

Summary

This construction phase community outreach meeting was held to update the public on major design changes planned for North 4th Street and East St. John Street, as well as to provide a general project overview. Several meeting attendees also had questions and concerns about the notification process and parking impacts. A summary of each topic area is below, followed by comprehensive meeting notes.

Note: In response to concerns about notification and parking, the paving and bikeways project along E. San Salvador Street has been postponed to later in the year. City staff is working with business owners to minimize parking impacts.

St. John Street

- A traffic diverter will be installed at the intersection of E. St. John Street and N. 10th Street.
- The diverter will use paint and plastic posts to direct eastbound and westbound vehicle traffic onto southbound 10th Street at the intersection.
- Bicycle riders will be allowed to proceed straight across the intersection.
- This treatment is intended to increase safety for people biking, as well as to reduce cut-through traffic utilizing St. John Street instead of Santa Clara Street.
- Attendees asked questions to clarify how the diverter will function.

4th Street

- Two design options were presented for the section of 4th Street between Hedding and Taylor Streets. Both options will allow for new left-turn pockets at E. Mission Street.
- Option A would reduce the current number of travel lanes from four to three (one northbound and two southbound) and add basic bike lanes in each direction.
- Option B would reduce the current number of travel lanes from four to two (one each direction) and add paint-buffered bike lanes in each direction.
- Feedback at the meeting was mostly in favor of Option B, though at least one person voiced a preference for Option A.
- The potential for a center-running cycletrack was asked about. That option had not been considered at length, due to design challenges, numerous driveways, and cost.

Outreach

- Attendees voiced concerns about the notification process.
- Some attendees said they live or own businesses near the project area and were never notified.

- Others said that, even if they did get the notification, the project scope and parking impacts were not clear.
- Some attendees said they did receive notification about this and previous meetings.
- *Note: Postcards were sent to all addresses within 200 feet of the project area for this and four previous outreach meetings.*

Parking

- A claim was made that the project would remove 200 parking spaces around the San Jose State University campus. This claim was incorrect. *Note: this project will result in the net loss of no more than 100 parking spaces throughout the downtown project area; 34 of the parking spaces planned for removal are designated for university S permit parking (student parking) and have been agreed to by SJSU and the City.*
- Business owners along the project area were concerned that removing parking would have serious negative impacts on their business.
- *Note: A working map of parking losses and gains throughout downtown is available on the project website, www.sanjoseca.gov/betterbikeways.*

Comprehensive meeting notes

Staff responses provided at the meeting are in *italics*

St. John

- Can you describe the paint? *We are painting white lines with green patches and tan areas to delineate no-go spaces.*
- Can you describe this intersection? *As you go along St. John in a car, you will be able to go as far as 10th Street. Then, you will need to make a right or left to head south. Bicycles are able to go straight through. Someone on 10th will not be able to make a right onto St. John.*
- Is the diverter a physical barrier? *Yes, we're using green plastic posts along with the paint. No cement work.*

4th Street

- Of the people with the City, who biked here? On 4th Street - we know that Option b is safer. More bicyclists will be killed with Option A.
- Why are you not considering parking protection? *We did, at first, but looked at the land use and saw there were many driveways, close together, with heavily used on-street parking. You're also out of the core of downtown, which means protection is less of a priority given the other constraints.*
- In general, bike lanes without a buffer are either in conflict with the 3-foot passing law or ignoring it. I don't want to be wedged between parked and moving cars and would rather take the lane.
- Did you look at a protected lane down the middle of the street? *We didn't - there are a lot of turn movements which make it challenging.*
- If there's going to be a center lane considered, it must be protected or there will be a lot of injured cyclists.
- Buffers are also good to make room on trash day.
- There's a school between Hedding and Mission. The buffer will be great for the kids, but is there a way to change the paving between the school year and summer? Are you going to add a left turn at Mission? *Yes.*
- Prefer Option B++
- Prefer Option A

Outreach

- Also, let's talk about notification. I own three properties on S. Third St. and got no notification. I've talked to groups you say you talk to (including SJDA) and they all told me you didn't give them any details. I've spoken to business owners and nobody reached out to them. Your outreach didn't work. Are you telling me tough s---?
- I own a business on San Salvador and received no notice. Why didn't someone tell us?

- You need to evaluate the outreach process so that you can improve it.
- I have a different experience. I knew about three of the meetings, once via postcard.
- I've been to a lot of these meetings and they really do listen to your feedback.
- I never got any postcard, but I recently got a letter from Code Enforcement about a new ordinance. So I know one department knows how to reach me.
- Mailers are not effective. I get lots of mail - you should come to my business in person.
- I'm concerned about the amount of people who came here to say they weren't notified. If we get a petition with lots of signatures, can we get this changed?
- Outreach is always a challenge. If you want to know what's going on you have to be proactive.

Parking changes

- How are you going to compensate for the 200+ parking spaces you're taking away from around campus? *See above correcting this statement and providing more detail regarding parking.*
- I own a business on San Salvador and parking is already a problem. Losing more parking could kill my business.
- I have a concern about the decision to remove so many parking spots. I understand the desire to reduce the amount of traffic. But parking downtown is already challenging. Won't this add additional traffic as people look for parking?
- Can we pause the project so you can integrate our feedback? *It's honestly very complicated to stop the paving and restriping project, but we can try to delay this corridor.*

General

- How are you going to reduce volumes going to/from the highway to make this work?
- There is concern about speed on my street and we know there isn't enforcement. I believe everybody should be able to travel safely. Also concerned about overflow parking from the convention center and loss of revenue from the meters.
- I bike almost every day of the week and I just want to say thank you. It's not just anecdotal that people are more apt to get on a bike if they feel safe - it's been researched. This will get more people on bikes, which will drop the fatality rate.
- I was also going to say thank you to the city for making biking so much safer. There are other ways to get downtown without a car - light rail, bus, bicycle.
- I have property on 11th and Reed and did not get notified. 11th is a feeder street - delivery trucks stop in the middle of the street. The scooters ride the wrong way. The garbage is horrendous - mattresses and garbage will end up in the bike lane. How will the lanes get swept? *We are designing with sweeping in mind.*

- I've lived on 7th Street all my life so I know the traffic patterns. The traffic patterns on Hedding are now ruined because of the bike lanes. 4th is also a main street. Your outreach needs to reach more people because these streets affect people from beyond the neighborhood. You've make your plans without input from people in the neighborhood. I agree we need bike lanes but put them on a street without traffic.
- I want to also say thank you and mention that I work for SVBC and live near Diridon Station. I live and work downtown and am really excited about this. As someone who has worked on planning processes for a long time, I can say that community outreach is always challenging. So we helped the City do a much better job by setting up meetings with neighborhood associations, businesses, and other groups. I'm sorry to hear there are still people who didn't hear about it, but I want to say that this time they went above and beyond. Thank you for putting this project together - it's going to make the streets safe.
- The City should work with businesses to show them the positive impacts of bike projects and how many people can arrive by bike with better bike facilities.
- Is there a projected estimate in bike traffic after this project is put in? *We did before counts and will do counts a year later.*
- How can this be rolled back if it doesn't work? *Because it is paint and plastic it can be tweaked and improved. In the worst-case scenario, it can be removed.*
- Please clarify the timeline for San Salvador. What's the delay between paving and paint? *In general, we try to do it quickly to reduce inconvenience and maintain clarity in roadway function for safety.*
- Community outreach challenges notwithstanding, change is happening. Downtown is developing and transit is coming. Everybody is happy to see what's going on but we have to figure out the details and make compromises.
- Do you consider the impacts on ridesharing, and those impacts on traffic? *Yes, we've been looking at different types of loading zones and stepping up enforcement of the rules.*
- I heard from someone on Park Avenue who had a similar situation, which was resolved. Why was their situation different?
- I live near Park Avenue and would say the compromise there led to pretty mediocre bike lanes.