
# Gilroy Station Access Study

February 2025

**PREPARED FOR:**
**Santa Clara Valley Transportation Authority**

**PREPARED BY:**
FEHR & PEERS

Valley Transportation Authority

*Solutions that move you*

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SJ24-2311

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**Santa Clara Valley Transportation Authority**

Aiko Cuenco, Project Manager

Anthony Lopez

Larissa Sanderfer

Lauren Ledbetter

Christina Gotuaco Philip

**Project Partners**

City of Gilroy

California High-Speed Rail Authority

Nueva Vida Community

Santa Clara County Public Health

**Project Team**

*Fehr & Peers*

Steve Davis

Alexandra Lee-Gardner

Tript Kaur

*Community Agency for Resources Advocacy and Services (CARAS)*

Marty Estrada

Tony Serrano

Carlos Flores

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# Introduction

This report summarizes multimodal access to the Gilroy Transit Center ("Gilroy Station") and proposes access enhancements for Santa Clara Valley Transportation Authority (VTA) to consider as it studies a future transit-oriented development (TOD) on Gilroy Station's surface parking area.

## Project Overview

The Gilroy Station Access Study aims to analyze multimodal access and circulation to Gilroy Station, located on Monterey Street between 7th and 9th Streets in downtown Gilroy. Gilroy Station is currently the southern terminus for Caltrain service and serves multiple transit lines such as VTA bus routes, San Benito County Express, Monterey-Salinas Transit (MST), Greyhound, and commuter shuttles. Gilroy Station will also be a future California High-Speed Rail (HSR) station.

VTA owns an approximately 7.8-acre site on the west side of the tracks, including the historic Gilroy Station building leased to the City of Gilroy, bus terminals, and a 471-space surface parking lot for train and bus passengers. The VTA-owned land is earmarked for future mixed-used, mixed-income, transit-oriented development. The site's development would generate additional multimodal trips, new travel patterns, and significant opportunities to re-envision the site and surrounding area for access, safety, and mobility.

## Project Location

The study area and Gilroy Station location are shown in **Figure 1**. The study area encompasses roughly a half mile radius around Gilroy Station that includes much of the downtown and civic center area of Gilroy. The study area is bounded by 10th Street to the south, 1st Street to the north, US 101 to the east, and Princevalle Street to the west.


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Gilroy City Limits

Study Area

VTA TOD Site

Figure 01

# Gilroy Station Study Area

# Related Plans, Policies and Projects

This section identifies previous and ongoing planning efforts in the Gilroy Station study area and details how the relevant plans, policies, or projects will impact station access. Several existing efforts from VTA and the City of Gilroy are detailed below.

## VTA

### VTA Complete Streets Policy

VTA's 2016 Measure B requires jurisdictions to adopt a *Complete Streets Policy* (2017) to secure Measure B funding. All projects funded through 2016 Measure B, including Local Street and Road Projects (LSRP), must incorporate planned Complete Streets improvements and fill out a complete street checklist. The *Complete Streets Policy* proposed by VTA defines the Complete Streets concepts, principles, and practices that guide the implementation of transportation projects and funding programs. Complete Streets principles and practices incorporate technologies and context-sensitive design in planning; implement transportation projects that support safety and accessibility for all users, and provide well-connected networks for pedestrians, bicyclists, and transit riders. This policy applies to streets in the study area and guides development of improvements on these streets with an emphasis on safety, accessibility, and connectivity for all users and modes of transportation.

### VTA Station Access Policy

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

### VTA Transit-Oriented Communities Policy

The *Transit-Oriented Communities Policy* (2022) lays out the framework for planning and implementing TOD projects. The policy aims to increase transit ridership and reduce vehicle trips around transit stations, promote equity in the surrounding communities through affordable

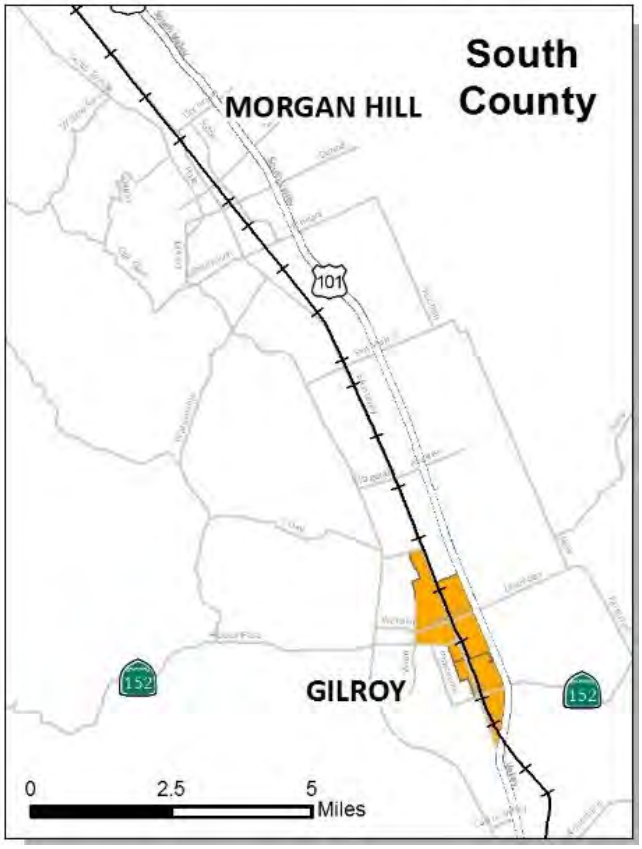
housing, and create employment and revenue opportunities. The policy includes elements of the 2018 *TOD Parking Policy* and the 2022 *Affordable Housing Policy*. The proposed TOD will support the *Transit-Oriented Communities Policy* by creating housing, employment, and revenue opportunities at the site while increasing transit ridership and reducing vehicle trips.

## VTA Pedestrian Access to Transit Plan

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

The plan reviews walkability in Santa Clara County, highlighting areas with high pedestrian activity and identifying common challenges such as high vehicle volumes and long crossing distances. This includes Central Gilroy, which was identified as a recommended focus area. The Central Gilroy focus area is bounded by 1st Street to the north, US 101 in the southwest, and Miller Avenue to the east. The focus area encompasses the Gilroy Station Access Study area.

Recommended projects in Central Gilroy address issues such as incomplete sidewalks, inadequate pedestrian facilities at existing at-grade rail crossings, and several intersections with pedestrian crossing restrictions. The plan's identified projects are incorporated as recommendations for the Gilroy Station Access Study.




Pedestrian Access to Transit Plan, Gilroy Focus Area, 2017.

## VTA Countywide Bicycle Plan

Santa Clara County has over 800 miles of bikeways, including nearly 200 miles of paths separated from vehicle traffic. The *Countywide Bicycle Plan* (2018) aims to expand the bicycle network, improve safety and convenience, pursue innovative solutions, and enhance transit connectivity. The plan identifies 10th Street as a Priority Cross County Bicycle Corridor, warranting high-quality, low-stress bikeway designs. Additionally, the plan identifies the need for a low-stress bike/ped connection across US 101 between 6th Street and State Route (SR) 152. It identifies the following location for potential or planned crossings: I.O.O.F. Avenue extension, Las Animas Avenue extension, bike/ped crossing at Old Gilroy Street, and the bike/ped crossing at the bicycle path along 6th Street. Since the VTA plan was adopted, a pedestrian and bicycle crossing at 6th Street over US 101 has been built. These proposed improvements will enhance connectivity within the study area and are incorporated as recommendations for the Gilroy Station Access Study.

## VTA's Speed and Reliability Program

VTA's Speed and Reliability Program focuses on transit signal priority, eliminating barriers to cashless payments, and capital improvements on VTA's infrastructure. The core of this program focuses on across the board frequency and hours of operation enhancements to the bus network. The bus speed and reliability improvements include transit signal priority (TSP), bus stop balancing, expedited boarding, and bus lanes, which align with the study's goals of enhancing multimodal access to Gilroy Station. The proposed transit service improvements supplement recommendations for the Gilroy Station Access Study and support the community need for bus frequency and hours of operations.

## VTA Bike Superhighway Implementation Plan

The *VTA Bicycle Superhighway Implementation Plan Update* (2025) proposes specific alignments for a countywide network of 17 bicycle superhighways for Santa Clara County. Bicycle superhighways are high-quality, uninterrupted, long distance bikeways that traverse the county separated from motor vehicles. The plan describes the implementation status of each bicycle superhighway, summarizes active implementation efforts, and provides planning level cost estimates for building out remaining segments. The plan will assist local agencies and VTA in funding, planning, designing, and building the superhighway network. This plan proposes an on- and off-street bicycle superhighway in Gilroy along Monterey Street, which would provide regional connectivity to San José. This proposal is currently in its conceptual stage and would enhance bicycle connectivity to Gilroy Station.

## 2021 Gilroy Station Area Visioning Project

The *Gilroy Station Area Vision Study* (2021) was a community engagement effort to create a vision for a master plan of 7.8 acres of VTA-owned land at Gilroy Station. The goal of the study was to educate the community about an upcoming affordable housing development project,

identify project priorities, and seek input on desired amenities from residents and stakeholders to inform future Request For Offers for development of the site. As part of this effort, VTA hosted three community meetings via Zoom in the spring of 2021 to discuss the long-term plan for a transit-oriented development project at Gilroy Station and the community's vision for the station. These meetings were hosted in both English and Spanish and attended by residents, business owners, community-based organizations (CBOs), and housing advocates.

The meetings included breakout sessions where participants shared their initial thoughts and concerns. Community members mentioned walking issues related to safety and comfort, highlighting the lack of adequate pedestrian infrastructure and insufficient street lighting. Another recurring theme was parking demand in downtown Gilroy and potential increases in future demand due to planned developments in the area. Key feedback from the community outreach included the following:

- The community's top preference was to improve pedestrian facilities (e.g., increasing trees and landscaping, providing pedestrian lighting, and providing benches and seating).
- Community members also voiced an opinion that they would like to see new improvements such as bikeways, crosswalks, and various multimodal options integrated into existing infrastructure including the following:
    - Pedestrian improvements on 10th Street
    - Pedestrian and bicycle connectivity from both east and west of the rail line
    - Bus service from the west side of the city to Gilroy Station
    - Improved transit connections to the site

# City of Gilroy

## Gilroy 2040 General Plan

The Gilroy *2040 General Plan* (2020) contains a set of land use, transportation, and economic policies to strategically accommodate future growth and change while preserving and enhancing the qualities that make Gilroy a great place to live and work. The transportation policies in the *2040 General Plan* integrate with the land use policies to reduce travel distances and promote compact mixed-used development while enhancing facilities for walking, biking, or riding transit. The policies in the General Plan involve prioritizing the improvement of pedestrian and bicycle facilities, supporting land use and developments that can increase public transit ridership, and promoting the use of effective operation and management strategies. The Gilroy Station Access Study supports the General Plan goals by seeking to enhance multimodal safety, comfort, and access.

## Downtown Specific Plan

The *Downtown Gilroy Specific Plan*, adopted by the City Council in 2005, aims to create a unique and identifiable Downtown for Gilroy that is economically vibrant and pedestrian-oriented. The *Downtown Gilroy Specific Plan* addresses the proposed HSR Station, and includes recommendations to address parking and transportation issues, plan for growth and revitalization, and propose locations for downtown amenities such as lighting, wider sidewalks, marked pedestrian crossings, benches, landscaping, signage, sidewalk seating areas, and public art.

The plan also identifies a need for planned bicycle facilities and parking management, recommends a downtown trolley/shuttle loop, and a feasibility study of new/expanded VTA bus routes. It identifies several side streets to be improved within the specific area plan including the improvement of Railroad Street (Lewis Street to 6$^{th}$ Street). The Gilroy Station Access Study incorporates recommendations and projects identified in this plan.

## Downtown Parking Management Plan

Drafted in 2023, the *Downtown Parking Management Plan* identifies increased parking demand and includes a proposed set of recommendations designed to address current and future parking challenges and improve parking availability in downtown Gilroy. Currently, several blocks in downtown Gilroy experience uneven parking utilization whereby some streets (such as Monterey Street) see concentrated parking demand while other blocks are underutilized. The plan attributes this to both a lack of parking wayfinding and lack of sense of safety in some parts of downtown. Immediate proposed actions include better wayfinding for parking, utilizing part of the VTA parking lot as a resource for public parking, implementing on-street time restrictions, and shared parking agreements. The plan also proposed to implement parklet design standards at the city level. The Gilroy Station Access Study supports the goals of this plan by managing parking demand through TDM strategies and improved alternative transportation options.

## Gilroy Parking Study

VTA conducted the *Gilroy Parking Study* (2020) to understand existing parking demand at Gilroy Station. The study examines pre-COVID utilization of the VTA-owned parking lot on weekdays between 2013 and 2020. On average, the study found that the parking lot is about 60% utilized, leaving approximately 190 parking spaces vacant.

## Caltrain 2040 Long Range Vision

The *Caltrain 2040 Long Range Vision* (2019) guides the long-term development of Caltrain rail service and supporting plans, policies, and projects. It directs the railroad to address local and regional mobility needs of the corridor, including the completion of key regional and state partner projects such as the following:

- The reconstruction and electrification of the rail corridor north of Tamien Station has been completed.
- Additional improvements near Gilroy Station to allow for the operation of HSR service between Gilroy and San Francisco including the following:
    - The project would include the closure of 7th Street at Monterey Street and Old Gilroy Street at Railroad Street to eliminate the grade crossing between those intersections. The existing crossing at 6th Street will be maintained, and a bicycle/pedestrian overpass will be added.
    - Sidewalk and curb improvements and additional lighting between Las Animas Avenue to the north and US 101 to the south.
    - Bikeway improvements at I.O.O.F. Avenue, Monterey Street, 6th Street, 4th Street, and Alexander Street. This includes a bicycle/pedestrian overpass at I.O.O.F.

### Gilroy Moves Safely – Active Transportation Plan (Santa Clara County Public Health)

*Gilroy Moves Safely* (2024) is a local campaign operated by Santa Clara County Public Health to promote health and traffic safety around East Side Gilroy for all transportation modes. It focuses on preventing crashes by providing safety guidelines for pedestrians, bicyclists, and drivers. The campaign includes additional resources for vulnerable users such as youth and older adults. Following are some key findings from the outreach effort:

- Traffic safety concerns included speeding cars, lack of stop signs, and drivers not yielding to pedestrians.
- Barriers to walking included narrow sidewalks, cars parked on sidewalks, and lack of crosswalks,
- Barriers to biking included speeding cars and trash cans in bike lane.
- Safety concerns around crime were a barrier to both walking and biking.

## Ongoing Relevant Projects

### Transportation for Monterey County (TAMC) – Rail Extension to Gilroy

The Monterey County Rail Extension Project proposes to extend passenger rail service from Gilroy to Salinas and estimates 112,000 riders per year. The City of Gilroy, along with the Transportation Agency of Monterey County (TAMC), proposes improvements near Gilroy Station to support the extension of passenger rail service:

- Extension of track from Gilroy Station and layover facility to connect to the Union Pacific Railroad Coast Main Line Track.
- Construction, relocation, and/or removal of tracks, turnouts, and railroad signaling within the Gilroy layover facility.
- Modification of the rail crossings on East 10$^{th}$ Street and East Luchessa Avenue.

- Modification of rail crossings and improvements to the sidewalk on East 10th Street.
- Finalization of designs and railroad negotiations for Gilroy Station and Gilroy track improvements by TAMC. Construction is expected to start summer 2025.

## California High-Speed Rail Authority – San José to Merced Project

The San José to Merced HSR section is part of the first phase of the California High-Speed Rail system and would include a new station in Gilroy. The project was approved and received environmental clearance in 2022. Gilroy Station will accommodate HSR through the addition of an east station entrance and station entry plazas on the east and west sides of the station. This Access Study takes into account the impact of the HSR station on the future conditions.

## Gilroy Station Area HSR Visioning Study

The City of Gilroy, VTA, and the California High-Speed Rail Authority are working in partnership on a Station Area Visioning Study. A draft plan of the study is anticipated in early 2025. The study will look at land use, public spaces, urban design, multimodal transportation including pedestrian and bicycle access, economic development, and other key items around the Gilroy Transit Center and within the study boundary. It will provide a vision for the station area and recommendations to lay the groundwork for the HSR Station Area Plan and potential opportunities for early activation in the station area.

## US 101/SR 152 Interchange Design

VTA is leading a redesign of the US 101/SR 152 interchange in partnership with Caltrans and the City of Gilroy. The project includes adding bicycle and pedestrian facilities on 10th Street, adding vehicle lanes, and reconfiguring on- and off- ramps to improve traffic flow and transportation safety. The project is currently in the environmental approval phase and is expected to begin construction in summer 2028 pending funding.

# Existing Conditions

## Land Use and Demographics

This section is focused on land use context and demographics of the study area. This information provides important background about who lives, works, and travels to/from Gilroy Station and within the broader station area.

### Land Use

#### Existing Land Use

Gilroy Station is located in downtown Gilroy and serves as the southernmost terminus of Caltrain and some VTA bus routes. As shown in **Figure 2**, the study area includes a mix of uses including residential, limited industrial, office, and retail. The area nearest Gilroy Station along Monterey Street is designated as a Historic District, and the area east of the tracks is designated as Cannery District. The Historic District supports a mix of land uses including retail, office, residential, and civic or cultural functions. The Cannery District is also defined by mixed-use development, blending residential, commercial, and light industrial uses. Further to the east and west ends of the study area the zoning is largely designated as single family residential with some two family and medium density residential. Parts of parcels along 6th Street, 7th Street, 8th Street, and 9th Street are designated as Civil/Cultural Arts District. Within the study area, parts of Eigleberry Street, 9th Street, and 10th Street are designated as limited industrial. 10th Street east of Alexander Street includes shopping center commercial uses.

#### Future Land Use

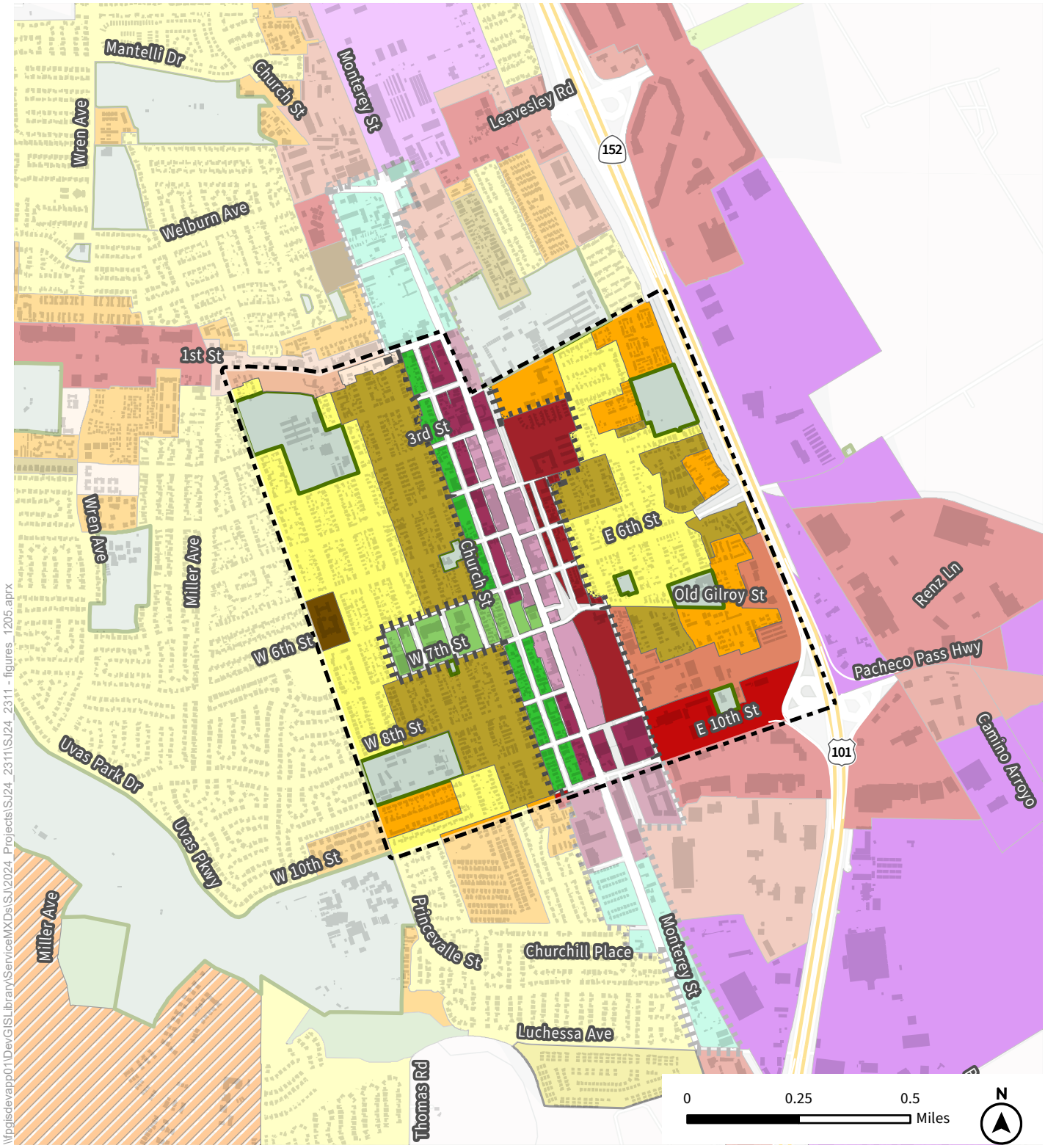
In the City of Gilroy's *2040 General Plan* (2020), the area nearest Gilroy Station and further along Monterey Street is designated as *Downtown Gilroy Specific Plan Area*, which includes areas designated as Expansion District and Cannery District in the existing land use plan. Further to the east and west ends of the study area the zoning is designated the same as in the existing land use and includes single family residential with some two family and medium density residential zones. Parts of parcels along 6th Street, 7th Street, 8th Street, and 9th Street are designated as Public/Quasi-Public Facility, previously designated as Civil/Cultural Arts District in the existing land use plan, as shown in **Figure 3**.

The *Downtown Gilroy Specific Plan* (2005) designates Gilroy Station as Historic District and Cannery District. Some other designated land uses in the study area include Transitional District, Public Facility, Medium Density Residential, Two Family Residential and Single Family Residential. Preferred uses for the study area include street-front retail, offices or apartments above retail, restaurants, and commercial services—many of which are now present around the station area.

To meet land use objectives in the *2040 General Plan*, the *Downtown Gilroy Specific Plan* will need to be updated. This update aims to guide future planning, design, and development in downtown Gilroy and integrate planning efforts related to the future Gilroy HSR Station.

## Future Development

Gilroy Station has been identified as potential mixed-use transit-oriented development by VTA. This proposed mixed-use, mixed-income transit-oriented development is envisioned to include mixed-income housing, which would support regional housing needs as outlined in the City's 2023-2031 Housing Element Update (2023).

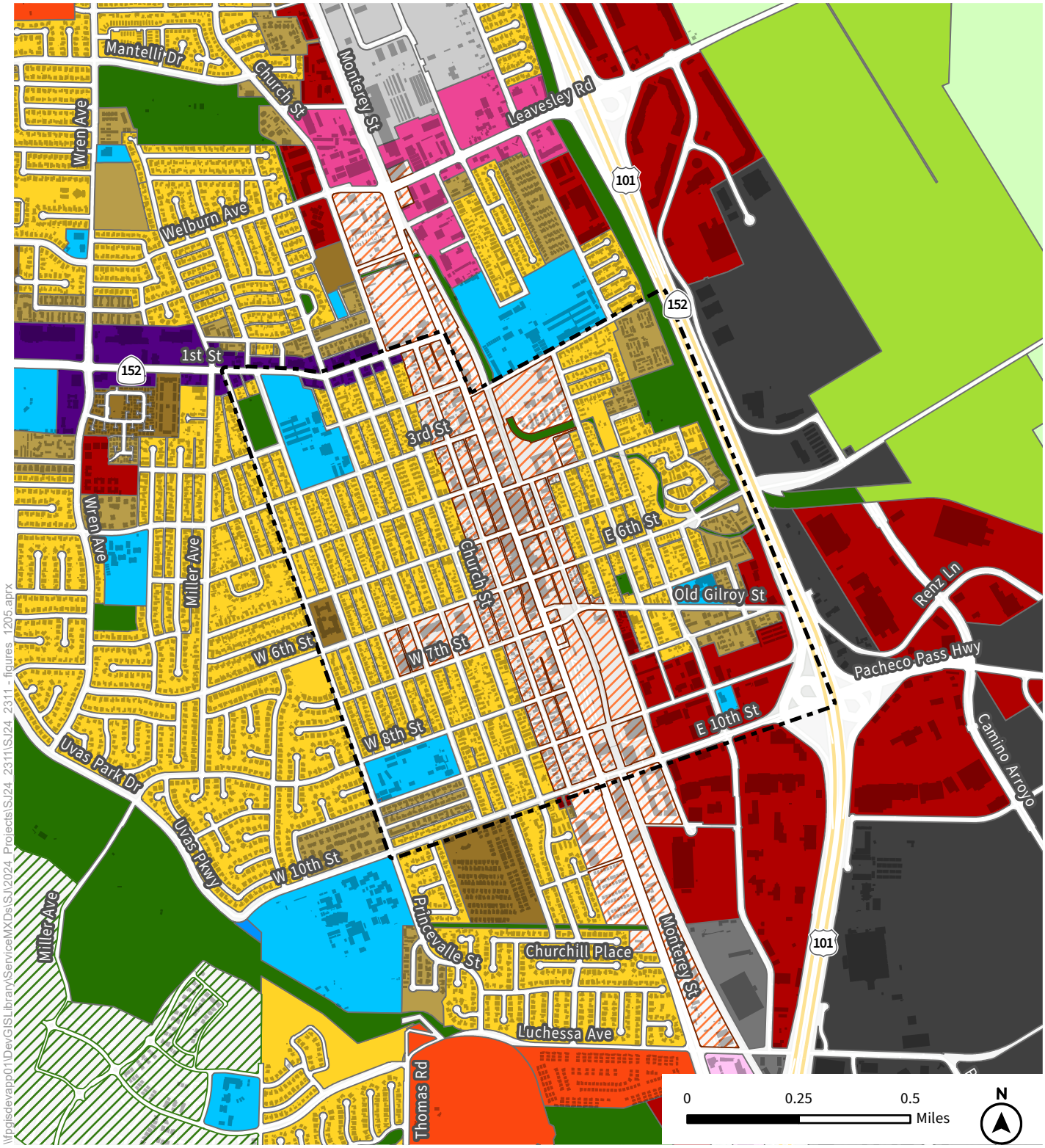



Source: City of Gilroy

- Single Family Residential
- Two Family Residential
- Medium Density Residential
- High Density Residential
- Professional Office
- Highway Commercial
- Commercial Industrial
- Shopping Center Commercial
- Neighborhood Commercial
- General Industrial
- Limited Industrial
- Neighborhood District
- Glen Loma Ranch Special District
- Agricultural
- Public Facility/Park
- Open Space
- Downtown Limits
- Cannery District
- Transitional District
- Gateway District
- Historic District
- Civic/Cultural Arts Disctrict
- Expansion District

Figure 02

# Zoning in Study Area

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Source: City of Gilroy, 2040 General Plan

- Park Recreation Facility
- Open Space
- Rural County
- Public Quasi Public Facility
- Educational Facility
- Low Density
- Medium Density
- High Density
- Neighborhood District
- General Services Commercial
- City Gateway District
- Visitor Serving
- General Industrial
- Employment Center
- Industrial Park
- Mixed Use Corridor High
- Downtown Specific Plan Area
- Glen Loma Ranch

Figure 03

# General Plan 2040 Land Use

## Demographics

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

**Figure 4** shows the distribution of low-income households in the study area. Within the study area, between 10% and 20% of households are low income in most census blocks. The census block in the northwest corner of the study area has a higher (20% to 30%) portion of low-income households. Most of the census blocks in the study area have a median household income of less than $100,000 as shown in **Figure 5**. This is lower than the overall City ($132,000) and County ($155,000) median household incomes, respectively.

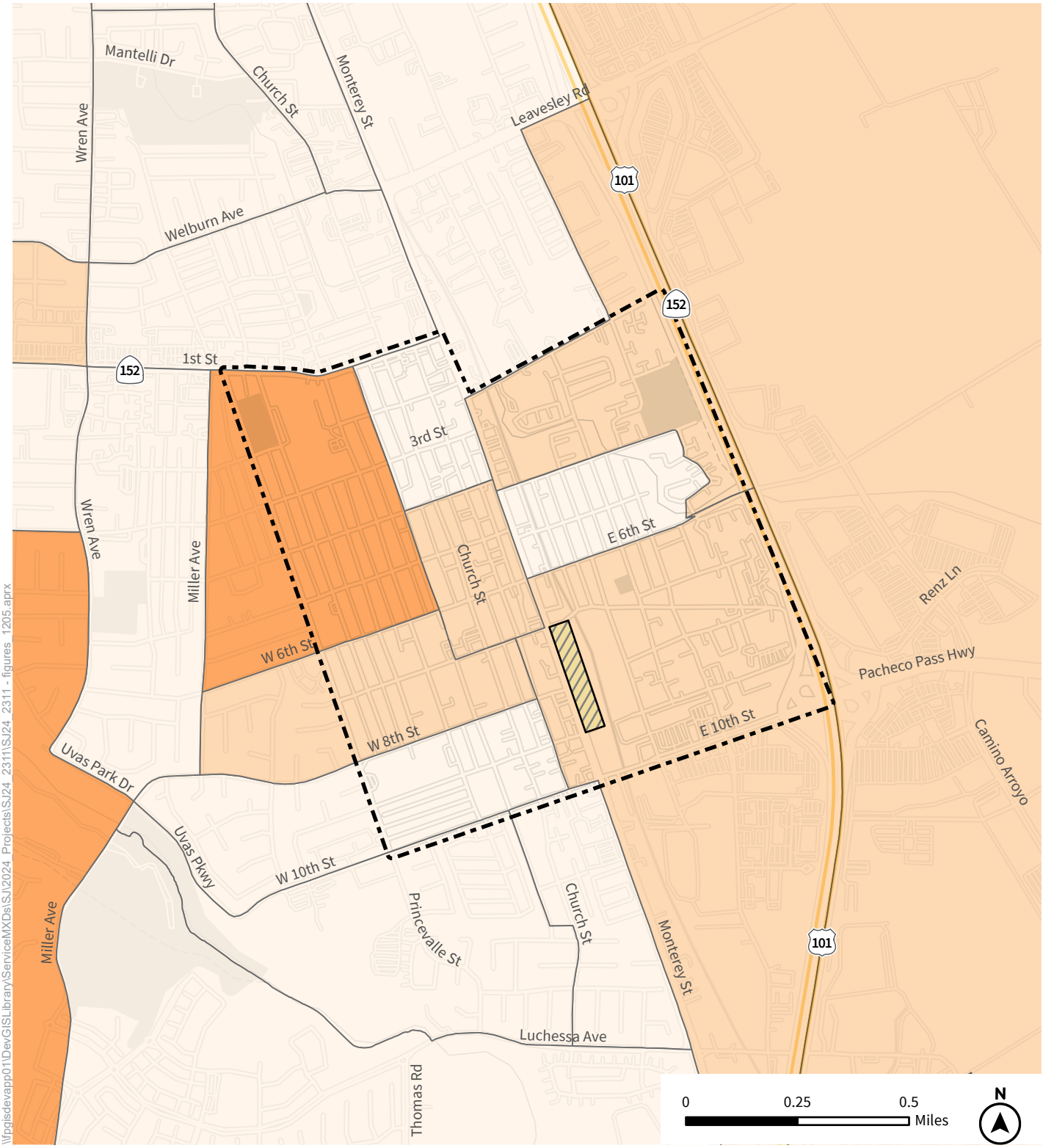
A majority of households in the study area identify as people of color. As shown in **Figure 6**, the proportion of households that self-identify as people of color ranges from 50% to 60%. The census blocks in the study area east of Gilroy Station have a higher percentage (over 90%) of households that self-identify as people of color. The study area has some of the highest density of total population and population that identify as Hispanic as noted in the HSR Visioning Study.

**Figure 7** shows that between 5% and 10% of the population in census blocks near the study area identify as having a disability. East of US 101 and the study area, 15% to 20% of people in the census blocks identify as having a disability.

As shown in **Figure 8**, between 20% and 30% of households in most census blocks near the study area have limited English proficiency. However, the census block encompassing the southeast portion of the study area, including Gilroy Station, shows a higher proportion than other parts of the study area with over 40% of households having limited English proficiency.

**Figure 9** depicts the portion of households in the study area without regular access to a personal vehicle. For most of the study area, less than 5% of households have limited access to a vehicle. This is consistent with City-wide and County-wide patterns; on average, 4% of households City-wide and 6% of households County-wide have limited access to a vehicle. Census blocks in the southeast portion of the study area have a slightly higher percentage (5% to 10%) of households with limited access to vehicles. Additionally, between 10% and 15% of households in the census block just north of the station have limited access to a vehicle. This underscores the population's need for access to transit, bicycle, and pedestrian facilities.

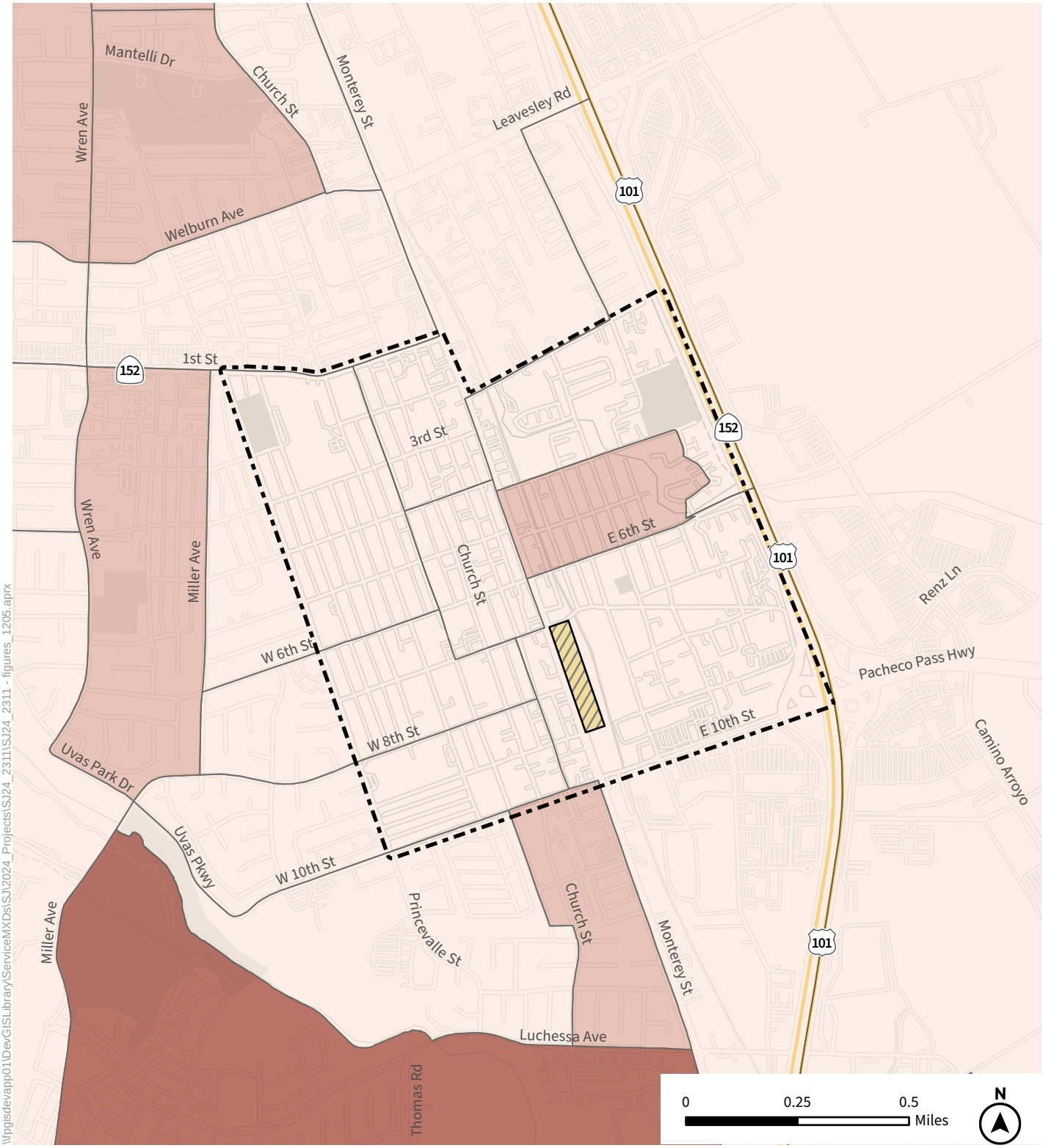
The demographic assessment provides insight into the community's needs. Based on the proportion of low-income households and households with limited vehicle access, transportation affordability and access to reliable transit service will be a focus of the study. Proposed improvements will prioritize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




Source: American Community Survey 2021, Esri Living Atlas

Figure 04

## Low Income Households in the Study Area

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Source: American Community Survey 2021, Esri Living Atlas

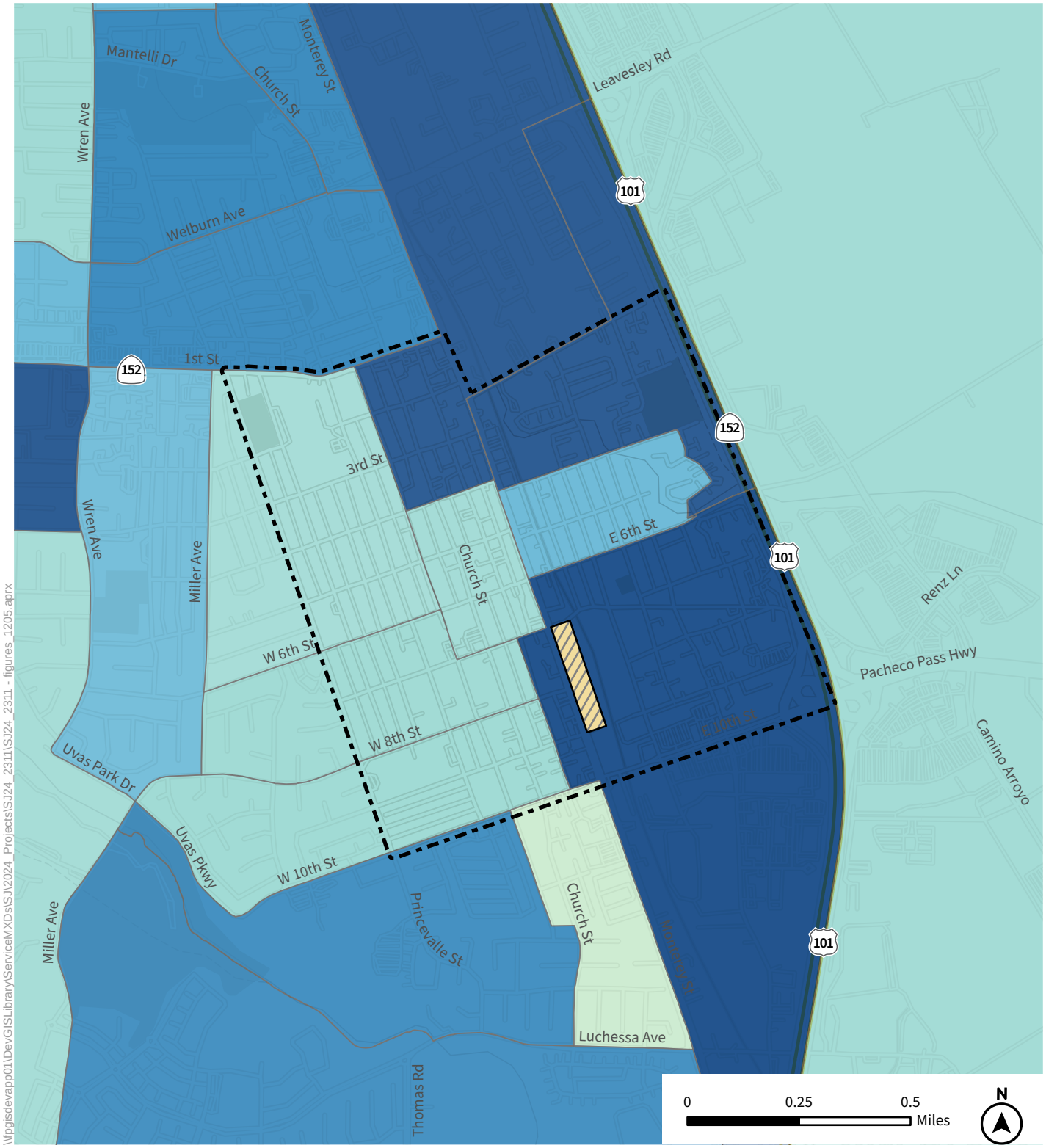
Gilroy City Limits
Study Area
VTA TOD Site

Median Household Income (ACS, 2021)

< $100K
$100K - $150K
$150K - $200K
> $200K

Figure 05

## Median Household Income in the Study Area




Source: American Community Survey 2021, Esri Living Atlas

Gilroy City Limits

Study Area

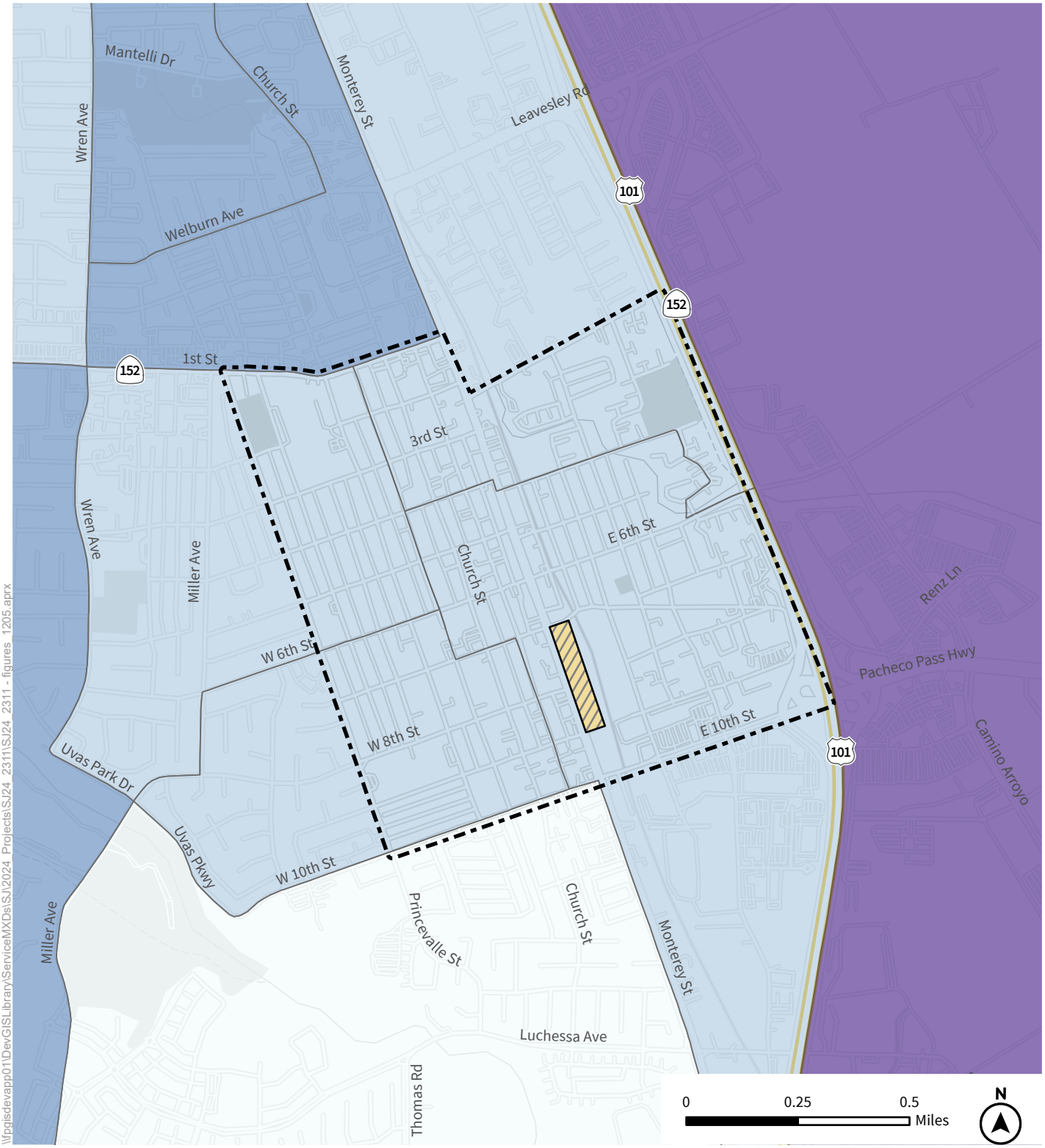
VTA TOD Site

People of color (ACS, 2021)

< 40%
40% - 50%
50% - 60%
60% - 70%
70% - 80%
80% - 90%
> 90%

Figure 06

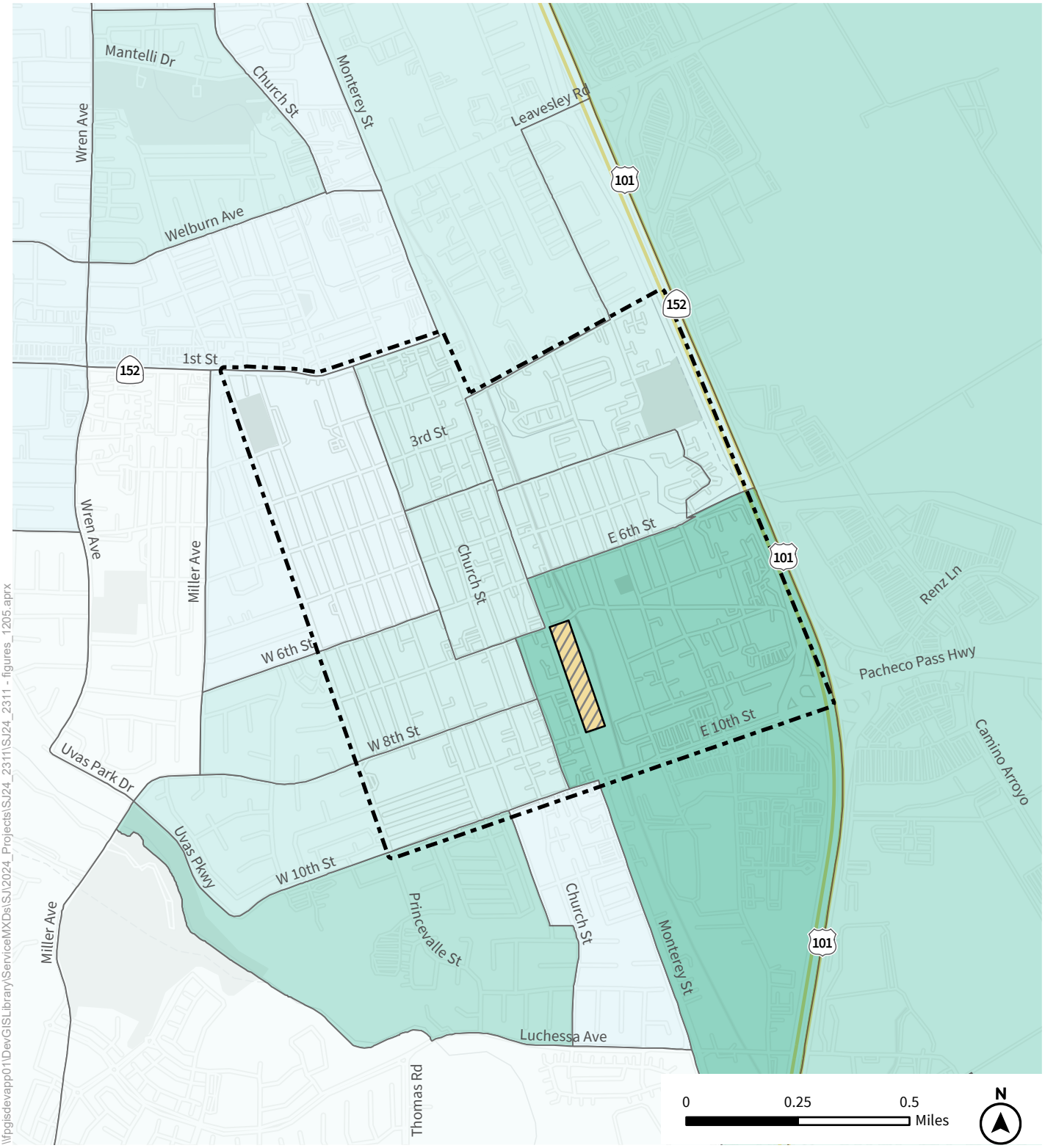
# People of Color in the Study Area




Source: American Community Survey 2021, Esri Living Atlas

Figure 07

## Population with a Disability in the Study Area




Source: American Community Survey 2021, Esri Living Atlas

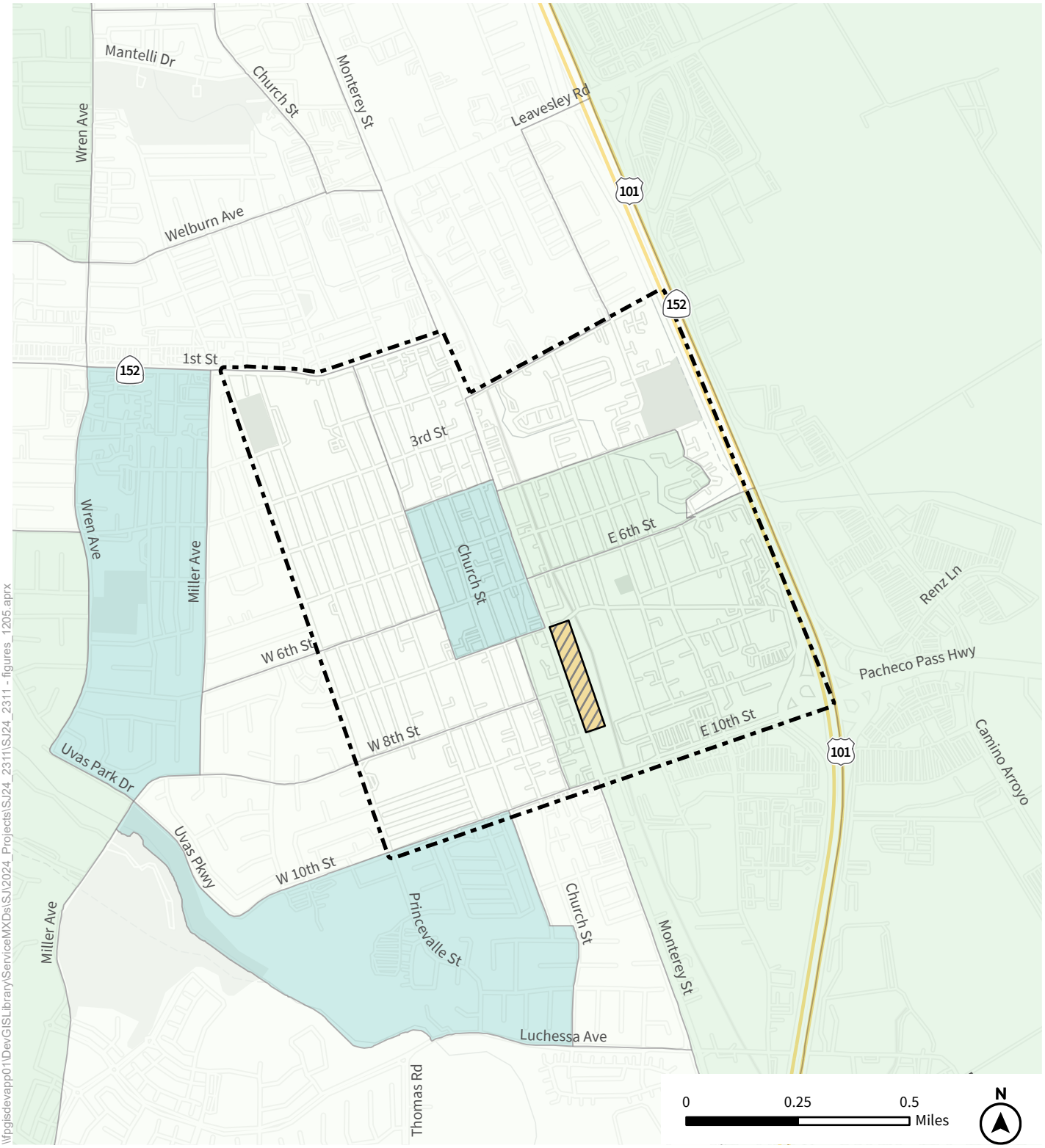
Gilroy City Limits
Study Area
VTA TOD Site

Limited English proficiency (ACS, 2021)

< 10%
10% - 20%
20% - 30%
30% - 40%
> 40%

Figure 08

# Households with Limited English Proficiency in the Study Area




Source: American Community Survey 2021, Esri Living Atlas

Figure 09

# Households with Limited Access to a Vehicle in the Study Area

# Existing Multimodal Facilities

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

## Existing Vehicle Access

**Figure 10** shows vehicular access paths to Gilroy Station. There are three main access points on Monterey Street and another access point on 7th Street. Each driveway allows for two-way traffic in and out of Gilroy Station. Within Gilroy Station, pick-up and drop-off space is located in front of the historic Gilroy Station building.

Pick-Up and Drop-Off at Gilroy Station

**Figure 11** shows the area roadway network accessing Gilroy Station. The primary roadways used to access Gilroy Station are described as follows.

**Monterey Street** is a principal arterial that traverses Gilroy in a north-south direction, intersecting US 101 to the south. The portion of Monterey Street between 3rd Street and 8th Street near the study area has two travel lanes with turn lanes at intersections, but transitions to four lanes north of 3rd Street and south of 8th Street. Between 6th Street and 10th Street, Monterey Street has a posted speed limit of 25 mph; the 85th percentile speed is 30 mph.[1] The average daily traffic (ADT) on Monterey Street is approximately 9,000 vehicles. There is on-street parking on both sides of the roadway through most of the study area, but some sections are limited to two hours maximum. Gilroy Station is located on Monterey Street between 7th

[1] Posted speed limit and 85th percentile speed data sourced from City of Gilroy's *Engineering & Traffic Survey* (2019).

Street and 9th Street. Monterey Street also provides access to downtown retail, offices, and nearby residential uses and is one of the primary paths of travel to the Station.


Monterey Street between 5th Street and 6th Street

**6th Street** is an east-west major collector road extending from the city limits in the east to Wren Avenue in the west. It is one lane in each direction and has on-street parking. Between Church Street and Rogers Lane, 6th Street has an average daily traffic count of 8,300 vehicles. The posted speed limit is 25 mph and 85th percentile speed is 25 mph. 6th Street serves as one of the primary paths of travel to Gilroy Station and the downtown area.

Rail Crossing at 7th Street/Old Gilroy Street

**7th Street/Old Gilroy Street** is designated as a major collector road, with one lane in each direction and on-street parking. 7th Street transitions into Old Gilroy Street at Monterey Street. The average daily traffic on 7th Street is 1,100 vehicles. It has a posted speed limit of 25 mph and an 85th percentile speed of 30 mph on the segment between Princevalle Street and Monterey Street. 7th Street/ Old Gilroy serves as an east-west connection to downtown and the civic center area and provides direct access to Gilroy Station.

**8th Street** runs east-west between Old Gilroy Street and Saratoga Place, where it becomes Miller Avenue. There is a gap in 8th Street between Monterey Street and Alexander Street due to the presence of Gilroy Station. It is designated as a major collector road with a posted speed limit of 25 mph and an 85th percentile speed of 30 mph. Between Miller Avenue and Monterey Street, 8th Street has one lane in each direction with on-street parking on both sides. The average daily traffic on 8th Street is 2,000 vehicles. 8th Street provides a direct connection to Gilroy Station from the west.

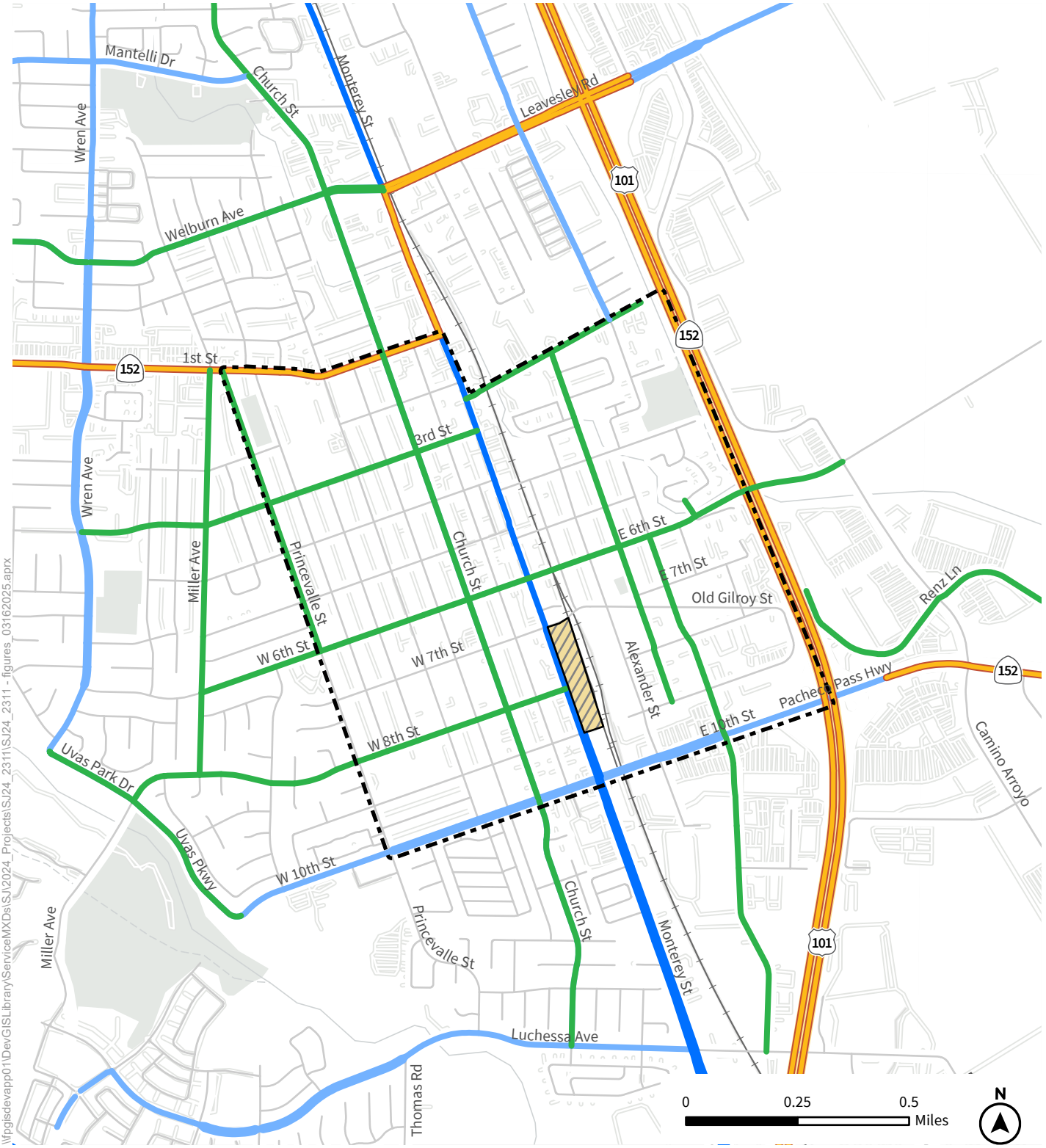
**10th Street** is designated as a minor arterial road that connects Uvas Parkway to the west with US 101 and SR 152 to the east. It has a posted speed limit of 35 mph and 85th percentile speed of 30 mph. It generally has four lanes with a median turning lane west of the railroad tracks, widening to six lanes east of the tracks. 10th Street has an average daily traffic count of approximately 15,000 vehicles and no on-street parking. 10th Street runs parallel to Gilroy Station in the south and provides an east-west connection from US 101 to retail and residential areas.

**Alexander Street** is designated as a local road from Banes Lane (just south of 10th Street) to Lewis Street. North of Lewis Street, Alexander Street turns into Gennaro Way. Alexander Street is two lanes and has a posted speed limit of 25 mph and on-street parking on both sides of the street. Alexander Street runs parallel to Gilroy Station on the east side of the tracks. There is currently no direct connection between Gilroy Station and Alexander Street. However, Alexander Street is envisioned to provide direct access to the future HSR Station and connect to Gilroy Station in the future.

Alexander Street in front of future HSR Station


Figure 10

Vehicular Paths of Travel at Gilroy Station




Source: City of Gilroy 2040 General Plan

Study Area

Station Area

Roadway Classification

Freeway/Highway

Major Arterial

Minor Arterial

Figure 11

## Existing Street Facilities

## Existing Pedestrian Access

As shown in **Figure 12**, pedestrians can access Gilroy Station from Old Gilroy Street and from Monterey Street between 7th Street/Old Gilroy Street and 9th Street. Within the station area there are sidewalks connecting Old Gilroy Street to the historic Gilroy Station building, Caltrain platform, and VTA bus terminals. No on-site pedestrian facilities are provided to connect the entrance at 9th Street and Monterey Street, requiring pedestrians who use this access point to cross through the parking lots. For pedestrians accessing Gilroy Station from the east, the primary path of travel is via Old Gilroy Street. The portion of the study area to the east of the tracks generally has fewer pedestrian facilities and more frequent sidewalk gaps, making pedestrian access challenging. Additionally, the lack of pedestrian gates at the at-grade rail crossings at Old Gilroy Street, 6th Street, and 10th Street makes the crossings uncomfortable for pedestrians.

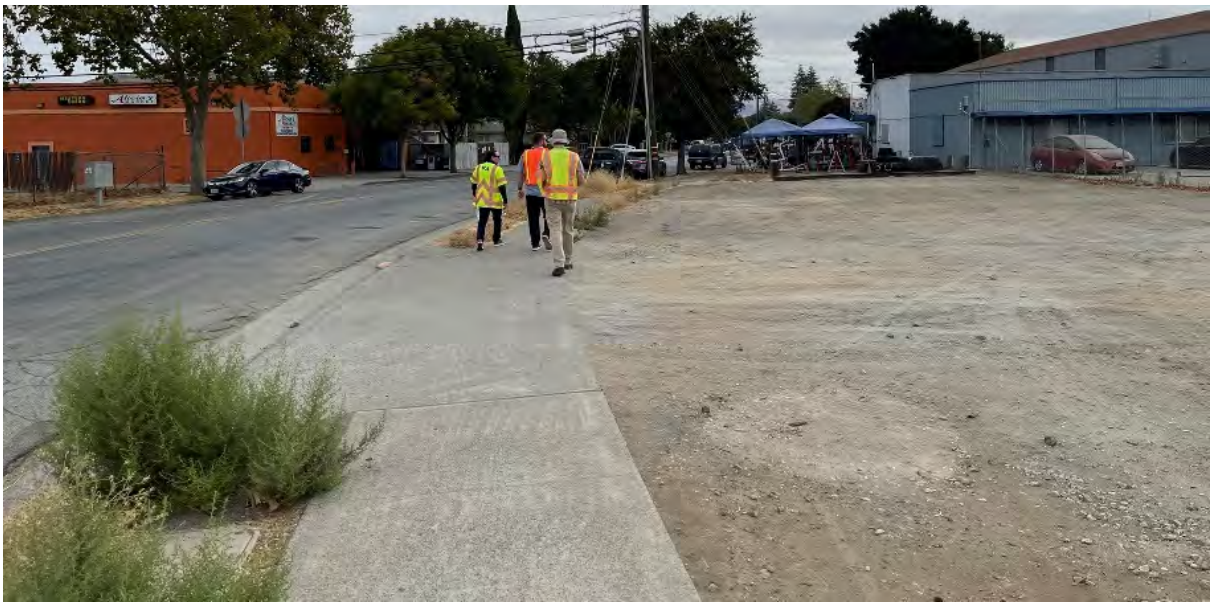
**Figure 13** shows the existing pedestrian facilities in the study area. Key routes for pedestrians include Monterey Street, 6th Street, 7th Street, 8th Street, 9th Street, and 10th Street, with most pedestrians reporting that they preferred to use Monterey Street and 6th Street. The pedestrian facilities on each of these streets are described below:

**Monterey Street** has 8-foot-wide sidewalks on both sides of the street within most of the study area, particularly north of Gilroy Station. Most signalized intersections have marked crosswalks on all legs. Although they are not high-visibility crosswalks, they are paved with a lighter pavement color that provides some contrast. A midblock crossing with a rectangular rapid flashing beacon (RRFB) is provided across Monterey Street opposite the historic Gilroy Station building, but pedestrian crossings are not facilitated across Monterey Street at 9th Street on the south end of the site. In the downtown area, there is adequate pedestrian furniture and wayfinding that provides a sense of place and helps orient pedestrians. A gap in the sidewalk on the east side of Monterey Street south of Gilroy Station limits access to and from 10th Street. Beyond 10th Street, there are few pedestrian facilities and pedestrians attempting to access Gilroy Station and downtown report feeling unsafe and uncomfortable walking.

Crosswalk at the intersection of Monterey Street and 10th Street

**6th Street** has sidewalks on both sides west of the station within the study area. East of Alexander Street, 6th Street only has sidewalks on the north side of the street. While there are very few high-visibility crosswalks, most intersections have marked crosswalks and are all-way stop-controlled. Near downtown, intersections also have curb extensions. 6th Street has an at-grade rail crossing across the Caltrain tracks, which currently has no pedestrian gates. 6th Street serves areas with high pedestrian traffic such as the civic center area and serves as a major pedestrian corridor to downtown.

**7th Street/Old Gilroy Street, 8th Street, and 9th Street** are characterized by sidewalks 4-5 feet in width and the absence of marked crosswalks at many intersections beyond Monterey Street. There is minimal shade and some of the intersections west of Monterey Street are side street stop-controlled, requiring pedestrians to judge gaps in moving traffic and rely on yielding vehicles to cross. 7th Street turns into Old Gilroy Street at the at-grade rail crossing. Intersections along Old Gilroy Street are mostly all-way stop controlled, but there are no marked crosswalks at most intersections.



Sidewalk on Old Gilroy Street

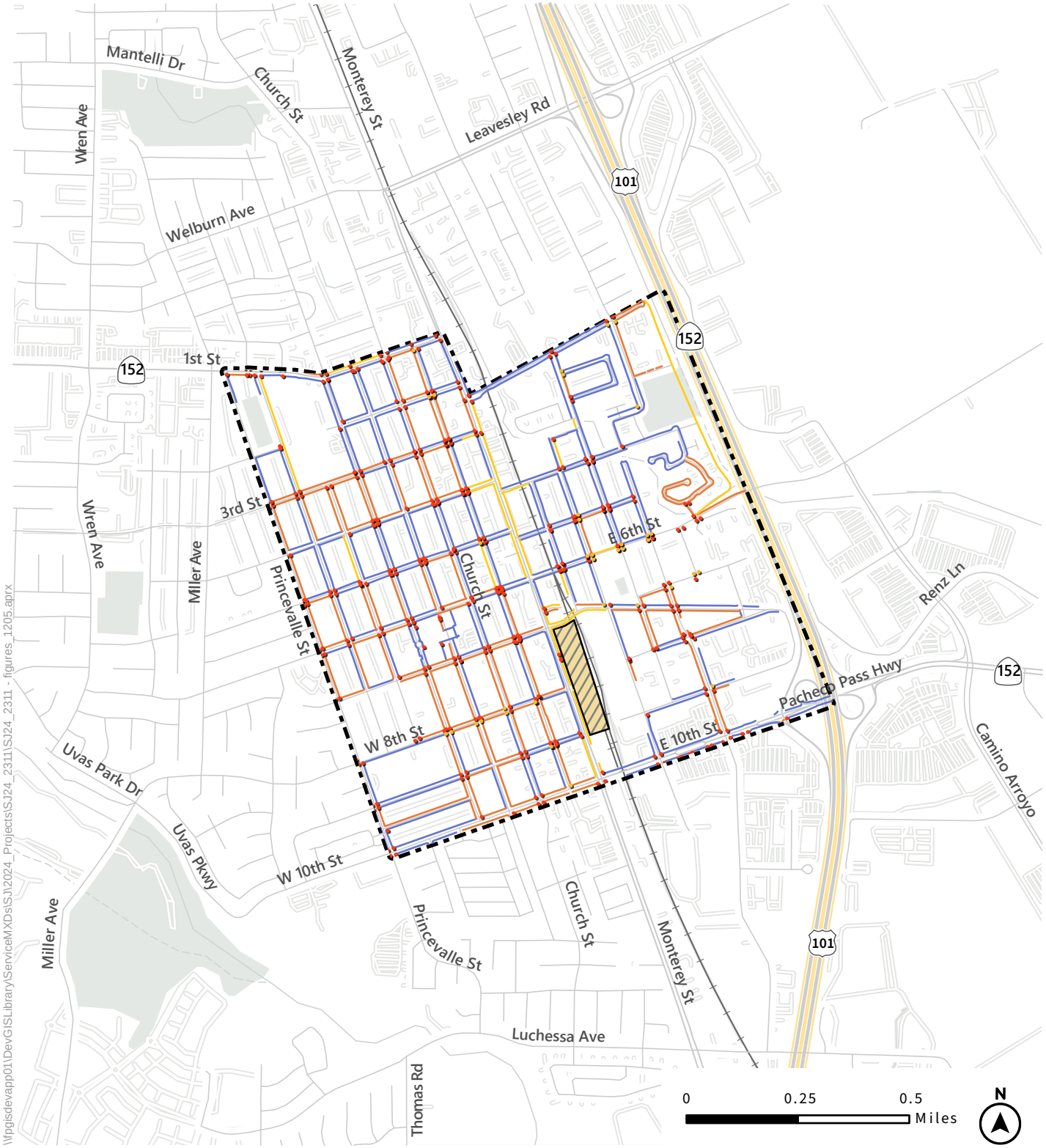
**10th Street** has sidewalks and crosswalks on both sides of the street within the study area. The sidewalk is typically built to a minimum standard width of 5 feet, but the sidewalk is typically located at back of curb and many users report it being uncomfortable. The cross-slope of the pedestrian path is high at many driveway aprons and the sidewalk clear width is obstructed by street furniture, sign posts, or lighting fixtures in some areas, which may cause challenges for people with mobility issues or who utilize assistive devices. Most crosswalks are striped as standard crosswalks rather than providing high-visibility markings. Because of the roadway width, crosswalks across 10th Street are generally long and can be uncomfortable for pedestrians.

**Alexander Street** has wide sidewalks on at least one side of the street, but parked vehicles and other uses block the sidewalk in some areas including the segment between Old Gilroy Street and 8th Street. There are few marked crosswalks within the study area and most crosswalks are stop-controlled. There are some sidewalk gaps on the east side of Alexander Street between 6th Street and 7th Street, and between 8th Street and 9th Street and on the west side between Old Gilroy Street and 10th Street. These sidewalk gaps and barriers on the sidewalks make pedestrian access challenging.


Station Area
Historic Station Building
Areas of Concern
High Traffic Pedestrian Paths of Travel
Moderate Traffic Pedestrian Paths of Travel
Pedestrian Crossing in Station Area
Rail Crossing

Figure 12

## Observed Pedestrian Paths of Travel at Gilroy Station




Source: City of Gilroy 2040 General Plan

Study Area

Station Area

Curb Cuts

- Not Compliant
- Compliant

Sidewalk Widths

- Narrow (< 5 ft)
- Medium (5 – 7 ft)
- Wide (> 7 ft)

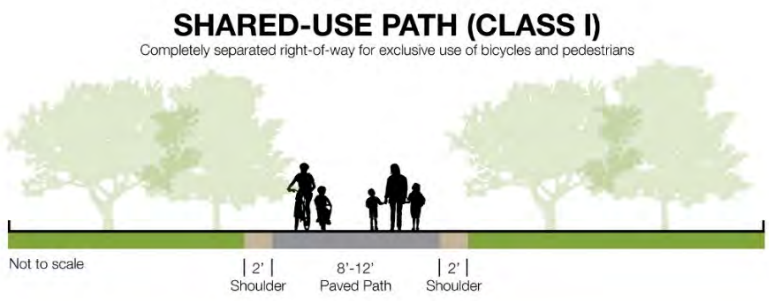
Figure 13

# Existing Pedestrian Facilities

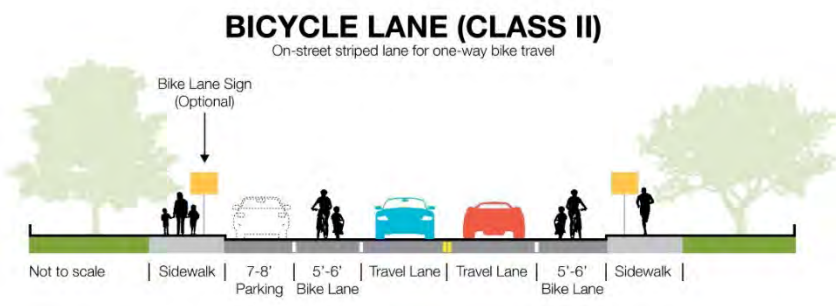
## Existing Bicycle Access

The four classes of bicycle facilities in Gilroy are described in the *Santa Clara Countywide Bicycle Plan* (2018). These descriptions are based on California Department of Transportation (Caltrans) classifications of bikeways from California Assembly Bill 1193 and the *Highway Design Manual* (Chapter 1000: Bikeway Planning and Design). Each bikeway class is intended to provide bicyclists with enhanced riding conditions. Bikeways offer various levels of separation from traffic based on traffic volume and speed, among other factors. The four bikeway types and appropriate contexts for each are presented below.

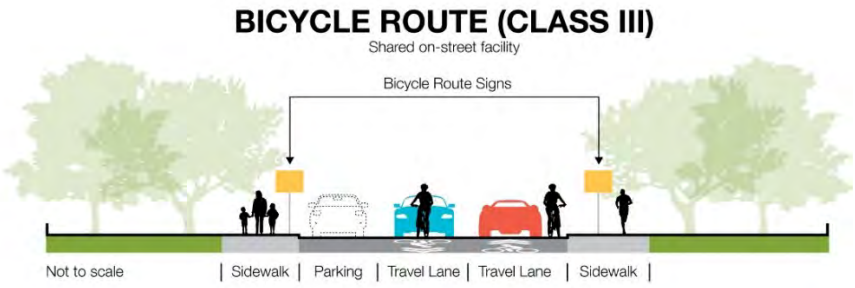
**Class I Bikeways (Shared-Use Paths):** Shared-use paths, sometimes referred to as multi-use paths, provide completely separate right-of-way and are designated for the exclusive use of people riding bicycles and walking with minimal roadway crossings. In general, shared-use paths are situated along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



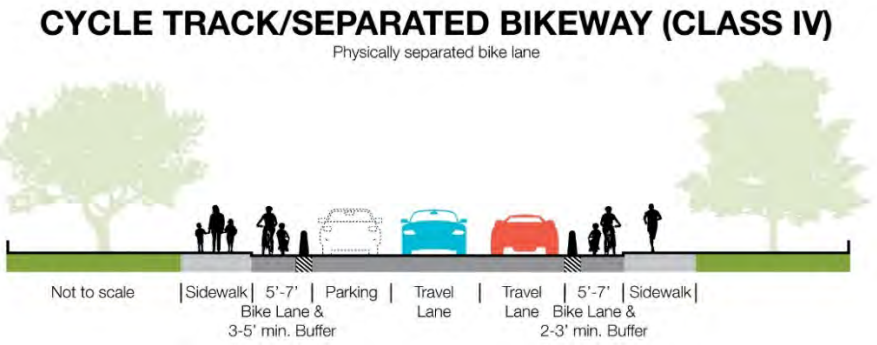

**Class II Bikeways (On-Street Bike Lanes):** Bike lanes provide a striped lane, pavement markings, and signage for one-way bike travel on a street or highway. Bicycle lanes are typically five feet wide, although wider lanes are desirable on roadways with high traffic volumes and/or high travel speeds.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



**Class III Bikeways (Bike Routes):** Bike routes may be identified on a local residential or collector street when the travel lane is wide enough and the traffic volume is low enough to allow both cyclists and motor vehicles to share a lane and/or to provide continuity to a bikeway network. Shared-use arrows or “sharrows” are common striping treatments for bike routes.




**Class IV Bikeways (Separated Bikeways):** Separated bikeways, also referred to as cycle tracks or protected bikeways, are bikeways for the exclusive use of bicycles which are physically separated from vehicle traffic. Caltrans adopted separated bikeways in 2015. Types of separation may include, but are not limited to, grade separation, flexible posts, physical barriers, or on-street parking.




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

As shown in **Figure 14**, bicyclists can access Gilroy Station at any of the vehicle entrances, but bicyclists primarily travel along 6th Street and Monterey Street. Bicyclists were also observed riding through the station parallel to Monterey Street since it is perceived to be a lower stress path than sharing Monterey Street with vehicles. Within the station area, there is bike parking near the VTA bus bays, including 8 bike lockers (16 spaces) for standard sized bicycles, 1 locker (2 spaces) for oversized bicycles, and 7 bike rack spaces. All lockers are available for on-demand rental.

Existing bicycle facilities around the study area are shown on **Figure 15**. Good access to Gilroy Station should include adequate connections on a low stress bike network as defined by Mineta

Transportation Institute.[2] No dedicated bicycle facilities connect directly to Gilroy Station. While there are marked bicycle facilities and a multi-use trail nearby, the bicycle network is not cohesive and does not facilitate comprehensive access throughout the study area. Many of the bicycle facilities within the study area are not low stress connections and may require greater separation from vehicles to improve comfort and the feeling of safety. The existing facilities that provide bicycle access to Gilroy Station are listed below:

**Monterey Street** is a Class III bike route with sharrows between 3rd Street and 8th Street. Bicyclists were observed riding through the station parking lot parallel to Monterey Street presumably to avoid vehicle conflicts. Additionally, heavy vehicles were observed frequently using Monterey Street for loading needs, which can obstruct sight lines and decrease bicyclist comfort. Further separation and traffic calming are needed to make this a low stress connection for bicyclists.


Class III bike route with sharrows at Monterey Street

**6th Street** is also a Class III bike route with sharrows. 6th Street serves as the entrance to the Miller Slough trail that begins at 6th Street and Rogers Lane and connects to Leavesley Road. While this is the community's preferred bike path west of Gilroy Station, further separation and visibility would be needed to make this a low stress connection for bicyclists.

[2] Low-Stress Bicycling and Network Connectivity (2012). https://transweb.sjsu.edu/sites/default/files/1005-low-stress-bicycling-network-connectivity.pdf

**8th Street** is a Class III bike route between Church Street and Princevalle Street and continues as a Class II bike lane west of Princevalle Street.

**10th Street** is designated as a Class II facility with conventional bike lanes. Further separation and visibility are needed to make this a low stress connection for bicyclists.

**Eigleberry Street** has a Class III bike route with sharrows in the northbound direction and a Class II bike route in the southbound direction between 1st Street and 7th Street. From 7th Street to 10th Street there are Class II bike lanes in both directions.

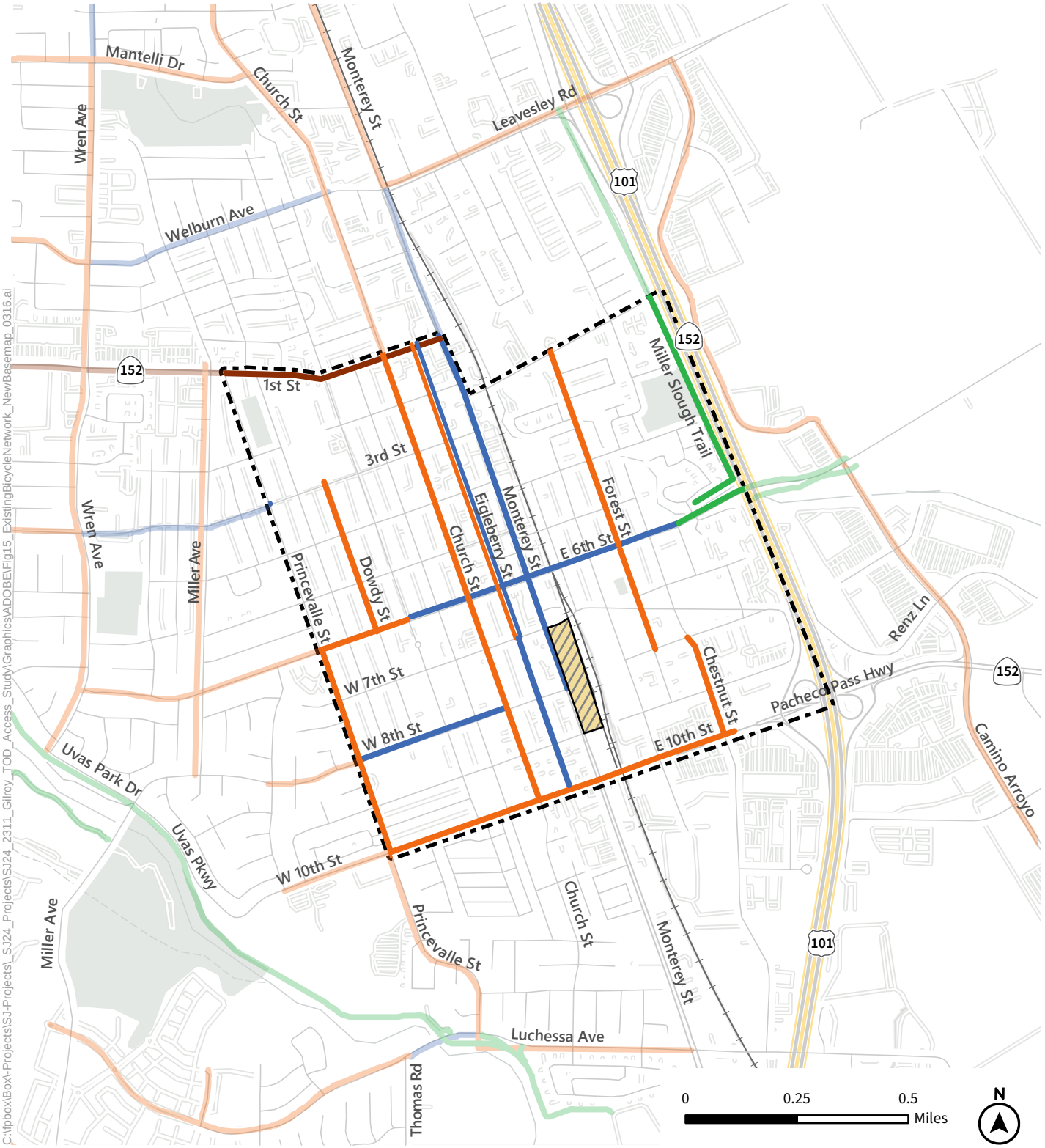
**Church Street** has Class II bike lanes between 1st Street and 10th Street.


Class II bike lane on Church Street between 7th Street and 8th Street

**Chestnut Street** is designated as a Class II facility with conventional bike lanes between 6th Street and 10th Street.


Figure 14

## Observed Bicycle Paths of Travel at Gilroy Station




Source: City of Gilroy 2040 General Plan

Study Area

Station Area

Bicycle Route

Class I Bike Path

Class II Bike Lane

Class IIB Buffered Bike Lane

Class III Bike Route

Figure 15

## Existing Bicycle Network

## Existing Transit Access

The existing transit network is shown in **Figure 16**. The study area is served by VTA, Caltrain, Greyhound, Monterey-Salinas Transit, and San Benito County Transit. As shown in **Figure 17**, buses currently access Gilroy Station from Monterey Street and exit onto 7th Street.

VTA operates lines 68, 84, 85, 86, Express 121, and Rapid 568 routes serving Gilroy Station. **Table 1** includes details about headway and ridership for each route. Routes 121, 68, and 568 connect Gilroy to San José and north county. The Express 121 route serves as a north-south connection between Lockheed Martin Station and Gilroy with an express route that serves only three stops between Gilroy and Morgan Hill. Routes 68 and 568 connect Gilroy with Diridon Station in San José. Diridon Station has connections to Caltrain, Amtrak, and other VTA lines. Lines 84, 85, and 86 are local routes that serve Gilroy.

While Gilroy has several intra- and inter-county transit connections including to San José, transit within the city is limited and does not provide adequate access to key destinations. Additionally, existing service to Gilroy has long headways and does not facilitate timed transfers between transit providers, which can be inconvenient to riders. The community also requested expanded hours of operation to help ensure there are adequate local transit connections in Gilroy, and to and from San Benito County.

## Table 1: VTA Transit Lines Serving Gilroy Station

| Route | Hours of Operation | Headways | Ridership[1] | Connection Points | Key Destinations |
|---|---|---|---|---|---|
| 68 | Weekday<br>4:15 AM – 1:30 AM<br><br>Weekend<br>5:15 AM – 1:20 AM | Weekday<br>15-30 min<br><br>Weekend<br>20-40 min | Weekday Avg Boardings 211<br>Alightings 278 | Downtown San José: VTA Blue Line, Green Line, bus routes 22, 23, 64A, 64B, 66, 68, 72, 73, 500, 522, 523, 568.<br>Diridon Station: VTA Green Line, buses 22, 64A, 64B, 68, 500, 522, 568, Caltrain, Altamont Corridor Express and Amtrak Capitol Corridor, Coast Starlight.<br>Santa Teresa Station: VTA Blue Line and Buses 27, 42, 66, 68, 102.<br>Morgan Hill: Caltrain L3, L4 and VTA 87. | SAP Center at San José. Downtown San José, San José State University Kaiser San José, Downtown Morgan Hill. |
| 84 | Weekday<br>7:45 AM – 7PM<br><br>Weekend<br>9:30 AM – 5:30 PM | Weekday<br>60 min<br><br>Weekend<br>60 min | Weekday Avg Boardings 38<br>Alightings 29 | - | St Louise Hospital, Gilroy Outlet, Kaiser Gilroy, Vallet Health Center, Gilroy Crossing. |
| 85 | Weekday<br>7:20 AM – 8 PM<br><br>Weekend<br>9:10 AM – 6 PM | Weekday<br>60 min<br><br>Weekend<br>60 min | Weekday Avg Boardings 41<br>Alightings 38 | - | St Louise Hospital, Montebello, Gilroy Library, |
| 86 | Weekday<br>7 AM – 10 PM<br><br>Weekend<br>Not Operational | Weekday<br>30 – 60 min<br><br>Weekend<br>Not Operational | Weekday Avg Boardings 60<br>Alightings 78 | - | Gavilan College, Luchessa, Gilroy High School |
| Express 121 | Weekday<br>4:30 AM – 5:30 PM<br>Weekend<br>Not Operational | Weekday<br>60-120 min<br><br>Weekend<br>Not Operational | Weekday Avg Boardings 9<br>Alightings 23 | Lockheed Martin Center: light rail and VTA bus routes<br>Old Ironsides Station: light rail and VTA bus routes<br>Morgan Hill: Caltrain | Levis Stadium, California's Great America, Downtown Morgan Hill. |
| Rapid 568 | Weekday<br>4:50 AM – 9 PM<br><br>Weekend<br>Not Operational | Weekday<br>30 min<br><br>Weekend<br>Not Operational | Weekday Avg Boardings 128<br>Alightings 140 | Morgan Hill: Caltrain San José Diridon: Caltrain | Downtown Morgan Hill, San José Diridon |

Notes:
1. Ridership numbers represent the average boarding and alightings collected in October 2023.

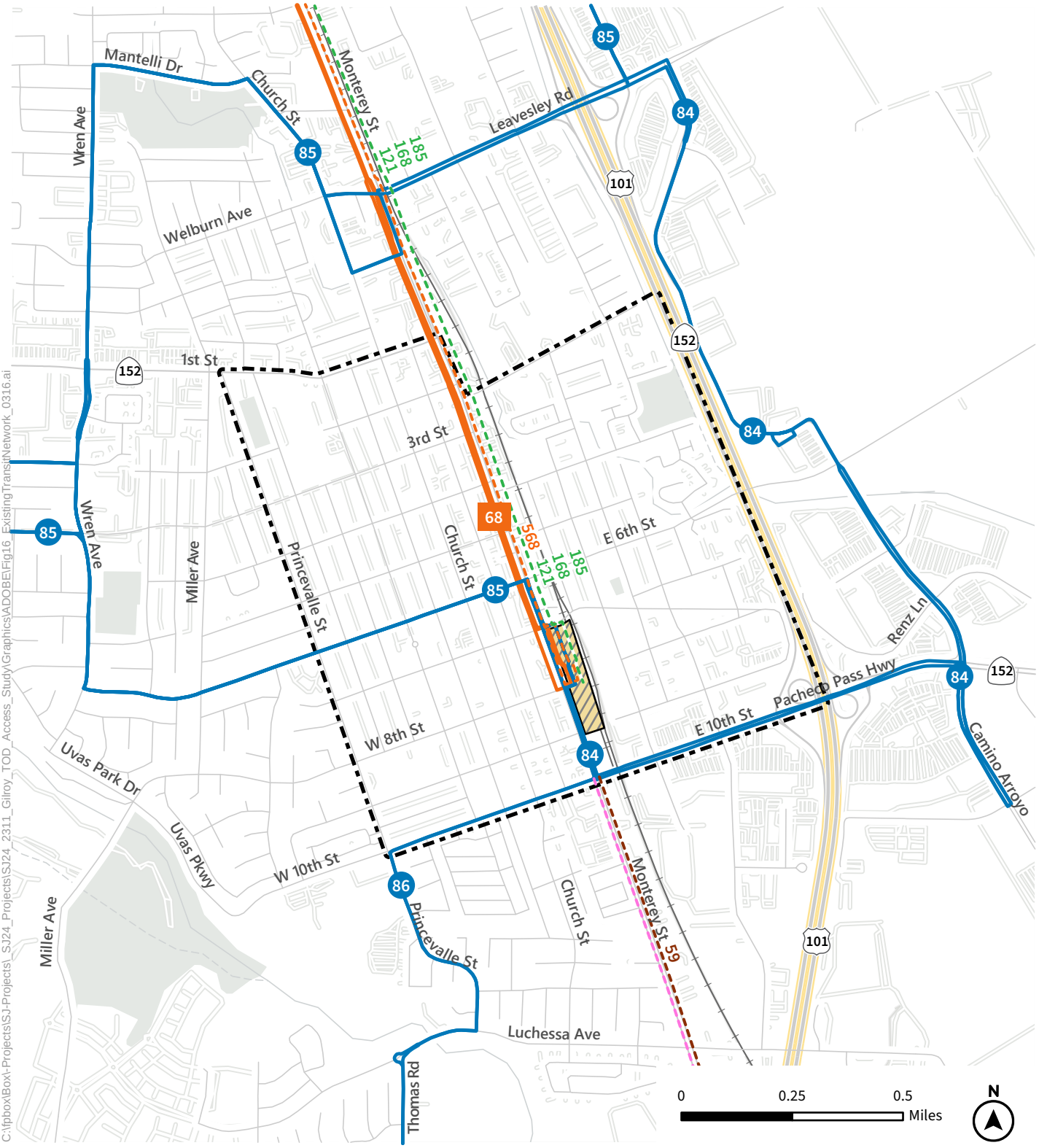
Source: Fehr & Peers, 2025.

Caltrain provides local service along the peninsula to San Francisco; Gilroy Station is the southernmost Caltrain stop and receives weekday-only service. Caltrain provides four northbound trains in the morning, departing Gilroy between 5:50 AM and 7:30 AM, and four southbound trains in the evening, arriving between 5:00 PM and 7:15 PM. Caltrain has an average weekly ridership of 25,600 among riders across all routes as of November 2024. In November 2024, 1,900 Caltrain riders started their trip in Gilroy.

Gilroy Station also has regional connections including service by San Benito County Express, Monterey-Salinas Transit (MST), Greyhound, and commuter shuttles. San Benito's County Express connect Gilroy and Hollister on weekdays, operating in both directions between 5:30 AM and 10:30 PM with 30–50 minute headways. MST's Route 59 connects Gilroy to Salinas and operates two northbound buses and two southbound buses each morning and evening on weekdays. The station is also served by Greyhound buses that provide state and national connections.

Beyond existing service, there are several future transportation projects planned for Gilroy Station including the following:

- **High-Speed Rail**: The California High-Speed Rail Authority and the City of Gilroy are working together to plan a future HSR station in downtown Gilroy. The station will be part of the San José to Merced project section.
- **Monterey County Rail Extension**: The Transportation Agency for Monterey County (TAMC) is planning the Monterey County Rail Extension that would extend Caltrain passenger service south of its existing Gilroy terminus to Salinas in Monterey County.
- **Caltrain Electrification**: Caltrain began operating electrified trains from San Francisco to Tamien Station in San José in September 2024. This includes a new schedule with more frequent service and shorter travel times. While service from Diridon Station to Gilroy retains diesel powered trains, the travel time along the full Gilroy to San Francisco corridor is approximately 20 minutes shorter than current service—a total of 105 minutes. Future electrification as part of HSR may enhance the feasibility of extending electrified Caltrain service to Gilroy.

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Source: Santa Clara Valley Transportation Authority (VTA)

- Study Area
- Station Area

Existing Transit Service

- Express Bus
- Frequent Bus
- Rapid Bus
- Local Bus
- Caltrain
- Monterey-Salinas Transit
- San Benito County Express Intercounty Route

Figure 16

## Existing Transit Network

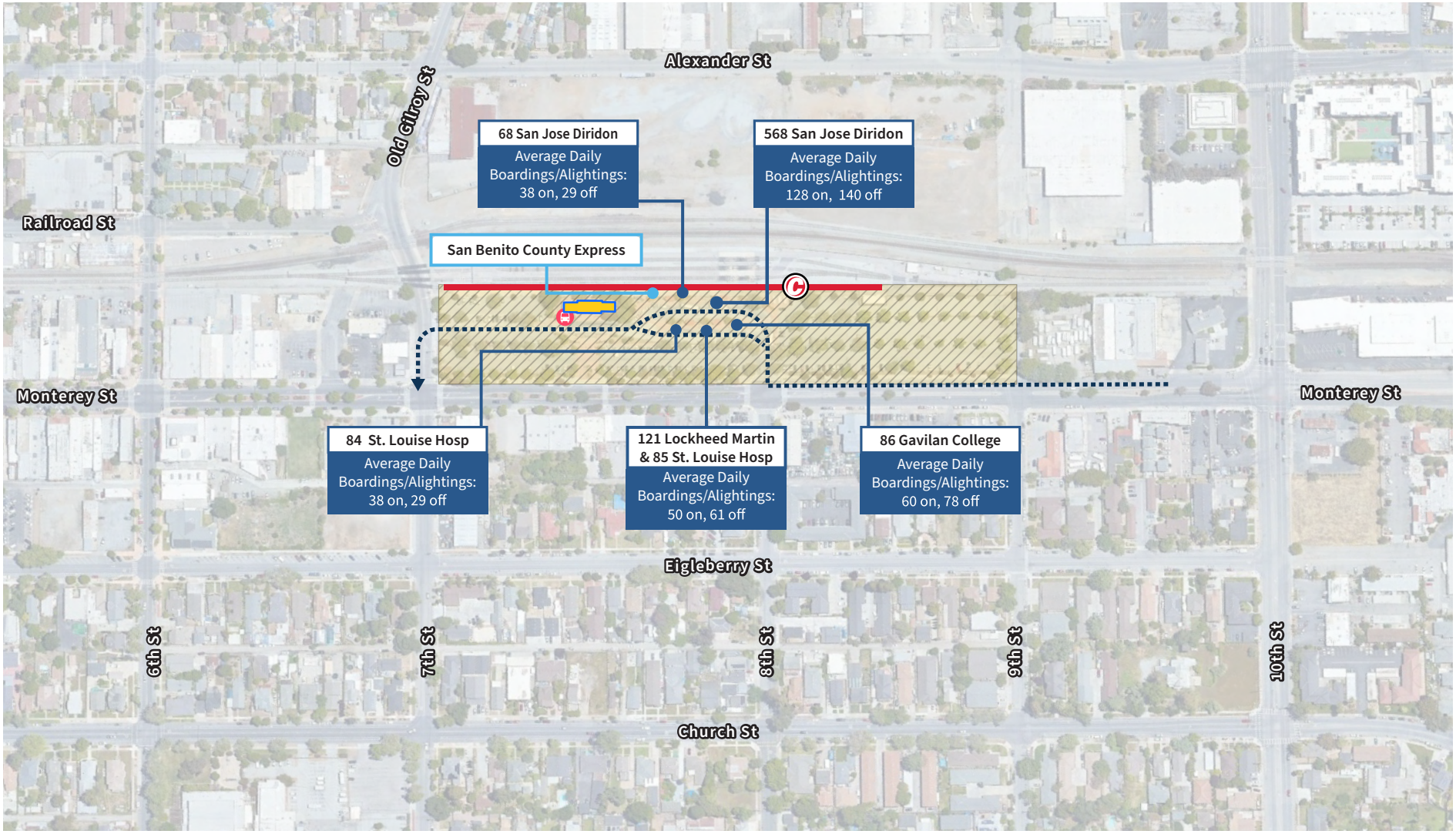



Figure 17

## Existing Transit Service at Gilroy Station

# Travel Patterns

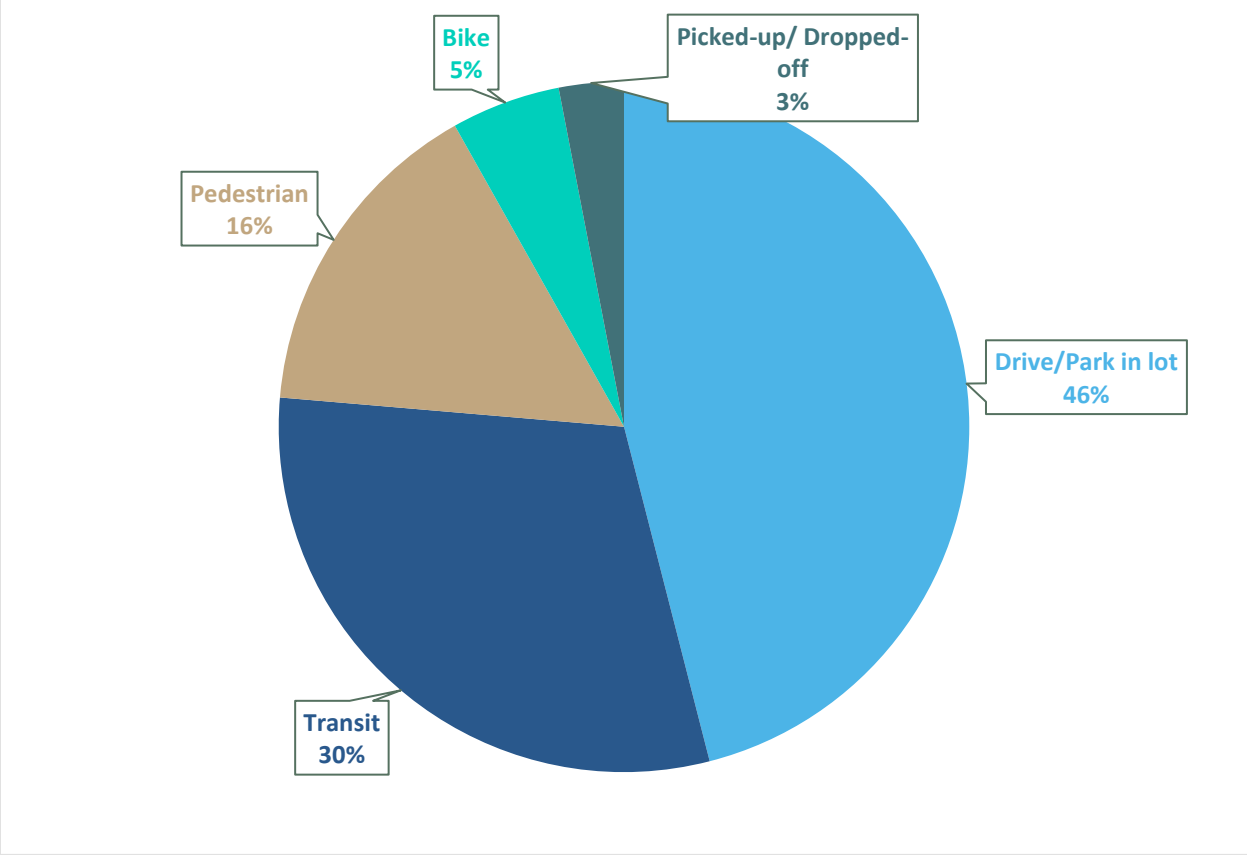
This section analyzes travel patterns of people accessing Gilroy Station including mode share, parking, and safety history. This section also addresses primary travel needs within the study area.

## Mode Share

Understanding the breakdown of how people access Gilroy Station is an important element of station access analysis. While mode share is expected to change with future transit improvements and with the implementation of TOD at the station, evaluating existing travel behaviors is still crucial to understanding how different travelers use the transportation network in the study area.

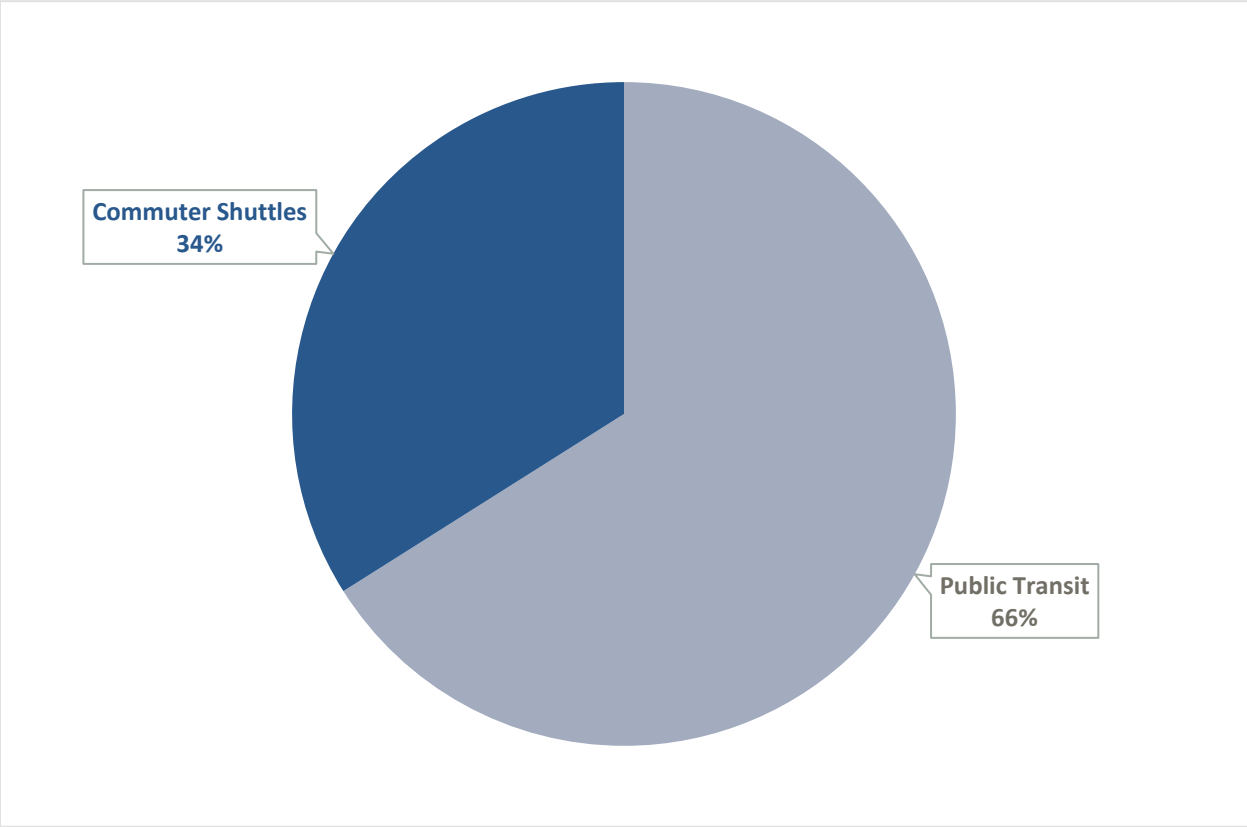
The project team observed the mode share of people accessing the station on Thursday, August 22, 2024, during the morning (6:30 to 8:30 AM) and afternoon (4:30 to 6:30 PM) peak hours. We counted over 600 people total entering the station in the AM and exiting the station in the PM. **Figure 18** shows observed mode share.

Figure 18: Mode Share Accessing Gilroy Station



About 31% of people access Gilroy Station via transit including public transit and privately operated commuter shuttles. As shown in **Figure 19**, among those who used transit, about two thirds used public transit and one third arrived or left on a commuter shuttle.

Figure 19: Transit Users by Type




Pedestrians account for 16% of station users; a small proportion (5%) of station users bike to Gilroy Station. However, some users (about 5 to 10 people per day) arrive by car and take their bicycles or scooters on Caltrain, suggesting there may be demand for enhanced micromobility options for first-mile/last-mile connections among Gilroy Station users.

## Parking

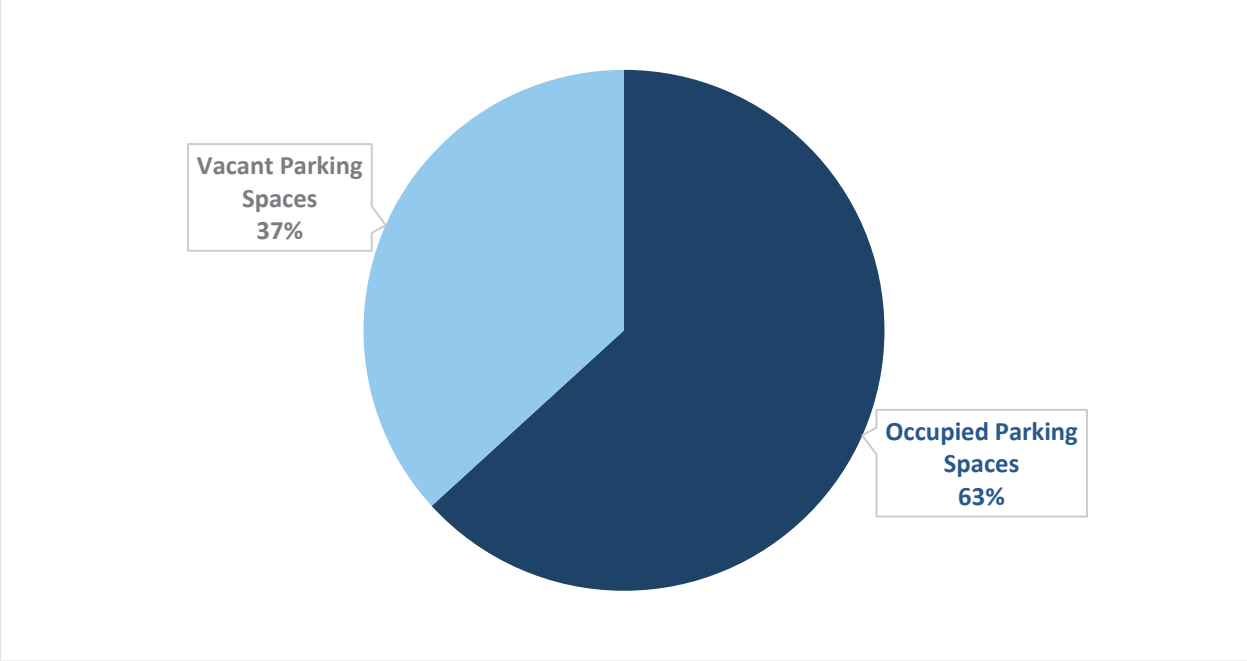
Gilroy Station includes a parking lot with 471 parking spaces including 11 ADA spaces. The project team conducted mid-day parking occupancy counts between 3:00 PM and 4:00 PM on Thursday, August 22, 2024. This time was selected as a representative weekday period when most commuters who drive to/from Gilroy Station to ride Caltrain would have their vehicles parked on site.

The results indicated that only about 60% of parking spaces in the parking lot at Gilroy Station were occupied, as shown in **Figure 20**. However, parking was concentrated in the northern lot, closer to the historic Gilroy Station building where about 70% of spaces were occupied at the time of the count. In comparison, the southern lot was only 10% occupied. This pattern implies

there may be excess supply and the southern lot is less desirable to drivers. Community feedback indicated the southern lot lacks signage and that it is not clear the parking lot is part of Gilroy Station. We also noted there are few pedestrian facilities in the southern lot to connect station users to and from transit options after parking their car.

In addition to the VTA parking lots, the study area has nine other parking facilities, as shown in **Figure 21**. Street parking is also available on most streets within the study area. The *Downtown Parking Management Plan* (2023) noted that there were approximately 1,200 spaces within the downtown area[3] with a peak occupancy rate of 54%.

Figure 20: Mid-Day Parking Occupancy




[3] The parking study area is bounded by 1st Street, Monterey Street, Eigleberry Street, and 10th Street. The study area also includes three blocks of Railroad Street between Lewis Street and Old Gilroy Street east of the station and the portion of 6th Street and 7th Street from Monterey Street to Dowdy Street west of the station.

| Parking ID | Name | Inventory |
|---|---|---|
| P1 | Lewis Lot | 34 |
| P2 | Eigleberry Lot | 38 |
| P3 | 5th Street Lot | 25 |
| P4 | Paseo Lot | 88 |
| P5 | Railroad Lot | 25 |

| Parking ID | Name | Inventory |
|---|---|---|
| P6 | Hornlein Lot | 20 |
| P7 | Downtown Gourmet Lot | 140 |
| P8 | Gilroy Transit Center Lot | 471 |
| P9 | Civic Center Lots | 290 |
| P10 | 4th Street Lot | 55 |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Source: City of Gilroy

Study Area

Downtown Parking

Figure 21

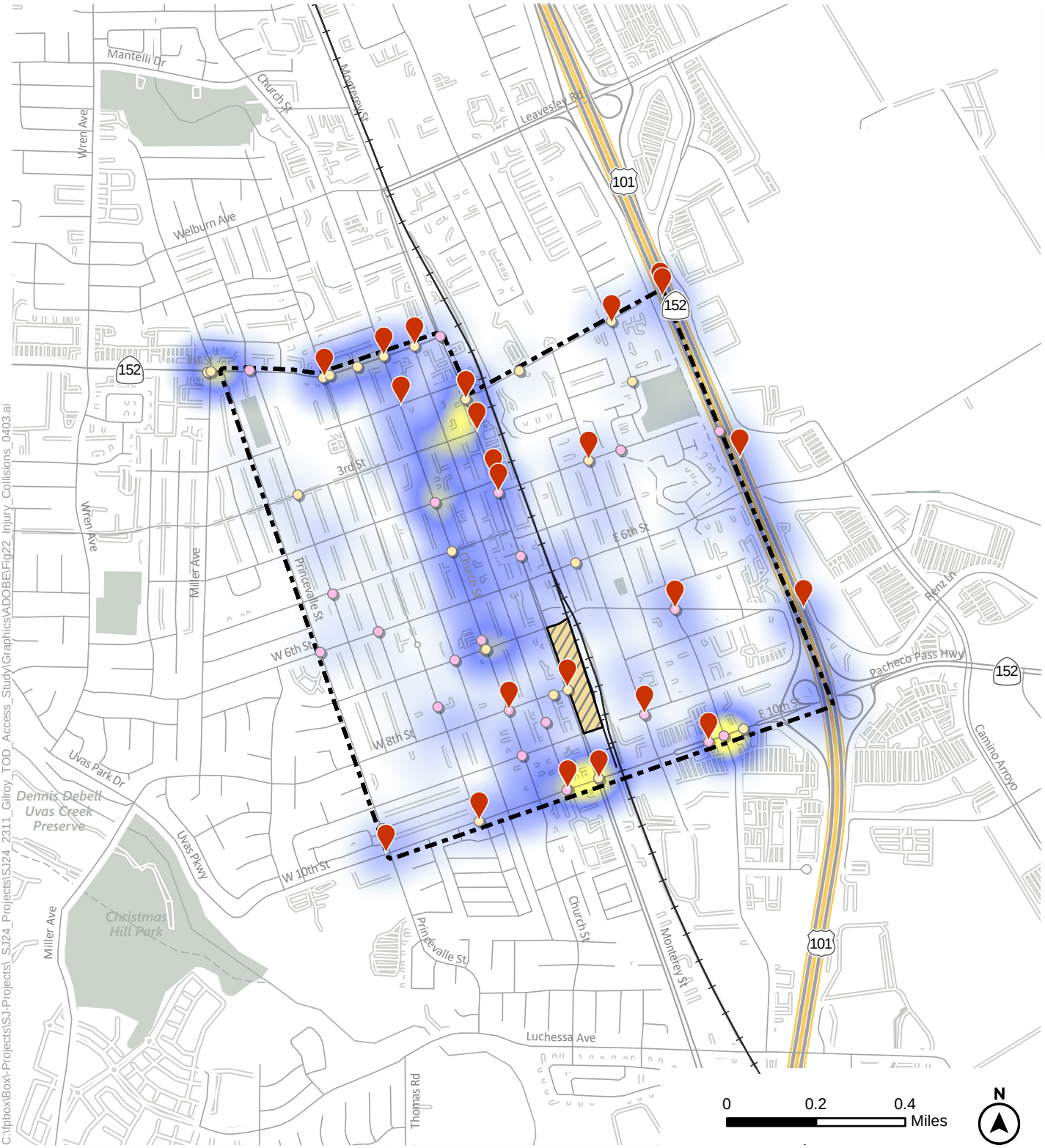
## Parking Facilities

## Collision Landscape

The project team conducted an analysis of crash history to identify notable crash trends and patterns within the study area. The analysis, following the Safe System Approach, emphasizes analyzing and preventing crashes resulting in fatalities or serious injuries (often referred to as KSI crashes). The analysis used Traffic Incident Mapping System (TIMS) data for the past five years (2019 – 2023). TIMS provides geocoded access to crash data in California, drawing from the Statewide Integrated Traffic Records System (SWITRS), which includes records of injury and fatal crashes. SWITRS data is compiled and managed by the California Highway Patrol (CHP) and contains information about crashes reported to the CHP by both local and state authorities. The California Local Roadway Safety Manual advises using TIMS data for traffic crash analysis.

Within the study area, there were 298 injury collisions between 2019 and 2023. Of those collisions, 9% (26 collisions) resulted in severe injury or fatality (KSI collisions). Pedestrians and bicyclists were overrepresented in KSI collisions, representing only 17% of all collisions, but 25% of KSI collisions. This highlights the potential vulnerabilities of pedestrians and bicyclists and should be a focus of future improvements. Following the Safe System Approach, strategies to reduce the impact of crashes on vulnerable users such as pedestrians and bicyclists can include speed management and separating users in space in time.

**Figure 22** shows the distribution of collisions in the study area, including the locations of KSI collisions. The top causes of collisions included vehicle speeds, vehicle right-of-way violations, and failure to obey traffic signs and signals. Pedestrian and bicycle collisions occurred primarily at intersections, but greater numbers of collisions were found to occur along the 1st, 8th, 10th, and Church Street corridors.




Source: Transportation Injury Mapping System (TIMS)

Study Area

Station Area

KSI Collision

Mode Involved

Bike Involved

Pedestrian Involved

Study Area Collisions 2019-2023

Sparse

Dense

Figure 22

## Injury Collisions in the Study Area, 2019 - 2023

# Travel Needs

Based on the existing conditions analysis, community feedback, and field review of Gilroy Station, the following travel needs have been identified by mode.

## Pedestrian Needs

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

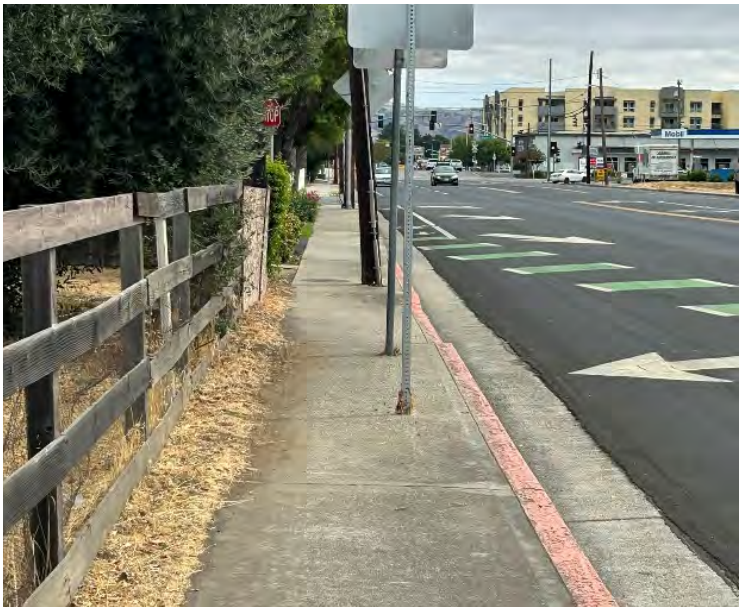
- **Lack of pedestrian scale lighting** makes pedestrians feel unsafe traveling at night.
- **Sidewalk gaps** make accessing Gilroy Station more difficult, particularly from east of the station. Sidewalk gaps serve as barriers that prevent pedestrians from safely and comfortably traveling through the study area.
- **Lack of pedestrian infrastructure** such as sidewalks and marked crossings south of 10th Street prevents pedestrians from comfortably traveling to Gilroy Station.

No pedestrian facilities at Alexander Street and 8th Street

- In addition to sidewalk gaps, there is a need for **more street furniture** such as lighting, benches, and **shade** to improve the pedestrian experience throughout the study area but particularly on the east side of Gilroy Station.
- Almost all **intersections feel uncomfortable** to cross because crossing distances are long and unmarked. In many areas, intersections are side street stop-controlled, which increases the feeling of being unprotected at intersections. Additionally, many curb ramps in the study area are not compliant with ADA standards.

Uncomfortable intersection crossing at Eigleberry Street and 9th Street

- The study area **does not have adequate protections in place at railroad track crossings**, leading pedestrians to feel vulnerable and unprotected while providing little guidance for people with sensory impairments.
- **Sidewalks on most streets are narrower** than the recommended five feet and may be obstructed by signs and poles. This can make walking uncomfortable for all users and difficult for those with mobility challenges or using assistive devices.



Narrow sidewalk on 10th Street and Church Street

Within Gilroy Station, there are few direct pathways to the historic Gilroy Station building, Caltrain Platform, and VTA bus bays. From the southern parking areas, there are no designated paths to these destinations. Lighting at the station could be enhanced to improve the pedestrian experience and additional facilities such as drinking fountains and bathrooms could be considered.

## Bicyclist Needs

While only 5% of station users currently bike as a mode of transportation, improving the safety and comfort of bicycle facilities would not only improve the experience of existing users, but also could encourage more people to bike. The following needs have been identified related to bicyclist safety, comfort, and connectivity:

- **Gaps in the bicycle network** are a barrier to bicycling in the study area and accessing Gilroy Station. Overall, bicycle access within the study area could be improved by implementing new and improved facilities to fill in existing bike network gaps, especially along east-west streets. On streets with higher volumes and speeds, there is a need for increased separation between modes and traffic calming to reduce vehicle speeds.

Most bike facilities in study area are unseparated

- **Narrow bike lanes** may not provide enough dedicated space for bicyclists and can cause the need for bicyclists to travel in the vehicle lane.
- Most intersections **lack bicycle treatments** and can feel uncomfortable for bicyclists.
- **Lack of bicycle wayfinding signage** can make it difficult for bicyclists to navigate throughout the study area.
- While the bicycle parking supply at the station appears sufficient to meet current demand, bicycle access improvements may increase bicycle parking demand and thus require **additional bicycle parking** at the station and throughout the community.

## Transit Needs

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

- There is a **lack of local connectivity** to key destinations and services within Gilroy. There is a need to provide direct transit connections to 1st Street.
- **Long headways and infrequent service** make transit a less attractive mode choice to access the study area. Many bus routes are not operational on weekends and have long headways. Additionally, Caltrain service is weekday-only and the schedule only facilitates daytime commute trips in one direction.
- **Lack of amenities at bus stops**, such as bus shelters and benches, contributes to transit user discomfort in the study area.

- There is currently **inadequate wayfinding and signage** to point to the different routes and agencies serving Gilroy Station.
- Additionally, given that the study area has a high proportion of low-income households and low levels of regular access to a private vehicle, the community expressed a **need for more affordable transit programs**.

Gilroy Station is served by several transit routes operated by several agencies

## Station Facility Needs

The following station facility needs have been identified based on community feedback:

- **Lack of passenger amenities** such as drinking fountains, restrooms, an indoor waiting area, and vending machines. As considerations for future TOD developers, the community requested coffee shops, grocery stores, or other quick food options to patronize while waiting for a bus or train.
- **Lack of adequate lighting** makes some visitors feel unsafe at the station. Others noted that the lack of light can make the station appear unwelcoming at night.
- The community also expressed a need for **better shading treatments** at the station given intense sun exposure and heat in the summer. These include shaded waiting spaces for users and shaded walkways.

- There is a **lack of wayfinding** for pedestrians and bicyclists at the station. Wayfinding could be used to highlight nearby key destinations and key bicycle routes. There is also a need for improved wayfinding to Gilroy Station, particularly from south and east of the station. Community members noted that it is unclear if the southern parking lot provides direct access to Gilroy Station or that it is part of the station.

Pedestrian Crossing and Bus Bays at Gilroy Station

# Community Engagement

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

The process included engagement with stakeholders, agency staff, and the community. The Community Agency for Resources, Advocacy and Services (CARAS) was a key partner in community engagement and outreach. The project team also partnered with Nueva Vida Community and the Gilroy Senior Center.

The engagement was conducted in two phases as defined below.

## Phase 1 Objectives

The first phase of engagement focused on gathering information about needs and challenges accessing the station. The project team asked participants the following questions:

- How do you currently access the station including mode and paths of travel?
- What do you like about accessing the station?
- What would make accessing the station better?
- For what purpose do you use the station?

## Phase 2 Objectives

The second phase of engagement focused on identifying priority station facility improvements and priority corridors for improvements. The project team asked participants the following questions:

- Which station improvements would you like to see implemented first?
- On which streets would you like to see pedestrian improvements implemented first?
- On which streets would you like to see bicycle improvements implemented first?
- Which transit access improvements would you like to see implemented first?

## Engagement Activities

VTA staff, Fehr & Peers, and CARAS collaborated to develop outreach materials, advertise engagement events, and present at neighborhood-focused events. Outreach materials were made available in English and Spanish, and translators were available at all events. Phase 1 consisted of a total of six pop-up events, an online and in-person survey, and a walk audit as

shown in **Table 2**; and Phase 2 consisted of a total of five pop-up events, and an online and in-person survey. The materials for Phase 1 are included in **Appendix B** and materials for Phase 2 are included in **Appendix C**.

### Table 2: Engagement Activities Summary

| Event Type | Participants |
|---|---|
| ***Phase 1*** | |
| **Survey** | English: 171<br>Spanish: 86 |
| **Pop-Up Events** | |
| **National Night Out**<br>Tuesday, August 6 | N/A |
| **Downtown Live**<br>Thursday, August 15 | 115 participants |
| **Gilroy Library/Senior Center**<br>Thursday, August 22<br>Tuesday, August 27 | 52 participants<br>35 participants |
| **Gilroy Transit Center**<br>Thursday, August 22 (PM peak)<br>Tuesday, August 27 (AM peak) | 65 participants<br>83 participants |
| **Walk Audit**<br>Wednesday, September 18, 2024 | 14 participants |
| ***Phase 2*** | |
| **Survey** | English: 1,696<br>Spanish: 114 |
| **Pop-Up Events** | |
| **High Speed Rail Open House**<br>Tuesday, October 22 | 64 participants |
| **La Ofrenda Festival**<br>Saturday, November 2 | 130 participants |
| **Gilroy Transit Center**<br>Tuesday, November 12 (AM peak)<br>Thursday, November 14 (PM peak) | 123 participants<br>85 participants |
| **Gilroy Library/Senior Center**<br>Thursday, November 14 | 120 participants |
| **High Speed Rail Spanish First Meeting**<br>Thursday, November 21 | 34 participants |


Phase 2 La Ofrenda Pop-up

# Key Feedback

## Phase 1

Through the Phase 1 engagement process, the project team collected a wide range of input from the community. Key themes across the engagement events and surveys are presented in this section.

### Station Facility Needs:

- Several community members spoke about the lack of basic facilities and passenger amenities at Gilroy Station. We heard that the community wishes to see more basic facilities and passenger amenities including drinking fountains, restrooms, an indoor waiting area, and vending machines.
- Community members expressed a need for better lighting at the station to address safety concerns at night. The community also expressed a need for better shading treatments at Gilroy Station, which could include shaded waiting spaces for users and shaded walkways.

### Pedestrian Safety and Comfort Needs:

- Some community members shared that they did not feel safe crossing streets throughout the study area due to lack of pedestrian crossing facilities and intersection controls as well as vehicle speeding.
- Community members also expressed feeling unsafe at the railroad crossings, particularly the crossing at Old Gilroy Street.
- Community members indicated a need for accessibility improvements such as curb-cuts and ADA-compliant ramps around the station.
- The community noted major gaps in the sidewalk network that served as barriers to access include lack of connectivity on the east side of the study area and lack of pedestrian facilities south of 10th Street.
- Participants shared they feel unsafe walking in the dark because of a lack of pedestrian-scale lighting within the study area.

### Bicycle Facility Needs:

- Community members expressed a need for more designated and improved bicycle facilities and trail connections to access the station.
- The community indicated a need for enhanced bicycle wayfinding such as adding signage for bicycle parking at the station and identifying key bike routes.
- Participants mentioned that existing bike lanes need repainting and feel narrow, especially on Eigleberry Street and Church Street.

### Transit Needs:

- Community feedback indicated a desire for higher frequency transit and increased service hours. We also heard there was a need for more direct transit connections to key destinations and services within Gilroy, particularly along 1st Street.

## Phase 2

Through the Phase 2 engagement process, the project team collected input from the community to inform project prioritization. Key themes across the outreach events and surveys are presented below:

### Station Facilities:

- Throughout the outreach process, community feedback indicated that public bathrooms at the station should be prioritized. This improvement was voted the most popular to implement first.
- Several community members emphasized the need to add lighting to address safety concerns while walking at the station during the evening or early morning.
- Community votes indicated a desire for café or food vendors at the station.

## Priority Corridors:

- Community votes indicated 8th Street, 4th Street, Monterey Street, and 6th Street as priority corridors for pedestrian and transit improvements.
- Similarly, 7th Street/Old Gilroy Street, Eigleberry Street, and Martin Street were identified as priority corridors for bicycle improvements by the community.

# Study Area Access Improvements

Based on the existing conditions assessment, stakeholder and community input, and a field review of Gilroy Station, this chapter presents suggested enhancements for access and mobility in the study area.

The Gilroy Station Access Study relied on reported historical collision data, field visits, meetings with stakeholders, community input, planned improvements identified in other agency plans, and established professional safety evaluation practices to develop recommendations that address one or more specific safety and mobility concerns. The feasibility of recommendations may be influenced by the nature of the data available, unseen field conditions, or inherent limitations to planning-level evaluations. To further refine the design to a level of detail sufficient for construction, staff should conduct a more detailed site-specific review to confirm feasibility, appropriateness, and necessary additional design detail and refinements to the recommendations, as appropriate.

## Study Area Improvements

The following section presents recommendations for Gilroy Station and its surrounding vicinity to enhance conditions for and encourage multimodal transportation to, from, and within the station. These access recommendations are categorized by mode: pedestrian, bicycle, transit, and vehicle. Global recommendations throughout access corridors are also included. The locations of proposed recommendations are included in **Figure 23**, **Figure 24**, and **Figure 25**, **Figure 26**. Additional details about proposed recommendations are included in **Appendix D**.

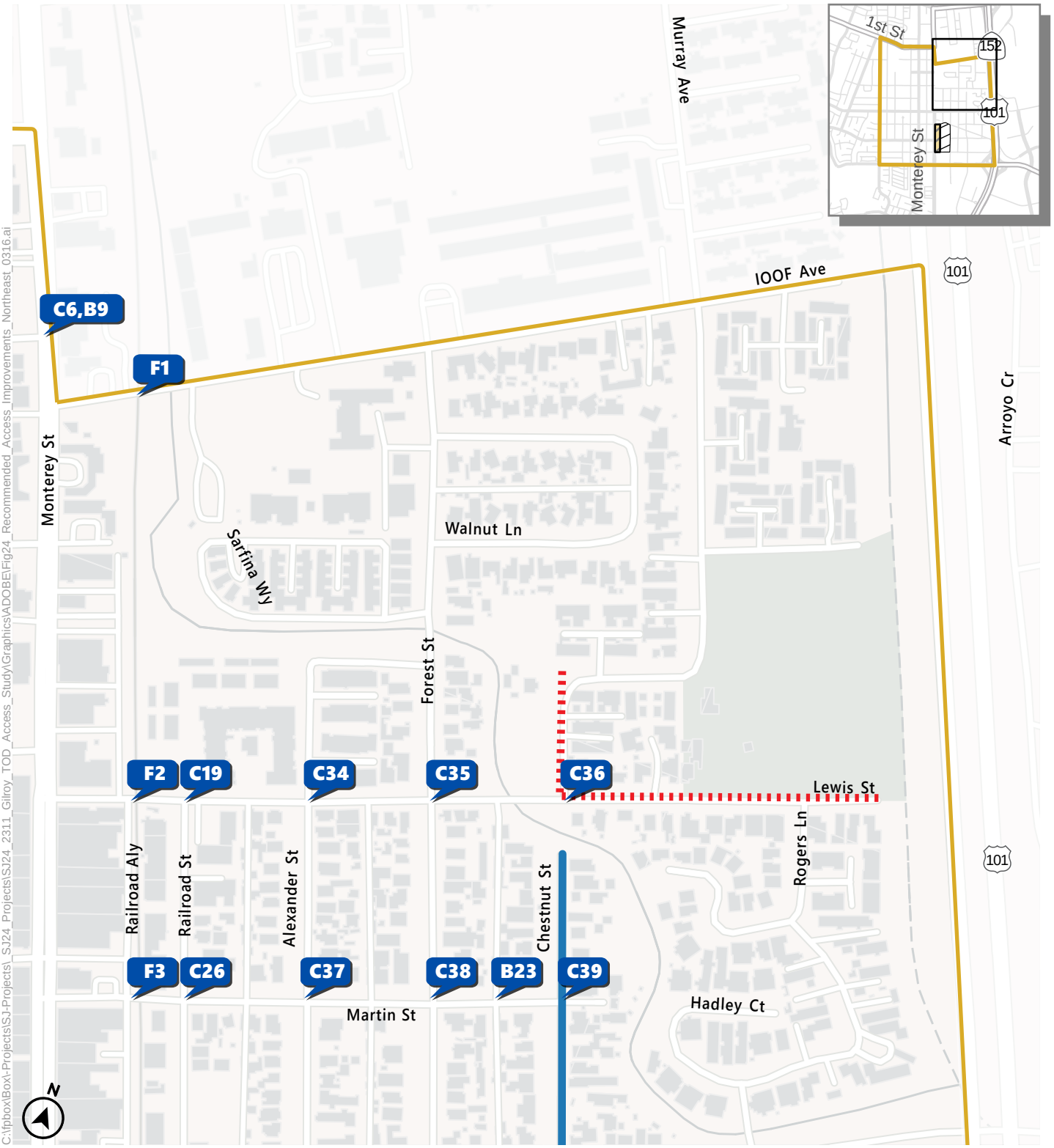

Study Area
VTA Station
Close Sidewalk Gap

Proposed Bike Corridor Improvements
Buffered Class 2
Class 2
Class 3

Improvements
A Automatic Ped Recall
B Curb Extensions
C High Visibility Crosswalk
D Neighborhood Traffic Circle
F Pedestrian Rail Crossing Gates
H Raised Intersection
J Bus Shelter and Bus Bulbs

Figure 23

# Recommended Access Improvements - Northwest Study Area




Study Area
VTA Station
Close Sidewalk Gap

Proposed Bike Corridor Improvements
Buffered Class 2
Class 2
Class 3

Improvements
B Curb Extensions
C High Visibility Crosswalk
F Pedestrian Rail Crossing Gates

Figure 24

# Recommended Access Improvements - Northeast Study Area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Study Area

VTA Station

Close Sidewalk Gap

Proposed Bike Corridor Improvements

Buffered Class 2

Class 2

Class 3

Improvements

- A Automatic Ped Recall
- B Curb Extensions
- C High Visibility Crosswalk
- D Neighborhood Traffic Circle
- E Ped Refuge Islands
- F Pedestrian Rail Crossing Gates
- G Raised Crosswalk
- H Raised Intersection
- I Bus Shelter & Wayfinding
- J Bus Shelter & Bus Bulbs

Figure 25

# Recommended Access Improvements - Southwest Study Area

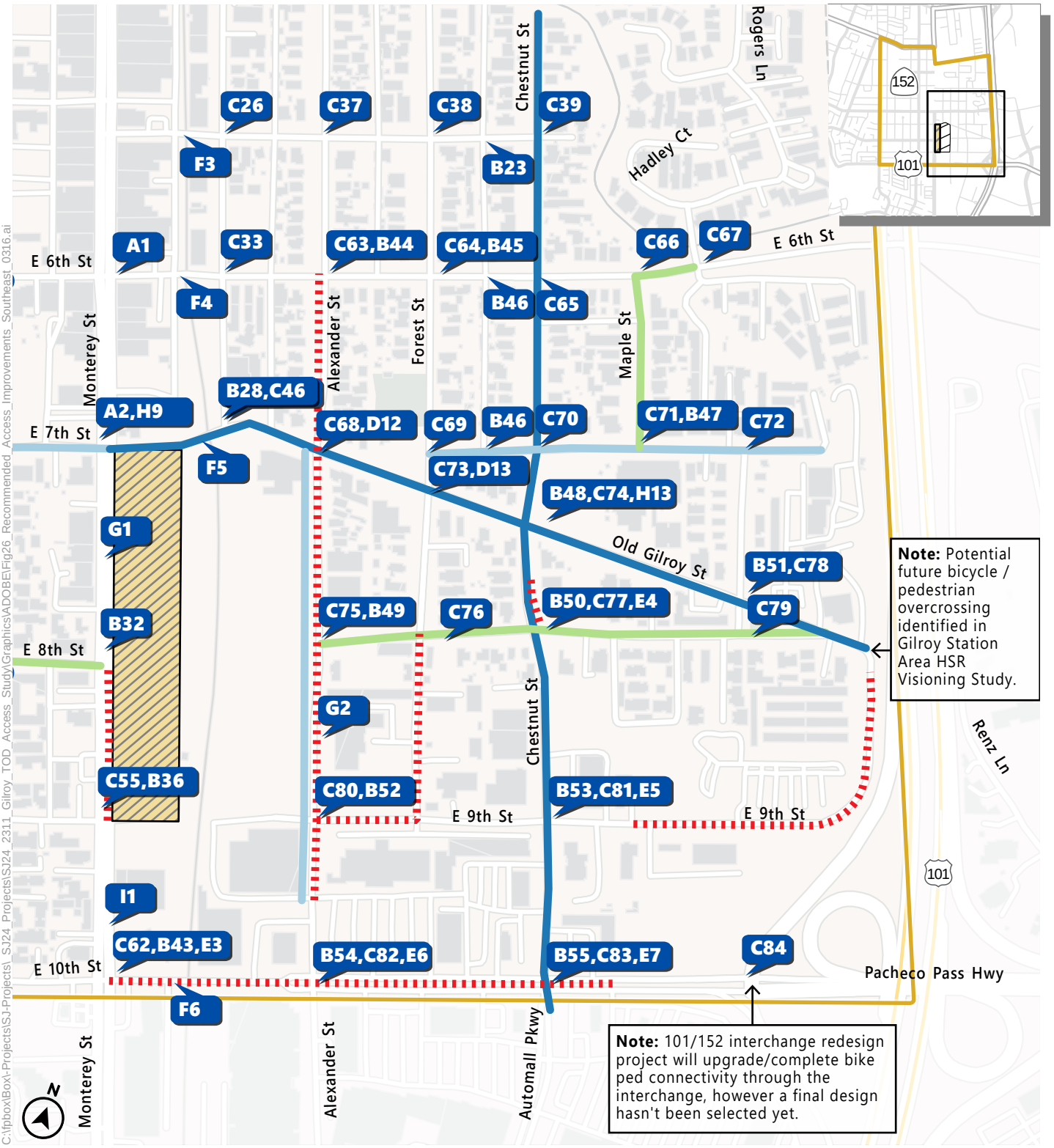


Figure 26

# Recommended Access Improvements - Southeast Study Area

## Pedestrian Improvements

Pedestrian access improvements are recommended throughout the study area to improve pedestrian comfort and connectivity. Key pedestrian improvements are listed below and should be implemented on key pedestrian corridors as defined in **Figure 27**. Refer to **Appendix D** for detailed information about recommended locations.

- Install **pedestrian-scale lighting** throughout the study area to improve visibility and comfort.

Pedestrian Scale Lighting

- Add **high-visibility crosswalks** systemically throughout the study area and upgrade all existing crosswalks to high-visibility crosswalks to improve pedestrian visibility. When updating or adding crosswalks, upgrade curb ramps to meet ADA requirements.

High-Visibility Crosswalk

- Add **rectangular rapid-flashing beacons (RRFBs), pedestrian yield signs, and yield limit lines** at uncontrolled crossings to alert drivers and help facilitate vehicle yielding. These improvements should be prioritized at locations with high vehicle speeds and volumes where a crosswalk alone is insufficient. Appropriate locations and treatments can be further defined using the FHWA *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations* (2018).

RRFB at Midblock Crossing

- **Widen sidewalks** to a minimum of five feet and fill in sidewalk gaps along streets such as 7th Street/Old Gilroy Street, 8th Street, 9th Street, 10th Street, and Alexander Street to improve access and connectivity.
- Provide **enhanced vegetation or other shade** to improve pedestrian comfort along key pedestrian corridors including 3rd Street, 4th Street, 8th Street, 9th Street, Alexander Street, Railroad Street, and Lewis Street.
- Add **pedestrian refuge islands** for crosswalks crossing 10th Street to shorten pedestrian crossing distance, reduce exposure, and improve pedestrian comfort.

Pedestrian Refuge Island

- At signalized crossings near the station, such as along Monterey Street, update signal timing to include **automatic pedestrian recall** during periods of high pedestrian activity to improve pedestrian access. Pedestrian crossing times and clearance intervals should be evaluated to ensure there is adequate time for all users to cross.
- Add **curb extensions or bulb-outs** along Monterey Street, Alexander Street, Lewis Street, Carmel Street, and 6th Street, to shorten crossing distances, improve visibility, and slow down vehicles. When reconstructing curbs, provide ADA compliant curb ramps.

Curb Extension

- Add **pedestrian rail crossing gates** on 6th Street, 7th Street, and 10th Street to provide pedestrian protection at at-grade crossing locations.


Pedestrian Rail Crossing Gate

- Add **raised crosswalks** in front of Gilroy Station along Monterey Street and Alexander Street to improve pedestrian visibility and slow down vehicles.
- Add **raised intersections** at locations where high pedestrian traffic is expected. This can help to slow down vehicles and increase visibility across all legs of the intersection. These locations include intersections near the station, the civic center area, and near schools in the study area.

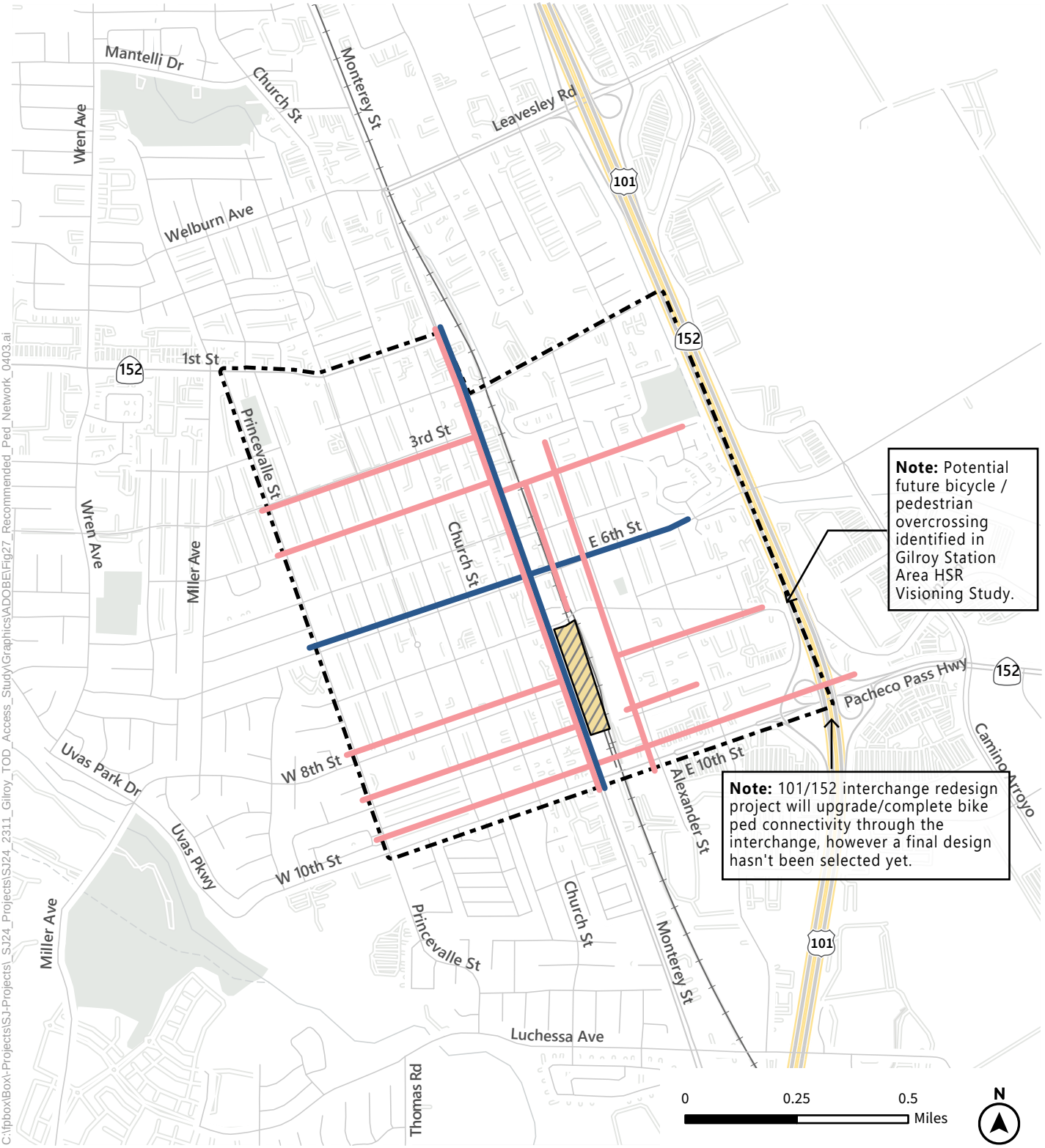


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Figure 27

Recommended Pedestrian and Transit Network

## Bicycle Improvements

As identified in the **Travel Needs** section, there is a need to improve safety and comfort for bicyclists by implementing more designated bicycle facilities and improving existing facilities with additional space and separation. **Table 3** shows the Caltrans *Design Information Bulletin 94 Complete Streets: Contextual Design Guidance* (DIB 94) guidance (as shown in **Figure 28**) for bicycle facilities within the study area based on available speed limit and average daily volume information.

### Table 3: DIB 94 Recommended Bicycle Facilities in Study Area

| Street | ADT[1] | Posted Speed (MPH) | 85th Percentile Speed (MPH)[1] | DIB 94 Recommended Facility |
|---|---|---|---|---|
| Monterey Street | 9,000 | 25 | 30 | Class I or Class IV |
| 4th Street | 700 | 25 | 30 | Class I or Class IV or Class II Buffered or Class II |
| 6th | 8,300 | 25 | 25 | Class I or Class IV |
| 7th Street/Old Gilroy | 1,100 | 25 | 30 | Class I or Class IV or Class II Buffered or Class II |
| 8th Street | 2,000 | 25 | 30 | Class I or Class IV or Class II Buffered or Class II |
| 10th Street | 15,000 | 35 | 30 | Class I or Class IV |
| Alexander Street | - | 25 | - | Class I or Class IV or Class II Buffered or Class II |
| Eigleberry Street | - | 25 | - | Class I or Class IV or Class II Buffered or Class II |
| Church Street | 4,500 | 25 | 30 | Class I or Class IV or Class II Buffered or Class II |
| Chestnut Street | 6,000 | 30 | 35 | Class I or Class IV or Class II Buffered |

Notes:
1. City of Gilroy Engineering and Traffic Survey, 2019.

Source: Fehr & Peers, 2025.

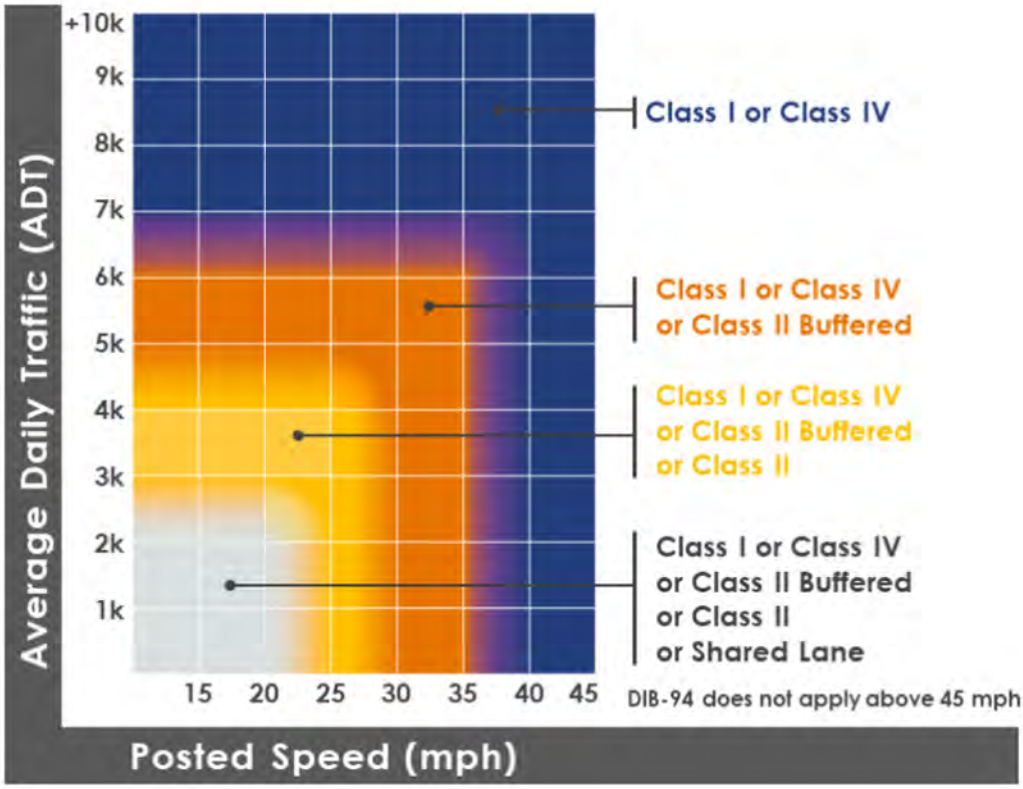



Figure 28: Recommended Bicycle Facilities for Urban Areas, Suburban Areas, and Rural Main Streets

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

Bicycle improvements were also evaluated systemically to address bicycle connections across the study area and to/from destinations beyond the study area. Based on guidance from DIB 94 and roadway width constraints, bicycle facilities are recommended on the following streets throughout the study area to build a low stress network as shown in **Table 4** and **Figure 29**.

**Table 4: Recommended Bicycle Facilities in Study Area**

| Street | DIB 94 Recommended Facility | Recommended Bikeway or Bike Lane Width |
|---|---|---|
| Monterey Street | Class I through Gilroy Station; suggest shifting through bicycle traffic to parallel corridors such as Eigleberry Street and Church Street. | - |
| 4th Street | Class III | - |
| 6th | Not a designated bicycle route. Shift bicycles to 7th Street. | - |
| 7th Street/Old Gilroy | Class II Buffered on 7th Street and Old Gilroy | 5-6 feet with minimum 2 feet buffer |
| 8th Street | Class III | - |
| 10th Street | Class IV | 5-7 feet with minimum 2-3 feet buffer, wider buffer for bus boarding islands where feasible |
| Alexander Street | Class I through future HSR Station and Class II Buffered on street to Old Gilroy. Class III north of Old Gilroy | 5-6 feet with minimum 2 feet buffer |
| Eigleberry Street | Class II | 5-6 feet |
| Church Street | Class II | 5-6 feet |
| Chestnut Street | Class II | 5-6 feet |

Source: Fehr & Peers, 2025.

Monterey Street is designated as a bicycle superhighway in the *VTA Bicycle Superhighway Implementation Plan* (2025) connecting with Morgan Hill to the north. Through downtown Gilroy, Monterey Street serves as a major pedestrian, transit, and commercial corridor within a modest right-of-way. As a result, it may be desirable to investigate shifting the superhighway to a parallel corridor such as Eigleberry Street or Church Street to the west of Monterey Street. Church Street could be used as a bicycle superhighway alignment through much of Gilroy and generally has available roadway width needed to accommodate a low-stress bicycle facility. Accommodations to provide bicycle access to destinations on Monterey Street should be included as part of the superhighway.

Additional key improvements to bicycle access and comfort include the following:

- Add **bicycle wayfinding signage** along all facilities to familiarize users with the bicycle network. This can also provide a visual cue to motorists that they are driving along a bicycle route and should use caution.

Bicycle Route Signage

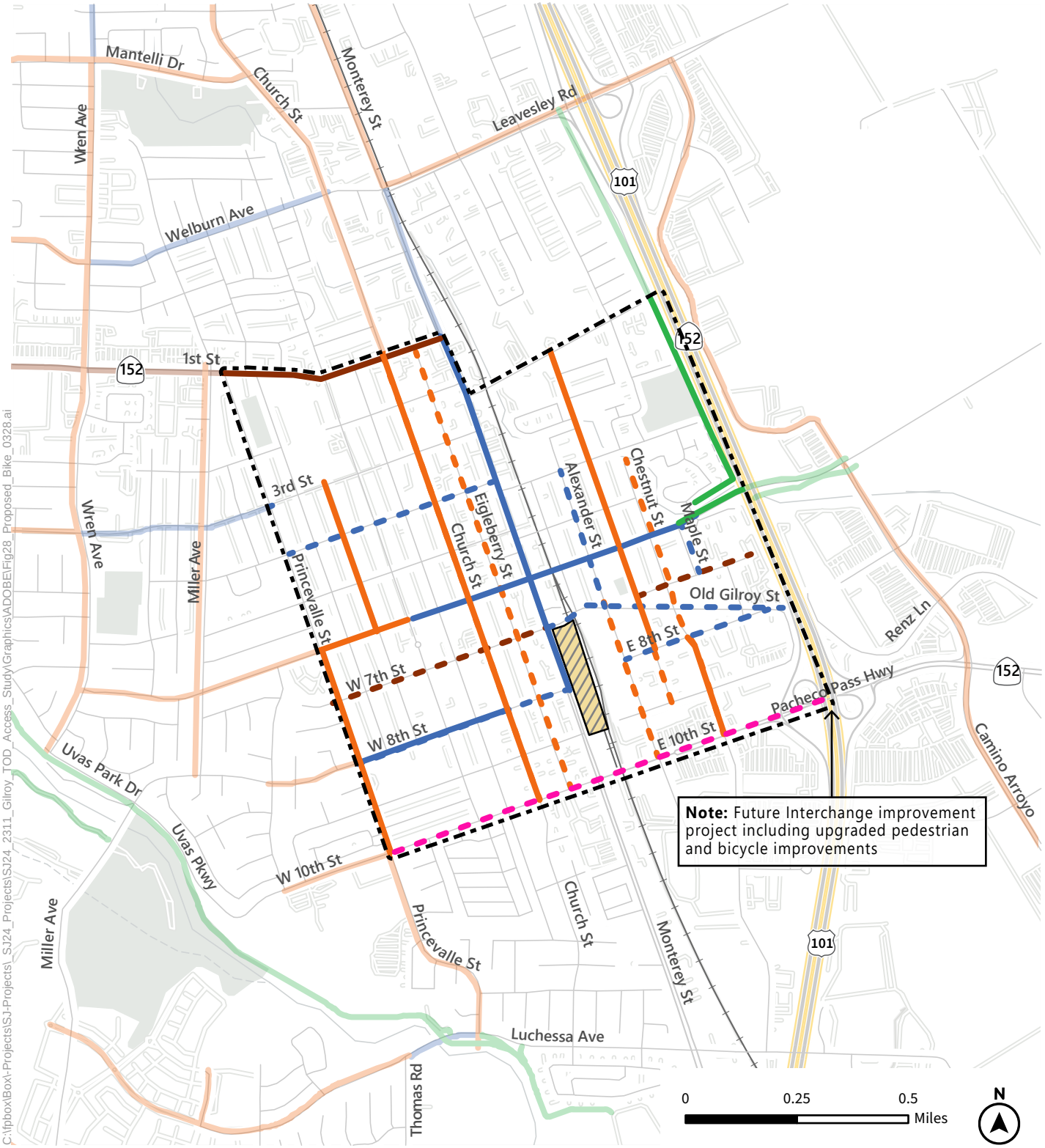
- Add **bike lane extensions with green enhancements** through key intersections along Class II and Class IV bicycle facilities to improve visibility and bicyclist comfort.


Skipped Striping

- **Regular maintenance** of bicycle lanes is important to ensure debris removal. This can be paired with **traffic maintenance and education** to discourage parking or keeping trash cans in bike lanes.
- Where possible, the City of Gilroy should continue to build **off-street multi-use trails** to supplement and connect to the bicycle network.
- Where Class IV bikeways are proposed on streets with bus stops, **coordination with transit agencies through the design process** is important to ensure that bus

stops are accessible by either providing a transit boarding island or by breaking the physical separation and allowing the bus to pull to the curb to serve customers. See VTA's *Bus Stop and Passenger Facility Design Criteria and Standards* for guidance.

- **Coordinate bicycle network enhancements** with those identified in the Gilroy Station Area HSR Visioning Study, potentially including a new US 101 overcrossing in the vicinity of Old Gilroy Street.




Study Area

Station Area

| Existing | Proposed | |
|---|---|---|
| | | Class I Bike Path |
| | | Class II Bike Lane |
| | | Class IIB Buffered Bike Lane |
| | | Class III Bike Route |
| | | Class IV Separated Bike Lane |

Figure 29

## Recommended Bicycle Network

## Transit Improvements

Transit improvements to the study area, as identified in the needs assessment and community outreach, include the following:

- **Expand hours of operation** and **reduce bus headways** to allow for increased use of transit service.
- **Increase speed and reliability** with bus bulbs, where space allows, to prevent weaving in and out of traffic.

Bus Bulb

- Consider an **on-demand or fixed route shuttle** through downtown Gilroy to improve local connectivity within the city. The shuttle could serve downtown, the civic center area, 1st Street, and other key destinations as demand dictates.
- **Improve bus stop facilities** by adding benches and shelters throughout study area and providing real-time transit information.

Improved Bus Stop Facilities

- Add **wayfinding signage to Gilroy Station** and VTA bus stops along Monterey Street and 6th Street.
- Improve **senior transportation options** including affordable transit programs and shuttle programs for older adults.

## Multimodal/Vehicle Improvements

Multimodal or vehicle improvements, as identified through the needs assessment, include the following:

- Add **neighborhood traffic circles** at intersections near the civic center area and Old Gilroy Street to reduce vehicle speeds and improve bicycle comfort along 5th Street, 7th Street, and Hanna Street.

Neighborhood traffic circle

- Implement **raised intersections** at locations with high pedestrian activity to improve visibility and reduce vehicle speeds including near the civic center area on 6th Street and 7th Street, and at schools on 2nd Street, 3rd Street, 8th Street, and 9th Street.
- Consider implementing **multimodal improvements** along Alexander Street including the following:
    - Sidewalks and crosswalks throughout the study area
    - Midblock crosswalks in front of the station
    - Lane striping and sharrows to accommodate bicycle access to the future HSR Station entrance
- Evaluate a **road diet** along 10th Street to reduce the number of lanes and reallocate the space to the following multimodal improvements:
    - Bus islands and shelters at bus stops
    - Separated Class IV bikeways
    - Wider sidewalks
    - High-visibility crosswalks and pedestrian refuge islands

# Project Prioritization

Projects should be prioritized on streets with the highest need to facilitate access to Gilroy Station and help prevent severe and fatal crashes. Therefore, projects should be prioritized by

- project location, focusing on streets with high vehicle speeds and volumes and which the community voted most important; and
- improvement type, focusing on improvements identified to be the most effective at preventing severe and fatal crash outcomes.

The projects are first assessed by location, prioritizing corridors identified as high priority by the community based on total number of votes. Within each identified corridor, projects are then prioritized according to the tier of improvement or countermeasure within FHWA's *Roadway Design Hierarchy*, with the goal of first eliminating severe conflicts. While these priorities act as guidelines, project implementation may also be influenced by funding availability, allowing for flexibility in addressing needs as financial resources permit.

## By Location

During community outreach, community members and stakeholders were asked for feedback on draft improvement locations. Voting results from the survey and posters are shown below in **Table 5**.

### Table 5: Community Votes on Streets for Improvements

| Street for Improvements | Number of Votes |
|---|---|
| ***Streets for Pedestrian Improvements*** | |
| 4th Street | 825 |
| Monterey Street | 488 |
| 8th Street | 385 |
| 10th Street | 331 |
| 9th Street | 281 |
| Railroad Street | 267 |
| Alexander Street | 252 |
| 3rd Street | 134 |
| Lewis Street | 128 |
| Other | 22 |
| ***Streets for Bicycle Improvements*** | |
| 7th Street | 912 |
| Eigleberry Street | 499 |
| Chestnut Street | 290 |
| 8th Street | 244 |
| Old Gilroy Street | 191 |
| Martin Street | 173 |
| 5th Street | 126 |

Source: Fehr & Peers, 2024.

The final prioritization combines pedestrian and bicycle improvements and also considers safety risk factors including vehicle, pedestrian, bicycle, and truck volumes, vehicle speeds, and infrastructure. **Table 6** shows the prioritization categorized into high, medium, and low categories.

**Table 6: Street Prioritization for Improvements**

| Street | Prioritization |
|---|---|
| 4th Street | High |
| Monterey Street | High |
| Alexander Street | High |
| 7th Street/Old Gilroy Street | High |
| Chestnut Street | Medium |
| 8th Street | Medium |
| 10th Street | Medium |
| Eigleberry Street | Medium |
| 9th Street | Low |
| Railroad Street | Low |
| 3rd Street | Low |
| 5th Street | Low |
| Martin Street | Low |

Source: Fehr & Peers, 2025.

Some corridor improvements which are anticipated to play a critical role in facilitating safe movement for bicyclists, pedestrians, and transit riders were given higher priority than reflected in the survey results. For example, though Alexander Street received only 252 votes, it was ultimately included as “high” prioritization given the importance of improvements to provide safe pedestrian access after the buildout of the future HSR Station.

## By Improvement

The FHWA *Safe System Roadway Design Hierarchy* provides guidance on how to prioritize projects when reviewing development applications and making land use and transportation planning decisions. Projects in higher tiers should be prioritized with the goal of first removing severe conflicts.

After prioritizing by corridor, within each street segment, improvements in higher tiers should be given preferential treatment.


Figure 30: Safe System Roadway Design Hierarchy (FHWA)

### Table 7: Pedestrian and Bicycle Improvement Prioritization

| Improvement | FHWA Safe System Hierarchy | Prioritization |
|---|---|---|
| ***Pedestrian Improvements*** | | |
| High Visibility Crosswalk | Remove severe conflicts | High |
| Pedestrian Refuge Island | Remove severe conflicts | High |
| Pedestrian Rail Crossing Gates | Remove severe conflicts | High |
| Neighborhood Traffic Circle | Remove severe conflicts | High |
| Curb Extensions | Reduce vehicle speeds | Medium |
| Raised Intersection | Reduce vehicle speeds | Medium |
| Tighten Turn Radii | Reduce vehicle speeds | Medium |
| Bus Shelter and Bus Bulbs | Manage conflicts in time | Low |
| Automatic Pedestrian Recall | Manage conflicts in time | Low |
| ***Bicycle Improvements*** | | |
| Add Trail Connections | Remove severe conflicts | High |
| Class I or Class IV | Remove severe conflicts | High |
| Class II Buffered | Remove severe conflicts | High |
| Class II | Reduce vehicle speeds | Medium |
| Class III | Manage conflicts in time | Medium |
| Skipped Striping Through Intersection | Manage conflicts in time | Medium |
| Maintain Bike Lanes and Traffic Monitoring And Education | Increase attentiveness and awareness | Low |
| Bicycle Wayfinding Signage | Increase attentiveness and awareness | Low |
| Skipped Striping Through Intersection | Increase attentiveness and awareness | Low |

Source: Fehr & Peers, 2025.

The *Roadway Design Hierarchy* does not apply to recommended transit improvements. Therefore, transit improvements were prioritized primarily by community votes, as shown in **Table 8**.

### Table 8: Transit Improvements Prioritization

| Improvement | Number of Votes | Prioritization |
|---|---|---|
| Bus Stop Improvements on 6th Street | 1,032 | High |
| Bus Stop Improvements on Monterey Street | 660 | High |
| Community On-Demand Shuttle | 424 | Medium |
| Additional Senior Transportation Options | 181 | Medium |
| Other | 17 | Low |

Source: Fehr & Peers, 2025.

# Cost Estimates

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

# Future Station Recommendations

## Future Station Conditions

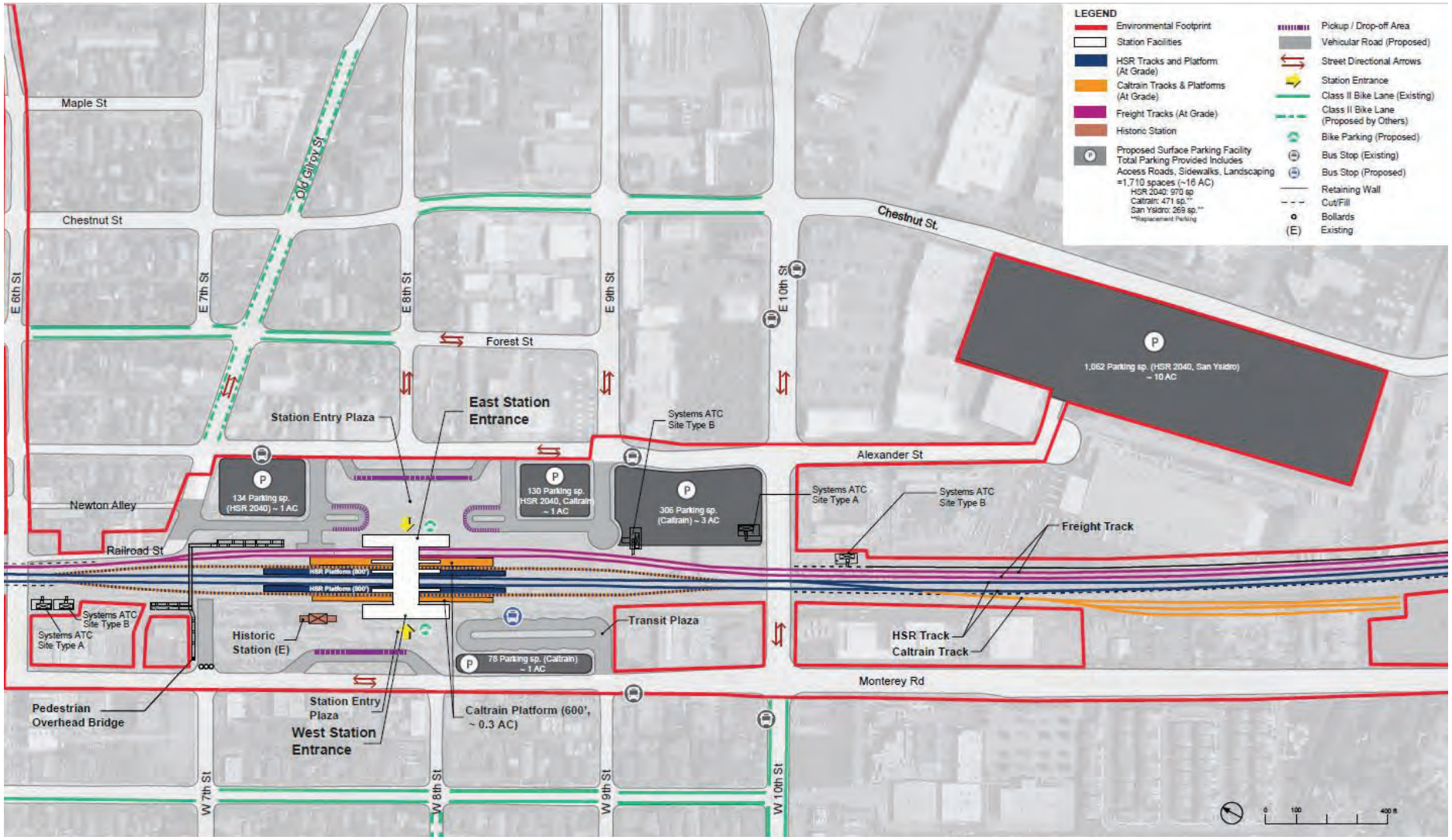
Future conditions at Gilroy Station will be shaped by a new regional connection from California High-Speed Rail and a potential TOD development. This chapter assesses future conditions at Gilroy Station including the future Gilroy HSR Station site plan and two potential development scenarios for the station. This chapter also identifies access improvements that future on-site development at Gilroy Station should consider.

### Future Gilroy HSR Station

The future Gilroy HSR Station will be a blended, at-grade station east of existing tracks. The Gilroy HSR Station footprint (June 2021) which is shown in **Figure 31** was included in the Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS), approved by the California High-Speed Rail Authority Board of Directors in April 2022. The site plan assumes no changes on the VTA site and shows planned development for the station area to the east of the tracks. The future HSR Station includes parking lots for HSR station users and a central pedestrian plaza crossing over the tracks to the VTA site. The site plan also proposes closing 7th Street to vehicular traffic between Monterey Street and Railroad Street while building a pedestrian/bicycle bridge over the tracks at that location.

As shown in **Figure 31**, the features defining the future Gilroy HSR Station site plan include the following:

- Proposed station plazas at both the east and west station entrances
- Pick-up and drop-off zones accessible from Alexander Street
- 1,634 proposed surface parking spaces for Caltrain and HSR including:
    - 572 spaces on-site
    - 1,062 off-site spaces at San Ysidro parking area
- Proposed bike parking near the station entrance
- Proposed Class II bike lane along Old Gilroy Street
- Proposed closure of 7th Street/Old Gilroy Road between Railroad Street and Monterey Street




Source: Final EIR/EIS for Gilroy HSR Station*

Figure 31

Gilroy HSR Station Site Plan

*Final EIR/EIS approved by CHSRA Board of Directors, April 2022

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### Alignment with VTA's TOD Site

To ensure that the future HSR Station is well integrated with future development at VTA's TOD site, the following access needs should be considered:

- Wayfinding to direct users to parking, bike parking, transit connections, and other amenities on and around the site.
- The study area east of the tracks is part of the Downtown Specific Plan in the General Plan 2050, and the future station is anticipated to increase pedestrian activity on Alexander Street. Therefore, consider adding pedestrian facilities such as 5-foot-wide sidewalks, high-visibility crosswalks, wayfinding, and signage on and across Alexander Street—it will likely become one of the primary streets used to access the future HSR Station.
- Consider adding a multi-use path within the future HSR Station area parallel to Alexander Street to allow bicycle access to the future HSR Station and Gilroy Station.
- Adequate lighting and shading treatments should be provided along pedestrian paths to afford comfortable access from the surface parking facilities to the future HSR Station at all times of day.
- Additionally, it may be desirable to adjust the road closure on 7th Street to maintain TOD site access opposite 7th Street at Monterey Street while still closing the existing at-grade railroad crossing. Depending on the configuration of the TOD site, this segment could be utilized to allow signalized egress for transit vehicles exiting Gilroy Station onto Monterey Street in addition to bicycle and pedestrian connectivity. It may also be feasible to accommodate loading/unloading activity to occur on or adjacent to this portion of 7th Street to reduce loading activity that otherwise takes place in the center turn lane on Monterey Street.

## Potential TOD Development Scenarios

In 2021, VTA, in partnership with PlaceWorks, developed two potential development scenarios illustrating potential buildout of the future TOD site that includes a mix of affordable and market rate housing. These scenarios and future design of the station must align with VTA's *Transit-Oriented Communities* policy, as described in the **Related Plans, Policies and Projects Chapter,** including requirements regarding the number of affordable units and guidelines on TDM strategies. The site plans for Scenario A and Scenario B are illustrated in **Figure 32** and **Figure 33**, respectively. The summary of the project descriptions for the two development scenarios is shown in **Table 9**.

Both scenarios assume the following future facilities built out for Gilroy Station:

- Future parking for HSR and future TAMC transit on the east side of the tracks, accessible from Alexander Street and East 9th Street, in addition to 40 shared spaces for transit parking on-site.
- Future bicycle/pedestrian overpass at 7th Street/Old Gilroy Street.

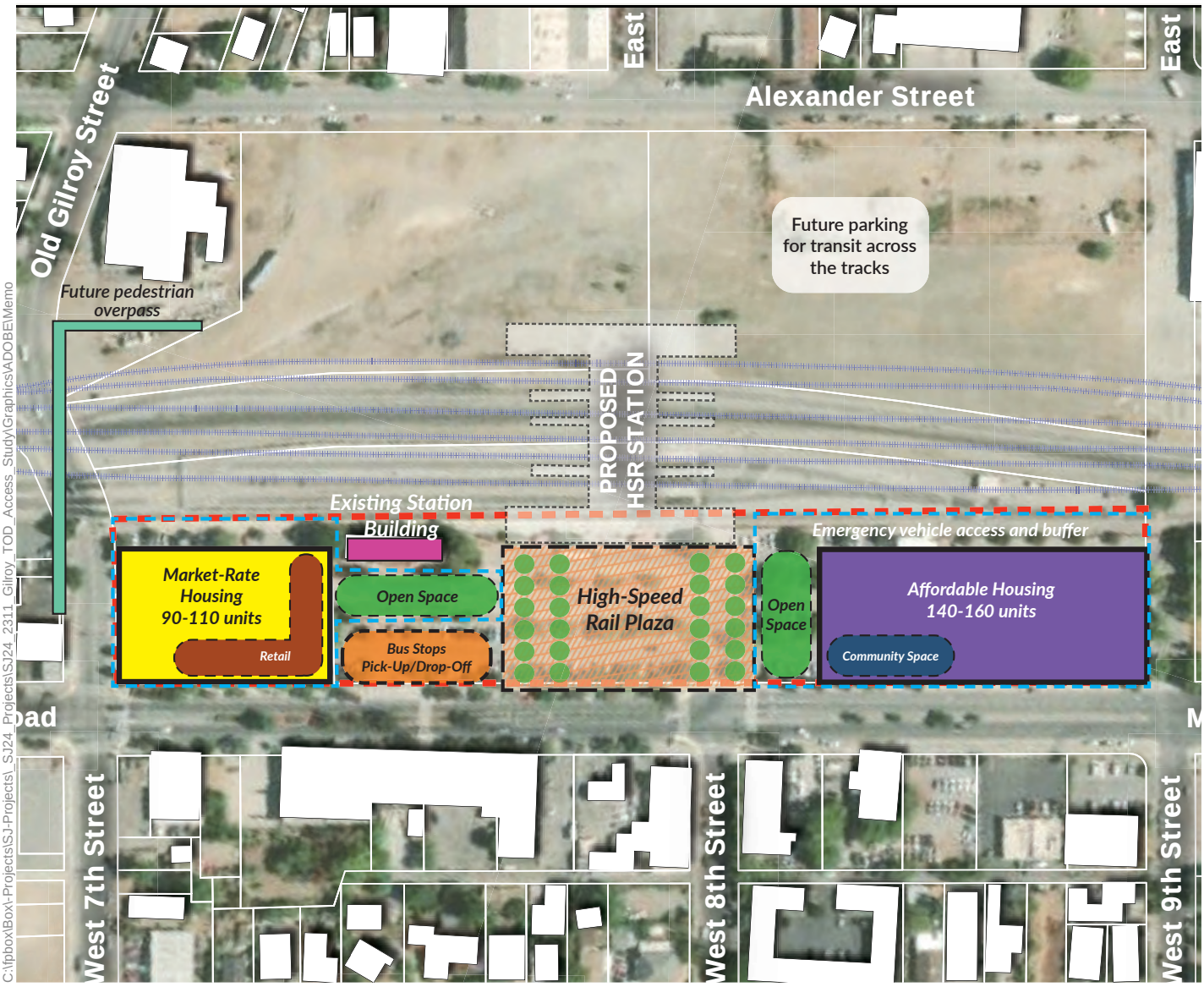
Both scenarios were developed with the following assumptions:

- Development in the central area of the site would be avoided to accommodate a future plaza connecting to the HSR Station.
- Each building would provide enough parking for its own uses following City of Gilroy off-street parking requirements in the Zoning Code.
- The plans include 40 shared parking spaces for transit to offset the parking loss from site development.

### Table 9: Development Scenarios Summary

| Land Use | Scenario A | Scenario B |
|---|---|---|
| **Residential Units** | 230 – 270 units | 280 – 320 units |
| *Affordable Housing Units* | *140 – 160 units* | *140 – 160 units* |
| *Market Rate Housing Units* | *90 – 110 units* | *140 – 160 units* |
| **Community or Retail Space** | 6,000 sf community space<br>6,000 sf retail space | 6,000 sf community space<br>6,000 sf retail space |
| **Parking** | 390 parking stalls (40 shared for transit parking) | 480 parking stalls (40 shared for transit parking) |
| **Project Density** | 65 - 70 dwelling units per acre | 70 - 90 dwelling units per acre |

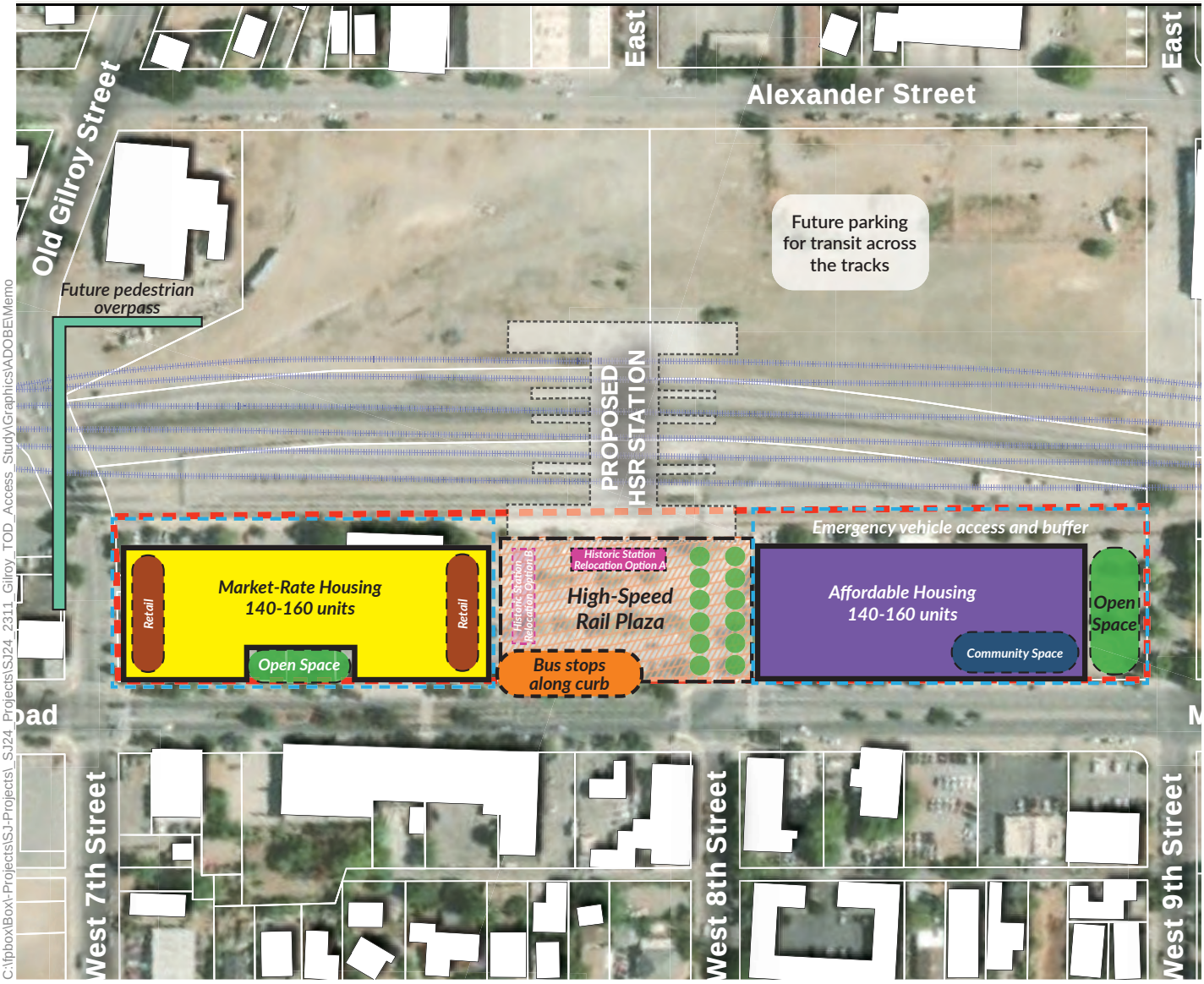
Source: Gilroy Station Area Visioning Project, June 2021.




Source: Gilroy Station Area Visioning Project, June 2021

Figure 32

Scenario A Site Plan




Source: Gilroy Station Area Visioning Project, June 2021

Figure 33

Scenario B Site Plan

# Future Station Improvements

Future Station improvements are listed below by mode for each scenario. Recommendations are intended to improve access and connectivity and address safety and circulation concerns within Gilroy Station. Pedestrian and bicycle improvements are shown in **Figure 34** and **Figure 35**. Transit and vehicle improvements are included in **Figure 36** and **Figure 37** for each scenario. Additional details about proposed recommendations are included in **Appendix F**.

## Pedestrian Improvements

### General Guidance

Overall pedestrian improvements should consider the following improvements:

- **Provide pedestrian facilities** on and across Alexander Street, as it will likely become one of the primary streets used to access the future HSR Station.
- Consider **adding a multi-use path** within the station parallel to Alexander Street to allow bicycle access to the station.
- **Provide adequate lighting and shading treatments** along pedestrian paths to provide comfortable access from the surface parking facilities to the station at all times of day.
- Provide **enhanced wayfinding** and lighting throughout to improve navigability and safety.

As more detailed plans are developed in the future, the following general guidance should be considered to ensure direct circulation and improved pedestrian access.

Within the station area, there are currently few direct pathways to the historic Gilroy Station building, Caltrain Platform, and VTA bus bays. From the southern parking areas, there are no designated paths to these destinations. **Overall, pedestrian facilities should be separated from other modes** where possible and include adequate pedestrian scale lighting, shade, and furniture to ensure pedestrian comfort. Pedestrian-only paths should be prioritized and should be delineated clearly and provide direct access to key destinations where possible.

**Sight distance should be evaluated** to ensure drivers have adequate visibility of pedestrians entering and exiting Gilroy Station. This may require adjusting landscaping or daylighting (removing parking) at driveways and pedestrian paths.

Additionally, it may be desirable to **adjust the road closure on 7th Street to maintain TOD site access** opposite 7th Street at Monterey Street while still closing the existing at-grade railroad crossing. Depending on configuration of the TOD site, this segment could be utilized exclusively to allow signalized access for transit vehicles exiting the station onto Monterey Street. It may also be feasible to accommodate loading/unloading activity to occur on or adjacent to this portion of 7th Street to reduce loading activity that otherwise takes place in the center turn lane on Monterey Street.

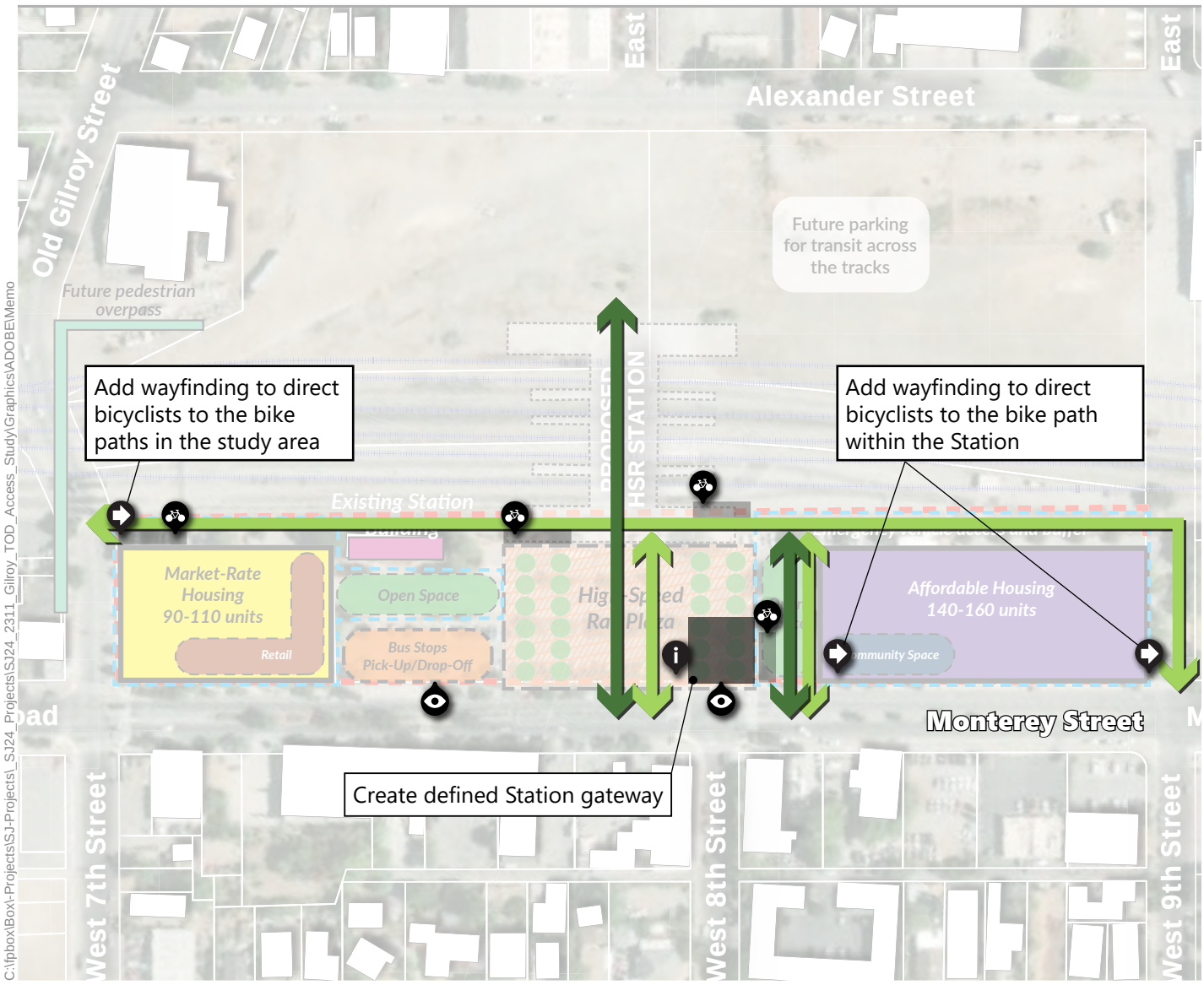
## Scenario A

This scenario would help improve pedestrian circulation by removing vehicle conflicts within the station. The increased density and diversity of land use at the station is likely to boost pedestrian activity near the station. The following are recommendations to address future station access needs:

- **Address conflicts between pedestrians and bicyclists** by locating bike parking near Monterey Street and to the east side of the station near the HSR pedestrian walkway, reducing bicycle travel through the plaza.
- Add **pedestrian scale lighting** throughout the plaza and in open spaces at the station to increase pedestrian comfort and visibility.
- Ensure there is **adequate shade** by including trees and shade structures throughout the Plaza and in open spaces at the Station.
- Develop a **defined and welcoming gateway** for pedestrians entering the station at Monterey Street and 8th Street. This can be achieved with landscaping, signage, and art to direct pedestrians through the gateway and identify Gilroy Station. This may require adjusting landscaping on the south side of the plaza to allow for a clear pedestrian entrance at Monterey Street and 8th Street.
- Ensure there is **adequate sight distance** at existing and future driveways and mid-block crossing locations.
    - Evaluate the existing mid-block crossings in front of the station on Monterey Street to ensure pedestrians do not conflict with buses at the bus turnout. Ensure there is adequate sight distance at the crosswalk to reduce conflicts with pedestrians and buses.
    - Evaluate if additional mid-block crossings are needed based on demand from future housing development.
- Add an **information kiosk** at Gilroy Station with wayfinding information to nearby key destinations within walking distance. The kiosk should be located in the plaza near Monterey Street and 8th Street to provide information for pedestrians exiting the station. The exact location and dimensions should be consistent with wayfinding standards established in *MTC Regional Transit Wayfinding Guidelines* (2023).
- Add **sidewalks and crosswalks** in the parking lots to provide pedestrian access between parking, the transit station, and other on-site uses.

## Scenario B

- This scenario should consider the recommendations included in Scenario A and additionally ensure continued **ground-level pedestrian access** to the proposed retail spaces on 7th Street between Monterey Street and the tracks.




Source: Gilroy Station Area Visioning Project, June 2021

Pedestrian Path of Travel

Bicycle Path of Travel

Bicycle Parking

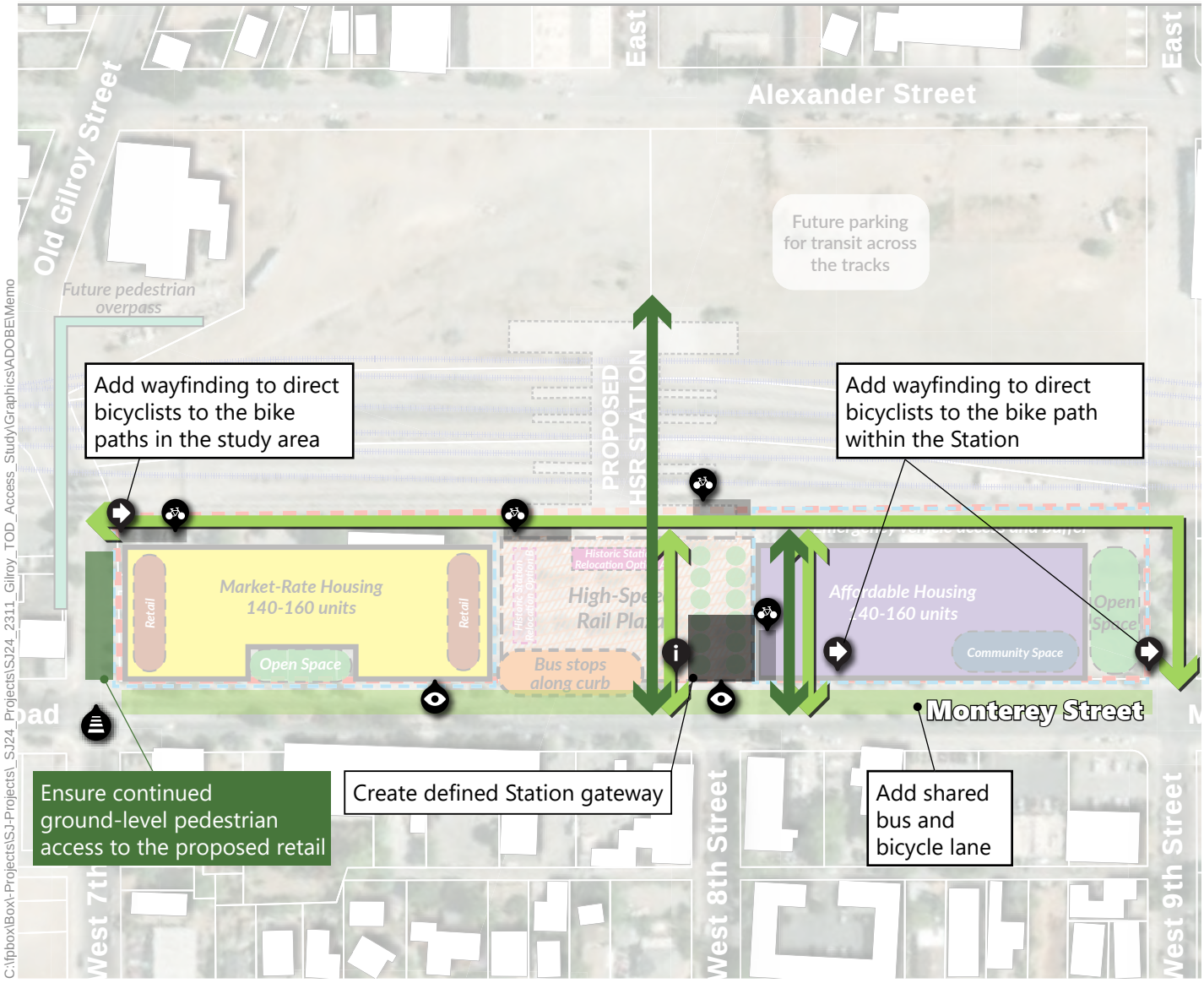
Wayfinding

Information Kiosk

Ensure Adequate Sight Distance

Figure 34

Scenario A Future Station Bicycle and Pedestrian Improvements




Source: Gilroy Station Area Visioning Project, June 2021

- Pedestrian Path of Travel
- Bicycle Path of Travel
- Bicycle Parking
- Wayfinding
- Information Kiosk
- Ensure Adequate Sight Distance
- Raised Intersection

Figure 35

Scenario B Future Station Bicycle and Pedestrian Improvements

# Bicycle Improvements

## General Guidance

It is recommended that high-quality active transportation travel routes be provided on all access points to Gilroy Station. Specific internal bicycle circulation paths should be separated where possible and designed in accordance with the *Santa Clara Countywide Bicycle Plan* (2018) and the *Highway Design Manual* (Chapter 1000: Bikeway Planning and Design).

Wayfinding should be provided to help bicyclists identify bicycle routes and parking within the station and to and from outside the station. Similarly, it is recommended that the station provide a clear, direct path of travel and clear wayfinding throughout the site to identify bicycle paths. Mixing between active modes and vehicles traveling to parking fields should be minimized.

Bicycle parking should be provided at the station in accordance with ratios indicated in Leadership in Energy and Environmental Design (LEED) guidelines or other objective standards and include the following:

- **Long-term bicycle parking** should be provided within each building to facilitate parking for employees and residents, and additional protected bicycle parking should be provided near the primary entrance to the light rail platform and bus stops.
- **Short-term bicycle parking** should be provided adjacent to entrances for all uses on the site.

Access to adjacent bikeways must be accommodated for bicyclists traveling in all directions, including crossings of Monterey Street and Alexander Street.

## Scenario A

This scenario would help to improve bicycle circulation by removing conflicts with vehicles within the station. The following are recommendations to address future station access needs:

- **Address conflicts between bicyclists and vehicles** within the station by separating users. This could include bike lanes or multi-use paths within the station.
- Consider adding a **multi-use path** through the station along the east side parallel to Monterey Street to provide separation for bicyclists. Currently, bicyclists use the parking lot at the station to avoid conflicts on Monterey Street. Any future site development should consider designating space for bicyclists to pass through rather than directing bicycle traffic to the street.
- Provide a **direct bicycle connection** from the bicycle and pedestrian overpass at 7th Street to provide access to the proposed multi-use path along Monterey Street as well as key destinations within the station.
- Consider including **long-term bike storage spaces and short-term bicycle parking spaces** at the station in accordance with ratios indicated in LEED guidelines or other objective standards. Long-term bike storage spaces can include bike lockers and cages while short-term bike parking spaces can include racks. Bike parking

should be located in future buildings and near station entrances to encourage bicyclists to dismount and park their bicycles within the station.

- Since the bike parking area may not be clearly visible from the exterior of the site, provide **wayfinding for bike parking**.
- Consider **bike parking in multiple areas** to serve different uses on the site. Ensure that the bike parking areas are well lit.
- Consider **adding a future bikeshare station** to provide bicycle access and promote mode share for those who do not own bicycles. This can be located next to the proposed bike parking area within the plaza.

### Scenario B

Bicycle access and circulation for Scenario B are the same as Scenario A. This scenario should consider the recommendations included in Scenario A as well as the following recommendation to address future access needs in Scenario B:

- Evaluate future ADT on Monterey Street and consider whether vehicle volumes are low enough to designate a **shared bus and bicycle lane** in front of the station area on Monterey Street. This could reduce exposure to vehicles and may improve bicyclist comfort.

## Transit Improvements

### General Guidance

As more detailed plans are developed in the future, the following general guidance should be considered to ensure direct circulation and improve transit access.

- **Wayfinding** to direct users to parking, bike parking, transit connections, and other amenities on and around the site.
- Ensure there is **adequate curb space** for future bus capacity. Per VTA's *Bus Stop & Passenger Facility Design Criteria and Standards* (2020), the minimum curb width for both bulb-out configuration (Scenario A) and conventional curbside configuration (Scenario B) is 70 feet including a 20-foot wide passenger loading zone. However, this minimum curb width would depend on the number of buses being served by the stop.

### Scenario A

This scenario proposes substantial changes to existing transit access by moving the bus pick-up and drop-off location south of the existing historic Gilroy Station building, changing the bus entrance and exit to directly access Monterey Street.

The following recommendations address future access needs:

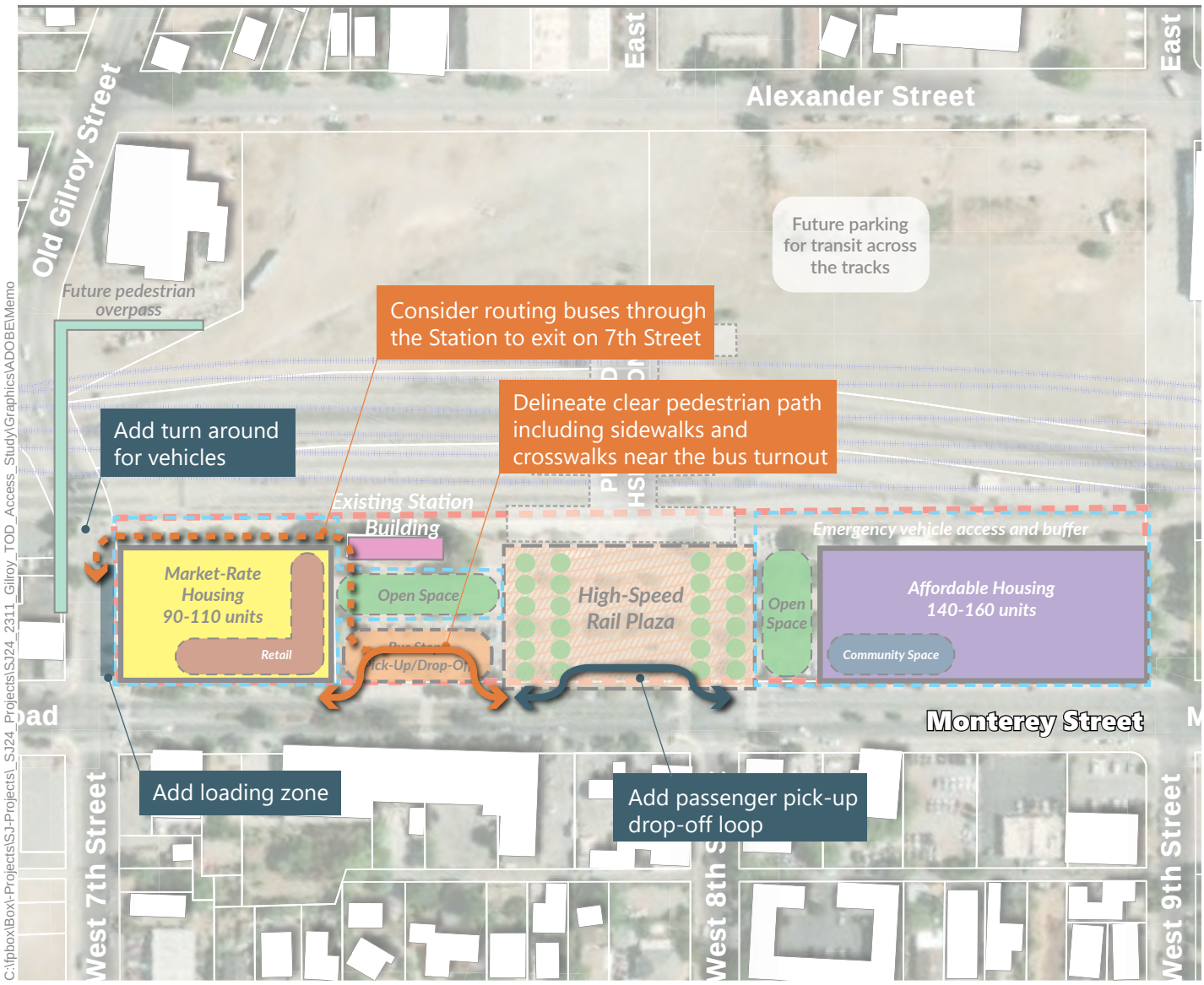
- Determine bus stop configuration and circulation based on the number and frequency of buses serving the station.
- Consider designating a **dedicated bus bay for commuter shuttles** that serves the station.
- Consider **designating a transit lane** along Monterey Street to allow buses to stop in-lane adjacent to the station and improve on-time reliability for buses. The transit lane could potentially function as a shared transit/bike lane in some areas to provide local access to destinations along Monterey Street.
- Evaluate ease of access for buses turning onto Monterey Street. Determine how buses exiting the station heading to the south will be routed.
- Consider **bus egress for the site via 7th Street** rather than only directly to/from Monterey Street. This would also allow buses traveling in both directions to utilize on-site stops rather than shifting southbound buses to on-street stops.
- Consider minimizing potential conflict points between buses and pedestrians by **delineating clear pedestrian pathways including sidewalks and crosswalks** near the bus turnout.
- Consider adding **wayfinding** to direct riders to different transit options within the station and add **real-time arrival and departure information**. This can be located at the historic Gilroy Station building and at the bus stops.

## Scenario B

This scenario proposes substantial changes to existing transit access by moving the bus pick-up and drop-off area curbside on Monterey Street. The proposed bus stop would be located north of 8th Street on Monterey Street opposite the plaza.

This scenario should consider the recommendations included in Scenario A as well as the following recommendations to address future access needs in Scenario B:

- Address potential conflicts between buses, bicycles, and vehicles along Monterey Street. Consider adding a **multi-use path** within the station to reduce conflicts with bicyclists at bus stops.
- Ensure **high-quality pedestrian connections to transit** along/across Monterey Street to allow safe and efficient access between the station and buses stopping on southbound Monterey Street. This would include adding a raised intersection at 7th Street and Monterey Street, ensuring adequate sight distance, and providing pedestrian-scale lighting.
- Consider **relocating the bus stops on-site with access via 7th Street** instead of on Monterey Street in front of the plaza to improve ease of access for buses and reduce walking distance for transit riders connecting between modes.
- Ensure bus stops provide **sufficient space to adequately serve future demand** at the station.
- Evaluate **alternate locations to serve other curbside needs** such as passenger pick-up/drop-off, freight loading/unloading, and short-term parking that is displaced by bus stops located on Monterey Street.



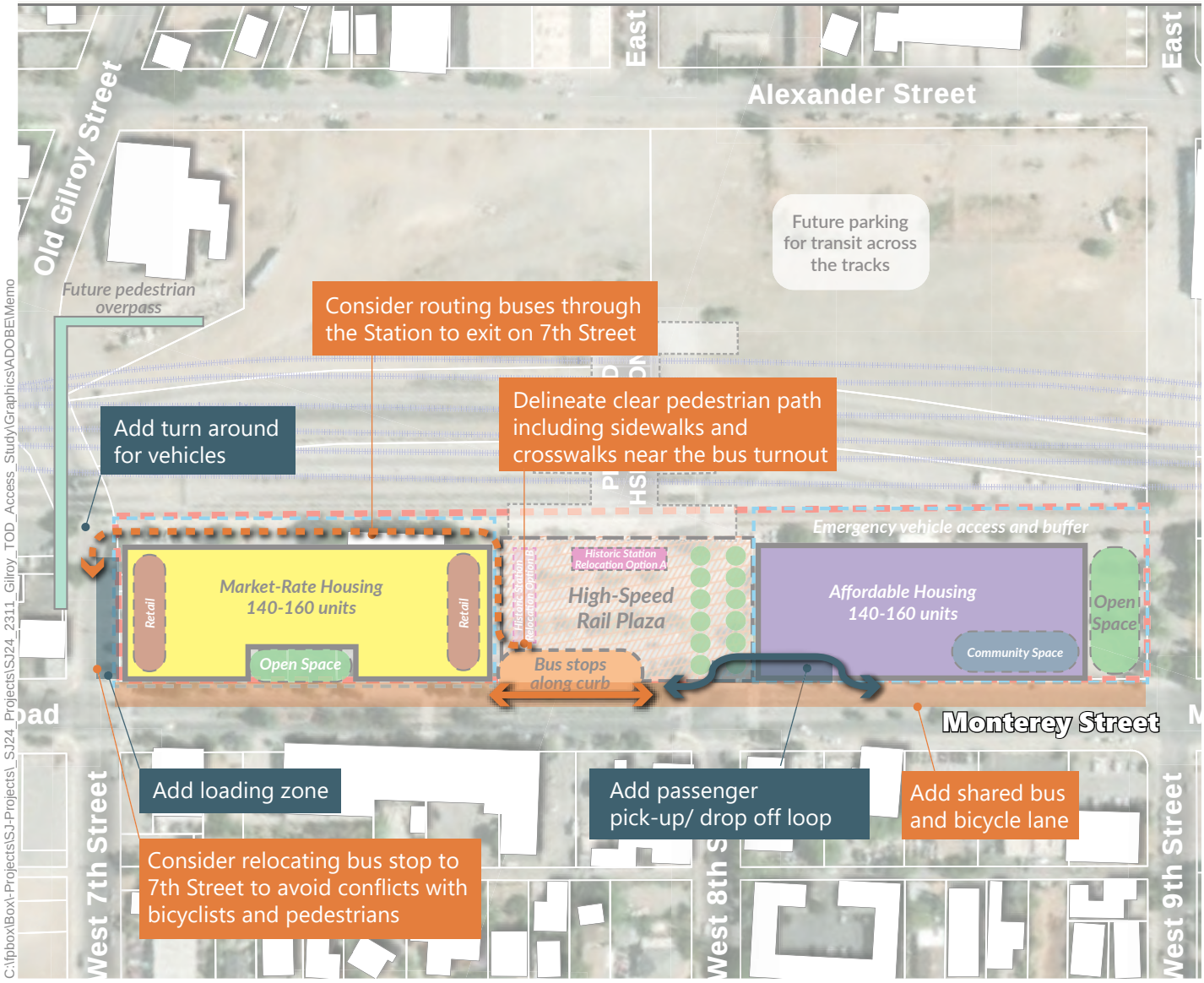

Source: Gilroy Station Area Visioning Project, June 2021

Vehicle Path of Travel

Bus Path of Travel

Figure 36

Scenario A: Future Station Transit and Vehicle Improvements




Source: Gilroy Station Area Visioning Project, June 2021

Vehicle Path of Travel

Bus Path of Travel

Figure 37

Scenario B: Future Station Transit and Vehicle Improvements

# Vehicle Improvements

## General Guidance

Overall, it is desirable to **minimize vehicle access points** and provide **wayfinding** to guide drivers to the correct parking areas to reduce conflicts with active modes while minimizing circuitous circulation. As indicated in the future Gilroy HSR Station plan, primary vehicular access is accommodated from Monterey Street and Alexander Street.

Additionally, consider **adding car-share parking** in the future transit parking lot to provide alternative ways of travel without owning a private vehicle.

## Scenario A

The proposed scenario extensively changes vehicular access to the station by removing most existing parking. Additionally, Monterey Street, 7th Street, 8th Street, and 9th Street may see higher demand as a result of the proposed housing and retail spaces at the station.

The following are recommendations to address future access needs:

- Designate a **pick-up and drop-off loop** within the station along Monterey Street in front of the plaza. A future internal street near 8th Street may also be considered for passenger pick-up and drop-off.
- Consider adding a freight **loading zone** for trucks, large vehicles, and garbage collection at 7th Street.
- Implement **roadway improvements** along key access routes such as Alexander Street, Old Gilroy Street, 7th Street, 8th Street, 9th Street, and Monterey Street. These improvements may include pavement markings, signal improvements and intersection controls, and lighting improvements.
- Since Alexander Street has been identified as the primary vehicular access corridor for the station, drivers can be directed to access transit parking on Alexander Street using **wayfinding from US 101 via 10th Street and real-time parking availability signs**.

## Scenario B

Vehicular access and circulation for Scenario B are generally the same as Scenario A. Additional retail spaces and amenities proposed along 7th Street, 9th Street, and Monterey Street may further affect delivery and freight activity on these streets. This scenario also organizes the station facilities centrally around the plaza and locates the future bus loading curbside on Monterey Street, which may require removing existing on-street parking.

- This scenario should consider the recommendations included in Scenario A as well as the following recommendations to address future access needs in Scenario B:

- Designate a **pick-up/drop-off zone** on 7th Street adjacent to the station if not used for bus circulation.
- Determine loading/unloading needs for retail uses and consider adding **curbside loading zones** along 7th Street and within the station at 9th Street.

## Station Facility Improvements

As already outlined in the bicycle improvements and vehicle improvements sections above, adding a bikeshare station and a carshare station would increase ways to travel to and from Gilroy Station and **create a mobility hub** at the station.

In addition to circulation improvements, the community expressed a need for additional amenities at Gilroy Station. **Table 10** shows the recommended facility improvements prioritized based on community vote. Public bathrooms were ranked the highest priority. Better station lighting was ranked second, and café or food vendor was ranked third.

**Table 10: Station Area Improvement Prioritization**

| Improvement | Number of Votes | Prioritization |
|---|---|---|
| Public bathrooms | 942 | High |
| Better lighting | 463 | High |
| Café or food vendors | 516 | High |
| Wayfinding and signs to the Transit Center | 302 | High |
| Benches | 277 | Medium |
| Real time arrival and departure information | 236 | Medium |
| Wayfinding to help find different transit operators | 141 | Medium |
| Improved Transit Center identity | 118 | Low |
| Mobility hub (future bikeshare and electric vehicle charging) | 110 | Low |
| Other | 11 | Low |

Source: Fehr & Peers, 2025.

# Project Prioritization

Improvements at Gilroy Station should be prioritized based on safety needs, feasibility, and improved access and connectivity as defined below:

- **Safety:** projects that address safety issues including preventing severe and fatal collisions and protecting vulnerable road uses are prioritized.
- **Feasibility:** projects that present few barriers to implementation and are lower cost are prioritized.
- **Access and connectivity:** projects that provide direct connections to key station facilities or fill in gaps in the circulation network are prioritized. Additionally, projects that eliminate barriers to ADA access are also prioritized.

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

### Table 11: Summary of Future Station Recommendations

| Improvement | Location | Prioritization |
|---|---|---|
| ***Station Facility Improvements*** | | |
| Public Bathrooms | Throughout Station Area | High |
| Pedestrian-Scale Lighting | Throughout Station Area | High |
| Cafes or Food Vendors | Throughout Station Area | High |
| Wayfinding Signage | Along Monterey Street and Alexander Street | High |
| Benches | Bus Stops and Station Boarding Area | Medium |
| Real Time Arrival and Departure Information | Bus Stops and Station Boarding Area | Medium |
| Improved Transit Center Identity | Throughout Station Area, Station Gateway at Monterey Street | Low |
| Mobility Hub (Future Bikeshare, Carshare and Electric Vehicle Charging) | Designate bikeshare station near bicycle parking spaces near Station entrance at Monterey and 8th Street and designate carshare station near transit parking | Low |
| ***Multimodal Circulation Improvements*** | | |
| Sidewalks and Crosswalks within Station area | Throughout Station Area | High |
| Internal Bicycle Wayfinding | Along Monterey Street in front of the Plaza and at the intersection of 9th Street. At 7th Street near the Station Area | High |
| Designate Pick-up and Drop-off zones | Internal loop along Monterey Street in front of the Plaza and on 7th Street | High |
| Designate curbside freight loading zone | 7th Street | Medium |
| Multi-Use Path | Along the east side of the Station parallel to the fire road | Medium |

| Improvement | Location | Prioritization |
|---|---|---|
| Short-term Bicycle Parking | East side of the Station near the HSR pedestrian bridge | Medium |
| Curb Ramp Upgrades or Installations | All curb ramps and intersections to the Station | Medium |
| Long-term Bicycle Parking | Alongside multi-use path at 7th Street and on either side of the HSR pedestrian bridge. Westside of Station near 8th Street | Low |
| Wayfinding on US 101 and Real-time Parking Availability Signs | US 101 and 10th Street | Low |
| Add shading elements | Throughout the Plaza, multi-use path, and in open spaces at the Station | Low |
| Information Kiosk | In the future Plaza near Monterey Street and 8th Street | Low |

Source: Fehr & Peers, 2025.

## Cost Estimates

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

# Travel Demand Management Strategies

This chapter describes potential Transportation Demand Management (TDM) strategies for Gilroy Station.

The proposed TDM strategies are separated by site-design or ongoing management strategies. Those included in the proposed site plans are considered site-design related strategies which seek to influence user behavior through intentional physical design, while those that can be provided through ongoing operational decisions after the site is built are considered management strategies. Strategies are aligned with VTA's *TDM Guide for TOD* (2024).

## Site-Design Related Strategies

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

### Location

The site is located adjacent to Gilroy Station, which is served by Caltrain, several bus routes, and HSR in the future. These will be convenient commute options connecting transit riders to areas throughout the region. The site's location near fast and reliable transit service connecting to regional destinations, combined with complementary building and street design to encourage walking and bicycling to transit will encourage commuters to use transit.

### On-Site Services

One of the most effective ways to reduce vehicle trips is to provide services within a walkable distance. As part of the TOD development, developers should consider including uses such as healthy food retail options and childcare services in addition to the already planned mixed-income housing. Locating these services near housing can reduce the need for residents to drive to access these services. Additionally, this can help to reduce vehicle trips for those accessing the station by serving multiple trip purposes in one location.

### Pedestrian-Oriented Design

Buildings should be designed to be accessible to people arriving by transit or walking to encourage the use of these modes. Typical elements include minimal or no setbacks, pedestrian-oriented entrances, and elements such as planters, wide sidewalks, benches, etc.

Additionally, the pedestrian improvements for the study area and future station identified in the previous sections should be undertaken to promote walking.

## Bicycle Parking and Amenities

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

## Family TDM Amenities

Using public transit or active transportation can be challenging for people traveling with children or other dependents. Family TDM amenities help family units facilitate using non-vehicular modes for a greater portion of their travel by providing additional options and infrastructure.

Shared cargo bike(s) and collapsible shopping/utility cart(s) can be provided for residents or tenants to serve shopping or hauling trips that support family needs. Secure storage provided near carshare parking spaces can allow families to store items such as car seats, strollers, or athletic gear at a location that may enhance the attractiveness of carshare use rather than vehicle ownership.

## Limited/Shared Automobile Parking

Limiting available automobile parking discourages driving, especially driving alone, by constricting easy and convenient parking options. This strategy is particularly effective when implemented in transit-rich neighborhoods with priced and managed street parking, and alongside measures such as parking pricing and parking cash-out that make parking more expensive and that incentivize the use of non-drive-alone commute modes. Additionally, implementing incentives for shared trips via carshare or carpool such as indicating reserved parking spaces for carshare vehicles, priority parking spaces, and reduced parking fees for carpool or vanpool vehicles can reduce single-occupancy vehicle trips.

Both potential TOD development scenarios include shared parking spaces. Further refinement should be undertaken with the intent to ensure that vehicle parking provision on the site discourages driving and encourages shared trips and/or alternate modes to maximize the benefit of this strategy.

# Ongoing Management Strategies

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

## Transit Incentives

Providing transit use incentive programs, such as subsidized transit passes using the regionwide Clipper Direct and VTA SMART programs, to building tenants or residents can encourage non-vehicle travel. Transit subsidies can be aggregated along with other non-SOV commute benefits, such as carshare and bikeshare subsidies, bicycling and walking benefits, etc. into companywide employee commute rewards programs. Many employers in Santa Clara County routinely provide these benefits to their employees, and it is anticipated that the provision of transit passes will be required for new VTA TOD sites pending Board policy approval.

## E-Bike/Scooter Purchase Incentives

Electric bikes, scooters, and other micromobility devices can help to make non-vehicular connections to/from transit more desirable for a larger number of people who may need to travel longer distances. Incentive programs promote equitable and sustainable transportation by providing rebates, tax credits, or other funding to assist with the purchase, operation, and/or maintenance of e-bikes or scooters. Programs can be administered directly by property management for residents and tenants of Gilroy Station or by governments to expand availability more broadly. Programs can be supported and administered in partnership with community-based organizations to ensure equitable access.

## Carpool/Vanpool Matching Program

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

## Carshare Service

Select spaces at the station should be reserved for carsharing via a third-party car-share service provider such as Zipcar or a car-share service provided by property management. Carshare allows those who don't own or have access to cars to rent a car for a short period of time (hourly or daily).

## TDM Information and Program Management

Property management can provide TDM program information to tenants and employees through a variety of means to ensure that employees working at the building are aware of transit and alternative transportation options. In some cases, tenants may provide their own TDM programs and benefits and information to their employees directly.

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

## Guaranteed Ride Home Program

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

## Telecommuting / Flexible Work

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

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

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

# Next Steps

To improve access to Gilroy Station, the following projects should be prioritized as near-term improvements.

## Summary of Study Area Access Recommendations

**Table 12** shows the top three priority recommended projects and estimated construction cost based on 2025 dollars. Note that construction cost estimates do not reflect soft costs associated with project development or property acquisition.

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

**Table 12: Summary of Top Three Study Area Recommendations**

| Improvement | Description | Estimated Construction Cost |
|---|---|---|
| ***4th Street*** | | |
| Curb Extensions | Install curb extensions, high-visibility crosswalks, and ADA compliant curb ramps at the intersections of Camel Street, Dowdy Street, Rosanna Street, Church Street, and Eigleberry Street. | $567,500 |
| Neighborhood Traffic Circle | Install a neighborhood traffic circle, landscaping, and signage at the intersection of 4th Street and Hanna Street. | $36,000 |
| Class III Bike Route | Add bike sharrows and bike route signage on 4th Street between Princevalle Street and Monterey Street. | $156,000 |
| ***Monterey Street*** | | |
| Bus Shelters | Install bus shelters at bus stops at 10th Street, Monterey and 5th Street, Monterey and 2nd Street, and Monterey and 1st Street. | $120,000 |
| Curb Extensions | Install curb extensions, high-visibility crosswalks, and ADA compliant curb ramps at the intersections of 2nd Street, I.O.O.F. Avenue, 6th Street, and 9th Street. | $454,000 |
| ***Alexander Street*** | | |
| Widen Sidewalk | Widen sidewalk from Lewis Street to 10th Street, prioritizing the segment between 6th Street and 10th Street. | $910,000 |
| Class II Buffered Bike Lane | Construct a Class II buffered bike lane on Alexander Street between 10th Street and Old Gilroy including adding skipped striping through intersections. | $108,000 |

| Improvement | Description | Estimated Construction Cost |
|---|---|---|
| Class III Bike Route | Add bike sharrows and bike route signage on Alexander Street between Old Gilroy Street and Lewis Street. | $102,000 |
| Curb Extensions | Install curb extensions, high-visibility crosswalks, and ADA compliant curb ramps at the intersections of 6th Street, 8th Street, and 9th Street. | $594,000 |
| Neighborhood Traffic Circle | Install a neighborhood traffic circle, landscaping, and signage at the intersection of Alexander Street and Old Gilroy Street. | $36,000 |
| Raise Crosswalks | Install a raised crosswalk with high-visibility marked crossings, and ADA compliant curb ramps midblock on Alexander Street between 8th Street and 9th Street. | $130,000 |

Source: Fehr & Peers, 2025.

# Summary of Future Station Recommendations

**Table 13** shows the top three priority recommended projects and estimated construction cost based on 2025 dollars. Note that projects are considerations for the future TOD and HSR Station site, and the construction costs for some of these projects are assumed to be incidental to the future HSR Station site and potential TOD site development construction.

### Table 13: Summary of Top Three Future Station Recommendations

| Improvement | Description | Estimated Construction Cost |
|---|---|---|
| ***Facility Improvements*** | | |
| Public bathrooms | Provide public bathroom amenities at the Station. | TBD |
| Better lighting | Install pedestrian-scale lighting throughout the Station Area. | $840,000 |
| Café or food vendors | Provide a café or designated space for food vendors within the Station Area. | TBD |
| ***Circulation Improvements*** | | |
| Sidewalks and Crosswalks within Station area | Provide pedestrian walkways and crosswalks within the Station Area including parking areas. | TBD |
| Internal Bicycle Wayfinding | Include wayfinding to navigate internal bicycle circulation paths and provide wayfinding to reach bicycle parking. | $50,000 |
| Designate Pick-up and Drop-off zones | Designate curb space to provide pick-up and drop-off spaces for Station and potential TOD users. | TBD |

Source: Fehr & Peers, 2025.

# Appendix A: Engagement and Outreach Summary

Valley Transportation Authority

# Engagement and Outreach Summary

A series of community engagement events expanded on the data-driven existing conditions analysis to depict key issues holistically and proactively in the Gilroy Station area. This memorandum provides an overview of the engagement activities and feedback received through the engagement process.

## Engagement Objectives

The following objectives were identified with VTA to help effectively engage with residents, students, and workers and understand existing travel challenges to accessing the Station for the Gilroy Station Access Study:

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

### Engagement Approach

The overall engagement approach was informed by the objectives listed in the previous section and followed five key tenants to ensure active community participation.

- **Partner with local Community Based Organizations (CBOs) to leverage community expertise and build community trust.** We partnered with Community Agency for Resources Advocacy and Services (CARAS) who supported the project team in developing an engagement approach that met community needs and would encourage active participation. They also provided language support and were crucial in administering surveys.
- **Provide engagement materials in multiple languages and formats to be accessible to the community**. We provided engagement materials in both English and Spanish

and our surveys could be filled out in person and online. There were staff or interpreters at all engagement events to reach the large Hispanic population and we participated in a Spanish-first event that was hosted primarily in Spanish.

- **Primarily focus on pop-ups to meet people where they are**. All community engagement events were held in person with a strong emphasis on pop-up events. This approach better ensures we are reaching people of different backgrounds and population groups. Pop-up events included hosting tables at previously planned events as well as putting up tables at the station and near the library to capture people passing through these locations.
- **Work with local partners to distribute paper versions of our survey**. We partnered with CBOs to pass out surveys to constituents and at CBO hosted events throughout the period that the survey was opened.
- **Incentivize survey participation.** To encourage participation, VTA included a raffle with gift card prizes for responding to the survey.
- **Coordinate with HSR on engagement events to avoid engagement fatigue.** The project team regularly met with the HSR team to ensure alignment of engagement strategies and timing. Where possible, we combine events to avoid engagement fatigue and increase participation.

VTA and HSR joint pop-up event at Gilroy Library

Throughout the course of the project, the project team continued to adjust the engagement strategy to meet the specific needs of the community of Gilroy. Some key lessons and takeaways from the engagement approach are listed below:

- Community members preferred in-person surveys over QR codes and the online survey.
    - The in-person format allowed the project team to walk people through the survey together and get more thoughtful answers.
    - Many community members spoke primarily Spanish, so it was important to have surveys in both English and Spanish available.
    - Working with CBOs including CARAS and Nueva Vida Community to distribute surveys to constituents and at previously planned events was a great way to collect responses especially from equity priority community populations.
    - We adjusted our Phase 2 survey to include more graphics and images which made the survey more accessible and easier to adjust.
    - To incentivize survey participation, VTA offered a raffle and a few prizes for survey respondents. In Phase 1, the prize was Clipper Cards which was not as popular. Based on feedback from CARAS, the Phase 2 prize was gift cards to Walmart which appeared to be more popular and useful to the community.
- Survey drop boxes were not well utilized and required on site staff to promote the surveys. We did not use drop boxes for Phase 2 and instead worked with CBOs to hand out surveys directly to constituents.
- Hosting pop-up events worked well to meet people using the station or who traveled near the station.
    - To support the large Spanish speaking population, it was imperative to have staff who could speak in Spanish at pop-up events.
- Taking advantage of on-going events hosted by community organizations and CBOs was a great way to reach a wide audience.
    - This could include more CBO hosted events, after-school events to reach youth groups, and other general events in the future.
    - In the future, coordinating with community Churches to attend Church hosted events can be another method to reach a large audience in the Gilroy community.
- The Spanish first meeting with HSR allowed for more in-depth conversations in people's primary language.
- There were fewer events and opportunities for survey participation in Phase 2 due to the holiday season. The project team instead focused on promoting the online survey and leveraging events hosted by others including HSR. We were also able to work with CBOs to pass out surveys at holiday events.

## Phase 1 Objectives

The first phase of engagement focused on gathering information about needs and challenges accessing the Station. The project team asked participants the following questions:

- How do you currently access the Station including mode and paths of travel?
- What do you like about accessing the Station?
- What would make accessing the Station better?
- For what purpose do you use the Station?

### Phase 2 Objectives

The second phase of engagement focused on identifying priority Station facility improvements and priority corridors for improvements. The project team asked participants the following questions:

- Which Station improvements would you like to see implemented first?
- Which streets would you like to see pedestrian improvements implemented first?
- Which streets would you like to see bicycle improvements implemented first?
- Which transit access improvements would you like to see implemented first?

## Stakeholders and Partners

The engagement focused on the following stakeholder groups and partners:

### Stakeholder Groups

- **General Public:** The opportunities for participation were broadly publicized with emphasis targeted to people living, working, or studying near Gilroy Station. Project materials and key advertising for engagement included Spanish translations. Community meetings and pop-ups were also conducted with a Spanish interpreter.

### Partners

- **Agencies:** Agencies, such as City of Gilroy Planning Division, City of Gilroy Public Works Division, California High Speed Rail (HSR), and Santa Clara County Department of Public Health, were key partners in advertising materials and events and providing input.
- **Community-Based Organizations:** CARAS (Community Agency for Resources, Advocacy and Services) was a key partner in community engagement and outreach. The project team also partnered with Nueva Vida Community and the Gilroy Senior Center.

## Engagement Activities

VTA staff, Fehr & Peers, and CARAS worked in close coordination to develop engagement materials, advertise engagement events, and present at neighborhood-focused events. Engagement materials were made available in English and Spanish, and translators were available at all events. Phase 1 consisted of a total of 6 pop-up events, an online and in-person

survey, and walk audit as shown in **Table A-1** and Phase 2 consisted of a total of 5 pop-up events, an online and in-person survey. The materials for Phase 1 are included in **Appendix B** and materials for Phase 2 are included in **Appendix C**.

### Table A-1: Engagement Activities Summary

| Event Type | Participants |
|---|---|
| ***Phase 1*** | |
| **Survey** | English: 171<br>Spanish: 86 |
| **Pop-Up Events** | Community members |
| **National Night Out**<br>Tuesday August 6, 4:00 PM – 8:00 PM | -- |
| **Downtown Live**<br>Thursday, August 15, 5:00 – 9:00 PM | 115 participants |
| **Gilroy Library**<br>Thursday, August 22, 10:00 AM – 1:00 PM<br>(10:30 AM – 11:00 AM at Senior Center)<br>Tuesday, August 27, 4:00 PM – 7:00 PM | 52 participants<br>35 participants |
| **Gilroy Transit Center**<br>Thursday, August 22, 4:00 PM – 7:00 PM<br>Tuesday, August 27, 7:00 AM – 10:00 AM | 65 participants<br>83 participants |
| **Walk Audit**<br>Wednesday, September 18, 11:00 AM – 12:30 PM | 14 participants |
| ***Phase 2*** | |
| **Survey** | English: 1,696<br>Spanish: 114 |
| **Pop-Up Events** | Community members |
| **High Speed Rail Open House**<br>Tuesday, October 22 | 64 participants |
| **La Ofrenda Festival**<br>Saturday, November 2 | 130 participants |
| **Gilroy Transit Center**<br>Tuesday, November 12 (AM)<br>Thursday, November 14 (PM) | 123 participants<br>85 participants |
| **Gilroy Library/Senior Center**<br>Thursday, November 14 | 120 participants |
| **High Speed Rail Spanish First Meeting**<br>Thursday, November 21 | 34 participants |

## Engagement Communication

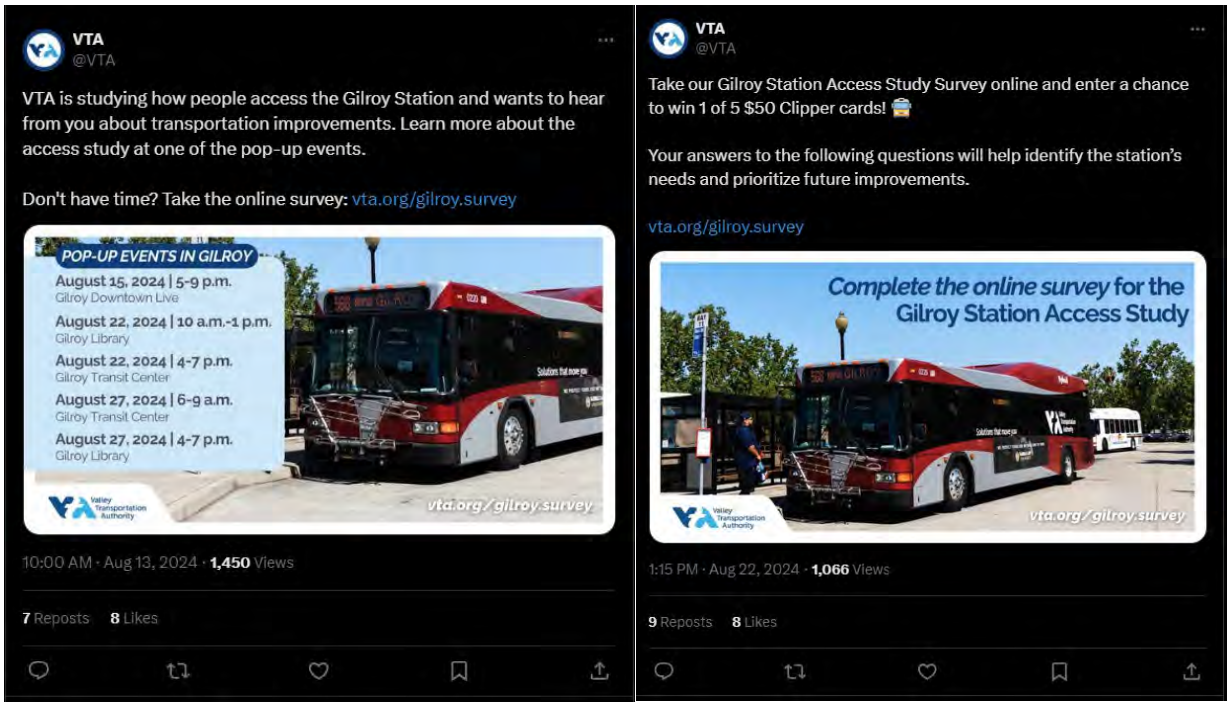
The project team reached out to residents and stakeholders through the following platforms to inform the community about events and provide project updates:

## VTA Project Website

VTA maintains a project website for the Gilroy Station Access Study accessible online (link). The City of Gilroy maintains a similar website with information about the VTA Station Access Study and the concurrent Station Area Visioning Study conducted by High Speed Rail that is accessible online (link).

## Social Media

VTA used X (formerly Twitter) to notify residents and other stakeholders regarding key project updates. Along with the official VTA account, the City of Gilroy also promoted the engagement efforts and shared content about the events related to the project.

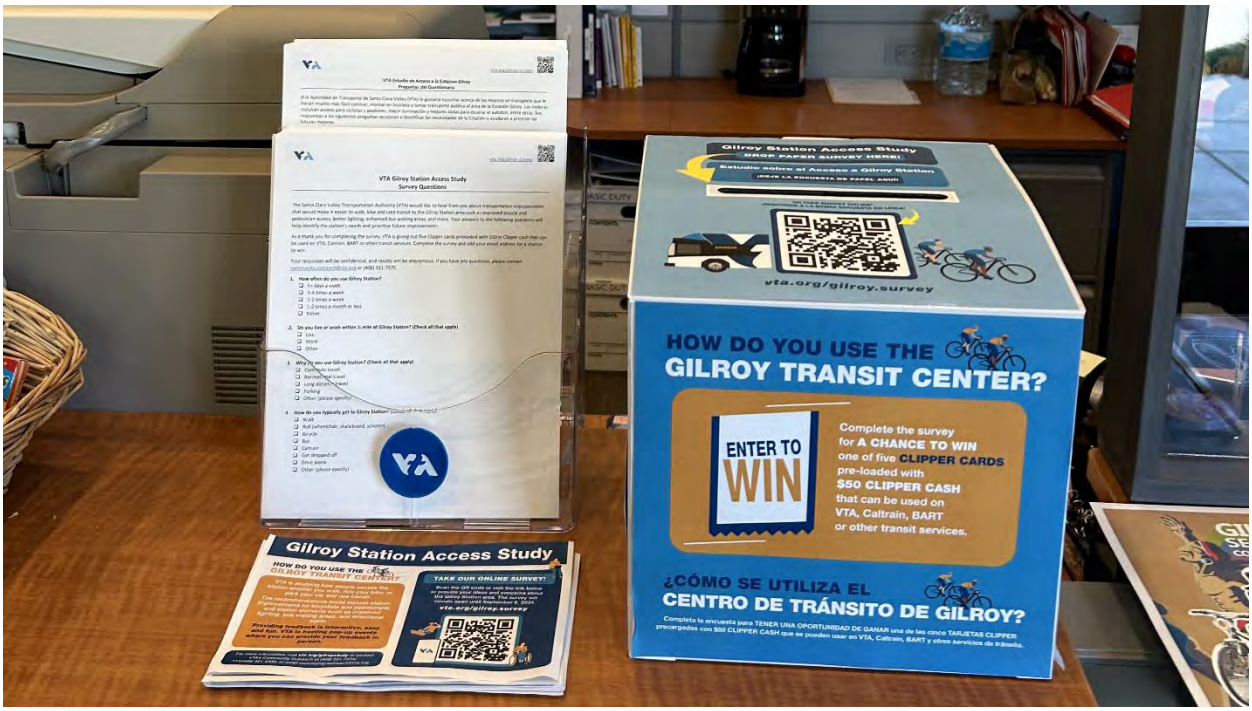


VTA Tweets on X Promoting the Gilroy Station Access Study

## Mailers and Fliers

VTA send out mailers to addresses within a 1-mile radius of Gilroy Station. The mailing list included residents, absentee property owners, businesses, and records in multi-family or office complexes that exceed the 1-mile limit (i.e., communities that cross outside the limits). Mailing list included approximately 7,000 addresses.

Fliers were used to promote the online survey. They were printed in both English and Spanish and were distributed at in-person events primarily to commuters getting off the bus and train at the station pop-ups.



Survey drop box and fliers from Phase 1.

## Survey

An online survey was conducted to gather broad community input for Phases 1 and 2 and was available in both English and Spanish. In-person paper surveys were conducted at various pop-up events, while the online survey was promoted through social media and QR codes on posters displayed at these events. The surveys included a raffle gift card give-away for each phase to incentivize participation. Paper surveys and drop boxes were also made available at select locations around the station including Gilroy Senior Center, Social Services Agency - Department of Family and Children Services, Gardner Health Center, Gilroy Library, and Nueva Vida Community Center.

The Phase 1 survey sought to understand the community's perspectives on the current travel experience and future vision for the area surrounding Gilroy Station. The Phase 1 survey was made available starting August 2024 and closed in October 2024. In total, the Phase 1 survey received 237 responses: 88 in-person participants, 127 from the online survey, and 22 from drop-box submissions. 35% of total responses were in Spanish.

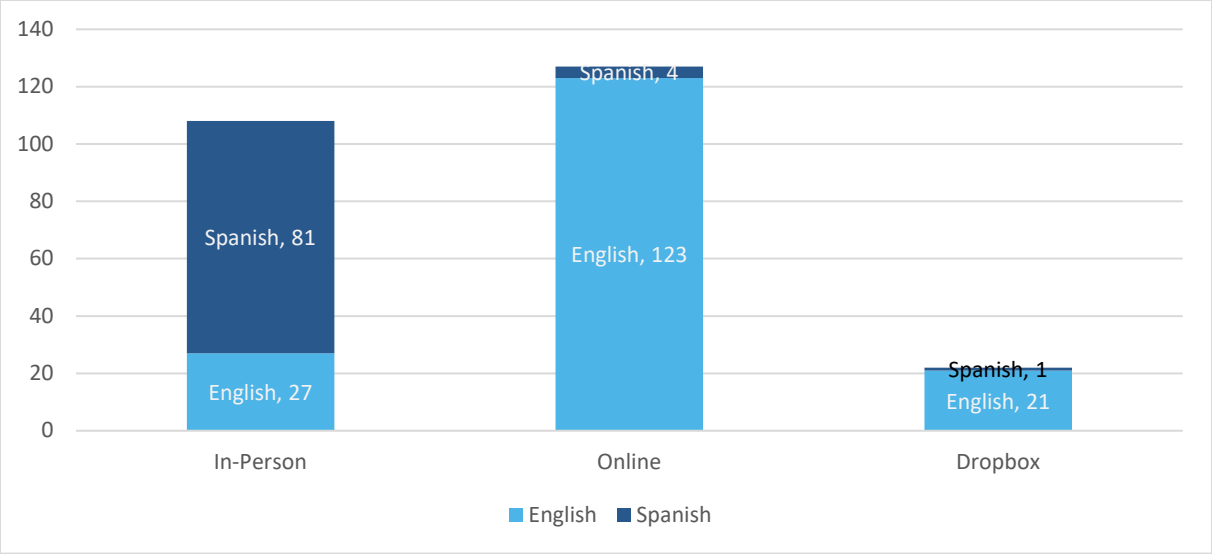



Figure A-1: Phase 1 Survey Responses

The Phase 2 survey incorporated the input from Phase 1 and asked for feedback on the location of recommended improvements. The Phase 2 survey opened online in November 2024 and closed in December 2024. Phase 2 survey received 1,810 total responses; 1,619 from the online survey, 191 from in-person events.

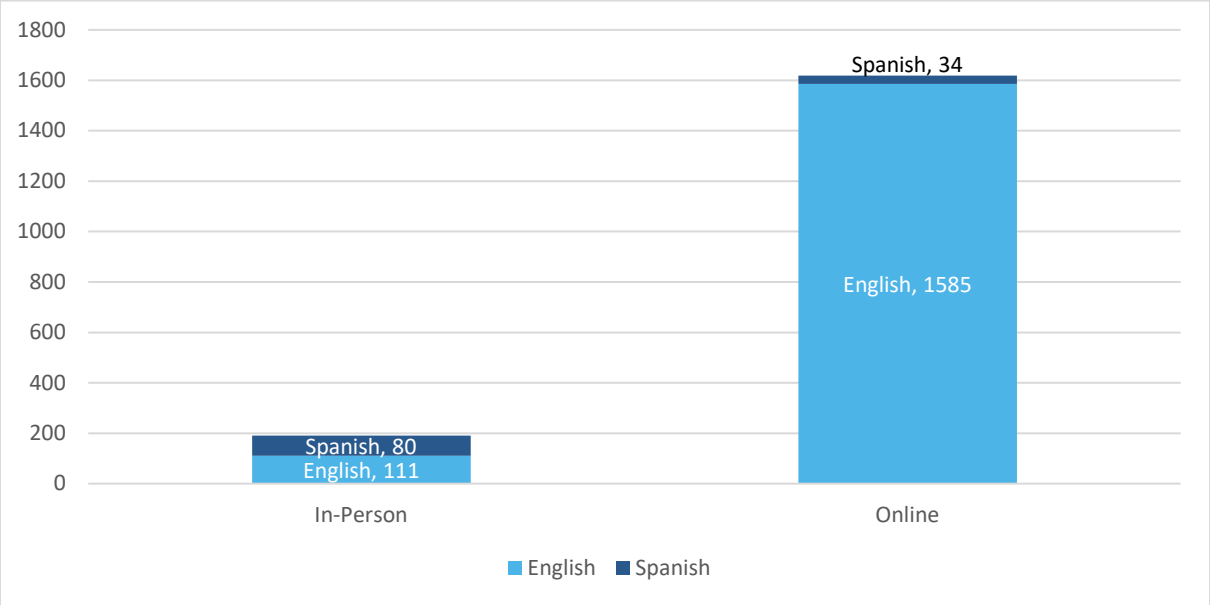



Figure A-2: Phase 2 Survey Responses

## Pop-Up Events

The project team held pop-up events at key locations in the community and during events to reach the community where they were. Pop-up events included interactive poster boards and paper surveys. The Phase 1 posters, as shown in **Figure A-3**, we asked how the community accessed Gilroy Station, what improvements they would like to see, what opportunities and challenges they face traveling to Gilroy Station. Photos of the events are included below.

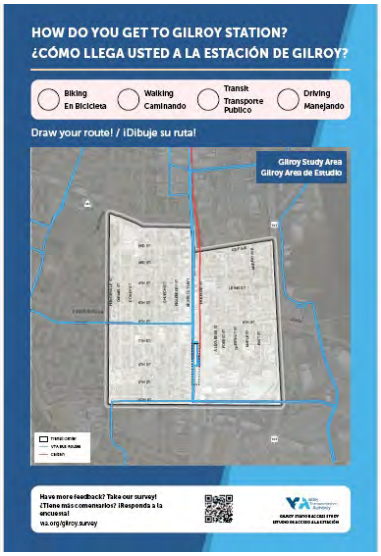





Figure A-3: Phase 1 Pop-Up Posters

Transit Center Pop-Up

The Phase 2 posters, as shown

**Figure** A-4 asked the community how they would prioritize corridors for improvements and what station facilities and improvements they would like to see first. Pop-ups were held at the La Ofrenda festival as well as at Gilroy Station and the library.

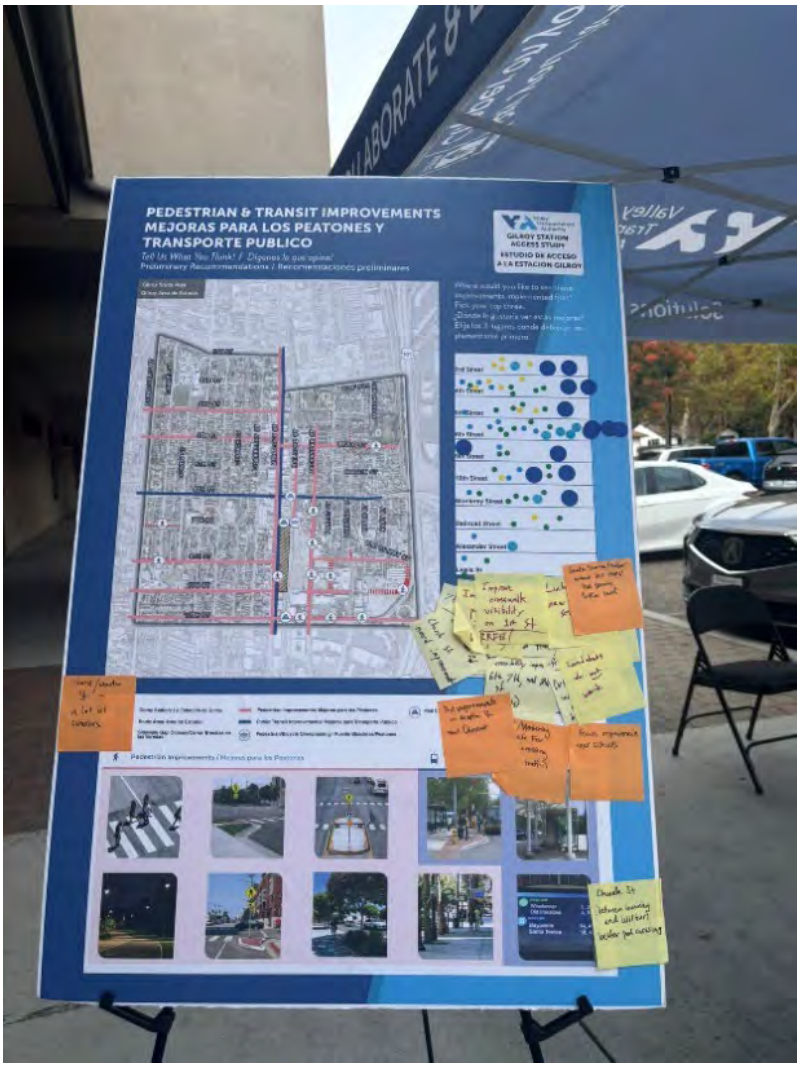



Figure A-4: Phase 2 Pop-up Boards

Phase 2 La Ofrenda Pop-up

## Walk Audit

The project team conducted a walk audit to evaluate on-the ground conditions around Gilroy Station to understand the experiences of those walking, biking, and riding transit. The walk audit was conducted on Wednesday, September 18, 2024, from 11:00 AM to 12:30 PM. Participants included stakeholders from the City planning and public works departments, the County public health department, VTA, local community organizations, and the HSR Visioning Study project team. Participants were divided into four groups to address four routes within the study area as shown in **Figure A-5**.


Stakeholders performing walk audit in study area

Key takeaways from the walk audit included the following observations:

- Sidewalk gaps, cracked/narrow sidewalks particularly on east side of Station (Alexander Street)
- Driveways lack sight distance on Monterey Street and Alexander Street
- Pedestrian conflicts crossing tracks on Railroad Street
- Need painted high-visibility crosswalks.
- Better pedestrian-scale lighting
- Difficult to cross side street stop-controlled intersections.
- Improved wayfinding to Station and southern VTA lot on Monterey Street and from east of Station
- Pedestrian gate at train tracks
- Lack of/very narrow bike facilities


Figure A-5

Gilroy Walk Audit Map

## Listening Sessions

The project team also attended three workshops that were jointly hosted with HSR for the Visioning Study. The events listed below served as opportunities to have more in-depth conversations with key stakeholders about the two projects at Gilroy Station.

### Table A-2: Listening Sessions

| Event Type | Date |
|---|---|
| ***Phase 1*** | |
| SAVS Stakeholder Listening Session | Wednesday October 9, 2024 |
| ***Phase 2*** | |
| High Speed Rail Open House | Tuesday, October 22, 2024 |
| High Speed Rail Spanish First Meeting | Thursday, November 21, 2024 |

Spanish First Meeting

## Technical Advisory Committee

The project team had regular check ins with a technical advisory committee that included members from the HSR Visioning Study project team, City staff, and VTA staff. These meetings were used to update the team on the project's progress, gather feedback from stakeholders, and ensure consistency with the HSR Visioning Study and City projects.

# Participant Demographics

The engagement was aimed to gather information from all community populations but focused on equity populations including the low-income population, transit dependent population, senior population, and disabled population. We tracked demographic information to the extent possible to understand if we reached the populations we sought out. We partnered with CARAS to gather survey responses throughout their community and to share information about upcoming pop-ups. This included conducting pop-ups in key community locations including Gilroy Station and Gilroy Library and Senior Center. We also created all public facing materials in both English and Spanish and provided the survey in an online and in-person format to ensure equitable access.

## Phase 1

Of the 237 survey respondents, 66% lived within half a mile of Gilroy Station, and 19% worked within that same distance.

As shown in **Figure A-6**, the majority of participants (53%) identified as Hispanic or Latino; 24% identified as White or Caucasian, and 11% as identified as Asian. Racial make-up at pop-ups was not formally tracked but most participants appeared to be White and/or Hispanic or Latino.

While most age groups were well represented, few respondents were under 24 years old, as shown in

**Figure** A-7

Figure A-7. At pop-ups, age was not formally tracked, but there was a mix of age groups represented. Senior citizens appeared to be slightly over-represented at the pop-ups, but participants also included children with guidance from their parents/guardians.

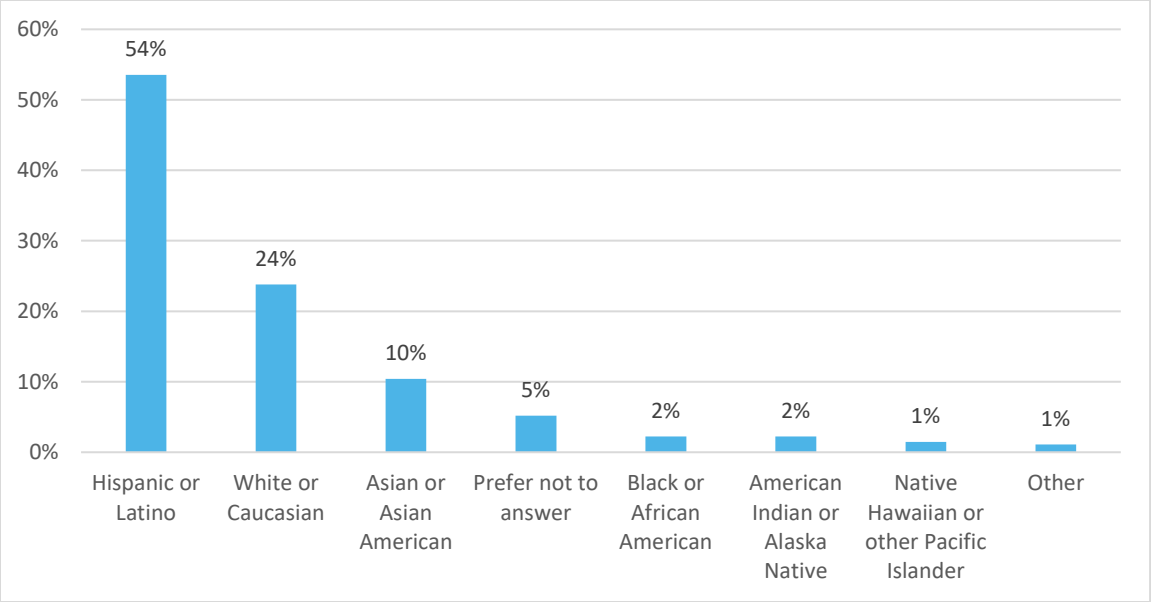



Figure A-6: Race and Ethnicity of Phase 1 Survey Participants

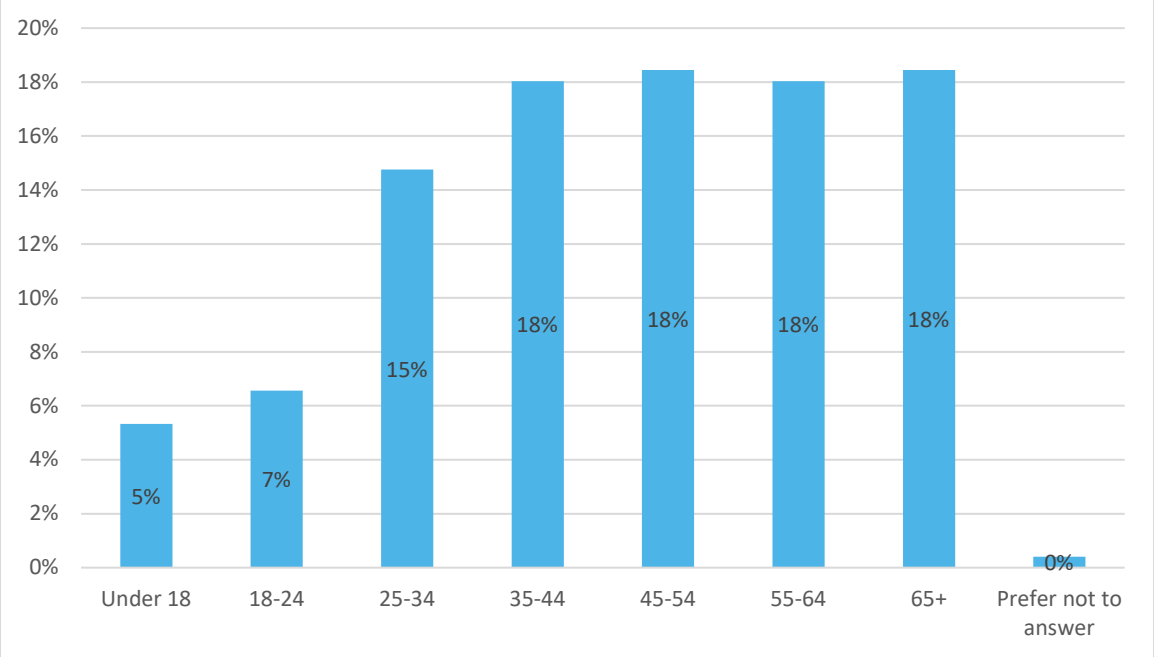



Figure A-7: Age of Phase 1 Survey Participants

## Phase 2

As shown in **Figure A-8**, the majority of participants (76%) identified as White or Caucasian; 5% as Asian, 3% as Black or African American, and 2% as American Indian or Alaska Native. Racial make-up at pop-ups was not formally tracked but most participants appeared to be White and/or Hispanic or Latino.

Most respondents were between the age of 18 and 44. About 42% of the respondents 18 and 24, and 20% were between 35 and 44, as shown in **Figure A-9**. At pop-ups, age was not formally tracked, participants tended to be older, though there was a mix of younger participants and families.

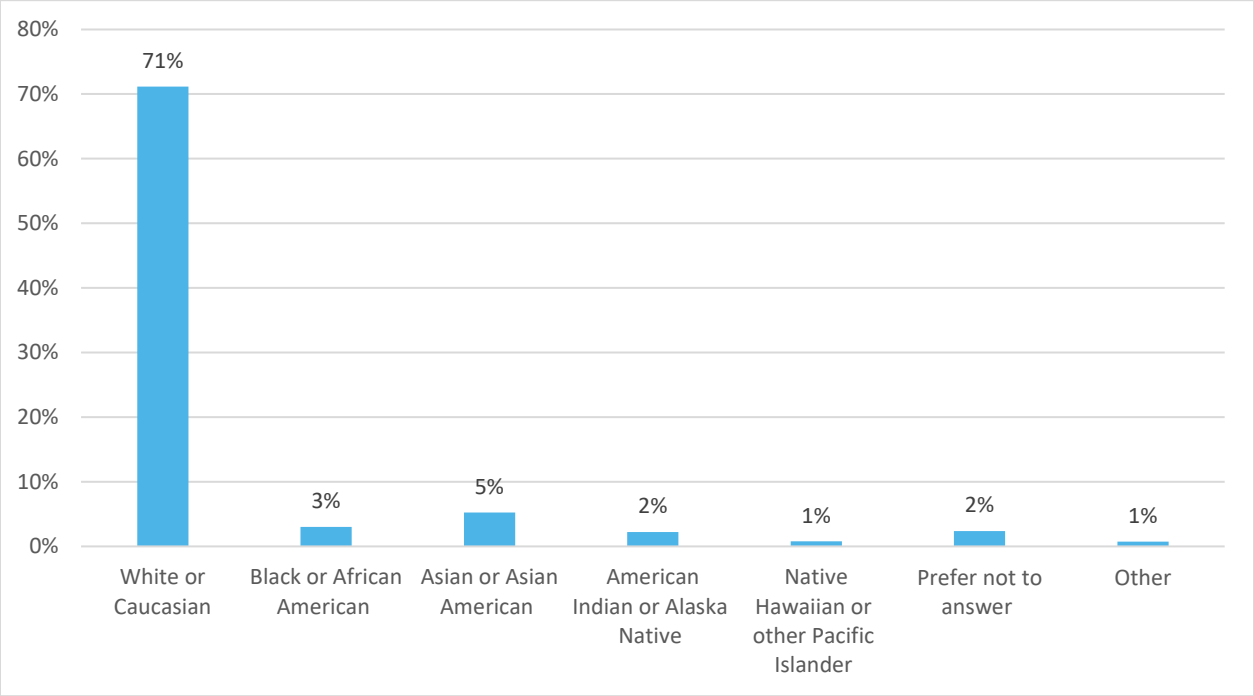



Figure A-8: Race and Ethnicity of Phase 2 Survey Participants

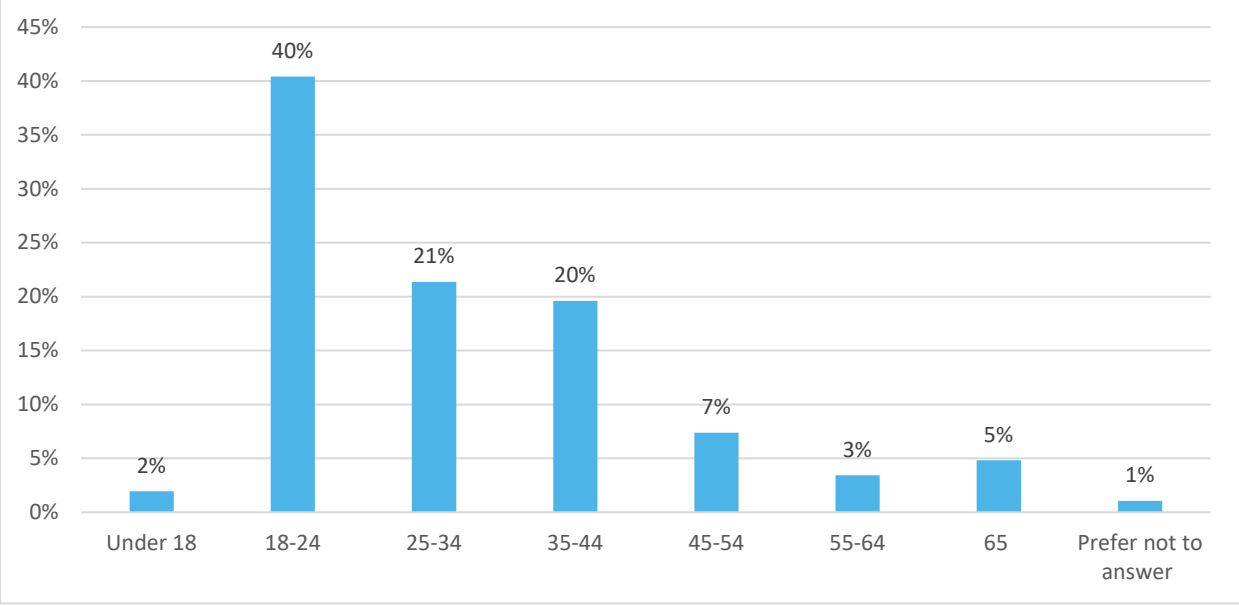



Figure A-9: Age of Phase 2 Survey Participants

# Key Feedback

## Phase 1

Through the Phase 1 engagement process, the project team collected a wide range of input from the community. Key themes across the engagement events and surveys are presented in this section.

### Station Facility Needs:

- Several community members spoke about the lack of basic facilities and passenger amenities at Gilroy Station. We heard that the community wishes to see more basic facilities and passenger amenities including drinking fountains, restrooms, an indoor waiting area, and vending machines.
- Community members also expressed a need for better lighting at the Station to address safety concerns at night. The community also expressed a need for better shading treatments at the Station, which could include shaded waiting spaces for users and shaded walkways.

### Pedestrian Safety and Comfort Needs:

- Some community members shared that they did not feel safe crossing streets throughout the study area due to lack of pedestrian crossing facilities, intersection controls, and vehicle speeding.
- Community members also expressed that they felt unsafe at the railroad crossing of Old Gilroy Street and Alexander Street.
- Community indicated a need for accessibility improvements such as curb-cuts and ADA-compliant ramps around the Station.
- The community noted major gaps in the sidewalk network that served as barriers to access include lack of connectivity on the east side of the study area and lack of pedestrian facilities south of 10$^{th}$ Street.
- Participants shared they feel unsafe walking in the dark because of a lack of pedestrian-scale lighting within the study area.

### Bicycle Facility Needs:

- Community members expressed a need for more designated and improved bicycle facilities and trail connections to access the Station.
- The community indicated a need for enhanced bicycle wayfinding such as adding signage for bicycle parking at the Station and identifying where key bike routes are.
- Participants mentioned that existing bike lanes along Monterey Street and Old Gilroy Street need repainting and feel narrow.

### Transit Needs:

- Community feedback indicated a desire for higher frequency transit and increased service hours. We also heard there was a need for more direct transit connections to key destinations and services within Gilroy, particularly along 1st Street.

## Phase 2

Through the Phase 2 engagement process, the project team collected a wide range of input from the community. Key themes across the engagement events and surveys are presented below:

### Station Facilities:

- Throughout the engagement, community feedback indicated that public bathrooms at the Station need to be prioritized. This improvement was voted the most popular to implement first.
- Several community members emphasized the need to add lighting to safety concerns at the Station.
- Community votes indicated a desire for café or food vendors at the Station.

### Priority Corridors:

- Community votes indicated 8th Street, 4th Street, Monterey Street, and 6th Street as priority corridors for pedestrian and transit improvements.
- Similarly, 7th Street/Old Gilroy Street, Eigleberry Street, and Martin Street were identified as priority corridors for bicycle improvements by the community.

# Appendix B:
# Phase 1 Outreach Materials

Valley Transportation Authority

vta.org/gilroy.survey

# VTA Gilroy Station Access Study
# Survey Questions

The Santa Clara Valley Transportation Authority (VTA) would like to hear from you about transportation improvements that would make it easier to walk, bike and take transit to the Gilroy Station area such as improved bicycle and pedestrian access, better lighting, enhanced bus waiting areas, and more. Your answers to the following questions will help identify the station's needs and prioritize future improvements.

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

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

1. **How often do you use Gilroy Station?**
   - ❑ 5+ days a week
   - ❑ 3-4 times a week
   - ❑ 1-2 times a week
   - ❑ 1-2 times a month or less
   - ❑ Never

2. **Do you live or work within ½ mile of Gilroy Station? (Check all that apply)**
   - ❑ Live
   - ❑ Work
   - ❑ Other

3. **Why do you use Gilroy Station? (Check all that apply)**
   - ❑ Commute travel
   - ❑ Recreational travel
   - ❑ Long distance travel
   - ❑ Parking
   - ❑ Other (please specify)

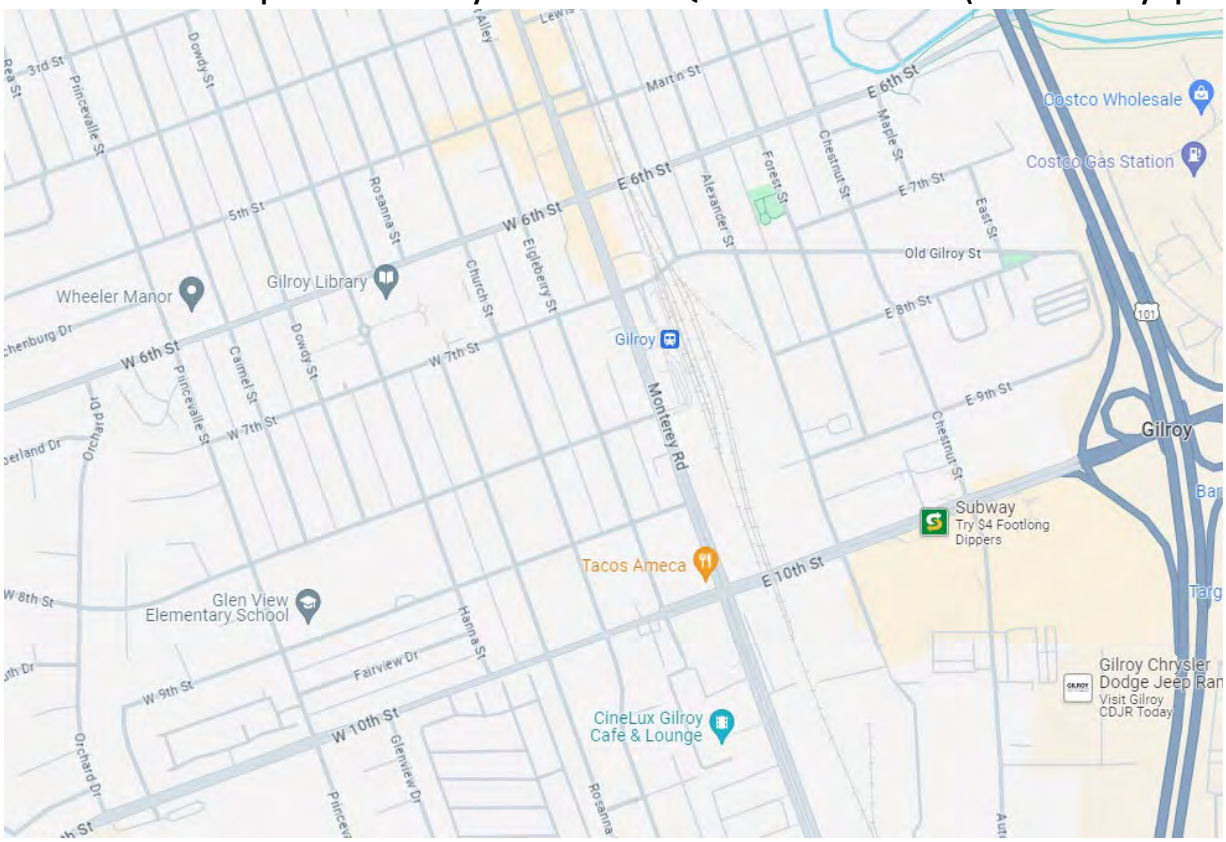
4. **How do you typically get to Gilroy Station? (Check all that apply)**
   - ❑ Walk
   - ❑ Roll (wheelchair, skateboard, scooter)
   - ❑ Bicycle
   - ❑ Bus
   - ❑ Caltrain
   - ❑ Get dropped off
   - ❑ Drive alone
   - ❑ Other (please specify)

5. **How would you like to travel to Gilroy Station in the future? (Select your top 3 choices)**
   - ❑ Walk
   - ❑ Roll (wheelchair, skateboard, scooter)
   - ❑ Bicycle
   - ❑ Bus
   - ❑ Caltrain
   - ❑ Get dropped off
   - ❑ Drive
   - ❑ Other

6. **What challenges do you face today in accessing Gilroy Station? (e.g., missing or incomplete sidewalk, no access to car/bike, no safe crossings)**

7. **How could access to Gilroy Station be improved? (Select your top 3 choices)**
   - ❑ Pedestrian improvements (sidewalks, crosswalks, ADA-accessible paths)
   - ❑ Bicycle improvements (protected/buffered bike lanes, bicycle parking)
   - ❑ Improved bus stop amenities (better lighting, benches, more shelter, availability of transit information)
   - ❑ Safer driving (reduced vehicle speed, separation between pedestrians/bicycles and vehicles)
   - ❑ Improved directional signage and/or maps
   - ❑ Improved personal safety and comfort (lighting, landscaping, shade, safer freeway undercrossing environment)
   - ❑ More available parking
   - ❑ More frequent or connected bus service
   - ❑ More mobility options to connect to transit (bike share, scooter share)
   - ❑ Better access to transit information (bus or train schedules, maps, mobile applications)
   - ❑ Other (please specify)

**8. Where should the improvements that you identified in Question 7 be located? (Please identify up to 10 locations)**




**9. Referring to the map above, please list the streets you travel on to get to the station.**

**10. Do you live in Gilroy?**

- ❑ Yes. Please include your nearest cross streets (i.e., Monterey Road/6th Street): _____

_____

- ❑ No. Please fill in City you live in: _____

**11. If you work, where do you work? Please share your address or nearest cross streets and the City you work in.**

**12. Please indicate if each statement applies to you. (Check all that apply).**

- ❑ I have a Clipper Card.
- ❑ I have a current driver license.
- ❑ I have access to a working motor vehicle.
- ❑ My ability to walk is limited, or I use a mobility aide, like a cane, wheelchair, or walker to get around.

13. **Which of the following age categories matches your age?**
    - ❑ Under 18
    - ❑ 18-24
    - ❑ 25-34
    - ❑ 35-44
    - ❑ 45-54
    - ❑ 55-64
    - ❑ 65+
    - ❑ Prefer not to answer

14. **What is your ethnicity? (Check all that apply)**
    - ❑ White or Caucasian
    - ❑ Black or African American
    - ❑ Hispanic or Latino
    - ❑ Asian or Asian American
    - ❑ American Indian or Alaska Native
    - ❑ Native Hawaiian or other Pacific Islander
    - ❑ Prefer not to answer
    - ❑ Other (please specify)

15. **What gender do you identify as?**
    - ❑ Non-binary
    - ❑ Female
    - ❑ Male
    - ❑ Prefer not to answer
    - ❑ Other (please specify)

16. **If you would like to be kept informed about future events for this study, please provide your name and email address.**

    Name:

    Email Address:

17. **VTA is giving out five Clipper cards pre-loaded with $50 in Clipper cash that can be used on VTA, Caltrain, BART or other transit services!**
    - ❑ Check this box if you would like to be entered in the raffle and type your email address above under question 16 for a chance to win.

If you would like to learn more about the Gilroy Station Access Study, please visit the project website: **vta.org/gilroystudy**

# VTA Gilroy Station Walk Audit Walk Audit

**Route 1**

- Start at Gilroy Station
- Walk West on 7th/Old Gilroy St to Monterey Rd
- Walk North on Monterey Rd to Lewis St
- Walk East on Lewis St to Railroad St
- Walk South on Railroad St to Martin St
- Walk East on Martin St to Alexander St
- Walk South on Alexander St to Old Gilroy St
- Walk back to starting point

**Route 2**

- Start at Gilroy Station
- Walk West on 7th St to Hanna St
- Walk North on Hanna St to 6th St
- Walk East on 6th St to Church St
- Walk North on Church St to 5th St
- Walk East on 5th St to Monterey Rd
- Walk South on Monterey Rd to 7th St
- Walk back to starting point

**Route 3**

- Start at Gilroy Station
- Walk West on 7th/Old Gilroy St to Alexander St
- Walk South on Alexander St to 10th St
- Walk West on 10th St to Monterey Rd
- Walk North on Monterey Rd to the starting point

**Route 4**

- Start at Gilroy Station
- Walk South on Monterey Rd to 9th St
- Walk West on 9th St to Eigleberry St
- Walk South on Eigleberry St to 10th St
- Walk West on 10th St to Church St
- Walk North on Church St to 7th St
- Walk East on 7th Street to Eigleberry St
- Walk South on Eigleberry St to 9th St
- Walk East on 9th Street to Monterey Rd
- Walk back to starting point

**VTA Gilroy Station Access Study**
**Walk Audit Feedback Sheet**

We are conducting a walk audit to evaluate the on-the-ground conditions around Gilroy Station. We want to understand the experiences of those walking, biking, and riding transit along your route.

While you are following your route, please think about what makes your walk challenging or pleasant. Place yourself in the shoes of various types of individuals: older adults, youth, women, persons with disabilities, and non-English speakers, etc.

Thank you for participating!

## NOTES – Route 1

Please use this space to note down any comments you have through your walk audit. You can match the numbers to numbers on the map.

| # | Comment |
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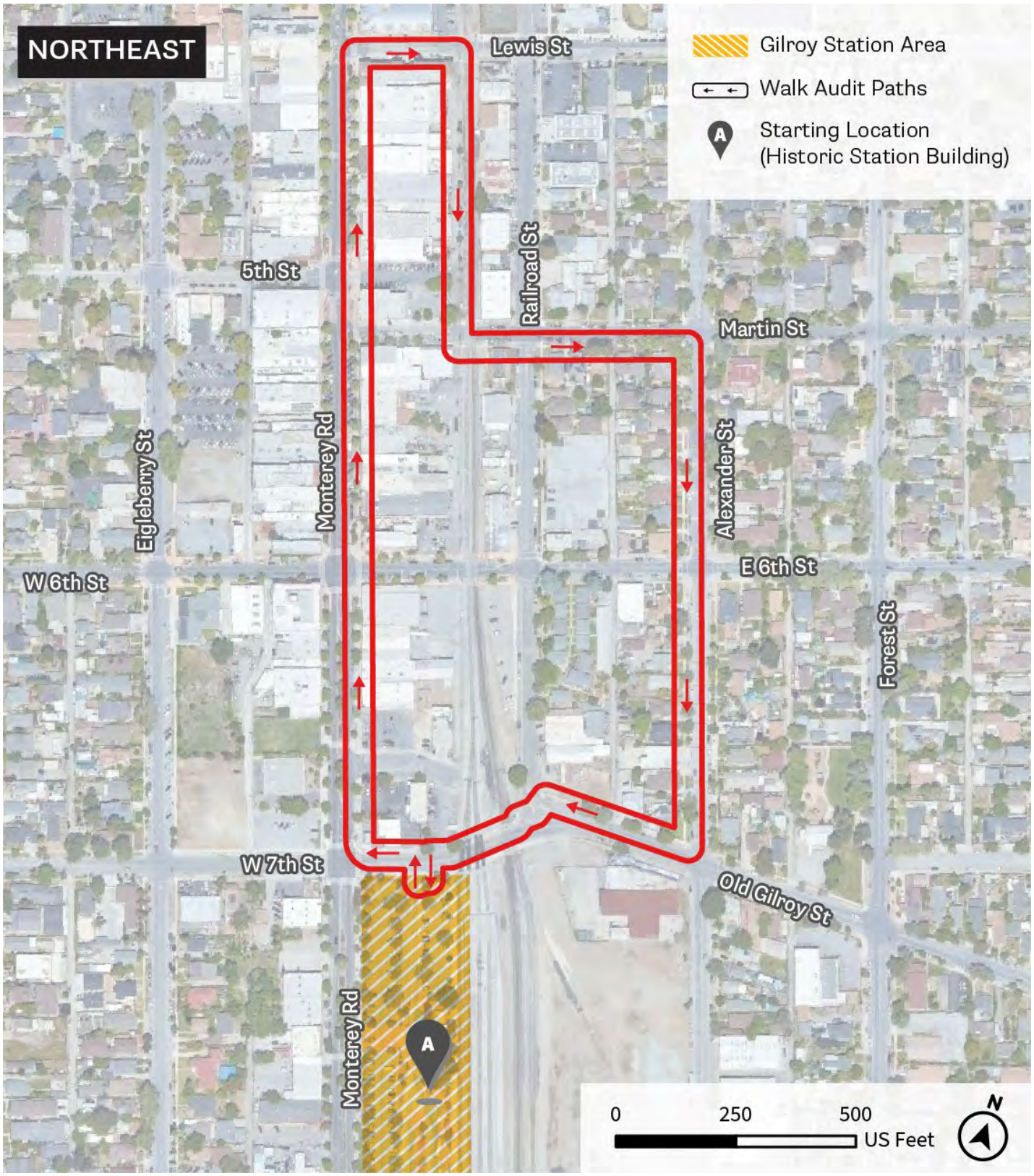
NORTHEAST
Gilroy Station Area
Walk Audit Paths
Starting Location
(Historic Station Building)
Lewis St
Railroad St
5th St
Martin St
Monterey Rd
Eigleberry St
Alexander St
E 6th St
W 6th St
Forest St
W 7th St
Old Gilroy St
Monterey Rd
A
0
250
500
US Feet
N

## WALK AUDIT CHECKLIST

**Please evaluate the route based on the following factors and provide a rating of 1-5 for each question.**

**1** – Street conditions are very good; the route is well-maintained with no noticeable problems
**2** – Street conditions are good; there are some minor issues that do not impact travel
**3** – Street conditions are moderately good; there are some issues that can cause an inconvenience
**4** – Street conditions are poor; there are some serious issues that can make travel difficult
**5** – Street conditions are very poor; there are many serious issues that makes travel unsafe or challenging

### Is there room to travel comfortably?

| Walking | Biking |
|---|---|
| ☐ No sidewalks or walking paths<br>☐ Sidewalks are too narrow<br>☐ Sidewalks are broken, cracked or uprooted<br>☐ Sidewalk/paths start and stop | ☐ No bike lane or bicycle facility<br>☐ Bike lane is too narrow<br>☐ Trash cans, vehicles, or other items blocking the bike lane<br>☐ Bike lanes start and stop |
| Comments/Rating: | Comments/Rating: |

### Is the experience pleasant?

| Walking | Biking |
|---|---|
| ☐ Cars are speeding<br>☐ No sidewalk furniture (benches, landscaping)<br>☐ No bus stop amenities (benches, shelters, signage)<br>☐ No/poor lighting<br>☐ Trash and debris<br>☐ No shade<br>☐ Sidewalks and intersections flood when it rains | ☐ Cars are speeding<br>☐ Not enough buffer or protection from vehicles<br>☐ No signage pointing to bike routes<br>☐ Bike lane is faded or hard to see<br>☐ No bike parking at destination<br>☐ Drain gates or utility covers in bike lane<br>☐ Streets and bike lanes flood when it rains |
| Comments/Rating: | Comments/Rating: |

### Are you comfortable crossing?

| Walking | Biking |
|---|---|
| ☐ No marked crosswalks<br>☐ Crosswalks are faded or hard to see<br>☐ No stop sign or signal at intersection<br>☐ Crossing length is too long (road is too wide)<br>☐ Traffic signals do not give enough time to cross or wait times are too long<br>☐ View is blocked by cars or landscaping<br>☐ No curb cuts or curb cuts need repairs | ☐ No marked bike lane through the intersection<br>☐ No stop sign or signal at intersection<br>☐ No bike signal<br>☐ View is blocked by cars or landscaping |
| Comments/Rating: | Comments/Rating: |

### Do drivers support walking and biking?

| Walking | Biking |
|---|---|
| ☐ Cars are speeding<br>☐ Cars don't yield to pedestrians<br>☐ Cars block crosswalks or driveways | ☐ Cars are speeding<br>☐ Cars pass to close<br>☐ Cars cut off bicyclists when turning<br>☐ Cars block bike lane<br>☐ Cars double park to load or unload |
| Comments/Rating: | Comments/Rating: |

## VTA Gilroy Station Access Study
## Walk Audit Feedback Sheet

We are conducting a walk audit to evaluate the on-the-ground conditions around Gilroy Station. We want to understand the experiences of those walking, biking, and riding transit along your route.

While you are following your route, please think about what makes your walk challenging or pleasant. Place yourself in the shoes of various types of individuals: older adults, youth, women, persons with disabilities, and non-English speakers, etc.

Thank you for participating!

### NOTES – Route 2

Please use this space to note down any comments you have through your walk audit. You can match the numbers to numbers on the map.

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NORTHWEST
Gilroy Station Area
Walk Audit Paths
A
Starting Location
(Historic Station Building)
5th St
Martin St
Hanna St
Rosanna St
Church St
Monterey Rd
W 6th St
W 6th St
Eigleberry St
W 7th St
Hanna St
A
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US Feet
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## WALK AUDIT CHECKLIST

**Please evaluate the route based on the following factors and provide a rating of 1-5 for each question.**

**1** – Street conditions are very good; the route is well-maintained with no noticeable problems
**2** – Street conditions are good; there are some minor issues that do not impact travel
**3** – Street conditions are moderately good; there are some issues that can cause an inconvenience
**4** – Street conditions are poor; there are some serious issues that can make travel difficult
**5** – Street conditions are very poor; there are many serious issues that makes travel unsafe or challenging

### Is there room to travel comfortably?

| Walking | Biking |
|---|---|
| ☐ No sidewalks or walking paths<br>☐ Sidewalks are too narrow<br>☐ Sidewalks are broken, cracked or uprooted<br>☐ Sidewalk/paths start and stop | ☐ No bike lane or bicycle facility<br>☐ Bike lane is too narrow<br>☐ Trash cans, vehicles, or other items blocking the bike lane<br>☐ Bike lanes start and stop |
| Comments/Rating: | Comments/Rating: |

### Is the experience pleasant?

| Walking | Biking |
|---|---|
| ☐ Cars are speeding<br>☐ No sidewalk furniture (benches, landscaping)<br>☐ No bus stop amenities (benches, shelters, signage)<br>☐ No/poor lighting<br>☐ Trash and debris<br>☐ No shade<br>☐ Sidewalks and intersections flood when it rains | ☐ Cars are speeding<br>☐ Not enough buffer or protection from vehicles<br>☐ No signage pointing to bike routes<br>☐ Bike lane is faded or hard to see<br>☐ No bike parking at destination<br>☐ Drain gates or utility covers in bike lane<br>☐ Streets and bike lanes flood when it rains |
| Comments/Rating: | Comments/Rating: |

### Are you comfortable crossing?

| Walking | Biking |
|---|---|
| ☐ No marked crosswalks<br>☐ Crosswalks are faded or hard to see<br>☐ No stop sign or signal at intersection<br>☐ Crossing length is too long (road is too wide)<br>☐ Traffic signals do not give enough time to cross or wait times are too long<br>☐ View is blocked by cars or landscaping<br>☐ No curb cuts or curb cuts need repairs | ☐ No marked bike lane through the intersection<br>☐ No stop sign or signal at intersection<br>☐ No bike signal<br>☐ View is blocked by cars or landscaping |
| Comments/Rating: | Comments/Rating: |

### Do drivers support walking and biking?

| Walking | Biking |
|---|---|
| ☐ Cars are speeding<br>☐ Cars don't yield to pedestrians<br>☐ Cars block crosswalks or driveways | ☐ Cars are speeding<br>☐ Cars pass to close<br>☐ Cars cut off bicyclists when turning<br>☐ Cars block bike lane<br>☐ Cars double park to load or unload |
| Comments/Rating: | Comments/Rating: |

# VTA Gilroy Station Access Study
# Walk Audit Feedback Sheet

We are conducting a walk audit to evaluate the on-the-ground conditions around Gilroy Station. We want to understand the experiences of those walking, biking, and riding transit along your route.

While you are following your route, please think about what makes your walk challenging or pleasant. Place yourself in the shoes of various types of individuals: older adults, youth, women, persons with disabilities, and non-English speakers, etc.

Thank you for participating!

## NOTES – Route 3

Please use this space to note down any comments you have through your walk audit. You can match the numbers to numbers on the map.

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SOUTHEAST
Gilroy Station Area
Walk Audit Paths
Starting Location (Historic Station Building)
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Old Gilroy St
W 7th St
W 8th St
W 9th St
W 10th St
Eigleberry St
Monterey Rd
Alexander St
Forest St
E 8th St
E 9th St
E 10th St
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## WALK AUDIT CHECKLIST

**Please evaluate the route based on the following factors and provide a rating of 1-5 for each question.**

**1** – Street conditions are very good; the route is well-maintained with no noticeable problems
**2** – Street conditions are good; there are some minor issues that do not impact travel
**3** – Street conditions are moderately good; there are some issues that can cause an inconvenience
**4** – Street conditions are poor; there are some serious issues that can make travel difficult
**5** – Street conditions are very poor; there are many serious issues that makes travel unsafe or challenging

### Is there room to travel comfortably?

| Walking | Biking |
|---|---|
| ☐ No sidewalks or walking paths<br>☐ Sidewalks are too narrow<br>☐ Sidewalks are broken, cracked or uprooted<br>☐ Sidewalk/paths start and stop | ☐ No bike lane or bicycle facility<br>☐ Bike lane is too narrow<br>☐ Trash cans, vehicles, or other items blocking the bike lane<br>☐ Bike lanes start and stop |
| Comments/Rating: | Comments/Rating: |

### Is the experience pleasant?

| Walking | Biking |
|---|---|
| ☐ Cars are speeding<br>☐ No sidewalk furniture (benches, landscaping)<br>☐ No bus stop amenities (benches, shelters, signage)<br>☐ No/poor lighting<br>☐ Trash and debris<br>☐ No shade<br>☐ Sidewalks and intersections flood when it rains | ☐ Cars are speeding<br>☐ Not enough buffer or protection from vehicles<br>☐ No signage pointing to bike routes<br>☐ Bike lane is faded or hard to see<br>☐ No bike parking at destination<br>☐ Drain gates or utility covers in bike lane<br>☐ Streets and bike lanes flood when it rains |
| Comments/Rating: | Comments/Rating: |

### Are you comfortable crossing?

| Walking | Biking |
|---|---|
| ☐ No marked crosswalks<br>☐ Crosswalks are faded or hard to see<br>☐ No stop sign or signal at intersection<br>☐ Crossing length is too long (road is too wide)<br>☐ Traffic signals do not give enough time to cross or wait times are too long<br>☐ View is blocked by cars or landscaping<br>☐ No curb cuts or curb cuts need repairs | ☐ No marked bike lane through the intersection<br>☐ No stop sign or signal at intersection<br>☐ No bike signal<br>☐ View is blocked by cars or landscaping |
| Comments/Rating: | Comments/Rating: |

### Do drivers support walking and biking?

| Walking | Biking |
|---|---|
| ☐ Cars are speeding<br>☐ Cars don't yield to pedestrians<br>☐ Cars block crosswalks or driveways | ☐ Cars are speeding<br>☐ Cars pass to close<br>☐ Cars cut off bicyclists when turning<br>☐ Cars block bike lane<br>☐ Cars double park to load or unload |
| Comments/Rating: | Comments/Rating: |

## VTA Gilroy Station Access Study
## Walk Audit Feedback Sheet

We are conducting a walk audit to evaluate the on-the-ground conditions around Gilroy Station. We want to understand the experiences of those walking, biking, and riding transit along your route.

While you are following your route, please think about what makes your walk challenging or pleasant. Place yourself in the shoes of various types of individuals: older adults, youth, women, persons with disabilities, and non-English speakers, etc.

Thank you for participating!

### NOTES – Route 4

Please use this space to note down any comments you have through your walk audit. You can match the numbers to numbers on the map.

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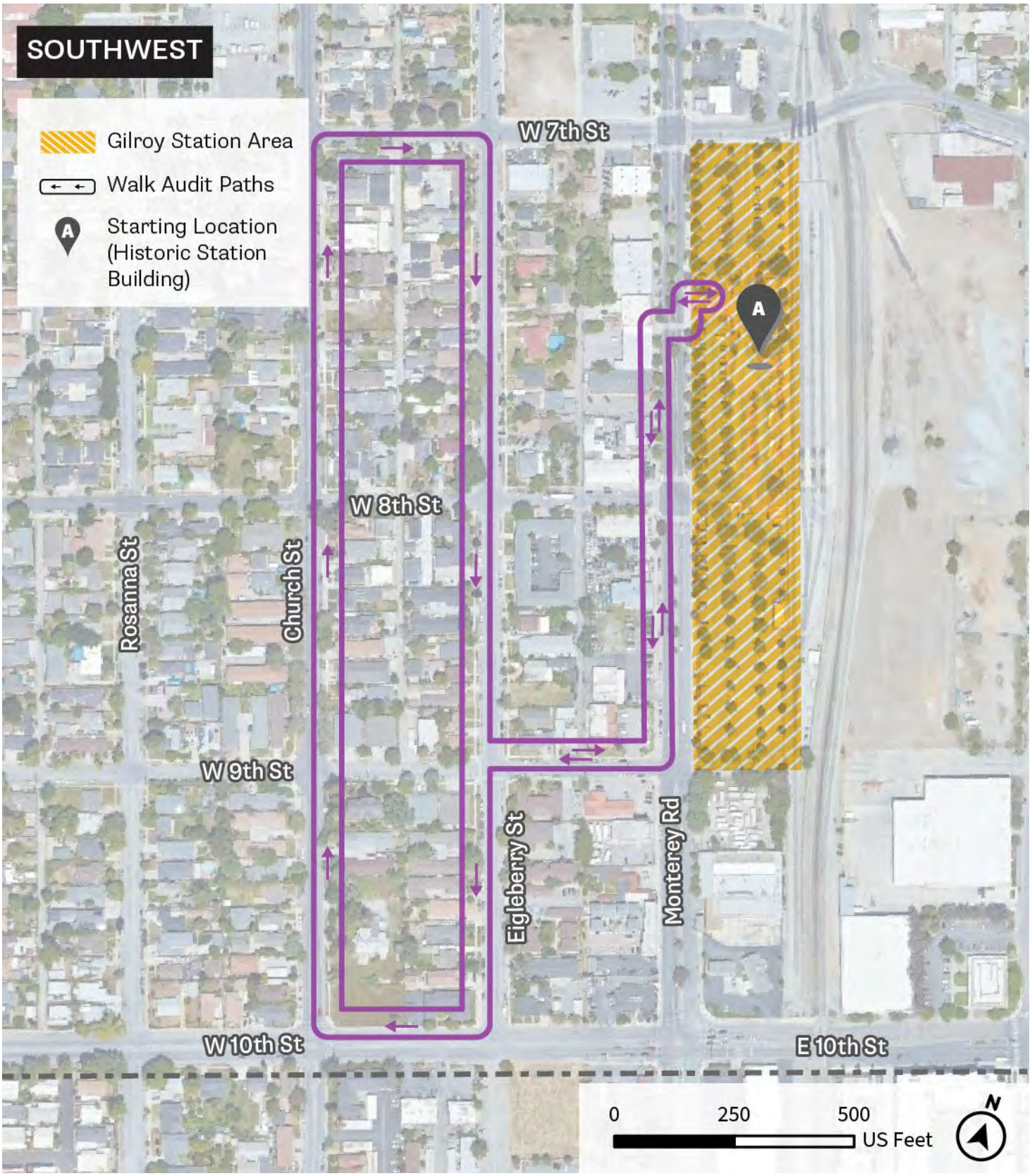
SOUTHWEST
Gilroy Station Area
Walk Audit Paths
Starting Location (Historic Station Building)
A
W 7th St
W 8th St
Rosanna St
Church St
W 9th St
Eigleberry St
Monterey Rd
W 10th St
E 10th St
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US Feet
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## WALK AUDIT CHECKLIST

**Please evaluate the route based on the following factors and provide a rating of 1-5 for each question.**

**1** – Street conditions are very good; the route is well-maintained with no noticeable problems
**2** – Street conditions are good; there are some minor issues that do not impact travel
**3** – Street conditions are moderately good; there are some issues that can cause an inconvenience
**4** – Street conditions are poor; there are some serious issues that can make travel difficult
**5** – Street conditions are very poor; there are many serious issues that makes travel unsafe or challenging

### Is there room to travel comfortably?

| Walking | Biking |
|---|---|
| ☐ No sidewalks or walking paths<br>☐ Sidewalks are too narrow<br>☐ Sidewalks are broken, cracked or uprooted<br>☐ Sidewalk/paths start and stop | ☐ No bike lane or bicycle facility<br>☐ Bike lane is too narrow<br>☐ Trash cans, vehicles, or other items blocking the bike lane<br>☐ Bike lanes start and stop |
| Comments/Rating: | Comments/Rating: |

### Is the experience pleasant?

| Walking | Biking |
|---|---|
| ☐ Cars are speeding<br>☐ No sidewalk furniture (benches, landscaping)<br>☐ No bus stop amenities (benches, shelters, signage)<br>☐ No/poor lighting<br>☐ Trash and debris<br>☐ No shade<br>☐ Sidewalks and intersections flood when it rains | ☐ Cars are speeding<br>☐ Not enough buffer or protection from vehicles<br>☐ No signage pointing to bike routes<br>☐ Bike lane is faded or hard to see<br>☐ No bike parking at destination<br>☐ Drain gates or utility covers in bike lane<br>☐ Streets and bike lanes flood when it rains |
| Comments/Rating: | Comments/Rating: |

### Are you comfortable crossing?

| Walking | Biking |
|---|---|
| ☐ No marked crosswalks<br>☐ Crosswalks are faded or hard to see<br>☐ No stop sign or signal at intersection<br>☐ Crossing length is too long (road is too wide)<br>☐ Traffic signals do not give enough time to cross or wait times are too long<br>☐ View is blocked by cars or landscaping<br>☐ No curb cuts or curb cuts need repairs | ☐ No marked bike lane through the intersection<br>☐ No stop sign or signal at intersection<br>☐ No bike signal<br>☐ View is blocked by cars or landscaping |
| Comments/Rating: | Comments/Rating: |

### Do drivers support walking and biking?

| Walking | Biking |
|---|---|
| ☐ Cars are speeding<br>☐ Cars don't yield to pedestrians<br>☐ Cars block crosswalks or driveways | ☐ Cars are speeding<br>☐ Cars pass to close<br>☐ Cars cut off bicyclists when turning<br>☐ Cars block bike lane<br>☐ Cars double park to load or unload |
| Comments/Rating: | Comments/Rating: |

# Phase 1 Engagement Summary

## Gilroy Station Access Study

Santa Clara Valley Transportation Authority

*Solutions that move you*

FEHR PEERS

# Engagement Events

| Event Type | Participants |
|---|---|
| **Survey** | English: 171<br>Spanish: 86 |
| **Pop-Up Events** | 130+ comments/feedback |
| **National Night Out**<br>Tuesday August 6, 4-8pm | -- |
| **Downtown Live**<br>Thursday, August 15, 5-9pm | 115 participants |
| **Gilroy Library**<br>Thursday, August 22, 10am-1pm, 10:30-11am<br>Tuesday, August 27, 4-7pm | 52 participants<br>35 participants |
| **Gilroy Transit Center**<br>Thursday, August 22, 4-7pm<br>Tuesday, August 27, 7-10am | 65 participants<br>83 participants |
| **Walk Audit**<br>Wednesday September 18, 11am-12:30pm | 14 participants |

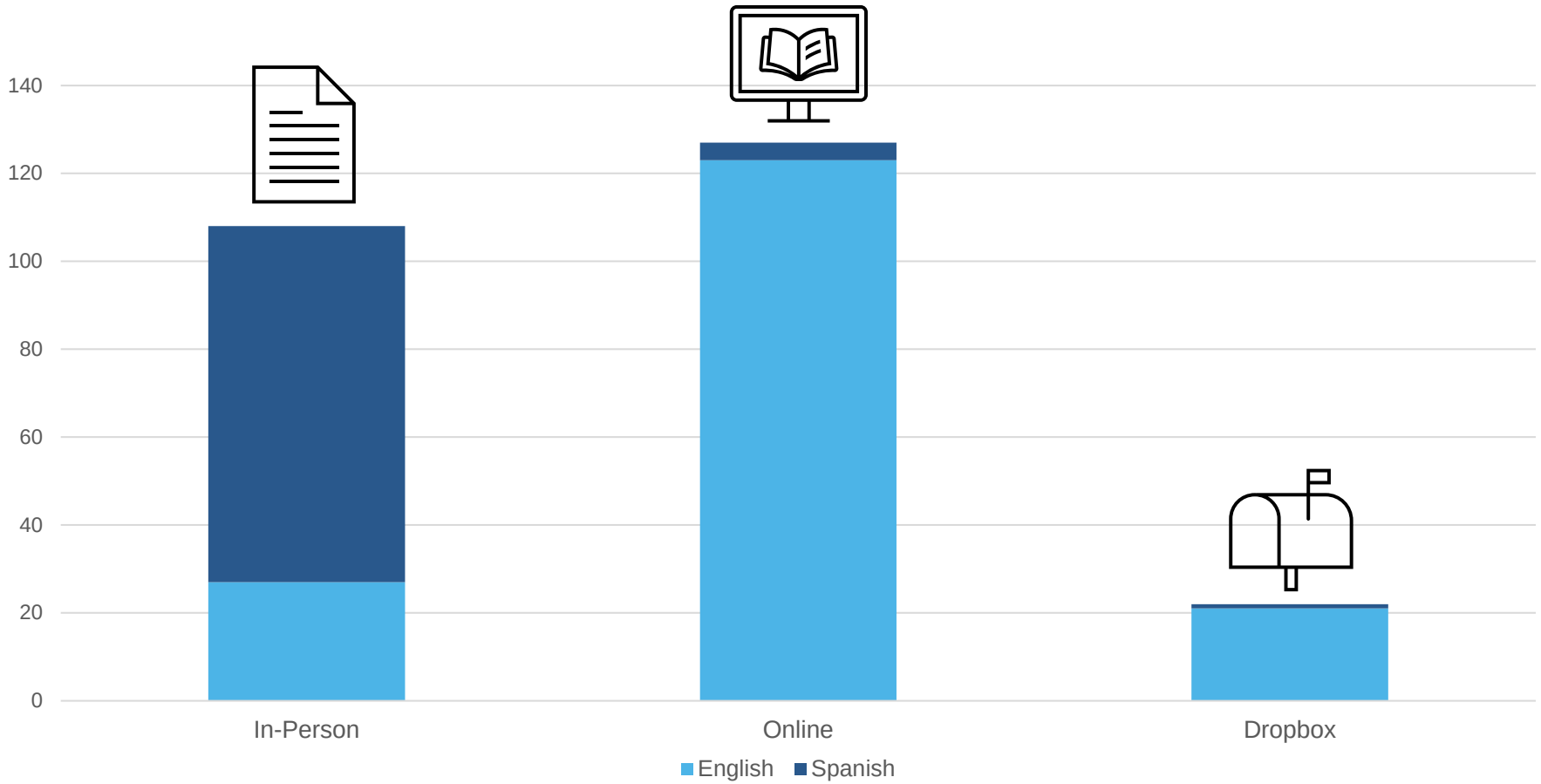
Valley Transportation Authority
*Solutions that move you*

# Survey Results

Santa Clara Valley Transportation Authority

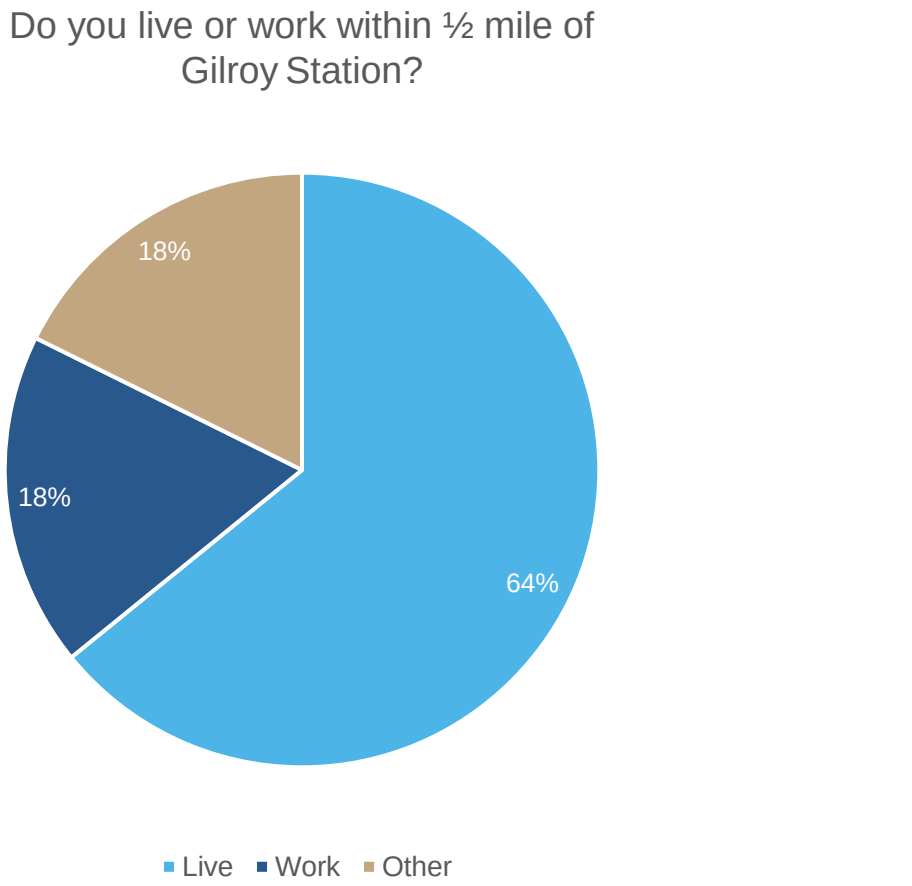
*Solutions that move you*

# Survey Responses




Valley Transportation Authority
Solutions that move you

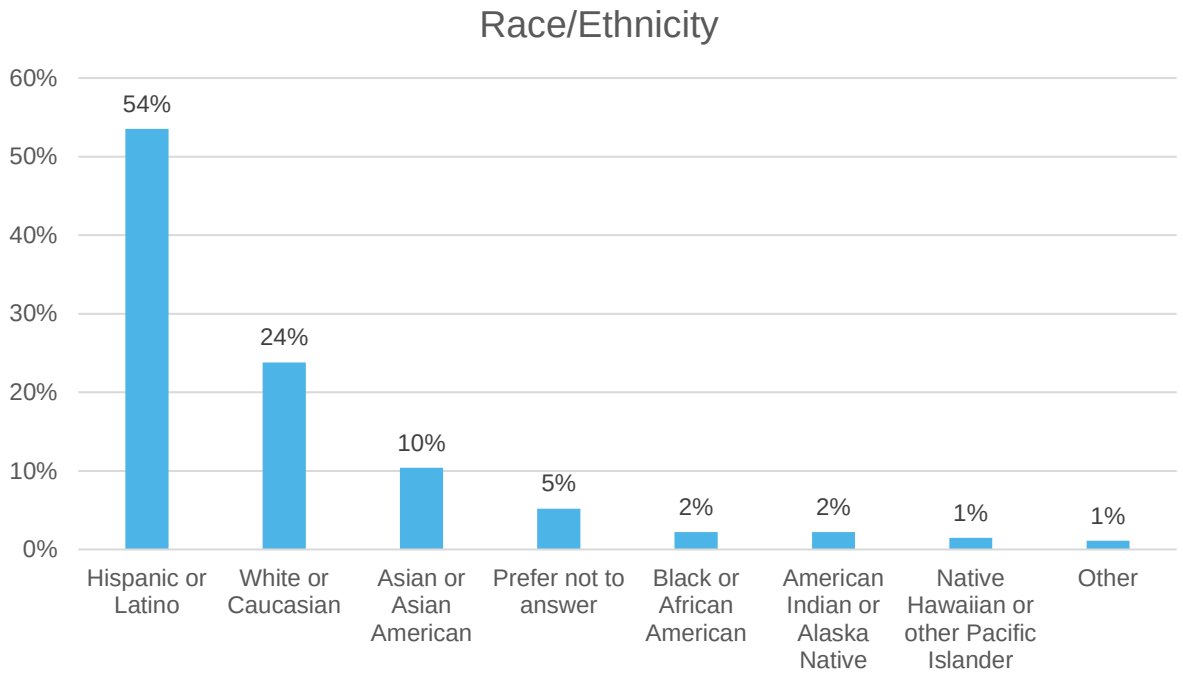
# Who Are the Respondents? (Part 1)

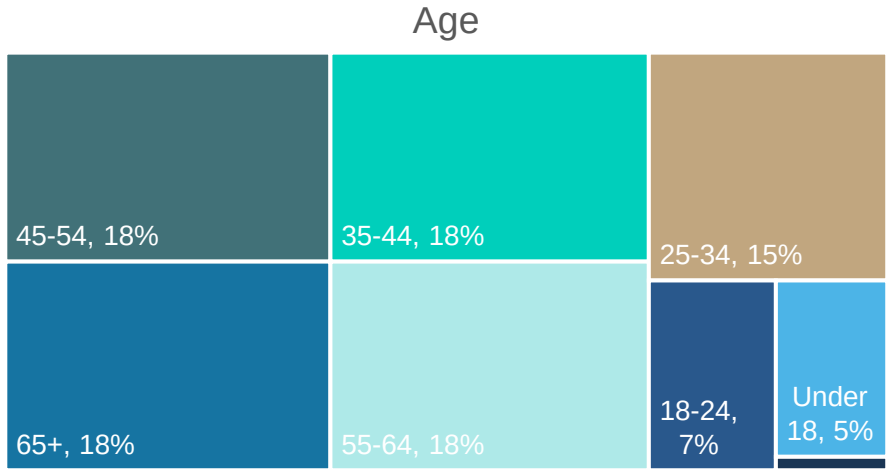


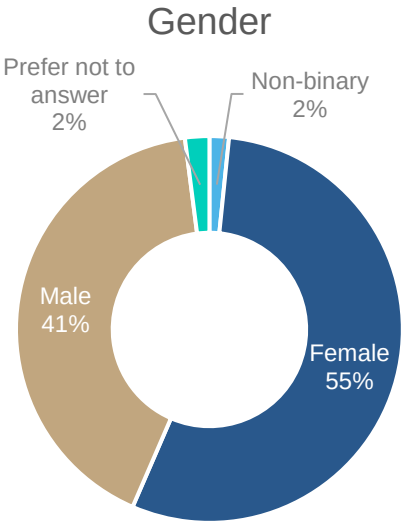


Valley Transportation Authority
Solutions that move you

# Who Are the Respondents? (Part 2)



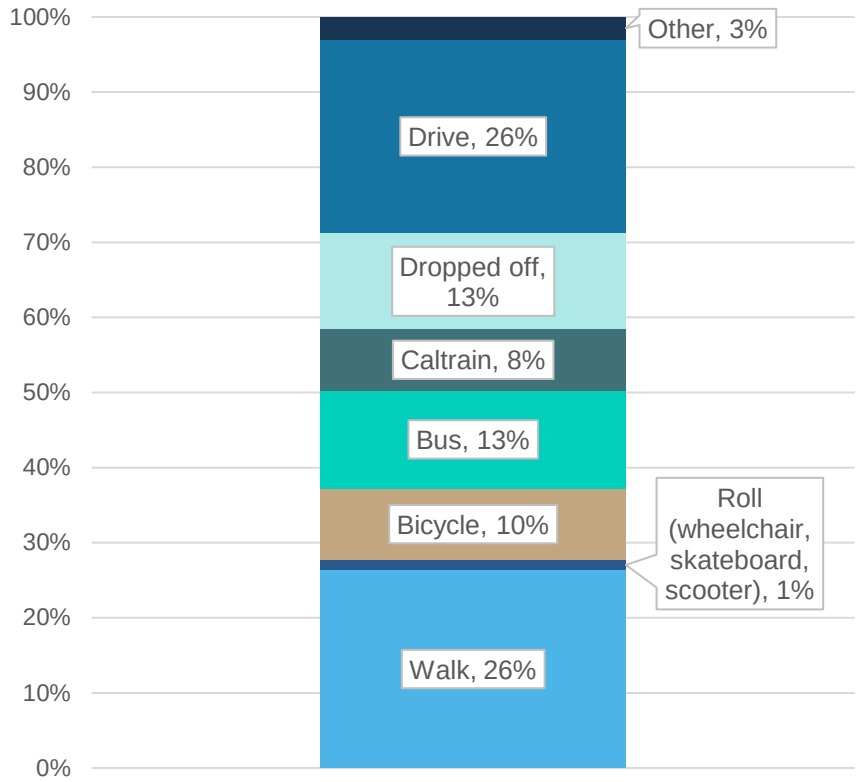



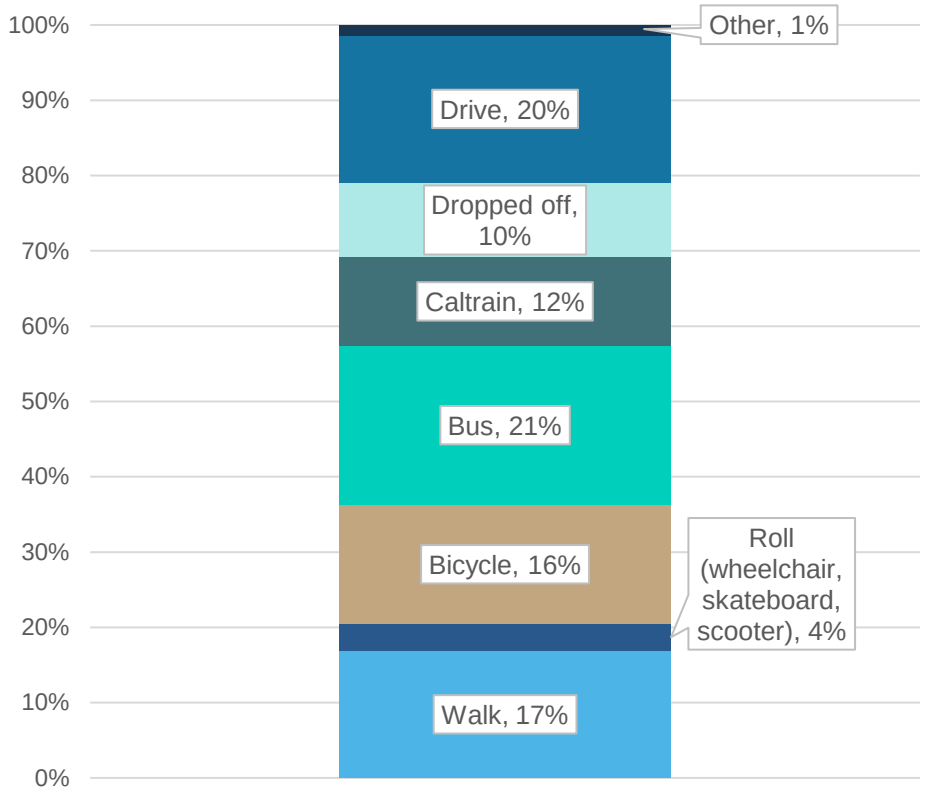

Valley Transportation Authority
Solutions that move you

# Getting to the Station

Respondents tend to drive or walk, but want to bicycle and take transit in the future



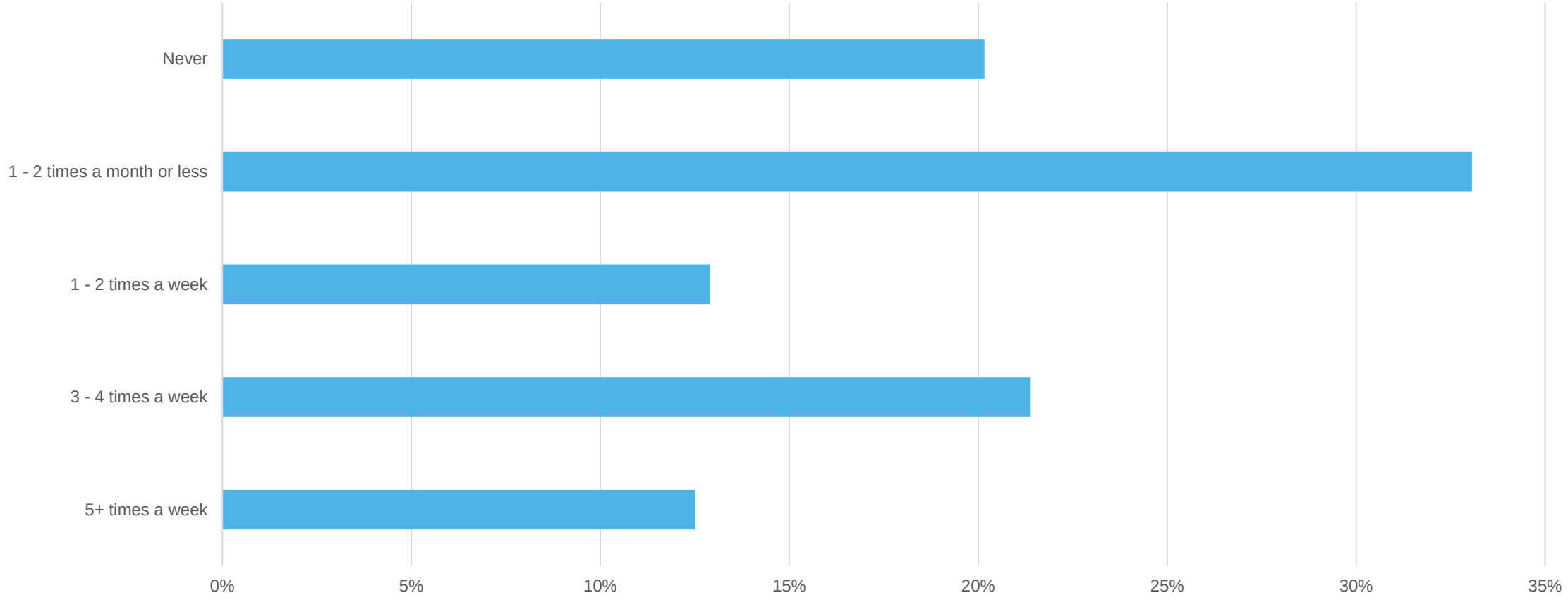

How do you get to the Station?




How would you like to get to the Station in the future?

Valley Transportation Authority
Solutions that move you

# How Often Do Respondents Use the Station




Valley Transportation Authority
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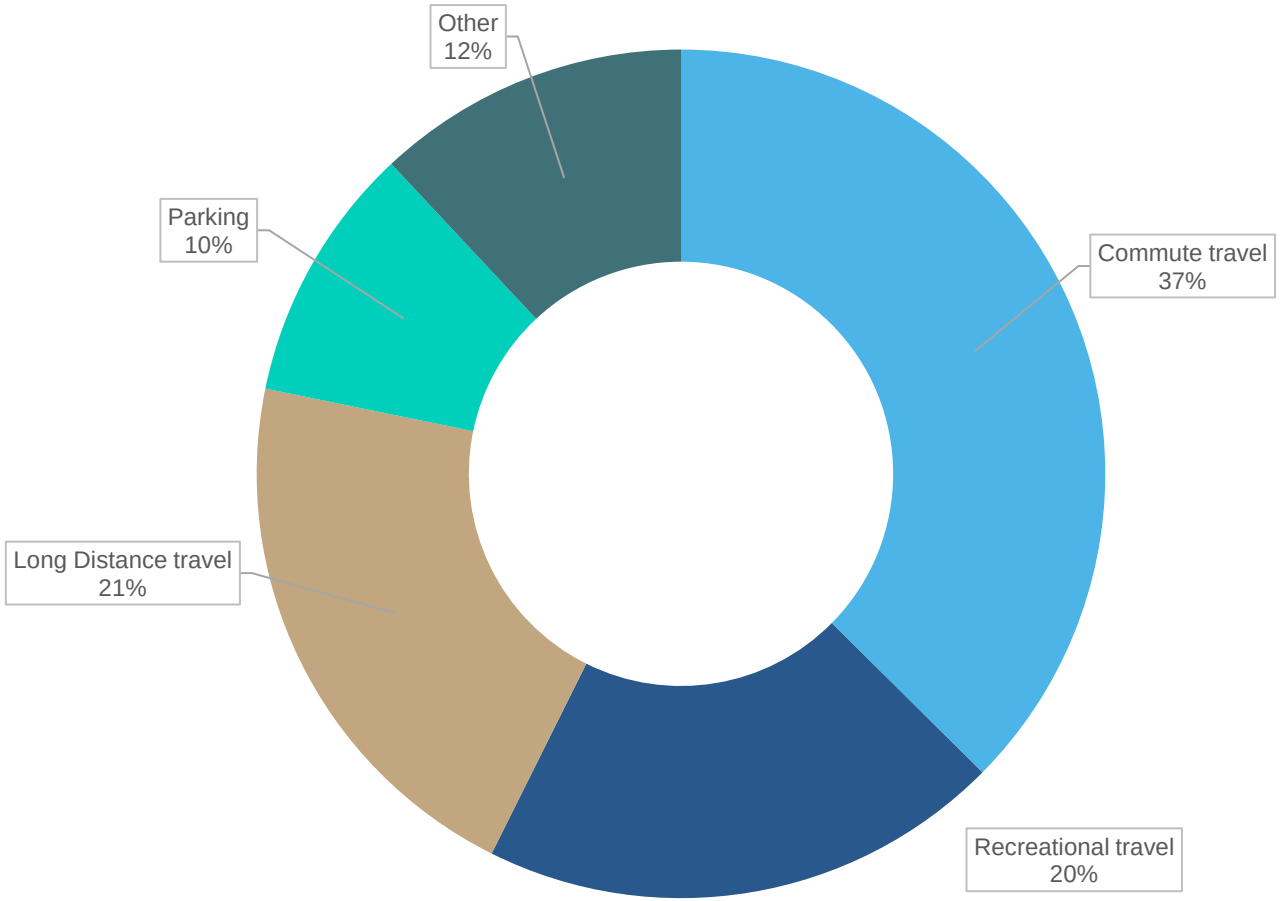
# Why Do They Use the Station?

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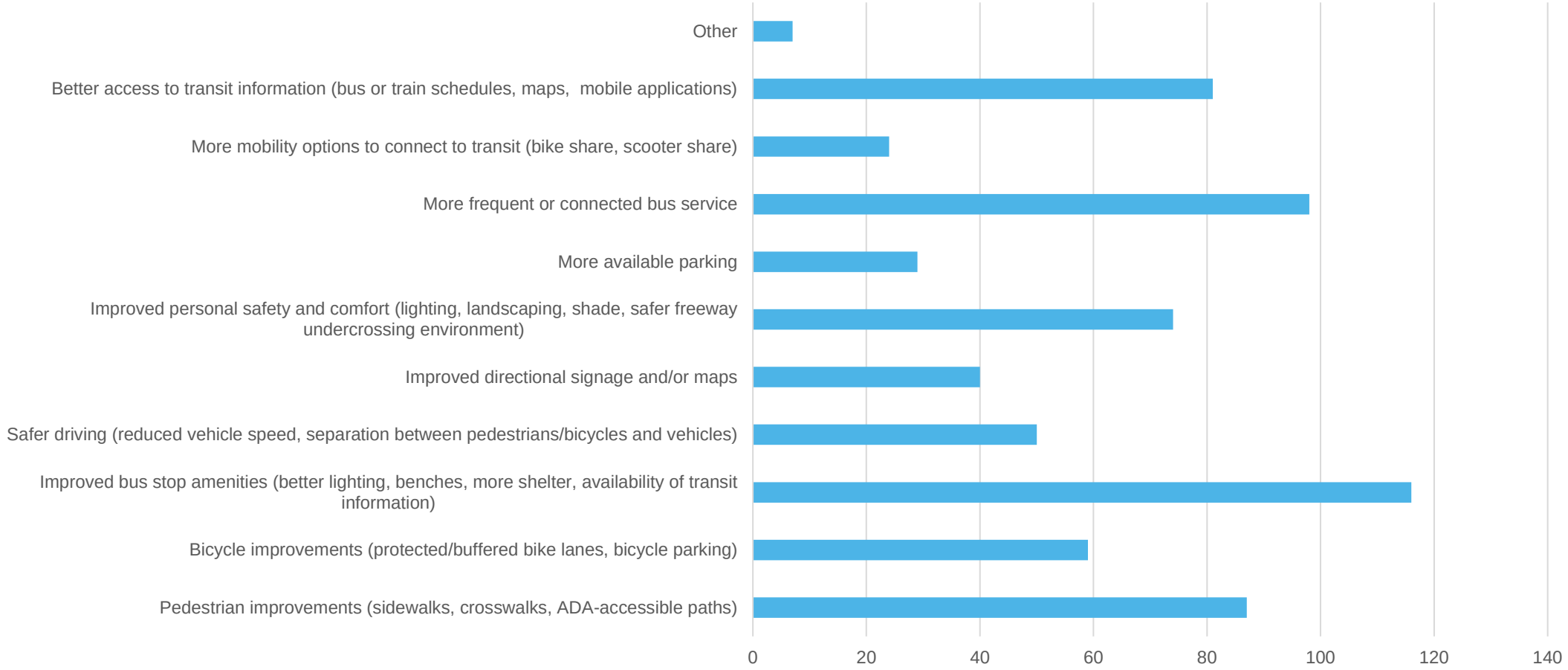
Solutions that move you

# How could access to Gilroy Station be improved?



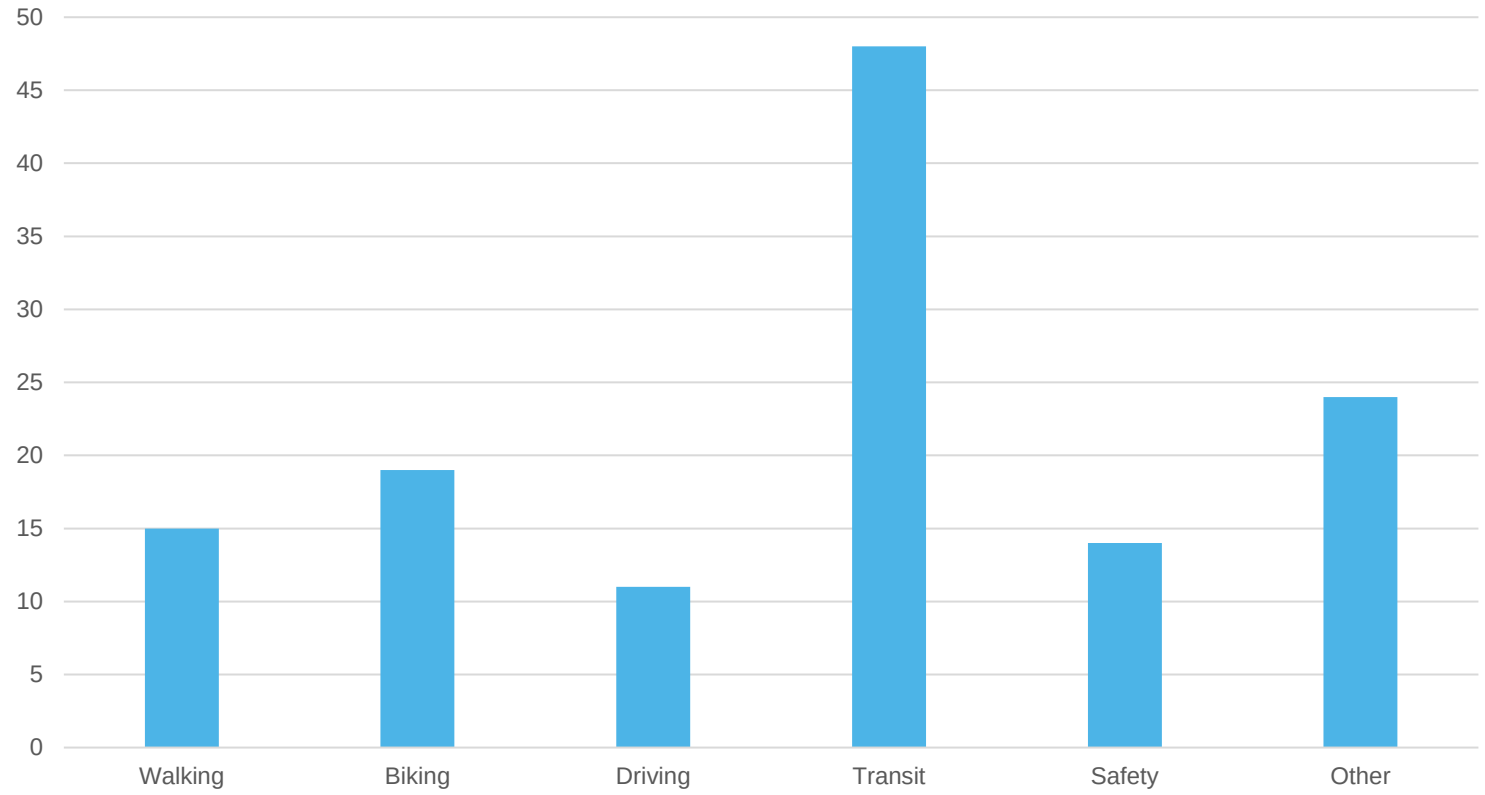

Valley Transportation Authority
Solutions that move you

# Pop-up Results

Santa Clara Valley Transportation Authority

*Solutions that move you*

# What Are Challenges You Face Traveling to Gilroy Station? (Part 1)





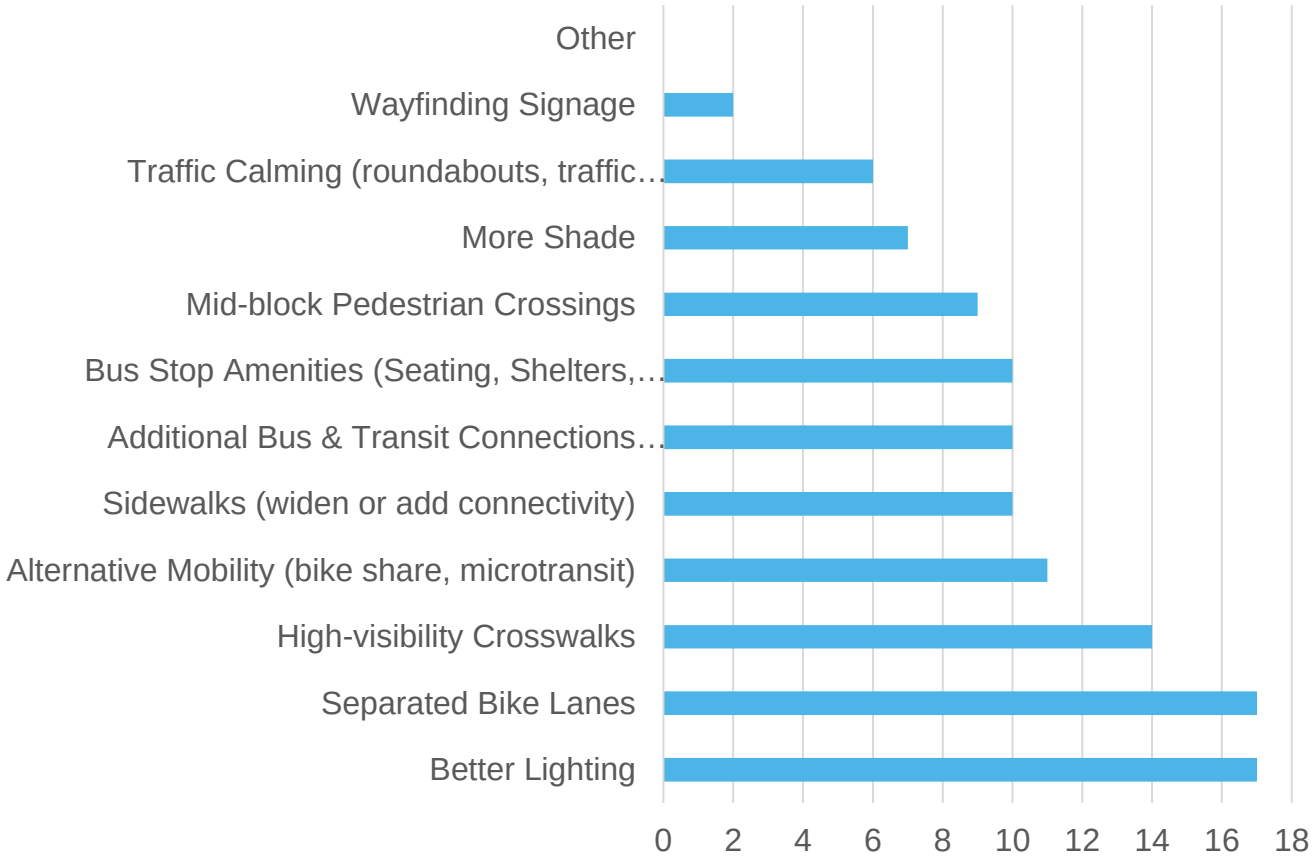
Valley Transportation Authority
Solutions that move you

# What Are Challenges You Face Traveling to Gilroy Station? (Part 2)

The community expressed a need for the following:

- Higher frequency and increased service hours for transit
- More local transit connections
- More trail connections, bike facilities to the Station
- More Station facilities such as drinking fountains, restrooms, cafes, indoor waiting area and vending machines.
- Better lighting to address safety concerns
- Safer pedestrian crossings
- People prefer walking and biking on 6th Street
- People like to use the existing trail from 6th Street

# What Would Improve Your Travel Experience?





Valley Transportation Authority
Solutions that move you

# Walk Audit Results

Santa Clara Valley Transportation Authority

*Solutions that move you*

# Walk Audit Feedback

- Sidewalk gaps, cracked/narrow sidewalks particularly on east side of Station (Alexander Street)
- Driveways lack sight distance on Monterey Street and Alexander Street
- Pedestrian conflicts crossing tracks on Railroad Street
- Need painted high-visibility crosswalks
- Better pedestrian-scale lighting
- Difficult to cross side street stop-controlled intersections
- Improved wayfinding to Station and southern VTA lot on Monterey Street and from east of Station
- Pedestrian gate at train tracks
- Lack of/very narrow bike facilities


Valley Transportation Authority
Solutions that move you

# What We Learned

- Spanish translation
- Meet people where they are and use existing community events
- In-person materials
- Partnering with CBOs

# WHAT ARE CHALLENGES YOU FACE TRAVELING TO GILROY STATION TODAY?

# ¿QUÉ DIFICULTADES ENCUENTRA USTED EN LA ACTUALIDAD VIAJANDO A LA ESTACIÓN DE GILROY?

Write how it can be improved on a post-it!

¡Escriba cómo se puede mejorar con una nota de papel!

Walking
Caminando

Biking
En Bicicleta

Driving
Manejando

Transit
Transporte Publico

Safety
Seguridad Vial

Others
Otras

**Have more feedback? Take our survey!**

**¿Tiene más comentarios? ¡Responda a la encuesta!**

vta.org/gilroy.survey

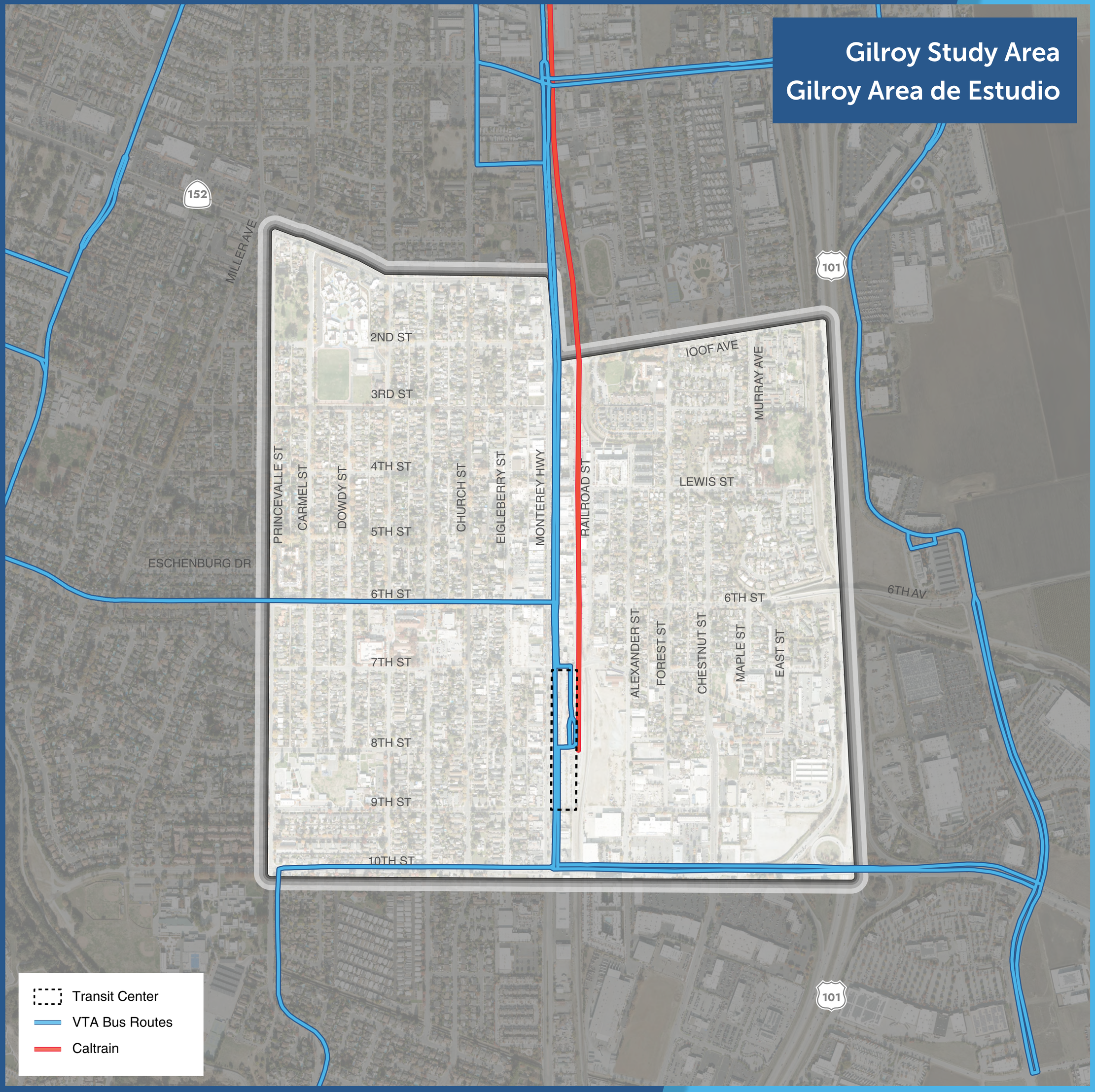
Valley Transportation Authority

**GILROY STATION ACCESS STUDY**
**ESTUDIO DE ACCESO A LA ESTACIÓN**

# HOW DO YOU GET TO GILROY STATION?
# ¿CÓMO LLEGA USTED A LA ESTACIÓN DE GILROY?

- ◯ Biking / En Bicicleta
- ◯ Walking / Caminando
- ◯ Transit / Transporte Publico
- ◯ Driving / Manejando

Draw your route! / ¡Dibuje su ruta!




**Have more feedback? Take our survey!**

**¿Tiene más comentarios? ¡Responda a la encuesta!**

vta.org/gilroy.survey

Valley Transportation Authority

**GILROY STATION ACCESS STUDY**
**ESTUDIO DE ACCESO A LA ESTACIÓN**

# WHAT IMPROVEMENTS WOULD HELP YOU GET TO/FROM GILROY STATION?

# ¿QUÉ MEJORAS LE AYUDARÍAN PARA VIAJAR DESDE O HACIA LA ESTACIÓN DE GILROY?

Select three enhancements from the options below:

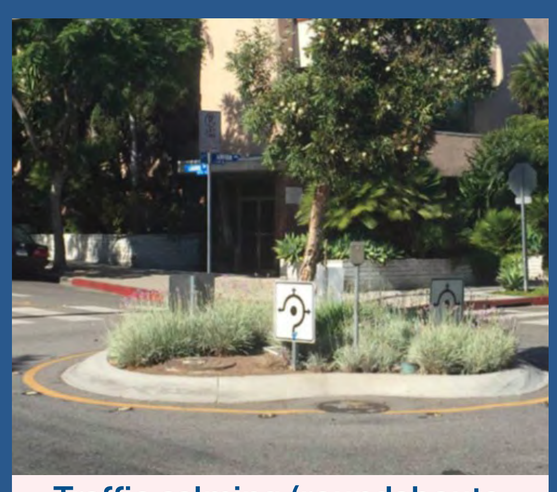
Seleccione tres mejoras de las opciones abajo:

**Sidewalks (widen or add connectivity)**

Aceras-banquetas (incrementar el ancho o agregar conectividad)

**Mid-block pedestrian crossings**

Cruces peatonales en la mitad del bloque-cuadra)

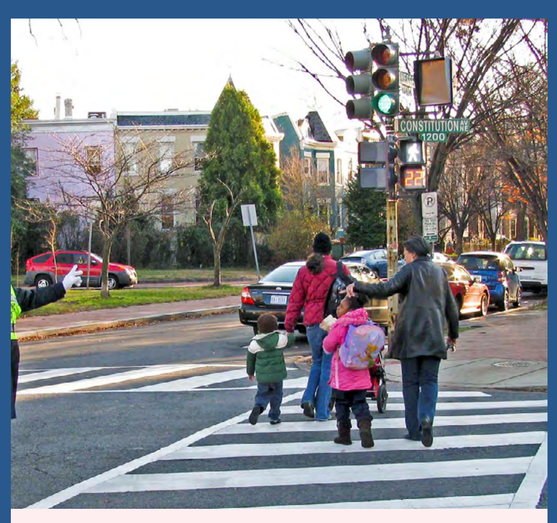


**Traffic calming (roundabouts, traffic circles, speed bumps)**

Medidas para reducir la velocidad de los vehiculos (glorietas, circulos de traffico, reductores de velocidad)

**Alternative mobility options to transit**

Opciones alternativas al transporte público

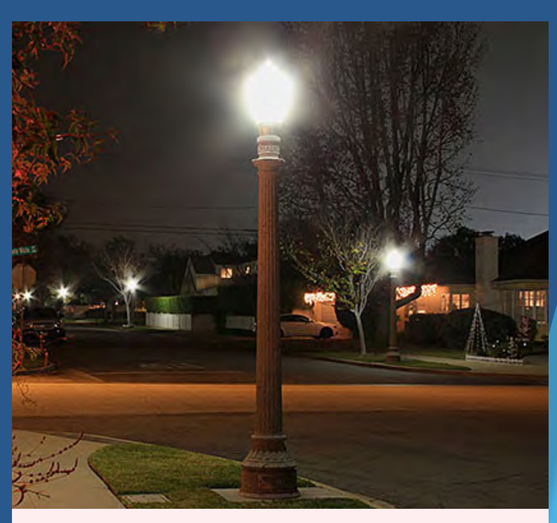



**High-visibility crosswalks**

Cruces peatonales de alta visibilidad

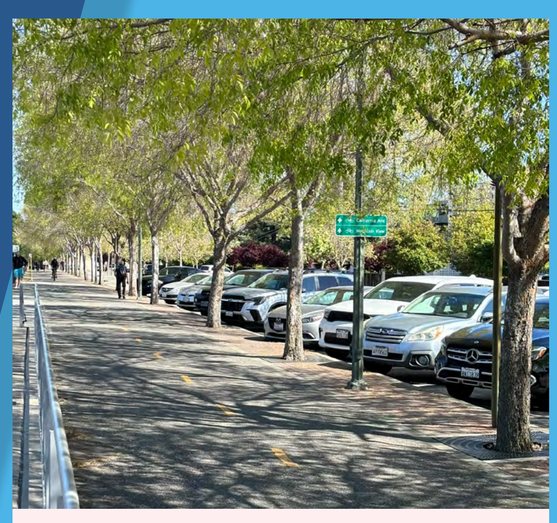

**Additional bus & transit connections**

Conexiones adicionales de buses y transporte público



**Better lighting**

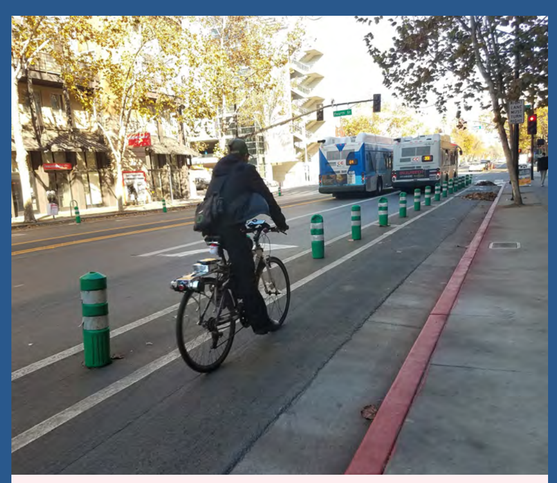
Mejor iluminación



**More shade**

Más sombras

**Bus stop amenities (shelter, lighting, benches, maps, and real-time updates)/**Amenidades de las paradas del bus (areas de espera, Iluminación, sillas, mapas, actualizaciones en tiempo real)



**Separated bike lanes**

Carriles de bicicletas separados


**Wayfinding signage**

Señales de orientación

**Other**

Otras

**Have more feedback? Take our survey!**

**¿Tiene más comentarios? ¡Responda a la encuesta!**

vta.org/gilroy.survey

**Are there other improvements you would like to see?**
Write it on a post-it note and stick it below.

**¿Hay otras mejoras que le gustaria ver?**
Escribalo en una nota de papel y peguelo acá abajo.

Valley Transportation Authority

**GILROY STATION ACCESS STUDY**
**ESTUDIO DE ACCESO A LA ESTACIÓN**

# Appendix C:
# Phase 2 Outreach Materials

Valley Transportation Authority

vta.org/gilroy.survey

# Gilroy Transit Center Access Survey
# Follow-Up Survey

VTA is working to improve Transit Center access so more people can walk, roll, bike, and take transit to Gilroy Transit Center. In October 2024, we gathered community feedback on the challenges of accessing the Transit Center and your suggestions for desired improvements.

Based on your input, VTA has identified access improvements both to the Transit Center and the surrounding Transit Center area. Please take our follow-up survey (5-10 minutes) to help us prioritize improvements and ensure that we haven't missed key improvements that are important to the community. The survey will be open through **December 6, 2024**.

As a thank you for completing the survey, VTA is giving out $50 Amazon gift cards. Complete the survey and add your email address for a chance to win.

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

## 1. Proposed Pedestrian Access Improvements

Here are the proposed recommendations to improve pedestrian access. Please select the **three corridors** you would like to see these improvements implemented on first.









- ❑ 3rd Street
- ❑ 4th Street
- ❑ 8th Street
- ❑ 9th Street
- ❑ 10th Street
- ❑ Monterey Street
- ❑ Railroad Street
- ❑ Alexander Street
- ❑ Lewis Street
- ❑ Other:_____

## 2. Proposed Bicycle Access Improvements

Here are the proposed recommendations to improve bicycle access. Please select the **three corridors** you would like to see these improvements implemented on first.



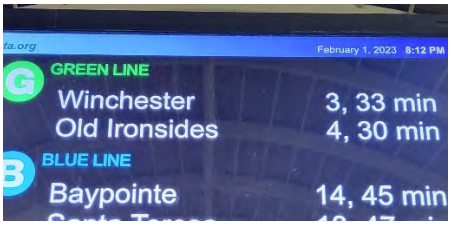





- ❑ 5th Street
- ❑ 7th Street
- ❑ 8th Street
- ❑ Eigleberry Street
- ❑ Chestnut Street
- ❑ Martin Street
- ❑ Old Gilroy Street
- ❑ Other:_____

## 3. Proposed Transit Access Improvements

Here are the proposed recommendations to improve transit access. Please select the **two improvements** you would like to see implemented first.

- ❑ 6th Street Bus Stop Improvements
- ❑ Monterey Street Bus Stop Improvements
- ❑ Community On-Demand Shuttle
- ❑ Additional Senior Transportation Options
- ❑ Other:_____

**4. Proposed Transit Center Improvements**

Please select the **three improvements** you would like to see implemented first.

- ❑ Public bathrooms
- ❑ Transit Center lighting
- ❑ Café or food vendors
- ❑ Benches
- ❑ Wayfinding and signs to the Transit Center
- ❑ Wayfinding to help find different transit operators
- ❑ Real time arrival and departure information
- ❑ Improved Transit Center identity (decorative signs, landscaping, public art)
- ❑ Mobility hub (future bikeshare and electric vehicle charging)
- ❑ Other:_____

**5.** How often do you use Gilroy Transit Center?

- ❑ 5+ days a week
- ❑ 3-4 times a week
- ❑ 1-2 times a week
- ❑ 1-2 times a month
- ❑ Occasionally, or less than once a month

**6.** What modes of travel do you typically use to get to Gilroy Transit Center? (check all that apply)

- ❑ Walk
- ❑ Roll (wheelchair, skateboard, scooter)
- ❑ Bicycle
- ❑ Bus
- ❑ Caltrain
- ❑ Private commuter shuttle
- ❑ Get dropped off
- ❑ Drive alone
- ❑ Other (please specify)

**The following questions are optional and will not be shared with outside parties or used to identify you in any way.**

**7.** Which of the following age categories matches your age?

- ❑ Under 18
- ❑ 18-24
- ❑ 25-34
- ❑ 35-44
- ❑ 45-54
- ❑ 55-64
- ❑ 65+
- ❑ Prefer not to answer

**8.** What is your ethnicity?

- ❑ White or Caucasian
- ❑ Black or African American
- ❑ Hispanic or Latino

- ❑ Asian or Asian American
- ❑ American Indian or Alaska Native
- ❑ Native Hawaiian or other Pacific Islander
- ❑ Multiple Ethnicities
- ❑ Other
- ❑ Prefer not to answer

**9.** What is your gender?

- ❑ Male
- ❑ Female
- ❑ Non-binary
- ❑ Prefer not to answer

**10.** If you would like to be kept informed about future events for this study, please provide your name and email address.

_____

**11.** VTA is giving out $50 Amazon gift cards!

- ❑ Check this box if you would like to be entered in the raffle and **type your email address** in Question 10 above for a chance to win.

If you would like to learn more about the Gilroy Transit Center Access Study, please visit the project website: **vta.org/gilroystudy**


# Phase 2 Engagement Summary

## Gilroy Station Access Study

Santa Clara Valley Transportation Authority

*Solutions that move you*

FEHR PEERS

# Engagement Events

| Event Type | Date |
|---|---|
| **Survey** | November 6 – December 6 |
| **Pop-Up Events** | |
| **High Speed Rail Open House** | October 22 |
| **La Ofrenda Festival** | November 2 |
| **Gilroy Transit Center** | AM November 12, PM November 14 |
| **Gilroy Library/Senior Center** | November 14 |
| **High Speed Rail Spanish First Meeting** | November 21 |

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# Survey Results

Santa Clara Valley Transportation Authority

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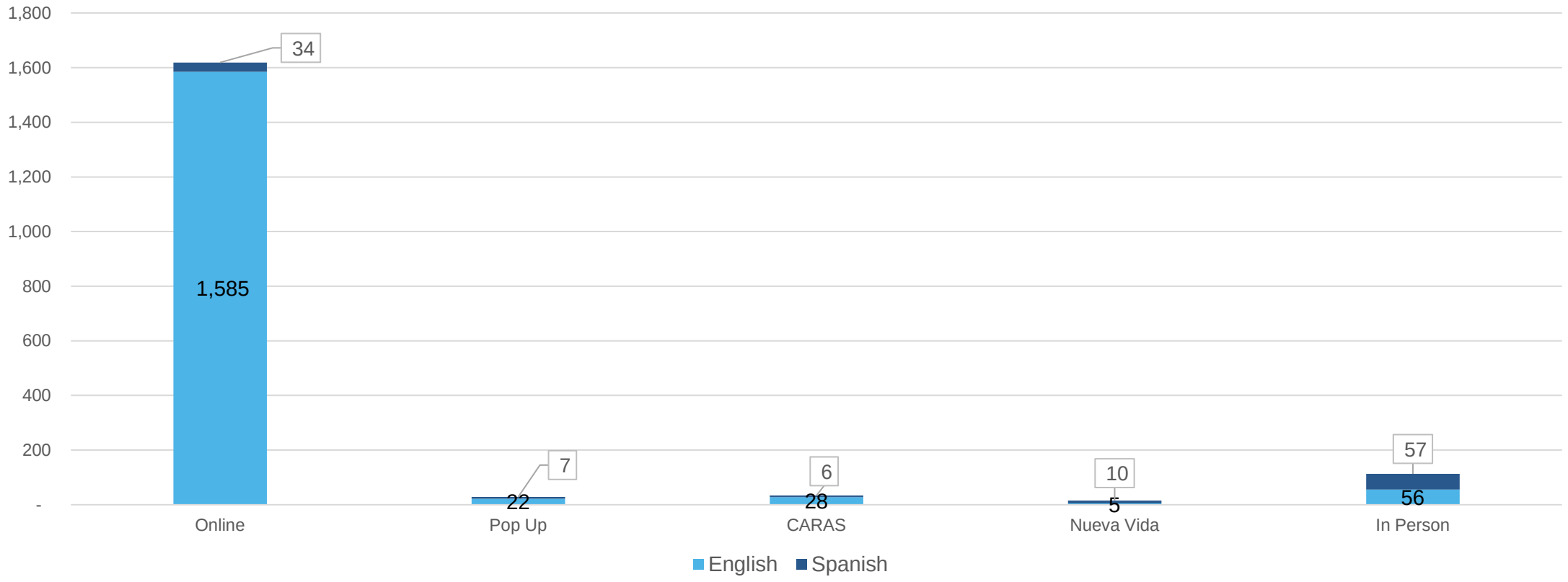
# Survey Responses




Valley Transportation Authority
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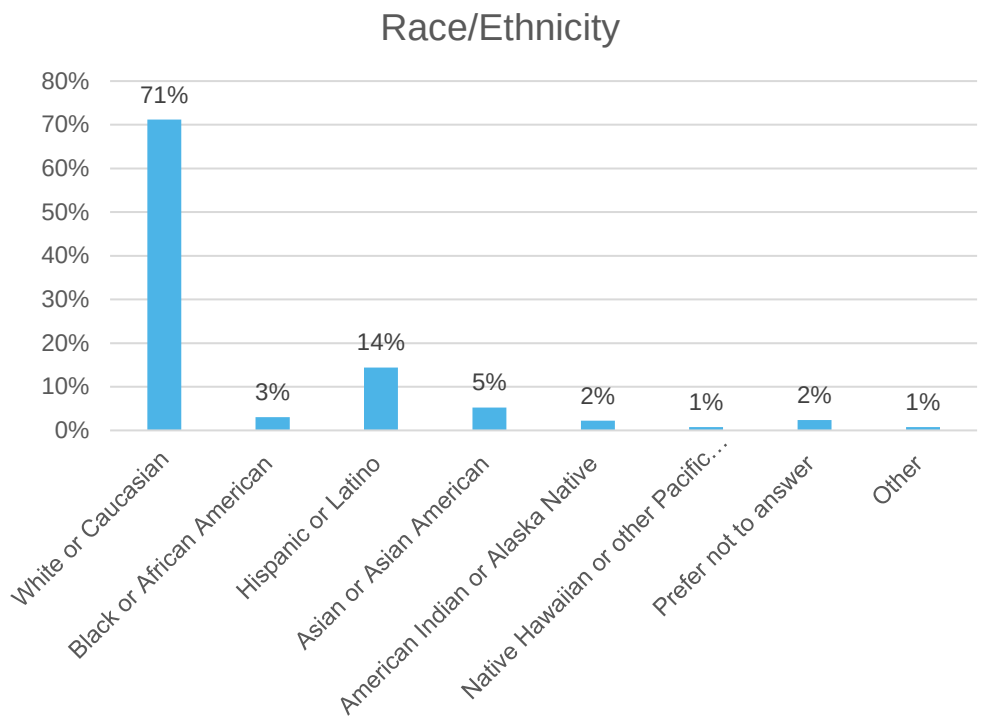
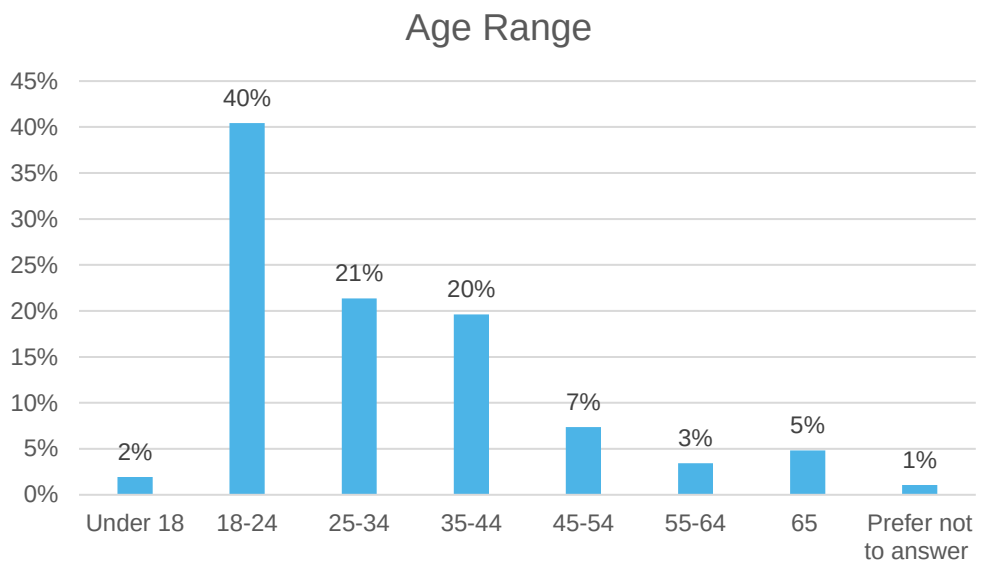
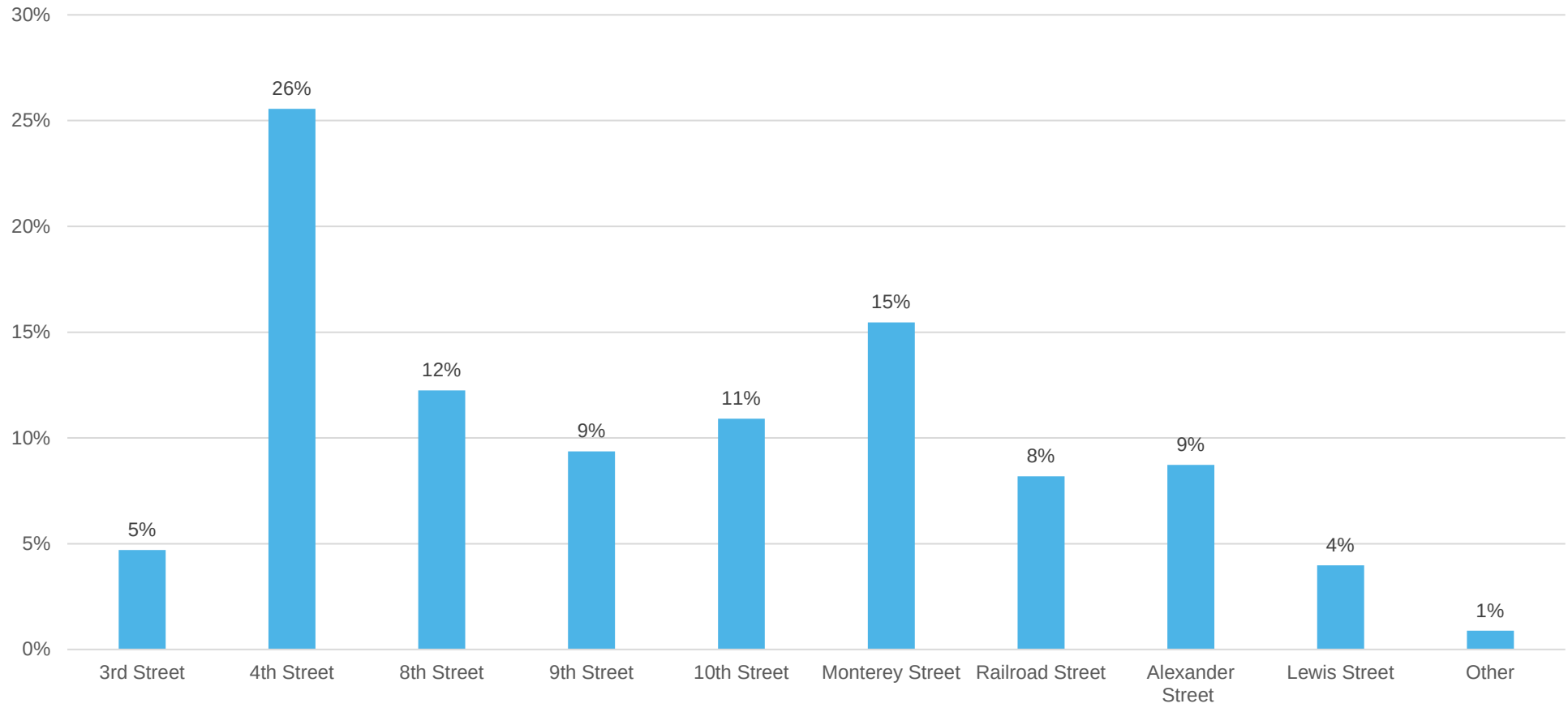
# Who Are the Respondents?



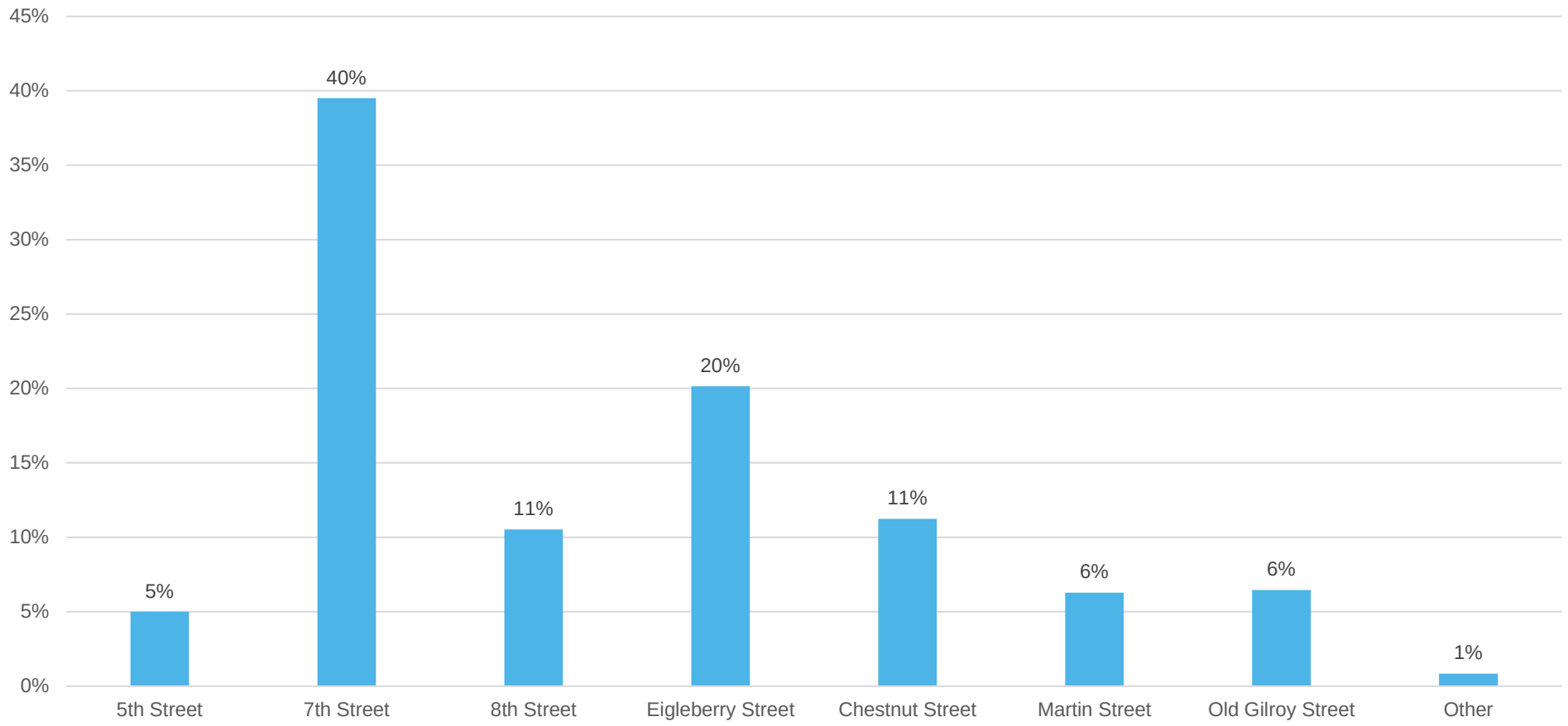

Valley Transportation Authority
Solutions that move you

# Which Streets Would You Like to See Pedestrian Improvements Implemented on First?



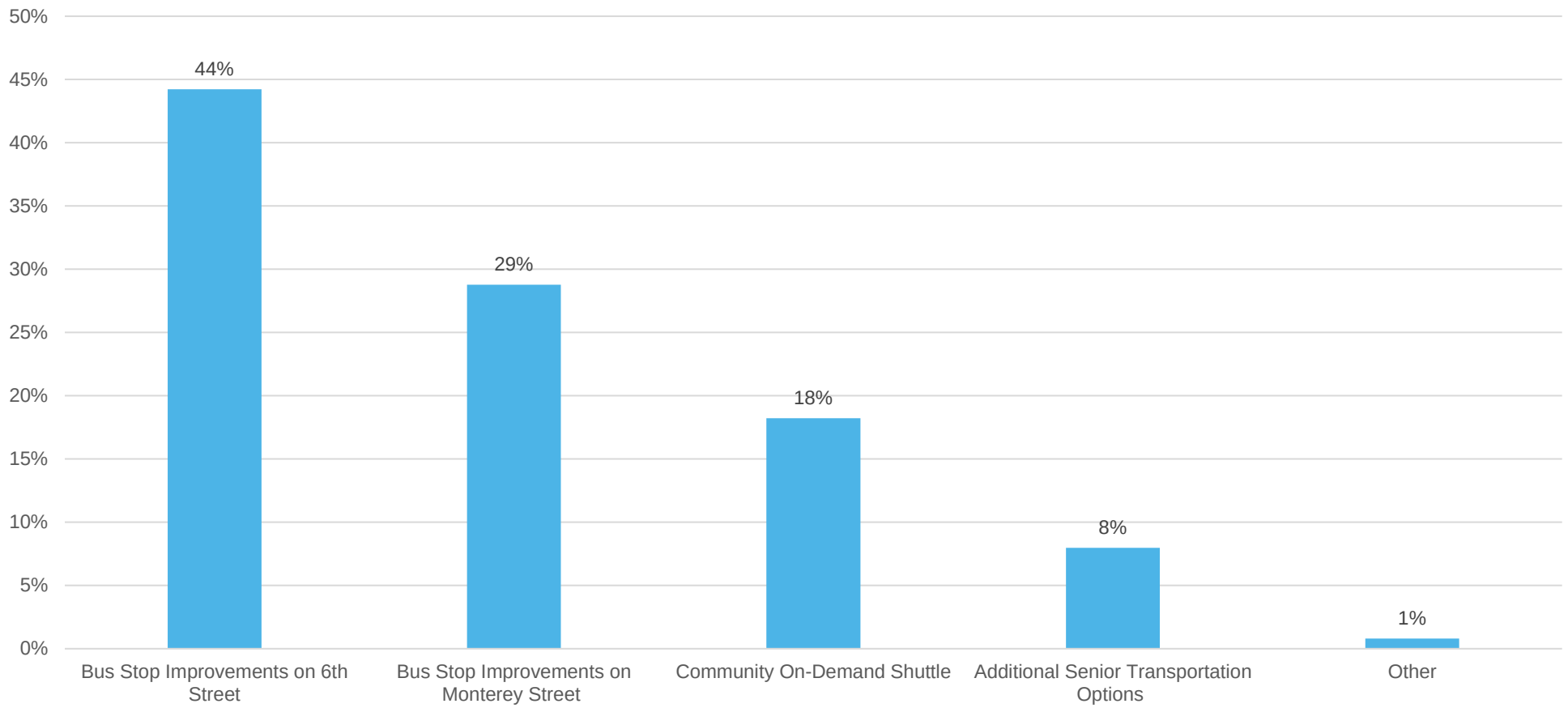

Valley Transportation Authority
Solutions that move you

# Which Streets Would You Like to See Bicycle Improvements Implemented on First?



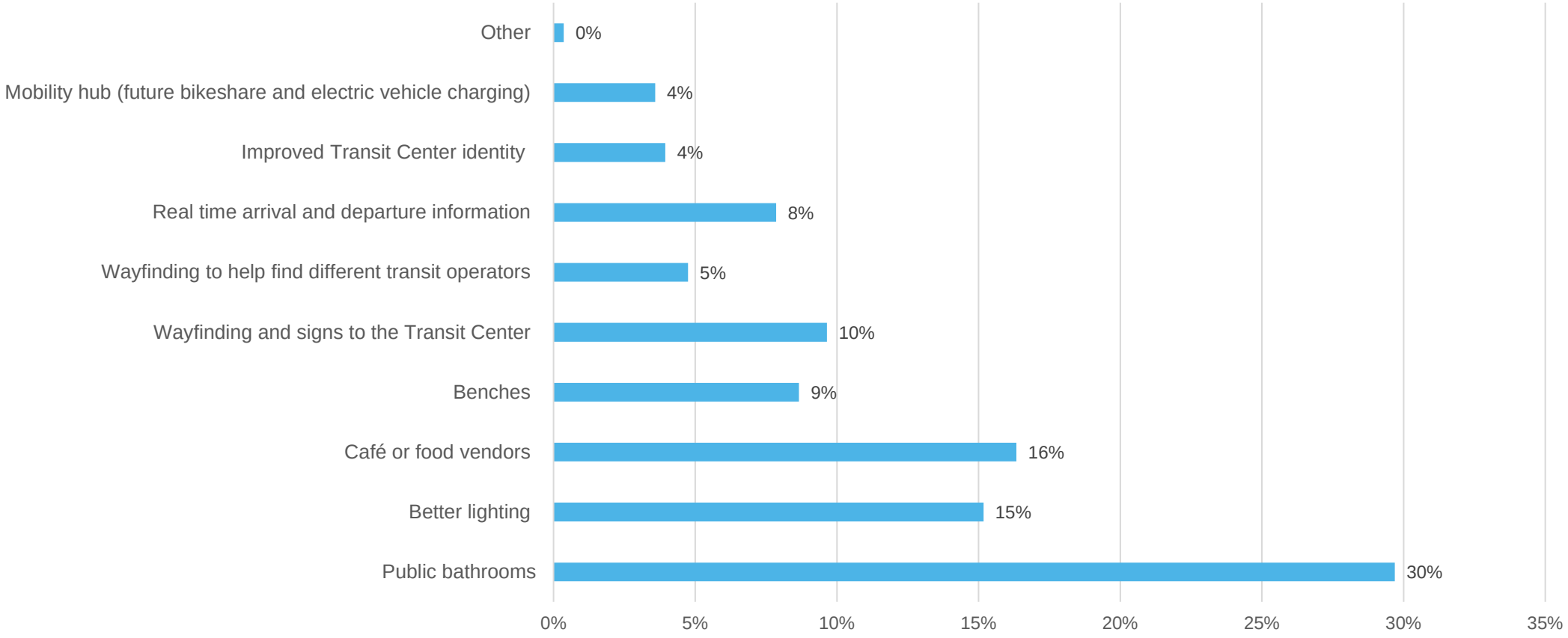

Valley Transportation Authority
Solutions that move you

# Which Transit Access Improvements Would You Like to See Implemented First?




Valley Transportation Authority
Solutions that move you

# Which Station Improvements Would You Like to See Implemented First?



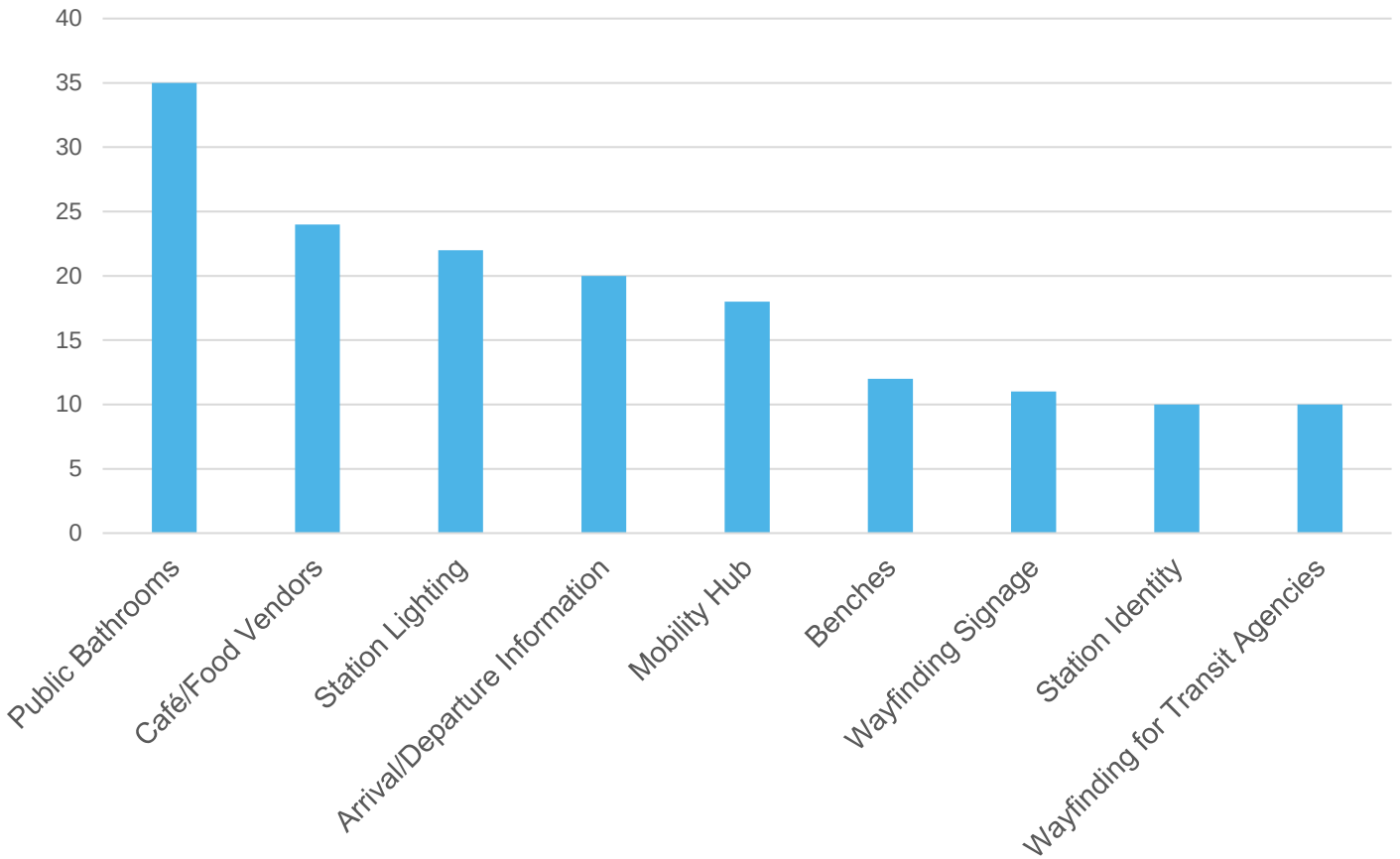

Valley Transportation Authority
Solutions that move you

# Pop-up Results

Santa Clara Valley Transportation Authority

*Solutions that move you*

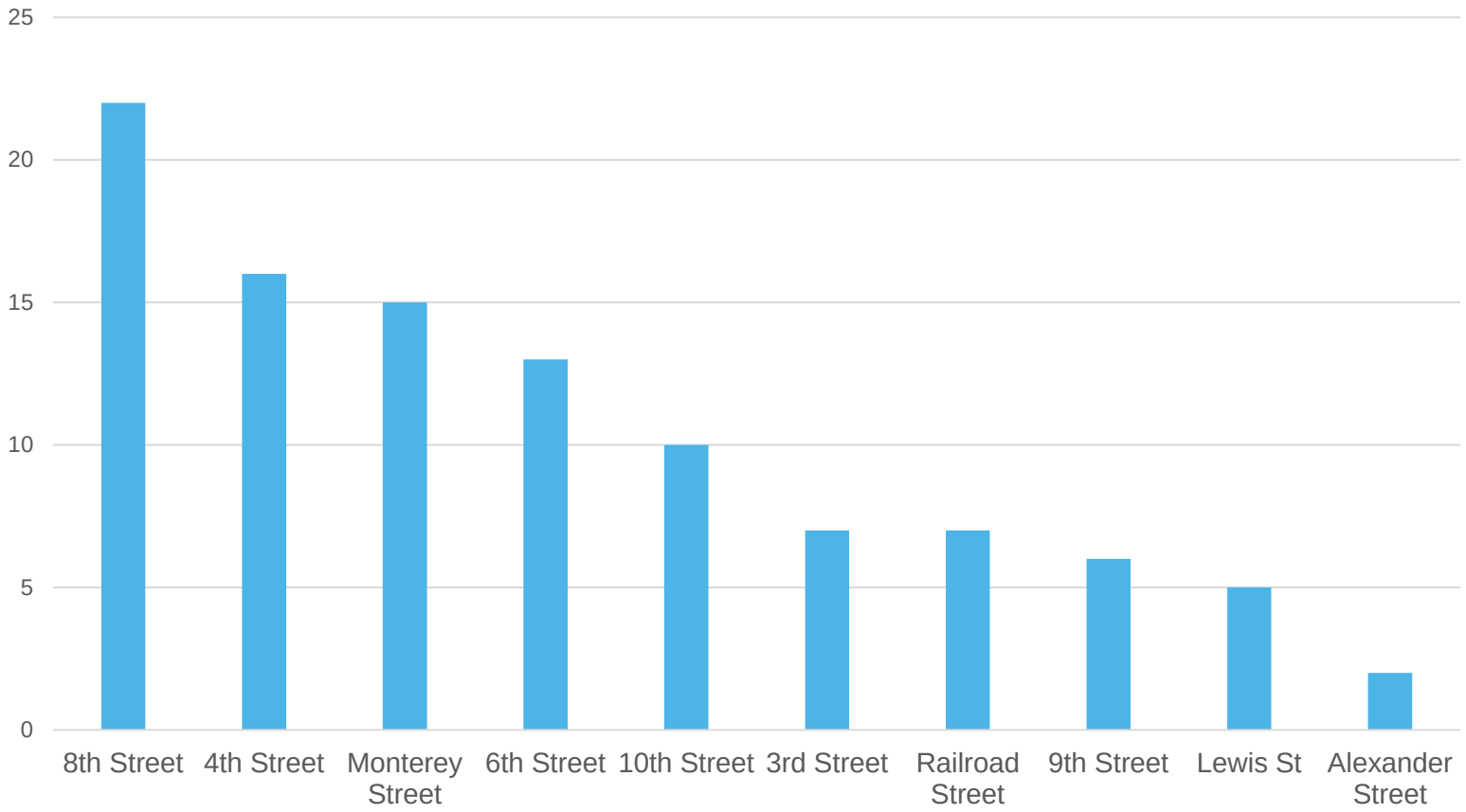
# What Improvements Would You Most Like to See at the Station?

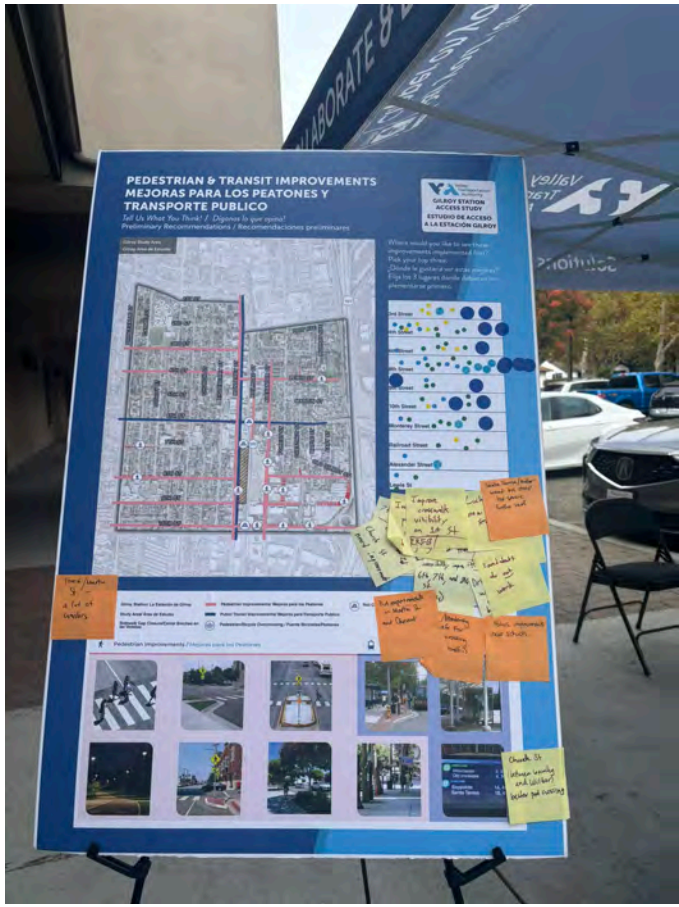




Valley Transportation Authority
Solutions that move you

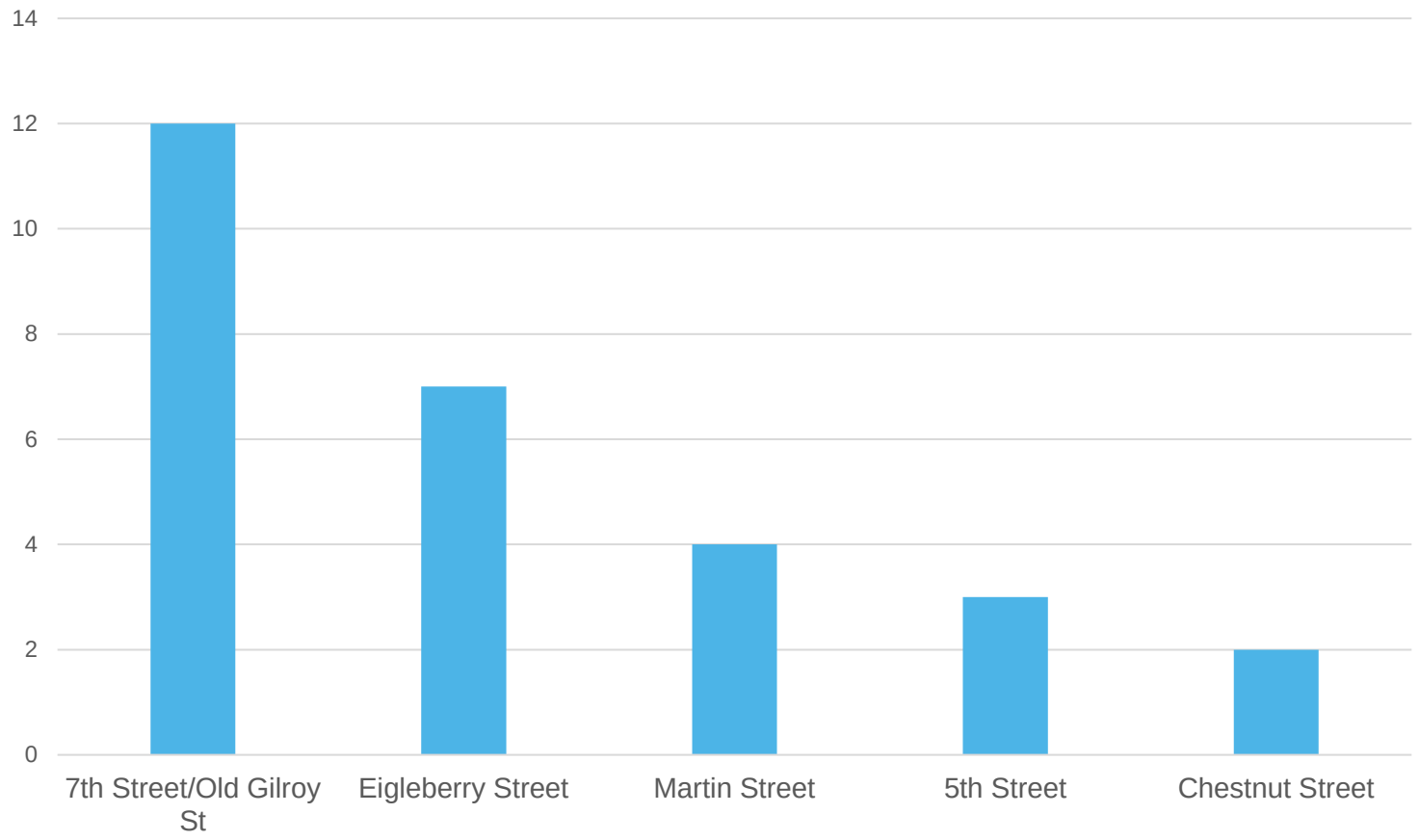
# Where Would You Like to See Pedestrian and Transit Improvements First?

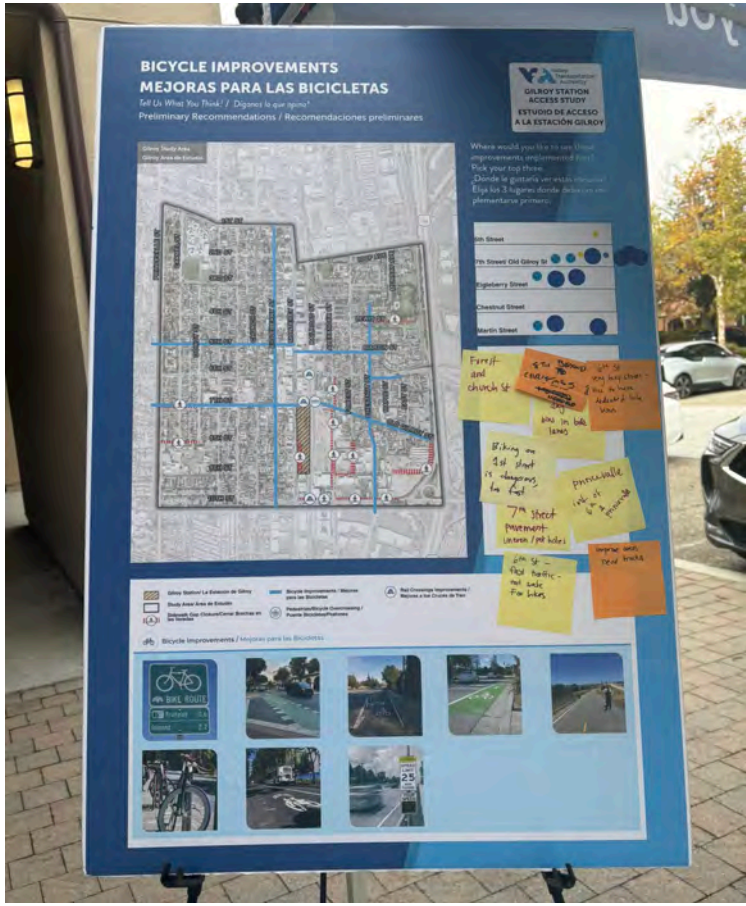



Valley Transportation Authority
Solutions that move you

# Where Would You Like to See Bicycle Improvements First?




Valley Transportation Authority
Solutions that move you

# Key Findings

- Safety and security at Gilroy Station
- Lack of lighting at the Station and in the Study Area
- Vehicle speeds
- Accessibility improvements such as curb cuts and ADA-compliant ramps around Gilroy Station

# BICYCLE IMPROVEMENTS
# MEJORAS PARA LAS BICICLETAS

*Tell Us What You Think! / Díganos lo que opina!*

Preliminary Recommendations / Recomendaciones preliminares

Valley Transportation Authority

**GILROY STATION ACCESS STUDY**

**ESTUDIO DE ACCESO A LA ESTACIÓN GILROY**


Where would you like to see these improvements implemented first? Pick your top three.

¿Dónde le gustaría ver estas mejoras? Elija los 3 lugares donde debieran implementarse primero.

**5th Street**

**7th Street/ Old Gilroy St**

**Eigleberry Street**

**Chestnut Street**

**Martin Street**

**NOTES:**

**Gilroy Station/ La Estación de Gilroy**

**Study Area/ Área de Estudio**

**Sidewalk Gap Closure/Cerrar Brechas en las Veredas**

**Bicycle Improvements / Mejoras para las Bicicletas**

**Pedestrian/Bicycle Overcrossing / Puente Bicicletas/Peatones**

**Rail Crossings Improvements / Mejoras a los Cruces de Tren**

## Bicycle Improvements / Mejoras para las Bicicletas


# PEDESTRIAN & TRANSIT IMPROVEMENTS
# MEJORAS PARA LOS PEATONES Y TRANSPORTE PUBLICO

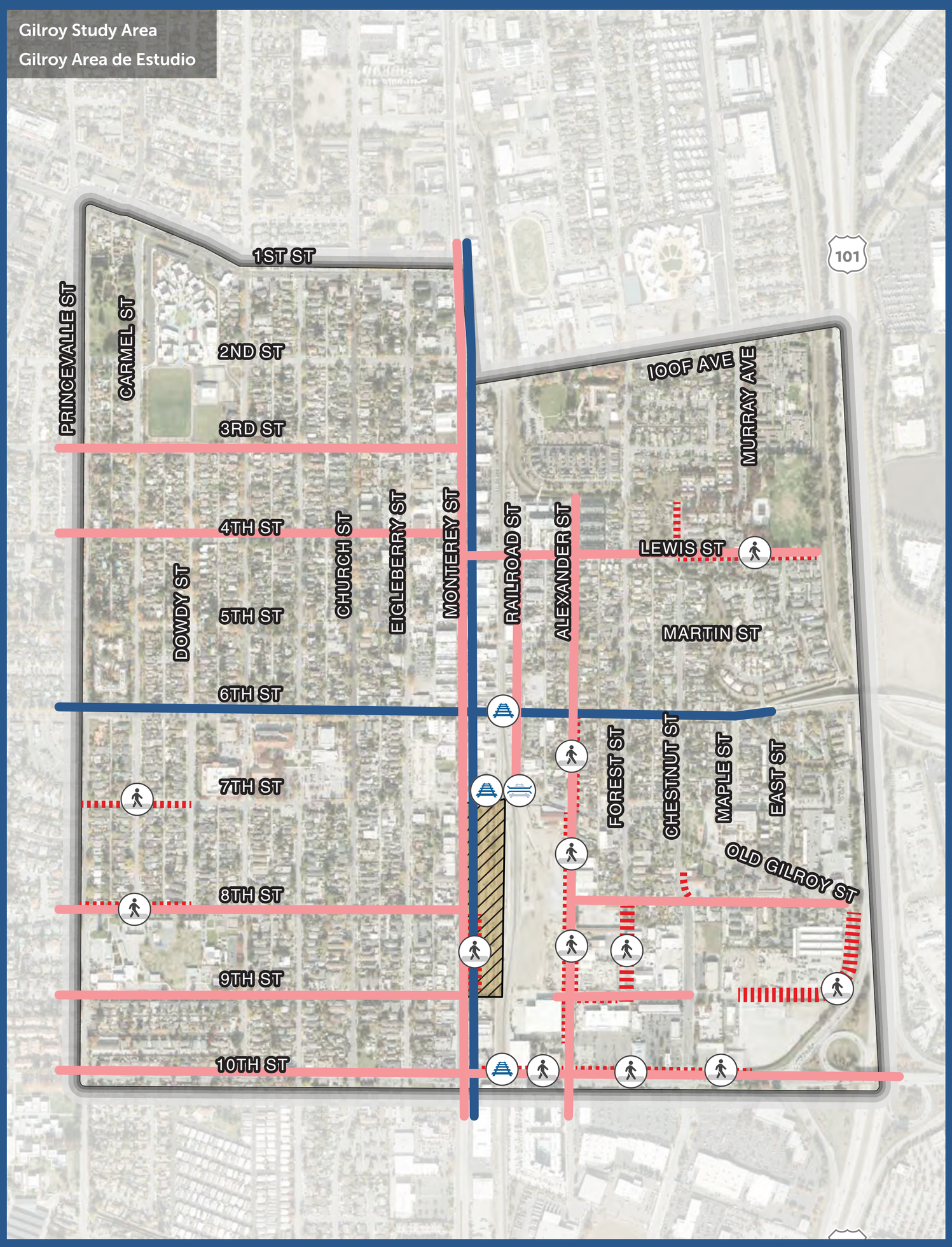
*Tell Us What You Think! / Díganos lo que opina!*

Preliminary Recommendations / Recomendaciones preliminares

Valley Transportation Authority

**GILROY STATION ACCESS STUDY**

**ESTUDIO DE ACCESO A LA ESTACIÓN GILROY**




Where would you like to see these improvements implemented first? Pick your top three.

¿Dónde le gustaría ver estas mejoras? Elija los 3 lugares donde debieran implementarse primero.

3rd Street

4th Street

6th Street

8th Street

9th Street

10th Street

Monterey Street

Railroad Street

Alexander Street

Lewis St

NOTES:

Gilroy Station/ La Estación de Gilroy

Study Area/ Área de Estudio

Sidewalk Gap Closure/Cerrar Brechas en las Veredas

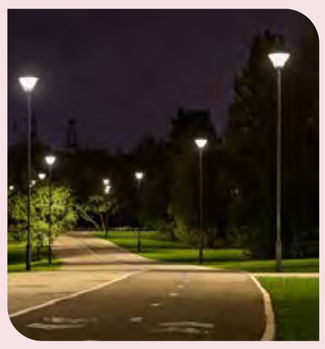
Pedestrian Improvements/ Mejoras para los Peatones

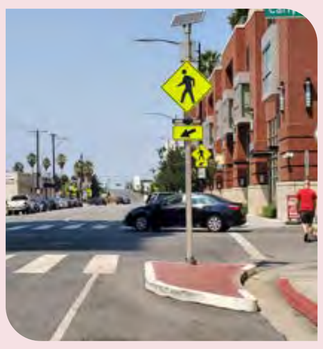
Public Transit Improvements/ Mejoras para Transporte Publico

Pedestrian/Bicycle Overcrossing / Puente Bicicletas/Peatones

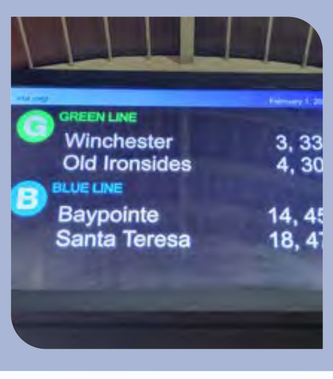
Rail Crossings Improvements / Mejoras a los Cruces de Tren

## Pedestrian Improvements / Mejoras para los Peatones





## Transit Improvements / Mejoras para Transporte Publico



# WHAT IMPROVEMENTS WOULD YOU MOST LIKE TO SEE AT THE STATION? PICK YOUR TOP THREE.

## ¿QUÉ MEJORAS LE GUSTARÍA VER EN LA ESTACIÓN? ELIJA LAS 3 QUE MÁS LE GUSTARÍA VER.

Benches /
Bancas

Café or food vendors /
Puestos de café o comida

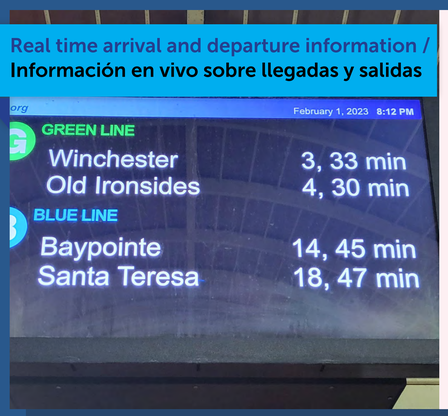
Station Lighting /
Luminaria de la Estación

Mobility Hub /
Centro de Movilidad

Station Identity /
Desarrollo de identidad de las estaciones


Public Bathrooms /
Baños públicos


Real time arrival and departure information /
Información en vivo sobre llegadas y salidas




Wayfinding and signs to the Station /
Señales de información en la estación


Wayfinding to help find different transit operators /
Señalización para ayudar a encontrar los distintos operadores de transporte público


**Have more feedback? Take our survey!**
Tiene más opiniones o comentarios? Responda a la encuesta!

vta.org/gilroy.survey

**Are there other improvements you would like to see?**
Write it on a post-it note and stick it below.

**Hay otras mejoras que le gustaria ver?**
Escribalo en una nota de papel y peguelo acá abajo.

Valley Transportation Authority

**GILROY STATION ACCESS STUDY**
**ESTUDIO DE ACCESO A LA ESTACION GILROY**

# Appendix D:
# Study Area Improvement Projects

Valley Transportation Authority

## Table D-1: Study Area Access Improvements

| Improvement Number | Proposed Improvement | Locations | Justification |
|---|---|---|---|
| **A** | **Automatic Ped Recall** | | |
| A1 | Update signal timing to include automatic pedestrian recall | Monterey St/6th Street | Automatic pedestrian recall is recommended based on the existing conditions analysis for intersections with high pedestrian activity. |
| A2 | Update signal timing to include automatic pedestrian recall | Monterey St/7th Street | Automatic pedestrian recall is recommended based on the existing conditions analysis for intersections with high pedestrian activity. |
| **B** | **Curb Extensions** | | |
| B1 | Install curb extensions and ADA compliant curb ramps | Carmel St/1st St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B2 | Install curb extensions and ADA compliant curb ramps | Hanna St/1st St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B3 | Install curb extensions and ADA compliant curb ramps | Rosanna St/1st St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B4 | Install curb extensions and ADA compliant curb ramps | Church St/1st St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B5 | Install curb extensions and ADA compliant curb ramps | Eigleberry St/1st St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B6 | Install curb extensions and ADA compliant curb ramps | Rosanna St/2nd St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |

| Improvement Number | Proposed Improvement | Locations | Justification |
|---|---|---|---|
| B7 | Install curb extensions and ADA compliant curb ramps | Church St/2nd St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B8 | Install curb extensions and ADA compliant curb ramps | Eigleberry St/2nd St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B9 | Install curb extensions and ADA compliant curb ramps | Monterey St/2nd St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B10 | Install curb extensions and ADA compliant curb ramps | Rosanna St/3rd St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B11 | Install curb extensions and ADA compliant curb ramps | Church St/3rd St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B12 | Install curb extensions and ADA compliant curb ramps | Eigleberry St/3rd St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B13 | Install curb extensions and ADA compliant curb ramps | Carmel St/4th St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B14 | Install curb extensions and ADA compliant curb ramps | Dowdy St/4th St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B15 | Install curb extensions and ADA compliant curb ramps | Rosanna St/4th St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |

| Improvement Number | Proposed Improvement | Locations | Justification |
|---|---|---|---|
| B16 | Install curb extensions and ADA compliant curb ramps | Church St/4th St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B17 | Install curb extensions and ADA compliant curb ramps | Eigleberry St/4th St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B18 | Install curb extensions and ADA compliant curb ramps | Eigleberry St/5th St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B19 | Install curb extensions and ADA compliant curb ramps | Carmel St/6th St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B20 | Install curb extensions and ADA compliant curb ramps | Dowdy St/6th St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B21 | Install curb extensions and ADA compliant curb ramps | Church St/6th St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B22 | Install curb extensions and ADA compliant curb ramps | Eigleberry St/6th St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B23 | Install curb extensions and ADA compliant curb ramps | Forest St/Martin St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B24 | Install curb extensions and ADA compliant curb ramps | Carmel St/7th St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |

| Improvement Number | Proposed Improvement | Locations | Justification |
|---|---|---|---|
| B25 | Install curb extensions and ADA compliant curb ramps | Rosanna St/7th St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B26 | Install curb extensions and ADA compliant curb ramps | Church St/7th St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B27 | Install curb extensions and ADA compliant curb ramps | Eigleberry St/7th St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B28 | Install curb extensions and ADA compliant curb ramps | Railroad St/Old Gilroy St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B29 | Install curb extensions and ADA compliant curb ramps | Rosanna St/8th St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B30 | Install curb extensions and ADA compliant curb ramps | Church St/8th St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B31 | Install curb extensions and ADA compliant curb ramps | Eigleberry St/8th St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B32 | Install curb extensions and ADA compliant curb ramps | Monterey St/8th St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B33 | Install curb extensions and ADA compliant curb ramps | Hanna St/9th St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |

| Improvement Number | Proposed Improvement | Locations | Justification |
|---|---|---|---|
| B34 | Install curb extensions and ADA compliant curb ramps | Church St/9th St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B35 | Install curb extensions and ADA compliant curb ramps | Eigleberry St/9th St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B36 | Install curb extensions and ADA compliant curb ramps | Monterey St/9th St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B37 | Install curb extensions and ADA compliant curb ramps | Princevalle St/10th St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B38 | Install curb extensions and ADA compliant curb ramps | Glen View Dr/10th St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B39 | Install curb extensions and ADA compliant curb ramps | Del Mar St/10th St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B40 | Install curb extensions and ADA compliant curb ramps | Rosanna St/10th St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B41 | Install curb extensions and ADA compliant curb ramps | Church St/10th St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B42 | Install curb extensions and ADA compliant curb ramps | Eigleberry St/10th St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |

| Improvement Number | Proposed Improvement | Locations | Justification |
|---|---|---|---|
| B43 | Install curb extensions and ADA compliant curb ramps | Monterey St/10th St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B44 | Install curb extensions and ADA compliant curb ramps | Alexander St/6th St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B45 | Install curb extensions and ADA compliant curb ramps | Forest St/6th St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B46 | Install curb extensions and ADA compliant curb ramps | Chestnut St/6th St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B47 | Install curb extensions and ADA compliant curb ramps | 7th St/Forest St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B48 | Install curb extensions and ADA compliant curb ramps | Maple St/7th St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B49 | Install curb extensions and ADA compliant curb ramps | Chestnut St/Old Gilroy St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B50 | Install curb extensions and ADA compliant curb ramps | Alexander St/8th St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B51 | Install curb extensions and ADA compliant curb ramps | Chestnut St/8th St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |

| Improvement Number | Proposed Improvement | Locations | Justification |
|---|---|---|---|
| B52 | Install curb extensions and ADA compliant curb ramps | Chestnut St/East St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B53 | Install curb extensions and ADA compliant curb ramps | Alexander St/9th St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B54 | Install curb extensions and ADA compliant curb ramps | Chestnut St/9th St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B55 | Install curb extensions and ADA compliant curb ramps | Alexander St/10th St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| B56 | Install curb extensions and ADA compliant curb ramps | Chestnut St/10th St | Curb extensions can address needs identified in the walk audits by reducing vehicle speeds and shortening pedestrian crossing distance. |
| **C** | **High Visibility Crosswalks** | | |
| C1 | Install high-visibility crosswalks and ADA compliant curb ramps | Carmel St/2nd St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C2 | Install high-visibility crosswalks and ADA compliant curb ramps | Hanna St/2nd St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C3 | Install high-visibility crosswalks and ADA compliant curb ramps | Rosanna St/2nd St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C4 | Install high-visibility crosswalks and ADA compliant curb ramps | Church St/2nd St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |

| Improvement Number | Proposed Improvement | Locations | Justification |
|---|---|---|---|
| C5 | Install high-visibility crosswalks and ADA compliant curb ramps | Eigleberry St/2nd St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C6 | Install high-visibility crosswalks and ADA compliant curb ramps | Monterey St/2nd St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C7 | Install high-visibility crosswalks and ADA compliant curb ramps | Carmel St/3rd St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C8 | Install high-visibility crosswalks and ADA compliant curb ramps | Dowdy St/3rd St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C9 | Install high-visibility crosswalks and ADA compliant curb ramps | Hanna St/3rd St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C10 | Install high-visibility crosswalks and ADA compliant curb ramps | Rosanna St/3rd St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C11 | Install high-visibility crosswalks and ADA compliant curb ramps | Church St/3rd St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C12 | Install high-visibility crosswalks and ADA compliant curb ramps | Eigleberry St/3rd St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C13 | Install high-visibility crosswalks and ADA compliant curb ramps | Monterey St/3rd St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C14 | Install high-visibility crosswalks and ADA compliant curb ramps | Carmel St/4th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C15 | Install high-visibility crosswalks and ADA compliant curb ramps | Dowdy St/4th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |

| Improvement Number | Proposed Improvement | Locations | Justification |
|---|---|---|---|
| C16 | Install high-visibility crosswalks and ADA compliant curb ramps | Rosanna St/4th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C17 | Install high-visibility crosswalks and ADA compliant curb ramps | Church St/4th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C18 | Install high-visibility crosswalks and ADA compliant curb ramps | Eigleberry St/4th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C19 | Install high-visibility crosswalks and ADA compliant curb ramps | Railroad St/Lewis St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C20 | Install high-visibility crosswalks and ADA compliant curb ramps | Carmel St/5th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C21 | Install high-visibility crosswalks and ADA compliant curb ramps | Dowdy St/5th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C22 | Install high-visibility crosswalks and ADA compliant curb ramps | Hanna St/5th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C23 | Install high-visibility crosswalks and ADA compliant curb ramps | Rosanna St/5th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C24 | Install high-visibility crosswalks and ADA compliant curb ramps | Church St/5th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C25 | Install high-visibility crosswalks and ADA compliant curb ramps | Eigleberry St/5th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C26 | Install high-visibility crosswalks and ADA compliant curb ramps | Railroad St/Martin St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |

| Improvement Number | Proposed Improvement | Locations | Justification |
|---|---|---|---|
| C27 | Install high-visibility crosswalks and ADA compliant curb ramps | Carmel St/6th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C28 | Install high-visibility crosswalks and ADA compliant curb ramps | Dowdy St/6th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C29 | Install high-visibility crosswalks and ADA compliant curb ramps | Hanna St/6th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C30 | Install high-visibility crosswalks and ADA compliant curb ramps | Rosanna St/6th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C31 | Install high-visibility crosswalks and ADA compliant curb ramps | Church St/6th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C32 | Install high-visibility crosswalks and ADA compliant curb ramps | Eigleberry St/6th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C33 | Install high-visibility crosswalks and ADA compliant curb ramps | Railroad St/6th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C34 | Install high-visibility crosswalks and ADA compliant curb ramps | Alexander St/Lewis St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C35 | Install high-visibility crosswalks and ADA compliant curb ramps | Forest St/Lewis St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C36 | Install high-visibility crosswalks and ADA compliant curb ramps | Chestnut St/Lewis St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C37 | Install high-visibility crosswalks and ADA compliant curb ramps | Alexander St/Martin St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |

| Improvement Number | Proposed Improvement | Locations | Justification |
|---|---|---|---|
| C38 | Install high-visibility crosswalks and ADA compliant curb ramps | Forest St/Martin St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C39 | Install high-visibility crosswalks and ADA compliant curb ramps | Chestnut St/Martin St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C40 | Install high-visibility crosswalks and ADA compliant curb ramps | Carmel St/7th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C41 | Install high-visibility crosswalks and ADA compliant curb ramps | Dowdy St/7th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C42 | Install high-visibility crosswalks and ADA compliant curb ramps | Hanna St/7th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C43 | Install high-visibility crosswalks and ADA compliant curb ramps | Rosanna St/7th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C44 | Install high-visibility crosswalks and ADA compliant curb ramps | Church St/7th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C45 | Install high-visibility crosswalks and ADA compliant curb ramps | Eigleberry St/7th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C46 | Install high-visibility crosswalks and ADA compliant curb ramps | Railroad St/Old Gilroy St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C47 | Install high-visibility crosswalks and ADA compliant curb ramps | Hanna St/8th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C48 | Install high-visibility crosswalks and ADA compliant curb ramps | Rosanna St/8th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |

| Improvement Number | Proposed Improvement | Locations | Justification |
|---|---|---|---|
| C49 | Install high-visibility crosswalks and ADA compliant curb ramps | Church St/8th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C50 | Install high-visibility crosswalks and ADA compliant curb ramps | Eigleberry St/8th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C51 | Install high-visibility crosswalks and ADA compliant curb ramps | Hanna St/9th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C52 | Install high-visibility crosswalks and ADA compliant curb ramps | Rosanna St/9th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C53 | Install high-visibility crosswalks and ADA compliant curb ramps | Church St/9th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C54 | Install high-visibility crosswalks and ADA compliant curb ramps | Eigleberry St/9th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C55 | Install high-visibility crosswalks and ADA compliant curb ramps | Monterey St/9th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C56 | Install high-visibility crosswalks and ADA compliant curb ramps | Princevalle St/10th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C57 | Install high-visibility crosswalks and ADA compliant curb ramps | Glen View Dr/10th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C58 | Install high-visibility crosswalks and ADA compliant curb ramps | Del Mar St/10th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C59 | Install high-visibility crosswalks and ADA compliant curb ramps | Rosanna St/10th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |

| Improvement Number | Proposed Improvement | Locations | Justification |
|---|---|---|---|
| C60 | Install high-visibility crosswalks and ADA compliant curb ramps | Church St/10th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C61 | Install high-visibility crosswalks and ADA compliant curb ramps | Eigleberry St/10th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C62 | Install high-visibility crosswalks and ADA compliant curb ramps | Monterey St/10th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C63 | Install high-visibility crosswalks and ADA compliant curb ramps | Alexander St/6th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C64 | Install high-visibility crosswalks and ADA compliant curb ramps | Forest St/6th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C65 | Install high-visibility crosswalks and ADA compliant curb ramps | Chestnut St/6th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C66 | Install high-visibility crosswalks and ADA compliant curb ramps | Maple St/6th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C67 | Install high-visibility crosswalks and ADA compliant curb ramps | Roger Ln/6th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C68 | Install high-visibility crosswalks and ADA compliant curb ramps | Alexander St/Old Gilroy St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C69 | Install high-visibility crosswalks and ADA compliant curb ramps | Forest St/7th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C70 | Install high-visibility crosswalks and ADA compliant curb ramps | Chestnut St/7th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |

| Improvement Number | Proposed Improvement | Locations | Justification |
|---|---|---|---|
| C71 | Install high-visibility crosswalks and ADA compliant curb ramps | Maple St/7th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C72 | Install high-visibility crosswalks and ADA compliant curb ramps | East St/7th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C73 | Install high-visibility crosswalks and ADA compliant curb ramps | Forest St/Old Gilroy St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C74 | Install high-visibility crosswalks and ADA compliant curb ramps | Chestnut St/Old Gilroy St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C75 | Install high-visibility crosswalks and ADA compliant curb ramps | Alexander St/8th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C76 | Install high-visibility crosswalks and ADA compliant curb ramps | Forest St/8th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C77 | Install high-visibility crosswalks and ADA compliant curb ramps | Chestnut St/8th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C78 | Install high-visibility crosswalks and ADA compliant curb ramps | East St/Old Gilroy St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C79 | Install high-visibility crosswalks and ADA compliant curb ramps | East St/8th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C80 | Install high-visibility crosswalks and ADA compliant curb ramps | Alexander St/9th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C81 | Install high-visibility crosswalks and ADA compliant curb ramps | Chestnut St/9th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |

| Improvement Number | Proposed Improvement | Locations | Justification |
|---|---|---|---|
| C82 | Install high-visibility crosswalks and ADA compliant curb ramps | Alexander St/10th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| C83 | Install high-visibility crosswalks and ADA compliant curb ramps | Chestnut St/10th St | High visibility crosswalks address pedestrian and safety needs identified in the existing conditions analysis. |
| **D** | **Neighborhood Traffic Circle** | | |
| D1 | Install traffic circle | Hanna St/2nd St | Neighborhood traffic circles have been identified as a high-priority improvement at intersections with high pedestrian activity based on the existing conditions analysis. |
| D2 | Install traffic circle | Hanna St/3rd St | Neighborhood traffic circles have been identified as a high-priority improvement at intersections with high pedestrian activity based on the existing conditions analysis. |
| D3 | Install traffic circle | Hanna St/4th St | Neighborhood traffic circles have been identified as a high-priority improvement at intersections with high pedestrian activity based on the existing conditions analysis. |
| D4 | Install traffic circle | Carmel St/5th St | Neighborhood traffic circles have been identified as a high-priority improvement at intersections with high pedestrian activity based on the existing conditions analysis. |
| D5 | Install traffic circle | Dowdy St/5th St | Neighborhood traffic circles have been identified as a high-priority improvement at intersections with high pedestrian activity based on the existing conditions analysis. |
| D6 | Install traffic circle | Hanna St/5th St | Neighborhood traffic circles have been identified as a high-priority improvement at intersections with high pedestrian activity based on the existing conditions analysis. |
| D7 | Install traffic circle | Rosanna St/5th St | Neighborhood traffic circles have been identified as a high-priority improvement at intersections with high pedestrian activity based on the existing conditions analysis. |

| Improvement Number | Proposed Improvement | Locations | Justification |
|---|---|---|---|
| D8 | Install traffic circle | Hanna St/6th St | Neighborhood traffic circles have been identified as a high-priority improvement at intersections with high pedestrian activity based on the existing conditions analysis. |
| D9 | Install traffic circle | Dowdy St/7th St | Neighborhood traffic circles have been identified as a high-priority improvement at intersections with high pedestrian activity based on the existing conditions analysis. |
| D10 | Install traffic circle | Hanna St/7th St | Neighborhood traffic circles have been identified as a high-priority improvement at intersections with high pedestrian activity based on the existing conditions analysis. |
| D11 | Install traffic circle | Hanna St/8th St | Neighborhood traffic circles have been identified as a high-priority improvement at intersections with high pedestrian activity based on the existing conditions analysis. |
| D12 | Install traffic circle | Alexander St/Old Gilroy St | Neighborhood traffic circles have been identified as a high-priority improvement at intersections with high pedestrian activity based on the existing conditions analysis. |
| D13 | Install traffic circle | Forest St/Old Gilroy St | Neighborhood traffic circles have been identified as a high-priority improvement at intersections with high pedestrian activity based on the existing conditions analysis. |
| **E** | **Ped Refuge Island** | | |
| E1 | Install pedestrian refuge island | Church St/10th St | Pedestrian refuge islands have been recommended based on the existing conditions analysis at intersections with high number of lanes. |
| E2 | Install pedestrian refuge island | Eigleberry St/10th St | Pedestrian refuge islands have been recommended based on the existing conditions analysis at intersections with high number of lanes. |
| E3 | Install pedestrian refuge island | Monterey St/10th St | Pedestrian refuge islands have been recommended based on the existing conditions analysis at intersections with high number of lanes. |

| Improvement Number | Proposed Improvement | Locations | Justification |
|---|---|---|---|
| E4 | Install pedestrian refuge island | Chestnut St/8th St | Pedestrian refuge islands have been recommended based on the existing conditions analysis at intersections with high number of lanes. |
| E5 | Install pedestrian refuge island | Chestnut St/9th St | Pedestrian refuge islands have been recommended based on the existing conditions analysis at intersections with high number of lanes. |
| E6 | Install pedestrian refuge island | Alexander St/10th St | Pedestrian refuge islands have been recommended based on the existing conditions analysis at intersections with high number of lanes. |
| E7 | Install pedestrian refuge island | Chestnut St/10th St | Pedestrian refuge islands have been recommended based on the existing conditions analysis at intersections with high number of lanes. |
| **F** | **Pedestrian Rail Crossing Gates** | | |
| F1 | Install pedestrian crossing gate | I.O.O.F Ave and railroad track | Gates provide more separation between pedestrians and rail track and were identified as a need in the existing conditions analysis. |
| F2 | Install pedestrian crossing gate | Lewis St and railroad track | Gates provide more separation between pedestrians and rail track and were identified as a need in the existing conditions analysis. |
| F3 | Install pedestrian crossing gate | Martin St and railroad track | Gates provide more separation between pedestrians and rail track and were identified as a need in the existing conditions analysis. |
| F4 | Install pedestrian crossing gate | 6th St and railroad track | Gates provide more separation between pedestrians and rail track and were identified as a need in the existing conditions analysis. |
| F5 | Install pedestrian crossing gate | 7th St and railroad track | Gates provide more separation between pedestrians and rail track and were identified as a need in the existing conditions analysis. |
| F6 | Install pedestrian crossing gate | 10th St and railroad track | Gates provide more separation between pedestrians and rail track and were identified as a need in the existing conditions analysis. |
| **G** | **Raised Crosswalk** | | |

| Improvement Number | Proposed Improvement | Locations | Justification |
|---|---|---|---|
| G1 | Raise crosswalk and add high-visibility crosswalks | Monterey St between 7th St and 8th St | Midblock raised crosswalks address travel needs identified in the existing conditions and future conditions by reding cehicle speeds, increasing pedestrian visibility, and providing additional crossing options for pedestrians in high pedestrian activity areas. |
| G2 | Raise crosswalk and add high-visibility crosswalks | Alexander St between 8th St and 9th St | Midblock raised crosswalks address travel needs identified in the existing conditions and future conditions by reding cehicle speeds, increasing pedestrian visibility, and providing additional crossing options for pedestrians in high pedestrian activity areas. |
| **H** | **Raised Intersection** | | |
| H1 | Raise intersection and add high-visibility crosswalks | Carmel St/2nd St | Raised intersections can address existing travel needs identified in the existing conditions analysis and pedestrian needs identified in walk audits by reducing vehicle speeds and increasing visibility of pedestrians. |
| H2 | Raise intersection and add high-visibility crosswalks | Carmel St/3rd St | Raised intersections can address existing travel needs identified in the existing conditions analysis and pedestrian needs identified in walk audits by reducing vehicle speeds and increasing visibility of pedestrians. |
| H3 | Raise intersection and add high-visibility crosswalks | Dowdy St/3rd St | Raised intersections can address existing travel needs identified in the existing conditions analysis and pedestrian needs identified in walk audits by reducing vehicle speeds and increasing visibility of pedestrians. |
| H4 | Raise intersection and add high-visibility crosswalks | Dowdy St/6th St | Raised intersections can address existing travel needs identified in the existing conditions analysis and pedestrian needs identified in walk audits by reducing vehicle speeds and increasing visibility of pedestrians. |

| Improvement Number | Proposed Improvement | Locations | Justification |
|---|---|---|---|
| H5 | Raise intersection and add high-visibility crosswalks | Rosanna St/6th St | Raised intersections can address existing travel needs identified in the existing conditions analysis and pedestrian needs identified in walk audits by reducing vehicle speeds and increasing visibility of pedestrians. |
| H6 | Raise intersection and add high-visibility crosswalks | Church St/6th St | Raised intersections can address existing travel needs identified in the existing conditions analysis and pedestrian needs identified in walk audits by reducing vehicle speeds and increasing visibility of pedestrians. |
| H7 | Raise intersection and add high-visibility crosswalks | Rosanna St/7th St | Raised intersections can address existing travel needs identified in the existing conditions analysis and pedestrian needs identified in walk audits by reducing vehicle speeds and increasing visibility of pedestrians. |
| H8 | Raise intersection and add high-visibility crosswalks | Church St/7th St | Raised intersections can address existing travel needs identified in the existing conditions analysis and pedestrian needs identified in walk audits by reducing vehicle speeds and increasing visibility of pedestrians. |
| H9 | Raise intersection and add high-visibility crosswalks | Monterey St/7th St | Raised intersections can address existing travel needs identified in the existing conditions analysis and pedestrian needs identified in walk audits by reducing vehicle speeds and increasing visibility of pedestrians. |
| H10 | Raise intersection and add high-visibility crosswalks | Carmel St/8th St | Raised intersections can address existing travel needs identified in the existing conditions analysis and pedestrian needs identified in walk audits by reducing vehicle speeds and increasing visibility of pedestrians. |

| Improvement Number | Proposed Improvement | Locations | Justification |
|---|---|---|---|
| H11 | Raise intersection and add high-visibility crosswalks | Dowdy St/8th St | Raised intersections can address existing travel needs identified in the existing conditions analysis and pedestrian needs identified in walk audits by reducing vehicle speeds and increasing visibility of pedestrians. |
| **I** | **Bus Shelter & Wayfinding** | | |
| I1 | Install bus shelter, benches, bus bulbs, and add wayfinding | Monterey St between 9th St and 10th St | Bus shelters, bus bulbs, and wayfinding signage were improvements identified during pop-up events and survey. |
| **J** | **Bus Shelter & Bus Bulbs** | | |
| J1 | Install bus shelter, benches, and bus bulbs | Rosanna St/6th St | Bus shelters and bus bulbs were improvements identified during pop-up events and survey. |
| J2 | Install bus shelter, benches, and bus bulbs | Church St/6th St | Bus shelters and bus bulbs were improvements identified during pop-up events and survey. |
| | **Additional Improvements** | | |
| - | Add **wayfinding signage to the Station** and VTA bus stops | Monterey St and 6th St | Wayfinding signage improvements were identified through surveys and pop-up events. The locations are proposed based on existing access and future conditions. |
| - | Consider an **on-demand or fixed route shuttle** through downtown Gilroy to improve local connectivity within the City | - | This improvement addresses the need for local connectivity identified in the pop-up events. |
| - | **Improve senior transportation options** including affordable transit programs and shuttle programs for seniors. | - | This improvement addresses the existing conditions needs identified based on the study area demographic. |
| - | **Expand hours of operation and reduce bus headways** | - | This improvement was identified based on community feedback received during pop-up events. |

| Improvement Number | Proposed Improvement | Locations | Justification |
|---|---|---|---|
| - | **Fill in Gaps in Class II Bike Lane** | Eigleberry Street<br>Church Street<br>Chestnut Street | Based on DIB 94. |
| - | **Class II Buffered Bike Lane** | 7th St/Old Gilroy St<br>Alexander St (between Old Gilroy St & 10th St) | Based on DIB 94 and serves as a key connection from bicycle routes east of Station. |
| - | **Class III Bike Route** | 8th Street<br>Alexander Street (north of Old Gilroy St)<br>4th St<br>Maple St | Based on DIB 94 and provides connections to to greater bike network throughout City. |
| - | **Class I through HSR future Station and Class II Buffered on street** | Alexander St | Based on DIB 94. Provide access to HSR future Station and Gilroy Station. |
| - | **Consider building off-street multi-use trails** | - | Identified as a priority from the community. |
| - | **Skipped Striping through intersections** | Intersections along the following bikeways:<br>• Eigleberry St<br>• Church St<br>• Chestnut St<br>• Alexander St<br>• 7th St/Old<br>• Gilroy St<br>• 10th St | Increased visibility through intersections was identified as a need in existing conditions analysis. |
| - | **Bicycle Wayfinding Signage** | Along all bikeways including:<br>• Church St<br>• Eigleberry St<br>• 7th St/Old Gilroy<br>• 8th St<br>• Alexander St<br>• Chestnut St<br>• Maple St | Based on existing conditions and travel needs, bicycle wayfinding signage can familiarize users with the bicycle network along with indicating to motorists that they are driving along a bicycle route and should use caution. |

| Improvement Number | Proposed Improvement | Locations | Justification |
|---|---|---|---|
| - | **Traffic Maintenance and Education** | Throughout the Study Area focused on bike lanes | Identified as a priority from the community. |
| - | **Close Sidewalk Gaps** | • 7th St (between Princevalle St & Dowdy St)<br>• 8th St (between Princevalle St & Dowdy St)<br>• Monterey St (between 8th St & 9th St)<br>• Alexander St (between 6th St & 10th St)<br>• Forest St (between 8th St & 9th St)<br>• 9th St (between Alexander St & Forest St)<br>• 9th St (between Chestnut St and US 101)<br>• Lewis St (east of Chestnut)<br>• Chestnut St (north of Lewis St)<br>• 10th St (between Monterey St & Chestnut St)<br>• Chestnut St (between 8th St & Old Gilroy St)<br>• 9th St (east of Chestnut St) | Filling in sidewalk gaps is based on the existing conditions analysis and travel needs identified. |

# Appendix E:
# Study Area Improvement Cost Estimates

Valley Transportation Authority

| Proposed Improvement | Locations | Project Description | No. of Locations | Design Element | Removals | Quantity | Unit | Unit Price | Future Elements to Build | Quantity | Unit | Unit Price | Cost Estimate per location | Total Cost Estimate | Other Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Pedestrian Improvements** | | | | | | | | | | | | | | | |
| **High Visibility Crosswalk** | Throughout the Study Area | High-visibility crosswalk on one new leg | 336 | Civil | Signing and Striping | | | | High-visibility Crosswalk | 200 | SF | $5 | **$1,000** | **$336,000** | Assumes 40' crosswalk - cost estimate is per crosswalk |
| **Pedestrian Refuge Island** | **All locations** | Designated, raised or marked area located in the center of a roadway, typically within a median | 2 refuges at 7 locations | | Existing Pavement | | | | Island Including Concrete Surface and Curb | | | | | **$369,600** | Assumes roughly 40' long x 6' wide refuge at each location; cost estimate is per ped refuge island |
| *Pedestrian Refuge Island* | *Monterey St/10th St* | | *2* | *Civil* | *Existing Pavement* | *240* | *SF* | *$10* | *Concrete Island* | *240* | *SF* | *$100* | *$26,400* | *$52,800* | |
| *Pedestrian Refuge Island* | *Eigleberry St/10th St* | | *2* | *Civil* | *Existing Pavement* | *240* | *SF* | *$10* | *Concrete Island* | *240* | *SF* | *$100* | *$26,400* | *$52,800* | |
| *Pedestrian Refuge Island* | *Church St/10th St* | | *2* | *Civil* | *Existing Pavement* | *240* | *SF* | *$10* | *Concrete Island* | *240* | *SF* | *$100* | *$26,400* | *$52,800* | |
| *Pedestrian Refuge Island* | *Alexander St/10th St* | | *2* | *Civil* | *Existing Pavement* | *240* | *SF* | *$10* | *Concrete Island* | *240* | *SF* | *$100* | *$26,400* | *$52,800* | |
| *Pedestrian Refuge Island* | *Chestnut St/8th St* | | *2* | *Civil* | *Existing Pavement* | *240* | *SF* | *$10* | *Concrete Island* | *240* | *SF* | *$100* | *$26,400* | *$52,800* | |
| *Pedestrian Refuge Island* | *Chestnut St/9th St* | | *2* | *Civil* | *Existing Pavement* | *240* | *SF* | *$10* | *Concrete Island* | *240* | *SF* | *$100* | *$26,400* | *$52,800* | |
| *Pedestrian Refuge Island* | *Chestnut St/10th St* | | *2* | *Civil* | *Existing Pavement* | *240* | *SF* | *$10* | *Concrete Island* | *240* | *SF* | *$100* | *$26,400* | *$52,800* | |
| **Pedestrian Rail Crossing Gates** | **All locations** | Add pedestrian crossing gates | 6 | Civil | None | | | | Crossing Gates | | | | | **$900,000** | Cost estimate is per at-grade railroad crossing to upgrade crossing equipment. |
| *Pedestrian Rail Crossing Gates* | *I.O.O.F Ave at the rail crossing* | | *1* | *Civil* | *None* | | | | *Crossing Gates* | *1* | *EA* | *$150,000* | *$150,000* | *$150,000* | |
| *Pedestrian Rail Crossing Gates* | *Lewis St at the rail crossing* | | *1* | *Civil* | *None* | | | | *Crossing Gates* | *1* | *EA* | *$150,000* | *$150,000* | *$150,000* | |
| *Pedestrian Rail Crossing Gates* | *Martin Ave at the rail crossing* | | *1* | *Civil* | *None* | | | | *Crossing Gates* | *1* | *EA* | *$150,000* | *$150,000* | *$150,000* | |
| *Pedestrian Rail Crossing Gates* | *6th St at the rail crossing* | | *1* | *Civil* | *None* | | | | *Crossing Gates* | *1* | *EA* | *$150,000* | *$150,000* | *$150,000* | |
| *Pedestrian Rail Crossing Gates* | *7th St at the rail crossing* | | *1* | *Civil* | *None* | | | | *Crossing Gates* | *1* | *EA* | *$150,000* | *$150,000* | *$150,000* | |
| *Pedestrian Rail Crossing Gates* | *10th St at the rail crossing* | | *1* | *Civil* | *None* | | | | *Crossing Gates* | *1* | *EA* | *$150,000* | *$150,000* | *$150,000* | |

| Proposed Improvement | Locations | Project Description | No. of Locations | Design Element | Removals | Quantity | Unit | Unit Price | Future Elements to Build | Quantity | Unit | Unit Price | Cost Estimate per location | Total Cost Estimate | Other Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Curb Extentions** | **All locations** | Curb extensions on four corners at each location | 220 | Civil | Existing Pavement | | | | Curb Extensions, Including Concrete Surface and Curb | | | | | **$10,890,000** | Assumes 450 sq ft per curb extension - cost estimate is per curb extension with 4 curb extensions at each intersection |
| *Curb Extentions* | *Carmel St/1st St* | | *4* | *Civil* | *Existing Pavement* | *450* | *SF* | *$10* | *Curb Extension* | *450* | *SF* | *$100* | *$49,500* | *$198,000* | |
| *Curb Extentions* | *Carmel St/4th St* | | *4* | *Civil* | *Existing Pavement* | *450* | *SF* | *$10* | *Curb Extension* | *450* | *SF* | *$100* | *$49,500* | *$198,000* | |
| *Curb Extentions* | *Carmel St/6th St* | | *4* | *Civil* | *Existing Pavement* | *450* | *SF* | *$10* | *Curb Extension* | *450* | *SF* | *$100* | *$49,500* | *$198,000* | |
| *Curb Extentions* | *Carmel St/7th St* | | *4* | *Civil* | *Existing Pavement* | *450* | *SF* | *$10* | *Curb Extension* | *450* | *SF* | *$100* | *$49,500* | *$198,000* | |
| *Curb Extentions* | *Princevalle St/10th St* | | *4* | *Civil* | *Existing Pavement* | *450* | *SF* | *$10* | *Curb Extension* | *450* | *SF* | *$100* | *$49,500* | *$198,000* | |
| *Curb Extentions* | *Glenview Dr/10th St* | | *4* | *Civil* | *Existing Pavement* | *450* | *SF* | *$10* | *Curb Extension* | *450* | *SF* | *$100* | *$49,500* | *$198,000* | |
| *Curb Extentions* | *Dowdy St/4th St* | | *4* | *Civil* | *Existing Pavement* | *450* | *SF* | *$10* | *Curb Extension* | *450* | *SF* | *$100* | *$49,500* | *$198,000* | |
| *Curb Extentions* | *Dowdy St/6th St* | | *4* | *Civil* | *Existing Pavement* | *450* | *SF* | *$10* | *Curb Extension* | *450* | *SF* | *$100* | *$49,500* | *$198,000* | |
| *Curb Extentions* | *Hanna St/1st St* | | *4* | *Civil* | *Existing Pavement* | *450* | *SF* | *$10* | *Curb Extension* | *450* | *SF* | *$100* | *$49,500* | *$198,000* | |
| *Curb Extentions* | *Hanna St/9th St* | | *4* | *Civil* | *Existing Pavement* | *450* | *SF* | *$10* | *Curb Extension* | *450* | *SF* | *$100* | *$49,500* | *$198,000* | |
| *Curb Extentions* | *Hanna St/10th St* | | *4* | *Civil* | *Existing Pavement* | *450* | *SF* | *$10* | *Curb Extension* | *450* | *SF* | *$100* | *$49,500* | *$198,000* | |
| *Curb Extentions* | *Rosanna St/1st St* | | *4* | *Civil* | *Existing Pavement* | *450* | *SF* | *$10* | *Curb Extension* | *450* | *SF* | *$100* | *$49,500* | *$198,000* | |
| *Curb Extentions* | *Rosanna St/2nd St* | | *4* | *Civil* | *Existing Pavement* | *450* | *SF* | *$10* | *Curb Extension* | *450* | *SF* | *$100* | *$49,500* | *$198,000* | |
| *Curb Extentions* | *Rosanna St/3rd St* | | *4* | *Civil* | *Existing Pavement* | *450* | *SF* | *$10* | *Curb Extension* | *450* | *SF* | *$100* | *$49,500* | *$198,000* | |
| *Curb Extentions* | *Rosanna St/4th St* | | *4* | *Civil* | *Existing Pavement* | *450* | *SF* | *$10* | *Curb Extension* | *450* | *SF* | *$100* | *$49,500* | *$198,000* | |
| *Curb Extentions* | *Rosanna St/7th St* | | *4* | *Civil* | *Existing Pavement* | *450* | *SF* | *$10* | *Curb Extension* | *450* | *SF* | *$100* | *$49,500* | *$198,000* | |
| *Curb Extentions* | *Rosanna St/8th St* | | *4* | *Civil* | *Existing Pavement* | *450* | *SF* | *$10* | *Curb Extension* | *450* | *SF* | *$100* | *$49,500* | *$198,000* | |
| *Curb Extentions* | *Rosanna St/10th St* | | *4* | *Civil* | *Existing Pavement* | *450* | *SF* | *$10* | *Curb Extension* | *450* | *SF* | *$100* | *$49,500* | *$198,000* | |
| *Curb Extentions* | *Church St/1st St* | | *4* | *Civil* | *Existing Pavement* | *450* | *SF* | *$10* | *Curb Extension* | *450* | *SF* | *$100* | *$49,500* | *$198,000* | |
| *Curb Extentions* | *Church St/2nd St* | | *4* | *Civil* | *Existing Pavement* | *450* | *SF* | *$10* | *Curb Extension* | *450* | *SF* | *$100* | *$49,500* | *$198,000* | |

| Proposed Improvement | Locations | Project Description | No. of Locations | Design Element | Removals | Quantity | Unit | Unit Price | Future Elements to Build | Quantity | Unit | Unit Price | Cost Estimate per location | Total Cost Estimate | Other Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Curb Extentions | Church St/3rd St | | 4 | Civil | Existing Pavement | 450 | SF | $10 | Curb Extension | 450 | SF | $100 | $49,500 | $198,000 | |
| Curb Extentions | Church St/4th St | | 4 | Civil | Existing Pavement | 450 | SF | $10 | Curb Extension | 450 | SF | $100 | $49,500 | $198,000 | |
| Curb Extentions | Church St/6th St | | 4 | Civil | Existing Pavement | 450 | SF | $10 | Curb Extension | 450 | SF | $100 | $49,500 | $198,000 | |
| Curb Extentions | Church St/7th St | | 4 | Civil | Existing Pavement | 450 | SF | $10 | Curb Extension | 450 | SF | $100 | $49,500 | $198,000 | |
| Curb Extentions | Church St/8th St | | 4 | Civil | Existing Pavement | 450 | SF | $10 | Curb Extension | 450 | SF | $100 | $49,500 | $198,000 | |
| Curb Extentions | Church St/9th St | | 4 | Civil | Existing Pavement | 450 | SF | $10 | Curb Extension | 450 | SF | $100 | $49,500 | $198,000 | |
| Curb Extentions | Church St/10th St | | 4 | Civil | Existing Pavement | 450 | SF | $10 | Curb Extension | 450 | SF | $100 | $49,500 | $198,000 | |
| Curb Extentions | Eigleberry St/1st St | | 4 | Civil | Existing Pavement | 450 | SF | $10 | Curb Extension | 450 | SF | $100 | $49,500 | $198,000 | |
| Curb Extentions | Eigleberry St/2nd St | | 4 | Civil | Existing Pavement | 450 | SF | $10 | Curb Extension | 450 | SF | $100 | $49,500 | $198,000 | |
| Curb Extentions | Eigleberry St/3rd St | | 4 | Civil | Existing Pavement | 450 | SF | $10 | Curb Extension | 450 | SF | $100 | $49,500 | $198,000 | |
| Curb Extentions | Eigleberry St/4th St | | 4 | Civil | Existing Pavement | 450 | SF | $10 | Curb Extension | 450 | SF | $100 | $49,500 | $198,000 | |
| Curb Extentions | Eigleberry St/5th St | | 4 | Civil | Existing Pavement | 450 | SF | $10 | Curb Extension | 450 | SF | $100 | $49,500 | $198,000 | |
| Curb Extentions | Eigleberry St/6th St | | 4 | Civil | Existing Pavement | 450 | SF | $10 | Curb Extension | 450 | SF | $100 | $49,500 | $198,000 | |
| Curb Extentions | Eigleberry St/7th St | | 4 | Civil | Existing Pavement | 450 | SF | $10 | Curb Extension | 450 | SF | $100 | $49,500 | $198,000 | |
| Curb Extentions | Eigleberry St/8th St | | 4 | Civil | Existing Pavement | 450 | SF | $10 | Curb Extension | 450 | SF | $100 | $49,500 | $198,000 | |
| Curb Extentions | Eigleberry St/9th St | | 4 | Civil | Existing Pavement | 450 | SF | $10 | Curb Extension | 450 | SF | $100 | $49,500 | $198,000 | |
| Curb Extentions | Eigleberry St/10th St | | 4 | Civil | Existing Pavement | 450 | SF | $10 | Curb Extension | 450 | SF | $100 | $49,500 | $198,000 | |
| Curb Extentions | Monterey St/2nd St | | 4 | Civil | Existing Pavement | 450 | SF | $10 | Curb Extension | 450 | SF | $100 | $49,500 | $198,000 | |
| Curb Extentions | Monterey St/8th St | | 4 | Civil | Existing Pavement | 450 | SF | $10 | Curb Extension | 450 | SF | $100 | $49,500 | $198,000 | |
| Curb Extentions | Monterey St/9th St | | 4 | Civil | Existing Pavement | 450 | SF | $10 | Curb Extension | 450 | SF | $100 | $49,500 | $198,000 | |
| Curb Extentions | Monterey St/10th St | | 4 | Civil | Existing Pavement | 450 | SF | $10 | Curb Extension | 450 | SF | $100 | $49,500 | $198,000 | |
| Curb Extentions | Railroad St/Old Gilroy St | | 4 | Civil | Existing Pavement | 450 | SF | $10 | Curb Extension | 450 | SF | $100 | $49,500 | $198,000 | |
| Curb Extentions | Alexander St/6th St | | 4 | Civil | Existing Pavement | 450 | SF | $10 | Curb Extension | 450 | SF | $100 | $49,500 | $198,000 | |

| Proposed Improvement | Locations | Project Description | No. of Locations | Design Element | Removals | Quantity | Unit | Unit Price | Future Elements to Build | Quantity | Unit | Unit Price | Cost Estimate per location | Total Cost Estimate | Other Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Curb Extentions* | *Alexander St/8th St* | | *4* | *Civil* | *Existing Pavement* | *450* | *SF* | *$10* | *Curb Extension* | *450* | *SF* | *$100* | *$49,500* | *$198,000* | |
| *Curb Extentions* | *Alexander St/9th St* | | *4* | *Civil* | *Existing Pavement* | *450* | *SF* | *$10* | *Curb Extension* | *450* | *SF* | *$100* | *$49,500* | *$198,000* | |
| *Curb Extentions* | *Alexander St/10th St* | | *4* | *Civil* | *Existing Pavement* | *450* | *SF* | *$10* | *Curb Extension* | *450* | *SF* | *$100* | *$49,500* | *$198,000* | |
| *Curb Extentions* | *Forest St/6th St* | | *4* | *Civil* | *Existing Pavement* | *450* | *SF* | *$10* | *Curb Extension* | *450* | *SF* | *$100* | *$49,500* | *$198,000* | |
| *Curb Extentions* | *Chestnut St/6th St* | | *4* | *Civil* | *Existing Pavement* | *450* | *SF* | *$10* | *Curb Extension* | *450* | *SF* | *$100* | *$49,500* | *$198,000* | |
| *Curb Extentions* | *Chestnut St/7th St* | | *4* | *Civil* | *Existing Pavement* | *450* | *SF* | *$10* | *Curb Extension* | *450* | *SF* | *$100* | *$49,500* | *$198,000* | |
| *Curb Extentions* | *Chestnut St/Old Gilroy St* | | *4* | *Civil* | *Existing Pavement* | *450* | *SF* | *$10* | *Curb Extension* | *450* | *SF* | *$100* | *$49,500* | *$198,000* | |
| *Curb Extentions* | *Chestnut St/8th St* | | *4* | *Civil* | *Existing Pavement* | *450* | *SF* | *$10* | *Curb Extension* | *450* | *SF* | *$100* | *$49,500* | *$198,000* | |
| *Curb Extentions* | *Chestnut St/9th St* | | *4* | *Civil* | *Existing Pavement* | *450* | *SF* | *$10* | *Curb Extension* | *450* | *SF* | *$100* | *$49,500* | *$198,000* | |
| *Curb Extentions* | *Chestnut St/10th St* | | *4* | *Civil* | *Existing Pavement* | *450* | *SF* | *$10* | *Curb Extension* | *450* | *SF* | *$100* | *$49,500* | *$198,000* | |
| *Curb Extentions* | *Maple St/7th St* | | *4* | *Civil* | *Existing Pavement* | *450* | *SF* | *$10* | *Curb Extension* | *450* | *SF* | *$100* | *$49,500* | *$198,000* | |
| *Curb Extentions* | *East St/Old Gilroy St* | | *4* | *Civil* | *Existing Pavement* | *450* | *SF* | *$10* | *Curb Extension* | *450* | *SF* | *$100* | *$49,500* | *$198,000* | |
| **Raised Intersection** | **All Locations** | Raised intersection construction with associated utility and pedestrian facility modifications. | 14 | Civil | None | | | | Raised intersection | | | | | **$4,200,000** | Assumes typical raised intersection with minor utility/drainage adjustments. Incidental removals are included in construction cost. |
| *Raised Intersection* | *Carmel St/2nd St* | | *1* | *Civil* | *None* | | | | *Raised intersection* | *1* | *EA* | *$300,000* | *$300,000* | *$300,000* | |
| *Raised Intersection* | *Carmel St/3rd St* | | *1* | *Civil* | *None* | | | | *Raised intersection* | *1* | *EA* | *$300,000* | *$300,000* | *$300,000* | |
| *Raised Intersection* | *Carmel St/8th St* | | *1* | *Civil* | *None* | | | | *Raised intersection* | *1* | *EA* | *$300,000* | *$300,000* | *$300,000* | |
| *Raised Intersection* | *Dowdy St/3rd St* | | *1* | *Civil* | *None* | | | | *Raised intersection* | *1* | *EA* | *$300,000* | *$300,000* | *$300,000* | |
| *Raised Intersection* | *Dowdy St/6th St* | | *1* | *Civil* | *None* | | | | *Raised intersection* | *1* | *EA* | *$300,000* | *$300,000* | *$300,000* | |
| *Raised Intersection* | *Dowdy St/8th St* | | *1* | *Civil* | *None* | | | | *Raised intersection* | *1* | *EA* | *$300,000* | *$300,000* | *$300,000* | |
| *Raised Intersection* | *Dowdy St/9th St* | | *1* | *Civil* | *None* | | | | *Raised intersection* | *1* | *EA* | *$300,000* | *$300,000* | *$300,000* | |

| Proposed Improvement | Locations | Project Description | No. of Locations | Design Element | Removals | Quantity | Unit | Unit Price | Future Elements to Build | Quantity | Unit | Unit Price | Cost Estimate per location | Total Cost Estimate | Other Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Raised Intersection* | *9th St (in front of school)* | | *1* | *Civil* | *None* | | | | *Raised intersection* | *1* | *EA* | *$300,000* | *$300,000* | *$300,000* | |
| *Raised Intersection* | *Rosanna St/6th St* | | *1* | *Civil* | *None* | | | | *Raised intersection* | *1* | *EA* | *$300,000* | *$300,000* | *$300,000* | |
| *Raised Intersection* | *Rosanna St/7th St* | | *1* | *Civil* | *None* | | | | *Raised intersection* | *1* | *EA* | *$300,000* | *$300,000* | *$300,000* | |
| *Raised Intersection* | *Church St/6th St* | | *1* | *Civil* | *None* | | | | *Raised intersection* | *1* | *EA* | *$300,000* | *$300,000* | *$300,000* | |
| *Raised Intersection* | *Church St/7th St* | | *1* | *Civil* | *None* | | | | *Raised intersection* | *1* | *EA* | *$300,000* | *$300,000* | *$300,000* | |
| *Raised Intersection* | *Monterey St/7th St* | | *1* | *Civil* | *None* | | | | *Raised intersection* | *1* | *EA* | *$300,000* | *$300,000* | *$300,000* | |
| *Raised Intersection* | *Chestnut St/Old Gilroy St* | | *1* | *Civil* | *None* | | | | *Raised intersection* | *1* | *EA* | *$300,000* | *$300,000* | *$300,000* | |
| **Widen Sidewalk** | **All locations** | Widen sidewalks on both sides. | 5 | Civil | Remove existing sidewalk, clear and grub, basic grading | | | | Concrete sidewalk and base | | | | | **$11,388,000** | Cost estimate is per linear foot to remove existing sidewalk and install new 6' wide sidewalk. |
| *Widen Sidewalk* | *7th Street/ Old Gilroy Street* | | *1* | *Civil* | *Remove existing sidewalk* | *11,000* | *LF* | *$50* | *Concrete sidewalk and base* | *11,000* | *LF* | *$210* | *$2,860,000* | *$2,860,000* | |
| *Widen Sidewalk* | *8th Street* | | *1* | *Civil* | *Remove existing sidewalk* | *8,400* | *LF* | *$50* | *Concrete sidewalk and base* | *8,400* | *LF* | *$210* | *$2,184,000* | *$2,184,000* | |
| *Widen Sidewalk* | *9th Street* | | *1* | *Civil* | *Remove existing sidewalk* | *8,400* | *LF* | *$50* | *Concrete sidewalk and base* | *8,400* | *LF* | *$210* | *$2,184,000* | *$2,184,000* | |
| *Widen Sidewalk* | *10th Street* | | *1* | *Civil* | *Remove existing sidewalk* | *9,000* | *LF* | *$50* | *Concrete sidewalk and base* | *9,000* | *LF* | *$210* | *$2,340,000* | *$2,340,000* | |
| *Widen Sidewalk* | *Alexander Street* | | *1* | *Civil* | *Remove existing sidewalk* | *7,000* | *LF* | *$50* | *Concrete sidewalk and base* | *7,000* | *LF* | *$210* | *$1,820,000* | *$1,820,000* | |
| **Automatic Pedestrian Recall** | **All locations** | Implement automatic pedestrian recall at signals | 2 | Electrical | None | | | | Reprogram Signal | | | | | **$20,000** | Cost estimate assumes contractor effort for reprogramming of signal controller per intersection. |
| *Automatic Pedestrian Recall* | *Monterey St/6th St* | | *1* | *Electrical* | *None* | | | | *Reprogram Signal* | *1* | *LS* | *$10,000* | *$10,000* | *$10,000* | |

| Proposed Improvement | Locations | Project Description | No. of Locations | Design Element | Removals | Quantity | Unit | Unit Price | Future Elements to Build | Quantity | Unit | Unit Price | Cost Estimate per location | Total Cost Estimate | Other Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Automatic Pedestrian Recall* | *Monterey St/7th St* | | *1* | *Electrical* | *None* | | | | *Reprogram Signal* | *1* | *LS* | *$10,000* | *$10,000* | *$10,000* | |
| **Close Sidewalk Gaps** | **All locations** | Construct sidewalk where missing | 11 | Civil | Clear and grub, basic grading, prepare site | | | | Concrete sidewalk and base | | | | | **$4,875,000** | Cost estimate is per linear foot to install new 6' wide sidewalk. |
| *Close Sidewalk Gaps* | *7th St (between Princevalle St & Dowdy St)* | | *1* | *Civil* | *Prepare site* | *1,500* | *LF* | *$50* | *Concrete sidewalk and base* | *1,500* | *LF* | *$210* | *$390,000* | *$390,000* | |
| *Close Sidewalk Gaps* | *8th St (between Princevalle St & Dowdy St)* | | *1* | *Civil* | *Prepare site* | *1,500* | *LF* | *$50* | *Concrete sidewalk and base* | *1,500* | *LF* | *$210* | *$390,000* | *$390,000* | |
| *Close Sidewalk Gaps* | *Monterey St (between 8th St & 9th St)* | | *1* | *Civil* | *Prepare site* | *1,150* | *LF* | *$50* | *Concrete sidewalk and base* | *1,150* | *LF* | *$210* | *$299,000* | *$299,000* | |
| *Close Sidewalk Gaps* | *Alexander St (between 6th St & 10th St)* | | *1* | *Civil* | *Prepare site* | *5,000* | *LF* | *$50* | *Concrete sidewalk and base* | *5,000* | *LF* | *$210* | *$1,300,000* | *$1,300,000* | |
| *Close Sidewalk Gaps* | *Forest St (between 8th St & 9th St)* | | *1* | *Civil* | *Prepare site* | *1,200* | *LF* | *$50* | *Concrete sidewalk and base* | *1,200* | *LF* | *$210* | *$312,000* | *$312,000* | |
| *Close Sidewalk Gaps* | *9th St (between Alexander St & Forest St)* | | *1* | *Civil* | *Prepare site* | *1,500* | *LF* | *$50* | *Concrete sidewalk and base* | *1,500* | *LF* | *$210* | *$390,000* | *$390,000* | |
| *Close Sidewalk Gaps* | *Lewis St (east of Chestnut)* | | *1* | *Civil* | *Prepare site* | *700* | *LF* | *$50* | *Concrete sidewalk and base* | *700* | *LF* | *$210* | *$182,000* | *$182,000* | |
| *Close Sidewalk Gaps* | *Chestnut St (north of Lewis St)* | | *1* | *Civil* | *Prepare site* | *700* | *LF* | *$50* | *Concrete sidewalk and base* | *700* | *LF* | *$210* | *$182,000* | *$182,000* | |
| *Close Sidewalk Gaps* | *10th St (between Monterey St & Chestnut St)* | | *1* | *Civil* | *Prepare site* | *1,500* | *LF* | *$50* | *Concrete sidewalk and base* | *1,500* | *LF* | *$210* | *$390,000* | *$390,000* | |
| *Close Sidewalk Gaps* | *Chestnut St (between 8th St & Old Gilroy St)* | | *1* | *Civil* | *Prepare site* | *800* | *LF* | *$50* | *Concrete sidewalk and base* | *800* | *LF* | *$210* | *$208,000* | *$208,000* | |
| *Close Sidewalk Gaps* | *9th St (east of Chestnut St)* | | *1* | *Civil* | *Prepare site* | *3,200* | *LF* | *$50* | *Concrete sidewalk and base* | *3,200* | *LF* | *$210* | *$832,000* | *$832,000* | |

| Proposed Improvement | Locations | Project Description | No. of Locations | Design Element | Removals | Quantity | Unit | Unit Price | Future Elements to Build | Quantity | Unit | Unit Price | Cost Estimate per location | Total Cost Estimate | Other Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Bicycle Improvements** | | | | | | | | | | | | | | | |
| **Fill in Gaps in Class II Bike Lane** | **All locations** | Enhanced Bike Facility | 3 | Civil | None | | | | Signing & Striping | | | | | **$300,000** | Cost is per linear foot to install new Class II bike lane on existing roadway pavement (includes removal and addition of striping). |
| *Fill in Gaps in Class II Bike Lane* | *Church Street* | *Enhanced Bike Facility* | *1* | *Civil* | *None* | | | | *Signing & Striping* | *400* | *LF* | *$60* | *$24,000* | *$24,000* | |
| *Fill in Gaps in Class II Bike Lane* | *Chestnut Street* | *Enhanced Bike Facility* | *1* | *Civil* | *None* | | | | *Signing & Striping* | *1,000* | *LF* | *$60* | *$60,000* | *$60,000* | |
| *Fill in Gaps in Class II Bike Lane* | *Eigleberry Street* | *Enhanced Bike Facility* | *1* | *Civil* | *None* | | | | *Signing & Striping* | *3,600* | *LF* | *$60* | *$216,000* | *$216,000* | *Assumes restriping of both travel directions.* |
| **Class II Buffered Bike Lane** | **All locations** | Enhanced Bike Facility | 2 | Civil | None | | | | Signing & Striping | | | | | **$504,000** | Cost is per linear foot to install new Class II buffered bike lane on existing roadway pavement (includes removal and addition of striping). |
| *Class II Buffered Bike Lane* | *7th St/Old Gilroy St* | | *1* | *Civil* | *None* | | | | *Signing & Striping* | *6,600* | *LF* | *$60* | *$396,000* | *$396,000* | |
| *Class II Buffered Bike Lane* | *Alexander St (between Old Gilroy St & 10th St)* | | *1* | *Civil* | *None* | | | | *Signing & Striping* | *1,800* | *LF* | *$60* | *$108,000* | *$108,000* | |
| **Class III Bike Route** | **All locations** | Enhanced Bike Facility | 4 | Civil | None | | | | Signing & Striping | | | | | **$594,000** | Assumes striping, signing, and wayfinding enhancements consistent with bike boulevard treatments along Class III bike routes. |
| *Class III Bike Route* | *8th Street* | | *1* | *Civil* | *None* | | | | *Signing & Striping* | *2,250* | *LF* | *$60* | *$135,000* | *$135,000* | |
| *Class III Bike Route* | *Alexander Street (north of Old Gilroy St)* | | *1* | *Civil* | *None* | | | | *Signing & Striping* | *4,450* | *LF* | *$60* | *$267,000* | *$267,000* | |
| *Class III Bike Route* | *4th Street* | | *1* | *Civil* | *None* | | | | *Signing & Striping* | *2,600* | *LF* | *$60* | *$156,000* | *$156,000* | |
| *Class III Bike Route* | *Maple St* | | *1* | *Civil* | *None* | | | | *Signing & Striping* | *600* | *LF* | *$60* | *$36,000* | *$36,000* | |
| **Class I through HSR future Station and Class II Buffered on street** | Alexander St | Enhanced Bike Facility | 1 | Civil | None | | | | Class I Trail or IV bikeway | 1,250 | LF | $600 | **$750,000** | **$750,000** | Cost is per linear foot to install new Class I or Class IV bike lanes totaling 12' wide. |

| Proposed Improvement | Locations | Project Description | No. of Locations | Design Element | Removals | Quantity | Unit | Unit Price | Future Elements to Build | Quantity | Unit | Unit Price | Cost Estimate per location | Total Cost Estimate | Other Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Consider building **off-street multi-use trails** | - | Planning Recommendation for Study Area | 1 | Civil | Clear and grub, basic grading | 1 | SF | $100 | Asphalt Trail Pavement,Base, Basic Grading | 5,000 | LF | $900 | **$4,500,100** | **$4,500,100** | Cost is per linear foot to install new Class I trail. |
| **Bike lane extension markings through intersections** | **All locations** | Add intersection treatments for bicyclist comfort and visibility. | 40 | Signing and Striping | Conflicting pavement markings | | | | Pavement markings | | | | **$0** | **$115,500** | Cost per intersection along each bikeway to install bike lane extension markings and remove conflicting markings. |
| *Bike lane extension markings through intersections* | *Eigleberry St* | | *9* | *Signing and Striping* | *Conflicting pavement markings* | *1* | *SF* | *$100* | *Pavement markings* | *1* | *EA* | *$2,000* | *$2,100* | *$18,900* | |
| *Bike lane extension markings through intersections* | *Church St* | | *10* | *Signing and Striping* | *Conflicting pavement markings* | *1* | *SF* | *$100* | *Pavement markings* | *1* | *EA* | *$2,000* | *$2,100* | *$21,000* | |
| *Bike lane extension markings through intersections* | *Chestnut St* | | *7* | *Signing and Striping* | *Conflicting pavement markings* | *1* | *SF* | *$100* | *Pavement markings* | *1* | *EA* | *$2,000* | *$2,100* | *$14,700* | |
| *Bike lane extension markings through intersections* | *Alexander St* | | *7* | *Signing and Striping* | *Conflicting pavement markings* | *1* | *SF* | *$100* | *Pavement markings* | *1* | *EA* | *$2,000* | *$2,100* | *$14,700* | |
| *Bike lane extension markings through intersections* | *7th St/Old Gilroy St* | | *13* | *Signing and Striping* | *Conflicting pavement markings* | *1* | *SF* | *$100* | *Pavement markings* | *1* | *EA* | *$2,000* | *$2,100* | *$27,300* | |
| *Bike lane extension markings through intersections* | *10th St* | | *9* | *Signing and Striping* | *Conflicting pavement markings* | *1* | *SF* | *$100* | *Pavement markings* | *1* | *EA* | *$2,000* | *$2,100* | *$18,900* | |
| **Maintain Bike Lanes and Traffic Monitoring And Education** | - | Provide maintance for biycle facilities. | | Signing and Striping | None | | | | None | | | | | **$0** | N/A - This is not a construction item. |
| **Bicycle Wayfinding Signage** | **All locations** | Provide signage for bicyclists. | 60 | Signing and Striping | None | | | | Wayfinding Signage Installation | | | | | **$60,000** | Cost is approximate per block of bike facility. |
| *Bicycle Wayfinding Signage* | *Church St* | | *10* | *Signing and Striping* | *None* | | | | *Wayfinding Signage Installation* | *1* | *EA* | *$1,000* | *$1,000* | *$10,000* | |
| *Bicycle Wayfinding Signage* | *Eigleberry St* | | *10* | *Signing and Striping* | *None* | | | | *Wayfinding Signage Installation* | *1* | *EA* | *$1,000* | *$1,000* | *$10,000* | |

| Proposed Improvement | Locations | Project Description | No. of Locations | Design Element | Removals | Quantity | Unit | Unit Price | Future Elements to Build | Quantity | Unit | Unit Price | Cost Estimate per location | Total Cost Estimate | Other Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Bicycle Wayfinding Signage* | *7th St/Old Gilroy* | | *13* | *Signing and Striping* | *None* | | | | *Wayfinding Signage Installation* | *1* | *EA* | *$1,000* | *$1,000* | *$13,000* | |
| *Bicycle Wayfinding Signage* | *8th St* | | *11* | *Signing and Striping* | *None* | | | | *Wayfinding Signage Installation* | *1* | *EA* | *$1,000* | *$1,000* | *$11,000* | |
| *Bicycle Wayfinding Signage* | *Alexander St* | | *7* | *Signing and Striping* | *None* | | | | *Wayfinding Signage Installation* | *1* | *EA* | *$1,000* | *$1,000* | *$7,000* | |
| *Bicycle Wayfinding Signage* | *Chestnut St* | | *7* | *Signing and Striping* | *None* | | | | *Wayfinding Signage Installation* | *1* | *EA* | *$1,000* | *$1,000* | *$7,000* | |
| *Bicycle Wayfinding Signage* | *Maple St* | | *2* | *Signing and Striping* | *None* | | | | *Wayfinding Signage Installation* | *1* | *EA* | *$1,000* | *$1,000* | *$2,000* | |
| **Traffic Maintenance and Education** | Throughout the Study Area focused on bike lanes | | | | None | | | | None | | | | | **$0** | N/A - This is not a construction item. |
| **Transit Improvements** | | | | | | | | | | | | | | | |
| **Bus Shelter and Bus Bulbs** | Rosanna St/6th St<br>Church St/6th St | Add bus shelter and construct bus bulb at bus stop locations | 4 | Install bus shelters at bus stop locations | Civil | | | | Curb extension + Bus Shelter | 1 | EA | $70,000 | **$70,000** | **$280,000** | Cost estimate is per bulb/shelter. Assumes $50k for curb extension and $20k for bus shelter at each location. |
| **Improve bus stop facilities** by adding benches and shelters | Monterey Street<br>6th Street | Bus Stop locations on 6th Street | 6 | Install bus shelters at bus stop locations | Civil | | | | Bus Shelter | 1 | EA | $30,000 | **$30,000** | **$180,000** | |
| | | Bus Stop locations on Monterey Street | 4 | Install bus shelters at bus stop locations | Civil | | | | Bus Shelter | 1 | EA | $30,000 | **$30,000** | **$120,000** | |
| Add **wayfinding signage to the Station** and VTA bus stops | Monterey Street<br>6th Street | | 20 | Signing and Striping | None | | | | Wayfinding Signage Installation | 1 | EA | $2,000 | **$2,000** | **$40,000** | Cost is approximate per block for ped-scale wayfinding. To come up with costs for each project, measure the number of blocks and multiply by this number. |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Consider an **on-demand or fixed route shuttle** through downtown Gilroy to improve local connectivity within the City | - | General Recommendation for Study Area | | - | | | | | | | | | - | - | N/A - Operational costs dependent on nature of service provided. |
| **Improve senior transportation options** including affordable transit programs and shuttle programs for seniors. | - | General Recommendation for Study Area | | - | | | | | | | | | - | - | N/A - Operational costs dependent on nature of service provided. |
| **Expand hours of operation and reduce bus headways** | - | | | | | | | | | | | | - | - | N/A - Operational costs dependent on nature of service provided. |
| **Vehicular/Multmodal Improvements** | | | | | | | | | | | | | | | |
| **Neighborhood Traffic Circle** | **All Locations** | Add traffic circle at intersection | 13 | Civil | Existing Pavement | | | | Traffic Circle Including Concrete Surface and Landscape | | | | | **$450,450** | Cost estimate is per intersection for a 20' diameter circle. |
| *Neighborhood Traffic Circle* | *Carmel St/5th St* | | *1* | *Civil* | *Existing Pavement* | *315* | *SF* | *$10* | *Traffic Circle* | *315* | *SF* | *$100* | *$34,650* | *$34,650* | |
| *Neighborhood Traffic Circle* | *Dowdy St/5th St* | | *1* | *Civil* | *Existing Pavement* | *315* | *SF* | *$10* | *Traffic Circle* | *315* | *SF* | *$100* | *$34,650* | *$34,650* | |
| *Neighborhood Traffic Circle* | *Dowdy St/7th St* | | *1* | *Civil* | *Existing Pavement* | *315* | *SF* | *$10* | *Traffic Circle* | *315* | *SF* | *$100* | *$34,650* | *$34,650* | |
| *Neighborhood Traffic Circle* | *Hanna St/2nd St* | | *1* | *Civil* | *Existing Pavement* | *315* | *SF* | *$10* | *Traffic Circle* | *315* | *SF* | *$100* | *$34,650* | *$34,650* | |
| *Neighborhood Traffic Circle* | *Hanna St/3rd St* | | *1* | *Civil* | *Existing Pavement* | *315* | *SF* | *$10* | *Traffic Circle* | *315* | *SF* | *$100* | *$34,650* | *$34,650* | |
| *Neighborhood Traffic Circle* | *Hanna St/4th St* | | *1* | *Civil* | *Existing Pavement* | *315* | *SF* | *$10* | *Traffic Circle* | *315* | *SF* | *$100* | *$34,650* | *$34,650* | |
| *Neighborhood Traffic Circle* | *Hanna St/5th St* | | *1* | *Civil* | *Existing Pavement* | *315* | *SF* | *$10* | *Traffic Circle* | *315* | *SF* | *$100* | *$34,650* | *$34,650* | |
| *Neighborhood Traffic Circle* | *Hanna St/6th St* | | *1* | *Civil* | *Existing Pavement* | *315* | *SF* | *$10* | *Traffic Circle* | *315* | *SF* | *$100* | *$34,650* | *$34,650* | |
| *Neighborhood Traffic Circle* | *Hanna St/7th St* | | *1* | *Civil* | *Existing Pavement* | *315* | *SF* | *$10* | *Traffic Circle* | *315* | *SF* | *$100* | *$34,650* | *$34,650* | |

| Proposed Improvement | Locations | Project Description | No. of Locations | Design Element | Removals | Quantity | Unit | Unit Price | Future Elements to Build | Quantity | Unit | Unit Price | Cost Estimate per location | Total Cost Estimate | Other Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Neighborhood Traffic Circle* | *Hanna St/8th St* | | *1* | *Civil* | *Existing Pavement* | *315* | *SF* | *$10* | *Traffic Circle* | *315* | *SF* | *$100* | *$34,650* | *$34,650* | |
| *Neighborhood Traffic Circle* | *Rosanna St/5th St* | | *1* | *Civil* | *Existing Pavement* | *315* | *SF* | *$10* | *Traffic Circle* | *315* | *SF* | *$100* | *$34,650* | *$34,650* | |
| *Neighborhood Traffic Circle* | *Alexander St/Old Gilroy St* | | *1* | *Civil* | *Existing Pavement* | *315* | *SF* | *$10* | *Traffic Circle* | *315* | *SF* | *$100* | *$34,650* | *$34,650* | |
| *Neighborhood Traffic Circle* | *Forest St/Old Gilroy St* | | *1* | *Civil* | *Existing Pavement* | *315* | *SF* | *$10* | *Traffic Circle* | *315* | *SF* | *$100* | *$34,650* | *$34,650* | |
| **Evaluate a road diet along 10th Street to reduce the number of lanes and reallocate the space to the following multimodal improvements:**<br>**-** Bus islands and bus shelter at bus stops<br>- Protected bike lane.<br>- Widen sidewalks.<br>- Add high-visibility crosswalks and pedestrian refuge islands. | 10th Street | | | | | | | | | 1 | LS | $10,000,000 | **$10,000,000** | **$10,000,000** | Assumes full reconstruction of one mile of 10th Street between Church St and US 101 including elements mentioned + reconstruction of all traffic signals to fit modified intersections. |
| **Consider implementing multimodal improvements along Alexander Street including:**<br>- Sidewalks and crosswalks throughout study area<br>- Midblock crosswalks in front of the station<br>- Lane striping and sharrows to accommodate bicycle access | Alexander Street | | | | | | | | | | | | **Varies** | **Varies** | Restriping of existing roadways without other change is approximately $75,000 per lane mile, but would be incidental to other construction adjacent to site. |

# Appendix F:
# Station Area Improvement Projects

Valley Transportation Authority

## Future Station Area Improvements

| Improvement | Location | Project Description | Priority |
|---|---|---|---|
| **Station Facility Improvements** | | | |
| **Public Bathrooms** | Station Area | - | High |
| **Pedestrian-Scale Lighting** | Throughout Station Area | - | High |
| **Cafes or Food Vendors** | Station Area | - | High |
| **Wayfinding Signage** | Along Monterey Street and 7th St | Provide wayfinding signage to bike facilities and transit. | High |
| **Benches** | Bus Stops and Station Boarding Area | - | Medium |
| **Real-time Arrival and Departure Information** | Bus Stops and Station Boarding Area | Digital displays showing real-time arrive and departure information. | Medium |
| **Improved Transit Center Identity** | Throughout Station Area, Station Gateway at Monterey Street | Using placemaking elements such as signage, murals, statues, and art. | Medium |
| **Mobility Hub (future bikeshare)** | Bike parking space (South of the proposed Plaza) | Provide bike-share station near bicycle parking. | Low |
| **Mobility Hub (carshare & electric vehicle charging)** | Future transit parking (east of the tracks, accessible from Alexander Street) | Designate parking spaces for carshare station. Designate EV charging parking spaces. | Low |
| **Multimodal Circulation Improvements** | | | |
| **Sidewalks and Crosswalks within Station area** | Throughout Station Area | Provide pedestrian walkways and crosswalks within the Station Area including in parking areas. | High |
| **Internal Bicycle Wayfinding** | Along Monterey Street in front of the Plaza and at the intersection of 9th Street. At 7th Street near the Station Area | Include wayfinding to navigate to internal bicycle circulation paths and provide wayfinding to reach bicycle parking. | High |
| **Designate Pick-up and Drop-off zones** | Internal loop along Monterey Street in front of the Plaza and on 7th Street | Designate curb space to provide pick-up and drop-off spaces for Station and potential TOD users. | High |
| **Designate curbside freight loading zone** | 7th Street | Designate curb space to provide loading spaces for freight. | Medium |

| | | | |
|---|---|---|---|
| **Multi Use Path** | Along the east side of the Station parallel to the fire road | Provide an internal designated path for pedestrians and bicyclists that does not conflict from vehicles and transit. | Medium |
| **Short-term Bicycle Parking** | East side of the Station near the HSR pedestrian bridge | Provide short-term bicycle parking adjacent to entrances for all uses on the site. | Medium |
| **Curb Ramp Upgrades or Installations** | All curb ramps and intersections to the Station | Install or upgrade deficient curb ramps in the vicinity of the Station area to comply with ADA regulations. | Medium |
| **Long-term Bicycle Parking** | Alongside multi use path at 7th Street and on either side of the HSR pedestrian bridge. Westside of Station near 8th Street | Provide protected bicycle parking near the primary entrance to the light rail platform and bus stops adjacent to the site. | Low |
| **Wayfinding on US-101 and Real-time Parking Availability Signs** | US 101 & 10th Street | Include wayfinding signage to direct drivers to HSR Station parking via access on Alexander Street. | Low |
| **Add shading elements** | Throughout the Plaza, multi use path, and in open spaces at the Station | Install shading elements by planting additional trees and using shading devices. | Low |
| **Information Kiosk** | In the future Plaza near Monterey Street and 8th Street | Provide an information kiosk that informs users about nearby destinations and transit connections. | Low |

# Appendix G:
# Station Area Improvement Cost Estimates

Valley Transportation Authority

| Improvement | Location | Project Description | Design Element | Removals | Quantity | Unit | Unit Price | Future Elements | Quantity | Unit | Unit Price | Cost Estimate | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Station Facility Improvements** | | | | | | | | | | | | | |
| **Public Bathrooms** | Station Area | Provide public bathroom facilities within Station. | | None | | | | None | | | | **$ -** | N/A - This would be incidental to cost of site development. |
| **Pedestrian-scale Lighting** | Station Area | Pedestrian-scale lighting | Pedestrian-scale lighting | Existing electrical | 2500 | LF | $ 20.00 | Luminaire & Pull Box (assumed every 60 feet) | 45 | EA | $ 12,000.00 | **$ 590,000.00** | Combined to reflect full scope of pedestrian-scale lighting for the existing site perimeter walkways and Caltrain platform. Luminaire & Pull Box item reflects placement of luminaire with pull box every 60 feet on each side of street, including distributed cost for new service enclosures. Conduit & Conductors reflect trenching, conduits, conduit terminations, and 3#8 conductors around perimeter.<br><br>Other on-site pedestrian-scale lighting would be incidental to cost of site development. |
| | | | - | None | | | | Conduit & Conductors | 5000 | LF | $ 50.00 | **$ 250,000.00** | |
| **Cafes or Food Vendors** | Station Area | Designate space for cades or food vendors. | - | None | | | | None | | | | **$ -** | N/A - This would be incidental to cost of site development. |
| **Wayfinding Signage** | Along Monterey Street and 7th St | Provide wayfinding signage to transit | Signage & Striping | None | | | | Wayfinding Signage Installation | 2 | LS | $ 25,000.00 | **$ 50,000.00** | |
| | Along Monterey Street in front of the Plaza and at the intersection of 9th Street. At 7th Street | Designate specific internal bicycle circulation paths and provide wayfinding to reach bicycle parking | Signage & Striping | None | | | | Wayfinding Signage Installation | 2 | LS | $ 25,000.00 | **$ 50,000.00** | |
| **Benches** | Bus Stops and Station Boarding Area | Add benches | - | None | | | | Bench | 20 | EA | $ 1,500.00 | **$ 30,000.00** | Assuming a total of 20 bus stop locations and various train platform locations. |
| **Real time arrival and departure information** | Bus Stops and Station Boarding Area | Digital displays showing real-time arrive and departure information. | - | None | | | | Information Displays & Connectivity | 10 | EA | $ 10,000.00 | **$ 100,000.00** | Estimated cost per information display if installed alongside other improvements. |
| **Improved Transit Center Identity** | Throughout Station Area, Station Gateway at Monterey Street | Using placemaking elements such as signage, murals, statues, and art. | - | None | | | | None | | | | **$ -** | N/A - This would be incidental to cost of site development. |
| **Mobility Hub (future bikeshare, carshare & electric vehicle charging)** | Bike parking space (South of the proposed Plaza) | Provide bike-share station near Bike parking space (South of the proposed Plaza) | - | None | | | | None | | | | **$ -** | N/A - This would be incidental to cost of site development. |
| | Future transit parking (east of the tracks, | Designate parking spaces for carshare station | - | None | | | | None | | | | **$ -** | N/A - This would be incidental to cost of site development. |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | accessible from Alexander Street) | Designate EV charging parking spaces | - | None | | | | None | | | | $ - | N/A - This would be incidental to cost of site development. |
| **Multimodal Circulation Improvements** | | | | | | | | | | | | | |
| **Sidewalks and crosswalks within Station area** | Parking lots Throughout Station Area | Providing pedestrian walkways within the Station area | Civil | None | | | | None | | | | $ - | N/A - This would be incidental to cost of site development. |
| **Designate Pick-up and Drop-off zones** | Internal loop along Monterey Street in front of the Plaza and on 7th Street | Designate curb space to provide pick-up and drop-off spaces for Station and potential TOD users. | Painting & Signage | None | | | | None | | | | $ - | N/A - This would be incidental to cost of site development. |
| **Designate curbside freight loading zone** | 7th Street | Designate curb space to provide loading spaces for freight. | Painting & Signage | None | | | | None | | | | $ - | N/A - This would be incidental to cost of site development. |
| **Multi-use Path** | Station Area (parallel to Alexander Street) | Provide a high-quality active transportation travel route to facilitate better access the site | Civil | None | | | | Class I Trail | 1200 | LF | $ 600.00 | **$ 720,000.00** | Cost is per linear foot to install new Class I or Class IV bike lanes totaling 12' along roadway. |
| **Short-term Bicycle Parking** | East side of the Station near the HSR pedestrian bridge | East side of the Station near the HSR pedestrian bridge | - | None | | | | Bicycle Rack | 20 | EA | $ 1,500.00 | **$ 30,000.00** | Based on published cost estimates for purchase and installation of standard bicycle racks. |
| **Curb Ramp Upgrades or Installations** | All curb ramps and intersections to the Station | Install or upgrade deficient curb ramps in the vicinity of the Station area to comply with ADA regulations. | Civil | None | | | | ADA Curb Ramp | 45 | EA | $ 60,000.00 | **$ 2,700,000.00** | Cost per intersection to install 4 ADA curb ramps. The quantity includes study area-wide improvements for curb ramps. |
| **Long-term Bicycle Parking** | Alongside multi use path at 7th Street and on either side of the HSR pedestrian bridge. Westside of Station near 8th Street | Provide protected bicycle parking near the primary entrance to the light rail platform and bus stops adjacent to the site. | - | None | | | | Bicycle Lockers | 20 | EA | $ 6,000.00 | **$ 120,000.00** | Based on published cost information for new BikeLink locker installations in San Francisco Bay Area. Cost for installation of long-term tenant/resident bicycle parking inside buildings is assumed to be included as part of the site development. |
| **Wayfinding on US-101 and real-time parking avaiability signs** | US 101 & 10th Street | Include wayfinding signage to direct drivers to HSR Station parking via access on Alexander Street. | Signage | None | | | | Wayfinding & Parking Information Signage | 1 | LS | $ 500,000.00 | **$ 500,000.00** | Some of this would also be incidental, but bumping up the costs to reflect the fact that communications and detection equipment are needed for real-time parking availability. |
| **Add shading elements** | Throughout the Plaza, multi use path, and in open spaces at the Station | Install shading elements by planting additional trees and using shading devices. | Landscape | None | | | | None | | | | $ - | N/A - This would be incidental to cost of site development. |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Information Kiosk** | In the future Plaza near Monterey Street and 8th Street | Provide an information kiosk that informs users about nearby destinations and transit connections. | | None | | | | Information Kiosk | 1 | LS | $ 10,000.00 | **$ 10,000.00** | Approximate cost for a single un-staffed kiosk. |