

SJ



**D O W N T O W N  
T R A N S P O R T A T I O N P L A N**

## **Project Overview**

# **Downtown Parking Board**

**September 1, 2021**

Source: Tomwsulcer



# Agenda

- **Brief overview of Plan, process**
- **Key takeaways from community outreach, data analysis**
- **Proposed changes to the street network**
- **Long-term “big moves” being contemplated for future study**

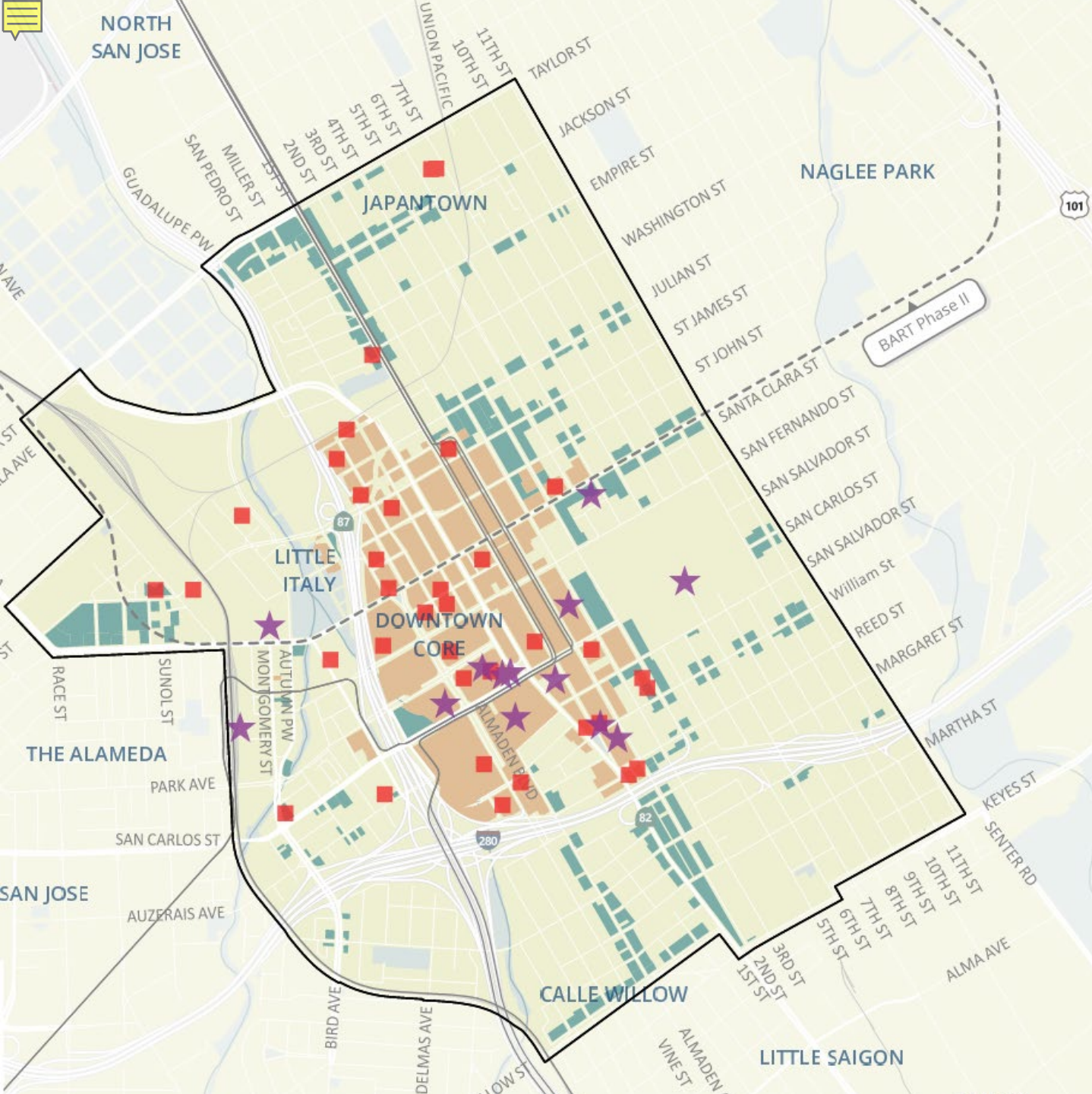




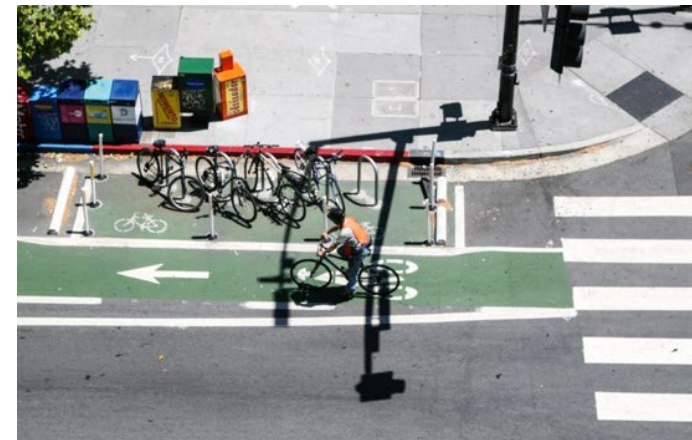
San José is growing and changing

The Downtown Transportation Plan (DTP) allows us to shape this growth





- Project Boundary
- Commercial
- Downtown Mixed-Use
- Major Private Development
- ★ Downtown Attractors





## Engagement to Date

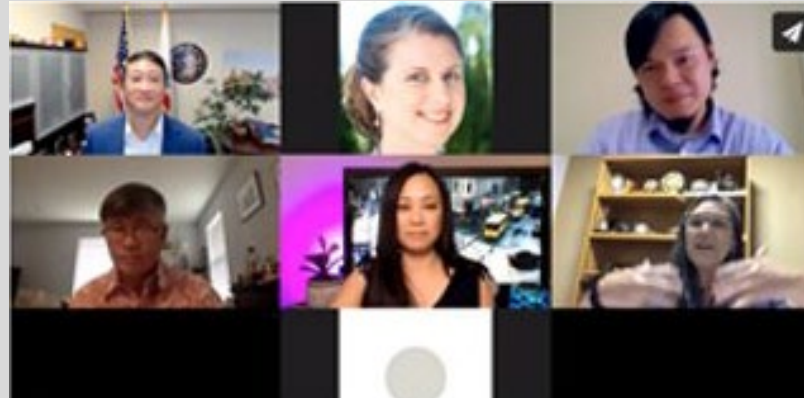
- Five listening sessions
- Workshop October 2020
- Partnerships with community organizations
- Speaker Series: 3 events in 2020



### How Toronto's Experience can Shape San José's Future?



### Asian Communities and Transportation in Downtown San José



### Women's Perspectives on Transportation in Downtown San José





# What have we heard from the community?

*Respondents expressed a desire for efficient, safe, and comfortable travel options for all ages and abilities. They also expressed a need for safer and easier access to jobs, businesses, entertainment, and homes in Downtown, including goods deliveries.*

- Transit: We need faster travel times, shorter wait times, and more reliable service.
- Santa Clara Street: We need a main street that is safer and more iconic. It should have more active storefronts.
- Freeways: We need safe and efficient connections between key destinations across freeway barriers that degrade public spaces.
- Walking and Biking: We need physical separation from cars, safer crossings, and more car-free streets.
- Street life: We need safer, more attractive places with outdoor dining, urban greening, and parklets that promote key destinations.



# DTP Guiding Principles

People  
First

Equity

Place

Economy

Climate







## Downtown Today

### Our data analysis shows that:

- **The automobile is by far the most popular mode of transportation today**
  - Most streets prioritize driving and parking
- **There are few high-quality bike facilities across Downtown**
  - San Jose has invested in improvements in recent years, but there are still few streets that would encourage people with less experience to get around by bike
- **Buses and LRT get delayed in traffic**
  - This Plan will identify streets that will get specific design treatments to speed transit travel.
- **Two-thirds of Downtown trips today come from elsewhere**





## Need for DTP Projects and Policies

**By 2040,**

- We expect a **twofold growth in residents and 2.5x the workers.**
- This is expected to **double travel demand to as many as 100,000 trips during PM peak in 2040.**
- **BART, Electrified Caltrain, HSR, VTA enhanced service, and the Bike Plan alone (2040 Baseline) will not allow us to achieve our ambitious mode shift goals for Downtown.**






# Proposed Vehicle Network



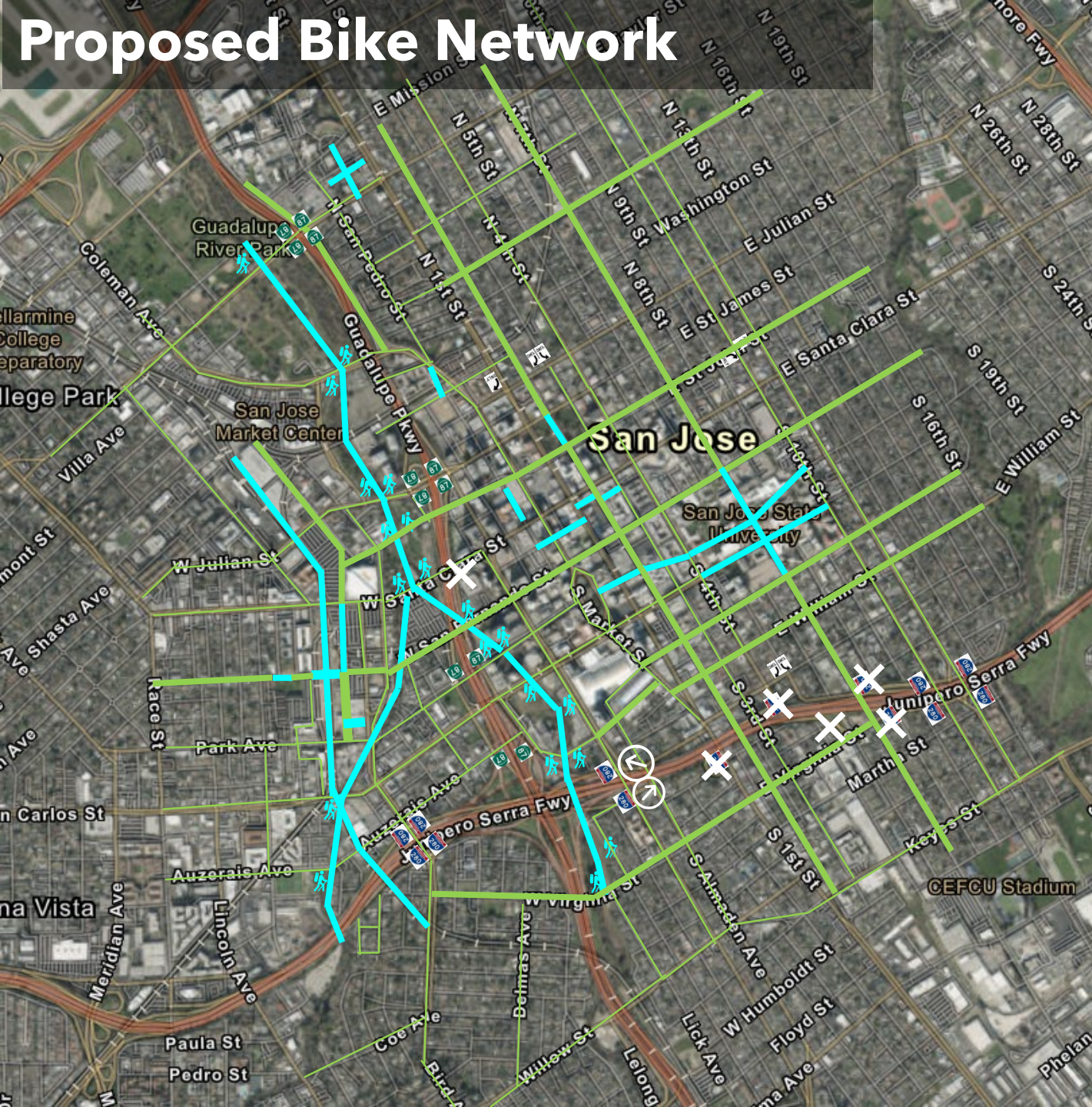
**Connectors** are used primarily by drivers, bikers and walkers for safe, inter-neighborhood mobility. Other streets are used for internal circulation.



- = City/Local Connectors
- = Other streets for vehicle circulation
- - - = Active Greenways (closed to vehicles)
-  = New ramp
-  = Ramp
- 



# Proposed Bike Network



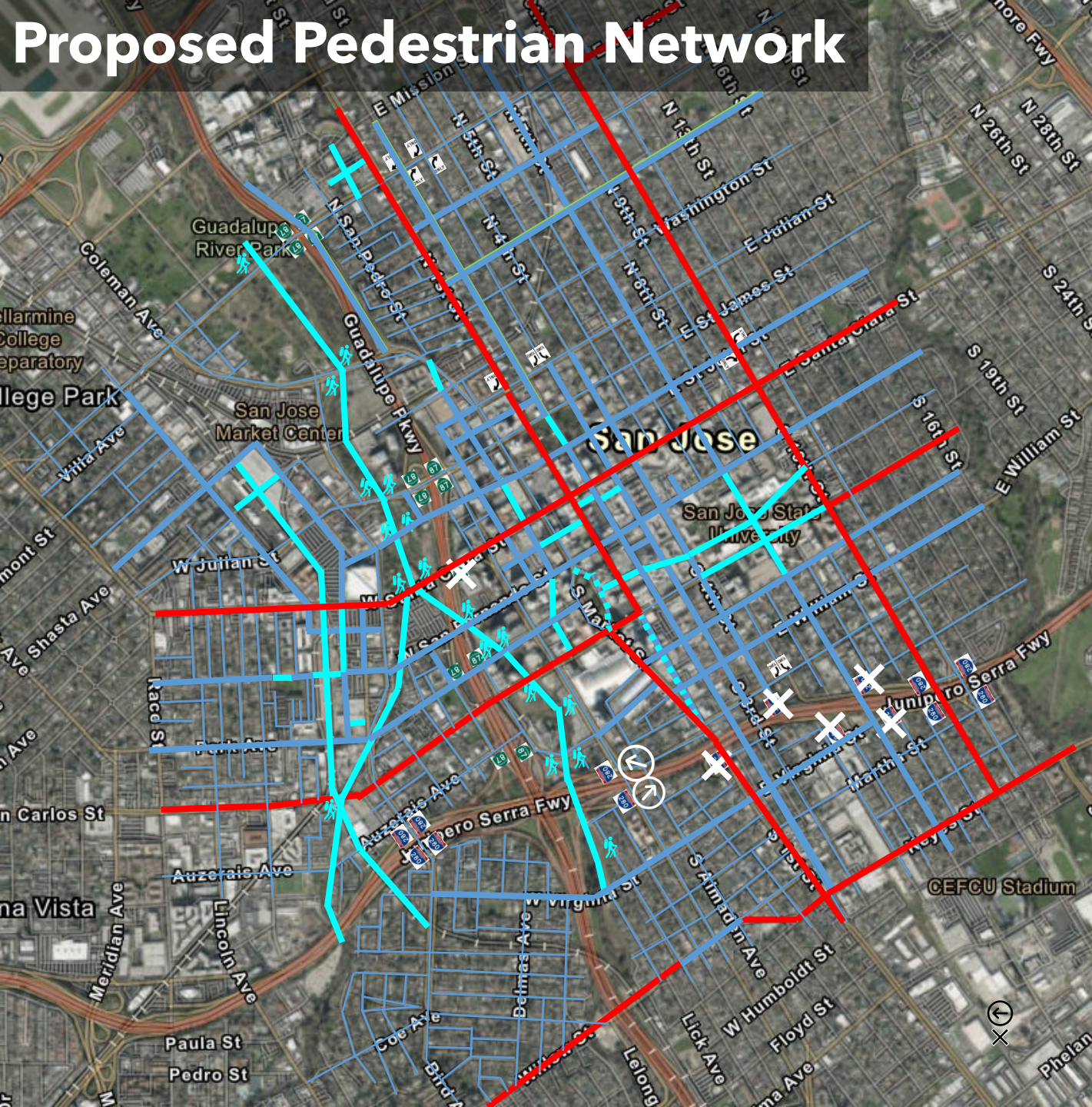
**Primary Bikeways** encourage people with less experience to get around by bikes and scooters for inter-neighborhood mobility.



- = Primary Bikeways
- = Active Greenways/Trails
- = Trailheads
- = Other Streets with either protected bike lanes or bike boulevards
- = New ramp
- = Ramp closure
- = Freeway ramps



# Proposed Pedestrian Network



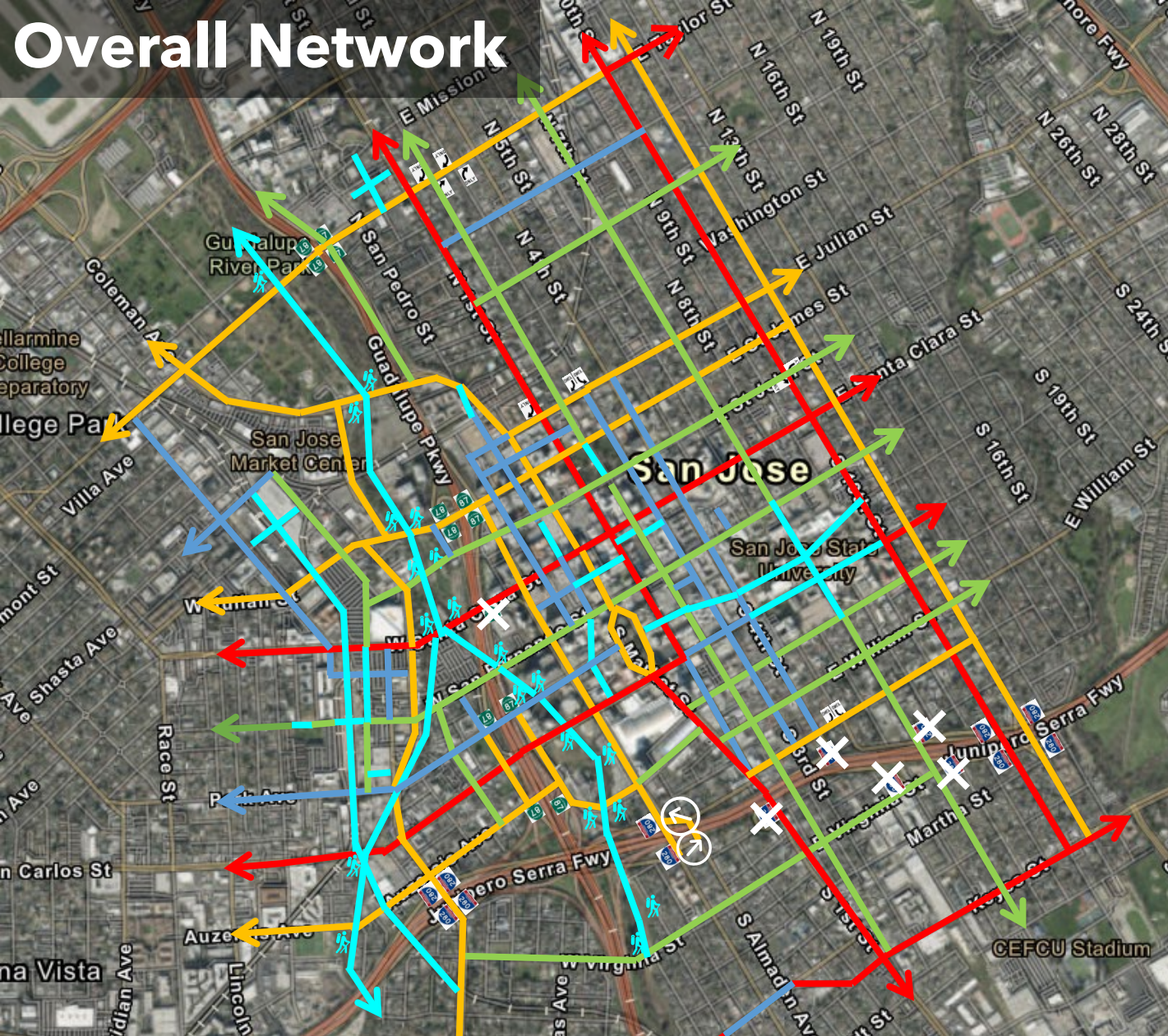
Placemaking and wayfinding provide safe and enjoyable walk trips to shops, restaurants, parks, transit stops, and even the street as a destination of itself!



- = Ped Access to Transit Routes
- = Active Greenways/Trails (ped/bike-only)
- = Trailheads
- = Temporary closure to vehicles for festivals or events
- = Streets with high pedestrian volume potential
- = Other streets with at least standard sidewalks
- = New ramp
- = Ramp closure
- = Freeway ramps



# Overall Network



Street typology is a framework that we use for street design to ensure that each street is designed, constructed, and operated to serve its primary uses.

<b>Grand Blvd</b>	<b>Primary Bikeway</b>	<b>Main Street</b>	<b>Active Greenway</b>	<b>Vehicle Connector</b>	<b>Local Street (not shown)</b>	= Street Typology	= New ramp
						= Trailheads	= Ramp
						= Freeway ramps	



# Diridon Integrated Station Concept Plan

# Big Moves We are already making some!

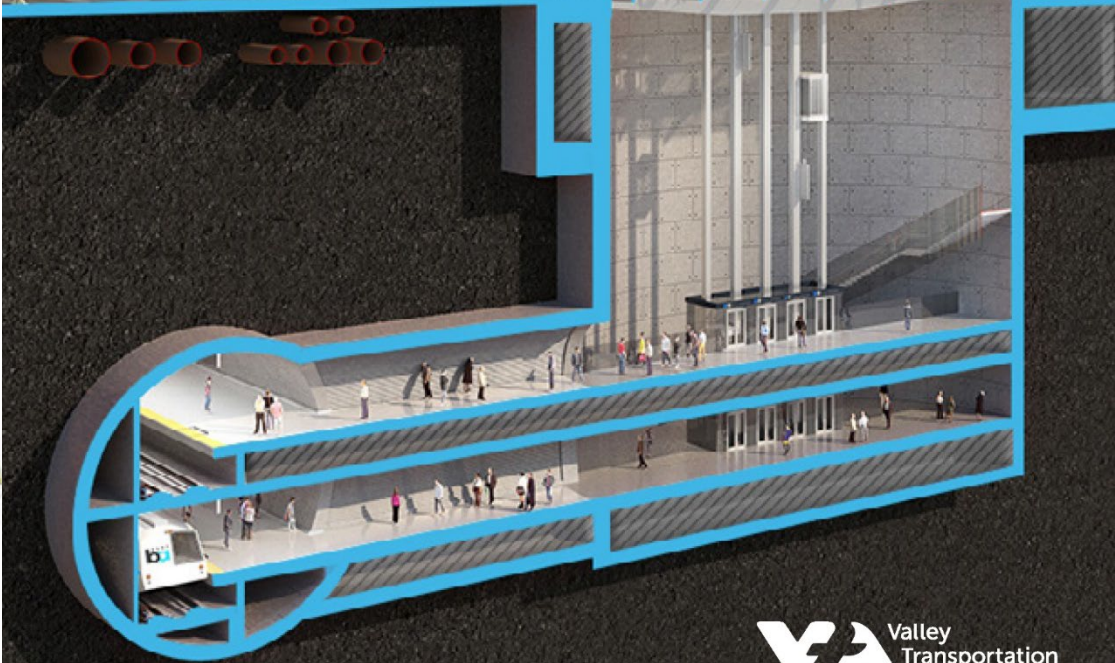
- ▲ Station entrance
- Pedestrian area
- Bicycle parking
- BART
- Airport Connector
- VTA buses
- Light rail
- Intercity buses
- Pick up & Drop off



# Google's Downtown West Development



# BART Silicon Valley Phase II Extension







# Big Move Idea #1

# A Re-Envisioned Santa Clara Street





# Big Move Idea #2

# Bike Infrastructure

Bike Snake, Copenhagen

Dissing + Weitling Architecture





# Big Move Idea #3 Light Rail Transit

(Photo: Patrick Tehan)



BEFORE

AFTER

# Big Move Idea #4 Bridging Freeway Barriers

Embarcadero Freeway, San Francisco

(Photos: SF Business Journal)



SJ



**D O W N T O W N  
T R A N S P O R T A T I O N P L A N**

## **Project Overview**

# **Downtown Parking Board**

**September 1, 2021**

Source: Tomwsulcer