



Memorandum

TO: HONORABLE MAYOR AND
CITY COUNCIL

FROM: John Ristow

SUBJECT: MOVE SAN JOSÉ PLAN

DATE: May 27, 2023

Approved

Date: 5/28/2023

BACKGROUND

This Manager's Budget Addendum responds to an information request directed by a memorandum from Mayor Liccardo and Councilmembers Peralez, Davis, and Foley that was included in the City Council-approved Move San José plan on August 9, 2022. Staff was directed "to return in the upcoming budget process with near-term actions and funding recommendations that can advance the goals of the Move San José plan. Additionally, show how future internal budget decisions are aligned with the Move San José plan."

Move San José is a strategic, data, and equity-driven plan that focuses the City's work on projects, programs, and policies that will most effectively meet the City's transportation goals of a sustainable, equitable, and enjoyable system. Move San José used an equity-centered outreach campaign to clearly articulate the City's transportation goals and develop data-driven strategies to address them. Uniquely, Move San José created a "Decision Support System" (DSS), a tool that uses data and key performance indicators (KPIs) to identify and prioritize needs around the city. The DSS is a living tool that will allow the Department of Transportation (DOT) to continue to monitor progress over time toward achieving the City's goals.

ANALYSIS

Move San José is funded by grants and moneys in the Traffic Capital Improvement Program. Short-term actions to advance the plan include prioritization of grant writing and project selection and development on safety, transit first, and data-driven decision-making efforts. DOT has focused its grant writing on efforts that will advance the strategies of Move San José. Grants submitted, their status, and – if successful – the amount of funding are listed below. As of the writing of this memorandum, the City has been awarded \$65 million in Move San José supportive grants with another \$5 million pending, and more grants are in the works.

Status of DOT Grants Requested			
Program	Project Title	Grant Request	Status
HSIP Cycle 11	Left-turn Signal Phasing Modifications (3 intersections)	\$181,440	Awarded
HSIP Cycle 11	Multi-corridor Signal Improvement Project (98 intersections)	\$1,193,130	Awarded
HSIP Cycle 11	Ocala Safety Improvement Project (0.2-mile segment near Oakton)	\$451,350	Awarded
Reconnecting Communities Pilot	The Monterey Road Highway to Grand Boulevard Design Study	\$2,000,000	Awarded
Strengthening Mobility and Revolutionizing Transportation	Downtown Parking Curb Management	\$2,000,000	Awarded
One Bay Area Grant Cycle 3-Local	Jackson Ave Complete Street (Berryessa to Story)	\$3,300,000	Awarded
One Bay Area Grant Cycle 3-Local	White Rd Ped Safety Improvement (Design)	\$3,382,000	Awarded
One Bay Area Grant Cycle 3-Local	Julian/St. James Livable Streets Couplet Conversion	\$12,974,000	Awarded
One Bay Area Grant Cycle 3-Local	Story-Keyes Transit-Priority Improvement	\$32,730,000	Awarded
One Bay Area Grant Cycle 3-Local	Modified Traffic Signals: Left-turn Protection	\$6,300,000	Awarded
Sustainable Transportation Planning Grant	Decision Support System (DSS) Phase 2	\$265,001	Awarded
Sustainable Transportation Planning Grant	North San José Multimodal Transportation Improvement Plan	\$409,451	Awarded
Clean Mobility Options-Mobility Voucher	Bikeshare en Mayfair!	\$1,500,000	TBA* Q3
MTC Mobility Hubs	San Fernando Street Small-Scale Mobility Hubs	\$1,139,478	TBA* Q3
Sustainable Transportation Planning Grant	Accessible EV Charging in San José: Planning & Implementation	\$1,000,000	TBA* Q2/3
Bloomberg Initiative for Cycling Infrastructure	Buena Vista/Burbank Area Neighborhood Bikeways	\$500,000	TBA*Q2/3
Measure B Planning	East San José Story Road Complete Streets Study	\$245,000	TBA* Q2/3

*TBA = To be announced

Since the adoption of Move San José, DOT has taken short-term steps to focus its efforts internally on projects that implement Move San José strategies. This includes the development of central transit signal prioritization technology; an internal working group to incorporate the Transit First Policy into DOT activities; a transportation demand management staff person to guide new development proposals; securing funding for the next phase of the Move San José DSS; a soon to be released Request For Proposal for a transportation big data as a service contract; and a host of safety improvement projects focused on people walking or biking. Funding for this work was included in the 2024-2028 Proposed Traffic Capital Improvement Program to bolster the City’s ability to develop, deliver, and operate programs and projects that advance Move San José’s strategies. These include the following projects:

Move San José Supportive Improvement Projects – Five-Year Horizon (Total \$133.5 million)			
Project Name	\$ in Millions	Project Name	\$ in Millions
<u>Complete Street/Pedestrian/Bicycle Facilities</u>		<u>Traffic Signal</u>	
Willow-Keyes Complete Streets	\$18.9	Safety - Traffic Signal Modifications/Construction	\$5.7
Safety - Pedestrian Improvements	13.4	Safety - Traffic Signal Rehabilitation	4.6
W San Carlos Corridor Safety Improvements	10.7	Highway 680 and Jackson Traffic Signal	1.7
Better Bikeways San Fernando (ATP)	8.8	Safety - Traffic Signal Rebuild	0.4
Balbach Street Transportation Improvements	5.7	Subtotal Traffic Signal	\$12.4
ADA Sidewalk Accessibility Program (Curb Accessibility)	5.0		
Quiet Zone Improvements	4.8	<u>Neighborhood/Traffic Calming</u>	
Roosevelt Park Transportation Improvements	3.5	Safety - Traffic Engineering	\$7.3
Bicycle and Pedestrian Facilities	3.5	Safety - Project Delivery	1.7
McKee Road Corridor Safety Improvements	2.4	Traffic Safety Data Collection	1.6
Tully Road Corridor Safety Improvements	2.2	Vendome Area and 7th Street Traffic Calming	0.1
San Fernando Street Two-Way Class IV Bikeway	2.0	Subtotal Neighborhood/Traffic Calming	\$10.7
Downtown San José Bikeways	1.8		
Mt Pleasant Schools Area Bike/Ped Safety Improvements	1.8	<u>Education</u>	
Safety - Signs & Markings	1.0	Walk n' Roll - VTA Measure B 2016	\$2.1
Safety - Pedestrian and Roadway Improvements Program	1.0	Safety - Traffic Education	2.5
Guardrail Design and Rehabilitation	0.8	Subtotal Education	\$4.6
Bascom Avenue Protected Bike Lanes	0.8		
Evergreen Bikeways 2025	0.5	<u>Vision Zero Program</u>	
Safety - Complete Street Project Development	0.5	Vision Zero: East San José Corridor Safety Improvements	\$10.1
Quick Build East San José En Movimiento	0.3	Vision Zero: Quick Build Safety Improvements *	1.8
Accessible Pedestrian Signals Safety Improvements	0.3	Vision Zero: Safety Initiatives Reserve	1.8
Monterey Road Safety Improvements	0.1	Vision Zero: Story/Jackson Safety Improvements	1.4
St John Bike/Pedestrian Bridge	0.1	Vision Zero: City-wide Pedestrian Safety & Traffic Calming	0.4
King Road Complete Street	0.1	Vision Zero: Data Analytics Tool	0.1
Illegal Racing and Sideshow Deterrent Street Modifications	0.1	Vision Zero: Julian Street and McKee Complete Streets	0.1
Subtotal Complete Street/Pedestrian/Bicycle Facilities	\$90.1	Subtotal Vision Zero Program	\$15.7

*Previously titled Vision Zero: Safety Initiatives

DOT created KPIs to track the City’s progress towards its transportation goals. Those KPIs are monitored through the DSS described above, which allows staff to continually assess, compare, prioritize, and budget for projects and programs that align with our goals. For example, the following maps from the DSS shows the ability to bike to high-skill jobs (Figure 1) juxtaposed with the level of stress on the current bicycling network (Figure 2). This comparison shows that people are closest to high-skill jobs in the northwest part of the City, increasing their ability to bike to work; however, the bicycling network in that area is broken up by freeways and other barriers (e.g., the airport), making it stressful to make the choice to bike to work. This type of analysis helps us prioritize projects that will address the stress of biking, enabling healthy, safe, and sustainable trips.

Figure 1. High Skill Jobs within 30-Minutes by Bicycle

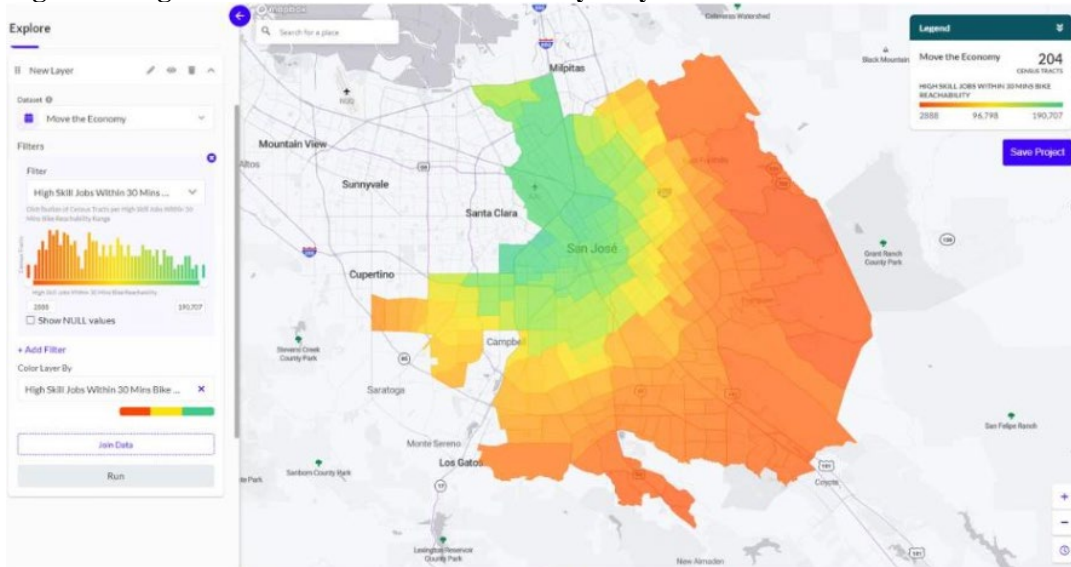
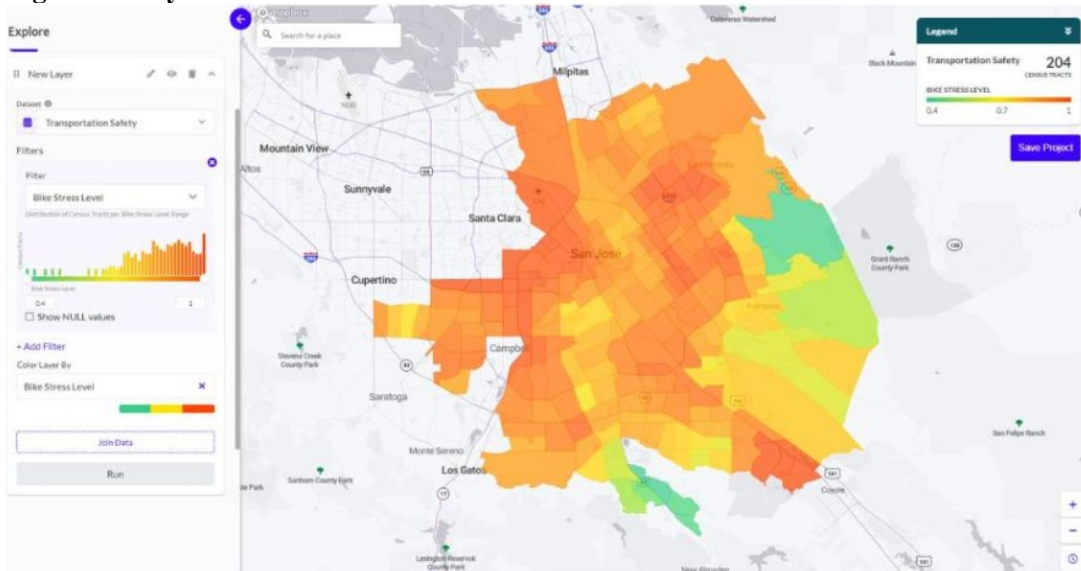


Figure 2. Bicycle Level of Stress



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This first phase of the DSS tool, completed with the Move San José plan, developed the ability to track changes in KPIs over time. A second phase has been funded through a State grant to create a scenario-testing tool (among other advancements including a public interface). Once the second phase of the Move San José DSS is finalized (mid-2025), DOT plans to use the system's scenario testing abilities. This tool will allow DOT to have a deeper more dynamic understanding of potential effects of budget strategies and funding specific projects on the City's transportation Key Performance Indicators. It will also allow us to demonstrate to potential granting agencies the power of funding a particular project in changing behavior and safety outcomes.

COORDINATION

This memorandum has been coordinated with the City Attorney's Office and the City Manager's Budget Office.

/s/

JOHN RISTOW

Director, Department of Transportation