# City Council District 4
## District Overview, Demographics, and Equity
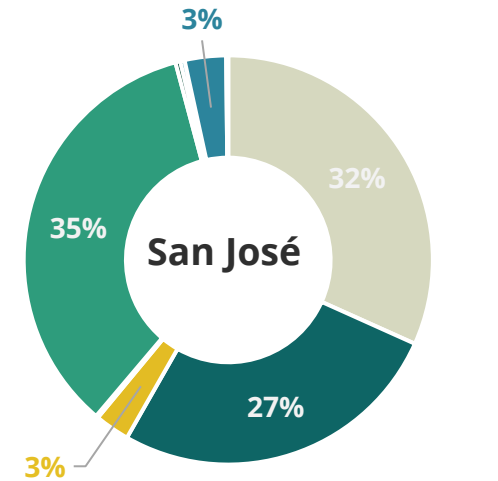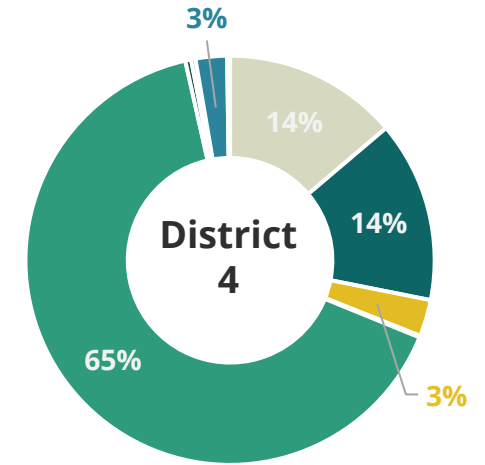
## Overview



Keymap

## Equity Indicators

100%

| Indicator | | District 4 | San José |
|---|---|---|---|
| Rent-Burdened | District 4 / San José | 6.7% | 10.2% |
| People of Disability | District 4 / San José | 7.7% | 8.8% |
| Seniors 75 Years and Over | District 4 / San José | 4.6% | 5.4% |
| Single Parent Families | District 4 / San José | 8.3% | 13.4% |
| Limited English Proficiency | District 4 / San José | 11.8% | 11.8% |
| Low-Income (<200% Federal Poverty Level-FPL) | District 4 / San José | 16.4% | 22.3% |
| Zero-Vehicle Household | District 4 / San José | 4.0% | 5.2% |
| People of Color | District 4 / San José | 85.6% | 72.7% |
| Population that Live Within an Equity Priority Community | District 4 / San José | 5.3% | 27.0% |

## District Demographics

### District 4



- 14% (Hispanic or Latino)
- 14% (White alone)
- 3% (Black)
- 65% (Asian alone)
- 3% (Native Hawaiian and Other Pacific Islander / Other Race)

### San José



- 32% (Hispanic or Latino)
- 27% (White alone)
- 3% (Black)
- 35% (Asian alone)
- 3% (Native Hawaiian and Other Pacific Islander / Other Race)

**Legend:**
- Hispanic or Latino
- White alone
- Black
- American Indian and Alaska Native
- Asian alone
- Native Hawaiian and Other Pacific Islander
- Other Race
- Two or more
- Two or more including some other race

# Where Do We Start?
## Recommended Strategies

| District 4 | Strategy |
|---|---|
| **Recommended From Both Needs Assessment & Community Outreach** | Enhance Bike Connectivity |
| | Fill Gaps in Trails and Sidewalks |
| | Low Stress Bike Facilities |
| | Micro-Transit and On-Demand Service |
| | Mobility Hubs |
| | Safer Streets |
| **Identified Through Needs Assessment** | Better Transit Stops |
| | Congestion Management Fees |
| | Encourage Electric Vehicles |
| | Improve Existing Transit Services |
| | Improve Signals for People and Bicycles |
| | Lighting Improvements |
| | Maintain Bike and Pedestrian Infrastructure |
| | Make More Public Space for People |
| | Mobile Ticketing and Trip Planning |
| | Sustainable Local Deliveries |
| | Transit Expansion |
| | User-Friendly Transportation Information |

## Recommendation:

**Enhance Bike Connectivity**
We should make it easier to complete trips on bike in D4 by building well-designed, seamless bike lanes that connect with each other. We need to prioritize bike connections between neighborhoods and activity centers. Lanes will be made with either concrete, asphalt, packed gravel or soil, etc, to ensure a stable, firm, and slip resistant surface for wheelchair users.

**Fill Gaps in Trails and Sidewalks**
We should create an inventory of sidewalks and trails in D4 to identify where we have gaps and then address them. These should be added to make places more walkable, bikeable, and accessible for wheelchair and white cane users. This can help improve jobs accessibility by walk and bike.

**Low Stress Bike Facilities**
We should make biking safer and more pleasant in D4 by creating low-stress routes to help attract more people to biking. This can involve lanes that are protected from car traffic with barriers or planters. It can also include slow streets where people walking, biking, or using a wheelchair, (white) cane or other assistive devices are priorities and through traffic is prohibited.

**Mobility Hubs**
Mobility Hubs make connections between different transportation options, like between different bus routes, easier by developing hubs where everything comes together. At mobility hub locations, scheduled service can be better timed for more seamless transfers.

**Safer Streets**
We should rebuild our streets in D4, prioritizing the needs of those with mobility impairments, so they are safer for all. Treatments will be ADA compliant and may include landscaped medians, pedestrian refuge islands, blister surfaces, curb extensions and potentially make streets more narrow to slow down speeding cars.

# WHAT ELSE CAN WE DO?

**Julie, 29**

"Oh gosh – I remember men staring at me! (on public transit) I would be so uncomfortable and would only feel safe when other students were around. I don't want my daughters to go through that!"

"I hated waiting 30 minutes between buses – most of the time, there is no shelter either, so the sun used to make it unbearable."

"I love the idea of San José with less traffic and to have more options to get around, but I'm not going to get out of my car unless I feel safe and it's convenient"

"I would love to go biking to get boba or to get some groceries or to the park, but I think we'll do it when my daughters are older"

"Berryessa BART station is a great addition to the neighborhood because of the opportunities it will bring to the community."

"We want continuous sidewalks. There are sidewalks that are incomplete and require you to cross the road to get on the sidewalk again and nothing has been done to fix this problem."

"Get safe routes to school funded for Santa Clara...We are concerned about students biking in Alviso and about speeding/speed limits."

# Where Are We Today?

## Existing Conditions: Key Performance Indicators (KPIs) for Goal Areas in Need of Improvement

| Goal | DISTRICT 4 | |
|---|---|---|
| **Enjoyable Transportation** | District | 5.8 |
| | EPC* | 3.9 |
| | City Avg | 5.1 |
| **Less Driving** | District | 5.7 |
| | EPC* | **7.2** |
| | City Avg | 5.4 |
| **Connected Neighborhoods** | District | 5 |
| | EPC* | **8.5** |
| | City Avg | 4.5 |
| **Clean the Air** | District | 4.7 |
| | EPC* | 3.3 |
| | City Avg | 4.9 |
| **Move the Economy** | District | 4.6 |
| | EPC* | 6.6 |
| | City Avg | 5 |
| **Access for All** | District | 4.2 |
| | EPC* | **1.2** |
| | City Avg | 5 |
| **Transportation Safety** | District | 4.2 |
| | EPC* | **0.4** |
| | City Avg | 5.1 |
| **Plan for the Future** | District | 4 |
| | EPC* | **7.7** |
| | City Avg | 5 |
| **20-Minutes Neighborhoods** | District | **2.7** |
| | EPC* | **8.1** |
| | City Avg | 5.1 |

## Summary

| **High** | • Less Driving<br>• Enjoyable Transportation<br>• Connected Neighborhoods | **Low** | • Transportation Safety<br>• 20-Minute Neighborhoods<br>• Plan for the Future |
|---|---|---|---|

### Goals for Improvement | What needs improving?

| | | |
|---|---|---|
| | **Transportation Safety** | Level of pedestrian traffic stress and bike traffic stress are high in D4 |
| | **20-Minute Neighborhoods** | Access to day-to-day services and amenities (of public parks, grocery stores, health care facilities, schools, libraries, pharmacies, and corner stores) within 20-minute bike/walk is limited in D4 |
| | **Plan for the Future** | Lack of micromobility services in D4. Only a small number of locations in D4 have access to bikeshare service |

*Equity Priority Communities

# What's Coming?
## Upcoming Planned Projects in District 4

| | | |
|---|---|---|
| **Trail Improvements** | **Sidewalk Improvements** | **Highway interchange improvement** |
| **Transit Frequency** | **New Protected Bike Lanes & Bike Boulevard** | **Complete Streets** |
| **Grade separate light rail** | **Transit Speed Improvements** | **Among others..** |