

# ADDENDUM SHEET

## DRAFT 2008 UPDATE

On October 9, 2008, the Comprehensive County Expressway Planning Study's Policy Advisory Board (PAB) recommended that the County Board of Supervisors approve the Expressway Study Draft 2008 Update after public and city review. As part of the PAB's discussion, some changes were suggested for the Draft 2008 Update document. These changes are listed below and should be considered part of the Draft document, dated October 9, 2008, currently out for public and city review. Text additions are underlined (e.g., underlined) and deletions are noted by strikethrough (e.g., ~~deletion~~).

***Executive Summary, Page ES-8, third bullet, and Section 7 Funding Strategy, Page 78, third bullet, make following word correction:***

- ❖ “Seek funding from VTP ~~2030's~~ 2035's Pavement Maintenance Program to cover the next round of expressway pavement maintenance needs to come due between 2010 and 2012 at a cost of approximately \$12-15 million annually.”

***Executive Summary, Page ES-8, fourth bullet, Section 7 Funding Strategy, Page 73, fifth bullet, and Page 78, fourth bullet, make following word change:***

Replace the terms “High Occupancy Toll (HOT) lane” and “HOT lane” with the term “Express Lane” consistent with the new regional name for these types of facilities.

***Section 4 Pedestrian Element, Page 52, third bullet, add word to following paragraph:***

- ❖ “The cities will decide which sidewalks or crossing enhancements will be built first by applying for the VTA funds and providing one-third of the project costs as the city's match, or by partnering with the County to apply for other grant sources. It is strongly recommended that the cities give priority consideration to improving pedestrian safety by focusing on the following types of locations:”

***Section 4 Pedestrian Element, Pages 52-53, add the following bullet:***

- ❖ “Expressway capacity and operational projects will include new sidewalks consistent with the pedestrian route plans shown in Figure 7 where meaningful and continuous segments can be included in the project limits. These projects will also provide crossing enhancements at major intersections included within the project limits. No existing sidewalks will be eliminated by roadway improvement projects.”

*Section 7 Funding Strategy, Page 73, add the following bullets as potential funding opportunities:*

- ❖ “Proposition 1A on the November 2008 ballot will provide funding to begin construction of a high speed rail line between Northern and Southern California. This funding could benefit Tier 2 and Tier 3 Capacity and Operational Improvements related to Caltrain grade separation projects along Central Expressway.”
- ❖ “Naming rights are a way to bring private sector funding into public works projects. The County of Santa Clara is exploring ways to generate naming rights revenue related to all of its facilities. There may be opportunities to use naming rights revenue related to the expressway system, perhaps using resources such as the Department’s website, since current Board policy is that the expressways themselves will not be renamed.”
- ❖ “The County has had discussions with the City of San Jose about relinquishing Capitol Expressway to the City when light rail is built in the median. Capitol Expressway is one of three expressways that are geographically located in just one city. Relinquishment of these expressways to the relevant cities would reduce the operating and maintenance burden on the County.”

*Section 8 Future Updates, Page 80, add the following bullet:*

- ❖ “Determine whether changes are needed in the Bicycle and Pedestrian Elements to support any revisions to the cities’ General Plan Circulation Elements that are made to implement the California Complete Streets Act, recently adopted in AB 1358. AB 1358 requires cities to modify their circulation elements to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways commencing with any updates to the circulation elements that occur after January 1, 2011. The County anticipates that the cities will include the expressways in their circulation elements and can use the Expressway Study’s Bicycle Element and Pedestrian Element provisions to help define the expressway’s role in the city’s balanced, multimodal transportation network. In the 2012 and future updates, it can be determined whether adjustments are needed to the Bicycle and Pedestrian Elements (e.g., the pedestrian route plans) based on the changes to the cities’ circulation elements.”