

Proposed General Plan Update Goals, Policies, and Implementation Actions



Circulation

The Circulation Element of the General Plan includes a set of balanced, long-range, multimodal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (minimizes environmental, financial, and neighborhood impacts). When appropriate land uses are mixed and intensified along transit corridors and other key development areas more linkages are created between neighborhoods, and the multimodal transportation network becomes an integral part of the City. San Jose's circulation goals, policies and actions aim to:

- Establish circulation policies that increase bicycle, pedestrian, and transit travel, while reducing motor vehicle trips, to increase the City's share of travel by alternative transportation modes.
- Promote San Jose as a walking- and bicycling-first city by providing and prioritizing funding for projects that enhance and improve bicycle and pedestrian facilities.

Balanced Transportation System

San Jose desires to provide a safe, efficient, and environmentally-sensitive transportation system that balances the needs of bicyclists, pedestrians, and public transit with those of automobiles and trucks.

Goal CR-1: Complete and maintain a multimodal transportation system that gives priority to the mobility needs of bicyclists, pedestrians, and public transit users while also providing for the safe and efficient movement of automobiles and trucks.

CR-1 Policies:

Policy CR-1.1. Accommodate and encourage use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled (VMT).

Policy CR-1.2. Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects.

Policy CR-1.3. Increase substantially the proportion of commute travel using modes other than the single-occupant vehicle. The 2040 commute mode split targets for San Jose residents and workers are presented in the following table.

COMMUTE MODE SPLIT TARGETS FOR 2040		
Mode	Commute Trips to and From San Jose	
	2008	2040 Goal
Drive alone	77.8%	TBD
Carpool	9.2%	TBD
Transit	4.1%	TBD
Bicycle	1.2%	TBD
Walk	1.8%	TBD
Other means (including work at home)	5.8%	TBD
Source: 2008 data from <i>American Community Survey (2008)</i> .		

- Policy CR-1.4. Transportation improvements funded through new development should include needed improvements to all modes, including bicycling, walking and transit. Encourage investments that reduce vehicle travel demand.

- Policy CR-1.5. Design, construct, operate, and maintain public streets to enable safe, comfortable, and attractive access and travel for motorists and for pedestrians, bicyclists, and transit users of all ages, abilities, and preferences.

- Policy CR-1.6. Require that public street improvements provide safe access for motorists and pedestrians along development frontages per current City design standards.

- Policy CR-1.7. Require that private streets are designed, constructed and maintained to provide safe, comfortable, and attractive access and travel for motorists and for pedestrians, bicyclists, and transit users of all ages, abilities, and preferences.

- Policy CR-1.8. Actively coordinate with regional transportation, land use planning, and transit agencies to develop a transportation network with complementary land uses that encourage travel by bicycling, walking and transit, and ensure that regional greenhouse gas emission standards are met.

- Policy CR-1.9. Give priority to the funding of multimodal projects that provide the most benefit to all users. Evaluate new transportation projects to make the most efficient use of transportation resources and capacity.

- Policy CR-1.10. Require needed public street right-of-way dedication and improvements as development occurs. The ultimate right-of-way shall be no less than the dimensions as shown on the Land Use/Transportation Diagram except when a

lesser right-of-way will avoid significant social, neighborhood or environmental impacts and perform the same traffic movement function. Additional public street right-of-way, beyond that designated on the Land Use/Transportation Diagram, may be required in specific locations to facilitate left-turn lanes, bus pullouts, and right-turn lanes in order to provide additional capacity at some intersections.

CR-1 Actions:

- Action CR-1.11 Update the City’s engineering standards for public and private streets based on the new street typologies that incorporate the concept of “complete streets.”
- Action CR-1.12 Reduce vehicle capacity on streets with projected excess capacity by reducing either the number of travel lanes or the roadway width, and use remaining public right-of-way to provide wider sidewalks, bicycle lanes, transit amenities and/or landscaping. Establish criteria to identify roadways for capacity reduction (i.e. road diets) and conduct engineering studies to determine implementation feasibility and develop implementation strategies.
- Action CR-1.13 When useful and effective measurement tools have been established by the Institute of Transportation Engineers, develop a multimodal level of service (LOS) standards that addresses all travel modes and include in the City’s Transportation Impact Analysis (TIA) guidelines. These multimodal LOS standards should vary by facility type, travel mode, and location, and should establish a preference for selected modes based on the street type and/or location.
- Action CR-1.14 Pursue multimodal commute share goals and annually monitor progress toward achieving these goals for both residents and employees, and report every five years using data from the Census Bureau’s annual American Community Survey (ACS).
- Action CR-1.15 Develop a strategy to construct a network of public and private alternative fuel vehicle charging /fueling stations city wide.

Walking and Bicycling

The pedestrian environment affects us all, whether we are walking to a transit stop, a store or school, or simply getting from a parked car or a bicycle rack to the entrance of a building. Pedestrian improvements together with land uses that promote pedestrian activities can help increase walking as a means of transportation, recreation, and exercise. Compatible land use and complete street design recommendations that benefit pedestrians also contribute to the overall quality, vitality, and sense of community in San Jose’s neighborhoods.

Similarly, the flat topography and mild climate of San Jose make it an ideal city for bicycling. Construction of a comprehensive, safe, direct, and well-maintained citywide bikeway network with support facilities, such as bicycle parking at employment locations and other destinations, could greatly increase the mode share of bicycling. Reducing the number of vehicle trips by shifting those trips to bicycling or walking would help improve circulation, minimize the need for additional parking, contribute towards a healthier community and reduce green house gas emissions.

Goal CR-2 Improve walking and bicycling facilities to be more convenient, comfortable, and safe, so that they are primary transportation modes in San Jose.

CR2-Policies:

- Policy CR-2.1 Coordinate the planning, and implementation of citywide bicycle and pedestrian facilities and supporting infrastructure. Give priority to bicycle and pedestrian safety and access improvements at street crossings (including proposed grade-separated crossings of freeways and other high vehicle volumes roadways) and near areas with higher pedestrian concentrations (schools, transit, shopping, hospital, and mixed-use areas)

- Policy CR-2.2 Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments. Eliminate or minimize physical obstacles and barriers on City streets that impede pedestrian and bicycle movement, including consideration of grade-separated crossings at railroad tracks and freeways.

- Policy CR-2.3 Ensure, that crosswalks and sidewalks shall be universally accessible and designed for people of all abilities.

- Policy CR-2.4 Encourage walking and bicycling and increase pedestrian and bicycle safety through education programs.

- Policy CR-2.5 Integrate the financing, design and construction of pedestrian and bicycle improvement projects with street projects. Pedestrian and bicycle improvements should be built at the same time as improvements for vehicular circulation.

- Policy CR-2.6 Require that 1) all new traffic signal installations, 2) existing traffic signal modifications, and 3) projects included in the Capital Improvement Plan include installation of bicycle detection devices where appropriate and feasible.

- Policy CR-2.7 Give priority to pedestrian improvement projects that 1; improve pedestrian safety 2; improve pedestrian access to and within the Urban Villages and other growth areas and 3; that improve access to parks and schools.

- Policy CR-2.8 Require new development to provide appropriate on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements.
- Policy CR-2.9 Coordinate and collaborate with the Santa Clara Valley Transportation Authority, Corridor Joint Powers Board, Amtrak, ACE, and local shuttle operators to permit bicyclists to transport bicycles and provide appropriate amenities on-board all commuter trains, buses, and shuttles. Coordinate with local transit operators to provide secure bicycle parking facilities at all park-and-ride lots, train stations, and major bus stops.
- Policy CR-2.10 Prohibit the development of new cul-de-sacs or gated communities that do not provide through and publicly accessible bicycle and pedestrian connections and pursue the development of new through bicycle and pedestrian connections in existing cul-de-sacs where feasible.
- Policy CR-2.11 Consider alternative material to enhance the pedestrian and bicyclist experience as well as provide other benefits such as stormwater management and hydromodification control.
- CR-2 Actions:**
- Action CR-2.12 Implement and regularly update, as needed, the San Jose Bicycle Master Plan. Include top priority bicycle projects in the annual Capital Improvement Program update. Updates of the Master Plan should continue to identify barriers to safe and convenient bicycle access and then identify how and when these barriers will be removed
- Action CR-2.13 Develop and then implement a Pedestrian Master Plan. The Master Plan process should identify pedestrian barriers on key pedestrian routes or access points and then identify how and when these barriers will be removed. Include top priority pedestrian projects in the annual CIP update.
- Action CR-2.14 Identify funding sources for the regular maintenance and cleaning of all public bicycle and pedestrian facilities as part of the City's operation budget, and prioritize routine street maintenance for streets with bike facilities.
- Action CR-2.15 Pursue funding for the purchase of, and then purchase, when feasible, portions of railroad and utility rights-of-way from appropriate agencies for the development of exclusive or shared bicycle and pedestrian facilities.
- Action CR-2.16 Establish a pilot public bike program that allows free or low-cost rental of bikes at key locations (e.g., transit stations, San Jose Diridon Station, San Jose

State University) to encourage cycling as a primary mode and facilitate use of transit without having to transport a bicycle.

- Action CR-2.17 Provide bicycle storage facilities as identified in the Bicycle Master Plan.
- Action CR-2.18 Partner with other agencies and/or organizations to establish a comprehensive bicycle safety education program for bicyclists, pedestrians, and motorists of all ages. Provide bicycle safety education at all public and private schools, parks, and community centers, and disseminate information through libraries, brochure mailings, and electronic media
- Action CR-2.19 Continue to participate in and support the recommendations of the Safe Routes to School. As part of the on-going Safe Routes to Schools Program, work with the School Districts to increase the proportion of students who walk or bike to school by improving the safety of routes to school, by educating students and parents about the health and environmental benefits of walking and bicycling and by creating incentives to encourage students to walk and bike.
- Action CR-2.20 Identify locations where traffic signals can be modified to reduce overall cycle times or where phases can be modified, eliminated, or added to reduce the wait and/or crossing times for pedestrians.
- Action CR-2.21 Collect pedestrian and bicycle counts as part of routine traffic counts within an appropriate distance of a new development or redevelopment site. Quantifying pedestrian and bicycle activities will measure the amount of pedestrian and bicycle activities throughout the City and assist in determining and prioritizing infrastructure improvement projects.

Public Transit

While public transit is provided and maintained by other agencies, the City can greatly influence ridership through land use and zoning decisions, connectivity to other modes including biking and walking facilities, and improving traffic operations within key corridors to facilitate bus headways. The City can also dedicate rights-of-way for new systems and continue extensive coordination with various agencies to expand transit service and accessibility.

Goal CR-3: Maximize use of existing and future public transportation services to increase ridership and decrease the use of private automobiles.

CR-3 Policies:

- Policy CR-3.1: Pursue development of BRT, bus, shuttle, and fixed guideway (i.e., rail) services on designated streets and connections to major destinations.
- Policy CR-3.2: Ensure that roadways designated as Grand Boulevards adequately accommodate transit vehicle circulation and transit stops. Prioritize bus mobility along Stevens Creek Boulevard, The Alameda, and other heavily traveled transit corridors.
- Policy CR-3.3: As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities.
- Policy CR-3.4: Maintain and improve access to transit stops and stations for mobility-challenged population groups such as youth, the disabled, and seniors.

CR-3 Actions:

- Action CR-3.5 Collaborate with Caltrans and Santa Clara Valley Transportation Authority to prioritize transit mobility along the Grand Boulevards identified in Figure 1. Improvements could include installing transit signal priority, queue jump lanes at congested intersections, and/or exclusive bus lanes.
- Action CR-3.6 Regularly collaborate with BART to coordinate planning efforts for the proposed BART extension to San Jose/Santa Clara with appropriate land use designations and transportation connections.
- Action CR-3.7 Collaborate with transit providers to site transit stops at safe, efficient, and convenient locations, and to develop and provide transit stop amenities such as pedestrian pathways approaching stops, benches and shelters, nighttime lighting, traveler information systems, and bike storage to facilitate access to and from transit stops.
- Action CR-3.8 Ensure that all street improvements allow for easier and more efficient bus operations and improved passenger access and safety, while maintaining overall pedestrian and bicycle safety and convenience.

Goal CR-4 Provide maximum opportunities for upgrading passenger rail service for faster and more frequent trains, while making this improved service a positive asset to San Jose that is attractive, accessible, and safe.

CR-4 Policies:

- Policy CR-4.1 Support the development of amenities and land use and development types and intensities that increase daily ridership on the VTA, BART, Caltrain, ACE and Amtrak California systems and provide positive benefits to the community.

- Policy CR-4.2 Work collaboratively with the California High-Speed Rail Authority to bring High Speed Rail to San Jose in a timely manner.
- Policy CR-4.3 Support the development of amenities and land use and development types and intensities that contribute to increased ridership of potential high-speed rail, and also provide positive benefits to the community.
- Policy CR-4.4 Work cooperatively with the California High-Speed Rail Authority to ensure that rail corridors within the City are planned and constructed in a manner that enhances the character of the surrounding communities.

CR-4 Actions:

Action CR-4.5 As appropriate, continue to regularly coordinate with rail operators in San Jose on the following matters:

- Maintenance of rail lines, landscaping, and easements
- Rail electrification to increase the frequency of train service
- Grade separations (either above-ground or underground) to improve street connectivity and pedestrian and bicycle mobility at ground level
- Providing timed transfers with other transit providers in the area.
- Analyzing and mitigating potential negative impacts resulting from increased train service, corridor expansion, and the eventual upgrading of a rail line.

Vehicular Circulation and Vehicle Miles Traveled (VMT)

Between 1980 and 2008, San Jose's population increased by nearly 45 percent. A general trend nationwide has been that increases in vehicle trips and trip length proceed at a higher rate than growth in population. This is due in part to changing lifestyles (the prevalence of two-income families and a greater percentage of non-work trips on a day-to-day basis) and increased reliance on the private automobile. Even with substantial increases in non-automobile mode shares expected in the years ahead, some increase in automobile travel in San Jose is expected. To this end, policies focus on maximizing efficiency of the existing street system and making minor capacity enhancements, without negatively affecting other modes.

Goal CR-5 **Maintain the City's street network to promote the safe and efficient movement of automobile and truck traffic while also providing for the safe and efficient movement of bicyclists, pedestrian, and transit vehicles.**

CR-5 Policies:

Policy CR-5.1 Develop and maintain a roadway network that categorizes streets according to function and type, considering the surrounding land use context through the City's street typologies that incorporate the concepts of "complete streets".

Policy CR-5.2 Encourage implementation of Intelligent Transportation Systems (ITS) strategies to maximize the efficiency of the existing transportation systems through advanced technologies, such as adaptive signal controls, real-time transit information, and real-time parking availability.

Policy CR-5.3 The minimum overall performance of City streets during peak travel periods should be level of service "D" except for designated areas.

- **Vehicular Traffic Mitigation Measures.** Development proposals should be reviewed for their impacts on the level of service and should be required to provide appropriate mitigation measures if they have the potential to reduce the level of service to "E" or worse. These mitigation measures typically involve street improvements. Mitigation measure for vehicular traffic should not compromise or minimize community livability by removing mature street trees, significantly reducing front or side yards, or creating other neighborhood impacts.
- **Area Development Policy.** An "area development policy" may be adopted by the City Council to establish special traffic level of service standards for a specific geographic area which identifies development impacts and mitigation measures. These policies may take other names or forms to accomplish the same purpose. Area development policies may be first considered only during the General Plan Annual Review and Amendment Process; however, the hearing on an area development policy may be continued after the Annual Review has been completed and the area development policy may thereafter be adopted or amended at a public meeting at any time during the year.
- **Infill Development.** In recognition of the substantial non-traffic benefits of infill development, small infill projects may be exempted from traffic analysis per the City's transportation policies
- **Downtown Core Area.** In recognition of the unique position of the Downtown Core Area as the transit hub of Santa Clara County, and as the center for financial, business, institutional and cultural activities, development within the Downtown Core Area Boundary is exempted from traffic mitigation requirements. Intersections within and on the boundary of this area are also exempted from the level of service "D" performance criteria.

- **Special Strategy Areas.** In recognition of the unique characteristics and particular goals of Special Strategy Areas, identified intersections, referred to as Protected Intersection within these areas, may be exempt from traffic mitigation requirements. Special Strategy Areas are identified in the City's adopted General Plan and include Corridors and Villages, Transit Station Areas, and Specific Plan Areas.
- **Protected Intersections.** In recognition that roadway capacity-enhancing improvement measures erode the City's ability to encourage infill, preserve community livability, and promote transportation alternatives that do not solely rely on automobile travel, specially designated protected intersections are exempt from traffic mitigation measures. Protected intersections are located in Special Planning Areas and proposed developments causing a significant LOS impact at a protected intersection are required to construct multimodal (non-automotive) transportation improvements in one of the City's designated Community Improvement Zones. These are referred to as off-setting improvements and include improvements to transit, bicycle, and/or pedestrian facilities.

Policy CR-5.4 Maintain and enhance the interconnected network of streets and short blocks that support all modes of travel, provide direct access, calm neighborhood traffic, reduce vehicle speeds, and enhance safety.

Policy CR 5.5 Require that new development, which includes new public or private streets, connect these streets with the existing public street network and prohibit the gating of private streets intended to restrict public access. Furthermore require that the street network within a given project consists of integrated short blocks to facilitate bicycle and pedestrian travel and access

Policy CR-5.6 Accommodate anticipated growth in land use and population while reducing vehicle miles traveled (VMT) per capita by 10 percent as compared to 2009 levels.

CR-5 Actions:

Action CR-5.7 Complete build-out of the City's street system per the Land Use and Transportation Diagram.

Action CR-5.8 Implement the City's Neighborhood Traffic Management Program that formalizes:

- Comprehensive strategies to improve safety and livability of local and collector streets
- Procedures that can uniformly be applied to all neighborhoods to identify and prioritize traffic management measures
- A program that can be clearly followed by residents, City staff, and other stakeholders

Action CR-5.9 Modify the Special Planning Areas Map in the City Council’s Transportation Policy to include appropriate growth areas identified in the General Plan.

Action CR-5.10 Increase the number of protected intersections in special planning areas through a City initiated process or through development in Special Planning Areas.

Goods Movement

An effective and efficient goods movement system is essential to the economic livelihood of the City. Policies for goods movement address all transportation facilities’ abilities to accommodate the effective and efficient movement of goods, while balancing the needs of other travel modes.

Goal CR-6 Provide for safe and efficient movement of goods to support commerce and industry

CR-6 Policies:

Policy CR-6.1 Minimize potential conflicts between trucks and pedestrian, bicycle, transit, and vehicle access and circulation on streets with truck travel.

Policy CR-6.2 Maintain Primary Freight Routes that provide for direct access for goods movement to industrial and employment areas.

Policy CR-6.3 Through truck traffic should be encouraged to use freeways, highways, and County Expressways and trucks having an origin or destination in San Jose should be encouraged to use primary truck routes designated in this General Plan.

Policy CR-6.4 Industrial and commercial development should be planned so that truck access through residential areas is avoided. Truck travel on streets designated in the general plan as Residential Streets should be minimized.

Policy CR-6.5 Freight loading and unloading for new or rehabilitated industrial and commercial developments should be designed to not occur on public streets.

Policy CR-6.6 Support the efficient and safe movement of goods by rail where appropriate and promote the continued operation of freight rail lines that serve industrial properties and the transportation of goods.

CR-6 Actions:

Action CR-6.7 As part of the project development review process, ensure that adequate off-street loading areas in new large commercial, industrial, and residential developments are provided, and that they do not conflict with pedestrian, bicycle, or transit access and circulation.

Action CR-6.8 Continue to pursue the development of an interchange at Interstate 280 and Senter Road that would provide a primary freight route to the Monterey Business Corridor.

Transportation Demand Management (TDM) and Parking

Transportation Demand Management (TDM) refers to a set of strategies to reduce vehicle trips by promoting alternatives such as public transit, carpooling, bicycling, walking, and telecommuting. Many of the features that are incorporated into the Envision San Jose 2040 General Plan are part of the City's current TDM strategy, including:

- A street typology system that assigns priority to alternate modes of travel, including the concept of complete streets
- Pedestrian and bicycle facilities, including Safe Routes to Schools
- Expanded and enhanced public transit service, including exclusive bus lanes
- Measures such as shuttle services, discounted transit passes, carpooling and car-sharing that reduce vehicle trips
- Compact land use pattern that reduces trip length and allows for "park once and walk" destinations
- Balanced housing and jobs.

These measures are included in the plan for the City's physical transportation infrastructure and implementing actions such as maintaining zoning requirements and supporting public transit operations.

Goal CR-7 Develop and implement effective Transportation Demand Management (TDM) strategies that minimize vehicle trips and vehicle miles traveled.

CR-7 Policies:

Policy CR-7.1 Require large employers to develop TDM programs to reduce the vehicle trips generated by their employees.

CR-7 Actions:

Action CR-7.2 Establish a citywide or area wide TDM program potentially funded by annual fees or assessments on existing and new developments, or grants. The program may include subsidized transit passes, free shuttle service, ridesharing, preferential carpool parking, flexible work schedules, car-sharing, parking pricing, and other measures. Explore the feasibility of providing neighborhood electric vehicles (NEVs) or personal mobility devices (e.g. Segways) for short trips within residential neighborhoods or office parks.

Action CR-7.3 Update and enhance the existing TDM program for City of San Jose employees. The program may include subsidizing transit passes, free shuttle service,

preferential carpool parking, ridesharing, flexible work schedules, parking pricing, car-sharing, and other measures.

Goal CR-8 Develop and implement parking strategies that reduce automobile travel through parking supply and pricing management.

CR-8 Policies:

- Policy CR-8.1 Promote transit-oriented development with reduced parking requirements and promote amenities around appropriate transit hubs and stations to facilitate the use of available transit services.

- Policy CR-8.2 Balance business viability and land resources by maintaining an adequate supply of parking to serve demand while avoiding excessive parking supply that encourages automobile use

- Policy CR-8.3 Support using parking supply limitations and pricing as strategies to encourage use of non-automobile modes.

- Policy CR-8.4 Reduce parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive TDM program, or developments located near major transit hubs or within Urban Villages and Corridors.

- Policy CR-8.5 Encourage private property owners to share their underutilized parking supplies with the general public and/or other adjacent private developments.

CR-8 Actions:

- Action CR-8.6 Update existing parking standards to reduce parking requirements for transit-oriented developments, mixed-use projects and projects within the Urban Villages and Corridors to take advantage of shared parking opportunities generated by mixed-use development. Establish a program and provide incentives for private property owners to share their underutilized parking with the general public and/or other adjacent private developments. Updates to the existing parking standards should also address TDM Actions. The standards shall require amenities and Actions to support reduced parking requirements.

- Action CR-8.7 As part of the entitlement process, require large developments to complete a parking demand analysis that accounts for shared parking, TDM Actions, and parking pricing to determine the appropriate parking supply. Encourage the parking reserve in landscaping concept (i.e., landscaping that can be converted to parking in the future if necessary) to ensure that excessive parking is not provided. If the additional parking is not needed in the future, promote the establishment of the landscaped parking reserves as permanent landscaped areas or recreational amenities.

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) refer to a family of technologies that make transportation system more efficient and sustainable, as well as enhance safety for the users. ITS must play an integral part in a sustainable transportation system in order to enhance mobility services for all modes of travel, reduce greenhouse gas emissions, and provide the safest roadway environment for moving people and goods.

The City has utilized ITS to actively manage its transportation network. It is poised to expand its capabilities in providing enhanced mobility services for all modes of travel through its currently expanding ITS system and planned improvements. Operations such as transit, streetlights, parking, etc can be enhanced by expanding the current ITS system.

Goal CR-9 Develop a sustainable ITS system to effectively manage, operate, and maintain the current and future transportation network for all modes of travel. A robust and efficient ITS system will provide added opportunities for reducing congestion and greenhouse gas emissions, and increasing safety and the quality of life for all users.

CR-9 Policies:

Policy CR-9.1 Develop a citywide ITS system that sustainably manages and integrates all modes of travel including vehicles, transit, and emergency vehicles.

Policy CR-9.2 Enhance the safety and effectiveness of transit service, bicycle, and pedestrian travel as alternative modes using advanced ITS systems.

CR-9 Actions:

Action CR-9.3 Enhance the City’s existing Transportation Management Center (TMC) and communications system designed to serve all modes of travel and continue development and implementation of a fiber optic network to support communications with field equipment including but not limited to: traffic signals, Closed Circuit Television (CCTV) cameras, Changeable Message Signs (CMS) and communication hubs.

Action CR-9.4 Provide enhanced management of new efficient streetlights for energy savings, sustainability, and safety along corridors and at intersections.

Action CR-9.5 Provide real-time travel information system along all arterial streets to enable all users to make informed travel decisions, enhance safety, increase use of non-auto travel modes, minimize emergency response times and reduce greenhouse gas emissions.

- Action CR-9.6 Work with VTA to implement transit vehicle pre-emption or other priority systems allowing buses to travel on-schedule and provide reliable service.
- Action CR-9.7 Collaborate with VTA to provide real-time transit information at key transit stations and stops, as well as via mobile devices, to provide users with real-time information on bus travel routes and times.
- Action CR-9.8 Create bicycle friendly streets to include advanced detection, priority signal synchronization, dynamic message signs, and public kiosks for bicyclists allowing cycling to be the ideal mode of choice on select roadways.
- Action CR-9.9 Implement technology to aid pedestrians walking across intersections through devices such as countdown timers, accessible pedestrian signal which includes audible and vibrating push buttons for disabled users.

Airports

Airports provide an important transportation and economic development function for the City of San Jose and the region. The San Jose International Airport, owned and operate by the City of San Jose, serves as the primary commercial airport for Silicon Valley. Its location near the center of the urbanized North Santa Clara Valley makes this a convenient facility for Silicon Valley businesses and residents. The Airport Master Plan, as adopted by the City Council in June 1997 and amended over time, guides the long term physical development of the Airport to accommodate projected commercial (passenger and cargo) and corporate general aviation demand.

The only other airport within the City of San Jose is Reid-Hillview Airport which is located in East San Jose. This Santa Clara County owned and operated airport serves primarily small piston aircraft general aviation demand. Moffett Federal Airfield, located just outside the northwest corner of the City of San Jose, is a NASA owned and operated facility that presently has restricted aviation services but could provide beneficial aviation services to the City of San Jose and the Silicon Valley region in the future, including emergency disaster relief.

Goal CR-10 Provide an attractive and easily accessible international airport that connects San Jose and Bay Area businesses and residents with the world and the world to San Jose through safe, convenient and frequent air travel.

CR-10 Policies:

Policy CR-10.1 Promote airline service which meet the present and future air transportation needs of residents and the business community, and which minimize impacts on the surrounding community.(Existing San Jose 2020 GP)

CR-10 Actions:

Action CR-10.2 Implement Capital improvements to San José International Airport as identified in the Airport Master Plan. (Existing San Jose 2020 GP, modified)

Action CR-10.3 Continue to develop and encourage improved ground access connections between the Mineta International Airport and area freeways and public transit and rail systems. (New)

Goal CR-11 Ensure that airport facilities in San Jose are safe by removing potential conflicts between land use and airport operations.

CR-9 Policies:

Policy CR- 11.1 Foster compatible land uses in the vicinity of San José International Airport.

Policy CR- 11.2 Regulate development in the vicinity of airports in accordance with Federal Aviation Administration guidelines to:

- Maintain the airspace required for the safe operation of these facilities.
- Avoid reflective surfaces, flashing lights and other potential hazards to air navigation. (Existing San Jose 2020 GP)

Policy CR- 11.3 Development in the vicinity of airports should take into consideration the safety and noise policies identified in Airport Land Use Commission (ALUC) comprehensive land use plans for San Jose International and Reid-Hillview airports. (Existing San Jose 2020 GP)

Policy CR- 10.4 Require aviation easement dedications, as needed, as a condition of approval of development in the vicinity of airports. (Existing San Jose 2020 GP)

Goal CR-12 Preserve Moffett Field for existing and future aviation uses.

CR-12 Policies

Policy CR-12.1 Continue to work with NASA and other local and regional government agencies to preserve opportunities for future civil aviation use and facilities at Moffett Federal Airfield, including its continued availability to the region for emergency disaster relief purposes. In addition, work with these agencies to ensure that the use of Moffett is consistent with our City's goals. (Existing San Jose 2020 GP, modified)