Safe Routes for the Mayfair Community

A Study of Safe Routes to Transit and Station Design for the Proposed DTEV Corridor

March 2005

Sponsors

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Office of Santa Clara County Supervisor Blanca Alvarado

Project Coordination

Transportation and Land Use Coalition (TALC)

In Collaboration with:

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URBP 226/178 Transportation & Urban Planning Class Fall 2004

& Comité Cesar Chávez/SIREN

TRANSPORTATION AND LAND USE COALITION

Transportation and Land Use Coalition

TALC is a partnership of over 90 groups working for a sustainable and socially just Bay Area. We envision a region with healthy, walkable communities that provide all residents with transportation choices and affordable housing. The coalition analyzes county and regional policies, works with community groups to develop alternatives, and coordinates grassroots campaigns.

Funds Provided By

This report was funded by the Caltrans Environmental Justice Grant with local matching funds. Supervisor Blanca Alvarado and her office applied for the EJ Grant in order to make this project possible.

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Acknowledgments

Christopher Lepe, the South Bay Organizer for the Transportation and Land Use Coalition (TALC), was the Project Manager for this report. Chris was responsible for organizing the community meetings, producing and implementing the survey, and coordinating volunteers. Javier Aguirre, Policy Aide to Santa Clara County Supervisor Blanca Alvarado's office and Stuart Cohen, Executive Director of TALC, helped to focus and direct the implementation of the project, providing feedback on the survey design and on the report, and in strategizing on how to involve residents of the Mayfair community.

Christopher Lepe collaborated with Professor Eduardo Serafin of San Jose State University's Transportation and Urban Planning Class, who was instrumental in directing his students in the research, analysis, and writing for the bulk of this report. Eduardo and his students did a tremendous amount of work on the report, including a walk-through of the neighborhood to take notes on existing conditions. Class members took several of the photographs featured in the report. The specific role of each student is listed at the end of this report.

Lucy Hernandez, Martha Campos, Diana Jauregui, and other members of the Services and Immigrant Rights and Education Network (SIREN) and the Comité Cesar Chavez volunteered their time and energy in surveying residents and helping to organize the meeting held at the Mayfair Community Center.

The Mayfair Improvement Initiative provided us with equipment, resources, and project guidance. Irma Balderas, Principal of Cesar Chavez Elementary School allowed us to pass out surveys and flyers to the school's classes and present our project and gather input from the families attending a school meeting. Lynn Boskie, Principal of San Antonio Elementary School allowed us to meet with parents who in turn participated in one of our meetings, and some parents went door to door with us to fill out surveys. The East Side Senior Center allowed us to meet several times with the seniors they serve food to during lunch. The Lady of Guadalupe Catholic Church allowed us to make announcements, collect surveys, and hand out flyers at their masses.

John Brazil of the City of San Jose Bicycle/Pedestrian Program and Sal Alvarez of the San Jose Redevelopment Agency provided helpful information on the status of current projects and funds from the local government that could or will affect the Mayfair community.

Neil Hrushowy, Ph.D. candidate at the UC Berkeley Urban Planning Program helped in the editing of this report, and Eli Goldberg did a final copy edit of the report. Seth Schneider helped with formatting.

To all who participated in this project; thank you.

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EXECUTIVE SUMMARY

The Downtown/East Valley (DTEV) corridor, which runs along Alum Rock Ave. and Santa Clara St. between East and Downtown San Jose, has the highest transit ridership in Santa Clara County. In 2000, voters passed Measure A, a transportation sales tax that includes funding for light rail along this corridor. The Valley Transportation Authority (VTA) is now deciding whether to extend light rail or enhanced bus service through the corridor.

Three of the future bus or light rail transit stations will be located in the Mayfair community, a primarily low income community that is 80% Latino. This new investment creates an incredible opportunity to address broader community concerns of unsafe streets, inadequate services, and the need for additional housing. Without extensive community involvement, however, the DTEV project is destined to remain a simple transit upgrade. This report is the culmination of a 10 month project to involve the Mayfair community in identifying major issues of access and station design, then developing and prioritizing a broad range of solutions. The report uses community input from 483 surveys and three community meetings as well as an analysis of existing plans and census data.

One of the key elements of making the DTEV project a success is ensuring that people can safely walk or bicycle to the stations. Currently, 10 of the 25 most hazardous intersections for pedestrians in the County are located along this corridor and three of the most hazardous intersections are located in the Mayfair community. In 2003, there were 14 collisions between pedestrians and automobiles, and nine collisions with bicycles in the Mayfair community. Not surprisingly then, the vast majority of those surveyed felt that traffic needs to be slowed, and that additional crosswalks, lighting, and bike paths are needed in the community. Additionally, 70% of respondents said they would use a bicycle and pedestrian trail on Silver Creek if it were constructed, reflecting the desire to have safe areas separated from traffic to walk and bike. Finally, 80% responded that they would walk or bike more frequently if improvements were made.

Other ways to improve transit ridership on this project while enhancing the community include; designing the stations in collaboration with the surrounding neighborhoods, placing services that are in great demand near the stations, and encouraging Transit-Oriented Development (TOD) with affordable housing within a half mile of the stations. At the community meetings, residents wanted the stations to have public art, bike lockers, bilingual information, and security features that deter crime. When asked what types of services they would most want to see around stations, 33% of respondents prioritized health-related services, while 26% prioritized educational uses, especially a library or bookstore.

This report lays out in great detail the specific projects that will increase bicycle and pedestrian safety in this corridor, and the amenities and services that community members want at and near the stations. Since these issues of access and design will affect the health of the Mayfair community for the next century, residents and leaders of the Mayfair community need to feel empowered to interact as partners with the Valley Transportation Authority (VTA), the agency overseeing the project, as well as San Jose city agencies. By working together we will be able to win funding for these improvements and improve the safety, quality-of-life, and access to economic opportunities for the Mayfair community.

Summary of Recommendations

Note: The full detailed list of recommendations is located on pages 36 to 42.

Pedestrian Design Recommendations	Agency Responsible
Improve crosswalk design along San Antonio Ave., King Rd., and Alum Rock Ave. by providing bulb-outs, pedestrian medians and countdown walk signals, and along minor routes by providing clearly painted crosswalks and adequate signage warning motorists to slow down.	City of San Jose, and VTA if near transit stations
Slow down motorists around Cesar Chávez and San Antonio Elementary Schools by using traffic-calming designs such as median islands and other strategies that result in safe routes for school children and that improve the aesthetics of the neighborhood.	City of San Jose
Improve sidewalk safety and convenience for pedestrians on Sunset Ave and other routes to the stations by widening where appropriate and maintaining all sidewalks in good repair.	City of San Jose, and VTA if near transit stations
Provide pedestrian-level lighting along all major pedestrian routes including King Rd., Alum Rock Ave., Sunset Ave., McCreery Ave., Scharff St., and Jackson Ave. to increase visibility and offer a sense of safety for pedestrians.	City of San Jose, and VTA if near transit stations
Plant trees uniformly along all major routes to increase the comfort level of pedestrians and improve the aesthetics of the area.	City of San Jose
Maintain clear signage and road markings at all crosswalks in order to better protect pedestrians.	City of San Jose, and VTA if near transit stations
Make funding Silver Creek trail a priority to ensure a safe and pleasant place for children and other residents to walk and bike.	City of San Jose

Bicycle Design Recommendations	Agency Responsible
Provide bike lanes along all major bike routes, including King Rd. and Jackson Ave.	City of San Jose and VTA
Explore the need for other bicycle improvements, including priority lighting for cyclists.	City of San Jose and VTA

Transit Design Recommendations	Agency Responsible
Involve the community in the planning of the stations. Residents want station art and a design that expresses their cultural heritage.	VTA

Encourage transit-supportive land uses and architecture within a quarter mile radius of transit stations, including higher density development with retail along the ground floor. New housing should be made affordable to the residents of the community.	City of San Jose, and VTA near transit stations

Education and Enforcement Recommendations	**Agency Responsible**
Implement bilingual and culturally relevant bicycle and pedestrian safety education in the community so that all cyclists and pedestrians understand and follow the rules of the road.	City of San Jose
Enforce existing laws for autos, pedestrians, and bicyclists.	San Jose Police Department

Access Recommendations	**Agency Responsible**
Transit stations should provide information in both English and Spanish at a minimum to better reflect the needs of local residents.	VTA
Transit vehicles should have more capacity to carry bicycles, and transit stations should have more space for secure bicycle storage to encourage inter-modal transportation.	VTA
Safety and security are important dimensions of transit access; all stations and stops need to be well-lit and have appropriate camera coverage to ensure a maximum level of safety for transit riders.	VTA

Convenience Recommendations	**Agency Responsible**
Locate important services around transit stations, including health clinics, pharmacies, libraries and bookstores.	City of San Jose, and VTA if near transit stations
Add real-time arrival information at transit stops to improve overall convenience and efficiency of transit service.	VTA

Next Steps/Implementation

- Present results to VTA and City of San Jose staff, and community residents.
- Set up a meeting with VTA and City of San Jose staff to identify funding sources and monitor funding cycles.
- Identify a core group of residents to monitor and help implement the recommendations

INTRODUCTION

The Santa Clara Valley Transportation Authority (VTA) is currently studying the Downtown/East Valley Transit Corridor to develop an improved transit alternative, either light rail or enhanced bus service, along Alum Rock Ave. in East San José.

In July 2002, Santa Clara County Supervisor Blanca Alvarado applied for a Caltrans Environmental Justice Grant. On September 23, 2003, Caltrans approved the grant and in May 2004, the Transportation and Land Use Coalition (TALC) was chosen to implement the project. In September 2004, TALC began a research process in collaboration with San José State University urban and regional planning students and the Mayfair community. The purpose of the project is to improve cooperation between the Valley Transportation Authority and the Mayfair Community in planning future transit stations and to work with the community to plan ways to improve pedestrian and bicycle connections to the local stations.

A detailed demographic profile was developed for the community using Census 2000 data. Community input was gathered through three community meetings and 483 surveys. Analysis of pedestrian and bicyclist collisions was conducted using data from the City of San José and Walk San José, followed by station design review based on VTA's proposals. The following report documents the conclusions of the research. Recommendations are made for bicycle and pedestrian improvements that are needed for residents to have a safer and more pleasant walk/bike to the proposed stations along Alum Rock Ave. In addition, recommendations are made to improve the convenience of using the new stations.

The Mayfair neighborhood is located in East San José. The area is bounded by Alum Rock Ave. to the north, by King Rd. on the west, and by Highway 680 on the east and south. The demographics of the neighborhood are reported in Census Tract 5037.02 in the 2000 U.S. Census.

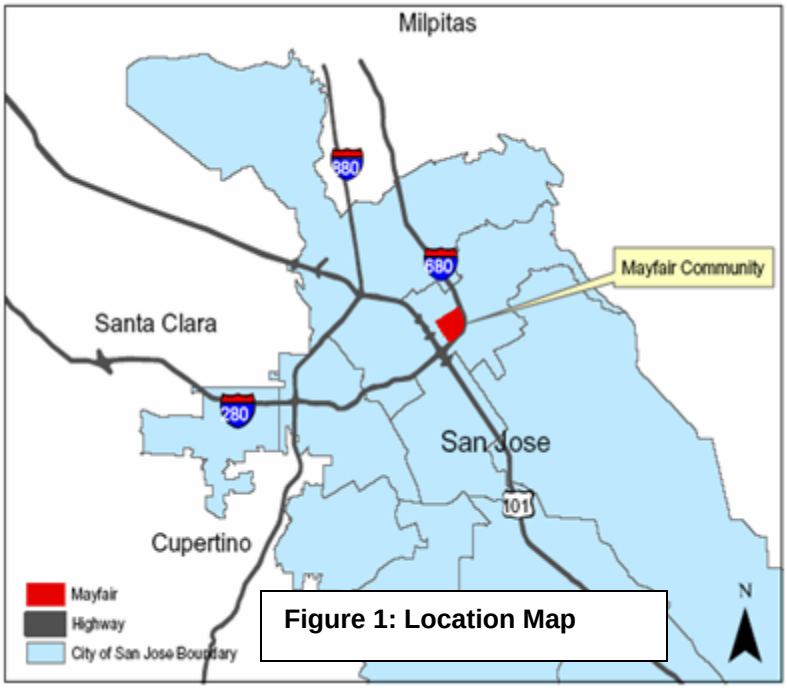

Figure 1: Location Map

Mayfair is primarily a residential neighborhood, with some commercial uses on Alum Rock Ave., Jackson Ave., and King Rd. There are three schools, a community, senior, and youth center, a Mexican Heritage Plaza and Garden and numerous churches (See Figure 2: Existing Land Use & Transportation Map for more detail).

Figure 2

Mayfair Neighborhood

Existing Land Use & Transportation Map

1. DEMOGRAPHIC ANALYSIS

The Mayfair neighborhood has a population of 8,349[1] that reside in 1,711[2] households. The neighborhood accounts for about 1% of the total population of the City of San José.[3]

An analysis of the demographics of the neighborhood revealed that a significant proportion of the total population in the Mayfair is Hispanic compared to the population of the rest of the City of San José and Santa Clara County, as summarized in Figure 3 below.

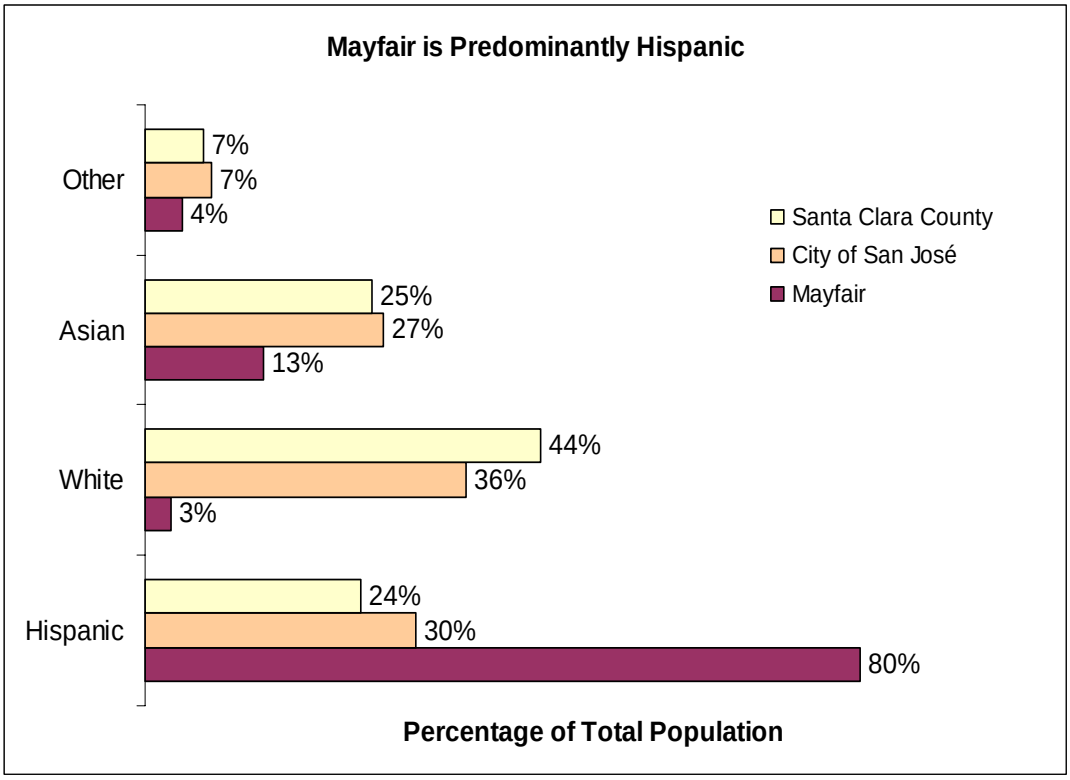

Figure 3: Population by Race
Source: Data from U.S. Bureau of the Census, Census 2000 Summary File 3 (SF3) - Table P6, 2002.

About 80% of the residents of the Mayfair neighborhood are of Hispanic origin compared to 30% of residents of the city and 24% of the county.[4]

"Almost 60% of the population of the neighborhood is foreign born – i.e., born outside the United States.[5] Of the foreign born population, 77.8% was born in the Latin American countries.[6]

[1] U.S. Bureau of the Census, Census 2000 Summary File 3 (SF3) Sample Data - Table P1, (2002) <http://factfinder.census.gov> [14 November 2004].
[2] Ibid., Table H7.
[3] Ibid., Table P1.
[4] Ibid., Table P6.
[5] U.S. Bureau of the Census, Census 2000 Summary File 3 (SF3) Sample Data - Table P21, (2002) <http://factfinder.census.gov> [14 November 2004].
[6] Ibid., Table DP2.

This proportion translates to almost half the total current population of Mayfair being born in Latin America. Of the foreign born population, half entered the U.S. between 1990 and March 2000;[7] this means that 30% of Mayfair's population entered the U.S. within the last 15 years, and more than 70% of the foreign born residents and 42% of all residents in the neighborhood are not citizens of the U.S.[8]"

Many of these immigrants have only rudimentary English, which results in linguistic isolation. Linguistically isolated households are defined by the U.S. Census Bureau as households "in which no member 14 years old or over (1) speaks only English, or (2) speaks a non-English language and speaks English very well. In other words, all members 14 years old and over have at least some difficulty with English".[9] Thus, linguistic isolation simply means a household in which no member over 13 can speak English well.

The Spanish-speaking households in the Mayfair community are significantly more linguistically isolated than other Spanish-speaking households in the City of San José or Santa Clara County. An estimated 37% of Spanish-speaking households in the Mayfair community are linguistically isolated compared to 22% of Spanish-speaking households in the City of San José and 21% of Spanish-speaking households in Santa Clara County.[10]

A large proportion of the residents live in rental units. The census data reveals that the percentage of renters in this neighborhood is almost 50% more than the percentage of renters in the rest of the city.[11]

The median household income in 1999 dollars was $53,833 for the Mayfair community versus $70,243 for the City of San José,[12] perhaps reflecting the high proportion of immigrants in the neighborhood. The percentage of people in Mayfair living below the poverty level is higher than in the county and city. Data shows that the percentage of Mayfair's population with income below the poverty level is twice that of the city - 16.5% in the Mayfair versus 8.7% in the City of San José.[13] A study prepared by the Center for Tolerance, Justice and Community also showed that 47% of the 250 working residents that were surveyed earn less than $10 an hour and that only 61% are employed full time[14]. The surveys were taken not only in the Mayfair community but also in the communities which the local schools in the Mayfair serve.

The average household size in Mayfair for renter occupied units is 4.9 persons per household compared to the county average of 2.78 persons per household and the city average of 3.15 persons per household. For owner occupied units, this figure is 4.75 in Mayfair compared to 3.22

[7] Ibid., Table P22.
[8] Ibid., Table P23.
[9] Ibid., Table P20.
[10] Ibid.
[11] Ibid., Table H7.
[12] Ibid., Table P53.
[13] Ibid., Table P87.
[14] Mayfair Improvement Initiative Worker Survey. Prepared for The Center for Tolerance, Justice and Community at the University of California Santa Cruz. By Empowerment Research! [December 2004]

in the city and 3.01 in the county.[15] Since the median number of rooms per household according to the census 2000 in the Mayfair is 3.1, this shows that there is overcrowding in the Mayfair[16]. Additionally, the percentage of households with more than 7 persons in the household in the Mayfair community is 25% as compared to 4% in the county and 5.9% citywide.[17]

In the Mayfair community, a larger portion of the population over the age of 25 – almost 60% of the population over 25 – has not completed their High School Diploma, compared to almost 17% in the county and about 22% in the city.[18] Hence, Mayfair residents are likely constrained by their limited education from earning higher wages or salaries.

In summary, the combination of a low median income, the high proportion of renters, the high proportion of people living below the poverty level, and the large percentage of foreign-born immigrants suggests that the Mayfair community is an economically disadvantaged neighborhood. As such, public transit that is convenient, affordable, user-friendly, comfortable and reliable is vital to the economic well-being and long-term viability of the community.

	Hispanic	Foreign Born	Linguistically Isolated	Less than High School Education	Below Poverty	Overcrowding (7 or more persons per household)
Santa Clara County	24%	34%	21%	17%	8%	4%
City of San José	30%	37%	22%	22%	9%	6%
Mayfair	80%	59%	36%	59%	17%	25%

Table 1: Demographics at a Glance
Source: Data from U.S. Bureau of the Census, Census 2000 Summary File 3 (SF3) Sample Data - Various Tables, 2002.

[15] U.S. Bureau of the Census, Census 2000 Summary File 3 (SF3) Sample Data - Table H18, (2002) <http://factfinder.census.gov> [14 November 2004].
[16] Ibid. Table H25.
[17] Ibid., Table H16.
[18] Ibid., Table P37.

2. TRAVEL PATTERN ANALYSIS

2.1 Commute Time Analysis

The U.S. Census data reveals interesting commute travel patterns for Mayfair. The percentage of people who leave for work before 6:00 a.m. in the Mayfair Community is more than twice the percentage of people who do so in the county and the city. Similarly, the percentage of people who leave for work after 4:00 p.m. in the Mayfair neighborhood is more than twice the percentage of people in the county and the city. This commute pattern implies that from the fall to the spring a lot more people in the community commute to work in the dark when compared to the county or city. It also means that during the off-peak hours before 6 am when transit service runs with longer headways, the disproportionately large number of transit-dependent Mayfair residents will suffer considerable inconvenience during their commute.

The percentage of commuters who walk to work in the Mayfair neighborhood is almost three times the percentage of those who do so in the county and the city (see **Table 2**). Since there is inadequate lighting in the neighborhood and more people walk to their work place in the dark, increased lighting should improve pedestrian safety.

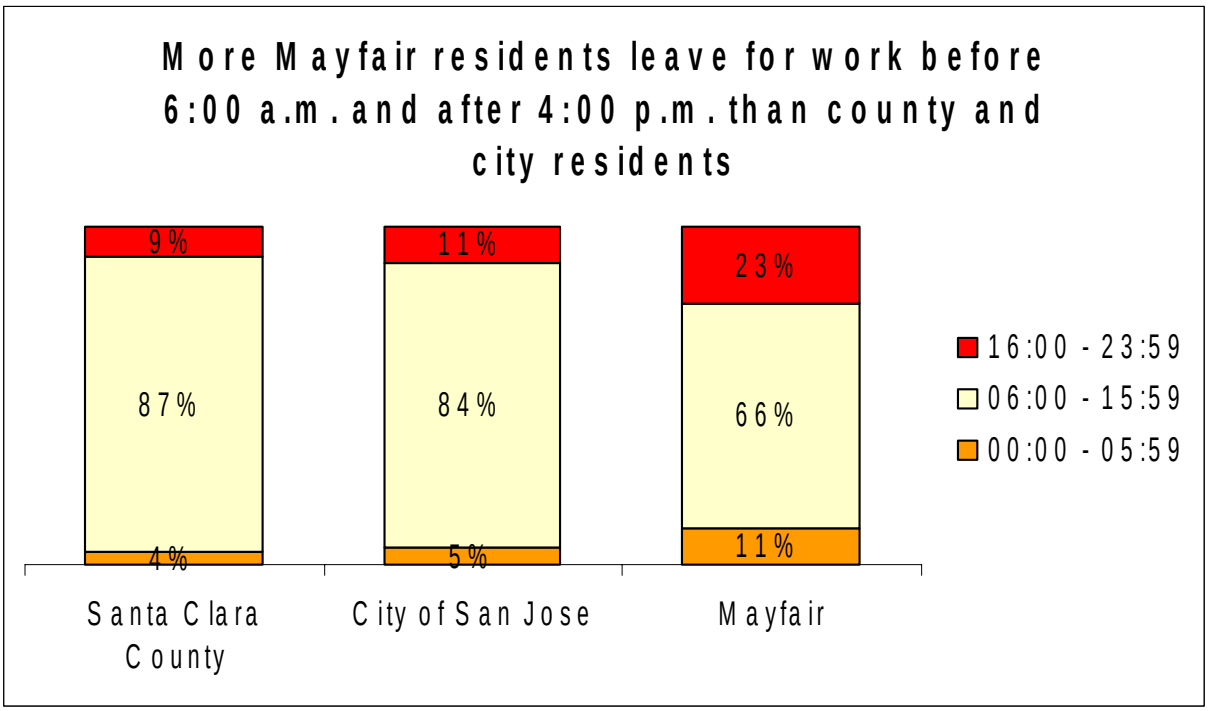

Figure 4: Time leaving for work
Source: Data from U.S. Bureau of the Census, Census 2000 Summary File 3 (SF3) Sample Data – Table P34, 2002.

2.2 Commute Modes

Low incomes, combined with lack of access to automobiles and barriers to obtaining a driver license, suggest that Mayfair residents are less likely to drive alone to work and more likely to walk, bike, and use public transit for their commuting and other transportation needs.

The median household income in 1999 dollars was $53,833 for the Mayfair community versus $70,243 for the City of San José.[19] Additionally, Figure 6 on the following page shows that the percentage of households in the Mayfair community that have no access to vehicles is about twice the percentage of households in the county and the city. Additionally, a study prepared by the Center for Tolerance, Justice and Community showed that 64% of the 250 working residents that were surveyed in the Mayfair community do not have a driver license, which is largely a result of the lack of documentation in the community[20].

Table 2 summarizes the commute mode choice patterns for the neighborhood. The percentage of residents who drive to work alone is much lower in Mayfair as compared to the county and the city. Additionally, the percentage of Mayfair residents who carpool to work is more than twice that of the county and almost two times the percentage of the city. Table 2 and Figure 5 also show that the percentage of commuters who use public transit in the Mayfair community is three times more than the county and more than twice that of the city. Additionally, the percentage of people who walk to work in the Mayfair community is more than three times that of the city and more than two and a half times that of the county. The percentage of people who bike to work in the Mayfair is twice that of the city.

In summary, more Mayfair residents walk, bike, use public transit, and carpool to work than the city and county averages. As such, investments in public transit and in creating safe routes to the transit stations will greatly benefit the residents of community compared to other areas of the city and county.

	Drove alone	Carpooled	Bus or Light Rail	Biked	Walked	Other
Santa Clara County	79.8%	12.6%	2.7%	1.3%	1.8%	1.8%
City of San José	78.3%	14.4%	3.4%	0.6%	1.5%	1.8%
Mayfair	56.9%	25.0%	7.8%	1.2%	4.9%	4.2%

Table 2: More Mayfair Residents use Bicycles and Walk than County or City Residents
Source: Data from U.S. Bureau of the Census, Census 2000 Summary File 3 (SF3) Sample Data – Table P30, 2002.

[19] U.S. Bureau of the Census, Census 2000 Summary File 3 (SF3) Sample Data - Table P53, (2002) <http://factfinder.census.gov> [14 November 2004].
[20] Mayfair Improvement Initiative Worker Survey. Prepared for The Center for Tolerance, Justice and Community at the University of California Santa Cruz. By Empowerment Research! [December 2004]

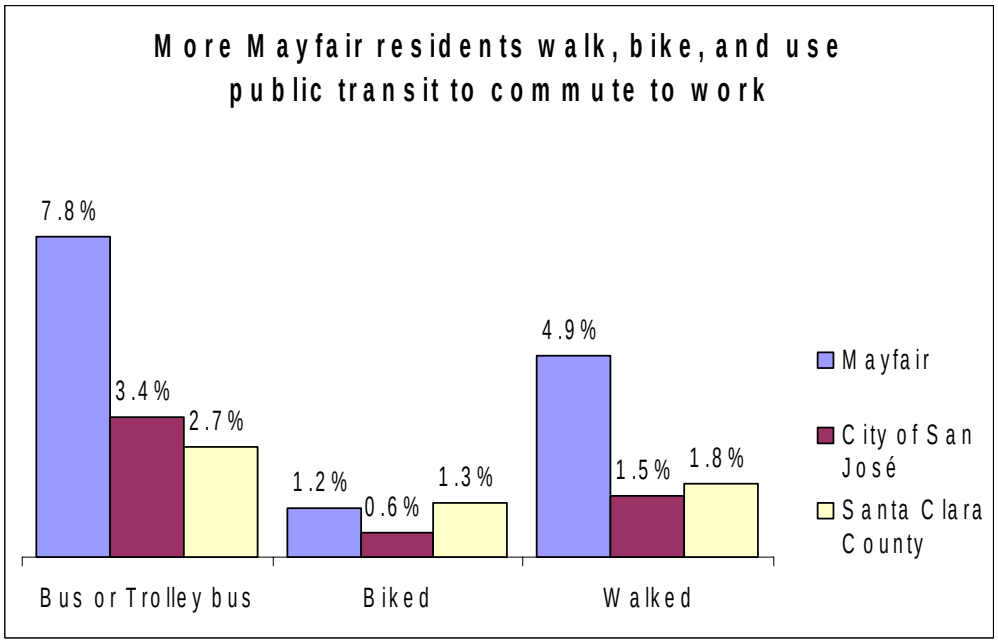

Figure 5: Commute Mode
Source: Data from U.S. Bureau of the Census, Census 2000 Summary File 3 (SF3) Sample Data – Table P30, 2002.

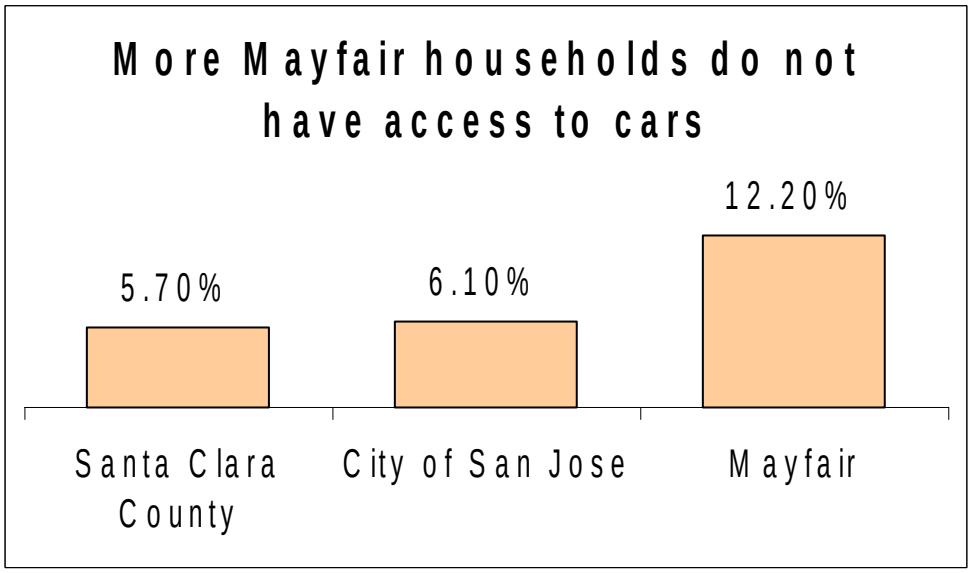

Figure 6: Households with no Access to Cars
Source: Data from U.S. Bureau of the Census, Census 2000 Summary File 3 (SF3) Sample Data – Table H44, 2002.

2.3 Age Related Characteristics

Mayfair, like every community, has its own unique characteristics in the demographic make up of the population. These population characteristics are relevant in the planning and design of transit facilities for the neighborhood.

The Mayfair community has a larger percentage of people in the younger age groups than either Santa Clara County or the City of San José. The percentage of children that are 5 and under in Mayfair is roughly 13.1%[21] compared to roughly 8.5%[22] in the county and 9.2%[23] in the city. Since there might be more strollers in Mayfair than other transit stations in the system, the stations for Mayfair should be designed to accommodate parents with strollers. Also, almost one third of the population is too young to drive, which means the main access streets need to be safe for children to walk and bike along.

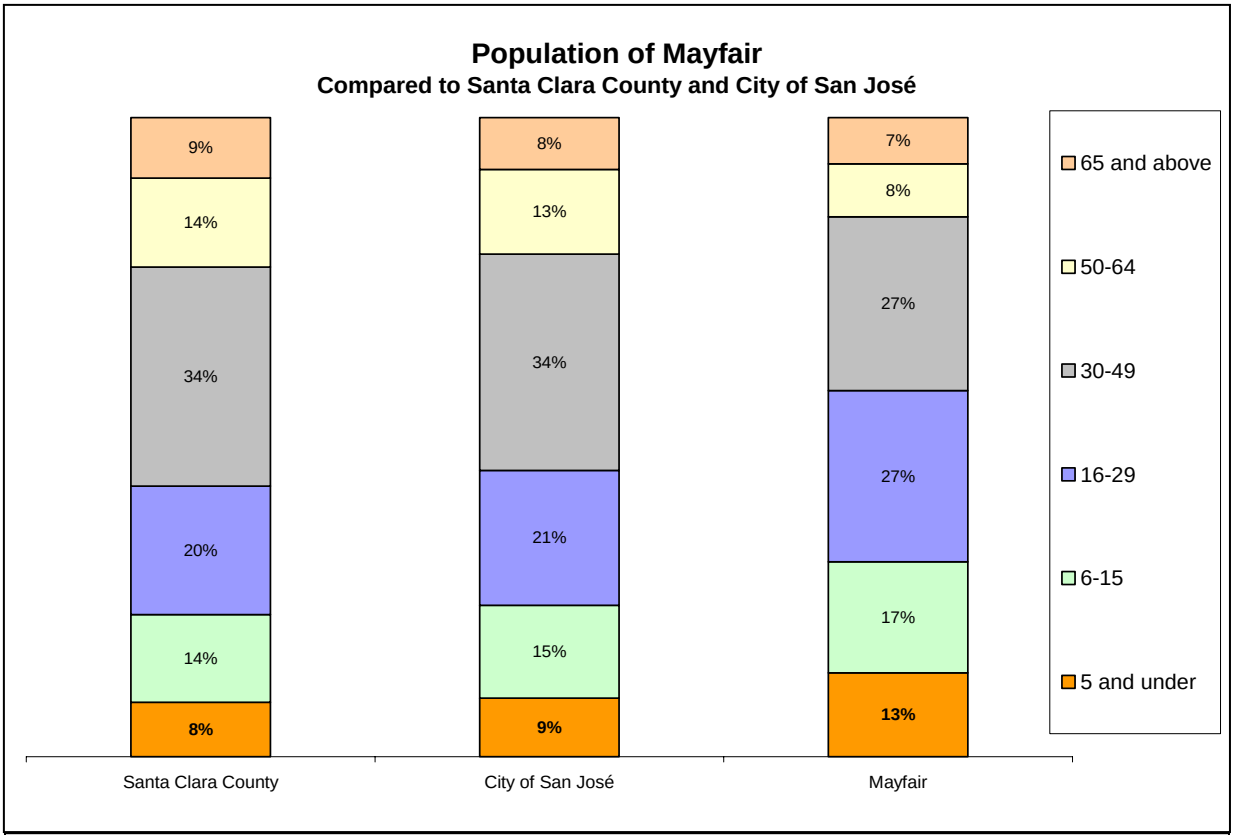

Figure 7: Population by Age
Source: Data from U.S. Bureau of the Census, Census 2000 Summary File 3 (SF3) Sample Data - Table P7, (2002)

Although the 65 or older population is lower in the Mayfair than in city and county average, Mayfair's elderly population has tended to concentrate toward the periphery of the neighborhood. Additionally, there is high density senior housing next to the Mexican Heritage

[21] U.S. Bureau of the Census, Census 2000 Summary File 3 (SF3) Sample Data - Table P7, (2002) <http://factfinder.census.gov> [14 November 2004].
[22] Ibid.
[23] Ibid.

Plaza at the intersection of Alum Rock Ave. and King Rd., as well as a senior center located at the intersection of Alum Rock Ave. and Jose Figuerez. The following map shows that most seniors are located along Alum Rock Ave., Jackson Ave., and King St., which places them in greater proximity to existing transportation corridors. The focus should therefore be upon designing safe access onto and through the transit facilities. The pedestrian routes to the stations should be designed such that the special needs of seniors are met – such wider and evenly paved walkways to accommodate wheelchairs, and places to sit along the route.

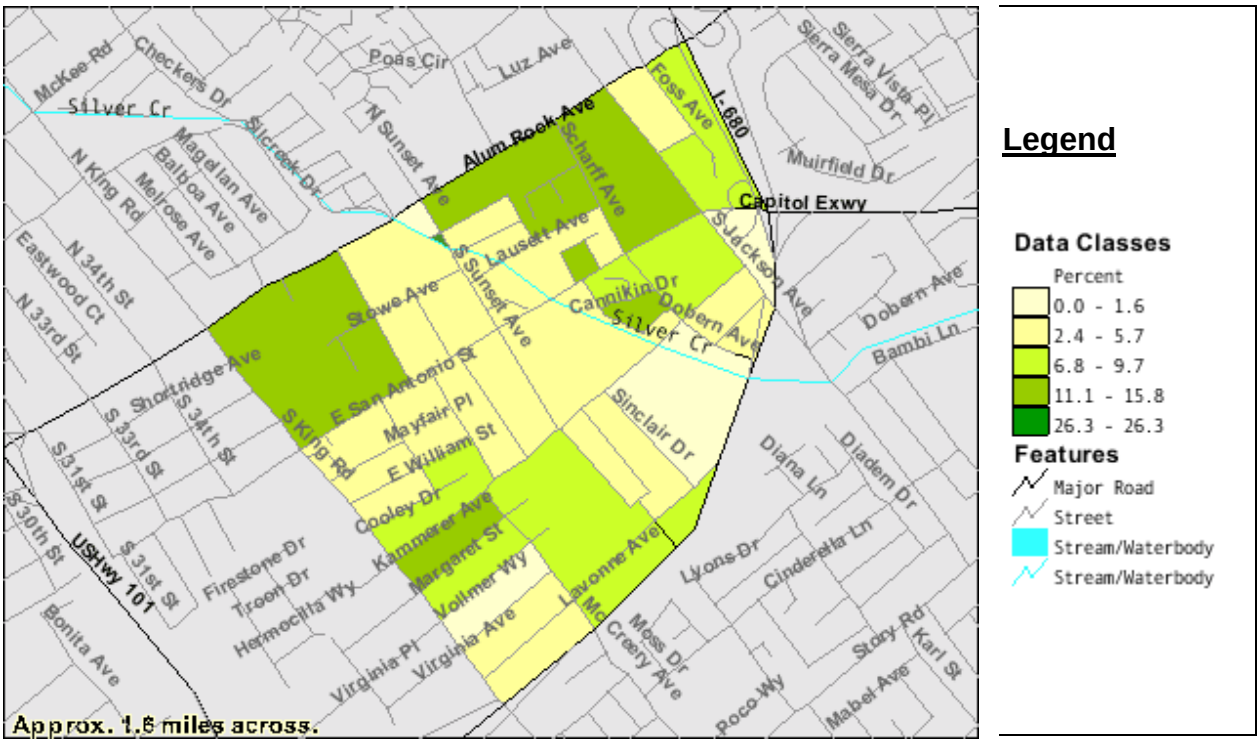

Figure 8: Senior 65+ Population by Census Block
Source: Data from the U.S. Bureau of the Census, Census Data 2000 Summary File 1 (SF1), Matrices P1, and P30 100-Percent Data, 2001

3. COMMUNITY INPUT

3.1 Neighborhood Survey

Surveys were conducted in the Mayfair neighborhood to assess whether the residents believe that pedestrian and bicyclist improvements are needed to improve the safety and convenience of using transit. Transportation and Land Use Coalition (TALC) and Comité Cesar Chavez volunteers conducted 483 surveys in the months of October and November 2004. 357 of these surveys were conducted in Spanish while a 126 were conducted in English. Surveys were conducted at the neighborhood schools, door-to-door, at the Guadalupe church, and the Alum Rock Senior Center. 58% of those surveyed were female while 88% were Hispanic/Latino. Figure 9 shows the age distribution of survey respondents.

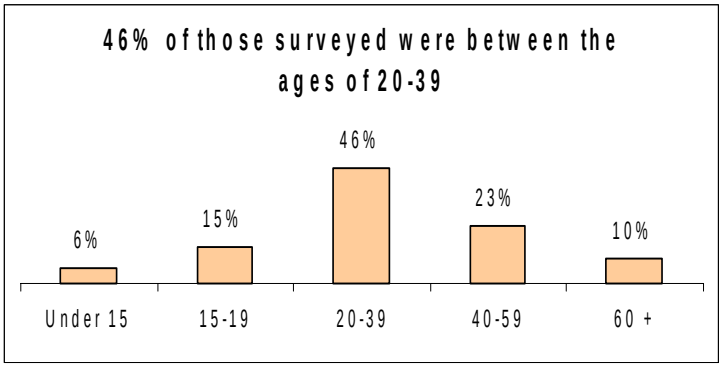

Figure 9: Age of Survey Respondents
Source: Mayfair Community Transit Station Survey 2004

The respondents were asked to rate their level of agreement on several statements about safety related features. Table 3 shows a summary of the key survey results. (For more detailed information about the survey see Appendix A)

	Agree	No Opinion
Traffic Calming is needed	85%	9%
Additional Crosswalks are needed	82%	8%
Additional Pedestrian Lighting is needed	81%	9%
Additional Bike Paths are needed	75%	17%

Table 3: Survey Results: Traffic Calming, Crosswalks, Lighting, & Bike Paths
Source: Mayfair Community Transit Station Survey 2004

The survey respondents overwhelmingly agree that traffic calming is needed in the Mayfair neighborhood. A great majority of the respondents also agree that additional crosswalks, pedestrian lighting, and bike paths are needed.

Mayfair residents were also asked to specify what streets are in need of traffic calming, crosswalks, pedestrian lighting, and bike paths. The following graphs show the ten most frequently mentioned locations. King Rd. was the only street to be in the top three most answered locations for all four categories; however San Antonio Ave. and Alum Rock Ave. were in the top three in three of the categories as well.

Figure 10 shows what streets should be slowed down according to the survey respondents. Of the 333 people that responded, 21% identified King Rd. as the highest priority for traffic calming in the neighborhood followed by San Antonio Ave., Alum Rock Ave., Jackson Ave., Sunset Ave., and Kammerer Ave.. Sunset Ave., Alum Rock Ave., and Jackson Ave. provide direct access to the community from the stations. There are schools located on San Antonio Ave., Sunset Ave., and Kammerer Ave. which means there are many children walking and biking on these streets. The 8th highest response was around schools (4%) which again points to a need to slow traffic in areas where children are prevalent.

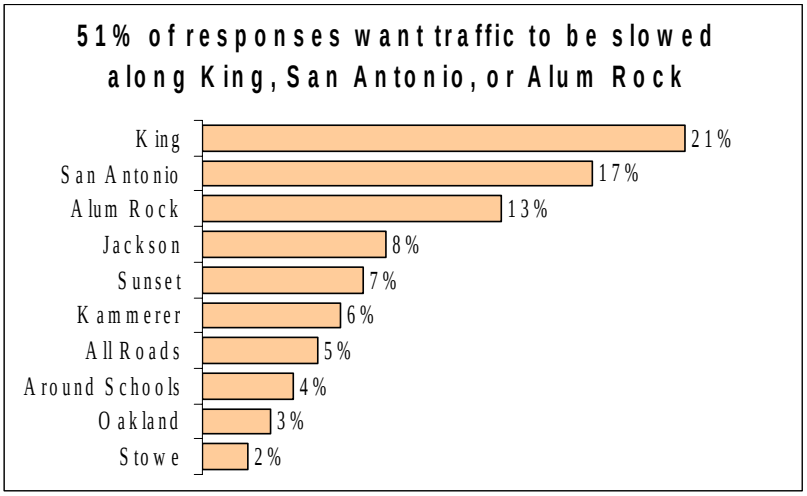

Figure 10: On What Streets Should Traffic be Slowed?
Source: Mayfair Community Transit Station Survey 2004

Figure 11 shows what streets are in the greatest need of crosswalks according to the survey respondents. Of the 259 people that responded, 16% identified San Antonio Ave. as being in greatest need of crosswalks. There are only two crosswalks that cut across San Antonio Ave. between King Rd. and Jackson Ave., and yet this is one of the streets which will need to be crossed to access the stations as it runs horizontal to Alum Rock Ave. King Rd. was identified as the second most problematic location; however people will not need to cross King Rd. from within the Mayfair to access the stations. Alum Rock Ave. and Jackson Ave. are the next highest vote getters followed by Kammerer Ave. which only has one crosswalk between King Rd. and Sunset Ave. and is the location of an elementary school, middle school, two small churches, and a community garden and community center. The houses that are located on the four corners of the intersection of Kammerer Ave. and McCreery Ave., where there are no crosswalks or strong traffic calming measures, have been rammed into by reckless drivers.

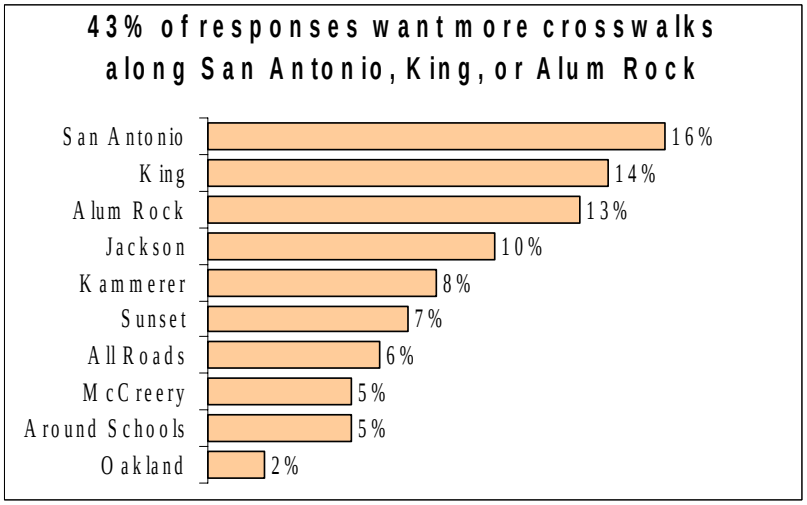

Figure 11: On What Streets are Crosswalks Needed?
Source: Mayfair Community Transit Station Survey 2004

Figure 12 reveals what streets need additional pedestrian lighting according to survey respondents. 27% of the 259 people that responded said that San Antonio Ave. and King Rd. are in need of additional pedestrian lighting; however 12% of respondents said that all roads are in need of more lighting. The City of San José has already finished installing lighting on the major roads around and within the Mayfair community and now the city is about to begin installing lighting in Mayfair's small residential streets which are often very dark. Additionally, many of the existing street lights are not working due in part to certain residents shooting out the lights with BB guns. Thus, the city should install lighting with higher quality materials and educate residents on how to replace light bulbs to maintain the existing lighting in good condition.

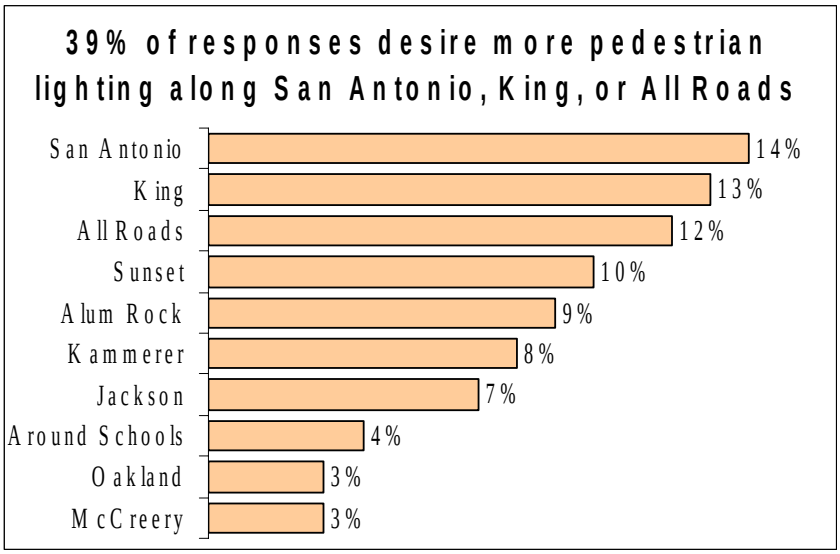

Figure 12: On What Streets is Pedestrian Lighting Needed?
Source: Mayfair Community Transit Station Survey 2004

Figure 13 shows what streets survey respondents most want bike lanes to be installed. Of the 259 people that responded, one out of every four said that King Rd. is in need of a bike lane. King Rd. has many bicycle collisions and many bicyclists ride on sidewalks due to the high speed of traffic and the little room between bicyclists and cars. One out of every five respondents also said Alum Rock Ave. is in need of a bike lane, being a corridor which also has a high degree of bicycle collisions. Many respondents also said that bike lanes are needed on all roads. San Antonio Ave. and Jackson Ave. were also mentioned, but these two streets already have bike lanes. These bike lanes can be extended further and improved to encourage more bicycling.

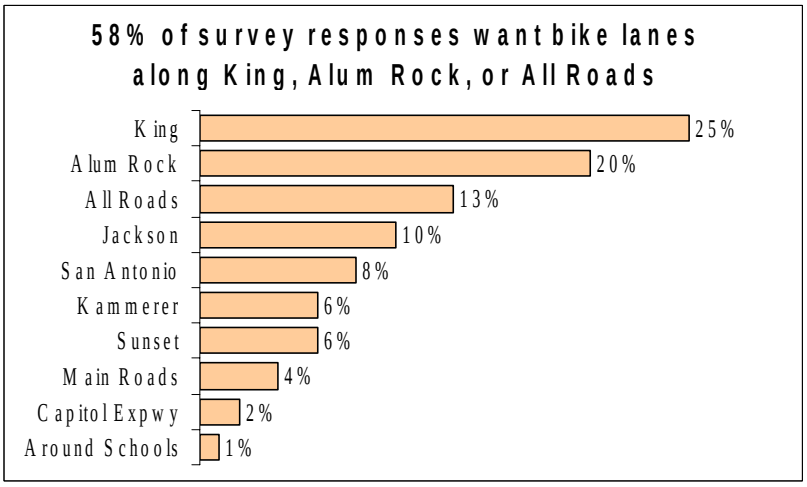

Figure 13: On What Streets are Bike Lanes Needed?
Source: Mayfair Community Transit Station Survey 2004

Figure 14: **Silver Creek Restoration and Newly Constructed Pedestrian Bridge in the Mayfair Community**

The strong support for safe and pleasant places to walk and bike on is also reflected when 70% of respondents said that they would use a future trail on Silver Creek for walking and bicycling. The support for bicycle and pedestrian improvements is so high in the Mayfair community, that three out of four people (78%) said that if some of the improvements they suggested were made, they would walk or bike more often.

When asked how else they would improve the safety and pleasure of walking or biking to the new transit station, nearly half of the respondents mentioned enforcement and safety related measures while 30% mentioned traffic calming measures. It is not clear, however, whether respondents were referring to safety from traffic or safety from crime.

The survey also asked what types of services local residents would like to see around the stations. Of the 726 responses given by those surveyed, 33% answered that they most want to see health-related services, specifically a health clinic and a pharmacy. 26% of respondents would like to see educational uses, especially a library or bookstore.

3.2 Community Meetings

Four meetings were held in the Mayfair Community to gather input on problems and solutions to bicycle and pedestrian safety in the community as well as to gather ideas for the design of the stations. One meeting at the Mayfair Community Center was held for bicycle and pedestrian safety and station design, while the two meetings which were held at the East Side Senior Center and San Antonio Elementary School were held to gather input on the design of the stations. A final stakeholder meeting gave participants the opportunity to review the draft report and recommendations and make any comments and voice any additional issues. The full summary of the community meetings, including where they were held and how many people attended, is located in Appendix B. The most important issues from the community meetings are summarized below:

- Pedestrian issues
    - Pedestrian safety features are lacking in the community.
        - Potential solutions: better crosswalks and wider sidewalks
    - Crime dissuades people from walking and biking.
        - Potential solutions: more of a police presence
    - Automobiles drive too fast
        - Potential solutions: additional signage and speed bumps
    - Lighting is insufficient on many streets.
        - Potential solutions: improved lighting on all streets
- Bicyclist issues
    - Bicycle facilities are lacking within the neighborhood, and they do not connect the neighborhood to the surrounding neighborhoods and to the future transit stations.
        - Potential solutions: more bike lanes, separate bike lanes from traffic, and bilingual bicycle safety skills classes.
- Station Design issues
    - Community involvement should be included in the process of designing the transit stations.
        - Ideas: arches and thatched roofing similar to colonial architecture found in Mexico, a fountain, a garden, a clock tower, and even traditional Mexican music coming out from speakers at the station.
    - Station art should reflect the culture and heritage of the community.
        - Ideas: murals depicting the ancient civilizations of Mexico
    - Stations should be safe from crime.
        - Ideas: security guards and cameras
    - Amenities that serve the needs of local residents should be included at the stations.
        - Ideas: public restrooms, a coffee shop, and a newspaper or magazine stand.
    - Secure bicycle storage should be included at the stations and other locations throughout the community.
    - Bilingual information should be offered at the stations.

3.3 Strong Neighborhood Initiative (SNI) Plan and Housing Plan

3.3.1 SNI Plan

The City of San José is currently undertaking the *Strong Neighborhoods Initiative* process in the Mayfair community. This process included the development of the 2002 Mayfair Neighborhood Improvement Plan. This Plan is an important resource for the community because it is already approved by the San José City Council and represents consensus between community members and local government. Elements of this plan are now being implemented.

Three of the "Top Ten" actions from the Mayfair Neighborhood Improvement Plan are echoed in the neighborhood survey conducted for this study. In both studies, local residents have identified their top neighborhood improvement priorities: additional pedestrian level street lighting, more police presence for stricter law enforcement, and a neighborhood traffic-calming plan.

Item Number in Top 10 Action Items	Action
4	Upgrade street lighting throughout the neighborhood to meet current standards
5	Enhance collaboration and communication between the police and the Mayfair community
7	Investigate identified neighborhood traffic issues: develop, review and implement a neighborhood traffic calming plan

Table 4: SNI Action Items Relevant to Pedestrian and Bicyclist Safety
Source: City of San José, *Mayfair Neighborhood Improvement Plan*, (December 2002) xii.

The Mayfair Neighborhood Improvement Plan also includes a list of traffic issues generated through community input. The inventory was referred to the City of San José Department of Transportation for additional study upon completion of the Plan. The Department of Transportation has the responsibility of working with the community to review traffic calming measures and monitor them after implementation.

3.3.2 Mayfair Neighborhood Housing Plan

The Mayfair Neighborhood Housing Plan was published in March 2004 by the Mayfair Improvement Initiative, an independent non-profit organization. The plan was created to address several conditions in the Mayfair community including the consequences of gentrification, overcrowding, the high cost of housing, and high renter turnover. A detailed description of the neighborhood housing conditions is presented in that plan, followed by opportunities for housing development that would benefit existing residents. The plan identified Alum Rock Ave. as the likely location of up to 1,000 new housing units in and around the Mayfair neighborhood. The Housing Plan will be a valuable resource to the community as the planning for the stations on Alum Rock Ave. continues.

The pedestrian and bicyclist access needs of the residents of the future 1,000 housing units along and around Alum Rock Ave. should be considered in the design of the proposed stations on Alum Rock Ave. and the access to these stations.

4. PEDESTRIAN AND BICYCLIST COLLISION ANALYSIS

The pedestrian and bicyclist safety analysis for this study utilized three sources. The primary source was the City of San José's Bicycle and Pedestrian Program Collision Analysis 2003 Annual Report (2003 Collision Report). The 2002 version of the same report was used to verify trends in the 2003 data. The source for historical data was "Data Linkage: Combining Statewide Integrated Traffic Records System and Emergency Medical Services Agency Data for the Analysis of Pedestrian Trauma", produced by Walk San José. This report included data for the collisions in Mayfair in which pedestrians were involved.

The primary thoroughfares that link the Mayfair neighborhood to the proposed transit stations include Alum Rock Ave., South King Ave., McCreery Ave., Sunset Ave., Scharff Ave., and Jackson Ave. These routes should be given the first priority when planning safe, convenient and enjoyable access for pedestrians and bicyclists to the proposed stations. East San Antonio St. and Kammerer Ave. are also run parallel to the proposed transit line on Alum Rock Ave. and should also be given high priority when designing safe access to the stations.

4.1 Pedestrian Safety

4.1.1 Citywide Trends

In 2003, the City of San José experienced 329 pedestrian collisions, of which nine were fatal.[24] The 2003 Collision Report categorized the parties at fault into several categories. In cases where the pedestrian was at fault, the greatest number of accidents occurred where the pedestrian crossed a roadway in a mid-block dash (or jaywalked). When combined with the fact that many of the busiest streets have some of the longest blocks, this suggests a strong need for mid-block crosswalks to improve pedestrian access to the major retail centers in the neighborhood. Although data was not available from the 2003 Collision Report for the breakdown of all pedestrian collisions based on age, they did have the breakdown of the age of pedestrians involved in collisions when the pedestrian was considered at fault. Children aged 5-14 accounted for the greatest number of pedestrian at fault collisions which points to the need for streets that are designed specifically for the safety of children and for pedestrian safety skills workshops for the youth.

4.1.2 Mayfair Community Trends

The Bicycle and Pedestrian Program Collision Analysis 2003 Annual Report is accompanied by a map which provides a one-year snapshot of pedestrian collisions in Mayfair. The map identified that there were fourteen pedestrian collisions in the Mayfair community in 2003.[25] The

[24] City of San José, Department of Transportation, Bicycle and Pedestrian Program, *Collision Analysis 2003 Annual Report*, 1 March 2004, 10.

[25] City of San José, Department of Transportation, Bicycle and Pedestrian Program, *Collision Analysis 2003 Annual Report*, 1 March 2004.

areas with a large number of accidents included the intersection of Jackson Ave. at Alum Rock Ave. (5 incidents), and Kammerer Ave. between Oakland Ave. and Sanders Ave. (3 incidents). Please see Figure 15: Pedestrian & Bike Collision Map (2003).

Historical data for collisions in the county of Santa Clara were available from a report produced by Walk San José. Eleven of the top 25 most hazardous intersections in the county from 1992 to 2002 are located along Alum Rock Ave. and Santa Clara St. with ten located along the corridor through which the DTEV transit project will be extended[26]. Three intersections within the Mayfair community were identified in the top 25 most hazardous intersections for pedestrians.

3 Intersections in the Mayfair Community were included in the top 25 most hazardous intersection for pedestrians in the County from 1992-2002.	
Intersection	Number of Crashes
Alum Rock / King	10
Alum Rock / Jackson	10
King / San Antonio	10

Table 5: Most Hazardous Intersections for Pedestrians in Mayfair Community, 1992 – 2002.
Source: Data Linkage: Combining Statewide Integrated Traffic Records System and Emergency Medical Services Agency Data for the Analysis of Pedestrian Trauma

4.2. Bicyclist Safety

4.2.1 Citywide Trends

The City of San José incurred 317 bicyclist collisions in 2003[27]. According to the 2003 Collision Report, almost one half of all collisions occurred while the cyclist was riding on the wrong side of the street; however, without more information on what bicycle facilities were available along each route, it is difficult to conclude what the best policy solution would be.

The age distribution of cyclists involved in collisions is especially troubling, since a large proportion of the accidents involved children under the age of 16. This data suggests that the city lacks inadequate bicycle facilities and that children bear the brunt of this shortcoming.

4.2.2 Mayfair Community Trends

In 2003, there were nine bicycle collisions in the Mayfair community[28]. Two intersections in Mayfair had more than one collision that year. Two incidents occurred at Jackson Ave. at Alum Rock Ave, while three incidents occurred at King Rd. at Alum Rock Ave. Alum Rock Ave,

[26] Christensen, M. Sherck, J. Davis, M. Walk San Jose. *Data Linkage: Combining Statewide Integrated Traffic Records System and Emergency Medical Services Agency Data for the Analysis of Pedestrian Trauma.* 2003
[27] City of San José, Department of Transportation, Bicycle and Pedestrian Program, *Collision Analysis 2003 Annual Report*, 1 March 2004.
[28] City of San José, Department of Transportation, Bicycle and Pedestrian Program, *Collision Analysis 2003 Annual Report*, 1 March 2004.

King Rd, and Jackson Ave. all have four lanes with extra left and right turn lanes at the intersections. All three roads have a high degree of vehicle traffic and all three roads have some traffic that flows from either highway 101, 680, or both. Due to the lack of bicycle amenities and the heavy flow of high speed automobile traffic on the major arterials that surround the Mayfair community, bicyclists often ride on the sidewalk, which in turn causes conflicts with pedestrians (See Figure 15). Figure 15 also shows an example of how many cyclists ride against the flow of traffic, which points to a need for bicycle education classes in the community.

4.3. Priority Locations for Safety Enhancement

Based on the pedestrian and bicyclist collision data analysis from the City of San José and Walk San José, the intersections in the Mayfair community that could be considered as "high accident locations" and therefore requiring safety enhancements include the following:

- Alum Rock Ave. at Jackson Ave. (for pedestrians and bicyclists)
- Alum Rock Ave. at King Rd. (for pedestrians and bicyclists)
- Kammerer Ave. between McCreery Ave. and Sanders Ave. (for pedestrians)
- King Rd. at San Antonio Ave. (for pedestrians)

Figure 15

Mayfair Neighborhood

Pedestrian& Bike Collision (2003)

5. STATION DESIGN REVIEW

5.1 VTA Proposal

The Santa Clara Valley Transit Authority (VTA) is studying possible transit improvement projects along the Santa Clara St/Alum Rock Ave. Corridor. This corridor has the highest ridership within the VTA's service area[29], but current transit service within the Mayfair community is limited to regularly scheduled bus routes. The VTA has proposed new service for this corridor and is currently deciding on the mode type – between single-car Light Rail Transit (LRT) and enhanced bus services. The VTA Board of Directors approved the single-car LRT and enhanced bus alternatives for study in the Environment Impact Statement/Environmental Impact reports (EIS/EIR).[30] The current EIS/EIR reports are currently being drafted and are unavailable at this time.[31] This section will review the proposed VTA station design in the area of the Mayfair Community.

Within the limits of the Mayfair community, VTA has identified three station locations: King Rd. at Alum Rock Ave., Sunset Ave. at Alum Rock Ave. and Jackson Ave. at Alum Rock Ave. (See Figure 16: Proposed Station Locations).

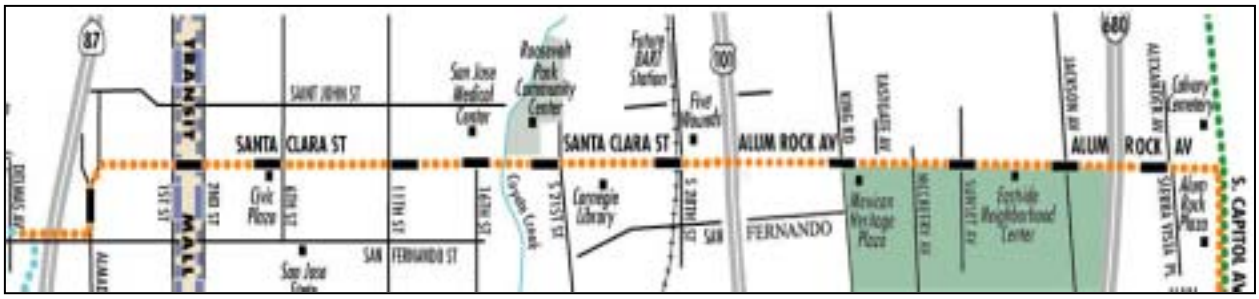

Figure 16: Proposed Station Locations (The Mayfair neighborhood is highlighted)
Source: VTA, Key Issues Study Guide-Part II, Downtown East Valley Transit Improvement Plan, January 2003.

King Rd. at Alum Rock Ave. is a wide, busy intersection with few pedestrian- or bicycle-oriented facilities. The Mexican Cultural Heritage Garden is located on the southeast corner, a fast food restaurant at the southwest corner, an auto repair shop on the northeast corner and a retail development on the northwest corner. There are no bike lanes, and there are two car lanes in each direction on both King Rd. and Alum Rock Ave. with both left hand and right hand turn lanes.

[29] VTA, Downtown East Valley Transit Improvement Plan, *Key Issues Study Guide-Part II & III - Santa Clara/Alum Rock Corridor*, January & February 2003.
[30] VTA Newsletter Issue 5, (January 2004).
<http://www.dtev-vta.org/documentframeset.asp?docname=http://www.dtev-vta.org:80/docs/Study%20Guide%203-%20Screen%20Viewing%202.24.03.pdf> [10 October 2004]
[31] Weddles, Shawnora. VTA Community Outreach Program representative, Telephone Interview.

Sunset Ave. is a two-lane neighborhood street that intersects Alum Rock Ave. The intersection is close to a diesel truck refueling station, an auto garage, a construction equipment rental business, a senior center and new high-density housing developments on McCreery Ave. and Jose Figuerez Ave. There are no existing bike lanes on either street. VTA bus #64 currently runs along Alum Rock Ave. For westbound buses, a stop is available near this intersection; but for eastbound buses, the nearest bus stop is about half a street block west of the intersection near a creek overpass. (See Figure 2: Existing Land Use and Transportation Map).

The intersection of Jackson Ave. and Alum Rock Ave. is also a busy area with a strip mall, several gas stations, fast food restaurant, a Bank of America, and a P.W. Supermarket at its immediate vicinity. This intersection is also very close to I-680 and Capital Expwy. on and off ramps. Bike lanes exist on Jackson Ave. only. This intersection is served by bus #64 along Alum Rock Ave. and bus #70 along Jackson Ave.

5.2 Station Design for Proposed Modes

As mentioned previously, VTA has included two mode alternatives, single-car LRT and enhanced bus, for analysis in the EIR/EIS. Each alternative has specific street and station design requirements. These design requirements will ultimately affect method of passenger access and associated safety concerns. Below is the analysis of each mode.

5.2.1 Single-Car LRT Alternative[32]

VTA has proposed three different street alignment designs for the LRT Alternative. On Santa Clara St/Alum Rock Ave. west of King Rd., the LRT must share its right-of-way (ROW) with vehicle traffic. For the section east of King Rd. (Mayfair Community), LRT can run exclusively down the center median in its dedicated ROW to Alum Rock Station. This is due to wider street width for the section east of King Rd.

The benefits to the community of this design include faster and more reliable service because of the dedicated ROW, and a highly visible public investment in transit that may more effectively encourage private investment in the area. This last point will also depend on to what degree San José adjusts local land use zoning codes to promote more intense development along the route in order to take advantage of the improved transit service.

5.2.2 Enhanced Bus Service Alternative[33]

Under this alternative, transit buses and cars will share the outside lanes along Alum Rock Ave. Unlike many existing bus stops where the stations are cut into sidewalks, which require buses to pull off from the through-traffic lane, the proposed station design will include a bulb-out design.

[32] VTA, Downtown East Valley Transit Improvement Plan, *Evaluation Report - Santa Clara/Alum Rock Corridor*, May 2003.
[33] VTA, Downtown East Valley Transit Improvement Plan, *Key Issues Study Guide-Part III, Santa Clara/Alum Rock Corridor*, February 2003.

The bulb-out will extend the sidewalks into the on-street parking zone and will create a 10-foot wide platform that will provide space for bus shelter and other amenities.

At intersections preceding a bus stop with a right-turn only lane, queue jump lanes will be incorporated. A queue jump lane is a short priority lane with traffic signal priority for buses. The intention is to allow buses to bypass queuing traffic through a tight-turn only lane at congested intersections. There will be six locations provided for the queue jump lane east of King Rd., which will create a travel time advantage for this bus service. The benefits to the community of this alternative will also be improved transit service along the corridor, although by sharing lanes with automobiles, the service may be slower and less reliable than the LRT alternative during peak traffic times.

5.3 Pedestrian and Bicycle Access to Proposed Stations

Pedestrian sidewalks are generally available along Alum Rock Ave. and major intersecting streets. Most of the sidewalks approaching existing bus stations are in fair condition with no noticeable deficiencies, but approaches to pedestrian crosswalks near the bus stop are either in need of improvement, or are littered with obstructions. Additionally, the portion of Alum Rock Ave. within the Mayfair community has businesses such as a gas station, a diesel truck refueling station, an auto garage, and a construction equipment rental company that create a dangerous and unpleasant pedestrian environment. Such uses will likely be seen as incompatible with the vision of a pedestrian and bicycle orientation in the transit improvement plan. Sensitive infill that provides a strong boundary along the street edge, while offering pedestrians a variety of shopping opportunities would be in the long-term best interests of both the community and transit ridership.

Of the three intersections where the proposed stations are located, bike lanes are available only on Jackson Ave., and only for a few blocks between Alum Rock Ave. and San Antonio Ave. The bike lane disappears entirely south of San Antonio Ave. and north of Alum Rock Ave. it turns into a class III bike route with only signage to protect cyclists from the high volume auto traffic coming from Alum Rock, Highway 680, and other major arterials. Bike lanes are also available on San Antonio Ave., but San Antonio Ave. is one block south of and runs parallel to Alum Rock Ave. The length of the San Antonio Ave. bike lane is limited between King Rd. and Jackson Ave. In other words, the few bike lanes that exist within the Mayfair community are so short in length that they do not even extend past the borders of their own community. This poses major challenges for residents who wish to commute on bicycle but who must travel along some of the county's busiest streets that have few or no protections for bicyclists. Most of the bicyclists that do ride on the areas dangerous streets must ride on the sidewalk in order to avoid collisions with cars. Unfortunately, riding on some of the area's narrow streets also causes conflicts with pedestrians. (See Figure 2: Existing Land Use and Transportation Map).

6. REVIEW OF FIELD CONDITIONS

It is important to identify the existing assets and challenges for pedestrian and bike safety and convenience associated with both the proposed station intersections and the associated priority routes. In this way, informed and balance improvements can be suggested for the Mayfair community. Planned station intersections are considered first, followed by major routes to the stations.

6.1 Description of Major Intersections

Intersection	St./ Side	Car Lanes	Bike Lanes	Sidewalk Width	Condition of Crosswalks	Medians	St. Trees	Other Assets	Other Challenges
King/Alum Rock			No		Fair	Yes		Multi-line bus stops, space for innovative station improvements, and existing high pedestrian traffic	Significant automobile traffic, lack of pedestrian oriented design, and wide streets for pedestrians to cross
	W Alum Rock	2 lanes + dedicated left turn lane + rt turn area		(West: 9 ft) (East: 12 ft)			Yes	Mexican Heritage Cultural Garden	
	E Alum Rock	2 lanes + dedicated left and rt turn lanes		(West: 9 ft) (East: +30 ft due to Mexican Heritage Building)			Yes		
	N King	2 lanes + dedicated left turn lane + rt turn area		6.5 - 7 ft			No		
	S King	2 lanes + dedicated left and rt turn lanes		(West: 6.5 - 8 ft) (East: +30 ft)		Yes	Yes, on SE side		

Intersection	St./ Side	Car Lanes	Bike Lanes	Sidewalk Width	Condition of Crosswalks	Medians	St. Trees	Other Assets	Other Challenges
Jackson/ Alum Rock					Fair			Neighborhood-serving commercial, multi-line bus stops, high pedestrian traffic, and a bike lane and a bike route on Jackson	High volume of fast-moving traffic, inadequate time allowed for pedestrians using crosswalks, heavy car traffic in and out of the numerous retail parking lots impacting safety for pedestrians (see Figure 22), surface parking lots directly adjacent to sidewalk provides uninviting environment for pedestrians and transit riders, and narrow radius turns that promote speeding through intersections
	W Alum Rock	2 lanes + dedicated left turn lane and rt turn area	No	9-10 ft		Yes	Yes		
	S Alum Rock	2 lanes + dedicated left turn lane and rt turn area	No	9-10 ft		Yes	Yes		
	N Jackson	2 lanes + dedicated left and rt turn lanes	No, class III bike route only	(West: 6 ft) (East: 10 ft)		No	No		
	S Jackson	2 lanes + dedicated left turn lane and rt turn area	Yes	(West: 9.5-13 ft) (East: 10 ft)		No	No		Prominent gas station on SW corner of the intersection

Intersection	St./ Side	Car Lanes	Bike Lanes	Sidewalk Width	Condition of Crosswalks	Medians	St. Trees	Other Assets	Other Challenges
Sunset/Alum Rock			No			No		Direct access to the center of the Mayfair community via Sunset Ave., and potential opportunities for redevelopment into housing and/or retail	No crosswalk on west side of Sunset Ave. (see Figure 19), drivers failing to yield to pedestrians, and inadequate time allowed for pedestrians using crosswalk
	W Alum Rock	2 lane + dedicated left turn lane		7-9 ft	No crosswalk		Yes		
	S Alum Rock	2 lanes + dedicated left turn lane and rt turn area		7-9 ft	Poor		Yes		
	N Sunset	One lane		4.5 ft, deteriorated sidewalks	Poor		No		Narrow sidewalks
	S Sunset	One lane		4.5 ft	Poor		No	Large beautiful mural about Mexican culture	Narrow sidewalks

Intersection	St./ Side	Car Lanes	Bike Lanes	Sidewalk Width	Condition of Crosswalks	Medians	St. Trees	Other Assets	Other Challenges
King/San Antonio					Good, yellow crosswalks		No		Significant automobile traffic
	W San Antonio	One lane + dedicated rt turn lane	No	5 ft		No			Narrow sidewalk
	E San Antonio	One lane + dedicated left and rt hand turn lanes	Yes	(West: 10 ft) (East: 6-10 ft)		No			
	N King	2 lanes + dedicated left turn lane and rt turn area	No	6.5 ft and 14 ft at intersection bulb out		Yes			
	S King	2 lane + dedicated left turn lane	No	6.5 ft		Yes			

Intersection	St./ Side	Car Lanes	Bike Lanes	Sidewalk Width	Condition of Crosswalks	Medians	St. Trees	Other Assets	Other Challenges
Jackson/Capitol Expwy./San Antonio					Good		Yes		Significant automobile traffic
	E Capitol	1 lane + dedicated left and rt turn lanes	No	10 ft		Yes			
	W San Antonio	2 lanes + dedicated left turn lane + rt turn area	Yes	4.5 – 10 ft		No			Narrow sidewalk
	N Jackson	2 lanes + 2 dedicated left turn lanes + rt turn area	Yes	(West: 10 ft) (East: 4.5 – 10 ft)		No			
	S Jackson	2 lanes + dedicated rt and left turn lanes	No	(West: 4.5 – 10 ft) (East: 10 ft)		No			

Intersection	St./ Side	Car Lanes	Bike Lanes	Sidewalk Width	Condition of Crosswalks	Medians	St. Trees	Other Assets	Other Challenges
Sunset/San Antonio					Good	No			Narrow sidewalks
	W San Antonio	1 lane + dedicated left turn lane and rt turn area	Yes	(W: 5 ft) (E: 4.5 – 10 ft)			Yes		
	E San Antonio	1 lane + dedicated left turn lane and rt turn area	Yes	7 – 11 ft			Yes		
	N Sunset	1 lane	No	4.5 – 8 ft			Yes		
	S Sunset	1 lane	No	4.5 – 10 ft			No		

Figure 17: Intersection of Alum Rock Ave. and Sunset Ave.
Pedestrians are forced to go out of their way to use a crosswalk to cross Alum Rock Ave. Crosswalk striping is deteriorated.

Figure 18: Intersection of Alum Rock Ave. and Jackson Ave.
Busy driveway impedes pedestrian safety.

6.2 Major Routes to Proposed Stations

ASSETS	CHALLENGES
Alum Rock Ave.	
• Potential opportunities for redevelopment into housing and/or retail • New housing under construction • Senior Center • Existing street trees between the sidewalk and on-street parking • Wide sidewalks	• Heavy traffic • Some businesses (such as truck refueling station and large equipment rental company) that undermine pedestrian and bicyclist safety • Sidewalk impediments such as permanent refuse receptacles • No bicycle facilities
East San Antonio St.	
• Located at the center of the Mayfair community • Striped bike lanes on both sides of the street	• Only two crosswalks between Jackson and King (see Figure 24) • On-street parking partially obstructing bike lanes • No median islands
South King Rd.	
	• Fast moving traffic • Narrow sidewalks • Utility poles and wires in the sidewalk reducing the space for pedestrians
Sunset Ave.	
• Direct route to Mayfair Community Center, Cesar Chavez Elementary School, and Lee Matheson Junior High School • Existing landscape strip (between sidewalk and street) between Sunset View Place and Alum Rock Ave. making this section comfortable for pedestrians	• Narrow and deteriorated sidewalks • Utility poles and wires in the sidewalk reducing the space for pedestrians between Kammerer Ave. and San Antonio St. • Narrow road with on-street parking on both sides • Lack of continuity in street trees and landscaping • Very limited space for bicyclists
Scharff Ave.	
• Existing landscape strip and street trees • Less traffic than Sunset Ave.	• Limited street lights North of San Antonio • No painted crosswalks at intersection of San Antonio St. (See Figure 24)
South Jackson Ave.	
• Wide sidewalks • No existing on-street parking • Existing bike lanes between Alum Rock Ave. and San Antonio St.	• Wide, busy street in close proximity to on and off-ramps for Interstate 680 and Capitol Expwy. • Intersection of San Antonio St. and Capitol Expwy. is very wide and hard to cross (see Figure 23) • Despite a short spur of a bike lane, people still ride their bikes on the sidewalk

Figure 19: Intersection of Jackson Ave., San Antonio St. and Capitol Expwy.
The intersection is very wide and lacks pedestrian amenities.

Figure 20: Intersection of San Antonio Ave. and Scharff Ave.
Traffic moves quickly on San Antonio Ave. There is no crosswalk or any form of traffic calming.

7. RECOMMENDATIONS

To improve pedestrian/bicyclist safety and convenience for the Mayfair Community, this section is divided into three categories:

1. Recommendations for the areas around all three stations;
2. Recommendations unique to each station; and
3. Recommendations for the major routes to the transit stations.

7.1 Recommendations for All Proposed Station Locations

In order to develop the recommendations for potential station design considerations, existing designs from two other transit agencies (San Francisco's MUNI and Portland's TriMet) were analyzed for possible ideas. These case studies will provide suggestions for best practices and are included as recommendations for all three stations in Mayfair. (Please see Appendix C for the full text of these case studies.)

Community-based recommendations should play a significant role guiding in the final design of the facilities. Community input received during the course of this study is prominently featured in the recommendations below.

Design Issue	**Community-Based Recommendations**	**Agency/Program to work with**
Station Area Convenience Services	Residents requested health related services such as a health clinic and pharmacy. They would also like to see a library or bookstore.	City of San José and Valley Transportation Authority (VTA)
Station Theme	Residents want the station to reflect the Mexican culture and heritage. Mayfair is a predominantly Spanish-speaking neighborhood, and many of the recommendations made at the community meetings reflected this focus.	VTA light rail process
Security	Most of the existing bus stations are poorly lighted. Appropriate lighting and camera coverage was cited at the community focus group. Secure station access for pedestrians and bicycles was also mentioned.	City of San Jose and VTA
Bicycle Access	Existing buses and LRT's have limited bike spaces in trains or buses. Secure bike parking is essential and will encourage inter-modal transportation.	Metropolitan Transportation Commission (MTC) Safe Routes to Transit (SR2T), TFCA
Bilingual Information Display	To better serve the Mayfair community, transit information should be presented in, at a minimum, English and Spanish.	VTA

Pedestrian Crosswalk Improvements	Pedestrian safety can be further improved by providing pedestrian refuges on bulb outs or medians with protective bollards, more visible crosswalks, additional crossing time, warning lights at mid-block crossings, countdown signals at intersections, and proper working pedestrian signals.	City of San Jose unless near station area, then SR2T or VTA process
Real Time Schedule Technology	The community requested real-time schedule technology that updates passengers in real time when the next bus or train will arrive.	VTA

7.2 Site Specific Station Recommendations

Location	Action	Description	Agency/Program to Work With
Alum Rock Ave. / King Rd.	Encourage Transit Oriented Development	A single-story automobile stereo business resides at the northeast corner of this intersection. Guidelines should be adopted to encourage higher density development more appropriate for the site's close proximity to transit.	City of San Jose, and VTA for providing feedback around transit corridors
Alum Rock Ave. / Sunset Ave.	Relocate eastbound Alum Rock bus stop near Sunset Ave.	The existing eastbound Alum Rock bus stop closest to Sunset Ave. is about ½ block west of Sunset Ave. at a creek overpass. A more logical and easily recognizable location would be the southeast corner of Alum Rock Ave. and Sunset Ave. in front of a small retail development. This location is also more consistent with the westbound bus stop at Sunset Ave.	VTA with City or Caltrans
	Relocate westbound station location to past the Sunset Ave. intersection	The existing bus stop is located just short of the Sunset Ave. intersection in front of an adult entertainment business. The relocated station would provide better efficiency in traffic flow and eliminate the potential for stopping twice prior to crossing the intersection. The current building at the recommended location is inappropriate for a pedestrian- and bicycle-oriented corridor and should be identified as a potential site for improvement.	VTA with City or Caltrans

	Encourage Transit Oriented Development	Current uses on the north side of Sunset Ave. could be redeveloped into transit oriented, mixed use development. There is potential for a significant number of residential units.	City of San Jose, and VTA for feedback
Alum Rock Ave. / Jackson Ave.	Relocate westbound station location to past the Jackson Ave. intersection	The existing bus stop is located just short of the Jackson Ave. intersection. The relocated station would improve the efficiency of traffic flow and eliminate the potential for stopping twice prior to crossing the intersection. It would also improve the convenience of using the supermarket adjacent to this location.	VTA, with City, and Caltrans

7.3 Major Routes to the Stations

The synthesis of community input, data analysis, and field observations has led to the development of the five most significant actions to increase pedestrian and bicyclist safety on the route to the planned transit stations. In priority order, they are:

1. Improve or replace existing safety features
2. Improve street design to better reflect a more appropriate balance between pedestrians, bicycles, transit and automobiles
3. Improve pedestrian facilities
4. Support the use of bicycles
5. Increase public amenities and improve aesthetics

Each action is presented in table form, with the timeframe, geographical scope, location, number, and description. The recommendations have been organized into short-term and long-term recommendations to distinguish between improvements that do not require large capital investment (short-term) and those that do (long-term). These recommendations (a total of 34) are further categorized into community-wide and site specific needs. Recommendations for short-term and long-term pedestrian and bicyclist improvements are also presented in Figure 21: Pedestrian and Bike Recommendations – Short Term and Figure 22: Pedestrian and Bike Recommendations – Long Term respectively.

7.3.1 Improve or Replace Existing Safety Features

Time	Scope	Location	No.	Description	Agency/Program to Work With
Short – Term	**Community Wide**		1	Re-paint road markings and crosswalk striping.	City and/or Caltrans
	Site Specific	Alum Rock Ave.	2	Adjust timing of signal lights to allow pedestrians to cross completely.	City

		Alum Rock Ave. / Sunset Ave.	3	Pedestrian crosswalk signals do not function properly. The pedestrian red stop signal does not go off when the crossing is requested.	City
Long – Term	**Community Wide**		4	Continue implementing the "Mayfair 2002 St. Lighting Project".	City
			5	Install count-down signal lights so pedestrians know how much time they have left to cross.	City or SR2T by stations
	Site Specific	Alum Rock Ave. / José Figueres Ave.	6	Make improvements at the intersection to increase the safety of seniors visiting the Senior Center and families living at the new housing development. Consider a new crosswalk on west side of intersection, wider sidewalks, extra accessibility for persons with disabilities / using strollers, and longer light cycles to ease crossing.	City
		Alum Rock Ave.	7	Increase maintenance of pedestrian facilities, such as sidewalks and crosswalks.	City and Caltrans
		Kammerer Ave.	8	Add more lighting around Cesar Chavez Elementary.	School district and City
		King Rd.	9	Add more lighting near crosswalks.	City

7.3.2 Decrease Conflicts between Vehicles and Pedestrians/Bicyclists

Time	Scope	Location	No.	Description	Agency/Program to Work With
Short – Term	**Community Wide**		10	Increase enforcement of traffic laws and offer better access to driver education classes.	City/Police, and/or Hwy Police
			11	Evaluate and add signs as needed - consider *Stop, Yield to Pedestrians,* and *School Crossing* signs.	City

	Site Specific	San Antonio St. / King Rd.	12	Make school crosswalk signage more visible.	City
			13	Immediately adopt strategies to reduce vehicle speeds around schools.	City/Police
		Kammerer Ave.	14	Add crosswalks.	City
		Kammerer Ave./ Sunset Ave.	15	Immediately adopt strategies to reduce vehicle speeds around schools.	City/Police
		Kammerer Ave. - especially at Sanders Ave.	16	Improve safety of pedestrian crossings at all intersections.	City
Long - Term	**Community Wide**		17	Continue to develop and implement the neighborhood's traffic calming plan, addressing issues raised in Mayfair Neighborhood Plan (SNI Plan).	City
	Site Specific	San Antonio St./ Scharff Ave.	18	Adopt street design guidelines that improve pedestrian safety. Options include bulb-outs, crosswalk with pedestrian-activated flashing warning lights, changing the paving materials, and other methods to alert drivers.	City

7.3.3 Improve Pedestrian Facilities

Time	Scope	Location	No.	Description	Agency/Program to Work With
Long – Term	**Community Wide**		19	Continue to repave and widen sidewalks.	City. Encourage homeowners to participate in City of San José sidewalk grant program as funds become available
	Site Specific	San Antonio St. / Sunset Ave.	20	Add concrete bulb-outs and improve handicapped accessible curb ramps.	City
		San Antonio St. / Jackson Rd.	21	Make pedestrian improvements. Consider bulb-outs, crosswalks with different paving materials, and other methods to alert drivers.	City
		Kammerer Ave.	22	Widen sidewalks where possible.	City
		King Rd.	23	Add medians with landscaping to make crossing easier.	City and/or VTA

7.3.4 Support Use of Bicycles

Time	Scope	Location	No.	Description	Agency/Program to Work With
Short – Term	**Community Wide**		24	Implement safety education programs.	Resources include the Department of Transportation (St. Smarts and School Safety Education Program), Police Department (Pedestrian and Bicycle Safety Workshops, Safety Patrol Training, and Mikey the Robot).
	Site Specific	San Antonio St.	25	Increase Police enforcement with emphasis on inappropriate on-street parking that blocks the bike lanes.	City of San Jose/Police
		King Rd.	26	Add a bike lane.	City of San Jose
		Jackson Ave.	27	Extend and improve the existing bike lane.	City of San Jose
Long – Term	**Site Specific**	Sunset Ave.	28	Make Sunset Ave. a Class III bike route, allowing cars and bikes to share the road. Add road markings and signs to alert drivers.	City of San Jose
		Silver Creek	29	Continue the planning of a bicycle path along Silver Creek. Residents should participate in the master planning process and show support to encourage funding.	City of San Jose Department of Parks, Recreation and Neighborhood Services

7.3.5 Increase Amenities and Improve Aesthetics

Time	Scope	Location	No.	Description	Agency/Program to Work With
Short – Term	**Community Wide**		30	Work to update and implement urban design guidelines that, through the regular street maintenance cycle, will lead to long-term improvements to the community's amenities and aesthetics.	City of San José/Public Works Department
			31	Prioritize the planting of trees along major routes to provide sun protection for pedestrians, mitigate the effects of wide streets on the pedestrian experience, and generally improve the community's overall environment.	City of San José/Public Works Department
			32	Develop strategies to clean up litter and keep the neighborhood clean.	City of San José/Public Works Department
Long – Term	**Site Specific**	Jackson Ave.	33	Increase street cleaning frequency.	City of San José
			34	Add medians with landscaping.	City of San José
			35	Add street trees and landscaping to sidewalk area.	City of San José, or VTA if near transit stations
		Kammerer Ave./ King Rd., and Sunset Ave.	36	Plant trees and landscape.	City of San José and non-profit organizations

8. CURRENT PROJECTS AND OBSTACLES TO IMPROVEMENTS

February, 2005

8.1 Status of Current Projects

Median Islands and Bike and Pedestrian Safety Education: The Redevelopment Agency has $220,000 for median islands and an educational component with the St. Smarts program, however the video and materials need to be translated to Spanish and made culturally sensitive. A raised median was recommended on San Antonio Ave. next to the elementary school in a collaborative study between San Antonio Elementary School and the City of San José, and it appears that some of these funds may be used to finance this median. The Redevelopment Agency will begin working with the community soon to identify locations for other medians. **Source:** Sal Alvarez, San José Redevelopment Agency.

Silver Creek Trail: The Water District is finishing up their work on the Silver Creek flood control and restoration project and on June 30th the San José City Council will decide whether to allocate $489,000 for the master plan for the Silver Creek Trail. Once the master plan is done, we will know how much it will cost to complete the project and by when it will be done. **Source:** Yves Zsutty, Department of Parks, Recreation & Neighborhood Services.

New Mayfair Community Center: A new community/adult education center is being planned for the Mayfair Community on the site of the existing community center. Funding is already allocated to build the project. The center will result in increased traffic in the community, thus traffic calming steps need to anticipate this increased traffic on Kammerer, Sunset, and other streets leading to the community center. **Source:** Sal Alvarez, San José Redevelopment Agency.

Lighting: The City of San José Department of Transportation has already installed lighting on Mayfair's more busy roads. Now they have funds for putting lighting on all Mayfair residential streets, which should be completed within two years. **Source:** Sal Alvarez, San José Redevelopment Agency.

Transit Oriented Development and High Density Housing: Two high density housing structures are currently being built along Alum Rock Ave.; one on Jose Figuerez/Alum Rock Ave. and another on McCreery/Alum Rock Ave.. High density, transit oriented developments are also being planned on the other side of McCreery/Alum Rock Ave. and on San Antonio Ave. across from the elementary school near King Rd.. Traffic calming needs to take into the account these future residents as there will be more traffic due to their presence. Although these projects do include affordable housing, they unfortunately are not affordable to the large majority of the residents in the Mayfair community. More aggressive steps need to be taken to address the issue of affordability; otherwise gentrification of the community will be the result. **Project Manager** for the new development across from Tierra Encantada on McCreery/Alum Rock Ave.: Ms. Hadasa Lev, City of San Jose - Planning, Building & Code Enforcement

8.2 Obstacles to Improvements

Lighting: Many of Mayfair's existing light posts have light bulbs that are not working due to people shooting out the light bulbs with BB guns. Thus, an educational component must also focus on showing residents how to get their lights fixed. It may also benefit the city to install light posts that are resistant to BB guns, to avoid the constant need to replace light bulbs. **Source:** residents and Sal Alvarez, San Jose Redevelopment Agency.

Alum Rock Ave.: It will be difficult if not impossible to get certain improvements done on Alum Rock Ave. since it is a Caltrans highway and since VTA's plans for transit expansion along Alum Rock Ave. will stall any bicycle and pedestrian improvements that may conflict with their plans until their projects are completed. Thus, any improvements to Jackson/Alum Rock, Sunset/Alum Rock, and King/Alum Rock Ave. will have to deal with the City of San Jose, Caltrans, and the VTA before they get approved. **Source:** John Brazil, City of San Jose Bicycle and Pedestrian Coordinator.

Capitol Expwy./Jackson/San Antonio intersection: Capitol is a county government expressway that turns into San Antonio Ave. (a Mayfair residential street) once it crosses Jackson Ave.. This intersection needs some form of traffic calming as cars enter the community from the expressway at high speeds. Any improvements to this intersection will require collaboration between the city, the county, the residents, and the business owners on Jackson. **Source:** Sal Alvarez, San Jose Redevelopment Agency.

Figure 21

Mayfair Neighborhood

Pedestrian & Bike Recommendations - Short-Term

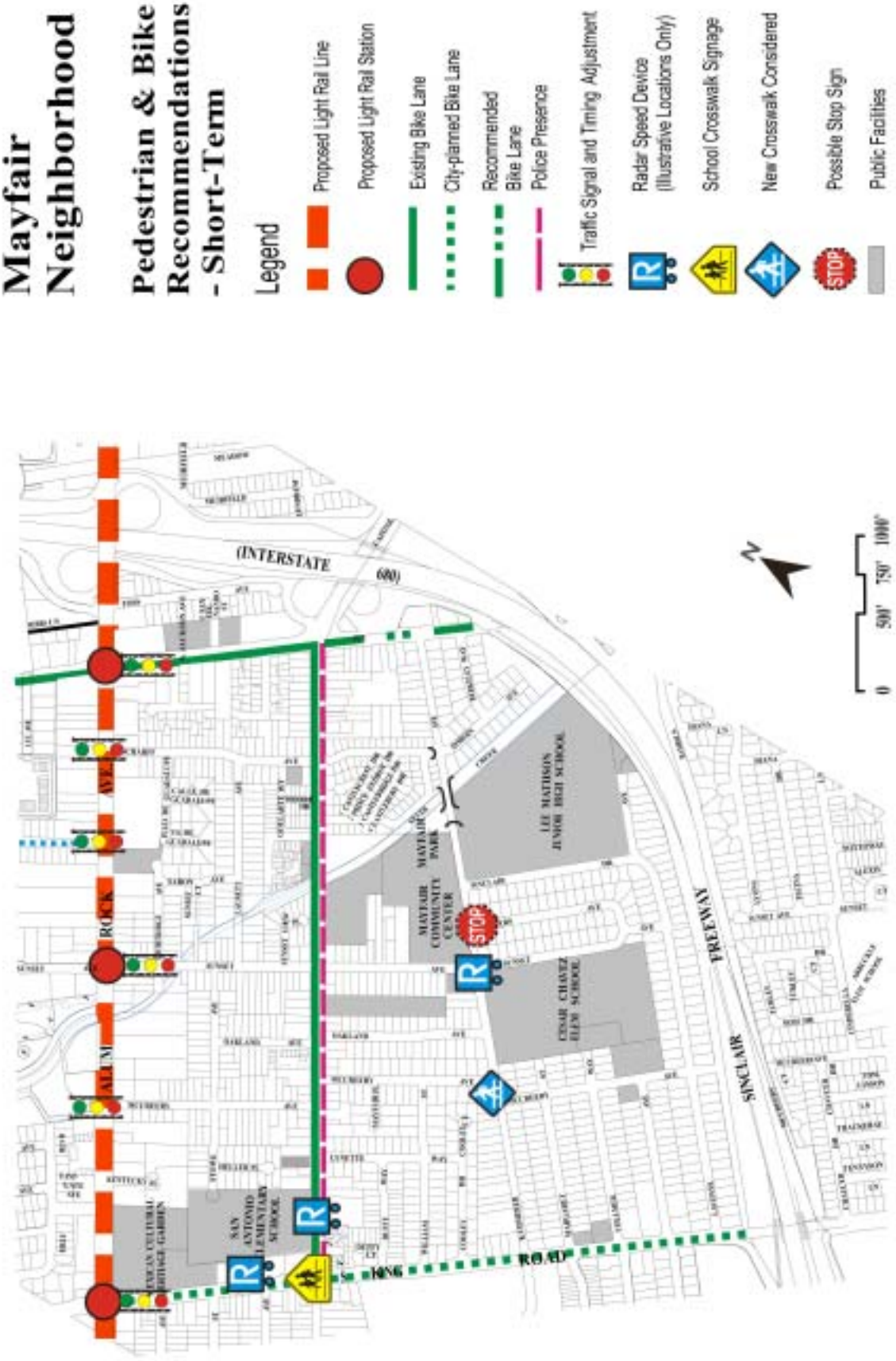


Figure 22
Mayfair Neighborhood
Pedestrian & Bike Recommendations - Long Term
(Illustrative Examples Only)
Legend
Proposed Light Rail Line
Proposed Light Rail Station
Existing Bike Lane
City-planned Bike Lane
Recommended Bike Route(Class III)
Creek Bicycle Path
Street Medians
Street Lighting
Facility for Disabilities
New Crosswalk
Public Facilities
Street Trees
Electric Pedestrian Light
Possible New Crosswalk
¼ & ½ Mile Radius
(INTERSTATE 680)
ROCK
ALUM
MAYFAIR COMMUNITY CENTER
MAYFAIR PARK
LEE MATHSON JUNIOR HIGH SCHOOL
CESAR CHAVEZ ELEM SCHOOL
SAN ANTONIO ELEMENTARY SCHOOL
FREEWAY
SINCLAIR
ROAD
N
0
500'
750'
1,000'

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APPENDIX A

Neighborhood Survey Results

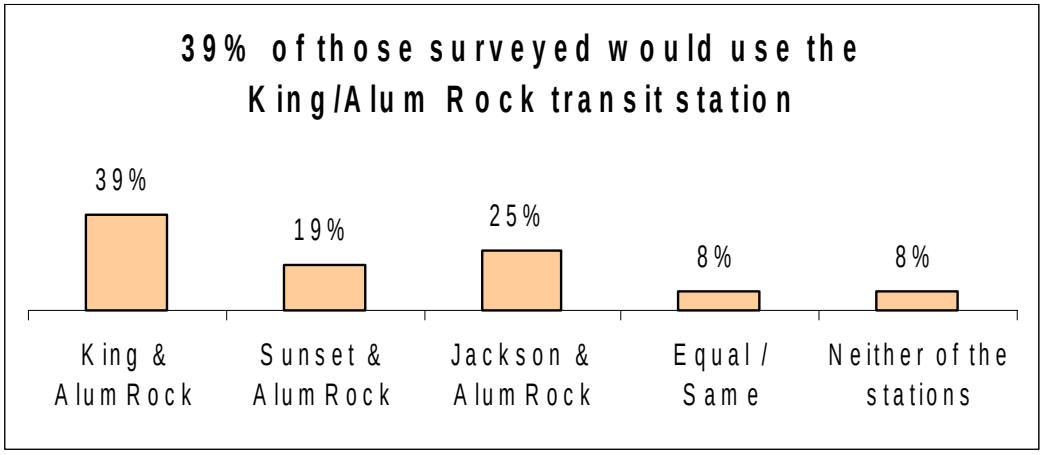
Question 1:

Do you live within the Mayfair Community?

Do you live within the Mayfair Community?	Number of Responses	Percent of Responses
Yes	345	77.4
No	101	22.6
Total	446	100.0

Question 2:

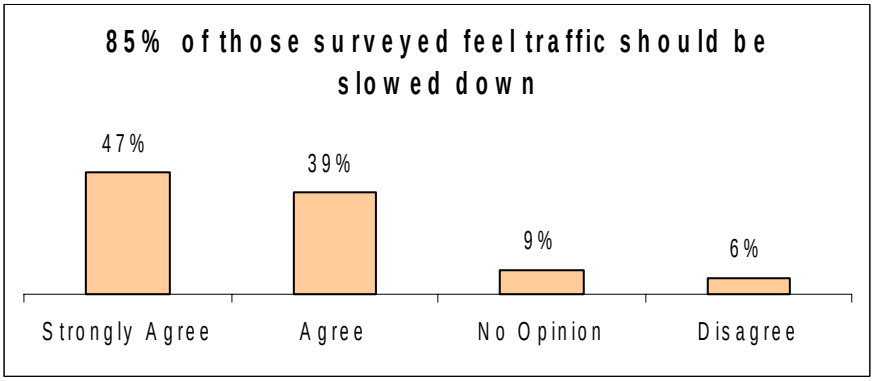
Which of these three transit stations along Alum Rock would you use the most? King/Alum Rock, Sunset/Alum Rock, Jackson/Alum Rock



What station would you use the most?	Number of Responses	Percent of Responses
King & Alum Rock	159	38.7
Sunset & Alum Rock	78	19.0
Jackson & Alum Rock	104	25.3
Equal / Same	36	8.8
Neither of the stations	34	8.3
Total	411	100.0

Question 3a:

Does traffic need to be slowed down?



Slowing down traffic is needed	Number of Responses	Percent of Responses	Cumulative Percent
Strongly Agree	219	46.9	46.9
Agree	179	38.3	85.2
No Opinion	41	8.8	94.0
Disagree	20	4.3	98.3
Strongly Disagree	8	1.7	100.0
Total	467	100.0	

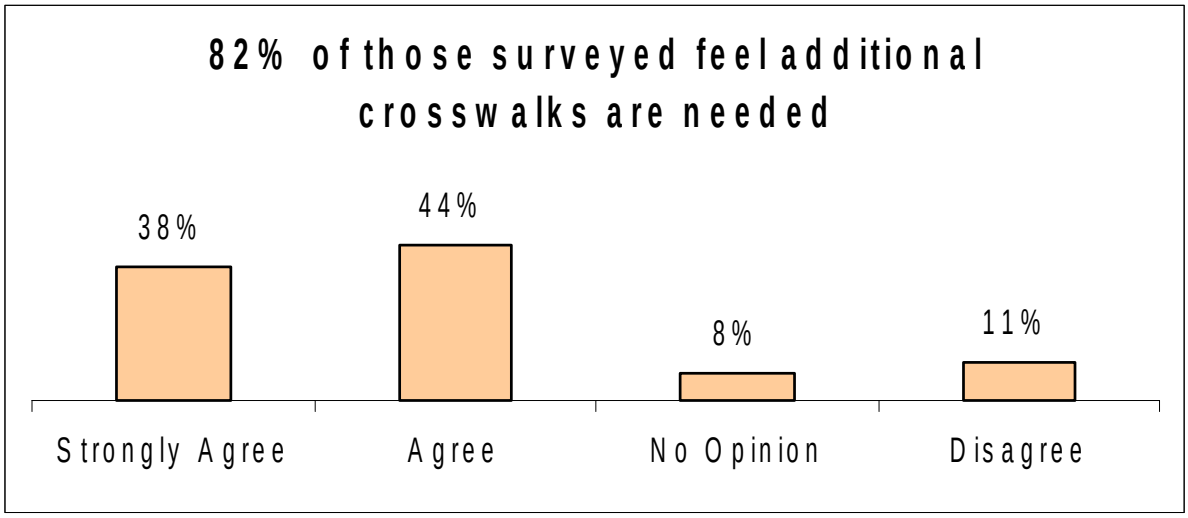
Question 3b:

On which streets does traffic need to be slowed down?

On which streets does traffic need to be slowed down?		
Location	**Number of Responses**	**Percent of Total Responses**
King	104	21%
San Antonio	85	17%
Alum Rock	64	13%
Jackson	42	8%
Sunset	37	7%
Kammerer	30	6%
All roads	25	5%
Around schools	19	4%
Oakland	13	3%
Stowe	12	2%
Main roads	10	2%
Capitol Expwy.	10	2%
McCreery	8	2%
Sanders	6	1%
Berkeley	6	
Dobern	5	
Virginia	4	
Scharff	4	
Volmer	2	
Small roads	2	
Lynette	2	
LaVonne	2	
Lausett	2	
Jose Figuerez	2	
Packing	1	
Total	497	
No responses	150	

Question 4a:

Are additional crosswalks needed?



Additional Crosswalks are Needed	Number of Responses	Percent of Responses	Cumulative Percent
Strongly Agree	176	38.0	38.0
Agree	202	43.6	81.6
No Opinion	36	7.8	89.4
Disagree	42	9.1	98.5
Strongly Disagree	7	1.5	100.0
Total	463	100.0	

Question 4b:

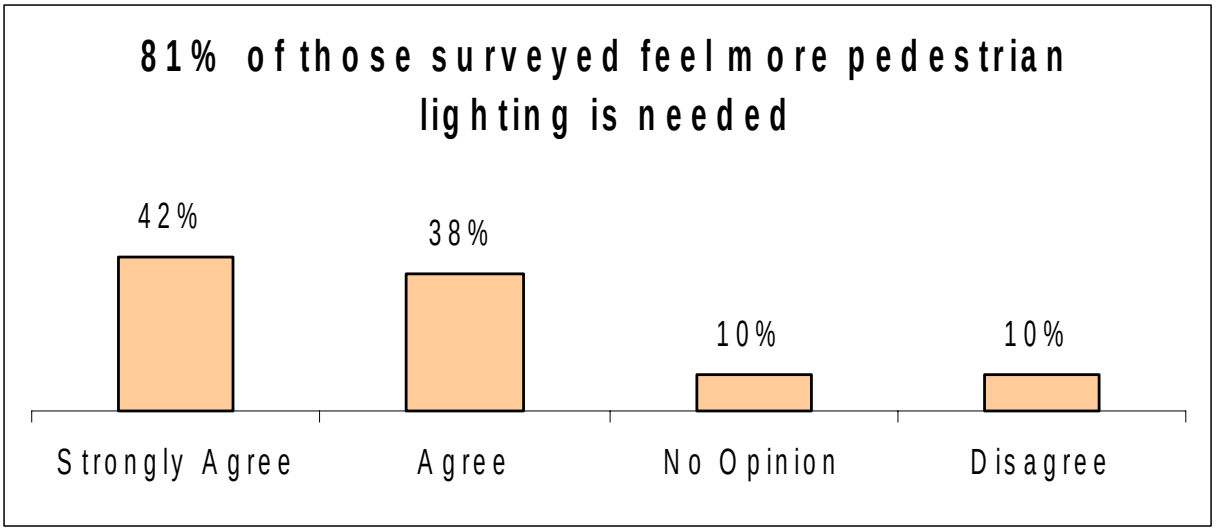
On which streets are crosswalks needed?

On which streets are crosswalks needed?		
Location	**Number of Responses**	**Percent of Total Responses**
San Antonio	61	16%
King	55	14%
Alum Rock	51	13%
Jackson	37	10%

Kammerer	32	8%
Sunset	27	7%
All roads	23	6%
McCreery	20	5%
Around schools	19	5%
Oakland	8	2%
Main roads	6	2%
Improve existing	6	2%
Virginia	5	1%
Scharff	5	
Stowe	4	
Small roads	3	
Capitol Expwy.	3	
By Guadalupe Church	3	
Berkeley	3	
Volmer	2	
Various	2	
Packing	2	
Jose Figuerez	2	
Dobern	2	
Other streets	6	
Total	387	
No responses	224	

Question 5a:

Is there a need for additional pedestrian lighting?



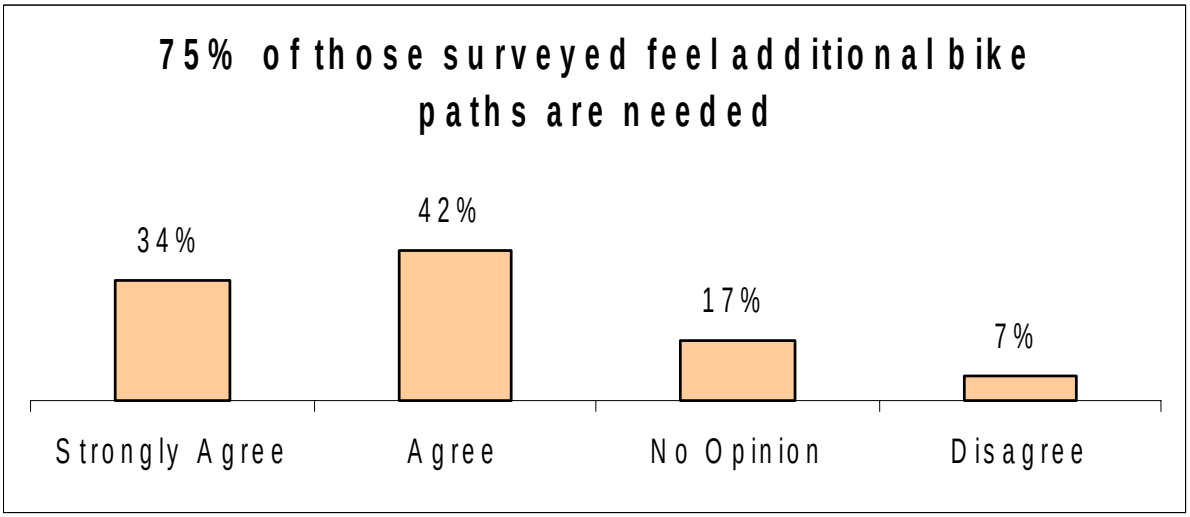
Additional Pedestrian Lighting is Needed	Number of Responses	Percent of Responses	Cumulative Percent
Strongly Agree	196	42.2	42.2
Agree	178	38.4	80.6
No Opinion	44	9.5	90.1
Disagree	40	8.6	98.7
Strongly Disagree	6	1.3	100.0
Total	464	100.0	

Question 5b:

Which streets need additional pedestrian lighting?

Which streets need additional pedestrian lighting?		
Location	**Number of Responses**	**Percent of Total Responses**
San Antonio	52	14%
King	48	13%
All roads	47	12%
Sunset	38	10%
Alum Rock	33	9%
Kammerer	31	8%
Jackson	25	7%
Around schools	14	4%
Oakland	12	3%
McCreery	12	3%
Stowe	9	2%
Small roads	9	2%
Margaret	5	1%
Dobern	4	
Capitol Expwy.	4	
Virginia	3	
Scharff	3	
Parque de la Amistad	3	
Lynette	3	
Lausett	3	
William	2	
Jose Figuerez	2	
Berkeley	2	
Other streets	6	
Total	370	
No responses	233	

Question 6a:
Are additional bike paths needed?



Are Additional Bike Paths Needed?	Number of Responses	Percent of Responses	Cumulative Percent
Strongly Agree	154	33.6	33.6
Agree	191	41.7	75.3
No Opinion	79	17.2	92.6
Disagree	33	7.2	99.8
Strongly Disagree	1	.2	100.0
Total	458	100.0	

Question 6b:
On which streets are additional bike lanes needed?

On which streets are additional bike paths needed?		
Location	**Number of Responses**	**Percent of Total Responses**
King	86	25%
Alum Rock	69	20%
All roads	46	13%
Jackson	33	10%
San Antonio	27	8%

Kammerer	21	6%
Sunset	20	6%
Main roads	13	4%
Capitol Expwy.	7	2%
Around schools	5	1%
Oakland	3	
McCreery	3	
Volmer	2	
Virginia	2	
Stowe	2	
Small roads	1	
Scharff	1	
Sanders	1	
Lynette	1	
Jose Figuerez	1	
Berkeley	1	
Total	345	
No responses	224	

Question 7:

If a new pedestrian and bike path were added through the Mayfair neighborhood along Silver Creek, would you use it?

Would you use the Silver Creek Trail for walking or biking?	**Number of Valid Responses**	**Percent of Valid Responses**	**Cumulative Percent**
Yes	332	69.9	69.9
No	36	7.6	77.5
Maybe	107	22.5	100.0
Total	475	100.0	

Question 8:

How else would you improve the safety and pleasure of walking or biking to the new bus/rail station?

Other ideas for improving the safety and pleasure of walking or biking to the stations	Number of Responses
More enforcement	153
Signs/Signals	26
Lower car speeds	24
Speed bumps	20
More stop signs	17
Educate drivers	16
Traffic lights	13
Sidewalks	9
Educate people	9
School bus	7
Cleaner streets	5
Crossing guards near schools	4
Get rid of gangs	4
Security cameras	3
Improve crosswalks	3
Improve bike lanes	3
Get rid of dogs on the streets	3
Eyes on the street (citizen action)	3
Ban motor-scooters	3
Improve wheelchair access on sidewalks/streets	3
Lower speed limits	2
Other	2
Phone near station	2
Bookstore/Library	2
Understandable info for community	2
Lower bus/light rail fares	2
Move cars for street cleaning	2
Lighting at the parks	2
Improve gardens	1
Parking	1
Educate pedestrians	1
Pedestrian path to school	1
Widen streets	1
Immigrant licenses	1
Tougher criminal penalties	1
Bulb-outs	1
Design streets for people, not cars	1
Human school bus	1

Get rid of political corruption	1
Landscaping	1
Less traffic	1
Music at the station	1
More visibility	1
Adult center	1
Police officer to direct traffic	1
Less pollution/smog	1
Make it safer at intersections where cars turn left	1
Get rid of abandoned cars	1
Officers on bicycles	1
Less police	1

Question 9:

What kind of convenience services would you like the most to have around the bus/rail station? (Ex. Grocery store, bookshop, childcare, pharmacy, or health clinic)

What kind of services would you like around the station?	**Number of Responses**
Library/bookstore	173
Health clinic	142
Pharmacy	96
Market/grocery store	85
Childcare	60
No answer	54
Police	14
Don't know	12
Resource center	7
Public phone	6
Park	6
Coffee shop	5
Clothing store	5
Post office	4
Lighting	4
Liquor store	4
Shopping center	3
Convenience store	3
Stop sign	3
Restaurant	3

Snack bar	2
Stop light	2
Info center	2
Newspaper stand	2
Laundry mat	2
Movie theater	1
Video game rental shop	1
Sports program	1
Other	1
After school program	1
Security	1
Dance club	1
Mall	1
None	1
Bus shelter	1
Kid auditorium	1
Ticket master	1
Fast food	1
Mexican bakery	1
Train	1
Hospital	1
Various services	1
School bus	1
Bike	1
Enhanced bus	1
Vending machine	1
Advertisements	1
Brochures	1
Bike racks	1
Donut shop	1
Boutique with flowers and postcards	1
Shoe store	1

Question 10:

If some of the improvements you suggested above were made, would you walk or bike more, less, the same, don't know?

Would you walk or bike more if improvements were made?	Number of Responses	Percent of Responses	Cumulative Percent
More	269	77.7	77.7
Less	10	2.9	80.6
Same	67	19.4	100.0
Total	346	100.0	

Question 11a:

Please tell us your age

Age Groups	Number of Responses	Percent of Responses	Cumulative Percent
Under 15	27	6.3	6.3
15-19	62	14.5	20.8
20-39	198	46.3	67.1
40-59	99	23.1	90.2
60 +	42	9.8	100.0
Total	428	100.0	

Question 11b:
Please tell us your sex/gender

Gender	Number of Responses	Percent of Responses	Cumulative Percent
Male	183	42.2	42.2
Female	251	57.8	100.0
Total	434	100.0	

Question 11c:
Please tell us your race/ethnicity

Race/Ethnicity	Number of Responses	Percent of Responses	Cumulative Percent
Latino/Hispano	383	88.2	88.2
Asian/Pacific Islander	13	3.0	91.2
Black/African-American	4	.9	92.2
White/European American	1	.2	92.4
Other	33	7.6	100.0
Total	434	100.0	

APPENDIX B

Summary of Community Forums and Meetings

Mayfair Community Center

October 29th, 6:30 - 8:30pm

Thirty-six people participated in the forum, including 15 volunteers from the SIREN/Comité Cesar Chávez and 21 stakeholders. Two volunteers helped to facilitate two of the three breakout discussion groups. The discussion groups were broken up into bicycle safety, pedestrian safety, and station design. The meeting was held in English with Spanish translation with the help of a volunteer and translation equipment.

A PowerPoint presentation was given at the beginning of the meeting to bring participants up to speed on the project, the importance of the meeting, and the goals of the meeting.

Summary of Public Input

1.0 Neighborhood issues and concerns

1.1 Pedestrian safety en route to future stations

The main areas that need improvement are Sunset Ave., Alum Rock Ave., King Ave., Kammerer Ave., San Antonio Ave., Oakland Ave., and Jackson Ave. The most problematic streets are Kammerer Ave., Jackson Ave., and King Ave.

a. Pedestrian issues on Kammerer Ave.
    i. Narrow sidewalks
    ii. Insufficient crosswalks
    iii. Insufficient caution/yield lights
    iv. Unsafe streets
        a. Crime
        b. Reckless driving and high speeds
    v. Insufficient lighting
        a. Unlit intersection around Cesar Chavez Elementary
    vi. Insufficient shade and green-space

b. Pedestrian issues on Jackson Ave.
    i. Security issues
    ii. Litter on the streets
    iii. Dangerous intersection at Jackson Ave. and San Antonio Ave.

c. Issues on King Rd.
    i. Narrow sidewalks
    ii. Poor state of crosswalks
    iii. Lack of medians to make crossing easier
    iv. Insufficient lighting
    v. Dangerous conditions for bicyclists
        a. Lack of bike lanes

1.2 Bicyclist safety en route to future stations

a. Lack of safe places to bike
    i. Lack of bike lanes and bike routes
    ii. Obstruction of bike lanes by street cars and buses
    iii. Lack of knowledge or obedience of the rules of the road by bicyclists and drivers
        a. Cyclists bike in the wrong direction of traffic because they perceive it to be safer.
    iv. Lack of lighting
    v. High vehicle traffic speeds

1.3 Station design and amenities

a. Improvements in the design of the shelter are needed
b. Improvements in the artwork are needed
c. Improvements in the amenities are needed
d. Bicycles are frequently vandalized or stolen
    i. Bikes are often stolen at schools, community centers, parks, stores, light rail stations, and bus stops.

1.4 Types of development and services around the stations

a. Although there is currently a bank, grocery store, senior center, restaurants and other services surrounding the future transit stations, additional services are needed.

2.0 Suggested solutions from neighborhood

2.1 Pedestrian safety en route to future stations

a. Potential solutions on Kammerer Ave.
    i. Wider sidewalks
    ii. More crosswalks
    iii. More caution/yield lights
    iv. Improved safety on Kammerer Ave.
        a. Increased police security
        b. Traffic calming

I. Speed bumps
II. Additional signage
III. Additional stop sign on Sanders Ave. and Kammerer Ave.

v. Streetlights around Cesar Chavez Elementary
vi. Trees

b. Potential solutions on Jackson Ave.
   i. Additional police surveillance and enforcement of traffic rules
   ii. Cleaner streets
   iii. Pedestrian improvements needed at the intersection of Jackson Ave. and San Antonio Ave.

c. Potential solutions on King Rd.
   i. Wider sidewalks with trees
   ii. Better crosswalks (painted)
   iii. Medians
   iv. Lighting, especially around crosswalks

2.2 Bicyclist safety en route to future stations

a. Safer streets
   i. Additional bike lanes/routes/boulevards along Kammerer Ave., Scharff Ave., Sunset Ave., Alum Rock Ave., King Rd., and extend current bike path on Jackson Ave. farther to the south.
      a. Barriers should be placed in between areas of high traffic and bicyclists to protect cyclists.
   ii. City/VTA work with community to discourage cars and buses blocking bike lanes
   iii. Bicycle education skill workshops in the Mayfair community (bilingual)
   iv. Better lighting
   v. Good signs that announce bike lanes to encourage cars to drive more carefully.

2.3 Station design and amenities

a. Shelter
   i. Designed with arches and ceramic tile roofing.
   ii. More protection from the elements during the rainy season.
b. Art
   i. Earth colored pots like those in Michoacán, México with plants and flowers or small trees (pine)
   ii. Murals should represent different states from México.
c. Amenities
   i. Benches designed like those in Michoacán

   ii. Public restrooms
   iii. Public telephone
   iv. Coffee shop
   v. Bookstore, bookmobile, or magazine/newspaper stand.
   vi. Music from México and Latin America coming out of speakers in the station
d. Bike issues at the station
   i. Bike racks at the station and other ways to protect bikes from being stolen or vandalized
   ii. Security and bike lockers similar to those found at Caltrain stations

2.4 Types of development and services around the stations

a. A pharmacy, a health clinic, a shopping center, and a mini food restaurant where Mexican style sandwiches (tortas) and shakes could be sold, as well as other foods.
b. A bike repair shop
c. A plaza for walking and gathering in the area surrounding the station.

East Side Senior Center

November 9th, 2004. 11:30am - 12noon

Thirty-one people in five groups participated in the discussion. Safety concerns for bicyclists were not discussed as the participants do not ride bicycles. A brief introduction of the project was given before the discussion.

1.0 Neighborhood issues and concerns

1.1 Pedestrian safety en route to future stations

a. Signage that is understandable to people who speak different languages, so that there is more respect for the rules of the road.
b. Insufficient crosswalks at the intersection of Jose Figuerez and Alum Rock Ave.
   i. Many seniors jaywalk on Alum Rock Ave. from the Senior Center in order to catch the bus on the other side of the street.

1.2 Bicyclist safety en route to future stations

a. No comments given.

1.3 Station design and amenities

a. Free of crime
b. Better technology
c. Art at the stations that represents the history and culture of the community.

d. Station design that is representative of the cultures in the community.

1.4 Types of development and services around the stations

a. Services and shops around the future stations
b. Landscaping needed

2.0 Suggested solutions from neighborhood

2.1 Pedestrian safety en route to future stations

a. English and Spanish signage
b. Additional crosswalk at to the intersection of Jose Figuerez and Alum Rock Ave. and additional pedestrian amenities added to aid seniors and the disabled in crossing the street. The amount of time given to cross Alum Rock Ave. at this intersection should be timed to allow for seniors and disabled to cross.

2.2 Bicyclist safety en route to future stations

a. No comments given.

2.3 Station design and amenities

a. Safe from crime with security/police at the station and in the surrounding community.
b. Better technology
c. Art included in and around the station
    i. Reflect the culture and history of the community
    ii. Produced by local artists with community input
    iii. Types of art suggested were modern art, art about the history of San José, art that represents the cultures of various ethnic cultures in the community, art with Mayan designs, Aztec art, representations of the father of the Mexican Independence (Miguel Hidalgo) and the Aztec emperor Cuauhtémoc.
    iv. Protect station and art from vandalism.
    v. Spanish/Colonial style design with arches.

2.4 Types of development and services around the stations

a. Include services and shops in and around the station such as a bank, a grocery store, a pharmacy, a restaurant, a public phone, a laundry mat, and a cart/kiosk selling food.
b. Include landscaping with trees for shade, flowers, and grass areas.

San Antonio Elementary School, First 5 Program

Wednesday, November 10th. 8:15-8:45pm

There were twelve participants in this meeting. Before the discussion, a presentation about the project was given, as was a handout highlighting the importance of safe streets, especially for children. The participants filled out a survey to express their concerns for bicycle and pedestrian safety as well as the services that they wanted offered around the station. The surveys were added to the general survey collection, so the views of the group in terms of pedestrian and bicycle safety and services are not presented in this section.

1.0 Neighborhood issues and concerns

1.1 Pedestrian safety en route to future stations

a. Comments were compiled along with the general survey results.

1.2 Bicyclist safety en route to future stations

a. Comments were compiled along with the general survey results.

1.3 Station design and amenities

a. Art to be incorporated into the stations and represent the cultures of the community
b. Incorporate design aspects from the cultures of the community
c. A kiosk located at or near the stations to offer food, services, and information.
d. Provide sufficient amenities
e. Safety is a major concern
f. Different types of pavement can be chosen for beautification and safety purposes.

1.4 Types of development and services around the stations

a. Comments were compiled along with the general survey results.

2.0 Suggested solutions from neighborhood

2.1 Pedestrian safety en route to future stations

b. Comments were compiled along with the general survey results.

2.2 Bicyclist safety en route to future stations

a. Comments were compiled along with the general survey results.

2.3 Station design and amenities

a. A Latino mural about the history or a biography of the culture should be included in one of the stations.
    i. Themes of the pyramids, the volcano close to Mexico City named “El Popocatepetl”, the Aztecs and Mayans, and the Aztec calendar.

b. Station Design
    i. Arches and thatched roofing similar to colonial architecture found in México.
    ii. A fountain similar to those in Latin America
    iii. A clock tower similar to the cathedral in Morelia, Michoacán.
c. Kiosks in or around the stations to;
    i. Sell beverages, fruit, and other foods.
    ii. Provide bilingual information on the different routes, with perhaps someone there to provide information and assistance for those unfamiliar with the system.
d. Amenities
    i. Benches
    ii. Small garden with flowers
    iii. Public bathrooms
    iv. Trash/recycling dispensers
e. Safety
    i. Security cameras
    ii. Security guards present
    iii. Lighting.
f. Pavement
    i. Cobblestone or brick pavement, although cobblestone could be problematic for seniors, disabled, and children.

2.4 Types of development and services around the stations

a. Comments were compiled along with the general survey results.

APPENDIX C

Station Designs and Transit-Oriented Development from San Francisco, California and Portland, Oregon

The purpose of this appendix is to provide examples of different station designs and transit oriented developments using success stories from San Francisco, California and Portland, Oregon. Cites like San Francisco and Portland have adopted Transit First Policies and have embraced the concept of Transit Oriented Development (TOD) to achieve their redevelopment and community development goals. They have also been very successful at involving communities in the design of their transit stations and in incorporating art and different services in and around the stations.

1. San Francisco, California Case Study

Although San Jose may not be as well equipped as San Francisco to rely solely on public transportation, many lessons can still be taken and employed in their system. Many of the design goals for stations and station areas can be implemented in San Jose's new light rail extensions. The purpose of the new VTA Light Rail extension in the Alum Rock neighborhood is to improve mobility, increase transit ridership, and serve the diverse needs of the community; by borrowing some of San Francisco's policies, San Jose and the VTA would be able to move closer to meeting their transit goals.

a. Basic Station Design Guidelines

San Francisco's transit centers are designed to "address both pedestrian and transit needs and to reinforce the link and interdependence between the surrounding neighborhood and the transit system, enhancing the sense of place for the neighborhood, and improving the visibility of the transit system"[34]. Some improvements for pedestrians include widened sidewalks with special artistic paving patterns, distinct neighborhood trees, seating, and pedestrian lighting. The following guidelines have been drafted to help ensure these transit goals, most of which include pedestrian safety:

- Wider sidewalks at bus stops
- Exclusive light rail lanes, preferably in the center of the roadway (planned for VTA extension)
- Full stations with passenger amenities, including shelter and transit information (planned for VTA extension)
- Sidewalk level boarding
- Visible crosswalks, which can be colored or textured
- Pedestrian countdown signals at intersections leading to station areas

[34] City of San Francisco General Plan, Transportation element. http://ceres.ca.gov/planning/plans/ city_genplan.html

- Median refugees
- Corner bulb-outs at intersections and near station areas (planned for VTA extension)
- Maximize the distance between crosswalks and transit stops
- Enhanced pedestrian/transit connections including bus bulbs, better stop markings and transit system/neighborhood information

b. The Community and Station Design

MUNI is expanding their light rail service through 3rd St. The corridor will include a dramatic facelift for the area. Through community-based planning efforts, the local residents explored many themes for the design, coming up with "Great St./Main St." as the primary theme. The design elements are consistent and recognizable throughout the corridor, which will serve as a main street for specific communities with pedestrian-oriented enhancements to give special identity to the neighborhood centers.

Some of the pedestrian-oriented enhancements include:

- Widened sidewalks with special artistic paving patterns.
- Distinct neighborhood trees, seating, and pedestrian lighting.

In addition, the light rail line/track area is designed to have colored paving in the middle of the street. This helps to not only provide an aesthetically pleasing look, but to provide safety as it designates this area as an auto-free area.

The stations themselves will be designed to blend into the surrounding buildings. Glass and metal canopies will be at all station platforms for protection and shelter. Seating, lighting and informational signage will be located underneath these canopies, in addition to a "marquee" that will serve as a distinctive marker for the stations.

2. Portland, Oregon Case Study

a. Coordinated MAX Station Design and Transit-Oriented Development

Portland's MAX station areas are magnets for new development. More than $2.4 billion in new development has occurred within walking distance of the downtown transit corridor.[35] In one particular station, TriMet decided to swap a park and ride lot with a development parcel next to it. Moving the park and ride opened up the potential for a community center to be built along with retail, high-density housing and other compatible uses next to the station. This increased ridership by allowing better access to the station and by locating community resources in close proximity to the station.

[35] Beyond The Field Of Dreams-Light Rail And Growth Management In Portland TriMet September 1996

The Core objectives of station area planning in Portland are:

- Reinforce the public's investment in light rail by assuring that only transit friendly development occurs near stations
- Recognize station areas are special places. There is plenty of other land away from stations to develop in a traditional fashion.
- Always rezone areas around stations for transit supported uses
- Use areas around stations for transit oriented development and link them philosophically to a larger strategy
- Focus public agency resources on the stations with the most potential for development
- Involve elected officials, local government staff, land owners, and neighbors in a transit oriented development coalition
- Tie regional funding for station research and development to local assurances that transit oriented development will be the paradigm.

Three years before, a community plan should be developed focusing on 1/2-mile circle around light rail stations:

- Establish a list of auto-oriented uses which are prohibited in station areas
- Set minimum residential and commercial densities
- Create maximum parking limits
- Apply a design overlay that requires pedestrian connections and building orientation to the light rail station.

Portland's transit operator, TriMet, has made a commitment to promote increased ridership and community pride by integrating temporary and permanent artwork into the public transit system. Sculpture, decorative wall pieces for shelters, artistic pedestrian access bridges are all part of the system. TriMet has invited artists to design stations that represent the community they are in. The colors chosen are often evocative of the cultures that call the neighborhood home. When Portland has a chance to install a piece of public furniture such as a bench or a bus shelter they see it as an opportunity to install a work of art that not only fills a need but attracts user and instills a sense of pride.

N. Killingsworth Station - Center of Rd. Station

The North Killingsworth St. Station is characterized by a vibrant and colorful design inspired by the traditional arts of Africa, South America and India. Sparkling glass mosaic and handmade glass tiles add color to the shelter columns while triangular metal flags hang under the canopy. Geometric motifs found in South American textiles are laser cut into railing panels and custom benches reflect the influence of Ashanti culture. Glass mosaic columns and custom benches at the nearby bus stops unify the transit area.[36]

Portland Blvd. Station - Center of Rd. Station

A team of Native American artists and writers drew on their culture and experience to develop artwork at the N Portland Blvd. station. Historic petroglyphs from the Columbia River Gorge appear on columns, custom benches and railing panels.[37]

Some Interesting Portland Station Seating Designs

[36] www.trimet.org 10/11/2004

[37] www.trimet.org 10/11/2004

Sand Blasted Panel

When confronted with the problem of vandalism on bus shelter glass, TriMet chose to sandblast the glass so it would not have to be replaced. The sandblasting removed the scratches from the glass but also gave the glass an artful finish that could not be damaged in the same way. This saved Portland $100,000 a year by making it so they did not need to continuously replace the panels.

Read and Ride

TriMet's concessions partnership offers unique opportunities not only for small businesses to start, but also opportunities to extend community services. The Hillsboro Public Library's "Read and Ride" Books by Rail Library, located at the Hillsboro Central MAX Station, offers 3,700 paperbacks, 20 magazine titles, 800 videos and 40 books on tape, as well as The Oregonian and Hillsboro Argus newspapers. As Debbie Brodie, Hillsboro Public Library Director, explains on the TriMet website "commuting parents appreciate being able to take videos home at night and return them the next morning."[38]

Other approved ideas for concessions at Portland MAX stations include ATMs, Banks, Cell Phone Distributors, Copy Centers, Delivery Nodes, Express Mail Drop Boxes, Internet Connection (Café.com), Sports Espresso & Juice Bar w/TV Monitor/Speaker for Score Announcements, a Ticket Master Outlet, TriMet Information & Routes, Trip Planner Kiosks, Bike Parking and Repair Facilities, Dry Cleaning, Film Developing, Flowers, Maps, Umbrellas, Transit Passes/Tickets, a Pharmacy, Shoe Shine/Repair, Souvenirs (both TriMet & Portland), Video rental, Arts for Transportation (encourage the use of transit by presenting visual and performing arts), a Flea Market, Mini-Playgrounds, Music Venues, Seasonal Cards (Mother's

[38] www.trimet.org

Day, Memorial, Independence, Valentine's Day), Food & Beverage, a Bakery, Espresso/Food Carts, Fresh local produce, Restaurants/Express Food Delivery Services, Take-Out Pizza, Child Day Care, Short-term Day Care, or Parent's Day-Out Day Care, Hair Cuts, Pay Toilets, DMV Services (i.e., license renewal), Health & Human Resources Offices, a Police Station, the Transit Headquarters, and Transit Maintenance Facilities.

b. Enhanced Bus Service

Portland uses several technologies and strategies to increase the effectiveness of its bus fleet.

Signal priority allows transit vehicles to be detected as they reach an intersection and a green light is extended or a red light is terminated early.

Curb extensions create a bulb at transit stop usually the width of the parking lane bringing the curb to the edge of the travel lane for passenger loading and unloading. This increases the operating speed of the transit vehicle by eliminating the need to merge, increases boarding comfort, and increases riding comfort by reducing the need to pull in and out of each stop.

Boarding islands allow transit vehicles to operate in a non-curb travel lane without having to merge to the right lane to pick up or drop off passengers at the curb. This increases the operating speed by allowing transit vehicles to use the faster moving left lane.

Queue bypasses allow buses to move to the front of the queue at a light. A queue jump allows buses to call for an early green phase that starts 2 to 3 seconds before a normal green phase. It is an exclusive early green phase that allows buses to proceed ahead into the intersection and merge back into mixed flow traffic lane in front of regular traffic. This allows buses to merge into traffic after a queue bypass.

Transit stop consolidation allows for 800 to 1000 foot spacing rather than 400 to 800 foot standard spacing, which increases transit-operating speed.

Transit stop relocation is when a stop is moved from the nearside to the far side of the intersection so that transit vehicles can proceed through a green light without stopping.

Exclusive bus lanes are travel lanes reserved for use by transit or high occupancy vehicles to bypass congested travel lanes.

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