Circulation and Streetscape
Circulation & Streetscape
The heart of the Berryessa Urban Village is the Berryessa BART Station. The station marks the completion of Valley Transportation Authority (VTA)’s BART Silicon Valley Phase I and serves as a terminus station until Phase II to Downtown San José and Santa Clara is complete. The Berryessa Station provides residents of San José frequent, high-quality, regional transit service to Oakland and San Francisco, and is projected to serve 25,000 daily riders by 2030 before Phase II is complete. As the first Regional Transit Urban Village in San José, the Berryessa BART Urban Village Plan (“Plan”) prioritizes connectivity for transit riders, pedestrians, cyclists, and motorists to leverage the asset that is San José’s first BART station.

As mentioned in earlier chapters, major opportunity sites, referred to as Districts, have been identified for development within the Urban Village area and near the BART station. This Plan envisions the Districts being developed with high-density employment and residential uses with accompanying active open spaces to support vibrant public life. Multimodal connectivity is key to the success of all aspects of this Plan.

This Plan envisions the Districts to be developed with high-density employment and residential uses with accompanying active open spaces to create a vibrant public life. Multimodal connectivity is key to the success of all aspects of this Plan.
RELEVANT PLANS, POLICIES, STUDIES, AND DOCUMENTS

Relevant guiding documents have been reviewed and considered in the development of this Plan:

**2040 General Plan:** The San José Envision 2040 General Plan defines a variety of guiding transportation goals and policies for this Plan. The General Plan includes policies to support increased walking, bicycling, transit usage, and ridesharing.

**San José Complete Streets Design Standards and Guidelines:** The Complete Streets Design Standards and Guidelines promote General Plan goals to create people-oriented streets. The Design Guidelines were adopted by the City Council in May 2018. They build significantly upon the National Association of City Transportation Officials (NACTO) Urban Streets Design Guide, tailored for San José’s needs.

**Vision Zero San José Action Plan:** The planning for Vision Zero San José started in 2015, and represents the City’s commitment to eliminate deaths and severe injuries on City roadways. The Vision Zero Action Plan, adopted in February 2020, identifies near-term strategies to implement in six priority action areas – data analytics tool, Vision Zero task force, traffic enforcement, community engagement, quick-build safety improvements, and equity.

**Valley Transportation Plan 2040:** The Valley Transportation Plan (VTP) is the long-range transportation plan for Santa Clara County. This plan prioritizes projects and programs that will be pursued in partnership with member agencies over the next 25 years. These include, but are not limited to: complete streets projects, bus rapid transit, and express lanes.

**San José Better Bike Plan 2025:** The San José Better Bike Plan 2025 guides implementation of a safe, comfortable, and convenient citywide bicycle network, composed of on-street bikeways and off-street trails. The bike plan includes several high-quality bike facilities that connect cyclists to the Urban Village area.

**Berryessa BART MTIP:** The Berryessa BART Multimodal Transportation Improvement Plan (MTIP) is a community-driven transportation plan to build on concurrent planning efforts in this Plan, reflect the priorities of surrounding neighborhoods, and define a path forward for implementing multimodal transportation improvements within the catchment area of the Berryessa BART station. The MTIP identifies and prioritizes key infrastructure investments that will support people traveling to and from the BART station by means other than driving alone. The MTIP is the parallel transportation planning effort that accompanies this Plan.

**Berryessa BART District Parking Study:** The Berryessa Urban Village Parking District Study was completed to inform this Plan. The goal of the study was to recommend an appropriate parking supply and develop comprehensive parking management strategies to support the planned growth in the Urban Village and various citywide goals and community values, including Climate Smart greenhouse gas GHG reduction targets, transportation access and mobility goals, social and equity considerations, and others. Refer to the Parking chapter of this Plan for more details.

**VTA 2019 New Transit Service Plan:** Timed to coincide with BART service beginning at Berryessa Station, the 2019 New Transit Service Plan increases frequency of transit to and from the Berryessa Transit Center, a dedicated VTA bus facility adjacent to the BART station intended to support local bus services to and from Berryessa BART station both during its near-term end-of-line status, as well as long-term service following the completion of BART’s Silicon Valley Phase II extension.

**San José Active Transportation Program:** The San José Active Transportation Program (ATP) is administered by the City’s Department of Transportation and implements projects identified in the many City-approved plans that support bicycling as a viable means of transportation. Goals of the program include a five percent share of trips made by bike by 2020 and 15 percent by 2040; and implementation of the San José Better Bike Plan 2025.
This section describes the existing transportation network in the Urban Village area.

**Existing Transportation Network Hierarchy**

The existing transportation network hierarchy within the Urban Village area is presented in Figure 6.1. It is represented by street typologies as defined in the General Plan: On-Street Primary Bicycle Facilities, Local Connector Streets, and City Connector Streets. These street typologies are described in more detail in the Planned Transportation Network section.

![Figure 6.1: Existing Transportation Network Hierarchy](image)
Existing Transit Services

Bus routes in the Urban Village area, operated by the VTA, exist on Berryessa Road, Mabury Road, and King Road/Lundy Avenue. Existing bus service varies in frequency across routes in the Urban Village area. Planned to coincide with the arrival of BART service at Berryessa BART Station, the VTA 2019 New Transit Service Plan has been in service since December 2019 to increase service throughout Santa Clara County and provide improved connectivity between the Berryessa Transit Center and several key destinations.

The 2019 New Transit Service Plan provides seamless, high-frequency transit to and from the BART station. The 2019 New Transit Service Plan will be supported by broader network infrastructure improvements in the form of transit priority corridors as recommended in the Berryessa BART MTIP, as well as the Berryessa Transit Center. Improved bus transit service provides increased local and regional transit options for the planned development within the Urban Village area. At the time of this Plan’s publication, VTA may be planning to further adjust transit service levels and routing during and after the Covid-19 pandemic.
Figure 6.2 describes the frequency of existing VTA transit service to and from Berryessa Transit Center.

Figure 6.3 presents the pre-BART/2019 transit routes in the Urban Village area.
Existing Bicycle and Pedestrian Facilities

In the Urban Village area, on-street bicycle facilities are provided on Berryessa Road (Class II bike lanes), Mabury Road (Class IV protected bikeways and Class II bike lanes), King Road/Lundy Avenue (Class II bike lanes), and Sierra Road (Class II bike lanes and Class III bike routes). Off-street, shared use trails (Class I) are in varying stages of development for riparian corridors in the area.

The existing bicycle and pedestrian facilities in the Urban Village area are presented in Figure 6.1.
The Berryessa BART Urban Village Plan seeks to establish the Urban Village as a concentration of activities with planned, high density residential and commercial land uses. This level of development requires support from an array of multimodal transportation options. The future transit, bicycle, pedestrian, and motor vehicle networks will complement each other to serve the access and mobility goals for the Urban Village area.

Unique among other Urban Village planning efforts in the City, this Plan establishes several new streets. These new streets facilitate multimodal circulation within the Urban Village area and will provide connections to the regional transportation network through improved regional transit access, trail connections, and access to the broader street network.

This section describes the planned transportation network, which serves the Flea Market District, the Facchino District, and the rest of the Urban Village Area. A summary of how modal priorities were established, and how inherent trade-offs were managed when prioritizing different modes within the network, is presented first.

**Hierarchy of Transportation Network**

This Plan sets forth a transportation network that is designed to move people to and within the Plan area in the most efficient, accessible, and comfortable way. To do this, the network prioritizes different modes by establishing distinct networks for each travel mode within the Urban Village area. A central focus is to prioritize walking, taking public transit, and bicycling in the Urban Village core by keeping automobile circulation and parking facilities on the perimeter of the Urban Village area. This allows motorists to drive to and park on the perimeter of the Urban Village area easily without compromising the pedestrian and transit-oriented quality of the Urban Village core. The recommended transportation network is shown in Figure 6.5. The modal hierarchy of streets is shown in Figure 6.6 and is explained in more detail next.
Figure 6.5: BBUV Hierarchy of Transportation Networks

Future Roadway Network
- Local Street
- Green Street
- Main Street
- Connector Street
- Pedestrian/Cyclist/EVA

COYOTE CREEK
COYOTE CREEK
PENITENCIA CREEK
SIERRA ROAD
BERRYESSA ROAD
LUNDY AVENUE
MABURY ROAD
PENITENCIA CREEK
PENITENCIA CREEK
PENITENCIA CREEK
PENITENCIA CREEK
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PENITENCIA CREEK
PENITENCIA CREEK
PENITENCIA CREEK
Grand Boulevards are designated in the General Plan as major transportation corridors that connect City neighborhoods. They are transit priority corridors for local bus and light rail transit services to accommodate moderate to high volumes of traffic within and beyond the City. Bicycles and motor vehicles can also be accommodated in the streets; however, if there are right-of-way conflicts, high-quality transit facilities should be given priority. Examples of high-quality transit facilities include, but are not limited to, dedicated transit lanes, bus “queue-jumps” that allow buses to move easily through congested areas, transit signal priority, and transit stop enhancements. High-quality pedestrian facilities such as attractive lighting, wayfinding, ample sidewalks, enhanced crossings, and landscaping should also be provided. The following streets are designated as Grand Boulevards in the vicinity of the Urban Village area:

- **Mabury Road between US-101 and Jackson Avenue** is an east-west corridor that runs through the south edge of the Plan area. It provides direct access to the Berryessa Transit Center for five bus routes. Rapid Bus route 500 (Diridon Station-Berryessa BART) and Frequent Bus route 61 (Sierra & Piedmont-Good Samaritan Hospital), respectively, come every 7.5 minutes and 15 minutes or better during day time, between Downtown and the Berryessa Transit Center via Taylor Street. Rapid Bus route 523 (Berryessa BART-Lockheed Martin Transit Center) and Frequent Bus route 77 (Milpitas BART-Eastridge via King), respectively, come every 15 minutes or better during day times via King Road. Frequent Bus route 70 (Milpitas BART-Eastridge via Jackson) connects Berryessa and Eastridge transit centers with buses traveling on the corridor between Station Way and Jackson Avenue.

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**Figure 6.6: Primary Mode of Street Type**

Notes:
1. “Primary” denotes the mode that is prioritized for streets that belong to a specific street typology.
2. A “check” mark means that the mode is also accommodated but does not take priority over the primary mode of the street typology.
3. An unchecked mode means that the mode is prohibited from entry on streets that belong to the street typology.
BICYCLE PRIORITY NETWORK

On-Street Primary Bicycle Facility Streets are designated in the General Plan as streets with high volumes of bicycle activity that provide continuous access and connections to the local and regional bicycle network. Motor vehicle through-traffic and high volumes of motor vehicle traffic are discouraged. Transit, pedestrians, and motor vehicles can also be accommodated in the roadway; however, if there are right-of-way conflicts, high-quality bicycle facilities such as bike boulevards and protected bike lanes should be given priority. Bicycle priority treatments generally provide separation between bicyclists and the adjacent motor vehicular travel lanes (“protected bike lanes”). They may include low-stress, shared roadway bicycle facilities (e.g. bike boulevards, bike lanes), right-of-way infrastructure improvements, signal enhancements for bicycles, turning-movement restrictions for motor vehicles, end-of-trip bike facilities, etc. The following streets are designated as On-Street Primary Bicycle Facility Streets in the Plan area:

- **Taylor Street between 10th Street and US-101** is an east-west corridor that is a continuation of Mabury Road. It serves Rapid Bus route 500 (Diridon Station-Berryessa BART) and Frequent Bus route 61 (Sierra & Piedmont-Good Samaritan Hospital). The Rapid Bus route 500 turns onto 10th and 11th Streets whereas the Frequent Bus route 61 continues westward on Taylor Street.

- **King Road between McKee Road and Mabury Road** is a north-south corridor that runs along the southeast edge of the Plan area. It serves Rapid Bus route 523 (Berryessa BART-Lockheed Martin Transit Center) which turns at Alum Rock Avenue and Frequent Bus route 77 (Milpitas BART-Eastridge) which continues southward to the Eastridge Transit Center.

- **Lundy Avenue between Berryessa Road and Hostetter Road** is a north-south corridor that runs along the northeast edge of the Plan area. It serves Frequent Bus route 77 (Milpitas BART-Eastridge) which continues northward to the Milpitas BART station.

- **Station Way** is a new, public north-south street that provide buses and automobile direct access to the Station facilities such as the bus transfer bay, BART parking structure, surface parking lots, and vehicle passenger pick-up/drop-off points.

Pedestrian and Bicycling Network

An attractive station, along with well-designed plazas, An attractive and functional BART station, along with well-designed plazas, parks, buildings, and building facades, are key elements that will contribute to a high-quality public realm and that will make the Urban Village area unique. In recent years, there has been a growing movement in cities
worldwide to view streets not just as thoroughfares for moving car traffic, but more broadly as places for people, social activity, and public life.

**Active Greenways** are streets that are usually closed to motor vehicles and open to pedestrians, bicyclists, and shared micro-mobility. They function as open spaces that connect people and places together. The following streets are designated as Active Greenways in the vicinity of the station:

- **Green Street between Station Main Streets (north and south)** is a new public street that abuts an open plaza in front of the station. This accommodates the greatest number of people entering and exiting the station by the most space-efficient mode: walking.

The General Plan encourages pedestrian travel between high-density residential and commercial areas throughout the City and in activity areas such as the station area. The General Plan designates **Main Streets** as roadways with high pedestrian activities that should be given significant priority to enable pedestrians of all ages and abilities to travel safely and comfortably. Examples of pedestrian priority treatments include, but are not limited to, wayfinding signage, street trees, pedestrian-scale street lighting, enhanced crossings, automatic pedestrian signals, reduced crossing length, sidewalk widening, and public seating areas, etc. The following streets are designated as a Main Streets in the Plan area:

- **Station Main Streets** are a couplet of one-way, east-west streets located at the heart of the Flea Market District. They are new public streets that provide a direct connection between the Coyote Creek Trail, a planned recreational park, and the BART station. Motor vehicle travel is permitted, though only at low speeds. A planned park separates the one-way streets.

**Motor Vehicle Network**

**City Connector Streets and Local Connector Streets** are designated in the General Plan as corridors that connect City neighborhoods with long-distance travel and limited transit options. Pedestrians are accommodated with sidewalks. Movements of transit, bicycles, pedestrians, and motorized vehicles are equally accommodated on these corridors as they access the station area. The following streets are designated as City Connector Streets or Local Connector Streets in the Plan area:

- **Berryessa Road** is a City Connector Street that runs east-west through the heart of the Plan area, serving the Flea Market and VTA Station Districts to the south, and the Facchino and Commercial-Lundy Districts to the north. It connects with the planned US-101 interchange west of the Plan area. Access to the Flea Market District is provided via Sierra Road and Station Greenway.

- **Sierra Road** is a Local Connector Street that connects Berryessa Road to Flickinger Road. This Plan includes and extension from Berryessa Road to Mabury Road, which will provide motor vehicle access to the Flea Market District.
FOUR STRATEGIES OF CONNECTIVITY

The Transportation Networks modal hierarchy defines a modal priority for each corridor in the transportation network, but innovative transportation solutions, projects, and programs should be identified for potential application on each corridor. Described below, the Four Strategies of Connectivity are used to ensure an expansive and equitable network. The strategies are as follows: (1) Regional transit access to the Urban Village area; (2) City access to the Urban Village area; (3) First- and last-mile connection to the Urban Village area; and (4) Connection within the Urban Village area.

Regional Access
How do people traveling regionally get to the Urban Village area?

San José has a high number of commuters that require daily travel over long distances between cities. Transit travel times and service quality that are competitive to automobile travel encourage higher transit ridership for those who live and work near stations.

- **VTA BART Silicon Valley Phase I Extension (Existing):** Phase I of VTA’s BART Silicon Valley Program begins south of BART’s Warm Springs Station in Fremont, proceeds through Milpitas and ends at the Berryessa station. It takes a little over an hour of BART travel time for riders to go to/from San Francisco and a little less than an hour to/from Dublin. Service began in June 2020.

- **VTA Bus Service (Existing):** The Berryessa Transit Center acts as the central hub for five VTA bus routes in the Plan area. It takes about an hour of bus travel time for riders going to/from Sunnyvale, (one transfer between routes 22/522 and 61), 50 minutes to/from Los Gatos (route 61) and Cupertino (route 523), 40 minutes to/from Campbell (route 61), 25 minutes to/from the Evergreen area (routes 70 and 77), 20 minutes to/from Downtown San José (routes 500 and 523), and 15 minutes to/from Milpitas (route 77), the East Foothills area (route 61) and East San José area (routes 70 and 77).

- **VTA Light Rail Service (Existing):** The VTA Orange Line primarily runs along Tasman Drive and Capitol Avenue, roughly as a parallel route to SR-237 and I-680 to connect riders among the Mountain View, Santa Clara, the North San José area, and the neighborhoods on the east side of I-680. The Berryessa VTA station, near the intersection of Berryessa Road and Capitol Avenue, facilitates a transfer to Frequent Bus route 61 which can bring riders to the Plan area in less than 10 minutes.

- **[T1] VTA BART Silicon Valley Phase II Extension:** The planned VTA BART Silicon Valley Phase II will extend BART service from its current terminus at Berryessa Station to Downtown San José with a stop at Diridon Station and terminate at the Santa Clara Caltrain Station. Service is expected to begin as early as 2030.

- **[G1] Coyote Creek Trail: The Coyote Creek Trail** is part of a network of 100 miles of existing and planned trails along rivers, creeks, and overland corridors within San José. It is planned to fill the missing gap along Coyote Creek between Montague Expressway in the north and Tully Road in the south. This trail connection will result in a continuous accessible corridor through San José and provide an important link to the Urban Village area, the BART station, and planned adjacent open spaces such as Penitencia Creek Trail, Lower Silver Creek Trail, and Watson Park. The trail alignment has been fully master planned, with both CEQA and NEPA environmental clearance.

- **[G2] Penitencia Creek Trail:** Penitencia Creek Trail is identified to extend westward from its current terminus at Station Way to the planned Coyote Creek Trail. An off-street, Class I trail is proposed to run roughly east-to-west between Berryessa BART station and the proposed Coyote Creek Trail and adjacent open

space. The planned Coyote Creek and identified Penitencia Creek trails, when fully connected, will provide access to the broader San José and South Bay Area regional trail networks, enhancing the connectivity and access for cyclists and pedestrians to and from the Plan area. Formal planning of the Penitencia Creek Trail will be subject to further master planning based upon on-going flood control planning by the Santa Clara Valley Water District.

- **[C1] US-101 Interchange**: Oakland Road and Berryessa Road provide regional vehicular access from I-680 and US-101. From I-680, the station site is most accessible via the Berryessa Road interchange. Access to and from US-101 is provided via the Oakland Road interchange. A new US-101 interchange is planned in the vicinity of Berryessa Road to support the function of Berryessa Road as a City Connector between two regional freeway access points. Variations of the new interchange configurations under consideration include Mabury Road and Oakland Road. At the time of this Plan’s publication, the Caltrans approval process is underway.

Figure 6.7: Regional Access To BBUV
Citywide Access

How do people coming from places within San José get to the Urban Village area?

How do people coming from places within San José get to the Urban Village area?

By allowing safe and efficient travel for both cyclists and pedestrians, residents, workers, and visitors can rely on the integrated mobility network for door-to-door service. To achieve this, the Urban Village area should prioritize accommodating active modes being fully integrated into the City’s mobility network and accessible by all modes. (See Figure 6.8)

- **[T2] Mabury Road Complete Street with Transit Priority Improvements:** Prioritizing transit on the corridor, Mabury Road between US-101 and Jackson Avenue will be designed to enable faster bus operations and lower bus travel time for routes 61, 70, 77, 500, and 523 than automobile especially during peak periods. Protected bike lanes will be provided where appropriate.

- **[T3] King Road Complete Street with Transit Priority Improvements:** Prioritizing transit on the corridor, King Road between McKee Road and Mabury Road will be designed to enable faster bus operations and lower bus travel time for routes 77 and 523. Protected bike lanes will be provided where appropriate. King Road is planned to have protected bike lanes where appropriate.

- **[T4]: Lundy Avenue Complete Street with Transit Priority Improvements:** Prioritizing transit, Lundy Avenue between Berryessa Road and Hostetter Road will be designed to enable faster bus operations and lower bus travel time for route 77. Protected bike lanes will be provided where appropriate.
• **[C2]: Berryessa Road Complete Street**: As a City Connector street, Berryessa Road will be planned, designed, operated, and maintained to enable safe, comfortable, and convenient travel and access for all users. Protected bike lanes will be provided where appropriate. This improvement will complement the planned US-101 interchange at Berryessa Road and Oakland Road.

• **[B1]: King Road Complete Street with Bicycle Priority Treatments**: The section of King Road between Mabury and Berryessa Roads is designated as an On-Street Primary Bick Facility to provide connectivity and continued safety to cyclist traveling north – south on the King – Lundy corridor.

**First- and Last-Mile Connection**

*How is the first and last mile connection between the station and key origins and destinations in the Urban Village area?*

The Urban Village area intends to support non-automobile-based trips to the greatest extent possible. Providing low-stress, enticing, and attractive walking and bicycling facilities within the Urban Village area is critical to supporting safe, comfortable, and convenient connection at the beginning and end of a trip.

• **Station Way Complete Street with Transit Priority Improvements (Existing)**: Exclusive public service lanes provide buses and emergency public service vehicles an exclusive right-of-way in both directions as they connect Berryessa Road from the north and Mabury Road from the south to the station facilities.

Figure 6.9: BBUV First- and Last-Mile Connection
[B2] Green Street Complete Street with Bicycle Priority Improvements: Green Street will enable safe, convenient, and comfortable travel and access for users of all ages and abilities. Prioritizing bicycles, the two segments on Green Street – (1) between Sierra Road and Station Main Street (south) and (2) between Station Main Street (north) and Berryessa Road are planned to have protected bike lanes and other bicycle priority treatments. Figure 6.10 presents a section view of Green Street.
[C3] Sierra Road Complete Street: As a Local Connector, Sierra Road will be designed and operated to enable safe and equal access for all users, including pedestrians, bicyclists, transit riders, and motorists. The street includes the planned new extension between Berryessa Road and Mabury Road. Protected bike lanes will be provided on the new extension. For the section of Sierra Road north of Berryessa Road, protected bike lanes or a bike boulevard will be provided on different segments of the street where appropriate. Figure 6.11 presents a section view of the Sierra Road extension between Berryessa Road and Mabury Road.

Figure 6.11: Sierra Road Extension Section View
Note: This section view of Sierra Road is intended to be representative and does not cover all possible design configurations.
Station Main Streets Complete Street with Pedestrian Priority Improvements: The pair of Station Main Streets will be a couplet of one-way public streets separated by a planned park. Prioritizing pedestrians in the design, the couplet will help activate the planned public space with high volumes of pedestrian and bicycle traffic along the commercial strips as an extension of the open plaza adjacent to the BART station. Figure 6.12 presents a section view of Main Streets.

Figure 6.12: Main Streets Section View

Note: This section view of Main Streets is intended to be representative and does not cover all possible design configurations.
[G3] Green Street Grade-Separated Trail Crossing: The planned Penitencia Creek Trail will cross under Green Street along the south bank and will provide a trail access ramp or at-grade gateway at Green Street.

[G4] Berryessa Road Grade-Separated Trail Crossing: The planned Coyote Creek Trail will cross under Berryessa Road along the east bank of Coyote Creek, and will provide a trail access ramp and at-grade gateway at Berryessa Road. Trail users have the option of continuing east to the planned Penitencia Creek Trail, east to a ramp to access Berryessa Road on the south side, or south along Coyote Creek Trail.

[G5] Trail Access Point: Between Berryessa Road and Mabury Road, the planned Coyote Creek Trail will have one access point located at the intersection of Sierra Road and Station Main Street (south) to provide a direct route from the trail to the open park, the BART station, and the core of the Flea Market District.

[G6] Mabury Road Grade-Separated Trail Crossing: The planned Coyote Creek Trail will require an at-grade crossing at Mabury Road.
**Flea Market District Network:** The Flea Market District Network is intended to primarily serve local trips, specifically to and from the Flea Market District, rather than cut-through trips. The Flea Market District Network provides a minimum of three access points to the external roadway network: two on Berryessa Road and one on Mabury Road. Public streets within the District include the planned extension of Sierra Road between Berryessa and Mabury Roads, Green Street, and the Station Main Streets paralleling the central recreational park. The rest of the streets within the District are private residential streets. All private streets will be held to the same design and access standards as public streets, codified in the Goals and Policies section of this chapter. Ownership of streets in the Facchino district will be determined in a later phase of review. Figure 6.13 shows the proposed ownership of streets in the Flea Market District. Figure 6.14 presents a section view of a private residential street.

**Facchino District Network:** Similar to the Flea Market District, the Facchino District Network is intended to primarily serve local trips, specifically to and from the Facchino District, the Market Park Northside, and the surrounding neighborhood, rather than cut-through trips. The Facchino District Network provides two access points to the external roadway network – one on Berryessa Road and one on Lundy Avenue. Public streets within the Facchino District Network are planned for all connections to the existing roadway network, the extension of Shore Drive, and surrounding the proposed Facchino District open space. Public streets within the Facchino District Network are planned for all connections to the existing roadway network, the extension of Shore Drive, and surrounding the proposed Facchino District open space. The rest of the streets within the District are private residential streets. All private streets will be held to the same design and access standards as public streets, codified in the Goals and Policies section of this chapter.
Connection within Urban Village Area

How do people experience the Urban Village area?

Connection within the Urban Village area is primarily concerned with place-making and user experience. This means that the Urban Village area is a pleasant place to be, signage is easy to understand, and the space is designed to provide a pleasant public life experience.

- **[A1] Station Open Plaza:** An open plaza for pedestrians, bicycles, and other active modes will be located in front of the BART station entrance east of Green Street. The section of Green Street between the Station Main Streets is planned to be curbless, creating a more vibrant, more accessible, and more aesthetic public space for the anticipated high volume of pedestrian and bicycle crossings between the Station Park and the open plaza. Figure 6.15 presents a section view of Green Street at the Station Open Plaza.

- **[B3] Emerging Modes and Technology:** As new mobility options emerge, particularly in light of pursuing substantial changes in travel behavior within the Urban Village area, this Plan embraces emerging modes. This Plan seeks to leverage emerging modes and technology, such as shared electric scooters, shared electric bikes, and shared autonomous vehicles, and their collective ability to provide first- and last-mile connections in a dense urban environment. Refer to the Parking Chapter for more information about Transportation Demand Management measures.

Figure 6.15: Green Street at Station Open Plaza Section View

Note: This section view of Green Street is intended to be representative and does not cover all possible design configurations.
Circulation Goals and Policies

COMPLETE STREETS

**Goal CS-1:**
Ensure that all improvements to the street system enhance multimodal mobility and prioritize traffic safety.

**Policy CS-1.1:** Plan, design, and construct new transportation improvement projects as enumerated in this Circulation and Streetscape Chapter to ensure attractive facilities for alternative modes of transportation and advance the Plan’s goal to reduce automobile traffic.

**Policy CS-1.2:** All planned streets, regardless of public or private ownership, within the Berryessa BART Urban Village boundary are designed based on (1) standards as defined in the City of San José Complete Streets Design Guidelines and (2) modal priorities as defined by the Hierarchy of Transportation Network in this Chapter to ensure safe and well-maintained facilities for people of all ages and abilities.

**Policy CS-1.3:** Establish a maintenance district, supported by Urban Village Plan are business owners to manage ongoing maintenance of planned public streets, private streets, and all public spaces in the Plan area.

**Policy CS-1.4:** Employ curbside management strategies, through the designation of pick-up and drop-off locations with the Urban Village roadway network, to manage circulation and minimize vehicle-bicyclist conflicts.

PRIVATE STREETS

**Goal CS-2:**
Ensure that all private roadways remain open and accessible to all users.

**Policy CS-2.1:** Implement minimal development standards (right-of-way and street section design) for private streets to ensure that multi-modal mobility and accessibility needs are met and well-connected to the larger transportation network established for the Urban Village.

**Policy CS-2.2:** Ensure the utilization of high-quality materials in the construction of private streets, similar to those utilized in public streets.

**Policy CS-2.3:** Ensure the utilization of high-quality materials in the construction of public streets, as recommended by the San José Complete Streets Design Standards and Guidelines.
BIKING

Policy CS-4.1: Plan, design, and construct bicycle priority treatments on all On-Street Primary Bicycle Facility Streets within the Urban Village as defined in this Plan.

Policy CS-4.2: Connect the regional trail network to the on-street bicycle network through improved connections and wayfinding.

Policy CS-4.3: Expand the bicycle network by adding facilities within the Urban Village.

Policy CS-4.4: New developments shall provide high quality, desirable bicycle parking and/or storage facilities along sidewalks, in parking garages, and building entrances and public sites as defined in San José Municipal Code Title 20.

Policy CS-4.5: Local businesses and developers shall provide amenities such as bicycle parking, water bottle refilling stations, showers, and repair stations at developments within the Urban Village.

Policy CS-4.6: Ensure easy and convenient bike access to the BART station from the local and regional bicycle network.

WALKING

Policy CS-3.1: Plan, design, and construct high quality pedestrian and bicycle facilities on all Main Streets within the Urban Village as defined in this Plan.

Policy CS-3.2: All pedestrian infrastructure will be designed with safety and convenience in mind, in compliance with the Americans with Disabilities Act and City of San José Complete Streets Design Standards and Guidelines.

Policy CS-3.3: Encourage the installation of paseos that enhance the pedestrian environment and improve connectivity throughout the Urban Village area.

Policy CS-3.4: Connect streets, paseos, and Coyote Creek and Penitencia Creek trails to the larger public street network and to the open space system.

Policy CS-3.5: Improve pedestrian crossings at Urban Village boundaries to provide access to the Berryessa BART station for those traveling on foot.

Policy CS-3.6: Develop and implement a coherent wayfinding system for the Urban Village for more convenient travel.

Policy CS-3.7: Encourage vibrant sidewalks with a variety of activities, including mobile street vending, sidewalk flower sales, fruit and vegetable sales, outdoor dining, and periodic sidewalk display of retail merchandise.

Policy CS-3.8: This Plan supports the construction of a pedestrian and bicycle bridge across Coyote Creek, connecting the Urban Village to the industrial area to the west.

Goal CS-3:
Create a safe, attractive, and inviting pedestrian environment that facilitates efficient pedestrian travel within the Urban Village, and between the Village and the surrounding neighborhoods.

Goal CS-4:
Create a comfortable, inviting, and low-stress bicycling network throughout the Urban Village.
Policy CS-5.1: Plan, design, and construct high quality pedestrian facilities and transit priority treatments along all Grand Boulevards within the Urban Village to efficiently move people safely into and out of the Urban Village as defined in this plan.

Policy CS-5.2: Improve multi-modal access to and from the Berryessa/North San José BART Station to local destinations.

Policy CS-5.3: Encourage expansion of San José’s shared micromobility systems, or other last-mile solutions, to this Urban Village to encourage transit use.

Policy CS-5.4: Support right-of-way design and pedestrian amenities that make it easier to access transit services and encourage transit use as a viable alternative to driving.

Goal CS-5: Encourage use of public transit to enhance connectivity between the Urban Village and surrounding destinations.

Policy CS-6.1: Integrate shared micromobility facilities in parking garages to provide last mile solutions to and from the Berryessa BART Station.

Policy CS-6.2: Manage and monitor parking supply using technology.

Goal CS-6: Support emerging transportation modes and new technology to provide efficient first- and last-mile connections in the Urban Village.
The streetscape design guidelines for the Berryessa BART Urban Village focus on specific strategies to encourage a multimodal and pedestrian-friendly environment that will help foster an active and vibrant urban community. The public realm — composed of streets, sidewalks, and public open spaces such as neighborhood parks, pocket parks, and plazas — plays a crucial role in the vitality, perception, and livability of an area.

The streetscape design guidelines that follow are intended to guide improvements in the public realm that support community goals and accommodate the needs of multiple modes of travel. The proposed guidelines aim to address right-of-way constraints and accommodate the varying and sometimes conflicting needs of automobiles, pedestrians, bicyclists, ADA requirements, and healthy trees. They encourage and will help City staff implement Complete Streets concepts and design standards for streets within the Berryessa BART Urban Village.

<table>
<thead>
<tr>
<th>STREETSCAPE DESIGN GUIDELINES FOR PUBLIC AND PRIVATE STREETS</th>
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<tbody>
<tr>
<td><strong>Roadways and Parking</strong></td>
</tr>
<tr>
<td>1. Provide bulb-outs in the parking lane at intersections all crossings.</td>
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<tr>
<td>2. Plant shade trees within the parking lane. If needed, maintain existing stormwater flow line through separated bulb-outs or planters.</td>
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<tr>
<td>3. Distribute tree plantings every two on-street parking spaces.</td>
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<tr>
<td>4. Encourage a minimum clear planting area for all trees.</td>
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<tr>
<td><strong>Sidewalks</strong></td>
</tr>
<tr>
<td>1. Ensure that all streets have continuous unobstructed ADA compliant sidewalks.</td>
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<tr>
<td>2. Update existing sidewalks to include street trees above a minimum width.</td>
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<tr>
<td>3. Tree wells and planters must be meet minimum width to allow for healthy street trees.</td>
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<tr>
<td>4. Incorporate well-designed tree grates in tree wells.</td>
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<tr>
<td>5. Consider canopy shape (such as columnar or round) when selecting tree species for sidewalks, to not impede views of adjacent buildings, signage, pedestrian circulation, or emergency and service access.</td>
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</table>
Crosswalks, Mid-block Crossings, Bulb-Outs, and Curb-Cuts
1. Provide crosswalks at all controlled intersections, at intersections of key streets, and other mid-block crossings.
2. Ensure all crosswalks are ADA compliant.
3. Locate mid-block pedestrian-crossing facilities in the Facchino District and the Flea Market South District to support direct and desired pedestrian routes that connect to destinations such as new site developments and transit stations.
4. Consolidate redundant curb cuts to be no closer than 20' to minimize pedestrian and automotive points of conflict and encourage efficient ingress and egress of automotive circulation.
5. Use special paving materials, colors, and/or patterns to heighten crosswalk visibility.
6. Explore use Rectangular Rapid Flashing Beacons at key intersections and proposed mid-block crossings to improve pedestrian safety.

PLACEMAKING AND “RE:STREET” ACTIVATION
The following guidelines support public realm improvements that go beyond mobility to create destinations, activity hubs, and distinctive environments that contribute to a vibrant public life. Small parks, plazas, or other small gathering spaces could be integrated along sidewalks, in medians, or other areas of the public right-of-way, accented with placemaking features such as distinct materials, street furniture, wayfinding, and street lighting elements.

RE: Street Approach
1. Provide space for a range of social activities that appeal to various ages including adults, teens, and children.
2. Encourage inclusion of temporary market areas for vendors (such as food trucks and retail kiosks in parking lanes) to support commerce within the public right-of-way.

Distinct Materials
1. Create a unique design palette for streetscape materials and landscaping in each “character area” identified in the Land Use and Urban Design Concept chapters. Include a variety of colors, patterns, textures, and fragrances for both paving and plantings, and consider durability, appearance, and maintenance through all seasons.
2. Incorporate paving pattern, color, and texture in sidewalks, crosswalks, plazas, bulb-outs, and pedestrian refuges to give identity to each area.
Street Furniture
1. Provide seating, trash receptacles, and shade elements at key nodes.
2. Promote outdoor dining and display of selected goods (such as fruit and vegetable stands, flowers, clothing racks, etc.) on sidewalks where sufficiently wide, to activate the streetscape.
3. Explore opportunities for artistic design of bicycle racks, trash receptacles, seating, lighting posts, and utility boxes.
4. Install public art pieces utilizing gateway areas, medians, bulb-outs, pocket plazas, and/or wide sidewalk spaces as installation space.
5. Consider creating a cohesive series of art pieces either by theme, artist, style, or materials to enrich the Urban Village character.

Wayfinding Elements
1. Employ wayfinding elements such as monumental gateway features and directional signage to guide vehicular, pedestrian, and bicycle circulation throughout the area.
2. Locate wayfinding elements in gateway designated areas, tree and furniture zones of sidewalks, bulb-outs, medians, and other planted areas in public space at key locations within the Urban Village to facilitate connectivity.
3. Integrate clear wayfinding elements in and around the Berryessa BART Station to promote connectivity between both sides of the BART tracks and around the Urban Village.

Street Lighting
1. Provide both pedestrian-oriented and automobile-oriented street lighting.
2. Prioritize pedestrian-oriented lighting along all pathways and open spaces to meet established lighting standards, and to provide a safe and comfortable pedestrian environment.

STORMWATER MANAGEMENT
The intent of these guidelines is to encourage best practices in managing the impacts of stormwater runoff.
1. Encourage landscaped stormwater-collecting planters where possible (such as along sidewalks, in medians, bulb-outs, parks, and plazas) to improve percolation and minimize stormwater runoff.
2. Use low-maintenance native or drought tolerant plant species in streetscape landscaping to minimize water consumption and maintenance.
3. Minimize the use of impervious surfaces with permeable paving materials or porous asphalt around tree wells, along parking lanes and in surface parking areas to increase infiltration of stormwater.