
Santa Clara Valley Transportation Authority

# Hostetter Station Access Study

February 2026

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FORWARD City Labs

Valley Transportation Authority

*Solutions that move you*

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# 1.0 Introduction

The Hostetter Station Access Study evaluates transportation conditions and access challenges surrounding the Hostetter Light Rail Station in San José, California. This effort supports the Santa Clara Valley Transportation Authority's (VTA) broader goals of enhancing multimodal connectivity, promoting equitable transit-oriented development (TOD), and improving safety and accessibility for all users. The study area encompasses the station platform, adjacent park-and-ride facilities, and surrounding corridors within a half-mile radius, including North Capitol Avenue, Hostetter Road, and key intersections that influence station access.

The Final Report consolidates findings from technical analysis, community engagement, and policy review to identify strategies that improve first- and last-mile connections, enhance safety, and support sustainable mobility. Recommendations are informed by existing conditions, projected growth patterns, and input from residents, stakeholders, and agency partners.

## 1.1 Study Background

Hostetter Station is located in the median of North Capitol Avenue, just south of Hostetter Road, and serves VTA's Orange Line Light Rail. The study area is designated as a Local Transit Urban Village under the Envision San José 2040 General Plan, signaling its role in advancing walkable, mixed-use development near high-quality transit. Despite this designation, the surrounding environment is characterized by wide arterials, auto-oriented land uses, and physical barriers such as the Interstate 680 (I-680) freeway, which limit safe and convenient access for pedestrians and bicyclists.

The study responds to regional and local priorities, including VTA's Station Access Policy, Complete Streets initiatives, and City of San José's Vision Zero safety goals. It also aligns with state and regional frameworks such as the Metropolitan Transportation Commission's Transit-Oriented Communities Policy and Caltrans' Complete Streets directive. These policies emphasize reducing vehicle miles traveled (VMT), improving active transportation networks, and fostering equitable access to transit.

## 1.2 Study Objectives

The purpose of this report is to provide a comprehensive framework for improving multimodal access to Hostetter Station. Specifically, the report aims to:

- **Document Existing Conditions:** Assess current infrastructure, travel patterns, and safety concerns for all modes.
- **Analyze Future Conditions:** Consider planned growth, policy changes, and infrastructure projects that will shape station access.
- **Engage the Community:** Incorporate feedback from residents, businesses, and stakeholders to ensure recommendations reflect local priorities for all ages and abilities.
- **Identify Needs and Opportunities:** Highlight gaps in connectivity, safety, and amenities that hinder equitable access.
- **Recommend Improvements:** Propose strategies for pedestrian, bicycle, transit, and vehicular access enhancements.
- **Estimate Costs and Prioritize Actions:** Provide a phased implementation plan that aligns with available funding and policy objectives.

# 2.0 Station Area and Layout

Hostetter Station is located in the median of North Capitol Avenue, immediately south of the Hostetter Road intersection in northeast San José. The station serves VTA's Light Rail Orange Line, providing regional connectivity between Mountain View, Sunnyvale, Santa Clara, Milpitas, and East San José. It is part of a corridor designated as a Grand Boulevard under the Envision San José 2040 General Plan, emphasizing its role as a transit-priority street within the city's Vision Zero High Injury Network. **Figure 1** shows Hostetter Station and the surrounding study area analyzed as part of this study.

## 2.1 Station Configuration

The station features a center island platform accessible exclusively via signalized pedestrian crossings at the southern end of the platform. Passenger amenities include:

- Weather-protected shelters
- Bench seating
- Real-time transit information displays
- Trash receptacles and pedestrian-scale lighting

Adjacent to the station, an off-street park-and-ride lot accommodates approximately 100 vehicles, including two Americans with Disabilities Act (ADA) accessible spaces and two ADA van-accessible spaces. The lot is located across North Capitol Avenue from the station platform and is connected via marked crosswalks and curb ramps.

## 2.2 Access Characteristics

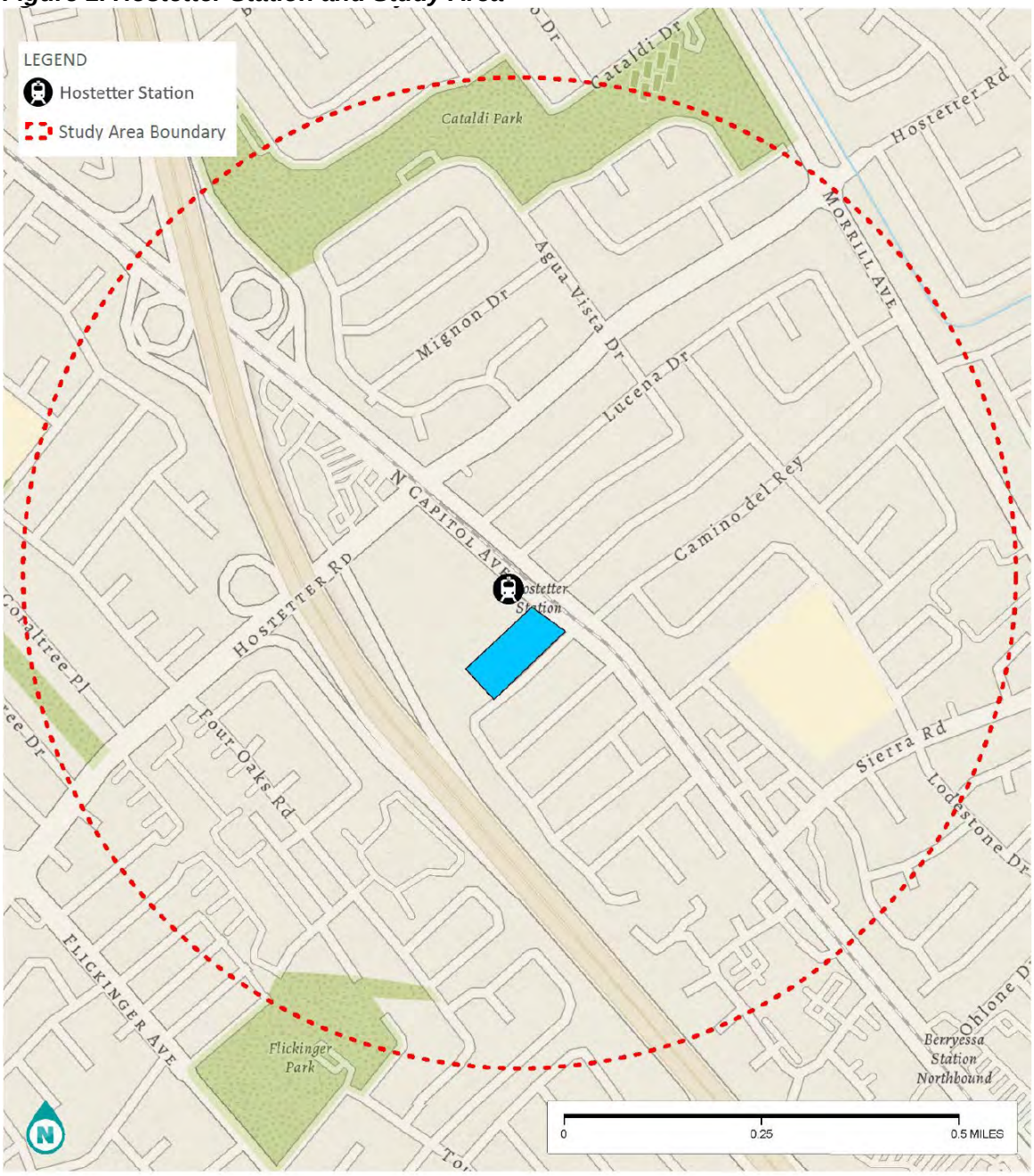
**Pedestrian Access:** Pedestrians reach the platform through signalized crossings at North Capitol Avenue and Hostetter Road. Crossing distances range from 95 to 150 feet, creating challenges for safety and comfort, particularly for seniors and individuals with mobility impairments.

**Bicycle Access:** Existing bicycle facilities include Class II bike lanes along North Capitol Avenue and Hostetter Road, with additional Class III routes on nearby streets. Bicycle racks are provided in the park-and-ride lot, and five on-demand bike lockers are planned for installation by the end of 2025.

**Transit Connectivity:** While the station is served by light rail, bus stops for Route 70 are located approximately 0.2 miles away on Hostetter Road, and Route 203 provides late-night shuttle service. This separation limits seamless transfers between modes.

**Vehicular Access:** The study area is served by two major arterials—North Capitol Avenue and Hostetter Road—both of which carry high traffic volumes and provide direct access to the park-and-ride lot. Within the study area, North Capitol Avenue is a four-lane corridor with a center-running light rail alignment and is part of San José's Vision Zero High Injury Network. Hostetter Road functions as a principal arterial connecting residential neighborhoods to retail centers and the I-680 freeway. While vehicular access to the park-and-ride lot is generally convenient, congestion during peak periods and limited curb space for pick-up/drop-off create operational challenges. Additionally, the absence of designated loading zones near the station contributes to informal stopping behavior that can impede traffic flow and compromise safety.

***Figure 1. Hostetter Station and Study Area***




**HOSTETTER STATION AND STUDY AREA MAP**

VTA HOSTETTER STATION
TOD ACCESS STUDY

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LEGEND
Hostetter Station
Study Area (1/2 Mile Radius)
Hostetter Station TOD Site

# 3.0 Existing Conditions

This Chapter summarizes the Existing Conditions in the study area, as they existed during the time the study was conducted. Supporting technical memoranda and detailed analysis that informed this chapter are included in **Appendix A**.

## 3.1 Planning Document Review

**Table 1** summarizes key planning documents and policies that inform access improvements in the study area. Each document was reviewed for its relevance to the study area and its implications for multimodal connectivity, safety, and transit-oriented development.

***Table 1. Reviewed Planning Documents Applicable to Hostetter Station***

| Document | Lead Agency | Relevance |
|---|---|---|
| Envision San José 2040 General Plan (Updated 2024) | City of San José | Designates Hostetter Station as a Local Transit Urban Village; supports TOD and multimodal access improvements. |
| San José Better Bike Plan 2025 | City of San José | Identifies Hostetter area for near-term investment; calls for Class IV protected bike lanes and trail connections. |
| Trail Program Strategic Plan (2016) | City of San José | Plans Penitencia Creek Trail segments near study area; improves off-street connectivity to station. |
| Complete Streets Policies | City of San José & VTA | Requires multimodal design; informs crosswalk, bike lane, and ADA upgrades near Hostetter Station. |
| Carbon Neutral by 2030 Resolution | City of San José | Reinforces mode shift and active transportation improvements to reduce VMT and GHG emissions. |
| Vision Zero San José | City of San José | Prioritizes safety on North Capitol Avenue (High Injury Network); supports crosswalk and traffic calming upgrades. |
| Adopted Capital Budget (2024–2025) | City of San José | Funds intersection improvements at Hostetter Rd/North Capitol Ave; integrates bike lanes and pedestrian safety features. |
| Safe Routes to School Program | City of San José | Enhances pedestrian safety near Cherrywood Elementary; complements station access improvements. |
| Transportation Demand Management (TDM) Policy (2023) | City of San José | Requires TOD projects to implement strategies like bike parking and transit incentives; aligns with AB 2097. |
| Measure B Bicycle & Pedestrian Program (Updated 2022) | VTA | Provides funding for bike lanes, crosswalks, and first/last-mile connectivity improvements near Hostetter Station. |
| VTA Station Access Policy (2020) | VTA | Establishes access hierarchy prioritizing walking, biking, and transit; informs recommendations in this study. |
| VTA TOC Policy (2024) | VTA | Guides development on VTA-owned parcel adjacent to station; integrates TDM and multimodal access requirements. |

| Document | Lead Agency | Relevance |
|---|---|---|
| VTA Pedestrian Access to Transit Plan (2017) | VTA | Toolkit for pedestrian safety improvements (e.g., RRFBs, high-visibility crosswalks) applicable to Hostetter area. |
| VTA Countywide Bicycle Plan (2018) | VTA | Identifies North Capitol Avenue as a Cross County Bikeway Corridor; prioritizes protected bike lanes. |
| VTA Bus Stop & Passenger Facilities Design Standards (2020) | VTA | Sets design criteria for bus stops near Hostetter Station; supports basic amenities such as shelters, seating, and ADA upgrades. |
| MTC Transit-Oriented Communities (TOC) Policy (2022) | MTC | Encourages dense, mixed-use development near transit; aligns with TOD and multimodal connectivity goals. |
| Caltrans District 4 Bike Plan (2025) | Caltrans | Plans safety upgrades at I-680 interchanges; supports protected bikeways and pedestrian crossings near station. |

## 3.2 Existing Data Review

### 3.2.1 Demographics and Census Data

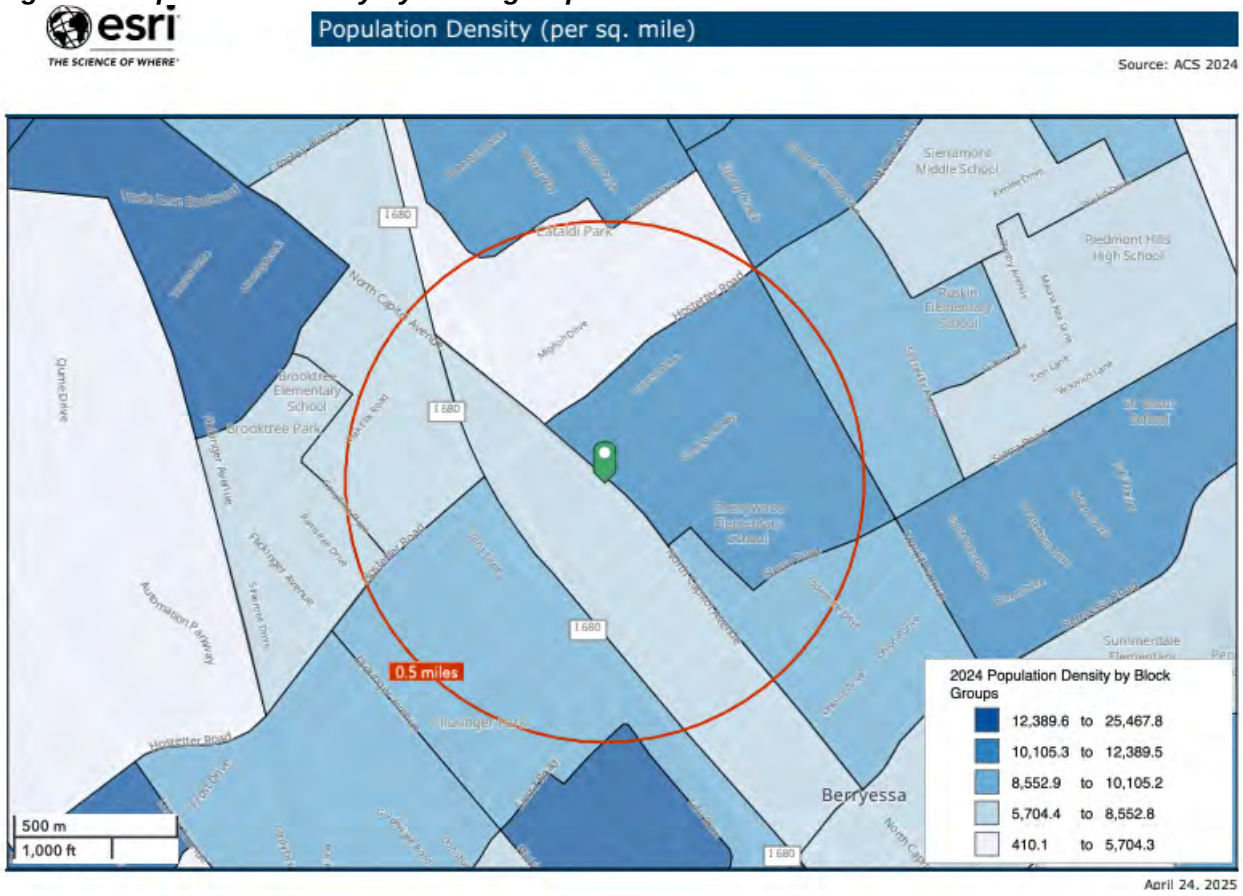
The study area, located in the northeastern portion of San José, demonstrates demographic characteristics that distinguish it from both the citywide and countywide averages. The area's population trends, household composition, income levels, and housing dynamics offer important insights for planning and development efforts in the corridor. The following demographic and census data analysis is based on census tract 5043.14 (block group 1), census tract: 5043.16 (block groups 1-2), census tract: 5043.20 (block groups 1-2), census tract: 5043.21 (block groups 1-3), and census Tract: 5043.23 (block groups 1 and 3).

#### 3.2.1.1 Population Density

The study area has a total population of approximately 7,608 residents. Despite its relatively small geographic footprint, the area exhibits a moderately high residential density of approximately 9,700 people per square mile (see **Figure 2**), compared to 5,700 people per square mile citywide and 3,600 people per square mile countywide. This concentration reflects the area's compact housing patterns and proximity to transit infrastructure.

Between 2020 and 2024, the study area experienced a population decline of -0.87 percent, a steeper decrease than observed in San José (-0.44 percent) and Santa Clara County (-0.19 percent). This trend may indicate shifting housing dynamics, demographic transitions, or broader regional patterns such as declining household sizes or migration. **Figure 2** illustrates population density by block group.

***Figure 2. Population Density by block group***




*Source: U.S. Census Bureau. (2024). Population Density, American Community Survey 1-Year Estimates. Retrieved from https://data.census.gov on May 20, 2025.*

### 3.2.1.2 Ethnicity and Age

While San José and Santa Clara County are among the most diverse regions in California, the study area has a Diversity Index of 59.7[1], significantly lower than 84.5 for San José and 81.9 countywide. The Diversity Index, as defined by Esri and the U.S. Census Bureau, represents the probability that two individuals chosen at random will be from different racial or ethnic groups.[2]

This lower index reflects a more homogenous population in the study area, with 63 percent of residents identifying as Asian, compared to 39 percent citywide and 40 percent countywide. Other racial groups in the study area include White (approximately 13 percent) , Black (2 percent), American Indian or Alaska Native (1 percent), and some other race (8 percent) residents.[3] People representing two or more racial groups in the study area make up approximately 14 percent of the population, compared to 17 percent citywide and 15 percent countywide. **Figure 3** presents the study area's demographic characteristics in comparison to those of San José and Santa Clara County, and **Table 2** summarizes the population by race for each geography.

[1] The Diversity Index was calculated at the census block group level. All block groups that fall within a 0.5-mile radius of the study area were included in the analysis. See 3.2.1. for the list of census block group IDs.

[2] https://www.census.gov/topics/population/racial-ethnic-diversity.html

[3] https://www.neilsberg.com/insights/santa-clara-county-ca-population-by-race/

***Figure 3. Population Composition***


*Source: ACS 2023 5-Year Estimates; Esri Updated Demographics, 2025*

The median age in the study area is 41.4 years, which is older than the citywide median of 38.1 and the countywide median of 37.9. This suggests a more established residential population, with fewer young adults and children compared to other parts of San José. Age distribution data shows that 64.7% of residents are between 18 and 64 years old, aligning with the working-age population, while approximately 20% are over 65, indicating a notable senior presence.

To better understand the implications for transit and station access, it is important to consider the age cohort breakdown. The study area has a lower proportion of youth under 18 and a higher share of older adults, which may influence mobility needs, accessibility priorities, and transit service design.

***Table 2. Study Area Population by Race***

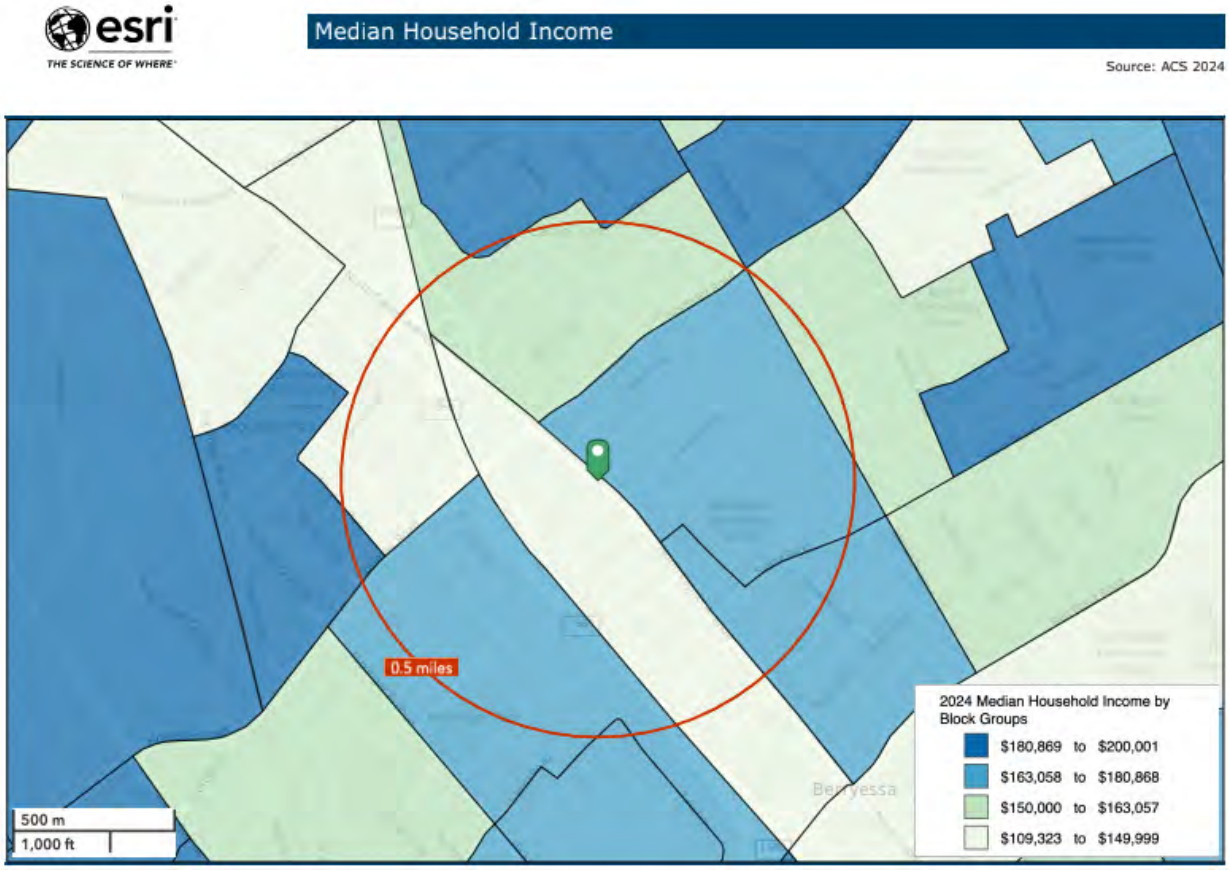
| Race | Hostetter Station Study Area | San Jose City | Santa Clara County |
|---|---|---|---|
| White alone | 13% | 25% | 30% |
| Black or African American alone | 2% | 3% | 2% |
| American Indian and Alaska Native alone | 1% | 1% | 1% |
| Asian alone | 63% | 39% | 40% |
| Native Hawaiian and Other Pacific Islander alone | 0% | 0% | 0% |
| Some Other Race alone | 8% | 14% | 11% |
| Two or More Races | 14% | 17% | 15% |

*Source: U.S. Census Bureau. "Race." American Community Survey, ACS 5-Year Estimates Detailed Tables, Table B02001, . Accessed on 9 Feb 2026.*

### 3.2.1.3 Socioeconomic Status

The median household income in the study area[4] is $156,667, which is higher than $141,873 in San José but slightly lower than the $160,847 countywide. Additionally, the median net worth in the study area is $600,078, significantly higher than $375,438 in San José and $425,643 in Santa Clara County.[5] **Figure 4** illustrates the median household income by block group.

***Figure 4. Median Household Income***




*Source: ACS 2023 5-Year Estimates; Esri Updated Demographics, 2025*

This affluence is reflected in the homeownership rate, which stands at 66.2 percent, well above both the city and county averages. The median home value in the study area is $1,312,877, slightly below the city median and notably lower than the county median. This combination of high ownership and net worth, paired with relatively moderate home values, suggests long-term residential stability and potential affordability compared to other parts of Santa Clara County.

While many residents may choose to drive due to convenience, the area's demographics also support opportunities for transit use—particularly if service is reliable, comfortable, and competitive with driving. For example, cost-conscious commuters, young professionals, and older adults may benefit from improved transit access and active transportation infrastructure.

[4] All block groups that fall within a 0.5-mile radius of the study area were included. See 3.2.1 for a full list.

[5] Source: Esri Updated Demographics, 2025; U.S. Census Bureau ACS 2023 5-Year Estimates

#### 3.2.1.4 Employment and Occupation

Approximately 63.9 percent of the study area's workforce is employed in white-collar occupations—a figure slightly below the county average of 74.2 percent, but roughly in line with San José's 68.3 percent. This suggests that a significant portion of residents work in professional, managerial, or administrative roles, likely within office-based industries such as technology, finance, or healthcare.[6]

The remaining 36.1 percent of the workforce is employed in blue-collar or service-oriented occupations, including retail, food service, construction, and transportation. These groups are equally important stakeholders in station access planning, as their travel patterns may differ—often involving shift-based schedules, limited flexibility, and reliance on transit or active transportation.

While white-collar workers may benefit from flexible hours or remote work options, service and manual labor employees often face more rigid commute windows, making reliable transit access during peak and off-peak periods essential. Both groups contribute to the demand for multimodal access, and planning efforts should reflect the needs of diverse employment types.

#### 3.2.1.5 Commute Mode Share and Access to Vehicles

As shown in **Figure 5** the majority of residents in the study area commute by car, with 66.5 percent driving alone and 12.7 percent carpooling. Telecommuting accounts for 16.5 percent of total work trips. Transit and walk mode shares are relatively low, at 2.1 percent and 0.1 percent, respectively. Other modes such as motorcycle, scooter, and bicycle account for the remaining 2.2 percent.[7]

To align with VTA's Station Access Hierarchy—which prioritizes walking, biking, and transit—these figures highlight opportunities to boost active and sustainable mobility. While current usage is low, targeted improvements to infrastructure, safety, and service frequency could encourage greater adoption of non-auto modes.

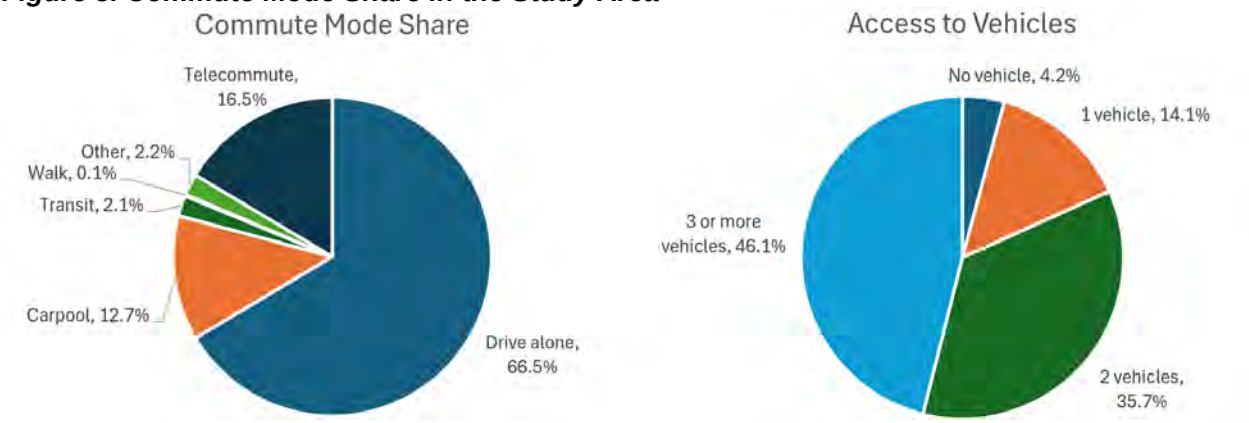
Vehicle ownership is relatively high in the study area. 46.1 percent of households have access to three or more vehicles, 35.7 percent have two vehicles, 14.1 percent have one vehicle, and only 4.2 percent report having no vehicle. These rates suggest a strong reliance on personal vehicles, but also underscore the importance of providing viable alternatives for residents who may prefer or require other modes of travel.

Household size and housing tenure may also influence travel behavior. Larger households with multiple working adults often own more vehicles to accommodate varied schedules and destinations. In contrast, renters typically exhibit lower vehicle ownership rates due to factors such as limited parking availability, higher housing costs relative to income, and shorter lease terms, which make car ownership less practical. As a result, renters are generally more transit-dependent and may rely on walking, biking, or shared mobility options. These dynamics should be considered in future planning and outreach efforts.

[6] Source: ACS 2023 5-Year Estimates; Esri Updated Demographics, 2025

[7] Source: ACS 2023 5-Year Estimates; Esri Updated Demographics, 2025

***Figure 5. Commute Mode Share in the Study Area***




*Source: ACS 2023 5-Year Estimates; Esri Updated Demographics, 2025*

## 3.2.2 Existing Transportation Network

This section summarizes the existing transportation network in the study area, including pedestrian, bicycle, transit, and vehicle networks.

### 3.2.2.1 Pedestrian Network

The study area features a generally complete pedestrian network, with sidewalks present on most streets and signalized intersections at major crossings. However, several infrastructure and design challenges limit pedestrian comfort, safety, and accessibility.

#### *Intersection Design and Crossing Distances*

Two key intersections—North Capitol Avenue / Longford Drive and North Capitol Avenue / Hostetter Road—provide pedestrian access to the station and nearby bus stops.

- North Capitol Avenue and Longford Drive Intersection: Standard crosswalks, ADA-accessible curb ramps, and pedestrian signal heads with actuation push buttons are installed at three of the four approaches. The south approach prohibits pedestrian access, with physical barriers and signage redirecting foot traffic to the north approach. Crossing distances at this intersection range from 50 feet to 70 feet.

- North Capitol Avenue and Hostetter Road Intersection: all four approaches include high-visibility crosswalks, ADA-accessible curb ramps, and pedestrian signals. These facilities support access to Route 70 bus stops along Hostetter Road. The intersection has long crossing distances that range from 95 (east leg) to feet to 150 feet (north leg), which may pose challenges for seniors and individuals with mobility impairments.

#### *Sidewalk Conditions and Obstructions*

Sidewalks in the study area are typically 8 feet wide, but many segments are obstructed by utility poles, signage, and landscaping features such as tree wells. These obstructions reduce effective sidewalk width and can make navigation difficult for wheelchair users and families with strollers.

#### *Connectivity and Wayfinding*

The pedestrian network lacks consistent wayfinding signage, particularly near the station platform and park-and-ride lot.

### *Lighting and Safety*

Lighting conditions vary across the study area. Underpasses and intersections near I-680 are poorly lit, contributing to perceived safety concerns.

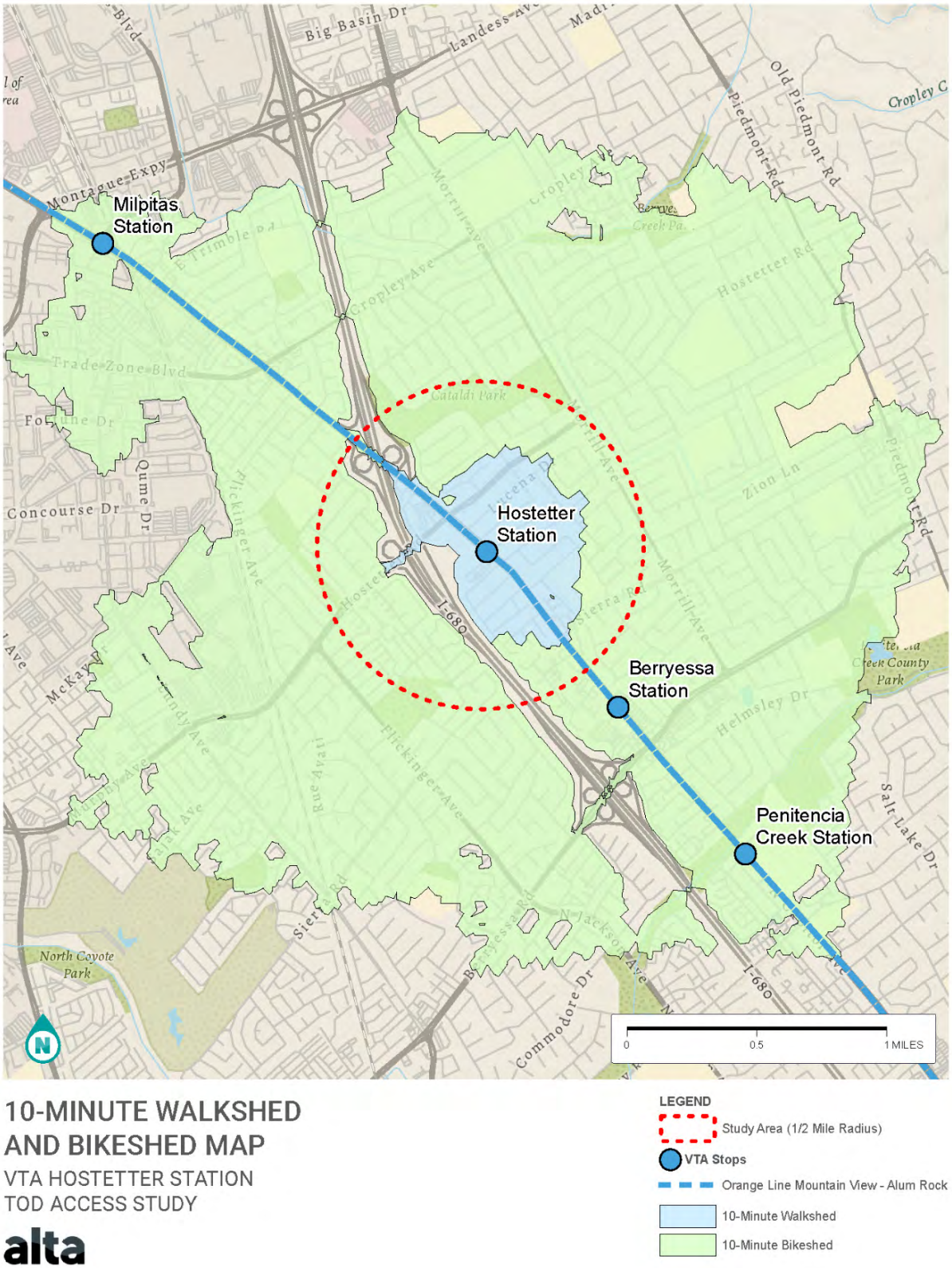
### *Freeway Barrier and Walkshed Limitations*

**Figure 6** illustrates the 10-minute walkshed from Hostetter Station. The I-680 freeway acts as a major barrier, limiting pedestrian access from the west. Pedestrians must use Hostetter Road to cross under the freeway, which adds distance and complexity to trips. As a result, no land uses west of I-680 fall within the effective walkshed of the station.

### *Key Takeaways*

- The pedestrian network is mostly complete, but crossing distances, sidewalk obstructions, and lighting gaps reduce accessibility.
- ADA-compliant curb ramps and high-visibility crosswalks are present at some key intersections, but wayfinding signage is limited.
- The I-680 freeway creates a physical barrier, reducing the effective walkshed and limiting access from the west.

***Figure 6. 10-minute Walkshed and Bikeshed***




10-MINUTE WALKSHED AND BIKESHED MAP

VTA HOSTETTER STATION TOD ACCESS STUDY

alta

LEGEND

- Study Area (1/2 Mile Radius)
- VTA Stops
- Orange Line Mountain View - Alum Rock
- 10-Minute Walkshed
- 10-Minute Bikeshed

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#### 3.2.2.2 Bicycle Network

Hostetter Station currently offers limited bicycle amenities, consisting of standard bike racks located within the adjacent surface park-and-ride lot. As of mid-2025, no secure long-term bicycle parking or lockers are available on-site. However, five new on-demand eLockers are scheduled for installation by the end of the year, which will improve secure bicycle storage options for transit riders.[8]

Bicycles are permitted aboard VTA light rail vehicles, supporting multimodal travel. Bicycle access to the station platform is primarily provided via the signalized crosswalk at the North Capitol Avenue / Longford Drive intersection, which includes ADA-compliant curb ramps. Class II bike lanes are striped along both sides of North Capitol Avenue, offering on-street accommodations suitable for moderate to advanced cyclists. Bicycle access routes vary depending on approach direction, however, there is currently no bicycle-oriented wayfinding to assist cyclists in safely accessing the station.

*Existing Bicycle Facilities* [9]

- Class II Bike Lanes
    - North Capitol Avenue (along the study area)
    - Hostetter Road (east of North Capitol Avenue)
    - Flickinger Avenue (south of Hostetter Road)
    - Sierra Road (between North Capitol Avenue and Morrill Avenue)
- Class III Bike Route
    - Flickinger Avenue (north of Hostetter Road)
- Class IV Protected Bikeways)
    - Hostetter Road (Oakland Road to North Capitol Avenue)
    - Morrill Avenue (Cropley Avenue to Berryessa Road)
    - Sierra Road (Morrill Avenue to Piedmont Road)

*Proposed Bicycle Facilities*[10]

- Class I Path or Trail
    - Sierra Road Overcrossing (North Capitol Avenue to Woodranch Road)
- Class III Bicycle Boulevard
    - Sierra Road (Tourney Drive to Sierra Road Overcrossing)
- Class IV Protected Bikeways
    - North Capitol Avenue (along the study area)

[8] Source: VTA Staff Communication, June 2025

[9] Source: San José Better Bike Plan 2025; VTA Countywide Bicycle Plan 2018

[10] Source: San José Better Bike Plan 2025; City of San José GIS

- Berryessa Road (along the study area)
- Flickinger Avenue (along the study area)

#### 3.2.2.3 Transit Network

The study area is served by Santa Clara Valley Transportation Authority (VTA) Light Rail Transit (LRT) and local bus service, specifically the Light Rail Orange Line and Bus Routes 70 and 203. **Figure 7** shows the transit network in the study area.

##### *VTA Light Rail Orange Line*

VTA's Orange Line Light Rail provides regional connectivity between Mountain View, Sunnyvale, Santa Clara, Milpitas, and East San José. The Orange Line operates daily from approximately 5:00 AM to 12:00 AM, with 15-minute headways on weekdays and 20-minute headways on weekends. After 8:00 PM, service transitions to 30-minute headways.[11] Key destinations along the Orange Line include:

- McKee - serving Capitol Square Mall and surrounding commercial areas
- Milpitas – serving Milpitas Transit Center with connections to BART (Green line service to San Francisco/Daly City and Orange line service to Richmond
- Lick Mill – ACE and Capitol Corridor Connections
- Great America – serving Levi's Stadium, and Santa Clara Convention Center
- Mountain View – connecting to Mountain View Station with connections to Caltrain and MVgo shuttle connections.

##### *VTA Route 70 (Milpitas BART – Capitol Station)* [12]

While Hostetter Station is directly served by light rail, bus service is provided nearby via Route 70, which operates along Hostetter Road. The nearest bus stops are located approximately 0.2 miles from the station platform, near the intersection of Hostetter Road and North Capitol Avenue. Route 70 connects Milpitas BART to Capitol Station via Jackson Avenue and operates on weekdays from 5:30 AM to 12:00 AM, with 15-minute headways during peak periods and 30-minute headways during off-peak hours. Weekend service operates from 6:30 AM to 12:00 AM on Saturday and 6:30 AM to 11:00 PM on Sundays, with 20-minute headways.

##### *VTA Route 203 (Civic Center – Baypointe – Alum Rock Shuttle)* [13]

For late-night coverage, Route 203 provides a replacement shuttle service between Civic Center, Baypointe, Milpitas BART, and Alum Rock Station. This route operates daily between 12:15 AM and 1:00 AM on weekdays, Saturdays, and Sundays, with two trips per night (approximately 45-minute headways). Route 203 supplements light rail service during overnight hours when trains are not in operation.

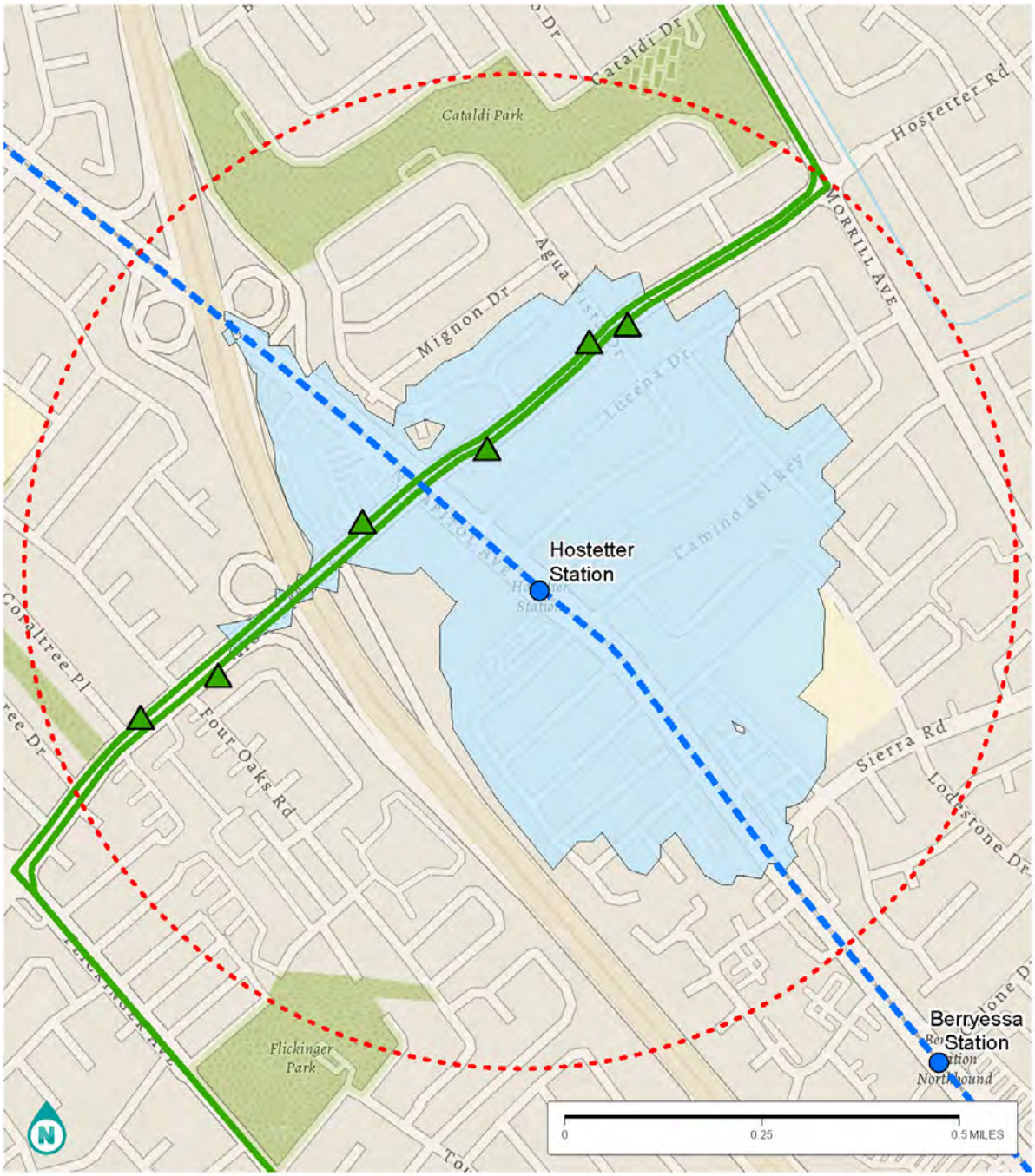
Despite the availability of multiple transit modes, the distance between the bus stops and the light rail platform presents a challenge for seamless transfers. Improved wayfinding, pedestrian infrastructure, and potential stop relocation could enhance multimodal connectivity at Hostetter Station.

[11] Source: https://www.vta.org/go/routes/orange-line

[12] Source: https://www.vta.org/go/routes/70

[13] Source: https://www.vta.org/go/routes/203

***Figure 7. Transit Service***




TRANSIT SERVICE MAP
VTA HOSTETTER STATION
TOD ACCESS STUDY

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LEGEND
- Study Area (1/2 Mile Radius)
- VTA Light Rail Station
- VTA Bus Stops
- 70 Milpitas BART
- Orange Line Mountain View - Alum Rock
- 10-Minute Walkshed from Hostetter Station

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**Table 3** summarizes the transit ridership and stop amenities for Hostetter Station and nearby bus stops.

***Table 3. Transit Ridership and Stop Amenities in Study Area***

| Stop/Station | Amenities | Headways (minutes) | Weekday Ridership | Saturday Ridership | Sunday Ridership |
|---|---|---|---|---|---|
| Orange Line (Eastbound) | Bench seating<br>Shelters<br>Information screens<br>Trash Cans<br>Pedestrian Lighting | Weekday Peak: 15<br>Weekday Off-Peak: 20<br><br>Weekend (day): 20<br>Weekend (night): 30 | On: 38<br>Off: 71 | On: 39<br>Off: 38 | On: 27<br>Off: 19 |
| Orange Line (Westbound) | Bench seating<br>Shelters<br>Information screens<br>Trash Cans<br>Pedestrian Lighting | Weekday Peak: 15<br>Weekday Off-Peak: 20<br><br>Weekend (day): 20<br>Weekend (night): 30 | On: 64<br>Off: 40 | On: 30<br>Off: 29 | On: 68<br>Off: 30 |
| Route 70: Hostetter / Capitol (Bus - Northbound) | Bench seating<br>Shelter | Weekday Peak: 30<br>Weekday Off-Peak: 60<br>Saturday: 60<br>Sunday: 60 | On: 2<br>Off: 8 | On: 1<br>Off: 5 | On: 2<br>Off: 3 |
| Route 70: Hostetter / Capitol (Bus - Southbound) | Bench seating<br>Shelter | Weekday Peak: 30<br>Weekday Off-Peak: 60<br>Saturday: 60<br>Sunday: 60 | On: 13<br>Off: 7 | On: 5<br>Off: 1 | On: 5<br>Off: 1 |
| Capitol / Longford | | Daily (Late Night Only):<br>Two trips per night: ~45 | On: 0<br>Off: 2 | On: 0<br>Off: 2 | On: 0<br>Off: 0 |

*Source: Santa Clara Valley Transportation Authority (VTA). 2017 On-Board Transit Passenger Survey: Final Report. December 31, 2017.*

*Key Takeaways:*

- Transit Coverage and Frequency: The study area is moderately served by transit. Light rail service is frequent and reliable, but bus service—particularly Route 70—is limited in frequency and coverage near the station. The 0.2-mile distance between the bus stops and the light rail platform presents a barrier to seamless transfers.

- Transit Amenities: Hostetter Station includes basic amenities such as weather-protected shelters, bench seating, real-time transit information displays, trash receptacles, and pedestrian-scale lighting. Nearby bus stops offer limited amenities, with some stops lacking shelters or lighting.

- Transit Utilization: Ridership data indicates moderate use of the Orange Line at Hostetter Station, with weekday boardings ranging from 38 to 64 passengers per direction. Bus ridership is significantly lower, with Route 70 stops near Hostetter averaging fewer than 15 boardings per day. Route 203 shows minimal usage, consistent with its limited-service hours.

#### 3.2.2.4 Vehicle Network

*Vehicle Volumes*

The City of San José operates with two different ways of categorizing streets – street typologies and functional classification. Street typologies are defined in Envision San José 2040 using complete streets principles – that is that all streets should safely accommodate all different users, while the priorities on a given street may be determined by the adjacent land uses and needs of the community. Functional classifications as defined by the Federal Highway Administration (FHWA), such as arterials and collectors, are maintained for engineering purposes (see **Table 4**).

***Table 4. Street Classifications***

| Classification | Street | Jurisdiction | Lanes | Traffic Volume (ADT) |
|---|---|---|---|---|
| Interstate | I-680 | Caltrans | 8 | 164,000 (AADT) |
| Grand Boulevard/Principal Arterial | North Capitol Avenue | San José | 4 | 24,829 |
| City Connector Street/Principal Arterial | Hostetter Road | San José | 4-6 | 29,759 |
| Local Connector Street/Minor Arterial | Sierra Road | San José | 4 | 6,204 |
| Collector/local street | All others | San José | Varies | Varies |

*Source: City of San José GIS Open Data, https://gisdata-csj.opendata.arcgis.com/datasets/CSJ::gp2040-roadway-typologies/about and Caltrans Traffic Census Program https://dot.ca.gov/programs/traffic-operations/census*

*Key Takeaways*

The intersection of North Capitol Avenue and Hostetter Road is a critical node in the local transportation network. Both streets are principal arterials with four lanes, and their intersection experiences substantial vehicle volumes due to proximity to residential neighborhoods, commercial centers, and the VTA light rail station.

- North Capitol Avenue & Hostetter Road: This signalized intersection handles a combined ADT of over 54,000 vehicles, making it one of the busiest in the study area. The intersection also supports multimodal activity, including transit riders accessing Hostetter Station and pedestrians crossing Capitol Avenue.
- Safety Considerations: North Capitol Avenue is designated as a Priority Safety Corridor[14] under San José's Vision Zero initiative. This designation reflects its inclusion in the City's High Injury Network, which identifies streets with a disproportionate number of severe and fatal collisions. The intersection with Hostetter Road is particularly sensitive due to high turning volumes and pedestrian activity.

[14] https://www.sanjoseca.gov/your-government/departments-offices/transportation/safety/vision-zero/maps-data

#### 3.2.2.5 Safety and Collisions

Over a five-year period, 41 crashes occurred in the study area, including incidents involving pedestrians, cyclists, and a light rail train. The most common causes were failure to obey traffic signals, speeding, and improper turning. The majority of collisions occurred at the intersections of Capital Avenue and Hostetter Road, and at Hostetter Road and Four Oaks Road. For full details, please see the Existing Conditions Report in **Appendix A**.

# 4.0 Future Conditions

This Chapter evaluates potential changes to the study area due to planned TOD at Hostetter Station, using two hypothetical TOD test-fit scenarios to estimate development impacts on the surrounding transportation network. The purpose of this chapter is to establish a baseline understanding of how future growth patterns will affect multimodal connectivity, safety, and user experience, providing a foundation for identifying opportunities and constraints in subsequent access recommendations. Detailed future conditions analysis are provided in **Appendix A**.

## 4.1 TOD Test-Fit Scenarios

Two TOD test-fit scenarios were evaluated for the VTA-owned parcel located adjacent to Hostetter Station in San José to understand the broad range of development potentials at the project site. The site is currently used for 100 VTA parking spaces and a former bus turnaround area. Each scenario focuses on affordable residential development, with variations in the number of housing units and the amount of on-site parking provided. **Figures 8** and **9** illustrate the ground floor plans of the two test-fit scenarios, including A – 4 Stories and B – 5 Stories, respectively. **Table 5** summarizes the key features of the two TOD test-fit scenarios.

***Table 5. Study Development Scenarios***

| Land Use | Scenario: A – 4 Stories | Scenario: B – 5 Stories |
|---|---|---|
| **Residential (units)** | 183 | 191 |
| **Community Space (square feet)** | 6,865 | 8,500 |
| **Residential Parking Supply (spaces)** | 110 | 167 |
| **VTA Parking Removed (spaces)** | (85) | (85) |
| **VTA Parking Retained (spaces)** | 15 | 15 |

*Source: VTA, 2025*

***Figure 8. Test-Fit A – 4 Stories: Ground Floor Plan***


***Figure 9. Test-Fit B – 5 Stories Concept: Ground Floor Plan***

### 4.1.1 TDM Policy Requirements

The VTA TOC Policy, updated in January 2024, established a framework for how VTA supports and implements TOD on VTA-owned properties and in surrounding communities. The TOC Policy requires TOD projects built on VTA-owned land to implement Transportation Demand Management (TDM) plans that incorporate strategies such as providing affordable housing, reducing car dependency through limited parking and other demand-reduction strategies, and supporting inclusive growth through community engagement. The TOC TDM requirements use a point-based system with each TDM point representing a 1 percent reduction in VMT. Projects must implement at least 20 points from a menu of pre-approved strategies, with 8 points automatically granted for providing required transit passes. Developers can choose additional strategies—such as bike facilities, carpool programs, unbundled parking, and telecommuting support—to fulfill the remaining requirements. The policy also mandates ongoing monitoring and reporting to ensure alignment with local climate and mobility goals.

TDM strategies offer a cost-effective and scalable approach to reducing single-occupancy vehicle (SOV) trips, alleviating parking demand, and encouraging greater use of public transit. By influencing travel behavior through incentives, infrastructure, and policy, TDM complements capital investments and enhances the overall efficiency of the transportation system.

Key benefits of TDM implementation include:

- **Reduced Car Dependence**: Residential-focused TDM strategies – such as transit pass programs, carshare memberships, and enhanced pedestrian and bike infrastructure – encourage residents to choose alternatives to driving, reducing household vehicle trips and parking demand.
- **Efficient Use of Parking**: Strategies like unbundled parking, limited parking supply, and shared parking arrangements with nearby uses help lower housing costs and discourage excess vehicle ownership.
- **Increased Transit Ridership**: Transit subsidies, first/last-mile connections (e.g., bike/scooter share), and real-time information systems make transit a more attractive and practical choice for daily travel.

### 4.1.2 TOD Trip Generation Projections

**Table 6** summarizes the average ITE vehicle trip generation estimates for the two projects scenarios, which factors the project site's proximity to high-quality transit (i.e., within ½ mile of rail transit) and location in a general urban / suburban setting.

***Table 6. Summary of ITE Vehicle Trip Generation Estimates***

| Scenario | Size (units) | Daily | AM Peak Hour Inbound | AM Peak Hour Outbound | AM Peak Hour Total | PM Peak Hour Inbound | PM Peak Hour Outbound | PM Peak Hour Total |
|---|---|---|---|---|---|---|---|---|
| **A – 4 Stories** | 183 | 869 | 21 | 37 | 59 | 34 | 19 | 53 |
| **B – 5 Stories** | 191 | 907 | 22 | 39 | 61 | 36 | 19 | 55 |

*Source: ITE Trip Generation Manual, 11th Edition*

*Notes: Estimates based on average ITE trip generation rates for housing close to rail transit in a General Urban / Suburban setting.*

Scenario A is projected to generate 869 daily vehicle trips, including 59 AM (21 inbound and 37 outbound) and 53 PM (34 inbound and 19 outbound) peak hour trips. Scenario B is projected to generate 907 daily vehicle trips, including 61 AM (22 inbound and 39 outbound) and 55 PM (36 inbound and 19 outbound) trips. However, these projections do not account for site-specific conditions, the inclusion of 100 percent affordable housing, or the impact of the required TDM plan.

To better estimate potential reductions in vehicle trips and vehicle miles traveled (VMT), Alta used the GreenTRIP Connect tool.[15]

**Figure 10** compares the expected vehicle trips generated by each scenario with various GreenTRIP VMT reduction estimates applied, including 100 percent affordable housing and implementation of a comprehensive TDM program per VTA Transit-Oriented Communities (TOC) Policy guidelines.[16]

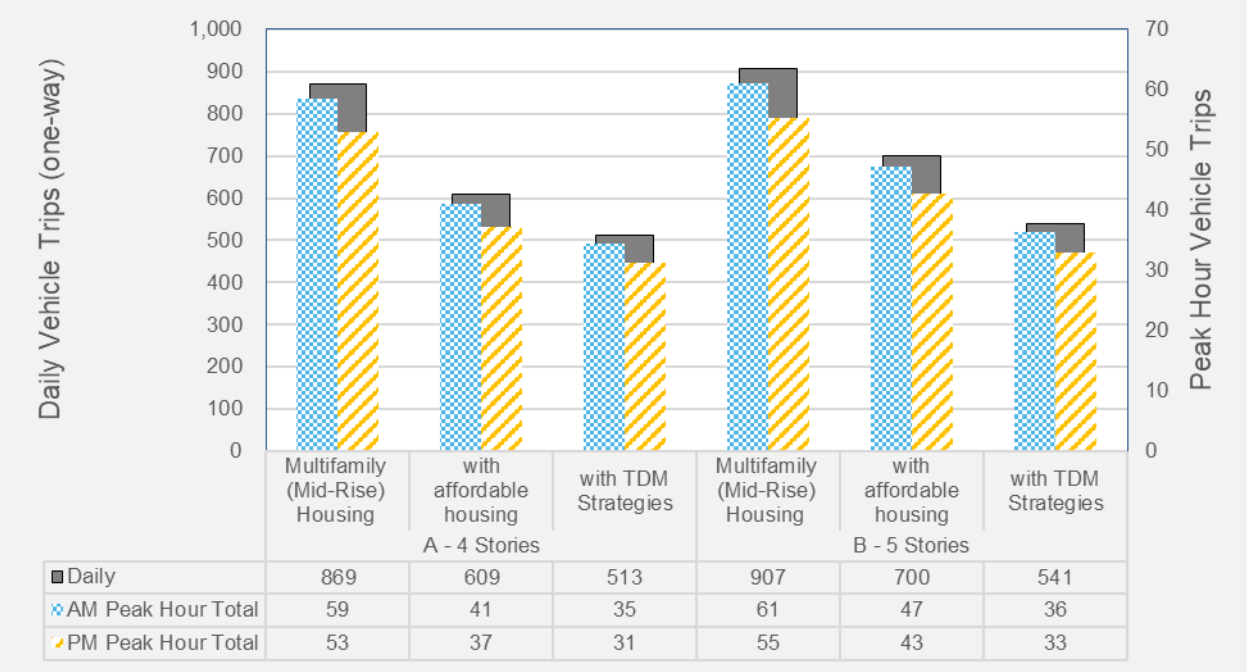
Scenario B would generate the highest number of daily vehicle trips—907 trips—due to having the largest unit count, which is the primary factor in ITE trip generation estimates. This is followed by Scenario A with 869 daily trips. A similar trend is observed in AM and PM peak hour vehicle trip generation. Scenario B again leads with 61 AM and 55 PM peak hour trips, followed by Scenario A with 55 AM and 50 PM trips. These rates represent the project scenarios if built at the proposed project site with no additional mitigations.

In contrast, if the TOD site includes 100 percent affordable housing it can reduce VMT and vehicle trips by approximately 20 percent. When combined with a comprehensive TDM plan – as required by VTA's TOC Policy – VMT reductions can reach up to 40 percent.

[15] GreenTRIP Connect, developed by the Center for Neighborhood Technology, estimates residential VMT, parking demand, and GHG emissions using location-specific data and observed VMT and parking trends from over 80 Bay Area sites.

[16] TDM strategies incorporated into this analysis include a designated TDM coordinator, unbundled parking, parking supply limitations, curb management planning, enhanced bicycle parking, wayfinding improvements, and modest transit pass subsidy. Minimum affordable housing allocations were also included in the evaluation.

***Figure 10. Summary of ITE Trip Generation Estimates with TDM Reductions***




### 4.1.3 TOD Parking Generation Projections

**Table 7** summarize the average ITE parking generation estimates for both project scenarios, which factors the project sites proximity to high-quality transit (i.e., within ½ mile of rail transit) and location in a general urban / suburban setting.

***Table 7. Summary of ITE Parking Generation Estimates***

| Scenario | Size (units) | Rate[1] | Occupied Spaces | Parking Supply | Surplus / (Deficit) |
|---|---|---|---|---|---|
| **A – 4 Stories** | 183 | 0.91 | 166 | 110 | (56) |
| **B – 5 Stories** | 191 | 0.90 | 172 | 167 | (5) |

*Source: ITE Parking Generation Manual, 6th Edition*

*Notes:*

1. *Based on average ITE parking generation rates for housing close to rail transit in a General Urban / Suburban setting.*

Both scenarios are projected to result in parking deficits ranging from 5 to 56 spaces during the evening and overnight hours, when residential demand is at its peak. However, these projections do not yet reflect the impact of required and supplemental TDM strategies, which will be implemented as part of the selected TOD project in accordance with the VTA TOC Policy. To better understand the impact of these measures, Alta used the VTA TOD TDM Calculator tool to estimate site-specific parking demand reductions and net new ridership associated with the inclusion of affordable housing and a comprehensive TDM program.

**Figure 11** compares the expected peak vehicle parking generated by each of the TOD test-fit scenarios with and without the TDM reduction estimates applied.

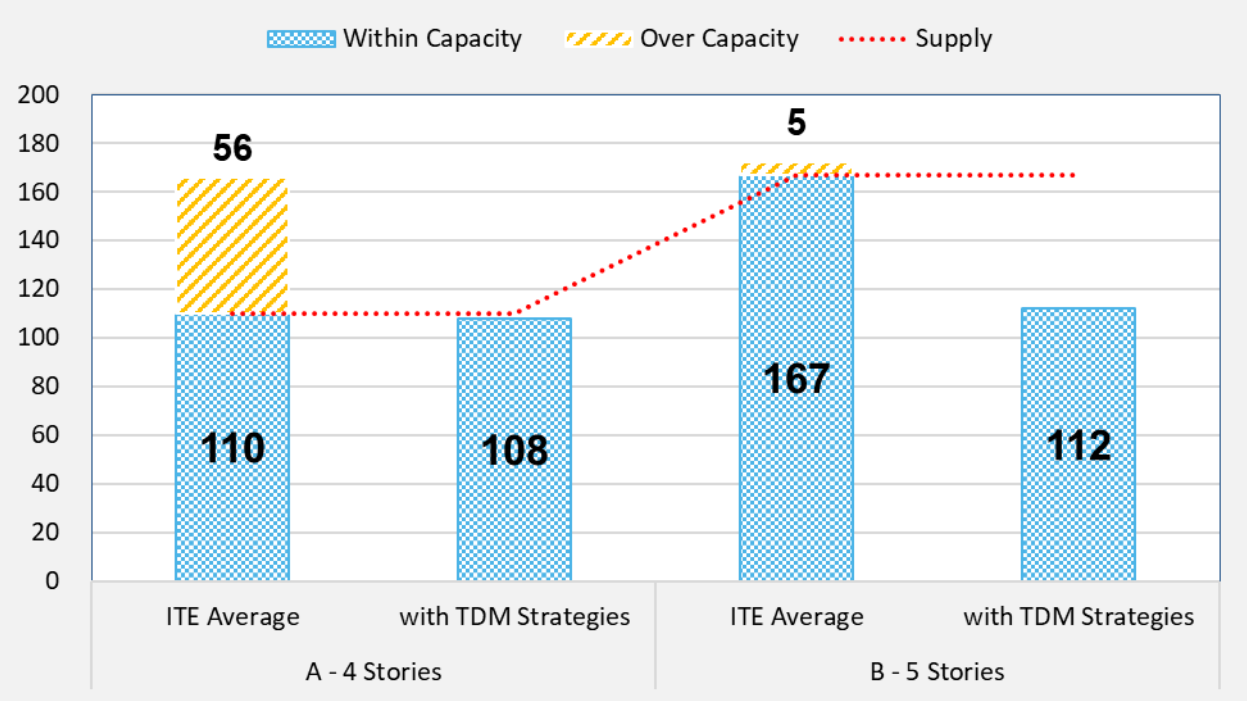



***Figure 11. TOD Test-Fit Scenario Peak Parking Generation Estimates***

With required and supplemental TDM strategies in place, both scenarios are expected to result in a parking surplus ranging from 2 to 55 spaces during the evening and overnight hours, when residential demand is highest. This reflects an approximately 35 percent reduction in peak demand. The combination of affordable housing and a comprehensive TDM plan presents a significant opportunity to mitigate parking impacts while advancing housing development goals.

These parking occupancy estimates reflect peak evening and overnight conditions; therefore, even greater surpluses may be available during the day. This daytime availability could be leveraged to provide additional parking for VTA riders on a daily or hourly fee basis, generating additional utility and potential revenue.

### *Key Takeaways*

When integrated with land use planning and transit investments, TDM can amplify the benefits of the test-fit scenarios like A – Four Stories and B – 5 Stories by capturing additional ridership potential and mitigating localized traffic and parking impacts. However, the success of these strategies depends on rigorous, ongoing monitoring and evaluation of the developer's TDM plan to ensure compliance and effectiveness over time. Establishing clear performance metrics, periodic reporting, and adaptive management practices will be critical to verify that implemented measures continue to deliver intended outcomes and adjust strategies as conditions evolve. Continued coordination with developers and community stakeholders, as well as monitoring and evaluating the TDM plan, will be essential to sustain these benefits and maintain accountability.

## 4.2 Net New Transit Ridership Impacts

### 4.2.1 VTA Parking Replacement Model

The VTA developed the Parking Replacement Model to guide decisions about park-and-ride facilities in the context of TOD. This model provides a data-driven framework for evaluating whether parking should be retained, reduced, or replaced when new development is proposed near transit stations.

At its core, the model estimates the net change in transit ridership by comparing the potential gains from TOD with the potential losses from reduced parking availability. It also assesses the financial implications by calculating projected farebox revenue changes and the costs associated with parking replacement or management strategies, such as implementing paid parking. The model supports scenario-based analysis, allowing planners to test different development and parking configurations to determine the most effective balance between land use efficiency, transit access, and financial sustainability.

By quantifying the trade-offs between parking supply and TOD benefits, the VTA Parking Replacement Model helps ensure that decisions align with broader goals of reducing auto dependency, increasing transit ridership, and promoting sustainable urban growth. It reinforces the principle that strategic reductions in parking—when paired with high-quality, well-located development and multimodal connectivity improvements—can yield long-term mobility and economic benefits.

### 4.2.2 Study Area Context

The Study Area currently generates 118 average daily boardings, including 15 VTA bus boardings at the nearest Hostetter Road stops and 103 VTA light rail boardings. The station currently provides 100 parking spaces at the TOD site, of which only 18 percent are occupied during weekday midday peak. This low utilization rate underscores the opportunity to repurpose underused parking for TOD while maintaining sufficient capacity for remaining park-and-ride users.

### 4.2.3 Net New Transit Riders

**Table 8** outlines the two potential TOD scenarios for the Hostetter Station park-and-ride lot, as analyzed using the VTA Parking Replacement Model.

***Table 8. Summary of VTA Parking Replacement Model Analysis Results***

| Mode | Scenario: A - Four Stories | Scenario: B - Five Stories |
|---|---|---|
| **Net New Daily Weekday Riders (all modes)** | 389 | 406 |
| *Drivers to Hostetter Station* | (5) | (5) |
| *on VTA Light Rail* | 345 | 360 |
| *on VTA Bus* | 50 | 52 |
| **Change in Annual Fare Revenue (all modes)** | $502,401 | $524,023 |
| Δ in Annual Fare Revenue (VTA Light Rail) | $457,640 | $477,336 |
| Δ in Annual Fare Revenue (VTA Bus) | $44,760 | $46,686 |

Both scenarios indicate a reduction of five daily riders at Hostetter Station due to the reduction of 85 VTA parking spaces. However, they also project significant net increases in overall weekday transit ridership. Scenario A anticipates a net gain of 389 weekday riders, comprising 345 LRT boardings and 50 bus boardings. In comparison, Scenario B yields a slightly higher net increase of 406 weekday riders, including 360 LRT boardings and 52 bus boardings. While the difference in projected ridership is modest, Scenario B offers marginally greater benefits in both ridership and fare revenue.

Both scenarios are expected to reduce the number of existing riders who currently drive and park at Hostetter Station. This would lower the current peak parking demand—observed at 18 occupied spaces during the midday peak—by up to five spaces. The resulting demand of approximately 13 spaces would be fully accommodated by the 15 parking spaces retained in both TOD test-fit scenarios.

# 5.0 Community and Stakeholder Engagement

This chapter describes the community and stakeholder engagement process conducted for the study. The engagement efforts focused on identifying multimodal challenges and community needs, conveying project's vision and goals, and developing trust with community stakeholders foster support for recommended improvements. Detailed outreach summary, materials (flyers, mailers, display boards, surveys, presentation slides) are contained in **Appendix B**.

## 5.1 Phase 1 Outreach

From February through April 2025, VTA and the consultant team conducted a series of community engagement activities to understand access challenges and opportunities around Hostetter Station. The outreach was aimed to gather input from a diverse cross-section of community stakeholders—including residents, workers, students, and transit riders—on how to improve multimodal access, safety, and comfort in the study area.

- Engagement Goals:
    - Identify barriers to walking, biking, and transit access
    - Understand community priorities for study area improvements
    - Ensure inclusive participation across languages, ages, and backgrounds
    - Inform future planning and design recommendations
- Phase 1 Engagement Activities:
    - Community Open House #1 (February 8, 2025)
    - Pop-up Events (March 8, March 21, and April 8, 2025)
    - Online Survey (March 7 through April 11, 2025)
    - Focus Groups (Spring 2025, coordinated with VTA TOD outreach activities)[17]

All materials were provided in English, Spanish, Chinese, and Vietnamese. Visual tools such as interactive maps, dot boards, and multilingual flyers supported accessible participation.

### 5.1.1 Community Open House #1

Held on February 8, 2025, from 10:00 to 11:30 AM at Cherrywood Elementary School, the open house drew approximately 70 attendees (see Figure 12). The event brought together a diverse group of neighbors, families, seniors, community advocates, and local officials. About half of the attendees identified as people of color, and around a quarter identified as Asian. Interpretation services and translated materials in Vietnamese, Chinese, and Spanish were provided to support inclusive participation (see **Figure 12**).

[17] The Focus Groups outreach activities was not part of the access study scope, but public feedback was reviewed to understand needs.

***Figure 12. Community Open House #1***

*Source: Alta Planning + Design and Forward City Labs, 2025*

### 5.1.2 Pop-Up Events

Three pop-up events were held in March and April 2025 within a half-mile radius of the study area to connect with a diverse group of community members. Events were scheduled at different times of day to reach a mix of weekday and weekend users.

The first two pop-ups were held at the nearby Safeway (2558 Berryessa Road). The event on March 8, 2025 engaged about 60 individuals, primarily weekend shoppers, and many of whom were seniors.

The second Safeway pop-up event on March 21, 2025 drew approximately 70 participants, primarily weekday shoppers.

The third pop-up took place at the Hostetter park-and-ride lot on April 8, 2025 during the PM peak period (see **Figure 13**). It engaged about 32 participants, and many of whom were corporate shuttle users or VTA light rail riders.

***Figure 13. Pop-up Event***


*Source: Alta Planning + Design and Forward City Labs, 2025*

### 5.1.3 Online Survey

From March 7, 2025 to April 11, 2025, an online survey was conducted to gather community input on improving mobility and access to Hostetter Station. Outreach efforts included mailers, flyers handed out at pop-up events, and online promotion by VTA. In total, 42 respondents contributed, including 34 in English, five in Chinese, and three in Spanish.

The survey consisted of an interactive map that allowed participants to identify specific issues or opportunities by dropping pins and adding photos or comments, and multiple-choice questions covering demographics, travel patterns, access challenges, and preferred improvements.

Overall, the survey offered valuable insight into how local residents and transit users experience the Hostetter study area today and what changes they believe would best support safe, convenient, and multimodal access in the future.

## 5.2 Phase 2 Outreach

From August 29, 2025 through October 6, 2025, VTA and the consultant team conducted the second phase of community engagement to share draft recommendations and gather feedback on proposed access improvements and TOD concepts. This phase was built on priorities identified during Phase 1 and was focused on validating recommendations through inclusive, multilingual outreach.

- Engagement Goals:
    - Present draft recommendations for multimodal access improvements.
    - Gather input on TOD concepts and station amenities.
    - Ensure equitable participation across languages, ages, and backgrounds.
- Phase 2 Engagement Activities:
    - Community Open House #2 (September 13, 2025)
    - Three Pop-up Events (September 6, September 24, and October 2, 2025)
    - Online Survey (August 29 – October 6, 2025)

All materials were available in English, Spanish, Chinese, and Vietnamese, accommodating the neighborhood's diverse demographics. Interpretation services were provided at in-person events. In total, approximately 255 community members participated in this phase.

### 5.2.1 Community Open House

***Figure 14. Community Open House***

*Source: Alta Planning + Design and Forward City Labs, 2025*

Held on September 13, 2025, from 10:00 to 11:30 AM at Cherrywood Elementary School, the open house drew approximately 20 attendees. The open house welcomed a diverse group of participants, including neighbors, families, and seniors. About half identified as people of color, primarily Asian. Interpretation services and translated materials supported inclusive participation.

### 5.2.2 Pop-Up Events

Three pop-up events were held in September and October 2025 within a half-mile radius of the study area at varying times of day to engage a broad cross-section of the community.

#### *Pop-up #1 – Berryessa Farmer's Market*

On September 6, 2025, the first pop-up event was held at the Berryessa Farmer's Market from 9:00 AM to 1:00 PM, engaging 46 community members, including weekend shoppers, youth, seniors, and homeowners (see **Figure 15**).

***Figure 15. Pop-up Event at Berryessa Farmers Market***


*Source: Alta Planning + Design and Forward City Labs, 2025*

#### *Pop-up #2 – Hostetter Light Rail Station*

The second pop-up event took place on September 24, 2025, at Hostetter Transit Station from 4:30 PM to 6:30 PM, engaging 24 participants, including homeowners, transit riders, and corporate shuttle users (see **Figure 16**).

***Figure 16. Pop-up Event at Hostetter Light Rail Station***


*Source: Alta Planning + Design and Forward City Labs, 2025*

*Pop-up #3 – Berryessa Safeway*

The third pop-up was held on October 2, 2025, at Berryessa Safeway from 4:00 PM to 6:00 PM, with 40 community engagements.

### 5.2.3 Online Survey

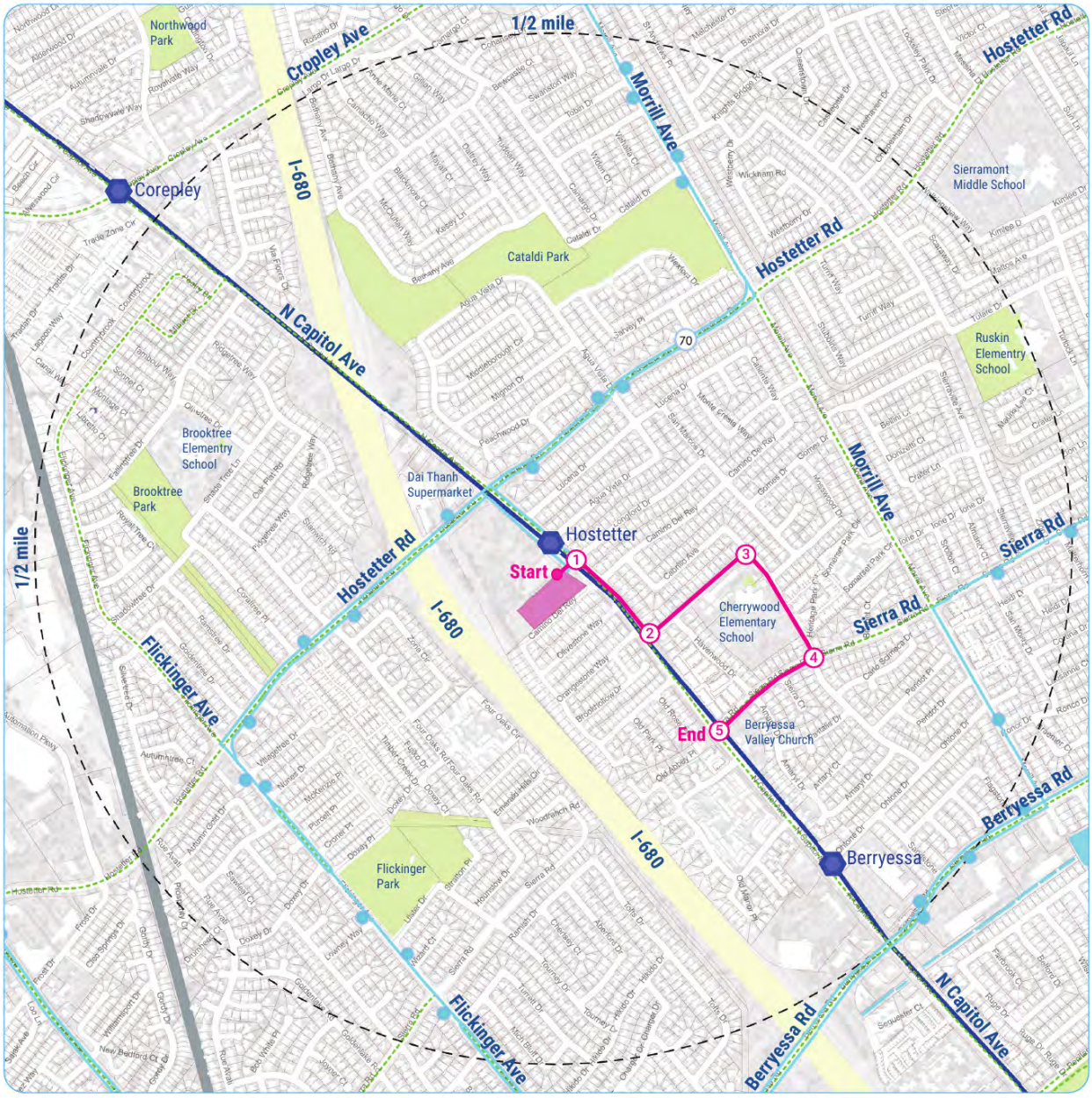
The online survey was launched from August 29, 2025 through October 6, 2025. There was a total of 145 responses. In this survey, respondents were asked to help prioritize intersections, corridors, and station improvements.

## 5.3 Other Outreach

### 5.3.1 Walk Audit

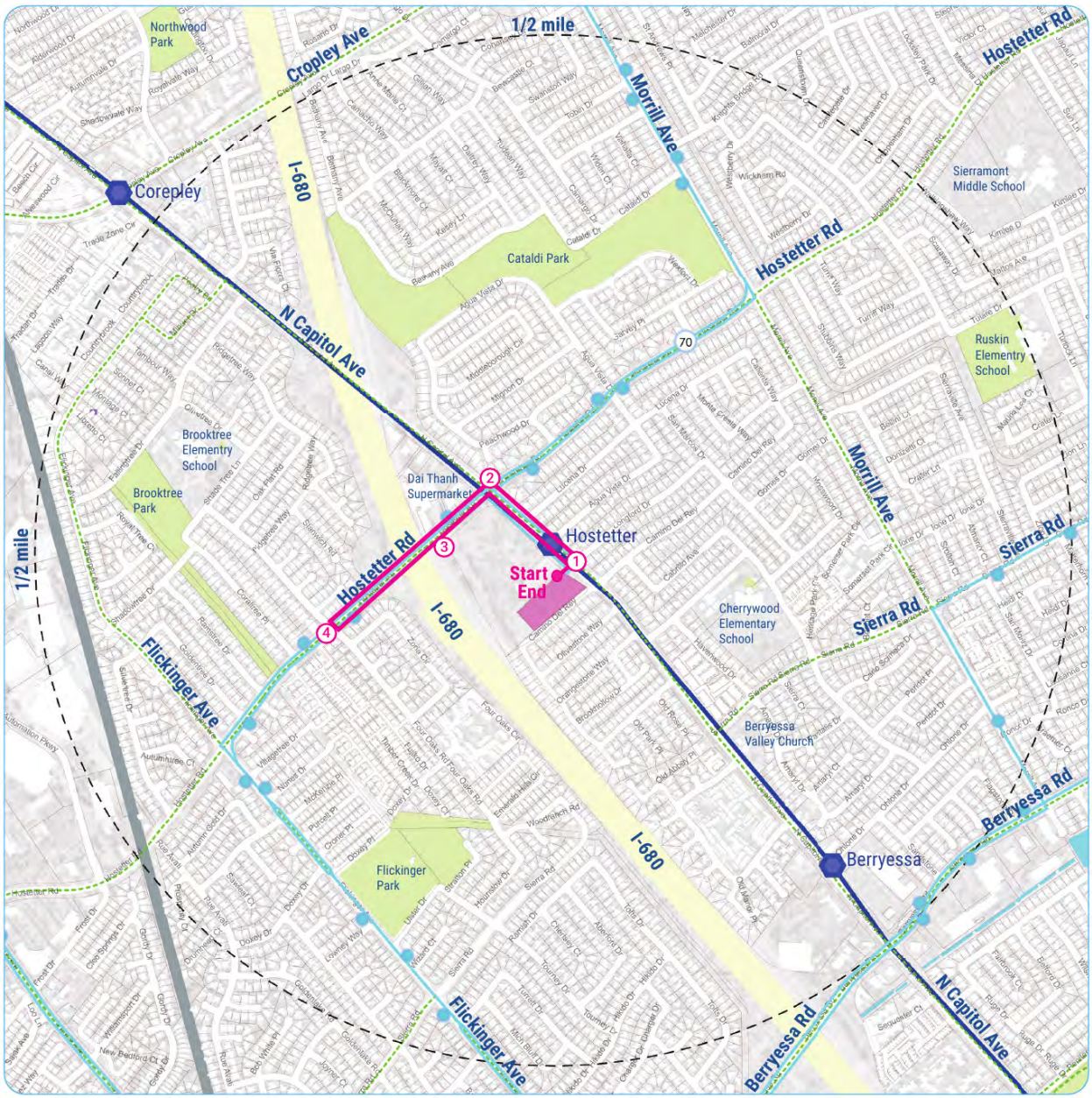
The walk audit took place on March 20, 2025, from 4:30 to 6:30 PM, with approximately 15 participants. Attendees included representatives from VTA, the City of San José, Caltrans, the County of Santa Clara Housing Authority (SCCHA), AARP San José, local youth ambassadors, and the consultant team. The participants were split into two groups to assess multimodal conditions along two routes (see **Figures 17** and **18**). Route A went south toward Cherrywood Elementary School and residential neighborhoods, while route B went north to the I-680 interchange, retail centers, and major intersections.

***Figure 17. Walk Audit Route A***




*Source: Alta Planning + Design and Forward City Labs, 2025*

***Figure 18. Walk Audit Route B***




*Source: Alta Planning + Design and Forward City Labs, 2025*

**Figures 19** and **20** show participants during the March Walk Audit.

***Figure 19. Walk Audit Participants at the Hostetter Light Rail Station***


*Source: Alta Planning + Design and Forward City Labs, 2025*

***Figure 20. Walk Audit near Intersection of North Capitol Avenue and Hostetter Road***

*Source: Alta Planning + Design and Forward City Labs, 2025*

### 5.3.2 VTA Committee Engagement

VTA staff took an item on the Hostetter Station Access Study to various VTA Committees of the Board to provide an update on the project. More information about the Committee meetings and summaries is included in Appendix G.

## 5.4 Community Feedback, Concerns, and Suggestions

This section summarizes the community feedback, concerns, and suggestions provided by community members and stakeholders during outreach activities.

### 5.4.1 Phase 1 Outreach

Phase 1 outreach has been summarized below by location.

#### *North Capitol Avenue Corridor*

Participants expressed strong concerns about pedestrian safety along North Capitol Avenue, citing long and unsafe crossings, speeding, and inadequate lighting. Suggestions included installing shorter, well-marked crosswalks, adding traffic-calming measures, and improving lighting to enhance visibility. Residents also requested wider sidewalks with shade trees and ADA upgrades to make the corridor safer and more comfortable for walking.

#### *Hostetter Road Corridor*

Along Hostetter Road, participants noted long pedestrian crossings and unclear wayfinding, suggesting improvements such as multilingual signage, enhanced lighting, wider sidewalks, shade trees and better integration between VTA bus service on Hostetter Road and VTA light rail service on North Capitol Avenue.

#### *Morrill Avenue*

Community members emphasized the need for clearly marked crosswalks along Morrill Avenue.

#### *Cherrywood Elementary School*

Concerns centered on the absence of marked crosswalks near Cherrywood Elementary School, creating safety risks for families and children. Community members emphasized the need for marked crosswalks, improved lighting, and enhanced security in this area. Additional feedback included calls for protected bike lanes and secure bike parking to support safe travel for students and parents. Participants also expressed concerns about the possible closure of Cherrywood Elementary.

#### *I-680 Underpasses*

The underpasses beneath I-680 at Hostetter Road and North Capitol Avenue were frequently mentioned as poorly lit and uninviting, raising safety concerns for pedestrians and cyclists. Residents recommended upgraded lighting, placemaking features, and landscaping to make the area feel safer and more welcoming.

#### *Hostetter Light Rail Station*

Feedback focused on mobility and bus station amenities. Residents cited poor bus-rail connectivity, unclear transfers, and the impact of the Route 70 bus cancellation. Concerns were also raised about bicycle security and infrastructure, with multiple participants referencing past incidents of vandalism.

Desired improvements included more frequent transit service, real-time transit displays visible from the street, and upgraded bus stops with shelter and seating, and. Secure bike lockers and improved weather protection were also top priorities.

### *Future TOD Site*

Community members expressed high interest in the proposed Transit-Oriented Development near Hostetter Station, raising questions about building height, affordability, timeline, and parking availability. There was strong support for context-sensitive design that fits the neighborhood character, as well as affordable retail spaces to preserve the local food culture and support small businesses.

### *Hostetter Station Park-and-Ride Lot*

Parking was generally considered adequate, but concerns were raised about overflow into residential streets during local and regional events such as games at Levis Stadium. Many attendees indicated that they relied on transit or shuttle services and either walked home or were picked up. Suggestions included monitoring event impacts and exploring shared or managed parking strategies and implementing designated pick-up/drop-off (PUDO) zones to improve last-mile access.

**Table 9** summarizes the community input collected during Phase 1 of stakeholder engagement.

***Table 9. Community Engagement Phase 1 Summary***

| Location / Topic Area | Key Concerns | Community Suggestions |
|---|---|---|
| **Capitol Avenue Corridor / Walking** | Long, unsafe crossings; Speeding; Poor lighting. Long crossings, poor lighting, narrow sidewalks | Shorter, well-marked crosswalks; Traffic calming; Enhanced lighting; Wider sidewalks with shade trees; ADA upgrades. Wider sidewalks, better lighting, ADA upgrades |
| **Morrill Avenue & Cherrywood Area / Biking** | Lack of marked crosswalks near Cherrywood Elementary; Safety for families and children. Theft, outdated racks, lack of protected lanes | Clearly marked crossings; Improved lighting; Protected bike lanes; Secure bike parking. Secure lockers, protected bikeways |
| **I-680 Underpass & Hostetter Road / Transit** | Poor lighting under I-680; Uninviting environment; Long crossings; Unclear wayfinding. Poor integration, lack of real-time info | Upgraded lighting; Placemaking features; Landscaping; Multilingual signage; Better transit integration. Real-time transit displays, better bus-rail connections |
| **Hostetter Station Area / Accessibility** | Poor bus-rail connectivity; Route 70 cancellation; Unclear transfers; Limited amenities. Faded signage, unclear wayfinding | Real-time transit displays; Upgraded bus stops with shelter and seating; Designated pick-up/drop-off zones; Secure bike lockers; Weather protection. Multilingual signage, intuitive station access |
| **Future TOD Site / Public Space** | Questions about building height, affordability, timeline, and parking. Lack of shade, seating, and community amenities | Context-sensitive design; Affordable retail for local businesses; Clear communication on project details. Trees, placemaking, community center |
| **Neighborhood & Event Parking / Future TOD** | Overflow parking during stadium events. Questions about scale, affordability, parking | Monitor event impacts. Shared or managed parking strategies. Context-sensitive design, support for local retail |

### 5.4.2 Phase 2 Outreach

*North Capitol Avenue Corridor*

Safety and comfort along North Capitol Avenue were top priorities. Participants strongly supported proposed improvements such as Class IV protected bike lanes, landscaped sidewalks with street trees, and enhanced lighting. Intersection upgrades along North Capitol Avenue at Hostetter Road, I-680 access ramps, and Sierra Road were consistently ranked as critical for pedestrian and cyclist safety. Some attendees suggested grade separation near Hostetter Station to reduce traffic stress.

*Hostetter Road Corridor*

Residents emphasized the need for continuous, Class IV protected bike lanes and improved lighting along Hostetter Road. Landscaping and placemaking features were viewed as essential to create a safer and more inviting corridor. Intersection improvements at Hostetter Road and I-680 ramps were also identified as high priorities.

*I-680 Underpasses*

The I-680 underpasses at Hostetter Road and North Capitol Avenue were described as poorly lit and uninviting. Proposed upgrades—including improved lighting, traffic calming, and landscaping—received strong support. Multilingual signage and wayfinding enhancements were recommended to improve navigation and safety for pedestrians and cyclists.

*Hostetter Light Rail Station*

Feedback focused on station amenities and transit integration. Participants supported proposed improvements such as secure bike parking, live transit displays, wayfinding signage, and designated pick-up/drop-off zones. Seniors requested additional bus stops and public restrooms. While light rail ridership was perceived as low, attendees appreciated the planned upgrades and asked for clear timelines for implementation.

*Future TOD Site*

Community members expressed general support for the proposed Transit-Oriented Development and new housing opportunities but raised questions about building height, affordability, funding, and eligibility. The projected timeline of eight to ten years was viewed by some as too long. Residents stressed the importance of context-sensitive design and affordable retail to preserve neighborhood character. Concerns about traffic impacts and parking spillover into adjacent neighborhoods were common.

*Hostetter Station Park-and-Ride Lot*

Parking remained a recurring concern, particularly the desire to retain on-site parking for transit users at the future TOD site that will replace the park-and-ride lot to prevent spillover into neighborhoods during events. Some attendees noted reduced parking demand following bus service cancellations and suggested reinstating service to balance usage.

**Table 10** summarizes the community input collected during Phase 1 of stakeholder engagement

***Table 10. Community Engagement Phase 2 Summary***

| Location / Topic Area | Recommended Improvements | Community Feedback |
|---|---|---|
| **North Capitol Avenue Corridor** | Protected bike lanes; Landscaped sidewalks with street trees; Enhanced lighting; Intersection upgrades at N Capitol & Hostetter Rd, N Capitol & I-680 ramps, N Capitol & Sierra Rd | Strong support for bike lanes, trees, and lighting; Intersection upgrades ranked as top priorities; Some suggested grade separation near Hostetter Station |
| **Hostetter Road Corridor** | Continuous protected bike lanes; Improved lighting; Landscaping and placemaking; Intersection improvements at Hostetter Rd & I-680 ramps | Positive response to bike lane continuity and landscaping; Safety improvements highly prioritized |
| **I-680 Underpasses** | Improved lighting; Traffic calming; Landscaping; Multilingual signage and wayfinding | Strong support for lighting and placemaking; Residents emphasized need for inviting environment and clear wayfinding |
| **Hostetter Light Rail Station** | Secure bike parking; Live transit displays; Wayfinding signage; Designated pick-up/drop-off zones; Public restrooms | Broad support for station upgrades; Seniors requested bus stop improvements and restrooms; Desire for clear implementation timeline |
| **Future TOD Site** | Context-sensitive design; Affordable retail; Clear communication on timeline and affordability | General support for TOD and housing opportunities; Concerns about building height, affordability, and long timeline; Emphasis on preserving neighborhood character |
| **Hostetter Station Park-and-Ride Lot** | Retain on-site parking for transit users; Shared or managed parking strategies; Monitor event impacts | Recurring concerns about parking spillover during events; Support for retaining transit parking and reinstating bus service to balance usage |

# 6.0 Needs Assessment

The Hostetter Station Access Study identified a range of transportation needs across multiple modes—walking, bicycling, transit, and vehicular access—based on a comprehensive analysis of existing infrastructure, community feedback, and policy context. The study area, centered around the VTA Hostetter Light Rail Station, presents both opportunities and challenges for improving multimodal connectivity.

Key findings highlight persistent gaps in safety, comfort, and accessibility that affect how residents and visitors navigate the area. The following sections summarize specific access needs for each transportation mode, supported by data from field audits, public outreach, and prior studies.

## 6.1 Pedestrian Access

The LRT platform at Hostetter Station is equipped with key pedestrian accessibility features, including curb ramps, tactile paving, marked crosswalks, pedestrian signals, and lighting at the station itself. However, pedestrian access to and around the station is constrained by several off-site conditions. These include long crossing distances at major intersections, faded or poorly maintained crosswalks, sidewalk obstructions (such as utility poles and overgrown landscaping), poor lighting, and limited wayfinding signage – particularly along North Capitol Avenue and Hostetter Road. These conditions reduce safety and accessibility for vulnerable users, particularly for seniors, children, and people with disabilities. Community feedback highlighted these barriers as key concerns. Initial ideas to improve walking conditions in the study area include installing high-visibility crosswalks, pedestrian-scale lighting, sidewalk obstruction removal, and public realm enhancements such as seating, shade trees, and neighborhood wayfinding signage. These upgrades align with Complete Streets goals and improve multimodal access to transit.

During the Existing Conditions review and preliminary community engagement activities (e.g., walk audits, surveys), the following pedestrian access needs were identified for Hostetter Station:

- **Long and Unsafe Pedestrian Crossings:** Major intersections such as Capitol Avenue and Hostetter Road feature long crossing distances (up to 150 feet), increasing pedestrian exposure to traffic and reduced safety. The absence of mid-block crossings further limits access, forcing pedestrians to walk long distances to cross safely.
    - Community engagement highlighted the need for more safe crossings along Morrill Avenue where there are currently no pedestrian crossing facilities between Hostetter Road and Sierra Road.
    - Most attendees of the Walk Audit did not feel comfortable crossing at the intersection of North Capitol Avenue and Hostetter Road due to high traffic volumes and long crossing distances.
    - Attendees highlighted the large block sizes and infrequent opportunities for pedestrian crossings along North Capitol Avenue.
- **Insufficient Lighting:** Poor lighting, particularly under the I-680 underpasses at North Capitol Avenue and Hostetter Road, as well as at key intersections along North Capitol Avenue – significantly reduces visibility and contributes to a heightened sense of insecurity at night. This issue emerged as a top concern during community outreach, reinforcing both real and perceived safety risks, especially during nighttime and early morning hours.

  - Community feedback from the Walk Audit and Open House also emphasized the need for improved lighting at bus stops along Hostetter Road. The underpasses at I-680 were specifically identified as major barriers to pedestrian travel in the evening due to safety concerns stemming from inadequate illumination.

- **Faded or Missing Crosswalks:** Several intersections along North Capitol Avenue have faded crosswalk markings and/or lack high-visibility crosswalk markings, reducing driver awareness and pedestrian safety. Community engagement identified the following intersections with either faded crosswalk markings and/or lack high-visibility crosswalk markings:

  - North Capitol Avenue: Between Hostetter Road and Berryessa Road, North Capitol Avenue lacks high-visibility crosswalk markings at several minor intersections. This absence reduces pedestrian visibility and safety along a heavily trafficked corridor.

  - Sierra Road: Lacks crosswalk markings at several minor intersections—such as Sierraville Avenue and Quincy Drive—and is missing high-visibility crosswalks at major intersections with North Capitol Avenue and Morrill Avenue. These deficiencies compromise pedestrian safety and limit accessibility along this corridor.

  - Hostetter Road: There are no high-visibility crosswalk markings at the intersection of Hostetter Road and Four Oaks Road, nor at the north and south legs of the Agua Vista Drive intersection. Additionally, several minor side streets—such as Peachwood Drive and Minuteman Way—lack any crosswalk markings, further reducing pedestrian safety and accessibility.

- **Lack of Wayfinding and Multilingual Signage:** The area lacks clear, multilingual signage to guide pedestrians to the station and nearby destinations, posing challenges for seniors, families, and non-English speakers.

  - Many attendees of the Walk Audit highlighted the lack of clear wayfinding between the Hostetter Station LRT platform and nearby VTA bus stops on Hostetter Road.

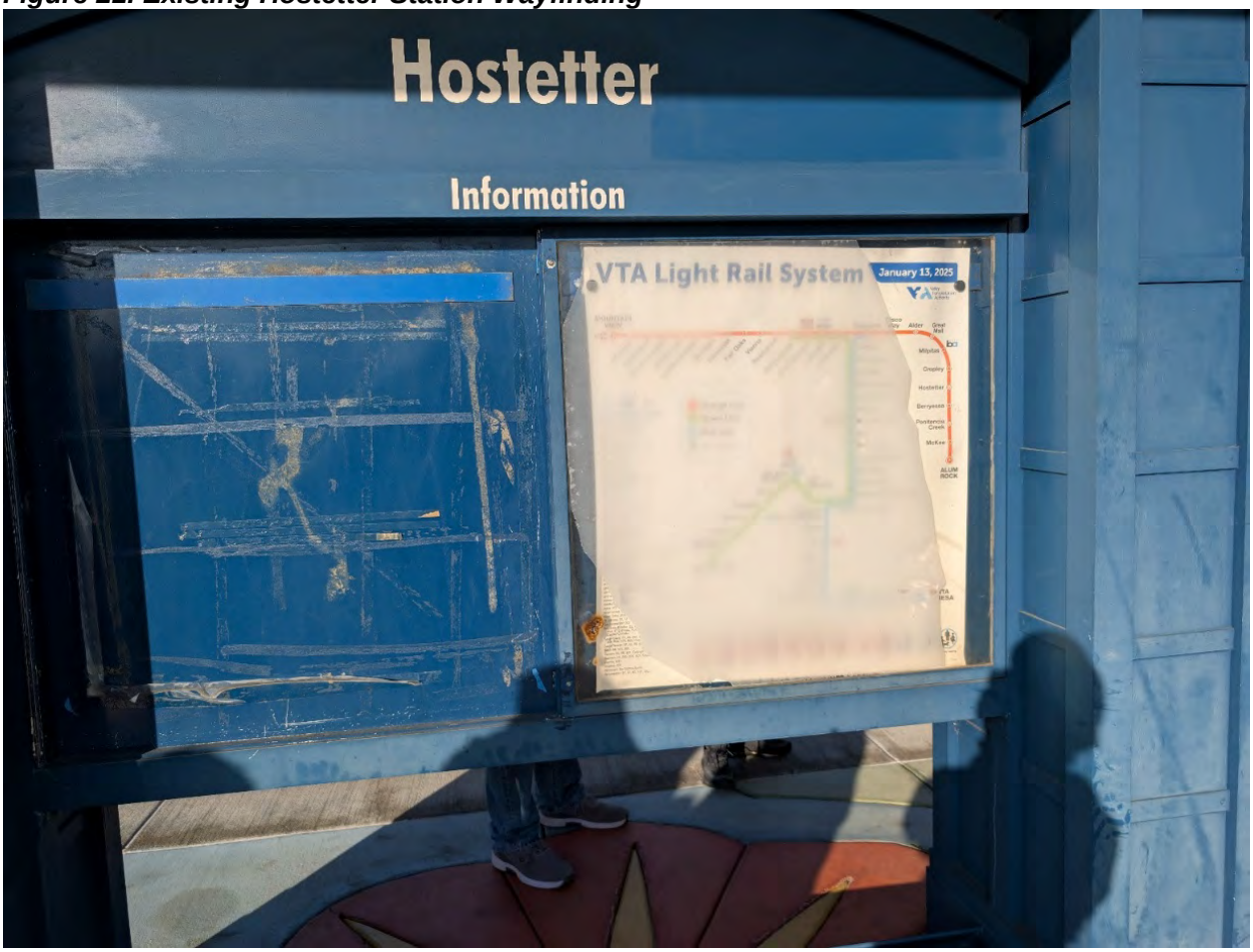
  - Existing station platform maps are missing or damaged and hard to interpret (see **Figure 21**).

- **Sidewalk Obstructions and Narrow Widths:** Sidewalks are often obstructed by utility poles, vegetation, or parked vehicles, and many are too narrow for wheelchairs or strollers. The following locations were identified for narrow sidewalks or other sidewalk obstructions:

  - North Capitol Avenue: Narrow sidewalks and consistent obstructions (see **Figure 22**), especially along the west side of the street between Hostetter Road and Longford Drive – This segment serves as a critical pedestrian link between the Hostetter LRT Station and VTA bus stops on Hostetter Road, increasing the urgency for accessibility improvements.

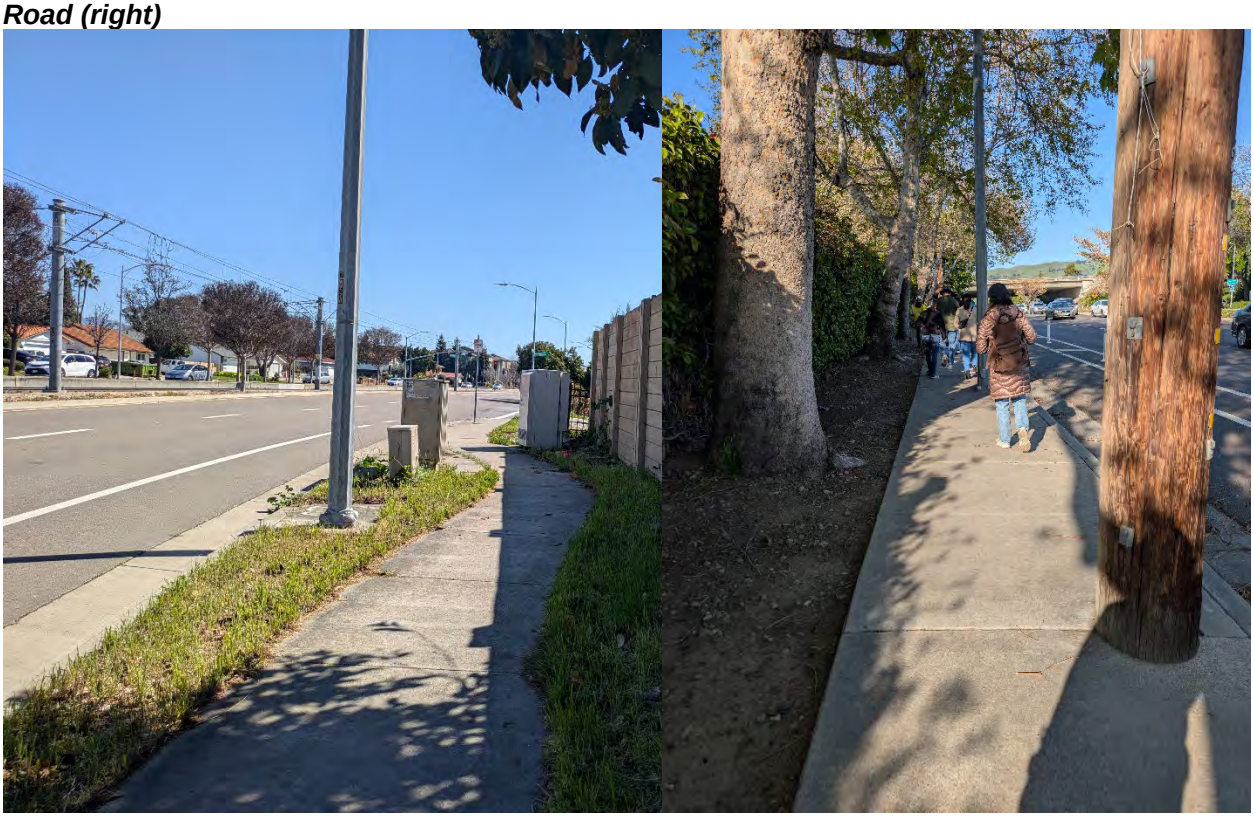
  - Hostetter Road: narrow sidewalks with occasional obstructions – This segment serves as a critical pedestrian link between Hostetter Station and neighborhoods west of I-680.

***Figure 21. Existing Hostetter Station Wayfinding***




*Source: Alta Planning + Design and Forward City Labs, 2025*

***Figure 22. Narrow Sidewalks and Obstructions on North Capitol Avenue (left) and Hostetter Road (right)***



*Source: Alta Planning + Design and Forward City Labs, 2025*

- **ADA Compliance and Comfort:** There is a need for more ADA-compliant curb ramps, benches, and shade trees to improve comfort and accessibility for all users, particularly seniors and people with mobility challenges.
    - Community engagement highlighted the need more shade trees along North Capitol Avenue and Hostetter Road – especially along the pedestrian routes between the Hostetter Station LRT platform and VTA bus stops on Hostetter Road.
    - City of San José requires a minimum 5 feet of clear pedestrian path for residential streets, 6-8 feet for commercial or mixed-use areas, and 10-15 feet for downtown or transit-oriented areas. These widths are intended to comply with ADA-accessibility standards, provide a comfortable pedestrian experience, and allow for street trees, furniture zones, and pick-up/drop-off areas.
- **Placemaking and Public Realm Enhancements:** Residents expressed a desire for more welcoming public spaces, including art, greenery, and community gathering areas to enhance the pedestrian experience.
    - Some of the existing public art at Hostetter Station is damaged and in need of repairs or replacement.

- **Unmarked or Informal Crossings:** Pedestrians frequently use informal crossings, such as the emergency access landing at the station's north end, due to the lack of formal mid-block crossings on North Capitol Avenue.

### 6.1.1 Prior Studies and Planning Documents

The Envision San José 2040 General Plan identifies a variety of pedestrian access needs and preliminary strategies to support the development of the VR12 Urban Village—an area centered at the intersection of Hostetter Road and North Capitol Avenue. Designated as a future walkable, transit-oriented community, the VR12 Urban Village is envisioned to prioritize safe, accessible, and connected pedestrian infrastructure. To realize this vision, the General Plan outlines the following pedestrian access needs and preliminary improvement ideas:

- **Incomplete Sidewalk Network:** Several segments along Hostetter Road and North Capitol Avenue lack continuous sidewalks or have narrow, substandard walkways. These gaps hinder safe and accessible pedestrian movement, especially for people with disabilities or those pushing strollers. Preliminary ideas include:
    - Fill missing sidewalk segments along Hostetter Road, Capitol Avenue, and connecting neighborhood streets.
    - Upgrade existing sidewalks to meet ADA standards, including curb ramps, tactile paving, and sufficient width for mobility devices (e.g., wheelchairs).
- **High-Speed and Unsafe Crossings at Major Intersections:** The study area, located near the intersection of Hostetter Road and North Capitol Avenue, experiences high traffic volumes and vehicle speeds, with limited pedestrian infrastructure to slow traffic or shorten crossing distances (see **Figure 23**). To improve pedestrian safety and comfort—particularly for seniors and individuals with mobility challenges—the following preliminary ideas have been identified:
    - Install raised, high-visibility crosswalks to increase driver awareness and reduce vehicle speeds for crossings at side streets to major arterials.
    - Add bulb-outs (curb extensions) to shorten crossing distances and improve pedestrian visibility
    - Construct median pedestrian refuge islands to provide safe waiting areas for multi-stage crossings to address long crossing distances on Hostetter Road.
    - Install pedestrian countdown timers with audible announcements to enhance predictability and reduce crossing uncertainty
    - Extended pedestrian signal timing phases to allow more time for safe crossings
    - Create mid-block crosswalks to address large block sizes and infrequent opportunities for pedestrians to cross North Capitol Avenue or Hostetter Road.
- **Lack of Pedestrian-Scale Lighting:** Poor lighting conditions along sidewalks and at crossings reduce visibility and safety during evening hours, discouraging walking and increasing the risk of collisions. Identified needs include:
    - Install pedestrian-scale lighting to improve visibility and safety during evening hours.

- **Limited Wayfinding and Connectivity:** There is a lack of clear signage guiding pedestrians to Hostetter Station, nearby bus stops, and key destinations like schools and shopping centers. Improved wayfinding and direct pedestrian routes are needed. Recommendations include:
    - Implement wayfinding signage to guide pedestrians to the LRT Station, bus stops, schools, parks, and commercial areas.
    - Ensure direct and continuous pedestrian routes through new developments and public spaces.
- **Streetscape and Public Realm Enhancements:** The pedestrian environment lacks shade, seating, and landscaping, which are important for comfort and usability, especially in a high-density, mixed-use setting as envisioned for the study area. Initial improvement ideas include:
    - Design sidewalks with street trees, benches, lighting, and shade structures to create a more inviting and comfortable walking environment.
    - Encourage active ground-floor uses in new developments to enhance pedestrian activity and safety through natural surveillance.

***Figure 23. Long Crossing Distances at Hostetter Road and North Capitol Avenue Intersection***

*Source: Alta Planning + Design and Forward City Labs, 2025*

- **Universal Access:** Many curb ramps and sidewalk transitions do not meet ADA standards, creating barriers for wheelchair users and others with mobility impairments. Upgrades are needed to ensure universal access throughout the study area. Initial improvement ideas include:
    - Prioritize pedestrian improvements in areas with transit-dependent and underserved populations.
    - Ensure all pedestrian infrastructure is designed with universal access principles, supporting users of all ages and abilities.

**Figure 24** presents a map of observations and gaps in the pedestrian network.

***Figure 24. Pedestrian Network Observations and Gaps Map***

## 6.2 Bicycle Access

Bicycle infrastructure is limited and disconnected, with most bike lanes unprotected and lacking secure parking. There are gaps in connectivity to nearby trails, such as the Penitencia Creek Trail. The area lacks end-of-trip facilities and micromobility options. Initial ideas to improve bicycling conditions in the study area include installing protected bike lanes, enhancing intersection safety with bike boxes and signal timing, expanding secure bike parking at the light rail station, bus stops, and commercial areas, and enhancing wayfinding to connect cyclists to trails and transit. These upgrades would support a more accessible, multimodal transportation network and align with the City's Complete Streets and Vision Zero goals.

Bicycling infrastructure in the study area is currently **limited and fragmented**, consisting primarily of painted Class II bike lanes and disconnected routes. While the area is targeted for future improvements under city and regional bike plans, current conditions discourage widespread use. Key barriers include safety concerns, lack of secure parking, and poor integration with the transit network.

This lack of integration is largely due to the absence of continuous, low-stress bikeway connections to and from Hostetter Station. High-stress arterial roadways form physical and psychological barriers, creating "islands" that isolate the station from the broader bicycle network. Furthermore, the lack of consistent and visible wayfinding signage along primary bike routes impedes navigation to and from the station, as well as to nearby destinations, reducing the overall accessibility and appeal of bicycling as a viable first- and last-mile option. During the Existing Conditions review and preliminary community engagement activities (e.g., walk audits, surveys), the following bicycle access needs were identified for Hostetter Station:

- **Outdated or Inadequate Bike Racks:** The station currently offers limited basic bike racks and a small number of secure keyed lockers for long-term parking. Existing racks are not modern or secure (see **Figure 25**), and there is no coverage or lighting.
    - VTA plans to upgrade these facilities by replacing the keyed rental lockers with on-demand BikeLink eLockers by the end of 2025. This planned improvement will enhance access to secure, flexible, and user-friendly long-term bicycle parking at the station.
- **Limited Protected Infrastructure:** Most bike lanes are unprotected, making them uncomfortable for many users – particularly children, seniors, and less experienced cyclists.
    - Currently, the only segment with Class 4 separated bike lanes is on Hostetter Road west of North Capitol Avenue, highlighting a significant gap in protected infrastructure throughout the broader study area.
- **Narrow Bike Lanes or Uncomfortable Bicycling Conditions:** Existing bikeways are too narrow to ride comfortably – specifically along North Capitol Avenue (see **Figure 26**).
- **Trail and Bikeway Connectivity Gaps:** There is a need to better connect on-street bikeways with nearby trails like the Penitencia Creek Trail [Trail Program Strategic Plan].
- **End-of-Trip Facilities and Micromobility:** Riders requested amenities like showers, lockers, and shared micromobility options [Better Bike Plan 2025].

***Figure 25. Hostetter Station Outdated Bike Lockers***


*Source: Alta Planning + Design and Forward City Labs, 2025*

***Figure 26. Narrow Unprotected Bike Lanes on North Capitol Avenue***

*Source: Alta Planning + Design and Forward City Labs, 2025*

### 6.2.1 Prior Studies and Plans

The *Envision San José 2040 General Plan* and *San José Better Bike Plan 2025* (approved October 2020), identify the study area as an Urban Village and a key component of the city's broader TOD strategy, highlighting several key bicycle needs and preliminary improvement concepts:

- **Protected Bikeways:** Hostetter Road and North Capitol Avenue currently lack continuous, physically protected bikeways. Existing bike lanes, where present, are often unbuffered and adjacent to high-speed traffic, deterring use by less confident riders.
    - Expand the existing Class 4 separated bike lanes along Hostetter Road and construct new Class 4 separated bike lanes along North Capitol Avenue to reduce traffic stress and improve safety for cyclists of all ages and abilities.
    - Prioritize physical separation from vehicle traffic using design elements such as buffers, bollards, or raised bike lanes.
- **Intersection Safety Enhancements:** Intersections are major points of conflict between cyclists and turning vehicles. Lack of dedicated bike signals and poor visibility increase the risk of collisions.

  - Upgrade intersections with features like conventional bike boxes[18], bike turn boxes[19], dedicated bike signals, and high-visibility green conflict zone markings to reduce turning conflicts and improve cyclist visibility.

  - Focus improvements at key crossings such as at Hostetter & Capitol and near major transit access points such as North Capitol Avenue / Longford Drive.

- **Connectivity Enhancements:** The area's bike network is fragmented, with missing links and poor connections to the city's low-stress bike network. This limits access to key destinations and discourages regular use.

  - Network Integration: Both the Hostetter Road and North Capitol Avenue corridors need to address system gaps and better connect with the city's low-stress bike network (including trails), enabling continuous and comfortable travel across neighborhoods.

  - Access to Destinations: Improvements should support safe and convenient access to schools, light rail and bus stops, shopping areas, parks, and other Urban Villages.

- **Secure Bicycle Parking:** There is insufficient secure and convenient bike parking at the light rail station, bus stops, and commercial areas. This discourages bike-to-transit trips and short-distance cycling.

  - Expand bike parking capacity at Hostetter Station, including covered racks, secure bike lockers, and short-term parking near commercial and residential developments.

  - Encourage new developments to incorporate indoor bike storage and end-of-trip facilities such as showers and changing rooms.

- **Wayfinding and Signage:** Lack of consistent signage makes it difficult for cyclists to navigate the area or find safe routes to transit and destinations.

  - Install clear, consistent signage to guide cyclists along safe routes to the light rail station, bus stops, , trails, and local destinations, while also informing drivers of shared roadway use.

  - Include distance markers and route maps to support navigation and encourage ridership.

- **Traffic Calming:** High vehicle speeds and wide travel lanes create unsafe conditions for cyclists, especially in areas without protected infrastructure.

  - Implement speed reduction measures such as narrower travel lanes, curb extensions, and raised crossings to slow vehicle traffic and enhance safety for all users.

**Figure 27** presents a map of observations and gaps in the bicycle network.

[18] A conventional bike box is a marked area at the head of a traffic lane (typically between the crosswalk and vehicle stop bar) at a signalized intersection that allows cyclists to wait in front of motor vehicles during a red light, improving visibility and giving cyclists a head start when the light turns green.

[19] A bike turn box (also called a two-stage turn queue box) is a designated space – usually marked in the intersection corner – that allows cyclists to make a left-turn from a right-side bike lane in two stages; 1) Cross the intersection straight during the green light, 2) wait in the turn box facing the new direction, and 3) proceed when the light turns green. This treatment is especially useful on high-volume or multi-lane roads where merging left is unsafe or impractical.

***Figure 27. Bicycle Network Observations and Gaps Map***

### 6.2.2 Traffic Stress Analysis

The *San José Better Bike Plan 2025* identifies Hostetter Road and Capitol Avenue as high-stress corridors for cyclists, based on the Level of Traffic Stress (LTS) methodology. These roads have high speeds, multiple lanes, and minimal bike infrastructure, making them uncomfortable for most riders. The plan recommends upgrading to protected bikeways and improving intersection treatments to reduce stress and enhance safety for cyclists of all ages and abilities.

According to the San José Better Bike Plan 2025, both Hostetter Road and North Capitol Avenue are classified as high-stress corridors for people biking. Along with Berryessa Road and Sierra Road, these corridors serve as critical intra-city connectors but also act as barriers within the city's bicycle network due to their high Level of Traffic Stress (LTS) ratings.

This classification is based on the Level of Traffic Stress (LTS) methodology, which evaluates how comfortable and safe streets are for cyclists of all ages and abilities. As of 2025, Class 4 separated bike lanes have been implemented on Hostetter Road west of North Capitol Avenue, enhancing bicycle access under I-680 by providing greater physical separation from vehicular traffic. However, no other significant design interventions have been made in the study area since the plan's adoption. Therefore, the findings from the 2020 LTS analysis remain valid for current planning and advocacy purposes.

- **Hostetter Road:**
    - LTS Rating: High (LTS 3–4), indicating it is uncomfortable or unsafe for most people biking, especially children and older adults.
    - Contributing Factors:
        - Multiple travel lanes and high vehicle speeds.
        - Lack of protected or buffered bike lanes to the east of North Capitol Avenue.
        - Limited crossings and poor connectivity to low-stress bikeways.
- **North Capitol Avenue**
    - LTS Rating: High (LTS 3–4), indicating it is uncomfortable or unsafe for most people biking, especially children and older adults.
    - Contributing Factors:
        - High traffic volumes and speeds.
        - Inconsistent or absent bike infrastructure with narrow lane markings.
        - Intersections that are difficult to navigate for cyclists.
- **Berryessa Road**
    - LTS Rating: High (LTS 3–4), indicating it is uncomfortable or unsafe for most people biking, especially children and older adults.
    - Key Issues: Serves as a major east-west connector but lacks continuous low-stress bike facilities

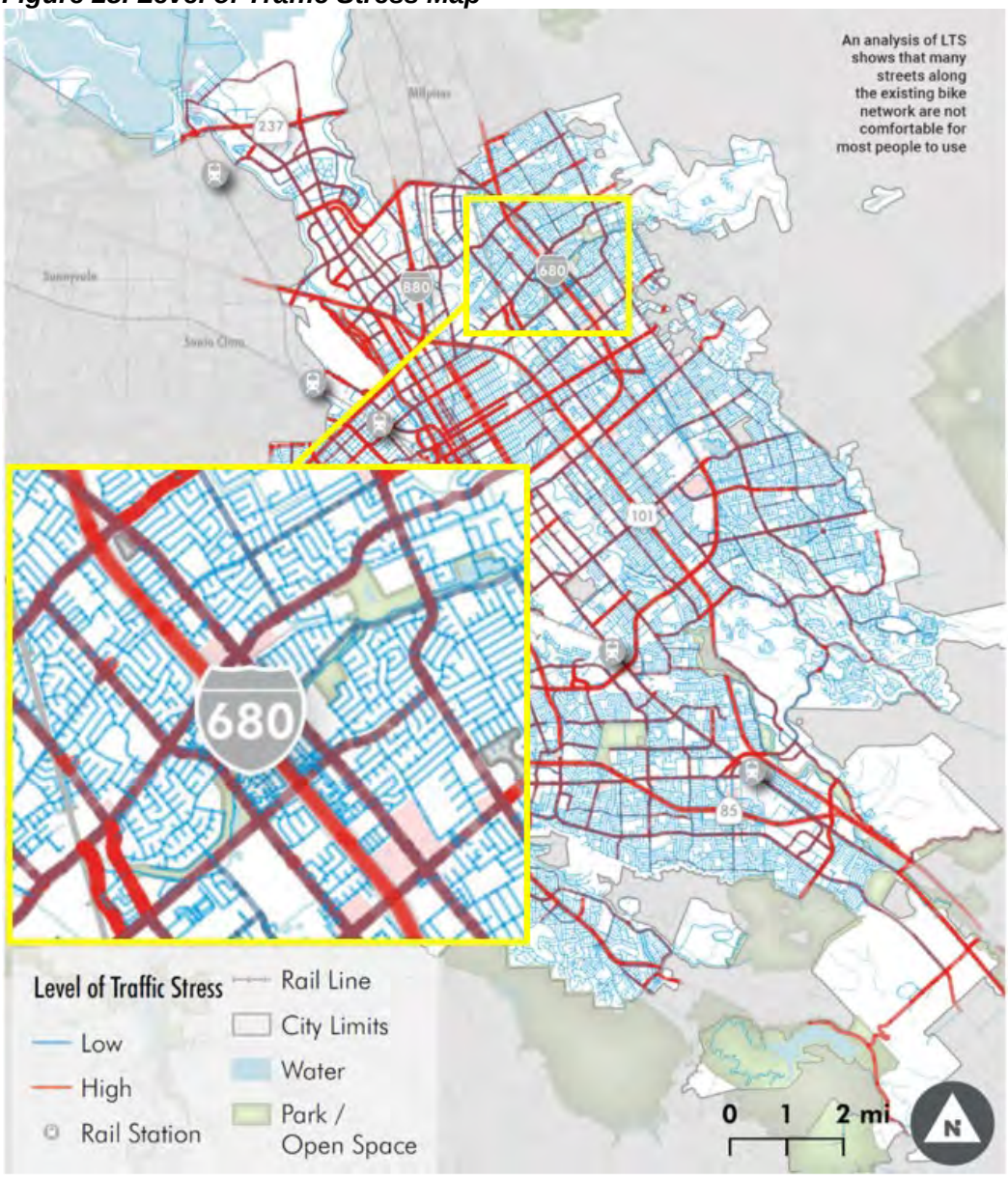
- **Sierra Road**
    - LTS Rating: High (LTS 3–4), indicating it is uncomfortable or unsafe for most people biking, especially children and older adults.
    - Key Issues: Steep grades and high-speed traffic make it particularly challenging for cyclists.

High-stress corridors such as Hostetter Road, North Capitol Avenue, Berryessa Road, and Sierra Road fragment the bicycle network, creating isolated low-stress zones. These disconnected segments reduce the overall utility of the network and discourage cycling, particularly among risk-averse users such as children, seniors, and novice riders.

Targeted spot treatments—such as protected intersections, two-stage turn boxes, and short segments of protected bike lanes—can provide critical connections between low-stress areas. These interventions are often more feasible and cost-effective than full corridor redesigns and can significantly improve network connectivity.

These findings are part of a broader strategy to create a connected, low-stress bike network across San José, with a focus on equity, safety, and mode shift as outlined in the Better Bike Plan 2025. **Figure 28** shows the level of traffic stress network map.

***Figure 28. Level of Traffic Stress Map***




*Source: San José Better Bike Plan 2025, Toole Design Group 2020*

## 6.3 Transit Access

Transit access at Hostetter Station is hindered by several key challenges, including long walking distances between bus stops and the light rail platform, infrequent bus service, and poor multimodal integration. Riders reported that transfers are difficult due to a lack of signage and wayfinding, misaligned bus and rail schedules, and limited amenities at nearby bus stops. Community feedback emphasized the need for real-time transit information (at bus stops), improved bus stop amenities (e.g., shelters, seating, lighting), and more frequent and reliable service. Previous studies identified preliminary improvement concepts, including improving first/last-mile connections, upgrading bus stops with shelters and lighting, and creating a mobility hub to support seamless multimodal transfers. These changes aim to make transit more attractive and accessible for all users.

Hostetter Station is served by light rail and bus routes, but transit access is hindered by poor connectivity between modes, infrequent service, and inadequate amenities. Community members emphasized the need for more reliable, comfortable, and user-friendly transit options to make public transportation a viable alternative to driving. During the Existing Conditions review and preliminary community engagement activities (e.g., walk audits, surveys), the following transit access needs were identified for Hostetter Station:

- **Distant Bus Stops:** Bus stops for Route 70 are located over 1,000 feet from the light rail platform.
- **Infrequent and Limited Bus Service:** Transit service in the study area is limited, reflecting its suburban and residential land use context. Route 70 operates with reduced frequency, particularly during off-peak hours. This limits its utility for spontaneous or flexible travel, especially for riders without access to a car. Additionally, Route 203—a late-night service—only operates during overnight hours.
- **Lack of Real-Time Information:** Riders want real-time transit displays at bus stops and visible from the street [Survey, Section 5.4].
- **Inadequate Bus Stop Amenities:** Some stops lack shelters, seating, and lighting [Bus Stop Design Criteria, Section 3.3.7], as shown in **Figure 29**. Identified bus stop needs:
    - Hostetter Road / North Capitol Avenue (id: 63520)
    - Hostetter Road / North Capitol Avenue (id: 62669)
- **Poor Bus-Rail Integration:** Transfers between bus and light rail are not seamless due to distance, lack of signage, and inconsistent schedules [Community Open House, Section 5.2].
- **No formal areas for ride-hailing or shuttle services in the park-and-ride lot:** There are no formal areas for ride-hailing or shuttle services [Pop-up Events, Section 5.3].
- **Concerns About Reliability and Frequency:** Riders emphasized the need for more frequent and dependable service [Survey, Section 5.4].

***Figure 29. Bus Stops near Hostetter Station***


*Source: Alta Planning + Design and Forward City Labs, 2025*

### 6.3.1 Prior Studies and Plans

The Envision San José 2040 General Plan identifies key transit access needs and preliminary strategies to support the development of the VR12 Urban Village—centered at the intersection of Hostetter Road and North Capitol Avenue. Designated as a future walkable, transit-oriented community, the VR12 Urban Village is envisioned to prioritize safe, accessible, and connected transit infrastructure. To realize this vision, the General Plan outlines the following transit access needs and preliminary improvement ideas:

- **First/Last Mile Connectivity:** The study area suffers from fragmented pedestrian and bicycle networks, with narrow sidewalks, unprotected bike lanes, and limited wayfinding. These deficiencies hinder safe and convenient access to transit for non-motorized users.
    - Construct protected bike lanes and enhanced pedestrian pathways along Hostetter Road and North Capitol Avenue to provide safe, direct access to the LRT station platform and nearby bus stops on Hostetter Road.
    - Fill sidewalk gaps, remove obstructions, and improve ADA accessibility to ensure all users can reach transit safely and comfortably
- **Multimodal Integration:** The study currently lacks effective integration between travel modes, which contributes to inefficient transfers and discourages multimodal travel.

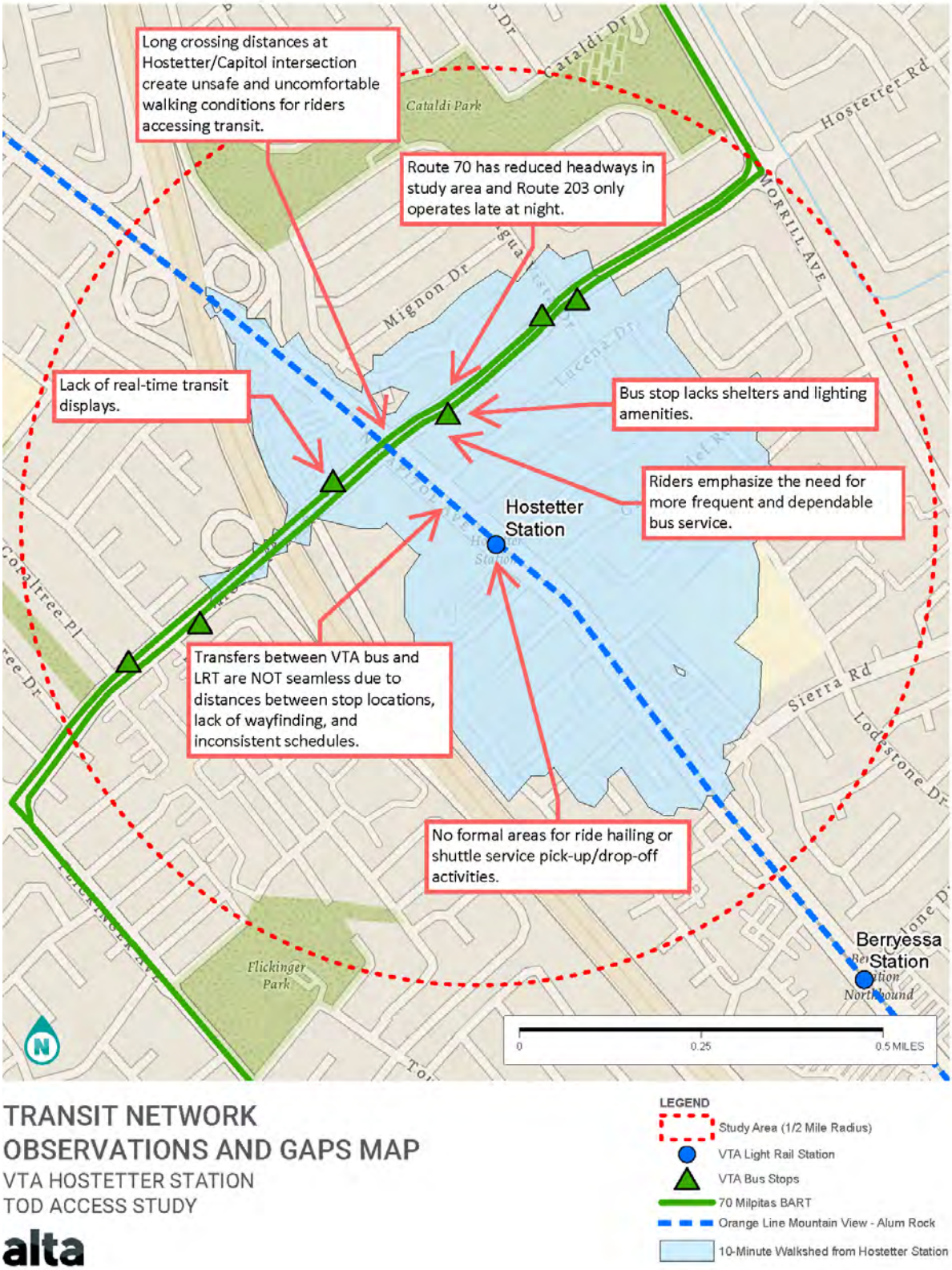
  Transit modes in the area are not well-integrated, leading to inefficient transfers and discouraging multimodal trips. Bus delays and lack of supportive infrastructure for shared mobility further reduce convenience.
    - Implement transit signal priority and dedicated bus lanes on Hostetter Road to improve the speed and reliability of VTA bus service.
    - Develop a mobility hub near Hostetter Station with bike share, scooter parking, and rideshare zones to support seamless transfers between modes.

  - Establish satellite mobility hubs in the surrounding area to extend the reach of the transit system. These satellite hubs—located at key destinations such as shopping centers, schools, and residential neighborhoods—would facilitate first- and last-mile travel by providing convenient access points for shared mobility services closer to riders' origins and destinations.

- **Transit-Supportive Infrastructure:** Existing bus stops lack basic amenities, making them uncomfortable and less attractive, especially during inclement weather or at night. Bicycle parking is limited and unsecured.
  - Upgrade bus stops with shelters, lighting, and real-time arrival displays to improve comfort and usability.
  - Expand secure bicycle parking at Hostetter Station, including bike lockers and covered racks, to encourage multimodal commuting.
- **Pedestrian Safety and Comfort:** High traffic volumes and wide intersections along Hostetter Road and North Capitol Avenue create challenging and unsafe conditions for pedestrians. Inadequate lighting and minimal landscaping further reduce comfort and perceived safety, especially at night.
  - Install high-visibility crosswalks, pedestrian refuge islands, and other traffic calming measures (e.g., curb extensions, textured pavements, dynamic speed feedback signs, etc.) at key intersections, especially on Hostetter Road and North Capitol Avenue.
  - Improve lighting and landscaping along Hostetter Road and North Capitol Avenue to enhance the walking environment and increase safety during evening hours to ensure all transit riders have a safe route no matter what time they are traveling.
- **Land Use and Density:** Current land use patterns are not fully aligned with TOD principles. Low-density development and excessive parking reduce walkability and transit use.
  - Encourage high-density, mixed-use development within walking distance of Hostetter Station to support increased transit ridership and reduce car dependency.
  - Apply Transportation Demand Management (TDM) strategies such as unbundled parking and transit pass subsidies to reduce vehicle trips.
- **Equity and Accessibility:** Transit-dependent populations, including low-income residents, seniors, and people with disabilities, face disproportionate barriers to accessing safe and reliable transportation.
  - Prioritize transit improvements in areas with high concentrations of transit-dependent populations.
  - Ensure all infrastructure upgrades are ADA-compliant and designed with universal access principles.

**Figure 30** presents a map of observations and gaps in the transit network.

***Figure 30. Transit Network Observations and Gaps Map***



## 6.4 Vehicle Access

The study area is characterized by high-speed, high-volume arterials and outdated intersections, which contribute to conflicts between vehicles, pedestrians, and cyclists. Residents have raised concerns about traffic congestion – particularly near schools and during events (e.g., cultural festivals or sporting events) – which exacerbates multimodal conflicts and access issues. Key needs include traffic calming, intersection redesign, and improved circulation around schools. Previous studies recommended a focus on complete streets design, smart traffic signal coordination[20], and curbside management to balance vehicle flow with enhanced pedestrian and cyclist safety.

While the area is well-served by major roadways, vehicular access presents challenges related to safety, congestion, and multimodal conflicts. High-speed arterials, outdated intersections, and limited traffic calming measures contribute to an auto-dominated environment that can be hazardous for all users.

### 6.4.1 Public Engagement and Field Visit

During the Existing Conditions review and preliminary community engagement activities (e.g., walk audits, surveys), the following vehicular access needs were identified for Hostetter Station:

- **High-Speed, High-Volume Arterials:** Capitol Avenue and Hostetter Road are four lane arterials with high traffic volumes and speeds. Over a five-year period, 41 crashes occurred in the study area, including incidents involving pedestrians, cyclists, and a light rail train. The most common causes were failure to obey traffic signals, speeding, and improper turning. Primary collision locations include Hostetter Road / North Capitol Avenue and Hostetter Road / Four Oaks Road.

- **Intersection Safety Improvements Needed:** The Hostetter Road / North Capitol Avenue intersection is slated for redesign to improve safety for all users.

- **Traffic Calming Measures Desired:** Residents and audit participants recommended bulb-outs, curb extensions, and speed reduction strategies along Hostetter Road and North Capitol Avenue.

- **Event-Related Parking Overflow:** Local and regional events can lead to limited parking availability at Hostetter Station that can overflow into residential streets – particularly along Camino Del Rey adjacent to the Hostetter Station park-and-ride lot.

- **School Zone Circulation and Signage:** Although Cherrywood Elementary is planned for closure at the time of this report, it may be repurposed for another community-serving use, such as a church. Regardless of its future use, the area would still benefit from the safety improvements identified around Cherrywood and other schools. Preliminary ideas include:

    - High-visibility ladder-style crosswalks
    - ADA-compliant curb ramps
    - Speed humps and radar speed signs

[20] Smart traffic signal coordination uses adaptive signal timing to automatically adjust their timing based on real-time traffic conditions. Consistent with San José's Vision Zero and Complete Streets policies, smart traffic signal coordination can improve safety, reduce congestion, and support multi-modal access – particularly along corridors like Hostetter Road and North Capitol Avenue.

- Improved signage and circulation plans to reduce congestion during pick-up/drop-off times
- These improvements aim to increase visibility and safety for students and families walking or biking to school, while also reducing vehicle congestion and emissions near the campus.

- **Freeway Interchange Design Issues:** The I-680 interchanges at North Capitol Avenue and Hostetter Road are outdated and unsafe for non-motorized users. Public engagement indicates most users dislike walking under I-680 due to poor lighting, unhoused people camping under the overpasses, and high-speed traffic entering or exiting the freeway (see **Figure 31**).

***Figure 31. I-680 Interchange at Hostetter Road***


*Source: Alta Planning + Design and Forward City Labs, 2025*

### 6.4.2 Prior Studies and Plans

The Envision San José 2040 General Plan identifies key vehicular access needs and preliminary strategies to support the development of the VR12 Urban Village—centered at the intersection of Hostetter Road and North Capitol Avenue. Designated as a future walkable, transit-oriented community, the VR12 Urban Village is envisioned to prioritize safe, accessible, and connected transit infrastructure. As the area evolves into a higher-density, mixed-use environment near Hostetter Station, effective vehicular circulation will be critical to ensuring safety, reducing congestion, and supporting multimodal access.

Although a dedicated planning document for the VR12 Urban Village has not yet been completed, the nearby Berryessa BART Urban Village Plan outlines several targeted improvements that can inform strategies for managing vehicle traffic while prioritizing safety and accessibility for all users.

Key Vehicular Access Needs:

- **Intersection Improvements:** The intersection of Hostetter Road and North Capitol Avenue experiences significant congestion during peak hours, with limited turning capacity and frequent conflicts between vehicles, pedestrians, and cyclists.
    - Upgrade the Hostetter Road and North Capitol Avenue intersection to improve traffic flow and reduce delays, especially during peak hours. Recommended enhancements include implementing adaptive signal timing with protected signal phases and pedestrian countdown signals to reduce conflicts and improve flow.
- **Multimodal Street Design, Traffic Calming, and Safety:** Streets are currently designed with a vehicle-centric focus, lacking adequate facilities for pedestrians, cyclists, and transit users. High vehicle speeds and wide travel lanes contribute to safety concerns.
    - Redesign streets using complete streets principles to equitably accommodate drivers, pedestrians, cyclists, and transit users. Where feasible, incorporate protected bike lanes while maintaining efficient vehicle circulation. Implement traffic calming measures—such as raised crosswalks, narrowed travel lanes, and median islands—to reduce vehicle speeds and enhance pedestrian safety, particularly near schools, transit stops, and mixed-use areas.
- **Traffic Signal Coordination and Smart Technology:** Uncoordinated signals and outdated traffic control systems contribute to inefficient traffic flow, increased emissions, and driver frustration.
    - Deploy adaptive traffic signal systems along Capitol Avenue and Hostetter Road to optimize flow based on real-time conditions. Coordinate signals across intersections to reduce stop-and-go traffic and improve travel time reliability.
- **Parking and Curbside Management:** Unregulated or inefficient curbside use leads to double parking, congestion, and conflicts between vehicles, delivery services, and active transportation users.
    - Apply smart parking strategies such as time-limited zones, shared parking arrangements, and dynamic pricing to manage demand and reduce cruising. Designate curb space for loading zones, rideshare pick-up/drop-off, and delivery vehicles to improve curbside efficiency.
        - The walk audit identified A lack of dedicated on-street loading zones on North Capitol Avenue which has led to frequent double parking by delivery vehicles.

- Walk Audit participants also pointed out that passenger pick-up/drop-off activities currently occur in the VTA park-and-ride lot, as there are no designated curbside loading spaces near Hostetter Station. With the proposed development of the VTA lot, these activities will likely shift to adjacent streets – which currently lack the infrastructure to safety accommodate them.
- These curbside management strategies should be prioritized along North Capitol Avenue and Camino Del Rey, adjacent to the VTA TOD site. This will help mitigate potential impacts from future TOD land uses, including increased passenger pick-up/drop-off activity, delivery vehicle double parking, or transit users parking in front of TOD properties.

- **Emergency and Service Access:** New developments and street modifications may unintentionally restrict access for emergency responders, waste collection, and service vehicles.
  - Ensure that all new developments and street designs maintain adequate access for emergency vehicles, waste collection, and service deliveries, supporting both safety and operational needs.

**Figure 32** presents a map of observations and gaps in the vehicular network.

***Figure 32. Vehicular Network Observations and Gaps Map***

# 7.0 Proposed Access Improvements

This chapter presents a comprehensive set of multimodal access improvements to support future TOD at Hostetter Station. Grounded in field observations, stakeholder and community engagement, and regional planning guidance, the study identifies targeted improvements to enhance safety, connectivity, and user experience across the study area and surrounding neighborhoods. A comprehensive table outlining the full set of recommendations is provided in Appendix B. Each recommendation in this document is labeled with a letter-number prefix corresponding to its entry in the appendix table.

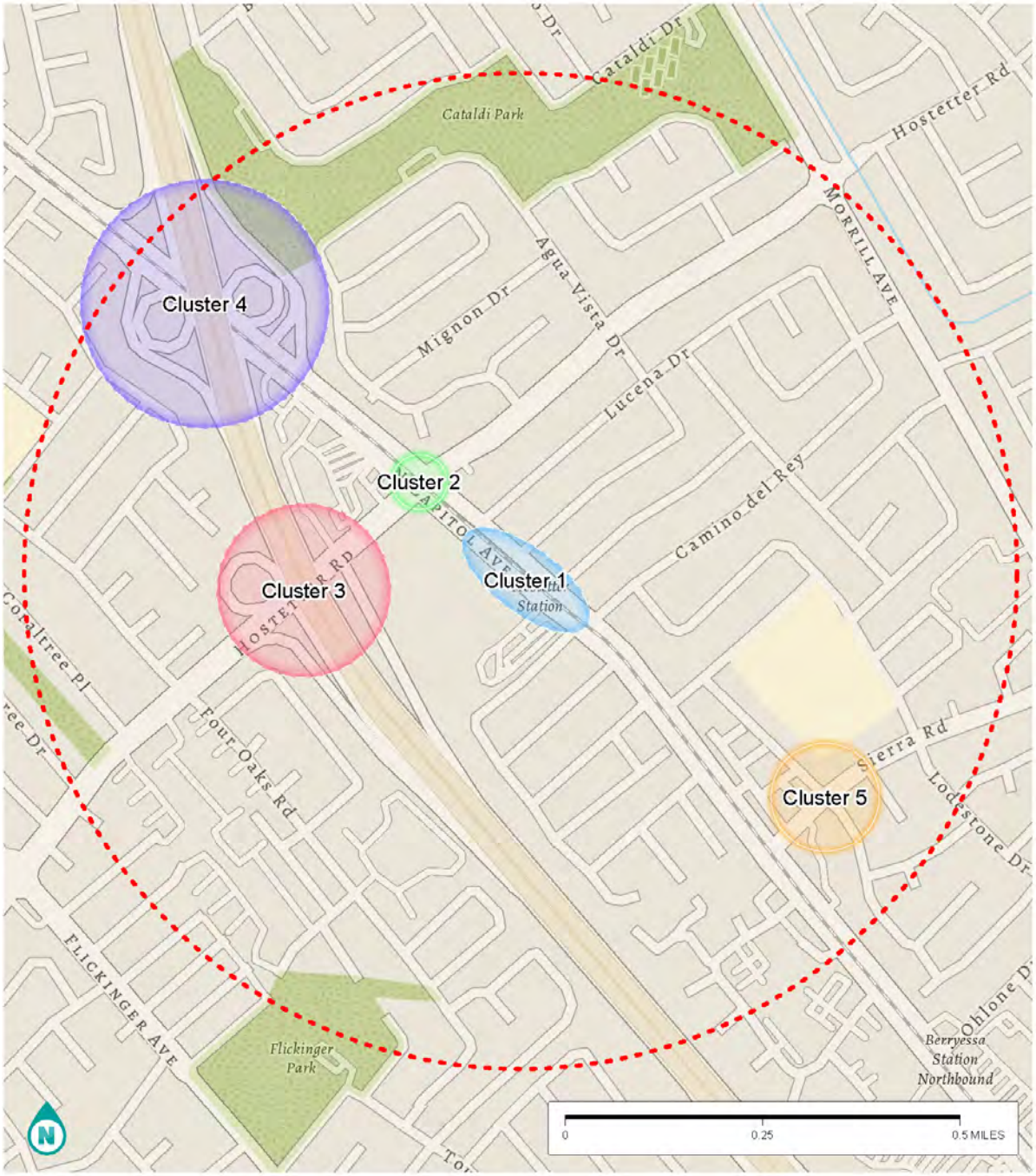
Recommendations are organized into 10 geographic clusters and a set of corridor-wide strategies, each addressing specific access challenges and opportunities. To streamline stakeholder engagement and clarify community priorities, improvements were strategically grouped by location. This clustering approach not only simplified outreach efforts but also laid the groundwork for more efficient cost estimation in subsequent project phases. Improvements span all travel modes—pedestrian, bicycle, transit, and vehicular—with the goal of enabling seamless multimodal travel and reducing dependence on single-occupancy vehicles.

- **Cluster 1 Hostetter Station and TOD site**: proposing intersection upgrades, multilingual wayfinding, secure bicycle parking, curbside management strategies, and the development of a multimodal mobility hub.
- **Cluster 2 Hostetter Road and North Capitol Avenue**: targets this high-traffic intersection with recommendations for lane reconfigurations, pedestrian-scale lighting, refuge islands, and protected bicycle infrastructure.
- **Clusters 3 and 4 I-680 Overpasses:** enhancements include modernized freeway ramp designs, improved lighting, and safety upgrades for pedestrians and cyclists.
- **Cluster 5 Sierra Road and Havenwood Drive**: recommending refuge islands, bulb-outs, and high-visibility crosswalks to improve pedestrian safety.
- **Clusters 6–10 Residential Neighborhoods:** emphasizing crosswalk installation and visibility improvements to support safe routes for students and families.
- **Corridor-wide recommendations** complement the cluster-specific strategies by addressing systemic needs along Hostetter Road and North Capitol Avenue. These include sidewalk accessibility audits and upgrades, streetscape enhancements, physically separated bikeways, multilingual bicycle wayfinding, and transit service and amenity improvements.

Together, these recommendations form a cohesive, context-sensitive strategy to ensure safe, efficient, and universal access to Hostetter Station and its surrounding communities—laying the groundwork for a successful TOD and a more connected multimodal network.

**Figure 33** shows the locations of Clusters 1 through 5, **Figure 34** shows Clusters 6 through 10, and **Figure 35** shows the Corridor-Wide recommendation locations.

***Figure 33. Map of Clusters 1-5***




Clusters 1 - 5 Map
VTA HOSTETTER STATION
TOD ACCESS STUDY

alta

LEGEND
- Study Area (1/2 Mile Radius)
- Cluster 1
- Cluster 2
- Cluster 3
- Cluster 4
- Cluster_5

Valley Transportation Authority
Solutions that move you

***Figure 34. Map of Clusters 6-10***

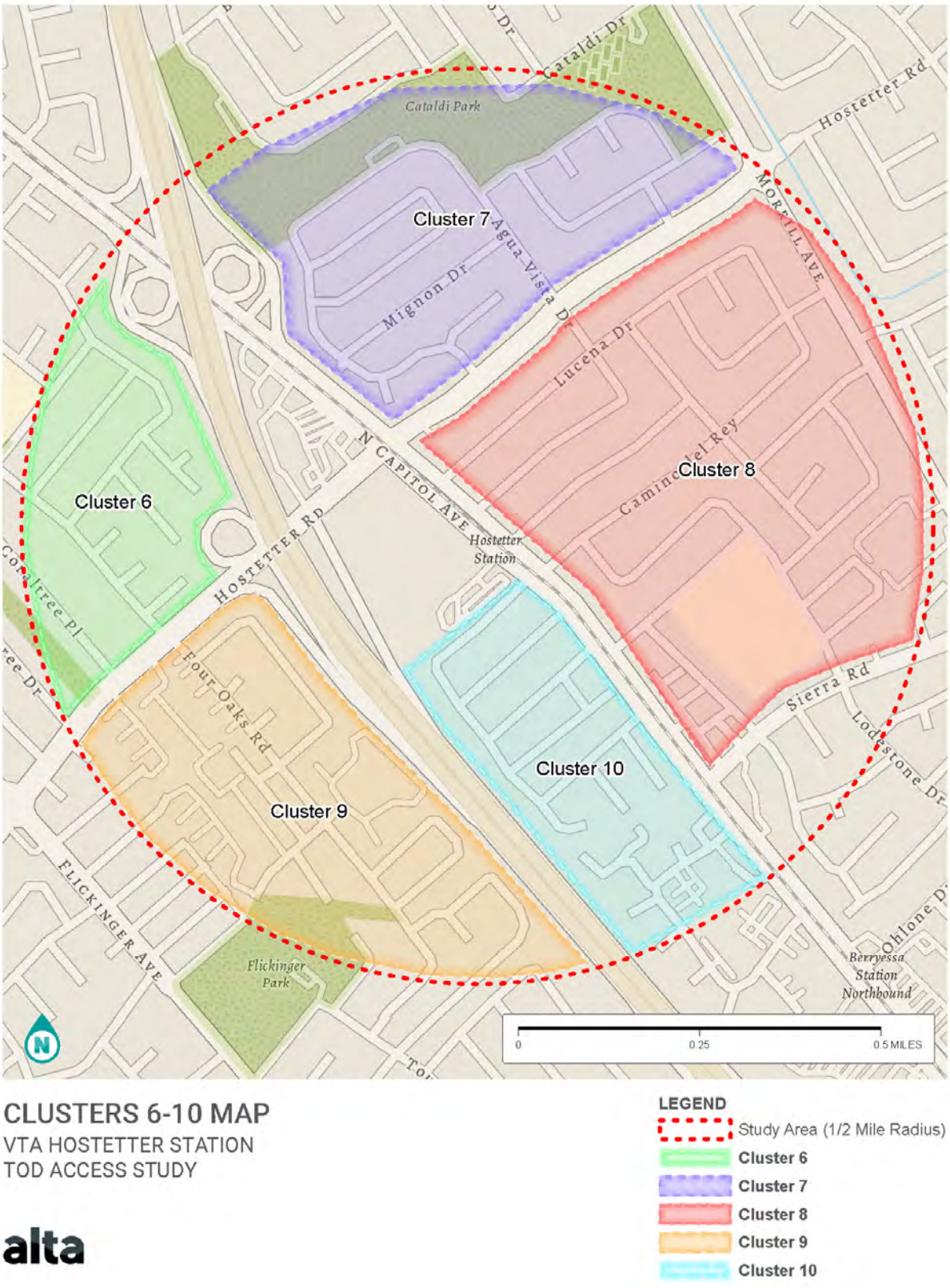
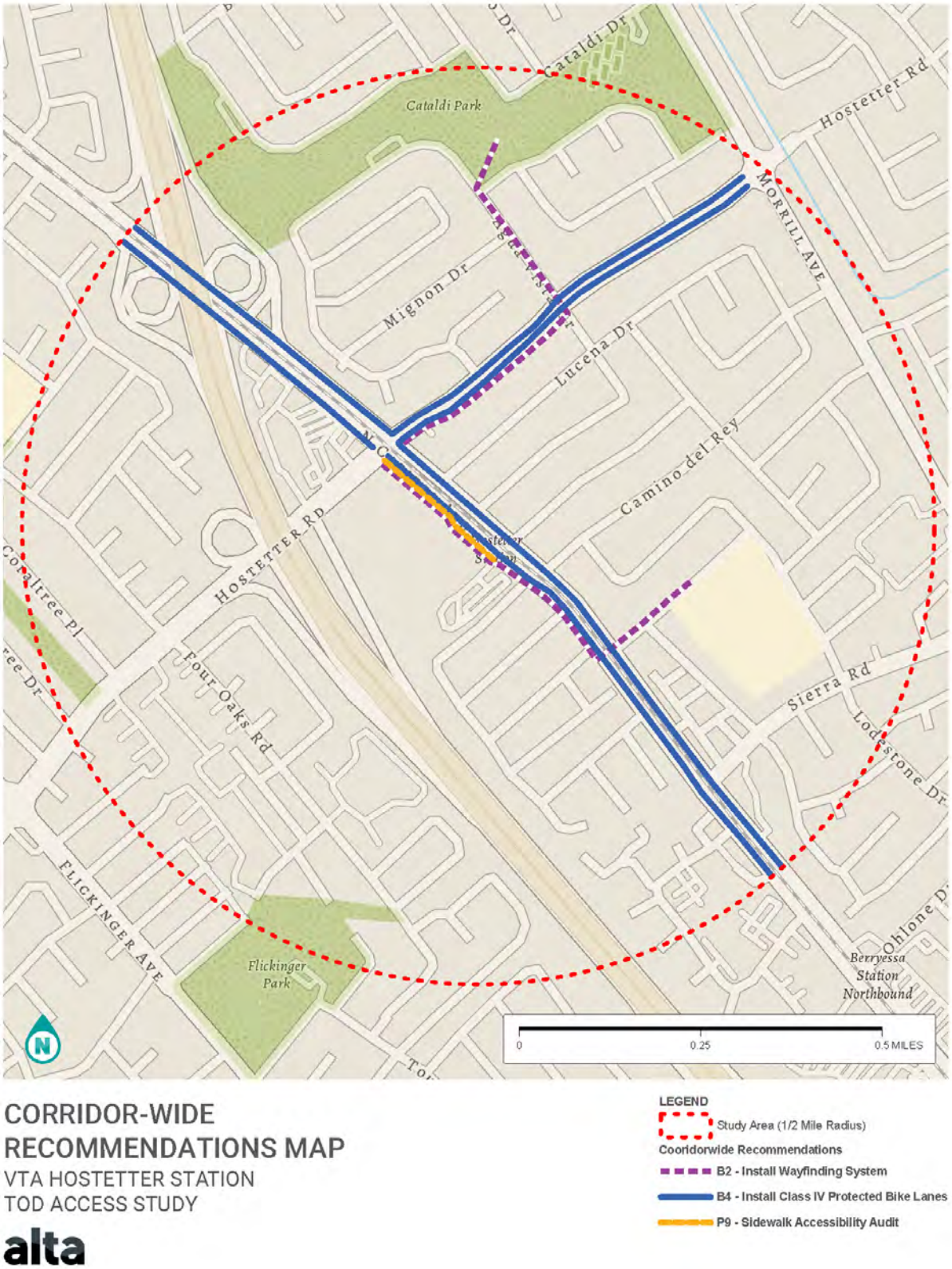


***Figure 35. Map of Corridor-Wide Recommendations***



***Cluster 1: Hostetter Station and TOD Site***

Cluster 1 encompasses the immediate Hostetter Station light-rail platform and the adjacent transit-oriented development (TOD) site, where multimodal access improvements are critical to supporting increased activity and connectivity. This cluster includes a suite of targeted interventions designed to enhance pedestrian and bicycle safety, improve wayfinding, and facilitate seamless transfers between transportation modes. Key recommendations focus on intersection upgrades, multilingual signage, secure bicycle facilities, and the development of a multimodal mobility hub. Together, these improvements aim to create a safe, intuitive, and accessible environment for existing and future residents and visitors-supporting the success of the TOD and encouraging sustainable travel behavior.

### 7.1.1 North Capitol Avenue and Longford Drive Intersection and Crossing Enhancements

- (P2) Relocate vehicle stop bars further back from crosswalks and provide 20-foot daylighting[21] buffers at intersections to improve pedestrian visibility and reduce vehicle encroachment. These adjustments also support the implementation of leading pedestrian intervals (LPIs) and potential curb extensions.

- (P9) Install missing crosswalks and restripe existing ones with high-visibility ladder markings to improve pedestrian safety and visibility.

- (P11) Study the feasibility of a pedestrian mid-block crossing from the sidewalk to north side of station platform, to reduce unsafe jaywalking and improve pedestrian access.

- (B3) To support the Class IV bicycle facilities, implement a protected intersection design where feasible to enhance multimodal safety and comfort for all users.[22] Incorporate dedicated bicycle signal phases at intersections and prohibit right turns on red to reduce turning conflicts and improve cyclist visibility.

- (P7) Install accessible pedestrian signals (APS) with active pedestrian detection and adaptive timing for slower walkers, including seniors and individuals with physical disabilities. Add audio cues to support users with visual impairments. Ensure all signal components are designed and placed to maintain pedestrian access and clear sidewalk pathways, in accordance with Public Right-of-Way Accessibility Guidelines (PROWAG).[23]

[21] Daylighting is a safety practice that prohibits parking within 20 feet of crosswalks and 15 feet of curb extensions to improve visibility and reduce collisions, as defined by California Assembly Bill 413 (AB 413).

[22] A protected intersection is a street design approach that maintains physical separation between bicyclists and motor vehicles through the intersection, using features such as setback bikeway crossings, corner safety islands, and forward stop bars. These elements slow vehicle turning speeds, define clear turning paths, and promote yielding behavior—enhancing comfort and safety for cyclists and pedestrians. This design concept is supported by NACTO and adapted from Dutch best practices for urban bikeway safety. Source: https://nacto.org/wp-content/uploads/Nick-Falbo-Alta-P-D_Protected-Intersection.pdf

[23] PROWAG are federal standards developed by the U.S. Access Board to ensure pedestrian facilities—such as sidewalks, curb ramps, and crosswalks—are accessible to individuals with disabilities, in compliance with the Americans with Disabilities Act (ADA) and Architectural Barriers Act (ABA).

- (V3) Coordinate signal phasing to ensure seamless integration with the proposed TOD driveway. Signal infrastructure should reliably detect vehicle presence at the garage exit and facilitate efficient egress during peak periods. If possible, remove the split phase currently operated for east and westbound traffic to shorten cycle length.

- (V4) Adjust signal timing to accommodate projected peak-hour traffic volumes generated by the TOD. Timing modifications should prioritize transit mobility – such as transit signal priority (TSP) for LRT and buses - and enhance pedestrian and bicycle access to transit platforms and stops.

### 7.1.2 Wayfinding and Signage

- (P12 & P13) Install pedestrian-scale, multilingual wayfinding signage and area maps to help guide users to key local destinations, including Cherrywood Elementary School, Cataldi Park, nearby retail centers (e.g., Dai-Thanh Supermarket), and nearby bus stops. Signage should be clear, accessible, and strategically placed to support intuitive navigation for all users. Design and placement should comply with City of San José Department of Transportation (CSJ DOT) standards and, where applicable, align with MTC's Regional Mapping and Wayfinding Program[24] to ensure consistency with regional transit signage and integration into the broader wayfinding network.

- (B2) Hostetter Station and Surrounding Area: Deploy multilingual bicycle-scale wayfinding signage to guide users to key destinations such as Cherrywood Elementary School, nearby retail centers (e.g., Dai-Thanh Supermarket and Berryessa Hills Business Center), nearby parks (e.g., Cataldi, Flickinger, and Brooktree), and the Lower Penitencia Creek Trail. Signage design and placement should comply with CSJ DOT standards and, where applicable, align with MTC's Regional Mapping and Wayfinding Program to ensure consistency with regional transit signage and integration into the broader wayfinding network.

### 7.1.3 Bicycle End-of-Trip Facilities

- (B1) Install secure bicycle parking infrastructure, including modern bike lockers, covered racks, and smart parking systems. These facilities should be integrated into the proposed Mobility Hub (T5) to support multimodal connectivity and accommodate increased demand.

### 7.1.4 Pick-Up/Drop-Off (PUDO) Facilities

- (V1 & T3) Designate and clearly mark curbside zones for pick-up/drop-off (PUDO), rideshare, delivery, and commercial loading activities to enhance user convenience, improve curbside efficiency, and support safe, orderly circulation. These zones should be located on the TOD site or a side street (not Capitol Avenue), ADA-compliant, well-lit, and located to minimize conflicts with transit operations and pedestrian and cyclist flows. Curb use prioritization should be guided by the roadway typologies defined in the City of San José General Plan 2040, ensuring alignment with modal priorities—such as transit on Grand Boulevards or pedestrian access on Main Streets (See PUDO example in **Figure 36**).

- (V2) Implement vehicle-oriented wayfinding signage and circulation guidance strategies to minimize user confusion and mitigate unsafe behaviors in the vicinity of the station – signage should direct drivers to established PUDO zones, public parking, or other designated loading zones.

[24] https://mtc.ca.gov/operations/transit-regional-network-management/regional-mapping-wayfinding

***Figure 36. Cluster 1: Example of PUDO Facilities***

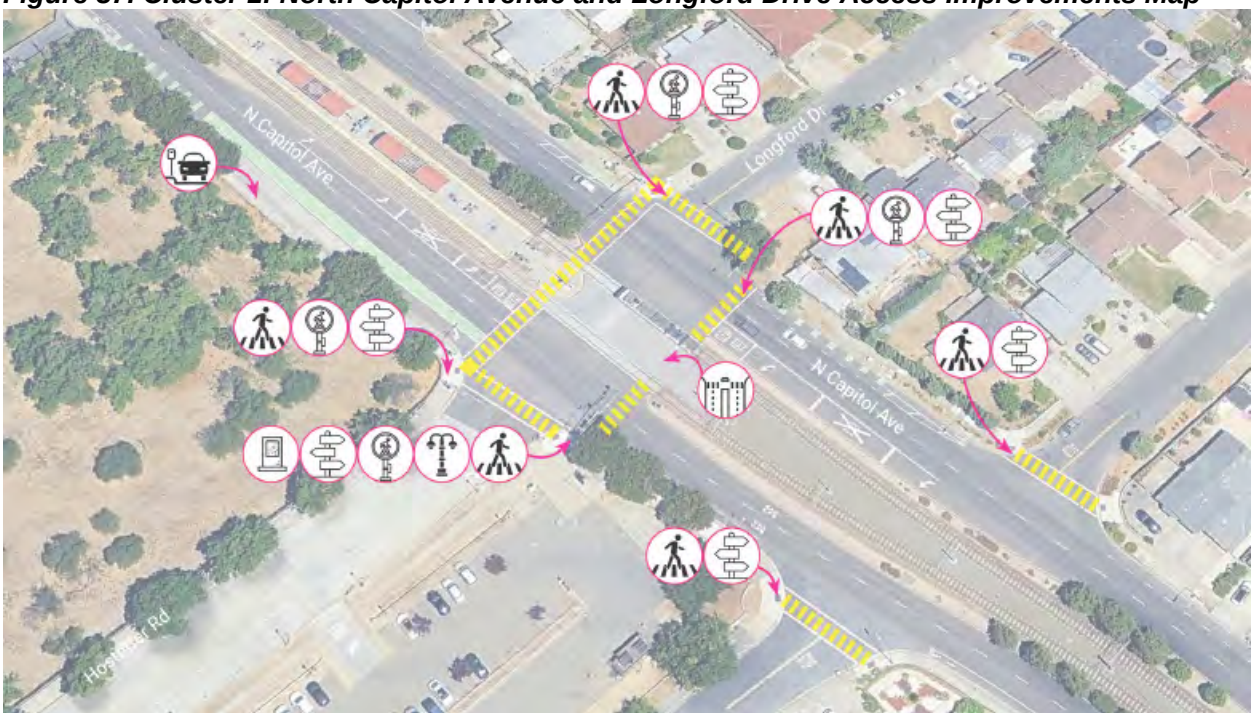

*Source: Alta Planning + Design and Forward City Labs, 2025*

### 7.1.5 Mobility Hub Development

- (B1 & T4) Develop a multimodal mobility hub that integrates bike share, scooter parking, rideshare zones, and secure bicycle parking. The hub should support seamless transfers between transit and active transportation modes and accommodate future growth in multimodal demand.

**Figure 37** illustrates the proposed access improvements at the North Capitol Avenue and Longford

***Figure 37. Cluster 1: North Capitol Avenue and Longford Drive Access Improvements Map***




## 7.2 Cluster 2: Hostetter Road and North Capitol Avenue Intersection

Cluster 2 addresses the critical intersection of Hostetter Road and North Capitol Avenue, a key node for multimodal travel and a focal point for safety and operational improvements. This intersection experiences high volumes of pedestrian, bicycle, and vehicular traffic, making it a priority area for targeted enhancements. The recommended improvements aim to calm traffic, improve visibility, and enhance safety and comfort for all users. Strategies include lane reconfigurations, upgraded lighting, ADA-compliant refuge islands, accessible pedestrian signals, and protected bicycle infrastructure. In alignment with the Better Bike Plan 2025, Class IV bikeways are proposed along both corridors, and a protected intersection design is recommended to further improve safety and support intuitive multimodal navigation.

- (P1) Reconfigure the intersection by narrowing vehicle travel lanes to 10 feet where feasible to calm traffic. Maintain an 11-foot outer lane to accommodate VTA buses. Install curb extensions to shorten pedestrian crossing distances by 8 to 12 feet. This improvement will also create space for better and safer bicycle facilities.

- (P2) Relocate vehicle stop bars further back from crosswalks and provide 20-foot daylighting buffers at intersections to improve pedestrian visibility and reduce vehicle encroachment. These adjustments also support the implementation of leading pedestrian intervals (LPIs) and potential curb extensions.

- (P3) Upgrade lighting directly over crosswalks and intersections to improve nighttime visibility. Lighting should be pedestrian-scaled, evenly distributed, and designed to minimize glare.

- (P4) Evaluate the feasibility of implementing extended pedestrian refuge islands at the intersection. The improvement should support staged crossings during signal phases and improve comfort and safety for pedestrians navigating wide or high-volume travel lanes. Refuge islands should be designed to provide a comfortable, ADA-compliant, and protected waiting area, with features such as detectable warning surfaces, adequate width, and clear signage. Install pedestrian push buttons at the refuge, as needed, to actuate or extend the pedestrian phase.

- (P5) Integrate street trees, benches, pedestrian-scale lighting, and shade structures to enhance comfort, climate resilience, and placemaking while maintaining ADA accessibility.

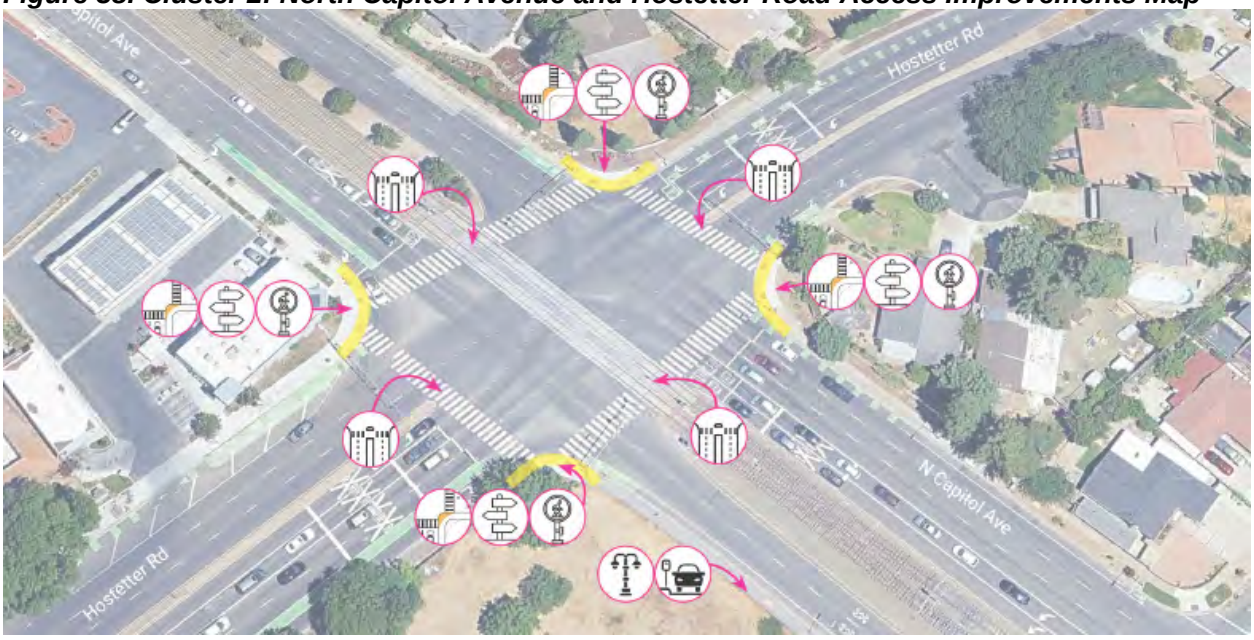
- (P6) Reduce corner curb radii to 10–15 feet to lower vehicle turning speeds and enhance safety for pedestrians and cyclists.

- (P7) Install accessible pedestrian signals (APS) with active pedestrian detection and adaptive timing for slower walkers. Add audio cues where not currently available.

- (B3) To support the intersection of two Class IV bicycle facilities, implement a protected intersection design[25] where feasible to enhance multimodal safety and comfort for all users. Incorporate dedicated bicycle signal phases at intersections and prohibit right turns on red to reduce turning conflicts and improve cyclist visibility.

**Figure 38** illustrates the proposed access improvements at the North Capitol Avenue and Hostetter Road.

***Figure 38. Cluster 2: North Capitol Avenue and Hostetter Road Access Improvements Map***




[25] A protected intersection is a street design approach that maintains physical separation between bicyclists and motor vehicles through the intersection, using features such as setback bikeway crossings, corner safety islands, and forward stop bars. These elements slow vehicle turning speeds, define clear turning paths, and promote yielding behavior—enhancing comfort and safety for cyclists and pedestrians. This design concept is supported by NACTO and adapted from Dutch best practices for urban bikeway safety. Source: https://nacto.org/wp-content/uploads/Nick-Falbo-Alta-P-D_Protected-Intersection.pdf

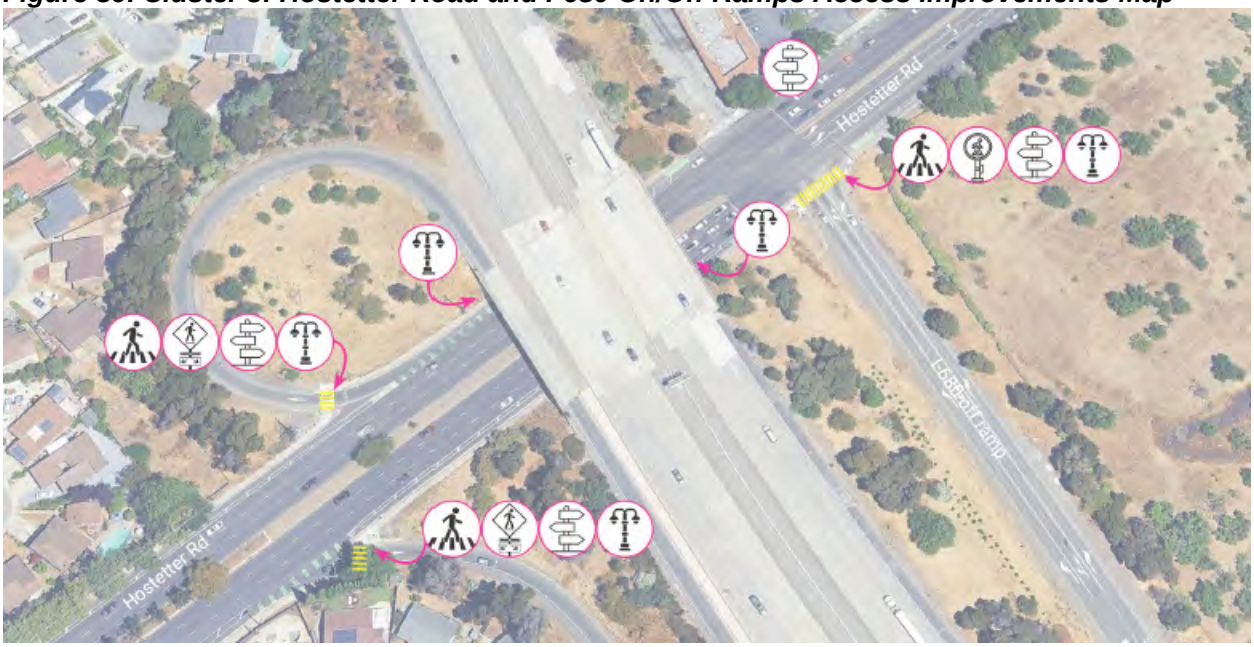
## 7.3 Clusters 3 and 4: I-680 Intersections

Clusters 3 and 4 focus on the intersections where Hostetter Road and North Capitol Avenue cross under I-680—areas that present unique challenges due to high traffic volumes, limited visibility, and complex multimodal interactions. These locations are critical for ensuring safe and efficient access to Hostetter Station and the surrounding community. Recommended improvements aim to reduce vehicle turning speeds, enhance lighting conditions, and modernize freeway ramp designs to better support pedestrian, bicycle, and vehicular movement. By implementing targeted upgrades such as ADA-compliant refuge islands, protected bike lanes, and pedestrian-scale lighting, these clusters seek to transform freeway overpass areas into safer, more welcoming gateways for all users.

- (P6) Reduce corner curb radii to 10–15 feet and implement enhanced warning signs or Rectangular Rapid Flashing Beacons (RRFBs)[26] at freeway on-/off-ramps to lower vehicle turning speeds and enhance safety for pedestrians and cyclists.
- (P10) Conduct a lighting study to evaluate existing illumination levels and determine appropriate lighting enhancements at the I-680 overpasses on Hostetter Road and North Capitol Avenue, with the goal of improving visibility, safety, and comfort for all users. Lighting should be pedestrian-scale, evenly distributed, and designed to minimize glare.
- (V5) Redesign freeway access ramps to reflect contemporary urban standards by orienting ramps perpendicular to surface streets. This approach enhances safety, improves traffic flow, and supports multimodal connectivity in dense urban environments.

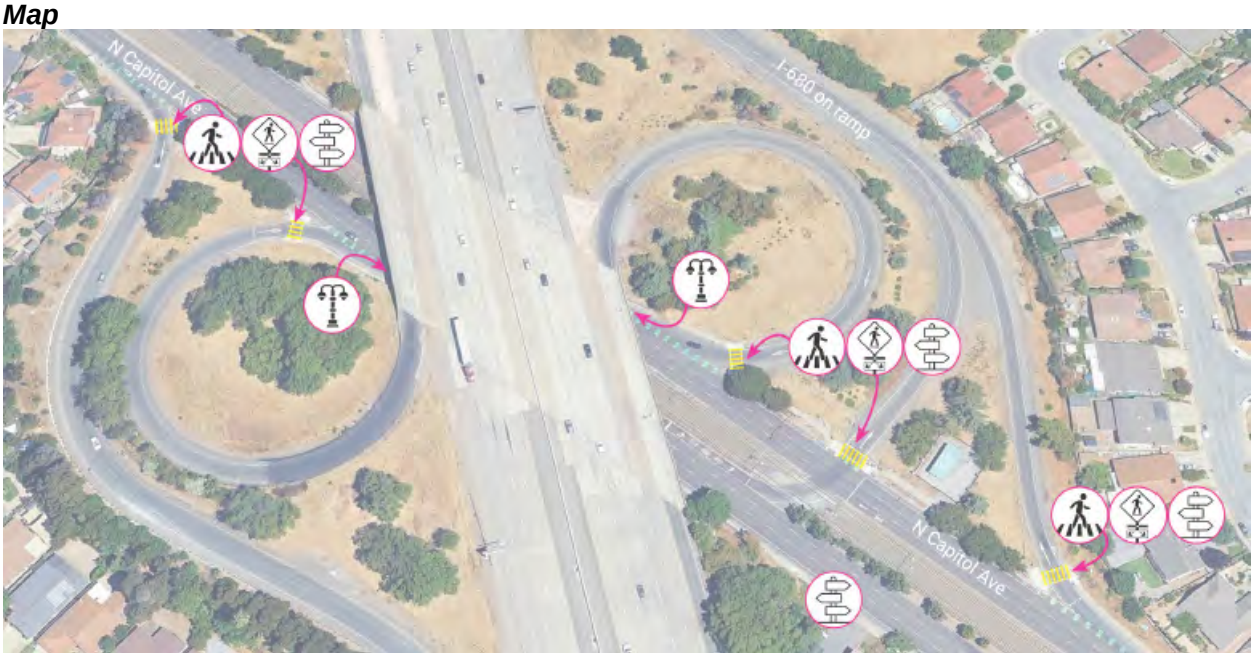
**Figures 39** and **40** illustrate the proposed access improvements at the North Capitol Avenue and Hostetter Road intersections with I-680 on/off ramps.

***Figure 39. Cluster 3: Hostetter Road and I-680 On/Off Ramps Access Improvements Map***




[26] Rectangular Rapid Flashing Beacons (RRFBs): Pedestrian-actuated warning devices with rapidly flashing yellow LEDs used to enhance visibility at uncontrolled crosswalks. Must comply with CA MUTCD standards for design, placement, and operation and installed per California Traffic Control Devices Committee (CTCDC) and Caltrans guidance.

***Figure 40. Cluster 4: North Capitol Avenue and I-680 On/Off Ramps Access Improvements Map***



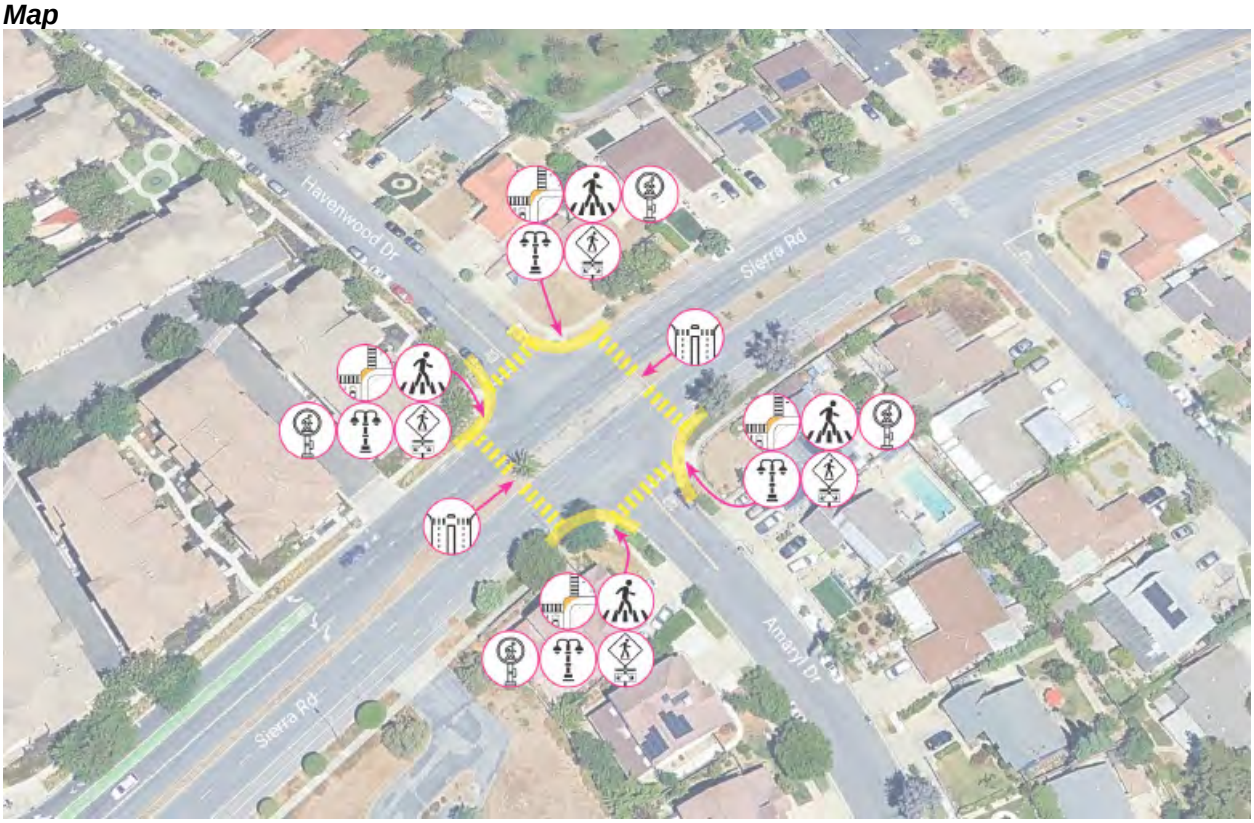

## 7.4 Cluster 5: Sierra Road and Havenwood Drive Intersection

Cluster 5 focuses on the intersection of Sierra Road and Havenwood Avenue, a residential area where pedestrian safety and comfort are key concerns. This location serves as a neighborhood connector and experiences regular foot traffic, making targeted improvements essential. Recommended enhancements include the installation of pedestrian refuge islands and curb bulb-outs to reduce crossing distances and calm vehicle speeds. Additionally, the addition and restriping of crosswalks with high-visibility markings will improve pedestrian visibility and safety, creating a more walkable and accessible environment for all users. As Sierra Road is planned for a Class IV bikeway, all pedestrian improvements should support protected intersection design, integrating Class IV protected lanes into the bulb-out layout.

- (P4) Add pedestrian refuge islands and bulb-outs to improve safety and comfort for pedestrians.
- (P9) Install missing crosswalks and restripe existing ones with high-visibility zebra markings to improve pedestrian safety and visibility.

**Figure 41** illustrates the proposed access improvements at the Sierra Road and Havenwood Drive intersection.

***Figure 41. Cluster 5: Sierra Road and Havenwood Drive Intersection Access Improvements Map***



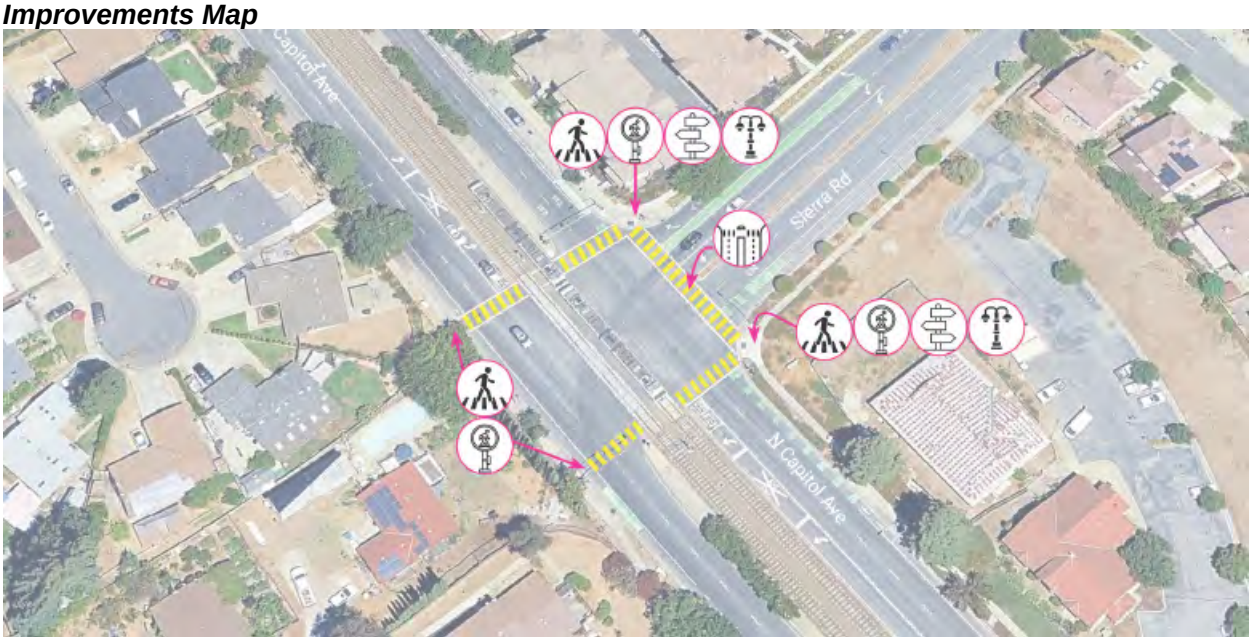

## 7.5 Clusters 6-10: Residential Neighborhoods

Clusters 6 through 10 encompass residential neighborhoods surrounding Hostetter Station, with a particular focus on the area around Cherrywood Elementary School. These zones are characterized by frequent pedestrian activity, especially among school-aged children and families, making pedestrian safety a top priority. Key recommendations in these clusters aim to address critical gaps in pedestrian infrastructure, including the installation of missing crosswalks and the restriping of existing ones with high-visibility markings. Notably, Cluster 7 highlights a significant deficiency in pedestrian crossings, with over 11 missing crosswalks near Cherrywood Elementary alone. These improvements are essential to creating a safer, more walkable environment for residents and students alike. These improvements should be carried out in coordination with San José DOT Traffic Safety Section, which has resources for neighborhood traffic management and traffic calming.

- (P9) Install missing crosswalks and restripe existing ones with high-visibility zebra markings to improve pedestrian safety and visibility.

**Figure 42** illustrates the proposed access improvements at the North Capitol Avenue and Sierra Road intersection.

***Figure 42. Cluster 6: North Capitol Avenue and Sierra Road Intersection Access Improvements Map***




## 7.6 Corridor-Wide Improvements

The Corridor-Wide Recommendations address systemic improvements along Hostetter Road and North Capitol Avenue to enhance multimodal access, safety, and user experience, making the broader study area more convenient and comfortable for all users. These recommendations focus on long-term infrastructure upgrades and operational strategies that support the anticipated growth in travel demand associated with the Hostetter Station TOD. Pedestrian improvements include sidewalk accessibility audits, reconstruction of substandard segments, and the integration of streetscape elements to enhance comfort and climate resilience. Bicycle enhancements prioritize physical separation from vehicle traffic and consistent, multilingual wayfinding. Transit-related strategies aim to improve rider experience and reliability through upgraded amenities and service adjustments informed by future ridership patterns. Together, these corridor-wide measures are designed to create a more connected, inclusive, and resilient transportation network.

### 7.6.1 Pedestrian Access Recommendations (North Capitol Avenue)

- (P8) Short-Term: Conduct a sidewalk accessibility audit to identify obstructions and substandard widths relative to the roadways associated street typology established in the 2040 General Plan.

- (P8) Mid-Term: Reconstruct or widen sidewalks that do not meet City of San José or ADA standards in accordance with PROWAG standards.

- (P5) Ongoing: Integrate street trees, benches, pedestrian-scale lighting, and shade structures to enhance comfort, climate resilience, and placemaking while maintaining accessibility. (See example in **Figure 43**).

***Figure 43. Example of Landscaped Sidewalks with No Obstructions***

*Source: Alta Planning + Design and Forward City Labs, 2025*

### 7.6.2 Bicycle Access Recommendations (Hostetter Road and North Capitol Avenue)

- (B2) Deploy multilingual bicycle-scale wayfinding signage to guide users to key destinations such as Cherrywood Elementary School, nearby retail centers, nearby parks, and the Lower Penitencia Creek Trail (see example in **Figure 44**). Coordinate with MTC's Regional Mapping Wayfinding Program to ensure consistency with regional standards and integration into the broader wayfinding network.

***Figure 44. Example of Multilingual wayfinding System***


*Source: Alta Planning + Design and Forward City Labs, 2025*

- (B4) Upgrade existing bicycle facilities along North Capitol Avenue and Hostetter Road (east of North Capitol Avenue) to Class IV separated bike lanes by constructing physical barriers between bicycle and vehicle travel lanes to enhance cyclist safety and reduce conflicts with motor vehicles (See example in **Figure 45**)[27]

***Figure 45. Example of Protected Bike Lanes***


*Source: Alta Planning + Design and Forward City Labs, 2025*

### 7.6.3 Transit Access Recommendations

- (T1) Bus Stops near Hostetter Road and North Capitol Avenue: Conduct updated ridership counts following TOD occupancy to assess demand for upgraded amenities, in coordination with VTA's passenger facilities team. Based on findings, install benches, shelters, and real-time arrival displays to enhance comfort, accessibility, and usability. Ridership study should be coordinated with VTA's Passenger Facilities group to assess conditions and feasibility of implementing targeted improvements.

- (T2) Route 70 Corridor: Conduct updated ridership counts following TOD occupancy to assess demand for improved service frequency to better meet rider demand and support dependable multimodal connections. These enhancements should be coordinated with VTA service planning and aligned with TOD-related ridership growth and the goals of VTA's Visionary Network.[28]

[27] The VTA Visionary Network is a long-range planning framework that outlines an aspirational transit network for Santa Clara County, focusing on more frequent, reliable, and accessible service to guide future investments and service planning.

[28] The VTA Visionary Network is a long-range planning framework that outlines an aspirational transit network for Santa Clara County, focusing on more frequent, reliable, and accessible service to guide future investments and service planning.

# 8.0 Cost, Prioritization, and Implementation (CPI)

This chapter provides a comprehensive framework for advancing access improvements identified in the VTA Hostetter Station TOD Access Study. It begins with planning-level, rough order-of-magnitude (ROM) cost estimates for proposed on-site and off-site improvements, offering a preliminary financial outlook to inform funding strategies and resource allocation. Following the cost analysis, the chapter outlines a prioritization and implementation approach that organizes improvements into near-, mid-, and long-term phases based on factors such as safety benefits, cost feasibility, and readiness. Together, these components establish a roadmap for decision-making, funding pursuits, and coordinated delivery of projects that enhance multimodal access and support future transit-oriented development.

## 8.1 Cost Estimates

The cost estimates presented in this chapter are planning-level, ROM figures intended to support preliminary decision-making and funding strategies. Cost estimates are derived from a combination of available data sources, including unit cost data from previous VTA access studies, and adjusted for inflation. All underlying assumptions, including unit cost sources and applied escalation factors, are documented in Appendix C, while detailed cost breakdowns by recommendation are provided in Appendix D.

These estimates are for preliminary planning purposes and should be updated periodically. For consistency, future updates should apply the same escalation methodology. Unless otherwise noted, costs exclude construction inspection, engineering, geotechnical analysis, right-of-way acquisition, and/or utility relocation.

To align with the organization of proposed access improvements in the preceding chapter, cost estimates are grouped into 10 geographic clusters along with corridor-wide recommendations, providing a clear framework for evaluating investment needs across the study area.

## 8.2 Prioritization and Implementation

Implementing the proposed access improvements requires a phased strategy that balances efficiency, flexibility, and coordination among key stakeholders. To achieve this, improvements are organized into near-term, mid-term, and long-term phases based on factors such as cost, complexity, and anticipated development timelines.

Many improvements will require close coordination with the City of San José, VTA, and the TOD developer to ensure consistency with local plans, minimize disruptions, and leverage funding opportunities.

This section outlines the phasing strategy and provides a prioritized list of projects to guide funding pursuits and implementation planning. The prioritization process considers factors such as:

- Safety and Accessibility Benefits
- Cost and Funding Feasibility
- Readiness and Ease of Implementation
- Support for TOD and Future Growth

The following subsections detail the recommended phasing and priority projects for implementation.

### 8.2.1 Phasing Considerations

Implementation of access improvements typically occurs in phases to align with project readiness, cost, and coordination requirements. These phasing assumptions were used to inform the planning-level cost and feasibility criteria for recommended improvements in the study area. Improvements are categorized as near-term, mid-term, or long-term based on anticipated implementation timelines and complexity:

- **Near-Term (within 1 year):** Improvements that can be implemented quickly due to low cost, minimal materials, or urgent safety needs. These may also align with ongoing construction activities. Examples include:
    - Install area maps at the station platform to assist passengers in navigating the surrounding neighborhood, identifying key destinations, and connecting to nearby transit, trails, and amenities.
    - Deploying multilingual wayfinding signage to establish clear and intuitive pedestrian and bicycle connections between the station and key nearby destinations.
    - Conduct lighting studies to evaluate existing illumination levels and determine appropriate lighting enhancements for I-680 overpasses on Hostetter Road and North Capitol Avenue.
- **Mid-Term (1–2 years):** Improvements that require additional coordination, higher costs, or specialized materials but can still be delivered relatively quickly. Examples include:
    - Pavement striping for crosswalks or bike lanes.
    - Establishment of pick-up/drop-off (PUDO) zones using painted curb and/or clear signage.
    - Installation of rectangular rapid flashing beacons (RRFBs) at midblock high-visibility crosswalks.
- **Long-Term (2+ years):** Improvements that involve significant infrastructure changes, higher costs, or further feasibility analysis. These may also depend on TOD build-out or other major projects. Examples include:
    - Transit stops amenity upgrades (e.g., shelters and real-time displays)
    - Hardscape vertical separators for Class IV protected bike lanes.
    - Larger traffic calming measures, such as roadway medians, widened sidewalks, or protected intersection designs.
    - Installation of mobility hubs (e.g., bike/e-scooter share facilities).

### 8.2.2 Interagency Coordination Considerations

Implementation of access improvements will require close coordination among multiple agencies and stakeholders to ensure consistency, efficiency, and cost-effectiveness. Several roadway and bikeway projects in the study area overlap with initiatives led by the City of San José, County of Santa Clara, and Caltrans, making interagency collaboration essential.

For example, many bikeway segments near Hostetter Station are under the jurisdiction of the City of San José and are already planned for upgrades. VTA should work closely with the City to align design standards, ensure continuity of bicycle infrastructure, and coordinate feasibility studies—particularly for Class IV protected bikeways and other permanent improvements.

This coordination will also be critical for securing funding and the right-of-way necessary for roadway and bikeway projects. In addition, sidewalk widening and other pedestrian improvements may need to be implemented through developer conditions as part of the TOD project, given that the City does not currently have a dedicated sidewalk installation or improvement program.

Since the TOD project(s) are still in the planning stages, VTA may also require that certain improvements be conditioned to the developer as part of approved construction plans. These improvements directly affect both private and public access to the TOD sites and the light rail station, making early coordination critical to avoid gaps in connectivity and to ensure compliance with VTA's access goals.

### 8.2.3 High Priority Projects

The recommended projects identified in this report are designed to improve access to Hostetter Station and enhance non-vehicular mobility within the surrounding study area. To determine which projects should be prioritized for implementation, each of the recommended improvements was evaluated and scored based on the criteria summarized in **Table 11**. The evaluation criteria were determined based on community and stakeholder input, along with technical analysis.

***Table 11. Project Evaluation Criteria***

| Criterion | Description | Scoring |
|---|---|---|
| Improves Connectivity to Transit | Evaluates the extent to which the project enhances first- and last-mile connections to Hostetter Station and nearby transit services.<br><br>High: The project has a significant and direct impact on connectivity to Hostetter Station by closing a critical gap in pedestrian or bicycle infrastructure. These improvements are essential to maintain safe and convenient access, particularly in light of potential new development at the station site.<br><br>Medium: The project enhances overall connectivity within the study area by improving linkages or adding features that support multimodal access (e.g., introducing additional midblock crossings or improving secondary routes).<br><br>Low: The project complements existing connectivity by providing supportive elements such as wayfinding signage, lighting, or other amenities that improve the user experience but do not address major infrastructure gaps. | High = 1<br><br>Medium = 0.6<br><br>Low = 0.3 |
| Improves Accessibility | The project eliminates a barrier to ADA accessibility (e.g., by closing sidewalk gaps or providing ADA access ramps). | Yes = 1<br>No = 0 |
| Community Integration | The project supports integration with surrounding neighborhoods, land uses, and community priorities, fostering a seamless and inclusive environment. | Yes = 1<br>No = 0 |

| Criterion | Description | Scoring |
|---|---|---|
| Coordination with Planned Projects | The project aligns with or complements other planned or funded projects, reducing duplication and leveraging existing efforts. | Yes = 1<br>No = 0 |
| Improves Safety | Assesses the extent to which the project addresses existing or potential safety concerns for pedestrians and bicyclists.<br><br>High: The project addresses a location with documented safety issues, such as a high collision history or identified crash hot spots.<br><br>Medium: The project mitigates a safety concern identified through public engagement, field review, or observed risk factors (e.g., poor visibility, lack of crossings).<br><br>Low: The project provides general safety enhancements but does not address a specific or documented safety issue. | High = 1<br><br>Medium = 0.6<br><br>Low = 0.3 |
| Cost and Feasibility | Represents the ease of implementation based on project cost, complexity, and the potential to leverage existing funding sources or partnerships.<br><br>High: The project is relatively low-cost, straightforward to implement, and/or has strong potential to leverage existing funding sources or partnerships.<br><br>Medium: The project has moderate costs, may require some multi-jurisdictional coordination, and offers a moderate potential to leverage existing funding sources or partnerships.<br><br>Low: The project is high-cost, requires significant multi-jurisdictional coordination, and/or has limited potential to leverage existing funding sources or partnerships. | High = 1<br><br>Medium = 0.6<br><br>Low = 0.3 |

| Criterion | Description | Scoring |
|---|---|---|
| Proximity to Station | Evaluates how close the project is to Hostetter Station and the TOD site, prioritizing improvements that provide the most direct benefit to station access.<br><br>High: The project is located immediately adjacent to Hostetter Station or within the TOD site and provides a direct connection to the station entrance.<br><br>Medium: The project is within the broader study area (approximately ¼ to ½ mile) and improves access along key approach routes to the station.<br><br>Low: The project is located farther from the station (approx. ½ mile) and primarily benefits the surrounding network rather than direct station access. | High = 1<br><br>Medium = 0.6<br><br>Low = 0.3 |
| Community Preference | Reflects the level of support or prioritization expressed by community members during outreach and engagement activities.<br><br>High: The project received strong community support and was consistently identified as a top priority during outreach efforts.<br><br>Medium: The project received moderate support, with some community interest, but was not identified as a leading priority.<br><br>Low: The project received limited community support, with few mentions or low prioritization during engagement activities. | High = 1<br><br>Medium = 0.6<br><br>Low = 0.3 |

Projects receiving the highest combined scores are generally recommended for near- and mid-term implementation and prioritized for early funding pursuit opportunities. However, even high-scoring improvements may be recommended for long-term implementation if required to align with project readiness, cost considerations, feasibility constraints, and/or coordination needs with other ongoing construction activities.

The following subsection summarizes these high-priority projects and their associated phasing. Based on the results of the scoring exercise, which are found in Appendix E, the top high-priority projects for each station are presented in **Table 12** below.

***Table 12. High-Priority Projects***

| Location | Access Mode | ID | Recommendation | Project | Priority Score |
|---|---|---|---|---|---|
| North Capitol Avenue at Longford Drive | Bicycle Access | B3 | To support future Class IV bicycle facilities, implement a protected intersection design where feasible to enhance multimodal safety and comfort for all users. Incorporate dedicated bicycle signal phases at intersections and prohibit right turns on red to reduce turning conflicts and improve cyclist visibility. | Install Protected Intersection Design | 0.7 |
| Hostetter Road at North Capitol Avenue | Pedestrian and Bicycle Access | P1 | Reconfigure the intersection by narrowing vehicle travel lanes to 10 feet where feasible to calm traffic and create space for Class IV protected bicycle lanes. Maintain an 11-foot outer lane to accommodate VTA buses. Install concrete buffers to enhance cyclist safety and shorten pedestrian crossing distances by 8 to 12 feet. | Install Protected Intersection Design - Incorporates Improvements: B3, | 0.7 |
| North Capitol Avenue | Pedestrian Access | P8 | Conduct a sidewalk accessibility audit to identify obstructions and substandard widths relative to the roadways associated street typology established in the 2040 General Plan. | Sidewalk Audit | 0.66 |
| Hostetter Road at North Capitol Avenue | Bicycle Access | B3 | To support the future Class IV bicycle facilities, implement a protected intersection design where feasible to enhance multimodal safety and comfort for all users. Incorporate dedicated bicycle signal phases at intersections and prohibit right turns on red to reduce turning conflicts and improve cyclist visibility. | Incorporated with Recommendation P1 | 0.64 |
| North Capitol Avenue (east of Hostetter Road) | Bicycle Access | B4 | Upgrade existing bicycle facilities to Class IV separated bike lanes by constructing physical barriers between bicycle lanes and adjacent vehicle travel lanes to enhance cyclist safety and reduce conflicts with motor vehicles. | Install Class IV Protected Bike Lanes | 0.61 |

| Location | Access Mode | ID | Recommendation | Project | Priority Score |
|---|---|---|---|---|---|
| North Capitol Avenue | Pedestrian Access | P8 | Mid-term: Reconstruct or widen sidewalks that do not meet City of San José or ADA standards in accordance with PROWAG standards. | Construct Sidewalk | 0.56 |
| Hostetter Road | Bicycle Access | B4 | Upgrade existing bicycle facilities to Class IV separated bike lanes by constructing physical barriers between bicycle lanes and adjacent vehicle travel lanes to enhance cyclist safety and reduce conflicts with motor vehicles. | Install Class IV Protected Bike Lanes | 0.56 |
| Hostetter Road at North Capitol Avenue | Pedestrian and Bicycle Access | P4 | Evaluate the feasibility of implementing pedestrian safety enhancements, including the extension of center medians to create ADA-compliant pedestrian refuge islands. At signalized intersections, these islands should support staged crossings during signal phases, improving comfort and safety for pedestrians navigating wide or high-volume travel lanes. | Included in P1 | 0.54 |
| North Capitol Avenue at Longford Drive | Vehicle Access | V3 | Coordinate signal timing adjustments to reflect evolving traffic patterns and ensure seamless integration with the TOD project driveway. Signal phasing should be configured to reliably detect and respond to vehicle presence at the garage exit, facilitating efficient egress. | Signal Study | 0.51 |
| North Capitol Avenue at Longford Drive | Vehicle Access | V4 | Adjust signal timing to accommodate projected peak-hour traffic volumes generated by the TOD. Timing modifications should prioritize transit mobility – such as transit signal priority (TSP) for LRT and buses - and enhance pedestrian and bicycle access to transit platforms and stops. | Signal Study | 0.51 |
| Hostetter Station | Bicycle Access | T4 | Develop a mobility hub near Hostetter Station with bike share, scooter parking, and rideshare zones to support seamless transfers between modes. | Incorporated with Recommendation B1 | 0.51 |

It is important to note that the projects identified as high priority are not the only improvements that will benefit Hostetter Station and the surrounding area. Rather, these projects are intended to serve as key priorities for coordination with the station's ongoing TOD planning efforts and with other planned initiatives, such as the City of San José Better Bike Plan and future development projects within the study area.

VTA should also consider complementary improvements that enhance the effectiveness of these projects. For example, coordination with the City of San José on a wayfinding signage program could provide a consistent and comprehensive system of directional signage for pedestrians and bicyclists. Similarly, placemaking enhancements at the station plaza can activate the site, improve visibility, and increase the utility of access improvements. A list of priority locations for constructing new high-visibility crosswalks is provided in Appendix F.

## 8.3 CPI Analysis Results

This section summarizes the results of the cost and prioritization analysis conducted for the recommended improvements. Recommendations are organized by geographic cluster and presented in descending order based on their calculated priority score. This structure provides a clear framework for identifying high-impact projects and guiding funding and implementation efforts.

### 8.3.1 Cluster 1: Hostetter Station and TOD Site

Cluster 1 encompasses the immediate Hostetter Station light-rail platform and the adjacent TOD site, where multimodal access improvements are critical to supporting increased activity and connectivity. See Chapter 7 for recommendation descriptions and maps. **Table 13** provides a cost range for the recommendations in Cluster 1 along with their corresponding priority scores.

***Table 13. Cluster 1 Cost Range Estimate and Priority Scores***

| Location | Access Mode | ID | Recommendations | Description | Estimated Total Cost: Low | Estimated Total Cost: High | Priority Score |
|---|---|---|---|---|---|---|---|
| North Capitol Avenue at Longford Drive | Bicycle | B3 | To support the future Class IV bicycle facilities, implement a protected intersection design where feasible to enhance multimodal safety and comfort for all users. Incorporate dedicated bicycle signal phases at intersections and prohibit right turns on red to reduce turning conflicts and improve cyclist visibility. | Install Protected Intersection Design | $600,000 | $2,200,000 | 0.7 |
| Hostetter Station | Transit | T4 | Develop a mobility hub near Hostetter Station with bike share, scooter parking, and rideshare zones to support seamless transfers between modes. | Incorporated with B1 | - | - | 0.51 |

| Location | Access Mode | ID | Recommendations | Description | Estimated Total Cost: Low | Estimated Total Cost: High | Priority Score |
|---|---|---|---|---|---|---|---|
| North Capitol Avenue at Longford Drive | Vehicle | V3 | Coordinate signal timing adjustments to reflect evolving traffic patterns and ensure seamless integration with the project driveway. | Signal Study | $6,000 | $10,000 | 0.51 |
| North Capitol Avenue at Longford Drive | Vehicle | V4 | Adjust signal timing to accommodate projected peak-hour traffic volumes generated by the TOD. | Signal Study | $6,000 | $10,000 | 0.51 |
| North Capitol Avenue at Longford Drive | Pedestrian | P2 | Add vehicle stop bars or shift vehicle stop bars further back from crosswalks and provide 20-foot daylighting buffers at signalized intersections to improve pedestrian visibility and safety. | Advance Yield/Stop Line(s) | $2,400 | $9,600 | 0.47 |
| Hostetter Station | Bicycle | B1 | Develop a mobility hub at Hostetter Station that integrates bike and scooter share docks, designated ride-share pick-up and drop-off zones, secure bicycle parking, and a comprehensive wayfinding system to support seamless multimodal connectivity. | Bike Lockers | $10,800 | $22,800 | 0.47 |
| Hostetter Station | Bicycle | B1 | Develop a mobility hub at Hostetter Station that integrates bike and scooter share docks, designated ride-share pick-up and drop-off zones, secure bicycle parking, and a comprehensive wayfinding system to support seamless multimodal connectivity. | Bike Racks | $875 | $2,500 | 0.47 |
| Hostetter Station | Pedestrian | P11 | Study the feasibility of a mid-block crosswalk from the sidewalk to the north side of the LRT station platform, to reduce unsafe jaywalking and improve pedestrian access. | Conduct Feasibility Study | $20,000 | $50,000 | 0.46 |

| Location | Access Mode | ID | Recommendations | Description | Estimated Total Cost: Low | Estimated Total Cost: High | Priority Score |
|---|---|---|---|---|---|---|---|
| North Capitol Avenue at Longford Drive | Pedestrian | P3 | Upgrade lighting at intersections and directly over crosswalks to improve pedestrian visibility during low-light conditions. | Overhead Crosswalk Lighting | $20,000 | $80,000 | 0.41 |
| Hostetter Station | Pedestrian | P13 | Install area maps at the station platform to assist passengers in navigating the surrounding neighborhood, identifying key destinations, and connecting to nearby transit, trails, and amenities. | Install Area Maps | $3,000 | $7,000 | 0.37 |
| See Appendix D | Pedestrian | P9 | Install missing crosswalks and restripe faded ones using high-visibility 'zebra' markings to enhance pedestrian safety and visibility at crossings. | Install High-Visibility Crosswalk Markings | $50,000 | $125,000 | 0.36 |
| Hostetter Station | Transit | T3 | Establish dedicated pick-up/drop-off zones using painted curb and/or clear signage in a safe and convenient location to facilitate access to the station platform. | Incorporated with V1 | - | - | 0.36 |
| Hostetter Station TOD Site: Camino Del Rey and North Capitol Avenue | Vehicle | V1 | Designate and clearly mark curbside zones for pick-up/drop-off, rideshare, delivery, and loading activities to enhance user convenience, improve curbside efficiency, and support safe, orderly circulation. | Curbside with Signage and Striping | $25,000 | $75,000 | 0.36 |
| North Capitol Avenue at Longford Drive | Pedestrian | P7 | Install accessible pedestrian signals (APS) with active pedestrian detection and adaptive timing for slower walkers , including seniors and individuals with physical disabilities. Add audio cues to support users with visual impairments. | Install APS with pedestrian detection and adaptive timing | $96,000 | $144,000 | 0.31 |

| Location | Access Mode | ID | Recommendations | Description | Estimated Total Cost: Low | Estimated Total Cost: High | Priority Score |
|---|---|---|---|---|---|---|---|
| Hostetter Station | Bicycle | B1 | Develop a mobility hub at Hostetter Station that integrates bike and scooter share docks, designated ride-share pick-up and drop-off zones, secure bicycle parking, and a comprehensive wayfinding system to support seamless multimodal connectivity. | Install new eLockers (8), bike share dock (15-19 spaces), designated PUDO bay, and new short term bike racks. Wayfinding: Incorporated with B2 and P12 | $121,000 | 341,000 | 0.31 |
| | | | | **Cluster 1 Total** | **$961,075** | **$3,076,900** | **0.44** |

The estimated cost to implement the recommendations in Cluster 1 ranges from $961,075 to $3,076,900. With an average priority score of 0.44, these recommendations are considered to have a moderate priority level and may be suitable for inclusion in near-term and mid-term implementation strategies, contingent on funding availability and project sequencing.

### 8.3.2 Cluster 2: Hostetter Road and North Capitol Avenue Intersection

Cluster 2 addresses the critical intersection of Hostetter Road and North Capitol Avenue, a key node for multimodal travel and a focal point for safety and operational improvements. See Chapter 7 for recommendation descriptions and maps. **Table 14** provides a cost range for the recommendations in Cluster 2 along with their corresponding priority scores.

***Table 14. Cluster 2 Cost Range Estimate and Priority Scores***

| Location | Access Mode | ID | Recommendations | Description | Estimated Total Cost: Low | Estimated Total Cost: High | Priority Score |
|---|---|---|---|---|---|---|---|
| Hostetter Road at North Capitol Avenue | Pedestrian | P1 | Reconfigure the intersection by narrowing vehicle travel lanes to 10 feet where feasible to calm traffic and create space for Class IV protected bicycle lanes. Maintain an 11-foot outer lane to accommodate VTA buses. Install concrete buffers to enhance cyclist safety and shorten pedestrian crossing distances by 8 to 12 feet. | Install Protected Intersection Design - Incorporates Improvements: B3, | $600,000 | $2,200,000 | 0.70 |

| Location | Access Mode | ID | Recommendations | Description | Estimated Total Cost: Low | Estimated Total Cost: High | Priority Score |
|---|---|---|---|---|---|---|---|
| Hostetter Road at North Capitol Avenue | Bicycle | B3 | To support the future Class IV bicycle facilities, implement a protected intersection design where feasible to enhance multimodal safety and comfort for all users. Incorporate dedicated bicycle signal phases at intersections and prohibit right turns on red to reduce turning conflicts and improve cyclist visibility. | Incorporated with Recommendation P1 | - | - | 0.64 |
| Hostetter Road at North Capitol Avenue | Pedestrian | P4 | Evaluate the feasibility of implementing pedestrian safety enhancements, including the extension of center medians to create ADA-compliant pedestrian refuge islands. At signalized intersections, these islands should support staged crossings during signal phases, improving comfort and safety for pedestrians navigating wide or high-volume travel lanes. Refuge islands should offer a protected, accessible waiting area with features like detectable warning surfaces, sufficient width, and clear signage to ensure compliance and ease of use. | Included in P1 | - | - | 0.54 |
| North Capitol Avenue at Hostetter Road | Vehicle | V4 | Adjust signal timing to accommodate projected peak-hour traffic volumes generated by the TOD. Timing modifications should prioritize transit mobility – such as transit signal priority (TSP) for LRT and buses - and enhance pedestrian and bicycle access to transit platforms and stops. | Signal Study | $6,000 | $10,000 | 0.46 |

| Location | Access Mode | ID | Recommendations | Description | Estimated Total Cost: Low | Estimated Total Cost: High | Priority Score |
|---|---|---|---|---|---|---|---|
| Hostetter Road at North Capitol Avenue | Pedestrian | P2 | Add vehicle stop bars or shift vehicle stop bars further back from crosswalks and provide 20-foot daylighting buffers at signalized intersections to improve pedestrian visibility and safety. This increased setback reduces the likelihood of vehicle encroachment into the crosswalk, enhances sightlines between drivers and pedestrians, and creates space for leading pedestrian intervals or curb extensions where feasible. | Advance Yield/Stop Line(s) | $2,400 | $9,600 | 0.41 |
| Hostetter Road at North Capitol Avenue | Pedestrian | P3 | Upgrade lighting at intersections and directly over crosswalks to improve pedestrian visibility during low-light conditions. Enhanced illumination increases driver awareness of crossing pedestrians, reduces crash risk, and supports a safer nighttime walking environment. Lighting should be pedestrian-scaled, evenly distributed, and designed to minimize glare for both drivers and pedestrians. | Overhead Crosswalk Lighting | $20,000 | $80,000 | 0.36 |

| Location | Access Mode | ID | Recommendations | Description | Estimated Total Cost: Low | Estimated Total Cost: High | Priority Score |
|---|---|---|---|---|---|---|---|
| Bus stops on Hostetter Road and North Capitol Avenue | Transit | T1 | Conduct updated ridership counts following TOD occupancy to assess demand for upgraded amenities. Based on findings, install benches, shelters, and real-time arrival displays to enhance comfort, accessibility, and usability. Ridership study should be coordinated with VTA's Passenger Facilities group to assess conditions and feasibility of implementing targeted improvements. | Real-Time Displays | $10,000 | $30,000 | 0.36 |
| Hostetter Road at North Capitol Avenue | Pedestrian | P7 | Install accessible pedestrian signals (APS) with active pedestrian detection and adaptive timing for slower walkers, including seniors and individuals with physical disabilities. Add audio cues to support users with visual impairments. Ensure all signal components are designed and placed to maintain ADA-compliant pedestrian access and clear sidewalk pathways, in accordance with Public Right-of-Way Accessibility Guidelines (PROWAG). | Install APS with pedestrian detection and adaptive timing | $96,000 | $144,000 | 0.26 |
| Bus stops on Hostetter Road and North Capitol Avenue | Transit | T1 | Conduct updated ridership counts following TOD occupancy to assess demand for upgraded amenities. Based on findings, install benches, shelters, and real-time arrival displays to enhance comfort, accessibility, and usability. Ridership study should be coordinated with VTA's Passenger Facilities group to assess conditions and feasibility of implementing targeted improvements. | Shelter | $30,000 | $50,000 | 0.21 |

| Location | Access Mode | ID | Recommendations | Description | Estimated Total Cost: Low | Estimated Total Cost: High | Priority Score |
|---|---|---|---|---|---|---|---|
| Hostetter Station | Transit | T2 | Route 70 Corridor: Conduct updated ridership counts following TOD occupancy to assess demand for improved service frequency to better meet rider demand and support dependable multimodal connections. These enhancements should be coordinated with VTA service planning and aligned with TOD-related ridership growth and the goals of VTA's Visionary Network. | Conduct Ridership Counts | $20,000 | $50,000 | 0.21 |
| | | | | **Cluster 2 Total** | **$784,400** | **$2,573,600** | **0.42** |

The estimated cost to implement the recommendations in Cluster 2 ranges from $784,400 to $2,573,600. With an average priority score of 0.42, these recommendations are considered to have a moderate priority level and may be appropriate for mid-term implementation, subject to funding availability and alignment with broader corridor objectives.

### 8.3.3 Clusters 3 and 4: I-680 Intersections

Clusters 3 and 4 focus on the intersections where Hostetter Road and North Capitol Avenue cross under I-680—areas that present unique challenges due to high traffic volumes, limited visibility, and complex multimodal interactions. See Chapter 7 for recommendation descriptions and maps. **Table 15** provides a cost range for the recommendations in Cluster 3 along with their corresponding priority scores.

***Table 15. Cluster 3 Cost Range Estimate and Priority Scores***

| Location | Access Mode | ID | Recommendations | Description | Estimated Total Cost: Low | Estimated Total Cost: High | Priority Score |
|---|---|---|---|---|---|---|---|
| Hostetter Road at I-680 Access Ramps | Pedestrian | P6 | Reduce corner curb radii to 10–15 feet and implement enhanced warning signs or Rectangular Rapid Flashing Beacons (RRFBs) at freeway on-/off-ramps to lower vehicle turning speeds and enhance safety for pedestrians and cyclists. | Reduce corner curb radii - Incorporates Improvement(s): V5 | $202,653 | $673,167 | 0.36 |
| Hostetter Road at I-680 Access Ramps | Pedestrian | P10 | Conduct a lighting study to evaluate existing illumination levels and determine appropriate lighting enhancements at the I-680 overpasses on Hostetter Road and North Capitol Avenue, with the goal of improving visibility, safety, and comfort for all users. Lighting should be pedestrian-scale, evenly distributed, and designed to minimize glare. | Conduct Lighting Study | $20,000 | $50,000 | 0.31 |
| Hostetter Road at I-680 Access Ramps | Vehicle | V5 | Redesign freeway access ramps to reflect contemporary urban standards by orienting ramps perpendicular to surface streets. This approach enhances safety, improves traffic flow, and supports multimodal connectivity in dense urban environments. | Incorporated with Recommendation P6 | - | - | 0.31 |
| | | | | **Cluster 3 Total** | **$222,653** | **$723,167** | **0.33** |

The estimated cost to implement Cluster 3 recommendations ranges from $40,000 to $150,000. The average priority score for Cluster 3 recommendations is 0.33, indicating a low to moderate priority level.

**Table 16** provides a cost range for the recommendations in Cluster 4 along with their corresponding priority scores.

***Table 16. Cluster 4 Cost Range Estimate and Priority Scores***

| Location | Access Mode | ID | Recommendations | Description | Estimated Total Cost: Low | Estimated Total Cost: High | Priority Score |
|---|---|---|---|---|---|---|---|
| Multiple Locations *(See Appendix D)* | Pedestrian | P9 | Install missing crosswalks and restripe faded ones using high-visibility 'zebra' markings to enhance pedestrian safety and visibility at crossings. | Install High-Visibility Crosswalk Markings | $20,000 | $50,000 | 0.36 |
| North Capitol Avenue at I-680 Access Ramps | Pedestrian | P6 | Reduce corner curb radii to 10–15 feet and implement enhanced warning signs or Rectangular Rapid Flashing Beacons (RRFBs) at freeway on-/off-ramps to lower vehicle turning speeds and enhance safety for pedestrians and cyclists. | Reduce corner curb radii. Incorporates Recommendation V5 | $377,755 | $1,281,945 | 0.31 |
| North Capitol Avenue at I-680 Access Ramps | Pedestrian | P10 | Conduct a lighting study to evaluate existing illumination levels and determine appropriate lighting enhancements at the I-680 overpasses on Hostetter Road and North Capitol Avenue, with the goal of improving visibility, safety, and comfort for all users. Lighting should be pedestrian-scale, evenly distributed, and designed to minimize glare. | Conduct Lighting Study | $20,000 | $50,000 | 0.27 |
| North Capitol Avenue at I-680 Access Ramps | Vehicle | V5 | Redesign freeway access ramps to reflect contemporary urban standards by orienting ramps perpendicular to surface streets. This approach enhances safety, improves traffic flow, and supports multimodal connectivity in dense urban environments. | Incorporated with Recommendation P6 | - | - | 0.27 |
| | | | | **Cluster 4 Total** | **$417,755** | **$1,381,945** | **0.30** |

The estimated cost to implement Cluster 4 recommendations ranges from $90,000 to $350,000. The average priority score for Cluster 4 recommendations is 0.30, indicating a lower priority level. The total estimated cost to implement recommendations for both Clusters 3 and 4 ranges from $130,000 to $500,000 with an average priority score of 0.31 indicating a low to moderate priority level.

### 8.3.4 Cluster 5: Sierra Road and Havenwood Avenue Intersection

Cluster 5 focuses on the intersection of Sierra Road and Havenwood Avenue, a residential area where pedestrian safety and comfort are key concerns. See Chapter 7 for recommendation descriptions and maps. **Table 17** provides a cost range for the recommendations in Cluster 5 along with their corresponding priority scores.

***Table 17. Cluster 5 Cost Range Estimate and Priority Scores***

| Location | Access Mode | ID | Recommendations | Description | Estimated Total Cost: Low | Estimated Total Cost: High | Priority Score |
|---|---|---|---|---|---|---|---|
| Sierra Road at Havenwood Drive | Pedestrian | P4 | Evaluate the feasibility of implementing pedestrian safety enhancements, including the extension of center medians to create ADA-compliant pedestrian refuge islands. At signalized intersections, these islands should support staged crossings during signal phases, improving comfort and safety for pedestrians navigating wide or high-volume travel lanes. | Pedestrian Refuge Island(s) | $8,960 | $16,800 | 0.36 |
| Multiple Locations (See Appendix F) | Pedestrian | P9 | Install missing crosswalks and restripe faded ones using high-visibility 'zebra' markings to enhance pedestrian safety and visibility at crossings. | Install High-Visibility Crosswalk Markings | $40,000 | $100,000 | 0.36 |
| | | | | **Cluster 10 Total** | **$48,960** | **$116,800** | **0.36** |

The estimated cost to implement the recommendations in Cluster 10 is between $48,960 and $116,800. With an average priority score of 0.36, these recommendations represent a moderate level of priority and may warrant consideration in near-term planning efforts, subject to available resources.

### 8.3.5 Clusters 6 through 10: Residential Neighborhoods

Clusters 6 through 10 encompass residential neighborhoods surrounding Hostetter Station. These zones are characterized by frequent pedestrian activity, especially among school-aged children and families, making pedestrian safety a top priority. See Chapter 7 for recommendation descriptions and maps. **Table 18** provides a cost range for the recommendations in Clusters 6 through 10 along with their corresponding priority scores.

***Table 18. Clusters 6 through 10 Cost Range Estimate and Priority Scores***

| Location | Access Mode | ID | Recommendations | Description | Estimated Total Cost: Low | Estimated Total Cost: High | Priority Score |
|---|---|---|---|---|---|---|---|
| Multiple Locations (See Appendix D) | Pedestrian | P9 | Install missing crosswalks and restripe faded ones using high-visibility 'zebra' markings to enhance pedestrian safety and visibility at crossings. | Install High-Visibility Crosswalk Markings | $220,000 | $550,000 | 0.36 |
| North Capitol Avenue at Orangestone Way / Greengate Drive | Pedestrian | P7 | Install accessible pedestrian signals (APS) with active pedestrian detection and adaptive timing for slower walkers, including seniors and individuals with physical disabilities. Add audio cues to support users with visual impairments. Ensure all signal components are designed and placed to maintain ADA-compliant pedestrian access and clear sidewalk pathways, in accordance with Public Right-of-Way Accessibility Guidelines (PROWAG). | Install APS with pedestrian detection and adaptive timing | $96,000 | $144,000 | 0.21 |
| | | | | **Clusters 5-9 Total** | **$316,000** | **$694,000** | **0.29** |

The estimated cost to implement the recommendations within Clusters 6 through 10 is projected to range between $316,000 and $694,000. These recommendations have an average priority score of 0.29, suggesting they are generally lower in urgency and may be considered for implementation in later phases or as funding allows.

### 8.3.6 Corridor-Wide Recommendations

The Corridor-Wide Recommendations address systemic improvements along Hostetter Road and North Capitol Avenue to enhance multimodal access, safety, and user experience, making the broader study area more convenient and comfortable for all users. See Chapter 7 for recommendation descriptions and maps. **Table 19** provides a cost range for the North Capitol Avenue corridor recommendations along with their corresponding priority scores..

***Table 19. North Capitol Avenue Cost Range Estimate and Priority Scores***

| Location | Access Mode | ID | Recommendations | Description | Estimated Total Cost | Estimated Total Cost | Priority Score |
|---|---|---|---|---|---|---|---|
| North Capitol Avenue | Pedestrian | P8 | Short-term: Conduct a sidewalk accessibility audit to identify obstructions and substandard widths relative to the roadways associated street typology established in the 2040 General Plan. | Sidewalk Audit | $20,000 | $50,000 | 0.66 |
| North Capitol Avenue | Bicycle | B4 | Upgrade existing bicycle facilities to Class IV separated bike lanes by constructing physical barriers between bicycle lanes and adjacent vehicle travel lanes to enhance cyclist safety and reduce conflicts with motor vehicles. | Install Class IV Protected Bike Lanes | $377,500 | $528,500 | 0.61 |
| North Capitol Avenue | Pedestrian | P8 | Mid-term: Reconstruct or widen sidewalks that do not meet City of San José or ADA standards in accordance with PROWAG standards. | Construct Sidewalk | $122,250 | $163,000 | 0.56 |
| | | | | **Corridor-Wide Total** | **$519,750** | **$741,500** | **0.61** |

The estimated cost to implement the North Capitol Avenue corridor recommendations is projected to range from $519,750 to $741,500. With an average priority score of 0.61, these recommendations are considered to have a moderate to high priority and may be appropriate for mid-term implementation, depending on strategic objectives and funding availability.

**Table 20** provides a cost range for the Hostetter Road corridor recommendations along with their corresponding priority scores.

***Table 20. Hostetter Road Corridor Cost Range Estimate and Priority Scores***

| Location | Access Mode | ID | Recommendations | Description | Estimated Total Cost: Low | Estimated Total Cost: High | Priority Score |
|---|---|---|---|---|---|---|---|
| Hostetter Road (east of North Capitol Avenue) | Bicycle | B4 | Upgrade existing bicycle facilities to Class IV separated bike lanes by constructing physical barriers between bicycle lanes and adjacent vehicle travel lanes to enhance cyclist safety and reduce conflicts with motor vehicles. | Install Class IV Protected Bike Lanes | $270,000 | $378,000 | 0.56 |
| Hostetter Road and North Capitol Avenue Corridors | Pedestrian | P5 | Incorporate street trees, benches, pedestrian-scale lighting, and shade structures into sidewalk design to create a more inviting, comfortable, and climate-resilient walking environment, while maintaining ADA accessibility. | Conduct lighting study. *(Recommend incorporation with P8 - conduct sidewalk audit)* | $20,000 | $50,000 | 0.41 |
| | | | | **Corridor-Wide Total** | **$290,000** | **$428,000** | **0.49** |

The estimated cost to implement the corridor-wide recommendations is projected to range from $290,000 to $428,000. With an average priority score of 0.49, these recommendations are considered to have a moderate priority and may be appropriate for mid-term implementation, depending on strategic objectives and funding availability.

**Table 21** provides a cost range for wayfinding recommendations along with their corresponding priority scores

***Table 21. Wayfinding Cost Range and Priority Scores***

| Location | Access Mode | ID | Recommendations | Description | Estimated Total Cost: Low | Estimated Total Cost: High | Priority Score |
|---|---|---|---|---|---|---|---|
| Hostetter Station | Vehicle | V2 | Implement wayfinding signage and circulation guidance strategies to minimize user confusion and mitigate unsafe behaviors in the vicinity of the station | Signage | $1,125 | $1,500 | 0.37 |
| Hostetter Station and surrounding area | Pedestrian | P12 | Install multilingual wayfinding signage to establish clear and intuitive pedestrian connections between the station and key nearby destinations, including the nearby retail centers (e.g., Dai-Thanh Supermarket), Cherrywood Elementary School, Cataldi Park, surrounding residential neighborhoods, and nearby bus stops. | Install Wayfinding Signs | $3,750 | $5,000 | 0.31 |
| On bike routes to station | Bicycle | B2 | Deploy multilingual bicycle-scale wayfinding signage to guide users to key destinations such as Cherrywood Elementary School, nearby retail centers (e.g., Dai-Thanh Supermarket and Berryessa Hills Business Center), nearby parks (e.g., Cataldi, Flickinger, and Brooktree), and the Lower Penitencia Creek Trail. | Install Wayfinding Signs | $3,750 | $5,000 | 0.31 |
| | | | | **Corridor-Wide Total** | **$8,625** | **$11,500** | **0.33** |

The estimated cost to implement the wayfinding recommendations is projected to range from $8,625 to $11,500. With an average priority score of 0.33, these recommendations are considered to have a low to moderate priority and may be appropriate for mid-term implementation, depending on strategic objectives and funding availability.

## 8.4 Potential Funding Sources

Securing funding is critical to implementing station access improvements at Hostetter Station. California offers a wide range of federal, state, and local programs that support projects enhancing multimodal connectivity, accessibility, and safety for transit users. These funding opportunities include competitive grants for large-scale transit modernization, active transportation initiatives, and first/last-mile connections, as well as formula-based programs aimed at reducing greenhouse gas emissions and improving equity. Understanding these programs and aligning proposed improvements with their objectives will be essential to advancing Hostetter Station access priorities.

### 8.4.1 Station Access Grants and Funding Sources

There is a diverse range of funding programs to support station access improvements, drawing from federal, state, and local sources. These programs prioritize multimodal connectivity, accessibility, and safety enhancements for transit users.

#### 8.4.1.1 Major Grant Programs

1. **Transit and Intercity Rail Capital Program (TIRCP)**[29]
   TIRCP funds large-scale projects that modernize and expand transit and rail systems, including station upgrades, platform enhancements, and first/last-mile connections. Recent funding cycles awarded over $1.3 billion to 27 projects statewide, leveraging federal and local matching funds.

2. **All Stations Accessibility Program (ASAP)**[30]
   This federal program focuses on making existing stations fully ADA-compliant. Eligible improvements include platform modifications, ramps, and accessible pathways. For example, SFMTA received $4.7 million for accessibility upgrades at Muni light rail stations (May 2024 ASAP funding).

3. **FTA Section 5310 Grants**[31]
   Administered by Caltrans, these grants improve mobility for seniors and individuals with disabilities, supporting planning and design for specialized access improvements.

4. **Consolidated Rail Infrastructure and Safety Improvements (CRISI)**[32]
   CRISI provides federal funding for safety, reliability, and capacity improvements for passenger and freight rail. California recently received over $279 million for projects, including track and station access enhancements.

#### 8.4.1.2 State and Local Funding Sources

1. **Senate Bill 1 (SB 1) – Road Repair and Accountability Act** [33]
   SB 1 generates approximately $5 billion annually for transportation improvements, including station access and safety upgrades.a

[29] Source: https://catc.ca.gov/programs/transit-intercity-rail-capital-program
[30] Source: https://www.transit.dot.gov/ASAP
[31] Source:https://dot.ca.gov/programs/rail/enhanced-mobility-of-seniors-and-individuals-with-disabilities-program-fta-5310
[32] Source:https://railroads.dot.gov/grants-loans/consolidated-rail-infrastructure-and-safety-improvements-crisi-program
[33] Source: https://dot.ca.gov/programs/sb1

2. **Local Transit Agency Programs** [34]
   Agencies such as VTA and BART administer specialized programs to improve station access, nearby infrastructure, and transit-oriented development.

3. **Affordable Housing and Sustainable Communities (AHSC)** [35]
   The Affordable Housing and Sustainable Communities Program provides grants and loans for projects that reduce greenhouse gas emissions through coordinated investments in affordable housing, sustainable transportation infrastructure, and transportation-related amenities. Eligible projects must be located near transit and demonstrate reductions in vehicle miles traveled by improving access to walking, bicycling, and transit. AHSC funds can support a range of improvements, including transit-oriented affordable housing, bike and pedestrian networks, station area enhancements, and community-serving programs.

#### 8.4.1.3 Additional Programs

1. **Low Carbon Transit Operations Program (LCTOP)** [36]
   LCTOP supports projects that reduce greenhouse gas emissions and improve connectivity, often funding first/last-mile solutions and bike/transit integration.

### 8.4.2 Active Transportation Grants and Funding Sources

There is a robust set of programs to fund active transportation improvements, including pedestrian, bicycle, and first/last-mile connections to transit. These programs are designed to enhance safety, mobility, and multimodal access, with a strong emphasis on equity and sustainability.

1. **Active Transportation Program (ATP)** [37]
   The ATP is the state's primary funding source for pedestrian and bicycle infrastructure, consolidating several legacy programs into a single competitive grant process. Administered by the California Transportation Commission in partnership with Caltrans and regional agencies, ATP funds projects such as sidewalks, bike lanes, Safe Routes to Schools, traffic calming, and non-infrastructure initiatives like planning and education campaigns. Annual funding exceeds $200 million, bolstered by Senate Bill 1 (SB 1), though recent budget adjustments have impacted allocations. ATP prioritizes projects that improve safety and serve disadvantaged communities, making it highly competitive.

2. **Pedestrian and Bikeway-Specific Grants**
   Additional programs complement ATP by targeting specific active transportation needs. The Walk & Bike Network Grant Program[38] allocates $50 million statewide every two years to develop interconnected pedestrian and bicycle networks, prioritizing access to transit, schools, and employment centers. The Safe Streets and Roads for All (SS4A) program[39] supports local Vision Zero initiatives and infrastructure improvements for safer streets, including sidewalks and intersection upgrades. The Sustainable Transportation Planning Grant Program[40] recently awarded $26 million statewide for planning and conceptual design of pedestrian and bicycle facilities, including climate resiliency measures.

[34] Source: https://www.vta.org/programs/congestion-management-program/grants
[35] Source: https://www.hcd.ca.gov/funding/ahsc
[36] Source: https://dot.ca.gov/programs/rail/low-carbon-transit-operations-program-lctop
[37] Source: https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program
[38] Source: https://www.calbike.org/our_initiatives/fund_california_s_bikeways/walk_bike_networks/
[39] Source: https://www.transportation.gov/grants/SS4A
[40] Source: https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants

3. **Federal and Regional Funding Opportunities**
   Federal programs such as the Infrastructure Investment and Jobs Act (IIJA)[41] provide matching funds for multimodal projects, while discretionary grants like RAISE (Rebuilding American Infrastructure with Sustainability and Equity)[42], Reconnecting Communities Pilot (RCP)[43], and Rural Surface Transportation Grants[44] often include active transportation components. At the regional level, agencies such as the Metropolitan Transportation Commission (MTC) administer local ATP competitions and other grant programs to support first/last-mile connectivity and active transportation infrastructure.[45]

4. **Integration with Transit Funding Programs**
   Active transportation improvements can also be incorporated into broader transit funding programs. The Transit and Intercity Rail Capital Program (TIRCP) and the Low Carbon Transit Operations Program (LCTOP)[46] provide significant funding for projects that reduce greenhouse gas emissions and improve multimodal connectivity, often including bike/transit integration and first/last-mile solutions.

### 8.4.3 Application Strategy

To secure funding for Hostetter Station improvements, agencies should monitor calls for projects through Caltrans, California State Transportation Authority (CalSTA), and regional MPOs, as many programs operate on competitive cycles. Building partnerships with local jurisdictions, community organizations, and transit agencies like VTA can strengthen applications by demonstrating regional support and alignment with mobility goals. Projects should be framed to meet program objectives such as accessibility, sustainability, and equity, while leveraging multiple funding streams to improve competitiveness. Early coordination on project readiness, environmental clearance, and cost estimates will further enhance eligibility and success.

[41] Source: https://www.transportation.gov/infrastructure-investment-and-jobs-act
[42] Source: https://www.transportation.gov/BUILDgrants
[43] Source: https://www.transportation.gov/reconnecting
[44] Source: https://www.transportation.gov/grants/rural-surface-transportation-grant-program
[45] Source: https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/active-transportation-program
[46] Source: https://www.vta.gov/projects/funding/low-carbon-transit-operations-program-lctop