

# OUR METHODOLOGY AND FRAMEWORK

As part of the AMP effort, we conducted a needs assessment of each district in San José to identify the greatest mobility and accessibility needs and prioritize neighborhood-specific strategies.

The need assessment consists of multiple steps:

## Where We Are

**District Overview:** Each district in San José has its unique and diverse characteristic. We summarize the key destinations, existing and planned transportation infrastructure and service in each district. Land use, planned growth areas overlaid, public transit infrastructure and other district-specific layers are included for reference.

**Demographics and Equity:** We look into the demographic composition of each district. In addition, we follow the MTC's Equity Priority Communities (EPC) framework and assess the eight EPC\* demographic factors under each district.

**Scoring and Comparison:** Because the existing KPI scores are results in different scale, which make it hard to compare across different goal area, we normalized each KPI score to the range of 0 to 10 for peer comparison. For KPIs that have targets defined, we normalize the score based on the gaps to targets. For the rest of the KPIs, we compare the performance cross the city and calculate the normalized score accordingly. After the normalization process, we are able to compare the district score to city-wide average and other districts as well as comparing the performance across different goal area. We use the comparison result to identify the biggest mobility and access needs of each goal area and to prioritize the strategies to address the needs. *See District Scores by Goal Area for normalized scores for each City Council District.*

**Key Performance Indicator (KPI) maps:** For the goal areas that score the lowest in each district, we mapped out the specific KPIs under these goal areas to understand what attribute to the low performance in the district. This process also helps us to identify potential clustering pattern geographically that concentrate on specific neighborhood(s) within the district.

## What's Coming?










**Planned Projects and Gaps:** After reviewing the already planned transportation improvement by modes within each district, we compare the planned projects with the concluded district-level greatest mobility needs to identify the mobility needs gaps that each district need to focus on.

## What Else Can We Do?

**Strategies and Actions:** After knowing the greatest mobility needs of each district, we select the strategies that most relevant to the district and point out the associated actions to prioritize. Final District Strategy Recommendations include both 1) Strategies that improve goals identified through the Needs Assessment and 2) Strategies that respond to public feedback for what needs to be implemented within a particular district.

# WE'RE ON OUR WAY: GOALS AND KPIS

For the goal areas that score the lowest in each district, we mapped out the specific KPIs under these goal areas to understand what attribute to the low performance in the district. This process also helps us to identify potential clustering pattern geographically that concentrate on specific neighborhood(s) within the district.

Goals	Key Performance Indicators
 <b>20 Minute Neighborhoods</b>	<ul style="list-style-type: none"> <li>Percentage of Short Trips (Less than Two Miles)</li> <li>All Amenities Within 20-Minutes (Biking)</li> <li>All Amenities Within 20-Minutes (Walking)</li> </ul>
 <b>Access for All</b>	<ul style="list-style-type: none"> <li>Housing and Transportation Cost as % of Household income</li> <li>Transportation Cost as % of Household income</li> <li>Use of non-driving mode</li> <li>Bicycle connectivity</li> <li>Pedestrian connectivity</li> <li>Transit access time</li> </ul>
 <b>Clean the Air</b>	<ul style="list-style-type: none"> <li>Car ownership</li> <li>GHG emission from passenger vehicle</li> <li>Air Quality Index</li> <li>Bicycle connectivity</li> <li>Pedestrian connectivity</li> <li>Transit access time</li> </ul>
 <b>Connected Neighborhoods</b>	<ul style="list-style-type: none"> <li>Percent of households that live within ½ mile of high-quality transit</li> <li>Average transit travel time to neighborhood destinations</li> <li>Average bike travel time to neighborhood destinations</li> </ul>
 <b>Enjoyable Transportation</b>	<ul style="list-style-type: none"> <li>Average transit speed</li> <li>Transit reliability</li> <li>Transit competitiveness (% longer travelled by transit)</li> <li>Time spent traveling</li> <li>Completion of San José bike network</li> <li>Physical condition of street</li> <li>Percentage of street with complete sidewalk</li> </ul>
 <b>Less Driving</b>	<ul style="list-style-type: none"> <li>Mode Share (commute trips &amp; non-commute trips)</li> <li>Vehicle Mile Travelled per capita</li> </ul>
 <b>Move the Economy</b>	<ul style="list-style-type: none"> <li>Jobs accessible within 30-minute walking</li> <li>Jobs accessible within 30-minute bike-ride</li> <li>Jobs accessible within 30-minute transit-ride</li> <li>Transit access discrepancy to employment area compared to driving</li> </ul>
 <b>Plan for the Future</b>	<ul style="list-style-type: none"> <li>Total trips made by emerging mode per capita (pre- and post-COVID)</li> <li>Monthly e-scooter trips per capita</li> <li>Monthly bike-share trips per capita</li> <li>Number of scooters deployed</li> <li>Bike share stations</li> </ul>
 <b>Transportation Safety</b>	<ul style="list-style-type: none"> <li>Bike stress level</li> <li>Pedestrian stress level</li> <li>Transit stress level</li> <li>Number of Fatalities and Severe Injuries (Bike, 2016-2021)</li> <li>Number of Fatalities and Severe Injuries (Walk, 2016-2021)</li> </ul>

# WE'RE ON OUR WAY: GOALS AND STRATEGIES

	Better Transit Stops	Bike Amenities like Bike Parking	Congestion Management Fees	Encourage and Allow Car Share	Encourage Electric Vehicles	Enhance Bike Connectivity	Fill Gaps in Trails and Sidewalks	Free/Reduced Cost Transit	Green Infrastructure	Improve Existing Transit Services	Lighting Improvements	Low Stress Bike Facilities	Maintain Bike and Pedestrian Infrastructure	Make more public space	Improve Signals for Bicycles and Pedestrian	Micro-transit and on-demand service	Mobile Ticketing	Mobility Hubs	Parking Pricing and Curb-Management	Safer Streets	Sustainable Local Deliveries	Transit-First Policy	Transit Expansion	Transportation Demand Management	Unbundled parking, shared parking	User-Friendly Transportation Information
20-Minute Neighborhoods														●												
Access for All				●		●	●			●		●			●	●						●	●		●	
Clean the Air	●	●	●	●	●	●	●	●	●	●		●	●	●	●			●	●	●	●		●	●	●	
Connected Neighborhoods				●		●	●			●		●			●	●		●					●			
Enjoyable Transportation	●	●				●	●		●	●	●	●	●	●	●	●	●	●	●	●			●			
Less Driving	●	●	●	●		●	●	●		●		●	●	●	●	●	●	●	●	●	●		●	●	●	
Move the Economy						●	●			●					●								●			
Plan for the Future			●		●											●	●				●					
Transportation Safety	●					●	●			●	●	●	●		●			●		●			●			●

Each of the Plan's 26 strategies support the Plan's goals as shown in the table.

For example, Better Transit Stops improve the following goals: Clean the Air, Enjoyable Transportation, Less Driving, and Transportation Safety.

Each District Needs Assessment contains a set of strategy recommendations based on the data analysis and public outreach. Strategies are ranked by impact to reducing auto mode share, feasibility, and equity.

# DISTRICT SUMMARIES

## District Boundary

## City Council District

1	West San José
2	South San José
3	Central San José
4	North San José
5	East San José
6	Central San José
7	Central San José
8	Southeast San José
9	West San José
10	South San José



# DISTRICT SUMMARIES

## Equity Priority Communities

### City Council District

1	West San José
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