

WEBVTT

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00:00:18.770 --> 00:00:21.609

Jessica Peyton / SPUR Public Programs: Hey, everyone, We'll get started in just a second.

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00:00:39.020 --> 00:01:05.650

Jessica Peyton / SPUR Public Programs: Okay, let's go ahead and get started. Um, Hi, everybody! My name is Jessica Peyton, and I am one of Spur's public programming associates. Thank you so much for tuning in today. Many of you here are spur members. So I want to thank you for your support. You're not a member. I encourage you to join to support for's ongoing work in using education, research, and advocacy to make our season region more prosperous, sustainable, and equitable places to live.

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00:01:05.660 --> 00:01:15.160

Jessica Peyton / SPUR Public Programs: Your financial support enables us to continue our work, including the hosting of programs like days. You'll find more information about membership online at Spur Org Join.

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00:01:15.580 --> 00:01:28.529

Jessica Peyton / SPUR Public Programs: I want to quickly draw your attention to our next program. It's on Tuesday of next week, and it's called housing our education workforce how A. B, two hundred and ninety five will facilitate the development of school employee, housing and district property,

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00:01:28.750 --> 00:01:49.640

Jessica Peyton / SPUR Public Programs: despite the high interest by school districts across the State to house their staff. The relatively few educational workforce housing projects that do go forward take a long time complete. For this Reason Assembly Member Richard Bloom introduced A. B two hundred and ninety five to expedite this process by considering a school employee housing development on district property to be deemed in allowable use,

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00:01:49.650 --> 00:02:03.039

Jessica Peyton / SPUR Public Programs: Join us on Tuesday to learn more about the details of the legislation, including various amendments that have been taken through the committee process before being sent to Governor Newsom at the end of the legislative session. I'll drop a link for that in the chat.

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00:02:03.290 --> 00:02:10.580

Jessica Peyton / SPUR Public Programs: Our program today is lend your voice to shape downtown to transportation as a follow up to our program that we had earlier this year.

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00:02:10.930 --> 00:02:29.070

Jessica Peyton / SPUR Public Programs: San jose's downtown transportation plan is a community-based strategic plan to build a more vibrant and welcoming downtown. Since twenty twenty the community has been engaged in finding transportation solutions, big and small, that meet current needs and prepare for upcoming changes to fart electric trains, connected trails and warmth.

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00:02:29.080 --> 00:02:58.649

Jessica Peyton / SPUR Public Programs: A follow up to April's preview draft plan. The downtown transportation plan team is eager to partner with spur again to present the most recent public draft plan. This process depends on your feedback to be successful. So thank you for coming today, and later on you'll have an opportunity to share your thoughts. As the team completes the plan for City council's consideration. In November We're joined by our panel today. Starting with Wilson. Tam Wilson is the transportation planning manager at the city of san jose department of transportation.

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00:02:58.710 --> 00:03:10.850

Jessica Peyton / SPUR Public Programs: He oversees the city's long-range transportation planning process which aims to provide more viable transportation options for addressing community needs, as well as advancing the city's sustainability, climate goals.

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00:03:11.170 --> 00:03:13.320

Jessica Peyton / SPUR Public Programs: And next up we have Eric Idlen

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00:03:13.330 --> 00:03:38.790

Jessica Peyton / SPUR Public Programs: Eric is code-project manager for the downtown transportation plan and brings a wealth of experience in transportation plans toity. Having worked and studying the various cities of North America and Europe. Eric also plays as station, or it works as a station planning manager for the city of San Jose, where he plays a leading role in transforming Eradon Station into a world-class milk, and the next we have Erica Pinto

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00:03:38.800 --> 00:03:42.990

Jessica Peyton / SPUR Public Programs: Erica is First, San Jose's planning policy manager

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00:03:43.000 --> 00:04:03.670

Jessica Peyton / SPUR Public Programs: She supports and leads spur's work in San Jose on housing, transportation and land use and conducts research and engagement to bring people together from across political spectrum to develop solutions to the big challenges that San Jose faces. I'd also like to thank our Co. Presenters for this this event. The San Jose downtown association and seamless bay area for helping us step forward,

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00:04:04.280 --> 00:04:17.000

Jessica Peyton / SPUR Public Programs: moving on to Q. And A. We want this to be an interactive conversation as always. And so we plan on spending as much time as possible, engaging with you all, so I encourage you to use the chat box to share your thoughts with each other and the speakers.

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00:04:17.010 --> 00:04:45.459

Jessica Peyton / SPUR Public Programs: I also encourage you to submit any questions that you have by using the Q. A. Panel at the bottom of your screen or the top. If you're using a mobile app, and we're also trying out something new for this panel. So if you'd like to literally audibly voice your opinion rather than typing it into the Q. A. Please raise your hand, using the raise hand feature on zoom, and we'll turn your microphone on. We'll address comments uh both text and request to speak in the order that they appear. So with that let's begin our discussion. I'm going to pass it to Jess.

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00:04:46.030 --> 00:04:54.700

Jess Zenk, San Jose DOT (she/her): Good afternoon, everybody, and thank you so much, Jessica. It's great to be here this afternoon. Um, virtually to just

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00:04:54.710 --> 00:05:07.800

Jess Zenk, San Jose DOT (she/her): introduce and kick off the downtown transportation plan discussion for today. My name is Jess sank. I'm. The deputy director for the San Jose Department of Transportation, and I get to work with Wilson and Eric and others. To

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00:05:08.090 --> 00:05:14.359

Jess Zenk, San Jose DOT (she/her): this plan as well as then make it a reality with our team next slide, please.

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00:05:16.960 --> 00:05:33.629

Jess Zenk, San Jose DOT (she/her): All right. So for today we're going to give an overview real briefly on the plan itself and the process, and then turn into a preview of the draft plan how to get your comments in, so we can hear from you, and then the Q. And A. As Jessica said next slide.

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00:05:34.660 --> 00:05:47.009

Jess Zenk, San Jose DOT (she/her): The downtown transportation plan is really our chance to shape the transportation system and growth associated with Ah downtown. San Jose

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00:05:47.020 --> 00:05:59.689

Jess Zenk, San Jose DOT (she/her): and Jessica covered a lot of this, so I won't believe for it. But I will only add that the last time the city did a real downtown transportation plan was in the very early two thousands,

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00:05:59.700 --> 00:06:18.420

Wilson Tam / San Jose DOT: and that, you know, was finalized in two thousand and three, and so in partnership with others like the downtown association, we did realize that it was it was time, if not beyond time, to really update the city's comprehensive downtown transportation plan.

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00:06:18.430 --> 00:06:34.850

Jess Zenk, San Jose DOT (she/her): So we sought funding to do this plan, and then have been doing it since two thousand in partnership with many members of the community and partners like the downtown association Spur and others. We were really excited to bring it forward this fall

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00:06:34.860 --> 00:06:38.629

Jess Zenk, San Jose DOT (she/her): again, as you'll hear from Eric and Wilson.

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00:06:38.650 --> 00:06:55.449

Jess Zenk, San Jose DOT (she/her): This plan is our way of addressing the huge investments that many are making in the downtown, especially in terms of new development. The growth in homes, residents, jobs, employees that we'll see alongside of that,

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00:06:55.460 --> 00:07:12.750

Jess Zenk, San Jose DOT (she/her): as well as the large public sector. Investments, like the Bart projects like counter and electrification, like the dirty on station, reimagining and high speed, rail, et cetera. How are we bringing that all together in a single comprehensive plan that can guide us for the next twenty years.

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00:07:12.790 --> 00:07:18.560

Jess Zenk, San Jose DOT (she/her): With that i'll turn it over to Eric to go through the planning process today.

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00:07:19.730 --> 00:07:22.909

Eric Eidlin, San Jose DOT, Co-Project Manager: Uh, thank you, Jess. Um

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00:07:23.590 --> 00:07:28.389

Eric Eidlin, San Jose DOT, Co-Project Manager: mentioned Eric. I've been co-project manager for this effort.

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00:07:28.430 --> 00:07:41.560

Eric Eidlin, San Jose DOT, Co-Project Manager: I will talk more about some of the earlier stages of work as we discussed the document itself, and how it's structured mostly. I want to just point out, you know. We started in early two thousand and twenty.

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00:07:41.800 --> 00:07:49.329

Eric Eidlin, San Jose DOT, Co-Project Manager: We now we've developed the plan. We will unveil it later this month

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00:07:49.410 --> 00:07:55.629

Eric Eidlin, San Jose DOT, Co-Project Manager: on our project website and we're aiming for City Council adoption in November. The

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00:07:57.550 --> 00:08:02.019

Eric Eidlin, San Jose DOT, Co-Project Manager: this is the organization of the document,

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00:08:02.190 --> 00:08:06.069

Eric Eidlin, San Jose DOT, Co-Project Manager: the standard and semi. So introduction, vision, and goals.

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00:08:06.230 --> 00:08:12.620

Eric Eidlin, San Jose DOT, Co-Project Manager: Then we get into the real, the meat chapters three and four. So the

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00:08:12.860 --> 00:08:15.690

proposed changes to the street network,

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00:08:15.880 --> 00:08:33.730

Eric Eidlin, San Jose DOT, Co-Project Manager: and then chapter four, some, some, perhaps some bigger ideas for for changing for for infrastructure investments in the downtown core, and then chapters five and five more about management strategies, and how we would get this done

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00:08:35.210 --> 00:08:43.829

Eric Eidlin, San Jose DOT, Co-Project Manager: as Jess already alluded to. You know we have a real opportunity in the downtown core to

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00:08:43.840 --> 00:08:55.660

Eric Eidlin, San Jose DOT, Co-Project Manager: fundamentally change the way people move around. Given the large investments being made both in the private sector with the Development Google Project among other

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00:08:55.840 --> 00:09:05.350

and those big transportation investments. So and we're really expecting some very rapid growth in both workers and residents

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00:09:05.420 --> 00:09:06.930

Eric Eidlin, San Jose DOT, Co-Project Manager: as well as students.

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00:09:07.800 --> 00:09:11.720

Eric Eidlin, San Jose DOT, Co-Project Manager: We think this is a real opportunity to shape things.

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00:09:12.040 --> 00:09:29.659

Eric Eidlin, San Jose DOT, Co-Project Manager: Um, As we've mentioned in past community meetings and including the the event we hosted at Spur Um earlier this year in April. We've had some really robust community engagement listed here. I won't go through all of it,

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00:09:29.720 --> 00:09:48.419

but it's been a range of of of large public meetings, you know. This was largely a time conducting during during the pandemic, so it's largely been virtual, but also some some important focus. Great meetings. We have our Speaker series, and we staffed events such as Viva Kayen

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00:09:49.530 --> 00:09:51.490

Eric Eidlin, San Jose DOT, Co-Project Manager: um from

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00:09:51.500 --> 00:10:08.790

Eric Eidlin, San Jose DOT, Co-Project Manager: the the really robust feedback we've received, we have a generated these, these, these guiding principles. And so we think these really reflect what we've heard from the community, that

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00:10:09.210 --> 00:10:27.749

Eric Eidlin, San Jose DOT, Co-Project Manager: first and foremost. So this is a transportation plan, you know. Ah, transportation is not an end in and of itself. People move around to do something else. But really this transportation system needs to focus on people and what people want to do, and not so much just on moving people quickly, especially through downtown.

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00:10:27.760 --> 00:10:32.870

Eric Eidlin, San Jose DOT, Co-Project Manager: There is so much activity. We need a real focus on the quality of place. We,

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00:10:33.290 --> 00:10:43.290

Eric Eidlin, San Jose DOT, Co-Project Manager: the the city has, you know. It's very clear, with everything going on. Wildfires, the record temperatures, the summer

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00:10:43.370 --> 00:10:51.400

Eric Eidlin, San Jose DOT, Co-Project Manager: parts of the world we have. We have ambitious climate goals to try to address that.

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00:10:51.710 --> 00:11:05.390

Eric Eidlin, San Jose DOT, Co-Project Manager: What we need for this this great place we want downtown to be, we need a thriving economy to support it. So the transportation network must do that, and of course, and definitely not least,

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00:11:05.450 --> 00:11:18.160

Eric Eidlin, San Jose DOT, Co-Project Manager: it needs to be a downtown that is welcoming for everybody, and that works for everyone. So equity is something that absolutely permeates everything we've done in this plan,

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00:11:18.680 --> 00:11:29.000

Eric Eidlin, San Jose DOT, Co-Project Manager: just in the center. We have this, you know. Given the increased activity people, jobs, everything in downtown we have a goal

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00:11:29.180 --> 00:11:42.159

Eric Eidlin, San Jose DOT, Co-Project Manager: of increasing the share of trips by transit bike and some of these smaller micro modes to fifty percent within the planned horizon. So by two thousand and forty,

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00:11:43.510 --> 00:11:58.800

Eric Eidlin, San Jose DOT, Co-Project Manager: and from this outreach and um everything I've said about our our our um. We We articulated this decision statement, which i'll read, which is, we envision our resilient transportation system, in which all people have access to faith, enjoyable,

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00:11:58.810 --> 00:12:07.729

Eric Eidlin, San Jose DOT, Co-Project Manager: convenient, and affordable transportation; options that treat everyone with dignity and that support vibrant, inclusive, and inclusive communities.

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00:12:08.160 --> 00:12:10.120

Eric Eidlin, San Jose DOT, Co-Project Manager: But that'll turn over to Wilson.

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00:12:10.480 --> 00:12:29.979

Wilson Tam / San Jose DOT: Thank you, Eric. Um. So as Eric said, Um, the the purpose of this uh plan is to come up with a resilient transportation system. So we have worked with um the community at large as well as um our uh community based organizations uh to really come up with uh solutions to transportation.

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00:12:29.990 --> 00:12:44.929

Wilson Tam / San Jose DOT: And you know, recognizing that as Jessica said this, ah, just just now that in order to accommodate all this growth in the downtown area, and also addressing all the immediate needs that Ah! People who are living, working, and visiting in downtown today.

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00:12:45.220 --> 00:12:51.080

Wilson Tam / San Jose DOT: You really need to be holistic and strategic about how we can accommodate all this growth and demand.

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00:12:51.170 --> 00:13:10.720

Wilson Tam / San Jose DOT: So um. So as Eric said, we are going to uh present uh the list of uh improvements or strategies uh into groups, so recognizing that, like we have a lot to cover here and um, And so so the downtown plan is really about um trying to improve transit



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00:13:10.730 --> 00:13:23.710

Wilson Tam / San Jose DOT: um improve the way people bike and walk around, and also improve the transmission system, so that people can find it easy and more affordable to get around in a transportation mode.

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00:13:23.810 --> 00:13:39.610

Wilson Tam / San Jose DOT: And so with that Um, we are looking for a list of strategies into three separate categories, and i'm going to talk about this first category which is to build complete street networks. Complete street is a term

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00:13:39.620 --> 00:13:45.030

Wilson Tam / San Jose DOT: that is meant to say that streets are for everyone.

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00:13:45.100 --> 00:14:02.619

Wilson Tam / San Jose DOT: Right? Um! And in order to accommodate people who take transit people who dry people who are people who bike people who walk, and also with the recent trend of delivering goods. Um! How we can accomplish a system that can serve everyone

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00:14:02.630 --> 00:14:12.619

Wilson Tam / San Jose DOT: and doing complete streets is very challenging, because, as I said, like, if there are so much demand and so much needs by various users.

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00:14:12.630 --> 00:14:23.960

Wilson Tam / San Jose DOT: Um! If we try to accommodate every use on every street the same way. Usually we would end up with a very or lower quality condition for every street. User So

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00:14:24.360 --> 00:14:42.119

Wilson Tam / San Jose DOT: the part of this strategy by building complete streets is really about ah being strategic about um! How we can prioritize Ah, primary users for different types of streets based on the context, the land uses where people are really coming from and going to

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00:14:42.130 --> 00:14:55.329

Wilson Tam / San Jose DOT: and build the infrastructure the best we can to accommodate each of the users in a more strategic way. So this is what Chapter three is about next slide, please. So this this slide is really a to strategy. One

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00:14:55.340 --> 00:15:11.119

Wilson Tam / San Jose DOT: is to um enable reliable transit by introducing transit priority and supporting features. So, for all the transit quarters we have today in downtown areas such as an A. Clara Street, San Carlos Street, First Street,

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00:15:11.130 --> 00:15:29.110

Wilson Tam / San Jose DOT: um and story and key. So ah! Streets. These are the streets that are run by um frequent transit um services, and how we can accommodate um reliable transit by providing things such as um.

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00:15:29.120 --> 00:15:36.720

Wilson Tam / San Jose DOT: You know, red carpet or dedicated bus links, or upgrade our signals so that transit can run faster

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00:15:36.900 --> 00:15:52.760

Wilson Tam / San Jose DOT: and also accommodating, uh, you know, a safer crossing environment so that people who ride on a bus is able to access Um! The bus stops uh easily and safely through uh intersections and sidewalks, et cetera.

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00:15:52.880 --> 00:16:09.400

Wilson Tam / San Jose DOT: And uh, we are not going to dive deep into which streets we have these improvements. Um, because of the length of the presentation. So we are staying at a relatively high level. But we are welcoming um comments and questions about which, uh which specific network or streets

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00:16:09.520 --> 00:16:16.890

Wilson Tam / San Jose DOT: would be appropriate for different modes, and we will be able to talk about that in detail later in our Q. And A. Section.

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00:16:17.150 --> 00:16:36.160

Wilson Tam / San Jose DOT: So the next strategy is about people who um who walk around in downtown. He really wants to create a vibrant street life in coming um with the graffolds that we have today in downtown. How can we activate the space that people feel safe shopping around in downtown.

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00:16:36.170 --> 00:16:55.499

Wilson Tam / San Jose DOT: And so um these these things can be done through transparency solutions such as like, How can we build wider sidewalks. Um brighter street lights um street trees, and also really create a space for people to hang out on the streets, such as you know, war benches. Ah, more seeding areas and more prey.

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00:16:55.510 --> 00:17:01.650

Wilson Tam / San Jose DOT: Um! This is uh there are streets in downtown that we can provide. A vibrant Street live environment.

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00:17:01.840 --> 00:17:06.079

Wilson Tam / San Jose DOT: The next strategy is about

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00:17:06.089 --> 00:17:22.440

Wilson Tam / San Jose DOT: reserving some space to really emphasize people walking on the street. So we have heard from the community that there is a huge interest in closing some of the streets um to traffic um, so that the street can only be traveled by people who walk

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00:17:22.690 --> 00:17:35.950

Wilson Tam / San Jose DOT: um, and also um activated with ah retail and space for people to to to enjoy. So there are certain streets that that can be close to traffic during the pandemic.

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00:17:35.960 --> 00:18:04.530

Wilson Tam / San Jose DOT: We know that, uh, posting, and S. And Pedal Street uh certain sections of those days have been close to traffic as part of the conference for program. This downtown plan is through commanding to expand that to identify more streets that we can close to traffic. And it's not just for al fresco in terms of the outdoor dining, but really provide infrastructure for people to enjoy being on the street. Um such as like more ah, more greeneries um more street trees,

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00:18:04.540 --> 00:18:08.259

Wilson Tam / San Jose DOT: Maybe some street art that people can enjoy

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00:18:08.420 --> 00:18:09.899

Wilson Tam / San Jose DOT: next slide.

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00:18:10.480 --> 00:18:21.040

Wilson Tam / San Jose DOT: The next strategy is about creating like thoroughfares. We have seen that in downtown today. We have tried to build the bike network in downtown

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00:18:21.050 --> 00:18:40.990

Wilson Tam / San Jose DOT: um, and with protective bike lanes. Um, and And the the strategy here is really about how we can encourage more people to bike around, especially for shorter trips. Um! And so ah for streets. Ah, that ah can be provided um like Ah,

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00:18:41.000 --> 00:18:44.329

Wilson Tam / San Jose DOT: protector by glanes and also

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00:18:44.480 --> 00:18:49.649

Wilson Tam / San Jose DOT: environment where people can feel safe biking for all ages and abilities.

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00:18:49.680 --> 00:19:18.090

Wilson Tam / San Jose DOT: Um, this is a strategy for that um besides. Uh, provided the bike lanes and race. Perhaps. Um! We are also posing to really providing, uh, to really provide for bike infrastructure. For example, Um! Can we bring mobility hubs there so that people can transfer from a bus dog to a bike share station, for example. Uh, can we have better way finding for bikes, and also can we have more street trees so that people don't feel.

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00:19:18.100 --> 00:19:37.929

Wilson Tam / San Jose DOT: Ah, ah! Ah! People will feel ah enjoyable. Ah! While riding a bike. Ah! Next to a ah! A series of street trees, et cetera. So this is about ah an empowering Ah! People like um through ah use of by priority features on a select street next slide, please.

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00:19:38.570 --> 00:19:53.329

Wilson Tam / San Jose DOT: The next strategy is about um simplifying the street network. So we recognize that Um, the data has a lot of one way straight. In fact, there are fourteen of them, and many of them were built. Um, since one thousand nine hundred and sixtys,

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00:19:53.340 --> 00:20:20.009

Wilson Tam / San Jose DOT: and we recognize that there is a a a decade of interest from the community about converting some of the one-way streets to two-way streets, because it creates a better environment for people who walk and right around, and also it makes it easier for drivers to to drive, so that people won't be confused about whether I can turn it left or right. Um. So building the street network and simplifying the the grid. Um, so that um we colors of drivers

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00:20:20.020 --> 00:20:22.429

Wilson Tam / San Jose DOT: um people walking or biking

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00:20:22.490 --> 00:20:34.199

Wilson Tam / San Jose DOT: they can ah have an easier way to navigate in the street system. So this strategy is really about simplifying the street grid, creating a more liberal streets.

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00:20:34.540 --> 00:20:52.469

Wilson Tam / San Jose DOT: The next trilogy is about tropic coming. We recognize that There are, you know, the downtown. We have the downtown cord surrounded by neighborhoods, and we realize that there are concerns about speeding, and we really recognize the importance of

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00:20:52.650 --> 00:21:03.119

Wilson Tam / San Jose DOT: proactive tropic coming strategy, so that we can monitor the situations in the neighborhood streets and create a calmer,

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00:21:03.130 --> 00:21:21.649

Wilson Tam / San Jose DOT: a low traffic border on Residential street, so that the streets can be preserved or can be uh can be. Um, you know. Can people can feel safe walking on the streets? Um, and also that people will use those as a cut through um to get to to to get by a congested major. Call

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00:21:23.120 --> 00:21:25.360

Wilson Tam / San Jose DOT: um next slide.

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00:21:28.320 --> 00:21:31.789

Eric Eidlin, San Jose DOT, Co-Project Manager: All right, thank you, Wilson. So

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00:21:32.080 --> 00:21:38.079

Eric Eidlin, San Jose DOT, Co-Project Manager: Wilson's gone through a number of you know significant

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00:21:38.240 --> 00:21:42.789

Eric Eidlin, San Jose DOT, Co-Project Manager: changes that that we envisioned for downtown streets.

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00:21:42.940 --> 00:21:53.490

Eric Eidlin, San Jose DOT, Co-Project Manager: Um based on some of the feedback we've received from the community, though we we think that that perhaps some some bigger infrastructure projects could be in order.

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00:21:53.590 --> 00:22:00.490

Eric Eidlin, San Jose DOT, Co-Project Manager: I'll go through these very quickly, but there are four that we considered in the downtown plan.

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00:22:00.630 --> 00:22:09.180

Eric Eidlin, San Jose DOT, Co-Project Manager: One one involves reinvisioning Santa Clara Street, Really, as the city's Premier Grand Boulevard.

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00:22:09.530 --> 00:22:22.799

Eric Eidlin, San Jose DOT, Co-Project Manager: The second relates to the many comments we've received from community members that we might have a really great trail network throughout many parts of San Jose.

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00:22:22.810 --> 00:22:37.769

Eric Eidlin, San Jose DOT, Co-Project Manager: It's pretty choppy when you get into the downtown core, and with all of the increased development that we're envisioning. For let's say that you are on stationary, but not just there. It's going to be much more important if we really want to be serious about

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00:22:37.780 --> 00:22:48.599

Eric Eidlin, San Jose DOT, Co-Project Manager: getting more people on bikes and walking, that we might need to create some, some grade separated, or some some places where they don't need to interact with cards as much.

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00:22:49.520 --> 00:22:59.790

Eric Eidlin, San Jose DOT, Co-Project Manager: We also heard a lot from the community about dissatisfaction with light rail, and how slow it is to get through the downtown core on light rail,

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00:23:00.010 --> 00:23:02.910

Eric Eidlin, San Jose DOT, Co-Project Manager: and finally also heard quite a bit

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00:23:03.230 --> 00:23:13.050

Eric Eidlin, San Jose DOT, Co-Project Manager: from residents and workers about the negative effects of some of these freeways through the downtime, course, or whether it's

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00:23:13.060 --> 00:23:29.099

Eric Eidlin, San Jose DOT, Co-Project Manager: eighty-seven or two hundred, and eighty. And you know this is a topic that has generated a lot of interest. Really, nationally, there's a new grant program called reconnecting communities specifically to address what you might call freeway barriers

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00:23:29.180 --> 00:23:37.420

Eric Eidlin, San Jose DOT, Co-Project Manager: of these in our in our later community outreach, we really saw a lot of support for

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00:23:37.530 --> 00:23:39.699

Eric Eidlin, San Jose DOT, Co-Project Manager: re envisioning Santa Clara Street.

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00:23:39.770 --> 00:23:52.419

Eric Eidlin, San Jose DOT, Co-Project Manager: So this one we are proposing some concrete next steps to look at this more seriously, and that involves launching a comprehensive grand boulevard Study

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00:23:52.460 --> 00:24:11.849

Eric Eidlin, San Jose DOT, Co-Project Manager: that, of course, you know we we need transportation to work better on Santa Cruz Street, but I think many people would also like to see it as a more satisfying or more memorable main street, Really for for San Jose, it's the most recognized street, and of course it's going to become

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00:24:11.860 --> 00:24:31.619

Eric Eidlin, San Jose DOT, Co-Project Manager: more important in the future. Given. The bar will go directly underneath here. So you know two ways about it. This is going to become. It's already a very important street in city. It's going to become even more so in the future. So How do we make it as nice as possible

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00:24:31.630 --> 00:24:35.360

Eric Eidlin, San Jose DOT, Co-Project Manager: for residents, workers, and visitors?

119

00:24:35.970 --> 00:24:52.850

Eric Eidlin, San Jose DOT, Co-Project Manager: And the second one that got a lot of support is the light rail, and how to speed that up. And for that I'm actually going to turn it over to my colleague, Jason Kim, a Bta, who is leaving a study that he'll talk about briefly,

120

00:24:55.090 --> 00:25:12.949

Jason Kim - VTA: hey? Good afternoon, everyone. My name is Jason Kim. I'm a senior planner at Pta. I want to thank Eric and Wilson for having you today. Yeah. So we are starting a downtown light rail study to look at, you know, reimagining and reinvisioning what a light rail alignment could look like in downtown.

121

00:25:12.960 --> 00:25:28.889

Jason Kim - VTA: We're still pretty early in the process. We have a lot of things to work out, but I think the good news is what I can say is a lot of the work that we're starting with is alighting very well with the feedback that we received from the Dtp process. We really are looking at a combination of,

122

00:25:28.900 --> 00:25:48.350

Jason Kim - VTA: you know, big moves, such as what it would look like to grade separate light rail through downtown, but also maybe some more cost effective and cost affordable projects, such as realigning light rail at grade. But you know, maybe into a different configuration that would allow faster speeds and better connections to other services.

123

00:25:48.360 --> 00:26:17.240

Jason Kim - VTA: Right now we are still going through an alternative analysis process. But we're hoping to bring something into conceptual engineering, maybe. Ah, starting before the end of the year. Ah! Conceptual engineering will probably take a couple of years, and really the goal that is to figure out if we have a viable project to go forward with something that we really want to look into more. And as part of that we'll probably be doing a lot more public outreach specifically, for the light potential light rail changes downtown so.

124

00:26:17.250 --> 00:26:23.159

Jason Kim - VTA: But we'll be working pretty closely with the city and the Dtp process as part of this

125

00:26:25.020 --> 00:26:26.190

Eric Eidlin, San Jose DOT, Co-Project Manager: all right. Thank you.

126

00:26:26.200 --> 00:26:27.190

You, Jason.

127

00:26:27.200 --> 00:26:31.469

Um. And with that I think I'm turning it over to back to Wilson.

128



00:26:31.490 --> 00:26:47.549

Wilson Tam / San Jose DOT: Thank you, Eric and Jason. So what Eric, Jason and I just presented is a list of like infrastructure and strategies, right? A category of strategies related to improving the streets to improve transit biking walking,

129

00:26:47.560 --> 00:26:54.279

Wilson Tam / San Jose DOT: and then we also have a more transformational or bolder ideas, such as the ones that are just presented.

130

00:26:54.290 --> 00:27:15.739

Wilson Tam / San Jose DOT: Um! To really think uh, uh coldly about what we can do in a in a long run. Besides these infrastructure improvements. Um! The downtown time process also recognized that it's very important to create programs and policies to make it easier and more affordable for people to use the transportation system. So this chapter chapter five

131

00:27:15.750 --> 00:27:23.110

Wilson Tam / San Jose DOT: really about summarizing a list of programmatic or policy related strategies

132

00:27:23.120 --> 00:27:41.569

Wilson Tam / San Jose DOT: to really emphasize uh, uh, you know the the you know, the resilient translation system, so that everybody can enjoy. So um! There are seven strategies in Chapter five, as you are reading the plan and um, the first strategy is about mobility. Hubs:

133

00:27:41.580 --> 00:27:59.389

Wilson Tam / San Jose DOT: um As we are building complete streets, as I've consented earlier. Um! There are particular locations on the streets that we can provide a cluster of ah um um um um um um um um um um um um um um um um um ah um ah um ah um ah! And ah!

134

00:27:59.400 --> 00:28:13.190

Wilson Tam / San Jose DOT: And also creating an environment that people can hang out on the street and enjoy the environment. So so there is a list of locations that we can consider to provide a mobility hub in downtown.

135

00:28:14.230 --> 00:28:20.949

Wilson Tam / San Jose DOT: The next strategy is about creating a pricing policy for downtown

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00:28:20.960 --> 00:28:35.770

Wilson Tam / San Jose DOT: Um, In recognizing that people ah have concerns about finding available parking spaces. This policy is about how we can um measure or monitor the parking demand in the data area

137

00:28:35.780 --> 00:28:45.270

Wilson Tam / San Jose DOT: and create part pricing policy to make sure that everybody will be able to find an available parking space both on the street or in the public around.

138

00:28:45.560 --> 00:28:48.990

Wilson Tam / San Jose DOT: The next strategy is about right-sizing and parking

139

00:28:49.000 --> 00:29:02.349

Wilson Tam / San Jose DOT: right as the city or downtown is going to bring in more jobs, more housing and more visitors into downtown. One parking space can be shared by various users during the course of the day

140

00:29:02.360 --> 00:29:18.510

Wilson Tam / San Jose DOT: with the workers parking during the day, and then the visitors who may dine in downtown can pop in the same space at night. So how we can create. This shared parking model in downtown is one of the strategies that we are proposing here,

141

00:29:19.100 --> 00:29:30.979

Wilson Tam / San Jose DOT: and we are trying to encourage the development to resize the parking and create a shared parking environment through our new development policies.

142

00:29:31.200 --> 00:29:49.919

Wilson Tam / San Jose DOT: The next strategy is about complementing the complete streets with proactive care management, as we know that we need to accommodate different users in downtown and including para-transit loading accessible parking

143

00:29:49.930 --> 00:29:55.339

Wilson Tam / San Jose DOT: people who want to drive and park for only like fifteen minutes to pick up a grocery.

144

00:29:55.350 --> 00:30:24.029

Wilson Tam / San Jose DOT: Um! And also ah! As ah as there's a new trend during the pandemic, or even close pandemic, that there is a huge. Ah demand for ah delivery and good!

Ah, deliveries! So we want to ah create Ah! Adequate number of spaces for different kinds of curb users. So this care management is really about um. The find a way to understand how these curves are uses today,

145

00:30:24.070 --> 00:30:34.490

Wilson Tam / San Jose DOT: and find ways to allocate the curve with providing the right amount of spaces for different kind of users

146

00:30:34.980 --> 00:30:36.440

Wilson Tam / San Jose DOT: next time

147

00:30:36.900 --> 00:30:43.439

Wilson Tam / San Jose DOT: the next strategy is, It's part of an idea about,

148

00:30:43.450 --> 00:31:02.940

Wilson Tam / San Jose DOT: you know, urbanizing. Ah! The way that trucks deliver their goods in downtown today. Um, we know that one of the problems that the downtown is experienced today is that we have heavy trucks um going into downtown, taking that much. Ah, picking up much space, and they're trying to deliver goods one store at a time.

149

00:31:02.950 --> 00:31:16.849

Wilson Tam / San Jose DOT: And is there a way to consolidate. Ah, the freight activities Um! With an idea such as that, creating like a mobility hub, or the delivery hub, so that trucks can convene and drop their goods,

150

00:31:16.860 --> 00:31:25.749

Wilson Tam / San Jose DOT: and then the last mile faked truck delivery can be made in a more like a smaller trucks, or even a car who eat bikes

151

00:31:25.760 --> 00:31:40.900

Wilson Tam / San Jose DOT: um for that last Nile delivery. Ah, model! So cities like Seattle has done something like this in the past, and San Jose, downtown can definitely consider to do something like this. The next trilogy is about providing

152

00:31:40.910 --> 00:31:48.780

Wilson Tam / San Jose DOT: for exploring a possibility to provide free shuttle surface for the low income Families in downtown to get around downtown.

153

00:31:49.380 --> 00:32:08.909

Wilson Tam / San Jose DOT: Um, you know a a model kind of similar to the dash shuttle that was um in operation for many years, until two thousand and seventeen um. So how can we create a shuttle service? Um to to to to get to locations? Um, especially in the more outstretched or

154

00:32:08.920 --> 00:32:21.449

Wilson Tam / San Jose DOT: more in the outskirts boundary of the downtown areas, such as your Pantown, you know Guadaluber, Washington area, the Sport and Keys area, and the San Jose State University area

155

00:32:21.460 --> 00:32:34.779

Wilson Tam / San Jose DOT: going back to the dirty on the station area. So how can we uh create a shuttle running in the loops and and find ways to provide free shuttles for for those Indies in downtown one of the strategies here one

156

00:32:35.130 --> 00:32:43.440

Wilson Tam / San Jose DOT: last, but not least, this strategy is about creating a parking and transportation management district,

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00:32:43.450 --> 00:33:01.200

Wilson Tam / San Jose DOT: and what that means is, besides, a free shuttle. We've also acknowledged that you know. People Ah, you know, meet affordable transportation options. Um! How we can provide. Ah, transistor subsidies. How we can um

158

00:33:01.210 --> 00:33:16.769

Wilson Tam / San Jose DOT: create more information about how people can get around in downtown like these programs can be provided through a third-party entity called the Transportation Management Association.

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00:33:16.780 --> 00:33:29.389

Wilson Tam / San Jose DOT: Um! And this ah parking district is about um creating a ah a district in downtown where these Tdm measures can be provided.

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00:33:29.400 --> 00:33:44.159

Wilson Tam / San Jose DOT: Um! And there are many different revenue models that can generate the funds to provide free transit passes for the Bta surface, or countering service, or a free by share surface right? And um

161

00:33:44.220 --> 00:33:59.339

Wilson Tam / San Jose DOT: parking revenue can be one of the revenue sources for supporting this model. So this strategy is about exploring what kind of transportation management entity could be provided in a downtown area,

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00:33:59.590 --> 00:34:29.330

Wilson Tam / San Jose DOT: and it's it's it's it's worth mentioning that this strategy um has been considered as part of the dirt on station area plan that was adopted a few years ago. Um! And this idea is about whether or not this ah future data. Um, Ah, parking and transportation management entity can potentially be ah expanded to benefit the entirety of the downtown area, not just the Duridan station area

163

00:34:29.340 --> 00:34:30.340

Wilson Tam / San Jose DOT: it itself.

164

00:34:31.219 --> 00:34:49.039

Wilson Tam / San Jose DOT: So I hope. Ah, this is a short presentation, but I hope it kind of gives us a high-level summary of the seventeen challenges that the downtown transmission plan is happily proposing, and this chapter six is called Implementation Plan,

165

00:34:49.190 --> 00:35:06.000

Wilson Tam / San Jose DOT: and what it does. It creates it. It includes a lot of information about how the city and Parliament agencies would be so. So it's, or seeking the funding that is needed to implement these seventies strategies.

166

00:35:06.010 --> 00:35:27.770

Wilson Tam / San Jose DOT: Um. We also include information about priority. We cannot do everything at once. So there is a strategic process of prioritizing these strategies so that we can ah allocate our immediate resources to get the top priority projects done before the other ones.

167

00:35:28.130 --> 00:35:38.879

Wilson Tam / San Jose DOT: This chapter also includes an approach of how to implement a project, and it's meant to make it transparent to the community. That

168

00:35:38.890 --> 00:35:50.950

Wilson Tam / San Jose DOT: building a project takes time. It takes a process. It requires the city to seek for funding, and then designing the project and then working with the community to refine the design,

169

00:35:50.960 --> 00:36:20.590

Wilson Tam / San Jose DOT: and then, finally, we construct a project that has to go through a secret process, the environmental review process. And finally, after we construct a project we have to monitor the progress, making sure that the project, um, you know, serves the benefit or the original intent or objective of of of the project, and so it requires a lengthy process. And this chapter also includes a summary about how the city intends to oversee the entirety of the life cycle

170

00:36:20.600 --> 00:36:22.380

of a project implementation.

171

00:36:25.080 --> 00:36:40.670

Wilson Tam / San Jose DOT: So um, So thank you so much for being with us today, and we are going to post this downtown transportation plan on the city's website. Um next week by September thirtieth.

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00:36:40.680 --> 00:36:45.619

Wilson Tam / San Jose DOT: This is the link for how to? You can access the information,

173

00:36:45.640 --> 00:36:57.570

Wilson Tam / San Jose DOT: and we would love your feedback and comments, and you can provide your comment through this email address called Downtown Dog Transportation dot plan at San Jose. Ca: dot Gov.

174

00:36:57.820 --> 00:37:17.189

Wilson Tam / San Jose DOT: And we love your feedback about this plan. Um! And we are intending to collect all the feedback um over the ah over a three to four week period after September thirtieth. Um, with the intent of bringing it to cancel. Um By the end of the year

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00:37:17.200 --> 00:37:21.719

Wilson Tam / San Jose DOT: this November the eighth is the tentative date for the Council hearing the

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00:37:21.730 --> 00:37:23.390

Wilson Tam / San Jose DOT: and Uh:

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00:37:23.940 --> 00:37:34.699

Wilson Tam / San Jose DOT: yeah. So with that um last post here, and thank you so much for listening to us. And let's open up to our next section of the meeting, which is the question and answers,

178

00:37:34.730 --> 00:37:36.960

Wilson Tam / San Jose DOT: May I turn it back to Jessica?

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00:37:39.390 --> 00:37:46.129

Jessica Peyton / SPUR Public Programs: Yes, I think Erica was going to start us off with a couple of opening questions, so i'll pass it over to you, Erica.

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00:37:47.030 --> 00:38:02.770

Erika Pinto / SPUR: Yes, thank you, Wilson and Eric for um, sharing that excellent presentation on the downtown transportation plan, and we will open up the Q. And A. With a few questions, and then move over to the audience and our attendees. So um!

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00:38:02.990 --> 00:38:06.469

Erika Pinto / SPUR: One initial question is,

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00:38:06.630 --> 00:38:20.419

Erika Pinto / SPUR: and this is picking up from the presentation. If you can share a little bit more about how you think that the downtown transportation plan will contribute to, or expand a sense of street life and accessibility in sin sentencing

183

00:38:24.710 --> 00:38:26.699

Eric Eidlin, San Jose DOT, Co-Project Manager: you want to take that will simmer.

184

00:38:28.110 --> 00:38:40.130

Wilson Tam / San Jose DOT: Yeah. So street life, public life and street activation are similar terms, and

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00:38:40.140 --> 00:38:51.320

Wilson Tam / San Jose DOT: they are emphasized in the downtown plan. And when we presented about um strategies about creating a complete street network in downtown

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00:38:51.350 --> 00:39:04.869

Wilson Tam / San Jose DOT: in the downtown transmission plan. It includes a you know, a list of features to describe or define what a transit street looks like, or what a bike street look like,

187

00:39:04.880 --> 00:39:24.400

Wilson Tam / San Jose DOT: and Um Street activation is definitely on the top of the list as to how to improve a better biking, working and trans environment. Um and um features that I can, that that is on my mind right now are related to um street lighting.

188

00:39:24.610 --> 00:39:26.859

Wilson Tam / San Jose DOT: Um Parliament's

189

00:39:26.900 --> 00:39:44.949

Wilson Tam / San Jose DOT: um a playground uh for the pasails um, and and things that uh, can activate the space. And we, and also through crepsite management, The downtown plan calls for high turn over produces,

190

00:39:44.960 --> 00:39:54.769

Wilson Tam / San Jose DOT: so that it will not be taken by, for example, a vehicle for a long period of time, so the space can potentially be used by various users.

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00:39:54.780 --> 00:40:09.400

Wilson Tam / San Jose DOT: Um, such as like outdoor dining parklets, et cetera. So there. These are the some of the some of the examples that are shown in a downtown plan as to how to activate a street life in the public realm in downtown.

192

00:40:11.950 --> 00:40:24.989

Erika Pinto / SPUR: Thank you, Wilson. Could you share? Could you share more about the Santa Clara Big move, and what you expect. Maybe some of the preliminary recommendations that may come out of the study.

193

00:40:27.440 --> 00:40:29.700

Eric Eidlin, San Jose DOT, Co-Project Manager: Yeah. So

194

00:40:37.450 --> 00:40:50.830

Eric Eidlin, San Jose DOT, Co-Project Manager: relates to the fact that you know you know the transit buses get bogged down in traffic. There we we hear similar things from drivers that they would like to be able to pass through more quickly.



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00:40:50.900 --> 00:41:10.850

Eric Eidlin, San Jose DOT, Co-Project Manager: Um, so we we want to make it more efficient for the most people to go along Seneca, who are not stopping there. But we also want it to be a really, you know, a prominent no great first address for for the city, like many other, you know great cities have, whether it's,

196

00:41:10.930 --> 00:41:17.579

Eric Eidlin, San Jose DOT, Co-Project Manager: you know Market street in San Francisco. You know Michigan, I in Chicago. You

197

00:41:17.590 --> 00:41:31.030

Eric Eidlin, San Jose DOT, Co-Project Manager: um. We think you know everybody recognizes that Santa Clara is in the main street. If you will not in the the way we use the term, but more in the way most people use the term.

198

00:41:31.300 --> 00:41:43.110

Eric Eidlin, San Jose DOT, Co-Project Manager: And so you know what is. What is that. How do you? How do you balance that? How do you balance the transportation need with the need to to set this up, to set up Santa Claus Street as a great.

199

00:41:43.200 --> 00:42:02.339

Eric Eidlin, San Jose DOT, Co-Project Manager: It's a great place, and so obviously we need more space for pedestrians. We need. We need pedestrians to feel safe on the sidewalk. So that's a physical thing. So, you know. Do we have more consistent Ah! Street trees throughout with a nice canopy? Do we have

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00:42:02.350 --> 00:42:18.940

Eric Eidlin, San Jose DOT, Co-Project Manager: more consistent, consistent awnings, perhaps, or you know, do we build off of the downtown design guidelines to to achieve a greater sense of cohesion. And then, of course, you know, it also needs to be. You know, as as I mentioned, equity is an underlying

201

00:42:18.950 --> 00:42:31.579

Eric Eidlin, San Jose DOT, Co-Project Manager: pillar of the plan, so how do we make it? Also welcoming to everybody we have bar coming in, so they're going to be more people. So in in some we have a lot of different

202

00:42:31.650 --> 00:42:33.859

Eric Eidlin, San Jose DOT, Co-Project Manager: considerations that we

203

00:42:34.080 --> 00:42:50.369

Eric Eidlin, San Jose DOT, Co-Project Manager: we need to balance. So we've heard many things from the community. We're not going to be able to achieve everything that the community says. But you know, and it's normal for a city's main street for people to want different things. So that's why we think we need a comprehensive study.

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00:42:50.380 --> 00:42:57.849

Looked at all of the issues we have. We have a big public discussion about it, and we seek to to balance everything together.

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00:42:59.000 --> 00:43:05.939

Eric Eidlin, San Jose DOT, Co-Project Manager: So yeah, And so as the next step, you know, we're, we're planning a public event. We

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00:43:06.570 --> 00:43:18.270

Eric Eidlin, San Jose DOT, Co-Project Manager: at some point early next year, where we'll we'll try to kick it. We'll kick off the project with some inspirational examples, and we'll we'll. We'll provide more details on that soon.

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00:43:20.300 --> 00:43:26.889

Erika Pinto / SPUR: Thank you, Eric. And one more question before we jump over to the audience

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00:43:26.900 --> 00:43:50.399

Wilson Tam / San Jose DOT: following up on that last um chapter on the implementation aspects of the um of the plan. Um! Could you share what may be some of the obstacles that you're already envisioning um in terms of implementation, or you know, if you could also share um how the plan will interact with the recently adopted transit first policy or the State plan which our audience may or may not be familiar with.

209

00:43:51.560 --> 00:43:54.120

Wilson Tam / San Jose DOT: Thank you, Erica. This is a load of question.

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00:43:54.130 --> 00:44:05.130

Wilson Tam / San Jose DOT: Um. So so let's. Let me start up with uh the information, then first, and then i'll jump into the transfer first and uh move samples a plan. Um! So

211

00:44:06.130 --> 00:44:16.669

Wilson Tam / San Jose DOT: one of the things, As I said, we cannot implement every strategy at all at once. It has to go through a sequenced

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00:44:16.700 --> 00:44:34.839

Wilson Tam / San Jose DOT: um and um. One of the objective of this plan is to leverage the major transit investment that is being considered done in downtown, such As for coming to San Jose doing our station being ah, you know, being planned for, for a substantial, upgrade,

213

00:44:34.850 --> 00:44:41.319

Wilson Tam / San Jose DOT: electrified couch train is about ready for surface, and

214

00:44:41.660 --> 00:44:52.689

Wilson Tam / San Jose DOT: some of these strategies that we are proposed in a downtown is meant to align with the timing of these services, so that when these services is ready for

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00:44:52.700 --> 00:45:09.770

Wilson Tam / San Jose DOT: you know, for the downtown community to enjoy that the downtown will have the the street infrastructure. It also, be, you know. Ah, the program and policy all in place. Ah! To to maximize the potential that these Ah! Transit investment Ah could

216

00:45:09.780 --> 00:45:22.270

Wilson Tam / San Jose DOT: could result in in a downtown area. So so this is the genesis of how we ah with, in collaboration with our partners to come up with the implementation of geology here. So

217

00:45:22.390 --> 00:45:39.279

Wilson Tam / San Jose DOT: we divided um the implementation plan into three separate facings. One is um what we call the near-term phase which is strategies that would be implemented in the next five years after the plan is adopted,

218

00:45:39.670 --> 00:45:43.790

Wilson Tam / San Jose DOT: which is like between two thousand and three to two thousand and twenty seven

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00:45:43.800 --> 00:45:47.190

Wilson Tam / San Jose DOT: sorry, two thousand and twenty-three, and two thousand and twenty seven.

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00:45:47.600 --> 00:45:59.489

Wilson Tam / San Jose DOT: Then we have the midterm face, which is the face that says that the strategy would be implemented before bark opens.

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00:45:59.500 --> 00:46:13.560

Wilson Tam / San Jose DOT: Right. So, as I said, like, it's meant to align with the bar timing, so that when what comes the streets, and the infrastructure will be there to support. Ah, people Ah! Accessing board and other infrastructure right

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00:46:13.570 --> 00:46:22.790

Wilson Tam / San Jose DOT: and then we have the more longer-term um face that is about like strategies that can be implemented after,

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00:46:22.800 --> 00:46:26.439

Wilson Tam / San Jose DOT: but opens um, And

224

00:46:27.370 --> 00:46:33.790

Wilson Tam / San Jose DOT: These long-term strategies can be strategies that are

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00:46:34.460 --> 00:46:42.909

Wilson Tam / San Jose DOT: relatively more difficult to implement, and it may require a very lengthy process.

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00:46:42.940 --> 00:46:47.930

Wilson Tam / San Jose DOT: For example, Jason talked about the library alignment. That

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00:46:48.120 --> 00:46:56.889

Wilson Tam / San Jose DOT: should be a long-term process, because it takes a lot to really plan finding the funding and construct a project.

228

00:46:57.370 --> 00:47:12.960

Wilson Tam / San Jose DOT: There are also certain strategies that we feel that we may not be ready to pull off at this point until later, when Bart opens and people are able to enjoy the the viable transmission options.

229

00:47:12.970 --> 00:47:23.099

Wilson Tam / San Jose DOT: For you know, in talking with the community, and you know, we realize that, you know

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00:47:25.910 --> 00:47:29.149

Wilson Tam / San Jose DOT: by. And you know. Yeah. So

231

00:47:29.480 --> 00:47:37.289

Wilson Tam / San Jose DOT: let me put it this way. So so there are strategies that we would like the streets to be improved first before we implement, for example,

232

00:47:37.300 --> 00:47:53.119

Wilson Tam / San Jose DOT: um demand-based parking, pricing right like if we want to charge a pricing based on the demand, so that people would be able to find an available parking space. Um, We really want to make sure that as people are considering various ways to travel around,

233

00:47:53.130 --> 00:48:11.170

Wilson Tam / San Jose DOT: there is an infrastructure in place for them to consider that. So? So this is an example of of how some of the strategies would be put in a relatively lower priority. Um, waiting for the other strategies to be implemented first before the other ones are considered.

234

00:48:11.480 --> 00:48:17.489

Wilson Tam / San Jose DOT: So this is the entire business. The entire transportation implementation plan

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00:48:17.500 --> 00:48:24.620

Wilson Tam / San Jose DOT: will include a lot of details about how this prioritization process is analyzed.

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00:48:25.490 --> 00:48:34.380

Wilson Tam / San Jose DOT: Going back to your second question about how this plan is related to the recently adopted transferers policy and the roof San Jose plan.

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00:48:34.420 --> 00:48:42.309

Wilson Tam / San Jose DOT: So they're all interrelated obviously the move. Central State plan is the city-wide transportation plan.

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00:48:42.490 --> 00:48:45.259

Wilson Tam / San Jose DOT: It is meant for um

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00:48:45.470 --> 00:49:01.260

Wilson Tam / San Jose DOT: provided a framework for the city to uh make decisions on investment priorities. Right? So that means it takes a holistic lens at not only district three or downtown, but also the rest of the districts in the city.

240

00:49:01.930 --> 00:49:11.600

Wilson Tam / San Jose DOT: And this downtown plan is meant to support the movements of a plan by saying that. Okay? If certain investments are being considered in District three,

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00:49:11.630 --> 00:49:13.530

Wilson Tam / San Jose DOT: where should the money go

242

00:49:13.590 --> 00:49:33.069

Wilson Tam / San Jose DOT: and and which projects? Should the money go? So so you can see that it it, I would say, moves and will say It's more of a parent document of the downtown transportation plan when it comes to investment in the data. San Jose area. The transit first policy is

243

00:49:33.080 --> 00:49:49.989

Wilson Tam / San Jose DOT: a policy that helps validate or helps um. The downtown transportation plan implement the transit priority improvements we talked about, you know, on frequent

244

00:49:50.000 --> 00:50:07.089

Wilson Tam / San Jose DOT: transit corridors, such as in a Clara Street or Saint Carlo Street, we could consider things such as dedicated bus lanes um, or or upgrading the signals to make. Ah! To speed of the transit services.

245

00:50:07.100 --> 00:50:17.709

Wilson Tam / San Jose DOT: Um! When we consider things of that nature, something we have to compromise right like, because we know that, like, we cannot accommodate everything everywhere.

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00:50:17.720 --> 00:50:35.780

Wilson Tam / San Jose DOT: So when we need to consider trade-offs um, not only from the spatial standpoint, like the the amount of space provider for certain views, but also from the timing standpoint or the funding standpoint. You know this transfer policy is a policy that

247

00:50:35.790 --> 00:50:38.979

Wilson Tam / San Jose DOT: that trade-off decision or consideration.

248

00:50:39.080 --> 00:50:53.519

Wilson Tam / San Jose DOT: So um, we. But yeah, So so this is Ah, the relationship between um, the move, San Jose plan the city wide transportation plan, the transport policy and the downtown transportation plan.

249

00:50:54.600 --> 00:50:56.500

Erika Pinto / SPUR: Thank you so much, Wilson

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00:50:56.510 --> 00:51:09.539

Erika Pinto / SPUR: and Eric again for answering those questions and for for providing the presentation, I think, for Now we'll move to audience questions, and we have one from Johnny

251

00:51:09.550 --> 00:51:23.900

Erika Pinto / SPUR: who is asking um. Does the plan include potentially converting streets to transit only um, perhaps emulating what sf San Francisco did with Market Street with our very own Santa Clara?

252

00:51:26.190 --> 00:51:31.879

Eric Eidlin, San Jose DOT, Co-Project Manager: Yeah, maybe I can start. But, Wilson, if you want to

253

00:51:32.230 --> 00:51:34.919

Eric Eidlin, San Jose DOT, Co-Project Manager: add some detail. I think

254

00:51:35.220 --> 00:51:37.670

Eric Eidlin, San Jose DOT, Co-Project Manager: i'm not in full screen mode. I think right.

255

00:51:40.390 --> 00:51:44.629

Wilson Tam / San Jose DOT: You're in the present review. Yes, there you go.

256

00:51:44.900 --> 00:51:47.699

So the short answer is

257

00:51:47.830 --> 00:51:54.410

Eric Eidlin, San Jose DOT, Co-Project Manager: this plan: we are not considering, converting fully to transit only the

258

00:51:54.610 --> 00:52:00.539

Eric Eidlin, San Jose DOT, Co-Project Manager: the streets shown on this map that i'm. Showing, including Santa Clara,

259

00:52:00.630 --> 00:52:05.599

Eric Eidlin, San Jose DOT, Co-Project Manager: our grand boulevards, and in our in our

260

00:52:05.890 --> 00:52:16.510

Eric Eidlin, San Jose DOT, Co-Project Manager: our city check lexicon. That means that we need to prioritize transit above other modes.

261

00:52:16.650 --> 00:52:36.140

Eric Eidlin, San Jose DOT, Co-Project Manager: Um, but the thing, though with Santa Clara Street we don't. There's not quite the density yet that you have, let's say, in a market street, and we think we could cause more harm by fully closing it off to vehicle traffic in the short term

262

00:52:36.590 --> 00:52:43.039

vehicles, you know. They, you know, for all of the negative impacts they may have.

263

00:52:43.380 --> 00:52:58.350

Eric Eidlin, San Jose DOT, Co-Project Manager: First, they're essential for the the way people currently get around, but also they provide eyes on the street, especially during the times of day, when there are fewer people on the streets of both. We might want to prioritize transit

264

00:52:58.380 --> 00:53:04.999

Eric Eidlin, San Jose DOT, Co-Project Manager: now, and in the long term we need to think about it over time as well.

265



00:53:05.080 --> 00:53:07.160

Eric Eidlin, San Jose DOT, Co-Project Manager: Wilson or or Jessica.

266

00:53:07.430 --> 00:53:08.490

Eric Eidlin, San Jose DOT, Co-Project Manager: Thank you.

267

00:53:09.280 --> 00:53:15.069

Jess Zenk, San Jose DOT (she/her): That's a absolutely accurate, Eric. I think you know we are

268

00:53:15.310 --> 00:53:29.560

Jess Zenk, San Jose DOT (she/her): looking forward to continuing the work that Jason talked about with Vta about the future of light rail, and there's certainly a lot of of ways in which that could, you know, interplay with your question about kind of how light rail is reshaped.

269

00:53:29.570 --> 00:53:35.450

Jess Zenk, San Jose DOT (she/her): What that means for transit and other types of vehicles on our downtown streets.

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00:53:35.530 --> 00:53:41.079

Jess Zenk, San Jose DOT (she/her): I'd only add, You know to what Eric said. We'd be remiss if we didn't we

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00:53:41.250 --> 00:53:48.479

Jess Zenk, San Jose DOT (she/her): site our friend Scott, me at the Downtown Association, who, you know, has accurately pointed out

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00:53:48.490 --> 00:54:10.059

Jess Zenk, San Jose DOT (she/her): Santa Clara Street, is the only way to go East-west currently throughout the kind of the the downtown, and make your way, you know, from one part of the downtown, one side to the other. You can see there in the map really clearly that T. Two, of course, is St. Carlos Street, and it currently ends at San Jose State right, which is a great

273

00:54:10.070 --> 00:54:12.839

Jess Zenk, San Jose DOT (she/her): feature and gateway into San Jose State,

274

00:54:12.970 --> 00:54:22.179

Jess Zenk, San Jose DOT (she/her): but doesn't then accomplish the kind of you know. Get you all the way to where you're going. If you are using a transit vehicle or a car.

275

00:54:22.320 --> 00:54:38.519

Jess Zenk, San Jose DOT (she/her): And so that story keys, which is t three down below that is the next kind of east-west corridor right? And So there, there, Aren't, that many ways to get across right now. And so I think that's the other thing that would really be

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00:54:38.530 --> 00:54:44.980

Jess Zenk, San Jose DOT (she/her): harming the resilience of the overall network if we did take away that vehicular access at this point.

277

00:54:49.190 --> 00:54:52.960

Erika Pinto / SPUR: Thanks, Jessica, Zinc and Eric. So

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00:54:53.040 --> 00:55:09.880

Erika Pinto / SPUR: we have one more question. Um! And I wonder if we could return to the big move of that You mentioned about bridging relay barriers, and I think, especially for downtown, which is

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00:55:09.890 --> 00:55:15.389

Erika Pinto / SPUR: in a way bisected by eighty, seven, and then two hundred and eighty, you know.

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00:55:15.540 --> 00:55:31.450

Erika Pinto / SPUR: And and Eric, I believe you mentioned that you know the Federal Government is taking steps to provide funding through reconnecting. I think it's called reconnecting communities. Um! I wonder if you could share more about the how that's guided your thinking on plan? Um, and how you're seeing the future.

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00:55:34.140 --> 00:55:40.770

Eric Eidlin, San Jose DOT, Co-Project Manager: Yeah. So that is indeed the name of the Federal program reconnecting communities.

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00:55:40.850 --> 00:55:43.739

Eric Eidlin, San Jose DOT, Co-Project Manager: Um, you know, I think

283

00:55:44.100 --> 00:55:54.209

Eric Eidlin, San Jose DOT, Co-Project Manager: we So I didn't get into the details of what what we heard in our survey results. This one, I think, are the community

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00:55:54.220 --> 00:56:11.530

Eric Eidlin, San Jose DOT, Co-Project Manager: I think there was. There was a lot of support for it. But I think for some people it's a really big idea that would be very expensive and hard to implement. So my sense of people in voting for which of these they they really thought we should prioritize if they were thinking maybe a little bit

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00:56:11.540 --> 00:56:19.969

Eric Eidlin, San Jose DOT, Co-Project Manager: more more short-term, or things that would be easier to wrap their heads around. But but the real idea here is that you know

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00:56:20.040 --> 00:56:39.499

Eric Eidlin, San Jose DOT, Co-Project Manager: these investments that we see here at specialists in the two hundred and eighty would have been in the sixtys eighty-seven on the left is actually more recent, I think, completed in the early nineties. Is that correct, i'm pretty sure, but really made it in a time when people were thinking more about

287

00:56:39.510 --> 00:56:41.799

like, How do we get people

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00:56:42.220 --> 00:56:49.159

Eric Eidlin, San Jose DOT, Co-Project Manager: and through downtown, and not so much about what is the impact on the quality of life

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00:56:49.520 --> 00:57:05.249

Eric Eidlin, San Jose DOT, Co-Project Manager: in the downtown or in the places that these facilities go through. So I really commend us for for this Grant program, because you know often you know you're you're You're making it easier for people elsewhere

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00:57:05.260 --> 00:57:13.319

Eric Eidlin, San Jose DOT, Co-Project Manager: to get through your downtown. But you're really ruining the place that you know people should be wanting to get to. So you,

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00:57:13.350 --> 00:57:17.339

Eric Eidlin, San Jose DOT, Co-Project Manager: in cases like like here on the right, you

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00:57:17.560 --> 00:57:30.330

Eric Eidlin, San Jose DOT, Co-Project Manager: on two hundred and eighty, You know there are precedents such as the well-known Freeway Park in Seattle, where you have a depressed freeway like we have at I two hundred and eighty and bird. Most of it is elevated.

293

00:57:30.340 --> 00:57:43.189

Eric Eidlin, San Jose DOT, Co-Project Manager: But where you could really maybe consider backing over the freeway with with the park. Perhaps that's what they did in Seattle the big project very expensive. You really have to think carefully about where that makes sense,

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00:57:43.200 --> 00:57:50.650

Eric Eidlin, San Jose DOT, Co-Project Manager: I think, for us, and maybe the shorter term. And you know we've We've had a lot of had many conversations with San Jose State

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00:57:50.820 --> 00:58:10.759

Eric Eidlin, San Jose DOT, Co-Project Manager: as part of their cancer mask fast, sorry campus, not their planning process, and they would really like to better connect north and south campuses across two hundred and eighty in that part around seven. It's elevated. So I think there. Maybe there's an opportunity to

296

00:58:11.500 --> 00:58:24.550

Eric Eidlin, San Jose DOT, Co-Project Manager: for the Federal funding, but it would be something more like, you know, like they have in in Toronto, perhaps. And in fact, we have one of the head designers of the Toronto Bentway project. Some of you might have

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00:58:24.610 --> 00:58:32.519

Eric Eidlin, San Jose DOT, Co-Project Manager: participated in a Speaker series event that we had what we brought in Ken Greenberg of trauma. We talked about how that came about.

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00:58:32.830 --> 00:58:33.990

Eric Eidlin, San Jose DOT, Co-Project Manager: So um

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00:58:34.000 --> 00:58:48.199

Eric Eidlin, San Jose DOT, Co-Project Manager: yeah. So a little bit of our thinking on that again. This didn't get the most support. So we were not proposing in the plan some concrete next steps, but not to say we won't be pursuing it at some future time.

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00:58:50.310 --> 00:58:54.390

Erika Pinto / SPUR: Great. Thank you so much. And now i'll turn it over to Jessica.

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00:58:54.590 --> 00:59:12.250

Jessica Peyton / SPUR Public Programs: Yes, thank you, everybody for joining. We're just about out of time. Um! But I want to reiterate the plan, and the agencies will be available on the project website on the thirtieth September, and you can submit comments to the email drop to the chat. I will be sending out a copy of this chat

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00:59:12.260 --> 00:59:24.090

Jessica Peyton / SPUR Public Programs: to everybody who registered so that they can have it on file. I'll also be posting the recording of this presentation online in the next couple of days. But I would like to thank

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00:59:24.100 --> 00:59:34.220

Jessica Peyton / SPUR Public Programs: yes, Jason Wilson, Eric Erica, for all being here today and guiding us through this presentation, and I hope everyone has a great rest of their day.

304

00:59:35.930 --> 00:59:38.370

Wilson Tam / San Jose DOT: Thank you, Bye, bye,