



Memorandum

TO: TRANSPORTATION AND
ENVIRONMENT COMMITTEE

FROM: John Ristow

SUBJECT: MAJOR LOCAL TRANSPORTATION PLANNING REPORT **DATE:** Nov 17, 2021

Approved

Date

11/24/21

RECOMMENDATION

Accept a report on major local transportation planning efforts being implemented in San José, including an update on the multi-jurisdictional vision, planning, and transit project development along the Stevens Creek Corridor and on the Access and Mobility Plan.

BACKGROUND

San José has adopted ambitious transportation policy goals in the Envision San José 2040 General Plan and Climate Smart San José. These plans envision a sustainable and human-centered transportation system supporting a more equitable, environmentally sustainable, economically dynamic, dense, and transit-oriented city.

The transportation goals and policies of the General Plan aim to increase bicycle, pedestrian, and transit travel while reducing motor vehicle trips, increasing the City's share of travel by alternative transportation modes. The General Plan promotes San José as a "walking- and bicycling-first City" and calls for designing streets for people, not just cars, to support a diverse range of urban activities and functions.

Climate Smart San José (Climate Smart) builds on the General Plan's vision. It assessed the climate implications of building out the General Plan and found that the General Plan alone is not enough to meet the City's carbon commitments, let alone align with the decarbonization rates implied by the Paris Agreement. With 51% of San José greenhouse gas emissions coming from transportation according to the latest assessment, Climate Smart doubles down on the importance of a robust multi-modal transportation network to set the City on a path to meeting the Paris Agreement's emissions reduction goals.

The General Plan and Climate Smart call for change to the transportation system on a significant scale. The City is rising to the challenge of these ambitious goals through Citywide strategic plans such as the Access & Mobility Plan and detailed area and modal plans such as the Better

Bike Plan 2025. These plans clarify what must be done to reach the City's goals, meet people's needs, and focus transportation projects efforts once they are adopted.

This report gives a semi-annual update to the Transportation & Environment Committee (T&E) on the broad transportation planning program underway to implement the City's vision.

ANALYSIS

This section offers status updates on ongoing transportation planning efforts. This memorandum covers the range of current transportation planning efforts, organized as:

- A. Access & Mobility Plan
- B. Complete Streets Studies
- C. Emerging Mobility Team
- D. Multi-modal Transportation Improvement Plans (MTIPs)

Staff will present on the Downtown Transportation Plan and Emerging Mobility Action Plan during the committee meeting.

A. Access & Mobility Plan

The San José Access & Mobility Plan (A&MP) will lay out a set of strategies to bring the bold transportation goals of the General Plan and Climate Smart to life. Through community-based efforts, the A&MP is developing context-sensitive projects and policies that progress goals like increased walking, biking, and transit use, decreased auto dependence, increased safety, and making our streets designed around people, not cars. The A&MP will ultimately deliver the framework, strategies, proposed organizational changes, and analytic tools to focus the City's efforts on the most effective and efficient actions to meet adopted transportation goals.

The A&MP team, including four paid Community-Based Organization (CBOs)¹, has worked with the broader public, regional transportation professionals, and a multi-agency steering committee to:

- Define clear goals – making sure to express them in approachable ways; see Figure 1 for refined goals.
- Create Key Performance Indicators (KPIs) – making sure to embed equity in the basis of the KPIs.
- Identify strategies and policies – learning from our community, regional transportation professionals, and cities like San José across the country.
- Develop new big-data informed technical approaches to project identification and KPI tracking.

¹ Department of Transportation (DOT) planning efforts pay CBOs to respect their efforts and time when funding allows. This enables the CBOs' crucial on the ground perspective to become an integral part of planning efforts.

Access and Mobility Plan Goals

*Updated goal language following additional public feedback from T&E Committee

Goal		Description
Less Driving		Have more travel choices so trips can be made without driving
Access for All		Increase transportation education, affordability, options and use of driving alternatives, especially in historically underserved communities and for those with limited mobility
Enjoyable Transportation		Make getting around pleasant, easy, reliable and appealing
Transportation Safety		Maintain and make improvements to the bike, walk, and transit system to support Vision Zero, prioritizing the personal security of the most vulnerable populations first
Clean the Air		Reduce pollution from cars and trucks
20-Minute Neighborhoods		Create great places so it is easy for people with a range of abilities to run errands and get to schools and parks without a car
Connected Neighborhoods		Make it easy to get between neighborhoods and to major destinations by foot, bike, bus, rail, wheelchair, and other shared options
Moving the Economy		Provide access to diverse jobs by sustainable modes, support goods to market, and support job growth in San Jose.
Plan for the Future		Use the newest ideas to keep the transportation system modern, fair, well-maintained and effective.

Figure 1 Access and Mobility Plan Goals

The A&MP has also been leading an internal review of the culture, processes, and structure of DOT. This review focuses on how the department can best be shaped to deliver on the goals of the A&MP and projects needed to do so. The next steps for the A&MP are to work with the public and use the newly developed technical capabilities to evaluate and select the most promising transportation strategies and policies to meet the City's goals. Currently, staff is drafting the A&MP and scheduling the final round of outreach. This effort includes: working with Council offices to host a round of community meetings across the City, a Spanish language workshop sponsored by Latinos United for a New America (LUNA) and the American Cities Climate Challenge, a workshop with people with disabilities, multi-lingual social media discussions, and advertising. These efforts are generating the citywide dialogue needed to develop a community-driven proposal.

The A&MP and related policy efforts will come to the T&E Committee in March 2022 before going to City Council for final consideration. The Transit First Policy and an update to the City's Transportation Analysis policy for new development (Council Policy 5-1, VMT) are expected to be brought forward concurrently with the A&MP. Together these efforts offer a clear path to implementing the City's goals.

The A&MP's website: <https://www.sanjoseca.gov/your-government/departments-offices/transportation/planning-policies/san-jos-access-and-mobility-plan>.

B. Complete Streets Studies

In early 2017, the Santa Clara County Transportation Authority (VTA) began three corridor studies to implement Complete Streets elements along selected roadways in Santa Clara County. The three study corridors are Story – Keyes, Tasman, and Bascom. All three studies include significant areas in San José. This planning effort is a partnership between VTA and its member agencies to transform selected roadways into high-quality, multi-modal streets that prioritize bicycle, pedestrian, and transit travel while still serving motorists.

Staff at VTA and the City of San José are working to leverage these plans for grant funding. San José has secured Active Transportation Program (ATP) grant funding of \$12.9 million to design and construct the western portion of the Story-Keyes plan. Development of a grant proposal for portions of Story – Keyes, east of Third St is underway. VTA staff secured over \$7 million in Measure B funds to advance the environmental and design work of the Bascom plan and kicked off this work in May 2021. The Tasman Corridor Complete Streets Study, a joint project with VTA and the Cities of Sunnyvale, Santa Clara, San José, and Milpitas was adopted in September 2021 by the VTA board. More information about these studies can be found at

<https://www.vta.org/programs/complete-streets-program>.

Over the coming year, the City anticipates beginning work on three additional transportation corridors: Monterey Rd, King Rd, and Santa Clara St. Like the VTA-led studies, these will include transit and other complete street elements, and will be advanced as multi-agency partnerships with significant community input.

C. Emerging Mobility Team

DOT formed an Emerging Mobility Team to tackle the quickly changing transportation market, with a focus on the four elements of change in transportation: shared use business models, electrification, automation, and connected vehicles. The team is working on the following projects.

1. Emerging Mobility Action Plan

DOT is developing a first draft of the City's Emerging Mobility Action Plan before launching into its third and final round of community engagement. The plan will determine how and where emerging mobility could expand safe, affordable, reliable, and sustainable mobility options for all. DOT's definition of emerging mobility includes shared services (such as shared cars, bikes, e-scooters, pooled ride-hailing, and micro-transit), as well as electric and automated vehicles. To achieve the plan's objectives, DOT is centering the voices of the city's Black, Indigenous, and other people of color; low-income; and other disadvantaged communities in the plan's development. A nine-member equity task force comprising community leaders and CBOs is helping to drive the planning process and community engagement around it. The final plan will be scheduled for Council consideration in early 2022. More information about the project is available here:

<https://www.movesanjose.org/efforts/emerging-mobility-action-plan/>

2. Autonomous Vehicle Community Engagement

San José was one of four US cities selected to participate in the Knight Foundation's five-year, \$5 million autonomous vehicles (AV) initiative, which seeks to "bring residents to the center" of the discussion around this new technology. The second year of this effort has been focused on piloting semi-autonomous delivery robots. Through a partnership with the robot delivery company Kiwibot, the City is examining how these devices function on our sidewalks and how community members and local businesses feel about their utility and presence. The pilot plans various use cases, including restaurant delivery, pick-up and delivery for a food pantry, and demonstrations and delivery from an urban farm. Using observations, surveys, in-person interviews, and data collected by restaurants and the robots themselves, this work will allow us to develop regulations for delivery robot technology that best meet the needs of businesses and residents of San José.

3. Electric Mobility Roadmap & Accelerating Electric Vehicle (EV) Adoption

In January 2020, the City Council accepted San José's Electric Mobility Roadmap, a strategy to inform acceleration to electric mobility. To implement the roadmap, staff is undertaking efforts aimed at consumers, dealerships, charging infrastructure, and freight.

- Drive Electric: In 2020, the City piloted a program with San José auto dealers where the dealers offered limited-time discounts on EVs. Unfortunately, the program launched just as COVID-19 shut down the Country. DOT had planned to offer the program again this winter, but a global shortage of microchips and hence new cars necessitated suspending the program.
- Dealership Electric Vehicle Training: This program educates sales staff about EVs, including the many state and federal grant and incentive programs available to help people purchase EVs. This year the program expanded to include used auto dealers, including informing dealers about the benefits of adding EVs to their sales floor.
- Drive Forward Financial Empowerment: With support from the ACCC, last year the City collaborated with Peninsula Family Service to offer financial empowerment workshops for low-to-moderate-income households interested in learning more about electric vehicles, available financing options, credit-building resources, and EV grants and incentives. With no funding to continue the program itself, DOT found another route. GRID Alternatives, a non-profit clean energy organization, agreed to fund and operate the program in 2022 with a grant it had secured from PG&E. At the City's request, GRID Alternatives is working with Peninsula Family Service and two CBOs (ICAN and META Co-op) to develop and deliver a culturally relevant EV education program to local communities. GRID Alternatives, the City, and the program partners will evaluate the program when it concludes and determine next steps.
- Policy for Permitting Privately-Owned and Operated EV Chargers on City Property: DOT is developing a proposal for streamlining the process and establishing a set of guidelines for companies interested in installing, owning, and operating their EV-chargers on City property or rights-of-way. DOT is collaborating with several other departments on the development of this policy.

- City EV Charger Management and Funding:
 - *Shift to New Business Electric Vehicle (BEV) Utility Rate:* To lower the costs to maintain and operate the City's more than 60 public charging stations, DOT is shifting all of its downtown chargers to PG&E's new BEV rate.
 - *Low Carbon Fuel Standard (LCFS):* Through the LCFS, part of California's Cap-and-Trade program, the City began reporting and monetizing credits from its EV charging stations by Fall 2021. California Air Resources Board guidelines ensure that the revenues only be used on electric vehicle infrastructure and program-based projects. The City will seek a broker to help obtain credit revenues beginning Winter 2022.
- Urban Freight Delivering Zero Emissions Communities (DZEC): San José was one of three US cities selected by the ACCC to participate in a one-year accelerator program focused on electrifying freight for the purpose of reducing freight emissions in the City. The grant is supporting the work of the city-wide zero emissions resolution that was approved by the City Council on November 8, 2021. Throughout the remainder of the year, the program will include the following elements: an equity task force to work directly with the community around the issue of freight emissions, an urban freight working group comprised of private companies in the freight space, a data analysis and strategy piece, and plans for incorporating freight into a zero emissions neighborhood pilot.

D. Multi-modal Transportation Improvement Plans (MTIPs) and Policies

The City creates MTIPs following or in parallel to Urban Village plans when they are called for to develop proposed transportation improvements. In consultation with the community, the plans identify and prioritize transportation network designs, projects, and programs that improve safety, equity, access, and the environment. MTIPs design corridors and intersections to make walking, biking, and transit more desirable.

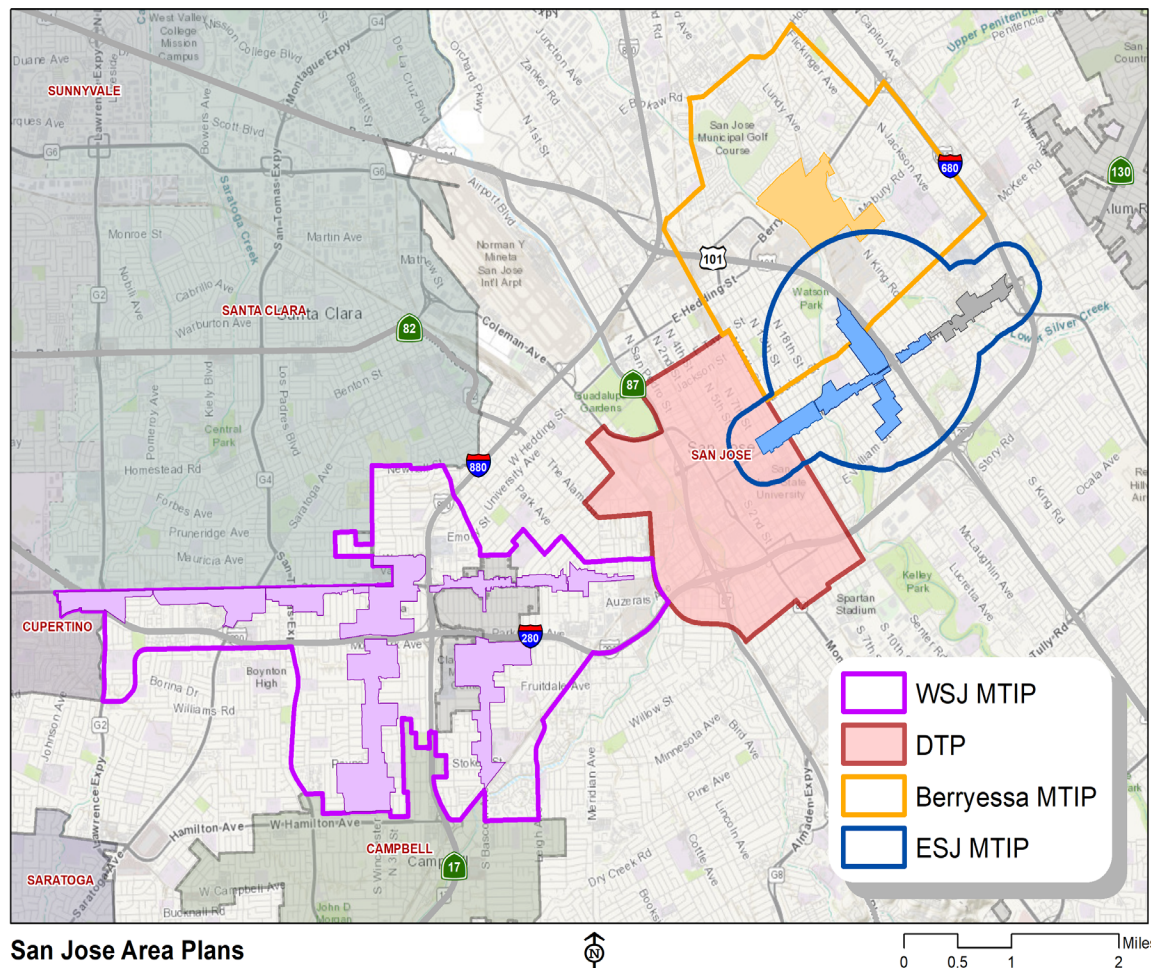


Figure 2 San José MTIPs

1. *En Movimiento: A Transportation Plan for East San José*

En Movimiento is a community-based transportation plan that builds from and advances past planning efforts to identify and prioritize transportation projects that align with City and community vision, values, and goals. City Council unanimously approved the plan on February 2, 2021. The plan includes nine community transportation goals, a prioritized list of 29 improvement projects with conceptual designs, financing and implementation strategies, and the establishment of a Community Advisory Group.

In 2020 and 2021, the City began implementing En Movimiento's quick-build street projects via the City's annual pavement maintenance program. These include frontage bike lanes on 10th and 11th Sts, and bicycle and pedestrian improvements on San Antonio St and East St. John St. These quick-build projects are semi-permanent improvements that can be designed and constructed rapidly using cost-efficient and readily available materials. Permanent improvements that support the long-term plan per En Movimiento will be pursued when funding opportunities are available.

The City has pursued the following opportunities to fund improvements identified in En Movimiento:

- Awarded \$1,325,000 by the Metropolitan Transportation Commission Quick-Strike Program for the construction of eight En Movimiento bike boulevard projects;
- Awarded VTA 2016 Measure B funds to conduct a feasibility study for a new bike/pedestrian bridge across Coyote Creek between St. John St and Roosevelt Park;
- Awarded a Caltrans FY2021-22 Sustainable Transportation Planning Grant to conduct a complete street improvement plan for King Rd;
- Pursuing federal earmark funding for constructing pedestrian safety and transit improvements on Alum Rock Ave between 34th St and Alexander Ave; and
- Other funding for additional planning work for two En Movimiento projects.

In addition, the City will kick off subsequent planning and design work on public service lanes on Santa Clara St. In 2022, the City will leverage its Pavement Maintenance program to complete bike, transit, and pedestrian improvements on McLaughlin Ave from William St to McLaughlin Ct.

Information on En Movimiento is available at <https://www.sanjoseca.gov/your-government/departments-offices/transportation/planning-policies/east-san-jos-mtip>

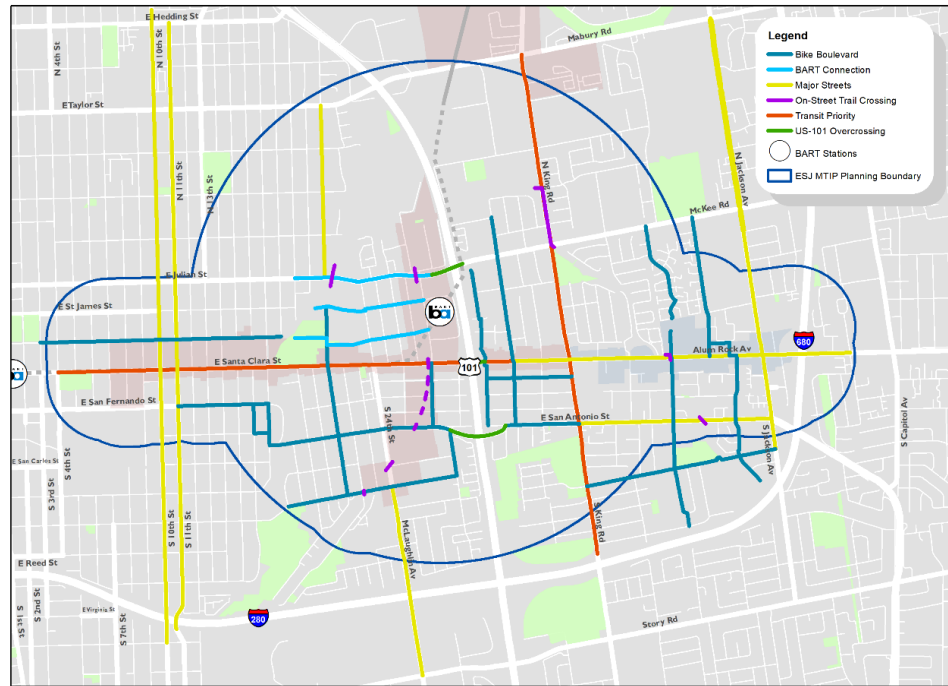


Figure 3 En Movimiento study area and network plan

2. **Berryessa MTIP**

The Berryessa MTIP is a companion transportation plan to the Berryessa BART Urban Village Plan. This plan: (1) identifies and prioritizes transportation projects that align with community and city goals; and (2) includes conceptual designs and implementation strategies for the highest priority projects.

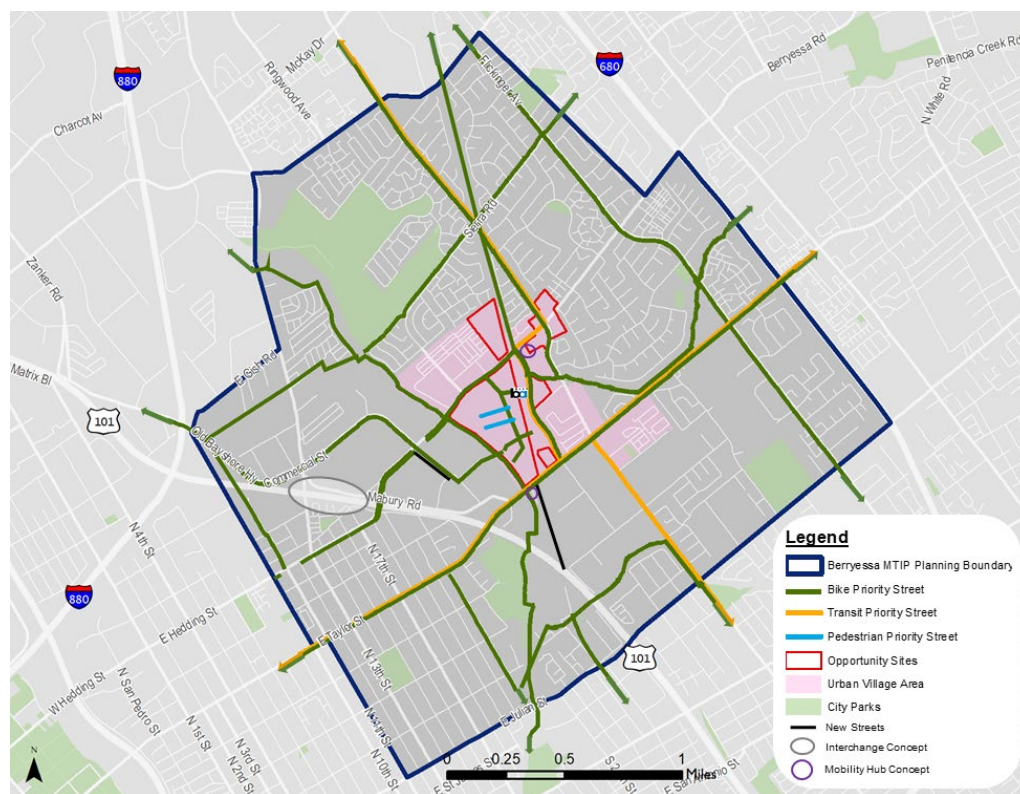


Figure 4 Berryessa MTIP Area and draft network plan

The Berryessa MTIP uses advanced modeling techniques to inform a preferred transportation network. It establishes evaluative criteria and a prioritization method for projects, programmatic measures, and policies in the Study Area. The plan identifies more than 20 transportation improvement projects to support the existing demand and future growth in and near the Berryessa BART Urban Village, including the US-101/Mabury Rd-Berryessa Rd-Oakland Rd corridor improvement project. Transportation demand management programs such as free transit passes, parking pricing, and a transportation management association are also part of the plan.

The Berryessa MTIP will identify additional projects and programs to support the broader study area. These projects and programs group into the following categories: transit priority; bicycle priority; pedestrian priority; traffic calming and safety; trail connections; street extensions; curbside management; mobility hubs; and transportation demand management. The Berryessa MTIP project team will rank these projects and programs and develop conceptual designs and implementation strategies for the highest priority projects. Public input will be collected in 2022 via an online survey, community meetings, and focused outreach to community organizations. The Berryessa MTIP is expected to be complete by the end of 2022.

3. West San José MTIP and Stevens Creek Corridor Joint Planning

The West San José Multimodal Transportation Improvement Plan (WSJ MTIP) is a companion transportation plan to five Urban Village Plans in West San José. It advances the goals and objectives of San José's General Plan and the Urban Village Plans within its boundary by establishing a prioritized list of transportation projects and programs.

The WSJ MTIP brings together existing transportation planning and programming efforts and identifies top-priority transportation projects and programs. Like all MTIPs, it establishes evaluative criteria and a prioritization method to evaluate and rank projects and programs. The plan details proposed projects, including cost estimates for the highest priority projects and implementation strategies.

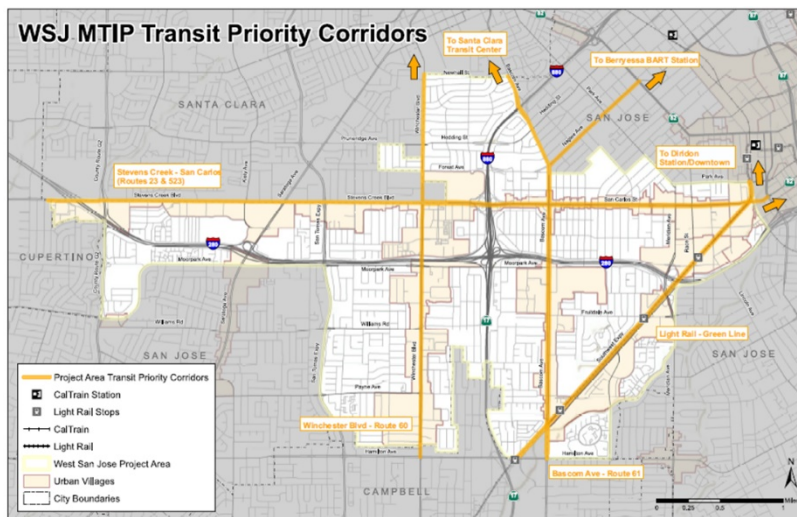


Figure 5 West San José MTIP study area and Draft Transit

The WSJ MTIP team is currently engaging with the public and using advanced modeling techniques to identify projects and programs and develop a preferred transportation network. The WSJ MTIP will align with the forthcoming Stevens Creek Corridor Vision Study, a multi-jurisdictional, joint-planning effort to create a shared vision for the corridor. The Vision Study boundary extends from Diridon Station to De Anza College in Cupertino. Staff anticipates The WSJ MTIP will go to Council for consideration in Summer 2022.

Information on the WSJ MTIP is available at <https://www.sanjoseca.gov/your-government/departments-offices/transportation/projects-planning/west-san-jos-mtip>

4. Downtown Transportation Plan

San José's Downtown Transportation Plan (DTP) is a community-based, long-range plan for transportation in Downtown San José. The DTP defines priorities, street typologies, and projects designed to improve getting around, whether by foot, bike, scooter, transit, or car (travel modes); improve transportation equity and access to places for everyone; improve the comfort and attractiveness of streets, public plazas, paseos, and parks; and support and complement the identity of Downtown.

Council adopted San José’s Transportation Analysis Policy (Council Policy 5-1) in 2018 to shift from level of service to vehicle-miles traveled for evaluating transportation impacts of development and transportation projects under the California Environmental Quality Act (CEQA). The Transportation Analysis Policy Update effort evaluates how effective the policy has been in advancing Climate Smart and General Plan land use and transportation goals during the last three years of implementation. City staff will then recommend modifications to the policy for Council consideration as they relate to CEQA thresholds, screening criteria, and transportation analysis requirements. As the City is also exploring updates to the citywide parking and transportation demand management (TDM) policies for new developments (see Section D.6 below), staff is working to streamline development review processes.

The Transportation Analysis Policy Update effort started in January 2021. Over the past six months, staff assessed development trend data, interviewed City departments on the policy's strengths and weaknesses, and identified potential changes to the policy. Staff will conduct community outreach in Winter 2022 and bring the proposed policy update to Council for consideration in Spring 2022, in coordination with updates to the citywide Parking and TDM ordinance.

6. Update to Citywide Parking and Transportation Demand Management Ordinance

The City is reevaluating its parking and TDM policies for new developments to advance its Climate Smart and General Plan transportation and land use goals. Currently, parking and TDM standards are not supporting community goals which include providing more affordable housing and transportation, improving transportation options, reducing greenhouse gas emissions, and promoting more walkable neighborhoods. Through the Bloomberg Philanthropies' ACCC, the City partnered with Urban Land Institute (ULI) and Nelson Nygaard to comprehensively evaluate and update its parking and TDM requirements for new developments. To date, the City has partnered with SPUR, Greenbelt Alliance, and Veggielution to host five virtual forums, ten focused outreach sessions with community organizations, three public events, and two developers' roundtables, engaging with more than 800 participants to date. In Summer 2021, staff and its partners conducted a community event at the Veggielution Community Farm and a City Council Study Session. Staff will conduct the last round of public outreach in Winter 2022 and will bring the proposed ordinance to City Council for consideration in Spring 2022.

Information on the Update to the Citywide Parking and TDM Ordinance is available at <https://www.sanjoseca.gov/your-government/departments-offices/planning-building-code-enforcement/planning-division/citywide-planning/parking-policy-evaluation>

/s/

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