

Envision San José 2040

General Plan Update

May 24, 2010

Task Force Meeting #40

Meeting Agenda

- 1) Welcome**
- 2) Review 5/17 Meeting Synopsis**
- 3) Transportation Mode Shift Goals**
- 4) Goals, Policies and Implementation Actions**
 - Economic Development**
 - Community Engagement**
 - Fiscal Sustainability**
- 5) Public Comment**
- 6) Task Force Recommendations**
- 7) Announcements**

VMT Goals and Policies



***General Plan Task Force
May 24, 2010***

Task Force Guidelines

- ***Plan for people not cars***
- ***Reduce vehicle miles traveled***
- ***Reduce green house gases***
- ***Create walkable and bike friendly “neighborhood villages”***
- ***Create complete and vibrant regional “hubs”***



Perspectives

- *“Think little goals and expect little achievements. Think big goals and win big success”*
- *Consider best practices and outcomes from other cities*
- *Phased approach*



Mode Share Perspective

■ ***Transit***

- ***Big Cities: New York (54%), Washington DC (39%), Boston (32%)***
- ***Local Small Cities: Berkeley (17%), Daly City (17%), Oakland (17%)***

■ ***Walking***

- ***Big Cities: Boston (12%), San Francisco (10%), Washington DC (10%)***
- ***Small Cities: Cambridge (26%), Ann Arbor (17%), Berkeley (16%)***

■ ***Bicycling***

- ***Big Cities: Portland (6%), Minneapolis (4%), Seattle (3%)***
- ***Small Cities: Davis (14%), Boulder (7%), Palo Alto (6%)***
- ***International: Amsterdam (40%), Copenhagen (36%)***

San José Envision 2040

VMT Reduction Goals

<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>

Local Policies

20% VMT Reduction

10% VMT Reduction (Horizon 1)	20% VMT Reduction (Horizon 2 or later)
<p>Enhance facilities for walking and biking per proposed General Plan Policies</p> <p>Increase transit frequency along major transit corridors</p> <p>Reduce automobile lane capacities and reallocate street space for other modes</p> <p>Reduce Minimum Parking Requirements at Mixed-Use and TOD sites</p> <p>Require TDM measures for new development</p> <p>Allow for unbundled parking as part of development</p> <p>Allow the use of City parking facilities to meet parking requirements</p> <p>Allow participation in car share programs to meet parking requirements</p>	<p>Enhance facilities for walking and biking per proposed General Plan policies</p> <p>Increase transit frequency along major transit corridors</p> <p>Reduce automobile lane capacities and reallocate street space for other modes</p> <p>Reduce Minimum Parking Requirements Citywide</p> <p>Require & monitor TDM measures for new development with penalties for non-compliance</p> <p>Require some unbundled parking for developments at mixed-use and TOD sites</p> <p>Require some use of City parking facilities to meet parking requirements</p> <p>Require some participation in Car Share Programs for new development in mixed used and TOD sites</p> <p>Establish Maximum Parking Caps</p>

Regional Policies

Additional 20% VMT Reduction

- ***Vehicle Taxes to Fund Transportation Infrastructure***
- ***Congestion Pricing for travel through Santa Clara County***
- ***Toll Roads on all major freeways and expressways***

General Plan would encourage these policy actions at regional levels with VTA, MTC, and State.

VMT Goals and Policies



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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>

Agenda Item #4

Goals, Policies and Implementation Actions

- **Economic Development**
- **Community Engagement**
- **Fiscal Sustainability**

Agenda Item #4

Goals, Policies and Implementation Actions – Fiscal Sustainability

- 1) Fiscal Sustainability Goal**
- 2) Cultivate (Fiscal) Resources**
- 3) Land Use Policies**
 - Urban Service Area**
 - Employment Lands**
- 4) Service Delivery**

Agenda Item #5

Public Comment

Agenda Item #6

Task Force Recommendations

Agenda Item #7

Announcements

**Water Pollution Control Plant Master Plan
- Land Use Alternatives Workbook**

Survey