



Memorandum

TO: TRANSPORTATION AND
ENVIRONMENT COMMITTEE

FROM: John Ristow

**SUBJECT: ACCESS AND MOBILITY PLAN
UPDATE**

DATE: November 13, 2019

Approved

Date

11-22-19

RECOMMENDATION

Accept the report and solicit input on the Access and Mobility Plan, which is designed to realize Envision 2040 General Plan and other adopted policy goals.

BACKGROUND

San José's leaders have set ambitious transportation policy goals in the Envision San José 2040 General Plan and Climate Smart San José. These goals envision a sustainable and human-centered transportation system that supports a more equitable, environmentally sustainable, dynamic, dense, and transit-oriented city. The City needs an implementation plan to facilitate San José's transition to this envisioned future: The San José Access & Mobility Plan.

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, 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, supportive of physical health, 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 have suffered. We need a change from the auto-dominated recent past to create more great people-focused places.

San José has not always been an auto-centric city. The City, founded in 1777, only a year after the US became a nation, has old world bones. 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 Jose 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, called flyers, allowed customers to board in Saratoga and arrive in San Jose in thirty 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 occupancy trips and a 40% reduction in vehicle-miles-traveled by 2040. Climate Smart San José deepened the commitment of the City to transformative action for the transportation system. Climate Smart San José set deeper reduction goals of 73% reduction in single occupancy trips and 57% in vehicle-miles-traveled. The San José Access & Mobility Plan is the strategic implementation plan to reach these goals.

Project Background

In November 2018, the Department of Transportation (DOT) began work on phase one of the Access & Mobility Plan. A steering committee of executives from multiple City departments and the City Manager's Office, the Valley Transportation Authority (VTA), and the County of Santa Clara oversaw this phase. The result of phase one was the Transportation Directives document that brings together the City's transportation policies and goals and proposes draft key performance indicators (KPIs) to measure success.

On June 4, 2019, DOT presented on the Access & Mobility Plan, including a draft of the Transportation Directives to the Transportation and Environment (T&E) Committee, and provided an update to the committee on October 7, 2019 as part of the Transportation Planning Update item.

Project website: <http://www.sanjoseca.gov/index.aspx?NID=6308>

ANALYSIS

The policy goals of the Envision San José 2040 General Plan require significant changes to the transportation system, changes that will support economic growth and equity, protect the environment, and improve the lives of the City's residents and employees. Climate Smart San José doubles down on the importance of these changes to achieve adopted climate goals. The Access & Mobility Plan will serve as a strategic implementation plan to focus the City's efforts on the most effective and efficient actions. The Plan will ultimately deliver the framework, strategies, decision-making processes, departmental structures and staffing, analytics, and communications tools to inspire major culture shifts around transportation to meet the City's ambitious goals.

Phases

The Plan is being developed in three phases.

Phase 1, “Directives” is complete. This phase brought together the City’s transportation policies and goals into one document, proposed draft key performance indicators (KPIs) to measure success, and developed the RFP for the remaining phases of the project. The City’s transportation policies and goals were distilled into one framing directive and eight transportation directives, each with a set of draft KPIs. These directives brought together the plethora of adopted City policies and goals into a single, digestible document and will guide the work of the rest of the plan. The directives are as follows:

Framing Directive: A City for People

1. Vision Zero - One Death is too Many
2. Equity and Affordability - If It’s Not for Everyone, It's Not for Us
3. Environmental Stewardship - Climate Smart Transportation
4. Ending Automobile Dependence - Focused Integrated Growth
5. Connecting Our Neighborhoods
6. Streets for the Good Life
7. Guiding and Gaining from Emerging Transportation Technology, Practices, and Trends
8. Providing for Economic Growth

DOT developed a Request for Proposal (RFP) using the direction of the steering committee and the Transportation Directives document for the remainder of the plan. The RFP for planning and design consulting services to develop the Access & Mobility Plan was released on May 20, 2019 with submittals due June 28, 2019. Proposals were received from three highly qualified, international teams:

- 1) ARUP, Sam Schwartz, Winter Consulting, Toole Design, and CityFi
- 2) WSP, Nelson\Nygaard, TransForm, Cityfi
- 3) Mobility Flow, DKS, MIG, HMM, StreetLight Data, TROY, Montgomery Gulf Corp., Gehl Architects, WRT

The ARUP team’s proposal received the highest rating from the review committee, which consisted of representatives of the Office of Civic Innovation, VTA, Santa Clara County Roads and Airports, DOT, and an outside advising Professor from Lawrence Berkeley Livermore Labs. The ARUP team has strong experience in citywide transportation planning. They demonstrated deep knowledge of current creative solutions by other cities both in the US and abroad. They have collective experience with the City; its institution, policies, and leaders. The team has extensive experience in San José engagement, working with constituents, community organizations, and community leaders. ARUP also has the skills to develop the technical analysis needed to inform our decision making.

DOT is working with the ARUP led team to finalize the planning and design consulting services scope of work and anticipate recommending a resolution for City Council approval authorizing the City Manager or designee to negotiate and execute an agreement to Council in December 2019.

The complete San José Access & Mobility Plan: Transportation Directives document, including the draft KPIs, is available on the project website, and [linked to here](http://www.sanjoseca.gov/DocumentCenter/View/82546) (<http://www.sanjoseca.gov/DocumentCenter/View/82546>).



Phase 2, “Framework & Strategies,” will develop the conceptual framework, refined KPIs, strategies, and institutional adjustments to implement the Transportation Directives. The conceptual framework will organize the effort, giving a comprehensive approach to the whole City and population. Phase 2 work will employ concepts that enable development and prioritization of strategies in relation to the geographically and demographic diversity of the City and the Transportation Directives.

Phase 2 work will also develop strategies including major projects, policies, and programs. Preliminary major projects being considered include:

- Expansion of transit only lanes
- South Bay Metro system using new transit technologies
- Quick expansion of the protected bike ways network
- Countywide “bike super highways”

These types of major projects, coupled with the development of a clear plan to improve neighborhood level multi-modal infrastructure, and citywide policies will be considered.

Lastly, this phase will analyze DOT's institutional practices and structures and recommend changes that enable the City to deliver the Plans' strategies most effectively. With guidance from the consulting team, DOT's leadership will study the alignment of personnel, skills, processes, and resources with the City's goals and assess if there are ways to improve.

Phase 3, "Decision Support System," will design and create a decision support system (DSS), constituted by data, analytics, and visualization tools. The DSS will operationalize and communicate the Plan. These tools will enable the City to identify, define, prioritize, and evaluate the Phase 2 actions and iteratively improve frameworks and strategies using the best current information.

Through this system the City will have a clear view of the relative benefits of transportation projects. This will allow for the most effective transportation projects to be selected when capital and grant planning is done. The dynamic nature of the DSS will also keep the implementation of the plan on track even with changing circumstances. The tools will also enable staff to communicate with leadership, the public, and colleagues about all relevant parts of the Access & Mobility Plan as it is implemented.

CONCLUSION

With Council's leadership and support of this plan the City can tackle significant equity, environmental, urban, and economic goals. Transportation accounts for over 60 percent of the City Greenhouse gas emissions, defines access to opportunity, represents 15 percent of household costs on average, is a primary enabler of urbanization, and improvements are needed to foster continued economic growth. The City will need to think big, encourage change, and be willing to question the status quo for this to be successful.

COORDINATION

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

/s/

JOHN RISTOW

Director of Transportation

For questions, please contact Ramses Madou, Division Manager, Planning, Policy, and Sustainability Department of Transportation, at (408) 975-3283.