



Memorandum

TO: HONORABLE MAYOR
AND CITY COUNCIL

FROM: John Ristow

SUBJECT: SEE BELOW

DATE: January 11, 2021

Approved

Date

1/22/2021

COUNCIL DISTRICT: 3, 5

**SUBJECT: EAST SAN JOSE MULTIMODAL TRANSPORTATION IMPROVEMENT
PLAN (EN MOVIMIENTO)**

RECOMMENDATION

Adopt the East San José Multimodal Transportation Improvement Plan (En Movimiento).

OUTCOME

The City of San José will have a comprehensive, community-based, multimodal transportation plan for East San José. Implementation of this plan will provide a network of transportation improvements that will enhance mobility, safety, reduce automobile dependence, and help the City achieve General Plan and Climate Smart goals.

BACKGROUND

In 2011, the City of San José passed its most recent General Plan, *Envision San José 2040*. The ambitious document spells out a vision for the future of California's third-largest city, one characterized by sustainable growth, economic vibrancy, and preservation of the city's historical and natural resources. The plan established the Urban Village Strategy to direct growth into walkable, bicycle-friendly, transit-oriented, mixed use settings that provide both housing and jobs. The General Plan also set a goal of reducing the City's drive alone rate to no more than 40% by 2040.

In 2018, the City of San José adopted *Climate Smart San José*. Climate Smart sets forth the City's strategies for reaching the targets of the international Paris Agreement. As with the

General Plan, Climate Smart aims to densify the City in focused growth areas, increase walkability and cycling, and make San José neighborhoods more vibrant, distinctive, and enjoyable. Climate Smart also sets more ambitious mode shift goals, aiming to lower the City's drive alone rate to 24% by 2040 and just 12% by 2050.

From 2013 to 2018, the City of San José adopted six urban villages along the E. Santa Clara/Alum Rock corridor. The East San José Multimodal Transportation Improvement Plan (ESJ MTIP) was created to support these urban villages, improve roadway safety, and help the City achieve its mode shift and greenhouse gas reduction goals. Through a Request for Proposal (RFP) process that began in December 2017, the City contracted with Kimley-Horn and Associates, a respected planning and engineering firm with offices in San José, to lead the project team. Kimley-Horn partnered with Nelson/Nygaard to lead the community engagement effort. Two community-based organizations (CBOs), SOMOs Mayfair and VIVO (the Vietnamese Voluntary Foundation), joined the project team as well.

Background research and an existing conditions evaluation revealed that East San José remains auto-centric. The drive alone rate for residents living within the ESJ MTIP study area is 70%, only slightly lower than the citywide rate of 76%. Given the expected level of growth, especially within the six urban villages, these travel patterns are unsustainable.

Early community engagement highlighted obstacles residents face when walking, biking, or riding transit in East San José. Based on the survey responses and input at pop-up outreach locations, the following topics and preferences surfaced as primary multimodal issues:

- Traffic calming and high vehicle speeds
- Transit speed, reliability and frequency
- Long distance or low-comfort at pedestrian crossings
- Gaps in bicycle network or low-comfort environment for riding bikes
- Focus on full East Santa Clara St/Alum Rock Av corridor
- Focus on 24th St, East San Antonio, King Rd
- Focus on East Julian St near 24th St, McKee Rd at King Rd

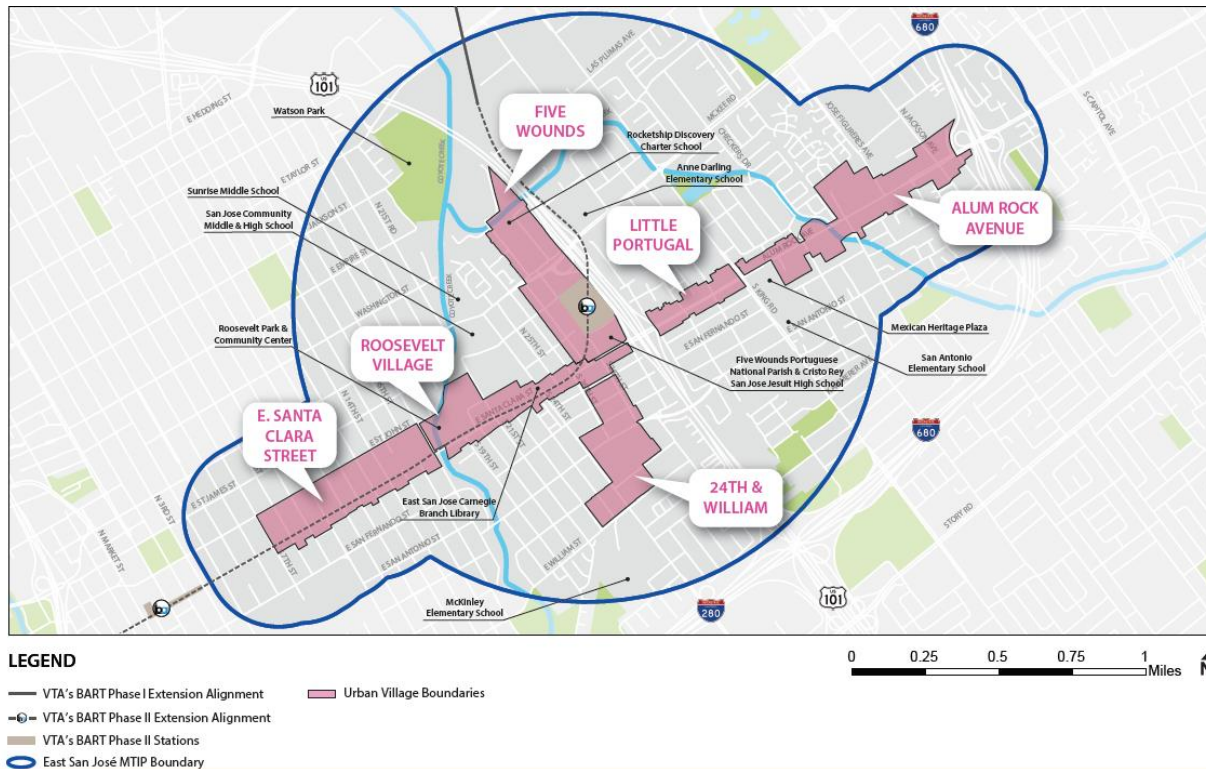
On August 31, 2020, the Department of Transportation (DOT) presented the ESJ MTIP to the Transportation & Environment (T&E) Committee as an informational item and sought input.

ANALYSIS

The ESJ MTIP builds upon the General Plan, Climate Smart, and the East San José Urban Village plans to establish a network of transportation improvement projects that support walking, biking, and taking transit. It also creates the En Movimiento Community Advisory group to facilitate community engagement throughout the design and implementation phases of work.

The ESJ MTIP (also known as En Movimiento) study area is based around the six East San José Urban Villages, and the future 28th Street/Little Portugal BART station (Figure 1). The plan proposes strategies and infrastructure investments supporting transit, walking, and bicycling.

Figure 1 - The ESJ MTIP Study Boundary

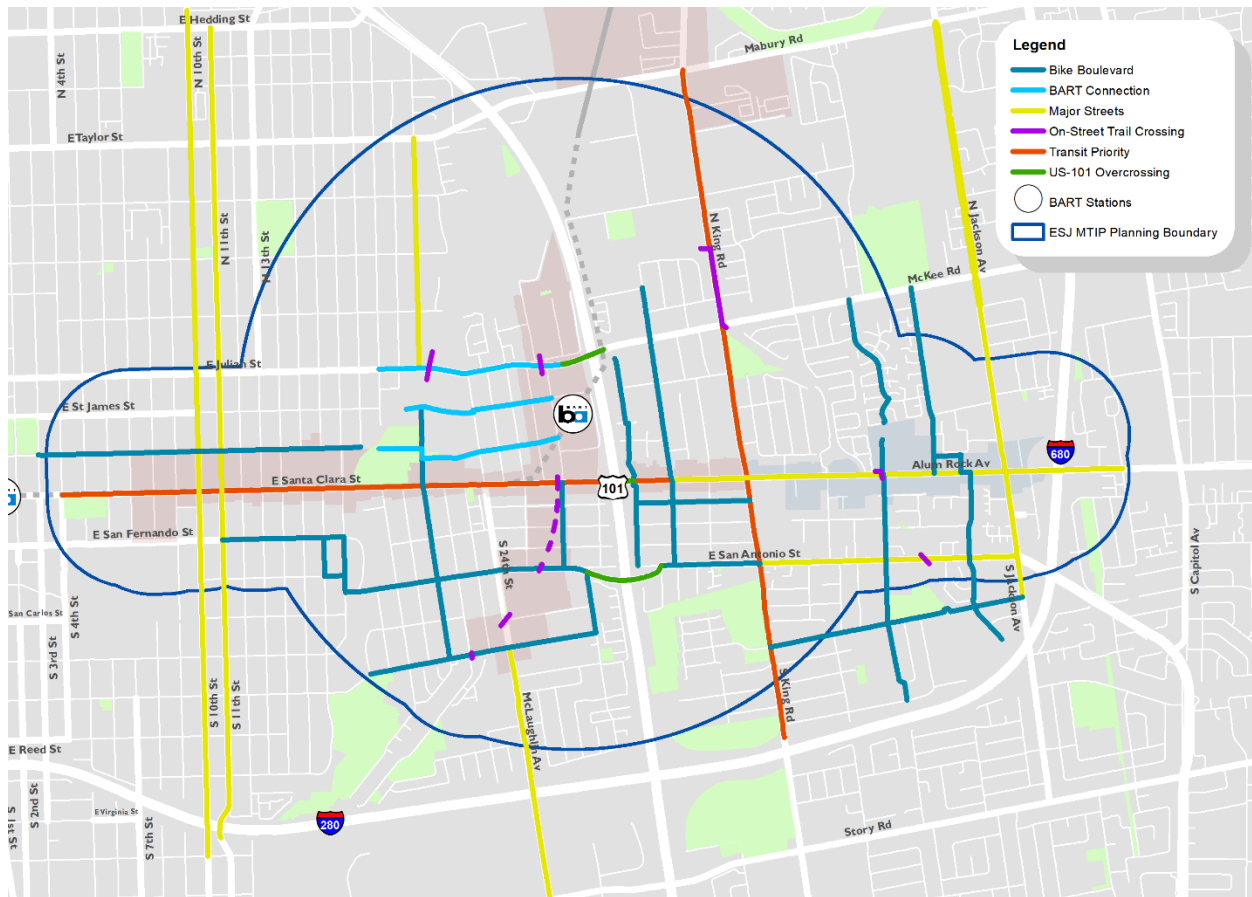


Network

The ESJ MTIP establishes a network of 29 transportation improvement projects highlighted in Figure 2. The project corridors are categorized into the following project types:

- **Transit Priority:** prioritize reliable transit and promote a vibrant active retail corridor through multimodal improvements.
- **Major Streets:** enhance safety and comfort for people walking and biking along major streets.
- **Bike Boulevards:** enhance safety and comfort for people walking and biking by calming traffic and providing bike connections on neighborhood streets.
- **Connections to BART:** improve safety and access for people walking and biking to/from the future 28th Street/Little Portugal BART Station.
- **US-101 Overcrossings:** improve the experience for people walking and biking.
- **On-Street Trail Connections:** provide safe and attractive on-street connections to trails for people walking and biking.

Figure 2 - ESJ MTIP Network



Projects

The ESJ MTIP goes beyond traditional high level transportation plans and provides conceptual plans for each project corridor. Conceptual plans, although not as detailed as engineered drawings, provide enough detail to show how a project will improve a street. This level of detail provides a clearer picture for community members, allows for more informed engagement, and facilitates implementation. In total there are 29 project corridors. The conceptual plans included in the ESJ MTIP represent a snapshot in time during the design process and are subject to change as the process progresses. Some of the most transformational ESJ MTIP projects include:

E. Santa Clara Transit Priority Project

This project envisions public service lanes running from 34th St to 17th St just beyond Coyote Creek. This project is an extension of the Bus Rapid Transit project already in place along Alum Rock Ave. This project should reduce transit travel times, increase bus reliability, and provide safer crossings for bicyclists and pedestrians. The public service lanes will also accommodate emergency vehicles which means improved emergency vehicle response times.

San Antonio Major Streets Project & Bike Boulevard Project

These two projects will enhance existing bike facilities on San Antonio between 17th St and Jackson Ave. These projects aim to create an all-ages-and-abilities bike connection between East San José and downtown. Traffic circles and corner bulb-outs will be installed to the west of US-101, while to the east, the plan calls for protected and buffered bike lanes along with protected intersections. Given the high demand for parking along San Antonio, care was taken to limit parking removal as much as possible while still providing a high quality bicycle facility. Quick build versions of these projects were installed early this fall through the City's annual pavement maintenance program.

E. St. John Bike Boulevard Project & Connection to BART Project

These projects will create a safe, direct bike connection between downtown and the future 28th St./Little Portugal BART station. Among the features envisioned in these projects are a new bike and pedestrian bridge over Coyote Creek between St. John St and Roosevelt Park, traffic diverters, traffic circles, and corner bulb-outs. These projects will create a safer alternative for cyclists who choose to ride on E. Santa Clara today.

King Road Transit Priority Project

This project will employ a variety of treatments to improve transit service along this vital North/South corridor. Bus routes along King Rd connect East San José residents to downtown and to the recently opened Berryessa BART station. Proposed treatments include bus queue jumps, transit signal priority, and enhancing bus stops, bike lanes, and pedestrian crossings.

En Movimiento Community Advisory Group

To ensure significant community involvement during the design and implementation phases of work, the ESJ MTIP established the En Movimiento Community Advisory Group (CAG). Ongoing community involvement during the post-planning period will help to identify and mitigate potential adverse impacts of a particular project on the community. At present, the CAG consists of 12 community members representing the following organizations:

- CommUniverCity
- SOMOS Mayfair
- VIVO
- Plata-Arroyo Neighborhood Association
- Alum Rock Santa Clara Street Business Association
- Latino Business Foundation
- Veggielution
- School of Arts and Culture at Mexican Heritage Plaza
- California Walks/ Walk San José
- Ride East Side

The first CAG meeting occurred in June 2020; discussion topics included: 1) the shelter in place and Covid-19 experiences of East San José residents; and 2) designs for upcoming projects on San Antonio and 10th/11th Sts. The second CAG meeting occurred in October 2020; discussion topics included: 1) staff plans to bring the ESJ MTIP to the City Council for adoption; and 2) 2021 projects.

CONCLUSION

The General Plan and Climate Smart set ambitious goals for the future of San José. These plans aim to take San José in a safer, more sustainable direction. To help the City achieve these goals, the DOT created the ESJ MTIP. This plan establishes a network of multimodal transportation improvement projects for East San José. As with the General Plan, the ESJ MTIP has a 2040 planning horizon. With no dedicated funding source, the precise timing of implementation is uncertain. However, DOT intends to implement projects by pursuing grant funding and aligning with new development opportunities. DOT also intends to leverage other projects and programs including BART Phase II, the annual pavement maintenance program, and Vision Zero to reduce project costs and implement projects in a timely manner.

EVALUATION AND FOLLOW-UP

DOT will provide an annual progress report on the ESJ MTIP to the Transportation and Environment Committee.

CLIMATE SMART SAN JOSÉ

The recommendations in this memo align with one or more Climate Smart San José energy, water, or mobility goals.

PUBLIC OUTREACH

This project drew upon outreach and recommendations developed as part of on-going and previously completed transportation projects in the study area. Close collaboration between city staff, the consultant team, and other current planning efforts was essential throughout the ESJ MTIP development process. As part of a pre-planning effort, in December 2018, a series of stakeholder interviews were held with East San José residents, members of CBOs and business associations, as well as planners from other departments and agencies with experience working in East San José. These interviews formed the basis of the Public Involvement Plan (PIP) that outlines strategies to involve and engage East San José's various communities and diverse populations, detailing ways to seek and secure broad participation and the expected outcomes from such participation.

En Movimiento Community Engagement

Over the course of 11 months, the project team organized four targeted engagement events in accordance with the PIP that sought public input through a combination of coordinated stakeholder communication and broad engagement.

Community Engagement #1

By March 2019, the consultant team had summarized some of the key recommendations and needs that came out of previous planning efforts and sought feedback about the following key questions: Do previous findings and recommendations still apply? What are the greatest mobility obstacles and needs within the study area? What issues should be prioritized to maximize benefits to East San José residents – such as safety, congestion, youth, elderly, public spaces, etc.? This round of community engagement included pop-up workshops and an online, map-based survey.

Community Engagement #2

In response to feedback and input from early conversations with community leaders and stakeholder representatives, the project team developed a set of preliminary street improvements to address mobility challenges and network gaps, and a draft evaluation framework that would be used to prioritize the list of final transportation projects in the plan. The goal of Engagement #2 was to gather feedback from community members about these preliminary ideas and identify if anything was missing. This round of engagement took place in June 2019 and included a public open house and pop-up workshops, and an online survey to gather feedback.

Community Engagement #3

This round of community engagement included two stakeholder workshops in December 2019 at community gathering spaces in the study area. A morning workshop focused on projects in the west side of the East San José and the afternoon workshop focused on the east side. The goal of this outreach was to gather feedback from key stakeholders about design details for 24 potential projects in the East San José study area that were developed based on priorities and feedback from community members shared during previous outreach events and surveys. The workshop meeting format provided opportunities for in-depth conversations about projects of interest to the attendees.

Community Engagement #4

This round of engagement included one open house meeting in February 2020 at Mexican Heritage Plaza, a community gathering space in the study area where the project team has held other En Movimiento outreach events. The goal of this outreach was to provide an overview of accomplishments, highlight projects that the community can expect to see in the East San José neighborhood in the next three years, and share opportunities for the community to stay involved during the implementation phase of the proposed projects. An open house meeting format provided opportunities for in-depth conversations about proposed projects and next steps of interest to the attendees.

COORDINATION

This memo was coordinated with the Planning, Building and Code Enforcement Department, the City Attorney's Office, and the City Manager's Budget Office.

COMMISSION RECOMMENDATION/INPUT

This item does not require input from a board or commission.

COST SUMMARY/IMPLICATIONS

The estimated build-out cost of all ESJ MTIP projects ranges from \$46 million to \$80 million. The lower cost estimate assumes 17 quick build projects and 12 full build projects. The higher cost estimate adds the cost of upgrading the 17 quick build projects to full build.

This cost assumes that quick build projects will be installed as independent projects aligned with the City's annual pavement maintenance program. The City's 2021-2025 Adopted Capital Improvement Plan does not include dedicated funding for the projects included in the ESJ MTIP. The City will leverage other projects and programs to fund ESJ MTIP projects, including Vision Zero, new development, BART Phase II, and storm water and green infrastructure projects. Additionally, DOT will continue to pursue regional, state and federal grant funding to help implement projects. The projects will be programmed in the Capital Improvement Plan as grant funding becomes available. New development within the six East San Jose Urban Villages should enable implementation of proximate ESJ MTIP transportation projects. Projects are planned to be implemented through the 2040 planning horizon of the ESJ MTIP.

CEQA

Determination of Consistency with the Envision San José 2040 General Plan Final Program Environmental Impact Report (FEIR), adopted through Resolution No. 76041, and Supplemental EIR Resolution No. 77617, adopted on December 15, 2015, and Addenda thereto (File No. ER21-001).

/s/

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