



en movimiento

A Transportation Plan for East San José

EAST SAN JOSÉ EN MOVIMIENTO is a transportation plan designed to make it easier to walk, bike and take transit. East San José is a culturally diverse neighborhood, and we want a plan that reflects your values and priorities. Help the City identify high priority transportation investments that will improve connections within the neighborhood, to greater San José, and to regional transit services.

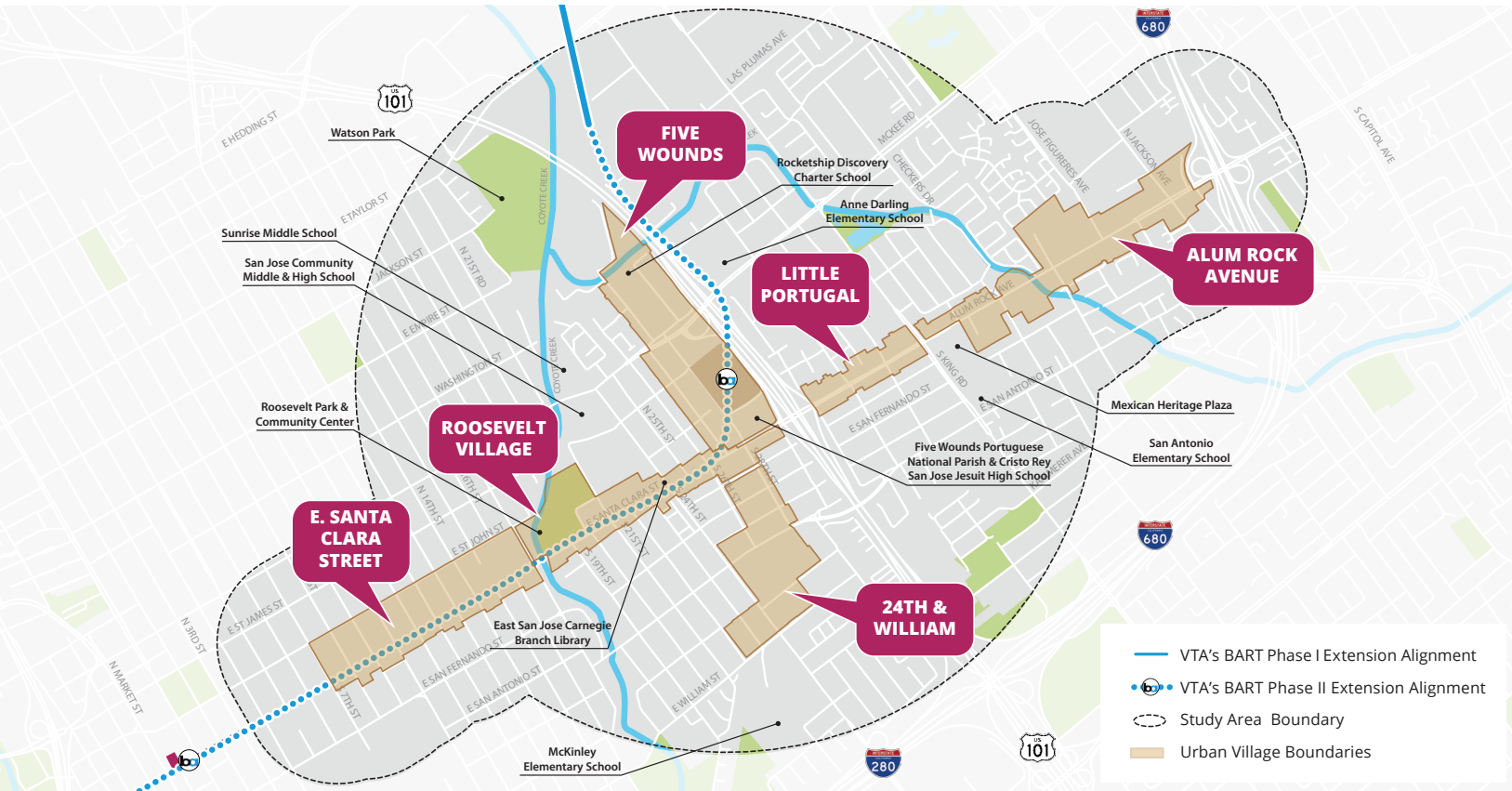
East San José is quickly becoming a regional transportation hub. A new BART station is coming soon, there are plans for new walking and biking trails, paths and other supportive infrastructure, and the neighborhood already has Bus Rapid Transit (BRT, a high-speed, high-frequency bus similar to light rail-based transit) along East Santa Clara Street/Alum Rock Avenue.

We want a plan that reflects your values and priorities.



STUDY AREA AND PLANNING VISION

The **EAST SAN JOSÉ EN MOVIMIENTO** study area includes six East San José Urban Villages, where the City will focus future growth, and make infrastructure investments that support transit, walking, and biking. **When East San José is an easy place to walk, bike and take transit, people who live, work or visit the neighborhood have more choices about how they get around.** This means personal vehicles are not always necessary, and people can save money, and have better access to jobs, school and all the resources of the local neighborhood.



Here's what we've heard from previous plans

- Walking can be further encouraged by widening sidewalks and the construction of medians, safety refuges, and curb bulb-outs.
- Refocus the transportation network away from the automobile as the primary mode of transportation by encouraging people to travel by foot, by bicycle, and by transit.
- Address gaps in the pedestrian and bicycle networks, such as the lack of comfortable, all-ages facilities to cross Coyote Creek and US-101.
- Construct the Five Wounds Trail to connect to other off-street recreational trails.



SAMPLE IMPROVEMENTS

EAST SAN JOSÉ EN MOVIMIENTO builds on previous plans and projects that have recommended support for ongoing transportation infrastructure investments in East San José. These plans outline a vision that refocuses the transportation network away from the automobile as the primary mode of transportation, and encourages people to travel by foot, bicycle and transit.

The following potential improvements can make streets more comfortable for people of all ages and abilities to get around without a car.

PEDESTRIAN BULBOUT



Pedestrian bulbouts make crossing distances shorter and improve pedestrian visibility so drivers can see them before they step into the street.

PEDESTRIAN REFUGES AND EXTENDED MEDIANS



Pedestrian refuges and extended medians make crossing distances shorter and provide a protected place to pause while crossing the street.

HIGH VISIBILITY CROSSWALKS



High visibility crosswalks define the pedestrian space at intersections and are more visible to drivers, so they improve driver yielding to pedestrians.

RRFB SIGNALS FOR CURRENTLY UNSIGNALIZED OR UNMARKED CROSSWALKS



Rectangular Rapid Flashing Beacons (RRFBs) are user-activated flashing lights that alert drivers to pedestrians crossing at unsignalized intersections or mid-block crosswalks.

NEIGHBORHOOD GREENWAYS



Neighborhood greenways, or bicycle boulevards, are streets with low traffic volumes and speeds, designated as bike priority streets, and designed to make riding a bike safe, convenient and comfortable.

BICYCLE/PEDESTRIAN BRIDGE OVER COYOTE CREEK (E. ST JOHN STREET)



Bicycle and Pedestrian bridges provide connections to extend the local sidewalk and path network across creeks and other barriers, so people walking and biking don't have to travel long distance to reach their destinations.

ENHANCED TRAIL CROSSINGS AT INTERSECTIONS (FIVE WOUNDS TRAIL)



Enhanced trail crossings at intersections provide comfortable and high visibility links so bicycle and pedestrian trails and paths remain low-stress even where they cross major streets.

CLASS IV PROTECTED BIKE LANES



Class IV protected bike lanes, or cycle tracks, are physically separated from vehicle traffic, parking lanes and sidewalks, to provide a dedicated space for bikes that is comfortable and inviting for people of all skill levels.

PEDESTRIAN-SCALE LIGHTING



Pedestrian scale lighting illuminates the sidewalk rather than the roadway, providing a more comfortable environment and better visibility at night.

WHAT'S NEXT?

Get involved and let the City know what you want to see for your neighborhood's transportation future. What locations are most important to you? Where should the streets be safer and more comfortable?

See the **project website** for more information and updates:

<http://bit.ly/ESJ-EnMovimiento>

