



Vision Zero: Traffic Safety Improvements for Senter Road

FOLLOW-UP COMMUNITY MEETING

August 29th, 2024

Recent Community Engagement

- ❖ Two community meetings held in May
 - ❖ Outreach with posters, fliers, emails, and canvassing along corridor
- ❖ DOT distributed mailers in early July for additional feedback
- ❖ DOT created [“FAQ” page](#) on project website



Vision Zero: Safety Improvements for Senter Road

We need your feedback
Necesitamos tus comentarios
Chúng tôi cần ý kiến của bạn

For more information, visit our project webpage
Para obtener más información, visite la página web de nuestro proyecto
Để biết thêm thông tin, hãy truy cập trang mạng dự án của chúng tôi

<https://bit.ly/senter-road>

Share your input! ¡Comparte tu opinión! Chia sẻ ý kiến của bạn!

SENER ROAD EARMARK PROJECT FAQs

- Where will lighting upgrades be implemented?
- How can I provide feedback and receive project updates?
- What community engagement and outreach efforts have happened for this project?
- What was the "quick-build" project on Senter Road? How is this project different?
- Will quick-build designs be adjusted as part of this project?
- Will this project address damaged vertical delineators, fences, or street trees?
- There have been multiple severe collisions at Capitol Expressway and Senter Road. Will there be safety improvements to this intersection through this project?
- What type of bike improvements will be installed?
- How do we request traffic enforcement to deter speeding or reckless driving?

Agenda

1. Objective and Background
2. Overview of Upcoming Project
3. Update on community input incorporated
4. Schedule



Objective

- ❖ History of safety improvements
- ❖ Detail scope and key safety elements
- ❖ Updates from community feedback

Background

- ❖ Senter Road was identified as a Priority Safety Corridor by the Vision Zero team due to the high number and fatal and severe collisions

- ❖ “Quick-build” project with repaving completed in 2021

- ❖ Awarded **\$10M** from the state and recently an additional **\$4M** in federal grants for permanent safety improvements for Senter Rd



1. New Traffic Signal at Senter Rd & Balfour Dr / Haiti



Existing



Flashing beacon (Installed in 2013)

Proposed



Concept for new traffic signal

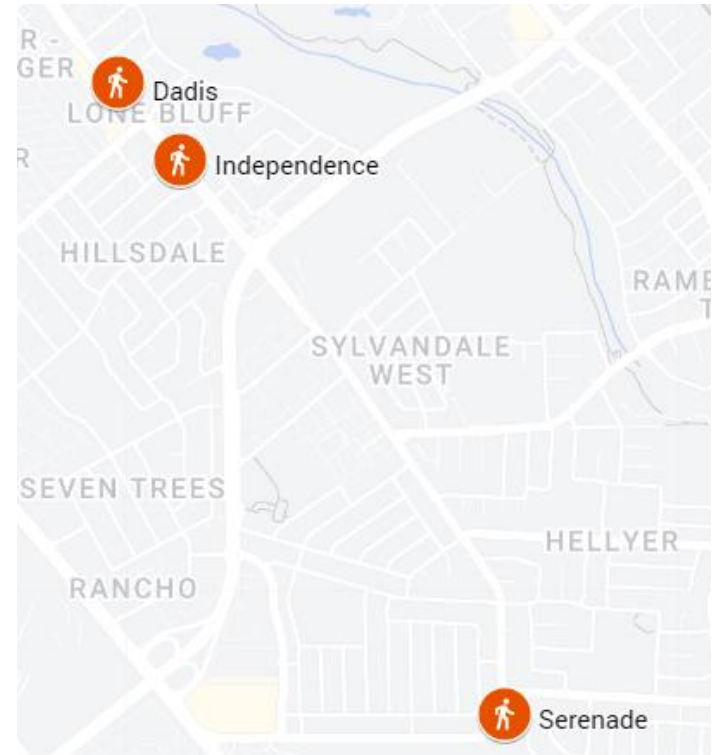


2. Flashing Beacons

- ❖ 3 new/upgraded rectangular rapid flashing beacons (RRFBs)



*Example Enhanced Crosswalk with RRFBs
Little Orchard / Perrymont*



3. Speed Radar Signs

- ❖ 9 new speed radar signs will be spaced throughout corridor



Example Speed Radar Sign

4. Median Improvements



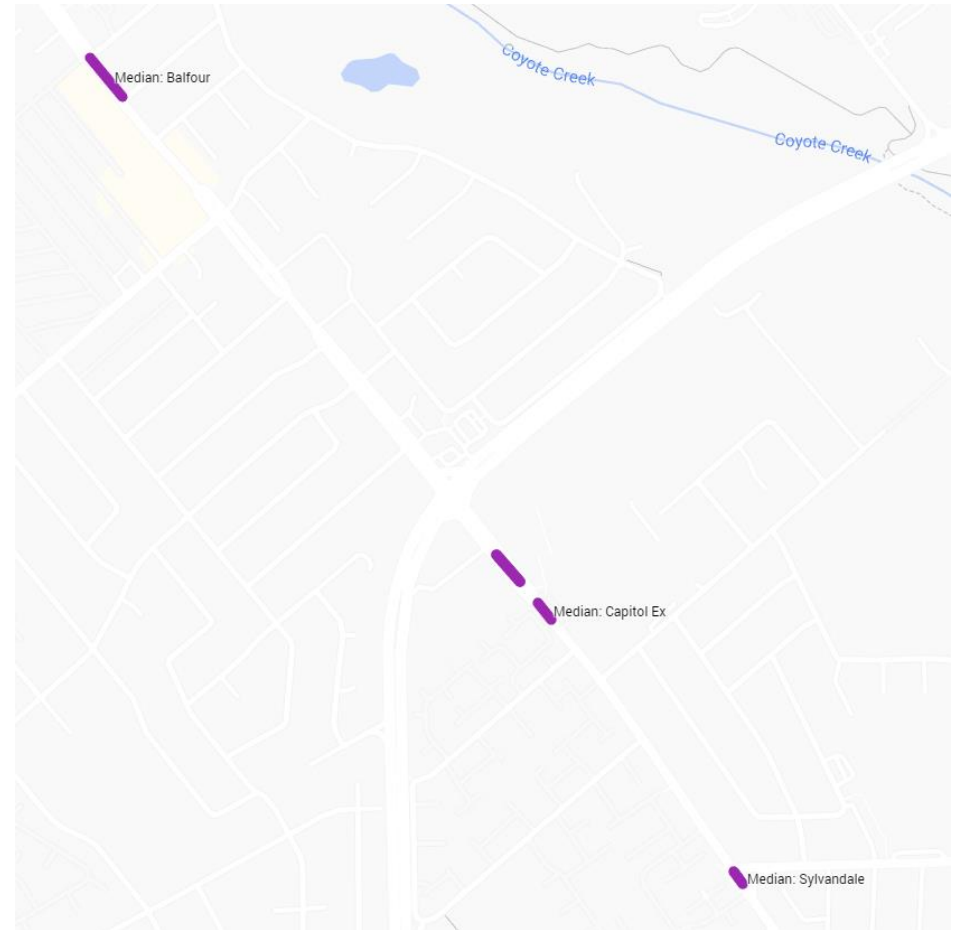
Median: Senter & Umbarger (BEFORE)



Median Extension & Additional Trees: Senter & Umbarger (AFTER)

4. Median Improvements

- ❖ Install ~700 feet of median island at various locations
- ❖ Includes planting trees where feasible
- ❖ Will maintain accessibility and not limit visibility



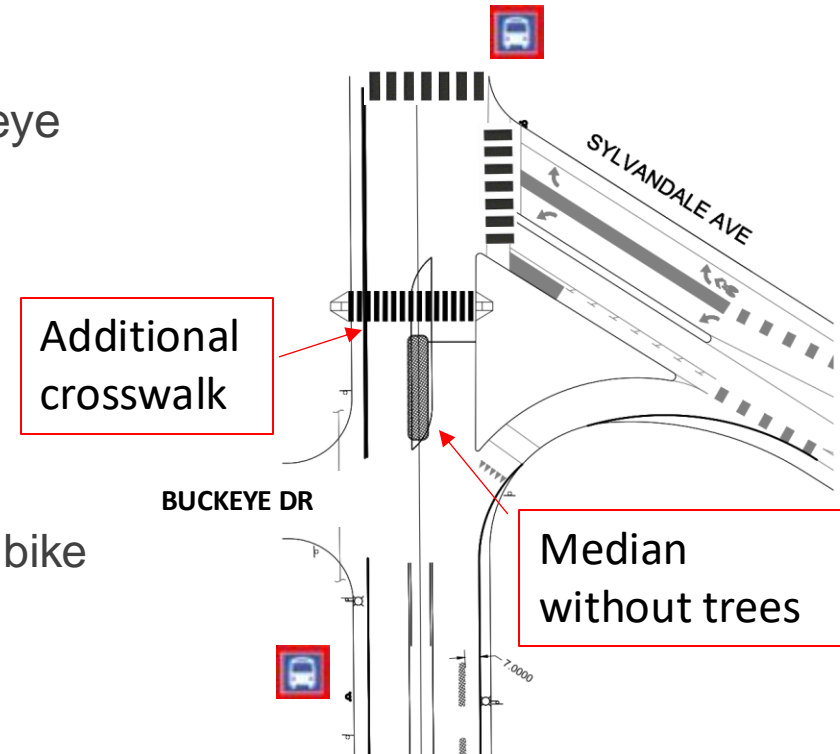
4a. Median at Sylvandale

❖ Concerns:

- ❖ Changes to vehicle access out of Buckeye
- ❖ Visibility with street trees in median
- ❖ Pedestrians crossing in unmarked crosswalk

❖ Recommendation:

- ❖ Add third crosswalk for transit access and bike network connection
- ❖ Will not impact access
- ❖ No street trees in proposed median



5. Lighting Upgrades

❖ **Streetlighting:** Replace and upgrade existing streetlighting fixtures to improve brightness.

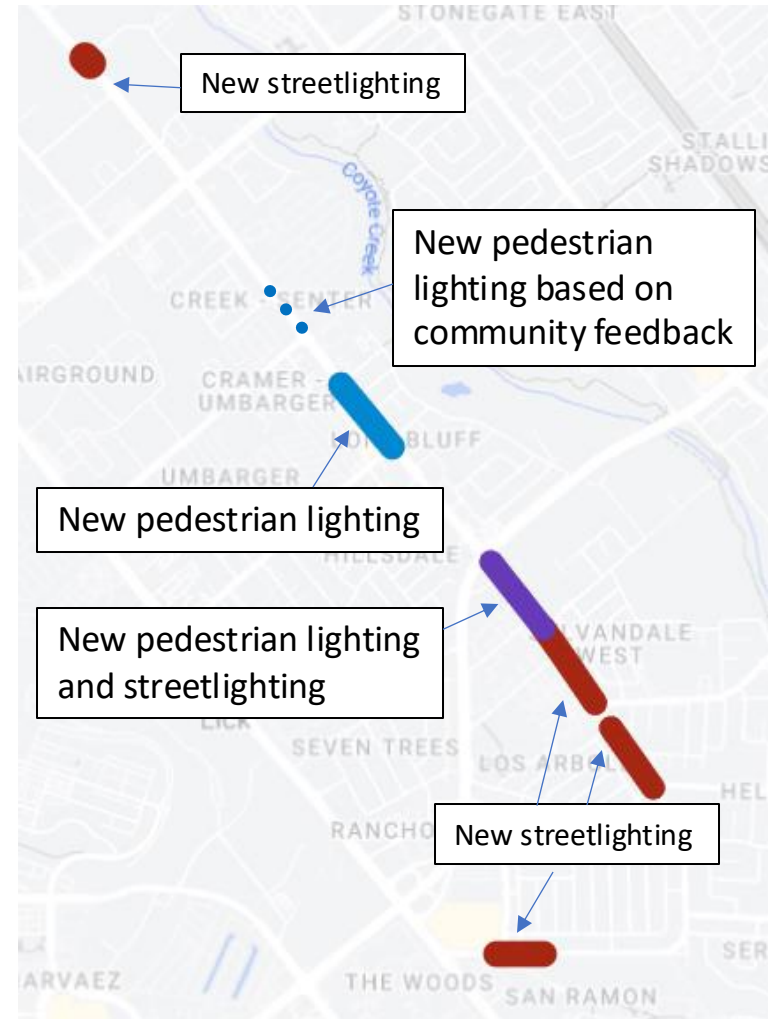


❖ **Pedestrian lighting:** Install new pedestrian scale lighting fixtures near pedestrian generators



5a. Lighting: Final Recommendations

- ❖ LED upgrades to improve brightness of existing streetlights
- ❖ ~30 new streetlights
- ❖ ~30 new pedestrian lights
- ❖ ~10 new bus shelters with lighting



6. Concrete Separated Bike Lanes

❖ Provide separation between bicyclists and vehicles

Existing



Existing quick-build vertical delineators on Senter

Proposed



Example of concrete separated bike lanes

6a. Bike Lanes: Upgrading QB to Permanent

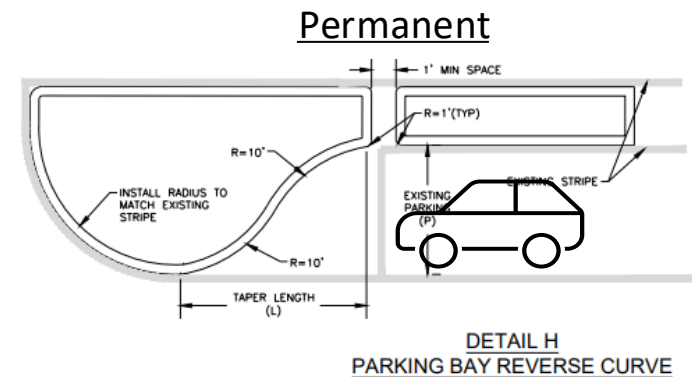
❖ Concern:

- ❖ Downed delineators not maintained
- ❖ Vehicles/debris blocking bike lanes
- ❖ Visibility for cars turning out of side streets

❖ Recommendation:

- ❖ Replaced with permanent concrete
- ❖ Widening bike lane to allow street sweeping

Current Conditions



6b. Bike Lanes: Consistency and Parking

- ❖ **Concern:** Desire for more consistent bike lane design while maintaining street parking.
- ❖ **Recommendations:**
 - ❖ Frontage lanes in areas with high parking demand and multiple driveways to minimize parking loss
 - ❖ Needles to Nordale northbound direction
 - ❖ Baltic to Feldspar southbound direction
 - ❖ Install parking protected bike lanes where possible
 - ❖ In total, adding: 55 spaces, removing: 16 spaces



Existing Frontage lanes existing on 10th / 11th St



Example of parking protected bike lane

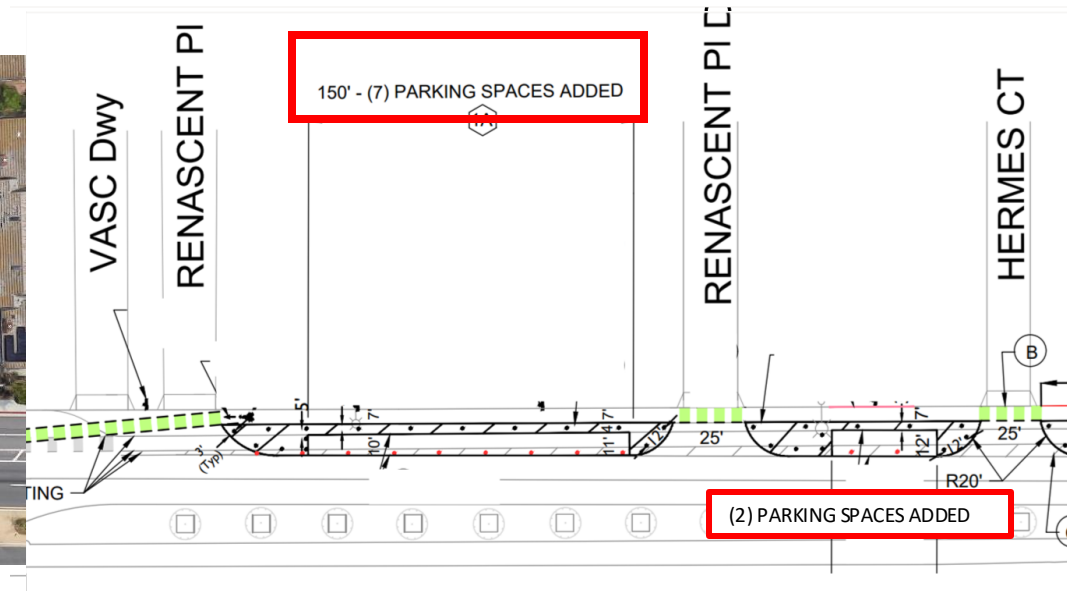
6c. Bike Lanes: Consistency and Parking - Baltic to Tully Road (northbound)

- ❖ Adding ~9 on-street parking spaces near Renascent Pl
- ❖ Quick-build installation will be implemented prior to project

Existing

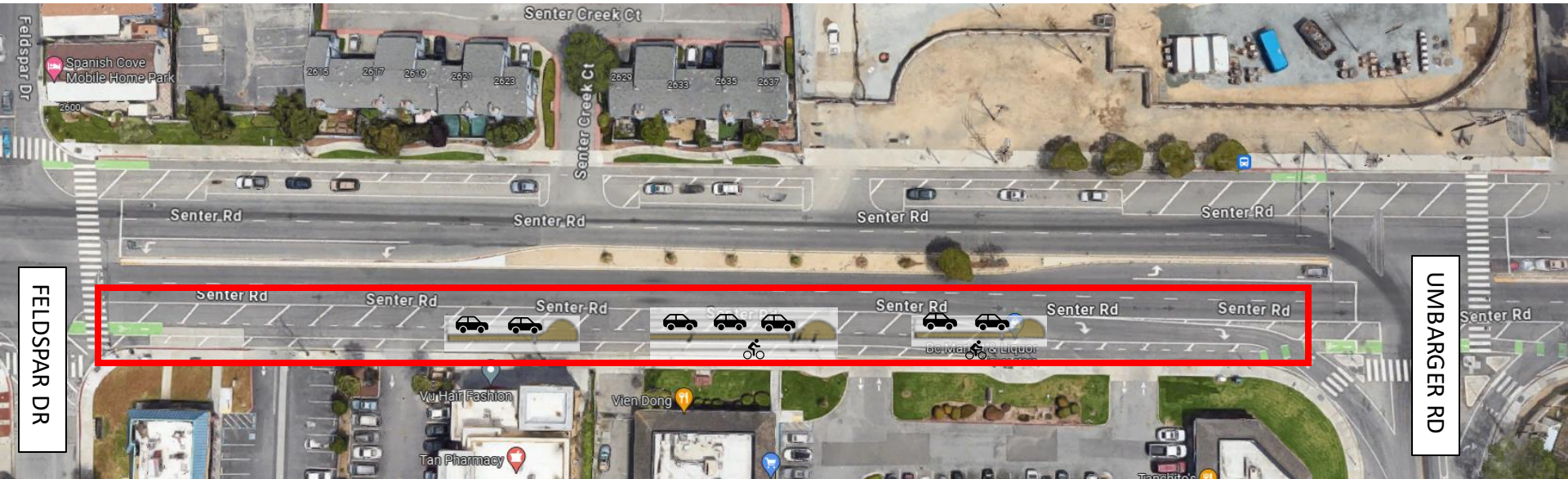


Proposed



6d. Bike Lanes: Consistency and Parking - Feldspar to Umbarger (southbound)

- ❖ Parking protected bike lanes in southbound direction from Feldspar Dr to Umbarger Rd. Will add ~7 parking spaces



6e. Bike Lanes: Consistency and Parking - Singleton to Sylvandale (southbound)

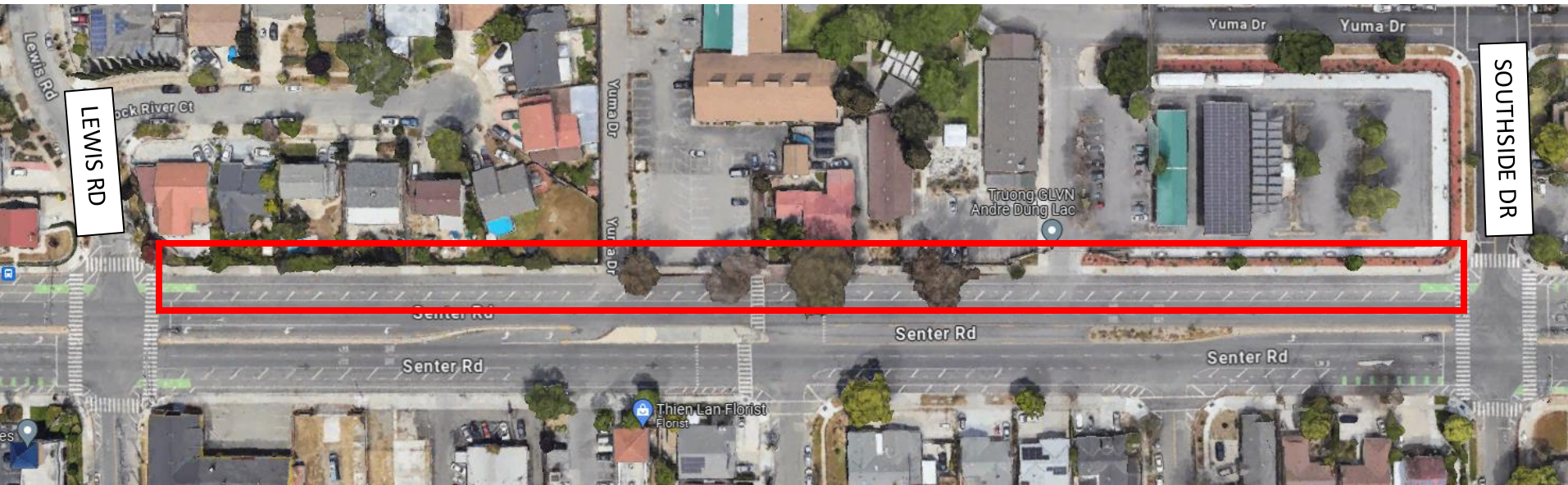
- ❖ Parking protected bike lanes in southbound direction from Singleton Ln to Sylvandale Ave. Will remove ~8 parking spaces



Current plans for Singleton Ln

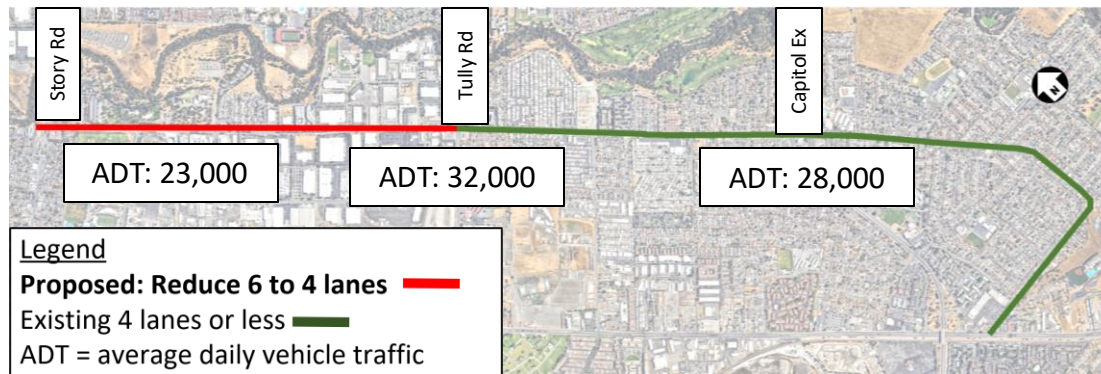
6f. Bike Lanes: Consistency and Parking - Lewis to Southside (northbound)

- ❖ Parking protected bike lanes in northbound direction from Lewis Rd to Southside Dr. Will add ~39 parking spaces
- ❖ High parking demand observed during service at Maria Goretti Church



6g. Lane Reallocation

- ❖ Project includes converting vehicle lane to protected bicycle lane from Tully to Alma
- ❖ This will provide consistent bike lane design, and align with the 2025 Better Bike Plan
 - ❖ Maintaining bus loading curbside or in duck-out to minimize delay



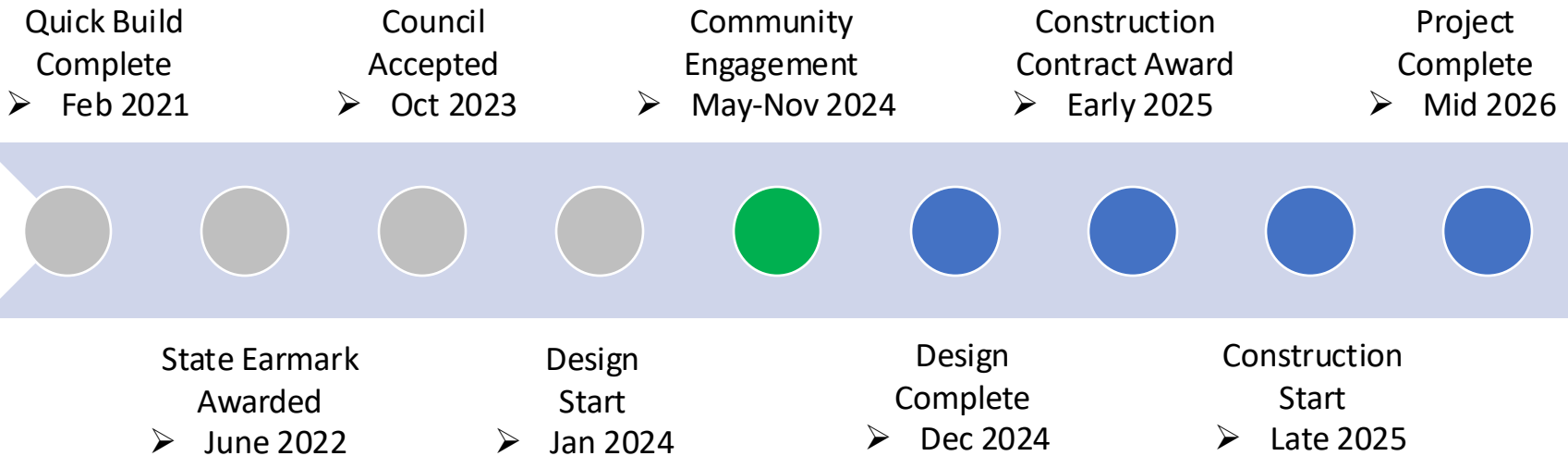
Proposed buffered bike lanes and vehicular volumes

7. Transit Improvements

- ❖ Upgrade bus stops with bus bulb-outs at 5 intersections (of 14)
- ❖ Improve bus shelters with benches and lighting
- ❖ Central Transit Signal Priority (CTSP) system for buses (Route 73)



Project Schedule



Summary - Safety Benefits for All

Improvement	Benefit	Impacts
1. Traffic Signal at Balfour	Simplify complex intersection. Control pedestrian crossing and vehicle left-turns	Removed left turn access to driveway
2. Flashing Beacons	Provide safer pedestrian crossings	
3. Speed Radar Signs	Reduce vehicle speeds	
4. Medians	Slow vehicle speeds, reduce head-on collisions	Remove left turn access
5. Lighting Upgrades	Improve nighttime lighting for pedestrians, vehicles, and bicyclists	
6. Concrete Separated Bike Lanes	Provide physical separation between bicyclists and vehicles for safer, more comfortable riding experience. Upgrade plastic to concrete	Remove vehicle lane north of Tully. Loss of parking on two key blocks
7. Transit Upgrades	Support Transit First goals. Improve safety, comfort and efficiency for buses	



Next Steps Q&A

- Thank you for learning more about our project!
- Contact Anna.Le@sanjoseca.gov for questions on this project