Appendix

Appendix A: Supporting Studies and Documents

VTA

Hostetter Station Access Study
Existing Conditions Report

June 2, 2025

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Chapter 1. Executive Summary

The Hostetter Station Access Study evaluates existing transportation conditions and access challenges surrounding the Hostetter Light Rail Station in San José, California. This study supports the Santa Clara Valley Transportation Authority's (VTA) broader goals of enhancing multimodal connectivity, promoting equitable transit-oriented development (TOD), and improving safety and accessibility for all users.

Key Findings

Station Access

Hostetter Station is located in the median of North Capitol Avenue, just south of Hostetter Road. It is served by VTA's Orange Line Light Rail and local bus Routes 70 and 203. The station includes basic amenities such as shelters, seating, and real-time transit displays, with adjacent surface parking and limited bicycle facilities. Key findings include:

- **Transit Access:** While the station is well-connected by light rail and bus services, bus stops are located over 1,000 feet from the platform, hindering seamless transfers. Route 70 service is infrequent in this segment, and Route 203 offers limited late-night coverage.
- **Bicycle and Pedestrian Infrastructure:** The area has a mix of Class II and III bike lanes, with several proposed Class IV protected bikeways. Pedestrian infrastructure is generally complete but challenged by wide, high-speed roads, long crossing distances, and limited wayfinding.
- **Safety and Collisions:** Over a five-year period, 41 crashes occurred in the study area, including incidents involving pedestrians, cyclists, and a light rail train. The most common causes were failure to obey traffic signals, speeding, and improper turning.
- **Vehicle Network:** North Capitol Avenue and Hostetter Road are both high-volume arterials. Capitol Avenue is a designated "Grand Boulevard" and part of San José's Vision Zero High Injury Network.

Policy and Planning Context

The Hostetter Light Rail Station is at the heart of San José's vision for a connected, walkable future. Designated as a Local Transit Urban Village in the Envision San José 2040 General Plan, the area is planned for mixed-use, bike-friendly development that supports local retail and housing near transit. Key policy and planning findings include:

- **Bike, Pedestrian and Trail Plans**: The City of San José is aligning local infrastructure with state and regional goals to support active transportation. This report highlights key bicycle and trail initiatives near Hostetter Station, where strategic investments are being made to enhance safety, connectivity, and multimodal access. Policies like Caltrans' Complete Streets directive and San José's Better Bike Plan 2025, these efforts reflect a growing commitment to designing streets and trails that serve all users—regardless of age, ability, or mode of travel.
- **The Envision San José 2040 General Plan** serves as the city's long-term blueprint for land use, housing, transportation, and open space. Updated in 2024, the plan emphasizes focused growth within the existing urban footprint, using four key land use designations: Downtown, Employment Areas, Specific Plan Areas, and Urban Villages. These areas—especially in central and northern San José—are

designed to support a balanced mix of housing and jobs near transit. The Hostetter Light Rail Station is designated as a Local Transit Urban Village, envisioned as a walkable, bike-friendly, mixed-use community that supports local-serving retail and sustainable mobility.

- **Vision Zero and Safe Routes to School**: Since adopting Vision Zero in 2015, San José has committed to eliminating traffic fatalities and severe injuries through a data-driven, equity-centered approach. Aligned with the Envision San José 2040 General Plan and Climate Smart San José, the initiative integrates safety into broader city planning goals. While no Priority Safety Corridors (PSCs) are currently identified in the Hostetter Study Area, the city continues to implement impactful programs and secure funding to improve safety citywide. With over $74 million in grants awarded, San José is investing in quick-build improvements, capital projects, and infrastructure upgrades that enhance safety for all road users.
- **Complete Streets**: VTA and the City of San José have adopted comprehensive Complete Streets policies that prioritize the needs of all users, regardless of age, ability, or mode of travel. These initiatives aim to create safer, more inclusive, and environmentally sustainable streetscapes through thoughtful design, community collaboration, and data-driven planning.
- **TOC Policies**: The MTC's 2022 TOC Policy promotes dense, mixed-use development near transit to reduce emissions and improve access to housing and jobs. Aligned with Plan Bay Area 2050, it encourages cities to adopt local TOC policies by 2026 to qualify for OBAG funding. VTA supports this vision through its own TOC Policy and TOD portfolio, guiding development around transit hubs to create more connected, equitable communities.

Demographics and Census Data

The Hostetter Station study area, located in northeast San José, has a total population of approximately 6,429 residents and exhibits distinct demographic characteristics:

- **Ethnicity and Age:** The area is predominantly Asian (74%) and has a lower Diversity Index (59.7) compared to San José (84.5) and Santa Clara County (81.9). The median age is 41.4, slightly older than the city and county averages.
- **Employment:** About 64% of the workforce is employed in white-collar occupations, suggesting a commuter population with predictable work hours and strong potential for transit ridership.
- **Commute and Vehicle Access:** Most residents rely on personal vehicles, though a significant portion walk or bike. The area's demographics support the case for improved transit and active transportation infrastructure to reduce vehicle dependency.

Community Engagement

From February to April 2025, over 270 community members participated in outreach activities including a walk audit, open house, pop-up events, and an online survey. Key concerns included:

- **Safety and Comfort**: Residents expressed concerns about long and unsafe pedestrian crossings, poor lighting—especially under the I-680 underpass—and faded or missing crosswalks. There was strong support for traffic calming measures, ADA-compliant curb ramps, and better lighting.

- **Transit Amenities**: Participants requested real-time transit information displays, improved bus shelters, and designated pick-up/drop-off zones. Many noted the need for better integration between bus and light rail services.
- **Bicycle Infrastructure**: Community members called for secure bike lockers, upgraded bike racks, and protected bike lanes. Concerns about bike theft and vandalism were common.
- **Wayfinding and Accessibility**: There was a clear desire for multilingual signage, improved wayfinding, and more intuitive station access, especially for seniors and families with children.
- **Public Space and Placemaking**: Residents supported the addition of trees, shade, and placemaking features to make the station area more welcoming. There was also interest in a local community center and preserving the neighborhood's food culture through support for small, local businesses.
- **TOD Concerns**: While there was general support for affordable housing near transit, residents raised questions about building height, parking availability, and how new development would fit into the existing neighborhood context.

Chapter 2. Existing Conditions

2.1 Hostetter Station and Surrounding Area

2.1.1 Station Location and Layout

Hostetter Station is located within the median of North Capitol Avenue, immediately south of the Hostetter Road intersection. The station features a center island platform configuration, accessible exclusively via signalized pedestrian crossings located at the southern end of the platform. Passenger amenities include weather-protected shelters, seating, and real-time transit information displays. Bicycle racks and vehicular parking facilities for 100 vehicles (including two ADA-accessible spaces and two ADA van-accessible spaces) are available in an off-street lot located across North Capitol Avenue from the station platform.

2.1.2 Transit Service

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

The Orange Line is an LRT route providing regional connectivity between Hostetter Station and several major transit hubs, including Alum Rock Transit Center to the southeast, Milpitas Transit Center to the north, and Mountain View Transit Center to the west. This route operates daily from 5:00 AM to 12:30 AM on weekdays, with 15-minute headways during peak periods and 30-minute headways during off-peak hours. Key stations along the Orange Line include:

- McKee Road – serving Capitol Square Mall and surrounding commercial areas.
- Milpitas Boulevard – serving Milpitas Transit Center with connections to BART (Green and Orange lines) and several VTA bus routes.
- Lick Mill – ACE and Capitol Corridor Connections
- Great America – serving Levi's Stadium and Santa Calta Convention Center.
- Mountain View – connecting to Mountain View Station with transfers available to Caltrain and MVgo shuttle services (operated by the Mountain View Transportation Management Association).

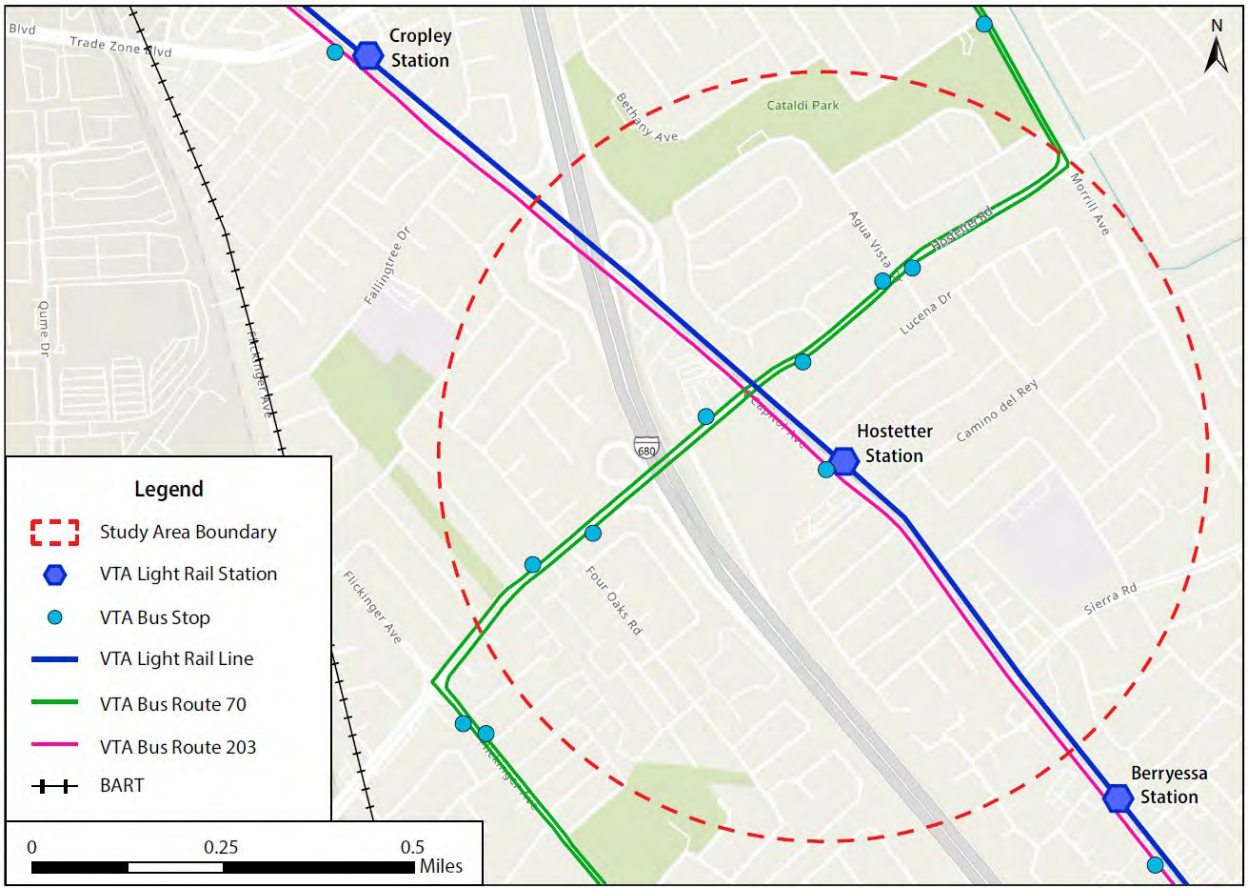
VTA Route 70 (Milpitas BART – Capitol Station) is a north-south local bus service operating between 5:00 AM and 12:30 AM on weekdays, with 15-minute headways during peak hours and 30-minute headways during off-peak hours. Weekend service operates on a modified schedule from 6:00 AM to 12:00 AM, with 20-minute headways throughout the day.

Hostetter Station is located along the northern segment of Route 70, between Berryessa BART and Milpitas BART stations, where service frequencies are reduced. At this location, Route 70 operates between 6:00 AM and 11:00 PM, with 30-minute headways during peak hours and 60-minute headways during off-peak hours. The nearest stops for Route 70 are located near the intersection of Hostetter Road and North Capitol Avenue, approximately 0.2 miles walking distance from the Hostetter Station platform.

VTA Route 203 (Civic Center – Baypointe – Alum Rock Shuttle) is a late-night shuttle service designed to supplement LRT operations during overnight periods of low demand. The route operates daily from approximately 12:15 AM to 1:45 AM on weekdays and Saturdays, with 45-minute headways. Service is not provided on Sundays. The shuttle connects Alum Rock Station and Civic Center Station, with intermediate stops including Milpitas BART.

Figure 1 shows the transit service in the study area.

Figure 1. Transit Service



Source: VTA, 2025

Table 1 summarizes the transit ridership and stop amenities for Hostetter Station and nearby bus stops.

Table 1. Transit Ridership and Stop Amenities in Study Area

Stop/Station	Amenities	Headways	Ridership[1]		
			Weekday	Saturday	Sunday
Orange Line LRT (Eastbound)	Bench seating	Peak: ~15 minutes	On: 38	On: 39	On: 27
	Shelters	Off-Peak: ~30 minutes	Off: 71	Off: 38	Off: 19
	Information screens				
	Trash Cans				
	Pedestrian Lighting				
Orange Line LRT (Westbound)	Bench seating	Peak: ~15 minutes	On: 64	On: 30	On: 68
	Shelters	Off-Peak: ~30 minutes	Off: 40	Off: 29	Off: 30
	Information screens				
	Trash Cans				
	Pedestrian Lighting				
Hostetter / Capitol (Bus - Northbound)	Bench seating	70: ~15 minutes	On: 2	On: 1	On: 2
	Shelter		Off: 8	Off: 5	Off: 3
Hostetter / Capitol (Bus - Southbound)	Bench seating	70: ~15 minutes	On: 13	On: 5	On: 5
	Shelter		Off: 7	Off: 1	Off: 1
Capitol / Langford		203: ~45 minutes	On: 0	On: 0	On: 0
			Off: 2	Off: 2	Off: 0

Source: VTA

Key Takeaways:

- The bus stops along Hostetter Road are over 1,000 feet away from the Hostetter Station LRT platform. This makes connections between bus and light rail slower. Relocating the stop closer to the light rail station would improve transfers.

2.1.3 Bicycle Network

Hostetter Station provides limited bicycle amenities, consisting of standard bike racks located within the adjacent surface parking lot. At present, no bicycle lockers or secure long-term bicycle parking facilities are available. Bicycles are permitted aboard VTA light rail vehicles, facilitating multimodal travel.

Bicycle access to the station is provided via the signalized crosswalk at the north approach of the North Capitol Avenue / Langford Drive intersection. Class II bike lanes are striped along both sides of North Capitol Avenue, offering on-street accommodations suitable for moderate to advanced cyclists. To access the LRT platform, bicyclists are required to dismount and use the nearest ADA-compliant pedestrian curb ramps to walk their bicycles across North Capitol Avenue.

Existing Bicycle Facilities:

[1] https://data.vta.org/datasets/6962c70ad2fa46f19314eefaca1bc373/about

- Class II Bike Lanes
    - North Capitol Avenue
    - Hostetter Road, west of North Capitol Avenue
    - Flickinger Avenue, south of Hostetter Road
    - Sierra Road, between North Capitol Avenue and Morrill Avenue
- Class III Bike Route
    - Flickinger Avenue, north of Hostetter Road
- Class IV Protected Bikeways
    - Morill Avenue, between Cropley Avenue and Berryessa Road
    - Sierra Road, between Morrill Avenue and Piedmont Road

Proposed Bicycle Facilities:

- Class I Path or Trail
    - Sierra Road Overcrossing (North Capitol Avenue to Woodranch Road)
- Class III Bicycle Boulevard
    - Sierra Road (Tourney Drive to Sierra Road Overcrossing)
- Class IV Protected Bikeways
    - North Capitol Avenue
    - Hostetter Road (Oakland Road to North Capitol Drive)
    - Morrill Avenue
    - Sierra Road (North Capitol Avenue to Morrill Avenue)
    - Berryessa Road
    - Flickinger Avenue

2.1.4 Pedestrian Network

Most streets in the study area have sidewalks and major intersections are typically signalized and provide pedestrian signals and marked crosswalks.

North Capitol Avenue / Langford Drive – Standard crosswalks, ADA-compliant curb ramps, and pedestrian signal heads equipped with actuation push buttons are installed at three of the four approaches. These facilities enable pedestrian connectivity to the LRT platform at Hostetter Station via the north approach. The south approach prohibits pedestrian access, with physical barriers and regulatory signage in place to redirect pedestrian traffic to the north approach for crossing North Capitol Avenue. There are long crossing distances at all legs ranging from 90 feet at the east leg to 150 feet at the north leg, representing

North Capitol Avenue and Hostetter Road - High-visibility crosswalks, ADA-accessible curb ramps, and pedestrian signal heads equipped with actuation push buttons are installed at all four approaches. These facilities enable pedestrian connectivity to the bus stops that serve Route 70 along Hostetter Road.

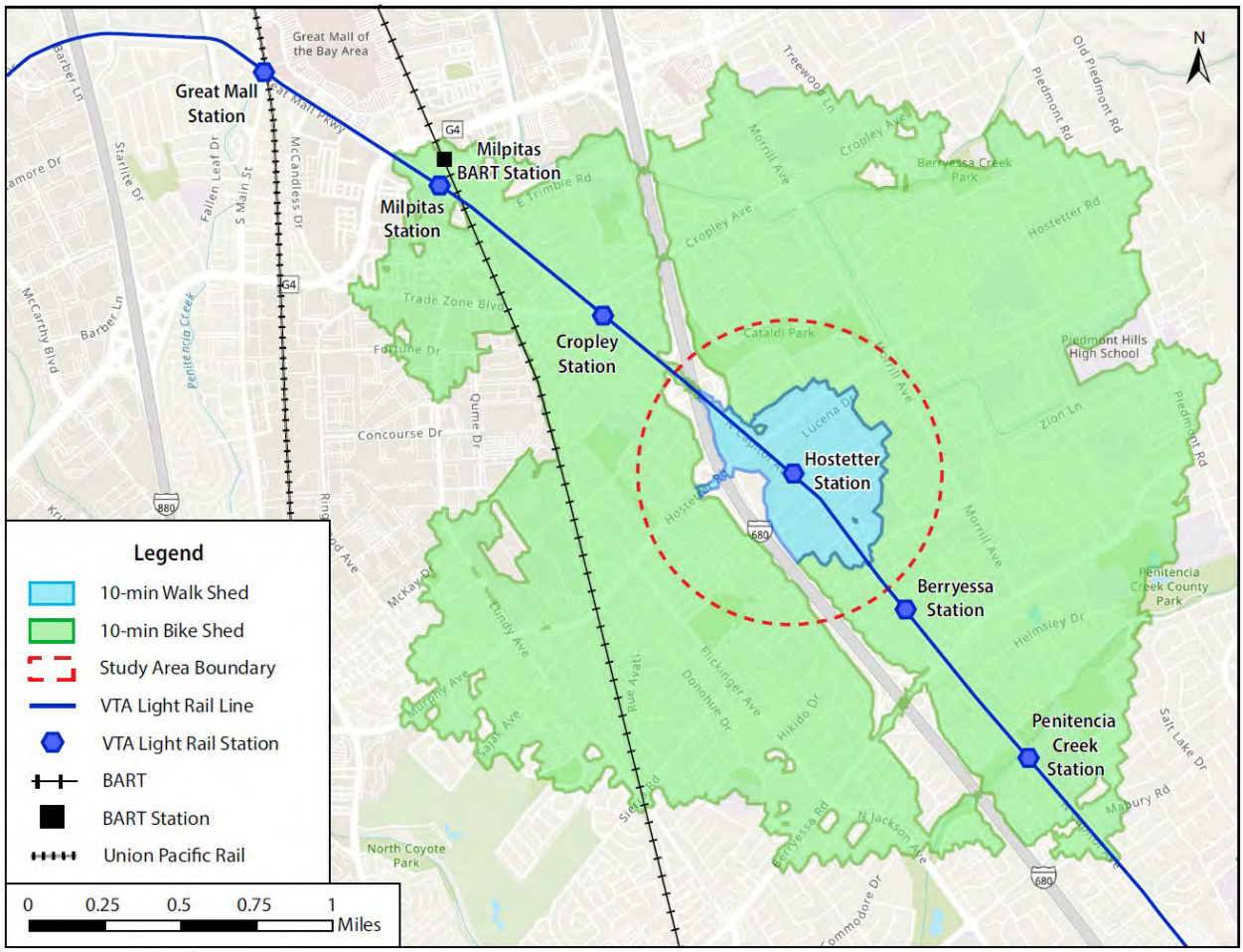
Figure 2 shows the 10-minute walkshed from Hostetter Station, which is the distance a typical pedestrian can comfortably walk in 10 minutes or less. The 10-minute walkshed highlights that I-680 is a major pedestrian barrier to station access, requiring pedestrians to use Hostetter Road to cross under the freeway. As a result, no land uses west of I-680 are within reasonable walking distance of Hostetter Station.

Key Takeaways:

- The study area has fairly complete pedestrian infrastructure.

- The main challenges are low density land uses and wide, high-speed roadways that lead to long walking distances between destinations, and a lack of wayfinding signage.

Figure 2. 10-minute Walkshed and Bikeshed



Source: Alta Planning + Design, 2025

2.1.5 Collision History

A review of collision data from the past five years[2] identified 41 crashes within the study area (see Table 2). Of these, two involved pedestrians, one involved a bicyclist, and the remaining 38 were vehicle-only collisions. One of the vehicle crashes involved a VTA light rail train at the intersection of North Capitol Avenue and Sierra Road.

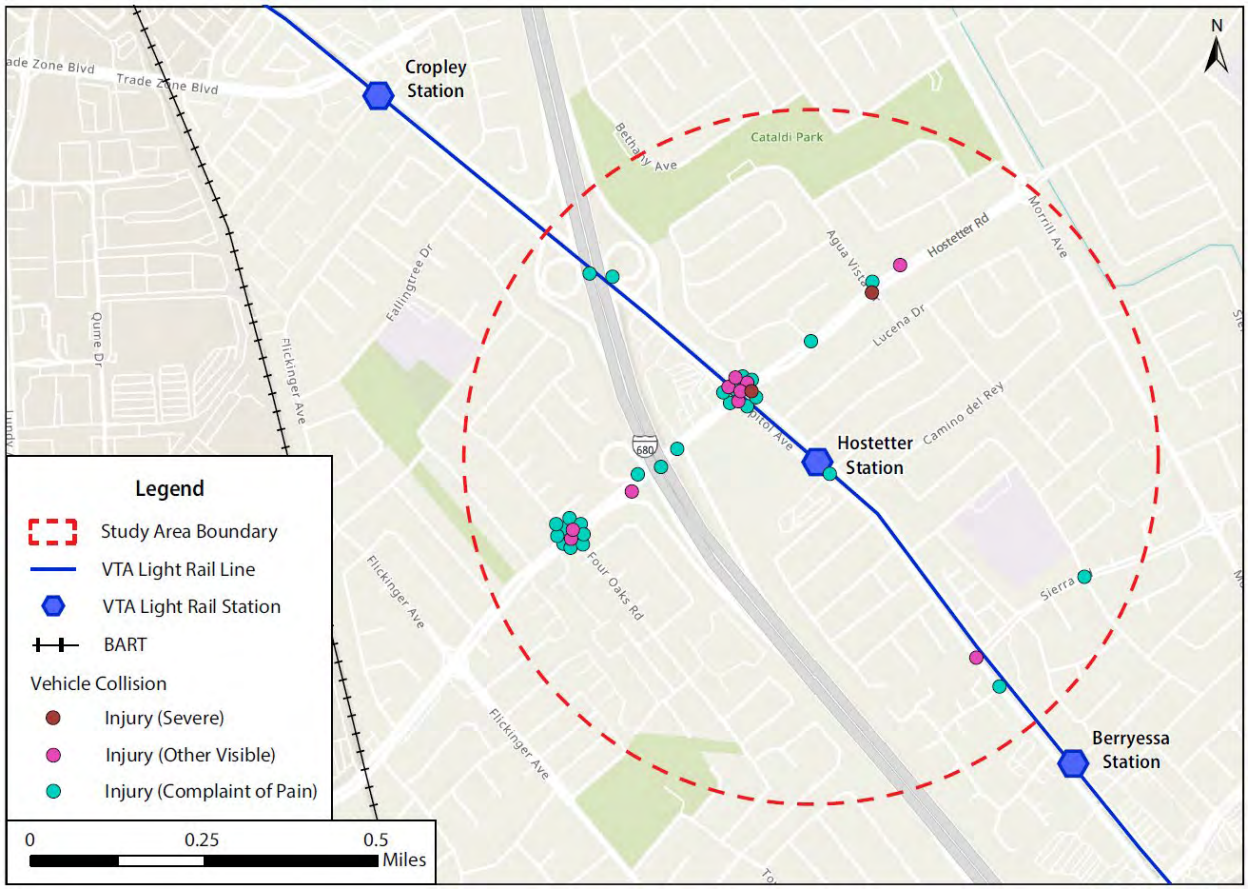
[2] California Statewide Integrated Traffic Reporting System (SWITRS), 1/1/2020 - 12/31/2024

Table 2. Five Year Collision History by Victim Type

Victim Type	Number of Collisions	%
Pedestrian	1	2.5%
Bicycle	2	5%
Train	1	2.5%
Other Vehicle	33	80%
Fixed Object	4	10%
Total	41	100%

As shown in Figure 3, the majority of crashes occurred at the intersections of Capitol Avenue with Hostetter Road, and Four Oaks Road with Hostetter Road.

Figure 3. Vehicle Collisions



Source: SWITRS, 1/1/2020 - 12/31/2024

Approximately 63 percent of the crashes resulted in possible injuries (defined as complaints of pain), 29 percent led to minor injuries, and seven percent caused severe injuries (see Table 3). The primary contributing factors were speeding, failure to obey traffic signals, and improper turning (see Table 4).

Table 3. Five Year Collision History by Severity

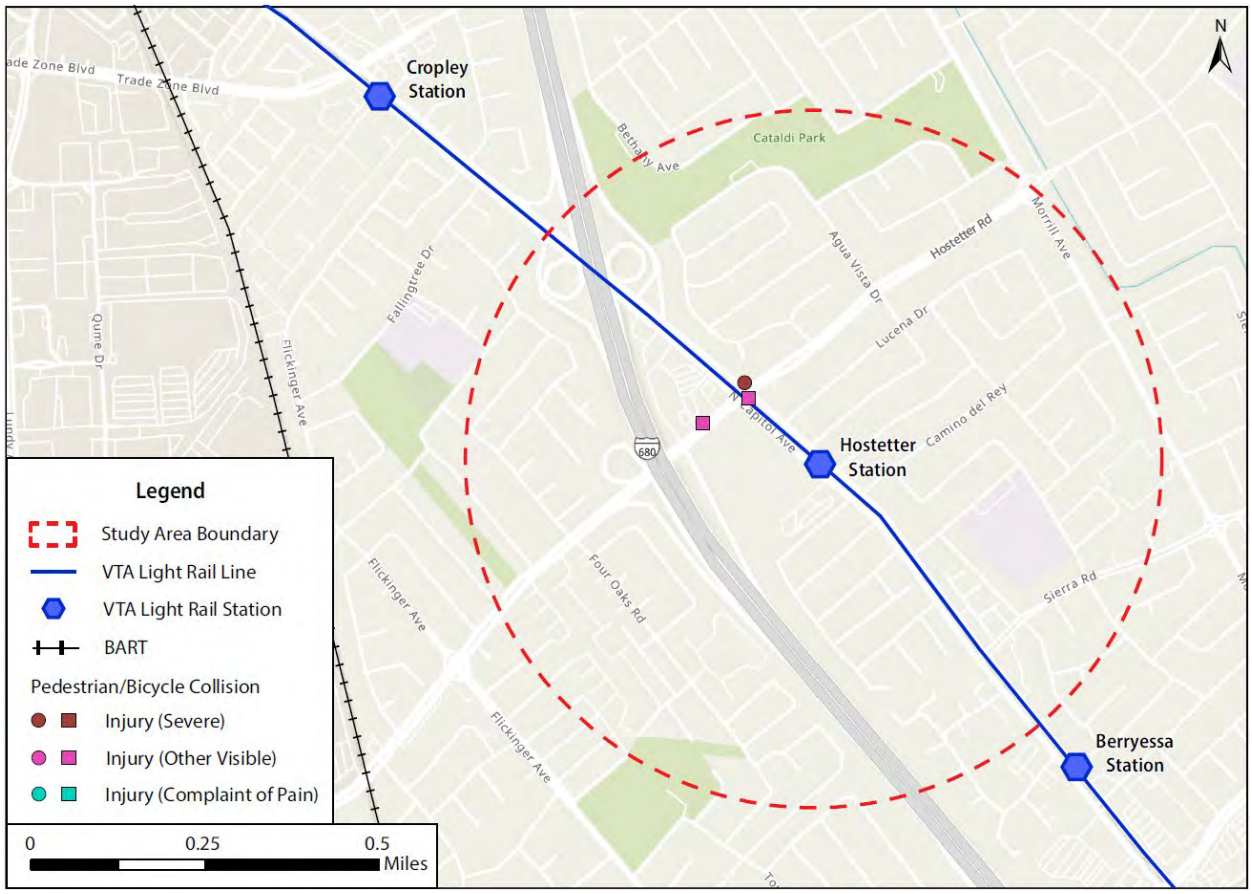
Severity	Number of Collisions	%
Possible injury or complaint of pain	26	63%
Suspected minor injury or visible injury	12	29%
Suspected serious injury or severe injury	3	7%
Total	41	100%

Table 4. Five Year Collision History by Primary Cause

Top 3 Causes	Number of Collisions	%
Traffic Signals and Signs	15	37%
Unsafe Speed	7	17%
Improper Turning	4	10%

Figure 4 shows the locations of the three collisions involving vulnerable road users in the study area, including two pedestrian-involved and one bicycle-involved collisions. All three occurred along Hostetter Road or at the intersection of Hostetter Road and North Capitol Avenue.

Figure 4. Bicycle and Pedestrian Collisions



Source: SWITRS, 1/1/2020 - 12/31/2024

2.1.6 Vehicle Network and Traffic Volumes

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

Table 5. Street Classifications

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

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

The two major surface streets are N Capitol Avenue and Hostetter Road, both principal arterial streets with 6 lanes and high traffic volumes. N Capitol Avenue also has a center-running VTA light rail line, and its street typology of "grand boulevard" designates it as a transit-priority street. N Capitol Avenue is a priority safety corridor[3], San Jose's term for high injury network – streets that account for a disproportionate number of San Jose's roadway fatalities and severe injuries.

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

Chapter 3. Document Review

3.1 City of San Jose Land Use and Transportation Planning

3.1.1 Envision San José 2040 General Plan, 2024 (updated)

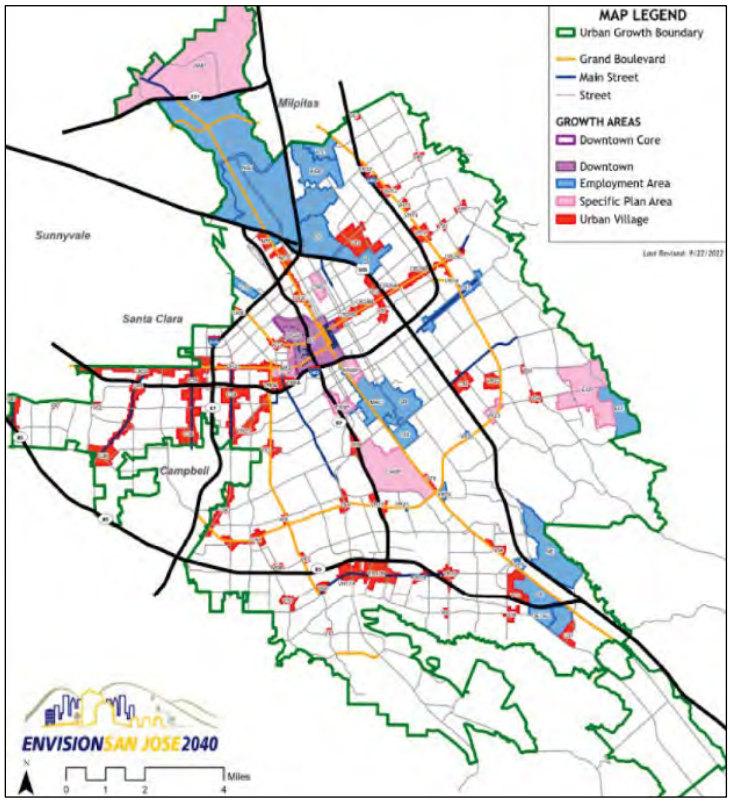
The San Jose General Plan is the primary policy document setting goals, policies and implementation actions for future decision-making in land use, housing, open space and other elements required by state law.

The General Plan focuses on guiding housing and jobs growth within the urbanized city footprint by utilizing 4 primary Planned Growth Area land use designations including: Downtown, Employment Areas, Specific Plan Areas and Urban Villages. These growth areas are heavily located in the central and northern portions of the city where a mix of highways overlay transit-rich communities connecting the major employment centers that anchor the Silicon Valley tech hub. The VTA Hostetter Light Rail Station is designated as an Urban Village, which is characterized by walkable, bicycle-friendly, transit-oriented mixed-use communities offering an even balance of projected jobs and housing growth.

Key Takeaways:

- Growth is heavily concentrated in the central and northern areas of the City
- The Hostetter Station study area is a Local Transit Urban Village
- Urban Village designations aim to create complete communities around light rail and bus rapid transit stops that foster mixed-use retail that primarily serves local neighborhoods

Figure 5. Planned Growth Areas Diagram



Source: Envision San José 2040 General Plan

3.1.2 San José Better Bike Plan 2025

Better Bike Plan 2025, adopted in October 2022, builds upon previous efforts, including the 2009 San José Bike Plan and Envision San José 2040 General Plan. The Better Bike Plan sets a community focused vision for a safe and connected network of on-street bikeways that accommodate all ages and abilities to travel by bicycle. The Better Bike Plan identified the following streets in the study area as High-Stress Roadways:

- Hostetter Road
- North Capitol Avenue
- Berryessa Road
- Flickinger Avenue

Goals

- **Low-Stress Network**: Build a 100-mile low-stress connected network.
- **Mode Split Increase**: Raise bicycle mode split from 1% to 15% by 2040 and 20% by 2050.
- **Safety**: Eliminate roadway fatalities and major injuries (aligned with Vision Zero San José).
- **Parking and Facilities**: Expand sidewalk bike parking, secure bike parking, and end-of-trip facilities at transit stops.
- **Micromobility**: Expand shared micromobility options.
- **Bike Friendly Status**: Achieve Gold bike friendly status.

Challenges

- **Previous Plan Limitations**: Despite increased facilities, bike ridership did not meet expectations due to uncomfortable bikeways on busy streets.

- **Auto-oriented streets**: Street network designed to prioritize vehicles over people, requiring long travel distances that are suitable for other modes.

Solutions

- **Low-Stress Bikeways**: Design bikeways that feel comfortable for all ages and abilities, particularly those not comfortable sharing the roadway with automobiles.
- **Urban Villages**: Focus new growth and development in walkable, bike-friendly, and transit-oriented developments that reduce travel distances suitable for all modes.

The area around Hostetter Station is part of the **East San José/Berryessa Focus Area**, which is prioritized for near-term investment. Capitol Avenue, which runs adjacent to Hostetter Station, is identified for protected bike lane upgrades. Berryessa Road and Lundy Avenue, both within ½ mile, are also slated for protected bike lanes.

The plan includes a **Five-Year Project List** with prioritized projects based on safety, equity, and mode shift potential. Projects near Hostetter Station include:

- **Capitol Avenue**: Protected bike lanes from Berryessa Road to Alum Rock Avenue.
- **Berryessa Road**: Protected bike lanes from US-101 to Mercado Way.
- **Lundy Avenue**: Protected bike lanes from Berryessa Road to Commodore Road.
- **Penitencia Creek Trail**: A **Class I multi-use path** that runs along Penitencia Creek just northeast of Hostetter Station
- **Trail Access enhancements** improving **trail gateways** and **wayfinding signage** to better integrate trails with on-street bikeways like Capitol Avenue

The plan emphasizes first- and last-mile connections to transit, including VTA light rail. Hostetter Station is part of the planned low-stress bike network, aiming to make biking to and from the station safer and more appealing. The area is within a **Community of Concern**, meaning it is prioritized for equitable investment.

3.1.3 Trail Program Strategic Plan

The **San José Trail Program Strategic Plan (May 2016)** outlines a comprehensive roadmap for completing a 100-mile interconnected urban trail network by 2022. There are currently two key urban trail projects planned or in construction for San Jose's Council District 4:

1. TRAIL: SF Bay Trail Reach 9

- **Location**: W Gold Street and N Highway 237
- Council District: 4
- **Scope**: 1.1-mile trail segment along the San Francisco Bay Trail
- **Status**: Funding allocated for negotiating joint access agreements with the property owner and the Santa Clara Valley Water District (SCVWD)
- **Purpose**: Improve access and recreational opportunities along the Bay Trail

2. TRAIL: Coyote Creek (Mabury Road to Empire Street)

- **Location**: From Mabury Road to Empire Street

- Council Districts: 3 and 4
- **Scope**: 0.3-mile bikeway trail
    - Includes a pedestrian bridge
    - Under-crossing beneath Highway 101
    - Paved trail from Watson Park to Mabury Road
- **Funding**: $5.3M from a Federal Active Transportation Program Grant and $1.3M from a Federal Earmark Grant
- **Status**: Construction underway
- **Purpose**: Extend the regional trail system and improve multimodal connectivity

3.1.4 Complete Streets

In May 2028, the City of San José adopted Complete Streets Design Standards and Guidelines to regulate street construction and retrofitting. As a member of the National Association of City Transportation Officials (NACTO), San José promotes safe, multimodal street design to build cities as places for people, with safe, sustainable, accessible, and equitable transportation choices that support a strong economy and vibrant quality of life. The primary guiding principles include:

- Street typologies established in the General Plan shall be used to design streets in San José.
- Streets shall be designed to promote safety and convenience for pedestrians, bicyclists, users with disabilities, and/or children.
- Streets shall also be designed according to target speeds.
- Streetscapes shall be designed to support transit operations.
- Streets shall be designed to balance safety, delay, carrying capacity, and comfort for people walking, biking, taking transit, and/or driving.
- Multimodal factors of person delay, safety, and comfort shall be analyzed.

Street Typologies:

- Grand Boulevards: Major transportation corridors connecting neighborhoods (e.g., E. Santa Clara Street).
- Main Streets: Serve local commercial and social interests (e.g., 25th Street).
    - City Connector Streets: Focused on providing access for mid- and long-range trips across San José, where pedestrians and bicyclists are prioritized, or equally accommodated with automobiles Local Connector Streets: Typically, two-lane streets that combine Local Connector and Residential Street types of the General Plan, where pedestrians and bicyclists are prioritized over automobiles.

3.1.5 Carbon Neutral by 2030 Resolution

San José aims to become carbon neutral by 2030, focusing on reducing greenhouse gas (GHG) emissions primarily from transportation and buildings, which together account for 85% of the city's emissions.

Key Takeaways for Hostetter are to reduce VMT by:

- Encouraging walking, biking, and public transit.
- Improving infrastructure and transit services.
- Supporting land use changes to reduce car dependency.
- Regular GHG inventories and program evaluations.

3.1.6 Vision Zero San José

San José adopted Vision Zero in 2015, committing to eliminate traffic fatalities and severe injuries (KSI) through a data-driven, equity-focused approach. The plan aligns with broader city goals like the Envision San José 2040 General Plan and Climate Smart San José. There are no Priority Safey corridors (PSCs) identified in the Hostetter Study Area. Programmed initiatives have included:

- Senior pedestrian awareness campaigns.
- Walk 'n' Roll Safe Routes to Schools.
- Better Bike Plan 2025.
- Pedestrian Master Plan.
- Intersection retiming and LED streetlight upgrades

San Jose has been awarded $29 million for PSCs and $45 Million in additional safety project grants for other areas beyond the designated Vision Zero corridors, supporting broader traffic safety and infrastructure improvements which may impact Hostetter. These funds will be used to:

- Implement quick-build safety improvements
- Support comprehensive capital projects
- Enhance street lighting, intersection timing, and bike/pedestrian infrastructure

3.1.7 City of San Jose Adopted Capital Budget

The 2024–2025 Adopted Capital Budget includes a project specifically for the intersection of **Capitol Avenue and Hostetter Road** in San José.

- **Project Description**: This project will reconfigure the roadway, traffic signals, and railroad crossing devices at the intersection of Capitol Avenue and Hostetter Road. The area includes a VTA light rail station, high-density residential land uses, and two schools.
- **Purpose**: The improvements are designed to enhance safety for all users—drivers, pedestrians, cyclists, and transit riders—and align with the City's Vision Zero goal to eliminate traffic fatalities and major injuries.
- Funding:

  - A portion of the City's contribution ($425,000) is currently held in the **Avenues Schools Safety Improvements Reserve**.
  - An additional **$1.0 million** was reallocated from this reserve in the 2025–2029 CIP to fund the design Request for Proposals (RFP).
- Timeline:
  - The project was delayed due to COVID-19, which disrupted the school environment and affected the land lease needed for adjacent properties.
  - Design work is now moving forward with the reallocated funding.

3.1.8 Safe Routes to School

As part of the Mayor's March Budget Message for Fiscal Year 2023–2024, the City Council approved a $6.6 million allocation to expand traffic safety programs prioritizing Safe Routes to School. This includes:

- **Cherrywood Elementary School**: Identified as one of the schools receiving targeted safety improvements.
- Project Scope:
  - Enhanced crosswalks (e.g., ladder-style striping)
  - ADA-compliant curb ramps
  - Traffic calming measures (e.g., speed humps, radar signs)
  - Improved signage and circulation around school zones

These improvements aim to:

- Increase visibility and safety for students and families walking or biking to school
- Reduce vehicle congestion and emissions near school campuses
- Support the City's Vision Zero goals

3.1.9 Transportation Demand Management Policy

The City of San Jose adopted Transportation Demand Management (TDM) and Parking Reform to their municipal code in 2023. Major elements include:

- **New TDM Requirements**: All new developments (unless exempt) must submit and implement a TDM Plan that includes strategies to reduce vehicle miles traveled (VMT) and promote sustainable transportation.
- **Point-Based System**: Projects must meet a point target based on size, use type, and parking supply. Strategies include transit incentives, bike facilities, carpool programs, and more.
- **Annual Compliance**: Level 2 projects must submit annual monitoring reports and maintain TDM strategies throughout the project's life.
- **Eliminates Parking Minimums**: Citywide removal of minimum off-street parking requirements, except in designated areas like near the SAP Center and Google's Diridon Station Area.

Key Takeaways:

- **Citywide** removal of minimum off-street parking requirements applies to outer San José as well as the Downtown Core.
- New projects must submit a **TDM Plan** if they exceed certain thresholds (e.g., 16+ housing units, 10,000+ sq ft of office space).
    - Projects are categorized into **Level 1** or **Level 2** based on size.
    - Must implement strategies (e.g., bike parking, transit passes, carpool incentives) to reduce **Vehicle Miles Traveled (VMT)**
    - In outer San José, where car dependency is higher, developers will need to be more creative in meeting TDM point targets
- All developments must provide short-term and long-term bicycle parking
- Projects with a certain percentage of affordable units can receive **setback reductions** and other zoning incentives.
- Projects in High Quality Transit Areas (within ½ mile of major transit stops or corridors) receive **higher TDM point values** for providing less parking.

Note: VTA also requires a TDM plan for TOD developments, but jurisdictions that already provide for this are exempt.

3.2 Relevant Projects

3.2.1 VTA Hostetter Turnback Track

VTA planned to extend its Blue Line light rail service for regular revenue operation from Baypointe to Hostetter station in North San Jose, creating a new terminus called the "Hostetter Turnback." The goal was to improve transfers to BART at Milpitas station. To support the expansion, VTA would have repurposed part of an underused park-and-ride lot at Hostetter Station for additional light rail vehicle storage and constructed track connecting the new storage facilities to the system. The project would also have added a new grade crossing on Capitol Avenue, special trackwork, signaling, overhead contact systems, security fencing, lighting, sound walls if needed, and an operator break room. Figure 6 shows a sample concept of Hostetter Turnback. Traffic data was collected, but the project was cancelled when modeling showed it would not have the desired effect on system performance.

Figure 6. Hostetter Turnback Sample Concept

Source: VTA

3.3 VTA Policies

3.3.1 VTA Complete Streets Program

VTA's Complete Streets Program recognizes that streets make up a large part of communities' public space and shape the urban landscape. Complete streets are designed to accommodate all users, of all ages and abilities, safely - whether they are on foot, bicycling, taking transit, or driving. Complete streets provide people with real transportation options, increasing the number of people not driving and thus improving public health and promoting environmental sustainability.

Key Takeaways:

- Objectives: safety, accessibility, multi-modal options, community engagement, and environmental sustainability
- VTA has collaborated with many communities in Santa Clara County on complete streets projects. There are currently no plans with Milpitas.

3.3.2 2016 Measure B Bicycle & Pedestrian Program, updated 2022

Measure B was adopted to fund important bicycle and pedestrian projects in cities throughout Santa Clara County. Funds are allocated every two years through a grant application process and are subject to oversight and Measure B branding requirements.

Key Takeaways:

- There are three categories of projects: Education & Encouragement, Planning Studies, and Capital Projects.

- Prioritized projects: those connecting employment, schools and transit; those that fill gaps in the existing bicycle/pedestrian network, and those that make bicycling and walking safer and more convenient.

3.3.3 VTA Station Access Policy

VTA's Station Access Policy establishes VTA's priorities for station access to guide planning and investment aiming to optimize station functionality for all users, with a focus on sustainable modes (walking, biking, transit). It also supports broader goals like reduced congestion, improved safety, and public health.

Key Takeaways:

- Sustainable access first – prioritizes transit and active modes to support public safety and reduce vehicle miles traveled

- Access mode hierarchy
  1. Pedestrian
  2. Bike/Scooter
  3. Transit
  4. Pick-up/drop-off
  5. Park-and-ride

- Stations must be accessible, safe, and comfortable for everyone

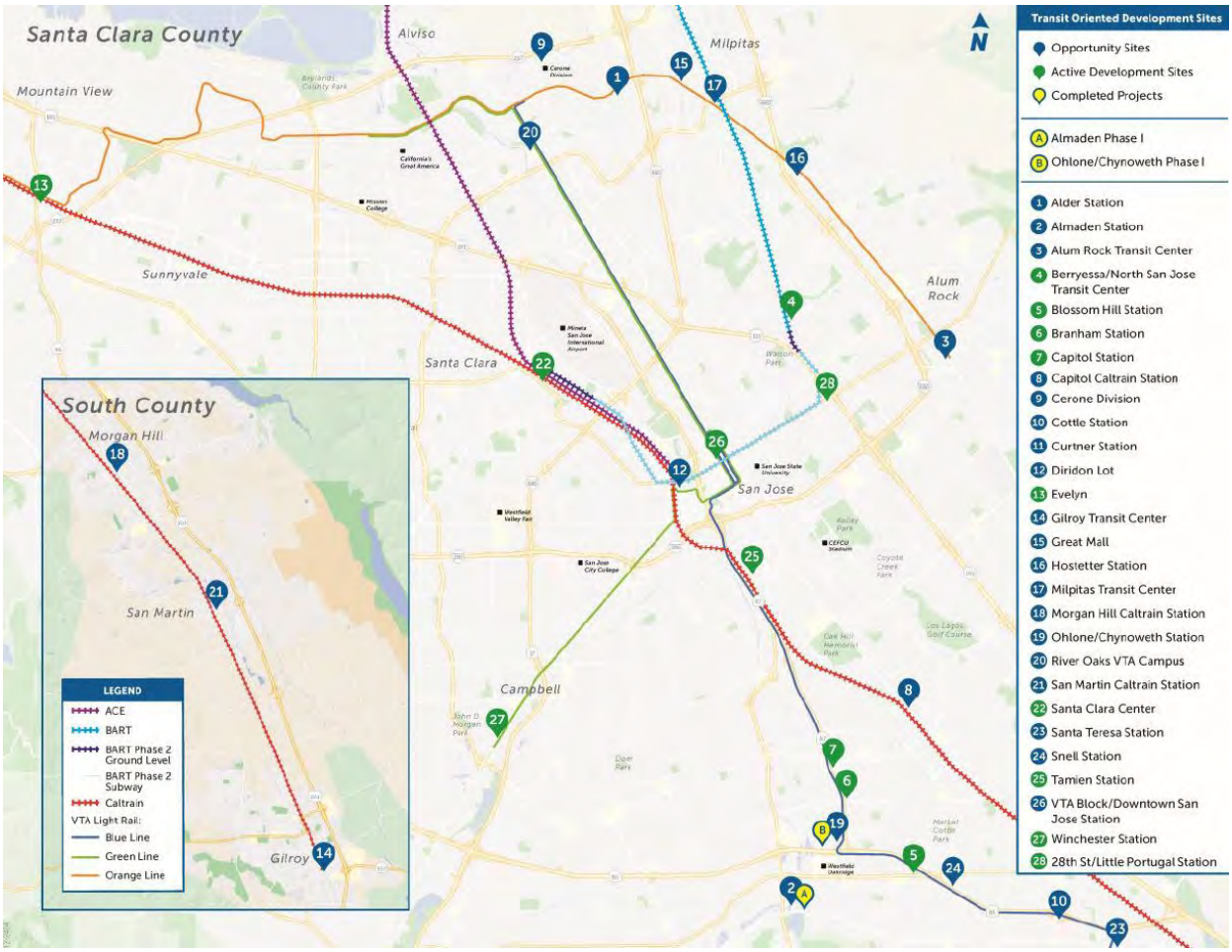
- Supports compact, mixed-use development near stations.

3.3.4 VTA Transit-Oriented Communities (TOC) & Transit-Oriented Development (TOD) Policy, 2024

VTA's Transit-Oriented Communities Policy aims to provide guidance for intensifying new development while reducing vehicle miles traveled by increasing mixed-use and mixed-income densities around transit stations. This approach is consistent with MTC's regional growth priorities to balance housing and jobs growth in transit-rich areas. This policy builds upon VTA's existing TOD Portfolio consisting of 28 real estate assets owned, leased or otherwise controlled by VTA. The TOD development process consists of 5-stages that bring development from the strategic and specific planning stage to developer selection, multi-partner project negotiations and finally implementation.

VTA owns a 2.4-acre parcel adjacent to the Hostetter Light Rail Station. Although the Hostetter Station is surrounded by primarily single-family homes, the VTA parcel represents an opportunity to develop much-needed affordable housing and potentially local-serving retail in a walkable footprint.

Figure 7. VTA TOD Sites Portfolio



(Source: VTA TOC Policy, Appendix A, pg 12)

Key Takeaways:

- Minimum 25% affordable housing per project
- Lower parking requirements for TOD development based on place types and proximity to transit
- No minimum parking requirement within 0.5-miles of public transit (AB2097)

3.3.5 VTA Pedestrian Access to Transit Plan, 2017

This plan was the first time VTA evaluated the safety and quality of VTA riders' walk to the transit stop. The plan was intended to complement local planning efforts in order to identify and improve pedestrian access to transit.

Key Takeaways:

- The plan recommended 165 capital improvement projects in 12 focus areas, selected based on connectivity, safety, quality, accessibility and activity.

- Although the plan does not specifically mention Hostetter Station or the immediate area around it. The plan does include **a toolkit of pedestrian improvement measures** that could be relevant for evaluating or proposing improvements near Hostetter Station. These include:

- **Rectangular Rapid Flash Beacons (RRFBs)** – for multi-lane roads with high traffic volumes.
- **High-Visibility Crosswalks and Signs** – especially near schools or areas with poor visibility.
- **In-Street Pedestrian Crossing Signs** – effective at unsignalized crossings.
- **Advanced Yield Lines** – to improve pedestrian visibility and reduce vehicle encroachment.

3.3.6 VTA Santa Clara County Countywide Bicycle Plan, 2018

VTA's countywide bicycle plan envisions a future in which all residents, regardless of age or ability, will be able to use a bicycle to cover their daily transportation needs in a safe and convivial manner. Implementation depends on continued collaboration between VTA, county, and city staff and local politicians. VTA's role is primarily through funding, policy decisions, technical assistance, and coordination of bicycle improvements in different jurisdictions.

Key Takeaways:

- North Capitol Avenue is identified as part of Cross County Bikeway Corridor. It is prioritized for improved bike access to transit, better bike parking at station, and safe crossings and protected lanes.

- Cross County Bikeway Corridors are designed to provide continuous, safe, and comfortable bike connections across the county. These corridors are prioritized for improvements and are intended to connect major destinations, transit hubs, and cities.

- These corridors have regional importance, and design should go well above minimum design standards. They should receive priority funding.

3.3.7 VTA Bus Stop and Passenger Facilities Design Criteria and Standards, 2020

The document compiles all VTA's policies and guidelines relating to transit stops, including basic bus operations and safety considerations, access to stops, accessibility (ADA), ease of maintenance, compatibility with traffic, and creating a positive transit experience. It provides criteria, dimensions, and typical designs for bus stops, turnouts, pedestrian access, shelters, benches, and other infrastructure associated with bus stops.

VTA provides four categories of bus stops, depending on location and ridership:

- Basic bus stop: locations with fewer than 40 boardings per day. Typically, only stop sign and optional bench.

- Core bus stop: at locations with between 40 and 200 boardings per day. Typically have seating and a small shelter at higher ridership locations. Some locations have additional seating, trash cans, or bike parking.

- Major bus stop: more than 200 boardings per day. These stops get full amenities, including seating, shelters, transit information, trash cans and bicycle racks.

- Community designation bus stop: these stops are major bus stops located near special destinations such as civic buildings, museums, libraries or parks.

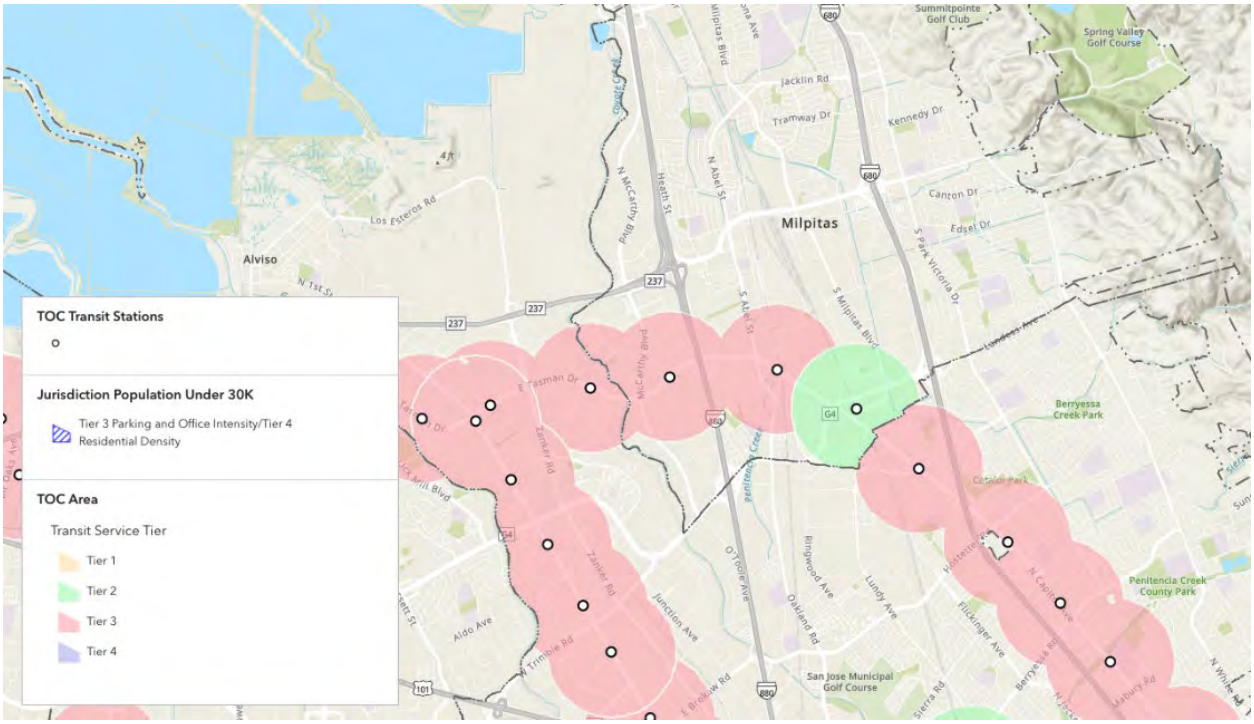
3.4 MTC Transit-Oriented Communities (TOC) Policy, 2022

In 2022, MTC adopted the Transit-Oriented Communities (TOC) Policy to guide transit-focused planning and funding decisions. The policy aims to increase employment and housing density—particularly affordable housing—within a half mile of existing and planned high-quality transit stops.

Building on the Sustainable Communities Strategy, the TOC Policy aligns land use and transportation planning to help meet regional greenhouse gas (GHG) reduction targets. It draws from established regional frameworks such as the Priority Development Area (PDA) Program and Plan Bay Area 2050 Growth Geographies, which prioritize transit-oriented development (TOD) as a key driver of regional growth.

To qualify for the next cycle of One Bay Area Grant (OBAG) funding, jurisdictions are encouraged to adopt a local TOC Policy by the end of 2026. These policies should emphasize access to bus transit, active transportation, and shared mobility options—especially in connecting Equity Priority Communities to transit networks.

Figure 8. Transit-Oriented Communities Policy Exploratory Map



Source: MTC ArGIS Portal: https://experience.arcgis.com/experience/01311260043f4bd689907c9df577bfff/

3.5 Caltrans Policies

3.5.1 Caltrans D4 Bike Plan 2025 DRAFT

Historically, Caltrans state highways and roads were designed to maximize vehicular traffic throughput, while most walking, biking and transit trips happened on local streets. However, people frequently need to cross Caltrans facilities, while some important local streets are operated by Caltrans. The development of the Caltrans D4 Bike Plan is driven by two complimentary policies. The "Towards an Active California" vision statement says that by 2040 Californians of all ages, abilities and incomes should be able to safely, conveniently and comfortably bike for their transportation needs. Caltrans Director's Policy 37 says that all projects funded by Caltrans will provide complete streets facilities for people walking, biking or taking transit.

Planned improvements near Hostetter Station include bicycle interchange improvements such as squaring up ramps, eliminating free right turns, and installing Class IV bikeways at:

- The I-680 interchange at Capitol Avenue

- The I-680 interchange at Hostetter Road

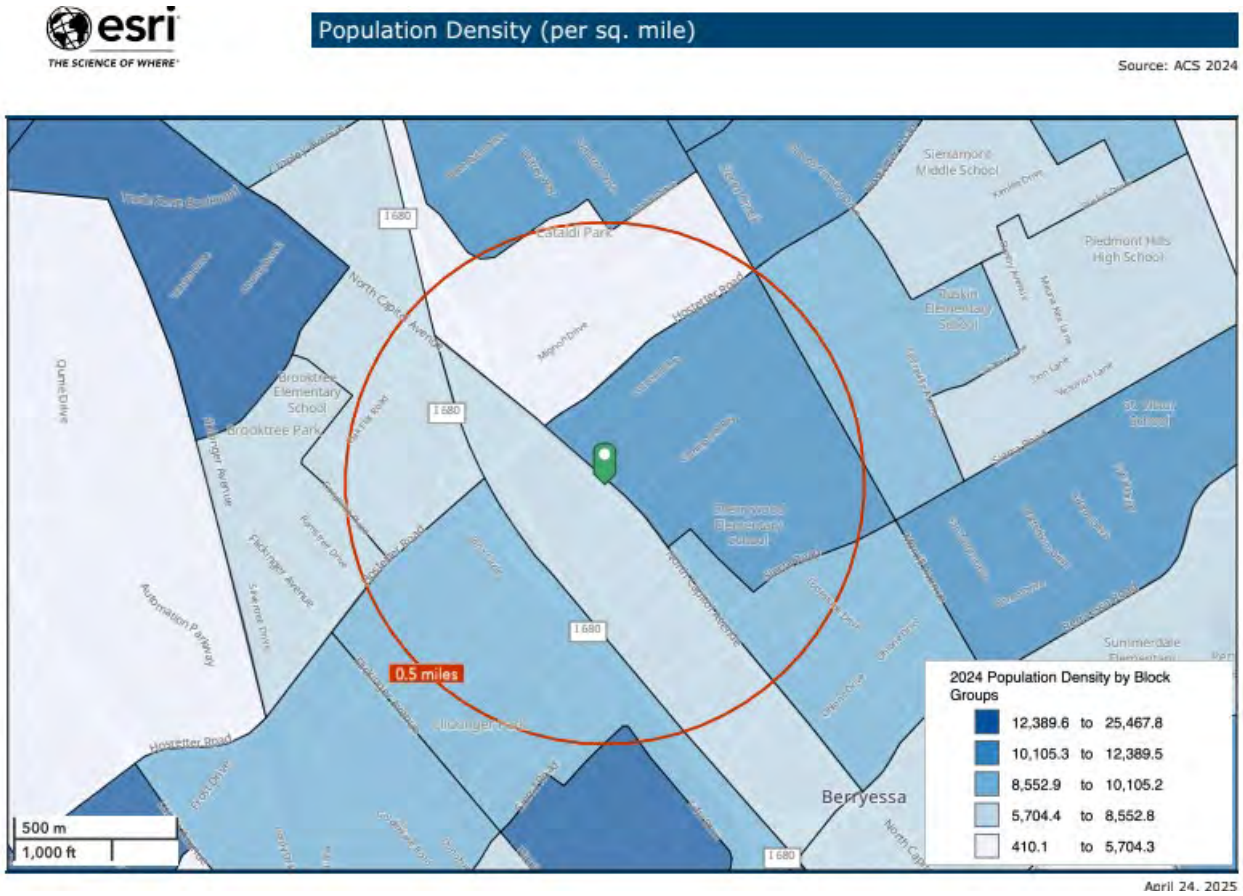
Chapter 4. Demographics and Census Data

The Hostetter Station Study Area located in the northeastern portion of San José, demonstrates demographic characteristics that distinguish it from both the citywide and countywide averages. The area's population trends, household composition, income levels, and housing dynamics offer important insights for planning and development efforts in the corridor.

4.1 Population Density

With a total population of approximately 6,429, the Hostetter Station Study Area is a small yet dense residential node. Notably, the area experienced a population decline of -0.87%, a steeper decrease than San José (-0.44%) and Santa Clara County (-0.19%). This trend may signal shifting housing dynamics or demographic transitions within the neighborhood. Population Density by block group is illustrated in Figure 9.

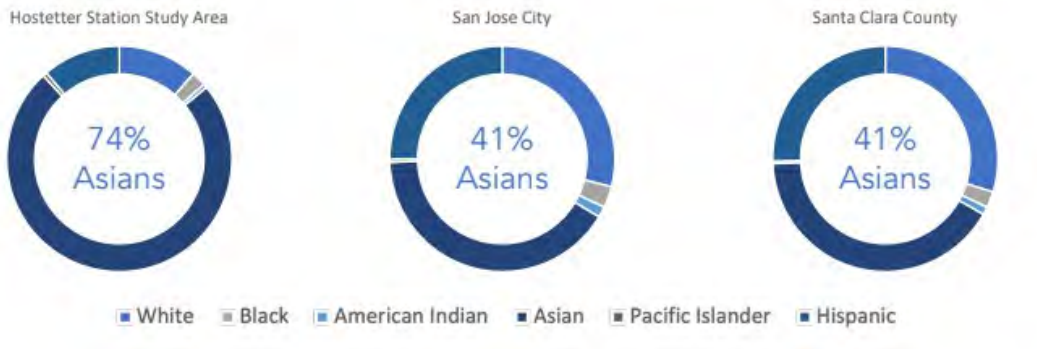
Figure 9. Population Density by block group



4.2 Ethnicity and Age

While San José and Santa Clara County are among the most diverse regions, the Hostetter area exhibits a lower Diversity Index of 59.7, compared to 84.5 in San José and 81.9 countywide. This suggests a more homogenous population in the study area with 74% Asian Community. Additionally, the median age in Hostetter is 41.4, slightly older than the city (38.7) and county (38.5) medians, with a higher proportion of residents in the age group of 18-64 (64.7%).

Figure 10. Population Composition



4.3 Socioeconomic Status

Residents of the Hostetter area report a median household income of $156,667, which is higher than San José's median ($141,873) but slightly lower than the county average ($160,847). Interestingly, the area also demonstrates a significantly higher median net worth of $600,078, compared to $375,438 in San José and $425,643 in the county. This affluence is reflected in homeownership rates of 66.2%, well above both the city and county average. The median home value in the Hostetter area is $1,312,877, just under the city average and notably below the county median. This relatively moderate home value when paired with high ownership and net worth, suggests the area may offer long-term residential stability and potential affordability compared to other parts of Santa Clara County. Given the high household incomes and homeownership rates in the area, a portion of residents may choose to drive due to convenience. However, transit use may still be viable if it offers competitive travel times and comfortable service, particularly for cost-conscious commuters, young professionals, or aging residents seeking car-free options.

4.4 Employment and Occupation

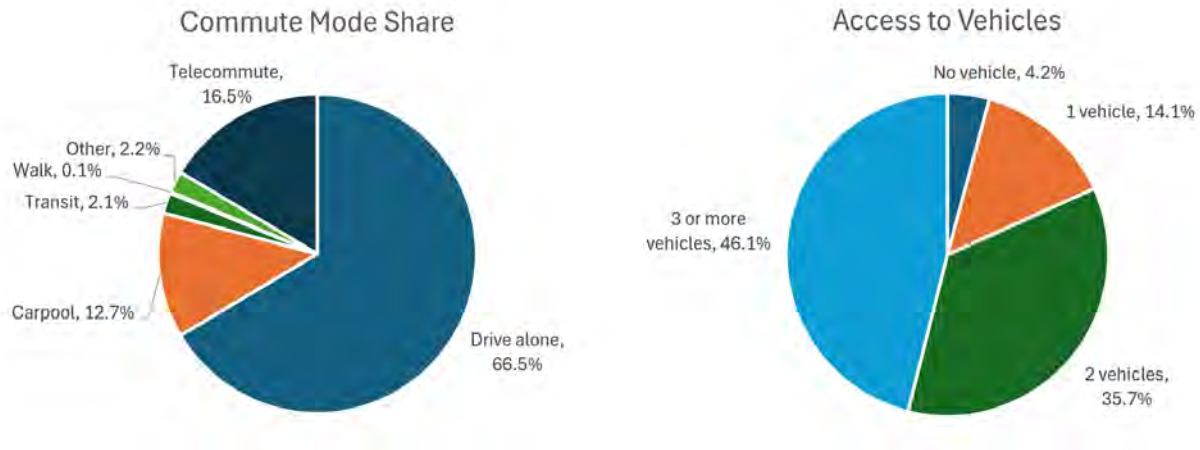
Approximately 63.9% of the area's workforce is employed in white-collar occupations - a figure slightly below the county average (74.2%) but roughly in line with San José (68.3%). This suggests that a significant portion of residents work in professional, managerial, or administrative roles, likely within office-based industries such as tech, finance, or healthcare. The high percentage of white-collar workers implies a commuter population with predictable work hours, many of whom may work in job centers like Downtown San José, North San José, or even Palo Alto/Sunnyvale. These destinations are well-served by VTA light rail and bus systems, making the Hostetter area a strong candidate for transit ridership growth, especially if service frequency and reliability are improved.

4.5 Commute Mode Share and Access to Vehicles

As shown in Figure 12, the majority of residents in the study area commute by car, with 66.5% driving alone and 12.7% carpooling. Telecommuting accounts for 16.5% of total commute work trips. Transit and walk mode shares are low at 2.1% and 0.1%, respectively. Other modes such as motorcycle and scooter account for the remaining 2.2%.

Vehicle ownership is relatively high in the study area. 46.1% of households have access to three or more vehicles, 35.7% have two vehicles, 14.1% have one vehicle, and only 4.2% report having no vehicle.

Figure 11. Commute Mode Share



Chapter 5. Community Outreach

From February through April 2025, a total of approximately 270 community members participated in a range of engagement activities, including a community open house, pop-up events, a walk audit, and an online survey. Feedback was collected through interactive boards, paper and digital surveys, mapping tools, and direct conversations at in-person events.

To ensure inclusive participation, all materials were provided in English, Spanish, Chinese, and Vietnamese, reflecting the neighborhood's diverse population.

Community input focused on access challenges around the station area, as well as preferences for improving walkability, safety, lighting, and accessibility. Residents also shared ideas for amenities that would support more active and transit-oriented travel.

Top priorities for access improvements included better lighting, safer and easier street crossings, and wider sidewalks with more street trees. For access-related amenities, community members would like real-time transit displays, comfortable bus stops, and secure bike lockers, along with improved wayfinding and shared bike/scooter options.

5.1 Walk Audit

The walk audit took place from 4:30 p.m. to 6:30 p.m. on March 20th, 2025, with approximately 15 participants. Attendees included representatives from the consultant team, VTA, the City of San José, Caltrans, the Housing Authority, AARP San José, and local youth ambassadors.

The walk audit focused on pedestrian safety, comfort, and access around the Hostetter Light Rail Station. Participants divided into two groups: Route A assessed conditions toward Cherrywood Elementary School, while Route B examined the I-680 off-ramp area, retail centers, and major intersections.

Route A: Residential and School Zone Observations

- Strengths: Residential areas featured smooth sidewalks, street trees, and quiet surroundings. Pedestrian infrastructure near Cabrillo Avenue and Sierra Road made participants feel safe with wide curbs, shortened crosswalk, tactile pads, and enlarged stop signs. Public art and nearby food vendors added vibrancy near the park-and-ride lot.

- Issues: Lighting was limited, signage and wayfinding were faded or missing, and some sidewalks were narrow or obstructed. Long crossing distances on Capitol Avenue, missing crosswalks, and outdated bike lockers reduced accessibility. Better station connectivity and more real-time transit information were needed.

Route B: Retail and I-680 Interchange Observations

- Strengths: The area near Four Oaks Road felt safer due to residential surroundings and slower traffic speeds.

- Issues: Key intersections such as Capitol Avenue at Longford Drive and Hostetter Road featured uneven sidewalks, faded crosswalks, and high-speed traffic, which contributed to the unsafe conditions. The retail strip under I-680 appeared outdated and poorly maintained, with limited lighting and the presence of unhoused individuals. The underpass lacked art or design features, and some sidewalk utility covers were missing.

Figure 12. Walk Audit at Hostetter Station

Source: Alta Planning + Design, 2025

Recommendations:

- Upgrade crosswalks to high-visibility designs, especially at Caminonola Court, Hostetter Road, and Capitol Avenue

- Improve pedestrian comfort by adding trees, removing sidewalk obstructions, and ensuring ADA compliance

- Install traffic-calming measures such as bulb-outs and curb extensions

- Add lighting under the I-680 underpass and install flashing beacons at off-ramps
- Enhance wayfinding and signage, particularly near the station platforms
- Community and Staff Feedback Highlights:
    - Capitol Avenue has block lengths over 980 feet without mid-block crossings, leading to unsafe pedestrian behavior.
    - The emergency access landing at the station's north end is used by pedestrians as an unofficial crossing. Recommendations include a gate and clear signage.
    - A new crosswalk at the existing I-680 northbound on-ramp signal was suggested instead of a mid-block crossing.
    - Other concerns included narrow sidewalks along Hostetter Road, poor lighting at intersections, and a general lack of shade and comfort for pedestrians and cyclists.
    - The audit identified major barriers to safe and accessible travel near the Hostetter Station and will inform future improvements focused on safety, multimodal access, and neighborhood livability.

Figure 13. Walk Audit near Hostetter Station

Source: Alta Planning + Design, 2025

5.2 Community Open House

The open house was held on February 8, 2025, from 10:00 to 11:30 AM at Cherrywood Elementary School. Approximately 50 people attended out of 69 RSVPs, with some arriving early and others staying beyond the scheduled end time.

The event brought together a diverse group of neighbors, families, seniors, community advocates, and local officials. About half of the attendees identified as people of color, and around a quarter identified as Asian. Interpretation services and translated materials in Vietnamese, Chinese, and Spanish were provided to support inclusive participation.

Figure 14. Community Open House

Source: Alta Planning + Design, 2025

Key Community Feedback:

- Seniors shared concerns about the lack of mobility options to destinations in West San Jose. The recent cancellation of Bus Line 70 and poor connections between buses and light rail at Milpitas Station were mentioned as barriers. Families expressed a need for more family-friendly amenities and raised concerns about safety, particularly related to unhoused individuals in the area.

- In terms of mobility and access, concerns included the possible closure of Cherrywood Elementary and the absence of a marked crosswalk on Morrill Avenue. Participants requested real-time transit information, better integration of light rail with other modes, and improvements to biking and walking infrastructure.

- Additionally, some people were concerned about speeding on Capitol Avenue and the lack of marked crosswalks, especially for seniors and parents walking with children. Participants also mentioned the needs for better lighting under I-680, safer and more visible crosswalks, more street trees, protected bike lanes, and secure bike parking.

- Parking was generally considered sufficient on most days but could be limited during stadium events, which may potentially lead to overflow into nearby residential streets.

- Community spaces were widely supported, with many attendees expressing interest in a local community center that is easy to access and brings people together.

- Retail preferences focused on affordable commercial space to support local, independently owned businesses. Residents want to preserve the neighborhood's strong food culture and are less supportive of national chains.

- Feedback regarding the TOD development centered on the proposed project's size and timeline. Residents raised questions about building height and lot capacity, and emphasized the importance of ensuring new development fits the neighborhood context.

5.3 Pop-up Event

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

The first two pop-ups were held at Safeway on Berryessa Road. The event on March 8th engaged about 60 individuals, primarily weekend shoppers, and many of whom were seniors. Some people expressed curiosity about the ongoing VTA strike, and while many were satisfied with current station access. One participant raised questions about the future housing development including who it would serve, who would build it, and what income levels it would support. It was also noted that many shoppers did not live in the immediate neighborhood.

The second Safeway pop-up event on March 21st drew approximately 70 participants, primarily weekday shoppers. There was strong interest in the proposed TOD development, with community members asking when the project would be completed, how many apartments would be built, whether public parking would remain, and what “affordable housing” would mean.

The third pop-up took place at the Hostetter Park & Ride lot on April 8th during the PM peak period. It engaged about 32 participants, and many of them were corporate shuttle users or VTA light rail riders. There was high interest in the future development planned for the site, and recurring questions focused on building height and housing affordability. Concerns were also raised about bicycle security and infrastructure, with multiple participants calling for better bike lockers and referencing past incidents of vandalism. Many attendees indicated that they relied on transit or shuttle services and either walked home or were picked up and expressed the need for designated pick-up and drop-off zones. The Park & Ride lot was heavily used, especially by shuttle riders.

Figure 15. Pop-up Event

Source: Alta Planning + Design, 2025

5.4 Survey

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

The survey consisted of two components: an interactive map that allowed participants to identify specific issues or opportunities by dropping pins and adding photos or comments, and a questionnaire with structured questions covering demographics, travel patterns, access challenges, and preferred improvements. The focus area was within a half-mile radius of the station.

Respondents primarily live in nearby neighborhoods and ranged in age from 25 to 44, with about half identifying as Asian or Asian American. And about half of the respondents are homeowners.

Most participants walk or drive alone to the station, with some ride bikes or buses. Popular options to access transit information include Google Maps, Transit app, and printed schedules.

Key challenges included inadequate lighting along key corridors, long and unsafe pedestrian crossings at major intersections such Capitol Avenue and Hostetter Road, lack of real-time transit information, and unclear bus connections. Several respondents also noted issues with sidewalk obstructions, outdated bike racks, and the absence of designated areas for drop-off and pick-up.

In terms of improvements, respondents voiced strong support for wider sidewalks with shade trees, enhanced wayfinding and multilingual signage, shorter and safer crosswalks, secure bike lockers, and upgraded bus stops with better shelter and seating. Many also emphasized the need for more reliable and frequent transit service.

As for the station amenities, top priorities included improved weather protection, additional lighting, real-time transit displays visible from the street, and placemaking features to make the area feel more welcoming.

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

MEMORANDUM

To: Ian Lin, VTA

From: Terri O'Connor, Magnus Barber and Ben Miller, Alta Planning + Design

Date: June 18, 2025

Re: Hostetter Station Access Study – Needs Assessment Memorandum

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Executive Summary

This memorandum presents the findings for Task 4.3 - Needs Assessment. Alta conducted a comprehensive evaluation of Hostetter Station and the VTA-owned parcel adjacent to Hostetter Station in San José. The assessment consists of observations from field audits, public outreach, and prior studies.

Existing Needs

The assessment identified critical gaps in pedestrian, bicycle, and transit infrastructure that disproportionately affect seniors, youth, and transit-dependent populations.

Walking

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

Bicycling

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

Traffic Stress Analysis

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

Transit

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

Vehicular Access

The Hostetter Station area is characterized by high-speed, high-volume arterials and outdated intersections, which contribute to conflicts between vehicles, pedestrians, and cyclists. Residents have raised concerns about traffic congestion – particularly near schools and during events (e.g., cultural festivals or sporting events) – which exacerbates multimodal conflicts and access issues. Key needs include traffic calming, intersection redesign, and improved circulation around schools. Previous studies recommended a focus on complete streets design, smart traffic signal coordination[1], and curbside management to balance vehicle flow with enhanced pedestrian and cyclist safety.

Future Needs

As part of Task 4.3 – Needs Assessment & Access Recommendations, Alta conducted an evaluation of two potential Transit-Oriented Development (TOD) test-fit scenarios for the VTA-owned parcel adjacent to Hostetter Light Rail Station in San José. The assessment aimed to understand the implications of each development scenario on transit ridership, vehicle and parking demand, and multimodal access, while identifying infrastructure needs and opportunities for improvement. Two residential-focused TOD test fit scenarios—2B and 4B—were analyzed:

- **Scenario 2B**: 183 units, 110 parking spaces
    - Daily Vehicle Trips: 513
        - AM Peak: 35 vehicle trips (12 inbound, 22 outbound)
        - PM Peak: 36 vehicle trips (23 inbound, 13 outbound)

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

- **Scenario 4B**: 191 units, 167 parking spaces
    - Daily Vehicle Trips: 541
        - AM Peak: 36 vehicle trips (13 inbound, 23 outbound)
        - PM Peak: 33 vehicle trips (22 inbound, 11 outbound)

The Hostetter site presents a high-impact opportunity to advance San José's Envision 2040 General Plan and VTA's transit-oriented development objectives. Both proposed scenarios—Scenario 2B (183 units) and Scenario 4B (191 units)—prioritize housing near high-quality transit, with the potential to generate up to 406 net new daily transit riders and more than $500,000 in net new annual fare revenue.

Key Findings

- **Transit Ridership Gains**: Despite both scenarios reducing the existing VTA parking supply by 85 spaces, the VTA Parking Replacement Model estimates a net increase of 389–406 daily transit riders and over $500,000 in annual fare revenue generated by the TOD test-fit scenarios anticipated to replace the current VTA parking lot.

- **Reduced Vehicle Dependency:** Incorporating affordable housing and a robust Transportation Demand Management (TDM) program can reduce the TOD test-fit scenario vehicle trips by up to 40 percent and parking demand by up to 35 percent.

- **Parking Strategy:** While both TOD test-fit scenarios show parking deficits under traditional models, demand can be significantly mitigated through shared parking, unbundled pricing, and TDM strategies—avoiding costly overbuilding of parking infrastructure.

Existing Access Gaps and Needs

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

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

Walking

Pedestrian access is supported by a basic sidewalk and intersection network, but significant barriers remain—particularly for seniors, children, and people with disabilities. Key issues include long crossing distances, poor lighting, and limited ADA compliance. During the Existing Conditions review and preliminary community engagement activities (e.g., walk audits, surveys), the following pedestrian access needs were identified for Hostetter Station:

- **Long and Unsafe Pedestrian Crossings**

Major intersections such as Capitol Avenue and Hostetter Road feature long crossing distances (up to 150 feet), increasing pedestrian exposure to traffic and reduced safety. The absence of mid-block crossings further limits access, forcing pedestrians to walk long distances to cross safely [Walk Audit, Section 5.1].

- Community engagement highlighted the need for more safe crossings along Merril Avenue where there are currently no pedestrian crossing facilities between Hostetter Road and Sierra Road [Walk Audit and Open House].
- Most attendees of the Walk Audit did not feel comfortable crossing at the intersection of North Capitol Avenue and Hostetter Road due to high traffic volumes and long crossing distances.
- Attendees highlighted the large block sizes and infrequent opportunities for pedestrian crossings along North Capitol Avenue.

- **Insufficient Lighting**
  Poor lighting, particularly under the I-680 underpasses at North Capitol Avenue and Hostetter Road, as well as at key intersections along North Capitol Avenue – significantly reduces visibility and contributes to a heightened sense of insecurity at night. This issue emerged as a top concern during community outreach [Survey, Section 5.4], reinforcing both real and perceived safety risks, especially during nighttime and early morning hours.
  - Community feedback from the Walk Audit and Open House also emphasized the need for improved lighting at bus stops along Hostetter Road. The underpasses at I-680 were specifically identified as major barriers to pedestrian travel in the evening due to safety concerns stemming from inadequate illumination.

- **Faded or Missing Crosswalks**
  Several intersections along North Capitol Avenue have faded crosswalk markings and/or lack high visibility crosswalk markings, reducing driver awareness and pedestrian safety. [Walk Audit, Section 5.1]. Community engagement identified the following intersections with either faded crosswalk markings and/or lack high-visibility crosswalk markings:
  - North Capitol Avenue: Between Hostetter Road and Berryessa Road, North Capitol Avenue lacks high-visibility crosswalk markings at several minor intersections. This absence reduces pedestrian visibility and safety along a heavily trafficked corridor.
  - Sierra Road: Lacks crosswalk markings at several minor intersections—such as Sierraville Avenue and Quincy Drive—and is missing high-visibility crosswalks at major intersections with North Capitol Avenue and Morrill Avenue. These deficiencies compromise pedestrian safety and limit accessibility along this corridor.
  - Hostetter Road: There are no high-visibility crosswalk markings at the intersection of Hostetter Road and Four Oaks Road, nor at the north and south legs of the Agua Vista Drive intersection. Additionally, several minor side streets—such as Peachwood Drive and Minuteman Way—lack any crosswalk markings, further reducing pedestrian safety and accessibility.

- **Lack of Wayfinding and Multilingual Signage**

The area lacks clear, multilingual signage to guide pedestrians to the station and nearby destinations, posing challenges for seniors, families, and non-English speakers [Community Engagement Survey, Section 5.4].

- Many attendees of the Walk Audit highlighted the lack of clear wayfinding between the Hostetter Station LRT platform and nearby VTA bus stops on Hostetter Road.
- Existing station platform maps are missing or damaged and hard to interpret (see Figure 1).

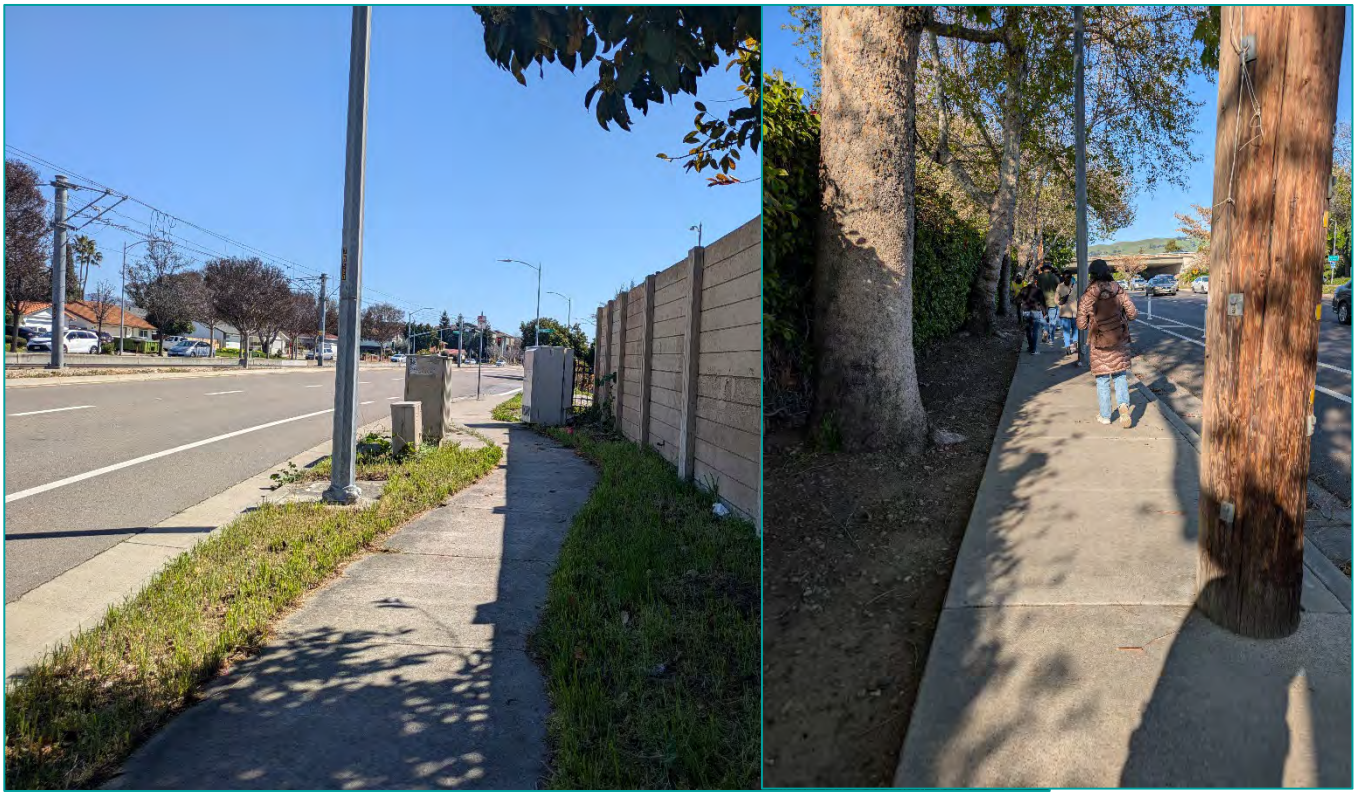
Figure 1. Existing Hostetter Station Wayfinding

- **Sidewalk Obstructions and Narrow Widths**
  Sidewalks are often obstructed by utility poles, vegetation, or parked vehicles, and many are too narrow for wheelchairs or strollers. [Walk Audit, Section 5.1]. The following locations were identified for narrow sidewalks or other sidewalk obstructions:
  - North Capitol Avenue: Narrow sidewalks and consistent obstructions (see Figure 2), especially along the west side of the street between Hostetter Road and Langford Drive – This segment serves as a

critical pedestrian link between the Hostetter LRT Station and VTA bus stops on Hostetter Road, increasing the urgency for accessibility improvements.

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

Figure 2. Narrow Sidewalks and Obstructions on North Capitol Avenue



- **ADA Compliance and Comfort**
  There is a need for more ADA-compliant curb ramps, benches, and shade trees to improve comfort and accessibility for all users, particularly seniors and people with mobility challenges [Open House and Safe Routes to School].
    - Community engagement highlighted the need more shade trees along North Capitol Avenue and Hostetter Road – especially along the pedestrian routes between the Hostetter Station LRT platform and VTA bus stops on Hostetter Road.
    - City of San José requires a minimum 5 feet of clear pedestrian path for residential streets, 6-8 feet for commercial or mixed-use areas, and 10-15 feet for downtown or Transit-Oriented areas.
        - These widths are intended to comply with ADA-accessibility standards, provide a comfortable pedestrian experience, and allow for street trees, furniture zones, and pick-up/drop-off areas.
- **Placemaking and Public Realm Enhancements**

Residents expressed a desire for more welcoming public spaces, including art, greenery, and community gathering areas to enhance the pedestrian experience [Community Engagement Summary, Section 1].

    - Some of the existing public art at Hostetter Station is damaged and in need of repairs or replacement.

- **Unmarked or Informal Crossings**
  Pedestrians frequently use informal crossings, such as the emergency access landing at the station's north end, due to the lack of formal mid-block crossings on North Capitol Avenue [Walk Audit, Section 5.1].

Prior Studies and Planning Documents

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

- **Incomplete Sidewalk Network**
  Several segments along Hostetter Road and North Capitol Avenue lack continuous sidewalks or have narrow, substandard walkways. These gaps hinder safe and accessible pedestrian movement, especially for people with disabilities or those pushing strollers. Preliminary ideas include:
    - Fill missing sidewalk segments along Hostetter Road, Capitol Avenue, and connecting neighborhood streets.
    - Upgrade existing sidewalks to meet ADA standards, including curb ramps, tactile paving, and sufficient width for mobility devices (e.g., wheelchairs).

- **High-Speed and Unsafe Crossings at Major Intersections**
  The study area, located near the intersection of Hostetter Road and North Capitol Avenue, experiences high traffic volumes and vehicle speeds, with limited pedestrian infrastructure to slow traffic or shorten crossing distances (see Figure 3). To improve pedestrian safety and comfort—particularly for seniors and individuals with mobility challenges—the following preliminary ideas have been identified:
    - Install raised, high-visibility crosswalks to increase driver awareness and reduce vehicle speeds for crossings at side streets to major arterials.
    - Add bulb-outs (curb extensions) to shorten crossing distances and improve pedestrian visibility
    - Construct median pedestrian refuge islands to provide safe waiting areas for multi-stage crossings to address long crossing distances on Hostetter Road.
    - Install pedestrian countdown timers with audible announcements to enhance predictability and reduce crossing uncertainty
    - Extended pedestrian signal timing phases to allow more time for safe crossings

Figure 3. Long Crossing Distances at Hostetter Road and North Capitol Avenue Intersection

- **Lack of Pedestrian-Scale Lighting**
  Poor lighting conditions along sidewalks and at crossings reduce visibility and safety during evening hours, discouraging walking and increasing the risk of collisions. Identified needs include:
    - Install pedestrian-scale lighting to improve visibility and safety during evening hours.

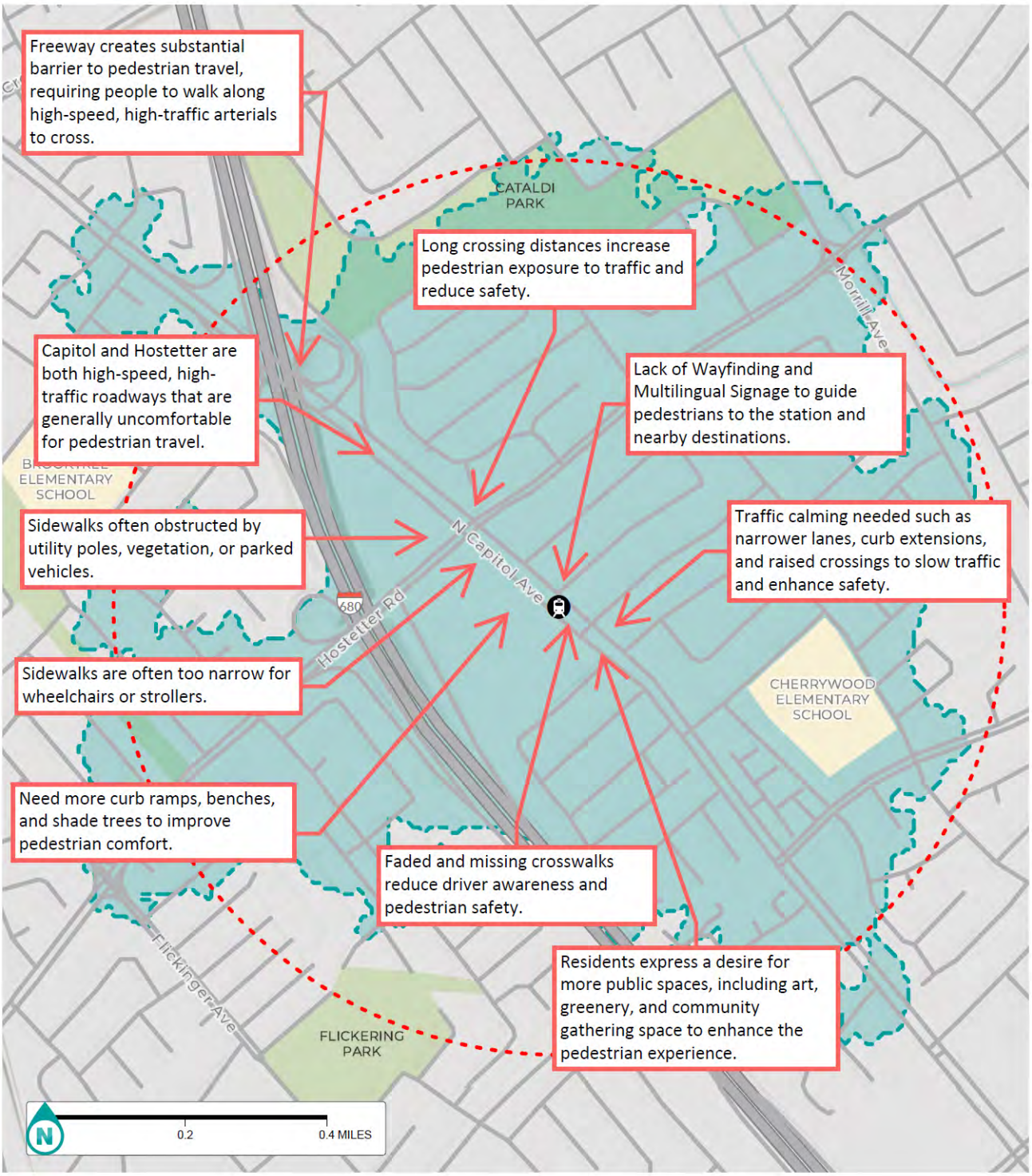
- **Limited Wayfinding and Connectivity**
  There is a lack of clear signage guiding pedestrians to the Hostetter light rail (LRT) Station, nearby bus stops, and key destinations like schools and shopping centers. Improved wayfinding and direct pedestrian routes are needed. Recommendations include:
    - Implement wayfinding signage to guide pedestrians to the LRT Station, bus stops, schools, parks, and commercial areas.
    - Ensure direct and continuous pedestrian routes through new developments and public spaces.

- **Streetscape and Public Realm Enhancements**
  The pedestrian environment lacks shade, seating, and landscaping, which are important for comfort and usability, especially in a high-density, mixed-use setting as envisioned for the study area. Initial improvement ideas include:
    - Design sidewalks with street trees, benches, lighting, and shade structures to create a more inviting and comfortable walking environment.
    - Encourage active ground-floor uses in new developments to enhance pedestrian activity and safety through natural surveillance.

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

Figure 4 presents a map of observations and gaps in the pedestrian network.

Figure 4. Pedestrian Network Observations and Gaps Map



Bicycling

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

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

- **Outdated or Inadequate Bike Racks**
  The station currently offers limited basic bike racks and a small number of secure keyed lockers for long-term parking [Existing Conditions, Section 2.1.3; Pop-up Events, Section 5.3]. Existing racks are not modern or secure (see Figure 5), and there is no coverage or lighting [Walk Audit, Section 5.1].
    - VTA plans to upgrade these facilities by replacing the keyed rental lockers with on-demand BikeLink eLockers by the end of 2025. This planned improvement will enhance access to secure, flexible, and user-friendly long-term bicycle parking at the station.
- **Limited Protected Infrastructure**
  Most bike lanes are unprotected, making them uncomfortable for many users – particularly children, seniors, and less experienced cyclists [Better Bike Plan 2025].
    - Currently, the only segment with Class 4 separated bike lanes is on Hostetter Road west of North Capitol Avenue, highlighting a significant gap in protected infrastructure throughout the broader station area.
- **Narrow Bike Lanes or Uncomfortable Bicycling Conditions**
  Existing bikeways are too narrow to ride comfortably – specifically along North Capitol Avenue (see Figure 6).
- **Trail and Bikeway Connectivity Gaps**
  There is a need to better connect on-street bikeways with nearby trails like the Penitencia Creek Trail [Trail Program Strategic Plan].
- **End-of-Trip Facilities and Micromobility**
  Riders requested amenities like showers, lockers, and shared micromobility options [Better Bike Plan 2025].

Figure 5. Hostetter Station Outdated Bike Lockers

Figure 6. Narrow Unprotected Bike Lanes on North Capitol Avenue

Prior Studies and Plans

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

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

Intersections are major points of conflict between cyclists and turning vehicles. Lack of dedicated bike signals and poor visibility increase the risk of collisions.

- Upgrade intersections with features like conventional bike boxes[2], bike turn boxes[3], dedicated bike signals, and high-visibility green conflict zone markings to reduce turning conflicts and improve cyclist visibility.
- Focus improvements at key crossings such as at Hostetter & Capitol and near major transit access points such as North Capitol Avenue / Longford Drive.

- **Connectivity Enhancements**
  The area's bike network is fragmented, with missing links and poor connections to the city's low-stress bike network. This limits access to key destinations and discourages regular use.
  - Network Integration: Both the Hostetter Road and North Capitol Avenue corridors need to address system gaps and better connect with the city's low-stress bike network (including trails), enabling continuous and comfortable travel across neighborhoods.
  - Access to Destinations: Improvements should support safe and convenient access to schools, transit stations, shopping areas, parks, and other Urban Villages.

- **Secure Bicycle Parking**
  There is insufficient secure and convenient bike parking at transit stations and commercial areas. This discourages bike-to-transit trips and short-distance cycling.
  - Expand bike parking capacity at Hostetter Station, including covered racks, secure bike lockers, and short-term parking near commercial and residential developments.
  - Encourage new developments to incorporate indoor bike storage and end-of-trip facilities such as showers and changing rooms.

- **Wayfinding and Signage**
  Lack of consistent signage makes it difficult for cyclists to navigate the area or find safe routes to transit and destinations.
  - Install clear, consistent signage to guide cyclists along safe routes to transit stations, trails, and local destinations, while also informing drivers of shared roadway use.
  - Include distance markers and route maps to support navigation and encourage ridership.

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

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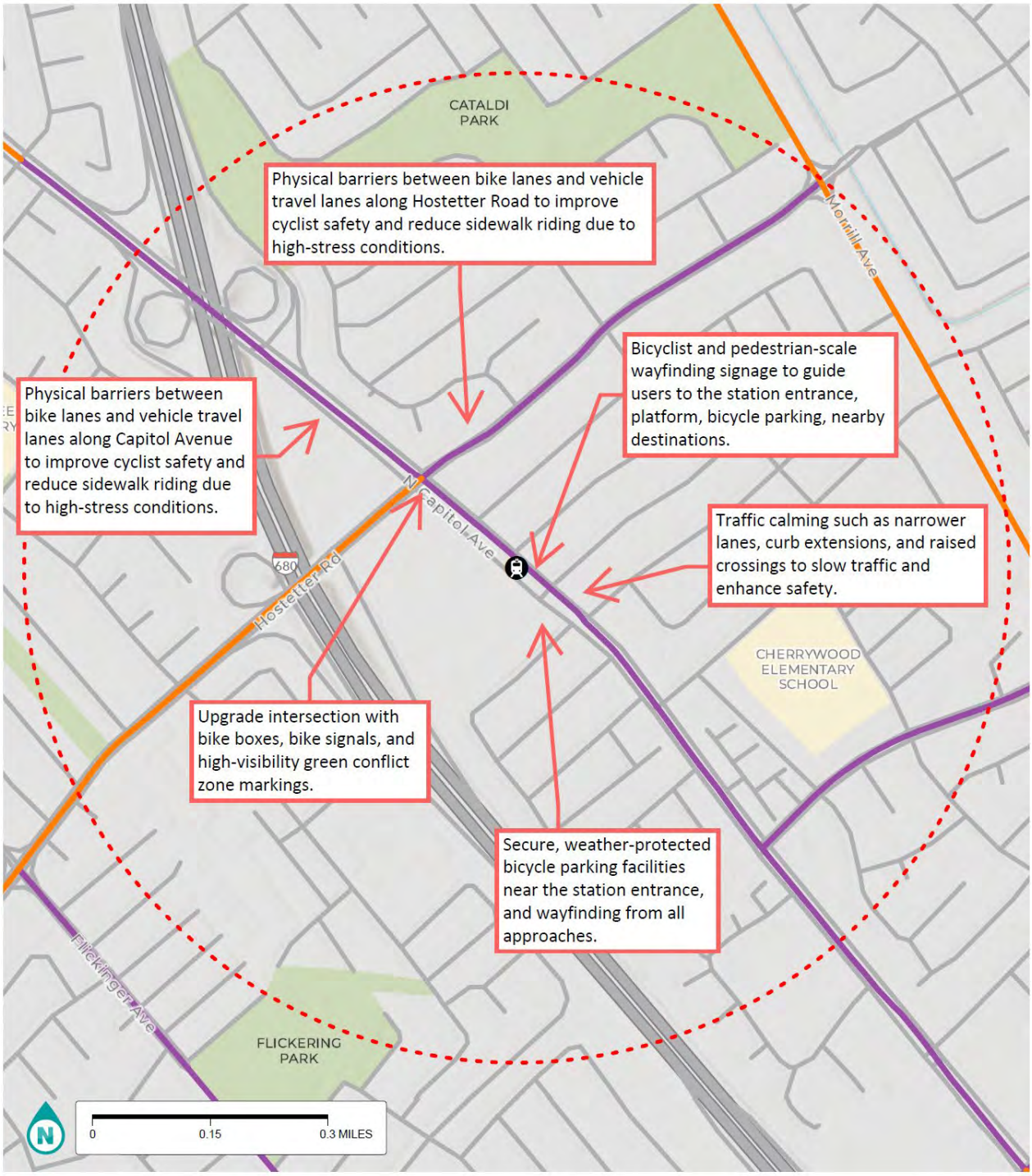
[2] A conventional bike box is a marked area at the head of a traffic lane (typically between the crosswalk and vehicle stop bar) at a signalized intersection that allows cyclists to wait in front of motor vehicles during a red light, improving visibility and giving cyclists a head start when the light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

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

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

Figure 7 presents a map of observations and gaps in the bicycle network.

Figure 7. Bicycle Network Observations and Gaps Map



Traffic Stress Analysis

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

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

Hostetter Road

- LTS Rating: High (LTS 3–4), indicating it is uncomfortable or unsafe for most people biking, especially children and older adults.
- Contributing Factors:
    - Multiple travel lanes and high vehicle speeds.
    - Lack of protected or buffered bike lanes to the east of North Capitol Avenue.
    - Limited crossings and poor connectivity to low-stress bikeways.

North Capitol Avenue

- LTS Rating: High (LTS 3–4), indicating it is uncomfortable or unsafe for most people biking, especially children and older adults.
- Contributing Factors:
    - High traffic volumes and speeds.
    - Inconsistent or absent bike infrastructure with narrow lane markings.
    - Intersections that are difficult to navigate for cyclists.

Berryessa Road

- LTS Rating: High (LTS 3–4), indicating it is uncomfortable or unsafe for most people biking, especially children and older adults.
- Key Issues: Serves as a major east-west connector but lacks continuous low-stress bike facilities

Sierra Road

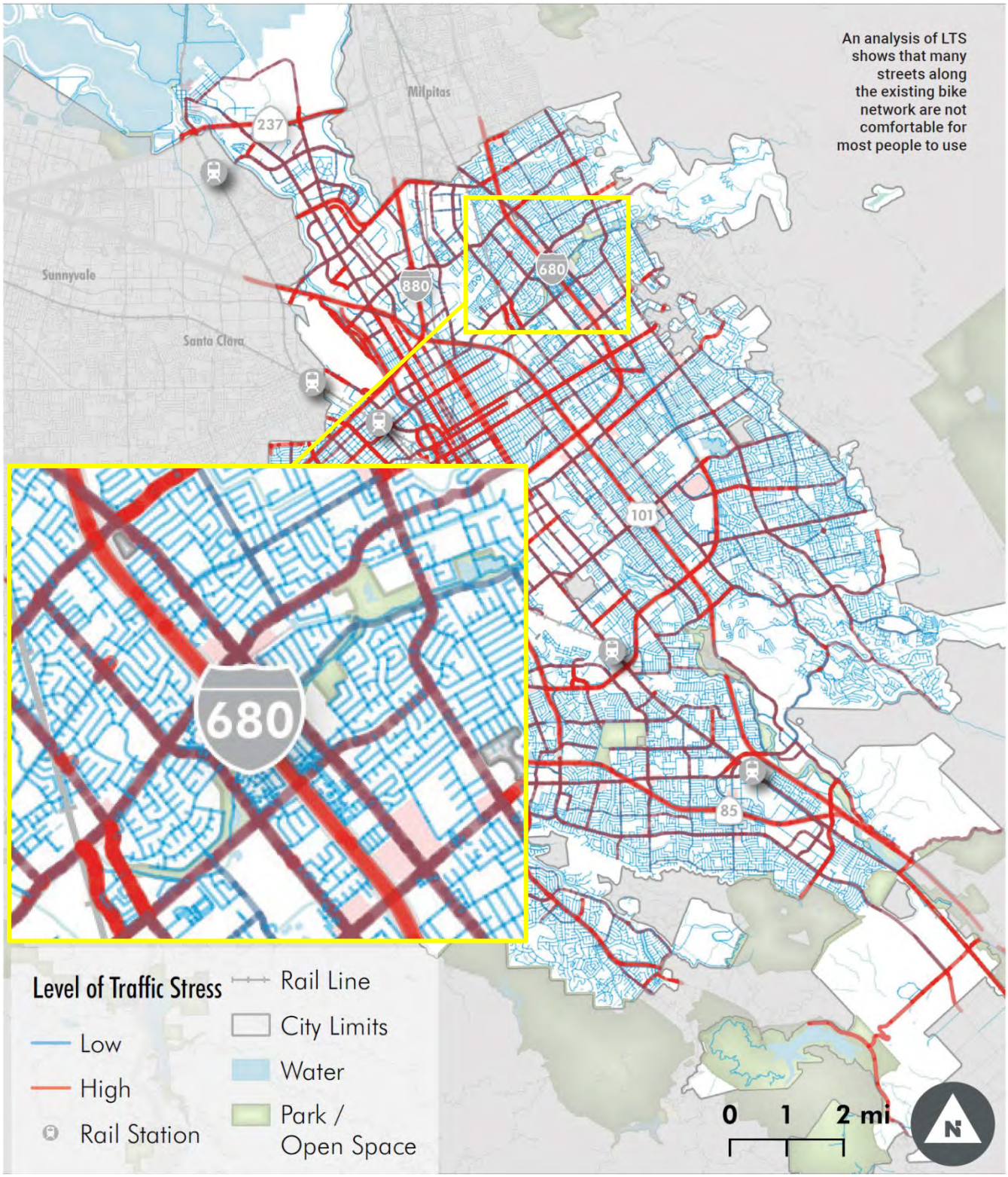
- LTS Rating: High (LTS 3–4), indicating it is uncomfortable or unsafe for most people biking, especially children and older adults.
- Key Issues: Steep grades and high-speed traffic make it particularly challenging for cyclists.

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

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

These findings are part of a broader strategy to create a connected, low-stress bike network across San José, with a focus on equity, safety, and mode shift as outlined in the *Better Bike Plan 2025*. Figure 8 shows the level of traffic stress network map.

Figure 8. Level of Traffic Stress Map



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

Transit

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

- **Distant Bus Stops**
  Bus stops for Route 70 are located over 1,000 feet from the light rail platform [Existing Conditions Memo, Section 2.1.2].

- **Infrequent and Limited Bus Service**
  Transit service in the Hostetter Station area is limited, reflecting its suburban and residential land use context. Route 70 operates with reduced frequency, particularly during off-peak hours. This limits its utility for spontaneous or flexible travel, especially for riders without access to a car. Additionally, Route 203—a late-night service—only operates during overnight hours [Existing Conditions Memo, Section 2.1.2].

- **Lack of Real-Time Information**
  Riders want real-time transit displays at bus stops and visible from the street [Community Engagement Summary, Section 1; Survey, Section 5.4].

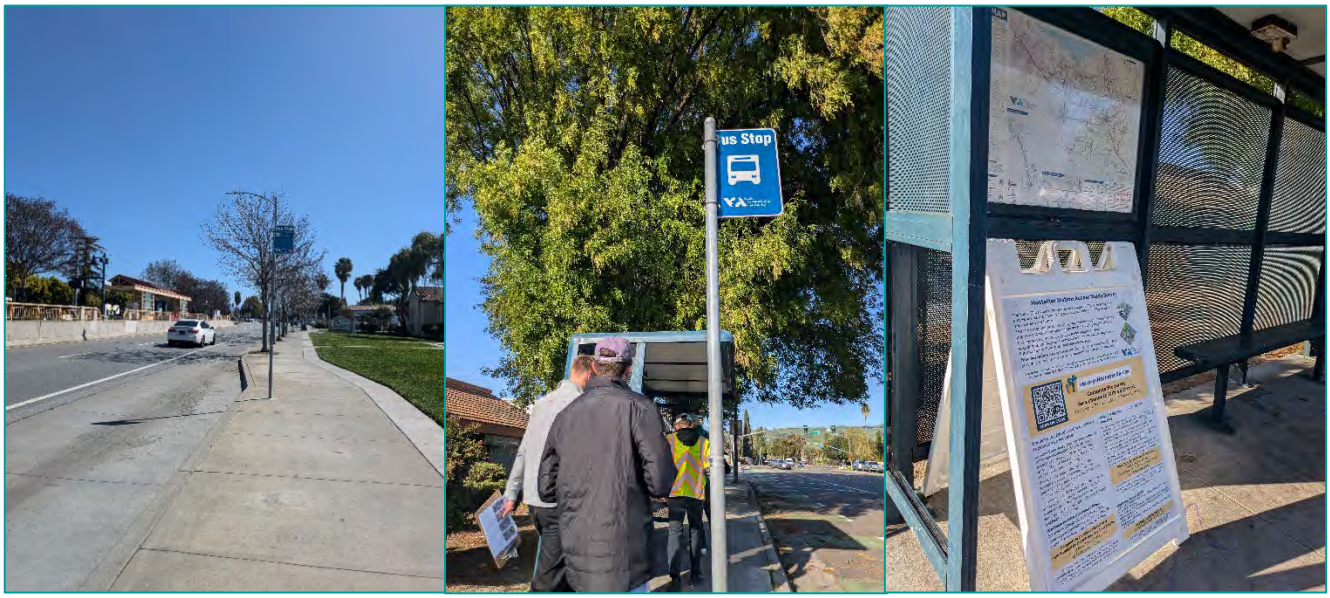
- **Inadequate Bus Stop Amenities**
  Some stops lack shelters, seating, and lighting [Bus Stop Design Criteria, Section 3.3.7], as shown in Figure 9. Identified bus stop needs:
    - Hostetter Road / North Capitol Avenue (id: 63520)
    - Hostetter Road / North Capitol Avenue (id: 62669)

- **Poor Bus-Rail Integration**
  Transfers between bus and light rail are not seamless due to distance, lack of signage, and inconsistent schedules [Community Open House, Section 5.2].

- **No Designated Pick-Up/Drop-Off Zones**
  There are no formal areas for ride-hailing or shuttle services [Pop-up Events, Section 5.3].

- **Concerns About Reliability and Frequency**
  Riders emphasized the need for more frequent and dependable service [Survey, Section 5.4].

Figure 9. Bus Stops near Hostetter Station



Prior Studies and Plans

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

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

- **Multimodal Integration**
  The Hostetter Station area currently lacks effective integration between travel modes, which contributes to inefficient transfers and discourages multimodal travel.

  Transit modes in the area are not well-integrated, leading to inefficient transfers and discouraging multimodal trips. Bus delays and lack of supportive infrastructure for shared mobility further reduce convenience.
    - Implement transit signal priority and dedicated bus lanes on Hostetter Road to improve the speed and reliability of VTA bus service.

  - Develop a mobility hub near Hostetter Station with bike share, scooter parking, and rideshare zones to support seamless transfers between modes.
  - Establish satellite mobility hubs in the surrounding area to extend the reach of the transit system. These satellite hubs—located at key destinations such as shopping centers, schools, and residential neighborhoods—would facilitate first- and last-mile travel by providing convenient access points for shared mobility services closer to riders' origins and destinations.

- **Transit-Supportive Infrastructure**
  Existing bus stops lack basic amenities, making them uncomfortable and less attractive, especially during inclement weather or at night. Bicycle parking is limited and unsecured.
  - Upgrade bus stops with shelters, lighting, and real-time arrival displays to improve comfort and usability.
  - Expand secure bicycle parking at Hostetter Station, including bike lockers and covered racks, to encourage multimodal commuting.

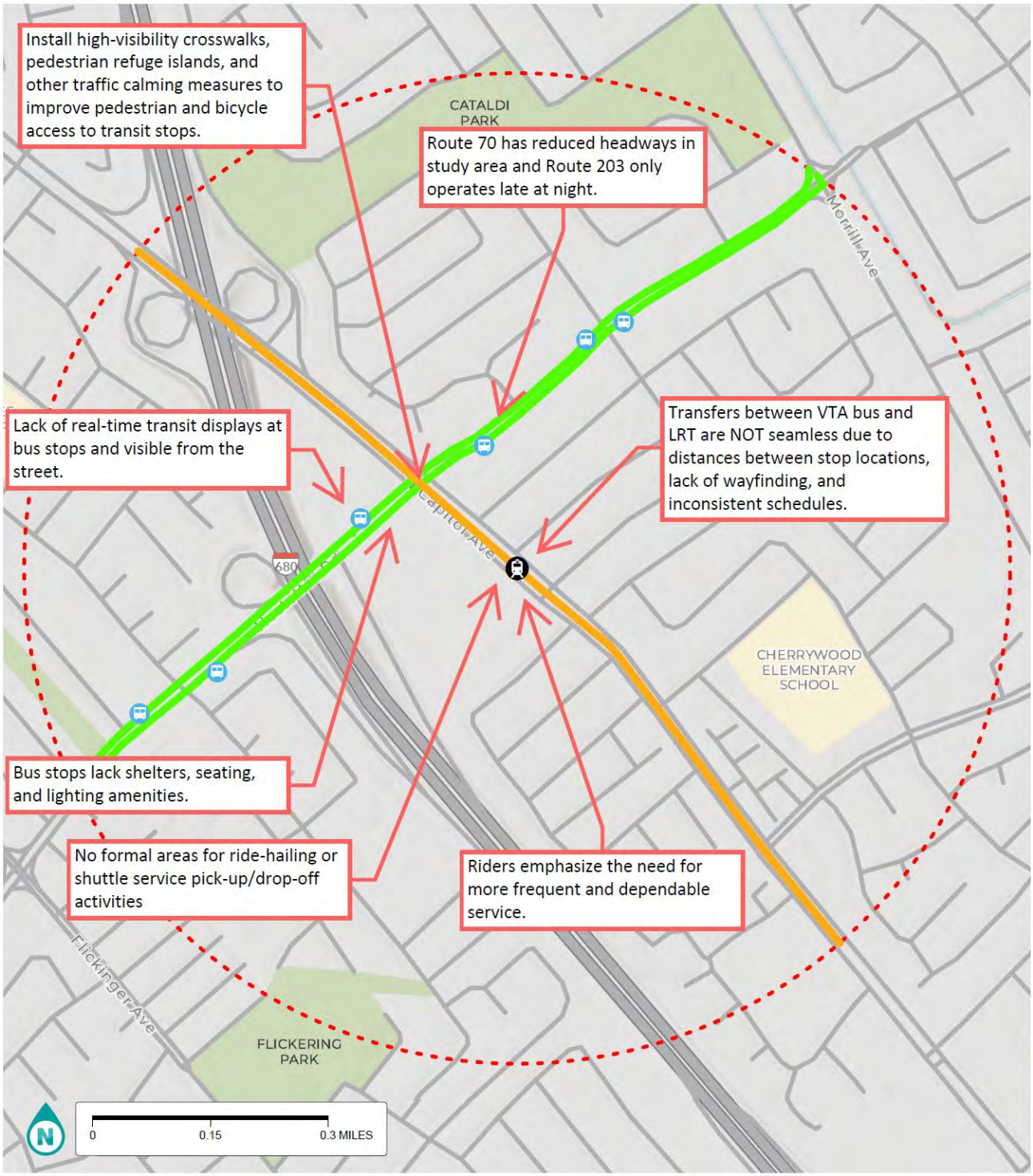
- **Pedestrian Safety and Comfort**
  High traffic volumes and wide intersections along Hostetter Road and North Capitol Avenue create challenging and unsafe conditions for pedestrians. Inadequate lighting and minimal landscaping further reduce comfort and perceived safety, especially at night.
  - Install high-visibility crosswalks, pedestrian refuge islands, and other traffic calming measures (e.g., curb extensions, textured pavements, dynamic speed feedback signs, etc.) at key intersections, especially on Hostetter Road and North Capitol Avenue.
  - Improve lighting and landscaping along Hostetter Road and North Capitol Avenue to enhance the walking environment and increase safety during evening hours to ensure all transit riders have a safe route no matter what time they are traveling.

- **Land Use and Density**
  Current land use patterns are not fully aligned with TOD principles. Low-density development and excessive parking reduce walkability and transit use.
  - Encourage high-density, mixed-use development within walking distance of Hostetter Station to support increased transit ridership and reduce car dependency.
  - Apply Transportation Demand Management (TDM) strategies such as unbundled parking and transit pass subsidies to reduce vehicle trips.

- **Equity and Accessibility**
  Transit-dependent populations, including low-income residents, seniors, and people with disabilities, face disproportionate barriers to accessing safe and reliable transportation.
  - Prioritize transit improvements in areas with high concentrations of transit-dependent populations.
  - Ensure all infrastructure upgrades are ADA-compliant and designed with universal access principles.

Figure 10 presents a map of observations and gaps in the transit network.

Figure 10. Transit Network Observations and Gaps Map



VEHICULAR ACCESS NEEDS ASSESSMENT

VTA HOSTETTER STATION
TOD ACCESS STUDY

alta

LEGEND

- VTA Bus Stops
- Hostetter LRT Station

VTA Transit Routes

- 70L
- Orange Line
- Study Area Boundary

Vehicular Circulation

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

Public Engagement and Field Visit

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

- **High-Speed, High-Volume Arterials**
  Capitol Avenue and Hostetter Road are six-lane arterials with high traffic volumes and speeds. Over a five-year period, 41 crashes occurred in the study area, including incidents involving pedestrians, cyclists, and a light rail train. The most common causes were failure to obey traffic signals, speeding, and improper turning. Primary collision locations include Hostetter Road / North Capitol Avenue and Hostetter Road / Four Oaks Road. [Existing Conditions Memo, Section 2.1.5]
- **Intersection Safety Improvements Needed**
  The Hostetter Road / North Capitol Avenue intersection is slated for redesign to improve safety for all users [Capital Budget, Section 3.1.7].
- **Traffic Calming Measures Desired**
  Residents and audit participants recommended bulb-outs, curb extensions, and speed reduction strategies along Hostetter Road and North Capitol Avenue [Walk Audit, Section 5.1].
- **Event-Related Parking Overflow**
  Local and regional events can lead to limited parking availability at Hostetter Station that can overflow into residential streets – particularly along Camino Del Rey adjacent to the Hostetter Station parking lot [Community Open House, Section 5.2].
- **School Zone Circulation and Signage**
  Although Cherrywood Elementary is planned for closure at the time of this report, it may be repurposed for another community-serving use, such as a church. Regardless of its future use, the area would still benefit from the safety improvements identified around Cherrywood and other schools [Safe Routes to School, Section 3.1.8]. Preliminary ideas include:
    - High-visibility ladder-style crosswalks
    - ADA-compliant curb ramps
    - Speed humps and radar speed signs
    - Improved signage and circulation plans to reduce congestion during pick-up/drop-off times
      These improvements aim to increase visibility and safety for students and families walking or biking to school, while also reducing vehicle congestion and emissions near the campus [Safe Routes to School, Section 3.1.8].
- **Freeway Interchange Design Issues**

The I-680 interchanges at North Capitol Avenue and Hostetter Road are outdated and unsafe for non-motorized users [Caltrans D4 Bike Plan, Section 3.5.1]. Public engagement indicates most users dislike walking under I-680 due to poor lighting, unhoused people camping under the overpasses, and high-speed traffic entering or exiting the freeway (see Figure 11).

Figure 11. I-680 Interchange at Hostetter Road

Prior Studies and Plans

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

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

Key Vehicular Access Needs:

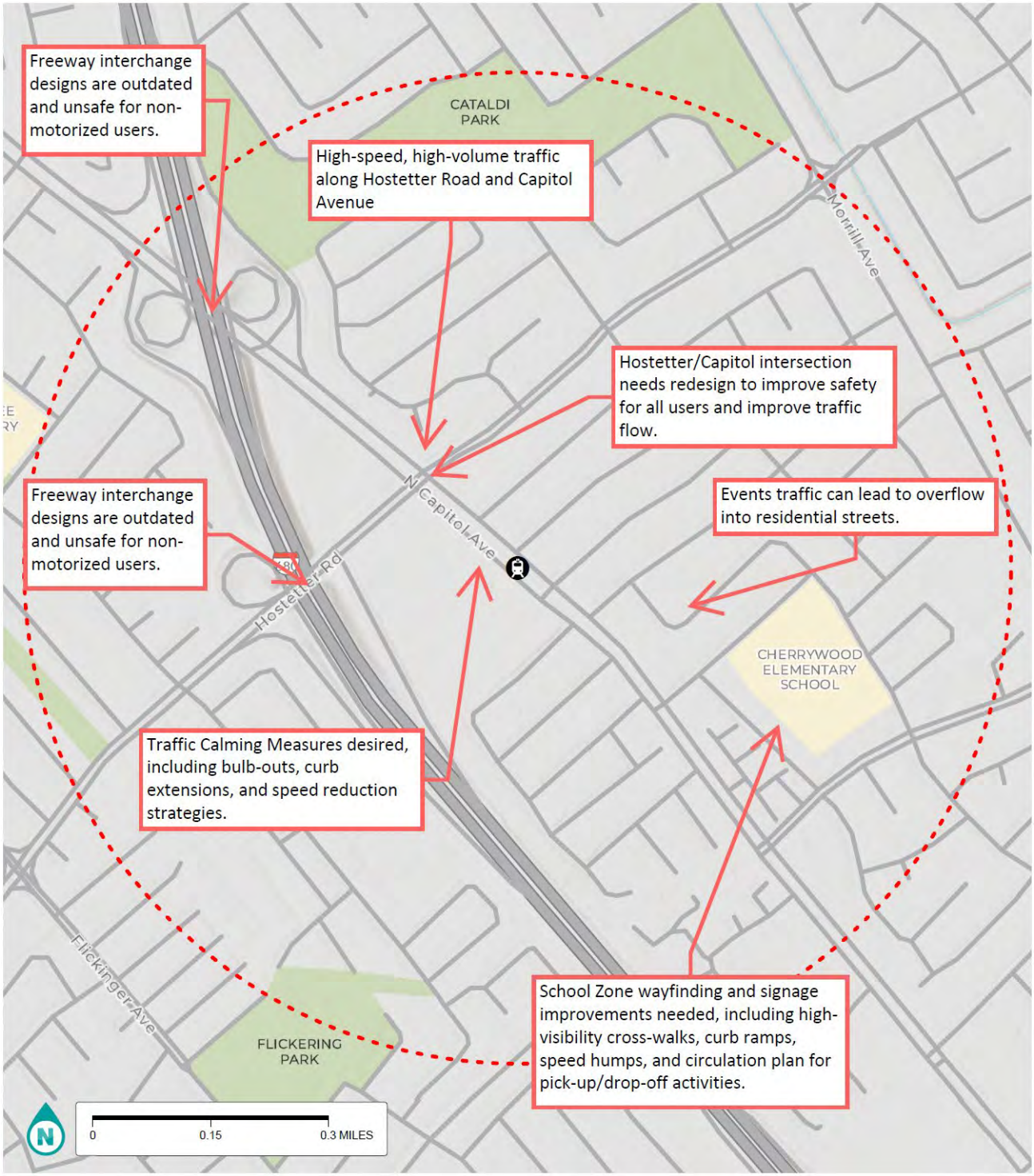
- **Intersection Improvements**
  The intersection of Hostetter Road and North Capitol Avenue experiences significant congestion during peak hours, with limited turning capacity and frequent conflicts between vehicles, pedestrians, and cyclists.
    - Upgrade the Hostetter Road and North Capitol Avenue intersection to improve traffic flow and reduce delays, especially during peak hours. Recommended enhancements include implementing adaptive signal timing with protected signal phases and pedestrian countdown signals to reduce conflicts and improve flow.
- **Multimodal Street Design, Traffic Calming, and Safety**
  Streets are currently designed with a vehicle-centric focus, lacking adequate facilities for pedestrians, cyclists, and transit users. High vehicle speeds and wide travel lanes contribute to safety concerns.
    - Redesign streets using complete streets principles to equitably accommodate drivers, pedestrians, cyclists, and transit users. Where feasible, incorporate protected bike lanes while maintaining efficient vehicle circulation. Implement traffic calming measures—such as raised crosswalks, narrowed travel lanes, and median islands—to reduce vehicle speeds and enhance pedestrian safety, particularly near schools, transit stops, and mixed-use areas.
- **Traffic Signal Coordination and Smart Technology**
  Uncoordinated signals and outdated traffic control systems contribute to inefficient traffic flow, increased emissions, and driver frustration.
    - Deploy adaptive traffic signal systems along Capitol Avenue and Hostetter Road to optimize flow based on real-time conditions. Coordinate signals across intersections to reduce stop-and-go traffic and improve travel time reliability.
- **Parking and Curbside Management**
  Unregulated or inefficient curbside use leads to double parking, congestion, and conflicts between vehicles, delivery services, and active transportation users.
    - Apply smart parking strategies such as time-limited zones, shared parking arrangements, and dynamic pricing to manage demand and reduce cruising. Designate curb space for loading zones, rideshare pick-up/drop-off, and delivery vehicles to improve curbside efficiency.
        - The walk audit identified A lack of dedicated on-street loading zones on North Capitol Avenue which has led to frequent double parking by delivery vehicles.
        - Walk Audit participants also pointed out that passenger pick-up/drop-off activities currently occur in the VTA parking lot, as there are no designated curbside loading spaces near Hostetter Station. With the proposed development of the VTA lot, these activities will likely shift to adjacent streets – which currently lack the infrastructure to safety accommodate them.
        - These curbside management strategies should be prioritized along North Capitol Avenue and Camino Del Rey, adjacent to the VTA TOD site. This will help mitigate potential impacts from

future TOD land uses, including increased passenger pick-up/drop-off activity, delivery vehicle double parking, or transit users parking in front of TOD properties.

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

Figure 5 presents a map of observations and gaps in the vehicular network.

Figure 12. Vehicular Network Observations and Gaps Map



VEHICULAR ACCESS NEEDS ASSESSMENT

VTA HOSTETTER STATION
TOD ACCESS STUDY

alta

LEGEND

Hostetter Station

Study Area Boundary

Future Needs

Two Transit-Oriented Development (TOD) test-fit scenarios were evaluated for the VTA-owned parcel located adjacent to Hostetter Station in San José to understand the broad range of development potentials at the project site. The site is currently used for 100 VTA parking spaces and a former bus turnaround area. Each scenario focuses on affordable residential development, with variations in the number of housing units and the amount of on-site parking provided. Table 1 summarizes the key features of the two TOD test fit scenarios analyzed for the project site, including scenario 2B (Central Mews) and 4B (Side Street Circulation).

Table 1. Study Development Scenarios

Land Use	Scenario	
	2B – Central Mews	4B – Side Street Circulation
Residential (units)	183	191
Community Space (square feet)	6,865	8,500
Residential Parking Supply (spaces)	110	167
VTA Parking Removed (spaces)	-85	-85
VTA Parking Retained (spaces)	15	15

Source: Santa Clara Valley Transportation Authority (VTA), 2025

TOD Trip Generation Estimates

Table 2 summarize the average ITE vehicle trip generation estimates for the two projects scenarios, which factors the project site's proximity to high-quality transit (i.e., within ½ mile of rail transit) and location in a general urban / suburban setting.

Table 2. Summary of ITE Vehicle Trip Generation Estimates

Scenario	Size (units)	Daily	AM Peak Hour			PM Peak Hour		
			Inbound	Outbound	Total	Inbound	Outbound	Total
2B – Central Mews	183	869	21	37	59	34	19	53
4B – Side Street Circulation	191	907	22	39	61	36	19	55

Source: ITE Trip Generation Manual, 11th Edition
Notes: Estimates based on average ITE trip generation rates for housing close to rail transit in a General Urban / Suburban setting.

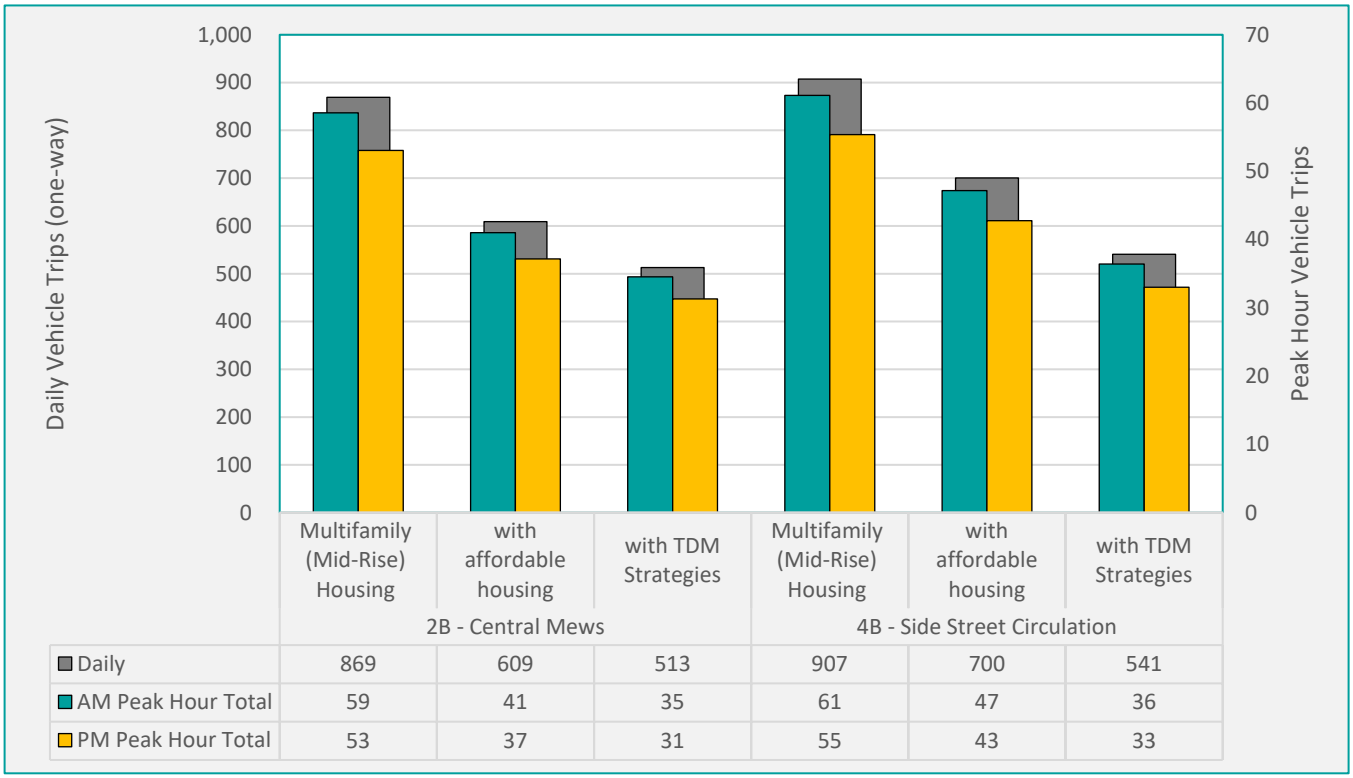
Scenario 2B – Central Muse is projected to generate 869 daily vehicle trips, including 59 AM (21 inbound and 37 outbound) and 53 PM (34 inbound and 19 outbound) peak hour trips. Scenario 4B – Side Street Circulation is projected to generate 907 daily vehicle trips, including 61 AM (22 inbound and 39 outbound) and 55 PM (36 inbound and 19

outbound) trips. However, these projections do not account for site-specific conditions, the inclusion of 100 percent affordable housing, or the impact of the required TDM plan.

To better estimate potential reductions in vehicle trips and vehicle miles traveled (VMT), Alta used the GreenTRIP Connect tool.[4]

Figure 13 compares the expected vehicle trips generated by each scenario with various GreenTRIP VMT reduction estimates applied, including 100 percent affordable housing and implementation of a comprehensive TDM program per VTA TOC Policy guidelines.

Figure 13. Summary of ITE Trip Generation Estimates with TDM Reductions



	2B - Central Mews			4B - Side Street Circulation		
	Multifamily (Mid-Rise) Housing	with affordable housing	with TDM Strategies	Multifamily (Mid-Rise) Housing	with affordable housing	with TDM Strategies
Daily	869	609	513	907	700	541
AM Peak Hour Total	59	41	35	61	47	36
PM Peak Hour Total	53	37	31	55	43	33

Scenario 4B would generate the highest number of daily vehicle trips—907 trips—due to having the largest unit count, which is the primary factor in ITE trip generation estimates. This is followed by Scenario 2B with 869 daily trips. A similar trend is observed in AM and PM peak hour vehicle trip generation. Scenario 4B again leads with 61 AM and 55 PM peak hour trips, followed by Scenario 2B with 55 AM and 50 PM trips. These rates represent the project scenarios if built at the proposed project site with no additional mitigations.

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

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

TOD Parking Generation Estimates

Table 3 summarize the average ITE parking generation estimates for both project scenarios, which factors the project sites proximity to high-quality transit (i.e., within ½ mile of rail transit) and location in a general urban / suburban setting.

Table 3. Summary of ITE Parking Generation Estimates

Scenario	Size (units)	Rate[1]	Occupied Spaces	Parking Supply	Surplus / (Deficit)
2B – Central Mews	183	0.91	166	110	(56)
4B – Side Street Circulation	191	0.90	172	167	(5)

Source: ITE Parking Generation Manual, 6th Edition

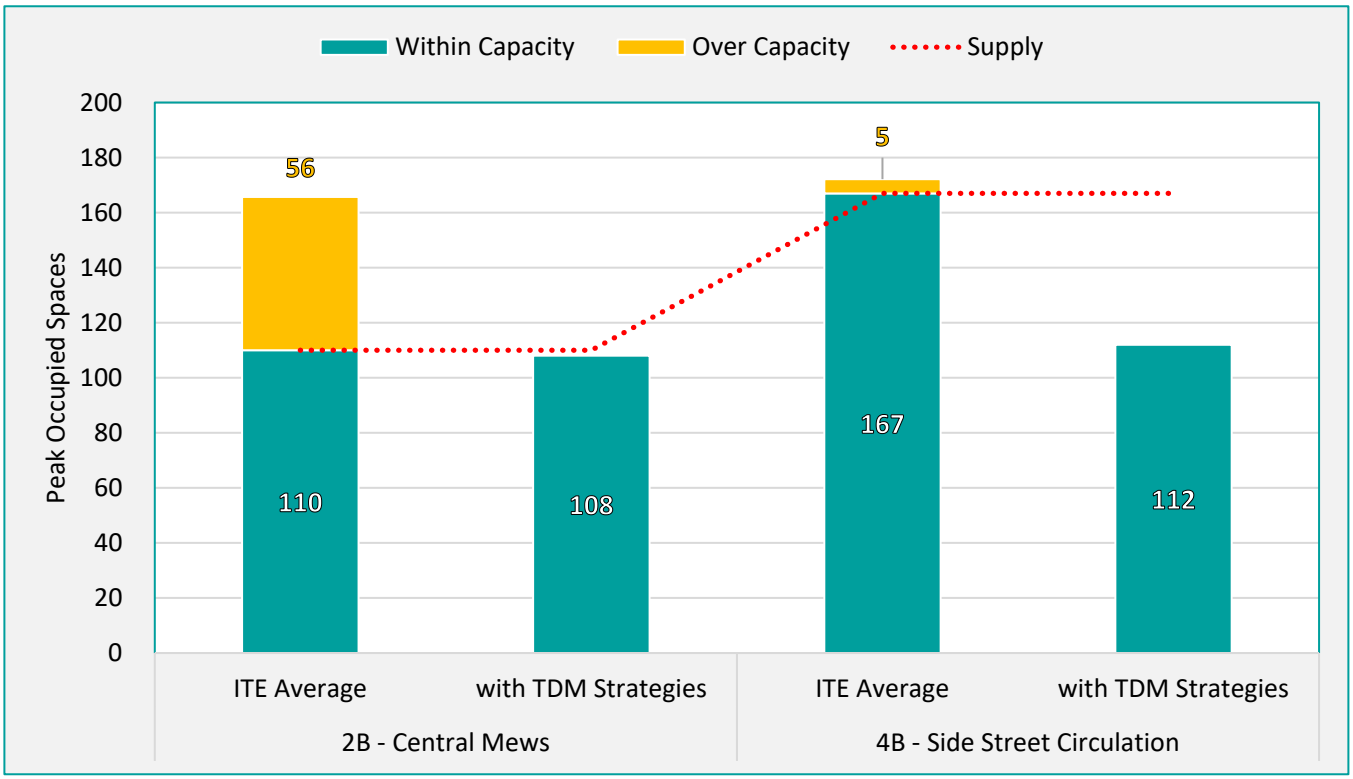
Notes:

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

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

Figure 14 compares the expected peak vehicle parking generated by each of the TOD test-fit scenarios with and without the TDM reduction estimates applied..

Figure 14. TOD Test-Fit Scenario Peak Parking Generation Estimates with and without TDM Implementation



With required and supplemental TDM strategies in place, both scenarios are expected to result in a parking surplus ranging from 5 to 56 spaces during the evening and overnight hours, when residential demand is highest. This reflects an approximately 35 percent reduction in peak demand. The combination of affordable housing and a comprehensive TDM plan presents a significant opportunity to mitigate parking impacts while advancing housing development goals.

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

TDM Evaluation (Net Ridership Impacts)

VTA Parking Replacement Model

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

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

development and parking configurations to determine the most effective balance between land use efficiency, transit access, and financial sustainability.

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

Hostetter Station Context

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

Net New Transit Riders

Table 4 outlines the two potential TOD scenarios for the Hostetter Station parking lot, as analyzed using the VTA Parking Replacement Model.

Table 4. Summary of VTA Parking Model Analysis Results

Mode	Scenario	
	2B - Central Mews	4B -Side Street Circulation
Net New Daily Weekday Riders (all modes)	**389**	**406**
Drivers to Hostetter Station	(5)	(5)
on VTA Light Rail	345	360
on VTA Bus	50	52
Change in Annual Fare Revenue (all modes)	**$502,401**	**$524,023**
Δ in Annual Fare Revenue (VTA Light Rail)	$457,640	$477,336
Δ in Annual Fare Revenue (VTA Bus)	$44,760	$46,686

Both scenarios indicate a reduction of five daily riders at Hostetter Station due to the reduction of 85 VTA parking spaces. However, they also project significant net increases in overall weekday transit ridership. Scenario 2B – Central Mews anticipates a net gain of 389 weekday riders, comprising 345 Light Rail Transit (LRT) boardings and 50 bus boardings. In comparison, Scenario 4B – Side Street Circulation yields a slightly higher net increase of 406 weekday riders, including 360 LRT boardings and 52 bus boardings. While the difference in projected ridership is modest, Scenario 4B offers marginally greater benefits in both ridership and fare revenue.

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

TDM Policy Requirements

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

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

Key benefits of TDM implementation include:

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

When integrated with land use planning and transit investments, TDM can amplify the benefits of the test-fit scenarios like 2B – Central Mews and 4B – Side Street Circulation by capturing additional ridership potential and mitigating localized traffic and parking impacts. Continued coordination with developers and community stakeholders will be essential to maximize the effectiveness of TDM measures.

Analysis using the GreenTRIP Connect and VTA TOD TDM Calculator tools shows that integrating affordable housing and a robust TDM program can yield substantial reductions in vehicle miles traveled (VMT), vehicle trips, and parking demand. The tools indicate that constructing multifamily housing on the project site with affordable housing and a comprehensive TDM plan can reduce VMT by up to 40 percent and parking demand by approximately 35 percent. Most notably, ridership at Hostetter Station could increase by as much as 344 percent.

MEMORANDUM

To: Ian Lin, VTA

From: Magnus Barber and Ben Miller, Alta Planning + Design

Date: September 23, 2025

Re: Hostetter Station Access Recommendations Memorandum

Executive Summary

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

Recommendations are organized into 11 geographic clusters and a set of corridor-wide strategies, each addressing specific access challenges and opportunities. To streamline stakeholder engagement and clarify community priorities, improvements were strategically grouped by location. This clustering approach not only simplified outreach efforts but also laid the groundwork for more efficient cost estimation in subsequent project phases. Improvements span all travel modes—pedestrian, bicycle, transit, and vehicular—with the goal of enabling seamless multimodal travel and reducing dependence on single-occupancy vehicles.

- **Cluster 1** focuses on the Hostetter Station and TOD site, proposing intersection upgrades, multilingual wayfinding, secure bicycle parking, curbside management strategies, and the development of a multimodal mobility hub.
- **Cluster 2** targets the high-traffic intersection of Hostetter Road and North Capitol Avenue, with recommendations for lane reconfigurations, pedestrian-scale lighting, refuge islands, and protected bicycle infrastructure.
- **Clusters 3 and 4** address the I-680 overpasses, where enhancements include modernized freeway ramp designs, improved lighting, and safety upgrades for pedestrians and cyclists.
- **Clusters 5–9** cover residential neighborhoods and Cherrywood Elementary School (expected to close in the future), emphasizing crosswalk installation and visibility improvements to support safe routes for students and families.
- **Cluster 10** focuses on the Sierra Road and Havenwood Drive intersection, recommending refuge islands, bulb-outs, and high-visibility crosswalks to improve pedestrian safety.
- **Corridor-wide recommendations** complement the cluster-specific strategies by addressing systemic needs along Hostetter Road and North Capitol Avenue. These include sidewalk accessibility audits and upgrades, streetscape enhancements, physically separated bikeways, multilingual bicycle wayfinding, and transit service and amenity improvements.

Together, these recommendations form a cohesive, context-sensitive strategy to ensure safe, efficient, and universal access to Hostetter Station and its surrounding communities—laying the groundwork for a successful TOD and a more connected multimodal network. Figure 1 shows the locations of Clusters 1 through 4, Figure 2 shows Clusters 5-9, and Figure 3 shows the Corridor-Wide recommendation locations.

Figure 1: Clusters 1-4

Figure 2: Clusters 5-10

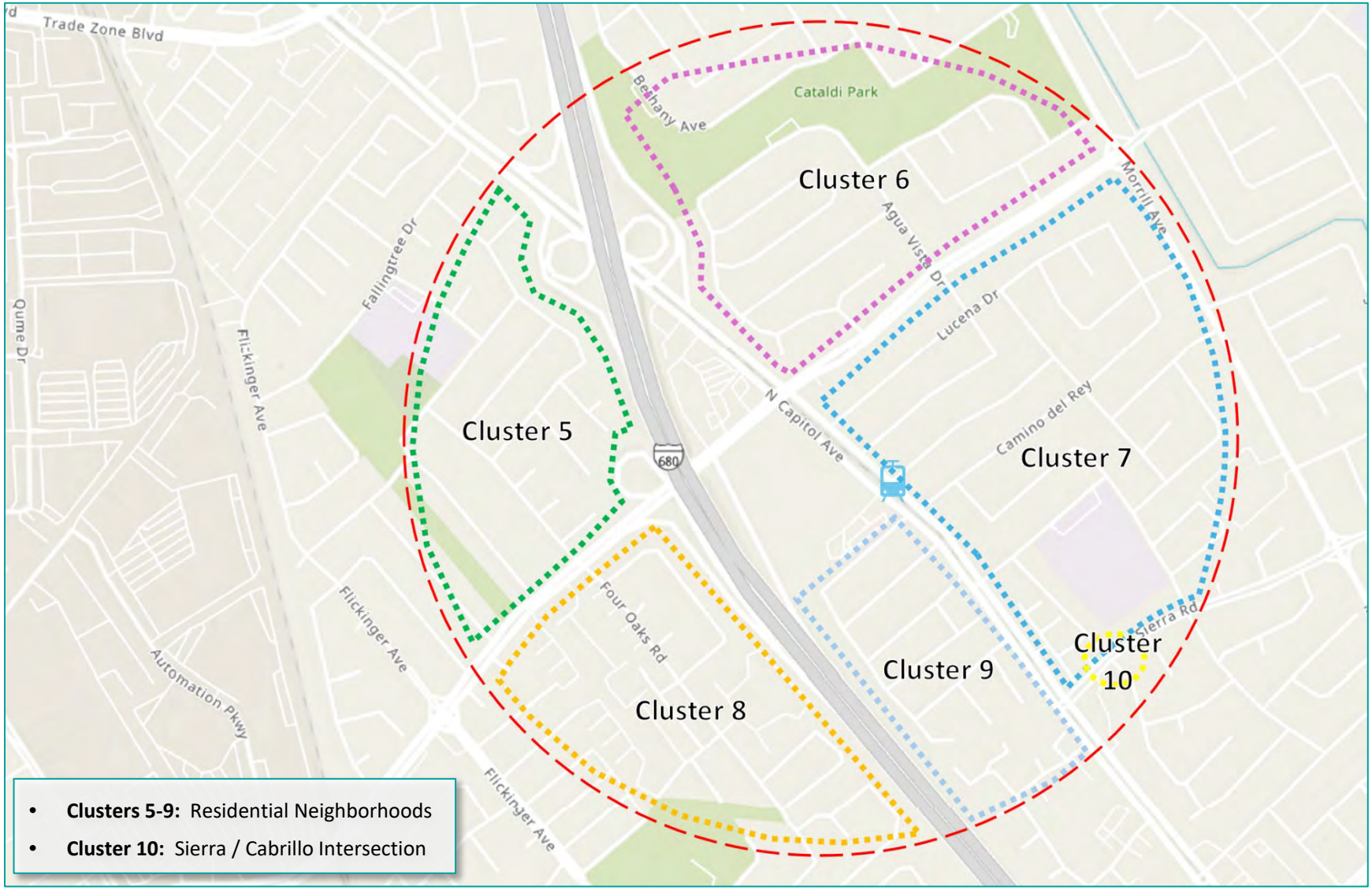
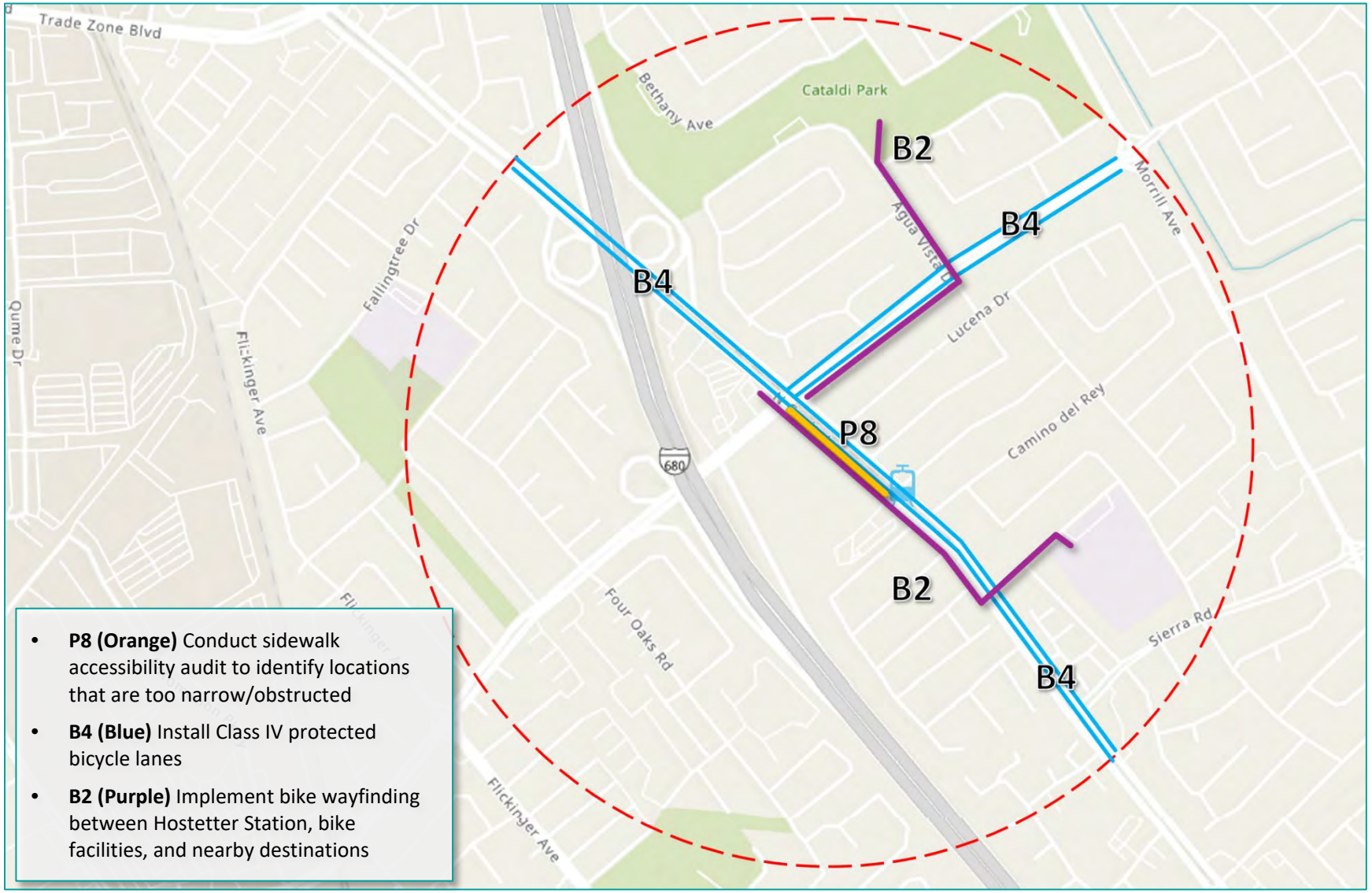


Figure 3: Corridor-Wide Recommendations



Station Area Recommendations

This study integrates historical collision data, multiple field visits, stakeholder engagement, and planned improvements identified in local and regional plans to develop targeted recommendations for improving access and safety at and around Hostetter Station. These recommendations are grounded in established multimodal planning and safety evaluation practices. While the analysis reflects the best available data within the scope of this study, some site-specific conditions may not have been observed. As the project advances, a more detailed design review is recommended to confirm feasibility, refine design elements, and ensure alignment with operational and community needs.

The recommendations are designed to improve conditions for walking, biking, transit, and vehicle circulation to, from, and within the station area. Recommendations are organized into **clusters**—zones of identified access and safety needs—and broader corridor-wide strategies where applicable to ensure cohesive and context-sensitive solutions. Each recommendation is labeled with a letter-number prefix corresponding to its entry in Appendix A.

Cluster 1 – Hostetter Station & TOD Site

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

- **Intersection and Crossing Enhancements**
    - **(P2)** Relocate vehicle stop bars further back from crosswalks and provide 20-foot daylighting[1] buffers at intersections to improve pedestrian visibility and reduce vehicle encroachment. These adjustments also support the implementation of leading pedestrian intervals (LPIs) and potential curb extensions.
    - **(P9)** North Capitol Avenue & Longford Drive: Install missing crosswalks and restripe existing ones with high-visibility zebra markings to improve pedestrian safety and visibility.
    - **(P11)** Study the feasibility of a pedestrian mid-block crossing from the sidewalk to north side of station platform, to reduce unsafe jaywalking and improve pedestrian access.
    - **(B3)** North Capitol Avenue at Longford Drive: To support the Class IV bicycle facilities, implement a protected intersection design[2] where feasible to enhance multimodal safety and comfort for all users.

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

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

Incorporate dedicated bicycle signal phases at intersections and prohibit right turns on red to reduce turning conflicts and improve cyclist visibility.

- **(P7)** Install accessible pedestrian signals (APS) with active pedestrian detection and adaptive timing for slower walkers, including seniors and individuals with physical disabilities. Add audio cues to support users with visual impairments. Ensure all signal components are designed and placed to maintain pedestrian access and clear sidewalk pathways, in accordance with Public Right-of-Way Accessibility Guidelines (PROWAG).[3]

- **(V3)** North Capitol Avenue at Longford Drive (TOD Driveway at Caminonola Court / Longfellow Drive): Coordinate signal phasing to ensure seamless integration with the proposed TOD driveway. Signal infrastructure should reliably detect vehicle presence at the garage exit and facilitate efficient egress during peak periods.

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

- **Wayfinding and Signage**
  - **(P12 & P13)** Install pedestrian-scale, multilingual wayfinding signage and area maps to help guide users to key local destinations, including Cherrywood Elementary School, Cataldi Park, nearby retail centers (e.g., Dai-Thanh Supermarket), and nearby bus stops. Signage should be clear, accessible, and strategically placed to support intuitive navigation for all users. Design and placement should comply with City of San José Department of Transportation (CSJ DOT) standards and, where applicable, align with MTC's Regional Mapping and Wayfinding Program[4] to ensure consistency with regional transit signage and integration into the broader wayfinding network.

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

- **Bicycle End-of-Trip Facilities**

[3] PROWAG are federal standards developed by the U.S. Access Board to ensure pedestrian facilities—such as sidewalks, curb ramps, and crosswalks—are accessible to individuals with disabilities, in compliance with the Americans with Disabilities Act (ADA) and Architectural Barriers Act (ABA).
[4] https://mtc.ca.gov/operations/transit-regional-network-management/regional-mapping-wayfinding

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

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

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

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

Cluster 2 – Hostetter Road and North Capitol Avenue Intersection

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

- **(P1)** Hostetter Road at North Capitol Avenue: Reconfigure the intersection by narrowing vehicle travel lanes to 10 feet where feasible to calm traffic and create space for Class IV protected bicycle lanes, consistent with the Better Bike Plan 2025. Maintain an 11-foot outer lane to accommodate VTA buses. Install concrete buffers to enhance cyclist safety and shorten pedestrian crossing distances by 8 to 12 feet.

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

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

- **(P4)** Hostetter Road and North Capitol Avenue Corridors: Evaluate the feasibility of implementing pedestrian safety enhancements at the intersection of Hostetter Road and North Capitol Avenue, including the extension of center medians to create ADA-compliant pedestrian refuge islands. These improvements should support staged crossings during signal phases and improve comfort and safety for pedestrians navigating wide or high-volume travel lanes. Refuge islands should be designed to provide a comfortable, ADA-compliant, and protected waiting area, with features such as detectable warning surfaces, adequate width, and clear signage.

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

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

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

- **(B3)** To support the intersection of two Class IV bicycle facilities, implement a protected intersection design[5] where feasible to enhance multimodal safety and comfort for all users.. Incorporate dedicated bicycle signal phases at intersections and prohibit right turns on red to reduce turning conflicts and improve cyclist visibility.

Clusters 3 and 4: I-680 Intersections at Hostetter Road and North Capitol Avenue

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

- **(P6)** Reduce corner curb radii to 10–15 feet and implement enhanced warning signs or Rectangular Rapid Flashing Beacons (RRFBs)[6] at freeway on-/off-ramps to lower vehicle turning speeds and enhance safety for pedestrians and cyclists.

- **(P10)** Conduct a lighting study to evaluate existing illumination levels and determine appropriate lighting enhancements at the I-680 overpasses on Hostetter Road and North Capitol Avenue, with the goal of improving

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

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

visibility, safety, and comfort for all users. Lighting should be pedestrian-scale, evenly distributed, and designed to minimize glare.

- **(V5)** Redesign freeway access ramps to reflect contemporary urban standards by orienting ramps perpendicular to surface streets. This approach enhances safety, improves traffic flow, and supports multimodal connectivity in dense urban environments.

Clusters 5-9: Residential Neighborhoods and Cherrywood Elementary

Clusters 5 through 9 encompass residential neighborhoods surrounding Hostetter Station, with a particular focus on the area around Cherrywood Elementary School. These zones are characterized by frequent pedestrian activity, especially among school-aged children and families, making pedestrian safety a top priority. Key recommendations in these clusters aim to address critical gaps in pedestrian infrastructure, including the installation of missing crosswalks and the restriping of existing ones with high-visibility markings. Notably, Cluster 7 highlights a significant deficiency in pedestrian crossings, with over 11 missing crosswalks near Cherrywood Elementary alone. These improvements are essential to creating a safer, more walkable environment for residents and students alike. These improvement should be carried out in coordination with San Jose DOT Traffic Safety Section, which has resources for neighborhood traffic management and traffic calming.

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

Cluster 10 – Sierra Road and Havenwood Drive Intersection

Cluster 10 focuses on the intersection of Sierra Road and Havenwood Avenue, a residential area where pedestrian safety and comfort are key concerns. This location serves as a neighborhood connector and experiences regular foot traffic, making targeted improvements essential. Recommended enhancements include the installation of pedestrian refuge islands and curb bulb-outs to reduce crossing distances and calm vehicle speeds. Additionally, the addition and restriping of crosswalks with high-visibility markings will improve pedestrian visibility and safety, creating a more walkable and accessible environment for all users. As Sierra Road is planned for a Class IV bikeway, all pedestrian improvements should support protected intersection design, integrating Class IV protected lanes into the bulb-out layout.

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

Corridor-Wide Recommendations

The Corridor-Wide Recommendations address systemic improvements along Hostetter Road and North Capitol Avenue to enhance multimodal access, safety, and user experience, making the broader station area more convenient and comfortable for all users. These recommendations focus on long-term infrastructure upgrades and operational strategies that support the anticipated growth in travel demand associated with the Hostetter Station TOD. Pedestrian improvements include sidewalk accessibility audits, reconstruction of substandard segments, and the integration of

streetscape elements to enhance comfort and climate resilience. Bicycle enhancements prioritize physical separation from vehicle traffic and consistent, multilingual wayfinding. Transit-related strategies aim to improve rider experience and reliability through upgraded amenities and service adjustments informed by future ridership patterns. Together, these corridor-wide measures are designed to create a more connected, inclusive, and resilient transportation network.

- **Pedestrian Access Recommendations (North Capitol Avenue)**
    - **(P8)** Short-Term: Conduct a sidewalk accessibility audit to identify obstructions and substandard widths relative to the roadways associated street typology established in the 2040 General Plan.
    - **(P8)** Mid-Term: Reconstruct or widen sidewalks that do not meet City of San José or ADA standards in accordance with PROWAG standards.
    - **(P5)** Ongoing: Integrate Street trees, benches, pedestrian-scale lighting, and shade structures to enhance comfort, climate resilience, and placemaking while maintaining accessibility.
- **Bicycle Access Recommendations (Hostetter Road and North Capitol Avenue)**
    - **(B2)** Deploy multilingual bicycle-scale wayfinding signage to guide users to key destinations such as Cherrywood Elementary School, nearby retail centers, nearby parks, and the Lower Penitencia Creek Trail. Coordinate with MTC's Regional Mapping Wayfinding Program to ensure consistency with regional standards and integration into the broader wayfinding network.
    - **(B4)** Upgrade existing bicycle facilities along North Capitol Avenue and Hostetter Road (east of North Capitol Avenue) to Class IV separated bike lanes by constructing physical barriers between bicycle and vehicle travel lanes to enhance cyclist safety and reduce conflicts with motor vehicles.
- **Transit Access Recommendations**
    - **(T1)** Bus Stops near Hostetter Road and North Capitol Avenue: Conduct updated ridership counts following TOD occupancy to assess demand for upgraded amenities, in coordination with VTA's passenger facilities team. Based on findings, install benches, shelters, and real-time arrival displays to enhance comfort, accessibility, and usability. Ridership study should be coordinated with VTA's Passenger Facilities group to assess conditions and feasibility of implementing targeted improvements.
    - **(T2)** Route 70 Corridor: Conduct updated ridership counts following TOD occupancy to assess demand for improved service frequency to better meet rider demand and support dependable multimodal connections. These enhancements should be coordinated with VTA service planning and aligned with TOD-related ridership growth and the goals of VTA's Visionary Network[7].

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

MEMORANDUM

To: Ian Lin, VTA

From: Magnus Barber and Ben Miller, Alta Planning + Design

Date: October 9, 2025

Re: Hostetter Station Access Study - Cost and Implementation Memorandum

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Executive Summary

Introduction

This memorandum presents planning-level, rough order-of-magnitude (ROM) cost estimates for proposed on-site and off-site improvements associated with the VTA Hostetter Station TOD Access Study. The purpose of this document is to inform decision-making and guide future funding and implementation strategies for recommended access improvements.

Cost estimates are derived from a combination of available data sources, including unit cost data from previous VTA access studies, and adjusted for inflation. All assumptions underlying these estimates, including unit cost sources and applied escalation factors are provided in Appendix A. Detailed cost estimates by recommendation are provided in Appendix B.

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

Similar to the recommended improvements in the prior *TOD Needs Assessment and Access Recommendations Memorandum* (*Recommendations Memo*), the cost estimates presented in this memorandum are organized by cluster.

Background

Cost estimates are organized into 11 geographic clusters and a set of corridor-wide strategies, each addressing specific access challenges and opportunities, as identified in the *Recommendations Memo*. Improvements span all travel modes—pedestrian, bicycle, transit, and vehicular—with the goal of enabling seamless multimodal travel and reducing dependence on single-occupancy vehicles.

- **Cluster 1** focuses on the Hostetter Station and TOD site, proposing intersection upgrades, multilingual wayfinding, secure bicycle parking, curbside management strategies, and the development of a multimodal mobility hub.
- **Cluster 2** targets the high-traffic intersection of Hostetter Road and North Capitol Avenue, with recommendations for lane reconfigurations, pedestrian-scale lighting, refuge islands, and protected bicycle infrastructure.

- **Clusters 3 and 4** address the I-680 overpasses, where enhancements include modernized freeway ramp designs, improved lighting, and safety upgrades for pedestrians and cyclists.
- **Clusters 5–10** cover residential neighborhoods and the area around Cherrywood Elementary School, emphasizing crosswalk installation and visibility improvements to support safe routes for students and families.
- **Cluster 11** focuses on the Sierra Road and Cabrillo Avenue intersection, recommending refuge islands, bulb-outs, and high-visibility crosswalks to improve pedestrian safety.
- **Corridor-wide recommendations** complement the cluster-specific strategies by addressing systemic needs along Hostetter Road and North Capitol Avenue. These include sidewalk accessibility audits and upgrades, streetscape enhancements, physically separated bikeways, multilingual bicycle wayfinding, and transit service and amenity improvements.

Figure 1 shows the locations of clusters 1 through 4, Figure 2 shows clusters 5 through 11, and Figure 3 shows the corridor-wide recommendation locations.

Figure 1: Clusters 1-4

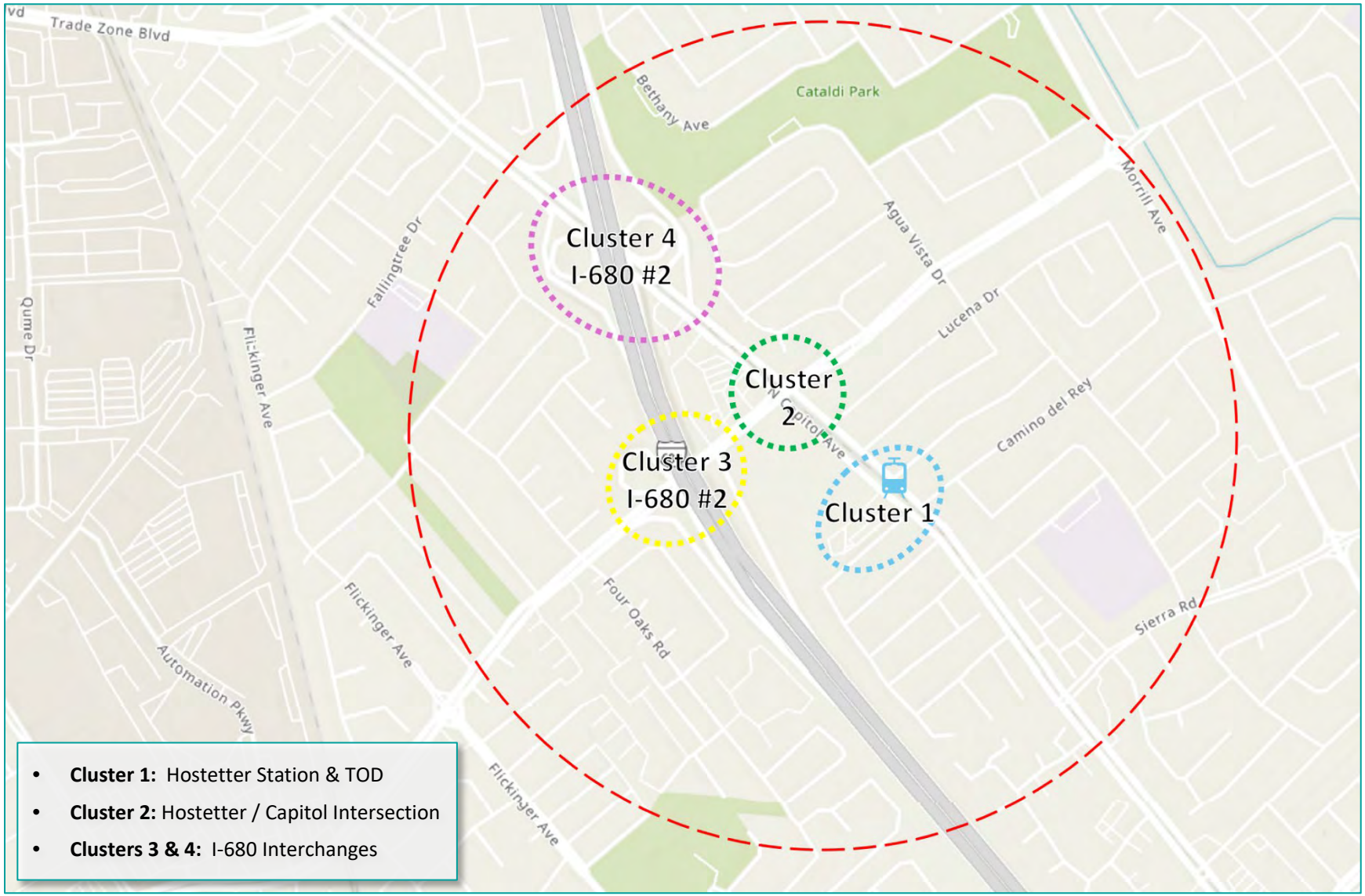


Figure 2: Clusters 5-10

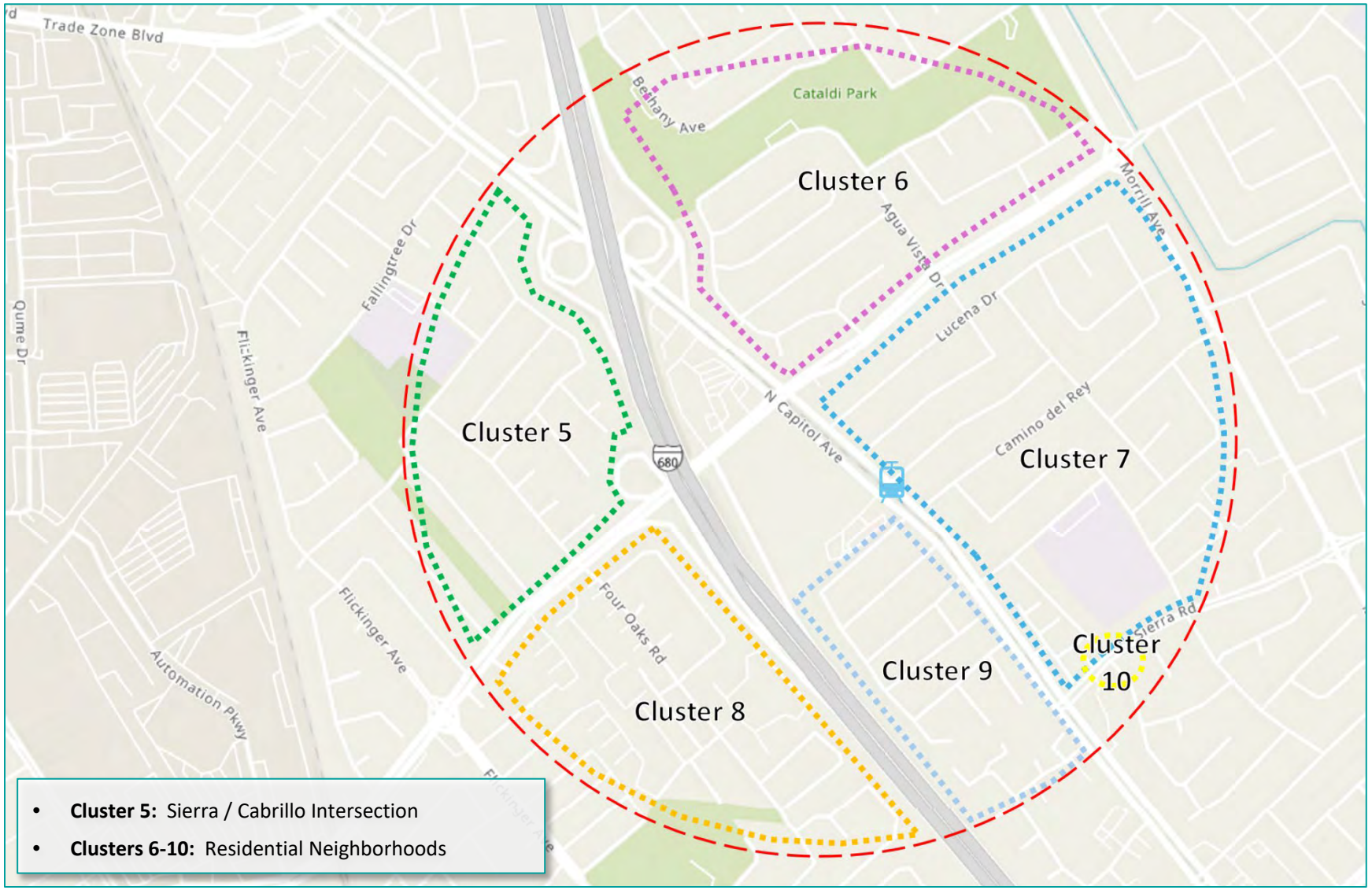
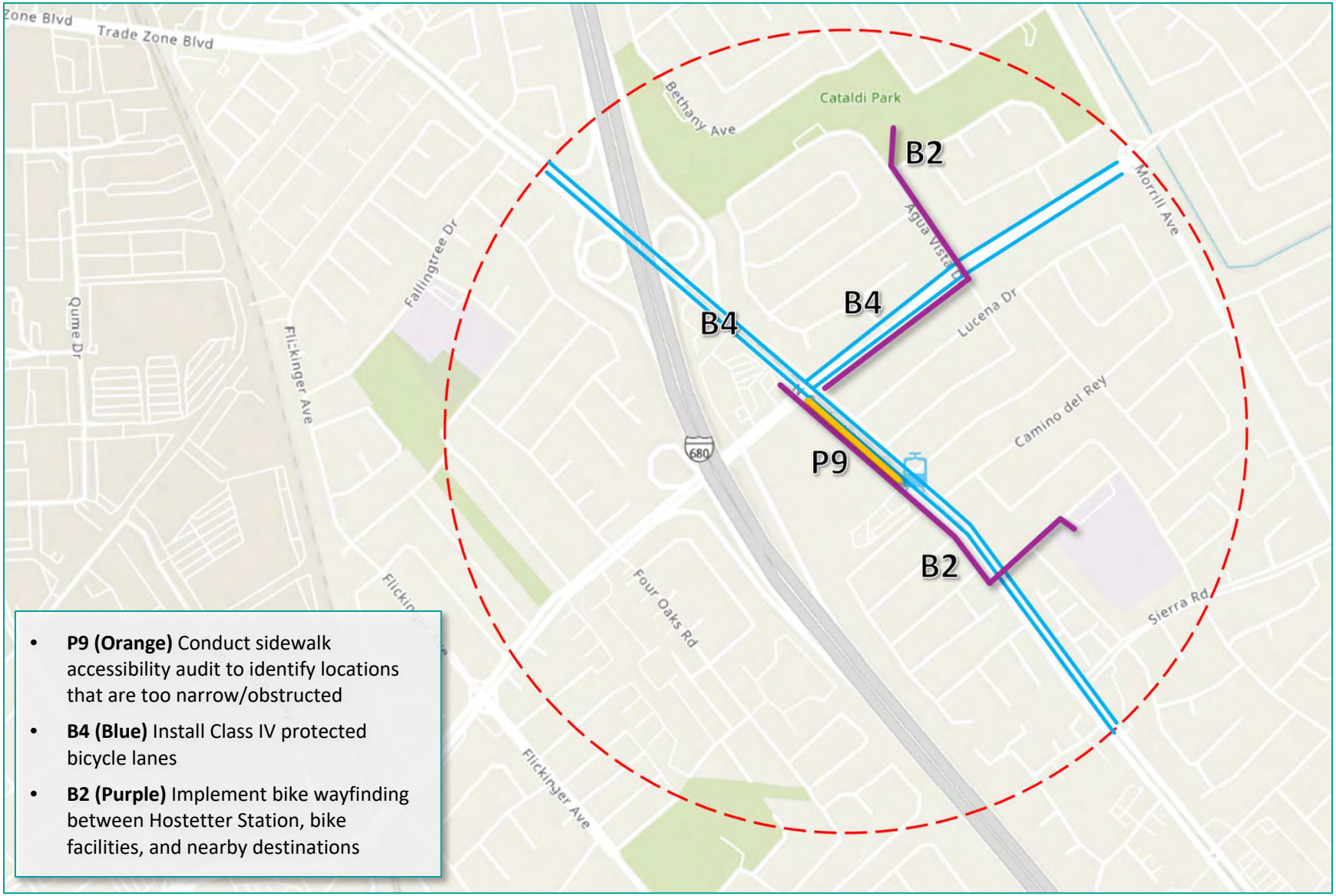


Figure 3: Corridor-Wide Recommendations



Prioritization and Implementation

Successful implementation of the proposed access improvements requires a phased approach that balances efficiency, flexibility, and coordination with key stakeholders. To support this, improvements are grouped into near-term, mid-term, and long-term phases based on factors such as cost, complexity, and anticipated development timelines.

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

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

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

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

Phasing Considerations

Implementation of access improvements typically occur in phases to align with project readiness, cost, and coordination requirements. Improvements are categorized as near-term, mid-term, or long-term based on anticipated implementation timelines and complexity:

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

- Transit stops amenity upgrades (e.g., shelters and real-time displays)
- Hardscape vertical separators for Class IV protected bike lanes.
- Larger traffic calming measures, such as roadway medians, widened sidewalks, or protected intersection designs.
- Installation of mobility hubs (e.g., bike/e-scooter share facilities).

Interagency Coordination Considerations

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

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

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

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

High Priority Projects

The recommended projects identified in the *Recommendation Memo* are designed to improve access to Hostetter Station and enhance non-vehicular mobility within the surrounding station area. To determine which projects should be prioritized for implementation, each of the recommended improvements was evaluated and scored based on the criteria summarized in Table 1.

Table 1. Project Evaluation Criteria

Criterion	Description	Scoring
Improves Connectivity to Transit	Evaluates the extent to which the project enhances first- and last-mile connections to Hostetter Station and nearby transit services. High: The project has a significant and direct impact on connectivity to Hostetter Station by closing a critical gap in pedestrian or bicycle infrastructure. These improvements are essential to maintain safe and convenient access, particularly in light of potential new development at the station site. Medium: The project enhances overall connectivity within the station area by improving linkages or adding features that support multimodal access (e.g., introducing additional midblock crossings or improving secondary routes). Low: The project complements existing connectivity by providing supportive elements such as wayfinding signage, lighting, or other amenities that improve the user experience but do not address major infrastructure gaps.	High = 1 Medium = 0.6 Low = 0.3
Improves Accessibility	The project eliminates a barrier to ADA accessibility (i.e., by closing sidewalk gaps or providing ADA access ramps).	Yes = 1 No = 0
Community Integration	The project supports integration with surrounding neighborhoods, land uses, and community priorities, fostering a seamless and inclusive environment.	Yes = 1 No = 0
Coordination with Planned Projects	The project aligns with or complements other planned or funded projects, reducing duplication and leveraging existing efforts.	Yes = 1 No = 0
Improves Safety	Assesses the extent to which the project addresses existing or potential safety concerns for pedestrians and bicyclists. High: The project addresses a location with documented safety issues, such as a high collision history or identified crash hot spots. Medium: The project mitigates a safety concern identified through public engagement, field review, or observed risk factors (e.g., poor visibility, lack of crossings). Low: The project provides general safety enhancements but does not address a specific or documented safety issue.	High = 1 Medium = 0.6 Low = 0.3

Criterion	Description	Scoring
Cost and Feasibility	Represents the ease of implementation based on project cost, complexity, and the potential to leverage existing funding sources or partnerships. High: The project is relatively low-cost, straightforward to implement, and/or has strong potential to leverage existing funding sources or partnerships. Medium: The project has moderate costs, may require some multi-jurisdictional coordination, and offers a moderate potential to leverage existing funding sources or partnerships. Low: The project is high-cost, requires significant multi-jurisdictional coordination, and/or has limited potential to leverage existing funding sources or partnerships.	High = 1 Medium = 0.6 Low = 0.3
Proximity to Station	Evaluates how close the project is to Hostetter Station and the TOD site, prioritizing improvements that provide the most direct benefit to station access. High: The project is located immediately adjacent to Hostetter Station or within the TOD site and provides a direct connection to the station entrance. Medium: The project is within the broader station area (approximately ¼ to ½ mile) and improves access along key approach routes to the station. Low: The project is located farther from the station (approx. ½ mile) and primarily benefits the surrounding network rather than direct station access.	High = 1 Medium = 0.6 Low = 0.3
Community Preference	Reflects the level of support or prioritization expressed by community members during outreach and engagement activities. High: The project received strong community support and was consistently identified as a top priority during outreach efforts. Medium: The project received moderate support, with some community interest, but was not identified as a leading priority. Low: The project received limited community support, with few mentions or low prioritization during engagement activities.	High = 1 Medium = 0.6 Low = 0.3

Projects receiving the highest combined scores are generally recommended for near- and mid-term implementation and prioritized for early funding pursuit opportunities. The following subsection summarizes these high-priority projects and their associated phasing. Based on the results of the scoring exercise, which are found in Appendix C, the top high-priority projects for each station are presented below.

Table 2. High-Priority Projects

Recommendation	Access Mode	ID	Project	Location	Priority Score
To support future Class IV bicycle facilities, implement a protected intersection design where feasible to enhance multimodal safety and comfort for all users. Incorporate dedicated bicycle signal phases at intersections and prohibit right turns on red to reduce turning conflicts and improve cyclist visibility.	Bicycle Access	B3	Install Protected Intersection Design	North Capitol Avenue @ Longford Drive	0.70
Reconfigure the intersection by narrowing vehicle travel lanes to 10 feet where feasible to calm traffic and create space for Class IV protected bicycle lanes. Maintain an 11-foot outer lane to accommodate VTA buses. Install concrete buffers to enhance cyclist safety and shorten pedestrian crossing distances by 8 to 12 feet.	Pedestrian and Bicycle Access	P1	Install Protected Intersection Design - Incorporates Improvements: B3,	Hostetter Road @ North Capitol Avenue	0.70
Short-term: Conduct a sidewalk accessibility audit to identify obstructions and substandard widths relative to the roadways associated street typology established in the 2040 General Plan.	Pedestrian Access	P8	Sidewalk Audit	North Capitol Avenue	0.66
To support the future Class IV bicycle facilities, implement a protected intersection design where feasible to enhance multimodal safety and comfort for all users. Incorporate dedicated bicycle signal phases at intersections and prohibit right turns on red to reduce turning conflicts and improve cyclist visibility.	Bicycle Access	B3	Incorporated with Recommendation P1	Hostetter Road @ North Capitol Avenue	0.64
Upgrade existing bicycle facilities to Class IV separated bike lanes by constructing physical barriers between bicycle lanes and adjacent vehicle travel lanes to enhance cyclist safety and reduce conflicts with motor vehicles.	Bicycle Access	B4	Install Class IV Protected Bike Lanes	North Capitol Avenue (east of Hostetter Road)	0.61
Mid-term: Reconstruct or widen sidewalks that do not meet City of San José or ADA standards in accordance with PROWAG standards.	Pedestrian Access	P8	Construct Sidewalk	North Capitol Avenue	0.56
Upgrade existing bicycle facilities to Class IV separated bike lanes by constructing physical barriers between bicycle lanes and adjacent vehicle travel lanes to enhance cyclist safety and reduce conflicts with motor vehicles.	Bicycle Access	B4	Install Class IV Protected Bike Lanes	Hostetter Road	0.56
Evaluate the feasibility of implementing pedestrian safety enhancements, including the extension of center medians to create ADA-compliant pedestrian refuge islands. At signalized intersections, these islands should support staged crossings during signal phases, improving comfort and safety for pedestrians navigating wide or high-volume travel lanes.	Pedestrian and Bicycle Access	P4	Included in P1	Hostetter Road @ North Capitol Avenue	0.54

Recommendation	Access Mode	ID	Project	Location	Priority Score
Coordinate signal timing adjustments to reflect evolving traffic patterns and ensure seamless integration with the TOD project driveway. Signal phasing should be configured to reliably detect and respond to vehicle presence at the garage exit, facilitating efficient egress.	Vehicle Access	V3	Signal Study	North Capitol Avenue @ Longford Drive	0.51
Adjust signal timing to accommodate projected peak-hour traffic volumes generated by the TOD. Timing modifications should prioritize transit mobility – such as transit signal priority (TSP) for LRT and buses - and enhance pedestrian and bicycle access to transit platforms and stops.	Vehicle Access	V4	Signal Study	North Capitol Avenue @ Longford Drive	0.51
Develop a mobility hub near Hostetter Station with bike share, scooter parking, and rideshare zones to support seamless transfers between modes.	Bicycle Access	T4	Incorporated with Recommendation B1	Hostetter Station	0.51

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

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

Cluster 1 – Hostetter Station & TOD Site

Cluster 1 encompasses the immediate Hostetter Station area and the adjacent transit-oriented development (TOD) site, where multimodal access improvements are critical to supporting increased activity and connectivity. This cluster includes a suite of targeted interventions designed to enhance pedestrian and bicycle safety, improve wayfinding, and facilitate seamless transfers between transportation modes. Key recommendations focus on intersection upgrades, multilingual signage, secure bicycle facilities, and the development of a multimodal mobility hub. Together, these improvements aim to create a safe, intuitive, and accessible environment for existing and future residents and visitors supporting the success of the TOD and encouraging sustainable travel behavior. Table 3 provides a cost range for the recommendations in Cluster 1 along with their corresponding priority scores.

Table 3. Cluster 1 Cost Range Estimate and Priority Scores

Mode	Recommendations	ID	Location	Description	Estimated Total Cost		Priority Score
					Low	High	
Pedestrian Access	Add vehicle stop bars or shift vehicle stop bars further back from crosswalks and provide 20-foot daylighting buffers at signalized intersections to improve pedestrian visibility and safety.	P2	North Capitol Avenue @ Longford Drive	Advance Yield/Stop Line(s)	$2,400	$9,600	0.47
	Upgrade lighting at intersections and directly over crosswalks to improve pedestrian visibility during low-light conditions.	P3	North Capitol Avenue @ Longford Drive	Overhead Crosswalk Lighting	$20,000	$80,000	0.41
	Install accessible pedestrian signals (APS) with active pedestrian detection and adaptive timing for slower walkers, including seniors and individuals with physical disabilities. Add audio cues to support users with visual impairments.	P7	North Capitol Avenue @ Longford Drive	Install APS with pedestrian detection and adaptive timing	$96,000	$144,000	0.31
	Install missing crosswalks and restripe faded ones using high-visibility 'zebra' markings to enhance pedestrian safety and visibility at crossings.	P9	See Appendix D	Install High-Visibility Crosswalk Markings	$50,000	$125,000	0.36
	Study the feasibility of a mid-block crosswalk from the sidewalk to the north side of the LRT station platform, to reduce unsafe jaywalking and improve pedestrian access.	P11	Hostetter Station	Conduct Feasibility Study	$20,000	$50,000	0.46
	Install area maps at the station platform to assist passengers in navigating the surrounding neighborhood, identifying key destinations, and connecting to nearby transit, trails, and amenities.	P13	Hostetter Station	Install Area Maps	$3,000	$7,000	0.37
Transit Access	Establish dedicated pick-up/drop-off zones using painted curb and/or clear signage in a safe and convenient location to facilitate access to the station platform.	T3	Hostetter Station	Incorporated with V1	-	-	0.36
	Develop a mobility hub near Hostetter Station with bike share, scooter parking, and rideshare zones to support seamless transfers between modes.	T4	Hostetter Station	Incorporated with B1	-	-	0.51
Bicycle Access	Develop a mobility hub at Hostetter Station that integrates bike and scooter share docks, designated ride-share pick-up and drop-off zones, secure bicycle parking, and a comprehensive wayfinding system to support seamless multimodal connectivity.	B1	Hostetter Station	Bike Lockers	$10,800	$22,800	0.47
	Develop a mobility hub at Hostetter Station that integrates bike and scooter share docks, designated ride-share pick-up and drop-off zones, secure bicycle parking,	B1	Hostetter Station	Bike Racks	$875	$2,500	0.47

Mode	Recommendations	ID	Location	Description	Estimated Total Cost		Priority Score
					Low	High	
	and a comprehensive wayfinding system to support seamless multimodal connectivity.						
	Develop a mobility hub at Hostetter Station that integrates bike and scooter share docks, designated ride-share pick-up and drop-off zones, secure bicycle parking, and a comprehensive wayfinding system to support seamless multimodal connectivity.	B1	Hostetter Station	Wayfinding: Incorporated with B2 and P12	-	-	0.31
	To support the future Class IV bicycle facilities, implement a protected intersection design where feasible to enhance multimodal safety and comfort for all users. Incorporate dedicated bicycle signal phases at intersections and prohibit right turns on red to reduce turning conflicts and improve cyclist visibility.	B3	North Capitol Avenue @ Longford Drive	Install Protected Intersection Design	$600,000	$2,200,000	0.70
Vehicle Access	Designate and clearly mark curbside zones for pick-up/drop-off, rideshare, delivery, and loading activities to enhance user convenience, improve curbside efficiency, and support safe, orderly circulation.	V1	Hostetter Station TOD Site: Camino Del Rey and North Capitol Avenue	Curbside with Signage and Striping	$25,000	$75,000	0.36
	Coordinate signal timing adjustments to reflect evolving traffic patterns and ensure seamless integration with the project driveway.	V3	North Capitol Avenue @ Longford Drive	Signal Study	$6,000	$10,000	0.51
	Adjust signal timing to accommodate projected peak-hour traffic volumes generated by the TOD.	V4	North Capitol Avenue @ Longford Drive	Signal Study	$6,000	$10,000	0.51
				Cluster 1 Total	**$840,075**	**$2,735,900**	**0.44**

The estimated cost to implement the recommendations in Cluster 1 ranges from $840,000 to $2,735,900. With an average priority score of 0.44, these recommendations are considered to have a moderate priority level and may be suitable for inclusion in near-term and mid-term implementation strategies, contingent on funding availability and project sequencing.

Cluster 2 – Hostetter Road and North Capitol Avenue Intersection

Cluster 2 addresses the critical intersection of Hostetter Road and North Capitol Avenue, a key node for multimodal travel and a focal point for safety and operational improvements. This intersection experiences high volumes of pedestrian, bicycle, and vehicular traffic, making it a priority area for targeted enhancements. The recommended

improvements aim to calm traffic, improve visibility, and enhance safety and comfort for all users. Strategies include lane reconfigurations, upgraded lighting, ADA-compliant refuge islands, accessible pedestrian signals, and protected bicycle infrastructure. In alignment with the Better Bike Plan 2025, Class IV bikeways are proposed along both corridors, and a protected intersection design is recommended to further improve safety and support intuitive multimodal navigation. Table 4 provides a cost range for the recommendations in Cluster 2 along with their corresponding priority scores.

Table 4. Cluster 2 Cost Range Estimate and Priority Scores

Mode	Recommendations	ID	Location	Description	Estimated Total Cost		Priority Score
					Low	High	
Pedestrian Access	Reconfigure the intersection by narrowing vehicle travel lanes to 10 feet where feasible to calm traffic and create space for Class IV protected bicycle lanes. Maintain an 11-foot outer lane to accommodate VTA buses. Install concrete buffers to enhance cyclist safety and shorten pedestrian crossing distances by 8 to 12 feet.	P1	Hostetter Road @ North Capitol Avenue	Install Protected Intersection Design - Incorporates Improvements: B3,	$600,000	$2,200,000	0.70
	Add vehicle stop bars or shift vehicle stop bars further back from crosswalks and provide 20-foot daylighting buffers at signalized intersections to improve pedestrian visibility and safety. This increased setback reduces the likelihood of vehicle encroachment into the crosswalk, enhances sightlines between drivers and pedestrians, and creates space for leading pedestrian intervals or curb extensions where feasible.	P2	Hostetter Road @ North Capitol Avenue	Advance Yield/Stop Line(s)	$2,400	$9,600	0.41
	Upgrade lighting at intersections and directly over crosswalks to improve pedestrian visibility during low-light conditions. Enhanced illumination increases driver awareness of crossing pedestrians, reduces crash risk, and supports a safer nighttime walking environment. Lighting should be pedestrian-scaled, evenly distributed, and designed to minimize glare for both drivers and pedestrians.	P3	Hostetter Road @ North Capitol Avenue	Overhead Crosswalk Lighting	$20,000	$80,000	0.36
	Evaluate the feasibility of implementing pedestrian safety enhancements, including the extension of center medians to create ADA-compliant pedestrian refuge islands. At signalized intersections, these islands should support staged crossings during signal phases, improving comfort and safety for pedestrians navigating wide or high-volume travel lanes. Refuge islands should offer a protected, accessible waiting area with features like detectable	P4	Hostetter Road @ North Capitol Avenue	Included in P1	-	-	0.54

Mode	Recommendations	ID	Location	Description	Estimated Total Cost		Priority Score
					Low	High	
	warning surfaces, sufficient width, and clear signage to ensure compliance and ease of use.						
	Install accessible pedestrian signals (APS) with active pedestrian detection and adaptive timing for slower walkers, including seniors and individuals with physical disabilities. Add audio cues to support users with visual impairments. Ensure all signal components are designed and placed to maintain ADA-compliant pedestrian access and clear sidewalk pathways, in accordance with Public Right-of-Way Accessibility Guidelines (PROWAG).	P7	Hostetter Road @ North Capitol Avenue	Install APS with pedestrian detection and adaptive timing	$96,000	$144,000	0.26
Transit Access	Conduct updated ridership counts following TOD occupancy to assess demand for upgraded amenities. Based on findings, install benches, shelters, and real-time arrival displays to enhance comfort, accessibility, and usability. Ridership study should be coordinated with VTA's Passenger Facilities group to assess conditions and feasibility of implementing targeted improvements.	T1	Bus stops on Hostetter Road and North Capitol Avenue	Real-Time Displays	$10,000	$30,000	0.36
	Conduct updated ridership counts following TOD occupancy to assess demand for upgraded amenities. Based on findings, install benches, shelters, and real-time arrival displays to enhance comfort, accessibility, and usability. Ridership study should be coordinated with VTA's Passenger Facilities group to assess conditions and feasibility of implementing targeted improvements.	T1	Bus stops on Hostetter Road and North Capitol Avenue	Shelter	$30,000	$50,000	0.21
	Route 70 Corridor: Conduct updated ridership counts following TOD occupancy to assess demand for improved service frequency to better meet rider demand and support dependable multimodal connections. These enhancements should be coordinated with VTA service planning and aligned with TOD-related ridership growth and the goals of VTA's Visionary Network.	T2	Hostetter Station	Conduct Ridership Counts	$20,000	$50,000	0.21
Bicycle Access	To support the future Class IV bicycle facilities, implement a protected intersection design where feasible to enhance multimodal safety and comfort for all users. Incorporate dedicated bicycle signal phases at intersections and prohibit right turns on red to reduce turning conflicts and improve cyclist visibility.	B3	Hostetter Road @ North Capitol Avenue	Incorporated with Recommendation P1	-	-	0.64

Mode	Recommendations	ID	Location	Description	Estimated Total Cost		Priority Score
					Low	High	
Vehicle Access	Adjust signal timing to accommodate projected peak-hour traffic volumes generated by the TOD. Timing modifications should prioritize transit mobility – such as transit signal priority (TSP) for LRT and buses - and enhance pedestrian and bicycle access to transit platforms and stops.	V4	North Capitol Avenue @ Hostetter Road	Signal Study	$6,000	$10,000	0.46
				Cluster 2 Total	**$784,400**	**$2,573,600**	**0.42**

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

Clusters 3 and 4: I-680 Intersections at Hostetter Road and North Capitol Avenue

Clusters 3 and 4 focus on the intersections where Hostetter Road and North Capitol Avenue cross under I-680—areas that present unique challenges due to high traffic volumes, limited visibility, and complex multimodal interactions. These locations are critical for ensuring safe and efficient access to Hostetter Station and the surrounding community. Recommended improvements aim to reduce vehicle turning speeds, enhance lighting conditions, and modernize freeway ramp designs to better support pedestrian, bicycle, and vehicular movement. By implementing targeted upgrades such as ADA-compliant refuge islands, protected bike lanes, and pedestrian-scale lighting, these clusters seek to transform freeway overpass areas into safer, more welcoming gateways for all users. Table 5 provides a cost range for the recommendations in Cluster 3 along with their corresponding priority scores.

Table 5. Cluster 3 Cost Range Estimate and Priority Scores

Mode	Recommendations	ID	Location	Description	Estimated Total Cost		Priority Score
					Low	High	
Pedestrian Access	Reduce corner curb radii to 10–15 feet and implement enhanced warning signs or Rectangular Rapid Flashing Beacons (RRFBs) at freeway on-/off-ramps to lower vehicle turning speeds and enhance safety for pedestrians and cyclists.	P6	Hostetter Road @ I-680 Access Ramps	Remove Slip Lanes - Incorporates Improvement(s): V5	$20,000	$100,000	0.36
	Conduct a lighting study to evaluate existing illumination levels and determine appropriate lighting enhancements at the I-680 overpasses on Hostetter Road and North Capitol Avenue, with the goal of improving visibility, safety, and comfort for all users. Lighting should be pedestrian-scale, evenly distributed, and designed to minimize glare.	P10	Hostetter Road @ I-680 Access Ramps	Conduct Lighting Study	$20,000	$50,000	0.31

Mode	Recommendations	ID	Location	Description	Estimated Total Cost		Priority Score
					Low	High	
Vehicle Access	Redesign freeway access ramps to reflect contemporary urban standards by orienting ramps perpendicular to surface streets. This approach enhances safety, improves traffic flow, and supports multimodal connectivity in dense urban environments.	V5	Hostetter Road @ I-680 Access Ramps	Incorporated with Recommendation P6	-	-	0.31
				Cluster 3 Total	**$40,000**	**$150,000**	**0.33**

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

Table 6 provides a cost range for the recommendations in Cluster 4 along with their corresponding priority scores.

Table 6. Cluster 4 Cost Range Estimate and Priority Scores

Mode	Recommendations	ID	Location	Description	Estimated Total Cost		Priority Score
					Low	High	
Pedestrian Access	Reduce corner curb radii to 10–15 feet and implement enhanced warning signs or Rectangular Rapid Flashing Beacons (RRFBs) at freeway on-/off-ramps to lower vehicle turning speeds and enhance safety for pedestrians and cyclists.	P6	North Capitol Avenue @ I-680 Access Ramps	Remove Slip Lanes - Incorporates Recommendation V5	$50,000	$250,000	0.31
	Install missing crosswalks and restripe faded ones using high-visibility 'zebra' markings to enhance pedestrian safety and visibility at crossings.	P9	See Appendix D	Install High-Visibility Crosswalk Markings	$20,000	$50,000	0.36
	Conduct a lighting study to evaluate existing illumination levels and determine appropriate lighting enhancements at the I-680 overpasses on Hostetter Road and North Capitol Avenue, with the goal of improving visibility, safety, and comfort for all users. Lighting should be pedestrian-scale, evenly distributed, and designed to minimize glare.	P10	North Capitol Avenue @ I-680 Access Ramps	Conduct Lighting Study	$20,000	$50,000	0.27
Vehicle Access	Redesign freeway access ramps to reflect contemporary urban standards by orienting ramps perpendicular to surface streets. This approach enhances safety, improves traffic flow, and supports multimodal connectivity in dense urban environments.	V5	North Capitol Avenue @ I-680 Access Ramps	Incorporated with Recommendation P6	-	-	0.27
				Cluster 4 Total	**$90,000**	**$350,000**	**0.30**

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

Clusters 5-9: Residential Neighborhoods and Cherrywood Elementary School

Clusters 5 through 9 encompass residential neighborhoods surrounding Hostetter Station, with a particular focus on the area around Cherrywood Elementary School. These zones are characterized by frequent pedestrian activity, especially among school-aged children and families, making pedestrian safety a top priority. Key recommendations in these clusters aim to address critical gaps in pedestrian infrastructure, including the installation of missing crosswalks and the restriping of existing ones with high-visibility markings. Notably, Cluster 7 highlights a significant deficiency in pedestrian crossings, with over 11 missing crosswalks near Cherrywood Elementary alone. These improvements are essential to creating a safer, more walkable environment for residents and students alike. Table 7 provides a cost range for the recommendations in Clusters 5-9 along with their corresponding priority scores.

Table 7. Clusters 5-9 Cost Range Estimate and Priority Scores

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

The estimated cost to implement the recommendations within Clusters 5 through 9 is projected to range between $316,000 and $694,000. These recommendations have an average priority score of 0.29, suggesting they are generally lower in urgency and may be considered for implementation in later phases or as funding allows.

Cluster 10 – Sierra Road and Havenwood Drive Intersection

Cluster 10 focuses on the intersection of Sierra Road and Havenwood Avenue, a residential area where pedestrian safety and comfort are key concerns. This location serves as a neighborhood connector and experiences regular foot

traffic, making targeted improvements essential. Recommended enhancements include the installation of pedestrian refuge islands and curb bulb-outs to reduce crossing distances and calm vehicle speeds. Additionally, the addition and restriping of crosswalks with high-visibility markings will improve pedestrian visibility and safety, creating a more walkable and accessible environment for all users. As Sierra Road is planned for a Class IV bikeway, all pedestrian improvements should support protected intersection design, integrating Class IV protected lanes into the bulb-out layout. Table 8 provides a cost range for the recommendations in Cluster 10 along with their corresponding priority scores.

Table 8. Cluster 10 Cost Range Estimate and Priority Scores

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

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

Corridor-Wide Recommendations

The Corridor-Wide Recommendations address systemic improvements along Hostetter Road and North Capitol Avenue to enhance multimodal access, safety, and user experience, making the broader station area more convenient and comfortable for all users. These recommendations focus on long-term infrastructure upgrades and operational strategies that support the anticipated growth in travel demand associated with the Hostetter Station TOD. Pedestrian improvements include sidewalk accessibility audits, reconstruction of substandard segments, and the integration of streetscape elements to enhance comfort and climate resilience. Bicycle enhancements prioritize physical separation from vehicle traffic and consistent, multilingual wayfinding. Transit-related strategies aim to improve rider experience and reliability through upgraded amenities and service adjustments informed by future ridership patterns. Together, these corridor-wide measures are designed to create a more connected, inclusive, and resilient transportation network. Table 9 provides a cost range for the corridor-wide recommendations along with their corresponding priority scores.

Table 9. Corridor-Wide Cost Range Estimate and Priority Scores

Mode	Recommendations	ID	Location	Description	Estimated Total Cost		Priority Score
					Low	High	
Pedestrian Access	Incorporate street trees, benches, pedestrian-scale lighting, and shade structures into sidewalk design to create a more inviting, comfortable, and climate-resilient walking environment, while maintaining ADA accessibility.	P5	Corridor-Wide	Incorporated with lighting study and sidewalk audit	-	-	0.41
	Short-term: Conduct a sidewalk accessibility audit to identify obstructions and substandard widths relative to the roadways associated street typology established in the 2040 General Plan.	P8	North Capitol Avenue	Sidewalk Audit	$20,000	$50,000	0.66
	Mid-term: Reconstruct or widen sidewalks that do not meet City of San José or ADA standards in accordance with PROWAG standards.	P8	North Capitol Avenue	Construct Sidewalk	$122,250	$163,000	0.56
	Install multilingual wayfinding signage to establish clear and intuitive pedestrian connections between the station and key nearby destinations, including the nearby retail centers (e.g., Dai-Thanh Supermarket), Cherrywood Elementary School, Cataldi Park, surrounding residential neighborhoods, and nearby bus stops.	P12	Hostetter Station and surrounding area	Install Wayfinding Signs	$3,750	$5,000	0.31
Bicycle Access	Deploy multilingual bicycle-scale wayfinding signage to guide users to key destinations such as Cherrywood Elementary School, nearby retail centers (e.g., Dai-Thanh Supermarket and Berryessa Hills Business Center), nearby parks (e.g., Cataldi, Flickinger, and Brooktree), and the Lower Penitencia Creek Trail.	B2	On bike routes to station	Install Wayfinding Signs	$3,750	$5,000	0.31
	Upgrade existing bicycle facilities to Class IV separated bike lanes by constructing physical barriers between bicycle lanes and adjacent vehicle travel lanes to enhance cyclist safety and reduce conflicts with motor vehicles.	B4	Hostetter Road	Install Class IV Protected Bike Lanes	$270,000	$378,000	0.56
		B4	North Capitol Avenue (east of Hostetter Road)	Install Class IV Protected Bike Lanes	$377,500	$528,500	0.61
Vehicle Access	Implement wayfinding signage and circulation guidance strategies to minimize user confusion and mitigate unsafe behaviors in the vicinity of the station	V2	Hostetter Station	Signage	$1,125	$1,500	0.37
				Corridor-Wide Total	**$798,375**	**$1,131,000**	**0.37**

The estimated cost to implement the corridor-wide recommendations is projected to range from $798,375 to $1,131,000. With an average priority score of 0.39, these recommendations are considered to have a low to moderate priority and may be appropriate for mid-term implementation, depending on strategic objectives and funding availability.

Potential Funding Sources

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

Station Access Grants and Funding Sources

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

Major Grant Programs

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

2. **All Stations Accessibility Program (ASAP)**
   This federal program focuses on making existing stations fully ADA-compliant. Eligible improvements include platform modifications, ramps, and accessible pathways. For example, SFMTA received $4.7 million for accessibility upgrades at Muni light rail stations on May 28, 2024.[2]

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

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

[1] Source: https://calsta.ca.gov/subject-areas/transit-intercity-rail-capital-prog
[2] Source: https://www.transit.dot.gov/ASAP
[3] Source: https://dot.ca.gov/programs/rail/enhanced-mobility-of-seniors-and-individuals-with-disabilities-program-fta-5310
[4] Source: https://railroads.dot.gov/grants-loans/consolidated-rail-infrastructure-and-safety-improvements-crisi-program

State and Local Funding Sources

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

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

Additional Programs

1. **Active Transportation Program (ATP)**
   ATP[6] funds projects that promote walking, biking, and multimodal access to stations, including sidewalks, pathways, and bike storage. Annual funding exceeds $200 million, with a strong focus on equity and safety.

2. **Low Carbon Transit Operations Program (LCTOP)**
   LCTOP[7] supports projects that reduce greenhouse gas emissions and improve connectivity, often funding first/last-mile solutions and bike/transit integration.

Active Transportation Grants and Funding Sources

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

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

2. **Pedestrian and Bikeway-Specific Grants**
   Additional programs complement ATP by targeting specific active transportation needs. The Walk & Bike Network Grant Program allocates $50 million statewide every two years to develop interconnected pedestrian and bicycle networks, prioritizing access to transit, schools, and employment centers. The Safe Streets and Roads for All (SS4A)[8] program supports local Vision Zero initiatives and infrastructure improvements for safer

[5] Source: https://dot.ca.gov/programs/sb1
[6] Source: https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program
[7] Source: https://dot.ca.gov/programs/rail/low-carbon-transit-operations-program-lctop
[8] Source: https://www.transportation.gov/grants/SS4A

streets, including sidewalks and intersection upgrades. The Sustainable Transportation Planning Grant Program[9] recently awarded $26 million statewide for planning and conceptual design of pedestrian and bicycle facilities, including climate resiliency measures.

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

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

Application Strategy

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

[9] Source: https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants

Appendix

Appendix A: Supporting Studies and Documents

Appendix B: Community Engagement Results

Appendix B: Community Engagement Results

1: Phase 1 Community Engagement Summary

Community Engagement Summary

Community engagement took place from February through April 2025 using a variety of formats, including a community open house, pop-up events, a walk audit, and an online survey. Feedback was collected through multiple channels—interactive boards, paper surveys, online mapping tools, digital questionnaires, and direct conversations at in-person events such as pop-ups and the guided walk audit.

To ensure accessibility and inclusivity, all engagement materials were made available in four languages: English, Spanish, Chinese, and Vietnamese, reflecting the neighborhood's diverse demographics.

In total, approximately **270 community members** participated across all engagement platforms.

Focus Areas of Engagement

Community input was sought on:

- **Access challenges** and barriers to mobility around the station area
- **Preferences for improvements** related to walkability, safety, lighting, and accessibility
- **Desirable amenities** to support active and transit-oriented travel

Top Priorities for Access Improvements

1. **Improved lighting**
2. **Safer, easier street crossings**
3. **Wider sidewalks with street trees**

Top Priorities for Access Amenities

1. **Real-time transit information displays**
2. **Comfortable and well-designed bus stops**
3. **Secure bike lockers, improved wayfinding, and shared bike/scooter options** (all equally valued)

Appendix B: Community Engagement Results

2: Phase 1 Map Boards

Valley Transportation Authority

Hostetter Station Access Study

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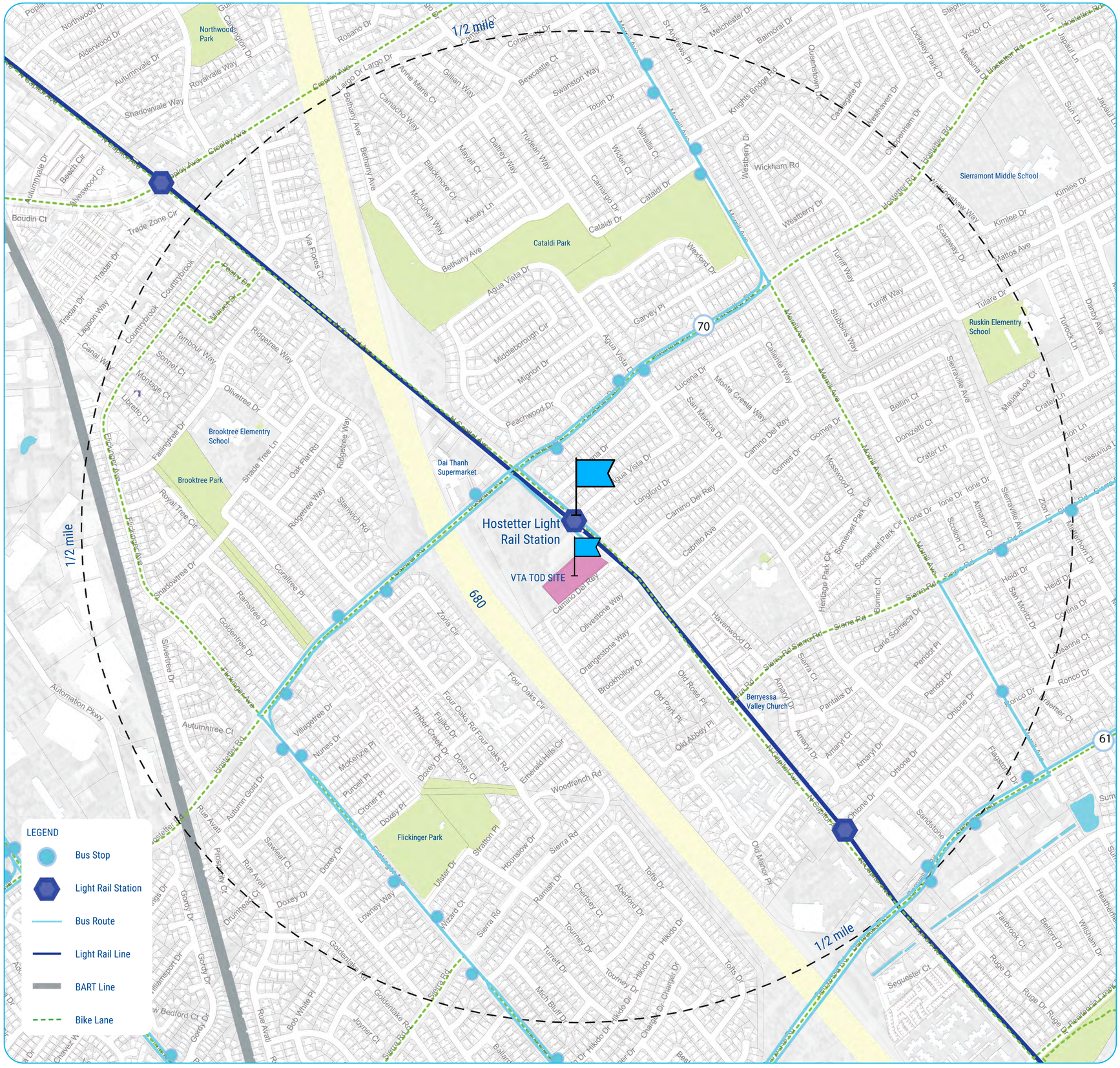

Mark issues or areas of improvement while walking, biking, or taking transit.

Marque los problemas o áreas de mejora mientras camina, va en bicicleta o toma el transporte público.
Đánh dấu các vấn đề hoặc lĩnh vực cần cải thiện khi đi bộ, đi xe đạp hoặc đi phương tiện công cộng.
在步行、騎自行車或乘坐公車時，標出需要改進的問題或區域。

Place a colored sticky with brief comments.

Coloque una calcomanía de color con comentarios breves
Đặt tờ dán màu với các nhận xét ngắn gọn
在彩色便簽上寫上簡短的評論

Issue
Asunto | Vấn Đề | 問題

Opportunity
Oportunidad | Cơ Hội | 機會

Highlight your usual path of travel.

Resalte su ruta de viaje habitual
Tô màu đường đi thông thường của quý vị
突出您通常的出行路線

Walking
Caminar | Đi bộ | 步行

Biking
En bicicleta | Đi xe đạp | 騎自行車

Other Otro | Khác | 其他

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Appendix B: Community Engagement Results

3: Phase 1 Community Open House Summary

Community Open House Summary

Date: February 8, 2025
Location: Cherrywood Elementary School
Attendance: ~50 attendees (69 RSVPs)
Duration: 10am-11:30am (1.5 hours, with early arrivals and attendees staying past the scheduled end)

The open house welcomed a diverse group of participants, including neighbors, families, seniors, transit and housing advocates, and local officials. Approximately half of the attendees identified as people of color, with around a quarter identifying as Asian. Several non-English languages were spoken, and interpretation services were provided along with translated materials in Vietnamese, Chinese, and Spanish to support inclusive participation.

Key Themes and Community Feedback

Seniors

- Expressed concerns about aging in place and the need for improved mobility options, particularly for accessing destinations in West San Jose.
- Noted the discontinuation of Bus Line 70 as a significant issue.
- Highlighted the difficulty transferring between light rail and buses at Milpitas Station due to grade separation and poor connectivity.

Families

- Desired family-friendly amenities and services within the area.
- Voiced concerns about the presence of unhoused individuals and its perceived impact on neighborhood safety.

Parking and Event Day Impacts

- While parking is generally sufficient on regular days, community members observed the lot becomes fully occupied during stadium events.
- Residents worry this overflow could lead to spillover parking into residential streets.
- The growing number of households with renters—many of whom have their own vehicles—has already increased parking demand.

Environmental Safety and Cleanliness

- Participants emphasized a desire for walkable, clean, and safe public spaces.
- Concerns were raised about speeding along Capitol Avenue and the lack of marked crosswalks, especially affecting seniors and parents.

Community Gathering Spaces

- The community expressed strong support for creating event and gathering spaces that bring neighbors together.
- Interest in a local community center was high, especially one that is easily accessible.

Retail Preferences

- Participants want affordable commercial space to attract and retain local businesses.
- Preference was clearly for independently owned "mom-and-pop" establishments over national chains.
- They emphasized the neighborhood's reputation for excellent food and expressed a desire to preserve and enhance that character.

Access and Mobility Issues

- Concern about the future closure of Cherrywood Elementary and its implications for student safety, including the lack of a marked crosswalk on Morrill Avenue.
- Safety concerns tied to the presence of unhoused individuals at and near the station, including under I-680 along the light rail tracks.
- Community members requested real-time transit information and expressed a need for better integration of light rail and other transportation modes.
- Driving and light rail were the most commonly used modes, while biking and walking were seen as needing the most improvement.

Highlighted Infrastructure Needs:

- Improved lighting, especially under I-680 at Hostetter and the off-ramp areas.
- Better crosswalks and expanded tree canopy along sidewalks.
- Protected bike lanes and secure bike lockers to encourage safer and more frequent cycling.

Development Concerns

- Several attendees inquired about the scale and timeline of proposed development.
- Concerns were expressed about building heights and whether the lot size could accommodate the proposed scale.
- Community members also emphasized the importance of ensuring the development fits within the neighborhood context.

Appendix B: Community Engagement Results

4: Phase 1 Community Open House Photos


福来
Hostetter Station Access Study

Hostetter Station Access Study

What are your preferred mode(s) of transportation? Choose your top 3.

Which mode(s) do you think needs the most improvement? Choose your top 3.


together
we are
better!
KIDS
Than You
Than You
Than You
MATTER
Too!
Kid, The Generous Kid
Happy & Caring an
Be The
KIDS!
LSH
STORAGE
EXIT
Hostetter Station Access Study

Valley Transportation Authority

Hostetter Station Access Study

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What access improvements would you like to see around the station? Choose your top 3.

¿Qué mejoras de acceso le gustaría ver en los alrededores de la estación? Elija sus 3 opciones favoritas.
Quý vị muốn thấy những cải tiến về khả năng tiếp cận nào xung quanh trạm? Chọn 3 lựa chọn hàng đầu của quý vị.
您希望看到車站周圍的哪些通道得到改善？請選擇前 3 項。

Wider sidewalks with trees

Aceras más anchas con árboles
Vỉa hè rộng hơn với cây cối
人行道更寬敞，綠樹成蔭

More seating

Más asientos
Thêm chỗ ngồi
更多座位

Protected bike lanes

Carriles para bicicletas protegidos
Làn đường dành cho xe đạp được bảo vệ
自行車道受到保護

Please make streets more bike friendly

Raised crossing to metro stations

Ease & safety while crossing the street

Facilidad y seguridad al cruzar la calle
Dễ dàng và an toàn khi băng qua đường
過馬路更方便、更安全

Improved lighting

Mejor iluminación
Cải thiện ánh sáng
照明改善

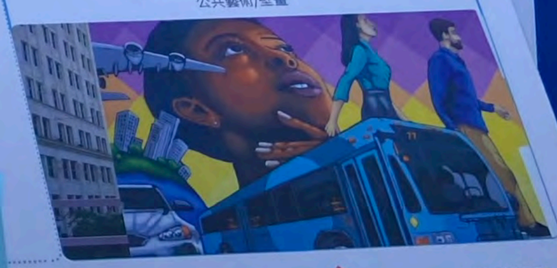
Local Sports Teams & Key Bay Area People

Public Art Please

Upkept Art

Public art/ murals

Arte público/murales
Nghệ thuật công cộng/tranh tường
公共藝術/壁畫



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Place dot stickers. Coloque calcomanías de puntos. | Đặt miếng dán tròn. | 放置圓點貼紙。

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Mark issues or areas of improvement while walking, biking, or taking transit.

Marque los problemas o áreas de mejora mientras camina, va en bicicleta o toma el transporte público.
Đánh dấu các vấn đề hoặc lĩnh vực cần cải thiện khi đi bộ, đi xe đạp hoặc đi phương tiện công cộng.
在步行、騎自行車或乘坐公車時，標出需要改進的問題或區域。

Place a colored sticky with brief comment.

Coloque una calcomanía de color con comentarios breves
Đặt tờ dán màu với các nhận xét ngắn gọn
在彩色便簽上寫上簡短的評論

- Issue — Asunto | Vấn Đề | 問題
- Opportunity — Oportunidad | Cơ Hội | 機會

Highlight your usual path of travel.

Resalte su ruta de viaje habitual
Tô màu đường đi thông thường của quý vị
突出您通常的出行路線

- Walking — Caminar | Đi bộ | 步行
- Biking — En bicicleta | Đi xe đạp | 騎自行車

Other Otro | Khác | 其他

REACTIVATE TO CREAT MALL TRANSIT

We have enough housing

- Alot of building
- No need for more housing
- More transportation

WE ARE HERE

Consulting Group FORWA City L

Consulting Group FORWA City L

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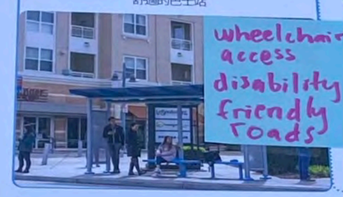
Which amenities at and around the transit station would improve your experience? Choose your top 3.

¿Qué servicios en la estación y sus alrededores mejorarían su experiencia? Elija sus 3 opciones favoritas.
Những tiện nghi nào tại và xung quanh trạm phương tiện công cộng sẽ cải thiện trải nghiệm của quý vị? Chọn 3 lựa chọn hàng đầu của quý vị.
中轉站及其周邊的哪些便利設施可以改善您的體驗？請選擇前 3 項。

Live transit status displays
Pantallas del estado del transporte público en tiempo real
Hiển thị trực tiếp trạng thái của phương tiện công cộng
即時公交狀態顯示

Comfortable bus stops
Paradas de autobús cómodas
Trạm dừng xe buýt thoải mái
舒適的巴士站



Improved wayfinding
Mejor señalización
Cải thiện khả năng tìm đường
改進導航系統

Bike/scooter share
Uso compartido de bicicletas y scooters
Mướn xe đạp/xe tay ga
共用自行車/踏板車

Secure bike/scooter lockers
Casilleros seguros para bicicletas y scooters
Nơi khóa an toàn dành cho xe đạp-xe tay ga
安全的自行車/踏板車儲物櫃

Emergency call boxes
Cabinas de llamada de emergencia
Hộp gọi khẩn cấp
緊急呼叫箱

Rideshare drop off zone
Zona de entrega de vehículos compartidos
Khu vực thả khách mướn xe xuống
共用單車落客區

Other Amenities
Otros servicios
Các tiện nghi khác
其它便利設施

Better Signage no smoking

Homeless @ station

Info Emergency CAN Button at Every Bus Stop

Clean restrooms safe + video surveillance

people riding the light rail should not have to see homeless men peeing. Remove the homeless men from the line.

TEMPORARY PARKING OF 149 CAR SPACES AT ALL LIGHT RAIL STATIONS

FOOD Drinks

Better Sidewalks, trees, shade

Pop up Food vendors

Place dot stickers. Coloque calcomanías de puntos. | Đặt miếng dán tròn. | 放置圓點貼紙。

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KIDS KITCHEN

ROOM CAPACITY
ASSEMBLY - 372

喜迎新年

福启新年 福 万事顺遂

贺新年

福 恭喜发财 HAPPY LUNAR NEW YEAR 平安喜乐

岁月静好 福 吉祥如意

Happy

Mark issues or areas of improvement while walking, biking, or taking transit.

Place a colored sticky with brief comments.

Highlight your usual path or a

Appendix B: Community Engagement Results

5: Phase 1 Pop-Up Summary

Pop-up Summary

Three pop-up events were conducted within a half-mile radius of the study area at varying times of day to engage a diverse cross-section of the community. Two events were facilitated by FCL staff and youth ambassadors, and all included participation from VTA staff member Anthony Lopez.

Pop-up #1

Location: Safeway (2558 Berryessa Road)
Date & Time: March 8, 2025 | 11:00 AM – 2:00 PM
Staff: Anthony Lopez (VTA), Shreya Chokshi, Atisha Varshney, Kyke Posey, Vanshaj Prabhakhar
Engagements: ~60
Demographics: Primarily weekend shoppers, including a notable number of elderly participants
Key Takeaways:

- Elderly participants were more likely to engage than younger shoppers.
- Engagement may have been reduced due to "interaction fatigue" from simultaneous Girl Scout activity.
- Many shoppers did not reside in the immediate area.
- Community curiosity about the VTA strike was prevalent.
- One participant raised critical questions about the future housing: *"Who will it be for? Who will build it? What income levels will it serve?"*
- Several expressed satisfaction with current access and amenities.

Pop-up #2

Location: Safeway (2558 Berryessa Road)
Date & Time: March 21, 2025 | 11:00 AM – 2:00 PM
Staff: Anthony Lopez (VTA), Ian Lin
Engagements: ~70
Demographics: General weekday shoppers
Key Takeaways:

- Participants posed several questions about the proposed TOD, including:
    - When will the development be completed?
    - Will public parking remain after housing is built?
    - How many apartments will be constructed?
    - What will it cost to live there?
    - What does "affordable housing" mean?

Comments and questions were recorded directly on engagement boards.

Pop-up #3

Location: Hostetter Park & Ride Lot
Date & Time: April 8, 2025 | 4:00 PM – 6:30 PM
Staff: Anthony Lopez (VTA), Shreya Chokshi, Srilaxmi
Engagements: ~32
Demographics: Corporate shuttle users and VTA light rail riders
Key Takeaways:

- High interest in learning about the future development at this site.
- Common questions included:
    - What is affordable housing?
    - How tall will the buildings be?
- Several concerns emerged about bicycle infrastructure:
    - Demand for secure bike lockers.
    - Reports of past bike vandalism.
- Many users relied on transit or shuttles and either walked home or were picked up by others, highlighting the need for designated pick-up/drop-off areas.
- Park & Ride facility was heavily utilized, particularly by shuttle riders.

Appendix B: Community Engagement Results

6: Phase 1 Pop-Up Photos

Solutions that move you

CREATE, COLLABORATE & LEAD

Hostetter Station Access Study

What access improvements would you like to see around the station? Choose your top 3.

Case & safety while crossing the street

Improved lighting

Public art murals

Solutions that move you

GIRL SCOUT
IN TRAINING
Future Entrepreneurs
$7

GIRL SCOUT COOKIES
IN TRAINING
Future Entrepreneurs
$7

Solutions that move you

Valley Transportation Authority

Solutions that move you

Hostetter Station Access Study

What access improvements would you like to see around the station? Choose your top 3.

Wider sidewalks with trees

More seating

Protected bike lanes

Public art murals

Place dot stickers.

COLLABORATE & LEAD

Hostetter Station Access Study

Mark issues or areas of improvement while walking, biking, or taking transit.

GIRL SCOUT COOKIES IN TRAINING

Hair•Nails

drive

Solutions that move you

Hostetter Station Access Study

Which amenities at and around the transit station would improve your experience? Choose your top 3.

Live transit status displays

Comfortable bus stops

Improved wayfinding

Bike/scooter share

Secure bike/scooter lockers

Emergency call boxes

Rideshare drop off zone

Other Amenities

Place dot stickers.


apitol Av
PARKING ONLY
Hostetter
CREATE, COLLABORATE & LEAD
Solutions that move you
NO PED CROSSING
USE CROSSWALK

Valley Transportation Authority

Solutions that move you

Hostetter Station Access Study

What access improvements would you like to see around the station? Choose your top 3.

Place dot stickers.

Hostetter Station Access Study

Hostetter Station Access Study

Which amenities at and around the transit station would improve your experience? Choose your top 3.

Place dot stickers.


NO PED CROSSING
USE CROSSWALK
BIKE LANE
Hostetter Station Access Study
What access improvements would you like to see around the station? Choose your top 3.
Ease & safety while crossing the street
Improved lighting
Public art/ murals
Local sports team
Upkept art

Valley Transportation Authority

hat move you

CLOTHES / SHOES DONATION

Hostetter Station Access Study

Hostetter Station Access Study

Hostetter

Appendix B: Community Engagement Results

7: Phase 1 Survey Summary

Online Survey Summary

Forward City Labs developed an in-house online mapping tool and a Google survey form to capture community input on transportation improvements aimed at making it easier to walk, bike, and take transit to the Hostetter Station area. Potential enhancements include better bicycle and pedestrian access, improved lighting, enhanced bus waiting areas, and more.

Community feedback plays a key role in identifying the station's needs and prioritizing future improvements. The survey was divided into two parts:

- Mapping Activity
- Questionnaire Survey

The survey focused on a half-mile radius around the Hostetter Station area and was open for over a month. The online mapping tool allowed users to pinpoint areas with issues or opportunities, using features such as "drop a pin," "add a photo," and "add a comment/description." Users could also upvote relevant comments or pins submitted by other community members. The survey form included 11 questions designed to learn about demographics, access challenges, improvement preferences, and user patterns.

The survey received a good response from the community, with over 40 responses. Outreach efforts were conducted through mailers, flyers distributed at pop-up events, and online promotion by VTA. A summary of the responses is outlined below.

Platform: Google Forms and FCL Engage

Format: Map-based input and question-based survey

Duration: March 7 to April 11

Total Responses: 42

Language of Responses:

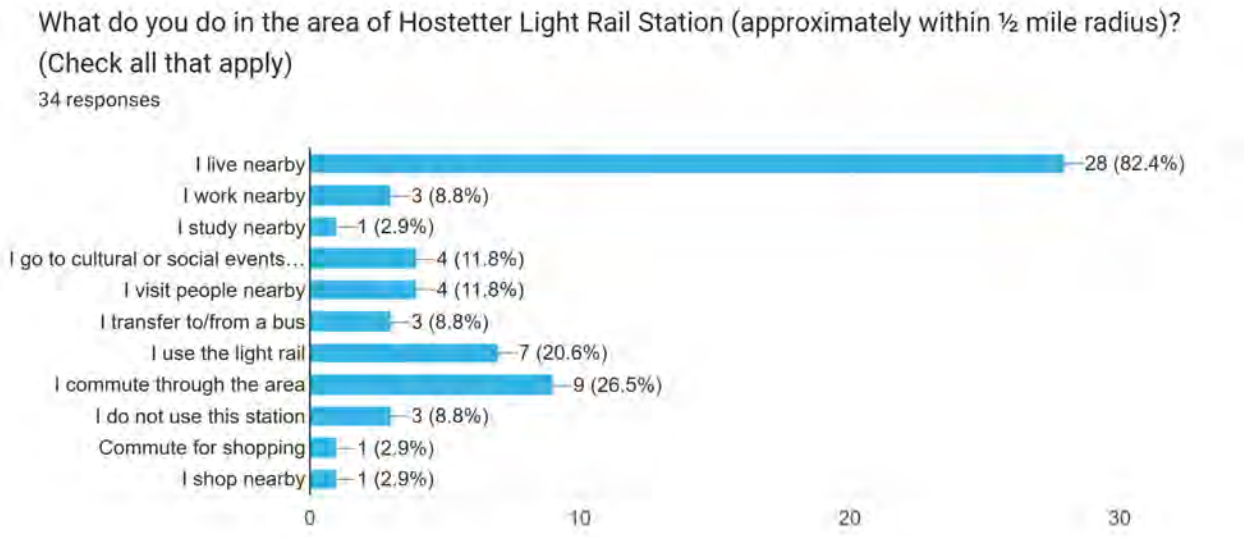
- English: 34
- Spanish: 3
- Chinese: 5
- Vietnamese: 0

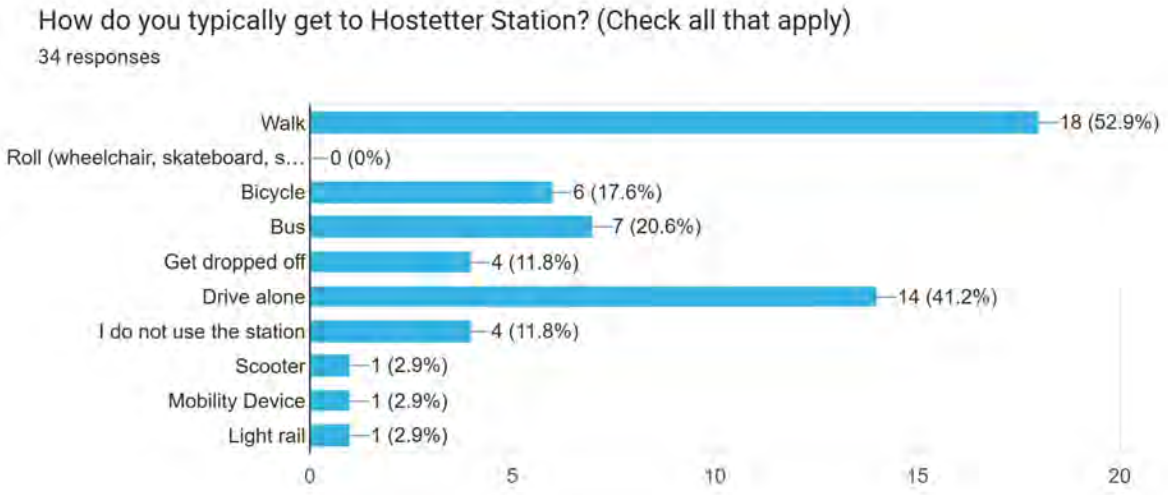
Response Demographics:

- **Age Group:** 35-44 (35.3%), 25-34 (26.5%)
- **Ethnicity/Race:** Asian or Asian American (52.9%)
- **Gender:** Female (47.1%)

- **Home Ownership:** 50% own their home

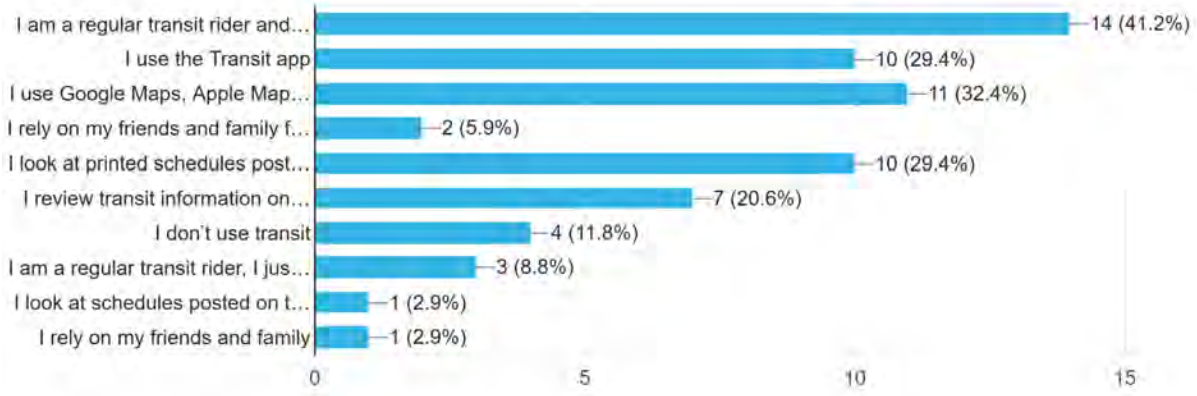
English Response Summary





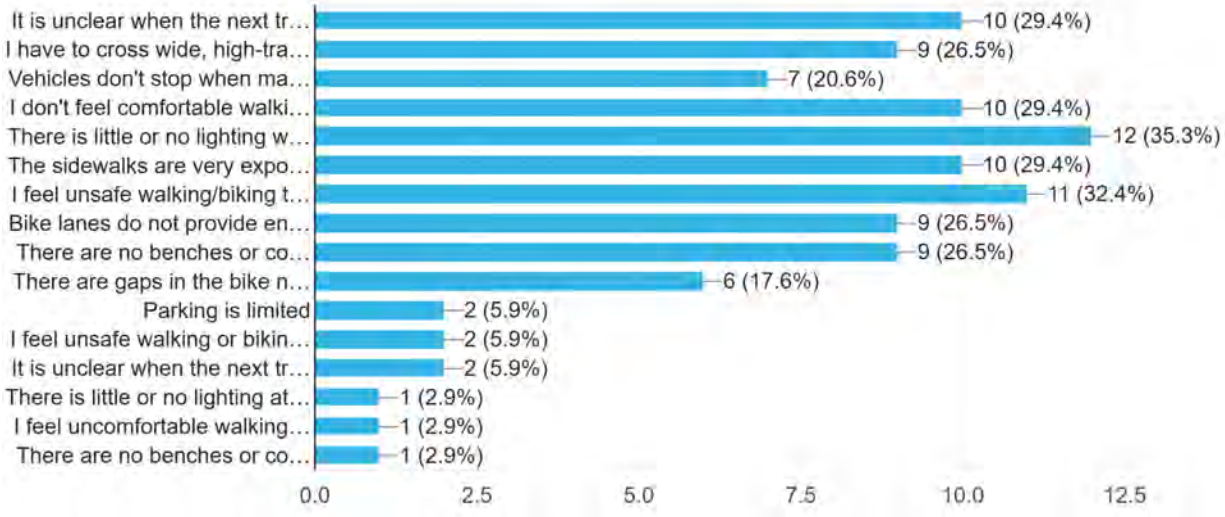
How do you access transit information and plan your trip:

34 responses



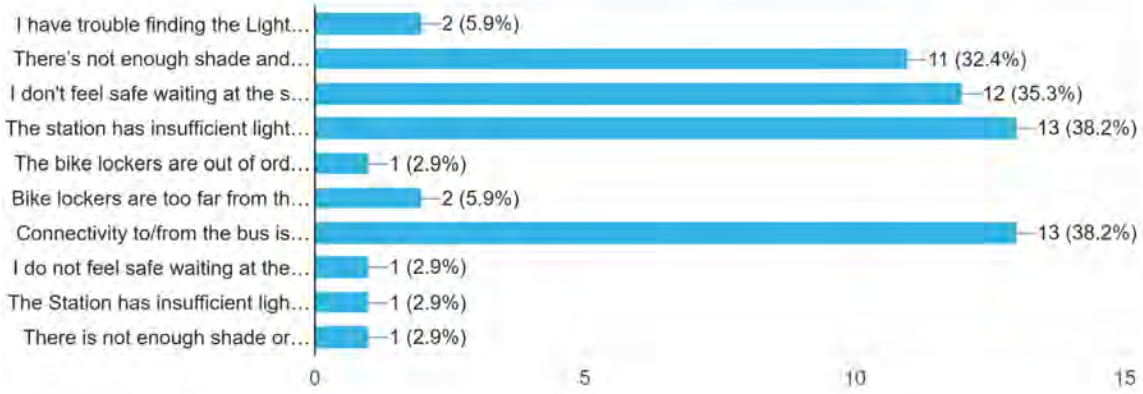
What challenges do you encounter in accessing the station? Choose your top 5.

34 responses



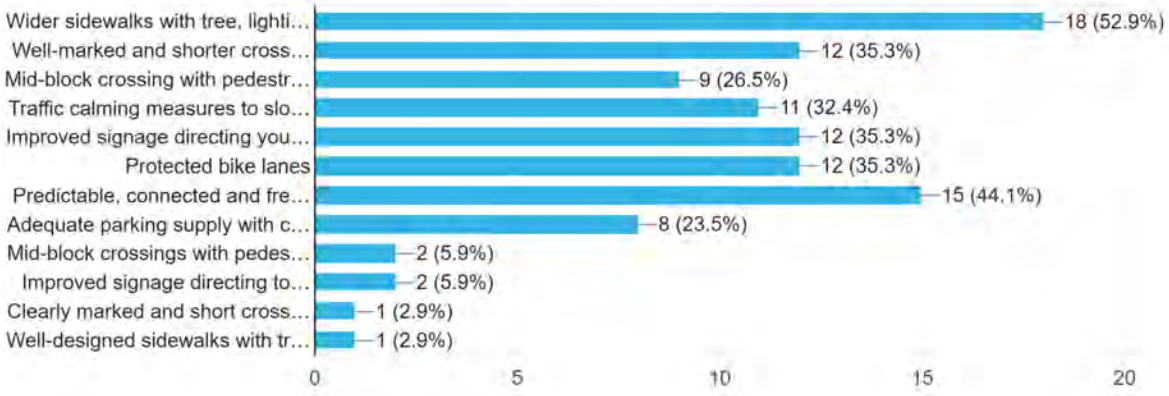
What challenges do you encounter at the station? Choose your top 3.

34 responses



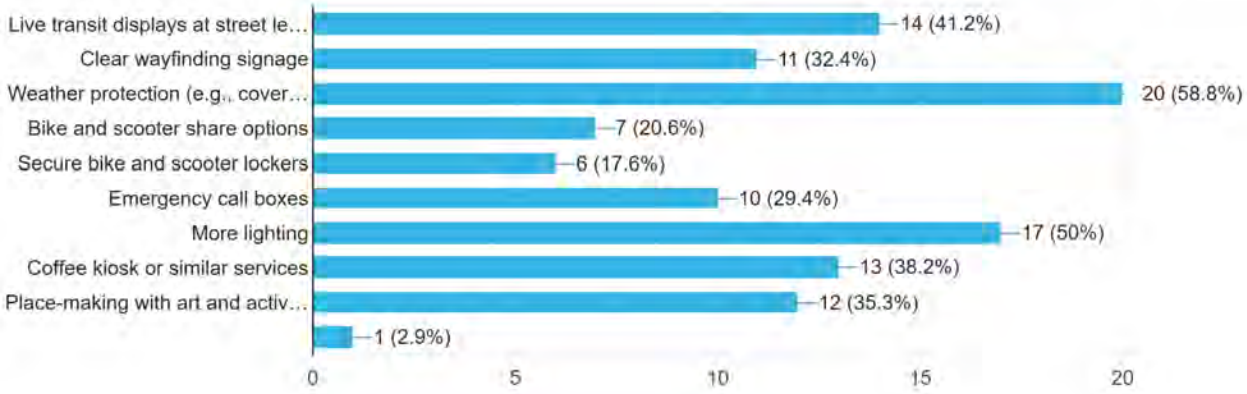
What access improvements would you like to see around the station? Choose your top 3.

34 responses



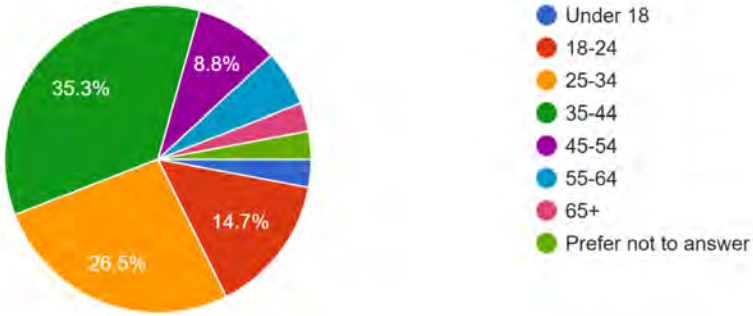
Which amenities at the transit station would improve your experience? Choose your top 4.

34 responses



Age

34 responses

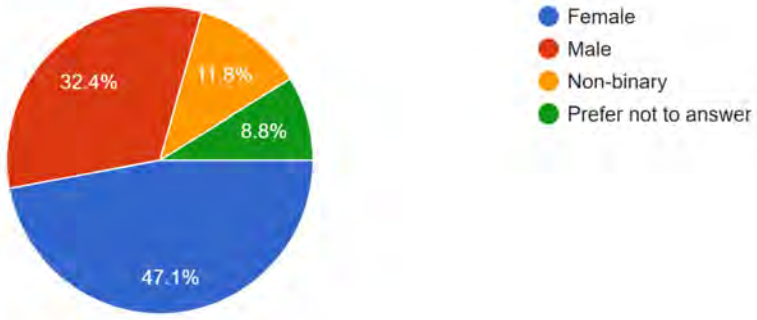


What is your ethnicity?

34 responses

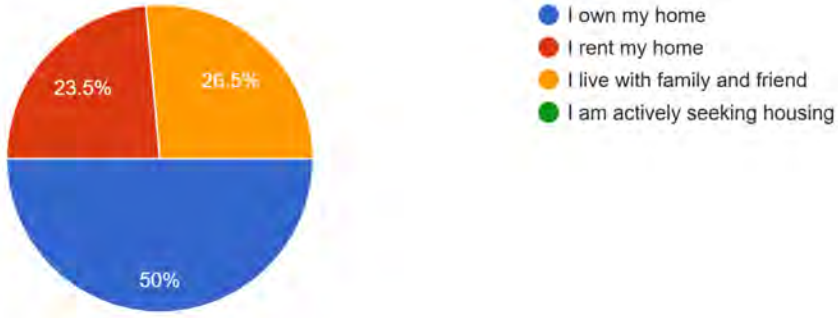
What is your gender identity?

34 responses



Please select the statement that applies to you.

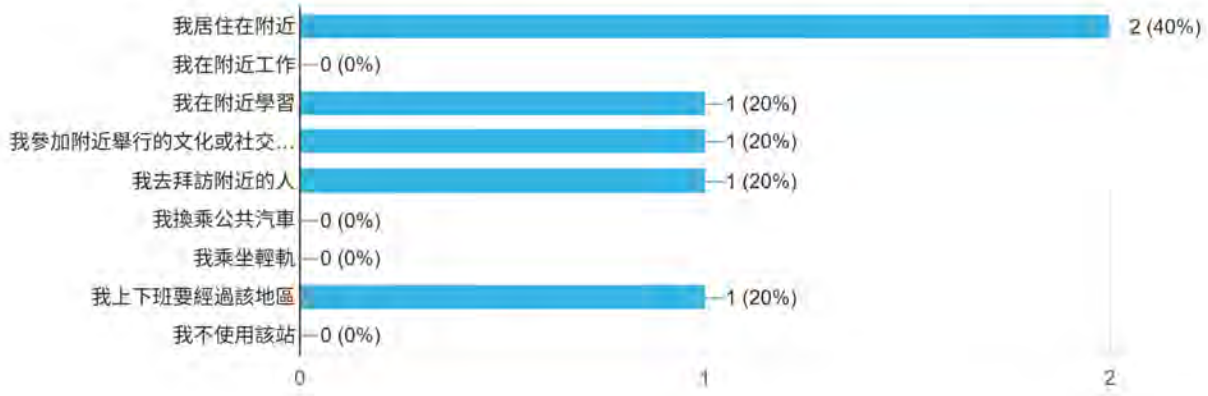
34 responses



Chinese Response Summary

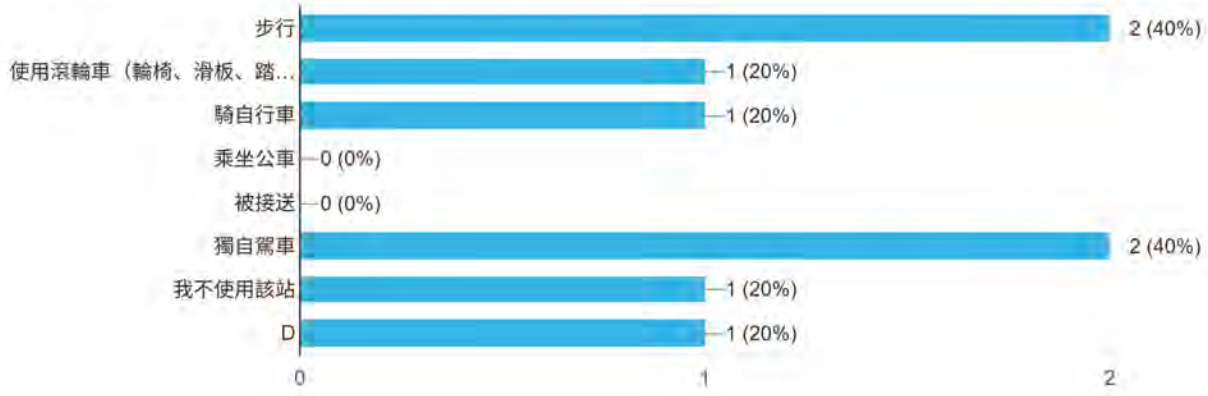
您在Hostetter輕軌站附近（大約半英里半徑範圍內）做什麼？（勾選所有適用項）

5 responses



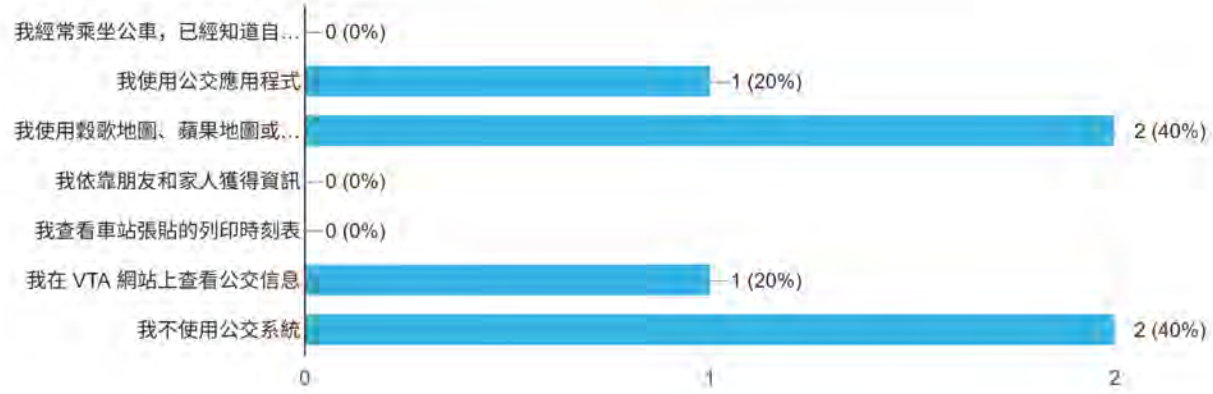
您一般如何前往Hostetter站？（勾選所有適用項）

5 responses



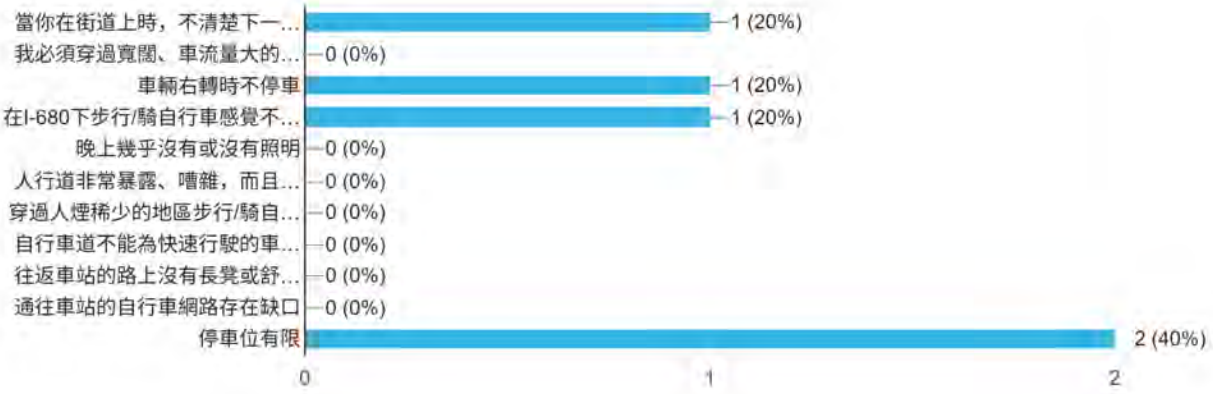
您通常如何獲取公交資訊和規劃路線：

5 responses



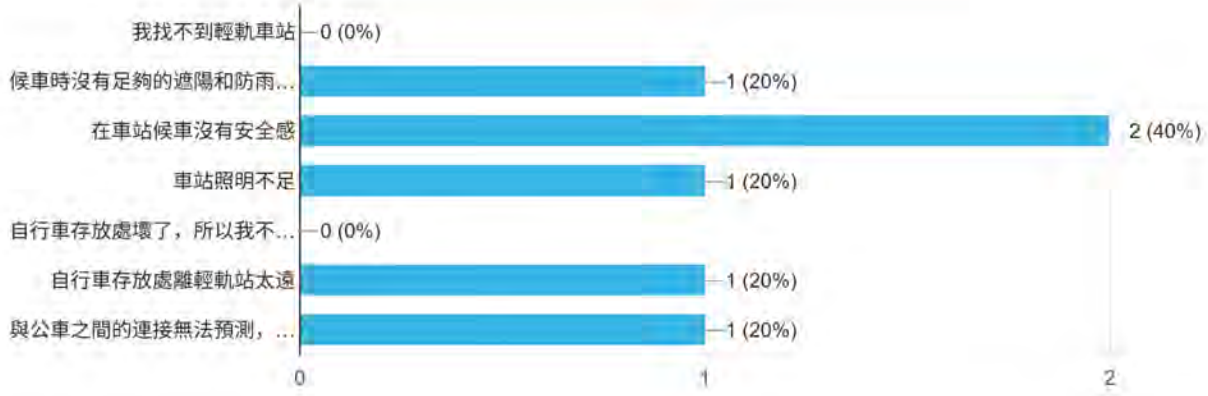
您在前往該站時遇到過什麼困難？請選擇前 5 項。

5 responses



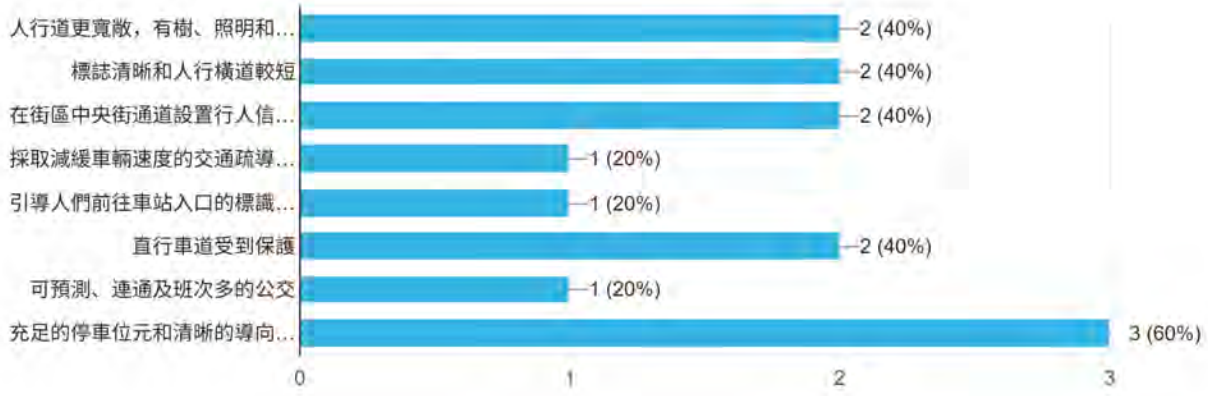
您在前往該站時遇到過什麼困難？請選擇前 3 項。

5 responses



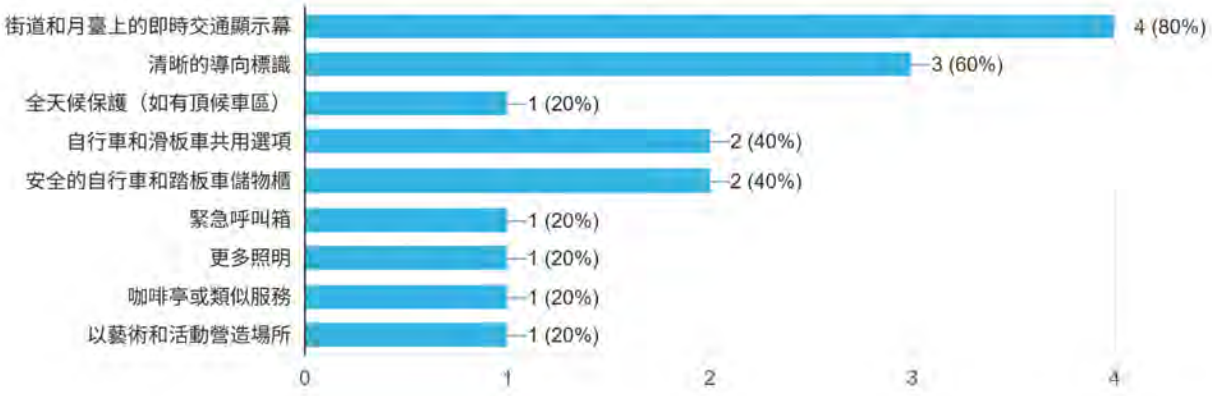
您希望看到車站周圍的哪些通道得到改善？請選擇前 3 項。

5 responses



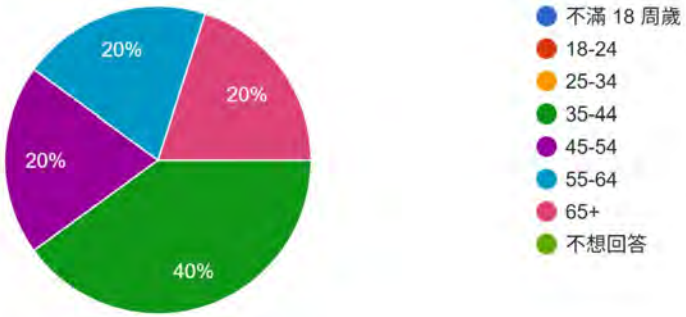
中轉站的哪些便利設施可以改善您的體驗？請選擇前 4 項。

5 responses



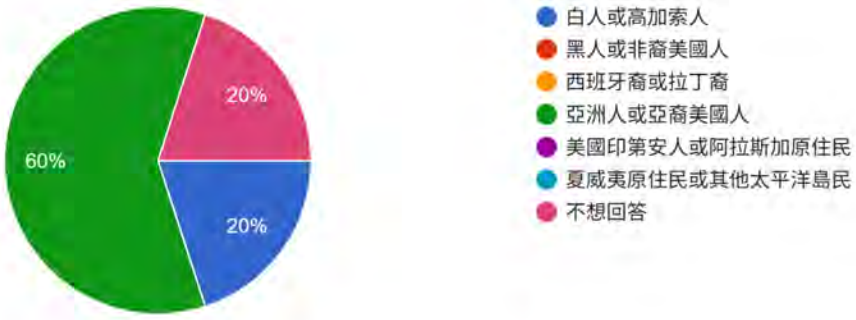
年齡

5 responses



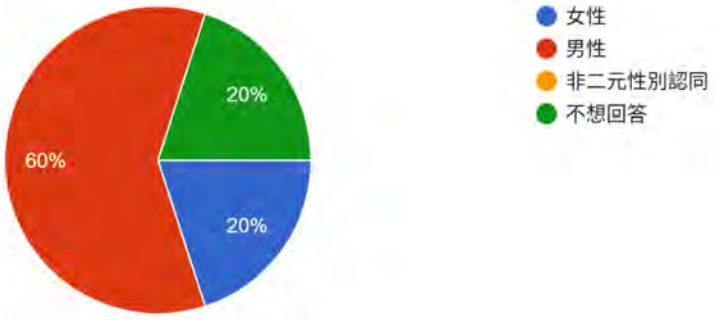
你屬哪個民族?

5 responses



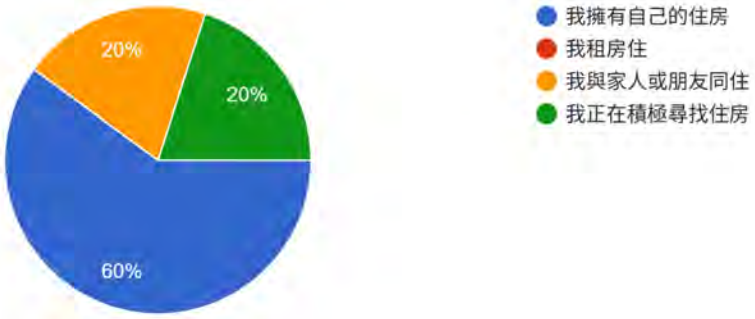
你的性別認同是什麼?

5 responses



請選擇適用於您的說法。

5 responses



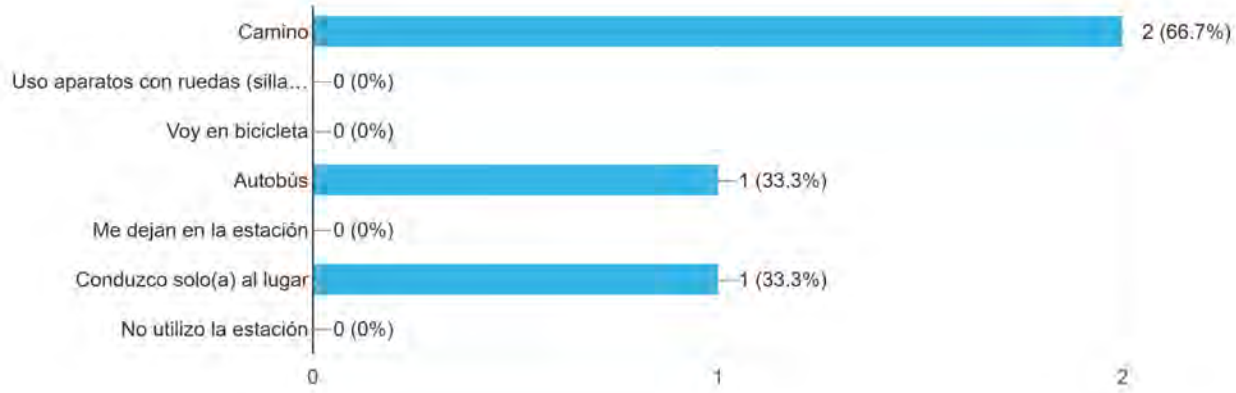
Spanish Response Summary

¿Qué actividades realiza habitualmente dentro del área de la estación de tranvía Hostetter (aproximadamente dentro de un radio de ½ milla)? (Marque todas las opciones que correspondan)

3 responses

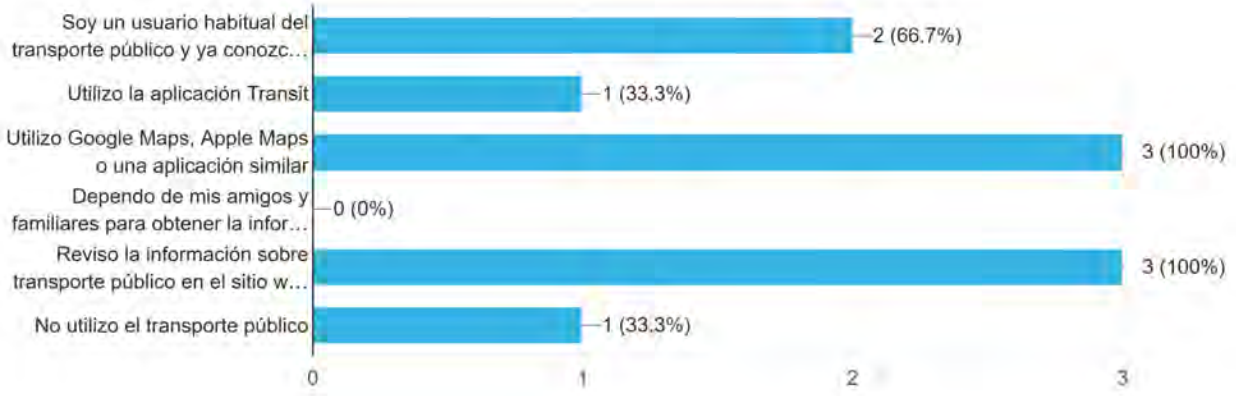
¿Cómo llega normalmente a la estación de tranvía Hostetter? (Marque todas las opciones que correspondan)

3 responses



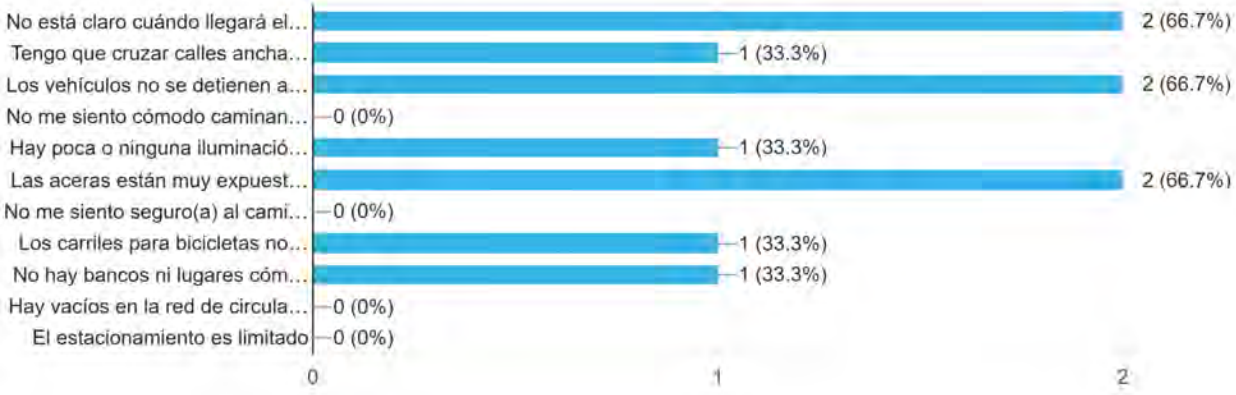
¿Cómo accede a la información de transporte público y planifica su viaje?

3 responses



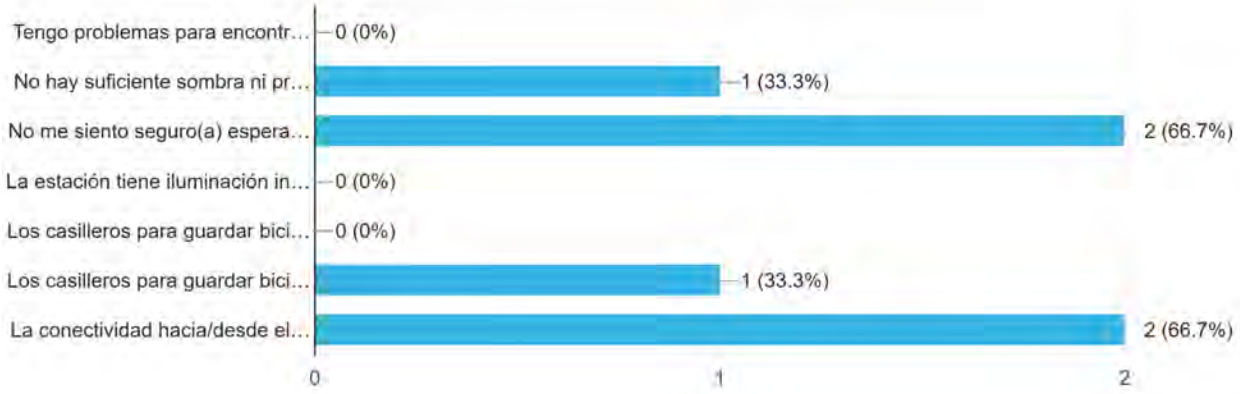
¿Qué dificultades encuentra para acceder a la estación? Elija las 5 principales.

3 responses



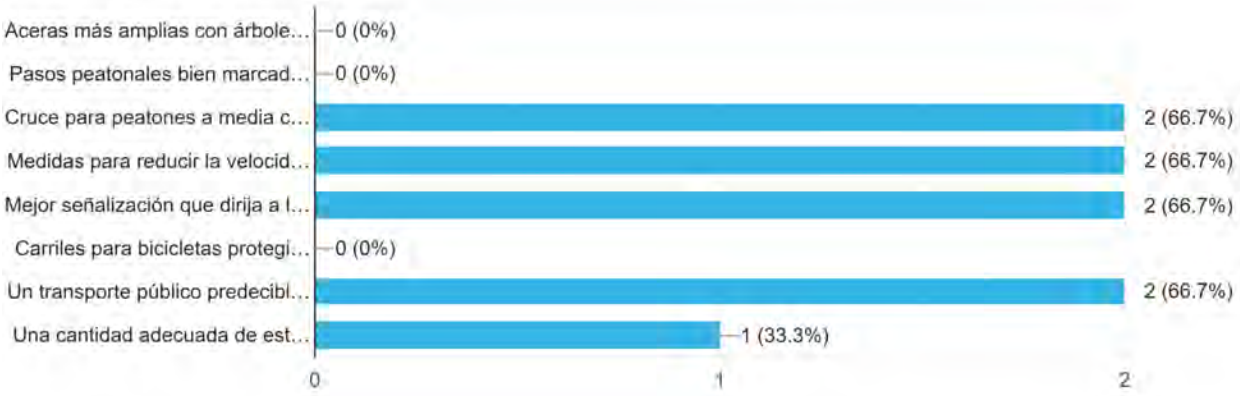
¿Qué dificultades encuentra en la estación? Elija las 3 principales.

3 responses



¿Qué mejoras de acceso le gustaría ver en la estación? Elija las 3 principales.

3 responses

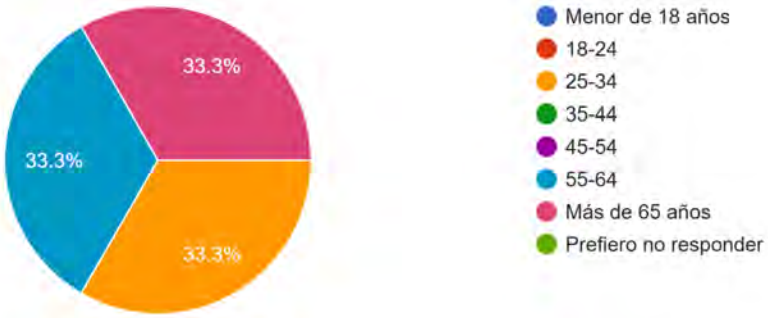


¿Qué servicios en la estación de transporte público mejorarían su experiencia? Elija los 4 principales.

3 responses

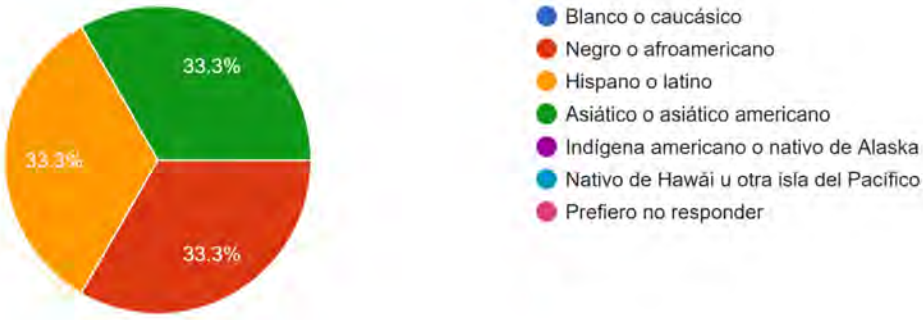
Edad

3 responses



¿Cuál es su etnicidad?

3 responses

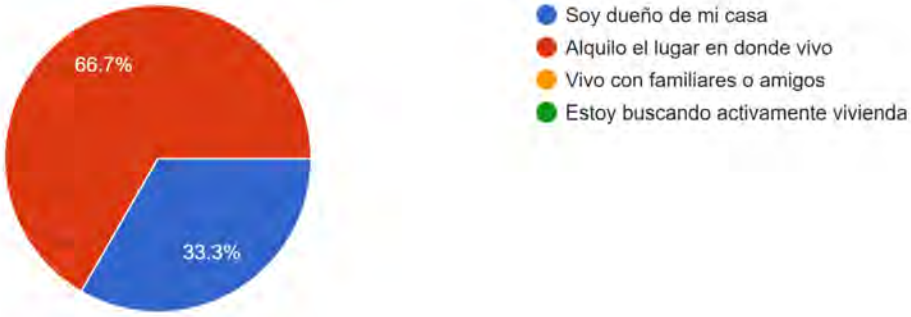


¿Cuál es tu identidad de género?

3 responses

Seleccione la afirmación que se aplica a usted.

3 responses



Appendix B: Community Engagement Results

8: Phase 1 Walk Audit Summary

Hostetter Station Walk Audit Summary

Date: March 20, 2025
Time: 4:30 PM – 6:30 PM

Approximately 15 participants joined the walk audit, including representatives from FCL and CHS (consultant team), VTA, City of San José, Caltrans, the Housing Authority, AARP San José (Senior Ambassador), and local youth ambassadors.

Overview

The walk audit was divided into two routes:

- **Route A**: Toward Cherrywood Elementary School, assessing residential conditions, school access, and pedestrian infrastructure.
- **Route B**: Toward the I-680 off-ramp, focusing on retail, high-traffic intersections, and freeway access.

Route A Observations: Residential & School Zone

Strengths:

- Generally smooth sidewalks with ample trees and a quieter environment in residential areas.
- Excellent pedestrian infrastructure at Cabrillo Ave and Sierra Rd (e.g., tactile pads, wide curbs, median refuge, stop signage).
- Station artwork is well-integrated into seating and ceiling design, enhancing visual appeal.
- Pop-up food vendors, such as Tacos La Lomita, help activate the area near the Park-and-Ride lot.

Areas for Improvement:

- **Wayfinding & Signage**: Directional signage is lacking, and map holders are faded or unclear.
- **Safety & Lighting**: Poor lighting conditions and missing bus shelters detract from pedestrian comfort and safety.
- **Crosswalks**: Long pedestrian crossings (e.g., at Sierra Rd & Capitol Ave) and missing crosswalks at certain Capitol Ave intersections.

- **Bike Infrastructure**: Bike lockers are outdated; more live transit info displays are needed. Protected bike lanes preferred if space allows.
- **Access Issues**: Only one entrance/exit at the station increases jaywalking risk. No dedicated pick-up/drop-off zone.
- **Sidewalks & Accessibility**: Some sidewalks are short or obstructed, with no median refuge in high-risk crossings.
- **Station Connectivity**: Wayfinding from surrounding neighborhoods to the station is insufficient. Improving ramp alignment and crosswalk orientation is recommended.

Route B Observations: Retail, I-680 Interchange, High-Traffic Areas

Strengths:

- Clean station area with visible, though underutilized, amenities.
- Four Oaks Rd intersection felt safer due to residential character and slower traffic speeds.

Areas for Improvement:

Intersection of N Capitol Ave & Longford Dr:

- Sidewalks are rough and uneven.
- Broken decorative tiles and insufficient signage.
- Rapid traffic build-up during peak hours.

Intersection of N Capitol Ave & Hostetter Rd:

- Wide, auto-dominated streets with faded crosswalks and rough sidewalks.
- High vehicle speeds and long crossing distances reduce pedestrian comfort.
- Frequent high-speed right turns on red; many drivers treat them as free turns.

Retail Strip Mall & Under I-680:

- Outdated retail strip with visible signs of blight and reports of security concerns.
- Presence of unhoused individuals noted; limited lighting and no active frontage.
- Underpass perceived as unsafe and poorly lit, especially at night. No art or design activation.
- No safe or comfortable crossing from one side of Hostetter to Dai Thanh Plaza except at the main intersection.
- Utility covers missing in some locations, posing trip hazards.

Recommendations for this Corridor:

- **High-Visibility Crosswalks**: Upgrade existing crossings, especially at N Capitol Ave/Hostetter Rd and Caminonola Ct.
- **Pedestrian Comfort**: Add trees for shade, remove sidewalk obstructions, and improve ADA compliance (e.g., at Four Oaks Rd).
- **Traffic Calming**: Consider protected intersections, bulb-outs, or curb extensions to reduce crossing distance and slow vehicle turns.
- **Lighting & Safety Enhancements**: Install lights under the I-680 underpass and RRFBs at key freeway off-ramp crossings.
- **Cycling Improvements**: Extend Class IV delineators near on-ramps to slow turning vehicles and improve bike safety.
- **Wayfinding Enhancements**: Improve signage, especially near retail and station platforms.

Community and Staff Input Highlights

- Block lengths along Capitol Ave north of the station are over 980 feet with no pedestrian crossing, prompting unsafe mid-block crossings.
- Grade differences between the median and the light rail trackway increase risk of entrapment or accidents.
- Consider fencing to deter mid-block crossings and guide pedestrians to signalized intersections.
- At the station's north end, an emergency access landing is often used by pedestrians to cross Capitol Ave. Installing a gate and signage ("Emergency Exit Only," "Cross at Signal") is recommended to discourage this behavior.
- Potential new crossing at the existing Capitol Ave/I-680 northbound on-ramp signalized intersection was suggested instead of a mid-block crossing.

This walk audit has helped identify critical barriers to safe, comfortable, and accessible travel around the Hostetter Light Rail Station. The feedback gathered will inform next steps for improvements that support multimodal access, safety, and neighborhood livability.

Email feedback from attendees:

I attended a walk audit for Hostetter Station Access Study, and the following was discussed:

- The length of the blocks starting north of the Hostetter light rail station are long between Capitol Avenue/Hostetter Road intersection and northbound I-680 on-ramp/Hostetter Road intersection without any pedestrian crossings and with a block length exceeding 980 feet.

  As a resident of the Berryessa neighborhood and a commuter on the Capitol Avenue corridor, I have mentioned that I have witnessed pedestrians crossing mid-block in the

segment between I-680 and Hostetter Road. Pedestrians making these mid-block crossing are doing this even with the existing grade difference of a couple feet between median island and the light rail trackway surface. Pedestrians should not be crossing here due to our light rail vehicle operators not expecting them to be here, and possibility of pedestrian getting trap in the trackway area due to the grade difference. I recommended that the implementation of fencing should be considered to direct pedestrians to the nearest signalized crossings.

The consultant for the effort also mentioned that another crossing could be provided in this block. The most ideal location of this crossing would probably be at the existing Capitol Avenue/Northbound I-680 on-ramp traffic signal instead of building a new traffic signal in the mid-block of this segment of Capitol Avenue.

- At the Hostetter light rail station on the northern terminus of the platform, a landing exists to provide access to a light rail equipment bungalow and to serve as emergency access point. A concern was raised that people exiting the light rail station may use this area to cross Capitol Avenue instead of waiting to cross at the signalized crossing at Capitol Avenue/Longford Drive intersection.

I mentioned that I have personally observed this behavior and a possible measure to address this concern is to install a gate at the landing, including signage such as

  - "Emergency exit only"
  - "Cross at signal"

Other measures should be included such as fencing as a re-enforcement if it is possible to include.

Upgrade existing crosswalks to high-visibility crosswalks

- Caminonola Ct./North Capitol Avenue - all crosswalk legs

Hostetter Rd./N. Capitol Avenue

Notes: The crosswalks and sidewalks should be more comfortable for pedestrians. The crosswalk length appears to be too long to navigate. The sidewalk does not accommodate all pedestrians. If possible, remove sidewalk obstructions.

Consider:

- Installing a protected intersection (see attached Draft District 4 Bicycle Best Practices, X-3)
- Tightening the ramp radii to slow vehicle turning movements
- Installing bulb-outs/curb extensions to limit the crosswalk distance

- Installing advance yield lines where vehicles approach crosswalks

SR-680 Undercrossing/Hostetter Avenue
Consider:

- Installing more lights at the undercrossing.
- Installing rectangular rapid flashing beacons at SB SR-680 off-ramp

Hostetter Avenue
Consider:

- Including trees along VTA walk routes for additional shade from the heat.

- Major Intersections
    - N Capital Ave & Hostetter Rd
        - High speed right turns on red as if people treat it as free right turns.
        - Consider bulb-outs or protected intersections though dedicated right turn pockets would be compromised.
        - Typical busy multi lane intersection with long crossing distances
    - Hostetter Rd & I-680 Off-Ramp
        - Debris alongside the gutter making bicycling difficult.
        - Need trees/canopy.
        - Suggest extending delineators near on ramps so cars would take a sharper turn onto 680.
        - Consider lighting at undercrossing.
    - Hostetter Rd & Four Oaks Rd
        - Sidewalk is provided but the effective walkway is narrow and probably is not ADA compliant. A lot of obstructions including utility boxes and poles.

- Share you experience getting to the Hostetter Light Rail Station
    - Along Capitol Ave and Hostetter Road: Lots of PM traffic. Sidewalk conditions vary and are generally narrow. Not enough tree canopy.
- How was your experience walking in this area, especially near the retail/strip mall
- The pedestrian push button here: https://maps.app.goo.gl/qkVYdJVNzYeXd3bR9is confusing.
- Share your experience walking/biking on Hostetter Road through the I-680 interchange
    - Fast vehicular speeds at both on-ramps. The crosswalk marking and pedestrian warning signs create a false impression of safety. Consider installing RRFBs. Additionally, extend Class 4 delineators closer to the on-ramps to create sharper/slower turns onto freeway

Appendix B: Community Engagement Results

9: Phase 1 Walk Audit Photos


Community Open House
Hostetter Station Transit-Oriented Development (TOD)


SCHOOL


STOP
ALL WAY
STOP


BIKE LANE
BEGIN


Greengate Dr
Greengate Dr
ONLY
9PUY858


SPEED
LIMIT
35
Bicycle Lockers
For rental information, please call:
(408) 321-7520
STOP


Lindford Dr
Capitol Av
ONE WAY


PUSH OR
WAVE AT
FOR
ONE WAY

Information

TAP YOUR CARD

TOCA EL SELLO E CLIPPER CON TU TARJETA

TAP YOUR CARD

輕觸您的卡

RIDERS NOTICE

USE BUS BRIDGE

Cierre del Tranvía Use el autobús temporal

輕軌服務停駛 請使用臨時公車

Xe điện ngưng chạy Tạm dùng xe buýt

Aayusin ang riles ng Light Rail Gamitin ang Bus Bridge

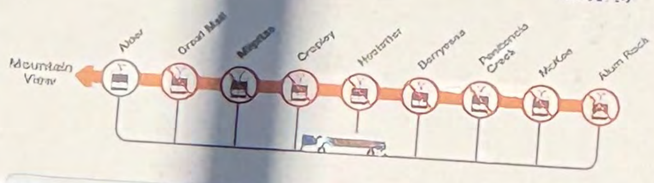
경전철 수리 수리 구간 운행하는 순환 버스를 사용 하십시오

February 7-9

Scheduled Track Repairs

Bus bridge **west** to eastbound between Alum **Rock** and Alder stations.

Allow Extra Time for Travel




Capitol Av
HOSTETTER
Tickets
Valid pass or
ticket required.
Boletos
Se requiere pase
o boleto válidos.
Vé
Phải có thẻ vận chuyển
hoặc vé hợp lệ.


Longford Dr


Longford Dr
ROAD
WORK
AHEAD
BIKE LANE


Bus Stop

CLOTHES / SHOES DONATION STATION

Hostetter


Capitol Av
ONE WAY
20 MIN PARKING
20 MIN PARKING
Capitol Av
NO PED CROSSING
USE CROSSWALK

Appendix B: Community Engagement Results

10: Phase 2 Community Engagement Summary

Community Engagement Summary

Community engagement took place from August 29 through October 6, 2025 using a variety of formats, including a community open house, 3 pop-up events, and an online survey. Feedback was collected through multiple channels including interactive boards, online surveys and direct conversations at in-person events such as pop-ups and community open-house.

To ensure accessibility and inclusivity, all engagement materials were made available in four languages: English, Spanish, Chinese, and Vietnamese, reflecting the neighborhood's diverse demographics.

In total, approximately **255 community members** participated across all engagement platforms.

Focus Areas of Engagement

Community input was sought on:

- **Intersection Improvement**
- **Corridor Improvement**
- **Station Improvement**

Hostetter Station Access Study - In-person + Online Engagement				
Q1				
1. Which intersections should be prioritized for improvement? Choose top 3.				
Answer Choices	Survey	Boards	Total	Percent
N Capitol Ave & Longford Dr	46	7	53	14%
N Capitol Ave & Hostetter Rd	85	13	98	27%
Hostetter Rd & I-680 on/off ramps	54	8	62	17%
N Capitol Ave & I-680 on/off ramps	66	10	76	21%
Sierra Rd & Havenwood Dr	26	3	29	8%
N Capitol Ave & Sierra Rd	46	5	51	14%
		Total	369	100%
Q2				
2. Which corridor(s) should be prioritized for improvement? Choose top 2.				
Answer Choices	Survey	Boards	Total	Percent

Protected Bike Lanes, Street Trees, and Lighting on N Capitol Ave	78	13	91	33%
Protected Bike Lanes, Street Trees, and Lighting on Hostetter Rd	72	12	84	31%
Landscaped Sidewalks with no Obstructions along N Capitol Ave Sidewalk	51	8	59	22%
Wayfinding and Signage to Penitencia Creek Trail Wayfinding	35	5	40	15%
		Total	274	100%

Q3

3. Which station improvements should be prioritized? Choose top 3.

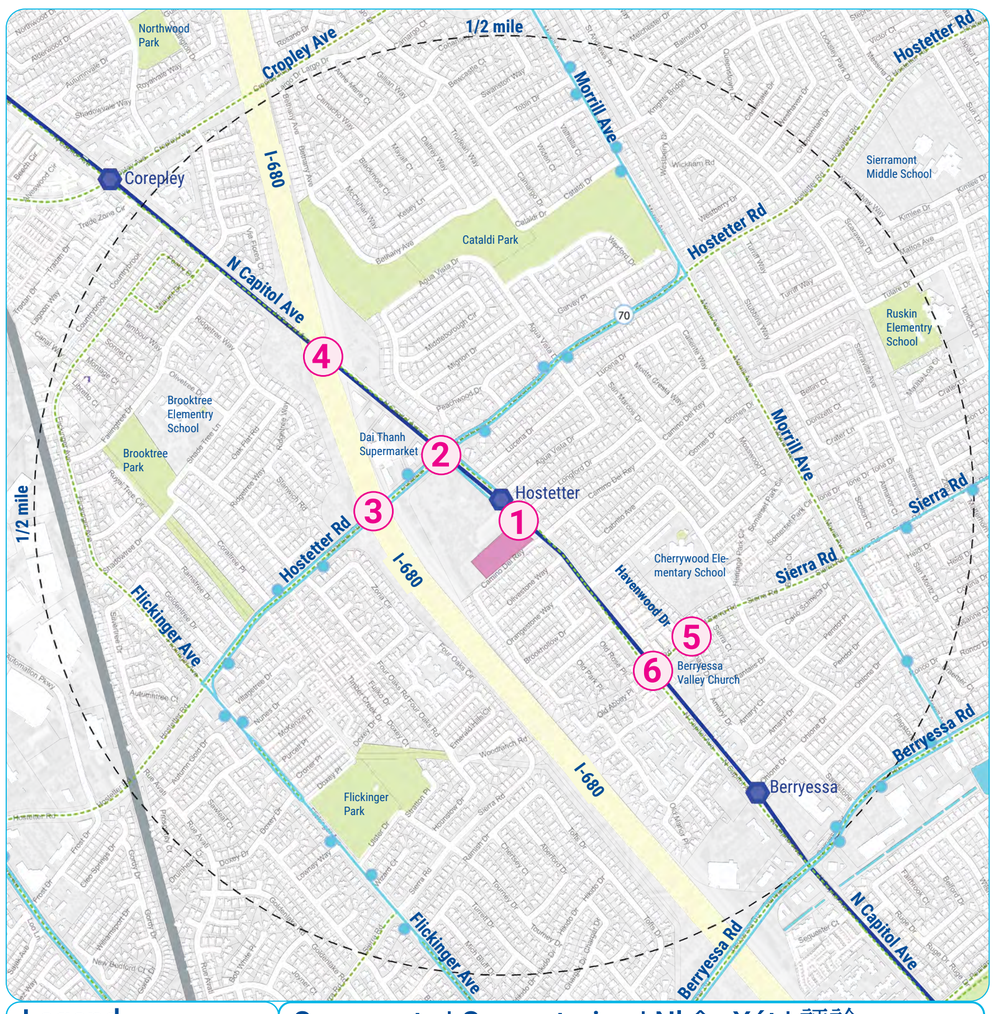
Answer Choices	Survey	Boards	Total	Percent
Secure Bike Parking	48	10	58	16%
Bike Share	40	4	44	12%
Scooter Share	23	4	27	8%
Designated Pick-up/Drop-off Zone	38	6	44	12%
Live Transit Display	86	14	100	28%
Wayfinding and Signage	74	10	84	24%
		Total	357	100%

Appendix B: Community Engagement Results

11: Phase 2 Community Engagement Boards

Hostetter Station Access Study

Estudio de acceso a la estación de Hostetter | Nghiên Cứu Hiện Trạng Kết Nối Nhà Ga Hostetter | Hostetter 車站交通研究



Legend

- Bus Stop
- Light Rail Station
- Bus Route
- Light Rail Line
- BART Line
- Bike Lane

Comments | Comentarios | Nhận Xét | 評論

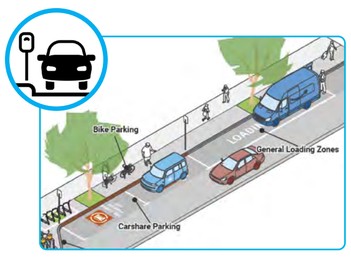
Which **intersection(s)** should be prioritized for improvement? Choose top 3.

¿Qué intersección(es) debe(n) priorizarse para mejorar? Elige 3.
Nên ưu tiên cải tạo (những) giao lộ nào? Xin vui lòng chọn ba (3) giao lộ cần ưu tiên nhất.
哪些交叉路口應優先進行改善？請選擇前 3 項。

Legend | Leyenda | Chú Thích | 圖例

High Visibility Crosswalk
Paso de peatones de alta visibilidad
Vạch Kẻ Băng Qua Đường Nổi Bật
人行橫道明亮

Accessible Pedestrian Signal
Señal peatonal accesible
Tín Hiệu Hướng Dẫn Người Đi Bộ
無障礙行人信號燈



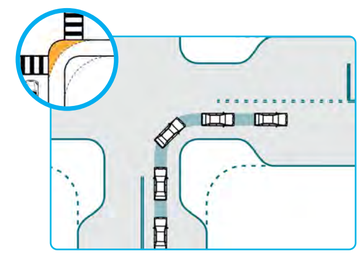
Curbside Management
Gestión de bordillos
Quản Lý Ven Đường
路緣管理

Median Refuge
Refugio en la mediana
Đảo An Toàn Giữa Đường
中央分隔帶安全島

Wayfinding & Signage
Orientación y Señalética
Chỉ Đường & Biển Báo
導向系統與標識牌

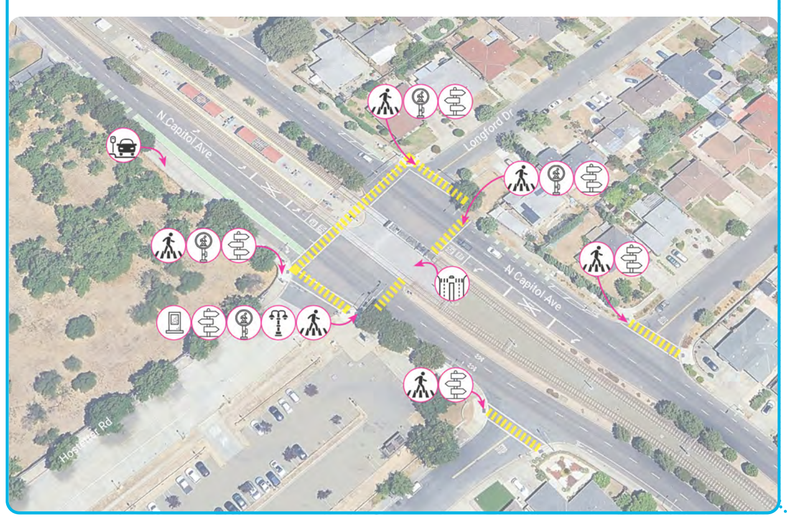
Pedestrian Scale Lighting
Iluminación a escala peatonal
Đèn Chiếu Vừa Tầm Người Đi Bộ
行人道等級照明

Pedestrian Rapid Flashing Beacon
Baliza intermitente rápida para peatones
Đèn Nhấp Nháy Nhanh Cho Người Đi Bộ
行人快速閃光警示燈

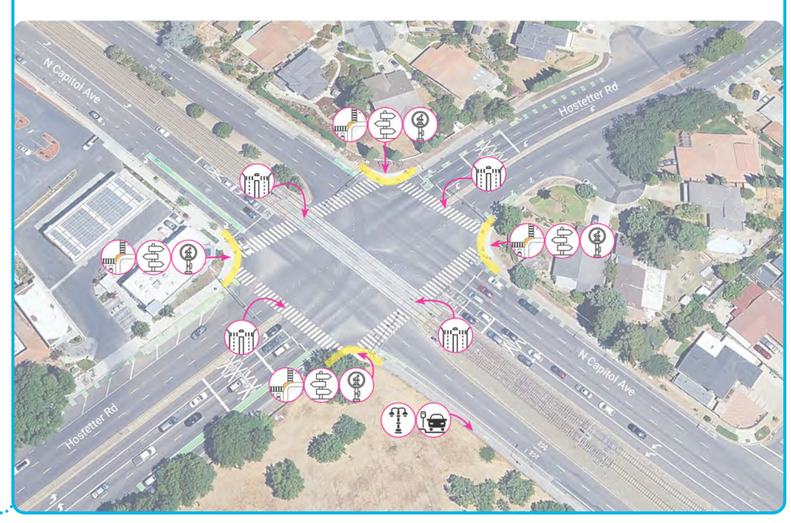


Reduced Curb Radius
Radio de bordillo reducido
Giảm Bán Kính Vỉa Hè
縮小路緣半徑

1. N Capitol Ave & Longford Dr

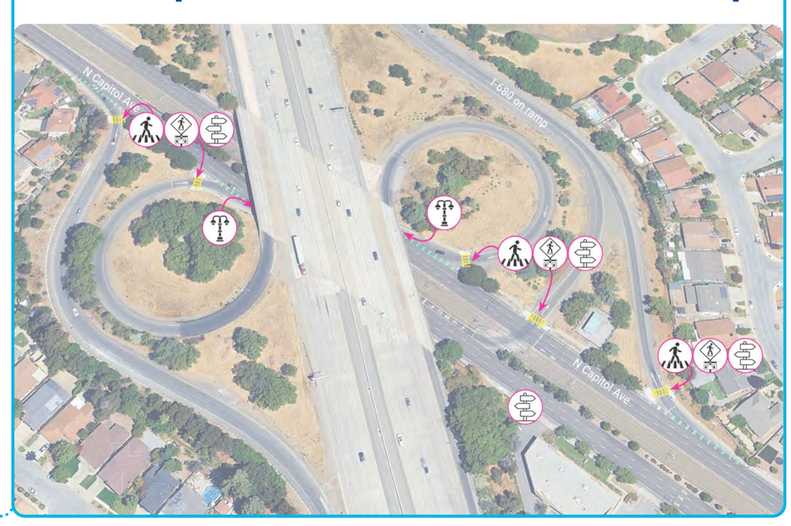


2. N Capitol Ave & Hostetter Rd

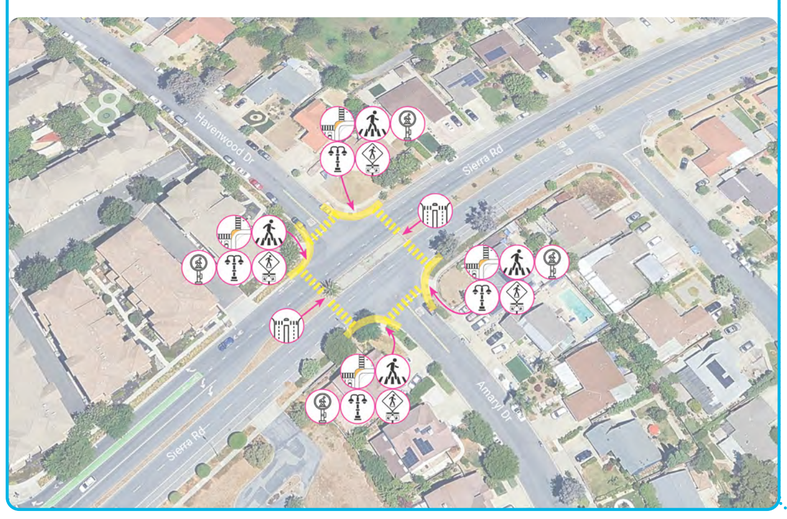


3. Hostetter Rd & I-680 on/off ramps

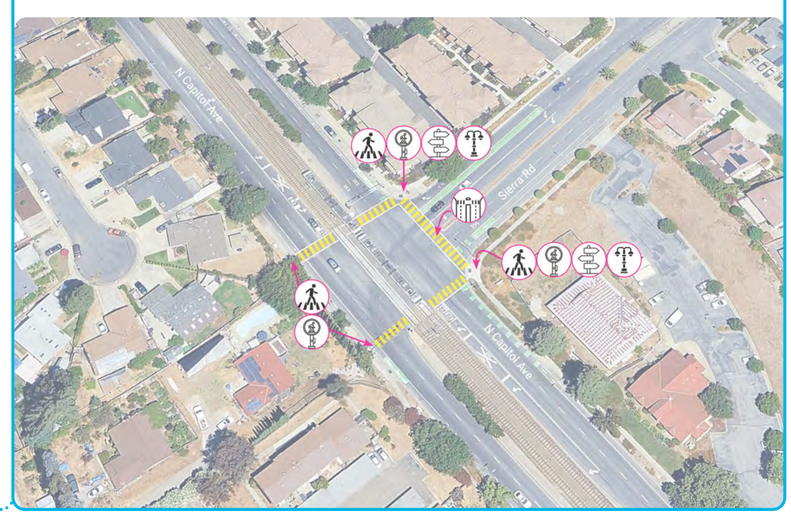
4. N Capitol Ave & I-680 on/off ramps



5. Sierra Rd & Havenwood Dr



6. N Capitol Ave & Sierra Rd



SCAN TO TAKE A SURVEY!
¡ESCANEA PARA REALIZAR UNA ENCUESTA!
QUÉT MÃ ĐỂ THAM GIA KHẢO SÁT!
掃描以參與調查！

Valley Transportation Authority
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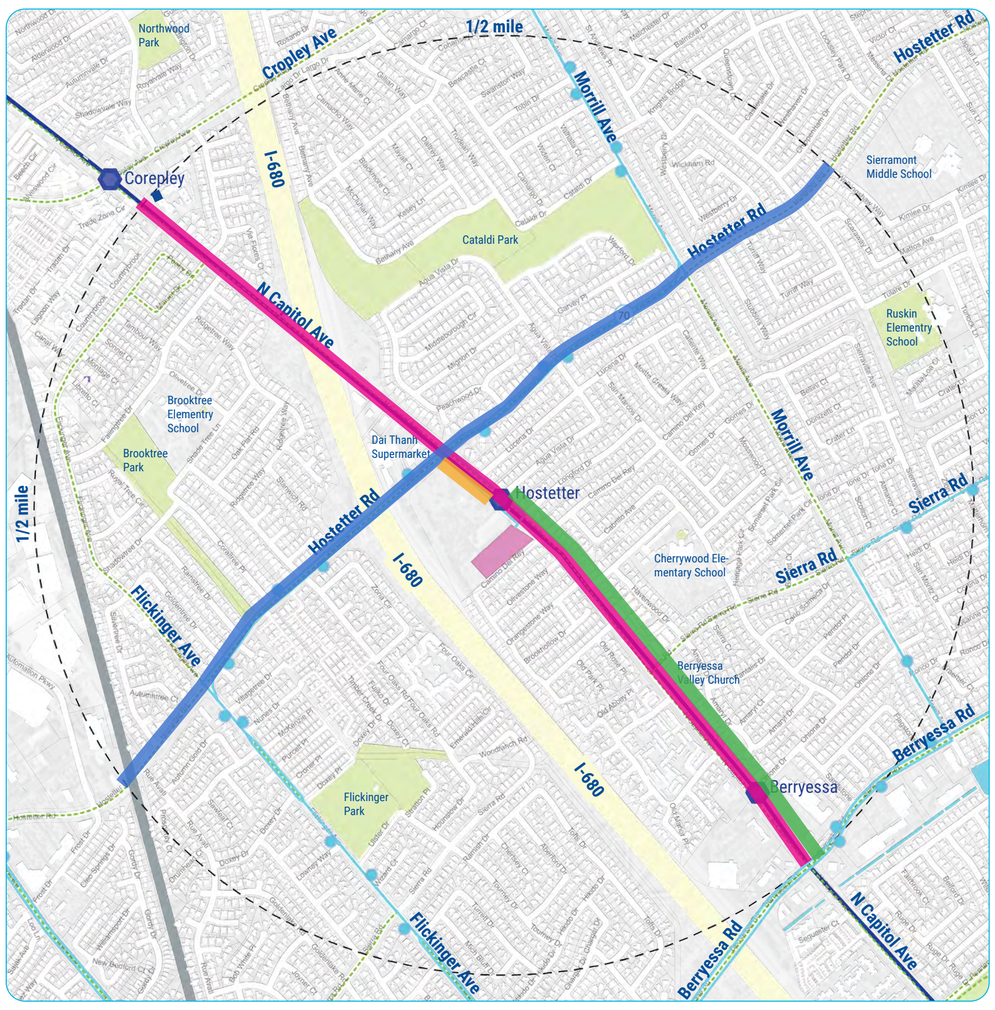
FORWARD City Labs

Hostetter Station Access Study

Estudio de acceso a la estación de Hostetter | Nghiên Cứu Hiện Trạng Kết Nối Nhà Ga Hostetter | Hostetter 車站交通研究



Which **corridor(s)** should be prioritized for improvement? Choose top 2.

¿Qué corredor(es) debe(n) priorizarse para la mejora? Elige 2.
Nên ưu tiên cải tạo (những) hành lang nào? Xin vui lòng chọn ba (2) giao lộ cần ưu tiên nhất.
哪些走廊應優先進行改善？請選擇前 2 項。

Legend

- Bus Stop
- Light Rail Station
- Bus Route
- Light Rail Line
- BART Line
- Bike Lane

Comments | Comentarios | Nhận Xét | 評論

Protected Bike Lanes, Street Trees, and Lighting on N Capitol Ave

Ciclovías protegidas, árboles de la calle e iluminación en N Capitol Ave
Làn Xe Đạp Được Bảo Vệ, Cây Xanh Đường Phố và Đèn Đường của N Capitol Ave
北國會大道上的保護性自行車道、街邊樹木和照明設施

Protected Bike Lanes, Street Trees, and Lighting on Hostetter Rd

Ciclovías protegidas, árboles de la calle e iluminación en Hostetter Rd
Làn Xe Đạp Được Bảo Vệ, Cây Xanh Đường Phố và Đèn Đường của Hostetter Rd
Hostetter路上的保護性自行車道、街邊樹木和照明設施

Landscaped Sidewalks with no Obstructions along N Capitol Ave.

Aceras ajardinadas sin obstrucciones a lo largo de N Capitol Ave.
Vỉa hè được thiết kế cảnh quan không có chướng ngại vật dọc theo Đại lộ N Capitol Ave.
N Capitol Ave. 無障礙景觀人行道

Wayfinding and Signage to Penitencia Creek Trail

Orientación y señalización hacia el sendero Penitencia Creek
Chỉ Đường và Biển Báo đến Penitencia Creek Trail
通往Penitencia Creek步道的導向標識和指示牌

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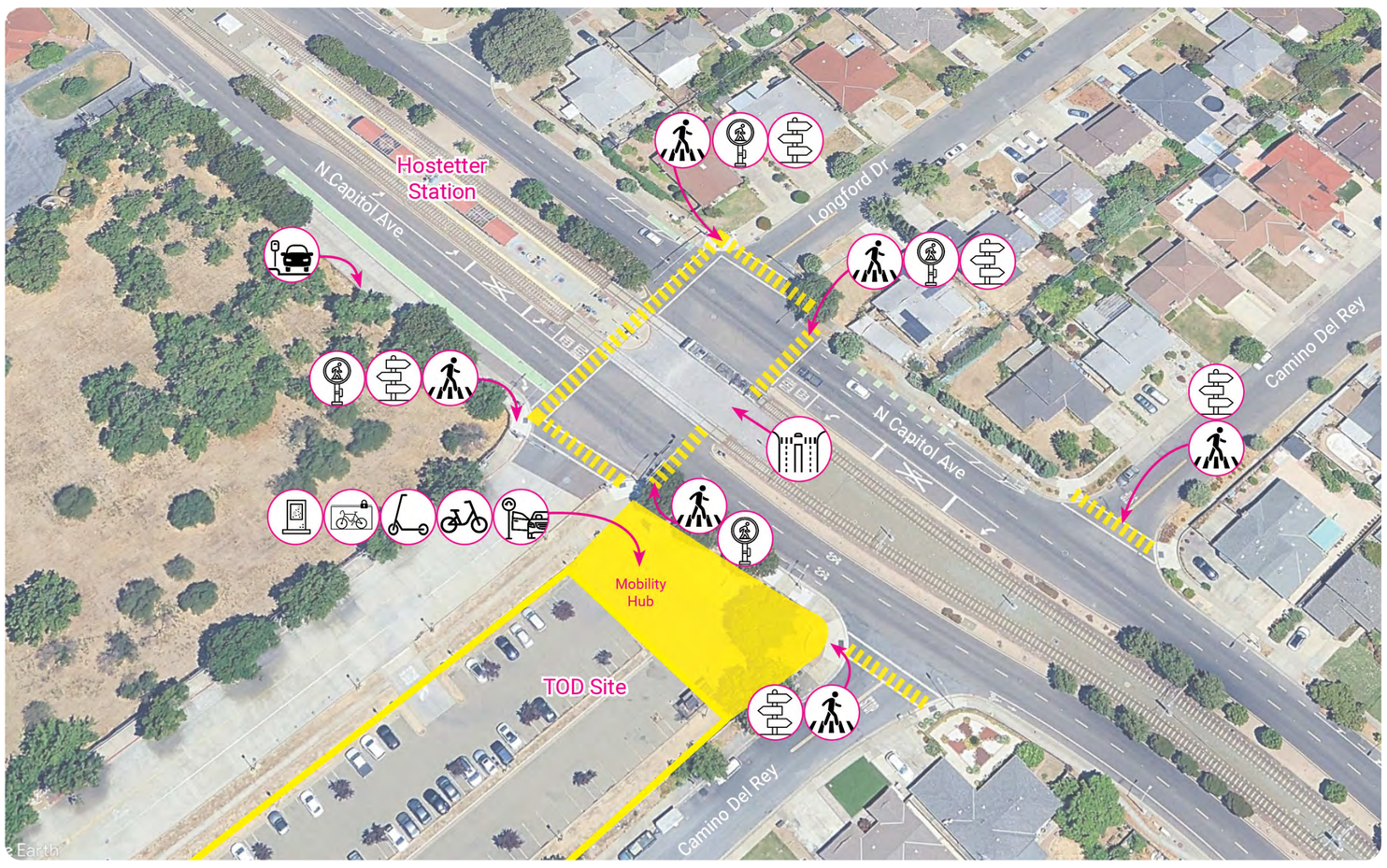
Hostetter Station Access Study

Estudio de acceso a la estación de Hostetter | Nghiên Cứu Hiện Trạng Kết Nối Nhà Ga Hostetter | Hostetter 車站交通研究



Which **station improvement(s)** should be prioritized? Choose top 3.

¿Qué mejora(s) de la estación debe(n) priorizarse? Elige 3.
Nên ưu tiên cải tạo (những) nhà ga nào? Xin vui lòng chọn ba (3) giao lộ cần ưu tiên nhất.
應優先考慮哪些車站改善項目？請選擇前 3 項。

Comments | Comentarios | Nhận Xét | 評論

Secure Bike Parking

Aparcamiento seguro para bicicletas
Bãi Đậu Xe Đạp An Toàn
自行車安全停車區

Bike Share

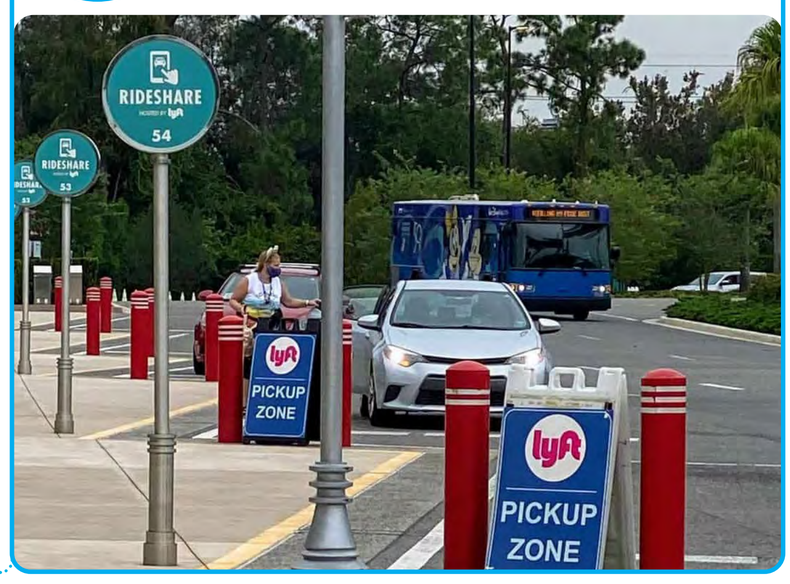
Uso compartido de la bicicleta
Xe Đạp Dùng Chung
自行車共用

Scooter Share

Uso compartido de scooter
Xe Scooter Dùng Chung
電動滑板車共用

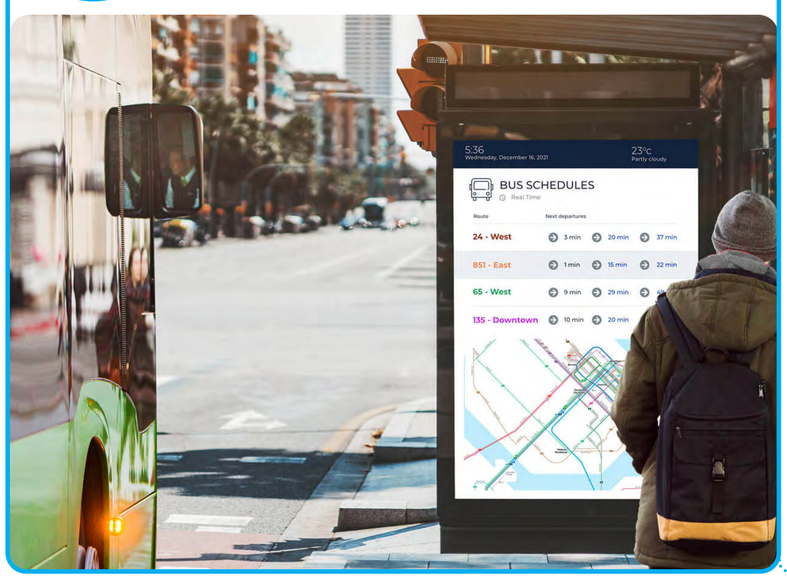
Designated Pick-up/Drop-off Zone

Zona de recogida/entrega designada
Khu Đón/Trả Khách Được Chỉ Định
指定上下車區域



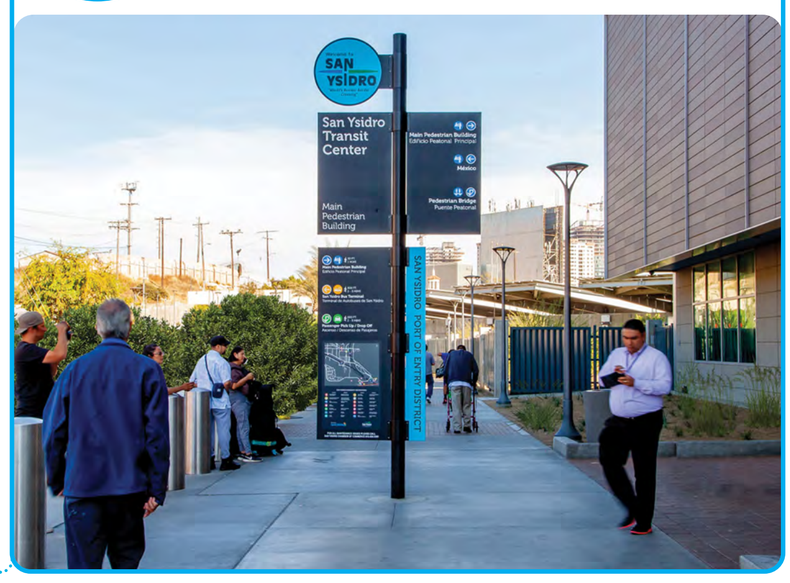
Live Transit Display

Pantalla de tránsito en vivo
Bảng Hiển Thị Thông Tin Chuyến Trực Tiếp
即時交通資訊顯示幕



Wayfinding & Signage

Orientación y Señalética
Chỉ Đường & Biển Báo
導向系統與標識牌



SCAN TO TAKE A SURVEY!

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Appendix B: Community Engagement Results

12: Phase 2 Community Open House Summary

Community Open House Summary

Date: September 13, 2025
Location: Cherrywood Elementary School
Attendance: ~20 attendees
Duration: 10am-11:30am

The open house welcomed a diverse group of participants, including neighbors, families, and seniors. Approximately half of the attendees identified as people of color identifying as Asian. Several non-English languages were spoken, and interpretation services were provided along with translated materials in Vietnamese, Chinese, and Spanish to support inclusive participation.

Community Feedback

Transit-Oriented Development (TOD) Site

- **Parking Concerns:** Community members expressed concerns about spillover parking in nearby neighborhoods and emphasized the importance of retaining on-site parking spaces for transit users within the TOD site.
- **Building Height:** Some attendees raised concerns about the height of the proposed housing development.
- **Utilization of Parking:** One attendee noted that, to pave the way for TOD development, VTA decided to cancel the bus service at this location, resulting in lower ridership and a reduced need for parking. They highlighted that if the bus service is brought back, they will see the parking being used at 80%.

Access Study

- **Bus Stop Relocation:** Seniors voiced concern that moving bus stops could create challenges and inconvenience for those who rely on transit.
- **Public Restrooms:** Seniors also requested the addition of a public restroom at the station for convenience and accessibility.
- **Safety Concerns:** Several participants expressed strong support for safety-focused recommendations, particularly at the I-680 on/off-ramp intersections.
- **Traffic Calming:** Many attendees emphasized the need for traffic calming measures, such as reduced curb radii, to slow speeding vehicles.
- **Protected Bike Lanes:** A senior attendee raised concerns for LOS that protected bike lanes could reduce vehicle capacity and increase congestion. After clarification from FCL staff that wider lanes tend to promote speeding and compromise safety for pedestrians and cyclists, the attendee acknowledged the benefits of bike and pedestrian-friendly designs.

Boards

Top Voted Intersections:

- N Capitol Ave & Hostetter Rd
- N Capitol Ave & I-680 on/off ramps
- N Capitol Ave & Sierra Rd

Top Voted Corridors:

- Protected bike lanes, street trees and lighting on N Capitol Ave
- Protected bike lanes, street trees and lighting on Hostetter Rd

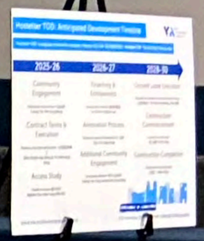
Top Voted Station Improvement:

- Secure Bike Parking
- Live Transit Display
- Wayfinding and Signage

Appendix B: Community Engagement Results

13: Phase 2 Community Open House Photos

ROOM CAPACITY
ASSEMBLY - 372



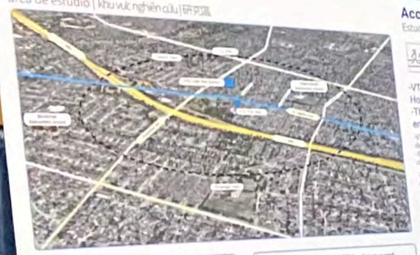
Valley Transportation Authority

Hostetter Station Access Study

Estudio sobre el acceso a la estación de Hostetter | Nghiên Cứu Khả Năng Tiếp Cận Trạm Hostetter | Hostetter 站点交通研究

Study Area

área de estudio | khu vực nghiên cứu | 研究区域



Access Study Multimodal

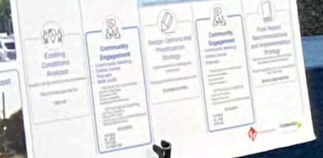
Estudio del acceso multimodal | Nghiên Cứu Về Tiếp Cận Đa Phương Thức | 多模式交通研究

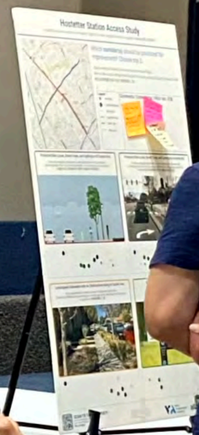
-VTA is conducting a study to analyze multimodal access and circulation to and from the Hostetter light rail station and its adjacent Transit-Oriented Development (TOD) area.
-The study will recommend a list of multimodal transportation improvements that enhances safety, accessibility, and connectivity at and around the station area.

Process

Proceso | Quy Trình | 流程

Approximately 12 Months






Hostetter Station Access Study

Hostetter Station Access Study

Study Area

Access Study Multimodal

Process

N Capitol Ave & Longford Dr looking west

Hostetter Rd & I-680 looking west

N Capitol Ave & Hostetter Rd looking east

N Capitol Ave & Greengate Dr looking west

KIDS KITCHEN

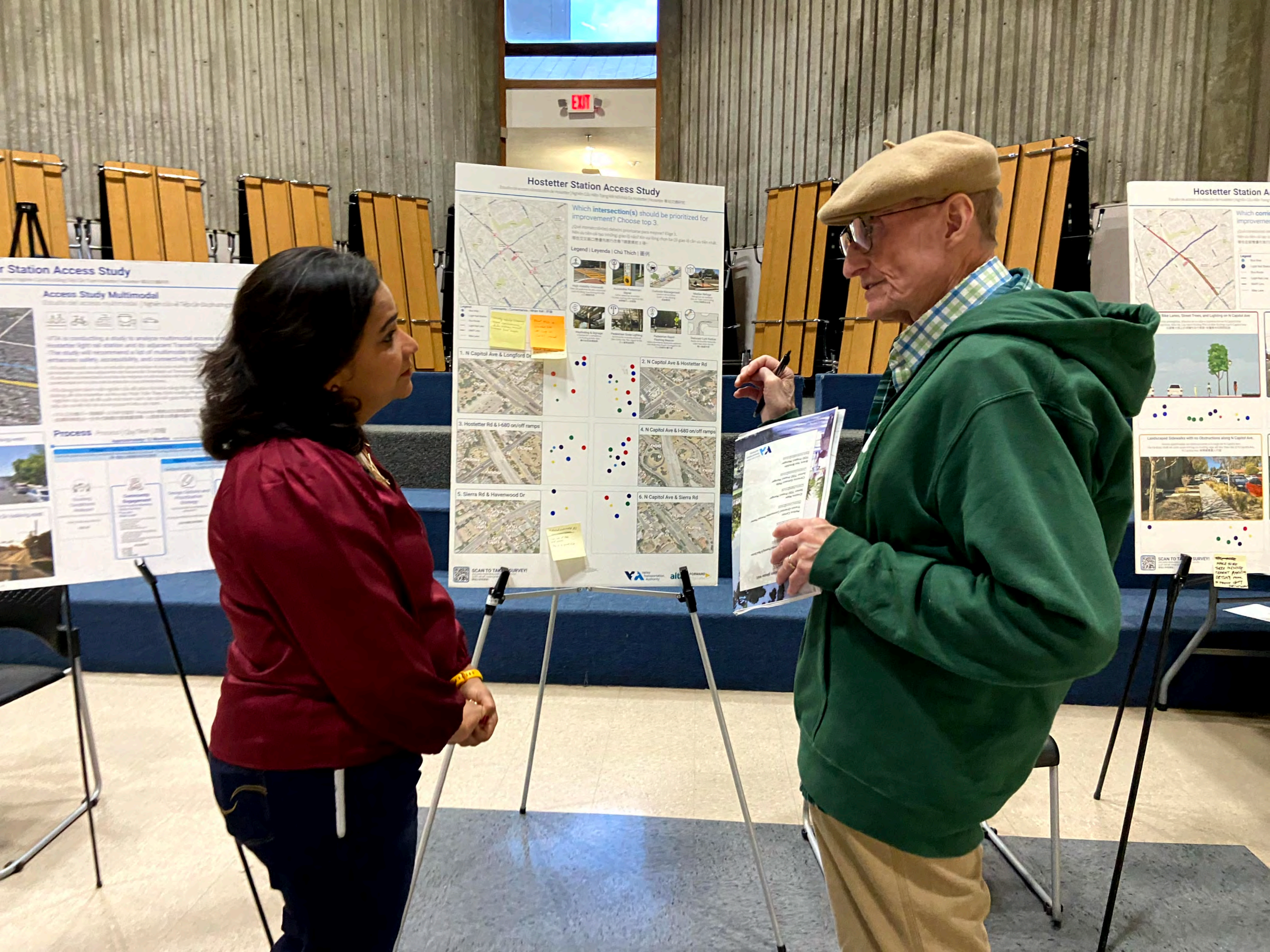
ROOM CAPACITY
ASSEMBLY - 372

Hostetter Station Access Study

paic mai

24

Authentic. Community-driven. Action-oriented. Partnership.


Hostetter Station Access Study
Which intersection(s) should be prioritized for improvement? Choose top 3.
Legend | Leyenda | Chú Thích | 圖例
1. N Capitol Ave & Longford Dr
2. N Capitol Ave & Hostetter Rd
3. Hostetter Rd & I-680 on/off ramps
4. N Capitol Ave & I-680 on/off ramps
5. Sierra Rd & Havenwood Dr
6. N Capitol Ave & Sierra Rd
SCAN TO TAKE SURVEY!
Access Study Multimodal
Process
Hostetter Station A
Which intersection(s) should be prioritized for improvement? Choose top 3.
Bike Lanes, Street Trees, and Lighting on N Capitol Ave
Landscaped Sidewalks with no Obstructions along N Capitol Ave.
SCAN TO TAKE SURVEY!

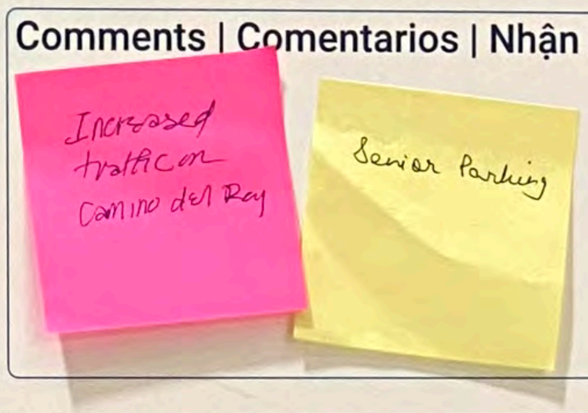
Hostetter Station Access Study

Estudio de acceso a la estación de Hostetter | Nghiên Cứu Hiện Trạng Kết Nối Nhà Ga Hostetter | Hostetter 車站交通研究

Which **station improvement(s)** should be prioritized? Choose top 3.

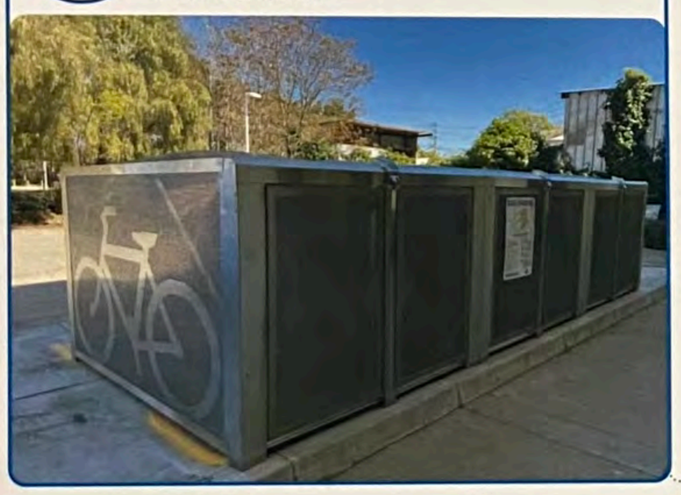
¿Qué mejora(s) de la estación debe(n) priorizarse? Elige 3.
Nên ưu tiên cải tạo (những) nhà ga nào? Xin vui lòng chọn ba (3) giao lộ cần ưu tiên nhất.
應優先考慮哪些車站改善項目？請選擇前 3 項。

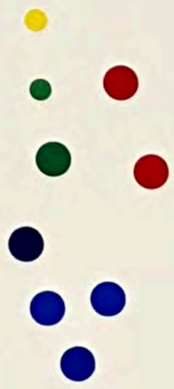
Comments | Comentarios | Nhận Xét | 評論



Secure Bike Parking

Aparcamiento seguro para bicicletas
Bãi Đậu Xe Đạp An Toàn
自行車安全停車區



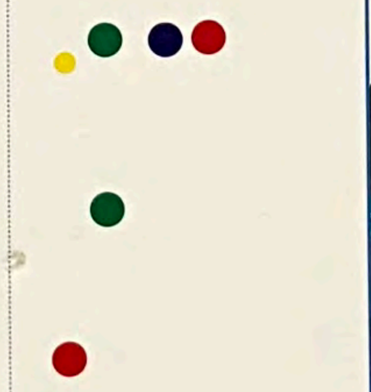


Bike Share

Uso compartido de la bicicleta
Xe Đạp Dùng Chung
自行車共用

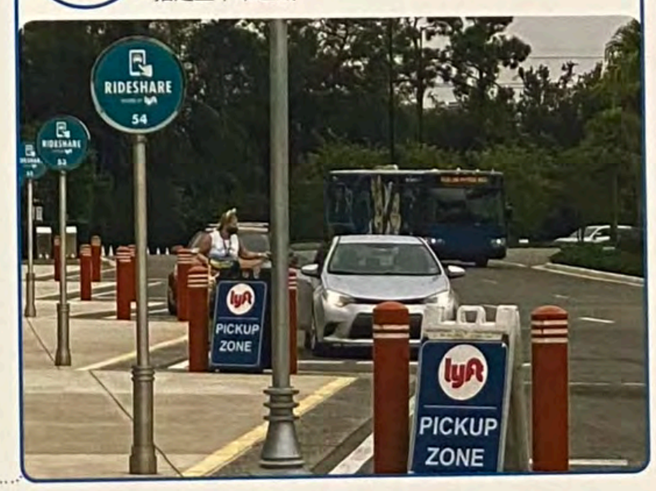
Scooter Share

Uso compartido de scooter
Xe Scooter Dùng Chung
電動滑板車共用



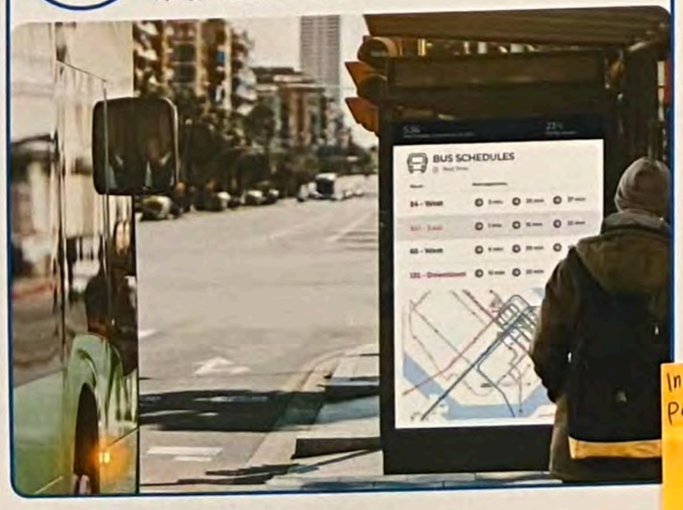
Designated Pick-up/Drop-off Zone

Zona de recogida/entrega designada
Khu Đón/Trả Khách Được Chỉ Định
指定上下車區域

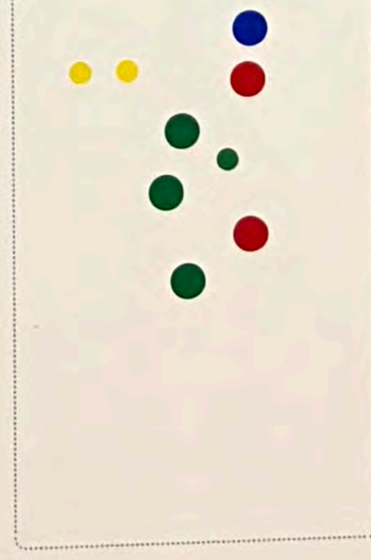


Live Transit Display

Pantalla de tránsito en vivo
Bảng Hiển Thị Thông Tin Chuyến Trực Tiếp
即時交通資訊顯示幕



Include charging ports! :)



Wayfinding & Signage

Orientación y Señalética
Chỉ Đường & Biển Báo
導向系統與標識牌

SCAN TO TAKE A SURVEY!
¡ESCANEA PARA REALIZAR UNA ENCUESTA!
QUÉT MÃ ĐỂ THAM GIA KHẢO SÁT!
掃描以參與調查！

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Hostetter Station Access Study

Estudio de acceso a la estación de Hostetter | Nghiên Cứu Hiện Trạng Kết Nối Nhà Ga Hostetter | Hostetter 車站交通研究

Which **corridor(s)** should be prioritized for improvement? Choose top 2.

¿Qué corredor(es) debe(n) priorizarse para la mejora? Elige 2.
Nên ưu tiên cải tạo (những) hành lang nào? Xin vui lòng chọn ba (2) giao lộ cần ưu tiên nhất.
哪些走廊應優先進行改善？請選擇前 2 項。

Legend

- Bus Stop
- Light Rail Station
- Bus Route
- Light Rail Line
- BART Line
- Bike Lane

Comments | Comentarios | Nhận Xét | 評論

- Bike lanes too narrow
- conducted between parked cars & moving cars
- South Penitencia Creek

NO STEET LIGHTS ON CAPITOL AVE ~~THAT~~ BETWEEN LONGFORD & GEO

BATHROOMS ON THE RAIL STATION OR HAVE A SIGN SAYING "NO BATHROOMS"

Protected Walkway of some kind between ~~this~~ TOD - LR - Neighborhood priority pedestrians safety over drivers

Keep Hostetter Park & ride lot "As-Is" and return 70 Bus and other line service there

Protected Bike Lanes, Street Trees, and Lighting on N Capitol Ave

Ciclovías protegidas, árboles de la calle e iluminación en N Capitol Ave
Làn Xe Đạp Được Bảo Vệ, Cây Xanh Đường Phố và Đèn Đường của N Capitol Ave
北國會大道上的保護性自行車道、街邊樹木和照明設施

Protected Bike Lanes, Street Trees, and Lighting on Hostetter Rd

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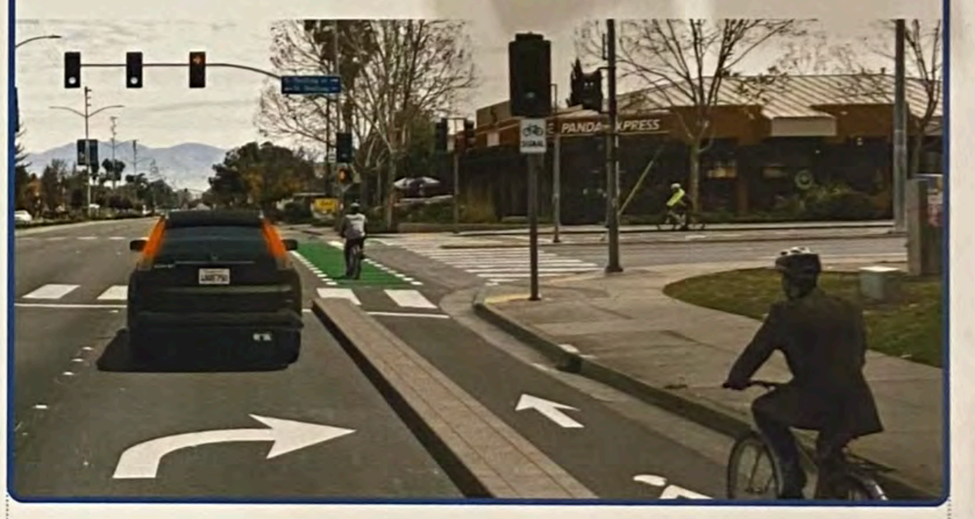
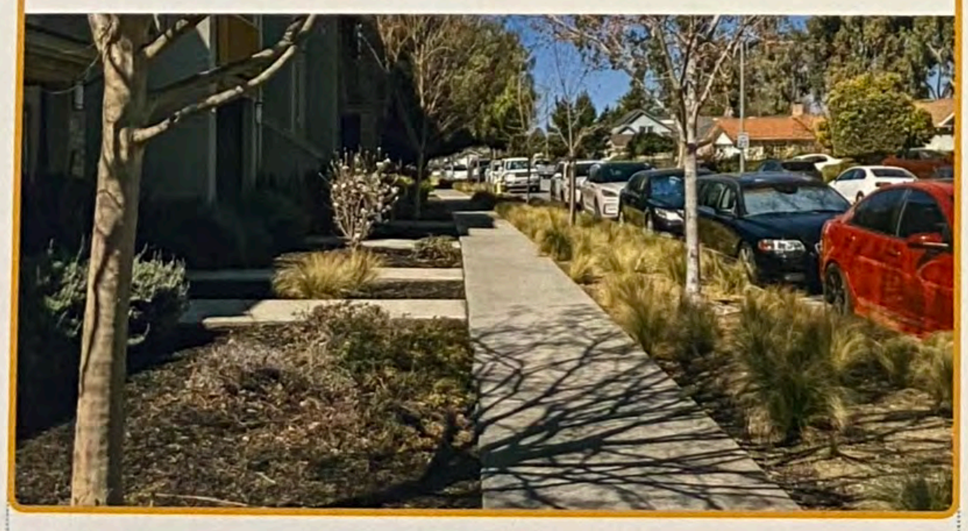


Landscaped Sidewalks with no Obstructions along N Capitol Ave.

Aceras ajardinadas sin obstrucciones a lo largo de N Capitol Ave.
Vỉa hè được thiết kế cảnh quan không có chướng ngại vật dọc theo Đại lộ N Capitol Ave.
N Capitol Ave. 無障礙景觀人行道



Wayfinding and Signage to Penitencia Creek Trail

Orientación y señalización hacia el sendero Penitencia Creek
Chỉ Đường và Biển Báo đến Penitencia Creek Trail
通往Penitencia Creek步道的導向標識和指示牌

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~~MAKE SURE~~
MAKE SURE THERE IS ENOUGH TRANSIT PARKING OR THEY PARK IN FRONT OF MY DRIVEWAY

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n Access Study

Trạng Kết Nối Nhà Ga Hostetter | Hostetter 車站交通研究

rridor(s) should be prioritized for ent? Choose top 2.

debe(n) priorizarse para la mejora? Elige 2.

(những) hành lang nào? Xin vui lòng chọn ba (2) giao lộ cần ưu tiên nhất.

行改善？請選擇前 2 項。

Comments | Comentarios | Nhận Xét | 評論

- Bike lanes too narrow
- sandwiched between parked cars & moving cars
- South Penitencia Creek

NO STEET LIGHTS ON CAPITOL AVE ~~btwn~~ BETWEEN LONGFORD & 680

BATROOMS ON THE RAIL STATION OR HAVE A SIGN SAYING "NO BATHROOMS"

protected walkway of some sort between ~~Hos~~ TOD - LR. neighborhood

priority pedestrians safety drivers

Keep Hostetter park & ride lot "AS-15" and return TO Bus and other line service there

ected Bike Lanes, Street Trees, and Lighting on Hostetter Rd

Ciclovías protegidas, árboles de la calle e iluminación en Hostetter Rd

n Xe Đạp Được Bảo Vệ, Cây Xanh Đường Phố và Đèn Đường của Hostetter Rd

Hostetter路上的保護性自行車道、街邊樹木和照明設施

Appendix B: Community Engagement Results

14: Phase 2 Pop-Up Summary

Pop-up Summary

Three pop-up events were conducted within a half-mile radius of the study area at varying times of day to engage a diverse cross-section of the community. Two events were facilitated by FCL staff, and all included participation from VTA staff member Anthony Lopez.

Pop-up #1

Location: Berryessa Farmer's Market
Date & Time: September 6, 2025 | 9:00 AM – 1:00 PM
Staff: Anthony Lopez (VTA), Shreya Chokshi, Jhaid
Engagements: 46
Demographics: Primarily weekend shoppers who lived in the area, near the Hostetter site or Berryessa, including a notable number of youth, seniors & homeowners

Community Feedback

- Concerns about safety while crossing busy intersections.
- Requests for more convenience when taking transit, including additional bus stops.
- Near misses were reported at the I-680 on/off ramp and Capitol Avenue (southbound), particularly from scooter users.
- Bike lanes along South Penitencia Creek are too narrow, sandwiched between parked and moving cars.
- Requests for senior-friendly parking at stations.
- Suggestion to grade-separate Hostetter Station for improved safety and efficiency.
- Community members emphasized the need for safer and more comfortable and better transition for bike lanes to make it feel continuous
- One older man avoids biking on Capitol Ave. (takes Morrill Ave.) due to traffic but would use it if bike improvements were made.
- Feedback to streamline the live transit display at stations.
- Feedback on Grandview Dr. and N. Capitol Ave: houses/apartments shake when trains pass.
- Concerns raised about limited parking availability at Hostetter Station during 49ers games.
- Community members asked when recommendations and improvements from the Access Study will be completed.
- Concern expressed that an 8–10 year implementation timeline is too long.
- Some attendees were unaware of VTA's involvement in Transit-Oriented Development (TOD) and housing initiatives.
- At least one attendee confirmed receiving the open house email, showing outreach effectiveness.

- An older Asian attendee expressed excitement about the station improvements board and enjoyed the VTA transit and bike map visuals.
- Appreciation voiced for new housing opportunities, with emphasis on balancing transit and access improvements.
- General enthusiasm and support for transit-oriented improvements in the community.
- The New York transit system came up in multiple conversations as a point of comparison.
- Many attendees walk or hike to the farmers' market, highlighting the importance of strong pedestrian connections.

Boards

Top Voted Intersections:

- N Capitol Ave & Hostetter Rd
- Hostetter Rd & I-680 on/off ramps
- N Capitol Ave & I-680 on/off ramps

Top Voted Corridors:

- Protected bike lanes, street trees and lighting on N Capitol Ave
- Landscaped sidewalk with no obstructions along N Capitol Ave

Top Voted Station Improvement:

- Secure Bike Parking
- Designated Pick-up/Drop-off zone
- Live Transit Display
- Wayfinding and Signage

Pop-up #2

Location: Hostetter Transit Station
Date & Time: September 24, 2025 | 4:30 PM – 6:30 PM
Staff: Anthony Lopez (VTA), Shreya Chokshi
Engagements: 24
Demographics:

- **Homeowners** – Residents living in the neighborhoods adjacent to or near the lot.
- **Transit Riders** – Individuals using the park-and-ride to access Hostetter light rail station
- **Corporate Shuttle Riders** – Employees getting off at Hostetter park and ride lot while commuting via private or employer-provided shuttles.
- **Taco Stall Visitors** – Local community members and passersby frequenting nearby food vendor.

Community Feedback

- A few community members mentioned they had already participated in the community open house or completed the QR code survey at the station.
- Flyers were distributed on cars in the parking lot and handed out to corporate shuttle riders.
- Senior Homeowner (adjacent to park-and-ride lot)
    - Concerned about high parking lot usage and potential spillover into neighborhoods once new development is built.
    - Referenced a recent 49ers game that caused overflow parking in the lot and nearby streets.
    - Appreciated that the feedback window was still open and that he could voice his concerns.
    - Contact Info: Jeff | jeffwang2688@gmail.com | (408) 621-9906
- De Anza College Student (living with aunt, frequent light rail rider)
    - Expressed strong support for the proposed housing development at the site.
    - Uses light rail frequently and sees added housing as a positive improvement.

Boards - no interaction on the boards

Pop-up #3

Location: Berryessa Safeway
Date & Time: October 2, 2025 | 4 PM – 6 PM
Staff: Anthony Lopez (VTA)
Engagements: 40

Community Feedback

- A senior citizen asked about the TOD project. She was generally supportive of building housing, but concerned about traffic impacts.
- I received a comment from a resident who didn't think VTA should spend money on the station because not enough people ride on the light rail.
- A person who works for a transitional housing program asked how people are selected for placement in the development.
- A student talked about riding his bike to school and said he avoids Capitol Avenue because it doesn't feel safe for bike riders.

Boards - no interaction on the boards

Appendix B: Community Engagement Results

15: Phase 2 Pop-Up Photos

Solutions that move you

Piedmont Rd

Hostetter Station Access Study

Valley Transportation Authority

Solutions that move you


0024

Hostetter Station Access Study

Estudio de acceso a la estación de Hostetter | Nghiên Cứu Hiện Trạng Kết Nối Nhà Ga Hostetter | Hostetter 車站交通研究

Which **corridor(s)** should be prioritized for improvement? Choose top 2.

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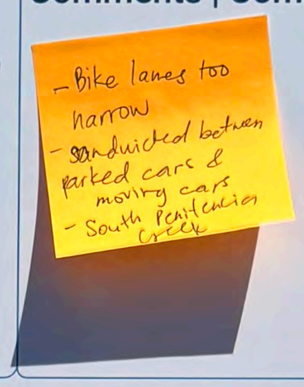
哪些走廊應優先進行改善？請選擇前 2 項。

Legend

- Bus Stop
- Light Rail Station
- Bus Route
- Light Rail Line
- BART Line
- Bike Lane

Comments | Comentarios | Nhận Xét | 評論



Protected Bike Lanes, Street Trees, and Lighting on N Capitol Ave

Ciclovías protegidas, árboles de la calle e iluminación en N Capitol Ave
Làn Xe Đạp Được Bảo Vệ, Cây Xanh Đường Phố và Đèn Đường của N Capitol Ave
北國會大道上的保護性自行車道、街邊樹木和照明設施

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Ciclovías protegidas, árboles de la calle e iluminación en Hostetter Rd
Làn Xe Đạp Được Bảo Vệ, Cây Xanh Đường Phố và Đèn Đường của Hostetter Rd
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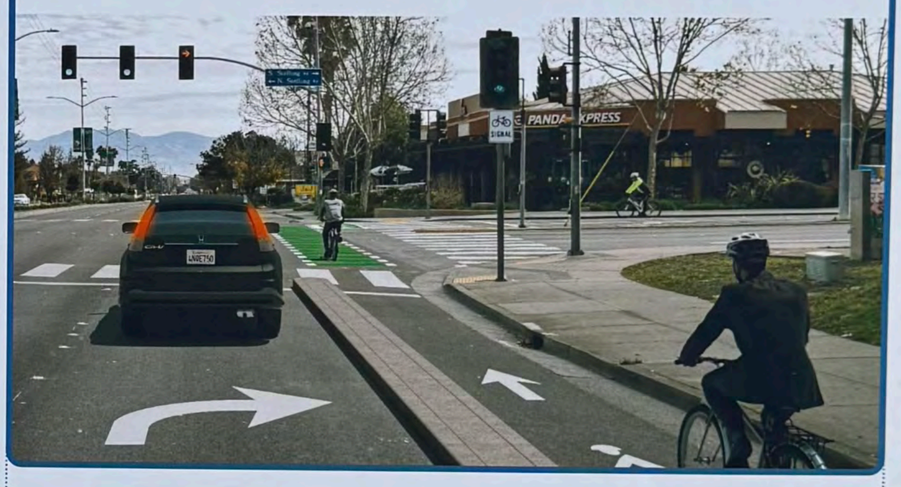

Landscaped Sidewalks with no Obstructions along N Capitol Ave.

Aceras ajardinadas sin obstrucciones a lo largo de N Capitol Ave.
Vỉa hè được thiết kế cảnh quan không có chướng ngại vật dọc theo Đại lộ N Capitol Ave.
N Capitol Ave. 無障礙景觀人行道

Wayfinding and Signage to Penitencia Creek Trail

Orientación y señalización hacia el sendero Penitencia Creek
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Hostetter Station Access Study

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Legend
- Bus Stop
- Light Rail Station
- Bus Route
- Light Rail Line
- BART Line
- Bike Lane

Comments | Comentarios | Nhận Xét | 評論

-Safety while crossing
-More convenience while taking transit
-More bus stops

Near miss on scooter 680 off ramp on Capitol S-bound

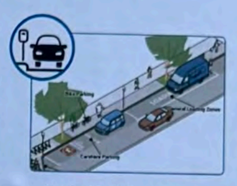
Which **intersection(s)** should be prioritized for improvement? Choose top 3.

¿Qué intersección(es) debe(n) priorizarse para mejorar? Elige 3.
Nên ưu tiên cải tạo (những) giao lộ nào? Xin vui lòng chọn ba (3) giao lộ cần ưu tiên nhất.
哪些交叉路口應優先進行改善？請選擇前 3 項。

Legend | Leyenda | Chú Thích | 圖例

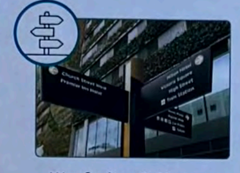
High Visibility Crosswalk
Paso de peatones de alta visibilidad
Vạch Kẻ Băng Qua Đường Nổi Bật
人行橫道明亮

Accessible Pedestrian Signal
Señal peatonal accesible
Tín Hiệu Hướng Dẫn Người Đi Bộ
無障礙行人信號燈



Curbside Management
Gestión de bordillos
Quản Lý Ven Đường
路緣管理

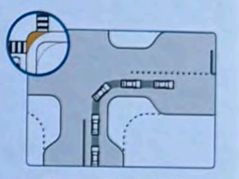
Median Refuge
Refugio en la mediana
Đảo An Toàn Giữa Đường
中央分隔帶安全島



Wayfinding & Signage
Orientación y Señalética
Chỉ Đường & Biển Báo
導向系統與標識牌

Pedestrian Scale Lighting
Iluminación a escala peatonal
Đèn Chiếu Vừa Tầm Người Đi Bộ
行人道等級照明

Pedestrian Rapid Flashing Beacon
Baliza intermitente rápida para peatones
Đèn Nhấp Nháy Nhanh Cho Người Đi Bộ
行人快速閃光警示燈



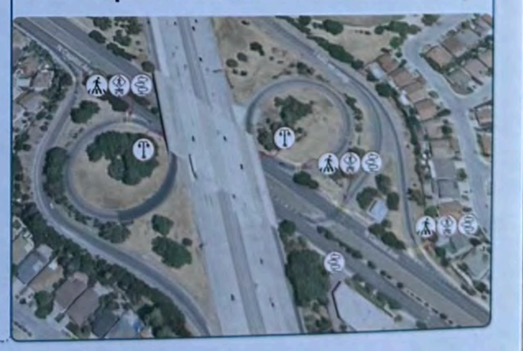
Reduced Curb Radius
Radio de bordillo reducido
Giảm Bán Kính Vỉa Hè
縮小路緣半徑

1. N Capitol Ave & Longford Dr

2. N Capitol Ave & Hostetter Rd

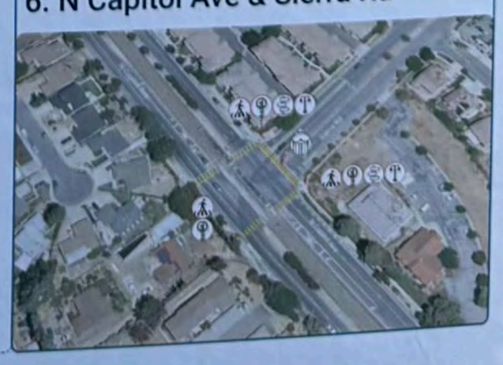
3. Hostetter Rd & I-680 on/off ramps

4. N Capitol Ave & I-680 on/off ramps



5. Sierra Rd & Havenwood Dr

6. N Capitol Ave & Sierra Rd



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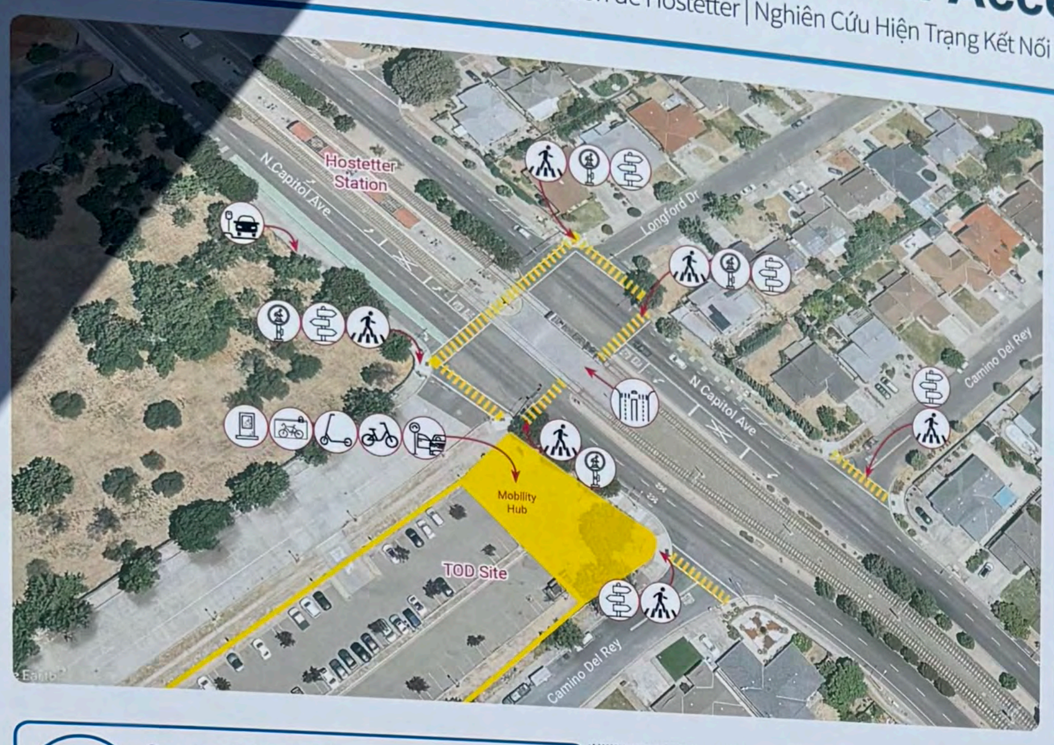

Which **station improvement(s)** should be prioritized? Choose top 3.

¿Qué mejora(s) de la estación debe(n) priorizarse? Elige 3.
Nên ưu tiên cải tạo (những) nhà ga nào? Xin vui lòng chọn ba (3) giao lộ cần ưu tiên nhất.
應優先考慮哪些車站改善項目？請選擇前 3 項。

Comments | Comentarios | Nhận Xét | 評論

Senior Parking

Secure Bike Parking

Aparcamiento seguro para bicicletas
Bãi Đậu Xe Đạp An Toàn
自行車安全停車區

Bike Share

Uso compartido de la bicicleta
Xe Đạp Dùng Chung
自行車共用

Scooter Share

Uso compartido de scooter
Xe Scooter Dùng Chung
電動滑板車共用

Designated Pick-up/Drop-off Zone

Zona de recogida/entrega designada
Khu Đón/Trả Khách Được Chỉ Định
指定上下車區域

Wayfinding & Signage

Orientación y Señalética
Chỉ Đường & Biển Báo
導向系統與標識牌

Live Transit Display

Pantalla de tránsito en vivo
Bảng Hiển Thị Thông Tin Chuyến Trực Tiếp
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Hostetter Station Access Study
Sign Up for Updates
Transit Map
Bikeways
Light Rail
VTA Take-One
Valley Transportation Authority
Solutions that move you
Hostetter


Hostetter Station Access Study
Which corridor(s) should be prioritized for improvement? Choose top 2
Comments | Comentarios | Nhận xét | 评论
Mobility and Bicycle to Productive Lands Trail
Improve Bike Lanes, Street Trees and Lighting on Hostetter Rd
Solutions that move you

Solutions that move you

Valley Transportation Authority

Solutions that move you

Sign Up for Updates

Transit Map

Appendix B: Community Engagement Results

16: Phase 2 Survey Summary

Online Survey Summary

https://www.surveymonkey.com/r/R9C9MRT

Forward City Labs (FCL) developed graphics and question materials that were provided to the VTA COPE team. Using these, VTA created and hosted a survey on the SurveyMonkey platform to capture community input on recommended improvements aimed at making it easier to walk, bike, and take transit to the Hostetter Station area.

The survey was structured around three key themes:

1. **Station Improvements**
2. **Intersection Improvements**
3. **Corridor Improvements**

Community feedback was essential in identifying the prioritization for recommended improvements.

The survey, focused on a half-mile radius around the Hostetter Station area, remained open for just over a month. It included three core questions to understand community priorities for station, intersection, and corridor improvements, building on the issues and opportunities identified in Phase I. Additional questions collected participant contact information for a raffle of two $30 gift cards sponsored by FCL, as well as an open-ended section for comments and suggestions. The survey received a strong community response, with over 125 participants. Outreach efforts included mailers, flyers distributed at pop-up events, and online promotion by VTA. A summary of responses is provided below.

Platform: Survey monkey

Format: Question-based survey

Duration: August 29 to October 6, 2025

Total Responses: 125

Hostetter Station Access Study - Online Engagement		
Q1		
1. Which intersections should be prioritized for improvement? Choose top 3.		
Answer Choices	Response Percent	Responses
N Capitol Ave & Longford Dr	36.80%	46

N Capitol Ave & Hostetter Rd	68.00%	85
Hostetter Rd & I-680 on/off ramps	43.20%	54
N Capitol Ave & I-680 on/off ramps	52.80%	66
Sierra Rd & Havenwood Dr	20.80%	26
N Capitol Ave & Sierra Rd	36.80%	46
	Answered	125
	Skipped	0

Q2

2. Which corridor(s) should be prioritized for improvement? Choose top 2.

Answer Choices	Response Percent	Responses
Protected Bike Lanes, Street Trees, and Lighting on N Capitol Ave	62.40%	78
Protected Bike Lanes, Street Trees, and Lighting on Hostetter Rd	57.60%	72
Landscaped Sidewalks with no Obstructions along N Capitol Ave Sidewalk	40.80%	51
Wayfinding and Signage to Penitencia Creek Trail Wayfinding	28.00%	35
	Answered	125
	Skipped	0

Q3

3. Which station improvements should be prioritized? Choose top 3.

Answer Choices	Response Percent	Responses
Secure Bike Parking	38.40%	48
Bike Share	32.00%	40
Scooter Share	18.40%	23
Designated Pick-up/Drop-off Zone	30.40%	38
Live Transit Display	68.80%	86

Wayfinding and Signage	59.20%	74
	Answered	125
	Skipped	0

Appendix C: Hostetter Station Access Study Recommendations

Appendix D: Unit Cost Estimates

Appendix E: Hostetter Station Access Recommendation Cost Estimates by Cluster

Appendix F: Hostetter Station Prioritization Matrix

Appendix G: Priority Locations for High-Visibility Crosswalks

Appendix C: Hostetter Station Access Study Recommendations

Mode	Needs	Recommendations	ID	IDENTIFIED BY:				LOCATION (description, map, image)
				Prior Plan	Survey	Walk Audit	Best Practices	
Pedestrian Access	**Pedestrian Infrastructure**							
	Long and unsafe pedestrian crossings	Reconfigure the intersection by narrowing vehicle travel lanes to 10 feet where feasible to calm traffic and create space for Class IV protected bicycle lanes. Maintain an 11-foot outer lane to accommodate VTA buses. Install concrete buffers to enhance cyclist safety and shorten pedestrian crossing distances by 8 to 12 feet.	P1		Yes	Yes	Yes	Hostetter Road @ North Capitol Avenue
		Add vehicle stop bars or shift vehicle stop bars further back from crosswalks and provide 20-foot daylighting buffers at signalized intersections to improve pedestrian visibility and safety. This increased setback reduces the likelihood of vehicle encroachment into the crosswalk, enhances sightlines between drivers and pedestrians, and creates space for leading pedestrian intervals or curb extensions where feasible.	P2				Yes	Hostetter Road @ North Capitol Avenue
							Yes	North Capitol Avenue @ Longford Drive
		Upgrade lighting at intersections and directly over crosswalks to improve pedestrian visibility during low-light conditions. Enhanced illumination increases driver awareness of crossing pedestrians, reduces crash risk, and supports a safer nighttime walking environment. Lighting should be pedestrian-scaled, evenly distributed, and designed to minimize glare for both drivers and pedestrians.	P3		Yes		Yes	Hostetter Road @ North Capitol Avenue
					Yes		Yes	North Capitol Avenue @ Longford Drive
		Evaluate the feasibility of implementing pedestrian safety enhancements, including the extension of center medians to create ADA-compliant pedestrian refuge islands. At signalized intersections, these islands should support staged crossings during signal phases, improving comfort and safety for pedestrians navigating wide or high-volume travel lanes. Refuge islands should offer a protected, accessible waiting area with features like detectable warning surfaces, sufficient width, and clear signage to ensure compliance and ease of use.	P4		Yes	Yes	Yes	Hostetter Road @ North Capitol Avenue
					Yes	Yes	Yes	Sierra Road @ Havenwood Drive

Mode	Needs	Recommendations	ID	IDENTIFIED BY:				LOCATION (description, map, image)
				Prior Plan	Survey	Walk Audit	Best Practices	
Pedestrian Access	Pedestrian environment lacks shade, seating, and landscaping which are important elements for a comfortable and useable pedestrian network - especially near high-volume, high-speed arterials.	Incorporate street trees, benches, pedestrian-scale lighting, and shade structures into sidewalk design to create a more inviting, comfortable, and climate-resilient walking environment, while maintaining ADA accessibility. These elements enhance the pedestrian experience, encourage walking, and contribute to placemaking and neighborhood identity. Encourage new developments to include active ground-floor uses—such as retail, cafés, community spaces, and transparent storefronts—along key pedestrian corridors. This supports a vibrant public realm, increases natural surveillance, and strengthens the connection between buildings and the street.	P5	Yes	Yes	Yes	Yes	Corridor-Wide
	Corner radii are excessively large, encouraging high vehicle turning speeds and unecessarily increasing crossing distances.	Reduce corner curb radii to 10–15 feet and implement enhanced warning signs or Rectangular Rapid Flashing Beacons (RRFBs) at freeway on-/off-ramps to lower vehicle turning speeds and enhance safety for pedestrians and cyclists.	P6					Hostetter Road @ I-680 Access Ramps
								North Capitol Avenue @ I-680 Access Ramps

Mode	Needs	Recommendations	ID	IDENTIFIED BY:				LOCATION (description, map, image)
				Prior Plan	Survey	Walk Audit	Best Practices	
Pedestrian Access	**Traffic Signal Timing for Pedestrian Mobility**							
	Pedestrians do not get a crossing signal by default (i.e. self-actuating), but must press a push button to activate. If not pressed on time, they may not get a signal and must wait until the next cycle.	Install accessible pedestrian signals (APS) with active pedestrian detection and adaptive timing for slower walkers, including seniors and individuals with physical disabilities. Add audio cues to support users with visual impairments. Ensure all signal components are designed and placed to maintain ADA-compliant pedestrian access and clear sidewalk pathways, in accordance with Public Right-of-Way Accessibility Guidelines (PROWAG).	P7		Yes	Yes	Yes	Hostetter Road @ North Capitol Avenue
					Yes	Yes	Yes	North Capitol Avenue @ Longford Drive
					Yes	Yes	Yes	North Capitol Avenue @ Orangestone Way / Greengate Drive
	Sidewalks are often obstructed by utility poles, vegetation, or parked vehicles, and many are too narrow for wheelchairs and strollers.	Short-term: Conduct a sidewalk accessibility audit to identify obstructions and substandard widths relative to the roadways associated street typology established in the 2040 General Plan. Mid-term: Reconstruct or widen sidewalks that do not meet City of San José or ADA standards in accordance with PROWAG standards.	P8		Yes	Yes	Yes	Hostetter Road
					Yes	Yes	Yes	North Capitol Avenue
	Faded or missing crosswalks	Install missing crosswalks and restripe faded ones using high-visibility 'zebra' markings to enhance pedestrian safety and visibility at crossings.	P9		Yes	Yes	Yes	North Capitol Avenue @ Longford Drive
	Poor lighting under I-680 Overpasses	Conduct a lighting study to evaluate existing illumination levels and determine appropriate lighting enhancements at the I-680 overpasses on Hostetter Road and North Capitol Avenue, with the goal of improving visibility, safety, and comfort for all users. Lighting should be pedestrian-scale, evenly distributed, and designed to minimize glare.	P10	Yes	Yes	Yes	Yes	Hostetter Road @ I-680 Access Ramps
				Yes	Yes	Yes	Yes	North Capitol Avenue @ I-680 Access Ramps
	No direct pedestrian route to station from north	Study the feasibility of a mid-block crosswalk from the sidewalk to the north side of the LRT station platform, to reduce unsafe jaywalking and improve pedestrian access.	P11		Yes	Yes		Hostetter Station

Mode	Needs	Recommendations	ID	IDENTIFIED BY:				LOCATION (description, map, image)
				Prior Plan	Survey	Walk Audit	Best Practices	
Pedestrian Access	**Pedestrian Wayfinding**							
	Lack of pedestrian-scale wayfinding signage	Install multilingual wayfinding signage to establish clear and intuitive pedestrian connections between the station and key nearby destinations, including the nearby retail centers (e.g., Dai-Thanh Supermarket), Cherrywood Elementary School, Cataldi Park, surrounding residential neighborhoods, and nearby bus stops. Signage should support multimodal access and guide users both to and from the station, enhancing navigation via streets and trails.	P12	Yes	Yes	Yes		Hostetter Station and surrounding area
	No maps of surrounding area at station	Install area maps at the station platform to assist passengers in navigating the surrounding neighborhood, identifying key destinations, and connecting to nearby transit, trails, and amenities. Coordinate with MTC's Regional Mapping and Wayfinding Program to ensure consistency with regional standards and integration into the broader wayfinding network.	P13		Yes	Yes		Hostetter Station
Transit Access	**Transit Supportive Infrastructure and Integration**							
	Bus stops lack facilities such as benches or shelters	Conduct updated ridership counts following TOD occupancy to assess demand for upgraded amenities. Based on findings, install benches, shelters, and real-time arrival displays to enhance comfort, accessibility, and usability. Ridership study should be coordinated with VTA's Passenger Facilities group to assess conditions and feasibility of implementing targeted improvements.	T1		Yes	Yes		Bus stops on Hostetter Road and North Capitol Avenue
	Limited service reliability and frequency	Route 70 Corridor: Conduct updated ridership counts following TOD occupancy to assess demand for improved service frequency to better meet rider demand and support dependable multimodal connections. These enhancements should be coordinated with VTA service planning and aligned with TOD-related ridership growth and the goals of VTA's Visionary Network.	T2		Yes	Yes	Yes	Hostetter Station
	No designated pick-up/drop-off zones	Establish dedicated pick-up/drop-off zones using painted curb and/or clear signage in a safe and convenient location to facilitate access to the station platform. These zones should be ADA-compliant, well-lit, and located to minimize conflicts with transit operations and pedestrian and cyclist flows.	T3		Yes	Yes		Hostetter Station
	Lack of Multimodal Integration - transit modes are not well integrated with other modes, leading to inefficient transfers and discouraging multimodal trips	Develop a mobility hub near Hostetter Station with bike share, scooter parking, and rideshare zones to support seamless transfers between modes.	T4	Yes	Yes	Yes	Yes	Hostetter Station

Mode	Needs	Recommendations	ID	IDENTIFIED BY:				LOCATION (description, map, image)
				Prior Plan	Survey	Walk Audit	Best Practices	
Bicycle Access	**Bicycle Comfort, safety, and Wayfinding**							
	Lack of secure bicycle parking and other last-mile micromobility options	Develop a mobility hub at Hostetter Station that integrates bike and scooter share docks, designated ride-share pick-up and drop-off zones, secure bicycle parking, and a comprehensive wayfinding system to support seamless multimodal connectivity. These facilities should be integrated into the proposed Mobility Hub (T5) to support multimodal connectivity and accommodate increased demand.	B1	Yes	Yes	Yes		Hostetter Station
	There is no wayfinding/signage directing cyclists to/from station	Deploy multilingual bicycle-scale wayfinding signage to guide users to key destinations such as Cherrywood Elementary School, nearby retail centers (e.g., Dai-Thanh Supermarket and Berryessa Hills Business Center), nearby parks (e.g., Cataldi, Flickinger, and Brooktree), and the Lower Penitencia Creek Trail. Signage design and placement should comply with CJT DOT standards and, where applicable, align with MTC's Regional Mapping and Wayfinding Program to ensure consistency with regional transit signage and integration into the broader wayfinding network.	B2	Yes	Yes	Yes	Yes	On bike routes to station
	Turning vehicles are directed across the bicycle lane, increasing risk to people bicycling due to the high volumes and speeds of vehicles	To support the future Class IV bicycle facilities, implement a protected intersection design where feasible to enhance multimodal safety and comfort for all users. Incorporate dedicated bicycle signal phases at intersections and prohibit right turns on red to reduce turning conflicts and improve cyclist visibility.	B3	Yes	Yes	Yes	Yes	Hostetter Road @ North Capitol Avenue
				Yes	Yes	Yes	Yes	North Capitol Avenue @ Longford Drive
	Limited protected infrastructure - Painted bike lanes are inappropriate for the traffic volumes and speeds on Hostetter Road and N. Capitol Avenue	Upgrade existing bicycle facilities along North Capitol Avenue and Hostetter Road (east of North Capitol Avenue) to Class IV separated bike lanes by constructing physical barriers between bicycle lanes and adjacent vehicle travel lanes to enhance cyclist safety and reduce conflicts with motor vehicles.	B4	Yes	Yes	Yes	Yes	Hostetter Road
				Yes	Yes	Yes	Yes	North Capitol Avenue (east of Hostetter Road)

Mode	Needs	Recommendations	ID	IDENTIFIED BY:				LOCATION (description, map, image)
				Prior Plan	Survey	Walk Audit	Best Practices	
Vehicle Access	**Curb Management and Passenger Loading**							
	The fit test for the TOD development does not incorporate curb management best practices, such as designated drop-off and pick-up zones for TNCs, taxis, and carpools, or dedicated loading areas for commercial and delivery vehicles.	Designate and clearly mark curbside zones for pick-up/drop-off, rideshare, delivery, and loading activities to enhance user convenience, improve curbside efficiency, and support safe, orderly circulation. These zones should be ADA-compliant, include curb ramps and clear signage, and be located to minimize pedestrian conflicts and traffic disruptions. Curb use prioritization should be guided by the roadway typologies defined in the City of San José General Plan 2040, ensuring alignment with modal priorities—such as transit on Grand Boulevards or pedestrian access on Main Streets.	V1				Yes	Hostetter Station TOD Site: Camino Del Rey and North Capitol Avenue
	No wayfinding/signage directing drivers to drop-off location	Implement wayfinding signage and circulation guidance strategies to minimize user confusion and mitigate unsafe behaviors in the vicinity of the station	V2			Yes	Yes	Hostetter Station
	Vehicle Infrastructure and Signal Timing							
	The fit test for the TOD development shows the project driveway at the west leg of the N. Capitol Avenue @ Caminonola Court / Longfellow Drive	Coordinate signal timing adjustments to reflect evolving traffic patterns and ensure seamless integration with the project driveway. Signal phasing should be configured to reliably detect and respond to vehicle presence at the garage exit, facilitating efficient egress.	V3				Yes	North Capitol Avenue @ Longford Drive
	The TOD fit test modeling shows trip generate up to 907 daily vehicle trips, including 61 AM and 55 PM peak hour trips	Adjust signal timing to accommodate projected peak-hour traffic volumes generated by the TOD. Timing modifications should prioritize transit mobility – such as transit signal priority (TSP) for LRT and buses - and enhance pedestrian and bicycle access to transit platforms and stops.	V4				Yes	North Capitol Avenue @ Hostetter Road
							Yes	North Capitol Avenue @ Longford Drive
	The I-680 on- and off-ramps use an older cloverleaf design that allows vehicles to turn without slowing down, increasing danger to people in bike lanes or crosswalks	Redesign freeway access ramps to reflect contemporary urban standards by orienting ramps perpendicular to surface streets. This approach enhances safety, improves traffic flow, and supports multimodal connectivity in dense urban environments.	V5					Hostetter Road @ I-680 Access Ramps
								North Capitol Avenue @ I-680 Access Ramps

Appendix D: Unit Cost Estimates

Recommendation Unit Cost Estimates

Improvement	Unit[1]	Low	High	2025 Low	2025 High	Source
Reduce Freeway Access Ramp Turning Curb Radii (Demolition, new curb, pavement, crosswalk/sidewalk reconstruction, and traffic control during construction).	EA	$60,000	$240,000	$60,000	$240,000	https://enrcostdata.com/cost-indexes
Standard Crosswalk(s)	EA	$2,000	$40,000	$2,400	$48,000	Santa Clara PMP
High Visibility Crosswalk Marking(s)	EA	$10,000	$25,000	$12,000	$30,000	Santa Clara PMP
Signage	EA	$375	$500	$450	$600	Santa Clara PMP
Transit Waiting Area Improvements/Bus Shelter	EA	$50,000	$400,000	$60,000	$480,000	Santa Clara PMP
Advance Yield/Stop Line(s)	EA	$500	$2,000	$600	$2,400	Santa Clara PMP
Curb Extension	EA	$10,000	$50,000	$12,000	$60,000	Santa Clara PMP
Bike Lockers	EA	$1,280	$2,680	$1,800	$3,800	FHWA 2013 Paper
Street Trees	EA	$800	$1,550			Alta 2019 Cost Sheet
Bike Signal and Detection	EA	$5,000	$7,500	$6,000	$9,000	LA Metro River to Trail
Raised Pedestrian Crossing(s)	EA	$5,000	$20,000	$6,000	$24,000	Santa Clara PMP
Live transit display	EA	$5,000	$15,000	$5,000	$15,000	
Sidewalk	LF	$150	$200	$155	$206	Bay Trail
Traffic and Pedestrian Signal Changes	LS	$5,000	$500,000	$6,000	$600,000	Santa Clara PMP
Overhead Crosswalk Lighting	LS	$5,000	$20,000	$6,000	$24,000	Santa Clara PMP
Class IV Separated Bikeway	Mile	$250,000	$350,000	$325,000	$455,000	City of Santa Clara Bike Plan
Class II Bike Lane	Mile	$80,000	$423,000	$104,000	$550,000	City of Santa Clara Bike Plan
Pedestrian Refuge Island(s)	SF	$8	$15	$10	$18	Santa Clara PMP
Protected Intersection	LS	-	-	$600,000	$2,200,000	Craftsman Book Company Construction Estimator
Station Area Maps	EA	-	-	$1,500	$3,500	LA Metro Bid Tabulation Portal
APS with Ped Detection and Adaptive Timing	LS	$80,000	$120,000	$96,000	$144,000	NYC DOT APS Program Status Report (2024)
Rectangular Rapid Flashing Beacons (RRFB)		$22,250	$52,310	$27,551	$64,389	FHWA Technical Sheet on RRFBs (2018)
Conduct a Lighting Study (Engineer Hours)		$20,000	$50,000	$20,000	$50,000	Alta 2025 Study Cost Estimate
Secure Bike Parking (E-Lockers	EA			$4,000	$5,000	https://www.caltrain.com/news/caltrain-installs-new-bike-lockers-throughout-corridor
Short-Term Bike Racks (20-30 spaces)	EA			$8,000	$21,000	https://www.bart.gov/guide/bikes/parking
Designated PUDO Bays	EA			$16,000	$160,000	https://caatpresources.org/wp-content/uploads/Master-Slidedeck_DemoQB-Webinar_1.23.24.pdf
Bike Share Dock (15-19 docks)	EA			$65,000	$120,000	https://mtc.ca.gov/operations/traveler-services/bay-wheels-bike-share-program

Notes:
1. EA = Each, SF = Square Foot, LS = Lump Sum, LF = Linear Feet, Mile = Linear Mile

Appendix E: Hostetter Station Access Recommendation Cost Esti-mates by Cluster

Mode	Cluster 1 Recommendations	ID	LOCATION (description, map,	Description	Estimated Total Cost		Priority Score
					Low	High	
Pedestrian Access	Add vehicle stop bars or shift vehicle stop bars further back from crosswalks and provide 20-foot daylighting buffers at signalized intersections to improve pedestrian visibility and safety. This increased setback reduces the likelihood of vehicle encroachment into the crosswalk, enhances sightlines between drivers and pedestrians, and creates space for leading pedestrian intervals or curb extensions where feasible.	P2	North Capitol Avenue @ Longford Drive	Advance Yield/Stop Line(s)	$2,400	$9,600	**0.44**
	Upgrade lighting at intersections and directly over crosswalks to improve pedestrian visibility during low-light conditions. Enhanced illumination increases driver awareness of crossing pedestrians, reduces crash risk, and supports a safer nighttime walking environment. Lighting should be pedestrian-scaled, evenly distributed, and designed to minimize glare for both drivers and pedestrians.	P3	North Capitol Avenue @ Longford Drive	Overhead Crosswalk Lighting	$20,000	$80,000	**0.39**
	Install accessible pedestrian signals (APS) with active pedestrian detection and adaptive timing for slower walkers, including seniors and individuals with physical disabilities. Add audio cues to support users with visual impairments. Ensure all signal components are designed and placed to maintain ADA-compliant pedestrian access and clear sidewalk pathways, in accordance with Public Right-of-Way Accessibility Guidelines (PROWAG).	P7	North Capitol Avenue @ Longford Drive	Install APS with pedestrian detection and adaptive timing	$96,000	$144,000	**0.31**
	Install missing crosswalks and restripe faded ones using high-visibility 'zebra' markings to enhance pedestrian safety and visibility at crossings.	P9		Install High-Visibility Crosswalk Markings	$50,000	$125,000	**0.43**
	Study the feasibility of a mid-block crosswalk from the sidewalk to the north side of the LRT station platform, to reduce unsafe jaywalking and improve pedestrian access.	P11	Hostetter Station	Conduct Feasibility Study	$20,000	$50,000	**0.48**
	Install area maps at the station platform to assist passengers in navigating the surrounding neighborhood, identifying key destinations, and connecting to nearby transit, trails, and amenities. Coordinate with MTC's Regional Mapping and Wayfinding Program to ensure consistency with regional standards and integration into the broader wayfinding network.	P13	Hostetter Station	Install Area Maps	$3,000	$7,000	**0.45**

Mode	Cluster 1 Recommendations	ID	LOCATION (description, map,	Description	Estimated Total Cost		Priority Score
					Low	High	
Bicycle Access	Develop a mobility hub at Hostetter Station that integrates bike and scooter share docks, designated ride-share pick-up and drop-off zones, secure bicycle parking, and a comprehensive wayfinding system to support seamless multimodal connectivity. These facilities should be integrated into the proposed Mobility Hub (T5) to support multimodal connectivity and accommodate increased demand.	B1	Hostetter Station	Bike Lockers	$10,800	$22,800	**0.49**
	Develop a mobility hub at Hostetter Station that integrates bike and scooter share docks, designated ride-share pick-up and drop-off zones, secure bicycle parking, and a comprehensive wayfinding	B1	Hostetter Station	Bike Racks	$875	$2,500	**0.54**
	Develop a mobility hub at Hostetter Station that integrates bike and scooter share docks, designated ride-share pick-up and drop-off zones, secure bicycle parking, and a comprehensive wayfinding system to support seamless multimodal connectivity. These facilities should be integrated into the proposed Mobility Hub (T5) to support multimodal connectivity and accommodate increased demand.	B1	Hostetter Station	Wayfinding: Incorporated with Recommendations B2 and P12	-	-	**0.31**
	To support the future Class IV bicycle facilities, implement a protected intersection design where feasible to enhance multimodal safety and comfort for all users. Incorporate dedicated	B3	North Capitol Avenue @ Longford Drive	Install Protected Intersection Design	$600,000	$2,200,000	**0.69**

Mode	Cluster 1 Recommendations	ID	LOCATION (description, map,	Description	Estimated Total Cost		Priority Score
					Low	High	
Vehicle Access	Designate and clearly mark curbside zones for pick-up/drop-off, rideshare, delivery, and loading activities to enhance user convenience, improve curbside efficiency, and support safe, orderly circulation. These zones should be ADA-compliant, include curb ramps and clear signage, and be located to minimize pedestrian conflicts and traffic disruptions. Curb use prioritization should be guided by the roadway typologies defined in the City of San José General Plan 2040, ensuring alignment with modal priorities—such as transit on Grand Boulevards or pedestrian access on Main Streets.	V1	Hostetter Station TOD Site: Camino Del Rey and North Capitol Avenue	Curbside with Signage and Striping	$25,000	$75,000	**0.44**
	Coordinate signal timing adjustments to reflect evolving traffic patterns and ensure seamless integration with the project driveway. Signal phasing should be configured to reliably detect and respond to vehicle presence at the garage exit, facilitating efficient egress.	V3	North Capitol Avenue @ Longford Drive	Signal Study	$6,000	$10,000	**0.53**
	Adjust signal timing to accommodate projected peak-hour traffic volumes generated by the TOD. Timing modifications should prioritize transit mobility – such as transit signal priority (TSP) for LRT and buses - and enhance pedestrian and bicycle access to	V4	North Capitol Avenue @ Longford Drive	Signal Study	$6,000	$10,000	**0.53**
				Cluster 1 Total	**$840,075**	**$2,735,900**	**0.47**

Mode	Cluster 2 Recommendations	ID	LOCATION (description, map,	Description	Estimated Total Cost		Priority Score
					Low	High	
Pedestrian Access	Reconfigure the intersection by narrowing vehicle travel lanes to 10 feet where feasible to calm traffic and create space for Class IV protected bicycle lanes. Maintain an 11-foot outer lane to accommodate VTA buses. Install concrete buffers to enhance cyclist safety and shorten pedestrian crossing distances by 8 to 12 feet.	P1	Hostetter Road @ North Capitol Avenue	Install Protected Intersection Design - Incorporates Improvements: B3,	$600,000	$2,200,000	**0.78**
	Add vehicle stop bars or shift vehicle stop bars further back from crosswalks and provide 20-foot daylighting buffers at signalized intersections to improve pedestrian visibility and safety. This increased setback reduces the likelihood of vehicle encroachment into the crosswalk, enhances sightlines between drivers and pedestrians, and creates space for leading pedestrian intervals or curb extensions where feasible.	P2	Hostetter Road @ North Capitol Avenue	Advance Yield/Stop Line(s)	$2,400	$9,600	**0.44**
	Upgrade lighting at intersections and directly over crosswalks to improve pedestrian visibility during low-light conditions. Enhanced illumination increases driver awareness of crossing pedestrians, reduces crash risk, and supports a safer nighttime walking environment. Lighting should be pedestrian-scaled, evenly distributed, and designed to minimize glare for both drivers and	P3	Hostetter Road @ North Capitol Avenue	Overhead Crosswalk Lighting	$20,000	$80,000	**0.39**
	Evaluate the feasibility of implementing pedestrian safety enhancements, including the extension of center medians to create ADA-compliant pedestrian refuge islands. At signalized intersections, these islands should support staged crossings during signal phases, improving comfort and safety for pedestrians navigating wide or high-volume travel lanes. Refuge islands should offer a protected, accessible waiting area with features like detectable warning surfaces, sufficient width, and clear signage to ensure compliance and ease of use.	P4	Hostetter Road @ North Capitol Avenue	Included in P1	-	-	**0.64**
	Install accessible pedestrian signals (APS) with active pedestrian detection and adaptive timing for slower walkers, including seniors and individuals with physical disabilities. Add audio cues to support users with visual impairments. Ensure all signal components are designed and placed to maintain ADA-compliant pedestrian access and clear sidewalk pathways, in accordance with Public Right-of-Way Accessibility Guidelines (PROWAG).	P7	Hostetter Road @ North Capitol Avenue	Install APS with pedestrian detection and adaptive timing	$96,000	$144,000	**0.31**

Mode	Cluster 2 Recommendations	ID	LOCATION (description, map,	Description	Estimated Total Cost		Priority Score
					Low	High	
Transit Access	Conduct updated ridership counts following TOD occupancy to assess demand for upgraded amenities. Based on findings, install benches, shelters, and real-time arrival displays to enhance comfort, accessibility, and usability. Ridership study should be coordinated with VTA's Passenger Facilities group to assess conditions and feasibility of implementing targeted improvements.	T1	Bus stops on Hostetter Road and North Capitol Avenue	Real-Time Displays	$10,000	$30,000	**0.35**
Transit Access	Conduct updated ridership counts following TOD occupancy to assess demand for upgraded amenities. Based on findings, install benches, shelters, and real-time arrival displays to enhance comfort, accessibility, and usability. Ridership study should be coordinated with VTA's Passenger Facilities group to assess conditions and feasibility of implementing targeted improvements.	T1	Bus stops on Hostetter Road and North Capitol Avenue	Shelter	$30,000	$50,000	**0.26**
Transit Access	Route 70 Corridor: Conduct updated ridership counts following TOD occupancy to assess demand for improved service frequency to better meet rider demand and support dependable multimodal connections. These enhancements should be coordinated with VTA service planning and aligned with TOD-related ridership growth and the goals of VTA's Visionary Network.	T2	Hostetter Station	Conduct Ridership Counts	$20,000	$50,000	**0.35**
Bicycle Access	To support the future Class IV bicycle facilities, implement a protected intersection design where feasible to enhance multimodal safety and comfort for all users. Incorporate dedicated bicycle signal phases at intersections and prohibit right turns on red to reduce turning conflicts and improve cyclist visibility.	B3	Hostetter Road @ North Capitol Avenue	Incorporated with Recommendation P1	-	-	**0.64**
Vehicle Access	Adjust signal timing to accommodate projected peak-hour traffic volumes generated by the TOD. Timing modifications should prioritize transit mobility – such as transit signal priority (TSP) for LRT and buses - and enhance pedestrian and bicycle access to transit platforms and stops.	V4	North Capitol Avenue @ Hostetter Road	Signal Study	$6,000	$10,000	**0.53**
				Cluster 2 Total	**$784,400**	**$2,573,600**	**0.47**

Mode	Cluster 3 Recommendations	ID	LOCATION (description, map,	Description	Estimated Total Cost		Priority Score
					Low	High	
Pedestrian Access	Reduce corner curb radii to 10–15 feet and implement enhanced warning signs or Rectangular Rapid Flashing Beacons (RRFBs) at freeway on-/off-ramps to lower vehicle turning speeds and enhance safety for pedestrians and cyclists.	P6	Hostetter Road @ I-680 Access Ramps	Remove Slip Lanes - Incorporates Improvement(s): V5	$202,653	$673,167	**0.35**
	Conduct a lighting study to evaluate existing illumination levels and determine appropriate lighting enhancements at the I-680 overpasses on Hostetter Road and North Capitol Avenue, with the goal of improving visibility, safety, and comfort for all users. Lighting should be pedestrian-scale, evenly distributed, and designed to minimize glare.	P10	Hostetter Road @ I-680 Access Ramps	Conduct Lighting Study	$20,000	$50,000	**0.44**
Vehicle Access	Redesign freeway access ramps to reflect contemporary urban standards by orienting ramps perpendicular to surface streets. This approach enhances safety, improves traffic flow, and supports multimodal connectivity in dense urban environments.	V5	Hostetter Road @ I-680 Access Ramps	Incorporated with Recommendation P6	-	-	**0.31**
				Cluster 3 Total	**$222,653**	**$723,167**	**0.40**

Mode	Cluster 4 Recommendations	ID	LOCATION (description, map,	Description	Estimated Total Cost		Priority Score
					Low	High	
Pedestrian Access	Reduce corner curb radii to 10–15 feet and implement enhanced warning signs or Rectangular Rapid Flashing Beacons (RRFBs) at freeway on-/off-ramps to lower vehicle turning speeds and enhance safety for pedestrians and cyclists.	P6	North Capitol Avenue @ I-680 Access Ramps	Remove Slip Lanes - Incorporates Improvement(s): V5	$377,755	$1,281,945	**0.31**
	Install missing crosswalks and restripe faded ones using high-visibility 'zebra' markings to enhance pedestrian safety and visibility at crossings.	P9		Install High-Visibility Crosswalk Markings	$20,000	$50,000	**0.36**
	Conduct a lighting study to evaluate existing illumination levels and determine appropriate lighting enhancements at the I-680 overpasses on Hostetter Road and North Capitol Avenue, with the goal of improving visibility, safety, and comfort for all users. Lighting should be pedestrian-scale, evenly distributed, and designed to minimize glare.	P10	North Capitol Avenue @ I-680 Access Ramps	Conduct Lighting Study	$20,000	$50,000	**0.27**
Vehicle Access	Redesign freeway access ramps to reflect contemporary urban standards by orienting ramps perpendicular to surface streets. This approach enhances safety, improves traffic flow, and supports multimodal connectivity in dense urban environments.	V5	North Capitol Avenue @ I-680 Access Ramps	Incorporated with Recommendation P6	-	-	**0.27**
				Cluster 4 Total	**$417,755**	**$1,381,945**	**0.38**

Mode	Clusters 5-9 Recommendations	ID	LOCATION (description, map,	Description	Estimated Total Cost		Priority Score
					Low	High	
Pedestrian Access	Install accessible pedestrian signals (APS) with active pedestrian detection and adaptive timing for slower walkers, including seniors and individuals with physical disabilities. Add audio cues to support users with visual impairments. Ensure all signal components are designed and placed to maintain ADA-compliant pedestrian access and clear sidewalk pathways, in accordance with Public Right-of-Way Accessibility Guidelines (PROWAG).	P7	North Capitol Avenue @ Orangestone Way / Greengate Drive	Install APS with pedestrian detection and adaptive timing	$96,000	$144,000	**0.19**
	Install missing crosswalks and restripe faded ones using high-visibility 'zebra' markings to enhance pedestrian safety and visibility at crossings.	P9		Install High-Visibility Crosswalk Markings	$220,000	$550,000	**0.43**
				Clusters 5-9 Total	**$316,000**	**$694,000**	**0.31**

Mode	Cluster 10 Recommendations	ID	LOCATION (description, map,	Description	Estimated Total Cost		Priority Score
					Low	High	
Pedestrian Access	Evaluate the feasibility of implementing pedestrian safety enhancements, including the extension of center medians to create ADA-compliant pedestrian refuge islands. At signalized intersections, these islands should support staged crossings during signal phases, improving comfort and safety for pedestrians navigating wide or high-volume travel lanes. Refuge islands should offer a protected, accessible waiting area with features like detectable warning surfaces, sufficient width, and clear signage to ensure compliance and ease of use.	P4	Sierra Road @ Havenwood Drive	Pedestrian Refuge Island(s)	$8,960	$16,800	**0.39**
	Install missing crosswalks and restripe faded ones using high-visibility 'zebra' markings to enhance pedestrian safety and visibility at crossings.	P9		Install High-Visibility Crosswalk Markings	$40,000	$100,000	**0.43**
				Cluster 10 Total	**$48,960**	**$116,800**	**0.41**

Mode	Corridor-Wide Recommendations	ID	LOCATION (description, map,	Description	Estimated Total Cost		Priority Score
					Low	High	
Pedestrian Access	Incorporate street trees, benches, pedestrian-scale lighting, and shade structures into sidewalk design to create a more inviting, comfortable, and climate-resilient walking environment, while	P5	Corridor-Wide	Incorporated with lighting study and sidewalk audit	-	-	**0.41**
	Short-term: Conduct a sidewalk accessibility audit to identify obstructions and substandard widths relative to the roadways associated street typology established in the 2040 General Plan.	P8	North Capitol Avenue	Sidewalk Audit	$20,000	$50,000	**0.60**
	Mid-term: Reconstruct or widen sidewalks that do not meet City of San José or ADA standards in accordance with PROWAG standards.	P8	North Capitol Avenue	Construct Sidewalk	$122,250	$163,000	**0.51**
	Install multilingual wayfinding signage to establish clear and intuitive pedestrian connections between the station and key nearby destinations, including the nearby retail centers (e.g., Dai-Thanh Supermarket), Cherrywood Elementary School, Cataldi Park, surrounding residential neighborhoods, and nearby bus stops. Signage should support multimodal access and guide users both to and from the station, enhancing navigation via streets and trails.	P12	Hostetter Station and surrounding area	Install Wayfinding Signs	$3,750	$5,000	**0.40**

Mode	Corridor-Wide Recommendations	ID	LOCATION (description, map,	Description	Estimated Total Cost		Priority Score
					Low	High	
Bicycle Access	Deploy multilingual bicycle-scale wayfinding signage to guide users to key destinations such as Cherrywood Elementary School, nearby retail centers (e.g., Dai-Thanh Supermarket and Berryessa Hills Business Center), nearby parks (e.g., Cataldi, Flickinger, and Brooktree), and the Lower Penitencia Creek Trail. Signage design and placement should comply with CJT DOT standards and, where applicable, align with MTC's Regional Mapping and Wayfinding Program to ensure consistency with regional transit signage and integration into the broader wayfinding network.	B2	On bike routes to station	Install Wayfinding Signs	$3,750	$5,000	**0.40**
	Upgrade existing bicycle facilities along North Capitol Avenue and Hostetter Road (east of North Capitol Avenue) to Class IV separated bike lanes by constructing physical barriers between bicycle lanes and adjacent vehicle travel lanes to enhance cyclist safety and reduce conflicts with motor vehicles.	B4	Hostetter Road	Install Class IV Protected Bike Lanes	$270,000	$378,000	**0.60**
	Upgrade existing bicycle facilities along North Capitol Avenue and Hostetter Road (east of North Capitol Avenue) to Class IV separated bike lanes by constructing physical barriers between bicycle lanes and adjacent vehicle travel lanes to enhance cyclist safety and reduce conflicts with motor vehicles.	B4	North Capitol Avenue (east of Hostetter Road)	Install Class IV Protected Bike Lanes	$377,500	$528,500	**0.61**
Vehicle Access	Implement wayfinding signage and circulation guidance strategies to minimize user confusion and mitigate unsafe behaviors in the vicinity of the station	V2	Hostetter Station	Signage	$1,125	$1,500	**0.45**
				Corridor-Wide Total	**$818,375**	**$1,181,000**	**0.45**

Appendix F: Hostetter Station Prioritization Matrix

Mode	Needs	Recommendations	ID	Location	Description	1, 0.6, 0.3 Improves Connectivity to Transit	1, 0 Improves Accessibility	1, 0 Community Integration	1, 0 Coordination With Planned Projects	1, 0.6, 0.3 Improves Safety	1, 0.6, 0.3 Constructability	1, 0.6, 0.3 Proximity to Station	1, 0.6, 0.3 Community Preference	Total
Pedestrian Access	**Pedestrian Infrastructure**													
	Long and unsafe pedestrian crossings	Reconfigure the intersection by narrowing vehicle travel lanes to 10 feet where feasible to calm traffic and create space for Class IV protected bicycle lanes. Maintain an 11-foot outer lane to accommodate VTA buses. Install concrete buffers to enhance cyclist safety and shorten pedestrian crossing distances by 8 to 12 feet.	P1	Hostetter Road @ North Capitol Avenue	Install Protected Intersection Design - Incorporates Improvements: B3,	1	1	0	1	1	0.6	0.6	1	**0.78**
		Add vehicle stop bars or shift vehicle stop bars further back from crosswalks and provide 20-foot daylighting buffers at signalized intersections to improve pedestrian visibility and safety. This increased setback reduces the likelihood of vehicle encroachment into the crosswalk, enhances sightlines between drivers and pedestrians, and creates space for leading pedestrian intervals or curb extensions where feasible.	P2	Hostetter Road @ North Capitol Avenue	Advance Yield/Stop Line(s)	0.3	0	0	0	0.6	1	0.6	1	**0.44**
				North Capitol Avenue @ Longford Drive	Advance Yield/Stop Line(s)	0.3	0	0	0	0.6	1	1	0.60	**0.44**
		Upgrade lighting at intersections and directly over crosswalks to improve pedestrian visibility during low-light conditions. Enhanced illumination increases driver awareness of crossing pedestrians, reduces crash risk, and supports a safer nighttime walking environment. Lighting should be pedestrian-scaled, evenly distributed, and designed to minimize glare for both drivers and pedestrians.	P3	Hostetter Road @ North Capitol Avenue	Overhead Crosswalk Lighting	0.3	0	0	0	0.6	0.6	0.6	1	**0.39**
				North Capitol Avenue @ Longford Drive	Overhead Crosswalk Lighting	0.3	0	0	0	0.6	0.6	1	0.6	**0.39**
		Evaluate the feasibility of implementing pedestrian safety enhancements, including the extension of center medians to create ADA-compliant pedestrian refuge islands. At signalized intersections, these islands should support staged crossings during signal phases, improving comfort and safety for pedestrians navigating wide or high-volume travel lanes. Refuge islands should offer a protected, accessible waiting area with features like detectable warning surfaces, sufficient width, and clear signage to ensure compliance and ease of use.	P4	Hostetter Road @ North Capitol Avenue	Included in P1	0.3	1	0	1	0.6	0.6	0.6	1	**0.64**
				Sierra Road @ Havenwood Drive	Pedestrian Refuge Island(s)	0.3	1	0	0	0.6	0.6	0.3	0.3	**0.39**
Pedestrian Access	Pedestrian environment lacks shade, seating, and landscaping which are important elements for a comfortable and useable pedestrian network - especially near high-volume, high-speed arterials.	Incorporate street trees, benches, pedestrian-scale lighting, and shade structures into sidewalk design to create a more inviting, comfortable, and climate-resilient walking environment, while maintaining ADA accessibility. These elements enhance the pedestrian experience, encourage walking, and contribute to placemaking and neighborhood identity. Encourage new developments to include active ground-floor uses—such as retail, cafés, community spaces, and transparent storefronts—along key pedestrian corridors. This supports a vibrant public realm, increases natural surveillance, and strengthens the connection between buildings and the street.	P5	Corridor-Wide	Incorporated with lighting study and sidewalk audit	0.3	0	1	0	0.3	0.3	1	0.6	**0.44**
	Corner radii are excessively large, encouraging high vehicle turning speeds and unecessarily increasing crossing distances.	Reduce corner curb radii to 10–15 feet and implement enhanced warning signs or Rectangular Rapid Flashing Beacons (RRFBs) at freeway on-/off-ramps to lower vehicle turning speeds and enhance safety for pedestrians and cyclists.	P6	Hostetter Road @ I-680 Access Ramps	Remove Slip Lanes - Incorporates Improvement(s): V5	0.3	0	0	0	0.6	0.3	0.6	1	**0.35**
				North Capitol Avenue @ I-680 Access Ramps	Remove Slip Lanes - Incorporates Improvement(s): V5	0.3	0	0	0	0.6	0.3	0.3	1	**0.31**

Mode	Needs	Recommendations	ID	Location	Description	1, 0.6, 0.3 Improves Connectivity to Transit	1, 0 Improves Accessibility	1, 0 Community Integration	1, 0 Coordination With Planned Projects	1, 0.6, 0.3 Improves Safety	1, 0.6, 0.3 Constructability	1, 0.6, 0.3 Proximity to Station	1, 0.6, 0.3 Community Preference	Total
Pedestrian Access	**Traffic Signal Timing for Pedestrian Mobility**													
	Pedestrians do not get a crossing signal by default (i.e. self-actuating), but must press a push button to activate. If not pressed on time, they may not get a signal and must wait until the next cycle.	Install accessible pedestrian signals (APS) with active pedestrian detection and adaptive timing for slower walkers, including seniors and individuals with physical disabilities. Add audio cues to support users with visual impairments. Ensure all signal components are designed and placed to maintain ADA-compliant pedestrian access and clear sidewalk pathways, in accordance with Public Right-of-Way Accessibility Guidelines (PROWAG).	P7	Hostetter Road @ North Capitol Avenue	Install APS with pedestrian detection and adaptive timing	0.3	0	0	0	0.3	0.3	0.6	1	**0.31**
				North Capitol Avenue @ Longford Drive	Install APS with pedestrian detection and adaptive timing	0.3	0	0	0	0.3	0.3	1	0.6	**0.31**
				North Capitol Avenue @ Orangestone Way / Greengate Drive	Install APS with pedestrian detection and adaptive timing	0.3	0	0	0	0.3	0.3	0.3	0.3	**0.19**
	Sidewalks are often obstructed by utility poles, vegetation, or parked vehicles, and many are too narrow for wheelchairs and strollers.	Short-term: Conduct a sidewalk accessibility audit to identify obstructions and substandard widths relative to the roadways associated street typology established in the 2040 General Plan. Mid-term: Reconstruct or widen sidewalks that do not meet City of San José or ADA standards in accordance with PROWAG standards.	P8	North Capitol Avenue	Sidewalk Audit	0.6	1	0	0	0.6	1	1	0.6	**0.60**
				North Capitol Avenue	Construct Sidewalk	0.6	1	0	0	0.6	0.3	1	0.6	**0.51**
	Faded or missing crosswalks	Install missing crosswalks and restripe faded ones using high-visibility 'zebra' markings to enhance pedestrian safety and visibility at crossings.	P9	See Tab P9	Install High-Visibility Crosswalk Markings	0.3	1	0	0	0.6	0.6	0.3	0.6	**0.43**
	Poor lighting under I-680 Overpasses	Conduct a lighting study to evaluate existing illumination levels and determine appropriate lighting enhancements at the I-680 overpasses on Hostetter Road and North Capitol Avenue, with the goal of improving visibility, safety, and comfort for all users. Lighting should be pedestrian-scale, evenly distributed, and designed to minimize glare.	P10	Hostetter Road @ I-680 Access Ramps	Conduct Lighting Study	0.3	0	0	0	0.6	1	0.6	1	**0.44**
				North Capitol Avenue @ I-680 Access Ramps	Conduct Lighting Study	0.3	0	0	0	0.6	1	0.3	1	**0.40**
	No direct pedestrian route to station from north	Study the feasibility of a mid-block crosswalk from the sidewalk to the north side of the LRT station platform, to reduce unsafe jaywalking and improve pedestrian access.	P11	Hostetter Station	Conduct Feasibility Study	0.6	1	0	0	0.6	0.3	1	0.3	**0.48**
Pedestrian Access	**Pedestrian Wayfinding**													
	Lack of pedestrian-scale wayfinding signage	Install multilingual wayfinding signage to establish clear and intuitive pedestrian connections between the station and key nearby destinations, including the nearby retail centers (e.g., Dai-Thanh Supermarket), Cherrywood Elementary School, Cataldi Park, surrounding residential neighborhoods, and nearby bus stops. Signage should support multimodal access and guide users both to and from the station, enhancing navigation via streets and trails.	P12	Hostetter Station and surrounding area	Install Wayfinding Signs	0.3	0	0	0	0.3	1	0.6	1	**0.40**
	No maps of surrounding area at station	Install area maps at the station platform to assist passengers in navigating the surrounding neighborhood, identifying key destinations, and connecting to nearby transit, trails, and amenities. Coordinate with MTC's Regional Mapping and Wayfinding Program to ensure consistency with regional standards and integration into the broader wayfinding network.	P13	Hostetter Station	Install Area Maps	0.3	0	0	0	0.3	1	1	1	**0.45**

Mode	Needs	Recommendations	ID	Location	Description	1, 0.6, 0.3 Improves Connectivity to Transit	1, 0 Improves Accessibility	1, 0 Community Integration	1, 0 Coordination With Planned Projects	1, 0.6, 0.3 Improves Safety	1, 0.6, 0.3 Constructability	1, 0.6, 0.3 Proximity to Station	1, 0.6, 0.3 Community Preference	Total
Transit Access	**Transit Supportive Infrastructure and Integration**													
	Bus stops lack facilities such as benches or shelters	Conduct updated ridership counts following TOD occupancy to assess demand for upgraded amenities. Based on findings, install benches, shelters, and real-time arrival displays to enhance comfort, accessibility, and usability. Ridership study should be coordinated with VTA's Passenger Facilities group to assess conditions and feasibility of implementing targeted improvements.	T1	Bus stops on Hostetter Road and North Capitol Avenue	Real-Time Displays	0.3	0	0	0	0.3	0.6	0.6	1	**0.35**
					Shelter	0.3	0	0	0	0.3	0.3	0.6	0.6	**0.26**
	Limited service reliability and frequency.	Route 70 Corridor: Conduct updated ridership counts following TOD occupancy to assess demand for improved service frequency to better meet rider demand and support dependable multimodal connections. These enhancements should be coordinated with VTA service planning and aligned with TOD-related ridership growth and the goals of VTA's Visionary Network.	T2	Hostetter Station	Conduct Ridership Counts	0.3	0	0	0	0.3	1	0.6	0.6	**0.35**
	No designated pick-up/drop-off zones.	Establish dedicated pick-up/drop-off zones using painted curb and/or clear signage in a safe and convenient location to facilitate access to the station platform. These zones should be ADA-compliant, well-lit, and located to minimize conflicts with transit operations and pedestrian and cyclist flows.	T3	Hostetter Station	Incorporated with Recommendation V1	0.6	0	0	0	0.3	0.6	1	0.6	**0.39**
	Lack of Multimodal Integration - transit modes are not well integrated with other modes, leading to inefficient transfers and discouraging multimodal trips.	Develop a mobility hub near Hostetter Station with bike share, scooter parking, and rideshare zones to support seamless transfers between modes.	T4	Hostetter Station	Incorporated with Recommendation B1	1	0	1	0	0.3	0.3	1	1	**0.58**

Mode	Needs	Recommendations	ID	Location	Description	1, 0.6, 0.3 Improves Connectivity to Transit	1, 0 Improves Accessibility	1, 0 Community Integration	1, 0 Coordination With Planned Projects	1, 0.6, 0.3 Improves Safety	1, 0.6, 0.3 Constructability	1, 0.6, 0.3 Proximity to Station	1, 0.6, 0.3 Community Preference	Total
Bicycle Access	**Bicycle Comfort, safety, and Wayfinding**													
	Lack of secure bicycle parking and other last-mile micromobility options.	Develop a mobility hub at Hostetter Station that integrates bike and scooter share docks, designated ride-share pick-up and drop-off zones, secure bicycle parking, and a comprehensive wayfinding system to support seamless multimodal connectivity. These facilities should be integrated into the proposed Mobility Hub (T5) to support multimodal connectivity and accommodate increased demand.	B1	Hostetter Station	Bike Lockers	1	0	0	0	0.3	0.6	1	1	**0.49**
					Bike Racks	1	0	0	0	0.3	1	1	1	**0.54**
					Wayfinding: Incorporated with Recommendations B2 and P12	0.3	0	0	0	0.3	1	0.6	1	**0.40**
	There is no wayfinding/signage directing cyclists to/from station.	Deploy multilingual bicycle-scale wayfinding signage to guide users to key destinations such as Cherrywood Elementary School, nearby retail centers (e.g., Dai-Thanh Supermarket and Berryessa Hills Business Center), nearby parks (e.g., Cataldi, Flickinger, and Brooktree), and the Lower Penitencia Creek Trail. Signage design and placement should comply with CJT DOT standards and, where applicable, align with MTC's Regional Mapping and Wayfinding Program to ensure consistency with regional transit signage and integration into the broader wayfinding network.	B2	On bike routes to station	Install Wayfinding Signs	0.3	0	0	0	0.3	1	0.6	1	**0.40**
	Turning vehicles are directed across the bicycle lane, increasing risk to people bicycling due to the high volumes and speeds of vehicles.	To support the future Class IV bicycle facilities, implement a protected intersection design where feasible to enhance multimodal safety and comfort for all users. Incorporate dedicated bicycle signal phases at intersections and prohibit right turns on red to reduce turning conflicts and improve cyclist visibility.	B3	Hostetter Road @ North Capitol Avenue	Incorporated with Recommendation P1	0.6	1	0	1	1	0.3	0.6	1	**0.69**
				North Capitol Avenue @ Longford Drive	Install Protected Intersection Design	0.6	1	0	1	1	0.3	1	0.6	**0.69**
	Limited protected infrastructure - Painted bike lanes are inappropriate for the traffic volumes and speeds on Hostetter Road and N. Capitol Avenue.	Upgrade existing bicycle facilities along North Capitol Avenue and Hostetter Road (east of North Capitol Avenue) to Class IV separated bike lanes by constructing physical barriers between bicycle lanes and adjacent vehicle travel lanes to enhance cyclist safety and reduce conflicts with motor vehicles.	B4	Hostetter Road	Install Class IV Protected Bike Lanes	1	0	0	1	1	0.6	0.6	0.6	**0.60**
				North Capitol Avenue (east of Hostetter Road)	Install Class IV Protected Bike Lanes	1	0	0	1	1	0.6	1	0.3	**0.61**

Mode	Needs	Recommendations	ID	Location	Description	1, 0.6, 0.3 Improves Connectivity to Transit	1, 0 Improves Accessibility	1, 0 Community Integration	1, 0 Coordination With Planned Projects	1, 0.6, 0.3 Improves Safety	1, 0.6, 0.3 Constructability	1, 0.6, 0.3 Proximity to Station	1, 0.6, 0.3 Community Preference	Total
Vehicle Access	**Curb Management and Passenger Loading**													
	The fit test for the TOD development does not incorporate curb management best practices, such as designated drop-off and pick-up zones for TNCs, taxis, and carpools, or dedicated loading areas for commercial and delivery vehicles.	Designate and clearly mark curbside zones for pick-up/drop-off, rideshare, delivery, and loading activities to enhance user convenience, improve curbside efficiency, and support safe, orderly circulation. These zones should be ADA-compliant, include curb ramps and clear signage, and be located to minimize pedestrian conflicts and traffic disruptions. Curb use prioritization should be guided by the roadway typologies defined in the City of San José General Plan 2040, ensuring alignment with modal priorities—such as transit on Grand Boulevards or pedestrian access on Main Streets.	V1	Hostetter Station TOD Site: Camino Del Rey and North Capitol Avenue	Curbside with Signage and Striping	0.6	0	0	0	0.3	0.6	1	1	**0.44**
	No wayfinding/signage directing drivers to drop-off location.	Implement wayfinding signage and circulation guidance strategies to minimize user confusion and mitigate unsafe behaviors in the vicinity of the station	V2	Hostetter Station	Signage	0.3	0	0	0	0.3	1	1	1	**0.45**
	Vehicle Infrastructure and Signal Timing													
	The fit test for the TOD development shows the project driveway at the west leg of the N. Capitol Avenue @ Caminonola Court / Longfellow Drive.	Coordinate signal timing adjustments to reflect evolving traffic patterns and ensure seamless integration with the project driveway. Signal phasing should be configured to reliably detect and respond to vehicle presence at the garage exit, facilitating efficient egress.	V3	North Capitol Avenue @ Longford Drive	Signal Study	0.3	1	0	0	0.3	1	1	0.6	**0.53**
	The TOD fit test modeling shows trip generate up to 907 daily vehicle trips, including 61 AM and 55 PM peak hour trips.	Adjust signal timing to accommodate projected peak-hour traffic volumes generated by the TOD. Timing modifications should prioritize transit mobility – such as transit signal priority (TSP) for LRT and buses - and enhance pedestrian and bicycle access to transit platforms and stops.	V4	North Capitol Avenue @ Hostetter Road	Signal Study	0.3	1	0	0	0.3	1	0.6	1	**0.53**
				North Capitol Avenue @ Longford Drive	Signal Study	0.3	1	0	0	0.3	1	1	0.6	**0.53**
	The I-680 on- and off-ramps use an older cloverleaf design that allows vehicles to turn without slowing down, increasing danger to people in bike lanes or crosswalks.	Redesign freeway access ramps to reflect contemporary urban standards by orienting ramps perpendicular to surface streets. This approach enhances safety, improves traffic flow, and supports multimodal connectivity in dense urban environments.	V5	Hostetter Road @ I-680 Access Ramps	Incorporated with Recommendation P6	0.3	0	0	0	1	0.3	0.6	1	**0.40**
				North Capitol Avenue @ I-680 Access Ramps	Incorporated with Recommendation P6	0.3	0	0	0	1	0.3	0.3	1	**0.36**

Appendix G: Priority Locations for High-Visibility Crosswalks

Priority Locations for New High Visibility Crosswalks

Street	Cross Street	Leg	Legth (LF)	Cluster
Longford Dr	North Capitol Ave	East	60	1
Longford Dr	North Capitol Ave	North	156	1
Caminonola Ct (TOD driveway)	North Capitol Ave	West	70	1
Camino Del Rey	North Capitol Ave	West	64	1
Camino Del Rey	North Capitol Ave	East	60	1
I-680 NB Ramps	North Capitol Ave	East	94	4
I-680 SB Ramps	North Capitol Ave	West	50	4
Peachwood Dr	Hostetter Rd	North	56	6
Agua Vista Dr	Hostetter Rd	North	50	6
Minuteman Way	Hostetter Rd	North	64	6
Lucena Dr	North Capitol Ave	East	64	7
Agua Vista Dr	North Capitol Ave	East	60	7
Greengate Dr	North Capitol Ave	North	116	7
Greengate Dr	North Capitol Ave	East	56	7
Sierra Road	North Capitol Ave	North	116	7
Sierra Road	North Capitol Ave	East	102	7
Agua Vista Dr	Hostetter Rd	South	46	7
Morrill Ave	Hostetter Rd	North	64	7
Morrill Ave	Hostetter Rd	South	56	7
Monte Cresta Way	Morrill Ave	West	56	7
Monte Cresta Way	Morrill Ave	North/South	80	7
Sierraville Ave	Morrill Ave	East	58	7
Sierraville Ave	Morrill Ave	North/South	80	7
Gomes Dr	Morrill Ave	West	56	7
Gomes Dr	Morrill Ave	North/South	80	7
Olivestone Way	North Capitol Ave	West	54	9
Orangestone Way	North Capitol Ave	West	48	9
Old Post Way	North Capitol Ave	West	56	9
Battaglia Cir	North Capitol Ave	West	52	9
Sierra Rd	Havenwood Dr / Amaryl Dr	North	56	10
Sierra Rd	Havenwood Dr / Amaryl Dr	East	102	10
Sierra Rd	Havenwood Dr / Amaryl Dr	South	56	10
Sierra Ct	Sierra Rd	South	56	10

Cluster	Number of Crosswalks
1	5
4	2
6	3
7	15
9	4
10	4
Total	**33**