

Letter from VTA

October 19, 2020

**RE: *Item 10.2 – October 20, 2020 City Council Agenda:
C19-013, CP19-013 and T20-015 – Conforming Rezoning, Conditional Use Permit,
and Tentative Map for Certain Real Property Located at 550-570 Meridian Avenue,
1401 Parkmoor Avenue, and 529, 592, and 691 Race Street***

Dear Honorable Mayor and Councilmembers:

Please accept this letter as VTA's response to City of San Jose (City) staff recommendations regarding the above-referenced project (Project) as they relate to safety measures on and around VTA's light rail system necessitated by the Project.

This Project (also known as "Avenues: The World School – Silicon Valley") is located at the northwest corner of Race Street and Parkmoor Avenue, in San Jose, immediately adjacent to VTA light rail tracks and the VTA Race Street Light Rail Station. As a consequence, it requires review and approval by the California Public Utilities Commission (CPUC), which is pending. Already, the CPUC has determined that safety enhancements around the light rail system will be needed as a direct result of the Project. Those safety enhancements, which benefit both the development and the community, are particularly critical in light of the fact that the Project—a private school serving children from toddler (age 2) through 12th grade (age 18)—will bring to the immediate area a total of 2,744 new students and 480 new faculty and staff at final build-out and potentially create new safety conflicts as those individuals move across the light rail tracks and around the light rail system.

Separately, at the beginning of this year, the City applied to the Federal Railroad Administration (FRA) to maintain a quiet zone along the corridor where this Project is located. That application is currently pending. If approved, the quiet zone would prevent VTA's light rail trains from sounding their horns and warning children, faculty and vehicles moving through the area of an oncoming train.

As a result of the City's application to continue the quiet zone, on August 6th and 7th of 2019, City staff led a required diagnostic review of the corridor, including the intersection of Race Street and Parkmoor Avenue and the Race Street Light Rail Station. This review was attended by representatives from VTA, the FRA and the CPUC. In the end, the FRA and the CPUC identified further enhanced safety measures that would be necessary as a result of this Project and for a quiet zone to continue. Those additional safety enhancements have been memorialized by City staff in its draft minutes from the diagnostic review which were included as "ATTACHMENT G" to the City's application for a quiet zone and are attached here for ease of reference as **Attachment A**.

At VTA, safety is and must be our number one priority. *As such, we are requesting the City and the Project developer be required to work together to implement the safety measures that both the FRA and the CPUC identified as necessitated by the Project and in response to the City's application for a quiet zone and that said requirement be expressly stated in any Conditional Use Permit approved by this Council for the Project.*

Thank you for your serious consideration of the above.

Sincerely,



Angelique M. Gaeta
Chief of System Safety & Security

cc: Joseph Petito, Federal Railroad Administration (FRA)
Felix Ko, California Public Utilities Commission (CPUC)

“ATTACHMENT A”

(OCTOBER 19, 2020)

ATTACHMENT G

San Jose Vasona Quiet Zone Diagnostic Review Comments & Responses

DATE: August 6, 2019 (Day 1)

ATTENDEES:

CSJ: Alisar Aoun, Vu Dao, Renee Zhou, Lee Taubeneck (CSJ consultant)

FRA: Joseph Petito, Eric Walker

CPUC: Felix Ko

VTa: Antonio Tovar, Susan Lucero, Angelique Gaeta, Brandi Childress, Adolf Daaboul, J. Carlos Orellana

Santa Clara County Sheriff's Office: Captain David Lera

MEETING NOTES

FRA Policy Statement (read by FRA)

The FRA Region 7 opinion, in general, provides a strong endorsement of the practice of crossing closures and consolidations where feasible, while maintaining essential, alternate and safe access for local communities. The optimal safety improvement for an at-grade highway-rail crossing is the complete separation of the railroad tracks from the roadway through construction of a grade-separation structure or closure. We encourage ALL local Authorities, Railroads and Stakeholders work together to provide good planning to achieve this goal.

Exceptions to the proposed federal rule mandating whistle sounding at all highway rail-grade crossings can only be made by showing that appropriate safety measures have been taken to mitigate the additional risk otherwise presented by trains not sounding their horns.

FRA Region 7 strongly recommends that any public authority desiring to establish quiet zones take the opportunity to review all aspects of safety along its rail corridor. Particular attention should be given to measures that prevent trespassing on railroad Right-of-way since investments made to establish a quiet zone may be negated if the horn has to be routinely sounded to warn trespassers.

Context / History

- In November 2005, with the assistance of the Santa Clara Valley Transportation Authority (VTA), the City of San Jose (CSJ) filed a Notice of Railroad Quiet Zone Establishment (NOE) to establish a quiet zone in the railroad corridor in San Jose, California, extending from San Fernando Avenue to Bascom Avenue in San Jose (quiet zone).
- In 2012, the Federal Railroad Administration (FRA) wrote a letter to VTA & CSJ stating that the quiet zone was incorrectly established and suggested CSJ submit a quiet zone application to correct the errors
- There was a diagnostic field review in 2012 and another in 2014
- In March 2016, to properly establish the quiet zone, the CSJ, with the assistance of VTA, filed a Notice of Intent to Submit a Public Authority Application pursuant to 49 C.F.R. § 222.39(b) for Railroad Quiet Zone Establishment (NOI)
- In May 2016, the CPUC strongly recommended against maintaining the quiet zone based on an increase in development along the corridor; the increase in incidents involving LRTs versus pedestrians, bicyclists and vehicles; and, the history of individuals ignoring activated warning devices at crossings within the quiet zone

- In January 2018, VTA advised CSJ that after conferring with the FRA, VTA would support a partial quiet zone where LRTs would sound their train horns only during the day hours, between 7:00 a.m. and 10:00 p.m. – when incidents had historically occurred. The CSJ advised VTA that it was interested in a full quiet zone
- In November 2018, VTA advised FRA that it did not support a full quiet zone and that VTA was no longer a contact for the CSJ's March 2016 NOI.
- CSJ is no longer pursuing the March 2016 NOI. Instead, CSJ is now applying as a solo applicant for a full quiet zone via the Public Authority Application process
- FRA suggested an alternative process to achieve a quiet zone via Public Authority Designation in which supplementary safety measures (SSMs) are implemented at all crossings
- VTA does not support a full quiet zone in this corridor.

ALL CROSSINGS IN GENERAL

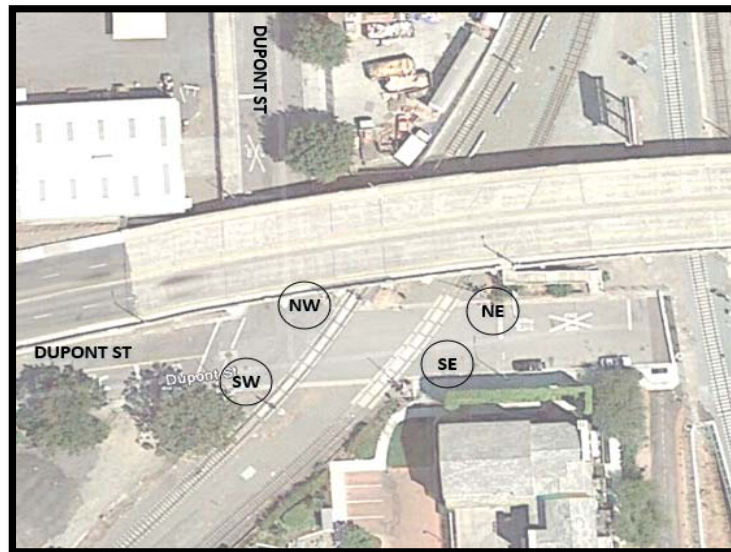
Comments		Response
<i>Signage & Pavement Markings</i>		
1	CSJ needs to standardize signage (sign types, mounting configuration, and dimensions)	<p>See proposed signage and striping plans in Attachment K. For vehicular approaches to highway-rail crossings, the W10-1, W48(CA), and W10-9P signs are mounted on a single pole per CA MUTCD standards 8B.06.01, 8B.06.08, and 8B.21.01 .</p> <p>On sidewalks in highway-rail crossings, supplemental W82-1(CA) "Look Both Ways" and W10-9P "NO TRAIN HORN" are mounted on a single pole to warn sidewalk users. The R15-8 "LOOK" signs are eliminated to reduce redundancy and clutter and focus users to the message that they need to look both ways for approaching trains. The W82-1(CA) sign was preferred over the R15-8 sign because it contains a graphic of a train which benefits non-English readers.</p> <p>Signage and striping plans are subject to CPUC and VTA approval.</p>
2	VTA needs to standardize signage in stations	Comment for VTA.
3	Warning signs at crossings include both "Look" signs (intended for trains) and "Look Both Ways" signs (intended for LRT); consider eliminating the "Look Both Ways" sign to eliminate sign redundancy; the "Look" sign would serve for both trains and LRT	See General Comment Response #1.
4	CSJ and VTA should work together so that street and station signage are relatively consistent	City is currently coordinating signage and striping plans with VTA.
5	See Metrolink's standards for signage as a good example of what signs they use and where they place them	We considered placing the W82-1(CA) and W10-9P signs onto the swing gate, however both signs cannot fit on one swing gate. Also, currently there are no swing gates at the majority of locations. For these reasons, we decided to keep the signs mounted on a pole, one on top of the other.
6	Check current CA MUTCD standards for pavement markings, including stop bars, crosswalks, etc.; some locations don't appear to follow current standards	See proposed signage and striping plans in Attachment K. Pavement markings, including stop bars, are updated to current standard.
7	Refresh pavement markings and edge lines across tracks; many locations were faded	See proposed signage and striping plans in Attachment K. Pavement markings in City right of way are refreshed. Pavement markings in rail right of way is a comment for VTA.
8	CSJ should submit to FRA drawings showing the ultimate signage and striping improvements or changes	See proposed signage and striping plans in Attachment K.
<i>Railroad Automatic Warning Devices</i>		
9	VTA should review counterweights on all gates. Many of the counterweights unnecessarily extended large lengths behind the gate masts. The counterweights may be able to be reconfigured and/or rotated to reduce the space required by the counterweights.	Comment for VTA.
<i>Traffic Signals</i>		

10	CSJ needs to check visibility of far-side signal heads where there are pre-signals; adjust traffic signal heads to eliminate visibility of green indication from the driver's perspective at pre-signal stop bars	See proposed signage and striping plans in Attachment K. Stop bars are shifted upstream at all locations where we have pre-signals (Sunol, Race, Parkmoor, Fruitdale, Leigh, Stokes). At the new stop bar locations, driver visibility of the pre-signal is improved, and visibility of the downstream signal is reduced. Signal heads will be evaluated for adjustment from the new stop bar.
<i>Stations</i>		
11	Swing gates at all stations need regular maintenance	Comment for VTA.
12	Relocate detectable warning strips to outside of swing gates, all stations	Comment for VTA.
<i>Quiet Zone Obligations</i>		
13	CSJ appears to need a special maintenance program just for the quiet zone; signs, markings, median islands, channelizers, tree trimming, etc. need to be checked and maintained more often than regular maintenance on the rest of the traffic network; can't have faded pavement markings, missing warning signs, median islands that are no longer tall enough, etc.; a special maintenance program would ensure that all features of a quiet zone crossing are in compliance; otherwise, FRA can terminate a quiet zone	City of San Jose's Department of Transportation Rail team will prepare the reaffirmation to the FRA as is required every 2-3 years. As part of that process, DOT will check signage, striping, and other safety measures (SSMs, ASMs) at each highway-rail crossing and address any maintenance issues.
14	CSJ needs to have a process in place for incorporating appropriate safety upgrades to the railroad crossings when adjacent properties are proposed for redevelopment; lack of this process has led to developments along the corridor creating or worsening unsafe conditions at crossings, as well as violating the conditions of the quiet zone	City and VTA staff met on November 8, 2019 to discuss how to best integrate the City's development process and the CPUC process for modifying rail crossings, so that City, VTA, and CPUC staff can identify and plan for needed safety improvements at crossings with oncoming development. See Attachment J for a flow chart summarizing City and VTA understanding, and meeting notes.
15	Having a quiet zone requires CSJ to "reaffirm" its quiet zone every 2.5-3 years; when a City reaffirms its quiet zone, it is claiming that all its crossings remain in compliance; CSJ has never performed the reaffirmation process; FRA wants to see that CSJ takes its quiet zone seriously and suggests that CSJ establish a process or program to ensure that the City does the reaffirmation; please elaborate on this in the Notice of Establishment	See General Comment Response #13.
16	Update the DOT Grade Inventory Forms with new traffic counts; current numbers are from 2016; add in projected traffic from developments that are under construction	See Attachment D for the updated Inventory Forms. Traffic counts were collected in 2019, and projected traffic from developments currently under construction were added in.
17	FRA would like to see near-misses data at crossings; near-misses data can indicate high risk locations	Comment for VTA.
18	Section 130 funds cannot be used towards improvements at crossings for the purposes of establishing a quiet zone; "train horns are free"; federal government does not want to pay for safety measures that are used to compensate for absence of train horns	n/a - informational comment
<i>VTA LRT relationship to Quiet Zone</i>		

19	Not clear if VTA LRT is subject to the Train Horn Rule (49 CFR Part 222) because there are conflicting definitions of what constitutes a “locomotive”; UPRR trains run on this corridor and they are definitely subject to the Train Horn Rule; if VTA not subject to the Train Horn Rule, they could blow their horns (or not) regardless of whether there is a quiet zone or not	It is the City's understanding that the Train Horn Rule applies to all trains in this corridor.
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20	VTA does not support the Quiet Zone; thinks train horns can save lives; every time people get hit by LRT, very emotional for VTA to meet with families to explain fatalities and injuries; sometimes train conductors don't want to return to their jobs after a collision; psychologically troubling for train conductors to think that the collision may not have happened if they sounded the horn routinely; maybe the quiet zone made sense in 2005 when the Winchester line opened up, but with new increased and denser development, exposure has increased and it doesn't make sense anymore. Additionally, since the Winchester line was opened and the quiet zone was established, there has been a history of individuals ignoring activated warning devices and as a result being struck by LRTs. VTA requests that CSJ agree that LRTs should sound their horns while CSJ's current application for a quiet zone is pending and at least until all safety enhancements identified by the FRA and the CPUC during the diagnostic review are achieved at each crossing.	This application demonstrates that the Vasona corridor existing quiet zone risk index is less than the risk index with train horns.
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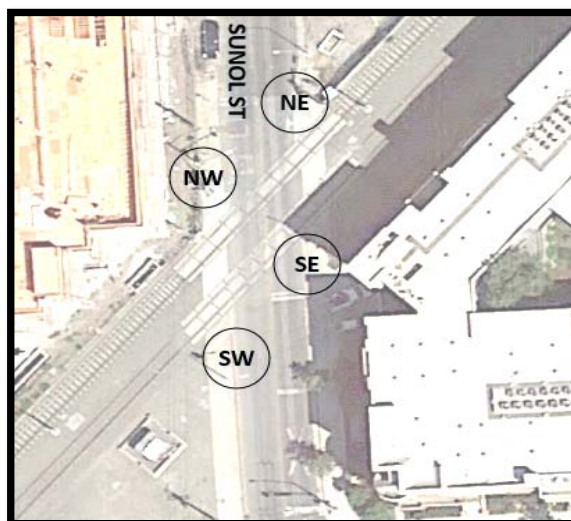
DUPONT ST



Comments		Response
<i>General</i>		
1	Crash History 2007 - 2019: none	n/a - informational comment
2	Land Uses: trail and residential multifamily at southeast quadrant; residential multifamily developments proposed at southwest and northwest quadrants	n/a - informational comment
3	This crossing is a good candidate for closure to regular vehicular traffic on the east leg since it dead-ends	Placement of a barricade along the west side of the tracks with 8.5' side clearance from the track was evaluated and deemed infeasible because the eastbound left turn movement overlaps with the rail envelope.
4	This is a 4-quadrant gate system without vehicle presence detection; current CPUC standard is to have vehicle presence detection; if any electrical alterations were made to this system, CPUC would require vehicle presence detection to be incorporated	n/a - informational comment
5	While diagnostic review was being conducted, a bicyclist ignored activated warning devices and rode through the crossing	n/a - informational comment
<i>SE quadrant</i>		
6	There is no sidewalk in between the tracks on the south side of the street; this leads pedestrians to enter the roadway in order to cross the tracks; connect the sidewalk over the tracks to keep pedestrians on the sidewalk	City staff and VTA are coordinating to seek developer contributions towards sidewalk and pedestrian treatments as part of the proposed developments on the southwest quadrant of the crossing.
7	The gate is missing bells and missing flashers facing eastbound	See Dupont Comment Response #6. Addition of bells and flashers could be incorporated into the improvements.
8	Signage ineffective – doesn't tell pedestrian what they need to do – there is no channelization	See Dupont Comment Response #6.
<i>NE quadrant</i>		

9	There is a staircase connecting Dupont St with the San Carlos St Bridge; there is no sidewalk on the north side of Dupont St, and the staircase offloads pedestrians into the roadway; there is no channelization for pedestrians headed across the tracks; improve	See Dupont Comment Response #6 for planned improvements. In the longer term, the Diridon Station Integrated Concept Plan is a joint planning effort by City of San Jose, VTA, CA High Speed Rail Authority, and Caltrain to redesign Diridon station. On December 3, 2019, San Jose City Council endorsed the plan's recommended spatial layout of the station, which includes elevating the station. The raised station requires removal of the San Carlos Street Bridge and staircase, and a complete redesign of the Dupont Street crossing.
10	There is a chain link fence along the north edge of Dupont St at this quadrant; the fence is obstructing view of the warning signs; remove fence or push it north away from roadway	Caltrain placed the fence there temporarily during a construction project. The fence has been removed.
<i>NW quadrant</i>		
11	Gate is missing flashers facing east, and missing bells	Comment for VTA. Also see Dupont Comment Response #9.
12	Gate does not meet current MUTCD standard clearance requirement of 4'3" between the center of the pole and the face of curb	Comment for VTA. Also see Dupont Comment Response #9.
13	Gate does not meet current standard clearance required between the counterweight and the bridge pier	Comment for VTA. Also see Dupont Comment Response #9.
14	Roadway appears to be recently paved; verify required striping is put in place	Required pavement markings were recently installed (Fall 2019) on the north and west legs.
15	Need W-48CA (2 Tracks) underneath the W10-4	See proposed signage and striping plans in Attachment K. This sign will be added.
<i>SW quadrant</i>		
16	Check height of flashers – appears low	Comment for VTA.
17	Check pole clearance to face of curb	Comment for VTA. Also see Dupont Comment Response #9.
18	Especially because of the track skew, future development on the private property at this corner should maximize pedestrian line of sight down the tracks to see oncoming trains	City staff will carry this comment through the development review cycle for the proposed development adjacent to the southwest quadrant of the crossing. The latest plan submittal for the development shows the northeast corner of the proposed building setback approximately 35' west from the nearest track and 40' south from the existing face of curb.
19	Visibility – Trees	The existing trees at the northeast corner of the lot adjacent to the rail corridor will be removed by the proposed development. We will also ensure that the development does not place trees or other obstacles near the crossing that would obstruct line of sight down the rail corridor.

SUNOL ST

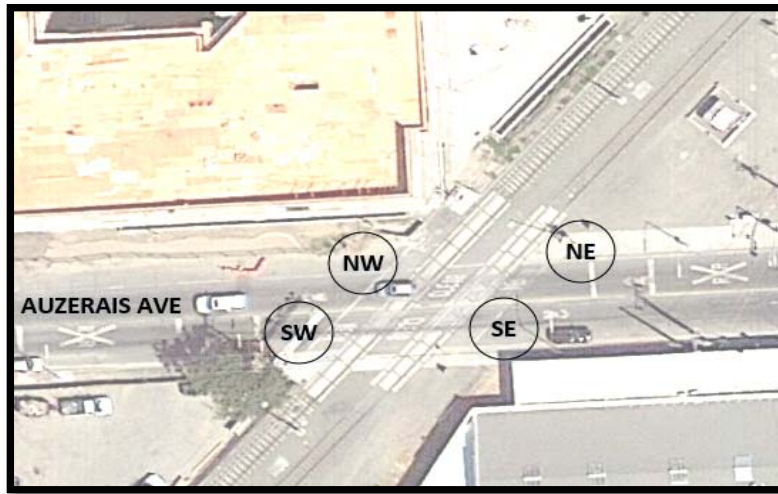


Comments		Response
<i>General</i>		
1	<p>Crash History 2007 - 2019:</p> <ul style="list-style-type: none"> • 3/12/13 Injury: southbound pedestrian in northeast quadrant hit by northbound LRT; pedestrian suffered injuries when pedestrian entered crossing against activated warning devices and was struck by the LRT • 6/8/13 Fatality: southbound bicyclist in northwest quadrant hit by northbound LRT; bicyclist rode into crossing against activated warning devices and was struck and killed by LRT 	n/a - informational comment
2	<p>Land Uses: This area used to be industrial; now high density residential and a nearby park, which will generate more pedestrian traffic</p>	n/a - informational comment
3	<p>Adjacent developments and anticipated pedestrian traffic warrant full pedestrian treatments (automated pedestrian gate, pedestrian swing gate, channelization, and detectable warning strip) at all quadrants</p>	See Attachment L for proposed gates. Pedestrian treatments at all quadrants are proposed.
4	<p>History: There were a few meetings at Sunol and Auzerais crossings in the past to improve the crossing with the new development; VTA, CPUC, and construction inspectors from CSJ attended; developer always disappeared following CPUC and VTA comments; CSJ needs a process to condition upgrades to crossings in planning phase of developments; recently, CSJ obtained \$1M from the developer to use towards improvements at the Sunol and/or Auzerais crossings; CSJ is coordinating with VTA to have VTA construct comprehensive improvements as part of their Pedestrian Back Gates Project and be reimbursed by CSJ</p>	See General Comment Response #14.
5	<p>4 quadrant gate system is the only SSM available due to driveways</p>	See Attachment L for proposed gates. A 4-quadrant gate system is proposed.
<i>SE quadrant</i>		
6	<p>Refresh pavement markings for northbound direction</p>	See proposed signage and striping plans in Attachment K. These pavement markings will be refreshed.

7	NB stop bar doesn't appear compliant; new requirement is a single 24" wide bar	See proposed signage and striping plans in Attachment K. This stop bar will be replaced.
8	There is a driveway that appears to just serve trash collection; this is a bad location just south of the crossing because trash collection vehicles can block traffic's view of the crossing; some vehicles could circumvent the trash collection vehicle and enter the rail crossing when trains are approaching; close this driveway or install a 4-quadrant gate system to mitigate this risk	We reached out to the Monte Vista property management and HOA and offered to close the driveway at no cost to them. They considered it but ultimately decided not to close the driveway because of concerns with using another driveway for trash collection.
9	Remove the two trees on the sidewalk on the east side of Sunol, south of the crossing; these trees block view of the crossing warning devices	The trees in question are juvenile specimens. At maturity, these trees will have a height of over sixty feet and will allow the crown to be maintained at our standard fourteen feet over the roadway to provide adequate clearance for larger vehicles and should not present a long term issue for visibility at the crossing. In the interim, these trees have been raised to between eight and ten feet to provide visibility of the warning signs and devices. This will likely stimulate additional upward growth at the top and allow for a more permanent clearance pruning in 2-3 years.
<i>NE quadrant</i>		
10	Remove "No Left Turn" sign facing northbound traffic since there is no longer a driveway to turn into	See proposed signage and striping plans in Attachment K. This sign will be removed.
11	The slatted fence along the rail corridor blocks views for southbound traffic of trains coming from the north; remove or replace with a fence that doesn't block visibility	Comment for VTA.
12	Remove the nonstandard "No Train Horn" sign that is mounted on the streetlight pole	See proposed signage and striping plans in Attachment K. This sign will be removed.
13	There is an Emergency Vehicle Access driveway within 60 feet of the crossing; this is problematic because vehicles using this driveway can cause downstream traffic to queue over the tracks	See Attachment L for proposed gates. A 4-quadrant gate system is proposed.
<i>NW quadrant</i>		
14	Replace defective gate arm (immediate action item unrelated to quiet diagnostic meeting)	VTA replaced the defective gate arm immediately after the diagnostic meeting.
15	Missing required warning signage and pavement markings; install immediately	RXR pavement marking has since been installed. A missing W48(CA) sign will be installed (Attachment K).
16	There is no ADA path to the crossing- create an ADA path approaching and into the crossing	See Attachment L for proposed gates. Pedestrian treatments, including expanded sidewalk, are proposed.
17	What type of wall is the developer installing along the rail corridor? It should allow visibility of the rail corridor	The developer installed a chain link fence; it allows for visibility between the sidewalks and rail corridor
18	Is the lower traffic signal head mounted at a compliant height? Appears very low	We reviewed all locations where there is a pole-mounted traffic signal head at a low height over the sidewalk (Sunol, Race, Parkmoor, Fruitdale, Leigh, Stokes). These supplemental signal faces provide extra visibility for drivers of the pre-signal indication. After the striping and signage plans and other planned improvements are implemented, we will evaluate whether these signal heads still provide a benefit or should be removed.

19	Why is there a bollard in the middle of the sidewalk; can it be removed	See Sunol Comment Response #18. The bollard channelizes pedestrians away from walking into the pole-mounted traffic signal head. If City staff determine that this signal head should be removed after improvements are completed, the bollard will be removed with it.
20	Installing complete pedestrian treatments might require relocating the Commission Standard #9 gate closer to the roadway in order to have room behind for the pedestrian treatments	n/a - informational comment
<i>SW quadrant</i>		
21	Fence off all sides of the triangular parcel at the northwest corner of the Auzerals/Sunol intersection to prevent trespassing onto the rail corridor and to help channelize pedestrians to the pedestrian crossings	The adjacent developer is preparing a proposal for improving this triangular parcel. We asked the developer to include channelization elements that deter trespassing.
22	Ensure that the sidewalk approach matches up with recommended widened sidewalk coming from the other side of the tracks	See Attachment L for proposed gates. Pedestrian treatments, including expanded sidewalk, are proposed.

AUZERAIS AVE



Comments		Response
<i>General</i>		
1	Crash History 2007 - 2019: none	n/a - informational comment
2	Land Uses: This area used to be industrial; now it is under construction for high density residential and there is a nearby park, which will generate more pedestrian traffic	n/a - informational comment
3	Adjacent developments and anticipated pedestrian traffic warrant full pedestrian treatments (automated pedestrian gate, pedestrian EXIT swing gate, channelization, and detectable warning strip) at both quadrants on the north side	See Attachment L for proposed gates. Pedestrian treatments are proposed on the north side, but not the south side because of the sidewalk gap. The City would seek new sidewalk and pedestrian treatments on the south side as part of future development applications on the adjacent parcels.
4	Refresh pavement markings (Keep Clear, stop bar, etc.) and ensure up to current standard	See proposed signage and striping plans in Attachment K. Pavement markings, especially stop bars and crosswalks, will be updated to current standard. Faded pavement markings will be refreshed.
5	History: There were a few meetings at Sunol and Auzerai crossings in the past to improve the crossing with the new development; VTA, CPUC, and construction inspectors from City of San Jose attended; developer always disappeared following CPUC and VTA comments; CSJ needs a process to condition upgrades to crossings in planning phase of developments; recently, CSJ obtained \$1M from the developer to use towards improvements at the Sunol and/or Auzerai crossings; CSJ is coordinating with VTA to have VTA construct comprehensive improvements as part of their Pedestrian Back Gates Project and be reimbursed by CSJ	See General Comment Response #14.
6	Proper pedestrian channelization is missing	See Auzerai Comment Response #3.
7	ADA access needs to be addressed	See Attachments K and L. The proposal is to keep pedestrians on the north side of Auzerai between Lincoln Ave and Sunol St. DOT will connect the existing sidewalk gap on the north side of Auzerai to the west of the crossing using striping.
<i>NE quadrant</i>		

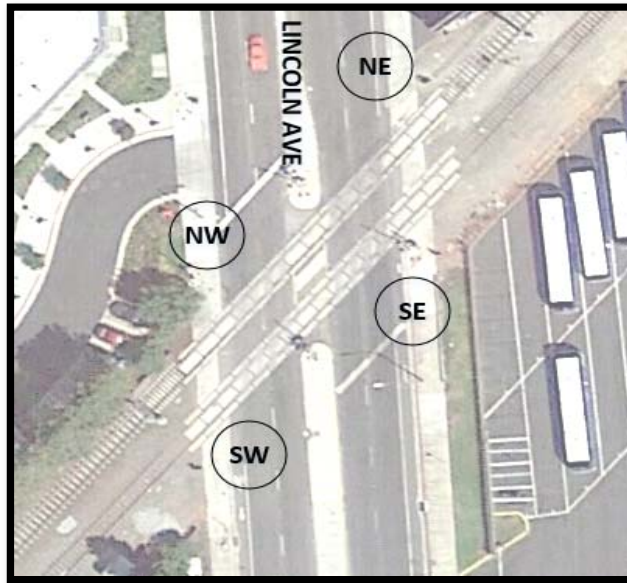
8	Fence off all sides of the triangular parcel at the northwest corner of the Auzerais/Sunol intersection to prevent trespassing onto the rail corridor and to help channelize pedestrians to the pedestrian crossings	The adjacent developer is preparing a proposal for improving this triangular parcel. We asked the developer to include channelization elements that deter trespassing.
<i>NW quadrant</i>		
9	There is a gate arm for a driveway that used to exist but was removed with the new development; the driveway gate extended into the roadway as well, functioning as a quasi-exit gate the developer wanted to remove the gate arm, and met with CPUC and VTA; CPUC wanted the developer to install pedestrian treatments as part of the work; the developer disappeared; City and VTA are coordinating on comprehensive improvements at this crossing as part of VTA's Pedestrian Back Gates project	A GO88b was issued to CPUC and CPUC provided approval to remove the gate arm. VTA has a contractor on board who is working on the programming that needs to be adjusted before the obsolete gate arm can be removed.
10	VTA recently determined that this third gate arm is a pedestrian collision hazard; the gate comes down 7 seconds after the other gates (to allow westbound vehicles to clear the crossing; with the new sidewalk installed, eastbound pedestrians are channelized towards this quadrant and could enter the crossing and get trapped on the tracks by the lowered gate; VTA and the developer have installed barricades on the sidewalk to deter pedestrians from crossing here; City and VTA are coordinating on a GO88 to remove the remnant gate arm in the near-term and re-open the sidewalk	See Auzerais Comment Response #9.
<i>SW quadrant</i>		
11	Replace W10-9P with the standard size consistent with your other locations	See proposed signage and striping plans in Attachment K. This sign will be replaced.
12	There is a tree on the private property side of the fence which is blocking visibility of the crossing warning devices and appears to be in contact with overhead electrical lines; remove this tree or trim it down substantially	This tree will be removed.
13	Remove "Road Construction Ahead" sign mounted on the PG&E pole if it is no longer needed	See proposed signage and striping plans in Attachment K. This sign will be removed.
14	The private property adjacent to this quadrant has a driveway cut; this driveway is too close to the crossing; close the driveway and replace with sidewalk and curb	The owner has agreed to let the City close the two existing driveways on the southwest quadrant of the crossing and install one new driveway at the west edge of the property approximately 120 feet away from the gate arm. See Attachment K.
15	prohibit parking on the curb all the way to the crossing from the property's other driveway	See proposed signage and striping plans in Attachment K. This curb will be painted red.
16	check distance that warning signs are placed relative to crossing	Warning signs are located approximately 90 feet from the stop bar which is consistent with CA MUTCD Table 2C.4 guideline of 100 feet advance placement distance for a street with a 25 mph speed limit.

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| 17 | add a No Sidewalk barricade at an appropriate location between this quadrant and Lincoln Ave | See proposed signage and striping plans in Attachment K. Signs are proposed at Lincoln Ave and at Sunol St to direct pedestrians to use the norht side of Auzerais Ave. |
|----|--|---|

SE quadrant

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| | add a No Sidewalk barricade between this quadrant and Sunol St. | |
| 18 | CPUC recommends the barricade be installed at the Sunol and Auzerais intersection | See Auzerais Comment Response #17. |
| 19 | red curb from intersection to crossing | See Auzerais Comment Response #15. |
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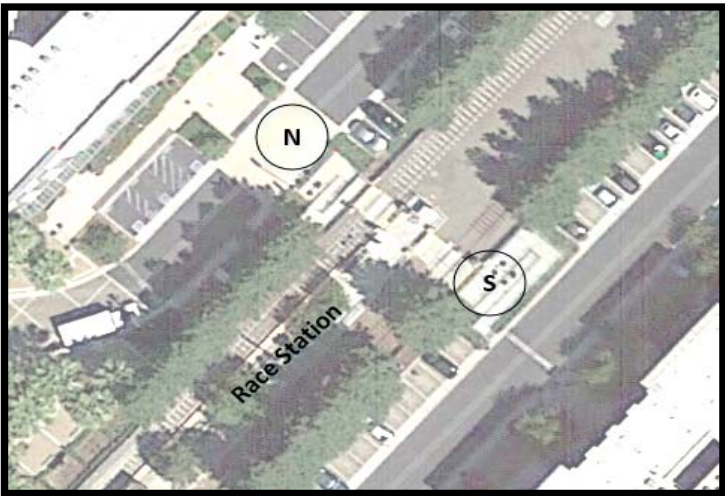
LINCOLN AVE



Comments		Response
<i>General</i>		
1	Crash History 2007 - 2019: • 7/8/18 Double Fatality: driver of vehicle ignored activated warning devices, drove vehicle through gate arms and was struck by LRT, killing both the driver and the passenger of the vehicle	n/a - informational comment
2	Land Uses: multifamily residential, medical, industrial, commercial	n/a - informational comment
3	Driveways to adjacent properties are too close to crossings	The City is working with the property management to close the driveway at the northeast quadrant pending agreement from tenants and Fire Department, and a new parking site plan. If the driveway cannot be closed, City will request that it be marked right-out, exit-only.
4	Any access to adjacent properties that is 60 feet or less from the crossing needs to be eliminated	See Lincoln Comment Response #3. Our quiet zone application proposes a partial risk reduction for the ASM at this crossing due to the driveways.
5	A 4-quadrant gate system would be ideal here because of the cars driving at higher speeds, because of the adjacent driveways on both north quadrants, and because of the adjacent alcoholic establishment	See Lincoln Comment Response #4.
6	Pedestrian gates not prioritized at this location as it does not appear to have high pedestrian flows	n/a - informational comment
7	While diagnostic review was being conducted, a bicyclist ignored warning devices signaling a train was coming and went through the crossing as arm gates were coming down	n/a - informational comment
<i>SE quadrant</i>		
8	change W10-9P sign to our current standard	See proposed signage and striping plans in Attachment K. This sign will be replaced.
9	relocate bus stop and bus stop sign	VTa removed this bus line in December 2019 as part of a new transit service place.

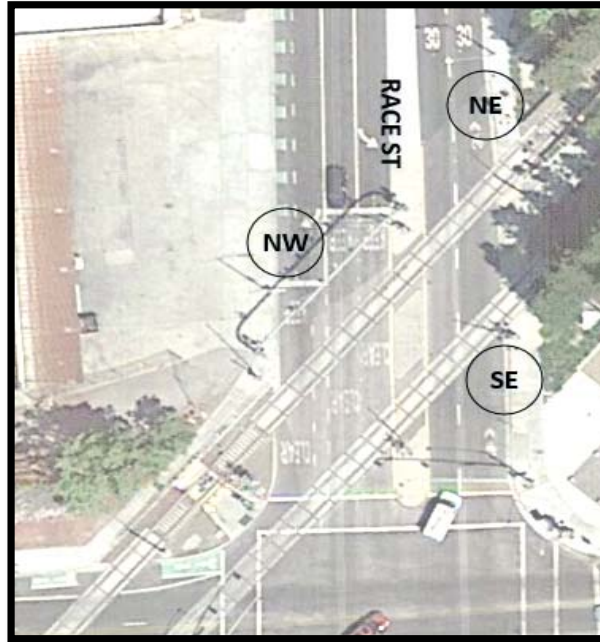
10	gate on sidewalk is missing flashers facing north	Comment for VTA.
11	the gate in the sidewalk and the warning signs crowd the sidewalk and could lead to pedestrians walking behind the sidewalk around the control devices; suggest relocating warning signs and adding pedestrian channelization	See proposed signage and striping plans in Attachment K. The R15-8 sign will be removed.
12	warning signs look big; check dimensions	See proposed signage and striping plans in Attachment K. The R15-8 sign will be removed. The W82-1(CA) and W10-9P signs conform to CA MUTCD size requirements.
<i>NE quadrant</i>		
13	the adjacent plaza has 3 driveways on Lincoln and one driveway on Auzerai; the driveway just north of the crossing is located very close to the tracks and raises the risk of a vehicle driving in opposing traffic across the tracks; also, the establishment in the plaza that is closest to the tracks is an alcoholic establishment; close this driveway if possible	See Lincoln Comment Response #3.
14	if the driveway cannot be closed, add a median mounted "Right Turn Only" sign, stripe the driveway as a right turn out only, add edge lines in the driveway to guide vehicles to turn right out, and modify the driveway to physically force vehicles to turn right as they exit	If the driveway cannot be closed, City will request that it be marked right-out, exit-only, and City will evaluate locating a "Right Turn Only" sign in the median.
<i>NW quadrant</i>		
15	check W10-9P sign for consistency	See proposed signage and striping plans in Attachment K. This sign will be replaced.
16	the residential development should not have been allowed to locate the driveway within proximity of the tracks	See General Comment Response #14.
17	check ADA compliance around gates	This crossing in general was not considered to have high pedestrian volumes and thus was not prioritized for pedestrian treatments.
18	widen the sidewalk to the back to open up an ADA path for pedestrians around the gate	See Lincoln Comment Response #17.
19	the tree right next to the gate is overgrown and blocking visibility of the warning devices; remove it or trim it back considerably and maintain regularly	The City will trim this tree, or follow up with the property management for tree trimming.
20	warning signs look big; check dimensions	See proposed signage and striping plans in Attachment K. The R15-8 sign will be removed. The W82-1(CA) and W10-9P signs conform to CA MUTCD size requirements.
21	gate is missing flashers facing south	Comment for VTA.
<i>SW quadrant</i>		
22	the visibility between this quadrant and the rail corridor is limited because of the tracks skew and trees lining the rail corridor; flashers and bells are needed at this quadrant	Comment for VTA. VTA is considering pedestrian treatments here as part of their Pedestrian Back Gates project.

RACE STATION



Comments		Response
General		
1	Crash History 2007 - 2019: none	n/a - informational comment
2	Land Uses: high density residential both sides	n/a - informational comment
3	Detectable warning strips should be outside of the gates; currently they are inside the gates which can give the wrong impression to a vision-impaired user that they are within a “safe zone”	Comment for VTA.
4	The north side of the crossing doesn’t have flashers positioned in advance of the gates; Install Commission Standard #8 flasher	Comment for VTA.

RACE ST

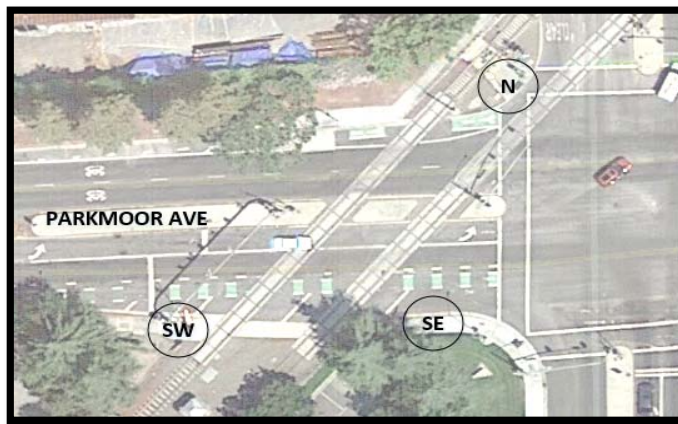


Comments		Response
<i>General</i>		
1	Crash History 2007 - 2019: •2/4/12 Injury: pedestrian suffered injuries when pedestrian entered the crossing while the warning devices were activated and was struck by LRT	n/a - informational comment
2	Land Uses: high density residential and Light Rail station on east side; proposed school with 2700 students on west side; a recently opened school resides on the opposite corner (SE) on the Race and Parkmoor intersection	n/a - informational comment
3	The property on the west side of Race St is proposed for redevelopment into a school of 2700 students; CSJ's conditions on the property redevelopment require the school to utilize crossing guards during school drop off and pick up, to conduct at least annual crossing safety trainings	n/a - informational comment
4	Loading zones, school buses, etc. should be located as far away from the tracks as possible	City staff will carry this comment through the development review cycle for the proposed development on the northwest corner of Race/Parkmoor. The latest plan submittal for the development shows an ingress only driveway on Race St approximately 400 feet north (upstream) of the tracks, and an egress-only driveway on Parkmoor approximately 200 feet west (downstream) of the tracks.
5	City of San Jose Traffic Safety Education Officer, Cordell Bailey, performs frequent trainings at schools in San Jose and will do so at this school after it opens; he is Operation Lifesaver certified	n/a - informational comment
6	This crossing overlaps with the Parkmoor crossing	n/a - informational comment
7	Pedestrian treatments suggested at all quadrants	See Attachment L for proposed gates. Pedestrian treatments at all quadrants are proposed.

8	FRA is concerned with these two crossings (Race & Parkmoor); track and intersection geometry is very challenging to mitigate; multiple collisions, especially at the northwest corner of the Race/Parkmoor intersection; existing school on the southeast corner of the intersection; and now a school going to open on the northwest corner of the intersection. This would be an ideal candidate for grade-separation of the light rail track (e.g. see LRT flyover at Hamilton Ave in San Jose).	The City developed a new plan line for Race St and Parkmoor Ave to improve this location. See Attachment L.
9	Per CPUC, this location would be an ideal candidate for a pedestrian overcrossing.	A pedestrian overcrossing is not preferred because it would require pedestrians to take a longer and less direct path and, is not expected to achieve high compliance at this location. Instead, this crossing will be reconstructed to improve safety for all users at-grade. See Attachment L.
10	FRA prepared a concept for a redesign of the intersection and crossings that they would like to share with the group	City obtained the concept from FRA. The concept relocates the north leg and west leg crosswalks to the north and west sides of the tracks, respectively. This was one of two concepts that City staff evaluated. City staff determined that in order for the crosswalks to operate safely and be protected from right-turning drivers, they would need to be signalized and have an exclusive pedestrian phase coinciding with an all-red for the rest of the intersection. City staff determined that this would yield an unacceptable impact on operations, noting that the signal already experiences all-red over 160 times per day with each LRT movement through the intersection. This type of impact would be expected to result in driver frustration and violations of the signals, which would put pedestrians at more risk. Instead, this crossing will be reconstructed per the concept in Attachment L.
11	City of San Jose geometrics team has prepared some concepts for a redesign of the intersection and crossings that we will share with the group after they have gone through internal city review	See Attachment L. This concept has been coordinated with FRA, VTA, and CPUC. The City will continue to coordinate the design with the stakeholders as it progresses.
12	Suggest adding a controlled crosswalk mid block north of the tracks and a minimum of 200 feet away the crossing to enable students/pedestrians to cross Race St between the school side and the LRT station side without having to cross the tracks	See Attachment L. City staff considered a mid block crosswalk on Race St north of the crossing, but ruled it out for safety reasons due to the three back-to-back left-turn pockets.
13	Overall, FRA understands that there are efforts underway to improve the crossing (proposed improvements to be conditioned on school development, CSJ geometrics team evaluating intersection reconfiguration options), and requests CSJ engage FRA and CPUC in that ongoing work	See Race Comment Response #11.
14	Median dividing northwest and northeast quadrants does not meet curb height requirements	The City of San Jose will add channelizers onto the median islands in the near term. In the long term, the median islands will be reconstructed to a minimum 8" height as part of the proposed development on the northwest corner of Race/Parkmoor.

15	Gate does not meet current MUTCD standard clearance required between the center of the pole and the face of curb	See Attachment L. This gate arm would likely be replaced.
<i>NW quadrant</i>		
16	The proposed development should not be allowed to have any driveways within 100 feet of the crossing	See Race Comment Response #4.
17	Southbound vehicles on Race often miss the stop bar for the pre-signal; need to refresh pavement markings; check if signage, pavement markings, etc. can be modified to yield higher driver compliance. Possible candidate to install crosshatch pavement markings.	See proposed signage and striping plans in Attachment K. In the near-term, the stop bar will be relocated and signal heads will be evaluated.

PARKMOOR AVE



Comments		Response
<i>General</i>		
1	<p>Crash History 2007 - 2019:</p> <ul style="list-style-type: none"> •10/27/10 Injury: pedestrian suffered injuries when pedestrian ignored activated warning devices, went through gate in north quadrant and was struck by the LRT •2/23/13 Injury: bicyclist suffered injuries when bicyclist ignored activated warning devices, rode through pedestrian crossing in north quadrant, and was struck by the LRT •4/20/16 Injury: pedestrian suffered injuries when pedestrian ignored activated warning devices, went through gate in north quadrant, and was struck by the LRT •7/29/17 Fatality: eastbound bicyclist traveling in the westbound lanes ignored activated warning devices and was struck and killed by northbound LRT •3/23/18 Injury: pedestrian suffered injuries when pedestrian ignored activated warning devices, went through gate in north quadrant, and was struck by the LRT 	n/a - informational comment
2	Land Uses: office to the south; proposed school with 2700 students to the north	n/a - informational comment
3	Overall, FRA understands that there are efforts underway to improve the crossing (proposed improvements to be conditioned on school development, CSJ geometrics team evaluating intersection reconfiguration options), and requests CSJ engage FRA and CPUC in that ongoing work.	See Attachment L. This concept has been coordinated with FRA, VTA, and CPUC. The City will continue to coordinate the design with the stakeholders as it progresses.
4	Pedestrian treatments suggested at north quadrants especially; south quadrants don't appear to have enough ped traffic to warrant full treatments with automatic pedestrian gates.	See Attachment L for proposed gates. Pedestrian treatments at all quadrants are proposed.
<i>N quadrant</i>		
5	Pedestrians walking along the north side of Parkmoor Ave and crossing the tracks at Race St have a high rate of going around the pedestrian swing gates and refuge; consider shifting this crosswalk on the north leg of the intersection southerly to align with the pedestrian desire line and bring both tracks into the crosswalk signal at the northwest corner of the intersection	See Attachment L for the proposed improvements.

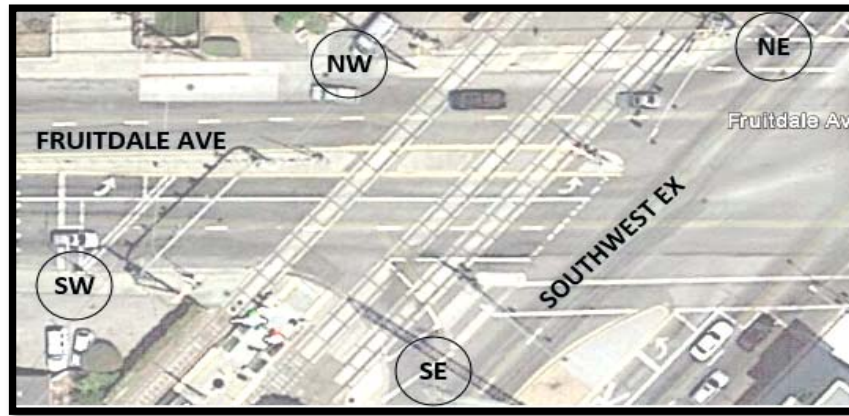
6	Can Sheriff or Police do more enforcement of violations?	County police perform regular sting operations at this location.
7	While diagnostic review was occurring, an individual in a wheelchair traveling southbound on Parkmoor across Race Street ignored crosswalk path and traveled parallel with the road. Suggest re-channeling pedestrians through this crosswalk.	See Attachment L for the proposed improvements.
<i>SE quadrant</i>		
8	Add Commission Standard #8 flasher to this quadrant as a near-side warning device for pedestrians approaching the crossing	See Attachment L for the proposed improvements.
9	Extend the chain link fence that runs along the rail corridor all the way to the back of sidewalk	This will be incorporated into the proposed improvements (Attachment L) as that design progresses.
10	Add a fence along the back of sidewalk between the intersection and the crossing to channelize pedestrians.	This will be considered with the proposed improvements (Attachment L).
<i>SW quadrant</i>		
11	Standardize signage	See proposed signage and striping plans in Attachment K.

PARKMOOR PEDESTRIAN



Comments		Response
General		
1	Crash History 2007 - 2019: none	n/a - informational comment
2	Land Uses: office building to the north and associated parking lot to the south	n/a - informational comment
3	Current swing gates are chain link and camouflage with the fence; convert to VTA standard swing gate	Comment for VTA.
4	There are multiple surfaces across the tracks (asphalt, ballast, concrete); repave to make one, consistent smooth surface (e.g. see Fruitdale Station); refresh paint for edge lines that line the crossing over the tracks	Comment for VTA.

FRUITDALE AVE

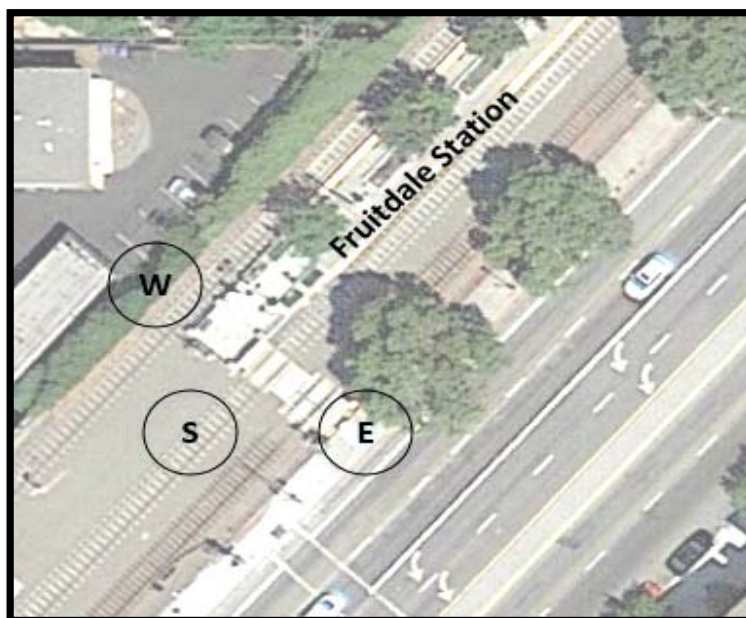


Comments		Response
<i>General</i>		
1	Crash History 2007 - 2019: •10/5/18 Injury: pedestrian suffered injuries when pedestrian ignored activated warning devices and was hit by LRT in quadrant	n/a - informational comment
2	Land Uses: multifamily residential all quadrants; LRT station to the south	n/a - informational comment
3	Lots of disabled and medical patients and emergency vehicles pass through this crossing from the Valley Medical Center one mile to the east	n/a - informational comment
4	Do crossings have power off indicators? VTA: they have live monitoring from OCC	n/a - informational comment
5	Dynamic Message Signs "No Right Turn" should be upgraded to the current R3-1 Activated Blank Out Sign standard with the next modification to this crossing's electrical devices	n/a - informational comment
6	There is an LRT station very close to this crossing; there is a pedestrian barricade along the median island to discourage jaywalking across Fruitdale; however there is no crosswalk on the west leg of the intersection; wonder if these conditions are encouraging pedestrians to cross Fruitdale by walking along the tracks (rather than using 3 crosswalks at the intersection); how can we improve it	See proposed signage and striping plans in Attachment K. A crosswalk on the west leg of Southwest Ex/Fruitdale Ave intersection could not be accommodated in the design and construction of the Vasona LRT corridor due to the proximity of the tracks to the intersection. While DOT does not recommend uncontrolled mid-block crosswalks across streets with 4 or more lanes, the pedestrian demand and non-compliance here triggered a more comprehensive analysis to provide a safe pedestrian crossing at this location. DOT will install a new enhanced crosswalk with bulb-outs, median refuge island, and rectangular rapid flashing beacons on Fruitdale Ave at College Dr, approximately 460 feet west of the tracks, to be implemented in 2020.

7	<p>While diagnostic review was being conducted a truck and 2 cars became stuck between activated arm gates and intersection at both the Southeast and Northeast quadrants indicating the timing of the signals needs to be adjusted to allow vehicles to adequately clear the area</p>	<p>Track Clearance timing doesn't start after the gates are down, but before that, in order to let the vehicle to pass and clear the intersection. During the diagnostic review at this intersection, the timing settings for preemption events were checked and were found to be adequate. The preemption log was shown to FRA and CPUC representatives.</p> <p>Also, see proposed signage and striping plans in Attachment K. For the eastbound movement, the pre-signal stop bar will be relocated, the downstream stop bar eliminated, and Keep Clear pavement markings added at the tracks. These striping changes should reduce the amount of eastbound drivers crossing the tracks after the pre-signal turns red and track clearance is underway.</p>
8	<p>While diagnostic review was occurring, members of the team became caught between the light and the gate arm at the northwest and northeast quadrants indicating the timing of the signals needs to be adjusted to allow pedestrians to clear the area</p>	<p>The crossing across the rail tracks is not signalized, therefore the pedestrian crosswalk timing on the north leg of the intersection does not include time to cross the tracks. We acknowledge that the pedestrian storage space at this corner between the gate arm and the curb is limited. Further, there is no crosswalk on the west leg of the signalized intersection. To accommodate pedestrian movements across Fruitdale, DOT will install a new crosswalk on Fruitdale Ave, approximately 460 feet west of the tracks. This will serve pedestrians between the residential neighborhoods to the north and the LRT station to the south. By using this crosswalk, most pedestrians will not need to travel through the northwest corner of the signalized intersection where the storage space is limited.</p>
<i>SE quadrant</i>		
9	<p>EB Fruitdale drivers tend to violate the pre-signal; adjust the louvers on the far-side traffic signal heads so that upstream drivers don't see the green light until they pass the pre-signal</p>	<p>See proposed signage and striping plans in Attachment K. The stop bar will be relocated and signal heads will be evaluated.</p>
10	<p>Check track clearance green time for EB Fruitdale is set correctly in traffic signal controller</p>	<p>See Fruitdale Comment Response #7.</p>
11	<p>refresh paint for edge lines that line the crossing over the tracks</p>	<p>Comment for VTA.</p>
12	<p>Fruitdale EB right is high speed and has low visibility with pedestrians at the corner or pork chop; crosswalk between the corner and the pork chop is also problematic because it leads pedestrians into the tracks without any other protection or warning devices besides a detectable warning strip; suggest reconfiguring the geometry, e.g. bring the curb out into the roadway to expand the ped refuge on the sidewalk, cut the pork chop island back, and add full pedestrian treatments with Commission Standard 9 pedestrian gates, EXIT swing gates, and channelization on the sidewalk</p>	<p>See proposed signage and striping plans in Attachment K. Eastbound right turn edge line striping will be shifted to narrow the lane, slowing down traffic, and making the vehicle lane meet the crosswalk closer to a 90-degree angle rather than a sweeping curve. Raised pavement markers are added on the edge striping to emphasize this effect. The existing No Turn On Red sign at the pre-signal is replaced with the graphical equivalent, R13A (CA). The placement of the Stop Here on Red sign is corrected to be below the R13A (CA) instead of above.</p>

13	There is a streetlight in the sidewalk that is blocked by the tree	Trees have been trimmed.
<i>NE quadrant</i>		
14	W10-4 is blocked by trees; trim trees	Trees have been trimmed.
15	Pedestrian refuge in the sidewalk is extremely small; very little space for even one person to wait while gate is down	See Fruitdale Comment Response #8.
16	Refresh pavement striping	See proposed signage and striping plans in Attachment K.
17	Southbound right turn queue backs up in the peak and drivers often violate the "No Right Turn" sign which is activated with the crossing devices	There is a vehicle gate arm and median island that prevent drivers from circumventing the gate arm.
<i>NW quadrant</i>		
18	Driveway closest to the crossing should be striped as a right turn out only; add edge lines in the driveway to guide vehicles to turn right out, and physically modify the driveway to force vehicles to turn right as they exit	See proposed signage and striping plans in Attachment K. A Right Turn Only sign for the westerly driveway will be added. The westerly driveway cannot be physically modified to force a right turn out because it is also used as an entrance driveway for vehicles turning right in.
19	This pedestrian gate is an old design; if upgraded, the new design should include a swing gate next to the automatic gate and channelization	n/a - informational comment
20	Warning signs are located very close to the sidewalk, partially obstruct sidewalk path	See proposed signage and striping plans in Attachment K. The R15-8 sign will be removed.
<i>SW quadrant</i>		
21	Change "No Train Horn" sign located under the W10-1 to standard dimension	See proposed signage and striping plans in Attachment K. This sign will be replaced.
22	Refresh pavement markings on EB Fruitdale	See proposed signage and striping plans in Attachment K.
23	"No Train Horn" and "Look Both Ways" warning signs mounted on sound wall are covered by ivy; relocate to pole mount	See proposed signage and striping plans in Attachment K. These signs will be relocated.

FRUITDALE STATION



Comments		Response
<i>General</i>		
Crash History 2007 - 2019:		
1	•6/26/09 Fatality: pedestrian ignored activated warning devices, went through push gate and was hit and killed by LRT	n/a - informational comment
2	Land Uses: multifamily residential	n/a - informational comment
3	Detectable warning strips should be outside of the gates; currently they are inside the gates which can give the wrong impression to a vision-impaired user that they are within a "safe zone"	Comment for VTA.
4	Standardize sign configuration and placement	Comment for VTA.
5	Move ENS to pole at dead-end of station platform; move No Trespassing sign from pole at dead-end to somewhere else	Comment for VTA.
6	Fix or maintain swing gates	Comment for VTA.
7	Refresh paint for edge lines that line the crossing over the tracks between the swing gates	Comment for VTA.
8	Relocate Look Both Ways sign from pole at dead-end of platform because peds can only exit to the left; also sign blocks visibility of oncoming trains	Comment for VTA.

Date: August 7, 2019 (Day 2)

Attendees:

CSJ: Alisar Aoun, Andrew Luong

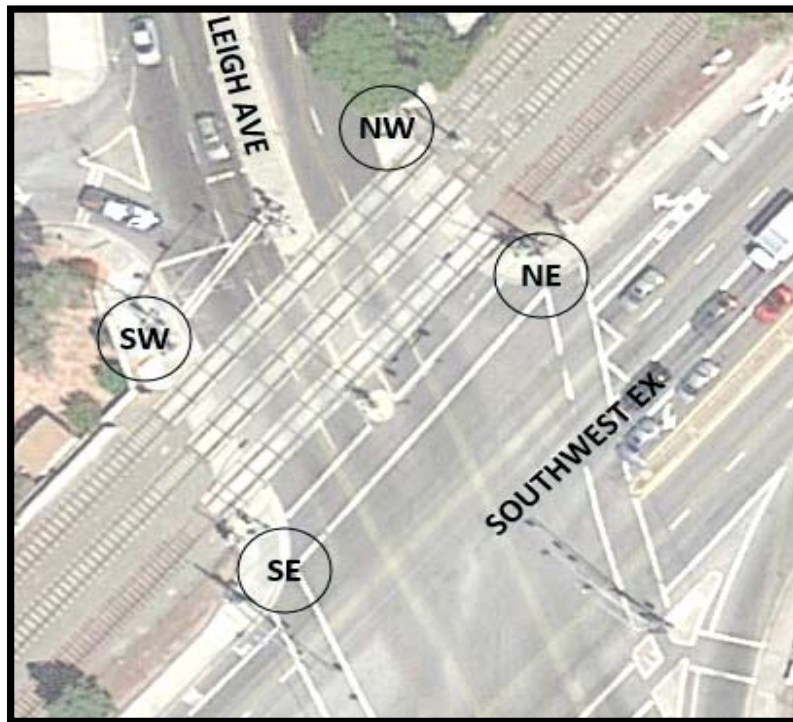
FRA: Joseph Petito, Eric Walker

CPUC: Felix Ko

VTa: Susan Lucero, Angelique Gaeta, Brandi Childress, Adolf Daaboul, Carlos Orellana

Sheriff's Office: Captain David Lera

LEIGH AVE

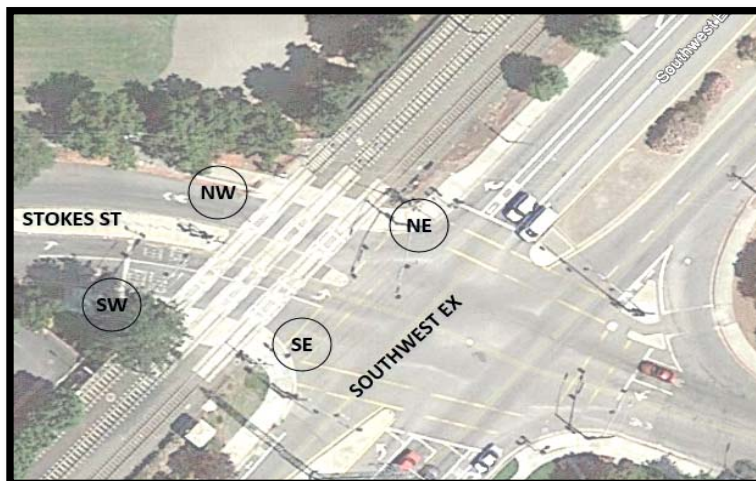


Comments		Response
<i>General</i>		
1	Crash History 2007 - 2019: o 6/18/09 Fatality: pedestrian ignored activated warning devices, went around vehicular gate arm and was struck and killed by LRT o 1/2/11 Fatality: pedestrian ignored activated warning devices, ran across the tracks and was hit and killed by LRT	n/a - informational comment
2	Land Uses: residential, gas station, proposed commercial and senior housing	n/a - informational comment
3	This crossing is ideal for a 4-quadrant gate system because of the number of fatalities, the intersection with Cheney Dr very close to the crossing negating raised concrete median, and the high amount of traffic. The only location an exit gate could be installed in the NW quadrant is on the north median	This quiet zone application proposes a partial risk reduction for the ASM at this crossing due to Cheney Dr intersection. Vehicle exit gates were prioritized at other locations on the corridor.
<i>SW quadrant (where Cheney intersects Leigh)</i>		
4	On Cheney Dr, update W10-9P and place under W10-4; add W48 CA (3 Tracks) under W10-4; rotate W10-4 (Immediate action item)	See proposed signage and striping plans in Attachment K. These changes are reflected.
5	Remove W10-1 (since W10-4 is the appropriate sign here) (Immediate action item)	See proposed signage and striping plans in Attachment K. This sign will be removed.
6	Update W10-9Ps mounted on streetlight poles at crossing and at RXR pavement marking to standard size	See proposed signage and striping plans in Attachment K. These changes are reflected.

7	Check striping; stop bar at Cheney Dr should be intersection type; also need crosswalks at Cheney	See proposed signage and striping plans in Attachment K. Cheney Dr is converted from Yield to Stop control; the triangle island is removed; the south corner is bulbed out; a crosswalk is added across Cheney.
8	The automated pedestrian gate is mounted on the same pole as the vehicle gate; this is no longer allowed because if someone were to lift up one gate, the other gate would also lift up; this would have to be upgraded to the current standard if this crossing's electrical devices were modified	n/a - informational comment
9	There are advance warning signs (Look both Ways, No Train Horn, Look) mounted on a pole inside the crossing; relocate to be in advance of the crossing so they can warn users in advance; consider mounting on pedestrian swing gate	See proposed signage and striping plans in Attachment K. These signs will be relocated.
<i>SE quadrant</i>		
10	Check warning sign sizes	The R15-8 sign will be removed. The W82-1(CA) and W10-9P signs conform to CA MUTCD size requirements.
11	Ideally this quadrant would have the same pedestrian treatments as those on the other side of the tracks (Commission Standard #9 pedestrian gate EXIT, swing gate, channelization)	VTa plans to install pedestrian gates on this quadrant as part of the "Pedestrian Back Gates" project. This work will include relocation of the detectable warning strips.
12	Check that the detectable warning strip is a safe enough distance from the UPRR track	See Leigh Comment Response #11.
13	If this crossing's electrical system was modified, the "No Right Turn" dynamic display sign would need to be updated to the current R3-1 Activated Blank Out Sign standard	n/a - informational comment
14	Signs are not compliant with GO 26-D clearance requirements. Signs need to be relocated	See proposed signage and striping plans in Attachment K. These signs will be relocated.
<i>NE quadrant</i>		
15	If this crossing's electrical system was modified, the "No Right Turn" dynamic display sign would need to be updated to the current R3-1 Activated Blank Out Sign standard	n/a - informational comment
16	Check the pedestrian signal at the north end of the crosswalk across Leigh; the countdown did not appear with one of the pedestrian phases (immediate action item)	This occurred because the Ped Walk and Ped Clearance phases are terminated when preemption is initiated per CA MUTCD standard 4D.27.29. The pedestrian phase returns to normal in the next cycle after the train has cleared.
17	Consolidate the W10-9P and W10-4 signs; add a W48(CA) sign	See proposed signage and striping plans in Attachment K. These signs will be consolidated.
18	For clearance, relocate the advance warning signs which are currently located between the UP track and the gate arm	See proposed signage and striping plans in Attachment K. These signs will be relocated.

19	Ideally there would be better pedestrian accommodation, including a wider refuge area here, pedestrian gates, and a wider paved area crossing the tracks. Requires major reconfiguration including relocating Commission Standard #9 pedestrian gate, install EXIT swing gates, install channelization behind relocated #9 vehicular gate.	With VTA's Pedestrian Back Gates project, this crossing will have pedestrian treatments on three out of four quadrants. This would be the only remaining quadrant without pedestrian treatment. The vehicle gate currently encompasses the entire sidewalk. Relocating the vehicle gate and/or adding pedestrian treatments was not prioritized at this location.
<i>NW quadrant</i>		
20	For southbound (or westbound) Leigh, adjust far-side louvers so that drivers at the pre-signal cannot see the green light at the downstream signal	See proposed signage and striping plans in Attachment K. The stop bar will be relocated and signal heads will be evaluated.
21	Signal box blocks visibility between trains and sidewalk; ideally it would not have been placed here	The general comment that signal box location is important as it relates to visibility between the crossing and the rail corridor is noted and will be considered in design of new crossings and redesign of existing crossings.
22	There is a space between the signal box and the fence behind it; shrubbery obstructs view of it; this space should be maintained and monitored to prevent criminal activity or tampering with the crossing	Comment for VTA.
23	Trim the tree behind the signal box	Comment for VTA.
24	There is a No Trespassing sign on the fence behind the signal box; trim the foliage blocking the sign and also consider relocating the sign	Comment for VTA.
25	Remove the non-compliant No Train Horn sign and pole; there is already a (compliant) No Train Horn sign within 10 feet of it	See proposed signage and striping plans in Attachment K. This sign will be removed.
26	Relocate the bus stop which is located about 90 feet west of the crossing; stopped buses can cause vehicles to queue over the tracks	VTA removed this bus line in December 2019 as part of a new transit service place.

STOKES ST



Comments		Response
<i>General</i>		
1	<p>Crash History 2007 - 2019:</p> <ul style="list-style-type: none"> o 1/7/14 Fatality: bicyclist ignored activated warning devices, went around vehicular gate arm and was struck and killed by LRT o 6/22/14 Fatality: pedestrian ignored activated warning devices, went around gate and was struck and killed by LRT o 7/13/19 Injury: bicyclist suffered injuries when bicyclist ignored activated warning devices, went under vehicular gate arm and was struck by LRT 	n/a - informational comment
2	Land Uses: Del Mar High School, multifamily residential	n/a - informational comment
3	This crossing is packed in the morning with students	n/a - informational comment
4	VTA does regular crossing safety education for Del Mar High School	n/a - informational comment
5	FRA would like to participate in the education event	See Stokes Comment Response #6. FRA has been notified.
6	FRA suggests that the high school have two crossing safety trainings per year	Our traffic safety training officer, Cordell Bailey, provides hundreds of safety trainings at schools and centers in San Jose every year. He is Operation Lifesaver certified and is performing outreach at Stokes/Southwest Ex intersection adjacent to Del Mar High School and at Leigh/Southwest Ex in February 2020. His intention is to conduct outreach at the high school annually.
7	This crossing is ideal for a 4-quadrant gate system and full pedestrian treatments at all quadrants because of the large student volumes, and because some students tend to cross the roadway intersection at a diagonal and circumvent the entry gate	See Attachment L for proposed gates. Pedestrian treatments are proposed at all quadrants. An exit gate is proposed on the east leg.
8	Consider a speed reduction for trains at this crossing; speed might already be low because of nearby station	Comment for VTA.

9	The traffic signal cycle seems long; long signal cycles encourage violations; check if it should be shortened	This intersection runs in free operations for a majority of the day, including the time of the field visit; this means that the cycle length is not fixed, but rather determined by the vehicular/pedestrian demand. The max length of each phase is capped at a relatively low amount of time. It may be possible that a preemption event caused what was perceived as a long cycle length for phases that conflict with the rail movement. The timing settings for preemption events were checked and were found to be adequate.
10	A passerby told us of his 20 years driving through this crossing and tending to a pedestrian fatality that he said happened because the signal box on the southeast quadrant blocked visibility	The general comment that signal box location is important as it relates to visibility between the crossing and the rail corridor is noted and will be considered in design of new crossings and redesign of existing crossings.
11	Can the train horn prevent LRT collisions with pedestrians, bicyclists and vehicles? FRA, CPUC, and VTA believe sounding the train horn will save lives and it is free; CSJ says it depends on each incident and believes that headphones can obstruct hearing. VTA has also indicated that its operators want to sound their horns, especially because of the large amount of students crossing in this area. VTA operators don't support the quiet zone.	The City of San Jose has a Vision Zero traffic safety initiative which aims to eliminate all deaths and severe injuries on our roadways. The City is also interested in maintaining quality of life for the communities along the Vasona Corridor by maintaining a quiet zone on the Vasona line. The City does not believe these are exclusive.
12	If VTA not subject to the Train Horn Rule, VTA could consider blowing horn in specific circumstances, for example, at high risk locations like this one next to a high school, or if it's the second train approaching the grade crossing	It is the City's understanding that the Train Horn Rule applies to all trains in this corridor.
13	CPUC suggested that at least the second train should sound its horn as it approached the crossing	It is the City's intent to apply for and establish a full quiet zone. However, the City is open to discussing with VTA and FRA potential for exceptions at specific locations with special circumstances.
14	VTA asked the CSJ if they would agree that the VTA should sound its train horn while the application for quiet zone was pending and during the completion of any safety enhancements or corrective work FRA requested to be done at this crossing and throughout the quiet zone.	See General Comment Response #20.
15	VTA asked CSJ to consider a partial quiet zone with horns sounding during the day	See Stokes Comment Response #13.
16	CPUC recommends full pedestrian treatment (Commission Standard #9 pedestrian gates, EXIT swing gates, and channelization) in all 4 quadrants. Currently only exists in NW quadrant.	See Attachment L for proposed gates. Pedestrian treatments are proposed at all quadrants.
<i>SW quadrant</i>		
17	There is a fence between the rail corridor and the adjacent residential property; approximately the first fifty feet of the fence is tall and not-transparent; can this be shortened in height or replaced with a transparent fence to enhance visibility between the roadway/sidewalk and the rail corridor	Other improvements were prioritized at this location (see Attachments K and L).

18	Extend the chain link fence to the back of sidewalk	This will be incorporated into the proposed improvements (Attachment L) as that design progresses.
19	Check visibility of green indication on traffic signal head at downstream signal; adjust louvers as needed	See proposed signage and striping plans in Attachment K. The stop bar will be relocated and signal heads will be evaluated.
<i>SE quadrant</i>		
20	There is an informal pedestrian path from the sidewalk along Southwest Ex to the crossing through the landscaping; extend the chain link fence to the back of sidewalk to channelize pedestrians to use the sidewalk to approach the crossing	This will be incorporated into the proposed improvements (Attachment L) as that design progresses.
21	If this crossing's electrical system was modified, the "No Right Turn" dynamic display sign would need to be updated to the current R3-1 Activated Blank Out Sign standard	n/a - informational comment
22	There is a signal cabinet along the rail about thirty-five feet behind the sidewalk; Signal box blocks visibility between trains and sidewalk; ideally it would not have been placed here	The general comment that signal box location is important as it relates to visibility between the crossing and the rail corridor is noted and will be considered in design of new crossings and redesign of existing crossings.
<i>NE quadrant</i>		
23	Gate arm is too short; the tip should be a maximum of one foot from the median island (immediate action item for VTA to correct)	Comment for VTA.
24	Replace the damaged reflector on the median island (immediate action item for CSJ)	See proposed signage and striping plans in Attachment K. This is reflected.
25	Ideally there would be better pedestrian accommodation, including a wider refuge area here, pedestrian gates, and a wider paved area crossing the tracks	See Attachment L for proposed gates. Pedestrian treatments are proposed at all quadrants.
26	The problem with vehicular gates located behind the back of sidewalk is that once the arm comes down over the sidewalk pedestrian can become trapped on the tracks. There is no emergency path (like an EXIT swing gate) for a pedestrian in a crossing to exit from	See Attachment L for proposed gates. Pedestrian treatments are proposed at all quadrants.
27	Remove the W10-1; consolidate the W10-4, W48(CA), and W10-9P onto one pole	See proposed signage and striping plans in Attachment K. This is reflected.
<i>NW quadrant</i>		
28	Trim trees	Trees have been trimmed.
29	Pedestrian channelization looks good	n/a - informational comment

BASCOM STATION-NORTH & BASCOM STATION-SOUTH



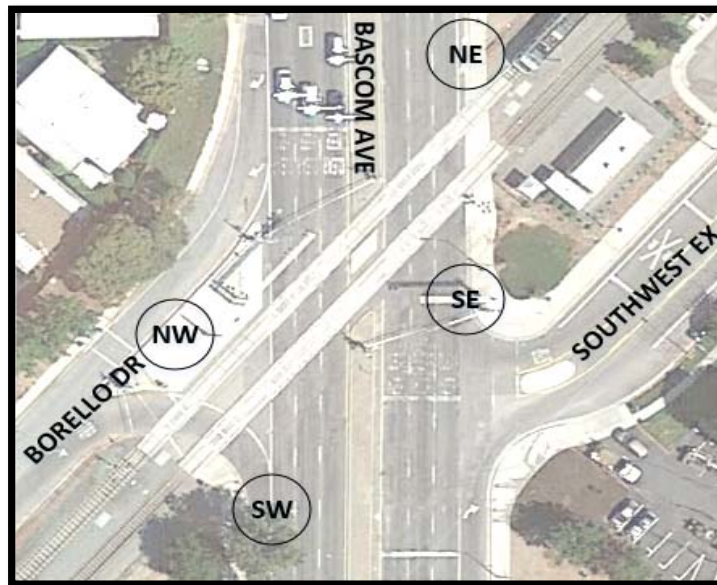
Comments		Response
<i>General</i>		
1	Crash History 2007 - 2019: none	n/a - informational comment
2	Land Uses: multifamily residential; development proposed on the triangular parcel to the northwest of Bascom LRT Station will provide pedestrian access to both station entrances; the development includes 600 residential units, 300,000 square feet of commercial space, and a 200,000 square feet office building	n/a - informational comment
3	CPUC submitted a comment letter to City of San Jose Planning on 8/5 in which it recommended that the proposed development on the northwest quadrant: o Install Commission Standard 9 pedestrian automatic gates with EXIT swing gates and channelization at both pedestrian station crossings. o Relocate the detectable warning strips outside of the swing gates at the two pedestrian station crossings.	The developer must provide direct access to one or both station platforms from the development site per the City's permit conditions. The developer, City, and VTA have been in close coordination for two years, and the developer understands that they need to work with VTA and CPUC to modify the station crossing(s). The developer scheduled a field diagnostic with CPUC, VTA, and the City on 1/17/20.
4	Consider standard sign set up at all station crossings; perhaps move "Look Both Ways" and "No Train Horn" signs to swing gates	City is currently coordinating signage and striping plans with VTA.
5	Crossbuck signs on posts need to be rotated to face pedestrians coming from outside the crossing- rotate or add another crossbuck sign facing the nearest approach	Comment for VTA.
6	Replace signs damaged with graffiti (immediate action item)	Comment for VTA.
7	Swing gates need maintenance (immediate action item)	Comment for VTA.
8	Striping across tracks to delineate edge of pedestrian path needs to be refreshed	Comment for VTA.
9	Relocate detectable warning strips to outside of crossing	Comment for VTA.

10	Future development on the west side of the rail corridor will need a Commission Standard #8 flasher on west side of tracks	See Bascom Stations Comment #3.
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11	Blue ENS should be relocated to the post with the crossbucks as is typical at other ped crossings	Comment for VTA.
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12	There is a "Look Both Ways" sign in between the tracks; consider removing, or relocate to swing gate	Comment for VTA.
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BASCOM AVE



Comments	Response
<i>General</i>	
<p>Crash History 2007 - 2019:</p> <p>1 • 3/10/17 Injury: pedestrian suffered injuries when pedestrian ignored activated warning devices and was struck by LRT</p>	n/a - informational comment
<p>2 Land Uses: residential; there is a development proposed adjacent to the northeast quadrant of the crossing; it includes 600 residential units, 300,000 square feet of commercial space, and a 200,000 square feet office building</p>	n/a - informational comment
3 Big and awkward intersection	n/a - informational comment
<p>4 CPUC submitted a comment letter to City of San Jose Planning on 8/5 in which it recommended that the proposed development on the northwest quadrant: Install Commission Standard 9 pedestrian automatic gates with EXIT swing gates and channelization on the sidewalk approaches at the South Bascom Ave crossing in the NE and SE quadrants</p>	n/a - informational comment
5 Refresh pavement markings all approaches	See proposed signage and striping plans in Attachment K. Faded pavement markings will be refreshed.
6 This section is part of VTA's "Bascom Complete Streets" study	n/a - informational comment
<p>7 While diagnostic review was occurring, a pedestrian ignored the activated warning devices and ran across the tracks, making it safely to the other side. When questioned as to why she ignored the warning devices she indicated that she had already started to cross. When questioned whether crossing arms or pedestrian gates would have stopped her from crossing she said yes...if she wasn't already in a hurry.</p>	n/a - informational comment
<i>SE quadrant</i>	

8	Remove the young tree next to the “No Right Turn” LED sign on Southwest Ex; the tree blocks visibility of the crossing and will block visibility of the LED sign as it grows bigger (immediate action item for VTA)	Comment for VTA.
9	Signal box blocks visibility between trains and travel way; ideally it would not have been placed here	The general comment that signal box location is important as it relates to visibility between the crossing and the rail corridor is noted and will be considered in design of new crossings and redesign of existing crossings. Also, see Attachment L. Pedestrian treatments are proposed on all quadrants.
10	Full pedestrian treatments are warranted on the east side of Bascom because of the increased pedestrian traffic anticipated with the proposed development and because the signal box blocks visibility	See Attachment L for proposed gates. Pedestrian treatments are proposed at all quadrants.
11	There is a detectable warning strip located about 25 feet upstream of the track and 15 feet upstream of the flashers; this is too far from the crossing for pedestrian compliance and for visibility with the rail corridor; relocate closer to the crossing along with other pedestrian treatments recommended here	This will be incorporated into the proposed pedestrian treatments.
12	There is an informal pedestrian path that cuts across the triangular landscaping section between this quadrant and Southwest Ex; this path circumvents the advance warning devices (flashers); ensure any pedestrian treatments at this quadrant address this path as well	See Attachment L. This will be addressed as part of the proposed pedestrian treatments.
<i>NE quadrant</i>		
13	Recommend full pedestrian treatments to serve increased traffic anticipated with the new development and to match those treatments at the SE quadrant	See Attachment L for proposed gates. Pedestrian treatments are proposed at all quadrants.
14	There is a natural gas vent pipe in the middle of the sidewalk at the crossing approach; is this necessary? Can it be removed or relocated?	City staff will carry this comment through the development review cycle for the proposed development on the northeast quadrant.
<i>NW quadrant</i>		
15	there is a lot of debris buildup around the median island on Borello Dr that should be cleaned up (immediate action item)	Borello Dr is on a monthly street sweeping cycle.
16	there is a chain link fence along Borello Dr and the rail corridor; extend the fence closer to the crossing, perhaps to the Stop sign, to close gaps in channelization	This will be incorporated into the proposed pedestrian treatments.
17	Upgrade the “No Train Horn” sign on Borello Dr to the current standard	See proposed signage and striping plans in Attachment K. This sign will be replaced.
18	Peds along the west side of Bascom Ave sometimes do not use the crosswalks; instead they take the shorter path of cutting across the southbound right turn pocket, hop on the median island, and then cut across eastbound right; install guardrail along Bascom to channelize pedestrians to the crosswalks	See Attachment L. This is addressed.
<i>SW quadrant</i>		

19	<p>The tracks intersect Bascom at a skew; this limits visibility between the rail corridor and pedestrians/bicyclists traveling northbound on the sidewalk towards the crossing; at a minimum suggest installing a Commission Standard #8 flasher here to provide active advance warning; a more comprehensive improvement would be to install full pedestrian treatment (Commission Standard #9 automated pedestrian gate, EXIT swing gates, channelization)</p>	<p>See Attachment L for proposed gates. Pedestrian treatments are proposed at all quadrants.</p>
20	<p>There is a large overgrown tree in the triangular landscape area adjacent to the quadrant; trim the tree significantly to improve visibility</p>	<p>The City is coordinating with PG&E to trim this tree on their property.</p>
