

# Envision 2040 Transportation Discussion



General Plan Task Force  
October 27, 2008

# ***Introduction***

- 1. Local Perspective (Manuel Pineda, Sohrab Rashid)***
  - City Policy***
  - Travel Characteristics***
  - City Staff Goals for Envision 2040***
- 2. VTA Perspectives (John Ristow, Chris Augenstein)***
  - Regional Planning and Policy***
- 3. Task Force Discussion (Q&A)***
- 4. Transportation Strategies for Envision 2040  
(Hans Larsen)***
- 5. Task Force Discussion (Q&A)***

# ***Transportation Impact Policy***

## ***Summary and Background***

- 1. Formerly known as the City Level of Service (LOS) impact policy. Modified by Council in June 2005.***
- 2. Modified to account for all modes, not just auto LOS***
- 3. Describes LOS congestion ratings (“A” through “F”) during AM and PM peak hour***

# ***LOS Definition***

***Measure of Intersection Traffic Condition***



***LOS "A"***



***LOS "C"***



***LOS "D"***



***LOS "F"***

# ***Transportation Impact Policy***

## **Summary and Background (continued)**

- 4. Establishes LOS “D” as general City wide goal (maximum congestion threshold)***
- 5. Requires mitigation for significant LOS impacts (when impacts are greater than 1% and 4 seconds to LOS “E” and “F” intersections)***
- 6. Establishes concept of “protected intersections”. Allows projects to construct bicycle, pedestrian, and transit improvements***
- 7. Defines “unacceptable” mitigation measures (impacts to pedestrian, bicycle and transit facilities)***

# ***Transportation Impact Policy***

## **Exceptions to Transportation Policy**

### **8. Allows exceptions to LOS “D” for:**

- a. Downtown Core**
- b. Areas with special development policies**
- c. Protected Intersections within “Special Planning Areas” (major transit corridors, rail transit station areas, Specific Plan areas, and neighborhood business districts)**



# ***Existing Travel Characteristics***

- ***Historically auto-oriented; higher than County, state, or US***
- ***Higher carpool rate***
- ***Lower bike/walk rate***
- ***Higher transit use than rest of County***
- ***Average travel time to work is 29.9 minutes***

<b><i>Commute Mode Choice</i></b>	<b><i>Proportion</i></b>
<b><i>Drive Alone</i></b>	<b><i>76.5%</i></b>
<b><i>Carpool</i></b>	<b><i>14.2%</i></b>
<b><i>Transit</i></b>	<b><i>4.1%</i></b>
<b><i>Bike</i></b>	<b><i>0.6%</i></b>
<b><i>Walk</i></b>	<b><i>1.4%</i></b>
<b><i>Other Means or Work at Home</i></b>	<b><i>3.2%</i></b>

*Source: 2000 Census Data*

# ***Transportation System Status***

<b><i>Element</i></b>	<b><i>Scope</i></b>	<b><i>% Complete</i></b>
<b><i>Freeways/ Expressways</i></b>	<b><i>95 miles</i></b>	<b><i>95%</i></b>
<b><i>Carpool Lanes</i></b>	<b><i>60 miles</i></b>	<b><i>96%</i></b>
<b><i>Local Arterials</i></b>	<b><i>450 miles</i></b>	<b><i>98%</i></b>
<b><i>Bikeways and Trails</i></b>	<b><i>300 miles</i></b>	<b><i>57%</i></b>
<b><i>Rapid Transit</i></b>	<b><i>Varies</i></b>	<b><i>41%</i></b>
<b><i>Pedestrian Corridors</i></b>	<b><i>75 miles</i></b>	<b><i>26%</i></b>

# ***Existing Traffic Operations***

<b><i>LOS PM Peak</i></b>	<b><i>City Signals</i></b>	<b><i>Expwy Signals</i></b>	<b><i>Freeway Miles</i></b>
<b><i>Total</i></b>	<b><i>836</i></b>	<b><i>59</i></b>	<b><i>395</i></b>
<b><i>A, B, C</i></b>	<b><i>712</i></b>	<b><i>25</i></b>	<b><i>103</i></b>
<b><i>D</i></b>	<b><i>112</i></b>	<b><i>19</i></b>	<b><i>128</i></b>
<b><i>E, F</i></b>	<b><i>12 (1%)</i></b>	<b><i>15 (25%)</i></b>	<b><i>165 (42%)</i></b>

# ***Arterial Street Audit***

- ***“Rightsize” major streets to accommodate other modes and enhance community livability***
- ***Over 50 streets identified for review modification***



***Hillsdale Ave***



***Branham Lane***



***Bird Ave***

# ***New Street Typology***

- ***Evolve street classification away from solely auto mobility considerations to balanced street function considering land use, all users, and livability.***



***Old Typology: "6-Lane Arterial"***



***New Typology: "Multimodal Mixed Use District"***

# ***Update Bicycle and Pedestrian Plans***

- ***Bicycle Plan Master Update***
  - ***Expand bikeway network from 300 miles to 500 miles***
  - ***Add innovative bikeway designs and encouragement programs to “tool box”.***
- ***Pedestrian Master Plan Update***
  - ***Review existing City Pedestrian standards, policies, practices & programs (SPPP)***
  - ***Survey Pedestrian SPPP Best Practices of top US Cities***
  - ***Recommend updated to City SPPP***



# VTA Overview

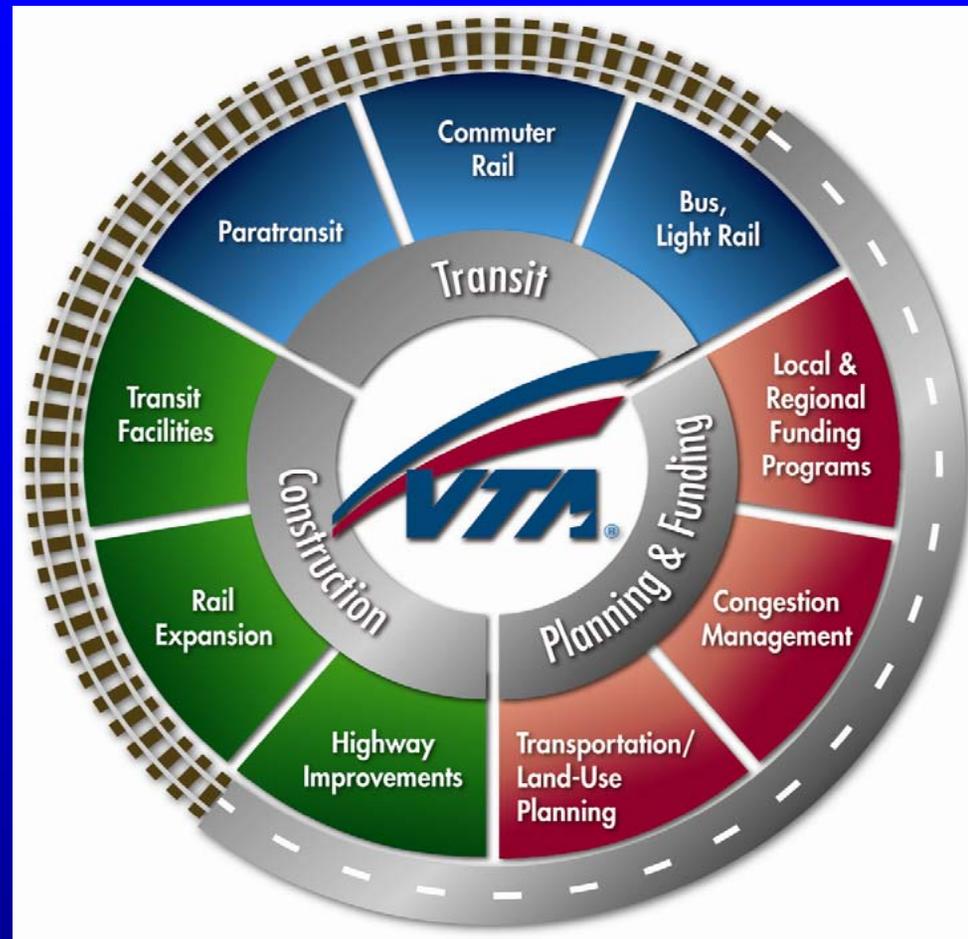


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# ***VTA is...***

***The result of a 1995 merger between two previously separate entities: the **Santa Clara County Transit District** & the **Congestion Management Agency** for Santa Clara County, and***  
—

***The successor organization to the **Santa Clara County Traffic Authority**, which terminated at the end of March 1997.***



***A multi-modal, multi-functional transportation agency for Santa Clara County.***

# What we do

## ■ Transit Operator Providing:

- *Bus*
- *Light Rail*
- *Shuttles*
- *Paratransit*



# ***What we do***

- ***Project Delivery Agency***
- ***Conducts development activities for Measure B and local highway and bicycle projects.***
  - ***Project Scoping & Planning***
  - ***Environmental Review***
  - ***Engineering***
  - ***Real Estate Acquisition***
  - ***Construction***



# ***What we do***

- ***Congestion Management Agency***
- ***Manages programs that coordinate transportation investment with land use decisions.***
  - ***Long Range Transportation Planning***
  - ***Transportation Funding***
  - ***Land Use / Transportation Integration***
  - ***Bicycle and Pedestrian Planning***
  - ***Monitoring the System***



# ***Where are we going...***

## **■ *Valley Transportation Plan 2035 (Implementation Themes)***

- Make the Connection***
- Re-Plan, Re-Engineer, Re-Form***
- Get the Price Right***

# ***VTP 2035 Issues***

- ***Hot topics – pricing, climate protection, funding (Capital and O&M), land use integration***
- ***Capital program***
- ***Strategies for accommodating growth***
- ***MTC/ABAG – linkages, policies and work to be done***

# ***Valley Transportation Plan 2035***

## ***Program Area Allocations - \$14.1 Billion***

<b>■ <i>BART &amp; Transit</i></b>	<b><i>\$9.2 B</i></b>
<b>■ <i>Freeways <sup>(1)</sup></i></b>	<b><i>\$3.1 B</i></b>
<b>■ <i>Expressways/Local Streets <sup>(2)</sup></i></b>	<b><i>\$0.4 B</i></b>
<b>■ <i>Pavement Maintenance</i></b>	<b><i>\$350m</i></b>
<b>■ <i>Bike/Pedestrian Facilities</i></b>	<b><i>\$226m</i></b>

***(1)*** *Includes \$1.7b for Express Lane Program capital, financing, and O&M costs; and \$235m from North San Jose Development Policy (NSJDP) Impact Fees.*

***(2)*** *Includes funds from NSJDP fees*

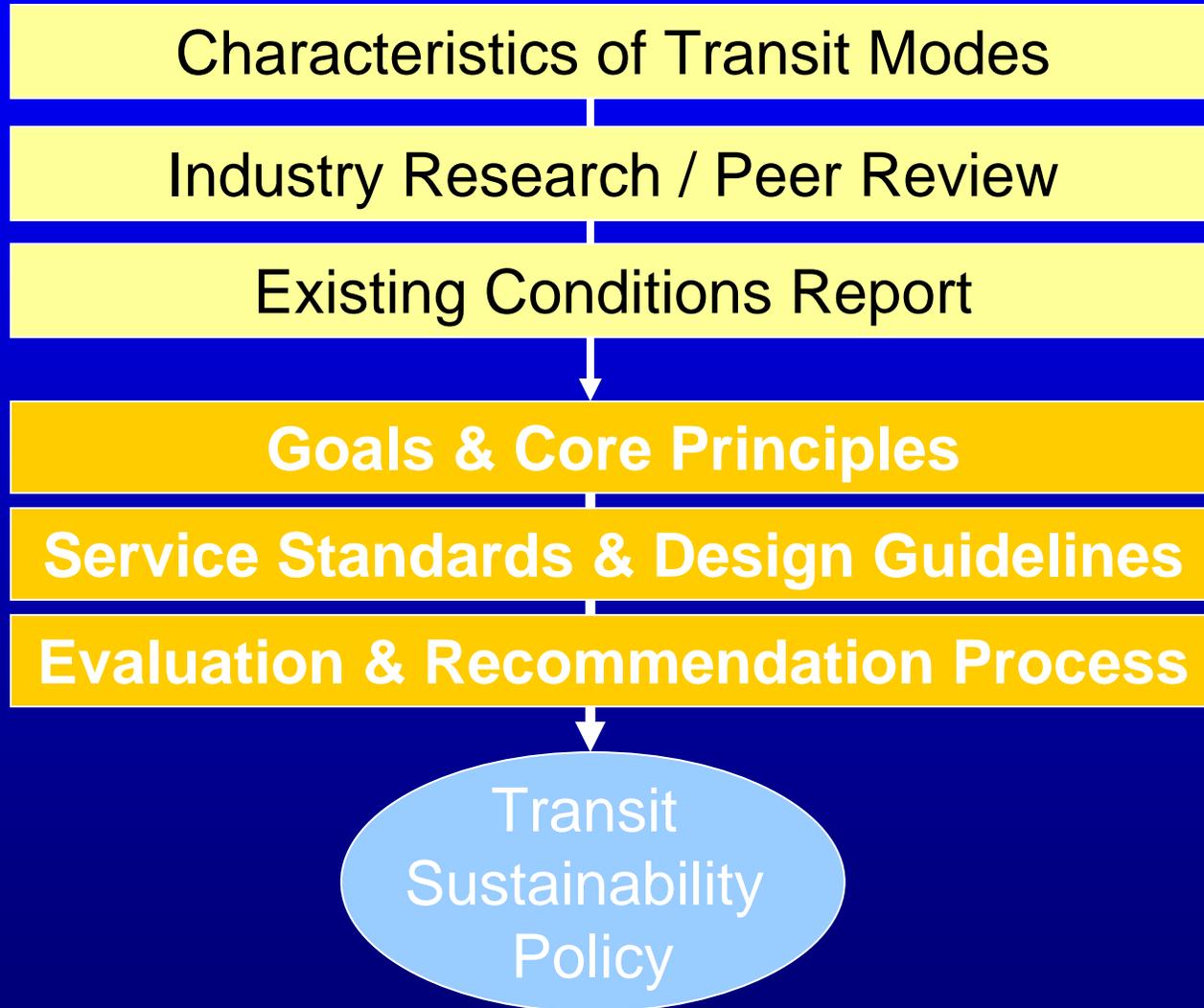
# *Transportation Needs*

Program Area	\$2008 (\$1,000,000s)
Transit	\$12,000
Highway	\$3,940
Expressway	\$2,000
Local Streets / County Roads	\$975
Pavement + Non Pavement Maintenance	\$8,000
ITS / Operations	\$250
Bicycle	\$950
CDT / Pedestrian	\$500
Noise Mitigation	\$100
Landscaping, Litter & Graffiti Removal	\$50
Total	\$28,765

# ***Some VTP Framing Policies***

- ***Transit Sustainability Policy***
- ***Community Design and Transportation (CDT) Program***

# ***Transit Sustainability Policy Research & Analysis***



# ***TSP Structure***

***Three parts:***

- ***TSP/COA Goals and Core Principles***
- ***Service Design Guidelines***
- ***Evaluation & Recommendation Process***

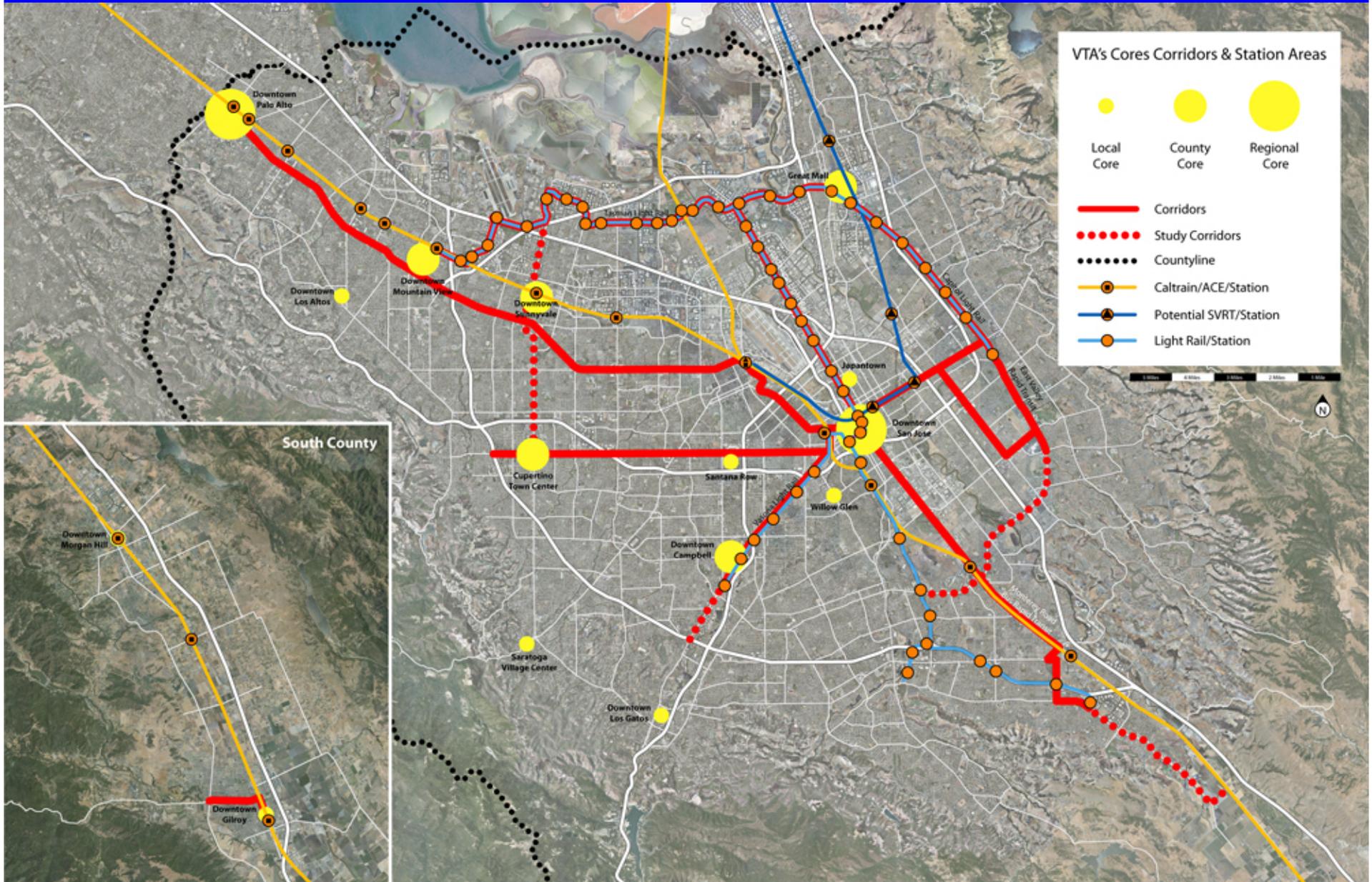
# ***Service Design Guidelines (SDGs)***

- ***Framework of Best Transit Practices***
- ***Incorporates Performance Standards***
- ***Builds on adopted policies and guidelines***
- ***Framework to match service design with corridor or service area characteristics***

# ***TSP Evaluation Process***

- ***Pursues the highest and best use of public transit funds***
- ***Improve use of current transit investments***
- ***Involves local jurisdictions in the transit planning and decision-making process***
- ***Links service design with ridership and operability***

# VTA Cores, Corridors and Station Areas



# ***Streets as places - Office Park to Mixed-use Business District***



## ***Office Park to Mixed-use Business District***



## *Office Park to Mixed-use Business District*



## *Office Park to Mixed-use Business District*



## ***Walkable connections to transit center***



## *Walkable connections to transit center*



## ***Walkable connections to transit center***



## *Walkable connections to transit center*



# *Santa Clara, CA* *El Camino Real*



# *Santa Clara, CA* *El Camino Real*



# *Santa Clara, CA* *El Camino Real*



# *Santa Clara, CA El Camino Real*



# *Santa Clara, CA* *El Camino Real*



# ***North First Street (Bonaventura Station)***



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# *North First Street (Bonaventura Station)*



# ***North First Street (Bonaventura Station)***



# Task Force Discussion



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# ***Draft Guidelines for Envision 2040 (Transportation Excerpts)***

- 1. Plan for people, not just for cars; Promote walking, biking and transit use***
- 2. Locate growth near transit***
- 3. Create “neighborhood villages” with mixed land uses***
- 4. Create vibrant “regional hubs” with high density land uses, within existing commercial areas***
- 5. Reinforce Downtown as central urban center (“symbolic heart”)***
- 6. Integrate/ Balance job and housing land uses***
- 7. Reduce vehicle miles traveled to decrease greenhouse gas emissions***

# Planned Growth Areas

- **Downtown**  
- 30,000 jobs; 10,000 households
- **North San José**  
- 83,000 jobs; 32,000 households
- **Transit Corridors/  
Neighborhood Business Districts**  
- 15,000 jobs; 20,000 households
- **Berryessa BART**  
- 4,000 households
- **Evergreen**  
- 10,000 jobs
- **Edenvale**  
- 10,000 jobs; 3,000 households
- **Coyote Valley**  
- 20,000 jobs



# ***Perspectives on Growth Projections*** ***(“Rough Estimates”)***

	<b><i>2040 Growth</i></b>	<b><i>Current Planning</i></b>	<b><i>Difference</i></b>
<b><i>Jobs</i></b>	<b><i>172,000</i></b>	<b><i>168,000</i></b>	<b><i>4,000</i></b>
<b><i>Households</i></b>	<b><i>147,000</i></b> <b><i>(471,000 persons)</i></b>	<b><i>69,000</i></b>	<b><i>78,000</i></b>

- ***Coyote Valley Plan***

- ***30,000 jobs (beyond 20,000 approved)***
- ***25,000 households***

# ***Key Transportation Strategies*** ***(for a “Sustainable” General Plan)***

- ***Land Use Balance***
  - *Jobs, Housing (includes affordable), Retail*
- ***Transit Oriented Development***
- ***Encourage Mode Shift***
  - *Transit, Bicycling, Walking*
- ***Set Goals; Measure Progress***
  - *Vehicle Miles Traveled, Mode Share*

# Current Land Use “Imbalance”

## Current San Jose Land Use

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- **North of 280**
  - 225,000 jobs
  - 120,000 employed residents
- **South of 280**
  - 145,000 jobs
  - 285,000 employed residents
- **Total**
  - 370,000 jobs
  - 405,000 employed residents



# ***Estimated Mode Share (%)***

## ***Comparison with Other Cities***

<b><i>Mode</i></b>	<b><i>San Jose</i></b>	<b><i>San Francisco</i></b>	<b><i>Oakland</i></b>	<b><i>Los Angeles</i></b>	<b><i>San Diego</i></b>	<b><i>Portland</i></b>
<b><i>Drive Alone</i></b>	<b>76</b>	<b>41</b>	<b>55</b>	<b>68</b>	<b>73</b>	<b>64</b>
<b><i>Carpool</i></b>	<b>14</b>	<b>11</b>	<b>17</b>	<b>11</b>	<b>10</b>	<b>10</b>
<b><i>Transit</i></b>	<b>4</b>	<b>31</b>	<b>17</b>	<b>11</b>	<b>5</b>	<b>12</b>
<b><i>Walk</i></b>	<b>1</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>5</b>
<b><i>Bike</i></b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>4</b>
<b><i>Work at Home/ Other</i></b>	<b>3</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>8</b>	<b>5</b>

Source: Census Data

# ***Mode Share Leaders***

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

# ***Sustainability Goals***

- ***Adopt a General Plan with measurable standards for sustainable development***
  - *Green Vision Goal #7; Adopted by City Council*
- ***Adopt urban planning practices that advance higher density, mixed use, walkable and bikeable neighborhoods ...***
  - *Urban Environmental Accord Action #8; Adopted by City Council*
- ***Implement a policy to reduce the percentage of commute trips by single occupancy vehicles by 10% in seven years***
  - *Urban Environmental Accord Action #15; Not adopted; Requires further feasibility study*
- ***To implement AB 32 (Global Warming Solutions Act), establish a land use/ transportation plan that achieves a \_\_\_% (TBD) reduction in motor vehicle miles traveled ...***
  - *Envision 2040 Guideline #19; Proposed by General Plan Task Force*
- ***Locate \_\_\_% (TBD) of new job and housing growth within transit corridors and close to stations***
  - *Envision 2040 Guideline #2; Proposed by General Plan Task Force*

# ***Further Information***

## ***(Internet Videos)***

- ***BBC – Best Public Services in the World, Transport in Portland.***
  - *Overview of Portland's multimodal transportation system*
- ***YouTube – Cycling Friendly Cities***
  - *Features Amsterdam, Copenhagen, Bogota*
- ***Street Films***
  - *Features large inventory of short videos on multimodal transportation and street design*
  - *Examples from New York, San Francisco, Portland, Paris, Bogota*

# Envision 2040 Transportation Discussion



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# Regionally Connected City

## ■ Commuter Rail

- Caltrain, ACE, Amtrak



## ■ BART

- Existing
- Silicon Valley Extension



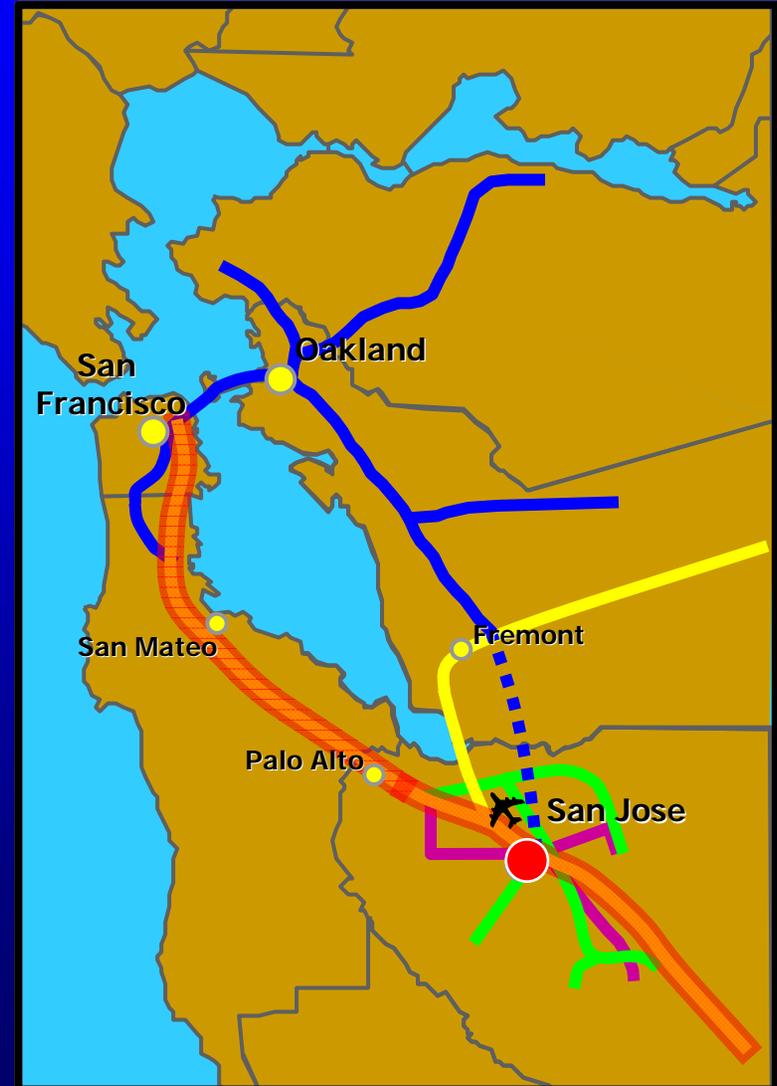
## ■ Light Rail Transit



## ■ Bus Rapid Transit



## ■ Proposed High Speed Rail



# Transit System

Proposed for Completion by 2020



# ***Policy Perspectives***

## **VTA**

- ***Transit Sustainability Policy***
- ***Transit Expansion Policy***
- ***Transit Oriented Development***

## **MTC**

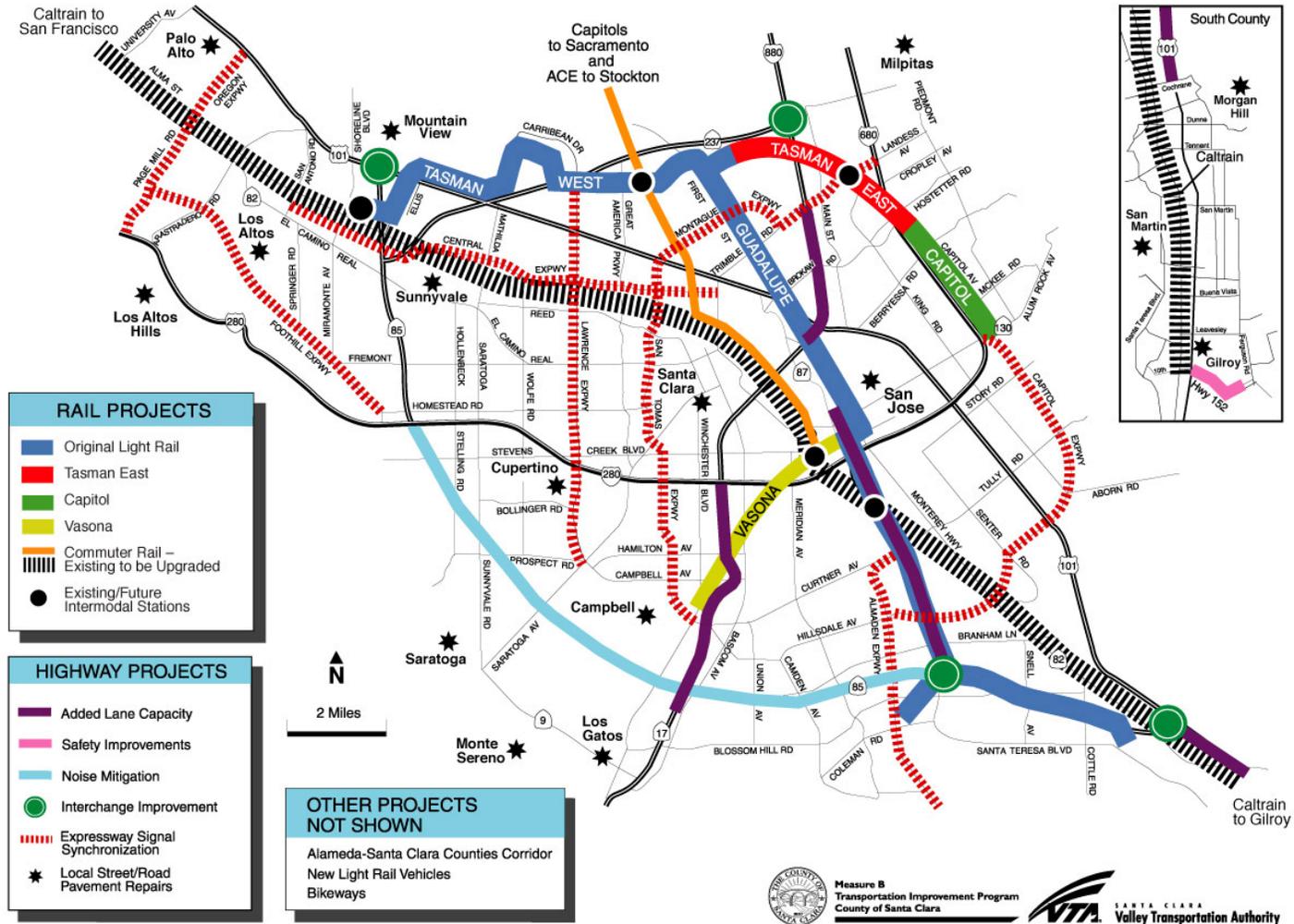
- ***50 Year Transit Plan***
- ***Sustainable Communities Strategies***
  - ***SB 375; AB 32***

## **State/ Federal**

- ***User Fees***
- ***Public/ Private Partnerships***

# VTA Completed Projects

## 1996 MEASURE B TRANSPORTATION PROGRAM



# ***VTA Projects***

## ■ ***Completed***

- ***Palo Alto Caltrain Station and Transit Center Improvements***
- ***Tasman East/Capitol Light Rail Extension***
- ***Vasona Light Rail Extension***
- ***South San Jose/Morgan Hill U.S. 101 Widening***
- ***I-880 Widening Project in San Jose***
- ***Route 237/I-880 Interchange in Milpitas***
- ***Route 85/U.S. 101 Interchange in South San Jose***
- ***Route 17 Improvements***



# ***VTA Projects***

## ■ ***Completed***

- ***U.S. 101/Route 85 Interchange Improvements in Mountain View***
- ***Route 87 HOV lanes in San Jose***
- ***I-880/Coleman Avenue project to improve airport access***
- ***Route 152 Improvements in Gilroy***
- ***Route 152/156 Interchange***
- ***River Oaks Bicycle/ Pedestrian Bridge***

