T&E AGENDA: 06/03/19
ITEM: c(1)

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Memorandum

TO: TRANSPORTATION AND ENVIRONMENT COMMITTEE

FROM: John Ristow

SUBJECT: SAN JOSÉ ACCESS AND MOBILITY PLAN UPDATE

DATE: May 15, 2019

Approved

Date 5-22-19

RECOMMENDATION

Accept the San José Access and Mobility Plan Update.

BACKGROUND

San José is the tenth largest City in the United States, the third largest in California, and an economic, cultural, and political center of Silicon Valley. The City will see significant transportation system investments over the next decade, including long-planned regional scale projects, Bay Area Rapid Transit (BART), Caltrain electrification, potentially high-speed rail, the transformation of Diridon Station, and significant investments at the Mineta San José International Airport. Through these investments, San José is positioned to become one of the most accessible cities in the western United States.

However, San José is yet to fully realize its potential, especially in its urban areas. San José can be more equitable, economically robust, sustainable, healthy, and vibrant. After decades of auto-centric decisions intended to make San José easy to get around by car, the City's walking, biking, and transit networks need to be upgraded. The San José Envision 2040 General Plan calls for a change from the auto-dominated recent past to create more people-focused great places.

San José has not always been an auto-centric city. The early City, now the Downtown, and its surrounding neighborhoods were laid out with small, walkable grid blocks. San José, along with the rest of the Santa Clara Valley, had an extensive street car system. History San José describes it so: "San Jose and Peninsular Railroads ran on 126 miles of track from Palo Alto to Monte Vista near Cupertino, to Alum Rock Park in San Jose and to Los Gatos and Santa Clara, linking the towns of Los Gatos, Saratoga and Campbell to San Jose. Interurban lines crossed the Southern Pacific line in Los Gatos. Passengers could transfer lines and continue their trip to San Francisco or other destinations of the Southern Pacific line. Special service trolleys were called flyers. Customers could board trolleys in Saratoga and arrive in San Jose in 30 minutes."

Recognizing the downsides of auto-centric development and the opportunities associated with people-centered design, the Envision San José 2040 General Plan charts a new course with ambitious, sustainable, and equitable transportation planning goals. These goals include a 50% reduction of single commute occupancy trips and a 40% reduction in vehicle miles traveled (VMT) by 2040.

ANALYSIS

San José's leaders have set ambitious transportation policy goals that envision a sustainable and human-centered transportation system. The City needs an implementation plan to facilitate San Jose's transition to this envisioned future: the San José Access & Mobility Plan (Plan). The policy goals of Envision San José 2040 require significant changes to the transportation system, changes that will support economic growth, protect the environment, and improve the lives of the City's citizens and employees. Climate Smart San José, the City's recently adopted environmental sustainability action plan, doubles down on the importance of changes to the transportation system to achieve the adopted alignment with the Paris Agreement climate goals. For the City to implement the ambitious goals of the General Plan and Climate Smart San José, it needs an implementation strategy that makes clear the scale of actions needed to meet these goals, bring leadership along, and to focus its capital projects, policy work, programming, grant applications, and staff resources on the most effective, efficient, and change-enabling efforts.

The Access & Mobility Plan will develop the decision-support system for Citywide implementation of its ambitious transportation goals. The Plan will ultimately deliver the framework, strategies, decision-making processes, analytics, and communications tools that will focus the City's efforts on the most effective and efficient actions, some of which may need to inspire major culture shifts around transportation to meet the City's ambitious goals. The Plan will create a flexible framework that operationalizes our goals into implementation strategies that can be adjusted as conditions change and as new data becomes available. The Plan will develop a set of strategies that are our initial hypotheses for how we achieve our goals, along with methods for testing our hypotheses and adjusting our framework and strategies accordingly to better meet our goals.

The Plan is being developed in a three-phase process as highlighted in the following chart that will ultimately shape how the Department of Transportation (DOT) is structured, the workflow it uses to prioritize projects, and what projects it takes on. Staff has completed Phase 1 under the direction of a cross-departmental and cross-institutional steering committee. In this phase, staff brought together the wide-ranging City transportation policy goals into a set of Transportation Directives, including a set of draft Key Performance Indicators (KPIs) that will drive the development of strategies and analytics in Phases 2 and 3. The Transportation Directives and KPIs document can be found on the Plan's website: http://www.sanjoseca.gov/index.aspx?NID=6308. Staff also developed an RFP for consultant services to deliver Phases 2 and 3.

EVALUATION AND FOLLOW-UP

DOT staff will continue implementation of its work plan and release the RFP for Phases 2 and 3 in mid-May. DOT will report to the Transportation & Environment Committee periodically on the development of the Plan.

COORDINATION

This memorandum has been coordinated with the City Attorney's Office.

/s/

JOHN RISTOW
Director of Transportation

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