trips without a car, either within or between neighborhoods.

So, the Delmas Park Neighborhood Association and Gardner Neighborhood Association are specifically asking for three things from the city:

1. A public process through which the city performs a study of traffic patterns along and evaluates the constraints upon the Autumn-Montgomery-Bird corridor between Coe and Coleman Avenues as well as evaluates the options to promote and protect mode-equality and cyclist and pedestrian safety, with particular consideration for the children who must cross the treacherous I-280 ramps to reach Gardner Elementary School;

2. That this request be placed on the agenda for the Rules & Open Government Committee;
3. And that the associations along the corridor in the study area as well as other entities, such as Sharks Sports and Entertainment (SSE) and Google to name two, are equal parties to that public process.

We live in these places, we raise our families here, we love these neighborhoods and this city, and we want to see them be the best possible versions of themselves.

Sincerely,

Andrew Tubbs
President
Delmas Park Neighborhood Association
President@DelmasPark.com

Kevin L. Christman
Gardner Neighborhood Association Board Member
Diridon Good Neighbor Committee
California High Speed Rail Visual Guidelines Committee

cc:

Vice Mayor Magdalena Carrasco
Councilmember Chappie Jones
Councilmember Sergio Jiminez
Councilmember Lan Diep
Councilmember Tam Nguyen
Councilmember Sylvia Arenas
Councilmember Don Rocha
Councilmember Johnny Khamis
Jim Ortbal, Director of Transportation
Bill Ekern, Project Manager, Diridon Station Development