

Envision San José 2040

General Plan Update

February 8, 2010

Task Force Meeting #33

Agenda Item #3

Policy Consent Items

- a) Safety and Hazards**
- b) Economic Development**
- c) Housing and Residential Land Use**

Agenda Item #4

Transportation

- a) Mode Shift Goals**
- b) Scenario Analysis Results**
- c) Proposed Goals, Policies, and Implementation Actions**

VMT Goals and Policies



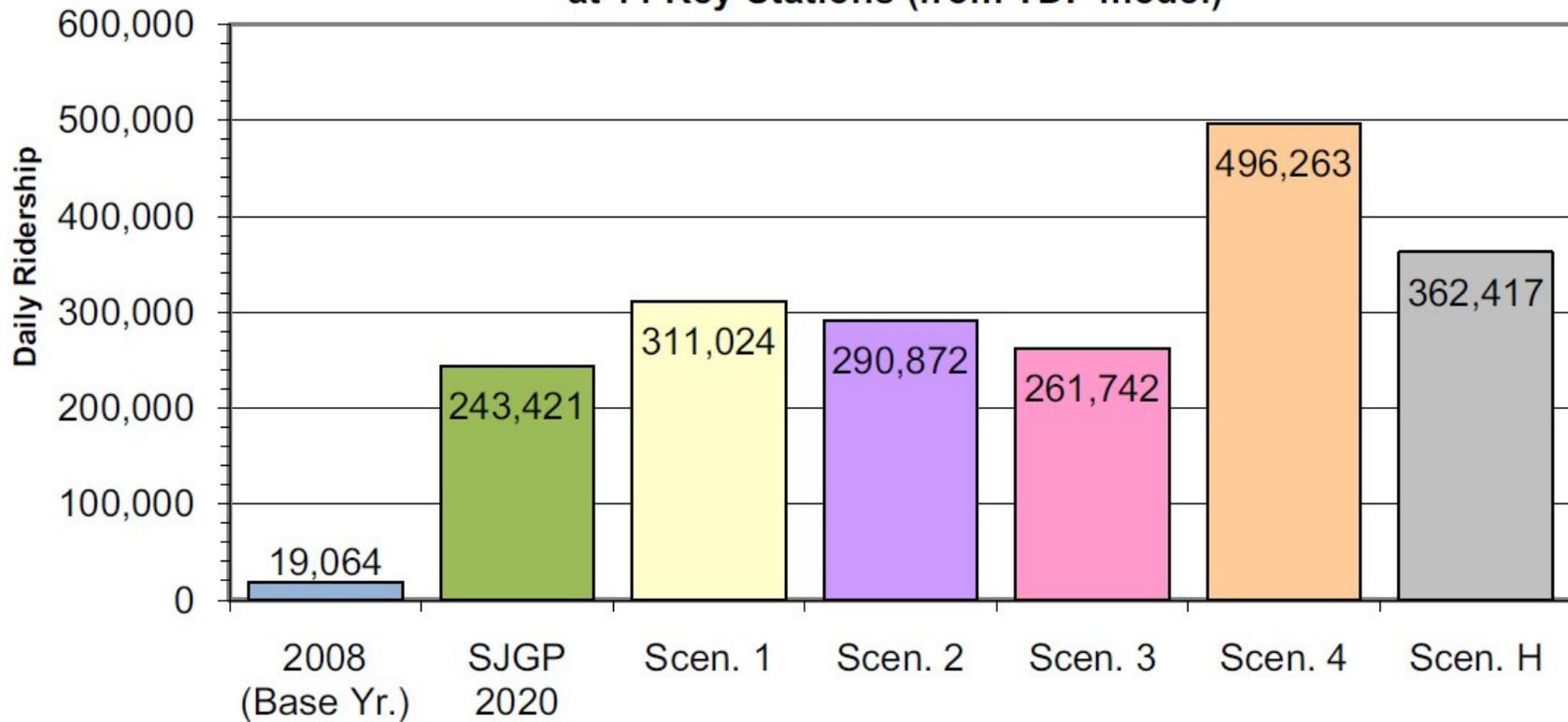
Key Findings

- ***Modeling data and results validated based on existing behavior***
- ***Mode shift and VMT does not differ significantly by land use scenario***
- ***Transit ridership increases based on growth increases***
- ***Aggressive transportation policies are needed to change mode shift and lower VMT***



Ridership

Figure 4
Projected BART, Caltrain, and VTA Light Rail Station Boardings
at 11 Key Stations (from TDF model)



Key Findings

- ***Modeling data and results validated based on existing behavior***
- ***Mode shift and VMT does not differ significantly by land use scenario***
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VMT Reduction Goal

<i>Mode Share</i>	<i>Existing</i>	<i>Model Results</i>	<i>10% VMT Reduction</i>	<i>20% VMT Reduction</i>	<i>40% VMT Reduction</i>
<i>Drive Alone</i>	<i>77.8%</i>	<i>69%</i>	<i>61%</i>	<i>55%</i>	<i>40%</i>
<i>Carpool</i>	<i>9.2%</i>	<i>19%</i>	<i>15%</i>	<i>12%</i>	<i>10%</i>
<i>Transit</i>	<i>4.1%</i>	<i>9%</i>	<i>12%</i>	<i>15%</i>	<i>20%</i>
<i>Bike</i>	<i>1.2%</i>	<i>1.50%</i>	<i>6%</i>	<i>9%</i>	<i>15%</i>
<i>Walk</i>	<i>1.8%</i>	<i>1.50%</i>	<i>6%</i>	<i>9%</i>	<i>15%</i>

Proposed Policies

<i>Policies Under CSJ Control</i>		<i>Require Regional Policies</i>
<i>10% VMT Reduction</i>	<i>20% VMT Reduction</i>	<i>40% VMT Reduction</i>
<p><i>Enhance facilities for walking and biking per proposed General Plan Policies</i></p> <p><i>Increase transit frequency along major transit corridors</i></p> <p><i>Reduce Minimum Parking Requirements at Mixed-Use and TOD sites</i></p> <p><i>Require TDM Measure for new development</i></p> <p><i>Reduce automobile lane capacities and reallocate street space for other modes</i></p>	<p><i>Unbundled Parking</i></p> <p><i>Charge developers an impact fee for parking and require fees for parking at public facilities</i></p> <p><i>Require participation in Car Share Programs for new development in Mixed-Use and TOD sites</i></p> <p><i>Establish Maximum Parking Caps</i></p>	<p><i>Vehicle Taxes to Fund Transportation Infrastructure</i></p> <p><i>Congestion Pricing for travel through Santa Clara County</i></p> <p><i>Toll Roads on all major freeways and expressways</i></p>

VMT Goals and Policies





Agenda Item #5

Public Comment



Agenda Item #6

Task Force Recommendations

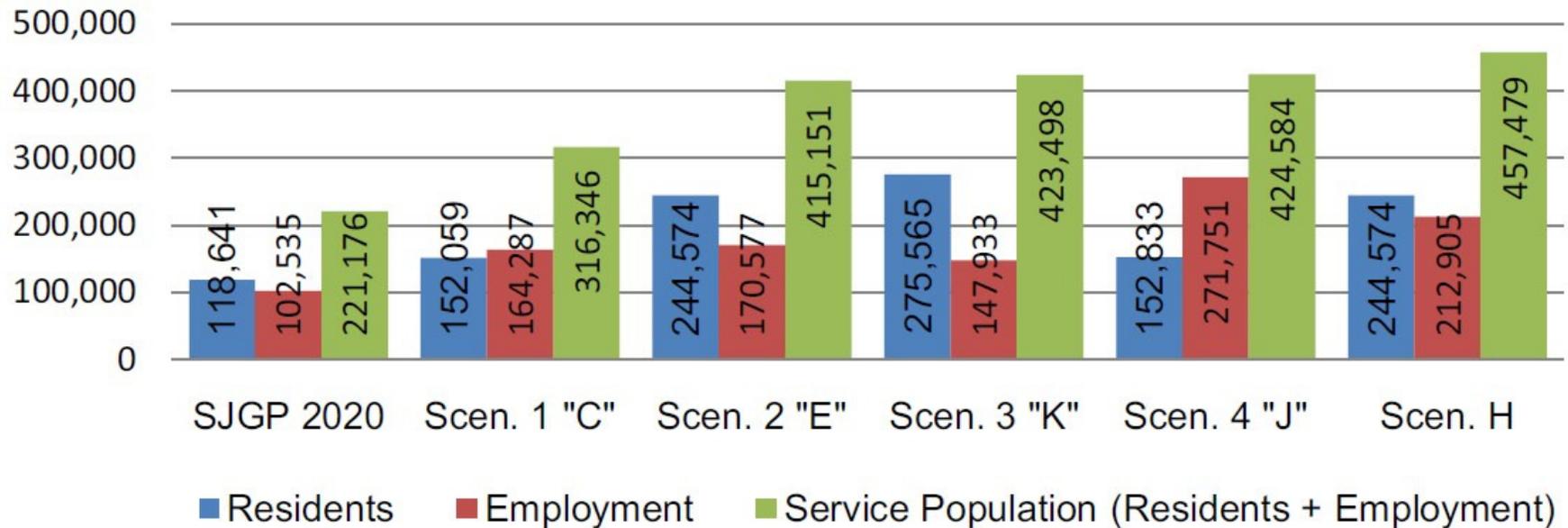


Agenda Item #7

Announcements

TOD Growth Capacity

Figure 1
Amount of New Development within Walking Distance of
Rail Stations and Top 15 Bus Routes



Note: Walking distances to transit include 1/2 mile around rail stations and 1/4 mile around top 15 bus routes.

Bus Ridership

Figure 3
Projected Daily Line Ridership for Top 15 Bus Routes and Light Rail
(from TDF Model)

