

SAN JOSE



Monterey Road Corridor Community-Based Transportation Plan

January 2024 **DRAFT**



Acknowledgements

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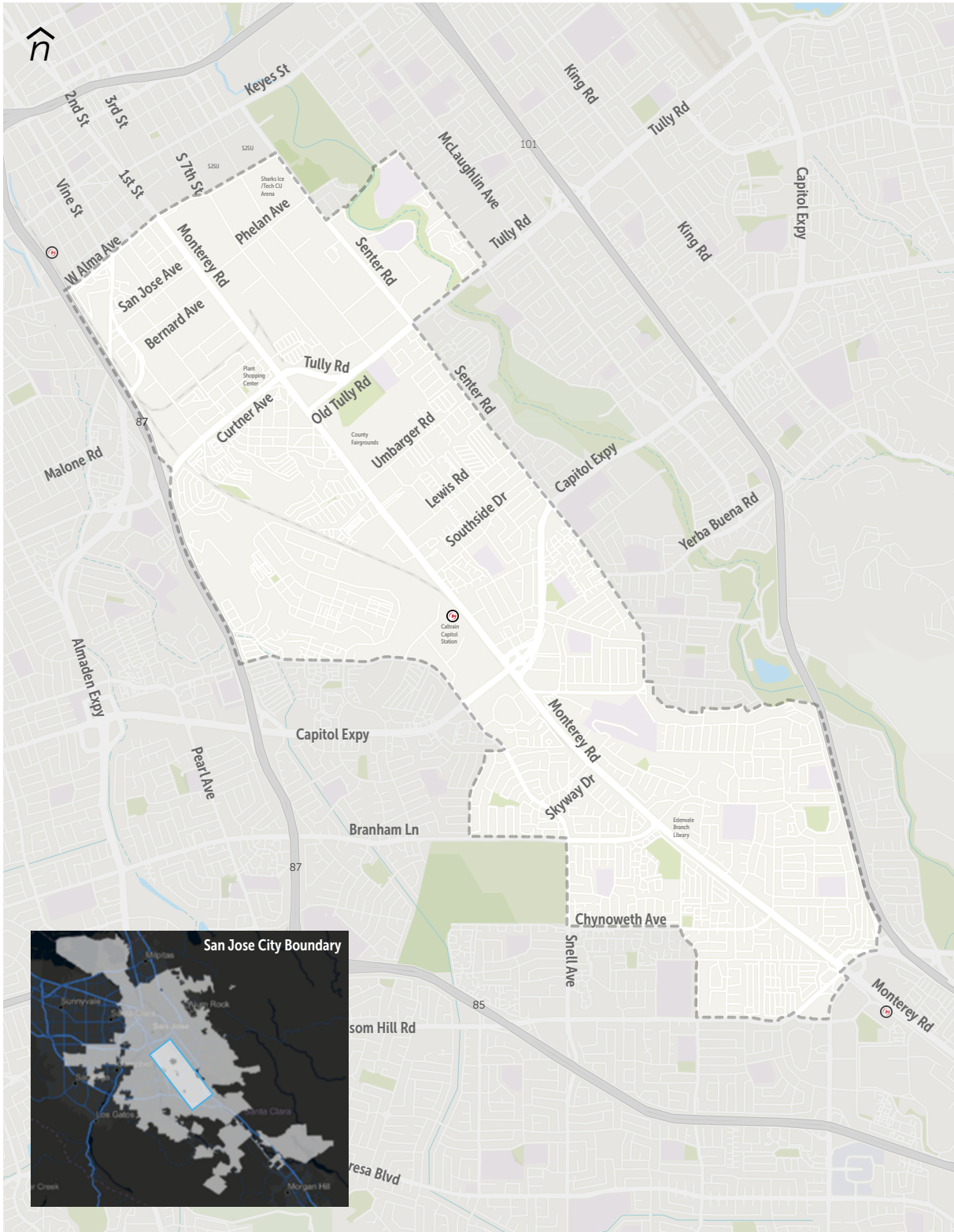
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01

INTRODUCTION

The Monterey Road Corridor Community-Based Transportation Plan (CBTP) is the outcome of a community-based planning effort developed by the Santa Clara Valley Transportation Authority (VTA), the City of San José, various community-based organizations, and residents within the corridor. The study documents transportation needs and prioritized improvements in the Monterey Road corridor, which is located just south of Downtown San José, generally bound by Alma Avenue to the north, Blossom Hill Road to the south, State Route 87 (SR 87) to the west, and Senter Road to the east, as shown in **Figure 1**. The study included extensive outreach to make the community an active collaborator in the planning process.

Figure 1. Study Area – Monterey Road Corridor



How Did It Start?

In 2019, the Mayor of San José established the Monterey Corridor Working Group to revitalize this important resource for the city's economic vitality. The purpose of the Working Group was to develop a common understanding of the issues and opportunities located in the Monterey Road corridor relating to general planning, economic development, and transportation planning. They also developed a scope of work that refined the focus on important improvements, allowing stakeholders and the City to align with other efforts, such as the General Plan four-year review, Metropolitan Transportation Commission's (MTC) Plan Bay Area 2050, the Rail Corridor Plan for San José, and others.

The Working Group recommended greater VTA service levels and rebuilding Monterey Road as a Grand Boulevard with complete streets elements. At the same time, VTA began operating Rapid 568 on Monterey Road. The City and VTA proposed to work with the public to study short term, quick-build multimodal improvements for the corridor to make it safer for pedestrians and bicyclists, and to make transit faster and more reliable, which initiated the Monterey Road Corridor CBTP.

MTC's CBTP Program

The Community-Based Transportation Planning Program was launched in 2002 by MTC. MTC is the transportation planning, financing, and coordinating agency for the nine-county San Francisco Bay Area region. The agency collaborates with a network of other public agencies to help support the streets, roads, highways, transit systems, and other transportation resources.

The CBTP Program evolved out of two regional studies completed in 2001, the Lifeline Transportation Network (LTN) and the Environmental Justice (EJ). Both studies emphasized the need to support low-income and disadvantaged communities through local planning efforts and funding.

MTC then identified low-income and disadvantaged communities on a census tract level. These Equity Priority Communities (EPC) are updated every census and are defined based on eight different variables. To be an EPC, a census tract must either have:¹

A concentration of 28% low-income
(200% Federal Poverty Level -FPL)

AND

70% People of color

OR

A concentration of 28% low-income
(200% Federal Poverty Level -FPL)

AND

A concentration of three or more of the six factors below:

- 12% Limited English proficiency
- 15% Zero-vehicle household
- 8% Seniors 75 years and over
- 12% People with disability
- 18% Single-parent family
- 14% Severely rent-burdened household

Funding agencies often prioritize funding projects located in EPCs in certain grant programs, such as the Active Transportation Program Grants (ATP), One Bay Area Grants (OBAG), and Lifeline Transportation Program Grants.

Since its launch, the CBTP Program has provided over \$2 million in funding for over 30 collaborative planning processes in EPCs across the Bay Area with five approved CBTPs in Santa Clara County.

¹ 2014-2018 American Community Survey (ACS) 5-year estimate tract level data is used in updating Equity Priority Communities in Plan Bay Area 2050. <https://bayareametro.github.io/Spatial-Analysis-Mapping-Projects/Project-Documentation/Equity-Priority-Communities/>

CBTP Purpose

The purpose of this CBTP is to bring residents, community organizations, and government entities together to identify Monterey Road corridor's most critical transportation challenges and develop strategies to overcome them. The CBTP lays the groundwork towards solving transportation needs in EPCs as defined by MTC. The challenge for local agencies and jurisdictions is providing transportation alternatives that not only support agencies' goals but is also an efficient use of available funding and resources.

The CBTP's community outreach and engagement process places an emphasis on the participation of community members through various outlets such as tabling events, focus group meetings, and surveys. The outreach greatly contributed to pinpointing transportation issues and prioritizing relevant projects and programs. VTA then matched the projects and programs with potential funding sources. Public entities can then work collaboratively to apply for funding opportunities when they become available.

The goals of the Monterey Road Corridor CBTP are to:

- 1) Improve access and mobility for historically underserved and systematically marginalized groups, including people with low incomes, communities of color, and residents of Equity Priority Communities; and
- 2) Engage residents and community organizations in conducting the analysis and shaping the recommendations.

Project Partners and Involvement of Community-Based Organizations

Per CBTP Program Guidelines, VTA, the designated County Transportation Agency (CTA) for Santa Clara County, serves as the lead agency in the CBTP planning process. To ensure the final CBTP is robust and inclusive of the community's needs, VTA prioritized working collaboratively with local jurisdictions and stakeholders throughout the planning effort. VTA partnered with the City of

San José and Sacred Heart Community Service, a local community-based organization, to form the Project Management Team ("project team").

The study area is fully located in the City of San José. Staff from the City provided invaluable knowledge on the planned, ongoing, and completed programs and projects in the corridor. Sacred Heart Community Service is also located in the study area. Their mission is to build a community free from poverty and provide food, clothing, financial, and educational support to the community. The partnership between VTA, the City of San José, and Sacred Heart Community Service helped reach a diverse range of the public that live, work, and play in the study area. The project team met regularly to discuss the project scope, timeline, technical deliverables, and to strategize the outreach approach.

Furthermore, VTA requested participation from various agencies, organizations, and groups that have a stake in the Monterey Road corridor to provide insight on transportation issues and participate in the Steering Committee. The Steering Committee members included community-based organizations (CBOs), interest groups, school districts, representatives from the City of San José Council Districts, representatives from the County of Santa Clara Board of Supervisors, and MTC. More information on the Steering Committee is found in Chapter 4 – Community Outreach and Engagement. The Steering Committee met regularly to review deliverables, advise outreach techniques, and help spread the word about outreach activities.

02

EXISTING CONDITIONS

To adequately identify and understand the transportation challenges in the Monterey Road corridor, it is important to analyze the study area profile. This chapter summarizes the area's demographics, existing infrastructure, and land use characteristics.

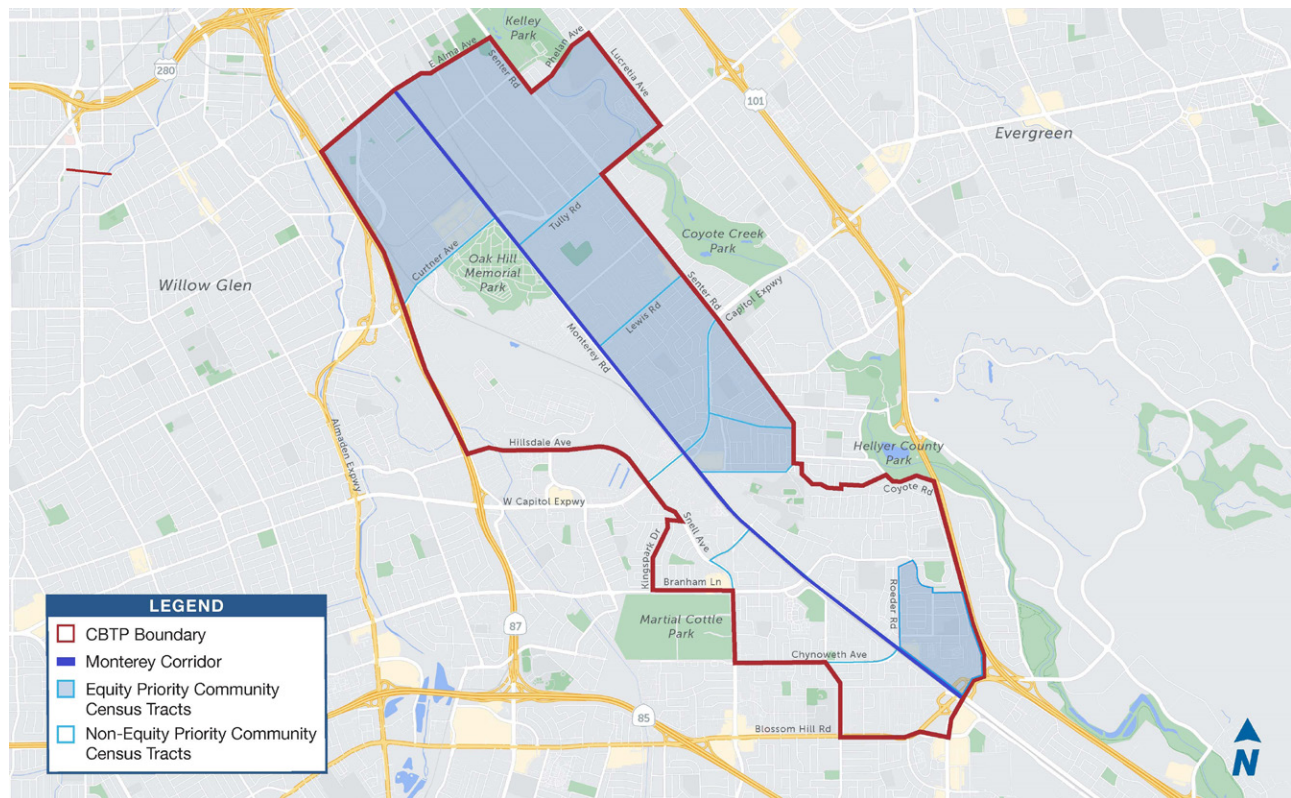
Study Area

Monterey Road is a historic route in Santa Clara County, originally established in the 1850s. The entire road stretches from San José just south of downtown and runs parallel to U.S. Route 101 (US 101), through Morgan Hill and unincorporated Santa Clara County before ending just south of Downtown Gilroy. The road was once part of State Route 82 and relinquished to the City of San José in 2013².

MTC's CBTP Program Guidelines require all CBTP's study areas to focus on census tracts designated as Equity Priority Communities (EPCs). The census tracts designated as EPCs in the Corridor are solely located in the northern section, completely in the City of San José's jurisdiction. There are no EPCs in the central and southern section of the corridor in Morgan Hill, unincorporated Santa Clara County, or Gilroy's jurisdiction.

As a result, the study area for the CBTP is only located in south San José. It is approximately 5.8 miles long and 8.6 square miles. The study area is comprised of 13 census tracts, seven of which are EPCs, as shown in **Figure 2**. The study area spans across three San José City Council Districts 2, 3, and 7. There are 18 schools within and adjacent to the study area ranging from elementary to high schools.

Figure 2. Equity Priority Communities in the Study Area



² City of San José Council accepted relinquishment in 2010 http://www3.sanjoseca.gov/clerk/ORDS_RESOS/RESO_75283.pdf

Demographics

The demographic data presented in this section is based on the 2019 American Community Survey (ACS) 5-year estimates (2015-2019). The data aggregated for the Monterey Road Corridor CBTP study area is further compared with the City of San José and Santa Clara County as a whole.

Population and Households

The Monterey Road Corridor CBTP study area is home to 79,294 residents. This represents 8% of the total population in the City of San José. There are 23,824 households in the study area, which accounts for 7% and 4% of the households in the City of San José and Santa Clara County, respectively. On average, there are 3.4 persons per household in the study area, which is slightly higher compared to San José's 3.12 persons and the county's 2.95 persons. In the study area, nearly half of the households are renter-occupied, which is also higher than that in San José and Santa Clara County as a whole. A detailed comparison of the population and household characteristics is shown in **Table 1**.

Table 1. Population and Household Characteristics

| | MONTEREY ROAD CORRIDOR | CITY OF SAN JOSÉ | SANTA CLARA COUNTY |
|------------------------|------------------------|------------------|--------------------|
| Total population | 79,294 | 1,027,690 | 1,927,470 |
| All households | 23,824 | 325,114 | 640,215 |
| Average household size | 3.40 | 3.12 | 2.95 |
| Owner occupied unit | 52% | 57% | 56% |
| Renter occupied unit | 48% | 43% | 44% |

Age Distribution

Age distribution in the study area is slightly younger than both the City of San José and Santa Clara County as a whole. There is a higher proportion of residents under 18 years old in the Monterey Road Corridor and a lower proportion of residents 65 years and older. A detailed comparison of the age distribution is shown in **Table 2**.

Table 2. Age Distribution

| | MONTEREY ROAD CORRIDOR | CITY OF SAN JOSÉ | SANTA CLARA COUNTY |
|------------------------|------------------------|------------------|--------------------|
| Under 5 years old | 7% | 6% | 6% |
| Under 18 years old | 26% | 22% | 22% |
| 20 - 34 years old | 23% | 23% | 22% |
| 35 - 54 years old | 28% | 28% | 28% |
| 55 - 64 years old | 11% | 12% | 12% |
| 65 years old and older | 10% | 13% | 13% |

Race and Ethnicity

The study area contains slightly more residents identifying as white compared to San José and slightly less residents identifying as white than Santa Clara County. It has fewer people identifying as Asian than both San José and Santa Clara County as a whole. The study area has a significantly higher percentage (46%) of residents who identify as having Hispanic or Latino origin, versus the 32% in the City of San José and 25% countywide. A detailed comparison of race and ethnicity is shown in **Table 3**.

Table 3. Race and Ethnicity

| | MONTEREY ROAD CORRIDOR | CITY OF SAN JOSÉ | SANTA CLARA COUNTY |
|--|------------------------|------------------|--------------------|
| White | 41% | 40% | 44% |
| Asian | 32% | 36% | 36% |
| Black or African American | 2% | 3% | 2% |
| Native Hawaiian and Other Pacific Islander | 0.5% | 0.5% | 0.4% |
| American Indian and Alaska Native | 1% | 1% | 1% |
| Hispanic or Latino | 46% | 32% | 25% |

Language and English Proficiency

In the study area, 66% of households speak languages other than English at home. This is significantly higher than the 58% in San José and the 55% in Santa Clara County. Approximately 4,300 households (18% of the total households) in the CBTP study area are limited English speaking households. This is also higher than that in San José and Santa Clara County as a whole.

Table 4 compares the percentage of households speaking Spanish, Asian and Pacific Island languages, and other Indo-European languages spoken at home and **Table 5** shows the percentage of limited English households in the study area, the City of San José, and Santa Clara County.

Table 4. Languages Spoken at Home

| | MONTEREY ROAD CORRIDOR | CITY OF SAN JOSÉ | SANTA CLARA COUNTY |
|--|------------------------|------------------|--------------------|
| Households speaking Spanish | 33% | 20% | 16% |
| Households speaking Asian and Pacific Island languages | 28% | 28% | 27% |
| Households speaking other Indo-European languages | 5% | 10% | 12% |
| Total | 66% | 58% | 55% |

Table 5. Limited English Proficiency

| | MONTEREY ROAD CORRIDOR | CITY OF SAN JOSÉ | SANTA CLARA COUNTY |
|---|------------------------|------------------|--------------------|
| Spanish speaking households with limited English* | 6% | 3% | 2% |
| Asian and Pacific Island speaking households with limited English* | 11% | 8% | 7% |
| Other Indo-European languages speaking households with limited English* | 1% | 1% | 1% |
| Total | 18% | 12% | 10% |

*A "limited English-speaking household" is one in which no member 14 years and over speaks only English or speaks a non-English language and speaks English "very well". In other words, all members 14 years and over have at least some difficulties with English..

Income and Poverty

The median household income of the study area is \$77,786, which is approximately \$30,000 and \$45,000 less than the median household income in San José and Santa Clara County, respectively. The study area contains a higher proportion of households earning less than \$50,000 a year and a lower proportion of households earning more than \$150,000 per year.

The CBTP study area has a higher poverty level than residents in the city and county as a whole. 12.3% of the population in the study area are living below the poverty line compared to 7.1% in San José and 6.1% countywide. A detailed comparison of the median household income and proportion of residents living below the poverty line is shown in **Table 6** and **Table 7**.

Table 6. Median Household Income and Poverty

| | MONTEREY ROAD CORRIDOR | CITY OF SAN JOSÉ | SANTA CLARA COUNTY |
|----------------------------|------------------------|------------------|--------------------|
| Median household income | \$77,786 | \$109,593 | \$124,055 |
| Persons below poverty line | 12.3% | 7.1% | 6.1% |

Table 7. Household Income Distribution

| | MONTEREY ROAD CORRIDOR | CITY OF SAN JOSÉ | SANTA CLARA COUNTY |
|------------------------|------------------------|------------------|--------------------|
| Less than \$10,000 | 3% | 3% | 3% |
| \$10,000 to \$14,999 | 5% | 3% | 3% |
| \$15,000 to \$24,999 | 7% | 5% | 4% |
| \$25,000 to \$34,999 | 8% | 5% | 4% |
| \$35,000 to \$49,999 | 10% | 7% | 7% |
| \$50,000 to \$74,999 | 15% | 12% | 11% |
| \$75,000 to \$99,999 | 14% | 11% | 10% |
| \$100,000 to \$149,999 | 18% | 18% | 17% |
| \$150,000 to \$199,999 | 9% | 13% | 14% |
| \$200,000 or more | 12% | 23% | 28% |

Commute to Work

Overall, traveling in a motor vehicle to work from the study area is more common when compared to the city and county as a whole. A higher percentage (76%) of workers drive alone to work from the study area.

Remote Work Trends

In the CBTP study area, the percentage of residents working from home increased by approximately 5% from 3.6% in 2019 to 8.5% in 2021, shown in **Table 8**. This is relatively insignificant compared to San José and county in which the number and share of home-based workers **increased by seven times**, as shown on the next page.

Table 8. Travel Mode to Work

| | MONTEREY ROAD CORRIDOR | | CITY OF SAN JOSÉ | | SANTA CLARA COUNTY | |
|--------------------------------------|------------------------|-------|------------------|-------|--------------------|-------|
| | 2019 | 2021 | 2019 | 2021 | 2019 | 2021 |
| Drive alone | 75.9% | 71.5% | 75.3% | 57.2% | 74.4% | 52.1% |
| Carpool | 13.3% | 14.1% | 11.5% | 8.3% | 10.5% | 6.9% |
| Bus | 2.8% | 2.5% | 2.4% | 0.8% | 2.3% | 0.8% |
| Subway/elevated rail | 0.1% | 0.0% | 0.3% | 0.1% | 0.3% | 0.1% |
| Long-distance train or commuter rail | 0.7% | 0.5% | 1.4% | 0.2% | 1.6% | 0.2% |
| Light-rail, streetcar, or trolley | 0.2% | 0.1% | 0.8% | 0.1% | 0.6% | 0.1% |
| Ferryboat | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% |
| Taxicab | 0.3% | 0.2% | 0.3% | 0.1% | 0.4% | 0.1% |
| Motorcycle | 0.3% | 0.1% | 0.2% | 0.1% | 0.2% | 0.1% |
| Bicycle | 0.2% | 0.2% | 0.7% | 0.5% | 1.7% | 1.0% |
| Walk | 1.8% | 1.1% | 2.1% | 2.0% | 2.3% | 2.1% |
| Other means | 0.6% | 1.2% | 0.7% | 1.0% | 0.8% | 1.1% |
| Work from home | 3.6% | 8.5% | 4.2% | 29.7% | 4.9% | 35.5% |

A higher portion of residents living in the study area have a longer commute time than workers in the city and county as a whole, as shown in **Table 9**.

Table 9. Travel Time to Work

| | MONTEREY ROAD CORRIDOR | CITY OF SAN JOSÉ | SANTA CLARA COUNTY |
|---------------|------------------------|------------------|--------------------|
| <10 Minutes | 4% | 5% | 6% |
| 10-14 Minutes | 8% | 9% | 10% |
| 15-19 Minutes | 12% | 14% | 15% |
| 20-24 Minutes | 15% | 16% | 16% |
| 25-29 Minutes | 8% | 7% | 7% |
| 30-34 Minutes | 20% | 19% | 17% |
| 35-44 Minutes | 9% | 9% | 8% |
| 45-59 Minutes | 12% | 11% | 10% |
| >60 Minutes | 12% | 12% | 11% |

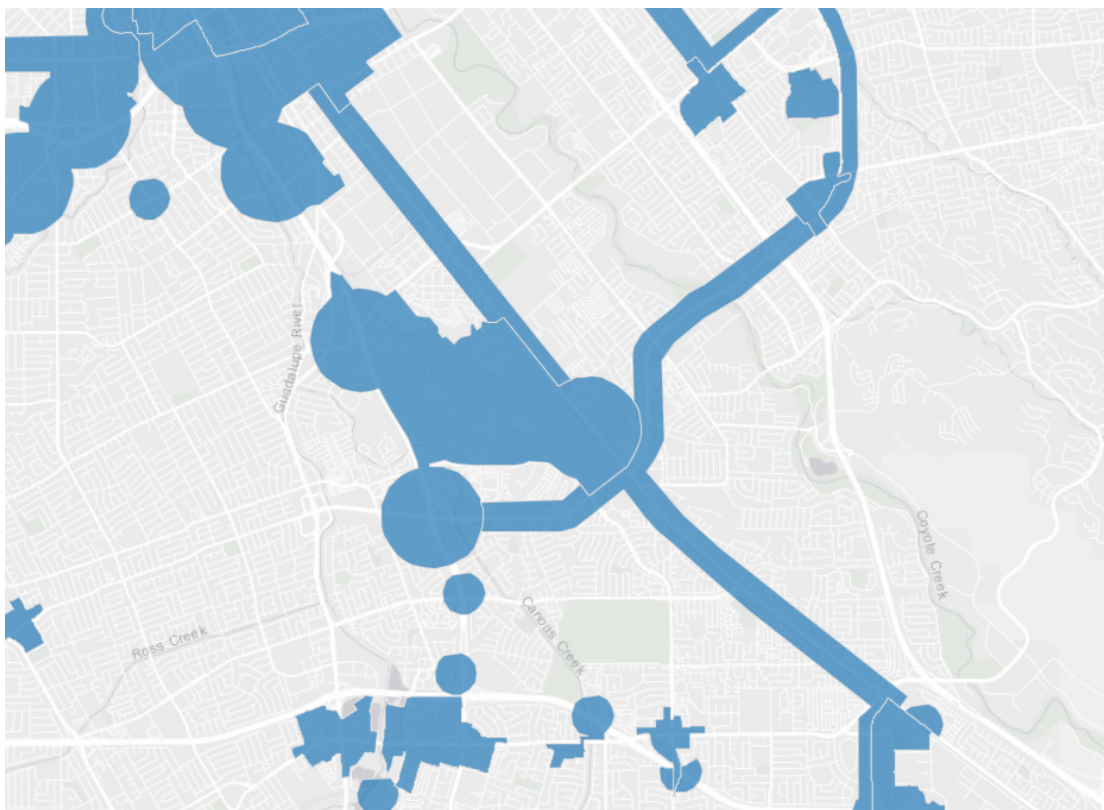
Priority Development Areas and Land Use Characteristics

The study area encompasses a wide range of land uses, from residential neighborhoods to industrial, commercial complexes, open spaces, and public facilities. Some major regional destinations include the Santa Clara County Fairgrounds, Oak Hill Funeral Home and Memorial Park, San José State University South Campus, San José Sharks Ice and Tech CU Arena, and several shopping centers.

Priority Development Areas

The City of San José has identified all of Monterey Road in the study area as a Priority Development Area (PDA).³ PDA is a term coined by MTC as places identified by their local jurisdiction that are near public transit and are planned for new homes, jobs, and community amenities. These PDAs are aimed at increasing mobility options and reducing automobile travel through infill developments that introduce high density housing and employment. Projects located in PDAs are prioritized in certain regional funding.

In addition to Monterey Road, Communications Hill and the entire segment of Capitol Expressway in the study area are also designated as PDAs. The identified PDAs cover several employment areas and an urban village.⁴ These include Monterey Road/Senter Road employment area, West Capitol Expressway/Vistapark Drive employment area, and Monterey Road/Chynoweth Ave Urban Village.



Priority Development Areas in the project vicinity. Source: MTC.

² MTC Priority Development Areas. - <https://mtc.ca.gov/planning/land-use/priority-development-areas-pdas>

³ City of San José Urban Villages and Growth Areas. <https://www.sanjoseca.gov/your-government/departments-offices/planning-building-code-enforcement/planning-division/citywide-planning/urban-villages>

Street Network

The segment of Monterey Road in the study area is a six-lane thoroughfare designated as a Grand Boulevard in the City's Envision San José 2040 General Plan.⁵ Today, Monterey Road serves residents of various trip purposes and as an alternative route to US 101 for intra-county commuters.

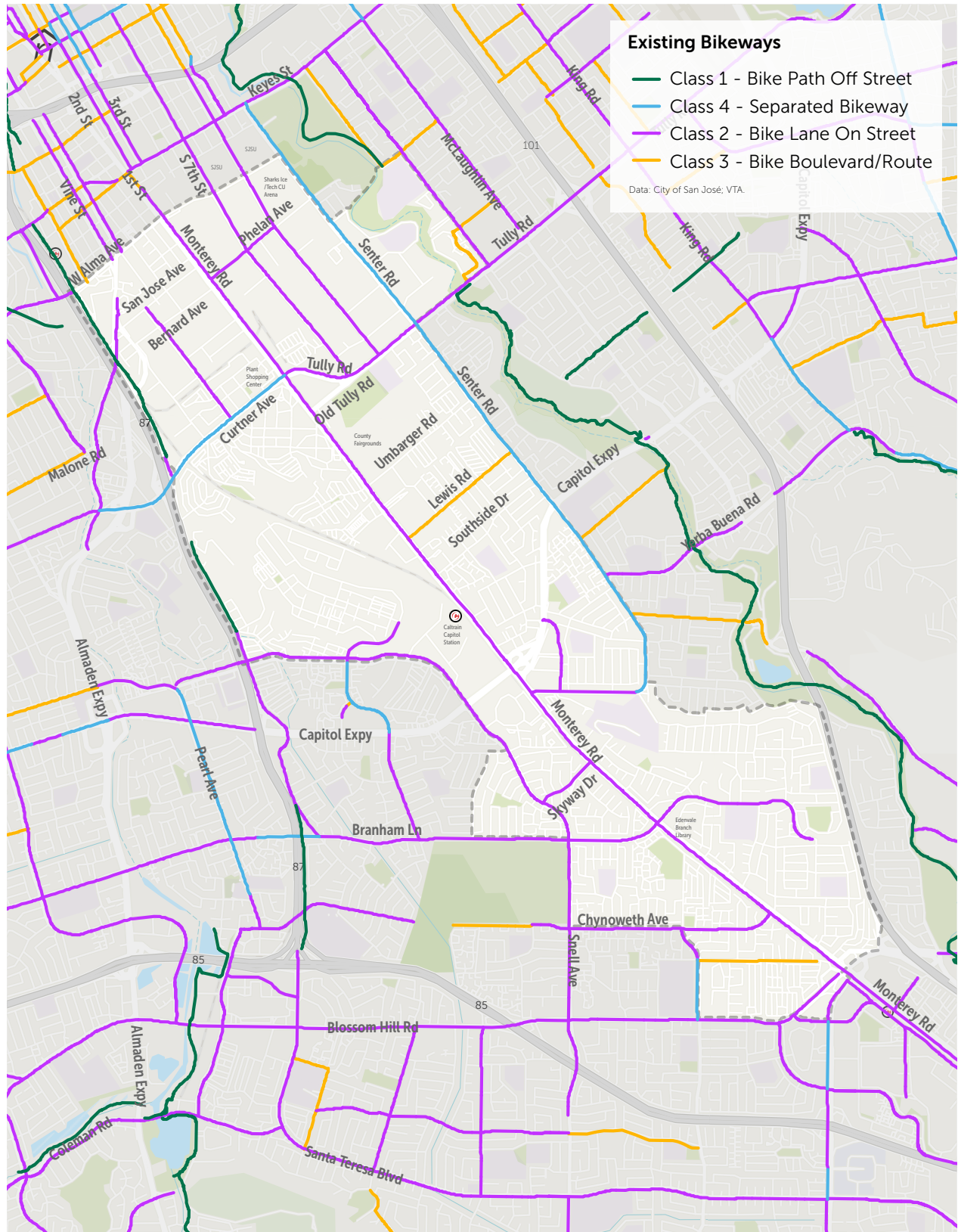
Also designated as a Grand Boulevard is Capitol Expressway that bisects the study area running between SR 87 and East San José. Other east-west streets intersecting Monterey Road are Connector Streets, including Phelan Avenue-Bernard Avenue, Curtner Avenue-Tully Road, Umbarger Road, Skyway Drive, Chynoweth Avenue, and Blossom Hill Road. Alma Avenue and Branham Lane are classified as On-Street Primary Bicycle Facilities that provide continuous bicycle access and connections to the local and regional bicycle network.

Biking Today

The existing bicycle network in the study area totals approximately 28 miles with a mix of bicycle facility classifications. **Figure 3** illustrates the existing bicycle network.

⁵ The City of San José's General Plan was first adopted in 2011 and amended in May 2023 <https://www.sanjoseca.gov/home/showpublisheddocument/22359/637928744399330000>

Figure 3. Existing Bicycle Network



Transit Network

Bus

Monterey Road and other major connector streets is served by VTA's frequent and rapid bus network with 15-minute service.

Rapid 568 with 30-minute service travels on Monterey Road between Gilroy Transit Center and San Jose Diridon Station. Rapid Route 568 is one of VTA's four Rapid bus routes and is the primary Rapid bus service that stops at major county destinations, including Gilroy Transit Center, the core of San Martin, downtown Morgan Hill, and downtown San José.

VTA's frequent network with service of 15 minutes or better serves the study area with frequent routes 66 and 68. Frequent Route 66 runs along Monterey Road and connects north Milpitas to San José Kaiser. Frequent Route 68 also runs along Monterey Road and connects San José Diridon Station to the Gilroy Transit Center. Other frequent and local bus services operate on Monterey Road and east-west connector streets in the study area that serve riders across West Valley, East San José, and Milpitas to local destinations, such as hospitals, institutions, and light rail stations.

Light Rail

VTA's light rail service serves the study area with the Blue line, which runs along SR 87, with stations at Tamien (near Alma Avenue), Curtner Avenue, and Capitol Expressway. The blue line connects Santa Teresa in South San José to Baypoint in North San José.

Caltrain

Caltrain's rail service serves the study area with the Tamien, Capitol and Blossom Hill stations. Capitol and Blossom Hill stations are located on Monterey Road.

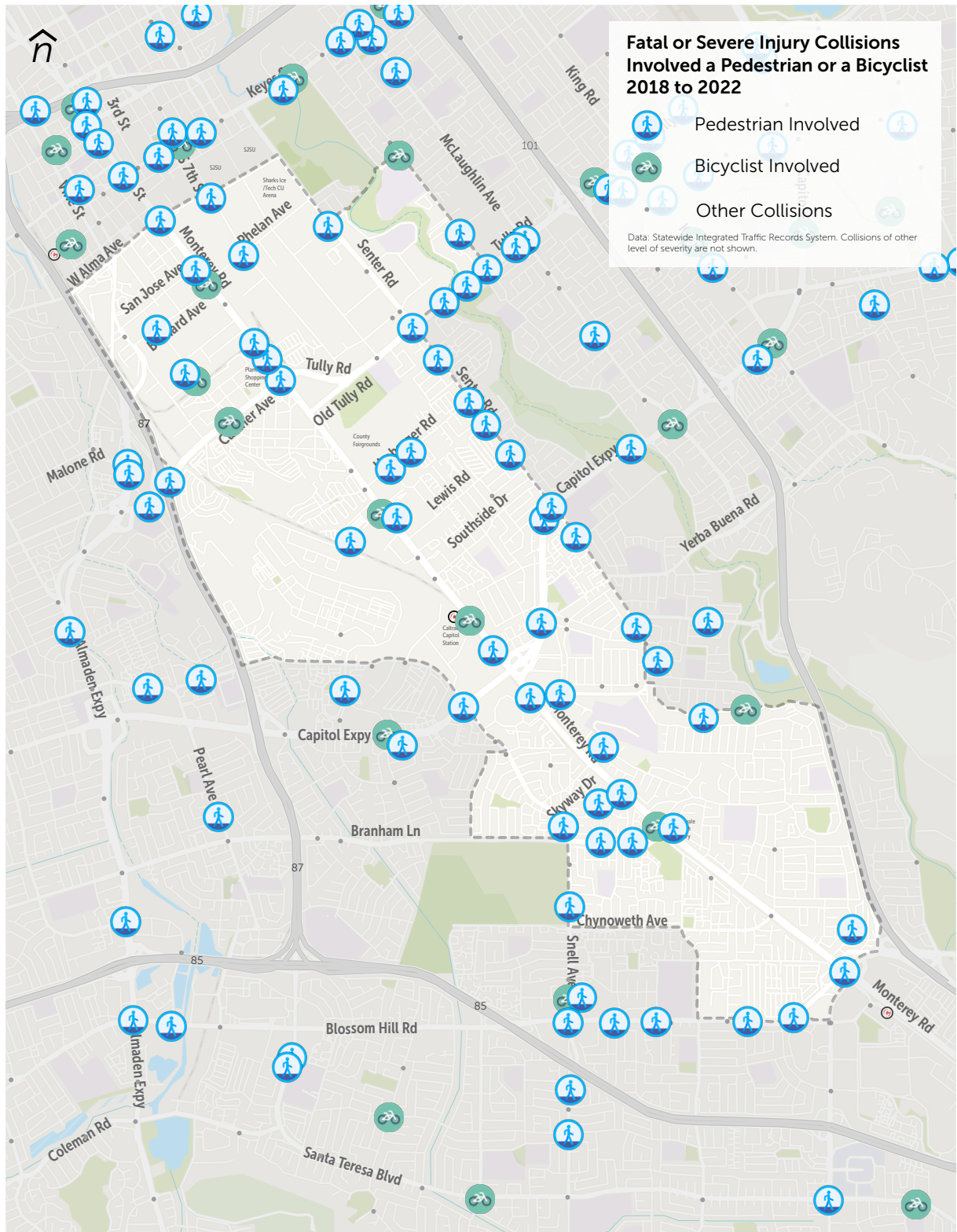
California High Speed Rail

On April 28, 2022, the California High-Speed Rail (HSR) Authority's Board of Directors certified the Final Environmental Impact Report/Environmental Impact Statement and approved the San José to Merced project section in Northern California. This action completes the environmental clearance for nearly 400 miles of the high-speed rail project's 500-mile Phase 1 alignment from San Francisco to Los Angeles/Anaheim. Within the Monterey Road Corridor CBTP study area, HSR is expected to operate predominantly in the existing Union Pacific Railroad right-of-way, parallel to Monterey Road.

Traffic Collisions

Monterey Road's roadway geometry today more resembles a highway that encourages high vehicle speeds and deters non-motorized travel. Monterey Road is not only one of the Vision Zero Priority Safety Corridors as identified in the city's Vision Zero Action Plan but is also seen as one of the deadliest streets in the city. From January 2018 to December 2022, ten people were killed (K) and 27 severely injured (SI) due to traffic collisions on Monterey Road. Out of these KSI collisions, 15 of them involved pedestrians and two involved bicyclists. **Figure 4** illustrates the locations of these collisions

Figure 4. Pedestrian and Bicyclist Fatal and Severe Injury Collisions (2018-2022)





03

RELATED PLANS & PROJECTS

This chapter describes the ongoing and recently completed plans, projects, and programs that may affect the area. This ensures that the Monterey Road Corridor CBTP is consistent with prior efforts.

Monterey Road Corridor Planning and Design

The improvements that the City of San José is making on Monterey Road can be seen as two phases: Quick-Build and Transform.

Quick-Build: Monterey Road Transit Project

The project will develop conceptual design plans for transit lanes and multimodal safety improvements on First Street and Monterey Road between Keyes Street and Ford Road. The City of San José will build the improvements using “quick-build” materials, such as pavement markings, flexible delineators, and signage for implementation. These materials are cost beneficial and readily available that will help build safety improvements faster.

The draft design plans have considered the following key Improvements:

- Converting the curb lanes to bus lanes;
- Building bus boarding islands and bus shelters at multiple stops;
- Upgrading existing bicycle lanes to protected bicycle lanes; and
- Upgrading crosswalks and adding curb bulbouts at multiple intersections.

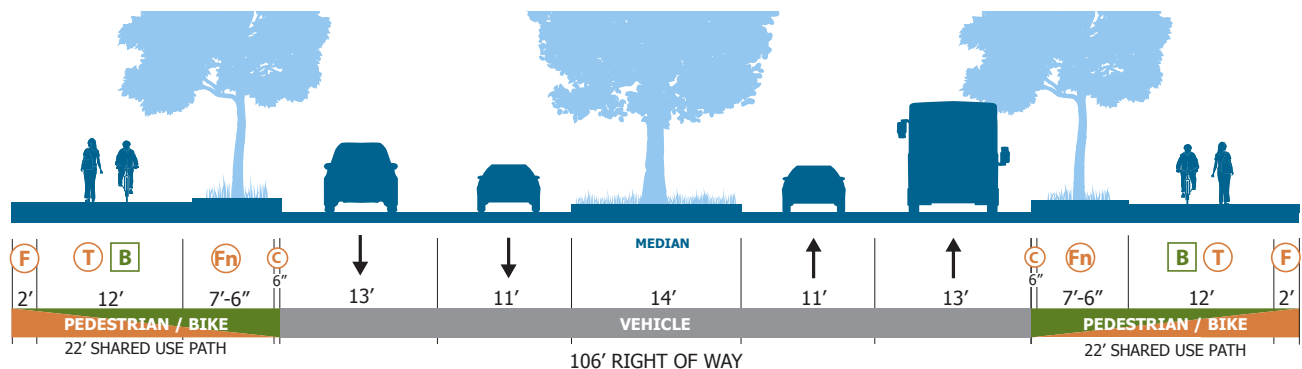
The City of San José and VTA combined the outreach process for the Monterey Road Transit Project and the Monterey Road Corridor CBTP.



The Senter Road Safety Project used quick-build materials to create safer and more comfortable roadways for motorists, cyclists, and pedestrians.

Transform: Monterey Road Grand Boulevard Design Study

Following the completion of quick-build projects, the City of San José will undertake a comprehensive study to transform Monterey Road from Keyes Street to Metcalf Road from a six-lane highway to a grand boulevard with complete streets features, such as wider sidewalks, solid barriers for safer bicycle lanes, upgraded transit amenities, narrower vehicle lanes, on-street parking, and green infrastructure. The fully reconfigured Monterey Road will prioritize safety and improve accessibility for individuals who walk, bike, or use transit. The City has recently received a two million dollar Federal Reconnecting Communities Grant for planning, design, and environmental review.



Typical cross section of a Grand Boulevard. Source: City of San José Complete Streets Design Standards and Guidelines (2018)

Transportation Plans and Capital Improvements

Southern San José Grade Separation Project

The Southern San José Grade Separation Project will undertake the planning, design, and environmental review to separate the rail line next to Monterey Road from the three cross streets: Skyway Drive, Branham Lane, and Chynoweth Avenue for high-speed rail.

The first phase will start in fall 2023 and will examine and choose a preferred option for separating the rail line. The second part will design and environmentally clear the grade separation structure so it can be incorporated into the extension of electrification south of Tamien station, by California High-Speed Rail or another project. The work is funded by a Federal Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant with matching funds from the City of San José. The three configurations to be examined are:

- Raise the rail tracks above the three streets,
- Partially raising the tracks and partially lowering the cross streets, and
- Lowering the rail tracks into a trench under the cross streets.

Better Bike Plan 2025

The City of San José's Better Bike Plan 2025, adopted in October 2020, seeks to make bicycling safe and convenient for all ages and abilities in all parts of the city. It is anticipated to accomplish this overarching goal by installing new bikeways, enhancing existing bikeways and implementing non-infrastructure programs and policies. The three goals of Better Bike Plan 2025 are:

- Safety – Increase safety for all people biking in San José and align with Vision Zero San José;
- Mode Shift – Increase the number of trips made by bike in San José; and
- Equity – Apply the plan in a way that serves historically underserved communities.

In the Monterey Road Corridor CBTP study area and its periphery, many street segments are planned to have upgraded or new bike lanes. The majority of these

upgrades or new installations fall within historically underserved communities.

A lot has been done in the study area since the adoption of the Better Bike Plan 2025. Bikeway improvements were usually implemented concurrently with the City's scheduled repaving work. Particularly, in the study area, more of the bikeway improvements were completed as a critical component of major capital projects, such as a complete streets corridor design, or Vision Zero Priority Safety Corridor improvements.

Move San José

Adopted by the City Council in August 2022, Move San José is a citywide access and mobility plan that serves as the guide for the City's Department of Transportation in decision making. It contains a list of sustainable and equitable goals defined by community-based organization partners (CBOs) and the public. Under the goals, Move San José is developed with 26 strategies to achieve the goals. The Monterey Road Corridor CBTP is consistent with Move San José and aligned with many of its strategies including:

- Strategy 1: Safer Streets,
- Strategy 3: Fill Gaps in Trails and Sidewalks,
- Strategy 4: Lighting Improvements,
- Strategy 6: Low-Stress Bike Facilities and Slow Streets,
- Strategy 7: Maintain Bike and Pedestrian Infrastructure,
- Strategy 9: Enhance Bike Connectivity,
- Strategy 10: Make Signals Work Better for People Walking or Biking,
- Strategy 12: Improving Existing Transit Service, and
- Strategy 14: Better Transit Stops.

Vision Zero Action Plan 2020 and Implementation

In 2015, the City of San José adopted its Vision Zero transportation safety initiative. In 2020, the Vision Zero Action Plan calls out strategies in detail to reduce fatalities and severe injuries (KSI), including engagement, education, enforcement, equity, and engineering (quick-build).

The initiative identifies 17 major streets as Priority Safety Corridors, including those in the CBTP study area: Senter Road, First Street, Monterey Road, Tully Road, Branham Lane, Blossom Hill Road in the City of San José, and Capitol Expressway under County of Santa Clara jurisdiction.

Council District 7, in which approximately half of the study area is located, has the highest number of KSI combined. One action has been focused on prioritizing safety funds on the Priority Safety Corridors and high KSI Council Districts.

In 2023, the City of San José updated its Priority Safety Corridors to a total of 30 streets. This was based on an updated methodology that incorporated minor and moderate injuries. In the study area, Snell Avenue and Almaden Expressway became part of the high injury network.

The City of San José is using a quick-build approach to employ low-cost, highly effective materials, such as striping and markings, signage, and bollards, to expedite installation of safety improvements. Project status at the time of this writing are as follows:

- Branham Lane Safety Project – Complete;
- Senter Road Safety Improvements – Complete;
- Hillsdale Avenue Safety Project – Complete;
- Curtner Avenue Safety Project – Construction Underway; and
- Tully Road Safety Project – Construction Underway.

Santa Clara County Active Transportation Plan

The County of Santa Clara is currently developing an Active Transportation Plan to improve walking, bicycling, and rolling along County-controlled expressways and roadways in the unincorporated county areas. The draft planned bicycle map has recommended separated bikeways on segments of Capitol Expressway and Almaden Expressway in the vicinity of the CBTP study area.

VTA Better Bus Stops

VTA's Better Bus Stops program funds amenities at bus stops to improve riders' experiences. The program is funded by various sources including 2016 Measure B, MTC's Lifeline Transportation Program, and Stanford Research Park. In the Monterey Road Corridor CBTP study area, several bus stops are being scheduled for improvement, including Monterey/Senter and Curtner/Little Orchard stops at the time of this writing.

Since its launched in 2020, VTA has completed improvements over Santa Clara County

- Nine shelters,
- 207 new benches,
- Five simme seats,
- 42 solar lights,
- 3,016 braille placards,
- 17 new trash cans,
- 23 sidewalk and wheelchair boarding area improvements, and
- Five new concrete bus pads.

In its 2023 cycle, the construction is currently underway for:

- 33 shelters with lighting,
- 100 new benches,
- 80 braille placards,
- 89 trash cans,
- 17 sidewalk improvements,
- 20 wheelchair boarding areas, and
- 23 bike racks.



Source: VTA

Land Use Plans

Communications Hill Specific Plan

The Communications Hill Specific Plan (CHSP), adopted in September 2014, implements the City's General Plan with the vision of a highly urbanized, pedestrian-oriented residential neighborhood with industrial, parks, commercial, and retail uses on 900-acres of land. The CHSP plan area is fully located in the CBTP study area between SR 87 and Monterey Road, and between Hillsdale Avenue and Curtner Avenue. Several transportation improvements were called out in its 2014 Draft Subsequent Environmental Impact Report to mitigate impacts as a result of the remaining build out (2,200 residential units and 67,500 square feet of commercial, retail, parks, etc.). These include:

- Bicycle trail connection along the east side of SR 87;
- Pedestrian and bicycle access from the project site to the Caltrain Capitol Station on the east side of the railroad tracks adjacent to Monterey Road; and
- Major intersection/interchange improvements, such as the SR 87/Capitol Expressway Interchange Improvement Project.

Caltrain Capitol Station Area Plan

The Capitol Caltrain Station Area is approximately 16 gross acres and primarily designated as Neighborhood/Community Commercial. The site is located across the Caltrain station on the east side of Monterey Road, stretching from north of Fehren Drive to Capitol Expressway. Once completed, the Caltrain Capitol Station Area Plan will add approximately 700 residential units and 30,000 square feet of commercial or retail spaces (equivalent to roughly 100 jobs added). The concept of placemaking and many mobility enhancements have been called out in its urban design framework, including continuous sidewalk and bicycle paths, enhanced crosswalks, wayfinding signs, safe intersections, bicycle parking, paseos, neighborhood parks, enhanced streetscapes, and active retail frontages. The station area is also envisioned to be a mobility hub that integrates various mobility options such as bikeshare, scooter share, and rideshare with VTA bus and Caltrain services.

San José State University Campus Master Plan

San José State University is developing a campus master plan to address the physical development for the main and south campuses as well as the University's off-campus properties and connections with the City of San José through 2040. The campus master plan envisions South Campus, fully located at the northeastern corner of the CBTP study area, to expand its athletic facilities, retail, food, university housing, and pedestrian and bicycle friendly connections. 7th Street is re-imagined to be a corridor connecting the Main and South Campuses with trees, mixed-use developments and safe pedestrian and bicycle infrastructure.

04

COMMUNITY OUTREACH & ENGAGEMENT

Community engagement is vital in the discussion of transportation concerns, needs, and opportunities throughout the CBTP planning process. A partnership with staff from VTA, the City of San José, and Sacred Heart Community Service involved residents, school districts, community-based organizations, and other stakeholders serving the Monterey Road Corridor throughout the planning process.

The multimodal recommendations described later in this CBTP report are based on the outcomes from a series of outreach activities occurring from fall 2022 to spring 2023. This chapter describes the overall approach for engaging the community and a summary of the input received from the community members. All outreach materials, including presentation slides, display boards, and survey results, are contained in **Appendix A**.



The City of San José and VTA combined the community outreach process for the Monterey Road Transit Project and the Monterey Road Corridor CBTP. The project team will utilize input collected over the joint outreach process to inform decision making for both projects.

Joint outreach with City of San José's Monterey Road Transit Project

Community Outreach and Engagement Plan

A community outreach and engagement plan was developed to strategize key outreach techniques and plan for activities that provide residents, interest groups, and key stakeholders with opportunities to express concerns, be informed, and stay actively engaged throughout the course of the planning process. The guiding principles of the outreach plan are as followed:

Establish understanding of the CBTP planning process. The community is aware of the project and is informed on a regular basis. The community has a clear understanding of the CBTP goals, which are focused on addressing transportation challenges of the low-income and historically underrepresented population in and around the study area. The community is aware that the transportation solutions are multimodal.

Create an equitable and inclusive outreach process. A robust CBO and stakeholder roster is created to ensure diversity. All outreach materials and activities are prepared in three (English, Spanish, and Vietnamese) or more languages and made accessible to visually and audibly impaired community members. New stakeholders and interest groups are welcome to participate along the course of the planning process to embrace new perspectives.

Ensure transparent solicitation of public input. Public input and statistics, except for private information, is shared publicly to gain buy-in and trust from the community. Jurisdictional policies and funding challenges and limitations are elaborated and reiterated throughout the planning process. The community understands that the CBTP goals should be adhered throughout the planning process.



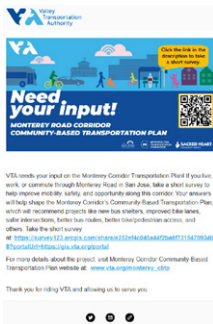
Spreading the Word

To ensure a good participation rate and overall awareness of this CBTP, the project team utilized numerous tools during the planning process.

Project Webpage. A project webpage was developed to communicate project information. It is a landing page under vta.org that contains a project overview, goals, and timeline as well as links to multilingual fact sheets, online surveys, and meeting links to virtual community workshops. To date there are a total of 642 visits to the webpage. 112 users subscribed to receive periodic updates and event notifications.



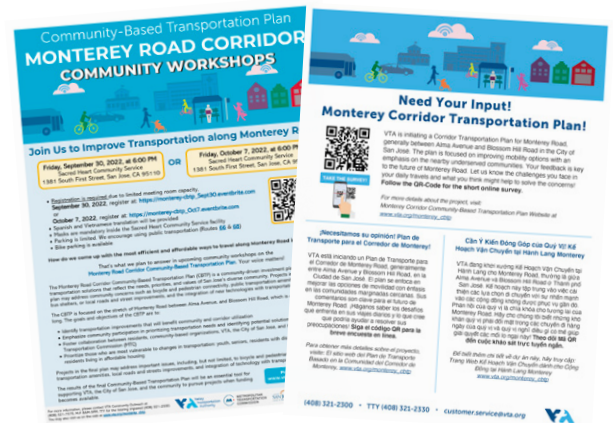
Fact Sheet. A project fact sheet was developed to provide project overview, community outreach timeline, and how people can and should provide input and be notified for project updates and events. It was published and distributed in the six most common languages spoken in Santa Clara County: English, Spanish, Vietnamese, Chinese, Korean, and Tagalog. The fact sheets were posted on the project webpage.



Digital Posts. The project team posted as appropriate to Nextdoor, Facebook, and Twitter to promote community workshops, surveys, and other announcements of the CBTP activities. Steering Committee members, in addition, helped post relevant project information on their entity accounts or websites which helped increase visibility of the Plan. Three blogs were posted on VTA's website to provide summaries of outreach activities for those who did not attend and to encourage people to take advantage of the online survey. To date, all social media, Nextdoor, and blog posts combined have reached a total of 108,924 views.

Direct Messages. The project team leveraged the existing email list and Rider Notification system to broadcast about the online survey and workshops. The email list grew during the development of the CBTP as new subscribers and workshop attendees signed up to receive notifications. In addition, a text message was sent out to 907 people in the early project phase regarding this CBTP.

Paper Notifications. To advertise the community workshops, for each round, flyers were posted on over 45 bus stops along Monterey Road two weeks prior to the workshops. Mailers were sent out to 57,098 addresses to promote the first round of workshops and the online survey.



Outreach Activities and Results

Steering Committee Meetings

The purpose of the Steering Committee was to provide guidance to the project team in the development of the CBTP. The Steering Committee first met in April 2022 following the project kick-off meeting in March 2022. The Steering Committee met six times to provide feedback on various project deliverables, including existing conditions, demographic analysis, messaging to the public, and outreach materials. The Committee members also helped convey transportation challenges they have heard from their constituents or members and to spread the words regarding project updates and outreach activities. Members of the Steering Committee include:

- Alejandra Cruz, Family Assistance Manager, Sacred Heart Community Service
- Brian Stanke, Rail Planning Manager, City of San José Department of Transportation
- Drennen Shelton, Senior Transportation Planner, Metropolitan Transportation Commission Funding Policy and Programs
- Erasmo Zuniga, Edenvale Plaza
- Hilda Morales, Project Hope & Roundtable Neighborhood Association
- Hope Cahan, Senior Policy Advisor, Office of County Supervisor Cindy Chavez
- Johnny O' Brien, Bay Area Community Health Clinic
- Joni Policy, Transportation Supervisor, Franklin McKinley School District
- Lucas Ramirez, Policy and Legislative Analyst, Office of City of San José Councilmember Sergio Jimenez
- Nick Kaspar, Chief of Staff, Office of City of San José Councilmember Maya Esparza
- Pastor-Danny Sanchez, Founder & Executive Director, The City Peace Project
- Pauline Bayati, Family Assistance Director, Sacred Heart Community Service
- Roberto Alvarez, Literacy Program Specialist, Edenvale Branch Library
- Sandra Maldonado, Secretary & Lead Administrator, Christ the King Church
- Sylvia Torres, Interim Recreation Specialist-Alma & Gardner Community, Alma Senior Center
- Sona Grover, Program Manager, Catholic Charities of Santa Clara County - Children's Initiative at FMSD
- Tiffany Rodriguez, Program Manager, Transportation Demand Management, San José State University

Stakeholder Interviews

The project team conducted seven interviews with selected stakeholders to discuss current and foreseeable transportation issues, concerns heard from the community, and upcoming and long-term land use plans expected in the study area. The stakeholders were also introduced to the CBTP planning process and provided initial feedback on the CBTP goals and potential improvements. The entities interviewed include:

- San José State University
- Sharks Ice San José
- Santa Clara County Fairgrounds
- Monterey Corridor Business Association
- Monterey Corridor Working Group
- Caltrain Capitol Station Area Plan Project Team (City of San José)

Additionally, the project team provided periodic project updates to and invited the stakeholders below for roundtable meetings.

- Homeowner Associations (HOAs)/Neighborhood Groups
 - Alma Neighborhood Association
 - Seven Trees Neighborhood Group
 - Senter Road Creekside Neighborhood Association

- Haye Neighborhood Association
- Coyote Creek Neighborhood Association
- Edenvale Great Oaks Plan Implementation Coalition
- Blossom Valley Neighborhood Association
- Senter Monterey Neighborhood Association
- Affordable Housing Communities
 - The Grove
 - Casa Alondra
 - Eden Palms Apartments
 - Thornbridge Apartment Homes
 - Oak Tree Village Apartments
 - Orvieto Apartments
 - Corde Terra Apartments

Community Workshop Round 1

The first round of community workshops were listening sessions. Two workshops were held in the evenings on September 30, 2022 and October 7, 2022 at Sacred Heart Community Service on Alma Avenue. Approximately 17 people attended the first workshop and 14 attended the second. Simultaneous interpretation in Spanish and Vietnamese were provided in both workshops. In these workshops, the project team first introduced the audience to the goals of the Monterey Road Corridor CBTP, scope, and timeline of the planning process. This was followed by the attendees expressing their day-to-day transportation concerns as people who live, work, go to school, shop, and play in the study area.

Overall, the concerns centered on bicycle and pedestrian safety, bus services, potential impact of the California High Speed Rail project, and solutions to unhoused individuals in the study area.

“Need for crosswalks and sidewalks in the side streets too. Don’t put all improvements on Monterey Road.”



Community Workshop Round 2

The second round of community workshops were focused on the presentation and feedback of the draft multimodal recommendations. An in-person workshop was held in the evening on May 17, 2023 at Edenvale Branch Library on Branham Lane at Monterey Road. A virtual workshop via Zoom was held on the next evening for those who preferred a virtual setting. A total of 14 people attended these workshops. In these workshops, Spanish and Vietnamese interpreters were present and utilized. The project team first walked the audience through each category of the improvements and their proposed locations. The rest of the time was dedicated for the attendees to provide feedback, ask clarifying questions, and express concerns about the recommended improvements. **Overall, the attendees helped reinforce the need for safer bicycling and walking and requested that bus stops be improved as part of providing quality transit services. Some inquired about the variations of traffic calming devices and how to have them installed in their neighborhood streets. People expressed concerns with the proposed bus only lanes on Monterey Road as it might cause confusions and traffic queues for right turning vehicles.**

“Let’s hope Seven Trees gets some love! If Capitol Caltrain and our section of Monterey are improved, it could be a game changer for this neighborhood.”

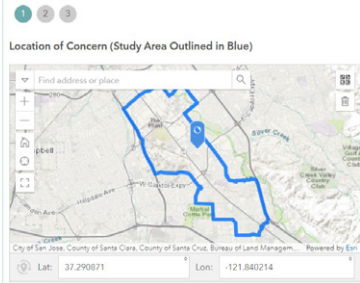


Public Survey

A survey was conducted from August 3, 2022 to December 30, 2022 to solicit concerns about transportation challenges and the improvements envisioned on Monterey Road and its surrounding neighborhoods. The paper survey was available in English, Spanish, and Vietnamese. The online survey was made available also in Chinese, Korean, and Tagalog.

Q4. Pin a concerning location on the map and answer 3 questions related to the location you chose (You can pin up to 3 locations that concern you the most):

(Click on circles 1, 2, and 3 below to pin 3 locations. Remember to answer 3 follow-up questions for each location.)



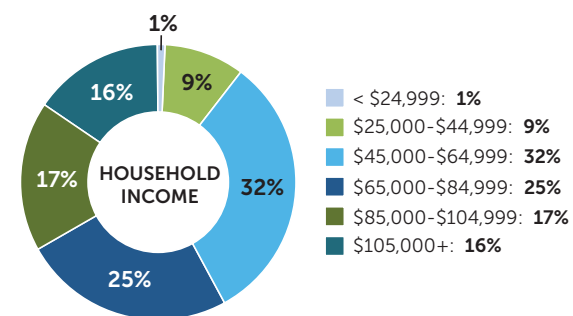
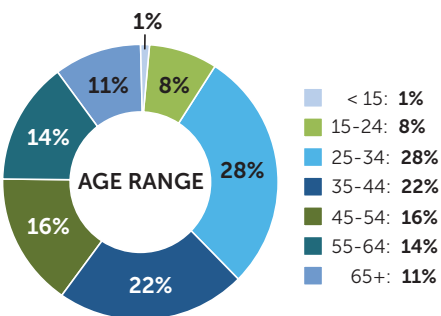
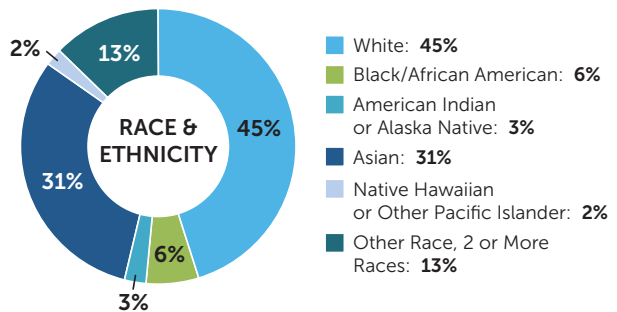
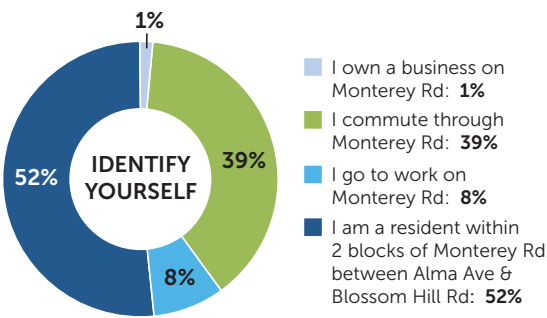
A total of 175 responses were received. The majority of responses were gathered online. Paper surveys were distributed at Edenvale Branch Library and at other VTA pop-up events with 25 returned for analysis and summary. Respondents were asked about demographic and contact information, which was optional. A map-based interface was provided so the respondents could drop up to three pins in the study area to precisely identify where the locations are of their concerns.

Survey results were summarized descriptively and statistically and were also presented at all stakeholder and community workshops.

Who Took the Survey?

Respondents were first asked if they live, work, own a business, or use Monterey Road as a commuter route. The answer provides a good understanding of whether the local population is fairly represented. More than 50% were residents within the study area, 9% worked or owned a business in the corridor, while 38% of the respondents only commuted through the area. Both age and income distributions in the survey were well-represented based on the comparison to Census ACS.

27% of the respondents identified themselves as having a Hispanic or Latino origin, which was lower than the Hispanic or Latino population of 46% reported in the Census ACS. However, 31% of the respondents were Asian, which was the same as what was reported in the Census ACS. There was a slightly greater representation of Black or African American (6%) compared to the 2% population in the study area.



Travel Modes Used in a Week

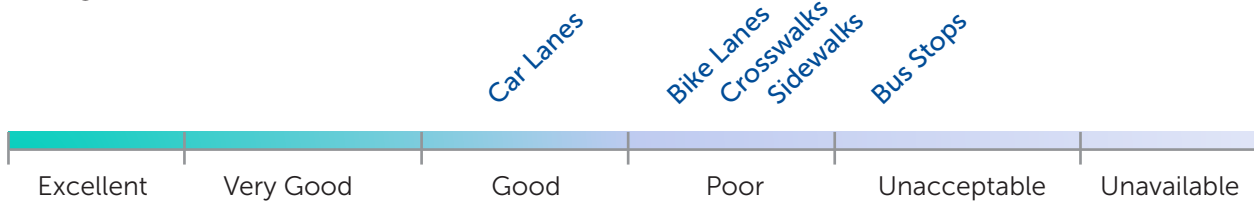
Rather than asking about a primary mode of commute, the respondents were asked to answer the transportation modes they used in days of a week to understand a full picture of the frequency of walking, bicycling, riding a scooter, taking transit, carpooling, and solo driving. The image below illustrates the average frequency of each mode used in the study area.



Rate Your Infrastructure

Five major categories of transportation infrastructure were rated by the respondents. Out of the five categories, 67% of the respondents rated bus stops as poor, unacceptable, or not available. Around 60% considered both sidewalks and crosswalks in the study area as poor, unacceptable, or not available. Relatively, there were more respondents that considered bike facilities as good or better, while at the same time, 11% marked the bike facilities as unavailable.

Average scores



Areas of Concern

The survey asked every respondent to pin up to three locations of concern on the interactive map, following by a choice of travel mode that was concerning and a comment box for elaboration. More than 400 locations were recorded, out of which about one-third were invalid locations.

At a glance, clusters of the areas of concern can be found along Monterey Road, east-west arterials, and major intersections. This allowed the project team to thoroughly review each response and summarize for needs assessment of multimodal improvements. More than 60% of the locations received concerns about active transportation. Using this map, the project team was also able to compile a list of bus stops that the respondents identified as priority for improvements. More information about the areas of concern is shown in **Figure 5**.

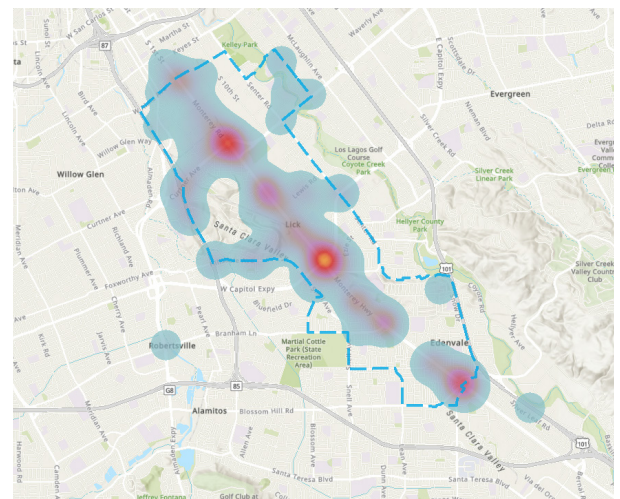


Figure 5. Areas of Concern

Summary of Needs

The project team summarized community needs based on survey responses, input received at the community workshops, stakeholder interviews, and other individual conversations such as email correspondences and phone calls.

The needs were further broken down into three categories:

Safety

- Sufficient crossing time at large intersections;
- More pedestrian-scaled lighting;
- More midblock crosswalk markings;
- More crossing safety enhancements;
- Safe bicycling environment at interchanges;
- Reduced weaving with motor vehicles at right turns;
- Slow Monterey Road;
- Calm neighborhood streets; and
- Proactive school zone safety.

Connectivity and Accessibility

- Connected sidewalk network;
- Improved accessibility at bus stops, pedestrian crossings, and sidewalks; and
- Prioritized multimodal improvements at key destinations, such as bus stops, Caltrain stations, and housing complexes.

Mobility and Services

- Better bus stop amenities, including lighting, shelter, and benches; and
- More bus stops and routes to increase coverage.

Community Vision

A community vision based on the interactions with residents and other community members in the study area:

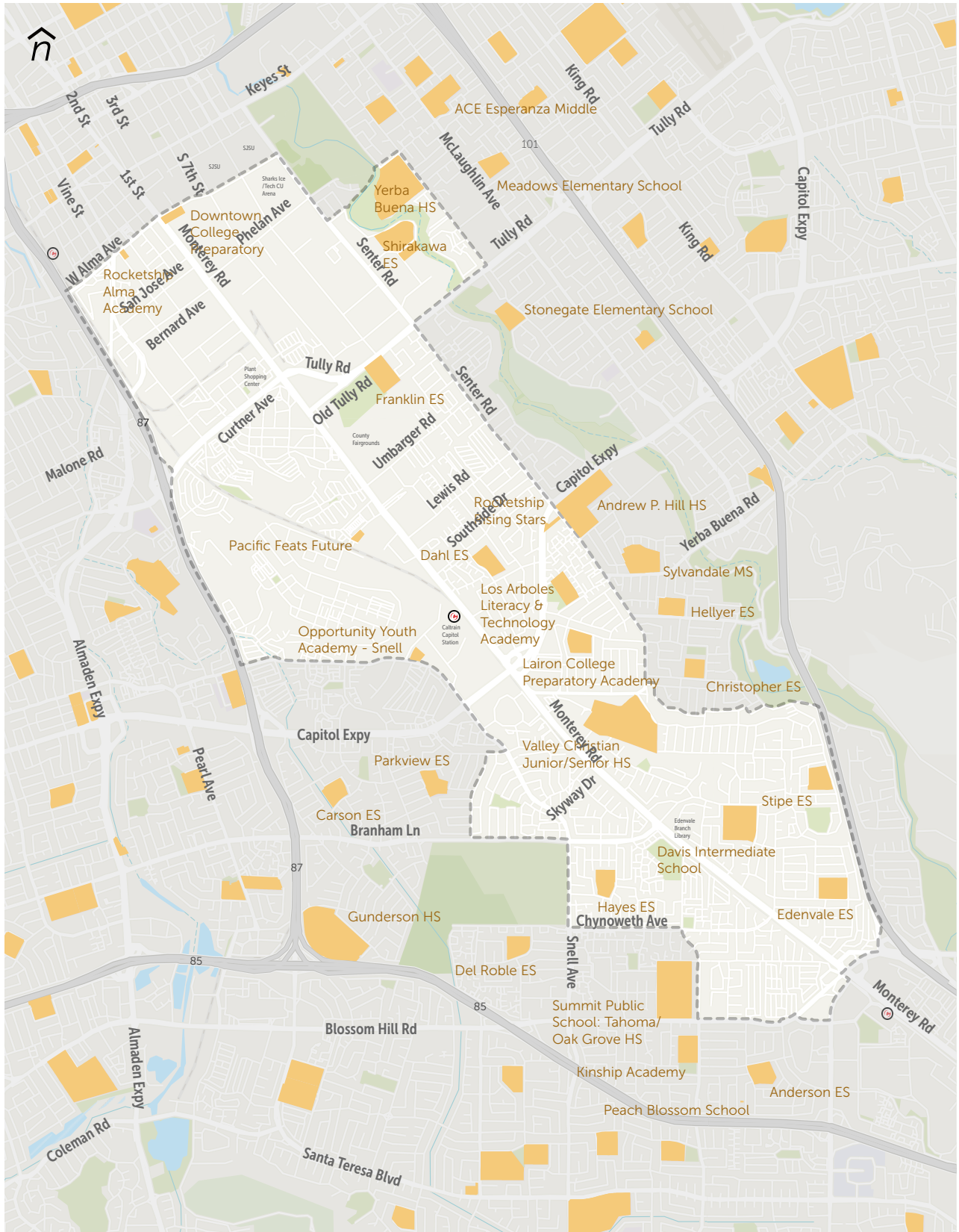
A welcoming, livable area having a safe active transportation network, calm neighborhood streets, and increased mobility options and services that are accessible for all ages and abilities.



Schools within the Monterey Road Corridor

A reoccurring theme heard throughout the outreach was safety concerns around the schools in the corridor. There are 18 schools within or adjacent to the Monterey Road Corridor boundary, as shown in **Figure 6**. Through interviews with several school district transportation managers, students are currently crossing major intersections (six-lane) when walking and biking to school. There is a need to prioritize safe routes to school to ensure the safety of residents and promote multimodal transportation.

Figure 6. All Public, Private, and Charter Schools in the Vicinity



05

RECOMMENDATIONS

Through collaboration with the residents and stakeholders, the project team was able to match the needs and challenges heard from the community with ongoing and planned multimodal projects. Many new projects were also identified to address safety and connectivity issues identified by community members.

The City of San José has long considered Monterey Road corridor as an area of growth for homes, jobs, and community amenities. People not only envision the corridor to serve the residents, students, retail stores, and restaurants, but as a mobility hub for intermodal and regional travel. With its increasing traffic collision rate, the City has already prioritized many safety projects over the past decade in order to achieve zero roadway fatality. Therefore, the project team was able to match the planned multimodal improvements with the needs and challenges heard from the community. Many of the planned projects have been summarized previously in Chapter 3. The following sections describe the planned and new projects in more detail. A full list of projects is contained in Appendix B.

Pedestrian Infrastructure Improvements



Sidewalk Improvements

Continuous sidewalks provide a safe and connected walking environment which also promotes a healthy and active way of travel. Community members requested that the City improve existing sidewalks and install new sidewalks where feasible within the study area. The project team has identified a list of locations where sidewalks are fully missing or intermittent on one or both sides of the street. This includes sidewalks missing on Monterey Road.



Pedestrian Crossing Improvements

Pedestrian crossing improvements include enhancing existing crosswalks and installing new high-visibility crosswalks. Pedestrian crosswalk enhancements could include pedestrian crossing signs, advance crossing signs, yield signs, yield line markings, and rectangular rapid flashing beacons (RRFBs). High-visibility pedestrian crosswalk markings use patterns that are visible to motorists from farther away compared to traditional transverse line crosswalks.

Community members helped identify a list of street segments so that the City could further assess whether new crosswalk markings would warrant. Crossing improvements on Monterey Road are already included in plans such as the Monterey Road Grand Boulevard Design Study and Caltrain Capitol Station Area Plan.

Bicycle Facility Upgrades

Apart from the City's recent focus on Vision Zero Priority Safety Corridors improvements and Complete Streets corridor planning, there are pockets in the study area where bicycling environments are unsafe or isolated from the rest of the bicycle network.

Most of the locations are already called out in Better Bike Plan 2025 for improvement. More than 50% of the locations fall within an EPC. Additionally, the Monterey Road Transit Project will upgrade the existing Class 2 bike lanes on Monterey Road to Class 4 protected bikeways that are physically separated from vehicle traffic.



Protected intersection at 4th Street/San Fernando Street intersection.



Parking protected bike lanes on Senter Road.

Neighborhood Traffic Calming

Traffic calming is a way of deterring speeding or inappropriate driving behaviors in residential neighborhoods to minimize negative impacts on residents. The City of San José has a comprehensive traffic calming program⁹ that details a community-driven procedure using the 3E's approach – education, enforcement, and engineering, to make neighborhood streets safer for residents and road users. The traffic calming measures referred in this section are engineering devices installed temporarily or permanently on the street. They are usually applicable to lower-volumed streets (1,000 to 6,000 vehicles per day) with a posted speed limit of 30 miles per hour (mph) or below. Community members have identified potential locations in the study area through the CBTP outreach process. The City will further conduct speed surveys and field investigations to determine proper treatments for those locations.



⁹ City of San José Traffic Calming Toolkit <https://www.sanjoseca.gov/home/showpublisheddocument/2432/636631207594630000>

Citywide School Safety Program Priority Improvement Implementation



The City of San José is taking a proactive approach to collaborate with all public, private, and charter schools from kindergarten to 12th grade to identify key transportation issues when traveling to and from school and corresponding improvements to address them. This is roughly a five to seven-year program which encompasses over 250 schools.

There are 18 schools within and adjacent to the CBTP study area. Through the CBTP stakeholder interviews and community meetings, the community identified barriers in school access, including parking, speeding, and bicycle and pedestrian safety. The 18 schools within and adjacent to the CBTP study area, listed below, could potentially be eligible for funding, particularly, for the 13 located in an EPC.

| Name of School | EPC |
|---|-----|
| Andrew P. Hill High School | No |
| Dahl Elementary School | Yes |
| Davis Intermediate School | No |
| Downtown College Preparatory | Yes |
| Edenvale Elementary School | Yes |
| Franklin Elementary School | Yes |
| Hayes Elementary School | No |
| Lairon College Preparatory | Yes |
| Los Arboles Literacy and Technology Academy | Yes |

| Name of School | EPC |
|--|-----|
| Oak Grove High School | No |
| Opportunity Youth Academy | No |
| Pacific Feats Elementary | No |
| Rocketship Alma Academy Elementary | Yes |
| Rocketship Rising Star Elementary | Yes |
| Shirakawa Elementary School | Yes |
| Stipe Elementary School | No |
| Valley Christian Junior/Senior High School | No |
| Yerba Buena High School | Yes |

Bus Stop Amenities and ADA Transition Plan

Community members have helped the project team identify key bus stops for improvement. These bus stops were brought up multiple times during community engagement. The comments were centered on the lack of lighting, and the availability or condition of shelters and benches.

Leveraging VTA's Better Bus Stop program, VTA could prioritize these bus stops for better lighting with other amenity upgrades, such as shelter, seating, trash cans, red curbing, and adequate wheelchair waiting and loading area. VTA will also consider relocating bus stops for safer and more accessible boarding.

Bus Stop

Senter & Monterey (Eastbound; Far Side)

Monterey & Senter (Northbound; Far Side)

Monterey & Rancho (Northbound; Far Side)

Monterey & Capitol (Northbound; Far Side)

Monterey & Blossom Hill (Northbound; Far Side)

Monterey & Branham (Northbound; Far Side)

Monterey & Skyway (Southbound; Near Side)

Monterey & Fehren (Southbound)

Monterey & Curtner (Southbound; Near Side)

Intersection and Interchange Improvements

Intersection improvements can entail signal modifications, removal of right-turn channelization islands, signal timing and phasing adjustments, dedicated bicycle and/or pedestrian phases, and bicycle and pedestrian safety improvements. Residents and stakeholders have identified a list of intersections for the project team to consider. In fact, most of the intersections have been scoped in ongoing and planned safety projects, including:

- Monterey Road Grand Boulevard Design Study
 - Monterey Road/Alma Avenue
 - Monterey Road/Tully Road
 - Monterey Road/Old Tully Road
 - Monterey Road/Montecito Vista Drive
 - Monterey Road/Fehren Drive (Caltrain Capitol Station)
 - Monterey Road/Capitol Expressway
 - Monterey Road/Skyway Drive
 - Monterey Road/Branham Lane
 - Monterey Road/Blossom Hill Road
- Curtner Avenue Safety Project
 - SR 87/Curtner Avenue

SR 87/Capitol Expressway Interchange Improvement Project

This is an ongoing effort among VTA, the City of San José, and Caltrans to look at alternatives to eliminate the bottleneck at on- and off-ramps and improve mobility and safety for bicyclists and pedestrians traveling along Capitol Expressway. Funding is currently available up to environmental clearance. VTA and the City of San José will work together to identify funding for design and construction phases.

Key project features include:

- Replace the existing SR 87/Capitol Expressway Interchange with new northbound on and off-ramps that connect directly to Capitol Expressway;
- Close the existing northbound SR 87 ramps at Narvaez Avenue;
- Remove the existing signalized northbound SR 87 ramp intersection on Narvaez Avenue;
- Build retaining walls as needed.

Southern San José Grade Separation Construction

Residents and stakeholders have voiced their concerns regarding safety at railroad crossings, and the difficulties for pedestrians to cross Monterey Road. The issues may be addressed by the Southern San José Grade Separation project which will reconstruct three intersections at Monterey Road, i.e., Skyway Drive, Branham Lane, and Chynoweth Avenue. The project has received a 7.5-million-dollar grant administered by the Federal Railroad Administration for planning, design, and environmental clearance. Cost estimate and funding for construction will be identified upon completion of the design.

Monterey Road Grand Boulevard Construction

As noted earlier in the report, the City has received a federal grant of two million dollars for planning, design, and environmental review to turn Monterey Road into a complete street. Funding for the construction phase is not yet secured but there are grant opportunities detailed in the next chapter.

Again, the undergoing Monterey Road Transit Project (quick-build) will establish a foundation for the future of Monterey Road envisioned by the community, as a slower and safer road that welcomes all modes of transportation for all ages and abilities, while maintaining an economic vibrancy.

Cost Estimate

An order of magnitude cost estimate has been developed based on recently budgeted and completed City of San José projects, VTA bus stop improvement expenses, and capital improvement programs in neighboring cities. This cost estimate also includes planned projects that were only partly funded in order to emphasize the funding needs for future grant opportunities. **Table 10** presents a summary of the cost estimate.

Table 10. Cost Estimate

| ID | Project Category | Description | Estimated Cost (in millions) |
|----|--|--|--|
| 1 | Sidewalk Improvements | Close sidewalk gaps for a complete sidewalk network. Priority locations can include any pedestrian generators in the study area, e.g., Caltrain Station, bus stops, and school areas. | \$22.2 |
| 2 | Pedestrian Crossing Improvements | Enhance existing uncontrolled crossings with RRFB(s), advance warning signs and yield lines pavement markings; install midblock crossings at pedestrian generators and locations where crosswalks markings are spaced at great distances; assess sight distances, crossing distances, and pedestrian crossing time at key intersections for improvement. Cost is estimated for up to 20 locations. | \$2.5 |
| 3 | Bicycle Facility Upgrades | Bicycle facility upgrades could encompass enhancement of existing bike lanes, installation of new bike lanes, and upgrading bicycle facility classifications. | \$37.1 |
| 4 | Neighborhood Traffic Calming | Conduct data collection, e.g., speed surveys, traffic data, sight distance, at key locations to identify speeding and other issues in residential streets. Install traffic calming measures at locations deemed valid and design feasible. Cost is estimated for 15 locations. | \$6.9 |
| 5 | Citywide School Safety Program Priority Improvement Implementation | Implement Citywide School Safety Program Priority Improvements at approximately 18 private, public, and charter schools from grades K to 12 (Franklin-McKinley Elementary School District, Oak Grove Elementary School District, and East Side Union High School District) | \$10.8 |
| 6 | Bus Stop Amenities and ADA Transition Plan | Assess and improve bus stop amenities including shelter, lighting, seating, bus pad, sidewalk, wheelchair accessibility, and other ADA enhancements. | \$1.3 |
| 7 | Intersection and Interchange Improvements | Intersection improvements could entail signal modifications, removal of right-turn channelization islands, signal timing and phasing adjustments, dedicated bicycle and/or pedestrian phases, bicycle and pedestrian safety improvements, and grade separations. Interchange improvements could include, in addition to the aforementioned components, on- and off-ramp realignments. | \$545 to \$1,050 |
| 8 | Monterey Road Grand Boulevard Construction | Transform Monterey Road from Keyes Street to Metcalf Road from a six-lane highway to a Grand Boulevard with complete streets features. Planning, design, and environmental review were funded by USDOT through the Reconnecting Communities Grant FY22. Keyes Street to Metcalf Road. | Pending. Final costs to be determined upon design phase. |

06

IMPLEMENTATION PLAN

Recommended projects in the previous chapter are intended to achieve the community vision and goals. Implementing the CBTP recommendations will take time, funding, and multijurisdictional coordination. The implementation plan presented in this chapter was developed to inform agency staff and elected officials of project prioritization, potential funding sources, agency leads, and the implementation time frames.

Prioritization Criteria

A set of criteria was developed by the project team to prioritize recommended projects for implementation. The criteria adhere to the goals of the CBTP and community vision. Other factors were considered in the development of the criteria including implementability of a project and if a project reasonably accommodates the anticipated mode share and transportation demand. **Table 11** presents the description of each criterion, weightage, and scoring guidance.

Table 11. Prioritization Criteria

| # | Name | Description | Weight | Scoring Guidance |
|-----|---------------------------------------|---|------------|--|
| 1 | Community Benefit | Community-preferred ranking. Degree to which a project is consistent with the priorities and needs of the residents and stakeholders. | 25 | <ul style="list-style-type: none"> • 25: A location or a project that is of the community's preference with multiple inquiries, e.g., a cluster on the interactive map input. • 15: A location or a project identified by the community but not as highly requested. |
| 2 | Increases Safety and Access Equitably | Immediate improvements in safety, accessibility, or connectivity within and around EPCs | 30 | <ul style="list-style-type: none"> • 30: Immediately improves safety once completed in an EPC • 20: Somewhat improves safety, accessibility, or connectivity in the near term in an EPC • 10: Other recommendations |
| 3 | Financial Feasibility | Likelihood of receiving funding | 20 | <ul style="list-style-type: none"> • 20: Project is Lifeline eligible and can be partly fulfilled by general funds; or project has funding secured • 10: Eligible for an existing funding program that the City or VTA can pursue • 5: No relevant funding currently available; large capital expenditure is expected |
| 4.1 | Implementation Feasibility | Ease of design and construction | 20 | <ul style="list-style-type: none"> • 20: Low complexity (striping, pavement marking, delineation, low-cost bulbouts/traffic circles, programs/studies, etc.) • 15: Medium complexity (transit signal priority, signal modification, protected bike lanes, etc.) • 10: High complexity (pedestrian/bicycle overpass, intersection reconfiguration, full blown traffic circle, concrete median, etc.) |
| 4.2 | | Multi-jurisdictional coordination | 5 | <ul style="list-style-type: none"> • 5: City-owned right of way with minimum coordination needed • 3: County and/or State-owned right of way or transit improvements |
| | | | 100 | |

Funding Sources

The information in **Appendix C** provides a general understanding of the requirements for federal, state, regional, and local funding sources that the lead agency of a transportation proposal can pursue to fund and move the proposal towards implementation.

Funds may be distributed either based on population or through a competitive process, where the lead agency must apply for the proposal. Each funding source has requirements that dictate if funding can be applied to planning/feasibility study phase, capital (infrastructure) improvements, operational needs, and/or administrative costs. Lead agency may also be required to provide a local match fund of a certain percentage of the grant amount to implement the program. Usually, this requirement can be met through cash contributions, staff costs, and/or other grants received by the agency.

Federal

- Bus and Bus Facilities Program
- Rebuilding American Infrastructure with Sustainability and Equity Grant Program (RAISE)
- Reconnecting Communities and Neighborhoods Program (RCN)
- Safe Streets and Roads for All Program (SS4A)

State

- Active Transportation Program (ATP)
- Local Highway Safety Improvement Program (HSIP)
- Office of Traffic Safety Grant (OTS)
- State Transportation Improvement Program (STIP)
- State Transit Assistance (STA)

Regional

- Regional Transportation Improvement Program (RTIP)
- Transportation Fund for Clean Air (TFCA)
- One Bay Area Grant Program (OBAG)
- Lifeline Transportation Program (LTP)
- Community Action Resource and Empowerment Program (CARE)
- Regional Measure 3 (RM 3)
- Transportation Development Act Article 3 (TDA 3)

Local

- Vehicle Registration Fee (VRF)
- City of San Jose General Fund
- City of San Jose Parking and Transportation Demand Management Ordinance

Project Implementation

Table 12 details each recommendation identified in the Monterey Road Corridor CBTP with a description, estimated cost, potential funding sources, lead agencies, implementation time frame, and scoring result.

Table 12. Project Implementation

| Project ID | Location | From (if applicable) | To (if applicable) | Description | Project is Funded? | Lead Agency | Timing Near (0-3 years) Mid (3-6 years) Long (6+ years) | In an EPC? | Total Prioritization Score |
|---|-------------------------------|------------------------|-----------------------------|---|--------------------|---|---|-----------------|----------------------------|
| 1 Sidewalk Improvements | | | | | | | | | |
| Potential Funding Sources: RAISE, RCN, SS4A, ATP, HSIP, OTS, TFCA, OBAG, LTP, CARE, TDA 3, VRF | | | | | | | | | |
| 1.1 | 7th Street | Alma Avenue | Tully Road | Install new sidewalks | No | City of San Jose | Mid-Term | Yes | 60 |
| 1.2 | Monterey Road | Southside Drive | Blossom Hill Road | Install new sidewalks | No | City of San Jose | Long-Term | EPC and non-EPC | 65 |
| 1.3 | Stone Avenue | Almaden Expressway | Curtner Avenue | Install new sidewalks | No | City of San Jose | Mid-Term | Yes | 50 |
| 1.4 | Phelan Avenue | Monterey Road | 10th Street | Install new sidewalks | No | City of San Jose | Mid-Term | Yes | 70 |
| 1.5 | San José Avenue | Almaden Expressway | Monterey Road | Install new sidewalks | No | City of San Jose | Mid-Term | Yes | 70 |
| 1.6 | Bernard Avenue | Almaden Expressway | Monterey Road | Install new sidewalks | No | City of San Jose | Mid-Term | Yes | 60 |
| 1.7 | Perrymont Avenue | Westerly end of street | Little Orchard Street | Install new sidewalks | No | City of San Jose | Mid-Term | Yes | 60 |
| 1.8 | Monticello Avenue | Perrymont Avenue | Little Orchard Street | Install new sidewalks. Further analysis needed; 40 ft curb to curb | No | City of San Jose | Mid-Term | Yes | 60 |
| 1.9 | Old Tully Road | Monterey Road | Tully Road | Install new sidewalks | No | City of San Jose | Mid-Term | Yes | 70 |
| 1.10 | Umbarger Road | Monterey Road | Senter Road | Install new sidewalks | No | City of San Jose | Mid-Term | Yes | 70 |
| 1.11 | Communications Hill Boulevard | Hillsdale Avenue | Llano de los Robbles Avenue | Install new sidewalks | No | City of San Jose | Mid to Long-Term | No | 50 |
| 1.12 | Hillsdale Avenue | Snell Avenue | End of street | Install new sidewalks | No | City of San Jose | Mid-Term | No | 50 |
| 1.13 | Seven Trees Neighborhood | | | Install new sidewalks. Further analysis needed; 40 ft curb to curb | No | City of San Jose | Mid to Long-Term | Yes | 60 |
| 1.14 | Capitol Expressway | Snell Avenue | Monterey Road | Install new sidewalks | No | City of San Jose/ County of Santa Clara | Mid to Long-Term | No | 68 |
| 2 Pedestrian Crossing Improvements | | | | | | | | | |
| Potential Funding Sources: RAISE, RCN, SS4A, ATP, HSIP, OTS, TFCA, OBAG, LTP, CARE, TDA 3, VRF | | | | | | | | | |
| 2.1 | Almaden Road | Almaden Expressway | Willow Glen Way | Install new crosswalk(s) | No | City of San Jose/ County of Santa Clara | Mid-Term | Yes | 88 |
| 2.2 | 7th Street | Alma Avenue | Tully Road | Install new crosswalk(s) | No | City of San Jose | Mid-Term | Yes | 80 |
| 2.3 | 10th Street | Keyes Street | Tully Road | Install new crosswalk(s) | No | City of San Jose | Mid-Term | Yes | 80 |
| 2.4 | Branham Lane | Monterey Road | Discovery Avenue | Install new crosswalk(s) | No | City of San Jose | Mid-Term | No | 60 |
| 2.5 | Capitol Expressway | Tully Road | State Route 87 | Install new crosswalk(s) | No | County of Santa Clara/Caltrans | Mid-Term | EPC and non-EPC | 78 |
| 2.6 | Communications Hill Boulevard | Hillsdale Avenue | Curtner Avenue | Install new crosswalk(s) | No | City of San Jose | Mid-Term | No | 60 |
| 2.7 | Edenvale Avenue | Saddlebrook Drive | Chynoweth Avenue | Install new crosswalk(s) | No | City of San Jose | Mid-Term | No | 60 |
| 2.8 | Monterey Road | Alma Avenue | Blossom Hill Road | Enhance existing crosswalks as part of the Grand Boulevard Design Study | Partially funded | City of San Jose/ County of Santa Clara | Mid-Term | EPC and non-EPC | 58 |
| 3 Bicycle Facility Upgrades | | | | | | | | | |
| Potential Funding Sources: RAISE, RCN, SS4A, ATP, HSIP, OTS, TFCA, OBAG, LTP, CARE, TDA 3, VRF | | | | | | | | | |
| 3.1 | Old Tully Road | Monterey Road | Tully Road | Install Class 2 | No | City of San Jose | Mid-Term | Yes | 100 |
| 3.2 | Umbarger Road | Senter Road | Monterey Road | Install Class 4 | No | City of San Jose | Mid-Term | Yes | 95 |
| 3.3 | Southside Drive | Monterey Road | Senter Road | Install Class 2 | No | City of San Jose | Mid-Term | Yes | 100 |
| 3.4 | Capitol Expressway | Tully Road | State Route 87 | Install Class 4 | No | City of San Jose/ County of Santa Clara | Mid-Term | EPC and non-EPC | 73 |
| 3.5 | Branham Lane | Monterey Road | Discovery Avenue | Install Class 4 | No | City of San Jose | Mid-Term | No | 75 |
| 3.6 | Branham Lane | Discovery Avenue | Coyote Road | Install Class 1 (Overcrossing) | No | City of San Jose | Mid-Term | No | 55 |
| 3.7 | Chynoweth Avenue | Avendia Almedros | Monterey Road | Upgrade to Class 4 (Existing Class 2) | No | City of San Jose | Mid-Term | No | 65 |
| 3.8 | 10th Street | Keyes Street | Tully Road | Upgrade to Class 4 (Existing Class 2) | No | City of San Jose | Mid-Term | Yes | 85 |
| 3.9 | 7th Street | Alma Avenue | Tully Road | Upgrade to Class 4 (Existing Class 2) | No | City of San Jose | Mid-Term | Yes | 95 |

| Project ID | Location | From (if applicable) | To (if applicable) | Description | Project is Funded? | Lead Agency | Timing Near (0-3 years) Mid (3-6 years) Long (6+ years) | In an EPC? | Total Prioritization Score |
|------------|---|------------------------|--------------------|--|--------------------|--|---|-----------------|----------------------------|
| 3.10 | Little Orchard Street | Alma Avenue | San José Avenue | Install Class 2 | No | City of San Jose | Mid-Term | Yes | 100 |
| 3.11 | Little Orchard Street | San José Avenue | Curtner Avenue | Upgrade to Class 4 (Existing Class 2) | No | City of San Jose | Mid-Term | Yes | 95 |
| 3.12 | Unified Way | State Route 87 Bikeway | Curtner Avenue | Upgrade to Class 4 (Existing Class 2) | No | City of San Jose | Mid-Term | Yes | 85 |
| 3.13 | Almaden Expressway | Alma Avenue | Harry Road | Install Class 4 | No | City of San Jose/ County of Santa Clara | Mid-Term | EPC and non-EPC | 63 |
| 3.14 | Almaden Road | La Rossa Circle | Willow Glen Way | Install Class 4 | No | City of San Jose | Mid-Term | Yes | 95 |
| 3.15 | Almaden Road | Willow Glen Way | Malone Road | Upgrade to Class 4 (Existing Class 2) | No | City of San Jose | Mid-Term | No | 75 |
| 3.16 | Communications Hill Boulevard | Hillsdale Avenue | Curtner Avenue | Install Class 4 | No | City of San Jose | Mid-Term | No | 50 |
| 3.17 | Vistapark Drive | Capitol Expressway | Branham Lane | Upgrade to Class 4 (Existing Class 2) | No | City of San Jose | Mid-Term | No | 65 |
| 3.18 | Edenvale Avenue | Saddlebrook Drive | Chynoweth Avenue | Install Class 4 | No | City of San Jose | Mid-Term | No | 75 |
| 3.19 | Pedestrian and Bicycle Access from Communications Hill to Caltran Capitol Station | | | Install Class 1 (Overcrossing) | No | City of San Jose | Mid to Long-Term | No | 55 |
| 3.20 | Monterey Road | Alma Avenue | Blossom Hill | Upgrade to Class 4 (Existing Class 2) | Partially funded | City of San Jose/ County of Santa Clara | Mid to Long-Term | EPC and non-EPC | 83 |
| 4 | Neighborhood Traffic Calming Potential Funding Sources: RAISE, RCN, SS4A, ATP, HSIP, OTS, TFCA, OBAG, LTP, CARE, TDA 3, VRF | | | | | | | | |
| 4.1 | Singleton Road | Senter Road | Locke Drive | Pedestrian crossing assessment and crosswalk improvements adjacent to Andrew P. Hills High School. | No | City of San Jose | Mid-Term | Yes | 100 |
| 4.2 | Water Street | Sylandale Road | Southside Drive | Pedestrian crossing assessment and crosswalk improvements adjacent to Dahl Elementary School. | No | City of San Jose | Mid-Term | Yes | 100 |
| 4.3 | Lewis Road | Monterey Road | Senter Road | Data collection and field investigation, and design and construction | No | City of San Jose | Mid-Term | Yes | 100 |
| 4.4 | Alma Avenue | 7th Street | Senter Road | Data collection and field investigation, and design and construction | No | City of San Jose | Mid-Term | Yes | 100 |
| 4.5 | Phelan Avenue | Monterey Road | Senter Road | Data collection and field investigation, and design and construction | No | City of San Jose | Mid-Term | Yes | 100 |
| 4.6 | San José Avenue | Monterey Road | Almaden Expressway | Data collection and field investigation, and design and construction | No | City of San Jose | Mid-Term | Yes | 90 |
| 4.7 | Seven Trees Boulevard | Capitol Expressway | Senter Road | Data collection and field investigation, and design and construction | No | City of San Jose | Mid-Term | Yes | 90 |
| 4.8 | Southside Drive | Monterey Road | Senter Road | Data collection and field investigation, and design and construction | No | City of San Jose | Mid-Term | Yes | 100 |
| 4.9 | Little Orchard Street | Curtner Avenue | San José Avenue | Data collection and field investigation, and design and construction | No | City of San Jose | Mid-Term | Yes | 100 |
| 4.10 | Almaden Road | Almaden Expressway | Malone Road | Initial assessment, comprehensive analysis, and design and construction | No | City of San Jose | Mid-Term | EPC and non-EPC | 80 |
| 4.11 | Hillsdale Avenue | State Route 87 | Snell Avenue | Initial assessment, comprehensive analysis, and design and construction | No | City of San Jose | Mid-Term | No | 100 |
| 4.12 | Communications Hill Boulevard | Cassolino Drive | Copperfield Drive | Initial assessment, comprehensive analysis, and design and construction | No | City of San Jose | Mid-Term | No | 80 |
| 4.13 | Chateau La Salle Drive/Monterey Road Intersection | | | Initial assessment, comprehensive analysis, and design and construction | No | City of San Jose | Mid-Term | Yes | 80 |

| Project ID | Location | From (if applicable) | To (if applicable) | Description | Project is Funded? | Lead Agency | Timing Near (0-3 years) Mid (3-6 years) Long (6+ years) | In an EPC? | Total Prioritization Score |
|------------|---|----------------------|--------------------|--|--------------------|------------------|---|------------|----------------------------|
| 4.14 | Esfahan Drive/ Monterey Road Intersection | | | Initial assessment, comprehensive analysis, and design and construction | No | City of San Jose | Mid-Term | Yes | 80 |
| 4.15 | Montecito Vista Drive/Monterey Road Intersection | | | Initial assessment, comprehensive analysis, and design and construction | No | City of San Jose | Mid-Term | Yes | 90 |
| 5 | Citywide School Safety Program Priority Improvement Implementation Potential Funding Sources: SS4A, ATP, HSIP, OTS, TFCA, OBAG, LTP, CARE, TDA 3, VRF | | | | | | | | |
| | Citywide School Safety Program Priority Improvement Implementation | | | Implement Citywide School Safety Program Priority Improvements at approximately 18 private, public, and charter schools from grades K to 12 (Franklin-McKinley Elementary School District, Oak Grove Elementary School District, and East Side Union High School District) | | City of San Jose | Mid to Long-Term | | 88 |
| 6 | Bus Stop Amenities and ADA Transition Plan Potential Funding Sources: RAISE, TFCA, LTP | | | | | | | | |
| 6.1 | Senter & Monterey (EB FS) | | | Assess and improve bus stop amenities including shelter, lighting, seating, bus pad, sidewalk, wheelchair accessibility, and other ADA enhancements. | No | VTA | Near-Term | Yes | 83 |
| 6.2 | Monterey & Senter (NB FS) | | | Assess and improve bus stop amenities including shelter, lighting, seating, bus pad, sidewalk, wheelchair accessibility, and other ADA enhancements. | No | VTA | Near-Term | Yes | 83 |
| 6.3 | Monterey & Rancho (NB FS) | | | Assess and improve bus stop amenities including shelter, lighting, seating, bus pad, sidewalk, wheelchair accessibility, and other ADA enhancements. | No | VTA | Near-Term | Yes | 73 |
| 6.4 | Monterey & Capitol (NB FS) | | | Assess and improve bus stop amenities including shelter, lighting, seating, bus pad, sidewalk, wheelchair accessibility, and other ADA enhancements. | No | VTA | Near-Term | Yes | 83 |
| 6.5 | Monterey & Blossom Hill (NB FS) | | | Assess and improve bus stop amenities including shelter, lighting, seating, bus pad, sidewalk, wheelchair accessibility, and other ADA enhancements. | No | VTA | Near-Term | Yes | 93 |
| 6.6 | Monterey & Branham (NB FS) | | | Assess and improve bus stop amenities including shelter, lighting, seating, bus pad, sidewalk, wheelchair accessibility, and other ADA enhancements. | No | VTA | Near-Term | Yes | 73 |
| 6.7 | Monterey & Skyway (SB NS) | | | Assess and improve bus stop amenities including shelter, lighting, seating, bus pad, sidewalk, wheelchair accessibility, and other ADA enhancements. | No | VTA | Near-Term | Yes | 73 |
| 6.8 | Monterey & Fehren (SB) | | | Assess and improve bus stop amenities including shelter, lighting, seating, bus pad, sidewalk, wheelchair accessibility, and other ADA enhancements. | No | VTA | Near-Term | Yes | 83 |

| Project ID | Location | From (if applicable) | To (if applicable) | Description | Project is Funded? | Lead Agency | Timing Near (0-3 years) Mid (3-6 years) Long (6+ years) | In an EPC? | Total Prioritization Score |
|------------|--|----------------------|--------------------|--|--------------------|---|---|-----------------|----------------------------|
| 6.9 | Monterey & Curtner (SB NS) | | | Assess and improve bus stop amenities including shelter, lighting, seating, bus pad, sidewalk, wheelchair accessibility, and other ADA enhancements. | No | VTA | Near-Term | Yes | 83 |
| 6.10 | Curtner & Little Orchard (EB) | | | Assess and improve bus stop amenities including shelter, lighting, seating, bus pad, sidewalk, wheelchair accessibility, and other ADA enhancements. | No | VTA | Near-Term | Yes | 83 |
| 7 | Intersection and Interchange Improvements Potential Funding Sources: RAISE, RCN, SS4A, STIP/RTIP, LTP, CARE, RM 3, TDA 3, VRF | | | | | | | | |
| 7.1 | SR-87/Capitol Expressway Interchange Improvement Project | | | Replace the existing SR 87/Capitol Expressway Interchange with new northbound on and off-ramps that connect directly to Capitol Expressway. Close the existing northbound SR 87 ramps at Narvaez Avenue. Remove the existing signalized northbound SR 87 ramp intersection on Narvaez Avenue. Build retaining walls as needed | Partially funded | City of San Jose/ VTA/Caltrans | Mid-Term | No | 63 |
| 7.2 | Southern San José Grade Separation Construction | | | Construction of grade separation at three intersections on Monterey Road - Skyway Drive, Branham Lane, and Chynoweth Avenue to separate railroad track from other modes. The purpose of the project is to enhance multimodal safety, transit quality of service, and motor vehicle level of service. | Partially funded | California High Speed Rail Authority/City of San Jose | Long-Term | EPC and non-EPC | 73 |
| 8 | Monterey Road Grand Boulevard Construction Potential Funding Sources: RAISE, RCN, SS4A, ATP, HSIP, OTS, LTP, CARE | | | | | | | | |
| | Monterey Road Grand Boulevard Construction | | | Transform Monterey Road from Keyes Street to Metcalf Road from a six-lane highway to a Grand Boulevard with complete streets features. Estimate is for the total design and construction five years. Planning, design, and environmental review were funded by USDOT through the Reconnecting Communities Grant FY22. Keyes Street to Metcalf Road | Partially funded | City of San Jose | Long-Term | EPC and non-EPC | 88 |

Next Steps

VTA and the City of San José are committed to achieve the community vision and CBTP goals outlined in the Monterey Road Corridor CBTP. Critical to the CBTP process is bridging the gap between planning and action. The implementation of projects and consequently, the success of the CBTP relies on multiple jurisdictions and agencies, each responsible for managing and pursuing funding for the transportation proposals. Funding for the proposals may be acquired from a variety of sources, including at the local, regional, state, and federal level.

The success of the CBTP is dependent on the ability of the designated lead agency to move each transportation project identified in the report forward to meet the needs of the Monterey Road corridor community. Potential funding sources and implementation timeline listed above in the implementation plan provide guidance for lead agencies to advance transportation proposals in a timely manner.

Monitoring and Evaluation

VTA will work closely with the City to develop a 4-year work plan in accordance with the implementation plan laid out in this chapter. This timeline is aligned with the VTA's Valley Transportation Plan 2050 (VTP 2050), the countywide long-range transportation plan for Santa Clara County. Performance metrics will be developed to evaluate the success of the CBTP implementation, including but not limited to:

- Project completion by dollar invested – A ratio of dollar budgeted and scheduled for implemented to total cost estimate of the CBTP recommendations.
- Complete Streets index – Including square feet of sidewalks, miles of bike lanes, and number of bus stops improved.
- Community feedback – To understand if the implementation of projects has met residents and others' who frequent the corridor expectations.
- Supporting data – Measuring success objectively includes using demographic data, mode share over time, collision history, traffic data, and CalEnviroScreen.

Flexibility will be allowed for VTA in partnership with the City of San José to engage the Steering Committee, stakeholders, and CBOs to update the CBTP recommendations based on the results of the evaluation.

VTA will also support the recommendations by proactively considering them in any funding allocation processes available. The community engagement process and recommendations in this CBTP are carefully reviewed and integrated with the Valley Transportation Plan 2050.

Appendix A

OUTREACH MATERIALS

A-1: FACT SHEETS

A-2: PRESENTATION SLIDES
AND DISPLAY BOARDS

A-3: SURVEY RESULTS

A-1 Fact Sheets

English



Community-Based Transportation Plan Monterey Corridor

Help Us Improve Transportation along the Monterey Road Corridor in South San Jose

How would you improve transportation in your community? We want your participation to identify transportation challenges. Together we can determine projects that are the most necessary to help you travel between your home, job, school, grocery stores, hospitals, and other destinations more smoothly.

What We Are Doing

Santa Clara Valley Transportation Authority (VTA), through funding from the Metropolitan Transportation Commission (MTC), initiated a Community-Based Transportation Plan (CBTP) in partnership with the City of San José. The resulting Monterey Road Corridor CBTP will help VTA, and project partners identify future transportation improvements and potential funding sources for these projects. Improvement projects in the final plan can address important issues, including, but are not limited to:

- Bicycle and pedestrian connectivity,
- Public transportation amenities,
- Local roads & streets improvements, and
- Integration of technology with transportation.

Get Involved!

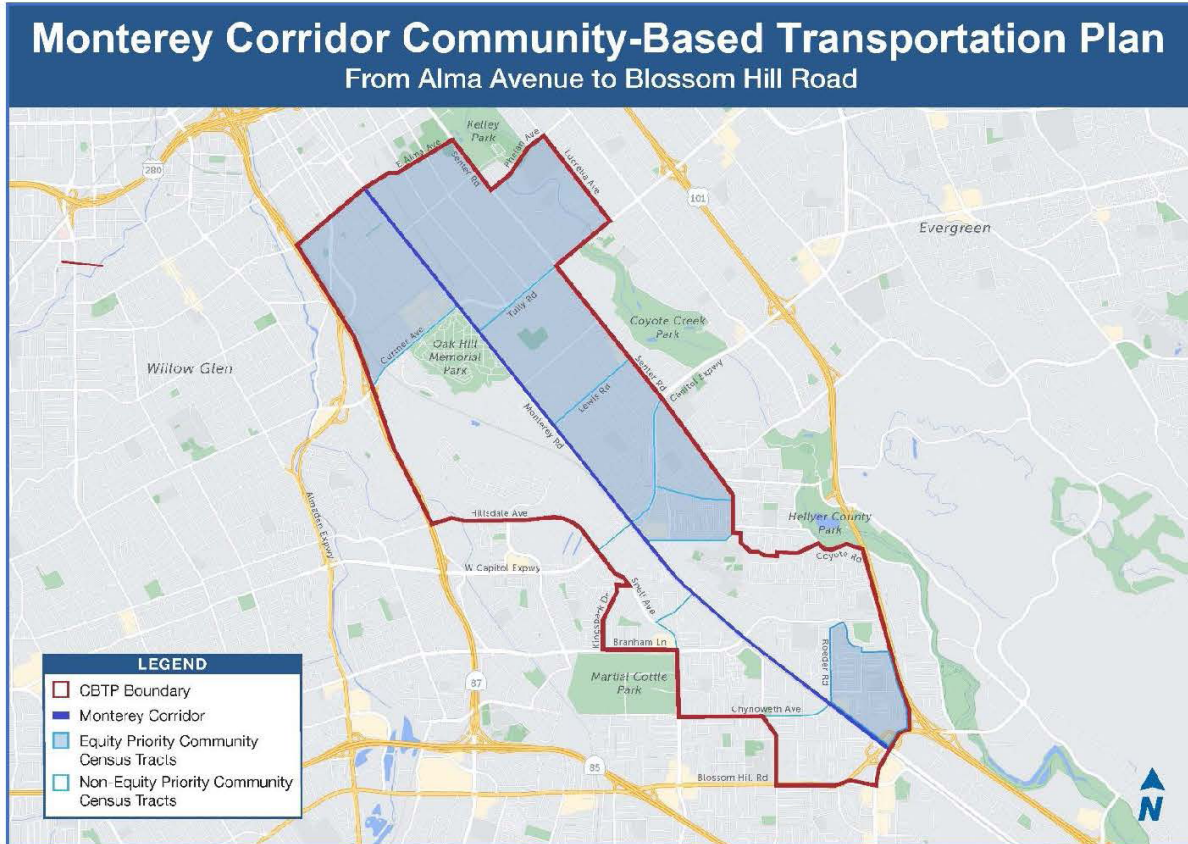
The success of the Monterey Road Corridor CBTP depends on input from people working, living, or traveling through the designated project boundaries along Alma Avenue to the north and Blossom Hill Road to the south, which is approximately 5.8 miles long. In early spring and summer 2022, VTA will host several focus group meetings to find out what specific challenges you face in your daily travels and what you think might help to solve these concerns.

There are a variety of ways for you to get involved:

- Attend a focus group
- Set up a briefing for your organization or business
- Share your thoughts via telephone or email.

Project Partners





Project Schedule

January 2022

April 2022

July-December 2022

December 2022

January 2023

February 2023

Project Kick-Off

Steering Committee Kick-Off

and Documentation of Existing Conditions and Needs
Public Engagement and Survey

Draft CBTP Released

Public Engagement (Public Comment on Draft)

Final CBTP Released

Project Funding

Metropolitan Transportation Commission (MTC)

How to Reach Us

If you are interested in attending a meeting or would like a project representative to visit your organization, please contact VTA Community Outreach at (408) 321-7575, TTY (404) 321-2330 email at community.outreach@vta.org.

For more project information visit www.vta.org/monterey_cbtp

Spanish



Plan de Transporte Basado en la Comunidad Corredor de Monterey

Ayúdenos a mejorar el transporte a lo largo del Corredor de Monterey Road en el sur de San José

¿Cómo mejoraría usted el transporte en su comunidad? Queremos su participación para identificar las dificultades en el transporte. Juntos podemos determinar los proyectos que son los más necesarios para ayudarlo a transportarse sin problemas entre su hogar, el trabajo, la escuela, los supermercados, los hospitales y otros destinos.

¿Qué estamos haciendo?

Santa Clara Valley Transportation Authority (VTA), utilizando los fondos provenientes de la Comisión de Transporte Metropolitano (MTC), inició la preparación de un Plan de Transporte Basado en la Comunidad (CBTP, por sus siglas en inglés) en colaboración con la Ciudad de San José. El CBTP resultante para el Corredor de Monterey Road ayudará a VTA y a los socios del proyecto a identificar futuras mejoras en el transporte y posibles fuentes de financiamiento para estos proyectos. Los proyectos de mejoras contemplados en el plan final pueden abordar cuestiones importantes, que incluyen, entre otros:

- Conectividad para bicicletas y peatones,
- Servicios para el transporte público,
- Mejoras en vías y calles locales, e
- Integración de la tecnología con el transporte.

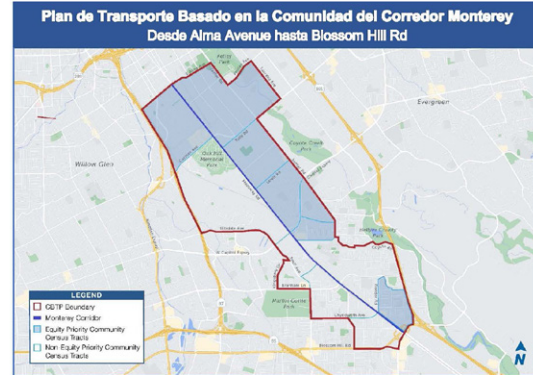
¡Participel!

El éxito del CBTP del Corredor de Monterey Road depende de los aportes que hagan las personas que trabajan, viven o viajan dentro de los límites determinados por el proyecto entre Alma Avenue en el norte y Blossom Hill Road en el sur. El corredor tiene aproximadamente 5.8 millas de largo. A principios de la primavera y en el verano de 2022, VTA organizará varias reuniones de grupos de enfoque para averiguar qué dificultades específicas enfrentan en sus viajes diarios y qué creen que podría ayudar a resolver estas preocupaciones.

Hay una variedad de formas en las que puede participar:

- Asistir a un grupo de enfoque
- Organizar una sesión informativa para su organización o negocio
- Compartir sus pensamientos por teléfono o correo electrónico.

Socios del proyecto



Cronograma del proyecto

| | |
|-------------------------|--|
| enero de 2022 | Comienzo del proyecto |
| abril de 2022 | Lanzamiento del Comité Directivo y documentación de las condiciones y necesidades existentes |
| julio-diciembre de 2022 | Encuesta y participación del público |
| diciembre de 2022 | Se publica el Borrador del CBTP |
| febrero de 2023 | Lanzamiento de CBTP final |

Financiamiento del proyecto

Comisión de Transporte Metropolitano (MTC)

¿Cómo se puede comunicar con nosotros?

Si está interesado en asistir a una reunión o desea que un representante del proyecto visite su organización, póngase en contacto con el Programa de Extensión a la Comunidad de VTA, Community Outreach llamando al (408) 321-7575, TTY (404) 321-2330 o escriba al correo electrónico: community.outreach@vta.org.

Para obtener más información sobre el proyecto visite: www.vta.org/monterey_cbtp

Vietnamese



Kế Hoạch Giao Thông Vận Tải cho Cộng Đồng Hành Lang Đường Monterey

Giúp Chúng Tôi Cải Thiện Giao Thông Vận Tải dọc theo Hành Lang Đường Monterey ở Nam San Jose

Quý vị sẽ cải thiện giao thông vận tải trong cộng đồng của mình bằng cách nào? Chúng tôi muốn quý vị tham gia để xác định những khó khăn trong giao thông vận tải. Cùng nhau, chúng ta có thể xác định các dự án cần thiết nhất để giúp quý vị đi lại giữa nhà, chỗ làm, trường học, cửa hàng tạp hóa, bệnh viện và các điểm đến khác thuận lợi hơn.

Những Gì Chúng Tôi Đang Làm

Cơ Quan Giao Thông Vận Tải Thung Lũng (Valley Transportation Authority, VTA) ở Santa Clara, thông qua tài trợ từ Ủy Ban Giao Thông Vận Tải Đô Thị (Metropolitan Transportation Commission, MTC), đã khởi xướng Kế Hoạch Giao Thông Vận Tải cho Cộng Đồng (Community-Based Transportation Plan, CBTP) hợp tác với Thành phố San José. Kết quả là Hành Lang Đường Monterey CBTP sẽ giúp VTA và các đối tác dự án xác định các cải tiến giao thông vận tải trong tương lai và các nguồn tài trợ tiềm năng cho các dự án này. Các dự án cải tiến trong kế hoạch cuối cùng có thể giải quyết các vấn đề quan trọng, bao gồm, nhưng không giới hạn ở việc:

- Kết nối xe đạp và người đi bộ,
- Tiễn nghi giao thông vận tải công cộng,
- Cải thiện đường lớn và đường nhỏ ở địa phương, và
- Kết hợp công nghệ với giao thông vận tải.

Hãy Tham Gia!

Sự thành công của Hành Lang Đường Monterey CBTP phụ thuộc vào ý kiến đóng góp từ những người làm việc, sinh sống hoặc đi qua ranh giới của dự án được chỉ định dọc theo Đại lộ Alma ở phía bắc và Đường Blossom Hill ở phía nam, dài khoảng 5.8 mile. Vào đầu mùa xuân và mùa hè năm 2022, VTA sẽ tổ chức một số cuộc họp nhóm tập trung để tìm hiểu những khó khăn cụ thể mà quý vị phải đối mặt trong các chuyến đi hàng ngày và những gì quý vị nghĩ có thể giúp để giải quyết những mối lo ngại này.

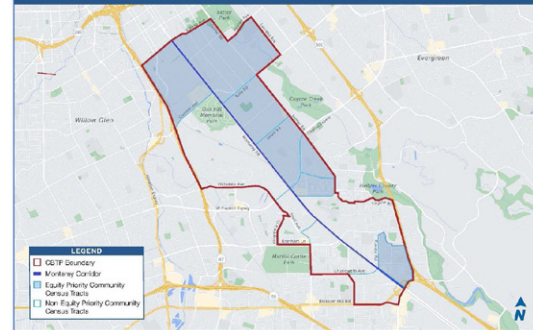
Có nhiều cách khác nhau để quý vị tham gia:

- Tham dự một nhóm tập trung
- Thiết lập một cuộc họp giao ban cho tổ chức hoặc doanh nghiệp của quý vị
- Chia sẻ suy nghĩ của quý vị qua điện thoại hoặc email.

Đối Tác Dự Án



Monterey Corridor Community-Based Transportation Plan From Alma Avenue to Blossom Hill Road



Lịch Trình Dự Án

| | |
|-------------------------------|--|
| Tháng 1 năm 2022 | Dự án bắt đầu |
| Tháng 4 năm 2022 | Ban chỉ đạo được thành lập và Tài liệu Nhu cầu và Điều kiện Hiện tại |
| Tháng 7 đến tháng 12 năm 2022 | Tham gia cộng đồng và Khảo sát |
| Tháng 12 năm 2022 | Dự thảo CBTP được phát hành |
| Tháng 1 năm 2023 | Sự tham gia của cộng đồng (Nhận xét công khai về Dự thảo) |
| Tháng 2 năm 2023 | CBTP cuối cùng đã được phát hành |

Tài Trợ cho Dự Án

Ủy Ban Giao Thông Vận Tải Đô Thị (MTC)

Làm Thế Nào Để Liên Lạc với Chúng Tôi

Nếu quý vị muốn tham dự cuộc họp hoặc muốn người đại diện của dự án đến thăm tổ chức của quý vị, vui lòng liên hệ với Ban Tiếp Cận Cộng Đồng VTA (VTA Community Outreach) theo số (408) 321-7575, TTY (404) 321-2330, email cho community.outreach@vta.org.

Để biết thêm thông tin về dự án, hãy truy cập www.vta.org/monterey_cbtp

Chinese



基於社區的交通計劃 Monterey 走廊

請幫助我們改善在南 San Jose 的 Monterey Road 走廊沿線的交通狀況... 您會如何改善您社區的交通? 我們希望您的參與能確定交通運輸方面的挑戰...

我們正在做的 Santa Clara Valley Transportation Authority (VTA) 在 Metropolitan Transportation Commission (MTC) 的資助下, 與 San Jose 市合作發起了一項以社區為基礎的交通計劃 (CBTP)...

- 腳踏車和行人的連通性, 公共交通設施, 當地道路和街道的改善, 以及 技術與交通的融合.

敬請參與! Monterey 路走廊 CBTP 的成功取決於工作, 生活或往來指定項目邊界的人們的投入...

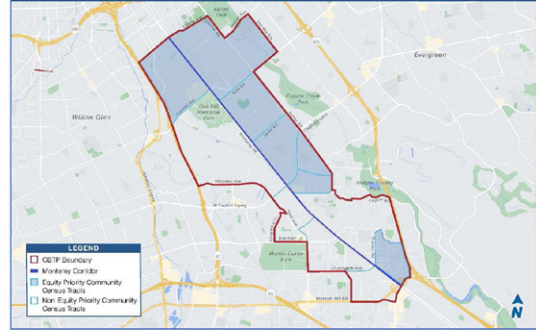
您可以通過多種方式參與:

- 參加焦點小組討論, 為您的組織或企業安排一次簡報, 通過電話或電子郵件分享您的想法.

項目合作夥伴



Monterey Corridor Community-Based Transportation Plan From Alma Avenue to Blossom Hill Road



項目進度

- 2022年1月項目啟動, 2022年4月指導委員會啟動並開始審查現有條件和所需文件, 2022年7月至12月公眾參與和調查, 2022年12月CBTP草案發布, 2023年1月公眾參與(公眾對草案的意見), 2023年2月的最終CBTP版本.

項目資金

Metropolitan Transportation Commission (MTC)

如何聯繫我們

如果您有興趣參加會議或希望項目代表來訪問您的機構, 請致電(408) 321-7575, TTY (404) 321-2330 與 VTA 社區外展聯繫, 或發送電子郵件至 community.outreach@vta.org.

如欲瞭解更多項目資訊, 請上網 www.vta.org/monterey_cbtp

Korean



지역사회 기반 교통 계획 몬트레이 도로 회랑 지역(Monterey Corridor)

남부 산 호세(South San Jose)의 몬트레이 도로 회랑 지역(Monterey Road Corridor)에 대해 교통을 개선할 수 있도록 도움을 주십시오. 여러분의 지역 사회의 교통 수준을 어떻게 개선하시겠습니까? 저희는 교통에 있어서의 어려움을 확인하기 위해 여러분의 참여를 원하고 있습니다...

저희가 하고 있는 일 산타클라라 밸리 교통국(VTA)은 도시교통위원회(MTC)의 자금을 통해 산 호세(San Jose) 시와 협력하여 지역사회 기반 교통 계획(CBTP)을 시작했습니다. 그 결실인 몬트레이 도로 회랑 지역 CBTP(Monterey Road Corridor CBTP)는 VTA와 프로젝트 파트너가 이러한 프로젝트를 위한 미래의 교통 개선 사항 및 잠재적 자금 조달원을 식별하는 데 도움이 될 것입니다...

- 자전거와 보행자의 연결, 대중 교통 편의 시설, 지역 도로 및 거리 개선, 교통과 기술의 통합.

참여해 주십시오!

몬트레이 도로 회랑 지역 CBTP(Monterey Road Corridor CBTP)의 성공 여부는 북쪽의 알마 거리(Alma Avenue)와 남쪽의 블로섬 힐 도로(Blossom Hill Road)를 따라 약 5.8 마일 길이로 지정된 프로젝트 경계에서 일하거나 거주하거나 여행하는 사람들의 의견에 달려 있습니다. 2022년 봄과 여름 초반에 VTA는 여러분이 일상적으로 이동하는 과정에서 직면하는 특정 문제들과, 여러분이 생각할 때 이러한 문제들을 해결하는 데 도움이 될 수 있는 것이 무엇인지 알아보기 위해 여러 포커스 그룹 회의를 주최할 것입니다.

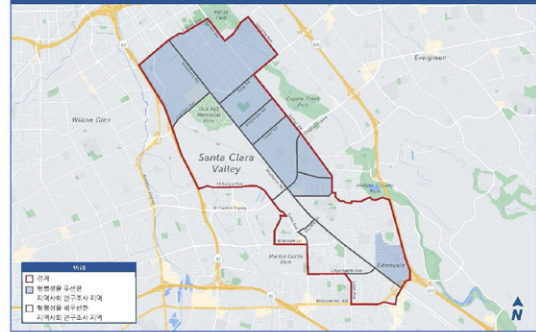
여러분이 참여할 수 있는 방법은 다음과 같이 다양합니다.

- 포커스 그룹에 참석하기, 여러분의 조직 또는 비즈니스에 대한 브리핑 준비하기, 전화나 이메일을 통해 여러분의 생각을 공유하기.

프로젝트 파트너



몬트레이 회랑 지역(Monterey Corridor) 지역사회 기반 교통 계획



프로젝트 일정

- 2022년 1월 프로젝트 시작, 2022년 4월 운영 위원회 출범 및 기존 조건 및 요구 사항 문서화, 2022년 7월-12월 공공 참여 및 설문 조사, 2022년 12월 CBTP 초안 발표, 2023년 1월 공공 참여(초안에 대한 공개 의견), 2023년 2월 최종 CBTP 릴리스.

프로젝트 자금 조달 도시교통위원회(MTC)

연락 방법

여러분이 회의 참석에 관심이 있으시거나 프로젝트 담당자가 귀하의 조직을 방문하기를 원하시는 경우, VTA 지역봉사부에 (408) 321-7575, TTY (404) 321-2330, 이메일: community.outreach@vta.org 로 연락 주시기 바랍니다.

자세한 프로젝트 정보는 www.vta.org/monterey_cbtp 를 방문하여 주십시오.

Tagalog



**Community-Based Transportation Plan
(Plano sa Transportasyon sa komunidad)
Monterey Corridor**

Tulongan Kaming Pasulongin ang Transportasyon sa kahabaan ng Monterey Road Corridor sa South San Jose

Paano mo pasusulungin ang transportasyon sa inyong komunidad? Gusto naming makibahagi kayo para tukuyin ang mga hamon sa transportasyon. Kaya nating magkasamang tukuyin ang mga proyektong pinakakailangan para tulongan kayong bumiyaha nang mas maayos papunta sa inyong bahay, trabaho, paaralan, grocery store, ospital, at sa ibang destinasyon.

Ano Ang Ginagawa Namin

Ang Santa Clara Valley Transportation Authority (VTA), sa pamamagitan ng pondong nagmumula sa Metropolitan Transport Commission (MTC), pinasimulan ang Community-Based Transportation Plan (CBTP) na pakikipagpartner sa Lunsod ng San José. Ang resultang Monterey Road Corridor CBTP ang tutulong sa VTA, at mga kapartner sa proyekto na matukoy ang mga pagpapasulong sa transportasyon sa hinaharap at potensyal na mapagkukunan ng pondo para sa mga proyektong ito. Malulutas ng mga pagpapasulong sa mga proyekto sa pinal na plano ang mga mahahalagang isyu, kasama na ngunit hindi limitado sa:

- Koneksyon ng bisikleta at mga naglalakad,
- Mga amenity ng pampublikong transportasyon,
- Mga pagpapasulong ng lokal na mga kalsada at kalye, at
- Pagsasanib ng teknolohiya sa transportasyon.

Makisangkot!

Ang tagumpay ng Monterey Road Corridor CBTP ay nakadepende sa ibibigay na komento ng mga nagtatrabaho, nakatira, o bumabiyaha sa pamamagitan ng nakatalagang mga hangganan ng proyekto sa kahabaan ng Alma Avenue patungo sa hilaga at Blossom Hill Road patungo sa timog, na tinatayang may habang 5.8 na milya. Sa maaga ng tagsibol at tag-araw ng 2022, magho-host ang VTA ng ilang pagpupulong ng focus group para alamin kung anong mga espesipikong hamon ang napaparap sa inyong pang-araw-araw na pagbabiyaha at ano sa tingin mo ang posibleng makatulong sa paglutas ng mga alalahaning ito.

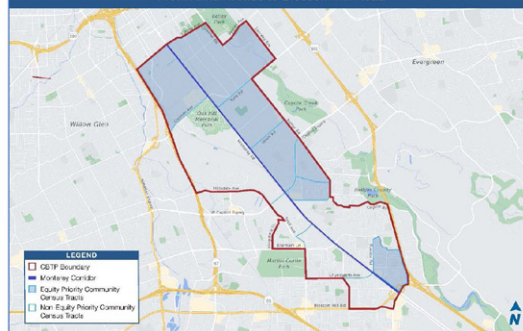
May iba't ibang paraan para ka makisangkot:

- Dumalo sa focus group
- Magsaayos ng briefing para sa organisasyon o negosyo.
- Ibahagi ang inyong mga naiisip sa pamamagitan ng telepono o email.

Mga Kapartner sa Proyekto



**Monterey Corridor Community-Based Transportation Plan
From Alma Avenue to Blossom Hill Road**



Iskedyul ng Proyekto

| | |
|----------------------|--|
| Enero 2022 | Project Kick-Off |
| Abril 2022 | Steering Committee Kick-Off at Dokumentasyon ng mga Umiral na Kundisyon at Mga Kinakailangan |
| Hulyo-Disyembre 2022 | Public Engagement at Survey |
| Disyembre 2022 | Draft report Inilabas |
| Enero 2023 | Public Engagement (Pampublikong Komento sa Draft) |
| Pebrero 2023 | Final CBTP Inilabas |

Pagpopondo ng Proyekto

Ipinagkaloob ng CBTP at Metropolitan Transportation Commission

Paano Makikipag-ugnayan sa Amin

Kung interesado kang dumalo sa pagpupulong o gusto mong bisitahin ng isang kinatawan ng proyekto ang inyong organisasyon, mangyaring makipag-ugnayan sa VTA Community Outreach sa (408) 321-7575, TTY (404) 321-2330 mag-email sa community.outreach@vta.org.

Para sa higit pang impormasyon sa proyekto, bisitahin ang www.vta.org/monterey_cbtp

A-2 Presentation Slides and Display Boards

Community Meeting 1 and 2



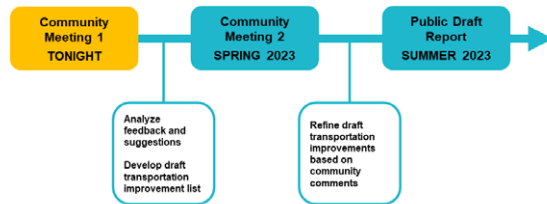
Meeting Purpose and Today's Activities

Collect community concerns and suggestions about transportation within and around the study boundary.

- Activity 1: Short Presentation and Q&A
- Activity 2: Stick around: Open House

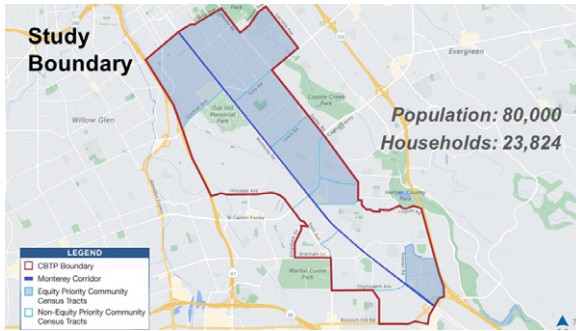


Project Timeline



Project Goals

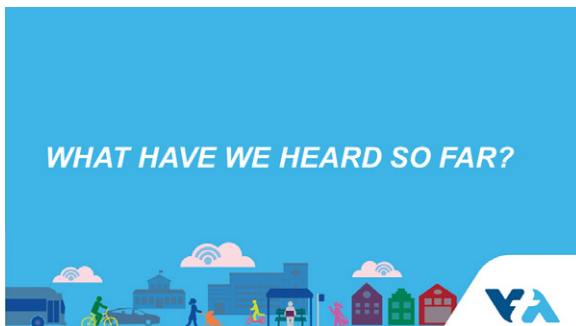
- Improve access, mobility, and safety for all ages and abilities and for all modes of transportation
- Engage residents and community organizations in conducting the analysis and shaping the recommendations.



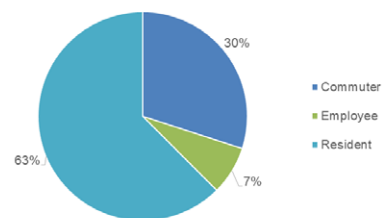
Existing Multimodal Facilities and Performance

- Bicycle and Pedestrian Network
 - Class II, Class II buffered
 - Sidewalks and Crosswalks
- Transit Services
 - Bus routes RAPID 568, 68, and 66
 - Caltrain
- On-Street Parking

- Traffic Volumes
- Motor Vehicle Speeds
- Traffic Collisions

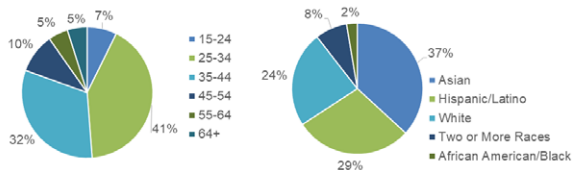


Live, Work, Own Business, or Commute



Community Meeting 1 and 2

Age, Race, and Ethnicity



Choices Given (Select All that Apply)
 Hispanic or Latino, White, African American/Black, American Indian/Alaska Native, Asian, Native Hawaiian/Pacific Islander, Two or More Races, Other. If Other, Please specify.
 US Census: Measuring Racial and Ethnic Diversity for the 2020 Census

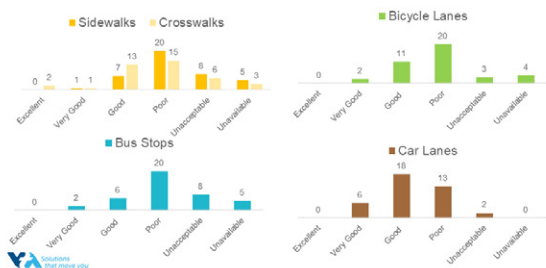


How many days a week do you ___ on Monterey Road?



14

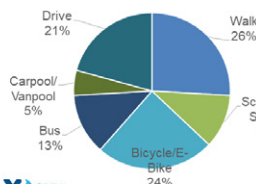
Facility Rating



15

Locations of Concern

Concerns by Mode



15

What improvements would you like to see?



17

TAKE THE SURVEY NOW!

FEEDBACK AND SUGGESTIONS?

Upcoming Events

Take the survey, learn more, and subscribe to updates at:
https://www.vta.org/monterey_cbtp

Or scan the QR code using your mobile devices

THANK YOU!

Community Meeting 3 and 4

Monterey Road Corridor

Community-Based Transportation Plan & Transit Corridor Study

Community Workshop #3
May 17, 2023

Project Partners:

Project funded by:

Project Goals

- Improve access, mobility, and safety for all ages and abilities and for all modes of transportation
- Engage residents and community organizations in conducting the analysis and shaping the recommendations.

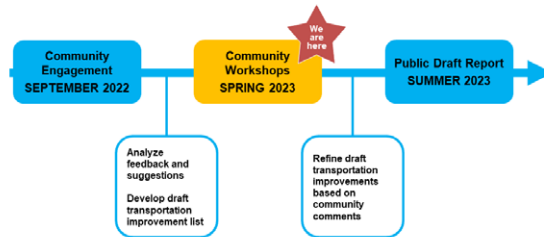


Today's Goals

- 1/ Present Draft Multimodal Recommendations
- 2/ Collect Feedback and Suggestions



Project Timeline



Past Activities to Collect Feedback and Suggestions

180+ Survey Responses **2 Community Workshops** **Focus Group Meetings**

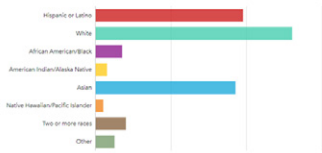
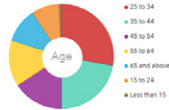
Past Activities to Collect Feedback and Suggestions

Rider Notifications/Nextdoor and Social Media Posts **Mailer (57,000 Addresses)** **Bus Stop Posts (45 stops)**

Summary of Transportation Concerns



Who expressed their concerns?



Locations Concerning People the Most:

| RANK | LOCATION NAME |
|------|--|
| 1 | Monterey Road/Capitol Expressway Intersection |
| 2 | Monterey Road/Tully Road Intersection |
| 3 | Monterey Road/Blossom Hill Road Intersection |
| 4 | Monterey Road/Branham Lane Intersection |
| 5 | Monterey Road/Monteclito Vista Drive Intersection |
| 5 | Monterey Road/Fehren Drive (Caltrain Capitol Station) Intersection |
| 6 | Monterey Road/Alma Avenue Intersection |
| 6 | Monterey Road/Skyway Drive Intersection |
| 6 | Curtner Avenue/SR-87 Interchange |
| 7 | Monterey Road/Old Tully Road Intersection |
| 7 | Monterey Road/Southside Drive Intersection |
| 7 | Monterey Road/Umberger Road Intersection |



Community Meeting 3 and 4

Summary of Concerns

| Safety | |
|---|---|
| <ul style="list-style-type: none"> High car speeds along Monterey Road and some neighborhood streets Unsafe to walk - large intersections, rail crossings, insufficient crossing time, lack of lighting, lack of midblock crosswalk markings Unsafe to bike - conflicts at right turns especially interchanges. Hard to make left turns at large intersections Unhoused individuals; people wandering in the street Sideshows triggered safety concerns Need bus stop lighting to feel safe at dark | <ul style="list-style-type: none"> Congestion during school hours Need better bus stop amenities, more bus stops Relocation of bus stops More bus services during off peak hours Better pickup/dropoff areas at Caltrain Station for bus and TWC (Uber/Lyft, etc) riders |
| Connectivity/Accessibility | Other |
| <ul style="list-style-type: none"> Poor sidewalk conditions, missing sidewalks and crosswalks, ADA noncompliant sidewalks and curb ramps Need pedestrian and bicycle connection to Caltrain Capitol Station, bus stops, and connection to and across Communication Hill | |



12

Draft Recommendations

13

Areawide Pedestrian Infrastructure Improvements



14

Areawide Bicycle Facility Upgrade



15

Areawide Neighborhood Traffic Calming

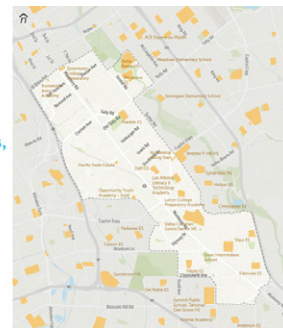
Traffic Calming are measures to address speeding and aggressive driving, particularly, in neighborhood streets



City of San Jose's Traffic Calming Toolkit can be found at <http://www.sanjoseca.gov/transportation/traffic-calming>

Implement Citywide School Safety Program Priority Improvements

Addressing pedestrian/bicycle safety, adult crossing guard needs, parking, speeding, and traffic congestion



Implement Citywide School Safety Program Priority Improvements - Example



Draft Recommendations

based on community needs and preliminary assessment:

- Pedestrian Crossing
- Sidewalk Gap Closure
- - - Bike/Ped Overpass
- - - Protected Bike Lane
- - - (Buffered) Bike Lane
- School Safety Program
- Traffic Calming
- Bus Stop Improvements



Thank You!

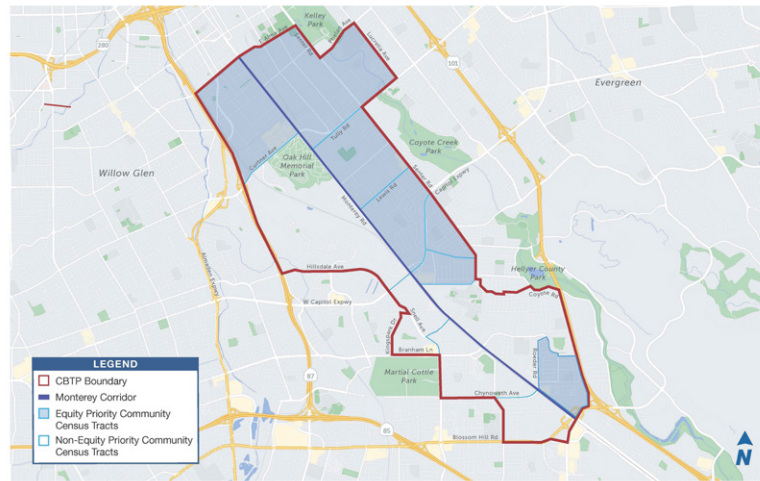
Ian Lin, Transportation Planner, VTA
Email: ian.lin@vta.org

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Display Boards

STUDY BOUNDARY

MONTEREY CORRIDOR COMMUNITY-BASED TRANSPORTATION PLAN

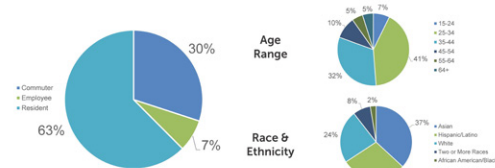


WHAT HAVE WE HEARD SO FAR?

MONTEREY CORRIDOR COMMUNITY-BASED TRANSPORTATION PLAN

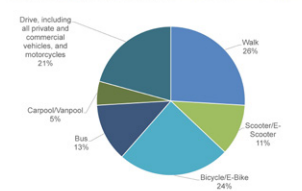
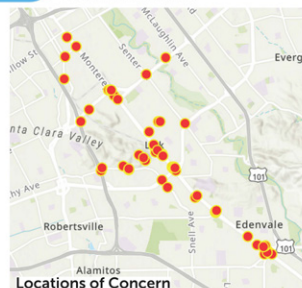
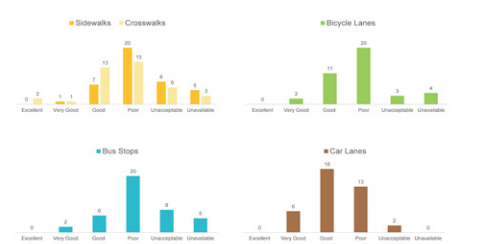


Community input-to-date received through online and paper surveys



About the Respondents

Rate the Facilities



POTENTIAL PEDESTRIAN IMPROVEMENTS

MONTEREY CORRIDOR COMMUNITY-BASED TRANSPORTATION PLAN



What improvements would you like to see in the study boundary? Place the dot below the picture to vote.

High Visibility Crosswalks

Pedestrian-Scale Lighting

Crosswalk Beacons

Flashing lights and special signals at crosswalks to heighten drivers' awareness of crossing pedestrians.

Corner Bulbouts

Street narrowing effect to slow down traffic, and also shorten crossing distances.

Speed Feedback Signs

Sidewalk Improvements

Improvements could include new sidewalk construction, installation of wheelchair ramps, sidewalk widening, etc.

Display Boards


POTENTIAL BICYCLE IMPROVEMENTS

MONTEREY CORRIDOR COMMUNITY-BASED TRANSPORTATION PLAN
 SACRED HEART COMMUNITY SERVICE


What improvements would you like to see in the study boundary? Place the dot below the picture to vote.



Bike Route/Bike Boulevard
 Applicable to low traffic, non-major streets.



Buffered Bike Lanes
 Currently available on Monterey Road.



Protected Bikeways



Bike Boxes
 Allow bicyclists to move ahead of cars during red light to increase visibility of bicyclists.



Protected Intersections
 Dedicated pedestrian and bicycle marking and, possibly, signal phasing to increase safety of pedestrians and bicyclists.




Bicycle Parking


POTENTIAL TRANSIT IMPROVEMENTS

MONTEREY CORRIDOR COMMUNITY-BASED TRANSPORTATION PLAN
 SACRED HEART COMMUNITY SERVICE

What improvements would you like to see in the study boundary? Place the dot below the picture to vote.



Bus Shelters/Seating



Real Time Schedule Display



Accessible Enhancements
 Ensure adequate space for wheelchair maneuver, braille, etc.



Transit Signal Priority
 Technology that extends green light for approaching buses at the intersection.



Bus Only Lanes



Bus Boarding Islands
 Provide efficient boarding, avoiding weaving with bicyclists and turning traffic while pulling in and out of a curbside bus stop.

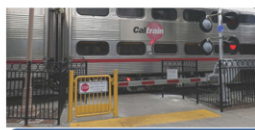
OTHER POSSIBLE IMPROVEMENTS

MONTEREY CORRIDOR COMMUNITY-BASED TRANSPORTATION PLAN
 SACRED HEART COMMUNITY SERVICE


What improvements would you like to see in the study boundary? Place the dot below the picture to vote.




Streetscape Improvements
 Improvements could include trees, curbside management and utilization (parklets), outdoor seating, beautified storefronts, etc.



Rail Pedestrian Crossing Gates



Pedestrian and Bicycle Bridge



Bikeshare/Electric Scooter Sharing

Other ideas? Write on a sticky note and place it here.

| ID | Identify yourself | How many times a week do you... | | | | | Rate the facilities | | | | | Comments | Age | Household income | Race/Ethnicity | |
|----|--|---------------------------------|-----------|------|-----|------------------|---------------------|-------|------|---------|-------|---|---|----------------------|---------------------|-------|
| | | Walk | E-Scooter | Bike | Bus | Uber, Lyft, etc. | Carpool | Drive | Bike | Transit | Drive | | | | | |
| 1 | | 2 | | | 7 | | | | | 4 | | | | 65+ | <\$24,000 | White |
| 2 | Commuter | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 4 | 4 | 4 | 4 | Plan should address safety at all railroad crossings between present and when high speed rail will make improvements. | 35 - 44 | >\$105,000 | White |
| 3 | Commuter | 6 | 0 | 0 | 0 | 2 | | 5 | 4 | 4 | 3 | | 25 - 34 | >\$105,000 | Asian | |
| 4 | Resident of the Monterey Road Corridor | 4 | 0 | 4 | 4 | 0 | 0 | 2 | 4 | 4 | 2 | | 15 - 24 | | White | |
| 5 | Work in the Monterey Road Corridor | 0 | | | | | | 7 | 3 | 4 | 4 | | 25 - 34 | | | |
| 6 | Resident of the Monterey Road Corridor | 0 | 0 | 0 | 0 | 0 | 0 | 5 | | 6 | | | 45 - 54 | >\$105,000 | Asian | |
| 7 | Commuter | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 2 | 2 | | 65+ | >\$105,000 | Asian | |
| 8 | Resident of the Monterey Road Corridor | 6 | 6 | 6 | 6 | 7 | 4 | 4 | 3 | 4 | 4 | | 25 - 34 | >\$105,000 | Hispanic/Latino | |
| 9 | Resident of the Monterey Road Corridor | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 5 | 4 | There a lot of places on Monterey that are not well lit up at night. It makes it dangerous to walk at night. I can't pinpoint all the areas | 25 - 34 | | Hispanic/Latino | |
| 10 | Resident of the Monterey Road Corridor | 7 | 6 | 7 | 3 | 1 | | 7 | 6 | 5 | 4 | | 35 - 44 | \$65,000 - \$84,000 | White | |
| 11 | Resident of the Monterey Road Corridor | 2 | 2 | 3 | 4 | 1 | 2 | 6 | 6 | 6 | | Safety concern | 25 - 34 | >\$105,000 | White, Black, Asian | |
| 12 | Resident of the Monterey Road Corridor | 2 | 2 | 2 | 0 | 1 | 0 | 5 | 4 | 4 | 3 | Right now there is no safe way to bike to Capitol Caltrain station | 35 - 44 | >\$105,000 | White | |
| 13 | Commuter | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 4 | 3 | | 25 - 34 | \$45,000 - \$64,000 | Hispanic/Latino | |
| 14 | Resident of the Monterey Road Corridor | | | | | | | 7 | 4 | 3 | 4 | Need crosswalk or a bridge access from Communications Hill to the Cal Train station | 25 - 34 | >\$105,000 | Asian | |
| 15 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 2 | | 25 - 34 | >\$105,000 | Asian | |
| 16 | Resident of the Monterey Road Corridor | 3 | 0 | 3 | 0 | 0 | 0 | 2 | 4 | 4 | 3 | Street parked cars often get windows smashed. Mod cars often race/make noise around this area. Need more law enforcement and make community safer. | 25 - 34 | >\$105,000 | Asian | |
| 17 | Resident of the Monterey Road Corridor | 7 | 1 | 5 | 1 | 0 | 0 | 5 | 5 | 4 | 4 | It's lots of noise from the highway 87 when bicycling on the Bicycle lane, we should do something to prevent it. And bus stop is far from people who live on the Communications hill. | 25 - 34 | >\$105,000 | Asian | |
| 18 | Resident of the Monterey Road Corridor | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 6 | 4 | 3 | | 35 - 44 | \$45,000 - \$64,000 | Asian | |
| 19 | Resident of the Monterey Road Corridor | 7 | | 6 | | 0 | 2 | 5 | 4 | 4 | 3 | | 35 - 44 | \$85,000 - \$104,000 | Asian | |
| 20 | Resident of the Monterey Road Corridor | 7 | 0 | 1 | 1 | 1 | 0 | 5 | 4 | 5 | 3 | | 45 - 54 | >\$105,000 | White | |
| 21 | Resident of the Monterey Road Corridor | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 5 | 3 | | 15 - 24 | <\$24,000 | Black | |
| 22 | Resident of the Monterey Road Corridor | 2 | 0 | 0 | 0 | 6 | 5 | 6 | 4 | 4 | 3 | | 25 - 34 | >\$105,000 | Asian | |
| 23 | Resident of the Monterey Road Corridor | 4 | 5 | 6 | 6 | 6 | 5 | 7 | 2 | 4 | 2 | | 15 - 24 | \$25,000 - \$44,000 | Hispanic/Latino | |
| 24 | Resident of the Monterey Road Corridor | 4 | 0 | 0 | 6 | 0 | 0 | 0 | 4 | 4 | 3 | | 25 - 34 | \$65,000 - \$84,000 | White | |
| 25 | Resident of the Monterey Road Corridor | 7 | 0 | 0 | 0 | 0 | 7 | 7 | 4 | 4 | 4 | | 35 - 44 | \$65,000 - \$84,000 | Hispanic/Latino | |

| ID | Identify yourself | How many times a week do you... | | | | | Rate the facilities | | | | | Comments | Age | Household income | Race/Ethnicity |
|----|--|---------------------------------|-----------|------|-----|------------------|---------------------|-------|------|---------|-------|---|---------|----------------------|---------------------------------|
| | | Walk | E-Scooter | Bike | Bus | Uber, Lyft, etc. | Carpool | Drive | Bike | Transit | Drive | | | | |
| 26 | Commuter | 4 | 0 | 2 | 0 | 0 | 5 | 3 | 4 | 5 | 4 | | 35 - 44 | >\$105,000 | Hispanic/Latino |
| 27 | Resident of the Monterey Road Corridor | 4 | 4 | 7 | 0 | 0 | 4 | 2 | 4 | 3 | 3 | | 55 - 64 | \$25,000 - \$44,000 | Hispanic/Latino, White |
| 28 | Resident of the Monterey Road Corridor | 0 | 0 | 0 | 5 | 0 | 0 | 7 | 3 | 3 | 4 | | 25 - 34 | \$45,000 - \$64,000 | Hispanic/Latino |
| 29 | Commuter | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 3 | | 35 - 44 | >\$105,000 | Hispanic/Latino |
| 30 | Work in the Monterey Road Corridor | 4 | | | | | | 6 | 3 | 4 | 3 | | 35 - 44 | | |
| 31 | Work in the Monterey Road Corridor | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 6 | 3 | N/A | 25 - 34 | | Asian |
| 32 | Commuter | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 3 | 3 | 2 | | 25 - 34 | \$65,000 - \$84,000 | White, Asian, Two or more races |
| 33 | Commuter | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 3 | 5 | We need transportation systems which interact cohesively so someone getting off BART, VTA, Trains or Ferry can make their connections w/ out walking. NY, Sydney & Tokyo are examples of how cohesive public transportation systems can increase ridership. | 45 - 54 | >\$105,000 | Asian |
| 34 | Commuter | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 6 | 3 | Separated Bike Lanes would be very nice to use for bicyclists and I would feel safer being able to explore the area more | 25 - 34 | \$65,000 - \$84,000 | Two or more races |
| 35 | Resident of the Monterey Road Corridor | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 5 | 4 | | 25 - 34 | \$65,000 - \$84,000 | Hispanic/Latino |
| 36 | Resident of the Monterey Road Corridor | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 4 | 4 | | 35 - 44 | \$45,000 - \$64,000 | |
| 37 | Resident of the Monterey Road Corridor | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | 4 | 2 | | 35 - 44 | >\$105,000 | White |
| 38 | Resident of the Monterey Road Corridor | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 6 | 6 | 4 | | 45 - 54 | >\$105,000 | Asian |
| 39 | Commuter | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 5 | 3 | Restore Safety to encourage Walking, Biking, Scooters, Use if Published c Transportation. Upgrade Bus Stops. Add Art Work | 65+ | >\$105,000 | White |
| 40 | Resident of the Monterey Road Corridor | 1 | | 3 | | | 1 | 2 | 3 | 3 | 3 | Bike lanes are full of debris. Needs more frequent street sweeping. Also, people frequently park to unload vehicles and block the bike lane | 35 - 44 | >\$105,000 | White |
| 41 | Commuter | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 4 | 4 | 3 | In the intersection of Roundtable drive and Roeder drive needs to be a yield or stop sign! | 55 - 64 | <\$24,000 | Hispanic/Latino |
| 42 | Commuter | | | | | | 3 | 4 | 5 | 5 | 5 | Buses 528 and 568 need to be improved to serve residents at and near California Maison community near Monterey and Bernal Rd. | 35 - 44 | | Asian, Other race |
| 43 | Resident of the Monterey Road Corridor | 3 | 0 | 6 | 6 | 1 | 0 | 4 | 2 | 4 | 3 | | 45 - 54 | \$85,000 - \$104,000 | Other race |
| 44 | Commuter | 7 | 7 | 7 | 7 | 7 | 0 | 7 | 5 | 5 | 4 | | 55 - 64 | \$65,000 - \$84,000 | Black |
| 45 | Resident of the Monterey Road Corridor | 6 | 0 | 0 | 7 | 0 | 0 | 0 | 3 | 3 | 3 | | 35 - 44 | <\$24,000 | Native, Pacific |
| 46 | Commuter | 3 | | | 5 | | | | 6 | 5 | 6 | | 45 - 54 | >\$105,000 | Hispanic/Latino |
| 47 | Resident of the Monterey Road Corridor | 4 | 4 | 2 | 4 | 0 | 0 | 3 | 3 | 3 | 2 | | 65+ | \$65,000 - \$84,000 | Hispanic/Latino |
| 48 | Resident of the Monterey Road Corridor | 4 | | | 4 | | | | 3 | 4 | 3 | | 65+ | <\$24,000 | Two or more races |

| ID | Identify yourself | How many times a week do you... | | | | | Rate the facilities | | | | | Comments | Age | Household income | Race/Ethnicity |
|----|--|---------------------------------|-----------|------|-----|------------------|---------------------|-------|------|---------|-------|--|---------|----------------------|------------------------|
| | | Walk | E-Scooter | Bike | Bus | Uber, Lyft, etc. | Carpool | Drive | Bike | Transit | Drive | | | | |
| 49 | Commuter | 7 | 5 | 0 | 7 | 4 | 5 | 0 | 3 | 5 | 6 | | 55 - 64 | <\$24,000 | Black |
| 50 | Resident of the Monterey Road Corridor | | | 3 | | | | | 3 | | 3 | The whole corridor needs a tri-weekly street sweeping at this point. So much stuff in the bike lanes. | 55 - 64 | >\$105,000 | White |
| 51 | Commuter | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 1 | 1 | | 55 - 64 | \$45,000 - \$64,000 | White |
| 52 | Resident of the Monterey Road Corridor | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 1 | 3 | 1 | | 45 - 54 | \$85,000 - \$104,000 | Hispanic/Latino |
| 53 | Commuter | 1 | 0 | 0 | 1 | 0 | 0 | 1 | | 4 | 3 | I can't emphasize enough how crucial bus service is | | | White |
| 54 | Resident of the Monterey Road Corridor | 6 | 0 | 3 | 5 | 0 | 0 | 3 | 4 | 4 | 3 | Both my daughter and I try to take public transport as much as we can, as we live near the Capitol Caltrain. Walking to the station itself can be dangerous. There are no sidewalks and few trees. | 45 - 54 | | Hispanic/Latino, White |
| 55 | Commuter | 1 | 0 | 0 | 3 | 0 | 0 | 2 | 4 | 2 | 2 | | 25 - 34 | \$65,000 - \$84,000 | White, Asian |
| 56 | Commuter | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 3 | | 55 - 64 | \$45,000 - \$64,000 | White |
| 57 | Commuter | 0 | 0 | 0 | 7 | 0 | 1 | 0 | 5 | 5 | 1 | | 25 - 34 | <\$24,000 | White |
| 58 | Work in the Monterey Road Corridor | 5 | 0 | 0 | 5 | 0 | 0 | | 4 | 5 | 3 | | 65+ | \$65,000 - \$84,000 | Hispanic/Latino |
| 59 | Resident of the Monterey Road Corridor | 7 | 0 | 4 | 6 | 0 | 2 | 2 | 5 | 3 | 1 | | 35 - 44 | >\$105,000 | Asian |
| 60 | Work in the Monterey Road Corridor | 5 | | | | | | 7 | 3 | 3 | 4 | If you take away lanes of traffic where are all the commuters going to go congested 87 and congested 101 southbound before you do anything you need to count how many cars use Monterey Road | <15 | >\$105,000 | Native |
| 61 | Work in the Monterey Road Corridor | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 4 | 5 | 1 | Please build protected bike lanes, create bus lanes and build housing development. Turn The Plant into santana row. Retail space is half empty. We need houses. | 15 - 24 | >\$105,000 | Asian |
| 62 | Resident of the Monterey Road Corridor | 4 | 0 | 0 | 0 | 0 | 0 | 7 | 6 | 6 | 3 | | 45 - 54 | | White |
| 63 | Resident of the Monterey Road Corridor | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 3 | 3 | 3 | | 25 - 34 | \$85,000 - \$104,000 | Hispanic/Latino, White |
| 64 | Commuter | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 3 | 2 | No | 35 - 44 | \$45,000 - \$64,000 | Asian |
| 65 | Commuter | | 4 | 4 | | | | | 1 | 1 | 1 | | 55 - 64 | >\$105,000 | Other race |
| 66 | Commuter | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 4 | 2 | | 45 - 54 | >\$105,000 | White |
| 67 | Commuter | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 4 | 4 | 3 | Thank you for pursuing improvements to Monterey. | 35 - 44 | >\$105,000 | White |
| 68 | Resident of the Monterey Road Corridor | | | | | | | | 1 | 1 | 1 | | 45 - 54 | >\$105,000 | White |
| 69 | Commuter | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 3 | 2 | | 35 - 44 | >\$105,000 | White |
| 70 | Resident of the Monterey Road Corridor | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 4 | 3 | 6 | | 25 - 34 | >\$105,000 | Two or more races |
| 71 | Resident of the Monterey Road Corridor | 5 | 3 | 0 | | 1 | 0 | 0 | 4 | 4 | 3 | | 25 - 34 | \$25,000 - \$44,000 | White |
| 72 | Commuter | | | | | 1 | 4 | 1 | 4 | 4 | 3 | | 45 - 54 | >\$105,000 | White |
| 73 | Commuter | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 5 | 2 | | 55 - 64 | \$65,000 - \$84,000 | White |
| 74 | Resident of the Monterey Road Corridor | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 4 | 1 | It doesn't matter what you do. The City or CalTrans will screw it up like they do everything they touch, and it will just look like every other pig sty that defines this city in the end. | 65+ | | White |

| ID | Identify yourself | How many times a week do you... | | | | | | Rate the facilities | | | | | Comments | Age | Household income | Race/Ethnicity |
|----|--|---------------------------------|-----------|------|-----|------------------|---------|---------------------|------|---------|-------|--|----------|----------------------|-------------------------|----------------|
| | | Walk | E-Scooter | Bike | Bus | Uber, Lyft, etc. | Carpool | Drive | Bike | Transit | Drive | | | | | |
| 75 | Resident of the Monterey Road Corridor | | | | 6 | | | 2 | 4 | 3 | | | | 65+ | \$45,000 - \$64,000 | White |
| 76 | Resident of the Monterey Road Corridor | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 4 | 4 | 3 | SJ could be a great city with fewer cars and more public transport options. Pls more frequent bus service in the mornings or when it's dark. I would feel a lot safer taking the bus at night if I didn't have to wait very long at the bus stop. | 35 - 44 | >\$105,000 | Asian | |
| 77 | Commuter | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 4 | 4 | | 55 - 64 | \$85,000 - \$104,000 | Hispanic/Latino | |
| 78 | Commuter | 0 | 0 | 0 | 3 | | | 1 | 3 | 3 | 6 | More direct routes. For example gilroy Caltrain to Morgan hill Caltrain to Ford Caltrain to Didaron. 4 stops that's it. | 45 - 54 | \$85,000 - \$104,000 | Hispanic/Latino | |
| 79 | Resident of the Monterey Road Corridor | 6 | | 5 | 5 | | | 6 | 3 | 3 | 3 | Thank you for your hark works. | 55 - 64 | \$65,000 - \$84,000 | Asian | |
| 80 | Commuter | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | | | The only reason for me to travel on Monterey road is to avoid biking on Coyote Creek Trail north of Hellyer, appox. My biggest issue is not a particular location, but the general amount of litter and gravel and glass and cars parked in the bike lane. | 35 - 44 | | White | |
| 81 | Resident of the Monterey Road Corridor | 7 | 0 | 4 | 1 | 1 | 0 | 7 | 3 | 3 | 4 | Crossing Valleyhaven onto Monterey south was a big mistake and a waste of gas and make neighborhood more dangerous passing traffic to get out on branham. | 45 - 54 | >\$105,000 | Hispanic/Latino | |
| 82 | Resident of the Monterey Road Corridor | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 4 | 4 | 4 | Traffic calming measures | 65+ | \$65,000 - \$84,000 | White | |
| 83 | Commuter | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 6 | 4 | | | 55 - 64 | <\$24,000 | White | |
| 84 | Commuter | 4 | 4 | 4 | 4 | 4 | 4 | | 1 | 1 | 1 | | | | Hispanic/Latino | |
| 85 | Resident of the Monterey Road Corridor | 1 | 0 | 0 | 4 | 0 | 2 | 3 | 1 | 1 | 1 | | 25 - 34 | \$85,000 - \$104,000 | Hispanic/Latino | |
| 86 | Resident of the Monterey Road Corridor | 1 | 0 | 0 | 0 | 1 | 7 | 7 | 6 | 4 | 4 | | 35 - 44 | \$85,000 - \$104,000 | Hispanic/Latino | |
| 87 | Resident of the Monterey Road Corridor | 1 | 2 | 0 | 0 | 0 | 0 | 6 | 4 | 4 | 4 | | 45 - 54 | >\$105,000 | Asian | |
| 88 | Commuter | | | | | | | 2 | 6 | 6 | 4 | You missed SAFETY! Questions about the how safe does one feel, also, homeless with trash everywhere. Some are living on trees here! Pollution | 35 - 44 | \$65,000 - \$84,000 | Hispanic/Latino, Native | |
| 89 | Resident of the Monterey Road Corridor | 7 | 4 | 4 | 0 | 4 | 0 | 7 | 4 | 3 | 3 | | 25 - 34 | >\$105,000 | Asian | |
| 90 | Resident of the Monterey Road Corridor | 7 | | | 7 | 7 | 7 | 7 | 4 | 4 | 4 | Please STOP rash driving and car shows on Monterey. Use our TAX money and install HD cameras all around to catch the culprits | 35 - 44 | >\$105,000 | Asian | |
| 91 | Resident of the Monterey Road Corridor | 0 | 0 | 0 | 0 | 0 | 0 | | 5 | 4 | 3 | Possibility of building a pedestrian and/or bike route which connects the west and east of the train tracks? It would create greater accessibility to retail areas and provide safer pedestrian routes; compared to cycling through capital/ Monterey/curtner. | 35 - 44 | >\$105,000 | Hispanic/Latino | |
| 92 | Own a business in the Monterey Road Corridor | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 6 | 4 | 3 | | 55 - 64 | >\$105,000 | White | |
| 93 | Resident of the Monterey Road Corridor | 7 | 2 | 4 | 3 | 3 | 4 | 7 | 4 | 4 | 4 | On Monterey Rd from Curtner Ave, Umbarger Rd, Lewis Rd, E Capitol Expressway & Branham Ln, we need physical barriers like botts dots, speed bumps, and roundabouts to prevent speeding, illegal sideshows/car stunts, and cruising that blocks roads/entry. | 25 - 34 | >\$105,000 | Asian | |

| ID | Identify yourself | How many times a week do you... | | | | | Rate the facilities | | | | Comments | Age | Household income | Race/Ethnicity | | |
|-----|--|---------------------------------|-----------|------|-----|------------------|---------------------|-------|------|---------|----------|---|------------------|----------------------|-------------------|--|
| | | Walk | E-Scooter | Bike | Bus | Uber, Lyft, etc. | Carpool | Drive | Bike | Transit | | | | | Drive | |
| 94 | Resident of the Monterey Road Corridor | 5 | 2 | 3 | | 6 | 6 | 7 | 6 | 5 | 5 | On Monterey Rd from Curtner Ave, Umbarger Rd, Lewis Rd, E Capitol Expressway & Branham Ln, we need physical barriers like botts dots, speed bumps, and roundabouts to prevent speeding, illegal sideshows/car stunts, and cruising that block roads/entry. | 25 - 34 | \$65,000 - \$84,000 | Asian | |
| 95 | Resident of the Monterey Road Corridor | 7 | 3 | 6 | | 6 | 6 | 7 | 6 | 5 | 5 | On Monterey Rd from Curtner Ave, Umbarger Rd, Lewis Rd, E Capitol Expressway & Branham Ln, we need physical barriers like botts dots, speed bumps, and roundabouts to prevent speeding, illegal sideshows/car stunts/guns, and cruising that block roads/entry. | 25 - 34 | >\$105,000 | Asian | |
| 96 | Resident of the Monterey Road Corridor | 7 | 0 | 2 | 0 | 2 | 0 | 7 | 5 | 6 | 3 | Side show and homeless issue are severe. | 35 - 44 | >\$105,000 | Asian | |
| 97 | Resident of the Monterey Road Corridor | | 0 | 0 | 0 | 1 | 0 | 7 | 5 | 3 | 4 | Also, I think safety is a concern for me when taking Public Transport on this road and I am not sure how that can be resolved. | 25 - 34 | >\$105,000 | Asian | |
| 98 | Resident of the Monterey Road Corridor | 4 | | | | | | | 4 | 4 | 4 | | 65+ | \$65,000 - \$84,000 | White | |
| 99 | Resident of the Monterey Road Corridor | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 4 | 3 | | 65+ | \$65,000 - \$84,000 | White | |
| 100 | Work in the Monterey Road Corridor | 5 | 0 | 0 | 4 | 4 | 0 | 0 | 4 | 4 | 6 | | 55 - 64 | >\$105,000 | Hispanic/Latino | |
| 101 | Work in the Monterey Road Corridor | 5 | 0 | 1 | 7 | 2 | 0 | 7 | 3 | 5 | 4 | | 45 - 54 | | Asian | |
| 102 | Resident of the Monterey Road Corridor | 6 | 0 | 7 | 6 | 0 | 0 | 0 | 2 | 3 | 3 | | 65+ | <\$24,000 | Black | |
| 103 | Resident of the Monterey Road Corridor | 5 | 4 | 6 | 4 | 3 | 6 | 7 | 6 | 3 | 5 | | 25 - 34 | \$85,000 - \$104,000 | Hispanic/Latino | |
| 104 | | | | | | | | | | | | | | | | |
| 105 | Commuter | | 5 | 5 | | | | 1 | 6 | 6 | 3 | | 55 - 64 | \$65,000 - \$84,000 | Asian | |
| 106 | Work in the Monterey Road Corridor | 7 | 1 | 6 | 4 | 0 | 0 | 5 | 3 | 2 | 3 | | 35 - 44 | | Hispanic/Latino | |
| 107 | Work in the Monterey Road Corridor | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 4 | 5 | | 15 - 24 | \$25,000 - \$44,000 | White | |
| 108 | Resident of the Monterey Road Corridor | 6 | 0 | 0 | 2 | 2 | 5 | 5 | 2 | 3 | 3 | Signs when car can get in bus & bike lane | 55 - 64 | \$25,000 - \$44,000 | Hispanic/Latino | |
| 109 | Resident of the Monterey Road Corridor | 7 | 2 | 2 | 4 | 1 | | 6 | 3 | 2 | 6 | Stop the people walking in the street | 55 - 64 | \$85,000 - \$104,000 | Other race | |
| 110 | Commuter | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 5 | 4 | 3 | I am very scared biking on Monterey because the bike lanes are so soft, and cars drive so fast. I would feel much safer with some lane hardening or more separation of the lanes. | 25 - 34 | >\$105,000 | White | |
| 111 | Resident of the Monterey Road Corridor | 4 | 1 | 0 | 4 | 1 | 2 | 0 | 3 | 3 | 3 | | 15 - 24 | | Black | |
| 112 | Commuter | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 4 | 3 | N/A | 15 - 24 | | Hispanic/Latino | |
| 113 | Resident of the Monterey Road Corridor | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 4 | 4 | 1 | | 15 - 24 | \$85,000 - \$104,000 | Asian | |
| 114 | Commuter | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 4 | 4 | 4 | | 25 - 34 | | Hispanic/Latino | |
| 115 | Work in the Monterey Road Corridor | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 3 | 3 | | 55 - 64 | >\$105,000 | Two or more races | |

| ID | Identify yourself | How many times a week do you... | | | | | | Rate the facilities | | | | Comments | Age | Household income | Race/Ethnicity |
|-----|--|---------------------------------|-----------|------|-----|------------------|---------|---------------------|------|---------|-------|--|---------|----------------------|--|
| | | Walk | E-Scooter | Bike | Bus | Uber, Lyft, etc. | Carpool | Drive | Bike | Transit | Drive | | | | |
| 116 | Commuter | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 4 | 5 | 3 | | 35 - 44 | \$85,000 - \$104,000 | White |
| 117 | Resident of the Monterey Road Corridor | 7 | 0 | 0 | 0 | 0 | 5 | 7 | 3 | 4 | 3 | The homeless encampments up and down Monterey make it unsafe for women and children to walk. The road is a mess. There are potholes everywhere and the timing of the lights creates traffic jams | 45 - 54 | \$85,000 - \$104,000 | White |
| 118 | Resident of the Monterey Road Corridor | | | | 1 | | | 7 | | 4 | 3 | | 45 - 54 | <\$24,000 | White |
| 119 | Commuter | 0 | 0 | 0 | 0 | 0 | 4 | 7 | 3 | 4 | 4 | When I go to the shopping center "The Plant", I can see lots of different types of people walking on Little Orchard, but there is no crossing painted areas in that streets! | 55 - 64 | | Two or more races |
| 120 | Resident of the Monterey Road Corridor | 0 | 0 | 0 | 0 | 0 | 5 | | 3 | 1 | 1 | | 25 - 34 | \$45,000 - \$64,000 | Hispanic/Latino |
| 121 | Resident of the Monterey Road Corridor | 0 | | 1 | | | 2 | 3 | 4 | 4 | 3 | | 25 - 34 | | Two or more races |
| 122 | Resident of the Monterey Road Corridor | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 3 | | 55 - 64 | >\$105,000 | White |
| 123 | Resident of the Monterey Road Corridor | | 0 | 0 | | 0 | 4 | | 4 | 4 | 3 | | 15 - 24 | <\$24,000 | Hispanic/Latino |
| 124 | Commuter | 2 | | | 5 | | 1 | | 5 | 4 | 1 | | 25 - 34 | | White |
| 125 | Commuter | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 3 | 3 | 4 | | 25 - 34 | \$85,000 - \$104,000 | Asian |
| 126 | | 4 | | | | | | | 6 | 6 | 6 | | 25 - 34 | | White |
| 127 | Resident of the Monterey Road Corridor | 1 | 0 | 2 | 2 | 0 | 0 | 5 | 5 | 4 | 3 | | 25 - 34 | >\$105,000 | Asian |
| 128 | Commuter | | | 4 | | | | | 4 | 3 | 5 | Please build a bypass so bicycles and scooters who wish to continue down Monterrey road can ride a paved path that goes beneath the blossom Hill flyover. Someone will be killed if you don't do this. | 45 - 54 | >\$105,000 | White |
| 129 | Commuter | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 2 | lightrail!! | 35 - 44 | >\$105,000 | White |
| 130 | Resident of the Monterey Road Corridor | 7 | | | 4 | | | | 3 | 3 | 3 | | 15 - 24 | <\$24,000 | Hispanic/Latino |
| 131 | Commuter | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 2 | 3 | 3 | | | | |
| 132 | Resident of the Monterey Road Corridor | | | | | | | | 4 | 4 | 3 | | 65+ | <\$24,000 | White |
| 133 | Resident of the Monterey Road Corridor | 5 | 0 | 0 | 3 | 0 | 0 | | | 4 | 3 | | 15 - 24 | <\$24,000 | Hispanic/Latino |
| 134 | Commuter | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 4 | 1 | | 35 - 44 | >\$105,000 | White |
| 135 | Commuter | 1 | | | 1 | | | | 4 | 4 | 2 | | | | |
| 136 | Commuter | 0 | 0 | 6 | 6 | 0 | 0 | 5 | 5 | 5 | 3 | | 45 - 54 | >\$105,000 | White |
| 137 | Commuter | 4 | 0 | 7 | 5 | 0 | 0 | 0 | 5 | 5 | 1 | Please make this corridor safer for biking and walking, even if it means closing lanes. | 35 - 44 | \$45,000 - \$64,000 | |
| 138 | Commuter | 1 | 0 | 0 | 6 | | | 1 | 4 | 3 | 3 | | 15 - 24 | \$45,000 - \$64,000 | Hispanic/Latino, white, asian, pacific |
| 139 | Work in the Monterey Road Corridor | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 4 | 4 | 4 | | 45 - 54 | \$85,000 - \$104,000 | Black |
| 140 | Commuter | 7 | 5 | 0 | 7 | 0 | 0 | 0 | 3 | 4 | 3 | | 25 - 34 | \$45,000 - \$64,000 | Hispanic/Latino |
| 141 | Commuter | 7 | 5 | 0 | 7 | 0 | 0 | 0 | 4 | 4 | 3 | | 25 - 34 | \$25,000 - \$44,000 | Hispanic/Latino |
| 142 | Commuter | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | There is not anything that was missed. Thanks to everyone working at the VTA. | | | |

| ID | Identify yourself | How many times a week do you... | | | | | | Rate the facilities | | | | Comments | Age | Household income | Race/Ethnicity |
|-----|--|---------------------------------|-----------|------|-----|------------------|---------|---------------------|------|---------|-------|--|---------|----------------------|-------------------------------|
| | | Walk | E-Scooter | Bike | Bus | Uber, Lyft, etc. | Carpool | Drive | Bike | Transit | Drive | | | | |
| 143 | Resident of the Monterey Road Corridor | 5 | 0 | 0 | 0 | 1 | | 4 | 4 | 5 | 4 | Road work is not done, lots of pot holes, lighting is bad, mostly dark and not safe for drivers or pedestrians. Bus stops are in bad condition, bike lanes not safe from cars, no side walk on one side of road, lots of homeless around and trash. Not clean. | 35 - 44 | \$65,000 - \$84,000 | Hispanic/Latino |
| 144 | Own a business in the Monterey Road Corridor | | | | | | | | 5 | 5 | 5 | Empower employees to carry out functions of their department including policing, cleaning streets and beautification projects. Give us tax payers our money's worth since we are working hard -more expensive & gets stolen! | | | |
| 145 | Commuter | | | 0 | 5 | 4 | 3 | 0 | 3 | 4 | 4 | | | | |
| 146 | Commuter | | | | 6 | | | | 2 | 3 | | No | 65+ | <\$24,000 | Asian |
| 147 | Commuter | | | | 1 | | | | 6 | 4 | 2 | | 45 - 54 | \$85,000 - \$104,000 | Two or more races, Other race |
| 148 | Commuter | | | | 1 | | | | | 3 | 2 | | 65+ | | White |

Appendix B

RECOMMENDED PROJECT LIST

Appendix C

FUNDING SOURCES



| Funding Source | Purpose | Administrator |
|--|---|---|
| Bus and Bus Facilities Program | The Bus and Bus Facilities Program provides capital assistance for new and replacement buses, related equipment, and facilities. Part of the Transit Capital Priorities process | FTA/MTC |
| Rebuilding American Infrastructure with Sustainability and Equity Grant Program (RAISE) | The RAISE invests in road, rail, transit and port projects that promise to achieve national objectives. It is previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants. | USDOT |
| Reconnecting Communities and Neighborhoods Program (RCN) | The RCN prioritizes disadvantaged communities, aims to improve access to daily needs, fosters equitable development and restoration, and reconnects communities by removing, retrofitting, or mitigating transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development. Grant types include capital construction, community planning, and regional partnerships challenge. | USDOT |
| Safe Streets and Roads for All Program (SS4A) | The SS4A funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. | USDOT |
| Active Transportation Program (ATP) | The ATP consolidates previous bicycle and pedestrian funding programs and is designed to promote active modes of transportation, such as walking and biking, and to ensure disadvantaged communities share fully in the program. | Caltrans |
| Local Highway Safety Improvement Program (HSIP) | California's Local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors (CRFs). Local HSIP projects must be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means. | Caltrans |
| Office of Traffic Safety Grant (OTS) | The OTS is funds innovative, evidence-based education and enforcement programs and technologies designed to improve road safety. | California Office of Traffic Safety |
| State Transportation Improvement Program (STIP) / Regional Transportation Improvement Program (RTIP) | The STIP and RTIP support roadway and transit capital improvement projects, road rehabilitation, interregional improvements. | Caltrans/MTC |
| State Transit Assistance Program (STA) | The STA provides transit capital and operating expenses | MTC |
| Transportation Fund for Clean Air (TFCA) | The TFCA funds regional competitive and county funding categories. Implementation of the most cost-effective projects in the Bay Area which will decrease motor vehicle emissions and improve air quality. | Bay Area Air Quality Management District (BAAQMD) |
| One Bay Area Grant Program (OBAG) | The OBAG fund Integrates the region's federal transportation program with California's climate law and Sustainable Communities Strategy; provides funding investments in surface transportation for a wide variety of programs including mass transit, highway, local road and bicycle and pedestrian projects. | MTC |
| Lifeline Transportation Program (LTP) | The LTP uses state and federal funds to provide Lifeline grants for projects that meet mobility and accessibility needs in low-income communities across the Bay Area. | MTC |
| Community Action Resource and Empowerment Program (CARE) | The CARE Program builds on the work done in the Lifeline Transportation Program. CARE expands MTC's equity investment approach, and prioritizes the needs identified by individual communities in their Community-Based Transportation Plans (CBTPs) | MTC |
| Regional Measure 3 (RM 3) | The RM 3 finances a comprehensive suite of highway and transit improvements through an increase of tolls on the region's seven state-owned toll bridges. | MTC |
| Transportation Development Act Article 3 (TDA 3) | The TDA 3 provides funding annually for bicycle and pedestrian projects. | MTC |
| Vehicle Registration Fee (VRF) | \$10 per year vehicle registration fee in Santa Clara County to pay for local transportation improvements, including pothole repair, paving, traffic control signals, and safety improvements. | VTA |
| City of San José General Fund | The City General Fund is the main operating fund for the City. | City of San José |
| City of San Jose Parking and Transportation Demand Management (TDM) Ordinance | Non-exempt development projects are required to implement TDM measures per section 20.90.905. The City's Transportation Analysis Handbook consists of a menu of TDM measures including multimodal infrastructure improvements. | City of San José |

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