
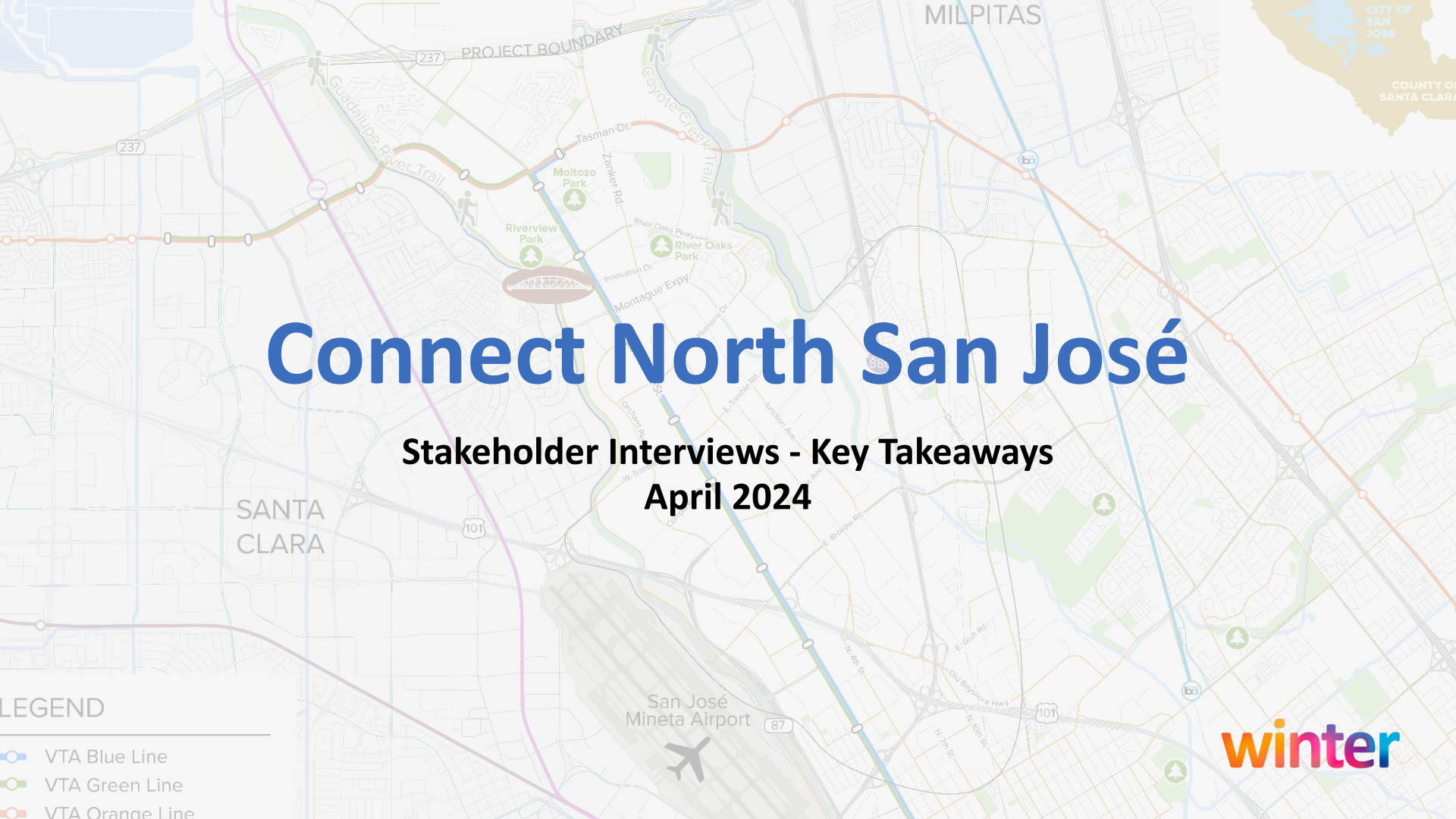


Connect North San José

Stakeholder Interviews - Key Takeaways
April 2024

LEGEND

-  VTA Blue Line
-  VTA Green Line
-  VTA Orange Line



Engagement Details

Stakeholders outreached to: 94

Stakeholders interviewed: 16

Type of Stakeholders:

- Community Based Organizations
- Large Businesses and Corporations
- Neighborhood Associations

Key Themes

- **Recommended Infrastructure Improvements**
- **Safety Concerns and Enhancements**
- **Accessibility Barriers and Recommended Improvements**
- **Disconnected Community Spaces**
- **Outreach Recommendations**

Input from Community Based Organizations

Recommended Infrastructure Improvements

- General improvements are needed to enhance bus stops, pedestrians pathways, bike lanes and bike parking.
 - Improve public transit area cleanliness to enhance safety.
 - Enhance bus shelters to protect people from weather conditions.
 - Add phone charging ports to transit areas and buses.
 - Utilize daylighting (and Weiner's legislation) as safety improvements.
 - Make larger bike lockers to fit all bikes.
 - Provide clear instructions on how to use bike lockers displayed on bike lockers.
 - Beautify public spaces (i.e. murals).
- Increase transit to areas to alleviate traffic congestion (i.e. near Orchard Elementary or between Brokaw Rd and Charcot Ave).
- Establish a fully multimodal transportation system.
 - Currently, connecting to North San Jose on bike is feasible but challenging.
 - Enhance connectivity by bridging the gaps between currently disjointed bike lanes.

Input from Community Based Organizations

Input from Community Based Organizations

Safety Concerns and Enhancements

- Drivers commonly prioritize their convenience, which can sometimes pose a risk to pedestrians and cyclists.
 - Rideshare drivers are seen using bicycle lanes as a passenger loading and drop-off zone.
- Montague Expressway intersects with the freeway, posing a danger to pedestrians and bikers that must cross the corridor.
- Need more street lighting for pedestrian and bicyclist safety and awareness.
- Frequent flooding in recent years restricts access to Guadalupe Trails.
- Poorly maintained sidewalks are a safety hazard for pedestrians and cyclists.
 - Create safe routes for pedestrians.
- Personal safety is a concern.
 - Increased presence of unhoused residents along Guadalupe Trail makes some people feel unsafe.
 - Bike racks instead of lockers expose cyclists to theft.
 - More security is desired, VTA security is only available along North 1st St.

Input from Community Based Organizations

Accessibility Barriers and Recommended Improvements

- Prioritizing east-west corridors would enhance accessibility more than prioritizing the North 1st St and Zanker Rd corridors where there is less demand.
- Public transportation must also be accessible for people with no access to phones.
 - Maintain physical Clipper card / transit pass system for the senior community who does not use smartphones to access the e-version.
- Improve connections between various transit systems, including BART, Caltrain, and VTA.
 - Provide accessible maps and schedules posted in transit areas for the various transit systems.

Input from Community Based Organizations

Accessibility Barriers and Recommended Improvements

- Reduce distances between light rail stops and bus lines to enhance transfers between services.
- Add local bus routes along I-101.
- Enhance infrastructure with consideration to people with disabilities.
 - Increase accessibility to parking by reducing distances from disability parking spaces to light rail stations or bus stops.
- Traffic lights for pedestrians have excessively long wait times.
- Inconsistent bike lanes make biking inaccessible.

Input from Community Based Organizations

Disconnected Community Spaces

- Find a way to connect all residential neighborhoods.
 - Apartments with enclosed community spaces are not integrated with the rest of the city.
- Need more spaces for community gatherings.
 - Need more parks, plazas, and activation of community spaces (i.e. community gardens, murals).
- Need more small and local businesses.
- Improved sidewalks would better connect community spaces.
- Few residents in the region travel on foot beyond their neighborhoods.
- Some regions of San José aren't very scenic, so bicyclists aren't encouraged to bike there.
- Region feels like a ghost town after rush hour ends.
 - There are too many office buildings with parking spaces that are empty after work hours and on weekends.

Input from Community Based Organizations

Outreach Recommendations

- Join workshops or focus groups hosted by CBOs with the City and transportation engineers.
 - CBOs would share out information they learn to the communities they serve.
- Gather direct feedback from perspective of being a bus rider or car driver to City staff.
- Engage with small business similar to the Downtown Transportation Plan.
- Collaborate with neighboring jurisdictions to integrate transportation plans.
- Engage neighborhoods near Orchard School around Montague Expressway.
- Reach out to places of worship such as Sri Rajarajeshwari Temple.
- Reach out to resident group communities: Westwinds Mobile Park, Alviso, Lamplighter San José, Oak Crest Estates.

Input from Large Businesses and Corporations

Input from Large Businesses and Corporations

Recommended Infrastructure Improvements

- Would like to see overall improvements to transit, bicycle, pedestrian infrastructure.
 - Expand light rail and add more multimodal options.
 - Faster transit is desired; light rail is too slow for commuters, so they will often avoid light rail and use Caltrain or VTA buses instead.
 - Need shuttle systems for tech workers.
 - Would like to see improvements on bus stops.
 - Improve bus stops and cycling near Orchard Parkway.
 - Widen sidewalks.
- Incentivise economic growth by densifying the region.
 - Build mixed-use developments.
 - Need more housing developments close to corporate offices and businesses.
- Traffic congestion is a hindrance for people who commute by single occupancy vehicle.

Input from Large Businesses and Corporations

Safety Concerns and Enhancements

- Improve street safety to encourage cycling.
- Maintain infrastructure integrity and repair cracks to ensure safety.

Accessibility Barriers and Recommended Improvements

- Employees that live nearby campus do not have safe access to alternative modes of transportation.
 - Everyone has to drive to work even if they live close by.
- Existing infrastructure makes it difficult to access transit.
- Bike facilities are generally unorganized and not cohesive.
- Bus system is not clearly connected to light rail system.
- Have multimodal options to get to the airport so people don't have to rent cars to make a short trip to campus.

Input from Large Businesses and Corporations

Disconnected Community Spaces

- North San José region feels disconnected and lacks density and mixed-use buildings.
- Lack of walkability reduces connections to destinations.
- The presence of intermittent vacant lots and ongoing construction projects in the vicinity detracts from its scenic appeal and undermines the attractiveness for recreational outings.

Outreach Recommendations

- Share reports from this planning process as they become available

Input from Neighborhood Associations

Input from Neighborhood Associations

Recommended Infrastructure Improvements

- Enhance and improve bicycle and pedestrian infrastructure on North 1st St.
 - Add protected bicycle lanes - limited bike paths force cyclists to use residential routes.
 - Widen sidewalks.
 - Fix uneven/broken sidewalks due to tree root growth.
- During heavy traffic conditions cyclists are forced onto sidewalks due to feeling unsafe from riding next to vehicles, which then conflicts with pedestrians.
- There are no sidewalks on Brokaw Rd.
- Bike lanes are not sufficient on Brokaw Rd.

Input from Neighborhood Associations

Safety Concerns and Enhancements

- Add a dedicated, protected bike lane all throughout the corridor.
- Enhance safety in Guadalupe River Trail.
 - Trail users express concern over increased presence of unhoused residents along trail area.
 - Trail has poor lighting and feels unsafe at night.
- Light rail stops have increased presence of unhoused residents, posing concerns for some riders.

Input from Neighborhood Associations

Accessibility Barriers and Recommended Improvements

- Public transportation should run more frequently outside of the typical 9-5 that serves commuters
- Light rail is not time efficient for long trips.
- Need additional access routes to the I-101 entrance on North 1st St.
- Consider an income-based system for residents that have to fix sidewalks adjacent to their property.

Disconnected Community Spaces

- Residential communities feel like separated, disconnected pockets.
- Connect residential neighborhoods through adding local shops and community spaces encourage community building.

Input from Neighborhood Associations

Outreach Recommendations

- Host community meetings at local community centers or schools.
- Outreach to apartment communities on North 1st St.
- Outreach to District 6 Leadership Group.
- Join local community events, such as National Night Out, to talk to community members about this plan