



CHAPTER 6  
**CIRCULATION &  
 STREETScape**

The City of San José’s Envision 2040 General Plan supports creating a transportation network of safe, comfortable, convenient, and attractive routes for people who walk, bike, take transit, and drive. This Circulation and Streetscape Chapter develops transportation-focused goals, policies, and action items that address transportation challenges within the Urban Village area to preserve and enhance residential neighborhood character and foster economic growth. Specifically, this chapter seeks to achieve the community-supported goals of improving traffic flow and alternative transportation options, and reducing neighborhood cut-through traffic. The following is a summary of the Plan’s strategies to achieve the community-supported goals:

- Improve traffic flow through multimodal data collection and application, signal coordination and timing improvements.
- Remove traffic from the road by encouraging off-peak travel and more travel through sustainable modes, including walking, biking, taking transit and ridesharing.
- Limit cut-through traffic, speeding, and parking overflow in residential neighborhoods by slowing speeds and increasing travel-times in residential neighborhoods and providing enough parking to meet the needs of businesses and residents.
- Improve walkability and bikeability with better connections, wider walkways, improved over/under-crossings, shared bikeways in residential neighborhoods, protected or buffered bike lanes on major streets, and better bike parking.

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- Remain consistent with the community’s top priorities for future designs of Winchester Boulevard, which are sufficient vehicular travel lanes and protected bike lanes.
- Complete the fiber optic communication backbone network in order to support robust technology improvements, and appropriately accommodate new technologies, such as autonomous vehicles, in ways that provide net benefit.
- Improve transit options and connections to regional transit facilities by prioritizing transit and by upgrading existing bus stop facilities.
- Improve wayfinding in ways that reinforce and enhance the identity of Village’s neighborhoods.

## 6.1 A Complete Transportation Network

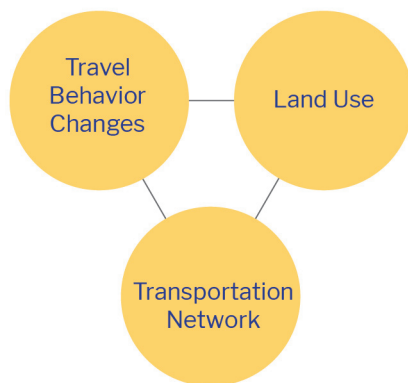
Transportation-based solutions involve decisions in land use planning, choices/changes in behavior, and the physical transportation network. In the past, the traditional approach to encourage alternative forms of travel has been to simply improve infrastructure for bicycles, people who walk, and transit riders.

This Urban Village Plan, however, follows a more comprehensive approach, as represented in Figure 6-1, by considering how changes in land use planning, the transportation network, and travel behavior choices influence the entire travel system. Called the “three-legged stool” concept, this approach is premised in *placemaking*, which has been identified as the overall purpose of the Urban Village planning efforts. The concept focuses on creating a well-connected environment and a quality sense of place that is safe, usable, and accessible for all ages and abilities. The concept is referenced visually in each section to help frame the approaches described. In addition, an alternative transportation hierarchy diagram (Figure 6-2) illustrates the commitment this Urban Village Plan makes to encourage alternative forms of transportation based on typical trip distances for each travel mode. This diagram is also visually reference throughout the document to identify the alternative modes described in each section.

This chapter is broken into the following sections:

- **6.2: Existing Transportation Conditions** reviews the existing regional transportation context and streetscape and circulation conditions within the Urban Village.
- **6.3: Circulation** describes the vehicul, bicycle, pedestrian and transit networks throughout the Urban Village, and identifies goal, policies, and action items for each topic discussed.

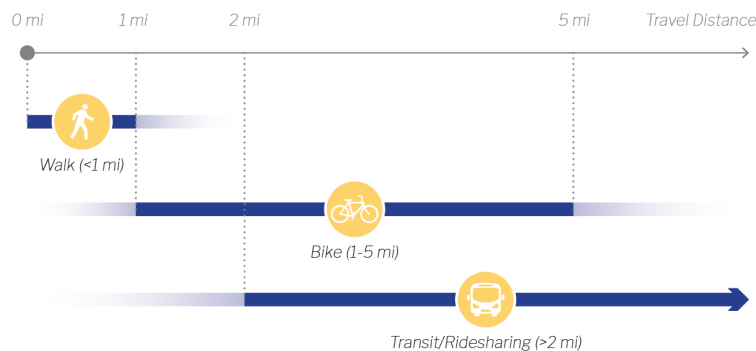
FIGURE 6-1:  
TRANSPORTATION SOLUTION –  
THREE-LEGGED STOOL



*A well-connected environment and quality sense of place are shaped by a robust transportation network, the adjacent and nearby land uses, and by changes in travel behavior choices.*

- **6.4: Streetscape** describes the broad range of streetscape amenities and facilities that will help achieve the Plan’s goals. This section also illustrates improvements to specific rights-of-way. Goals, policies, and action items are provided for each topic discussed.
- **6.5: Implementation** discusses related planning and implementation efforts that will aid in the realization of this Plan, including strategies for phasing.

FIGURE 6-2:  
ALTERNATIVE TRANSPORTATION HIERARCHY



## 6.2 Existing Transportation Conditions

This section discusses the existing roadways, transit networks, and bicycle and pedestrian facilities in the Winchester Urban Village. The purpose of this section is to identify the Village’s existing assets as well as the infrastructure on which Plan recommendations are based. The section also presents existing plans that help shape the goals and policies of the Urban Village.

### 6.2-1 REGIONAL TRANSPORTATION CONTEXT

Winchester Boulevard is located in west San José generally parallel to I-880/SR 17, San Tomas Expressway, and Bascom Avenue. The Winchester Urban Village, which encompasses a total of about 299 acres, extends from I-280 in the north to midway between Impala Drive and Rosemary Lane in the south. The Village borders to the City of Campbell to the south, with Downtown Campbell about 0.25-miles to the south along Winchester Boulevard.

Winchester Boulevard includes a variety of small- to medium- scale retail and commercial uses, with surrounding neighborhoods that are predominately residential. Winchester Boulevard is the primary roadway that provides motorists with access to the residential and commercial establishments within the Urban Village boundary. Other streets, including

TABLE 6-1: MODAL SPLIT FOR COMMUTING TRIPS	
MEANS OF TRANSPORTATION TO WORK	URBAN VILLAGE CENSUS TRACT (%)
<b>Drove alone</b>	79%
<b>Carpooled</b>	8%
<b>Public transportation (excluding taxicab)</b>	3%
<b>Walked</b>	4%
<b>Bicycle</b>	1%
<b>Taxicab, motorcycle, or other means</b>	2%
<b>Worked at home</b>	3%

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

Moorpark Avenue, Williams Road, and Payne Avenue, also provide some local access to residences and commercial establishments.

Table 6-1 summarizes the modal split of commuter trips for residents living in the Census Tracts where the Winchester Urban Village is located. People living in this area rely heavily on the automobile as their primary mode of transportation for commute trips. Public transportation and active travel modes (walking and biking) make up approximately five percent of all commute trips.

Nearby commuter rail, intercity rail, and light rail transit services are all provided at Diridon Station in Downtown San José, located about three miles east of the Urban Village area. Bus service at Diridon Station includes local, express, and shuttle routes. Diridon Station serves Santa Clara Valley Transportation Authority (VTA) bus routes, the Highway 17 Express route, Downtown Area Shuttle (DASH), and the Monterey-San José Express Bus Route. Commuter and intercity rail at Diridon Station is provided by Caltrain, the Altamont Corridor Express (ACE) and Amtrak's Coastal Starlight and Capitol Corridor routes. Light rail transit is provided by VTA on the Mountain View-Winchester line.

Future transit services within the Diridon Station area include Bay Area Rapid Transit (BART), which is expected to be extended from Fremont, and the proposed California High Speed Rail linking the northern and southern portions of the state.

The Downtown Santa Clara Caltrain Transit Center, located less than three miles north of the Village, provides access to local and limited-stop Caltrain service, several VTA bus lines, the Altamont Corridor Express (ACE), and Amtrak's Capital Corridor route.

The Norman Y. Mineta San José International Airport is located approximately 3 miles northeast of the Plan area.

Figure 6-3 shows the existing and planned regional transit networks in the City of San José, and Figure 6-4 shows the proposed transit lines from VTA's Draft Next Network Plan.

### 6.2-1.1 Transit

The Santa Clara Valley Transportation Authority (VTA) provides fixed bus routes and light rail services in communities throughout Santa Clara County, including San José.

The Winchester Urban Village is served by public transit with two Santa Clara Valley Transportation Authority (VTA) bus routes along Winchester Boulevard that include Routes 25 and 60. Compared to other VTA bus lines, Route 25 has the third most boardings over its entire route. Together, these two VTA bus routes provide transit connections to Caltrain, VTA Light Rail, Altamont Corridor Express (ACE), Amtrak, and VTA Light Rail in San José. The village is not served by BART, BRT, or light rail. Figure 6-3 shows existing and planned regional transit connections, and Figure 6-4 maps the proposed transit lines from VTA's Draft Next Network Plan, scheduled to be implemented in the fall of 2017.

### 6.2-1.2 Regional Streets and Roads (Freeways, Highways, and Expressways)

Regional roadways serving the Winchester Urban Village include Interstate 280 (I-280) and State Route 17 (SR 17)/Interstate 880 (I-880), both of which are operated and maintained by Caltrans. I-280 runs in the north-south direction, generally just to the west of the larger cities of San Francisco Peninsula for most of its route, connecting the cities of San José and San Francisco. SR 17 is a highway that runs in the north-south direction between the cities of San José and Santa Cruz. SR 17 ends at I-280 and becomes I-880 continuing north. I-880 connects the cities of San José and Oakland, running parallel to the southeastern shore of the San Francisco Bay.

## 6.2-2 EXISTING PHYSICAL CONDITIONS

This section is a discussion of the existing physical conditions of the transportation network as it relates to the Winchester Urban Villages. Appendix A includes a diagram of the existing roadways and streetscape conditions that are relevant to the proposals that follow in sections 6.3 through 6.5.

### 6.2-2.1 Local Streets and Roadways

Winchester Boulevard is characterized by the City of San José General Plan as a Grand Boulevard and travels north-south from the Town of Los Gatos to the City of Santa Clara. This roadway is the central spine of the Village,

FIGURE 6-3: EXISTING AND PLANNED REGIONAL TRANSIT CONNECTIONS

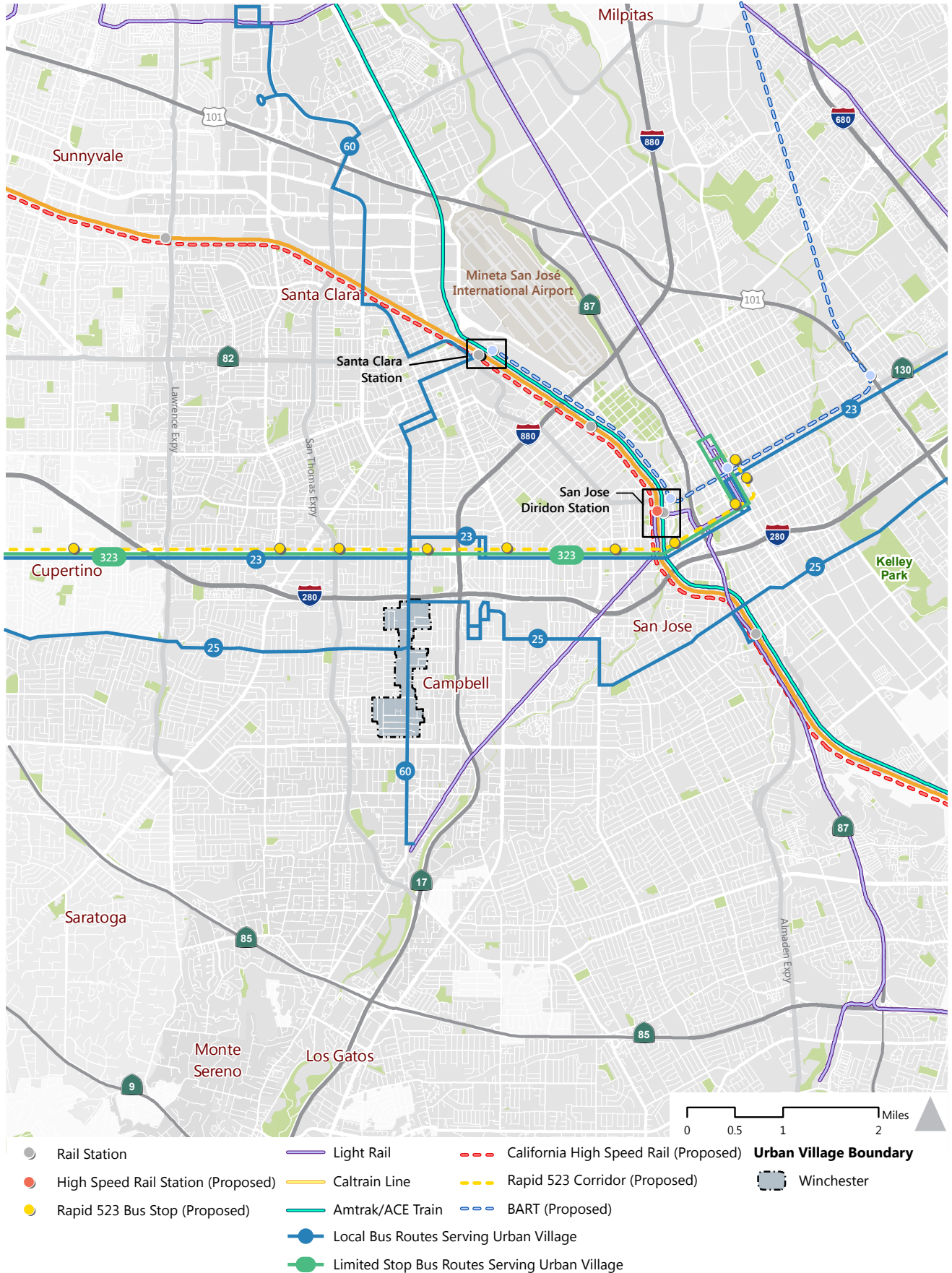
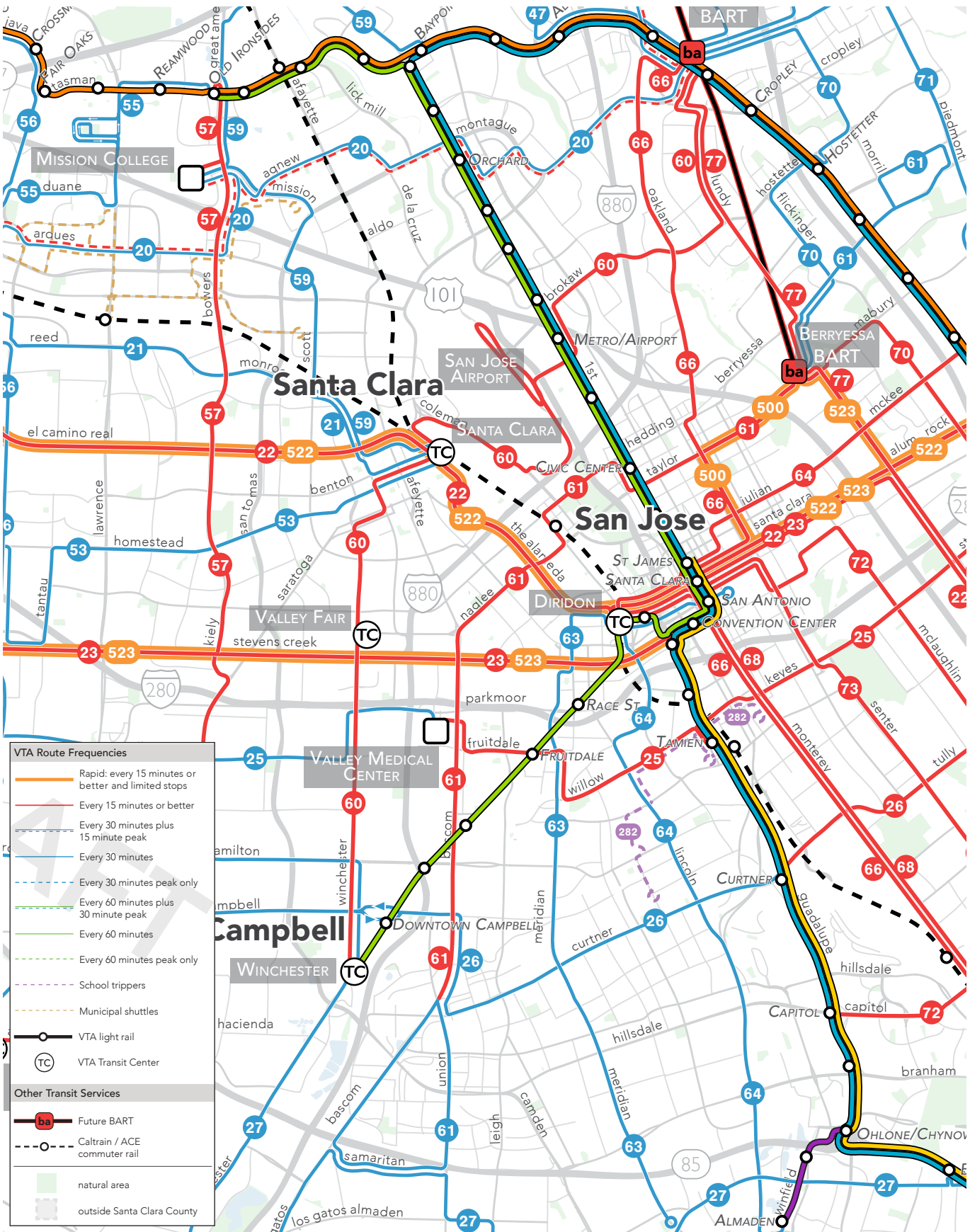


FIGURE 6-4: VTA NEXT NETWORK – REGIONAL TRANSIT CONNECTIONS PLAN (PROPOSED JANUARY 3, 2017)



and the Village's only vehicular connection across I-280 and to the Santana Row/Valley Fair Urban Village immediately to the north.

Moorpark Avenue, Williams Road, and Payne Avenue are the key local streets that provide east-west connectivity to, through, and from the Urban Village.

### 6.2-2.2 Walking Conditions

It is feasible to walk to destinations within the Urban Village; however, the existing environment and many of the existing amenities are not designed for people on foot and thereby discourage pedestrian activity. People who walk frequently encounter major barriers, including streets that don't connect, fences, freeways, and sidewalk gaps.

Existing sidewalks facilitate pedestrian travel throughout the Winchester Urban Village area, connecting people to on-site parking lots, retail and commercial amenities, and nearby residences, and periodic pedestrian crossings are available along Winchester Boulevard. Crosswalks are generally located at signalized intersections along Winchester Boulevard, but people who walk are currently prohibited from crossing all four legs at some of these intersections. In addition, Winchester Boulevard features long gaps between crossing locations, and long signal cycles create significant delay for people trying to cross streets.

Sidewalks along Moorpark Avenue, Williams Road, and Payne Avenue accommodate pedestrian travel for people living in the neighborhoods to walk to Winchester Boulevard. In addition, Magliocco Drive, Neal Avenue, Fruitdale Avenue, Van Sansul Avenue, Wallgrove Way, Greentree Way, Fireside Drive, Loma Verde Drive, Driftwood Drive, Williamsburg Drive, David Avenue, Cadillac Drive, and Impala Drive are local streets that provide pedestrian access to Winchester Boulevard.

Several gaps in the sidewalk network exist throughout the planning area (Figure 6-6); most notably on one side of the street along Winchester Boulevard between Payne Avenue and Fireside Drive, and between Williams Road and Fruitdale Avenue. Sidewalks along Winchester Boulevard are narrow at specific locations due to roadway amenities, such as street lights, trees and planter boxes, and across I-280.

### 6.2-2.3 Bicycling Conditions

Bicycle facilities are currently present along Moorpark Avenue, Payne Avenue, and Williams Road in the Winchester Urban Village. These facilities accommodate east-west bicycle travel to, through, and from the Urban Village, connecting people to the retail and commercial amenities along Winchester Boulevard and nearby residences. Moorpark Avenue features a buffered and standard (Class II) bike lane with green paint markings in



potential conflict areas on both sides of the roadway. Payne Avenue and Williams Road feature standard bike lanes on both sides of the roadway west of Winchester Boulevard. Discontinuous bicycle networks along Winchester Boulevard presents connectivity challenges along the corridor, and across the I-280 and Winchester Boulevard interchange. Limited bike parking is available in the Winchester Urban Village.

## **6.2-3 RELEVANT PLANS AND POLICIES**

### ***Envision 2040 General Plan***

San José's Envision 2040 General Plan contains several transportation goals and policies relevant to the Urban Villages. In addition to establishing varying street "typologies" such as Grand Boulevards, Main Streets and others, the General Plan includes policies supporting substantial increases in walking, bicycling, transit trips, and ridesharing. It envisions San José becoming more walkable, bikeable, and transit friendly.

### ***San José Complete Streets Design Guidelines (Draft)***

San José recently developed Complete Streets Design Guidelines in an effort to provide additional street design guidance and to further articulate the General Plan street typology goals. The Complete Streets Design Guidelines support the creation of streets that are people-oriented, connected and resilient. The Design Guidelines are currently in draft form and are expected to be finalized in early 2017.

### ***Vision Zero San José***

Vision Zero San José is the City's commitment to prioritize street safety for all people. It was established in 2015 with the goal of reducing and eventually eliminating all traffic fatalities in the City.

### ***Winchester Strong Neighborhoods Initiative (SNI) Plan***

Completed in 2001, the Winchester Strong Neighborhoods Initiative (SNI) Plan seeks to improve traffic flow on Winchester Boulevard, redirect traffic to major thoroughfares, improve pedestrian crossings, improve transit options, complete Winchester streetscape improvements, and address parking congestion.

### ***Winchester Boulevard Enhancement Strategy***

Completed in 2010, the Winchester Boulevard Enhancement Strategy focused on improving pedestrian experiences, developing primary bicycle routes on low traffic streets that link to Winchester, and establishing a community shuttle linking regional retail with local institutions like San José City College and the Bascom Branch Library.

### **VTP 2040**

The Valley Transportation Plan (VTP) is the long-range transportation plan for Santa Clara County. VTA periodically updates this 25-year plan, and the most recent plan, VTP 2040, was adopted by the VTA Board in October 2014. This plan highlights the projects and programs that will be pursued in partnership with Member Agencies in the next 25 years, including Complete Streets, Express Lanes, Bus Rapid Transit, and Bicycle/Pedestrian Improvements. VTP 2040 also includes a detailed discussion on planning activities that will take place during the life of the plan.

### **6.2-4 COMMUNITY RECOMMENDATIONS**

Community outreach efforts during the SRVF Urban Village planning process have included several public advisory group meetings, two community workshops, and two on-line surveys. Key recommendations identified throughout these efforts include:

- Improve traffic flow through signal coordination and timing improvements.
- Limit neighborhood cut-through traffic by improving traffic flow on major corridors.
- Improve walkability and bikeability with better connections, wider sidewalks, shared-route bikeways in residential neighborhoods, and bike lanes on major corridors.
- Prioritize automobile travel lanes and protected bike lanes on Winchester Boulevard.
- Provide enough parking to meet the needs of businesses and residents.
- Complete the fiber optic communication backbone network in order to support robust technology improvements.
- Improve transit options and connections to regional transit.

## 6.3 Circulation

This section discusses the range of circulation improvements that seek to complete and enhance the multimodal network, improve traffic flow, and limit cut-through traffic, speeding, and parking overflow. Figure 6-5 shows the general travel time hierarchy for the Urban Village. With the use of technology, traffic management strategies, and improvements to bicycle, pedestrian, and transit networks, traffic delays within the Village can be reduced.

**GOAL CS-1** Make improvements to the transportation network that improve traffic flow, enhance multimodal connectivity, and reduce neighborhood cut-through traffic.

**GOAL CS-2** Work with Campbell to create a cohesive area-wide local transportation network.

### 6.3-1 VEHICULAR CIRCULATION, TRAFFIC MANAGEMENT AND TECHNOLOGY

This section provides strategies to manage vehicular travel and parking, including Transportation Demand Management (TDM), communication technology improvements, and shared mobility services. Figure 6-6 shows potential multimodal communication technology networks in the Urban Village.

#### 6.3-1.1 Corridor Traffic Management

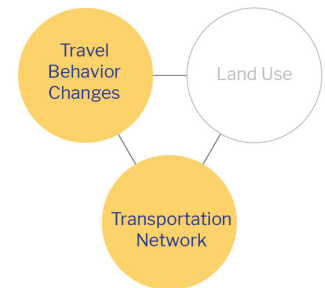
There are several traffic issues along corridors within and near the Winchester Urban Village ranging from peak time traffic congestion to high vehicle travel speeds. The biggest issues tend to be located along Winchester Boulevard and at the I-280/Winchester interchange, including at Moorpark Avenue. Regional traffic currently has several potential alternate routes to Winchester Boulevard, including SR 17/SR 880, Bascom Avenue and San Tomas Expressway. These regional roadways experience high levels of congestion during morning and afternoon peak commute times, as well as on the weekends as travelers make their way to Santana Row and Westfield Valley Fair Mall. Some travelers use alternate routes to avoid congestion in the area, which results in increases in traffic along some residential neighborhood streets.

**GOAL CS-3** Effectively manage traffic to improve traffic flow along regional corridors and major streets.

**GOAL CS-4** Use technology to improve transportation system operations.



Alternative Transportation



*Circulation strategies shape the transportation network and inform travel behavior choices.*

FIGURE 6-5: WINCHESTER BOULEVARD TRAVEL-TIME HIERARCHY

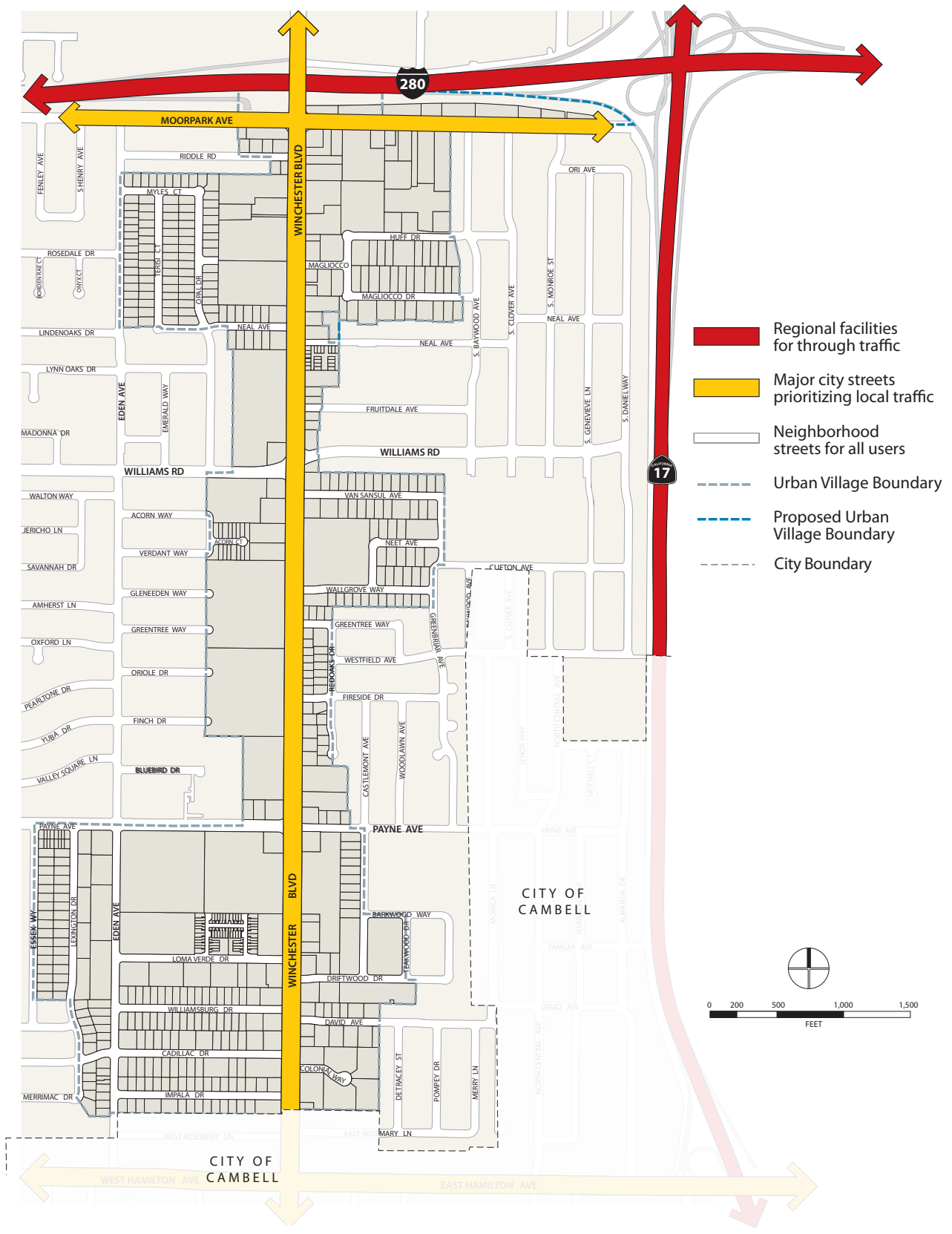
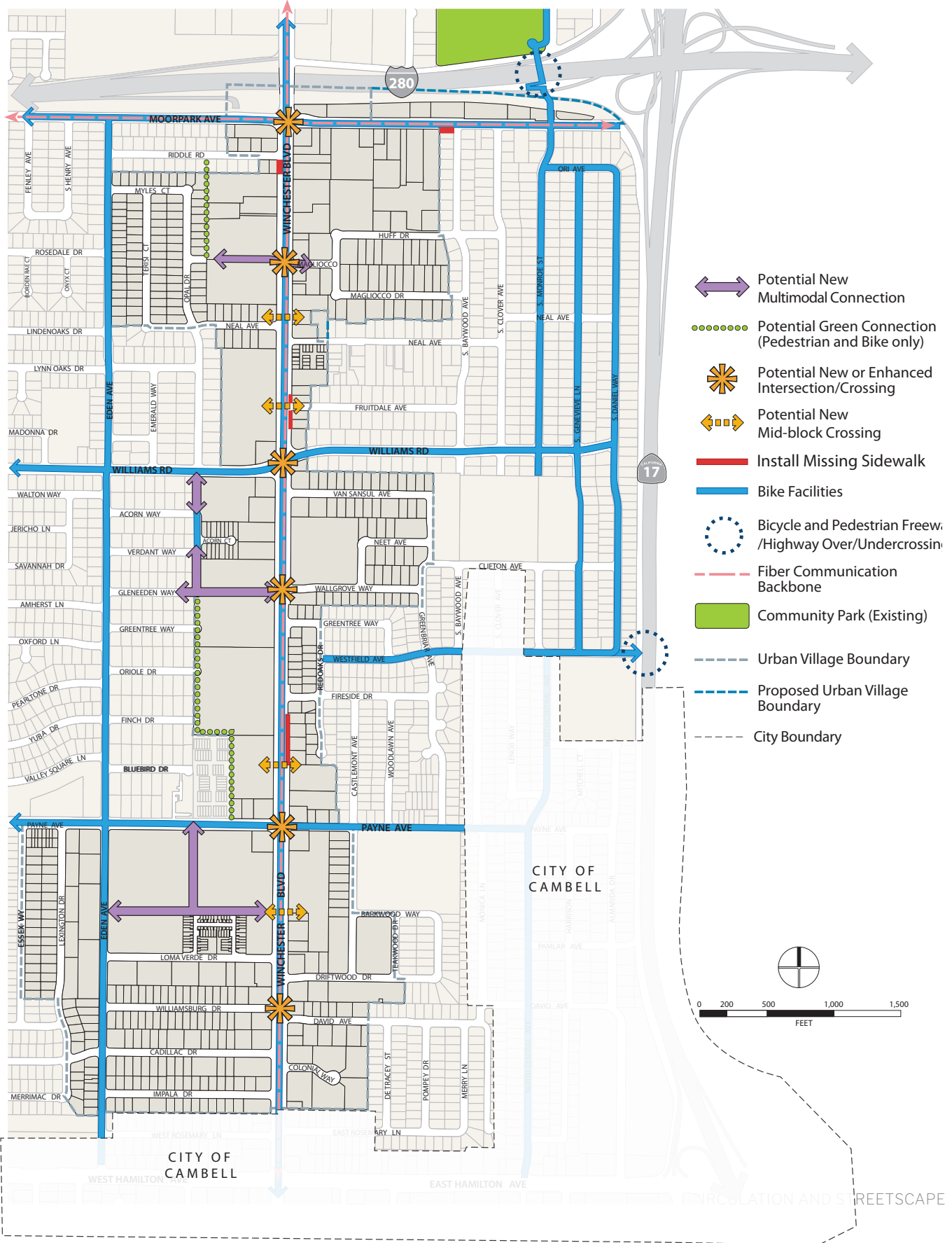
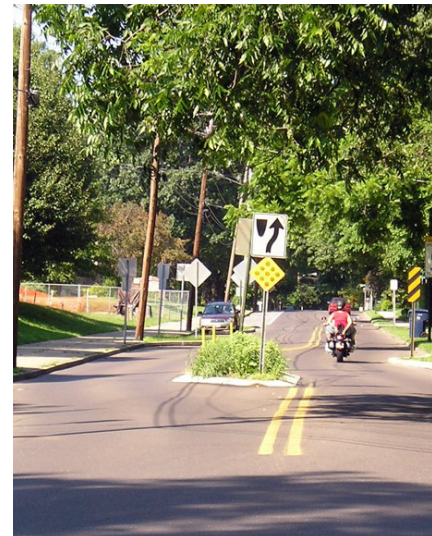


FIGURE 6-6: WINCHESTER BOULEVARD CIRCULATION AND TECHNOLOGY NETWORKS



## Policies

- Policy 6-1:** Incorporate corridor-level traffic management strategies that help improve traffic flow and safety issues along major corridors in the Urban Village area.
- Policy 6-2:** Allow designated freight loading zones in front of commercial uses along major corridors during times outside of the peak traffic periods. Loading zones minimize double parking, and time restrictions can help to limit heavy truck travel during the peak periods.
- Policy 6-3:** Expand the fiber-optic communication network that is to be used as the backbone for transportation and parking system communication and operations.
- Policy 6-4:** Implement traffic signal coordination, transit signal priority along transit priority corridors, and real-time adaptation to contribute to safe and efficient traffic flow.
- Policy 6-5:** Incorporate pedestrian and bike sensors into the signal system to support reliable signal priority for active travel modes.
- Policy 6-6:** Upgrade traffic detection systems from traditional in-pavement loops to video detection technologies that are more immune to poor pavement conditions and more readily support bike detection.
- Policy 6-7:** Maintain the existing transportation network to support the goals and policies of this plan.



Traffic calming devices reduce vehicular travel speeds and improve safety for all users of the road.

## Action Items

- » Implement corridor level traffic management strategies along Winchester Boulevard and Moorpark near I-280/Winchester.
- » Expand fiber-optic communication backbone network.

### 6.3-1.2 Neighborhood Traffic Management

The neighborhoods located on either sides of Winchester Boulevard are primarily residential, and provide access to and from other major roadways in the area, such as Moorpark Avenue, Payne Avenue, Williams Avenue, and Hamilton Avenue. As travel times along Winchester Boulevard increase, especially during peak hours, drivers may use alternate routes through surrounding residential neighborhoods to access other major roadways in the area in an effort to improve their overall travel time. Additional vehicles traveling through these neighborhoods could cause additional issues related to congestion, safety, speeding and noise within the surrounding residential areas.

Neighborhood traffic calming design features, such as medians and bulbouts, chicanes, speed tables, curb extensions, traffic circles, raised or enhanced crosswalks and flashing beacons, and additional signage, can be effective in calming vehicular travel speeds and improving safety for all people. Bicycle Boulevards, are roadways that prioritize bicycle travel over vehicular travel (see section 6.3-2), are an effective strategy for improving safety. These methods all may help reduce cut-through traffic by increasing cut-through routes travel times.

## Policies

**Policy 6-8:** Utilize traffic calming and re-routing design features to reduce vehicle speeds and increase travel-times in order to discourage neighborhood cut-through traffic and create a safer and more comfortable residential neighborhood environment.

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## Action Items

- » Assess how new potential vehicular connections will impact travel patterns in neighborhoods.
- » Where appropriate, identify and implement traffic rerouting and calming treatments that lower automobile speeds, decrease travel times, and have been shown to noticeably reduce neighborhood cut-through traffic.

### 6.3-1.3 Transportation Demand Management and Parking Management

Transportation Demand Management (TDM) strategies that include parking management strategies will make the most efficient use of transportation networks and parking stocks, and help to address city-wide traffic issues. Transit and active transportation networks in the Village have unused capacity, while roadways are congested during peak times but under used at other times. Incentives and pricing should induce some travelers to change their travel choices, resulting in more efficient use of the transportation system.

Developments in the Urban Village should create, implement, and maintain transportation demand management programs for their sites. These programs should incentivize tenants and visitors to use non-single occupant vehicle travel modes and travel during non-peak times. Programs should be tailored to each developments' setting and user contexts to most cost effectively motivate needed changes in travel choices.

The strategies listed below are not comprehensive; rather, they are an introduction to some of the more common transportation demand and parking management strategies. New TDM strategies are continually being implemented worldwide, and developers should research potential new strategies while developing their TDM plans.

**GOAL CS-5** Develop and implement effective Transportation Demand Management (TDM) strategies that improve traffic flow by minimizing vehicular trips and vehicles miles travel (especially during peak times) and increasing use of alternatives modes like walking, biking, transit, and ridesharing.

**GOAL CS-6** Effectively manage the supply, demand, and pricing for parking to ensure a sufficient amount of parking exists to meets the needs of residents, business and visitors.

## Policies

### All Sites

**Policy 6-9:** Development projects should create, implement, and maintain transportation demand management programs for their sites that reduce automobile traffic and parking demand, improve traffic flow, and increase use of alternatives modes like walking, biking, transit, and ridesharing.

**Policy 6-10:** Encourage carsharing and bikeshare programs.

**Policy 6-11:** Support shuttles that serve the Urban Village and connect to local destinations and regional transportation hubs like Diridon Station and San Jose International Airport.



- Policy 6-12:** Developments should implement parking management strategies designed to manage parking demand and reduce parking needs. These strategies can include unbundled and/or pricing and/or curbside management strategies.
- Policy 6-13:** Parking technology and information systems should be implemented to help drivers use parking more efficiently.
- Policy 6-14:** Real time transit information display systems should be incorporated where appropriate.
- Policy 6-15:** Developments should consider programing on-site childcare services.
- Policy 6-16:** Larger residential and employer sites should consider creating TDM manager positions as part of site operations to coordinate TDM programs.

*For more information on carsharing, bikesharing, shared parking, and design elements that enhance and support transit use, see Chapter 5 Section 5.2.*

### **Employer Sites**

- Policy 6-17:** Developments should incentivize their employees to use transit and active transportation modes.
- Policy 6-18:** Developments should incentivize their employees to drive during off-peak times.
- Policy 6-19:** Developments should provide subsidized transit passes to their employees and residents.
- Policy 6-20:** Developments should provide alternative mode-choice supports such as commuter choice tax provisions, guaranteed ride home programs, trip planning assistance, car pool formation forums, and vanpool startup and/or on-going costs.
- Policy 6-21:** Parking cash-out programs should be implemented by all employers.

### **Residential Sites**

- Policy 6-22:** New developments should include carsharing services on-site and include membership fees in their HOAs.

### **Retail Sites**

- Policy 6-23:** Encourage use of delivery services that provide easy delivery of goods to consumers' homes.

## Action Items

- » Study the feasibility of City-operated public parking structures near freeway off-ramps.
- » Explore the feasibility of creating a Parking Benefit District.

### 6.3-1.4 Developing Transportation Technologies

Appropriately incorporating developing technologies into the Village area will improve safety, mobility, and environmental sustainability. The technologies this Plan intends to take advantage of include fiber optics, shared mobility services, autonomous vehicles, and Transportation Network Companies (TNCs) in ways that provide a net benefit.



Transportation Network Company (TNC) passenger pick-up and drop-off areas can help connect travelers with regional transportation services easily and safely.

## SHARED MOBILITY SERVICES

Shared mobility services provided by Transportation Network Companies (TNCs) are increasingly used in the San Francisco Bay Area for a variety of trip purposes, and app-based dynamic carsharing is encouraging expand use of carpooling. In addition, transit stations are popular beginning or end points for shared mobility trips, which suggests that these activities will be a well-used travel mode in between regional transportation services and the Winchester Urban Village. The proposed street network considers the need to accommodate all types of vehicle trips, including shared mobility trips.

## Policies

- Policy 6-24:** Support strategies to promote convenient Transportation Network Company (TNC) passenger pick-up and drop-off in the Urban Village area, especially near activity centers.
- Policy 6-25:** Ensure that TNC vehicle drop-off/pick-up areas do not conflict with bicycle lanes.
- Policy 6-26:** Permit U-turn movements at intersections to facilitate directional changes of TNCs, where feasible and appropriate.



To accommodate for future travel needs, the Urban Village Plan aims to provide a general framework for autonomous vehicles.

## Action Items

- » Identify proposed TNC drop-off and pick-up locations.

## AUTONOMOUS VEHICLES

Autonomous vehicles, also termed automated, driverless, self-driving and robotic vehicles, are those which are capable of sensing their own environments in order to perform at least some aspects of the safety-critical control without direct human input. In the future, autonomous vehicles may become increasingly common on streets in the Urban Village.

## Policies

**Policy 6-27:** Appropriately accommodate future forms of vehicle travel, such as autonomous vehicles, in ways that provide net benefit.

## Action Items

- » Assess current readiness for, and potential impacts of, autonomous vehicles on the transportation network.

### 6.3-2 BICYCLE AND PEDESTRIAN NETWORKS

Walking and biking can be convenient, enjoyable, and healthy alternatives to automobile travel, particularly for shorter trips. To encourage walking and bicycling, the street network must include connected bicycle networks that link residences, businesses, recreation and transit stations, and that remove barriers for people who walk and bike. The Winchester Urban Village bicycle and pedestrian network is diagrammed in Figure 6-6.

All users of streets, including automobile drivers and people who use transit, are pedestrians at some point in their journey, and origin points and final destinations are commonly accessed using sidewalks. Sidewalks help establish a continuous pedestrian network that minimizes barriers and interruptions along the path of travel; is intuitive and easy to navigate; and feels safe and comfortable to walk along.

## Policies

**Policy 6-28:** Complete, expand, and enhance bicycle and pedestrian networks.

**Policy 6-29:** Shared lane markings (Class III) shall be implemented in residential neighborhoods where appropriate.

**Policy 6-30:** Standard and enhanced bicycle lanes (Class II or Class IV) shall be implemented on major streets where appropriate.

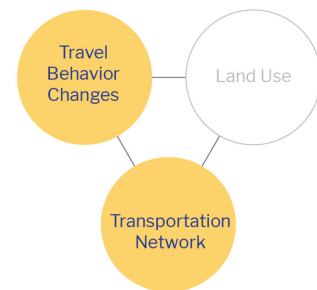
**Policy 6-31:** Safety enhancements shall be implemented on existing bicycle routes in the Urban Village.

**Policy 6-32:** Complete the sidewalk network and maximize connectivity by removing barriers and interruptions along the path of travel.

**Policy 6-33:** Incorporate pedestrian and bike sensors into the signal system to support reliable signal priority for active travel modes.



Alternative Transportation



Protected bike lanes (Class IV bikeway) includes vertical separation such as delineations (pictured above).



Bicycles boulevards share both vehicular and bicycle traffic, but prioritize people who bike as through-going traffic.



A complete bicycle network that links residential, businesses, recreation and transit stations encourages walking and bicycling.

**Policy 6-34:** Upgrade traffic detection systems from traditional in-pavement loops to video detection technologies that are more immune to poor pavement conditions and more readily support bike detection.

### Action Items

- » Improve bicycle and pedestrian routes across I-280 along Winchester Boulevard.
- » Ensure that the current VTA-led I-280/Winchester Boulevard planning process provides bicycle and pedestrian solutions that are in conformance with this Plan.

### Bicycle Boulevards

A bicycle boulevard is a local street with no more than one lane in each direction where travel by bicycle is protected through incorporation of traffic diversion and calming elements. As a result, cut-through motor-vehicle traffic is discouraged and often diverted. Eden Avenue, which is in some areas within the Winchester Urban Village, in some areas west of the Village, and in some areas aligned with the western boundary of the Village, provides local access to residential neighborhoods in the areas between Moorpark Avenue and Hamilton Avenue. This Plan recommends the conversion of Eden Avenue into a bicycle boulevard, which would facilitate the achievement of many objectives detailed in this Plan—particularly issues related to cut-through traffic.

### Policies

**Policy 6-35:** Bicycle boulevards shall be implemented in residential neighborhoods where appropriate.

**Policy 6-36:** Encourage bicycle boulevards along roadways as a strategy to help reduce neighborhood cut-through traffic.

**Policy 6-37:** Bicycle boulevards should connect with the existing bike network and provide cyclists with a comfortable alternative route to nearby destinations.

### Action Items

- » Assess the feasibility of installing a bicycle boulevard along Eden Avenue and other appropriate streets.

### Paseos

“Paseos” are areas reserved for pedestrian and human-powered vehicles, such as bicycles, skateboards and kick scooters, in which most or all automobile traffic may be prohibited. These streets are designed to better accommodate accessibility and mobility, while also improving the

attractiveness of the local environment in terms of aesthetics, air pollution, noise and collisions involving pedestrians. Paseos provide shortcuts that encourage walking and biking by increasing visibility and accessibility between different portions of the Urban Village.

## Policies

- Policy 6-38:** All properties that include a paseo shall be required to provide space, access, and improvements to the portion of paseo on the property during redevelopment.
- Policy 6-39:** Paseos shall be a minimum of 20 feet wide with a minimum 12 foot clear walking/biking path clear to the sky in the Winchester Urban Village.
- Policy 6-40:** Encourage the installation of paseos that enhance the pedestrian environment and improves connectivity throughout the Urban Village area.
- Policy 6-41:** Paseos shall be open to the public at all times.

*For more information on bike and pedestrian facilities & amenities refer to Section 6.4-12.*

### 6.3-3 TRANSIT NETWORK AND SERVICE

Public transit service in Santa Clara County is provided by Santa Clara Valley Transportation Authority (VTA). The City works closely with VTA to increase transit ridership through land use, density, roadway design, transit service, and other strategies. In addition, private “microtransit” services, like Chariot which now operates in the Willow Glen neighborhood and elsewhere in the Bay Area, have recently started becoming available.

The Winchester Urban Village currently lacks sufficient regional transit connectivity to the existing and planned high quality transit services in the surrounding area and transit service in this Urban Village should be improved. Figure 6-7 shows the two existing VTA bus routes serving the Urban Village: Route 25, which runs along Williams Road west of Winchester Boulevard and Moorpark Avenue east of Winchester Boulevard; and Route 60, which runs along Winchester Boulevard. In addition, VTA has released a Next Network Plan that proposes transit service improvements, shown on Figure 6-4.

**GOAL CS-7** Improve transit options to encourage use of transit.



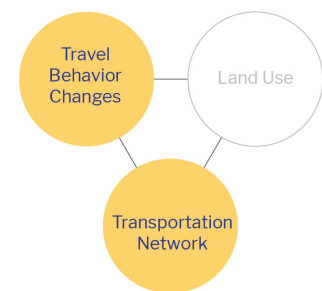
*Paseos prohibit vehicular uses and provide shortcuts that encourage people who bike and walk.*



*Paseos are encouraged to feature a double row of trees.*



*Alternative Transportation*



## Policies

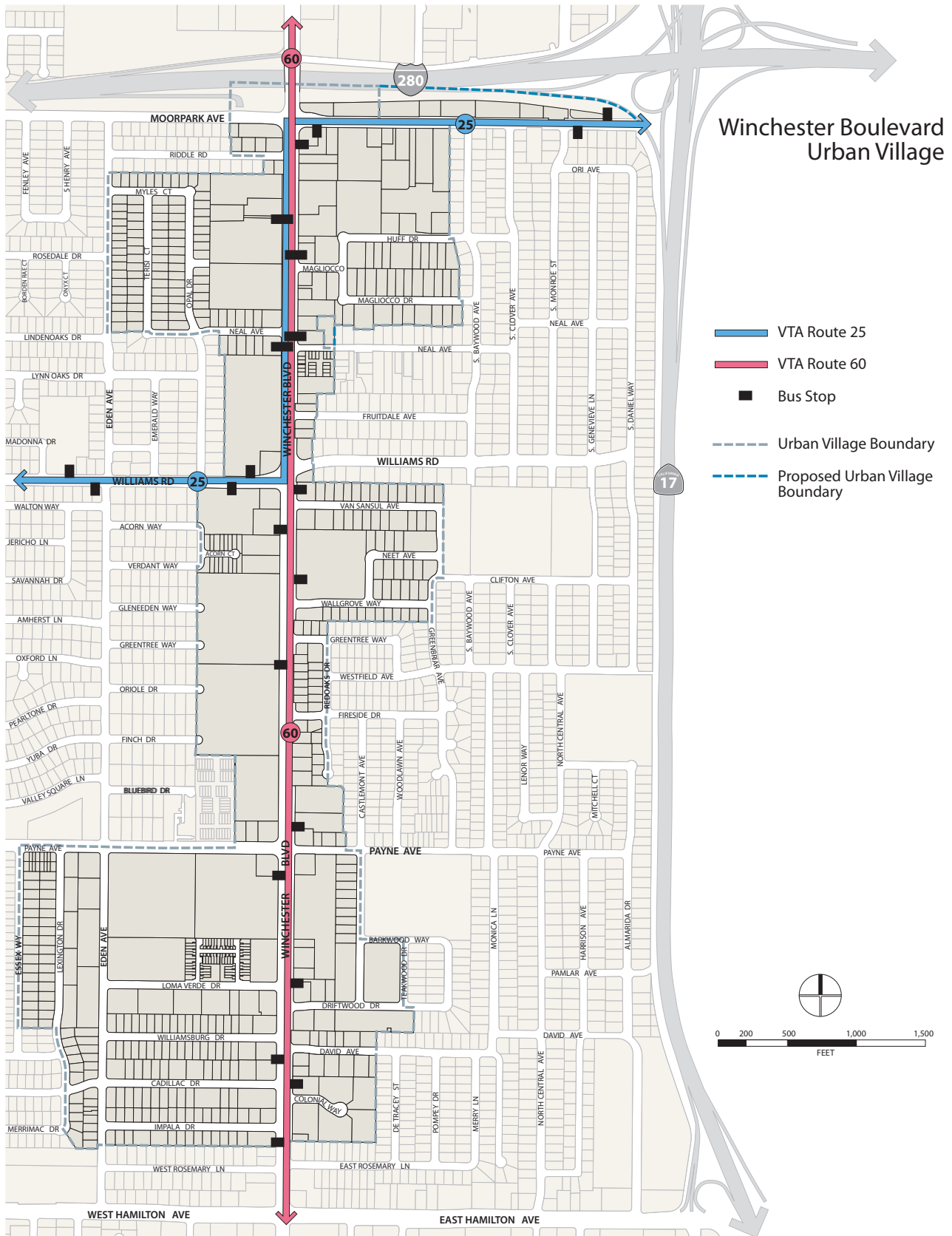
- Policy 6-42:** Accommodate all forms of public and private transit services.
- Policy 6-43:** Public and private transit services should improve connectivity between the Urban Village area and surrounding regional transit services.
- Policy 6-44:** Increase the frequency and quality of transit services operating in the Urban Village area.
- Policy 6-45:** Support partnerships with on-demand transit services to provide more travel options for people who use transit.
- 

## Action Items

- » Coordinate with VTA (Figure 6-4) to bring more frequent, direct, and higher quality transit service to the Urban Village area.
- » Develop partnerships with on-demand transit services and assess the cost and benefits of incorporating these services in the Urban Village area.

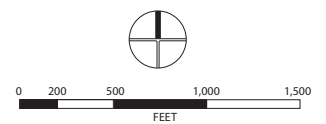
*For more information on transit see Section 6.4-1.3.*

FIGURE 6-7: WINCHESTER BOULEVARD BUS ROUTES



Winchester Boulevard Urban Village

- VTA Route 25
- VTA Route 60
- Bus Stop
- - - Urban Village Boundary
- - - Proposed Urban Village Boundary



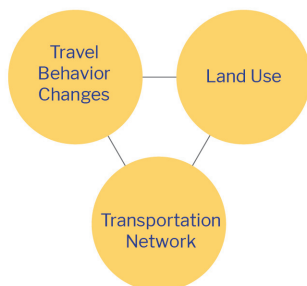
### 6.3-4 STREET TYPOLOGIES AND FUNCTION

To ensure a balanced, multimodal transportation network, the San José General Plan organizes street facilities according to “typologies.” Street typologies are an expansion of functional classifications that consider roadway’s adjacent land use, appropriate travel speeds, and the need to accommodate multiple travel modes. These street typologies also serve as the link between roadway circulation and streetscape design, as recommended streetscape improvements are, in some instances, based on typology. The street typologies within the Urban Villages are shown in Figure 6-8 and described in Table 6-2.

ROADWAY TYPOLOGY	ALL MODES ACCOMMODATED?	PRIORITY MODE	DESCRIPTION
Grand Boulevards	Yes	Transit	<ul style="list-style-type: none"> <li>High standards of design, cleanliness, landscaping, gateways, and wayfinding</li> <li>If there are conflicts, transit has priority</li> </ul>
On-Street Primary Bicycle Facilities	Yes	Bicycles	<ul style="list-style-type: none"> <li>If there are conflicts, bicycles have priority</li> </ul>
(City & Local) Connector Streets	Yes	All modes accommodated equally	<ul style="list-style-type: none"> <li>Pedestrians accommodated with sidewalks</li> </ul>
Residential Streets	Yes	All modes accommodated equally	<ul style="list-style-type: none"> <li>Pedestrians accommodated with sidewalks or paths</li> <li>Through traffic discouraged</li> </ul>



Alternative Transportation



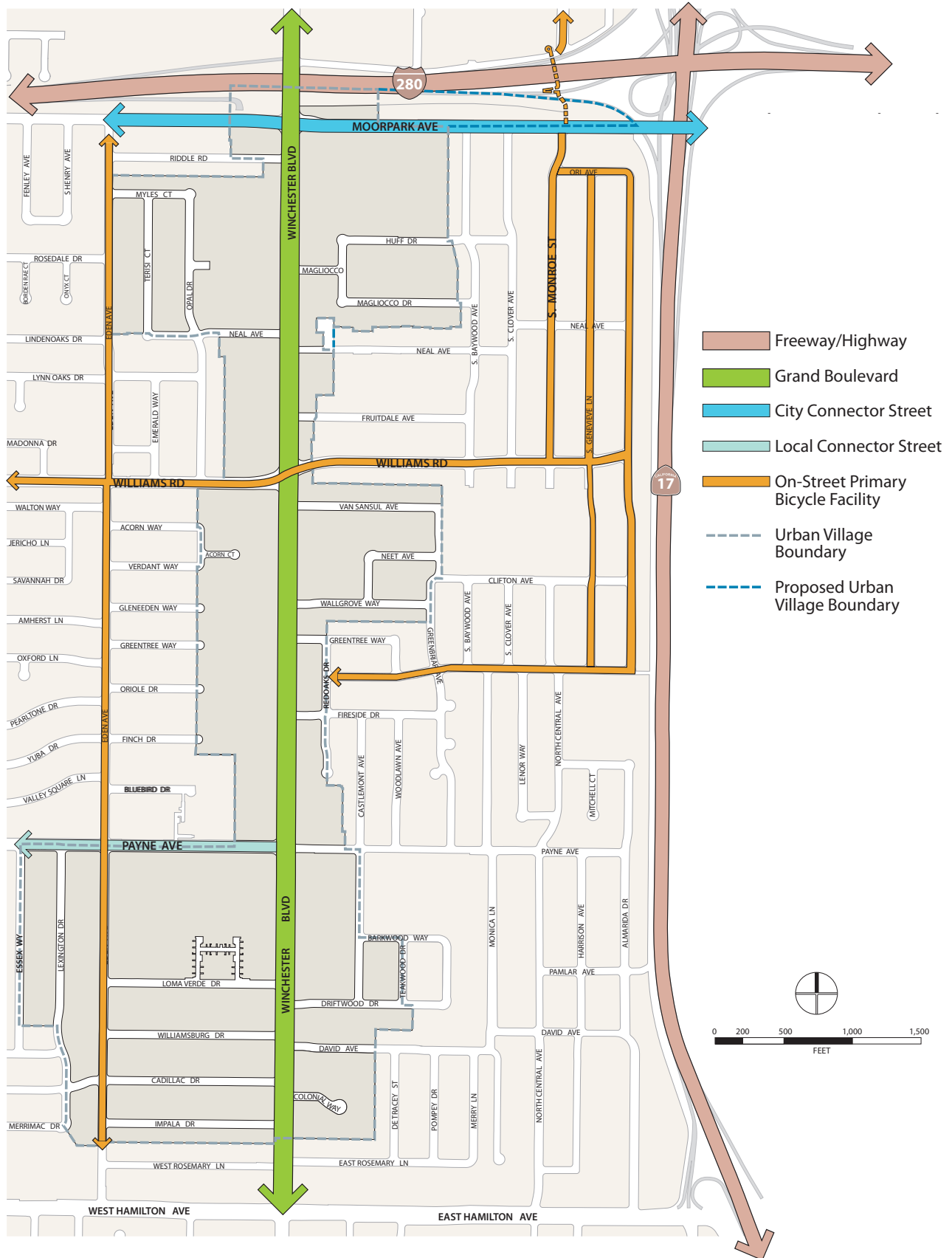
## 6.4 Streetscape

The proposed streetscape plan incorporates a comprehensive approach to the practice of mobility planning by coupling the concepts and objectives of “complete streets” with the street typologies and functions defined in the *Envision San José 2040 General Plan* and the *San José Complete Streets Design Guidelines*.

Complete streets are roadways designed to safely accommodate many different users, including people who bike, people who walk, transit riders, motorists, and emergency vehicles. They’re also designed to accommodate people with a diverse set of needs, such as the needs of children, people with disabilities and seniors. Complete streets help make a more walkable, healthy, and sustainable community by encouraging people to walk and bike and creating an environment where all people feel safe and welcome on the roadways. In addition, elements of complete streets are often selected based on adjacent land uses, with the aim of providing amenities that will best serve the users of these important public spaces. This section details streetscapes of major corridors including placemaking, green infrastructure and activation of public spaces.



FIGURE 6-8: WINCHESTER BOULEVARD STREET TYPOLOGIES



**GOAL CS-8** Strengthen the quality-of-place and improve economic vitality and quality of the Urban Village with supportive streetscape improvements.

### Policies

**Policy 6-46:** Improve streetscapes to effectively improve multi-modal safety, reduce cut-through traffic, improve traffic flow, and create more walkable, bikeable and transit friendly environments.

**Policy 6-47:** Reduce the number of driveways along Winchester Boulevard to enhance safety for people who walk and people who bike and improve streetscape character.



The Winchester Urban Village Plan envisions a transportation network that successfully integrates automobiles, people who use transit, bike and walk.

## 6.4-1 ELEMENTS OF COMPLETE STREETS

Complete streets are integral parts of the Urban Village and a transportation network that successfully accommodates people who bike, walkers, people who use transit, and driver. Complete street improvements are recommended throughout the Urban Village. In the areas designated as Ground Floor Commercial Required overlay, a more amenity-oriented approach, with special landscape, lighting, bicycle parking, and/or paving materials, will be provided to complement the higher levels of activity.

**GOAL CS-9** Support recommended streetscape improvements with appropriate treatments from the San José Complete Streets Design Guidelines.

### Policies

**Policy 6-48:** Ensure all streets in the Urban Village area are designed as complete, well-integrated streets consistent with the Envision 2040 General Plan and San José Complete Streets Design Guidelines.

*For more information on elements of complete streets refer to the Urban Design Chapter.*

### 6.4-1.1 Accessibility, Usability, and Safety

To increase the usability of streets for all people, including people with disabilities, seniors, and parents with strollers or young children, routes in the Winchester Urban Village should provide clear and accessible paths of travel free of barriers and obstructions.

## Policies

**Policy 6-49:** At a minimum, follow the Americans with Disabilities Act (ADA) guidelines for accessibility of elements such as, but not limited to, sidewalks and curb ramps.

### 6.4-1.2 Bike and Pedestrian Facilities and Amenities

Complete streets are designed to meet the needs of both people who walk and people who bike. This section provides a discussion of strategies to implement bicycle and pedestrian facility improvements. Potential strategies include improving bicyclist and pedestrian environment and connections by incorporating public space and waiting areas, installing additional bicycle facilities, and reducing barriers to walking and bicycling.

#### SIDEWALKS

Sidewalks throughout the Village must support a comfortable walking environment. The following policies apply to all rights-of-way within the Village.

**GOAL CS-10** Create an Urban Village that is safe, comfortable, and convenient place for people to walk.

**GOAL CS-11** Enhance pedestrian environments and improve connectivity along and across Winchester Boulevard and to and from parks, plazas, and Santana Row and Valley Fair Mall.

**GOAL CS-12** Reduce barriers to walking.

## Policies

**Policy 6-50:** Physical treatment should not obstruct a clear path of travel.

**Policy 6-51:** All future development projects shall provide 20-foot minimum sidewalk width along Winchester Boulevard. Where the sidewalk in front of a development project falls short, the project must make up the difference so that the entire 20 feet is publicly accessible and functions as a sidewalk.

**Policy 6-52:** A curbside planting strip and/or rain garden a minimum of 4 feet wide shall be considered for frontages along Winchester Boulevard that do not have curbside parking.

**Policy 6-53:** Strengthen pedestrian connections and incorporate public space and waiting areas within new development.

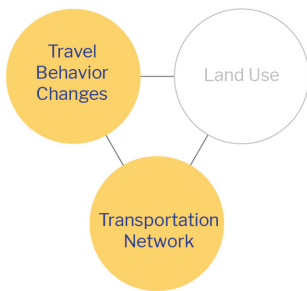
**Policy 6-54:** Encourage pedestrian-oriented features that enhance the pedestrian environment.



*A priority of the Winchester Urban Village Plan is to enhance sidewalk design features such as planting strips.*



Alternative Transportation



*Bicycle Facilities strategies are shaped by the network of transportation options and travel behavior changes.*



*A Dutch-style intersection delineates uses and creates safer crossings for people who walk and people who bike.*

**Policy 6-55:** New projects should accommodate pedestrian oriented activities and elements such as street furniture, plantings, awnings, café and restaurant seating, and outdoor retail displays.

**Policy 6-56:** Install corner bulb-out where feasible and appropriate.

**Action Items**

- » Complete, expand, and enhance the sidewalk network.
- » Identify pedestrian-oriented design elements that can be applied throughout the Urban Village.

**BICYCLE FACILITIES**

**Bikeways**

Bicycle lanes (Class II & IV) allow cyclists to ride in a space that is separate from automobile traffic. Colored pavement treatments increase the visibility of the facility, identify potential conflict areas, and clarifies priority for people who bike. Bicycle lanes (Class II) are lanes adjacent to the outer vehicle travel lanes that provide a designated space for people who bike through the use of pavement markings and signage. Where bicycle lanes are separated and protected from automobile traffic they are known as protected bike lanes (Class IV). Shared lane markings (Class III) are used to indicate a shared lane environment for people who bike and automobiles.

**Dutch-Style Intersections**

Proper Dutch-style intersection designs strive to slow turning vehicles, provide good sight lines, and shorten pedestrian crossings. Dutch-style intersection design elements can increase bicyclist safety and comfort and help manage vehicular traffic speeds. These intersections are particularly useful on streets with protected bike lanes. Specific elements include high quality bicycle waiting areas at corners, colored pavement delineators to guide bicycle travel paths, and narrowed intersections with smaller curb radii to reduce vehicle turning speeds.

**GOAL CS-13** Create a complete network of low-stress bike-ways throughout the Urban Village.

**Policies**

**Policy 6-57:** Colored bicycle facilities shall be utilized at conflict areas.

**Policy 6-58:** Create a safe and comfortable network of bicycle facilities.

**Policy 6-59:** Dutch-style intersections shall be considered in the bicycle network where appropriate as opportunities arise.

## Action Items

- » Implement protected bike lanes (Class IV) with colored pavement treatments in conflict zones on both sides of Winchester Boulevard.

### Bicycle Parking/Storage

Safe and convenient places for cyclists to park or store their bicycles along or at the end of a trip are important elements of complete streets. Many bicycle owners may be encouraged to make bicycle trips if there is sufficient bicycle parking and storage.

**GOAL CS-14** Ensure bicycle parking is included at common destinations, such as at local businesses, schools, transit areas, and other popular destinations.

## Policies

**Policy 6-60:** New developments shall provide well-located, visible bicycle parking and/or storage facilities along sidewalks, in parking garages, and building entrances and public sites as defined in San Jose Municipal Code Title 20.

**Policy 6-61:** Expand San Jose's bikeshare system.

*For more information on bicycle parking and storage refer to the Urban Design Chapter Section 5.2-4.*



Class IV cycle tracks are separated from vehicular and pedestrian uses and are proposed on major streets in the Urban Village area where appropriate.



The Winchester Urban Village Plan aims to strengthen bicycle and pedestrian conditions and connections throughout the Urban Village area.



*Providing safe and convenient bicycle storage/parking will encourage bicycle use.*

## CROSSINGS

Crossings should be constructed to be universally accessible and designed for use of people of all abilities. Crossings should provide designated connections to and from major pedestrian generators, such as ground floor retail, public space, and/or bus stops, and along well traveled pedestrian routes. To accommodate people of all ages and abilities, crossings should be designed to increase visibility between drivers and other people, and minimize crossing times and distances. Overall, crossings should be designed as part of the entire roadway network to provide flexibility when considering traffic flow, signal timing, and signal operation.

Midblock crossings, which are located outside of intersections, are determined largely by pedestrian desire lines. These occur on long blocks, in locations where activity-generators are located across the street from one another, or where other midblock crossing activity is occurring.

## Policies

**Policy 6-62:** Consider new crossings to improve pedestrian connectivity to parks, neighborhood services and transit amenities.

**Policy 6-63:** Safety standards that are consistent with the City of San José regulations shall be incorporated in all crossings.

## Action Items

- » Assess the feasibility and appropriateness of implementing proposed new or enhanced intersections/crossings. Potential locations for enhanced crossings and new mid-block crossings are indicated in Figure 6-6.



*The Winchester Urban Village Plan aims to improve crossings and connections to parks, neighborhood services and transit amenities.*

### 6.4-1.3 Transit Stops, Facilities, and Access Routes

Transit stops should be attractive pedestrian-oriented landmarks. They should include benches, shelters, lighting, and other amenities.



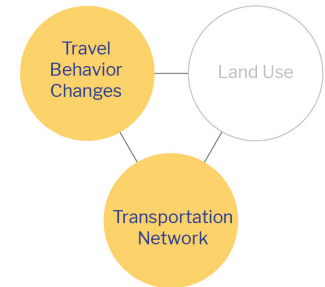
Alternative Transportation

#### Policies

- Policy 6-64:** Transit friendly complete street elements shall include improved transit stops.
- Policy 6-65:** Enhance overall transit rider and pedestrian experience at transit stops.
- Policy 6-66:** Support transit-friendly design elements.
- Policy 6-67:** Enhance transit stops with distinct signage, lighting, landscaping, and well-designed bus shelters.
- Policy 6-68:** Improve access to transit.

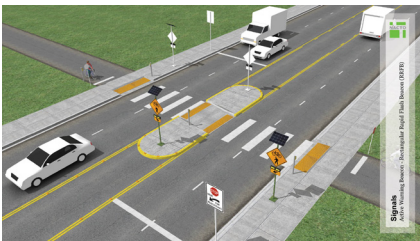
#### Action Items

- » Coordinate with VTA to locate, design, and improve transit facilities
- » Improve the transit waiting environment by upgrading bus stop amenities.



*Transit stops, facilities, and access route strategies are shaped by the network of transportation options and travel behavior changes.*

*For more information on transit stops, facilities and access routes refer to the Urban Design Chapter.*



*Mid-block crossings can provide direct routes and can enhance safety for people who walk.*



*Transit stops should have pedestrian-oriented features and amenities.*



### Alternative Transportation

#### 6.4-1.4 Street Trees & Landscaping

Street trees and landscaping are essential elements of a comfortable, accessible, and inviting streetscape, indicating publicly-accessible space while also serving as a source of shade and green. The Plan requires that street trees be provided along all publicly accessible streets and major pedestrian ways, with consistent species used along the length of a street or pedestrian path. Tree grates should be provided in the areas designated as Ground Floor Commercial Required and any other locations where street trees are adjacent to curbside parking; where trees are not adjacent to curbside parking, planting strips should be considered. This section identifies the requirements for street trees throughout the Urban Village, including species, frequency, location, and size.

The trees described in Table A-1 in the Appendix are recommended for the Winchester Urban Village. In general, deciduous and broadleaf evergreen trees are ideal for street and parking lot shade and are recommended for their habitat value and attractive foliage. Where canopy shade is not necessary, medium-size and flowering trees are recommended. Tree selection(s) should be made by the City Arborist for upright growth characteristics, growth speed to maturity, drought tolerance, shade provided, and availability. Final planting palettes may vary according to availability and site design.

**GOAL CS-15** Use street trees and landscaping to help create a comfortable, accessible, and inviting streetscape throughout the Village.

#### Street Trees

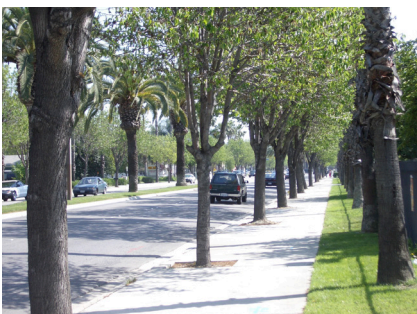
**Policy 6-69:** Street trees shall be planted in ways that conform with ADA requirements.

**Policy 6-70:** Significant existing frontage trees should be retained and incorporated into front setback areas.

**Policy 6-71:** Existing London Plane street trees should remain, with additional infill trees planted to create a continuous canopy as required by the Plan.

**Policy 6-72:** A double row of trees framing the sidewalk shall be considered where space allows.

**Policy 6-73:** For visibility and maintenance, medians, rain gardens, and frontage planting areas shall contain high-branching canopy trees and low-growing shrubs or groundcovers. Existing conifer trees and tall shrubs shall be replaced to improve visibility and perception of the street as a unified public space. Plantings in rain gardens should follow the approved planting list in the C.3 handbook.



*A double row of street trees can help enhance the streetscape.*



**Policy 6-74:** In Ground Floor Commercial Required areas, trees should be planted in curbside tree wells with a minimum horizontal dimension of 4 feet (6 feet preferred) and planting soil depth of three feet. Where possible, larger subsurface areas should be created to encourage root growth. Approaches include trenches, structural soil, and suspended pavement systems. Approximately 1,000 cubic feet of soil volume is recommended to support a large canopy tree.

**Policy 6-75:** All trees shall be located away from parked-car door-swing areas and should be arranged in a formal manner with a regular spacing.

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### **Landscaping**

**Policy 6-76:** Plant materials should be drought tolerant and should be placed to reflect both ornamental and functional characteristics. Ornamental planting within setbacks and courtyard areas shall be selected for drought tolerance, hardiness, beauty and ability to support regional habitat, including pollinators and bird species.

**Policy 6-77:** Deciduous trees shall be the predominant large plant material used adjacent to buildings and within parking areas to provide shade in summer and allow sun in winter. Species should have deep roots, provide fall color, and minimize litter and other maintenance problems.

**Policy 6-78:** Evergreen shrubs and trees should be used as a screening device along rear property lines (not directly adjacent to residences), around mechanical appurtenances, and to obscure grillwork and fencing associated with service areas and parking garages.

**Policy 6-79:** Flowering shrubs and trees shall be used where they can be most appreciated, adjacent to walks and open space areas, or as a frame for building entrances, stairs, and walks.

**Policy 6-80:** Specimen trees, which are trees that have special characteristics yet require high levels of maintenance, may be considered for limited locations at key highly visible locations.

**Policy 6-81:** Flowers with annual or seasonal color are recommended to highlight special locations, such as courtyards, building entrances, or access drives.

- Policy 6-82:** Drip irrigation systems, including subterranean drip systems, should be provided for all planted areas, provided they are consistent with implementation requirements for use of recycled water.
- Policy 6-83:** Landscaping in surface parking lots should be designed as an integral feature of the site development plan. Landscape and shading approaches may include trellises, columns, walls, and/or arbors with vines, wind rows, or other elements.
- Policy 6-84:** Trees should be distributed evenly throughout parking lots to provide shade and enhance appearance, particularly as seen from adjacent streets and buildings.
- Policy 6-85:** Hedges and other freestanding mass shrub plantings should be kept relatively low – i.e., 30 inches or less – to maintain visibility. Taller screen plantings should be employed for large blank walls, mechanical equipment enclosures, and similar conditions.
- Policy 6-86:** Mounding Earth (or berming) should be avoided. Terracing should be used as an alternative to or in combination with sloped earth areas.
- Policy 6-87:** Along Winchester Boulevard, install deciduous canopy trees, 30 feet on center +/- maximum, twenty-five feet on center, minimum 36" box size at time of planting, with 6 ft x 6 ft and/or 36 square feet.
- Policy 6-88:** Along City Connector and Local Connector Streets, install deciduous shade trees, 20 feet on center +/- . Minimum tree well 4' x 4' and/or 16 square feet. Minimum 24" box size at time of planting.
- Policy 6-89:** Retain existing London Plane trees.
- Policy 6-90:** Develop a landscape plan for Winchester Boulevard within the Winchester Urban Village.

### 6.4-1.5 Green Infrastructure

Green infrastructure refers to the use of green storm-water management systems to capture and manage rain directly from the street, allowing runoff to soak into soil, filtering out pollutants like oil, and reduce the amount of storm-water that must be handled by stormwater infrastructure.

Permeable pavers are one type of green infrastructure that can add attractive variety to typical paving and should be used in many areas of the Winchester Urban Village streetscape. Some permeable systems allow storm water to flow between pavers; others provide a solid surface without gaps. Permeable paving can be used to help address storm water issues and contribute to streetscape aesthetics with unique textures and materials.

#### Policies

**Policy 6-91:** Where feasible and appropriate, install different types of green infrastructure elements such as rain gardens, vegetated swales, infiltration and flow-through planters and storm-water tree wells.

**Policy 6-92:** Rain gardens should be installed adjacent to protected bike lanes to take advantage of grades/drainage patterns within right-of-way.

**Policy 6-93:** Where feasible, enhancements to streetscape and crossings shall incorporate permeable pavers.

### 6.4-1.6 Lighting

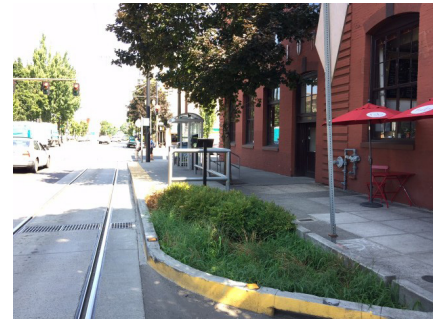
Basic street lighting is important for safety. Attractive street lighting is important to encourage enjoyment of public places. Along Winchester Boulevard today, highway-type street lighting is the only type of lighting. It is focused on the roadway rather than sidewalk areas, and does not encourage pedestrian circulation, support investment in frontage properties, or promote the desired streetscape character.

#### Policies

**Policy 6-94:** Install pedestrian-oriented street lighting at approximately 100 feet on center as part of implementation of the Winchester Boulevard Concept. Ornamental double-head or “high-low” pedestrian- and roadway-oriented lighting are recommended.

**Policy 6-95:** Install supplemental highway-type lighting located intersections where appropriate.

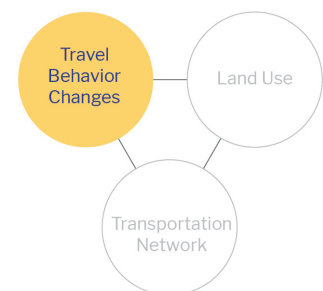
**Policy 6-96:** New Ground Floor Commercial Required development should be required to provide pedestrian-oriented lighting along the street frontage, where appropriate.



*Rain gardens can mitigate stormwater runoff and filter out pollutants.*



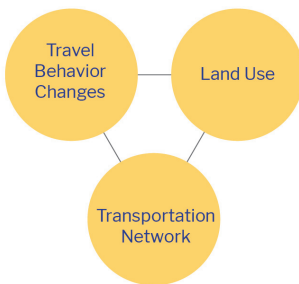
*Alternative Transportation*



*Lighting environments inform travel behavior changes.*



*Pedestrian-scaled lighting should be attractive in design and coordinated with the design of other frontage amenities.*



**Policy 6-97:** Pedestrian-oriented streetlights should be centered between trees to minimize light blocking, with heads mounted to provide illumination beneath the street tree canopy.

**Policy 6-98:** Luminaire heads shall contain “cutoff” fixtures with shielding to support “dark sky” objectives and minimize impacts on adjacent buildings.

**Policy 6-99:** Design lighting, light poles, and fixtures in conjunction trees, curbside parking spaces, and furnishings such as bus shelters, benches, and kiosks, in an effort to establish a coordinated design scheme and to minimize conflicts.

**Policy 6-100:** Ensure that pedestrian-oriented lighting is pleasant, provides good illumination and color rendition, and is not overly bright.

### 6.4-1.7 On-Street Parking

Curbside parking is often redundant with adjacent on-site parking lots and is therefore underused along much of Winchester Boulevard. It should be reduced in favor of complete street features such as bike lanes and/or landscape and lighting improvements, except where needed for the success of adjacent businesses.

Metered parking should be installed in residential areas adjacent to commercial areas to discourage spillover and long-term parking by employees of the commercial areas. Metered parking should be installed in commercial areas to encourage turnover of parking spaces and help manage on-street parking supply, while also providing short-term parking for visitors to the commercial area.

#### Policies

**Policy 6-101:** Curbside parking areas should be designed with paved step-out and crossing areas to accommodate frontage parking.

**Policy 6-102:** Install metered parking in commercial areas and in residential neighborhoods adjacent to commercial areas.

### 6.4-1.8 Wayfinding, Gateways, and Neighborhood Identity Elements

Wayfinding signs are intended to convey directional information while also enhancing the identity of a community. Clear navigation conveys directions to a wide range of destinations, including the location of transit stops, landmarks and places of interest, and historic information. Architectural and natural features may be used in wayfinding maps to improve the ability to navigate an area and the overall pedestrian environment.

Special gateway landscaping, signs, and structures are recommended at high visibility locations near Urban Village entrances and exits. Any special paving should be on private sites and maintained by the property owner. Gateway locations recommended by this Plan are:

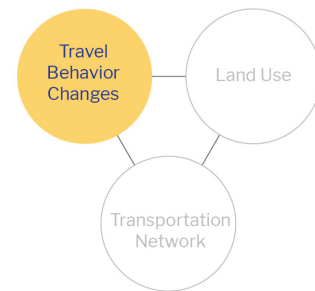
1. The Winchester Boulevard/I-280 bridge
2. The intersection of Winchester Boulevard and W Rosemary Lane
3. Freeway and highway over and undercrossings

#### Policies

- Policy 6-103:** Wayfinding signs should be sized, designed and placed appropriately for all modes of travel.
- Policy 6-104:** Support wayfinding strategies that reinforce and enhance the identity of the neighborhood at points of transition and at other key nodes.
- Policy 6-105:** As appropriate, signage should include intuitive, widely understood symbology, and accommodations should be made for wheelchair users and the visually-impaired.
- Policy 6-106:** Wayfinding signs should have a cohesive design and feel, and incorporate a hierarchy of sizes for ease of interpretation.
- Policy 6-107:** At transit stops, wayfinding signs should communicate transit routes and schedules, popular local destinations, and connecting multimodal transportation networks.
- Policy 6-108:** Wayfinding efforts should relate visually to other wayfinding elements in Downtown and at Diridon.
- Policy 6-109:** Encourage improvements that support placemaking and public space activation.
- Policy 6-110:** Enrich the pedestrian experience with small gathering spaces and pedestrian oriented amenities, such as seating, improved lighting, landscape planters, shade and public art.



Alternative Transportation



*Wayfinding, Gateways, and Neighborhood Identity Elements inform travel behavior choices.*



*Wayfinding signs improve the ability to navigate an area while they also enhance the identity of a community.*

## Action Items

- » Develop and implement wayfinding design guidelines and strategies specifically for the Urban Village area.
- » Develop and implement gateway design guidelines and strategies specifically for the Urban Village area.

*For more information and policies on placemaking and public space activation, see Chapter X: Parks, Plazas and Placemaking.*



*The Winchester Urban Village Plan aims to create gatherings spaces and pedestrian oriented amenities to enhance the pedestrian experience.*

## 6.5 Winchester Boulevard as a Complete Street

Winchester Boulevard is one of the most-used and most-known streets in San José today. It has a major effect on the local quality of life and on the character of local commercial and residential districts.

### Existing Conditions

Figure 6-9 shows in plan the existing conditions of this important right-of-way. More specifically, it shows where the curb-to-curb dimension is the full 100 and where the existing dimension is narrower than 100 feet. As shown in Figure 6-9, the existing section is approximately 96 feet in width near Van Sansul Avenue and Colonial Way; 87 feet near Fruitdale Avenue, David Drive, and E Rosemary Lane; and only 80 feet north and south of Fireside Drive. These dimensions generally support six vehicular travel lanes north of Fruitdale Avenue and five (three southbound and two northbound) south of Fruitdale, with a median/left turn pockets along the length of the corridor. Figures 6-10 and 6-12 illustrate two existing typical sections along Winchester Boulevard—the full 100-foot curb-to-curb width and the narrowest 80 foot curb-to-curb width.

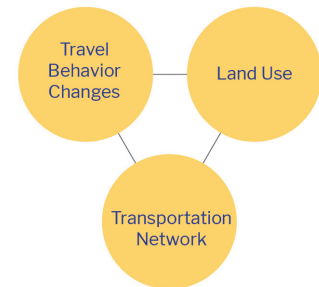
### Winchester Boulevard Concept

A primary question asked during the development of this plan was: should Winchester be a Grand Boulevard or a Main Street? As described in the San Jose General Plan, Grand Boulevards serve as major transportation corridors and primary transit routes and Main Streets provide urban street space for social gathering and recreational activities. While the General Plan identifies Winchester Boulevard as a Grand Boulevard, the community has expressed a desire to see elements of a Main Street as well. The proposed design for Winchester Boulevard combines features of the Grand Boulevard and Main Street typologies, as well as other elements of complete streets. With this concept, Winchester Boulevard accommodates high volumes of through traffic within and beyond the City, while also providing people who bike and people who walk with a safer and more comfortable environment.

The design was driven largely by the community's priorities, as identified in the two community workshops, the on-line community survey, and public advisory committee meetings. The community consistently identified its top priorities for Winchester Boulevard as protected bike lanes and auto travel lanes. The design generally retains the existing curb locations, at least four vehicular travel lanes, and two flex lanes for vehicle travel or parking, while also incorporating a protected cycle track for the length of the corridor. The proposed roadway design for Winchester Boulevard is illustrated in Figure 6-11. The majority of the corridor, which has an existing curb-to-curb dimension of 100 feet, can support this design. In areas where



Alternative Transportation



*Complete Street complement connecting land uses, function as part of the transportation network, and inform travel behavior choices.*

the existing curb-to-curb dimension would not support of the full proposed roadway design, a narrower interim condition would be applied until the City is able to acquire the necessary right-of-way. Figure 6-13 shows an interim concept which can be applied to areas where the existing dimension is the narrowest (80 feet).

This concept is extended through to the gateway intersection of Winchester Boulevard and Moorpark Avenue, and across the bridge over I-280. A key connection to the Santana Row/Valley Fair Urban Village, the Plan envisions the bridge widened on both sides to accommodate a separated mixed-use path for cyclists and pedestrians, while retaining existing six travel lanes and two turn lanes (see figures 6-16 and 6-17). In addition, the Plan envisions enhanced crosswalks and the removal of slip lanes on all four sides of the intersection.

Figures 6-14 and 6-15 show the full and interim concepts with proposed dimensions in section.

**GOAL CS-16** Establish a roadway design for Winchester Boulevard that bridges the Grand Boulevard and Main Street typologies, accommodates high volumes of through-traffic, and creates a comfortable walking and cycling environment.

### Policies

- Policy 6-111:** Winchester Boulevard shall be designed as a complete street.
- Policy 6-112:** Ensure that future streetscape designs of Winchester Boulevard prioritizes protected bicycle lanes and automobile travel lanes.
- Policy 6-113:** Promote the design of Winchester Boulevard to combine features of Grand Boulevards and Main Streets typologies defined in San José’s General Plan and Complete Streets Design Guidelines.
- Policy 6-114:** Emphasize high quality walking and bicycling connections along, to, and from Winchester Boulevard.
- Policy 6-115:** Support improvements to the Winchester Boulevard/I-280 Bridge similar to those shown in Figure 6-17.

### Action Items

- » Develop and implement an engineered streetscape plan for Winchester Boulevard.
- » Conduct traffic analysis to enhance Winchester streetscape design.



FIGURE 6-9: MODIFICATIONS TO WINCHESTER BOULEVARD

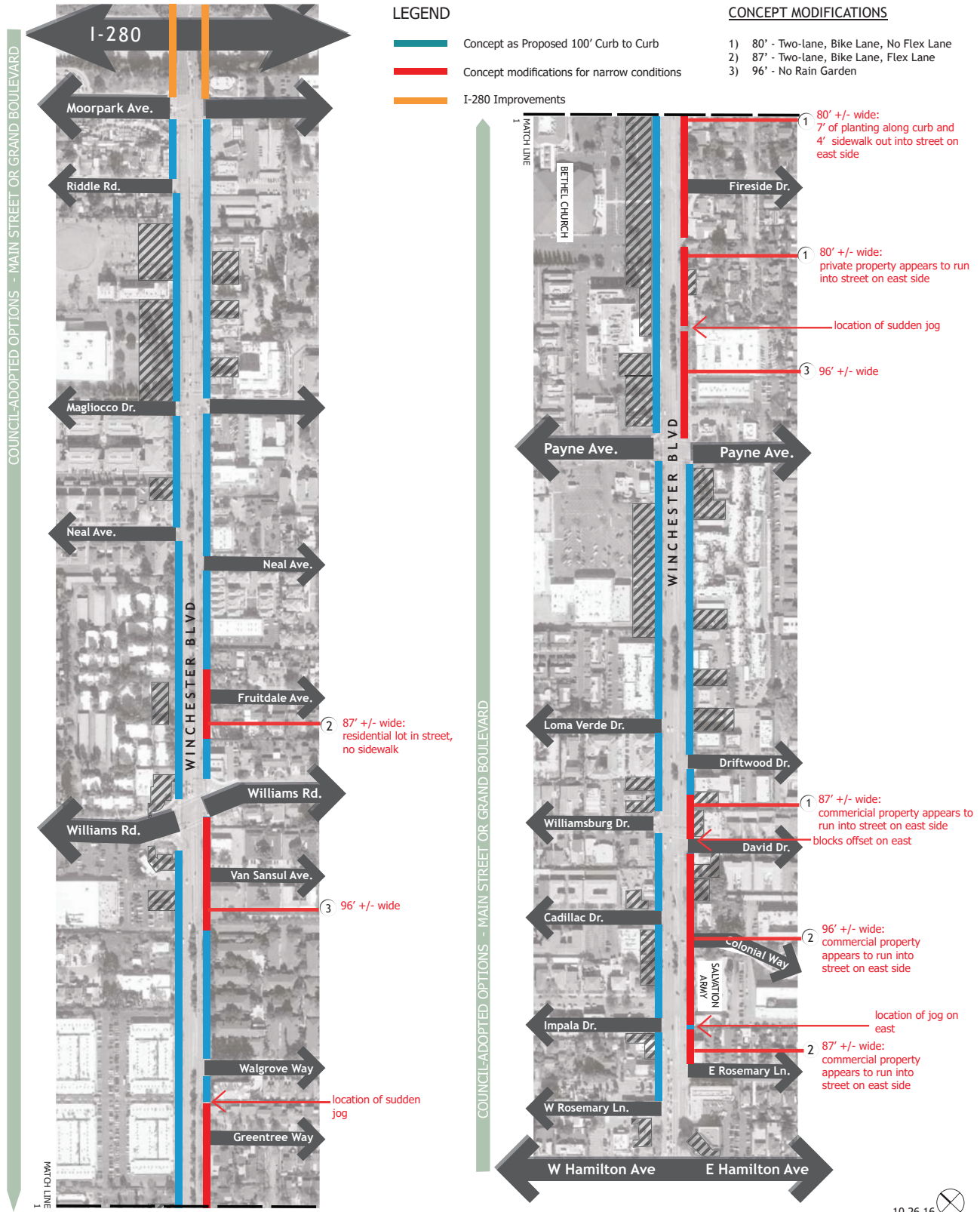
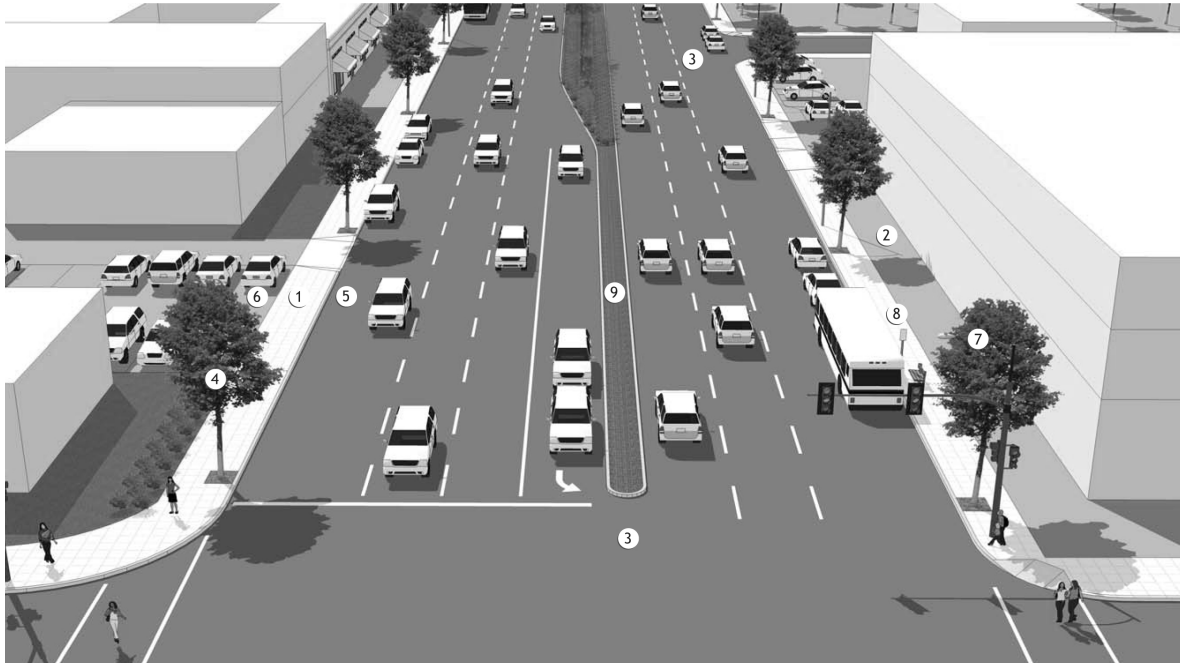
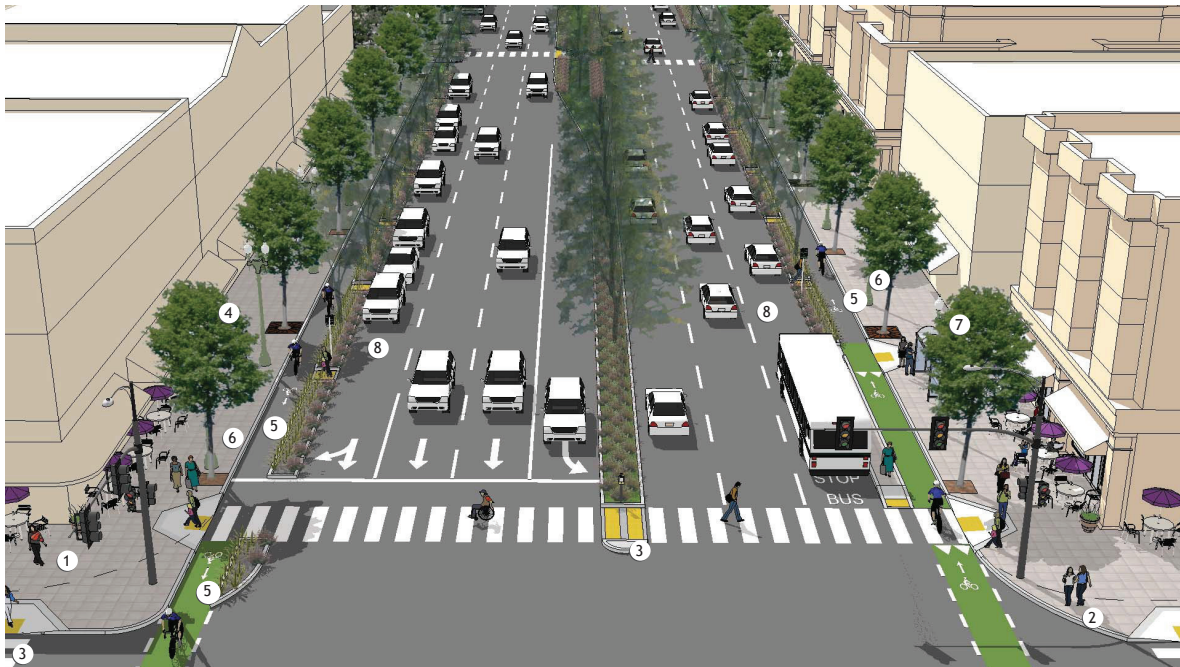


FIGURE 6-10: WINCHESTER BOULEVARD EXISTING - 100 FOOT CURB-TO-CURB WIDTH



- ① Narrow sidewalk (8' ±)
- ② Building setbacks (10'-0" ±)
- ③ Missing/long pedestrian crossings (100' +)
- ④ Existing street trees, long spacing
- ⑤ Excess roadway
- ⑥ Surface parking frontages
- ⑦ Auto-oriented street lights
- ⑧ Bus stop, no shelters
- ⑨ Extensive median with no planting

FIGURE 6-11: WINCHESTER BOULEVARD LONG-RANGE CONCEPT - 100 FOOT CURB-TO-CURB WIDTH



- ① Sidewalks widened in setback area to 20' min.
- ② Curb Radius (± 25')
- ③ Corner bulbouts and median refuge to shorter crossing distance
- ④ Pedestrian-oriented street lights
- ⑤ Rain garden buffer with intermittent walkway refuges
- ⑥ Protected cycle track
- ⑦ Bus stops
- ⑧ Flexible lane may be used for parking, HOV lane, and/or transit/taxi lanes

FIGURE 6-12: WINCHESTER BOULEVARD EXISTING- 80 FOOT CURB-TO-CURB WIDTH



① Narrow sidewalk (8' ±)

② Residential frontage with planting strips, driveways, etc.

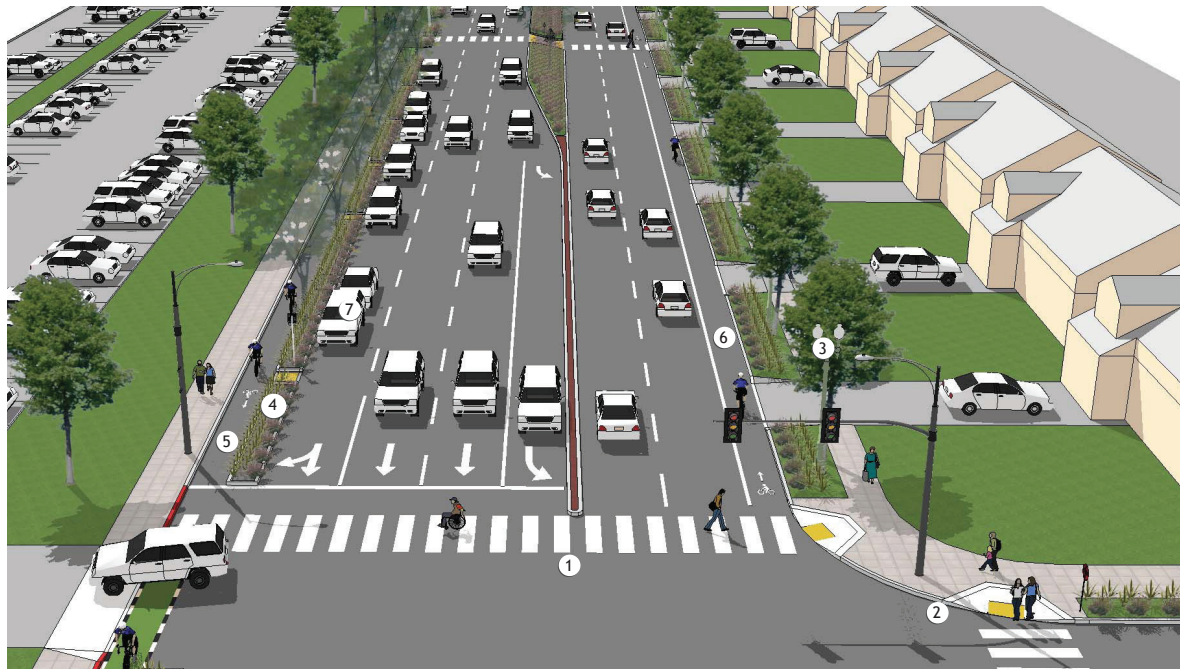
③ No pedestrian crossings (80' +)

④ Existing street trees, long spacing  
⑤ Excess roadway

⑥ Surface parking frontages

⑦ Auto-oriented street lights

FIGURE 6-13: WINCHESTER BOULEVARD INTERIM CONCEPT- 80 FOOT CURB-TO-CURB WIDTH



① Signalized pedestrian crossing

② Curb Radius (± 25')

③ Pedestrian-oriented street lights

④ Rain garden buffer with intermittent walkway refuges (southbound)

⑤ Protected bike lane (southbound)

⑥ Bike lane (northbound)

⑦ Flexible lane may be used for parking, HOV lane, and/or transit/taxi lanes (southbound)

FIGURE 6-14: WINCHESTER BOULEVARD CONCEPT - 100 FOOT CURB-TO-CURB - PROPOSED STREET SECTION

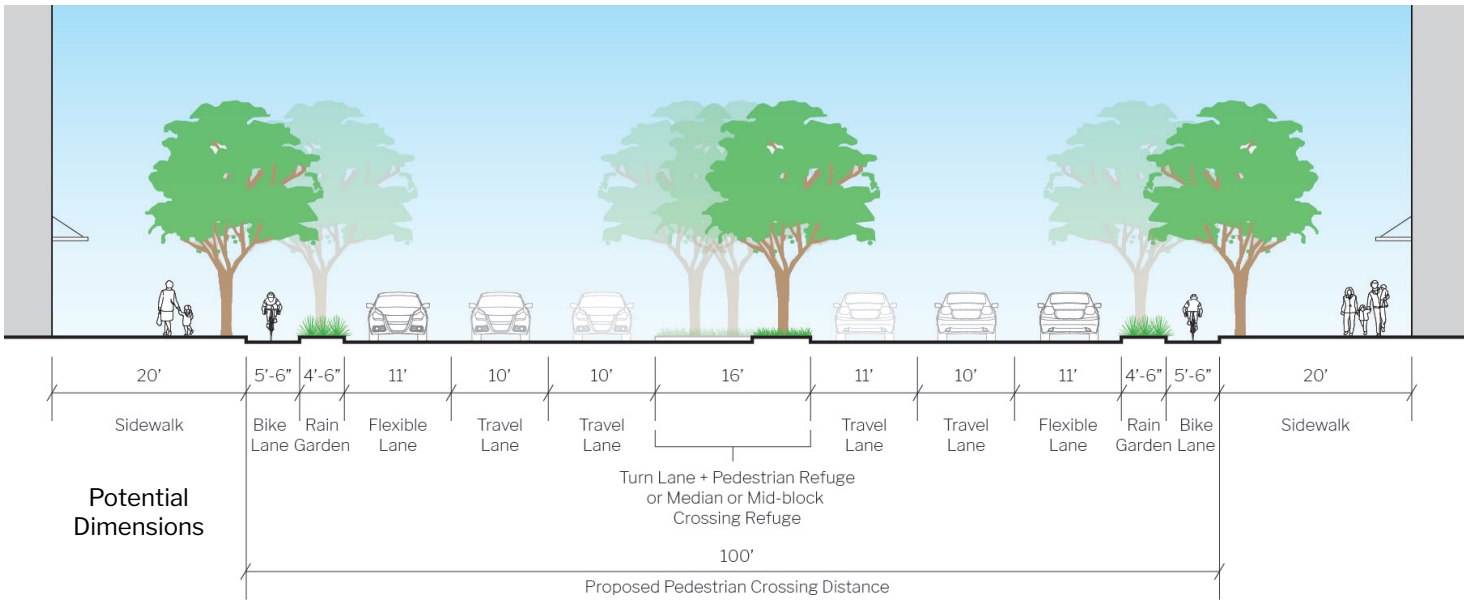


FIGURE 6-15: WINCHESTER BOULEVARD CONCEPT - 80 FOOT CURB-TO-CURB - PROPOSED STREET SECTION

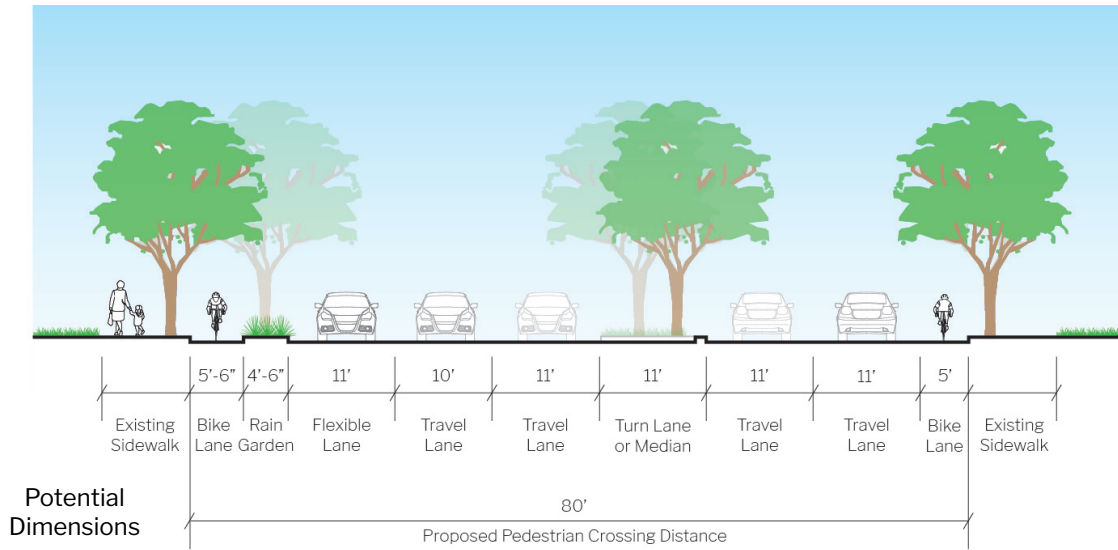
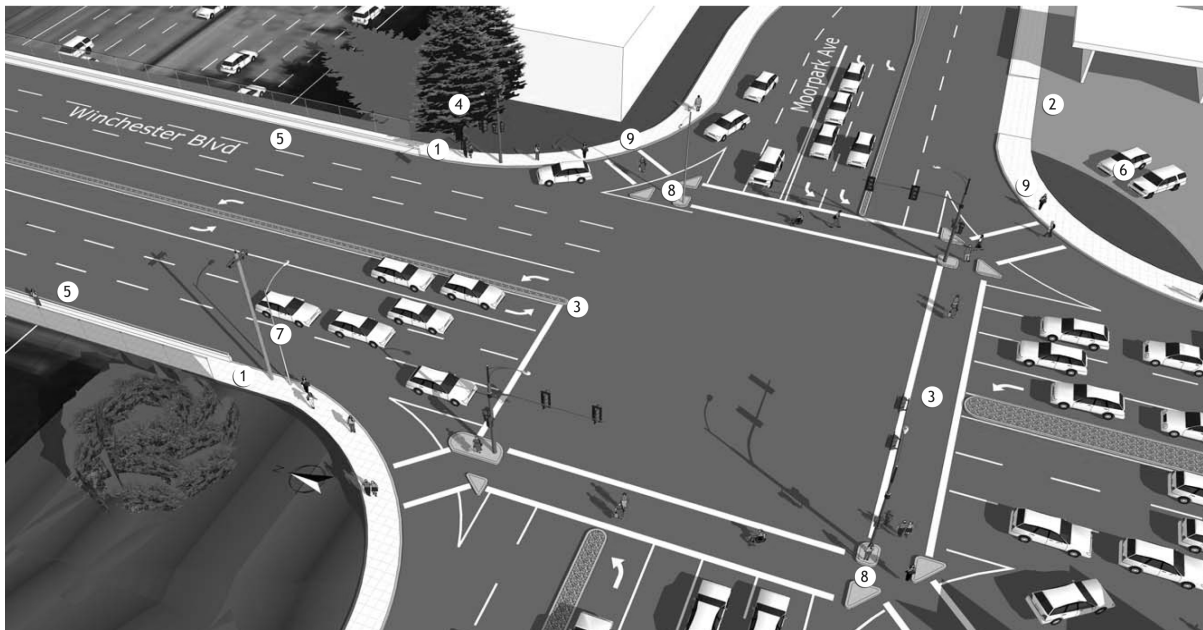


FIGURE 6-16: WINCHESTER BOULEVARD/I-280 BRIDGE - EXISTING



- |  |                                       |                               |
|--|---------------------------------------|-------------------------------|
| ① Narrow sidewalk (8' ±)                     | ④ Existing street trees, long spacing | ⑦ Auto-oriented street lights |
| ② Building setbacks (10'-0' ±)               | ⑤ Excess roadway                      | ⑧ Slip lanes                  |
| ③ Missing/long pedestrian crossings (100' +) | ⑥ Surface parking frontages           | ⑨ Wider curb radii (±60')     |

FIGURE 6-17: WINCHESTER BOULEVARD/I-280 BRIDGE - POTENTIAL IMPROVEMENTS



- |   |   |   |
|---|---|---|
| ① 4-lane through vehicular traffic              | ④ Corner bulbout and median refuge to shorter crossing distance | ⑦ Bridge widened on both sides with decking for expanded mixed use path |
| ② Sidewalks widened in setback area to 18' min. | ⑤ Pedestrian-oriented street lights                             | ⑧ Median widened with existing left turn lanes                          |
| ③ Curb Radius (± 25')                           | ⑥ Rain garden   | ⑨ On-street curb parking  |

## 6.6 Next Transportation Planning and Implementation Steps

Several regional transportation planning efforts are being led by VTA that could affect future travel patterns and conditions within the Plan area. These include the VTA Next Network study, which is aimed at improving the overall efficiency and performance of VTA's transit network. Proposed network changes were released in 2017 and could affect some bus routes within the Plan area, generally with more frequent and connected service. Additional regional studies are the VTA I-280 Corridor Study and the I-280/Winchester Boulevard Interchange Improvement study, both of which are looking at strategies to reduce traffic congestion on I-280 and local roadways and support multimodal travel options. The I-280/Winchester Boulevard Interchange Improvements study design alternatives are not anticipated to be completed until late 2017.

The County of Santa Clara's Expressway Plan 2040 Study is also underway and expected to be completed in Spring 2017. This plan takes a fresh look at the needs of the expressways based on city land use plans, projected 2040 traffic growth and Complete Streets planning. Expressway Plan 2040 will also identify new challenges and positive developments or opportunities, recommend any necessary policy changes, and revise funding requirements and implementation strategies.

Other future transportation planning efforts are envisioned in the Plan area subsequent to the Urban Villages plans, including a City of San José-led neighborhood traffic plan, multi-modal transportation improvement plan and traffic analysis. Additionally, the City is planning on completing an Area Development Policy and Environmental Impact Report for the Urban Villages areas in West San José.

This Plan is intended to inform related and proximate planning efforts and projects.

### Action Item

- » Work with VTA and the County of Santa Clara to ensure that their efforts are consistent with this plan.

*Refer to the Implementation Chapter for more information.*

## 6.6-1 MULTI-MODAL TRANSPORTATION IMPROVEMENT PLAN AND AREA DEVELOPMENT POLICY (ADP)

General strategies and key recommendations in this chapter are intentionally high-level and broad. Ultimately, these strategies will be incorporated into future, more detailed plans and accompanying implementation policies, such as a multi-modal transportation improvement plan (MTIP) and area development policy (ADP) for West San José. The *Envision San José 2040 General Plan* defines the City's desires "to provide a safe, efficient, and environmentally-sensitive transportation system that balances the needs of bicyclists, pedestrians, and public transit with those of automobiles and trucks." As a result, this Plan addressed all transportation modes in a manner that is representative of community values and provides guidance to achieve a balanced transportation network.

### Action Item

- » Develop and implement a MTIP and APP.

## 6.6-2 PHASING

While the ultimate goal of the Winchester Urban Village Plan is to fully and permanently implement the circulation and streetscape designs, policies, and actions described in this plan, a number of actions may be taken in the interim to phase in the changes.

Aside from phased construction of roadway and streetscape design, the City may develop programs to temporarily implement changes in a way that demonstrates to the community their full impact without incurring the cost of full construction. "Tactical urbanism" approaches may include: outlining or drawing in chalk or paint such design changes as bikeways, green infrastructure, parklets, or Paseos, and incorporating movable fixtures such as potted plants, cones, or temporary signage, while at the same time encouraging community awareness and support through outreach programs and outdoor public events. The City may partner with local advocacy groups to employ these strategies for phased implementation.

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