


CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

# East San José Multimodal Transportation Improvement Plan (ESJ MTIP)

## Preliminary Plan (Draft)

March 2019

Kimley»Horn

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# 1. PROJECT INTRODUCTION

In 2011, the City of San José passed its most recent General Plan, Envision San José 2040. The ambitious document spells out a vision for the future of California's third-largest city, one characterized by sustainable growth, economic vibrancy, and preservation of the city's historical and natural resources.

As the unofficial capital of Silicon Valley, the City of San José has seen significant prosperity and employment growth over the past decades but has also been presented with a number of challenges. The continued economic growth within the City and throughout Silicon Valley has led to increased traffic congestion, which has risen to unsustainable levels. At the same time, the area has seen a proliferation of new private mobility options, ranging from ride-hailing services to shared electric scooters, which have the potential to either support, or syphon ridership from, long-planned major public-sector capital investments such as the Alum Rock-Santa Clara BRT and BART Silicon Valley Extension.

To leverage these substantial capital investments in service of the residents most in need, while avoiding continued reliance on auto-oriented solutions, the City has taken the initiative to focus on first mile/last mile and community-oriented strategies through projects such as Better BikewaySJ and the East San José Multimodal Transportation Improvement Plan (ESJ MTIP). The ESJ MTIP study area is based around six East San José Urban Villages, which are neighborhoods where the City will focus future growth, as well as infrastructure investments supporting transit, walking, and bicycling.

By reducing the need for private automobile ownership and decreasing the share of trips made by people driving alone, the City can provide its residents and workers with more affordable mobility options, improved health and quality of life, and better access to jobs.

The ESJ MTIP will focus on identifying implementable and locally-supported transportation options for a traditionally diverse community, engaging residents and developing consensus around a set of implementable solutions for the East San José area. The purpose of the Preliminary Plan is to summarize previous and ongoing planning efforts in the study area.

# 2. STUDY AREA

## a. Study Limits

East San José is a culturally and economically diverse area with a distinct heritage and is located near the growing employment and entertainment center of Downtown San José. As a potential boon to the area's residents and workers, the transportation options within the community are expanding through the Silicon Valley BART extension project, the Alum Rock – Santa Clara BRT, and ongoing development of the City's off-street trail network.

The area is made up of six adjacent Urban Villages and their surrounding neighborhoods: East Santa Clara Street, Roosevelt Park, 24th and William, Five Wounds, Little Portugal, and Alum Rock Avenue. The City of San José has worked with community members to create plans for each of these Urban Villages that identify much-needed multimodal transportation improvements, but a coordinated effort is necessary to advance these concepts into implementable designs and consider the full network of connections to and within these communities.

The East San José study area covers a quarter-mile from the boundaries of the six Urban Villages and a one-mile radius from the 28th Street/Little Portugal BART station. The study area, along with the Urban Village boundaries and key destinations, is shown in **Figure 1**.

## b. Characteristics of the Study Area

### *i. Key Destinations and Land Uses*

There are many key destinations within the East San José study area, including historic cultural institutions, schools, and parks. Immediately to the west and east of US-101 are the Five Wounds Portuguese National Parish and the Mexican Heritage Plaza. Along E. Santa Clara Street are East San José Carnegie Branch Library and Roosevelt Park & Community Center. The study area also includes San José Community Middle and High School, Sunrise Middle School, and Rocketship Discovery Charter School.

The zoning of the study area is largely characterized by commercial zones centered on the major east-west corridor of E. Santa Clara Street/Alum Rock Avenue with single- and multi-family zones on streets perpendicular to E. Santa Clara Street/Alum Rock Avenue. The east-west corridor of E. Julian Street/McKee Road also has street-facing commercial uses, though more of it is concentrated on the McKee Road segment east of US-101. Light and heavy industrial zones exist adjacent to the abandoned Southern Pacific rail right-of-way, which runs north-south through the study area.

### *ii. Major Routes*

E. Santa Clara Street/Alum Rock Avenue, categorized by City of San José as a Grand Boulevard, is the major east-west thoroughfare within the study area. To the west of US-101, it is a 5-lane undivided roadway with center two-way left-turn lane (TWLTL). To the east of US-101, it is a 6-lane divided roadway, of which 2 lanes are used by the median-running 522 Rapid BRT. In addition to the 522 Rapid, the corridor is served by the Local 22 and 23 bus routes. The route has relatively wide sidewalks and no existing bicycle facilities within the study area.

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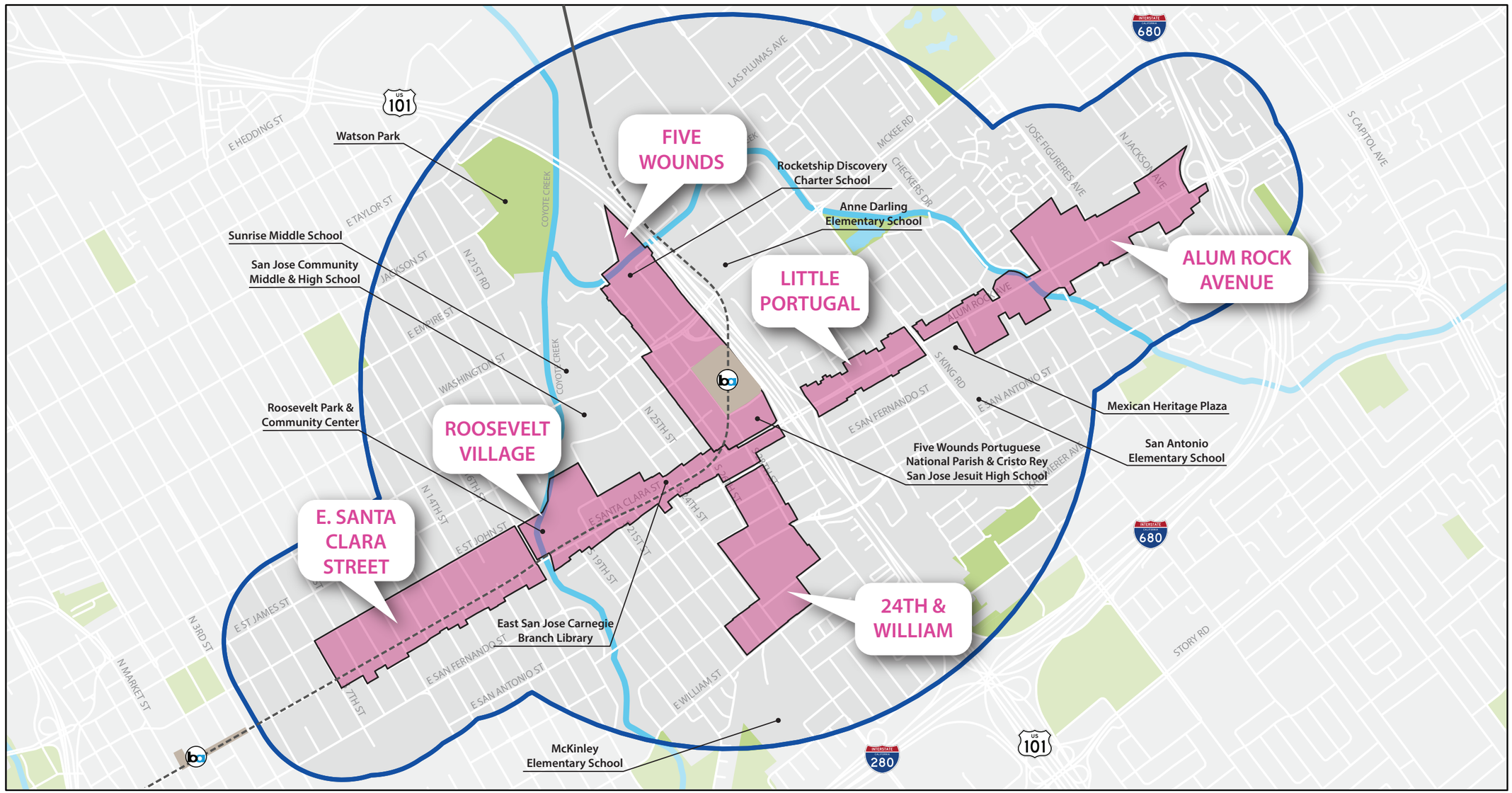
# EAST SAN JOSÉ • MTIP




## LEGEND

- VTA's BART Phase I Extension Alignment
- VTA's BART Phase II Extension Alignment
- VTA's BART Phase II Stations
- East San José MTIP Boundary
- Urban Village Boundaries

0 0.25 0.5 0.75 1 Miles N

URBAN VILLAGES & KEY DESTINATIONS • FIGURE 1

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E. Julian Street/McKee Road runs roughly parallel to E. Santa Clara Street/Alum Rock Avenue approximately one-third of a mile to the north. Between US-101 and N. King Road, McKee Road, classified as a City Connector Street, varies between a 4-lane divided and 5-lane undivided roadway with center TWLTL. To the east of N. King Road, McKee Road is a 6-lane divided roadway. West of Coyote Creek, E. Julian Street, classified as a Local Connector Street, narrows to become a 2-lane Local Connector street with on-street parking. The Local 64 bus route operates on E. Julian Street/McKee Road. The street has adequate sidewalks and no existing bicycle facilities within the study area.

East of US-101, the major north-south roadways are King Road and Jackson Avenue, both of which are classified as City Connector streets. King Road is a 5-lane undivided roadway with center TWLTL and Jackson Street is a 4-lane divided roadway. Both streets have buffered Class II bike lanes. King Road is served by the Local 12 and 77 bus routes; Jackson Avenue is served by the Local 70 route. Both have adequate sidewalks within the study area.

The City of San José maintains an extensive network of off-street trails, typically running along creeks or rivers, or using former rail rights-of-way. There are currently no existing trails in the study area (aside from a small portion of trail near Olinder Elementary School), but three trails are planned: the Coyote Creek Trail, Lower Silver Creek Trail, and Five Wounds Trail.

# 3. PREVIOUS PLANNING EFFORTS

## a. Summary of Previous Planning Efforts

Numerous planning efforts have been completed within the ESJ MTIP study area. The documents summarized below were reviewed and will be incorporated into the ESJ MTIP effort where applicable.

### Better BikewaySJ (City of San José, Ongoing)

The City of San José is currently conducting a rapid deployment of protected bike lanes and traffic calming measures to create an improved bikeway network through central San José. Within the ESJ MTIP study area, Better BikewaySJ recommends better connections on E. San Antonio Street and E. Santa Clara Street across US-101. Additional improvements are recommended on 4th Street, 10th and 11th Streets, E. St. John Street, and E. Empire Street.

For public outreach, Better BikewaySJ held five community meetings, presented to 13 neighborhood groups and organized 11 additional community meetings and gatherings, updating the design plans to incorporate the feedback received.

### Better Bike Plan 2025 (City of San José, Ongoing)

The City of San José is currently updating the San José Bike Plan 2020 to create a bicycle network that is safe, comfortable, and convenient. Multiple public workshops will occur to develop the plan, which is anticipated to be completed in the spring of 2020.

The San José Bike Plan 2020 recommended policies, programs, and action items that defined a network of on- and off-street bikeways in San José with a goal of making bicycling in San José more safe, convenient, and common. The plan states that, by 2020, it aims to complete 500 miles of bikeways, achieve a mode share of 5 percent for all trips taken by bike, reduce the bicycle collision rate by 50 percent from the 2009 baseline, add 5,000 bike parking spaces, and achieve Gold-level Bicycle Friendly Community status, as awarded by the League of American Bicyclists. Bike Plan 2020 identifies a 500-mile bikeway network, bike parking, support facilities, and rideshare program to implement, and provides recommendations on ways to combine travel via bike and transit as well as best practices and education and enforcement strategies. The plan identifies action items that should be taken to expand and connect the existing network, eliminate barriers and gaps for bicyclists, provide bicycle-friendly signals and pavement markings, and maintain bicycle facilities.

### Downtown San José Transportation Plan (Ongoing)

The City of San José is embarking on a planning process to improve access, circulation, navigability, and public life in Downtown San José. While an extended period of auto-central planning has made Downtown San José relatively easy to travel through via car, it has had a negative effect on the livability, safety, and urban fabric of the City. This plan seeks refocus toward people-centric planning, encouraging residents and visitors alike to shift their travel modes, in accordance with Envision San José 2040, from predominantly driving to walking, riding transit, and bicycling.

### 2017 Next Network & 2019 New Transit Service Plan (VTA, 2019)

VTA engaged in a multi-year process to improve the transit network with goals of connecting with BART Silicon Valley Phase I Extension. However, ahead of its implementation, the Next Network Plan was found to be financially unsustainable. The 2019 New Transit Service Plan aims to build upon the community feedback solicited during the Next Network planning process, while costing 4 percent less than the Next Network Plan.

The 2019 New Transit Service Plan:

- Increases service levels in high-ridership areas and decreases service levels in low-ridership areas
- Increases frequencies on many routes
- Expands the number of Rapid Routes
- Increases the number of residents and jobs with access to frequent service by 150,000 and 160,000, respectively
- Extends service later in the evening on many routes and adds more service on weekends

**Table 5**, in section 4.d.ii - Planned Transit Network, summarizes the proposed transit service changes within the study area.

### Urban Village Plans in the Project Area (City of San José, 2013-2018)

There are six Urban Villages within the ESJ MTIP study area, each of which has its own plan. The Urban Village plans aim to guide each village into becoming a mixed-use, pedestrian-oriented district that increases the capacity of housing and commercial space to accommodate a diverse community and employment opportunities (the Alum Rock Avenue plan, unlike the others, is limited to a rezoning of the parcels within the Urban Village boundaries). The Urban Village plans contain various transportation improvement recommendations that are summarized in section 3.c.

The following Urban Village plans have been completed within the study area:

- East Santa Clara Street (2018)
- Roosevelt Park (2013, amended 2018)
- 24th and William (2013, amended 2018)
- Five Wounds (2013, amended 2018)
- Little Portugal (2013, amended 2018)
- Alum Rock Avenue (2013)

The Urban Village plan process included multiple community workshops that all neighborhood residents, property owners, business owners, and other interested individuals were invited with the purpose of participating and providing input on the formation of the plans. The planning process was combined for the 24$^{th}$ and William Street, Five Wounds, Roosevelt Park, and Little Portugal Urban Village plans and the visions, goals, and many of the policy recommendations of the CommUniverCity Plan were integrated into the Urban Village plans as well. The Urban Village plans documented pedestrian circulation goals to create a safe, attractive, and inviting pedestrian environment that provides direct and convenient pedestrian access within each Urban Village and between the Villages and the surrounding neighborhoods.

In 2013, the City Council approved the rezoning of the Alum Rock Neighborhood Business District between King Road and Highway 680 which became known as the Alum Rock Urban Village plan. Five public meetings were held for community members and property owners prior to the City Council approving the rezoning.

The East Santa Clara Street Urban Village plan was the most recent to be adopted, for which the City held three community workshops and conducted an online survey. The Urban Village plan provided the following guiding principles:

- Preserve and enhance the vibrant business district and neighborhood
- Transform East Santa Clara Street into a complete street
- Create memorable spaces for an interconnected community
- Enhance connections to San José State University
- Strengthen connections to the greater city

### San José Complete Streets Design Standards and Guidelines (City of San José, 2018)

In 2018 the City of San José developed the San José Complete Streets Design Standards and Guidelines to guide the design of San José streets to be safe, efficient, and convenient for users of all modes of travel and all abilities. San José complete streets have a goal of being people-oriented, connected, and resilient. The document provides example cross-sections based on street type and details the street design process from identifying street type and designing for prioritized modes, target speed, and design year, vehicle, and hour. This document details specific design elements of travel lanes, bicycle facilities, sidewalks, transit facilities, intersections, on-street parking facilities, traffic calming measures, storm water facilities, and green infrastructure elements. The Complete Streets Design Standards and Guidelines should be referenced for specific dimensions of multimodal complete streets within San José.

### Countywide Bicycle Plan (VTA, 2018)

The purpose of the VTA Countywide Bike Plan is to create a countywide bicycle network that is safe, convenient, and connected – enabling people of all ages and abilities to easily bicycle to work, school, shopping, transit, and elsewhere. The plan updates the 2008 Countywide Bicycle Plan and expands the network of Cross County Bicycle Corridors (CCBCs) to include low-stress bikeways, describes a vision of ten connected bicycle superhighways, updates the list of Across Barrier Connections (ABCs), and prioritizes CCBCs and ABCs using criteria approved by the VTA Board of Directors.

The Priority CCBCs identified in the study area are: E. Julian Street/McKee Road, E. St. John Street, 10$^{th}$/11$^{th}$ Streets, 17$^{th}$ Street, E. San Fernando Street, E. San Antonio Street, McLaughlin Avenue, E. Empire Street, King Road, Mabury Road, Capitol Expressway, Five Wounds Trail, Lower Silver Creek, and Coyote Creek. The ABCs identified in the study are: E. Santa Clara Street across US-101, McKee Road across US-101, Five Wounds Trail across US-101, E. Santa Clara Street across Coyote Creek, E. San Antonio Street across Coyote Creek, E. Santa Clara Street across I-680, and E. San Antonio Street over

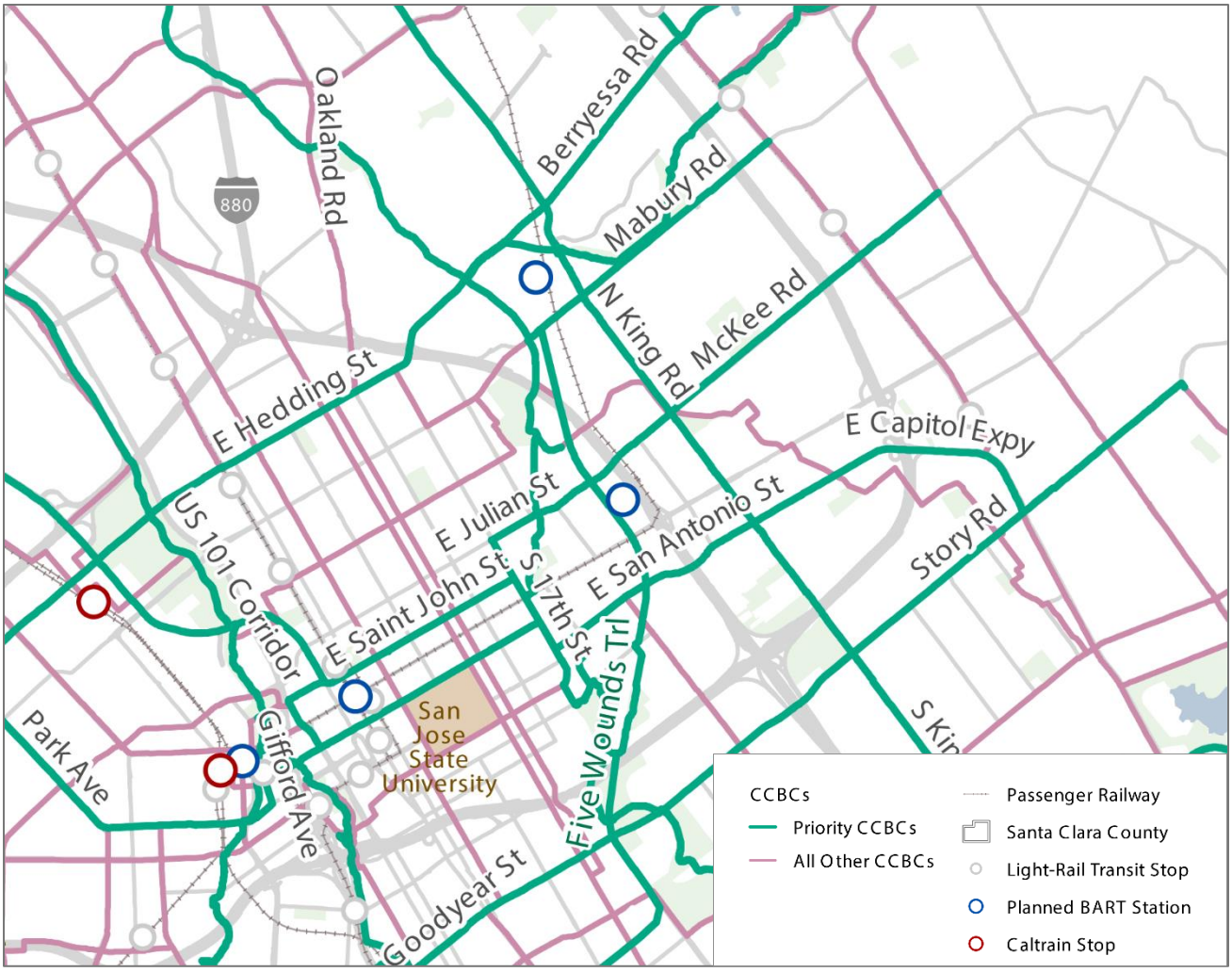


Figure 2 - Priority Cross County Bicycle Corridors

US-680. In addition, the plan emphasizes network connections to access the Berryessa BART Station and East San José. **Figure 2** shows the priority CCBCs identified by the Countywide Bicycle Plan in the study area.

Public meetings for the Countywide Bicycle Plan were held in Gilroy, San José, and Cupertino, as well as administered an online mapping tool where additional feedback could be received.

### Pedestrian Access to Transit Plan (VTA, 2017)

VTA's Pedestrian Access to Transit Plan aims to "improve the safety, comfort, and convenience of the walking environment for VTA's customers." The plan integrates recommendations and guidelines from local plans and aims to address the gaps in planning efforts to connect pedestrians to transit. The plan identifies 12 focus areas, as can be seen in **Figure 3**, of which the following are related to the ESJ MTIP.

- Focus Area A: Alum Rock
- Focus Area B: East San José
- Focus Area H: Downtown San José
- Focus Area I: King Road Corridor (Tully Road to Alum Rock Avenue)

*Table 1: Focus Area Locations*

| ID | Focus Area Name/ Location | Jurisdiction(s) |
|---|---|---|
| A | Alum Rock | San Jose, County |
| B | East San Jose | San Jose, County |
| C | Central Gilroy | Gilroy |
| D | San Antonio/ San Antonio Rd @ El Camino Real | Mountain View, Los Altos, Caltrans |
| E | Mountain View El Camino Real Corridor | Mountain View, Caltrans |
| F | El Camino Real at State Route 85 | Mountain View, Caltrans |
| G | Bascom Corridor | San Jose, County |
| H | Downtown San Jose (Including Diridon Station) | San Jose |
| I | King Road Corridor-Tully Rd to Alum Rock Ave | San Jose |
| J | Stevens Creek Blvd and Stelling Rd | Cupertino |
| K | Central San Jose | San Jose |
| L | El Camino Real and S. Fair Oaks Ave – Remington Dr | Sunnyvale, Caltrans |

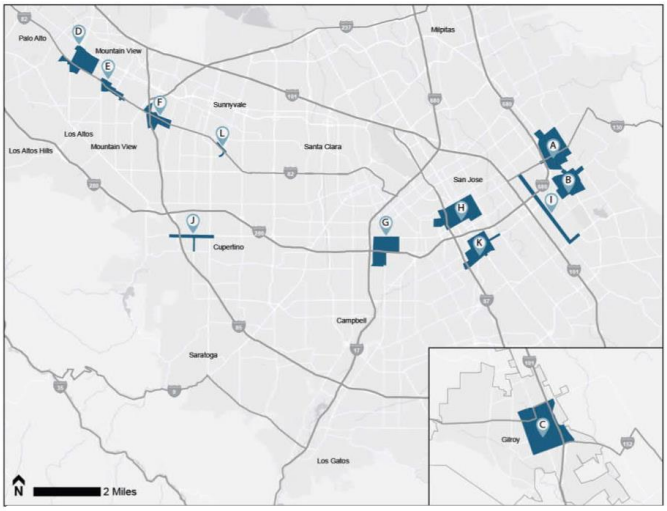


Figure 3 - Pedestrian Access to Transit Plan Focus Area

### BART Station Access Planning Final Report (City of San José, 2016)

The San José BART Station Access Planning Final Report discusses Station Area planning and transportation connectivity improvements for the Downtown San José and 28th Street/Little Portugal BART stations. A 3-day charrette was held with the City of San José and SPUR to guide the study. The report details existing conditions at both station locations, including land use, circulation, traffic, parking, pedestrian and bicycle access, and transit access. It also provides recommendations for station entrance locations, transit-priority routes, and bicycle, pedestrian, parking, and wayfinding improvements. The report recommends multiple improvements within the ESJ MTIP study area such as locating a BRT station at N. 28th Street and E. Santa Clara Street, developing the Five Wounds Trail, and investigating improved pedestrian/bike connections over US-101.

### Vision Zero San José (San José, 2015)

San José's Vision Zero uses the 4E's (evaluation, engineering, enforcement, and education) approach to achieving their goal of zero traffic fatalities. The engineering highlights that are most relevant to the ESJ MTIP study area include:

- Install 20 enhanced crosswalks annually on major streets with pedestrian activated flashing beacons and with center safety islands or curb extensions to decrease street crossing widths
- Construct major "complete street" improvements along: McLaughlin Avenue, Jackson Avenue, and St. John Street
- Install 70 miles of new and enhanced bikeways to assist in the goal of completing an interconnected 500-mile bikeway network by 2020

The document also identifies the following "priority safety corridors" within or near the study area:

- Alum Rock Avenue from US-101 to Manning Avenue
- Santa Clara Street from SR-87 to US-101
- McKee Road from US-101 to Toyon Avenue
- Jackson Avenue from Berryessa Road to Story Road
- King Road from McKee Road to Capitol Expressway
- Capitol Expressway from I-680 to SR-87

**Figure 4** shows the existing priority safety corridors within the study area.

### Valley Transportation Plan 2040 (VTA, 2014)

The Valley Transportation Plan 2040 (VTP) is the long-range transportation plan for Santa Clara County. The objectives of the VTP are: (1) to facilitate the creation and support of an integrated multimodal transportation system that serves all socio-economic groups efficiently and sustainably; (2) to pursue, develop, and implement advances in technology, management practices, and policies; and (3) to be the region's foremost advocate for transportation projects, programs, and funding. The VTP identifies 21 transit capital projects for implementation. These transit projects include funding for BART Silicon Valley Phase II Extension, Santa Clara – Alum Rock BRT, and the BART Berryessa Connector (now known as the 523 Rapid BRT, which will be implemented with the opening of BART Silicon Valley Phase I).

Multimodal Transportation Investments (MTI) are also included in the Valley Transportation Plan 2040. MTI includes projects for Local Streets and County Roads, Transportation Systems Operations and Management (TSOM), Bicycle Expenditure Program (BEP), streetscape components, pedestrian improvements, and Community Design & Transportation (CDT) Program. The following MTI projects are relevant to the ESJ MTIP:

- Convert one-way couplets to two-way streets, reduce lanes, and add bike lanes along 10$^{th}$ and 11$^{th}$ Streets (Project R22)
- Enhance on-street cross-town bikeways along Park Avenue/San Fernando Street/San Antonio corridor (Project B32)
- Coyote Creek Trail (Oakland Road to Watson Park) (Project B101)
- Coyote Creek Trail (Watson Park to Williams St. Park) (Project B102)

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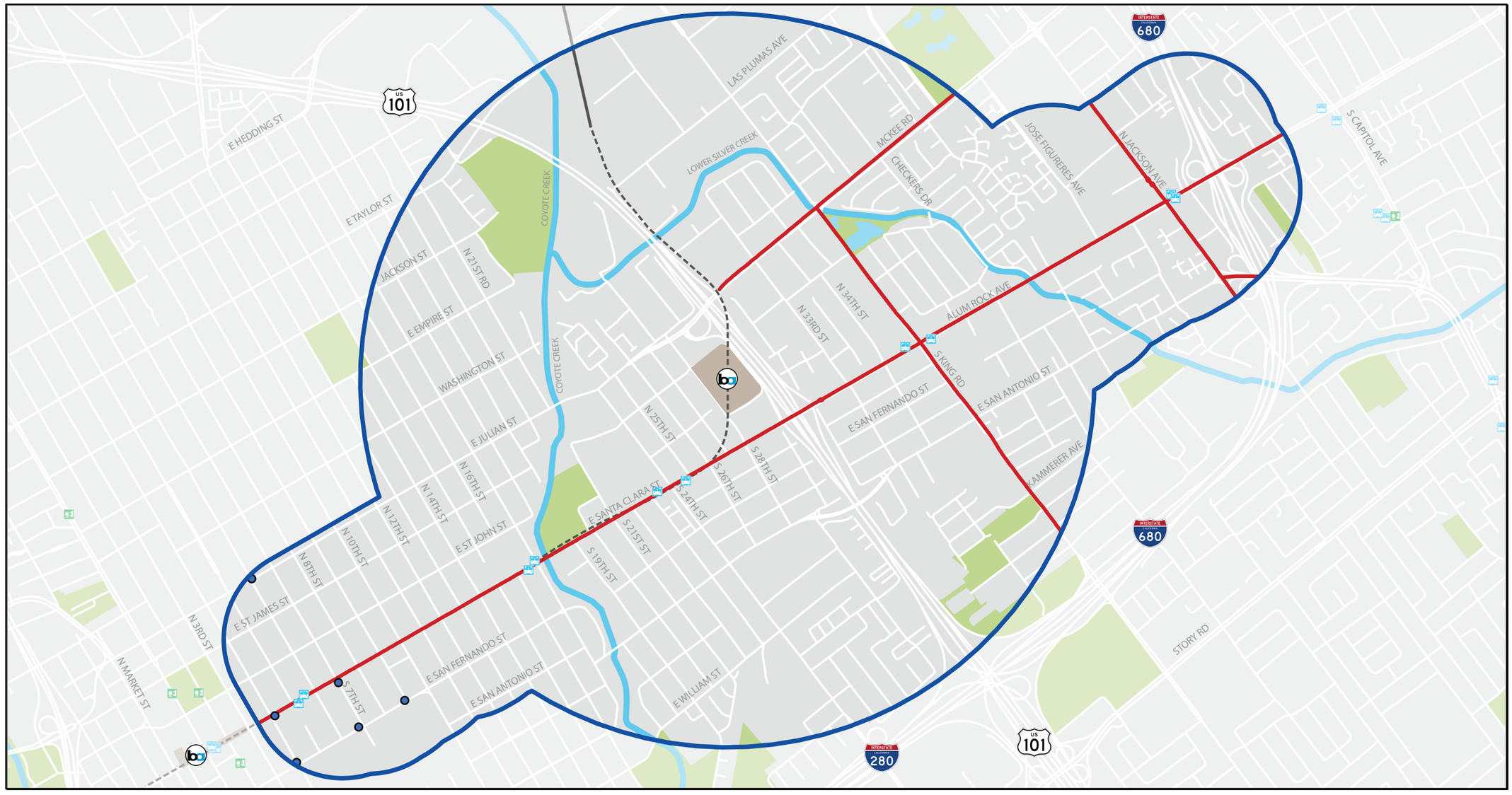
# EAST SAN JOSÉ • MTIP




## LEGEND

- VTA's BART Phase I Extension Alignment
- VTA's BART Phase II Extension Alignment
- VTA's BART Phase II Stations
- East San José MTIP Boundary
- Existing VTA BRT Stops
- Existing VTA LRT Stops
- Ford GoBike Stations

**Vision Zero San José**

- Priority Safety Corridors

0 0.25 0.5 0.75 1 Miles

N

Source:
Vision Zero San José

## VISION ZERO SAN JOSÉ PRIORITY SAFETY CORRIDORS • FIGURE 4

### Envision 2040 General Plan (City of San José, 2011)

Envision San José set forth seven guiding community values to articulate an overarching vision statement: "San José embodies the energy and vitality of its unique human, natural, and economic resources." The seven community values are as follows:

- Innovative Economy
- Environmental Leadership
- Diversity and Social Equity
- Interconnected City
- Healthy Neighborhoods
- Quality Education and Services
- Vibrant Arts and Culture

**Figure 5** shows the zoning map for the City of San José.

The City's General Plan includes transportation network designations and transportation policies. The Environmental Impact Report (EIR) for the General Plan identifies the number of travel lanes for each roadway in the City. The General Plan organizes streets and other transportation facilities according to "typologies," which are intended to provide a network of "complete streets" that accommodates the various users of the street network. **Table 1** shows the different typologies designated within the General Plan.

**Table 1 - Envision 2040 General Plan Street Typologies**

| Street Typology | All Modes Accommodated? | Priority Mode | Notes |
|---|---|---|---|
| Grand Boulevards | Yes | Transit | - High standards of design, cleanliness, landscaping, gateways, and wayfinding<br>- If there are conflicts, transit has priority |
| On-Street Primary Bicycle Facilities | Yes | Bicycles | - If there are conflicts, bicycles have priority |
| Main Streets | Yes | Pedestrians | - Enable safe, attractive and comfortable access and travel for users of all ages and abilities<br>- Encourage high volumes of pedestrian traffic |
| (City & Local) Connector Streets | Yes | All modes accommodated equally | - Pedestrians accommodated with sidewalks |
| Residential Streets | Yes | All modes accommodated equally | - Pedestrians accommodated with sidewalks or paths<br>- Through traffic discouraged |

*Source: Envision San José 2040 General Plan*

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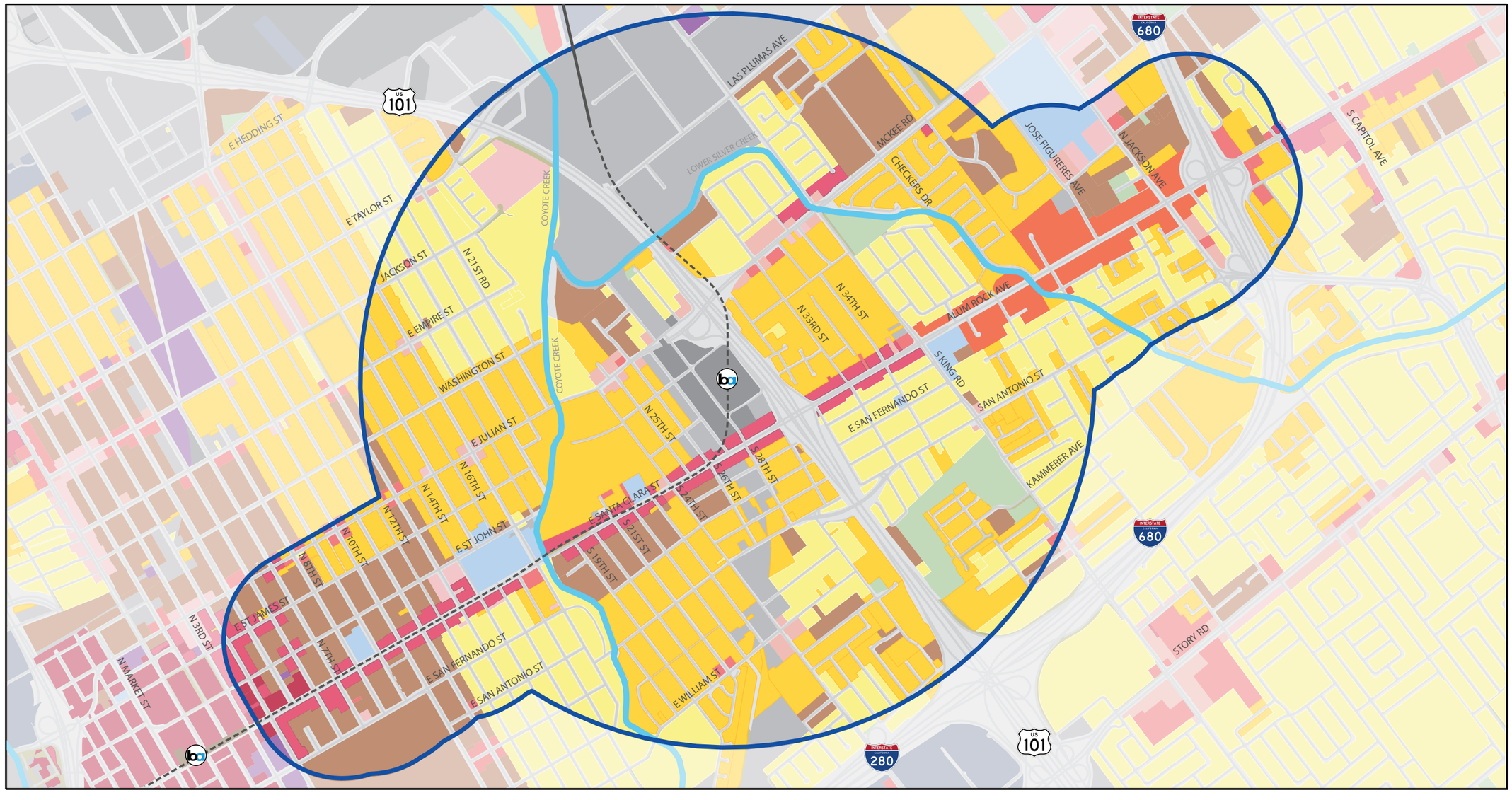



## LEGEND

- VTA's BART Phase I Extension Alignment
- VTA's BART Phase II Extension Alignment
- East San José MTIP Boundary

**Land Use and Zoning**

- Low to Med. Density Residential
- Med. to High Density Residential
- High to Very High Density Residential
- Commercial Office
- Commercial Pedestrian
- Commercial Neighborhood
- Commercial General
- Downtown Commercial
- Main Street Commercial
- Industrial Park
- Light Industrial
- Public/Quasi-Public
- Agricultural/Open Space
- Mixed Uses

0 0.25 0.5 0.75 1 Miles

N

Source:
City of San José

CITY OF SAN JOSÉ ZONING DISTRICTS • FIGURE 5

Kimley»Horn

Transportation policies outlined in the General Plan include working toward a balanced transportation system, increasing the focus on walking and bicycling, maximizing public transit usage, improving vehicular circulation, and improving parking and intelligent transportation systems (ITS). The General plan aims to reduce the single-occupancy vehicle commute mode share to below 40 percent by 2040, while increasing the share of people commuting via sustainable transportation modes. These goals may be achieved by ensuring that transit vehicles arrive frequently and are not unnecessarily delayed by single occupancy vehicles, providing safe pedestrian infrastructure, removing gaps in the sidewalk network, prioritizing bicycle travel on certain classes of streets, and further developing the City's off-street trail network.

**Table 2** below shows the existing commute mode split for the study area, as well as the current citywide rate and 2040 target as laid out in the General Plan.

**Table 2 - Envision San José 2040 Commute Mode Split Targets**

| Mode | 2018 ESJ MTIP Study Area | 2017 Citywide | 2040 Citywide Goal |
|---|---|---|---|
| **Drive alone** | 70.0% | 75.9% | No more than 40% |
| **Carpool** | 14.2% | 11.7% | At least 10% |
| **Transit** | 6.7% | 4.5% | At least 20% |
| **Bicycle** | 1.7% | 0.9% | At least 15% |
| **Walk** | 3.0% | 1.7% | At least 15% |
| **Other means (including work at home)** | 4.3% | 4.1% | (Not included in transportation model) |

*Sources: Envision San José 2040 General Plan, 2017 ACS 5-Year Estimates*

Additionally, the General Plan established the Urban Villages strategy, a plan to concentrate future growth in 70 different areas of the City that will be foster walking, bicycle-riding, and transit use. These Urban Villages will bring commercial and public services close to local residents and employees, and will encourage mixed-use development of moderate to high density to allow those that live and walk within them to travel between destinations sustainably and with minimal cost. To bring about this strategy, the City has undertaken a community engagement process to develop plans for each of the Urban Villages, which lay out residents' vision for the scale and character of future growth.

### Five Wounds BART Station Area Community Concept Plan (CommUniverCity San José, City of San José, and Five Wound/Brookwood Terrace Neighborhood Action Coalition, 2010)

The Five Wounds BART Station Area Community Concept Plan details the vision and corresponding action items for the 28th Street/Little Portugal BART Station. Community members envision a vibrant community life centered at a new public plaza (known as the Town Square) located at the planned 28th Street/Little Portugal BART Station. The Town Square will be framed by a mixed-use, transit-oriented development (TOD) that includes housing, locally-run shops, restaurants, entertainment, and a neighborhood center. The plan also calls for street modifications, traffic calming features, and streetscape improvements in the final designs for the BRT project along the E. Santa Clara Street/Alum Rock Avenue corridor. Overall, the plan provides a guide for future development and circulation improvements within the study area. Community outreach for the plan took place between 2007-2008 and consisted of four community-wide workshops, two youth workshops, and one Spanish-speaking-only workshop.

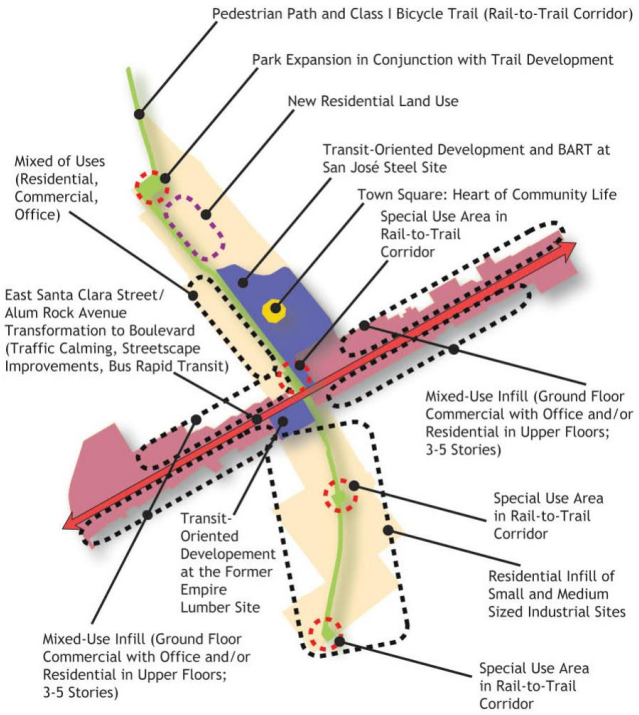



Figure 6 - Planning Area Conceptual Plans

**Figure 6** shows the planning area conceptual plans from the Five Wounds BART Station Area Community Concept Plan.

### Five Wounds Trail Concept Plan (2010), Coyote Creek Trail Master Plan (2008), and Lower Silver Creek Trail Master Plan (2007)

The City of San José has an extensive urban trail network, with 60 miles developed and open to the public. The network's 35 trail systems provide off-street connections to major employment and residential centers throughout the City. East San José is currently lacking access to this trail network, but the Five Wounds Trail is planned to be developed and will connect to the Coyote Creek Trail and Lower Silver Creek Trail. The trail will serve as a strong north-south multimodal connection between the Berryessa BART Station, 28th Street/Little Portugal BART Station, Lower Silver Creek Trail, and Coyote Creek Trail. The ESJ MTIP should focus on on-street trail crossings and connections to complete the pedestrian and bicycle networks.

### Pedestrian Master Plan (City of San José, 2008)

The San José Pedestrian Master Plan is a companion document to the ADA Transition Plan Update for Sidewalks. The Plan compiles and recommends additions/changes to the City's pedestrian standards, policies, procedures and practices. Key recommendations as they relate to the ESJ MTIP are summarized below:

- Continue traffic calming program
- Continue the City's Safe Street Initiative
- Develop methodology for prioritizing pedestrian infrastructure improvements
- Incorporate pedestrian needs into the City's development review process
- Provide walking maps of San José's neighborhoods
- Install wayfinding signage in areas with high pedestrian activity

The document largely outlines policies and procedures, rather than providing specific pedestrian and access related project recommendations.

### Strong Neighborhood Initiative Plans (City of San José, 2002)

The Strong Neighborhoods Initiative (SNI) was a partnership between the City of San José and the California Redevelopment Agency (which was dissolved in 2012). A series of plans were developed in collaboration with neighborhood residents, business owners, and other stakeholders to foster livable communities by building upon neighborhood assets. The later Urban Village plans (2013-2018) drew upon some of the recommendations made within the SNI plans.

Each plan produced a list of top 10 priorities for the community; the priorities from the SNI plans that apply to the ESJ MTIP study are as follows:

**13th Street Neighborhood Improvement Plan**

- Convert One-Way Streets (3rd, 4th, 10th, 11th, Julian and St. James) to Two-Way Residential Streets
- Design and Implement 13th Street Streetscape Improvements between Empire Street and U.S. 101 (including Old Oakland Road)
- Implement Traffic Calming Improvements and Increase Traffic Enforcement
- Implement Pedestrian Corridor Enhancements on Primary Pedestrian Corridors
- Implement Bicycle Route/ Trail Improvements along Coyote Creek and in an East-West Corridor to Link Coyote Creek and the Guadalupe River Park

**Five Wounds Brookwood Terrace Neighborhood Improvement Plan**

- Improve the McLaughlin Avenue Streetscape and Make Pedestrian Enhancements;
- Improve Traffic and Pedestrian Flow and Control at 33rd & McKee
- Improve William Street Pedestrian Environment and Streetscape
- Complete the Coyote Creek Trail between Kelley Park and Highway 101
- Create an East Santa Clara-Alum Rock Parking Strategy

**Gateway East Neighborhood Improvement Plan**

- Assess identified street and intersection issues in the community, and complete improvements as needed
- Use findings from traffic calming studies to determine appropriate traffic calming measures for problematic areas in Gateway East. If traffic concerns cannot be addressed by basic measures, Level I and II traffic calming should be considered
- Complete beautification improvements on the major thoroughfares in the Gateway East community
- Enhance public lighting levels (including lights on private property that help illuminate public areas) as needed throughout the community

**Mayfair Neighborhood Improvement Plan**

- Upgrade street lighting throughout the neighborhood to meet current standards
- Investigate identified neighborhood traffic issues; develop, review and implement a neighborhood traffic calming plan

**University Neighborhood Improvement Plan**

- Develop Coyote Creek Trail
- Complete Conversion of South 10th and 11th Street Couplet
- Create pedestrian corridor
- Establish residential permit parking
- Install historic street lighting

## b. Community Vision Provided in Previous Planning Efforts

The community of East San José, through its previous planning efforts, including the Urban Village plans, has expressed an exciting vision for its future. The people who make up the East San José neighborhoods seek to bring about a sustainable future that works for all members of the community, regardless of age or ability, while preserving the unique history and character of the distinct Urban Villages. To accomplish this, each Urban Village plan contains a series of policies to address land use, building design and height, historic preservation, and travel circulation. Generally, these plans recommend increased residential density, street-facing retail, and support for ongoing transit infrastructure investments made in the community.

The plans seek to refocus the transportation network away from the automobile as the primary mode of transportation by encouraging people to travel by foot, by bicycle, and by transit. While the auto-oriented nature of the E. Santa Clara Street/Alum Rock Avenue corridor provides benefits, such as easy access to the nearby freeways, it presents challenges to achieving the community's stated goals. E. Santa Clara Street/Alum Rock Avenue acts as a barrier to pedestrian travel due to its wide cross-section, high automobile travel speeds, and the fact that not all intersections feature crosswalks. Additionally, the street does not have bike lanes, and bicyclists are encouraged to use the more bicycle-friendly, but less direct, routes along E. San Antonio Street/Capitol Expressway, E. San Fernando Street, E. St. John Street, and E. Julian Street/McKee Road. However, the street encourages pedestrian travel by providing direct access to significant transit service, including operating Bus Rapid Transit.

Community members have expressed support for addressing gaps in the pedestrian and bicycle networks, such as the lack of comfortable, all-ages facilities to cross Coyote Creek and US-101. Based on this community prioritization, the City recently pursued and secured a grant to fund widening of the E. Santa Clara Street bridge over coyote Creek. Walking can be further encouraged by widening sidewalks and the construction of medians, safety refuges, and curb bulb-outs, all of which can make pedestrians more comfortable through separation from vehicle travel.

The construction of the Five Wounds Trail presents a unique opportunity for East San José to develop connections to the City's substantial network of off-street recreational trails. To realize the trail's potential, great care has been put into planning the points at which the trail will cross the busy travel corridors of E. Santa Clara Street/Alum Rock Avenue and E. Julian Street/McKee Road, as well as the less-busy but still important S. 24th Street. By reconfiguring the intersections where the Five Wounds Trail crosses surface streets, comfortable and low-stress crossings can be ensured for those walking and riding bicycles along the trail.

While the network for pedestrian and bicycle travel may be improved by developing additional connections, the community expressed the need to limit vehicle through-traffic to arterial streets, rather than residential neighborhoods, via the installation of traffic diverters and traffic calming street treatments. By calming or diverting vehicle through-traffic, residential neighborhood streets can become more desirable and pleasant places for walking and bicycling.

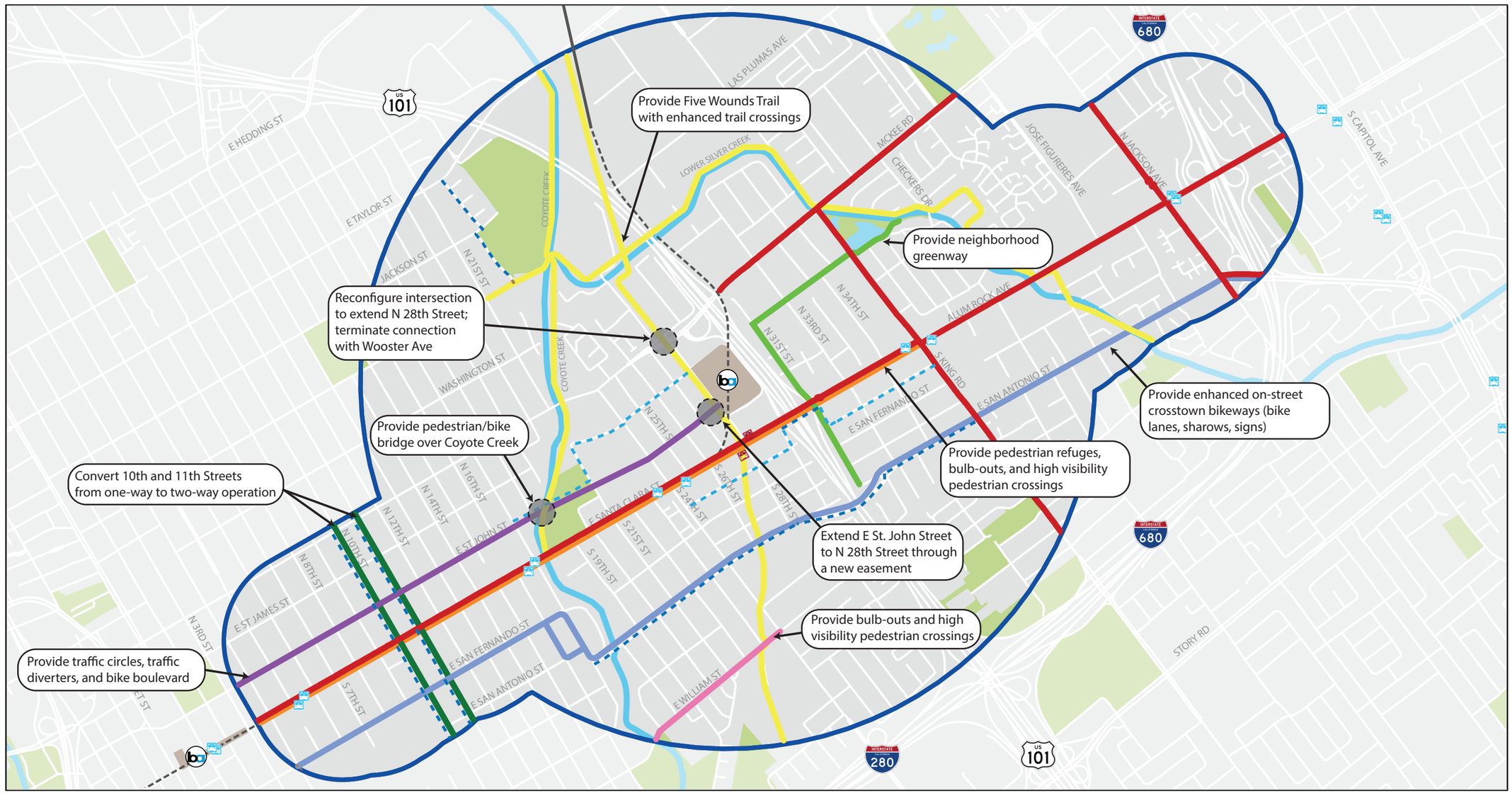
These important goals may be achieved while still maintaining support for the existing BRT line that runs along the E. Santa Clara Street/Alum Rock Avenue, a link which will become even more important after the opening of the 28th Street/Little Portugal and Downtown San José BART stations. The Urban Village plans demonstrate support for additional residential and commercial density through mixed-use development, while preserving the important cultural landmarks that exist within the neighborhoods. Through these plans, the community seeks to bring about an East San José made up of neighborhoods that are diverse, vibrant, affordable, sustainable places that can enjoyed by people of all ages and abilities, and by long-time residents, new arrivals, and visitors alike.

## c. Summary of Previously Recommended Improvements

The previous planning efforts have recommended improvements to achieve the community vision along several key corridors within the ESJ MTIP study area, which is shown in **Figure 7**. The specific recommendations are summarized below by corridor. A detailed view of all previously recommended improvements can be found in **Appendix A**.

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

# EAST SAN JOSÉ • MTIP




## LEGEND

- VTA's BART Phase I Extension Alignment
- VTA's BART Phase II Extension Alignment
- VTA's BART Phase II Stations
- East San José MTIP Boundary
- Existing BRT Stop
- Proposed BRT Stop

**Improvement Corridors**

- East Santa Clara Street
- North 10th/11th Streets
- East Saint John Street
- East William Street
- Planned San José Trail Network
- 31st/East Saint James Streets
- San Fernando/San Antonio Bikeway

0 0.25 0.5 0.75 1 Miles N

**Better BikewaysSJ**

- 2019
- Long-term

**Vision Zero San José**

- Priority Safety Corridors

Sources:
City of San José Urban Village Plans
City of San José Trail Plans
Vision Zero San José
Better BikewaySJ

### E. Santa Clara Street/Alum Rock Avenue

- Pedestrian refuges and bulb-outs with high-visibility crosswalks
- Rectangular Rapid Flash Beacon (RRFB) and/or Pedestrian Hybrid Beacon (PHB) signals for currently unsignalized or unmarked crosswalks
- Additional median along portions of the corridor
- New left turn lanes at the intersection of 21st Street and E. Santa Clara Street
- New pedestrian paseo between Eastwood Court and Alum Rock Avenue
- Construction of sidewalk on S. 31st Street south of Alum Rock Avenue to close existing gap

### E. St. John Street

- Pedestrian refuges and bulb-outs with high-visibility crosswalks
- Vehicular traffic diverters, to create a more comfortable street for walking and bicycling, and to calm automobile traffic
- Neighborhood traffic circles
- Bike boulevard treatments along corridor
- Potential bicycle/pedestrian bridge over Coyote Creek via San José High School
- Bicycle & pedestrian-only connection on E. St. John Street between N. 27th Street and N. 28th Street via new easement

### Five Wounds Trail

- Reconfigure the intersection of N. 28th Street and E. Julian Street and accommodate trail
- Enhanced trail crossings at intersections
- Pedestrian refuges and bulb-outs with high-visibility crosswalks
- Additional medians at street crossings
- Provide enhanced trail crossing at intersection of E. William Street and S. 24th Street

### 10th Street/11th Street

- Pedestrian refuges and bulb-outs with high-visibility crossings
- Better BikewaySJ Class IV protected bike lane
- Convert N. 10th Street and N. 11th Street from one-way to two-way north of E. Santa Clara Street

### E. William Street

- Bulb-outs and high-visibility crossings
- Enhanced trail crossing at intersection of Five Wounds Trail

### 31st Street/E. St. James Street

- Provide Neighborhood Greenway on E. St. James Street and 31st Street

## d. Relationship to VTA'S BART Silicon Valley Phase II TOD Corridor Strategies and Access Planning Study

VTA is currently engaged in the BART Silicon Valley Phase II TOD Corridor Strategies and Station Access study. The project entails improving access to and from the BART stations themselves, including the future 28th Street/Little Portugal Station, by recommending improvements to address gaps in the surrounding transportation network. The project is also identifying opportunities for increased density and transit-oriented development in opportunity sites at and around each of the BART stations. In addition to identifying new or revised agency policies, the project is identifying streetscape and transportation network improvements to support this potential development.

While the VTA study area overlaps with the East San José Multimodal Transportation Improvement Plan, the scopes are separate and goals distinct. Both studies are centered on the 28th Street/Little Portugal Station but VTA's BART Silicon Valley Phase II TOD Corridor Strategies and Access Study focuses on the primary access routes to and from the station. The ESJ MTIP is studying a larger area and all trip types, and is focused on improving multimodal travel options throughout the entire study area to better connect the community.

# 4. EXISTING & PLANNED TRANSPORTATION NETWORK

## a. Bicycle/Shared Mobility

### *i. Existing Bicycle Network*

Bicycle facilities are divided into Classes I through IV, examples of which are shown in the photos below.

**Class I - Off-Street Trail**

**Class II - On-Street Bike Lane**


**Class III - On-Street Bike Route**

**Class IV - On-Street Protected Bike Lane**

Within the study area there are several Class II and Class III facilities, and a small section of a Class I facility on the Coyote Creek Trail. Additionally, there are recently-constructed Class IV bike facilities on E. San Fernando Street west of S. 7th Street.

The primary east-west bicycle facilities are E. St. John Street, E. San Fernando Street, and E. San Antonio Street. Of these primary east-west bicycle routes, E. San Antonio Street is the only to cross US-101 within the study area. Additionally, E. Taylor Street crosses US-101 with a protected bicycle facility, though only a short segment of the street lies within the northern portion of the study area. The primary north-south bicycle facilities within the study area are 17th Street, 24th Street/McLaughlin Avenue, and King Street, each of which have Class II facilities within the study area.

US-101 and Coyote Creek act as barriers to bicycle travel due to the lack of low-stress bicycle crossings. E. San Antonio Street and E. Taylor Avenue are the only streets within the study area to have crossings with bicycle facilities over both US-101 and Coyote Creek.

The existing on- and off-street bicycle facilities are shown in **Figure 8**.

### *ii. Planned Bicycle Network*

The City of San José plans an ambitious expansion of bicycle facilities through Better BikewaySJ in the area surrounding Downtown, which includes the western portion of the study area. Several improvements have recently been implemented and a number more are planned for 2019 and the years beyond.

Better BikewaySJ plans bicycle facilities on several additional east-west and north-south corridors, including additional or enhanced bicycle connections across US-101 on McKee Road, E. Santa Clara Street/Alum Rock Avenue, and E. San Antonio Street.

Additionally, the City of San José is currently updating the San José Bike Plan 2020; multiple public workshops will occur to develop the plan, which is anticipated to be completed in the spring of 2020.

The San José Bike Plan 2020 recommended policies, programs, and action items that defined a network of on- and off-street bikeways in San José with a goal of making bicycling in San José more safe, convenient, and common. Bike Plan 2020 identified a 500-mile bikeway network, bike parking, support facilities, and rideshare program to implement, and provides recommendations on ways to combine bicycling and transit as well as best practices and education and enforcement strategies.

Within the study area, there are several streets designated by Santa Clara County's Countywide Bicycle Plan as Cross County Bicycle Corridors (CCBCs) that have not yet been constructed. These are E. Julian Street/McKee Road, King Road, Capitol Expressway, and the three off-street trails planned for the study area: Coyote Creek Trail, The Five Wounds Trail, and the Lower Silver Creek Trail.

The planned on- and off-street bicycle facilities are shown in **Figure 9**.

### *iii. Existing Level of Traffic Stress*

Bicycle Level of Traffic Stress (LTS) is a rating assigned to a segment of roadway to provide a quantitative measure to the stress level that segment imposes on people riding bicycles. The levels range from LTS 1 (the least stressful) to LTS 5 (the most stressful). An example of LTS 1 would be an off-street trail with no motorized traffic and LTS 5 would be a segment of roadway with no bicycle facilities and auto traffic traveling at high speeds. Research has shown that, while some people will choose to ride a bicycle on high-stress roadways, the majority of people who might ride a bicycle will only choose to do so if provided with a network of low-stress facilities.

City of San José provided LTS ratings representing conditions in 2018. As the implementation of Better BikewaySJ is ongoing, some of the bicycle conditions have been subsequently improved by the City. The Bicycle Level of Traffic Stress as of 2018 within the study area is shown in **Figure 10**.

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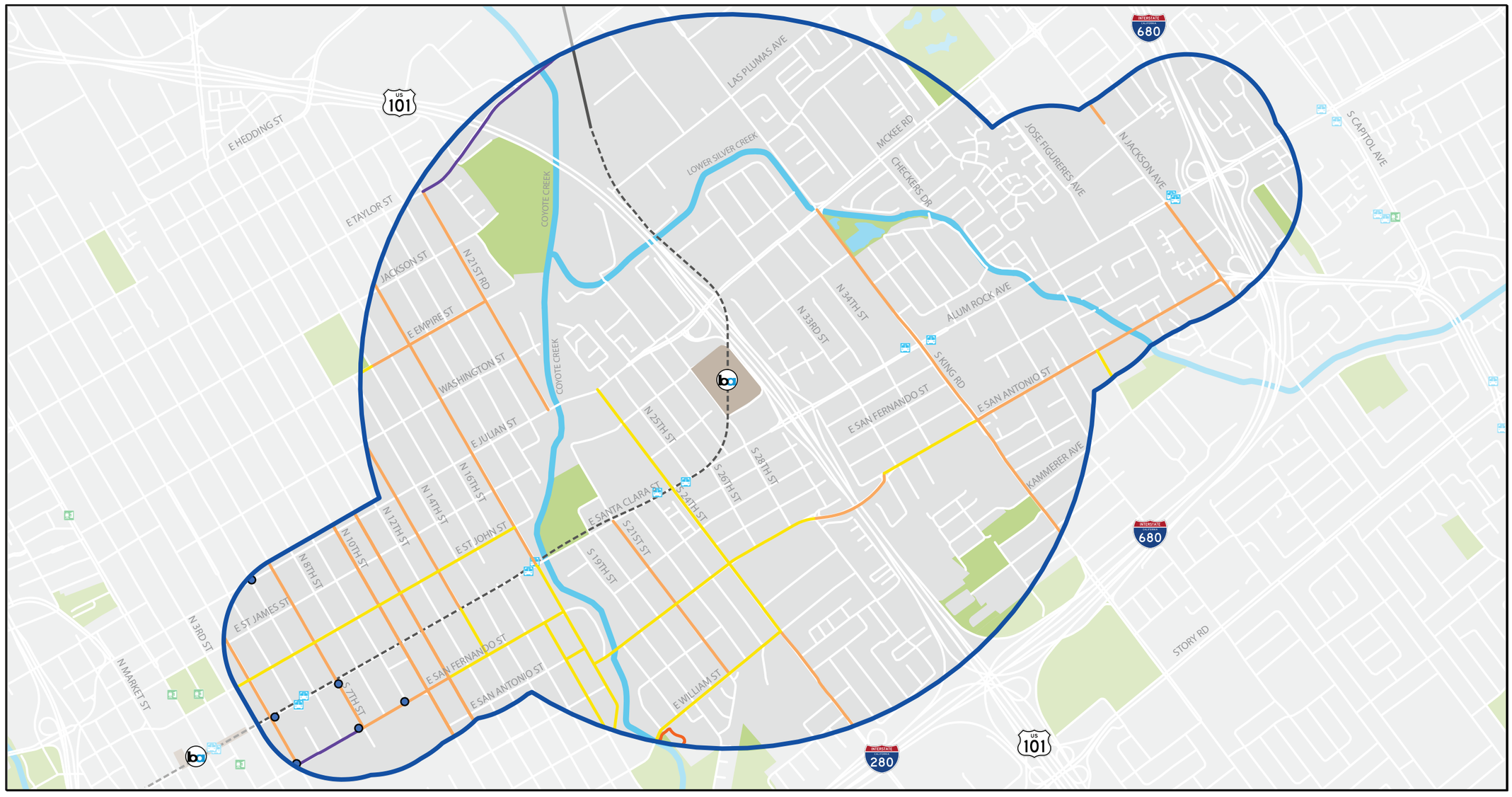
# EAST SAN JOSÉ • MTIP




## LEGEND

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- East San José MTIP Boundary
- Existing VTA BRT Stops
- Existing VTA LRT Stops
- Ford GoBike Stations
- Class I Off-Street Trail
- Class II On-Street Bike Lane
- Class III On-Street Bike Route
- Class IV On-Street Protected Bike Lane

0 0.25 0.5 0.75 1 Miles

N

Source:
City of San José

## EXISTING BICYCLE NETWORK • FIGURE 8

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

# EAST SAN JOSÉ • MTIP


## LEGEND

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- Existing VTA LRT Stops
- Ford GoBike Stations

Existing Bikeways
- Class I Off-Street Trail
- Class II On-Street Bike Lane
- Class III On-Street Bike Route
- Class IV On-Street Protected Bike Lane

Planned Bikeways (Bike Plan 2020)
- Class I
- Class II
- Class III
- Class IV

Better BikewaySJ
- 2019
- Long-term

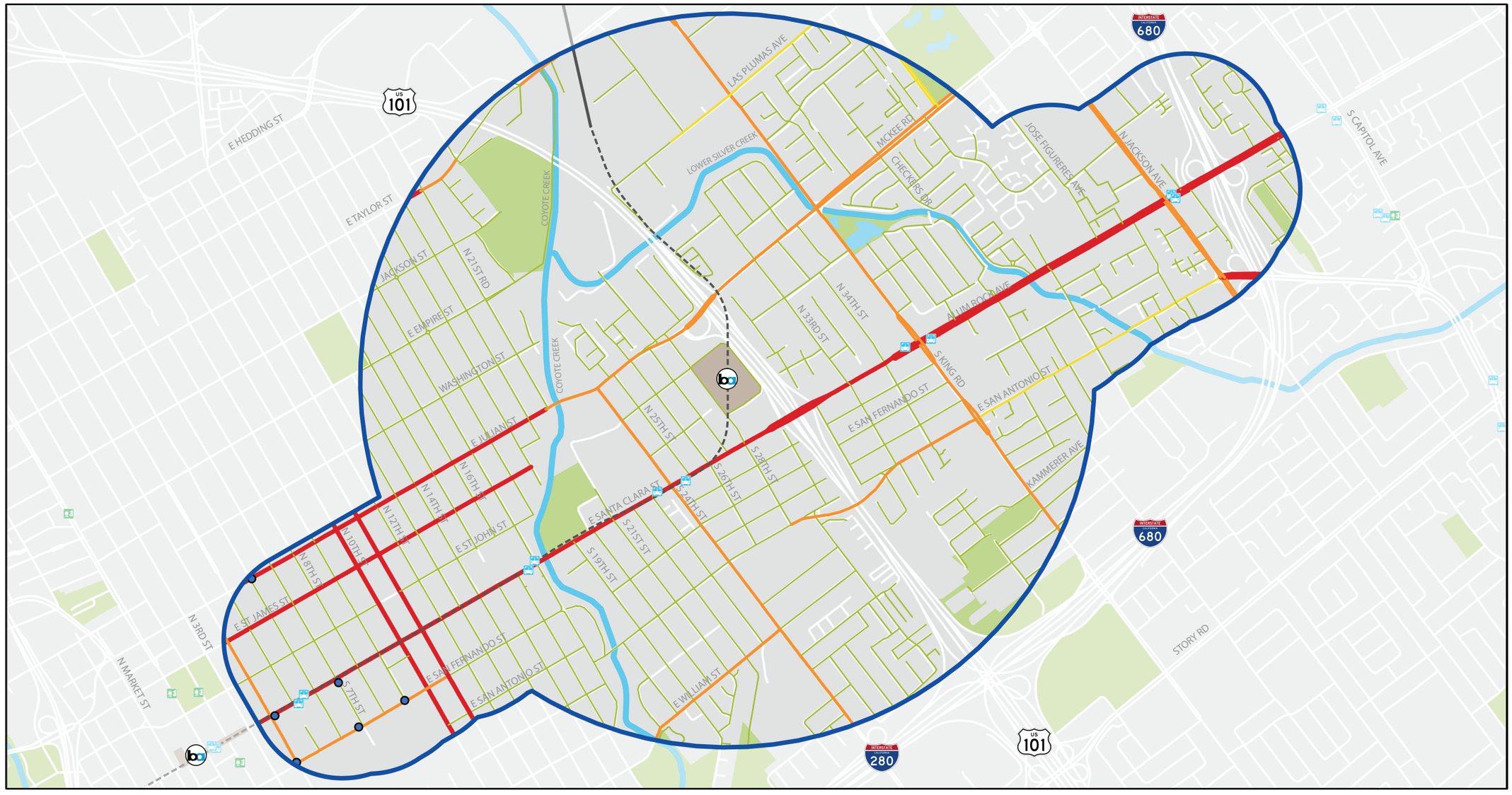
N

Source:
City of San José

EXISTING AND PLANNED BICYCLE NETWORK • FIGURE 9

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

# EAST SAN JOSÉ • MTIP

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- Existing VTA LRT Stops
- Ford GoBike Stations

**Level of Traffic Stress (LTS)**

Street is comfortable for...

- ...riders of all ages and abilities (LTS 1)
- ...older children and all adults (LTS 2)
- ...most adult riders (LTS 3)
- ...confident riders (LTS 4)
- ...no one but most experienced riders (LTS 5)

0 0.25 0.5 0.75 1 Miles

N

Source:
City of San José, 2018

## EXISTING BICYCLE LEVEL OF TRAFFIC STRESS • FIGURE 10

The study area is characterized by high levels of bicycle traffic stress. Nearly all arterials and collector streets in the study area are classified LTS 4 or 5. Local residential streets are characterized by lower levels of stress, typically LTS 2, but riders are still forced to make connections across high stress level streets. The implementation of the planned protected on- and off-street facilities will provide a more substantial network for bicycling in a low-stress environment.

### *iv. Existing Bicycle Activity*

Data regarding the location of bicycle activity comes from city-conducted screenline counts (2018) and the Strava bicycle heatmap (Strava is a smartphone application and website that tracks, aggregates, and anonymizes rider data). Both sources have limitations. Screenline counts are conducted on a single day and do not capture every intersection in the study area. Strava data, which covers the entire study area and is averaged across a longer time period, does not constitute a representative sample of riders due to that fact that many bicyclists may not use a smart phone or want to use the app.

Bearing these limitations in mind, some patterns arise. Bicycle riding activity varies substantially within the study area. West of US-101 there is substantial activity on the neighborhood streets, facilitated by the density and connected roadway grid. The busiest north-south streets in this part of the project area are the one-way couplet of 10th/11th Streets and 17th Street. The east-west streets near San José State University have a significant amount of bicycle activity, particularly E. San Fernando Street.

E. San Antonio Street and E. Taylor Street are the most-used of the four crossings of US-101 within the study area. For the crossings of the freeway, E. San Antonio Street has a Class II bike facility and E. Taylor Street has a two-way Class IV facility.

East of US-101 there is less overall bicycle activity. The streets with the most use are E. San Antonio Street, S. King Street, and S. Sunset Avenue. There is also some bicycle activity on Alum Rock Avenue east of US-101, but some of the observed activity is likely made up of riders using the sidewalk or riding in the BRT lane. Of the intersections where screenline bicycle counts were conducted (on one day during p.m. rush hour), the 10 with the most activity are shown in **Table 3**.

**Table 3 - Bicycle Activity Screenline Counts**

| Primary Street | Cross Street | Total Riders | Riders in Bike Lane | Riders in Street | Riders on Sidewalk |
|---|---|---|---|---|---|
| E. San Fernando St. | S. 4th St. | 119 | 88 | 0 | 31 |
| E. Santa Clara St. | 4th St. | 76 | 0 | 22 | 54 |
| E. San Antonio St. | S. 17th St. | 48 | 0 | 43 | 5 |
| S. 4th St. | E. San Fernando St. | 29 | 18 | 2 | 9 |
| S. 17th St. | E. San Antonio St. | 25 | 0 | 24 | 1 |
| E. Taylor St. | Mabury Rd. | 25 | 15 | 9 | 1 |
| E. San Antonio St. | S. 33rd St. | 24 | 0 | 18 | 6 |
| E. St. John St. | N. 4th St. | 23 | 0 | 14 | 9 |
| S. 11th St. | E. San Fernando St. | 21 | 8 | 3 | 10 |
| N. King Rd. | McKee Rd. | 20 | 6 | 0 | 14 |

Of bicycle riders on E. Santa Clara Street at 4th Street, 71 percent chose to ride on the sidewalk rather than the street, demonstrating lack of rider comfort in using a high-speed street lacking bicycle facilities. On E. San Fernando Street at S. 4th Street, a lower-stress roadway with a Class II facility, only 26 percent of bicycle riders used the sidewalk. On King Road at McKee Road, a 5-lane surface street with fast-moving vehicles, 70 percent of riders used the sidewalk rather than the unprotected Class II bike lanes.

Envision San José 2040 set a goal of at least 15 percent of commute trips being made by bicycle in 2040. The rate in 2017 was 0.9 percent citywide and 1.7 percent within the study area.

#### *v. Existing and Planned Shared Mobility*

Ford GoBike, the docked bikeshare system in operation throughout the Bay Area, maintains six docking stations within the western portion of the study area. System members or one-time users may borrow a bike from a docking station for up to 30 minutes at a time (or 45 minutes for members) before returning it to a station. Rides may be extended further for an additional fee.

There are plans to provide additional docking stations throughout City of San José, including further east within the study area. Additionally, Ford GoBike will be piloting dockless bikes (which may be deposited anywhere at the completion of a ride) in 2019.

Beginning in 2018, privately-owned dockless rental electric scooter sharing programs began launching in many cities across the US. A range of companies are currently operating scooters in San José and the Bay Area including Bird, Lime, Spin. As with dockless bikeshare, scooters are priced based on the time the scooter is used, and station infrastructure is not necessary. As dockless bikeshare and scootershare programs become more prevalent, policy and strategies are necessary to ensure that public right-of-way is properly managed.

## b. Pedestrian

#### *i. Existing Pedestrian Network*

The study area features a relatively complete sidewalk network, with minimal gaps in sidewalk connections. However, many of the sidewalks within the study area are narrow and are adjacent to fast-moving auto traffic. This is particularly a problem for crossings over US-101 on E. Julian Street/McKee Road, E. Santa Clara Street/Alum Rock Avenue, and E. San Antonio Street, each of which has sidewalks between five to seven feet in width. The largest sidewalk gap in the study area exists on the west side of N. King Street between Schulte Drive and McKee Road, a section that is planned to be a part of the Lower Silver Creek Trail.

The freeway interchanges along US-101 at McKee Road and at E. Santa Clara Street/Alum Rock Avenue present additional barriers to pedestrian movement due to large curb radii, which facilitate higher-speed vehicle travel at intersections, and long crossing distances and times.

Long Crossing Distances at Interchanges

Narrow Sidewalks on Freeway Overpasses

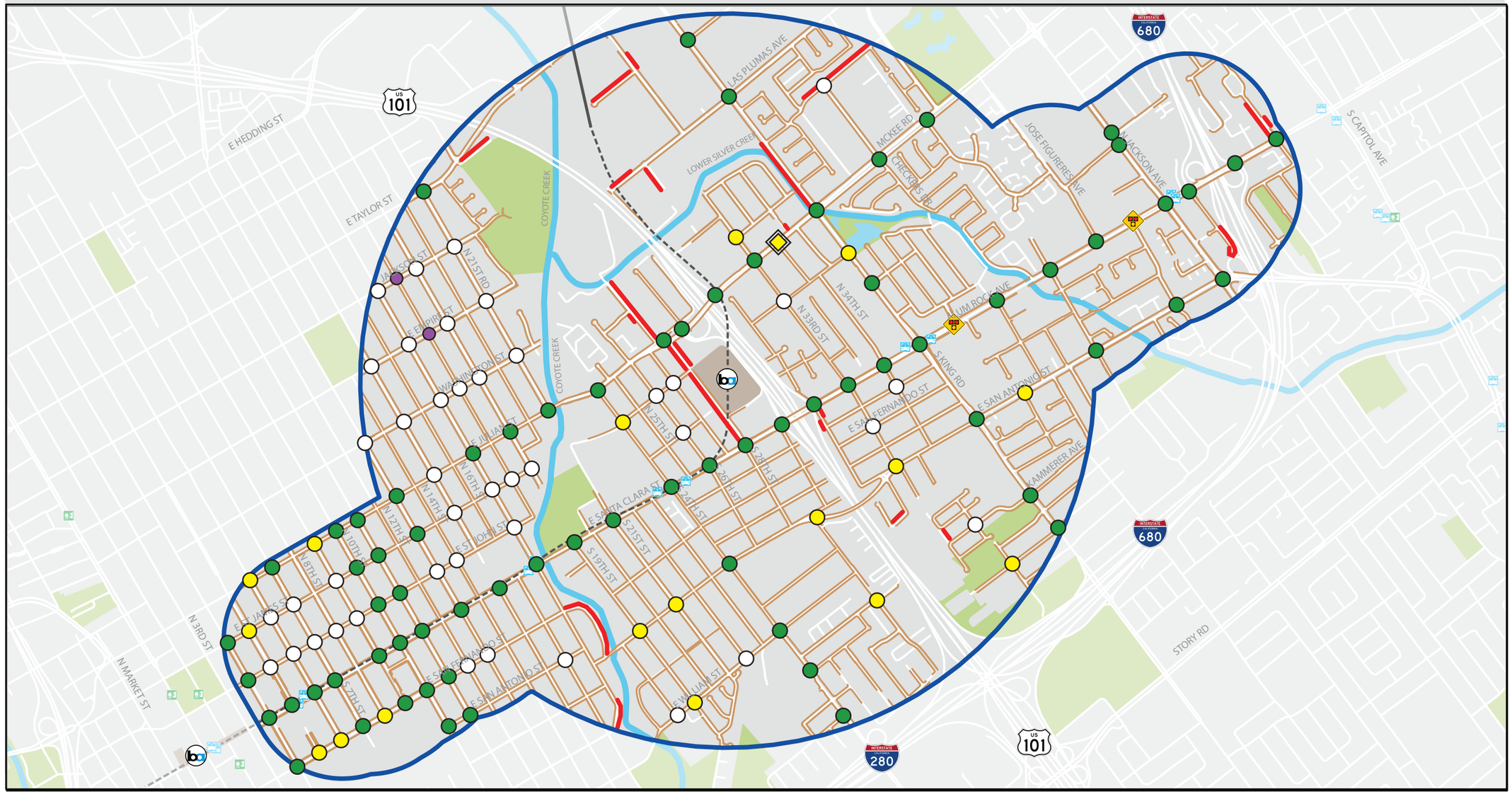
Rectangular Rapid Flash Beacon (RRFB)


Pedestrian Hybrid Beacon (PHB)

Most crossings of the major arterials in the study area are facilitated by signalized intersections. Nearly all mid-block crossings on Alum Rock Avenue and McKee Road (which have been the sites of several severe injuries suffered by pedestrians) are signalized with PHBs or RRFBs. West of US-101 there are long segments of E. Julian Street and E. Santa Clara Street without a signalized crossing. There are no signalized crossings on E. Julian Street between N. 24th Street and N. 28th Street, a distance of ¼ mile. On E. Santa Clara Street there are no signalized crossings between 21st Street and 24th Street, a distance of $^{1}/_{5}$ mile. **Figure 11** shows the existing pedestrian network within the study area.

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

# EAST SAN JOSÉ • MTIP




## LEGEND

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- East San José MTIP Boundary
- Existing VTA BRT Stops
- Existing VTA LRT Stops
- Existing Sidewalk
- Existing Sidewalk Gap
- Traffic Circle
- Signalized Intersection
- All-way Stop Controlled

0 0.25 0.5 0.75 1 Miles N

- Crosswalk with no Traffic Control
- Pedestrian Hybrid Beacons (PHB)
- Rectangular Rapid Flash Beacon (RRFB)

Source: City of San José

*All unclassified intersections are stop controlled on the minor street or have no intersection control*

### *ii. Existing Pedestrian Activity*

There are many centers of pedestrian activity within the study area, clustered around the E. Santa Clara Street/Alum Rock Avenue. The Five Wounds Portuguese National Church in the center, the Mexican Heritage Plaza and various commercial uses to the east, Roosevelt Park to the west, San José High School to the west, and San José City Hall in the western edge of the study area are all located along E. Santa Clara Street/Alum Rock Avenue. Other generators of pedestrian activity outside the E. Santa Clara Street/Alum Rock Avenue corridor include San José State University, Anne Darling Elementary School, Ace Inspire Academy, San Antonio Elementary School, and several small parks.

There are several planned projects that are likely to increase pedestrian activity within the study area, including the opening of the 28th Street/Little Portugal BART Station and the Coyote Creek, Five Wounds, and Lower Silver Creek trails.

Counts of pedestrian activity at study area intersections show that the highest volume of people traveling on foot occurs near San José State University. PM commute-period counts found four times as many people walking at the intersection of S. 4th Street and E. San Fernando Street as the next-busiest intersection, 7th Street and E. Santa Clara Street. **Table 4** shows pedestrian volumes at selected intersections within the study area, as counted by City of San José.

**Table 4 - PM Commute (4-6 PM) Pedestrian Volumes**

| Intersection | Pedestrians Counted in PM Commute |
|---|---|
| **S. 4th St & E. San Fernando St** | 2134 |
| **7th St & E. Santa Clara St** | 573 |
| **10th St & E. Santa Clara St** | 280 |
| **S. 10th St & E. San Fernando St** | 276 |
| **Jackson Ave & Alum Rock Ave** | 234 |
| **N. Jackson Ave & McKee Rd** | 173 |
| **N. 4th St & E. St James St** | 167 |
| **24th St & E. Santa Clara St** | 158 |
| **13th St & E. Santa Clara St** | 148 |
| **King Rd & McKee Rd** | 147 |
| **N. 10th St & E. Julian St** | 129 |
| **King Rd & Alum Rock Ave** | 122 |
| **Jose Figueres Ave & McKee Rd** | 69 |
| **Jose Figueres Ave & Alum Rock Ave** | 66 |
| **N. 17th & E. Julian St** | 63 |
| **N. 13th St & E. Julian St** | 60 |
| **S. King Rd & E. San Antonio St** | 54 |

*Source: City of San José (September 20-25, 2018)*

Envision San José 2040 set a goal of at least 15 percent of commute trips being made by walking in 2040. The rate in 2017 was 1.7 percent citywide and 3 percent within the study area.

## c. Trail

### *i. Existing Trail Network*

There are several planned trails within the study area, but none have been completed, other than a small section of the Coyote Creek Trail to the southern end of the study area near Olinder Elementary School continuing through Selma Olinder Park.

### *ii. Planned Trail Network*

There are three planned trails within the study area, the Coyote Creek Trail, the Five Wounds Trail, and the Lower Silver Creek Trail, described below.

**Figure 12** shows the existing trails and planned trail network within and immediately beyond the study area.

#### Coyote Creek Trail

The Coyote Creek Trail, when completed, will extend nearly 20 miles from the San Francisco Bay to San José's southern border. Three separate sections have been constructed but have not yet been connected to form a complete trail. Within the study area, the Coyote Creek trail will parallel Coyote Creek between Taylor Street and E. William Street, with crossings at E. Julian Street, E. Santa Clara Street, and E. San Fernando Street.

The Coyote Creek Trail will intersect with the planned Lower Silver Creek Trail near Empire Gardens Elementary School and Watson park, approximately one-half mile north of the trail's crossing at E. Julian Street.

#### Lower Silver Creek Trail

The Lower Silver Creek Trail is a planned trail that will span four and a half miles from its northwestern terminus at Coyote Creek to Lake Cunningham Regional Park southeast of the study area. From the juncture with Coyote Creek immediately west of US-101 the trail will continue east under the freeway, before following Lower Silver Creek southeast with crossings at McKee Road and Alum Rock Avenue.

The Lower Silver Creek Trail will intersect with the two other planned trails in the study area. The Lower Silver Creek Trail and the Coyote Creek Trail will intersect at the northwestern end of the Lower Silver Creek Trail, adjacent to Watson Park. The Lower Silver Creek Trail and the Five Wounds Trail will intersect between Wooster Avenue and US-101.

#### Five Wounds Trail

The Five Wounds Trail is a planned off-street trail facility that will run slightly more than two miles between US-101 and Story Road. The trail will follow an abandoned rail right-of-way formerly used by the Union Pacific Railroad and currently owned by VTA. The trail is planned to travel immediately adjacent to the future 28th Street/Little Portugal BART station, cross E. Santa Clara Street, and travel south to meet Selma Olinder Park before passing under I-280.

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

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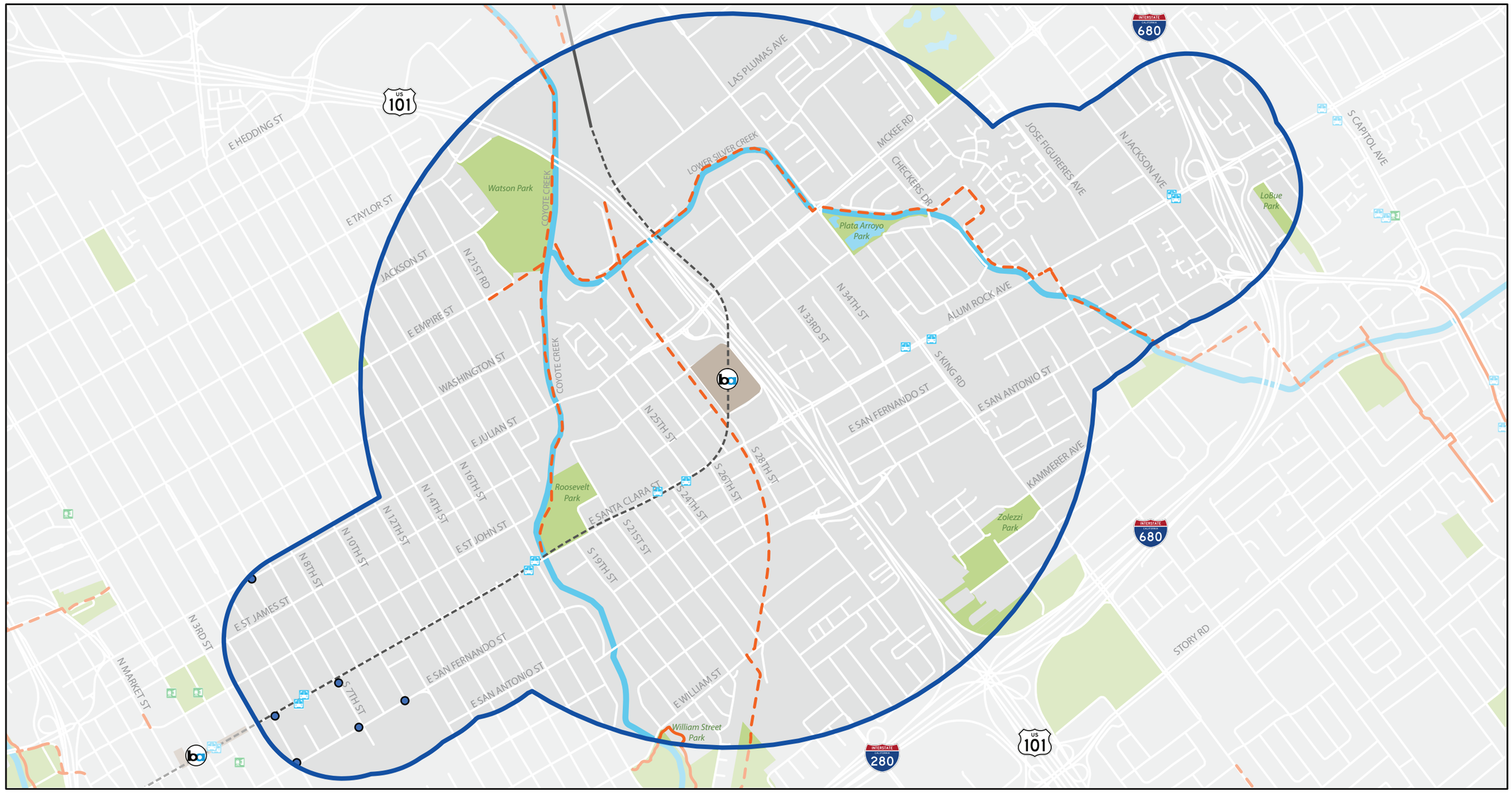


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- Existing VTA BRT Stops
- Existing VTA LRT Stops
- Ford GoBike Stations
- Existing Trail Network
- Proposed Trail Network

0 0.25 0.5 0.75 1 Miles

N

Source:
City of San José Trail Plans

## EXISTING AND PLANNED TRAIL NETWORK • FIGURE 12

The Five Wounds Trail will intersect with the two other planned trails in the study area, near the intersection of Coyote Creek and Lower Silver Creek. The northern terminus of the Five Wounds Trail will serve its link to the Lower Silver Creek Trail, and it is planned to connect to the Coyote Creek Trail between I-280 and Story Road.

In 2011 VTA agreed that, upon completion of the BART Silicon Valley Phase II Project, VTA would consider selling the rail right-of-way north of Whitton Avenue. VTA is finalizing and will enter into an agreement with the San José Department of Parks, Recreation & Neighborhood Services, the San José Office of Economic Development, Santa Clara Open Space Authority, and Santa Clara County Parks and Recreation Department over purchase price and right of first refusal for that portion of the corridor.

## d. Transit

### *i. Existing Transit Network*

The study area includes both local bus and bus rapid transit service, operated and maintained by VTA. The primary north-south transit corridors in the study area are Jackson Avenue, King Road, and S. 24th Street/McLaughlin Street. These streets are served by VTA local routes 70, 77, 72, and 12. The primary east-west transit corridors are E. Julian Street/McKee Road and E. Santa Clara Street/Alum Rock Avenue. These streets are served by VTA local route 64, 22, and 23, as well as the 522 BRT route. The VTA Express 122 operates along US-101 through the study area.

The 522 BRT line was recently opened in 2017 and included the installation of stations along Santa Clara Street/Alum Rock Avenue with enhanced amenities such as benches, shelters, trash cans, real-time arrival information, pedestrian lighting, and route information. Some existing local bus stops have benches, but many lack the enhanced amenities found at the BRT stations.

Currently, BRT stations are sited every ½ mile east of US-101 on Alum Rock Avenue and every ¼ mile west of US-101 on E. Santa Clara Street. There is not currently a station at 28th Street, the road closest to the future 28th Street/Little Portugal BART Station.

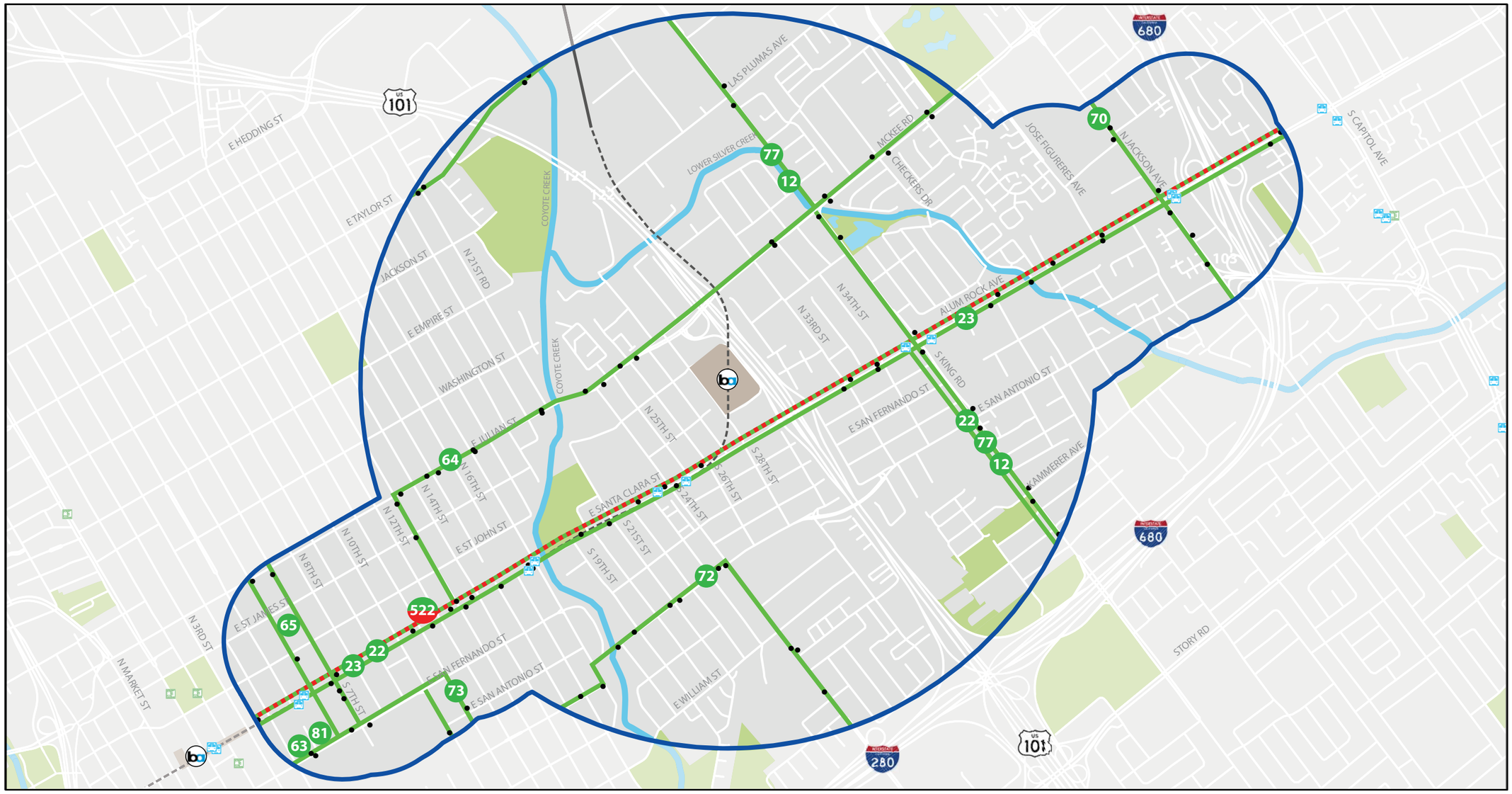
Existing BRT stations within the study area are located at the following intersections:

- E. Santa Clara Street and 6th Street
- E. Santa Clara Street and 17th Street
- E. Santa Clara Street and 24th Street
- Alum Rock Avenue and King Road
- Alum Rock Avenue and Jackson Avenue

**Figure 13** shows the existing transit network within the study area.

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

# EAST SAN JOSÉ • MTIP




## LEGEND

- VTA's BART Phase I Extension Alignment
- VTA's BART Phase II Extension Alignment
- VTA's BART Phase II Stations
- East San José MTIP Boundary
- Existing VTA BRT Stops
- Existing VTA LRT Stops
- Existing Local Bus Stops
- VTA BRT
- VTA Local, Core, Community Bus

0 0.25 0.5 0.75 1 Miles

N

Source:
Santa Clara Valley Transportation Authority (VTA)

### *ii. Planned Transit Network (2019 New Transit Service Plan)*

VTA plans substantial changes to its bus network to better connect riders with the soon-to-be-opened Phase I of the BART Silicon Valley Extension. The initial plan, Next Network, underwent several years of development and community feedback. After a changing financial outlook made the specifics of the plan untenable, VTA released a draft of the 2019 New Transit Service Plan, retaining many of the changes from the Next Network plan, while focusing on increasing ridership at a lower cost. The 2019 New Transit Service Plan is characterized by the implementation of a network of frequent routes, increased evening and weekend service, and a focus on high-ridership routes over service area coverage.

**Table 5** shows planned changes to the bus network within the study area. VTA will implement additional changes to the bus network in coordination with the BART Silicon Valley Phase II Extension, including possible rerouting of the local routes 72 and 64. Headways for all routes in the study area, aside from route 63, will be 15 minutes or fewer during the peak period, the industry standard for "higher-frequency" service. **Figure 14** shows the current planned transit network within the study area.

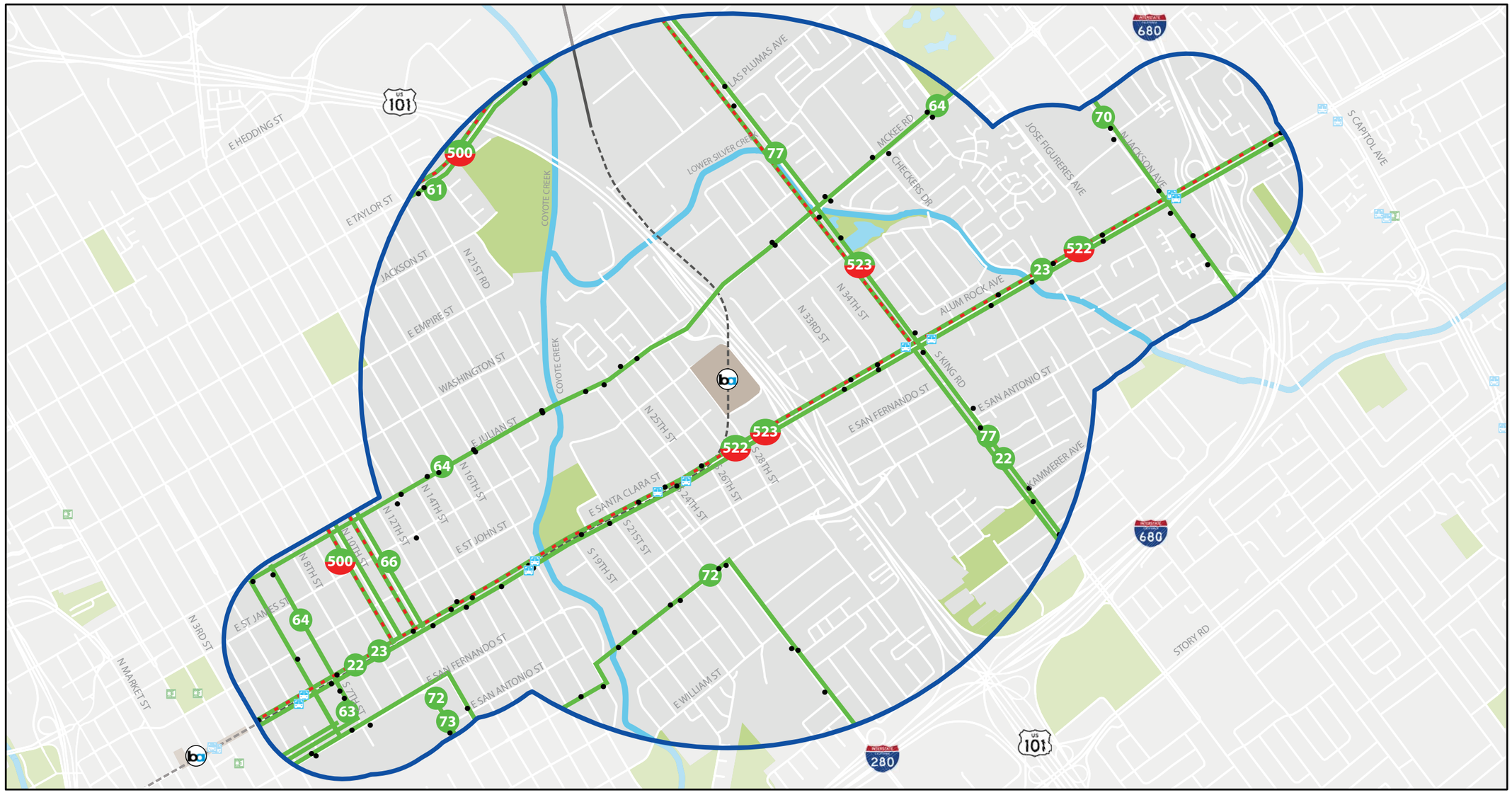
**Table 5 - Planned Service Network Changes**

| Route | Current Headways | Planned Headways | Planned Change (current service vs. final plan) |
|---|---|---|---|
| **12** | 30 mins | N/A | Discontinue service |
| **22** | 15 mins | 15 mins | Service will no longer operate between 1:00 and 4:00 AM |
| **23** | 12 mins | 15 mins | Decrease weekday frequency; remove route deviation |
| **63** | 45-60 mins | 30-60 mins | Shorten southern route, changing terminus to Meridian & Blossom Hill; improve weekday midday frequency |
| **64** | 15-30 mins | 15-30 mins | Extend service span; change routing to serve E. Julian St. rather than E. Santa Clara St. east of 7th St. |
| **65** | 45 mins | N/A | Discontinue service |
| **66** | 15-20 mins | 15 mins | Reroute to serve Berryessa BART instead of Great Mall TC |
| **70** | 15-20 mins | 15-20 mins | Change termini to Berryessa BART (north) and Eastridge Transit Center (south); improve weekend evening frequencies |
| **72** | 15-20 mins | 15-20 mins | Improve weekend evening frequencies |
| **73** | 15 mins | 15 mins | Route change on southern end of route |
| **77** | 20-30 mins | 15-20 mins | Change northern terminus to Berryessa BART; improve weekday midday and weekend frequencies; extend evening hours on weekdays and weekends |
| **81** | 30-60 mins | N/A | Discontinue service |
| **103** | 4 daily trips | 3 daily trips | Decrease service |
| **121** | 9 daily trips | 6 daily trips | Decrease service |
| **122** | 1 daily trip | N/A | Discontinue service |
| **180** | 40 mins | N/A | Discontinue service |
| **500** | N/A | 7 – 20 mins | New route between Diridon Station and Berryessa BART |
| **522** | <15–15 mins | <15–15 mins | Hours of frequent service extended |
| **523** | N/A | 15 mins | New route replacing Limited 323/Route 54 between Lockheed Martin Transit Center and Berryessa BART |

*Source: VTA Draft 2019 New Transit Service Plan (as of 02/2019)*

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

# EAST SAN JOSÉ • MTIP




## LEGEND

- VTA's BART Phase I Extension Alignment
- VTA's BART Phase II Extension Alignment
- VTA's BART Phase II Stations
- East San José MTIP Boundary
- Existing VTA BRT Stops
- Existing VTA LRT Stops
- Existing Local Bus Stops
- VTA BRT
- VTA Local, Core, Community Bus

0 0.25 0.5 0.75 1 Miles

N

Source:
Santa Clara Valley Transportation Authority (VTA)

PLANNED TRANSIT NETWORK • FIGURE 14

### *iii. Existing Transit Activity*

The average weekday ridership of the bus routes serving the East San José study area are shown in **Table 6** below. The ten stops within the study area with the greatest number of average weekday boardings are shown in **Table 7**. The Santa Clara Street/Alum Rock Avenue corridor, served by the 22 and 23 Local routes, as well as the 522 BRT, sees the most transit activity within the study area. There are an average of 7,361 weekday boardings within the study area across all existing routes.

Envision San José 2040 set a goal of at least 20 percent of commute trips being made by transit in 2040. The rate in 2017 was 4.5 percent citywide and 6.7 percent within the study area.

**Table 6 - Average Weekday Boardings by Route**

| Route # | Average Weekday Boardings Within Study Area |
|---|---|
| **23** | 1,720 |
| **22** | 1,457 |
| **522** | 1,110 |
| **64** | 1,078 |
| **77** | 573 |
| **72** | 535 |
| **70** | 384 |
| **63** | 106 |
| **81** | 101 |
| **65** | 97 |

*Source: VTA, Spring 2018*

**Table 7 - Top Ten Study Area Bus Stops by Average Weekday Boardings**

| Bus Stop | Routes Serving Stop | Average Weekday Boardings |
|---|---|---|
| **E. San Fernando St / S. 5th St** | 63, 64, 65, 72, 73, 81 | 492 |
| **E. Santa Clara St / 7th St** | 64, 65, 81 | 474 |
| **E. Santa Clara St / 5th St** | 22, 23, 522 | 448 |
| **E. Santa Clara St / 6th St** | 22, 23, 522 | 428 |
| **Alum Rock Ave / King Rd** | 23 | 427 |
| **Alum Rock Ave / Jackson Ave** | 23, 522 | 411 |
| **E. Santa Clara St / 24th St** | 22, 23, 522 | 331 |
| **E. Santa Clara St / 17th St** | 22, 23, 522 | 318 |
| **King Rd / Alum Rock Ave** | 12, 22, 77 | 275 |
| **Jackson Ave / Alum Rock Ave** | 70 | 232 |

*Source: VTA, Spring 2018*

## e. Auto

### *i. Existing Roadway Network*

The General Plan of the City of San José, Envision 2040, classifies all surface streets into one of several types. The Complete Streets Design Standards and Guidelines add greater specificity to the definitions of street typologies assigned by the General Plan and Urban Village plans. Each street type determines the role the street should play within the city, the degree to which various travel modes may be prioritized, and the desired cross-section width of the different uses.

The study area is bisected by a Grand Boulevard: E. Santa Clara Street/Alum Rock Avenue. Grand Boulevards are intended to showcase the City of San José and require special attention to ensure an attractive streetscape, wide sidewalks, wayfinding, and pedestrian lighting. Mass transit is given priority over other travel modes on Grand Boulevards.

McKee Road and much of King Road are classified as City Connector Streets. They are 4- to 6-lane arterials on which automobiles, transit, bicycles, and pedestrians are provided equal priority.

E. San Fernando Street and E. San Antonio Street serve as the study area's only existing On-Street Primary Bicycle Facilities. These streets may accommodate local automobile and transit travel, but if conflicts arise bicycles are given priority. Speed management and traffic calming strategies such as horizontal or vertical deflection may be appropriate to ensure a low-stress environment for bicycling.

Several streets west of US-101 are classified as Local Connector Streets, including N. 17$^{th}$, N. 13$^{th}$, N. 11$^{th}$, and N. 10$^{th}$ Streets, as well as E. Julian, E. St. James, and E. William Streets. Local Connector Streets are intended to accommodate low to moderate traffic volumes and provide all modes with equal priority.

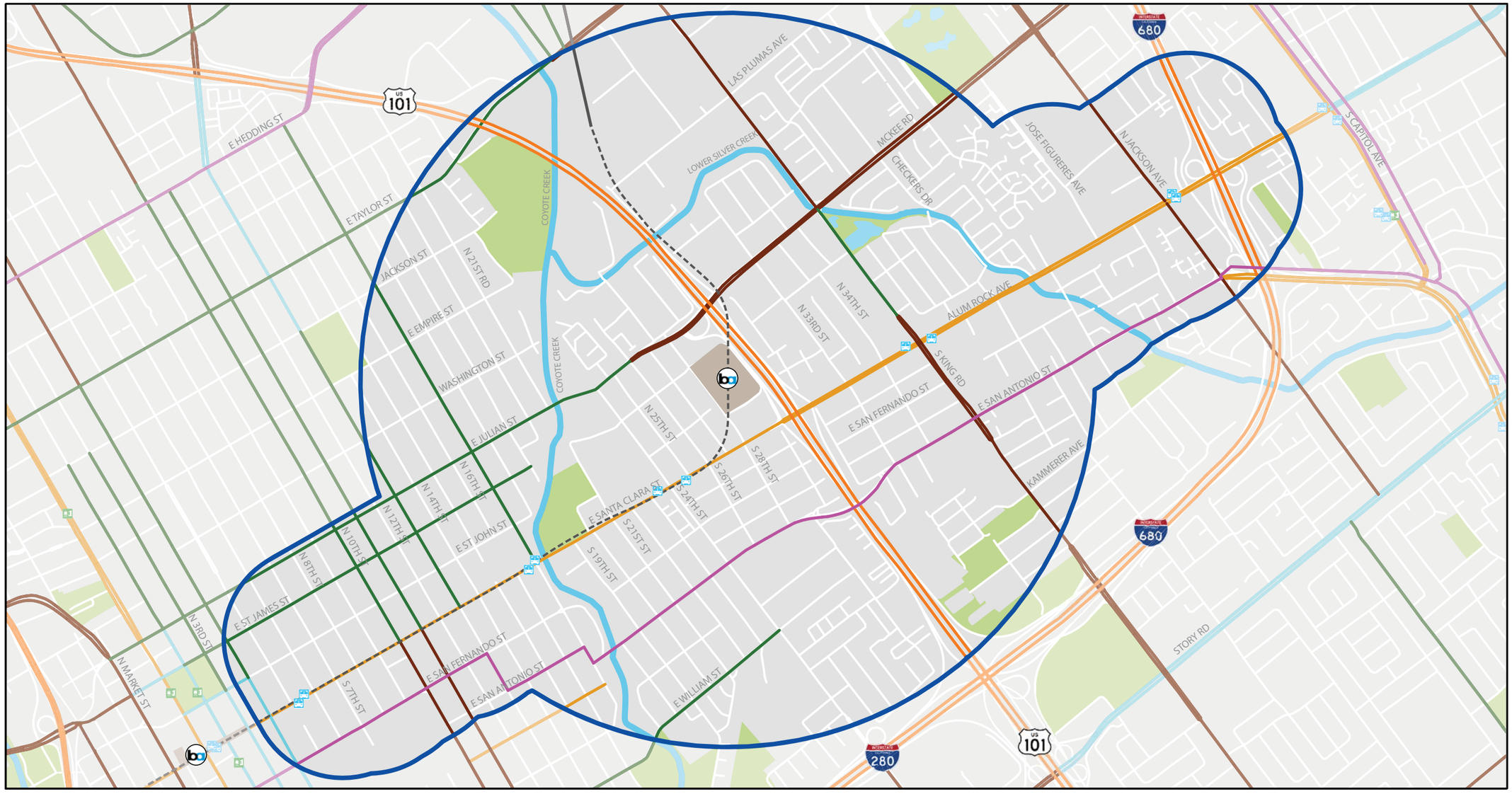
All other streets without specified types are considered Residential Streets, on which through-traffic is discouraged and pedestrians are prioritized through the installation of stop signs and crosswalks. **Figure 15** shows the existing roadway network with street types from the San José General Plan and Urban Village plans within the project area.

### *ii. Existing Auto Activity*

The study area has two primary east-west corridors: E. Santa Clara Street/Alum Rock Avenue and E. Julian Street/McKee Road. Both roadways are the location of significantly higher travel volumes on the east side of US-101. McKee Road (east of US-101) has between two and four times the daily vehicle volume of E. Julian Street. Alum Rock sees travel volumes roughly 50 percent higher than E. Santa Clara Street, the same street west of US-101.

The primary north-south corridors within the study area are the 10$^{th}$ Street/11$^{th}$ Street couplet, King Road, and Jackson Avenue. All three see high traffic volumes compared to the smaller collector and residential streets in the western part of the study area. **Figure 16** shows existing auto travel speeds within the study area. On several streets in the study area, observed 85$^{th}$ percentile travel speeds exceed the posted speed limit by greater than 5 MPH, including E. Santa Clara Street, E. Julian Street, E. St. John Street, and E. San Antonio Street.

# EAST SAN JOSÉ • MTIP




## LEGEND

- VTA's BART Phase I Extension Alignment
- VTA's BART Phase II Extension Alignment
- VTA's BART Phase II Stations
- East San José MTIP Boundary
- Existing VTA BRT Stops
- Existing VTA LRT Stops
- Freeway
- Local Connector
- City Connector
- Main Street
- Grand Boulevard
- On-Street Primary Bicycle Facility

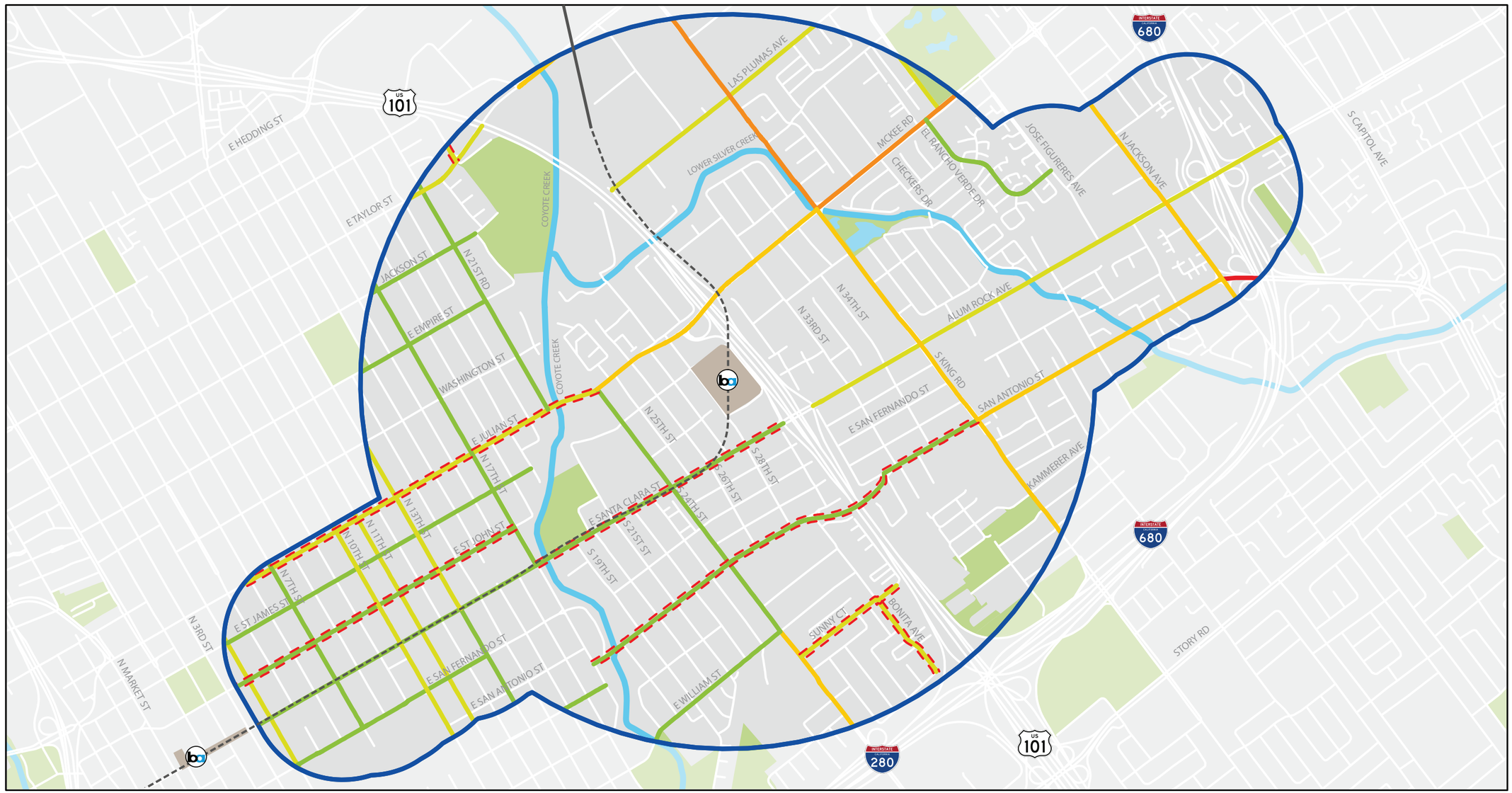
0 0.25 0.5 0.75 1 Miles

N

Source:
Envision San José 2040 General Plan

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

# EAST SAN JOSÉ • MTIP




## LEGEND

- VTA's BART Phase I Extension Alignment
- VTA's BART Phase II Extension Alignment
- VTA's BART Phase II Stations
- East San José MTIP Boundary

**85th Percentile Speed**

- 25 - 30 MPH
- 30 - 35 MPH
- 35 - 40 MPH
- 40 - 45 MPH
- > 45 MPH

**Speeding Segments**

- 85th percentile speed is greater than 5 MPH over posted speed limit

0 0.25 0.5 0.75 1 Miles

N

Source:
City of San José, 2018



Kimley»Horn

# 5. COLLISION HISTORY

## a. Automobile-Only Collisions

**Figure 17** shows all reported automobile collisions not involving a bicyclist or pedestrian that occurred within the study area between July 16, 2013 and July 15, 2018. Data for this section were provided by the City of San José, which maintains a database independent from that managed by California Highway Patrol (CHP). Injuries suffered by involved parties are categorized on a four-point scale: Minimal Injury, Minor Injury, Major Injury, and Fatal Injury.

Between the dates stated above, there were 903 recorded auto-only collisions in the study area that resulted in an injury. Twenty of these collisions resulted in a major injury and six in a fatality. Three fatal collisions occurred at the intersection of E. Santa Clara Street and 22nd Street.

Two or more fatal or major injury collisions occurred at each of the following intersections, making up 80% of the total fatal and major injury collisions within the study area:

- E. Santa Clara St. and 22nd St.
- E. Santa Clara St. and 24th St.
- Maybury Rd. and E. Taylor St.
- E. San Antonio St. and 24th St.
- DOT Way and Maybury Rd.
- S. 4th St. and E. San Fernando St.

While there were injury collisions at 195 different intersections within the study area, the top 5 percent of intersections accounted for 25 percent of all injury collisions. Those intersections are as follows:

- S. King Road. and E. San Antonio St.
- Alum Rock Ave. and Jackson Ave.
- 11th St. and E. Julian St.
- N. King Rd and McKee Rd.
- Alum Rock Ave. and 33rd St.
- Alum Rock Ave. and King Rd.
- Alexander Ave. and Alum Rock Ave.
- E. Santa Clara St. and 24th St.
- Capitol Expy. and S. Jackson Ave.
- E. Julian St. and N. 10th St.

## b. Pedestrian-Involved Collisions

**Figure 18** shows all reported pedestrian-involved automobile collisions that occurred within the study area between July 16, 2013 and July 15, 2018.

During this period, there were 153 collisions in which a pedestrian was struck by the operator of an automobile. Sixteen of these collisions resulted in a major injury and six resulted in a fatality. All fatal pedestrian-involved collisions occurred at different intersections, but the following intersections were the site of two pedestrian deaths or major injuries:

- McKee Rd. and N. 34th St.
- Alum Rock Ave. and 33rd St.
- 11th St. and E. Santa Clara St.

# EAST SAN JOSÉ • MTIP


## LEGEND

- VTA's BART Phase I Extension Alignment
- VTA's BART Phase II Extension Alignment
- VTA's BART Phase II Stations
- East San José MTIP Boundary
- Existing VTA BRT Stops
- Existing VTA LRT Stops

| Fatal or Major Injury Collisions | # of Collisions at Intersection | # of Locations within Study Area |
|---|---|---|
| | 1-2 | 15 |
| | 3-5 | 3 |
| | 6-10 | 0 |
| | 11-15 | 0 |
| | 16+ | 0 |

| All Injury Collisions | # of Collisions at Intersection | # of Locations within Study Area |
|---|---|---|
| | 1-2 | 93 |
| | 3-5 | 52 |
| | 6-10 | 30 |
| | 11-15 | 9 |
| | 16+ | 11 |

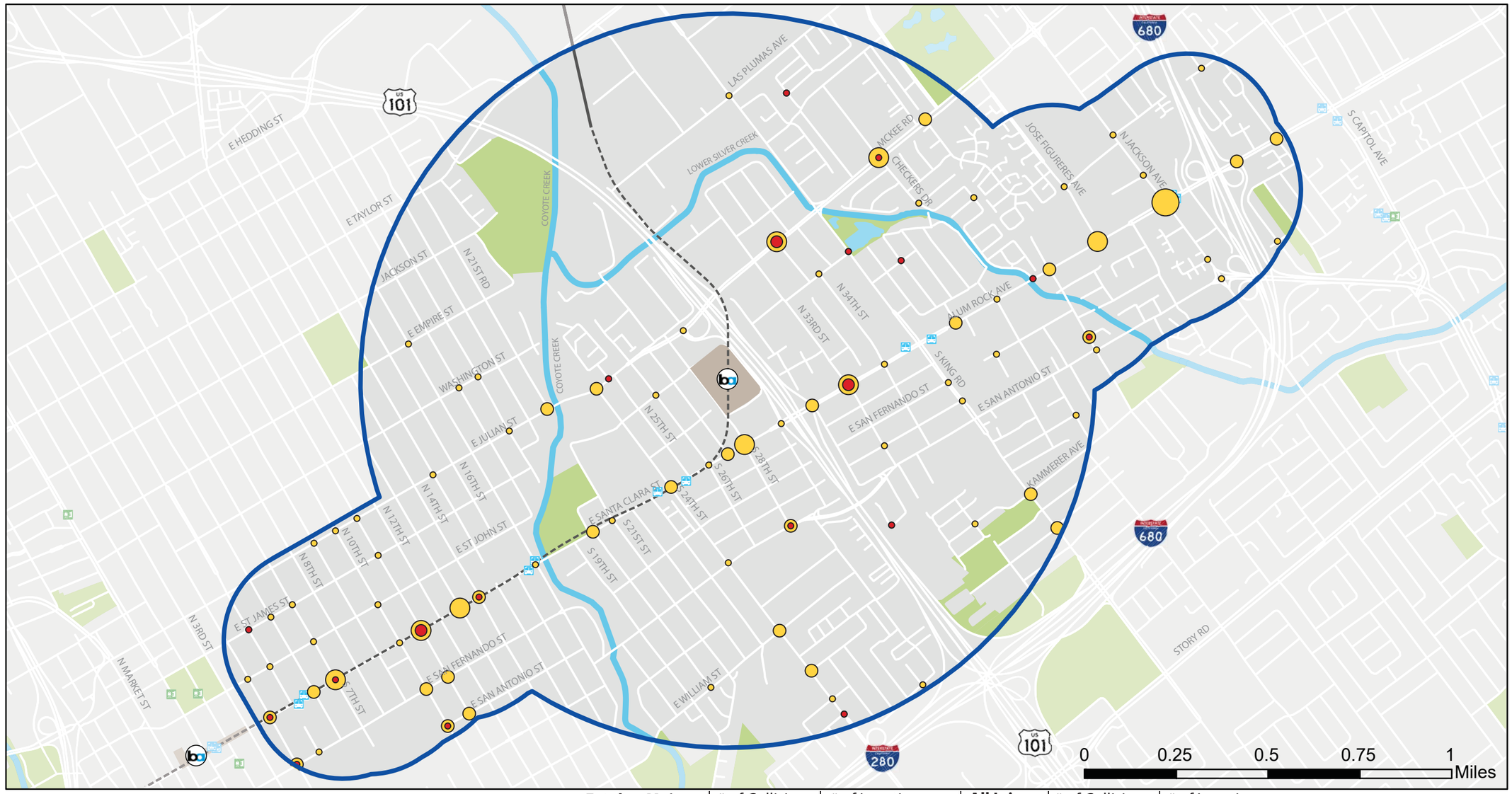
N

Source:
City of San José, 2013-2018

AUTO-ONLY INJURY COLLISIONS (2013-2018) • FIGURE 17

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

# EAST SAN JOSÉ • MTIP




## LEGEND

- VTA's BART Phase I Extension Alignment
- VTA's BART Phase II Extension Alignment
- VTA's BART Phase II Stations
- East San José MTIP Boundary
- Existing VTA BRT Stops
- Existing VTA LRT Stops

| Fatal or Major Injury Collisions | # of Collisions at Intersection | # of Locations within Study Area |
|---|---|---|
| | 1 | 16 |
| | 2-3 | 3 |
| | 4-5 | 0 |
| | 6+ | 0 |

| All Injury Collisions | # of Collisions at Intersection | # of Locations within Study Area |
|---|---|---|
| | 1 | 56 |
| | 2-3 | 25 |
| | 4-5 | 8 |
| | 6+ | 1 |

N

Source:
City of San José, 2013-2018

PEDESTRIAN-INVOLVED INJURY COLLISIONS (2013-2018) • FIGURE 18

Between July 2013 and 2018, there were pedestrian-involved collisions at 89 intersections in the study area. As with auto-only injury collisions, the top 5 percent of intersections accounted for roughly 25 percent of all pedestrian-involved collisions. One third of injury collisions (51) occurred along E. Santa Clara Street/Alum Rock Avenue. At least five pedestrian-involved injury collisions occurred at each of the following intersections:

- Alum Rock Ave. and Jackson Ave.
- Checkers Dr. and McKee Rd.
- E. Santa Clara St. and 28th St.
- Alum Rock Ave. and 33rd St.
- 11th St. and E. Santa Clara St

## c. Bicyclist-Involved Collisions

**Figure 19** shows all reported bicyclist-involved automobile collisions that occurred within the study area between July 16, 2013 and July 15, 2018.

During this period, there were 120 collisions in which a bicyclist was struck by the operator of an automobile. Eight of these collisions resulted in a major injury and one resulted in a fatality. All bicyclist-involved major injury collisions occurred at different intersections, but the intersection of S. Jackson Avenue and Woodset Lane was the site of both a fatal and major injury collision.

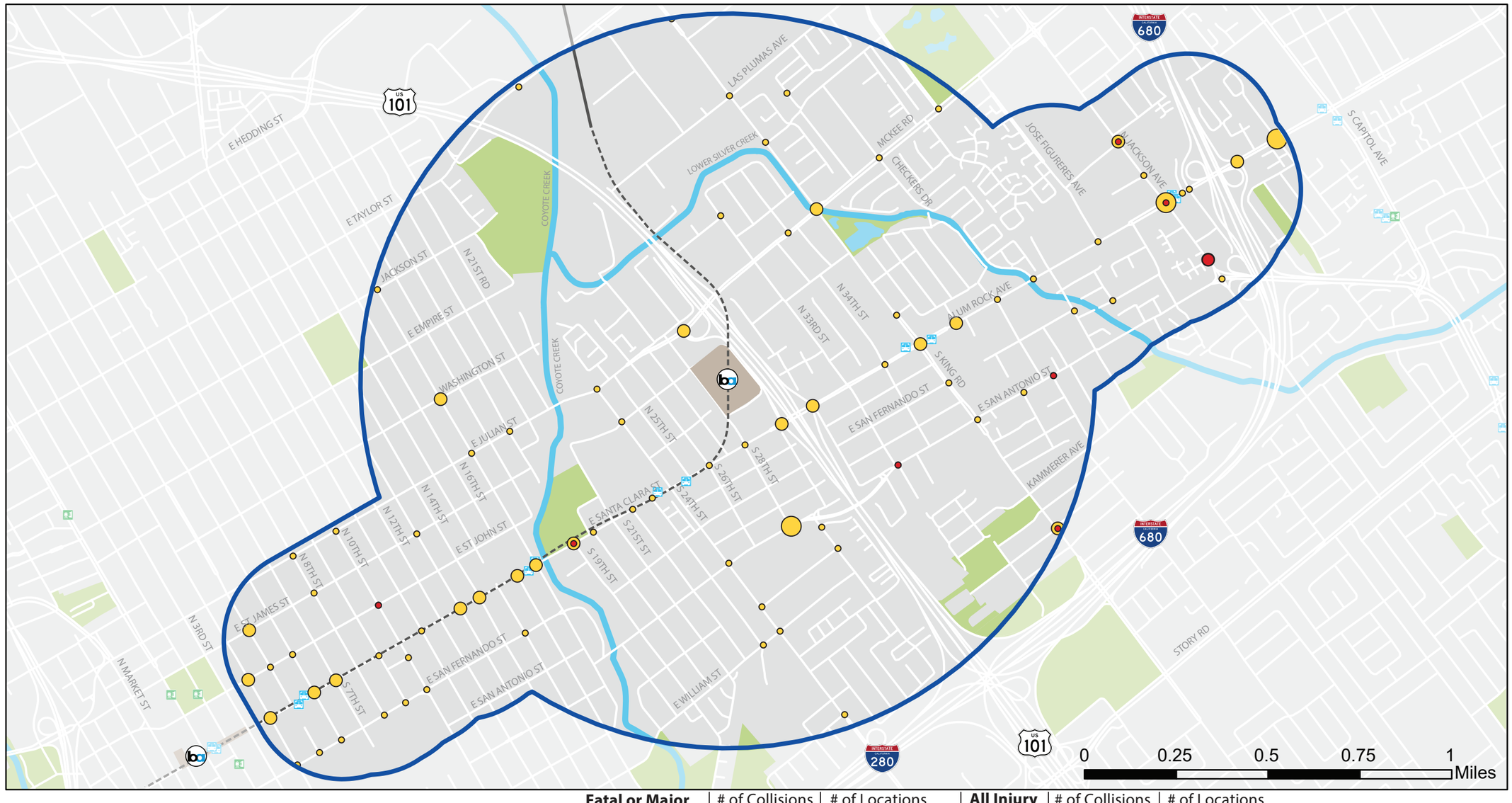
The following intersections were each the site of four bicyclist-involved injury collisions, the greatest number at any individual intersection within the study area (eight other intersections each had three injury collisions):

- E. San Antonio St. and S. 28th St.
- Alexander Ave. and Alum Rock Ave.
- Alum Rock Ave. and Jackson Ave.

Nearly one third of bicyclist-involved injury collisions in the study area (39) occurred along E. Santa Clara Street/Alum Rock Avenue, a corridor with no dedicated bicycle facilities. The above intersection of E. San Antonio Street and S. 28th Street is a both a Cross-County Bicycle Corridor (as designated by VTA) and an On-Street Primary Bicycle Facility (as designated by the San José General Plan).

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

# EAST SAN JOSÉ • MTIP




## LEGEND

- VTA's BART Phase I Extension Alignment
- VTA's BART Phase II Extension Alignment
- VTA's BART Phase II Stations
- East San José MTIP Boundary
- Existing VTA BRT Stops
- Existing VTA LRT Stops

| **Fatal or Major Injury Collisions** | # of Collisions at Intersection | # of Locations within Study Area |
|---|---|---|
| | 1 | 7 |
| | 2-3 | 1 |
| | 4-5 | 0 |
| | 6+ | 0 |

| **All Injury Collisions** | # of Collisions at Intersection | # of Locations within Study Area |
|---|---|---|
| | 1 | 58 |
| | 2-3 | 21 |
| | 4-5 | 3 |
| | 6+ | 0 |

N

Source:
City of San José, 2013-2018

BICYCLIST-INVOLVED INJURY COLLISIONS (2013-2018) • FIGURE 19

# 6. COMMUNITY ENGAGEMENT/NEXT STEPS

## a. Proposed Engagement Plan

A successful East San José Multimodal Transportation Improvement Plan depends on an inclusive and equitable public outreach process that will solicit input from key individuals and organizations as well as a broad cross-section of East San José's communities and stakeholder groups. This project will also draw upon outreach and recommendations developed as part of ongoing and previously completed transportation projects in the study area. Close collaboration between city staff, the consultant team, and other current planning efforts will be essential.

The Public Involvement Plan (PIP) outlines strategies to involve and engage East San José's various communities and diverse populations, detailing the ways the project team intends to seek and secure broad participation and the expected outcomes from such participation. The PIP is a living document that will be updated throughout the project to address changing needs.

## b. Next Steps

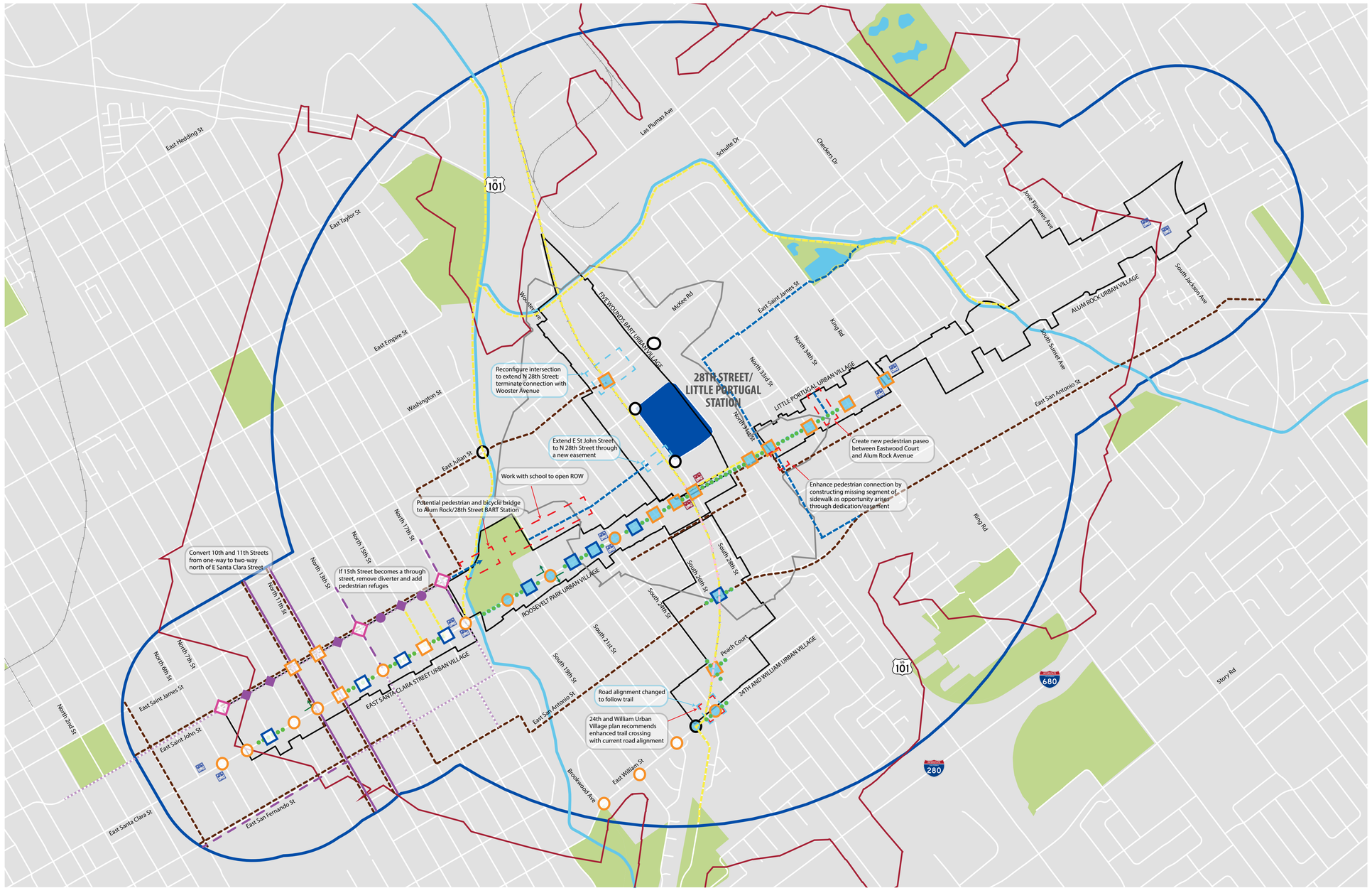
The first round of community engagement will utilize information contained in the Preliminary Plan and summarized from previous planning efforts to confirm the community transportation vision and assess priorities. It will also provide an opportunity for additional input on specific community mobility needs. The feedback received during the first round of community engagement, combined with the information summarized in the Preliminary Plan, will be used to develop initial improvement recommendations, to be shared with the community in the next round of engagement.

# APPENDIX

## A. Previous Planning Efforts - Recommendations Summary

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

# EAST SAN JOSÉ • MTIP




**Intersection Recommendations**

- New Refuge(s) and Bulb-Outs with High Visibility Pedestrian Crossing
- New Bulb-Outs with High Visibility Pedestrian Crossing
- New Refuge(s) and Bulb-Outs with New RRFB Pedestrian Signal
- New Refuges
- High-Visibility Pedestrian Crossing
- Outlined text or shaded recommendations are part of Five Wounds BART Station Area Community Concept Plan

**Bicycle Recommendations**

- Buffered Bike Lane
- Bike Lane
- Sharrow (bikes share road)
- Traffic Circle
- Vehicular Traffic Diverter

**Transit Recommendations**

- Existing BRT Stop
- Proposed BRT Stop

**Other Recommendations**

- Enhanced Trail Crossing
- Pedestrian and Bike Trails
- Neighborhood Greenway
- New Median
- Left Turn Lane Added
- Better BikewaySJ

**Boundaries**

- 0.5 Mile Walkshed (10 min walk)
- 1.5 Mile Bikeshed (10 min bike)
- East San José MTIP Boundary

0 0.125 0.25 0.375 0.5 Miles

Revised: December 2018

Note: All recommendations are conceptual and should be further studied to ensure they do not interfere with the operation of the Bus Rapid Transit system and fit within ROW constaints.

## Incorporated Plans

24th and William Urban Village Plan (November 2013)
San José BART Station Access Planning Final Report (April 2016)
East Santa Clara Street Urban Village Plan (June 2017)
BART Station Area Community Concept Plan (September 2010)
Five Wounds Urban Village Plan (November 2013)
Little Portugal Urban Village Plan (November 2013)
Roosevelt Park Urban Village Plan (November 2013)
Five Wounds/Brookwood Terrace Neighborhood Improvement Plan (August 2002)

## PREVIOUS PLANNING EFFORTS - RECOMMENDATIONS SUMMARY

Kimley»Horn

# EAST SAN JOSÉ • MTIP

| # | Recommendation | Previous Plan | Page(s) |
|---|---|---|---|
| *Bicycle Improvements* | | | |
| 1 | Buffered Bike Lanes on North 10th and 11th Streets | East Santa Clara Street Urban Village Plan | 6-11 |
| 2 | Sharrows on E. St. John Street from North 6th Street to North 17th Street | | |
| 3 | Bike Lane on E. San Fernando Street from North 6th Street to North 10th Street | | |
| 4 | Sharrows on E. San Fernando Street from North 10th Street to North 17th Street | | |
| 5 | Pedestrian/bike crossing improvements on E. Santa Clara Street | San Jose BART Station Access Planning Final Report | 4-13 |
| 6 | Greenway on 31st Street between E. San Antonio Street and E. St James Street | | |
| 7 | Greenways on E. St James Street and E. San Antonio Street | | |
| *Pedestrian Improvements* | | | |
| 8 | Pedestrian refuges and bulb-outs on East Santa Clara Street from North 6th Street to North 17th Street | East Santa Clara Street Urban Village Plan | 6-11 |
| 9 | New medians on East Santa Clara Street from North 6th Street to North 17th Street | | |
| 10 | Pedestrian refuges and roadway medians NOT recommended due to insufficient ROW on East Santa Clara Street | Little Portugal Urban Village Plan | 32 |
| 11 | Pedestrian refuges and bulb-outs on East St. John Street from North 6th Street to North 17th Street | East Santa Clara Street Urban Village Plan | 6-11 |
| 12 | Bulb-outs on East Santa Clara Street from North 17th Street to King Road | Roosevelt Park Urban Village Plan | 31 |
| | | Little Portugal Urban Village Plan | 30 |
| 13 | Enhanced pedestrian crossings on East Santa Clara Street from North 17th Street to King Road | Little Portugal Urban Village Plan | 31 |
| 14 | Center medians and pedestrian crossings on East Santa Clara Street from North 17th Street to King Road | Five Wounds/Brookwood Terrace BART Plan | 119-130 |
| 15 | Pedestrian refuges and roadway medians NOT recommended due to insufficient ROW | Little Portugal Urban Village Plan | 32 |
| 16 | Pedestrian refuges and bulb-outs on East St. John Street from North 6th Street to North 17th Street | East Santa Clara Street Urban Village Plan | 6-11 |
| 17 | Enhanced pedestrian crossings on North 28th Street from East Santa Clara Street to East Julian Street | Five Wounds/Brookwood Terrace BART Plan | 60 |
| | | Five Wounds Urban Village Plan | 42 |
| 18 | Bulb-outs on East William Street from Brookwood Avenue to South 24th Street | 2002 Five Wounds Village Plan | IV-6 |
| 19 | Pedestrian refuges on South 24th Street from East William Street to East San Antonio Street | 24th and William Urban Village Plan | 34 |
| 20 | Pedestrian refuges on East William Street from South 22nd Street to South 24th Street | 24th and William Urban Village Plan | 35 |
| 21 | Pedestrian Refuges on E. San Antonio Street from South 26th Street to South 28th Street | 24th and William Urban Village Plan | 35 |
| *Trail Improvements* | | | |
| 22 | Five Wounds Trail development | Roosevelt Park Urban Village Plan | 39 |
| | | 24th and William Urban Village Plan | 33 |
| | | Five Wounds Urban Village Plan | 50 |
| | | Little Portugal Urban Village Plan | 38 |
| 23 | Five Wounds Trail, Coyote Creek Trail, and Silver Creek Trail | San Jose BART Station Access Planning Final Report | 4-13 |
| 24 | Enhanced trail crossings at trail's intersection with minor neighborhood streets | 24th and William Urban Village Plan | 36 |
| 25 | Median and street improvements on E. San Antonio Street and RTT crossings | Five Wounds/Brookwood Terrace BART Plan | 103 |
| 26 | Median and street improvements at South 24th Street and Peach Court with RTT crossings | | 105 |
| 27 | Enhanced pedestrian crossings for trails crossing streets (Julian Street) | San Jose BART Station Access Planning Final Report | 4-14 |
| *Transit Improvements* | | | |
| 28 | Planned BRT Stop at East Santa Clara Street and 28th Street | San Jose BART Station Access Planning Final Report | 4-14 |
| | | Five Wounds/Brookwood Terrace BART Plan | 37, 125 |

| # | Recommendation | Previous Plan | Page(s) |
|---|---|---|---|
| *Auto Improvements* | | | |
| 29 | New left turn lanes on East Santa Clara Street from North 6th Street to North 17th Street | East Santa Clara Street Urban Village Plan | 6-11 |
| 30 | Vehicular Traffic Diverters on East St. John Street from North 6th Street to North 17th Street | East Santa Clara Street Urban Village Plan | 6-11 |
| 31 | Traffic Circles on East St. John Street from North 6th Street to North 17th Street | | |
| 32 | New left turn lanes on East Santa Clara Street from North 17th Street to King Road | Five Wounds/Brookwood Terrace BART Plan | 117 |
| 33 | Vehicular Traffic Diverters on East St. John Street from North 6th Street to North 17th Street | East Santa Clara Street Urban Village Plan | 6-11 |
| 34 | Traffic Circles on East St. John Street from North 6th Street to North 17th Street | | |
| *Other Improvements* | | | |
| 35 | Convert 10th and 11th Streets (north of E. Santa Clara Street from one-way to two-way traffic) | East Santa Clara Street Urban Village Plan | 6-10 |
| 36 | Pedestrian Throughways on North 15th and 16th Streets | | 6-11 |
| 37 | Potential Pedestrian and Bicycle Bridge on E. St. John Street | East Santa Clara Street Urban Village Plan | |
| | | San Jose BART Station Access Planning Final Report | 4-13 |
| 38 | Reconfigure intersection to extend North 28th Street; terminate connection with Wooster Avenue | Five Wounds/Brookwood Terrace BART Plan | 89 |
| 39 | Extend E. St. John Street to North 28th Street through a new easement | | 60 |
| 40 | Work with school to open right-of-way | San Jose BART Station Access Planning Final Report | 4-13 |
| 41 | Enhanced trail crossing with current road alignment at South 23rd Street and E. William Street | 24th and William Urban Village Plan | 35 |
| 42 | Change road alignment at South 23rd Street and E. William Street to follow trail | Five Wounds/Brookwood Terrace BART Plan | 91, 106 |
| 43 | New pedestrian paseo between Eastwood Court and Alum Rock Avenue | Little Portugal Urban Village Plan | 30 |
| 44 | Enhance pedestrian connection by constructing missing segment of sidewalk through dedication/easement | Five Wounds/Brookwood Terrace BART Plan | 128 |