

Safety, Security, and Transit Planning and
Operations (SSTPO) Committee Meeting

Downtown San José Light Rail Realignment Project

April 17, 2025



Why Realignment?

- Downtown San Jose is the slowest segment on the VTA Light Rail system, average speed is below 10mph
- Existing configuration – unclear delineation between trackway and sidewalk
- Proposed project would construct a two-track corridor on First street to improve safety and maximum operating speeds



***Downtown
San José***

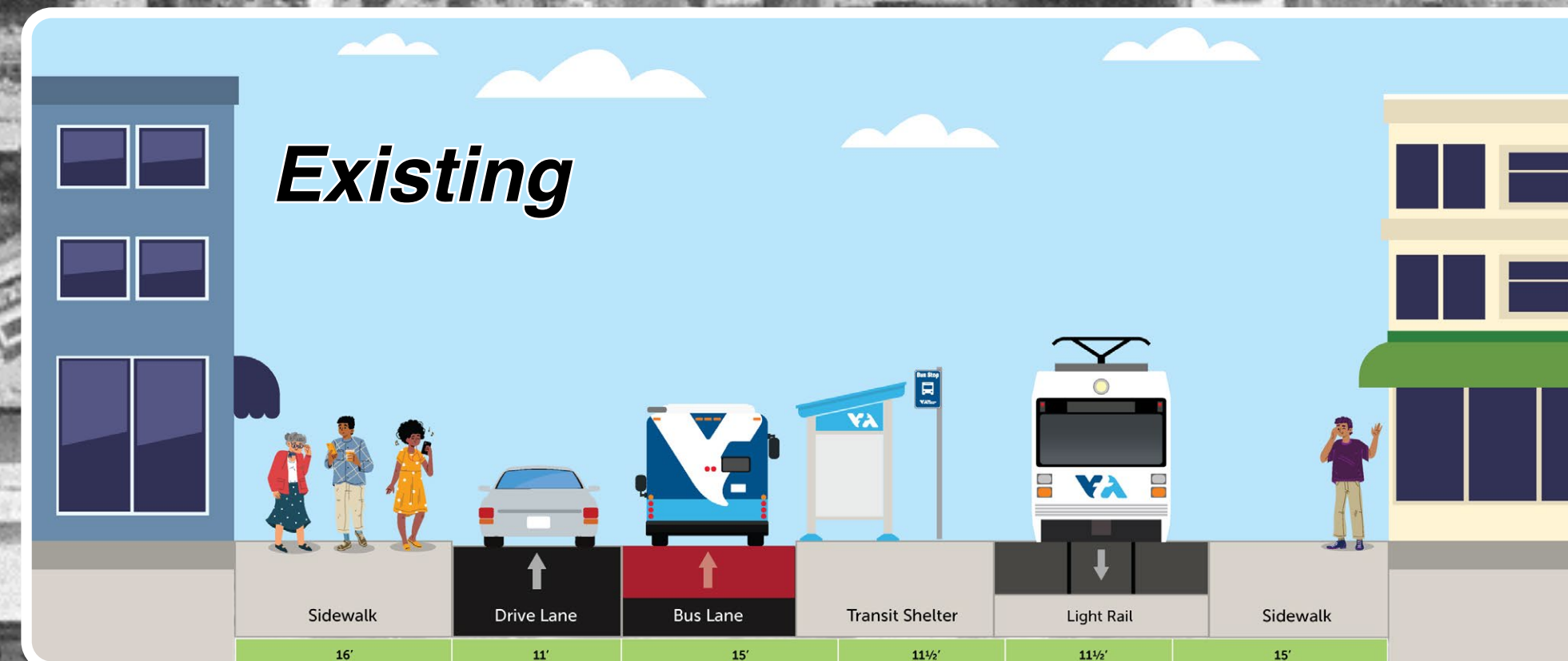
***Future
BART
Station***

Driveways

***Saint
James
Park***

Downtown Light Rail Challenges

- Slow Speeds - 10 mph max operations, slower than most other Transit malls
- Three (3) stations within ½ mile
- Circuitous route – rail junctions on both ends



*Downtown
San José*

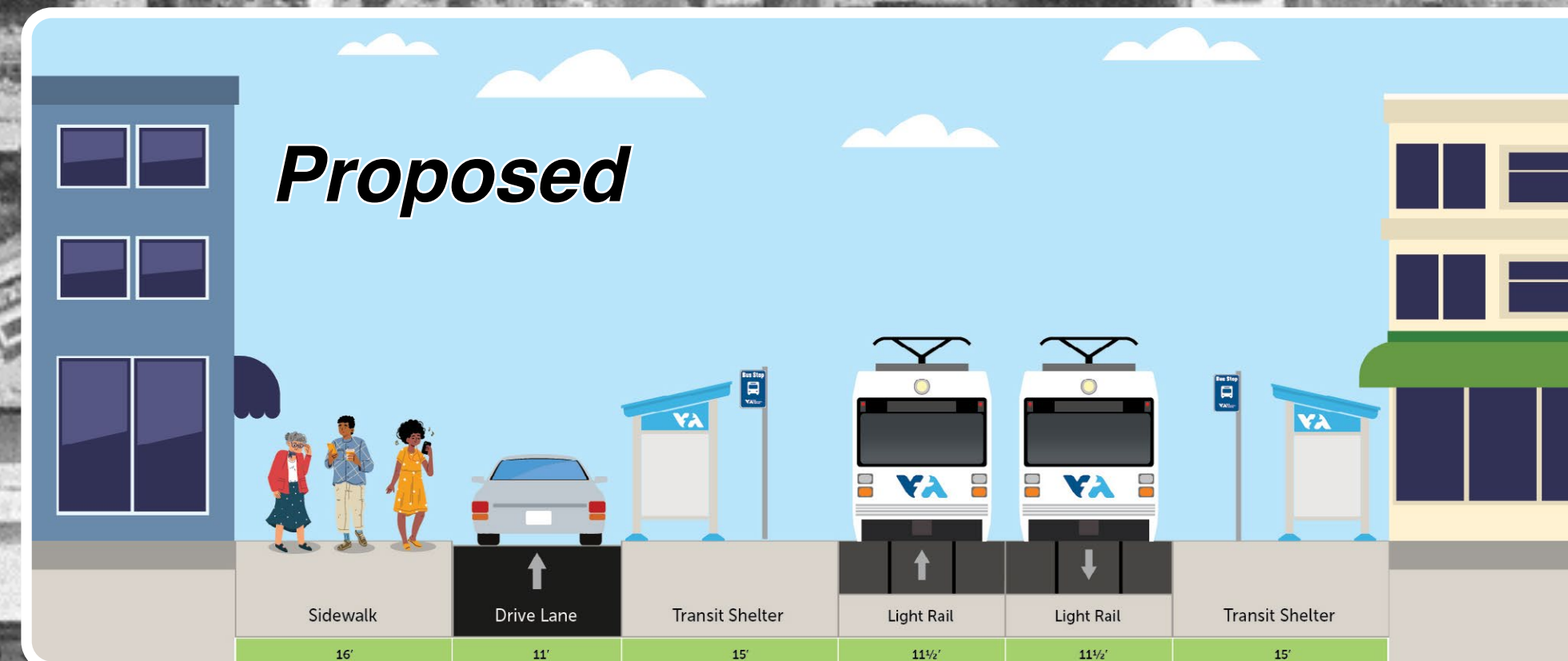
*Future
BART
Station*

Driveway

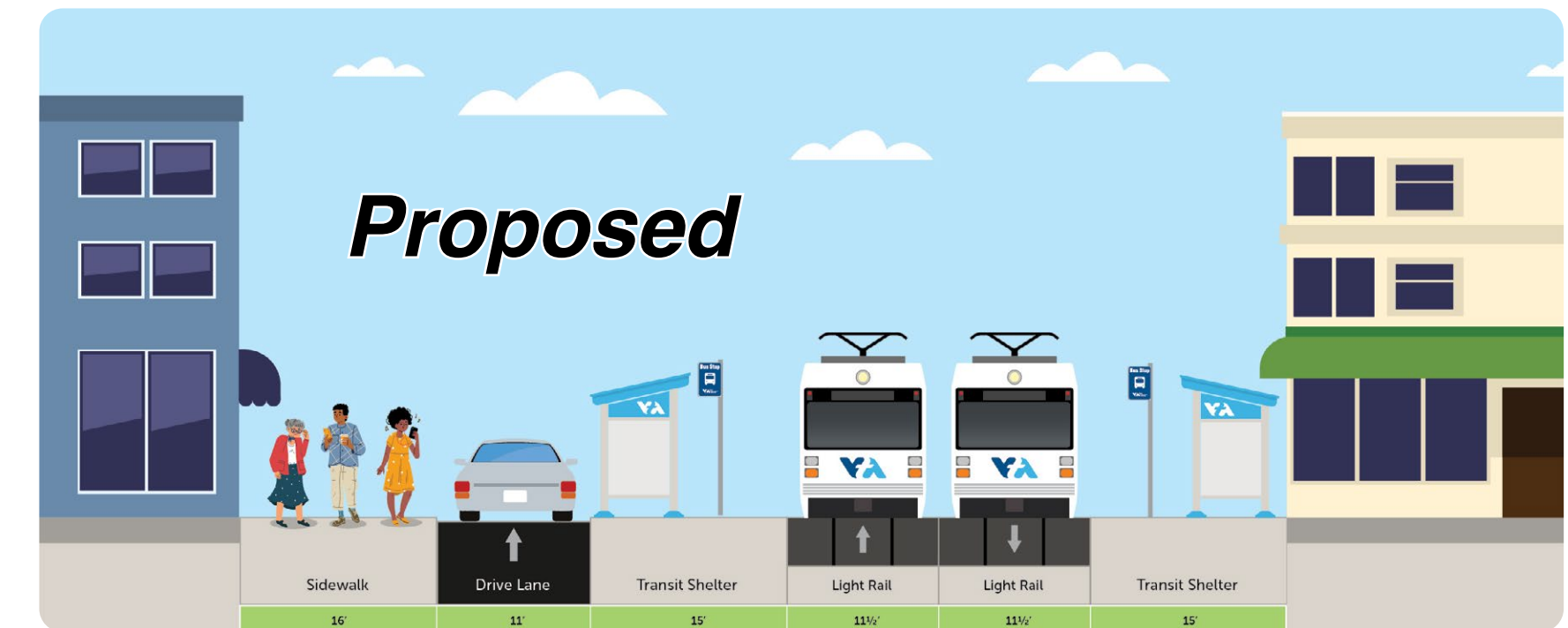
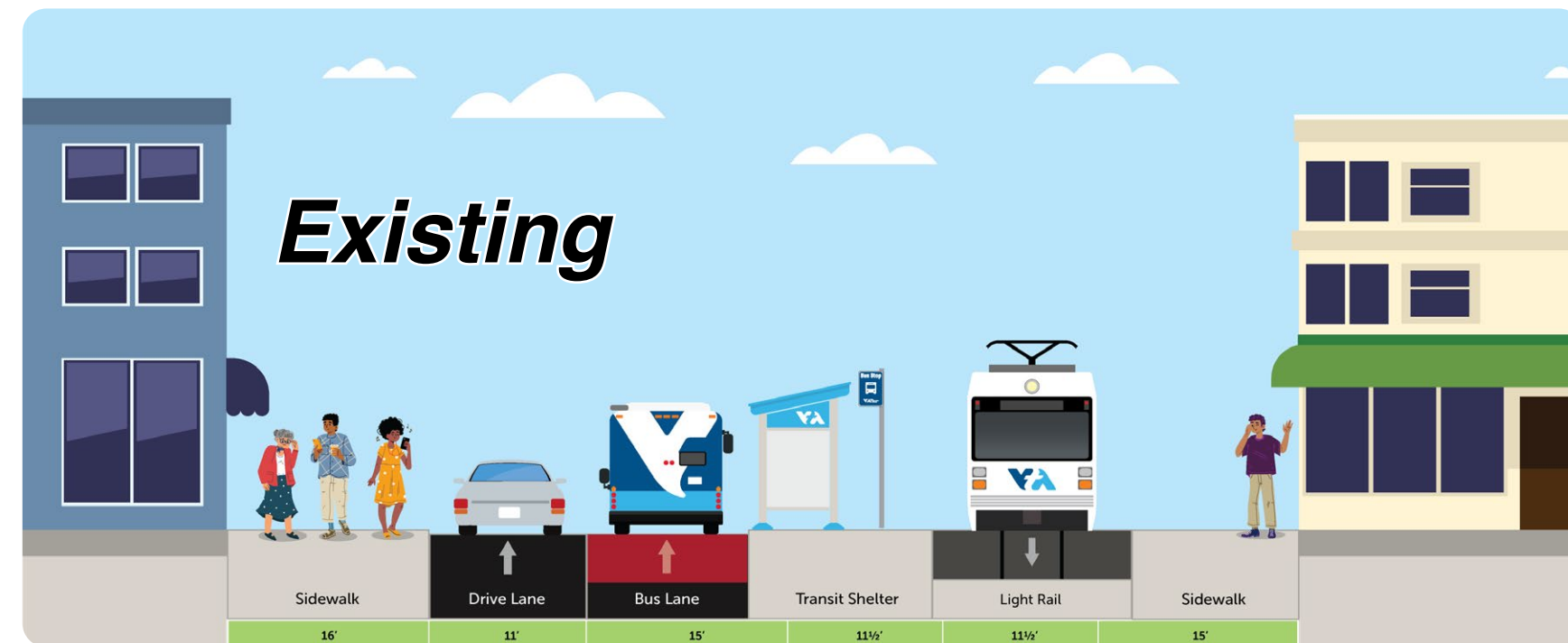
*Saint
James
Park*

Proposed Project

- Consolidate Light Rail onto 1st Street
- Improve Light Rail speeds
- Reduces conflicts
- Can be constructed without any significant Right-of-Way impacts
- Allows for re-unification of the Park
- Reduce the number of stations



Downtown San José Light Rail Realignment



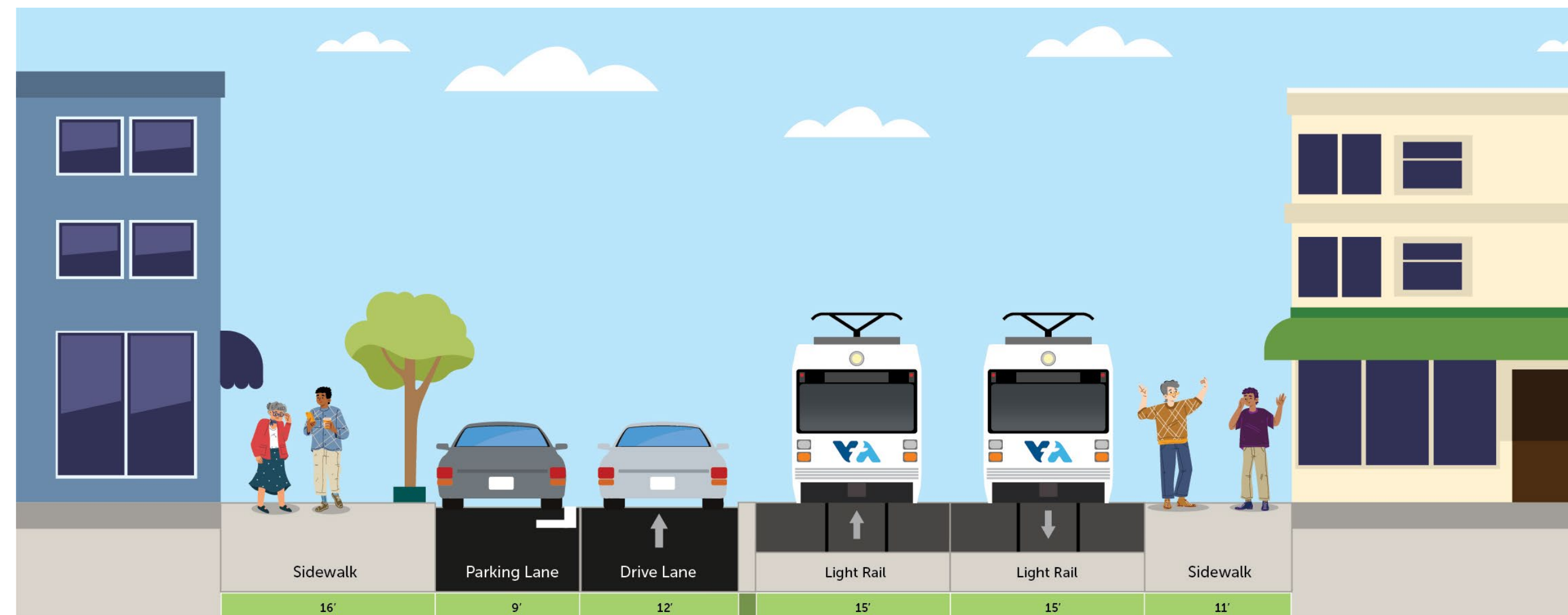
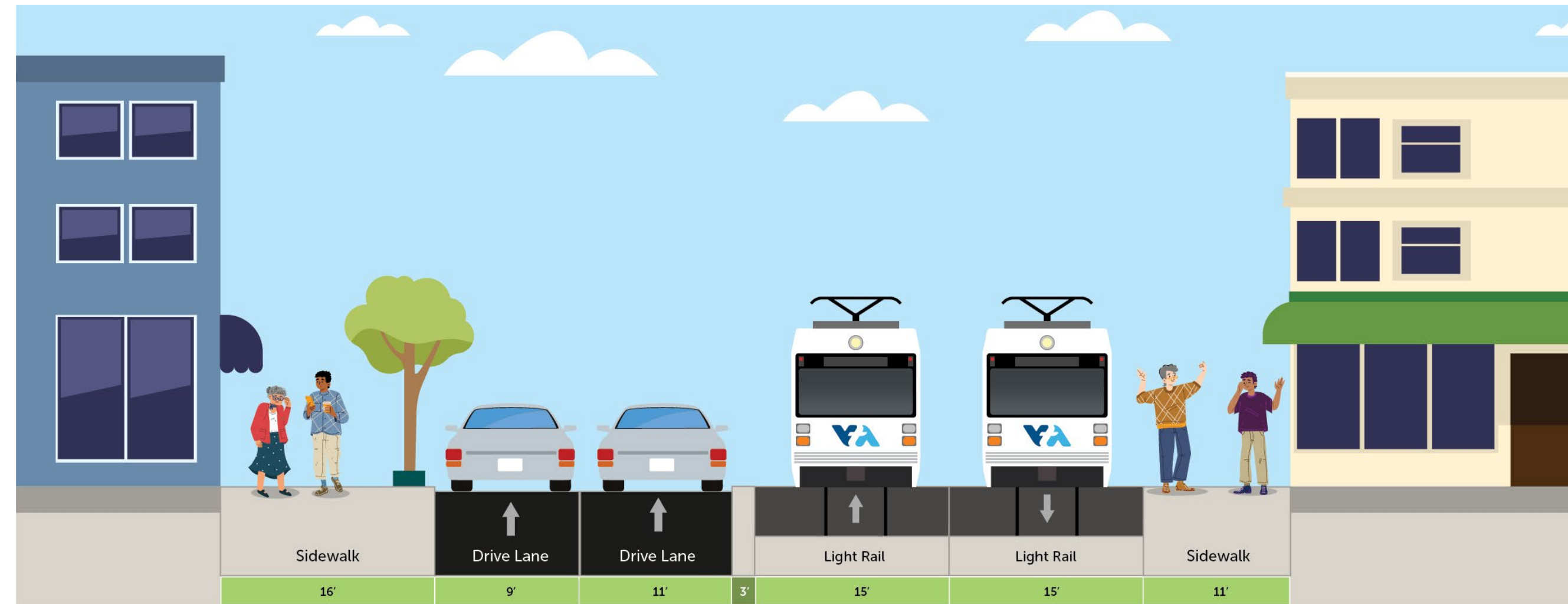
First Street Options

Various Options on how to configure space

- Auto lanes
- Loading zones
- Wider sidewalks



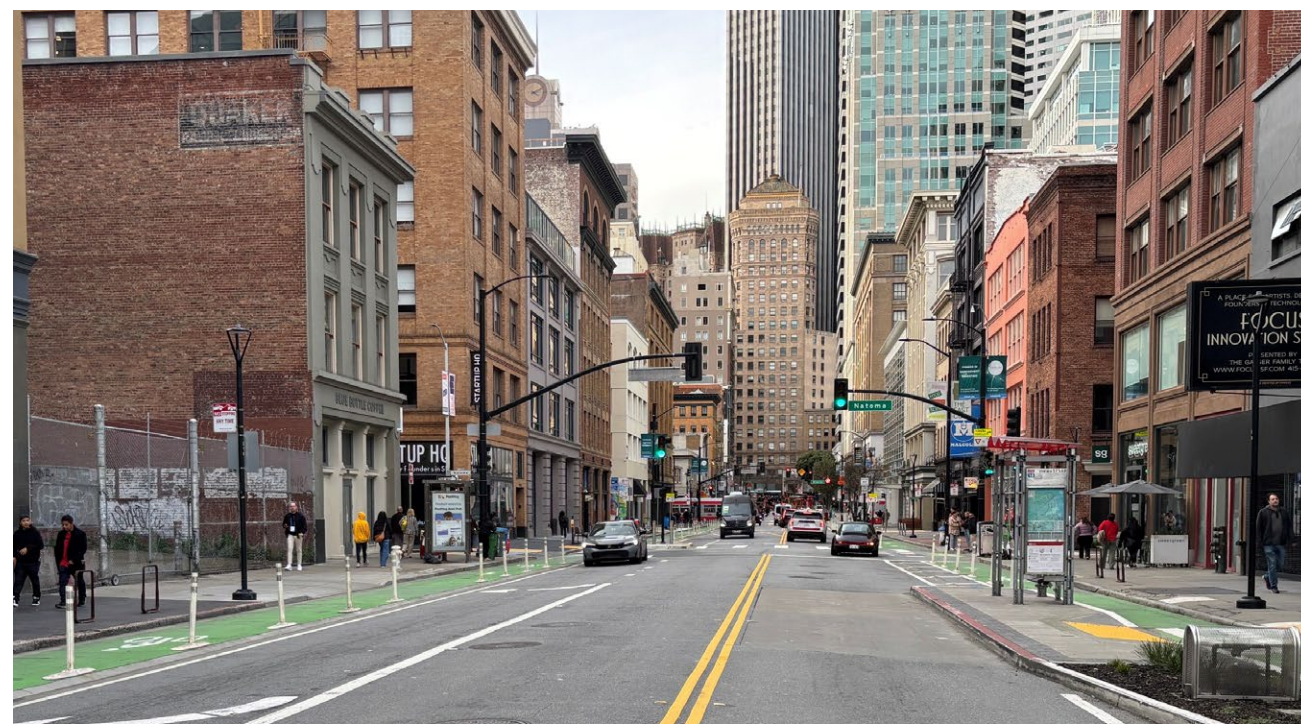
Example, San Diego, CA



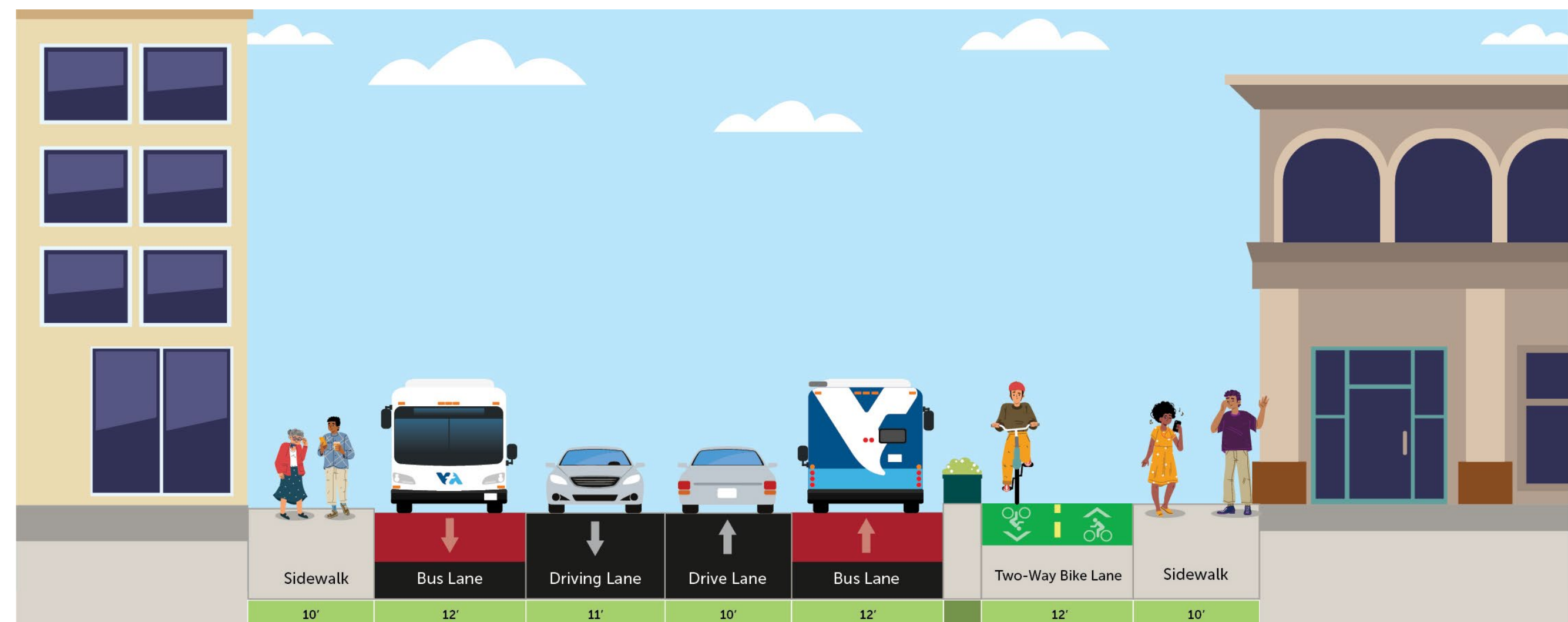
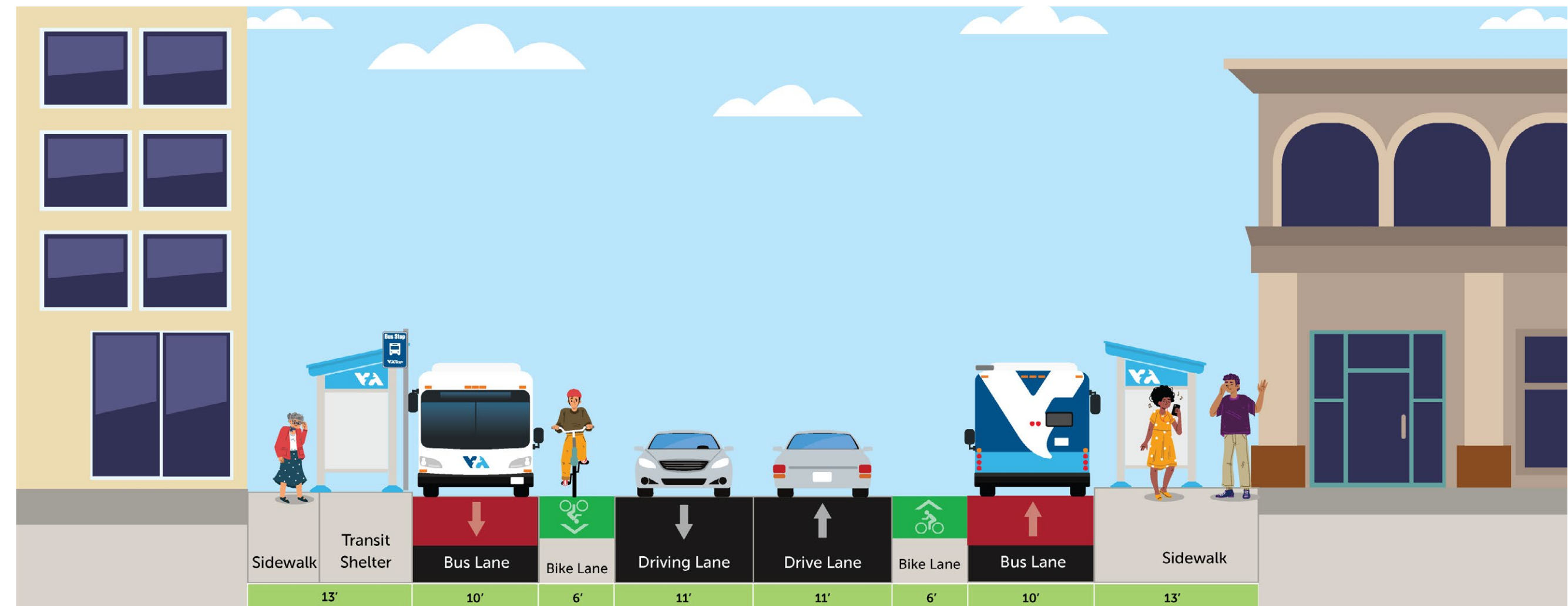
Second Street Options

Priorities for Corridor

- Buses
- Bike Lanes
- Wide sidewalks
- Auto access



Example, San Francisco, CA



NEXT STEPS

- **Public Outreach – Summer 2025**
- **Alternative Refinement – Fall 2025**
- **Environmental clearance – begin Winter 2025**

