Networks

Overview

The proposed alternative for this analysis does not change the street or transit networks; the proposed changes affect the population only. The skims generated for the existing scenario are therefore identical to those generated for the alternative scenario.

The skims presented below for travel by car, transit, bicycle, and foot have calculated the time it takes to travel from each of the census tracts in the San Jose MSA to the tract in San Jose with the highest number of jobs, as this likely indicates the area with the greatest inflow and outflow of commuters daily.

The results of the four skims are shown below. The size of the two-hour travel area varies by mode, with cars having the largest area, followed by transit, bicycles, and pedestrians. Travel by car is the only mode in which a traveler can reach every zone in under two hours.

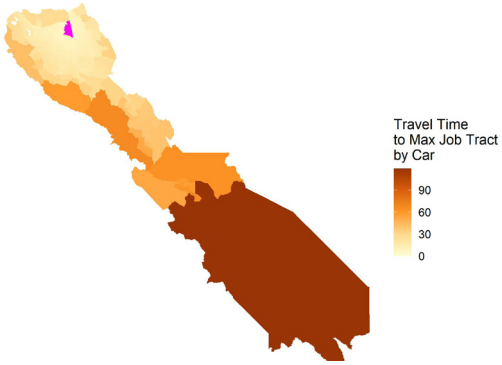

Figure 1 - Car Travel Time.

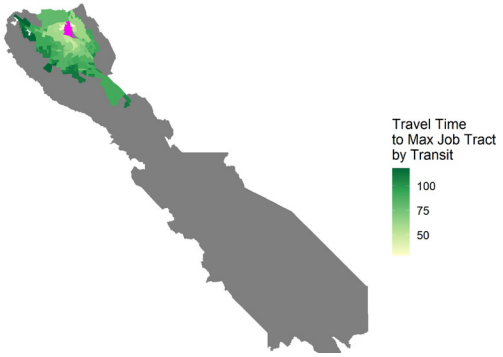

Figure 2 - Transit Travel Time.

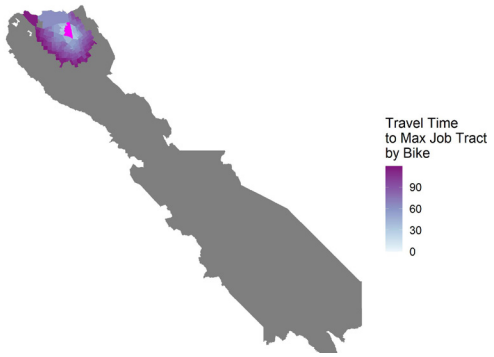

Figure 3 - Bike Travel Time.

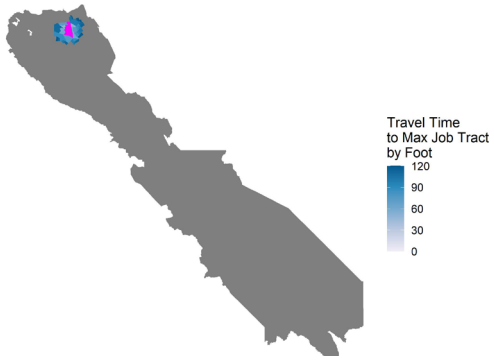

Figure 4 - Pedestrian Travel Time.

Networks

Access to the Valley Transportation Authority (VTA) in the MSA is largely concentrated in San Jose. Most of the transit network can be accessed from the major business center within two hours in two- or one-seat rides. The north western area is accessible in under two hours in a three-seat ride. The VTA routes do extend farther south than the San Jose city limits, but it takes longer than two hours to get there on transit. A traveler can only get to the edges of the MSA in under two hours by traveling in a personal vehicle.

Downtown San Jose, as expected, has the densest street network within the MSA. Figure 11 shows the primary, secondary, and tertiary roads.

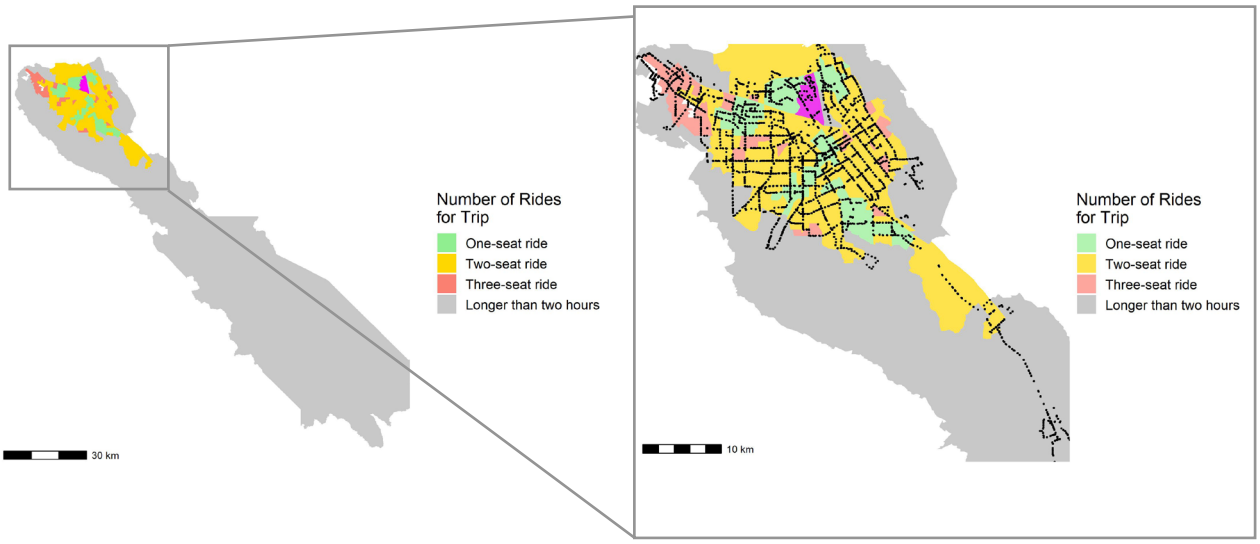

Figure 5 - Necessary Transit Transfers.

Figure 6 - Existing Transit Stops

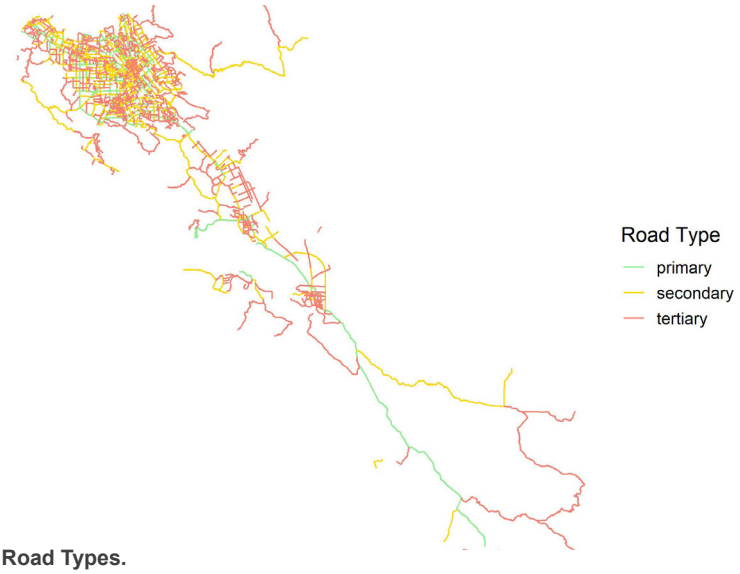

Figure 7 - Road Types.