



## MEMORANDUM

To: City of San Jose and Kimley Horn Project Team

From: Nelson\Nygaard Project Team

Date: July 22, 2019

Subject: En Movimiento Community Outreach 2 Summary

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### PROJECT INTRODUCTION

A successful *En Movimiento: A Transportation Plan for East San José* (formerly East San José Multimodal Transportation Improvement Plan) depends on an inclusive and equitable public outreach process with input from key individuals and organizations as well as a broad cross-section of East San José's communities and stakeholder groups. *En Movimiento* includes four rounds of targeted community engagement seeking public input through coordinated internal stakeholder communication and broad engagement. This memorandum summarizes Community Outreach 2.

### GOALS AND OBJECTIVES

Community Outreach 1 took place in March 2019, and solicited feedback about travel patterns and multimodal needs to inform the project team's understanding of challenges and priority locations. In response to the Outreach 1 feedback and input from early conversations with community leaders and stakeholder representatives, the project team developed a set of preliminary street improvements to address mobility challenges and network gaps, and a draft evaluation framework that will be used to prioritize the list of final transportation projects in the plan.

The goal of Community Outreach 2 was to gather feedback from community members about these preliminary ideas and identify if there was anything missing from the draft list of improvements and evaluation framework.

This round of community engagement included a public open house and pop-up workshops, and an online survey that served as an extension of the open house and pop-up workshops to gather feedback from those who could not attend in-person.

## PUBLIC OPEN HOUSE OVERVIEW

The project team held a public meeting on Saturday, June 15, 2019 from 10 a.m. to 12 p.m. at the Mexican Heritage Plaza. The open house format meeting included a series of interactive poster boards. The interactive poster boards were set up sequentially in four groups around the room. The boards prompted community members to provide feedback on the following content:

1. Evaluation priorities;
2. Street improvement toolkit;
3. Preliminary street improvements, including a board that focused on ideas for reimagining East Santa Clara Street and Alum Rock Avenue; and
4. Evaluation metrics.

Staff from the project team, including the City of San Jose, Nelson\Nygaard, Kimley Horn, SOMOS Mayfair, and VIVO, were stationed around the room to answer questions about the content presented on the posters and discuss additional context. Staff from SOMOS Mayfair and Kimley Horn were available for Spanish language conversations and translation as necessary, and SOMOS Mayfair also provided staff from their child care team in case community members attended with small children. This meeting format enabled community members to come for an amount of time that was convenient for them and provided opportunities for engaging in in-depth, one-on-one conversations.

Figure 1 City and project team discussed input with community members



Figure 2 Community members provide feedback during open house



During the open house, the project team received input from approximately 25 community members. The majority of participants spoke English as their primary language. A few of participants communicated directly with SOMOS Mayfair staff in Spanish. All meeting materials were presented in Spanish and included English and Vietnamese translations.

## POP-UP WORKSHOP OVERVIEW

The project team held a total of three pop-up workshops on Wednesday, June 19, 2019. The pop-up workshops were held at key gathering spaces in the study area during midday, late afternoon, and early evening hours. The specific times and locations of each event are included in Figure 3.

Figure 3 Pop-Up Workshops Time and Location

Time	Location
11:00 a.m. to 1 p.m.	▪ Mariscos La Costa
2:30 p.m. to 6 p.m.	▪ Mexican Heritage Plaza ▪ East San José Carnegie Library

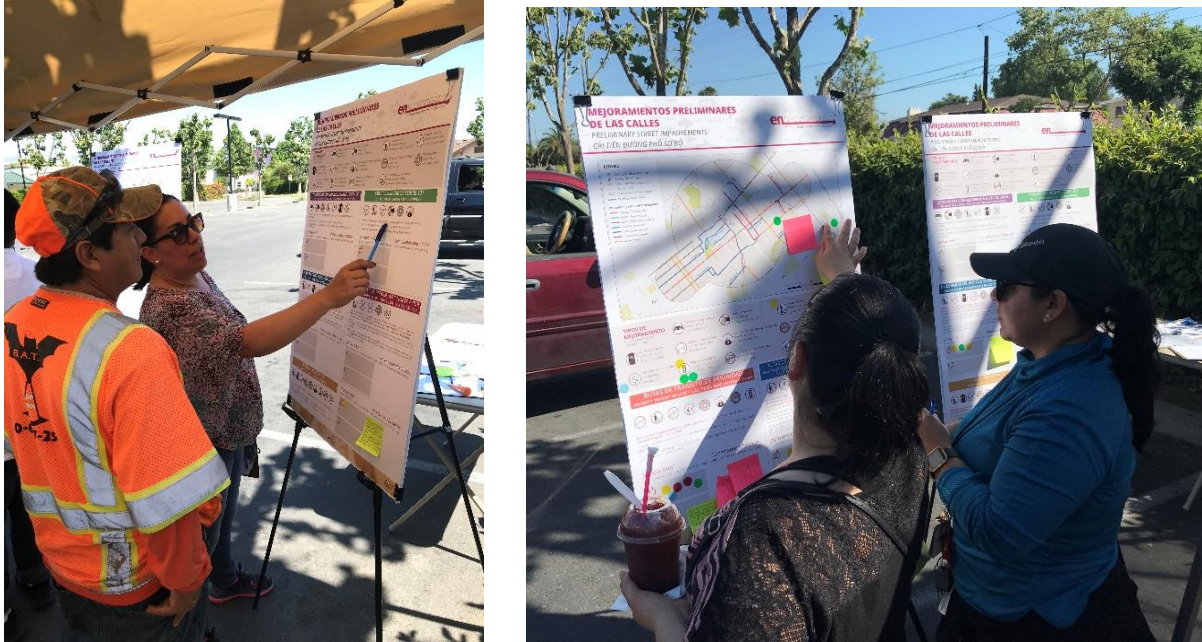
Nelson\Nygaard led the pop-up workshops, with support from the rest of the consultant team, including Kimley Horn, VIVO and SOMOS Mayfair to host tables. SOMOS Mayfair communicated in Spanish with participants at all locations. The City project team was also present during the afternoon pop-up at the Mexican Heritage Plaza.

The project team developed materials that could be easily used in a variety of outdoor and high-traffic areas, including posters, handouts, and cards with links to the online survey. The content shared during the pop-ups focused primarily on the preliminary street improvements. In an effort to gather feedback on the additional material presented at the open house, staff encouraged community members to take the online survey which would allow them to also provide input on the draft evaluation framework.

Prior to the pop-up workshops, the project team developed email blurbs and flyers for project partners to share with their communities and stakeholders. Because pop-up workshops took place where people already spend their time, no extensive mailers were distributed. The project team worked directly with community organizations to distribute information and point interested members of the public to the project website. Email blurbs and twitter-length notifications were shared with the full list of project stakeholders so they could post to social media and share directly with their communities. VIVO and SOMOS Mayfair also shared the notifications and links to the project website and survey.

During the pop-up workshops, the project team received input from approximately 60 community members. Most participants were Spanish-speaking and English-speaking community members. Many participants, particularly at Mexican Heritage Plaza and Mariscos La Costa, communicated primarily with the SOMOS Mayfair staff in Spanish. During the pop-up workshops, the project team distributed project factsheets in Spanish, English, and Vietnamese, and cards with a link to the online survey.

Figure 4 Project team engaged with community members at Mexican Heritage Plaza



## ONLINE SURVEY OVERVIEW

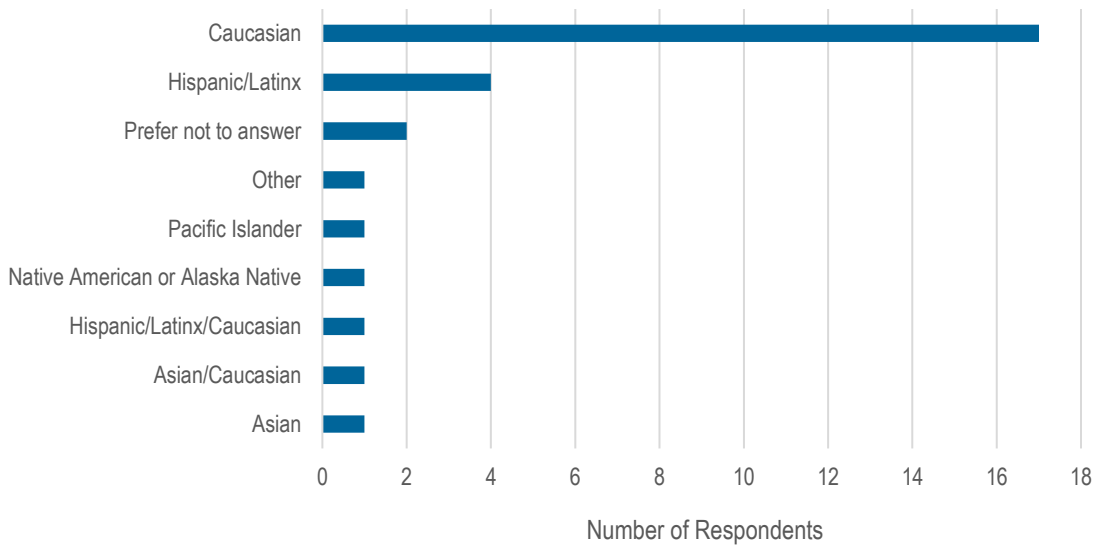
The project team created an online survey that was formatted as an online extension of the open house and pop-up workshops, providing an opportunity for people who were unable to participate in-person to share feedback. This opportunity to participate online was available in English, Spanish and Vietnamese, and served two primary purposes:

1. Interested participants could spend more time sharing detailed input at their convenience if they did not have time to participate in the public open house or pop-up workshops.
2. The survey included all the materials presented at the public open house, so pop-up workshop participants could comment on the additional materials that were not part of the pop-up workshop posters, including the evaluation priorities and metrics.

The team distributed small handouts with the survey link to open house and pop-up visitors who did not have a chance to provide in-depth feedback in person. After the open house and pop-up events, the survey was shared via emails and social media in cooperation with project stakeholders, and stakeholder organizations and partners shared the survey internally to solicit staff and partner participation.

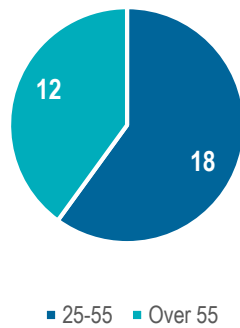
The survey platform collected feedback from 42 participants. Most survey respondents completed the survey in English (40 participants); the remaining participants took the survey in Spanish (2 participants). The majority of people who took the survey were White and Hispanic/Latinx (Figure 5). All participants were over the age of 25; the majority of participants fell between ages 25 and 55 (Figure 6).

Figure 5 Ethnicity of Survey Participants



N = 29 survey respondents

Figure 6 Age of Survey Participants



N = 30 survey respondents

## WHAT WE HEARD

The project team gathered input about the proposed evaluation framework and preliminary street improvements during the public meeting, pop-up events, and online survey. Since each of these outreach methods was designed to complement each other, the following sections present the combined findings about the following topics:

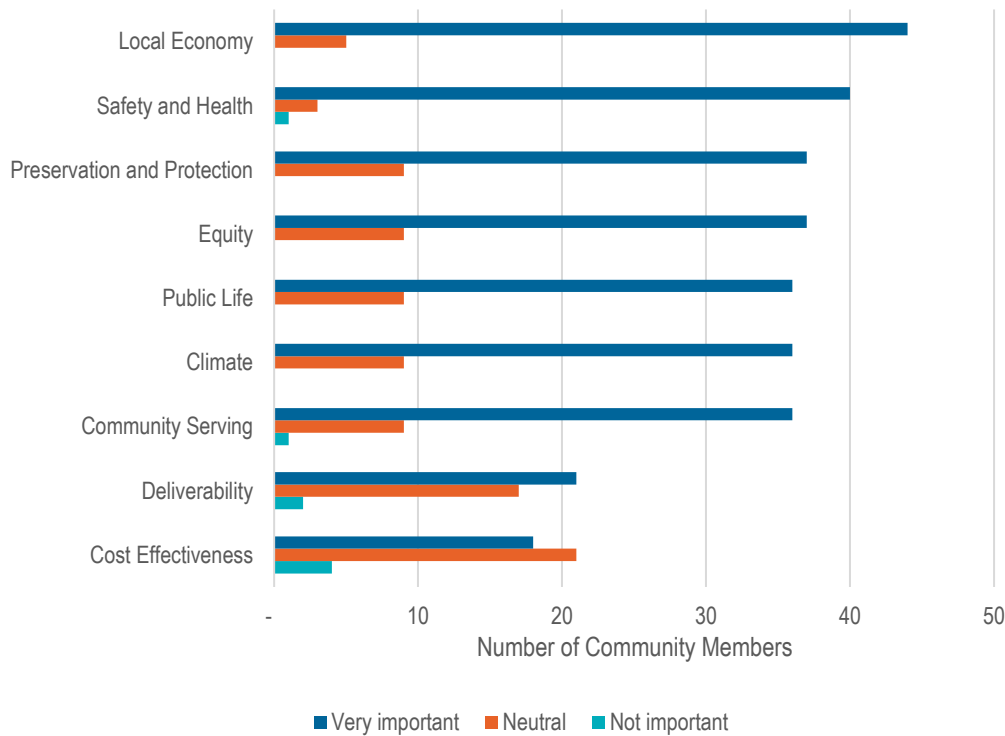
1. Evaluation Priorities
2. Street Improvement Toolkit
3. Preliminary Street Improvements
4. Evaluation Metrics

## Evaluation Priorities

During Community Outreach 2, the project team shared a preliminary list of priorities for street improvement projects. These priorities were informed by a combination of input from stakeholders and community members before and during Community Outreach 1, established City goals and policies, and technical project implementation considerations. Community Outreach 2 solicited input about this set of draft priorities, asking participants to indicate how important each priority is to them. The full description of each priority was included on the posters and in the survey (see Appendix B, survey question 1).

Figure 7 shows how community members rated the importance of each priority. Local Economy received the most support, followed by Safety and Health. The remaining priorities that were informed by community input and City policies received an equal amount of support, including Preservation and Protection, Equity, Public Life, Climate, and Community Serving. Community members showed the least amount of support for the priorities related to project deliverability, including Cost Effectiveness and Deliverability. Both of these priorities received about an equal number of votes for very important and neutral, and received a few votes for not important.

Figure 7 Community Support for Evaluation Priorities



## Street Improvement Toolkit

The project team presented a street improvement toolkit that included 13 street improvement types: Mixed-Use Path, Signal Improvement, Trail Crossing, Pedestrian Crossing, Pedestrian Connection, Bicycle Crossing, Bicycle Connection, Transit Reliability, Transit Stop, Traffic

Calming, Pedestrian Scale Lighting, Wayfinding, and Two-Way Traffic. More detail about each of these street improvement types was included on the posters and in the surveys (see Appendix B, survey question 3).

Descriptions of possible street improvements were provided at the open house and in the online survey to introduce people to these concepts prior to engaging with the preliminary street improvement ideas. During the open house, people were invited to indicate preferences about the street improvements if they chose to do so; however, there was no specific questions that prompted community members to share feedback on the poster. The survey included a question where respondents could indicate preferences.

All of the street improvement types received positive feedback; certain types received more votes of support than others. Based on the amount of support received, the improvement types can be broken into three tiers (Tier 1 being most support):

- Tier 1: Pedestrian Crossings, Pedestrian Connections, Trail Crossings, Pedestrian Scale Lighting, Mixed-Use Paths, Traffic Calming
- Tier 2: Signal Improvements, Bicycle Connections, Transit Reliability
- Tier 3: Bicycle Crossings, Transit Stop, Wayfinding, Two-Way Traffic

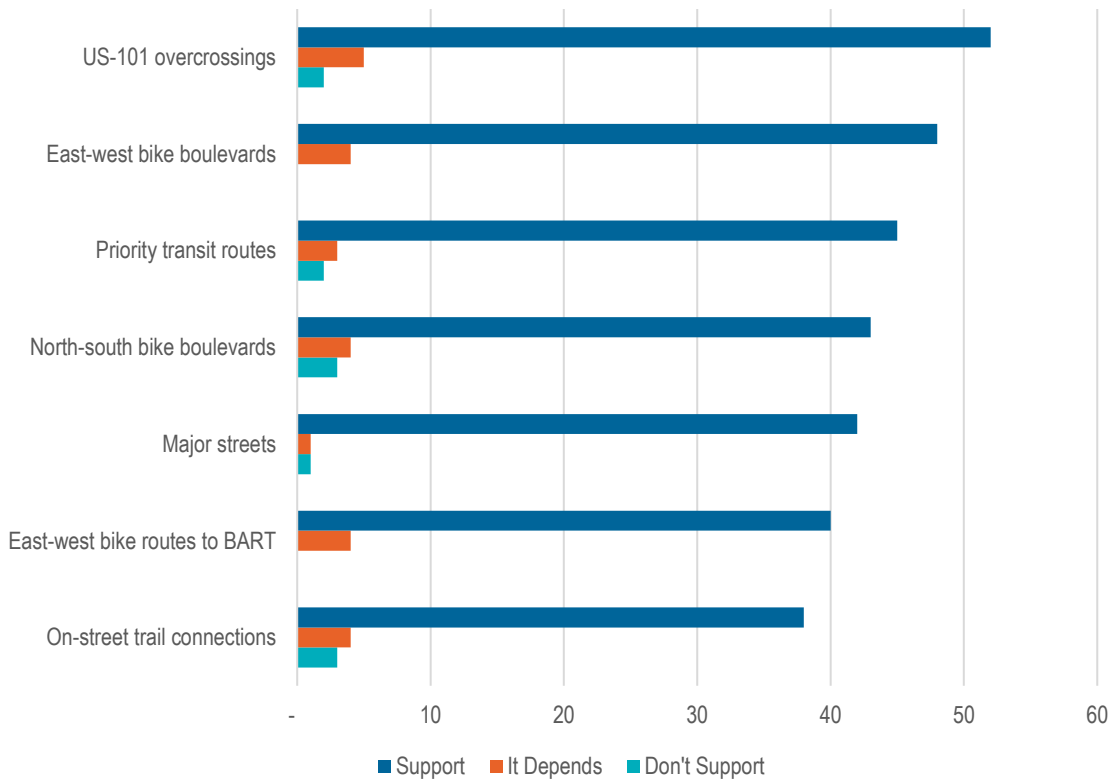
It is important to consider possible methodological reasons for why some improvement types received less votes of support than others. For instance, the improvement types in Tier 3 may have received fewer votes due the abstract or more technical language used to describe them.

## **Preliminary Street Improvements**

The project team shared a set of seven preliminary street improvement corridor types with community members during the open house, pop-up workshops, and via the online survey. Each street improvement corridor was defined by a set of street improvement types and associated with specific corridors in the East San José study area map (see Appendix B, survey questions 4-10). Community members were asked whether or not they support each of the street improvement corridor types.

All of the corridor types received overwhelmingly positive support from the community. Figure 8 displays the level of support that each of the corridor types received across all outreach platforms. Community members expressed the most support for US-101 overcrossings, east-west bike boulevards, and priority transit routes. Descriptions about each corridor type and specific comments from community members about these types are presented below.

Figure 8 Community Support for Preliminary Street Improvement Corridors



### US-101 Overcrossings

Description: *Improve the experience for people walking and biking over US-101. Improvement types on these corridors could include: pedestrian crossings and connections; bicycle connections; trail crossings; traffic calming; and transit reliability.*

Comments:

- Overall support for US-101 overcrossings.
- McKee crossing is a high priority.
- Some concern that reconfiguring freeway access ramps will cause vehicle congestion.

### East-West Bike Boulevards

Description: *Enhance safety and comfort for people walking and biking by calming traffic and providing east-west bike connections on neighborhood streets. Improvement types on these corridors could include: pedestrian crossings and connections; bicycle connections and crossings; and traffic calming.*

Comments:

- Overall support for bike boulevards.
- Some skepticism about the effectiveness of bike boulevards.
- Include San Antonio Boulevard between US-101 and King Road.



## Priority Transit Routes

Description: *Prioritize reliable transit and promote a vibrant active retail corridor through multimodal improvements. Improvement types on these corridors could include: pedestrian crossings, connections, and lighting; bicycle connections; traffic calming; transit reliability and stop improvements; and signal improvements.*

Comments:

- Support for including high-quality, safe, on-street bike lanes.
- Remove parking and widen the sidewalks.
- Support for a center-running bus route.
- Include more pedestrian crossings, especially near schools.
- Improve bus routes to reduce number of transfers required and include timed transfers.
- Concern about signal timing; waits are too long on Santa Clara Street.
- Concern about vehicle back-up at Santa Clara Street and 24<sup>th</sup> Street intersection.
- Include a bus stop near Alum Rock and Jose Figueres where there is existing and future affordable high density residential.
- Include a direct bike route to Diridon on Santa Clara / Alum Rock corridor.
- Concern about presence of people who are homeless on Santa Clara / Alum Rock corridor.

## North-South Bike Boulevards

Description: *Enhance safety and comfort for people walking and biking by calming traffic and providing north-south bike connections on neighborhood streets. Improvement types on these corridors could include: pedestrian crossings and connections; bicycle connections; traffic calming; and wayfinding.*

Comments:

- Strong support for including 24<sup>th</sup> Street as a north-south bike route. One comment stated, “one of the biggest reasons I don’t bike to work is I don’t want to go down 24<sup>th</sup> on a bike.”
- Include Sunset Avenue. Community members reported that vehicles travel fast and that there are a lot of schools.
- Include Beverly Boulevard, Checkers Drive, and Educational Park Drive.
- Improve connections [between bike lanes] west of US-101.
- Add traffic calming to S 26<sup>th</sup>, S 28<sup>th</sup>, S 30<sup>th</sup> Streets.

## Major Streets

Description: *Enhance safety and comfort for people walking and biking along major streets. Improvement types on these corridors could include: pedestrian crossings; bicycle crossings and connections; traffic calming; transit reliability and stop improvements; signal improvements; wayfinding; and two-way traffic conversions.*

Comments:

- Security, lighting, and personal safety are major concerns.

- Include lighting near the hospital on 17<sup>th</sup> Street.
- Include more pedestrian crossings with traffic signals for drivers.
- Support for separated bike lanes.
- Include traffic calming, wayfinding, and pedestrian lighting on San Antonio Street.
- Support for bike route improvements and traffic calming on King Road and Jackson Avenue.
- 10<sup>th</sup> and 11<sup>th</sup> streets need repaving.

### **East-West Bike Routes to BART**

Description: *Close gaps in the bicycle network to improve safety and access for people biking and walking near schools and to the 28th Street/Little Portugal BART Station. A crossing over Coyote Creek may be located between E. St. John Street and E. St. James Street. Improvement types on these corridors could include: pedestrian crossings and connections; wayfinding; and bicycle crossings and connections.*

Comments:

- Include diverters on San Fernando Street. Community member suggested that sharrows should be paired with diverters.
- Support for closing the bikeway gap on Julian Street to provide an alternative to Santa Clara Street.

### **On-Street Trail Connections**

Description: *Provide on-street connections to trails for people walking and biking. Improvement types on these corridors could include: a mixed-use path; pedestrian crossings and connections; bicycle crossings; trail crossings; traffic calming; and wayfinding.*

Comments:

- Include a connection on Coyote Creek Trail between William Street and Watson Park.
- Concern that too much priority is placed on bike planning with no proof of its benefit.
- Widen King Road bridge over Penitencia Creek.

### **Other Comments**

Some comments provided feedback outside the scope of a specific corridor type yet applied more broadly to transportation issues within the East San José study area.

- Educate drivers about how to share the streets with people walking and biking.
- Bridges over creeks could be harmful to habitat and water quality.
- Maintain street trees.
- Concern about motorcyclist safety.
- Concern about unsafe driving behavior, especially by young adults.
- Include wayfinding for bike routes.
- Include e-scooters in transportation plans.
- Build Coyote Creek trail.
- More pedestrian crossings on McKee Road (near school).

- Lower speed limit to improve pedestrian experience on 24<sup>th</sup> Street, William Street, and McLaughlin Avenue.
- Need for more public restrooms (i.e. in public places, transit stations, parks).

### **Outside East San José Study Area**

Some comments related to streets outside of the East San José study area. While this feedback will not be incorporated into the *En Movimiento* plan, it can be used to inform other ongoing and/or future City planning efforts.

- Mabury Road (US-101 frontage road): Sidewalks and bike improvements.
- Capitol Expressway & Aborn Road intersection: Turn lane improvements, more prominent crosswalk markings and turn lane markings.
- East San Salvador Street, south of San José State University: New bike infrastructure forces people riding bikes eastward into traffic.
- Hostetter Road, Murphy Avenue, Brokaw Road, Old Bayshore Highway, Zanker Road: Safer and cleaner bike lanes.
- Cheswick Drive: Fix potholes.
- Story Road: Traffic calming.
- Madden Avenue & Gay Avenue: Bike boulevard to connect with I-680 bike/ped overpass and White Road.

### **Evaluation Metrics**

The project team shared a set of possible metrics that will be used to measure the project priorities (discussed earlier in this document) and ultimately used to evaluate and rank the recommended street improvements. Community members were asked to share how important, on a scale of 1 to 5, each metric is to improving walking, biking, and transit in their neighborhood. The full list of possible metrics is included in Figure 9.

**Figure 9 Possible Evaluation Metrics**

Priority	Metric
<b>Equity</b>	Improves access to schools
	Improves access to senior and community centers
	Expands connections to jobs for local residents, especially for low-income households
<b>Preservation and Protection</b>	Improves access and mobility with locally serving projects that support affordability
<b>Local Economy</b>	Increases sidewalk width on retail streets
	Includes trees on retail streets
	Includes pedestrian lighting on retail streets
	Supports and sustains local businesses
<b>Community Serving</b>	There is community support
	Prioritizes movement of people over movement of vehicles
<b>Public Life</b>	Improves connections to parks, local cultural centers, and community centers
	There is an opportunity to incorporate local artists into the project
	Incorporates landscape design and lighting to create more vibrant public spaces
<b>Safety and Health</b>	Improves pedestrian and bicycle safety at a location with many collisions
	Improves street design to prevent vehicle collisions
	Reduces vehicle speeds
	Closes a gap in the trail, bike, or sidewalk network
<b>Climate</b>	Provides connections for people who walk and bike so that there is an alternative to driving
	Improves access to the BRT and/or future BART station
<b>Cost Effectiveness</b>	Requires lower operating and maintenance costs
<b>Deliverability</b>	Project permitting and approvals process will not require excessive time and effort
	Generates minimal construction impacts
	A funding partnership opportunity exists
	An opportunity to coordinate with the paving program exists

During the open house, most community members scored the majority of the metrics as important or very important, with very few votes scoring a metric as unimportant. In the survey responses, the feedback was a bit more varied, though still most metrics were scored as important.

Community members expressed the most support for metrics related to priorities based on community input and City policies, such as Safety and Health, Public Life, Equity, and Local Economy. In particular, the following metrics received the most support from community members (highest count receiving a score of either 4, important, or 5, very important):

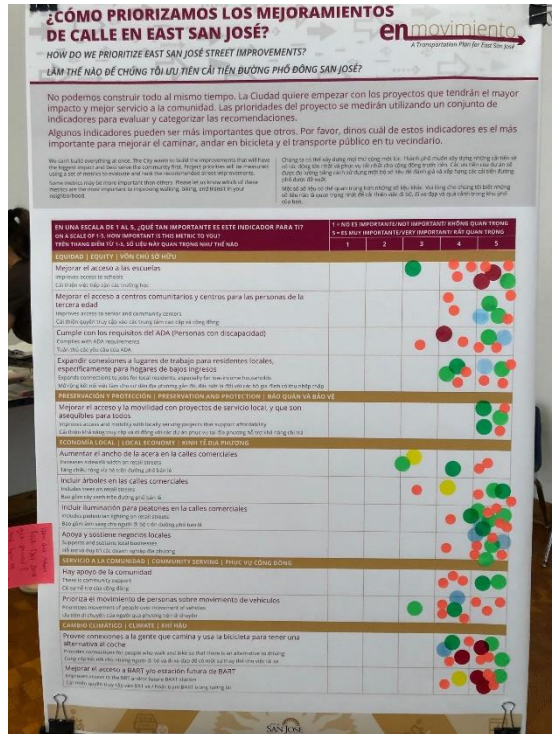
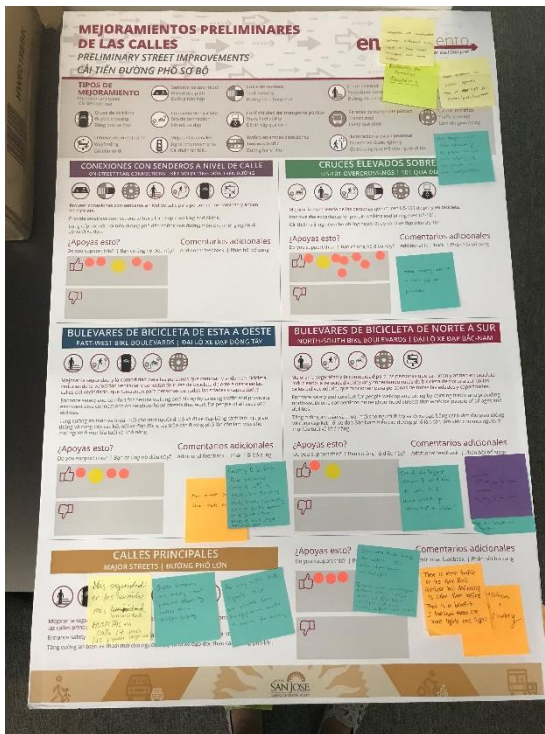
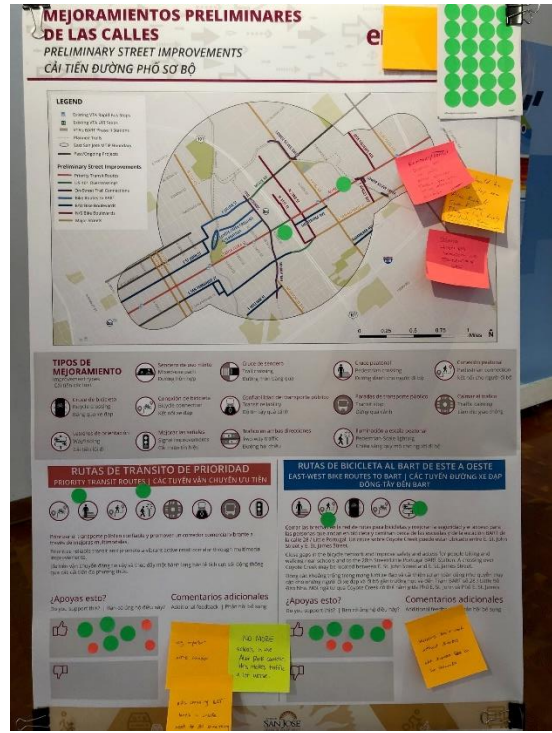
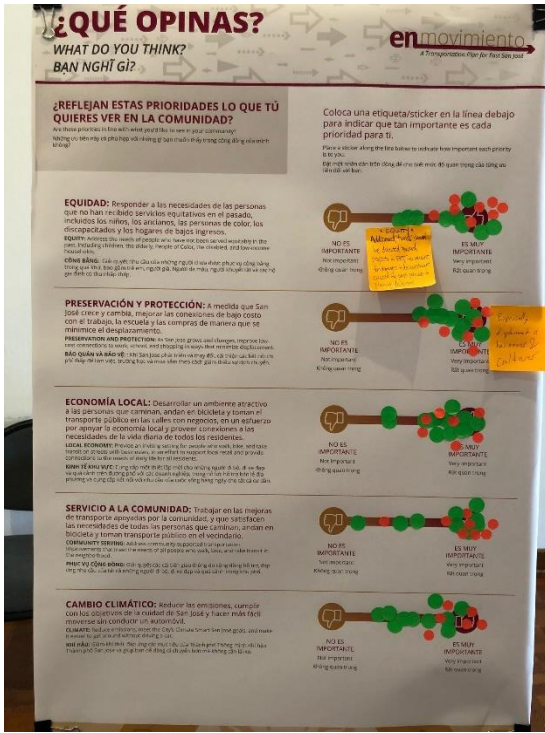
- Improves pedestrian and bicycle safety at a location with many collisions (Safety and Health)
- Improves connections to parks, local cultural centers, and community centers (Public Life)
- Expands connections to jobs for local residents, especially low-income households (Equity)
- Closes a gap in the trail, bike, or sidewalk network (Safety and Health)
- Includes pedestrian lighting on retail streets (Local Economy)

Detailed feedback from community members is included in Appendix C. Going forward, the project team will use this feedback to develop the evaluation tool used to score each metric in the final project prioritization analysis.

## KEY TAKEAWAYS

- **Evaluation Priorities:** Priorities based on community input and City policies received the most support, especially Local Economy and Safety and Health. Community members expressed the least amount of support for priorities related to project deliverability.
- **Street Improvement Toolkit:** All street improvement types received positive feedback. Those that received the most support included pedestrian crossings, pedestrian connections, trail crossings, pedestrian scale lighting, mixed-use paths, and traffic calming.
- **Preliminary Street Improvements:** In general, each of the street improvement corridor types received positive support. The top three types that received the most support included US-101 overcrossings, east-west bike boulevards, and priority transit routes.
- **Evaluation Metrics:** Community members expressed the most support for metrics related to priorities that were based on community input and City policies, specifically metrics related to Safety and Health, Public Life, Equity, and Local Economy.

# Appendix A Photos of Interactive Outreach Materials



# Appendix B Survey Questions

## East San José En Movimiento

East San José En Movimiento is a transportation plan designed to make it easier to walk, bike, and take transit in East San José. We want to identify projects that reflect your values and priorities and identify high priority transportation improvements in the area.

**Para contestar esta encuesta en español, [por favor haga clic aquí.](#)**

**Để trả lời khảo sát bằng tiếng Việt, [xin vui lòng bấm vào đây.](#)**

Earlier this year, we asked community members to share their ideas about where it is difficult to walk, bike, and take transit in East San José and how this experience could be improved. Since then, we've used community feedback to identify a preliminary list of street improvements in the neighborhood. This survey asks for your feedback on this preliminary list of improvements and for your input on how to prioritize these projects going forward.

The project area extends about three blocks from East Santa Clara Street/Alum Rock Avenue between N 4th Street and N Capitol Avenue and includes a one-mile radius around the planned 28th Street/Little Portugal BART Station.

## East San José En Movimiento

### Priority Setting

The *East San José En Movimiento* team has developed a preliminary list of priorities for street improvement projects. These priorities are informed by a combination of input from community members, City goals and policies, and considerations that are necessary to implement a project.

1. Are these priorities in line with what you'd like to see in your community? Please let us know how important the below priorities are to you.

	Not important	Neutral	Very important
<b>Equity:</b> Address the needs of people who have not been served equitably in the past, including children, the elderly, People of Color, the disabled, and low-income households.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Preservation and Protection:</b> As San Jose grows and changes, improve low-cost connections to work, school, and shopping in ways that minimize displacement.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Local Economy:</b> Provide an inviting setting for people who walk, bike, and take transit on streets with businesses, in an effort to support local retail and provide connections to the needs of daily life for all residents.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Community Serving:</b> Address community-supported transportation improvements that meet the needs of all people who walk, bike, and take transit in the neighborhood.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Public Life:</b> Design streets to create a network of vibrant public spaces that foster a sense of community and security.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Safety and Health:</b> Eliminate traffic-related crashes, particularly near schools, transit stops, retail, and community centers.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Climate:</b> Reduce emissions, meet the City's Climate Smart San José goals, and make it easier to get around without driving a car.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Cost Effectiveness:</b> Provide a high public return on investment and low operations and maintenance costs.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Deliverability:</b> Streamline the street improvement implementation process.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

2. Do you have other priorities for your community in East San José? What's missing from this list?








## East San José En Movimiento

### Street Improvement Toolkit

We've come up with a toolkit of street improvements that will make streets in East San José safer and more comfortable for people walking, biking, and taking transit.

3. Would you like to see these transportation improvements in your neighborhood?

	Yes	No
<p><b>Mixed-use paths</b> accommodate both people walking and biking.</p> 	<input type="radio"/>	<input type="radio"/>
<p><b>Signal improvements</b> provide a more comfortable environment for people walking and biking with longer crossing times, and bike-only phases.</p> 	<input type="radio"/>	<input type="radio"/>
<p><b>Trail crossings</b> provide comfortable and high visibility crossings so bicycle and pedestrian trails and paths remain low stress even where they cross major streets.</p> 	<input type="radio"/>	<input type="radio"/>
<p><b>Pedestrian crossings</b> have shorter crossing distances and high visibility treatments so that people walking are more comfortable and visible to drivers.</p> 	<input type="radio"/>	<input type="radio"/>
<p><b>Pedestrian connections</b> close existing gaps in the sidewalk network or upgrade existing sidewalks to make them safer and more comfortable for people walking or using mobility devices like wheelchairs or grocery carts.</p> 	<input type="radio"/>	<input type="radio"/>

EN MOVIMIENTO | COMMUNITY OUTREACH # 2 SUMMARY  
City of San Jose

**Bicycle crossings** provide high visibility treatments so that people biking are more comfortable and visible to drivers.



**Bicycle connections** close existing gaps in the bicycle network or upgrade existing bikeways to provide more comfortable routes for people biking.



**Transit reliability** projects help buses arrive on-time and travel faster.



**Transit stop** projects improve transit stops to create more comfortable and safer experiences for people taking transit and to provide more information about the transit network.



**Traffic calming** street designs slow down or divert traffic to improve safety for all people using the street.



**Pedestrian scale lighting** illuminates the sidewalk, providing a more comfortable pedestrian environment and better visibility at night.



**Two-way traffic** projects make the roadway network more intuitive and slow traffic by changing one-way streets to two-way streets.



**Wayfinding** improvements include signs that help direct people to key destinations throughout the neighborhood.





EN MOVIMIENTO | COMMUNITY OUTREACH # 2 SUMMARY  
City of San Jose

US-101 Overcrossing Corridors



5. **US-101 overcrossing corridors** improve the experience for people walking and biking over US-101. Improvement types on these corridors could include: pedestrian crossings and connections; bicycle connections; trail crossings; traffic calming; and transit reliability. Do you support these types of improvements in these corridors?

- Yes
- No
- It depends. Please let us know why.

\_\_\_\_\_

On-Street Trail Connection Corridors



6. **On-street trail connection corridors** provide on-street connections to trails for people walking and biking. Improvement types on these corridors could include: a mixed-use path; pedestrian crossings and connections; bicycle crossings; trail crossings; traffic calming; and wayfinding. Do you support these types of improvements in these corridors?

- Yes
- No
- It depends. Please let us know why.

East-West Bike Routes to BART Corridors



7. **East-west bike routes to BART corridors** close gaps in the bicycle network to improve safety and access for people biking and walking near schools and to the 28th Street/Little Portugal BART Station. A crossing over Coyote Creek may be located between E. St. John Street and E. St. James Street. Improvement types on these corridors could include: pedestrian crossings and connections; wayfinding; and bicycle crossings and connections. Do you support these types of improvements in these corridors?

- Yes
- No
- It depends. Please let us know why.

\_\_\_\_\_

East-West Bike Boulevard Corridors



8. **East-west bike boulevard corridors** enhance safety and comfort for people walking and biking by calming traffic and providing east-west bike connections on neighborhood streets. Improvement types on these corridors could include: pedestrian crossings and connections; bicycle connections and crossings; and traffic calming. Do you support these types of improvements in these corridors?

- Yes
- No
- It depends. Please let us know why.

\_\_\_\_\_

North-South Bike Boulevard Corridors



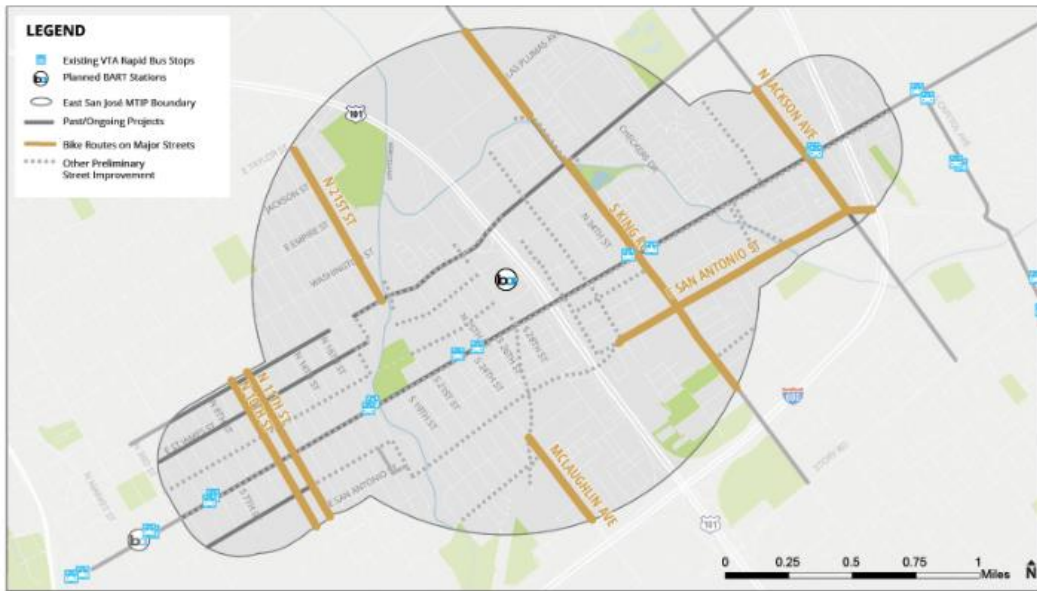
9. **North-south bike boulevard corridors** enhance safety and comfort for people walking and biking by calming traffic and providing north-south bike connections on neighborhood streets. Improvement types on these corridors could include: pedestrian crossings and connections; bicycle connections; traffic calming; and wayfinding. Do you support these types of improvements in these corridors?

- Yes
- No
- It depends. Please let us know why.

\_\_\_\_\_



### Major Street Corridors



10. **Major street corridors** enhance safety and comfort for people walking and biking along major streets. Improvement types on these corridors could include: pedestrian crossings; bicycle crossings and connections; traffic calming; transit reliability and stop improvements; signal improvements; wayfinding; and two-way traffic conversions. Do you support these types of improvements in these corridors?

- Yes
- No
- It depends. Please let us know why.

11. Would you like to see improvements on other streets in East San José?

- Yes
- No

12. What is the name of the street(s) where you would like to see improvements?

13. What improvements would you like to see on this street(s)?

**EN MOVIMIENTO | COMMUNITY OUTREACH # 2 SUMMARY**  
City of San Jose

**Evaluating Priorities**

We can't build everything at once. The City wants to build the improvements that will have the biggest impact and best serve the community first. Project priorities will be measured using a set of metrics to evaluate and rank the recommended street improvements. Some metrics may be more important than others.

We'd like your help in determining which metrics are most important to the community.

14. Measuring **Equity**: On a scale of 1 to 5, what is the importance of the below metrics to you? (1=not important, 5=very important)

	1	2	3	4	5
Improves access to schools	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improves access to senior and community centers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Expands connections to jobs for local residents, especially for low-income households	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

15. Measuring **Preservation and Protection**: On a scale of 1 to 5, what is the importance of the below metric to you? (1=not important, 5=very important)

	1	2	3	4	5
Improves access and mobility with locally serving projects that support affordability	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

16. Measuring **Local Economy**: On a scale of 1 to 5, what is the importance of the below metrics to you? (1=not important, 5=very important)

	1	2	3	4	5
Increases sidewalk width on retail streets	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Includes trees on retail streets	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Includes pedestrian lighting on retail streets	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Supports and sustains local businesses	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

17. Measuring **Community Servicing**: On a scale of 1 to 5, what is the importance of the below metrics to you? (1=not important, 5=very important)

	1	2	3	4	5
There is community support	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Prioritizes movement of people over movement of vehicles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

18. Measuring **Public Life**: On a scale of 1 to 5, what is the importance of the below metrics to you? (1=not important, 5=very important)

	1	2	3	4	5
Improves connections to parks, local cultural centers, and community centers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
There is an opportunity to incorporate local artists into the project	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Incorporates landscape design and lighting to create more vibrant public spaces	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**EN MOVIMIENTO | COMMUNITY OUTREACH # 2 SUMMARY**  
City of San Jose

19. Measuring **Safety and Health**: On a scale of 1 to 5, what is the importance of the below metrics to you? (1=not important, 5=very important)

	1	2	3	4	5
Improves pedestrian and bicycle safety at a location with many collisions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improves street design to prevent vehicle collisions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reduces vehicle speeds	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Closes a gap in the trail, bike, or sidewalk network	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

20. Measuring **Climate**: On a scale of 1 to 5, what is the importance of the below metrics to you? (1=not important, 5=very important)

	1	2	3	4	5
Provides connections for people who walk and bike so that there is an alternative to driving	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improves access to the BRT and/or future BART station	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

21. Measuring **Cost Effectiveness**: On a scale of 1 to 5, what is the importance of the below metrics to you? (1=not important, 5=very important)

	1	2	3	4	5
Requires lower operating and maintenance costs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

22. Measuring **Deliverability**: On a scale of 1 to 5, what is the importance of the below metrics to you? (1=not important, 5=very important)

	1	2	3	4	5
Project permitting and approvals process will not require excessive time and effort	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Generates minimal construction impacts	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A funding partnership opportunity exists	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
An opportunity to coordinate with the paving program exists	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

## East San José En Movimiento

### Respondent Information (Optional)

23. Enter your home zip code:

24. Gender:

- Female  
 Male  
 Non-binary

25. I identify my ethnicity as (select all that apply):

- |   |   |
|---|---|
| <input type="checkbox"/> Asian  | <input type="checkbox"/> Middle Eastern or North African  |
| <input type="checkbox"/> Black or African American  | <input type="checkbox"/> Native American or Alaska Native |
| <input type="checkbox"/> Caucasian  | <input type="checkbox"/> Pacific Islander                 |
| <input type="checkbox"/> Hispanic/Latinx  | <input type="checkbox"/> Prefer not to answer             |
| <input type="checkbox"/> Other race, ethnicity, or origin. If you would like to specify, please do so here: |   |

26. Age:

- |                                |                               |
|--------------------------------|-------------------------------|
| <input type="radio"/> Under 13 | <input type="radio"/> 25-55   |
| <input type="radio"/> 13-18    | <input type="radio"/> Over 55 |
| <input type="radio"/> 19-24    |                               |

27. Want to stay informed? Please share your email address with us!

Email Address

## Appendix C Evaluation Metrics

Priority	Metric	How important is this metric to you? (1 = not important, 5 = very important)					Average Score
		1	2	3	4	5	
Equity	Improves access to schools	6	4	3	7	21	3.8
	Improves access to senior and community centers	4	2	9	10	14	3.7
	Expands connections to jobs for local residents, especially for low-income households	0	1	2	10	28	4.6
Preservation and Protection	Improves access and mobility with locally serving projects that support affordability	1	1	9	7	19	4.1
Economy	Increases sidewalk width on retail streets	0	2	8	12	15	4.1
	Includes trees on retail streets	1	2	6	9	20	4.2
	Includes pedestrian lighting on retail streets	1	1	6	11	24	4.3
	Supports and sustains local businesses	2	1	4	8	26	4.3
Community Serving	There is community support	1	1	8	9	14	4.0
	Prioritizes movement of people over movement of vehicles	0	2	6	9	24	4.3
Public Life	Improves connections to parks, local cultural centers, and community centers	1	1	2	14	25	4.4
	There is an opportunity to incorporate local artists into the project	1	3	12	9	16	3.9
	Incorporates landscape design and lighting to create more vibrant public spaces	0	1	3	13	20	4.4
Safety and Health	Improves pedestrian and bicycle safety at a location with many collisions	1	0	3	5	36	4.7
	Improves street design to prevent vehicle collisions	0	2	4	9	25	4.4
	Reduces vehicle speeds	2	2	7	6	23	4.2
	Closes a gap in the trail, bike, or sidewalk network	1	2	1	10	27	4.5
Climate	Provides connections for people who walk and bike so that there is an alternative to driving	0	2	4	9	26	4.4
	Improves access to the BRT and/or future BART station	1	1	4	5	29	4.5
Cost Effectiveness	Requires lower operating and maintenance costs	4	3	9	9	10	3.5
Deliverability	Project permitting and approvals process will not require excessive time and effort	0	6	4	13	15	4.0
	Generates minimal construction impacts	3	6	13	8	7	3.3
	A funding partnership opportunity exists	1	4	12	10	9	3.6
	An opportunity to coordinate with the paving program exists	0	4	9	12	10	3.8