



Memorandum

TO: TRANSPORTATION AND ENVIRONMENT COMMITTEE
FROM: John Ristow
SUBJECT: TRANSPORTATION PLANNING UPDATE
DATE: September 18, 2019

Approved

Date

9-25-19

RECOMMENDATION

Accept the status report on Transportation Planning efforts.

BACKGROUND

San José has adopted ambitious transportation policy goals in the Envision San Jose 2040 General Plan and Climate Smart San José. These plans envision a sustainable and human-centered transportation system supporting a more equitable, environmentally sustainable, dynamic, dense, and transit-oriented city. San José's policy goals rely heavily on a significant change to the transportation networks in the city and region. The goals rely on the interconnection of land use and a robust multi-modal transportation network to enact a vision of smart and focused growth. The General Plan focuses the City's growth *into areas of San José that will enable the achievement of City goals for economic growth, fiscal sustainability, and environmental stewardship and support the development of new, attractive urban neighborhoods*. Urban Village areas, which make up most of the focused growth areas in the City, provide active, walkable, bicycle-friendly, transit-oriented, mixed-use urban settings for new housing and job growth attractive to an innovative workforce and consistent with the General Plan's environmental goals.

The transportation goals in the General Plan aim to *establish circulation policies that increase bicycle, pedestrian, and transit travel, while reducing motor vehicle trips, to increase the City's share of travel by alternative transportation modes and to promote San José as a walking- and bicycling-first city*. The General Plan 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 and furthers the General Plan's vision. It assesses the climate implications of building out the General Plan and finds that *the General Plan alone is not enough to meet the [City's or] State's carbon commitments, let alone align*

with the decarbonization rates implied by the Paris Agreement. With 63% of San José emissions coming from transportation, Climate Smart doubles down on the importance of focused land use growth and 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. These changes will support economic growth, social equity, protect the environment, and improve the lives of the City's residents and employees. For the City to implement these ambitious goals, a strategic implementation plan, the Access & Mobility Plan, along with detailed area and modal plans are needed. These plans clarify what must be done to reach the City's goals, meet people's needs, and focus implementation efforts once they are adopted.

This report represents the first Transportation Planning Update on a broad transportation planning program to implement the City's vision. The Department of Transportation (DOT) plans to report to the Transportation & Environment Committee on a bi-annual basis on the development of these plans

ANALYSIS

Access & Mobility Plan

The Access & Mobility Plan is a citywide strategic implementation plan for the City's ambitious transportation goals. The Plan will ultimately deliver the framework, strategies, organizational changes, and analytic tools to focus the City's efforts on the most effective and efficient actions to meet adopted goals. The Plan will create a flexible framework that operationalizes the City's goals and equity considerations into implementation strategies that can be adjusted as conditions change and as new data becomes available.

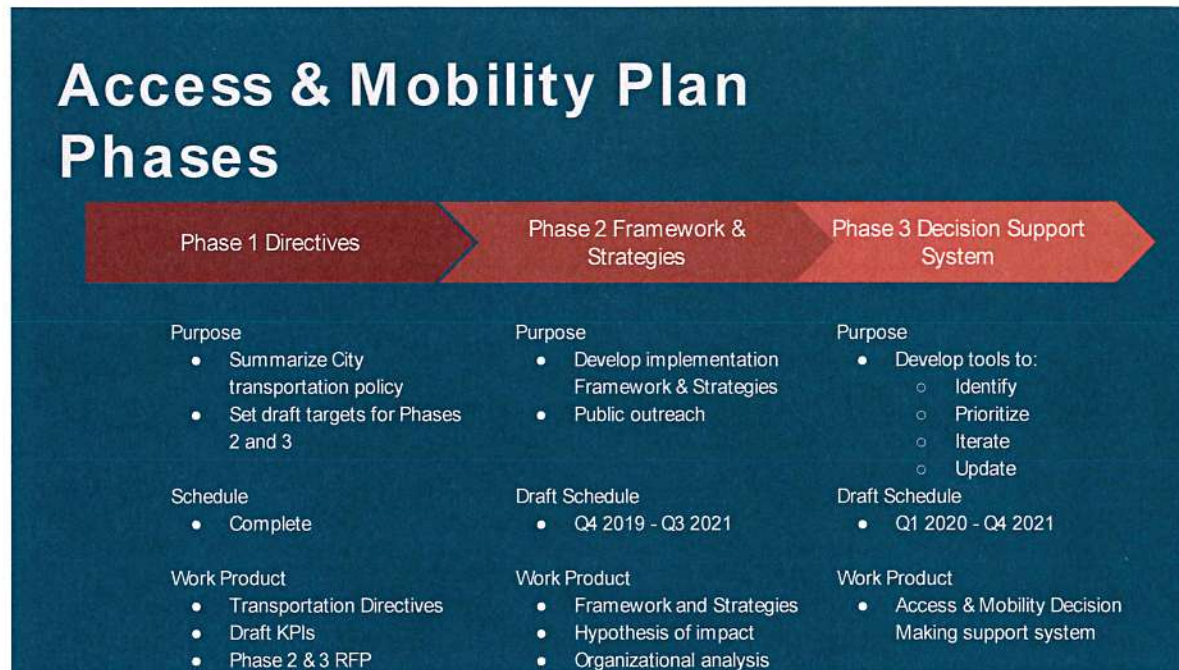


Figure 1 Access & Mobility Plan Phases

The Plan is being developed in three phases, as illustrated in Figure 1, that will ultimately shape how DOT is structured, the workflow it uses to prioritize projects, and what projects are recommended to be included in the five-year Capital Improvement Program. 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. Staff is currently reviewing proposals from consultants for services to deliver 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>.

Better Bike Plan 2025

Better Bike Plan 2025 is an effort occurring through Spring 2020 to create a new citywide bike plan. The plan will seek to increase rates of bicycling by making it safer and more convenient to ride a bike in San Jose. It will emphasize advancing equity using innovative outreach and engagement tools that meet people where they are in their communities to understand their needs. The plan will recommend a citywide network of bicycle facilities that accommodates bicyclists of all ages and abilities, as well as programs and policies to advance plan objectives. Better Bike Plan 2025 will support the following existing official city goals: (1) achieve 15% of trips by bike by 2040 (Envision San Jose 2040 General Plan); (2) eliminate roadway fatalities and serious injuries (Vision Zero San Jose); and (3) reduce carbon emissions from transportation (Climate Smart San Jose).

Staff and consultants have completed significant work on this plan. To date, an extensive existing conditions evaluation and presentations or tabling at 30 local neighborhood and community events have been completed. Importantly, a draft Bikeway Network and Facility Recommendations report has also been created. The proposed draft network envisions a 566-mile system of bikeways including an initial recommendation of 400 miles of protected bike lanes and over 100 miles of off-street trails. Tasks that remain to be completed include Policy Recommendations and Support Program Recommendations. A second round of outreach, beginning November 2019, will seek community input on the final draft plan. The final draft is expected to be presented to City Council for review and approval in spring 2020. Information regarding Bike Plan 2025 can be found at www.bikesanjose.com

Emerging Mobility Team

DOT has formed an Emerging Mobility Team to tackle the quickly changing transportation market. The group is focused on the four major elements of change in transportation: electrification, automation, shared use business models, and connected services. The group has the following planning projects funded.

1. Emerging Mobility Action Plan

Earlier this year, Caltrans awarded the City a \$602,000 grant through its Sustainable Communities Grant program to support the City's development of a five-year emerging mobility action plan. Emerging mobility is defined as shared services (such as shared cars, bikes and e-scooters; pooled ride-hailing, and micro-transit), electric vehicles, and automated vehicles. The plan will include extensive community engagement, particularly in the City's lower income communities and communities of color; analyze emerging mobility trends and potential economic impacts of emerging mobility; and identify policies, programs, pilots and procedures that address community needs while advancing transportation and environmental goals, as well as equity concerns.

2. Autonomous Vehicle Community Engagement

San Jose was one of four U.S. cities selected to participate in the Knight Foundation's five-year, \$5 million autonomous vehicle (AV) initiative, which seeks to "bring residents to the center" of the discussion around this new technology. Through the City's AV pilot program, San Jose is seeking to understand and influence the development, testing, and deployment of AVs to maximize the potential of this emerging technology to increase safety, mobility, sustainability, and the livability of our community. With the Knight Foundation grant, the City is partnering with IDEO CoLab, a design collaborative, to identify more effective ways to engage a broader cross-section of the community in critical civic conversations. In this case, the topic is mobility, and specifically AVs. The City is interested in better understanding the mobility challenges residents face and how and where AVs might address those needs. The input gathered from residents will help shape the City's future AV pilot projects as well as inform the City's understanding of how it can most effectively influence the deployment of AVs to maximize the public good.

3. American Cities Climate Challenge

San Jose is one of 25 US cities chosen to participate in Bloomberg Philanthropies' American Cities Climate Challenge. The award provides the City with resources and technical support to help accelerate the City's efforts to achieve its ambitious climate goals, as articulated in Climate Smart San Jose. DOT, along with other departments, is focusing on a subset of Climate Smart's actions during the two-year accelerator program, several of which address emerging mobility. Included are: expanding the number of shared bikes and e-scooters in the city, developing an auto dealer electric vehicle (EV) education and incentive program, and adopting an EV reach code.

4. Electric Mobility Roadmap

With help from the Shared-Use Mobility Center and American Cities Climate Challenge, the City is developing and implementing a preliminary (two-year) Electric Mobility Roadmap that will be presented to the Transportation and Environment Committee at its October 7, 2019 meeting. The draft Electric Mobility Roadmap analyzes the current distribution of EVs and EV chargers and identifies where additional chargers could expand opportunities for EV ownership and shared mobility services. The roadmap also summarizes actions the City is currently taking and identifies others it could pursue to accelerate the electrification of transportation.

Multimodal Transportation Improvement Plans (MTIPs)

MTIPs are area transportation implementation plans developed through deep community engagement. MTIPs are generally created following or in parallel to Urban Village plans. 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.

1. En Movimiento: A Transportation Plan for East San Jose

En Movimiento is an on-going effort to develop a community-based transportation plan that builds from and advances past planning efforts including the Strong Neighborhood Initiative plans, Urban Village plans and planning conducted around the BART Phase II project. This prior planning efforts had high levels of engagement from the community. This plan will (1) identify and prioritize transportation projects that align with community and city goals; and (2) produce conceptual designs and develop implementation strategies for the highest priority projects.

The En Movimiento study area includes the mix of single family, retail, and growing commercial neighborhoods within a quarter mile of the five adopted East San Jose Urban Villages and the Alum Rock Avenue Rezoning area, as well as the area within a one-mile radius of the future 28th Street/Little Portugal BART station. The City of San José has worked with community members to create plans for each of these Urban Villages that identify much-needed multimodal transportation improvements. En Movimiento aims to advance these concepts into implementable designs that consider the full network of connections to and within these communities.

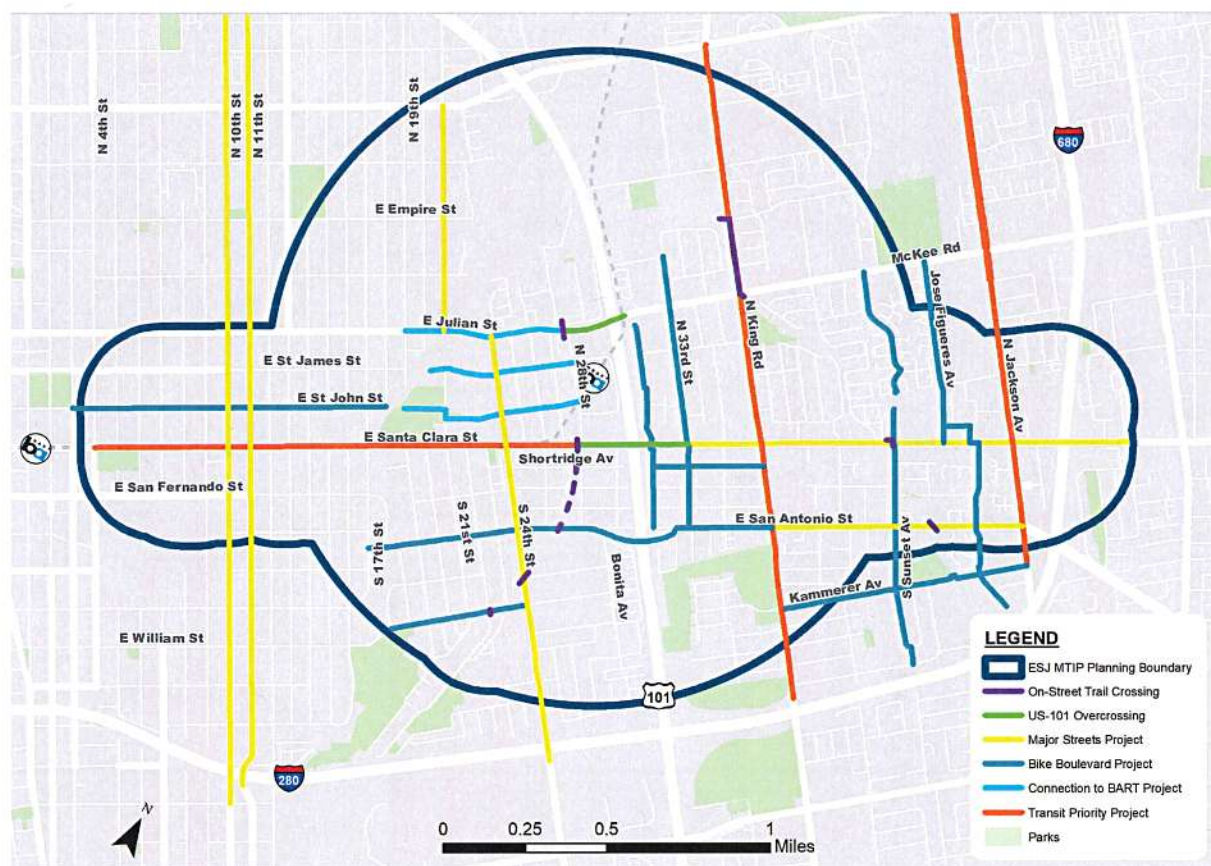


Figure 2 En Movimiento study area and draft network plan

En Movimiento has twenty-six project corridors grouped into the following six categories: (1) Transit Priority Projects; (2) Major Streets Projects; (3) US-101 Overcrossings; (4) Connection to BART; (5) On-street Trail Crossings; and (6) Bike Boulevards. The highest priority projects currently include: East Santa Clara/Alum Rock Transit Priority, Alum Rock Major Streets, King Road Transit Priority, and the East Santa Clara US-101 Overcrossing. The project team will present preliminary conceptual designs at public workshops in October; the plan is expected to be completed in spring 2020. Information on En Movimiento is available at <http://www.sanjoseca.gov/index.aspx?NID=6311>.

2. Berryessa MTIP

The Berryessa MTIP is a companion transportation plan to the Berryessa BART Urban Village Plan. This effort incorporates a robust transportation modeling framework into circulation planning for urbanizing areas.

The Berryessa MTIP Study Area is generally bounded by Hostetter Road and Murphy Avenue to the north, Flickinger Avenue and I-680 to the east, McKee Road and East Julian Street to the south, and Oakland Road and North 10th Street to the west. It comprises approximately 5.25 square miles. Existing land uses in the Study Area include mixed industrial uses (light, heavy, and industrial park), planned development areas, a variety of residential designations (single and multi-family), and commercial office. The Berryessa BART Station is located at the heart of the Study Area, between Berryessa Road to the north, Maybury Road to the south, the unopened Berryessa Station Way to the east, and the San José Flea Market to the west. Freeway interchanges along I-680 and US-101 play key roles in the movement of traffic in within the Study Area and greater San José.

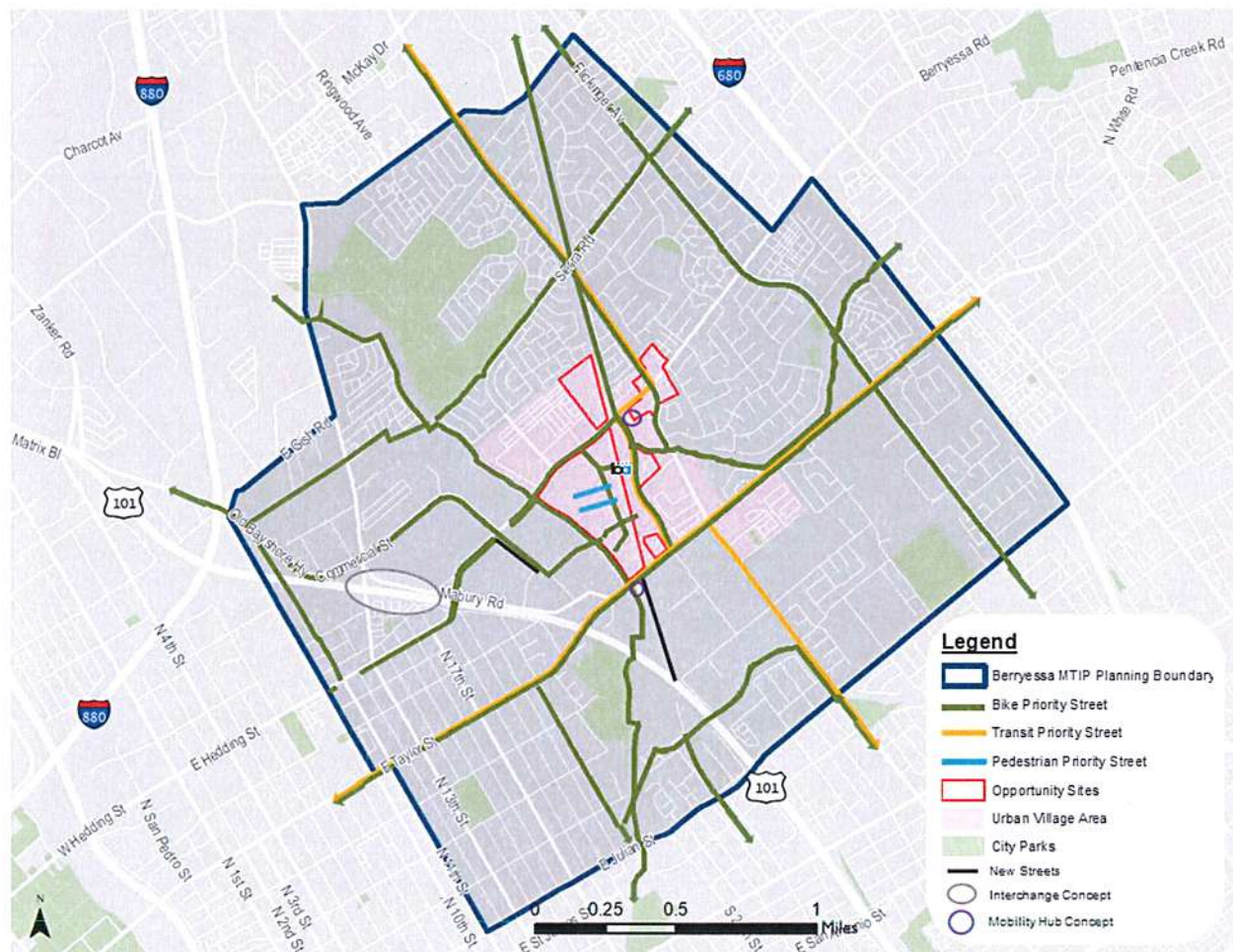


Figure 3 Berryessa MTIP Area and draft network plan

Prior to identifying individual transportation improvements, the Berryessa MTIP will use advanced modeling techniques to inform a preferred transportation network. Analysis of the network concepts will establish preferred locations for the US 101 interchange, the Five Wounds Trail connection, the primary east-west bike and transit routes, and mobility hubs.

The Berryessa MTIP Study will be completed, along with the Berryessa Urban Village plan, in Spring of 2020.

3. *West San José MTIP*

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

The WSJ MTIP boundary encompasses about seven square miles, extending east to west from approximately Montgomery Street to Lawrence Expressway, and north to south from approximately Newhall Street to Hamilton Avenue. The WSJ MTIP is located entirely within San José and borders the cities of Santa Clara to the north, Campbell to the south, and Cupertino to the west. Additionally, there are several pockets of unincorporated Santa Clara County parcels within the WSJ MTIP boundary. The areas within the MTIP include the Valley Fair and Santa Row shopping centers, primary retail corridors on Bascom, Winchester, and Stevens Creek, as well as traditional single-family home and multifamily housing neighborhoods.

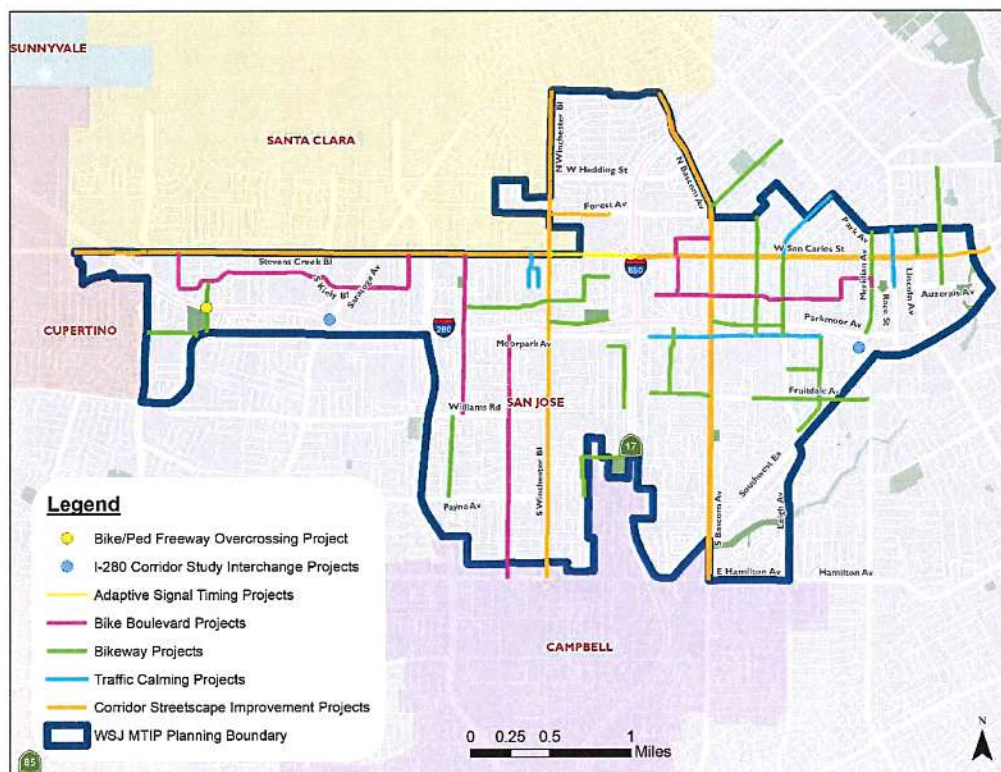


Figure 4 West San Jose MTIP study area and draft network plan

The WSJ MTIP provides an overview of transportation planning and programming documents and how MTIPs bridge the gap to facilitate implementation of top-priority transportation projects and programs. The WSJ MTIP also establishes local evaluative criteria and a prioritization method to evaluate and rank the projects and programs included in this MTIP. The local criteria were derived from the goals and objectives of the five WSJ Urban Village Plans. The prioritization methodology ranks projects and programs based on local and citywide benefits and expected costs. The WSJ MTIP document details the proposed projects including cost estimates. Subsequent chapters detail implementation strategies and descriptions of various funding mechanisms.

The WSJ MTIP currently has 36 project corridors grouped into the following seven categories: (1) Corridor Streetscape Improvements; (2) Adaptive Signal Infrastructure (3) Bike Projects; (4) Bike Boulevard Projects; (5) Traffic Calming; (6) Freeway Overcrossings; and (7) 280 Corridor Projects.

The WSJ MTIP is expected to be complete by Fall 2020.

4. Downtown Transportation Plan

The Downtown Transportation Plan (DTP) is a community-based planning effort to develop a visionary transportation plan that provides clear, well-vetted direction for implementation of a world-class multimodal transportation system in Downtown San José. Improving access, circulation, navigability, streetscapes, and public life in Downtown is at the core of this effort. The DTP will deliver a cohesive long-term plan for a multimodal transportation network with enough capacity to meet future demand from all modes.

The DTP study area covers the Downtown Priority Development Area; extending to Taylor Street and Coleman Ave in the north, 11th St in the East, Willow – Keyes in the South, and Stockton Ave, The Alameda and Caltrain tracks in the west.



Figure 5 Downtown Priority Development Area

September 18, 2019

Subject: Transportation Planning Update

Page 10

The DTP will start by identifying parallel efforts, documenting existing conditions, and conducting background research. Staff will work with City Council offices, stakeholders, and the community to develop a deeply effective engagement strategy. This plan will be developed with broad and equitable community engagement to establish shared understandings of options and their tradeoffs. In the first phase of work, the community and City will co-create the vision and key parameters for the work to follow. The following phases will use world class modeling, analysis, and human centered design to deliver a plan that meets the developed vision.

The DTP planning effort is starting in the Fall of 2019. The process will take approximately 18-24 months. with completion expected in mid to late 2021. More information on the DPT is available at www.dtsjtransportation.com.

COORDINATION

This memo has been coordinated with the City Attorney's Office and the City Manager's Budget Office.

/s/

JOHN RISTOW

Director of Transportation

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