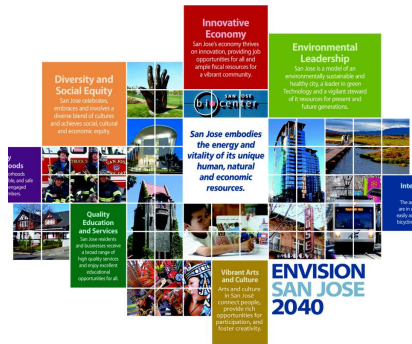


(d)3 MOVE SAN JOSÉ PLAN ANNUAL REPORT

Ramses Madou, Division Manager
Wilson Tam, Planning Manager
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

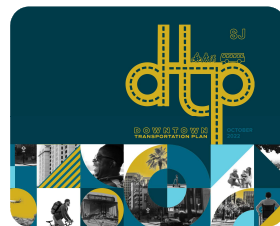


**Transit First Policy
(2022)**



**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)**



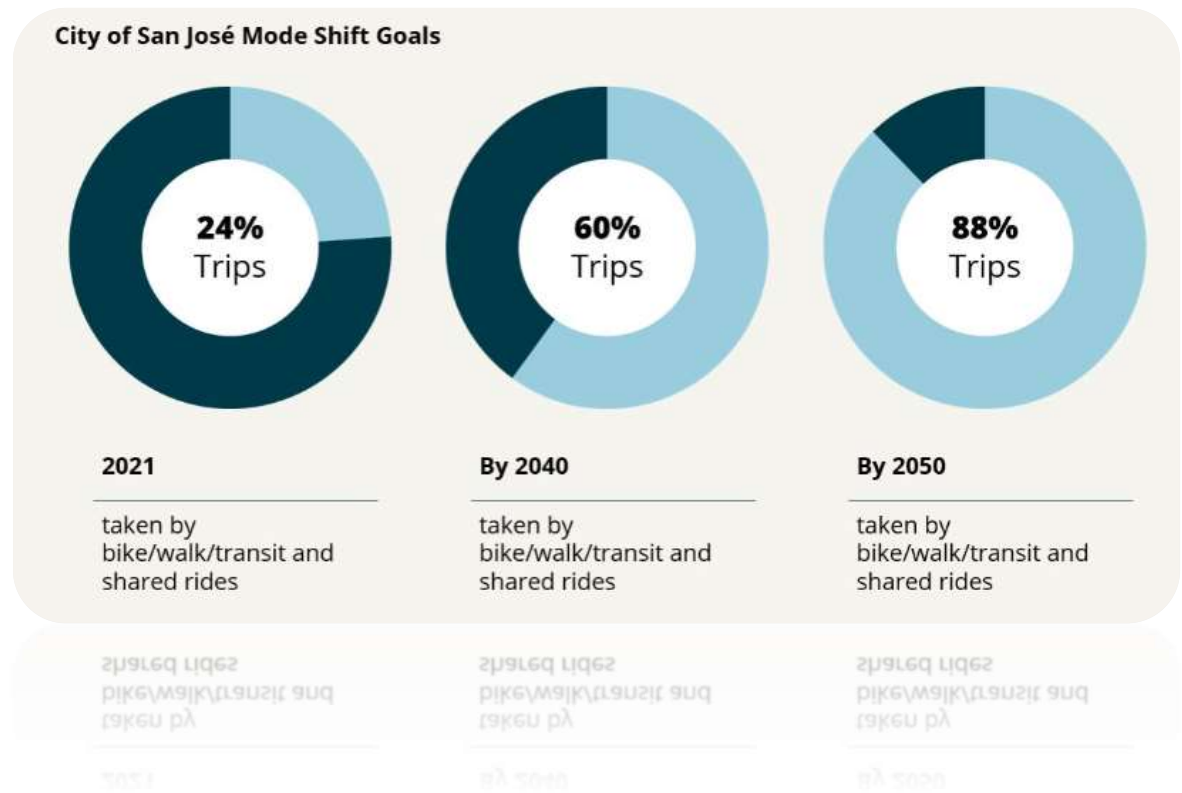
**North San José Multimodal
Transportation
Improvement Plan (2026)**

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

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

➤ **9 Goal Areas**

➤ **26 Strategies**

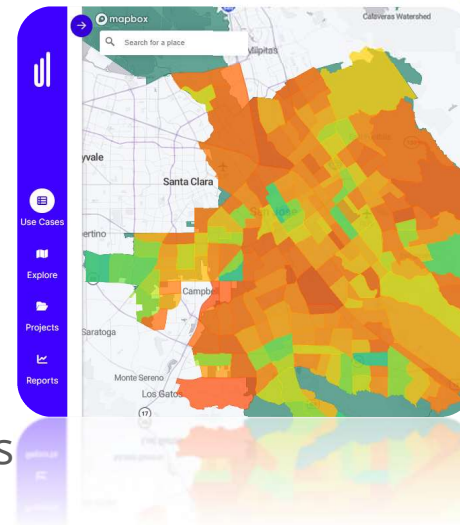
➤ **36 Key Performance Indicators**

➤ **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

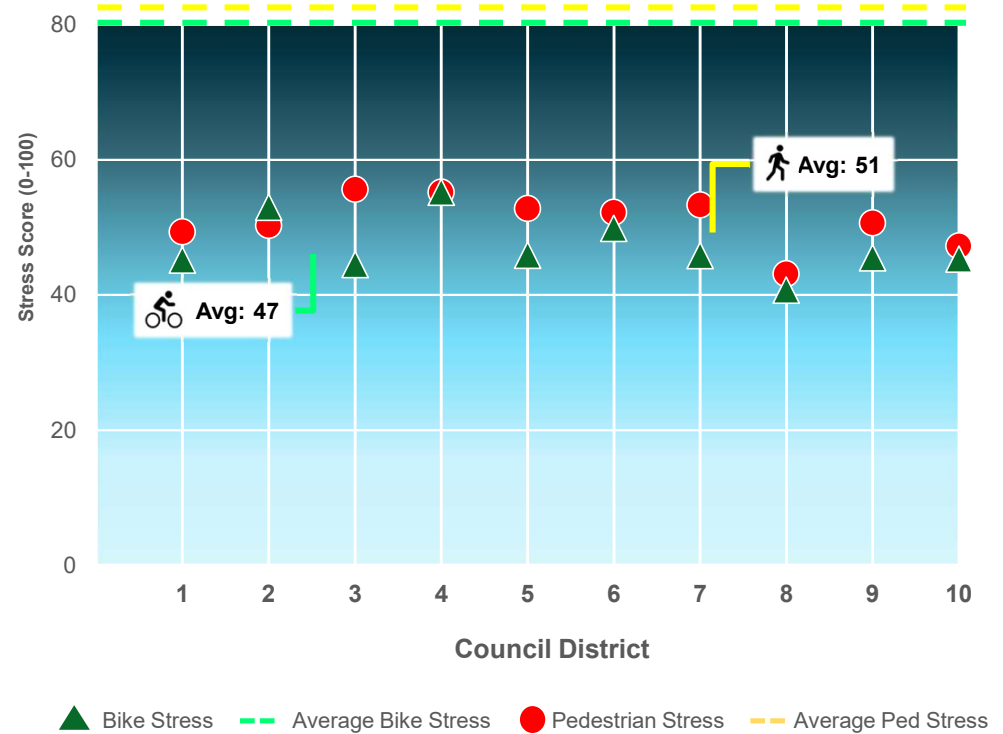
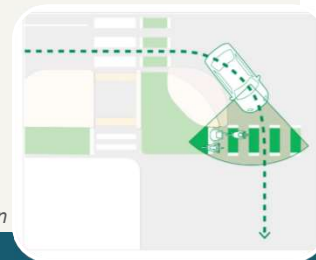
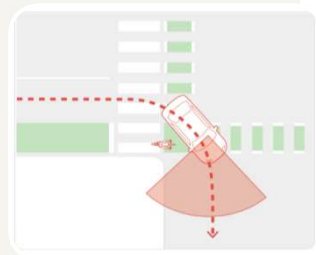
Vulnerable users face both the perception and the reality of unsafe streets.

- 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:

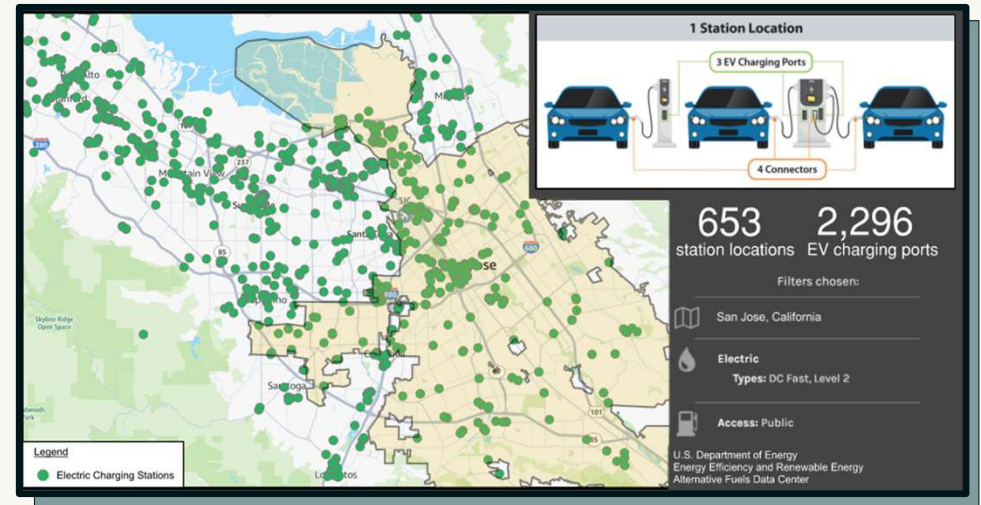
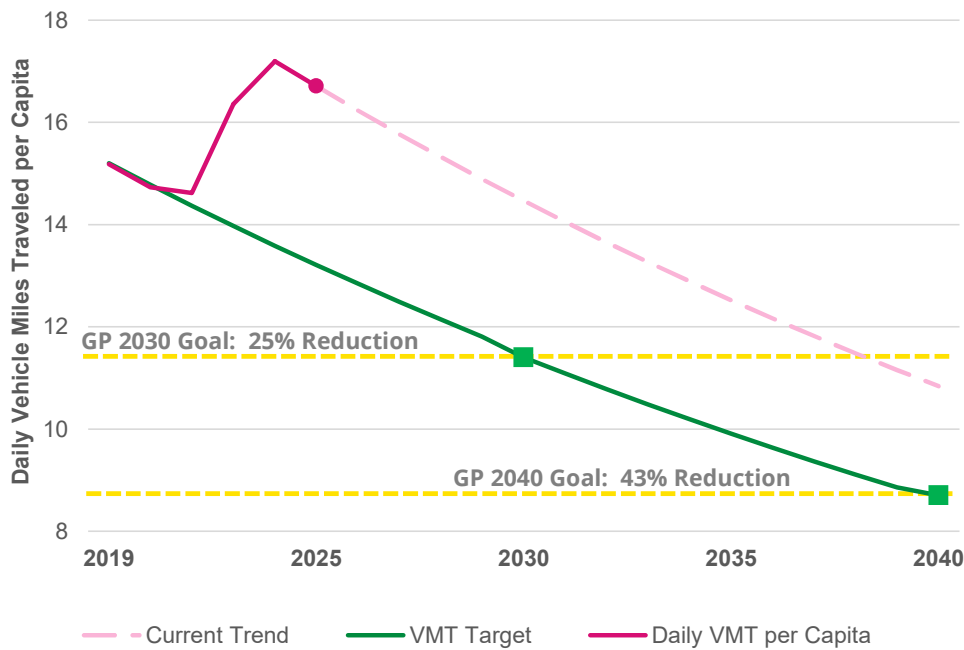
- **14.1** miles of bikeways installed or upgraded.
- **40** intersections upgraded with enhanced safety treatments.


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.

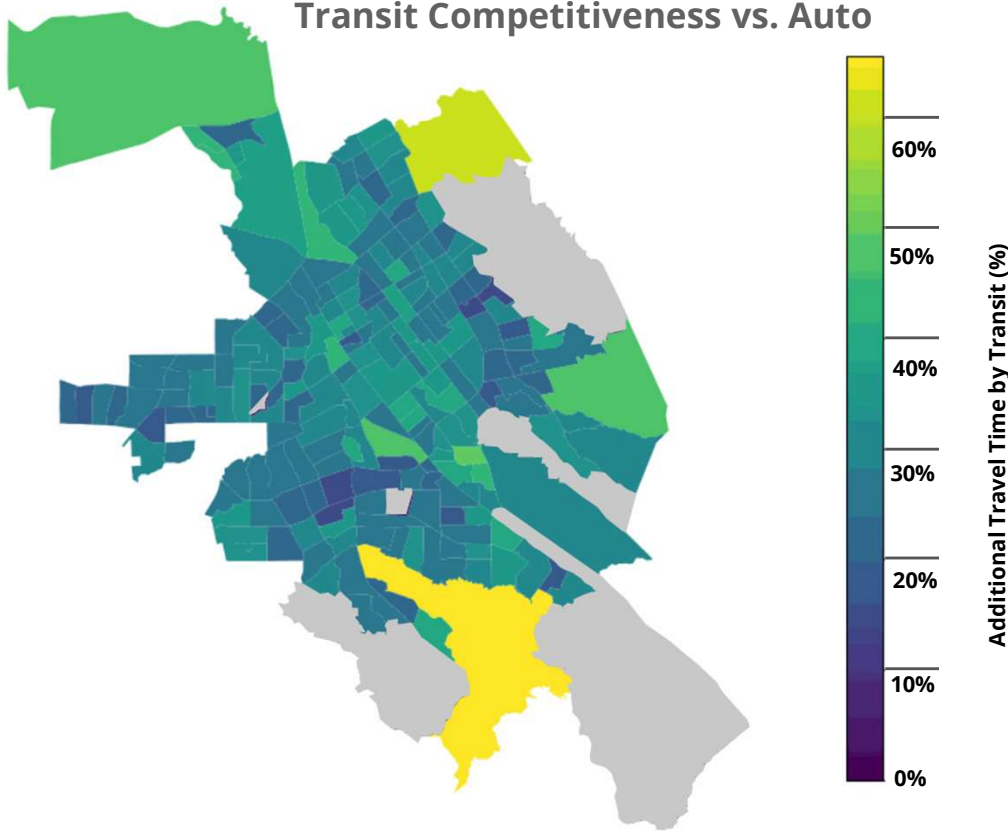


- EV charging network expanded at a rate of **9.2%**, **↑** two percentage points from 2024.
- Total EV charging ports increased to nearly 2,300 ports, **↑ 16%** from last year. 
- Daily VMT is **↓ 3%** from the 2024-levels but is still **↑ 10%** since 2019.



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:

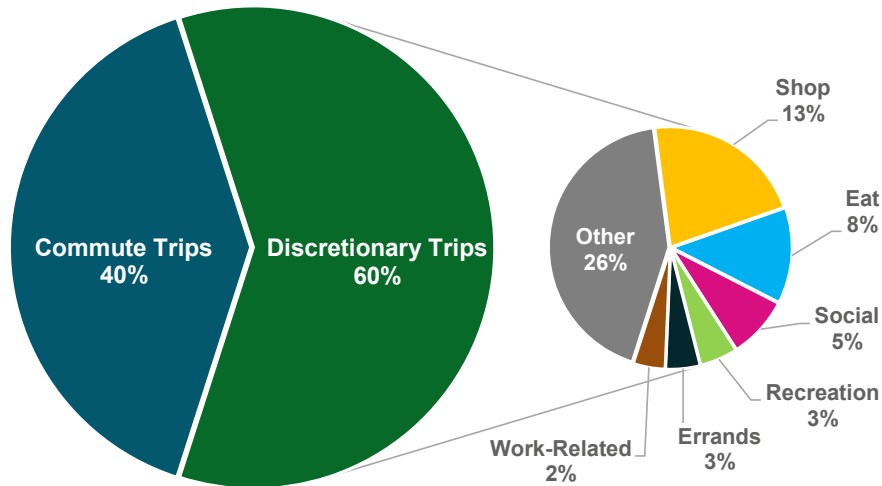
- As of October 2025, all VTA routes within San José use TSP. TSP has saved up to **~3 minutes** on some frequent routes.
- **40%** of jobs reachable by car in 30 minutes are now also reachable by transit, **↑ ~3%** from 2024.



Travel Behavior Trends

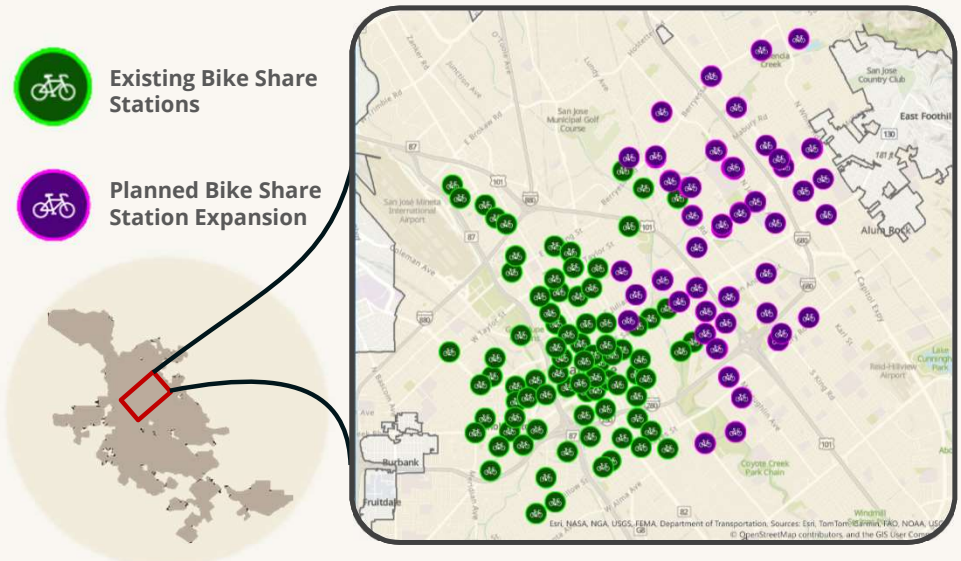
Most trips are short and flexible — but the network doesn't fully support them yet.

- 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.

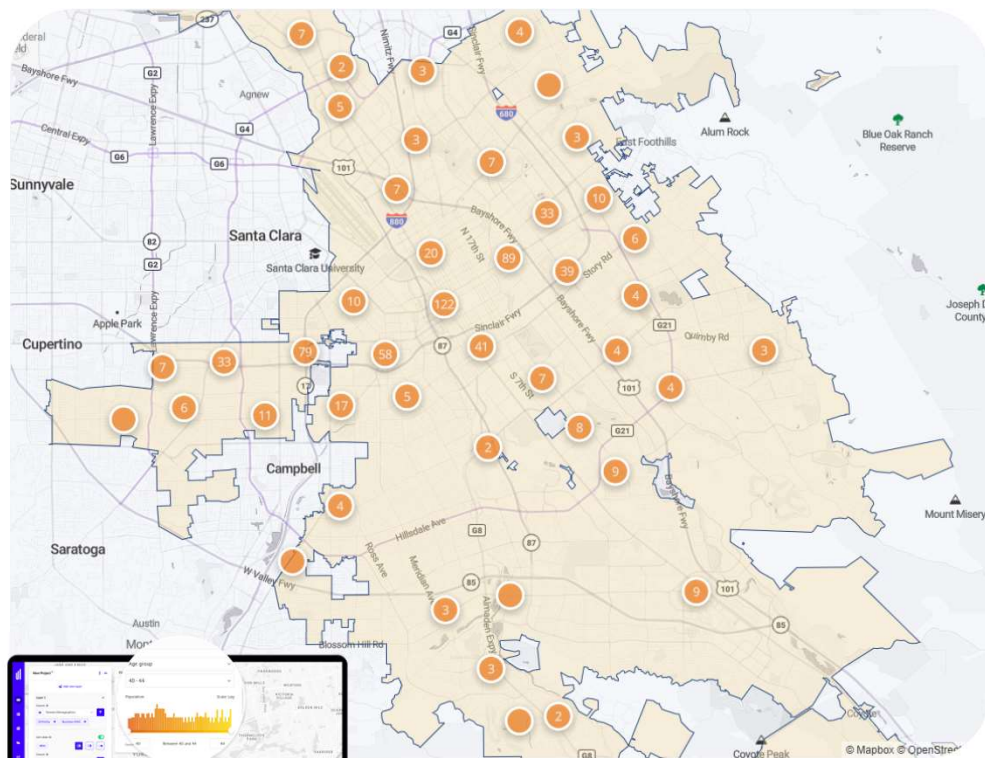


Investments underway:

- 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?



**Jessica Zenk, Deputy Director
Ramses Madou, Division Manager
Wilson Tam, Planning Manager
Dept. of Transportation**

**Transportation & Environment Committee Meeting
June 8, 2026**