28th Street/Little Portugal TOD Access Study

February 2025

Santa Clara Valley Transportation Authority

Solutions that move you

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SJ24-2342

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Santa Clara Valley Transportation Authority

Aiko Cuenco, Project Manager
Anthony Lopez
Christina Gotuaco Philip

Project Partners

City of San José
VTA BART Silicon Valley Phase II

Project Team

Fehr & Peers:
Franziska Church
Marisa Lee
Chris Abeel
Tript Kaur

Table of Contents

Appendices

Appendix A: Engagement and Outreach Summary

Appendix B: Phase 1 Outreach Materials

Appendix C: Study Area Improvement Projects

Appendix D: Study Area Improvement Cost Estimates

Appendix E: VMT Screening Report

Appendix F: Trip Generation Table

Appendix G: TOD Improvement Projects

Appendix H: TOD Improvement Cost Estimates

List of Figures

List of Tables

Introduction

This report summarizes multimodal access to the future 28th Street/Little Portugal Transit Oriented Development (TOD) at the site of the future 28th Street/Little Portugal Bay Area Rapid Transit (BART) Station in San José. It also proposes access enhancements for Santa Clara Valley Transportation Authority (VTA) to consider as planning for the development continues. The TOD site is located between US 101 and 28th Street, just north of East Santa Clara Street and behind the Five Wounds Portuguese National Parish in San José. Existing conditions are presented for land use and demographics, multimodal facilities, and travel patterns and needs, including findings from outreach activities conducted in December 2024.

Project Overview

The 28th Street/Little Portugal Station will be the first station on Santa Clara Valley Transportation Authority's (VTA's) BART Silicon Valley Phase II Extension into downtown San José, with the line terminating in the City of Santa Clara. The 28th Street/Little Portugal Station and TOD will be located approximately 1.3 miles south of Berryessa Station, the current southernmost station and terminus for BART service in Santa Clara County. VTA owns approximately 13 acres at and around the site of the planned TOD, which in the future would include station facilities, parking, and a head house.

Project Location

The TOD will span over 13 acres, generally bordered by North 30th Street to the east, N. 28th Street to the west, E. St. James Street to the north, and Five Wounds Lane to the south. Additionally, VTA owns a portion of the former Union Pacific Railroad right-of-way west of N. 28th Street which extends from E. Santa Clara Street to E. Julian Street. The proposed TOD includes a mixed-use development that will feature active ground-floor spaces along with residential and office uses to encourage public transit use, reduce traffic congestion, and improve air quality, while also delivering vital infrastructure upgrades to the Little Portugal community. The 28th Street/Little Portugal TOD Access Study ("the Study") evaluates multimodal access and circulation to the future 28th Street/Little Portugal TOD within an approximate one-mile radius of the TOD. Both the TOD development area and study area are shown on **Figure 1**.

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StudyArea

Development Site

Figure 01

28th Street/Little Portugal Station Study Area

Related Plans, Policies, and Projects

This section identifies past and ongoing planning efforts in the 28th Street/Little Portugal TOD study area and details how the relevant plans or projects will affect access to the TOD area. Several existing efforts from VTA and the City of San José are detailed below.

VTA

VTA 28th Street/Little Portugal Design Development Framework (DDF)

VTA is finalizing a *Design Development Framework* (*DDF*) for the VTA-owned property at the 28th Street/Little Portugal Station and TOD site. The DDF will serve as guiding principles for developers and help evaluate TOD proposals at the RFP stage and beyond. The updated DDF will provide guidance on heights, development standards, parking standards, anti-displacement policies, and other land use and design elements for developments in the study area, including VTA's TOD properties.

VTA Station Access Policy

The *Station Access Policy* (2018) establishes guidelines for planning and implementing programs and projects in VTA station areas that impact access to the stations. The guiding principles include increasing ridership, prioritizing sustainable access modes to reduce emissions and vehicle miles traveled (VMT), building effective partnerships with local jurisdictions and communities, and promoting sustainable development in the station's surrounding areas. In addition, the policy creates a station access hierarchy that prioritizes modes of transportation as follows: walking, bicycling, public transit, pick-up and drop-off, and park and ride. This policy aligns with the Study's goal of enhancing multimodal connectivity to the future BART station, simultaneously reducing emissions and supporting sustainable development.

VTA Transit Oriented Communities Policy

The *Transit-Oriented Communities Policy* (2024) lays out the framework for planning and implementing TOD projects. The policy aims to increase transit ridership and reduce vehicle trips around transit stations, promote equity in the surrounding communities through affordable housing, and create employment and revenue opportunities. The policy includes elements of the 2018 *TOD Parking Policy*, the 2022 *Affordable Housing Policy* and the 2024 *TDM Policy*. The proposed TOD supports the *Transit-Oriented Communities Policy* by creating housing, employment, and revenue opportunities at the site. This policy aligns with the Study's goals of

increasing transit ridership, reducing vehicle trips, and supporting equity through housing and employment opportunities near the future BART station and TOD.

VTA Pedestrian Access to Transit Plan

The *Pedestrian Access to Transit Plan* (2017) aims to improve the safety, comfort, and convenience of walking environments, ensuring a safe and pleasant walk to transit. It integrates local recommendations and fills gaps in pedestrian access planning, particularly for bus stops.

The plan reviews walkability in Santa Clara County, highlighting areas with high pedestrian activity and identifying common challenges such as high vehicle volumes and long crossing distances. This plan proposes pedestrian access to transit improvements at one intersection in the study area, King Road and Alum Rock Avenue, by reconstructing curbs, shortening crossing distances, and adding high-visibility ladder crosswalks. Signal timing will be evaluated to reduce pedestrian wait times, and bus waiting areas will be expanded with shade structures to enhance rider comfort.

VTA Complete Streets Policy

VTA's 2016 Measure B (2017) requires jurisdictions to adopt a *Complete Streets Policy* to secure funding from Measure B, and Local Street and Road Projects (LSRP) must incorporate Complete Streets concepts. The *Complete Streets Policy* (2017) proposed by VTA defines the Complete Streets concepts, principles, and practices that guide the implementation of transportation projects and funding programs. The Complete Streets principles and practices include incorporating technologies and context-sensitive design in planning; and implementing transportation projects that support safety and accessibility for all users, and provide well-connected networks for pedestrians, bicyclists, and transit riders. This policy is relevant to the Study as it emphasizes designing transportation projects that ensure safety, accessibility, and connectivity for all users and modes of transportation, aligning with the Study's objective to improve multimodal access.

VTA Countywide Bicycle Plan

Santa Clara County has over 800 miles of bikeways, including nearly 200 miles of paths separated from vehicle traffic. The *Countywide Bicycle Plan* (2018) aims to expand the bicycle network, improve safety and convenience, pursue innovative solutions, and enhance transit connectivity. The plan designates the proposed extension of the Five Wounds Trail adjacent to the project site and McKee Road, located north of the site, as priority cross-county bikeway corridors. This plan supports the development of an expanded bicycle network in the study area that will enhance countywide connectivity to the future BART station and TOD.

VTA Speed and Reliability Program

VTA's *Speed and Reliability Program* (2019) establishes planning and investment priorities to make transit fast and reliable. It focuses on transit signal priority, eliminating barriers to cashless payments, and capital improvements on VTA's infrastructure. While specific implementation corridors have not yet been identified, the program's focus aligns with the Study's goals of improving multimodal access to the study area.

City of San José

Envision San José 2040 General Plan – Land Use, Transportation, and Urban Village Policies

The *Envision San José 2040 General Plan* contains a set of land use, transportation, and urban village policies to support a diverse and innovative economy, sustainable transportation modes, accessible and safe neighborhoods, and recreational opportunities to increase the quality of life in San José. The transportation policies in the General Plan integrate with the land use policies to reduce travel distances and promote compact mixed-used development while enhancing facilities for walking, biking, or using transit. The policies in the General Plan involve prioritizing the improvement of pedestrian and bicycle facilities, supporting land use and developments that can increase public transit ridership, and promoting the use of effective operation and management strategies.

The project study area is located within a Local Transit Urban Village, as designated by the City of San José. Specifically, the proposed TOD at 28th Street/Little Portugal is located within the Five Wounds Urban Village Plan area. According to the General Plan, Local Transit Urban Villages are situated near existing or planned light rail, BART, Caltrain, or Bus Rapid Transit (BRT) facilities and are designed to support localized travel through a balanced mix of high-density housing and employment opportunities. These areas aim to create complete communities, utilize underused land, enhance connectivity, and promote transit use.

The General Plan established land use and transportation policies that align with the TOD Study's goals of enhancing multimodal access, supporting high-density mixed-use development, and promoting transit-oriented communities near major transit hubs like the future BART station. The designation of the study area as a Local Transit Urban Village directly supports the TOD's objectives of creating complete communities with improved connectivity and sustainable transit options.

City of San José Better Bike Plan 2025

The *Better Bike Plan 2025* (2020) provides recommendations and implementation strategies based on the assessment of existing biking conditions in San José and community feedback. The plan's key goals are to improve safety by reducing bicycle crashes, increase bike mode share, and enhance equity by prioritizing projects in communities that previously lacked

investment. The plan recommends establishing a low-stress bicycle network throughout the city to make biking comfortable and accommodating to most people. The plan proposes several bicycle facilities in the study area including the Five Wounds Trail, Class IV bikeway along Santa Clara Street, and Class III bike boulevards along St. James Street and St. John Street. The plan supports the development of a low-stress bicycle network, including proposed facilities such as the Five Wounds Trail, which enhances connectivity to the future BART station and TOD. The proposed bicycle facilities are discussed under *Existing Multimodal Facilities*.

San José Complete Streets Design Standards & Guidelines

The *San José Complete Streets Design Standards & Guidelines* were developed as a comprehensive set of street design standards and guidelines to inform how the City of San José builds and retrofits streets. The guidelines in the document presents standards for the design and implementation of streets that are comfortable and welcoming for all modes of travel in accordance with the City's Vision Zero initiative.

Five Wounds Urban Village (FWUV) Plan

The City of San José is updating the *Five Wounds Urban Village Plan* (2024) to transform the area around the 28th Street/Little Portugal TOD and BART station into a vibrant, pedestrian-oriented district. The update evaluates existing transportation and policy conditions, identifying challenges such as high-stress roadways and unsafe crossings while addressing gaps in the multimodal network. Key priorities include pedestrian-friendly design, traffic calming, and multimodal enhancements, with projects like the Five Wounds Trail and improved BART station access central to these efforts. The plan also identifies key projects including the US 101 consolidation and overcrossing improvements as well as a potential bicycle and pedestrian bridge, all of which attempt to unify the historically separated communities of East San José. Initiatives from the *En Movimiento Plan*, including transit priority and bike boulevard projects, support these goals, alongside quick-build improvements that have already enhanced safety and connectivity in the area. The plan's focus on addressing multimodal transportation gaps through projects like the Five Wounds Trail will increase active transportation access to the future BART station and TOD.

Little Portugal Urban Village Plan

The *Little Portugal Urban Village Plan* (2022) is an element of the Five Wounds Urban Village plan update. The plan focuses on revitalizing Alum Rock Avenue and creating a safe, accessible gateway to the 28th Street/Little Portugal BART Station and TOD. This plan emphasizes integrating high-density housing with retail, commercial, public facilities, and office spaces while maintaining the area's pedestrian-friendly character. Key improvements include reclassifying 28th Street as a main street, enhancing public spaces, and implementing features such as wide sidewalks, pedestrian-scale lighting, and traffic calming measures to improve safety and connectivity. By prioritizing walking, biking, and transit, the plan aligns with the city's

sustainability and community health goals, fostering a dynamic urban environment that strengthens neighborhood connections.

East San José Multimodal Transportation Improvement Plan (ESJ MTIP) En Movimiento

The City of San José completed *En Movimiento: A Transportation Plan for East San José* in 2020 and is steadily implementing projects through its annual pavement maintenance program. This plan built on the *Envision San José 2040 General Plan*, which emphasized sustainable growth and multimodal transportation strategies for six East San José Urban Villages. Developed through an inclusive and equitable outreach process, *En Movimiento* prioritized community-supported projects that promote transit, walking, and bicycling while reducing reliance on private vehicles. The report provided a detailed framework for project prioritization, cost estimates, and implementation methods, transforming East San José into a multimodal and equitable transportation hub.

Related Projects

VTA's BART Silicon Valley Phase II Extension Project

VTA is engaged in the design-bid-build effort for the *BART Silicon Valley Phase II Extension Project* which will extend BART service six miles from the Berryessa Transit Center through downtown San José to Santa Clara, including the 28th Street/Little Portugal Station at the core of the Five Wounds Urban Village Plan Area. This station, situated near East Santa Clara Street and Five Wounds Portuguese National Parish, is being designed to provide high-quality regional transit access to Oakland, San Francisco, and downtown San José, and is estimated to serve up to 6,700 weekday passengers daily by 2040. Construction began in 2024 with revenue service to start by mid-2030. The extension includes a six-mile alignment (five miles of subway), four stations, two mid-tunnel facilities, and a storage and maintenance yard.

Prior Community Engagement

This section summarizes past community engagement events through previous planning efforts in the 28th Street/Little Portugal study area to identify community concerns and transportation access needs to inform the outreach process for the TOD access study.

Five Wounds Urban Village Plan Update

The Five Wounds Urban Village Plan Update utilized an extensive outreach strategy spanning from February 2023 to April 2024. The outreach plan included a survey and nine community engagement events to shape future development around the 28th Street/Little Portugal BART Station. Key activities included presentations on TOD policies, conceptual plans, transportation improvements, and anti-displacement strategies, along with opportunities for public input on land use, urban design, safety, and environmental concerns. Most workshops were held in-person at local community centers and high schools, with only one conducted virtually, allowing staff from the City of San José, VTA, and their consultants to gather valuable feedback. These efforts, bolstered by invaluable community insights, culminated in a comprehensive plan prioritizing sustainable, inclusive, and well-connected neighborhoods. Key input from the community included the following:

- Demographic information of outreach participants including live/work locations
- Desire to maintain character of the local community through public art and murals
- Concerns about displacement, and a need to preserve housing and increasing the housing supply
- Public opinion on design choices including improved crossings, building height, and parking strategies

28th Street/Little Portugal Station Design Development Framework (DDF)

The *Design Development Framework (DDF)* community engagement efforts built on the area's planning history and prioritized inclusivity by broadening outreach to diverse groups in the area and aligning efforts with the Five Wounds Urban Village Plan to streamline project goals. Conducted over two seasons, the first spanned from April to June 2023, and the second began in August and ended in October 2023. This outreach strategy entailed a total of 31 engagement events—15 in season 1 and 16 in season 2. Key takeaways from this process included defined community priorities, a refined concept vision, and the incorporation of public input emphasizing cultural connections, safety, and open space. Highlights included face-to-face engagement at events, youth involvement, and a community mural activity. Residents emphasized preserving the neighborhood's cultural identity, addressing homelessness and gentrification, and ensuring development benefited long-term residents. Future efforts aimed to deepen relationships with underserved groups and explore new outreach strategies, such as door-to-door engagement and establishing a field office. Key input from the community included the following:

- Questions and concerns about how the future BART station and TOD could impact their business and livelihoods.
- Protecting and supporting local businesses from displacement and maintaining/improving the current housing supply.
- Engaging with youth at Cristo Rey High School and San José High School to generate ideas for the station's future open space, specifically the large plaza.
- Preserving and bolstering the sense of community and keeping the diverse and working-class neighborhood connected and safe.
- Expressing a preference for the future BART station and TOD to include a farmer's market, athletic facility, and a play area.

ESJ MTIP – En Movimiento

The East San José Multimodal Transportation Improvement Plan (ESJ MTIP) prioritized community-driven engagement to develop a transportation strategy reflecting the diverse priorities of East San José neighborhoods. Guided by an inclusive Public Involvement Plan (PIP), the process emphasized multilingual accessibility, workshops, and surveys to engage underrepresented groups. Four targeted outreach rounds shaped the plan: Round 1 (March 2019) introduced the project and validated community priorities like traffic calming and transit reliability through workshops and surveys; Round 2 (June 2019) refined evaluation priorities, improvement toolkits, and preliminary street designs with open houses and surveys; Round 3 (December 2019) gathered stakeholder feedback on design details for 24 potential projects; and Round 4 (February 2020) showcased finalized designs, shared next steps, and encouraged ongoing community involvement during implementation. This comprehensive effort ensured the plan addressed mobility challenges, prioritized community needs, and resulted in actionable multimodal transportation improvements. Key input from the community included the following:

- The community emphasized the need for improved pedestrian facilities including shorter crossings, improved connections, and pedestrian-scale lighting; and shared concerns about vehicle speeds, highlighting safety as a priority across all four engagement rounds.
- Community members expressed a need for improved transit speed, reliability, and frequency.
- The streets identified as having the most multimodal conflicts in East San José were East Santa Clara Street and Alum Rock Avenue. The community expressed a need for the city to focus on this corridor to improve pedestrian, bicycle, and transit infrastructure.
- Improvements to US 101 overcrossings, east-west bike boulevards, and priority transit routes received the most support from community members.

Existing Conditions

This section focuses on the land use context and demographics of the study area. This information provides important background information about who lives, works, and accesses the area around the future TOD site and identifies their future travel needs based community inputs and field review of the development site.

Land Use

Existing Land Use

The study area is located east of downtown San José. As shown in **Figure 2**, the study area includes a mix of uses including residential, heavy and light industrial, commercial, and schools. The future TOD area is currently designated as Heavy Industrial to the south and Urban Village to the north. The area west of the TOD area is designated as Light Industrial and as Two-Family Residential further east. The area to the east of the TOD area across US 101 is largely designated as Two-Family Residential. The area along Santa Clara Street is designated as Commercial General and Commercial Pedestrian Base District to the east of US 101 and as an Urban Village to the west of US 101. Several parcels along N. 24th Street are designated as Public-Quasi Public and serve as schools.

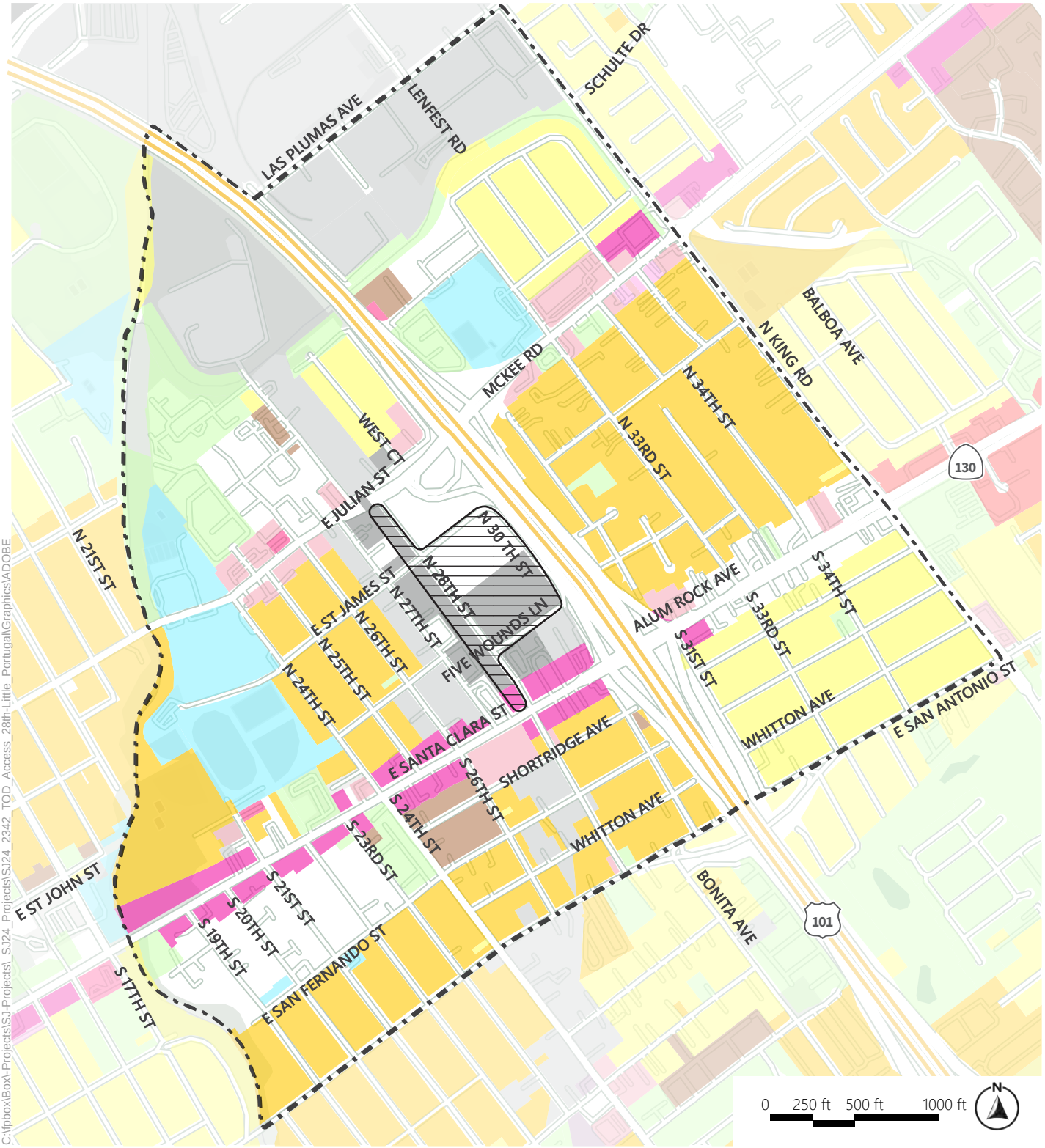
Future Land Use

In the *Envision San José 2040 General Plan*, the TOD area includes areas designated as Transit Employment Center and Urban Village to the east of 28th Street and as Open Space to the west of 28th Street. The area to the west is designated as Urban Village, as shown in **Figure 3**.

Portions of some parcels along 28th Street are designated as Transportation and Utilities. To the east of US 101, the zoning designations largely remain the same as the existing land uses, with the exception of some parcels along 31st Street designated as Open Space. To the north of Julian Street, areas that were previously designated as Planned Development are designated as Mixed-Use Neighborhood.

Future TOD Development

The future TOD developments (i.e., “Project”) planned for the study area include mixed-use development that will feature active ground-floor spaces along with residential and offices uses at the future 28th Street/Little Portugal Station. The intent is to provide development that will encourage public transit use, reduce traffic congestion, and improve air quality, while also delivering vital infrastructure upgrades to the Little Portugal community.

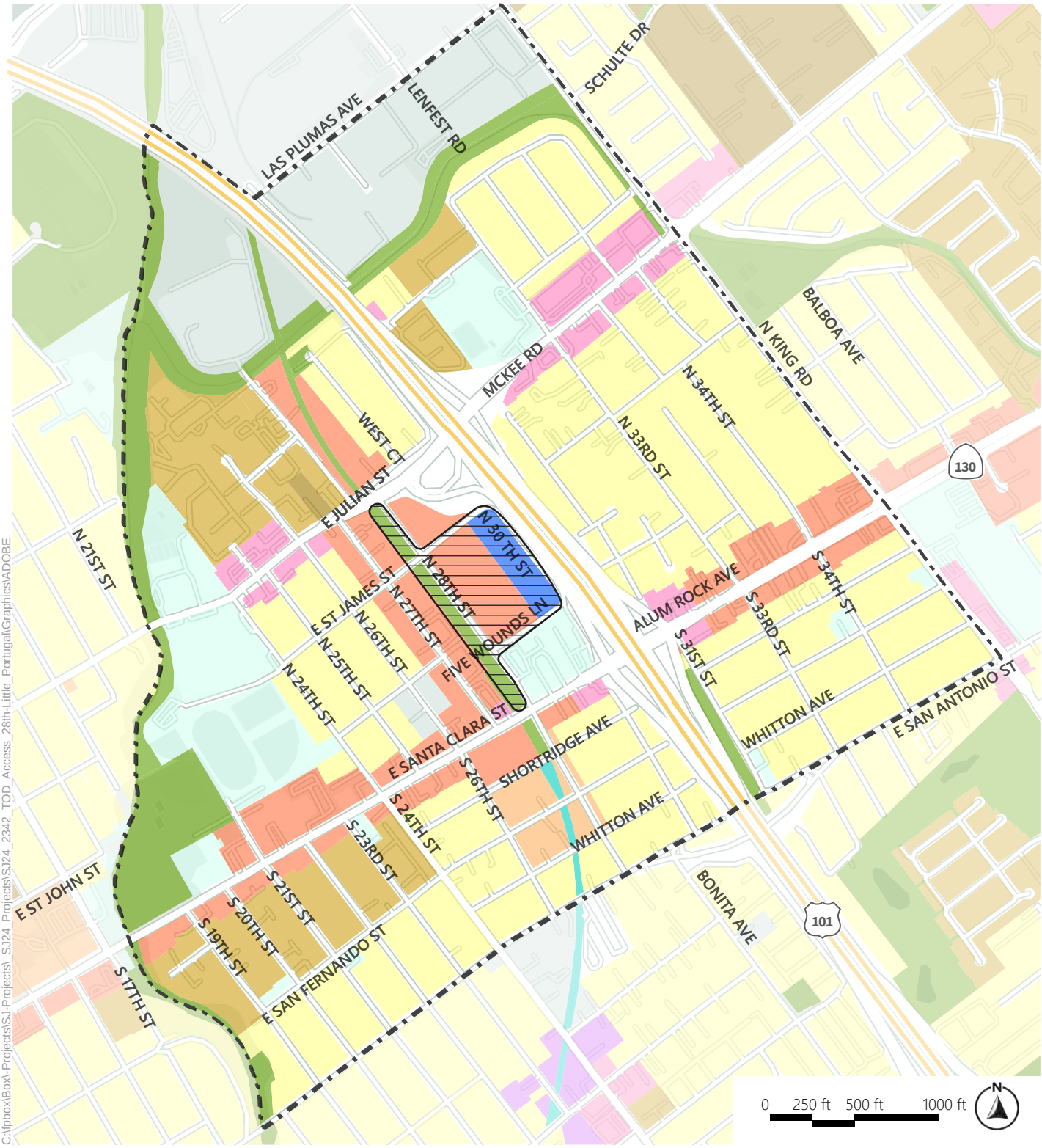


StudyArea
Development Site

- Combined Industrial/Commercial
- Commercial General
- Commercial General Development
- Commercial Neighborhood
- Commercial Office
- Commercial Pedestrian
- Heavy Industrial
- Light Industrial
- Main Street Ground Floor Commercial
- Mobilehome Park
- Multiple Residence District
- Open Space
- Agriculture Base District
- Multiple Residence
- R-2 Medium to High Density Residential
- Commercial Pedestrian Base District
- R-1-8 Low to Medium Density Residential Based District
- Public/Quasi-Public
- Single-Family Residential
- Two-Family Residential

Figure 02

Zoning in Study Area



StudyArea
Development Site

Combined Industrial/Commercial
Heavy Industrial
Light Industrial
Mixed Use Commercial
Mixed Use Neighborhood
Neighborhood/Community Commercial
Open Space, Parklands and Habitat
Public/Quasi-Public
Residential Neighborhood
Transit Employment Center
Transportation and Utilities
Urban Residential
Urban Village

Figure 03

2040 General Plan Land Use

Demographics

Study area demographics contextualize the local community make-up and assist with identification of relevant travel needs. Mapped demographic data can help identify areas with the greatest need within the study area and prioritize improvements. This section focuses on demographic factors including low-income households, median income, people of color, English proficiency, people with disabilities, and access to a vehicle. This analysis uses data from the American Community Survey (ACS) estimates for 2021, which is the most recent data set available.

Figure 4 shows the distribution of low-income households in the study area, which are defined as households with an annual household income below the Federal Poverty Line. Within the study area, between 5% and 13% of households are low-income. This is similar to the proportion of low-income households in the city of San José, which is 8%. The census blocks to the north, east, and south of the development site have a higher (13% to 25%) proportion of low-income households. Most of the census blocks in the study area have a median household income between $75,000 and $100,000, as shown in **Figure 5**.

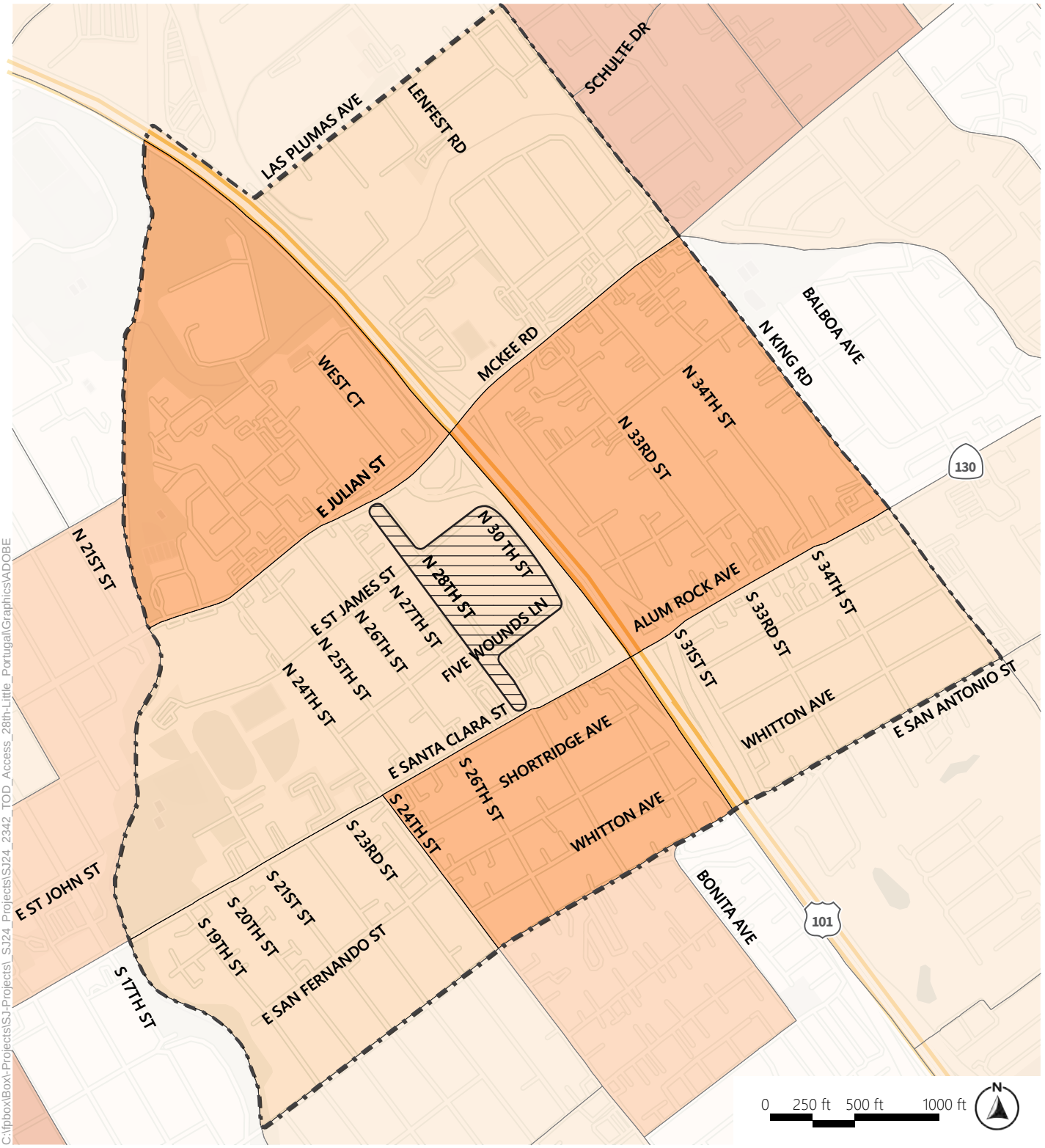
Within the study area, a large proportion of households identify as people of color. As shown in **Figure 6**, the proportion of households that self-identify as people of color ranges from 45% to more than 85%. The census blocks in the study area north of the development site have a higher percentage (over 85%) of households that self-identify as people of color. Some of the census blocks in the study area have a higher percentage of households that self-identify as people of color when compared to the citywide average of 65%.

Figure 7 shows that between 5% and 15% of the population in census blocks near the study area identify as having a disability. West of US 101 and the study area, 10% to 15% of people in the census blocks identify as having a disability. Compared to San José as whole, the study area is relatively consistent with the percentage of disabled individuals (8%).

As shown in **Figure 8**, between 20% and 50% of households in the study area have limited English proficiency. The census block encompassing the portion north and south of the development site shows between 30% and 40% of households have limited English proficiency. Compared to the City of San José, the study area has a significantly larger portion of households with limited English proficiency (12%).

Figure 9 depicts the portion of households in the study area that do not have regular access to a personal vehicle. For most of the study area, including the development site, less than 5% of households have limited access to a vehicle. Additionally, between 10% and 25% of households in the census block just north and east of the development site have limited access to a vehicle. This reflects that the population in the area may have greater needs for access to transit, bicycle, and pedestrian facilities. Compared to San José as a whole, the development site is consistent with the percentage of residents that do not have regular access to a vehicle (5%), but the census blocks north and east of the development site have significantly larger portions of households with limited vehicle access.

The demographic assessment provides insight into the community's needs. Based on the proportion of low-income households and households with limited vehicle access, transportation affordability and access to reliable transit service will be a focus of the Study. Proposed improvements will prioritize non-vehicle transportation options and accessibility will be a key consideration in identifying transportation needs, especially considering the needs of people with disabilities. Lastly, engagement activities and resources such as wayfinding will need to account for language needs to reach people from a diverse set of cultures.



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Source: American Community Survey 2021, Esri Living Atlas

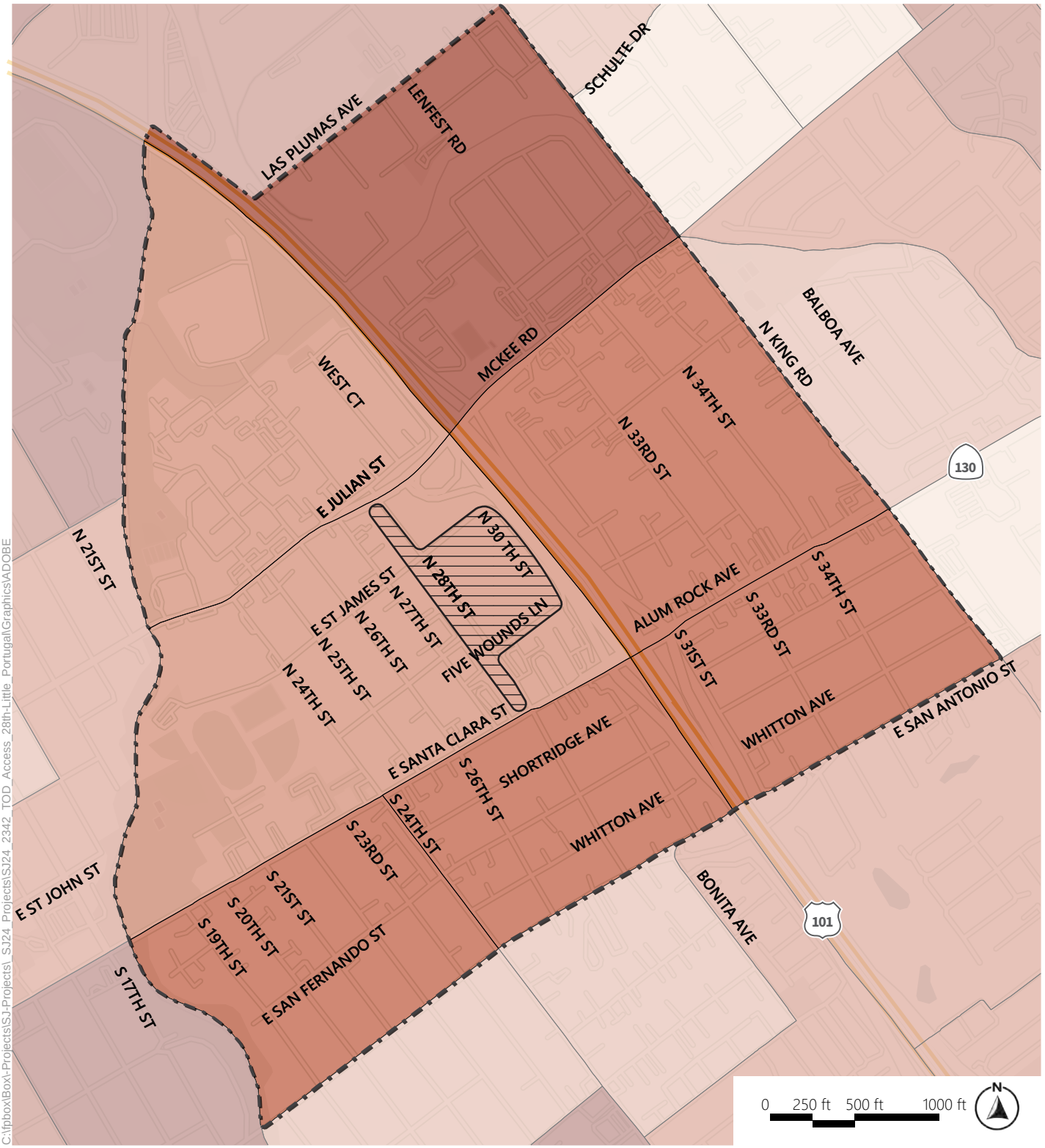
StudyArea
Development Site

Low-income households (ACS, 2021)

< 5.0%
5.1% - 12.5%
12.6% - 25.0%
25.1% - 50.0%
> 50%

Figure 04

Low-Income Households in Study Area



StudyArea
Development Site

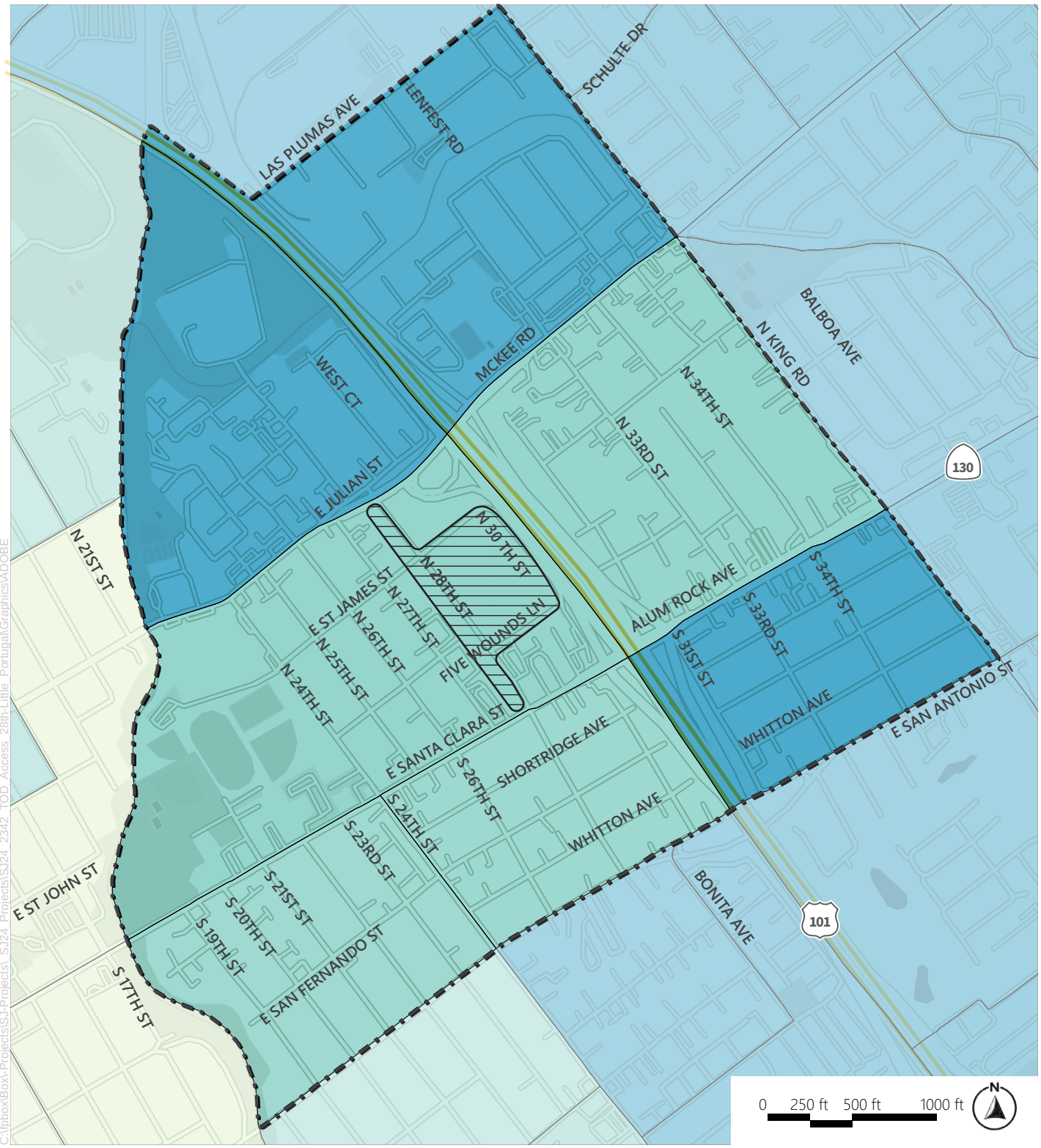
Median Household Income (ACS, 2021)

<$50K
$50K - $75K
$75K - $100K
$100K - $150K
>$150K

Source: American Community Survey 2021, Esri Living Atlas
Note: data for Block Group Census Tract 5012, located outside the study area, is sourced from 2020, as data for 2021 is unavailable.

Figure 05

Low-Income Households in Study Area



Source: American Community Survey 2021, Esri Living Atlas

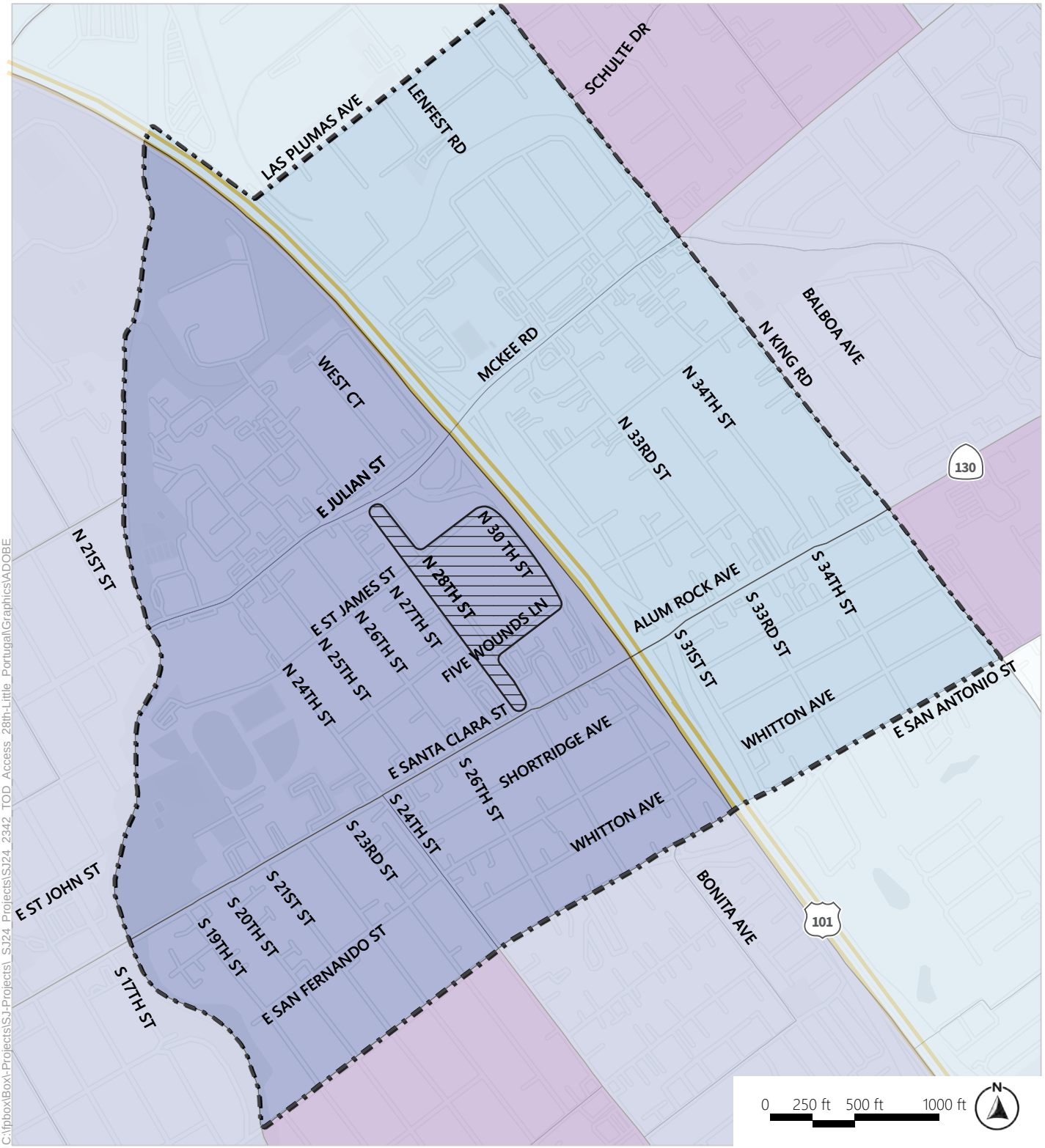
StudyArea
Development Site

People of color (ACS, 2021)

45.1% - 65.0%
65.1% - 85.0%
> 85%

Figure 06

People of Color in Study Area



Source: American Community Survey 2021, Esri Living Atlas

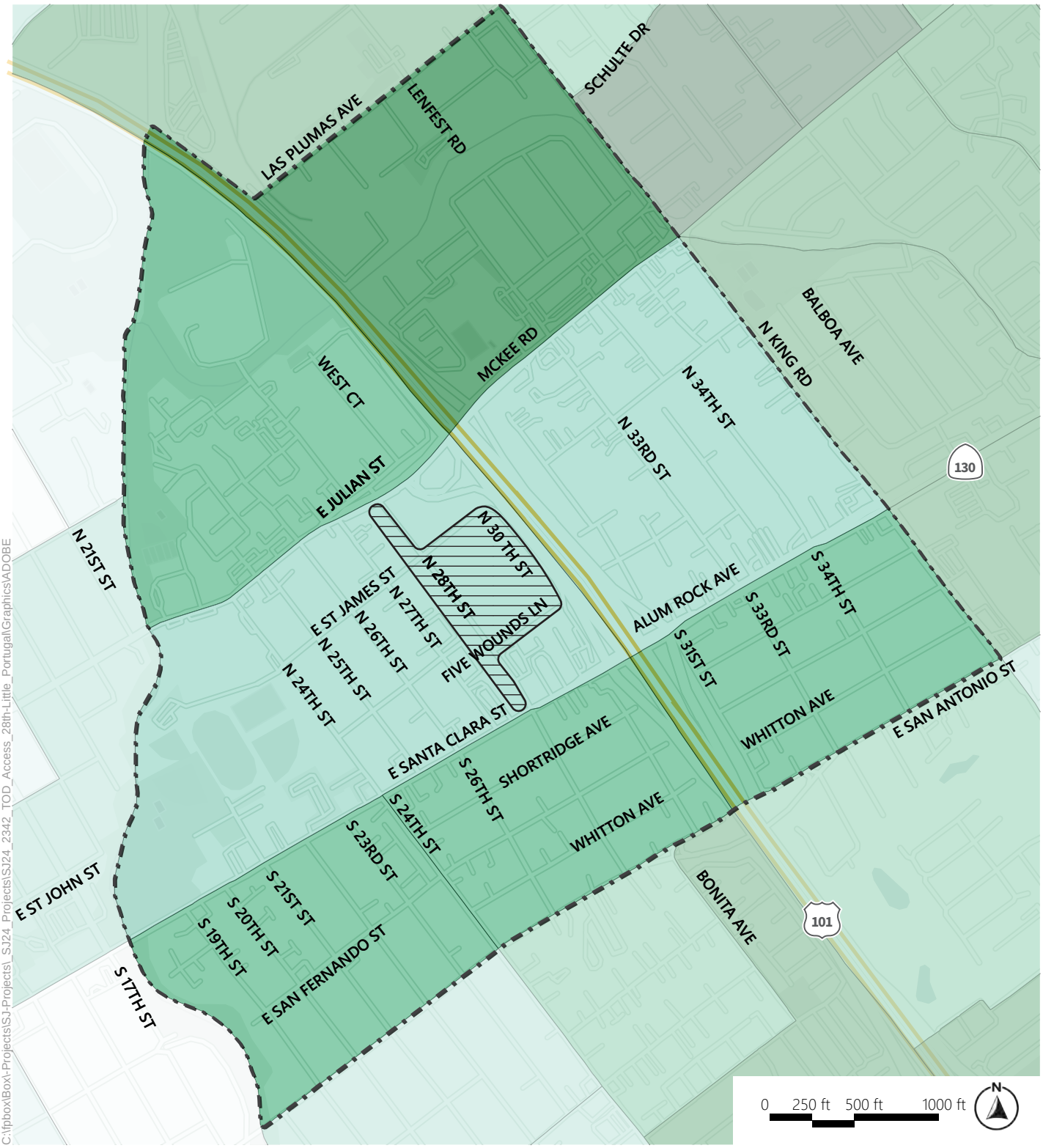
StudyArea
Development Site

ACS Disability Status Variables
Percent of Population with a Disability

<5%
5% - 10%
10% - 15%
15% - 20%
> 20%

Figure 07

Disabled Population in Study Area



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Source: American Community Survey 2021, Esri Living Atlas

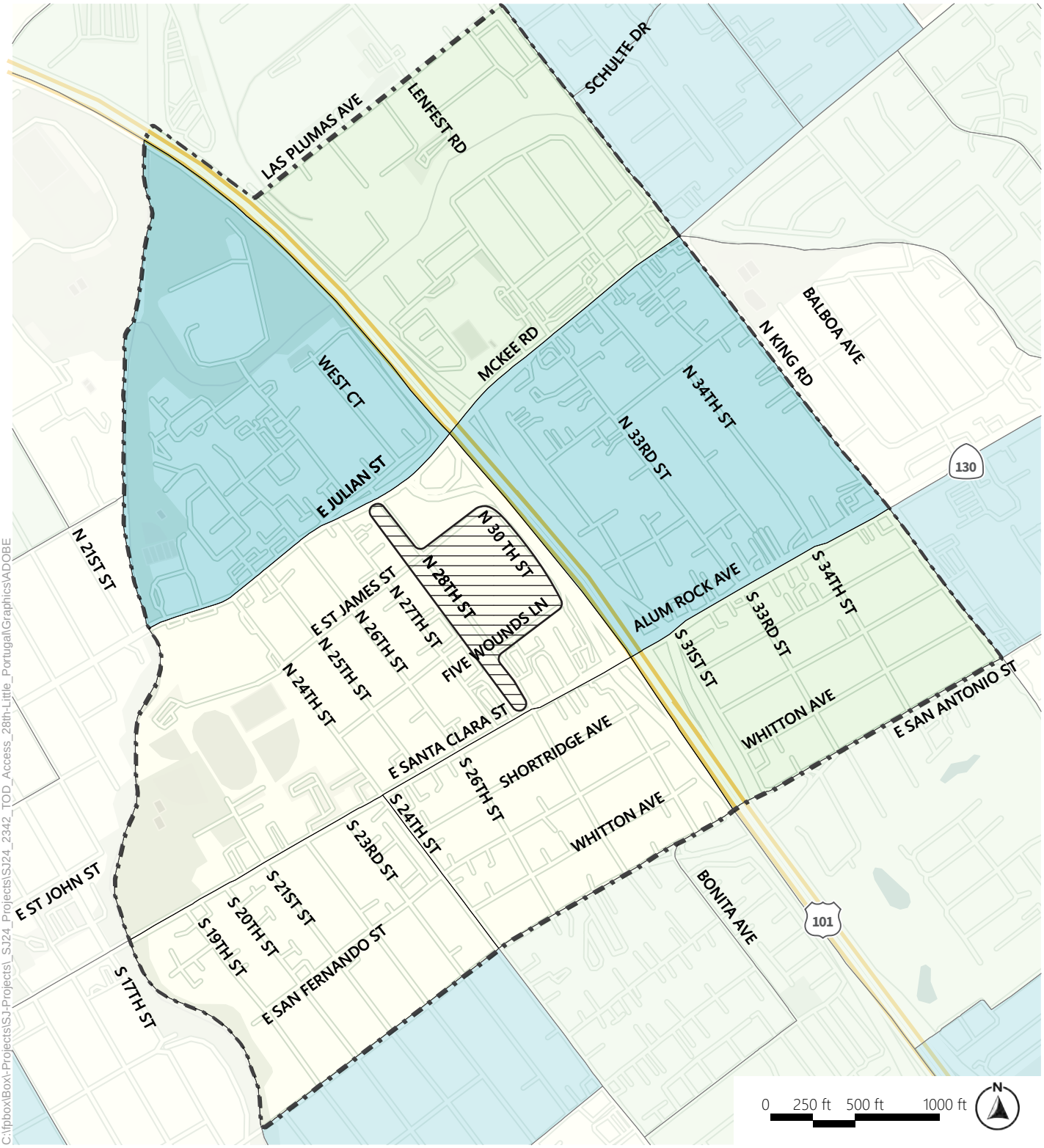
StudyArea
Development Site

Limited English proficiency (ACS, 2021)

< 10.0%
10.1% - 20.0%
20.1% - 30.0%
30.1% - 40.0%
40.1% - 50.0%
> 50%

Figure 08

Households with Limited English Proficiency in Study Area



Source: American Community Survey 2021, Esri Living Atlas

StudyArea
Development Site

Limited access to a vehicle (ACS, 2021)

< 5%
5.1% - 10%
10.1% - 25%
25.1% - 50%
> 40%

Figure 09

Low or Zero Vehicle Households in Study Area

Existing Multimodal Facilities

This section presents an overview of existing roadways and multimodal facilities within the study area, including vehicle facilities, pedestrian facilities, bicycle facilities, and transit facilities.

Existing Vehicle Access

Figure 16 shows the area roadway network. The primary roadways used to access the future TOD area include the following:

US 101, shown in **Figure 10**, extends north through San Francisco and south through San José. Near the project site, US 101 travels in a north-south direction. The freeway has three mixed-flow lanes and one high-occupancy vehicle (HOV) lane in each direction. HOV lanes, also known as diamond or carpool lanes, restrict use to vehicles with two or more persons (carpool, vanpool, and buses), motorcycles, or qualified clean air vehicles during the morning (5:00 AM to 9:00 AM) and evening (3:00 PM to 7:00 PM) commute periods. Primary vehicular access to the project site is provided via interchanges at Julian Street-McKee Road and Santa Clara Street.

Figure 10: US 101 SB Freeway Entrance on E Julian Street

E. Santa Clara Street traverses San José in an east-west direction between Stockton Avenue and US 101 to the east. Santa Clara Street transitions into Alum Rock Avenue at US 101. It generally has four lanes with a median turning lane, as shown in **Figure 11**. It has a posted speed limit of 25 mph. It has on-street parking and an average daily traffic count of approximately 17,000 vehicles.

Figure 11: Intersection of E. Santa Clara Street & 28th Street South of Project Site

Julian Street-McKee Road, illustrated in **Figure 12**, runs east-west between Market Street/Coleman Avenue and US 101. Julian Street transitions into McKee Road east of 27th Street. It has four lanes with a median turning lane east of 28th Street and two lanes with a median turning lane west of 27th Street. It has a posted speed limit of 35 mph. It has on-street parking and an average daily traffic count of approximately 16,000 vehicles.

Figure 12: Intersection of Julian Street & N. 28th Street North of Project Site

N. 28th Street, shown in **Figure 13**, is a north-south road that runs between Julian Street and San Antonio Street. 28th Street has two lanes and generally has on-street parking on one side of the street north of Santa Clara Street. It has a posted speed limit of 25 mph and an average daily traffic count of approximately 5,000 vehicles.

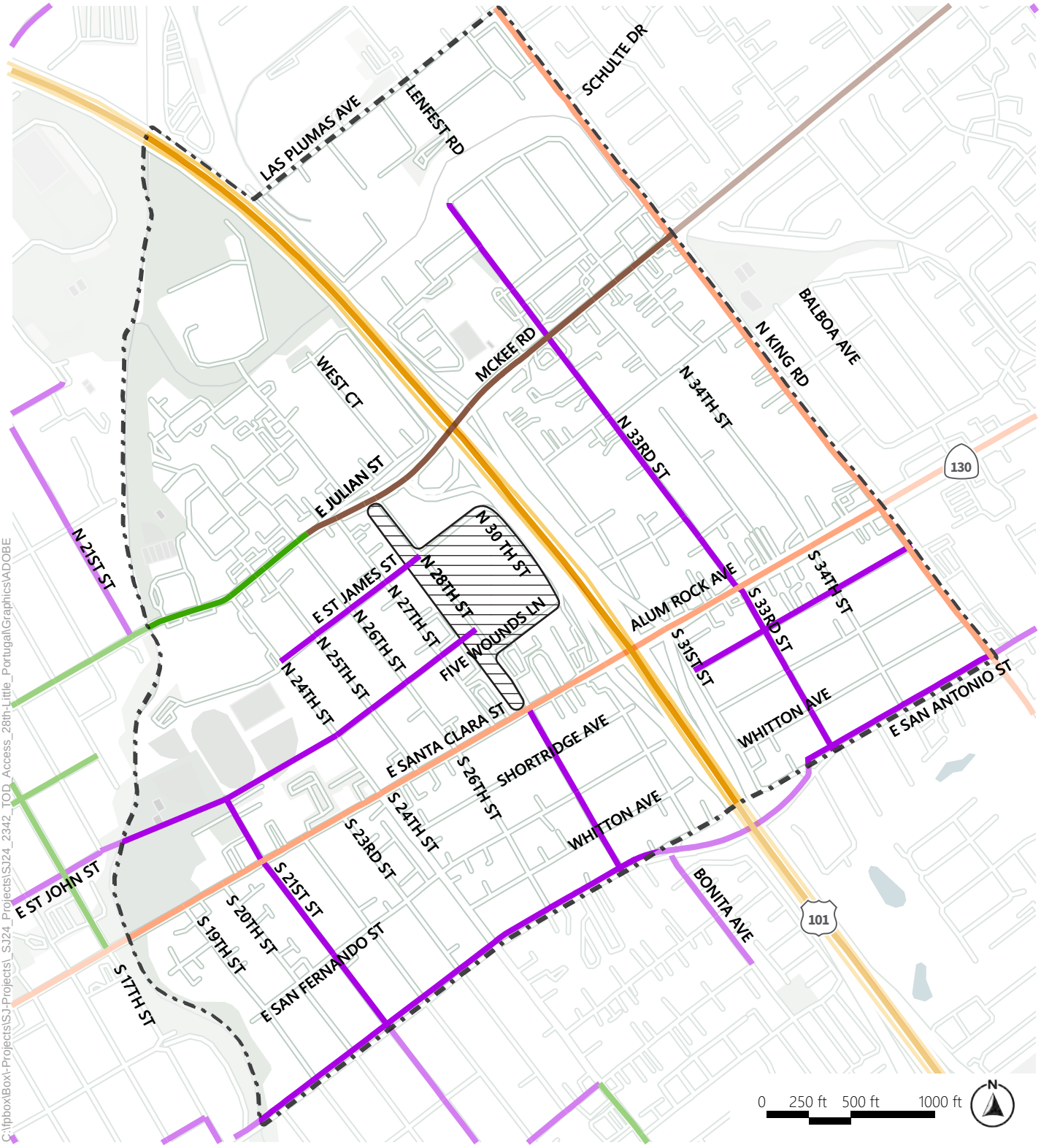
Figure 13: N. 28th Street at Future TOD Access Point

N. 24th Street, shown in **Figure 14**, runs north-south between Julian Street and San Antonio Street. N. 24th Street has two lanes and on-street parking on one side of the street. It has a posted speed limit of 25 mph and an average daily traffic count of approximately 6,000 vehicles.

Figure 14: N. 24th Street before Intersection with Santa Clara Street

E. St. James Street, shown in **Figure 15**, runs east-west between 30th Street and Terraine Street, with a portion of the street between N. 24th Street and N. 17th Street cut off by Roosevelt Park. St. James Street has two lanes and on-street angled parking on both sides of the street. It has a posted speed limit of 25 mph and an average daily traffic count of 900 vehicles east of N. 24th Street.

Figure 15: E. Saint James Street before Intersection with N. 27th Street



Source: San José 2040 General Plan, 2024

StudyArea
Development Site

City Connector Street
Freeway
Grand Boulevard
Local Connector Street
On-Street Primary Bicycle Facility

Figure 16

Existing Street Facilities

Existing Pedestrian Access

Figure 17 shows existing sidewalks that provide pedestrian access to the future TOD area. Key routes for pedestrians include 28th Street, St. James Street, 30th Street, Five Wounds Lane, Julian Street/McKee Road, and Santa Clara Street, as described below. The figure indicates whether the sidewalks are ADA compliant or not. ADA compliance is defined as meeting the standards of the Americans with Disabilities Act by providing accessible, safe, and navigable surfaces for individuals with disabilities, including appropriate width, slope, and curb ramps.

N. 28th Street is characterized by narrow sidewalks and the absence of crosswalks at many intersections. There is minimal shade, and intersections north of Santa Clara Street are side-street stop-controlled, requiring pedestrians to judge gaps in moving traffic and rely on yielding vehicles to cross. Between Julian Street and St. James Street, 28th Street has sloped sidewalks and sidewalk gaps, which may cause challenges for people with mobility challenges or utilizing assistive devices. Through the TOD area between Julian Street and Santa Clara Street there are generally no sidewalks on the west side of the street, which mainly abut vehicle storage or vacant lots.

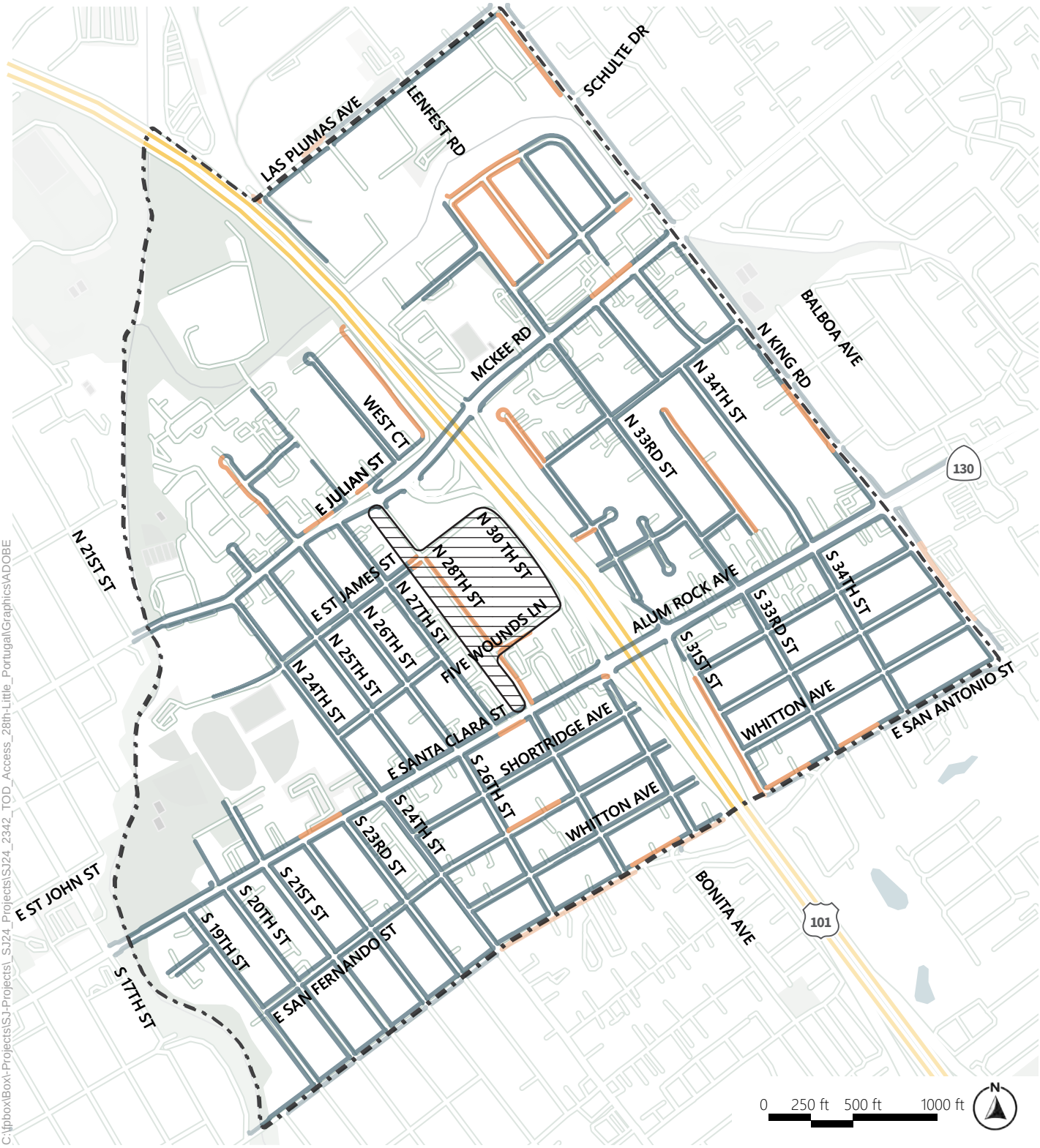
E. St. James Street has narrow sidewalks on both sides of the street west of 28th Street. The cross-slope of the sidewalk is high at many driveway aprons and the sidewalk clear width is obstructed by signposts, lighting fixtures, or landscaping in some areas, which may cause issues for people with mobility challenges or utilizing assistive devices. St. James Street ends and loops into 30th Street. To the east of 28th Street, St. James Street has no pedestrian facilities and is characterized by angled on-street parking on both sides. There are no marked crosswalks along St. James Street east of N. 24th Street within the study area and most crosswalks are stop controlled.

N. 30th Street through the TOD development area is characterized by the absence of sidewalks. There is on-street parking on one side and a fence on the other side separating 30th Street from US 101. South of Santa Clara Street, 30th Street is a neighborhood street with standard sidewalks separated from the roadway and landscape strips.

Five Wounds Lane, along with St. James Street and 30th Street, forms a loop around the future TOD area. Five Wounds Lane has very narrow sidewalks on one side and sidewalk gaps along the other side. The intersection of Five Wounds Lane with 28th Street is side-street stop-controlled and has a marked standard crosswalk (two parallel lines) across Five Wounds Lane on the east leg of the intersection.

E. Julian Street has sidewalks and crosswalks on both sides of the street within the study area. The sidewalk width is typically five feet, but east of N. 24th Street the sidewalks are narrower. Julian Street has some missing crosswalks along some or all legs of intersections with N. 25th Street, N. 27th Street, and N. 28th Street. Because of the roadway width, the crossing distances on Julian Street are generally long and can be uncomfortable for pedestrians. At the two US 101 interchange intersections, signalized crossings are provided only at the freeway on- and off-ramps, with no crossings provided across Julian Street-McKee Road.

E. Santa Clara Street has wide sidewalks on both sides of the street within most of the study area. Most signalized intersections have marked crosswalks on all legs, with crosswalks at some intersections marked with standard crosswalks (two parallel lines) and others with high-visibility continental striping (wide parallel horizontal bars). Signalized crossings are provided at three of the four legs at each of the two US 101 interchange intersections. Generally, there is adequate shade and wayfinding for pedestrians along Santa Clara Street. While Santa Clara Street has street lighting throughout the study area, it only has pedestrian-scale lighting west of N. 26th Street.



Source: City of San José, 2021

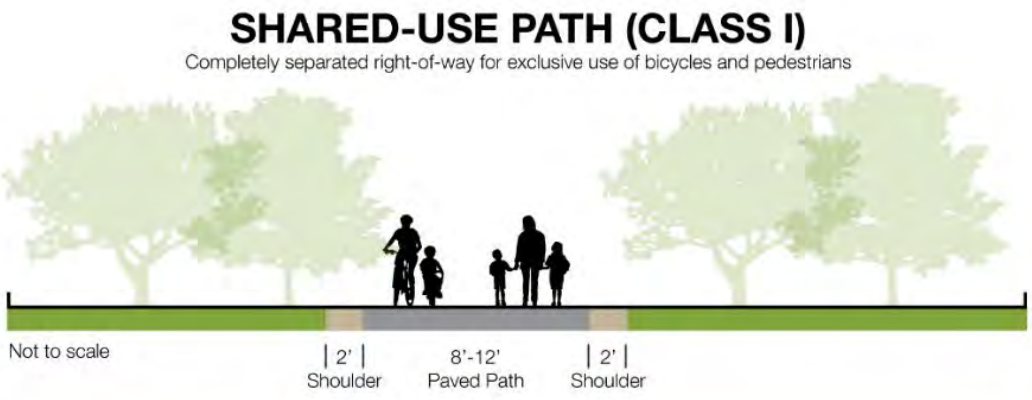
Figure 17

Existing Pedestrian Facilities

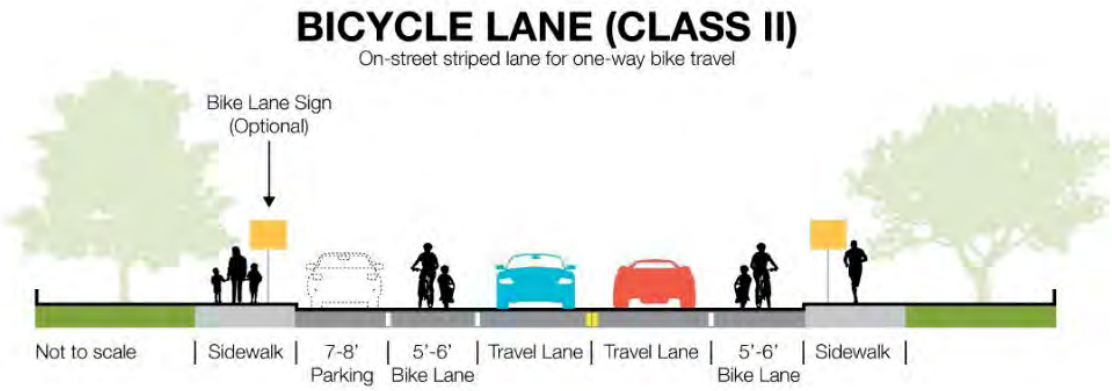
Existing Bicycle Access

Bikeway planning and design in California typically rely on guidelines and design standards established by the California Department of Transportation (Caltrans) in the *Highway Design Manual* (Chapter 1000: Bikeway Planning and Design). Caltrans distinguishes four distinct types of bikeway facilities, as described below and shown in the accompanying figures. Bikeways offer various levels of separation from traffic based on traffic volume and speed, among other factors. The four bikeway types and appropriate contexts for each are presented below.

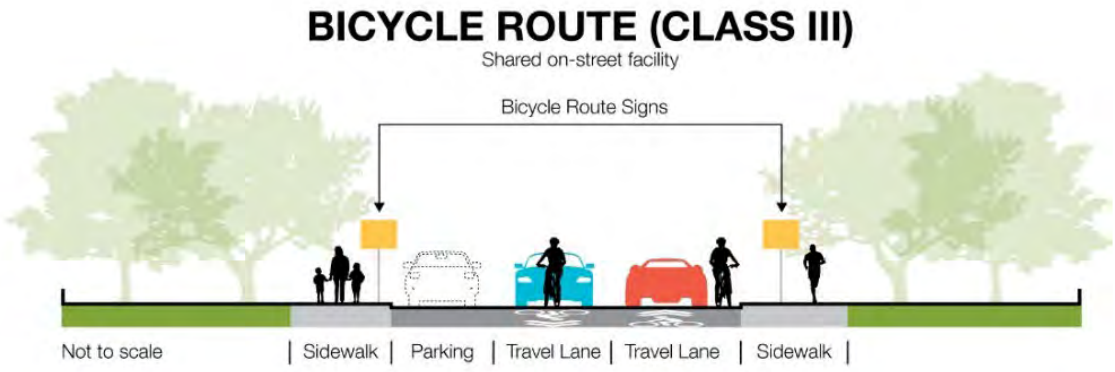
Class I Bikeways (Shared-Use Paths): Shared-use paths, referred to as multi-use paths in San José's *Better Bike Plan 2025*, provide a completely separate right-of-way and are designated for the exclusive use of people riding bicycles and walking with minimal roadway crossings. In general, shared-use paths are sited along corridors not served by streets or where sufficient right-of-way exists to allow them to be constructed away from the influence of vehicles. Class I bikeways can also offer opportunities not provided by the road system by serving recreational areas and/or desirable commuter routes.



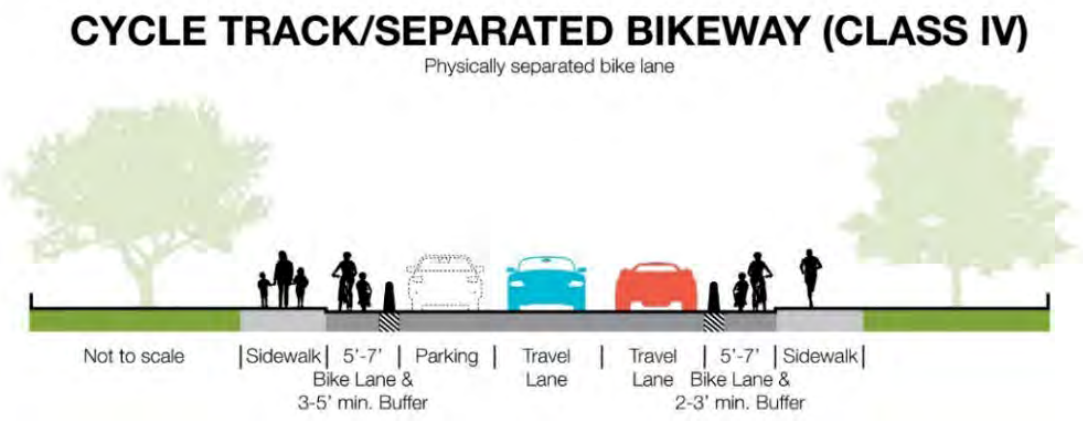
Class II Bikeways (On-Street Bike Lanes): Bike lanes provide a striped lane, pavement markings, and signage for one-way bike travel on a street or highway. Bicycle lanes are typically five feet wide, although wider lanes are desirable on roadways with high traffic volumes and/or high travel speeds. The *VTA Bicycle Technical Guidelines* (December 2012) recommends that Caltrans standards regarding bicycle lane dimensions be used as a minimum and provides supplemental information and guidance on when and how to better accommodate the many types of bicyclists. Bike lanes may be enhanced with painted buffers between vehicle lanes and/or parking, and green paint at conflict zones (such as driveways or intersections).



Class III Bikeways (Bike Routes): Bike routes may be identified on a local residential or collector street when the travel lane is wide enough, and the traffic volume is low enough, to allow both cyclists and motor vehicles to share a lane and/or to provide continuity to a bikeway network. Shared-use arrows or “sharrows” are common striping treatments for bike routes. The city’s *Better Bike Plan 2025* classifies both bike routes (standard shared bicycle facilities) and bike boulevards (calmer streets enhanced with additional elements to increase comfort for people bicycling) as Class III bikeways.



Class IV Bikeways (Separated Bikeways): Separated bikeways, also referred to as cycle tracks or protected bikeways, are bikeways for the exclusive use of bicycles which are physically separated from vehicle traffic. Types of separation may include, but are not limited to, grade separation, flexible posts, physical barriers, or on-street parking.



Under California Law, bicyclists are allowed to use all California roadways unless posted otherwise. Therefore, even for roadways without a designated (or planned) bikeway, a majority are open for cycling.

Existing bicycle facilities around the study area are shown on **Figure 18**. The existing facilities that provide bicycle access to the future TOD area are listed below:

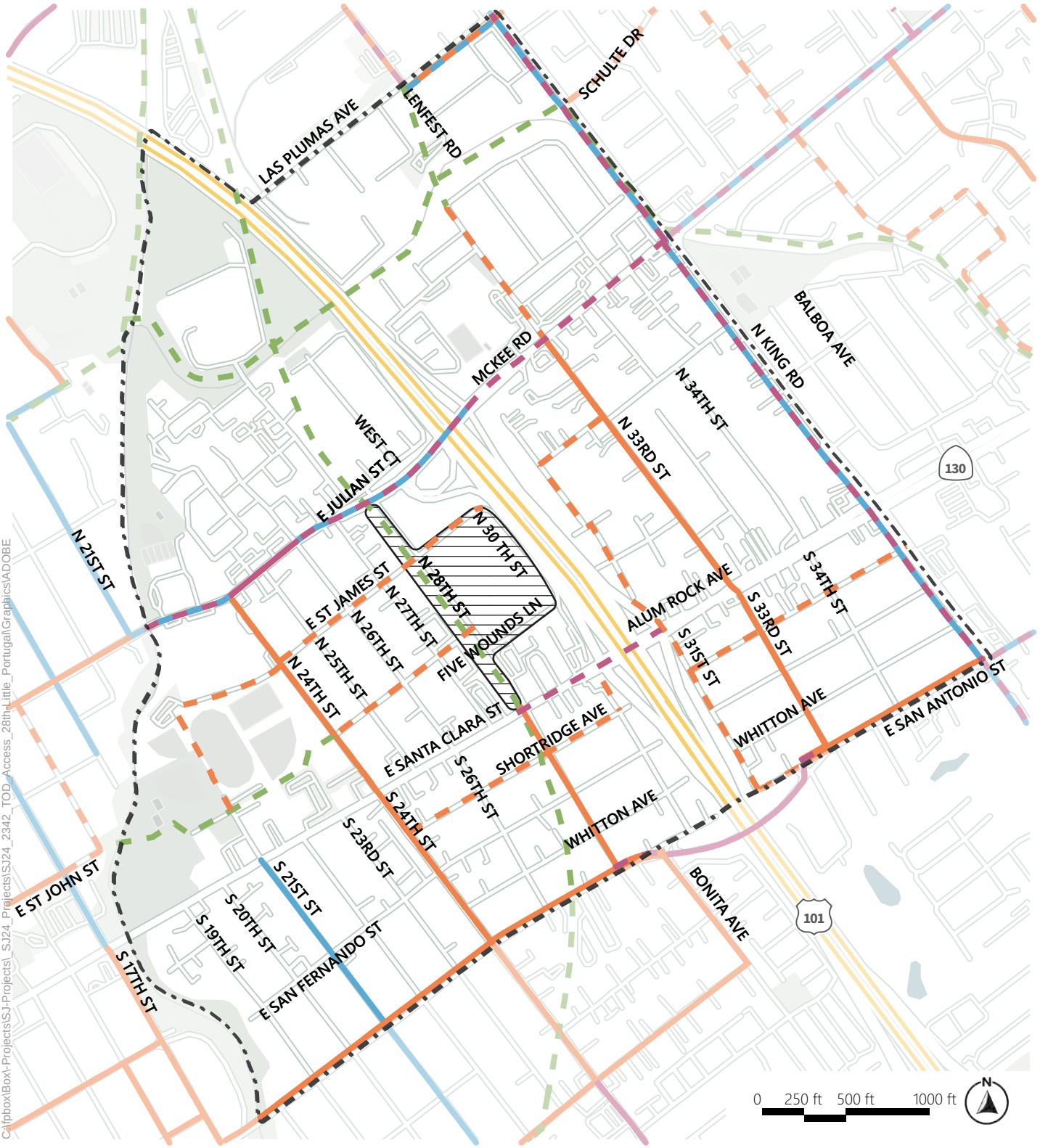
- **E. Julian Street** is a Class II bicycle lane between US 101 and 26th Street and a Class IV separated bikeway between 26th Street and 21st Street. Julian Street has been proposed as a planned Class IV bikeway throughout the study area in the *Better Bike Plan 2025*.
- **N. 24th Street** is a Class III bike route with sharrows south of Julian Street. Further separation and visibility are needed to make this a low stress connection for bicyclists in the vicinity of the future TOD area. N. 24th Street has also been proposed as a Class III bike boulevard from Julian Street to William Street.

The study area is served by a Bay Wheels bikeshare station at Santa Clara Street and 23rd Street. Additionally, the *Better Bike Plan 2025* (2024) proposes the following bicycle facilities that would provide access to the future TOD area:

- **Five Wounds Trail** is a proposed Class I shared-use path along the Union Pacific Rail Road right-of-way between Silver Creek Trail, to the north, and Story Road, to the south. Upon BART Station opening a Class IV shared use path will be provided by BSV between Santa Clara Street and Julian/McKee Street that will be replaced by the future Five Wounds Trail.
- **E. Santa Clara Street and E. McKee Road** have proposed Class IV separated bikeways (28th Street/Five Wounds Trail to US 101 on Santa Clara Street and east of 28th Street on McKee Road).

- **E. St. James Street** and **E. St. John Street** have proposed Class III bike boulevards from N. 24th Street to N. 30th Street, and N. 24th Street to N. 27th Street, respectively.

Bicycle connectivity in the study area is primarily provided through north-south bike facilities on S. 21st Street, N. 24th Street, N. 33rd Street, and the quick-strike Bike Boulevard on N. 30th Street. There is limited east-west infrastructure available on Julian Street and San Antonio Street. While these corridors offer some connectivity, major barriers hinder seamless bicycle access. High vehicle speeds and traffic volumes, particularly near the US 101 off-ramps on Santa Clara Street and Julian Street, create challenging conditions for cyclists. Additionally, the US 101 overcrossing lacks dedicated bicycle facilities, further restricting safe east-west travel. However, the planned build-out of the Five Wounds Trail will significantly enhance bicycle access by providing a direct, low-stress connection between several neighborhoods and the future station and TOD site, improving overall bicycle connectivity in the area.



Source: Better Bike Plan 2025, 2020

StudyArea
Development Site

Existing	Planned	
		Class I: Shared Use Path
		Class II: Bike Lane
		Class III: Bike Boulevard
		Class IV: Protected Bike Lane

Figure 18

Existing Bicycle Network

Existing Transit Access

The existing study area transit network is currently served by VTA bus routes 22, 23, 64A, 64B, 72, 77, as well as rapid routes 522 and 523 as shown in **Table 1**.

- Route 22 connects the study area to Palo Alto and Santa Clara Transit Center.
- Route 23 serves Cupertino and the Alum Rock Station.
- Routes 64A and 64B connect the study area to South San José and Alum Rock as well as Diridon Station in San José.
- Route 72 serves as a north-south connection between San José State University and South San José, terminating on Monterey Road in Edenvale.
- Route 77 serves as a north-south connection between Milpitas Transit Center and Eastridge Transit Center.
- Rapid 522 serves as an east-west connection with limited stops between Eastridge Transit Center and Palo Alto.
- Routes 64A, 64B, and Rapid 522 connect the study area with Diridon Station in San José. Diridon Station has connections to Caltrain, Amtrak, and other VTA lines.
- Lines 22, 23, and 77 are crosstown routes that make crucial connections to neighboring cities and transit centers.

Table 1 includes details about headway and ridership for each route.

Table 1: VTA Transit Lines Serving Study Area

Route[2]	Hours of Operation	Headways	Ridership[1]	Connection Points	Key Destinations
22	Weekday 4:30 AM – 2:00 AM Weekend 5:00 AM – 2:00 AM	Weekday 15 min Weekend 15 min	Weekday Avg Boardings 75 Alightings 68	Palo Alto Transit Center: Dumbarton Express, SamTrans, VTA, Stanford Shuttle service, East Palo Alto Shuttle service, Menlo Park Shuttle service. Santa Clara Transit Center: Amtrak, Caltrain, VTA 21, 22, 53, 59, 60, Rapid 522 Eastridge Transit Center: 22, 26, 31, 39, 70, 71, 77, Express 103, Rapid 522, Flixbus	Stanford University, San Antonio Center, Santa Clara Transit Center, Santa Clara University, SAP Center, Downtown San José, San José State University, Eastridge Mall.
23	Weekday 5:00 AM – 1:00 AM Weekend 6:00 AM – 1:00 AM	Weekday 15 min Weekend 15 min	Weekday Avg Boardings 105 Alightings 93	Alum Rock Station: VTA Orange line, 23, 25, Rapid 522	Westfield Valley Fair, De Anza College, Santana Row, Downtown San José, San José State University.

Route[2]	Hours of Operation	Headways	Ridership[1]	Connection Points	Key Destinations
64A	Weekday 5:10 AM – 12:30 AM Weekend 6:30 AM – 10:30 PM	Weekday 30 min Weekend 30-60 min	Weekday Avg Boardings 21 Alightings 10	Ohlone-Chynoweth Station: VTA Blue Line, 64A, 83, and Express 102 San José Diridon Station: Caltrain	McKee Station, San José State University, Downtown San José, SAP Center, San José Diridon Station, Almaden Valley, Willow Glen, Westfield Oakridge.
64B	Weekday 5:30 AM – 9:30 PM Weekend 7:50 AM – 7:40 PM	Weekday 30 min Weekend 60 min	Weekday Avg Boardings 15 Alightings 6	San José Diridon Station: Caltrain	McKee Station, San José State University, Downtown San José, SAP Center, San José Diridon Station, Princeton Plaza, South San José, Almaden Valley.
72	Weekday 5:30 AM – 12:00 AM Weekend 6: AM – 12:00 AM	Weekday 15 min Weekend 20-30 min	Weekday Avg Boardings 20 Alightings 14	Downtown San José (1st & Santa Clara): VTA 22, 23, 64A, 64B, 68, 73, 500, 522, 568	Downtown San José, San José State University, South San José.
77	Weekday 5:30 AM – 12:00 AM Weekend 6:30 AM – 12:00 AM	Weekday 15 min Weekend 20-30 min	Weekday Avg Boardings 129 Alightings 132	Milpitas Transit Center: BART Orange and Green Lines, VTA Orange Line, 20, 44, 47, 60, 66, 70, 77, 104, AC Transit 217. Berryessa BART Station: BART Orange and Green Line Eastridge Transit Center: 22, 26, 31, 39, 70, 71, 77, Express 103, Rapid 522, Flixbus	Milpitas Transit Center, Berryessa/North San José Station, Eastridge Mall, Eastridge Transit Center.

Route[2]	Hours of Operation	Headways	Ridership[1]	Connection Points	Key Destinations
Rapid 522	Weekday 5:00AM – 11:00 PM Weekend 6:00 AM – 11:00 PM	Weekday 15 min Weekend 15-20 min	Weekday Avg Boardings 57 Alightings 64	Eastridge Transit Center: 22, 26, 31, 39, 70, 71, 77, Express 103, Rapid 522, Flixbus Santa Clara Transit Center: Amtrak, Caltrain, VTA 21, 22, 53, 59, 60, Rapid 522 Palo Alto Transit Center: Dumbarton Express (DB). SamTrans ECR, 280, 281, 296, 397. VTA 21, 22, Rapid 522. Stanford, East Palo Alto, and Menlo Park Shuttle service. Alum Rock Station: VTA Orange line, 23, 25, Rapid 522	Stanford University, San Antonio Center, Santa Clara Transit Center, Santa Clara University, SAP Center, Downtown San José, San José State University, Alum Rock Station, Eastridge Mall.
Rapid 523	Weekday 5:30 AM – 11:00 PM Weekend 6:30 AM – 11:00 PM	Weekday 20 min Weekend 20 min	Weekday Avg Boardings 87 Alightings 161	Lockheed Martin Transit Center: VTA Orange Line, 56, Express 121, Rapid 523 ACE Shuttle Red	Lockheed Martin, Downtown Sunnyvale, De Anza College, Westfield Valley Fair, Santana Row, Downtown San José, San José State University.

Notes:
1. Ridership numbers represent the average boarding and alightings collected in October 2023.
2. Rapid Route 523 has changed since the latest publication of the VTA route map dated 2019, and now its closest terminus is at Santa Clara and 7th Street.

The study area will eventually be served by the 28th Street and Little Portugal BART Station, providing commuter rail service from the South Bay to the East Bay and into San Francisco and San Mateo County. The planned extension of BART into the South Bay is expected to enhance regional connectivity by linking key areas in San José to the broader Bay Area. The BART Silicon Valley Phase II Extension will eventually connect the study area with other proposed station locations, which will provide access to key destinations such as Downtown San José, San José State University, and Santa Clara Transit Center.

The study area is well served by transit, with frequent bus routes (15-minute headways or better) along its key corridors as shown in **Figure 19**. The area benefits from strong east-west connectivity via Julian/McKee and Santa Clara/Alum Rock, which border the future TOD site. Santa Clara Street and North King Road, both designated transit priority streets, are slated for transit priority improvements to enhance service speed and reliability. While there is a minor transit access gap north of McKee Road and south of San Antonio Road, these residential neighborhoods remain within a 15-minute walkshed of the nearest bus stop.

High-ridership stops are located along Santa Clara Street and serve major routes like the 22, 23, 522, and 523, as shown in **Figure 20**. These stops are proposed to receive infrastructure upgrades such as bus bulbs and in-lane stops, improving boarding efficiency. The closest stops to the TOD site provide direct access to these frequent routes, supporting strong transit access for future residents and visitors.

In addition to the existing service, Route 72 will be rerouted to provide direct bus access to the future BART station, with a stop planned near the station entrance. Routes 22 and 522 will continue to operate along East Santa Clara Street, maintaining frequent east-west service through the corridor. A new Rapid stop will also be introduced at the intersection of Santa Clara Street and 28th Street.

Source: Santa Clara Valley Transportation Authority (VTA)

StudyArea
Development Site
Stops

Valley Transportation Authority (VTA) Transit Services

Rapid Bus: Route 522

Express Bus: Route 121

Frequent Bus: Route 22/23/64/72/77 (15-minute Headways)

Figure 19

Existing Transit Network

Source: VTA Open Data 2024 Ridership by Stop & Station

- StudyArea
- Development Site
- Total Activity by Stop
- Rapid Route Stop
- Requent Route Stop

580
360
240
180
120
56

Total Activitv

*Total Activity = Weekday Activity per Day + Saturday Activity per Day + Sunday Activity per Day
**Acticity per Day = Average Daily Boardings + Average Daily Alightings at that Stop

Figure 20

Ridership by Bus Stop in Study Area

Travel Patterns and Needs

This section analyzes travel patterns of people accessing the development area including mode share, parking, and safety history. This section also addresses primary travel needs within the study area.

Outreach Findings

Understanding future travel patterns to the future station and TOD is a fundamental element of our access analysis. Future infrastructure improvements and developments can change existing travel patterns; and community input was crucial to understanding how different travelers might use the transportation network in the study area.

Travel patterns and key challenges to accessing the future station and TOD were identified through targeted outreach efforts. A bilingual survey, available in English, Spanish, and Vietnamese, was distributed online and in print, with promotion via social media and pop-up events. Three pop-up events, conducted in collaboration with community members, provided valuable insights into existing barriers and potential improvements. This process yielded critical input on how to enhance multimodal access and transit usage, forming the foundation for the findings presented in the following section. The community engagement efforts for this Project are detailed in the following chapter.

Current and Future Travel Behavior

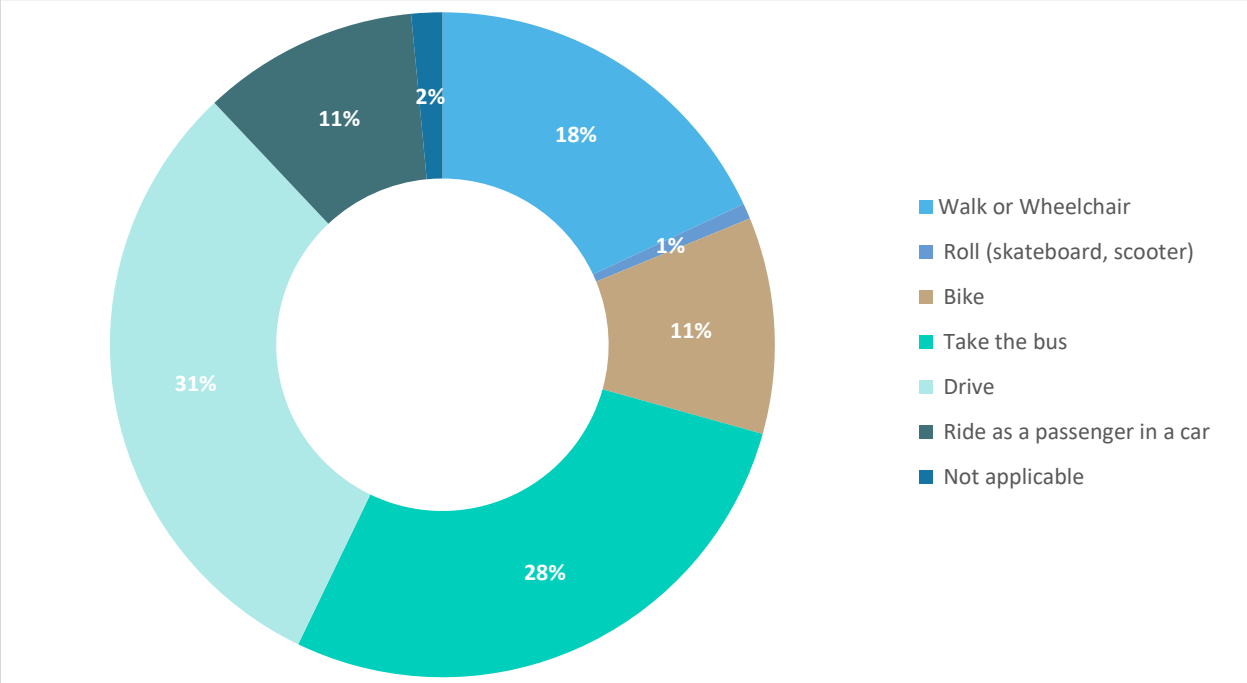


Figure 21: How Do You Usually Travel Around the Area?

Figure 21 summarizes responses to survey question two, which asked respondents to identify their usual mode of travel within the study area. The largest portion of responses (31%) reported driving as their primary mode of transportation, closely followed by 28% who ride the bus. A significant share of respondents indicated reliance on active transportation methods, with 18% walking or using a wheelchair and 11% biking. Additionally, 11% travel as passengers in cars, while only 1% use rolling modes such as skateboards or scooters. These findings underscore the current mode share—prominent private vehicle use and public transit—while also highlighting the considerable role of active transportation in the area.

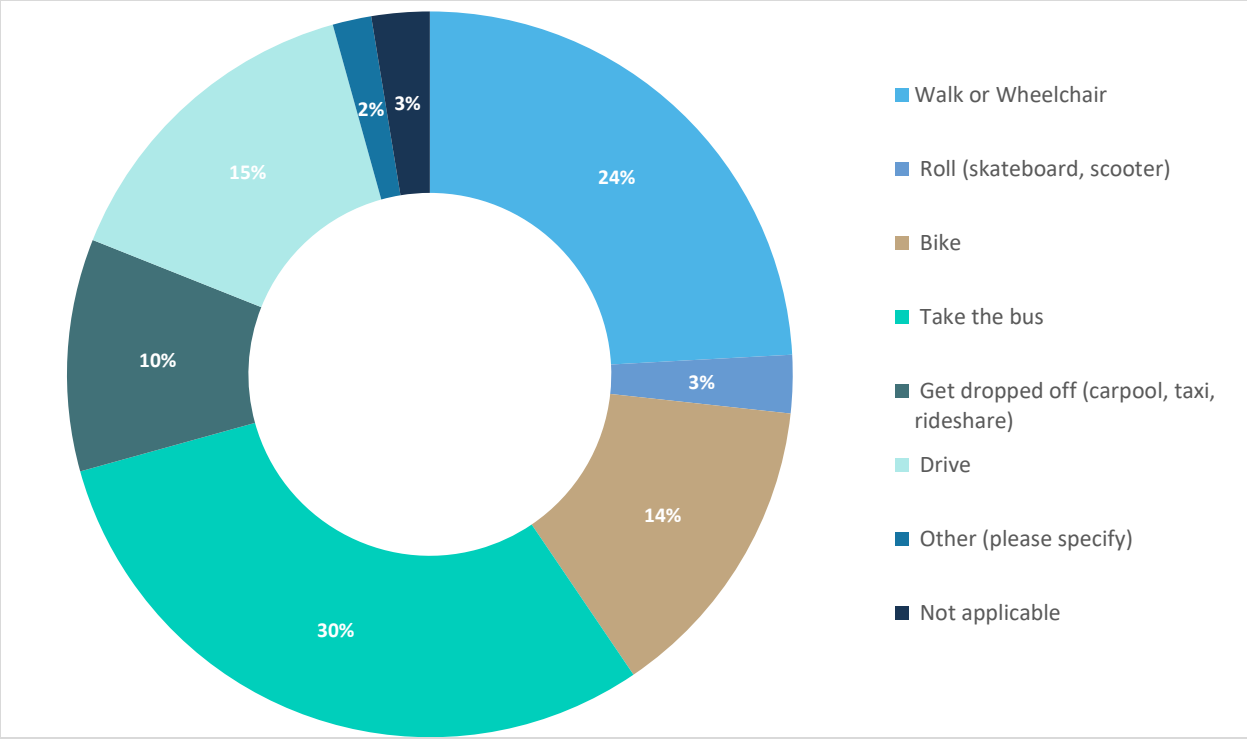


Figure 22: Preferred Mode of Travel to the Future BART Station

Figure 22 summarizes responses to survey question six, which asked respondents to identify the mode they would most likely use to access the future station and TOD. The largest portion of respondents (30%) indicated they would take the bus, followed by 24% who would walk or use a wheelchair, 15% who would drive to the area, and 14% who stated they would bike to the area. Smaller portions of respondents (10%) would be dropped off by carpool, taxi, or rideshare services, use rolling modes such as skateboards or scooters (3%), or selected “Other/Not Applicable” (5%).

Compared to current travel patterns in the study area **(Figure 21)**, the responses suggest potential shifts in transportation modes. Notably, there is a decrease in the preference for driving to the area (down from 31% to 15%) and a slight increase in the desire to take public transit (up from 28% to 30%). There is a significant increase in the preference for walking or using a wheelchair (up from 18% to 24%), and a rise in biking (from 11% to 14%). These shifts indicate a growing interest in active transportation to access the area and reflect the opportunity to encourage and support active and public transportation modes as part of future improvements to the study area.

Through the community engagement process, participants identified various facility and infrastructure improvements that could enhance mobility around the future station and TOD. Survey results illustrated the top priorities were free or discounted transit passes, a bike share program, and a local public shuttle service as shown in **Figure 23**.

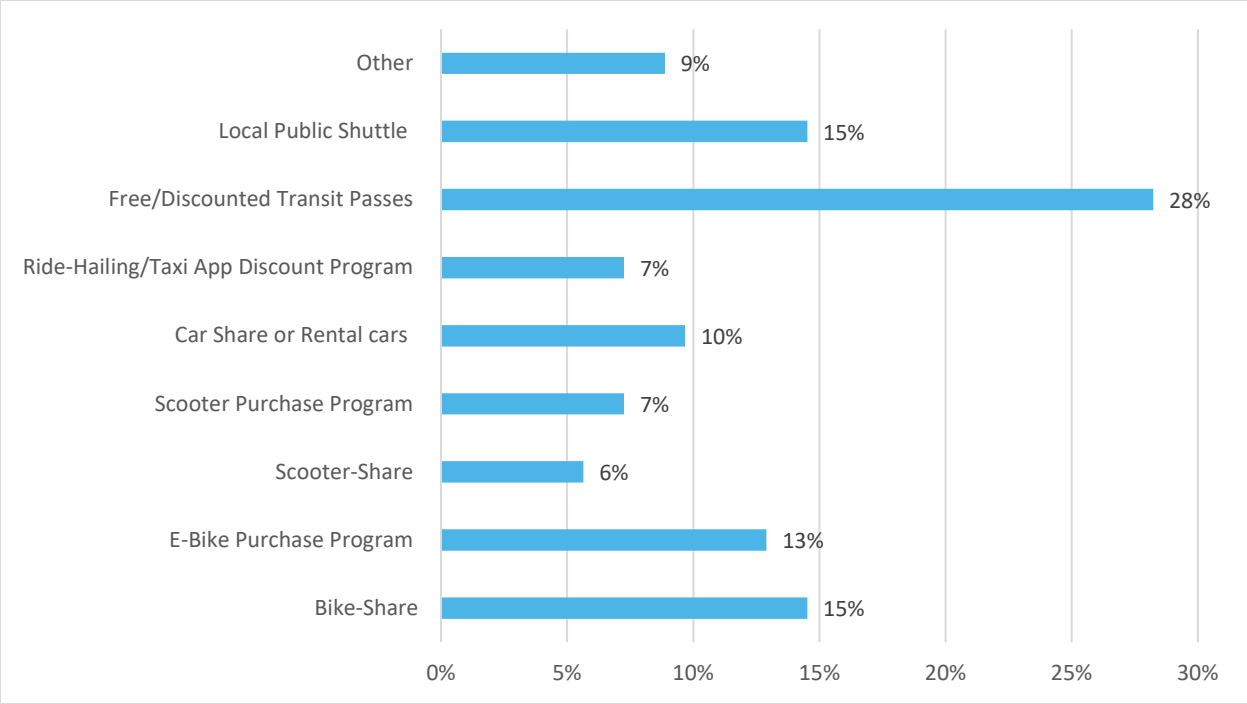


Figure 23: Preferred Mobility Options to Improve Access to the Future BART Station

For transit needs, 28% of respondents currently rely on buses, and 30% stated they would use the bus to access the future station and TOD. Routes 22, 23, and Rapid 522 were the most used service routes. Key recommendations included better crosswalks and sidewalks to transit stops, improved lighting, and enhanced bus stops with shelters, seating, and real-time transit information. Accessibility and safety concerns, such as unreliable service during non-peak hours and challenges crossing streets to reach center-running BRT lanes, were also frequently mentioned. Participants emphasized the need for affordable transit options, such as free or discounted passes, and clearly defined information for seniors about accessing discounted fares.

Pedestrian needs were a recurring concern in surveys and outreach events. While 18% of respondents currently walk in the area, 24% indicated a preference for walking as their primary mode of travel to the future station and TOD. E. Santa Clara Street, E. Julian Street, and E. St. James Street were identified as respondents' most used walking routes, with E. Santa Clara Street being the most popular (43%). However, participants flagged significant challenges along E. Santa Clara Street, including poor sidewalk conditions, limited retail options to encourage foot traffic, and difficulties crossing barriers like US 101.

Notably, 5% of respondents using wheelchairs or mobility scooters reported difficulty navigating the area, underscoring the need for ADA-scale improvements, including upgraded sidewalks, curb cuts, and crosswalks. When asked about preferred pick-up and drop-off locations, E. Santa Clara Street (45%) and N. 28th Street (23%) were the most frequently selected, highlighting these corridors as focal points for accessibility enhancements.

Biking was another mode of focus, with 11% of participants reporting biking as their current preferred mode and 14% expressing interest in biking to the TOD in the future. E. Santa Clara Street and E. Julian Street emerged as key cycling routes. Participants raised concerns about aggressive driver behavior, a lack of protected bike lanes, and limited secure bike parking facilities. Improvements such as protected bike lanes on E. Santa Clara Street, King Road, and E. Julian Street, as well as underground bike parking at the future BART station, were highlighted as priorities.

These findings reveal the community's desire for safer, more accessible, and better-connected infrastructure that prioritizes active transportation and transit options. Addressing these concerns will be critical to supporting the future station, TOD, and the surrounding community effectively.

Collision Landscape

Collision data was pulled from Traffic Incident Management Systems (TIMS) and analysis illustrated that there were 513 collisions within the study area from 2018 to 2023. Forty-five collisions resulted in killed or severe injury (KSI), including 12 which involved a pedestrian or bicyclist.

As shown in **Figure 24**, pedestrian and bicycle collisions within the study area were focused on intersections along E. Santa Clara Street and Alum Rock Avenue, including the intersections at N. 28th Street and N. 24th Street. Other collisions occurred at intersections along Julian Street.

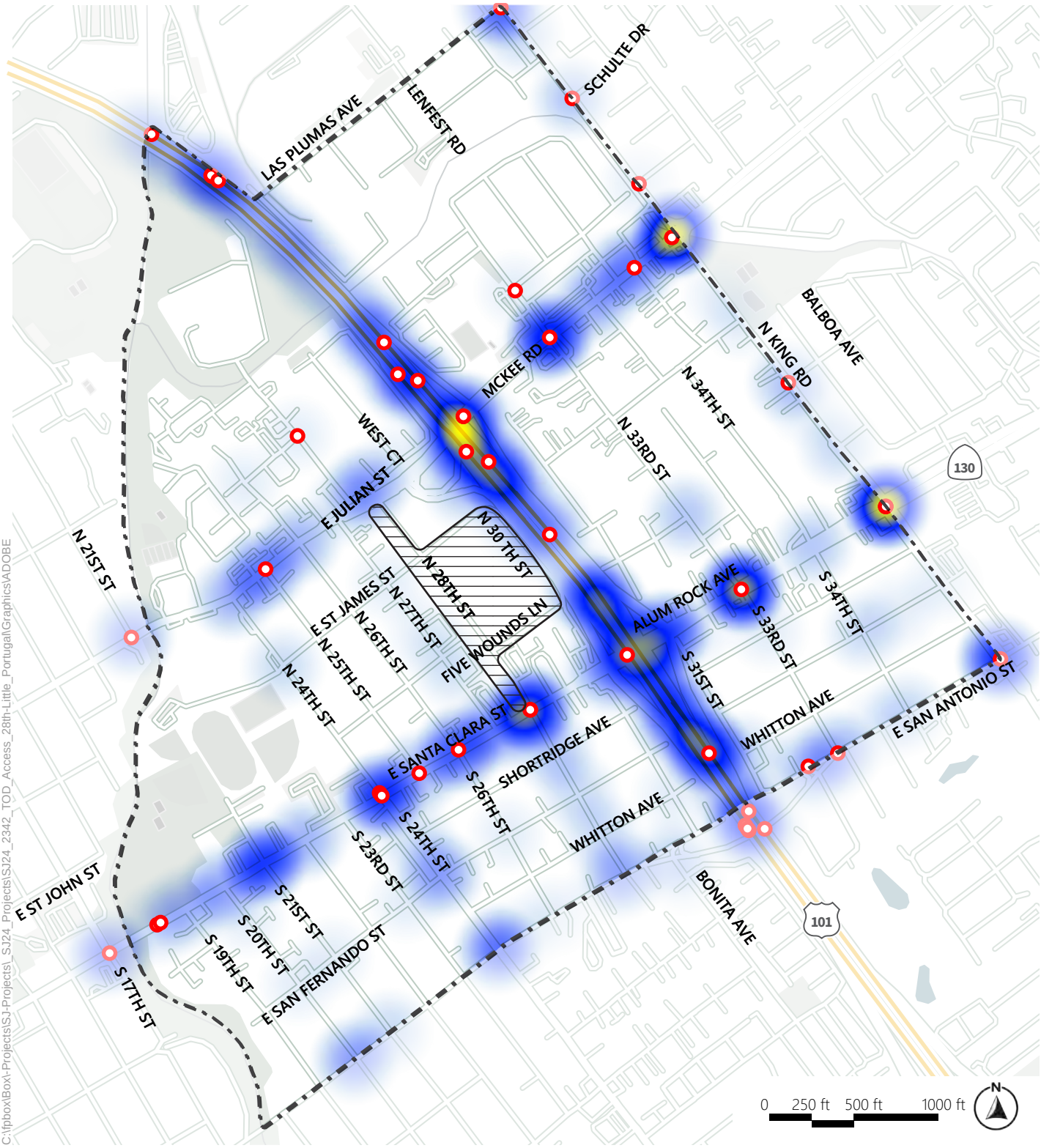


Figure 24

Injury Collisions in the Study Area

Travel Needs

Based on the existing conditions analysis, community inputs, and field review of the development site, the following travel needs have been identified.

Pedestrian Needs

The following needs have been identified related to pedestrian safety, comfort, and connectivity:

- While the study area is well connected via a contiguous sidewalk network, **many sidewalks are narrow** and located adjacent to high-speed vehicular traffic.
- **Sidewalk gaps** make accessing the future TOD site more difficult, particularly along 28th Street. Sidewalk gaps serve as barriers that prevent pedestrians from safely and comfortably traveling through the study area.
- **Lack of pedestrian-scale lighting** makes pedestrians feel unsafe traveling at night.
- **Lack of sufficient access across US 101** creates a significant barrier to pedestrian access to the site from the east side of the study area. Pedestrians feel uncomfortable at overcrossings due to long crossing distances at intersections and narrow sidewalks (between five and seven feet wide) with large curb radii that facilitate higher vehicle speeds at intersections, exacerbated by vehicles entering and exiting the freeway on-ramp at high-speeds.
- **Lack of pedestrian infrastructure at intersections** makes the pedestrian network more stressful for users. While most major intersections provide signalized pedestrian crossings, they do not have leading pedestrian intervals (LPI) or high-visibility crosswalks.
- As noted in the Collision Landscape section, most collisions occurred along the E. Santa Clara Street/Alum Rock Avenue corridor. Additionally, collisions occurred along E. Julian Street where there are no pedestrian facilities, indicating the need for an **additional controlled pedestrian crossing** between N. 24th and N. 28th streets.

In addition to sidewalk gaps, there is a need for **more street furniture** such as lighting, benches, and shade to improve the pedestrian experience throughout the study area.

Bicyclist Needs

- Coyote Creek and the **US 101 overcrossings remain significant barriers to bicycle travel** due to lack of low stress bicycle crossings. There have been 24 bicycle involved collisions in the study area over the previous five years (2017–2021), including 15 collisions (63%) that occurred on roadways without bicycle facilities. Bicycle involved collisions are clustered near the US 101 overcrossings at E. Santa Clara Street/Alum Rock Avenue and E. Julian Street/McKee Road, confirming the US 101 overcrossings are significant barriers to bicycle travel in the study area. The City of San José is constructing an undercrossing of US 101 at Coyote Creek just outside the study area, which may help address some concerns about crossing the freeway.

- Planned improvements from the *Better Bike Plan 2025* would increase bicycle connectivity in the study area, but the planned improvements do not address connectivity for people making local trips within the study area.
- Most intersections **lack bicycle treatments** and can feel uncomfortable for bicyclists.
- **Lack of bicycle wayfinding signage** can make it difficult for bicyclists to navigate throughout the study area.

Transit Needs

The study area is well served by VTA local and rapid bus service with all commercial/retail and most residential land uses located within one-quarter mile of a bus stop. There are currently no Rapid stations at 28th Street, the road nearest the planned 28th Street/Little Portugal BART Station. However, VTA will implement additional changes to the transit network in coordination with the BART Silicon Valley Phase II Extension to provide service to the planned BART station. One of these changes includes implementing a pair of new Rapid stops on Santa Clara Street at 28th Street that are planned to be near side eastbound and far side westbound.

- Community input identified **challenges with on-time performance (OTP)** and bus bunching within the study area. Santa Clara Street is a “Grand Boulevard” (as defined by City of San Jose’s street typology classification) which prioritizes transit above other modes and VTA has planned transit priority improvements on the corridor that include transit only lanes to address speed and reliability issues and reach OTP goals above 80%.
- There is currently **inadequate wayfinding and signage** to direct travelers to the different routes and agencies serving the study area.
- Community input also indicated a **need for real time arrival information** at bus stops.
- Additionally, given that the study area has a high proportion of low-income households and low levels of regular access to a private vehicle, the community expressed a **need for more affordable transit programs**.

Community Engagement

The project team conducted a series of community engagement events to gather valuable insight from people who visit or live in the TOD study area. The shared perspectives expand on the data-driven existing conditions analysis to depict key issues holistically and proactively in the study area. This chapter provides an overview of the engagement activities and feedback received through the engagement process. A detailed summary of the engagement process is included in **Appendix A**.

The process included engagement with stakeholders, agency staff, and the community.

Outreach Objectives

The following objectives were identified with VTA to help effectively engage with residents, and understand existing travel needs and access challenges for the 28th Street/Little Portugal TOD Access Study:

- **Listen and Learn** – Engage stakeholders and residents in identifying and understanding the following:
  - Primary paths of travel
  - Existing travel challenges, needs, and opportunities that reflect the diversity of travel modes and demographics throughout the study area
  - Community's vision for future travel around the development
- **Education and Information Sharing** – Educate stakeholders and residents about existing opportunities for walking, bicycling, transit, and innovative solutions that work for users of all ages and abilities.
- **Momentum** – Build excitement and momentum for the future project and improvements by engaging the community in identifying problems and developing access improvement recommendations.
- **Building Toward Access Recommendations** – Identify new on-site and off-site improvements based on input received from the outreach process.

Outreach

The outreach process focused on gathering information about needs and challenges accessing the future TOD area. This process built upon previous outreach efforts in 2020 conducted as part of the City of San José's En Movimiento project. En Movimiento is a community-driven transportation plan, which included the 28th Street/Little Portugal project area, and asked participants to identify transportation challenges they face and their preferred improvements for specific corridors. To address the specific needs and challenges of the future 28th Street/Little Portugal TOD, participants were asked about the following topics:

- How they would most likely access the study area, including mode and paths of travel
- What challenges they see themselves facing when accessing the future development area
- Preferred improvements to transit access in the study area
- Ease of use in the area for people who use mobility devices or wheelchairs
- General demographic questions including ethnicity, gender, household size, and income

Stakeholders and Partners

The following list of community-based organizations and local businesses was identified by VTA as partners in the outreach process:

Stakeholder Groups

- **General Public:** The opportunities for participation were broadly publicized with a special emphasis on targeting people living, working, or studying near the future station and TOD area.

Partners

- **Agencies:** Agencies such as City of San José, Santa Clara Valley Transportation Authority (VTA), and Santa Clara County Department of Public Health were key partners in developing advertising materials and events and providing input.
- **Community-Based Organizations:** Community-based organizations, including the BART Silicon Valley Phase 2 (BSVII) 28th St/Little Portugal Community Working Group (CWG), Cristo Rey San Jose Jesuit High School, School of Arts & Culture, Mexican Heritage Plaza, San José Public Library, East San José Carnegie Branch Library, and Roosevelt Community Center supported the outreach process by hosting VTA and Fehr & Peers at their community events, providing opportunities to engage directly with attendees.

Outreach Activities

Outreach activities consisted of a total of three pop-up events, and an online and in-person survey, as shown in **Table 2**. Outreach materials were made available in English, Spanish, and Vietnamese, and translators were available at two of the three events. Spanish translators were not available at the Roosevelt Community Center event and materials printed in Spanish were used to communicate with Spanish speaking community members. The materials for the outreach activities are included in **Appendix B**.

Table 2: Outreach Activities

Event Type	Participants
Survey	English: 54 online, 10 paper Spanish: 7 online, 2 paper Vietnamese: 0 online, 4 paper
Pop-Up Events:	Community members Total 140 participants as summarized below:
Fiesta Navidena Saturday, December 14, 5:30–9:30 PM	68 participants
Carnegie Branch Library Tuesday, December 17, 10:00 AM–2:00 PM	18 participants
Roosevelt Community Center Wednesday, December 18, 12:00 PM–4:00 PM	54 participants

Input Themes

Through the engagement process, the project team collected a wide range of input from the community. Key themes across outreach events and surveys are presented in this section.

TOD Facility Needs

The top three options chosen by survey participants to improve mobility in the TOD area were free or discounted transit passes, a bike share program, and a local public shuttle service. Among participants that use a wheelchair or mobility scooter, 5% of respondents stated it is somewhat difficult to travel around the area, indicating a potential need for ADA-scale improvements of sidewalks, curb cuts, and crosswalks. When asked to rank preferred pick-up/drop-off points for the future TOD, a majority of participants selected E. Santa Clara Street (45%) and N. 28th Street (23%).

Pedestrian Needs

Pedestrian needs in the study area were highlighted by survey and pop-up event findings. 18% of survey participants stated that they typically walk in the area and 24% indicated that walking would be their preferred mode of travel to the TOD. E. Santa Clara Street, E. Julian Street, and E. St. James Street were the most selected routes for walking, with E. Santa Clara Street being chosen by 43% of respondents. Comments from the pop-up event stated that E. Santa Clara Street lacks a pedestrian-friendly focus, with concerns about poor sidewalk conditions, insufficient retail options to encourage foot traffic, and discomfort when crossing major barriers like US 101.

Bicycle Facility Needs

Biking needs in the study area were highlighted by survey and pop-up findings. 11% of survey participants stated that they typically bike in the area and 14% indicated that biking would be their preferred mode of travel to the future station and TOD. E. Santa Clara Street and E. Julian Street were the most selected routes for biking. Comments from the pop-up events identified several challenges for cyclists, including aggressive driver behavior, a general lack of attention to cyclists, and a strong preference for improved bike infrastructure, such as protected bike lanes on key routes like E. Santa Clara Street, King Road, and E. Julian Street. Participants also emphasized the need for better and more secure bike parking facilities, such as underground bike parking at the BART Station, as well as improved bike signage to direct cyclists to official routes and bike paths.

Transit Needs

Transit needs in the study area were highlighted by survey and pop-up event findings. 28% of survey respondents stated that they typically use the bus to travel in the area and 30% indicated they would rely on the bus to access the TOD in the future. Feedback identified Route 22, Route 23, and Rapid 522 as the most utilized routes. The top priorities for transit improvements were better crosswalks and sidewalks to transit stops (21%), improved street lighting between stops (20%), and enhanced bus stops with features such as shelters, seating, and real-time transit information (19%). Comments from the pop-up events highlighted challenges with accessibility and reliability, including long wait times during non-peak hours, inconsistent arrival patterns, and inaccurate real-time transit information. Participants also expressed concerns about the safety of crossing streets to access center-running bus rapid transit (BRT) lanes and emphasized the need for more affordable transit options, such as free or discounted passes, and better information to help seniors access discounted fares.

Study Area Access Improvements

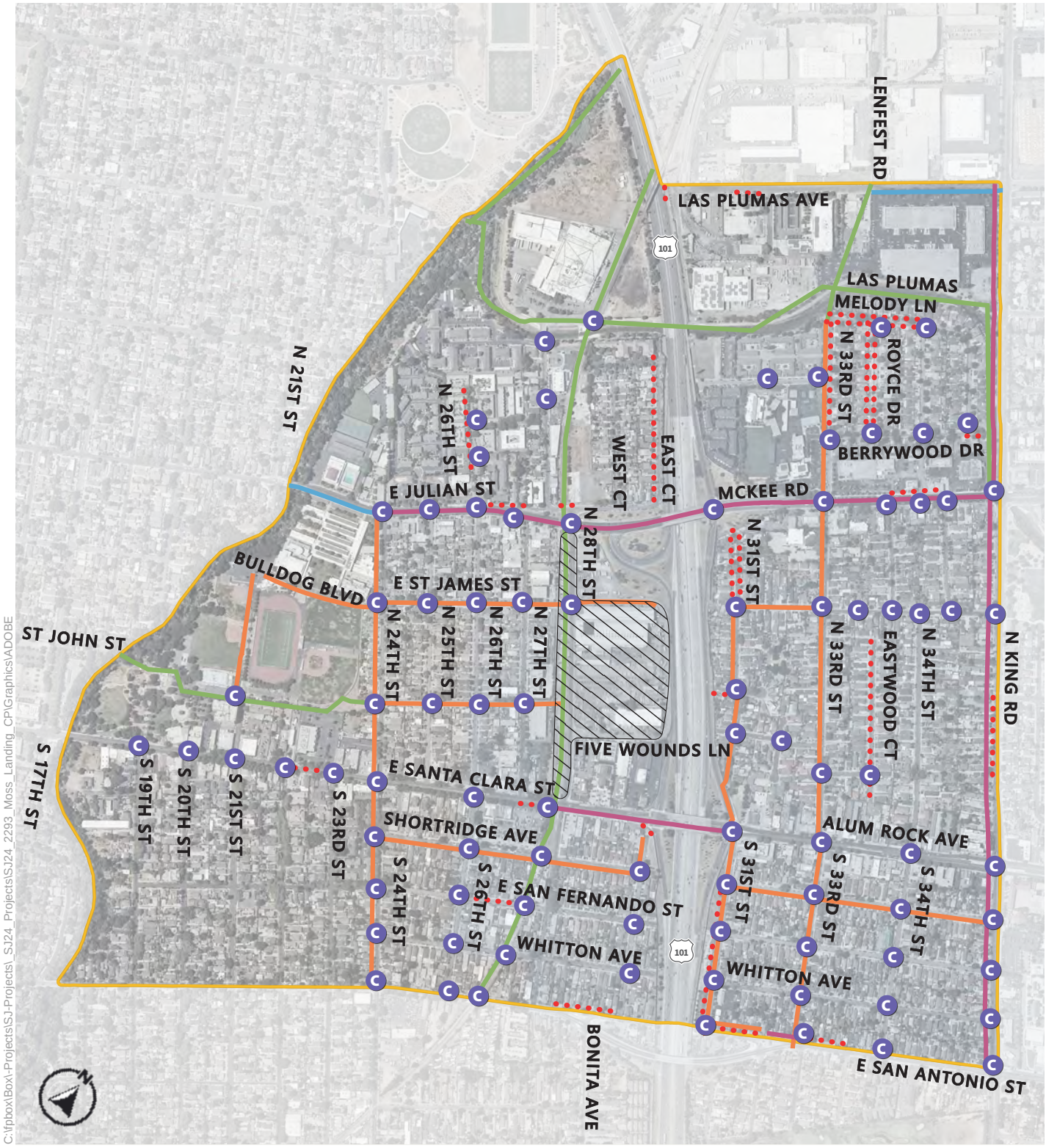
This section presents suggested improvements for enhancing access to the future BART Station, TOD, and its surrounding study area. The study area is defined as all streets outside of VTA property that will provide access to the future TOD and BART station. These improvements are aimed at facilitating better connectivity throughout the study area and supporting multimodal transportation options that strengthen the link between the future TOD and the surrounding community. This analysis is based on the following sources:

- Community input
- Meetings with stakeholders
- Existing conditions
- Reported historical collision data
- Established safety evaluation practices

The work is influenced by the nature of the available data and is limited to the scope of work agreed upon. Conditions may exist that were not observed and may not be compatible with recommendations in this report. To further refine the design to a level of detail sufficient for construction, staff should conduct a more detailed site-specific review to confirm feasibility, appropriateness, and necessary additional design detail and refinements to the recommendations, as appropriate. The full list of study area improvements is presented in **Appendix C**

Study Area Improvements

The following section presents draft recommendations for the future 28th Street/Little Portugal station and surrounding vicinity to enhance conditions for and encourage multimodal transportation to, from, and within the future development. These access recommendations are categorized by mode: pedestrian, bicycle, transit, and vehicle. Global recommendations throughout access corridors are also noted**. Figure 25** shows recommendations for the study area. Additional details about proposed recommendations are located in **Figure 26**, **Figure 27**, **Figure 28**, and **Figure 29**



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StudyArea
Development Site

Proposed
Class I: Shared Use Path
Class II: Bike Lane
Class III: Bike Boulevard
Class IV: Protected Bike Lane

Sidewalk Gap Closure
High Visibility Crosswalk

Figure 25

Recommended Study Area-wide Improvements

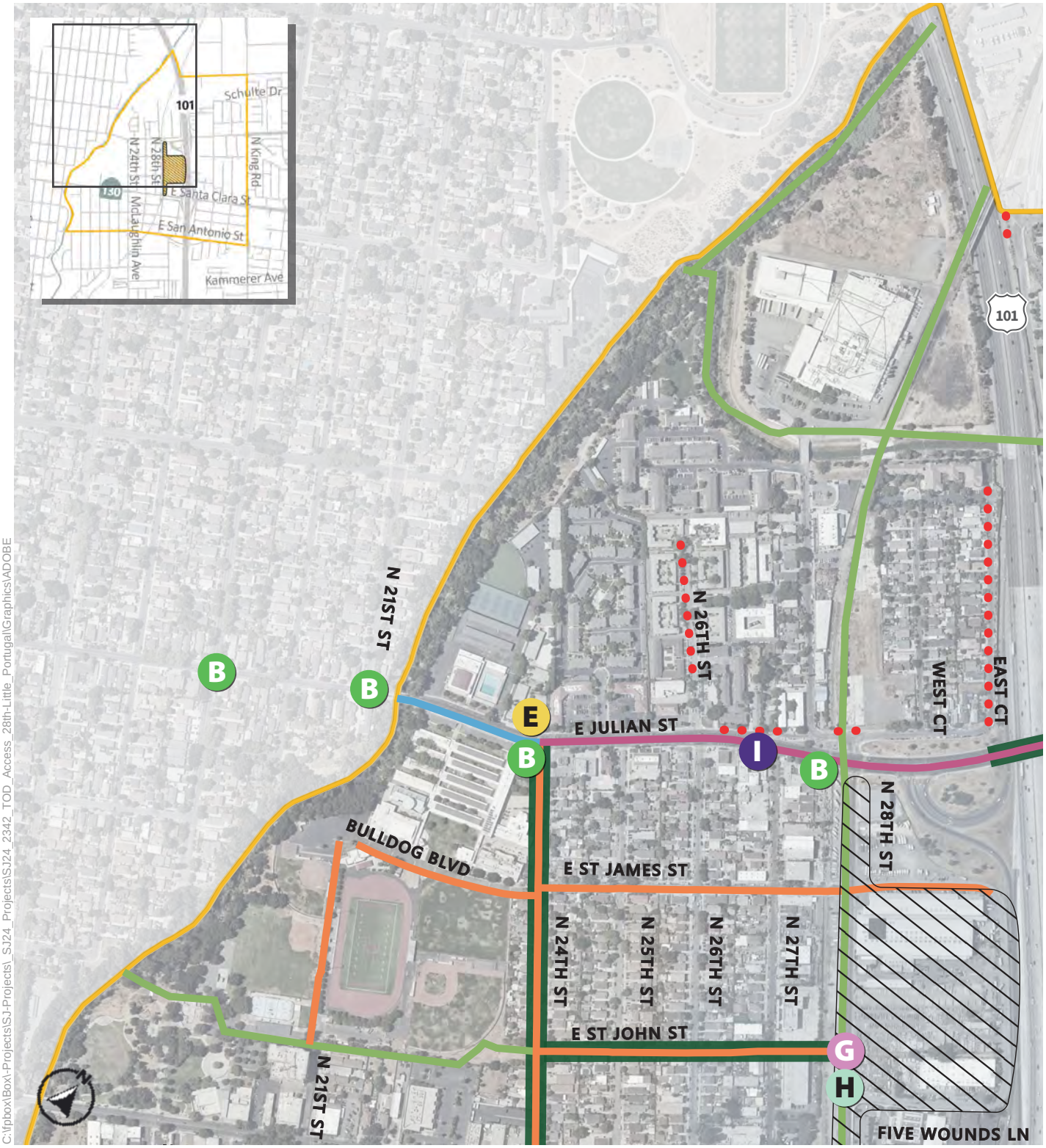

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Figure 26

Recommended Access Improvements - Northwest Study Area

StudyArea

Proposed

- Class I: Shared Use Path
- Class II: Bike Lane
- Class III: Bike Boulevard
- Class IV: Protected Bike Lane

Development Site

B Curb Extensions

E Pedestrian Refuge Island

G Raised Crosswalk

H Raised Table Area

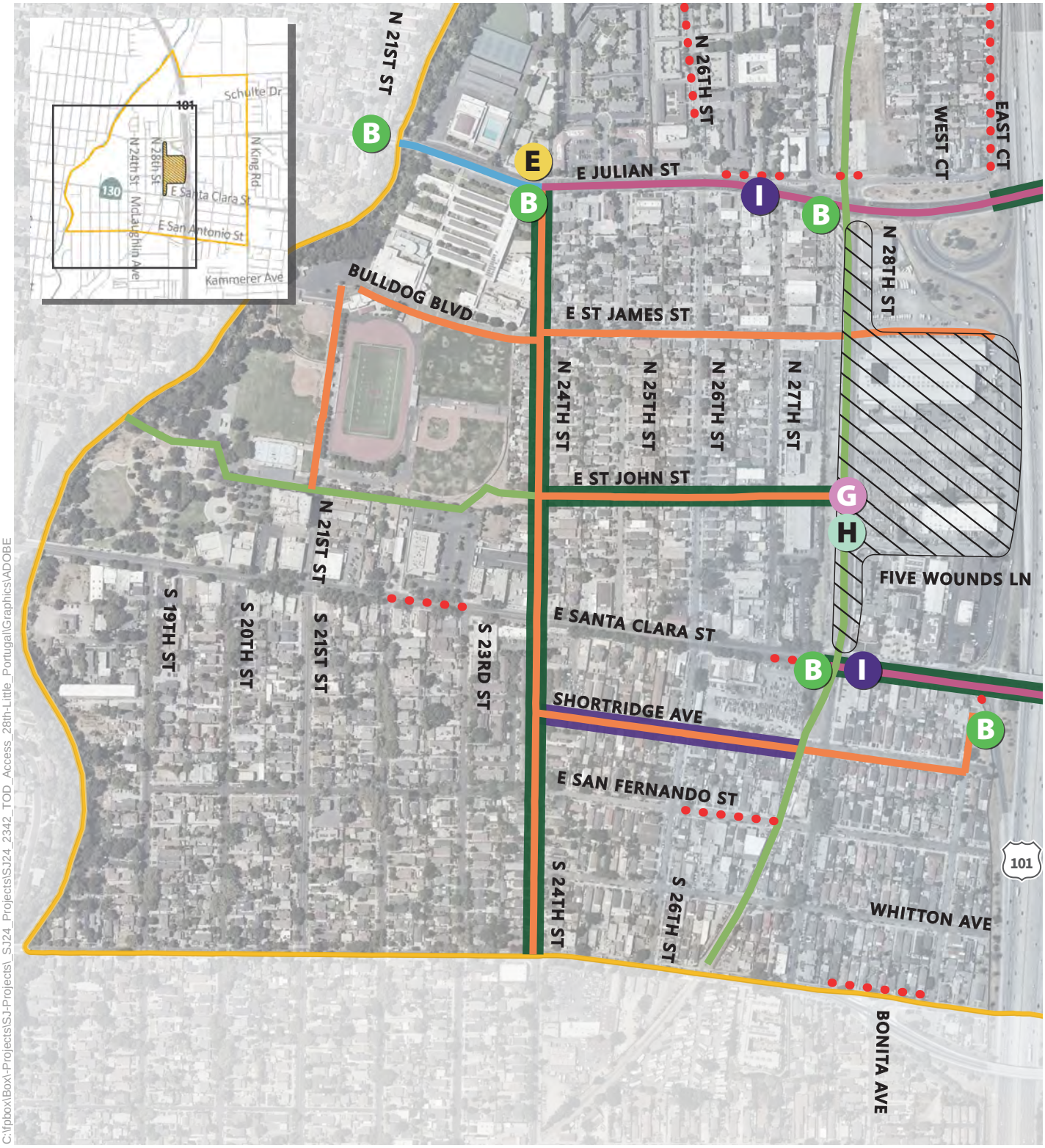
I Bus Shelter and Wayfinding

Sidewalk Gap Closure

Widen Sidewalk

Figure 27

Recommended Access Improvements - Northeast Study Area



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StudyArea

Proposed
- Class I: Shared Use Path
- Class II: Bike Lane
- Class III: Bike Boulevard
- Class IV: Protected Bike Lane

Development Site

B Curb Extensions

E Pedestrian Refuge Island

G Raised Crosswalk

H Raised Table Area

I Bus Shelter and Wayfinding

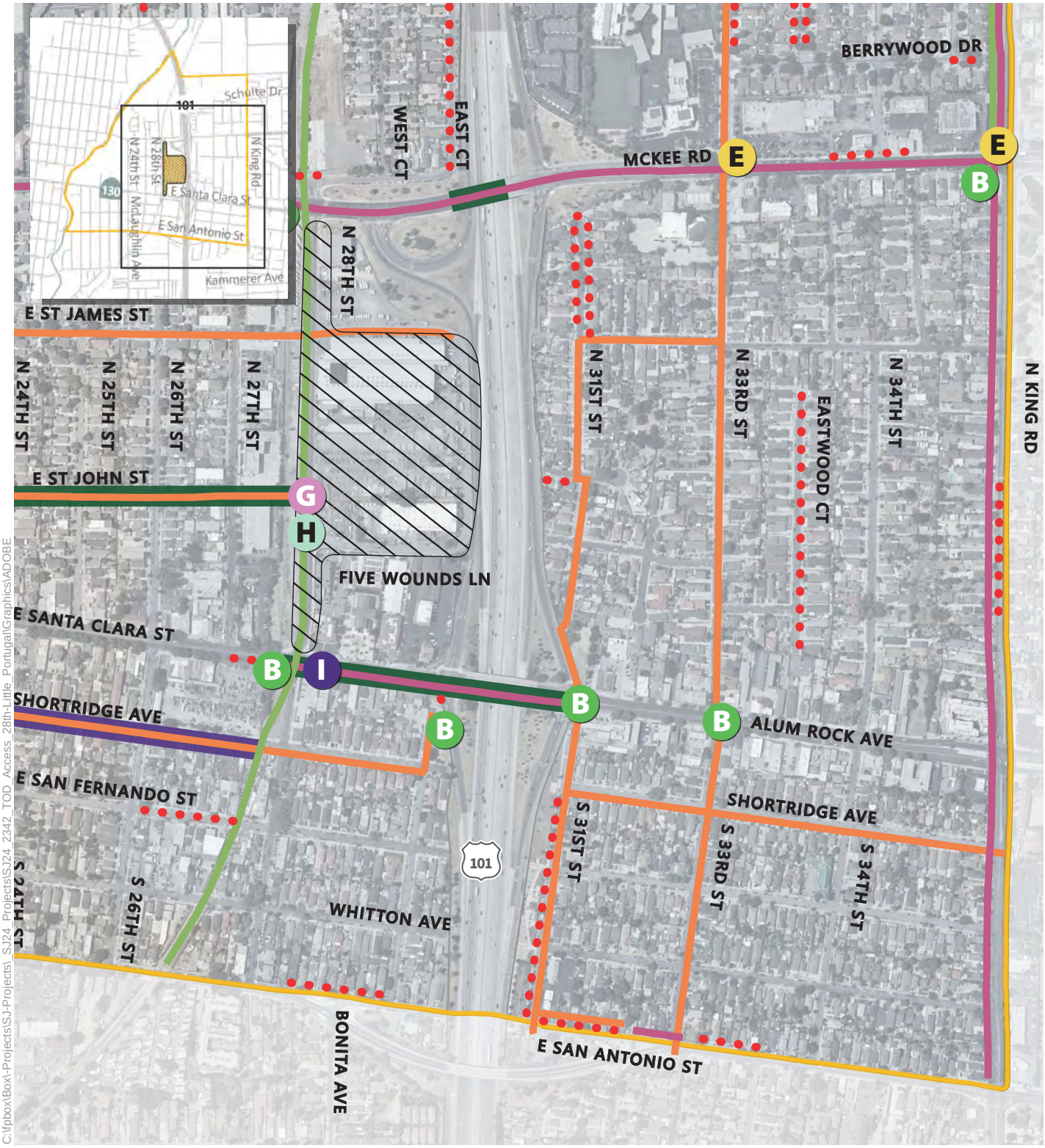
Sidewalk Gap Closure

Traffic Calming Measure

Widen Sidewalk

Figure 28

Recommended Access Improvements - Southwest Study Area



StudyArea

Proposed

- Class I: Shared Use Path
- Class II: Bike Lane
- Class III: Bike Boulevard
- Class IV: Protected Bike Lane

Development Site

B Curb Extensions

E Pedestrian Refuge Island

G Raised Crosswalk

H Raised Intersection

I Bus Shelter and Wayfinding

Sidewalk Gap Closure

Traffic Calming Measure

Widen Sidewalk

Figure 29

Recommended Access Improvements - Southeast Study Area

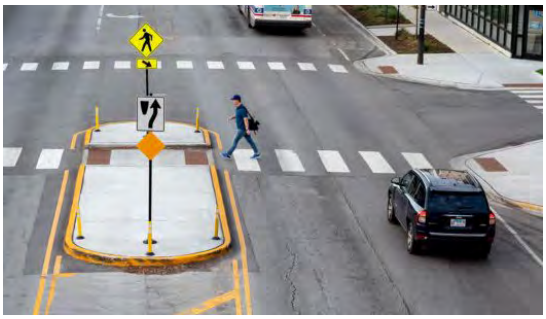
Pedestrian Improvements

Pedestrian access improvements are recommended throughout the study area. Key pedestrian improvements are listed below. Refer to **C** for detailed information about the recommended enhancements.

- Install **pedestrian-scale lighting** throughout the study area to improve pedestrian visibility and comfort.
- Add **high-visibility crosswalks** systemically throughout the study area and upgrade all existing crosswalks to high-visibility crosswalks to improve pedestrian visibility. When updating or adding crosswalks, it is required that curb ramps be upgraded to meet ADA requirements.
- **Widen sidewalks** to a minimum of 5 feet and fill in sidewalk gaps at streets such as St. John Street and E. Julian Street.
- Provide **shade** by planting additional trees or adding shading structures to improve pedestrian comfort.
- Add **pedestrian refuge islands** at intersections along Julian Street to shorten pedestrian crossing distances and make crossings accessible to people of all ages and abilities.
- At signalized crossings near the station, such as along E. Santa Clara Street and Julian Street, update signal timing to include **automatic pedestrian recall** to improve pedestrian access and evaluate crossing times to ensure there is adequate time for users of all ages and abilities to cross.
- Construct **curb extensions or protected corners** along E. Santa Clara Street/Alum Rock Avenue, Julian Street/McKee Road, and S. 24th Street to shorten crossing distances, improve visibility, slow vehicles, and provide increased separation between modes.
  Where bus stops are present, curb extensions and protected corners should be designed to accommodate bus operations. When reconstructing curbs, it is required to provide ADA-compliant curb ramps.

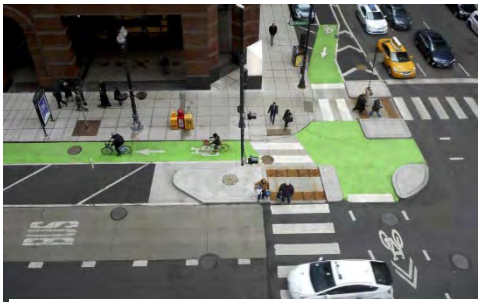
Pedestrian-Scale Lighting

High-Visibility Crosswalk



Pedestrian Refuge Island

Curb Extension



Protected Corners

Bicycle Improvements

As identified in the Travel Needs section, separating users in space and time by implementing designated bikeways and improving existing facilities with additional space and separation is necessary to improve safety and comfort for cyclists. Bicycle improvements were also evaluated systemically to address bicycle connections across the study area and to and from destinations beyond the study area.

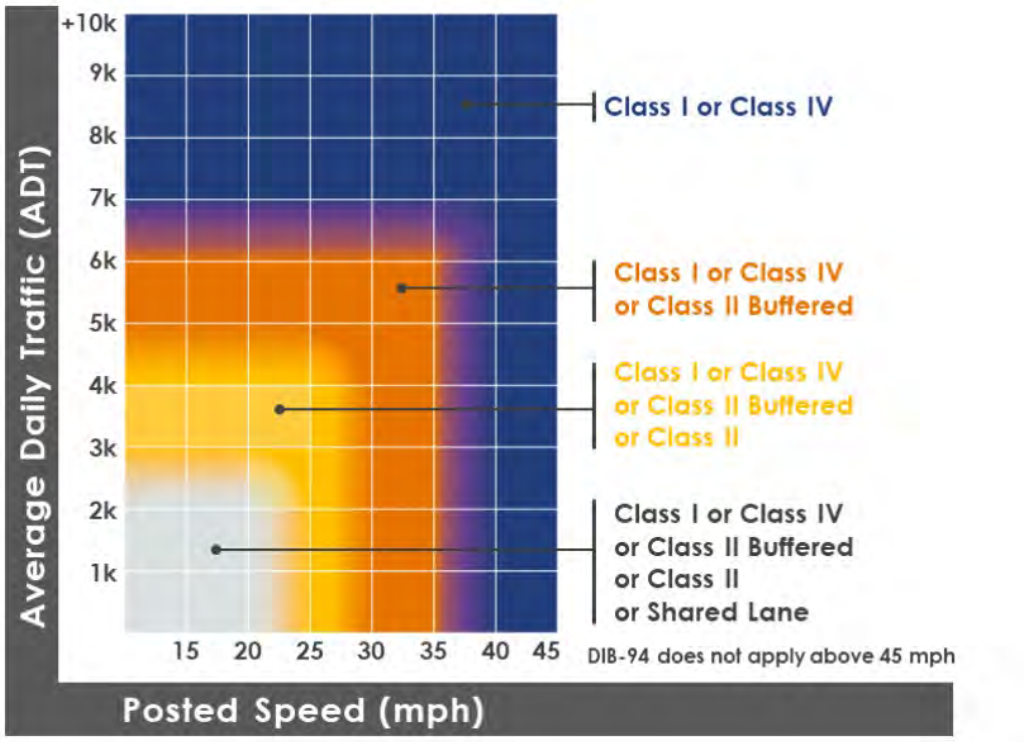
Bikeway recommendations within this report draw upon previous planning efforts completed as part of the City of San José's *Better Bike Plan 2025* (2020), and the Caltrans DIB 94 which gives guidance on recommended bicycle facilities based on a corridor's vehicle speed and volumes. Within the study area, the *Better Bike Plan 2025* proposes several bicycle facilities that will improve bicycle access to the 28th Street/Little Portugal TOD.

The plan supports the development of a low-stress bicycle network, including buffered and protected bikeways, as well as the Five Wounds Trail, which will enhance connectivity to the future BART station and TOD. The bicycle facility types, as proposed in the *Better Bike Plan 2025,* are shown in **Table 3**, consistent with Caltrans *Design Information Bulletin 94* (DIB 94) guidance on bicycle facilities, as shown in **Figure 30**.

Table 3: Recommended Bicycle Facilities in Study Area as per *Better Bike Plan* and DIB 94 Guidance

Street	ADT	Posted Speed (MPH)	DIB 94 Recommended Facility	Proposed in *Better Bike Plan 2025*
E. Santa Clara Street/Alum Rock Avenue	17,000	25	Class I or Class IV	Yes
E. Julian Street/McKee Road	16,000	35	Class I or Class IV	Yes
St. John Street	-	25	Class I, Class IV, Class II Buffered, Class II, or Shared Lane	Yes
St. James Street	900	25	Class I or Class IV, or Class II Buffered or Class II, or Shared Lane	Yes
31st Street	-	25	Class I or Class IV or Class II Buffered or Class II	No
33rd Street	3,500	25	Class I or Class IV or Class II Buffered or Class II	No

Source: Fehr & Peers, 2025.



Source: Caltrans DIB 94, Figure 5-A, 2024.

Figure 30: Recommended Bicycle Facilities for Urban Areas, Suburban Areas, and Rural Main Streets

Based on guidance from DIB 94 and roadway width constraints, the bicycle facilities shown in **Figure 30** are recommended as part of the TOD Access Study, as shown in **Table 4**.

Table 4: Recommended Bicycle Facilities and Design Guidance in Study Area

Street	Recommended Facility	Consistency with *Better Bike Plan*	Recommended Bikeway Width
E. Santa Clara Street/Alum Rock Avenue	Class IV	Yes	5-7 feet with minimum 2-3 feet buffer
E. Julian Street/McKee Road	Class IV	Yes	5-7 feet with minimum 2-3 feet buffer
St. John Street	Class III	Yes	-
St. James Street	Class III	Yes	-
31st Street	Class III	Yes	-
33rd Street	Class II Buffered	Yes	5-6 feet with 2-3 feet buffer

Source: Fehr & Peers, 2025.

Based on community feedback and existing conditions analysis, additional key improvements to the bicycle network include the following:

- **Bicycle connections across US 101** to provide east-west connectivity (without vehicular conflicts) for bicyclists.
- **Bicycle wayfinding signage** along all facilities to familiarize users with the bicycle network and indicate to motorists that they are driving along a bicycle route and should be aware of the presence of bicycles on the roadway.
- **Protected corners**, as recommended in the Pedestrian Improvements section, to better separate bicycles from vehicles at intersections, enhancing safety and comfort for all roadway users.
- Add **skipped striping** through intersections to improve visibility and designate space that separates modes at intersections.
- Add **traffic calming measures** on Shortridge Avenue between S. 24th and S. 30th Street to accommodate increased volumes on the bicycle boulevard.
- **Regular maintenance** of bicycle lanes is important to ensure debris is removed. This can be paired with **traffic maintenance and education** to discourage parking or keeping trash cans in bike lanes.
- Continue to build **off-street multi-use trails** to supplement and connect to the bicycle network.

Bicycle Route Signage


Skipped Striping

Transit Improvements

Transit improvements to the study area, as identified in the Needs Assessment and Community Outreach sections, include the following:

- **Increase bus speed and reliability** with bus bulbs to reduce the need to pull in and out of traffic and to improve boarding efficiency.
- **Improve bus stop facilities** by adding lighting, benches and shelters throughout the study area and providing real-time transit information at key stops. The bus stops on E. Santa Clara Street should be prioritized, as the routes serving those stops are currently the most frequently used bus routes.
- **Implementing a bus-only lane along E. Santa Clara Street**, a transit-priority corridor. This would improve bus speed and reliability and support the future Rapid bus stops on Santa Clara Street.
- Add **transit wayfinding signage to the station** and VTA bus stops along E. Santa Clara Street and E. Julian Street.
- Improve **transportation options** through affordable transit programs and discounted transit passes.

Bus Bulb

Improved Bus Stop Facilities

Multimodal/Vehicle Improvements

The study area is flanked by US 101 on the northeast, with full-access interchanges at both E. Julian Street and E. Santa Clara Street. The interchanges are closely spaced with just over a third of a mile between. The study area has easy vehicle access from the freeway, with both interchanges providing access to 28th Street and the station.

The Five Wounds Urban Village Plan proposes merging freeway interchanges at E. Julian Street or E. Santa Clara Street and redirects all freeway traffic to a single overcrossing. Closing one of the off-ramps would afford major accessibility benefits to other modes, including

pedestrian, bicycle, and transit; impacts to vehicular access would be minimal due to the close proximity of the two interchanges. For the purposes of this study, we recommend consolidating the interchanges to Julian Street and allowing E. Santa Clara Street to develop as a true multimodal street. This would also have several additional benefits related to site access as discussed below. Since the consolidation of the interchanges is a big move, an alternative to the consolidation would be the provision of a pedestrian/bicycle bridge over US 101 that would connect to 33rd Street. Each of these two alternatives (Alternative 1: Consolidate Freeway Ramps to Julian Street, Alternative 2: Pedestrian/Bicycle overcrossing) is discussed below.

Multimodal or vehicle improvements, as identified through the Needs Assessment, include the following alternatives:

- **Alternative 1: Consolidate Freeway Ramps to Julian Street (Preferred Alternative)** Close the existing freeway off-ramp of US 101 at E Santa Clara Street, consolidating the on-ramp and off-ramp at E. Julian Street. Redirecting freeway traffic to E. Julian Street/McKee Road would enhance pedestrian and bicycle safety by eliminating vehicle conflicts at the E. Santa Clara Street/Alum Rock Avenue overcrossing. However, this alternative requires careful planning to manage vehicular traffic flow. Julian Street narrows west of 24th Street, limiting its capacity to absorb additional traffic. Potential improvements at 24th Street may be needed to facilitate smoother traffic transitions, such as signal timing adjustments, lane modifications, or turn restrictions. Additionally, connections to nearby schools and residential areas must be considered to prevent cut-through traffic into neighborhood streets. Managing vehicle routing will be essential to avoid unintended impacts on local streets and ensure that BART Station operations remain unaffected by increased vehicular volumes on 28th Street.
    - **Extend N. 30th Street through to E. Santa Clara Street**, providing a parallel connection to N. 28th Street. This extension would improve connectivity and help alleviate community concerns regarding school drop-off queues by offering an alternative circulation route.
    - Implement **multimodal improvements along E. Santa Clara Street** between N. 28th Street and US 101, allowing this to be the major bicycle/pedestrian connection across US 101. These improvements include the following:
        - Widening the sidewalk.
        - Implementing a Class IV or Class I bikeway over the freeway at E. Santa Clara Street, connecting to 28th Street.
        - Planting street trees and landscaping.
        - Implementing placemaking elements to create an inviting entryway to the church and the school.
- Implementing a bus-only lane along E. Santa Clara Street, a transit-priority corridor.
    - Implementing multimodal improvements along E. Julian Street as space allows, including Class II bike lanes.

- Allowing the intersection of E. Julian Street and 28th Street to be the primary vehicular access point to the TOD Study area.

- **Alternative 2:** As a second alternative, where neither of the freeway overcrossings are redirected, construction of a bicycle and pedestrian bridge is recommended for a bicycle and pedestrian connection across US 101. The bridge could begin at the eastern terminus of Five Wounds Lane and end at N. 31st Street/E. St. John Street or VTA TOD may prefer for the pedestrian crossing to align mid-block at N. 29th Street/West Court

  - Additionally, consider **multimodal overcrossing improvements** across US 101 along E. Julian Street including the following:

    - pedestrian-scale lighting
    - placemaking elements like landscaping and community art along the crossings

Multi Use Path/Bridge

Project Prioritization

Projects should be prioritized on streets with the highest need to facilitate access to the future TOD at the 28th Street/Little Portugal Station and help prevent severe and fatal crashes. Therefore, projects should be prioritized by the following:

- **Location**: Focusing on major study area entryway corridors that provide direct access and connectivity to the future development site, and those (in the area) with high volumes and vehicle speeds which the community selected as most critical to their ability to access the study area.
- **Improvement type**: Focusing on improvements identified to be the most effective at preventing severe and fatal crash outcomes.
- **Potential for Mode Shift:** Prioritizing projects and programs that reduce car travel to and within the study area, while encouraging active transportation options that improve access to the station and enhance mobility throughout the study area.

The prioritization process begins by evaluating project locations, giving priority to major study area entryway corridors and routes ranked the highest primary access routes by community members. Within these priority corridors, projects are ranked according to the tier of improvement or countermeasure outlined in FHWA's *Roadway Design Hierarchy*, with an emphasis on eliminating severe conflict points. While these guidelines provide a structured

approach, project implementation will also be influenced by other factors such as funding availability and feasibility as determined by detailed design.

By Location

During the outreach process, community members and stakeholders were asked for feedback on their primary access routes and mode of access. Voting results from the survey and posters are shown below in **Table 5**.

Table 5: Community Votes on Access Streets

Access Streets	Number of Votes
Streets for Pedestrian Access	
E. Santa Clara Street	46
E. Julian Street	23
E. St. James Street	9
E. St. John Street (future connection)	9
Five Wounds Trail (north of the station)	8
Five Wounds Trail (south of the station)	8
Streets for Bicycle Access	
E. Santa Clara Street	33
E. Julian Street	20
E. St. James Street	10
Five Wounds Trail (north of the station)	10
Five Wounds Trail (south of the station)	9
E. St. John Street (future connection)	9

Source: Fehr & Peers, 2025.

The final prioritization combines pedestrian and bicycle access routes outlined in **Table 5** and considers safety risk factors including volumes for vehicles, pedestrians, bicycles, and trucks, posted speed limits, and infrastructure evaluated in Existing Conditions. **Table 6** shows the location prioritization categorized into high, medium, and low categories.

Table 6: Street Prioritization for Improvements

Street	Prioritization
E. Santa Clara Street	High
N. 28th Street	High
E. Julian Street	High
E. St. James Street	Medium
E. St. John Street (future connection)	Medium
Five Wounds Trail	Medium

N. 30th Street	Low

Source: Fehr & Peers, 2025.

Some corridor improvements anticipated to play a critical role in facilitating safe movement for bicyclists, pedestrians, and transit riders were given higher priority than reflected in the survey results. For example, though N. 28th Street was not included in the community survey as a pedestrian access point (because of the existing lack of land use activity and pedestrian infrastructure), it was ultimately included as “high” prioritization given the importance of 28th Street as the primary street providing access to the future station and TOD.

By Improvement Type

The FHWA *Safe System Roadway Design Hierarchy* provides guidance on how to prioritize roadway improvement projects when reviewing development applications and making land use and transportation planning decisions. The *Design Hierarchy* applies to bicycles, pedestrians, and vehicle infrastructure. Higher-tier projects should be prioritized with the goal of removing severe conflicts. After prioritizing by corridor, focus on higher-tier improvements within each segment for greater safety impact.

The FHWA Hierarchy is presented in **Figure 31**.

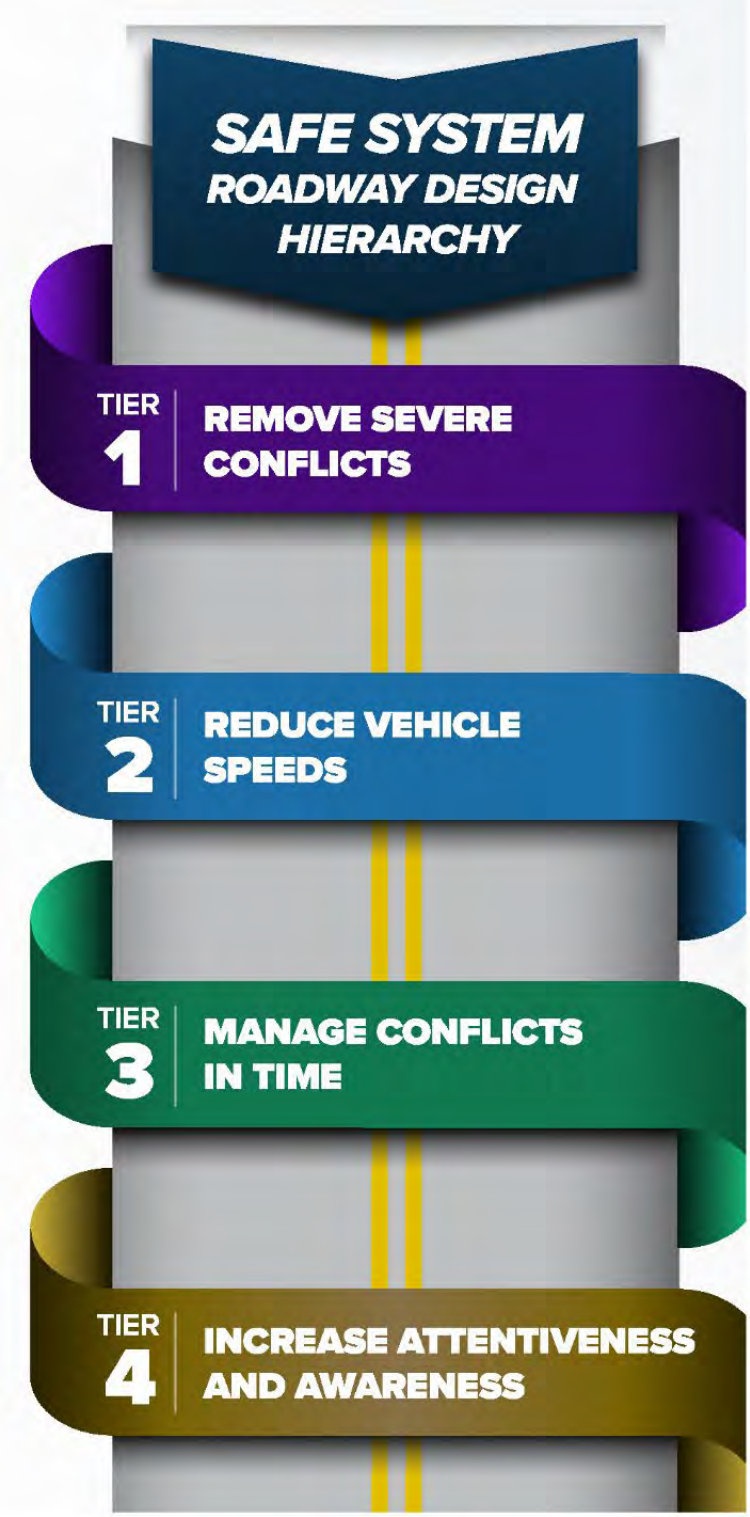


Figure 31: Safe System Roadway Design Hierarchy (FHWA)

The FHWA Safe System Hierarchy applies to recommended pedestrian and bicycle improvements and the subsequent prioritization is presented in **Table 7**.

Table 7: Pedestrian and Bicycle Improvement Prioritization based on the FHWA Safe System Hierarchy

Improvement	FHWA Safe System Hierarchy	Prioritization
Pedestrian Improvements		
High Visibility Crosswalk	Remove severe conflicts	High
Pedestrian Refuge Island	Remove severe conflicts	High
Widen Sidewalk	Remove severe conflicts	High
Curb Extensions	Reduce vehicle speeds	Medium
Raised Intersection	Reduce vehicle speeds	Medium
Pedestrian-scale lighting	Increase attentiveness and awareness	Low
Automatic Pedestrian Recall	Manage conflicts in time	Low
Bicycle Improvements		
Class I or Class IV	Remove severe conflicts	High
Class II Buffered	Remove severe conflicts	High
Class II	Reduce vehicle speeds	Medium
Class III Bike Boulevard	Manage conflicts in time	Medium
Bicycle Wayfinding Signage	Increase attentiveness and awareness	Low
Skipped stripping through intersection	Manage conflicts in time	Low

Source: Fehr & Peers, 2025.

The *Roadway Design Hierarchy* does not apply to recommended transit improvements; however, *En Movimiento* prioritized projects that address community-identified concerns regarding mobility. In this study, transit improvements were prioritized through community votes, as shown in **Table 8**. Additionally, BART's *Multimodal Access Design Guidelines* (2017) detail bus facility design standards at BART stations and emphasize the minimization of pedestrian-vehicular conflicts. These guidelines can further refine prioritization beyond community input.

Table 8: Transit Improvements Prioritization

Improvement	Number of Votes	Prioritization
Improved crosswalks or sidewalks to transit stops	34	High
Improved street lighting between stops	32	High
Better bus stops (shelter, seating, real-time transit information)	30	High
More frequent bus service	24	Medium
Faster bus service	19	Medium
Better wayfinding and signage	15	Low

Source: Fehr & Peers, 2025.

Table 9: Prioritization of Study Area Improvements

Improvement	Location	Priority
Study Area Improvements		
High Visibility Crosswalk	89 Intersections	High
Pedestrian Refuge Island	3 Intersections	High
Widen Sidewalk	3 Segments	High
Class I or Class IV Bikeway	3 Locations proposed by the Better Bikeways Plan 2025	High
Class II Buffered Bike Lane	E. Julian St from N. 21st St to N 24th St	High
Curb Extensions	8 Intersections	Medium
Class III Bike Boulevard	5 Locations proposed by the Better Bikeways Plan 2025	Medium
Pedestrian-scale Lighting	Throughout TOD/Station Area	Medium
Wayfinding Signage	Throughout TOD/Station Area	Low
Automatic Pedestrian Recall	4 Intersections	Low
Bicycle Wayfinding Signage	Throughout Study Area	Low
Skipped Stripping Through Intersection	Throughout Study Area	Low
US 101 Interchange Consolidation	E. Santa Clara St/Alum Rock Ave	Low
US 101 Overcrossing shared use path	US 101 Overcrossing/Alum Rock Ave	Low
Bicycle and Pedestrian connection across US 101	US 101	Low

Source: Fehr and Peers, 2025.

Cost Estimates

Planning level estimates of probable cost were developed for each identified improvement based on recent and historic unit costs from the San Francisco Bay Area. For some projects, a range of potential costs is provided to account for uncertainty in the description and scope of the project, especially where coordination or access agreements between multiple public agencies may be required. The planning level cost estimates for study area improvements are included in **Appendix D.**

Future TOD Recommendations

Future Conditions

The 28th Street/Little Portugal TOD Access Study evaluates anticipated conditions in the TOD area based on planned infrastructure improvements and the future BART Station. The TOD area is defined as all streets that provide direct access to VTA property surrounding the future BART station, representing the primary zone for multimodal connectivity enhancements. This analysis incorporates findings from previous planning efforts, stakeholder input, and transportation network evaluations to identify key access and mobility needs.

The Study considers two future conditions:

- **BART Opening Day**: The initial phase of the 28th Street/Little Portugal BART station, planned as part of the BART Silicon Valley Phase II (BSVII) project, will introduce a central pedestrian plaza, parking facilities, and improvements to the adjacent street network.
- **Future TOD**: Following the opening of the BART station, the surrounding site is anticipated to evolve into a mixed-use, transit-oriented development. This future TOD will integrate office, residential, retail, and open space, enhancing connectivity and multimodal access to the station.

The following section will provide a high-level summary of the planned future conditions of the 28th Street/Little Portugal BART Station as established by BSVII. This summary is intended to contextualize the future TOD that will be built around the station after it opens. This report does not make any access or infrastructure improvement recommendations for the BART station itself; the focus remains on enhancing connectivity to the station and surrounding TOD. This analysis builds on previous planning efforts and planned infrastructure improvements, providing a framework for identifying key multimodal access enhancements. As development progresses, additional site-specific assessments may be necessary to refine design details and confirm the feasibility of proposed access improvements.

Future 28th/Little Portugal BART Station

The future 28th Street/Little Portugal BART Station will be an underground station featuring a street level station plaza. Opening day conditions are outlined by VTA's BART Silicon Valley Phase II Extension (BSVII) Project and are illustrated in Error! Reference source not found.. The site plan assumes changes to the circulation of the VTA site, including adjustments to lane and sidewalk widths at N. 28th Street, Five Wounds Lane, N. 30th Street, and E. St. James Street.

The station will also include surface parking, a central pedestrian plaza, and new access points to support multimodal travel.

As shown in Error! Reference source not found. the features defining the future 28th Street/Little Portugal BART Station site plan include the following:

- Proposed station entrance east of N. 28th Street.
- Proposed station plaza at the station entrance.
- New transit access with a VTA Route 72 bus stop on the east side of N. 28th Street and a bus-only turnaround connecting N. 28th Street to E. St. James Street.
- Class I and Class IV bicycle facilities along N. 28th Street, including a 12-foot-wide shared-use path and a 6-foot separated bikeway.
- 250 bicycle parking spaces (190 Class I Spaces and 60 Class II racks).
- 1,200 surface parking spaces accommodating station users.

The station's design also includes enhanced pedestrian access, with high-visibility crosswalks, pedestrian scale-lighting, and a raised mid-block crossing at N. 28th Street. Vehicle access will be primarily provided by N. 28th Street with local connections managed via E. Santa Clara Street and E. Julian Street.

Proposed improvements include a mini roundabout at the intersection of N. 30th Street and Five Wounds Lane to manage pick-up/drop-off activities during peak times and events. These features are intended to streamline traffic flow and enhance pedestrian and cyclist safety throughout the station area.

BSVII interim design drawings propose pick-up and drop-off zones with specific loading areas for standard vehicles, ADA vehicles, taxis, and transportation network companies (TNCs) around the station perimeter, detailed below, and illustrated in **Figure 33**.

- **N. 28th Street:** 335' of standard vehicle loading along the west side of 28th Street, 149' of standard vehicle loading along the east side of N. 28th before the intersection with St. James Street, and 100' of ADA vehicle loading along the east side of N. 28th north of the station entrance.
- **E. St. James Street:** 188' of standard vehicle loading at two locations along the south side of E. St. James Street adjacent to the surface parking lot.
- **N. 30th Street:** 459' of taxi and TNC loading at two locations along the west side of N. 30th Street, the easternmost boundary of the station area.
- **Five Wounds Lane:** 140' of ADA vehicle loading along the south side of Five Wounds Lane adjacent to the existing parking lot of Five Wounds National Parish.

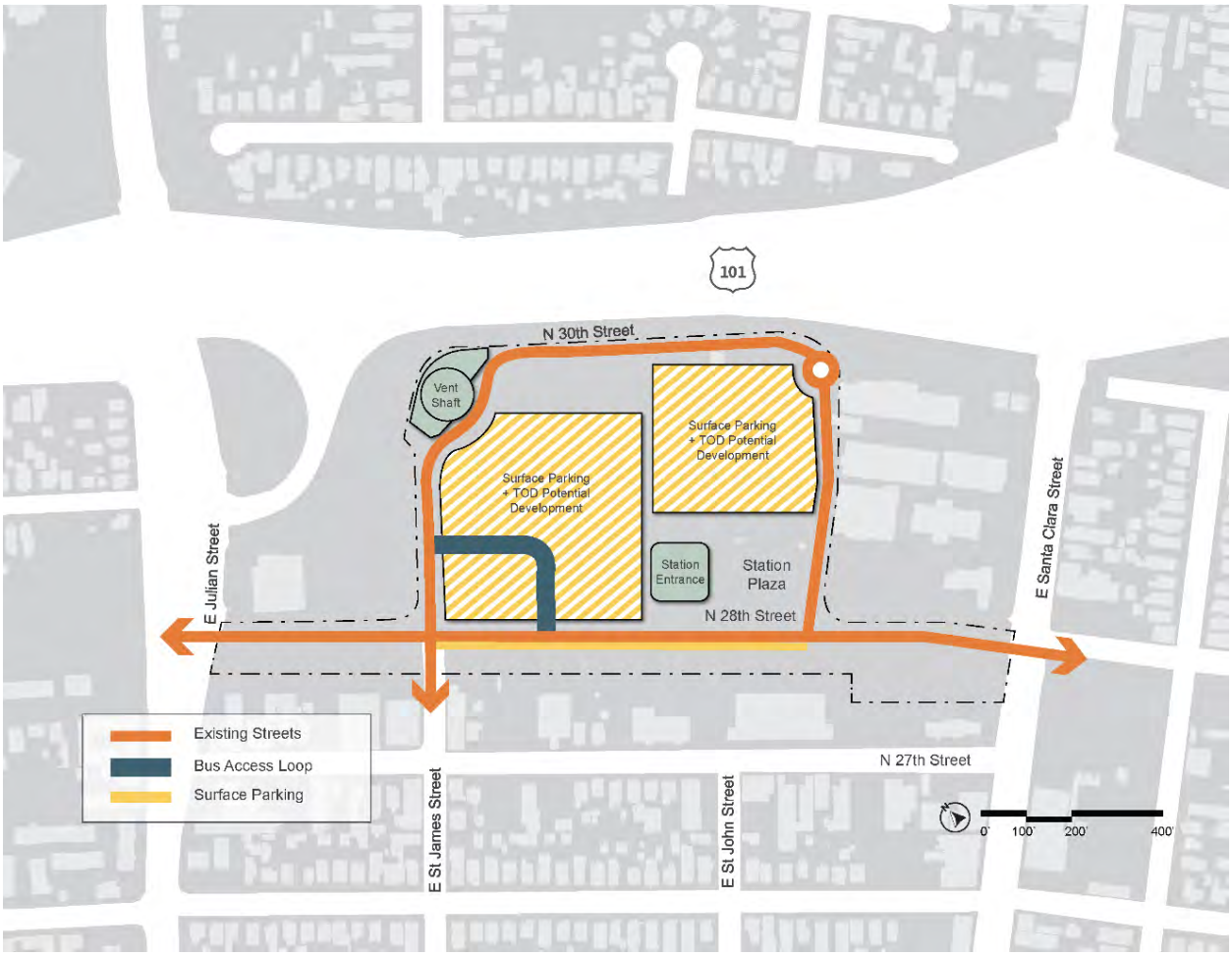


Figure 32: Bart Opening Day Site Plan

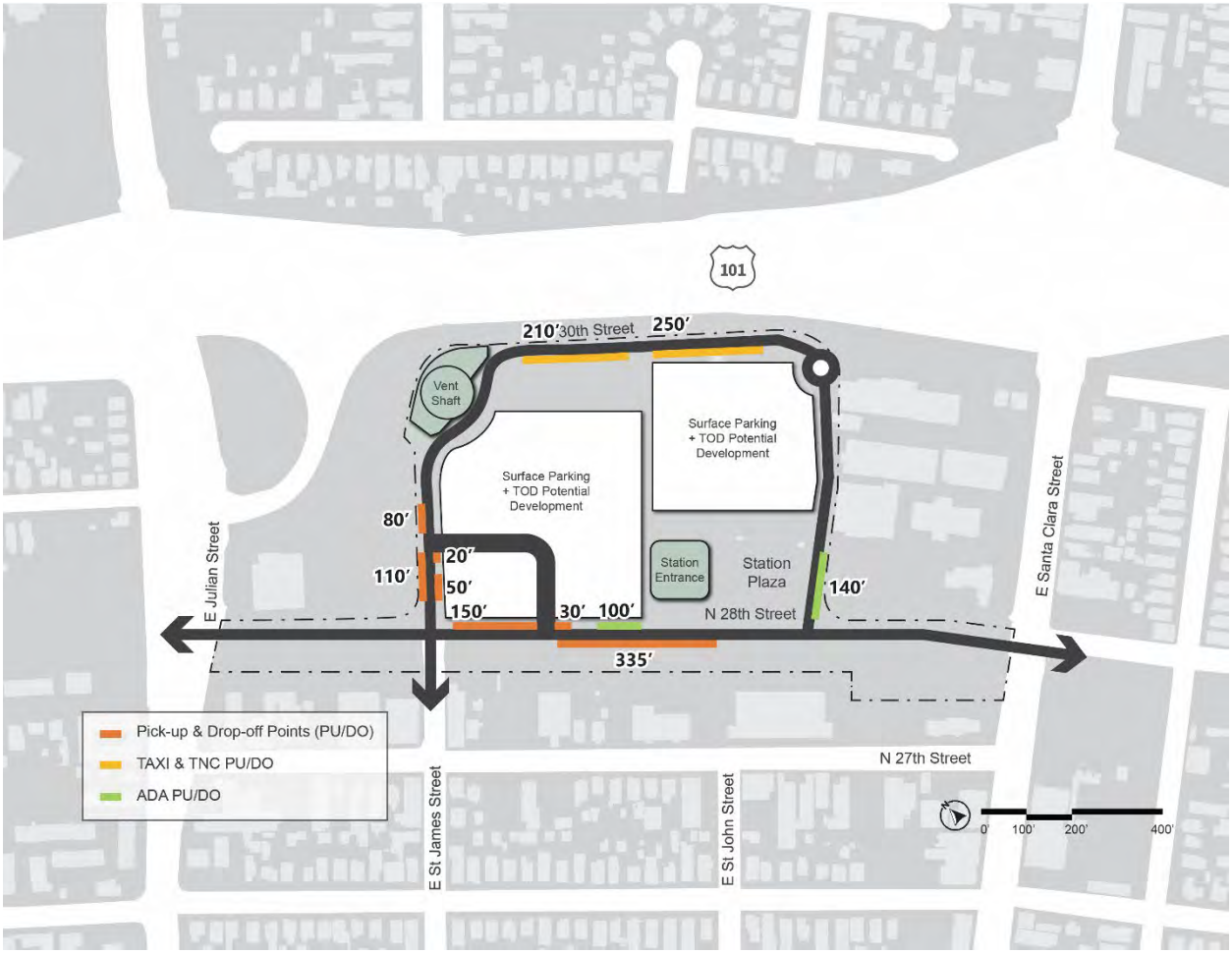


Figure 33: BART Opening Day Curb Management Diagram

Future TOD

The land use concepts and alternatives for the TOD are envisioned in VTA's *Draft Design Development Framework* for the 28th Street/Little Portugal BART Station. The proposed development features a mix of residential, office/institutional, community-serving, retail, and open space land uses. At full buildout, the TOD is anticipated to include approximately 800 to 1,200 residential units, 400,000 to 600,000 square feet of office or institutional space, 2 to 3 acres of parks and open space, and 50,000 square feet of ground-floor community-serving and leasable retail or commercial uses.

This section examines how the future TOD project will affect on-site circulation and station area access infrastructure. The evaluation includes estimated trip generation, a review of VTA's *Draft Design Development Framework* (DDF), and recommendations for enhancing multimodal access upon completion of the TOD.

Conceptual Massing

VTA's conceptual massing plan for the future TOD envisions a mix of residential, office, institutional, community-serving, retail, and open space land uses. The proposed development includes the following:

- A neighborhood park west of 28th Street, across from the Station Plaza.
- Retail/commercial spaces surrounding the proposed open space and plaza, accessible from N. 28th Street and on the lower floors of the residential buildings along the west side of N. 28th Street.
- Office space west of 30th Street, accessible from Five Wounds Lane and 30th Street.
- Flexible office/residential space in buildings along St. James Street and Five Wounds Lane.
- Residential buildings throughout the site, with 800 to 1,200 new housing units, at least 25% of which will be affordable.
- Potential housing types include senior, family, and artist housing.
- Parking incorporated into the TOD, accessible from new internal circulation or existing streets.
- Approximately 400,000 to 600,000 square feet of office space and 2 to 3 acres of open space, including the Station Plaza and the neighborhood park.

The TOD buildout creates a site concept centered around a single, central Plaza that connects affordable and market-rate housing with the future BART station. Community space, retail uses, and an integrated office component will foster a transit-oriented community, enhancing pedestrian activity and public engagement. The office component will support job development initiatives, creating economic opportunities within the TOD and the Little Portugal neighborhood.

Potential TOD Development Scenarios

VTA has advanced two potential development scenarios illustrating potential buildout alternatives for the future 13-acre TOD site that includes a mix of affordable and market rate housing, as well as office/institutional, retail, community-serving, and open space land uses. The conceptual massing for Scenario 1 and Scenario 2 are illustrated in **Figure 34** and **Figure 35,** respectively. The conceptual land uses for Scenarios 1 and 2 are shown in **Figure 36** and **Figure 37.**

Scenario 1 proposes N. 29th Street to bend east of the station entrance, transitioning into a small extension of St. John Street and then connecting with N. 30th Street. This scenario creates Paseo Cristo Rey, which would serve as a pedestrian connection between N. 29th Street and Five Wounds Lane, providing an efficient connection to IES Hall. This alignment of N. 29th Street allows for a larger development of parcel E0 and E1 and would increase residential and office capacity.

Scenario 2 increases the length of N. 29th Street and realigns the bend east of Parcel E4, creating a shorter Paseo Cristo Rey and a new Parcel E2 for office flex space with ground-floor retail along E. St. John Street. This layout increases pick-up/drop-off space and internal vehicle access but reduces the size of Parcels E0 and E1.

Both scenarios assume build out of the following future facilities:

- New internal streets: Santa Joana Street, N. 29th Street, and the city's planned extension of E. St. John Street which includes two separate segments: one connecting to N.28th Street and another connecting to N. 30th Street on the eastern side of the site.
- Paseo Santa Isabel connecting E. St. James Street to Santa Joana Street.
- Paseo Cristo Rey connecting Five Wounds Lane to N. 29th Street and E. St. John Street.
- Permanent shared-use path on N. 28th Street in alignment with the Five Wounds Trail.
- Neighborhood Park on the west side of N. 28th Street.

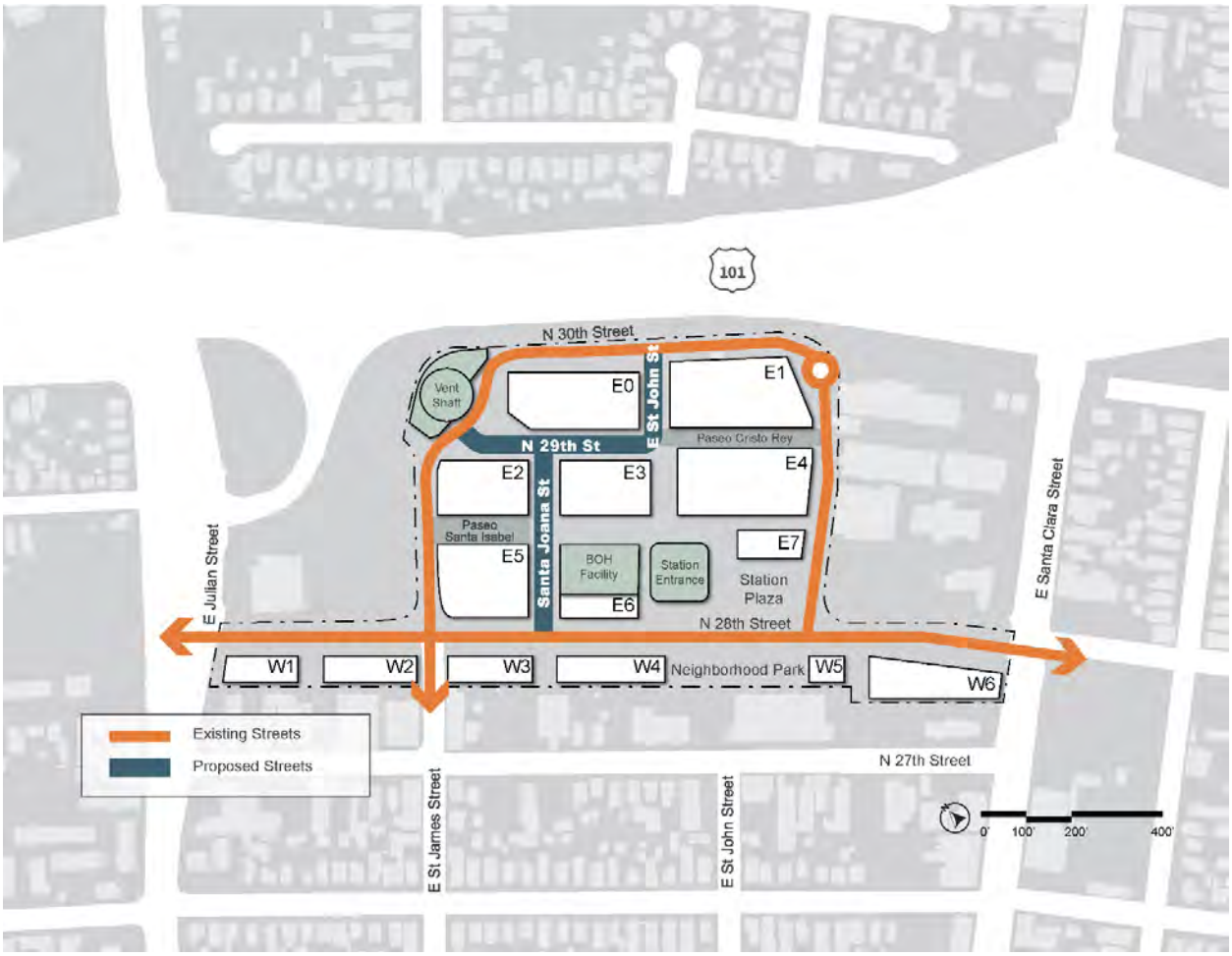


Figure 34: Conceptual Massing for Scenario 1

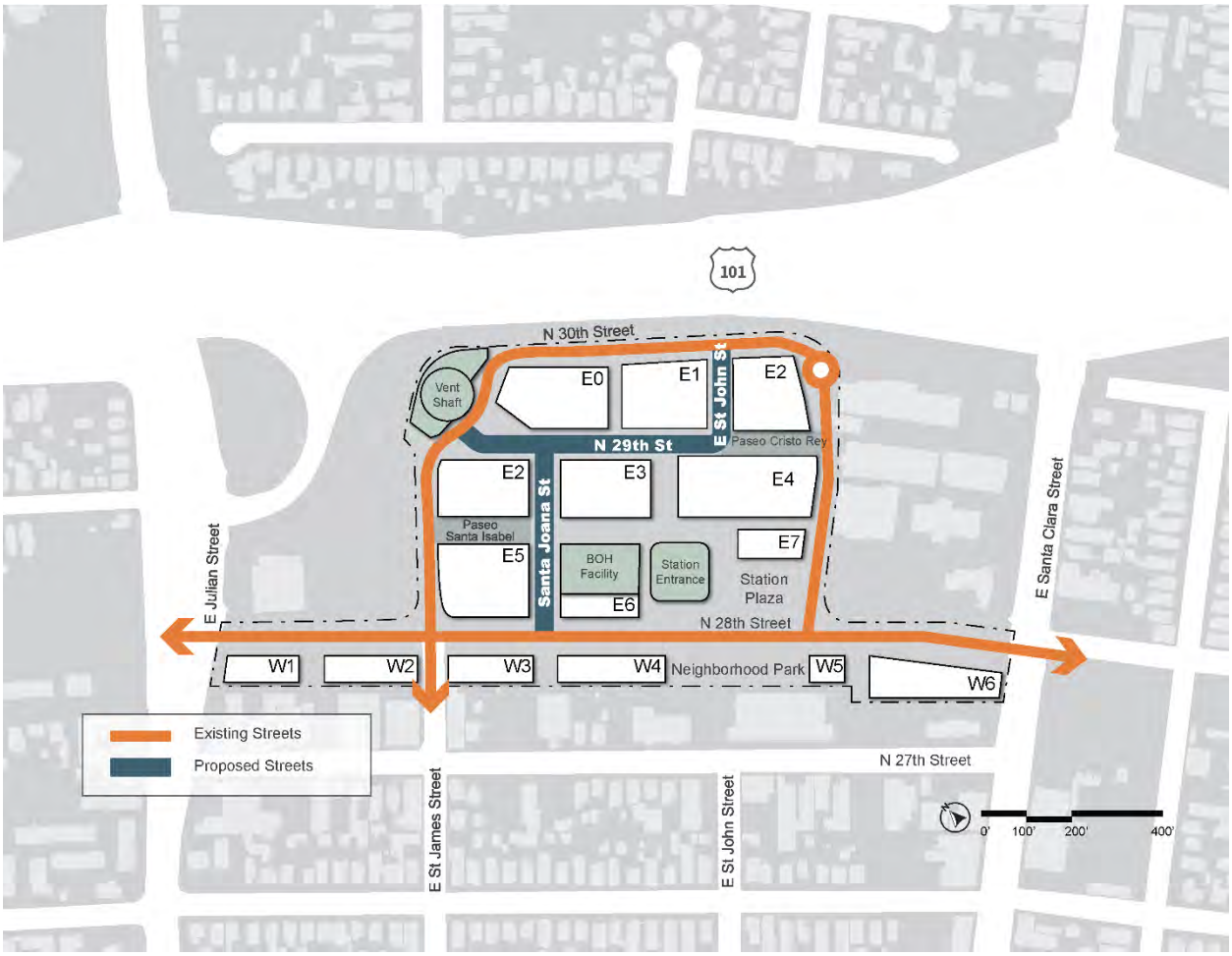


Figure 35 Conceptual Massing for Scenario 2

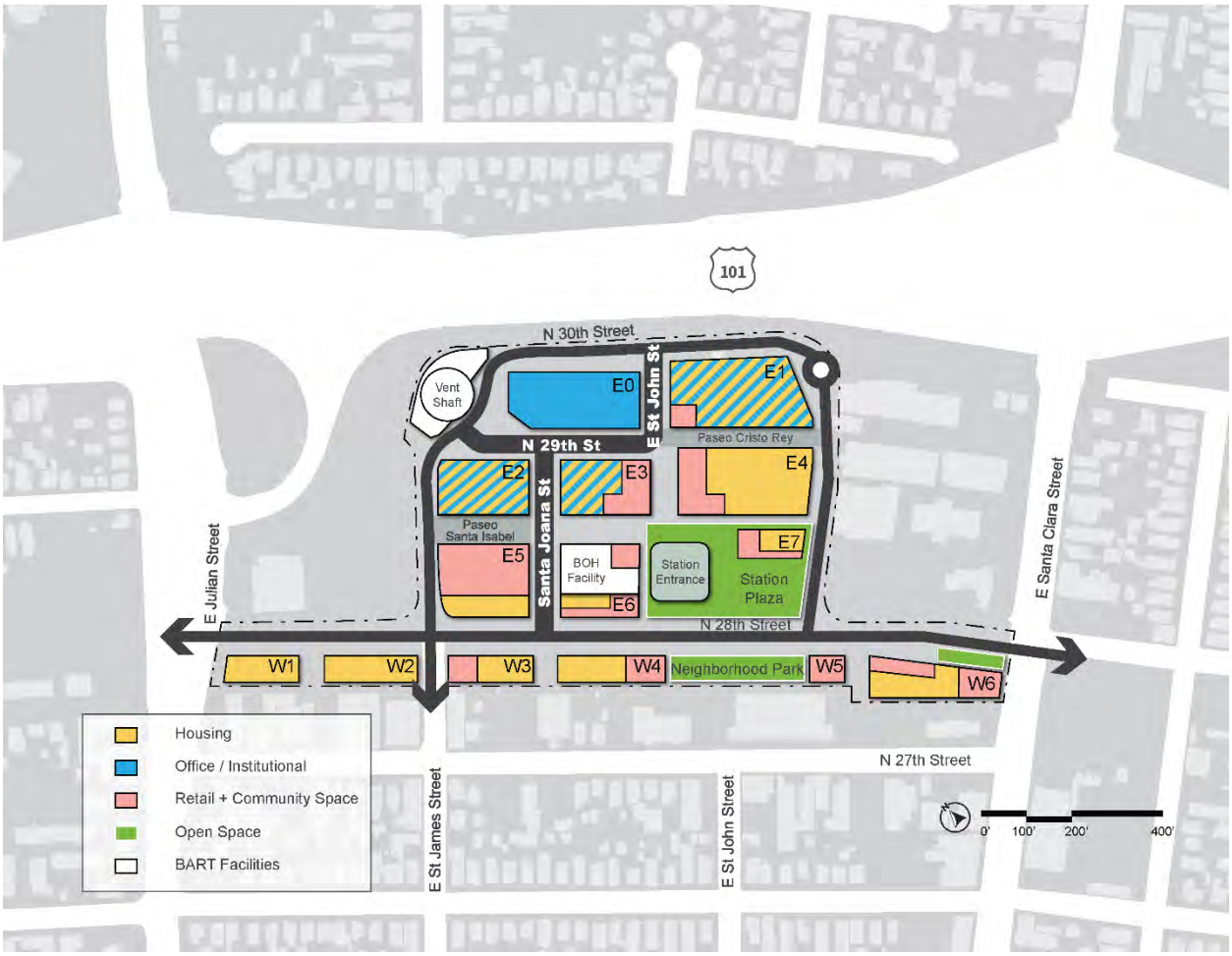


Figure 36: Conceptual Land Use for Scenario 1

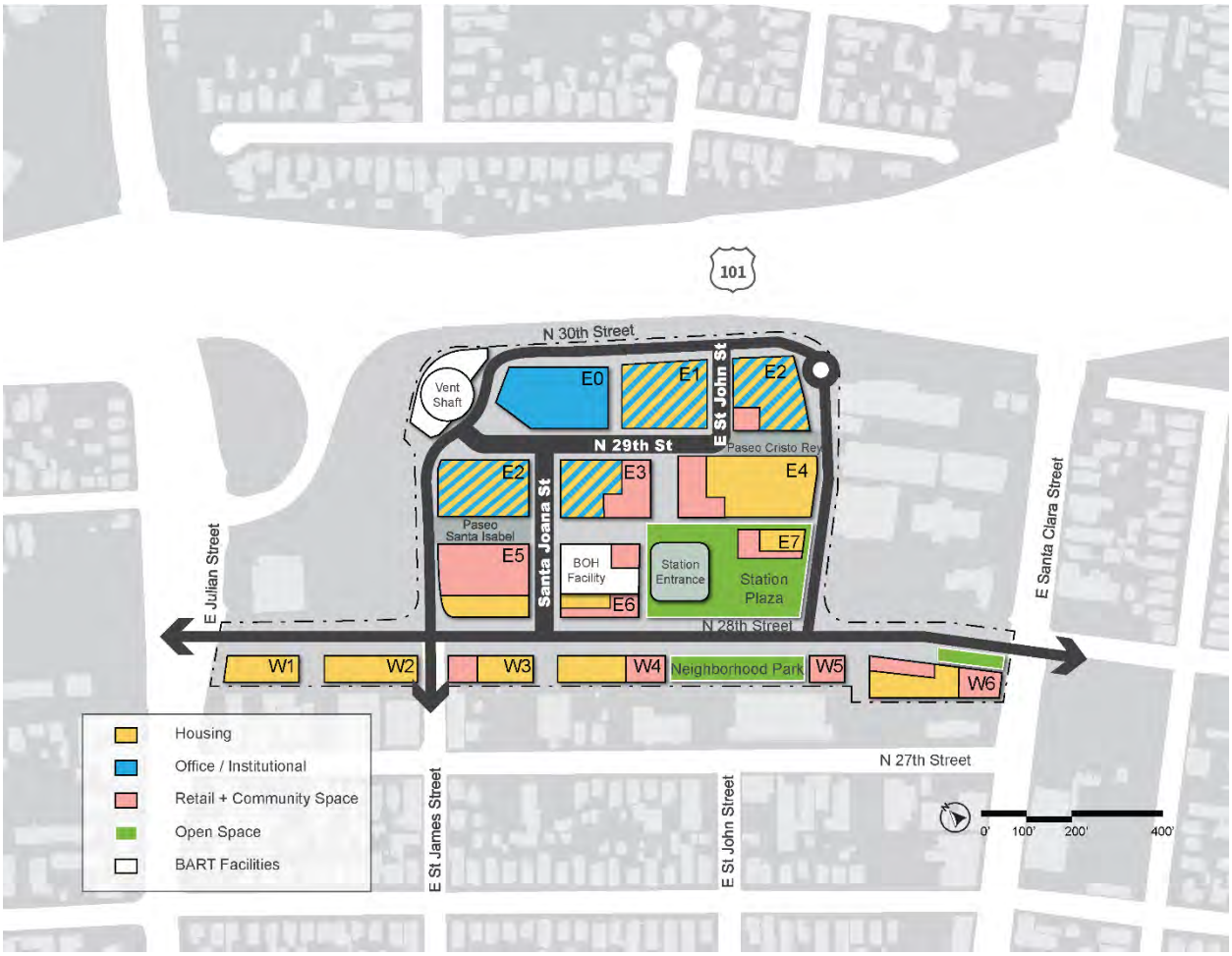


Figure 37: Conceptual Land Use for Scenario 2

TOD Circulation Network

The following section details the circulation network of both proposed scenarios of the TOD by mode.

Pedestrian Access

Pedestrian access to the site will be enhanced through the addition of new paseos, ensuring safe, vehicle-free connectivity between the BART station, commercial and residential areas, and the surrounding neighborhood. Under both circulation scenarios, Paseo Santa Isabel will serve as a north-south pedestrian corridor, linking E. St. James Street to Santa Joana Street.

Pedestrian access to the site was calculated using Fehr & Peers BART Phase II Ridership Forecasts (2020). The conceptual distribution of pedestrian access trips is illustrated in **Figure 38.**

Scenario-Specific Pedestrian Access

Scenario 1: New E. St. John Street Segment Mid-Block Along N. 30th Street

- Paseo Cristo Rey would provide an additional pedestrian and cyclist connection between the mixed-use building for access to building entrances, active ground floor uses, and pedestrian flows to/from IES Hall, Cristo Rey San José, and Five Wounds Portuguese National Parish.
- This path would provide egress for festivals, cultural celebrations, and large-scale events taking place in connection with local venues and station plaza programming.

Scenario 2: New E. St. John Street Segment Closer to Five Wounds Lane

- Paseo Cristo Rey is shortened, reducing the amount of conflict-free active mobility focused space, but still provides a key pedestrian and cyclist route connecting Five Wounds Lane to ground-floor retail, office flex space, and adjacent community destinations.
- The new Parcel E2 adds ground-floor retail along E. St. John Street, increasing pedestrian activity and foot traffic along the corridor, necessitating wider sidewalks and pedestrian priority treatments.

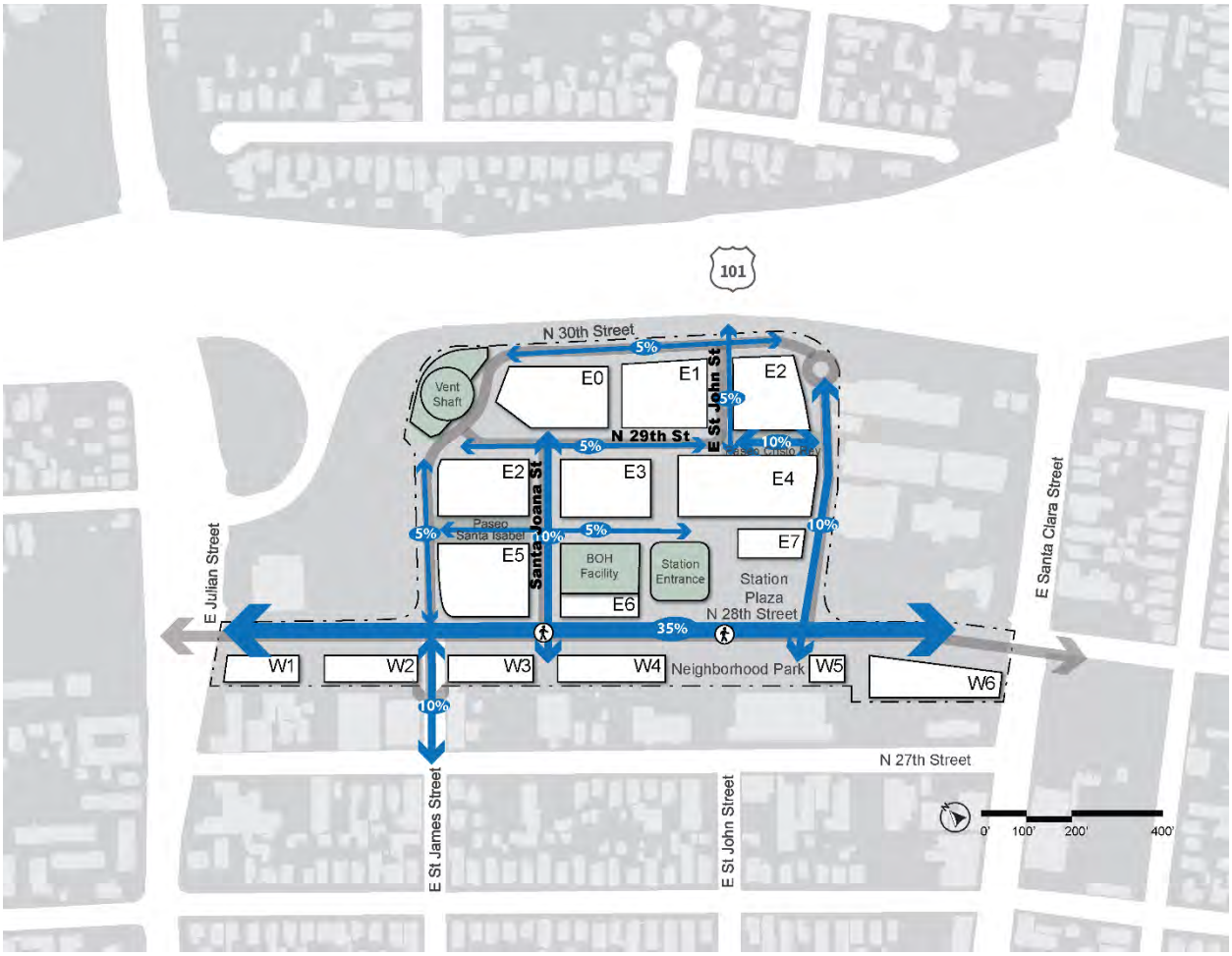


Figure 38: Distribution of Pedestrian Trips

Bicycle Access

The proposed street network modifications will enhance bicycle access to the station area by upgrading the interim 12-foot-wide asphalt Class I path to the permanent Five Wounds Trail extension. While the temporary path already provides a direct and dedicated route, the permanent Class I facility will offer a higher-quality experience, better integration with surrounding land uses, and additional amenities to support multimodal connectivity and increase cyclist safety.

Bicycle access to the site was calculated using Fehr & Peers BART Phase II Ridership Forecasts (2020). The conceptual distribution of bicycle access trips is presented in **Figure 39.**

Scenario-Specific Bicycle Access

Scenario 1: New E. St. John Street Segment Mid-Block along N. 30th Street

- Prioritizes walkability and cycling by implementing a longer Paseo Cristo Rey, increasing car-free zones within the station area.
- The limited vehicle access in this scenario enhances cyclist safety by reducing interactions between bikes and cars.

Scenario 2: New E. St. John St. Segment Closer to Five Wounds Lane

- The direct north-south connection along N. 29th Street provides more internal vehicle access, which could increase bicycle-vehicle interactions in the station area.
- The alignment creates more opportunities for on-street parking and large vehicle loading, requiring careful curb management and safety treatments to protect cyclists.

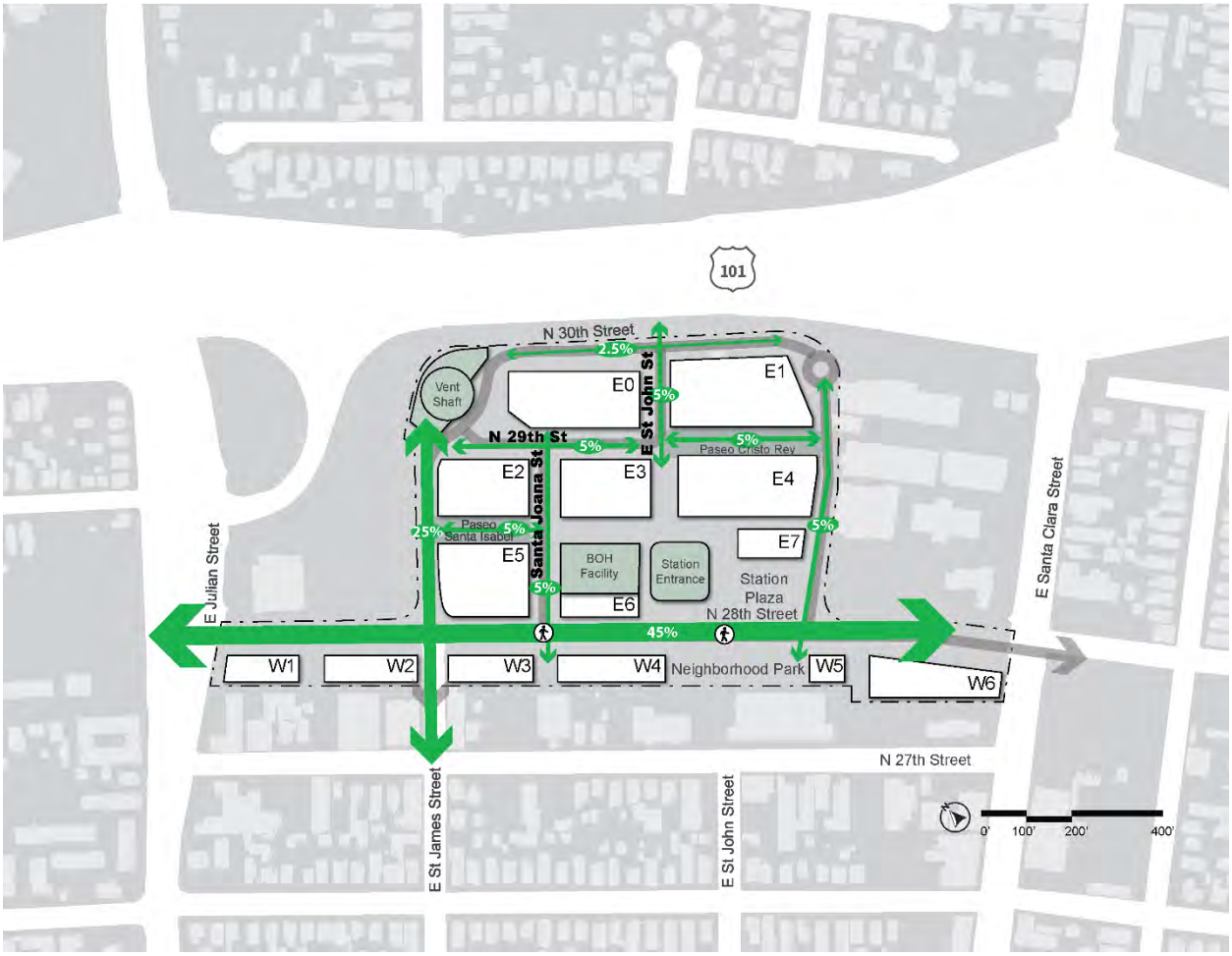


Figure 39: Distribution of Bicycle Trips

Transit Access

Proposed transit access to the TOD will still be served by Route 72. Both scenarios include new internal streets and paseos to improve circulation within the station block. Bus access, which was previously provided by a turnaround driveway within the surface parking lot, will instead be accommodated via the new internal streets, Santa Joana Street and N. 29th Street. There is not a significant difference in transit access to the TOD between Scenario 1 and Scenario 2.

Multimodal Access

The proposed street network modifications will significantly alter multimodal and vehicle circulation at the site, improving access to the station area, retail, and housing developments. In both scenarios, internal vehicle access will be facilitated by Santa Joana Street, N. 29th Street, E. St. John Street, and N. 30th Street. This expands upon the Opening Day alignment where vehicles could only travel along the station area's perimeter via N. 28th Street, E. St. James Street, N. 30th Street, and Five Wounds Lane.

Scenario-Specific Multimodal Considerations

Scenario 1: New E. St. John Street Segment Mid-Block along N. 30th Street

- Reduced vehicle access within the core station area improves safety for pedestrians and cyclists by minimizing conflict points.
- While this scenario enhances walkability, curb management would need to address limited vehicle access, ensuring efficient pick-up/drop-off locations without compromising pedestrian spaces.

Scenario 2: New E. Street John St. Segment Closer to Five Wounds Lane

- The straight alignment of N. 29th Street provides direct north-south connectivity between E. St. James Street and Five Wounds Lane, increasing internal vehicle circulation within the TOD.
- This layout supports additional pick-up/drop-off opportunities and allows for on-street parking and large vehicle loading, benefiting retail and commercial uses.

Estimated Trip Generation with TOD Buildout

Fehr & Peers utilized the Santa Clara Countywide VMT Evaluation Tool to estimate the vehicle miles generated by the office and residential components of the TOD, presented in **Appendix E**. Under existing conditions, without the project, the area generates 7.01 daily vehicle miles per resident and 12.6 daily vehicle miles per employee. The office land use does not meet the Low VMT screening analysis threshold (12.21), as it exceeds this limit. With TOD buildout and Tier 1-3 VMT reductions, the residential component is projected to generate 5.90 vehicle miles per resident and 8.82 vehicle miles per employee.

The trip generation estimates were calculated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition, applying average trip generation rates based on the proposed office, residential, and retail parcel sizes within the TOD area.

Without accounting for internalized reductions, the office and residential components are projected to generate approximately 11,137 daily trips, with 1,212 AM peak hour trips and 1,170 PM peak hour trips.

Since specific land use types for the retail component are not yet defined, vehicle trip generation was estimated using multiple ITE codes. The 51,000 GSF of retail space was analyzed using representative ITE rates, resulting in an estimated trip generation range of 3,000 to 5,000 daily trips, 100 to 200 AM peak hour trips, and 300 to 500 PM peak hour trips. A summary of the estimated trip generation for the proposed land uses is presented in **Table 10**, and **Appendix F** presents the full trip generation table.

Table 10: Estimated Trip Generation Summary

ITE Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Proposed Office								
General Office Building (710)	590 KSF	6,396	789	108	897	144	706	850
Proposed Residential								
Multifamily Housing (Mid-Rise) Close to Rail Transit (221)	710 DU	3,373	82	145	227	134	72	206
Multifamily Housing (Low-Rise) Close to Rail Transit (220)	80 DU	378	9	21	30	32	17	49
Multifamily Housing (High-Rise) Close to Rail Transit (222)	250 DU	990	13	45	58	40	25	65
Conceptual Retail/Commercial (see notes)[1]								
Shopping Plaza (40k - 150k) (821)	51 KSF	4,819	112	68	180	221	240	461
Supermarket (850)[2]	51 KSF	4,786	86	60	146	77	379	456
Variety Store (814)	51 KSF	3,247	85	70	155	171	171	342
28th Street/Little Portugal TOD Net New Project Trips - Office + Residential		**11,137**	**893**	**319**	**1,212**	**350**	**820**	**1,170**
28th Street/Little Portugal TOD Net New Project Trips plus Shopping Plaza		**15,956**	**1,005**	**387**	**1,392**	**571**	**1,060**	**1,631**
28th Street/Little Portugal TOD Net New Project Trips plus Supermarket		**15,923**	**979**	**379**	**1,358**	**427**	**1,199**	**1,626**
28th Street/Little Portugal TOD Net New Project Trips plus Variety Store		**14,384**	**978**	**389**	**1,367**	**521**	**991**	**1,512**

Source: ITE Trip Generation Manual, 11th Edition, 2021, average trip generation rates.
1 To create a representation of potential trip generation for retail/commercial without knowing the specific land use type, multiple ITE Codes were used, and rates were calculated given the 51,000 GSF of retail space to estimate possible trip generation rates. **2** This square footage reflects a mix of grocery and other retail or community-serving uses, consistent with the market study recommendation of a grocery store of approximately 15,000 square feet.

Future TOD Improvements

Future improvements for the 28th Street/Little Portugal TOD are listed below by mode for each scenario. Recommendations are intended to improve connectivity, address safety concerns, and enhance multimodal integration throughout the TOD area.

Pedestrian Improvements

- **Sidewalks and Crosswalks within TOD**: Improve pedestrian access within parking areas by adding sidewalks and crosswalks to ensure safe travel throughout the TOD. High priority to improve pedestrian safety and accessibility
- **Curb Ramp Upgrades or Installations**: Throughout TOD area. High priority to meet ADA standards and enhance safety at intersections.
- **Raised Table Area**: N. 28th Street/E. St. James Street. Medium priority to slow vehicle speeds and improve pedestrian crossing safety.
- **Pedestrian-Scale Lighting**: throughout plazas and open spaces to enhance visibility and safety around the TOD. Medium priority to enhance nighttime visibility and comfort for pedestrians.
- **Shade Structures**: Ensure adequate shade by incorporating trees and shade structures throughout plazas and open spaces.
- **Wayfinding Signage**: Along N. 28th St, Paseo Santa Isabel, and Paseo Cristo Rey. Low priority to aid navigation within the TOD area.
- **Information Kiosk:** Throughout VTA property, at Paseos and new internal streets to inform visitors and pedestrians about nearby amenities and transit connections.
- Additional Consideration: Design the plaza to be navigable by people with visual impairments and other physical disabilities.

Bicycle Improvements

- **Internal Bicycle Wayfinding:** Provide clear wayfinding signage for bicycle parking along the east side of N. 28th Street parallel to the bike lane constructed by BART and the south side of E. St. James Street, as the designated areas may not be immediately visible from the site's exterior.
- Additional Consideration**:** consider wayfinding and designated bike routes will be necessary to direct cyclists through the paseos and shared-use paths.

Transit Improvements

- **Real-Time Arrival and Departure Information**: Bus Stops and Station Boarding Area. Medium priority to enhance rider experience and improve transfer efficiency.

Additional Considerations:

- Assess the ease of bus access and turns onto N. 28th Street, particularly for buses departing north to Santa Clara Street. Ensure that the widths of the new public streets

can facilitate 40-foot bus and motor coach turns to accommodate future VTA service and private commuter shuttle service.

- To minimize modal conflicts with buses utilizing Santa Joana and N. 29th Street, ensure that Paseo Santa Isabel's intersection with Santa Joana, and Santa Joana's intersection with N. 29th Street, are either signalized or feature rectangular rapid flashing beacons (RRFB) to ensure pedestrian crossing visibility and safety.
- Monitor potential congestion along Santa Joana Street from the intersection with Paseo Santa Isabel to ensure bus turns are feasible, particularly at the proposed extension of N. 29th Street onto E. St. James Street.
- Evaluate bus stop configuration and circulation patterns based on the number and frequency of buses serving the station to optimize bus loading and unloading.
- Implement wayfinding signage along N. 28th Street to help direct TOD residents, employees, and visitors to various transit options along E. Santa Clara Street and E. Julian Street.

Multimodal/Vehicle Improvements

- **Extend N. 30th Street through to E. Santa Clara Street** (pending ramp consolidation): E. Santa Clara St/Five Wounds Lane. Low priority to enhance local vehicle circulation and improve connectivity.

Additional Considerations:

- Implement traffic calming measures such as curb extensions on N. 29th Street to reduce vehicle speeds and enhance pedestrian and cyclist safety within the TOD.
- Enhance pedestrian and cyclist safety by integrating no-stopping areas at the intersection of N. 28th Street and Five Wounds Lane as well as the easternmost extent of E. St. James Street and include proper safety treatments at new internal intersections.

Curb Management Improvements

While both scenarios enhance walkability within the TOD and station area, curb management would need to address vehicle access on new internal streets, ensuring efficient pick-up/drop-off locations without compromising pedestrian spaces.

Our recommendations for curb management for both scenarios of the TOD are illustrated in **Figure 40** and **Figure 41**.

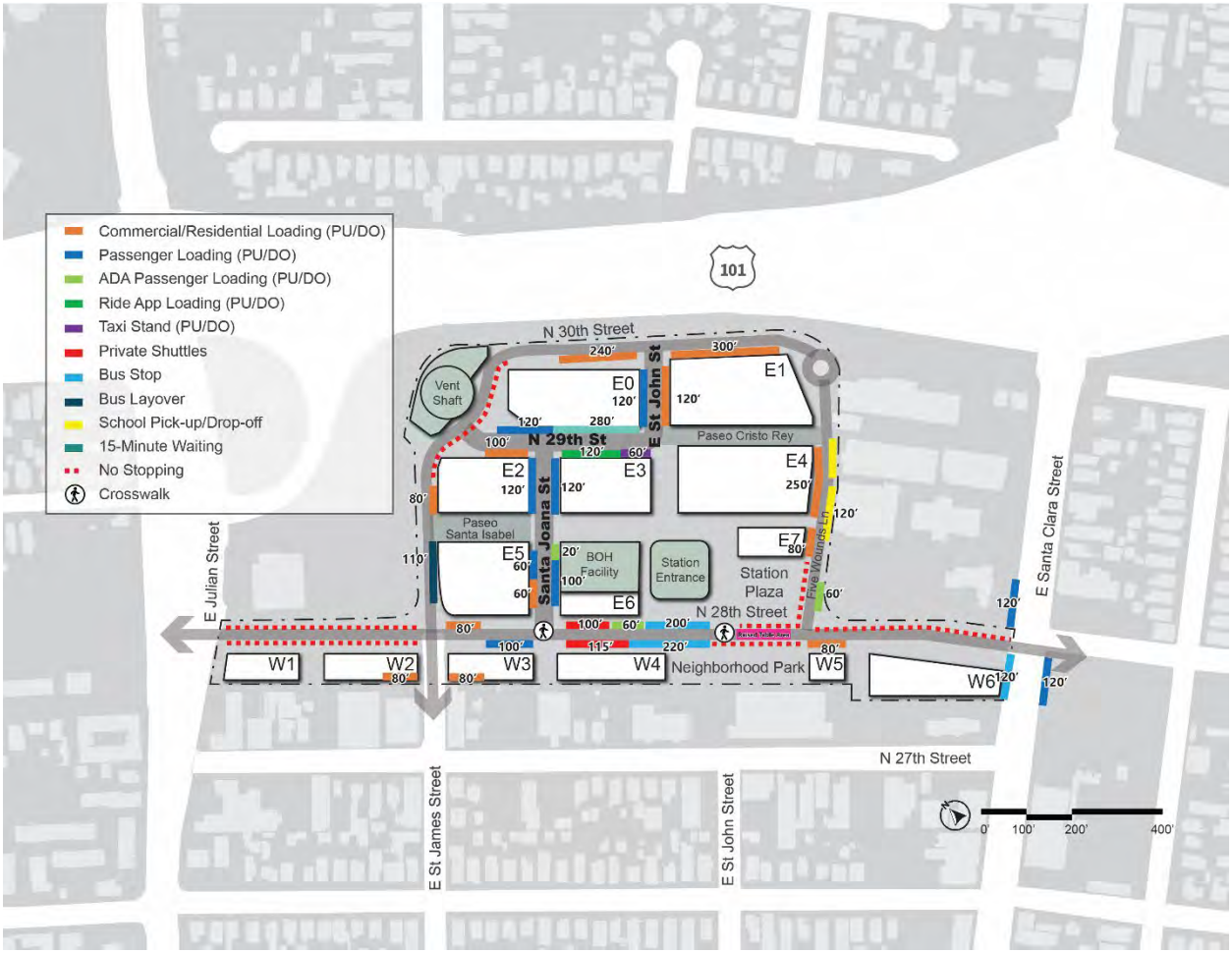


Figure 40: Concept Curb Management Plan of Scenario 1

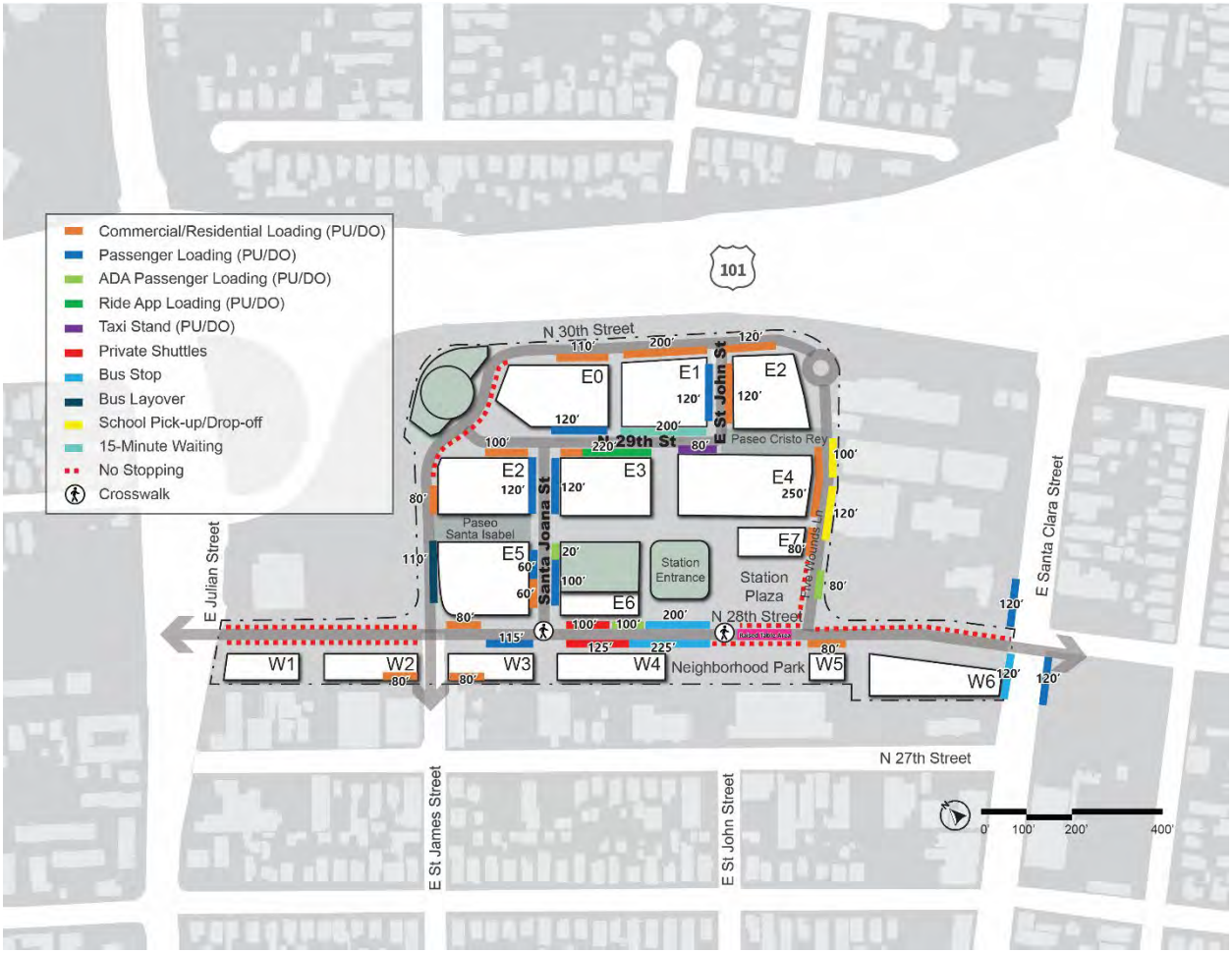


Figure 41: Concept Curb Management Plan of Scenario 2

Project Prioritization

Improvements at the TOD should be prioritized on streets with the highest need to facilitate access to the future TOD at the 28th Street/Little Portugal Station and help prevent severe and fatal crashes. Therefore, projects should be prioritized by the following:

- :**Location**: focusing on major study area entryway corridors that provide direct access and connectivity to the future development site, and those (in the area) with high volumes and vehicle speeds which the community selected as most critical to their ability to access the study area.
- **Improvement type**: focusing on improvements identified to be the most effective at preventing severe and fatal crash outcomes.

The full list of recommended TOD improvements is included in **Appendix G**. The prioritization of future TOD improvements is listed in **Table 11.**

Table 11: Prioritization of TOD Improvements

Improvement	Location	Prioritization
TOD Improvements		
Sidewalks and Crosswalks within TOD	Throughout TOD area	High
Curb Ramp Upgrades or Installations	Throughout TOD area	High
Raised Table Area	E. St. James Street to Five Wounds Lane intersection	Medium
Real Time Arrival and Departure Information	Bus Stops and Station Boarding Area	Medium
Shading structures	Paseo Santa Isabel and Paseo Cristo Rey	Medium
Pedestrian-scale lighting	Throughout TOD area	Medium
Wayfinding Signage	Along N. 28th St, Paseo Santa Isabel, and Paseo Cristo Rey	Low
Internal Bicycle Wayfinding	On N. 28th Street in front of the Station Plaza	Low
Information Kiosk	Throughout VTA property, at Paseos and new internal streets	Low
Extend N. 30th Street through to E. Santa Clara Street (pending ramp consolidation)	E. Santa Clara St/Five Wounds Lane	Low

Source: Fehr and Peers, 2025.

Cost Estimates

Planning level estimates of probable cost were developed for each identified improvement based on recent and historic unit costs from the San Francisco Bay Area. For some projects, a range of potential costs is provided to account for uncertainty in the description and scope of the project, especially where coordination or access agreements between multiple public agencies may be required. The planning level cost estimates for study area improvements are included in **Appendix H**.

Travel Demand Management Strategies

This section outlines potential TDM strategies for the future 28th Street/Little Portugal BART Station TOD, drawing from VTA's TDM Program Guidelines, the Five Wounds Urban Village Plan Update, and The City of San José's Parking and Transportation Demand Ordinance. These recommendations are categorized into site-design strategies, which influence travel behavior through intentional physical design, and ongoing management strategies, which ensure continued effectiveness through operational decisions post-construction.

Site-Design Related Strategies

Several measures demonstrated to encourage the use of transit, carpooling, walking, and bicycling as commute modes are described below. Some of these measures are satisfied by the station area and others need to be considered as future development is planned at the site.

Location

The site is located adjacent to the future BART Station, which will be served by BART and several VTA bus routes upon opening. These will be convenient commute options connecting transit riders to areas throughout the region. The site's location near fast and reliable transit service connecting to regional destinations, combined with building and street design that encourage walking and bicycling to transit, will encourage commuters and travelers to use transit. Additionally, the site is adjacent to the future Five Wounds Trail, a planned 2.17-mile multi-use path that will connect Coyote Creek at Story Road to Lower Silver Creek Trail, providing crucial north-south pedestrian and cyclist connectivity through Central San José. This trail will link the Berryessa BART Station, Lower Silver Creek Trail, and Coyote Creek Trail, enhancing access for non-motorized commuters.

Pedestrian-Oriented Design

Buildings should be designed to be accessible to people arriving by transit or walking to encourage the use of these modes. Typical elements include minimal or no setbacks, pedestrian-oriented entrances, and elements such as planters, wide sidewalks, benches, and other pedestrian amenities. Additionally, identified pedestrian improvements for the study area and future station should be undertaken to promote walking.

Bicycle Parking and Amenities

Providing convenient, protected bicycle parking is critical to promoting bicycling as a desirable alternative to driving for residents, employees, and transit riders who will use the TOD. Protected long-term bicycle parking and bicycle maintenance amenities allow residents and employees to invest in bicycles as a primary mode of transportation. Well-distributed short-term parking is important near high-turnover, convenience uses on the site where secure bicycle parking is needed for quick stops. Additionally, providing a bikeshare system on-site would make bicycling an accessible mode share for those who do not own a bicycle.

Limited/Shared Automobile Parking

Limit automobile parking, especially for those driving alone, by constricting easy and convenient parking options. The City of San José's parking policy framework, which eliminates minimum parking requirements and emphasizes managed, priced, and shared parking, supports this strategy by prioritizing transportation demand management over expanding parking supply. This approach is particularly effective in transit-rich neighborhoods where dynamic curbside management—as outlined in the Five Wounds Urban Village Plan—optimizes curb space for a mix of users, including carshare, bikeshare, delivery vehicles, and EV charging. Additionally, measures such as parking pricing and parking cash-out further discourage solo driving by increasing parking costs and incentivizing non-drive-alone commute modes. Encouraging shared trips via reserved or discounted parking for carpools, vanpools, and carshare vehicles aligns with San José's TDM policy goals, reducing single-occupancy vehicle trips while ensuring efficient use of limited parking resources.

Ongoing Management Strategies

Ongoing management TDM strategies need to be continually provided for building tenants and residents after the site is built. Potential options that can benefit building tenants and residents to shift to non-automobile modes are listed below by category.

Transit Incentives

Providing transit use incentive programs, such as subsidized transit passes through the regionwide Clipper Direct and VTA SMART programs, to building tenants or residents encourages non-vehicle travel. Transit subsidies can be aggregated along with other non-SOV commute benefits, such as carshare and bikeshare subsidies, bicycling and walking benefits, etc. into companywide employee commute rewards programs. Many employers in Santa Clara County routinely provide these benefits to their employees, and it is anticipated that the provision of transit passes will be required for new VTA TOD sites pending Board policy approval. VTA's TOD and TDM Policy guidelines emphasize the importance of such strategies in reducing single-occupancy vehicle trips and enhancing multimodal access to transit-oriented developments.

Bikeshare and Carshare Programs

Property management can provide a carshare and bikeshare program along with discount membership for building tenants or residents. Establishing a bikeshare program can provide users with on-demand access to bikes for short-term rentals. This program can encourage a mode shift from vehicles to bicycles.

Implementing a car sharing program can increase carshare access in the user's community by deploying conventional carshare vehicles. A carshare program can offer people convenient access to a vehicle for personal or commuting purposes. This helps encourage transportation alternatives and reduces vehicle ownership.

E-Bike Purchasing Program

Property management can offer an e-bike discount program for residents and employees. California's state-funded rebate and incentive programs help make e-bikes more affordable, particularly for low-income individuals and those in transit-oriented communities. By partnering with these programs, developers can provide financial assistance or facilitate group purchasing discounts, making e-bikes a viable transportation option. Integrating this initiative with secure bike storage and charging facilities within the development can further encourage residents to choose active transportation for their daily commutes and errands.

Carpool/Vanpool Matching Program

Property management can provide support to help organize rides with VTA's Enterprise vanpool program or provide their own carpool/vanpool matching program to building tenants or residents. To incentivize participation, property management can provide preferential parking spaces and rates for such vehicles.

TDM Information and Program Management

Property management can provide TDM program information to tenants and employees through a variety of means to ensure that employees working at the building are aware of transit and alternative transportation options. Residents and employees should be given information about discounted fare options provided by BART and VTA, rideshare options, and nearby bike sharing locations and membership information. In some cases, tenants may provide their own TDM programs and benefits and information to their employees directly.

To support the TDM program, property management may appoint an on-site commute coordinator to manage and monitor commute-alternative programs. This role may include marketing the program to tenants and residents, evaluating success of the program, and making adjustments to the TDM offerings based on observed outcomes.

Guaranteed Ride Home Program

Property management can advertise VTA's existing Guaranteed Ride Home and could be required to provide additional rides beyond the VTA Guaranteed Ride Home Program. This includes free rides or reimbursing costs for employees who use alternative modes of transportation and need a ride home outside typical service hours. These programs may cover rides to an employee's home in the event of illness or family member crisis, if a carpool or vanpool ride is unavailable due to unexpected changes in the driver's schedule or vehicle breakdown, if the employee's bicycle is not usable (flat tire, mechanical failure, vandalism, theft), or if the employee is required to work late unexpectedly.

Telecommuting / Flexible Work

Flexible work hours and telecommuting are standard arrangements for office workers in Santa Clara County. Tenants could be required to provide employees with flexible work options, including the following:

- **Telecommuting**: Allows employees to work from home or from non-work locations and reduces trips made to the employer site.
- **Flextime**: Allows employees to modify their arrival and departure times to provide the flexibility they need to use alternative modes.
- **Compressed work weeks**: Allows employees the option to work more hours in a single day but fewer days of the week and reduces trips made to the employer site.

Flexible work strategies have been found to be most effective at reducing overall vehicle miles traveled (VMT) when employees are able to work from home two or more days per week and/or live far from their place of work. Additionally, reductions in parking provision driven by flexible work schedules are most effectively realized when a larger share of the workforce is typically present on site for fewer days each week.

Implementation Guide

The implementation process for improving access to the TOD follows the model established by *En Movimiento*. A key strategy in *En Movimiento* was to maintain community engagement. Regular updates and public feedback regarding the future TOD can be facilitated through the VTA project website and social media, keeping residents and stakeholders informed.

A key goal of *En Movimiento* was ensuring consistency in planning and avoiding conflicts with other projects. To achieve this, the 28th Street/Little Portugal TOD team should communicate with relevant stakeholders, including City Council, Council Committees, local agencies, transit agencies, and developers, to align proposed improvements with other planned developments.

Study Area Mobility Improvements

The following steps can be taken to implement the highest priority mobility improvements identified by stakeholders.

Transit Passes: VTA can partner with developers to provide VTA SmartPasses for residents and employees in new TOD projects, making transit more accessible. This approach is highlighted in VTA's TOD Transportation Demand Management Guidelines, which assign significant weight (8 out of 20 TDM points) to transit pass programs. The SmartPass program offers deeply discounted annual transit passes for organizations (including residential developments), allowing unlimited rides on VTA buses and light rail at a low cost per participant. By incorporating SmartPass into the TOD, VTA can incentivize transit use from day one, aligning with TDM best practices and reducing vehicle trips.

Bike Share: Encouraging developers to coordinate with San José's shared mobility team will facilitate bikeshare "hub" stations at or near the 28th Street/Little Portugal BART Station. VTA's TOD TDM Guidelines include bikeshare programs as an approved measure alongside transit passes. San José already supports a robust bikeshare system through Bay Wheels with a nearby station located on E. Santa Clara Street. Working with the city's micromobility program to install bikeshare docks on E. Julian Street or designated bicycle parking at new developments near the station, VTA can enhance first/last mile connectivity for TOD residents and employees.

E-Bike Purchase Program: Establishing an e-bike discount program for residents and employees near the 28th Street/Little Portugal BART Station can encourage sustainable travel and improve first/last mile connectivity. California offers state funding programs that provide rebates and incentives for e-bike purchases, making them more affordable for low-income residents and those in transit-oriented communities. By partnering with these programs, VTA and developers can help TOD residents access e-bikes at a reduced cost, supporting a shift toward active transportation.

Rental Cars or Car Share: Placing car-sharing services or rental car pick-up locations near the 28th Street/Little Portugal BART Station can reduce the need for private vehicle ownership while still providing flexible transportation options. By dedicating parking spaces or mobility hub areas for shared vehicles such as Zipcar at the station and nearby TODs, VTA can enhance multimodal connectivity. This approach allows residents and commuters to rely on transit for daily travel while ensuring that a vehicle is available when needed, supporting a car-light lifestyle.

Phased Implementation

Project timelines may shift due to changing priorities, unforeseen impacts, or funding constraints. To manage this, improvements should be categorized as short-term or long-term. This phased approach allows the flexibility to adapt to evolving needs while ensuring priority improvements are implemented as efficiently as possible.

The phased implementation strategy provides a structured approach for delivering prioritized improvements that enhance multimodal access, safety, and connectivity to the future 28th Street/Little Portugal TOD. The strategy ensures that near-term and long-term projects align with VTA's Station Access Policy, Transit-Oriented Communities (TOC) Policy, and local planning documents, while remaining adaptable to funding availability and emerging opportunities.

Near-Term Projects (Within 5 Years of BART Opening Day)

Near-term projects prioritize low-cost, high-impact improvements that can be quickly implemented to enhance safety, accessibility, and multimodal connectivity. These initiatives focus on pedestrian and bicycle infrastructure upgrades to improve visibility and mobility, transit stop and station access enhancements to create a more comfortable and efficient rider experience, and transportation demand management (TDM) strategies to encourage sustainable transportation choices. By leveraging existing city and regional programs, these projects can be efficiently integrated into ongoing transportation initiatives, ensuring immediate benefits to the community while laying the groundwork for long-term station access improvements.

Example improvements near the TOD/Station area that should be prioritized include real-time arrival displays, pedestrian-scale lighting, and bike parking to enhance first- and last-mile connections. These improvements are feasible and deliver immediate benefits to the community while laying the foundation for long-term station access improvements.

Long-Term Projects (5-10 Years from BART Opening Day)

Long-term projects may focus on major infrastructure investments, transit service enhancements, and multimodal connectivity improvements that could support the full buildout of the TOD and regional transit expansion plans. These initiatives would likely require coordinated planning, significant capital investment, and phased implementation to help ensure 28th Street/Little Portugal Station remains a well-integrated transit hub aligned with BART Silicon Valley Phase II Extension and The Five Wounds Urban Village Plan.

Key long-term actions may include the consolidation of US 101 interchanges to simplify access and reduce traffic conflicts, construction of a new shared-use path overcrossing to improve bicycle and pedestrian connectivity across US 101, a dedicated bicycle and pedestrian bridge to provide low-stress access across this major barrier, and the extension of N. 30th Street to E. Santa Clara Street to enhance multimodal access to the station block.

Implementation of the proposed improvements identified for the 28th Street/Little Portugal TOD should occur in phases based on the feasibility and prioritization identified earlier in this section. **Table 12** details key implementation considerations for the future TOD and study area recommendations.

Table 12: Implementation Phasing of Improvements

Improvement	Location	Prioritization
TOD Improvements		
Sidewalks and Crosswalks within TOD	Throughout TOD area	Near-Term
Curb Ramp Upgrades or Installations	Throughout TOD area	Near-Term
Raised Table Area	E. St. James Street to Five Wounds Lane intersection	Near-Term
Real Time Arrival and Departure Information	Bus Stops and Station Boarding Area	Near-Term
Shading structures	Paseo Santa Isabel and Paseo Cristo Rey	Near-Term
Pedestrian-scale lighting	Throughout TOD area	Near-Term
Wayfinding Signage	Along N. 28th St, Paseo Santa Isabel, and Paseo Cristo Rey	Near-Term
Internal Bicycle Wayfinding	On N. 28th Street in front of the Station Plaza	Near-Term
Information Kiosk	Throughout VTA property, at Paseos and new internal streets	Near-Term
Extend N. 30th Street to E. Santa Clara Street	E. Santa Clara St/Five Wounds Lane	Long-Term
Study Area Improvements		
High Visibility Crosswalk	89 Intersections	Near-Term
Pedestrian Refuge Island	3 Intersections	Near-Term
Widen Sidewalk	3 Segments	Near-Term
Class I or Class IV Bikeway	3 Locations proposed by the Better Bikeways Plan 2025	Near-Term
Class II Buffered Bike Lane	E. Julian St from N. 21st St to N 24th St	Near-Term
Curb Extensions	8 Intersections	Near-Term
Class III Bike Boulevard	5 Locations proposed by the Better Bikeways Plan 2025	Near-Term
Wayfinding Signage	Throughout TOD/Station Area	Near-Term
Pedestrian-scale Lighting	Throughout TOD/Station Area	Near-Term
Automatic Pedestrian Recall	4 Intersections	Near-Term
Bicycle Wayfinding Signage	Throughout Study Area	Near-Term
Skipped Striping Through Intersection	Throughout Study Area	Near-Term
US 101 Interchange Consolidation	E. Santa Clara St/Alum Rock Ave	Long-Term
US 101 Overcrossing Shared Use Path	US 101 Overcrossing/Alum Rock Ave	Long-Term
Bicycle and Pedestrian Connection Across US 101	US 101	Long-Term

Source: Fehr and Peers, 2025.

Next Steps

To improve access to the future 28th Street/Little Portugal BART Station TOD, the following projects should be prioritized as near-term improvements.

Summary of Study Area Access Recommendations

Table 13 shows the top three priority recommended projects and estimated construction cost based on 2025 dollars. Note that construction cost estimates do not reflect soft costs associated with project development or property acquisition.

Project implementation should be opportunistic and can be paired with street maintenance projects or on-going development. Should funding for systemic spot improvements be available, implementing high-visibility crosswalks and upgrading curb ramps to meet ADA standards should be prioritized regardless of location. Additionally, trails, separated bikeways, and off-street paths should continue to be evaluated and implemented to provide the highest level of separation to pedestrians and bicyclists.

Table 13: Summary of Top Three Study Area Recommendations

Improvement	Description	Estimated Construction Cost
E. Santa Clara Street		
High Visibility Crosswalks & ADA Curb Ramps	Install high-visibility crosswalks and ADA compliant curb ramps at the intersections of E. Santa Clara Street with the following: S. 19th Street, S. 20th Street, S. 21st Street, S. 22nd Street, S. 23rd Street, S. 24th Street, S. 26th Street, S. 28th Street, and US 101 ramps.	$9,000
Curb Extensions	Install curb extensions and ADA compliant curb ramps at the intersection of E. Santa Clara Street & Alum Rock Avenue.	$49,500
US 101 Overcrossing Shared Use Path	Remove turning lanes on Santa Clara Street/Alum Rock Avenue and reallocate the space to create a multimodal shared use path.	$3,000,000
N. 28th Street		
Curb Extensions, Crosswalks, ADA Curb Ramps	Install curb extensions, high-visibility crosswalks, and ADA compliant curb ramps at the intersections of E. St. James Street and Five Wounds Lane.	$101,000
Automatic Pedestrian Recall	Implement automatic pedestrian recall at the intersections of Five Wounds Lane and St. James Street.	$20,000
E. Julian Street		
Curb Extensions	Install curb extensions, high-visibility crosswalks, and ADA compliant curb ramps at the intersections of E. Julian Street with the following: N. 24th Street, and N. 28th Street.	$151,500
Pedestrian Refuge Island	Install pedestrian refuge island at the intersection of E. Julian Street & N. 24th Street.	$26,400
Bus Stop Facilities	Improve bus shelters with real-time arrival information at the new stop at E. Julian Street & 28th Street.	$80,000

Source: Fehr & Peers, 2025.

Summary of Future TOD Recommendations

Table 14 shows the top three priority recommended projects and estimated construction cost based on 2025 dollars.

Table 14: Summary of Top Three Future TOD Recommendations

Improvement	Description	Estimated Construction Cost
Facility Improvements		
Lighting	Install pedestrian-scale lighting throughout the TOD Area.	TBD
Real-time Arrival and Departure Information	New Bus Stop on N. 28th Street and Station Plaza	$10,000
Shade structures	Install shading elements by planting additional trees and/or shading devices at Paseo Santa Isabel and Paseo Cristo Rey	TBD
Circulation Improvements		
Sidewalks and Crosswalks	Provide pedestrian walkways and crosswalks within the TOD Area including in parking areas and future streets including Santa Joana, N 29th, and eastern extension of E. St John.	TBD
ADA Curb Ramps	Install curb ramps at all intersections on new public streets and the E. St. John St extension to comply with ADA regulations.	$5,400,000
Raised Table Area	Install a raised intersection from E. St. James Street to Five Wounds Lane intersection to slow vehicles and change perspective of the station frontage to a shared space.	$600,000

Source: Fehr & Peers, 2025.

Appendix A: Engagement and Outreach Summary

Valley Transportation Authority

Engagement and Outreach Summary

VTA staff and Fehr & Peers worked in close coordination to develop outreach materials, advertise outreach events, and present at neighborhood-focused events. The outreach strategy was conducted concurrently with the data-driven existing conditions analysis to holistically and proactively identify key access needs and challenges in the 28th/Little Portugal project area.

Outreach Objectives

The following objectives were identified with VTA to help effectively engage with residents, and understand existing travel needs and access challenges for the 28th/Little Portugal TOD Access Study:

- **Listen and Learn** – Engage stakeholders and residents in identifying and understanding the following:
  - Primary paths of travel
  - Existing travel challenges, needs, and opportunities that reflect the diversity of travel modes and demographics throughout the study area
  - Community's vision for future travel around the development
- **Education and Information Sharing** – Educate stakeholders and residents about existing opportunities for walking, bicycling, transit, and innovative solutions that work for users of all ages and abilities.
- **Momentum** – Build excitement and momentum for the future project and improvements by engaging the community in identifying problems and developing access improvement recommendations.
- **Building Toward Access Recommendations** – Identify new on-site and off-site improvements-based on input received from the outreach process.

Outreach

The outreach process focused on gathering information about needs and challenges accessing the future TOD area. This process built upon previous outreach efforts in 2020 conducted as part of the City of San Jose's En Movimiento project. En Movimiento is a community-driven transportation plan, which included the 28th/Little Portugal project area, and asked participants to identify transportation challenges they face and their preferred improvements for specific corridors. To address the specific needs and challenges of the future 28th/Little Portugal TOD, Phase 1 Outreach asked participants about the following topics:

- How they would be most likely to access the study area including mode and paths of travel
- What challenges they see themselves facing when accessing the future development area
- Preferred improvements to transit access in the study area
- Ease of use in the area for people who use mobility devices or wheelchairs
- General demographic questions including ethnicity, gender, household size, and income

Stakeholders and Partners

The following list of community-based organizations and local businesses was identified by VTA as partners in the outreach process:

Stakeholder Groups

- **General Public:** The opportunities for participation were broadly publicized with a special emphasis on targeting people living in or visiting the future station and TOD Area.

Partners

- **Agencies:** Agencies, such as City of San José, Santa Clara Valley Transportation Authority (VTA), and Santa Clara County Department of Public Health, were key partners in developing advertising materials and events and providing input.
- **Community-Based Organizations:** Community-based organizations, including the School of Arts & Culture, Mexican Heritage Plaza, San José Public Library, East San José Carnegie Branch Library, and Roosevelt Community Center supported the outreach process by hosting VTA and Fehr & Peers at their community events, providing opportunities to engage directly with attendees.
- **Additional Outreach Partners:** The following are community-based organizations and local businesses that attended outreach events: Indian Health Center, Portuguese Athletic Club, Casa Benfica de San José, United Low Rider Council SJ, East San José Peace Partnership, SOMOS Mayfair, Friends of Five Wounds Trail, Vietnamese American Organization, Viet Heritage Society, Si Se Puede Collective, Portuguese Organization for Social Services and Opportunities.

Outreach Activities

Outreach consisted of a total of three pop-up events, and an online and in-person survey, as shown in **Table 1**. Outreach materials were made available in English, Spanish, and Vietnamese, and translators were available at two of the three events. Spanish translators were not available at the Roosevelt Community Center event and materials printed in Spanish were used to communicate with the Spanish speaking community members.

Table 1: Outreach Activities

Event Type	Participants
Survey	English: 54 online, 10 paper Spanish: 7 online, 2 paper Vietnamese: 0 online, 4 paper
Pop-Up Events:	Community members Total 140 participants as summarized below:
Fiesta Navidena Saturday, December 14, 5:30–9:30 PM	68 participants
Carnegie Branch Library Tuesday, December 17, 10:00 AM–2:00 PM	18 participants
Roosevelt Community Center Wednesday, December 18, 12:00 PM–4:00 PM	54 participants

Outreach Communication

The project team reached out to residents and stakeholders through the following platforms and events.

VTA Project Website

VTA maintains a project website for the 28th/Little Portugal Transit Oriented Development (link).

Paper Fliers

VTA distributed printed paper fliers at outreach events promoting the online survey with a QR code and URL, as shown in **Figure 1.**

Social Media

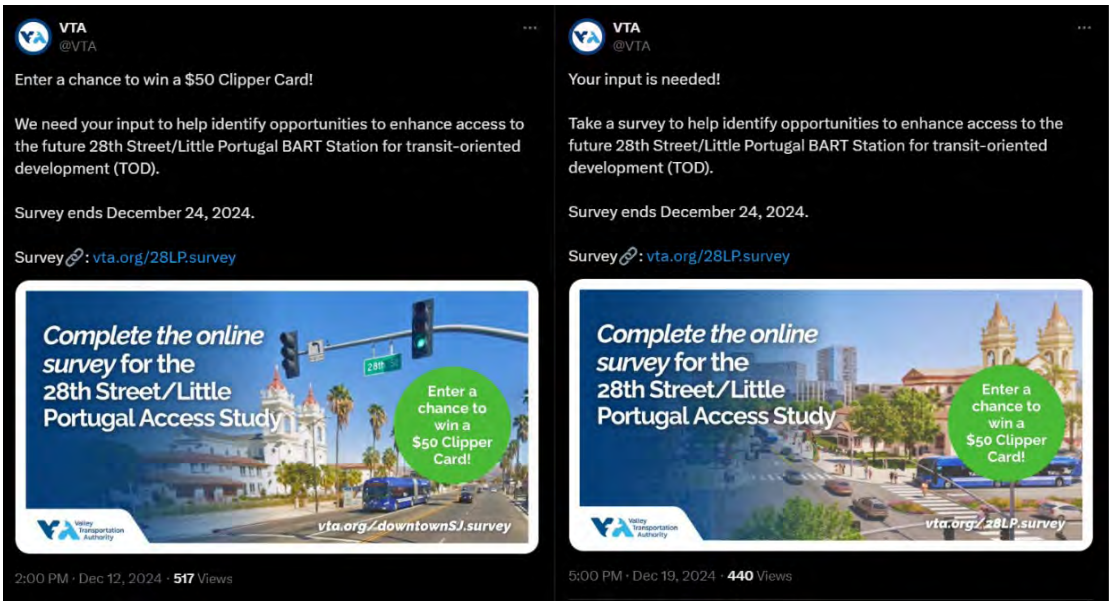
VTA used X (formerly Twitter) to notify residents and other stakeholders regarding key project updates including a link to the online survey, as illustrated in **Figure 2**.

Home Mailers

Printed home mailers were sent to addresses within a 1-mile radius of the project location, as shown in

Figure 1: VTA Flyer promoting the TOD Access Study

Figure 2: VTA Tweets Promoting the TOD Access Study



Survey

A survey was conducted to gather community perspectives on the current experience and future vision for the area surrounding the future TOD. In-person surveys were conducted at various pop-up events, while an online survey was promoted through social media and QR codes on posters displayed at these events.

The survey was made available starting December 3, 2024 and closed December 24, 2024.

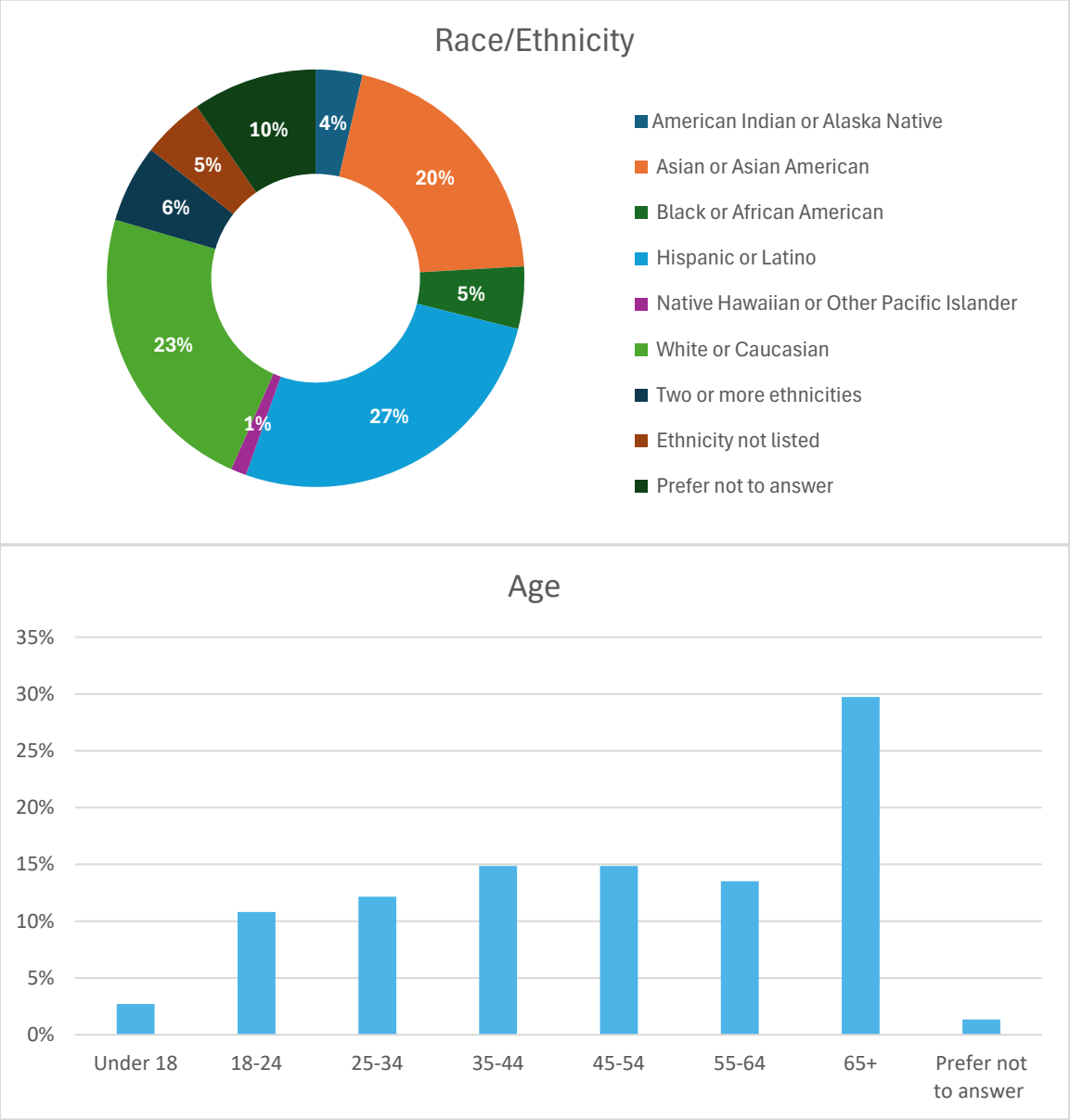
In total, the survey received 77 responses: 16 from in-person participants and 61 from the online survey. The questions and prompts included in the survey can be found in **Appendix A**.

Participant Demographics

Of the 77 respondents, 25% stated they live nearby the future 28th/Little Portugal TOD site, and 4% worked within the area.

As shown in **Figure 3**, the demographic breakdown of participants included 27% who identified as Hispanic or Latino, 23% as White or Caucasian, and 20% as Asian or Asian American. While most age groups were well represented, individuals under 18 comprised only 3% whereas individuals 65 and older made up 30% of respondents.

Figure 3: Survey Participant Demographics



Pop-Up Events

The project team held pop-up events at community locations to reach the community where they were. Pop-up events included interactive poster boards and paper surveys. The posters, as shown in **Figure 4**, asked the community how they see themselves accessing the future development area and what challenges they foresee when traveling to the project area.

Figure 4: Pop-up Posters

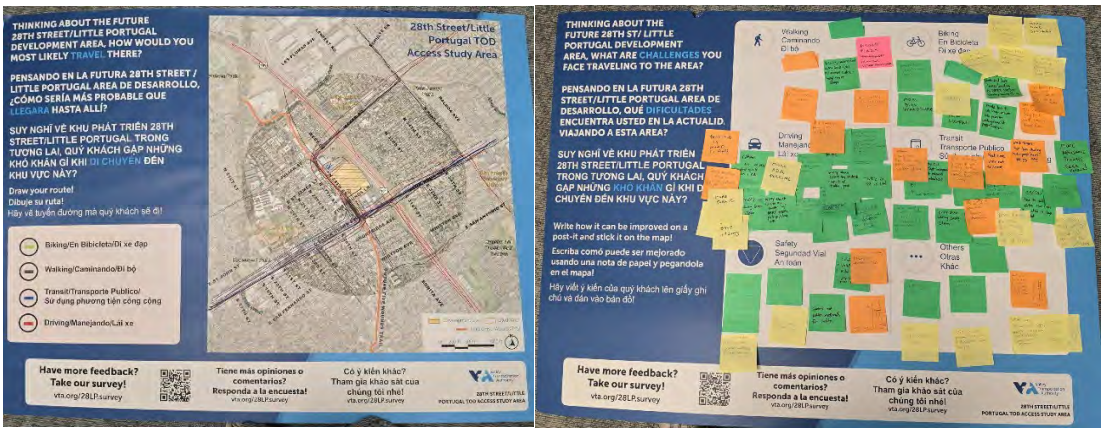


Figure 5: Fiesta Navidena Pop-up Event

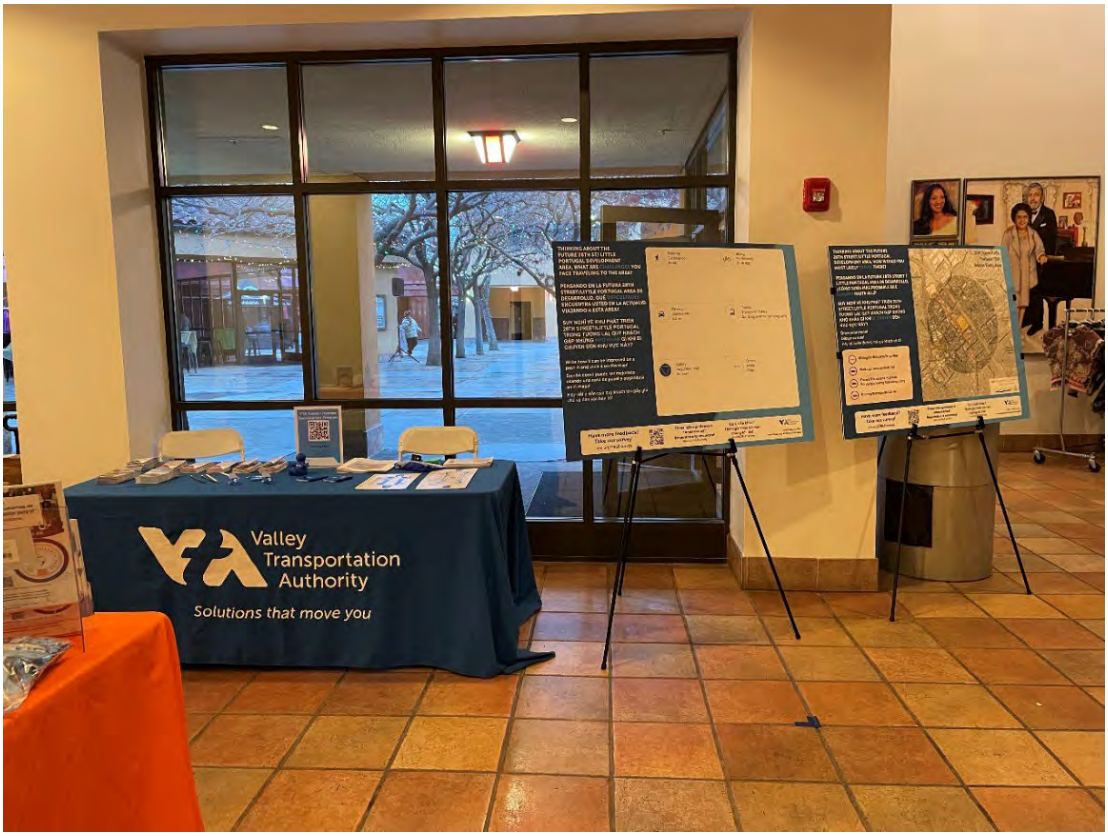


Figure 6: Carnegie Branch Library Pop-up Event

Figure 7: Roosevelt Community Center Pop-up Event

Input Themes

Through the engagement process, the project team collected a wide range of input from the community. Key themes across outreach events and surveys are presented in this section.

TOD Facility Needs:

The top three options chosen by survey participants to improve mobility in the TOD area were free or discounted transit passes, a bike share program, and a local public shuttle service. Among participants that use a wheelchair or mobility scooter, 5% of respondents stated it is somewhat difficult to travel around the area, indicating a potential need for ADA-scale improvements of sidewalks, curb cuts, and crosswalks. When asked to rank preferred pick-up/drop-off points for the future TOD, a majority of participants selected E. Santa Clara Street (45%) and N. 28th Street (23%)

Pedestrian Needs:

Pedestrian needs in the study area were highlighted by survey and pop-up event findings. 18% of survey participants stated that they typically walk in the area and 24% indicated that walking would be their preferred mode of travel to the TOD. E. Santa Clara Street, E. Julian Street, and E. St. James Street were the most selected routes for walking, with E. Santa Clara Street being chosen by 43% of respondents. Comments from the pop-up event stated that E. Santa Clara Street lacks a pedestrian-friendly focus, with concerns about poor sidewalk conditions, insufficient retail options to encourage foot traffic, and discomfort when crossing major barriers like US 101.

Bicycle Facility Needs:

Biking needs in the study area were highlighted by survey and pop-up findings. 11% of survey participants stated that they typically bike in the area and 14% indicated that biking would be their preferred mode of travel to the future station and TOD. E. Santa Clara Street and E. Julian Street were the most selected routes for biking. Comments from the pop-up events identified several challenges for cyclists, including aggressive driver behavior, a general lack of attention to cyclists, and a strong preference for improved bike infrastructure, such as protected bike lanes on key routes like E. Santa Clara Street, King Road, and E. Julian Street. Participants also emphasized the need for better and more secure bike parking facilities, such as underground bike parking at the BART Station, as well as improved bike signage to direct cyclists to official routes and bike paths.

Transit Needs:

Transit needs in the study area were highlighted by survey and pop-up event findings. 28% of survey respondents stated that they typically use the bus to travel in the area and 30% indicated they would rely on the bus to access the TOD in the future. Feedback identified Route 22, Route 23, and Rapid 522 as the most utilized routes. The top priorities for transit improvements were better crosswalks and sidewalks to transit stops (21%), improved street lighting between stops (20%), and enhanced bus stops with features such as shelters, seating, and real-time transit information (19%). Comments from the pop-up events highlighted challenges with accessibility and reliability, including long wait times during non-peak hours, inconsistent arrival patterns, and inaccurate real-time transit information. Participants also expressed concerns about the safety of crossing streets to access center-running bus rapid transit (BRT) lanes and emphasized the need for more affordable transit options, such as free or discounted passes, and better information to help seniors access discounted fares.

Appendix B:
Phase 1 Outreach Materials

Valley Transportation Authority

28th Street/Little Portugal TOD Access Survey

The Santa Clara Valley Transportation Authority (VTA) is currently planning the 11+ acres surrounding the future 28th Street/Little Portugal BART Station for transit-oriented development (TOD). The 28th Street/Little Portugal TOD Access Study will identify opportunities to enhance access to the station area and surrounding destinations. Your answers to the following questions will help identify infrastructure improvements that may be implemented as part of the future development of the station area.

As a thank you for completing the survey, you can add your email address for a chance to win a Clipper Card preloaded with $50 in Clipper cash that can be used on VTA, Caltrain, BART, or other transit services.

Your responses will be confidential, and results will be anonymous. If you have any questions, please contact community.outreach@vta.org or (408) 321-7575/TTY 321-2330.

1. Within ½ mile of the future 28th Street/Little Portugal development site, which of the following apply to you? Check all that apply.
    - ❑ I live nearby
    - ❑ I work nearby
    - ❑ I study nearby
    - ❑ I go to cultural/social events nearby
    - ❑ I go to parks/recreational activities nearby
    - ❑ I go to church nearby
    - ❑ I shop, eat, and/or visit businesses nearby
    - ❑ I visit people nearby
    - ❑ I transfer to/from a bus
    - ❑ I pass through on my way to other places
    - ❑ Other (please specify) _____

2. How do you usually travel around the area?
    - ❑ Walk or Wheelchair
    - ❑ Roll (skateboard, scooter)
    - ❑ Bike
    - ❑ Take the bus
    - ❑ Drive myself
    - ❑ Ride as a passenger in a car (carpool, taxi, rideshare)
    - ❑ Other (please specify) _____
    - ❑ Not applicable

3. If you ride the bus in this area, which routes do you typically use, and which stop do you use to board the bus?
   VTA Bus Route (check all that apply):
    - ❑ Route 22
    - ❑ Route 23
    - ❑ Route 64A
    - ❑ Route 64B
    - ❑ Route 72
    - ❑ Route 77
    - ❑ Route 522
    - ❑ Rapid 523
    - ❑ Other (please specify) _____
    - ❑ I do not ride the bus

   VTA Bus Stops used (refer to closest intersection): _____

4. Which of the following transportation improvements would most improve your transit access in the area?
    - ❑ Improved crosswalks or sidewalks to transit stops
    - ❑ Improved street lighting between stops
    - ❑ Better wayfinding and signage
    - ❑ Better bus stops (shelter, seating, real-time transit information)
    - ❑ More frequent bus service
    - ❑ Faster bus service
    - ❑ Other (please specify) _____

5. If you use a wheelchair or mobility device, how easy is it to get around in the area?
    - ❑ Easy
    - ❑ Somewhat easy
    - ❑ Neither easy nor difficult
    - ❑ Somewhat difficult
    - ❑ Difficult
    - ❑ I do not use a wheelchair or mobility device

6. Thinking about the future 28th Street/Little Portugal Station and surrounding destinations, how would you most likely travel there?
    - ❑ Walk or Wheelchair
    - ❑ Roll (skateboard, scooter)
    - ❑ Bike
    - ❑ Take the bus
    - ❑ Get dropped off (carpool, taxi, rideshare)
    - ❑ Drive

- ❑ Other (please specify) _____
- ❑ Not applicable

7. If you were to **walk** to the future 28th Street/Little Portugal Station and surrounding destinations, which street/path/route would you most likely use?
   - ❑ E. Julian Street
   - ❑ E. St. James Street
   - ❑ E. St. John Street (future connection)
   - ❑ E. Santa Clara Street
   - ❑ Five Wounds Trail (north of the station)
   - ❑ Five Wounds Trail (south of the station)
   - ❑ Other (please specify) _____
   - ❑ Not applicable

8. If you were to **bike** to the future 28th Street/Little Portugal Station and surrounding destinations, which street would you likely use?
   - ❑ E. Julian Street
   - ❑ E. St. James Street
   - ❑ E. St. John Street (future connection)
   - ❑ E. Santa Clara Street
   - ❑ Five Wounds Trail (north of the station)
   - ❑ Five Wounds Trail (south of the station)
   - ❑ Other (please specify) _____
   - ❑ Not applicable

9. Which of the following passenger drop-off locations for the 28th Street/Little Portugal BART Station are you most likely to use? Rank in order of preference.
   - ❑ E. St. Julian Street
   - ❑ E. St. James Street
   - ❑ E. Santa Clara Street
   - ❑ N. 28th Street
   - ❑ Other (please specify) _____

10. Which of the following mobility options would be helpful to let you or members of your household get to and from the future 28th Street/Little Portugal BART Station and surrounding destinations? Choose up to 3.
    - ❑ Bike-Share
    - ❑ E-Bike Purchase Program
    - ❑ Scooter-Share
    - ❑ Scooter Purchase Program
    - ❑ Car Share or Rental cars (Zip Car, GetAround, etc.)
    - ❑ Ride-Hailing/Taxi App Discount Program
    - ❑ Free/Discounted Transit Passes
    - ❑ Local Public Shuttle (Please specify destination)
    - ❑ Other (please specify) _____

11. What else would make access to the future 28th Street/Little Portugal BART Station and surrounding destinations better?

    _____

The following questions are optional, for demographic purposes only. The information you include here is used for aggregate purposes only and will not be traced back to you.

12. Please indicate the statements that apply to you. Check all that apply.
    - ❑ I have a Clipper card.
    - ❑ I have a current driver's license.
    - ❑ I have access to a working motor vehicle.
    - ❑ I have access to a bike, electric bike, or electric scooter.
    - ❑ My ability to walk is limited, or I use a mobility aide, like a cane, wheelchair, or walker to get around.

13. What is your age?
    - ❑ Under 18
    - ❑ 18-24
    - ❑ 25-34
    - ❑ 35-44
    - ❑ 45-54
    - ❑ 55-64
    - ❑ 65+
    - ❑ Prefer not to answer

14. What is your gender?
    - ❑ Female
    - ❑ Male
    - ❑ Non-binary
    - ❑ Prefer not to answer

15. How many people, including yourself, live in your household?
    - ❑ 1
    - ❑ 2
    - ❑ 3
    - ❑ 4
    - ❑ 5
    - ❑ 6 or more
    - ❑ Prefer not to answer

16. What is your total household income before taxes?
    - ❑ Less than $15,000
    - ❑ $15,000 to $29,999
    - ❑ $30,000 to $49,999
    - ❑ $50,000 to $74,999
    - ❑ $75,000 to $99,999
    - ❑ $100,000 to $150,000
    - ❑ Over $150,000
    - ❑ Prefer not to answer

17. What is your ethnicity? Check all that apply.
    - ❑ American Indian or Alaska Native
    - ❑ Asian or Asian American
    - ❑ Black or African American
    - ❑ Hispanic or Latino
    - ❑ Native Hawaiian or Other Pacific Islander
    - ❑ White or Caucasian
    - ❑ Two or more ethnicities
    - ❑ Ethnicity not listed
    - ❑ Prefer not to answer

18. To stay informed about future events for this study, please provide your name and email address:

    _____

19. VTA is giving out $50 Clipper Cards!

    - ❑ Check this box if you would like to be entered in the raffle and include your **email address** on the line in the question above for a chance to win.

      By providing your contact information, you are consenting to receive project update emails from VTA.

Within ½ mile of the future 28th Street/Little Portugal development site, which of the following apply to you?

	English		Spanish		Vietnamese		Total	
selection	count	percentage	count	percentage	count	percentage	count	percentage
I live nearby	30		5				44	25%
I work nearby	7		-				8	4%
I study nearby	2		-				3	2%
I go to cultural/social events nearby	14		1				21	12%
I go to parks/recreational activities nearby	10		2				15	8%
I go to church nearby	3		2				7	4%
I shop, eat, and/or visit businesses nearby	23		2				29	16%
I visit people nearby	9		1				12	7%
I transfer to/from a bus	8		-				11	6%
I pass through on my way to other places	19		3				26	15%
Other (please specify)	1		-				2	1%
Total		**126**		**16**		**-**	**178**	**100%**

	Paper surveys		
	English	Spanish	Vietnamese
I live nearby	7	1	1
I work nearby	1		
I study nearby	1		
I go to cultural/social events nearby	4		2
I go to parks/recreational activities nearby	1		2
I go to church nearby	1	1	
I shop, eat, and/or visit businesses nearby	3		1
I visit people nearby	2		
I transfer to/from a bus	1	1	1
I pass through on my way to other places	4		
Other (please specify)			1
Total	**25**	**3**	**8**

How do you usually travel around the area?

	English		Spanish		Vietnamese		Total	
selection	count	percentage	count	percentage	count	percentage	count	percentage
Walk or Wheelchair	21		1				24	18%
Roll (skateboard, scooter)	1		-				1	1%
Bike	11		-				14	11%
Take the bus	24		3				37	28%
Drive	32		4				41	31%
Ride as a passenger in a car	13		-				14	11%
Other	0		-				-	0%
Not applicable	1		1				2	2%
Total		**103**		**9**		**-**	**133**	**100%**

	Paper surveys		
	English	Spanish	Vietnamese
Walk or Wheelchair	2	0	0
Roll (skateboard, scooter)	0	0	0
Bike	3	0	0
Take the bus	5	2	3
Drive myself	3	0	2
Ride as a passenger in a car	1	0	0
Other (please specify)	0	0	0
Not applicable	0	0	0
Total	**14**	**2**	**5**

If you ride the bus in this area, which routes do you typically use, and which stop do you use to board the bus?

	English		Spanish		Vietnamese		Total	
selection	count	percentage	count	percentage	count	percentage	count	percentage
Route 22	23		2				34	22%
Route 23	18		1				25	16%
Route 64A	8		2				14	9%
Route 64B	7		1				10	6%
Route 72	5		1				10	6%
Route 77	5		-				7	4%
Route 522	17		1				23	15%
Rapid 523	4		1				5	3%
Other (please specify)	23		3				29	18%
I do not ride the bus	0		-				1	1%
Total		**110**		**12**		**-**	**158**	**100%**

	Paper surveys		
	English	Spanish	Vietnamese
Route 22	5	2	2
Route 23	5	1	0
Route 64A	2	2	0
Route 64B	1	1	0
Route 72	2	1	1
Route 77	1	0	1
Route 522	4	1	0
Rapid 523	0	0	0
Other (please specify)	2	0	1
I do not ride the bus	1	0	0
Total	**23**	**8**	**5**

Which of the following transportation improvements would most improve your transit access in the area?

	English		Spanish		Vietnamese		Total	
selection	count	percentage	count	percentage	count	percentage	count	percentage
Improved crosswalks or sidewalks to transit stops	26		2				34	21%
Improved street lighting between stops	26		3				32	20%
Better wayfinding and signage	11		3				15	9%
Better bus stops (shelter, seating, real-time transit information)	20		5				30	19%
More frequent bus service	20		1				24	15%
Faster bus service	16		2				19	12%
Other (please specify)	6		-				8	5%
Total		**125**		**16**		**-**	**162**	**100%**

Paper surveys			
	English	Spanish	Vietnamese
Improved crosswalks or sidewalks to transit stops	5	1	0
Improved street lighting between stops	3	0	0
Better wayfinding and signage	0	0	1
Better bus stops (shelter, seating, real-time transit information)	3	0	2
More frequent bus service	2	0	1
Faster bus service	0	0	1
Other (please specify)	1	0	1
Total	**14**	**1**	**6**

If you use a wheelchair or mobility device, how easy is it to get around in the area?

	English		Spanish		Vietnamese		Total	
selection	count	percentage	count	percentage	count	percentage	count	percentage
Easy	-		-				3	4%
Somewhat easy	4		-				4	5%
Neither easy nor difficult	1		-				1	1%
Somewhat difficult	2		2				4	5%
Difficult	0		-				-	0%
I do not use a wheelchair or mobility device	45		5				61	84%
Total	**52**		**7**		**-**		**73**	**100%**

	Paper surveys		
	English	Spanish	Vietnamese
Easy	2	0	1
Somewhat easy	0	0	0
Neither easy nor difficult	0	0	0
Somewhat difficult	0	0	0
Difficult	0	0	0
I do not use a wheelchair or mobility device	7	1	3
Total	**9**	**1**	**4**

Thinking about the future 28th Street/Little Portugal Station and surrounding destinations, how would you most likely travel there?

	English		Spanish		Vietnamese		Total	
selection	count	percentage	count	percentage	count	percentage	count	percentage
Walk or Wheelchair	23		2				28	24%
Roll (skateboard, scooter)	2		1				3	3%
Bike	13		-				16	14%
Take the bus	22		2				35	30%
Get dropped off (carpool, taxi, rideshare)	11		1				12	10%
Drive	13		1				17	15%
Other (please specify)	2		-				2	2%
Not applicable	2		1				3	3%
Total	**88**		**8**		**-**		**116**	**100%**

	Paper surveys		
	English	Spanish	Vietnamese
Walk or Wheelchair	3	0	0
Roll (skateboard, scooter)	0	0	0
Bike	3	0	0
Take the bus	7	2	2
Get dropped off (carpool, taxi, rideshare)	0	0	0
Drive	1	0	2
Other (please specify)	0	0	0
Not applicable	0	0	0
Total	**14**	**2**	**4**

If you were to walk to the future 28th Street/Little Portugal Station and surrounding destinations, which street/path/route would you most likely use?

	English		Spanish		Vietnamese		Total	
selection	count	percentage	count	percentage	count	percentage	count	percentage
E. Julian Street	14		6				23	21%
E. St. James Street	7		-				9	8%
E. St. John Street (future connection)	7		-				9	8%
E. Santa Clara Street	31		3				46	43%
Five Wounds Trail (north of the station)	7		-				8	7%
Five Wounds Trail (south of the station)	8		-				8	7%
Other (please specify)	2		-				2	2%
Not applicable	2		-				3	3%
Total	**78**		**9**		**-**		**108**	**100%**

	Paper surveys		
	English	Spanish	Vietnamese
E. Julian Street	2	1	0
E. St. James Street	1	1	0
E. St. John Street (future connection)	1	1	0
E. Santa Clara Street	8	1	3
Five Wounds Trail (north of the station)	1	0	0
Five Wounds Trail (south of the station)	0	0	0
Other (please specify)	0	0	0
Not applicable	0	0	1
Total	**13**	**4**	**4**

If you were to bike to the future 28th Street/Little Portugal Station and surrounding destinations, which street would you likely use?

	English		Spanish		Vietnamese		Total	
selection	count	percentage	count	percentage	count	percentage	count	percentage
E. Julian Street	12		5				20	19%
E. St. James Street	8		-				10	9%
E. St. John Street (future connection)	8		1				9	8%
E. Santa Clara Street	20		3				33	31%
Five Wounds Trail (north of the station)	10		-				10	9%
Five Wounds Trail (south of the station)	9		-				9	8%
Other (please specify)	10		-				12	11%
Not applicable	2		-				3	3%
Total		**79**		**9**		**-**	**106**	**100%**

	Paper surveys		
	English	Spanish	Vietnamese
E. Julian Street	2	0	1
E. St. James Street	2	0	0
E. St. John Street (future connection)	0	0	0
E. Santa Clara Street	7	1	2
Five Wounds Trail (north of the station)	0	0	0
Five Wounds Trail (south of the station)	0	0	0
Other (please specify)	2	0	0
Not applicable	0	0	1
Total	**13**	**1**	**4**

Which of the following passenger drop-off locations for the 28th Street/Little Portugal BART Station are you most likely to use? Rank in order of preference.

	English		Spanish		Vietnamese		Total	
selection	count	percentage	count	percentage	count	percentage	count	percentage
E. St. Julian Street	2.71		3.14				6	17%
E. St. James Street	1.56		1.86				3	10%
E. Santa Clara Street	3.37		2.29				16	45%
N. 28th Street	2.69		2.29				8	23%
Other (please specify)	0.13		-				2	6%
Total		**-**		**-**		**-**	**35**	**100%**

	Paper surveys		
	English	Spanish	Vietnamese
E. St. Julian Street	0	0	0
E. St. James Street	0	0	0
E. Santa Clara Street	7	1	2
N. 28th Street	3	0	0
Other (please specify)	0	0	2
Total	**10**	**1**	**4**

Which of the following mobility options would be helpful to let you or members of your household get to and from the future 28th Street/Little Portugal BART Station and surrounding destinations?

	English		Spanish		Vietnamese		Total	
selection	count	percentage	count	percentage	count	percentage	count	percentage
Bike-Share	15		1				18	15%
E-Bike Purchase Program	11		2				16	13%
Scooter-Share	6		-				7	6%
Scooter Purchase Program	9		-				9	7%
Car Share or Rental cars	9		2				12	10%
Ride-Hailing/Taxi App Discount Program	6		1				9	7%
Free/Discounted Transit Passes	26		2				35	28%
Local Public Shuttle	11		3				18	15%
Other	8		1				11	9%
Total		**101**		**12**		**-**	**124**	**100%**

	Paper surveys		
	English	Spanish	Vietnamese
Bike-Share	1	1	0
E-Bike Purchase Program	1	0	2
Scooter-Share	1	0	0
Scooter Purchase Program	0	0	0
Car Share or Rental cars (Zip Car, GetAround, etc.)	0	1	0
Ride-Hailing/Taxi App Discount Program	1	0	1
Free/Discounted Transit Passes	5	1	1
Local Public Shuttle (Please specify destination)	3	0	1
Other (please specify)	1	0	1
Total	**13**	**3**	**6**

Please indicate the statements that apply to you. Check all that apply.

	English		Spanish		Vietnamese		Total	
selection	count	percentage	count	percentage	count	percentage	count	percentage
I have a Clipper card.	34		-				44	28%
I have a current driver's license.	35		4				45	28%
I have access to a working motor vehicle.	28		2				33	21%
I have access to a bike, electric bike, or electric scooter.	22		1				28	18%
My ability to walk is limited, or I use a mobility aide, like a cane, wheelchair, or walker to get around.	6		2				9	6%
Total	**125**		**9**		**-**		**159**	**100%**

Paper surveys			
	English	Spanish	Vietnamese
I have a Clipper card.	7	2	1
I have a current driver's license.	4	0	2
I have access to a working motor vehicle.	2	0	1
I have access to a bike, electric bike, or electric scooter.	4	1	0
My ability to walk is limited, or I use a mobility aide, like a	1	0	0
Total	**18**	**3**	**4**

What is your age?

	English		Spanish		Vietnamese		Total	
selection	count	percentage	count	percentage	count	percentage	count	percentage
Under 18	1		1				2	3%
18-24	8		-				8	11%
25-34	9		-				9	12%
35-44	10		1				11	15%
45-54	7		2				11	15%
55-64	4		1				10	14%
65+	12		1				22	30%
Prefer not to answer	0		1				1	1%
Total	**51**		**7**		**-**		**74**	**100%**

	Paper surveys		
	English	Spanish	Vietnamese
Under 18	0	0	0
18-24	0	0	0
25-34	0	0	0
35-44	0	0	0
45-54	1	1	0
55-64	5	0	0
65+	3	2	4
Prefer not to answer	0	0	0
Total	**9**	**3**	**4**

What is your gender?

	English		Spanish		Vietnamese		Total	
selection	count	percentage	count	percentage	count	percentage	count	percentage
Female	24		3				33	45%
Male	25		3				37	50%
Non-binary	0		-				-	0%
Prefer not to answer	3		1				4	5%
Total		**52**		**7**		**-**	**74**	**100%**

	Paper surveys		
	English	Spanish	Vietnamese
Female	4	0	2
Male	5	2	2
Non-binary	0	0	0
Prefer not to answer	0	0	0
Total	**9**	**2**	**4**

How many people, including yourself, live in your household?

	English		Spanish		Vietnamese		Total	
selection	count	percentage	count	percentage	count	percentage	count	percentage
1	10		-				16	22%
2	12		1				15	20%
3	13		-				17	23%
4	9		2				13	18%
5	4		2				6	8%
6 or more	4		1				6	8%
Prefer not to answer	0		1				1	1%
Total		**52**		**7**		**-**	**74**	**100%**

	Paper surveys		
	English	Spanish	Vietnamese
1	5	1	0
2	0	0	2
3	3	1	0
4	1	0	1
5	0	0	0
6 or more	0	0	1
Prefer not to answer	0	0	0
Total	**9**	**2**	**4**

What is your total household income before taxes?

	English		Spanish		Vietnamese		Total	
selection	count	percentage	count	percentage	count	percentage	count	percentage
Less than $15,000	5		1				9	12%
$15,000 to $29,999	6		4				15	20%
$30,000 to $49,999	1		-				2	3%
$50,000 to $74,999	4		-				6	8%
$75,000 to $99,999	8		1				9	12%
$100,000 to $150,000	7		-				8	11%
Over $150,000	9		-				10	13%
Prefer not to answer	12		1				16	21%
Total		**52**		**7**		**-**	**75**	**100%**

	Paper surveys		
	English	Spanish	Vietnamese
Less than $15,000	2	0	1
$15,000 to $29,999	2	1	2
$30,000 to $49,999	1	0	0
$50,000 to $74,999	2	0	0
$75,000 to $99,999	0	0	0
$100,000 to $150,000	1	0	0
Over $150,000	1	0	0
Prefer not to answer	1	1	1
Total	**10**	**2**	**4**

Appendix C: Study Area Improvement Projects

Valley Transportation Authority

Study Area Access Improvements

Proposed Improvement	Locations	Justification
Pedestrian Improvements		
High Visibility Crosswalk	All throughout the study area: 89 Intersections: E. Santa Clara St/S. 19th St E. Santa Clara St/S. 20th St E. Santa Clara St/S. 21st St E. Santa Clara St/S. 22nd St E. Santa Clara St/S. 23rd St E. Santa Clara St/S. 24th St E. Santa Clara St/S. 26th St E. Santa Clara St/S. 28th St E. Santa Clara St/US 101 Alum Rock Ave/S. 31st St Alum Rock Ave/S. 33rd St Alum Rock Ave/S. 34th St Alum Rock Ave/S. King Rd Shortridge Ave/S. 24th St Shortridge Ave/S. 26th St Shortridge Ave/S. 28th St Shortridge Ave/S.30th St Shortridge Ave/S. 31st St Shortridge Ave/S. 33rd St Shortridge Ave/S. 34th St Shortridge Ave/S. King Rd E. San Fernando St/S. 24th St E. San Fernando St/S. 26th St E. San Fernando St/S. 28th St E. San Fernando St/S.30th St E. San Fernando St/S. 31st St E. San Fernando St/S. 33rd St E. San Fernando St/S. 34th St E. San Fernando St/S. King Rd Whitton Ave/S. 24th St Whitton Ave/S. 26th St Whitton Ave/S. 28th St Whitton Ave/S. 30th St Whitton Ave/S. 31st St Whitton Ave/S. 33rd St Whitton Ave/S. 34th St E. San Antonio Rd/S. 24th St E. San Antonio Rd/S. 26th St E. San Antonio Rd/S. 28th St E. San Antonio Rd/S. 30th St E. San Antonio Rd/S. 31st St E. San Antonio Rd/S. 33rd St E. San Antonio Rd/S. 34th St E. San Antonio Rd/S. King Rd E. St John St/N. 24th St E. St John St/N. 25th St E. St John St/N. 26th St E. St John St/N. 27th St E. St John St/N. 31st St E. St John St/N. 32nd St E. St James St/N. 24th St E. St James St/N. 25th St E. St James St/N. 26th St E. St James St/N. 27th St E. St James St/N. 28th St E. St James St/N. 31st St E. St James St/N. 33rd St E. St James St/N. 34th St E. St James St/N. McDonald Ave E. St James St/N. King Rd E. Julian St/N. 24th St E. Julian St/N. 25th St E. Julian St/N. 26th St E. Julian St/N. 27th St E. Julian St/N. 28th St McKee Rd/US 101 McKee Rd/N. 33rd St McKee Rd/N. Eastwood Ct McKee Rd/N. 34th St McKee Rd/N. Ann Darling Dr McKee Rd/McDonald Ave	High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis.

	McKee Rd/N. King Rd N. 33rd St/Perry Ct Perry Ct/Eastwood Ct N. 33rd St/Berrywood Dr Royce Dr/Berrywood Dr Ann Darling Dr/Berrywood Dr Melody Ln/Berrywood Dr Melody Ln/Ann Darling Dr Melody Ln/Royce Dr Marburg Way/N. 33rd St	
Pedestrian Improvements (cont..)		
Pedestrian Refuge Island	Julian/N 24th St McKee/N 33rd St McKee/N King Rd	Pedestrian refuge islands at these intersections will improve level of comfort and safety when crossing long intersections
Curb Extensions	E. Santa Clara St/Alum Rock Ave Julian St/McKee Rd Julian/N 24th St Julian/N 28th St N. 28th St/ E. St. James St. N. 28th St/ Five Wounds Lane McKee/N 33rd St McKee/N King Rd	Curb extensions can address needs safety needs identified in the outreach process by reducing vehicle speeds and shortening pedestrian crossing distance.
Widen Sidewalk	N 24th St between E. San Antonio Rd and E. Julian St E Julian St US 101 Overcrossing E Santa Clara St between N. 28th St and S. 31st Street	The street segments proposed for this improvement were identified to be inadequate in the existing conditions analysis.
Pedestrian-scale lighting	Throughout the Study Area	Improve pedestrian visibility and comfort.
Automatic Pedestrian Recall	E. Santa Clara Street/Alum Rock Ave E. Julian St./McKee Rd. N. 28th St/Five Wounds Lane N. 28th St/E. St. James St.	Improves pedestrian access and evaluates crossing times to ensure adequate crossing duration for all ages and abilities
Close Sidewalk Gaps	S 31st St from Shortridge Ave to E. San Antonio St McKee Rd from Eastwood Ct to N. 34th St E. Julian St from N. 26th St to N. 28th St. E San Antonio St from S. 26th to S. 28th, from S. 31st St to S. 34th St E San Fernando St from S. 26th to S. 28th N 30th St (entire roadway) N 26th St from E. Julian St to Tripp Ave East Ct (entire roadway) N. 33rd St from Berrywood Dr to Melody Ln. Royce Dr from Berrywood Dr to Melody Ln. Berrywood Dr past Melody Ln S 31st St from Shortridge Ave to E. San Antonio St	Close gaps in the sidewalk network surrounding the station to encourage active mobility and improve ADA accessibility
Bicycle Improvements		
Class II Buffered Bike lane	E. Julian St from N. 21st St to N 24th St	Proposed by the Better Bikeways Plan 2025
Class III Bike Boulevard	E. St. John Street from N. 24th St to N. 28th St E. St. James Street from N. 21st St to N. 33rd St N 31st St from E. St James St to E. San Antonio St N 33rd St/S 33rd St from Melody Ln to E. San Antonio St Shortridge Avenue from S. 24th St to S. King Rd	Proposed by the Better Bikeways Plan 2025
Class IV Bikeway	E.Julian Street/McKee Road from N. 24th St to N. King Rd E. Santa Clara Street from N. 28th St to S. 31st St N. King Rd from Las Plumas Ave to E. San Antonio St.	Proposed by the Better Bikeways Plan 2025
Bike-share	E. Julian St./McKee Rd.	Implementing Bike share facilities along Julian St will facilitate an active transportation focused community
Wayfinding Signage	Throughout the Study Area	Familiarize users with the bicycle network and indicate to motorists that they are driving along a bike route
Skipped stripping	Throughout the Study Area	Improves visibility and continuity of bike facilities through intersection and supports mode separation
Bike facilities across US 101	US 101 Overcrossing/McKee Rd US 101 Overcrossing/Alum Rock Avenue	Implement Class II or Class IV bikeway on US 101 overcrossing to improve east-west bike connectivity without vehicular conflicts

Transit Improvements		
Transit Priority Corridor/Grand Blvd	E. Santa Clara Street/Alum Rock Ave	Informed by previous planning efforts of En Movimiento (2021), bus-only lanes and TSP will increase speed and reliability on Santa Clara St. for the future bus rapid stop
Improve bus stop facilities/Real-time Arrival Information	E. Santa Clara Street & 28th St New Stop at E. Julian St & 28th St	Improve bus shelters in study area with real-time arrival information, informed by community outreach
Transit wayfinding signage	E. Santa Clara St & 28th St E. Julian St. & 28th St	Adding wayfinding signage to the north and southern boundary streets of the station area will improve transit rider's experience accessing the station and TOD
Vehicular/Multimodal Improvements		
US 101 Interchange Consolidation	E. Santa Clara St/Alum Rock Ave	Informed by Five Wounds Urban Village Plan update, closing US 101 off ramps on Santa Clara St would allow for extending N. 30th Street through to E. Santa Clara Street, improving connectivity.
US 101 Overcrossing shared use path	US 101 Overcrossing/Alum Rock Ave	Removing turning lanes on Santa Clara St/Alum Rock Avenue following the interchange consolidation would allow for the widening of sidewalks on the overcrossing, contributing to placemaking by connecting the communities separated by the highway through a multimodal shared use path
Bicycle and Pedestrian connection across US 101	US 101	Constructing a bike and pedestrian bridge over US-101 would re-connect historically disconnected communities in East San Jose and provide a crucial multimodal access point that could support the St. John Street bike boulevard
Wayfinding on US-101	US 101 & Julian St US 101 & E Santa Clara St	Include wayfinding signage to direct drivers to 28th/Little Portugal parking via access on Julian Street and E Santa Clara Street

Appendix D: Study Area Improvement Cost Estimates

Valley Transportation Authority

Study Area Access Improvements

Proposed Improvement	Locations	Justification	Quantity	No. of Locations	Design Element	Removals	Quantity	Unit	Unit Price	Future Elements to Build	Quantity	Unit	Unit Price	Cost Estimate per location	Total Cost Estimate	Other Notes
Pedestrian Improvements																
High Visibility Crosswalk	Intersections: E. Santa Clara St/S. 19th St E. Santa Clara St/S. 20th St E. Santa Clara St/S. 21st St E. Santa Clara St/S. 22nd St E. Santa Clara St/S. 23rd St E. Santa Clara St/S. 24th St E. Santa Clara St/S. 26th St E. Santa Clara St/S. 28th St E. Santa Clara St/US 101 Alum Rock Ave/S. 31st St Alum Rock Ave/S. 33rd St Alum Rock Ave/S. 34th St Alum Rock Ave/S. King Rd Shortridge Ave/S. 24th St Shortridge Ave/S. 26th St Shortridge Ave/S. 28th St Shortridge Ave/S.30th St Shortridge Ave/S. 31st St Shortridge Ave/S. 33rd St Shortridge Ave/S. 34th St Shortridge Ave/S. King Rd E. San Fernando St/S. 24th St E. San Fernando St/S. 26th St E. San Fernando St/S. 28th St E. San Fernando St/S.30th St E. San Fernando St/S. 31st St E. San Fernando St/S. 33rd St E. San Fernando St/S. 34th St E. San Fernando St/S. King Rd Whitton Ave/S. 24th St Whitton Ave/S. 26th St	High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis.	**89**	356	Civil	Signing and Striping		SF		High-Visibility Crosswalk	200	SF	$ 5.00	$ 1,000.00	$ 356,000.00	Assumes 40' crosswalk - cost estimate is per crosswalk
Pedestrian Refuge Island	Julian/N 24th St McKee/N 33rd St McKee/N King Rd	Pedestrian refuge islands at these intersections will improve level of comfort and safety when crossing long intersections	**3**	6	Civil	Existing Pavement	240	SF	$ 10.00	Island Including Concrete Surface and Curb	240	SF	$ 100.00	$ 26,400.00	$ 158,400.00	Assumes roughly 40' long x 6' wide refuge - cost estimate is per ped refuge island
Curb Extensions	E. Santa Clara St/Alum Rock Ave Julian St/McKee Rd Julian/N 24th St Julian/N 28th St N. 28th St/ E. St. James St. N. 28th St/ Five Wounds Lane McKee/N 33rd St McKee/N King Rd	Curb extensions can address needs safety needs identified in the outreach process by reducing vehicle speeds and shortening pedestrian crossing distance.	**8**	32	Civil	Existing Pavement	450	SF	$ 10.00	Curb Extensions, Including Concrete Surface and Curb	450	SF	$ 100.00	$ 49,500.00	$ 1,584,000.00	Assuming 450 sq ft per curb extension - cost estimate is per curb extension (most intersections would have 4 extensions)
Widen Sidewalk	N 24th St between E. San Antonio Rd and E. Julian St E Julian St US 101 Overcrossing E Santa Clara St between N. 28th St and S. 31st Street	The street segments proposed for this improvement were identified to be inadequate in the existing conditions analysis.	**3**	6	Civil	Remove existing sidewalk, clear and grub, basic grading	4500	LF	$ 50.00	Concrete sidewalk and base	4500	SF	$ 210.00	$ 1,170,000.00	$ 7,020,000.00	Cost estimate per location is per linear foot to remove existing sidewalk and install new 6' wide sidewalk.
Pedestrian-scale lighting	Throughout the Study Area	Improve pedestrian visibility and comfort.		-	Electrical	None				Conduit & Conductors	4000	LF	$ 50.00	$ 50.00	$ 200,000.00	Combined to reflect full scope of pedestrian-scale lighting for the existing site perimeter walkways and station platform. Luminaire & Pull Box item reflects placement of luminaire with pull box every 60 feet on each side of street, including distributed cost for new service enclosures. Conduit & Conductors reflect trenching, conduits, conduit terminations, and 3#8 conductors around perimeter. Other on-site pedestrian-scale lighting would be incidental to cost of site development.
				-	Electrical	Existing electrical	2000	LF	$ 20.00	Luminaire & Pull Box (assumed every 60 feet)	65	EA	$ 12,000.00	$ 12,000.00	$ 820,000.00	

Pedestrian Improvements																
Automatic Pedestrian Recall	E. Santa Clara Street/Alum Rock Ave E. Julian St./McKee Rd. N. 28th St/Five Wounds Lane N. 28th St/E. St. James St.	Improves pedestrian access and evaluates crossing times to ensure adequate crossing duration for all ages and abilities		4	Electrical	None	0	EA	$ -	Signal Reprogramming	1	LS	$ 10,000.00	$ 10,000.00	$ 40,000.00	Cost estimate per location is per intersection
Close Sidewalk Gaps	S 31st St from Shortridge Ave to E. San Antonio St	Close gaps in the sidewalk network surrounding the station to encourage active mobility and improve ADA accessibility	**1**	1	Civil	Remove existing sidewalk, clear and grub, basic	1900	LF	$ 50.00	Concrete sidewalk and base	1900	LF	$ 210.00	$ 494,000.00	$ 494,000.00	Cost estimate per location is per linear foot to remove existing sidewalk and install new 6' wide sidewalk.
	McKee Rd from Eastwood Ct to N. 34th St	Close gaps in the sidewalk network surrounding the station to encourage active mobility and improve ADA accessibility	**1**	1	Civil	Remove existing sidewalk, clear and grub, basic	3000	LF	$ 50.00	Concrete sidewalk and base	3000	LF	$ 210.00	$ 780,000.00	$ 780,000.00	Cost estimate per location is per linear foot to remove existing sidewalk and install new 6' wide sidewalk.
	E. Julian St from N. 26th St to N. 28th St.	Close gaps in the sidewalk network surrounding the station to encourage active mobility and improve ADA accessibility	**1**	1	Civil	Remove existing sidewalk, clear and grub, basic	1400	LF	$ 50.00	Concrete sidewalk and base	1400	LF	$ 210.00	$ 364,000.00	$ 364,000.00	Cost estimate per location is per linear foot to remove existing sidewalk and install new 6' wide sidewalk.
	E San Antonio St from S. 26th to S. 28th, from S. 31st St to S. 34th St	Close gaps in the sidewalk network surrounding the station to encourage active mobility and improve ADA accessibility	**1**	1	Civil	Remove existing sidewalk, clear and grub, basic	3600	LF	$ 50.00	Concrete sidewalk and base	3600	LF	$ 210.00	$ 936,000.00	$ 936,000.00	Cost estimate per location is per linear foot to remove existing sidewalk and install new 6' wide sidewalk.
	E San Fernando St from S. 26th to S. 28th	Close gaps in the sidewalk network surrounding the station to encourage active mobility and improve ADA accessibility	**1**	1	Civil	Remove existing sidewalk, clear and grub, basic	1160	LF	$ 50.00	Concrete sidewalk and base	1160	LF	$ 210.00	$ 301,600.00	$ 301,600.00	Cost estimate per location is per linear foot to remove existing sidewalk and install new 6' wide sidewalk.
	N 30th St (entire roadway)	Close gaps in the sidewalk network surrounding the station to encourage active mobility and improve ADA accessibility	**1**	1	Civil	Remove existing sidewalk, clear and grub, basic	1700	LF	$ 50.00	Concrete sidewalk and base	1700	LF	$ 210.00	$ 442,000.00	$ 442,000.00	Cost estimate per location is per linear foot to remove existing sidewalk and install new 6' wide sidewalk.
	N 26th St from E. Julian St to Tripp Ave	Close gaps in the sidewalk network surrounding the station to encourage active mobility and improve ADA accessibility	**1**	1	Civil	Remove existing sidewalk, clear and grub, basic	1000	LF	$ 50.00	Concrete sidewalk and base	1000	LF	$ 210.00	$ 260,000.00	$ 260,000.00	Cost estimate per location is per linear foot to remove existing sidewalk and install new 6' wide sidewalk.
	East Ct (entire roadway)	Close gaps in the sidewalk network surrounding the station to encourage active mobility and improve ADA accessibility	**1**	1	Civil	Remove existing sidewalk, clear and grub, basic	2800	LF	$ 50.00	Concrete sidewalk and base	2800	LF	$ 210.00	$ 728,000.00	$ 728,000.00	Cost estimate per location is per linear foot to remove existing sidewalk and install new 6' wide sidewalk.
	N. 33rd St from Berrywood Dr to Melody Ln.	Close gaps in the sidewalk network surrounding the station to encourage active mobility and improve ADA accessibility	**1**	1	Civil	Remove existing sidewalk, clear and grub, basic	1600	LF	$ 50.00	Concrete sidewalk and base	1600	LF	$ 210.00	$ 416,000.00	$ 416,000.00	Cost estimate per location is per linear foot to remove existing sidewalk and install new 6' wide sidewalk.
	Royce Dr from Berrywood Dr to Melody Ln.	Close gaps in the sidewalk network surrounding the station to encourage active mobility and improve ADA accessibility	**1**	1	Civil	Remove existing sidewalk, clear and grub, basic	1600	LF	$ 50.00	Concrete sidewalk and base	1600	LF	$ 210.00	$ 416,000.00	$ 416,000.00	Cost estimate per location is per linear foot to remove existing sidewalk and install new 6' wide sidewalk.
	Berrywood Dr past Melody Ln	Close gaps in the sidewalk network surrounding the station to encourage active mobility and improve ADA accessibility	**1**	1	Civil	Remove existing sidewalk, clear and grub, basic	1800	LF	$ 50.00	Concrete sidewalk and base	1800	LF	$ 210.00	$ 468,000.00	$ 468,000.00	Cost estimate per location is per linear foot to remove existing sidewalk and install new 6' wide sidewalk.

Bicycle Improvements																
Class II Buffered Bike lane	E. Julian St from N. 21st St to N 24th St	Proposed by the Better Bikeways Plan 2025	**1**	1	Civil	None				Signing & Striping	800	LF	$ 60.00	$ 48,000.00	$ 48,000.00	Cost is per linear foot to install new Class II bikeway on existing roadway pavement (includes removal and addition of striping). To come up with costs for each street/project, measure the linear feet of the project extents and multiply by this number.
Class III Bike Boulevard	E. St. John Street from N. 24th St to N. 28th St	Proposed by the Better Bikeways Plan 2025	**1**	1	Civil	None				Signing & Striping	1300	LF	$ 60.00	$ 78,000.00	$ 78,000.00	
	E. St. James Street from N. 21st St to N. 33rd St	Proposed by the Better Bikeways Plan 2025	**1**	1	Civil	None				Signing & Striping	3800	LF	$ 60.00	$ 228,000.00	$ 228,000.00	
	N 31st St from E. St James St to E. San Antonio St	Proposed by the Better Bikeways Plan 2025	**1**	1	Civil	None				Signing & Striping	2900	LF	$ 60.00	$ 174,000.00	$ 174,000.00	
	N 33rd St/S 33rd St from Melody Ln to E. San Antonio St	Proposed by the Better Bikeways Plan 2025	**1**	1	Civil	None				Signing & Striping	4800	LF	$ 60.00	$ 288,000.00	$ 288,000.00	
	Shortridge Avenue from S. 24th St to S. King Rd	Proposed by the Better Bikeways Plan 2025	**1**	1	Civil	None				Signing & Striping	4200	LF	$ 60.00	$ 252,000.00	$ 252,000.00	
Class IV Bikeway	EJulian Street/McKee Road from N. 24th St to N. King Rd	Proposed by the Better Bikeways Plan 2025	**1**	1	Civil	None				Signing & Striping	4200	LF	$ 90.00	$ 378,000.00	$ 378,000.00	
	E. Santa Clara Street from N. 28th St to S. 31st St	Proposed by the Better Bikeways Plan 2025	**1**	1	Civil	None				Signing & Striping	1200	LF	$ 90.00	$ 108,000.00	$ 108,000.00	
	N. King Rd from Las Plumas Ave to E. San Antonio St.	Proposed by the Better Bikeways Plan 2025	**1**	1	Civil	None				Signing & Striping	6000	LF	$ 90.00	$ 540,000.00	$ 540,000.00	
Bike-share	E. Julian St./McKee Rd.	Implementing Bike share facilities along Julian St will facilitate an active transportation focused community	1											$ -	$ -	N/A - This would be incidental to cost of site development.
Wayfinding Signage	Throughout the Study Area	Familiarize users with the bicycle network and indicate to motorists that they are driving along a bike route		70	Signing and Striping	None				Signing & Striping	1	EA	$ 1,000.00	$ 1,000.00	$ 70,000.00	Cost is approximate per block of bike facility. To come up with costs for each project, measure the number of blocks and multiply by this number.
Skipped stripping	Throughout the Study Area	Improves visibility and continuity of bike facilities through intersection and supports mode separation		60	Signing and Striping	None				Signing & Striping	1	EA	$ 2,000.00	$ 2,000.00	$ 120,000.00	Cost per intersection along each bikeway (multiply by number of intersections to get cost per corridor).
Bike facilities across US 101	US 101 Overcrossing/McKee Rd US 101 Overcrossing/Alum Rock Avenue	Implement Class II or Class IV bikeway on US 101 overcrossing to improve east-west bike connectivity without vehicular conflicts		2	Civil	None				Signing & Striping	750	LF	$ 60.00	$ 45,000.00	$ 90,000.00	Cost is per linear foot to install new Class II/IV bikeway on existing roadway pavement (includes removal and addition of striping). To come up with costs for each street/project, measure the linear feet of the project extents and multiply by this number.

Transit Improvements																
Transit Priority Corridor/Grand Blvd	E. Santa Clara Street/Alum Rock Ave	Informed by previous planning efforts of En Movimiento (2021), bus-only lanes and TSP will increase speed and reliability on Santa Clara St. for the future bus rapid stop		-	-								$ -	-	Assumes it includes striping (pavement markings). TSP would be a part of a larger corridor-wide project and cost is not covered in this estimate. Cost incorporates thermoplastic striping for bus lanes in the study area.
Improve bus stop facilities/Real-time Arrival Information	E. Santa Clara Street & 28th St New Stop at E. Julian St & 28th St	Improve bus shelters in study area with real-time arrival information, informed by community outreach		-	-	None					8	EA	$ 10,000.00	$ 80,000.00	$ 80,000.00	Estimated cost per information display if installed alongside other improvements.
Transit wayfinding signage	E. Santa Clara St & 28th St E. Julian St. & 28th St	Adding wayfinding signage to the north and southern boundary streets of the station area will improve transit rider's experience accessing the station and TOD		20	Signing and Striping	None				Signing & Striping	1	EA	$ 1,000.00	$ 1,000.00	$ 20,000.00	Cost is approximate per block of street surrrounding station. To come up with costs for each project, measure the number of blocks and multiply by this number.
Vehicular/Multimodal Improvements																
US 101 Interchange Consolidation	E. Santa Clara St/Alum Rock Ave	Informed by Five Wounds Urban Village Plan update, closing US 101 off ramps on Santa Clara St would allow for extending N. 30th Street through to E. Santa Clara Street, improving connectivity.		1												Requires further planning and engineering study
US 101 Overcrossing shared use path	US 101 Overcrossing/Alum Rock Ave	Removing turning lanes on Santa Clara St/Alum Rock Avenue following the interchange consolidation would allow for the widening of sidewalks on the overcrossing, contributing to placemaking by connecting the communities separated by the highway through a multimodal shared use path		1	Civil	Existing median, existing striping				New median, new striping, signal modifications for two signals	1	LS	$ 3,000,000.00	$ 3,000,000.00	$ 3,000,000.00	
Bicycle and Pedestrian connection across US 101	US 101	Constructing a bike and pedestrian bridge over US-101 would re-connect historically disconnected communities in East San Jose and provide a crucial multimodal access point that could support the St. John Street bike boulevard		1	New Bicycle/Pedestrian Bridge across US 101					Bridge and connecting bike/ped path infrastructure	1	LS	$ 45,000,000.00	$ 45,000,000.00	$ 45,000,000.00	
Wayfinding on US-101	US 101 & Julian St US 101 & E Santa Clara St	Include wayfinding signage to direct drivers to 28th/Little Portugal parking via access on Julian Street and E Santa Clara Street		1	Wayfinding & Parking Information Signage						1	LS	$ 500,000.00	$ 500,000.00	$ 500,000.00	Some of this would also be incidental, but bumping up the costs to reflect the fact that communications and detection equipment are needed for real-time parking availability.

Appendix E:
VMT Screening Report

Valley Transportation Authority

Santa Clara Countywide VMT Evaluation Tool - Version 2 - Report

Project Details

Timestamp of Analysis	January 29, 2025, 04:37:34 PM
Project Name	TOD
Project Description	TOD

Project Location Map

Jurisdiction:

San Jose

APN	TAZ
46707052	1151
46707070	1151
46708013	1151
46708005	1151
46708011	1151
46708004	1151
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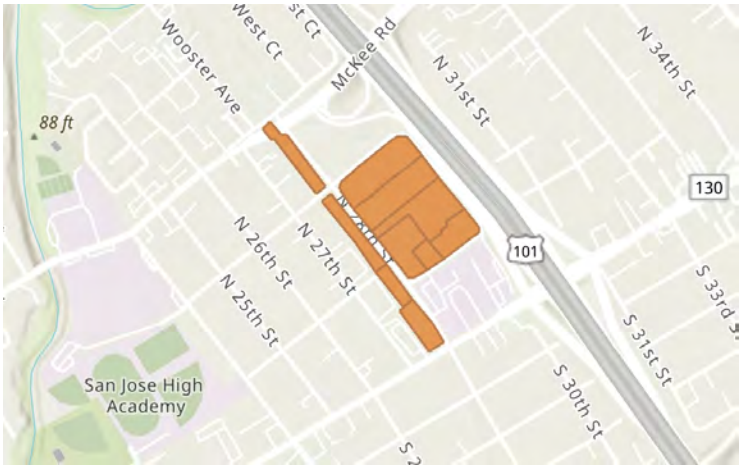
46709078	1151
46708012	1151



Analysis Details

Data Version	CSJ 2015 Model
Analysis Methodology	Parcel Buffer Method
Baseline Year	2015

Project Land Use

Residential:

Single Family DU:	
Multifamily DU:	960
Total DUs:	960

Non-Residential:

Office KSF:	590000
Local Serving Retail KSF:	
Industrial KSF:	

Residential Affordability (percent of all units):

Extremely Low Income:	0 %
Very Low Income:	0 %
Low Income:	25 %

Parking:

Motor Vehicle Parking:	1200
Bicycle Parking:	250

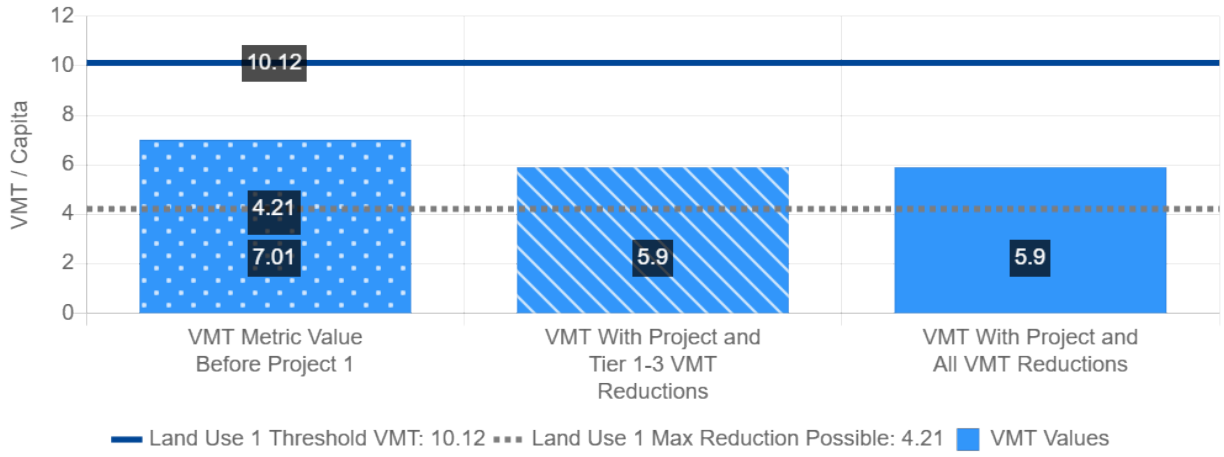
Proximity to Transit Screening

Inside a transit priority area? Yes (Pass)

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Metric 1:	Home-based VMT per Capita
VMT Baseline Description 1:	City Average
VMT Baseline Value 1:	11.91
VMT Threshold Description 1 / Threshold Value 1:	Citywide Threshold (-15%) / 10.12
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	Yes, Screening Passed

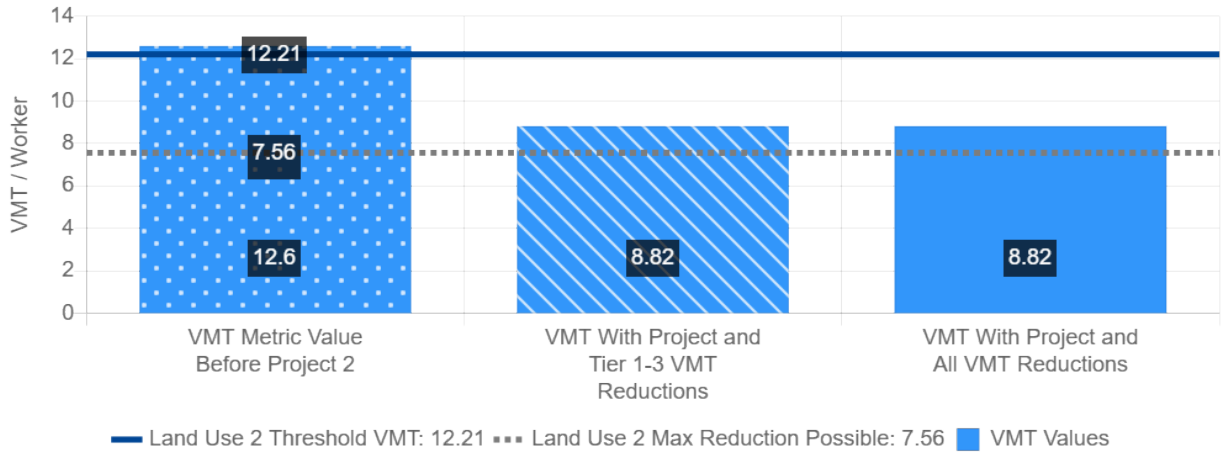
	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	7.01	5.9	5.9
Low VMT Screening Analysis	Yes (Pass)	Yes (Pass)	Yes (Pass)



Office Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 2:	Office
VMT Metric 2:	Home-based Work VMT per Worker
VMT Baseline Description 2:	Bay Area Regional Average
VMT Baseline Value 2:	14.37
VMT Threshold Description 2 / Threshold Value 2:	Regional Threshold (-15%) / 12.21
Land Use 2 has been Pre-Screened by the Local Jurisdiction:	Yes, Screening Failed

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	12.6	8.82	8.82
Low VMT Screening Analysis	No (Fail)	Yes (Pass)	Yes (Pass)



Tier 1 Project Characteristics

PC01 Increase Residential Density

Existing Residential Density:	9.08
With Project Residential Density:	12.73

PC02 Increase Residential Diversity

Existing Residential Diversity Index:	0.54
With Project Residential Diversity Index:	0.03

PC03 Affordable Housing

Low Income:	25 %

PC04 Increase Employment Density

Existing Employment Density:	16.89
With Project Employment Density:	12373.49

Appendix F:
Trip Generation Table

Valley Transportation Authority

ITE Land Use (Code)	Description	% of Vehicle Mode Share	% Reduction	Size	Unit	Daily		AM Peak Hour				PM Peak Hour			
						Rate (per 1000 GSF / DU)	Trips	Peak Hour Rate (per 1000 GSF / DU)	In	Out	Total	Peak Hour Rate (per 1000 GSF / DU)	In	Out	Total
Proposed Office															
General Office Building (710)	(Adj Streets, 7-9A, 4-6P)			590,000	GSF	10.84	6,396	1.52	789	108	897	1.44	144	706	850
Proposed Office Total [a]							**6,396**		**789**	**108**	**897**		**144**	**706**	**850**
Proposed Residential															
Multifamily Housing (Mid-Rise) Close to Rail Transit (221)	(Adj Streets, 7-9A, 4-6P)			710	DU	4.75	3,373	0.32	82	145	227	0.29	134	72	206
Multifamily Housing (Low-Rise) Close to Rail Transit (220)	(Adj Streets, 7-9A, 4-6P)			80	DU	4.72	378	0.38	9	21	30	0.61	32	17	49
Multifamily Housing (High-Rise) Close to Rail Transit (222)	(Adj Streets, 7-9A, 4-6P)			250	DU	3.96	990	0.23	13	45	58	0.26	40	25	65
Proposed Residential Total [b]							**4,741**		**104**	**211**	**315**		**206**	**114**	**320**
Conceptual Retail/Commercial (see notes)[4]															
Shopping Plaza (40k - 150k) (821)[1]	(Adj Streets, 7-9A, 4-6P)			51,000	GSF	94.49	4,819	3.53	112	68	180	9.03	221	240	461
Conceptual Retail/Commercial Total [c]							**4,819**		**112**	**68**	**180**		**221**	**240**	**461**
Supermarket (850)[2]	(Adj Streets, 7-9A, 4-6P)			51,000	GSF	93.84	4,786	2.86	86	60	146	8.95	77	379	456
Conceptual Retail/Commercial Total [d]							**4,786**		**86**	**60**	**146**		**77**	**379**	**456**
Variety Store (814)[1]	(Adj Streets, 7-9A, 4-6P)			51,000	GSF	63.66	3,247	3.04	85	70	155	6.7	171	171	342
Conceptual Retail/Commercial Total [e]							**3,247**		**85**	**70**	**155**		**171**	**171**	**342**
28th/Little Portugal TOD Net New Project Trips Office + Residential = [a] + [b]							**11,137**		**893**	**319**	**1,212**		**350**	**820**	**1,170**
28th/Little Portugal TOD Net New Project Trips plus Shopping plaza = [a] + [b] + [c]							**15,956**		**1,005**	**387**	**1,392**		**571**	**1,060**	**1,631**
28th/Little Portugal TOD Net New Project Trips plus Supermarket = [a] + [b] + [d]							**15,923**		**979**	**379**	**1,358**		**427**	**1,199**	**1,626**
28th/Little Portugal TOD Net New Project Trips plus Variety Store = [a] + [b] + [e]							**14,384**		**978**	**389**	**1,367**		**521**	**991**	**1,512**

Notes:

Source: ITE Trip Generation Manual, 11th Edition, 2021, average trip generation rates.

1 To create a representation of potential trip generation for retail/commercial without knowing the specific land use type, multiple ITE Codes were used, and rates were calculated given the 51,000 GSF of retail space to estimate possible trip generation rates. 2 This square footage reflects a mix of grocery and other retail or community-serving uses, consistent with the market study recommendation of a grocery store of approximately 15,000 square feet.

Appendix G:
TOD Improvement Projects

Valley Transportation Authority

TOD Area Access Improvements

Proposed Improvement	Locations	Justification
Station/TOD Improvements		
Pedestrian-scale lighting	Throughout TOD Area	Improve pedestrian visibility and comfort
Wayfinding Signage	Along N. 28th St, Paseo Santa Isabel, and Paseo Cristo Rey	Improve multimodal wayfinding to TOD Retail and Office components
Real-time Arrival and Departure Information	New Bus Stop on N. 28th St and Station Plaza	Improves transit rider experience and comfort
Shading structures	Paseo Santa Isabel Paseo Cristo Rey	Facilitates pedestrian level of comfort and safety. Protection from the elements.
Information Kiosk	In the Station Plaza between Paseo Cristo Rey and N.29th Street	Informs users about nearby destinations, retail/community space, and transit connections
Multimodal Circulation Improvements		
Sidewalks and Crosswalks within TOD	Throughout VTA property, at Paseos and new internal streets	Improves pedestrian safety and avoids conflict
Curb Ramp Upgrades or Installations	All curb ramps and intersections of new public streets	Improves accessibility to the TOD, improves safety.
Internal Bicycle Wayfinding	On N. 28th Street in front of the Station Plaza	Providing wayfinding to bike parking improves cyclist level of comfort and improves navigation around the TOD
Extend N. 30th Street through to E. Santa Clara Street	E. Santa Clara St/Five Wounds Lane	Could increase connectivity to the TOD and Santa Clara Street
Raised Table Area	E. St. James Street to Five Wounds Lane intersection	Slows vehicles, increases ped visibility and changes the perspective of the space to a shared space, prioritizing pedestrian access to the TOD

Appendix H:
TOD Improvement Cost Estimates

Valley Transportation Authority

Future TOD Improvements

Improvement	Location	Description	Priority	Removals	Quantity	Unit	Unit Price	Future Elements	Quantity	Unit	Unit Price	Cost Estimate	Notes
Station/TOD Improvements													
Pedestrian-scale lighting	Throughout TOD Area	-	Low	None								$ -	See Study Area cost for pedestrian scale lighting
Wayfinding Signage	Along N. 28th St, Paseo Santa Isabel, and Paseo Cristo Rey	Provide wayfinding signage to TOD Retail and Office components	Low	None				Wayfinding Signage Installation	3	LS	$ 25,000.00	$ 75,000.00	
Real-time Arrival and Departure Information	New Bus Stop on N. 28th St and Station Plaza	Digital displays showing real-time arrival and departure information.	Medium	None				Information Displays & Connectivity		EA	$ 10,000.00	$ -	Estimated cost per information display if installed alongside other improvements.
Shading structures	Paseo Santa Isabel Paseo Cristo Rey	Install shading elements by planting additional trees and/or shading devices. Provide shade by planting trees or adding shading structures on these major pedestrian access corridors to facilitate level of comfort and safety.	Low									$ -	N/A - This would be incidental to cost of site development.
Information Kiosk	In the Station Plaza between Paseo Cristo Rey and N.29th Street	Provide an information kiosk that informs users about nearby destinations, retail/community space, and transit connections	Low	None				Information Kiosk	1	LS	$ 10,000.00	$ 10,000.00	Approximate cost for a single un-staffed kiosk.
Multimodal Circulation Improvements													
Sidewalks and Crosswalks within TOD	Throughout VTA property, at Paseos and new internal streets	Provide pedestrian walkways and crosswalks within the TOD Area including in parking areas.	High	None								$ -	N/A - This would be incidental to cost of site development.
Curb Ramp Upgrades or Installations	All curb ramps and intersections of new public streets	Install curb ramps at all intersections on new public streets and the E. St. John St extension to comply with ADA regulations.	Medium	None				ADA Curb Ramp	90	EA	$ 60,000.00	$ 5,400,000.00	Cost per intersection to install 4 ADA curb ramps. The quantity includes study area-wide improvements for curb ramps.
Internal Bicycle Wayfinding	On N. 28th Street in front of the Station Plaza	Include wayfinding to navigate to internal bicycle circulation paths and provide wayfinding to reach bicycle parking.	Low	None				Signing & Striping	4	EA	$ 1,000.00	$ 4,000.00	Cost is approximate per block of street surrrounding station. To come up with costs for each project, measure the number of blocks and multiply by this number.
Extend N. 30th Street through to E. Santa Clara Street	E. Santa Clara St/Five Wounds Lane	Providing a parallel connection to N. 28th Street following the closure of US 101 offramps would increase connectivity to the station area and Santa Clara St.	Low	None				New street design and construction	0.1	MI	$ 10,000,000.00	$ 1,000,000.00	N/A - This would be incidental to cost of site development.
Raised Table Area	E. St. James Street to Five Wounds Lane intersection	Slow vehicles, increase visibility across all legs of an intersection, change the perspective of the space to a shared space	Medium	None				Raised Table Construction	1	EA	$ 600,000.00	$ 600,000.00	Cost estimate represents each typical raised table area with minimal utility/drainage adjustments. Incidental removals are included in construction cost.