



## **Appendix A: Public Outreach and Community Engagement Plan**



# River Oaks TOD Station Access Study

## Public Outreach and Community Engagement Plan

Draft January 2025

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This document details the outreach goals, strategies, tools, and collateral to generate public participation and engagement for the River Oaks TOD Station Access Study. This outreach and engagement program will aim to engage a multi-demographic audience and inspire interest and excitement around opportunities for participation and providing feedback on how to improve bicycle and pedestrian access to and from the River Oaks Station. This plan is customized for the local community and the needs of different populations that live and work in the project area.

## PROJECT OVERVIEW

As VTA explores the opportunity for future development on the 18-acre River Oaks site, which is adjacent to the River Oaks Station, the need for convenient and safe pedestrian and bicycle access to and around the station is a top priority. The River Oaks TOD site presents an opportunity to provide new development adjacent to a key transit corridor and increase station ridership, address local housing needs, and provide the impetus to enhance access and circulation for the station.

The goal of this project is to find ways to improve accessibility and safety for pedestrians and bicyclists traveling to and from the River Oaks Station. This will encourage more people to walk or bike to the station instead of driving, leading to increased Light Rail ridership. With the significant development potential of the River Oaks TOD site, the need to provide additional multimodal access opportunities to the station becomes even more critical.

## OUTREACH AND ENGAGEMENT GOALS AND OBJECTIVES

The key objectives for this outreach process are to:

1. Reach a broad cross-section of the community in terms of demographics, transportation patterns and abilities.
2. Analyze and document input received to inform decision-makers about proposed improvements.
3. Build awareness and understanding of the study and the opportunities to provide input.
4. Acknowledge past community engagement, public input, and planning efforts

## OUTREACH AND ENGAGEMENT STRATEGY

The key elements of the outreach strategy for this study include community engagement, stakeholder engagement, and a Technical Advisory Committee (TAC).

Two rounds of community engagement are planned. Each round of outreach includes website and social media content, pop-up events, in-person community meeting, online surveys, collateral to promote the meetings and surveys, and a TAC meeting.

The **first round of engagement** will take place in **February/March 2025** to inform the community about the project and collect input on mobility characteristics, corridor needs, and improvement priorities. This will be an open-ended listening effort through the online survey, in-person pop-ups, and community meeting opportunity where we will receive more information to inform our analysis.

The **second round of engagement** is anticipated in approximately **September/October 2025** and will occur after draft improvement recommendations are prepared. Information about the initial concept alternatives will be presented and input from the community in this round will inform the final recommendations and project prioritization.

We will partner with Catalyze SV, a local CBO, to help ensure that we are connecting with all of the relevant stakeholders around the study area. We will leverage their network to bring awareness about the project to a larger audience.

To ensure that the community can easily understand the project materials, all project collateral will be translated into Chinese (traditional).

## OUTREACH AND ENGAGEMENT ACTIVITIES

### *Community Meetings*

There will be two (2) in-person community meetings, one meeting per each round of outreach. The first meeting will be an open-house event and will focus on educating attendees about the access study, gathering their feedback on the challenges they encounter around the River Oaks Light Rail station and their preferences on potential improvements. The second meeting will present the findings of the first round of engagement, share the proposed improvements, and discuss steps for implementation. For both rounds of outreach, interactive boards and paper surveys will be available in English and Chinese.

### *Pop-ups*

During each round of outreach, three (3) pop-up events will be held to engage residents and commuters during their daily routines. The pop-ups will solicit community input via similar means as the community meetings and guide the advancement of the project. Pop-ups will use the same set of materials used at the community meetings and conclude with a summary of feedback.

Kimley-Horn will staff two pop-up events each round and VTA will staff one pop-up. The pop-ups will be advertised via direct mailers and social media advertising.

Areas of focus and demographics for tentative pop-up events include:

Location or Event	Audience(s)	Preferred Date and Time for Engagement
River Oaks Light Rail Station	Commuters, Bicyclists	Peak weekday AM or PM commute hours
Guadalupe River Trail Trailhead	Bicyclists, Pedestrians, Families	Peak weekday AM or PM commute hours; weekend morning or early afternoon
River Oaks Neighborhood Association Meetings; occur monthly	Residents	During scheduled meeting
Riverview Park in San Jose	Residents, Bicyclists, Pedestrians, Families	Weekend late morning to early afternoon
Live Oak Park in Santa Clara	Residents, Bicyclists, Pedestrians, Families	Weekend late morning to early afternoon
Northside Branch Library in Santa Clara	Residents, Bicyclists, Pedestrians, Families	Weekend morning to early afternoon; consult with library staff
Safeway at Rivermark Plaza	Residents	Consult with store manager

### *Stakeholder Outreach*

There are a large variety of affected stakeholders around the project area, including apartment complexes, corporate campuses, small businesses, and schools. We plan to reach out to these organizations to help promote the engagement activities and share project information through their social media channels and other pre-existing information distribution channels.

The stakeholders who will be directly involved in spreading awareness about this project to their respective communities include the following organizations:

Tier 1 Stakeholders
River Oak Light Rail Riders
Guadalupe Rail Trail Users
River Oaks Neighborhood Association
Mansion Grove Apartments
River View Apartments
The Oaks at Northpark Apartments

**Tier 1 Stakeholders**

Intel - San Jose Innovation Campus

SK Hynix Memory Solutions Campus

Sunnytech Campus

Canon U.S.A. Inc. Campus

Silicon Valley Bicycling Coalition (SVBC)

San Jose District 4's Office

Abram Agnew Elementary School

Dolores Huerta Middle School

Kathleen MacDonald High School

**Tier 2 Stakeholders**

Silicon Valley Bicycling Coalition (SVBC)

San Jose Bicycle &amp; Pedestrian Advisory Commission (BPAC)

Santa Clara Bicycle and Pedestrian Advisory Committee (BPAC)

Santa Clara Unified School District (SCUSD) TK-12 Schools

Businesses in North San Jose

**Tier 3 Stakeholders**

VTA Customers

City of San Jose Residents

City of Santa Clara Residents

### *Technical Advisory Committee Meetings*

The Technical Advisory Committee (TAC) will be consulted to provide technical feedback. Two virtual meetings will be scheduled with the TAC and are planned to occur in April/May 2025 and October/November 2025. The following organizations and stakeholders will be included in the TAC:

<b>Organization</b>	<b>Names</b>
City of San Jose	Pete Rice Nick Frey
City of Santa Clara	Ralph Garcia Steve Le Mike Liw
VTA	Anthony Lopez Christina Nape

### *Walk Audits*

One walk audit of the River Oaks study area station with project stakeholders and the community is planned in February or March to provide input on any existing concerns and to see firsthand how people interact with the system and station. The walk audits will also double as an opportunity to spread awareness about the study and answer any questions that the general public may have about the project.

Groups will be guided by project team members on a walking tour of key locations around and at the station. Handouts and background materials will be shared with attendees to help identify challenges and opportunities, and document comments around focus areas that include, but not limited to:

- Unprotected pedestrian crossings
- Gaps in bicycle and pedestrian access
- Conflicting access or movements
- Signage and wayfinding
- Lighting
- Customer facilities

Feedback from the walk audit will be incorporated into the Outreach Round 1 summary.

## OUTREACH TOOLS AND COLLATERAL

Outreach tools and collateral will be used to inform the community about public participation opportunities. Materials will be shared with elected leaders, local school representatives, agencies, community groups, and organizations to distribute and spread the word about the project and outreach activities.

### *Project Content Distribution*

The VTA website and social media channels will be the source for all project information. Content will be developed and posted to the website to raise project awareness, promote upcoming engagement opportunities, and house project documents, such as meeting presentations, exhibits, and the draft and final studies. All materials posted to the website will be made Americans with Disabilities Act (ADA)-compliant. We will work with the City of San Jose and City of Santa Clara's TAC members to distribute project updates via the City's online newsletter and social media channels, such as NextDoor and Facebook. We will also work with the stakeholders identified to share project information through their channels.

### *Survey*

Two surveys will be developed to solicit community feedback throughout the two rounds of outreach. The initial survey will be launched at the first round of outreach and aimed at getting initial input on station area needs using the Survey Monkey platform. The survey input will be focused on commuting patterns, station priorities, and ultimately used to shape proposed improvements. The results from the first survey will be shared with the community and stakeholders. The second survey will be tailored to gain feedback on the station concept alternatives. It will also use the Survey Monkey platform.

The surveys will be linked from the City's website and distributed by the City in their e-newsletter and social media channels. Hard copies will be shared with community members at in-person events to provide access for those who prefer paper surveys. The surveys will remain open for four weeks or until the final pop-up event, whichever is later.

## OUTREACH SUMMARY REPORT

After the initial round of outreach, we will prepare a comprehensive summary of our community outreach efforts that details the activities and feedback received during meetings, pop-ups, and surveys for the Final Report. One round of City review and comment will be addressed in the summary. A similar summary from the second round of outreach will be incorporated into the Final Report.

## OUTREACH SCHEDULE

The first round of engagement will take place in February/March 2025 and the second round of engagement is anticipated in approximately September/October 2025. The Outreach Schedule will be prepared as activities are programmed.



## **Appendix B: Existing Conditions Report**



# Existing Condition Memorandum Final - May 2025

## RIVER OAKS STATION ACCESS STUDY



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## INTRODUCTION

Santa Clara Valley Transportation Authority (VTA) is conducting the River Oaks Station Access Study (Study), in coordination with the River Oaks Station Transit-Oriented Development (TOD) Project, to analyze multimodal access to and from the River Oaks Light Rail Station and future TOD site. The River Oaks Light Rail Station is located at the intersection of North First Street and River Oaks Place/River Oaks Parkway within the City of San Jose. VTA will be redeveloping their 17-acre headquarters site into higher-density development, which offers the potential to improve transit accessibility, lessen congestion, and boost transit ridership. River Oaks Station is served by VTA's Light Rail Blue and Green lines, which provide convenient access to Downtown San José, San José Diridon Station, Levi's Stadium, and major employers along the North First Street corridor. A connection to the Guadalupe River Trail, a major regional trail, and the River Oaks Bridge, a pedestrian and bicycle bridge to the City of Santa Clara, are located near the station. While the Station is well-positioned to serve these destinations, first/last mile connectivity gaps may prevent some riders from biking and walking to the Station or using transit altogether.

As part of the site development effort, VTA is analyzing multimodal access to River Oaks Light Rail Station within a half-mile radius of the Station, shown in **Figure 1**. Roadway cross sections of each leg of the North First Street and River Oaks Place/River Oaks Parkway intersection are shown in **Figure 2**. A range of land uses and large trip generators are within the station area. The southeast and southwest corners of the North First Street and River Oaks Place/River Oaks Parkway intersection contain large office spaces that includes major employers such as SK Hynix, Intel, and Canon. The northwest corner is a dense, mixed-use complex with residential and dining destinations. The northeast corner is an agricultural field. Across the River Oaks Bridge, there are many medium-density residences, such as townhouses and apartment buildings.

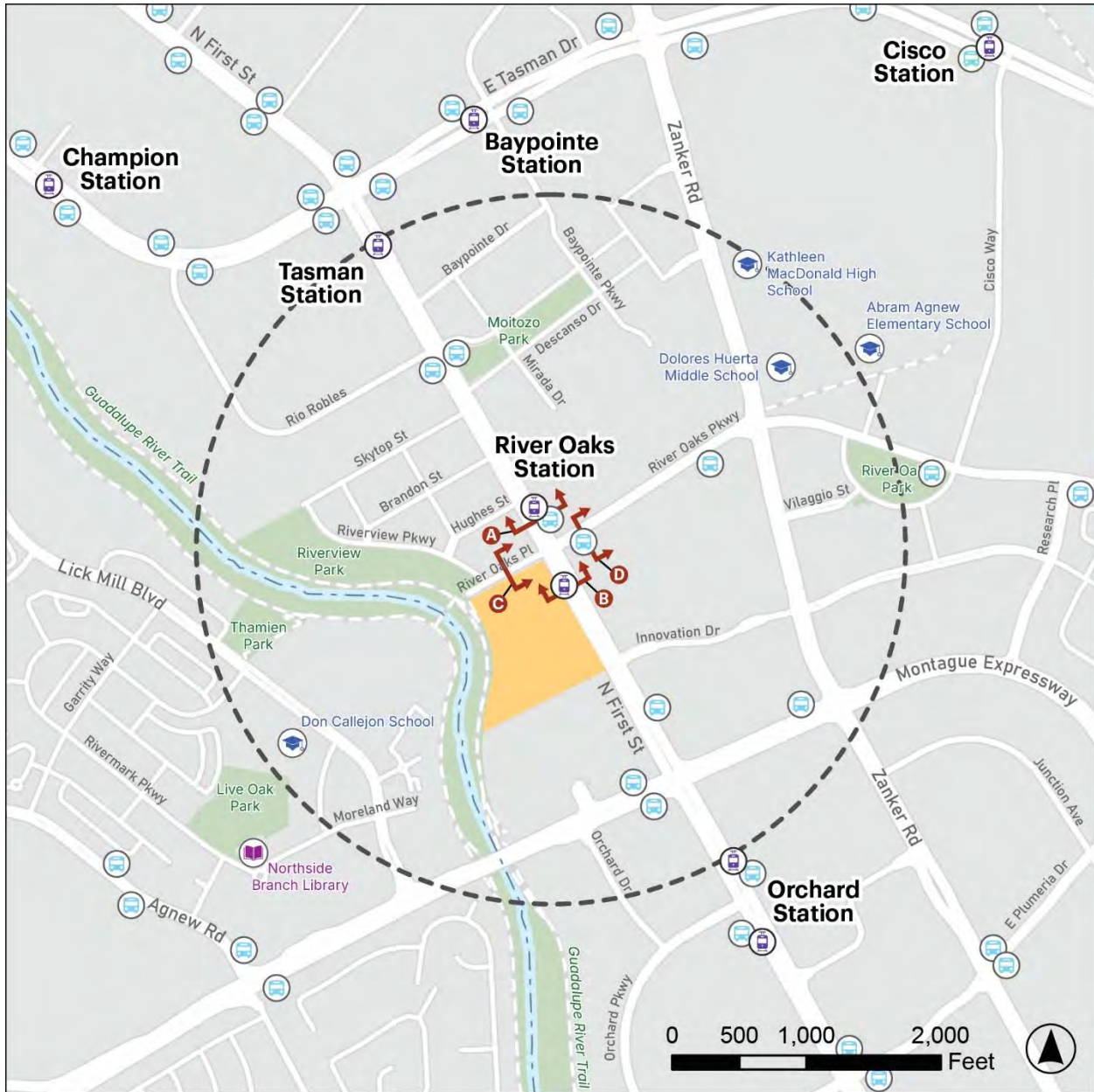
This document describes existing conditions within the half-mile radius of the Station, which will help inform the Study's access improvements recommendations that can be incorporated into the site's future development. These improvements will encourage more people to walk or bike to and from the Station, leading to increased light rail ridership.



*Pedestrians crossing North First Street in front of River Oaks Station*



Figure 1: Study Area Map



**Legend**

- Study Area
- River Oaks TOD Site
- Cross Section
- Light Rail Station
- Bus Stop
- School
- Library

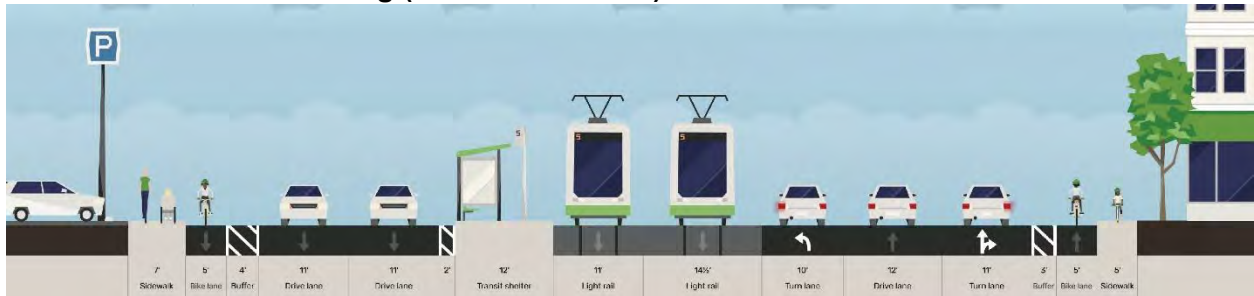


**Figure 2: Roadway Cross Sections Near River Oaks Station**

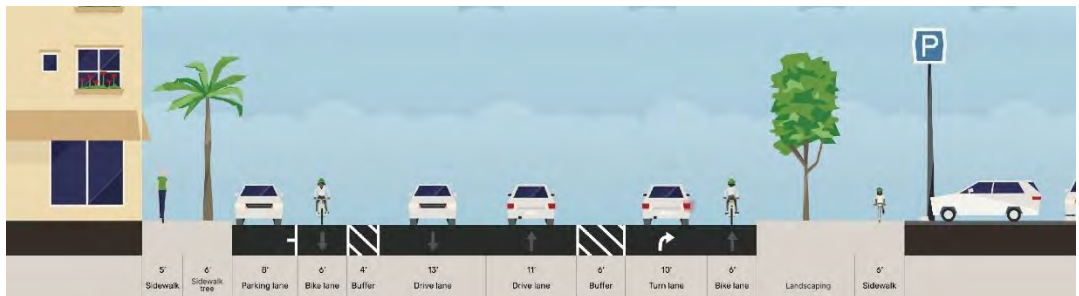
**Cross Section A: North Leg (North First Street)**



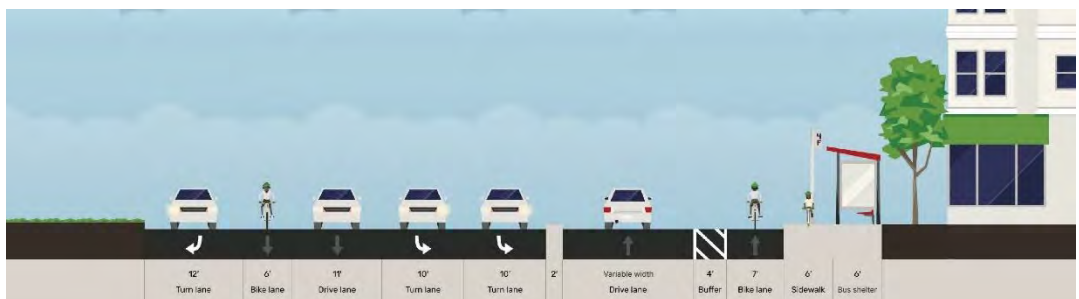
**Cross Section B: South Leg (North First Street)**



**Cross Section C: West Leg (River Oaks Place)**



**Cross Section D: East Leg (River Oaks Parkway)**





## PREVIOUS PLAN REVIEW

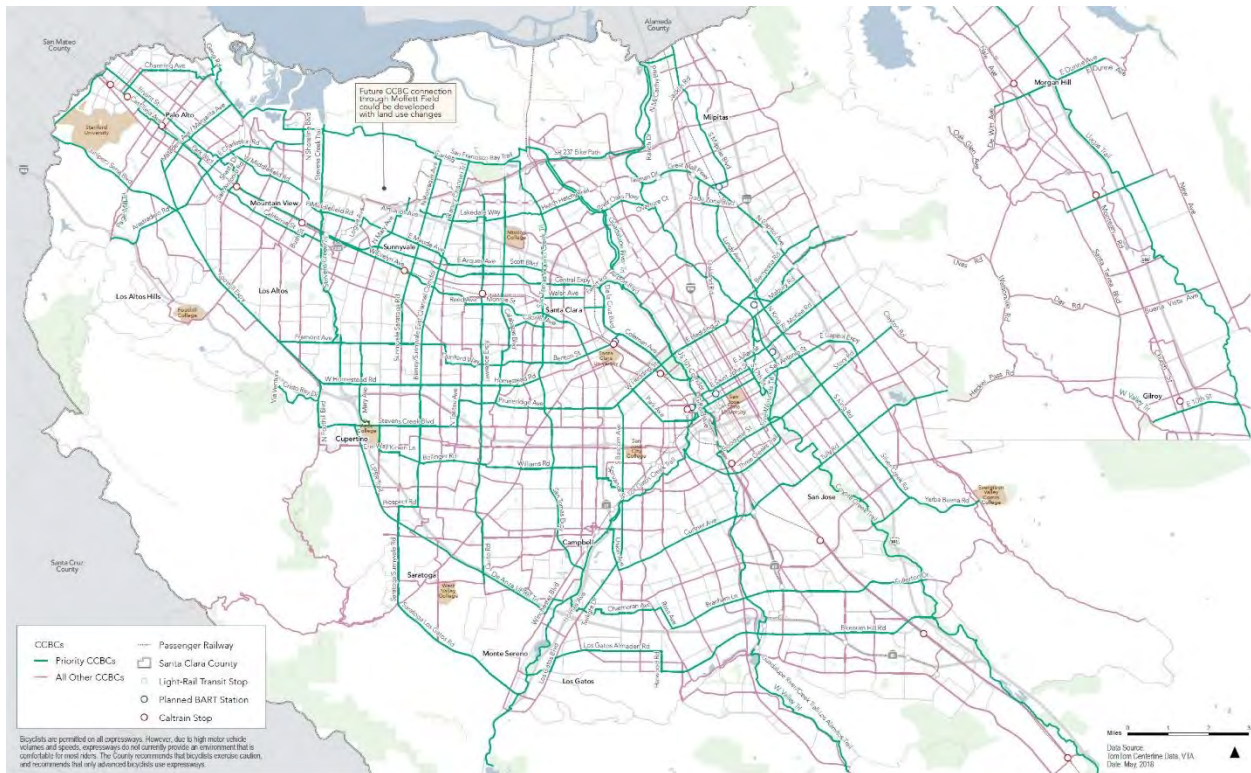
A comprehensive review of previous plans was conducted to align the Study’s recommendations with regional and local goals and priorities. Relevant information from the plans is documented in the sections below, organized by agency and jurisdiction.

### Santa Clara Valley Transportation Authority (VTA)

#### Countywide Bicycle Plan, 2018

The *Countywide Bicycle Plan*, completed in May 2018, outlined VTA’s vision of a safe and convenient countywide bicycle network that is suitable for all ages and abilities. The Plan identified a network of “Cross County Bicycle Corridors” (CCBC) that cross local jurisdiction boundaries and can improve regional bicycle accessibility. The Plan also identified ten “Bicycle Superhighways” that provides the lowest-stress facility feasible and can serve as the backbone of the County’s bicycle network. Additionally, the Plan highlighted a need for improved connection between bicyclists and transit with strategies such as bikeways leading to stations, on-board bicycle storage, and secure bicycle parking at stations.

Within the River Oaks area, CCBCs identified include the Guadalupe River Trail, North First Street, Zanker Road, River Oaks Parkway, and Montague Expressway, with Guadalupe River Trail and River Oaks Parkway identified as a priority CCBC. Additionally, the Guadalupe River Trail was identified as one of the bicycle superhighways in the county.





## Bicycle Superhighway Implementation Plan 2025 Update

In January 2025, VTA published the *Bicycle Superhighway Implementation Plan 2025 Update*, which updates the original *Bicycle Superhighway Implementation Plan* adopted in 2021. Eighteen bicycle superhighways were identified in this plan, including the Guadalupe River Trail. In the River Oaks area, the Guadalupe River Trail is described as built and generally meeting bicycle superhighway definitions, though upgrades may be needed to meet the plan’s superhighway design recommendations.

## Station Access Policy, 2018

VTA’s *Station Access Policy*, approved in October 2018, refers to the Agency’s adopted priorities in planning and investment decisions regarding station access. The policy established a hierarchy of modes that station facilities will prioritize, which is (in order): walking, bicycle, transit, pick-up/drop-off, and auto parking. The guiding principles of this policy were to increase ridership, prioritize sustainable travel behavior, build effective partnerships, support sustainable development patterns, and promote productivity and cost effectiveness. VTA will partner with involved stakeholders in station facility design, such as local jurisdictions, other agencies, and private entities.



*VTA's Station Access Hierarchy*

## Pedestrian Access to Transit Plan, 2017

The 2017 *Pedestrian Access to Transit Plan* reviews the existing conditions for VTA riders walking to and from transit. The Plan then describes how accessibility, diverse land use, density, urban design, and quality pedestrian experience contribute to a better walking experience. The Plan also identifies several focus areas, which have high ridership and high need for improvements, and identifies project recommendations. The River Oaks area was not listed as one of the Plan’s focus areas.

## Transit-Oriented Communities Policy, 2024

VTA’s *Transit-Oriented Communities Policy*, first approved in 2016 and most recently amended in January 2024, outlined how the Agency will progress constructing mixed-use and mixed-income transit-oriented communities on designated VTA-owned properties and surrounding communities, including the River Oaks campus. The policy also described how VTA will collaborate with stakeholders during the development process, such as through public-private and public-public partnerships. The goals of the policy are to increase ridership on transit, provide affordable housing to all income levels while balancing other land uses, generate revenue to sustain other capital investments, and use individual developments to catalyze transit-oriented communities around station areas. One of the strategies described in the policy is analyzing how current riders are traveling to and from the station and incorporating access improvements into the TOD project.



The *Transit-Oriented Communities Policy* includes several related policies. The *TOD Parking Policy* describes VTA’s approach for right-sizing parking availability near stations and leveraging transportation demand management (TDM) strategies, which can create new opportunities and support the development of TOD projects. The *TOD Affordable Housing Policy*, which sets a target of 40% affordable housing units on VTA-owned sites, seeks to work with cities to encourage upzoning and construct mixed-income transit-oriented communities near stations. The *Transit Demand Management Policy* applies TDM requirements to developers that aim to promote transit ridership, reduce greenhouse gas emissions, and reduce vehicle miles traveled (VMT).

## Light Rail Speed and Safety Enhancements, Ongoing

The *Light Rail Speed and Safety Enhancements Project* studies a range of speed and safety features that can be applied to improve light rail operations and safety. North First Street is one of three focus areas in the Project. Analysis showed that in this focus area, delays incurred at the Montague Expressway intersection makes up 8% of total travel time, highlighting that improvements at this intersection can drastically improve light rail efficiency. Signal timing changes and small capital improvements, such as signal priority and adaptive pedestrian detection, would almost eliminate signal delay while costing much less than major improvements involving construction and lane reduction. The Project also proposes eliminating some or all left turns at the North First Street and Tasman Drive intersection to reduce cycle times and add pedestrian or bicycle improvements.

## Montague Expressway / North First Street / Light Rail Transit Grade Separation Improvements, 2021

Completed in May 2021, the *Montague Expressway / North First Street / Light Rail Transit Grade Separation Improvements* was a feasibility study for grade separation at the Montague Expressway and North First Street intersection to improve safety and improve traffic operations at the intersection. The Study found that the intersection currently operates at a level-of-service (LOS) of F during the AM and PM peak periods. The alternatives studied included raising or tunneling the light rail tracks and/or one of the cross streets. The Study also included a pedestrian and bicycle bridge across the Guadalupe River near Montague Expressway. The Study estimates that total project costs for the alternatives ranges from \$37 million to \$58 million, and the multimodal bridge to cost \$2.5 million.

## Urban Design Analysis and Station Access Technical Memorandum, 2015

Completed in December 2015, the *Urban Design Analysis and Station Access Technical Memorandum* describes bicycle and pedestrian station access issues and opportunities along the North First Street corridor between I-880 and Tasman Drive. River Oaks Station was described as having several good qualities, including direct crosswalks, TOD nearby, clear signage, median refuge islands, landscaped buffers, and curb extensions; these features were identified to be emulated at other stations. Three stations along this corridor that were most representative of all stations along this corridor were prototyped. Additional recommendations at these prototyped stations include improved bicycle facilities to allow station access by bicycle, modified signal phases to better accommodate pedestrians and left-turning vehicles and



modifying existing station entrances to allow for more fencing and gate equipment. The intersection of North First Street and Montague Expressway was one of three major intersections that were prototyped as well. The memo describes this intersection as uncomfortable for pedestrians and bicyclists and recommends considering short-term solutions before the grade-separation of this intersection is realized.

## County of Santa Clara

### Active Transportation Plan, Ongoing

The County of Santa Clara is currently developing its *Active Transportation Plan*; the latest public-facing draft was published in October 2024. The plan includes an assessment of how people are currently traveling through active transportation modes and recommends improvements along county-maintained roadways, which includes Montague Expressway in the River Oaks area.

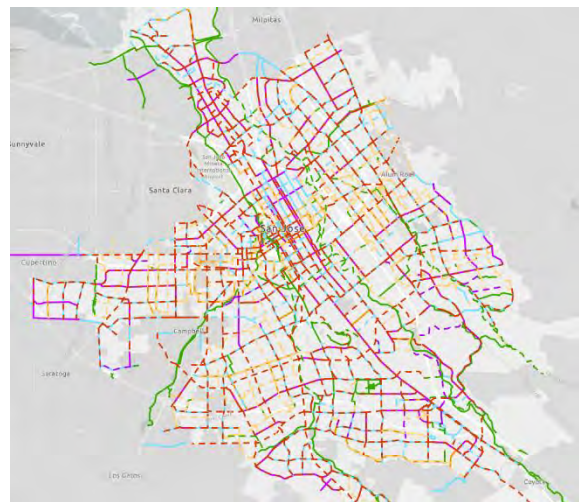
The plan places Montague Expressway in the highest-stress category for bicycle and pedestrian comfort. The corridor was identified as a network gap, with the intersection with Lick Mill Boulevard identified as an intersection gap. A Class I multi-use path was recommended along Montague Expressway and was placed in the “Higher-Priority” category, the second tier out of five.

## City of San José

### Better Bike Plan 2025, 2020

The *Better Bike Plan 2025*, approved by San José City Council in October 2020, aimed to make bicycling safe and convenient for all ages and abilities within the City. After developing a planned bike network, the improvements within the network were prioritized based on how it aligns with the Plan’s goals, whether it’s within a project Focus Area, implementation readiness, and can be implemented with concurrent capital programs.

The Plan culminated in a five-year investment strategy, which includes 95 total network miles of planned bikeways. In the River Oaks area, the strategy included Class IV protected bicycle lanes on the North First Street, River Oaks Parkway, Zanker Road, and Tasman Drive corridors. The North First Street and River Oaks Parkway corridors could align with and leverage the City’s Green Stormwater Infrastructure program, which reconstructs streets to reduce the stormwater’s quantity and pollutants.



*Existing and planned bikeway network*



## Vision Zero Action Plan, 2025

The 2025 *Vision Zero Action Plan* outlines how the City seeks to eliminate traffic fatalities and severe injuries, with an increased focus on equity for vulnerable road users. The Plan set a target of a 30% reduction in fatal and severe injuries in 2030 and eliminating them in 2040.

A safety analysis concluded that pedestrians and bicyclists are the most vulnerable road users and speeding is the leading cause of severe and fatal collisions. The 2023 update to the Vision Zero Priority Safety Corridors (PSC), which are streets with the highest concentration of fatal and severe crashes. In the River Oaks area, North First Street is identified as a PSC. The plan identifies PSCs as a priority for quick build improvements, which uses paint and simple objects to implement changes rapidly.

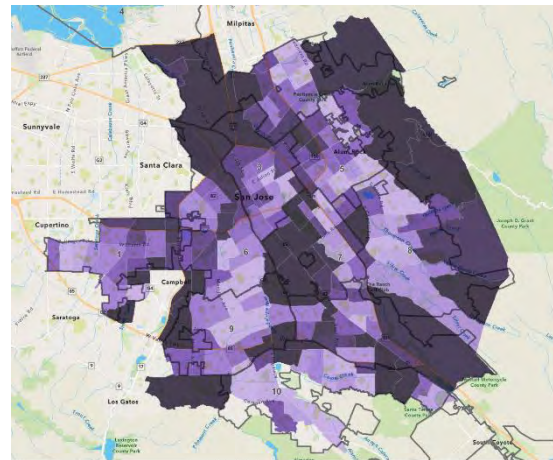
## Emerging Mobility Action Plan, 2022

The *Emerging Mobility Action Plan*, completed in April 2022, was created to guide the development of emerging mobility services in the City, such as micromobility, transportation network services (TNC), courier services, automated vehicles, etc. The Plan aimed to maximize the benefits of emerging mobility for all potential users, including disadvantaged and underserved communities, while reducing potential negatives.

## Move San José, 2022

*Move San José*, completed in April 2022, outlined the City's approach for transportation and decision making. The Plan aimed to promote alternative modes of transportation other than driving, with an emphasis on historically disadvantaged and underserved communities. The goals of the plan included transportation safety, accessibility, connectivity, and comfort for economic and environmental benefits.

The Plan developed 26 strategies related to policy, transit, and streets to meet the Plan's goals; many goals were similar to the goals of this Study, such as improving pedestrian safety, expanding the City's bicycle facility network, and providing amenities at transit stations. The Plan also highlighted the need for mixed-use and higher-density development near transit to enable more trips that are possible without a car.



*Pedestrian stress score by census tract*

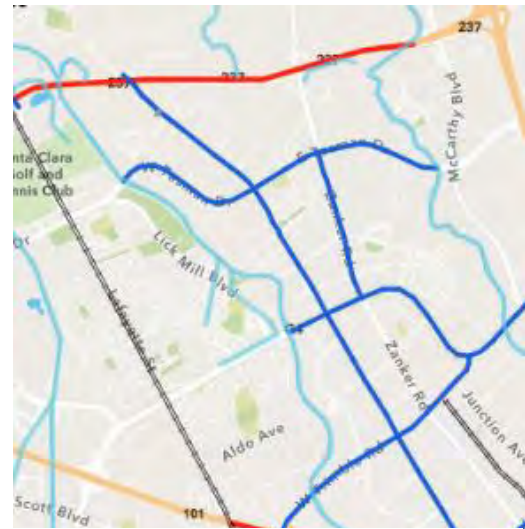
The Plan also conducted a needs assessment by census tract and city council district. The data demonstrated that the River Oaks area is high stress for both bicycles and pedestrians, while also having low access to destinations such as parks and grocery stores by walking and bicycling. The Plan listed the following recommendations for District 4, which contains the River Oaks area: enhanced bike connectivity, filling gaps in trails and sidewalks, low stress bike facilities, mobility hubs, and safer streets.



## Connect North San José, Ongoing

Connect North San José is the City of San José’s ongoing effort to create a Multimodal Transportation Improvement Plan (MTIP) in the area within City limits and bounded by US-101, I-880, and SR-237. The City anticipates that this area’s population will double, and jobs will increase by 40% by 2050. The plan envisions better connections to the VTA light rail, BART, and regional trails such as the Guadalupe River Trail. The plan aims to improve multimodal accessibility, identify where transportation improvements should be made, reduce vehicle-miles traveled and single-occupancy vehicle trips, and create a strong sense of place.

As of writing, Connect North San José has completed the Existing Conditions Report and published it in Summer 2024. The Report recognized that while the area has some existing walking, bicycling, and transit facilities, there are improvements that should be addressed. Within the River Oaks area, the Report identified North First Street, Montague Expressway, and Zanker Road as “linear barriers” where more connections across should be studied. The plan also discusses how first/last mile access to light rail stations is challenging because of large block sizes and sidewalk gaps. The Report recognized the Guadalupe River Trail as the “backbone” of North San José’s bicycling network and emphasized the need for seamless connections to and from the trail. The report specifically identified trail connections to transit to be improved, including improved wayfinding and intersection improvements. The lack of bikeshare and bicycle parking in was also mentioned as a gap. The Report noted that needs identified in previous plans, such as the *Better Bike Plan 2050*, have not yet been addressed fully, and opportunities to fill those gaps will be identified at a later stage.



*Existing linear barriers near study area that make bicycling and walking challenging*

Connect North San José has also conducted interviews with sixteen stakeholders, including community-based organizations, large businesses and corporations, and neighborhood associations. While the feedback received varied, they were similar in recognizing the need for improved walking, bicycle, and transit infrastructure that make travel without a car safer, more convenient, and more comfortable. Barriers to accessibility and connectivity gaps were identified, and many suggestions for improvements were collected.

## Guadalupe River Trail Bike Connections Plan, Ongoing

The *Guadalupe River Trail Bike Connections Plan* is an ongoing study that aims to add more bicycle and pedestrian connections to the Guadalupe River Trail and identify multimodal improvements in a half-mile buffer around the trail. The Study is motivated by a community-identified need for safe alternative routes when the trail is closed due to seasonal flooding, especially in the North San José area. Improvements will also make the trail more accessible and convenient for users.



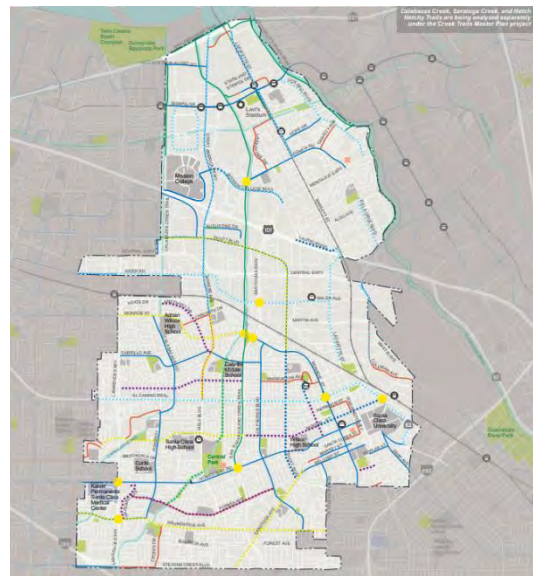
The Study's Existing Conditions Report was published in March 2025. The report highlights the connecting and parallel bicycle projects identified in prior studies conducted by the City of San José and City of Santa Clara that can be leveraged to build a cohesive bicycle network. Two potential multimodal connections to the trail near the River Oaks area were identified by the *North San José Access and Ramp Study for Guadalupe River and Coyote Creek Trails* (2017) at Hetch Hetchy near the Santa Clara County Clerk-Recorder's Office building and near W Plumeria Drive. The plan also highlights the proposed paseo network in the ongoing *Connect North San José* study that adds more pedestrian connections to the trail in the River Oaks area.

## City of Santa Clara

### Bicycle Master Plan Update 2018

The *Bicycle Master Plan Update 2018*, approved by the Santa Clara City Council in September 2019, described the City's vision for improving bicycling through policy, program, and project recommendations. The goal of the plan was to develop a bicycle facility network that is safe, connected, and friendly.

The Plan recommended 70 miles of bicycle improvements throughout the City. In the River Oaks area, the Plan identified Lick Mill Boulevard and Hope Drive for a Class IV separated bikeway, and Garrity Way and East River Parkway for a Class III bicycle route. Out of these projects, Lick Mill Boulevard was identified as a priority for the City. Additionally, bicycle detection was recommended for the west leg of the Lick Mill Boulevard and Moreland Way intersection, and additional bicycle parking was recommended at Thamien Park, where the Guadalupe River Trail connects with Lick Mill Boulevard.



*Existing and high priority bikeway recommendations*



## Pedestrian Master Plan, 2020

The *Pedestrian Master Plan*, approved by the Santa Clara City Council in February 2020, recommended projects that can expand the existing pedestrian network, complete gaps, improve connectivity to transit, increase mobility, and encourage mode shift to sustainable modes of transportation. The Plan envisioned a pedestrian network that is safe, comfortable, convenient, active, and implementable.

The Plan designated nine “Priority Pedestrian Zones” across the city with the greatest need for improvement, and the “Rivermark Lickmill Area” intersects this Study’s half-mile radius. A sidewalk gap was identified on the south side of Montague Expressway between Lick Mill Boulevard and Agnew Road, as well as within private residential communities. Intersection improvements were recommended at three intersections: Lick Mill Boulevard and East River Parkway, Lick Mill Boulevard and Fitzpatrick Way, and Moreland Way and Fitzpatrick Way. No recommendations in this area were designated as high priority.



## EXISTING CONDITIONS AND DATA REVIEW

The following sections describe pedestrian, bicycle, transit, and traffic conditions around River Oaks Station.

### Collision Analysis

According to data from UC Berkeley’s Transportation Injury Mapping System (TIMS), between January 1, 2019, and December 31, 2024, there have been 50 recorded collisions that resulted in an injury within a half-mile radius of River Oaks Station. Out of these collisions, 2 resulted in severe injuries, and none were fatalities. **Table 1** summarizes the collisions by location, pedestrian or bicycle involvement, and whether a severe injury was recorded. **Figure 3** shows a heatmap of collisions and the locations of collisions with severe injuries.

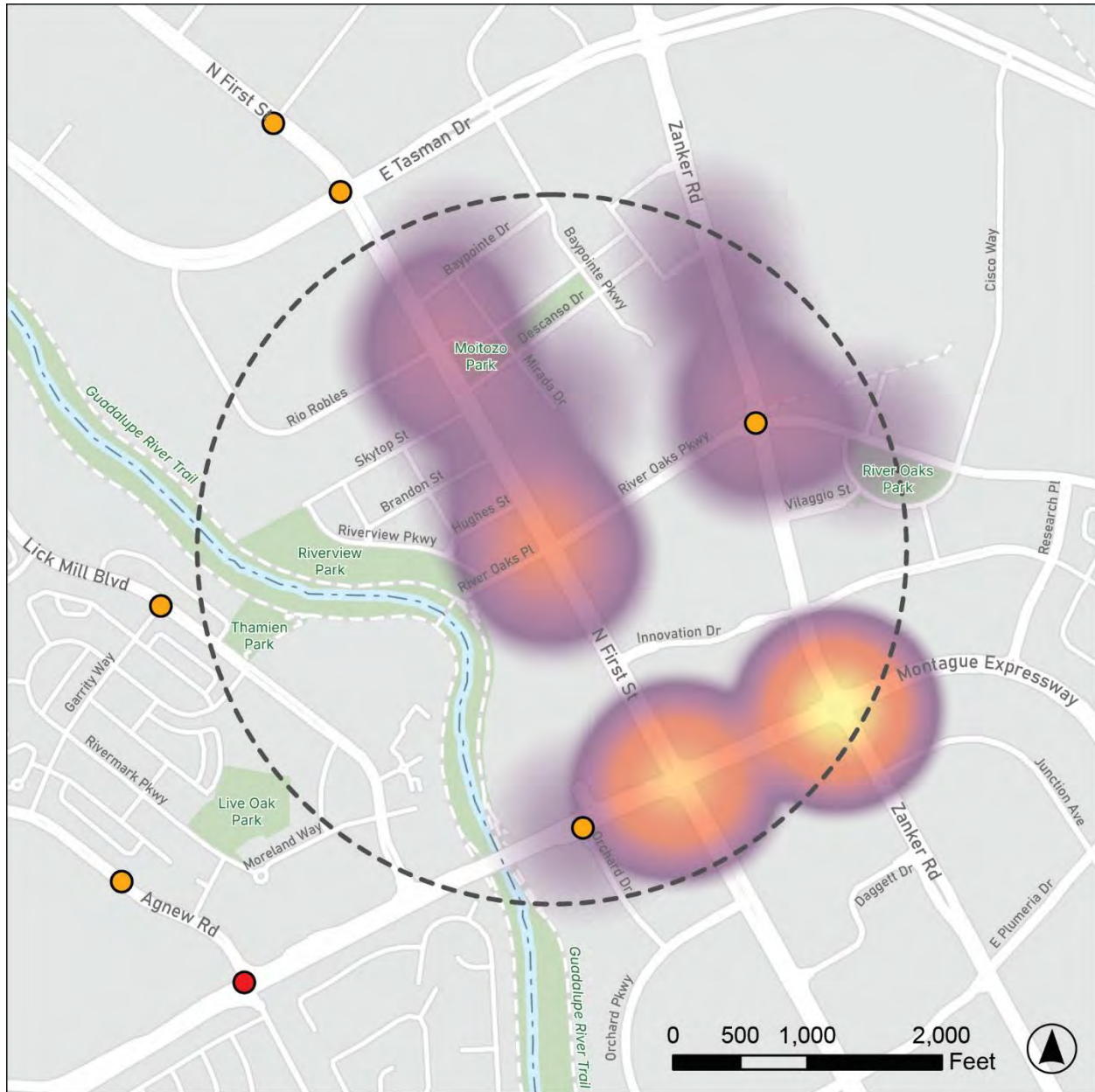
Out of these collisions, 1 involved a pedestrian and 4 involved bicycles; the locations of these collisions are shown in **Figure 4**. Notably, two bicycle collisions occurred at the North First Street and River Oaks Parkway intersection adjacent to River Oaks Station, both of which were broadside collisions. One bicycle collision at the intersection of Montague Expressway and Orchard Drive resulted in a severe injury: this collision involved a head-on collision between an eastbound vehicle and a northbound bicycle; the bicycle was determined to be at fault.

**Table 1: Collisions by Location**

Location	Total Collisions	Pedestrian-Involved Collisions	Bicycle-Involved Collisions	Severe Injuries
Baypointe Dr & Mirada Dr	1	0	0	0
Montague Expy & Orchard Dr	1	0	1	1
North First St & Brandon St	1	0	0	0
North First St & Hughes St	2	0	0	0
North First St & Montague Expy	13	0	0	0
North First St & Rio Robles	3	1	0	0
North First St & River Oaks Pkwy	6	0	2	0
River Oaks Pkwy & Iron Point Dr	1	0	0	0
Zanker Rd & Alicante Dr	1	0	0	0
Zanker Rd & Montague Expy	16	0	0	0
Zanker Rd & River Oaks Pkwy	3	0	0	1
Mirada Dr south of Descanso Dr	1	0	1	0
Zanker Rd between River Oaks Pkwy & Alicante Dr	1	0	0	0
<b>Total</b>	<b>50</b>	<b>1</b>	<b>4</b>	<b>2</b>



Figure 3: Map of All Collisions by Severity



**Legend**

- Study Area
- Fatal Collision
- Severe Injury Collision

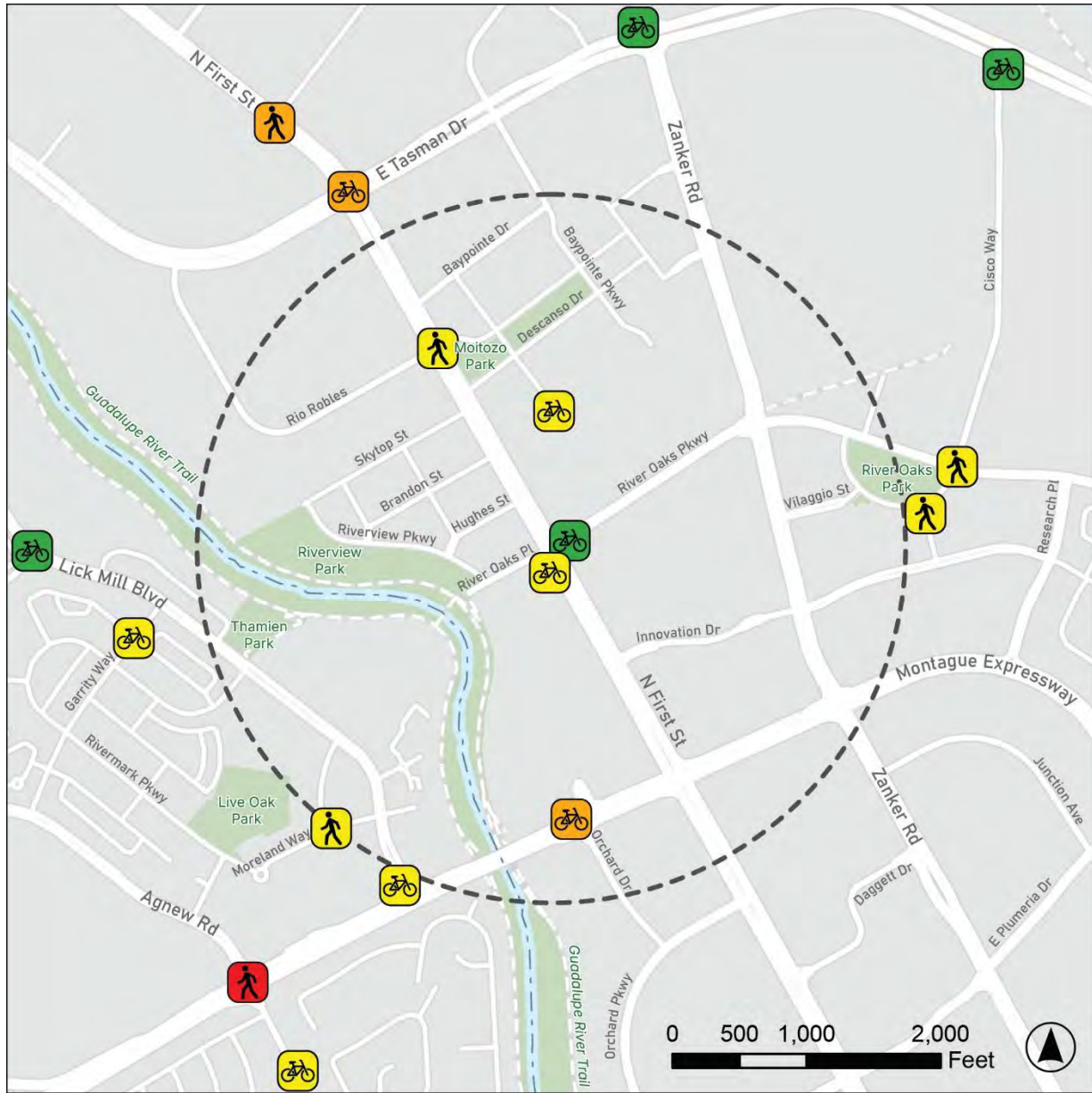
*Density of Collisions (All Severities)*



Source: Transportation Injury Mapping System (TIMS), Jan 2019 – Dec 2024



Figure 4: Pedestrian and Bicycle Collisions by Severity



**Legend**

- Study Area
- Bicycle Collision
- Pedestrian Collision

**Collision Injury Severity**

- Fatal
- Severe Injury
- Other Visible Injury
- Complaint of Pain

Source: Transportation Injury Mapping System (TIMS), Jan 2019 – Dec 2024



## Traffic Conditions Analysis

In the North San Jose area, Montague Expressway is an east-west, county-maintained highway, and North First Street and Zanker Road are north-south arterials. These corridors are wide (with over 100' of curb-to-curb width), carry high traffic volumes, and have a posted speed limit of 45 mph. River Oaks is a collector with a speed limit of 35mph, and the remaining local streets have speed limits ranging from 25 to 35 mph.

Seven signalized intersections are contained within the Study's half-mile buffer:

- North First Street and River Oaks Parkway/Place
- North First Street and Rio Robles
- North First Street and Montague Expressway
- Zanker Road and River Oaks Parkway
- Zanker Road and Innovation Drive
- Zanker Road and Montague Expressway
- Lick Mill Boulevard and Moreland Way

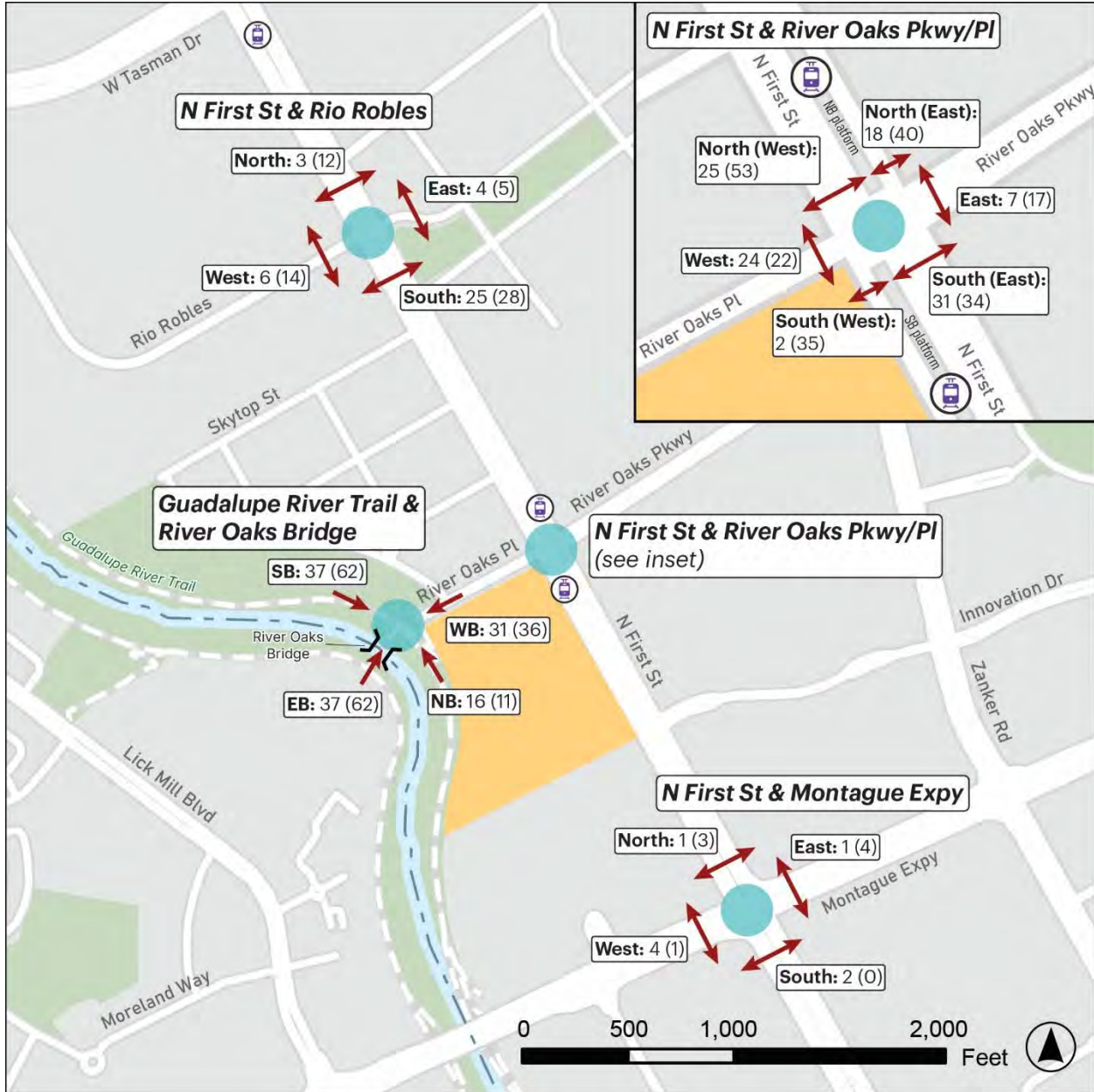
On-street parking is only available on local streets near residential land uses. The highways and arterials within the half-mile buffer do not have on-street parking except for the west side of North First Street between Skytop Street and River Oaks Place, which sees high parking occupancy and turnover from the restaurants along this segment. Off-street parking is abundant in the area in the form of surface parking at offices and underground parking at the apartment buildings. The VTA campus also serves as a public park-and-ride facility equipped with electric vehicle charging stations.

Traffic volume data was collected on Tuesday, April 22, 2025 at four locations in the River Oaks area: North First Street and River Oaks Parkway/Place, North First Street and Rio Robles, North First Street and Montague Expressway, and Guadalupe River Trail and River Oaks Bridge. The full volume sheets are included in the **Appendix**.

**Figure 5** and **Figure 6** map the pedestrian and bicycle peak-hour volumes collected, respectively. The highest pedestrian and bicycle activity is concentrated on the Guadalupe River Trail. High activity is also seen at the North First Street and River Oaks Parkway/Place intersection due to the light rail station. Bicycle activity at the intersection is mostly in the east-west direction, suggesting that River Oaks Parkway is an important bicycle corridor connecting the Guadalupe River Trail, River Oaks Station, and destinations to the east. Pedestrian and bicycle volumes are significantly lower at the other locations.



Figure 5: Pedestrian Peak Hour Volumes

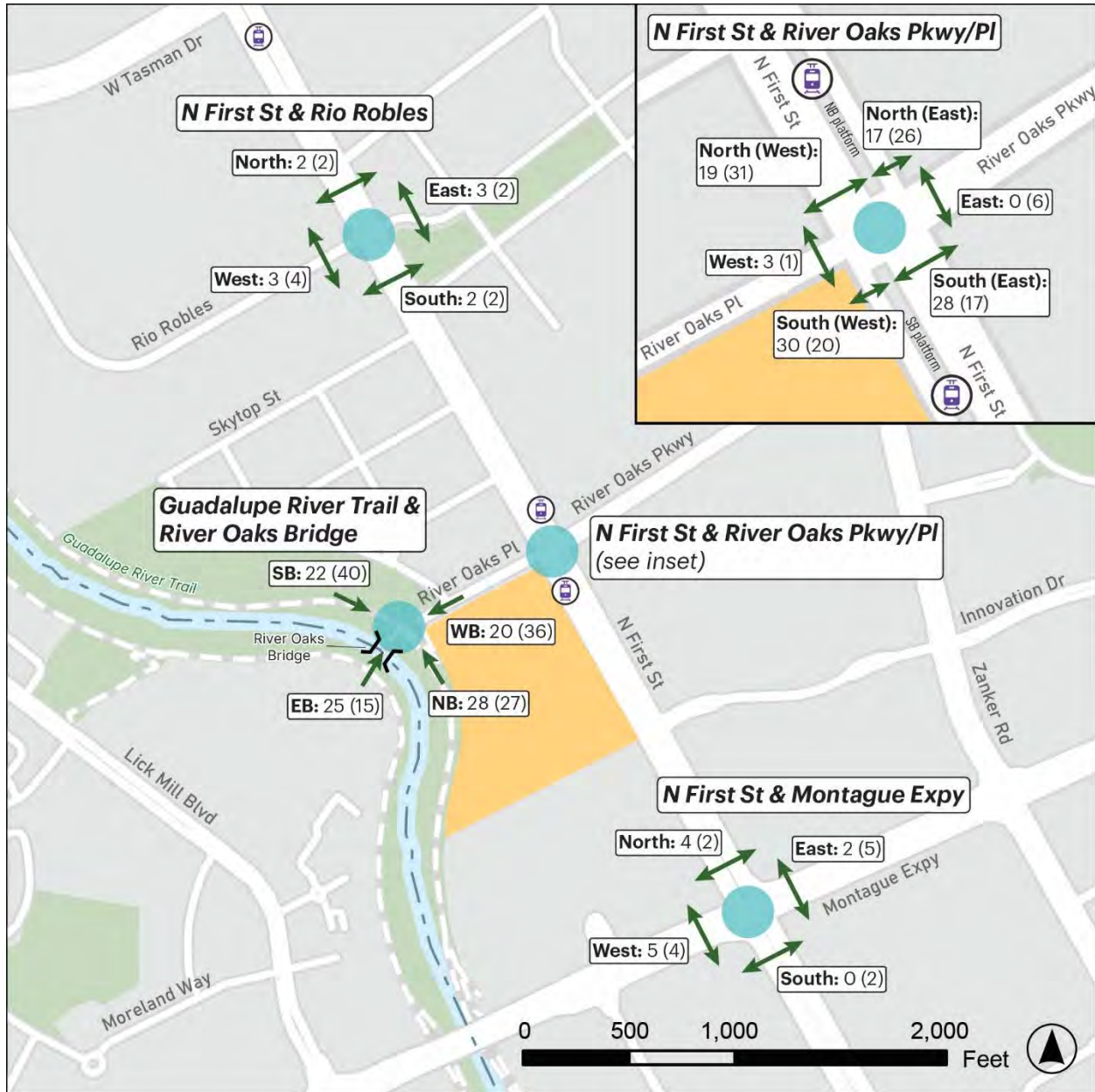


**Legend**

- River Oaks TOD Site
- Light Rail Station
- Count Location
- Pedestrian Travel Direction
- South: 2 (0) Pedestrian Volumes [AM (PM)]



Figure 6: Bicycle Peak Hour Volumes



**Legend**

- River Oaks TOD Site
- Light Rail Station
- Count Location
- Bicycle Travel Direction
- South: 2 (0) Bicycle Volumes [AM (PM)]



## Existing Transit Conditions

**Table 2** lists existing VTA fixed-route transit services within a half-mile radius of River Oaks Station, and

**Figure 7** maps the services and stop locations. The Station is served by the Blue and Green light rail lines, which both operate at 15-minute frequencies. Bus routes nearby include Route 20, ACE Brown Route (a peak hour shuttle service to Great America ACE/Amtrak Station), and Route 203 (a late-night light rail replacement service). Route 29 and ACE Purple Route serve the Tasman Drive corridor just outside the half-mile radius. Additionally, the station is within the service area of ACCESS, VTA’s paratransit service, which offers on-demand transit to passengers that are unable to use the bus and light rail services.

**Table 2: Existing Fixed-Route Transit Near River Oaks Station**

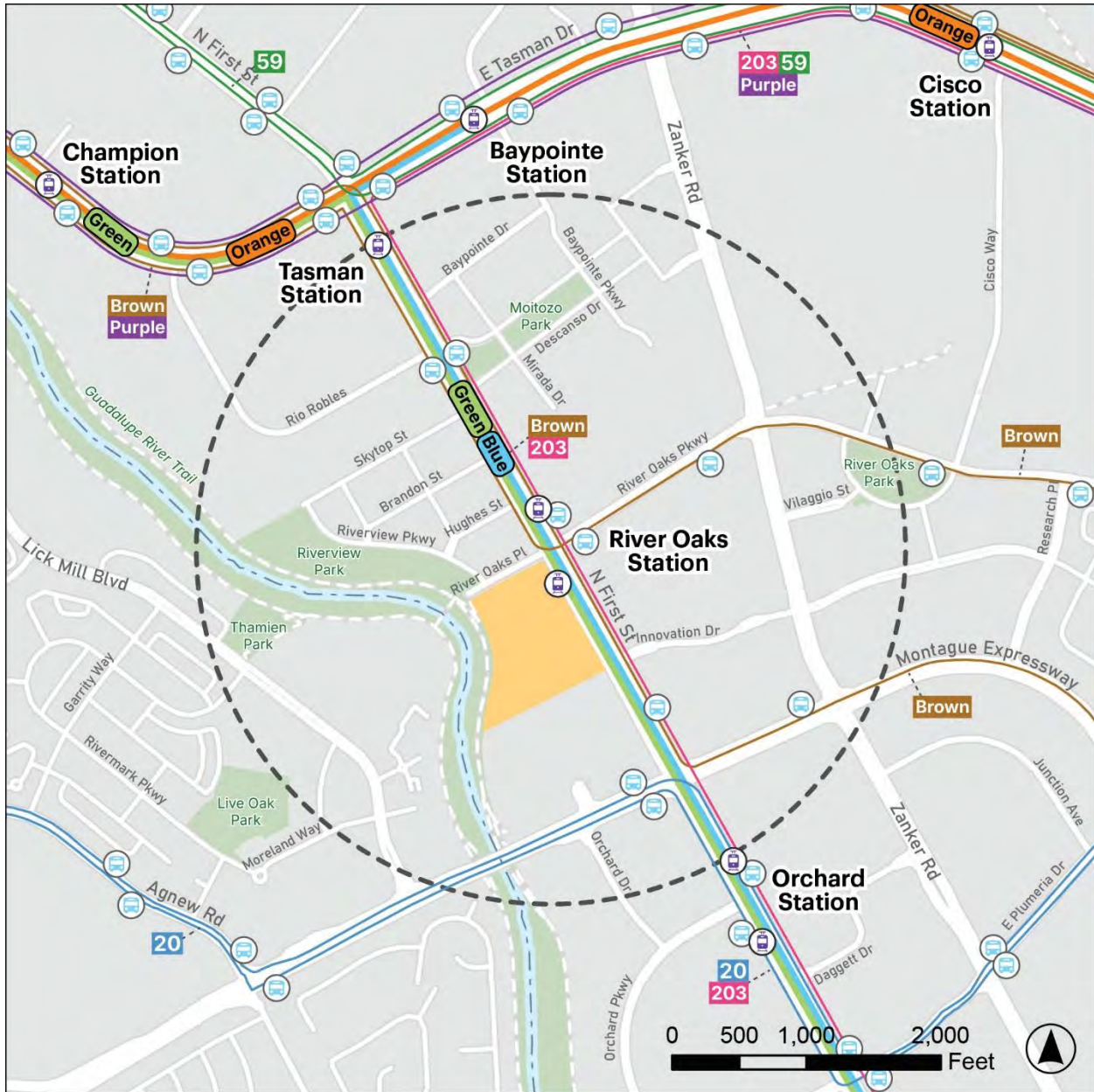
Mode	Route/Line	Termini	Hours of Service	Frequency	Average Route/Line Weekday Ridership <sup>1</sup>
<b>Light Rail</b>	Blue Line	Baypointe – Santa Teresa	5:00 AM – 1:00 AM, 7 days a week	15 – 30 minutes	12,216
<b>Light Rail</b>	Green Line	Old Ironsides – Winchester	5:00 AM – 12:30 AM, weekdays; 6:00 AM – 12:30 AM weekends	15 – 30 minutes	10,312
<b>Bus</b>	Route 20	Milpitas BART – Sunnyvale TC	5:30 AM – 9:00 PM, weekdays only	30 minutes	1,882
<b>Bus</b>	ACE Brown Route	Great America ACE Amtrak Station – 1 <sup>st</sup> & Montague	6:00 AM – 10:00 AM & 2:00 PM – 5:30 PM, weekdays only	8 trips per direction per day	260
<b>Bus</b>	Route 203	Civic Center-Baypointe – Alum Rock	12:00 AM – 2:00 AM, 7 days a week	2 trips per direction per night	36

**Figure 8** shows weekday average daily ridership (boardings and alightings) by stop in October 2024. Note that ridership data by stop is not available for ACE Brown and ACE Purple routes. River Oaks Station sees 419 total light rail riders per day (219 boardings and 230 alightings), which ranks 28<sup>th</sup> out of the 59 stations in the VTA light rail system. Bus stops within the half-mile radius serve around 10 to 20 riders per day.

<sup>1</sup> Sum of boardings and alightings for entire route/line; data collected during October 2024



Figure 7: Transit Routes/Lines and Station Locations



**Legend**

Study Area

River Oaks TOD Site

Light Rail Station

Bus Stop

*Light Rail*

Blue Line

Green Line

Orange Line

*Bus*

Route 20

Route 59

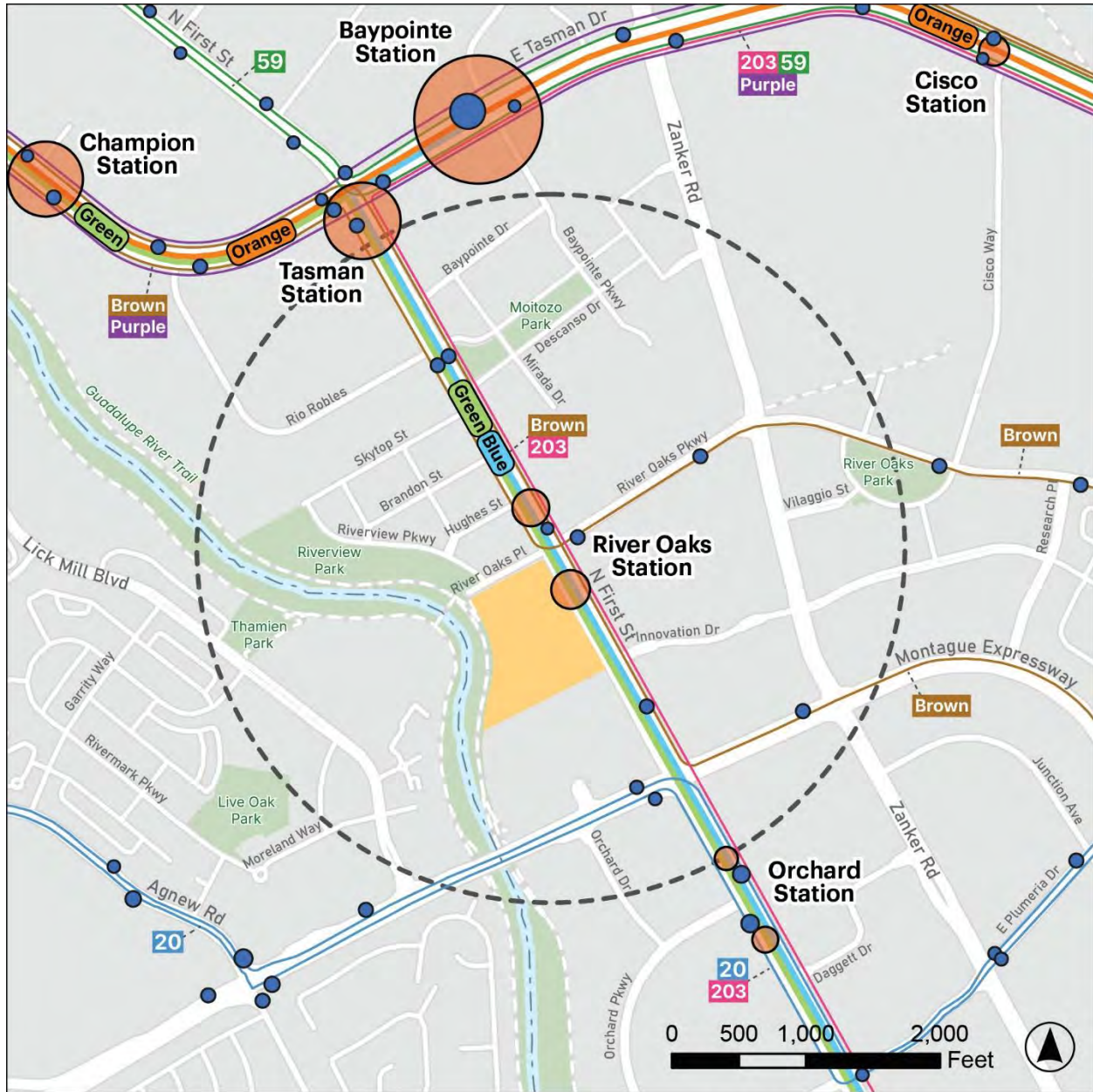
Route 203

ACE Brown Route

ACE Purple Route



**Figure 8: Average Weekday Ridership by Stop**

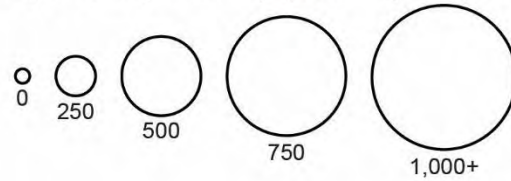


**Legend**

- Study Area
- River Oaks TOD Site
- Light Rail Station
- Bus Stop

- Transit Routes/Lines**
- Blue Line
  - Green Line
  - Orange Line
  - Route 20
  - Route 59
  - Route 203
  - ACE Brown Route
  - ACE Purple Route

**Avg Weekday Ridership (Boardings+Alightings)**



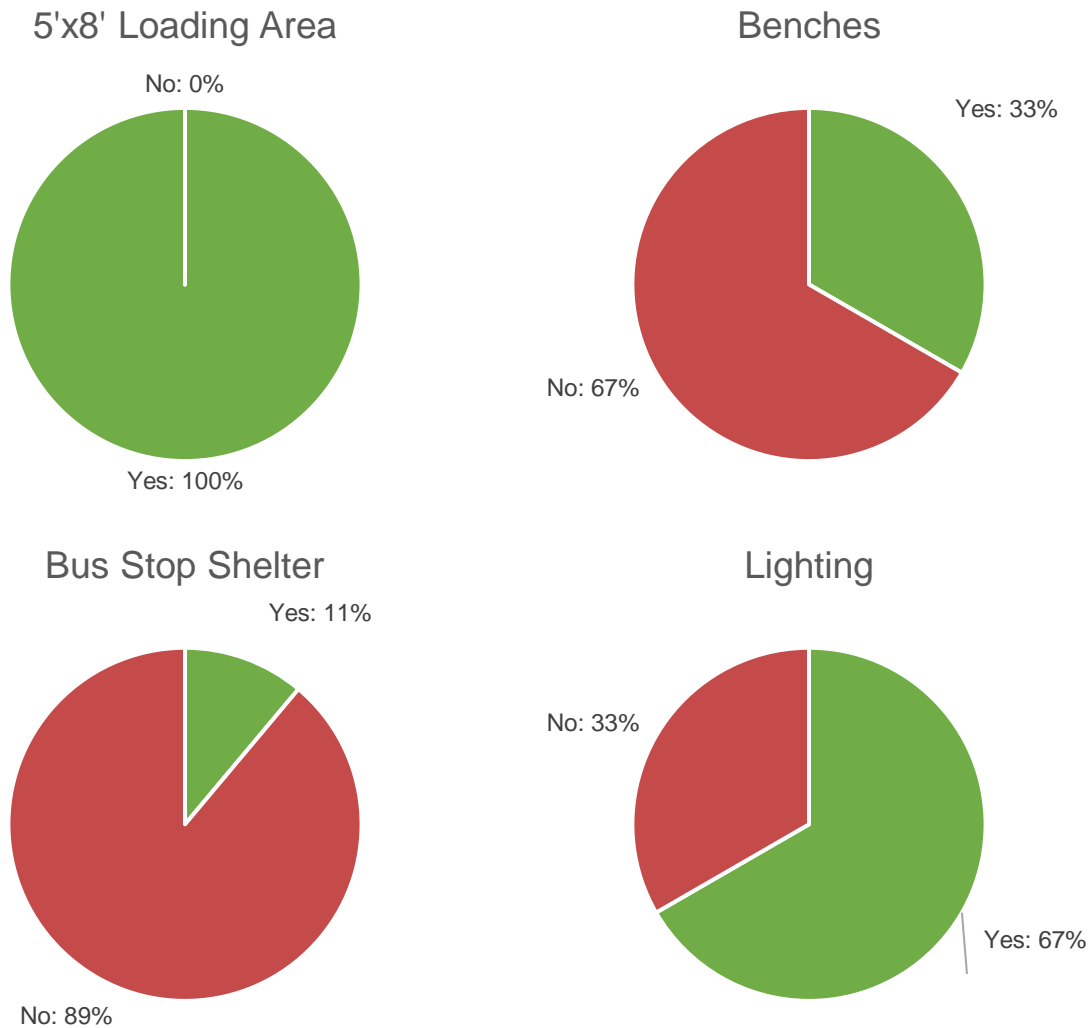
Source: VTA, October 2024



There are nine bus stops within the half-mile radius of River Oaks Station. According to VTA’s 2016 *Transit Passenger Environment Plan*, and all stops within the radius fall under the “basic stop” typology since they serve less than 40 passengers per weekday. Stop amenities that the Plan identifies for basic stops include a 5-foot by 8-foot boarding area for a bus ramp, route and agency information mounted to a sign, seating that is either a bench or an informal seat, and lighting from nearby street lighting or a dedicated pedestrian-scale light fixture. Other amenities such as shelter, trash receptacles, real-time information, and bicycle parking are not required, though they may improve the passenger waiting experience if provided.

**Figure 9** shows the bus stop amenities at the nine bus stops in the half-mile radius. All bus stops have a 5-foot by 8-foot loading area. However, benches are only present at three stops, and lighting is only present at 6 stops, which do not align with the *Transit Passenger Environment Plan*. One stop (River Oaks Parkway at North First Street) has a shelter.

**Figure 9: Distribution of Amenities at Bus Stops Within Half-Mile Radius of River Oaks Station**





## Existing Bicycle and Pedestrian Conditions

River Oaks Station is located at the intersection of North First Street with River Oaks Parkway/River Oaks Place. North First Street is an arterial corridor that has a curb-to-curb width of 110 to 120 feet. River Oaks Parkway/River Oaks Place is a collector with a curb-to-curb width of 50 to 60 feet and gets wider near the North First Street intersection. Signalized intersections within a half-mile walk include North First Street and River Oaks Parkway/River Oaks Place, North First Street and Montague Expressway, North First Street and Rio Robles, and River Oaks Parkway and Zanker Road.

The light rail tracks run on the center median of North First Street. There are two platforms at River Oaks Station: the northbound platform is located at the north leg of the intersection, and the southbound platform is at the south leg of the intersection. Both platforms are accessed through crosswalks at the intersection, which all have directional curb ramps.

While high-density housing and corporate offices exist in the area, large block sizes and long distances between intersections make access to transit and destinations challenging by foot and bicycle. Additionally, some sections may be lacking shade and lighting, which diminishes the quality of the walking and bicycling environment.

**Figure 10** shows the locations of sidewalk gaps, existing bicycle facilities, and planned bicycle facilities in the River Oaks area, as identified in the plans in the Policy and Plan Review section above.

The Guadalupe River Trail is located west of the TOD site and is accessible from River Oaks Station through River Oaks Place. The trail is a major Class I multi-use path that connects Downtown San José to the south to Alviso to the north. The most recent trail count in 2021, conducted by the City of San José, estimates that 743,000 trail users travel along the trail in the River Oaks area or cross the River Oaks Bridge annually. A connection to Santa Clara can be made through the River Oaks Bridge, located near the trail's intersection with River Oaks Place, and through a multi-use path ending in Thamien Park. This bridge connection to Santa Clara is notable as it is the only low-stress pedestrian and bicycle bridge over the Guadalupe River for over one mile in both directions.

Most streets in the River Oaks area have sidewalks. One major sidewalk gap that affects station access is along the north side of River Oaks Parkway between North First Street and Zanker Road. Another notable sidewalk gap that affects the wider pedestrian network is along both sides of Montague Expressway between Lick Mill Boulevard and Orchard Drive: this gap means that there is no pedestrian facility that provides a connection from Montague Expressway to the Guadalupe River Trail.

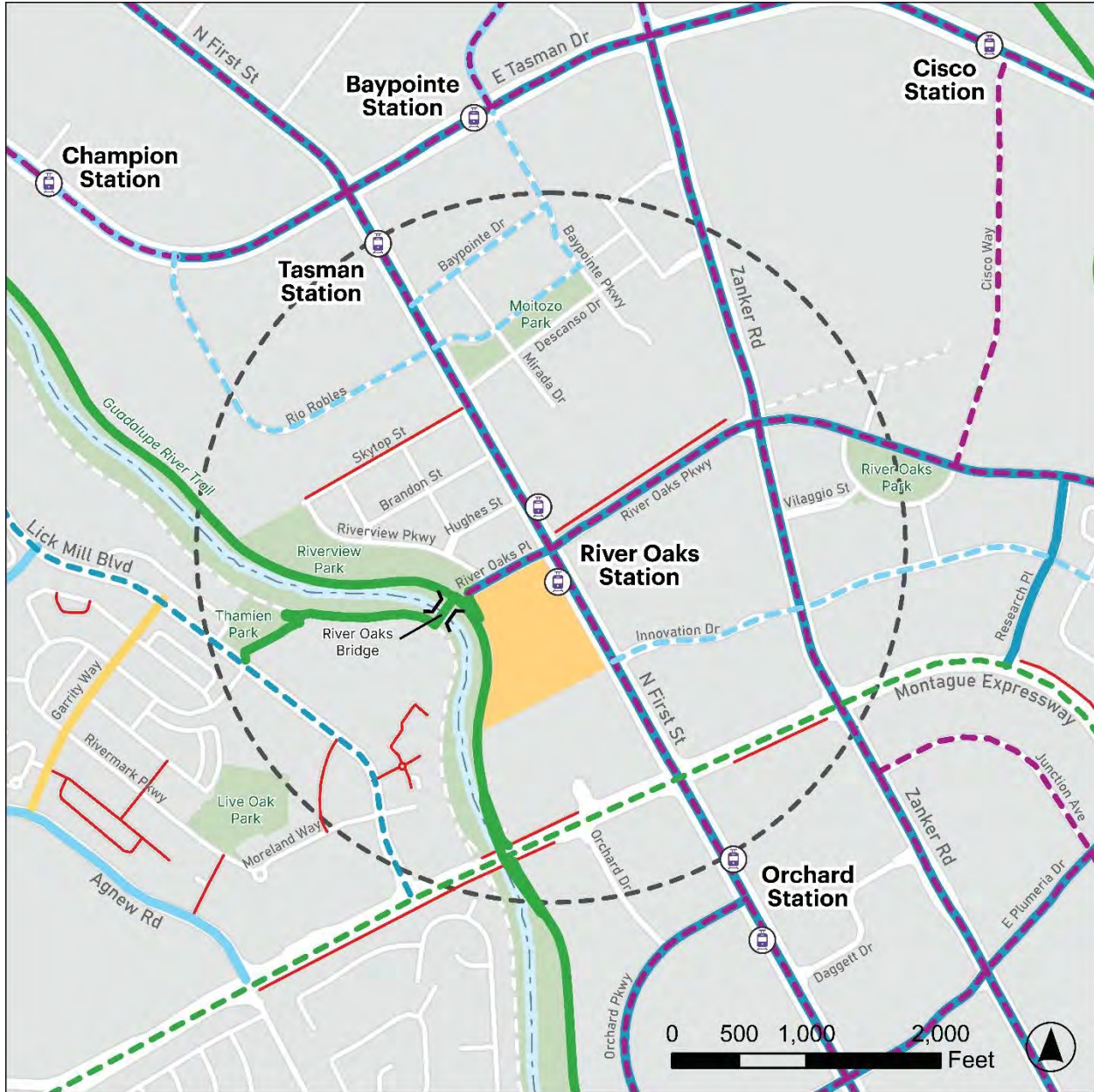
Most major corridors in the River Oaks area have bicycle facilities. The streets directly connecting to River Oaks Station (North First Street, River Oaks Parkway, and River Oaks Place) have Class IIB buffered bicycle lanes. The City of San José identified these corridors to be upgraded to Class IV protected bicycle lanes in the future. Two major corridors without bicycle facilities are Lick Mill Boulevard and Montague Expressway. The City of Santa Clara has a concurrent project to implement bicycle facilities on Lick Mill Boulevard, which can connect the Guadalupe River Trail entrance at Thamien Park to the rest of the residential neighborhoods nearby.



The County of Santa Clara recommends a Class I multi-use trail on Montague Expressway, which conflicts with the City of San José’s recommendation for a Class IV protected bicycle lane; the City of Santa Clara does not identify the corridor for any future bicycle facilities. The County recommendation for Montague Expressway is shown in Figure 10 since it’s a county-maintained corridor. There are no existing or planned bicycle facilities between the Station and the Riverview mixed-use development to the northwest of the station.



Figure 10: Sidewalk Gaps and Existing and Planned Bicycle Facilities



**Legend**

Study Area

River Oaks TOD Site

Light Rail Station

Sidewalk Gap

EXISTING PLANNED

Class I Multi-Use Path

Class II Bicycle Lane

Class IIB Buffered Bicycle Lane

Class III Bicycle Route

Class IV Protected Bicycle Lane

City of San José: 2024 Connect North San José Existing Conditions Report,  
City of Santa Clara: 2018 Bicycle Master Plan Update, 2020 Pedestrian Master Plan  
County of Santa Clara: Active Transportation Plan, October 2024 Draft



## SITE VISIT OBSERVATIONS

A site visit was conducted during noon and PM peak of Wednesday, April 9, 2025, to observe pedestrian and bicycle experiences during the busy lunch and afternoon commute period and identify additional opportunities for improvement. **Figure 11** includes photos from the site visit.

Observations from the site visit include:

- Around noon, most pedestrians were employees from nearby offices walking to the restaurants on the northwest corner of North First Street and River Oaks Parkway.
- Pedestrian wait times at intersections were long, and the walk signal was not given unless the push button was activated. Many transit riders were observed to miss a train while waiting for a walk signal.
- Students from Kathleen MacDonald High School and Dolores Huerta Middle School were observed to be walking along the north side of River Oaks Parkway between North First Street and Zanker Road, despite no sidewalk existing in this section. Approximately half of the students connected to the light rail at River Oaks Station.
- At the Guadalupe River Trail access point at River Oaks Place, the bicycle ramp did not connect straight to the road surface but ended in a curb, which may be a hazard for unsuspecting bicyclists. A ramp existed to the side, but is inconvenient to navigate for bicycles.
- A sidewalk gap not identified in earlier plans existed at the end of the cul-de-sac of River Oaks Place to connect the Guadalupe River Trail access point to Riverview Park.
- Existing sidewalks along North First Street may be too narrow and obstructed.
- Some riders were observed to transfer between the light rail and the ACE Brown Route. One person getting picked up after riding the light rail told the project team that they would have ridden the ACE Brown Route if it had come more frequently.
- Some light rail riders crossed mid-block to access the Station where there are no crosswalks, instead of using the crosswalks at the North First Street and River Oaks Parkway intersection.
- More wayfinding signage to the Guadalupe River Trail and River Oaks Station can be installed.



**Figure 11: Site Visit Photos**



Pedestrians walking along North First Street south of River Oaks Parkway



Bicyclist riding across North First Street at River Oaks Parkway



Student walking in gutter on River Oaks Parkway due to lack of sidewalk



Sidewalk gap at end of River Oaks Place, which connects to Guadalupe River Trail



Cyclists riding along the Guadalupe River Trail



Wayfinding signage to Guadalupe River Bridge seen on North First Street



## KEY FINDINGS AND NEXT STEPS

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An existing network of pedestrian and bicycle facilities exists in the River Oaks Station; however, there are still opportunities to improve multimodal safety and comfort in the surrounding neighborhood. Improvements made in the Station area will not only benefit transit riders, but the wider community as well.

Current plans and policies by VTA, the City of San José, and the City of Santa Clara recommend improvements to access for pedestrians and cyclists around the River Oaks Station area. Historic collision data revealed that there have been 50 collisions within the study area over the past five years, including two broadside bicycle collisions at the North First Street and River Oaks Parkway intersection adjacent to River Oaks Station. The existing weekday average daily ridership at the River Oaks Light Rail Station is over 400 riders. The streets surrounding the station include Class II bike lanes and Class IIB buffered bike lanes, but there are locations where there are gaps in the sidewalk network. Large block sizes, long distances between intersections, and a lack of shade and lighting may also make walking and bicycling uncomfortable and challenging in the area.

The findings of this Existing Conditions Report will inform the development of recommendations along station access pathways. These recommendations will be further refined through community engagement and collaboration with key stakeholders, including the City of San José, the City of Santa Clara, and the County of Santa Clara.



# TRAFFIC VOLUMES

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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T112224

<b>DATE:</b> Tue, Apr 22, 25	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	River Oaks N First St River Oaks Pkwy	<b>PROJECT #:</b> SC5047	<b>LOCATION #:</b> 1	<b>CONTROL:</b> SIGNAL
---------------------------------	--	---	-----------------------------	-------------------------	---------------------------

NOTES:	AM	▲	N	▶
	PM	◀	W	E ▶
	MD		S	▼
	OTHER			
	OTHER			

LANES:	NORTHBOUND N First St			SOUTHBOUND N First St			EASTBOUND River Oaks Pkwy			WESTBOUND River Oaks Pkwy			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

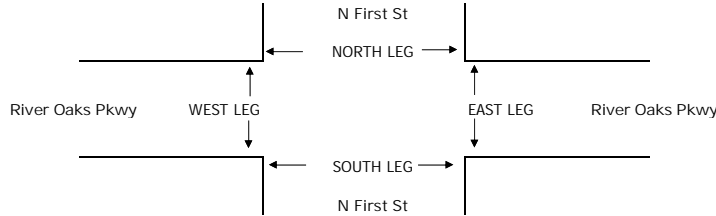
AM	7:00 AM	13	117	5	1	61	3	2	1	9	4	7	5	228
	7:15 AM	11	168	11	2	75	5	1	5	8	3	4	1	294
	7:30 AM	13	224	12	7	98	2	7	9	10	10	13	3	408
	7:45 AM	26	248	9	12	128	4	2	9	21	12	15	9	495
	8:00 AM	33	242	14	22	114	9	19	13	18	20	14	19	537
	8:15 AM	37	253	25	19	140	9	10	7	22	30	23	15	590
	8:30 AM	28	271	23	9	146	6	17	9	24	29	13	19	594
	8:45 AM	39	253	7	14	148	2	17	11	37	29	9	17	583
	VOLUMES	200	1,776	106	86	910	40	75	64	149	137	98	88	3,845
	APPROACH %	9%	83%	5%	8%	83%	4%	26%	22%	52%	42%	30%	27%	
APP/DEPART	2,140	/	1,995	1,092	/	1,254	288	/	258	325	/	338	0	
BEGIN PEAK HR	8:00 AM													
VOLUMES	137	1,019	69	64	548	26	63	40	101	108	59	70	2,379	
APPROACH %	11%	81%	5%	9%	81%	4%	31%	20%	50%	46%	25%	30%		
PEAK HR FACTOR	0.952			0.947			0.785			0.871			0.970	
APP/DEPART	1,260	/	1,192	678	/	792	204	/	173	237	/	222	0	
PM	4:00 PM	24	122	11	23	227	9	7	10	8	13	4	3	461
	4:15 PM	23	130	11	14	243	5	7	10	14	4	12	5	478
	4:30 PM	46	146	27	19	227	5	6	11	17	11	15	13	543
	4:45 PM	38	148	15	25	207	5	8	6	22	14	13	4	505
	5:00 PM	24	151	20	27	267	11	5	11	25	10	12	11	574
	5:15 PM	49	178	26	35	258	6	6	11	16	13	14	7	619
	5:30 PM	62	164	22	34	269	3	5	12	21	14	10	7	623
	5:45 PM	59	164	31	23	238	10	7	8	20	17	12	9	598
	VOLUMES	325	1,203	163	200	1,936	54	51	79	143	96	92	59	4,456
	APPROACH %	19%	71%	10%	9%	87%	2%	19%	29%	52%	39%	37%	24%	
APP/DEPART	1,705	/	1,354	2,231	/	2,189	273	/	442	247	/	471	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	194	657	99	119	1,032	30	23	42	82	54	48	34	2,443	
APPROACH %	20%	69%	10%	10%	86%	2%	16%	29%	56%	40%	35%	25%		
PEAK HR FACTOR	0.934			0.959			0.896			0.895			0.968	
APP/DEPART	956	/	737	1,204	/	1,174	147	/	260	136	/	272	0	

4	2	0	1	7
6	7	0	0	13
4	2	0	1	7
9	5	0	0	14
12	10	0	0	22
4	11	0	0	15
9	10	0	0	19
10	9	0	0	19
58	56	0	2	116

35	40	0	0
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5	3	0	0	8
1	3	0	0	4
0	5	0	0	5
2	7	0	0	9
2	4	0	0	6
3	2	0	0	5
0	8	0	0	8
1	9	0	0	10
14	41	0	0	55

6	23	0	0
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Date: Tuesday, April 22, 2025  
 Project number: sc5047  
 Location: River Oaks  
 N/S Direction: N First St  
 E/W Direction: River Oaks Pkwy

\*Without counts to and from stations

PEDESTRIANS COUNTS										
Start Time	N First St		N First St		River Oaks Pkwy		River Oaks Pkwy		TTL	
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG			
	EB	WB	EB	WB	NB	SB	NB	SB		
7:00 AM	0	0	3	1	2	0	1	0	7	
7:15 AM	2	2	1	4	0	0	2	1	12	
7:30 AM	1	2	3	2	0	0	0	2	10	
7:45 AM	7	0	4	7	1	1	1	2	23	
8:00 AM	1	1	4	2	0	2	1	2	13	
8:15 AM	1	1	5	1	1	0	7	7	23	
8:30 AM	0	3	2	2	0	2	1	3	13	
8:45 AM	1	0	3	4	0	0	2	5	15	
TTL	13	9	25	23	4	5	15	22	116	
	EB	WB	EB	WB	NB	SB	NB	SB	TTL	
4:00 PM	2	1	0	1	0	0	1	2	7	
4:15 PM	0	1	2	6	4	0	6	5	24	
4:30 PM	1	3	0	2	0	2	1	0	9	
4:45 PM	0	3	3	6	0	1	0	3	16	
5:00 PM	1	4	3	5	2	1	3	3	22	
5:15 PM	5	3	7	2	2	4	5	2	30	
5:30 PM	1	6	6	1	2	4	0	3	23	
5:45 PM	9	3	2	2	1	1	4	2	24	
TTL	19	24	23	25	11	13	20	20	155	

BICYCLES COUNTS										
Start Time	N First St		N First St		River Oaks Pkwy		River Oaks Pkwy		TTL	
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG			
	EB	WB	EB	WB	NB	SB	NB	SB		
7:00 AM	0	2	6	0	0	0	0	0	8	
7:15 AM	0	4	2	0	0	0	0	0	6	
7:30 AM	0	3	4	0	0	0	0	0	7	
7:45 AM	1	0	5	0	2	0	1	0	9	
8:00 AM	0	2	8	0	0	0	0	0	10	
8:15 AM	3	1	6	0	0	0	0	0	10	
8:30 AM	2	3	8	0	0	0	0	2	15	
8:45 AM	1	5	6	0	0	0	0	1	13	
TTL	7	20	45	0	2	0	1	3	78	
	EB	WB	EB	WB	NB	SB	NB	SB	TTL	
4:00 PM	0	4	2	0	0	0	0	0	6	
4:15 PM	1	5	2	4	1	0	0	0	13	
4:30 PM	0	10	5	1	1	0	0	0	17	
4:45 PM	1	3	3	0	0	0	0	0	7	
5:00 PM	0	5	2	2	2	1	0	0	12	
5:15 PM	1	6	4	0	1	1	0	1	14	
5:30 PM	0	4	4	0	0	0	0	0	8	
5:45 PM	0	9	2	0	0	0	0	0	11	
TTL	3	46	24	7	5	2	0	1	88	

Date: Tuesday, April 22, 2025  
 Project number: sc5047  
 Location: River Oaks  
 N/S Direction: N First St  
 E/W Direction: River Oaks Pkwy

PEDESTRIANS COUNTS						
Start Time	N First St - East Side		N First St - East Side		TTL	
	N-leg - To and from Station A		S-leg - To and from Station B			
	EB	WB	EB	WB		
7:00 AM	0	0	0	0	0	0
7:15 AM	0	1	0	0	1	1
7:30 AM	0	0	0	0	0	0
7:45 AM	0	1	0	0	1	1
8:00 AM	1	0	1	2	4	4
8:15 AM	0	0	0	0	0	0
8:30 AM	2	0	0	1	3	3
8:45 AM	0	0	1	1	2	2
TTL	3	2	2	4	11	11
	EB	WB	EB	WB	TTL	
4:00 PM	1	0	0	0	1	1
4:15 PM	1	0	0	0	1	1
4:30 PM	1	0	0	5	6	6
4:45 PM	1	0	0	3	4	4
5:00 PM	3	0	2	2	7	7
5:15 PM	3	0	0	0	3	3
5:30 PM	0	0	2	0	2	2
5:45 PM	2	0	0	0	2	2
TTL	12	0	4	10	26	26

BICYCLES COUNTS						
Start Time	N First St - East Side		N First St - East Side		TTL	
	N-leg - To and from Station A		S-leg - To and from Station B			
	EB	WB	EB	WB		
7:00 AM	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0
TTL	0	0	0	0	0	0
	EB	WB	EB	WB	TTL	
4:00 PM	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0
TTL	0	0	0	0	0	0

Date: Tuesday, April 22, 2025  
 Project number: sc5047  
 Location: River Oaks  
 N/S Direction: N First St  
 E/W Direction: River Oaks Pkwy

PEDESTRIANS COUNTS						
Start Time	N First St - West Side		N First St - West Side		TTL	
	N-leg - To and from Station A		S-leg - To and from Station B			
	EB	WB	EB	WB		
7:00 AM	0	2	1	0	3	
7:15 AM	0	0	3	1	4	
7:30 AM	0	3	3	0	6	
7:45 AM	0	2	2	3	7	
8:00 AM	1	0	1	0	2	
8:15 AM	1	2	5	1	9	
8:30 AM	0	5	0	3	8	
8:45 AM	2	2	2	3	9	
TTL	4	16	17	11	48	
	EB	WB	EB	WB	TTL	
4:00 PM	2	2	4	0	8	
4:15 PM	3	2	3	1	9	
4:30 PM	1	2	0	1	4	
4:45 PM	2	8	2	1	13	
5:00 PM	0	4	0	0	4	
5:15 PM	2	3	1	0	6	
5:30 PM	4	3	3	1	11	
5:45 PM	2	3	1	2	8	
TTL	16	27	14	6	63	

BICYCLES COUNTS						
Start Time	N First St - West Side		N First St - West Side		TTL	
	N-leg - To and from Station A		S-leg - To and from Station B			
	EB	WB	EB	WB		
7:00 AM	1	1	0	1	3	
7:15 AM	0	0	0	0	0	
7:30 AM	0	1	0	0	1	
7:45 AM	0	0	0	0	0	
8:00 AM	0	2	0	0	2	
8:15 AM	0	0	1	0	1	
8:30 AM	0	0	0	0	0	
8:45 AM	0	0	1	0	1	
TTL	1	4	2	1	8	
	EB	WB	EB	WB	TTL	
4:00 PM	0	0	0	0	0	
4:15 PM	0	1	0	0	1	
4:30 PM	0	0	0	0	0	
4:45 PM	1	2	0	0	3	
5:00 PM	0	1	1	0	2	
5:15 PM	1	0	1	1	3	
5:30 PM	0	0	0	0	0	
5:45 PM	0	0	0	0	0	
TTL	2	4	2	1	9	

Date: Tuesday, April 22, 2025  
 Project number: SC5047  
 Location: River Oaks  
 N/S Direction: N First St  
 E/W Direction: River Oaks Pkwy

TRAMS COUNTS			
Start Time	N First St		TTL
	River Oaks Pkwy		
	NBT	SBT	
7:00 AM	2	2	4
7:15 AM	1	2	3
7:30 AM	3	2	5
7:45 AM	2	2	4
8:00 AM	2	1	3
8:15 AM	2	2	4
8:30 AM	3	3	6
8:45 AM	1	3	4
TTL	16	17	33
4:00 PM	1	2	3
4:15 PM	2	1	3
4:30 PM	0	2	2
4:45 PM	2	1	3
5:00 PM	2	2	4
5:15 PM	2	3	5
5:30 PM	1	1	2
5:45 PM	6	2	8
TTL	16	14	30

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T112224

DATE:  
Tue, Apr 22, 25

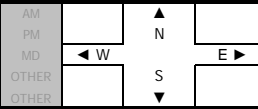
LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

River Oaks  
N First St  
Rio Robles

PROJECT #:  
LOCATION #:  
CONTROL:

SC5047  
2  
SIGNAL

NOTES:



LANES:	NORTHBOUND N First St			SOUTHBOUND N First St			EASTBOUND Rio Robles			WESTBOUND Rio Robles			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

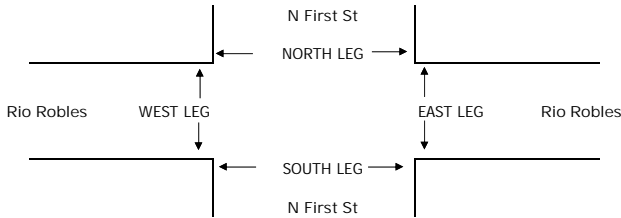
TIME	NORTHBOUND N First St			SOUTHBOUND N First St			EASTBOUND Rio Robles			WESTBOUND Rio Robles			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	25	98	2	2	34	5	0	1	7	15	1	6	196
7:15 AM	57	112	4	3	52	4	0	2	4	23	3	5	269
7:30 AM	66	147	7	0	57	3	0	0	15	15	4	6	320
7:45 AM	112	142	5	4	84	12	1	2	17	34	7	11	431
8:00 AM	84	197	2	3	73	12	2	1	21	32	3	10	440
8:15 AM	95	167	6	5	93	12	1	1	18	33	12	17	460
8:30 AM	87	187	7	6	81	14	0	4	32	28	15	9	470
8:45 AM	103	203	8	3	40	14	7	1	39	39	9	13	479
VOLUMES	629	1,253	41	26	514	76	11	12	153	219	54	77	3,141
APPROACH %	32%	64%	2%	4%	78%	12%	6%	7%	87%	63%	15%	22%	
APP/DEPART	1,957	/	1,383	658	/	920	176	/	79	350	/	759	0
BEGIN PEAK HR	8:00 AM												
VOLUMES	369	754	23	17	287	52	10	7	110	132	39	49	1,900
APPROACH %	32%	65%	2%	4%	74%	13%	8%	6%	87%	60%	18%	22%	
PEAK HR FACTOR	0.907												0.939
APP/DEPART	1,164	/	846	389	/	547	127	/	47	220	/	460	0
4:00 PM	18	89	8	7	131	3	13	5	104	11	1	3	393
4:15 PM	11	94	9	5	153	1	15	11	96	17	1	4	417
4:30 PM	16	96	15	9	142	3	11	9	109	15	1	5	431
4:45 PM	16	100	12	8	139	0	14	13	95	23	0	7	427
5:00 PM	18	93	22	8	146	0	17	11	169	18	2	3	507
5:15 PM	17	99	21	23	164	2	24	17	117	16	0	8	508
5:30 PM	20	103	21	12	168	2	18	17	117	20	2	8	508
5:45 PM	15	111	19	18	159	6	5	22	120	16	4	10	505
VOLUMES	131	785	127	90	1,202	17	117	105	927	136	11	48	3,878
APPROACH %	12%	70%	11%	6%	85%	1%	10%	9%	81%	70%	6%	25%	
APP/DEPART	1,122	/	1,053	1,412	/	2,344	1,149	/	322	195	/	159	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	70	406	83	61	637	10	64	67	523	70	8	29	2,143
APPROACH %	11%	67%	14%	8%	83%	1%	10%	10%	80%	65%	7%	27%	
PEAK HR FACTOR	0.941												0.830
APP/DEPART	610	/	563	772	/	1,281	654	/	211	107	/	88	0

3	2	0	0	5
4	1	0	0	5
5	2	0	0	7
4	4	0	0	8
2	4	0	0	6
4	4	0	0	8
5	5	0	0	10
7	20	0	0	27
34	42	0	0	76

18	33	0	0
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4	8	0	0	12
5	9	0	0	14
8	12	0	0	20
11	10	0	0	21
9	10	0	0	19
13	19	0	0	32
18	20	0	0	38
11	15	0	0	26
79	103	0	0	182

51	64	0	0
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TIME	ALL PED + BIKE & SCOOTER				TOTAL
	N LEG	S LEG	E LEG	W LEG	
7:00 AM	0	6	1	1	8
7:15 AM	0	0	1	1	2
7:30 AM	2	1	1	5	9
7:45 AM	2	9	2	0	13
8:00 AM	0	6	0	2	8
8:15 AM	0	0	4	2	6
8:30 AM	3	12	1	5	21
8:45 AM	2	5	0	2	9
TOTAL	9	39	10	18	76
BEGIN PEAK HR	8:00 AM				
4:00 PM	1	6	1	0	8
4:15 PM	1	5	1	2	9
4:30 PM	1	5	2	1	9
4:45 PM	3	4	3	3	13
5:00 PM	1	4	1	3	9
5:15 PM	3	6	4	4	17
5:30 PM	5	10	1	7	23
5:45 PM	5	10	1	4	20
TOTAL	20	50	14	24	108
BEGIN PEAK HR	5:00 PM				

TIME	PEDESTRIAN CROSSINGS				TOTAL
	N LEG	S LEG	E LEG	W LEG	
7:00 AM	0	6	1	1	8
7:15 AM	0	0	1	1	2
7:30 AM	1	1	1	4	7
7:45 AM	1	8	0	0	9
8:00 AM	0	6	0	2	8
8:15 AM	0	0	4	2	6
8:30 AM	2	11	0	2	15
8:45 AM	2	4	0	2	8
TOTAL	6	36	7	14	63
BEGIN PEAK HR	8:00 AM				
4:00 PM	1	5	1	0	7
4:15 PM	0	4	1	1	6
4:30 PM	1	4	2	1	8
4:45 PM	3	4	1	3	11
5:00 PM	1	4	1	2	8
5:15 PM	3	5	3	4	15
5:30 PM	5	9	0	6	20
5:45 PM	3	10	1	2	16
TOTAL	17	45	10	19	91
BEGIN PEAK HR	5:00 PM				

TIME	BICYCLE & SCOOTER CROSSINGS				TOTAL
	NL	SL	EL	WL	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	1	0	0	1	2
7:45 AM	1	1	2	0	4
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	1	1	1	3	6
8:45 AM	0	1	0	0	1
TOTAL	3	3	3	4	13
BEGIN PEAK HR	8:00 AM				
4:00 PM	0	1	0	0	1
4:15 PM	1	1	0	1	3
4:30 PM	0	1	0	0	1
4:45 PM	0	0	2	0	2
5:00 PM	0	0	0	1	1
5:15 PM	0	1	1	0	2
5:30 PM	0	1	1	1	3
5:45 PM	2	0	0	2	4
TOTAL	3	5	4	5	17
BEGIN PEAK HR	5:00 PM				

12	28	5	14	59
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T112224

DATE:  
Tue, Apr 22, 25

LOCATION: River Oaks  
NORTH & SOUTH: N First St  
EAST & WEST: Montague Expy

PROJECT #: SC5047  
LOCATION #: 3  
CONTROL: SIGNAL

NOTES:	AM	▲ N	E ▶	
	PM			
	MD			◀ W
	OTHER			S
	OTHER			▼

LANES:	NORTHBOUND N First St			SOUTHBOUND N First St			EASTBOUND Montague Expy			WESTBOUND Montague Expy			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

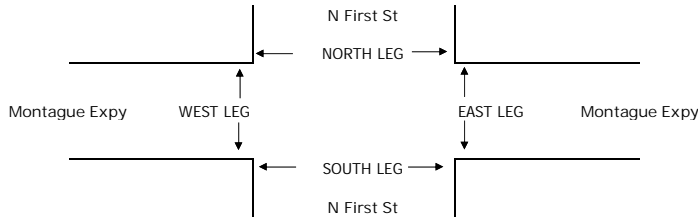
AM	7:00 AM	15	74	3	13	26	26	29	120	10	10	411	38	775
	7:15 AM	18	103	3	10	39	38	51	167	18	10	533	41	1,031
	7:30 AM	26	140	4	8	60	52	65	158	14	17	555	51	1,150
	7:45 AM	27	187	3	20	61	55	84	259	20	13	709	71	1,509
	8:00 AM	24	125	3	17	57	60	94	296	24	18	662	46	1,426
	8:15 AM	34	173	5	18	85	95	125	350	27	11	618	51	1,592
	8:30 AM	44	173	6	13	79	98	111	326	30	13	621	52	1,566
	8:45 AM	38	164	5	11	61	104	110	338	39	10	690	42	1,612
	VOLUMES	226	1,139	32	110	468	528	669	2,014	182	102	4,799	392	10,772
	APPROACH %	16%	81%	2%	10%	42%	48%	23%	68%	6%	2%	91%	7%	
APP/DEPART	1,400	/	2,205	1,111	/	755	2,968	/	2,156	5,293	/	5,656	0	
BEGIN PEAK HR	8:00 AM													
VOLUMES	140	635	19	59	282	357	440	1,310	120	52	2,591	191	6,280	
APPROACH %	18%	80%	2%	8%	40%	51%	23%	67%	6%	2%	91%	7%		
PEAK HR FACTOR	0.890													
APP/DEPART	794	/	1,269	701	/	454	1,951	/	1,388	2,834	/	3,169	0	
PM	4:00 PM	26	89	9	41	159	90	63	650	39	23	323	13	1,525
	4:15 PM	45	71	12	37	160	106	75	580	35	11	367	21	1,520
	4:30 PM	56	91	13	41	126	95	102	685	30	12	408	21	1,680
	4:45 PM	29	76	16	32	151	92	104	542	45	14	474	23	1,598
	5:00 PM	51	78	9	49	154	108	117	607	47	28	451	11	1,710
	5:15 PM	62	101	13	41	166	109	124	686	39	15	480	15	1,851
	5:30 PM	34	80	9	46	165	128	144	685	44	16	499	28	1,878
	5:45 PM	38	78	12	34	121	114	148	622	41	16	484	34	1,742
	VOLUMES	341	664	93	321	1,202	842	877	5,057	320	135	3,486	166	13,560
	APPROACH %	31%	60%	8%	13%	50%	35%	14%	81%	5%	4%	92%	4%	
APP/DEPART	1,105	/	1,734	2,392	/	1,664	6,276	/	5,471	3,787	/	4,691	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	185	337	43	170	606	459	533	2,600	171	75	1,914	88	7,212	
APPROACH %	33%	59%	8%	14%	48%	37%	16%	78%	5%	4%	92%	4%		
PEAK HR FACTOR	0.790													
APP/DEPART	569	/	975	1,252	/	856	3,314	/	2,813	2,077	/	2,568	0	

0	0	4	0	4
1	0	3	0	4
1	1	10	0	12
1	1	5	0	7
0	0	12	0	12
0	2	17	0	19
0	0	22	0	22
0	1	30	0	31
3	5	103	0	111

0	3	81	0
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1	5	3	0	9
1	1	7	0	9
0	4	2	0	6
1	0	0	0	1
0	0	5	0	5
4	4	1	0	9
0	7	2	0	9
0	6	2	0	8
7	27	22	0	56

4	17	10	0
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AM	7:00 AM	0	1	0	1	2
	7:15 AM	0	0	0	0	0
	7:30 AM	0	1	0	0	1
	7:45 AM	0	0	0	0	0
	8:00 AM	0	0	0	1	1
	8:15 AM	2	1	1	2	6
	8:30 AM	2	0	2	2	6
	8:45 AM	1	1	0	4	6
TOTAL	5	4	3	10	22	
BEGIN PEAK HR	8:00 AM					
PM	4:00 PM	0	0	1	2	3
	4:15 PM	2	0	5	1	8
	4:30 PM	0	0	2	1	3
	4:45 PM	2	0	1	1	4
	5:00 PM	1	2	1	2	6
	5:15 PM	0	0	1	2	3
	5:30 PM	0	0	0	3	3
	5:45 PM	2	1	0	1	4
TOTAL	7	3	11	13	34	
BEGIN PEAK HR	5:00 PM					

ALL PED + BIKE & SCOOTER				
N LEG	S LEG	E LEG	W LEG	TOTAL
0	1	0	1	2
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	1	1
2	1	1	2	6
2	0	2	2	6
1	1	0	4	6
5	4	3	10	22
0	0	1	2	3
2	0	5	1	8
0	0	2	1	3
2	0	1	1	4
1	2	1	2	6
0	0	1	2	3
0	0	0	3	3
2	1	0	1	4
7	3	11	13	34

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
0	1	0	1	2
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
1	1	1	1	4
0	0	0	0	0
0	1	0	3	4
1	4	1	5	11
1	2	1	4	8
0	0	0	2	2
1	0	3	0	4
0	0	1	0	1
1	0	0	0	1
1	0	0	1	2
0	0	0	1	1
0	0	0	1	1
2	0	0	0	2
5	0	4	5	14
3	0	0	3	6

BI-CYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
1	0	0	1	2
2	0	2	2	6
1	0	0	1	2
4	0	2	5	11
0	0	1	0	1
1	0	2	1	4
0	0	1	1	2
1	0	1	1	3
0	2	1	1	4
0	0	1	1	2
0	0	0	2	2
0	1	0	1	2
2	3	7	8	20

PEDESTRIAN TURNING MOVEMENT COUNTS

T112224

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:  
Tue, Apr 22, 25

LOCATION:  
NORTH & SOUTH: River Oaks  
EAST & WEST: Guadalupe River Trail  
Driveway

PROJECT #: SC5047  
LOCATION #: 4  
CONTROL: STOP E/W

NOTES:	AM	▲	N
	PM	▼	S
	MD	←	W
	OTHER	→	E
	OTHER		

LANES:	NORTHBOUND Guadalupe River Trail			SOUTHBOUND Guadalupe River Trail			EASTBOUND Driveway			WESTBOUND Driveway			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

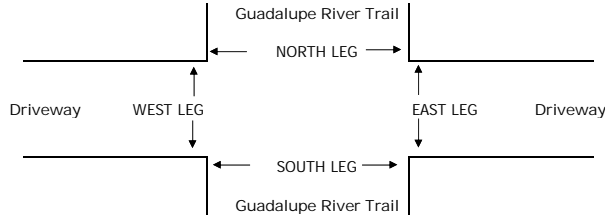
U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	5	1	4	2	0	4	4	0	0	2	3	25
	7:15 AM	0	3	1	3	6	0	4	2	0	2	2	2	25
	7:30 AM	0	1	0	2	3	4	4	6	0	0	2	6	28
	7:45 AM	3	2	0	5	2	7	2	7	1	0	3	4	36
	8:00 AM	0	3	1	3	5	0	3	9	0	0	2	3	29
	8:15 AM	0	0	0	2	0	1	4	3	2	0	1	9	22
	8:30 AM	2	4	1	6	5	1	2	4	0	0	4	5	34
	8:45 AM	0	2	2	4	1	2	5	6	3	1	3	4	33
	VOLUMES	5	20	6	29	24	15	28	41	6	3	19	36	236
	APPROACH %	16%	65%	19%	40%	33%	21%	37%	55%	8%	5%	33%	62%	
APP/DEPART	31	/	88	72	/	33	75	/	76	58	/	39	0	
BEGIN PEAK HR	7:45 AM													
VOLUMES	5	9	2	16	12	9	11	23	3	0	10	21	123	
APPROACH %	31%	56%	13%	41%	31%	23%	30%	62%	8%	0%	32%	68%		
PEAK HR FACTOR	0.571			0.696			0.771			0.775			0.854	
APP/DEPART	16	/	43	39	/	15	37	/	41	31	/	24	0	
PM	4:00 PM	0	0	0	0	0	1	0	7	0	1	8	2	19
	4:15 PM	0	1	1	1	0	2	5	8	1	0	6	5	30
	4:30 PM	0	0	0	1	2	3	2	4	0	0	10	4	26
	4:45 PM	2	2	0	2	2	4	6	9	0	1	6	9	43
	5:00 PM	1	0	0	5	0	4	6	3	0	0	10	11	40
	5:15 PM	1	1	1	2	1	2	5	6	2	1	9	13	44
	5:30 PM	3	3	1	13	5	6	8	7	1	1	10	15	73
	5:45 PM	0	0	0	13	2	9	13	11	0	0	8	6	62
	VOLUMES	7	7	3	37	12	31	45	55	4	4	67	65	345
	APPROACH %	37%	37%	16%	44%	14%	36%	43%	53%	4%	3%	49%	47%	
APP/DEPART	19	/	122	85	/	22	104	/	96	137	/	105	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	5	4	2	33	8	21	32	27	3	2	37	45	226	
APPROACH %	38%	31%	15%	50%	12%	32%	52%	44%	5%	2%	44%	53%		
PEAK HR FACTOR	0.361			0.589			0.646			0.817			0.753	
APP/DEPART	13	/	85	66	/	15	62	/	63	85	/	63	0	

0	2	0	0
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0	1	0	0	1
0	0	0	0	0
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0	0	0	0	0
2	0	0	0	2
0	4	0	1	5
2	5	0	1	8

2	4	0	1
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BICYCLES TURNING MOVEMENT COUNTS

T112224

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> Tue, Apr 22, 25	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	River Oaks Guadalupe River Trail Driveway	<b>PROJECT #:</b> SC5047	<b>LOCATION #:</b> 4	<b>CONTROL:</b> STOP E/W
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NOTES:	AM		▲	
	PM		▼	
	MD	◀	W	E ▶
	OTHER		S	
	OTHER			

LANES:	NORTHBOUND Guadalupe River Trail			SOUTHBOUND Guadalupe River Trail			EASTBOUND Driveway			WESTBOUND Driveway			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

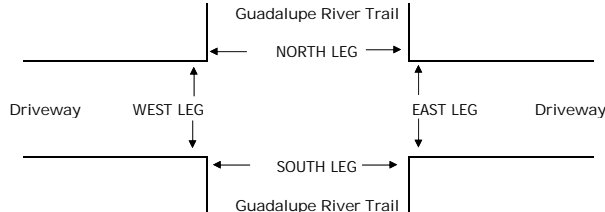
7:00 AM	0	6	2	3	0	0	0	1	0	0	0	0	0	12	0	0	0	0	0
7:15 AM	0	2	3	0	3	0	0	1	0	0	0	3	4	16	0	0	0	0	0
7:30 AM	0	4	3	1	3	1	2	2	2	1	1	1	21	0	0	0	0	0	
7:45 AM	1	5	3	3	1	0	1	3	3	0	0	2	22	0	0	0	0	0	
8:00 AM	0	4	0	6	2	0	0	6	0	0	3	2	23	0	1	0	0	1	
8:15 AM	0	3	1	1	2	0	0	11	0	0	1	1	20	0	0	0	1	1	
8:30 AM	1	6	3	4	3	1	1	3	0	0	2	1	25	0	0	0	0	0	
8:45 AM	0	8	2	2	1	0	1	3	0	3	3	4	27	0	0	0	0	0	
VOLUMES	2	38	17	20	15	2	6	29	5	4	13	15	168	0	1	0	1	2	
APPROACH %	4%	67%	30%	53%	39%	5%	15%	73%	13%	12%	39%	45%							
APP/DEPART	57	/	60	38	/	24	40	/	67	33	/	17	0						
BEGIN PEAK HR	8:00 AM																		
VOLUMES	1	21	6	13	8	1	2	23	0	3	9	8	97	0	1	0	1	1	
APPROACH %	4%	75%	21%	57%	35%	4%	8%	92%	0%	14%	43%	38%							
PEAK HR FACTOR	0.700			0.639			0.568			0.525			0.898						
APP/DEPART	28	/	32	23	/	11	25	/	43	21	/	11	0						
4:00 PM	0	5	0	4	2	1	0	0	0	3	3	1	19	0	0	0	0	0	
4:15 PM	0	3	1	1	6	3	0	2	0	3	2	6	27	0	0	0	0	0	
4:30 PM	0	1	0	3	3	0	2	2	1	3	3	4	22	0	0	0	0	0	
4:45 PM	1	1	1	3	7	0	1	1	1	0	3	3	22	0	0	0	0	0	
5:00 PM	3	2	1	2	5	0	0	2	1	0	5	2	23	0	0	0	0	0	
5:15 PM	3	4	0	0	5	1	0	4	0	3	5	5	30	0	0	0	0	0	
5:30 PM	2	7	1	3	10	3	2	2	1	1	2	2	36	0	0	0	0	0	
5:45 PM	0	4	0	3	8	0	0	3	0	3	5	3	29	0	0	0	0	0	
VOLUMES	9	27	4	19	46	8	5	16	4	16	28	26	208	0	0	0	0	0	
APPROACH %	23%	68%	10%	26%	63%	11%	20%	64%	16%	23%	40%	37%							
APP/DEPART	40	/	58	73	/	66	25	/	39	70	/	45	0						
BEGIN PEAK HR	5:00 PM																		
VOLUMES	8	17	2	8	28	4	2	11	2	7	17	12	118	0	0	0	0	0	
APPROACH %	30%	63%	7%	20%	70%	10%	13%	73%	13%	19%	47%	33%							
PEAK HR FACTOR	0.675			0.625			0.750			0.692			0.819						
APP/DEPART	27	/	31	40	/	37	15	/	21	36	/	29	0						

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0	0	0	0	0
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0	0	0	0	0
0	1	0	1	2

0	1	0	1
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0	0	0	0	0

0	0	0	0
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## **Appendix C: Round 1 Outreach Summary**



## Appendix C: Round 1 Outreach Summary

The goal of the first round of public outreach was to understand the community's challenges with walking, biking, and taking transit around the site. Engagement activities occurred in March and April of 2025 and targeted transit users, nearby residents, and employers. Activities included a walk audit with stakeholders, one community meeting, three pop-up events, and an online survey.

The outreach events were advertised through several channels, including flyers sent to businesses and employers; postcards distributed at in-person engagement events; VTA's social media channels; A-frames at the station, Guadalupe River Trail, and VTA campus; email notifications; and canvassing efforts by the City of San José and Catalyze SV. Outreach materials were provided in English and Mandarin Chinese.

Besides transit riders, the survey was able to reach a wide audience, including nearby residents, employees, and trail users. Over half of respondents (59%) reported walking as their travel mode, followed by light rail (27%) and bicycles and other rideable devices (17%). The most significant corridors to access the station are along N First Street (66%) and the Guadalupe River Trail (48%).

When asked to rank a list of potential improvements, the top priorities according to the community are:

1. Improve crossing safety for bikes/peds
2. Create new or improve bike lanes
3. Complete missing sidewalks
4. More bus connections
5. Widen existing sidewalks

Question 9 asked respondents which challenges they encounter near the station, and the top two challenges were both related to crosswalks: "I have to cross busy streets" (43%) and "I have to wait too long at intersections" (39%). Question 10 asked respondents where they encountered these challenges. The greatest number of people discussed challenges at the N First Street and River Oaks Pkwy/PI intersection. The answers with the greatest number of responses between questions 9 and 10 were:

1. "I have to cross busy streets" at N First St & River Oaks PI/Pkwy intersection, and "I have to wait too long at intersections" at N First St & River Oaks PI/Pkwy intersection (18 responses each)
2. "I have to cross busy streets" along N First Street (11 responses)
3. "I do not feel comfortable using the bike lanes on the roads around the station" on N First Street (9 responses)

Almost half of all respondents reported that they would use the light rail more often instead of driving if improvements were implemented (46%), and only 12% of respondents said that they would not use light rail even if the improvements were implemented.

Additional feedback received include more pedestrian and bicycle connections between destinations, safer crossings (including slower traffic and better visibility), obstructions and maintenance in the bicycle lanes, and expanded bus service.

The following pages include the full online survey results by question and collateral used in this round of public outreach.

# River Oaks Station Access Study

Sunday, April 27, 2025

Powered by  SurveyMonkey

**138**

Total Responses

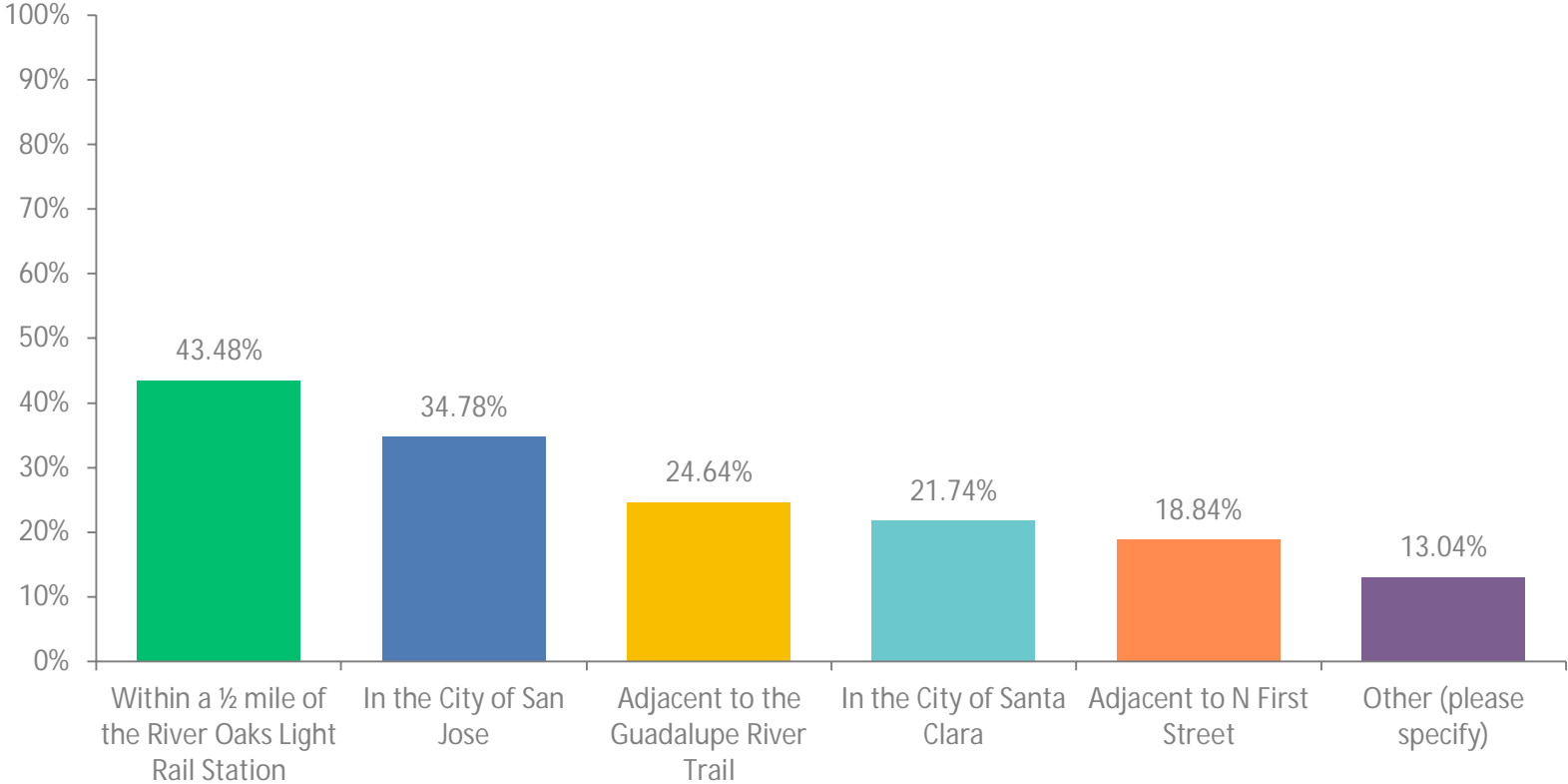
Date Created: Wednesday, February 05, 2025

Complete Responses: 138

Powered by  SurveyMonkey®

# Q1: 1. Where do you live? (Choose all that apply)

Answered: 138 Skipped: 0



## Q1: 1. Where do you live? (Choose all that apply)

Answered: 138 Skipped: 0

ANSWER CHOICES	RESPONSES	
Within a ½ mile of the River Oaks Light Rail Station	43.48%	60
In the City of San Jose	34.78%	48
Adjacent to the Guadalupe River Trail	24.64%	34
In the City of Santa Clara	21.74%	30
Adjacent to N First Street	18.84%	26
Other (please specify)	13.04%	18
<b>TOTAL</b>		<b>216</b>

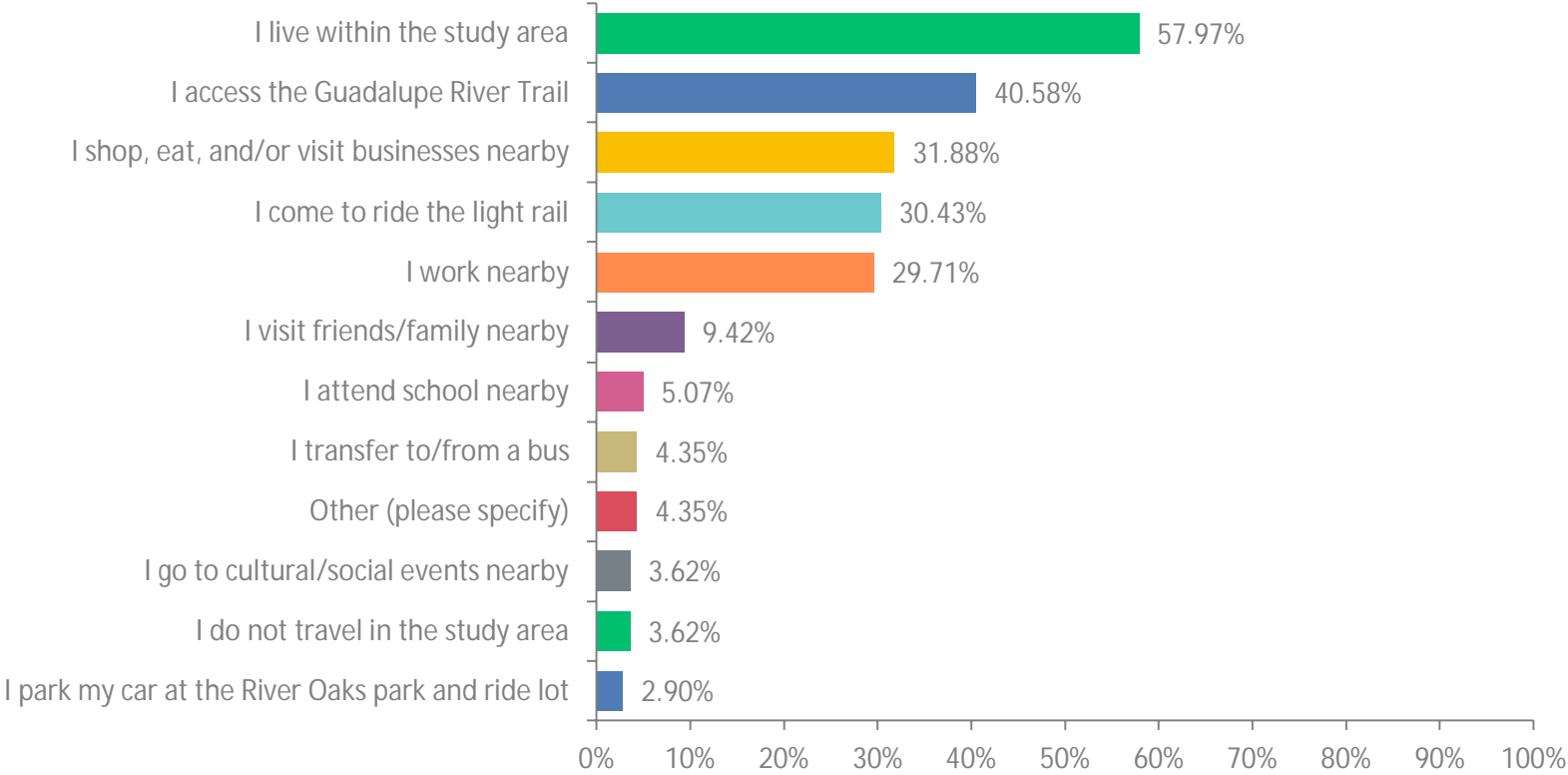
**Q1: Where do you live? (Choose all that apply)**

Other responses:

- Descanso Dr
- City of Sunnyvale
- East Bay
- Tracy
- In the City of Los Gatos
- Union City
- In the city of Cupertino
- Midtown San Jose
- East SJ by the Capitol Expressway Light Rail
- In the city of Sunnyvale
- Mountain View
- Milpitas
- Fremont
- Fremont
- Milpitas
- Japantown ayer 7 stops light rail riveroaks
- cupertino
- On the light rail line in Milpitas
- Montague and ROP
- South First Street

## Q2: 2. Which best describes your relationship to the study area? (Choose all that apply)

Answered: 138 Skipped: 0



## Q2: 2. Which best describes your relationship to the study area? (Choose all that apply)

Answered: 138 Skipped: 0

ANSWER CHOICES	RESPONSES	
I live within the study area	57.97%	80
I access the Guadalupe River Trail	40.58%	56
I shop, eat, and/or visit businesses nearby	31.88%	44
I come to ride the light rail	30.43%	42
I work nearby	29.71%	41
I visit friends/family nearby	9.42%	13
I attend school nearby	5.07%	7
I transfer to/from a bus	4.35%	6
Other (please specify)	4.35%	6

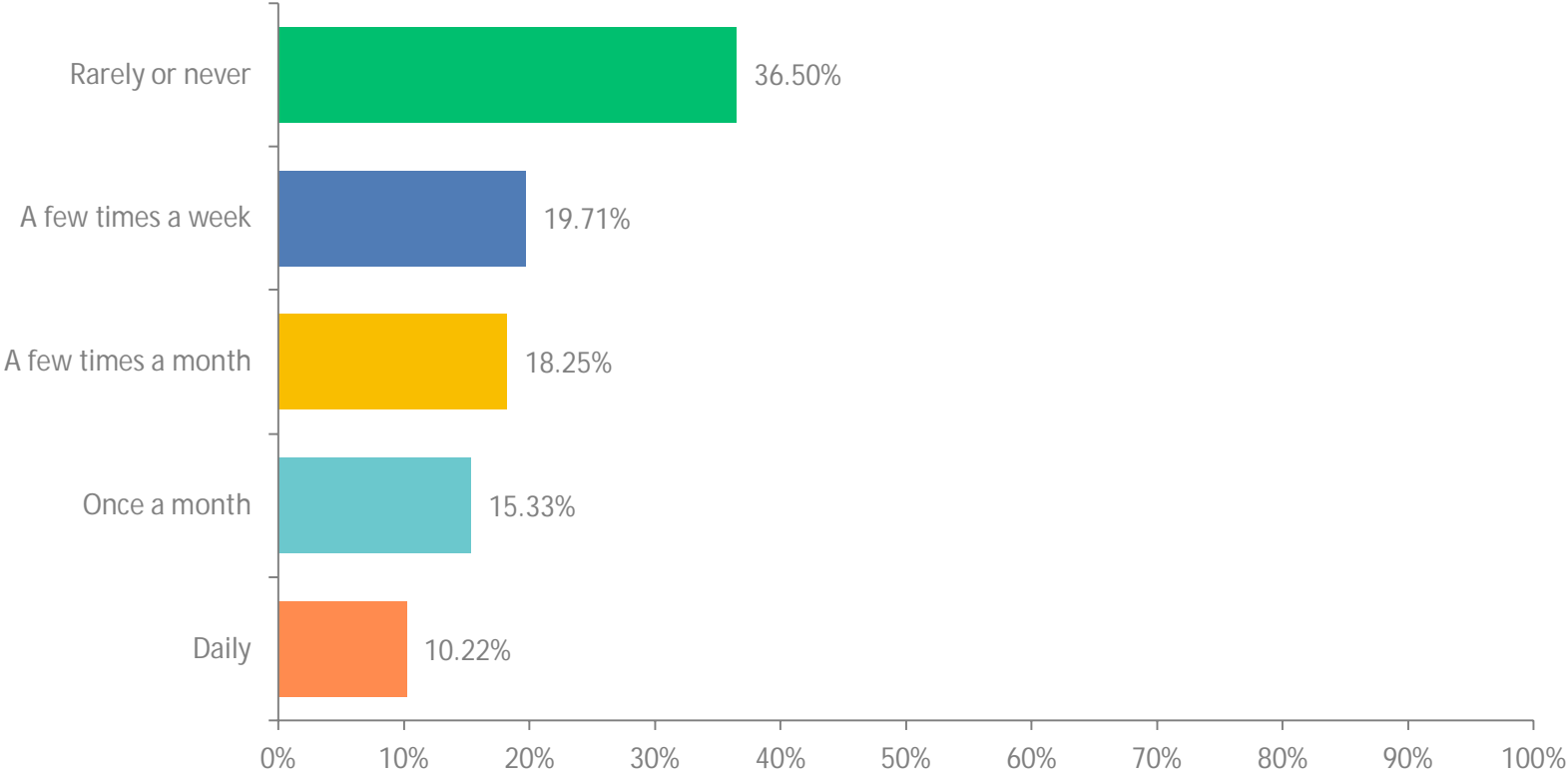
**Q2: Which best describes your relationship to the study area? (Choose all that apply)**

Other responses:

- go to meeting at VTA (VTA BPAC)
- I live so far from there
- I regularly attend VTA meetings at River Oaks
- Job here
- I charge my electric car here
- i work for vta

### Q3: 3. How often do you typically use the River Oaks Light Rail Station, including the station park and ride lot?

Answered: 137 Skipped: 1



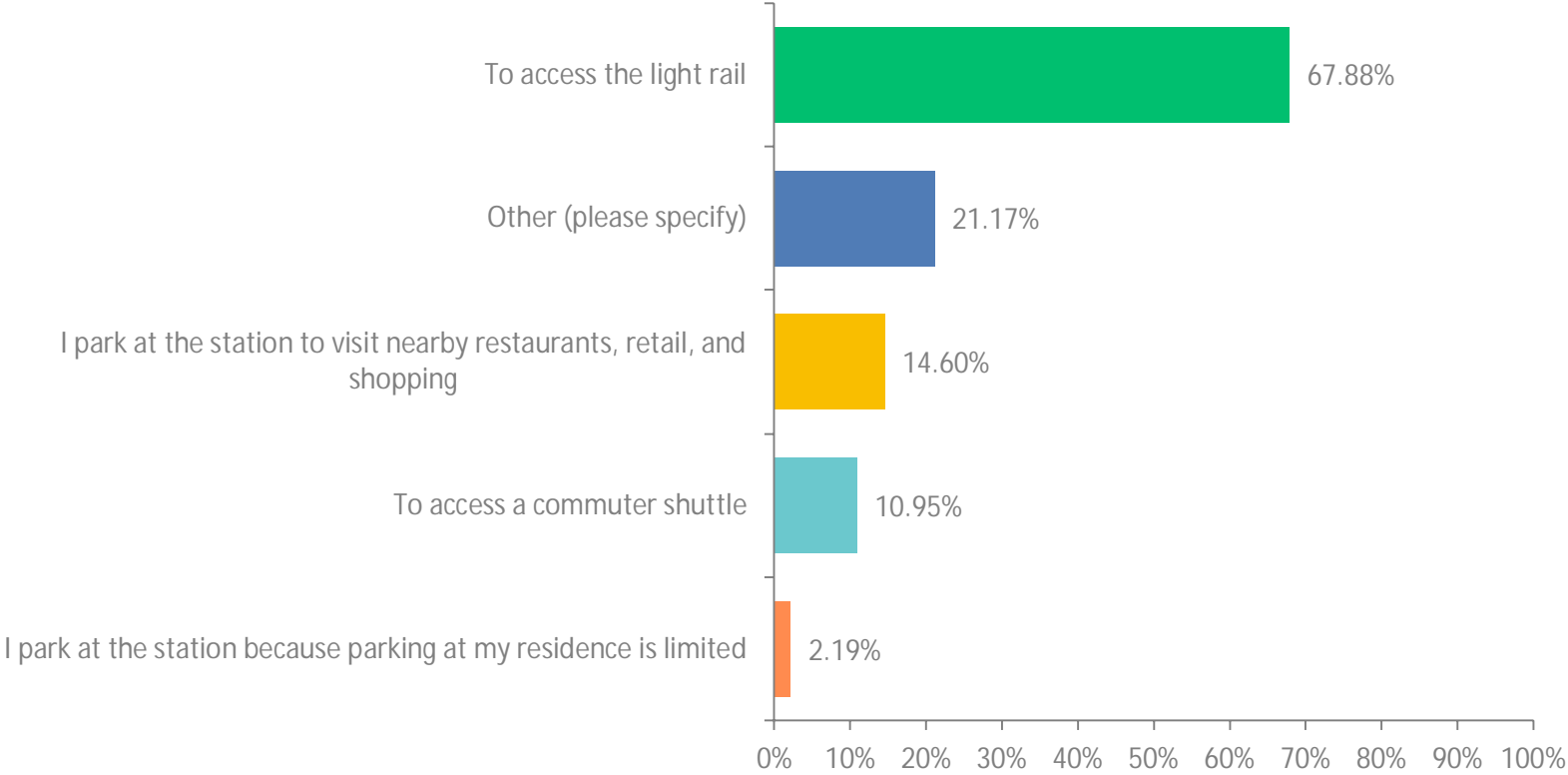
### Q3: 3. How often do you typically use the River Oaks Light Rail Station, including the station park and ride lot?

Answered: 137 Skipped: 1

ANSWER CHOICES	RESPONSES	
Rarely or never	36.50%	50
A few times a week	19.71%	27
A few times a month	18.25%	25
Once a month	15.33%	21
Daily	10.22%	14
TOTAL		137

### Q4: 4. Why do you use the River Oaks Light Rail Station? (Choose all that apply)

Answered: 137 Skipped: 1



## Q4: 4. Why do you use the River Oaks Light Rail Station? (Choose all that apply)

Answered: 137 Skipped: 1

ANSWER CHOICES	RESPONSES	
To access the light rail	67.88%	93
Other (please specify)	21.17%	29
I park at the station to visit nearby restaurants, retail, and shopping	14.60%	20
To access a commuter shuttle	10.95%	15
I park at the station because parking at my residence is limited	2.19%	3
TOTAL		160

**Q4: Why do you use the River Oaks Light Rail Station? (Choose all that apply)**

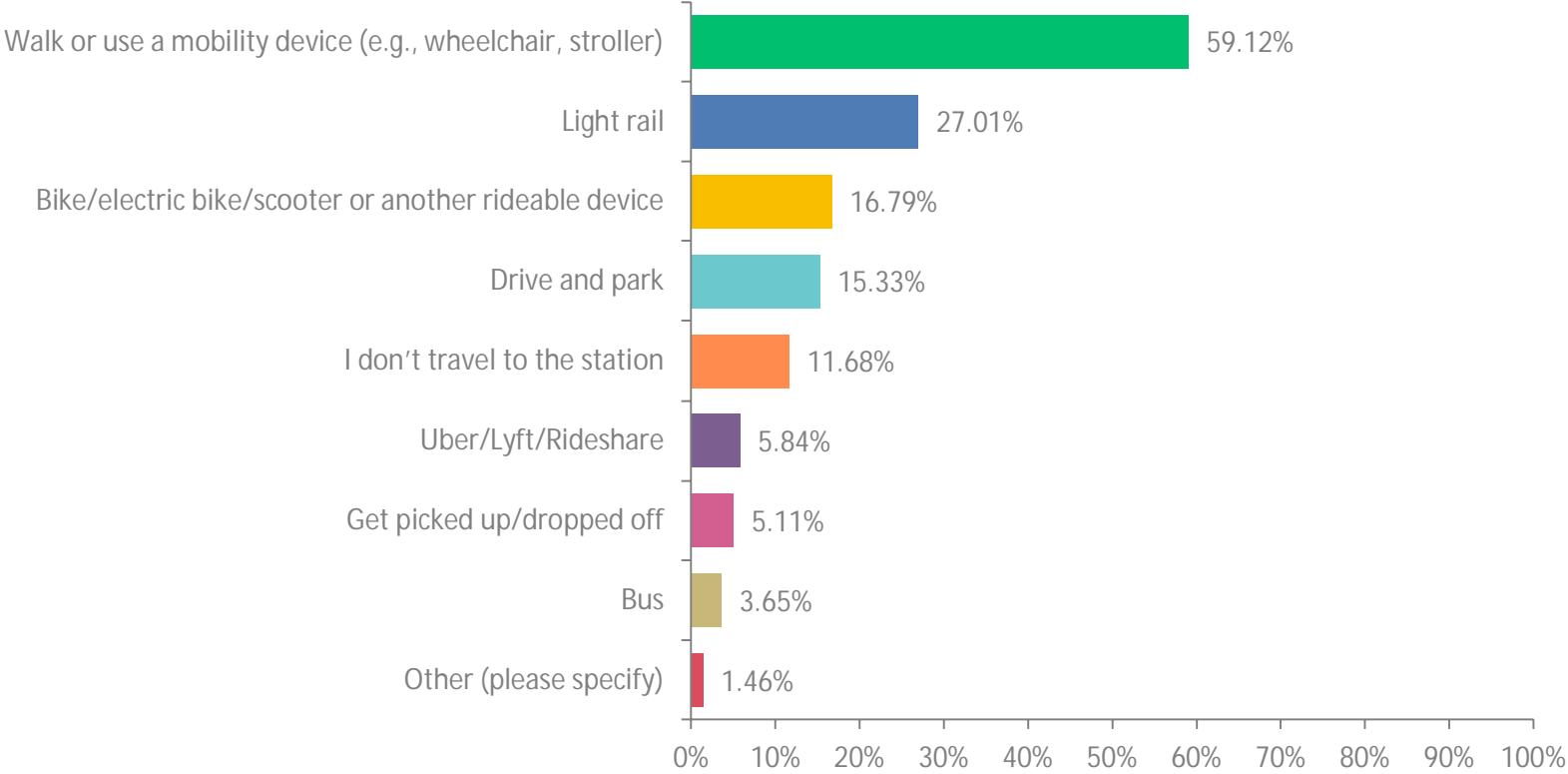
Other responses:

- go to meeting at VTA (VTA BPAC)
- To go to VTA's offices
- I work at River Oaks
- ride to transfer to BART
- Walk on the trail with my friend
- Work
- ACCESS BART
- I don't
- I park there when I intend to take the light rail to downtown SJ
- I don't usually use the train station.
- I do not use
- I bike past it, commuting from the Guadeloupe trail
- To either catch another light rail or to catch a bus
- Rarely used
- n/a
- Haven't used it yet
- Park and running along the river trail.
- I don't use it - the transit time between this station and my work is almost 5x longer than driving
- I charge my electric car here
- Never
- Don't use
- I don't use it
- I don't use

- Before owning a car, I used it to go to SF
- Don't
- I don't use it
- I pass through as bike and pedestrian commuter
- work
- n/a

# Q5: 5. How do you typically travel to or from the River Oaks Light Rail Station? (Choose all that apply)

Answered: 137 Skipped: 1



## Q5: 5. How do you typically travel to or from the River Oaks Light Rail Station? (Choose all that apply)

Answered: 137 Skipped: 1

ANSWER CHOICES	RESPONSES	
Walk or use a mobility device (e.g., wheelchair, stroller)	59.12%	81
Light rail	27.01%	37
Bike/electric bike/scooter or another rideable device	16.79%	23
Drive and park	15.33%	21
I don't travel to the station	11.68%	16
Uber/Lyft/Rideshare	5.84%	8
Get picked up/dropped off	5.11%	7
Bus	3.65%	5
Other (please specify)	1.46%	2
TOTAL		200

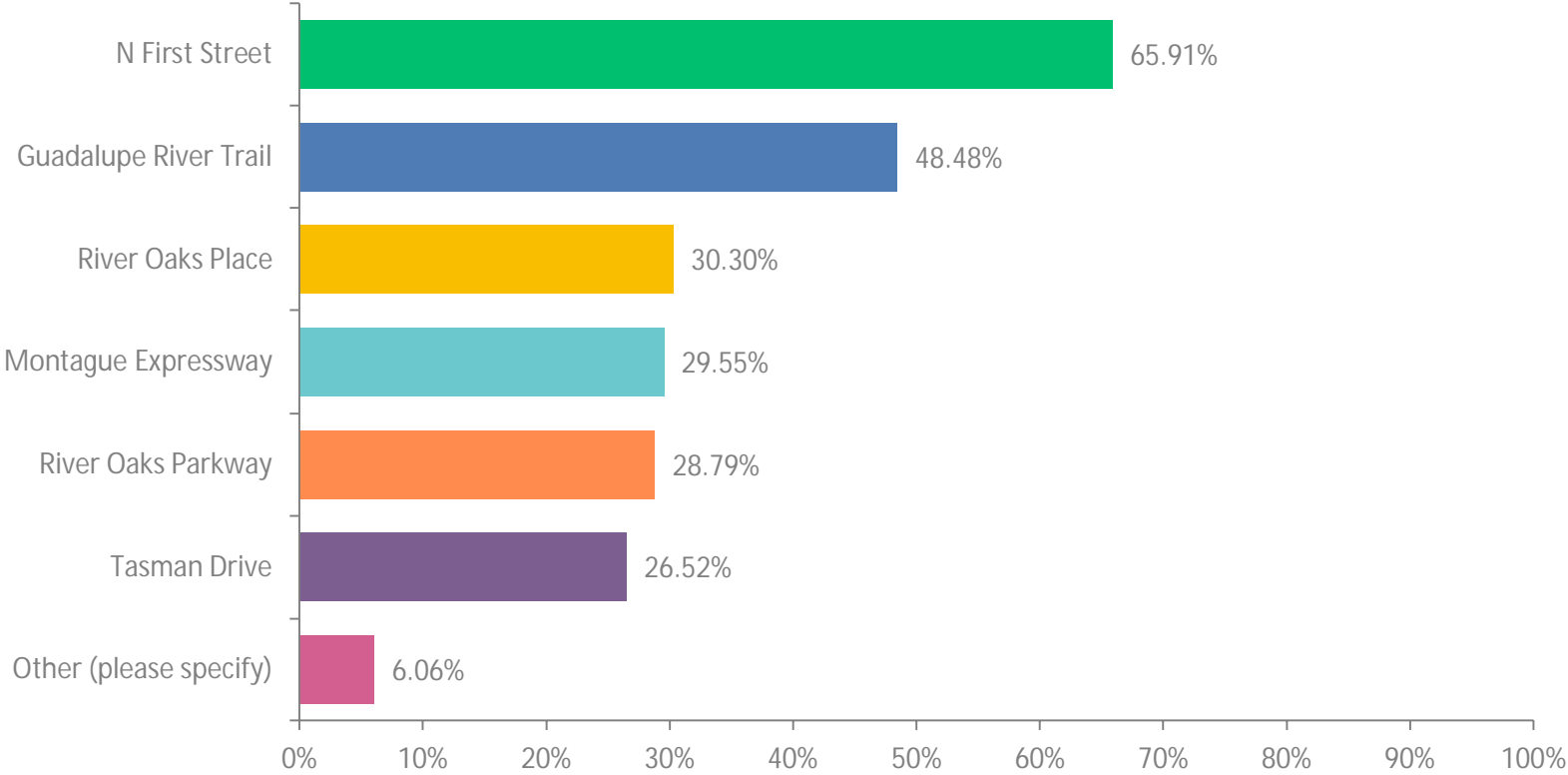
**Q5: How do you typically travel to or from the River Oaks Light Rail Station? (Choose all that apply)**

Other responses:

- Arrive at that station for work.
- Bart

**Q6: 6. Which three (3) streets or trail are most important for you to access the River Oaks Light Rail Station? (Choose maximum three answer choices)**

Answered: 132 Skipped: 6



**Q6: 6. Which three (3) streets or trail are most important for you to access the River Oaks Light Rail Station? (Choose maximum three answer choices)**

Answered: 132 Skipped: 6

ANSWER CHOICES	RESPONSES	
N First Street	65.91%	87
Guadalupe River Trail	48.48%	64
River Oaks Place	30.30%	40
Montague Expressway	29.55%	39
River Oaks Parkway	28.79%	38
Tasman Drive	26.52%	35
Other (please specify)	6.06%	8
<b>TOTAL</b>		<b>311</b>

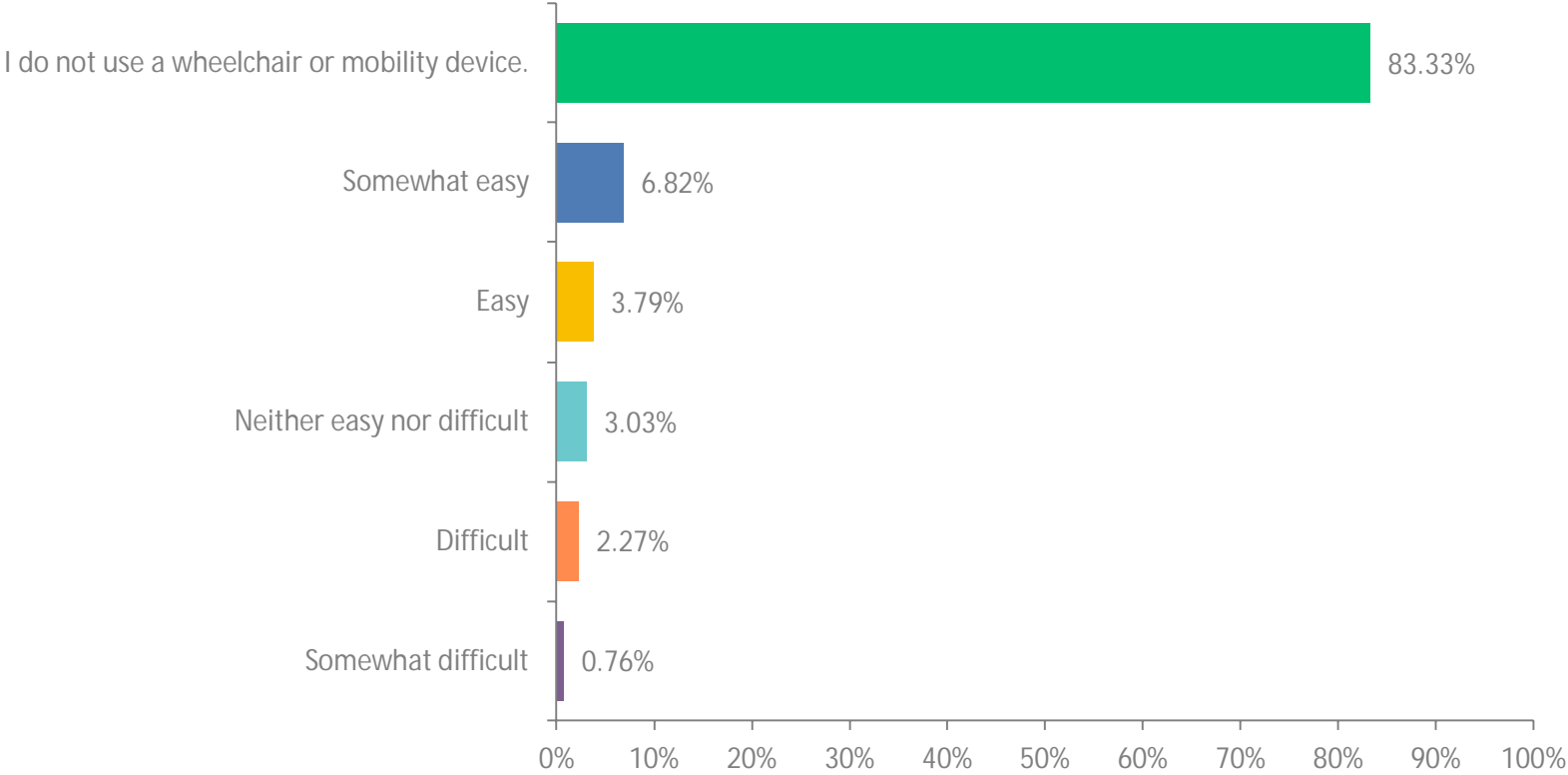
**Q6: Which three (3) streets or trail are most important for you to access the River Oaks Light Rail Station? (Choose maximum three answer choices)**

Other responses:

- destination is at the same street corner.
- Zanker
- Riverview Parkway
- The bridge over the guadalupe river is the most vital piece of infrastructure in Santa Clara County for my life.
- I do not use
- None of the above
- Lick Mill Blvd.
- Lick Mill Blvd

# Q7: 7. If you use a wheelchair or mobility device, how easy is it to get around the study area?

Answered: 132 Skipped: 6



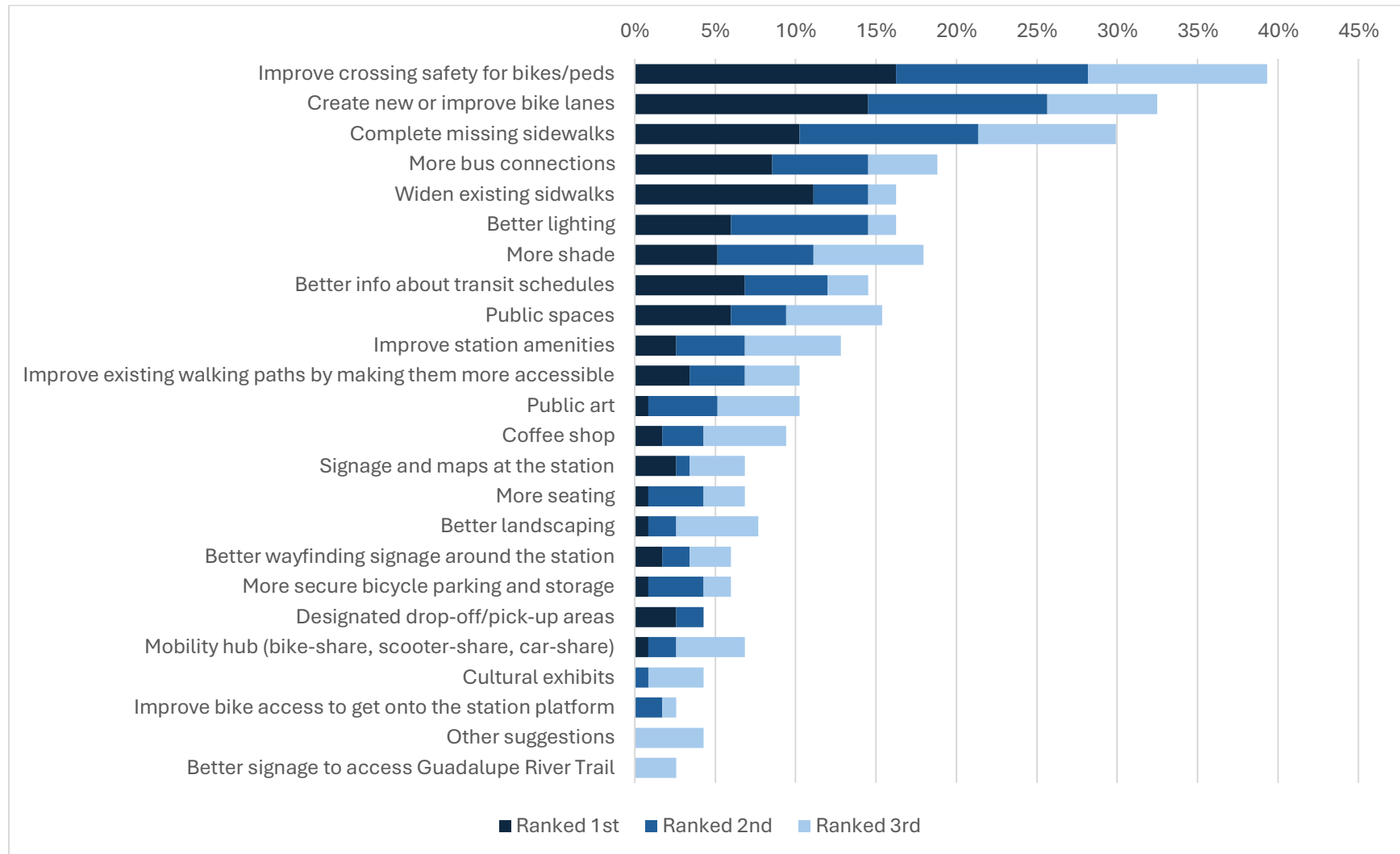
## Q7: 7. If you use a wheelchair or mobility device, how easy is it to get around the study area?

Answered: 132 Skipped: 6

ANSWER CHOICES	RESPONSES	
I do not use a wheelchair or mobility device.	83.33%	110
Somewhat easy	6.82%	9
Easy	3.79%	5
Neither easy nor difficult	3.03%	4
Difficult	2.27%	3
Somewhat difficult	0.76%	1
TOTAL		132

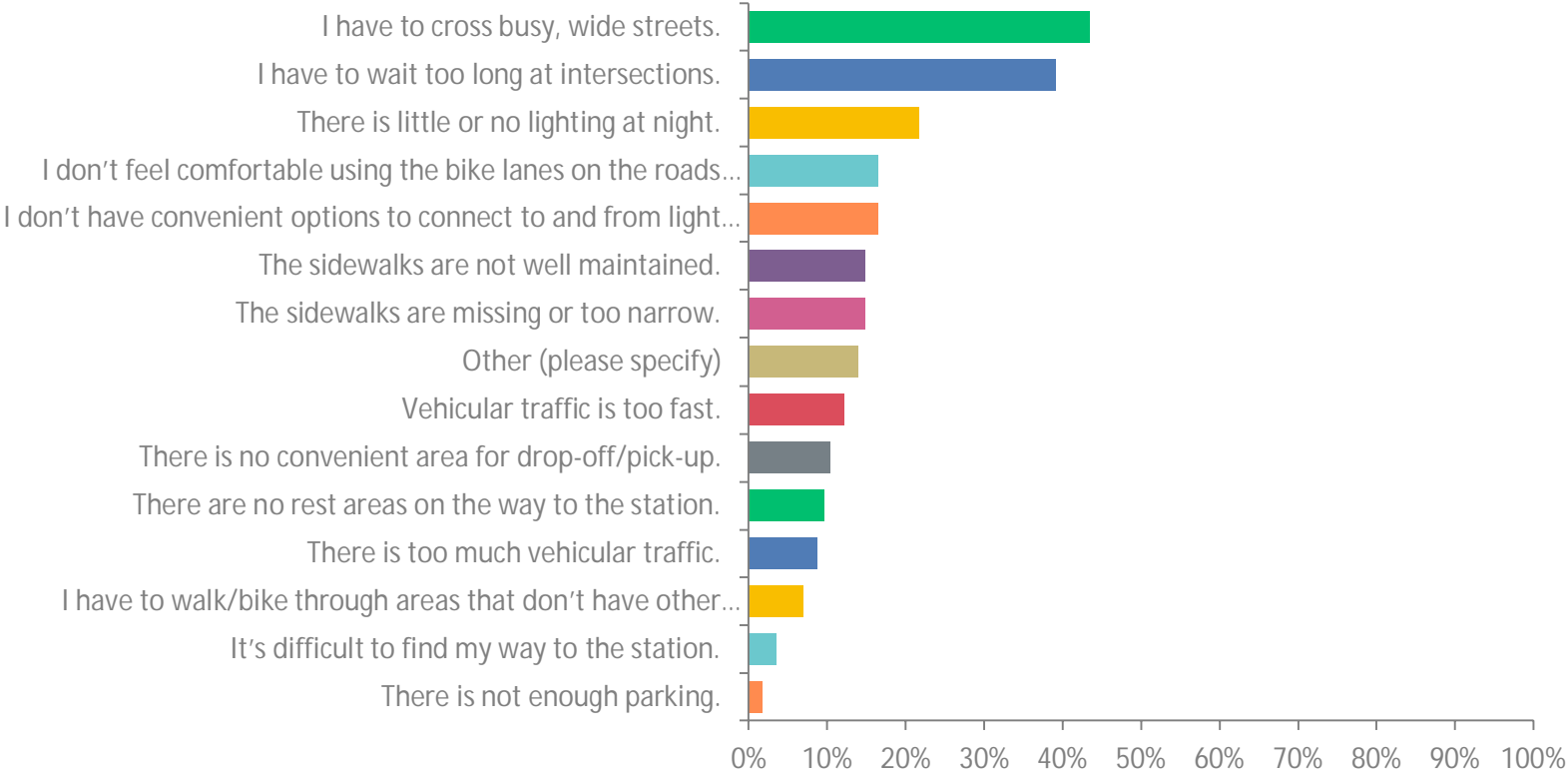
**Q8: From the list above, what access improvements would improve travel conditions in the study area? Rank your top 3 choices within each category, with 1 being the most important:**

Answered: 117 Skipped: 21



# Q9: 9. What challenges do you encounter in accessing the River Oaks Light Rail Station? (Choose all that apply)

Answered: 115 Skipped: 23



## Q9: 9. What challenges do you encounter in accessing the River Oaks Light Rail Station? (Choose all that apply)

Answered: 115 Skipped: 23

ANSWER CHOICES	RESPONSES	
I have to cross busy, wide streets.	43.48%	50
I have to wait too long at intersections.	39.13%	45
There is little or no lighting at night.	21.74%	25
I don't feel comfortable using the bike lanes on the roads around the station.	16.52%	19
I don't have convenient options to connect to and from light rail.	16.52%	19
The sidewalks are not well maintained.	14.78%	17
The sidewalks are missing or too narrow.	14.78%	17
Other (please specify)	13.91%	16
Vehicular traffic is too fast.	12.17%	14
There is no convenient area for drop-off/pick-up.	10.43%	12
There are no rest areas on the way to the station.	9.57%	11
There is too much vehicular traffic.	8.70%	10
I have to walk/bike through areas that don't have other pedestrians.	6.96%	8
It's difficult to find my way to the station.	3.48%	4
There is not enough parking.	1.74%	2
<b>TOTAL</b>		<b>269</b>

**Q9: What challenges do you encounter in accessing the River Oaks Light Rail Station? (Choose all that apply)**

Other responses:

- West end of pedestrian bridge does not connect to Lick Mansion area!
- The train platform is really long/narrow and trains stop all the way at the far end
- Light rail is in the median, makes it less accessible
- There really isn't any pressing problem.
- there is nothing wrong
- The roads and parking lots that intersect with river oaks parkway create many intersection points where people driving often aren't looking and cut off and endanger myself when I bike or walk to the station.
- No challenge
- I don't use the station
- I don't travel to the study area
- None
- Entry to the station is limited to only one side, requiring unnecessary time and effort, especially since I live closer to the north end of the platform.
- Trouble seeing train arrival sign.
- None
- Mansion Grove residents have to come around Montague Expressway all the way to the station but they can easily walk and cross the trail if the access is there.
- No direct connection to SJC.
- When approaching the station from the west, Moreland Way is separated from the Guadalupe River Trail by a fence at the back of Miraval. Allowing foot traffic to cross through from Moreland Way would save ~10 minutes of walking time redirecting around the Mansion Grove or Miraval gated communities.
- E bikes are too fast

**Q10. Which specific location(s) would you like to see the improvements you indicated in Question 9? (Please identify a specific street or intersection)**

Location	I have to cross busy, wide streets.	I have to wait too long at intersections.	There is little or no lighting at night.	The sidewalks are missing or too narrow.	I do not feel comfortable using the bike lanes on the roads around the station.	The sidewalks are not well maintained.	Vehicular traffic is too fast.	There is too much vehicular traffic.	I do not have convenient options to connect to and from light rail.	There are no rest areas on the way to the station.	There is no convenient area for drop-off/pick-up.	I have to walk/bike through areas that don't have other pedestrians.	It is difficult to find my way to the station.	There is not enough parking.
N First & River Oaks Intersection	18	18	7	4	3	6	5	3	2	2	2	2	0	0
N First St	11	7	5	3	9	4	5	3	4	2	2	0	2	0
River Oaks Pkwy	5	6	4	5	3	3	3	3	4	2	3	2	0	0
Guadalupe River Trail	2	4	6	1	1	1	0	1	2	1	1	0	0	0
Montague Expy	3	3	1	3	1	3	1	1	1	1	0	1	0	0
River Oaks Bridge	3	2	3	1	1	0	0	1	1	1	1	1	1	0
Tasman Dr	3	3	1	2	1	1	1	1	0	1	0	0	0	0
N First & Montague Expy Intersection	2	2	0	1	0	0	0	0	1	1	0	1	0	0
N First & Montague Intersection	1	1	0	1	1	1	1	1	0	1	0	0	0	0
N First & Tasman Dr Intersection	2	2	0	1	1	0	0	0	0	1	0	0	0	0
Zanker Rd	1	0	0	0	1	0	1	1	0	0	0	0	0	0
N First & Skytop Intersection	1	1	0	0	0	1	0	1	0	0	0	0	0	0
Lick Mill Blvd	0	1	1	0	0	0	0	0	0	1	1	0	0	0
Don Callejo School/Thamien Park	1	0	0	1	0	1	0	0	0	0	0	0	0	0
VTA Campus	1	1	0	0	0	0	0	0	0	0	0	0	0	0
N First & Rio Robles Intersection	0	0	0	0	0	0	1	0	0	0	0	0	0	0

## Responses:

- The current VTA campus is actually very nice! Don't be making it worse.
- The intersection between river oaks parkway and north first street sometimes takes a while to change, and often results in me missing the light rail because of a combination of the light rail coming early, and me being stuck at the intersection waiting to cross and watching the light rail leave right when the intersection light changes for me to cross
- Tasman and Montague
- First and River Oaks - pickup area that isn't conflicting with a bus stop.
- Lights required on some portion of Guadalupe river trail to make it accessible to reach River Oaks light rail station at night. At present the entire route is pitch dark. Improve bus connections to and from the light rail station.
- Station
- River oak crossing
- First St
- Rh
- Crossing North First St east/west on River Oaks
- N First St and River Oaks Pkwy
- None
- North First Street
- River Oaks Pkwy
- N/A
- At river oaks and 1st street, the crossing needs safety improvement for pedestrians
- don't have one
- Too much wait time to reach the light rail station
- N First Street X River Oaks Pkwy
- N first street
- Na
- IDK, this survey is too [redacted] long. Bye

- N First St, River Oaks Pkwy west of the station to coyote creek, & Zanker all need to be more bicycle friendly
- The intersection of N 1st St and river oaks place. Please make the right turn going from river oaks place to south N 1st st no right on red. It is incredibly dangerous for pedestrians and cyclists.
- More seats and lighting and such
- First street and Tasman
- N 1st St.
- River Oaks and North First, Montague and North First
- Station
- The whole area: frequent cleanups to keep it litter-free and graffiti-free.
- Riveroaks plaza
- Please preserve good bike lanes between River Oaks Place and River Oaks Parkway (crossing First)
- I'm not sure
- N/A
- River Oaks and North First street
- N First St and Montague
- RO
- None
- N First St and Skytop St, River Oaks Pkwy and N First St
- N 1st Street
- Na
- Guadalupe trail
- River Oaks
- River First Street
- None
- Near the Don Callejo school
- N First Av

- Mansion Grove gate access where the Bridge on the trail "River Oak's Bridge on Guadalupe River TRail"
- Ever Osks Pkwy
- N first street
- Lighting on GRT
- The bus stop on the east side of N 1st St right next to the River Oaks Station has no light in the night.
- River Oaks Parkway.
- West river oaks parkway
- When crossing from River View apartments to the station I can be stuck at the crosswalk for so long and I've missed the train because of this. I wish the station was not in the median or I wish the crossing was grade separated.
- River Oaks PL
- North First Street x River Oaks Place
- 1. On the Montague Expressway, between Lick Mill Blvd to N First Street, the sidewalk needs improvements or additions. 2. Even if one were to take the Guadalupe trail, the access to the guadalupe trail from Lick Mill Blvd is not easy for wheelchairs.
- Along the Guadalupe River Trail, in particular the section between River View Park and Thamien Park
- guadalupe trail, between thamien park and the river oaks bridge.
- Bridge from River Oaks Pathway to River Oaks Pl
- Northbound N first street. The sidewalk is in poor repair along the empty lot. I would like to see improved bike lanes along all of N first street between montague and Tasman
- First/River Oaks and First/Rio Robles
- Between Rio Robles and River Oaks Parkway on North First St, the East side's sidewalk is narrow, poorly maintained, and the street lights are never turned on at night
- When approaching the station from the west, Moreland Way is separated from the Guadalupe River Trail by a fence at the back of Miraval. Extending the Moreland Way path to allow foot traffic to connect directly from Moreland Way to the Guadalupe River Trail would save ~10 minutes of walking time redirecting around the Mansion Grove or Miraval gated communities.

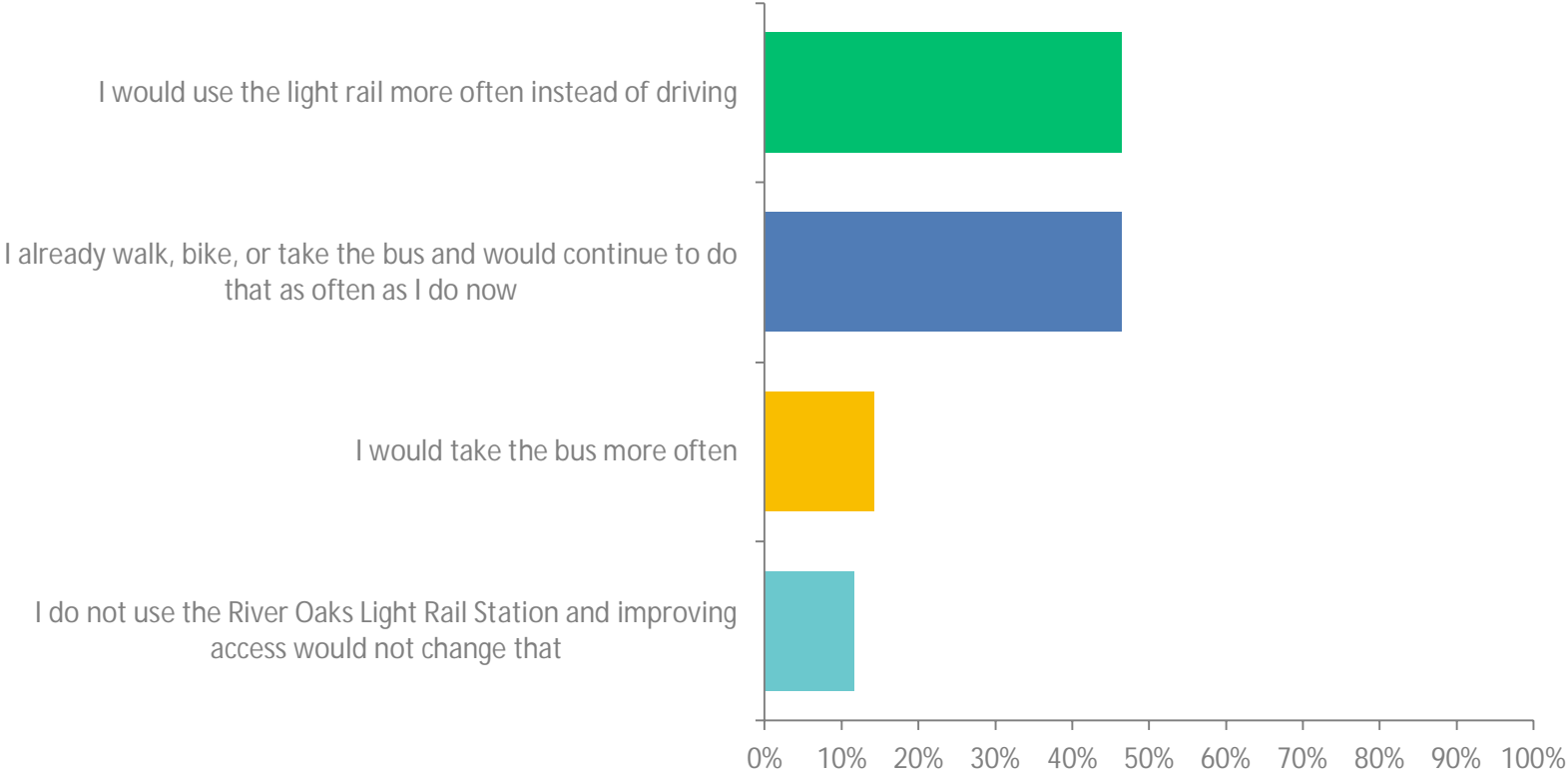
- N First- River Oaks Pkwy
- North First street and RiverOaks intersection
- N first street
- River oaks
- River Oaks
- The ramp from Guadalupe River Trail to River Oaks could use some improvement. It shares a driveway with VTA's parking lot and there's no good way to exit if there's conflicting traffic (incoming cyclist or car, or pedestrians exiting stairs).
- Riveroaks 1st going to light rail the light crossing
- Tasman station
- n 1st
- River oaks Pkwy between zanker stand n 1st st
- Bike lanes on First provide no physical protection against fast moving traffic and are objectively unsafe. The stated purpose of widening Zanker was to make it the main vehicular thoroughfare in North SJ. First Street was supposed to become the main transit oriented street in the area. This transformation is incomplete as long as bike lanes aren't protected and safe for all users. Guadalupe River trail is dark at night on both sides (Santa Clara and San Jose) and people that do use it at night have to use flashlights. I suspect many people prefer not to use it at all due to safety concerns. Low impact lighting would help a lot in this area while preventing unnecessary light pollution
- River oaks and N 1st Street
- North first st.
- Not too worried on that reason 9. safety is most important
- River Oaks, towards the trails
- Near N 1st street
- N First St and River Oaks
- River oaks side back along orange farm. It's completely broken.
- Bike lanes on First are pretty sad.

- Crossing N First Street. Can miss train waiting for crossing.
- N First Street
- I think having some public art around the station would really liven up the place. I have to cross N First street and it's pretty busy but the crosswalk and stuff makes me feel safer.
- N/a
- Guadalupe River Trail access
- North 1st Street
- N. First street needs a bike lane and better sidewalk connectivity. At the driveways of businesses, it feels too wide for a pedestrian and some are sloped too steeply. Another thing is that cars are so fast.
- N first street, bus connections on lick mill blvd
- Pick drop off spot and shade
- North First
- Montague Expressway and North First Street
- Guadalupe River trail
- North 1st
- River Oaks
- The crossing from River Oaks Place across N First Street to get to the station
- The intersection near the station
- First street
- N. 1 Street with River Oaks Pl
- Guadalupe River trail, River oaks Place, and River oaks Parkway
- I don't remember
- N First St.
- Santa Clara and North San Jose
- N/A
- North 1st

- Ok
- North First St
- Im not familiar with the streeets.
- On trail
- montague expressway
- n/a
- River Oaks Parkway needs pedestrian lighting @ night, its very dark and dangerous.
- Bike lane safety. Physical Safety, pedestrian islands, narrow speeds

# Q11: 11. How might your travel decisions change if bike and pedestrian access to the River Oaks Light Rail Station is improved? (Choose all that apply)

Answered: 112 Skipped: 26



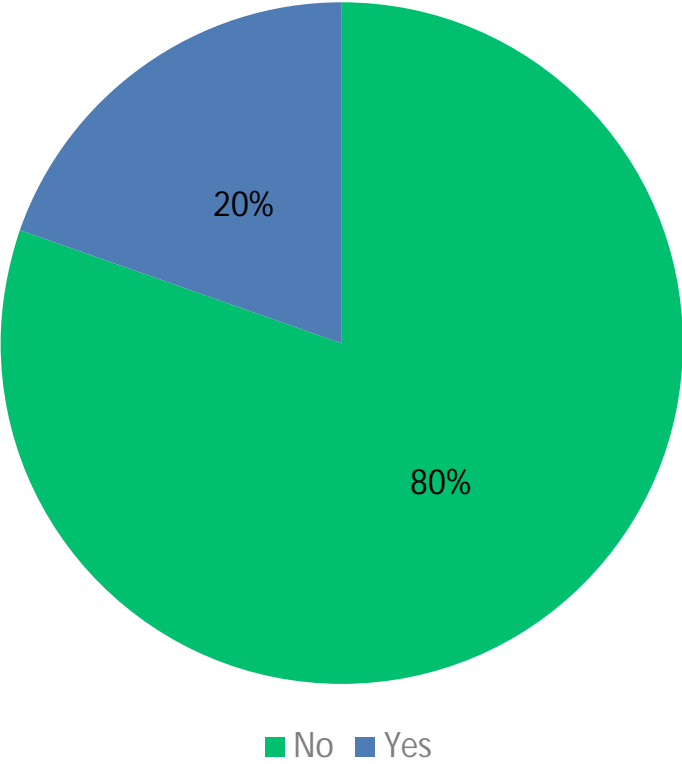
## Q11: 11. How might your travel decisions change if bike and pedestrian access to the River Oaks Light Rail Station is improved? (Choose all that apply)

Answered: 112 Skipped: 26

ANSWER CHOICES	RESPONSES	
I would use the light rail more often instead of driving	46.43%	52
I already walk, bike, or take the bus and would continue to do that as often as I do now	46.43%	52
I would take the bus more often	14.29%	16
I do not use the River Oaks Light Rail Station and improving access would not change that	11.61%	13
TOTAL		133

**Q12: 12. Is there anything else you would like to share about your experience walking, rolling, or biking around the station?**

Answered: 112 Skipped: 26



## Q12: 12. Is there anything else you would like to share about your experience walking, rolling, or biking around the station?

Answered: 112 Skipped: 26

ANSWER CHOICES	RESPONSES	
No	80.36%	90
Yes	19.64%	22
TOTAL		112

**Q12: Is there anything else you would like to share about your experience walking, rolling, or biking around the station?**

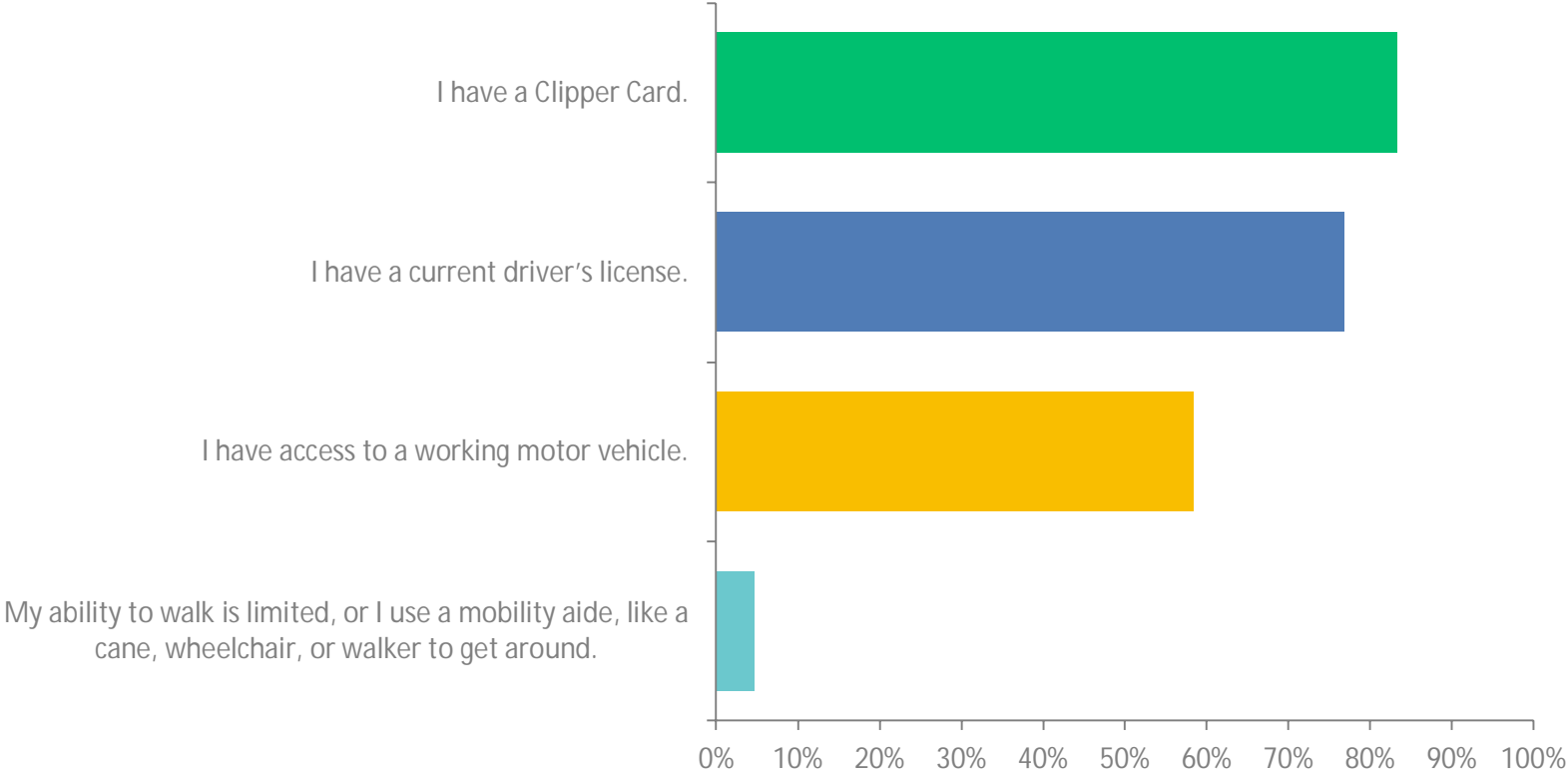
Responses:

- There is just general hostility to pedestrians, low connectivity, too many fences and so on.
- It would be nice if there was a small market, grocery, or coffee available
- IDK, this survey is too [redacted] long. Bye
- Please make the right turn off of river oaks place onto N 1st st no right on red. In addition, cars coming off of riverview parkway and onto river oaks place often don't look or speed and cause danger to cyclists. Please add speed bumps or other traffic calming devices.
- Montague needs to be removed. The Expressways don't work. They generate traffic and are unsafe and unsustainable.
- Californians are the biggest pigs in the country...please regularly sweep the bike lanes to keep them free of litter, broken glass, and other detritus that causes flat tires (I commute to work by e-bike).
- Crossing N First St as a bike or pedestrian is cumbersome and annoying.
- I'd be most interested in safety improvements at the nearby Guadalupe trailhead intersection/crossing for bikes, pedestrians and cars entering the adjacent driveway.
- I wish it was quicker to get from this station to the lockheed station - its much faster to drive
- Make sure the right-turning traffic coming out of River Oaks Place yield to pedestrians walking to/from the station.
- The traffic light at River oaks place has difficulty detecting cyclists and will not cycle the lights to allow them to cross
- From a distance (e.g. on River Oaks Pl at N First Street intersection) it is difficult to tell which platform is for trains in which direction. The signage is currently closer to the middle of the station which can't be seen from the aforementioned intersection. Also, pedestrian wait times for the lights to change can be very long.
- Missing more pedestrian cross points a N first
- Pedestrian walkway needs improvements. Need more places to sit. Need meet up spots. Slow traffic near this junction. Possible viewpoints to the Mission Peak Hills. Take out shop for quick snacks and water. Quick bike repair shop. More and well maintained restrooms. More lighting.

- Sometimes there are vehicles in the bike lane between River Oaks station and GRT. The road is wide enough that it's not an issue, but something to note. Also, turning right from River Oaks place to southbound 1st, the pedestrian crossing is set back and often cars cannot see crossing pedestrians.
- I like it it's nice and clean
- There is a wide pedestrian walkway down below Guadalupe River trail on the East (San Jose) side adjacent to Riverview park as well as Riverview Storm Garden which is almost completed. I believe this wide walkway should extend further north and south along Guadalupe. It would act as a major anchor point for the entire neighborhood and could also be used for social events such as farmers markets, art fair, food stands etc. It could also serve as a wider, more relaxing alternative to Guadalupe trail which is used by many bikers as a means of getting around. The area would benefit in the long term from splitting slower pedestrian traffic and faster bike traffic. In the future, should industrial and office spaces north and south be redeveloped, restaurants and cafes could be built along this walkway and provide outdoor seating in a relaxing atmosphere
- I think access to Guadalupe is really good but could be improved by removed parking near the Irvine company's garage entrance to improve sight access. It also is not great biking across the light rail tracks, and it does not seem that the crossing lights are timed well for pedestrians/bikes.
- I find it convenient to have the light rail station within walking distance from my home.
- Having to be at different intersections and cross the intersection to get from one side of the station to the other is confusing and dangerous
- Need better biking routes that have no traffic signals
- You need more shuttle service, for #11

### Q13: 13. Please indicate if each statement applies to you. (Select all that apply)

Answered: 108 Skipped: 30



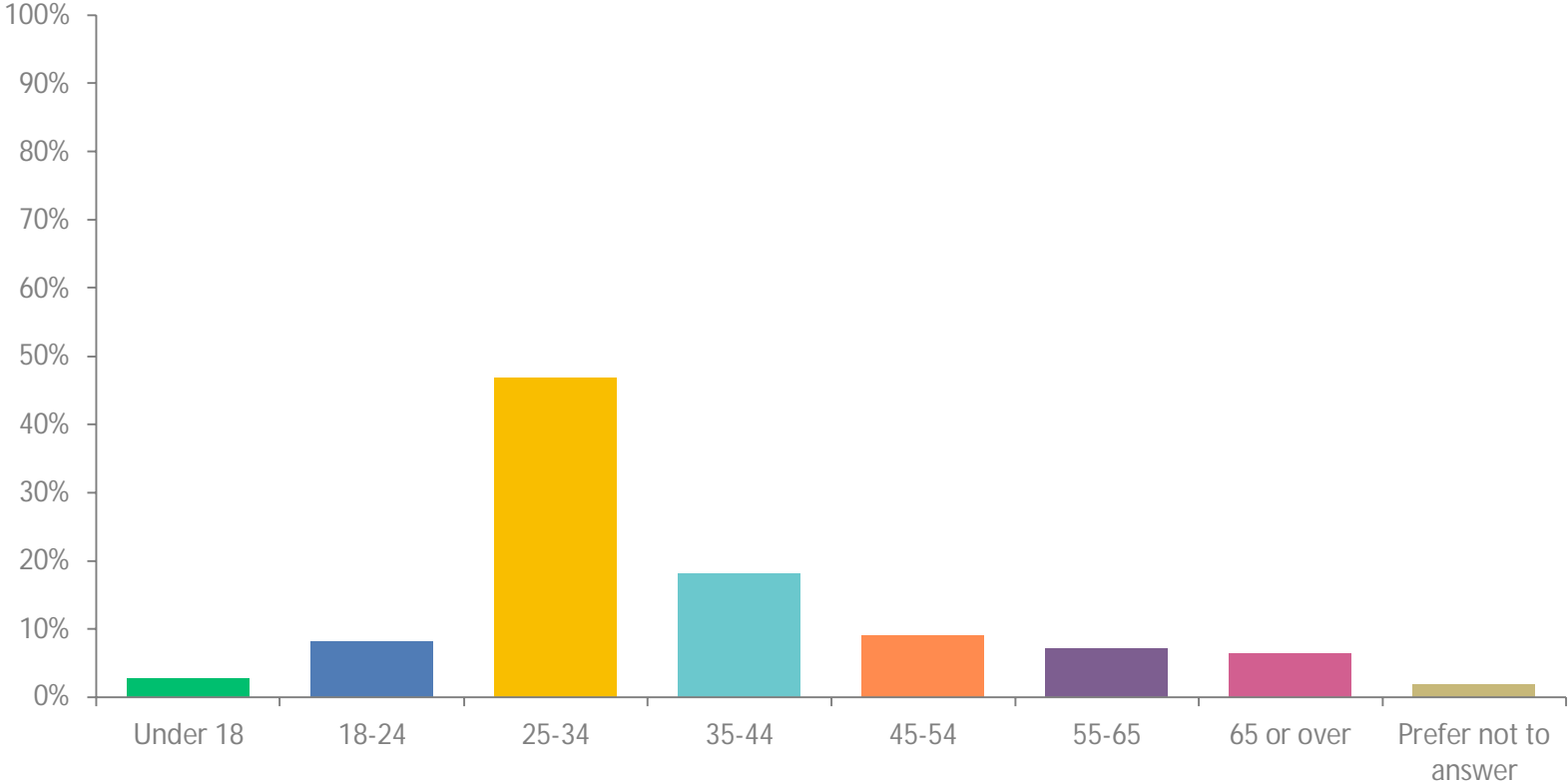
### Q13: 13. Please indicate if each statement applies to you. (Select all that apply)

Answered: 108 Skipped: 30

ANSWER CHOICES	RESPONSES	
I have a Clipper Card.	83.33%	90
I have a current driver's license.	76.85%	83
I have access to a working motor vehicle.	58.33%	63
My ability to walk is limited, or I use a mobility aide, like a cane, wheelchair, or walker to get around.	4.63%	5
TOTAL		241

# Q14: 14. What is your age?

Answered: 111 Skipped: 27



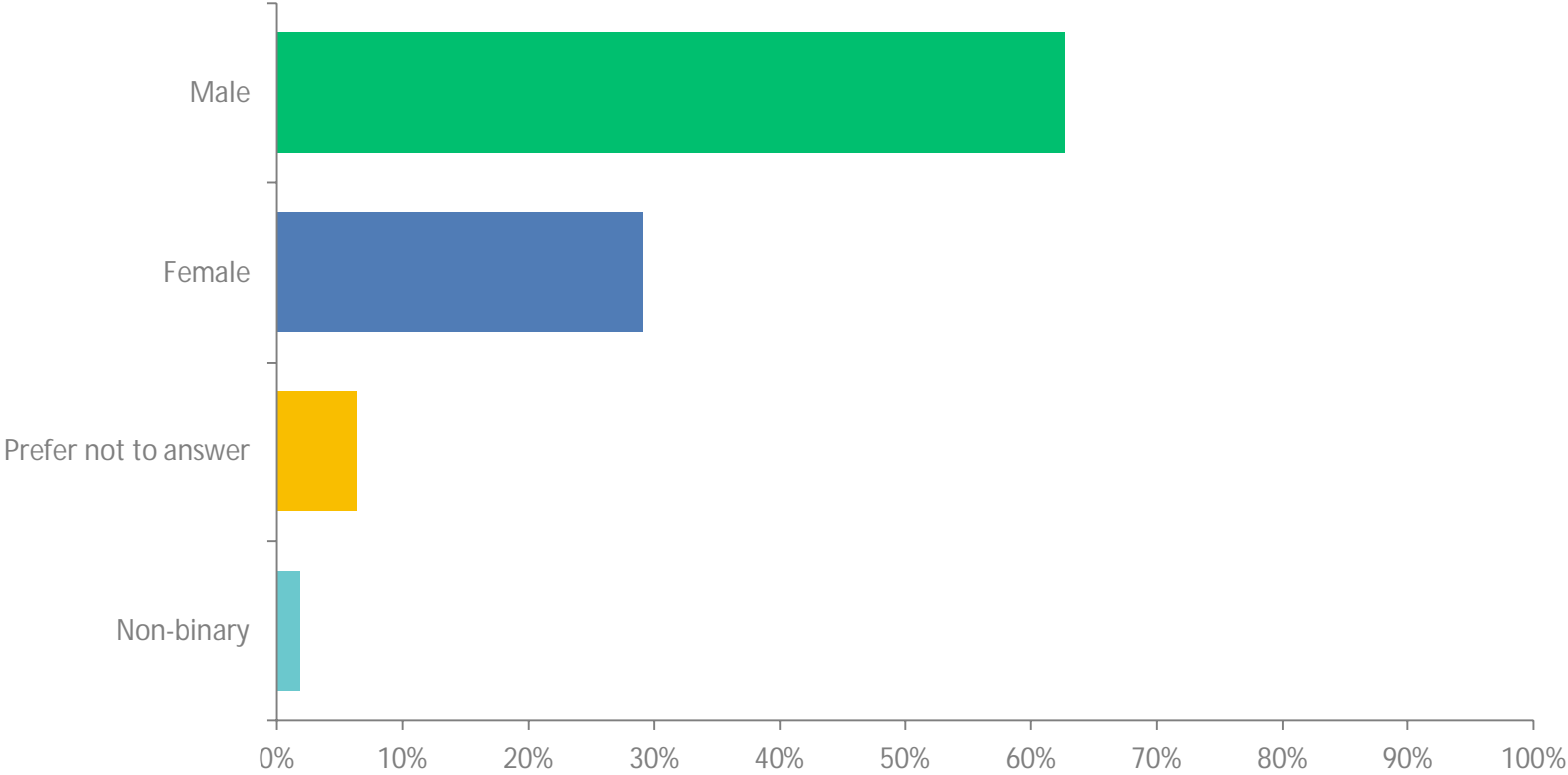
## Q14: 14. What is your age?

Answered: 111 Skipped: 27

ANSWER CHOICES	RESPONSES	
Under 18	2.70%	3
18-24	8.11%	9
25-34	46.85%	52
35-44	18.02%	20
45-54	9.01%	10
55-65	7.21%	8
65 or over	6.31%	7
Prefer not to answer	1.80%	2
<b>TOTAL</b>		<b>111</b>

# Q15: 15. How would you describe your gender?

Answered: 110 Skipped: 28



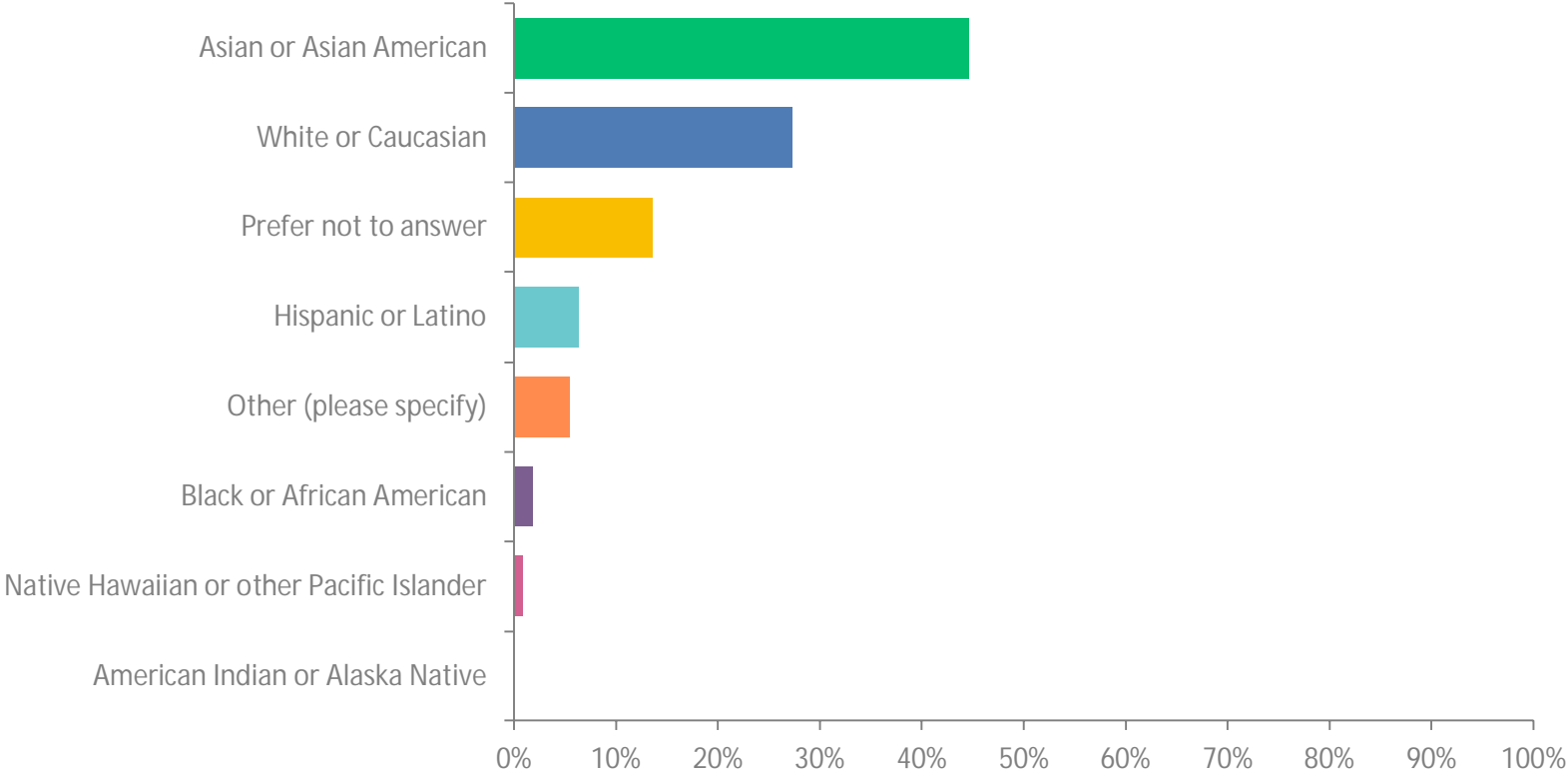
## Q15: 15. How would you describe your gender?

Answered: 110 Skipped: 28

ANSWER CHOICES	RESPONSES	
Male	62.73%	69
Female	29.09%	32
Prefer not to answer	6.36%	7
Non-binary	1.82%	2
TOTAL		110

# Q16: 16. What is your ethnicity?

Answered: 110 Skipped: 28



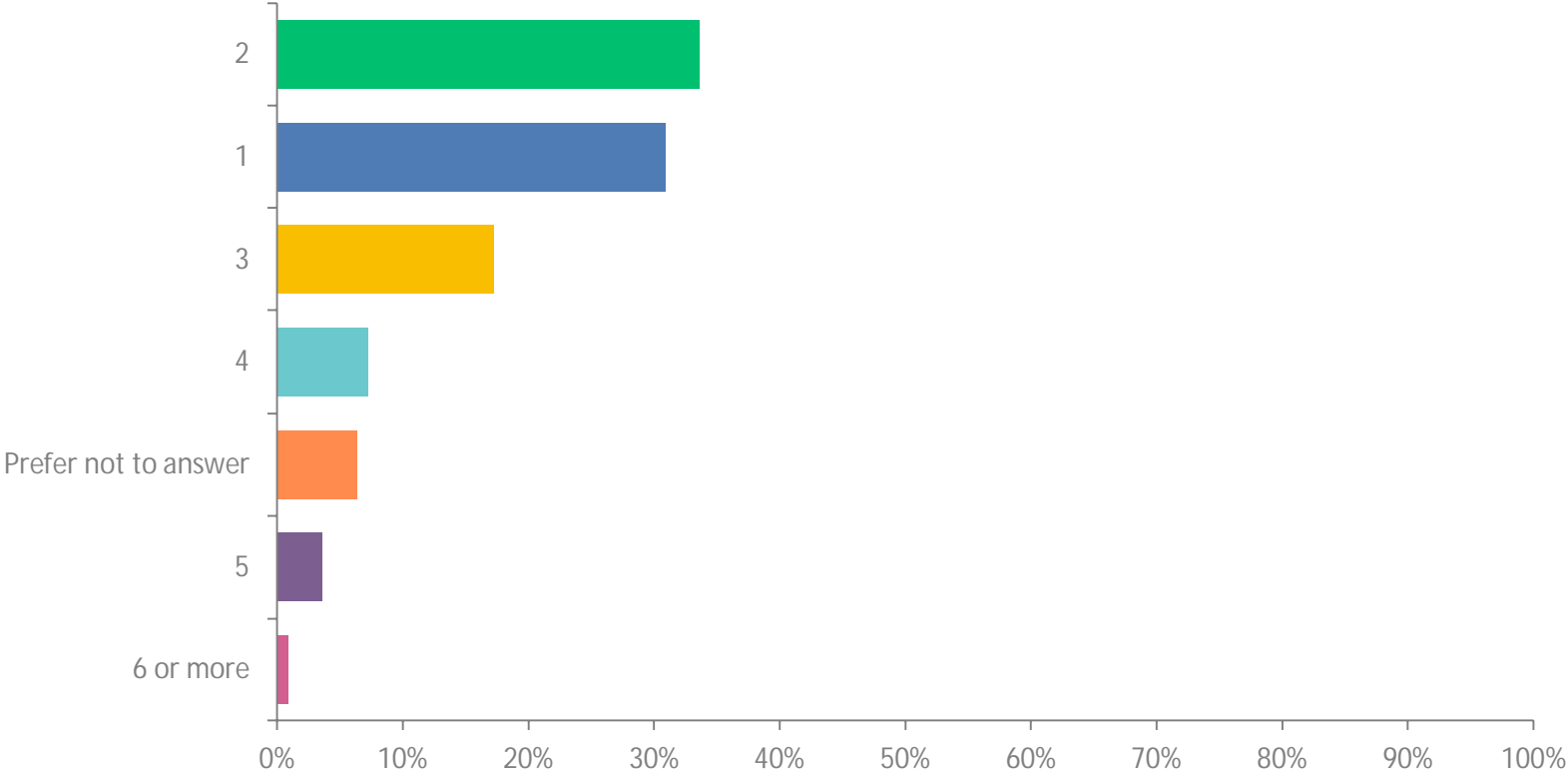
## Q16: 16. What is your ethnicity?

Answered: 110 Skipped: 28

ANSWER CHOICES	RESPONSES	
Asian or Asian American	44.55%	49
White or Caucasian	27.27%	30
Prefer not to answer	13.64%	15
Hispanic or Latino	6.36%	7
Other (please specify)	5.45%	6
Black or African American	1.82%	2
Native Hawaiian or other Pacific Islander	0.91%	1
American Indian or Alaska Native	0.00%	0
TOTAL		110

# Q17: 17. How many people, including yourself, live in your household?

Answered: 110 Skipped: 28



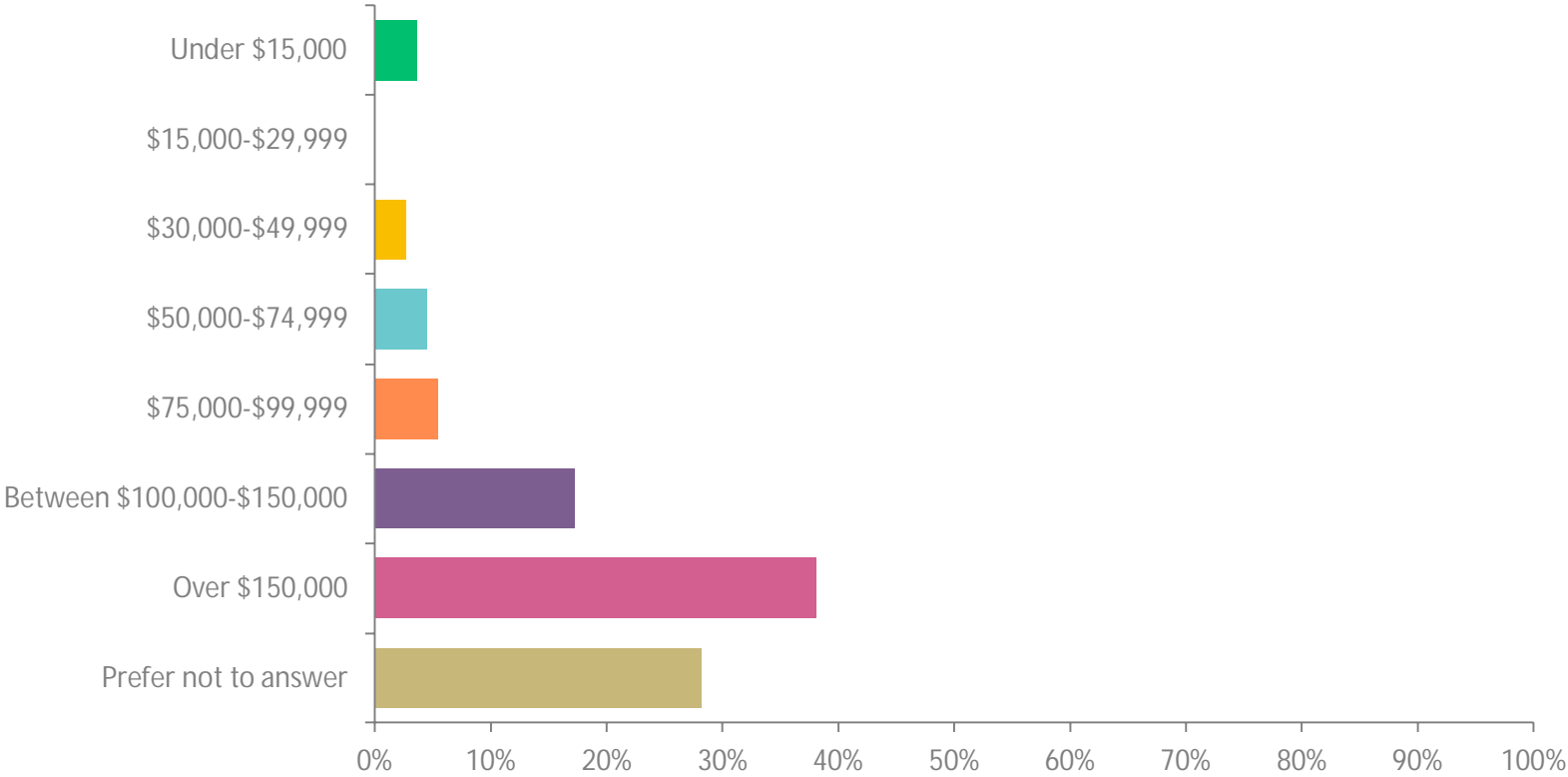
# Q17: 17. How many people, including yourself, live in your household?

Answered: 110 Skipped: 28

ANSWER CHOICES	RESPONSES	
2	33.64%	37
1	30.91%	34
3	17.27%	19
4	7.27%	8
Prefer not to answer	6.36%	7
5	3.64%	4
6 or more	0.91%	1
TOTAL		110

# Q18: 18. What is your total household income before taxes?

Answered: 110 Skipped: 28



# Q18: 18. What is your total household income before taxes?

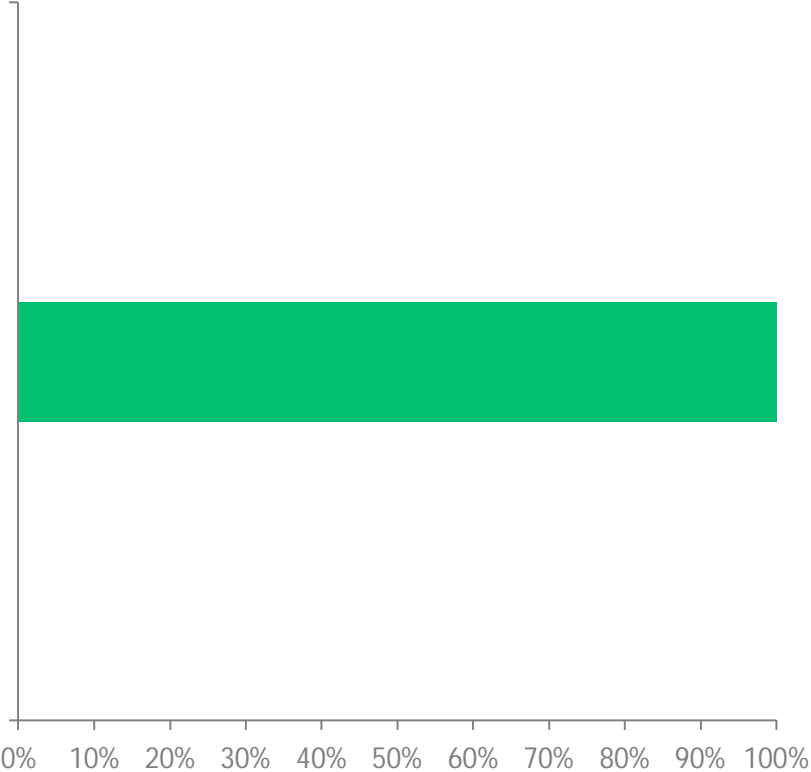
Answered: 110 Skipped: 28

ANSWER CHOICES	RESPONSES	
Under \$15,000	3.64%	4
\$15,000-\$29,999	0.00%	0
\$30,000-\$49,999	2.73%	3
\$50,000-\$74,999	4.55%	5
\$75,000-\$99,999	5.45%	6
Between \$100,000-\$150,000	17.27%	19
Over \$150,000	38.18%	42
Prefer not to answer	28.18%	31
<b>TOTAL</b>		<b>110</b>

**Q21: 20. VTA is giving out Clipper cards pre-loaded with \$50 in Clipper cash that can be used on VTA, Caltrain, BART or other transit services!**

Answered: 81 Skipped: 57

Check this box if you would like to be entered in the raffle and type your email address above under Question 19 for a chance to win.



**Q21: 20. VTA is giving out Clipper cards pre-loaded with \$50 in Clipper cash that can be used on VTA, Caltrain, BART or other transit services!**

Answered: 81 Skipped: 57

ANSWER CHOICES	RESPONSES
Check this box if you would like to be entered in the raffle and type your email address above under Question 19 for a chance to win.	100.00% 81
TOTAL	81

Postcard



3331 North First Street San José, CA 95134

**RIVER OAKS STATION  
ACCESS STUDY SURVEY  
RIVER OAKS 站交通調研**

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For more information, visit:  
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## RIVER OAKS STATION ACCESS STUDY SURVEY

### RIVER OAKS 站交通調研



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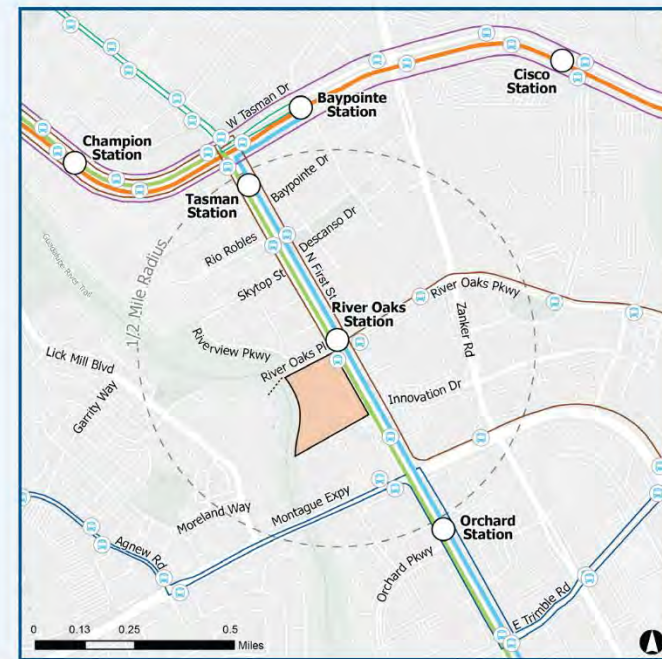
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#### Legend / 圖例

- |                              |                           |
|------------------------------|---------------------------|
| River Oaks TOD Site / TOD 地點 | Bus / 公車                  |
| Light Rail / 輕軌              | Bus Route 20 / 20 號公車     |
| Blue Line / 藍線               | Bus Route 59 / 59 號公車     |
| Green Line / 綠線              | ACE Brown Bus / ACE 棕色公車  |
| Orange Line / 橙線             | ACE Purple Bus / ACE 紫色公車 |
| Light Rail Station / 輕軌站     | Bus Stop / 公車站            |

Flyer



Valley  
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**RIVER OAKS STATION ACCESS STUDY SURVEY**  
**RIVER OAKS 站交通調研**



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## RIVER OAKS STATION ACCESS STUDY SURVEY RIVER OAKS 站交通調研

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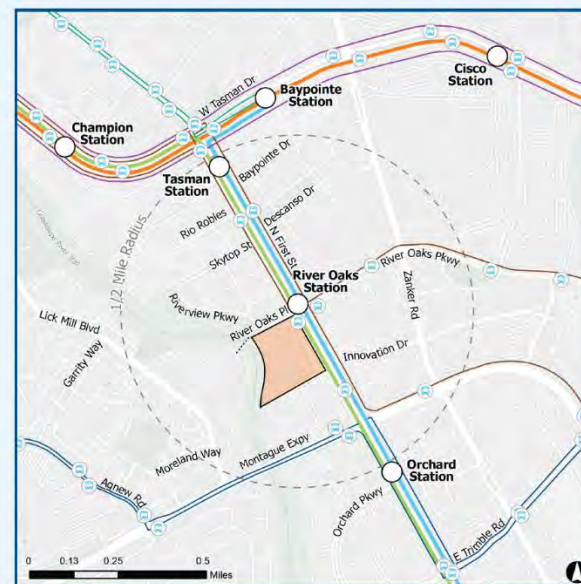
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Light Rail Station / 輕軌站	Bus Stop / 公車站

# A-Frame



**VTA** Valley Transportation Authority

## RIVER OAKS STATION ACCESS STUDY SURVEY

### RIVER OAKS 站交通調研



SCAN QR CODE

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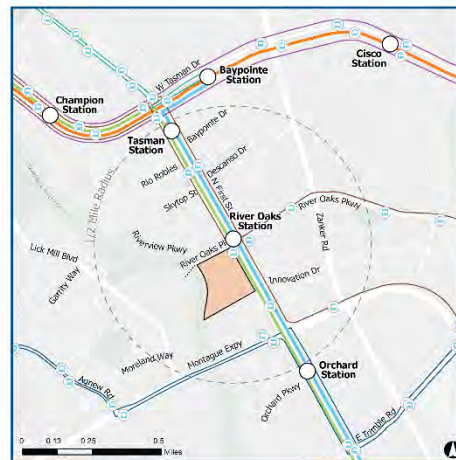
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Outreach Boards








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**RIVER OAKS STATION ACCESS STUDY**  
RIVER OAKS 輕軌站周邊交通研究

## What access improvements are you interested in seeing in the station area?

### 您覺得車站周遭的哪些方面需要改善?

Place a sticker dot next to the TOP 3 improvements you are interested in seeing.  
請把標籤貼於在您覺得最重要的三項改善措施。

<p><b>Curb Ramps/ADA Accessibility</b> 路緣坡道/無障礙設施</p> 	<p><b>Outdoor Seating</b> 室外座椅</p> 	<p><b>Guadalupe Trail Connection</b> Guadalupe Trail 連接</p> 
<p><b>and Bicycle Improvements</b> 自行車的信號燈</p> 	<p><b>Protected Bike Lanes and Improved Bike Facilities</b> 改進自行車道的安全</p> 	<p><b>Predictable and Frequent Transit</b> 準時及班次更密集的公共交通</p> 
<p><b>Improve First Mile/Last Mile Connections to Transit</b> 改善搭乘公共交通的「最初一英里/最後一英里」</p> 	<p><b>Additional Lighting</b> 增加照明設備</p> 	<p><b>Wayfinding to Key Destinations</b> 指向附近地標的導向指標</p> 

**TAKE OUR SURVEY!** Do you have other ideas or thoughts?  
Scan our QR code or visit our website at [VTA.org/RiverOaks.Survey](http://VTA.org/RiverOaks.Survey)

請參與我們的調查！有其他想法或意見嗎？請掃描二維碼或造訪我們的網站 [VTA.org/RiverOaks.Survey](http://VTA.org/RiverOaks.Survey)



# What access improvements are you interested in seeing at the station?

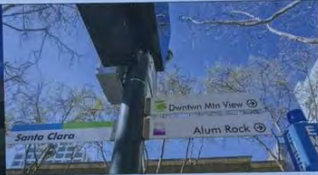
您覺得車站內的哪些方面需要改善？

Place a sticker dot next to the TOP 3 improvements you are interested in seeing.  
請把標籤貼於在您覺得最重要的三項改善措施。

More Lighting  
增加照明設備



Wayfinding and Signage  
導向指標



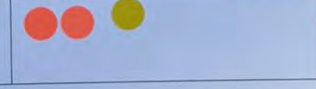
Real-Time Transit Info  
即時交通資訊



Bike Share/Scooter Share  
共用自行車/滑板車



Secure Bike Parking  
安全的自行車停車場



Mobility Hubs  
交通樞紐



Additional Retail and Restaurants  
增加商店和餐廳



Community Space  
社區空間



Pedestrian Plaza/Gathering Area  
行人廣場/聚集區



FOOD TRUCKS



TAKE OUR SURVEY! Do you have other ideas or thoughts?  
Scan our QR code or visit our website at [VTA.org/RiverOaks.Survey](http://VTA.org/RiverOaks.Survey)

請參與我們的調查！有其他想法或意見嗎？請掃描二維碼或造訪我們的網站



park + ride

ks.Surve



# What challenges do you experience around the River Oaks Station?

您在 River Oaks 輕軌站周圍旅行時曾經遇到什麼困難？

Place a sticker dot with the challenges you experience on the map.  
請在遇到困難的地點貼上標籤。

**CHALLENGES ASSOCIATED WITH:**  
困難處的類別:

- Walking Connections 步行
- Biking Connections 騎自行車
- The Station 輕軌站
- Transit Connections 公交連接

**LEGEND / 圖例:**

- River Oaks TOD Site 輕軌站 TOD 地點
- School / 學校
- Light Rail / 輕軌
- Blue Line / 藍線
- Green Line / 綠線
- Orange Line / 橘線
- Light Rail Station / 輕軌站

**Sticky Note Examples:**

- Went bumper by bike lane... (Yellow dot)
- W/ RFB Midblock? (Yellow dot)
- ENCOURAGEMENT REMOVED TO AC... (Yellow dot)
- 5 unimproved and unsafe local... (Yellow dot)
- Need pedestrian walking on... (Yellow dot)
- Need expanded service hours... (Yellow dot)
- Would like to have flags... (Yellow dot)
- Twoer block lighting (Yellow dot)
- Strongly to... (Yellow dot)
- Need better... (Yellow dot)
- For Section/... (Yellow dot)
- cars queue in bike lane (Green dot)
- wait more on street... (Green dot)
- Bar Ols Parking... (Green dot)
- Want more on street... (Green dot)
- Want to know... (Green dot)
- cars queue in bike lane (Blue dot)
- Transit Connections (Red dot)
- Need expanded service hours... (Red dot)
- Light rail... (Red dot)
- Bring back bus SB add bus to BART? (Blue dot)
- Bring back signal priority for LRT (Blue dot)



## **Appendix D: Round 2 Outreach Summary**



## Appendix D: Round 2 Outreach Summary

The goal of the second round of public outreach was to present the proposed access recommendations to the community and collect their feedback, which will be used to inform the prioritization of the improvements. Engagement activities occurred in August 2025 and targeted transit users, nearby residents, and employers. Activities included four pop-up events and an online survey.

The outreach events were advertised through several channels, including flyers sent to businesses and employers; handouts distributed at in-person engagement events; VTA's social media channels; A-frames at the station, Guadalupe River Trail, and VTA campus; email notifications; and canvassing efforts by the City of San José and Catalyze SV. Outreach materials were provided in English and Mandarin Chinese. VTA also used social media advertising for the online survey, which achieved 24,215 impressions (number of times advertisement was displayed) to 14,286 unique users, and generated 588 link clicks.

Besides transit riders, the survey was able to reach a wide audience, including nearby residents, employees, and trail users. Over half of respondents (54%) reported walking as their travel mode, followed by light rail (24%) and bicycles and other rideable devices (22%).

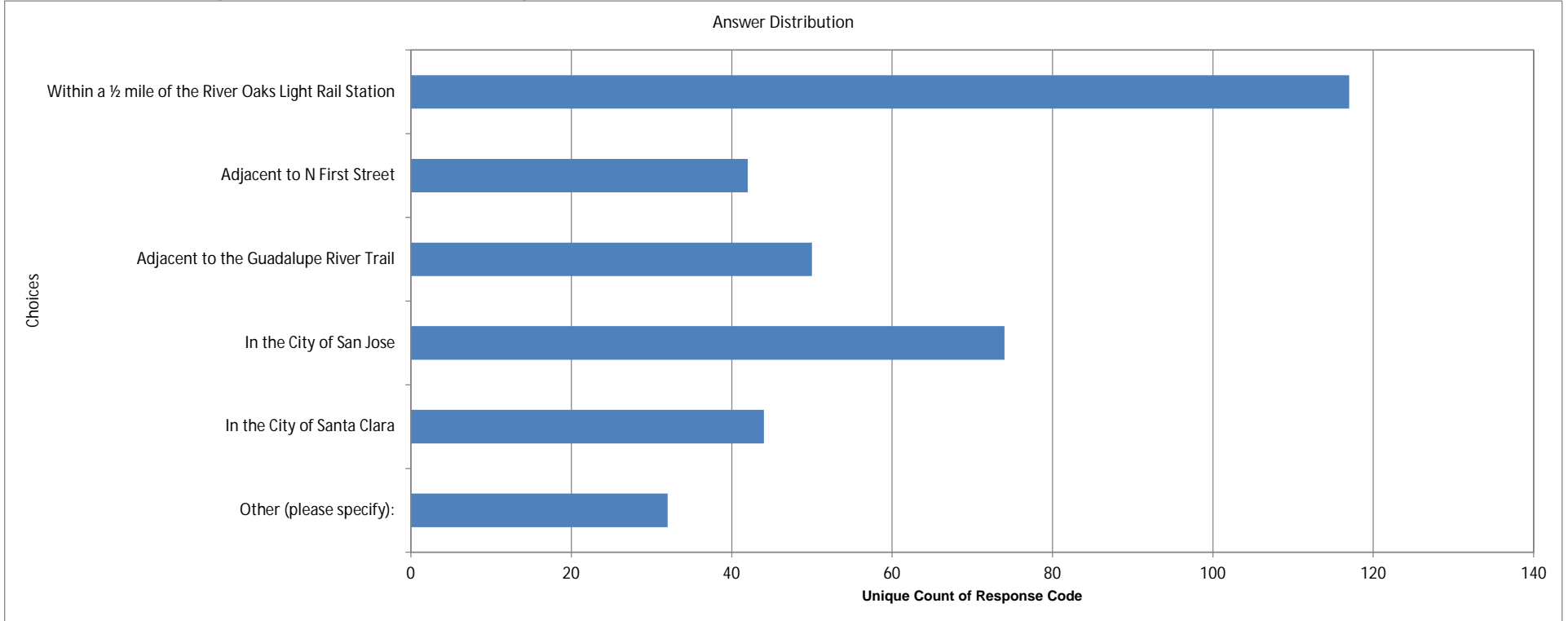
The top amenities requested at the station were related to more public spaces, with the top four being "additional restaurants" (50%), "outdoor pedestrian plaza/gathering space" (46%), "institutional uses" (38%), and "additional shops" (38%). The intersection most voted to prioritize is the North First Street and River Oaks Parkway/Place intersection (60%), and the corridor most voted on to prioritize is the Guadalupe River Trail (52%). Out of the potential bicycle facilities proposed, the community preferred bollard-separated bicycle lanes on North First Street (34%), and raised bicycle lanes on Zanker Road (33%) and River Oaks Place (50%).

Most respondents reported that they would walk, bike, use the light rail, and/or use the bus more often instead of driving if improvements were implemented, and only 8% of respondents said that they would not use light rail even if the improvements were implemented.

Additional feedback received include improved pedestrian safety at intersections (especially for children), bicyclists discussing that existing facilities don't feel safe and support improvements, bicycle-actuated traffic signals, and faster and more frequent transit service.

The following pages include the full online survey results by question and collateral used in this round of public outreach.

## Chapter: Where do you live? (Check all that apply)



Choices	Response Code
Other (please specify):	32
In the City of Santa Clara	44
In the City of San Jose	74
Adjacent to the Guadalupe River Trail	50
Adjacent to N First Street	42
Within a 1/2 mile of the River Oaks Light Rail Station	117

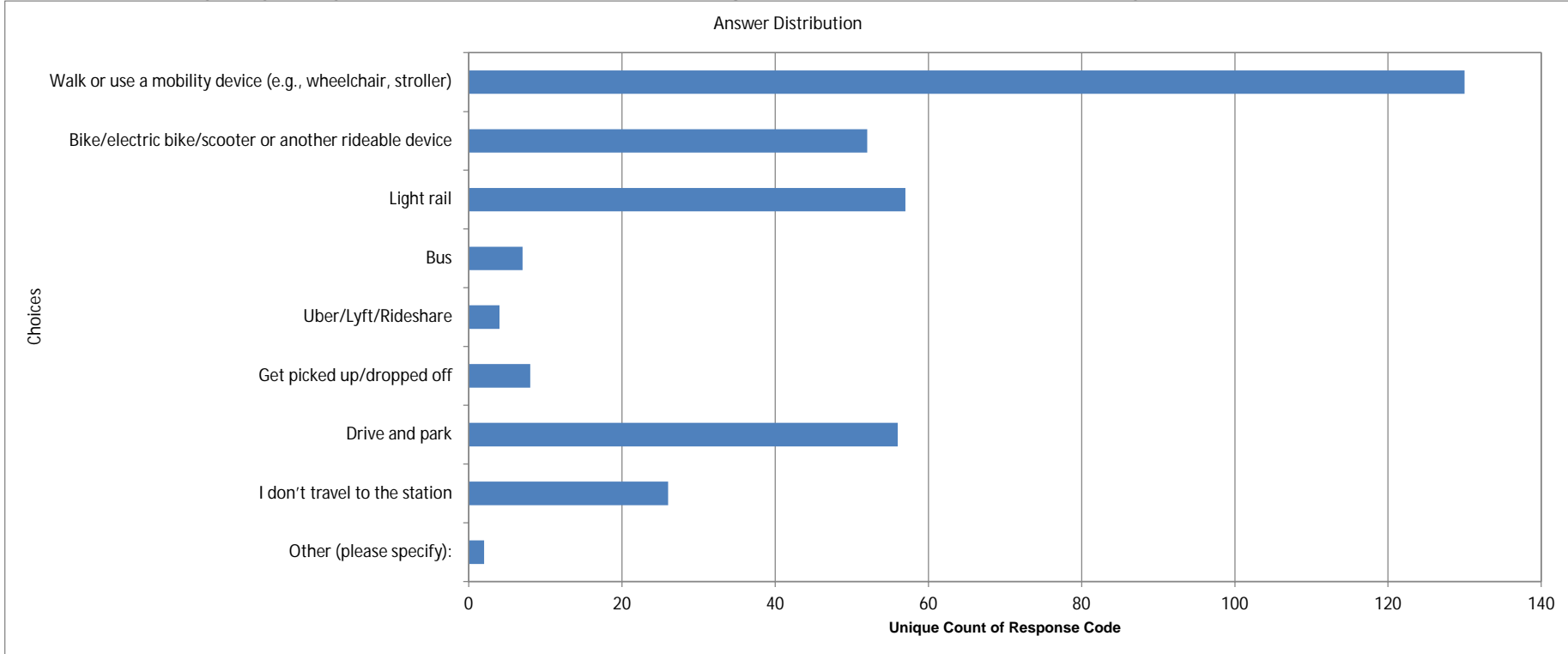
**Q1: Where do you live? (Check all that apply)**

Other responses:

- Milpitas
- River oaks
- Crescent Village
- Mountain View
- Milpitas
- Milpitas
- Campbell
- Milpitas
- Milpitas
- LawrenceXtasman
- In the city of Milpitas
- Cresent Village
- Milpitas
- Diridon Station
- Alviso
- Dublin
- Fremont
- Hayward CA
- Sunnyvale
- albany ca
- Near the Three Creeks Trail
- Rivermark side of Lick Mill
- Morgan Hill

- East Bay
- Sunnyvale
- I stay around San Jose Airport every month for work
- Mountain View
- Near Great Mall Station
- Dublin
- San Leandro
- In the Rivermark community
- Campbell

### Chapter: How do you typically travel to or from the River Oaks Light Rail Station? (Check all that apply)



Choices	Response Code
Other (please specify):	2
I don't travel to the station	26
Drive and park	56
Get picked up/dropped off	8
Uber/Lyft/Rideshare	4
Bus	7
Light rail	57
Bike/electric bike/scooter or another rideable device	52
Walk or use a mobility device (e.g., wheelchair, stroller)	130

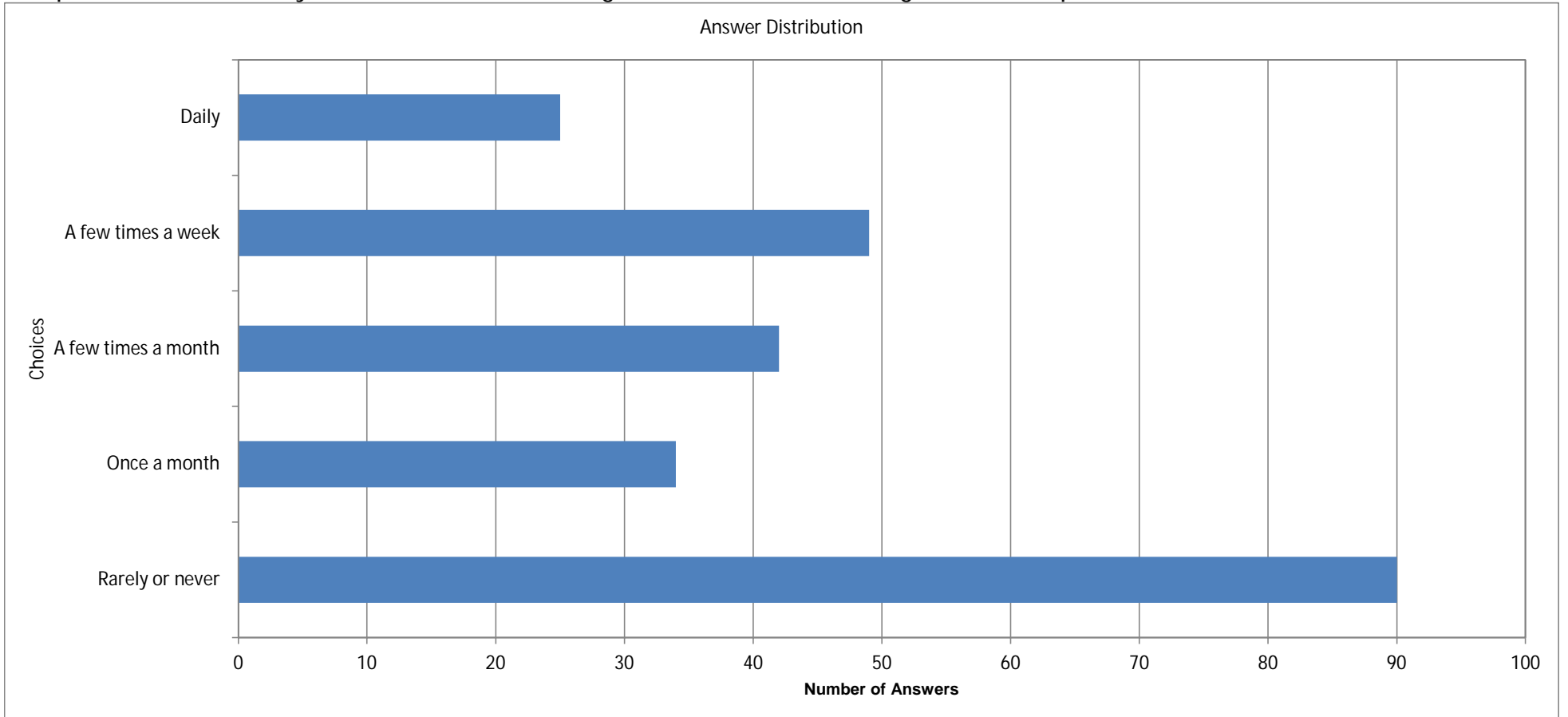
**Q2: How do you typically travel to or from the River Oaks Light Rail Station? (Check all that apply)**

Other responses:

- Walk
- Bart

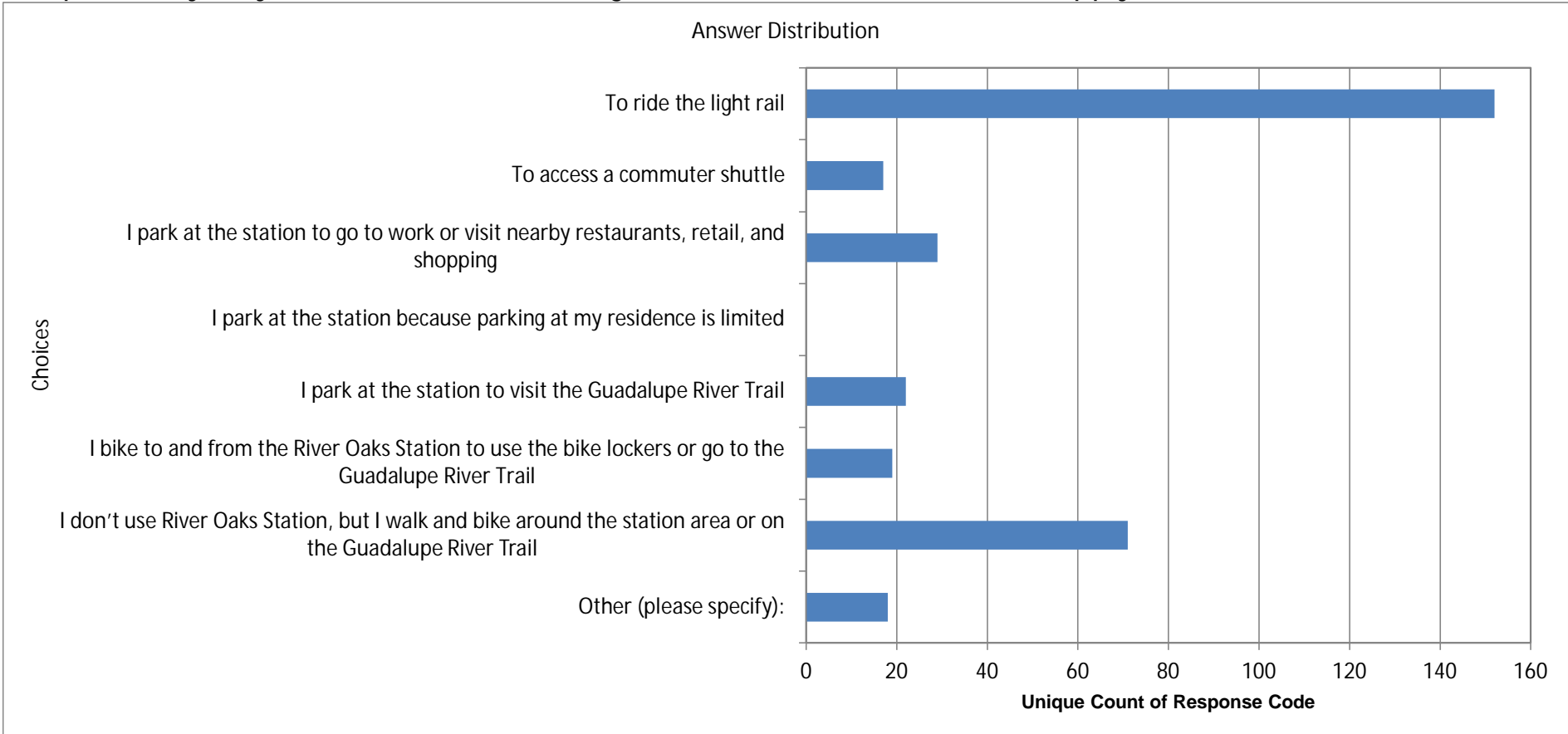
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## Chapter: How often do you use the River Oaks Light Rail Station, including the station park and ride lot?



Choices	Answers
Rarely or never	90
Once a month	34
A few times a month	42
A few times a week	49
Daily	25

## Chapter: Why do you use the River Oaks Light Rail Station? (Check all that apply)



Choices	Response Code
Other (please specify):	18
I don't use River Oaks Station, but I walk and bike around the station area or on the Guadalupe River Trail	71
I bike to and from the River Oaks Station to use the bike lockers or go to the Guadalupe River Trail	19
I park at the station to visit the Guadalupe River Trail	22
I park at the station because parking at my residence is limited	0
I park at the station to go to work or visit nearby restaurants, retail, and shopping	29
To access a commuter shuttle	17
To ride the light rail	152

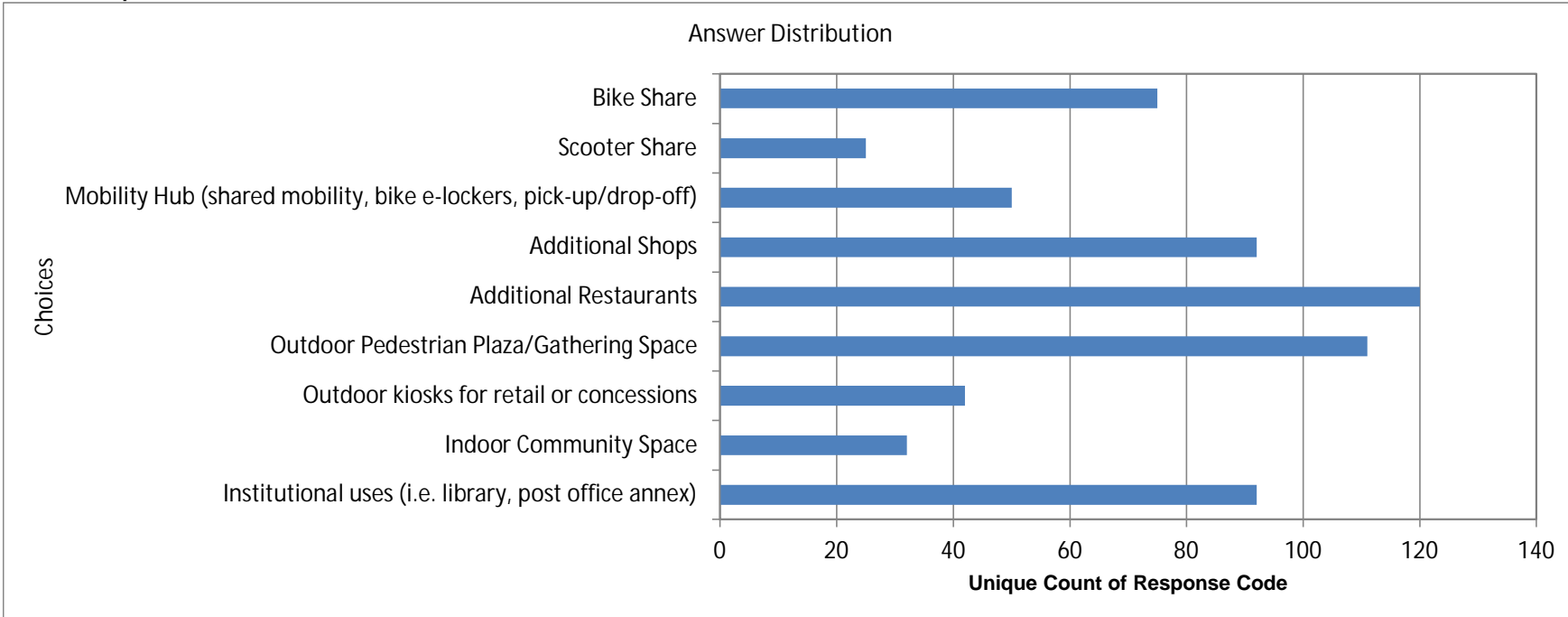
**Q4: Why do you use the River Oaks Light Rail Station? (Check all that apply)**

Other responses:

- I work nearby
- Work
- To attend VTA meetings
- Go to work
- To go downtown!
- Work
- Visit VTA HQ for public meetings
- Commute from home to work
- To commute to work
- I use the station AND visit the trail and existing restaurants
- Go to the nearby Trail, Starbucks & Pass by it via Blue/Green Lightrail
- To go to levis stadium
- Work
- Access parks close to River Oaks Light Rail
- Trips to airport.
- Easiest way to reach my university
- To go to Starbucks, restaurants, and walking trail
- Airport

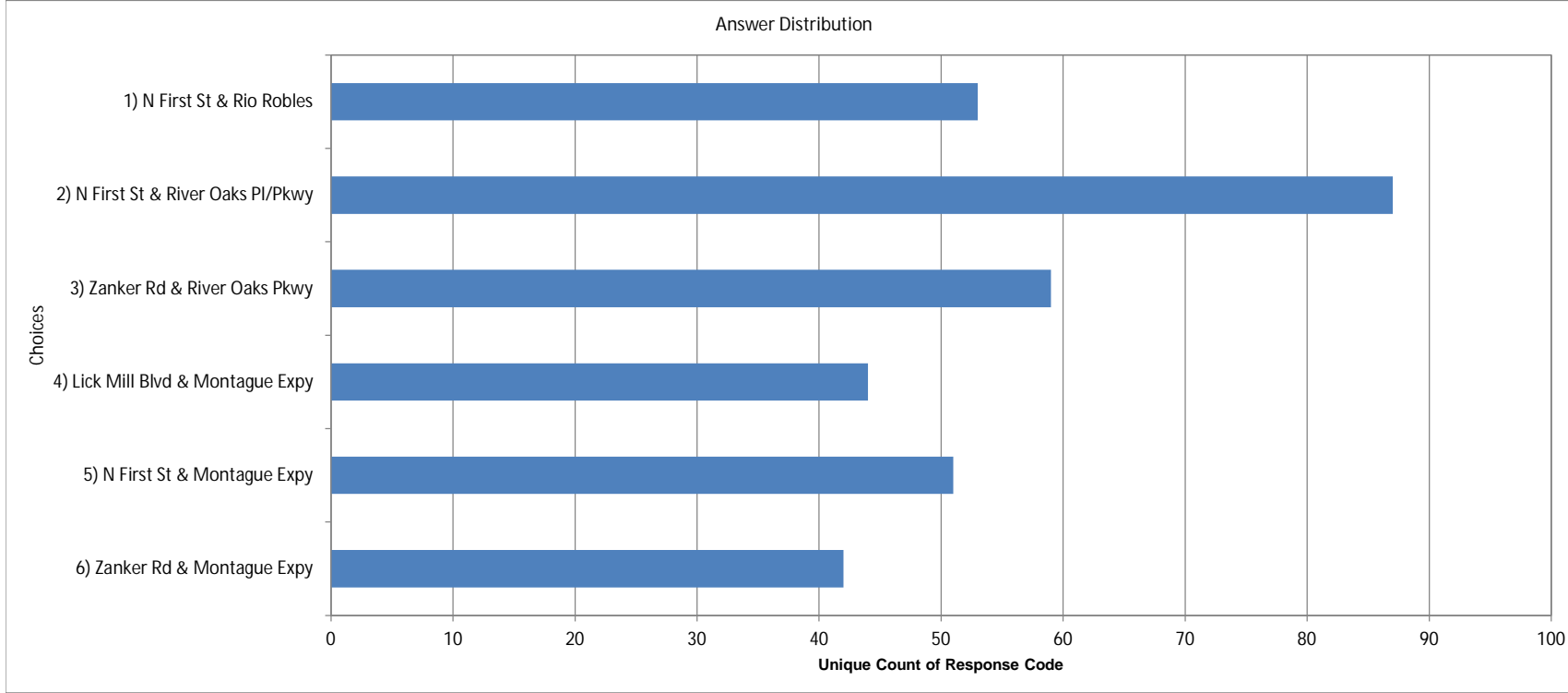
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Chapter: The future TOD site will have available space for community amenities near the River Oaks Light Rail Station. What are the top three amenities that you would like to see at the site? (Check three options)



Choices	Response Code
Institutional uses (i.e. library, post office annex)	92
Indoor Community Space	32
Outdoor kiosks for retail or concessions	42
Outdoor Pedestrian Plaza/Gathering Space	111
Additional Restaurants	120
Additional Shops	92
Mobility Hub (shared mobility, bike e-lockers, pick-up/drop-off)	50
Scooter Share	25
Bike Share	75

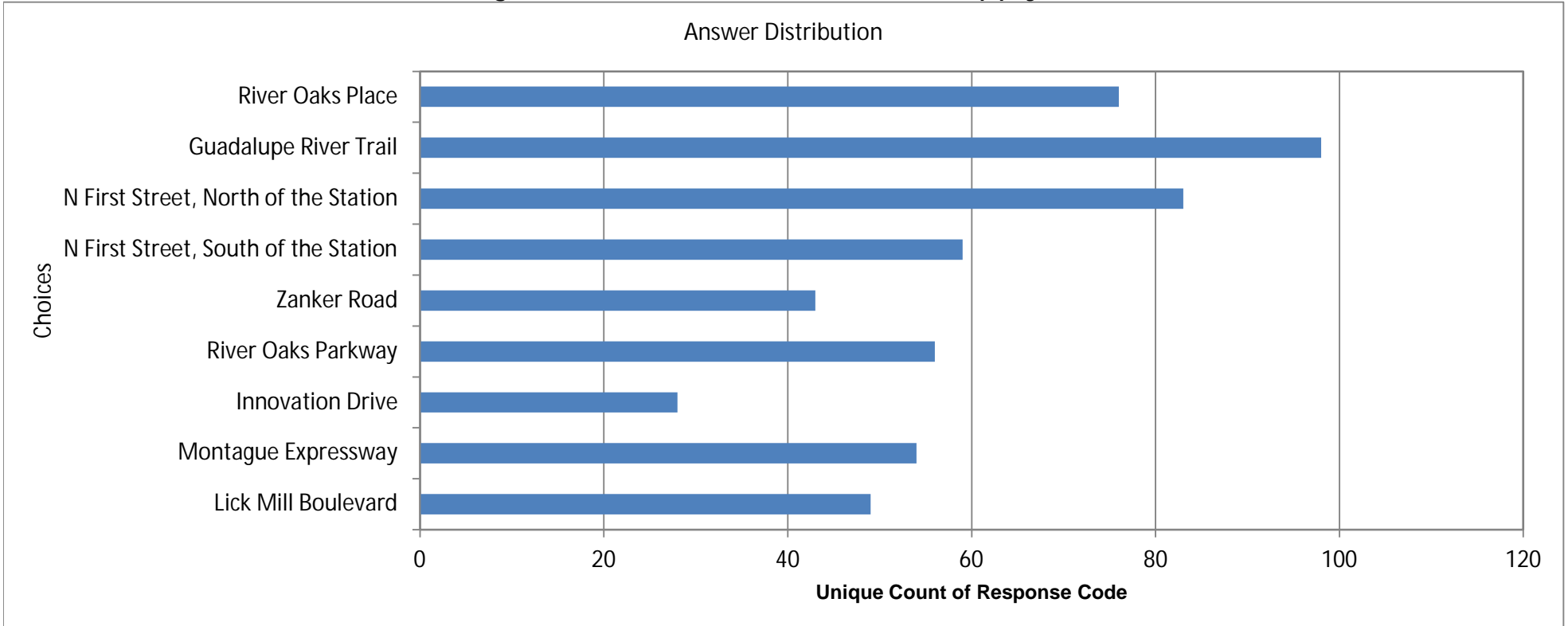
### Chapter: Which intersection(s) should be prioritized for improvement? (Check all that apply)



Choices	Response Code
6) Zanker Rd & Montague Expy	42
5) N First St & Montague Expy	51
4) Lick Mill Blvd & Montague Expy	44
3) Zanker Rd & River Oaks Pkwy	59
2) N First St & River Oaks PI/Pkwy	87
1) N First St & Rio Robles	53

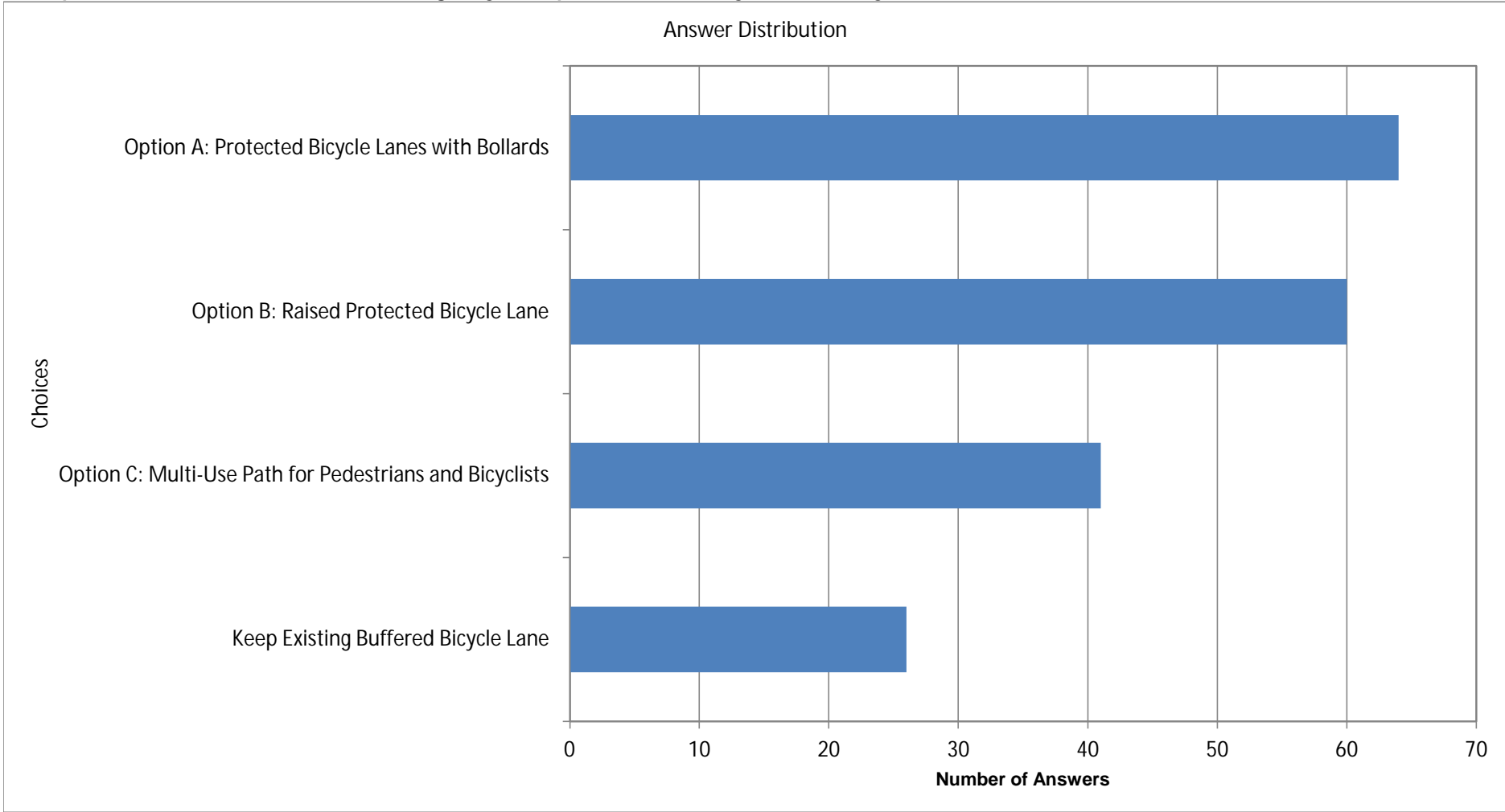
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## Chapter: Which of the following improved pathways would make it easier to walk or bike to or from the River Oaks Light Rail Station: (Check all that apply)



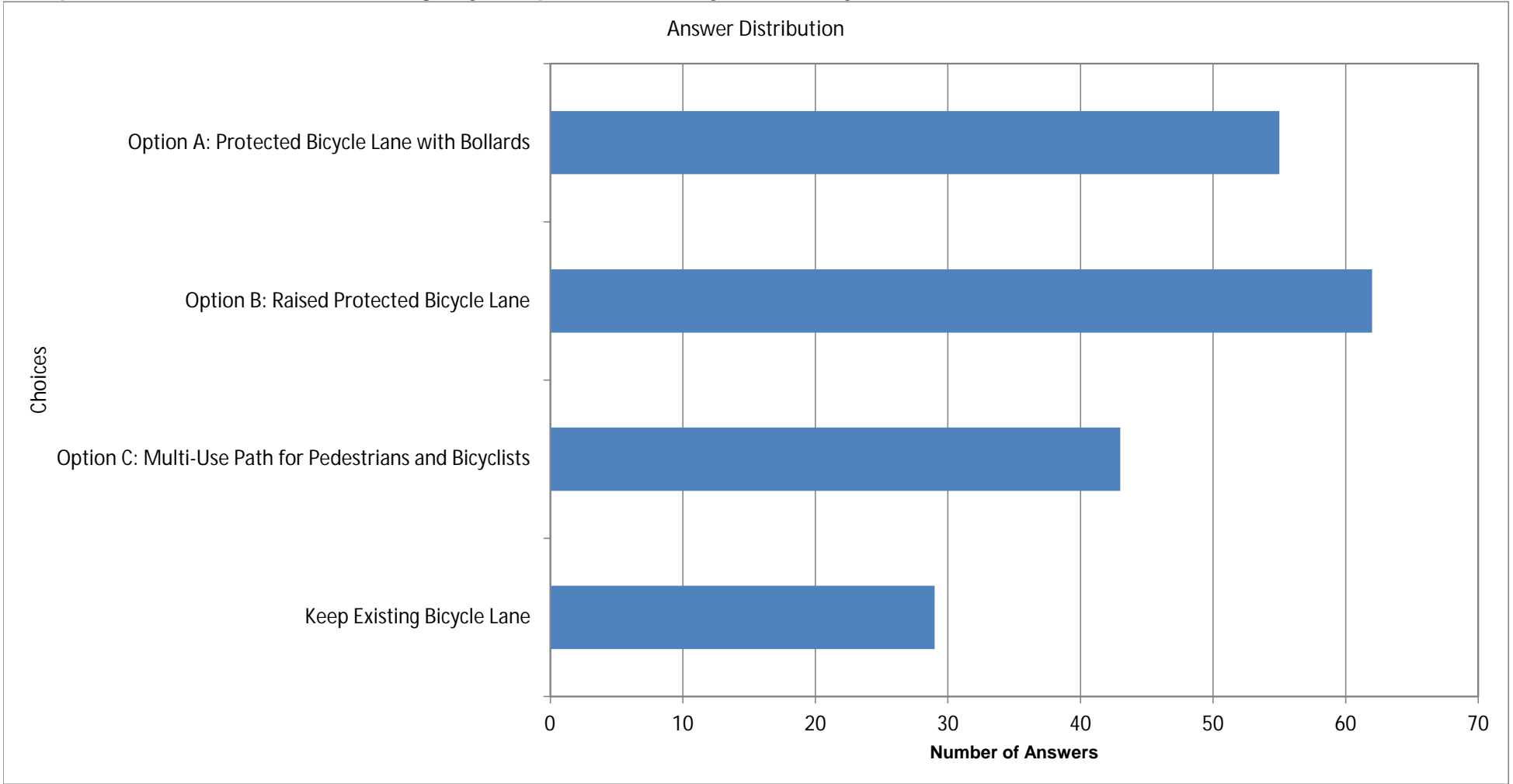
Choices	Response Code
Lick Mill Boulevard	49
Montague Expressway	54
Innovation Drive	28
River Oaks Parkway	56
Zanker Road	43
N First Street, South of the Station	59
N First Street, North of the Station	83
Guadalupe River Trail	98
River Oaks Place	76

## Chapter: Which of the following is your preferred bicycle facility on North First Street?



Choices	Answers
Keep Existing Buffered Bicycle Lane	26
Option C: Multi-Use Path for Pedestrians and Bicyclists	41
Option B: Raised Protected Bicycle Lane	60
Option A: Protected Bicycle Lanes with Bollards	64

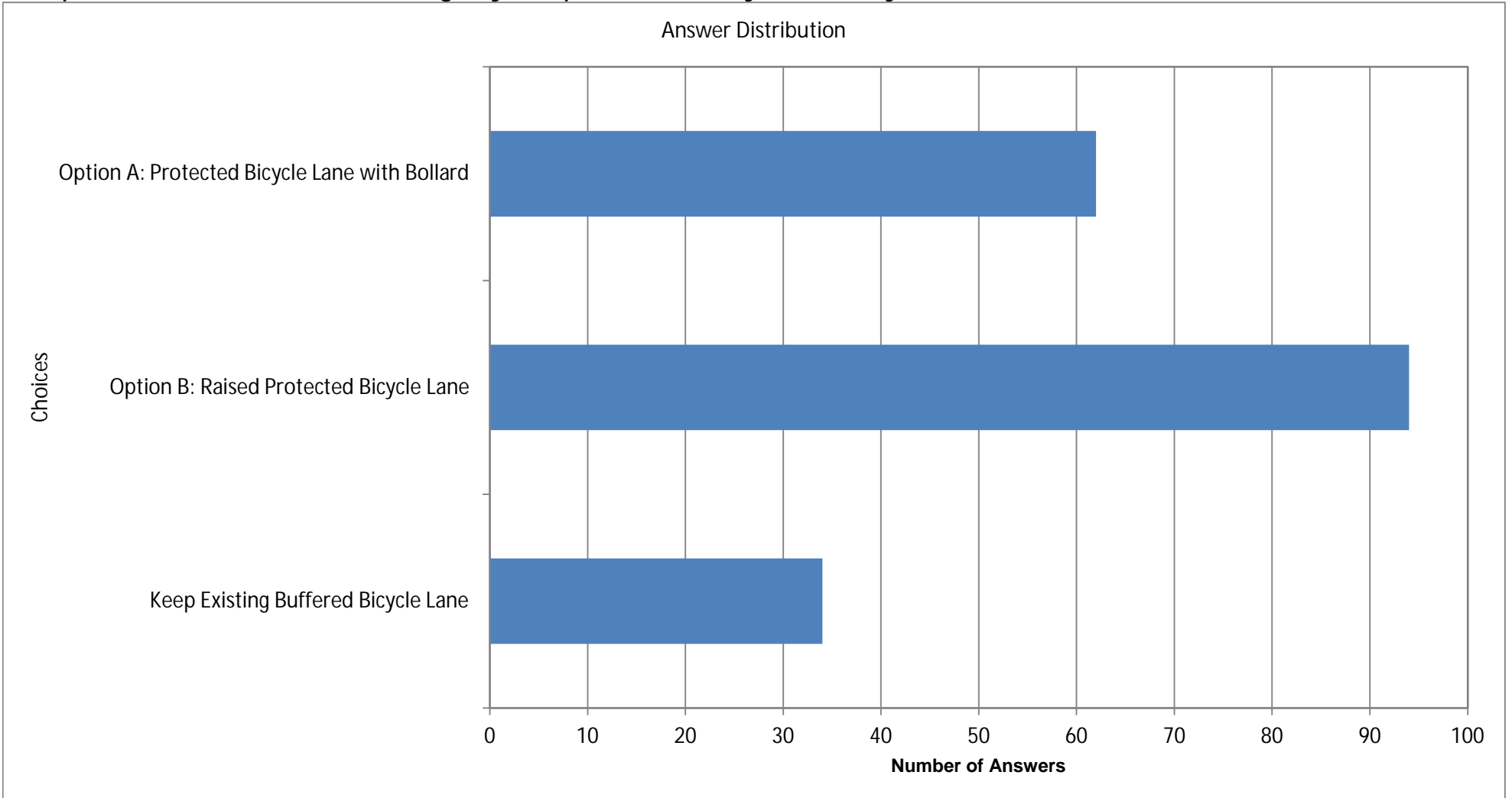
### Chapter: Which of the following is your preferred bicycle facility on River Oaks Place?



Choices	Answers
Keep Existing Bicycle Lane	29
Option C: Multi-Use Path for Pedestrians and Bicyclists	43
Option B: Raised Protected Bicycle Lane	62
Option A: Protected Bicycle Lane with Bollards	55

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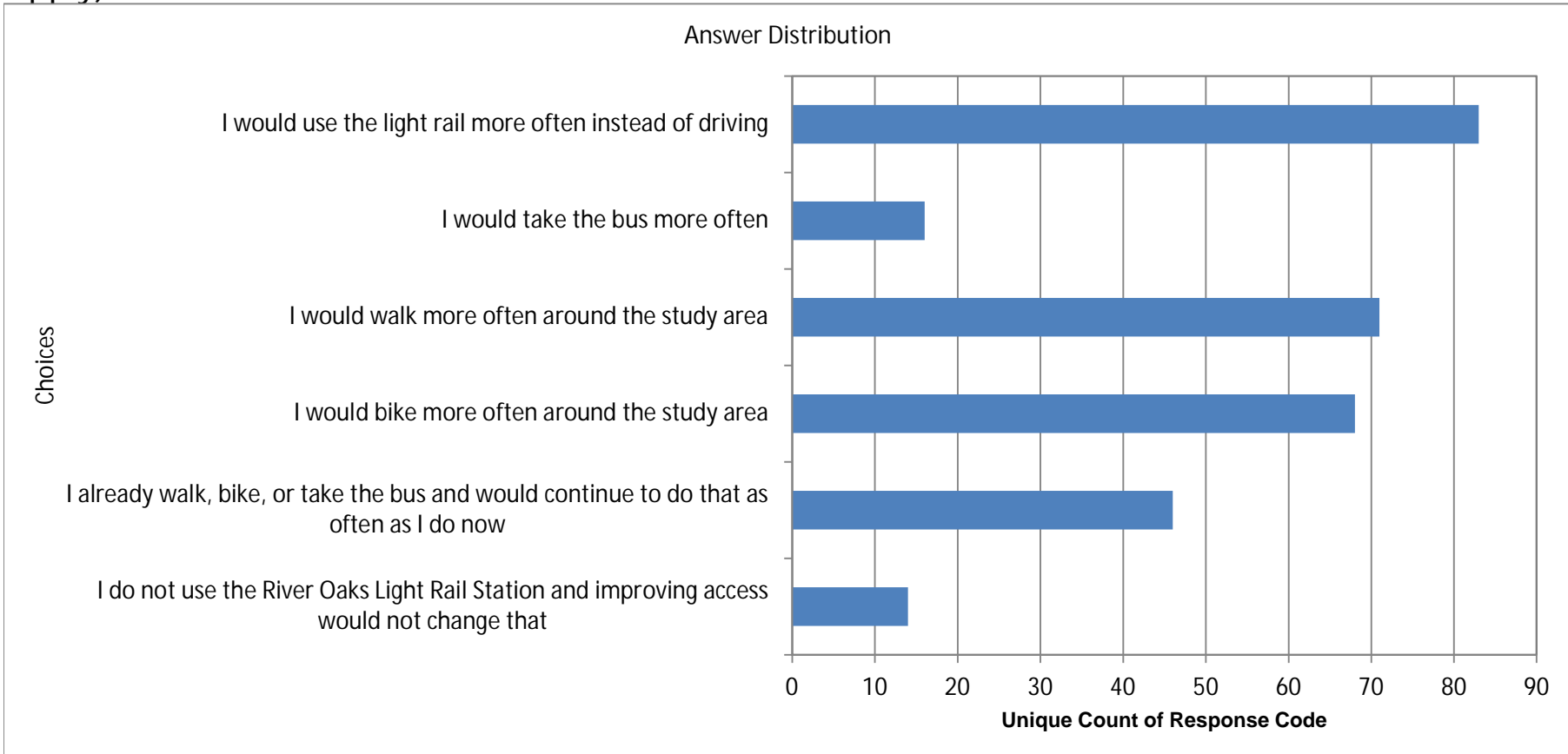
## Chapter: Which of the following is your preferred bicycle facility on Zanker Road?



Choices	Answers
Keep Existing Buffered Bicycle Lane	34
Option B: Raised Protected Bicycle Lane	94
Option A: Protected Bicycle Lane with Bollard	62

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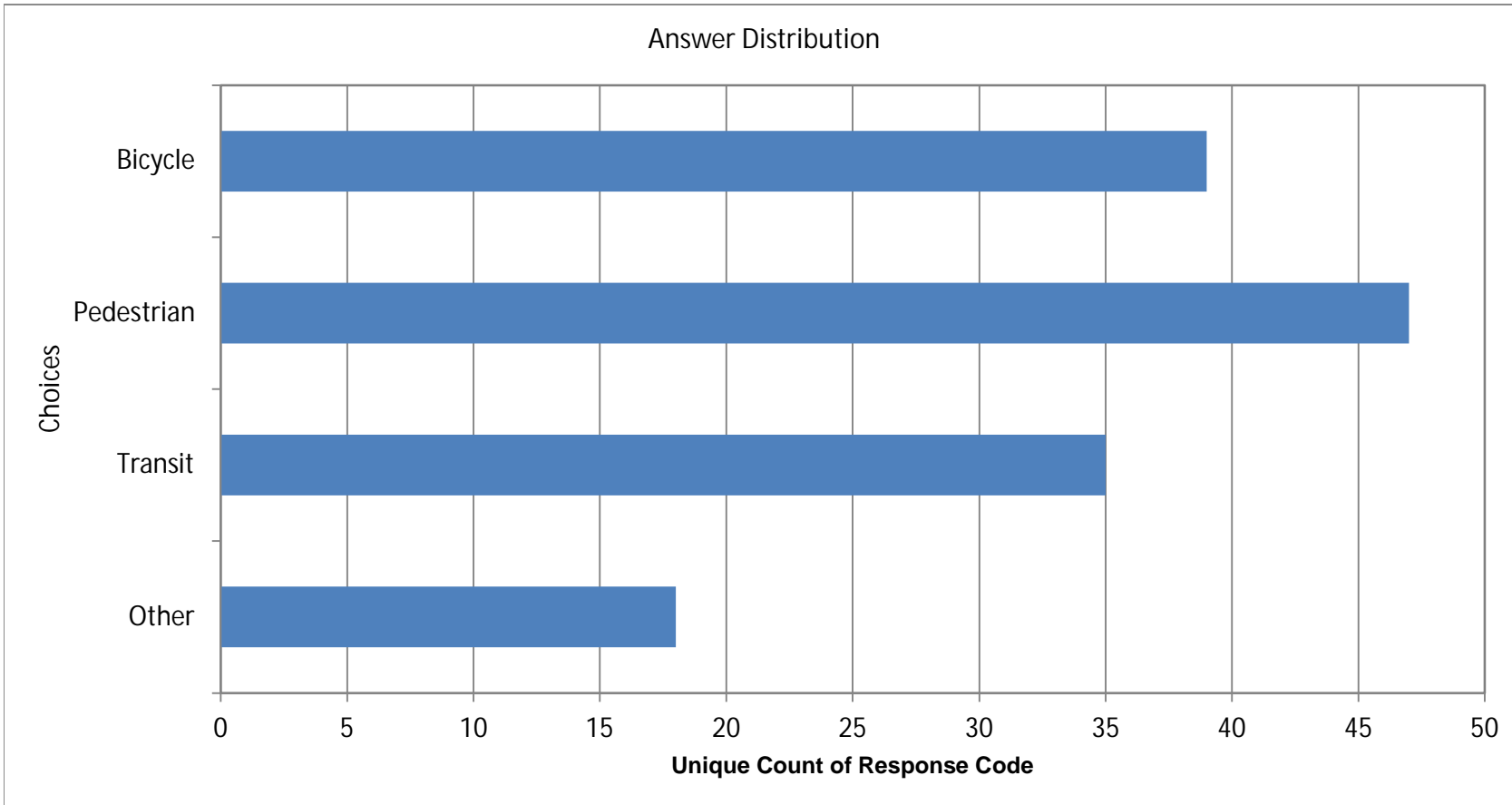
Chapter: Based on the recommended improvements, how might your travel decisions change if bike and pedestrian access to the River Oaks Light Rail Station is improved? (Check all that apply)



Choices	Response Code
I do not use the River Oaks Light Rail Station and improving access would not change that	14
I already walk, bike, or take the bus and would continue to do that as often as I do now	46
I would bike more often around the study area	68
I would walk more often around the study area	71
I would take the bus more often	16
I would use the light rail more often instead of driving	83

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Chapter: Is there anything you would like to add or change to any of the proposed improvements around the station? Please indicate the mode(s) that your comment relates to.



Choices	Response Code
Other	18
Transit	35
Pedestrian	47
Bicycle	39

**Q12: Is there anything you would like to add or change to any of the proposed improvements around the station?**

Responses:

- Make it safer for bikes. Especially on 1st street where cars drive very
- Raised bike lanes would make commuting safer and easier. Please do it!
- Make the sidewalk wider on First street in front of the current VTA buildings. Also, connect the sidewalk from First to Lick Mill on Montague with raised sidewalk going across the bridge over Guadalupe river.
- instead of bollards, put cement so cars cannot run bikes over.
- River Oaks Rain Water project park needs to be improved. There are two skating teams that monopolize the park 7 days a weeks. Please add no skate signs.
- Increase pedestrian safety on Lick Mill Blvd and Moreland Way from no-stop right turns
- Electric scooter riders & bicycle riders in the guadalupe trail ride at 20 - 30mph which is dangerous for walking & joggers. Something has to be done about this
- Some benches at the sidewalks for the elderly or anyone who needs to rest would be nice. Like Castro Street in downtown Mountain View
- No other changes
- Good
- I would really love a station that would connect to the BART near by Crescent Village that I could walk to
- Safe for kids to ride walk a d play
- The flashing yellow pedestrian crossing on lick mill is highly unsafe because of vegetation shadowing the pedestrians on the middle island of a crosswalk. The bushes are too high and drivers driving north on lick mill may not see a person behind these bushes. Also some cars ignore yellow flashing lights. Please at least trim the bushes to make small persons visible
- None
- More EV charging stations in parking

- Thank you for the continuing improvements (and outreach) around the light rail line and its feeding routes (e.g. looking also at Zanker with many apartments on River Oaks Pkwy between Zanker and Montague), and the school complex at Zanker (fka Agnews).
- A bathroom would be nice :)
- Please improve safety near the station
- Clear lines
- Washrooms on alternate stations will offer convenience .
- "I think all bike improvements to be considered should keep children going to school in mind.
- All bike lanes with bollards for school routes. Prioritize the children's routes for school safety."
- Additional lightings on the bridge
- I hesitate to walk to the station due to poor lighting along the Guadalupe river trails that connect to river oaks pl from the lick mill blvd area. It does not feel safe there after dark and that limits access to the station for those on the west side of the river.
- More car friendly infrastructure
- "Grade separate light rail at Montague Expwy ASAP. Add raised crossings at the end of the light rail platforms EVEN IF IT DISRUPTS TRAFFIC"
- Provide more bus routes.
- The motorists often run the red lights, especially the left turns. It's very dangerous. Motorists turning right also fail to notice bikers/pedestrians and I've had many close calls.
- NA
- i find the area really good as it is. more restaurants might create a good energy over there.
- According to me River Oaks station is always the cleanest when compared with others, as I regularly travel through it, I know that
- Bike lanes on River Oaks from N1st all the way to Seely need either Botts Dots or bollards. Drivers constantly drive in the bike lanes unknowingly.

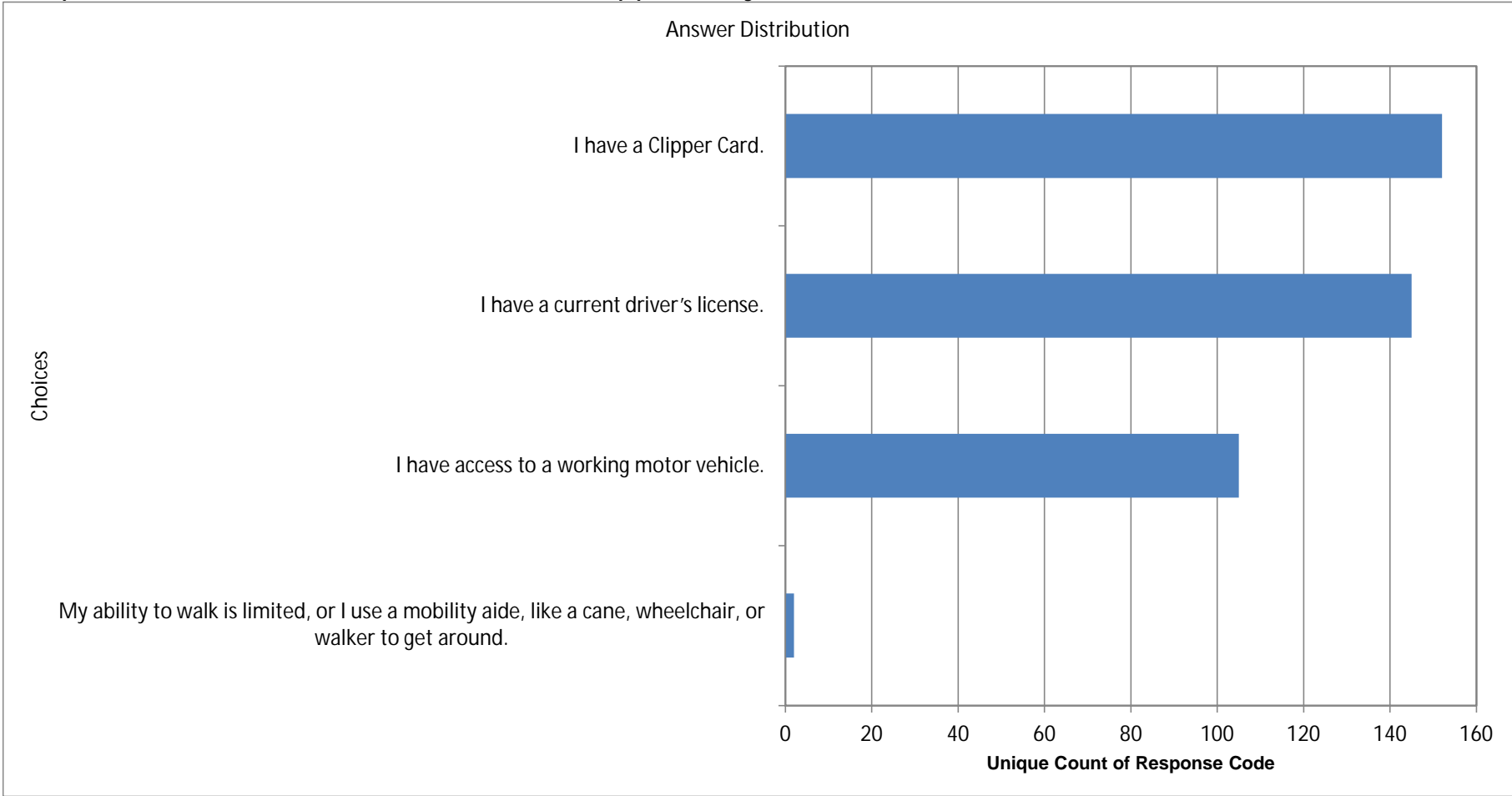
- Restore bikeway on River Oaks Parkway (recently sandblasted off). It's now dangerous with cars using 2 lanes at high rates of speed.
- Light changes triggered by cyclists.
- People get off at River Oaks North station and jaywalk toward Northpark Apartments. Please post a warning sign to prevent accidents.
- If you make these changes I will not get support another [redacted] CTA project again. Le
- Safety. I'm trying not to ride the light rail. Its not safe. Too many homeless and drug activity.
- Cars turning right from River Oaks Plaza onto Southbound N. First have difficulty seeing pedestrians crossing N. First at night. Please improve lighting so they don't make the turn and then are surprised to see a pedestrian in front of them.
- Add a farmer's market area
- Detours around Guadalupe River Trail underpasses when they are flooded are important for maintaining access throughout the year! It would be lovely if their bike infrastructure were upgraded, and if there was adequate wayfinding.
- Class 4 separated bike lanes
- Correct bus time and increased frequency
- Light rail needs to run more frequently with better service from the River Oaks Light Rail Station to SJC
- Bicycle manner around neighborhood is problem. Try not improving anything for bicycle. Just focus on improving public transportation services quality. Should not make any changing on the drive way.
- Any protected bike lane is the gold standard. But if you use the bollards that drivers can just run over that doesn't make me feel much safer. Looking at the Mountain View El Camino Real project is a good example of something that doesn't actually increase the likelihood of people using the infrastructure. It's a step in the right direction. But raised protected bike lanes or bike+pedestrian pathways is fantastic in comparison.
- Non level crossing options to avoid car bike interactions at intersections
- Redevelopment should be affordable apartments, for example, like the Tamien Station affordable housing development. If you want more retail, then you could have shops on the ground level and apartments above the shops.
- Service is good.

- Fix clipper card charge stations that have stopped working and change machines that don't take credit card payments or contactless payments to ones that do. Also, if possible, change traffic light buttons for pedestrians so that they can just wave at the button.
- VTA SERVICE IS GOOD
- Any way to protect pedestrians from speeding cars and cyclists. I nearly witnessed an accident just before the turn with this sign because cars were just rolling around the right turn, one after the other. Also it would be nice if cyclists had their own space.
- Lower the volume of those Light Rail bell ringing!! They are way too loud and a source of noise pollution. Also limited the amount of ringing to 4 or less. Some Operators ring the bell 12 times. No joke. [redacted]?!?!
- "Ensure mid-block access allows full street cruising, not just one side.
- Update traffic light cycles so the light rail platforms can be used as \*stopping\* refuges, cruising the street by halves. Note that the inbound land to an intersection is stopped most of the time, so half of the crossing can allow pedestrians for an extended period.
- Consider updating the lights so if crossing is requested both North-South and East-West, all traffic is stopped and pedestrians can cross in any direction including diagonals and to and from platforms.
- (The latter two comments apply in many places, not just this intersection.)"
- I live in Santa Clara, and the mansion apartments and the miraval condominiums form a pretty annoying wall between me and river oaks bridge that I have to walk around. If there were some stairs from them up onto Guadalupe River trail it would save some commute time. The mansion apartments is gated so it may be difficult there, but miraval apartments is relatively open.
- N/A
- I think all these changes are great, but they should also fix the bike lane a bit because it has a lot of gaps along N First Street.
- Bus stop outlets. Guided turn for cars
- Paved bike path on the west side of the Guadalupe Creek trail between the bridge and Montague Expressway (right now it's just gravel)

- Please bring more law enforcement to the public facilities. Crime and homelessness should be controlled. Attacks by homeless , mentally ill or drug addicts are a safety threat to general public. Don't take this lightly and prosecute where necessary instead
- Easier transfers to Orange Line to Alum Rock from northbound Blue Line
- We need more and better transit in the Bay Area! I am willing to pay more for it in taxes and fares!!
- Shade
- Transit: Transit signal priority at the Montague intersection. Bus rapid transit along Montague Expressway. I would not spend lots of money trying to grade separate Montague Expressway, without first trying to implement TSP and a quick-build protected intersection. Pedestrian: Decrease the signal cycle times at the light rail stations, so that pedestrians don't have to wait more than 30 seconds to cross to/from the platforms. Bicycle: I really like the idea of having a (large) bicycle share station at River Oaks. This is a great location for people to hop off the light rail, rent a bicycle, and bike up to Alviso and back. Other: The most important connection improvement to the GRT is to add a curb cut precisely where the pedestrian ramp reaches grade level.
- Better bike lane on southbound First Street

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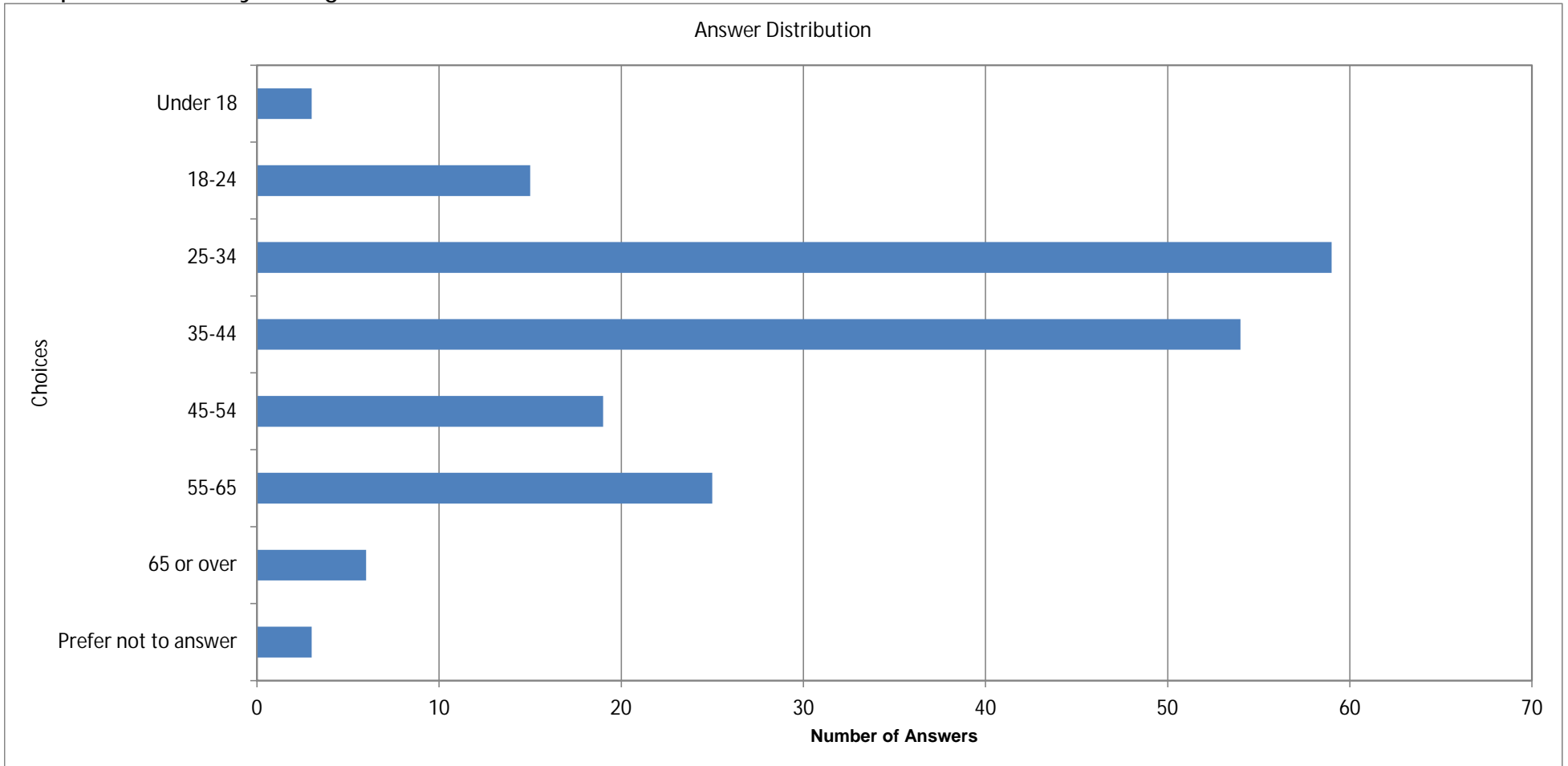
Chapter: Please indicate if each statement applies to you.



Choices	Response Code
My ability to walk is limited, or I use a mobility aide, like a cane, wheelchair, or walker to get around.	2
I have access to a working motor vehicle.	105
I have a current driver's license.	145
I have a Clipper Card.	152

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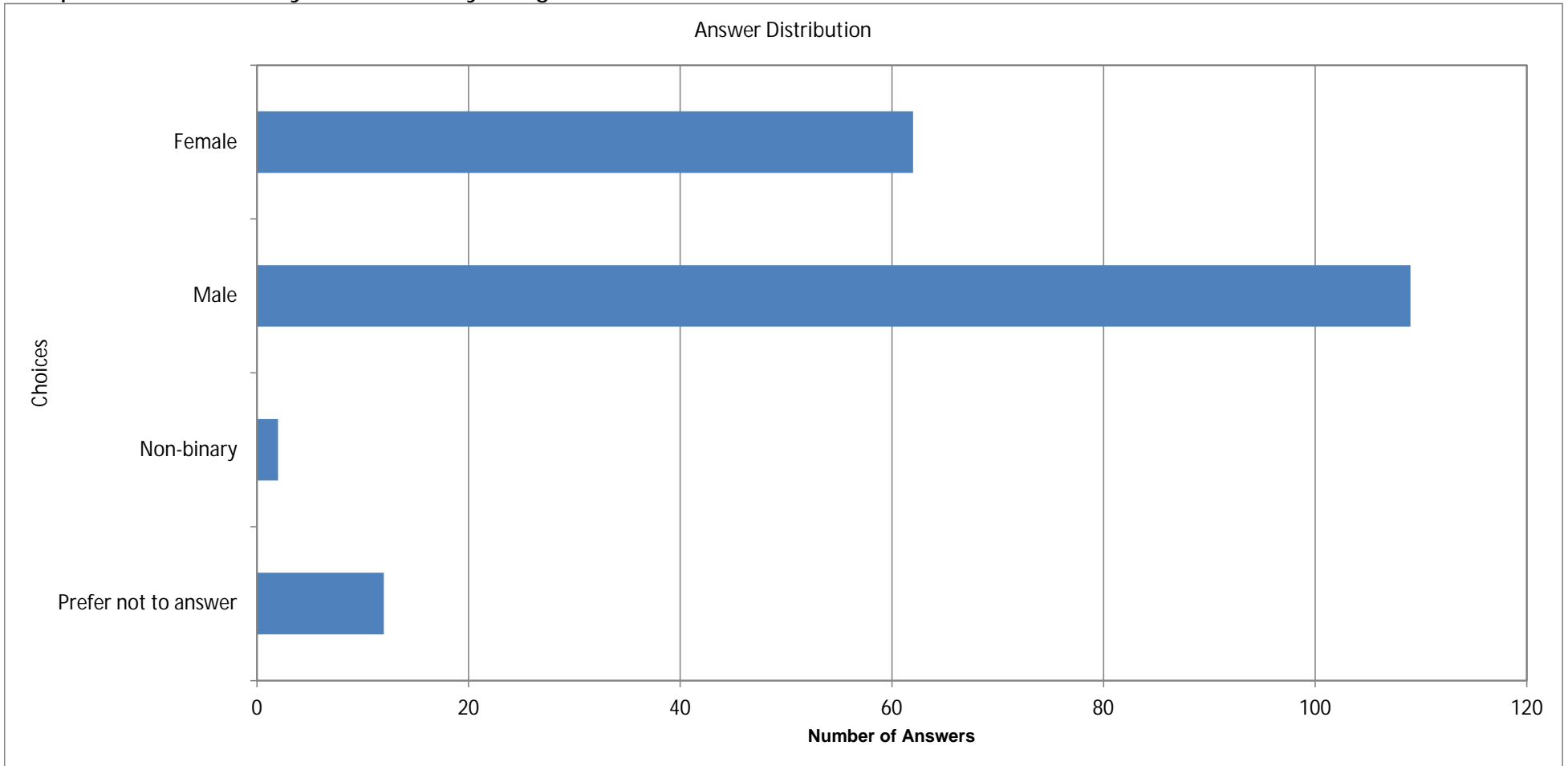
## Chapter: What is your age?



Choices	Answers
Prefer not to answer	3
65 or over	6
55-65	25
45-54	19
35-44	54
25-34	59
18-24	15
Under 18	3

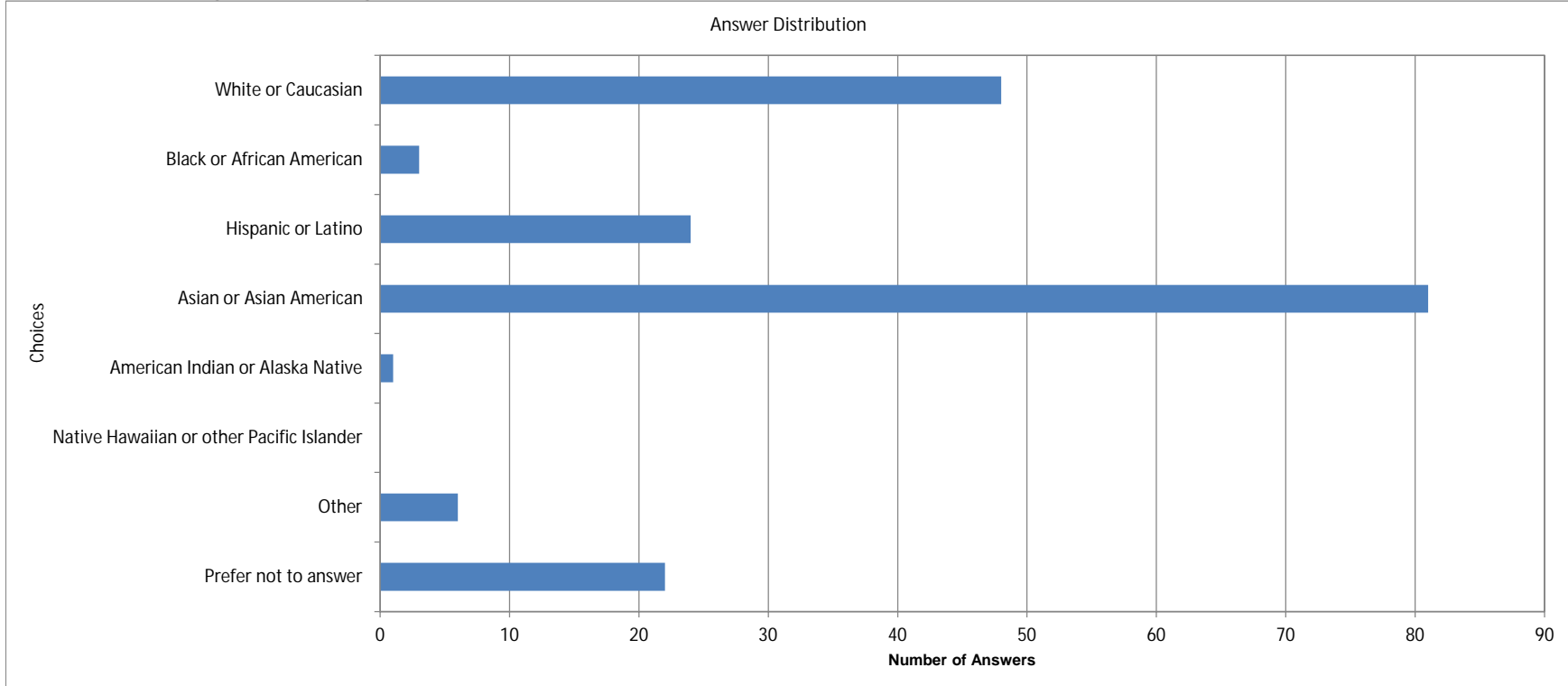
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## Chapter: How would you describe your gender?



Choices	Answers
Prefer not to answer	12
Non-binary	2
Male	109
Female	62

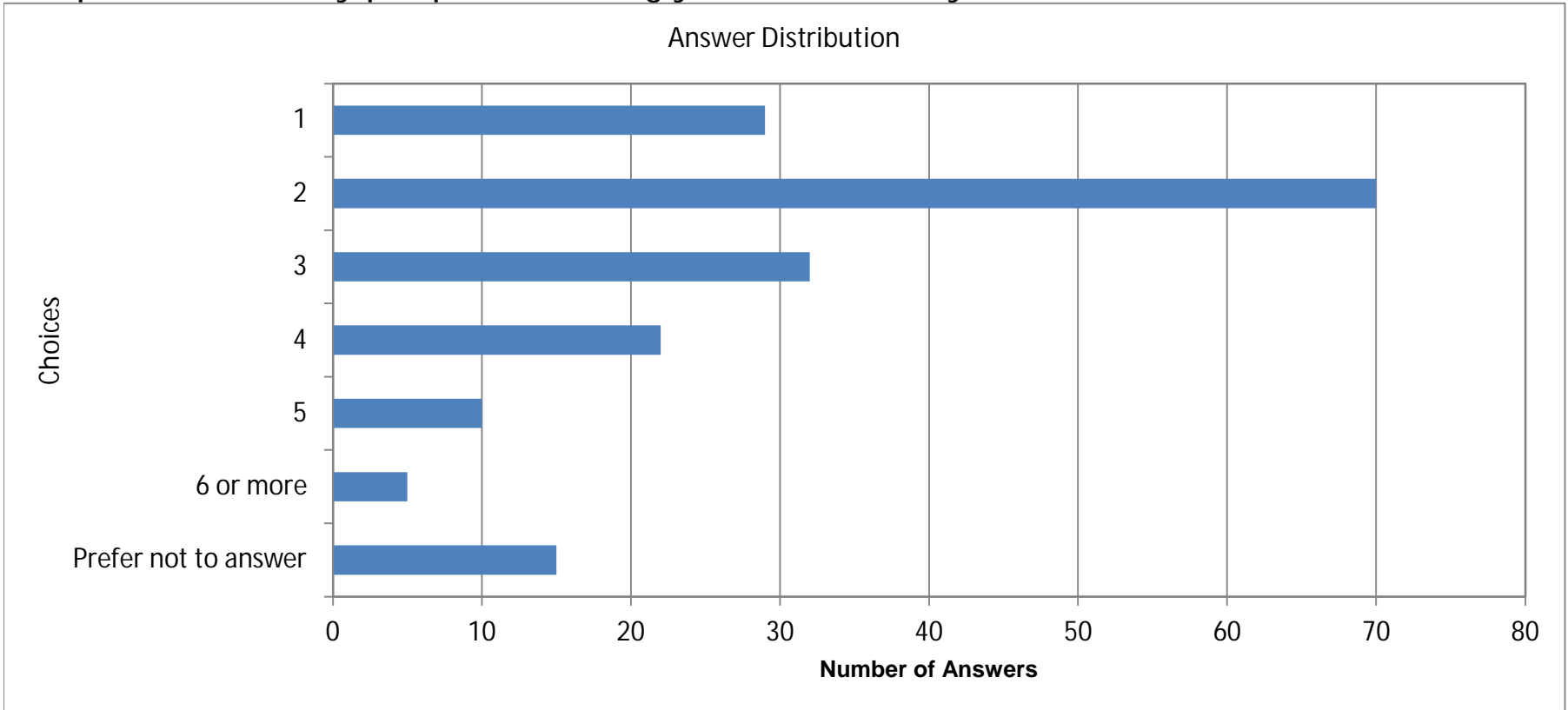
## Chapter: What is your ethnicity?



Choices	Answers
Prefer not to answer	22
Other	6
Native Hawaiian or other Pacific Islander	0
American Indian or Alaska Native	1
Asian or Asian American	81
Hispanic or Latino	24
Black or African American	3
White or Caucasian	48

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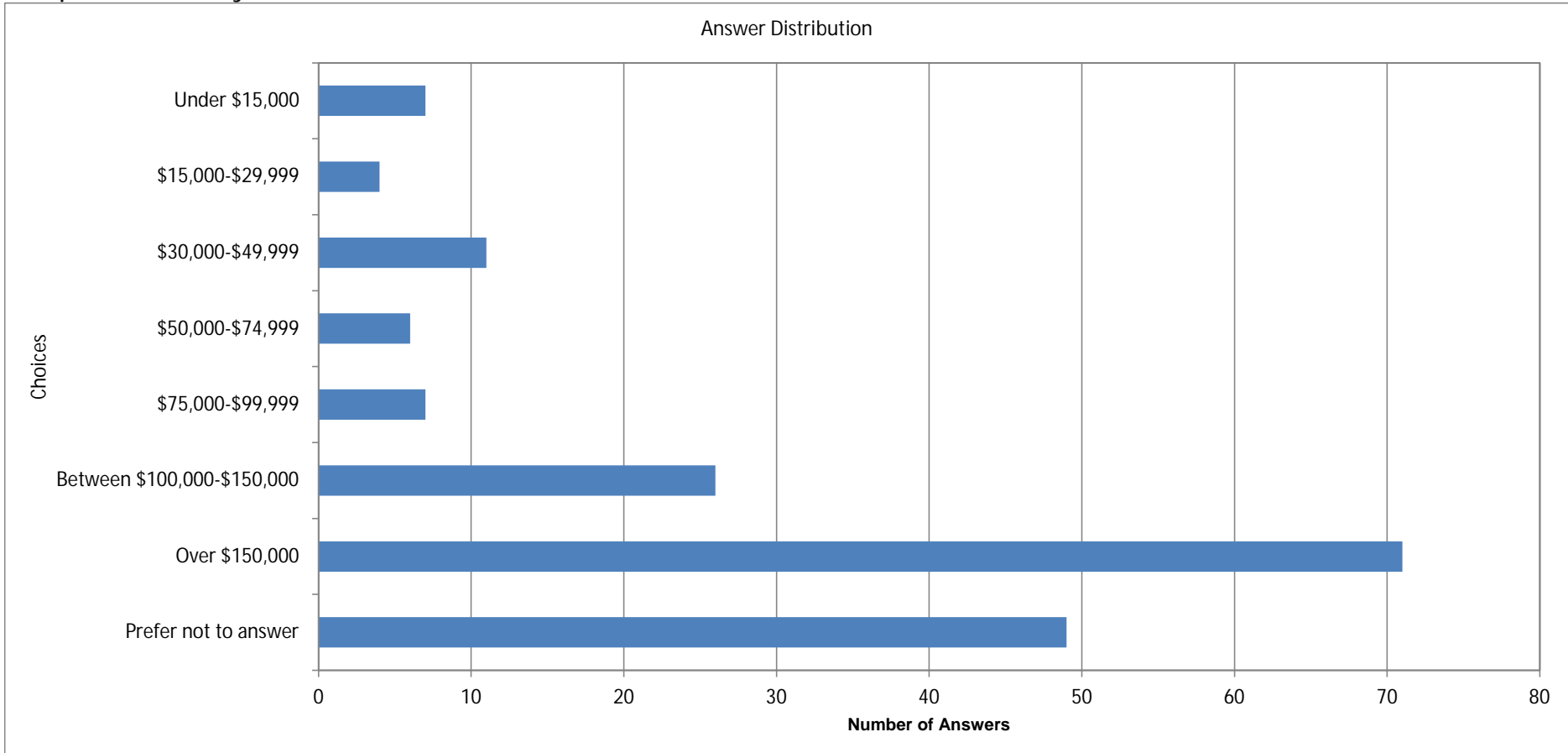
## Chapter: How many people, including yourself, live in your household?



Choices	Answers
Prefer not to answer	15
6 or more	5
5	10
4	22
3	32
2	70
1	29

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## Chapter: What is your total household income before taxes?



Choices	Answers
Prefer not to answer	49
Over \$150,000	71
Between \$100,000-\$150,000	26
\$75,000-\$99,999	7
\$50,000-\$74,999	6
\$30,000-\$49,999	11
\$15,000-\$29,999	4
Under \$15,000	7

## Social Media Advertisement



9228

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on your phone



**Help shape the  
RIVER OAKS  
STATION AREA!**

Share your feedback

# A-Frame



SCAN QR CODE



[vta.org/RiverOaks.Survey](http://vta.org/RiverOaks.Survey)

Complete the survey for a chance to **WIN a \$50 CLIPPER CARD!**

完成調查，即有機會  
贏取價值 \$50 的 CLIPPER 購物卡。



For more information, visit:  
如需更多資訊，請訪問：  
[vta.org/riveroaksdevelopment](http://vta.org/riveroaksdevelopment)

## VTA wants to hear from you!

The Santa Clara Valley Transportation Authority (VTA) is looking to improve bicycle, pedestrian, and transit access to River Oaks Light Rail Station and the surrounding station area.

**Take our survey!** Scan the QR code or visit the link below to provide your ideas and concerns about the River Oaks Station area.

For more information, visit [vta.org/riveroaksdevelopment](http://vta.org/riveroaksdevelopment) or contact VTA Community Outreach at (408) 321-7575 / TTY (408) 321-2330 [community.outreach@vta.org](mailto:community.outreach@vta.org).



## VTA想聽聽您的意見!

聖達卡拉穀交通局 (VTA) 希望改善River Oaks輕軌站及周邊地區的自行車、行人和公交通道。

參與我們的調查！掃描二維碼或訪問以下連結，提出您對River Oaks 站區域的想法和關注。

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### Legend / 圖例

River Oaks TOD Site / TOD 地點

### Light Rail / 輕軌

Blue Line / 藍線

Green Line / 綠線

Orange Line / 橙線

Light Rail Station / 輕軌站

### Bus / 公車

Bus Route 20 / 20 號公車

Bus Route 59 / 59 號公車

ACE Brown Bus / ACE 棕色公車

ACE Purple Bus / ACE 紫色公車

Bus Stop / 公車站

[vta.org/RiverOaks.Survey](http://vta.org/RiverOaks.Survey)

## Flyers



# RIVER OAKS STATION ACCESS STUDY RIVER OAKS STATION 站交通調研



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# Outreach Boards



Santa Clara Valley  
Transportation  
Authority

**RIVER OAKS STATION ACCESS STUDY**  
RIVER OAKS 輕軌站周邊交通研究




## Proposed Corridor Improvements / 擬議走廊改善措施


Which of the improved pathways below would make it easier to walk or bike to or from the station?  
以下改進的途中，哪一個能讓步行或騎行往返車站更加便利？

Scan the QR Code below to see more information on our interactive online map.  
掃描下方二維碼，查看我們互動式線上地圖的更多資訊。


**A River Oaks Place:**




**B Guadalupe River Trail:**




**C N First Street, North of the Station:**




**D N First Street, South of the Station:**




**E Zanker Road:**




**F River Oaks Parkway:**




**G Innovation Drive:**




**H Montague Expressway:**



**I Lick Mill Boulevard:**



### Key Corridors with Improvements / 重點走廊的改進措施



0 500 1,000 2,000

### Share any additional thoughts on the improvements below.

請在下文分享您對改進措施的其他看法。

**Bicycle**

Interested in electric bikes + station

Consider in-stead bollards

Class IV

gas powered river trail - see motorcycles/cars utilize the trail - safety concern

is the problem

Also more @

free protected interspersing

Improve signal timing to get to Tassell without creating

Pedestrian Bridge at N First & River Oaks Pkwy

Signage - use near Montague Expy - trail continues, nearby downtown

didn't accept it (happened 5x)

later

Clearer cross-buffers which lane to watch for for night turns

No night turns on red

Distracted Drivers

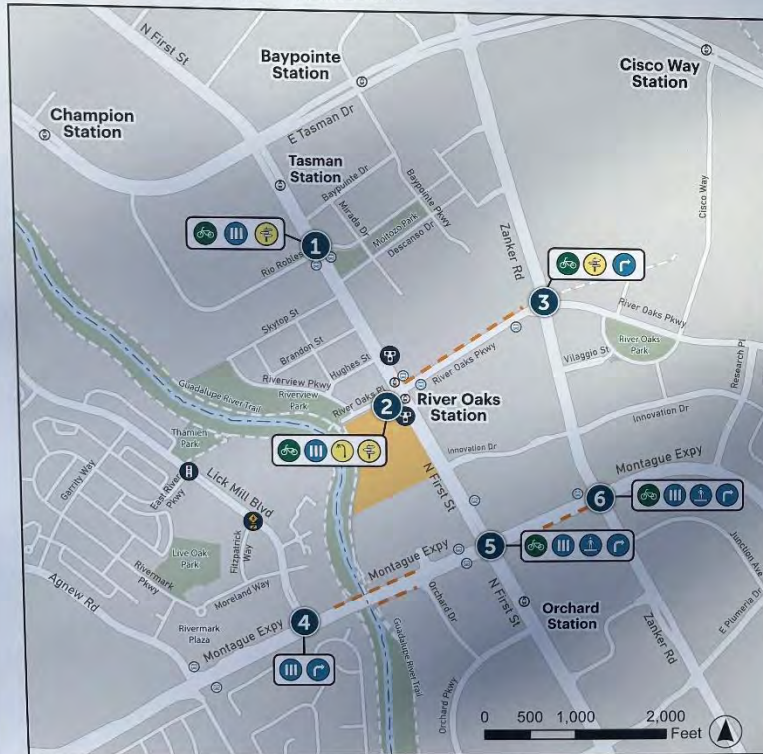
**TAKE OUR SURVEY!** Do you have other ideas or thoughts?  
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**Proposed Intersection Improvements**  
擬議走廊改善措施

Scan the QR Code below to see more information on our interactive online map.  
掃描下方二維碼，查看我們互動式線上地圖的更多資訊。



Which intersection improvements would make it easier to walk or bike to or from the station?  
哪些路口改善措施能讓步行或騎行往返車站更加便利?

<p><b>1</b> N First St &amp; Rio Robles</p>	<p><b>2</b> N First St &amp; River Oaks Pl/Pkwy</p>	<p><b>3</b> Zanker Rd &amp; River Oaks Pkwy</p>
<p><b>4</b> Lick Mill Blvd &amp; Montague Expy</p>	<p><b>5</b> N First St &amp; Montague Expy</p>	<p><b>6</b> Zanker Rd &amp; Montague Expy</p>

**LEGEND/圖例:**

River Oaks TOD Site River Oaks TOD 用地	Bicycle Intersection Treatment 自行車路口處理方案	High Visibility Crosswalk 人行橫道明亮	Pedestrian Scale Lighting 行人建等級照明	Install Traffic Signal 安裝交通信號燈
Sidewalk Improvements 人行道改善措施	Light Rail Station 輕軌站	Bus Stop 公交站	Pedestrian Hybrid Beacon (PHB) 行人混合警示燈 (PHB)	Wayfinding Signage 導向標誌
Median Refuge 行人道中央分隔帶安全島	Rectangular Rapid Flashing Beacon (RRFB) 矩形閃爍與慢顯示燈 (RRFB)	Remove Right-turn Slip Lane 消除右轉滑道	Pedestrian Hybrid Beacon (PHB) 行人混合警示燈 (PHB)	Wayfinding Signage 導向標誌



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**Proposed Bicycle Improvements**  
擬議自行車道改善措施

Scan the QR Code below to see more information on our interactive online map.  
掃描下方二維碼，查看我們互動式線上地圖的更多資訊。

Which bicycle treatment would you prefer to see on the following segments?  
您更傾向於在以下路段看到哪種自行車道處理方案？



**1 North First St**

Looking north at the southbound travel lanes  
向南向車道，向北



**2 River Oaks Place**

Looking east  
向東



**3 Zanker Road**

Looking north at the northbound travel lanes  
北向車道，向北



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City of San Jose, 2014. 2014 Census Tract 5000 Data and Shading. Copyright 2014.  
City of Santa Clara, 2014. Santa Clara Water Meter 2014. 2014 Photometric Water Meter.  
County of Santa Clara, 2014. Transportation Map, October 2014. CA 04



## RIVER OAKS STATION ACCESS STUDY RIVER OAKS STATION 站交通調研



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Postcard



3331 North First Street San José, CA 95134

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# RIVER OAKS STATION ACCESS STUDY

## RIVER OAKS STATION 站交通調研

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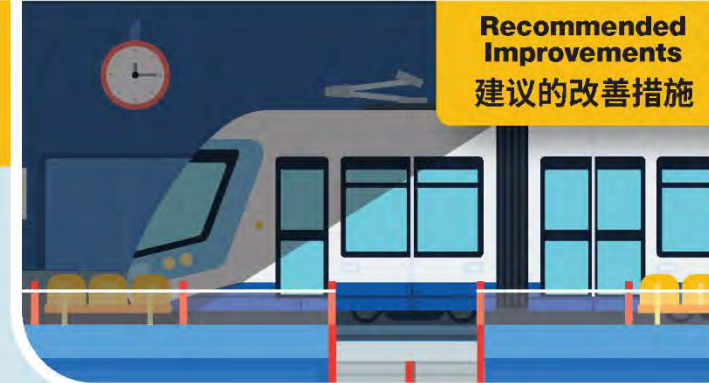
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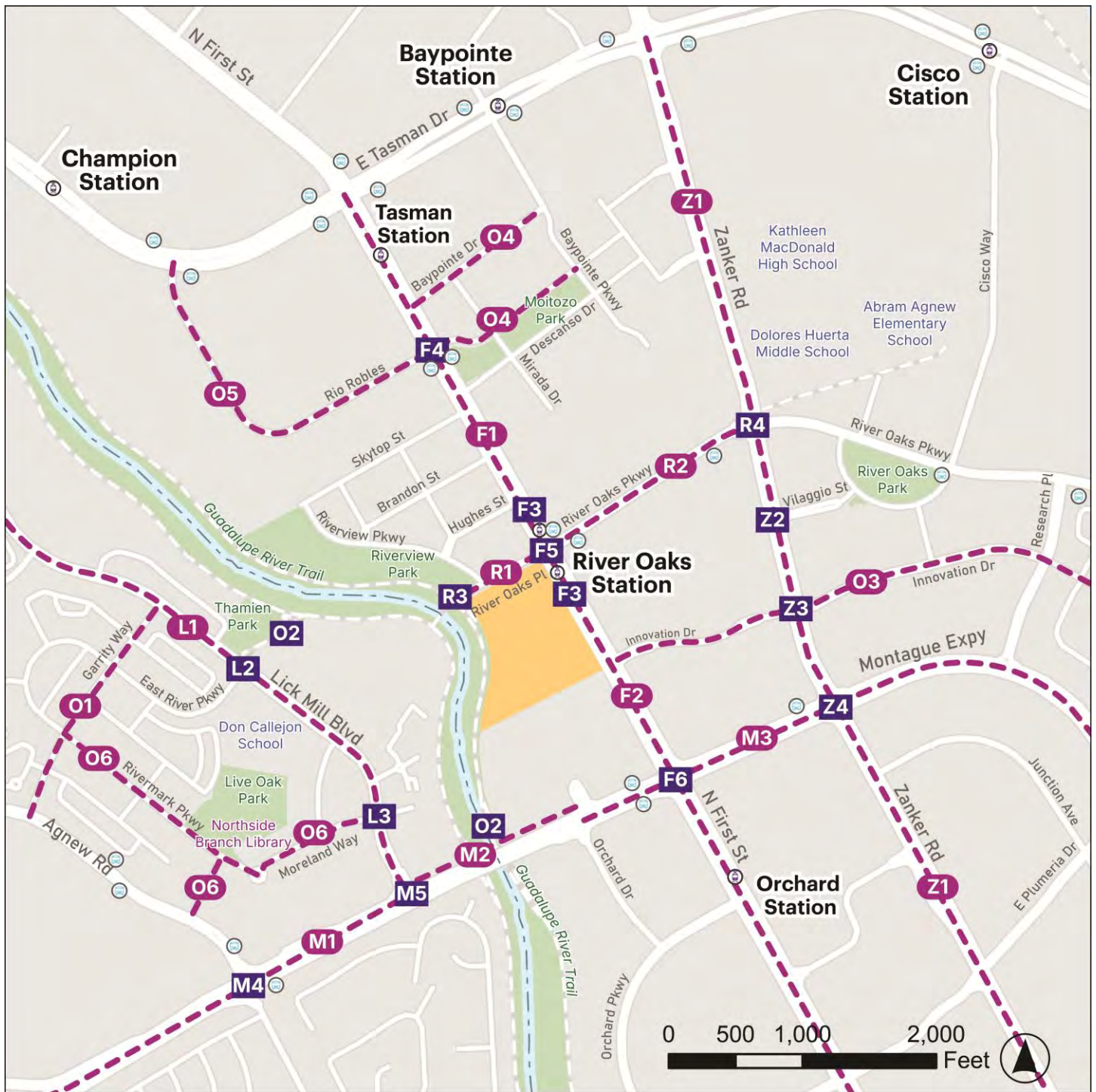
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## Appendix E: Prioritization Matrix



## Legend

- River Oaks TOD Site
- ## Corridor Improvements
- Ⓜ Light Rail Station
- # Intersection Improvements
- Ⓟ Bus Stop

	Corridor	Proposed Improvements	Location	Existing Condition	Proposed Improvement Details	Evaluation								
						Community Feedback	Constructability	Safety Enhancement	Connection to Transit	Accessibility Improvements	Alignment with other Plans	Opportunities for Funding	Cost Estimate (based on 2025 costs)	Total Score
R2	River Oaks Place/Parkway	Sidewalk and other Access Improvements	River Oaks Parkway (N First Street to Zanker Road)	<ul style="list-style-type: none"> <li>Class IIB Buffered Bike Lanes</li> <li>No sidewalk on north side</li> </ul>	<ul style="list-style-type: none"> <li>Provide sidewalk on north side of the street</li> <li>Provide amenities at bus stop</li> <li>Narrow east bound approach to minimum width</li> <li>Evaluate feasibility for in-lane bus stop closer to the intersection with transit island and pedestrian scale lighting</li> <li>Wayfinding to Station and Trail entrance</li> </ul>	Strongly Supported	Moderate	Addresses collision history or documented safety concern	Connects users directly to the Light Rail Station or bus stop	Provides new ADA facilities or closes an accessibility gap	Corridor is mentioned in another plan	Would be strongly competitive for grant funding	\$ 1,820,000	19
F5	N First Street	Intersection Improvements	N First Street and River Oaks PI/Pkwy	<ul style="list-style-type: none"> <li>Standard crosswalks with some directional curb ramps</li> <li>Class IIB buffered bike lanes with intersection approach striping</li> <li>VTA bus stop with only stop sign</li> </ul>	<ul style="list-style-type: none"> <li>High-visibility crosswalks on all legs</li> <li>Clear wayfinding to Light Rail service provided at each platform, as well as to Trail and other amenities</li> <li>Pedestrian scale lighting</li> <li>Bicycle lane markings through intersection, bicycle boxes, and two-stage left-turn boxes where space allows</li> <li>Consider bicycle push-button for eastbound cyclists</li> <li>Provide amenities at bus stops</li> <li>Tighten turn radii for southwest corner</li> <li>Provide ADA directional curb ramps at northeast, southeast, and southwest corners and at Light Rail platform entrances</li> </ul>	Strongly Supported	Moderate	Mitigates safety concern identified through field review or public engagement	Connects users directly to the Light Rail Station or bus stop	Provides new ADA facilities or closes an accessibility gap	Corridor is mentioned in another plan	Would be strongly competitive for grant funding	\$ 300,000	18
M2	Montague Expressway	Class I Shared-Use Path and other Access Improvements	Montague Expressway (Over Guadalupe River)	<ul style="list-style-type: none"> <li>No bicycle facilities</li> <li>No sidewalks</li> </ul>	<ul style="list-style-type: none"> <li>Provide pedestrian and bicycle bridge over Guadalupe River on north side of Montague Expressway and connect to proposed Class I Shared Use Path</li> <li>Provide additional wayfinding at Trail entrances</li> </ul>	Strongly Supported	Challenging	Addresses collision history or documented safety concern	Connects users to the overall multi-modal network	Provides new ADA facilities or closes an accessibility gap	Is included in another plan	Would be potentially competitive for grant funding	\$ 4,030,000	17
F1	N First Street	Class IV Separated Bike Lanes and other Access Improvements	N First Street (E Tasman Dr to River Oaks PI/Pkwy)	Class IIB Buffered Bike Lanes	<ul style="list-style-type: none"> <li>Provide Class IV Separated Bike Lanes with bollards</li> <li>Wayfinding to Station and Trail entrance</li> <li>Improved pedestrian scale lighting throughout</li> <li>Improve eastern sidewalk</li> </ul>	Strongly Supported	Moderate	Mitigates safety concern identified through field review or public engagement	Connects users directly to the Light Rail Station or bus stop	Improves accessibility	Is included in another plan	Would be potentially competitive for grant funding	\$ 3,530,000	17
F2	N First Street	Class IV Separated Bike Lanes and other Access Improvements	N First Street (South of River Oaks PI/Pkwy)	Class IIB Buffered Bike Lanes	<ul style="list-style-type: none"> <li>Provide Class IV Separated Bike Lanes with bollards</li> <li>Wayfinding to Station and Trail entrance</li> <li>Improved pedestrian scale lighting throughout</li> </ul>	Strongly Supported	Moderate	Mitigates safety concern identified through field review or public engagement	Connects users directly to the Light Rail Station or bus stop	Improves accessibility	Is included in another plan	Would be potentially competitive for grant funding	\$ 1,790,000	17
F4	N First Street	Intersection Improvements	N First Street and Rio Robles	<ul style="list-style-type: none"> <li>Standard crosswalks with some directional curb ramps</li> <li>Class IIB buffered bike lanes with intersection approach striping</li> <li>VTA bus stop with only stop sign</li> </ul>	<ul style="list-style-type: none"> <li>Bicycle lane markings through intersection and two-stage left-turn boxes where space allows</li> <li>High-visibility crosswalks on all legs</li> <li>Wayfinding to Station</li> <li>Provide amenities at bus stops</li> <li>Tighten turn radii and provide directional curb ramps at northwest and southwest corners</li> </ul>	Supported	Moderate	Mitigates safety concern identified through field review or public engagement	Connects users directly to the Light Rail Station or bus stop	Provides new ADA facilities or closes an accessibility gap	Corridor is mentioned in another plan	Would be strongly competitive for grant funding	\$ 480,000	17

	Corridor	Proposed Improvements	Location	Existing Condition	Proposed Improvement Details	Evaluation								
						Community Feedback	Constructability	Safety Enhancement	Connection to Transit	Accessibility Improvements	Alignment with other Plans	Opportunities for Funding	Cost Estimate (based on 2025 costs)	Total Score
F6	N First Street	Intersection Improvements	N First Street and Montague Expressway	<ul style="list-style-type: none"> <li>Standard crosswalks with some directional curb ramps</li> <li>Class IIB buffered bike lanes on N First Street</li> <li>VTA bus stop with only stop sign</li> </ul>	<ul style="list-style-type: none"> <li>Bicycle lane markings through intersection and two-stage left-turn boxes where space allows</li> <li>Recommend protected intersections and ADA curb ramp upgrades on all (4) corners</li> <li>Remove right-turn slip lanes at northeast and southwest corners</li> <li>Consider dedicated right turn lane for southbound vehicles to avoid vehicles queuing in bicycle lane</li> <li>Provide sidewalk connection along southwest segment</li> <li>High-visibility crosswalks on all legs</li> </ul>	Strongly Supported	Moderate	Mitigates safety concern identified through field review or public engagement	Connects users directly to the Light Rail Station or bus stop	Provides new ADA facilities or closes an accessibility gap	Corridor is mentioned in another plan	Would be potentially competitive for grant funding	\$ 660,000	17
R1	River Oaks Place/Parkway	Improved Bike Lanes and other Access Improvements	River Oaks Place (Guadalupe River Trail and N First Street)	<ul style="list-style-type: none"> <li>Class IIB Buffered Bike Lanes on north side</li> <li>Class II bike lanes on south side</li> </ul>	<ul style="list-style-type: none"> <li>Provide Class IV raised bike lanes on south side</li> <li>Wayfinding to Station and Trail entrance</li> <li>Improved pedestrian scale lighting throughout</li> </ul>	Strongly Supported	Moderate	Mitigates safety concern identified through field review or public engagement	Connects users directly to the Light Rail Station or bus stop	Improves accessibility	Corridor is mentioned in another plan	Would be strongly competitive for grant funding	\$ 590,000	17
M1	Montague Expressway	Class I Shared-Use Path and other Access Improvements	Montague Expressway (Within City of Santa Clara)	<ul style="list-style-type: none"> <li>No bicycle facilities</li> <li>No sidewalks on south side</li> </ul>	<ul style="list-style-type: none"> <li>Provide Class I Shared Use Path, in alignment with the County's Active Transportation Plan</li> </ul>	Supported	Challenging	Addresses collision history or documented safety concern	Connects users to the overall multi-modal network	Provides new ADA facilities or closes an accessibility gap	Is included in another plan	Would be potentially competitive for grant funding	\$ 2,960,000	16
M3	Montague Expressway	Class I Shared-Use Path and other Access Improvements	Montague Expressway (Within City of San Jose)	<ul style="list-style-type: none"> <li>No bicycle facilities</li> <li>No sidewalks in some segments</li> </ul>	<ul style="list-style-type: none"> <li>Provide Class I Shared Use Path, in alignment with the County's Active Transportation Plan</li> <li>Provide sidewalk connections in segments along the south side that are currently missing (between Trail ramp and Orchard Dr and between N First St and Zanker Rd)</li> </ul>	Supported	Challenging	Addresses collision history or documented safety concern	Connects users to the overall multi-modal network	Provides new ADA facilities or closes an accessibility gap	Is included in another plan	Would be potentially competitive for grant funding	\$ 4,560,000	16
O2	Other Locations	Guadalupe River Trail Improvements	Guadalupe River Trail	<ul style="list-style-type: none"> <li>Class I Shared-Use Path</li> <li>Trail entrances at River Oaks Place, Thamen Park, and Montague Expressway</li> </ul>	<ul style="list-style-type: none"> <li>Wayfinding to Station and Trail at trail's entrances</li> </ul>	Strongly Supported	Moderate	Addresses collision history or documented safety concern	Connects users to the overall multi-modal network	Improves accessibility	Corridor is mentioned in another plan	Would be potentially competitive for grant funding	\$ 220,000	16
R3	River Oaks Place/Parkway	Trail Access Improvements	Guadalupe River Trail Access at River Oaks Place	Stairs and ramp between River Oaks Place and Trail	<ul style="list-style-type: none"> <li>Provide sidewalk connection from Trail entrance to Riverview Park</li> <li>Seamless transition between access ramp and proposed bike facilities on River Oaks Place</li> <li>Improved pedestrian scale lighting at Trail entrance</li> <li>Wayfinding to Station</li> </ul>	Strongly Supported	Easy	Mitigates safety concern identified through field review or public engagement	Connects users directly to the Light Rail Station or bus stop	Provides new ADA facilities or closes an accessibility gap	Is not included in another plan	Would not be competitive for grant funding	\$ 130,000	16
L1	Lick Mill Boulevard	Class IIB Buffered Bike Lanes	Lick Mill Boulevard	<ul style="list-style-type: none"> <li>Class III Bicycle Route</li> </ul>	<ul style="list-style-type: none"> <li>Align with City's proposed Class IIB Buffered Bicycle Lanes</li> </ul>	Supported	Moderate	Mitigates safety concern identified through field review or public engagement	Connects users to the overall multi-modal network	Improves accessibility	Is included in another plan	Would be potentially competitive for grant funding	\$ 2,000,000	15

	Corridor	Proposed Improvements	Location	Existing Condition	Proposed Improvement Details	Evaluation								
						Community Feedback	Constructability	Safety Enhancement	Connection to Transit	Accessibility Improvements	Alignment with other Plans	Opportunities for Funding	Cost Estimate (based on 2025 costs)	Total Score
M5	Montague Expressway	Intersection Improvements	Montague Expressway and Lick Mill Boulevard	<ul style="list-style-type: none"> <li>Standard crosswalks with some directional curb ramps</li> <li>Class III bike route on Lick Mill Blvd</li> <li>Right-turn slip lanes on northwest and northeast corners</li> <li>No sidewalks on south side of Montague Expressway</li> </ul>	<ul style="list-style-type: none"> <li>Remove right-turn slip lanes at northwest and northeast corners</li> <li>Improve northeast sidewalk connecting to Guadalupe River Trail</li> <li>High-visibility crosswalks on north leg</li> <li>ADA curb ramps on all corners, directional where feasible</li> </ul>	Supported	Moderate	Mitigates safety concern identified through field review or public engagement	Connects users to the overall multi-modal network	Provides new ADA facilities or closes an accessibility gap	Corridor is mentioned in another plan	Would be potentially competitive for grant funding	\$ 510,000	15
R4	River Oaks Place/Parkway	Intersection Improvements	River Oaks Parkway and Zanker Road	<ul style="list-style-type: none"> <li>Yellow high-visibility crosswalks with some directional curb ramps</li> <li>Class II bike lanes or IIB buffered bike lanes with intersection approach striping</li> <li>Right turn slip lanes on northwest and southwest corners</li> <li>VTA bus stop with only stop sign</li> </ul>	<ul style="list-style-type: none"> <li>Recommend protected intersections and ADA curb ramp upgrades on all (4) corners</li> <li>Wayfinding to Station and Trail</li> <li>Remove right-turn slip lanes at northwest and southwest corners</li> <li>Provide sidewalk connection to proposed sidewalk on River Oaks Parkway</li> <li>Provide amenities at bus stop</li> </ul>	Strongly Supported	Moderate	Mitigates safety concern identified through field review or public engagement	Connects users to the overall multi-modal network	Provides new ADA facilities or closes an accessibility gap	Corridor is mentioned in another plan	Would not be competitive for grant funding	\$ 560,000	15
M4	Montague Expressway	Intersection Improvements	Montague Expressway and Agnew Road/De La Cruz Boulevard	<ul style="list-style-type: none"> <li>Standard crosswalks with some directional curb ramps</li> <li>Class II bike lanes on Agnew Road</li> <li>Right-turn slip lanes on northeast and southwest corners</li> <li>VTA bus stop with sign and bench</li> <li>No sidewalks on south side of Montague Expressway</li> </ul>	<ul style="list-style-type: none"> <li>Remove right-turn slip lanes at northeast and southwest corners</li> <li>Improve sidewalk connection from crosswalk to bus stop on southeast corner</li> <li>Provide connection to between Agnew Road Class II bike lanes, planned Montague Expy Class I shared-use path, and planned De La Cruz Blvd bike lanes</li> <li>Provide median refuges for pedestrian crossing Montague Expressway, as space allows</li> <li>ADA curb ramps on all corners, directional where feasible</li> </ul>	Received minimal feedback/response	Moderate	Mitigates safety concern identified through field review or public engagement	Connects users to the overall multi-modal network	Provides new ADA facilities or closes an accessibility gap	Corridor is mentioned in another plan	Would be potentially competitive for grant funding	\$ 450,000	14
F3	N First Street	Mid-block Rectangular Rapid Flashing Beacon (RRFB)	North side of North River Oaks Light Rail Platform and South side of River Oaks Light Rail Platform	Only crossings are at the N First and River Oaks Pl/Pkwy intersection	Provide a mid-block RRFB that connects the north platform to the eastern sidewalk along N First St and the south platform to the western sidewalk along N First St	Supported	Moderate	Mitigates safety concern identified through field review or public engagement	Connects users directly to the Light Rail Station or bus stop	Improves accessibility	Is not included in another plan	Would be potentially competitive for grant funding	\$ 340,000	14
O1	Other Locations	Class III Bicycle Route or IIB Bicycle Boulevard	Garrity Way	<ul style="list-style-type: none"> <li>No Bicycle Facilities</li> </ul>	<ul style="list-style-type: none"> <li>Provide Class III bicycle route or Class IIB bicycle boulevard</li> </ul>	Received minimal feedback/response	Easy	Does not address documented safety issue	Connects users to the overall multi-modal network	Improves accessibility	Is included in another plan	Would be potentially competitive for grant funding	\$ 440,000	14

	Corridor	Proposed Improvements	Location	Existing Condition	Proposed Improvement Details	Evaluation								
						Community Feedback	Constructability	Safety Enhancement	Connection to Transit	Accessibility Improvements	Alignment with other Plans	Opportunities for Funding	Cost Estimate (based on 2025 costs)	Total Score
Z4	Zanker Road	Intersection Improvements	Zanker Road and Montague Expressway	<ul style="list-style-type: none"> <li>Standard crosswalks with some directional curb ramps</li> <li>Class IIB buffered bike lanes on Zanker Road</li> <li>Right-turn slip lanes on northwest, northeast, and southwest corners</li> <li>VTA bus stop with sign and bench</li> <li>No sidewalk on south side of Montague Expressway west of intersection</li> </ul>	<ul style="list-style-type: none"> <li>Recommend protected intersections and ADA curb ramp upgrades on all (4) corners</li> <li>Bicycle lane markings through intersection</li> <li>Remove right-turn slip lanes where they exist, which is at northwest, northeast, and southwest corners</li> <li>Improve northwest sidewalk and provide sidewalk connection along southwest segment</li> <li>High-visibility crosswalks on all legs</li> <li>Provide amenities at bus stop</li> </ul>	Received minimal feedback/responses	Challenging	Addresses collision history or documented safety concern	Connects users to the overall multi-modal network	Provides new ADA facilities or closes an accessibility gap	Corridor is mentioned in another plan	Would be potentially competitive for grant funding	\$ 1,330,000	14
L2	Lick Mill Boulevard	Intersection Improvements	Lick Mill Boulevard and East River Parkway	<ul style="list-style-type: none"> <li>Yellow high-visibility crosswalks with directional curb ramps</li> <li>PHB and median refuge island across Lick Mill Boulevard</li> <li>Class III bike route on Lick Mill Boulevard</li> </ul>	<ul style="list-style-type: none"> <li>Upgrade existing Pedestrian Hybrid Beacon (PHB) to a traffic signal (subject to a signal warrant analysis)</li> <li>Wayfinding to Station and Trail</li> </ul>	Received minimal feedback/responses	Moderate	Mitigates safety concern identified through field review or public engagement	Connects users to the overall multi-modal network	Improves accessibility	Corridor is mentioned in another plan	Would be potentially competitive for grant funding	\$ 1,300,000	13
L3	Lick Mill Boulevard	Intersection Improvements	Lick Mill Boulevard and Moreland Way	<ul style="list-style-type: none"> <li>Standard crosswalks with some directional curb ramps</li> <li>Class III bike route on Lick Mill Boulevard</li> </ul>	<ul style="list-style-type: none"> <li>High-visibility crosswalks on all legs</li> <li>Wayfinding to Station and Trail</li> <li>ADA curb ramps on all corners, directional where feasible</li> </ul>	Received minimal feedback/responses	Moderate	Does not address documented safety issue	Connects users to the overall multi-modal network	Provides new ADA facilities or closes an accessibility gap	Corridor is mentioned in another plan	Would be potentially competitive for grant funding	\$ 220,000	13
O4	Other Locations	Class III Bicycle Route or IIB Bicycle Boulevard	Baypointe Drive and Rio Robles E	<ul style="list-style-type: none"> <li>No Bicycle Facilities</li> </ul>	<ul style="list-style-type: none"> <li>Provide Class III bicycle route or Class IIB bicycle boulevard</li> </ul>	Received minimal feedback/responses	Easy	Does not address documented safety issue	Connects users to the overall multi-modal network	Improves accessibility	Corridor is mentioned in another plan	Would be potentially competitive for grant funding	\$ 880,000	13
Z3	Zanker Road	Intersection Improvements	Zanker Road and Innovation Drive	<ul style="list-style-type: none"> <li>White high-visibility crosswalks and standard crosswalks with no directional curb ramps</li> <li>Class IIB buffered bike lanes on Zanker Road</li> </ul>	<ul style="list-style-type: none"> <li>Wayfinding to Station and Trail</li> <li>Bicycle lane markings through intersection and two-stage left-turn boxes where space allows</li> <li>Provide connection to Class IIB Buffered Bike Lanes on Innovation Drive</li> <li>Directional ADA curb ramps, where feasible</li> </ul>	Received minimal feedback/responses	Easy	Does not address documented safety issue	Connects users to the overall multi-modal network	Provides new ADA facilities or closes an accessibility gap	Is not included in another plan	Would be potentially competitive for grant funding	\$ 120,000	13
O3	Other Locations	Class IIB Buffered Bike Lane	Innovation Drive	<ul style="list-style-type: none"> <li>No Bicycle Facilities</li> </ul>	<ul style="list-style-type: none"> <li>Provide Class IIB Buffered Bike Lanes in both directions</li> </ul>	Received minimal feedback/responses	Moderate	Does not address documented safety issue	Connects users to the overall multi-modal network	Improves accessibility	Corridor is mentioned in another plan	Would be potentially competitive for grant funding	\$ 1,570,000	12
O5	Other Locations	Class IIB Buffered Bike Lane	Rio Robles	<ul style="list-style-type: none"> <li>No Bicycle Facilities</li> </ul>	<ul style="list-style-type: none"> <li>Provide Class IIB Buffered Bike Lanes in both directions</li> </ul>	Received minimal feedback/responses	Moderate	Does not address documented safety issue	Connects users to the overall multi-modal network	Improves accessibility	Corridor is mentioned in another plan	Would be potentially competitive for grant funding	\$ 1,370,000	12
O6	Other Locations	Class III Bicycle Route	Rivermark Parkway, Moreland Way, and Harrigan Drive	<ul style="list-style-type: none"> <li>No Bicycle Facilities</li> </ul>	<ul style="list-style-type: none"> <li>Provide Class III bicycle route</li> </ul>	Received minimal feedback/responses	Easy	Does not address documented safety issue	Connects users to the overall multi-modal network	Improves accessibility	Is not included in another plan	Would be potentially competitive for grant funding	\$ 790,000	12
Z2	Zanker Road	Intersection Improvements	Zanker Road and Vilaggio Street	<ul style="list-style-type: none"> <li>White high-visibility crosswalks with no directional curb ramps</li> <li>Class IIB buffered bike lanes on Zanker Road</li> </ul>	<ul style="list-style-type: none"> <li>Wayfinding to Station and Trail</li> <li>Bicycle lane markings through intersection and two-stage left-turn boxes where space allows</li> <li>Directional ADA curb ramps, where feasible</li> </ul>	Received minimal feedback/responses	Moderate	Does not address documented safety issue	Connects users to the overall multi-modal network	Provides new ADA facilities or closes an accessibility gap	Is not included in another plan	Would be potentially competitive for grant funding	\$ 340,000	12

	Corridor	Proposed Improvements	Location	Existing Condition	Proposed Improvement Details	Evaluation								
						Community Feedback	Constructability	Safety Enhancement	Connection to Transit	Accessibility Improvements	Alignment with other Plans	Opportunities for Funding	Cost Estimate (based on 2025 costs)	Total Score
Z1	Zanker Road	Class IV Separated Bike Lanes and other Access Improvements	Zanker Road	Class IIB Buffered Bike Lanes	<ul style="list-style-type: none"> <li>• Provide Class IV raised bike lanes</li> <li>• Wayfinding to Station and Trail entrance</li> </ul>	Supported	Challenging	Does not address documented safety issue	Connects users to the overall multi-modal network	Improves accessibility	Corridor is mentioned in another plan	Would be potentially competitive for grant funding	\$ 4,950,000	12



## Appendix F: Cost Estimates

	Line Item No.	Line Item	Unit	Unit Cost	Descriptions
<b>Construction Soft Costs</b>	1	Construction Soft Costs	LS	0.19	Mobilization(8%), Traffic Control(8%), Water Pollution Control (2%), Pre & Post Monument
<b>Transit Improvements</b>	2	Bus Shelter	EA	\$80,000	
	3	Real-Time Information	EA	\$30,000	
<b>Bike Infrastructure</b>	4	Class I - Shared Use Path	LF	\$950	(1) Direction
	5	Class IIB	LF	\$300	(2) Direction
	6	Class III	LF	\$150	(2) Direction
	7	Class IV Separated Bike Lanes w/ Bollards	LF	\$600	(2) Direction
	8	Class IV Raised Bike Lanes	LF	\$600	(2) Direction
	9	Bicycle Intersection Markings	EA	\$880	Per Intersection: Includes Intersection markings connecting existing bike
	10	Bicycle Push Button Installation	EA	\$10,000	Includes 2-way bike push button and signal
<b>Street Improvements</b>	11	Upgrade Existing Sidewalk	LF	\$410	
	12	Install Sidewalk	LF	\$550	
	13	Install Pedestrian Refuge	EA	\$5,000	
	14	Upgrade Existing Crosswalk Striping	EA	\$6,500	Includes removal of existing crosswalk striping and installation of high-visibility crosswalk striping for (4) crosswalks (one intersection)
	15	Upgrade Curb Ramps	EA	\$34,500	Tightens radii & installs (2) directional ramps with \$25k for signal pole replacement
	16	Upgrade to Protected Intersection	EA	\$66,500	Installs (2) directional ramps & protected intersection islands with \$50k for signal pole
	17	Remove Existing Slip Lane	EA	\$30,000	Assumes removal of existing pavement &
	18	Wayfinding Signage	EA	\$250	Includes Sign and Post Installation
<b>Electrical Improvements</b>	19	Pedestrian Street Lighting	MI	\$80,000	
	20	Install Traffic Signal (Upgrade from PHB)	EA	\$800,000	
	21	Install RRFB	EA	\$30,000	
<b>Soft Costs</b>	22	Construction Contingency	LS	0.30	Contingency on construction cost line items (30% of Construction)
	23	Design & Construction Contingency	LS	0.18	Construction Support (18% of Construction + Contingency)

General Improvements Line Items			
Line Item	Unit	Unit Cost	Description/Assumption
<b>Bus Shelter</b>	EA	\$133,600	
<b>Real-Time Information</b>	EA	\$50,100	
<b>Class I - Shared Use Path</b>	LF	\$1,600	(1) Direction
<b>Class IIB</b>	LF	\$300	(1) Direction
<b>Class III</b>	LF	\$200	(1) Direction
<b>Class IV Separated Bike Lanes w/ Bollards</b>	LF	\$600	(1) Direction
<b>Class IV Raised Bike Lanes</b>	LF	\$600	(1) Direction
<b>Bicycle Intersection Markings</b>	EA	\$1,500	Per Intersection: Includes Intersection markings connecting existing two-way bike
<b>Bicycle Push Button Installation</b>	EA	\$16,700	Includes 2-way bike push button and signal
<b>Upgrade Existing Sidewalk</b>	LF	\$700	Assumes 6' Sidewalk
<b>Install Sidewalk</b>	LF	\$1,000	Assumes 6' Sidewalk
<b>Install Pedestrian Refuge</b>	EA	\$8,400	
<b>Install Curb Ramp</b>	EA	\$10,100	
<b>Remove Existing Slip Lane</b>	EA	\$50,100	Assumes removal of existing pavement & installation of sidewalk
<b>Wayfinding Signage</b>	EA	\$500	Includes Sign and Post Installation
<b>Pedestrian Street Lighting</b>	MI	\$133,600	
<b>Install Traffic Signal</b>	EA	\$2,505,000	
<b>Install Traffic Signal (Upgrade from PHB)</b>	EA	\$1,336,000	
<b>Install RRFB</b>	EA	\$50,100	Solar Powered

Table includes 19% soft costs, 30% construction costs, & 18% Design, Environmental & Permitting, Construction Support [+67%]

**N First Street**

F1. Class IV Separated Bike Lanes and other Access Improvements			E Tasman Dr to River Oaks PI/Pkwy		
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	COST
1	Construction Soft Costs	LS	\$415,240	1	\$174,900.00
7	Class IV Separated Bike Lanes w/ Bollards	LF	\$600	3,010	\$1,806,000.00
11	Upgrade Existing Sidewalk	LF	\$410	807	\$330,870.00
18	Wayfinding Signage	EA	\$250	12	\$3,000.00
19	Pedestrian Street Lighting	MI	\$80,000	0.6	\$45,606.06
22	Construction Contingency	LS	\$655,643	1	\$655,642.82
23	Design & Construction Contingency	LS	\$511,401	1	\$511,401.40
<b>Total Capital Outlay Cost</b>					<b>\$3,527,420.28</b>

F2. Class IV Separated Bike Lanes and other Access Improvements			River Oaks PI/Pkwy to Montague Expwy		
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	COST
1	Construction Soft Costs	LS	\$210,082	1	\$88,500.00
7	Class IV Separated Bike Lanes w/ Bollards	LF	\$600	1,795	\$1,077,000.00
18	Wayfinding Signage	EA	\$250	6	\$1,500.00
19	Pedestrian Street Lighting	MI	\$80,000	0.3	\$27,196.97
22	Construction Contingency	LS	\$331,709	1	\$331,709.09
23	Design & Construction Contingency	LS	\$258,733	1	\$258,733.09
<b>Total Capital Outlay Cost</b>					<b>\$1,784,639.15</b>

F3. Mid-block Rectangular Rapid Flashing Beacon (RRFB)			North side of North River Oaks Light Rail Platform and South side of River Oaks Light Rail Platform		
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	COST
1	Construction Soft Costs	LS	\$40,090	1	\$12,100.00
14	Upgrade Existing Crosswalk Striping	EA	\$6,500	2	\$13,000.00
15	Upgrade Curb Ramps	EA	\$34,500	4	\$138,000.00
21	Install RRFB	EA	\$30,000	2	\$60,000.00
22	Construction Contingency	LS	\$63,300	1	\$63,300.00
23	Design & Construction Contingency	LS	\$49,374	1	\$49,374.00
<b>Total Capital Outlay Cost</b>					<b>\$335,774.00</b>

**N First Street**

F4. Intersection Improvements			N First Street and Rio Robles		
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	COST
1	Construction Soft Costs	LS	\$56,502	1	\$23,800.00
2	Bus Shelter	EA	\$80,000	2	\$160,000.00
3	Real-Time Information	EA	\$30,000	2	\$60,000.00
9	Bicycle Intersection Markings	EA	\$880	1	\$880.00
14	Upgrade Existing Crosswalk Striping	EA	\$6,500	1	\$6,500.00
15	Upgrade Curb Ramps	EA	\$34,500	2	\$69,000.00
18	Wayfinding Signage	EA	\$250	4	\$1,000.00
22	Construction Contingency	LS	\$89,214	1	\$89,214.00
23	Design & Construction Contingency	LS	\$69,587	1	\$69,586.92
<b>Total Capital Outlay Cost</b>					<b>\$479,980.92</b>

F5. Intersection Improvements			N First Street and River Oaks PI/Pkwy		
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	COST
1	Construction Soft Costs	LS	\$34,747	1	\$14,700.00
2	Bus Shelter	EA	\$80,000	1	\$80,000.00
3	Real-Time Information	EA	\$30,000	1	\$30,000.00
9	Bicycle Intersection Markings	EA	\$880	1	\$880.00
10	Bicycle Push Button Installation	EA	\$10,000	1	\$10,000.00
14	Upgrade Existing Crosswalk Striping	EA	\$6,500	1	\$6,500.00
15	Upgrade Curb Ramps	EA	\$34,500	1	\$34,500.00
18	Wayfinding Signage	EA	\$250	4	\$1,000.00
19	Pedestrian Street Lighting	MI	\$80,000	0.25	\$20,000.00
22	Construction Contingency	LS	\$54,864	1	\$54,864.00
23	Design & Construction Contingency	LS	\$42,794	1	\$42,793.92
<b>Total Capital Outlay Cost</b>					<b>\$295,237.92</b>

F6. Intersection Improvements			N First Street and Montague Expressway		
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	COST
1	Construction Soft Costs	LS	\$73,750	1	\$31,100.00
9	Bicycle Intersection Markings	EA	\$880	2	\$1,760.00
12	Install Sidewalk	LF	\$550	98	\$53,900.00
14	Upgrade Existing Crosswalk Striping	EA	\$6,500	1	\$6,500.00
16	Upgrade to Protected Intersection	EA	\$66,500	4	\$266,000.00
17	Remove Existing Slip Lane	EA	\$30,000	2	\$60,000.00
22	Construction Contingency	LS	\$116,448	1	\$116,448.00
23	Design & Construction Contingency	LS	\$90,829	1	\$90,829.44
<b>Total Capital Outlay Cost</b>					<b>\$626,537.44</b>

**River Oaks Place/Parkway**

R1. Improved Bike Lanes and other Access Improvements			River Oaks Place (Guadalupe River Trail and N First Street)		
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	COST
1	Construction Soft Costs	LS	\$69,360	1	\$29,300.00
8	Class IV Raised Bike Lanes	LF	\$600	591	\$354,600.00
18	Wayfinding Signage	EA	\$250	6	\$1,500.00
19	Pedestrian Street Lighting	MI	\$80,000	0.11	\$8,954.55
22	Construction Contingency	LS	\$109,516	1	\$109,516.36
23	Design & Construction Contingency	LS	\$85,423	1	\$85,422.76
<b>Total Capital Outlay Cost</b>					<b>\$589,293.67</b>

R2.Sidewalk and other Access Improvements			River Oaks Parkway (N First Street to Zanker Road)		
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	COST
1	Construction Soft Costs	LS	\$213,902	1	\$90,100.00
2	Bus Shelter	EA	\$80,000	2	\$160,000.00
3	Real-Time Information	EA	\$30,000	2	\$60,000.00
12	Install Sidewalk	LF	\$550	1,646	\$905,300.00
18	Wayfinding Signage	EA	\$250	2	\$500.00
22	Construction Contingency	LS	\$337,740	1	\$337,740.00
23	Design & Construction Contingency	LS	\$263,437	1	\$263,437.20
<b>Total Capital Outlay Cost</b>					<b>\$1,817,077.20</b>

R3.Trail Access Improvements			Guadalupe River Trail Access at River Oaks Place		
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	COST
1	Construction Soft Costs	LS	\$15,117	1	\$6,400.00
12	Install Sidewalk	LF	\$550	70	\$38,500.00
15	Upgrade Curb Ramps	EA	\$34,500	1	\$34,500.00
18	Wayfinding Signage	EA	\$250	2	\$500.00
19	Pedestrian Street Lighting	MI	\$80,000	0.08	\$6,060.61
22	Construction Contingency	LS	\$23,868	1	\$23,868.18
23	Design & Construction Contingency	LS	\$18,617	1	\$18,617.18
<b>Total Capital Outlay Cost</b>					<b>\$128,445.97</b>

**River Oaks Place/Parkway**

R4.Intersection Improvments			River Oaks Parkway and Zanker Road		
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	COST
1	Construction Soft Costs	LS	\$64,744	1	\$27,300.00
2	Bus Shelter	EA	\$80,000	0	\$0.00
3	Real-Time Information	EA	\$30,000	0	\$0.00
9	Bicycle Intersection Markings	EA	\$880	2	\$1,760.00
12	Install Sidewalk	LF	\$550	20	\$11,000.00
16	Upgrade to Protected Intersection	EA	\$66,500	4	\$266,000.00
17	Remove Existing Slip Lane	EA	\$30,000	2	\$60,000.00
18	Wayfinding Signage	EA	\$250	8	\$2,000.00
22	Construction Contingency	LS	\$102,228	1	\$102,228.00
23	Design & Construction Contingency	LS	\$79,738	1	\$79,737.84
<b>Total Capital Outlay Cost</b>					<b>\$550,025.84</b>

**Zanker Road**

Z1. Improved Bike Lanes and other Access Improvements			Zanker Rd		
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	COST
1	Construction Soft Costs	LS	\$582,635	1	\$245,400.00
8	Class IV Raised Bike Lanes	LF	\$600	5,105	\$3,063,000.00
18	Wayfinding Signage	EA	\$250	14	\$3,500.00
22	Construction Contingency	LS	\$919,950	1	\$919,950.00
23	Design & Construction Contingency	LS	\$717,561	1	\$717,561.00
<b>Total Capital Outlay Cost</b>					<b>\$4,949,411.00</b>

Z2. Intersection Improvements			Zanker Road and Vilaggio Street		
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	COST
1	Construction Soft Costs	LS	\$39,592	1	\$16,700.00
9	Bicycle Intersection Markings	EA	\$880	1	\$880.00
15	Upgrade Curb Ramps	EA	\$34,500	6	\$207,000.00
18	Wayfinding Signage	EA	\$250	2	\$500.00
22	Construction Contingency	LS	\$62,514	1	\$62,514.00
23	Design & Construction Contingency	LS	\$48,761	1	\$48,760.92
<b>Total Capital Outlay Cost</b>					<b>\$336,354.92</b>

Z3. Intersection Improvements			Zanker Road and Innovation Drive		
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	COST
1	Construction Soft Costs	LS	\$13,467	1	\$5,700.00
9	Bicycle Intersection Markings	EA	\$880	1	\$880.00
15	Upgrade Curb Ramps	EA	\$34,500	2	\$69,000.00
18	Wayfinding Signage	EA	\$250	4	\$1,000.00
22	Construction Contingency	LS	\$21,264	1	\$21,264.00
23	Design & Construction Contingency	LS	\$16,586	1	\$16,585.92
<b>Total Capital Outlay Cost</b>					<b>\$114,429.92</b>

**Zanker Road**

Z4. Intersection Improvements			Zanker Road and Montague Expressway		
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	COST
1	Construction Soft Costs	LS	\$153,503	1	\$64,700.00
2	Bus Shelter	EA	\$80,000	1	\$80,000.00
3	Real-Time Information	EA	\$30,000	1	\$30,000.00
9	Bicycle Intersection Markings	EA	\$880	2	\$1,760.00
11	Upgrade Existing Sidewalk	LF	\$410	25	\$10,250.00
12	Install Sidewalk	LF	\$550	588	\$323,400.00
14	Upgrade Existing Crosswalk Striping	EA	\$6,500	1	\$6,500.00
15	Upgrade Curb Ramps	EA	\$34,500	0	\$0.00
16	Upgrade to Protected Intersection	EA	\$66,500	4	\$266,000.00
17	Remove Existing Slip Lane	EA	\$30,000	3	\$90,000.00
22	Construction Contingency	LS	\$242,373	1	\$242,373.00
23	Design & Construction Contingency	LS	\$189,051	1	\$189,050.94
<b>Total Capital Outlay Cost</b>					<b>\$1,304,033.94</b>

**Montague Expressway**

M1. Class I Shared-Use Path and other Access Improvements			Montague Expressway (Within City of Santa Clara)		
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	COST
1	Construction Soft Costs	LS	\$348,004	1	\$146,600.00
4	Class I - Shared Use Path	LF	\$950	1,928	\$1,831,600.00
22	Construction Contingency	LS	\$549,480	1	\$549,480.00
23	Design & Construction Contingency	LS	\$428,594	1	\$428,594.40
<b>Total Capital Outlay Cost</b>					<b>\$2,956,274.40</b>

M2. Class I Shared-Use Path and other Access Improvements			Montague Expressway (Over Guadalupe River)		
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	COST
1	Construction Soft Costs	LS	\$36,385	1	\$15,400.00
4	Class I - Shared Use Path	LF	\$950	200	\$190,000.00
18	Wayfinding Signage	EA	\$250	6	\$1,500.00
	Install Pedestrian Bridge	EA	\$2,424,935	1	\$2,424,934.97
22	Construction Contingency	LS	\$784,930	1	\$784,930.49
23	Design & Construction Contingency	LS	\$612,246	1	\$612,245.78
<b>Total Capital Outlay Cost</b>					<b>\$4,029,011.24</b>

M3. Class I Shared-Use Path and other Access Improvements			Montague Expressway (Within City of San Jose)		
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	COST
1	Construction Soft Costs	LS	\$536,104	1	\$225,800.00
4	Class I - Shared Use Path	LF	\$950	1,928	\$1,831,600.00
12	Install Sidewalk	LF	\$550	1,800	\$990,000.00
22	Construction Contingency	LS	\$846,480	1	\$846,480.00
23	Design & Construction Contingency	LS	\$660,254	1	\$660,254.40
<b>Total Capital Outlay Cost</b>					<b>\$4,554,134.40</b>

M4. Intersection Improvements			Montague Expressway and Agnew Road/De La Cruz Boulevard		
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	COST
1	Construction Soft Costs	LS	\$49,909	1	\$21,100.00
5	Class IIB	LF	\$300	150	\$45,000.00
11	Upgrade Existing Sidewalk	LF	\$410	48	\$19,680.00
15	Upgrade Curb Ramps	EA	\$34,500	4	\$138,000.00
17	Remove Existing Slip Lane	EA	\$30,000	2	\$60,000.00
22	Construction Contingency	LS	\$78,804	1	\$78,804.00
23	Design & Construction Contingency	LS	\$61,467	1	\$61,467.12
<b>Total Capital Outlay Cost</b>					<b>\$424,051.12</b>

**Montague Expressway**

M5. Intersection Improvements			Montague Expressway and Lick Mill Boulevard		
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	COST
1	Construction Soft Costs	LS	\$46,778	1	\$19,700.00
11	Upgrade Existing Sidewalk	LF	\$410	270	\$110,700.00
14	Upgrade Existing Crosswalk Striping	EA	\$6,500	1	\$6,500.00
15	Upgrade Curb Ramps	EA	\$34,500	2	\$69,000.00
17	Remove Existing Slip Lane	EA	\$30,000	2	\$60,000.00
22	Construction Contingency	LS	\$73,860	1	\$73,860.00
23	Design & Construction Contingency	LS	\$57,611	1	\$57,610.80
<b>Total Capital Outlay Cost</b>					<b>\$397,370.80</b>

**Lick Mill Boulevard**

L1.Class IIB Buffered Bike Lanes			W Tasman Blvd to Hope Drive		
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	COST
1	Construction Soft Costs	LS	\$228,000	1	\$96,000.00
5	Class IIB	LF	\$300	4,000	\$1,200,000.00
22	Construction Contingency	LS	\$360,000	1	\$360,000.00
23	Design & Construction Contingency	LS	\$280,800	1	\$280,800.00
<b>Total Capital Outlay Cost</b>					<b>\$1,936,800.00</b>

L2.Intersection Improvements			Lick Mill Boulevard and East River Parkway		
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	COST
1	Construction Soft Costs	LS	\$152,190	1	\$64,100.00
18	Wayfinding Signage	EA	\$250	4	\$1,000.00
20	Install Traffic Signal (Upgrade from PHB)	EA	\$800,000	1	\$800,000.00
22	Construction Contingency	LS	\$240,300	1	\$240,300.00
23	Design & Construction Contingency	LS	\$187,434	1	\$187,434.00
<b>Total Capital Outlay Cost</b>					<b>\$1,292,834.00</b>

L3.Intersection Improvements			Lick Mill Boulevard and Fitzpatrick Way		
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	COST
1	Construction Soft Costs	LS	\$12,255	1	\$2,800.00
15	Upgrade Curb Ramps	EA	\$34,500	1	\$34,500.00
21	Install RRFB	EA	\$30,000	1	\$30,000.00
22	Construction Contingency	LS	\$19,350	1	\$19,350.00
23	Design & Construction Contingency	LS	\$15,093	1	\$15,093.00
<b>Total Capital Outlay Cost</b>					<b>\$101,743.00</b>

L4.Intersection Improvements			Lick Mill Boulevard and Moreland Way		
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	COST
1	Construction Soft Costs	LS	\$24,795	1	\$10,500.00
14	Upgrade Existing Crosswalk Striping	EA	\$6,500	4	\$26,000.00
15	Upgrade Curb Ramps	EA	\$34,500	3	\$103,500.00
18	Wayfinding Signage	EA	\$250	4	\$1,000.00
22	Construction Contingency	LS	\$39,150	1	\$39,150.00
23	Design & Construction Contingency	LS	\$30,537	1	\$30,537.00
<b>Total Capital Outlay Cost</b>					<b>\$210,687.00</b>

**Other**

O1. Class III Bicycle Route or IIB Bicycle Boulevard			Garrity Way [Lick Mill Blvd to Agnew Wy]		
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	COST
1	Construction Soft Costs	LS	\$51,414	1	\$21,700.00
6	Class III	LF	\$150	1,804	\$270,600.00
22	Construction Contingency	LS	\$81,180	1	\$81,180.00
23	Design & Construction Contingency	LS	\$63,320	1	\$63,320.40
<b>Total Capital Outlay Cost</b>					<b>\$436,800.40</b>

O2. Guadalupe River Trail Improvements			Guadalupe River Trail [Montague Expy to W Tasman Wy]		
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	COST
1	Construction Soft Costs	LS	\$25,097	1	\$10,600.00
18	Wayfinding Signage	EA	\$250	32	\$8,103.00
19	Pedestrian Street Lighting	MI	\$80,000	1.55	\$123,984.85
22	Construction Contingency	LS	\$39,626	1	\$39,626.35
23	Design & Construction Contingency	LS	\$30,909	1	\$30,908.56
<b>Total Capital Outlay Cost</b>					<b>\$213,222.76</b>

O3. Class IIB Buffered Bike Lane			Innovation Drive [ Zanker Rd to Research PI]		
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	COST
1	Construction Soft Costs	LS	\$184,224	1	\$77,600.00
5	Class IIB	LF	\$300	3,232	\$969,600.00
22	Construction Contingency	LS	\$290,880	1	\$290,880.00
23	Design & Construction Contingency	LS	\$226,886	1	\$226,886.40
<b>Total Capital Outlay Cost</b>					<b>\$1,564,966.40</b>

O4. Class III Bicycle Route or IIB Bicycle Boulevard			Baypointe Drive [N First St to E Tasman Dr] and Rio Robles E [Palmilla Dr to N First St]		
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	COST
1	Construction Soft Costs	LS	\$102,543	1	\$43,200.00
6	Class III	LF	\$150	3,598	\$539,700.00
22	Construction Contingency	LS	\$161,910	1	\$161,910.00
23	Design & Construction Contingency	LS	\$126,290	1	\$126,289.80
<b>Total Capital Outlay Cost</b>					<b>\$871,099.80</b>

**Other**

O5. Class IIB Buffered Bike Lane			Rio Robles W [ W Tasman Dr to N First St]		
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	COST
1	Construction Soft Costs	LS	\$160,968	1	\$67,800.00
5	Class IIB	LF	\$300	2,824	\$847,200.00
22	Construction Contingency	LS	\$254,160	1	\$254,160.00
23	Design & Construction Contingency	LS	\$198,245	1	\$198,244.80
<b>Total Capital Outlay Cost</b>					<b>\$1,367,404.80</b>

O6. Class III Bicycle Route			Moreland Way [Lick Mill Blvd to Rivermark Pkwy]; Rivermark Pkwy [Moreland Way to Garrity Way], and Harrigan Drive [Rivermark Pkwy to Agnew Rd]		
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	COST
1	Construction Soft Costs	LS	\$92,340	1	\$38,900.00
6	Class III	LF	\$150	3,240	\$486,000.00
22	Construction Contingency	LS	\$145,800	1	\$145,800.00
23	Design & Construction Contingency	LS	\$113,724	1	\$113,724.00
<b>Total Capital Outlay Cost</b>					<b>\$784,424.00</b>