

MI01	Provide Bike and Micro-mobility Network Improvements
<p><b>Description</b></p>	<p>Design, fund, and/or construct bike and micro-mobility network improvements beyond the Project’s frontage. Examples of bike and micro-mobility network improvements include:</p> <ul style="list-style-type: none"> <li>▪ Trails;</li> <li>▪ Street, bikeway, and/or sidewalk connections to trails;</li> <li>▪ Separated and/or raised bike lanes;</li> <li>▪ Low-stress bike boulevards;</li> <li>▪ Raised cycle tracks;</li> <li>▪ Bike share stations;</li> <li>▪ Bike and scooter corrals;</li> <li>▪ On-street bike lockers;</li> <li>▪ Protected intersections;</li> <li>▪ Curb extensions;</li> <li>▪ ADA-compliant ramps;</li> <li>▪ Traffic calming measures for lowering traffic volumes and speeds;</li> <li>▪ Bike detection and priority at crossings;</li> <li>▪ Signal modifications to improve pedestrian and/or bicyclist safety/comfort;</li> <li>▪ Pedestrian lighting;</li> <li>▪ Wayfinding signage;</li> <li>▪ New or improved bike access to bus stops;</li> <li>▪ Street trees and landscaping;</li> <li>▪ Green infrastructure for stormwater management;</li> <li>▪ Waste receptacles;</li> <li>▪ Passenger and commercial loading zones; and</li> <li>▪ Other features that improve the biking and scootering experience in local community.</li> </ul>
<p><b>CEQA <sup>(1,2)</sup></b></p>	<p><b>Home-End Uses and Commute-End Uses Only:</b></p> <p>% change in bike mode share = -0.371 × % change in distance to bike and micro-mobility corridor.</p> <p>This provides the mode shift from drive to bike or micro-mobility devices. VMT reduction is then calculated by applying the ratio of average bike or micro-mobility trip lengths to the average drive trip lengths.</p>
<p><b>TDM Program (1 – 4 Points)</b></p>	<p><b>Home-End Uses, Commute-End Uses, Visit-End Uses, and Other Uses:</b></p> <p>Fund or perform the design and/or construction of bike and micro-mobility network improvements outside of the Project’s property frontage and within 1 mile of the Project site, for a total cost equivalent to:</p> <ul style="list-style-type: none"> <li>▪ <b>1 Point:</b> \$1,000 per dwelling unit or \$1 per square feet of non-residential gross floor area.</li> <li>▪ <b>2 Points:</b> \$2,000 per dwelling unit or \$2 per square feet of non-residential gross floor area.</li> <li>▪ <b>3 Points:</b> \$3,000 per dwelling unit or \$3 per square feet of non-residential gross floor area.</li> <li>▪ <b>4 Points:</b> \$4,000 per dwelling unit or \$4 per square feet of non-residential gross floor area.</li> </ul> <p>To satisfy this measure, the Project must improve at least one (1) General Plan-designated On-Street Primary Bike Facility Street or Trail beyond the project frontage within 1 mile of the site. The Project must work with City staff to identify improvements for the selected street(s) based on the:</p> <ul style="list-style-type: none"> <li>▪ <i>Move San José Plan;</i></li> <li>▪ <i>Multimodal Transportation Improvement Plans (MTIPs);</i></li> <li>▪ <i>Better Bike Plan 2025;</i></li> <li>▪ <i>Walk Safe San José Plan;</i></li> <li>▪ <i>Trail Master Plans;</i></li> <li>▪ <i>Vision Zero Action Plan;</i></li> <li>▪ <i>Emerging Mobility Action Plan;</i></li> <li>▪ <i>Green Stormwater Instructure Plan;</i></li> <li>▪ <i>Urban Village Plans;</i></li> <li>▪ <i>Station Area Plans;</i></li> <li>▪ <i>Complete Street Design Standards and Guidelines;</i></li> <li>▪ <i>Fast Transit Program (VTA);</i></li> <li>▪ <i>Pedestrian Access to Transit Plan (VTA);</i></li> <li>▪ <i>Transit Passenger Environment Plan (VTA);</i></li> <li>▪ <i>Santa Clara Countywide Bike Plan (VTA);</i></li> <li>▪ <i>Complete Streets Studies (VTA);</i></li> <li>▪ <i>Measure B Transit Operations Program (VTA); and</i></li> <li>▪ <i>Measure B Bicycle &amp; Pedestrian Program (VTA), etc., as appropriate.</i></li> </ul> <p>Based on the status of the selected street improvements, the Project will opt to fund or perform conceptual designs, full designs and/or construction of the selected improvements. All barriers to bike and micro-mobility access and interconnectivity must be minimized. Physical barriers such as walls, landscaping, and slopes that impede bike and micro-mobility access must be removed from project design.</p>
<p><b>Proof of Implementation</b></p>	<p>City staff will provide comments to the Project on possible improvement and funding options and ensure compliance with community values, citywide goals, and the City’s and VTA’s relevant design standards. City staff will confirm the implemented improvements meet specified standards during a pre-occupancy inspection of the Project. Upon approval, ongoing maintenance of all approved improvements contained within City rights-of-way will become the City’s responsibility.</p>

Notes:

- (1) Zahabi, S.A., Chang, A., Miranda-Moreno, L.F., & Patterson, Z. (2016). Exploring the link between the neighborhood typologies, bicycle infrastructure and commuting cycling over time and the potential impact on commuter GHG emissions. *Transportation Research Part D: Transport and Environment*, 47, 89–103.
- (2) Payment cannot be used towards CEQA VMT mitigation per Council Policy 5-1.