



# Memorandum

**TO:** TRANSPORTATION AND ENVIRONMENT COMMITTEE  
**FROM:** John Ristow  
**SUBJECT:** TRANSPORTATION PLANNING ACTIVITIES QUARTERLY REPORT  
**DATE:** May 19, 2021

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Approved		Date	5/25/21
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## RECOMMENDATION

Accept the status report on Transportation Planning efforts.

## BACKGROUND

San José has adopted ambitious transportation policy goals in the Envision San José 2040 General Plan and Climate Smart San José. These plans envision a sustainable and human-centered transportation system supporting a more equitable, environmentally sustainable, economically dynamic, dense, and transit-oriented City.

The transportation goals in the General Plan aim to establish circulation policies that increase bicycle, pedestrian, and transit travel while reducing motor vehicle trips, increasing the City's share of travel by alternative transportation modes, and promoting 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 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 carbon commitments, let alone align with the decarbonization rates implied by the Paris Agreement. With 51% of San José emissions coming from transportation, Climate Smart doubles down on the importance of 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. The City is rising to the challenge of these ambitious goals through Citywide strategic plans such as the Access & Mobility Plan and detailed area and modal plans such as the Better Bike Plan 2025. These plans clarify what must be done to reach the City's goals, meet people's needs, and focus transportation projects efforts once they are adopted.

This report gives an update to the Transportation & Environment Committee (T&E) on the broad transportation planning program underway to implement the City's vision.

## **ANALYSIS**

This section offers status updates on the broad array of ongoing transportation planning efforts. This memorandum covers the range of current transportation planning efforts such as:

- A. Access & Mobility Plan
- B. Complete Streets Studies
- C. Emerging Mobility Team
- D. Multi-modal Transportation Improvement Plans (MTIPs)

Staff will focus the committee presentation on the Access & Mobility Plan and the Berryessa Urban Village MTIP.

### **A. Access & Mobility Plan**

The San José Access & Mobility Plan (A&MP) will lay out a set of strategies to bring the bold transportation goals of Envision 2040 San José General Plan and Climate Smart San José to life. Through community-based efforts, the Plan is developing context-sensitive projects and policies that progress goals like increased walking, biking, and transit use, decreased auto dependence, increased safety, and making our streets designed around people, not cars. The Plan will ultimately deliver the framework, strategies, proposed organizational changes, and analytic tools to focus the City's efforts on the most effective and efficient actions to meet adopted transportation goals.


The A&MP team, including four paid Community-Based Organization (CBOs)<sup>1</sup>, has worked with the broader public, regional transportation professionals, and a multi-agency steering committee to:

- Define clear goals – making sure to express them in approachable ways, see figure one for the outcome of the goals work.
- Create Key Performance Indicators (KPIs) – making sure to embed equity in the basis of the KPIs.
- Identify strategies and policies – learning from our community, regional transportation professionals, and cities like San José across the country.
- Develop new big-data informed technical approaches to project identification and KPI tracking.

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<sup>1</sup> DOT planning efforts pay Community Based Organizations (CBOs) to respect their efforts and time. This lets the CBOs crucial on the ground perspective become an integral partner to planning efforts.

## Access and Mobility Plan Goals

Goal		Description
Less Driving		Have more travel choices so trips can be made without driving
Access for All		Increase transportation education, affordability, options and use of driving alternatives, especially in historically underserved communities
Enjoyable Transportation		Make getting around pleasant, easy, reliable and appealing
Transportation Safety		Maintain and make improvements to the bike, walk, and transit system to support Vision Zero, prioritizing the personal security of the most vulnerable populations first
Clean the Air		Reduce pollution from cars and trucks
20-Minute Neighborhoods		Create great places so it easy to run errands and get to schools and parks without a car
Connected Neighborhoods		Make it easy to get between neighborhoods and to major destinations by foot, bike, bus, rail, and other shared options
Moving the Economy		Provide access to diverse jobs by sustainable modes, support goods to market, and support job growth in San Jose.
Plan for the Future		Use the newest ideas to keep the transportation system modern, fair, and effective

*Figure 1 Access and Mobility Plan Goals*

The A&MP has also been leading an internal review of the culture, processes, and structure of DOT. This review focuses on how the department can best be shaped to deliver on the goals of the A&MP and projects needed to do so. The next steps for the A&MP are to work with the public and use the newly developed technical capabilities to evaluate and select the most promising transportation strategies and policies to meet the City's goals. Currently, staff is working on the second phase of outreach on the plan. This effort includes: working with Council offices to host over 50 community meetings across the City, Latinx community-building work including a Spanish language workshop sponsored by Latinos United for a New America (LUNA), social and local multi-lingual print and radio media discussions, and advertising. These efforts will generate the citywide dialogue needed to develop a community-driven draft proposal.

The Plan's website: <https://www.sanjoseca.gov/your-government/departments-offices/transportation/planning-policies/san-jos-access-and-mobility-plan>.

### B. Complete Streets Studies

In early 2017, the Santa Clara Valley Transportation Authority (VTA) began three corridor studies to implement Complete Streets elements along selected roadways in Santa Clara County. The three study corridors are Story – Keyes, Tasman, and Bascom. All three studies include significant areas in San José. This planning effort is a partnership between VTA and its Member Agencies to transform selected roadways into high-quality, multi-modal streets that prioritize bicycle, pedestrian, and transit travel while still serving motorists.

Staff at VTA and the City of San José are working to leverage these plans for grant funding. San José has secured Active Transportation Program (ATP) grant funding of \$12.9 million to design and construct the western portion of the Story-Keyes plan. Development of a grant proposal for portions of Story – Keyes, east of Third Street is underway. VTA staff secured over \$7 million in

Measure B funds to advance the environmental and design work of the Bascom plan and kicked off this work in May 2021. The Tasman Corridor Complete Streets Study, a joint project with VTA and the Cities of Sunnyvale, Santa Clara, San José, and Milpitas will be considered by the VTA board Summer this year. More information about these studies can be found at [www.vta.org/projects](http://www.vta.org/projects).

### **C. Emerging Mobility Team**

DOT formed an Emerging Mobility Team to tackle the quickly changing transportation market, with a focus on the four elements of change in transportation: shared use business models, electrification, automation, and connected vehicles. The team is working on the following projects.

#### ***1. Emerging Mobility Action Plan***

DOT is mid-way through the process of developing its Emerging Mobility Action Plan. The plan will determine how and where emerging mobility could expand safe, affordable, reliable, and sustainable mobility options in the City, with a particular focus on people whose choices are severely constrained. DOT's definition of emerging mobility includes shared services (such as shared cars, bikes, e-scooters, pooled ride-hailing, and micro-transit), electric, and automated vehicles. To achieve the plan's objectives, DOT is centering the voices of the city's Black, Indigenous, and other people of color; low-income; and other front-line communities in the plan's development. A nine-member Equity Task Force comprised of community leaders and CBOs is helping to drive the planning process and community engagement around it. Thus far, DOT's COVID-safe community engagement has included a survey, community leader interviews, three online workshops in Spanish, Vietnamese, and English, and focus groups, also in multiple languages. The results of the survey will be released in June 2021. Two additional rounds of community engagement are planned. The project team will produce a draft plan by Fall 2021; the final plan will be issued in early 2022. More information about the project is available here: <https://www.movesanjose.org/efforts/emerging-mobility-action-plan/>

#### ***2. Autonomous Vehicle Community Engagement***

San José was one of four US cities selected to participate in the Knight Foundation's five-year, \$5 million autonomous vehicles (AV) initiative, which seeks to "bring residents to the center" of the discussion around this new technology. For the first year of this effort, the City partnered with IDEO CoLab, a design collaborative, to identify more effective ways to engage a broader cross-section of the community in critical civic conversations around mobility, and specifically passenger AVs. The second year of this effort focuses on piloting semi-autonomous delivery robots. Through a partnership with the robot delivery company Kiwibot, the City will examine how these devices function on our sidewalks and how community members and local businesses feel about their utility and presence. The pilot plans various use cases, including restaurant delivery, pick-up and delivery for a food pantry, and demonstrations and delivery from an urban farm. Using observations, surveys, in-person

interviews, and data collected by restaurants and the robots themselves, this work will allow us to develop regulations for delivery robot technology that best meet the needs of businesses and residents of San José.

### ***3. American Cities Climate Challenge***

San José was one of 25 US cities chosen to participate in Bloomberg Philanthropies' American Cities Climate Challenge (ACCC). The award has provided 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 José. DOT, along with other departments, is focusing on a subset of Climate Smart's actions during the current six-month extension of the two-year accelerator program. The program is scheduled to conclude in June 2021.

- Accelerating Electric Vehicle (EV) Adoption. Staff is working to accelerate EV adoption through **group buy, dealer education, and community-based financial empowerment programs.**
  - Drive Electric: The program works with local auto dealers in San José to offer limited-time discounts on EVs.
  - Dealership Electric Vehicle Training: The dealer education program works to educate sales staff about EVs, including the many state and federal grant and incentive programs available to reduce the cost of EVs.
  - Drive Forward Financial Empowerment: This program focuses on financial empowerment for low-to-moderate-income households interested in learning more about purchasing a new or used EV, available financing options, credit-building resources and support, and EV grants and incentives.
- Electrification of Ride-Hailing Services: Staff has been working to identify ways the City can encourage more ride-hailing drivers, such as those who work for Uber and Lyft, to switch from gas-powered vehicles to electric ones. Given the high number of miles ride-hailing drivers typically log, shifting these trips can significantly reduce transportation-related greenhouse gas emissions. During the current six-month extension, DOT is working on a ride-hailing EV ambassador program. This program funds EV ride-hailing drivers to share their enthusiasm for and experience driving an EV for their work with other ride-hailing drivers via social media. If successful, the City may use this model to inform other EV ambassador programs.
- One-way Vehicle Sharing: On May 18, 2021 City Council approved a permit process to allow one-way vehicle sharing services (cars and mopeds) to operate in San José. The proposal was developed with extensive community engagement. As proposed, the permits would allow one-way shared vehicles to park in term-limited metered and un-metered spaces and, in residential permit parking zones that opt-in to the program, for up to 72-hours. Staff also proposed a discounted rate for EVs for designated exclusive

parking permits. Administrative regulations will require service providers to include income and equity-based fare and program implementation elements.

- Update to Citywide Parking and Transportation Demand Management Standards:  
The City is reevaluating its parking and transportation demand management (TDM) policies to improve consistency with its Climate Smart Plan and General Plan transportation and land use goals. Currently, parking and TDM standards are not consistent with community goals, including greater affordability, reducing traffic congestion and GHG emissions, and promoting more walkable neighborhoods. Through the Bloomberg Philanthropies' ACCC, the City has partnered with Urban Land Institute (ULI) and Nelson Nygaard to comprehensively evaluate and update its parking and TDM requirements for new development. The City is working with SPUR, Greenbelt Alliance, and Veggielution to support public education and engagement. Over the past six months, staff has worked with its partners to host virtual forums and focus groups, with additional public meetings and workshops scheduled for Summer 2021. Staff expects to bring the policy update for City Council consideration by the end of 2021.

#### ***4. Electric Mobility Roadmap/Climate Smart***

In January 2020, the City Council accepted San José's Electric Mobility Roadmap, developed with help from the Shared-Use Mobility Center and ACCC. The Roadmap fulfilled one of Climate Smart's commitments: to create an EV strategy. The Electric Mobility Roadmap analyzed the current distribution of EVs and EV chargers and identified where additional chargers could expand opportunities for EV ownership and shared mobility services. The Roadmap also identified steps, in addition to those outlined in Climate Smart, that the City could pursue to accelerate the electrification of transportation. Two of those actions seek to leverage the City's existing chargers and other resources to improve access to charging strategically:

- Policy for Permitting Privately-Owned and Operated EV Chargers on City Property:  
DOT is developing a proposed policy that would streamline the process and provide a set of guidelines for companies interested in installing, owning, and operating their EV-chargers on City property or right-of-way. DOT is collaborating with several other departments on the development of this policy.
- City EV Charger Management and Funding:
  - Shift to New Business Electric Vehicle (BEV) Utility Rate: To lower the monthly operational costs of the City's more than 60 public charging stations, the City will enroll all of its downtown EV charging in PG&E's new BEV rate.
  - Low Carbon Fuel Standard (LCFS): Through the LCFS, part of California's Cap-and-Trade program, the City will begin reporting and monetizing credits from its EV charging stations by Summer 2021. California Air Resources Board guidelines ensure that the revenues only be used on electric vehicle infrastructure and program-based projects.



The Electric Mobility Roadmap was developed as an interim, short-term plan, as lack of funding prevented the department from engaging the community in its development. DOT anticipates the Roadmap will be augmented, if not superseded, by the Emerging Mobility Action Plan, currently being developed with extensive community engagement.

#### D. Multi-modal Transportation Improvement Plans (MTIPs)

Typically, the City creates MTIPs following or in parallel to Urban Village plans and include community engagement to develop proposed transportation improvements. 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.

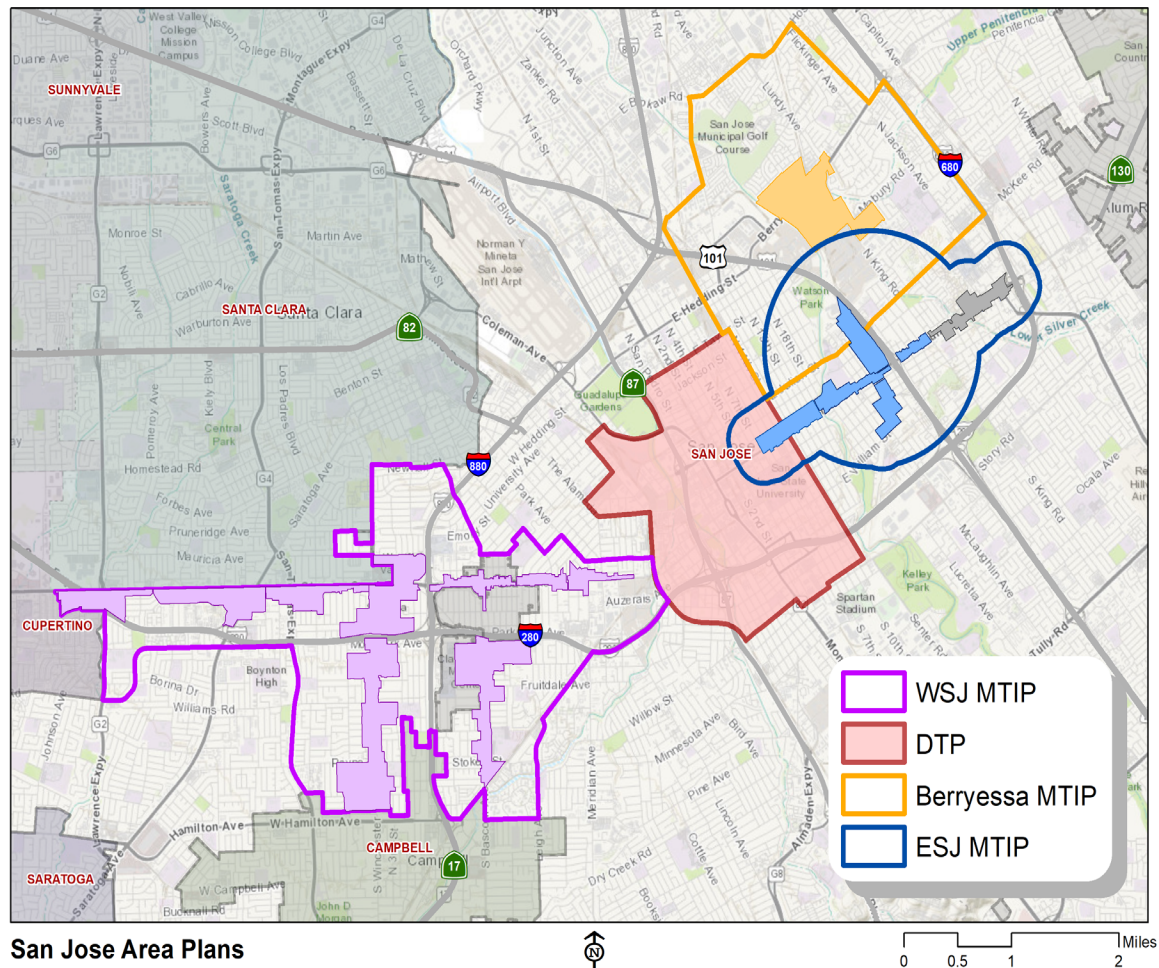


Figure 2 San José MTIPs

## 1. *En Movimiento: A Transportation Plan for East San José*

En Movimiento is a community-based transportation plan that builds from and advances past planning efforts to (1) identify and prioritize transportation projects that align with community and city goals. City Council unanimously approved the plan on February 2, 2021. The plan includes nine community transportation goals, a prioritized list of 29 projects with conceptual designs, financing and implementation strategies, and the establishment of a Community Advisory Group.

In 2020 and 2021, DOT began implementing several En Movimiento projects via the City's annual pavement maintenance program. This includes protected bikeways on 10<sup>th</sup> and 11<sup>th</sup> Streets and improvements on San Antonio St.

DOT has pursued several grants to fund improvements identified in En Movimiento and was recently awarded \$1,325,000 for the construction of nine En Movimiento bike boulevard projects through the Metropolitan Transportation Commission Quick-Strike Program. DOT is also pursuing federal earmark funding for constructing pedestrian improvements along Alum Rock Ave, state funding for a King Rd improvement plan, and funding for additional planning work for two En Movimiento projects. Recently, DOT secured VTA Measure B funds to conduct a feasibility study for a new bike/pedestrian bridge across Coyote Creek between St. John St and Roosevelt Park. Staff has also kicked off design work on public service lanes on Santa Clara St.

Information on En Movimiento is available at <https://www.sanjoseca.gov/your-government/departments-offices/transportation/planning-policies/east-san-jos-mtip>

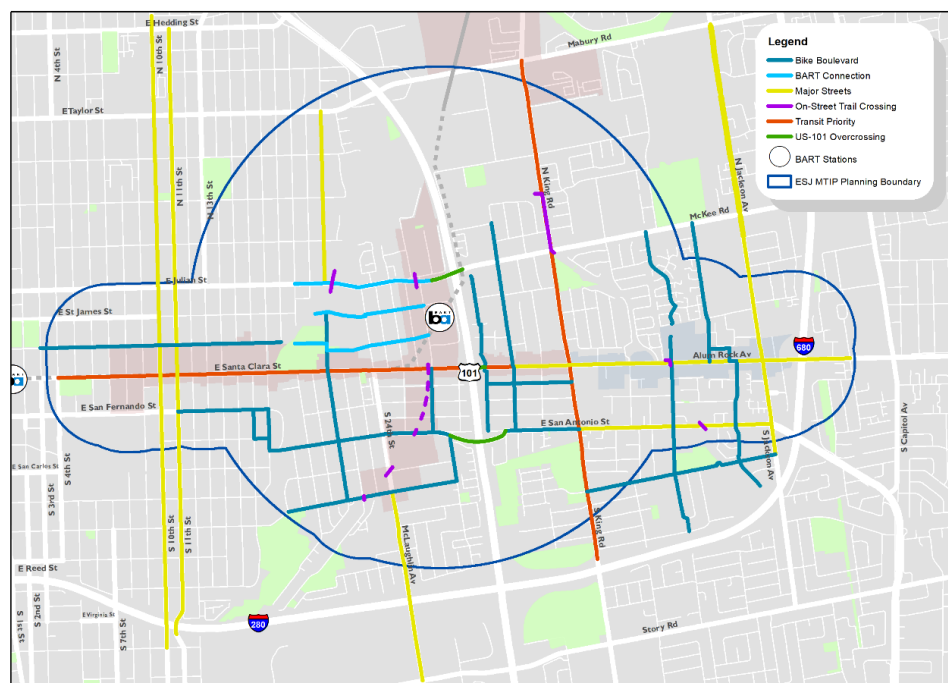


Figure 3 En Movimiento study area and network plan



## 2. *Berryessa MTIP*

The Berryessa MTIP is a companion transportation plan to the Berryessa BART Urban Village Plan. This plan (1) identifies and prioritizes transportation projects that align with community and city goals; and (2) includes conceptual designs and develops implementation strategies for the highest priority projects.

The Berryessa MTIP Study Area is approximately 5.25 square miles and is bounded by Hostetter Rd and Murphy Ave to the north, Flickinger Ave and I-680 to the east, McKee Rd and East Julian St to the south, and Oakland Rd and N 10th St to the west. Existing land uses in the Study Area include mixed industrial uses (light, heavy, and industrial park), planned development areas, various residential designations (single and multi-family), and commercial office. The Berryessa BART Station is at the heart of the Study Area, between Berryessa Rd to the north, Mabury Rd to the south, Berryessa Station Way to the east, and the San José Flea Market to the west. Freeway interchanges along I-680 and US-101 play critical connectivity roles within the Study Area.

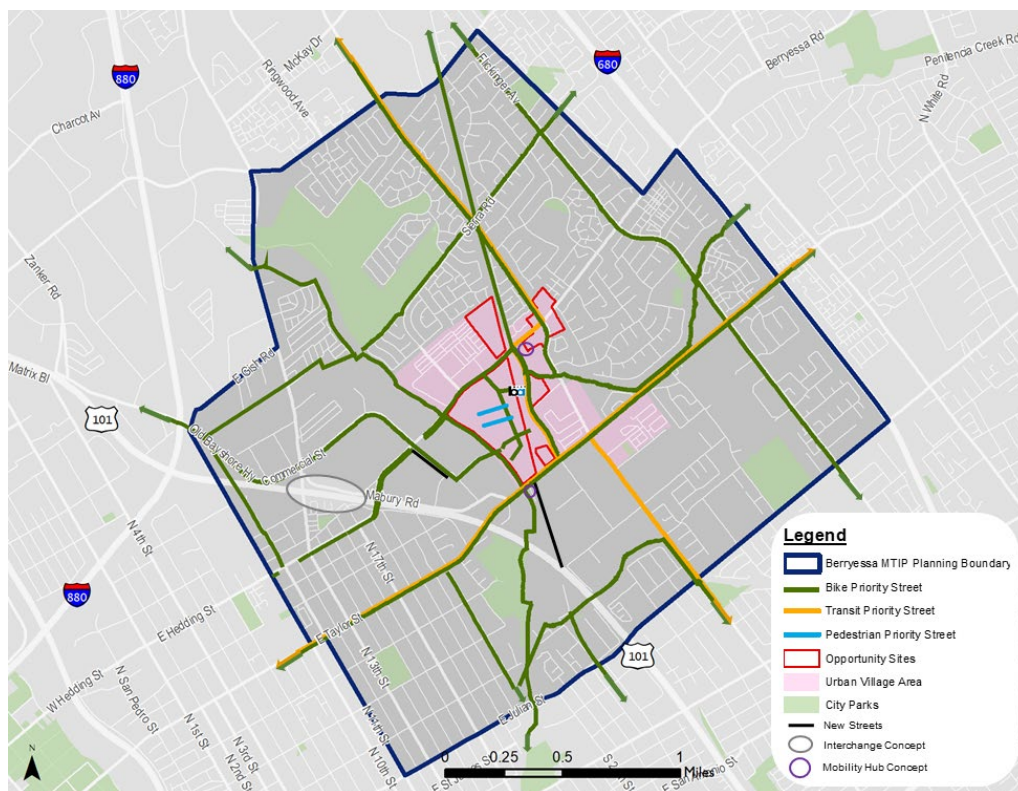


Figure 4 Berryessa MTIP Area and draft network plan

The Berryessa MTIP uses advanced modeling techniques to inform a preferred transportation network. It establishes evaluative criteria and a prioritization method for projects and programs in the study area. The plan identifies 20 projects and programs to support growth in the Berryessa BART Urban Village, including the US-101/Mabury Rd-Berryessa Rd-Oakland Rd corridor improvement project. Transportation demand management programs

such as free transit passes, parking pricing, and a Transportation Management Association are also part of the plan.

The Berryessa MTIP is currently identifying additional projects and programs to support the broader study area. These projects and programs group into the following categories: transit priority; bicycle priority; pedestrian priority; traffic calming and safety; trail connections; street extensions; curbside management; mobility hubs; and transportation demand management. The Berryessa MTIP project team is ranking these projects and programs and will develop conceptual designs and implementation strategies for the highest priority projects. Public input will be collected in Summer 2021 via an online survey, community meetings, and focused group meetings with existing neighborhoods. The Berryessa MTIP is expected to be complete by Spring 2022.

### ***3. West San José MTIP and Stevens Creek Corridor Joint Planning***

The West San José Multimodal Transportation Improvement Plan (WSJ MTIP) is a companion transportation plan to five Urban Village Plans in West San José. It advances the goals and objectives of San José's General Plan and the Urban Village Plans within its boundary by establishing a prioritized list of transportation projects and programs. The WSJ MTIP boundary extends east-west from Montgomery St to Lawrence Exp and north-south from Newhall St to Hamilton Ave. 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 unincorporated Santa Clara County pockets within the WSJ MTIP boundary.



*Figure 5 West San José MTIP study area*

The WSJ MTIP brings together existing transportation planning and programming efforts and identifies top-priority transportation projects and programs. Like all MTIPs, it establishes evaluative criteria and a prioritization method to evaluate and rank projects and programs. The plan details proposed projects, including cost estimates and conceptual designs for the highest priority projects and implementation strategies.

The WSJ MTIP team is currently engaging with the public and using advanced modeling techniques to identify projects and programs and develop a preferred transportation network.

The WSJ MTIP will align with the forthcoming Stevens Creek Corridor Vision Study, a multi-jurisdictional, joint-planning effort to create a shared vision for the corridor. The Vision Study boundary extends from Diridon Station to De Anza College in Cupertino. The WSJ MTIP is expected to be complete by Winter 2021.

Information on the WSJ MTIP is available at <https://www.sanjoseca.gov/your-government/departments-offices/transportation/projects-planning/west-san-jos-mtip>

#### ***4. Downtown Transportation Plan***

San José's Downtown Transportation Plan (DTP) will provide a long-range framework for transportation in Downtown San José. The DTP will define priorities, street typologies, and projects designed to improve getting around, whether by foot, bike, transit, or car; improve transportation equity and access to places for everyone; improve the comfort and attractiveness of streets, public plazas, paseos, and parks; and support and complement the identity of Downtown.

The DTP study area covers the Downtown Priority Development Area, extending to Taylor St and Coleman Ave in the north, 11<sup>th</sup> St in the East, Willow – Keyes in the South, and Stockton Ave, The Alameda and Caltrain tracks in the west. Connections to Downtown from the west side of the Caltrain tracks are also studied.

To date, the project team has completed existing conditions work and background research. With

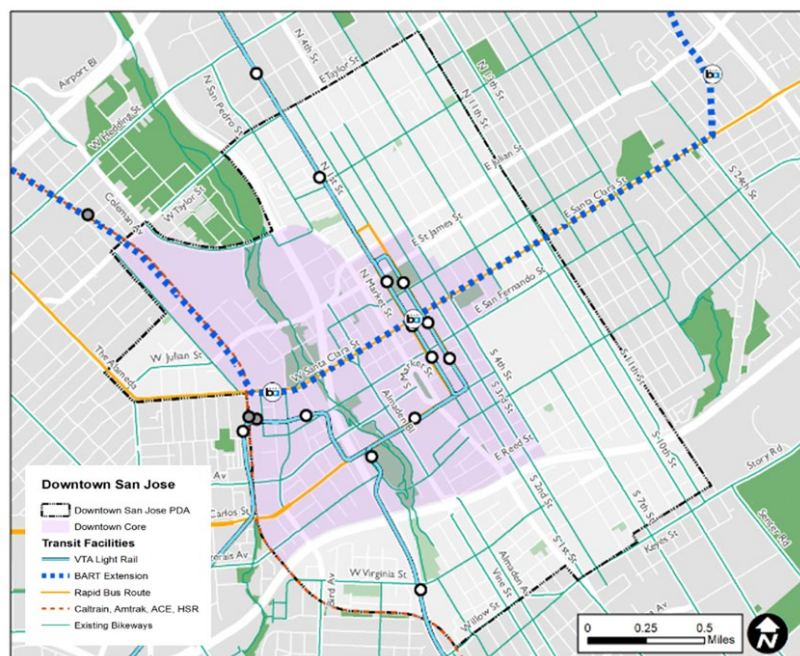


Figure 4: Downtown MTIP Study Area

the help of three CBO partners, the project team has also developed an effective virtual engagement strategy. This strategy includes an interactive website, Community Leadership Council, Equity Advisory Committee, Business Focus Group, focused outreach to community organizations, listening sessions, and speaker series. Through broad and equitable community engagement, the community and City will co-create the vision, measures of success, and shared understandings of options and their tradeoffs. The DTP will develop (1) a preferred transportation system with adequate capacity to meet the future demand from all modes, (2) a prioritized list of projects and programs using advanced



evaluative techniques, (3) conceptual designs for the highest priority projects, and (4) financing and implementation strategies.

The DTP planning effort started in February 2020. Initial work informs other ongoing efforts, including the City's Diridon Station Area Plan amendment and the Downtown West development application. The DTP is slated to be completed by the end of 2021. More information on the DTP is available at [www.movesanjose.org](http://www.movesanjose.org).

### ***5. Transportation Analysis Policy Update***

Council adopted San José's Transportation Analysis Policy (Council Policy 5-1) in 2018 to shift from level of service to vehicle-miles traveled for evaluating transportation impacts of development and transportation projects under the California Environmental Quality Act (CEQA). The Transportation Analysis Policy Update effort estimates how effective the policy has been in advancing Climate Smart Plan and General Plan land use and transportation goals during the last three years of implementation. City staff will then recommend modifications to the policy for Council consideration as they relate to CEQA thresholds, screening criteria, and transportation analysis requirements. As the City is also exploring updates to the citywide parking and TDM policies (see Section C.3 above), staff is working to consolidate and streamline development review processes.

The Transportation Analysis Policy Update effort started in January 2021. Staff will bring the update to Council for consideration in early 2022, along with updates to the citywide parking and TDM policies.

/s/  
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