

# City of San Jose Department of Transportation



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Transportation and Environment Committee  
February 5, 2018

# Purpose and Goals of Complete Streets Design Guidelines

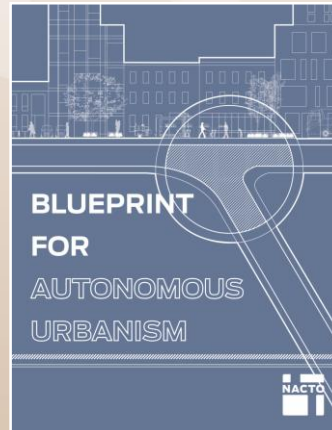
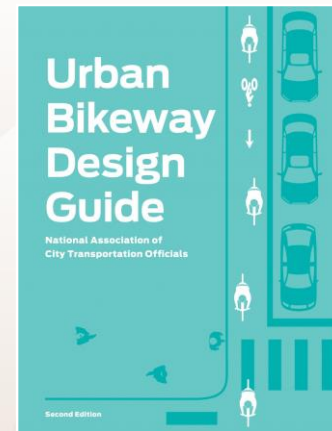
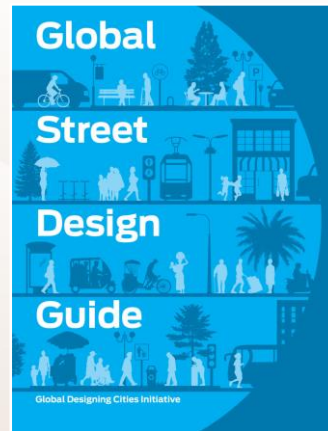
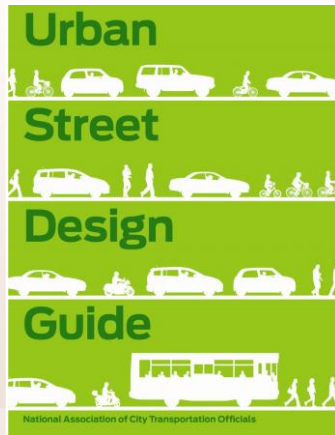
1. Design streets to achieve the City's Envision 2040 General Plan mobility goals
2. Promote safe, multimodal street design
3. Guide practitioners to exercise sound judgment in design of streets with "Complete Streets" elements

# Final Draft January 25, 2018





# NACTO Design Guidelines



# **Complete Streets Design Guidelines**

## **Document Organization**

1. Vision
2. San Jose Street Types
3. Elements of Complete Streets
4. Complete Intersections
5. Sidewalks and Walking
6. Bicycle Design

# Vision

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# Design Emphasis

## Complete Street Design

People-oriented



San José  
Streets

Connected



Resilient



**Safety** - A design element emphasizes safety for one or more modes of travel.



**Pedestrians** - A design element emphasizes pedestrians as a mode of travel.



**Bicycles** - A design element emphasizes bicyclists or bicycling as a mode of travel.



**Transit** - A design element that is focused on or applicable to transit. Transit refers to buses and light rail if not specifically stated.



**Automotive** - A design element is applicable to automobiles.



**New Technology** - A design element that may make use of new or emerging technology.

# Street Classification and Types

## Functional Class

- Previous GPs, State, FHWA
- Arterials/Collectors
- Design focus driven by operational characteristics of motor vehicles; volume & speed

## Typology

- GP 2040
- Grand Blvd/ Main Street/ City Connector/ Local Connector/ On Street Primary Bikeways
- Design Focus driven by adjacent land uses, functions for other users, pedestrians, and bicycles.

Grand Boulevard



Main Street



City Connector Street



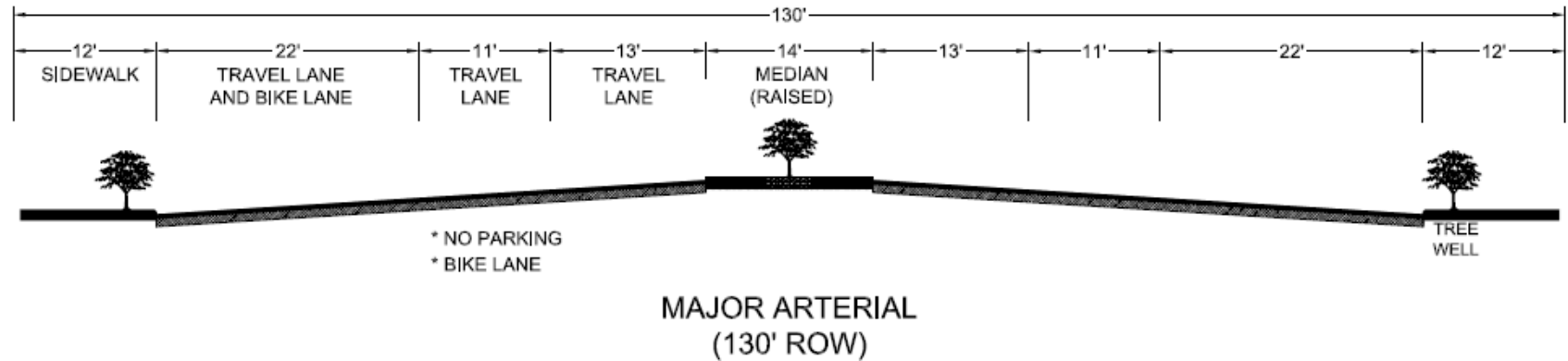
Local Connector Street



On-Street Primary Bikeways

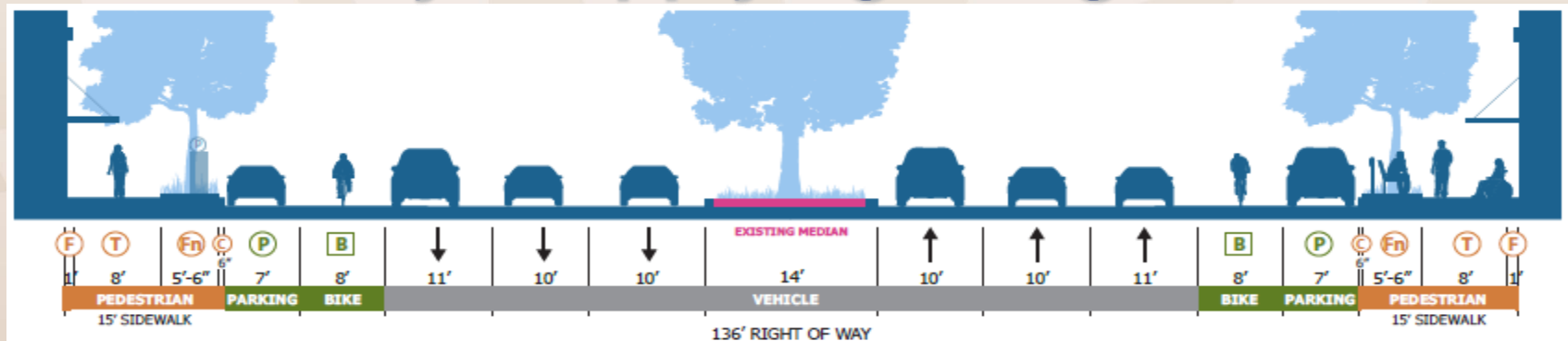


# Fixed Parameters



## Geometric Design Guidelines (2008)

# Flexibility in applying design criteria



## Example Grand Boulevard Cross Section

## Complete Streets Design Guidelines (2018)



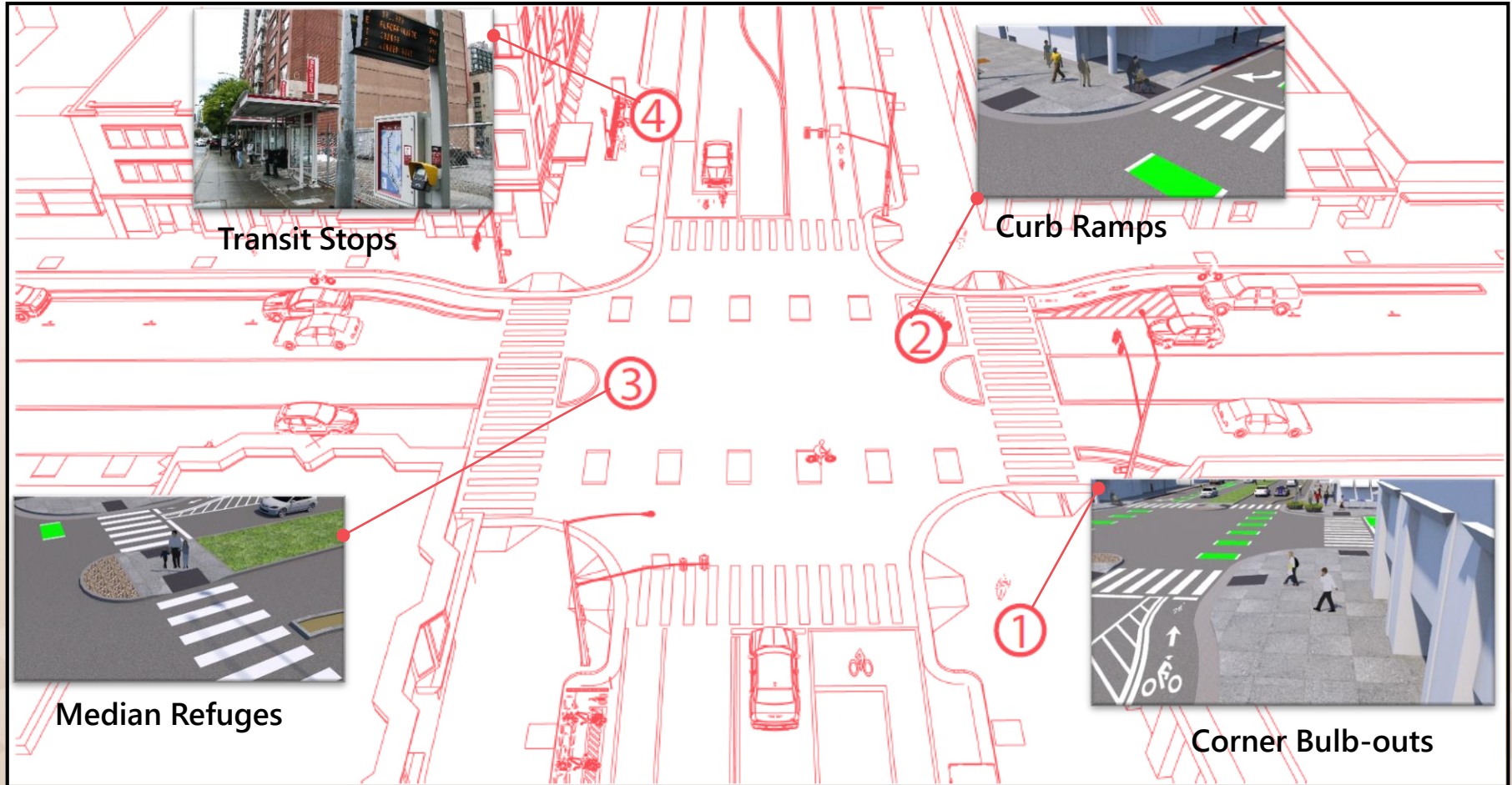
# Design Speed vs Target Speed

1. Identify anticipated Operational Speed based on functional class
2. Passive design approach:
  - Existing Facility: Design for **85th percentile** of Posted Speed Limit
  - Proposed Facility: Design for 5 to 10 MPH greater than Anticipated Speed Limit based on road geometrics allowance
3. Monitor/Re-Post based on **85<sup>th</sup> Percentile Speed**

1. Identify Target Speed
2. Select Elements
3. Design to Desired Speed
4. Speed Management/Monitor

$$\text{Target Speed} = \text{Posted Speed}$$

# Complete Intersection Example



# Bicycle Design

## Protected Bikeways/Cycle Tracks

In-Street



One-Way



Raised



Two-Way





# Sidewalks and Walking

## Public Seating/Café and Restaurant Tables



## Bicycle Racks/Utilities/Public Art



## Transit Stops



## Paint & Planter Bulb-out



Image Credit: SF Streets Blog

## Parklets



## Street Trees





# Green Street Design & Stormwater Management

Vegetated Swale



Green Gutters



Photo credit: Kevin Robert Perry

Stormwater  
Tree Wells



Source: City of Philadelphia

Infiltration & Flow  
Through Planters



Rain Gardens



Permeable Paving



# Coordination



# Recommendations to the City Council

- Adopt the San José Complete Streets Design Guidelines
- Adopt Complete Streets principles required by VTA to receive Measure B funding
- Endorsement of the National Association of City Transportation Officials (NACTO)'s Design Guidance



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