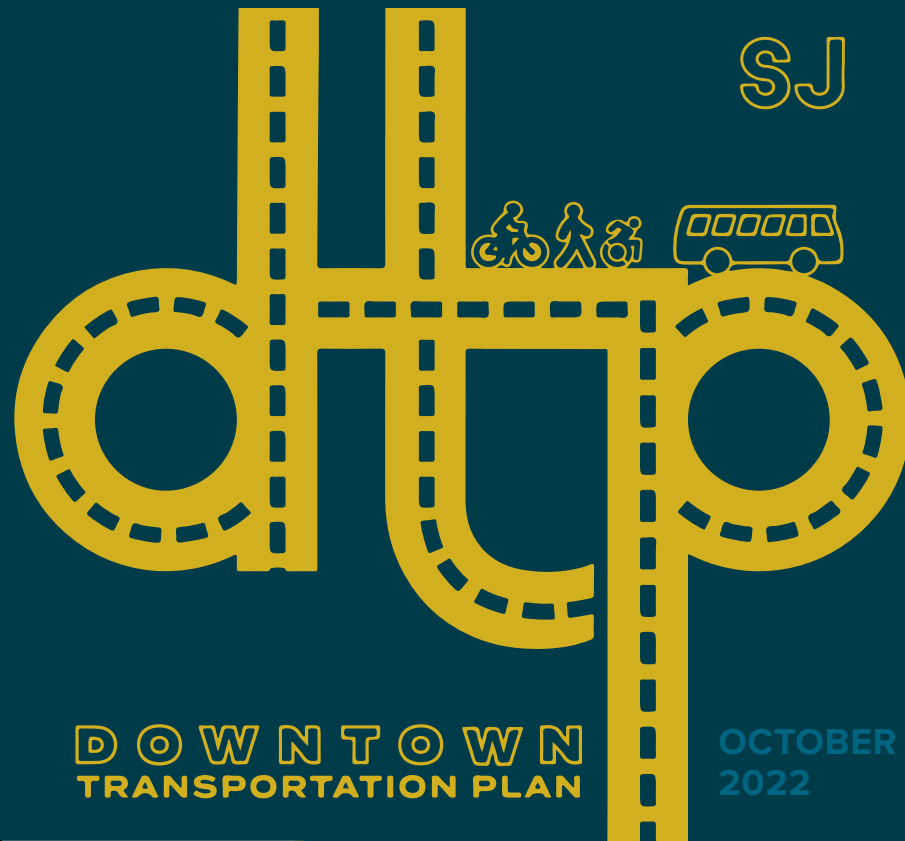


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**D O W N T O W N
T R A N S P O R T A T I O N
P L A N**

**OCTOBER
2022**





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Many members of the Downtown community shared their time and insight with us. This includes our partners at the San Jose Downtown Association, San Jose State University, San Francisco Bay Area Planning and Urban Research Association, Guadalupe River Park Conservancy, and multiple neighborhood associations and community members throughout the Greater Downtown. Thank you for your valuable contributions to this effort.

City Staff and Project Management Team

Project Managers: Wilson Tam and Eric Eidlin, DOT

Jessica Zenk, DOT

Ramses Madou, DOT

Emily Breslin, DOT

Pete Rice, DOT

Nick Frey, DOT

Colin Heyne, DOT

Lola Torney, VTA

Adam Burger, VTA

Community Partners

Trami Cron, Chopsticks Alley

Mimi Hernandez, The Prosperity Lab

Nikita Sinha, Walk San José

Theresa Do, Walk San José

Consultant Team

Fehr & Peers

Winter Consulting

Gehl

Economic and Planning Systems

Primus Consulting

Bonnie Nelson

HMH

FIRST PEOPLE'S LAND RECOGNITION

The City of San José would like to acknowledge that it is located on the ancestral and aboriginal homelands of First Nation indigenous people of the greater Santa Clara Valley. The City of San José recognizes our First Nation relatives as the original stewards of the Santa Clara Valley and San José area and give thanks for the lands they call home, which is now the City of San José and home to millions of settlers who continue to live and thrive on these lands.

We recognize that every member of the greater San José community has, and continues to, benefit from the use and occupation of these lands, since the City of San José's establishment in 1777. Consistent with our values of community, inclusion, and diversity, we have a responsibility to acknowledge and make known through various enterprises the City of San José's relationship to First Nation Peoples of these lands. Our continued efforts in fostering relations with First Nation Aboriginal People who call San José home and continue to have a relationship with the land are enduring. The City of San José's efforts are rooted in deep respect, understanding, and collaboration in an effort to help to maintain balance amongst its inhabitants and its ancestral caretakers. The City of San José acknowledges and supports First Nation People in solidarity and commitment to partnering and advocating for a more equitable and inclusive future.

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EXECUTIVE SUMMARY





Downtown San José is changing fast.

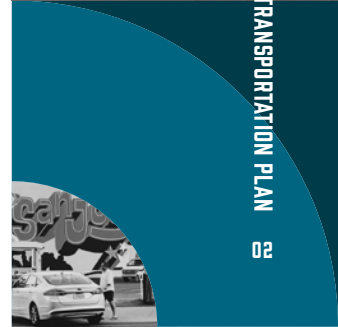
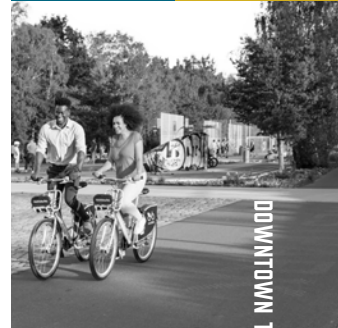
New development projects are popping up all over Downtown, with more than 50 projects being planned in the Downtown core and another 50 in surrounding areas outside Downtown core.

By 2040, Downtown is expected to bring in over 60,000 new residents, 100,000 new workers, 15,000 new students, and many more visitors. Moreover, Downtown is the focal point of regional investment in transportation with fully electrified Caltrain service almost ready, BART extension to Downtown under construction soon, and longer-term California High Speed Rail in the next 20 years.

There are also rapid advances in transportation technology, which will allow for new ways of getting around and delivering goods. Ride-hailing services, which did not exist a decade ago, now make up a substantial portion of the total cars on Downtown streets. More people are using shared bikes and electric scooters. On-demand delivery services have become a part of everyday life, from e-commerce package delivery to food delivery. Increased delivery activity adds additional strain on the transportation system and makes curbside loading and unloading increasingly complex to manage. This strain will only be exacerbated by autonomous vehicles, which are now being tested on city streets and may become more common in the future.



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A RESILIENT TRANSPORTATION SYSTEM

With the growth in people living, working, and enjoying Downtown, comes additional demand for quality transportation. The Downtown Transportation Plan (DTP) envisions a resilient transportation system that meets the growing demand to connect people and places within and beyond the city center. This resilient transportation system would include the following elements:

IMPROVING TRANSIT

Transit has the highest capacity for moving people into, out of, and around the Downtown. The DTP calls for improving transit reliability and access to transit.

SUPPORTING SHORT TRIPS ON FOOT AND BY BIKE

Making walks and rides safe and comfortable is another focus of DTP, with enhanced walking routes, paseos, better bikeways, wayfinding, and lighting.

USING EXCESS CAPACITY EFFICIENTLY

Downtown streets can and will carry more people than they do today, as the population grows. The DTP focuses on using tools like traffic calming and demand-based pricing to use excess capacity efficiently.

SIMPLIFYING THE STREET GRID

The DTP calls for restoring parts of the downtown grid and converting many downtown streets to two-way travel. With these changes, people will have more direct routes.

IMPROVING TRANSIT

Transit has the highest capacity for moving people into, out of, and around the Downtown. Frequent transit services can carry at least five times as many people in an hour as cars do, with few delays and in a much smaller space. The DTP calls for improving transit reliability and access to transit. The DTP prioritizes

transit projects in myriad ways – preparing for the BART extension; expanding Downtown’s Grand Boulevards and implementing transit priority improvements along them; rebuilding Diridon Station for more transit and rail; and adding new “Big Moves” to speed up light rail and transform Santa Clara Street.



STRATEGIES

Strategy 1

Enable reliable transit by introducing transit priority and supporting features

Strategy 7

Enhance Santa Clara Street to be Downtown’s most prominent street for transit and commercial activities (Big Move)

Strategy 9

Realign the Light Rail system in Downtown for faster service (Big Move)

Strategy 16

Provide free shuttle service for low-income neighborhoods to improve access to local destinations

Strategy 17

Explore a Parking and Transportation Management District to implement parking and TDM programs in Downtown

SUPPORTING SHORT TRIPS ON FOOT AND BY BIKE

The growth in Downtown means more places for people to live, work, and enjoy themselves, all within a short walk or bike ride. For many trips, people will not need to use a car or transit as they can address many of their needs within Downtown. Making those walks and rides safe and comfortable is another focus of DTP, with enhanced walking routes, paseos, better bikeways, wayfinding, and lighting.



STRATEGIES

Strategy 2

Support vibrant street life and economy with pedestrian priority features

Strategy 3

Create communal gathering places by transforming select streets into pedestrian- and bike-only paseos

Strategy 4

Create bike thoroughfares for all ages and skill levels with bike priority features

Strategy 8

Invest in bike superhighways or car-free connections across Downtown (Big Move)

Strategy 11

Implement mobility hubs to improve access to and transfer of shared mobility services

USING EXCESS CAPACITY EFFICIENTLY

Downtown streets can and will carry more people than they do today, as the population grows. At most times of the day, our streets can accommodate more people (driving, walking and more). Notable exceptions are when big events occur at San José State University, the convention center, and the SAP center. For these regional destinations, especially those with many people traveling at night, access by vehicle will continue to be very important



STRATEGIES

Strategy 6

Support vibrant street life and economy with pedestrian priority features

Strategy 10

Reconnect Downtown communities by transforming freeway access to Downtown (Big Move)

Strategy 12

Explore demand-based pricing policy as a means of allocating public parking

Strategy 13

Incentivize Downtown developments to right-size, unbundle, and/or share parking for efficient use of spaces

SIMPLIFYING THE STREET GRID

Today, many downtown streets only go one way – often requiring confusing, out-of-direction travel. The DTP calls for restoring parts of the downtown grid and converting many downtown streets to two-way travel. With these changes, people will have additional and more direct routes – as well as better resiliency when streets are closed to traffic due to events or unexpected conditions.



STRATEGIES

Strategy 5

Simplify the street grid and create livable streets

Strategy 14

Complement complete streets with proactive curb management

Strategy 15

Implement a neighborhood delivery hub near regional truck routes

With these strategies and a prioritized list of associated improvements, the DTP will create a resilient Downtown transportation system that meets the demand of both its current and new users.

Streets will be designed to invite people of all ages and abilities to move, exercise, and socialize in a safe, convenient, and affordable manner.

Whether people walk, bike, scoot, skate, take public transit, arrive by car, use a wheelchair, or take a seat on a public bench on a street, Downtown streets will help create vibrant public life for all.



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