

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**

Focus Group Technical Meeting
SAP Center

SJDOT
September 2, 2021

Draft for Internal Discussion Only

Source: Tomwsulcer

Agenda

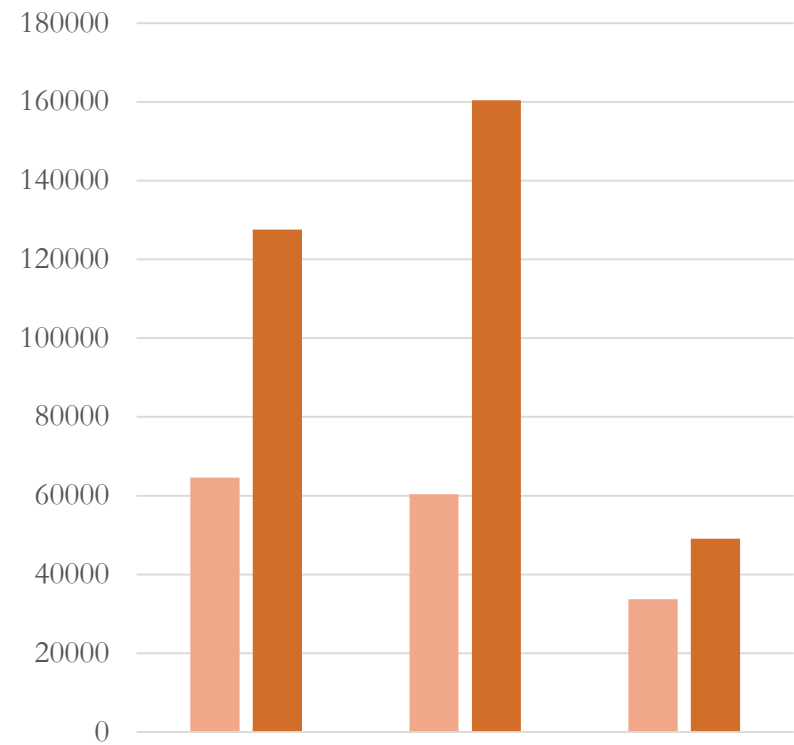
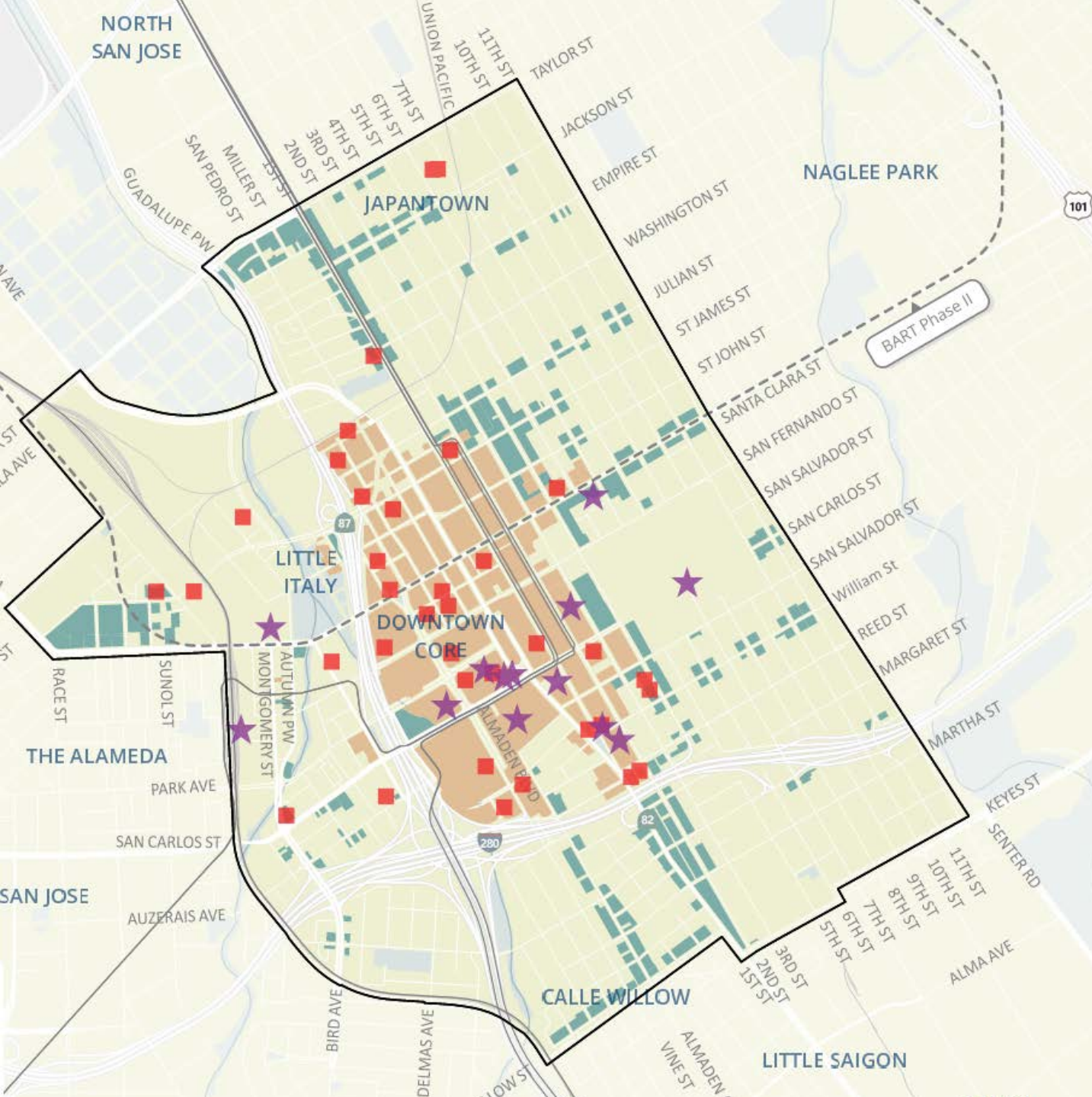
- Context Setting
- Downtown Transportation Today
- A Street Network to Support Growth
- Proposed Changes to the Street Network
- Discussion

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San José is growing and changing

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

Expected growth



Residents Workers Students

2X **2.5X** **1.5X**

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

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Strategies

Types of strategies being considered

Big Moves



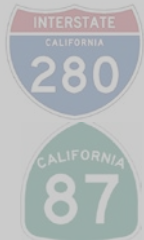
Santa Clara Street



Light Rail



Bike Superhighway



Freeway Barriers

Street Network



**Mobility/
Parking &
Curb**



**Today's
focus**

Programs



Transit Fare
Subsidy



Education



Technology



Carshare/
Electrification



Bikeshare/ Subsidy

Policies



Parking Pricing/
Time Restrictions



Land Use



Economy

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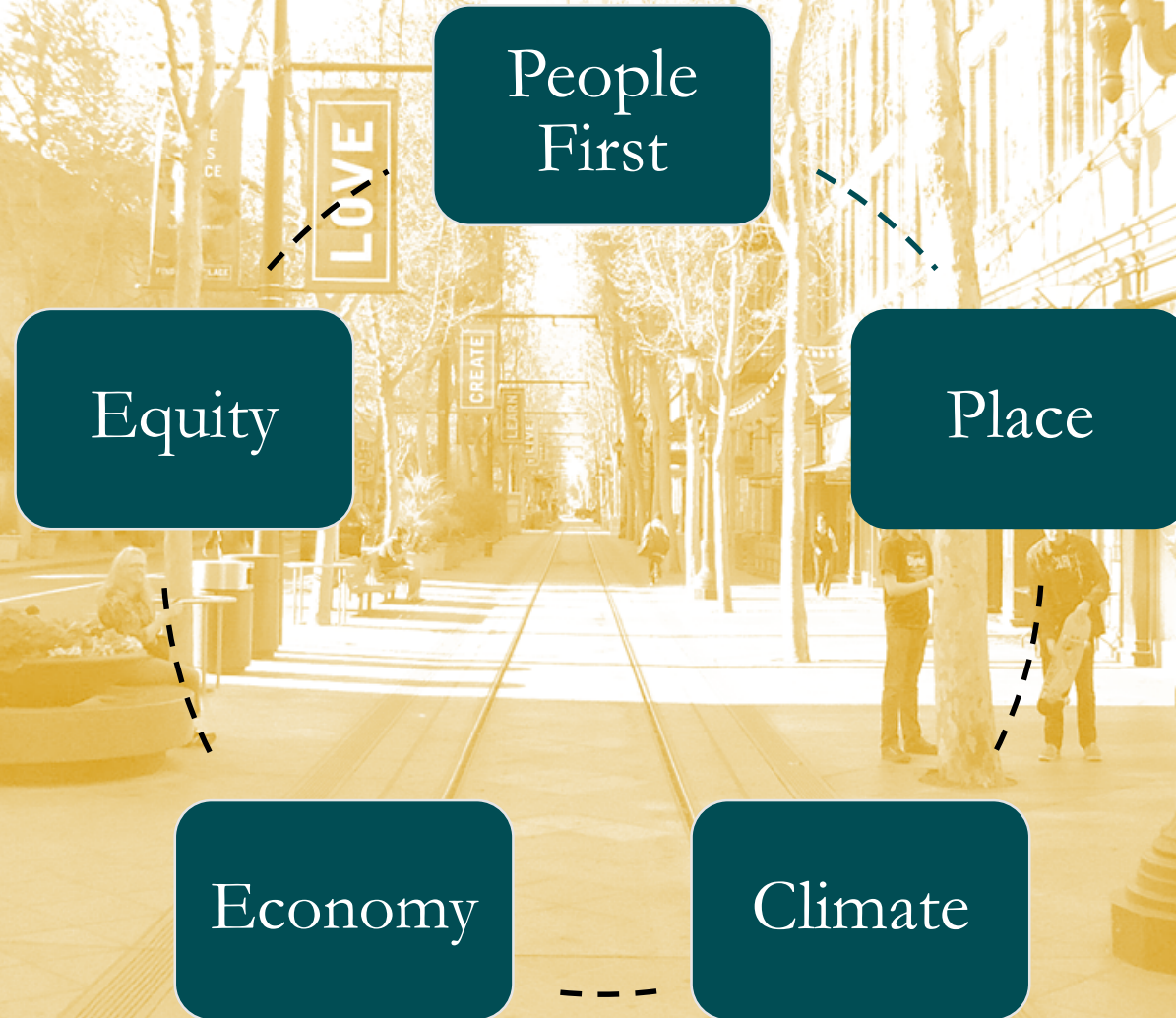
Community Feedback from Engagement #1 (Fall 2020)

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.

Guiding Principles – Community Values and City Goals

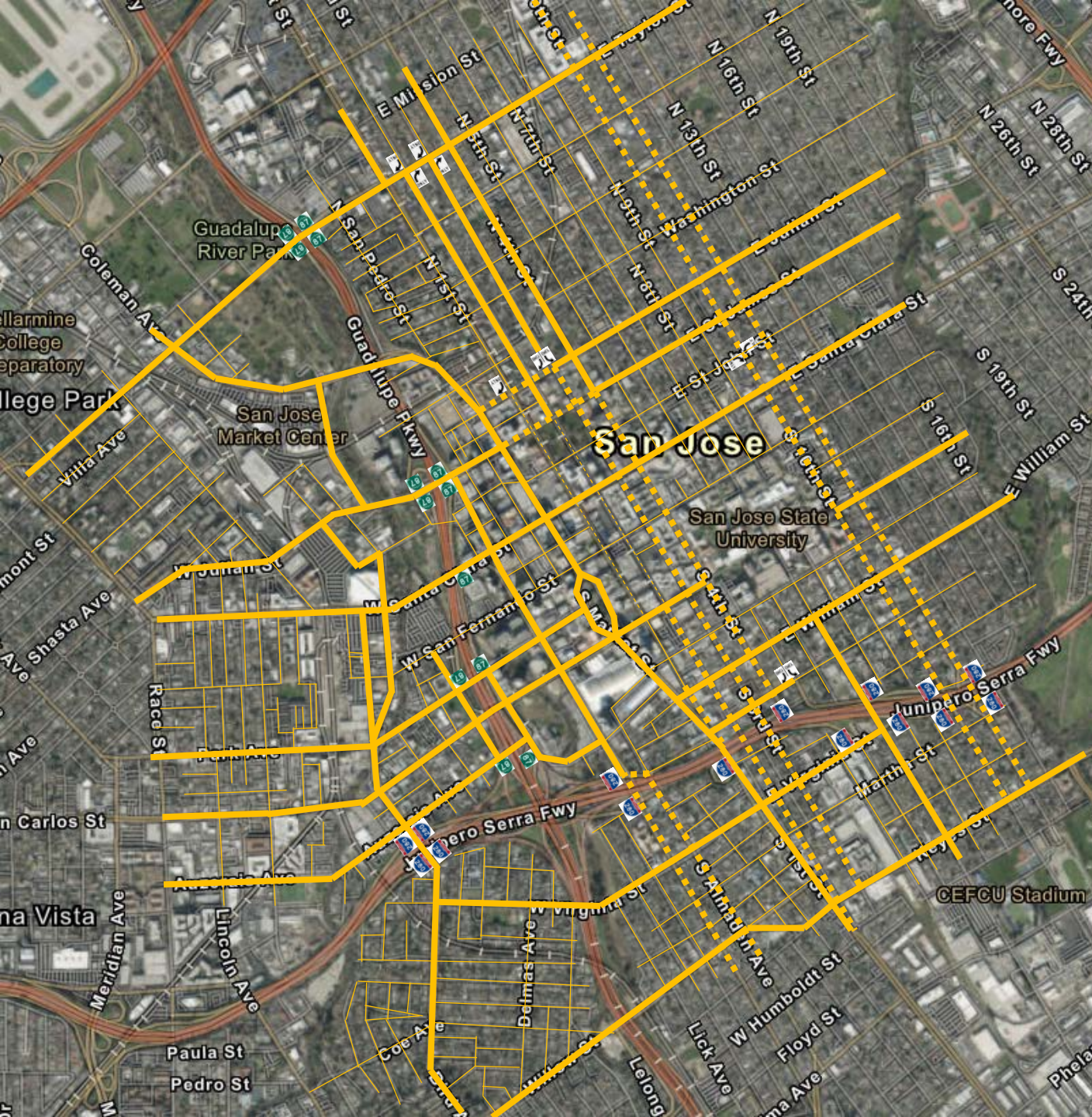


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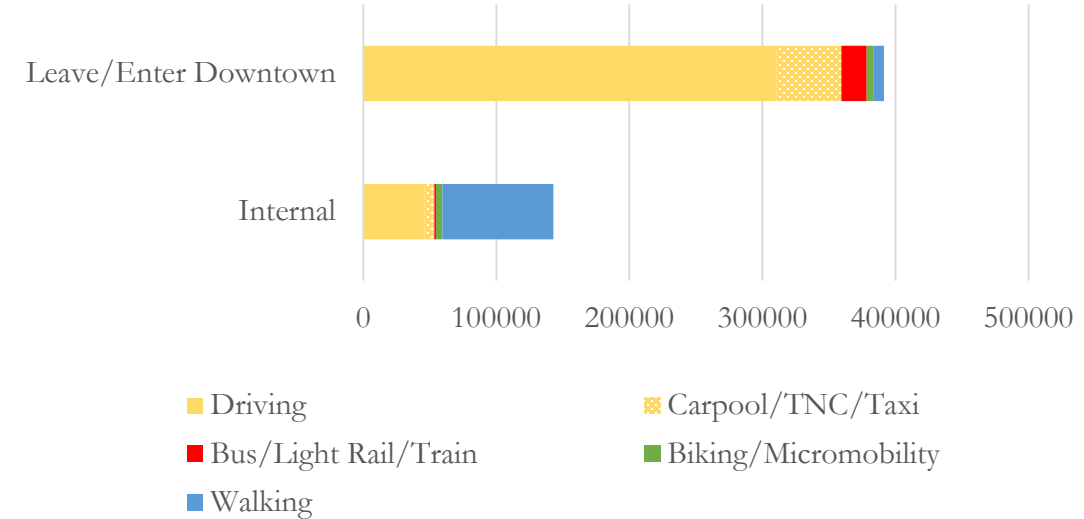
Downtown Transportation Today

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The automobile is by far the most popular mode of transportation today. Most streets prioritize driving and parking.

2019 Daily Trips in Downtown

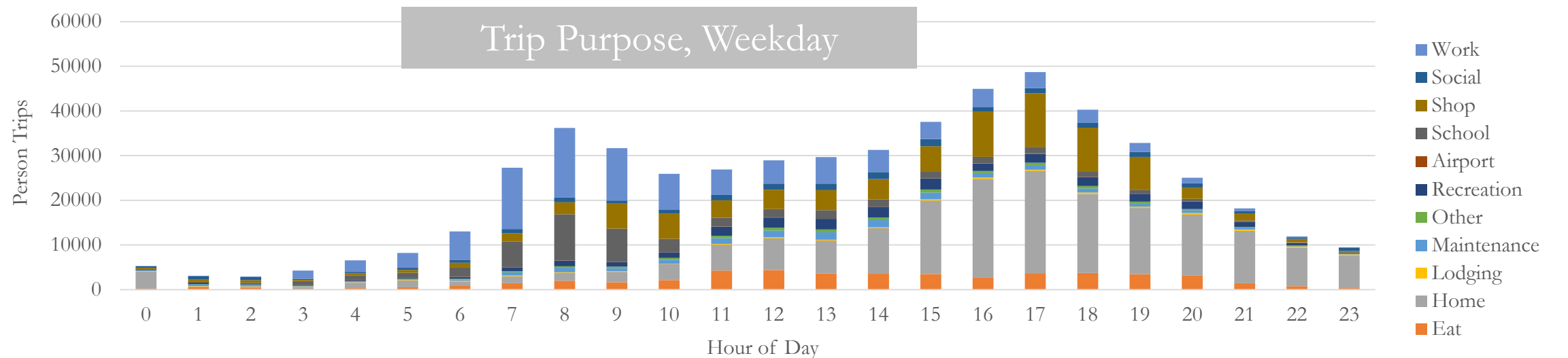
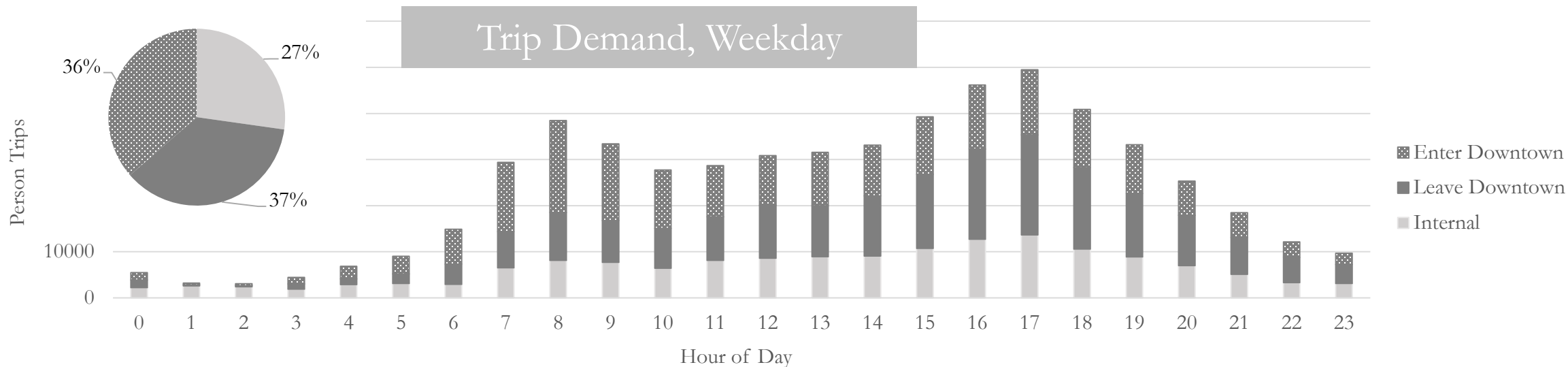


- = Primary Vehicle Routes
- = One-way streets
- = Other streets for vehicle circulation
- = Freeway ramps

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Two-thirds of Downtown trips today come from elsewhere.

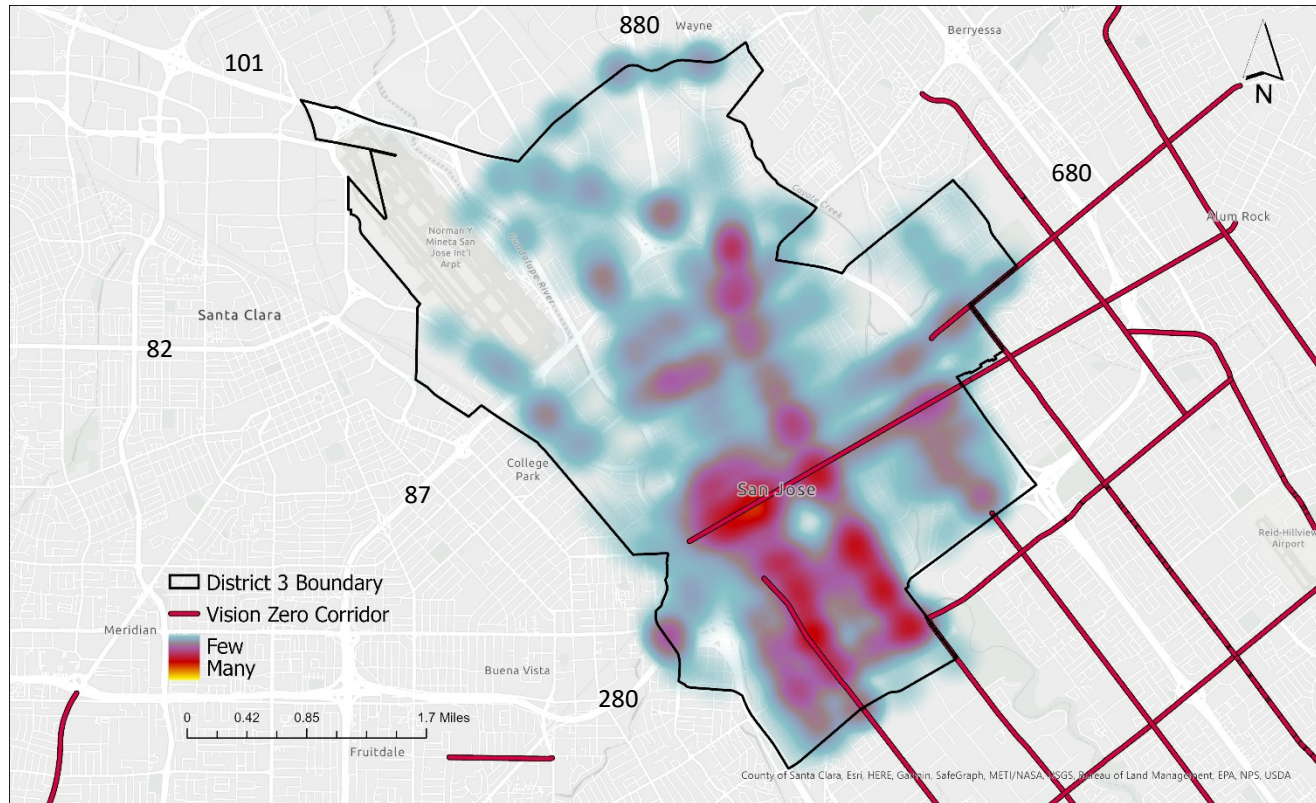
2019



Source: Replica, SJDOT

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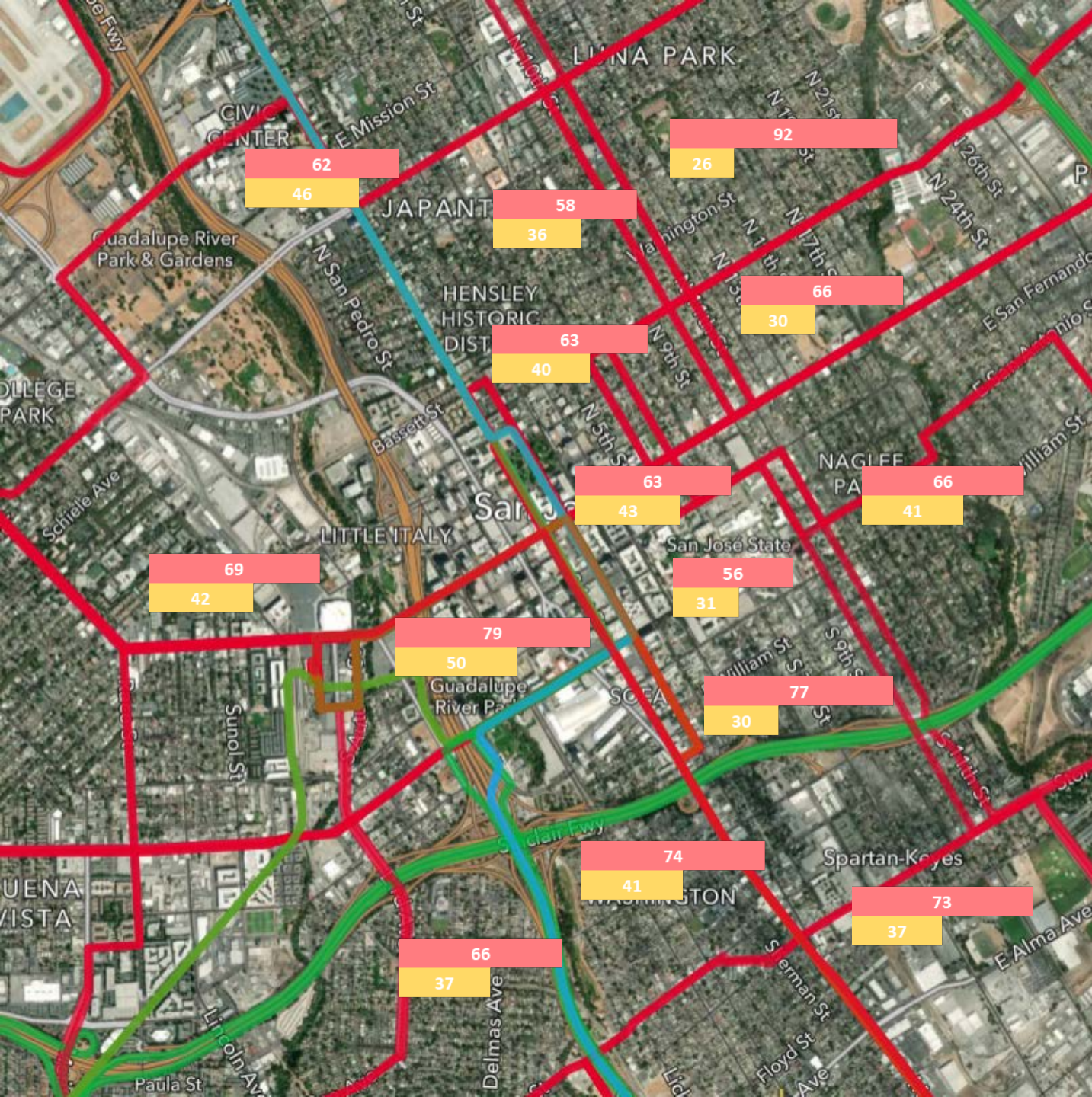
The community has concerns relating to transportation and personal safety.



Source: SJDOT Vision Zero 2016-2020

District 3 Statistics:

- 5,801 crashes in between 2016-2020
- 225 crashes in Equity Focused Areas
- 195 crashes caused severe injuries or fatalities
- 29 of 42 fatalities were pedestrians & bicyclists
- High collision corridors in Downtown
 - Santa Clara St (Vision Zero)
 - 1st St (Vision Zero)
 - 10th St & 11th St



Transit travel times and reliability are primary challenges faced by transit riders.

Buses and light rail vehicles get delayed in traffic.

For trips starting or ending in the subarea of Downtown (in minutes):

Average Travel Time for Transit Trips

Average Travel Time for Driving Trips

Source: Replica, Moovit, VTA, SJDOT

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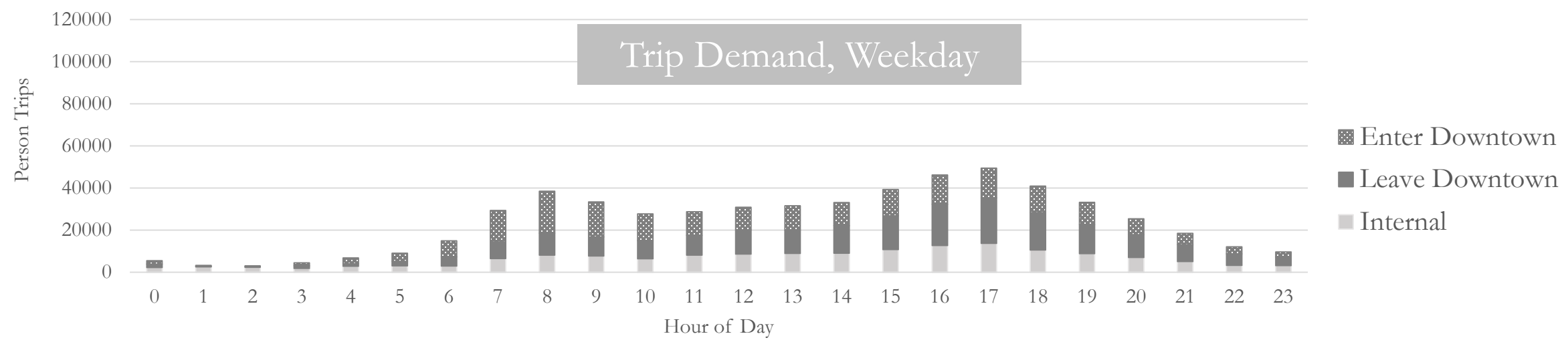


A Street Network to Support Growth

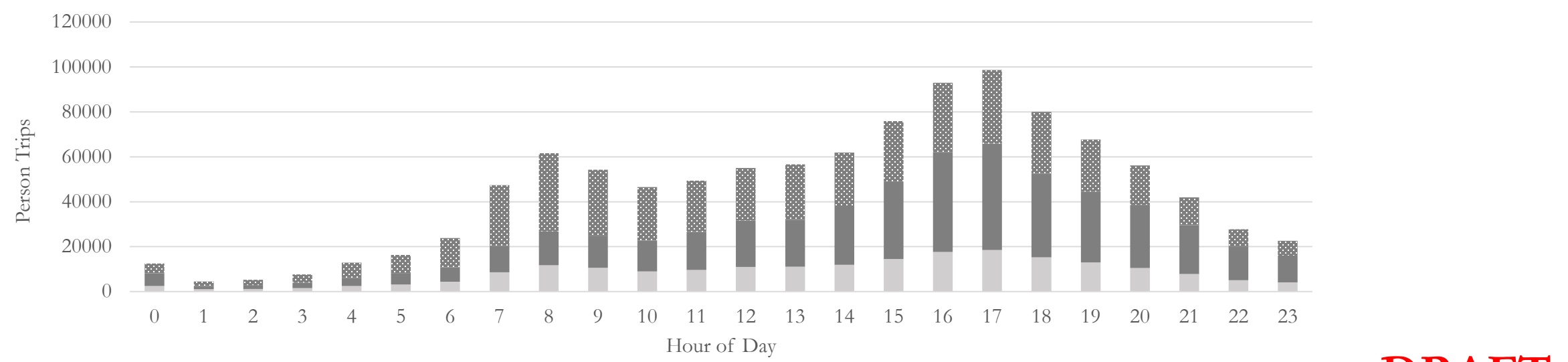
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Downtown growth (2x residents and 2.5x workers) is expected to double travel demand from 50,000 to as many as 100,000 peak hour trips in 2040.

2019



2040

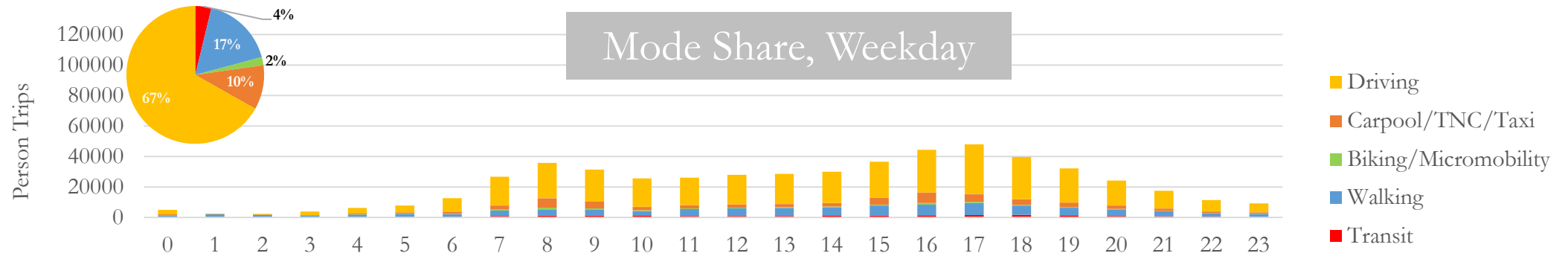


Source: Replica, SJDOT

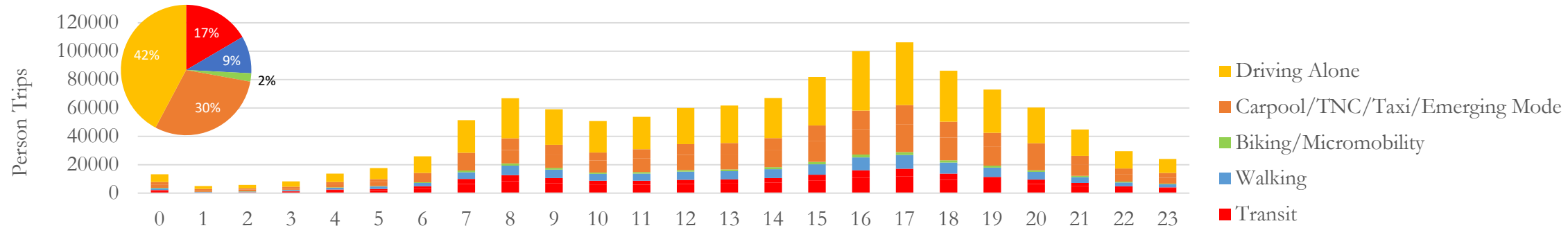
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To realize our collective economic development goals, we must do more than just delivering BART, electrified Caltrain, HSR, VTA enhanced service, and the Bike Plan (2040 Baseline).

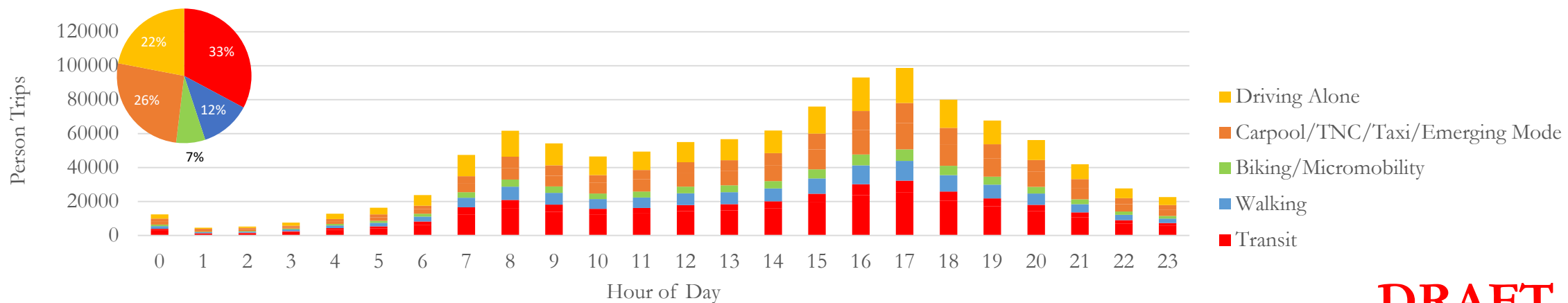
2019



2040 Baseline



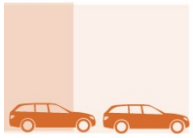
2040 DTP



Source: Replica, SJDOT

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Moving People vs. Moving Vehicles



PRIVATE MOTOR VEHICLES
600–1,600/HR



MIXED TRAFFIC WITH FREQUENT BUSES
1,000–2,800/HR



TWO-WAY PROTECTED BIKEWAY
7,500/HR



DEDICATED TRANSIT LANES
4,000–8,000/HR



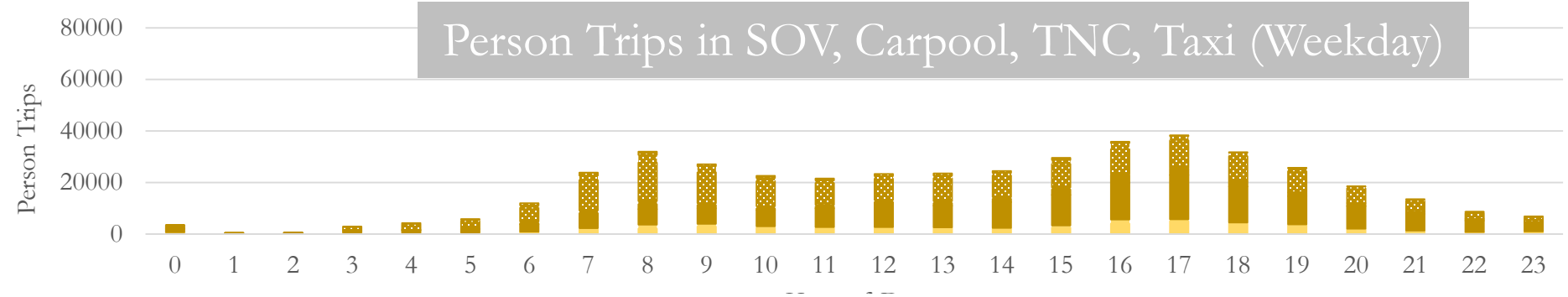
SIDEWALK
9,000/HR



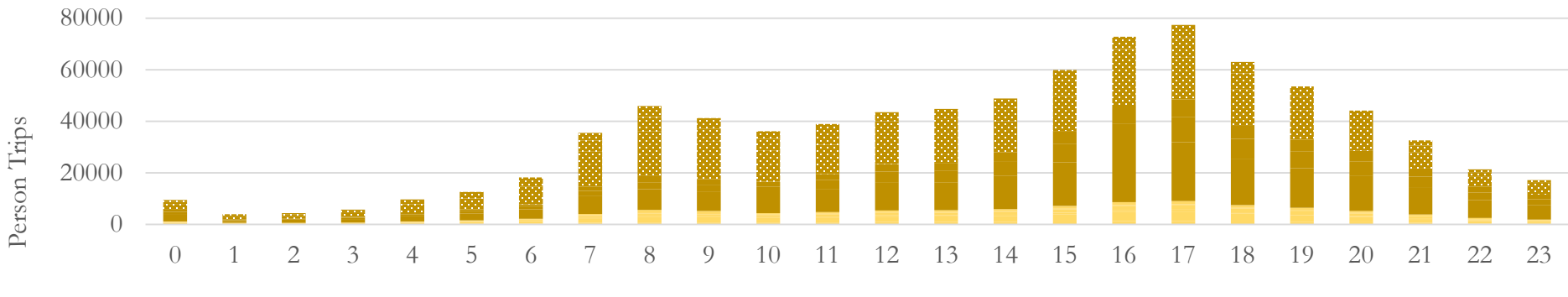
ON-STREET TRANSITWAY, BUS OR RAIL
10,000–25,000/HR

If we do not reach our mode shift goals for Downtown, the number of person trips made in vehicles would double to as many as 80,000 during peak hour in 2040. The vehicle network cannot support this many drivers, and so Downtown economic potential is likely to be stymied.

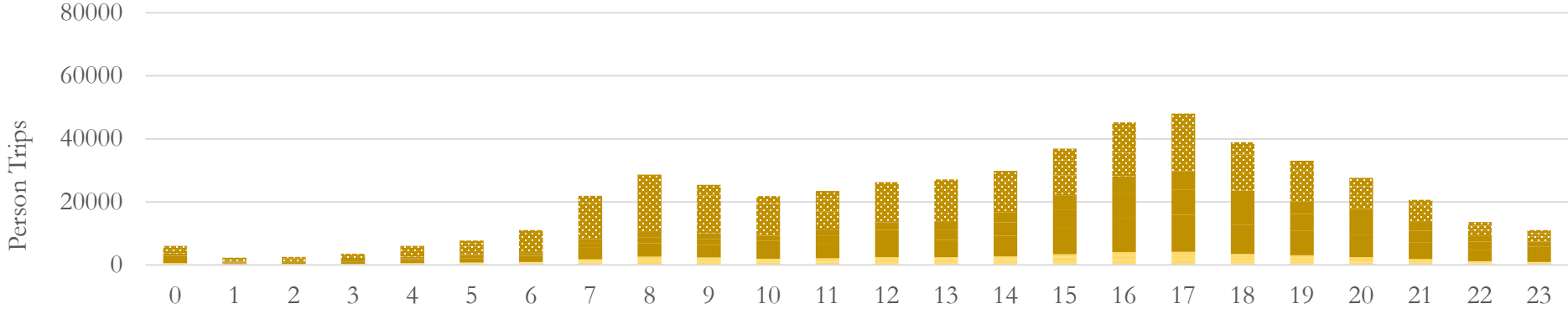
2019



2040
Baseline



2040
DTP

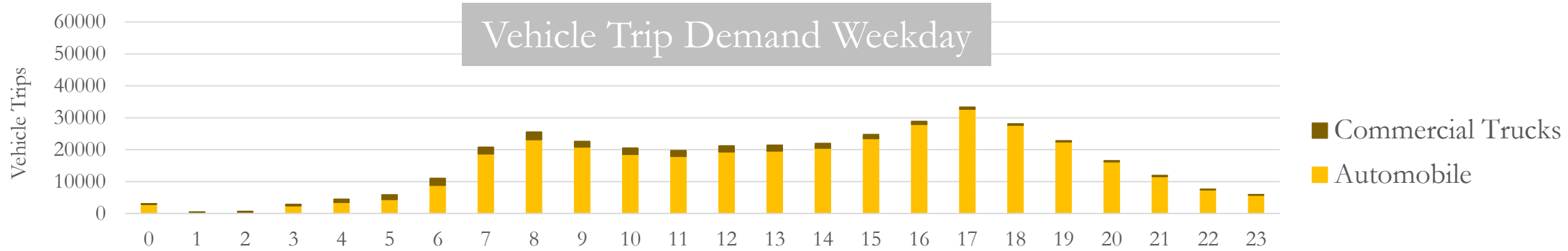


Source: Replica, SJDOT

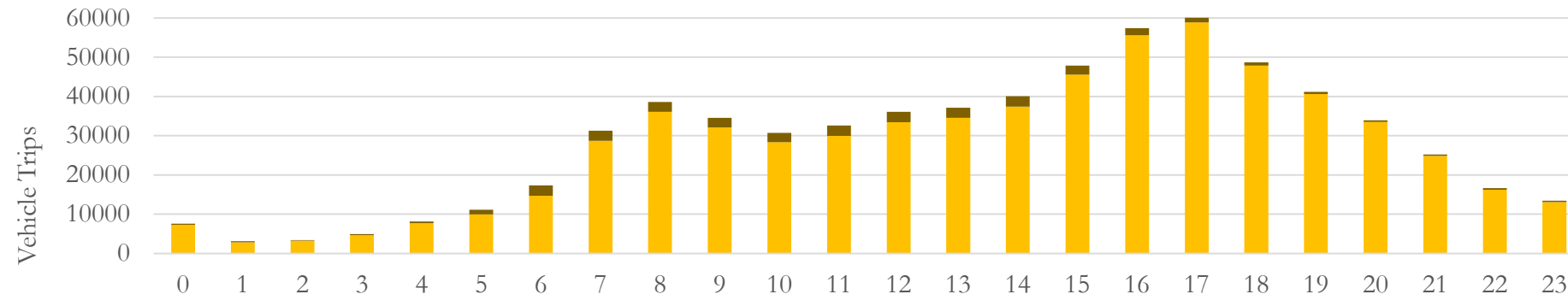
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Designing streets to make transit, walk, and bike trips more attractive can help reduce vehicle trip demand.

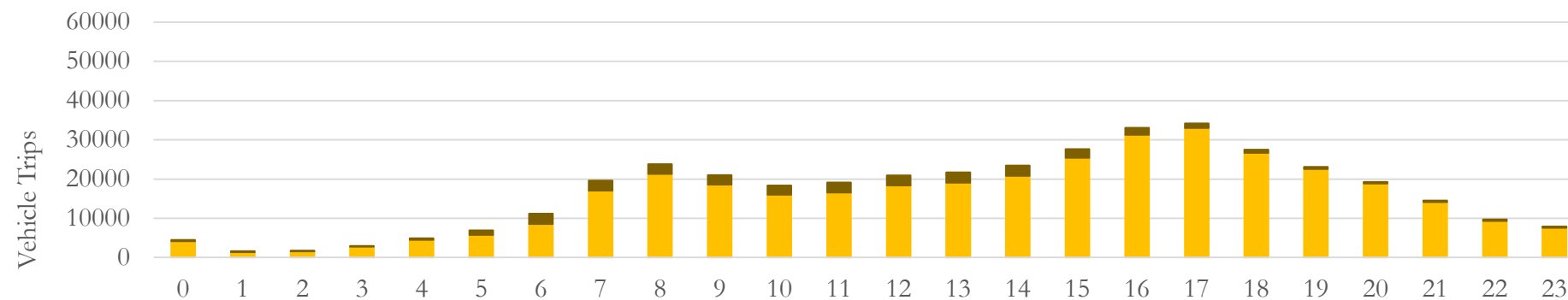
2019



2040
Baseline



2040
DTP

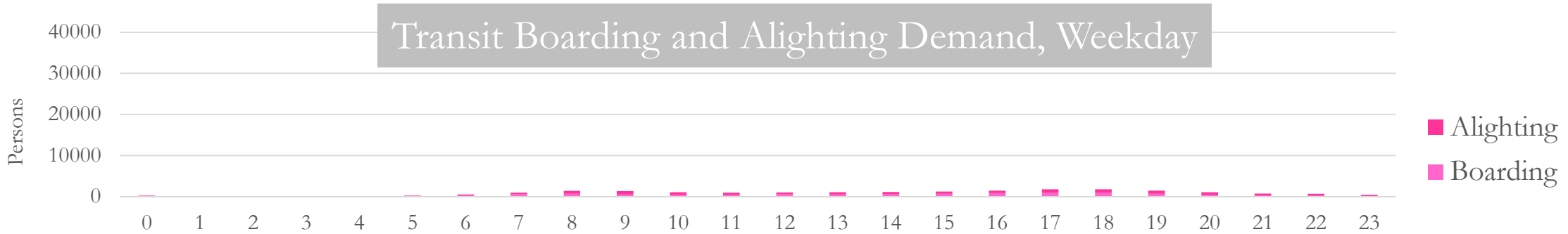


Source: Replica, SJDOT

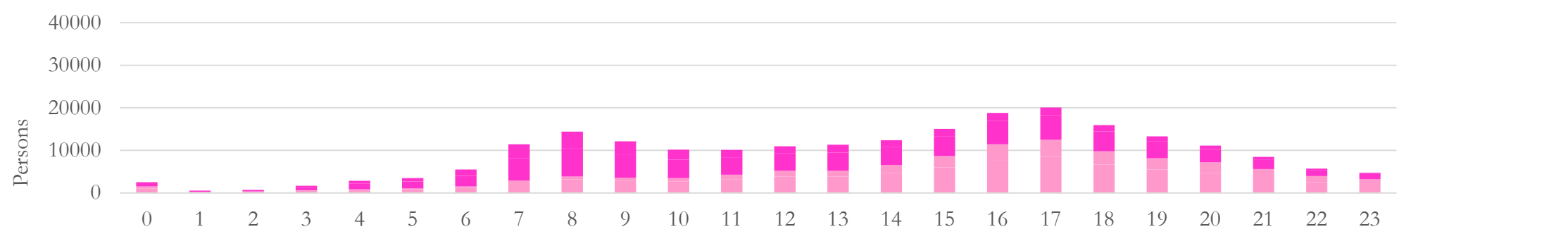
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Investments in high-capacity transit (VTA, BART, Caltrain, HSR) have the potential to double overall ridership (to as many as 35,000 trips in PM peak hour) and produce much higher economic returns if accommodated by corridors that prioritize transit.

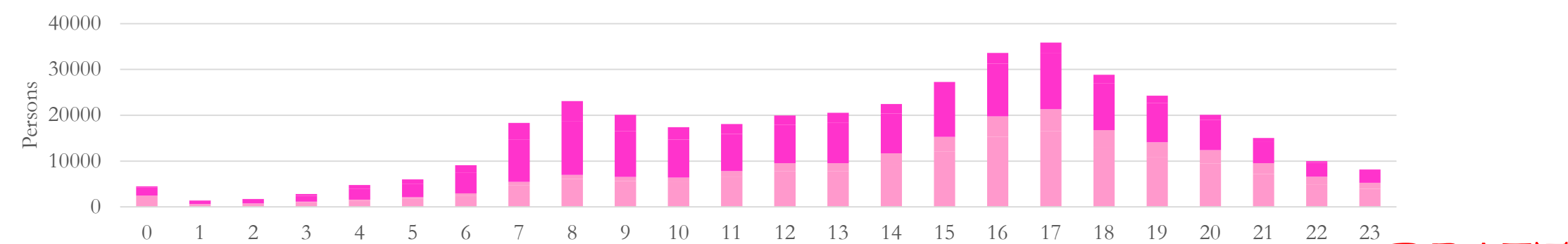
2019



2040
Baseline



2040
DTP



Source: Replica, VTA Remix, Moovit, SJDOT

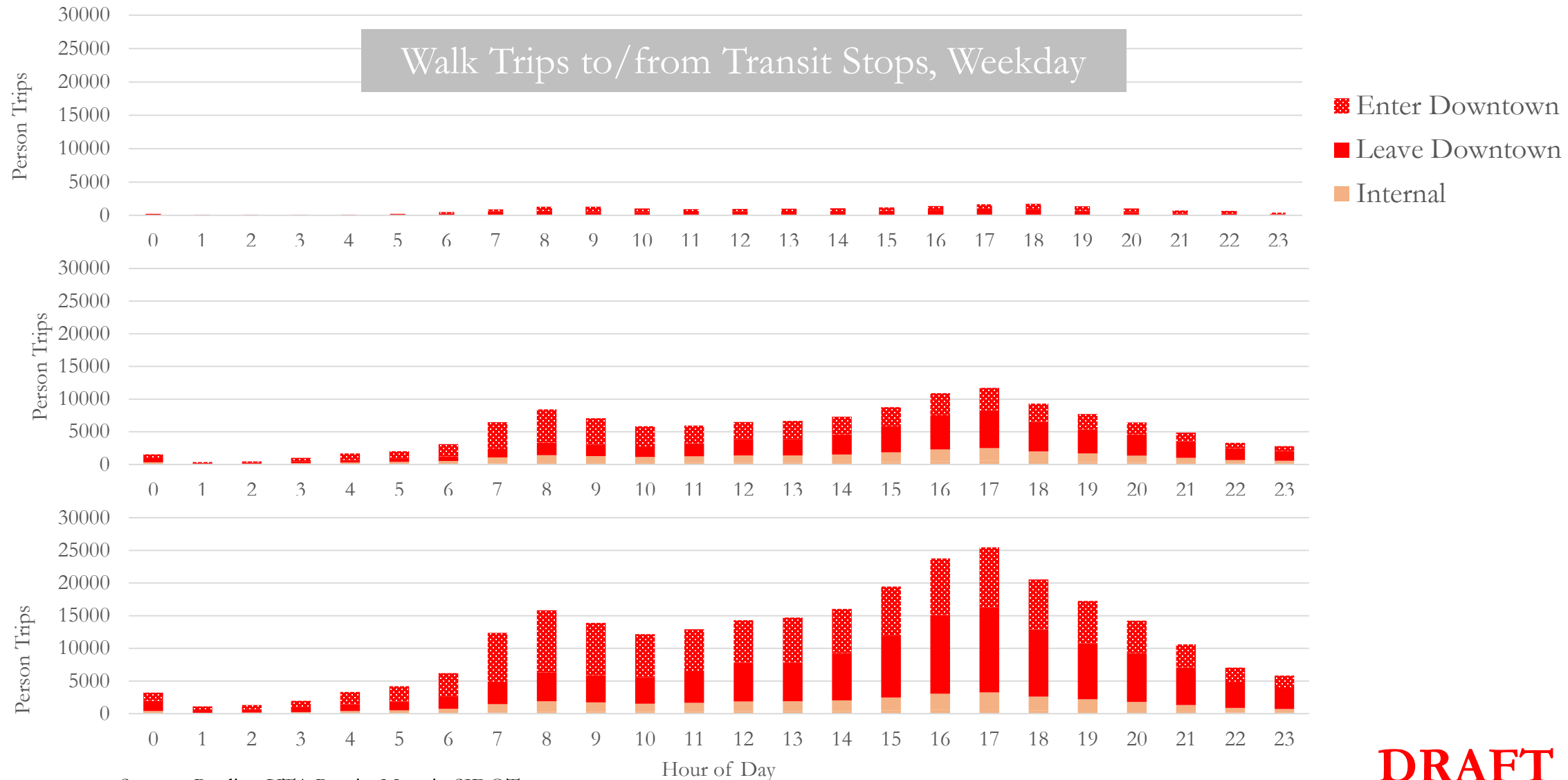
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As many as 25,000 transit riders could walk to the transit stops in the peak hour, generating more Downtown business opportunities than the case when they would otherwise be drivers being stuck in traffic and not being able to find parking.

2019

2040
Baseline

2040
DTP



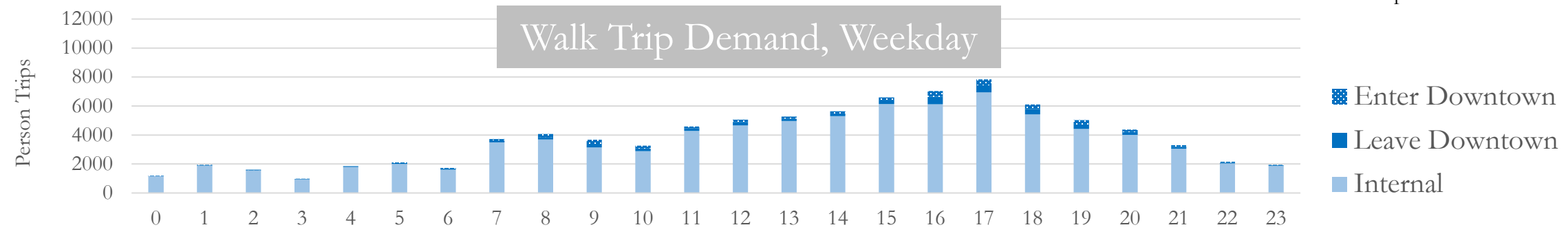
Source: Replica, VTA Remix, Moovit, SJDOT

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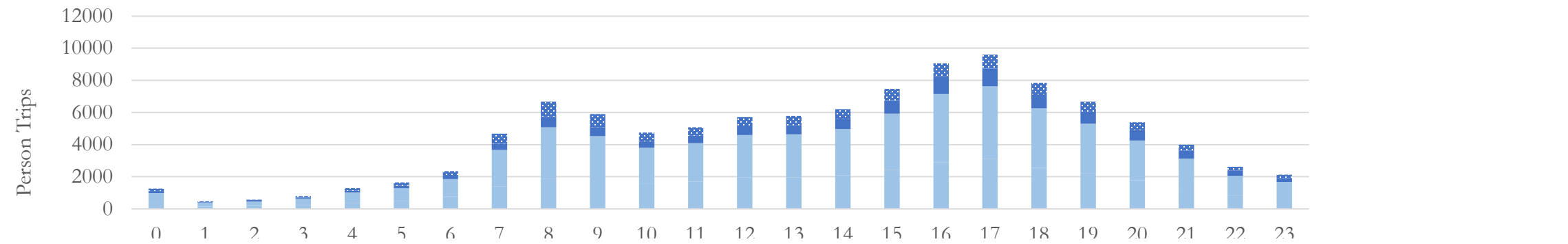
Fully connected corridors that prioritize pedestrian connectivity and access to destinations could generate as many as 8,000-12,000 walk trips per hour during peak periods, increasing foot traffic to Downtown businesses.

Note: Walk access to transit stops are not included.

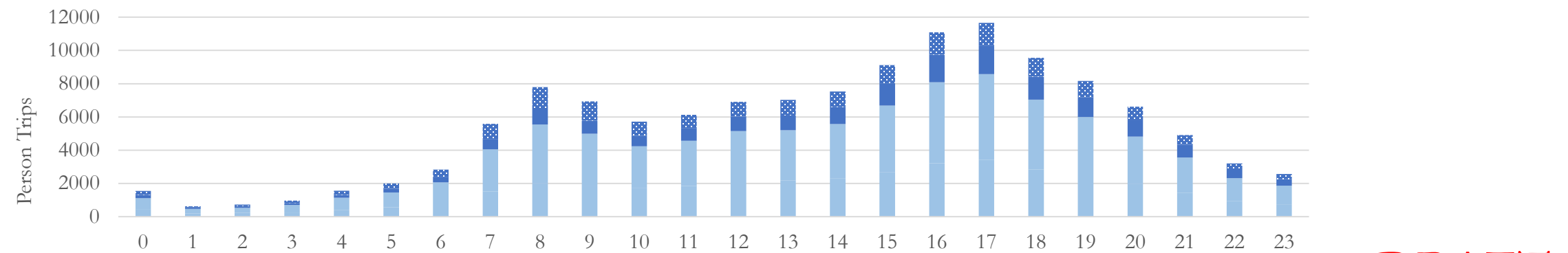
2019



2040
Baseline



2040
DTP



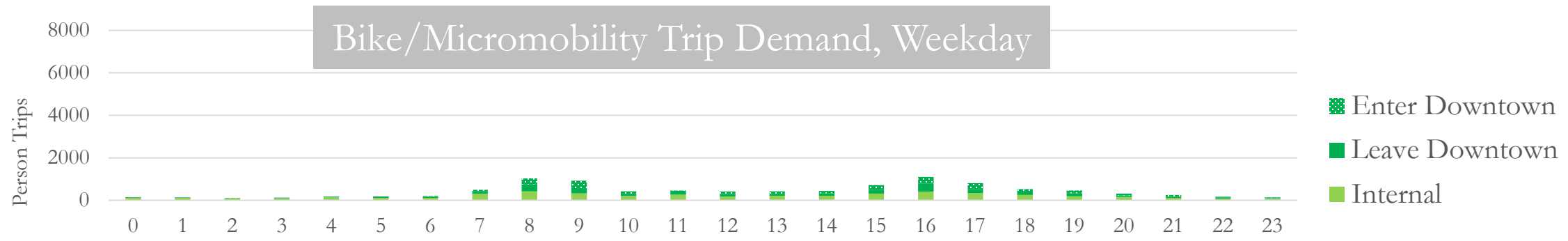
Source: Replica, SJDOT

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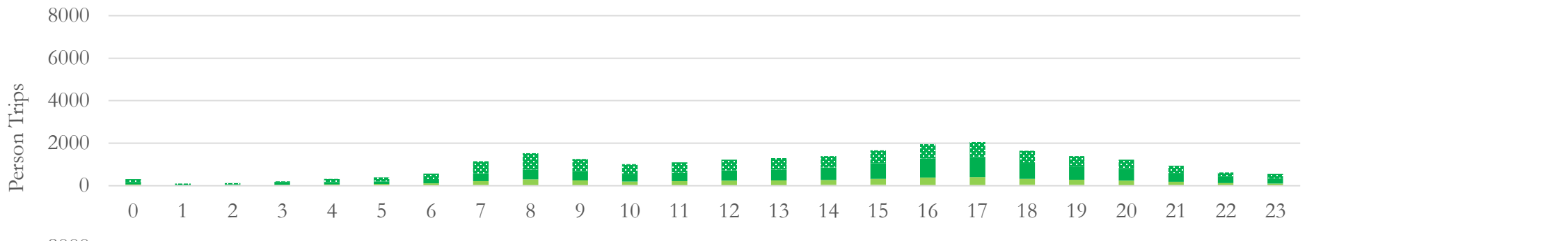
Fully connected corridors that prioritize bike mobility and access could generate as many as 4,000-7,000 bike and micromobility trips per hour during peak periods, increasing business potential.

Note: Bike access to transit stops are not included.

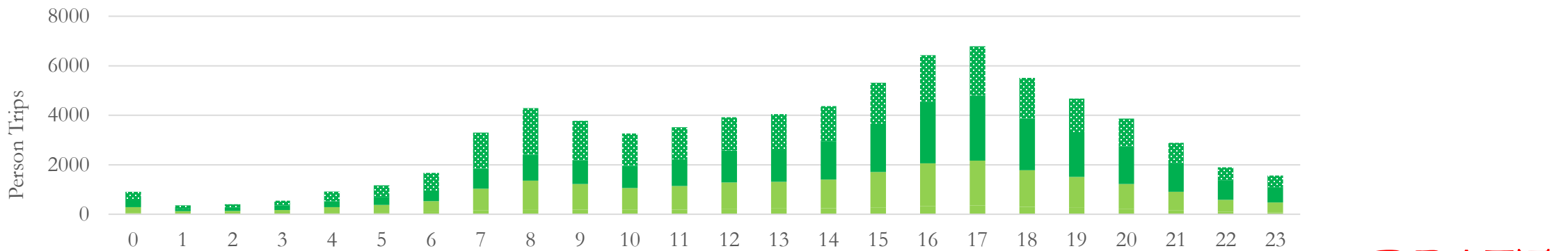
2019



2040
Baseline



2040
DTP



Source: Replica, SJDOT

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Proposed Changes to the Street Network




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Proposed Vehicle Network



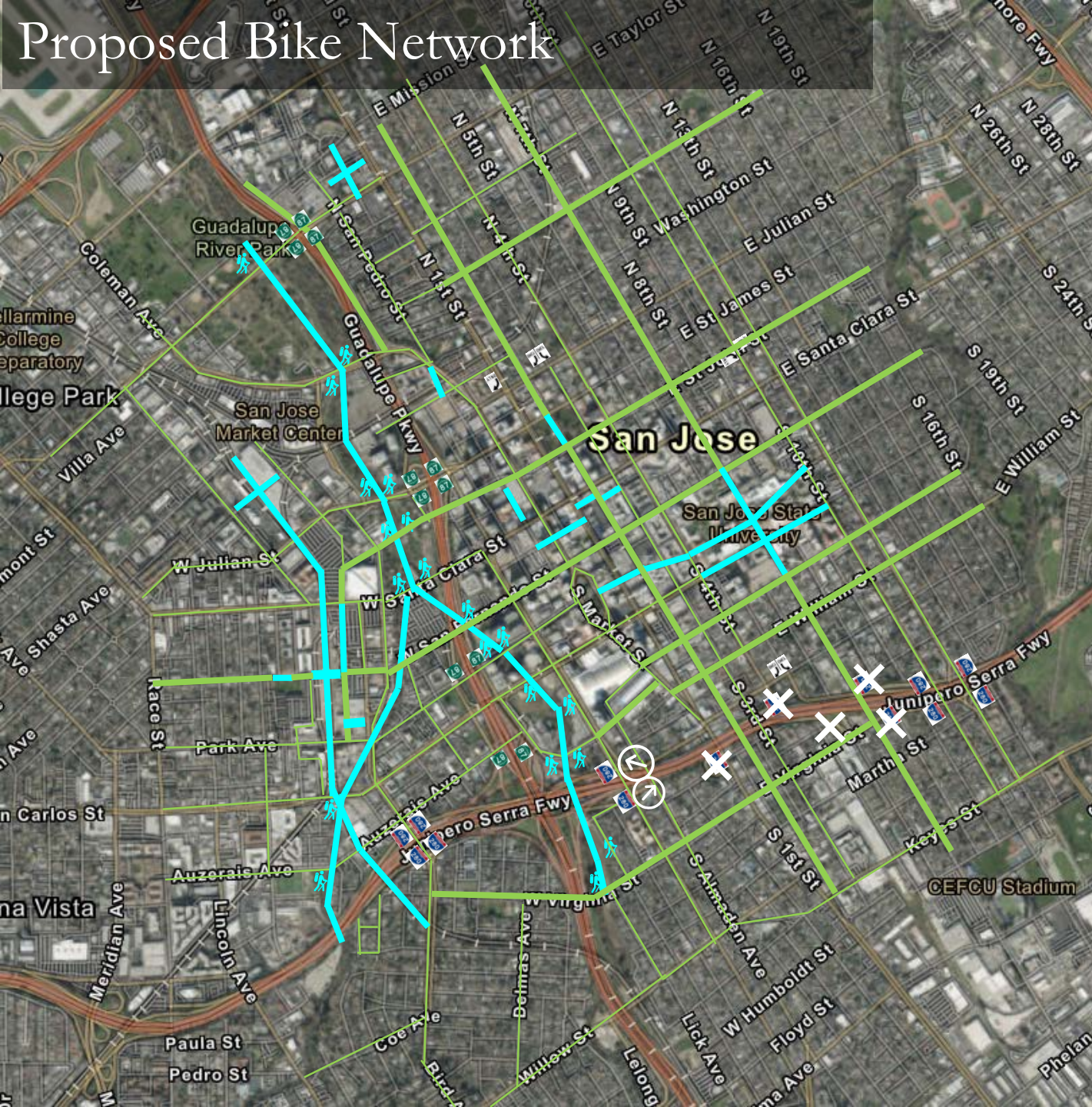
Connectors are used primarily by drivers, bikers and walkers for safe, inter-neighborhood mobility. Other streets are used for internal circulation.



- = City/Local Connectors
- = Other streets for vehicle circulation
- - - = Active Greenways (closed to vehicles)
- · - · - = Temporary closure for festivals or events
-  = New ramp
-  = Ramp closure
-  = Freeway ramps

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Proposed Bike Network



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

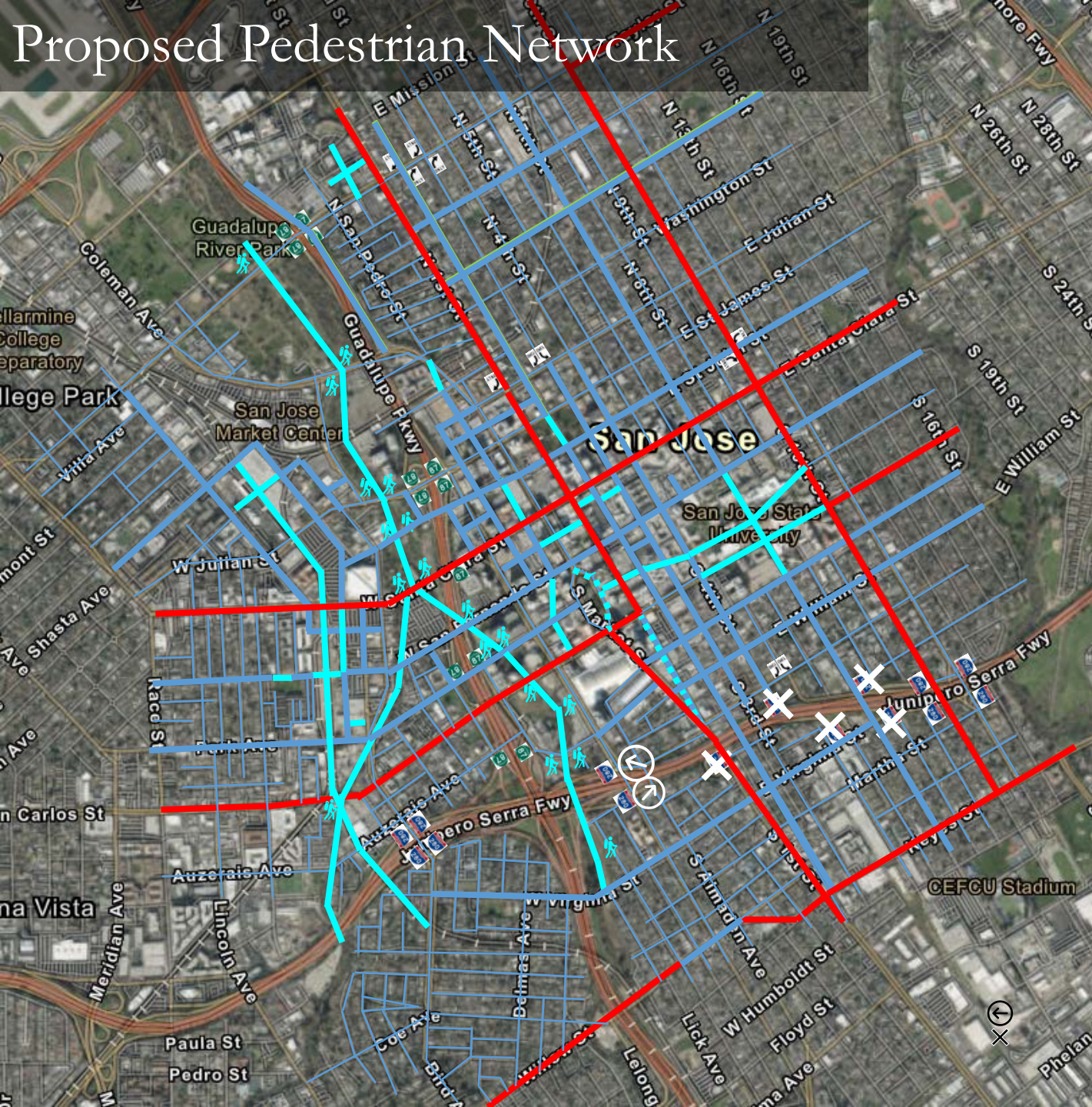


- = Primary Bikeways
- = Active Greenways/Trails
- = Trailheads
- = Other Streets with either protected bike lanes or bike boulevards

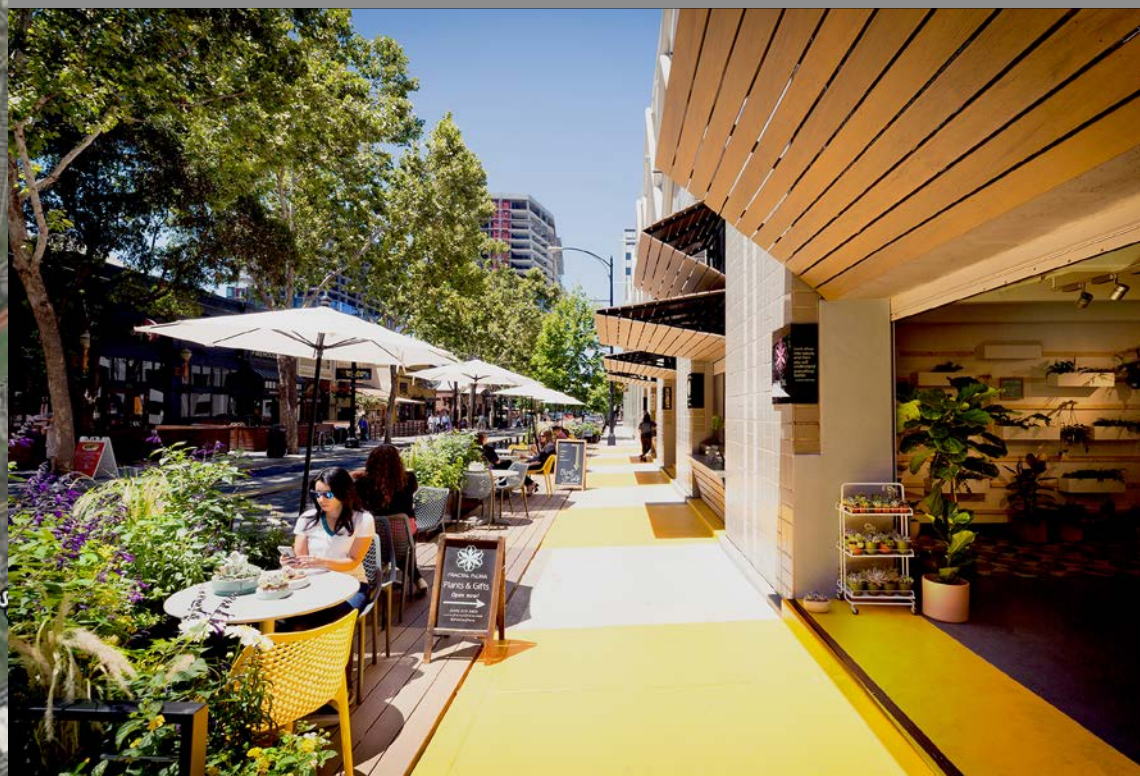
- = New ramp
- = Ramp closure
- = Freeway ramps

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Proposed Pedestrian Network

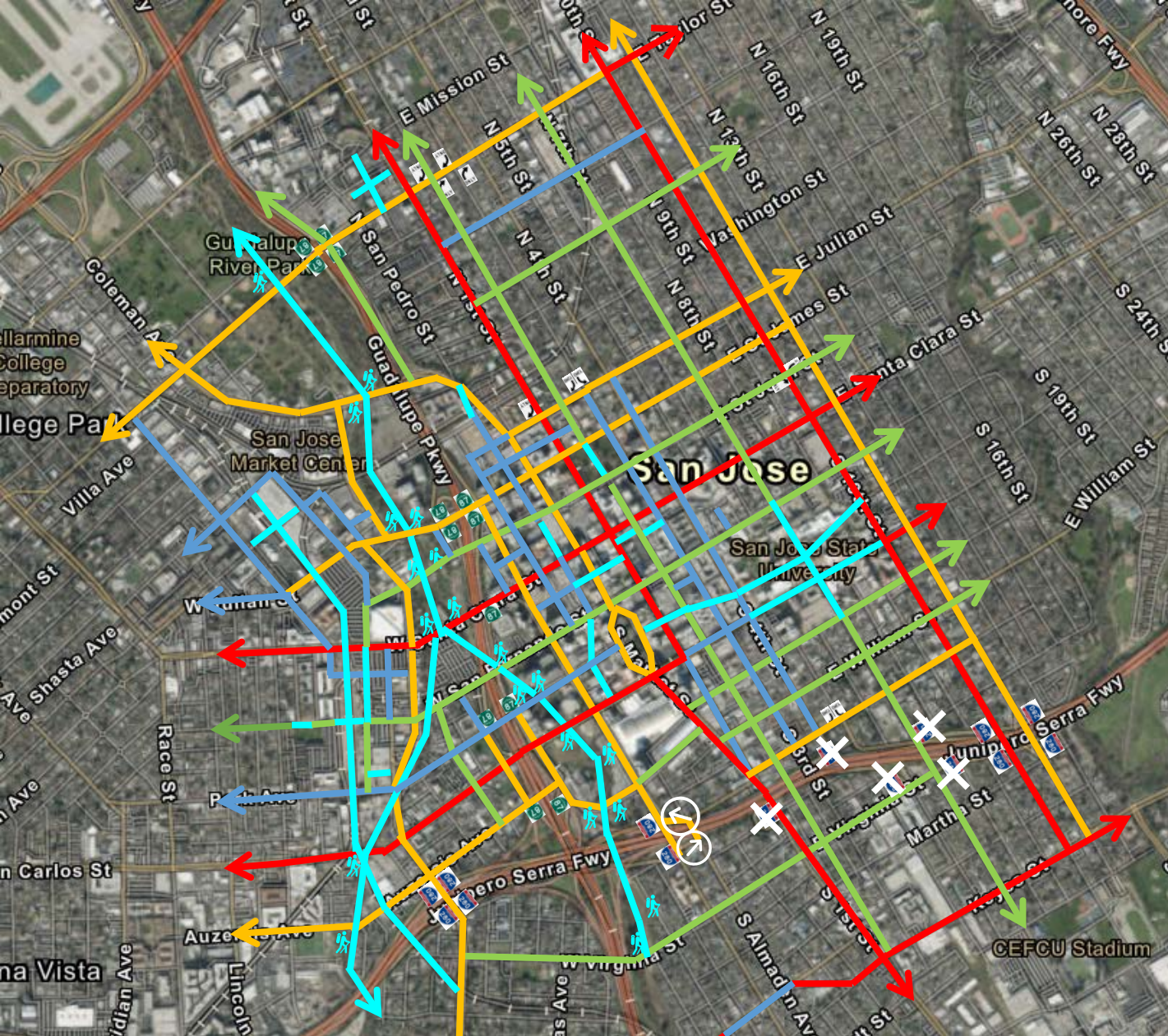


Placemaking and wayfinding provide safe and enjoyable walk trips to shops, restaurants, parks, transit stops, and even the street as a destination of itself!



- = 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

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Street Typology is a policy framework for street design, ensuring that each street is designed, constructed, and operated to serve its primary uses.

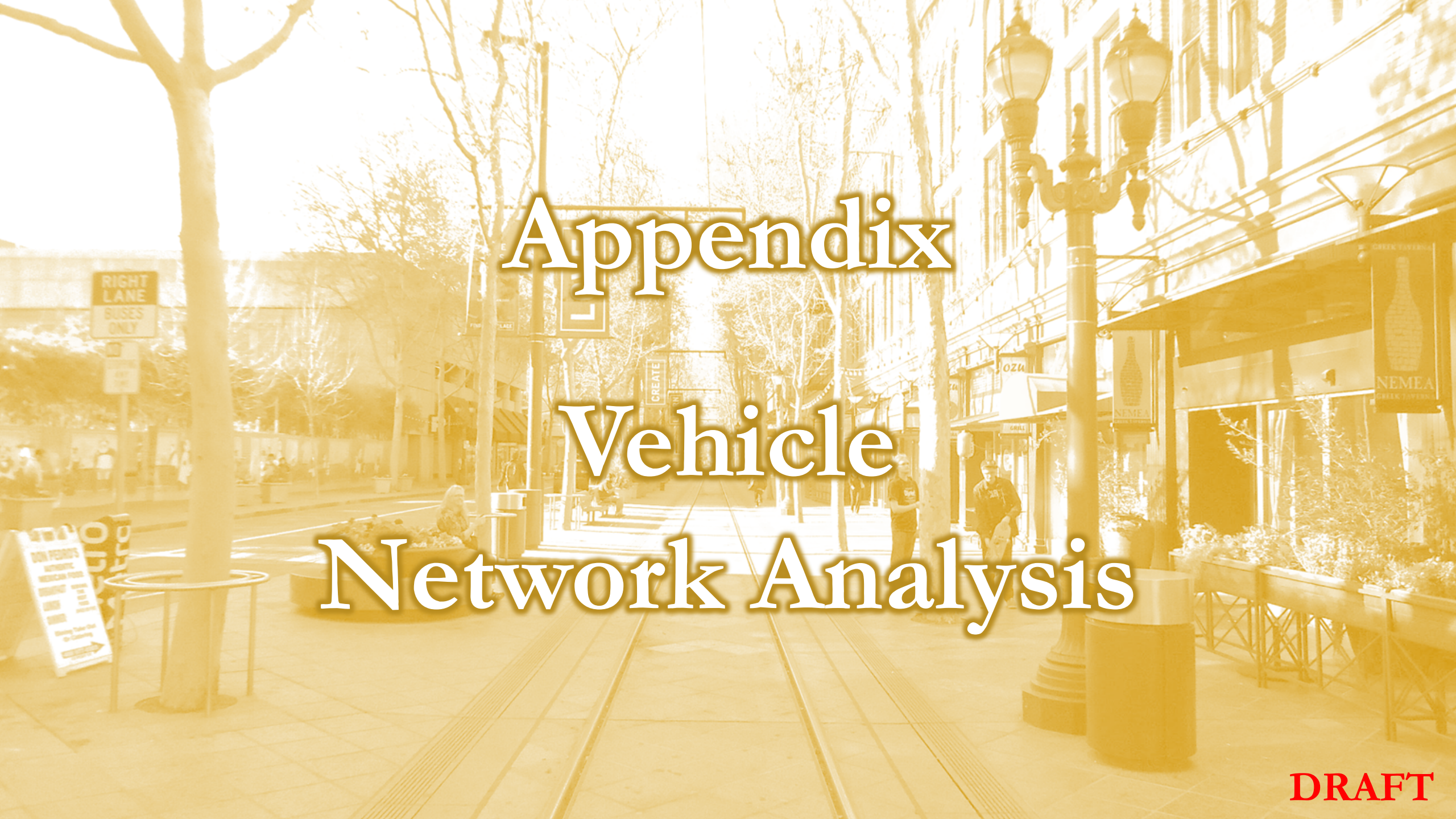
Grand Blvd	Primary Bikeway	Main Street	Active Greenway	Vehicle Connect-or	Local Street (not shown)	<ul style="list-style-type: none"> = Street Typology = Trailheads = Trailheads = Freeway ramps = New ramp = Ramp closure
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Discussion

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Appendix Vehicle Network Analysis

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Can the Downtown street network accommodate the vehicle trip demand?



➤ A screenline is an imaginary line on a map that crosses multiple parallel streets serving the same direction of traffic. The sum of traffic demand traversing through the screenline is compared with total roadway capacity of the screenline to evaluate network performance.

➤ 4 Screenlines

- South, North, East, West

➤ 3 Scenarios

- 2019 Weekday
- 2040 Baseline, Weekday
- 2040 DTP, Weekday

— = Virtual screenline representing the direction of trips entering and exiting Downtown

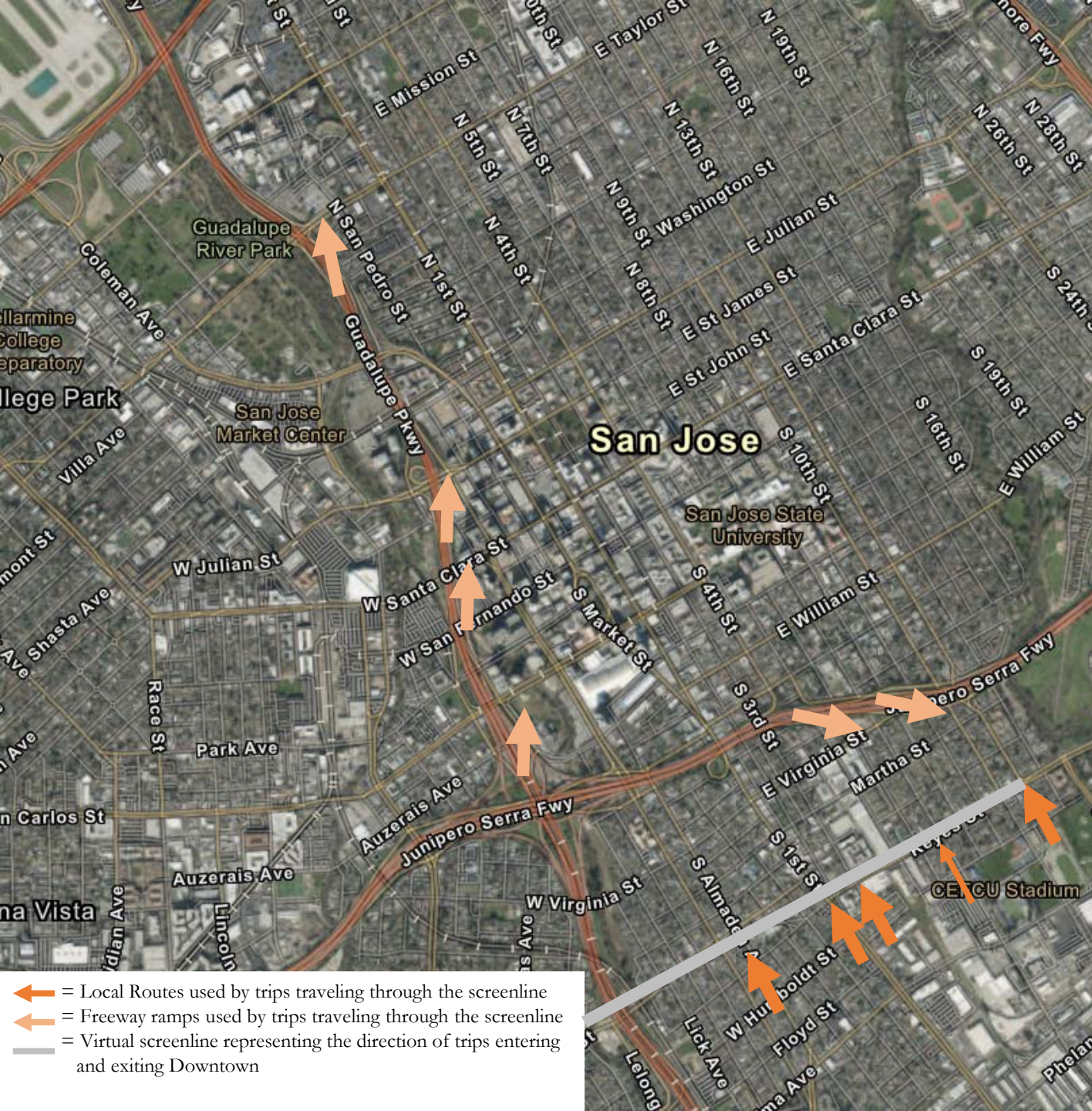
DRAFT

Can the Downtown street network accommodate the vehicle trip demand?

- If the total traffic demand of the same direction traversing through a screenline is less than the total capacity of the screenline, the screenline would be considered adequate to accommodate the traffic demand of that direction, though congestions may still occur at some locations.
- Otherwise, the screenline would be considered inadequate. Long durations of massive gridlock would occur. Unserved demand may be discouraged to travel to Downtown again.



South Screenline, Northbound Traffic 2019 Weekday



Northbound traffic enter Downtown via one of 11 gateway options:

- 5 primary local routes (9 lanes)
- 4 off-ramps on SR-87
- 2 off-ramps on I-280

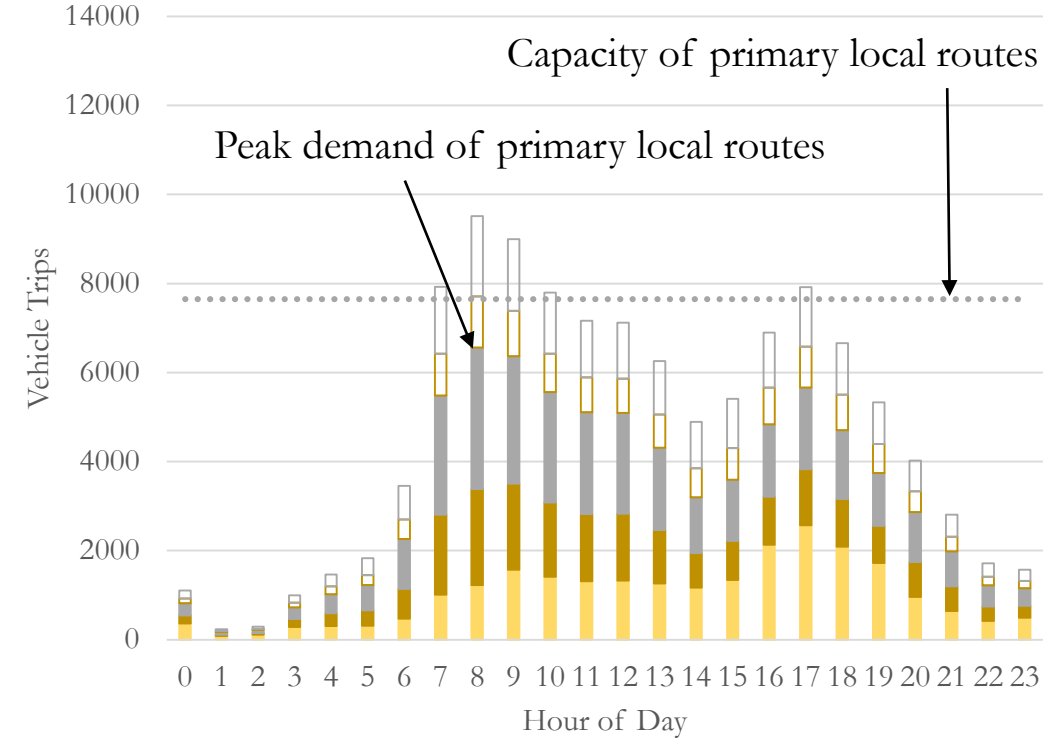
Not all entering traffic end in Downtown; roughly half of them drive past Downtown to elsewhere without stopping.

Three-quarters of entering traffic travel on primary local routes; 25% travel on northbound SR-87 and take exits at the 6 off-ramps.

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South Screenline, Northbound Traffic 2019 Weekday

The 5 primary local routes (9 traffic lanes) can accommodate northbound entering traffic today.



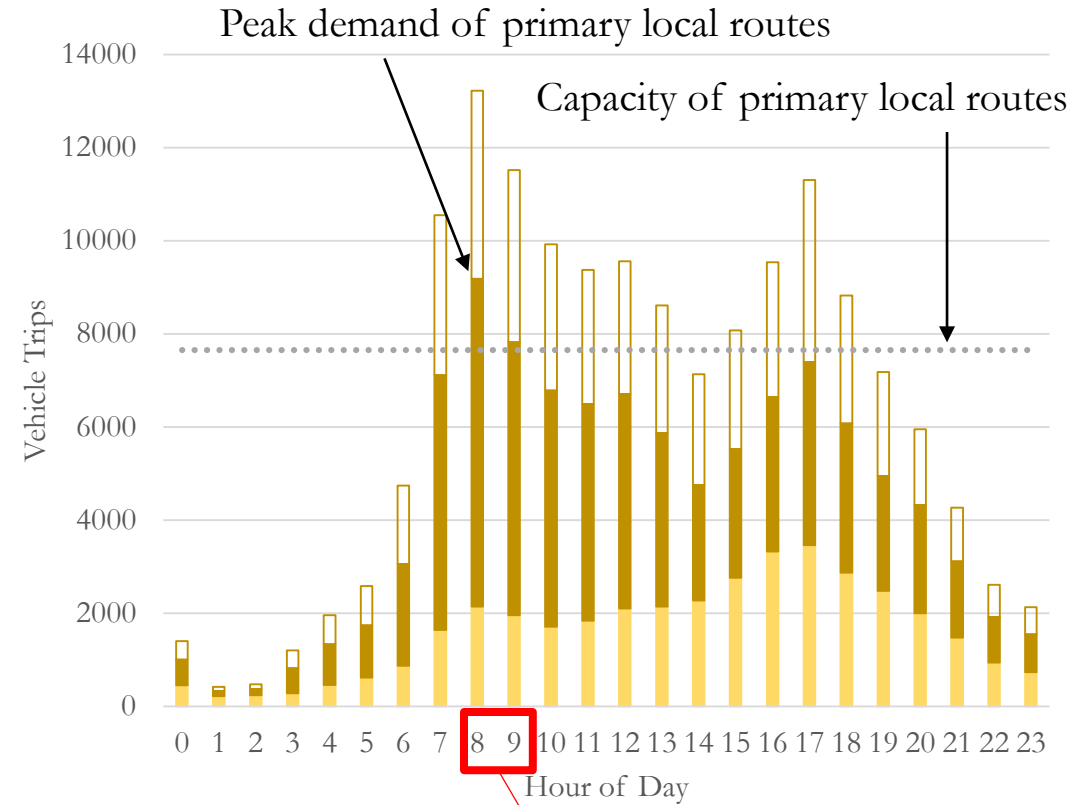
- Use Freeway Off-Ramps to Passby Downtown
- Use Freeway Off-Ramps to End in Downtown
- Use Local Routes to Passby Downtown
- Use Local Routes to End in Downtown
- Depart from and End in Downtown
- Total Vehicle Capacity for the Screenline (Local Routes Only, 9 Lanes)

Source: SJDOT

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South Screenline, Northbound Traffic 2040 Baseline, Weekday

If the primary local routes continue to prioritize vehicles, they would not be able to accommodate the northbound entering traffic in 2040. There would be frequent breakdown and cut-through traffic in the AM.



Massive Gridlock

- Use Freeway Off-Ramps to End in or Passby Downtown
- Use Local Routes to End in or Passby Downtown
- Depart from and End in Downtown
- Total Vehicle Capacity for the Screenline (Local Routes Only, 9 Lanes)

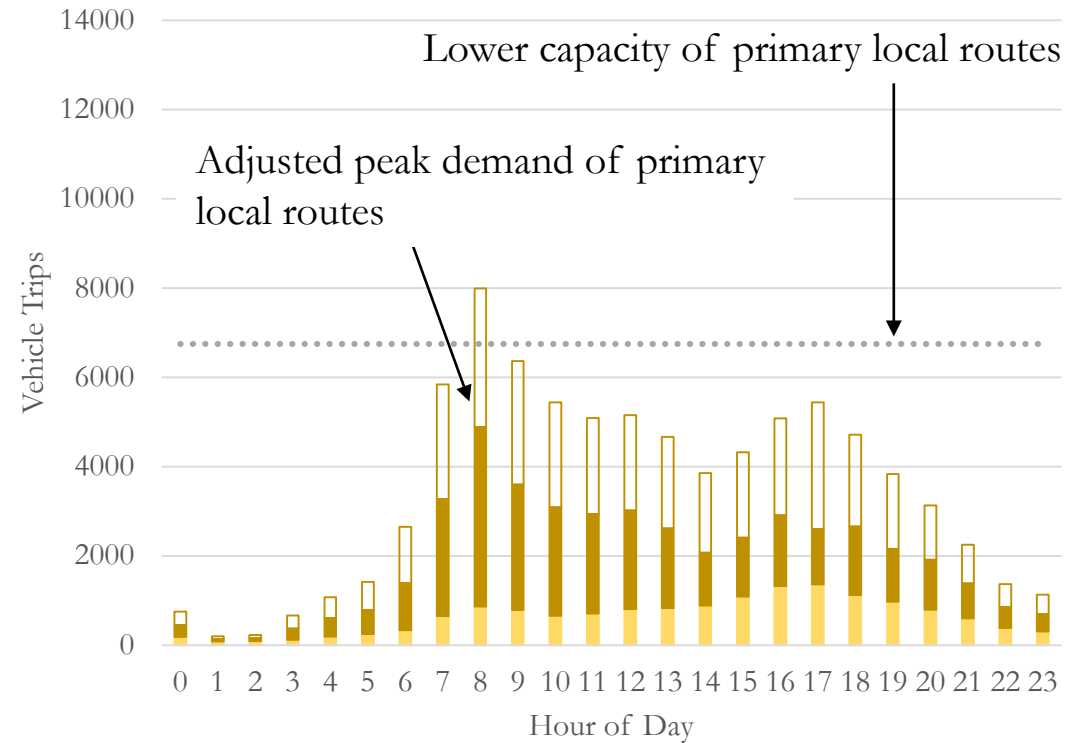
Source: SJDOT

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- = Local Routes used by trips traveling through the screenline
- = Freeway ramps used by trips traveling through the screenline
- = Virtual screenline representing the direction of trips entering and exiting Downtown

South Screenline, Northbound Traffic 2040 DTP, Weekday

The lower local capacity (due to couplet conversions and reprioritization of the primary local routes) would be more than enough to accommodate the adjusted demand of northbound entering traffic in 2040 (due to removal of I-280/6th St off-ramp).



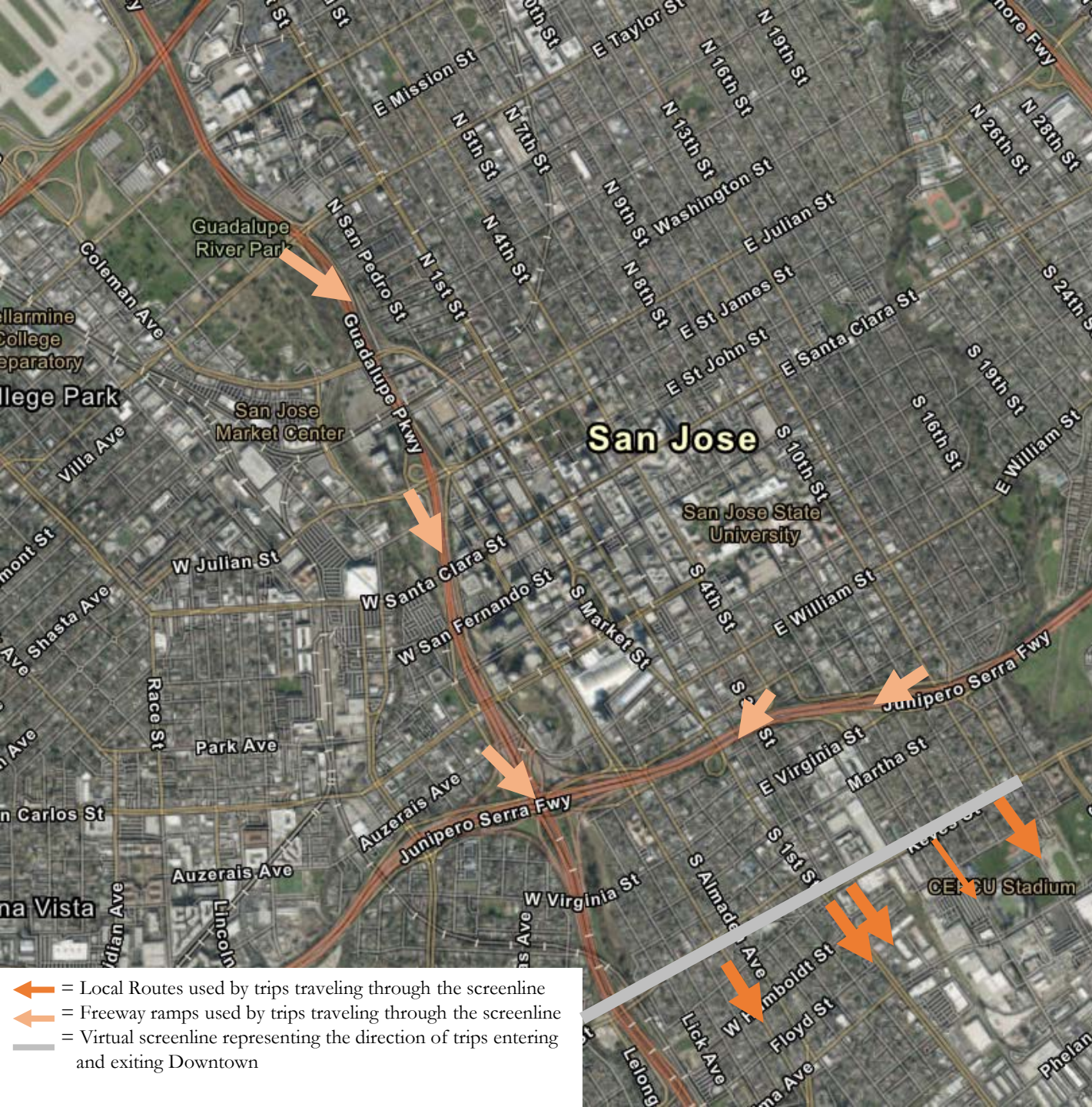
- Use Freeway Off-Ramps to End in or Passby Downtown
- Use Local to End in or Passby Downtown
- Depart from and End in Downtown
- Total Vehicle Capacity for the Screenline (Local Routes Only, 9 Lanes)

- = Local Routes used by trips traveling through the screenline
- = Freeway ramps used by trips traveling through the screenline
- = Virtual screenline representing the direction of trips entering and exiting Downtown

Source: SJDOT

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South Screenline, Southbound Traffic 2019 Weekday



Southbound traffic depart from Downtown via one of 10 gateway options:

- 5 primary local routes (9 lanes)
- 3 on-ramps on SR-87
- 2 on-ramps on I-280

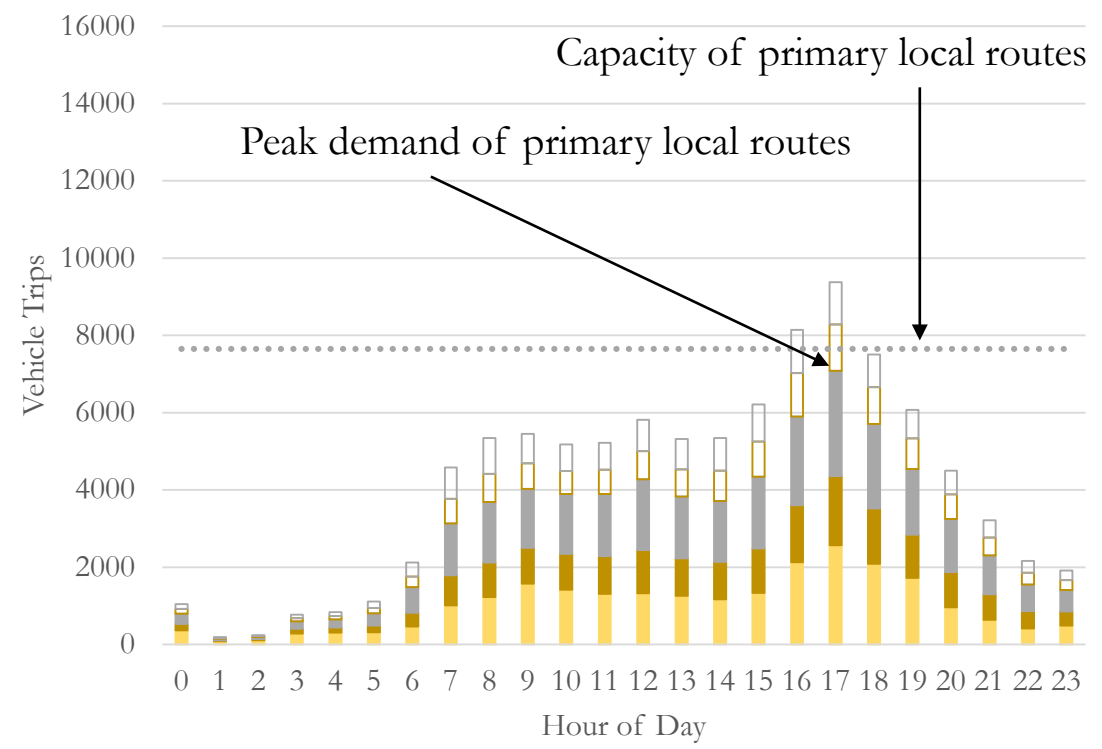
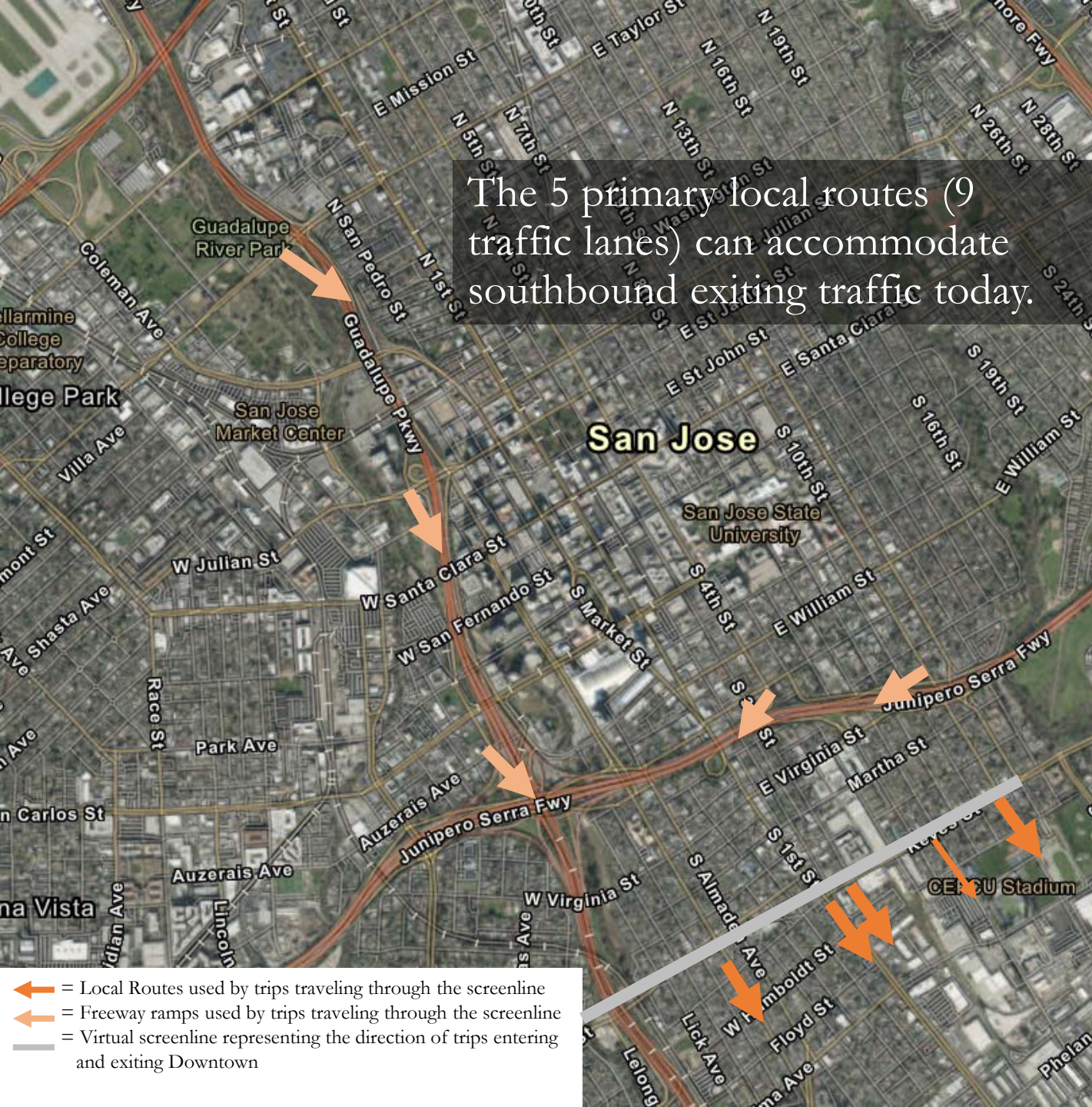
Not all exiting traffic originate from Downtown; roughly half of them drive past Downtown without stopping.

80% of exiting traffic travel on primary local routes; 20% use the 5 on-ramps and travel on southbound SR-87.

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South Screenline, Southbound Traffic 2019 Weekday

The 5 primary local routes (9 traffic lanes) can accommodate southbound exiting traffic today.



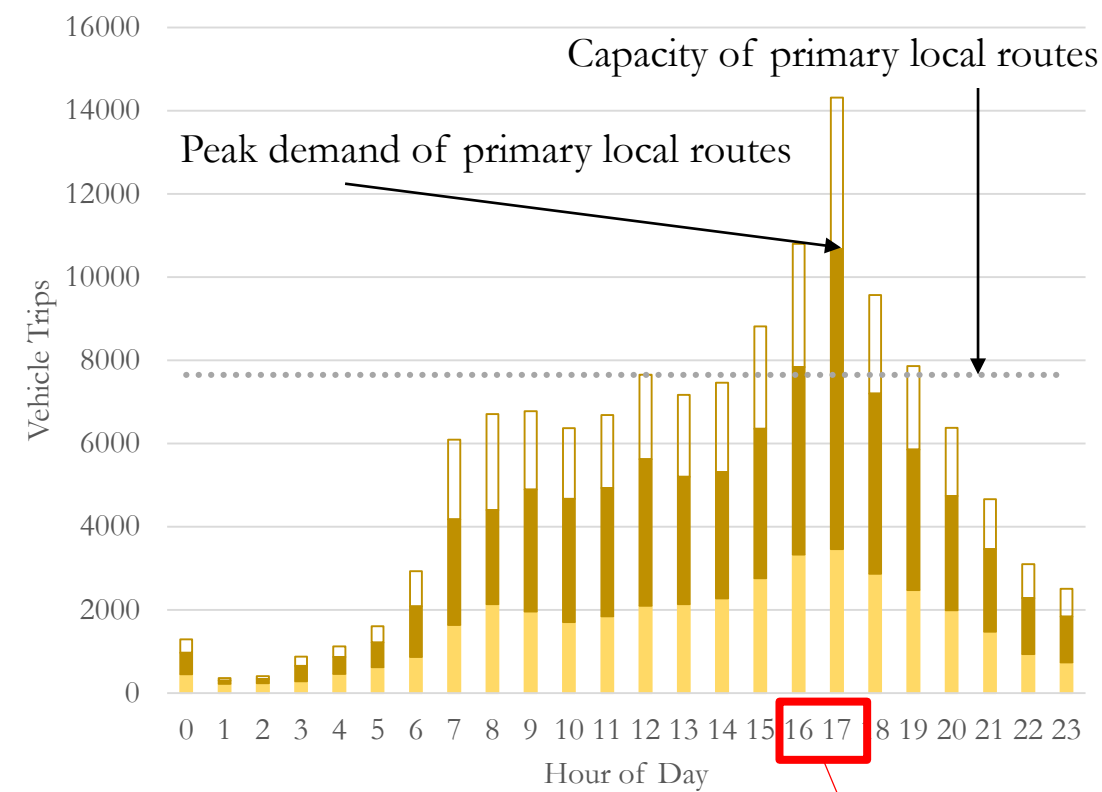
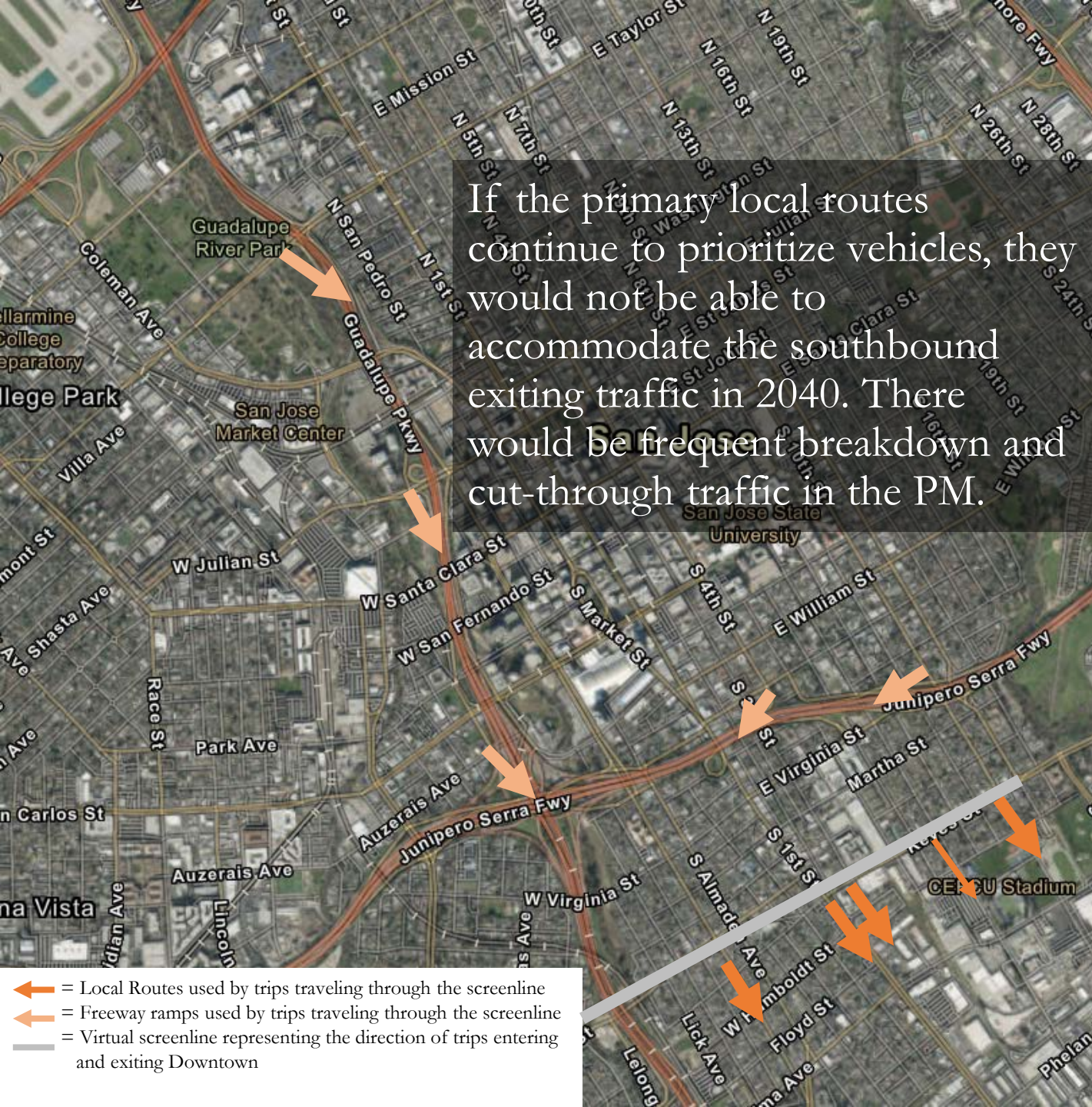
- Use Freeway On-Ramps to Passby Downtown
- Use Freeway On-Ramps to Depart from Downtown
- Use Local Routes to Passby Downtown
- Use Local Routes to Depart from Downtown
- Depart from and End in Downtown
- Total Vehicle Capacity for the Screenline

Source: SJDOT (Local Routes Only, 9 Lanes)

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South Screenline, Southbound Traffic 2040 Baseline, Weekday

If the primary local routes continue to prioritize vehicles, they would not be able to accommodate the southbound exiting traffic in 2040. There would be frequent breakdown and cut-through traffic in the PM.



Massive Gridlock

- Use Freeway On-Ramps to Depart from or Passby Downtown
- Use Local Routes to Depart from or Passby Downtown
- Depart from and End in Downtown
- Total Vehicle Capacity for the Screenline (Local Routes Only, 9 Lanes)

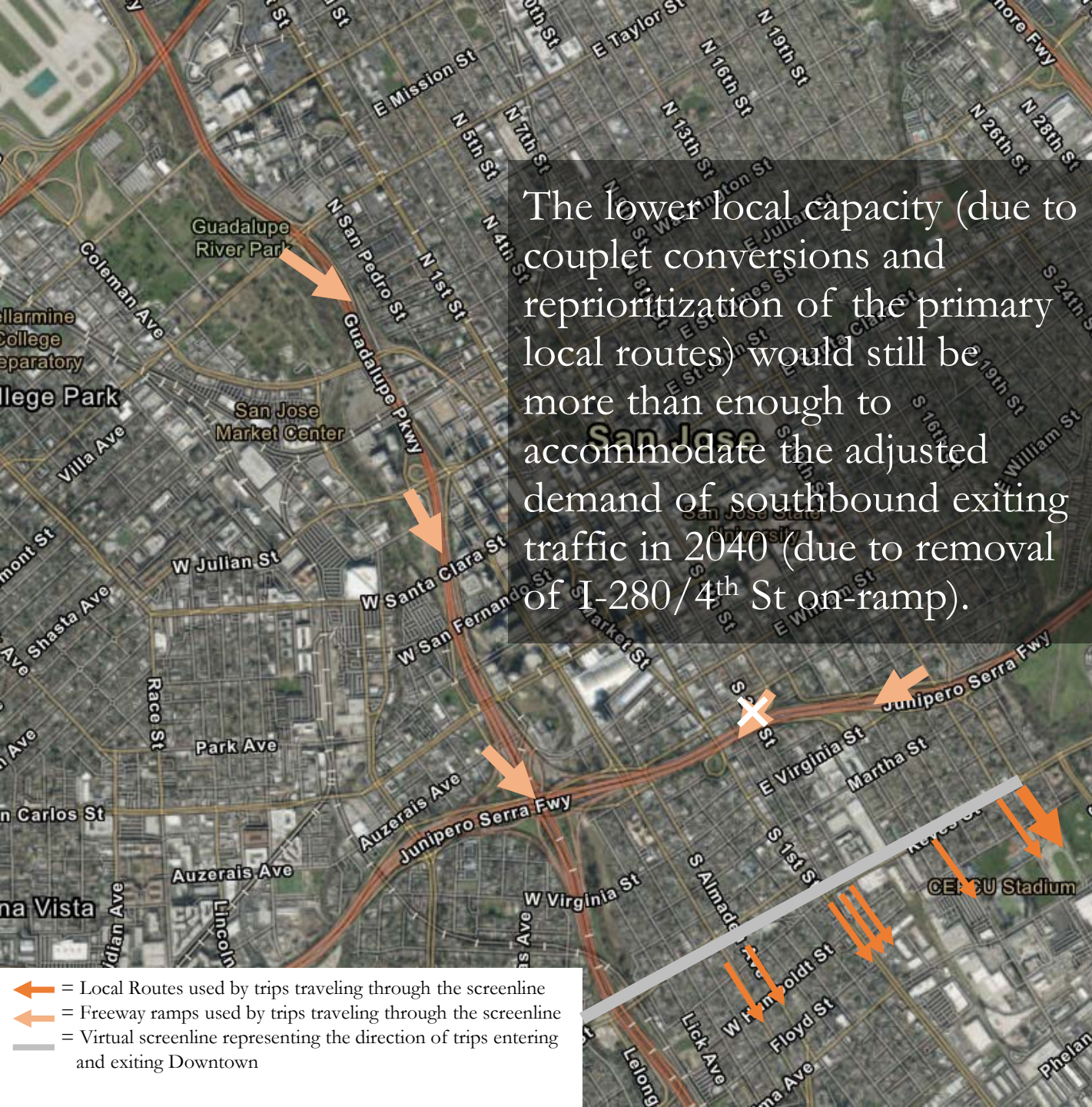
- = Local Routes used by trips traveling through the screenline
- = Freeway ramps used by trips traveling through the screenline
- = Virtual screenline representing the direction of trips entering and exiting Downtown

Source: SJDOT

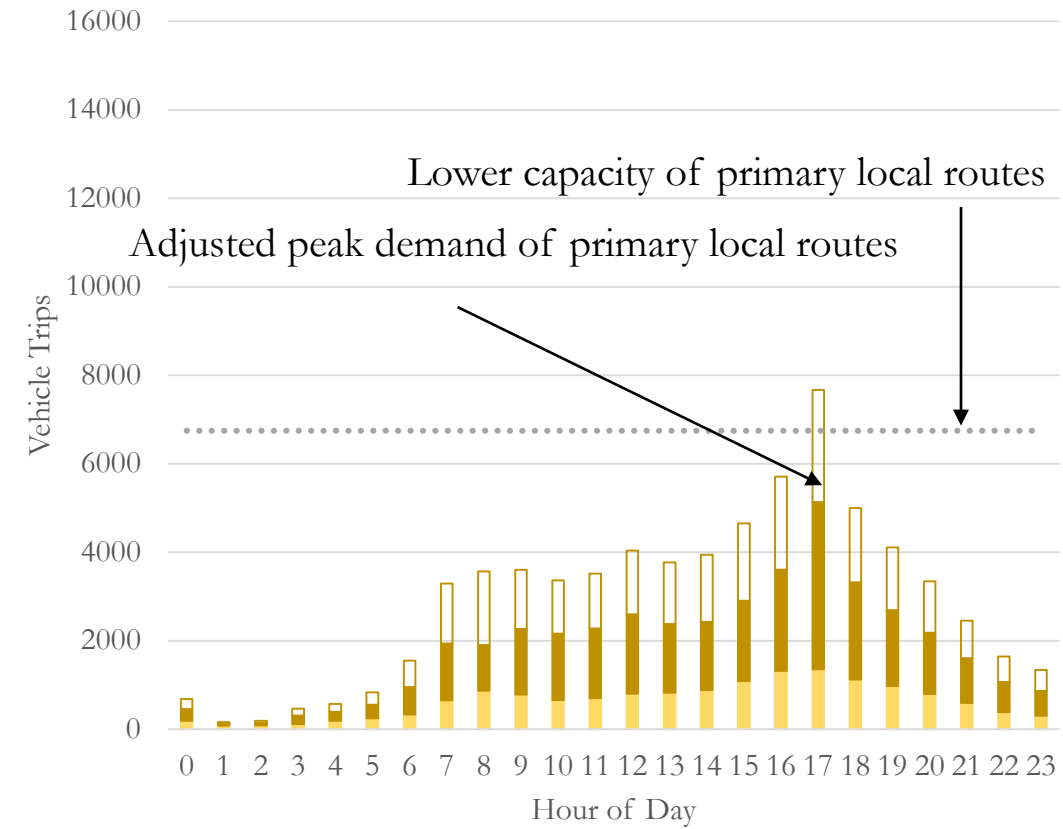
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South Screenline, Southbound Traffic 2040 DTP, Weekday

The lower local capacity (due to couplet conversions and reprioritization of the primary local routes) would still be more than enough to accommodate the adjusted demand of southbound exiting traffic in 2040 (due to removal of I-280/4th St on-ramp).



- = Local Routes used by trips traveling through the screenline
- = Freeway ramps used by trips traveling through the screenline
- = Virtual screenline representing the direction of trips entering and exiting Downtown



- Use Freeway On-Ramps to Depart from or Passby Downtown
- Use Local Routes to Depart from or Passby Downtown
- Depart from and End in Downtown
- Total Vehicle Capacity for the Screenline (Local Routes Only, 9 Lanes)

Source: SJDOT

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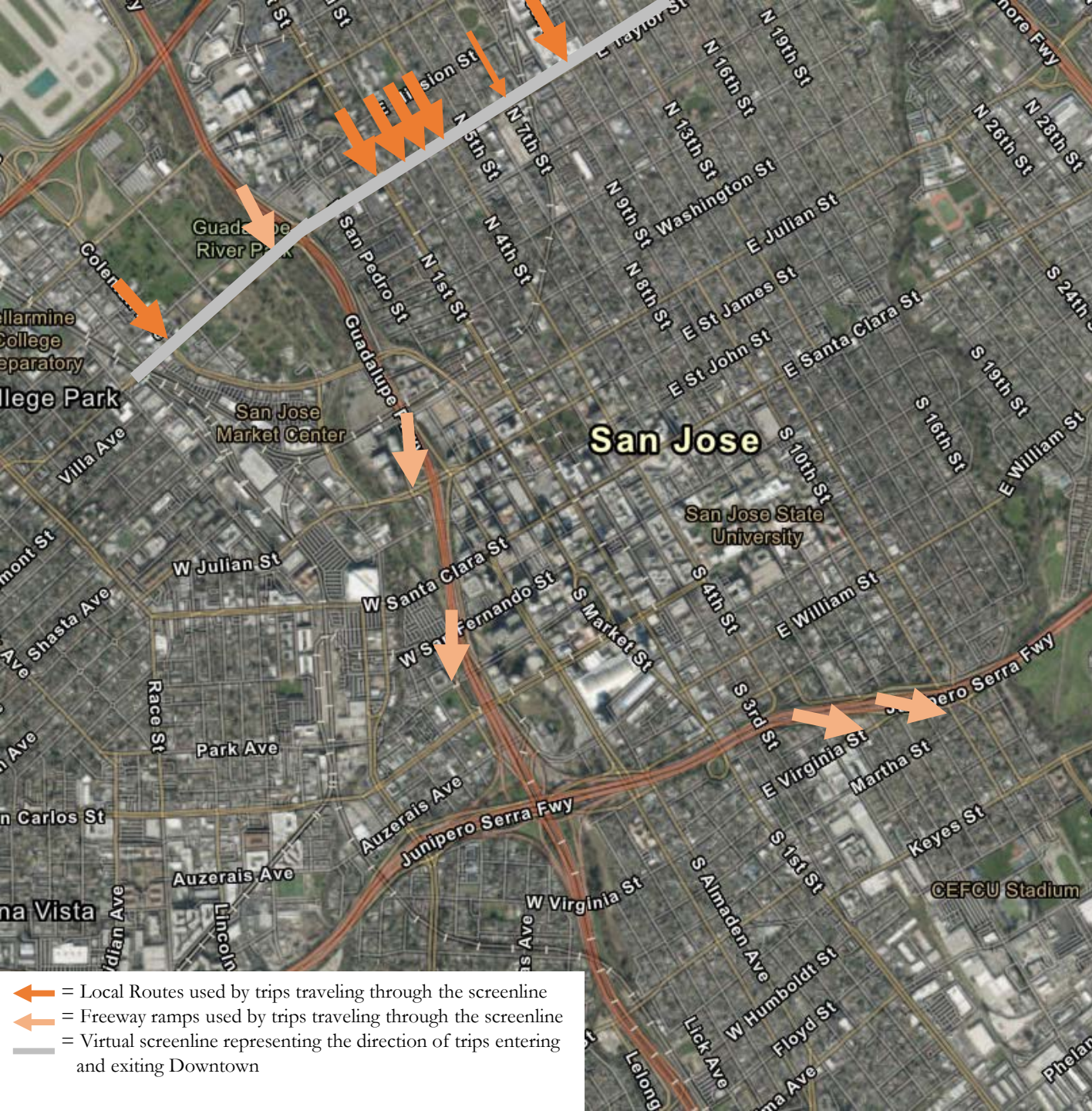
North Screenline, Southbound Traffic 2019 Weekday

Southbound traffic enter Downtown via one of 12 gateway options:

- 7 primary local routes (9 lanes)
- 3 off-ramps on SR-87
- 2 off-ramps on I-280

Not all entering traffic end in Downtown; roughly 40% drive past Downtown to elsewhere without stopping.

Most entering traffic travel on primary local routes as opposed to southbound SR-87 in the PM.

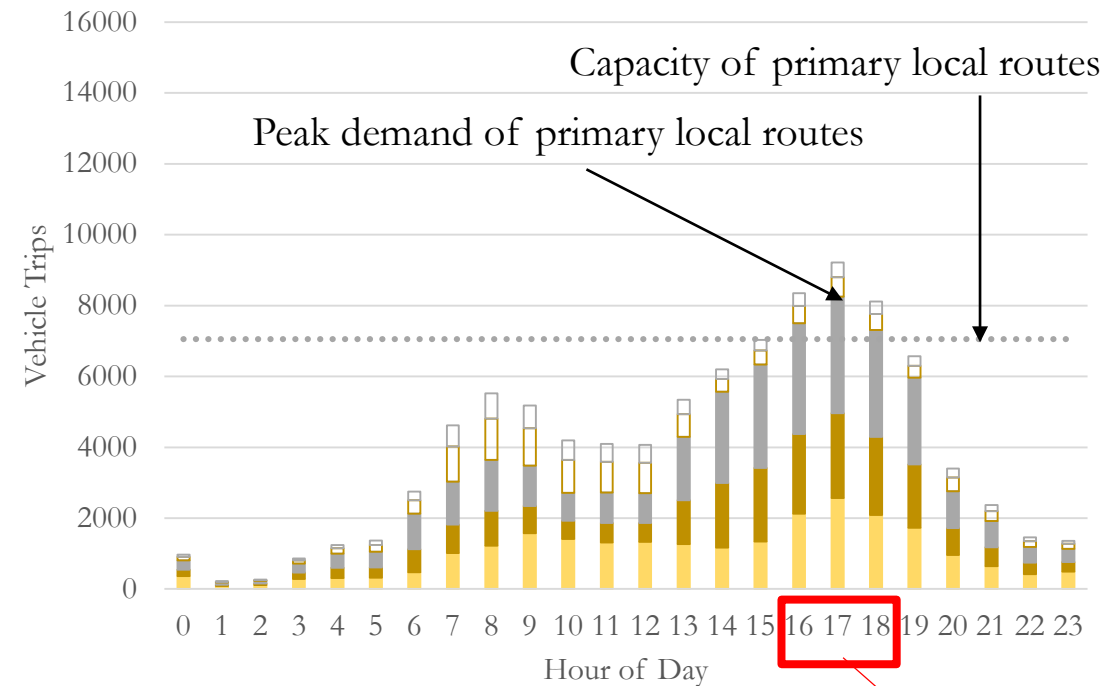


➤ = Local Routes used by trips traveling through the screenline
➤ = Freeway ramps used by trips traveling through the screenline
— = Virtual screenline representing the direction of trips entering and exiting Downtown

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North Screenline, Southbound Traffic 2019 Weekday

The 7 primary local routes (9 traffic lanes) cannot accommodate the southbound entering traffic today. Frequent traffic breakdown and cut-through occur in the PM today.



Massive Gridlock

- Use Freeway Off-Ramps to Passby Downtown
- Use Freeway Off-Ramps to End in Downtown
- Use Local Routes to Passby Downtown
- Use Local Routes to End in Downtown
- Depart from and End in Downtown
- Total Vehicle Capacity for the Screenline (Local Routes Only, 9 Lanes)

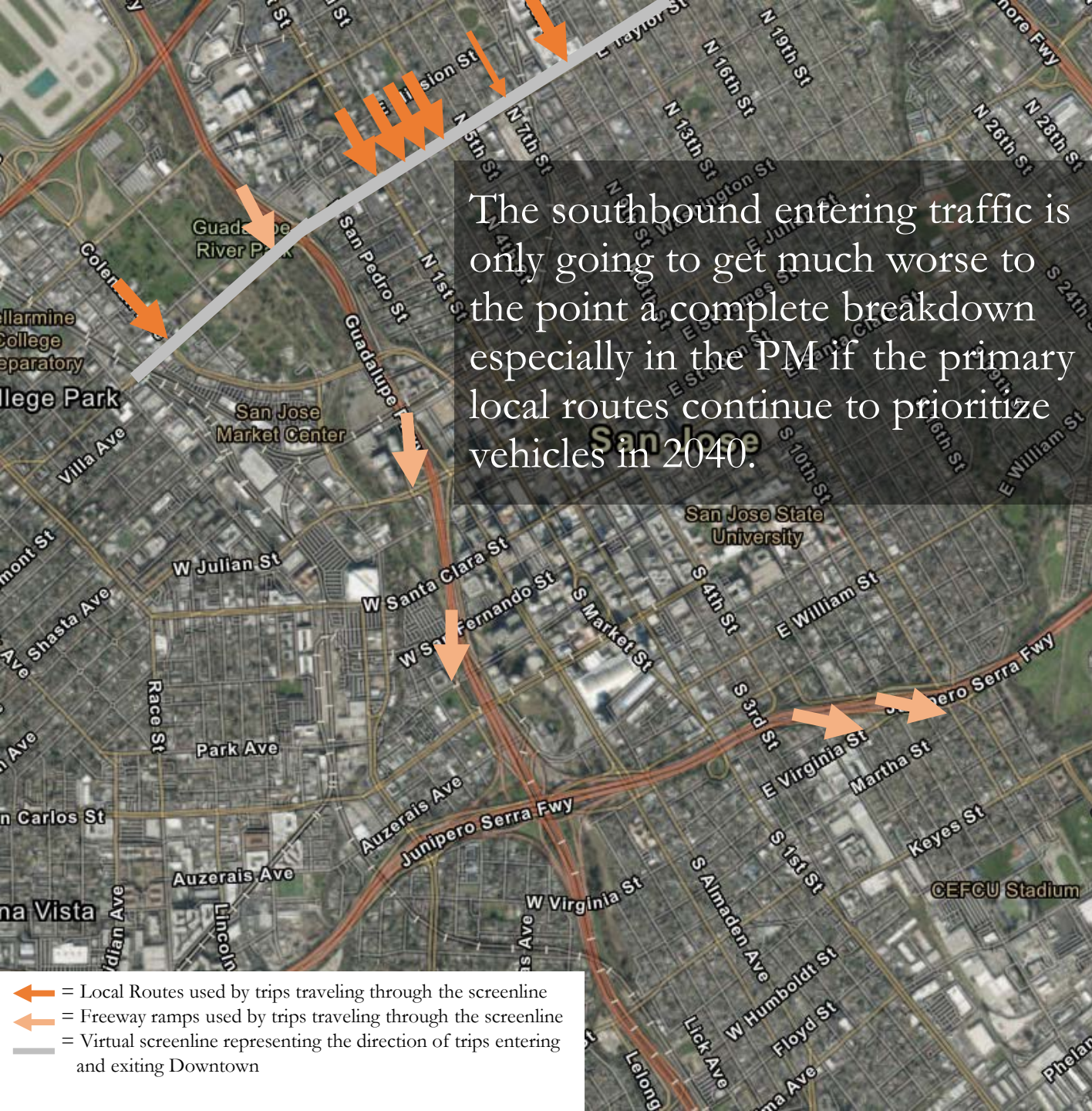
Source: SJDOT

DRAFT

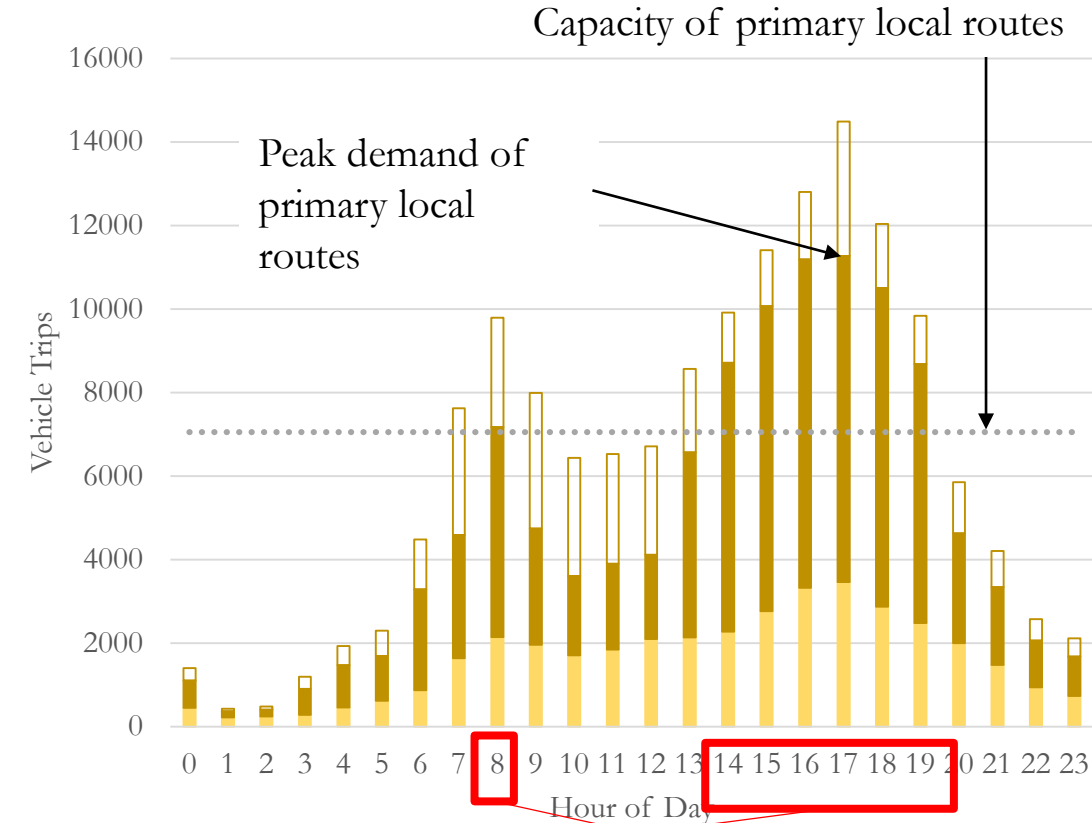
- = Local Routes used by trips traveling through the screenline
- = Freeway ramps used by trips traveling through the screenline
- = Virtual screenline representing the direction of trips entering and exiting Downtown

North Screenline, Southbound Traffic 2040 Baseline, Weekday

The southbound entering traffic is only going to get much worse to the point a complete breakdown especially in the PM if the primary local routes continue to prioritize vehicles in 2040.



- = Local Routes used by trips traveling through the screenline
- = Freeway ramps used by trips traveling through the screenline
- = Virtual screenline representing the direction of trips entering and exiting Downtown



- Use Freeway Off-Ramps to End in or Passby Downtown
- Use Local Routes to End in or Passby Downtown
- Depart from and End in Downtown
- Total Vehicle Capacity for the Screenline (Local Routes Only, 9 Lanes)

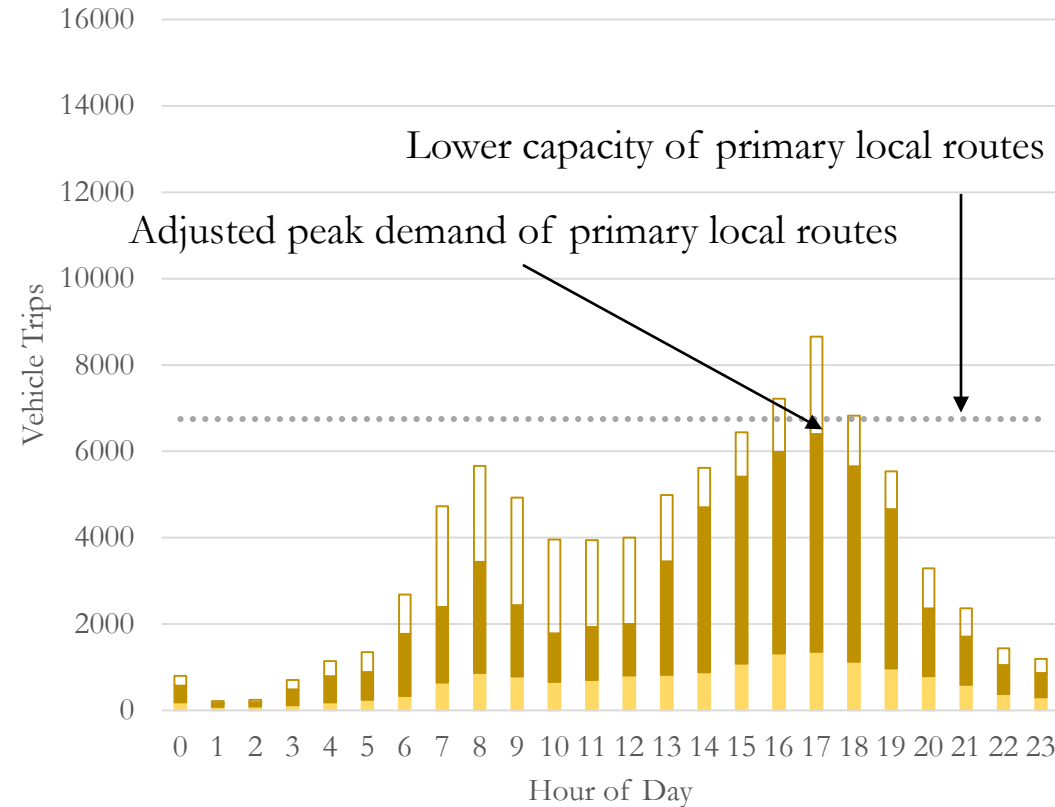
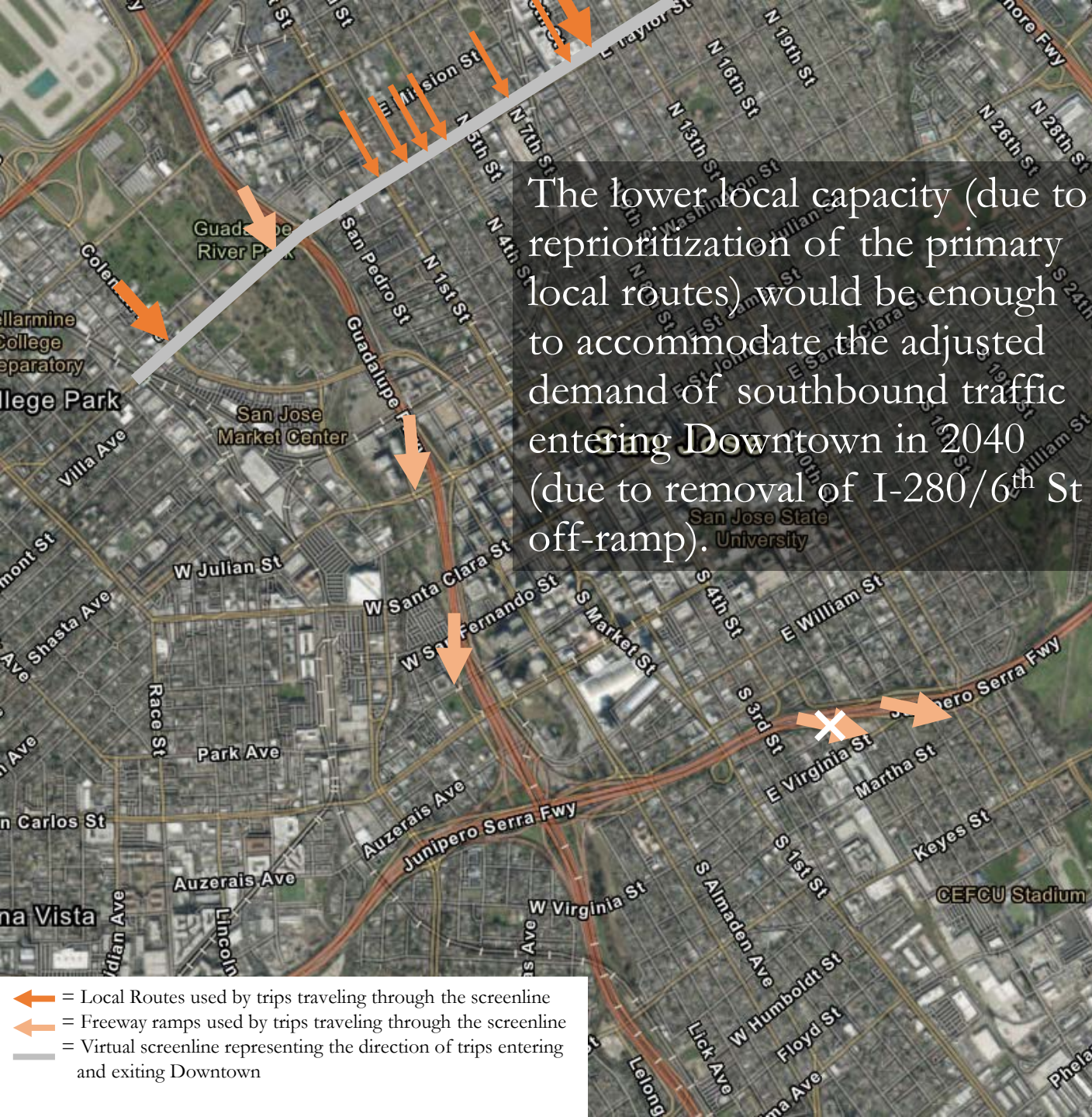
Massive Gridlock

Source: SJDOT

DRAFT

North Screenline, Southbound Traffic 2040 DTP, Weekday

The lower local capacity (due to reprioritization of the primary local routes) would be enough to accommodate the adjusted demand of southbound traffic entering Downtown in 2040 (due to removal of I-280/6th St off-ramp).



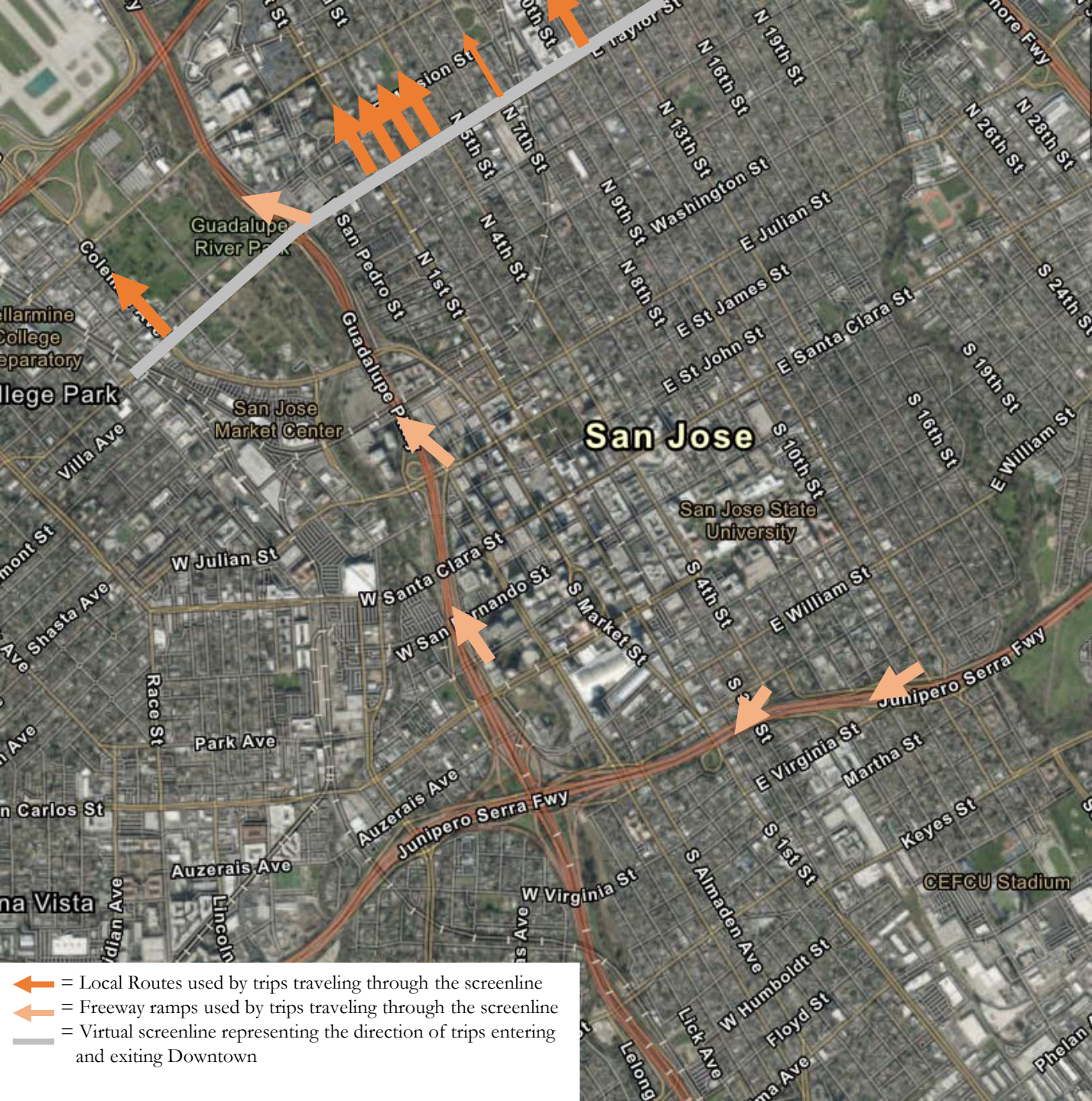
- = Local Routes used by trips traveling through the screenline
- = Freeway ramps used by trips traveling through the screenline
- = Virtual screenline representing the direction of trips entering and exiting Downtown

- Enter/Passby Downtown via Freeway Off-Ramps
- Enter/Passby Downtown via Local
- Internal
- Total Vehicle Capacity for the Screenline (Local Routes Only, 9 Lanes)

Source: SJDOT

DRAFT

North Screenline, Northbound Traffic 2019 Weekday



Northbound traffic depart from Downtown via one of 12 gateway options:

- 7 primary local routes (9 lanes)
- 3 on-ramps on SR-87
- 2 on-ramps on I-280

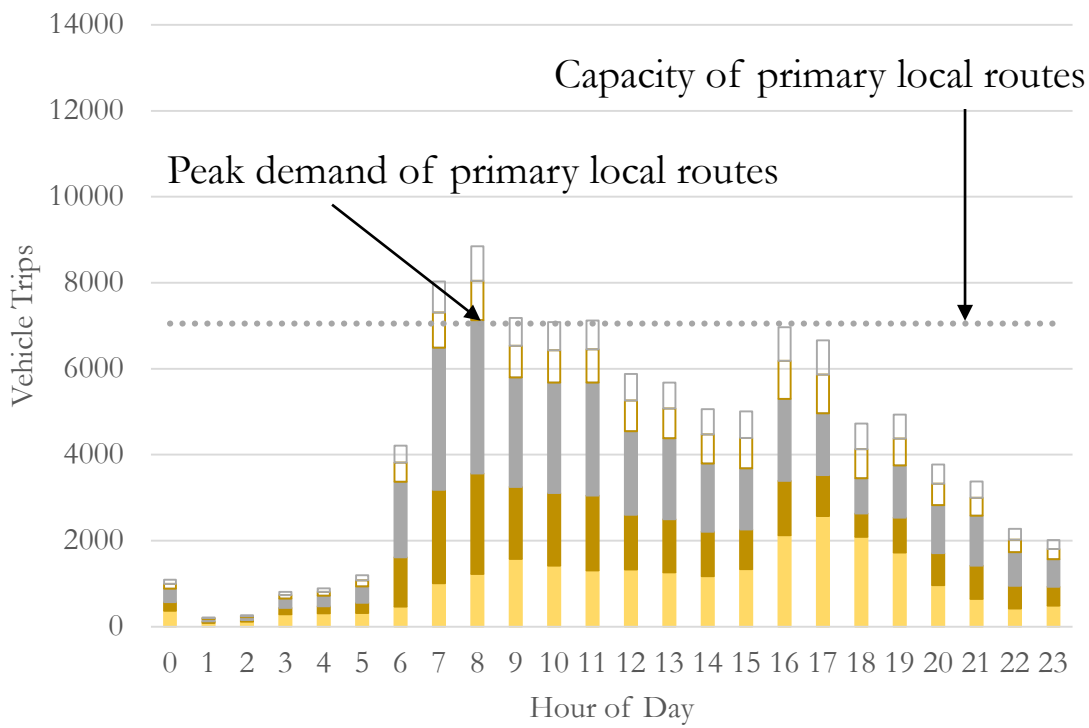
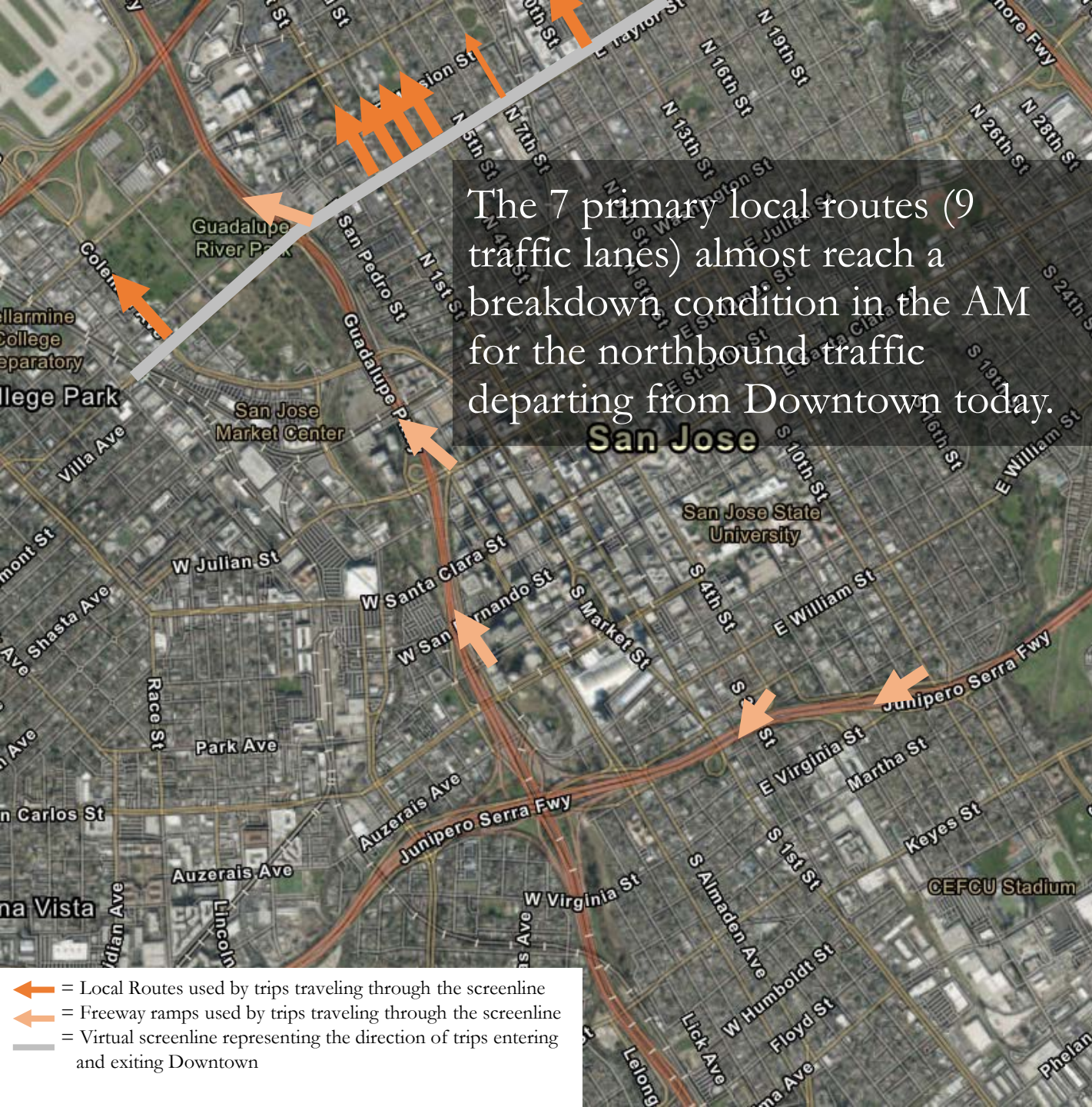
Not all exiting traffic end in Downtown; roughly 40% drive past Downtown to elsewhere without stopping.

85% of exiting traffic travel on primary local routes; 15% use the 5 on-ramps and travel on northbound SR-87.

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North Screenline, Northbound Traffic 2019 Weekday

The 7 primary local routes (9 traffic lanes) almost reach a breakdown condition in the AM for the northbound traffic departing from Downtown today.



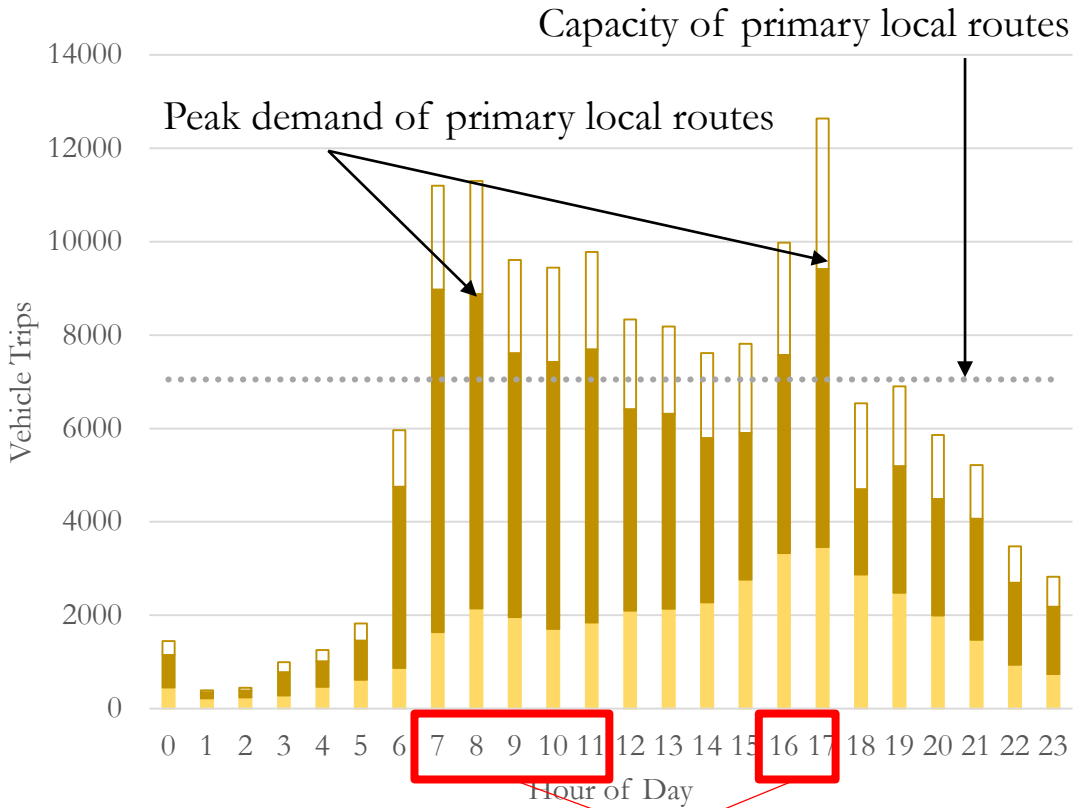
- Use Freeway On-Ramps to Passby Downtown
- Use Freeway On-Ramps to Depart from Downtown
- Use Local Routes to Passby Downtown
- Use Local Routes to Depart from Downtown
- Depart from and End in Downtown
- Total Vehicle Capacity for the Screenline (Local Routes Only, 9 Lanes)

Source: SJDOT

DRAFT

North Screenline, Northbound Traffic 2040 Baseline, Weekday

The northbound exiting traffic is only going to get much worse to a complete breakdown in both AM and PM if the primary local routes continue to prioritize vehicles in 2040.

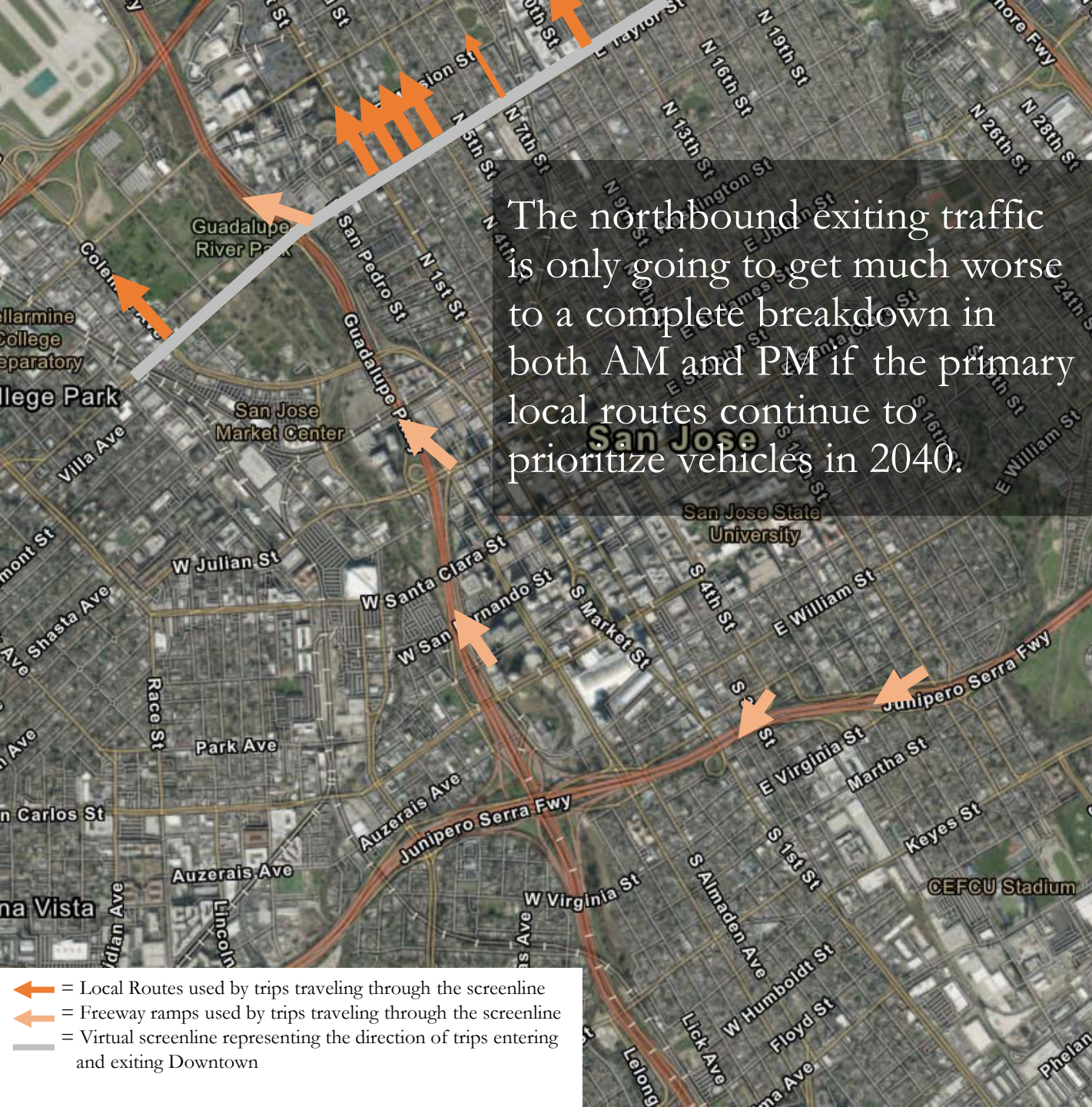


Massive Gridlock

- Use Freeway On-Ramps to Depart from or Passby Downtown
- Use Local Routes to Depart from or Passby Downtown
- Depart from and End in Downtown
- Total Vehicle Capacity for the Screenline (Local Routes Only, 9 Lanes)

Source: SJDOT

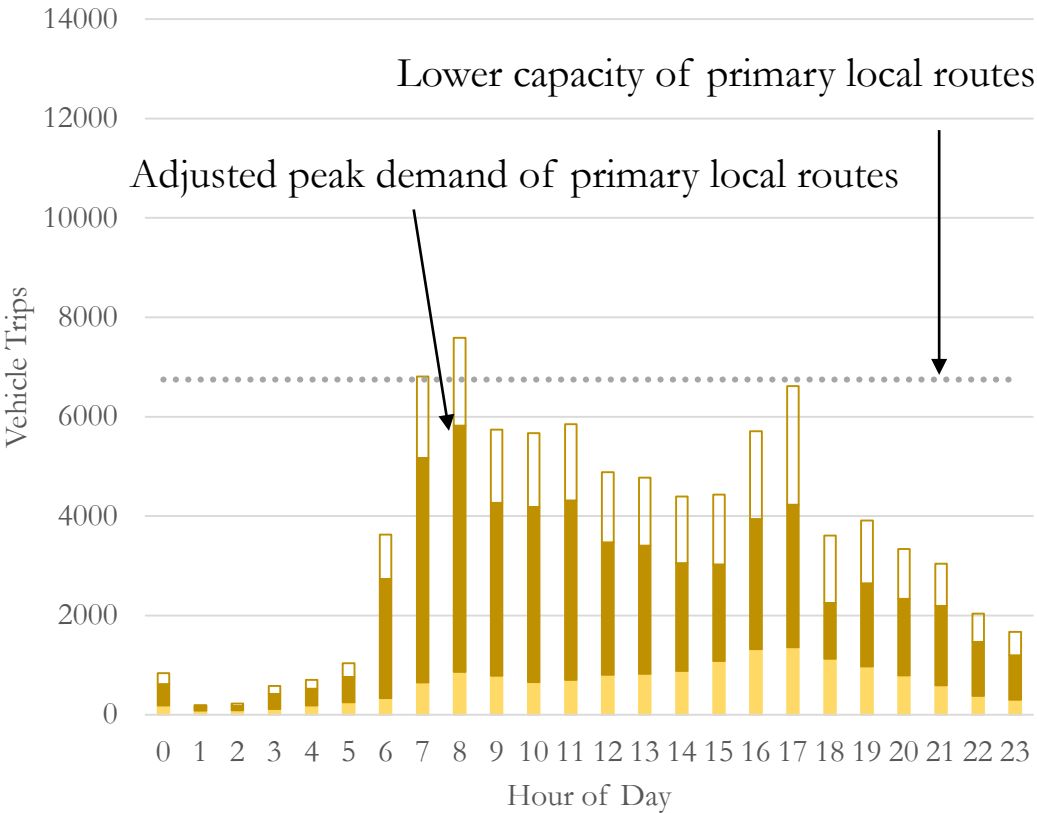
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- = Local Routes used by trips traveling through the screenline
- = Freeway ramps used by trips traveling through the screenline
- = Virtual screenline representing the direction of trips entering and exiting Downtown

North Screenline, Northbound Traffic 2040 DTP, Weekday

The lower local capacity (due to reprioritization of the primary local routes) would be enough to accommodate the adjusted demand of northbound exiting traffic in 2040 (due to removal of I-280/4th St on-ramp).



- Use Freeway On-Ramps to Depart from or Passby Downtown
- Use Local Routes to Depart from or Passby Downtown
- Depart from and End in Downtown
- Total Vehicle Capacity for the Screenline (Local Routes Only, 9 Lanes)

- = Local Routes used by trips traveling through the screenline
- = Freeway ramps used by trips traveling through the screenline
- = Virtual screenline representing the direction of trips entering and exiting Downtown

Source: SJDOT

DRAFT

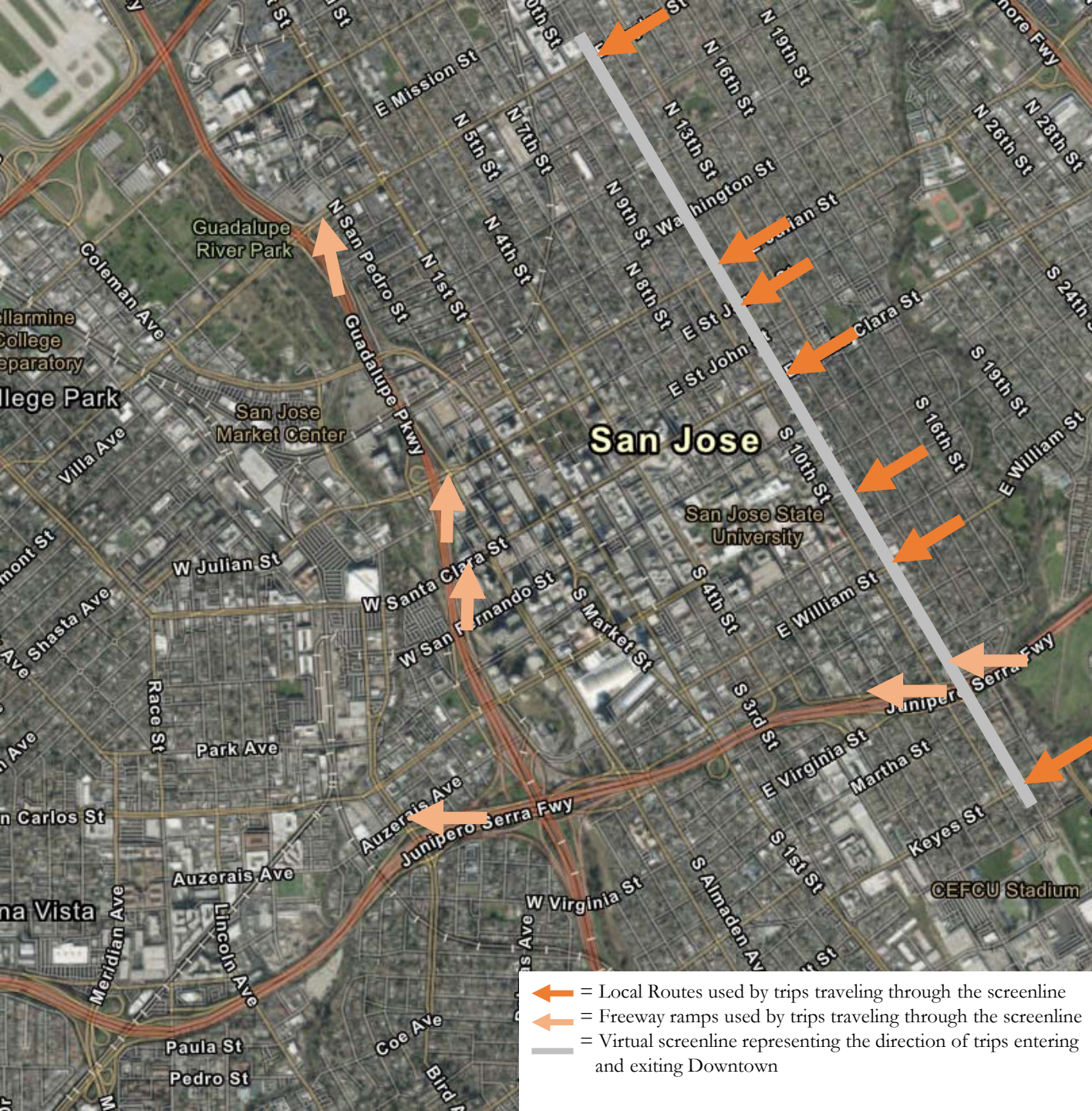
East Screenline, Westbound Traffic 2019 Weekday

Westbound traffic enter Downtown via one of 13 gateway options:

- 7 primary local routes (10 lanes)
- 3 off-ramps on SR-87
- 3 off-ramps on I-280

Not all entering traffic end in Downtown; roughly 30% drive past Downtown to elsewhere without stopping.

Three-quarters of entering traffic travel on primary local routes; 25% travel on northbound I-280 and use the 6 off-ramps.



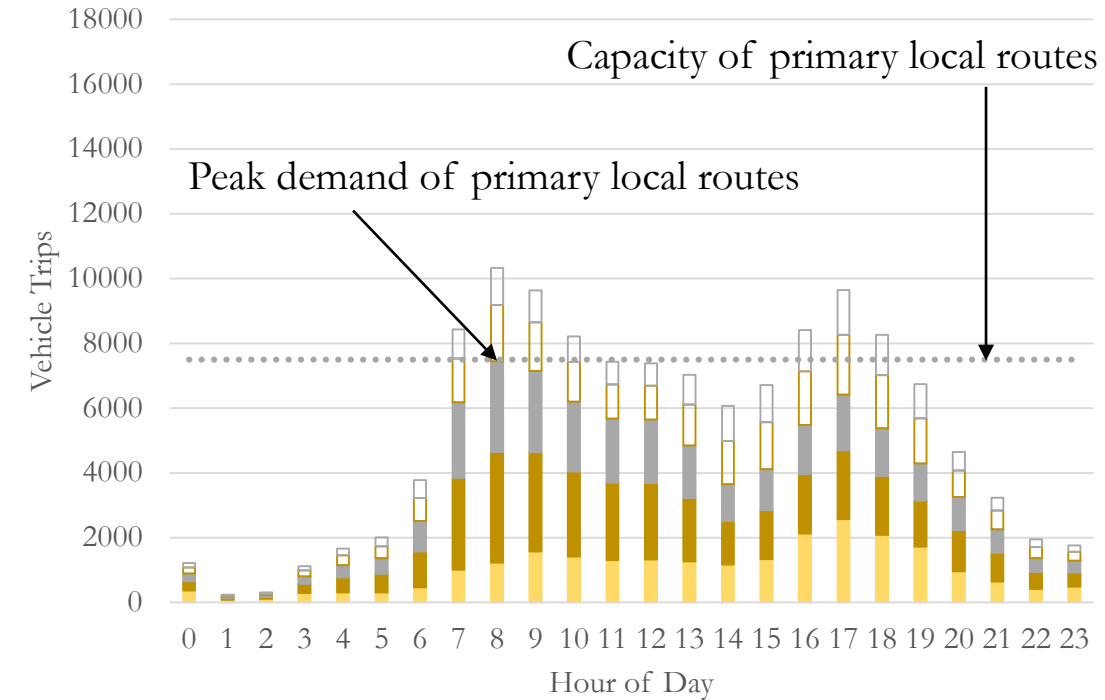
DRAFT

East Screenline, Westbound Traffic 2019 Weekday



The 7 primary local routes (10 traffic lanes) almost reach a breakdown condition for the westbound traffic entering Downtown in the AM peak hour today.

- = Local Routes used by trips traveling through the screenline
- = Freeway ramps used by trips traveling through the screenline
- = Virtual screenline representing the direction of trips entering and exiting Downtown



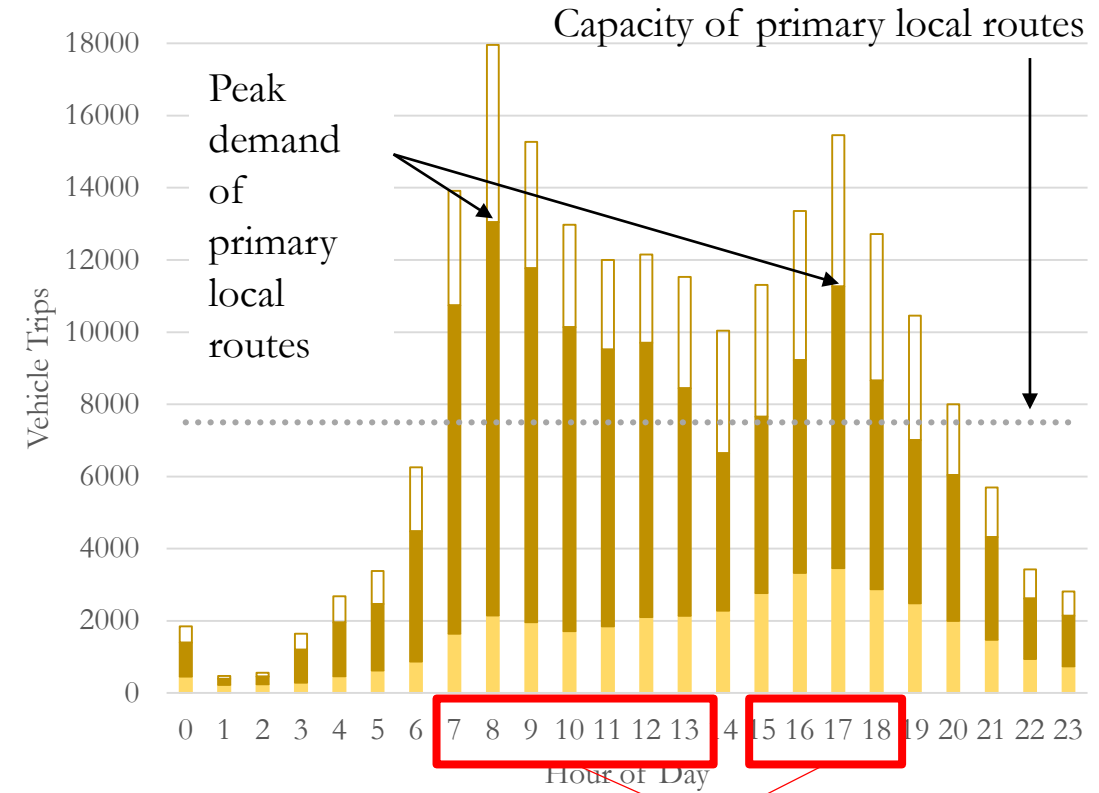
- Use Freeway Off-Ramps to Passby Downtown
- Use Freeway Off-Ramps to End in Downtown
- Use Local Routes to Passby Downtown
- Use Local Routes to End in Downtown
- Depart from and End in Downtown
- Total Vehicle Capacity for the Screenline

(Local Routes Only, 10 Lanes)

Source: SJDOT

DRAFT

East Screenline, Westbound Traffic 2040 Baseline, Weekday



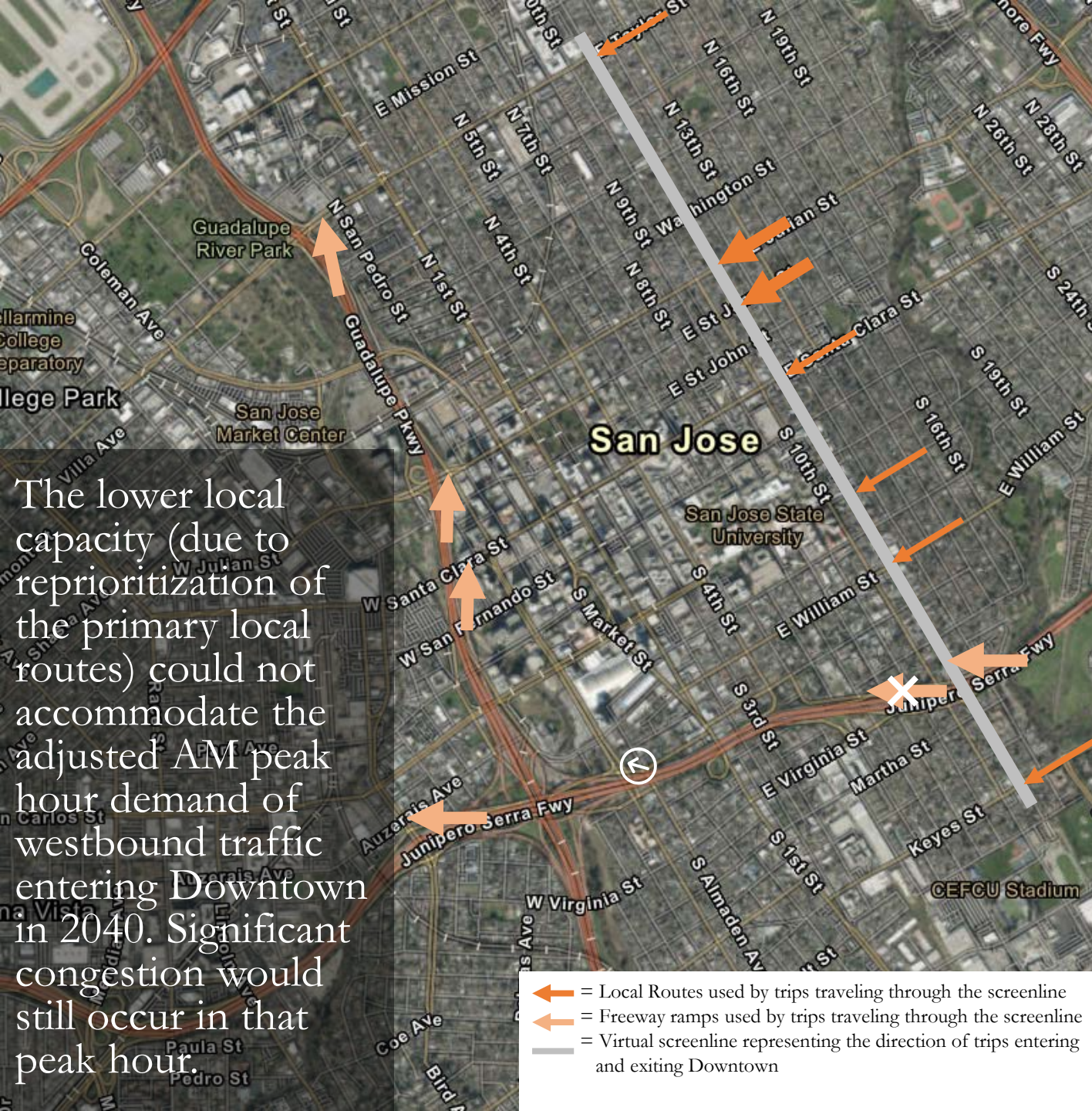
Massive Gridlock

- Use Freeway Off-Ramps to End in or Passby Downtown
- Use Local Routes to End in or Passby Downtown
- Depart from and End in Downtown
- Total Vehicle Capacity for the Screenline (Local Routes Only, 10 Lanes)

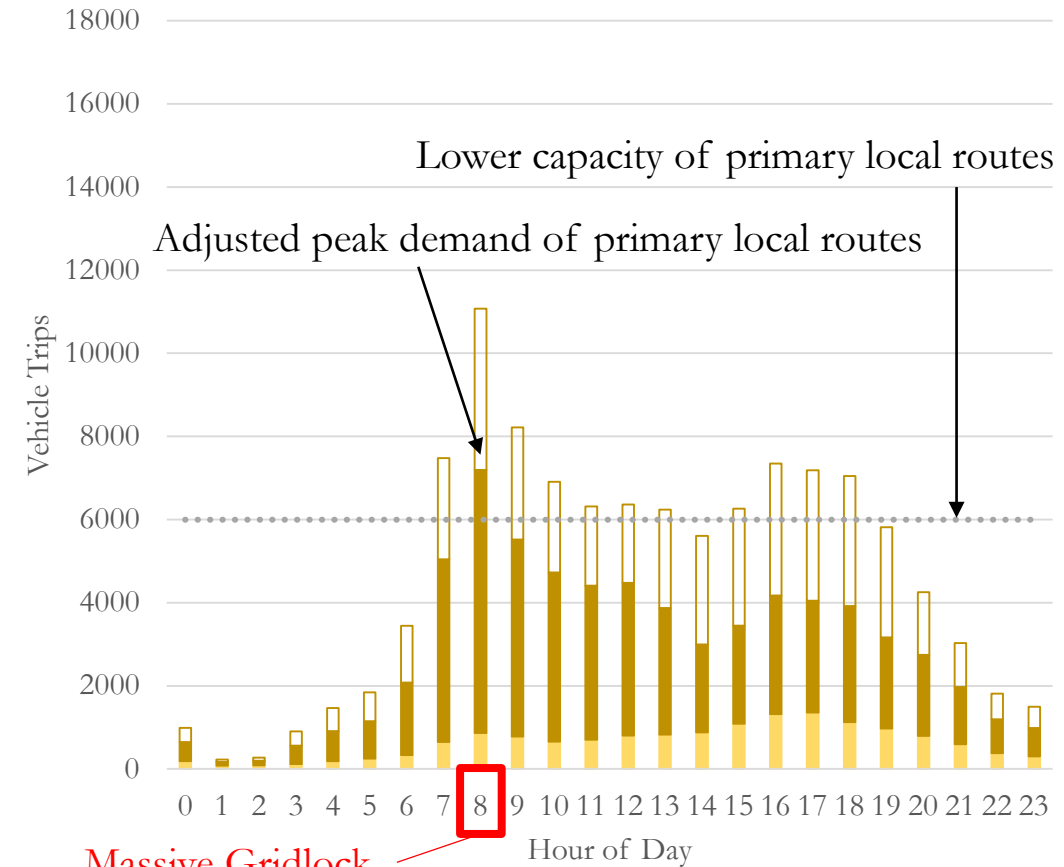
Source: SJDOT

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East Screenline, Westbound Traffic 2040 DTP, Weekday



The lower local capacity (due to reprioritization of the primary local routes) could not accommodate the adjusted AM peak hour demand of westbound traffic entering Downtown in 2040. Significant congestion would still occur in that peak hour.



- Use Freeway Off-Ramps to End in or Passby Downtown
- Use Local Routes to End in or Passby Downtown
- Depart from and End in Downtown
- Total Vehicle Capacity for the Screenline (Local Routes Only, 8 Lanes)

Source: SJDOT

DRAFT

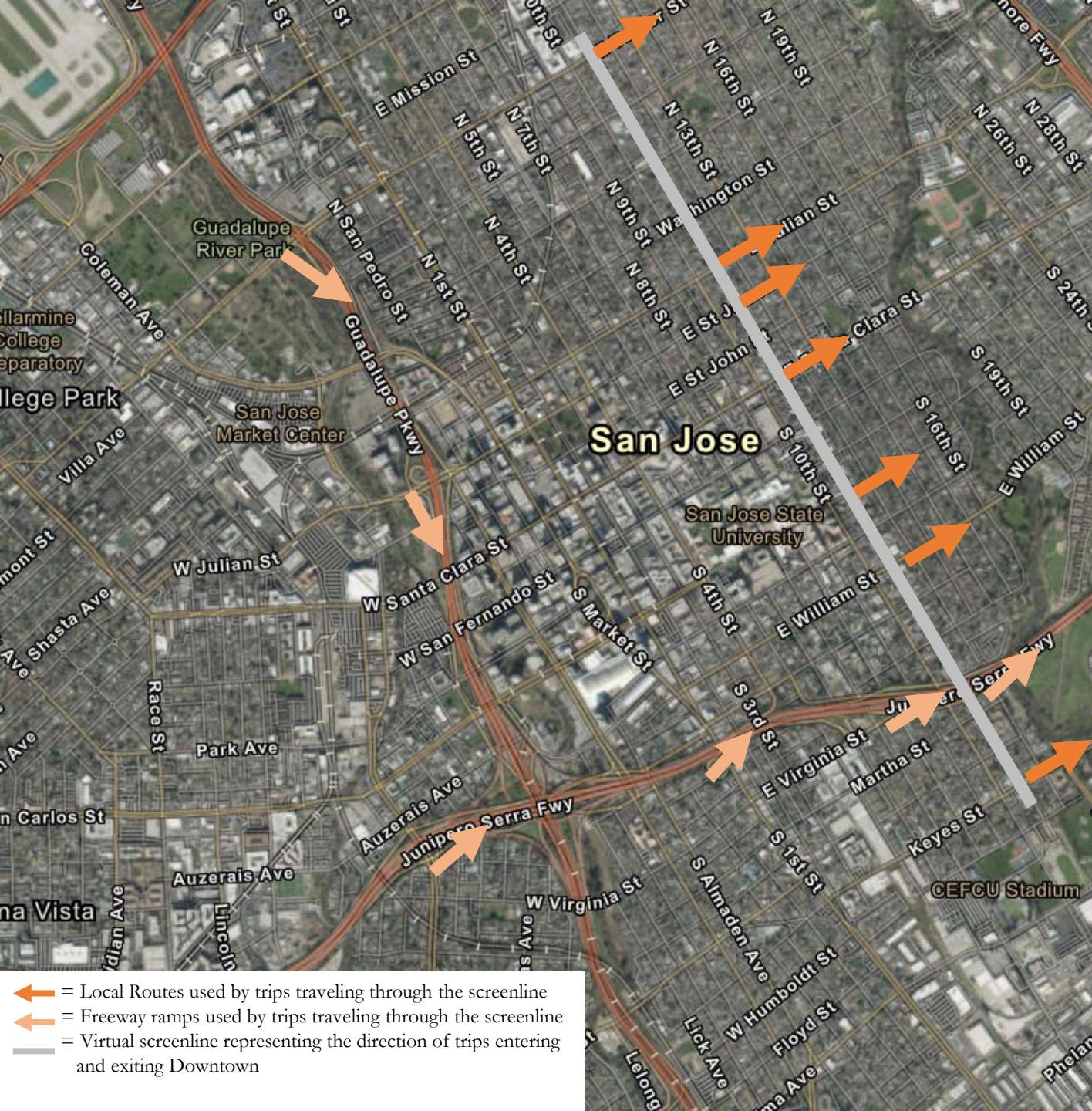
East Screenline, Eastbound Traffic 2019 Weekday

Eastbound traffic depart from Downtown via one of 13 gateway options:

- 7 primary local routes (10 lanes)
- 2 on-ramps on SR-87
- 4 on-ramps on I-280

Not all exiting traffic originate from Downtown; roughly 30% drive past Downtown without stopping.

Two-thirds of exiting traffic travel on primary local routes; 33% use the 6 on-ramps travel on southbound I-280.



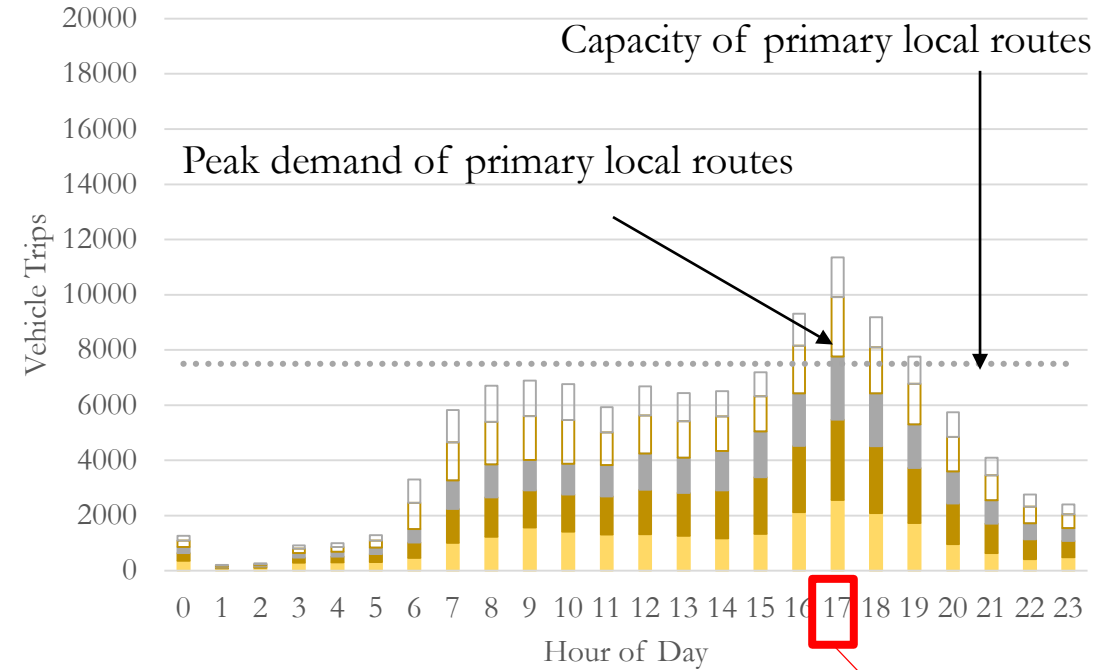
DRAFT

East Screenline, Eastbound Traffic 2019 Weekday



The 7 primary local routes (10 traffic lanes) reach a breakdown condition for the eastbound traffic leaving Downtown in the PM peak hour today.

- = Local Routes used by trips traveling through the screenline
- = Freeway ramps used by trips traveling through the screenline
- = Virtual screenline representing the direction of trips entering and exiting Downtown



- Use Freeway On-Ramps to Passby Downtown
- Use Freeway On-Ramps to Depart from Downtown
- Use Local Routes to Passby Downtown
- Use Local Routes to Depart from Downtown
- Depart from and End in Downtown
- Total Vehicle Capacity for the Screenline (Local Routes Only, 10 Lanes)

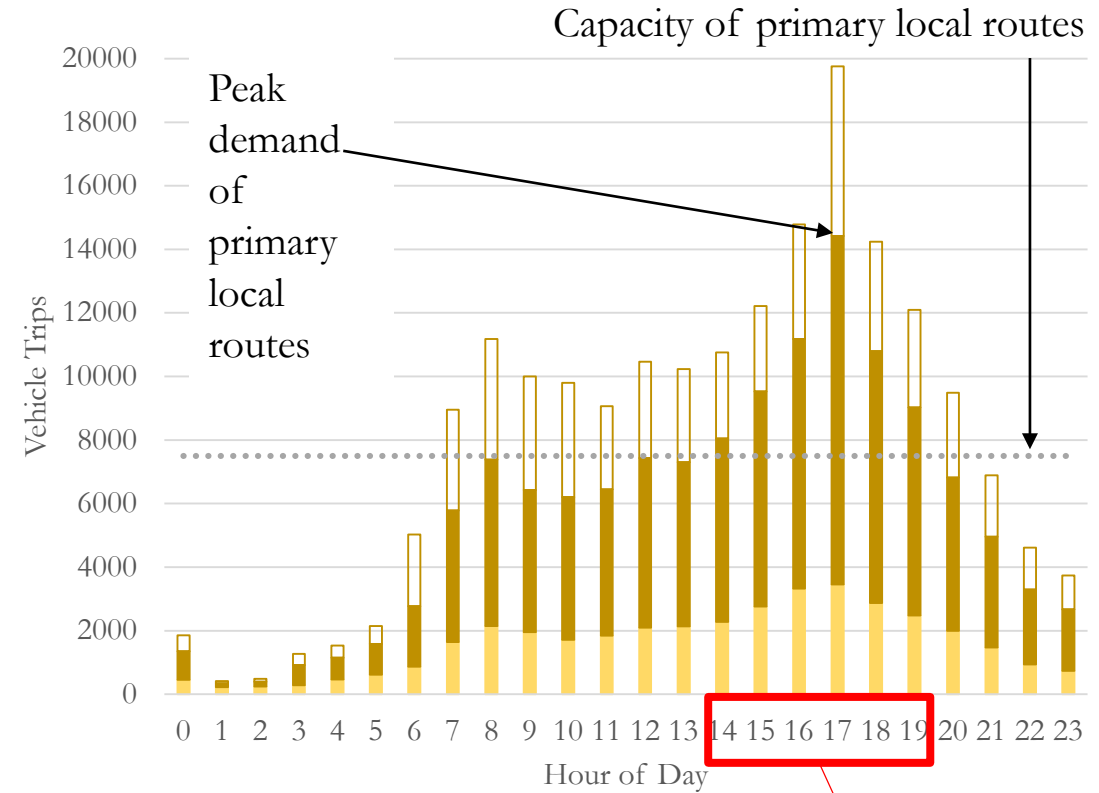
Source: SJDOT

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East Screenline, Eastbound Traffic 2040 Baseline, Weekday



The eastbound exiting traffic would face a complete breakdown for long periods in the PM if the primary local routes continue to prioritize vehicles in 2040.



Massive Gridlock

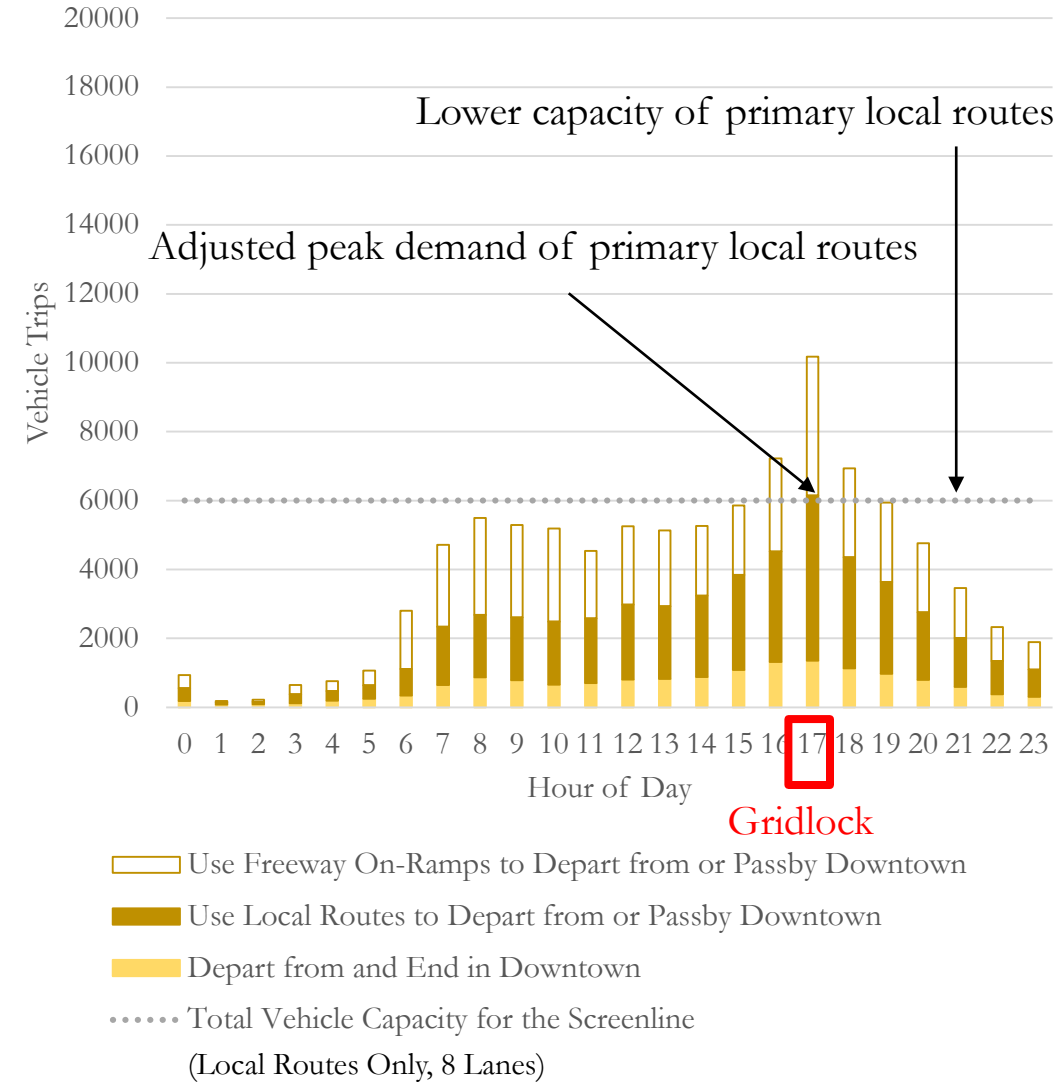
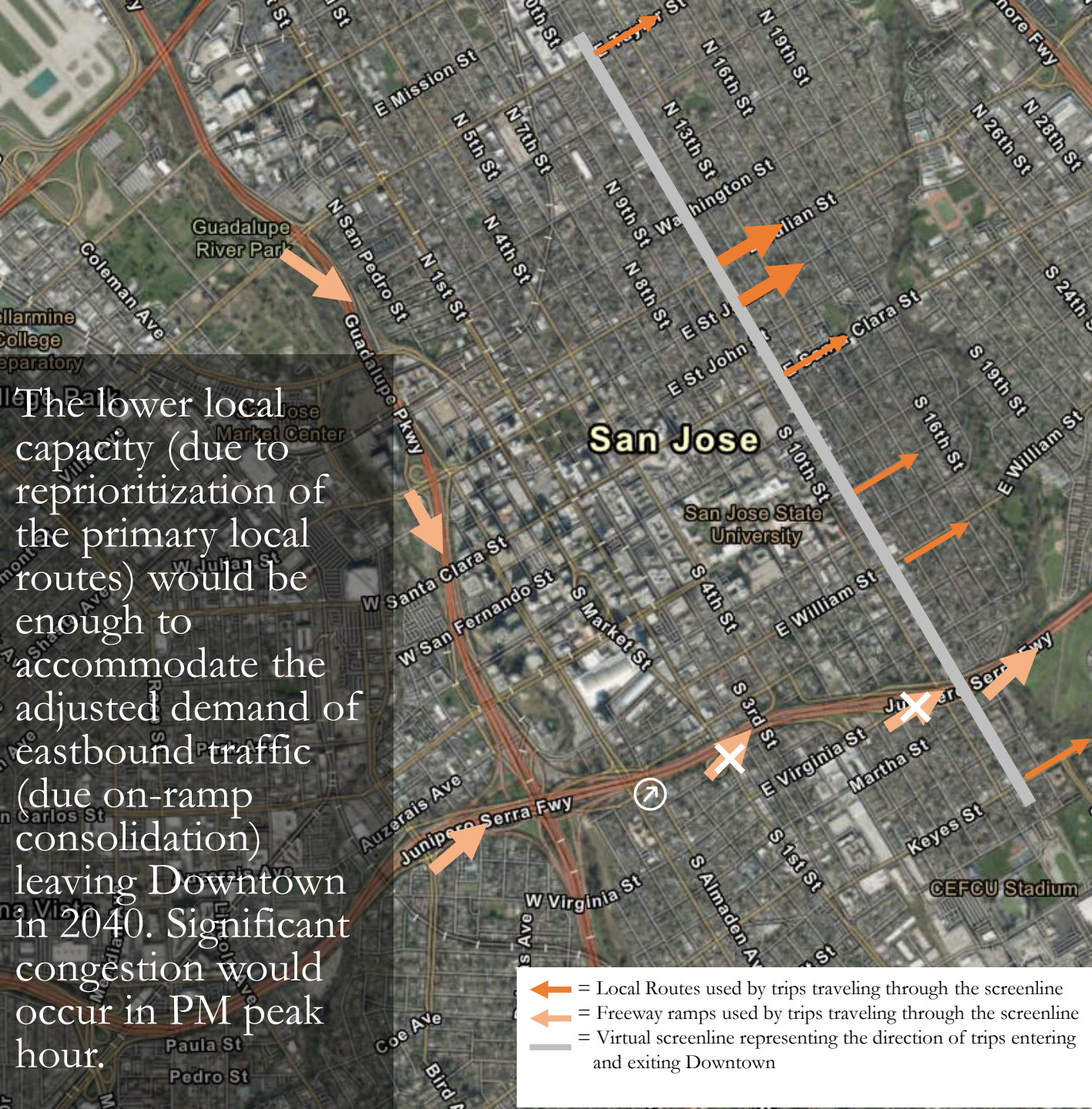
- Use Freeway On-Ramps to Depart from or Passby Downtown
- Use Local Routes to Depart from or Passby Downtown
- Depart from and End in Downtown
- Total Vehicle Capacity for the Screenline (Local Routes Only, 10 Lanes)

Source: SJDOT

DRAFT

East Screenline, Eastbound Traffic 2040 DTP, Weekday

The lower local capacity (due to reprioritization of the primary local routes) would be enough to accommodate the adjusted demand of eastbound traffic (due on-ramp consolidation) leaving Downtown in 2040. Significant congestion would occur in PM peak hour.



Source: SJDOT

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West Screenline, Eastbound Traffic 2019 Weekday

Eastbound traffic enter Downtown via one of 15 gateway options:

- 8 primary local routes (12 lanes)
- 4 off-ramps on SR-87
- 3 off-ramps on I-280

Not all entering traffic end in Downtown; roughly half of them drive past Downtown without stopping.

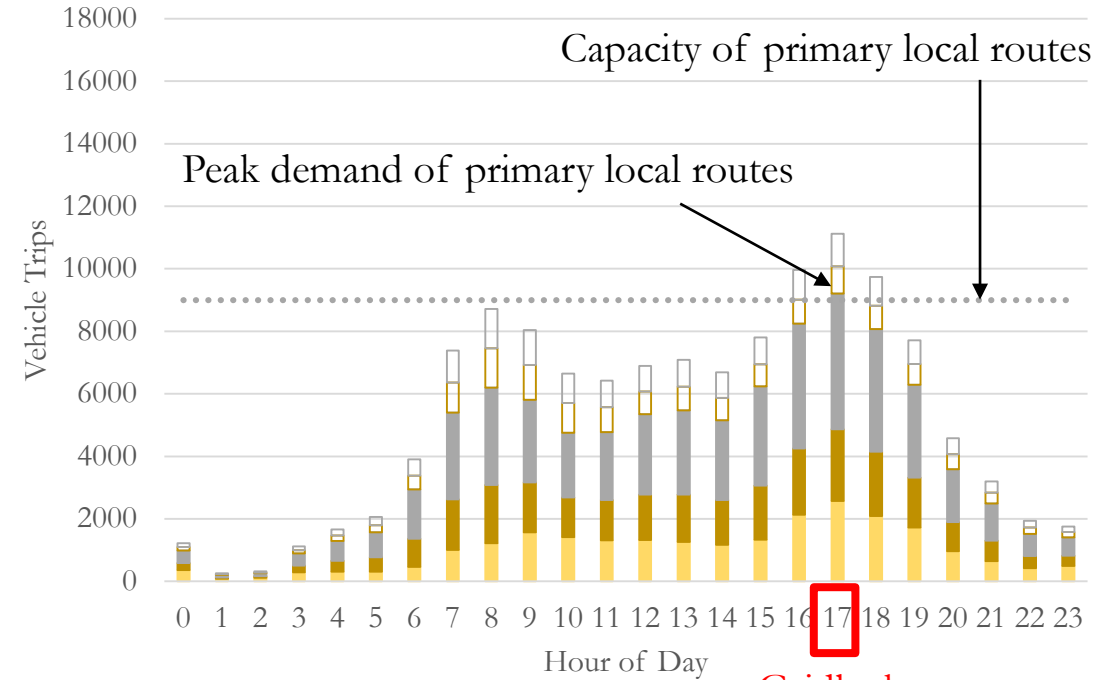
80% of exiting traffic travel on primary local routes; 20% use the 7 on-ramps travel on southbound I-280.



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West Screenline, Eastbound Traffic 2019 Weekday

The 8 primary local routes (12 traffic lanes) almost reach a breakdown condition for the eastbound traffic entering Downtown in the PM peak hour today.



- Use Freeway Off-Ramps to Passby Downtown
- Use Freeway Off-Ramps to End in Downtown
- Use Local Routes to Passby Downtown via Local
- Use Local Routes to End in Downtown
- Depart from and End in Downtown
- Total Vehicle Capacity for the Screenline (Local Routes Only, 12 Lanes)

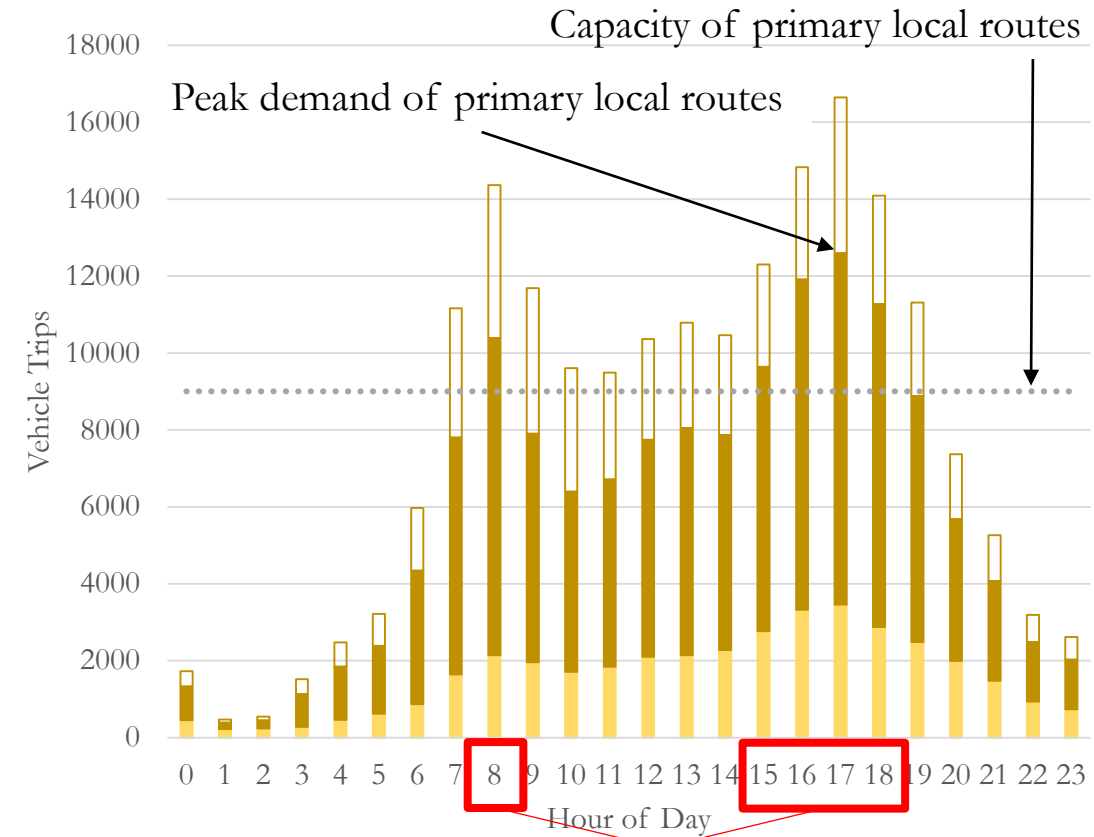
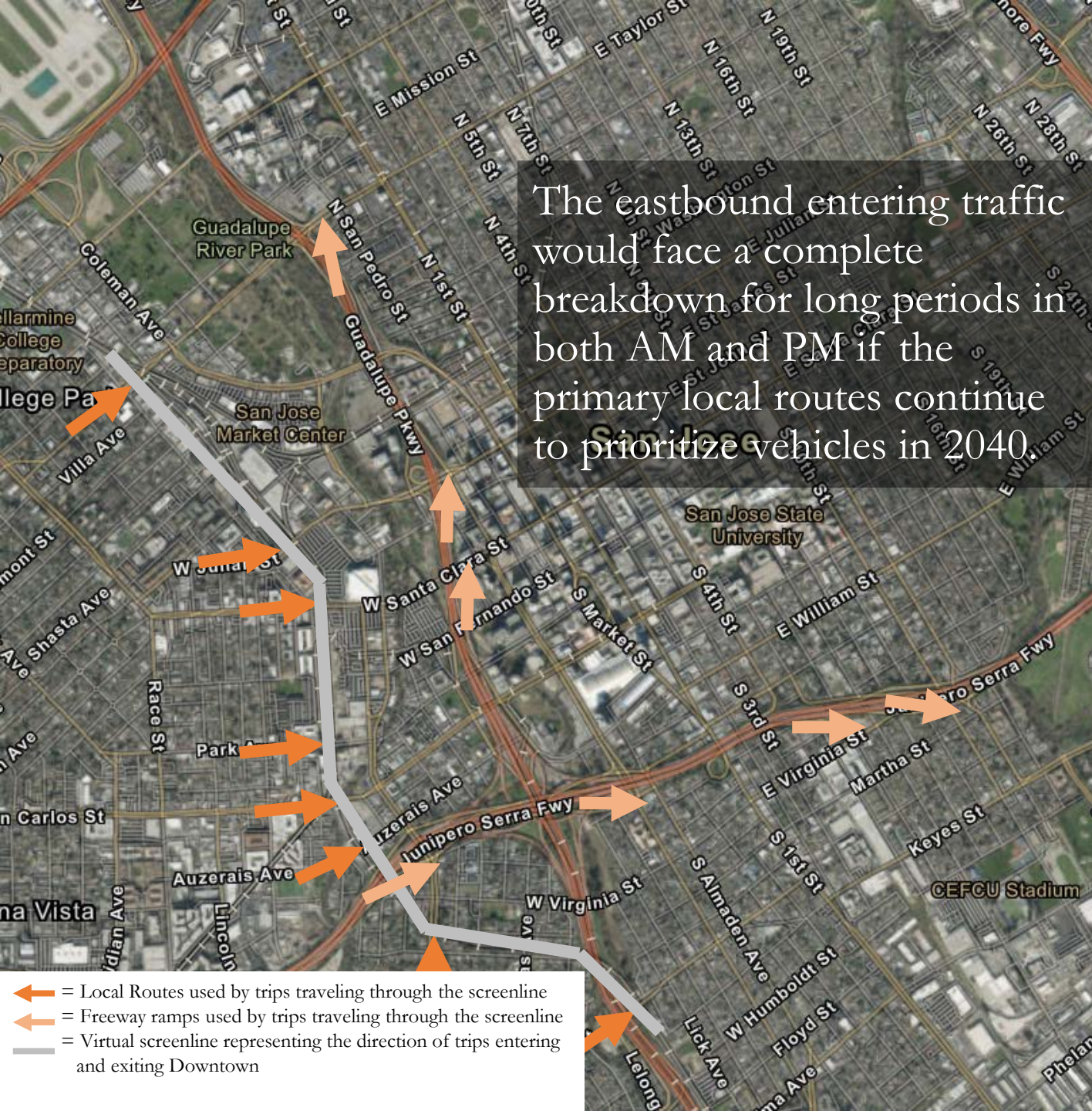
Source: SJDOT

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- = Local Routes used by trips traveling through the screenline
- = Freeway ramps used by trips traveling through the screenline
- = Virtual screenline representing the direction of trips entering and exiting Downtown

West Screenline, Eastbound Traffic 2040 Baseline, Weekday

The eastbound entering traffic would face a complete breakdown for long periods in both AM and PM if the primary local routes continue to prioritize vehicles in 2040.

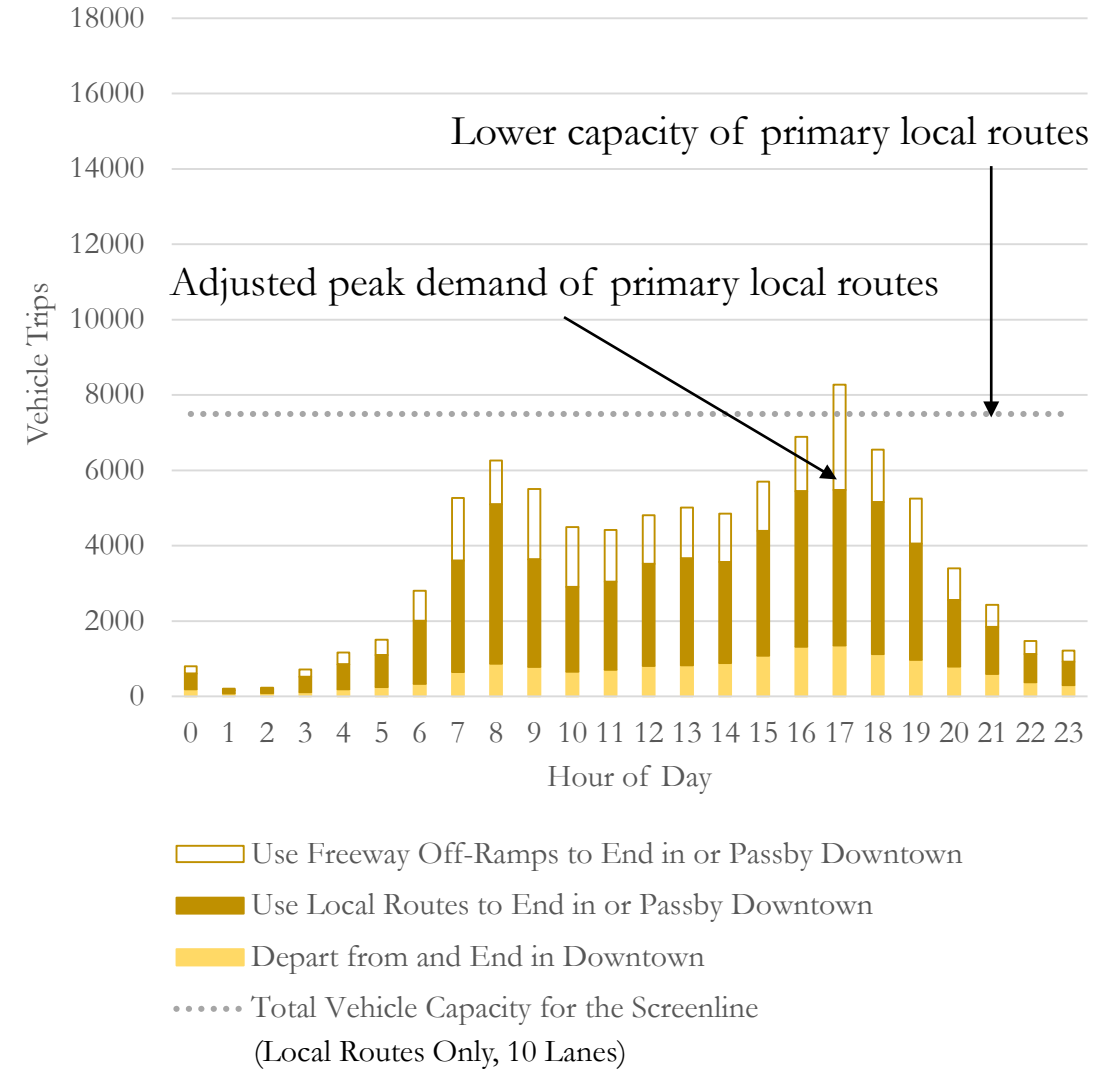
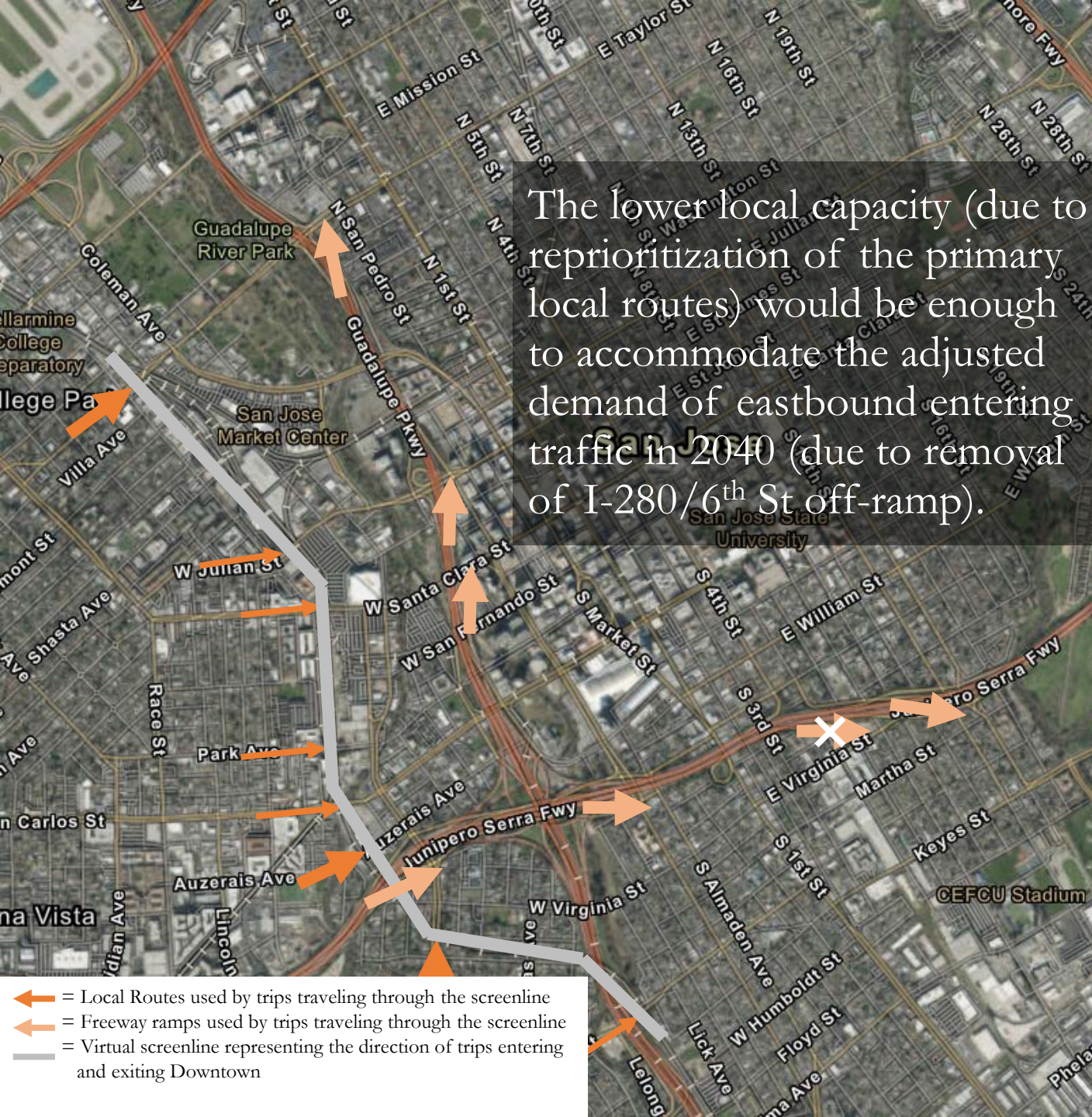


Source: SJDOT

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West Screenline, Eastbound Traffic 2040 DTP, Weekday

The lower local capacity (due to reprioritization of the primary local routes) would be enough to accommodate the adjusted demand of eastbound entering traffic in 2040 (due to removal of I-280/6th St off-ramp).

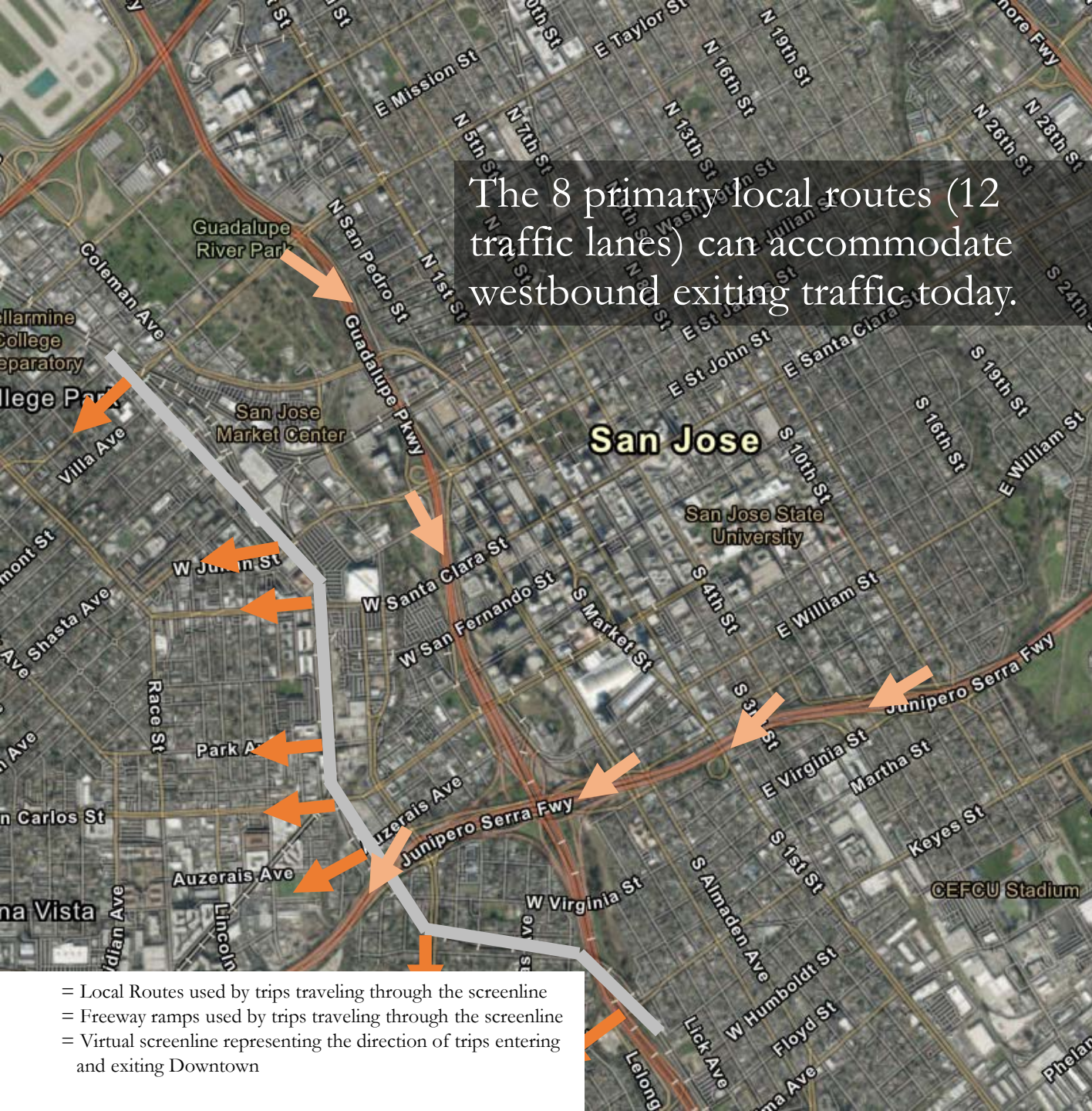


Source: SJDOT

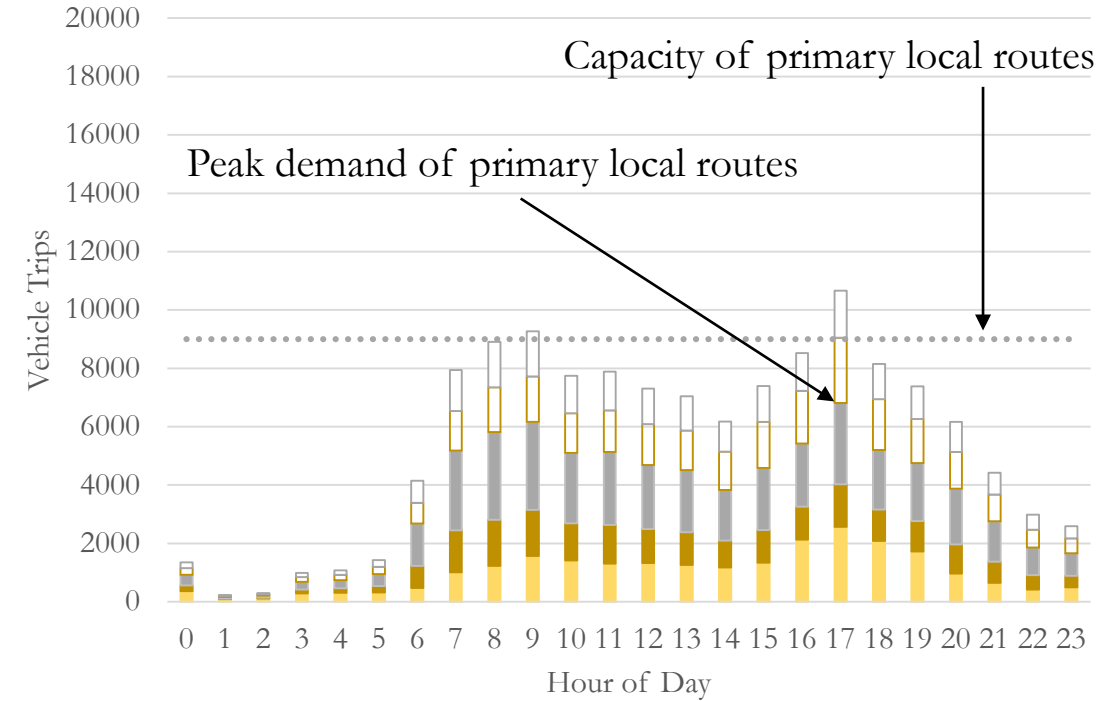
DRAFT

West Screenline, Westbound Traffic 2019 Weekday

The 8 primary local routes (12 traffic lanes) can accommodate westbound exiting traffic today.



= Local Routes used by trips traveling through the screenline
 = Freeway ramps used by trips traveling through the screenline
 = Virtual screenline representing the direction of trips entering and exiting Downtown



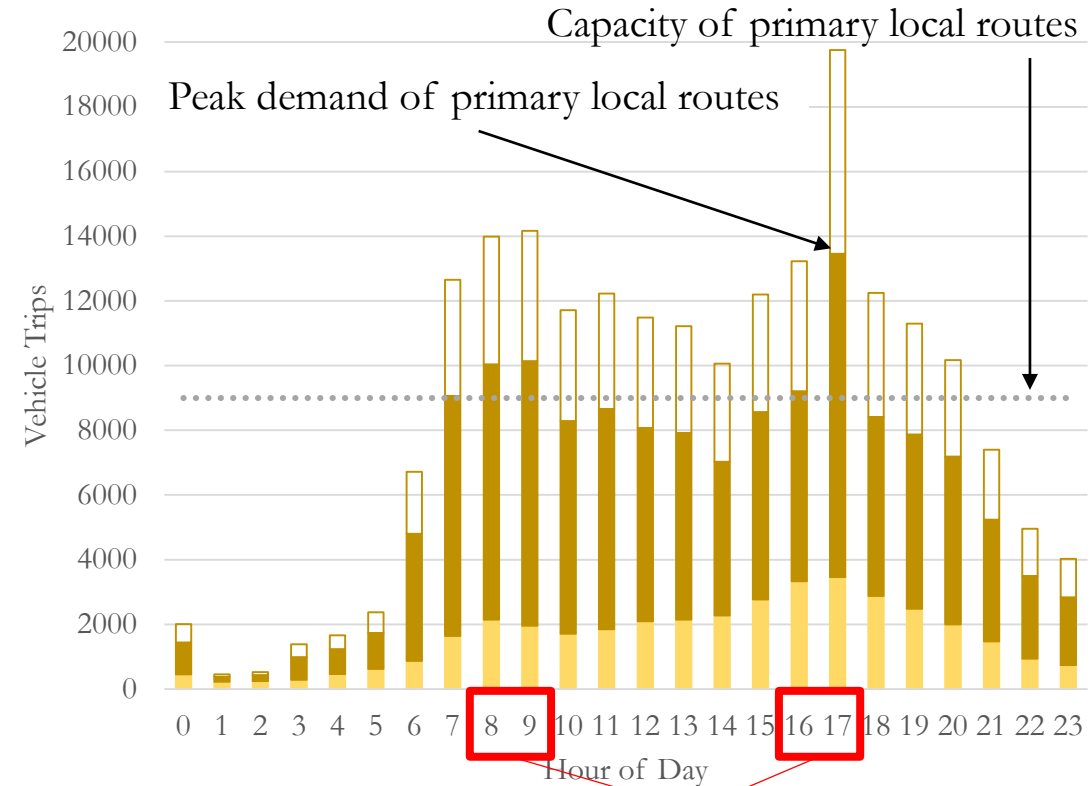
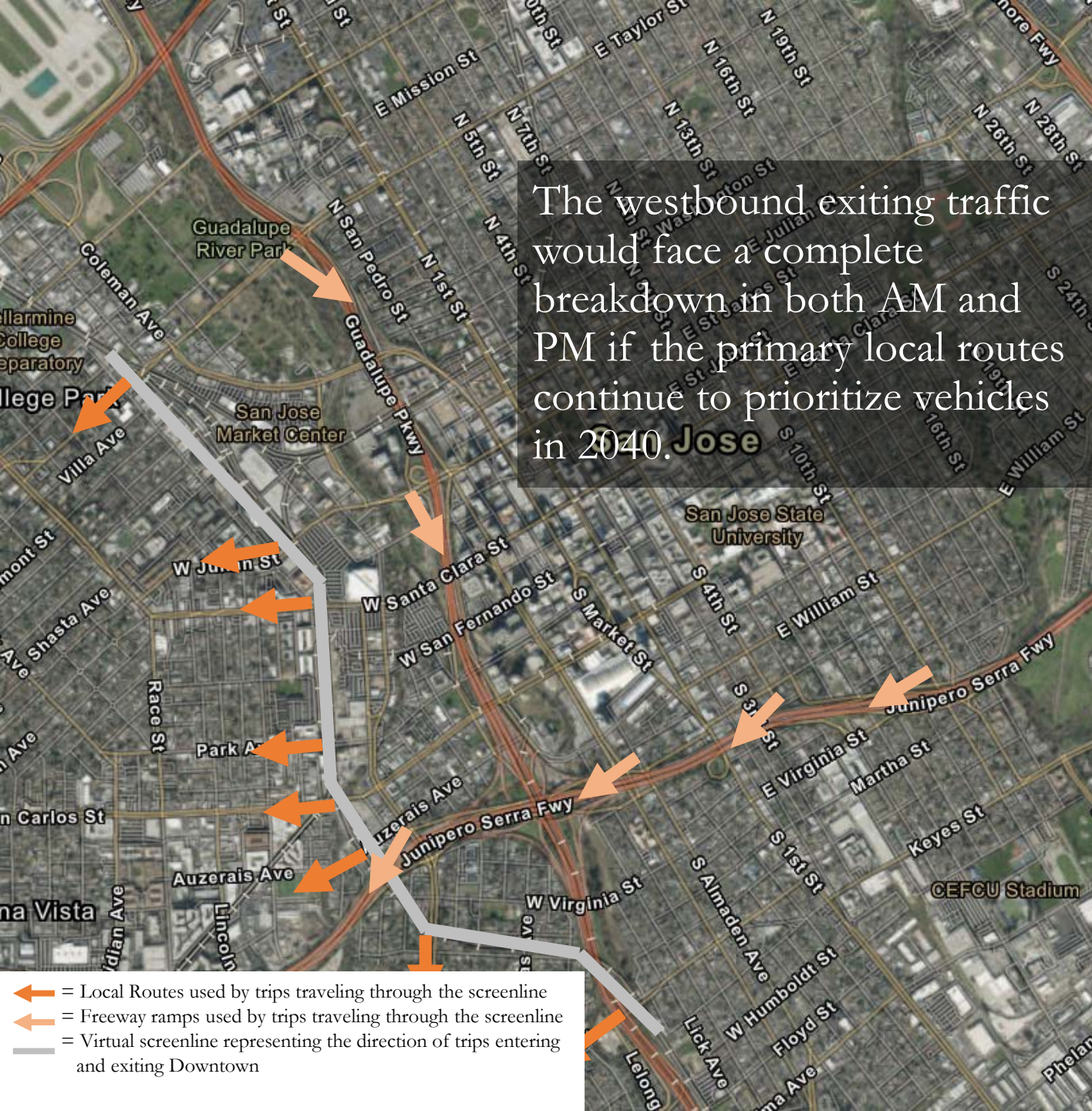
- Use Freeway On-Ramps to Passby Downtown
- Use Freeway On-Ramps to Depart from Downtown
- Use Local Routes to Passby Downtown
- Use Local Routes to Depart from Downtown
- Depart from and End in Downtown
- Total Vehicle Capacity for the Screenline (Local Routes Only, 12 Lanes)

Source: SJDOT

DRAFT

West Screenline, Westbound Traffic 2040 Baseline, Weekday

The westbound exiting traffic would face a complete breakdown in both AM and PM if the primary local routes continue to prioritize vehicles in 2040.



Massive Gridlock

Use Freeway On-Ramps to Depart from or Passby Downtown

Use Local Routes to Depart from or Passby Downtown

Depart from and End in Downtown

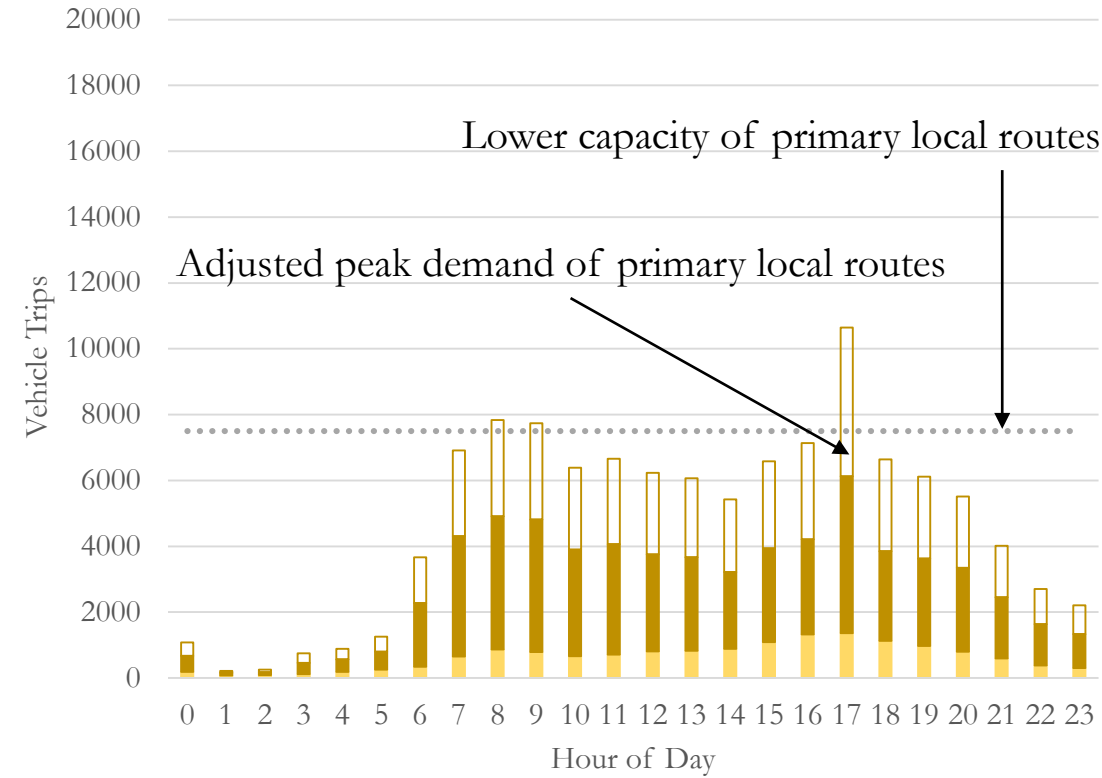
..... Total Vehicle Capacity for the Screenline
(Local Routes Only, 12 Lanes)

Source: SJDOT

DRAFT

West Screenline, Westbound Traffic 2040 DTP, Weekday

The lower local capacity (due to reprioritization of the primary local routes) would be enough to accommodate the adjusted demand of westbound exiting traffic in 2040 (due to removal of I-280/4th St on-ramp).



- = Local Routes used by trips traveling through the screenline
- = Freeway ramps used by trips traveling through the screenline
- = Virtual screenline representing the direction of trips entering and exiting Downtown

- Use Freeway On-Ramps to Depart from or Passby Downtown
- Use Local Routes to Depart from or Passby Downtown
- Depart from and End in Downtown
- Total Vehicle Capacity for the Screenline (Local Routes Only, 10 Lanes)

Source: SJDOT

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Vehicle Network Analysis Summary

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Screenline	2019 Weekday		2040 Baseline, Weekday		2040 DTP, Weekday	
	Local Route Capacity (# Lanes)	Traffic Gridlock (Direction/Time)	Local Route Capacity (# Lanes)	Traffic Gridlock (Direction/Time)	Local Route Capacity (# Lanes)	Traffic Gridlock (Direction/Time)
South	9	No	9	Northbound (8-10am) Southbound (4-6pm)	9	No
North	9	Southbound (4-7pm)	9	Northbound (7-12pm, 4-6pm) Southbound (8am, 2-8pm)	9	No
East	10	Eastbound (5-6pm)	10	Eastbound (2-8pm) Westbound (7-2pm, 3-7pm)	8	Eastbound (5-6pm) Westbound (8-9am)
West	12	Eastbound (5-6pm)	12	Eastbound (8-9am, 3-7pm) Westbound (8-10am, 4-6pm)	10	No