

# WHICH WAY TO SAN JOSÉ?

Move San José (“The Plan”) lays out a new approach for transportation and decision making. It brings the bold vision of a sustainable, equitable, and enjoyable San José to life. The Plan brings us toward a San José that is easier and safer to travel in. It also addresses transportation inequities for those who have historically been underserved.

At the heart of Silicon Valley, our city is a world-class epicenter for technological innovation and transformational change. Move San José harnesses the city’s unique and diverse spirit to move from a place dominated by cars to a place designed for people.

Transportation is the largest contributor to air pollution and greenhouse gas emissions in San José. Our city has adopted aggressive climate action goals, including:

**A 36% decrease in drive-alone trips by 2040**

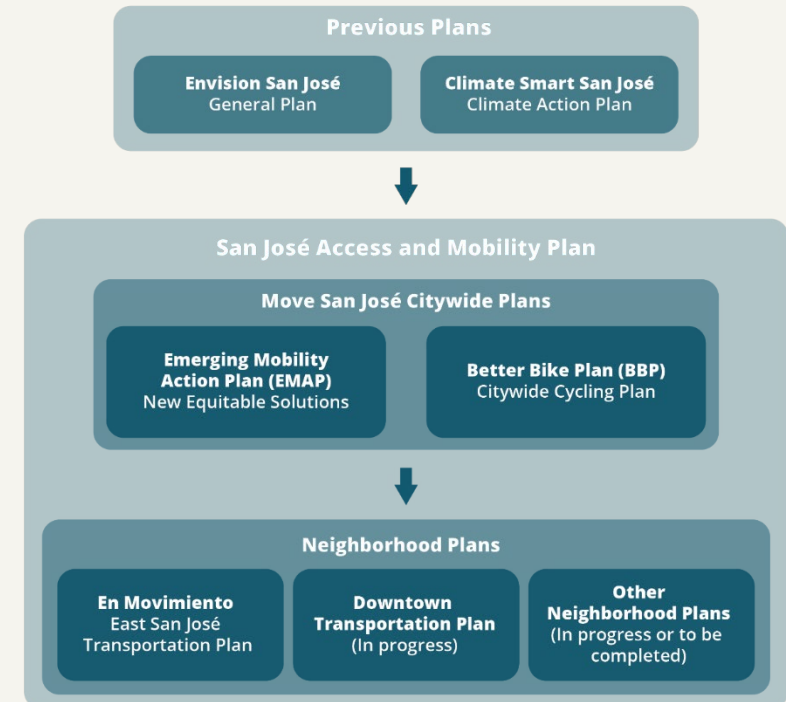
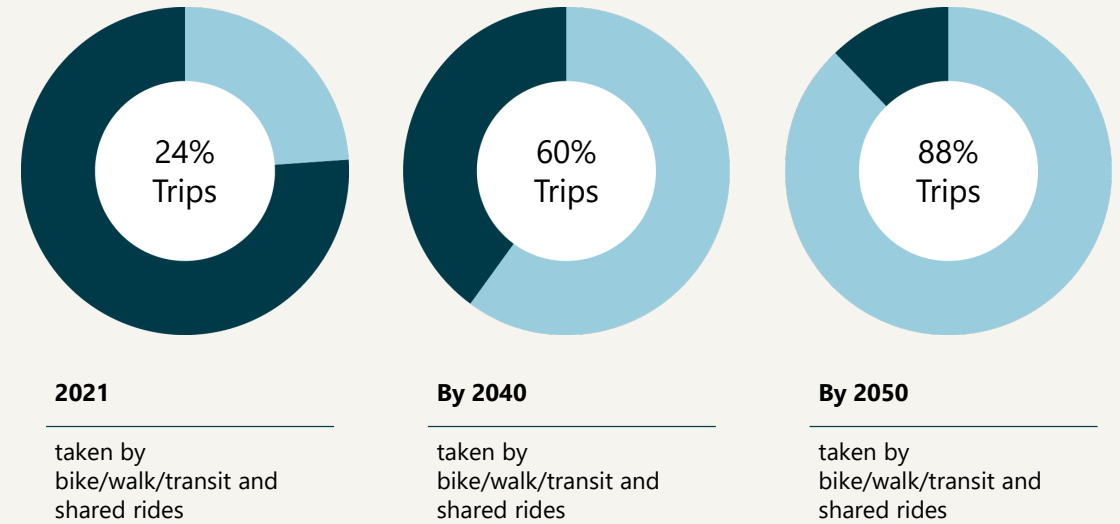
**A 64% decrease in drive-alone trips by 2050**

**A 57% decrease in vehicle miles traveled (VMT) per capita by 2050**

**A 64% increase in trips made by biking, walking, rolling, transit, and in shared rides**

This plan serves as the new strategy for the Department of Transportation (DOT). It helps us make sound decisions to reach the ambitious goals in the Envision San José 2040 General Plan and Climate Smart San José. It shapes how we invest in our future. And it informs how we implement the Emerging Mobility Plan (EMAP), the Better Bike Plan (BBP), and our neighborhood plans like En Movimiento and the Downtown Transportation Plan. It also serves as our guide to inform how we will prioritize our time, resources, and funding.

## City of San José Mode Shift Goals



# A SUSTAINABLE SAN JOSÉ

In a San José that is less dependent on cars, people will have lots of options to get around. Through the strategies discussed in this Plan, we can build a San José that is equitable, sustainable, with a higher quality of life for our neighbors and our families.

Less driving can have lasting impacts on our quality of life. Improved air quality reduces health challenges, like asthma, that are linked to more vehicle emissions. Less land needs to be devoted to housing cars instead of people. Neighborhoods can be reconfigured and re-imagined into welcoming places for all. The health benefits of less driving are well documented, such as decreases in obesity, blood pressure, and other ailments related to inactivity. And it helps our wallets by reducing our spending on things like vehicles, gasoline, insurance, and other maintenance and repairs that add up. These costs are especially hard to bear for people with lower incomes.

To achieve these outcomes, we needed to clearly define what our goals are. Goals provide us with our long-term vision and allows us to organize our limited resources in a way that best prioritizes strategies that will get us closer to our vision. Move San José's goals refines those from previous planning efforts, and through extensive community outreach we heard what the vision of San José is for our neighbors and defined a set of 9 goals that were used in this plan.

Our 9 goals are grouped here by the three pillars of sustainability – Equity, Environment, and Economy.

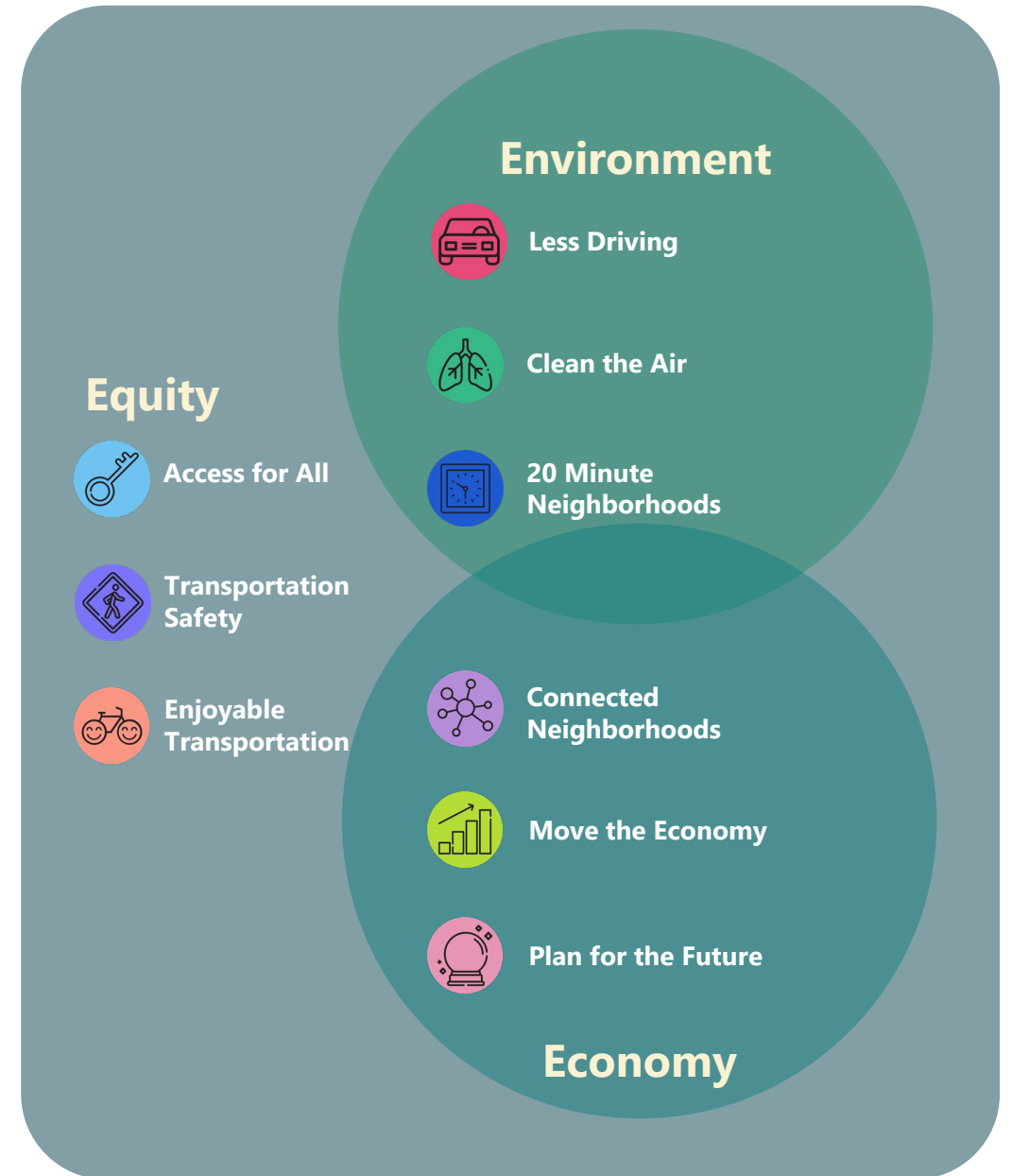
**Equity** is the just and fair inclusion into a society in which all can participate, prosper, and reach their full potential.

**Environment** is restoration of our climate and natural resources.

**Economy** is growth in jobs and financial well-being.

While Equity cuts across all areas, three of our 9 goals explicitly address inequities in San José: "Access for All", "Enjoyable Transportation" and "Transportation Safety."

## Three Pillars of Sustainability



We worked with our community-based organization partners and the public to define nine goals for Move San José. They bring together goals from other vision setting documents like the Envision San José 2040 General Plan and Climate Smart San José. Having these goals all in one place allows us to prioritize our actions.



## MOVE SAN JOSÉ GOALS



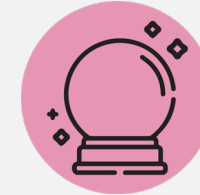
### Access for All

Increase transportation education, affordability, options and use of driving alternatives, especially in historically underserved communities and for people with limited mobility.



### Enjoyable Transportation

Make getting around pleasant, easy, reliable and appealing



### Plan for the Future

Use the newest ideas to keep the transportation system modern, fair, and effective; and maintain it.



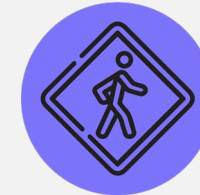
### Clean the Air

Reduce pollution from cars and trucks



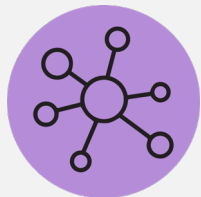
### Less Driving

Have more travel choices so trips can be made without driving



### Transportation Safety

Maintain and make improvements to the bike, walk, roll, and transit system to support Vision Zero, prioritizing the personal security of the most vulnerable populations first



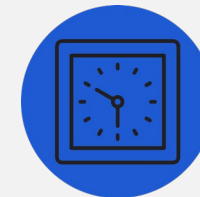
### Connected Neighborhoods

Make it easy to get between neighborhoods and to major destinations by foot, bike, bus, rail, and other shared options



### Move the Economy

Provide access to diverse jobs by sustainable modes, support goods to market, and support job growth in San José.



### 20-Minute Neighborhoods

Create great places so it is easy to run errands and get to schools and parks without a car

# TRANSIT-SUPPORTIVE LAND USE

Two of our goals depend heavily on land-use policies. These are addressed in the General Plan, Urban Village plans, and other neighborhood plans. They require significant collaboration with other City departments such as the Planning Division in the Department of Planning, Building, and Code Enforcement:



**20-Minute Neighborhoods:** This goal aims for essential services to be accessible within 20 minutes of travel without a car.



**Move the Economy:** This goal aims to grow the number of jobs in San José that are accessible without needing a car in 30-minute radius.

The Planning Division's [Urban Villages](#) support both these goals. They direct most of San José's new job and housing growth to walkable and bike-friendly neighborhoods with good access to transit and other facilities.

Mixed-use neighborhoods and higher-density development around transit let residents get out of their car for more trips. DOT's work supports both these strategies by improving car-free transportation. This includes improving safety and convenience for people who take transit, bike, walk, and roll to nearby services.

In neighborhoods without essential services or jobs, Move San José's strategies can strengthen connections to other neighborhoods with essential services and jobs.

# MOVING ROADBLOCKS IN OUR WAY

Our city is expected to grow significantly, to about 1.5 million residents by 2040, with an additional 172,000 jobs. If we keep going as we have been, the amount of driving in the city will continue to increase and traffic will continue to become unbearable. Our air quality will get much worse, and the health, wellbeing, and economic strength of our community will be at risk.

Through our conversations with the public, we have heard stories of how the transportation system is working, or not working, for our neighbors here in San José. On average, people in San José spend upwards of \$15,000 a year on their transportation including car payments, gas, and auto insurance. People also lose a lot of time in their day commuting. **In 2019, San José residents each lost an average of 158 hours in traffic.\*** People that live near busy roadways are more at risk for health problems like asthma.

And for people that don't drive, it can be inconvenient and dangerous to get around. On average, people can reach more than twice as many jobs in a 30-minute car commute versus a 30-minute transit commute. From 2016 to 2020, there were also almost 2,500 crashes involving bicyclists or pedestrians in San José; nearly 500 of which resulted in a fatality or severe injury.

For some people, the transportation system works just fine. For many others, it's a real challenge to get around San José. We've elevated some of our residents' voices and their stories are narrated through our "user personas". Hear about how some of them are experiencing transportation in San José and what we can do to make it better.

\*source: **TomTom Traffic Index**



# HOW WILL WE GET THERE?

To understand how far we could get toward our goals with transportation strategies, we posed a set of “big questions” to test our new tools. The questions were informed through outreach with partner agencies, like VTA, and built off existing planned projects like San José’s Better Bike Plan.

**How far do we get toward our goals if we build out all planned bike projects?**

**What if we build out all planned transit improvements in San José?**

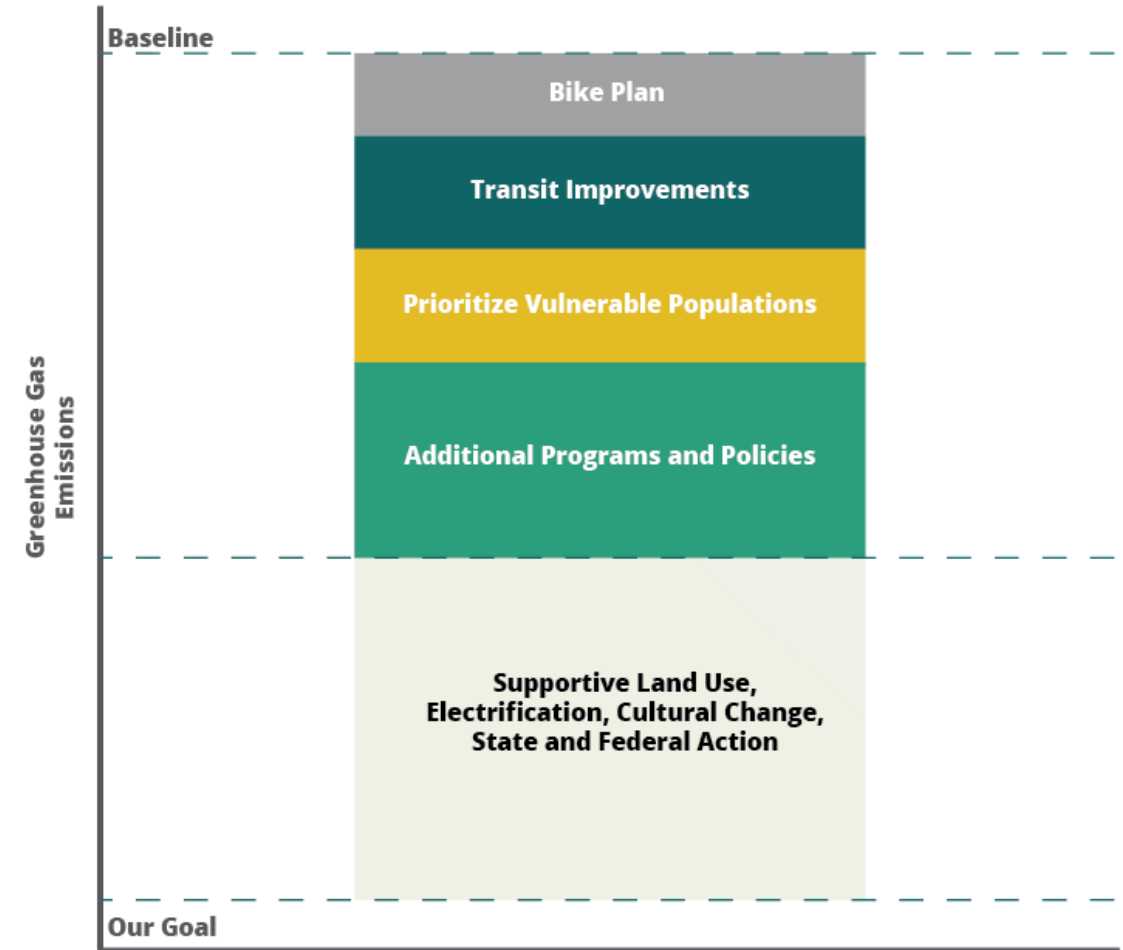
**What if we prioritize projects that focus on equity first, and in areas that have been historically underserved?**

**What if we build out all planned improvements?**

**What if we implement additional policies and programs that were considered as strategies in this plan?**

Our findings indicate that even with all the planned transportation investments in San José, more needs to be done to achieve our goals of sustainable and equitable transportation. The strategies tested in this Plan help identify the types of specific actions, projects, and programs we need to get us closer.

In addition to transportation strategies we tested, we need significant land use changes and a culture shift away from automobile dependency to meet our goals of reduced traffic and crashes. Positive transforming city streets will benefit all of us and lead to better access to key jobs, more connected neighborhoods, and more livable streets – and the Good Life 2.0.



**Draft Results**

# A WAY TO THE GOOD LIFE 2.0

## Where We Are Going

Stereotypically, the post-World War II American “good life” has included a single-family home with a white picket fence and two cars in the garage. Through Move San José and other plans, we are presenting a new, better, inclusive vision of the American Dream, or “The Good Life 2.0.”

We need to make strategic changes to the way we plan for and build transportation improvements to deliver on our ambitious goals. San José’s Urban Village Plans and Multimodal Transportation Improvement Plans (MTIPs) are starting to create streets and places that are better for walking, biking, and rolling. The City’s vision is for more MTIPs to connect neighborhoods by frequent, reliable transit and make it easier to make trips within your neighborhood without a car.

We can create a virtuous cycle when walkable neighborhoods encourage transit use and less driving. Less driving, in turn, can support vibrant neighborhoods.

It won't be easy to achieve all this and it won't happen overnight, but it is possible. It will require a wide and diverse toolkit of new programs, policies, and infrastructure. Transformation at this scale requires alignment and coordination between city departments and across regional agencies. The strategies included in this plan are a major step to changing the context and culture from a car-dominated place toward one that prioritizes walking, cycling, rolling, and public transportation. These strategies can shift how people get around and how we build places. That can, in turn, progress us toward our environment, equity, and economic goals.