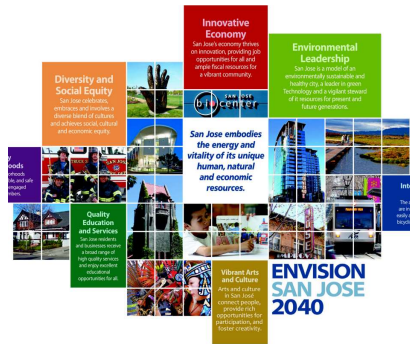


# (d)3 MOVE SAN JOSÉ PLAN ANNUAL REPORT

John Ristow, Director  
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Dept. of Transportation  
Transportation & Environment Committee Meeting  
June 8, 2026

# Move San José



**Envision San José  
2040 (2011)**



**Climate Smart  
San José (2025)**

## Modal Plans



**Better Bike Plan (2020)**



**Emerging Mobility Action  
Plan (2022)**

## Other Planning Efforts

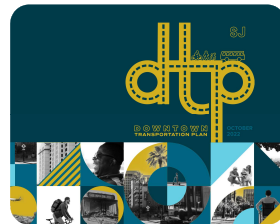


**Transit First Policy  
(2022)**



**Vision Zero Action Plan  
(2025)**

## Multimodal Plans



**San José Downtown  
Transportation Plan  
(2022)**



**En Movimiento: A  
Transportation Plan for  
East San José (2020)**



**West San José Multimodal  
Transportation  
Improvement Plan (2022)**



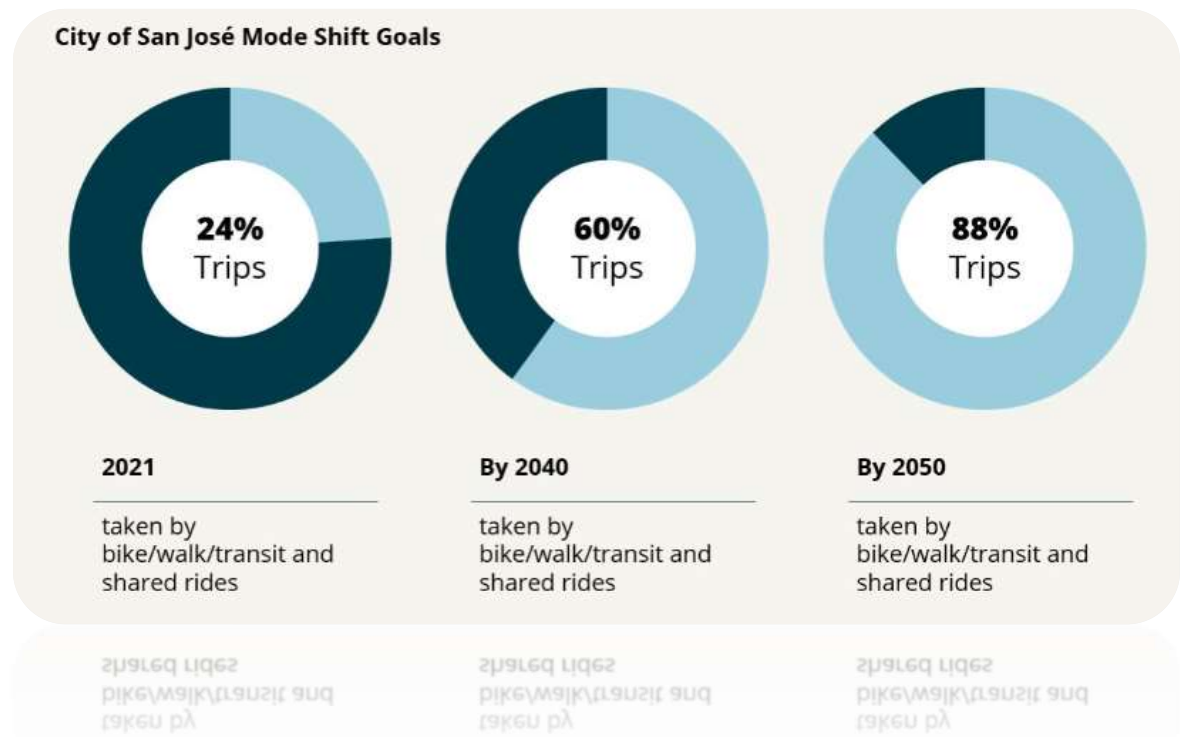
**North San José Multimodal  
Transportation  
Improvement Plan (2026)**

# What is Move San José?

A citywide transportation plan to transform our city from a place dominated by cars to a place designed for people.

## REFOCUS OF DOT STRATEGIES

- **Prioritizing** City resources on impactful community needs.
- Repositions data-driven **decision support.**
- **Listen** to and integrate community feedback.



## GOALS

## KEY PERFORMANCE INDICATORS

	<b>Transportation Safety</b>	<ul style="list-style-type: none"> <li>• Pedestrian Stress</li> <li>• Bike Stress</li> <li>• Number of Transportation Injury and Fatality Crashes (KSI) (Walk, Bike)</li> </ul>	<ul style="list-style-type: none"> <li>• Fatality and Injury Crashes (KSI) on Vision Zero Safety Corridor</li> </ul>
	<b>Clean the Air</b>	<ul style="list-style-type: none"> <li>• EV Market Penetration Rate</li> <li>• Car Ownership</li> <li>• PM 2.5 Air Quality Index</li> <li>• Public EV Charger Availability</li> </ul>	<ul style="list-style-type: none"> <li>• Daily Total GHG Emissions per Capita</li> </ul>
	<b>Connected Neighborhoods</b>	<ul style="list-style-type: none"> <li>• Average Travel Time to Neighborhood Destinations (Bike, Transit)</li> <li>• Number of Households within 1/2 mile of High-Quality Transit</li> </ul>	
	<b>Move the Economy</b>	<ul style="list-style-type: none"> <li>• Transit Access Discrepancy to Employment Areas Compared to Driving</li> <li>• Number of Jobs within 30-Minutes Reachability (Biking, Walking, Transit)</li> </ul>	
	<b>Access for All</b>	<ul style="list-style-type: none"> <li>• Transit Access Time</li> <li>• Pedestrian Connectivity</li> <li>• Bike Connectivity</li> <li>• Cost of Transportation as a Percent of Household Income</li> </ul>	<ul style="list-style-type: none"> <li>• Cost of Housing and Transportation as a Percent of Household Income</li> </ul>
	<b>Less Driving</b>	<ul style="list-style-type: none"> <li>• Daily VMT per Capita</li> <li>• EV VMT as Percentage of Total VMT per Capita</li> <li>• Mode Share (commute &amp; non-commute trips)</li> </ul>	
	<b>Enjoyable Transportation</b>	<ul style="list-style-type: none"> <li>• Transit Stress</li> <li>• Completion of San José Bike Network</li> <li>• Percentage of City Streets with Complete Sidewalks</li> <li>• Daily Time Spent Traveling</li> <li>• Transit Reliability</li> </ul>	<ul style="list-style-type: none"> <li>• Transit Competitiveness</li> <li>• Average Transit Speed</li> <li>• Physical Condition of the Street</li> <li>• Compete Street Index</li> </ul>
	<b>Plan for the Future</b>	<ul style="list-style-type: none"> <li>• Emerging Mode Trips per Capita</li> <li>• Miles Traveled per Capita on Emerging Modes</li> <li>• Emerging Mobility Options Available per Capita</li> <li>• Households within 1/4 mile of a Bike Share Station</li> </ul>	
	<b>20-Minute Neighborhoods</b>	<ul style="list-style-type: none"> <li>• Services and Amenities within 20 Minutes (Walking, Biking)</li> <li>• Percentage of Trips Less Than 2 Miles</li> </ul>	

➤ **9 Goal Areas**

➤ **26 Strategies**

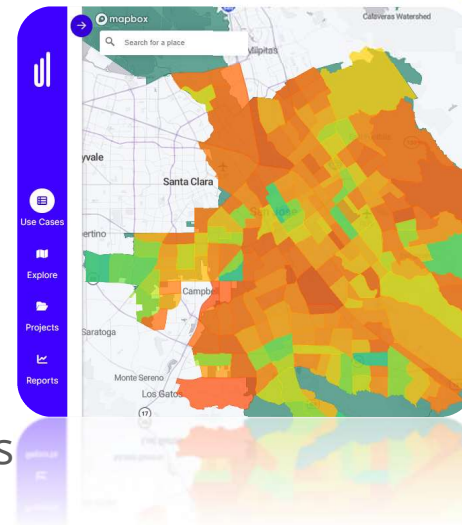
➤ **36 Key Performance Indicators**

➤ **1 Big Data Subscription**

➤ **500+ Planned Projects**

# Decision Support System (DSS)

- **Tracks** current travel behavior, traffic trends, and geographic disparities citywide.
- **Evaluates** over **500 planned projects** from our transportation plans across safety, access, equity, and sustainability goals.
- **Monitors** system performance and estimates where investments deliver the greatest benefit.
- **Informs** prioritization decisions — but does not determine final project selection.



**Benefit breakdown**



# Transportation Safety

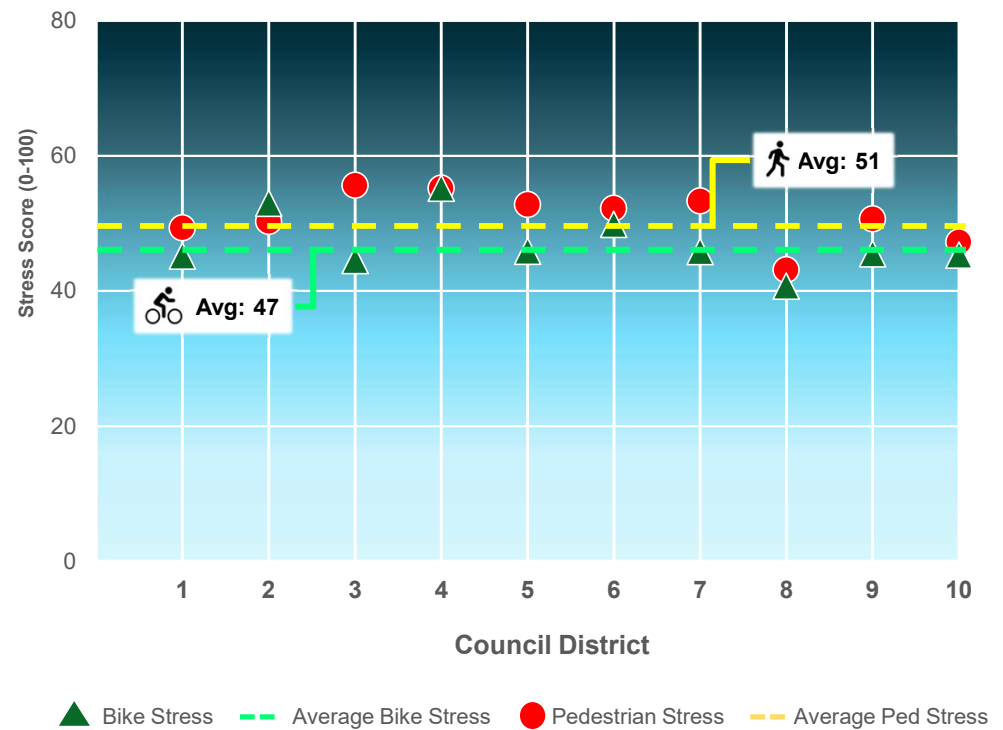
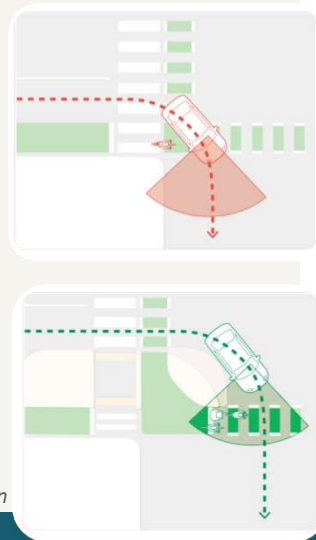
Vulnerable users face both the perception and the reality of unsafe streets.

- Half of severe crashes involve people walking, biking, or rolling, **↑ 11%** from 2024.
- Bike and pedestrian stress scores confirm: **perception = reality.**

Bike and pedestrian safety improvements in 2025:

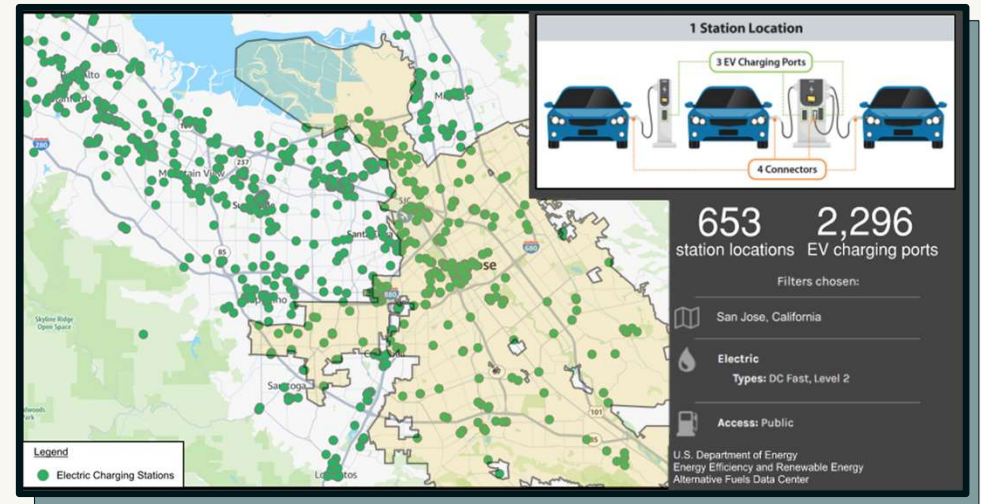
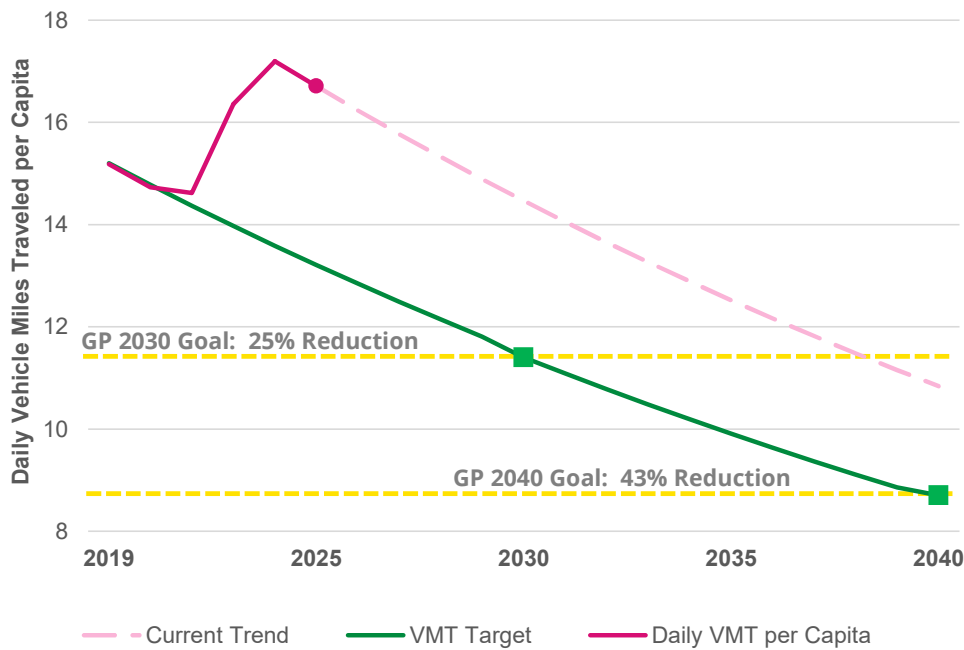
- **14.1** miles of bikeways installed or upgraded.
- **40** intersections upgraded with enhanced safety treatments.


*Improving Visibility at Turn Conflicts. Adapted from NACTO Urban Bikeway Design Guide, Third Edition*



# Environmental Progress

EV adoption is strong, but electrification alone won't get us to 2040 climate goals.

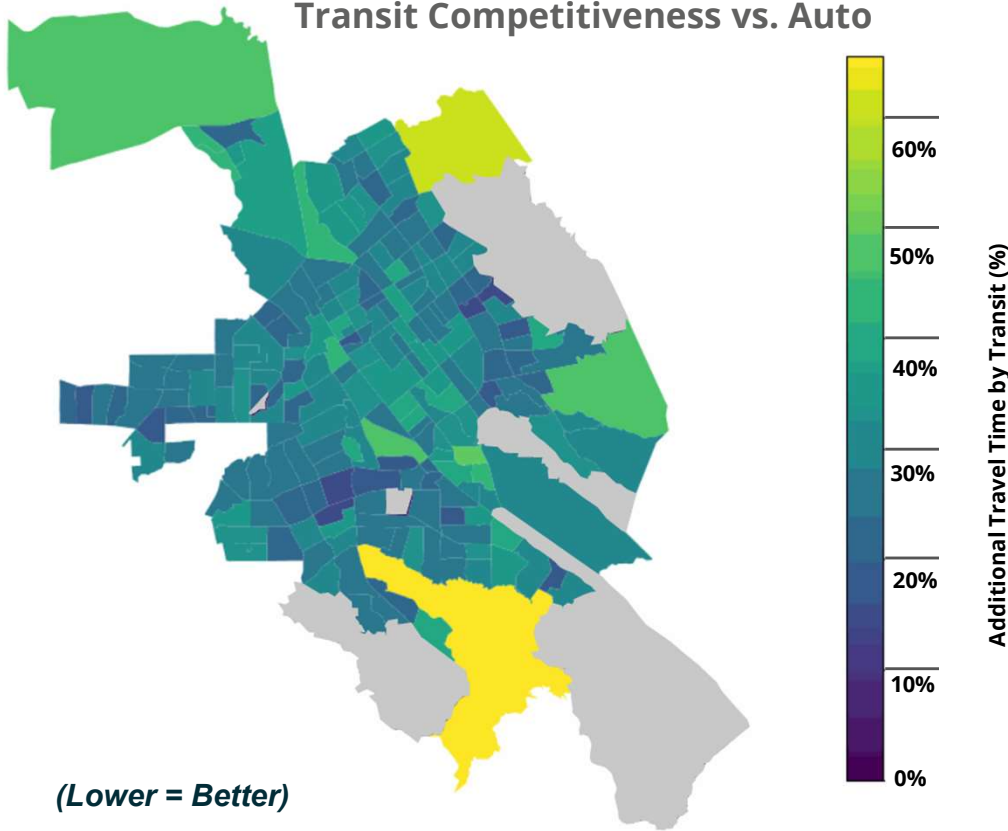


- EV charging network expanded at a rate of **9.2%**, **↑** two percentage points from 2024.
- Total EV charging ports increased to nearly 2,300 ports, **↑ 16%** from last year. 
- Daily VMT is **↓ 3%** from the 2024-levels but is still **↑ 10%** since 2019.



# Multimodal Access & Equity

Transit Competitiveness vs. Auto



Network gaps limit access and favor driving, but Transit Signal Priority is a bright spot.

The gap:

- Bike connectivity between low-stress segments remains **low** citywide.
- Only  $\frac{2}{3}$  of street segments citywide support all expected travel modes.

The bright spot:

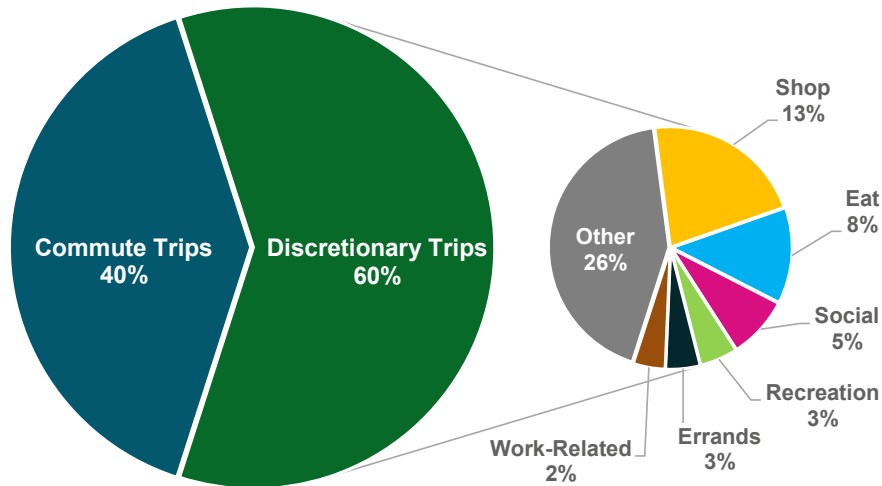
- As of October 2025, all VTA routes within San José use TSP. TSP has saved up to **~3 minutes** on some frequent routes.
- **40%** of jobs reachable by car in 30 minutes are now also reachable by transit, **↑ ~3%** from 2024.



# Travel Behavior Trends

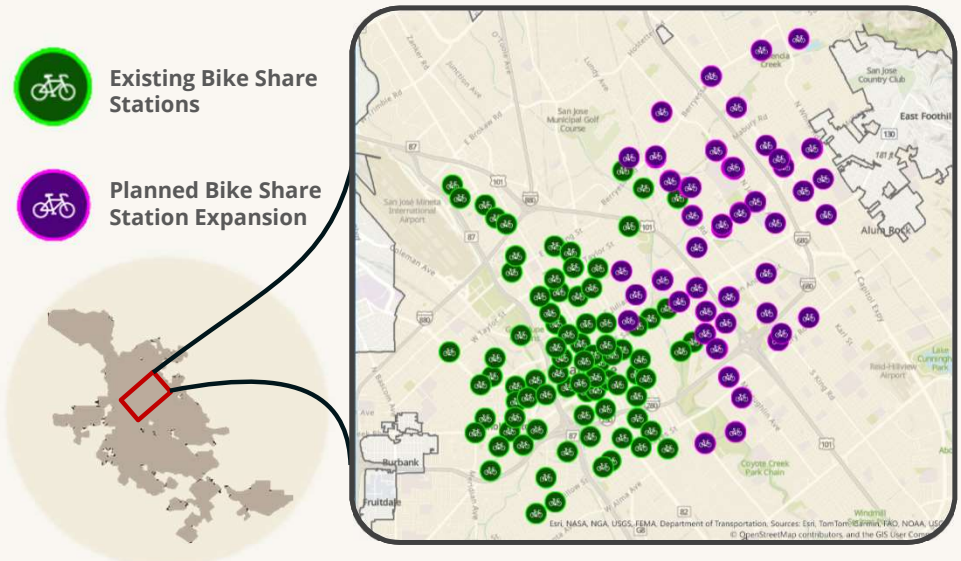
Most trips are short and flexible — but the network doesn't fully support them yet.

- Trips of 2 miles or less is **↑ 6.5%** from 2024 — a **third** of all trips. Discretionary trips grew **6%** in line with shorter trips.

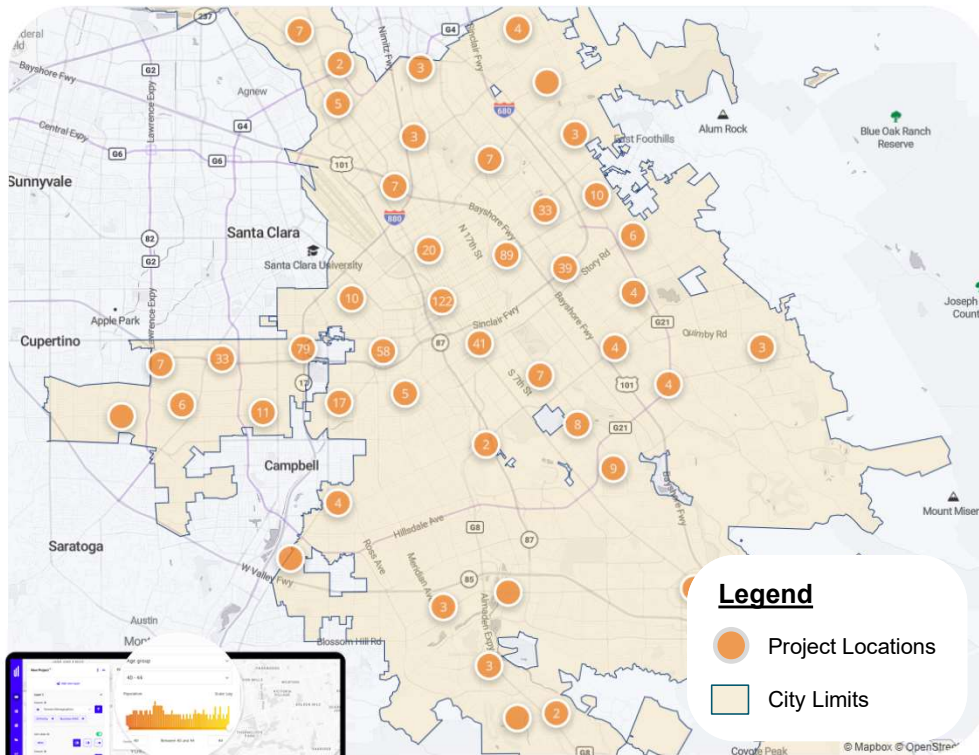


Investments underway:

- San José will expand its bikeshare system by **32** stations beginning later this summer (2026)



## Decision Support System



Map of Planned Projects Captured in the DSS

## Data-Driven Prioritization & Investments

- High-performing projects in the DSS reflect the broadest system impact.
- High-performing DSS-evaluated projects respond to observed gaps:
  - High-crash, high-stress corridors — particularly for vulnerable users
  - Incomplete multimodal access and high drive-alone mode share
  - East-west connectivity gaps
  - First/last-mile connections
- **The result:** A bundle of investments that collectively impact over **20** unique KPIs across **8** of the City's 9 goal areas simultaneously.

# Questions?



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