



San Jose Downtown Transportation Plan: Transportation Advisory Committee Meeting #2

September 2020

Agenda

- **Introductions and Brief Overview of Plan**
- **Existing Conditions and Benchmarking Updates**
- **Public Life Assessment**
- **Future Scenario Development Process**
- **Engagement Update**
- **Next Steps**

SAN DOWNTOWN
JOSÉ
TRANSPORTATION PLAN

Downtown Transportation Plan Overview

Project Staff



with
BONNIE NELSON
and
JAY PRIMUS



Technical Advisory Committee

- City Departments and Offices
 - Cultural Affairs
 - Economic Development
 - Fire
 - Parks, Recreations and Neighborhood Services
 - Planning, Building and Code Enforcement
 - Police
 - Public Works
 - Transportation
- BART
- Caltrans
- County Roads and Airports
- MTC
- VTA
- Chopsticks Alley
- Walk San Jose
- Latinx Business Circle

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

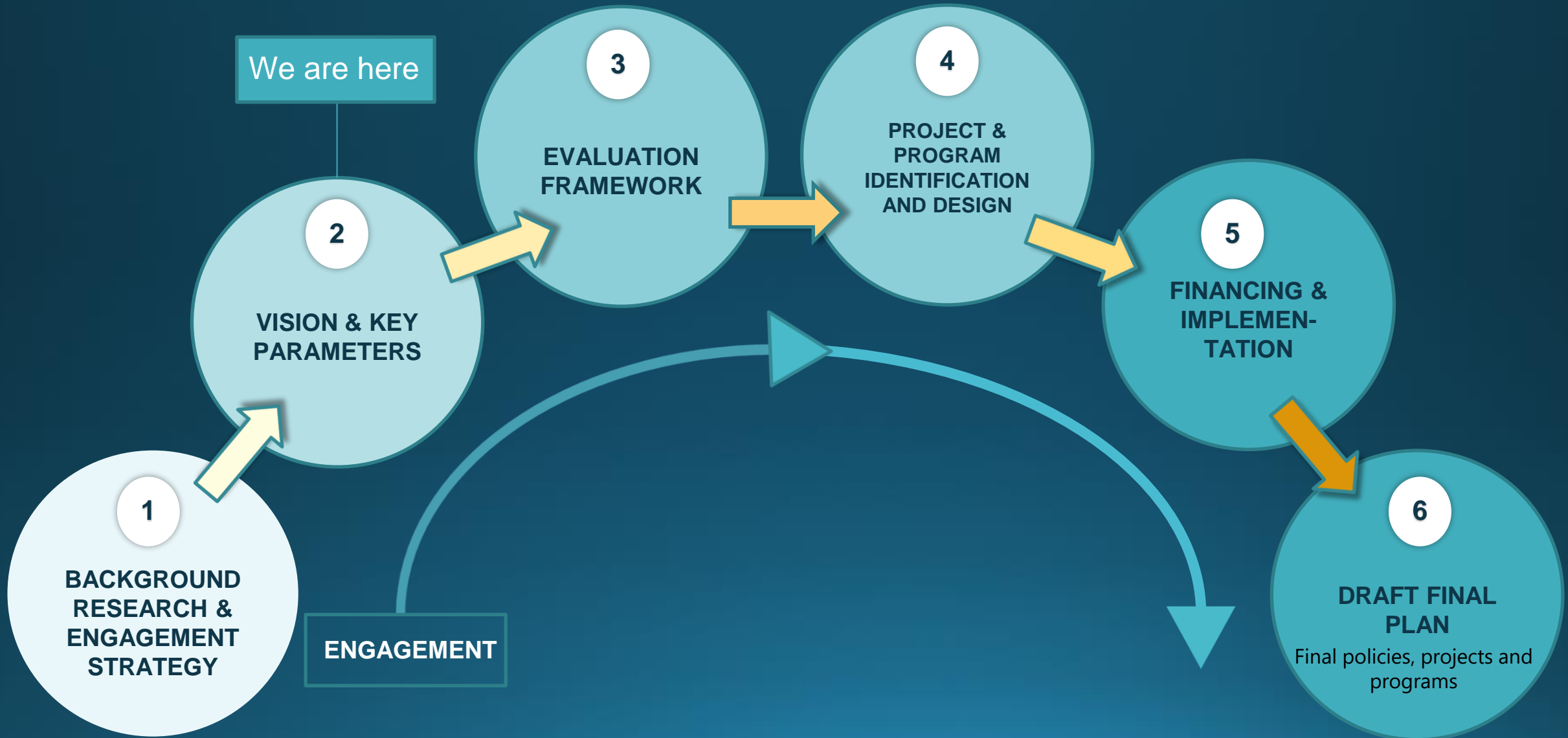
DRAFT for Feedback 6-12-2020



TAC Meeting #1 Recap

- **TAC Meeting Topics:**
 - Downtown Transportation Plan Overview
 - Existing Conditions Highlights
 - Benchmarking Examples
 - Engagement Approach
- **Feedback and Discussion Highlights:**
 - Ensure demographic context is considered in existing conditions
 - Consider implementation in guiding principles
 - Include qualitative measures of existing conditions
 - Look at local or other similar downtowns to San Jose for benchmarking
 - Consider additional ways to outreach to employers and reach single occupancy drivers

Process



Existing Conditions and Benchmarking Updates

Existing Conditions Highlights

Key Highlights:

- Demographics, Race and Income
- Condition of the Transportation Network
- How People Move around Downtown

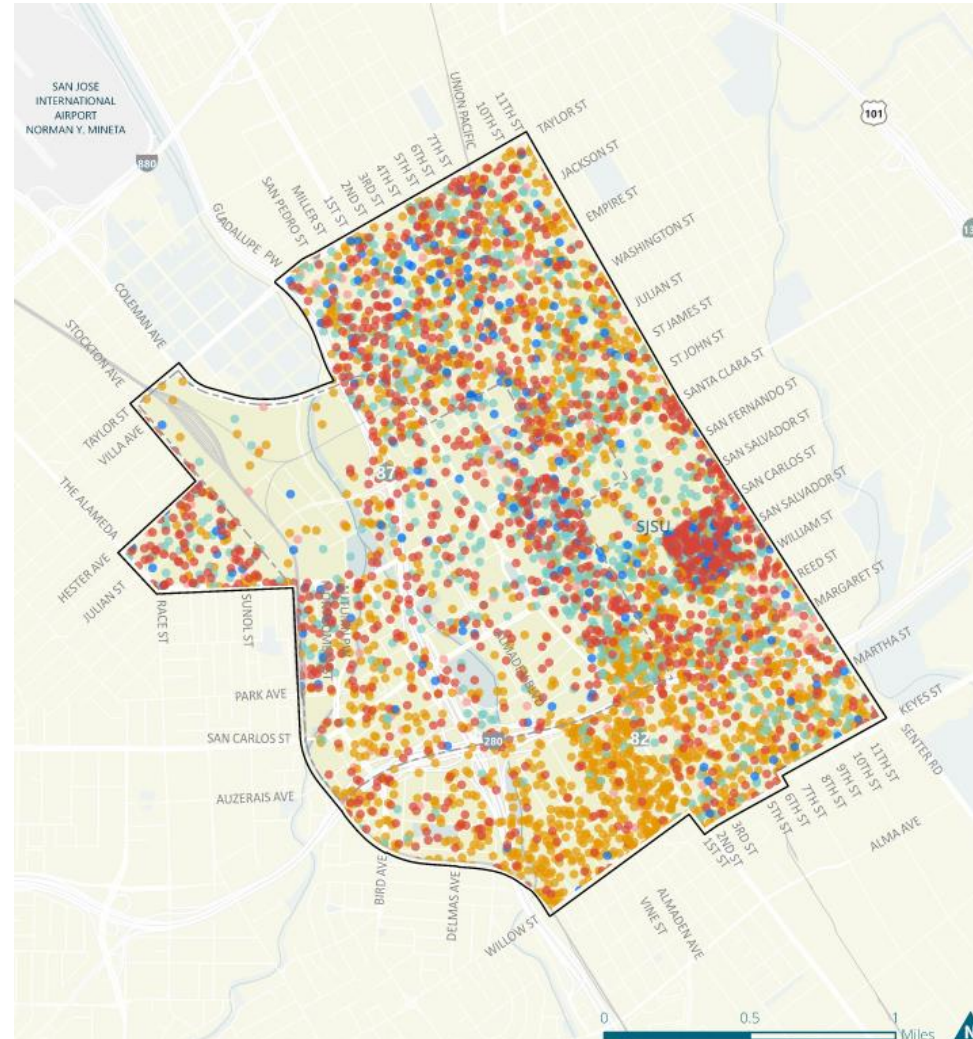
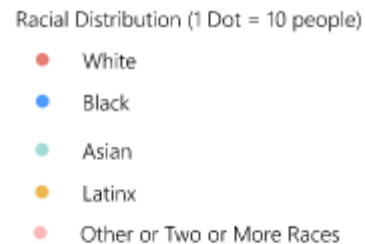
Purpose:

- Post on website and share during Workshop #1 on October 7
- Consider trends and highlights to support the plan development process and potential future options

Demographics, Race and Income

- Downtown San Jose today: 60,000 residents and 70,000 jobs.
- Downtown San José is a reflection of the city's diversity – 40% of residents are Latinx, 30% are white, 20% are Asian and 5% are Black. (see map)
- The average income of Downtown residents is \$110,000, though 16% of Downtown residents have incomes below the poverty threshold.

Downtown Resident's Race and Ethnicity

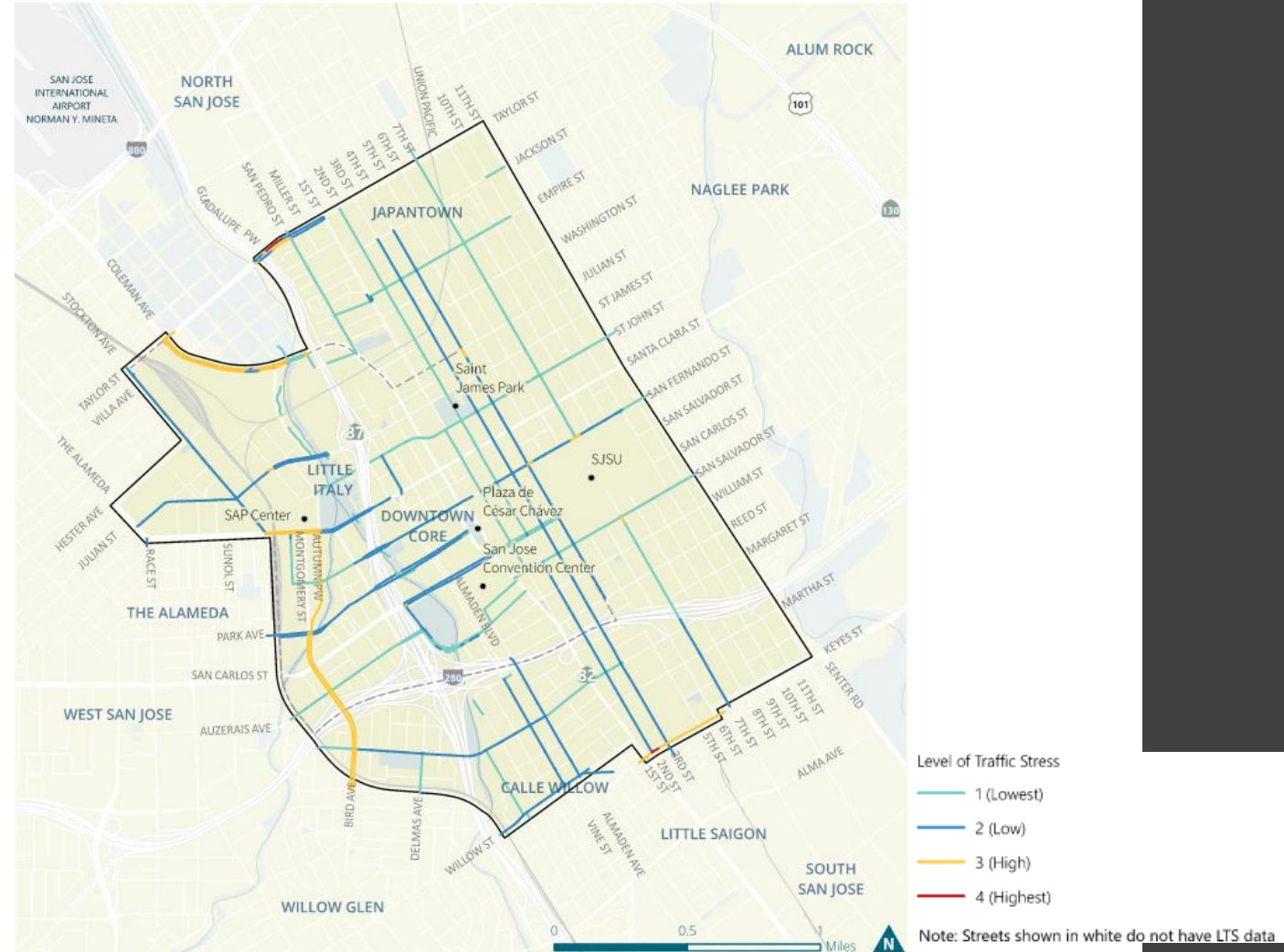


Source: U.S. Census Bureau, 2014 – 2018 ACS 5-Year Estimates
Note: For display purposes, data was randomly distributed within the census block.

Condition of the Transportation Network

People Biking – Level of Traffic Stress

- Downtown San José has 70 miles of streets, about 44% of which have existing bicycle lanes or routes. (see map)
- While almost all Downtown streets have sidewalks, many sidewalks are narrow or are directly adjacent to vehicle traffic lanes – which makes walking difficult and uncomfortable.
- In addition to numerous bus routes serving Downtown, over 100 daily commuter rail trains and 200 light rail trains provide service to Downtown San José each day.

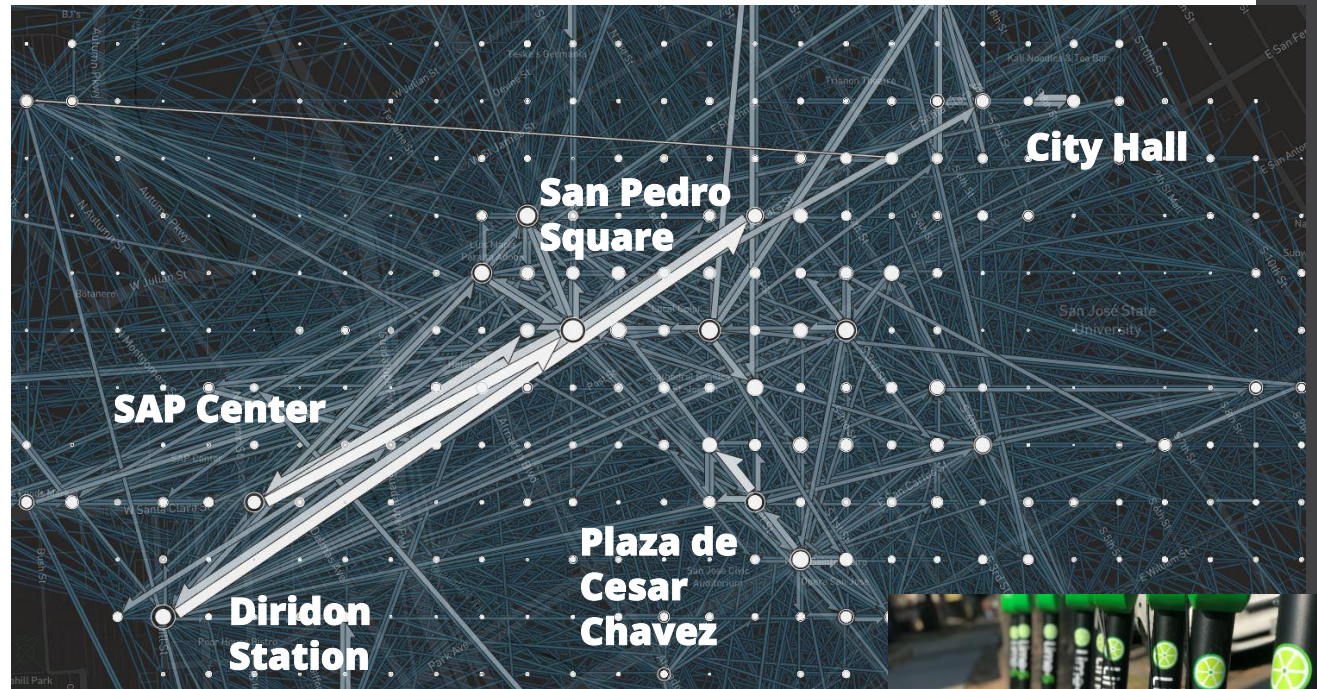


Source: City of San José, Better Bike Plan 2025, September 2020

How People Move around Downtown

- About 20% of all trips in Downtown San José are made on foot.
- On average 10% of Downtown residents walk or bike to work, compared to the citywide average of 3%.
- Almost 45% of all trips in Downtown San José are less than 2 miles.
- Some main scooter trip routes are between:
 - SAP Center and San Pedro Square
 - Diridon Station and office spaces near Santa Clara Street/Second Street.
 - There is also a high use of scooters within Plaza de César Chávez.
- Over the last five years, pedestrians and bicyclists were involved in 9% of reported traffic collisions in Downtown San José, though they account for 77% of all traffic deaths during the same period.

Scooter Routes Visualization



Best Practice Benchmarking: New York

Slowing Streets within the Core of the City: New York City's Citywide 25 MPH Speed Limit

- Vision Zero city with speed limits at 25 mph to 35 mph
- 63% decrease in speeding and a 14% decrease collision injuries between 2014 and 2016



Queens Boulevard, NYC

Best Practice Benchmarking: Denver

Opening Streets: Denver's Meet in the Street on the 16th Street Mall

- Downtown with a transit mall that many people travel through but don't stay
- 60% increase in people spending time, alongside a 30% increase in people walking



Denver's 16th Street Mall - Before



Denver's 16th Street Mall - After

Best Practice Benchmarking: Melbourne

Revitalizing Streets and Places: Melbourne's Laneways

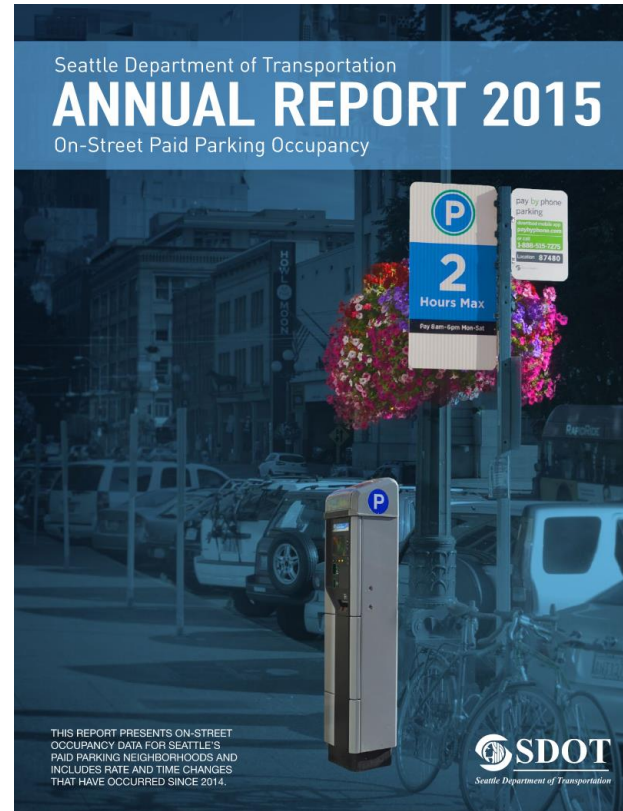
- Goal to promote pedestrian experience after losing residents to suburbs
- Some practices included requiring active frontages, encouraging longer hours, and human scale landscaping to help revitalize activity and growth



Best Practice Benchmarking: Seattle

Reforming Parking Management: Seattle Performance-Based Parking Program

- City with a goal of managing on-street parking to balance competing needs, move people/goods efficiently, support businesses, and create livable neighborhoods
- Data-driven demand-responsive pricing without a large investment for on-street metered parking



Annual Report 2017 On-Street Paid Parking Occupancy

PERFORMANCE-BASED PARKING PRICING PROGRAM

This report presents on-street occupancy data for Seattle's paid parking neighborhoods and includes rate and time changes.



 Seattle
Department of
Transportation

October 2017

Best Practice Benchmarking: Portland

Integrating Transit with the Surrounding Land Use:

Portland's Transit Malls

- Goal to revitalize of transit malls
- Small-scale improvements such as renovating store fronts coinciding with new MAX light rail service



Portland Mall, Oregon

Best Practice Benchmarking: Copenhagen

Collecting Data Thoughtfully: Copenhagen's Public Life Data Collection and Solutions Lab

- Ambitious vision to improve quality of life and develop a thriving city
- Using data collection to inform decision making and urban transformation putting people first – continuous public life data collection



Copenhagen's Public Life Account Report

Public Life Assessment

| 2020

| Existing Conditions

Public Life Assessment San José DTP

An assessment of public space
quality and its public life potential
across Downtown San José

Gehl





Gehl is an urban design practice focused on 'Making Cities for People'

San Francisco | New York | Copenhagen

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**



Dual Functions of the Streets: 'Link and Place'

Place

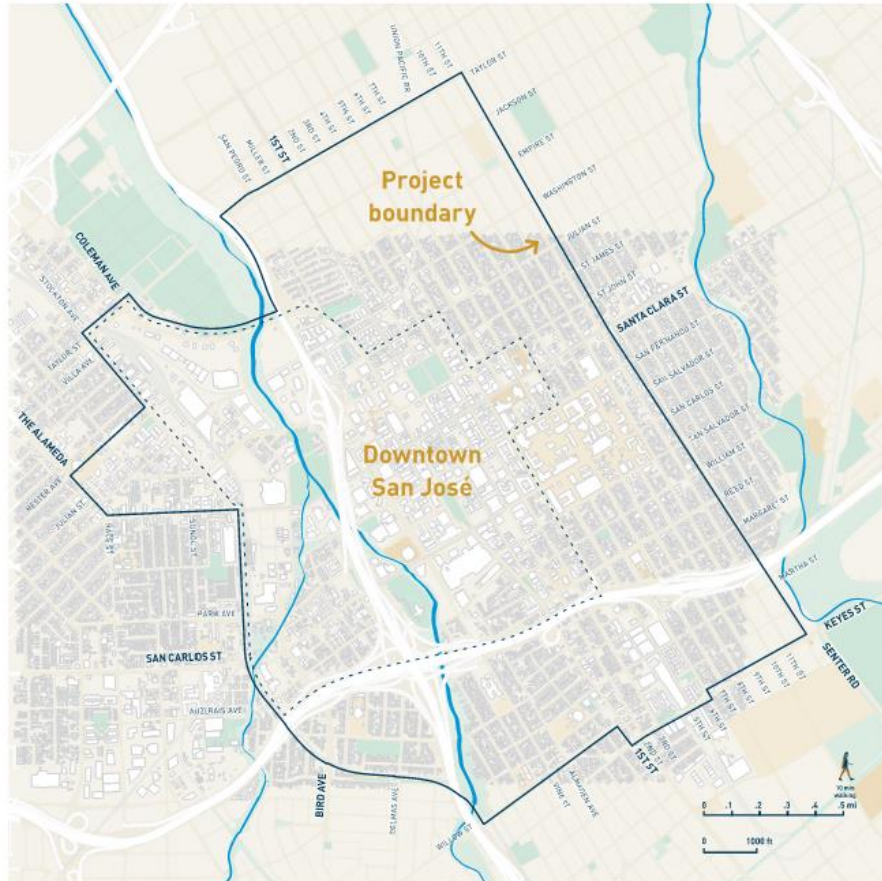
Street as a destination in its own right

Design objective: **spend time**



DRAFT

Downtown San José today - at a glance



+60K Residents
+30K Students (at SJ State + 5K Faculty and Staff)
+70K Jobs

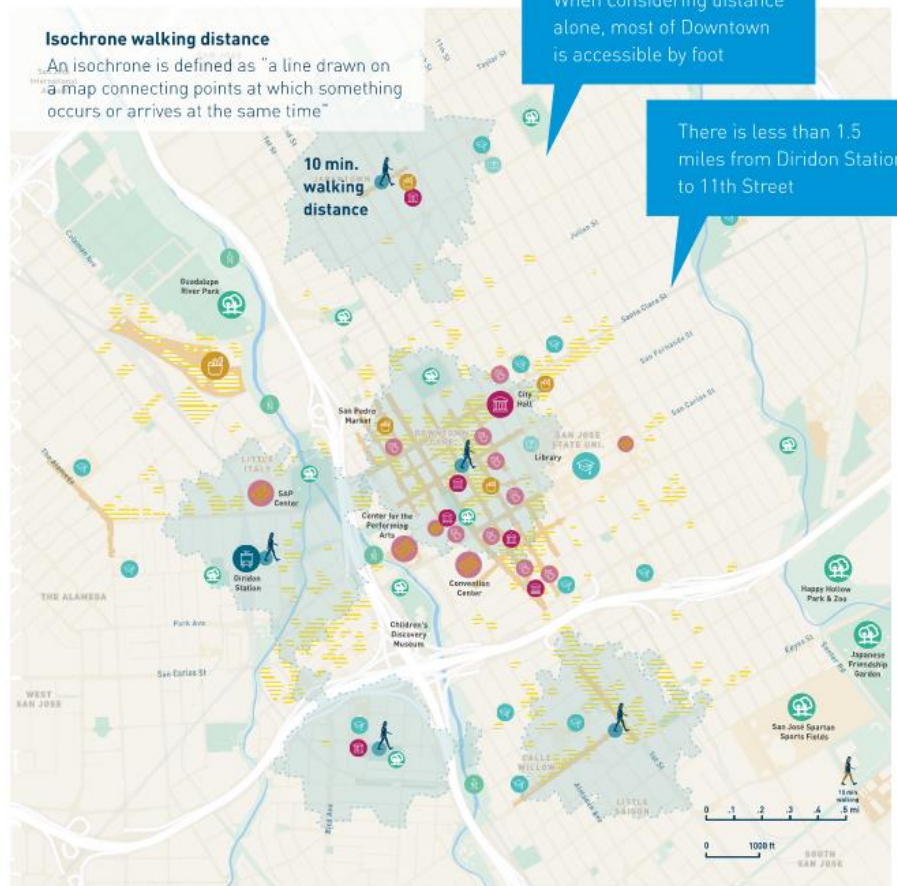
4% commute by bike
4800K Daily Caltrain boardings Diridon Station

+40K Parking spots (lots, structures and on-street parking)
+3000 walk daily on key streets

+10K Approved or proposed residential units (2020)
+15MSF Approved or proposed of office space (2020)

1

Streets are wide and traffic dominated, but short distances and generous right of way allow for inclusive reuse

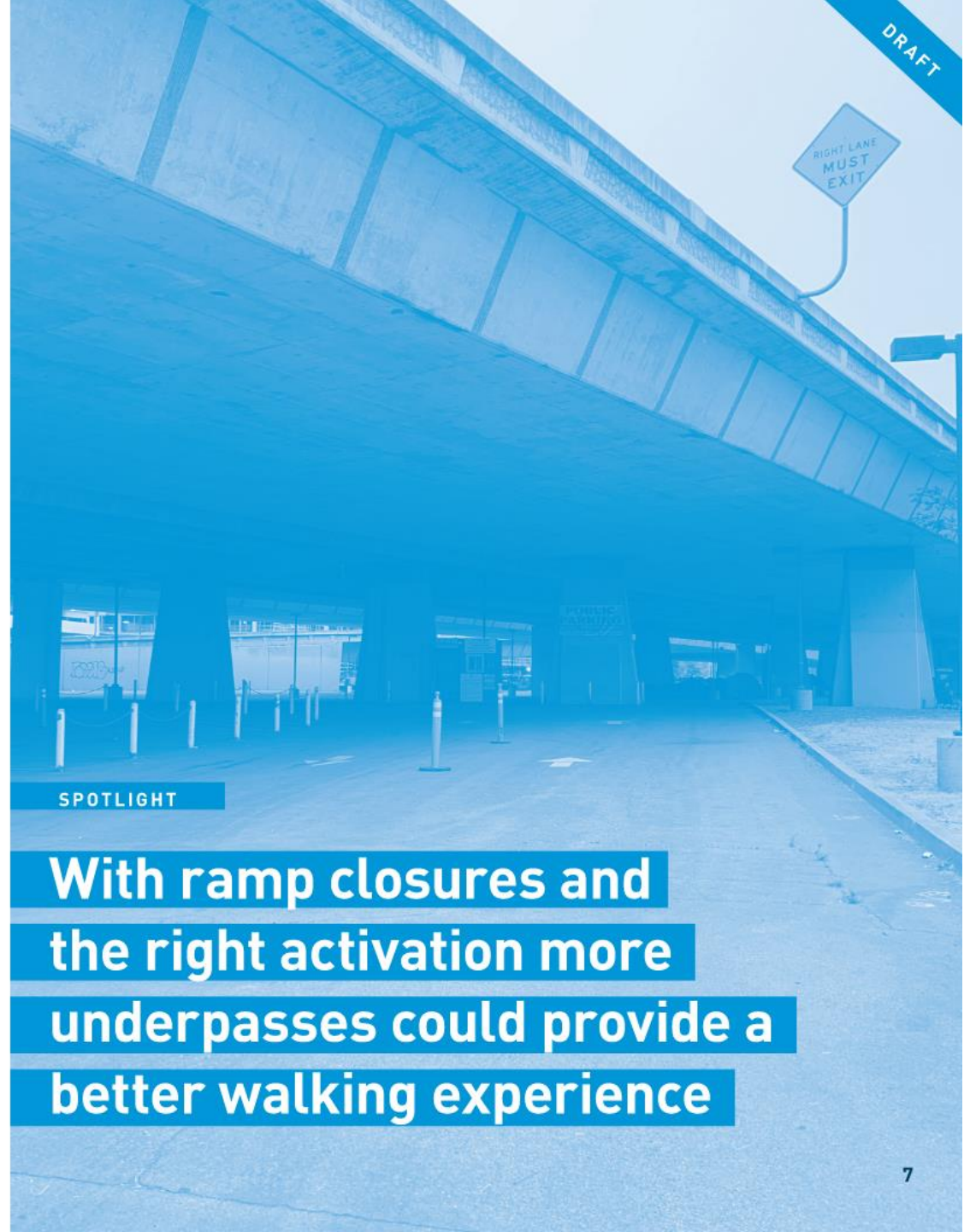


SPOTLIGHT

Connect amenities for people walking and biking, and program and activate public spaces to invite people to spend time

2

Large scale infrastructure challenges neighborhoods and access to amenities, but allow for alternative programming

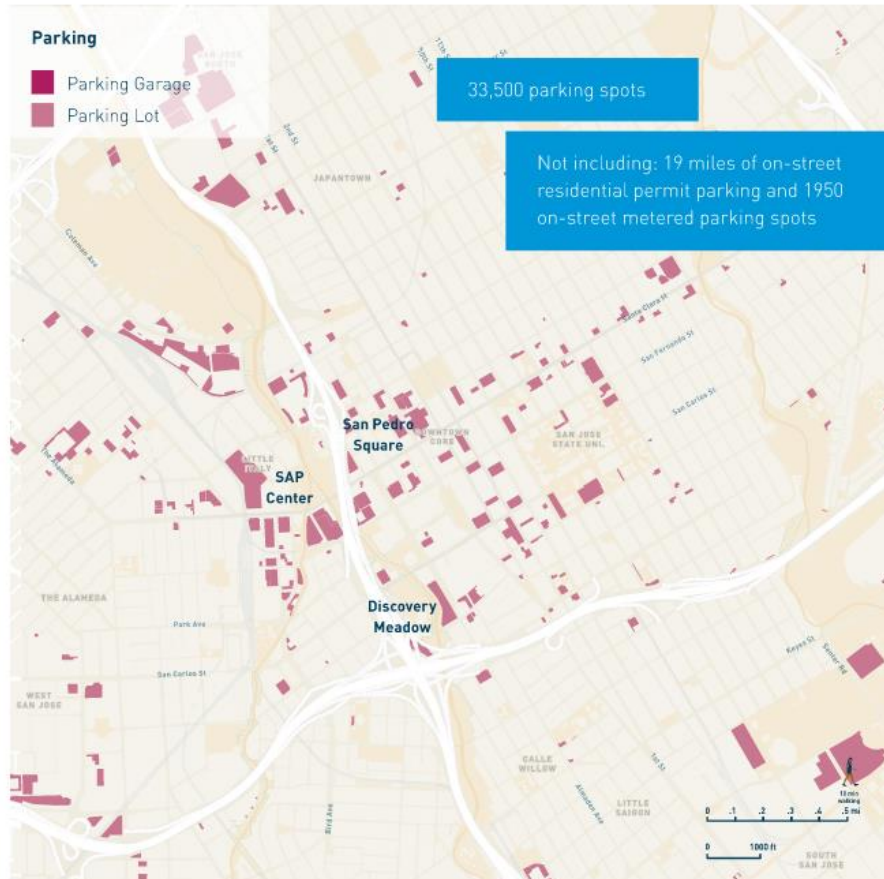


SPOTLIGHT

With ramp closures and the right activation more underpasses could provide a better walking experience

4

Parking takes up a lot of real estate, but offer opportunities for experimentation and expanding on the public realm



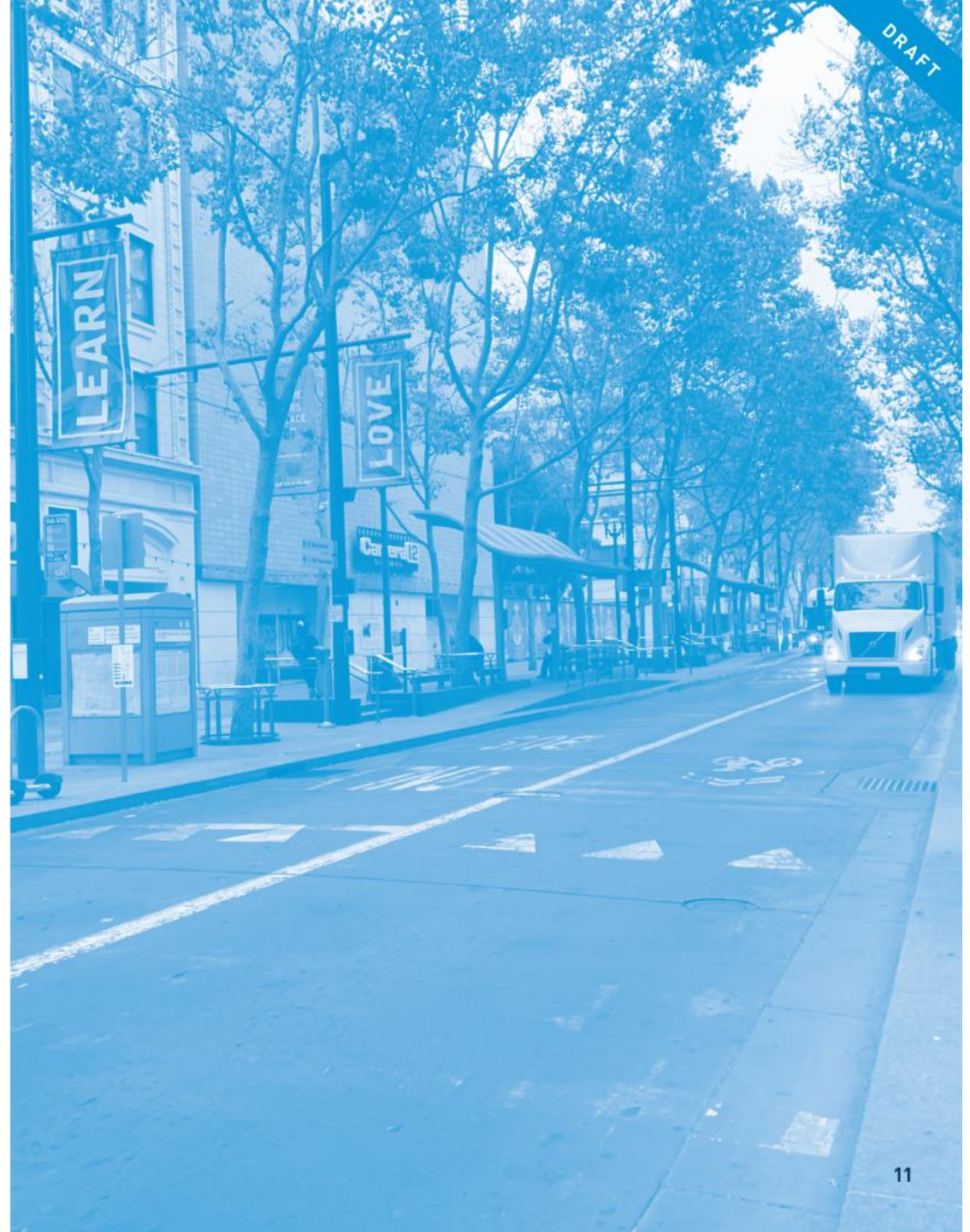
5

Generous sidewalks and paseos invite for walking, and “little streets” provide an opportunity to expand on the pedestrian network

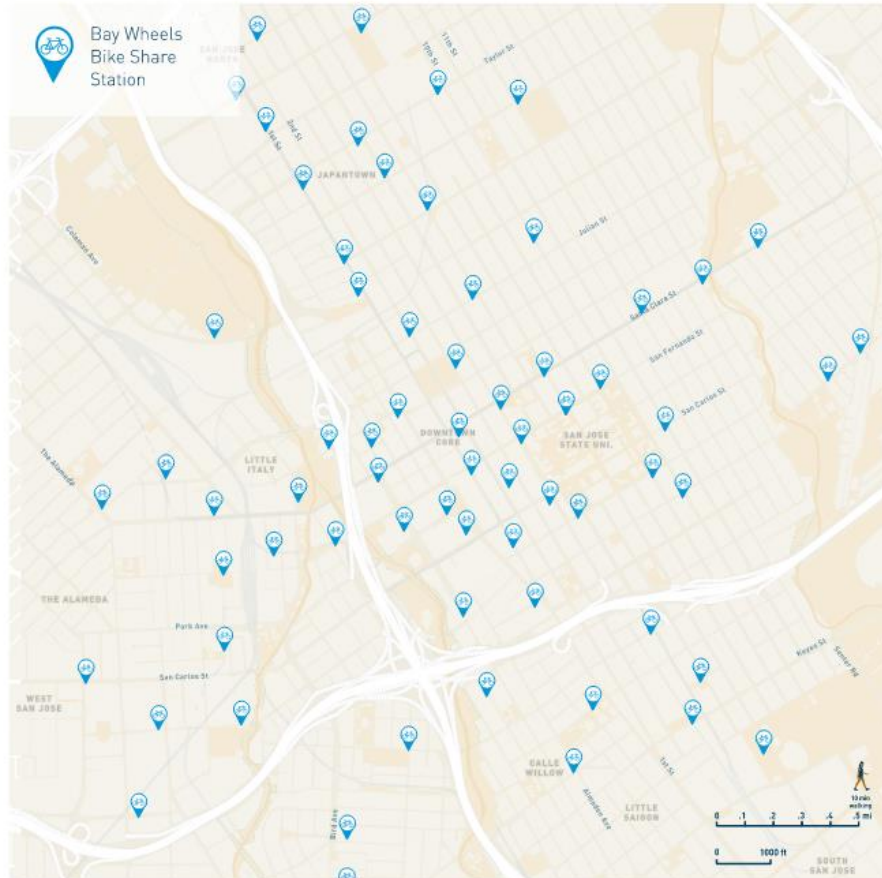


6

With its flat terrain and mild weather, San José is made for cycling, but infrastructure needs to follow



7 **Micromobility is VERY accessible and with improved infrastructure this culture can be both nurtured and regulated**

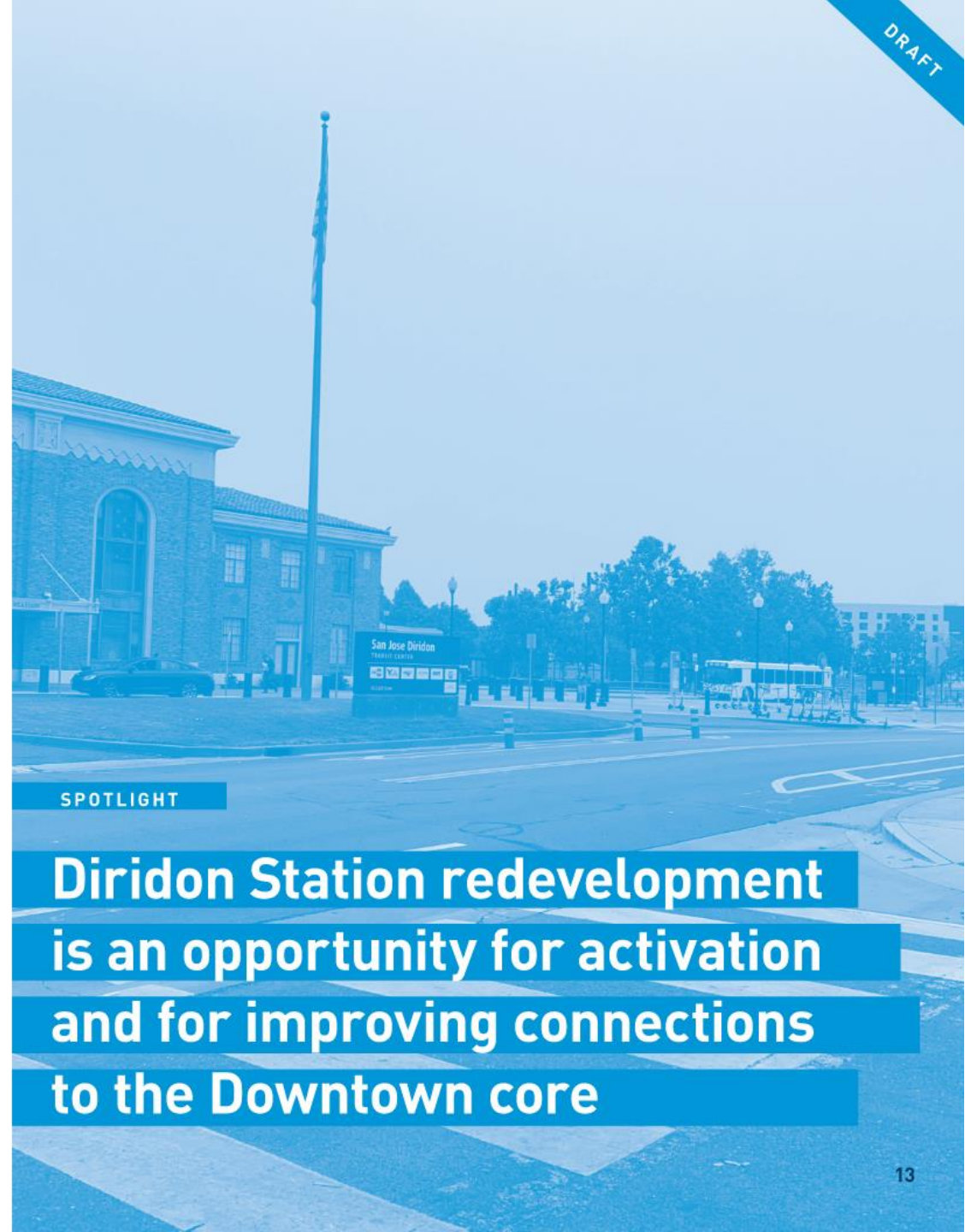


SPOTLIGHT

Quality infrastructure for biking and micro-mobility is key, and combined with limiting vehicular access, ridership numbers will grow

8

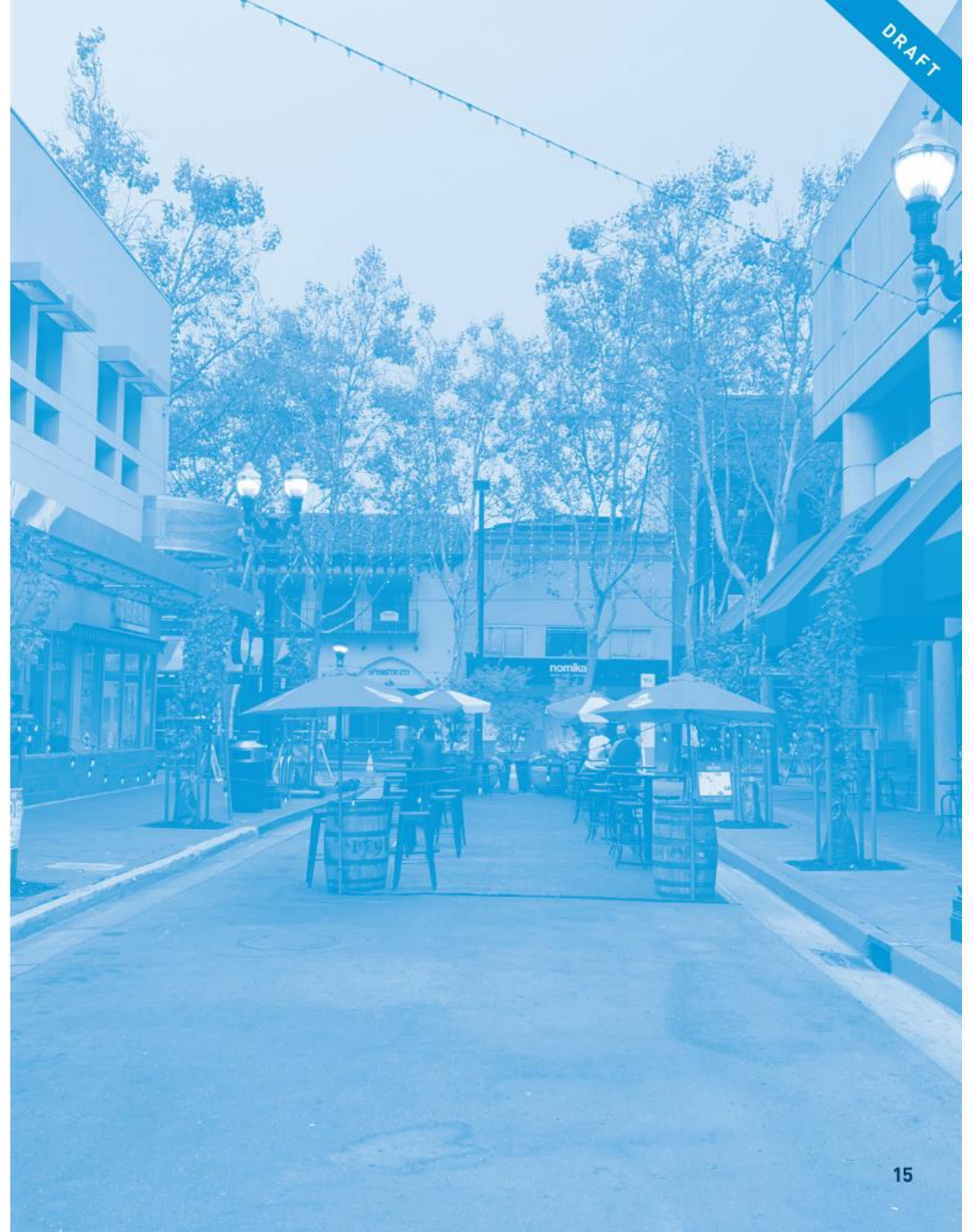
Most downtown residents live within a 10 minute walking distance to a transit stop, but more can be done to invite people to ride



9 Deliveries and TNC are a part of daily lives and this combined with other curbside needs calls for curbside management



10 Flexible and temporary use of streets and curbside space allows for maximum impact and adaptability



Public Life

Assessment Overview

1 Streets are wide and traffic dominated, but short distances and generous right of way allow for inclusive reuse

2 Large scale infrastructure challenges neighborhoods and access to amenities, but allow for alternative programming

3 New developments are an opportunity to build more mixed use and active frontages with increased walkability

4 Parking takes up a lot of real estate, but offer opportunities for experimentation and expanding on the public realm

5 Generous sidewalks and paseos invite for walking, and “little streets” provide an opportunity to expand on the pedestrian network

6 With its flat terrain and mild weather, San José is made for cycling, but infrastructure needs to follow

7 Shared micromobility is VERY accessible and with improved infrastructure this culture can be both nurtured and regulated

8 Most downtown residents live within a 10 minute walking distance to a transit stop, but more can be done to invite people to ride

9 Deliveries and TNC are a part of daily lives and this combined with other curbside needs calls for curbside management

10 Flexible and temporary use of streets and curbside space allows for maximum impact and adaptability

Map of Public Life Opportunity

**DRAFT
-IN PROCESS**
TO BE DEVELOPED
FOLLOWING TAC WORK
SESSION AND INPUT
FROM CLIENT

CLOSE SOME ON
AND OFF RAMP
IMPROVED PED AND
BIKE ACCESS

RACE / ALAMEDA
ON WEST SIDE
- GREAT LOCAL
STREET

SANTA CLARA
HAS A LOT OF
PEDS, BUT IS NOT
A GREAT WALKING
STREET...

PARK ST IS
VERY GREEN AND
CONNECTS TO
PASEOS - BUT IS
VERY WIDE...

CALLE WILLOW
= GREAT LOCAL
STREET

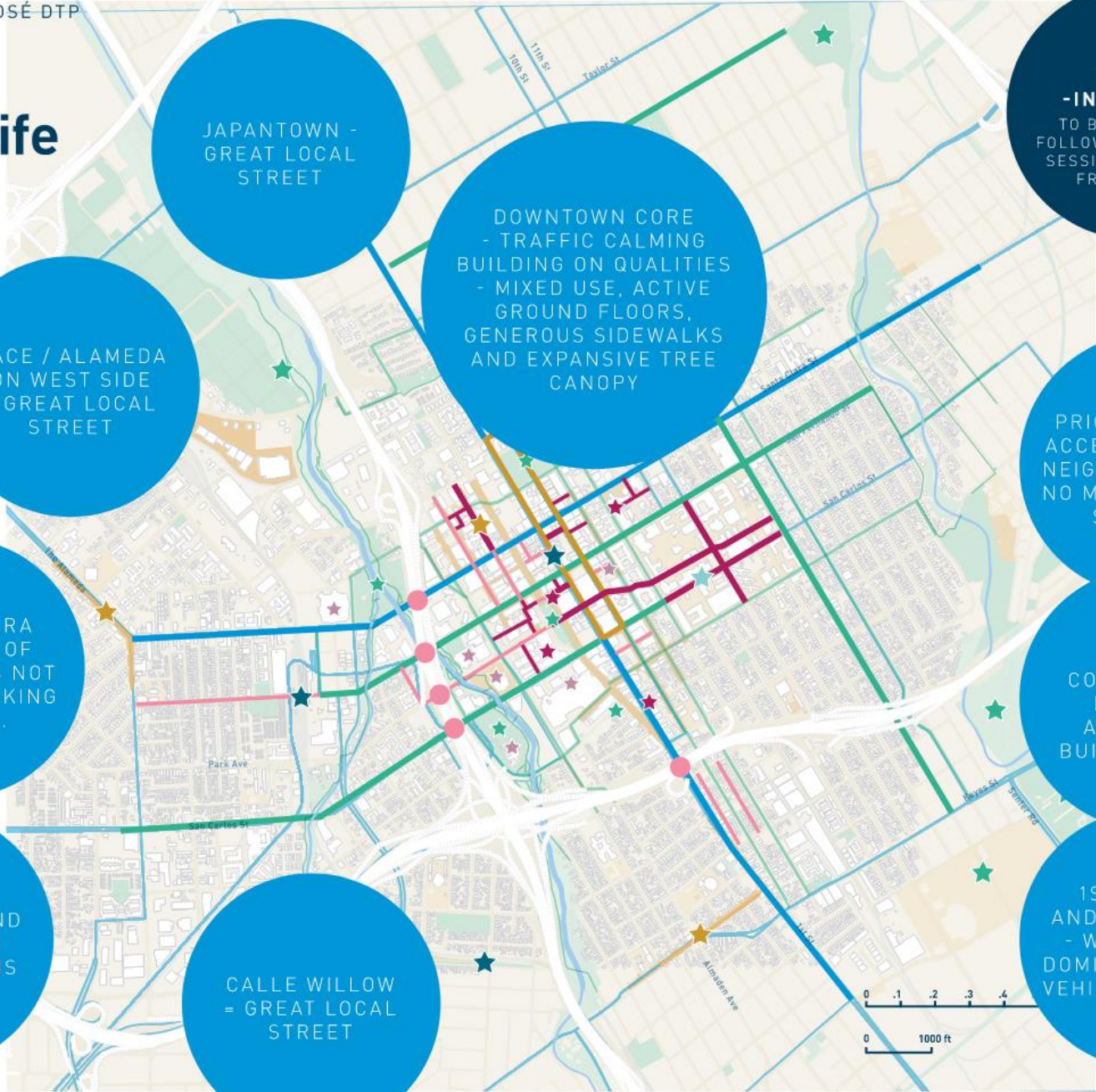
JAPANTOWN -
GREAT LOCAL
STREET

DOWNTOWN CORE
- TRAFFIC CALMING
BUILDING ON QUALITIES
- MIXED USE, ACTIVE
GROUND FLOORS,
GENEROUS SIDEWALKS
AND EXPANSIVE TREE
CANOPY

PRIORITIZE BIKE
ACCESS BETWEEN
NEIGHBORHOODS -
NO MORE ONE-WAY
STREETS?

BETTER
MICRO-
CONNECTIONS
BETWEEN
AMENITIES,
BUILDINGS AND
PARKS

1ST/MARKET
AND 2ND STREET
- WHY VEHICLE
DOMINATED HEAVY
VEHICLE TRAFFIC?



Future Scenario Development Process

Envisioned Scenario Development Process

Generate

- Consulting team/CBO ideas workshop
- Build upon Guiding Principles

August



Develop

- Work with City to develop draft future transportation "networks"

Sept - Oct



Refine

- Score scenarios based on Vision, Goals, Guiding Principles
- Community and stakeholder input

Oct - Dec



Select

- Identify preferred future scenario
- Project and program prioritization and additional community input

Dec - Feb

Scenario Brainstorming with CBOs

Big Ideas Highlights:

- Free transit to/from (like Little Saigon and East SJ) and within Downtown
- Rethink streets: closures/slow streets
- Great walking environment, safe and comfortable
- Re-envision SR 87

Transportation Investments or Policies

Highlights:

- Finance related policies/programs (mobility wallet and free transportation downtown)
- Parking management
- Support ground floor retail, small retail, pop-ups, and mobile vendors
- Support vibrancy and safety of public space

What are the top three elements/themes that should be included as part of future scenarios?



Next Steps

Generate

- Consulting team/CBO ideas workshop
- Build upon Guiding Principles

August



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Dec - Feb

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 incorporated



CBO Partners



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

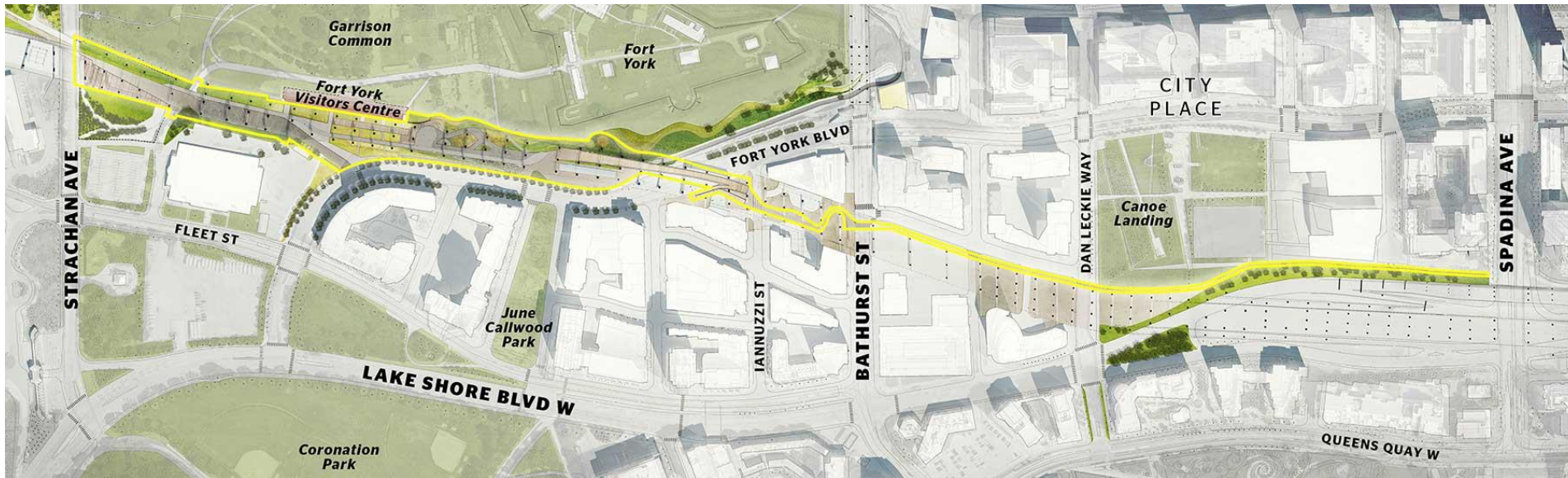
#1

SPUR (7/29)

- Learning from the Best: How Toronto's Experience Can Shape San José's Future

Key Takeaways:

- **Density:** high density around transit; maintain stable neighborhoods; consider "Missing Middle"
- **Efficient government:** nimble and cross-disciplinary decision-making in public sector.
- **Open space:** Guadalupe River Park offers great potential, as did Bentway in Toronto



Upcoming Outreach & Events

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

Speaker Series

- Asian Communities and Transportation in Downtown San José
 - Friday, Oct 9, 12:00pm-1:00pm
- Women's Perspectives on Transportation in Downtown
 - Monday, Oct 19, 6:00pm-7:30pm
- Public Life and Latinx Communities in Downtown – Past & Future (Spanish + English sessions)

Upcoming Outreach Activities

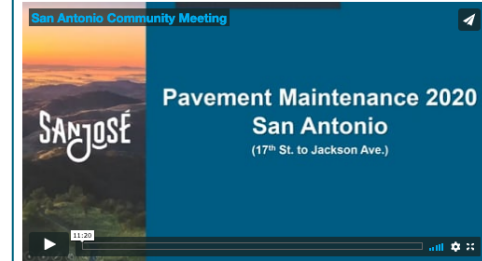
- **Workshop #1** on October 7th from 5:30 – 7:30pm
- Business Focus Group meetings in October
- Project Logo Contest – follow us on movesanjose social channels!
- Website and online survey at <http://www.movesanjose.org>

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?

Next Steps

TAC Meeting Schedule

Tentative Upcoming Meeting Dates:

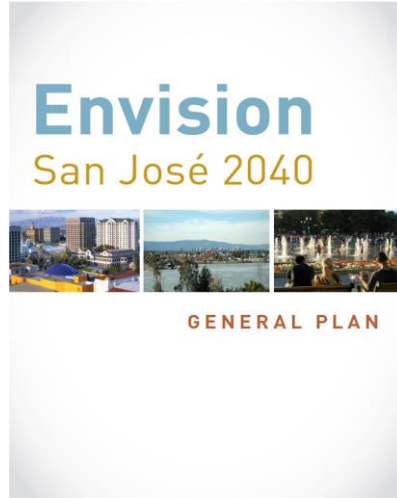
- Meeting #3: December 2020
- Meeting #4: February 2021
- Meeting #5: April 2021

Thank You!

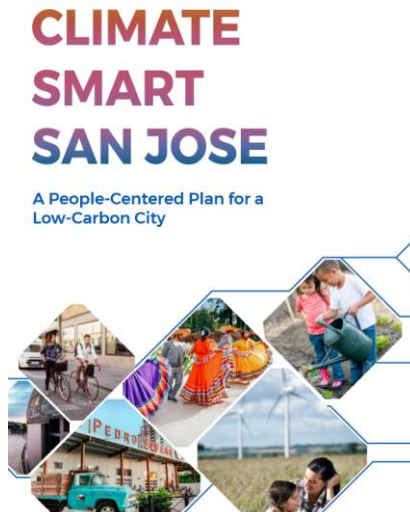
Schedule

	2020												2021					
Tasks	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
Existing Conditions & Background Research	Active							Active										
Outreach and Engagement	Active				Active													
Vision & Key Parameters	Active			Active														
Evaluation Model Development	Active						Active											
Transportation System Design & Management	Active									Active								
Financing & Implementation	Active												Active					
Draft and Final Downtown Transportation Plan	Active													Active				

Background and Vision



- Grow San José into a more prominent city that offers a variety of living and working environments – especially for young professionals and those more senior in age.
- Make San Jose a walking, biking, and transit-first city.



- Reduce air pollution
- Save water
- Create a stronger and healthier community

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, resilient, 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.