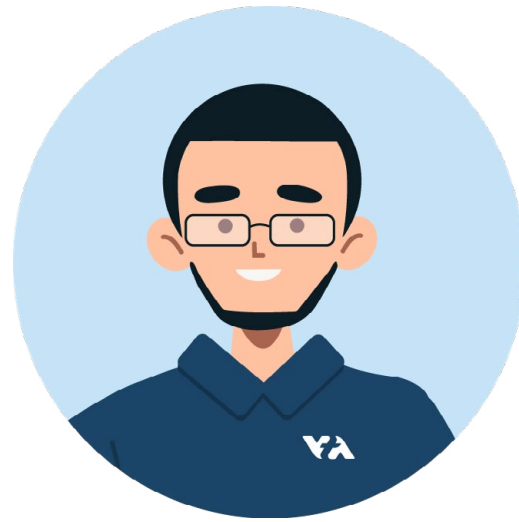


OVERVIEW

Downtown San José Light Rail Realignment Project



Participating Staff



Jason Kim

Transit Capital Planning Manager



Nick Moore

Transportation Planner, Transit Capital Planning



Laura Posadas

Community Outreach and Public Engagement

Why are we here today?

- VTA is considering options to re-do the Light Rail tracks through the Downtown San José Transit Mall
- Project is in Early Planning—no timeline for construction
- Opportunity for early feedback on options and to discuss for future project phases



Existing Conditions

- VTA Light Rail started operating in Downtown San José in the late 1980's
- The trackway in Downtown San José is the slowest segment on the Light Rail system, average speed is below 10mph
- Couplet System— Northbound trains and buses on First Street, Southbound trains and buses on Second Street.
- Circuitous route with long curves
- Unique configuration – trackway blends into sidewalk
- Many at-grade crossing of Light Rail (streets and driveways)



EXISTING CONDITIONS

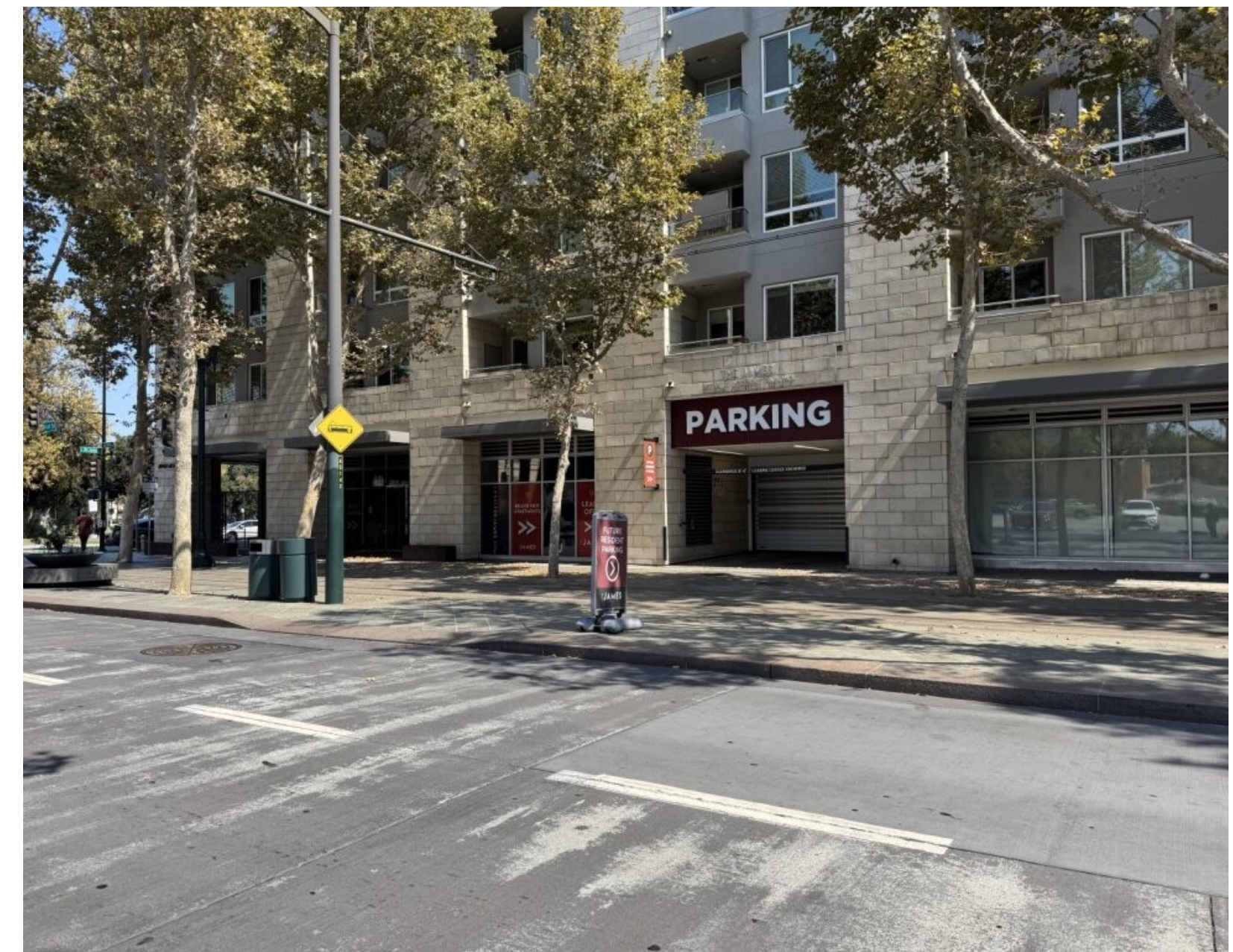
First Street



Trackway



Public Toilet on First Street



Parking Structure on First Street

EXISTING CONDITIONS

Second Street



Driveways through Light Rail Trackway



Trackway on Second Street between E Santa Clara and E San Fernando



At-grade Light Rail

EXISTING CONDITIONS

Second Street



Santa Clara Light Rail Station, 2nd Street



St. James Park Light Rail Station



Trackway in Saint James Park

Alternatives Considered

North-south and East-west alignments in the project corridor

1



Elevated

2

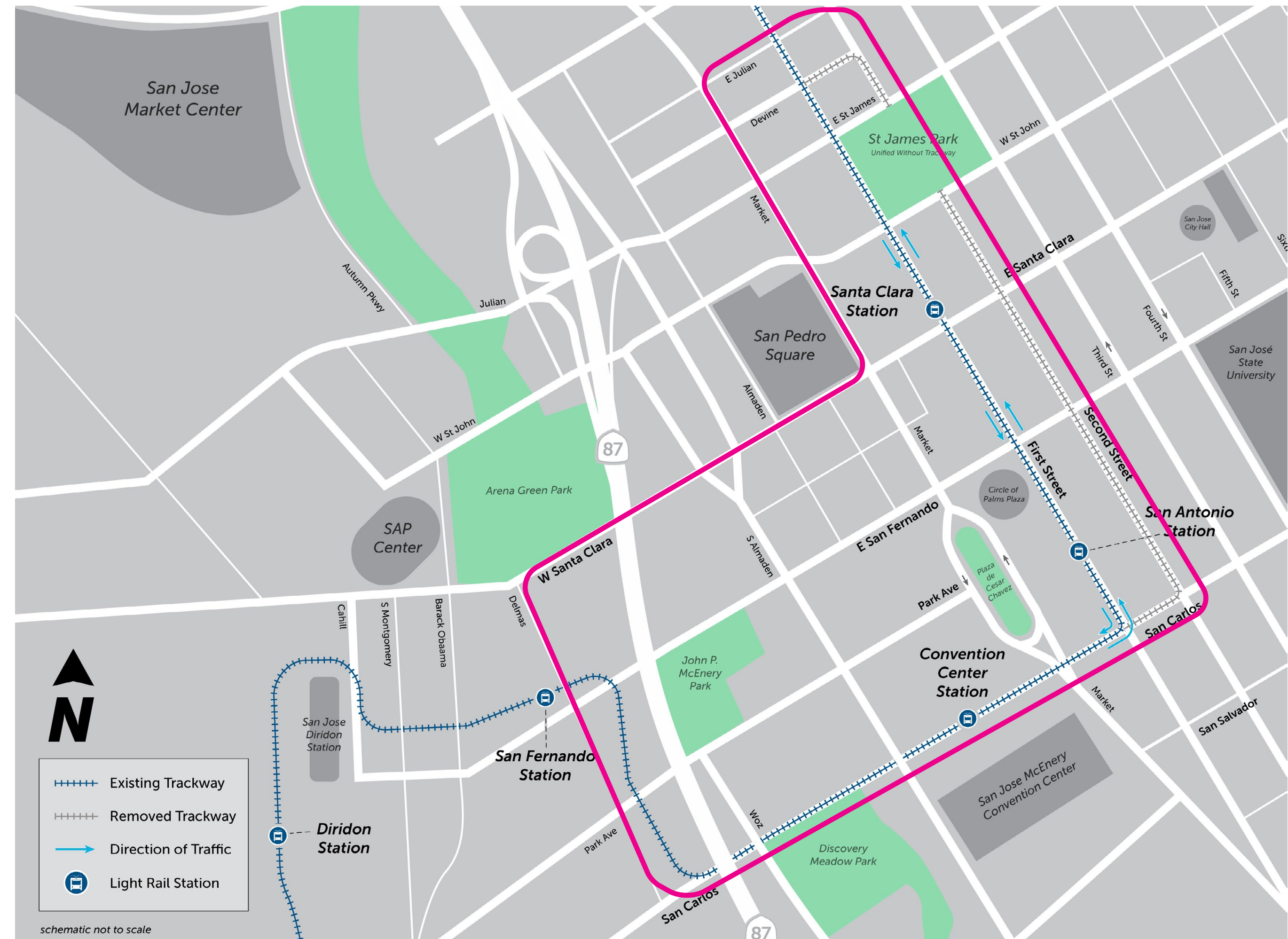


At-Grade

3



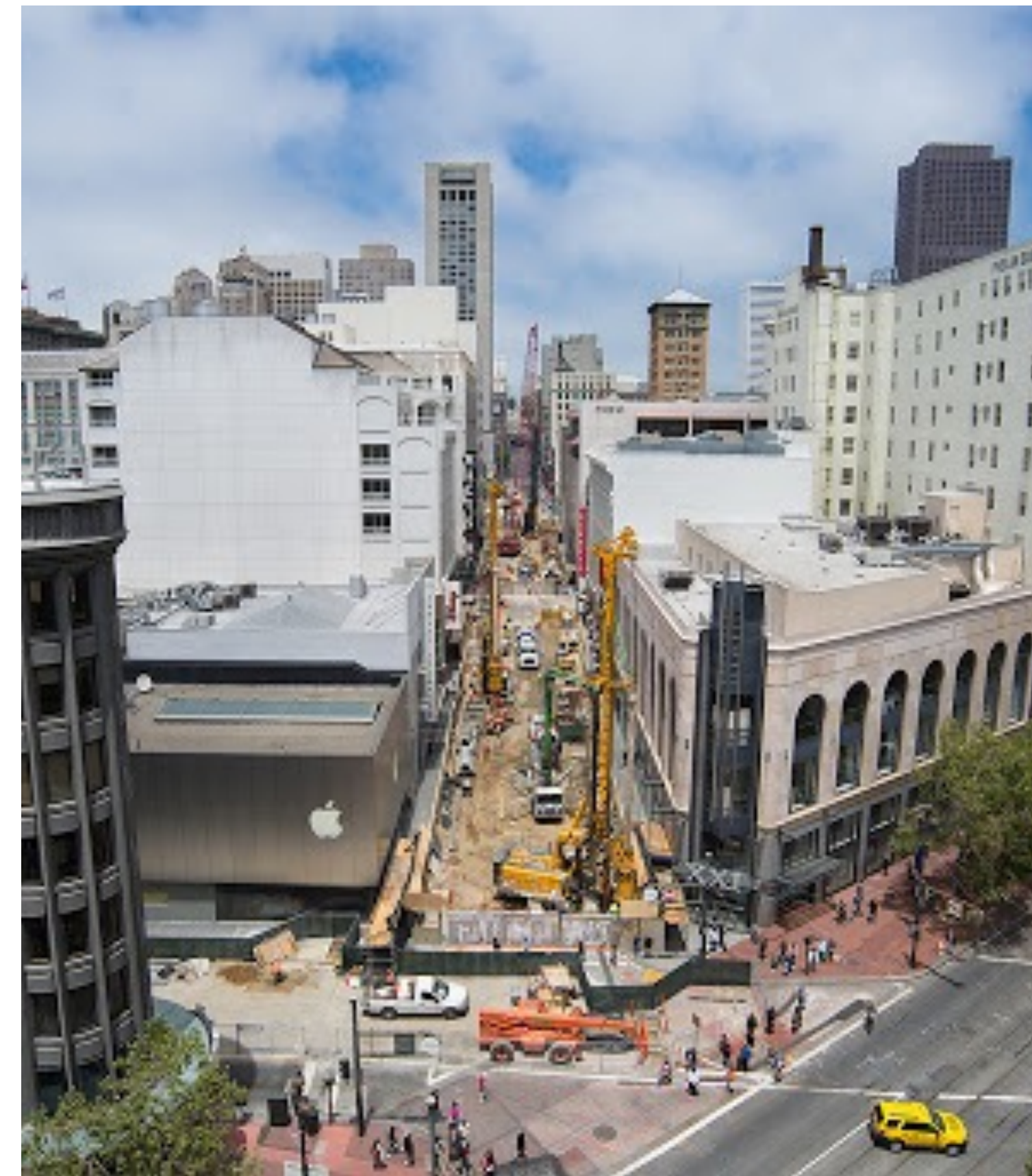
Below Grade



ALTERNATIVES CONSIDERED

Evaluation

- Above grade and below grade alternatives were eliminated due to cost implications and construction impacts on Downtown residents, businesses, and related projects
- For at-grade alignments, 1st Street was determined as the best north-south alignment
- Multiple east-west at-grade alignments were carried forward into further analysis, but were found to be infeasible during early engineering

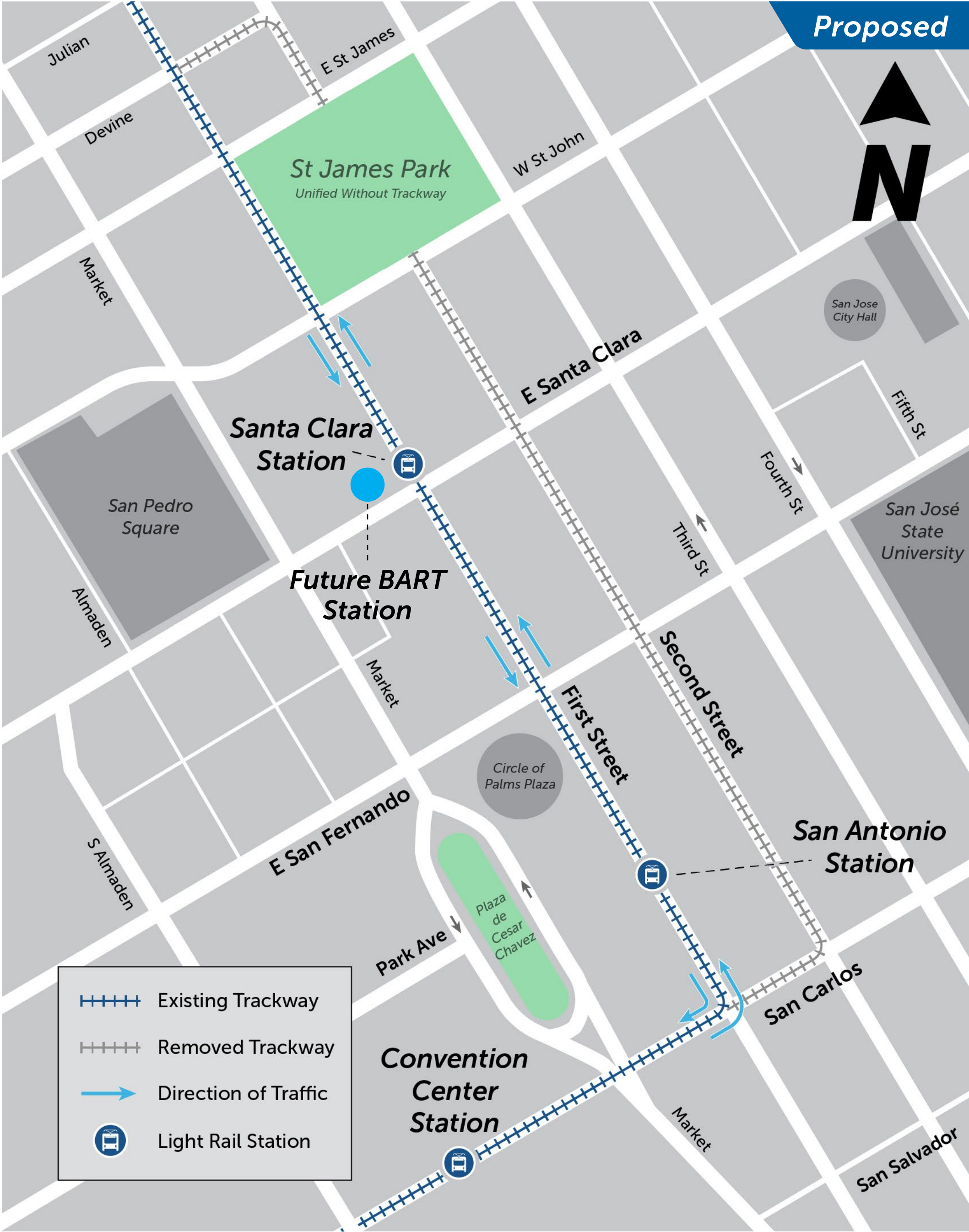
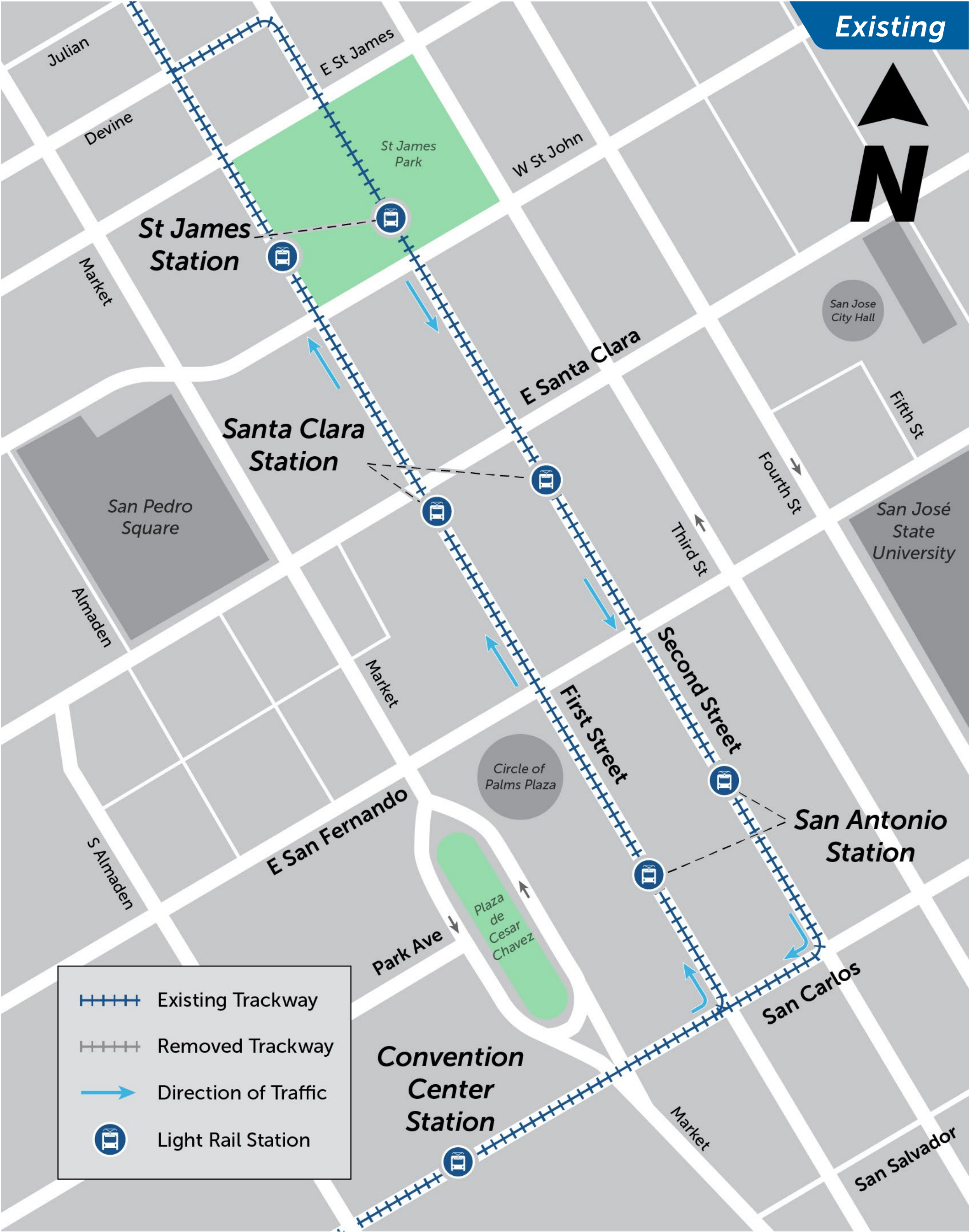


ALTERNATIVES CONSIDERED

Preferred Alignment

- Northbound and Southbound tracks on First Street
- Light Rail removed from Second Street
- At-grade in a separated trackway
- All Bus service relocated to Second Street





Project Benefits

Faster Transit Speeds

- Current Maximum Speed – 10MPH
- Projected Maximum Speed – 20MPH
- Project time savings – 1 Minute Northbound, 3 minutes southbound

Safer Operations

- Physical separation between sidewalk and trackway
- Reduced points of conflict



Santa Monica, CA



Portland, OR



Houston, TX



Removal of Train Tracks from Second Street

- Reconfigured space available
- Less turns (Quieter operations)

Reunification of St James Park

Example, Dever Colorado

Downtown San José Light Rail Realignment: Renderings



- One Track corridor (Northbound on First Street, Southbound on Second)
- Tracks flush with sidewalks
- No defined separation
- Slow light rail operating speeds



- Two-track corridor on First Street
- More distinct track area
- Curb separation between tracks and sidewalk
- Removal of Bus Lane

Downtown San José Light Rail Realignment: Renderings

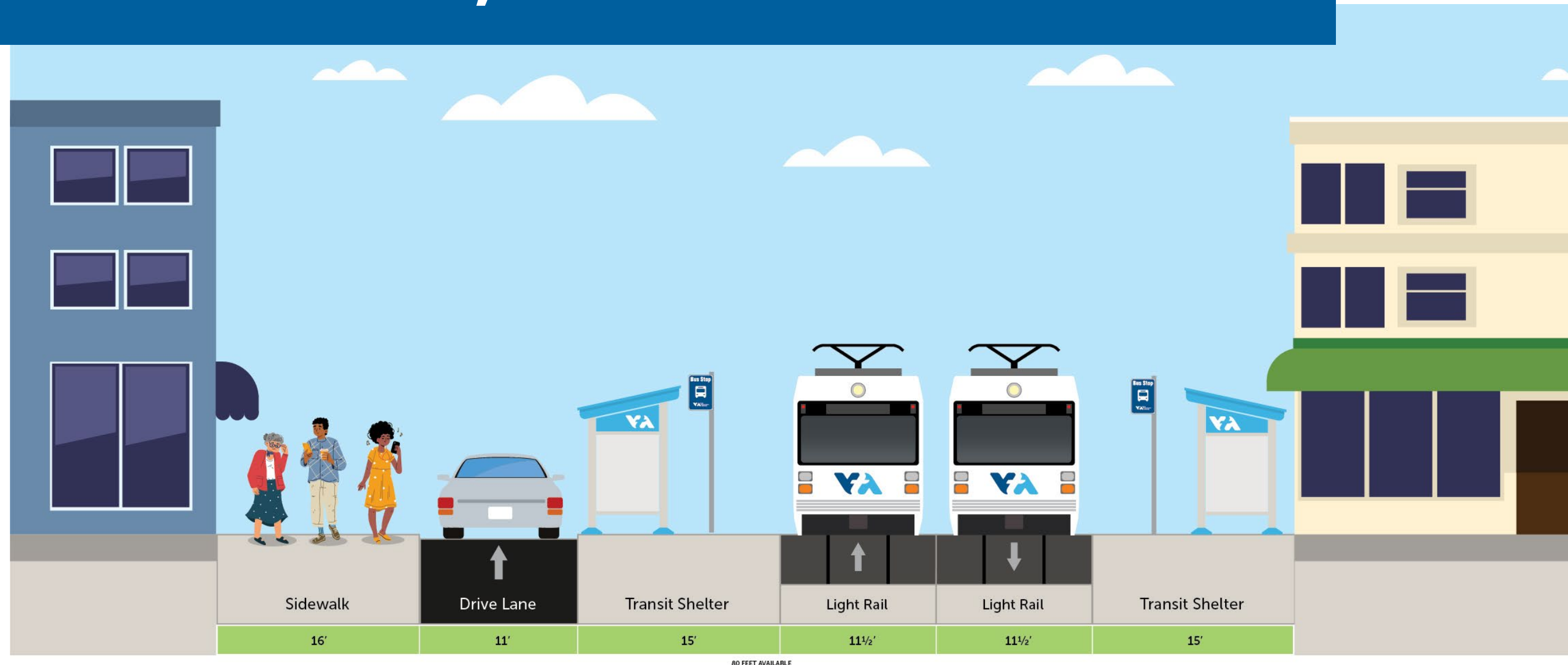


- Outer and Median Sidewalks
- 1 General Purpose Lane
- 1 Bus Lane



- Outer sidewalks
- At least 1 General purpose
- Removal of Bus Lane
- Flexible space between tracks and General Purpose lane

First Street, Station Locations

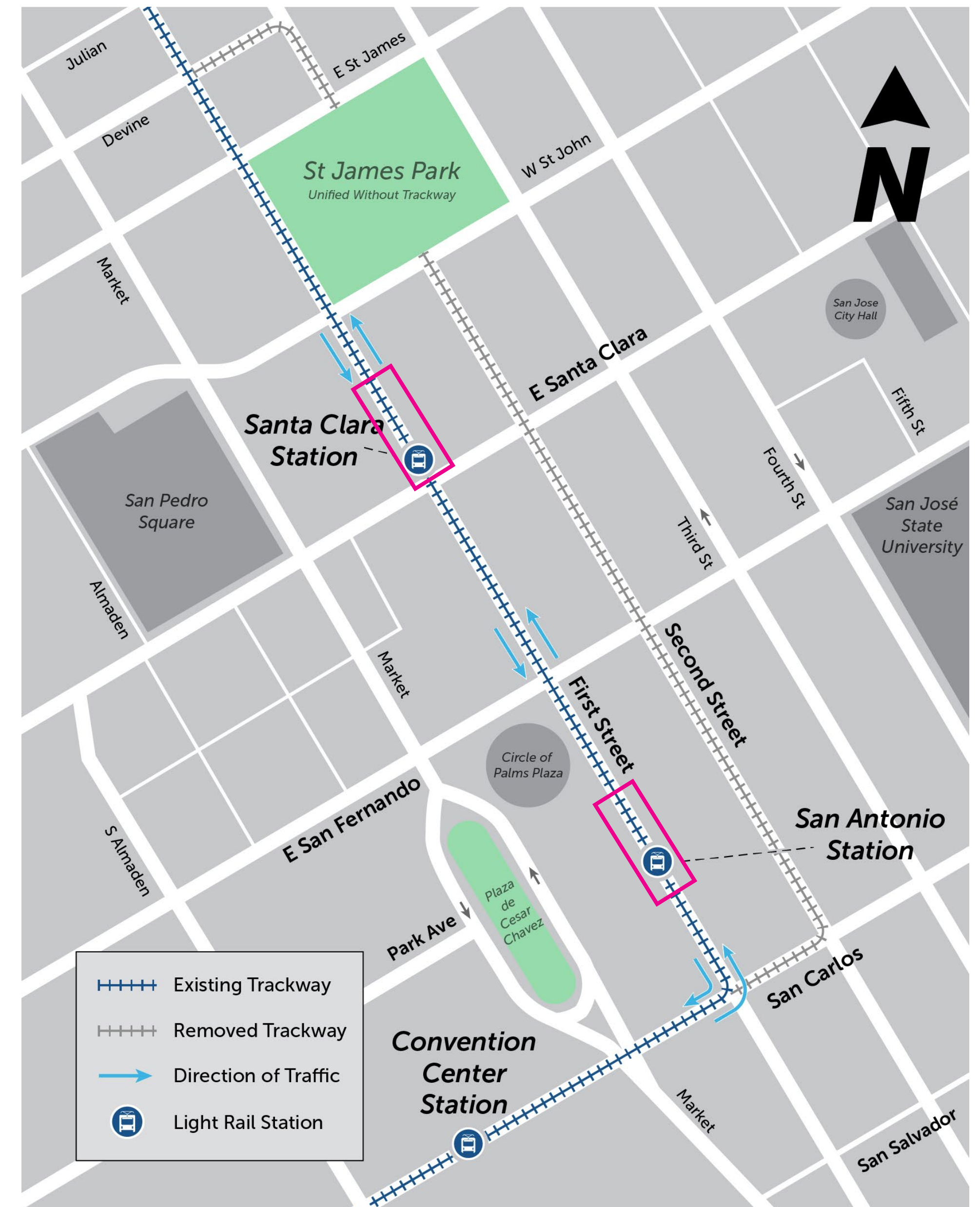


Layout at Stations

- Most constrained portions of the project
- Sidewalk and Station would share space
- Two proposed stations in this segment



Example, San Diego, CA
Island Ave in Downtown



Layout at between Stations

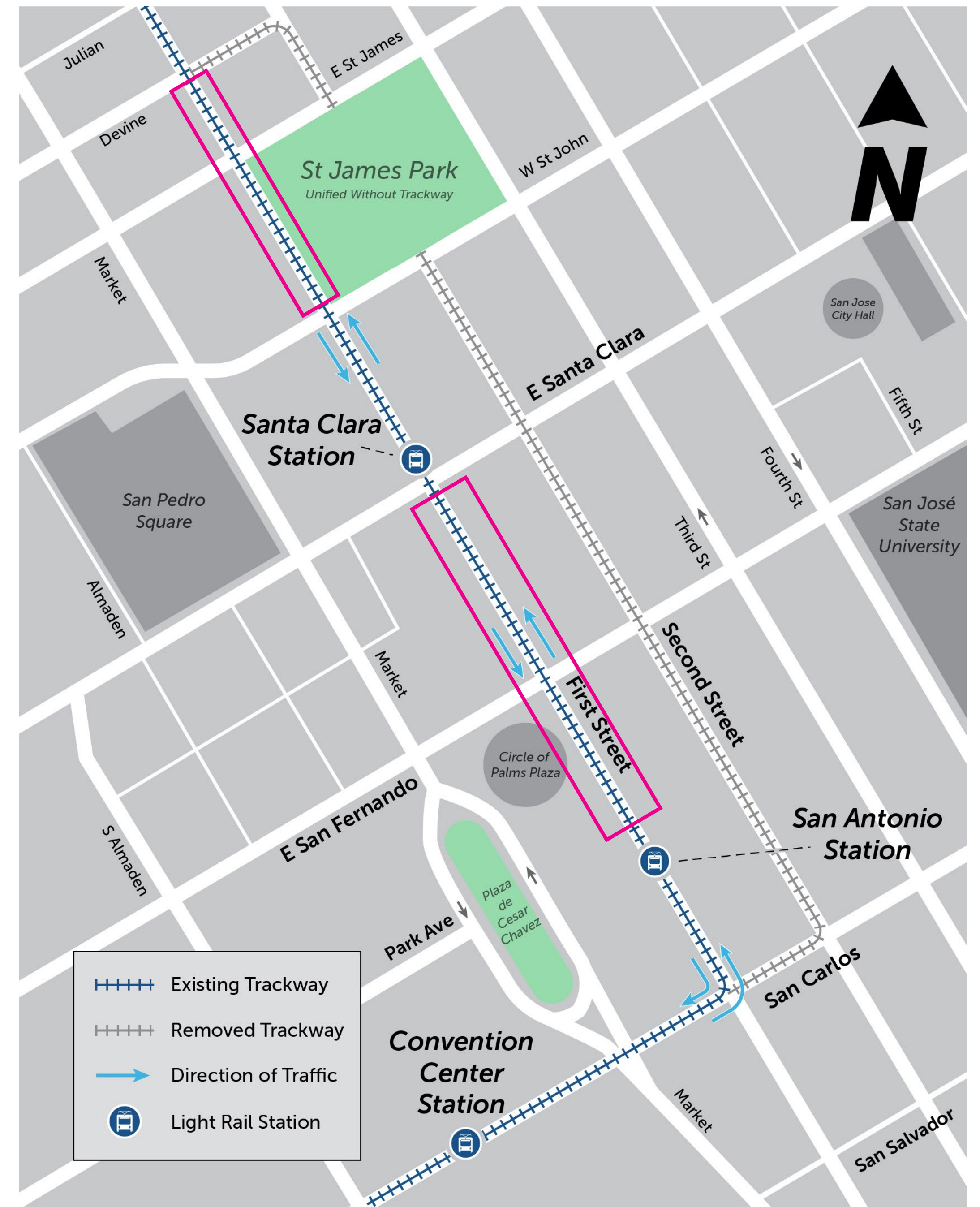
- Flexible space – many potential configurations
- Can Mix and match through the corridor
- What other configurations would you like to see?



Example, Salt Lake City, UT

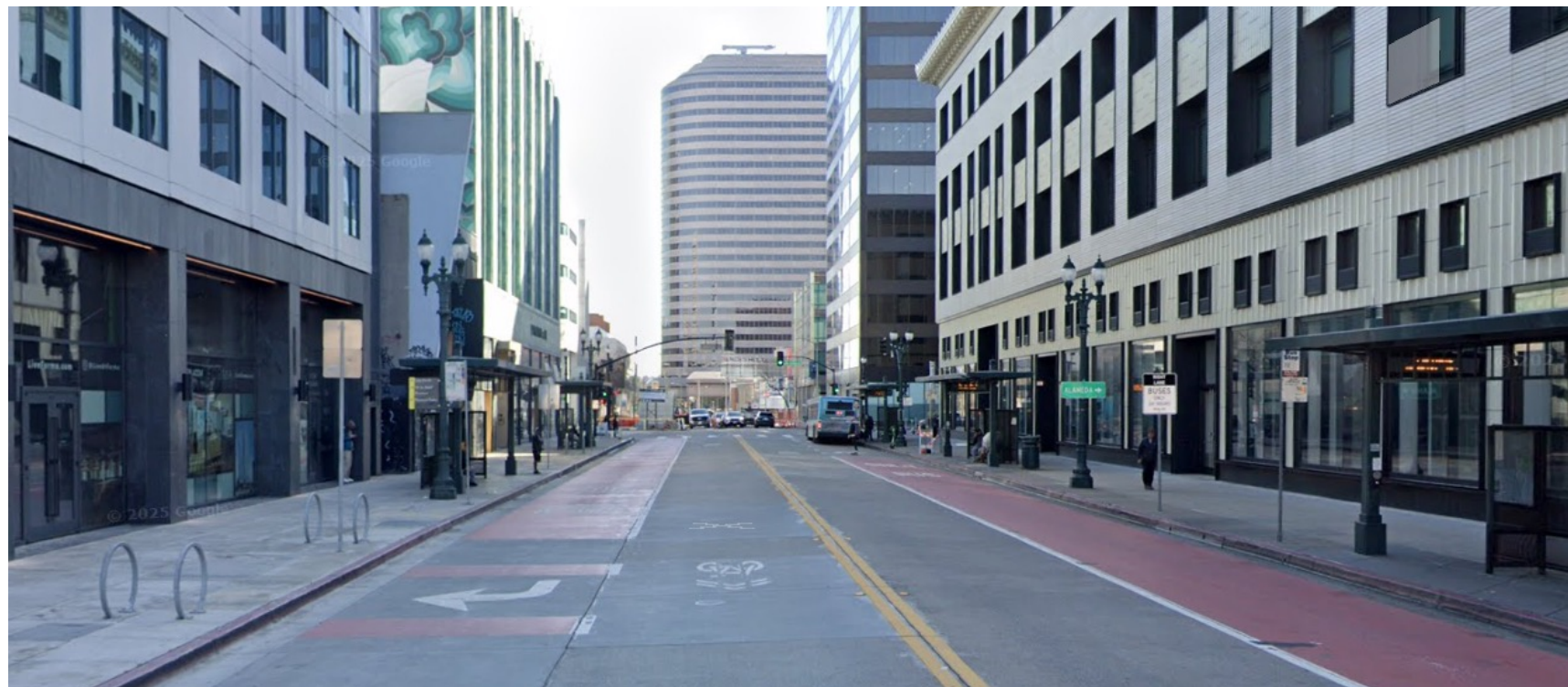


Example, Minneapolis, MN



Second Street Options

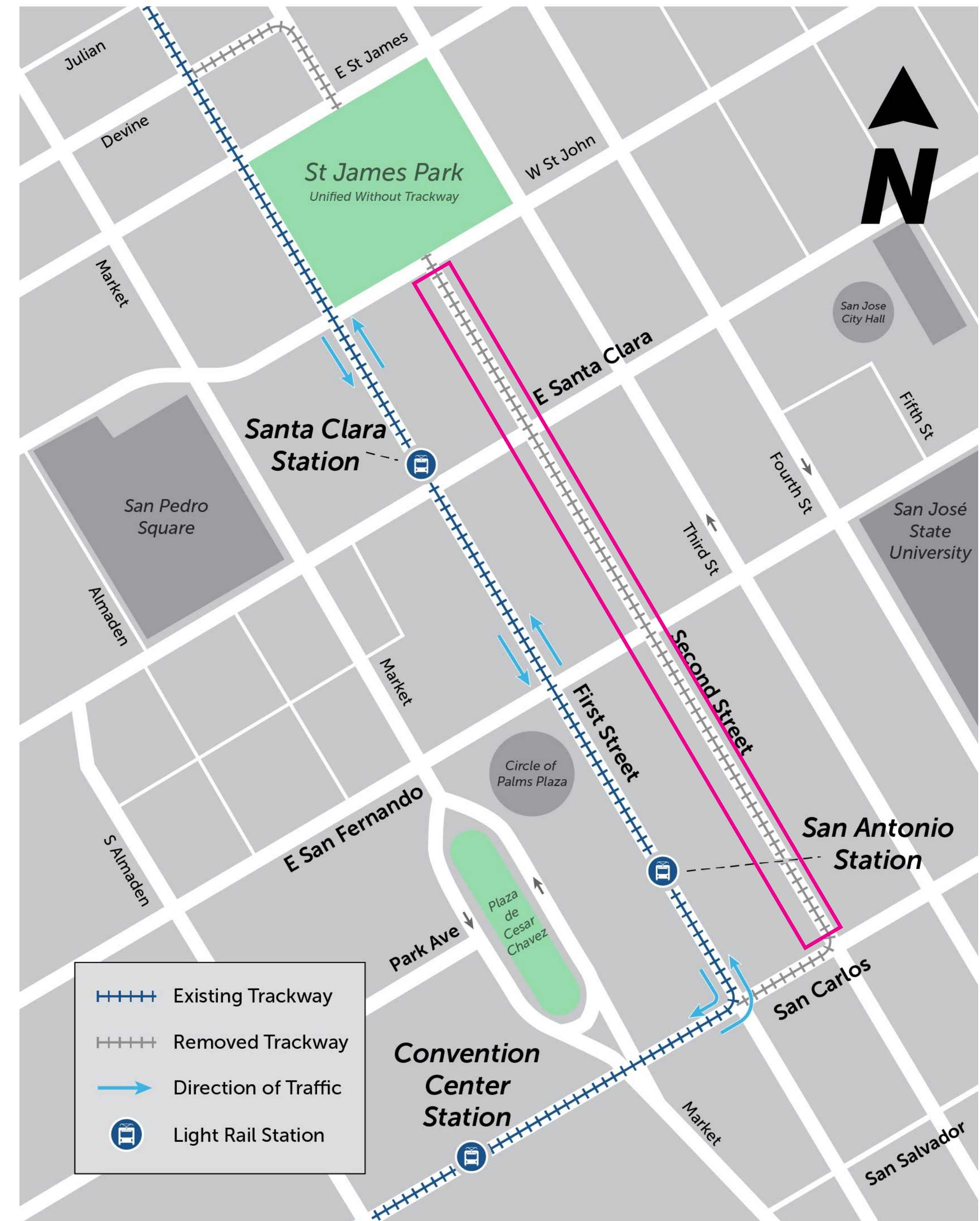
- Removal of Tracks creates space for other uses
- Prioritizing what types of uses
- Allows for the reunification of St. James Park



Example, Oakland, CA



Example, San Francisco, CA



Community & Stakeholder Outreach

Previous Pop-Up Event:

- August 5 – National Night Out @ St. James Neighborhood Association
- August 8 – San Jose Jazz Summer Fest
- August 31 – Silicon Valley (SV) Pride
- September 7 – Viva CalleSJ
- September 22 – San Jose State University: Transit Month Panel
- September 25 – VTA Open House @ Roosevelt Community Center

Online Survey – Open Until October 10

Virtual Community Meeting – September 30

Business Stakeholder Meetings – September 23 & October 7

Downtown Historic District Meeting – October 28





We're here to answer questions about:

- Project overview & initial concerns
- What things do we need to consider as we progress the project?
- How do you think this project will benefit you?



Learn More & Subscribe for updates
vta.org/DTSJLightRail