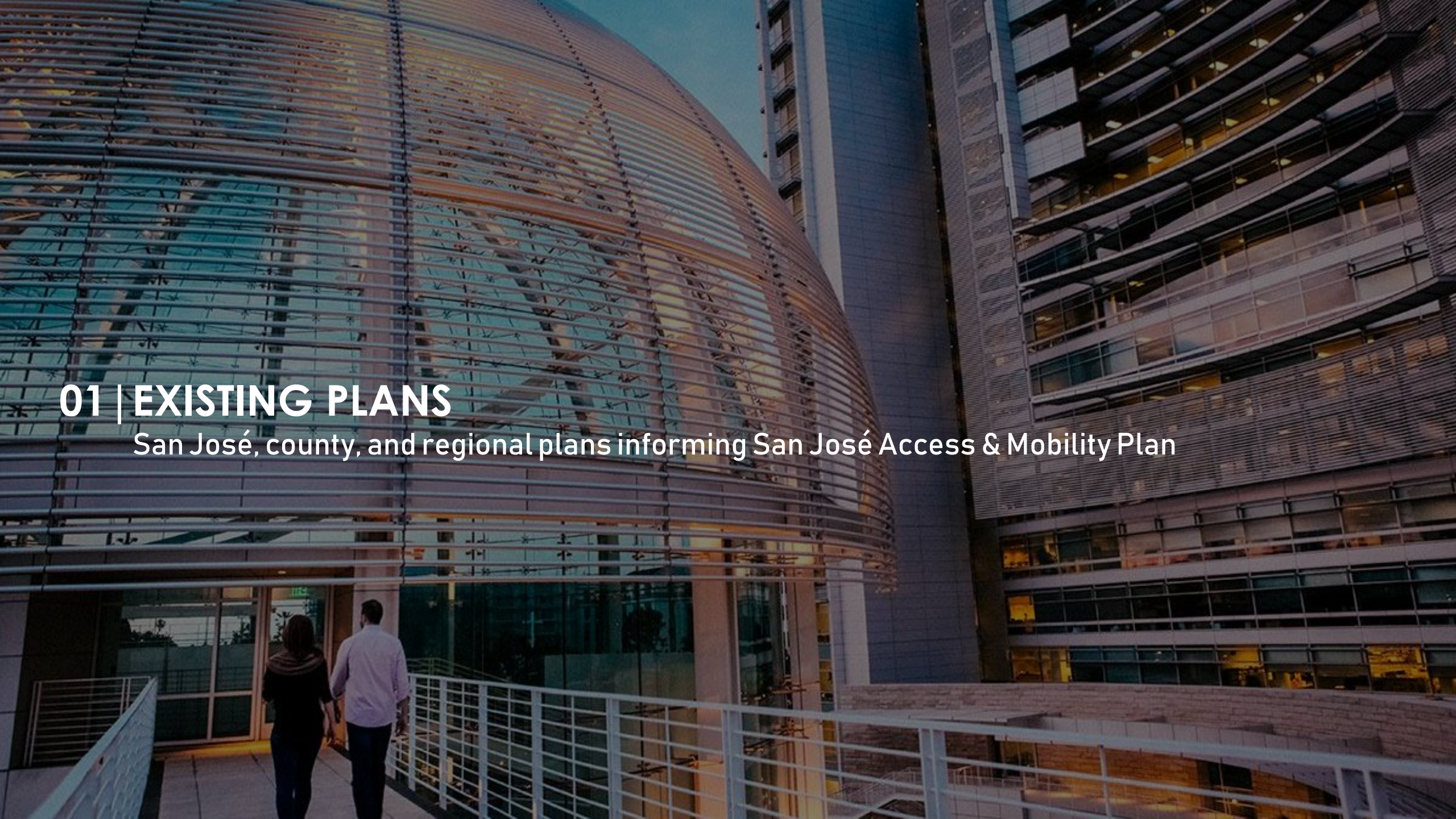


A detailed, light blue line-art map of San José, Costa Rica, serves as the background for the entire slide. The map shows a dense network of streets and urban blocks.

San José Access and Mobility Plan

Task 2.2.1 Existing Plans and Best Practices

October 2020



01 | EXISTING PLANS

San José, county, and regional plans informing San José Access & Mobility Plan



Envision

San José 2040

GENERAL PLAN

Building a City of Great Places

"We are blessed to live in this area with great beauty combined with a robust economy. We must plan carefully for the land remaining under our stewardship so that this good fortune is preserved and enhanced."

E.H. Renzel, Jr., San Jose Mayor 1945-1946
written in the month of his 100th birthday, August 2007

Envision San José 2040 General Plan

Key Metrics

- No more than 40% drive alone commute trips to/from San Jose
- Reduce VMT by 40% by 2040 (as measured from 2009).

Key strategies:

- Shape growth into identified walkable and transit-accessible Urban Villages
- Streetscapes for people/grand boulevards
- Measurable sustainability/environmental stewardship
- Destination Downtown
- Design for a healthful community

Goals/vision:

- Innovative economy*
- Environmental leadership*
- Diversity and social equity*
- Interconnected city
- Healthy neighborhoods
- Quality Education and Services
- Vibrant arts and culture

*Given particular emphasis

CLIMATE SMART SAN JOSE

A People-Centered Plan for a
Low-Carbon City



Climate Smart Plan

Key metrics:

- By 2040, four out of ten commute trips in San José will be taken in single-occupancy vehicles.
- By 2030, San José will have developed 40,000 dwelling units in its urban villages and focused growth areas.
- By 2030, 60 percent of all passenger vehicles in the city will be electric, making us the electric car capital of the U.S.

Key strategies:

- A sustainable and climate smart City
- Transition to renewable energy
- Embrace our Californian climate
- Densify our city to accommodate our future neighbors
- Make homes efficient and affordable for our residents
- Create clean, personalized mobility choices
- Develop integrated, accessible public transport infrastructure
- Create local jobs in our city to reduce VMT
- Improve our commercial building stock
- Make commercial goods movement clean and efficient

Overall objectives:

- Align with and operationalizes aspects of the 2040 General Plan
- Chart a Paris Accord-aligned pathway
- Enable the Good Life 2.0



San José Downtown Transportation Plan

Ongoing planning effort starting in Spring 2020

Goals of the planning effort:

- Improve getting around, whether by foot, bike, car, or taking transit
- Improve transportation equity and access to places for everyone
- Improve the comfort and enjoyment of streets, public plazas, paseos, and parks
- Support and complement the identity of Downtown

Five key phases of the planning process:

- Understand transportation conditions, community values, opportunities, and constraints
- Imagine potential future scenarios for how Downtown's streets should work
- Evaluate and select a preferred desirable future transportation system
- Identify and prioritize transportation projects, programs, and policies to support the preferred scenario
- Develop a draft and final Downtown Transportation Plan



Better Bike Plan 2025

Key metric:

- 50% bike mode share by 2050

Key strategies:

- Support the low-stress network:
 - Lower speed limits and design speeds.
- Streamline processes:
 - Adjust mode priority in design and network planning.
 - Articulate that separated bike lanes are the preferred bikeway treatment.
 - Increase coordination between agencies.

Goals of planning efforts:

- Improve safety
- Increase mode share
- Lead with equity

San José Electric Mobility Roadmap 2020-2022



EV Roadmap

Overall objectives:

- Aligned with the *Climate Smart* Plan, San José is anticipated to triple the number of EVs in the city by 2025.
- Electric Mobility Roadmap is a 2-year strategic plan that seeks to focus and enhance the city's efforts to achieve its transportation electrification goals.

Key strategies:

- Infrastructure: expand access to charging infrastructure
- Fleet electrification
- Personal vehicles: replacing passenger vehicles powered by fossil fuels with EVs
- Shared Mobility: expand shared mobility services to provide more options for those who cannot or chose not to drive.



En Movimiento: East San José Multimodal Transportation Improvement Plan

Key metrics:

- Climate goal focuses on VMT reduction per capita:
 - Provide walking and biking facilities as driving alternative
 - Improve access to BRT and/or future BRT stations

Key strategies:

- Community ownership and continued, sustained implementation
- Invest in walking, biking, and transit infrastructure projects to encourage shift

Goals:

- Reflect community input
 - Equity
 - Preservation and protection
 - Supporting the local economy
- Support complementary City policies
 - Serving community needs
 - Public life
 - Safety and health
 - Climate
- Consider project implementation
 - Cost effectiveness
 - Deliverability

VTP2040, Santa Clara County Long-Range Transportation Plan

Key metrics:

- Seven percent reduction of GHG by 2020; 20% by 2035 by increasing transit and non-motorized mode share compared across scenario models

Key strategies:

- Capital projects identification and programs support
- Funding sources identification

Overall objectives:

- Focus on creating, integrating, and supporting multi-modal transportation system



VTP2040

The Long-Range Transportation Plan
for Santa Clara County





VTA High Capacity Transit Corridor Study

Ongoing planning effort starting in Summer 2019

Overall objective:

- The study will examine the suitability of light rail transit (LRT), bus rapid transit (BRT), and other types of rapid transit (including autonomous vehicle technology), that may be precursors to LRT in corridors throughout Santa Clara County.
- If rail transit or its precursors are not supported by existing conditions, the study will identify changes that could support such investment.

MTC Plan Bay Area 2050

Ongoing regional planning effort led by MTC.

Overall objectives:

- Plan Bay Area 2050 consists of three main processes: Horizon, Blueprint, and the Implementation plan. MTC is currently finalizing the Blueprint, to be approved in fall 2020.
- The five guiding principles of the plan are affordable, connected, diverse, healthy, and vibrant.

Key strategies:

- Among the 25 strategies currently being considered under the Blueprint, here are the eight transportation-related strategies:
 - Operate and maintain existing system
 - Enable seamless mobility with unified trip planning and fare payments
 - Reform regional transit fare policy
 - Implement per-mile tolling on congested freeways with transit alternatives
 - Build a complete streets network
 - Advance regional vision zero policy through street design and reduce speeds
 - Advance low-cost transit projects
 - Build a new Transbay rail crossing

PLAN BAY AREA 2050	
CROSS-CUTTING THEMES	RESILIENCE & EQUITY
Vision	Ensure by the year 2050 that the Bay Area is affordable, connected, diverse, healthy, and vibrant for all.
GUIDING PRINCIPLE	DESCRIPTION
 AFFORDABLE	All Bay Area residents and workers have sufficient housing options they can afford – households are economically secure.
 CONNECTED	An expanded, well-functioning, safe and multimodal transportation system connects the Bay Area – fast, frequent and efficient intercity trips are complemented by a suite of local transportation options, connecting communities and creating a cohesive region.
 DIVERSE	The Bay Area is an inclusive region where people from all backgrounds, abilities, and ages can remain in place – with full access to the region's assets and resources.
 HEALTHY	The region's natural resources, open space, clean water and clean air are conserved – the region actively reduces its environmental footprint and protects residents from environmental impacts.
 VIBRANT	The Bay Area region is an innovation leader, creating quality job opportunities for all and ample fiscal resources for communities.

Adopted by MTC and ABAG in September 2019

A photograph of a modern architectural scene at dusk. On the left, a large, curved building with a glass facade reflects the sky. In the foreground, a couple is walking away from the camera on a balcony with a metal railing. To the right, another modern building with multiple levels and balconies is visible. The overall atmosphere is contemporary and urban.

02 | BEST PRACTICES

Learning from other cities' ambitious mode shift plans and strategies

Best Practices Candidates

	Location	Strategy	Category
1	Seattle, WA	Move Seattle	Strategic Direction, Data Analysis
2	Denver, CO	Denver Mobility Action Plan, Vision Zero Action Plan	Strategic Direction
3	Minneapolis, MN	Transportation Action Plan	Strategic Direction
4	Austin, TX	Austin Strategic Mobility Plan	Strategic Direction, Data Analysis
5	London, UK	Mayor's Transport Strategy	Strategic Direction
6	Boston, MA	Better Bus Project	Program, Data Analysis
7	San Francisco, CA	Transit only lanes	Infrastructure
8	France (multiple cities)	Cycling Allowance	Incentive
9	Helsinki, Finland	Mobility as a Service	Strategies
10	Kingston, UK	Mini-Holland program, "Get Active" partnership	Program
11	New York, NY	MTA Subway Action Plan	Strategic Direction
12	Los Angeles, CA	EV Carshare	Program
13	San Francisco, CA	SF Park	Policies, Program , Infrastructure
14	Toronto, CA	Urban Cycletrack's impact on mode share	Infrastructure
15	Vancouver, BC	Data use and monitoring	Data Analysis
16	Brisbon, AU	TravelSmart (voluntary behavior change pilot)	Program

Selected for
further research

‘Moving the Needle’

Location	Strategy	Mode Shift Objective	Tracking Success
Seattle, WA	Move Seattle (2015)	49% SOV in 2012 → 25% or less SOV by 2035	Average daily traffic decreased 5% even as population grew 23% (2006 to 2017)
Minneapolis, MN	Transportation Action Plan (2020)	43% SOV in 2010 → 20% SOV in 2030	N/A
Denver, CO	Denver Mobility Action Plan (2017)	Drive alone: 75% down to 50% Commute by Bike & Transit: up to 15% Commute by Transit: up to 15%	Combined walking and biking mode-share was 11.8% Downtown and 6.8% Citywide (2017) Drive alone was 40.3% Downtown and 70.2% Citywide (2017)
	Vision Zero Action Plan (2017)	Eliminating traffic deaths and serious injuries by 2030	At the end of 2019, almost 80 percent of the goals for 2018 and 2019 were either in progress or completed.
Austin, TX	Austin Strategic Mobility Plan (2019)	74% driving in 2019 → 50% driving by 2039	N/A
London, UK	Mayor’s Transport Strategy (2018)	80% of all trips in London to be made on foot, by cycle or using public transport by 2041 (from 37% in 2015)	On an average day (7-day week) in 2018, the share for active, efficient and sustainable modes (walking, cycling and public transport) was 63.0 per cent, an increase of 0.3 percentage points on 2017
Boston, MA	Better Bus Project	City-wide mode share goal: Increase the public transit commute mode share up by a third by 2030 from 34% in 2017	Three out of the eight initiatives completed by 2019.
San Francisco, CA	Transit only lanes	City-wide mode share goal: To achieve 60% sustainable transportation mode share in FY20	47% sustainable mode share as of August 2019
France	Cycling Allowance	Aim to improve air quality and reduce private car use in cities.	During the initial months of the scheme’s trial phase, cycling experienced a 50% increase in its modal share among employees
Helsinki, Finland	Mobility as a Service	Aims at providing an alternative to car ownership through flexible car-sharing schemes	The share of public transport increased by 26 per cent and that of car ridership decreased by 20 per cent after the introduction of Whim

Strategic Plans
(Seattle, Denver, Minneapolis,
Austin, London)

Move Seattle

Seattle, WA (Spring 2015)

Key Strategies and Metrics:

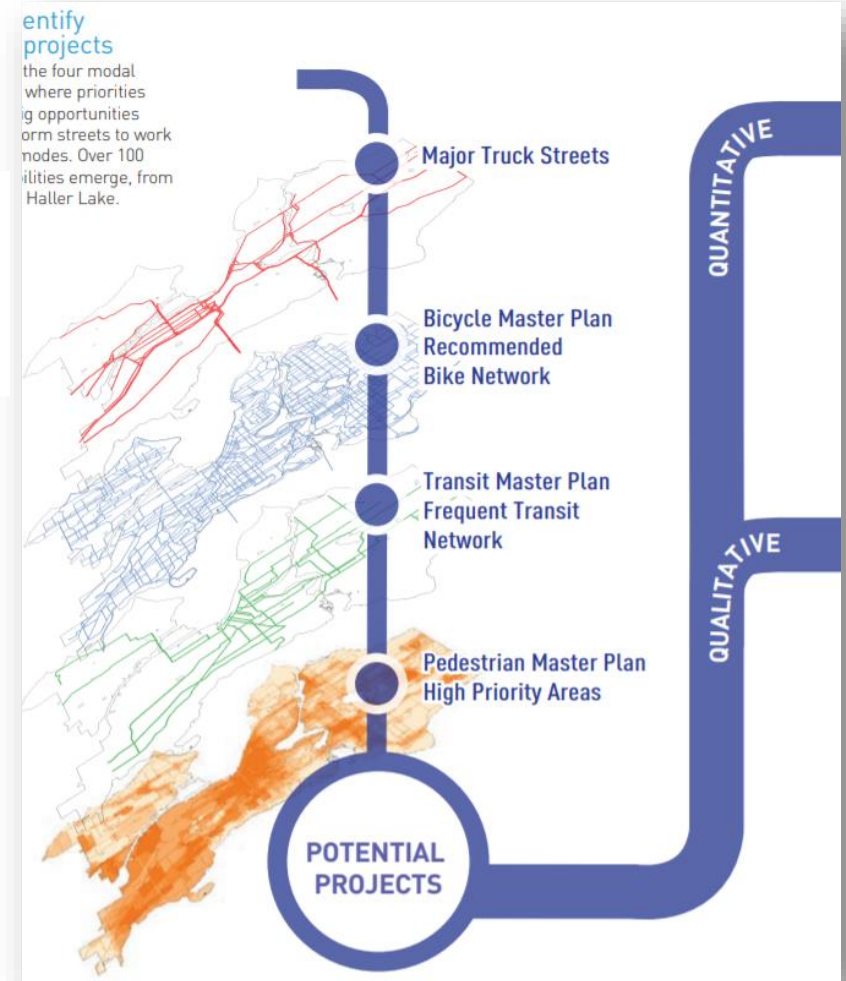
- 75% of commuters getting to work without their personal cars by 2035.
- Ensure that 75% of Seattle households are within a 10-minute walk of bus routes with service every 15 minutes or better.
- 75% of destinations (business districts, schools, community centers and similar destinations) with adjacent sidewalks, and within 1/4 mile of an all ages and abilities bicycle facility and the Frequent Transit Network.

Tracking success:

- Average daily traffic decreased 5% even as population grew 23% (2006 to 2017)

Key takeaways:

- Linked land use and transportation planning
- Created framework and synthesized regional, neighborhood, and modal plans, broke siloes.
- Plan identifies ways to increase efficiency, cut costs and identify new revenue.
- Focus on quick-build projects as a start
- This plan led directly to voters approving the \$1 billion Move Seattle levy



Similarities to SJ AMP:

- Work organized around core values
- Identifies and prioritizes projects based on core values and systematic evaluation
- Integrates multimodal planning
- Includes regular tracking and reporting on measures, trends, and targets

Mobility Action Plan

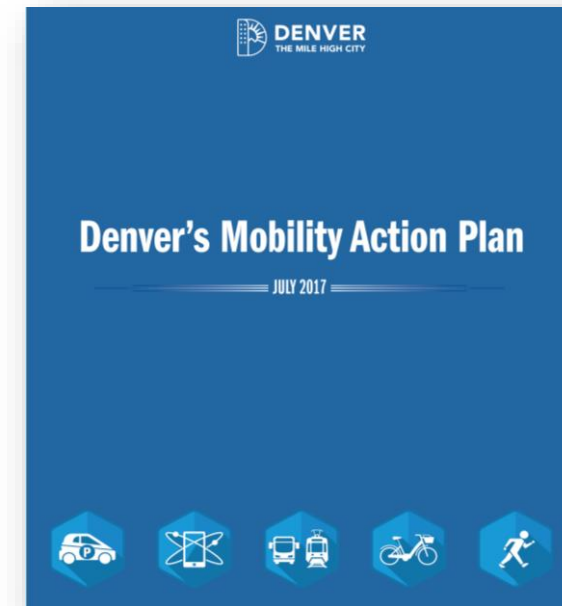
Denver, CO (July 2017)

Similarities to SJ AMP:

- Similar strategic goals with supporting tactical actions:
 - Accelerate safety improvements and robustly pursue Vision Zero
 - Aim to reduce single-occupant vehicle commuters to 50 percent, and increase the percentage of bike/pedestrian commuters to 15 percent and transit commuters to 15 percent.
 - Embrace innovative policies, technologies and strategic partnerships
 - Protect the climate and improve public health. Reduce greenhouse gas emissions 80 percent by 2050

Other key elements to note:

- Key goal area is to improve funding, planning, organizational structure & public involvement
- The city followed up the Action Plan with an assessment of the Public Works Department's organization structure. The Public Works Department was reorganized as Department of Transportation and Infrastructure in the beginning of 2020.



Mobility Action Plan (Cont.)

Denver, CO (July 2017)

Key strategies/actions:

- Identify over 40 specific tactical actions to achieve the goals identified.
- **Safety:** Launch an aggressive Vision Zero Action Plan to eliminate fatalities and serious injuries caused by traffic-related crashes by 2030.
- **Transportation Demand Management:** Strengthen existing partnerships with the Denver Regional Council of Governments, local transportation management associations (TMAs) and the Regional Transportation District (RTD) to identify and implement more robust transportation demand management and trip reduction strategies.
- **Transit:**
 - Strengthen partnership with RTD to increase frequency and build ridership along key transit corridors and enhance intra-city services by:
 - Analyzing a possible “buy up” of transit service,
 - Supporting low-income users and vulnerable community members
 - Enhancing services and conveniences for Denver students
 - Creating a transit pass program
 - Enter new partnerships with business alliances, TMAs and transportation service providers to test and pilot mobility innovations such as:
 - Dynamic-routing and micro-transit
 - Services that close first-mile/last-mile gaps for those not directly adjacent to high-frequency transit.
 - Driverless fixed-route shuttles to improve small-area connectivity

Mobility Action Plan (Cont.)

Denver, CO (July 2017)

Key strategies/actions:

- Smart Technology Solutions: Deploy smart technology innovations to improve safety, traffic flow, wayfinding, trip planning and parking. Projects will include:
 - Developing mobile apps that provide a full range of parking and mobility options.
 - Installing sidewalk kiosks and bus shelters that offer real-time mobility information.
 - Installing sensors to develop predictive and dynamic traffic signaling that adjusts based on traffic flow.
 - Establishing freight efficiency corridors to improve the flow of truck traffic and reduce conflicts with passenger vehicle traffic.
- Funding:
 - Allocate a major portion of the November 2017 general obligation bond to improving roads and transit, adding more bike lanes, addressing sidewalk deficiencies, enhancing crosswalks, and building more pedestrian and bicycle bridges.
- Others:
 - Examine and adjust the way city government is organized, particularly within Denver Public Works, to improve and expedite mobility decision-making, project delivery and services.
 - Establish a Multi-Modal Advisory Committee to guide the Mayor, City Council and other city officials as they enact the policies, programs and projects in this action plan. Committee members will represent a wide array of mobility stakeholders.
 - Create new accountability and transparency mechanisms for the public to monitor policy implementation, project delivery and expenditure of taxpayer dollars.

Transportation Action Plan

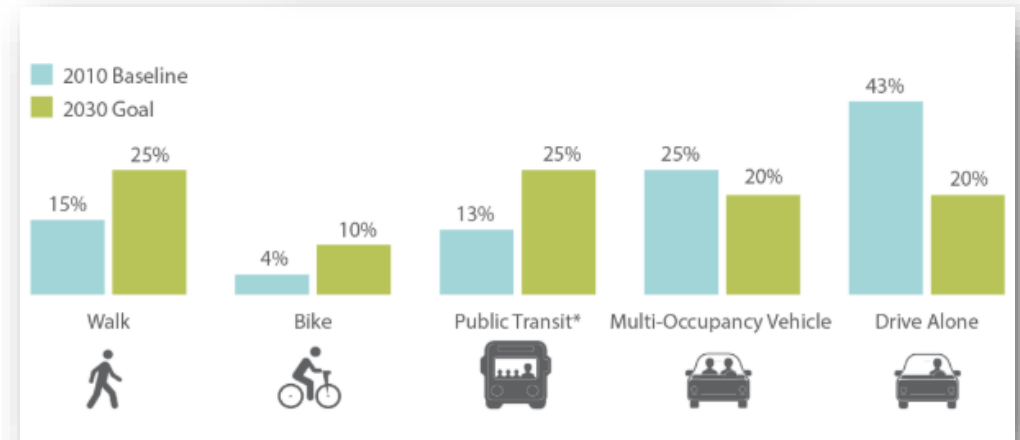
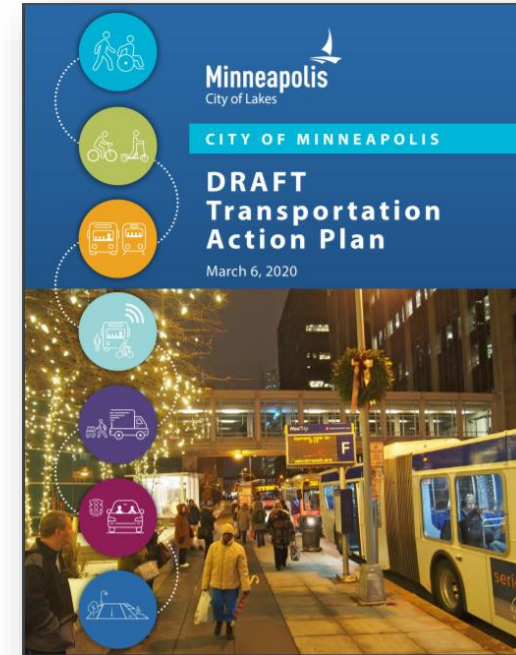
Minneapolis, MN (March 2020)

Similarities to SJ AMP:

- Project identification in Capital Improvement Program
- Quick-build projects identified
- 3 metrics of success—mode shift, GHG, VMT

Key takeaways:

- 10 year action plan to guide future planning, design and implementation of transportation projects
- Shaped by Minneapolis 2040 (general plan), Climate Action Plan, Vision Zero Plan and Complete Streets Policy.
- Starting point is mode shift (goal is 60% non-SOV)
- Goals around Climate, Safety, Equity, Prosperity, Mobility, and Active Partnership
- Strategies organized by in walking, biking, transit, technology, freight, street operations, and design
- Minneapolis is growing and has seen a reduction in VMT via:
 - Manageable set of metrics focused on mode shift
 - Interface that makes it easy to identify when things aren't working or could be more efficient



Minneapolis mode shift tracking

Transportation Action Plan (Cont.)

Minneapolis, MN (March 2020)

Key actions:

- 1 **Reach a mode share goal** in pursuit of our climate goals where 3 of every 5 trips are taken by walking, rolling, bicycling or transit.
- 2 **Improve the experience of people walking and rolling** on our streets, with the creation of a plaza program, the inclusion of pedestrian lighting on all street reconstruction projects and actions focused on safer street crossings.
- 3 **Realize a City-led transit vision** that makes taking transit a more attractive and affordable option for more people.
- 4 **Expand transit coverage** so that 75% of residents are within a 5-minute walk of high frequency transit and 90% are within a 10-minute walk; **implement transit advantages** along all the high frequency transit corridors.
- 5 Use street design to **provide a more comfortable and healthier environment** for people – including more green infrastructure and trees in street projects.
- 6 **Act quickly to improve our streets**, focusing on paint and lower-cost infrastructure improvements to make change that improves street design and operations.
- 7 **Increase the All Ages and Abilities Network nearly twofold**, focusing on a low-stress and protected bicycle and micromobility network for all system users.
- 8 **Update the Complete Streets Policy** to incorporate freight, micromobility and green infrastructure.
- 9 **Adopt a strong curbside management policy** to prioritize space for people and value the competing demands for curb space.
- 10 **Implement a network of mobility hubs** where people can connect to multiple shared transportation options – like transit, bikes, scooters and cars.

Strategic Mobility Plan

Austin, TX (April 2019)

Similarities to SJ AMP:

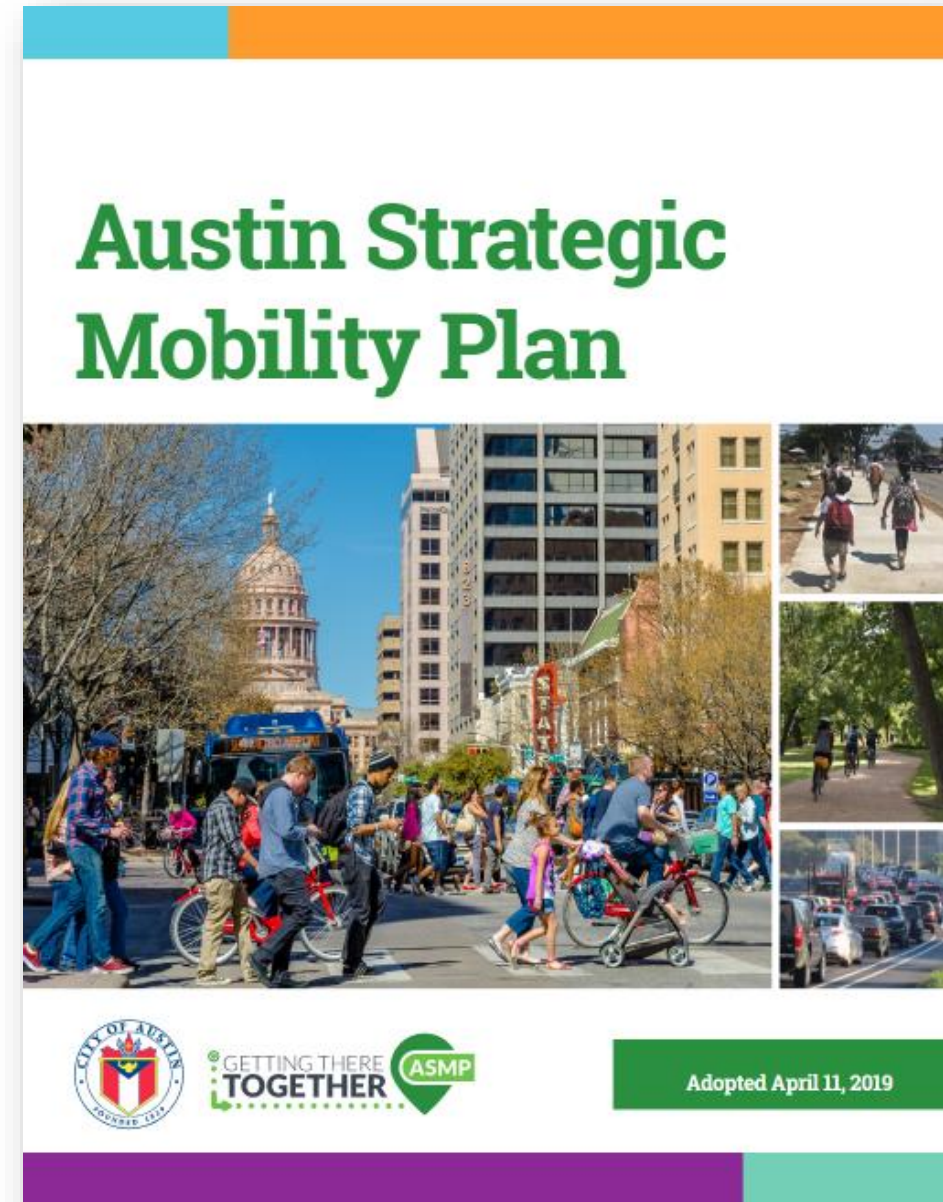
- Integration of goals and priorities across adopted city plans, attempts to synthesize and resolve competing priorities.
- Includes overall mode shift target (74% driving → 50% driving by 2039)
- Includes many specific strategies and intention to quantitatively track progress.

Other areas:

- Includes resiliency, stormwater, housing affordability/displacement and other additional goal areas.

Key takeaways:

- Strategies focused on identifying and removing barriers to non-driving (e.g., increase natural shade at intersections to make biking/walking more pleasant)
- There are many targets, and they are very specific (e.g., respond to all calls for removal of vegetation growing in the sidewalk within 2 weeks)



Mayor's Transport Strategy

London, UK (March 2018)

Key Strategies:

- The central aim is for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041 (from 37% in 2015).
- Focus on “Towns Centres” and “Central Activity Zones”
- Includes 26 specific policies and 107 specific proposals.

Key takeaways:

- Focus on correlation between population density and mode choice.
- Focus on major capital projects and “devolution” of adjacent rail networks to Transport for London (TfL) for integration.
- Developing tools to institutionalize the plan. For example, the city took the Healthy Streets indicators in the plan and developed a Healthy Streets Check for designers and engineers.



Strategies

Boston: Better Bus Project,
San Francisco: Transit Only Lane,
Denver: Vision Zero Action Plan,
France: Cycling Allowance,
Helsinki: Mobility as a Service

Better Bus Project

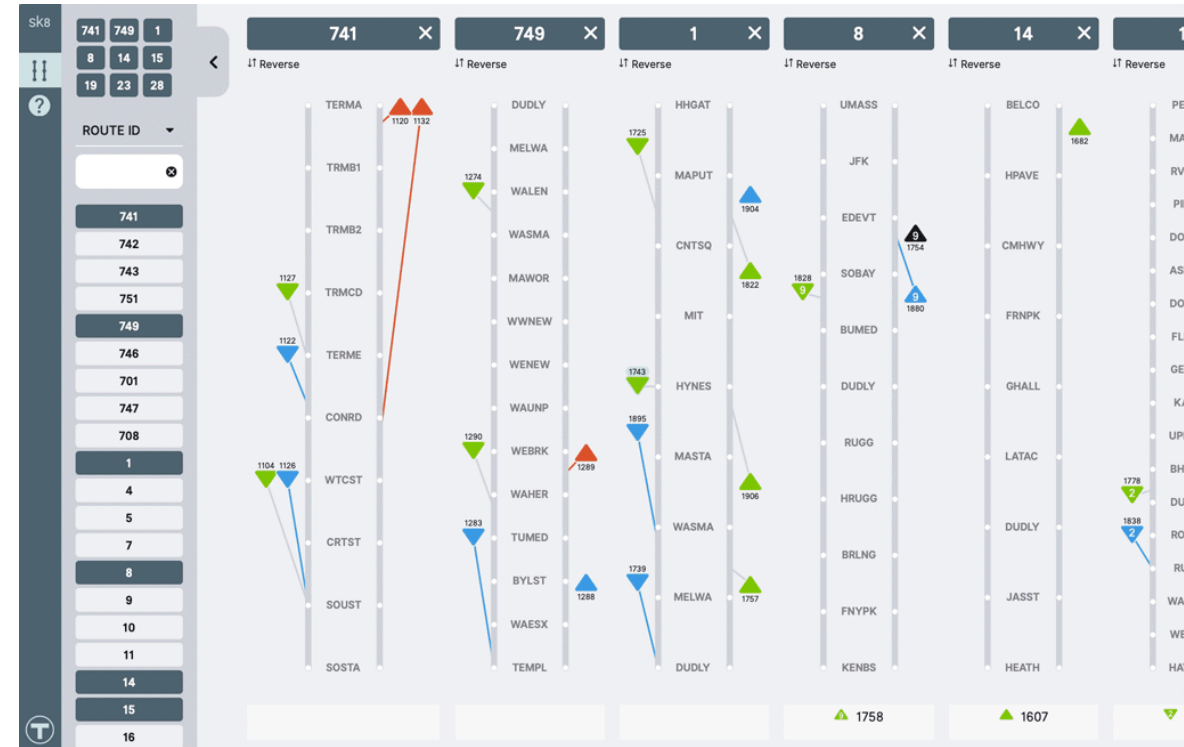
Boston, MA

Key strategies:

- Bus network redesign (expected to complete in 2021)
- Priority bus lanes (in progress)
- Addition of early morning and late-night service (completed in 2019)
- Bus stop accessibility improvements (in progress)
- Mobile dispatching app to better adjust service in real time and fill gaps (completed in Aug 2019. Over 70% operators logged into Skate every day when implemented in Aug 2019.)
- Bus facility modernization (ongoing, 15% design for work on a new Quincy bus maintenance facility)
- Passenger information signage (in progress)

Key takeaway:

- Seeks to improve the user experience of taking the bus through a series of initiatives
- Strong partnerships with MassDOT key success.
- MBTA Customer Technology Department is a cross-functional team centered on using data and technology to better understand and solve customer challenges.
- In 2020, new Bus Transformation Team embedded among existing teams focuses on Bus Initiatives & Programs



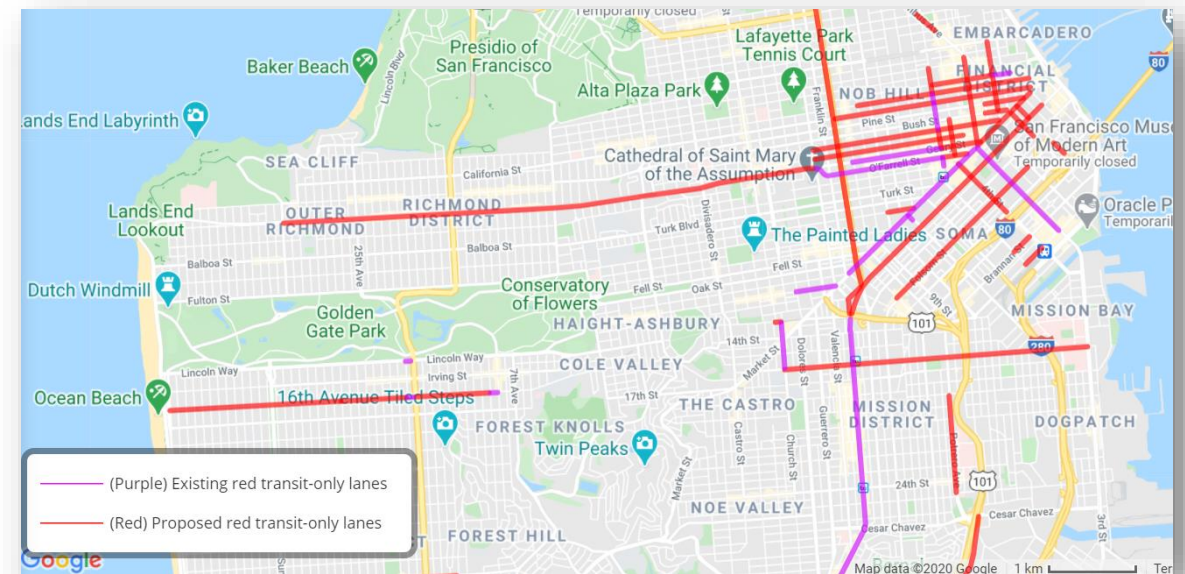
Skate mobile dispatching app for buses

Transit Only Lanes

San Francisco, CA

Key strategies:

- Emergency (COVID response) transit only lanes on up to 50 streets with FHWA approval
- To maximize transit effectiveness with 70% of pre-COVID service
- Serve essential workers, head off deterioration of transit service once car traffic returns
- To be removed after 120 days without move to make them permanent – proof of concept
- In existing lanes:
 - Collisions dropped by 16%, injury collisions dropped by 24%
 - 20% faster trips
 - Expected 40% increase in ridership once fully completed (5% increase so far)



References:

<https://www.sfmta.com/blog/everything-you-need-know-about-red-transit-lanes>

<https://www.sfmta.com/projects/geary-rapid-project>

https://assets-global.website-files.com/5d9f83b8b237fa6c07d5d69d/5df4f71235688c5fb60950c3_Lane%2BGain%2BWorkshop_Brisson.pdf

<http://blog.zendrive.com/blog/mission-st-study/>

Vision Zero Action Plan

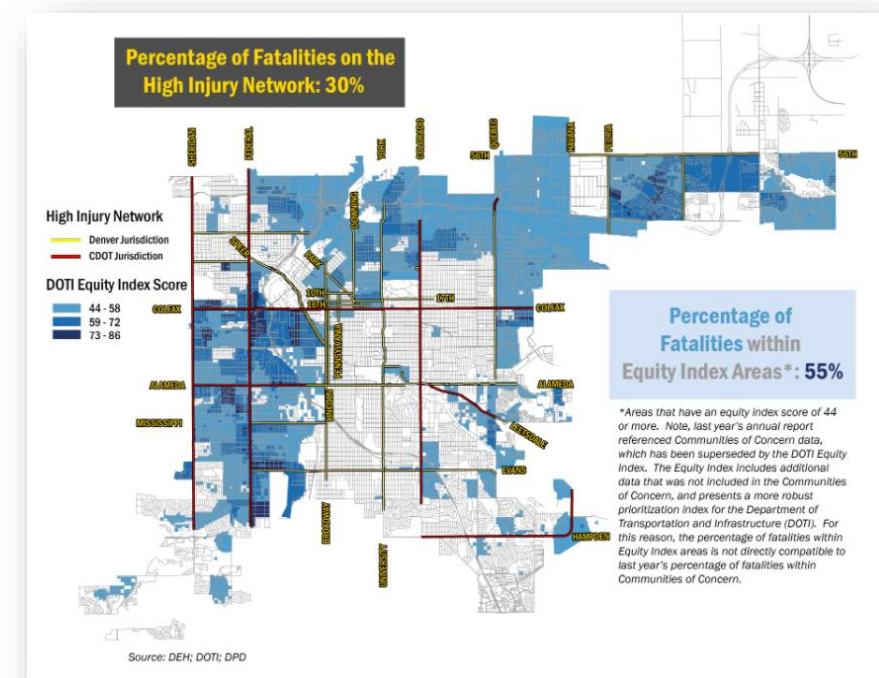
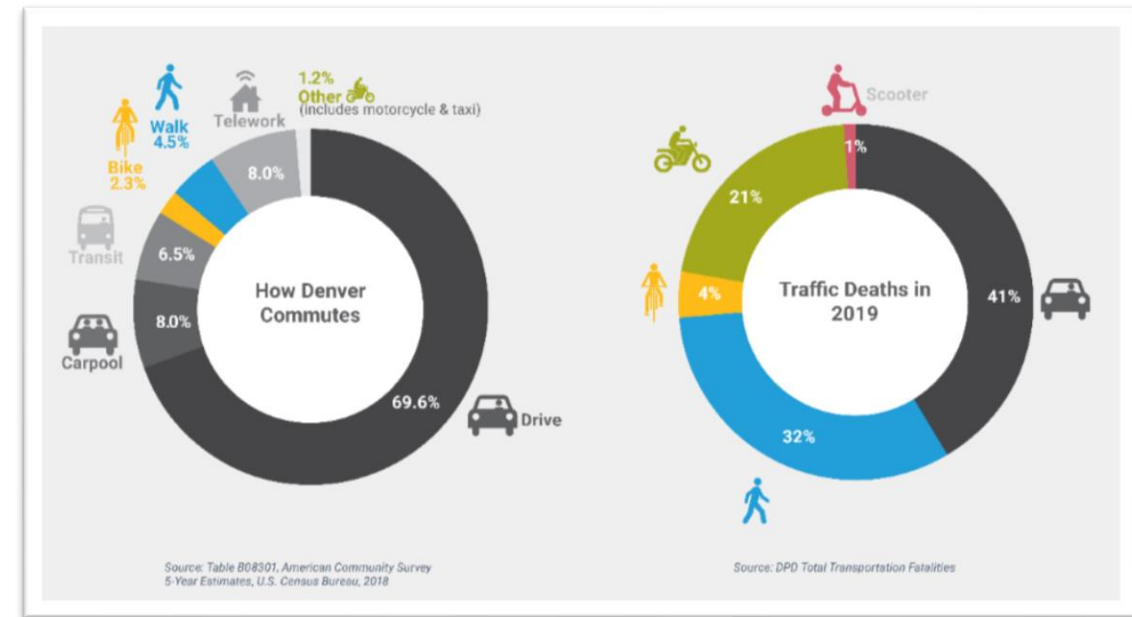
Denver, CO (October 2017)

Key priorities:

1. Enhance city processes and collaboration
2. Build safe streets for everyone
3. Create safe speeds
4. Promote a culture of safety
5. Improve data and be transparent

Key strategies updated in 2019:

- Installing more “In-street” pedestrian crossing signage and high visibility crosswalks
- Improving visibility at intersections, with more consistent parking setbacks and use of on-street bike corrals to change sightlines
- Enhancing protected bike lanes
- Increasing the number of driver feedback signs to alert passing motorists of their speeds
- Exploring additional low-cost safety treatments, such as shortening crossing distances and adding midblock crossing refuges
- Promoting safe driving habits among Denver’s youth and improving safe routes to school
- Increasing enforcement of traffic laws and unsafe behaviors on city streets.



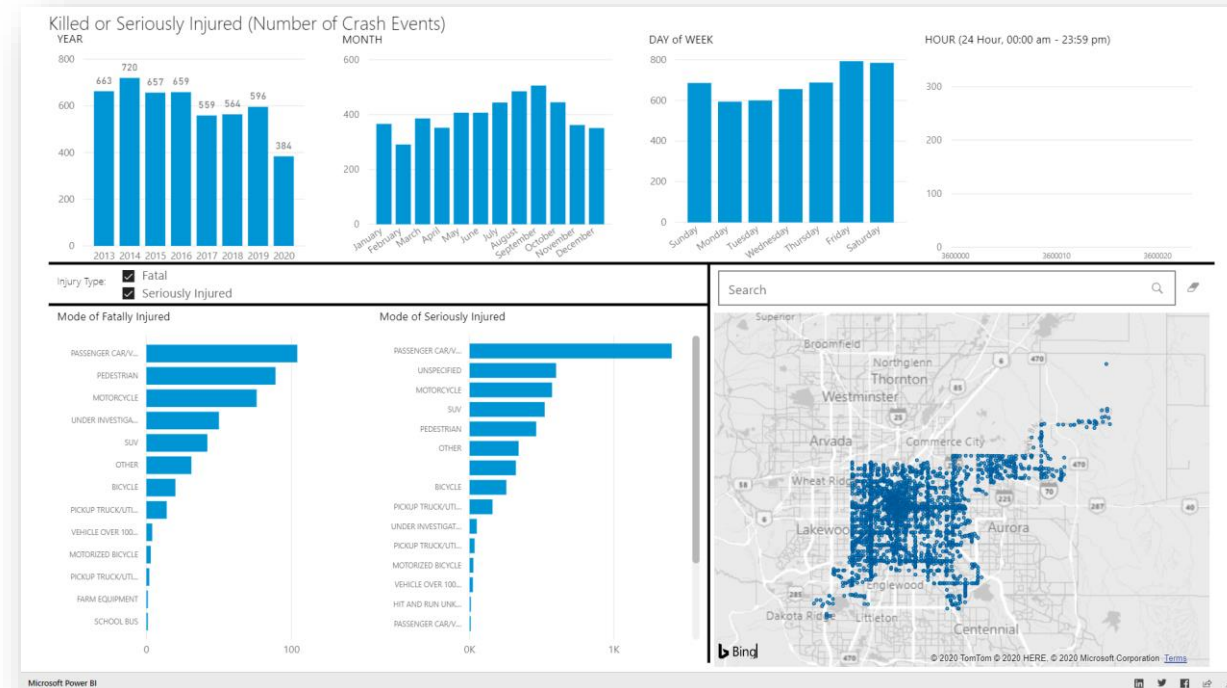
Vision Zero Action Plan (Cont.)

Denver, CO (October 2017)

2019 progress:

- In the first half of 2019, Denver was averaging eight transportation fatalities per month. This alarming statistic called for the city to escalate its response in an effort to reverse the trend. Updated infrastructure, education and enforcement strategies were prioritized in 2019.
- At the end of 2019, almost 80 percent of the goals for 2018 and 2019 were either in progress or completed.

	In progress or completed
Enhance Processes and Collaboration	78%
Build Safe Streets for Everyone	83%
Create Safe Speeds	62%
Promote a Culture of Safety	75%
Improve Data and Be Transparent	92%



Denver Vision Zero Dashboard

Cycling Allowance

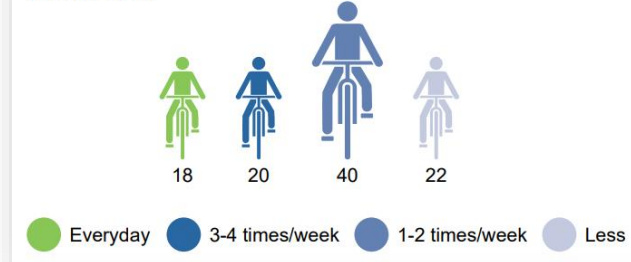
France

Key strategies:

- Tax-exempt financial incentive to bike to work for private sector companies in five cities across France for pilot in 2014–2015
 - Participants paid €0.25/kilometer; up to €200/year
 - 50 percent increase in every day cycling during pilot; Increases in bicycle commute percentage across all pilot cities
 - Created in-house organization for bicycle commute trip data collection at program start; transitioned data collection to bicycling non-profit
 - Initial pilot expanded from private employers in select cities to adoption by additional cities for public sector

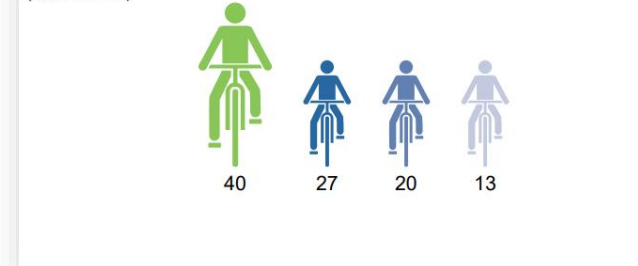
Before

Frequency of cycling before the introduction of a kilometric allowance (October 2014)



After

Frequency of cycling after the introduction of a kilometric allowance (June 2015)



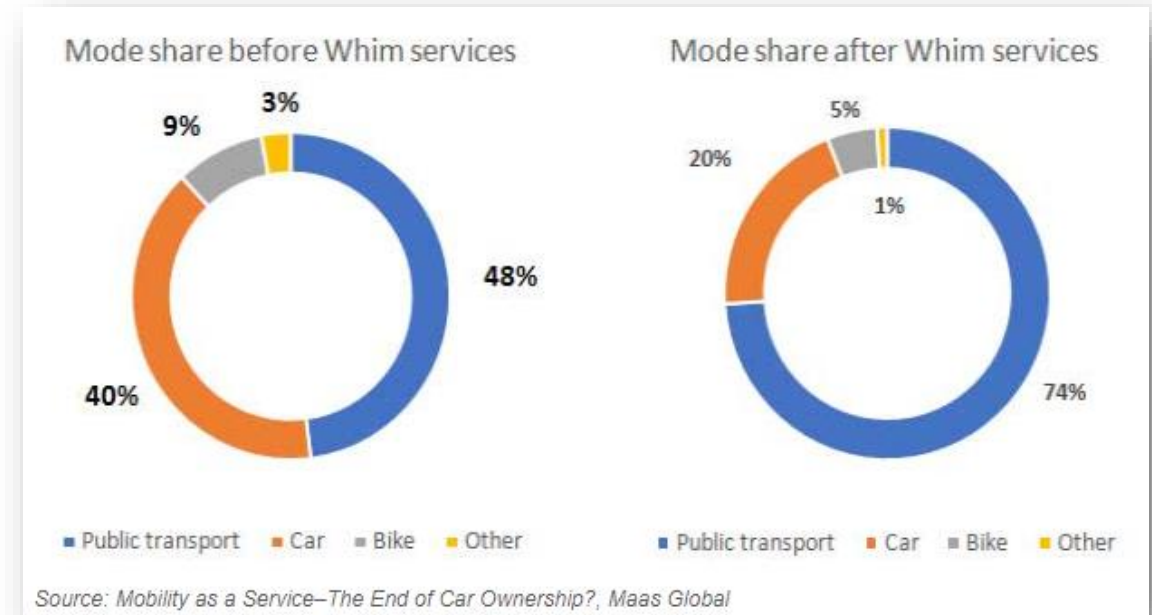
Mobility as a Service

Helsinki, Finland

Key takeaways:

- Trip planner that also offers different monthly transportation subscription levels, all based on transit with access to bikeshare, scooter share, car rentals, and taxis. Additional fares can be paid in same app.
- Third party platform that requires arrangements with as many service providers as possible.
- 70,000+ regular users so far in Helsinki. Expanding to Antwerp, Vienna, Tokyo, Singapore, West Midlands (UK), and Turku (Finland).
- The company will choose its American launch city later this year (Austin, Boston, Chicago, Dallas or Miami).

			
Whim Urban 30	Whim Student 30	Whim Weekend	Whim Unlimited
€59,7 / 30 days	from €32,80 / 30 days	from €249 / 30 days	from €499 / month
30-day HSL ticket, City bike, 4 x €10 taxis and access to book and pay TIER e-scooters.	30-day HSL student ticket. Pay as you go for all the other modes.	Weekend rental car, 30-day HSL ticket, city bike, TIER e-scooters and discounted taxis.	Access to car, taxi, public transport, TIER e-scooter and city bike.
read more	read more	read more	read more



Changes in mode share after introduction of Whim in Helsinki

