

# ***San Jose Transportation Policy***

***Protected Intersections  
in LOS Policies to  
Support Smart Growth***



***Presented by:  
Manuel Pineda  
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Department of Transportation***



# ***Bay Area Map***



***San Francisco***



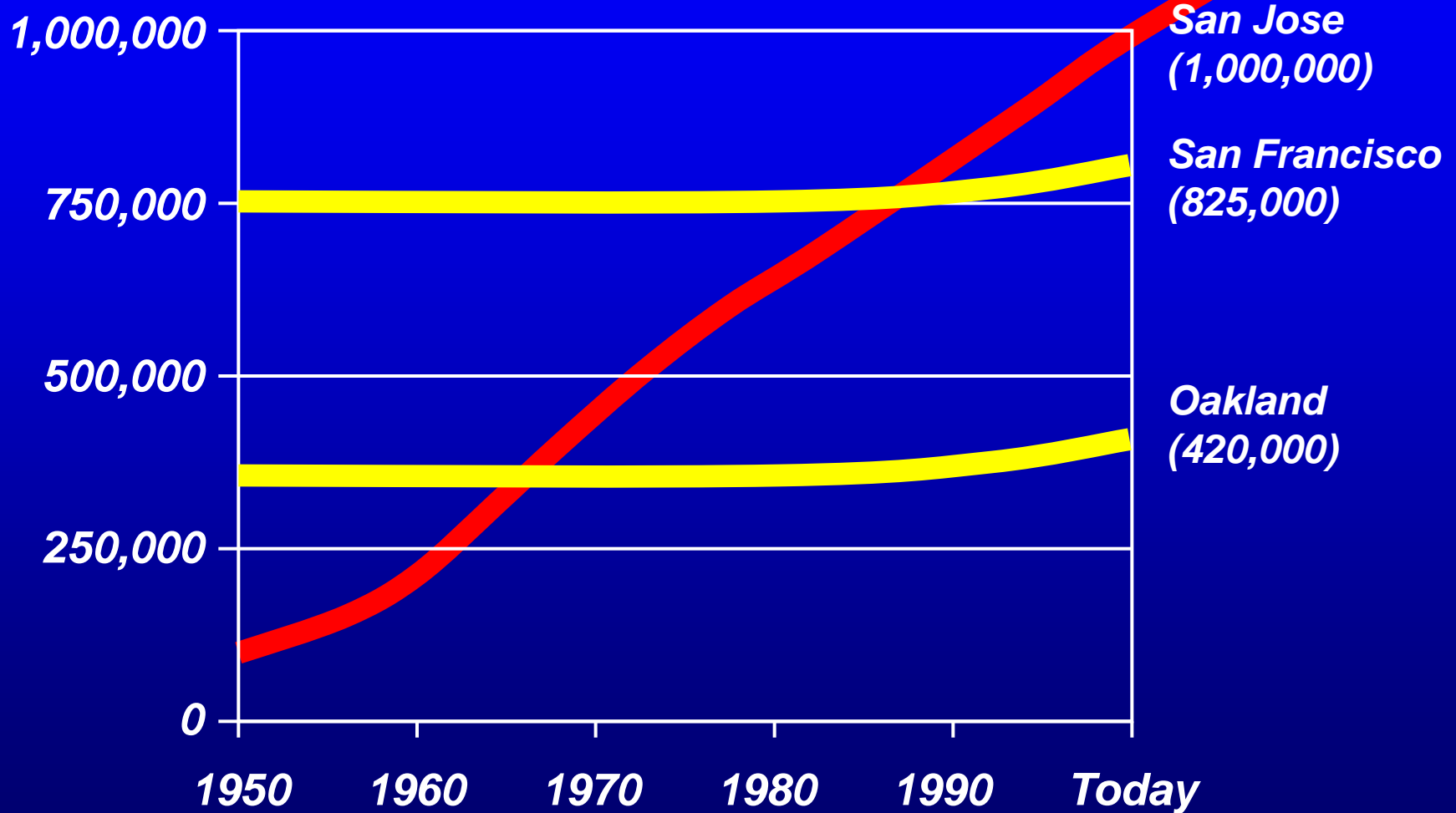
***Oakland***



***San Jose***



# *Bay Area Population*



# San José Growth History

Population

1.5 M

1.0 M

0.5 M



1930

1955

1980

2005

2040



# Rail Transit Plan

- **LRT/Rapid Bus**

- Existing
- Planned



- **Caltrain**



- **BART**

- Existing
- San Jose Extension



# Planned Growth Areas

- *Transit Corridors*
- *North San José*
- *Downtown*
- *Berryessa BART*
- *Evergreen*
- *Edenvale*
- *Coyote Valley*



# ***Proposed Development Example North San Jose - Before***



# *Proposed Development Example*

## *North San Jose - After*





# ***Proposed Development Example Strip Shopping Center - Before***



# *Proposed Development Example*

## *Strip Shopping Center - After*



# ***Proposed Development Example***

## ***LRT Station Area - Before***



# *Proposed Development Example*

## *LRT Station Area - After*



# ***Proposed Development Example Bus Rapid Transit Corridor - Before***



# *Proposed Development Example*

## *Bus Rapid Transit Corridor - After*



# ***Traffic Level of Service Policy Previous Policy and Issues***

- ***Established in 1970's; Automobile focused***
- ***LOS "D" Standard***
- ***Mitigation can impact pedestrian and bicycle facilities***
- ***Not supportive of infill and transit oriented development***
- ***Doesn't allow for Council "exceptions" of policy***
- ***General Plan changed in 2001 to allow a flexible transportation policy to support land use plans***

# ***Transportation Policy Update***

## ***Key Outcomes***

- ***Support higher density, mixed use and pedestrian friendly development for special planning areas designated in General Plan***
- ***Preserve LOS D traffic standards for existing suburban neighborhoods***
- ***Facilitate a Citywide multimodal transportation system***
- ***Continue to link land development with transportation improvement***
- ***Provide an efficient and predictable implementation process for developers***





# ***New Transportation Impact Policy***

## **Background**

- 1. Summarize City's multi-modal transportation policies as contained in General Plan - NEW***
- 2. Describe development-related local transportation improvement programs:***
  - a. frontage improvements***
  - b. traffic level of service***
  - c. pedestrian connections - NEW***
  - d. neighborhood traffic calming - NEW***
  - e. development taxes to support Citywide transportation facilities, operations and maintenance***

# ***New Transportation Impact Policy***

## **Traffic Level of Service Policy**

- 3. Describe LOS congestion ratings (“A” through “F”)***
- 4. Establish LOS “D” as City wide goal (maximum congestion threshold)***
- 5. Require mitigation for significant LOS impacts (when impacts are greater than 1% to LOS “E” and “F” intersections)***
- 6. Define “unacceptable” mitigation measures (impacts to pedestrian, bicycle and transit facilities) - NEW***

# ***New Transportation Impact Policy***

## ***Exceptions to Traffic LOS Policy***

- 7. Allow exceptions to LOS “D” for:***
  - a. Downtown Core***
  - b. Areas with special development policies***
  - c. Small “in-fill” projects having less than a 1% congestion impact***
  - d. “Special Planning Areas” (major transit corridors, rail transit station areas, Specific Plan areas, and neighborhood business districts) - NEW***

# ***Protected Intersections***

## **Exceptions to Traffic LOS Policy - NEW**

- 8. For congestion impacts in Special Planning Areas that can't be mitigated, allow for policy exceptions (with an EIR), and:***
  - a. Require “offsetting transportation improvements” that improve multi-modal transportation facilities and improve livability for adjacent community***
  - b. Require new development to build “offsetting improvements” at time of development that:***
    - i. Have a fixed value based on size of development***
    - ii. Are identified through an adopted City plan or based on a community outreach process***

# ***Protected Intersections***

## ***Implementation Details***

- ***Traffic LOS flexibility applies to:***
  - ***Transit Corridors/ Station Areas, Neighborhood Business Districts, Specific Plans***
- ***EIR clearance for LOS “overridden” at “Protected Intersections”***
- ***Development to construct “offsetting improvements”***
  - ***“Overriding consideration” for exceeding LOS “D” standard***
  - ***Traffic impact significance threshold for “E/F” protected intersections is reduced to ½%***

# ***Protected Intersections***

## ***Implementation Details***

- ***Development to construct “offsetting improvements”***
  - ***Value of improvements is \$2000 per trip***
    - ***3.5% annual escalation rate***
    - ***\$3000 cap for multiple impacts***
  - ***Scope of improvements to be coordinated with adjacent community***
    - ***ped facilities, streetscapes, traffic calming, transit stop enhancements***

# Development Example

## ■ “Flea Market” Development

- 2850 units, 200,000 S.F. of retail, and 300,000 S.F. of office
- Adjacent to future BART Station
- Multiple traffic impacts

## ■ Capacity Improvements

- Approximately \$15 - \$20 Million in vehicular capacity improvements
- Includes interchange upgrade, road widening, intersection modifications

## ■ Protected Intersections

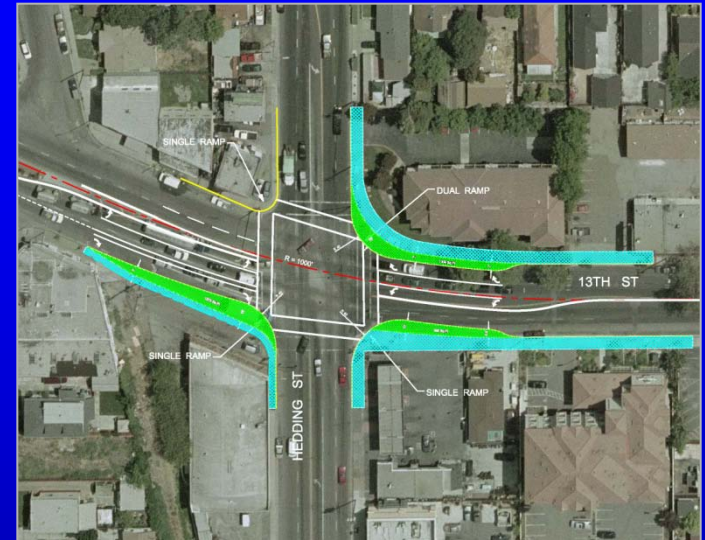
- Impacts to 4 protected intersections
- 2330 trips \* \$3000 trip = \$7.0 Million
- Phase 1 = \$1.8 million



# Offsetting Improvements

## ■ 13<sup>th</sup>/Hedding Signal Modification

- Previously widened for vehicular capacity
- Gateway to Neighborhood Business District
- New signal, tighter curb returns, narrowing roadway, wider sidewalks, lighting, gateway element

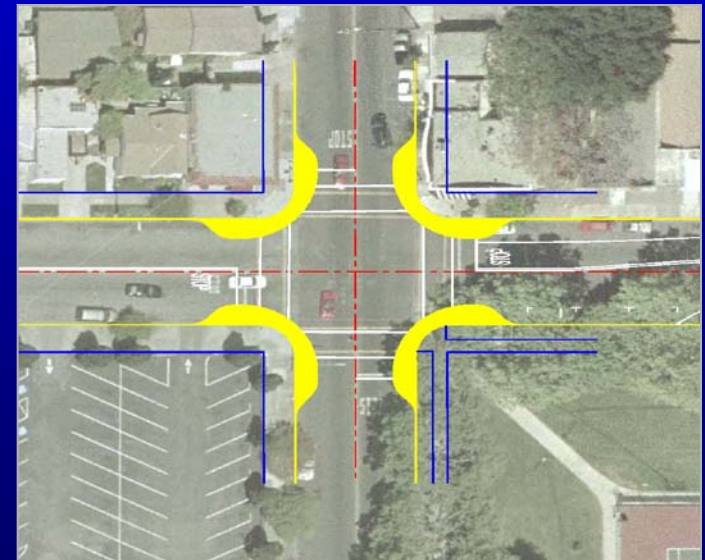


## ■ 13<sup>th</sup>/Jackson Pedestrian Improvements

- Key pedestrian location – Retail, church, and neighborhood park
- Bulb-outs and enhanced crosswalks

## ■ Other improvements

- Curb ramps, crosswalks, trees, lighting, traffic calming





# ***Bikeway Implementation And Protected Intersections***



***Trails***



***Buffered Bike Lanes***



***Colored Bikeways***



***Separated Bikeways***

# “Road Diets”

- **Implementing 10 miles of “road diets” this summer**
  - **10<sup>th</sup>/11<sup>th</sup> couplet lane removal and adding buffered bike lane**
  - **3<sup>rd</sup>/4<sup>th</sup> couple lane removal and adding buffered bike lane**
  - **Almaden Avenue lane removal**
  - **Hedding Street lane removal and adding buffered bike lane**
  - **Ocala Avenue lane removal and adding buffered bike lane**
- **LOS impacts at intersections along the corridors**
  - **Use of protected intersection policy**
  - **Minimal CEQA work**



# ***Closing Perspectives***

- ***Reforming “outdated” policies is not quick or easy***
- ***Involve policymakers early; make it their idea***
- ***Get beyond LOS “D”; focus on livability and vitality***
- ***Coordinate with key stakeholder; find “win-win” solutions***
- ***Customize; one size doesn’t fit all***

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