



San Jose Downtown Transportation Plan: Business Focus Group

October 20, 2020

Agenda

- **Downtown Transportation Plan Overview**
- **Existing Conditions**
- **Engagement Update**
- **Diridon Area Update**
- **Future Outreach**



Downtown Transportation Plan Overview

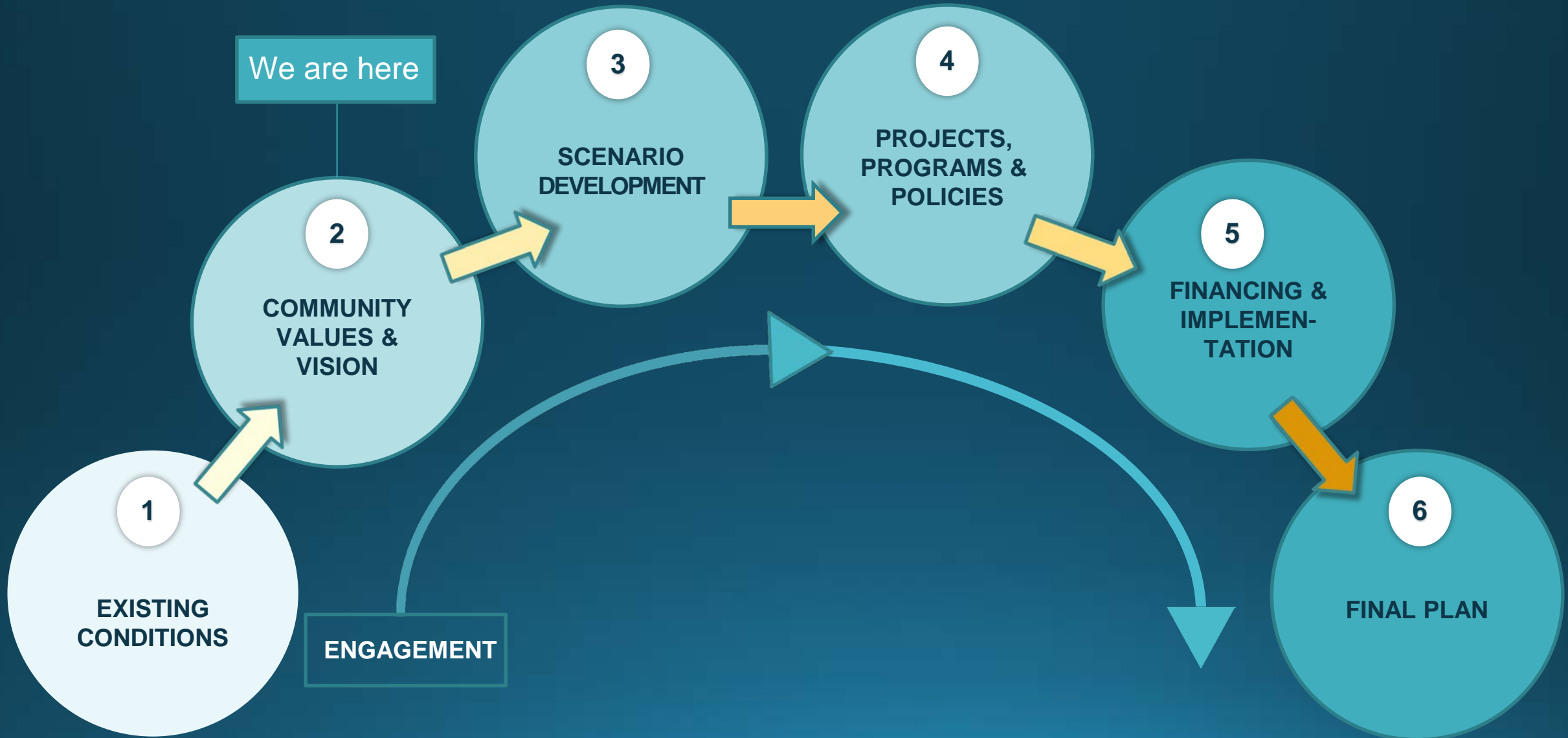
Project Staff



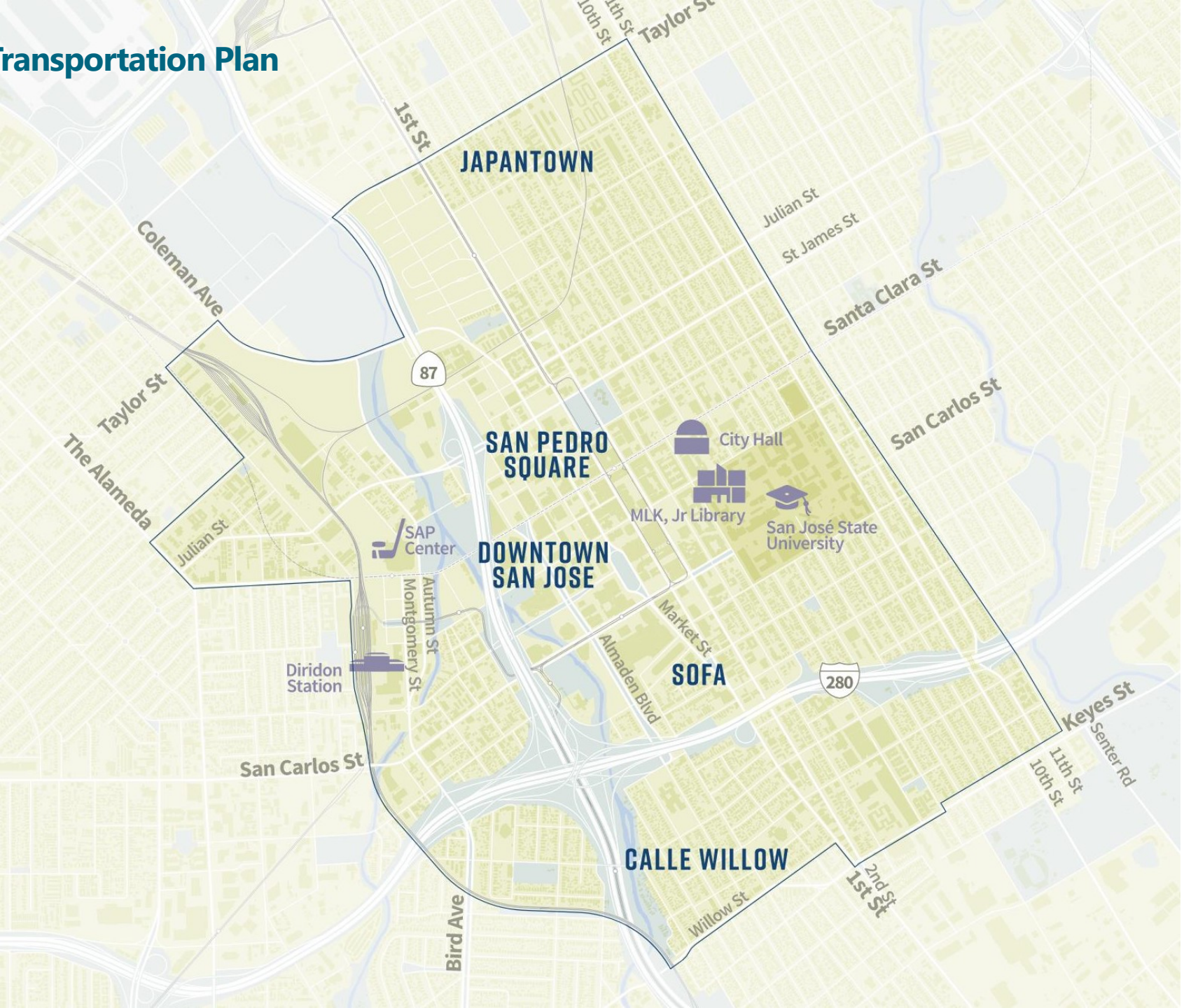
with
BONNIE NELSON
and
JAY PRIMUS



Process



Downtown Transportation Plan Study Area



Relationship to Other Plans

Downtown West (2020)

- Private development
- Mitigation
- Design guidelines

Diridon Station Area Plan (DSAP) Update

Key Deliverables

- List of Projects
- TMA/Parking

Diridon Integrated Station Concept Plan (DISC)

Areas of Focus

- Track alignment
- Station footprint
- Station/neighborhood interfaces
- Access planning
- Refined track design

Downtown Transportation Plan (DTP) 2020-2021

Goals

- Support and complement places
- Improve equity & access; circulation & navigability; streetscapes and public life

Key Deliverables

- Engagement Plan
- Equity Framework
- Public Life Assessment
- Parking & Curbside Management Strategy
- Transportation Network Vision
- Prioritized List Of Projects & Programs
- Conceptual Designs

DRAFT for Feedback 6-12-2020



Existing Conditions

Dual Functions of the Streets: 'Link and Place'



Link

Street as a
movement
conduit

Design objective: **save time**

Place

Street as a
destination in
its own right

Design objective: **spend time**



Demographics

Greater Downtown has:

60k residents

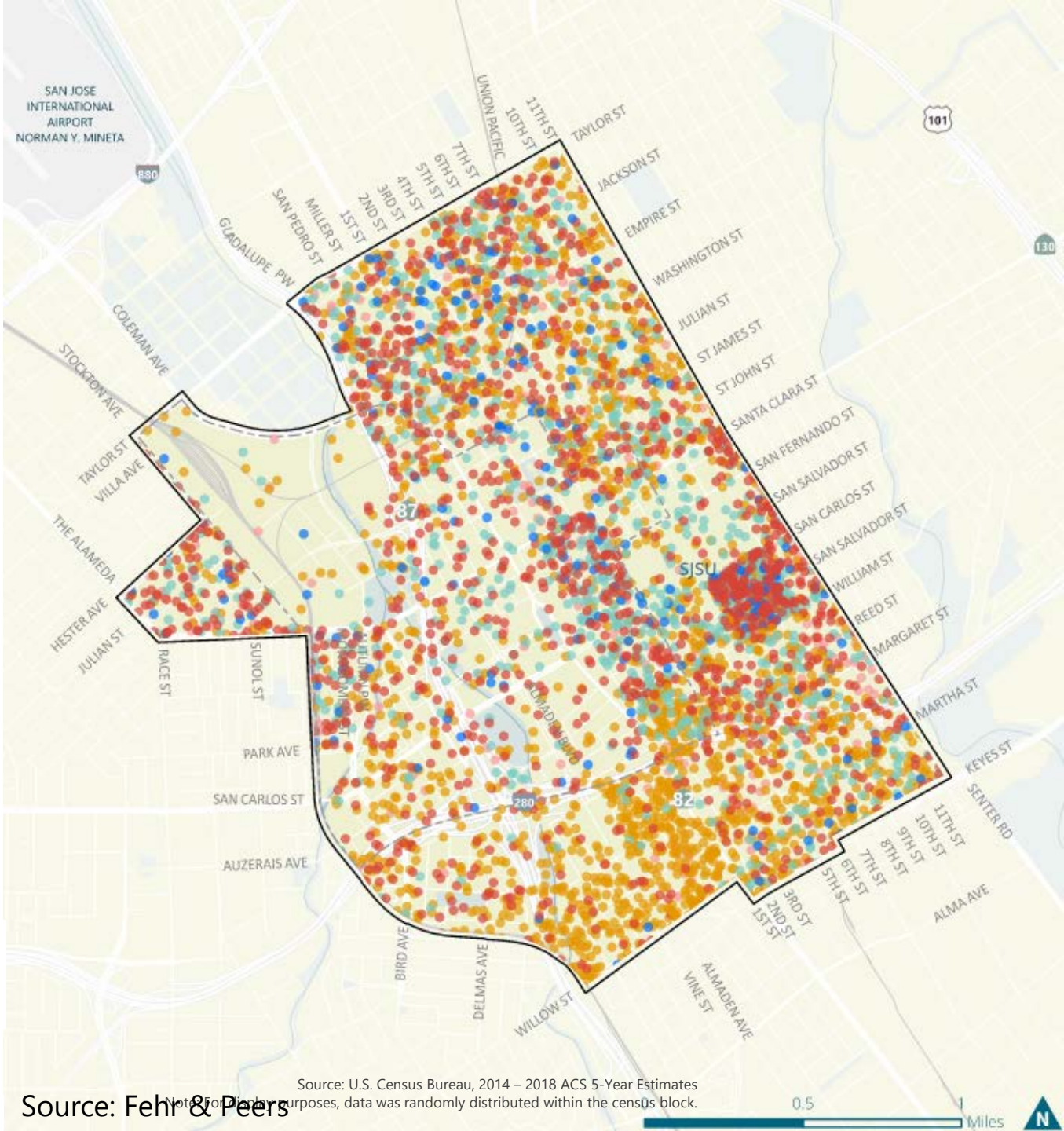
70k workers

30k students

Among the residents, 40% are Latinx, 30% white, 20% Asian, and 5% Black. Most neighborhoods east of SR-87 are considered communities of concern or disadvantaged communities.

Racial Distribution (1 Dot = 10 people)

- White
- Black
- Asian
- Latinx
- Other or Two or More Races

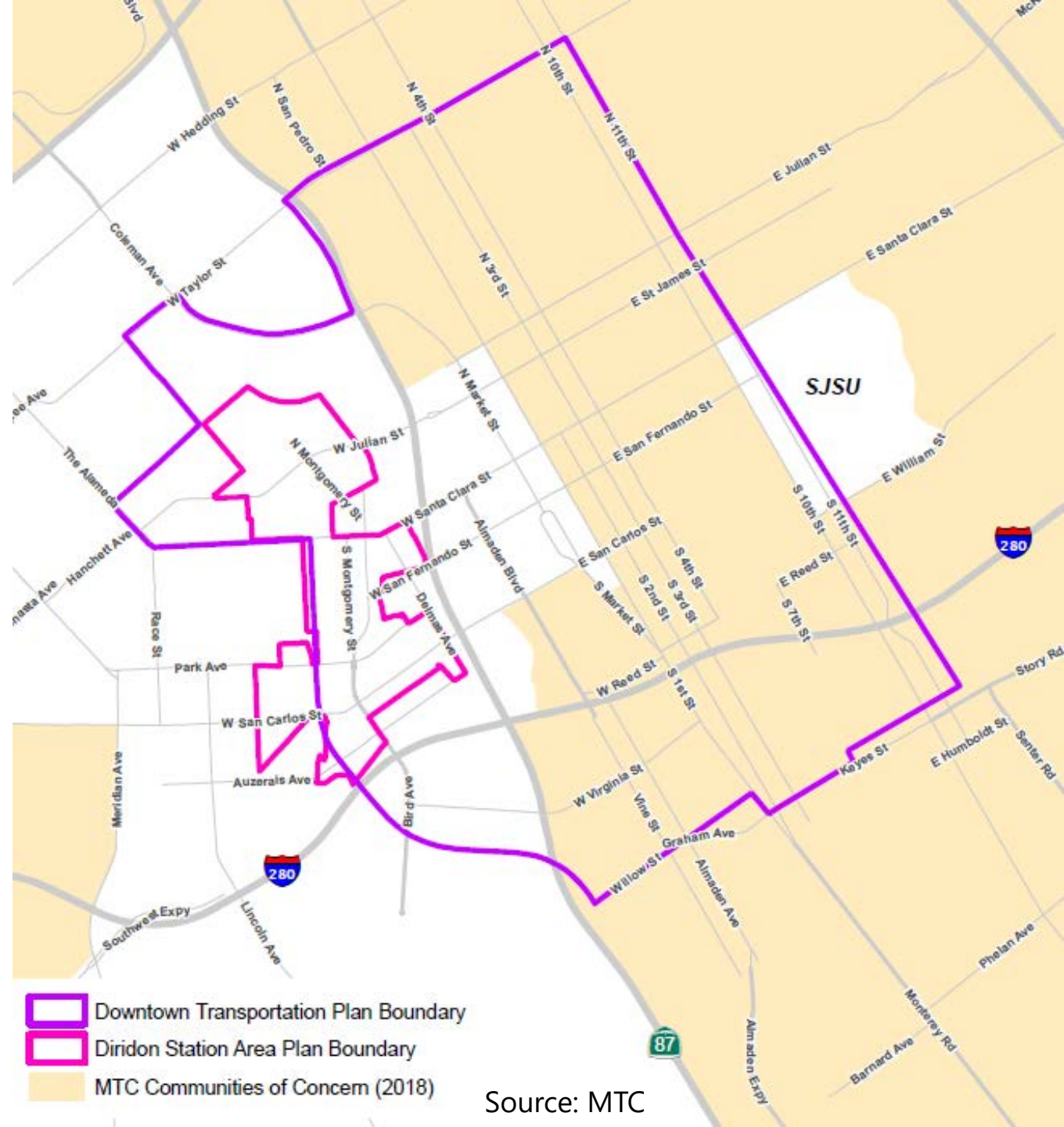


Source: U.S. Census Bureau, 2014 – 2018 ACS 5-Year Estimates
Note: For map purposes, data was randomly distributed within the census block.

Source: Fehr & Peers

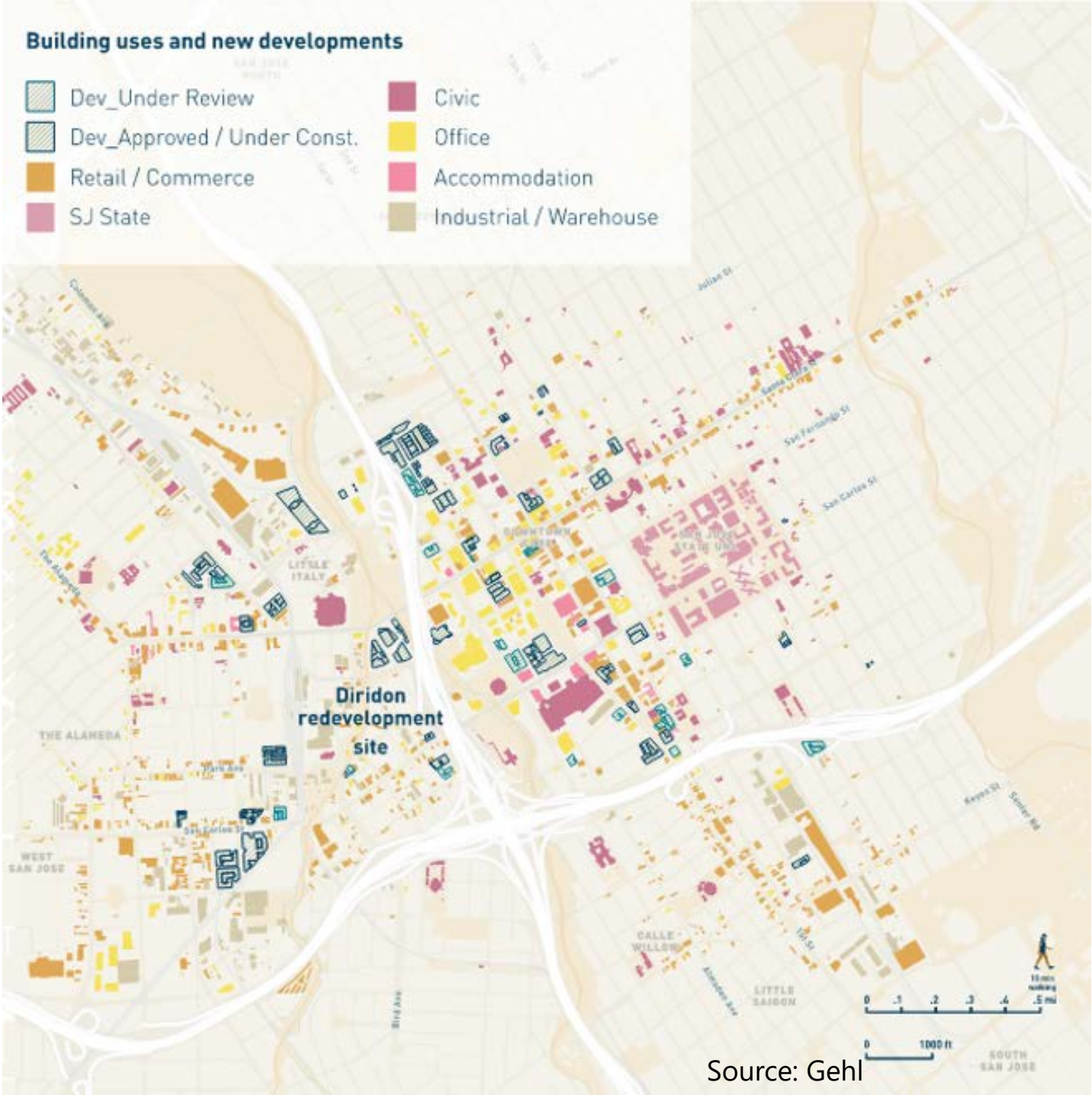
Demographics

Most neighborhoods **east of SR-87** are considered disadvantaged communities.



Population Growth

30k new residents, 50k new workers, and many more visitors are expected in 20 years. This roughly 50% growth in population will be concentrated in the Downtown core.

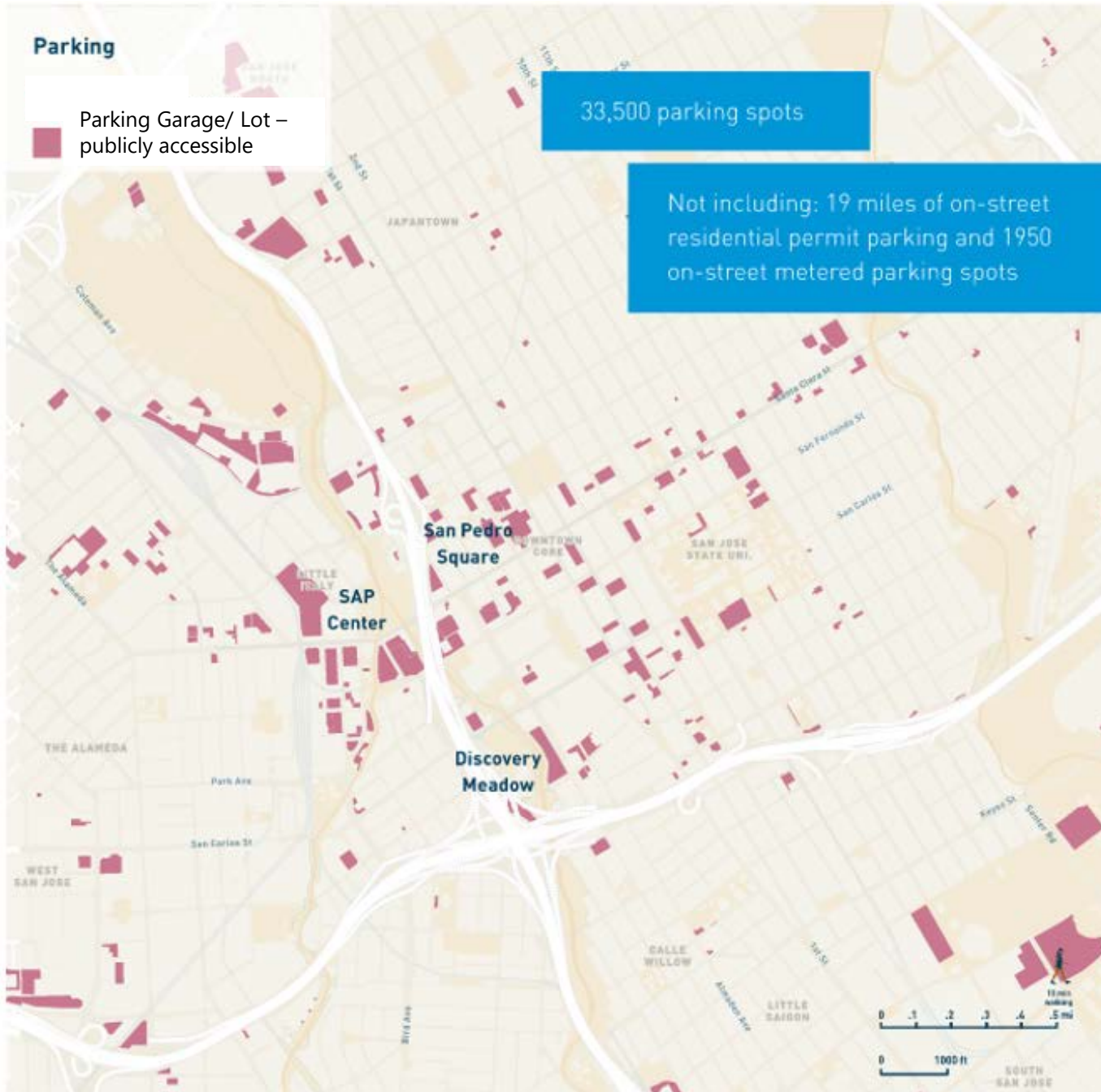




People Driving

74% of Downtown residents commute by car today (pre-COVID). 35% of the Downtown streets function as major corridors to move these cars at more than 25 miles per hour.

People Driving



Parking takes up a lot of precious land that can offer opportunities for expanding on the **public realm**.

People Using Transit



10% of Downtown residents take transit to work today (pre-COVID). Most of downtown are within walking distance to rapid buses, light rail, and commuter rail trains. More can be done to increase ridership.

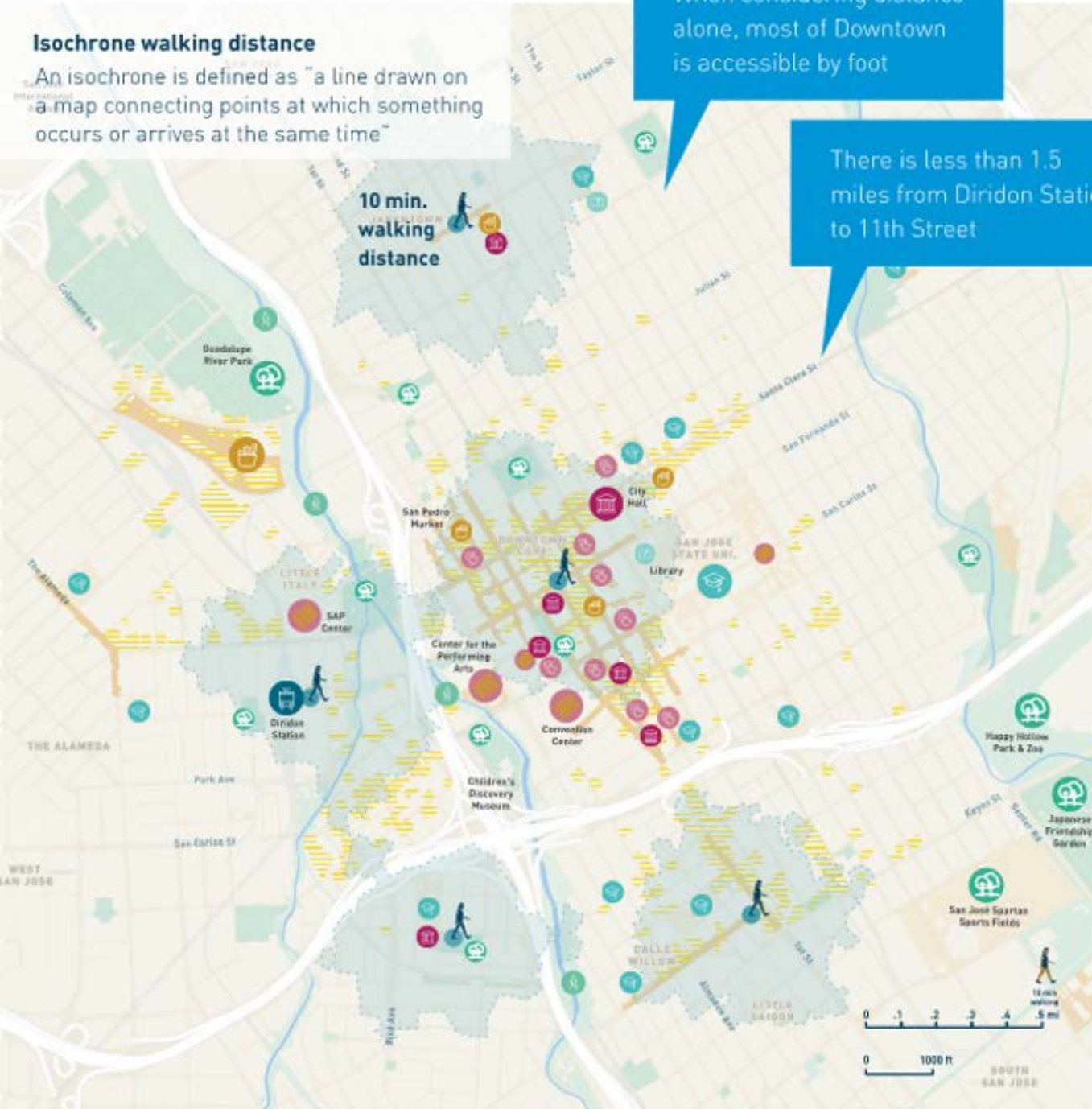
Isochrone walking distance

An isochrone is defined as "a line drawn on a map connecting points at which something occurs or arrives at the same time"

10 min.
walking
distance

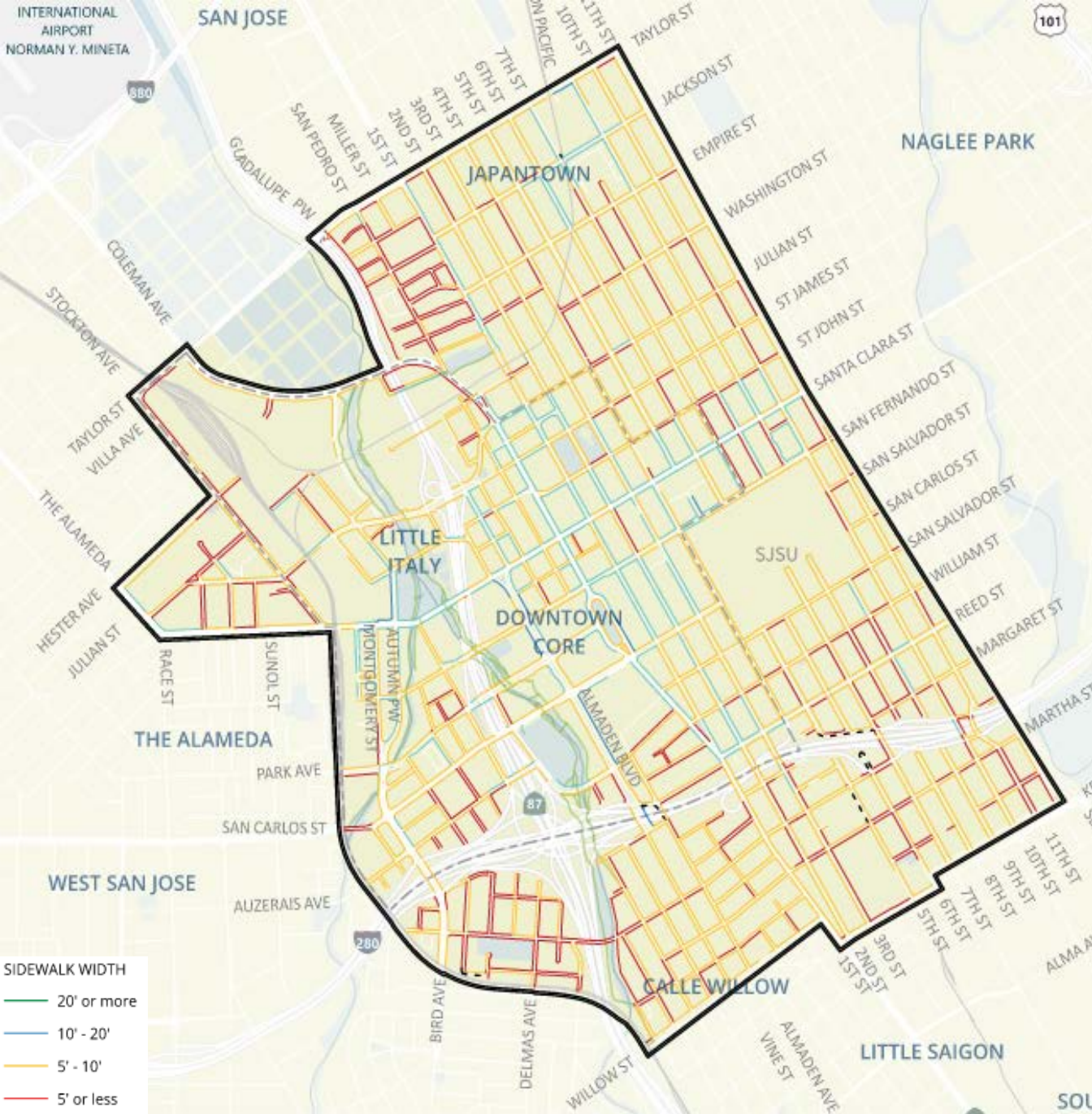
When considering distance alone, most of Downtown is accessible by foot

There is less than 1.5 miles from Diridon Station to 11th Street



Trip Distance

Almost **45%** of all Downtown trips are shorter than 2 miles (~15 min bike time, ~40 min walk time).



People Walking

7% of Downtown residents walk to work today (pre-COVID).

20% of all the trips in Downtown are made on foot. Almost all streets have sidewalks, but many

are **narrow** and directly adjacent to vehicle traffic lanes.

Source: City of San José, April 2020

People Walking

Most major streets have pedestrian scale lighting, though **gaps** exist in residential neighborhoods, Diridon Area, Downtown core, freeway crossings, etc.

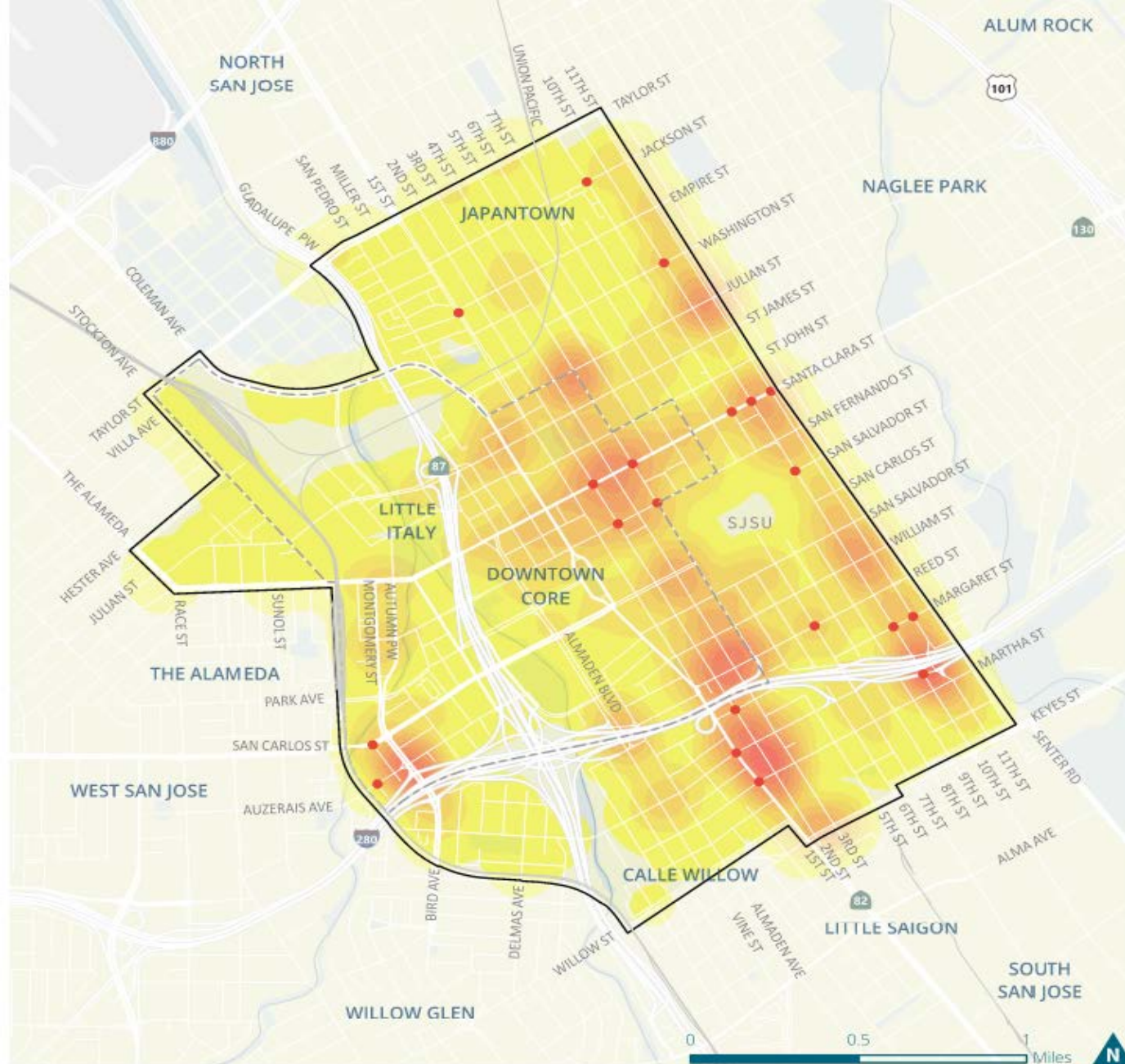


Source: City of San José, April 2020

People Walking

Most hot spots and locations with fatalities occur in high traffic streets. Between 2014 and 2019, pedestrians and bicyclists

accounted for **77%** of all traffic deaths, though they only accounted for 9% of reported collisions.



Collision Density ● Location with a Fatal Collision

Low High

Source: Fehr & Peers

People Walking

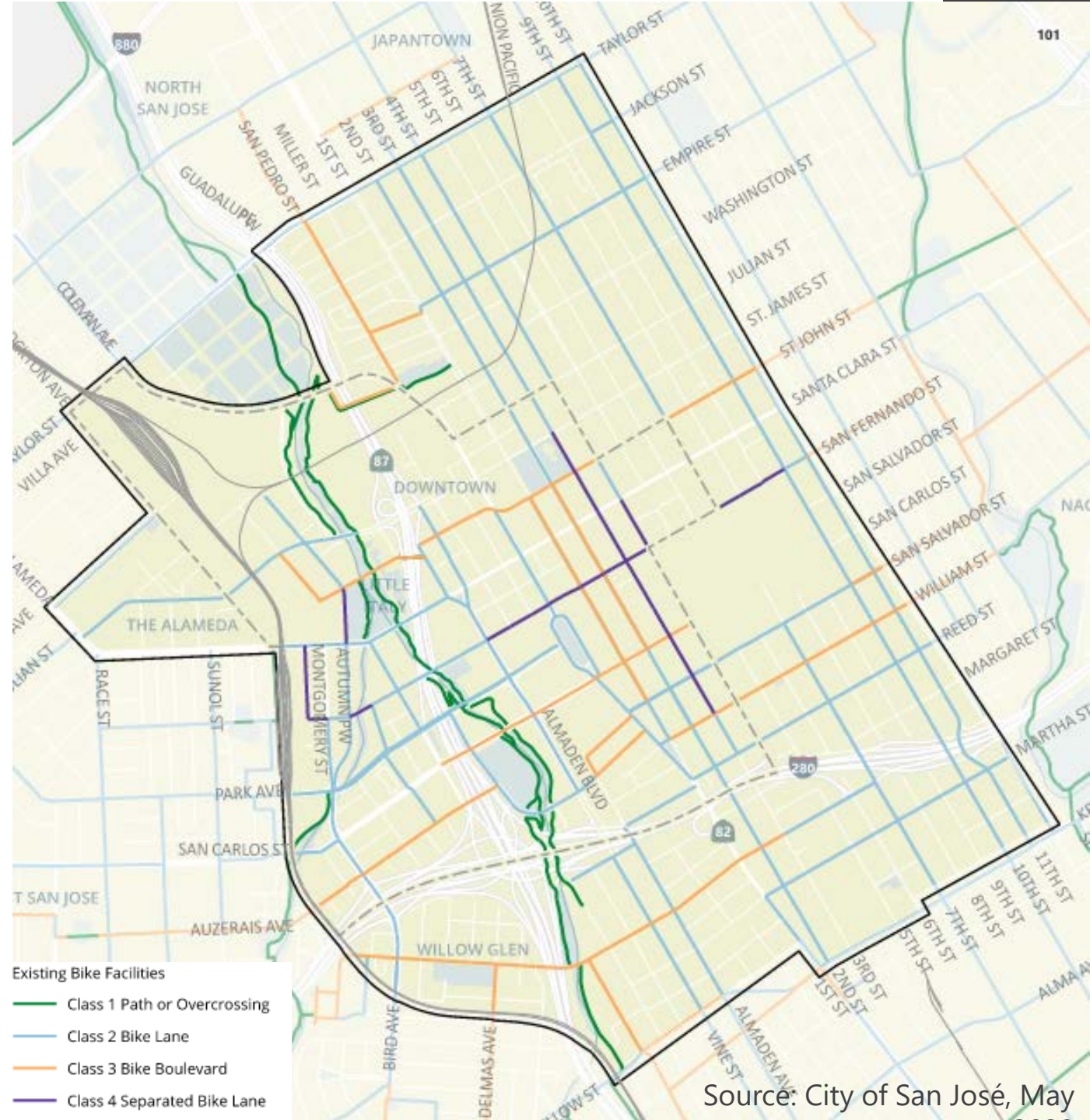


Large-scale transportation infrastructure present

barriers to access amenities within and across neighborhoods. Thoughtful programming can make these barriers less significant.

People Biking

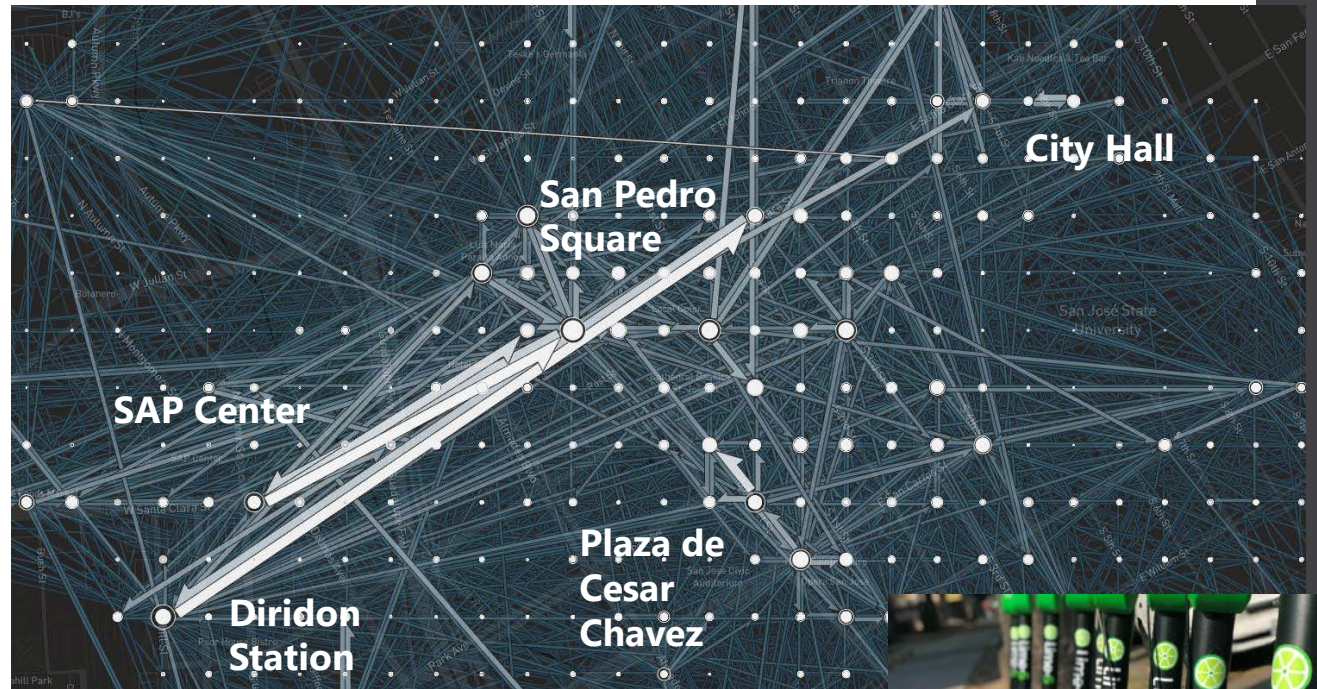
3% of Downtown residents bike to work today. 44% of the Downtown streets have bicycle lanes today. Only segments of San Fernando, 3rd, and 4th have bike facility separated from vehicle traffic lanes.



People on Scooters

Popular scooter routes are between Diridon Area/ SAP and San Pedro Square/ Santa Clara Street. These routes have to **cross SR-87** from one side to the other.

Scooter Routes Visualization



Key Question to Discuss

What else do we need to be aware of regarding the ways in which business owners, employees, and customers travel around and experience the outdoors in downtown?

Engagement Update

Equity Approach

- **Involving the community** at every stage of the Plan
- Empowering and resourcing **community organizations** - CBOs as engagement leaders and storytellers bringing messages in their own language to their own communities
- **Equity Advisory Committee**
- **Focused outreach** but also **breaking down silos** of communication
- **Taking the time for equitable engagement**, moving at the speed of trust, building empathy and understanding between city and community partners, leaders and residents
- **A feedback loop** that clearly conveys how community recommendations are



Phase 1 Outreach To Date: Digital Listening Sessions

Scheduled times with project staff for members of the public to ask questions and share ideas over Zoom (for DTP and Diridon).

Equity

Saturday, July 25, 2020, 10-11 AM

Getting Around Downtown

Tuesday, July 28, 2020, 12-1 PM

Housing

Wednesday, August 5, 2020, 5:30-6:30 PM

Building Heights

Monday, August 10, 2020, 12-1 PM

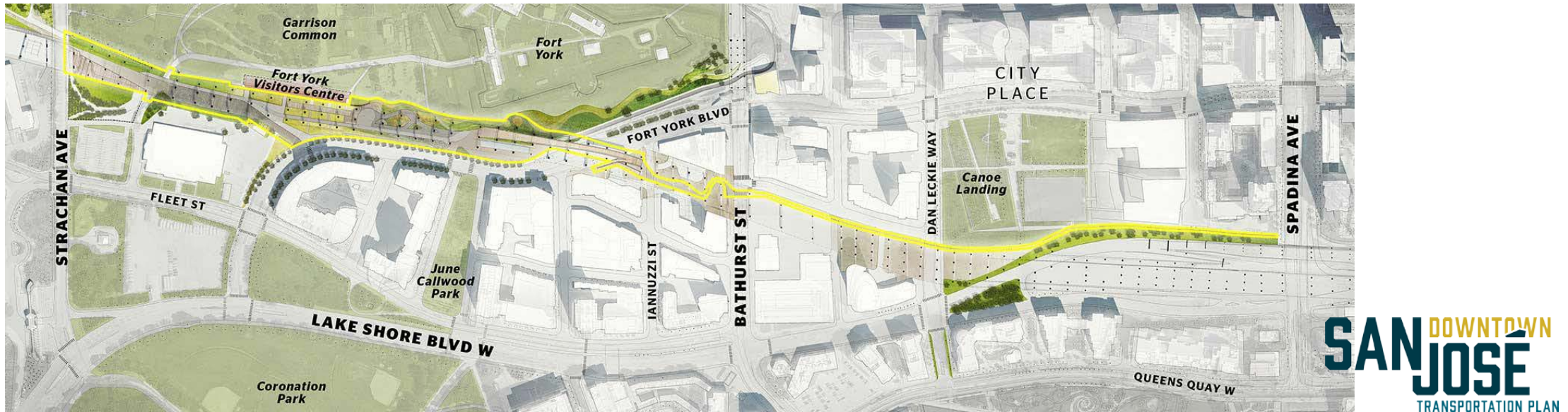
Parks and Public Space

Tuesday, August 18, 2020, 5:30-6:30 PM

Phase 1 Outreach To Date: Speaker Series

Videos of prior speaker series events are available at <http://movesanjose.org>

- Learning from the Best: How Toronto's Experience Can Shape San José's Future (7/28)
- Asian Communities and Transportation in Downtown San José (10/9)
- Women's Perspectives on Transportation in Downtown (10/19)
- Public Life and Latinx Communities in Downtown – Past & Future (Future - TBD)



Draft Guiding Principles

Equity: Support equitable, affordable, and inclusive access to places in Downtown San José for all residents, workers, and visitors to San José. Ensure that equity and the needs of vulnerable populations are incorporated into all aspects of the Plan.

People-first: Include a wide variety of individuals who live, work, and play in San José in the planning effort, and particularly to their need for safety, health, dignity, comfort, and enjoyment.

Place: Advance the vision of a vibrant, creative, and livable downtown with neighborhoods that are complete, unique, and reflective of our City's diverse history, for all types of people through smart transportation investments.

Climate: Support the City's Climate Smart goals of resiliency, reduce the number of trips taken by single occupancy vehicles, and increase the use of clean travel modes.

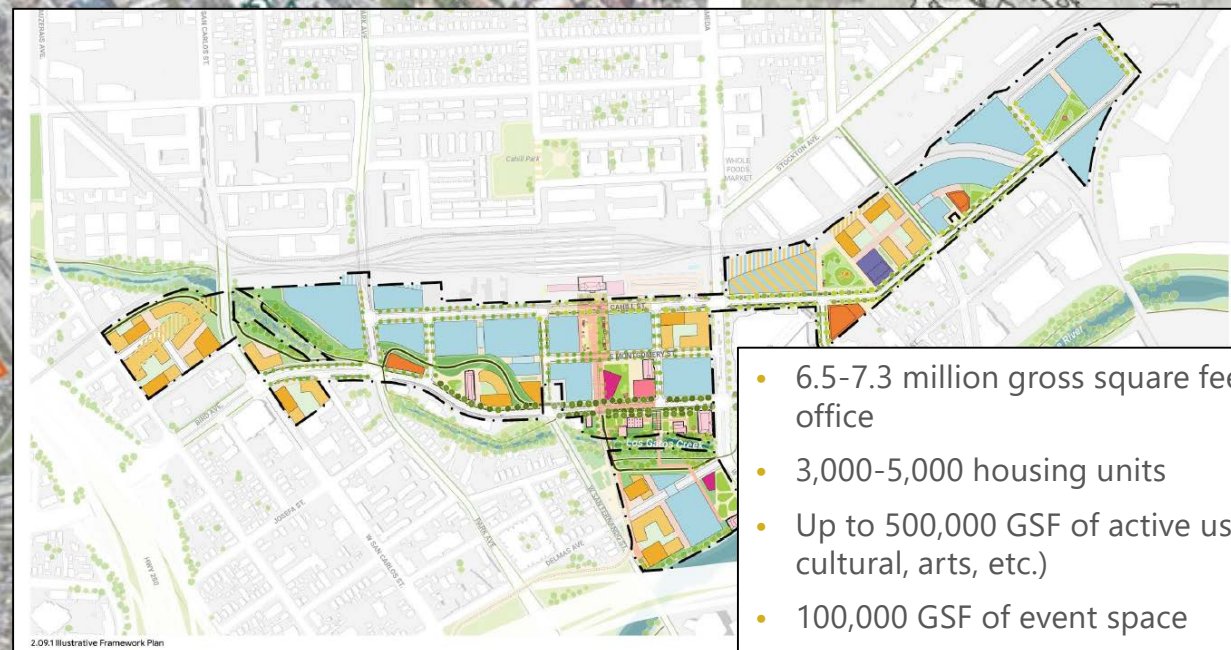
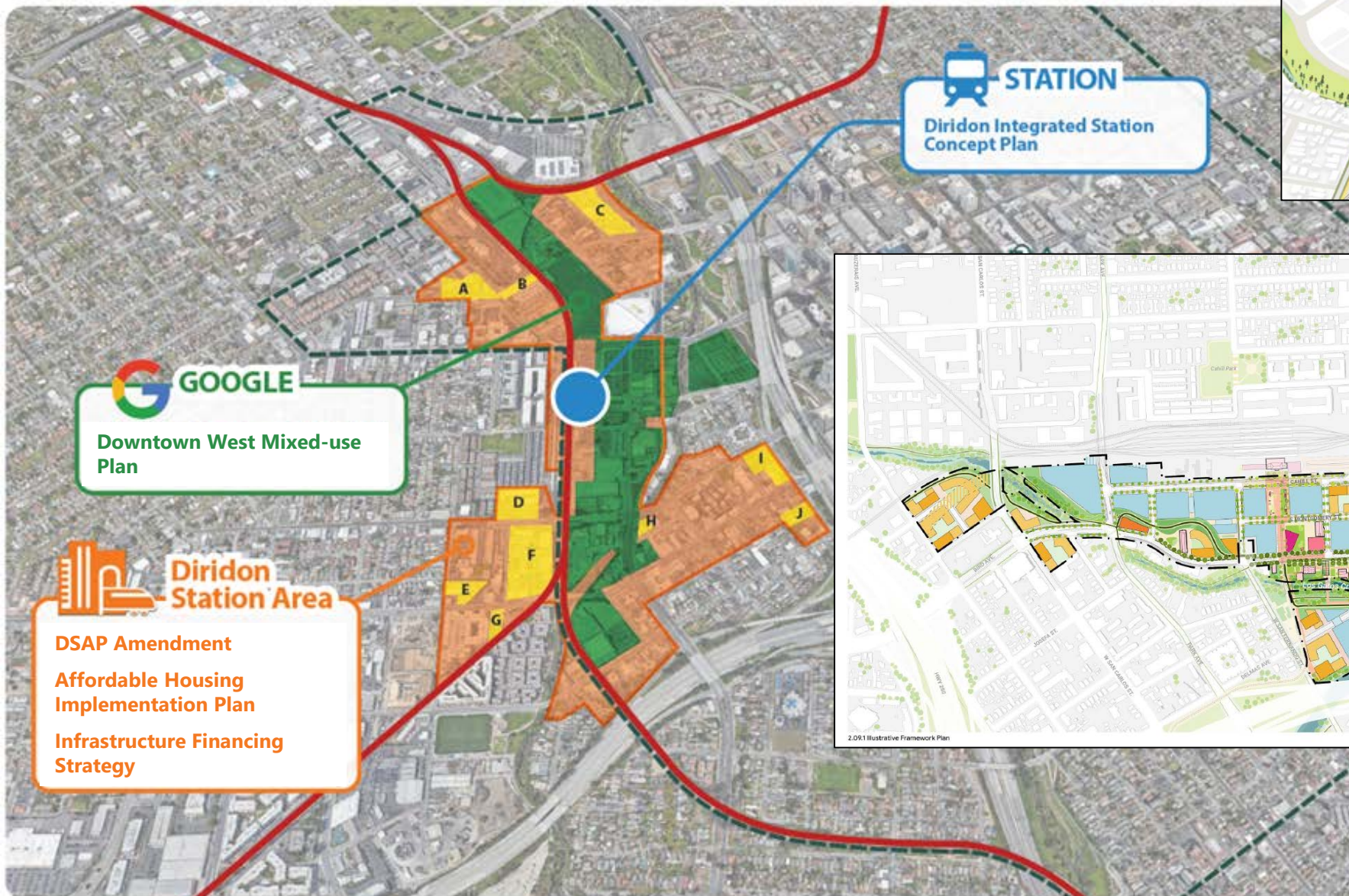
Economy: Design a resilient multimodal transportation system that supports people of all means and downtown economic development in a fiscally responsible manner.

Key Question to Discuss

**What resonates most from the Draft Guiding Principles?
What do you feel is missing?**

Diridon Area Update

Diridon Station Area Projects



- 6.5-7.3 million gross square feet (GSF) of office
- 3,000-5,000 housing units
- Up to 500,000 GSF of active uses (retail, cultural, arts, etc.)
- 100,000 GSF of event space
- Hotel (up to 300 rooms)
- Limited-term corporate accommodations (up to 800 rooms)
- Plans for open space, utilities, and transportation

Small Business Goals

2018 Desired Outcomes:

- New development protects, supports, and involves local, small businesses and non-profits
- Partner with small, local businesses in both construction and operation phases (procurement, catering, events, etc.)

Memorandum of Understanding with Google

- Shared Goal: Provide opportunities for existing and new small, local businesses to benefit from and/or integrate into the new development.
- “In developing the Community Benefits Plan, consideration will be given to ... Small business opportunity”

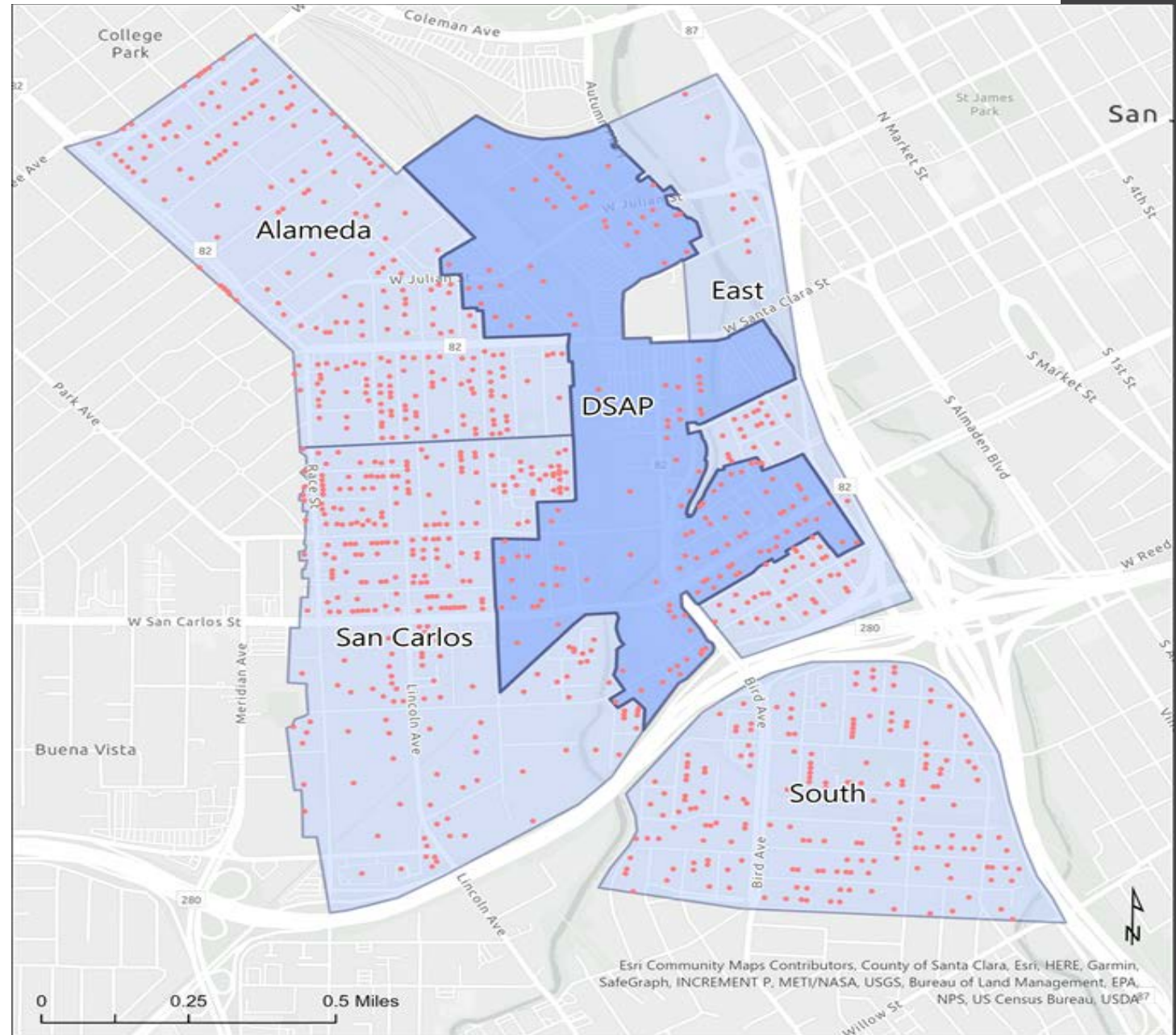
Council direction (December 2018): explore [citywide] strategies and financing tools to mitigate small business displacement



Approach to the Diridon Station Area

Analyze the potential direct and indirect effects and potential policy responses related to these four areas:

- Demolition of existing small businesses from redevelopment or public infrastructure (direct)
- Potential disruption to existing small businesses from construction occurring nearby (indirect)
- Potential involuntary displacement due to increased rents (indirect)
- Opportunities for entrepreneurs and local/small businesses created by investments



Upcoming Outreach & Events

Learn more and register for events at <http://www.movesanjose.org>

Upcoming Outreach Activities

- Workshop October 28th
- Project Logo Contest – follow us on movesanjose social channels!
- Website and online survey at <http://www.movesanjose.org>

San Antonio Online Community Meeting

Posted on May 12, 2020 by Mobility SJ
Part of the San Antonio Effort

This content is also available in: [Español \(Spanish\)](#),
[Tiếng Việt \(Vietnamese\)](#)

We've created a presentation to explain the changes coming to San Antonio and we would love to get your feedback after you're done watching. We would also love input on other potential changes we are considering for this corridor. You can also read our [project summary](#).



[San Antonio Project Summary](#) – Learn about resurfacing San Antonio Street from 17th Street to Jackson Avenue and the associated street design changes.

Recent Outreach

- [McLaughlin Avenue Safety Enhancement Project Information](#)
- [San Fernando Street Improvements Survey](#)
- [Naglee Avenue Project Survey](#)
- [One-way Vehicle Sharing Survey](#)
- [San Antonio Online Community Meeting](#)

Search

Search ...

Bike Boulevard

Do you support the bike boulevard portion of the San Antonio project (17th to King)?

A bike boulevard is a street where cars and bikes share the travel lane and measures are in place to make everyone feel safe and comfortable.

- Strongly Against
- Against
- No Opinion
- Supports
- Strongly Supports

What, if anything, do you like about the bike boulevard portion of the San Antonio project?

What, if anything, do you dislike about the bike boulevard portion of the San Antonio project?

Are there any changes you would like to see to the bike boulevard portion of the San Antonio project?

Key Question to Discuss

How can we hear from the Downtown small business owners and employees?

Thank You!

Prompts for Potential Future Scenarios

Scenario Prompt: Restorative Investment

- Focus on addressing past/present injustices



I-280 at Bird Ave in 1970

Scenario Prompt: People Focused Downtown

- Focus on creating great places that are easily accessed
- Build upon previous Public Life efforts in Downtown



Scenario Prompt: Big Transportation Moves

- Address barriers in downtown and improve transportation connectivity



Scenario Prompt: Promote Partnerships

- **Prioritize partnering with community and private sector**
- **Promote economic development through greater transportation investment**



Key Question to Discuss

What are important scenario components to you?

Any other ideas that should be considered?

What do you feel are missing?