

Move Downtown

City Council Meeting
June 23, 2026
Item 10.4

Project Team



SAN JOAQUIN
REGIONAL
RAIL COMMISSION

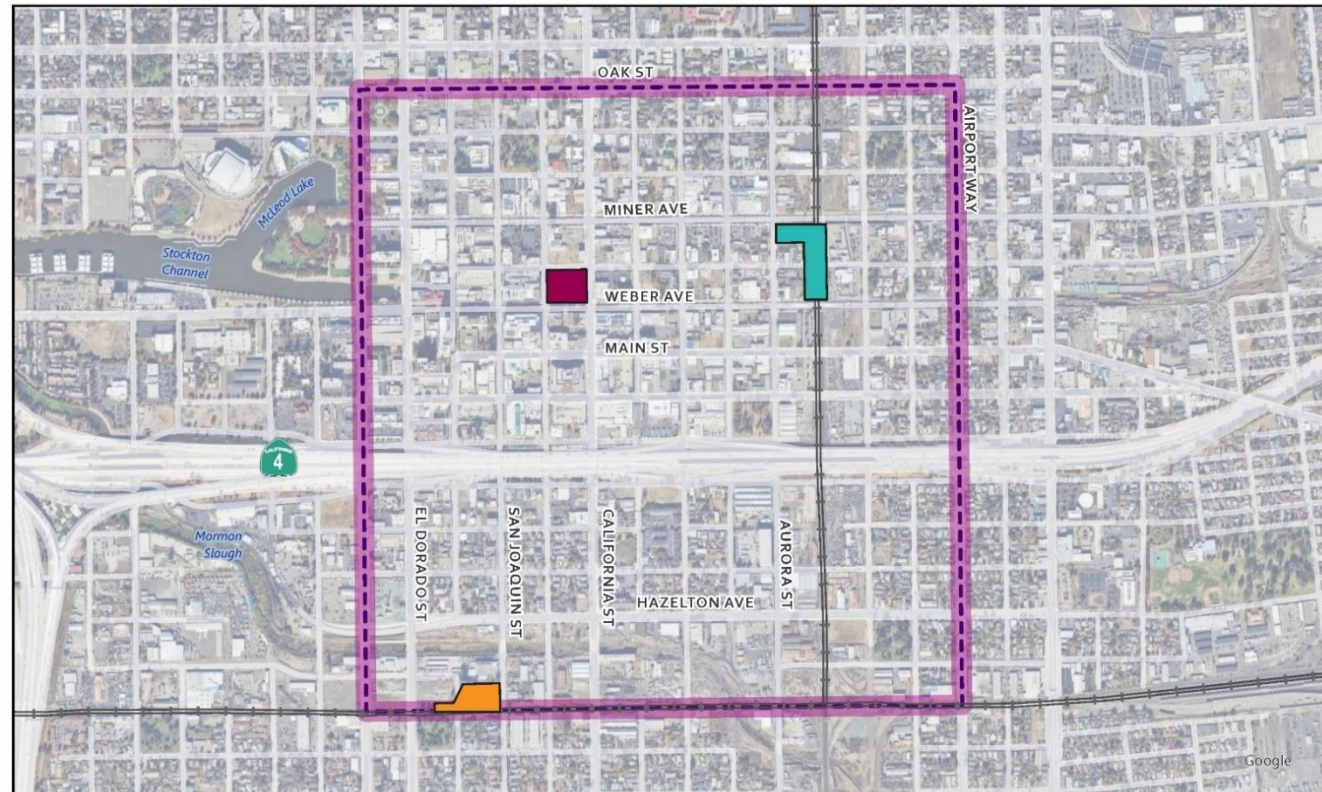


MARK THOMAS



Project Background & Overview

- Funded by the Caltrans Sustainable Transportation Planning (STP) Grant Program
- Create a unified land use and transportation vision
- Project Area is defined by:
 - Oak Street to the north
 - Center Street to the west
 - Amtrak San Joaquin's rail corridor to the south
 - Airport Way to the east



Move Downtown

Project Location Map



LEGEND

- Rail
- Project Area
- Cabral Station
- Downtown Transit Center (DTC)
- San Joaquin Street Station



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Project Process

- Review of Existing Conditions
- Community Engagement
 - Multidisciplinary Project SWG
 - 3-Phase Public Outreach Campaign
- Equity & Displacement Analysis
- Identification of Recommended Strategies
 - Alternatives Analysis
 - Benefit Cost Analysis
- Action & Phasing Plan



Miner Avenue and Aurora Street

Overall Engagement Highlights

Results

- **20** community events, engaging **1,200** participants and **24** organizations, collecting over **400** feedback responses
- Of the 1,200 participants, **27%** walk in the Project Area and **15%** use transit



Grand View Village Engagement

Takeaways

- The most widely supported land use strategies are:
 - Promoting infill development on vacant or underutilized sites
 - Activating streets and ground floors of buildings
- **85%** of community feedback supports mobility hub features at all three Downtown transit stations
- Respondents support repurposing Weber Avenue (**71%**) and Hazelton Avenue (**66%**)
- **Improvements to El Dorado Street, Weber Avenue, and Center Street are community priorities**

Alternatives Overview

- Builds on Toolbox exercise and incorporates geospatial patterns for application of strategies
- Organized into 3 groups:
 - 1) Foundation Plan
 - More easily delivered in the near-term (low hanging fruit)
 - Targeted infrastructure improvements with focused infill development
 - 2) Focused Plan
 - More holistic upgrades with mixed-use nodes and density along key corridors
 - 3) Full Vision Plan
 - Long-term transformative and visionary approach
 - More aggressive roadway reconfigurations and developments
- Based on transportation modes and land use focus areas



Golden Villas Farmers Market

Alternative 1: Foundation Plan

Land Use

- Encourage mixed-use development
- Promote infill development on vacant lands
- Activate street frontage
- Enhance building facades
- Support fresh food vendors

Transportation

- Enhance station access
- Spot treatment improvements along multimodal priority corridors
- Enhance priority safety intersections

Alternative 2: Focused Plan

Land Use

- Enhance connections across Highway 4
- Encourage higher density development
- Preserve historic resources
- Develop vacant or underutilized sites
- + ALL ALTERNATIVE 1 STRATEGIES

Transportation

- Enhance station access
- Enhance transit priority corridors
- Enhance Bike & Ped priority corridors
- Enhance priority safety corridors
- + ALL ALTERNATIVE 1 STRATEGIES

Alternative 3: Full Vision Plan

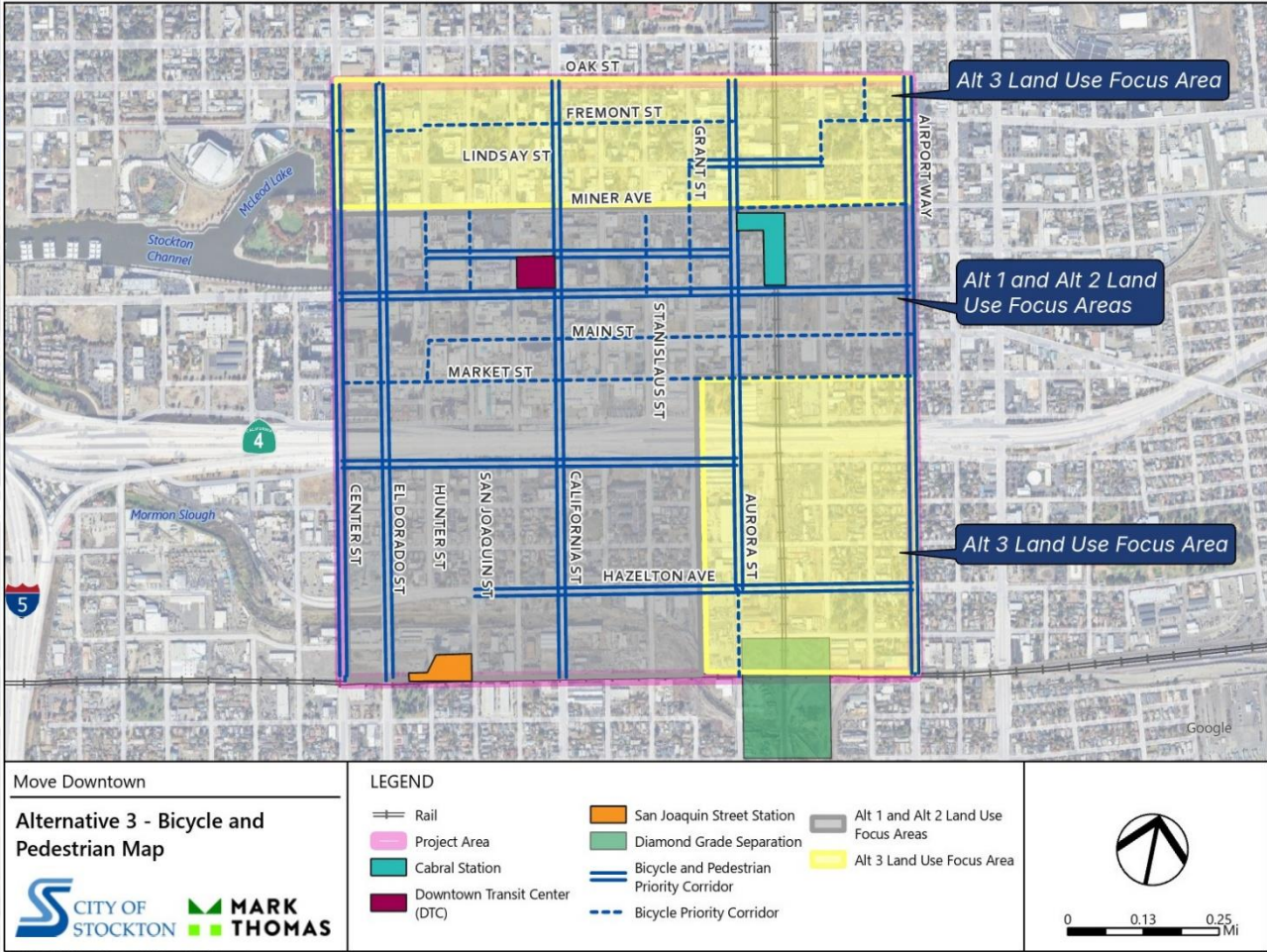
Land Use

- Transform natural space into a public amenity
- Implement appropriate barriers for the future Diamond Grade Separation project
- Identify small-scale manufacturing to transition zones
- Implement additional connectivity strategies across Highway 4
- + ALL ALTERNATIVE 1 AND 2 STRATEGIES

Transportation

- Implement mobility hubs
- Buildout of Bike & Ped networks
- Systemic safety enhancements
- Potential travel lane reductions along Weber Ave and Hazelton Ave
- + ALL ALTERNATIVE 1 AND 2 STRATEGIES

Benefit Cost Analysis



- Plan-level comparison of how the draft alternatives differ in:
 - Cost
 - Scale
 - Expected outcomes
- Analyzes alternative differences in:
 - System performance
 - Benefit durability
 - Long-term economic influence
- The additive structure of the alternatives supports a phased implementation strategy

Process

#	Goal	Weighting
1	Safety	20%
2	Mobility	20%
3	Economic Vitality	15%
4	Social Equity	15%
5	Improved Land Use	20%
6	Air Quality, Health, & Sustainability	10%
Total		100%

- The Project goals and weighting operated as prioritization criteria
- Other factors were considered, such as
 - Cost
 - Complexity
 - Coordination Needs
 - Right-of-Way Needs
 - Environmental Review
- Projects are defined by specific corridors, station areas, or focus areas
- Complemented with cost estimates, funding strategy, and a phasing plan

Top 5 Ranked Projects

Ranking	Project	Implementation Priority	Rationale
1	SR-4 Crossings	Medium Term	Requires coordination with Caltrans, however, improvements can be phased.
2	El Dorado Street Corridor	Short Term	Recently completed improvements establish momentum; additional placemaking and safety elements can be implemented in phased approach. Coordination with Caltrans may be required for improvements at SR-4.
3	Airport Way Corridor	Short Term	Very high score and corridor improvements can be phased; not inherently more complex than other short-term corridors.
4	Weber Avenue Corridor	Short Term	Corridor improvements currently in design; strong readiness for near term construction.
5	Downtown Transit Center (DTC) Access	Short Term	Access improvements require coordination with transit partners.

Next Steps

30-day Public Review of Draft Report (March 27 to May 1)

City Council Adoption (June 23)

Beyond this Plan: Funding Pursuits to Advance Vision



THANK YOU!