



Memorandum

TO: HONORABLE MAYOR
AND CITY COUNCIL

FROM: John Ristow

SUBJECT: SEE BELOW

DATE: November 14, 2022

Approved

Date

11/22/22

COUNCIL DISTRICTS: 1, 6

**SUBJECT: WEST SAN JOSÉ MULTIMODAL TRANSPORTATION
IMPROVEMENT PLAN**

RECOMMENDATION

Adopt a resolution approving the West San José Multimodal Transportation Improvement Plan.

EXECUTIVE SUMMARY

The West San José Multimodal Transportation Improvement Plan (WSJ MTIP) was 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 WSJ MTIP is a 20-year strategic plan that identifies and prioritizes specific transportation projects, policies, and programs that would reduce dependency on single occupancy automobile trips and improve access and mobility for West San José residents, workers, and visitors. By reducing the need for private automobile ownership and decreasing the share of trips made by driving alone, the City can provide its residents and workers with more affordable mobility options, improved health and quality of life, and better access to jobs.

OUTCOME

The City of San José will have a comprehensive, community-based, multimodal transportation plan for West San José. Implementation of this plan will provide a network of transportation improvements that will enhance mobility, safety, reduce automobile dependence, and help the City achieve Envision San José 2040 General Plan (General Plan) and Climate Smart San José goals.

BACKGROUND

In 2011, the City of San José adopted the General Plan. The ambitious plan spells out a vision for the future of California's third-largest city, characterized by sustainable growth, economic vibrancy, and preservation of the City's historical and natural resources. Urban villages are core to that vision. West José has 11 urban villages, five with adopted plans. The urban villages with adopted plans are West San Carlos, Stevens Creek Boulevard, Santana Row/Valley Fair and Vicinity, Winchester Boulevard, and South Bascom Avenue.

The West San José urban village plans together envision 5,094,000 square feet of commercial space, 11,500 new homes, and 16,980 new jobs. Together the plans establish land use and transportation strategies that promote walkable, bicycle-friendly, transit-oriented, mixed-use communities.

ANALYSIS

The WSJ MTIP was created to connect and bolster these urban villages with a more detailed understanding of transportation needs and solutions, with a focus on improved roadway safety and to achieve the City's ambitious mode shift and greenhouse gas reduction goals. By reducing the need for private automobile ownership and decreasing the share of trips made by driving alone, the City can provide its residents and workers with more affordable mobility options, improved health and quality of life, and better access to jobs.

The WSJ MTIP study area (Figure 1) expands one mile from Stevens Creek Boulevard, West San Carlos Street, Winchester Boulevard, and Bascom Avenue to encompass all adopted urban villages.

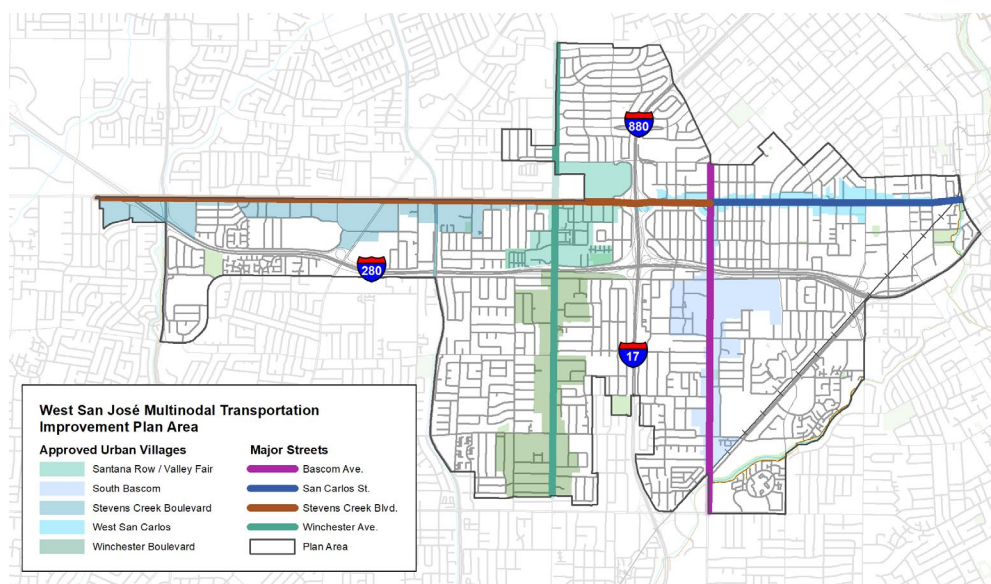


Figure 1. WSJ MTIP Study Area

Building on the urban village¹ plans, Envision San José 2040², Climate Smart San José³, and Move San José⁴, the following guiding principles were developed.

- **Safety and Health** – Improve safety and health by reducing the frequency and severity of traffic collisions and hazards for all modes, and promote walking, bicycling and public transit as modes of travel for daily life activities. Design streets to create a network of vibrant public spaces and foster a stronger sense of personal security and safety.
- **Social Equity** – Be inclusive of all community members and their needs by ensuring a fair share of benefits of the transportation system for all, provide viable multimodal transportation options for people who have not been served equitably in the past, including children, the elderly, people of color, people with disabilities, and low-income households.
- **Multimodal Mobility** – Improve mobility and accessibility for a connected and integrated transportation system by reducing vehicle miles traveled, congestion and delay while increasing transit ridership and reliability, and active transportation participation.
- **Robust Economy** – Provide an inviting setting for people to walk, bike, and take transit on streets with businesses to support local retail and provide connections to the needs of daily life.

The WSJ MTIP Guiding Principles provide a foundation to evaluate projects and programs in a multimodal context by identifying hotspots and gaps, developing multimodal solutions, and creating a path forward to the implementation of projects and programs.

San José's Transportation Vision, as defined in the General Plan and Climate Smart San José, aims to reduce energy consumption, reduce greenhouse gas emissions, create a healthier community, and eliminate the dependence that many of us have on our cars and the time we spend gridlocked on streets and freeways. The City has clearly articulated how we measure success by 2040:

- By increasing the share of biking, walking, transit, and shared rides to 60% of all trips.
- By reducing the share of drive alone trips to 40% of all trips.

This clear transportation vision for San José, articulated through these two metrics, allows us to evaluate how close the City is to achieving its General Plan and climate goals. The WSJ MTIP was initiated to close this gap and increase the use of more sustainable modes, such as biking, walking, and taking transit.

¹San José Urban Village Plans- [Urban Villages | City of San Jose \(sanjoseca.gov\)](https://www.sanjoseca.gov/home/showpublisheddocument/22359/637928744399330000)

² Envision San José 2040 General Plan-

<https://www.sanjoseca.gov/home/showpublisheddocument/22359/637928744399330000>

³ Climate Smart San José - <https://www.sanjoseca.gov/home/showpublisheddocument/32171/636705720690400000>

⁴ Move San José Plan- [Move San José \(arcgis.com\)](https://www.sanjoseca.gov/home/showpublisheddocument/32171/636705720690400000)

The WSJ MTIP analyzed existing conditions such as current roadway configurations, traffic collision data, land use patterns, parking availability, and transit availability. Through this analysis coupled with community outreach, Department of Transportation (DOT) staff were able to identify gaps and recommend transportation projects, programs, and policies that would help West San José reach its transportation goals.

Multimodal Transportation Networks

The WSJ MTIP establishes a network of 28 transportation improvement projects highlighted in Figure 2. The project corridors are categorized into the following modal networks:

- **Transit Priority Network:** prioritize fast, frequent, and reliable transit that support local and regional connections and encourage economic development.
- **Pedestrian Network:** promote walkability through investing in a safe and comfortable pedestrian environment along retail and transit-oriented corridors.
- **Bike Network:** enhance safety and comfort for people biking by calming traffic and providing comprehensive bike routes throughout West San José.

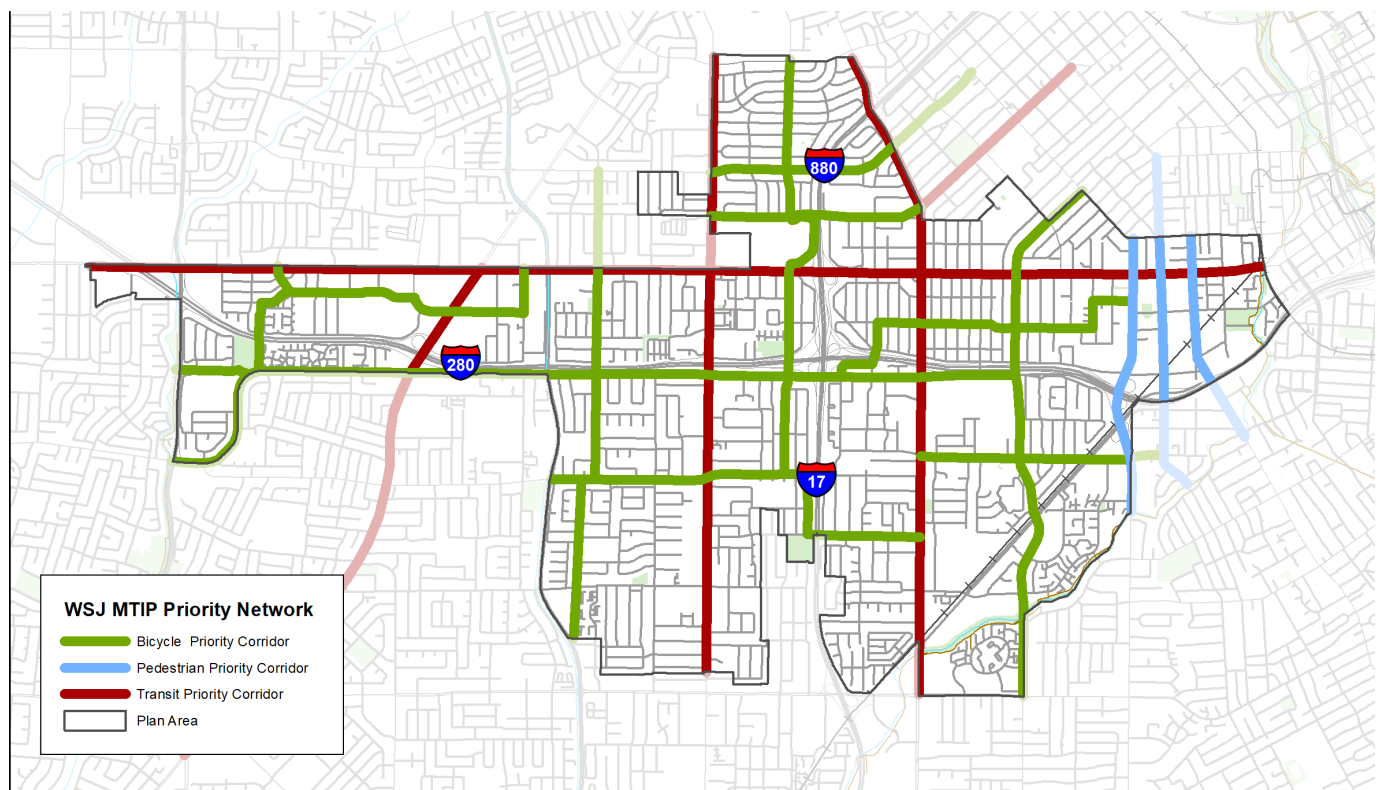


Figure 2. WSJ MTIP Multimodal Networks

Establishing a multimodal network for the WSJ MTIP urban villages enables DOT to design streets with clear priorities and – with the network as a whole – achieve the overall vision of a connected West San José that supports and promotes sustainable transportation options. A corridor’s presence as part of a particular network does not preclude it from other transportation investments being implemented, it simply helps guide DOT staff when limited space is available and trade-off discussions must be had. All projects that are recommended as part of the WSJ MTIP recommend a wide array of safety and accessibility improvements that benefit the most vulnerable people who use our streets.

Top Priority Projects

The following projects were identified as top priorities, based on their beneficial impact and alignment with community needs and goals.

Stevens Creek Boulevard Vision Study and Transit Priority Project

The Stevens Creek Boulevard transit priority improvement project is identified in the WSJ MTIP. Due to the shared jurisdictional borders in the corridor, implementing this project requires a coordinated and cooperative multijurisdictional approach to plan for its future. This will ensure the plan serves all stakeholders, including residents, businesses, and visitors, with safe, convenient, and practical multimodal mobility. The vision study aims to develop conceptual design plans for the corridor and explore the feasibility of operational improvements such as bus rapid transit and improved transit technologies in coordination with the Santa Clara Valley Transportation Authority (VTA). In May 2022, the City Council directed staff to finalize multiple funding agreements with the County of Santa Clara, VTA, and the cities of Santa Clara and Cupertino to support the total study cost of \$794,400. Upon completing the funding agreements in winter 2022, the City will kick off this study in collaboration with the four agencies in winter 2022.

Winchester Boulevard Transit First Complete Street

The Winchester Boulevard Transit First Complete Street project will explore the feasibility of establishing a “flex lane” that can be used for either parking or transit, depending on the time of day, to allow for faster, more reliable transit service during peak hours. This project will also explore the implementation of protected bike lanes from Hamilton Avenue to Stevens Creek Boulevard, transit boarding islands, bus stop improvements, new pedestrian crosswalks, new sidewalks to address sidewalk gaps, green infrastructure and landscaping, and pedestrian scale lighting.

Bascom Avenue Complete Street Project

The Bascom Avenue Transit First Complete Street project will implement transit first improvements such as transit bulbs, transit islands, intersection safety upgrades, wayfinding, bus stop improvements, and a fully protected bike lane.

Race Street Complete Street Project

This project will enhance the street and key intersections to make them more pedestrian friendly. It will also enhance pedestrian crossings under Highway 280 and improve connections to the Los

Gatos Creek Trail. Other pedestrian safety improvements include high visibility pedestrian crossings at all crosswalks, pedestrian countdown timers, and audible pedestrian signals, as well as a raised median with landscaping when feasible. Placemaking features will be implemented based on future planning efforts to enhance the pedestrian experience. Bike safety improvements will be upgraded where feasible with a goal of creating a street where people of all ages and abilities can ride bikes safely.

Saratoga Avenue Transit First Complete Street Project

Design and implementation of a transit-first complete street project in coordination with the cities of Santa Clara and Saratoga, VTA, and the County of Santa Clara. This project will utilize San José’s Transit First Policy to implement transit first improvements such as transit bulbs, transit islands, intersection safety upgrades, and bus stop improvements. Saratoga Avenue is also a Vision Zero corridor⁵ so transportation safety improvements will be explored corridor wide with a focus on features that enhance safety for people walking, biking, and taking transit.

Top Priority Policies and Programs

Encouraging people in West San José to choose more sustainable transportation options will require more than just infrastructure and land use changes – programs and policies that encourage more people to walk, bike, and take transit will also be important. The following key recommendations were developed through community outreach and best practice research.

Mobility Hubs

Mobility hubs are strategically placed locations where resources such as bike share, ride hailing services, shared scooters, and transit are made available to better facilitate connections to neighboring resources like transit centers, residential areas, and shopping destinations. These mobility hubs help communities have multiple transportation options at their disposal so that people who live, work, or enjoy West San José can pick the best transportation service to fit their needs.

According to the Metropolitan Transportation Commission, mobility hubs should be located where transit services already come together, or in communities and locations where transportation is needed the most. Metropolitan Transportation Commission developed a prioritized list of the top 25 “regionally significant mobility hubs,” four of which are located within the WSJ MTIP project area. The WSJ MTIP proposes that funding be identified to successfully construct and implement all recommended Metropolitan Transportation Commission mobility hub locations. DOT also recommends the exploration of programs that encourage underserved populations to utilize the mobility hubs and the sustainable transportation options they provide. DOT’s Emerging Mobility Action Plan⁶ will be used to guide mobility hub program development and implementation.

⁵ San José Vision Zero Priority Safety Corridors- <https://www.sanjoseca.gov/your-government/departments-offices/transportation/safety/vision-zero/maps-data>

⁶San José Emerging Mobility Action Plan- [637867604389200000 \(sanjoseca.gov\)](https://www.sanjoseca.gov/your-government/departments-offices/transportation/safety/emerging-mobility-action-plan)

WSJ MTIP Metropolitan Transportation Commission Mobility Hub Locations:

- San José City College
- Bascom VTA Station
- Winchester Boulevard and Payne Avenue
- Winchester Boulevard and Cadillac Drive

Community Shuttle Programs

The WSJ MTIP project area is served by multiple VTA transit lines, yet throughout our outreach we heard that community members felt as though the existing transit routes did not adequately meet their transportation needs. Community members shared that they wanted an easier, more direct way to access transportation hubs, community centers, libraries, and parks within the WSJ MTIP area. The WSJ MTIP proposes exploring funding opportunities to implement a community on demand shuttle program focused on serving underserved communities and connecting residents to jobs, transit hubs, and community resources. DOT's Emerging Mobility Action Plan will be used to guide community shuttle program development and implementation.

Micro-Mobility Expansion

The WSJ MTIP recommends that micro-mobility services such as bike and scooter share, and any other emerging micro-mobility opportunities, be made readily available across the WSJ MTIP area to provide better first- and last-mile connections to community resources and transportation hubs. DOT's Emerging Mobility Action Plan will be used to guide micro-mobility expansion and implementation.

CONCLUSION

The General Plan and Climate Smart San José set ambitious goals for the future of San José. These plans aim to take San José in a safer, more sustainable direction. To help the City achieve these goals, DOT staff utilized technical analysis and community outreach to develop the WSJ MTIP. This plan establishes a network of multimodal transportation improvement projects and sustainable transportation policies for West San José. As with the General Plan, the WSJ MTIP has a 2040 planning horizon. Without dedicated funding sources for the projects and programs, the precise timing of implementation is uncertain. However, DOT intends to implement projects by pursuing grant funding and aligning with new development opportunities. DOT also intends to leverage other projects and programs including the annual pavement maintenance program and Vision Zero to reduce project costs and implement projects in a timely manner.

EVALUATION AND FOLLOW-UP

DOT will provide an annual progress report on the WSJ MTIP to the Transportation and Environment Committee.

CLIMATE SMART SAN JOSE

The recommendation in this memorandum aligns with one or more Climate Smart San José energy, water, or mobility goals.

PUBLIC OUTREACH

To be successful, the WSJ MTIP was framed around an inclusive and equitable public outreach process that solicited input from a broad cross-section of West San José communities and stakeholder groups. The WSJ MTIP conducted three phases of targeted community engagement which sought public input through town halls, workshops, neighborhood association meetings, and technical stakeholder meetings. Community feedback directly influenced the development of recommendations contained within the WSJ MTIP.

The community engagement done as part of the WSJ MTIP addressed three primary goals:

1. Introduce the plan to the broader West San José community.
2. Validate the DOT staff's synthesis of past studies to better develop mobility priorities, network gaps, and potential transportation improvement projects and programs; and
3. Understand community transportation needs and desired solutions.

Community Outreach Phase One

The WSJ MTIP began in the development of the West San José Urban Village process. San José's urban village plans contain chapters that set parameters and an overall vision for streetscape design, transportation, and circulation. The urban village plans are limited in their scope and only focus on key corridors located within the urban village boundary. The goal of the WSJ MTIP was to create a holistic multimodal transportation network that would transcend the urban village boundaries and connect surrounding neighborhoods with urban villages and the resources they have to offer.

Phase one of WSJ MTIP community outreach was done as part of the development of the following urban village plans:

- Stevens Creek Boulevard - adopted 2017, amended 2021
- West San Carlos - adopted 2018, amended 2021
- Winchester Boulevard - adopted 2017, amended 2021
- Santana Row/Valley Fair and Vicinity - adopted 2017, amended 2020, 2021
- South Bascom - adopted 2018, amended 2021

Each urban village planning process utilized in-person workshops, online engagement tools, intergovernmental coordination meetings, and City Council sponsored outreach to inform their planning efforts. DOT participated in numerous outreach events for the above urban village plans and heard from community stakeholders regarding transportation, streetscape, and public realm topics.

Community Outreach Phase Two

The second phase of WSJ MTIP community outreach was completed after a project hiatus from 2019 to 2021 due to the COVID-19 pandemic and staff changes within DOT. DOT staff realized that due to the gap in outreach between urban village adoption and WSJ MTIP planning efforts, additional outreach was required to ensure that the previous planning efforts and goals still aligned with community needs.

This phase of outreach centered around gathering existing conditions data and learning about possible solutions the community would like to see. As part of this effort, the following outreach events were conducted between winter 2021 and winter 2022 to gather input from a variety of people who live, work, and enjoy West San José.

WSJ MTIP Public Workshop #1

The first WSJ MTIP public workshop was held in May 2021 online via an online communications platform. Over 30 community members gathered online to hear San José DOT share information about the goals of the WSJ MTIP and learn about key existing conditions data.

WSJ MTIP Tabling Events

DOT staff held numerous tabling events across West San José to gather input from community members at existing community events. DOT staff brought a table, map exercise, and flyers to Starbird Park Movie Night, Marjorie Taylor National Night Out, Viva Calle, and Santana Row Farmers Market for community members to share where in West San José they were experiencing transportation issues and where they would like to see transportation solutions such as bike lanes, traffic calming, and transportation safety improvements. DOT staff conducted these outreach activities in English and Spanish.

West San José Neighborhood Associations

San José has a strong culture of neighborhood associations, and these association meetings make for great engagement opportunities. DOT staff worked with the WSJ MTIP area Councilmember Offices to connect with existing neighborhood associations and attend their meetings. In the summer of 2021 through winter 2022, DOT attended a variety of meetings with the Cadillac-Winchester Neighborhood Association, Winchester Orchard Neighborhood Association, Shasta Hanchett Park Neighborhood Association, Buena Vista Neighborhood Association, and the D1 Leadership Group.

Online Survey

In summer 2021, DOT staff launched an online survey to extend input opportunities to a larger swath of San José residents who live, work, or enjoy West San José. The online survey had two parts, a map exercise and multiple-choice questionnaire. The map portion allowed participants to drop markers on areas where they wanted to highlight a transportation issue. The second portion was made up of questions regarding how participants currently travel in West San José, what transportation obstacles they face, and what transportation obstacles exist for people who walk, bike, and take transit in West San José.

Community Outreach Phase Three

After developing a draft plan that presented plan goals, existing conditions, and proposed multimodal networks, DOT staff launched a third outreach phase. This phase was centered on getting community feedback on the proposed multimodal transportation networks and their corresponding toolboxes. Community Outreach Phase Three included an extended series of internal stakeholder outreach to gauge feasibility, identify implementation hurdles, and learn how best to collaborate across DOT, with VTA, and with neighboring cities.

WSJ MTIP Public Workshop #2

The second WSJ MTIP public workshop was held online in March 2022. The focus of this workshop was to make the public aware of the work that had been done to date on the WSJ MTIP plan and to share and gather feedback on the proposed multimodal transportation networks and their corresponding toolbox of features for each network.

Neighborhood Association Outreach

During phase three, DOT staff wanted to provide another round of outreach to West San José neighborhood associations. DOT staff had the opportunity to present twice during this phase to the Cadillac Winchester Neighborhood Association. DOT staff conducted a virtual walk audit and shared proposed multimodal transportation networks and their accompanying toolboxes. Attendees were able to give feedback on the proposed items, ask questions, share concerns, and suggest additional improvements that could be made. These presentations were done in Spanish and English. WSJ MTIP project updates were provided to City Council Offices and the D1 Leadership Council.

In June 2022, as a result of the WSJ MTIP Public Workshop #2, DOT staff attended a walk audit hosted by residents of the Moreland West Neighborhood Association. The walk audit assessed transportation issues that were happening on and around Saratoga Avenue, Prospect Avenue, and Hamilton Avenue.

Technical Stakeholder Outreach

Throughout the development of the WSJ MTIP, DOT staff ensured that technical stakeholders within the department, VTA, and the cities of Cupertino and Santa Clara were kept up to date and involved in the development of project, program, and policy recommendations. Individual meetings were held to share existing conditions, and WSJ updates and recommendations, and discuss implementation feasibility and strategies.

On June 6, 2022, DOT presented the WSJ MTIP to the Transportation & Environment Committee as an informational item and sought input.

This memorandum will be posted to the City's Council Agenda website for the December 6, 2022 City Council meeting.

COORDINATION

This memorandum was coordinated with the Planning, Building, and Code Enforcement Department, the City Attorney's Office, and the City Manager's Budget Office

COMMISSION RECOMMENDATION/INPUT

This item does not require input from a board or commission.

COST SUMMARY/IMPLICATIONS

The estimated build-out cost of all WSJ MTIP projects ranges from about \$2.7 million to \$207 million, depending on whether they are quick-build, mid-range, or long-range capital projects. This estimate assumes cost savings from quick-build projects being installed as independent projects aligned with the City's annual pavement maintenance program. The City's 2023-2027 Adopted Capital Improvement Plan does not include dedicated funding for the projects included in the WSJ MTIP. The City will leverage other projects and programs to fund WSJ MTIP projects, including Vision Zero, new development, and storm water and green infrastructure projects. Additionally, DOT will continue to pursue regional, state, and federal grant funding to help implement projects. The projects will be programmed in the Capital Improvement Plan as grant funding becomes available. New development within the five West San José Urban Villages should enable implementation of proximate WSJ MTIP transportation projects. Projects are planned to be implemented through the 2040 planning horizon of the WSJ MTIP.

CEQA

Determination of Consistency with the Final Environmental Impact Report and Supplemental Program Environmental Impact Report (Resolution No. 76041) and addenda thereto, File No. ER22-247.

/s/

JOHN RISTOW

Director of Transportation

For questions, please contact Ramses Madou, Division Manager of Planning, Policy, and Sustainability, at ramses.madou@sanjoseca.gov or (408) 975-3283.