

LOCAL TRANSPORTATION ACTIVITIES

Connect North San José Plan

Plan Source: Move San José Plan

Status: Adopted in April 2026

Plan website: [Connect North San José Plan](#)

The Connect North San José Plan is a comprehensive, community-based transportation plan designed to improve safety, mobility, and connectivity in San José’s major job center. North San José’s existing street network is largely designed for driving and is constrained by major physical barriers, including freeways, rail corridors, and large block patterns, which limit safe and direct travel by walking, biking, and transit.

The plan identifies a list of multimodal improvements, including 20 near- to mid-term projects, seven long-term “big moves,” and supporting programs and policies. These investments focus on improving access to jobs, housing, and transit while reducing reliance on driving and supporting future growth.

High-priority projects include transit-priority corridors, protected bikeways, and new multimodal connections that reduce mobility barriers and improve east-west and north-south connectivity. Together, these improvements create a more balanced street network that supports all transportation modes while advancing the City’s safety, equity, and climate goals.

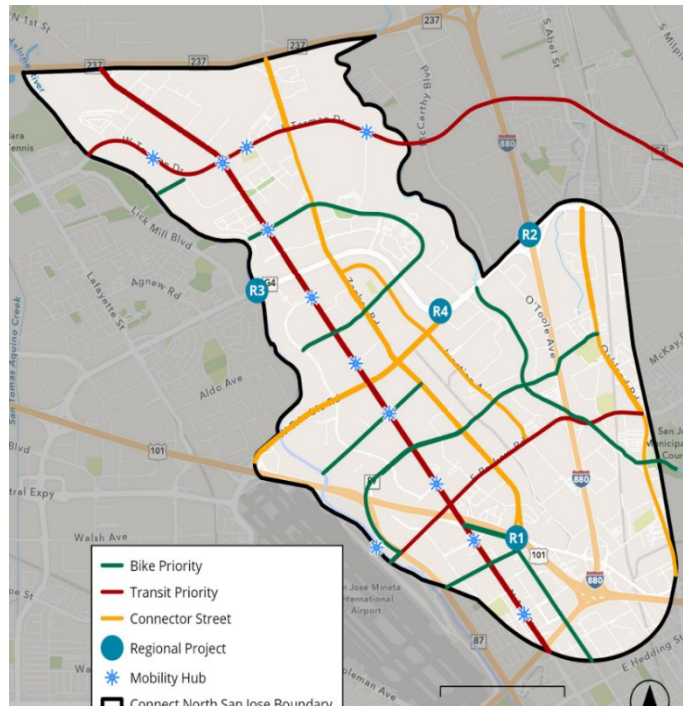


Figure 1 North San José Recommended Improvements

In April 2026, City Council adopted the Connect North San José Plan, directing staff to start the implementation of these projects. Next steps include pursuing grant funding for additional planning and feasibility analysis for the long-term “big moves”, as well as funding for the conceptual plan, environmental review, design, and construction of high-priority projects.

Downtown Transportation Plan

Plan Source: Move San José Plan

Status: Adopted in 2022

Plan website: [Downtown Transportation Plan](#)

The Downtown Transportation Plan is a community-based multimodal transportation improvement plan for Downtown San José. The plan identifies 56 projects, programs, and policies for implementation over a 20-year horizon. In FY 2025-2026, several grant-funded projects advanced significantly through the planning and design phases, including the following projects:

- Transforming Willow Street, Keyes Street, and Story Road (west of King Road) into transit-priority complete streets including transit, bikeway, and safety improvements (see the Story-Keyes Complete Streets section below).
- Installing on-street mobility hubs on San Fernando Street to support the first/last-mile connections with multiple travel options.
- Piloted a digital curb management technology to collect and display the inventory and usage of the curb on Downtown streets (see the Downtown Curb Management Pilot section below).
- Converting the one-way couplets on Julian Street and St. James Street (from Market Street to Fourth Street) to two-way streets, making more livable streets with safety and streetscape improvements.

West San José Multimodal Transportation Improvement Plan (MTIP)

Plan Source: Move San José Plan

Status: Adopted in 2022

Plan website: [West San José MTIP](#)

The West San José MTIP is a community-based transportation master plan created to implement the transportation vision and needs of the West San Carlos, Stevens Creek Boulevard, Santana Row/Valley Fair, Winchester Boulevard, and South Bascom urban villages. The plan establishes a network of 28 projects along corridors in its transit

network, bike network, and pedestrian network. In FY 2025-2026, the following grant-funded projects have made significant progress in planning and designs:

- Created a shared vision for the future of the multijurisdictional, Steves Creek Boulevard corridor (see the Stevens Creek Transit-priority Improvements section below).
- Transforming the Bascom Avenue corridor from I-880 to Hamilton Avenue into a transit-priority complete street corridor that improves bus and light rail accessibility and reliability, enhances pedestrian and bicycle safety, and upgrades the streetscape. Led by VTA, the project is currently advancing design and engineering, with construction anticipated to begin in summer 2027.

Reimagining Santa Clara Street

Project Source: [Downtown Transportation Plan](#); [Transit First Policy](#)

Status: Conceptual design to be complete in fall 2026

Project Website: [Reimagining Santa Clara Street](#)

Santa Clara Street is Downtown San José’s primary east-west corridor, connecting major destinations including Diridon Station, San Pedro Square, City Hall, and the SAP Center, while also serving as a central spine for major events. In the future, BART service will run beneath the corridor, with stations located on Santa Clara Street between Market and 1st Streets and near Diridon Station between Cahill and Montgomery Streets.

The Downtown Transportation Plan identified a “big move” to transform Santa Clara Street into a corridor that better fulfills its transportation role while becoming a more attractive, image-defining main street with vibrant public life and thriving ground-floor retail. Building on this vision, the Reimagining Santa Clara Street project aims to transform the corridor from Stockton Avenue to 17th Street into a more active, transit-supportive, and people-oriented street through a community-driven design process.

Proposed improvements along the corridor include transit priority features, expanded sidewalks, enhanced landscaping, curb management strategies, and new public spaces. The conceptual design organizes the corridor into three distinct segments that reflect the surrounding land uses and urban character:

- **Western Segment (Diridon Station to Market Street):** Proposes an expanded linear park along the north side of the corridor, creating a shaded, high-capacity pedestrian environment that supports SAP Center events, strengthens connections to San Pedro Square, and integrates transit, parking, and entertainment uses.

- **Central Segment (Market Street to 12th Street):** Focuses on a balanced streetscape with expanded pedestrian space on both sides of the street, corner bulb-outs to calm traffic, and flexible curb zones that support retail activity, outdoor dining, and loading needs, while reinforcing connections between the Historic District, East Village, and San José State University.
- **Eastern Segment (12th Street to 17th Street):** Reflects the corridor’s lower-density, more residential character by emphasizing expanded tree canopy, pedestrian safety improvements, and traffic management strategies.

The conceptual design phase is expected to be completed in fall 2026. Following completion of the conceptual design, the City will pursue grant funding opportunities to advance implementation in coordination with the future opening of BART service.

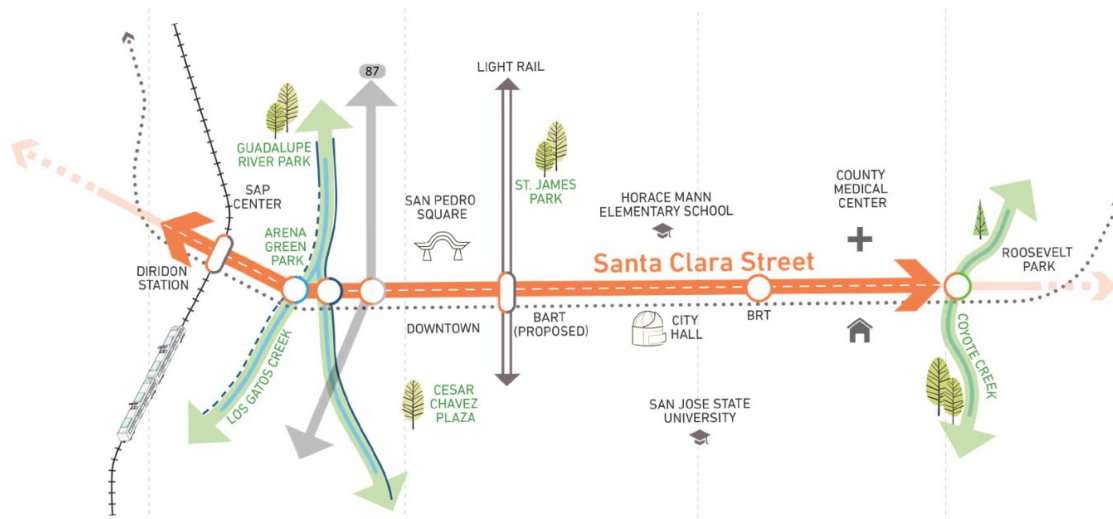


Figure 2 Reimagining Santa Clara Street Project Limits

Stevens Creek Boulevard Corridor Vision Study

Project Source: [West San José MTIP](#); [Stevens Creek Boulevard Urban Village Plan](#); [West San Carlos Urban Village Plan](#)

Status: Visioning study adopted in April 2025

Project Website: [Stevens Creek Boulevard Corridor Vision Study](#)

The Stevens Creek Boulevard corridor is a major regional arterial connecting key employment centers, educational institutions, and commercial destinations across San José, Santa Clara, and Cupertino. Despite its importance to regional mobility, the corridor experiences significant congestion and limited transit reliability, constraining its ability to efficiently move people and support future growth.

The West San José MTIP recommended a transit-priority improvement project along Stevens Creek Boulevard and San Carlos Street. Recognizing the corridor's importance to multiple neighboring jurisdictions, the Cities of Cupertino, San José, and Santa Clara, along with Santa Clara County and VTA, collaborated on a corridor vision study to enhance mobility and quality of life. The effort was coordinated with VTA and guided by a steering committee of elected officials, a staff working group, and a community advisory group, ensuring broad engagement and interagency coordination.

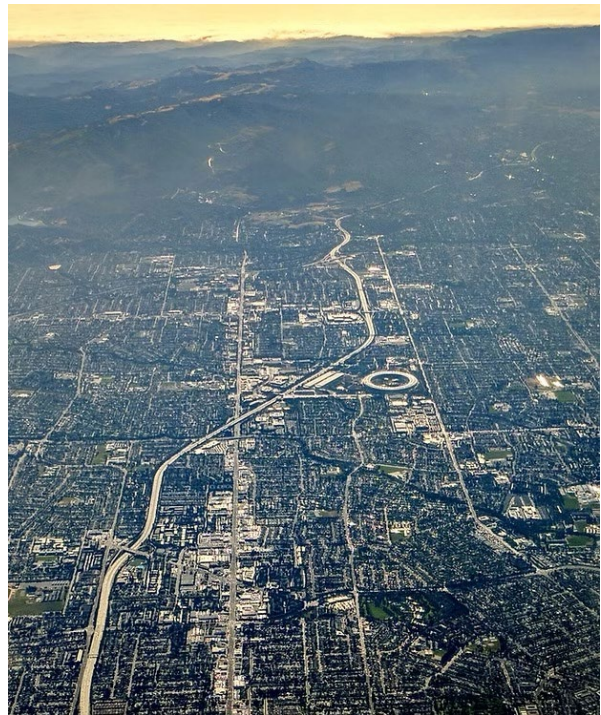


Figure 3 Aerial view of Stevens Creek Boulevard. Photo credit Dick Lyon

In April 2025, the City adopted the vision study, followed by adoption by other partner jurisdictions in subsequent months. The study envisions transforming the corridor into a high-capacity, multimodal spine that improves regional connectivity. It prioritizes enhancing transit speed and reliability while improving walking and biking conditions along the corridor. Planned improvements include transit priority treatments, low-stress bikeways, and enhanced pedestrian infrastructure. The study also evaluated high-capacity transit options along Stevens Creek Boulevard in coordination with partner agencies.

In May 2026, the VTA board approved a \$500,000 Measure B Bicycle & Pedestrian Planning Studies Competitive Grant to design the pedestrian and bicycle program elements of the vision study. VTA will lead the continuation of this multi-jurisdictional effort.

King Road Complete Streets

Plan Source: [En Movimiento \(East San José MTIP\)](#); [Transit First Policy](#)

Status: Conceptual design to be complete in fall 2026

Project Website: [King Road Complete Streets Plan](#)

Recommended by the En Movimiento Plan, the King Road Complete Streets project is a corridor-wide effort to improve traffic safety, transit reliability, and quality of life along a six-mile corridor in East San José. The corridor connects diverse neighborhoods and key destinations but currently lacks consistent infrastructure to support safe and reliable travel by walking, biking, and transit. The project aims to make the corridor safer and more accessible, improve transit service, support walking and biking, engage under-resourced communities, and implement improvements that reflect community and equity priorities.

Through extensive community engagement, the project is identifying high-priority improvements that reflect the community’s vision for the corridor. Proposed improvements include wider sidewalks, pedestrian lighting, protected intersections, enhanced bus stops, raised protected bike lanes, new crosswalks, dedicated bus lanes, and expanded tree canopy. The conceptual design phase is expected to be completed in fall 2026.

Following completion of the conceptual design, the project is anticipated to be implemented in multiple phases over many years, subject to funding availability. To date, the City has secured \$9 million through the state Affordable Housing and Sustainable Communities grant program to deliver Phase 1 improvements near the Mabury Road, McKee Road, Alum Rock Avenue, and San Antonio Avenue intersections. Construction funding for the remaining segments has not yet been identified.

Story-Keys Complete Streets

Project Source: [Transit First Policy](#); [VTA’s Story-Keys Complete Streets Plan](#)

Status: Design and engineering to be complete in 2026

Project Website: [Willow-Keys](#); [Story-Keys Complete Streets Project](#)

The Transit First Policy prioritizes public transit and passenger access in street design and traffic operations. It aims to improve bus speed and reliability, reduce greenhouse gas emissions, and increase transit ridership, particularly along Grand Boulevards such as Story Road. The Story-Keys Complete Streets Project advances these goals by improving transit reliability and safety for people who walk, roll, bike, take transit, and drive. Building on the VTA’s Story-Keys Complete Streets Plan, the project corridor includes Willow Street, Keys Street, and Story Road from SR-87 to King Road.

The project will be delivered in two phases, supported by separate funding sources. Phase 1 includes Willow Street, Graham Avenue, Goodyear Street, and Keys Street from Lelong

Street to Third Street. Improvements include enhanced crosswalks, roundabouts, lane reductions, traffic signal upgrades, pedestrian lighting, curb extensions, and new street trees. Phase 2 covers Keyes Street and Story Road from Third Street to King Road and will include raised bikeways, protected intersections, transit boarding islands, wayfinding signage, and upgraded street lighting.

Phase 1 is estimated at \$19.9 million and is funded by the State Active Transportation Program, with local matching funds. Phase 2 is estimated at \$45 million and is funded by the Metropolitan Transportation Commission’s One Bay Area Grant program and the Active Transportation Program, also with local match. The project is currently in design and engineering. Construction for Phase 1 is anticipated to begin in 2026, followed by Phase 2 in 2027.



Figure 4 Conceptual roundabout design at Goodyear Street and Graham Avenue

Downtown Curb Management

Project Source: [Downtown Transportation Plan](#); [Transit First Policy](#)

Status: Pilot completed June in 2025

Project Website: [Curb Management Pilot](#)

The Downtown Transportation Plan recommends proactive curb management – a strategic and equitable approach to allocating curb space – to balance competing demands and

reduce conflicts among uses such as short- and long-term parking, freight and food deliveries, passenger loading, bus stops, bike lanes, parklets, and outdoor dining.

In FY 2024-2025, the City launched a downtown curb management pilot to digitize and evaluate curb space, with the goal of improving safety, efficiency, and multimodal access. The project used Light Detection and Ranging (LiDAR) technology to develop a comprehensive digital curb inventory and deployed 162 solar-powered cameras with AI capabilities to measure vehicle dwell times, turnover, loading activity, and other curb uses. These data will inform policy and operational decisions to better manage curb demand and respond to downtown community needs.

The solar-powered cameras do not record audio and capture only short video clips to verify activity at curb spaces. The system complies with the City’s Digital Privacy Policy by retaining limited footage and not collecting personally identifiable information. The pilot cost \$2 million and was funded through the Strengthening Mobility and Revolutionizing Transportation (SMART) federal grant.

Building on this pilot, the City will implement proactive curb management in 2026 by reallocating curb space based on observed utilization, deploying enhanced sensors to capture bicycle and pedestrian activity, and developing a public-facing tool to help users locate available curb space in real time.



Figure 5 One of 162 solar-powered cameras for curb activities in downtown

Transportation Analysis Policy Update

Project Source: [Transportation Analysis Council Policy 5-1](#)

Status: Update to be complete by end of 2027

The Transportation Analysis Policy 5-1 Update aims to modify the City's development review framework in response to recent state regulatory changes and evolving local priorities. Originally adopted to align with Senate Bill 743, the policy shifted transportation analysis from vehicle delay to vehicle miles traveled (VMT), promoting more sustainable land use and transportation outcomes.

Initiated in January 2026, the update will evaluate how recent CEQA reforms, including Assembly Bill 130 and Senate Bill 131, which expand exemptions for certain housing projects and narrow the scope of environmental review, affect the City's ability to assess and mitigate transportation impacts through the development review process. The update will also identify opportunities to streamline the development review process while maintaining a clear and consistent framework for evaluating project-level transportation impacts.

The City will refine the policy to better balance housing production and climate goals, improve clarity and usability for applicants, and ensure transportation analysis continues to support multimodal investments and VMT reduction. The policy update effort is expected to be completed by late 2027.