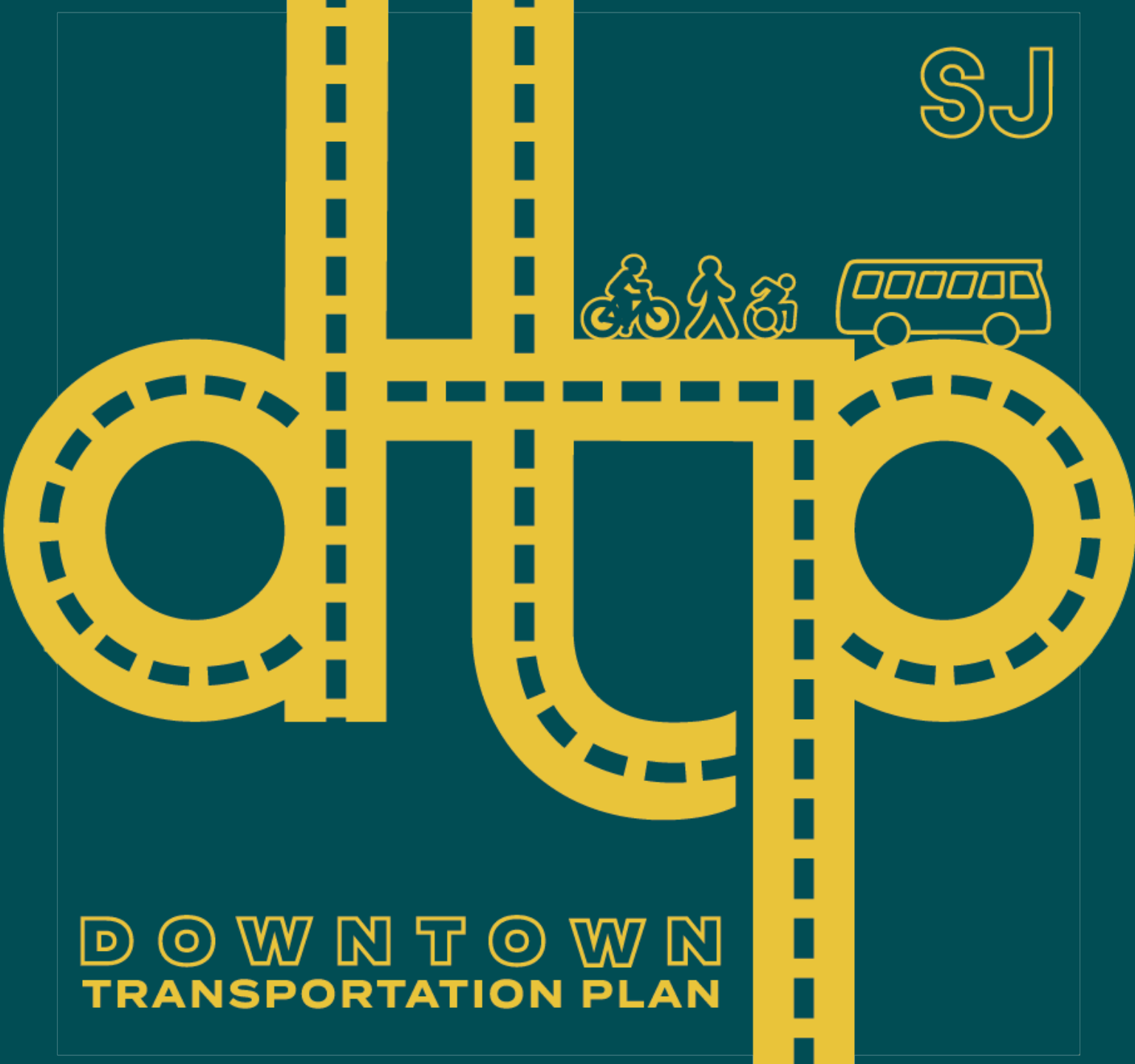


SJ



**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**

Technical Advisory Committee

Meeting #3

March 25, 2021



Source: Tomwsulcer

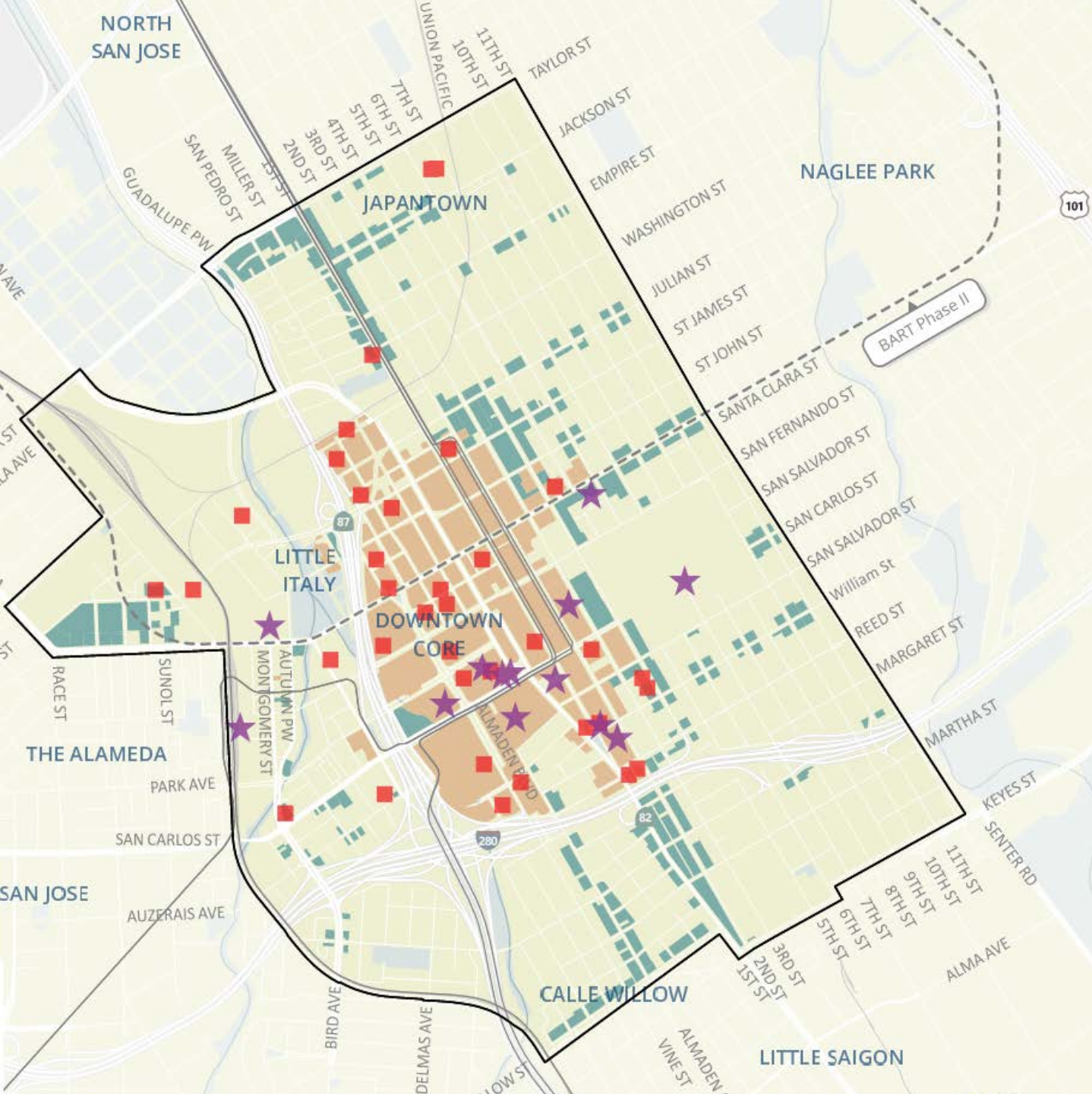
Overview

- Project purpose, scope, process
- Summary of what we've heard from community
- Brainstorming on how to address challenges raised by community
- Short- and medium-term improvements
 - Physical improvements
 - Policies and programs
- Big move ideas for the future
- Feedback, questions, comments

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





Downtown West

San Jose, California

Building on a solid foundation

Envision

San José 2040

GENERAL PLAN
Adopted November 1, 2011
As Amended on March 16, 2020



DIRIDON STATION AREA PLAN

Engagement to Date

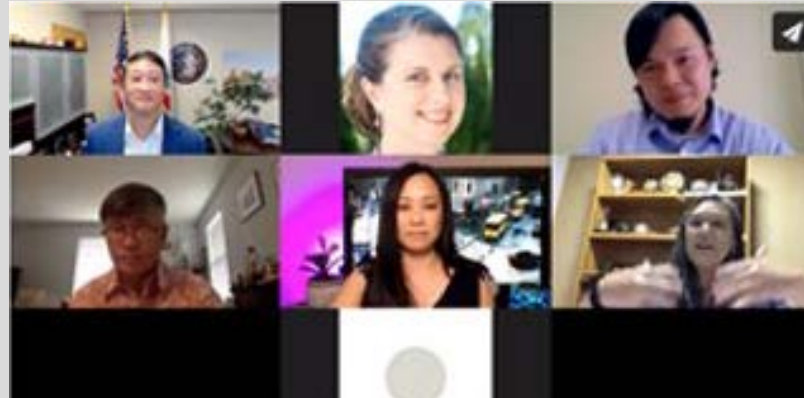
- Five listening sessions
- Workshop October 2020
- Partnerships with community organizations
- Speaker Series: 3 events in 2020



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

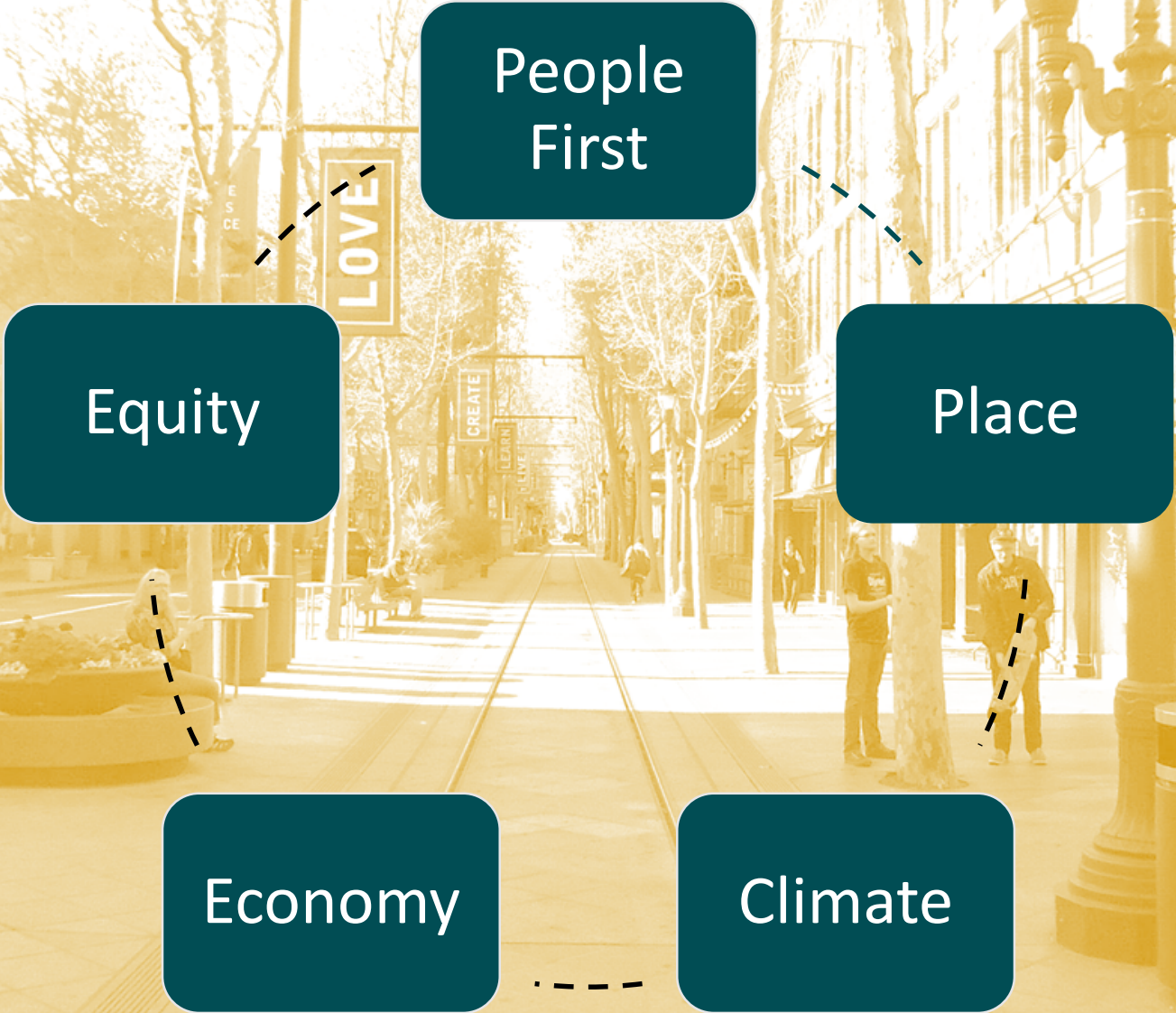


What have we heard from the community?

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



BRAINSTORMING





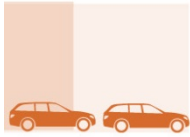
How can we leverage big transportation projects to improve our quality of life?



How do we build a city with people in mind?

Barcelona pedestrian and bicycle only street (Fehr and Peers)

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

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**





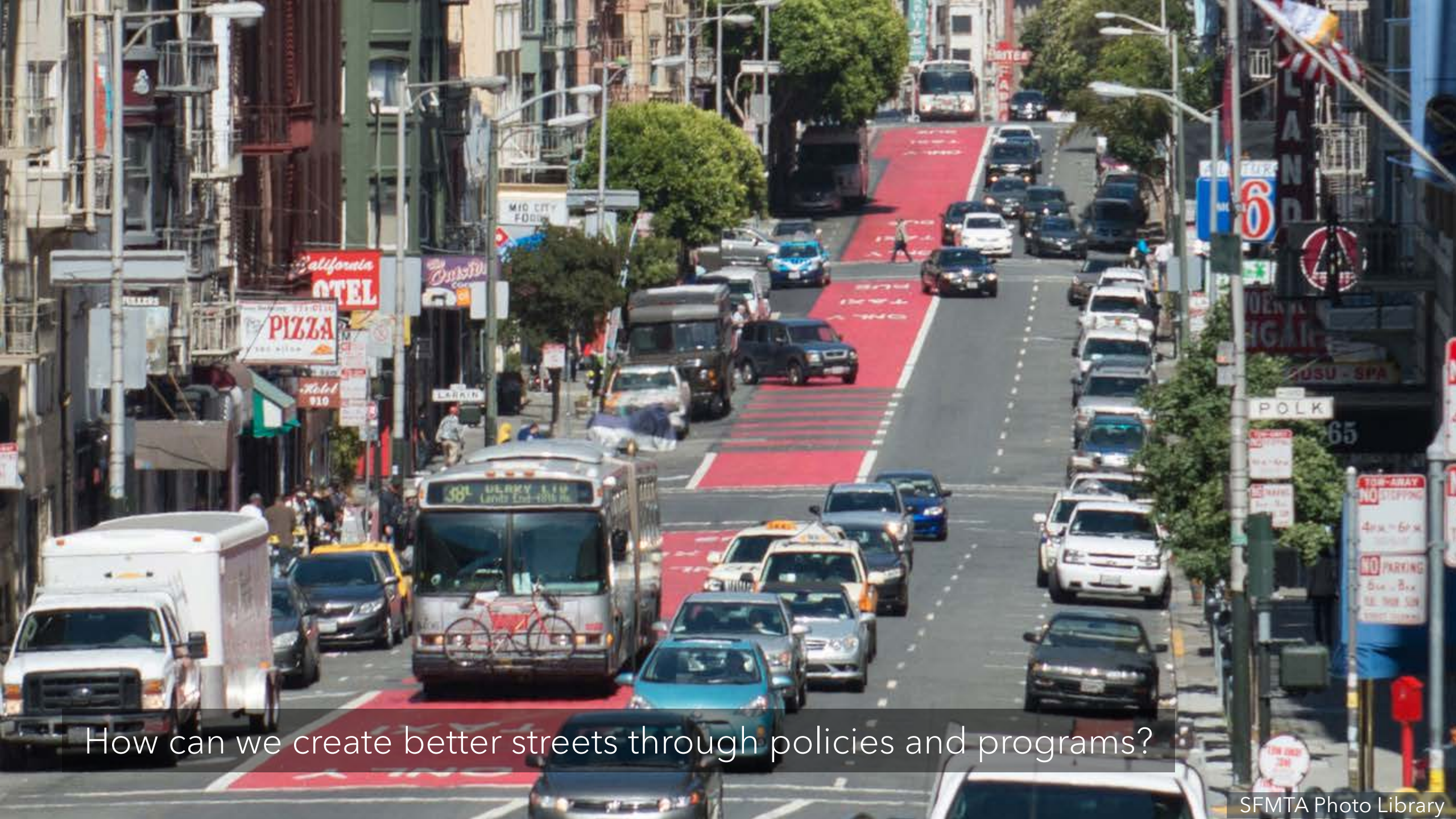
How can Santa Clara Street be a better main street for San José?



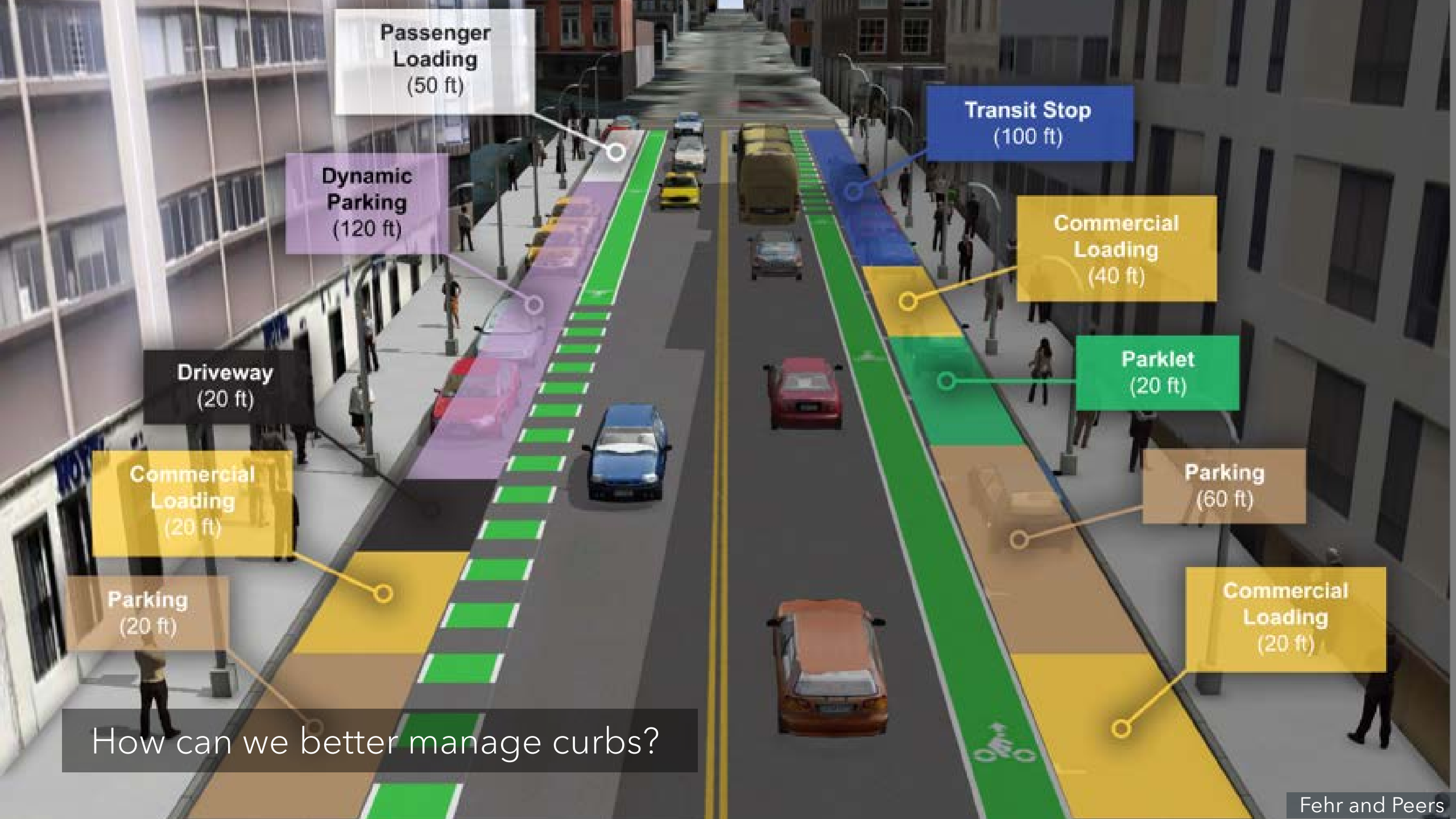
How do we speed up light rail in Downtown while still serving key destinations?



How can we bridge across freeway barriers?



How can we create better streets through policies and programs?



Passenger Loading
(50 ft)

Dynamic Parking
(120 ft)

Transit Stop
(100 ft)

Commercial Loading
(40 ft)

Driveway
(20 ft)

Parklet
(20 ft)

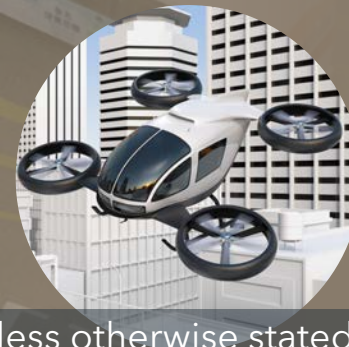
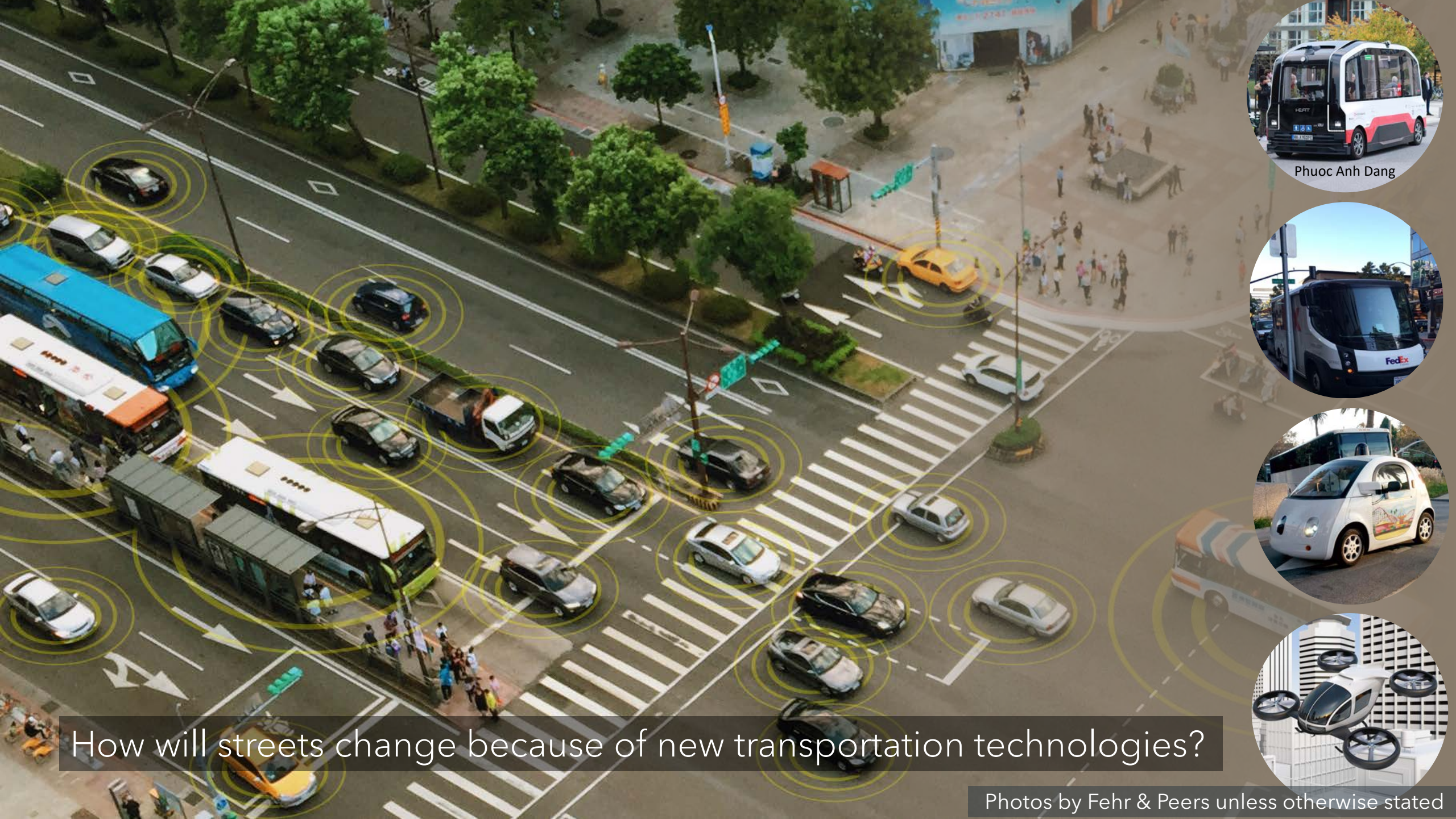
Commercial Loading
(20 ft)

Parking
(60 ft)

Parking
(20 ft)







Commercial Loading
(20 ft)

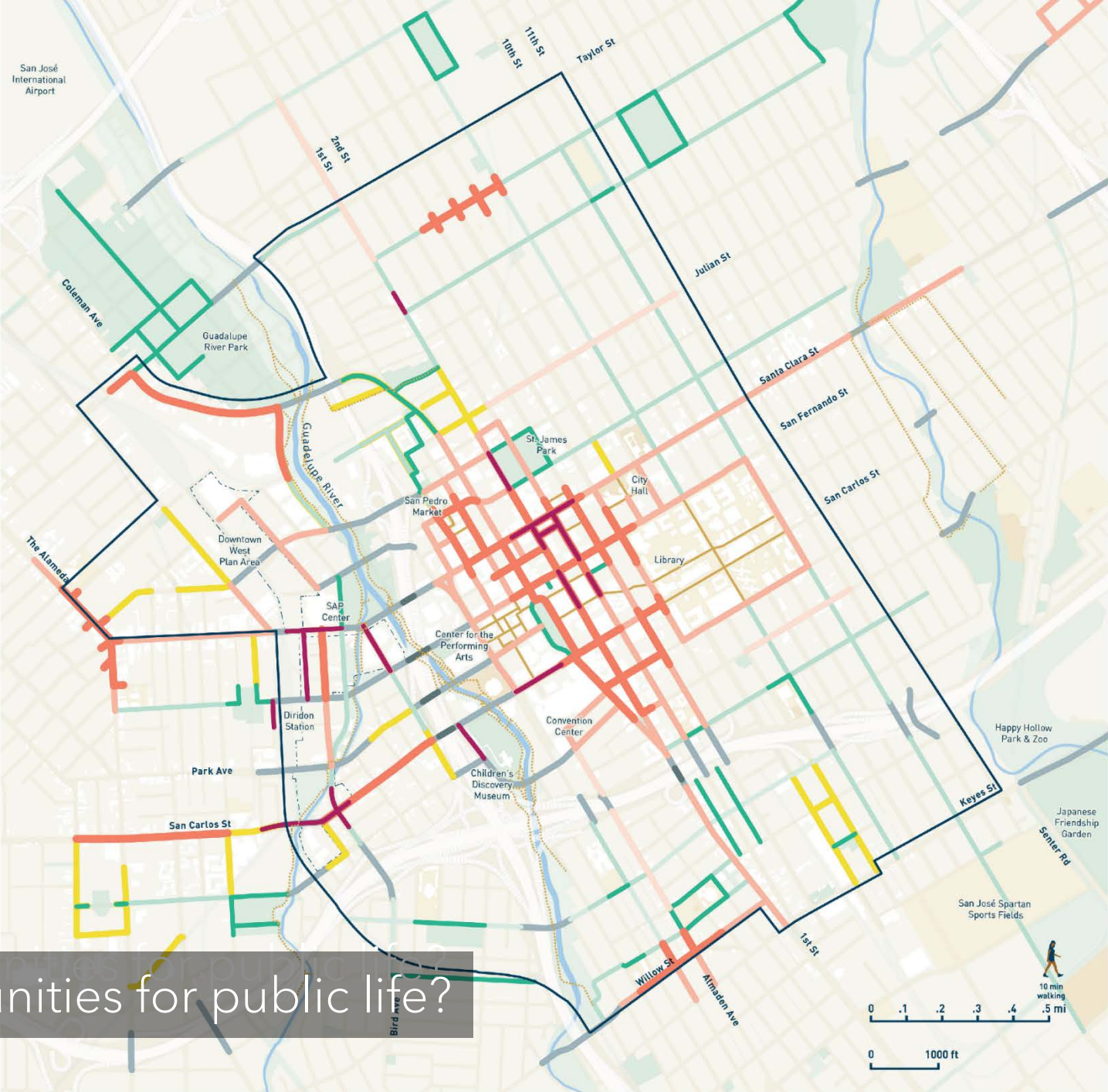
How can we better manage curbs?



How will streets change because of new transportation technologies?

Public Life Opportunity Mapping

-  Interchange Street
-  High / Moderate / Light Activity
-  High Density Residential
-  Primary / Secondary Slow Street
-  Bridging Link / Area of Special Attention
-  Fine Grain Pedestrian Access / Trail

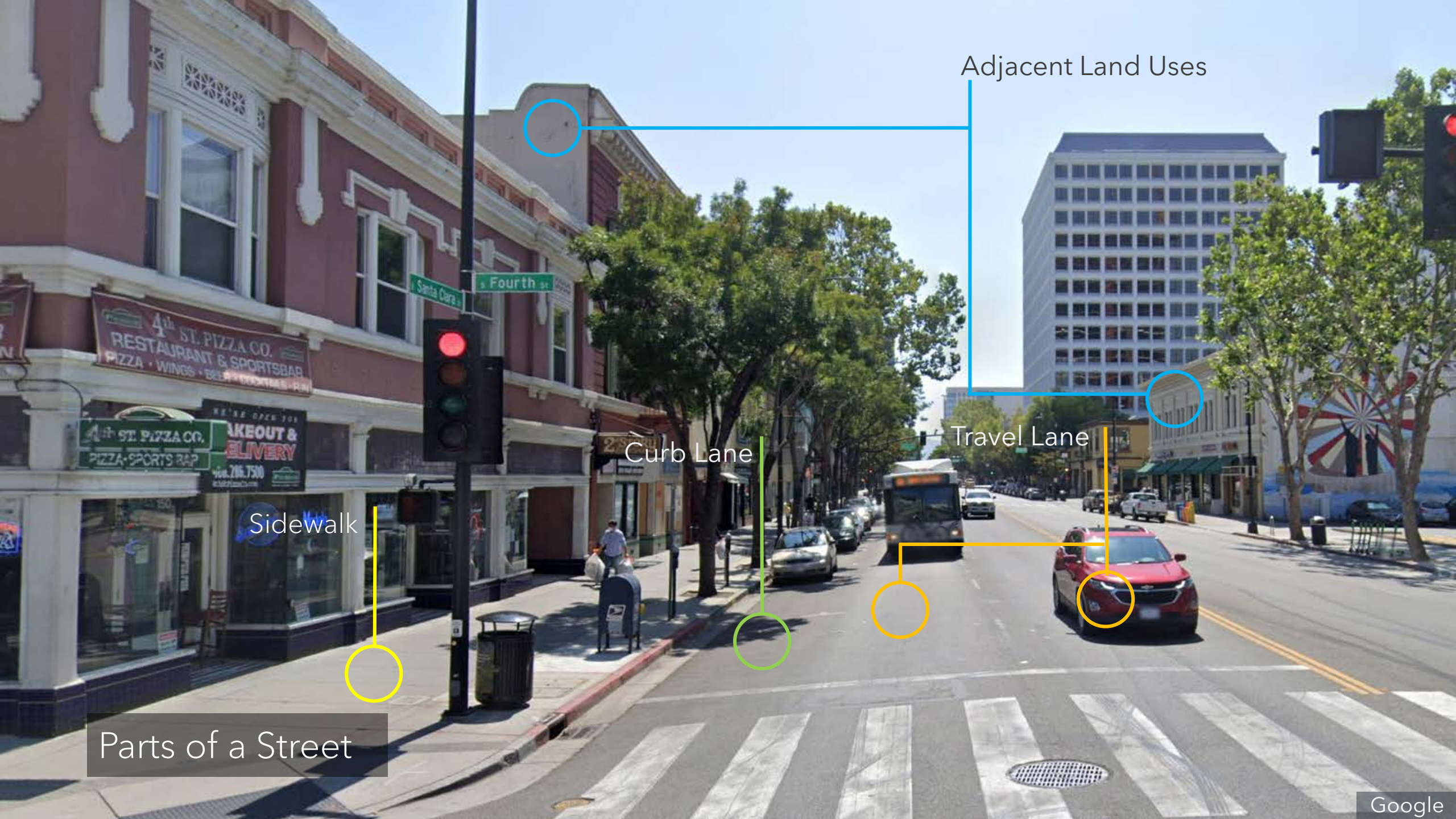


Where are the greatest opportunities for public life?

Short- and Medium-Term Projects

Infrastructure Improvements

Policies and Programs



Adjacent Land Uses



Travel Lane



Curb Lane



Sidewalk



Parts of a Street



SF Business Times

Transit Focus ("Grand Boulevard")



NACTO

Pedestrian Focus ("Main Street")



NACTO

Safe Connector ("Local Connector")



NACTO

Calm Residential ("Residential Street")



NACTO


Bike Focus ("On-Street Primary Bikeway")



NACTO

Ped and Bike Only ("Active Greenway")

Street Types: Different Designs for Different Needs




Transit mobility and access for all ages and abilities take priority. Dedicated transit lanes and protected cycle tracks are examples to provide safe and efficient alternatives to driving. Includes wide sidewalk and streetscape improvements for pedestrians.

Transit Focus ("*Grand Boulevard*")

Street life and access to businesses take priority. Curb and travel lanes are re-designed for dining, retail, and streetscape improvements, creating a shopping destination.

Pedestrian Focus ("*Main Street*")

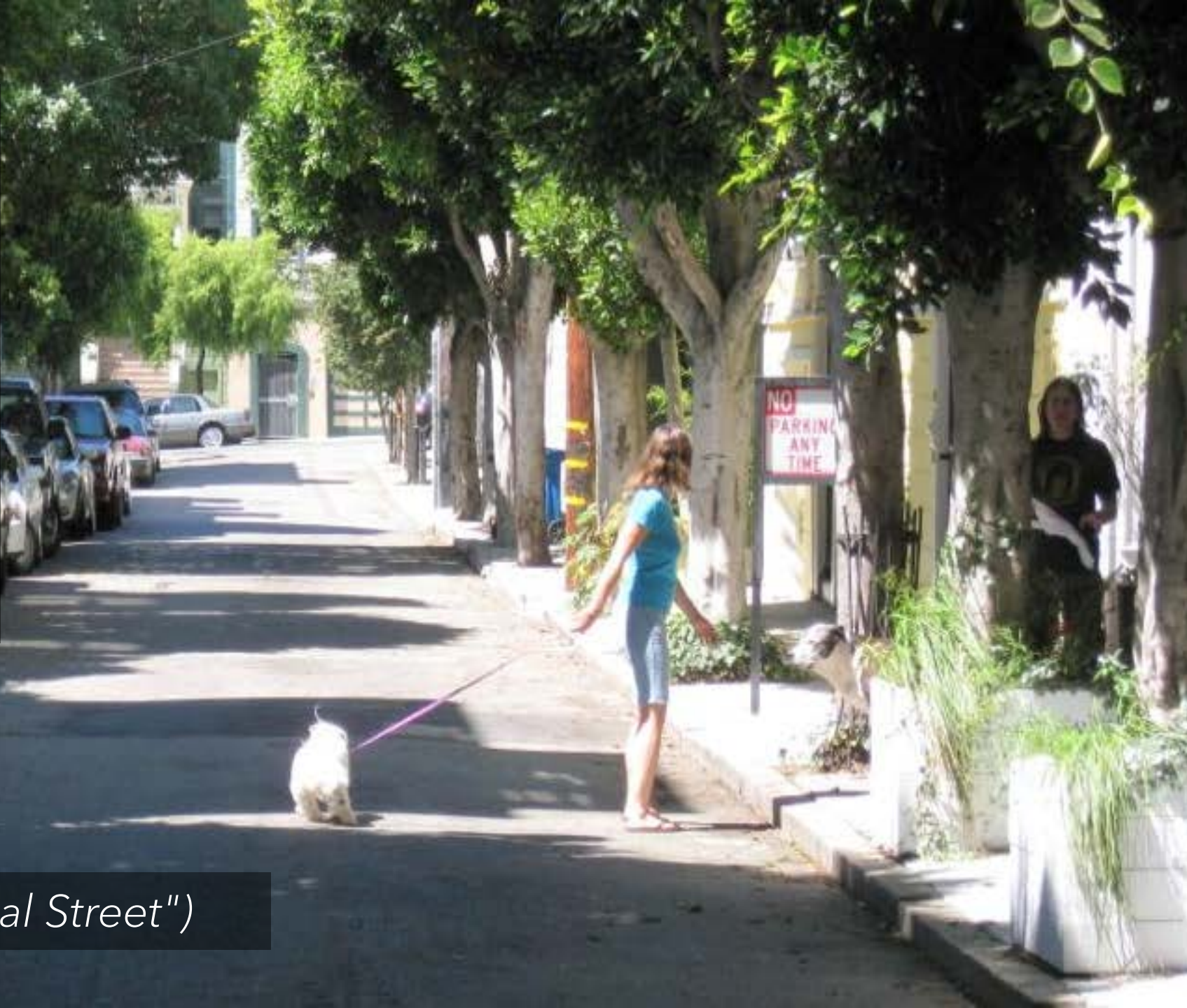




Mobility and parking take priority. Delivery loading occurs around the corner of nearby businesses and homes. While accommodating car throughput, the street is designed to ensure safety for all street users.

Safe Connector/ Mixed Use ("*Connector*")

Calm, safe streets accessible to all. Residential parking is provided along the curbs. Includes traffic calming improvements to reduce traffic speeds, discourage cut-through traffic, and improve safety for all street users.



Calm Residential ("*Local Street*")

Bike mobility and street life take priority. Cycle tracks, separated bike lanes, bike boulevards, and traffic calming improvements are examples to provide a safe and efficient alternative to driving.

Bike Focus ("*Primary Bikeway*")



Street life and access to businesses take priority. Paseos and "slow streets" are car-free, creating a vibrant destination.

Ped and Bike Only ("*Active Greenway*")



Policies and Programs

- **Transportation Demand Management** → Develop a comprehensive and holistic approach to transportation to meet the needs of the growing community while promoting travel by sustainable modes
- **Smarter Street and Curbside Management** → Better configure streets to serve all users, adjacent land uses, and transportation modes
- **Technology & Emerging Mobility** → Harness the spirit of innovation and technological advances that define our region to help build a more inclusive, sustainable, and connected Downtown



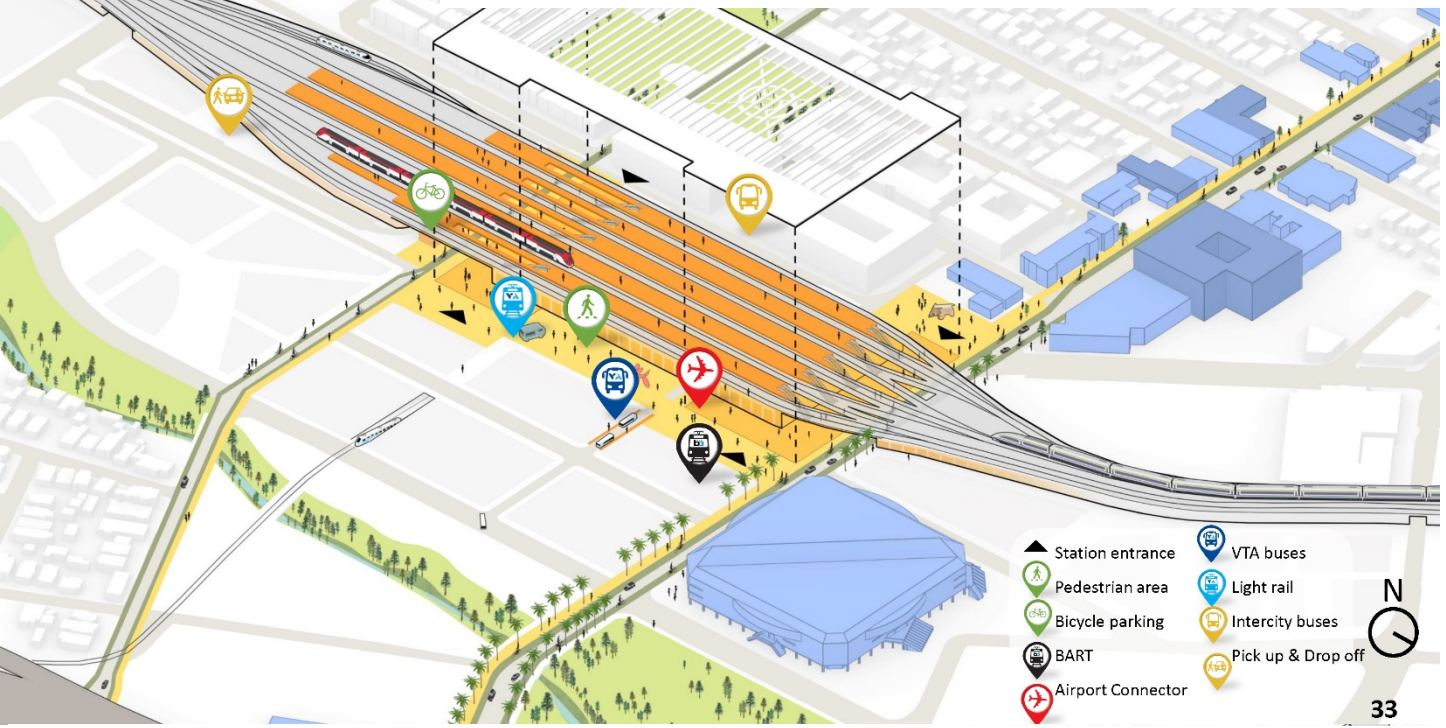
Short- and Medium-Term Projects

Big Move Ideas



Elevated SkyCycles Proposal for London (Norman Foster and Partners)

Diridon Integrated Station Concept Plan

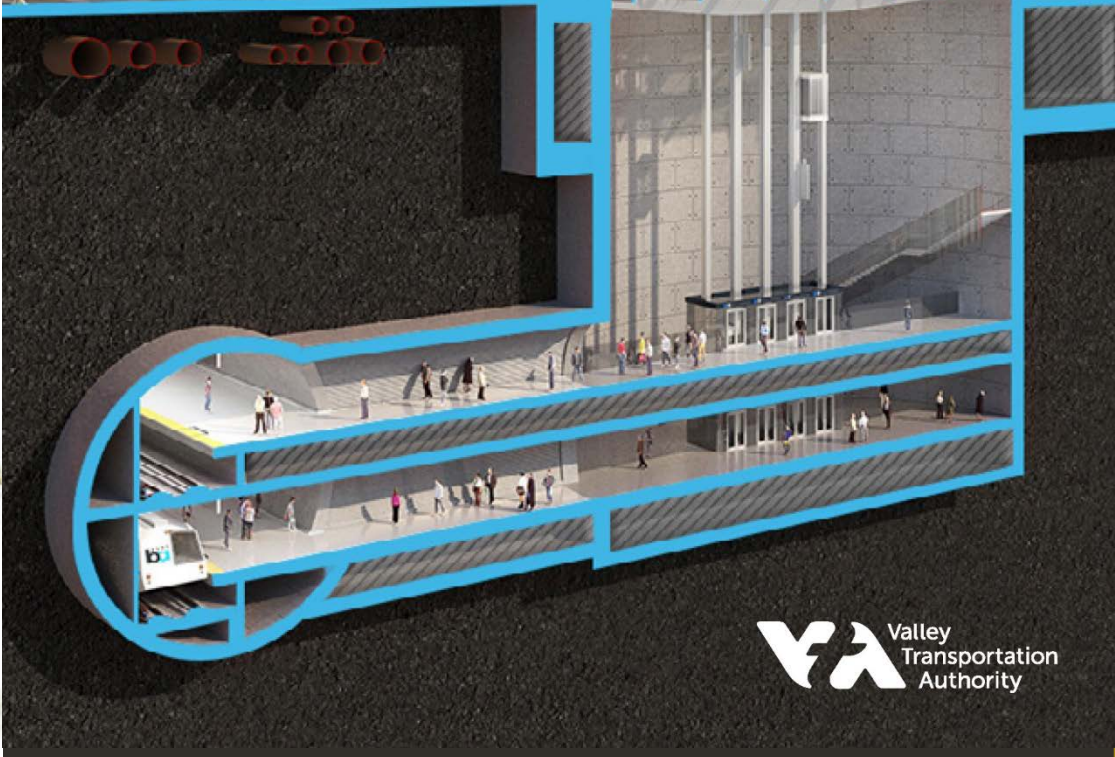


Google's Downtown West Development



Our community is already making big moves

BART Silicon Valley Phase II Extension





Big Move Idea #1

A Re-Envisioned Santa Clara Street

Santa Clara Street

Pedestrian-Focused
Main Street from Diridon
Station to 10th Street

- Emphasize role of street as a place to gather and interact rather than simply a corridor to pass through quickly
- Remove parking and/or travel lanes to allow for wider sidewalks and outdoor dining
- Reduce speeds through traffic calming features



Santa Clara Street Circa 1930 (History San José)

Santa Clara Street *Dedicated Public Service Lanes*



Dedicated public service lanes and transit priority treatments connecting Diridon Station and the Alum Rock Bus Lanes

Key Considerations:

- Dedicate space to transit and first responders
- Allows transit to run faster and more reliability
- Dedicate street space more equitably (dedicate space based on number of people versus number of vehicles)
- Provide a clear lane for ambulances and police



Big Move Idea #2 Bike Infrastructure



Bike Snake, Copenhagen



Berlin Bicycle Highway Proposal Under Elevated Rail



The Xiamen Elevated Bikeway

(Photos: Dissing + Weitling Architecture)



Big Move Idea #3 Light Rail Transit

(Photo: Patrick Tehan)



First Street (Photo: Google)



San Carlos Street (Photo: Google)



San Francisco MUNI Metro

(Photo: Beland)



(Photo: Bill Morrow)



King Street, Toronto

King Street Streetcar, Toronto (Photo: City of Toronto)

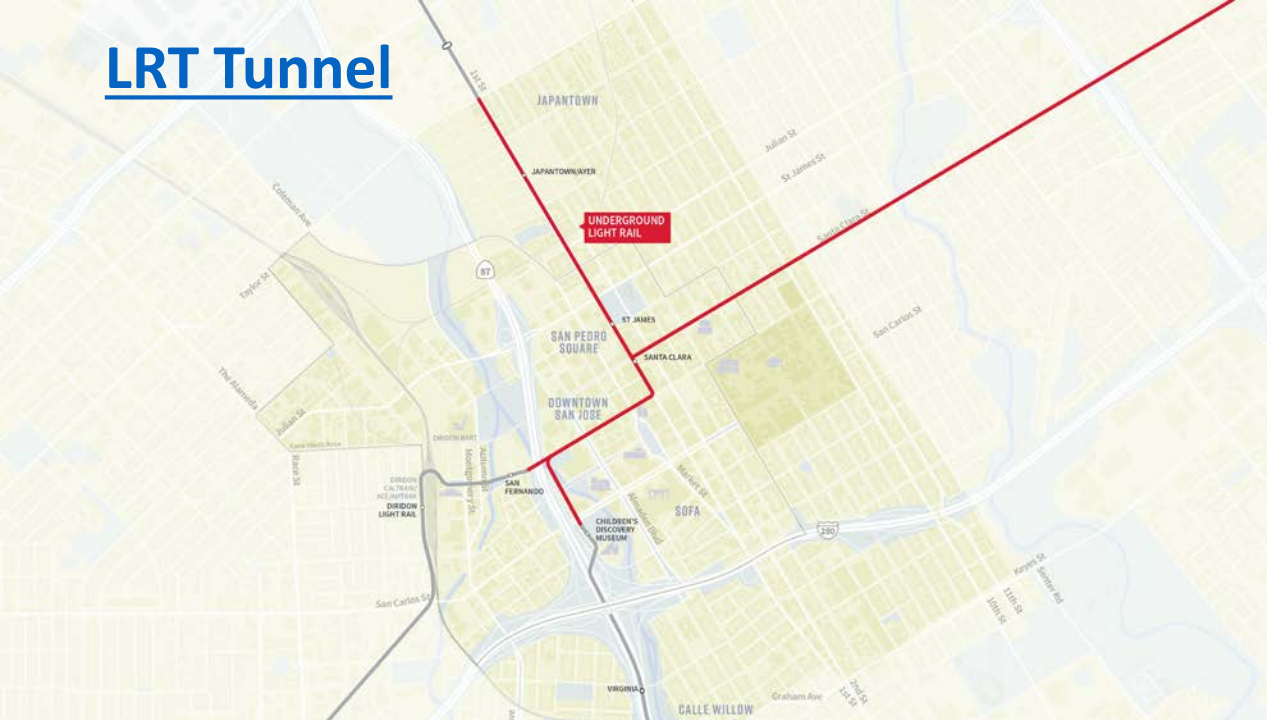
Consolidate 1st/2nd Service



LRT Bypass



LRT Tunnel



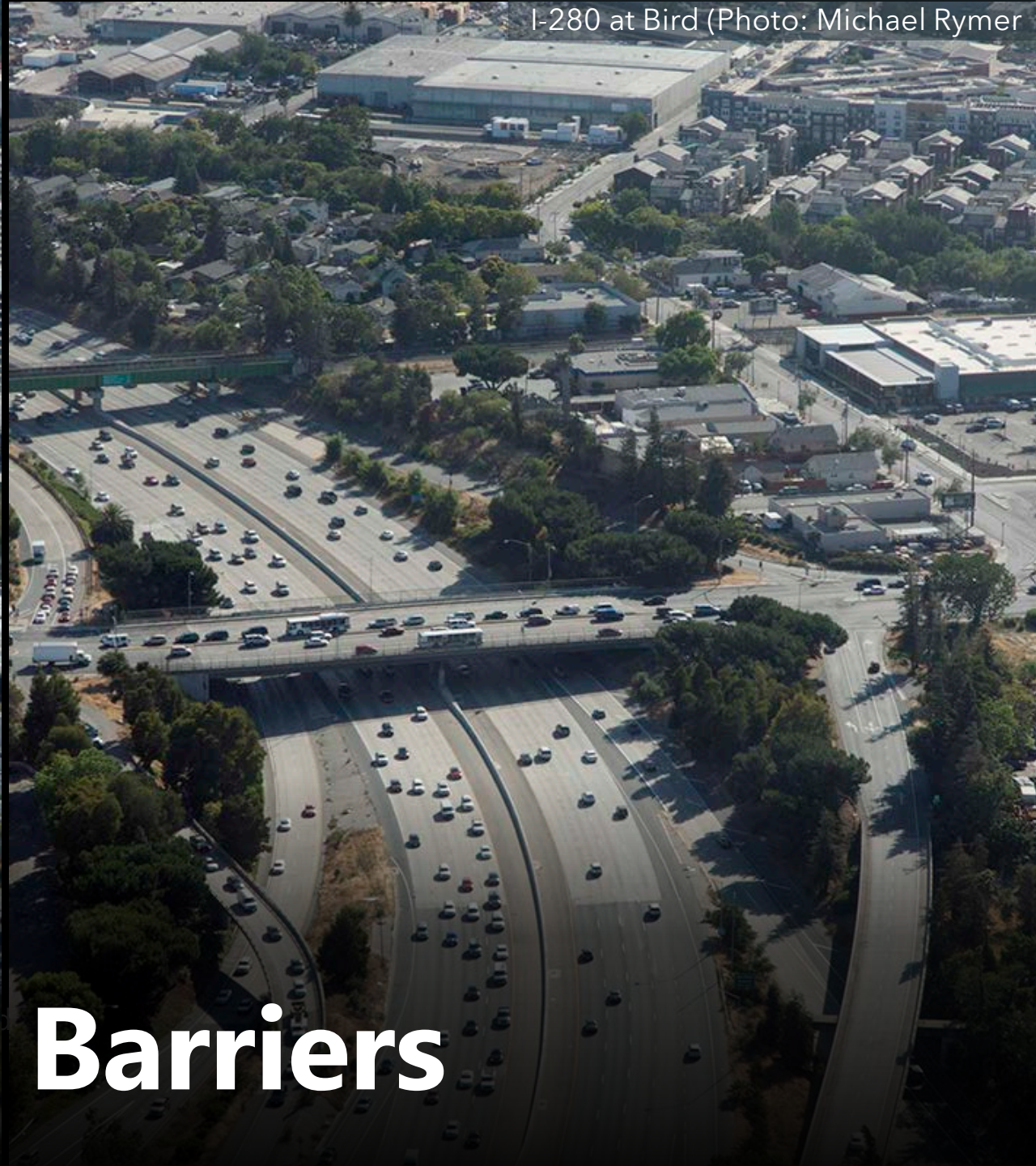
Reroute LRT from Diridon



SR-87 at Santa Clara (Photo: Karl Mondon)



I-280 at Bird (Photo: Michael Rymer)



Big Move Idea #4 Bridging Freeway Barriers



SR-87 and I-280 today

Bird at I-280



SR-87 at St. John

SR-87 at Santa Clara

BEFORE

AFTER



Embarcadero Freeway, San Francisco

(Photos: SF Business Journal)



BEFORE

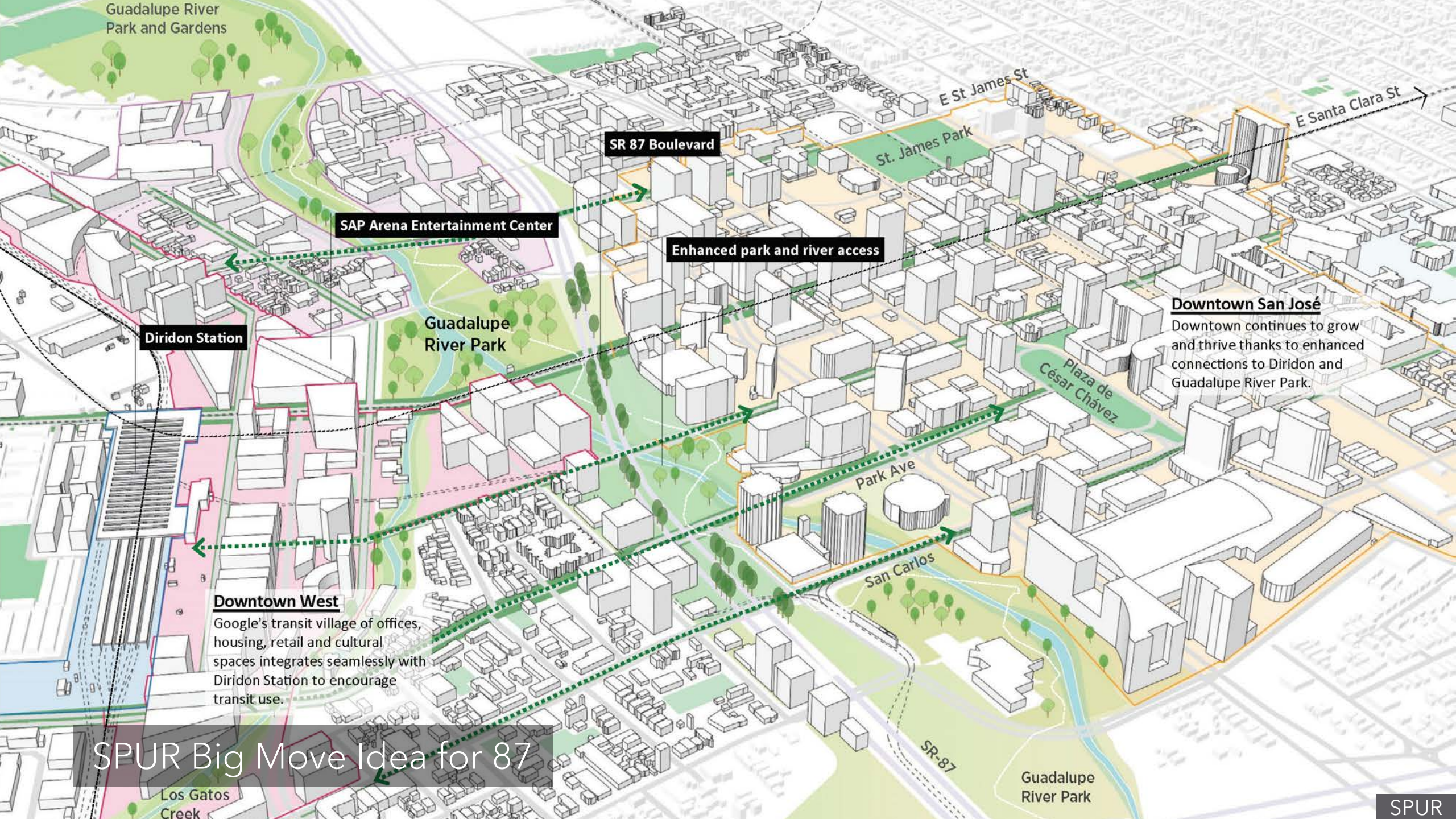
Freeway Park, Seattle

(Photo: Dwell)



AFTER

(Photo: Univ. of Washington, College of Built Environment)



Guadalupe River Park and Gardens

SR 87 Boulevard

E St James St

E Santa Clara St

SAP Arena Entertainment Center

Enhanced park and river access

Diridon Station

Guadalupe River Park

Downtown San José

Downtown continues to grow and thrive thanks to enhanced connections to Diridon and Guadalupe River Park.

Plaza de César Chávez

Park Ave

San Carlos

Downtown West

Google's transit village of offices, housing, retail and cultural spaces integrates seamlessly with Diridon Station to encourage transit use.

SPUR Big Move Idea for 87


Los Gatos Creek

SR-87

Guadalupe River Park

SPUR

Big Move Ideas

Bike Infrastructure	Santa Clara Street	Light Rail Transit	Freeway Barriers	Category
<u>Walk/Bike/Local Access on San Fernando</u>	<u>Dynamic Lanes/ Bus Queue Jumps</u>	<u>Consolidate 1st/2nd Service</u>	<u>Ramp Consolidation and/or Closure</u>	Least Challenging
<u>Bikeway Underneath Elevated Rail</u>	<u>Public Service Lanes</u>	<u>LRT Bypass</u>	<u>Freeway to Boulevard</u>	
<u>Upgraded River Trail & Japantown Highline</u>	<u>Pedestrian Focused Main Street</u>	<u>Reroute LRT from Diridon</u>	<u>Freeway Cap on 280</u>	
<u>Rail Corridor Bikeway</u>	<u>Transit, Bike, Pedestrian Only Street</u>	<u>LRT Tunnel</u>	<u>Underground 87</u>	

A street scene with tram tracks running down the center. On the left, there's a 'RIGHT LANE BUSES ONLY' sign and a 'LOVE' sign hanging from a pole. On the right, there's a building with a 'NEMEA' sign and a street lamp. The scene is overlaid with a yellow tint.

QUESTIONS?