

# Modernizing Transportation Review

## City of San Jose

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AEP Conference  
May 19, 2017  
San Francisco



*Planning, Building and  
Code Enforcement*

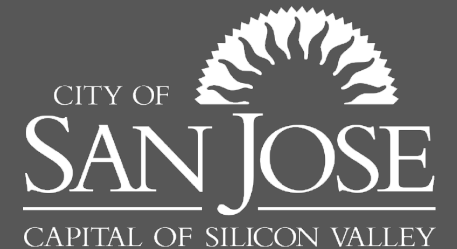
# Implementing SB 743

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**Case Study: City of San Jose**

Inter-departmental

Land Use-Transportation-Climate Change Policy



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# Envision

## San José 2040

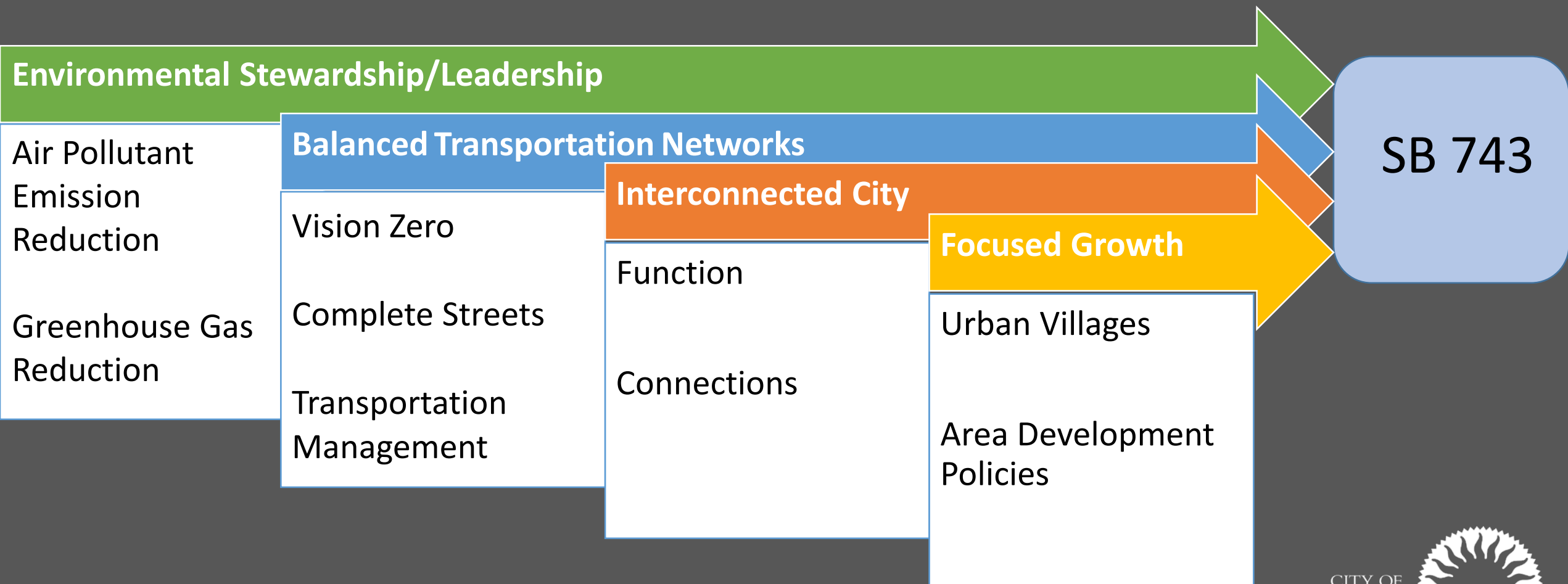


GENERAL PLAN



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# Envision San Jose 2040



# Connecting the Dots

## Implementing the General Plan

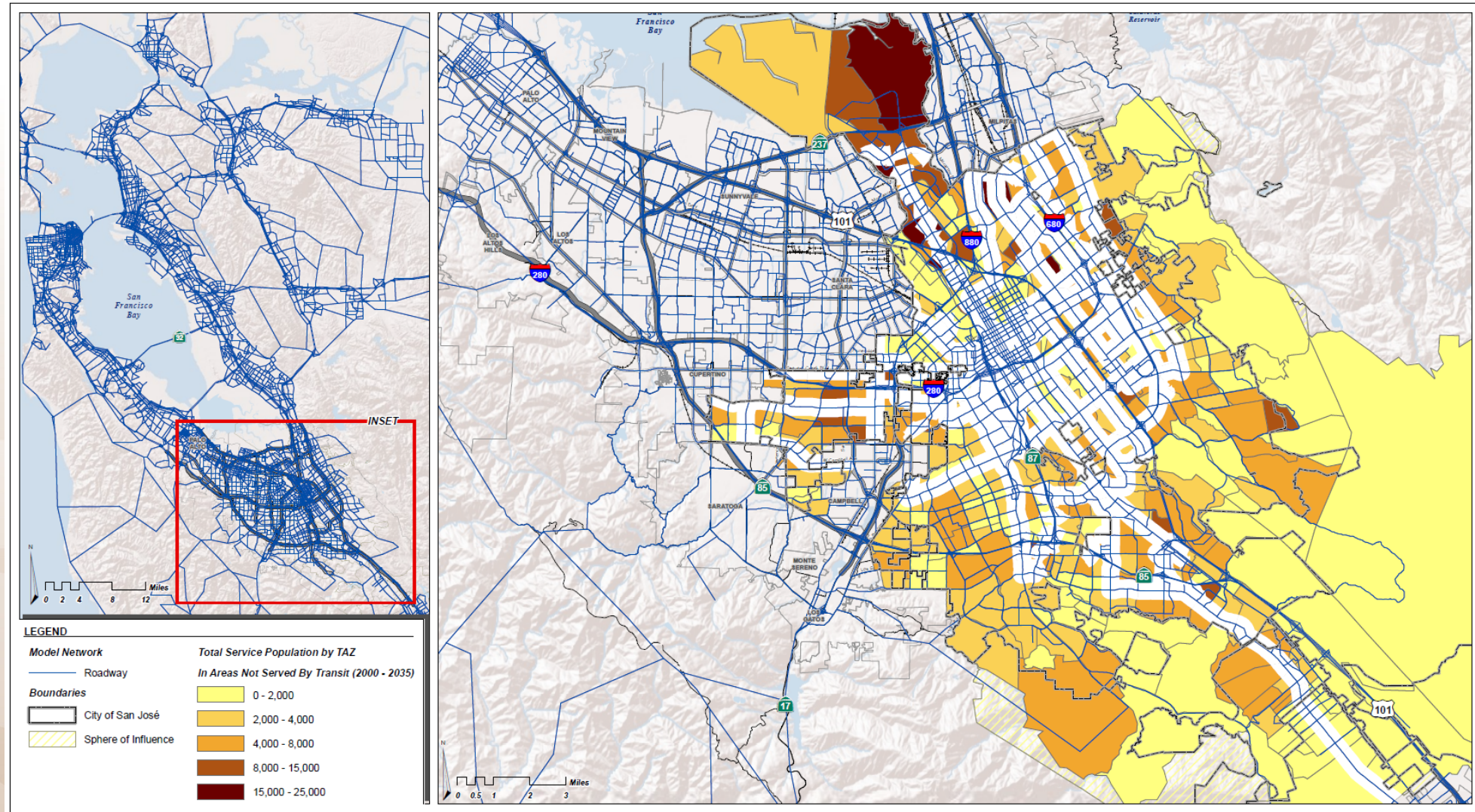
- Diversity in Land Uses/Intensity/Density
- Building Sustainable Communities
- Infill Development
- Greenhouse Gas Reduction

## Land Use/Transportation/ Air Quality--GHG

- SB 743
- SB 375
- SB 226
- AB 32

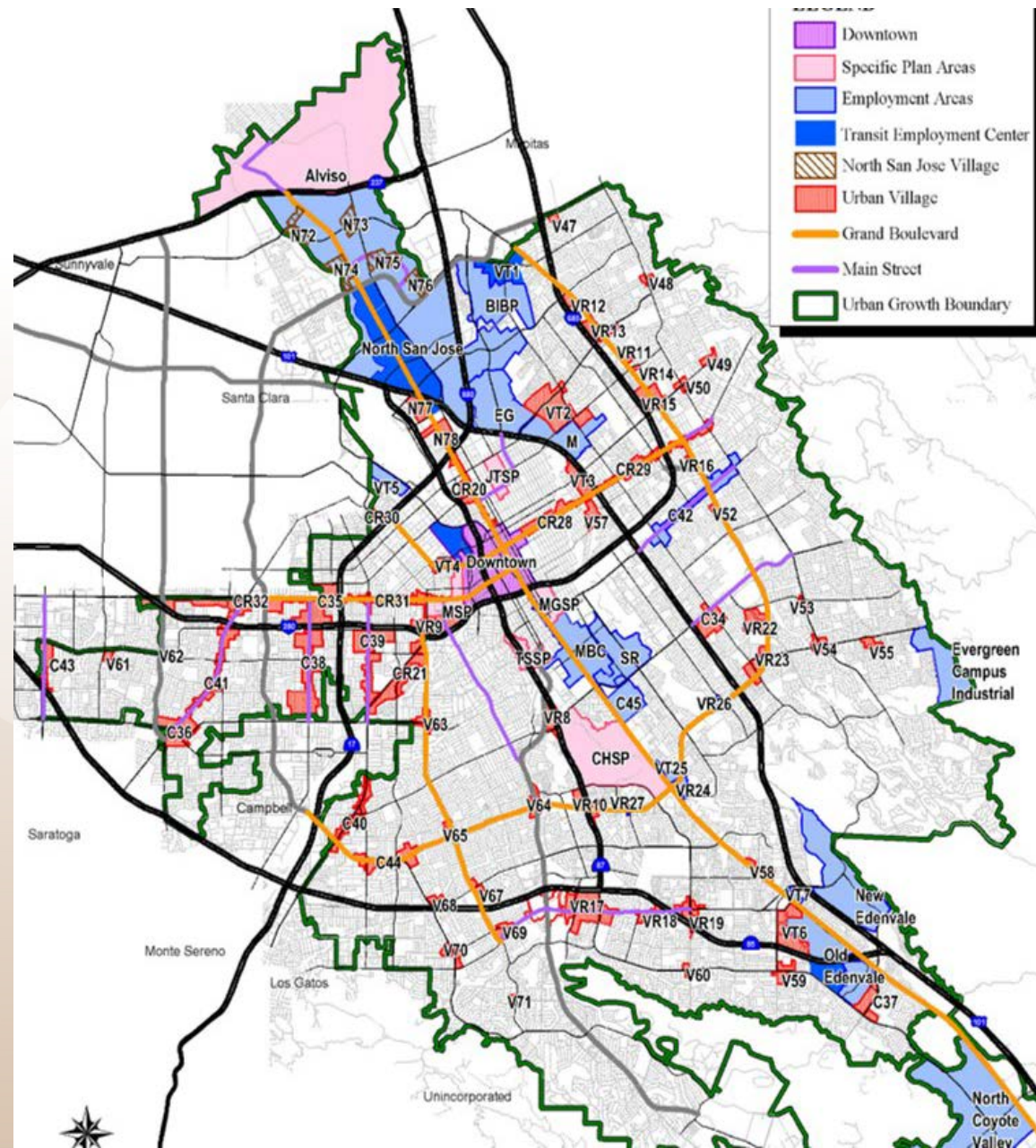


# Total Service Population in Areas Not Served by Transit



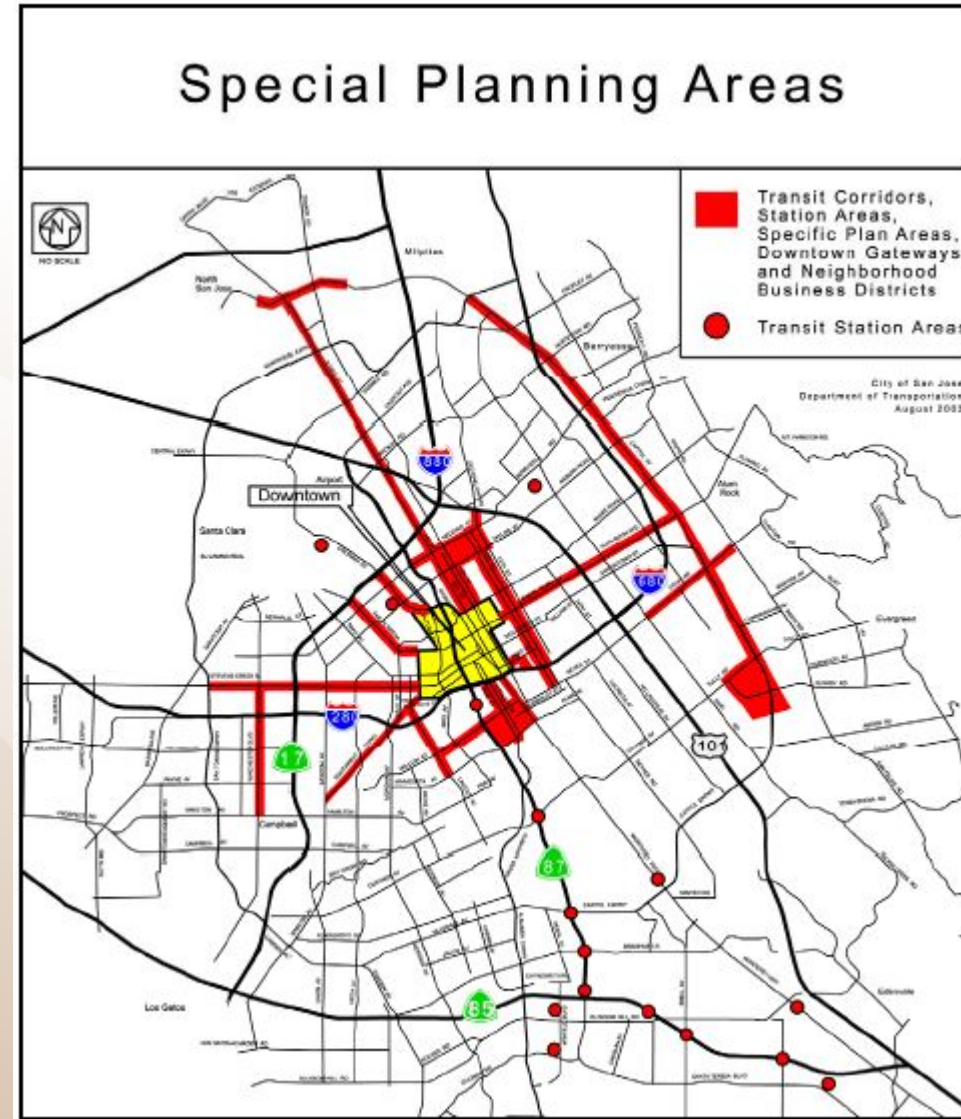


# Growth Areas in San Jose



# Transit Corridors and Station Areas

Special Planning Areas in San Jose

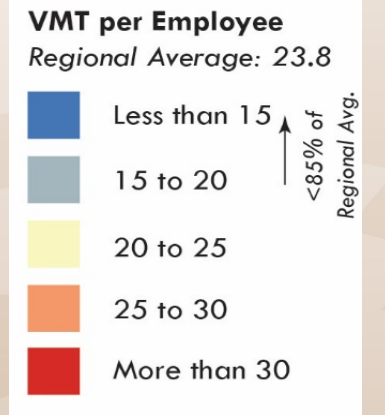
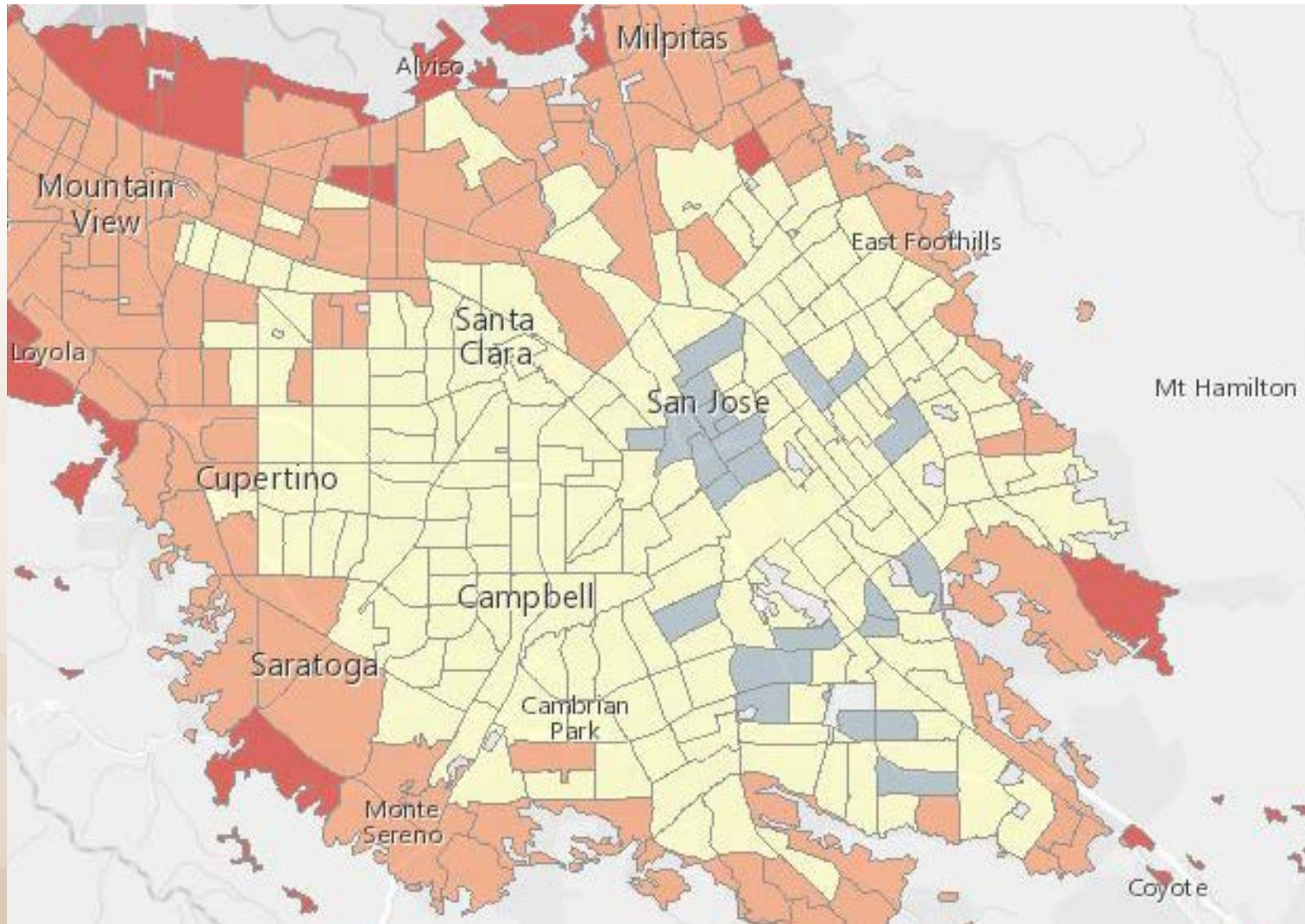




ENVISION SAN JOSE 2040 GENERAL PLAN  
PLANNED GROWTH AREAS DIAGRAM

- 
- The map displays the city of San Jose with various planning zones and infrastructure. The legend identifies the following elements:
- Downtown:** Shaded in dark purple.
  - Specific Plan Area:** Shaded in light pink.
  - Employment Area:** Shaded in light blue.
  - Transit Employment Center:** Shaded in dark blue.
  - Urban Village:** Shaded in red.
  - Grand Boulevard:** Indicated by a thick yellow line.
  - Main Street:** Indicated by a thin blue line.
  - Urban Growth Boundary:** Indicated by a thick green line.
- Geographical labels include "Sunnyvale", "Santa Clara", "Campbell", "Saratoga", and "Los Gatos". Major highways are shown with route numbers (e.g., 101, 88, 87, 82, 58, 52, 41, 28, 17, 10, 8, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100). A scale bar indicates "Scale: 1 inch = 2 miles".

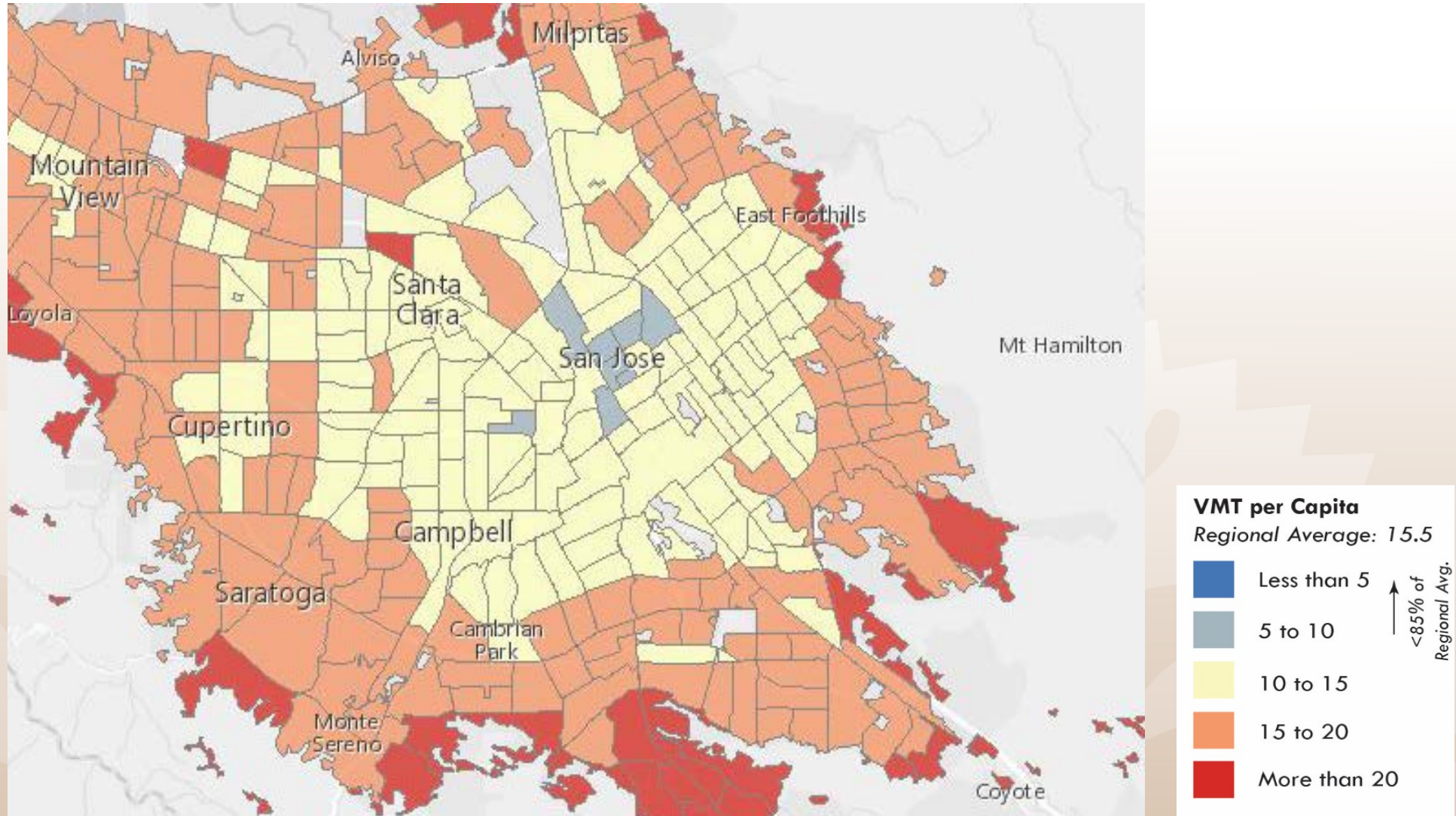
# Work-Based VMT per Capita



Source: MTC (2016)

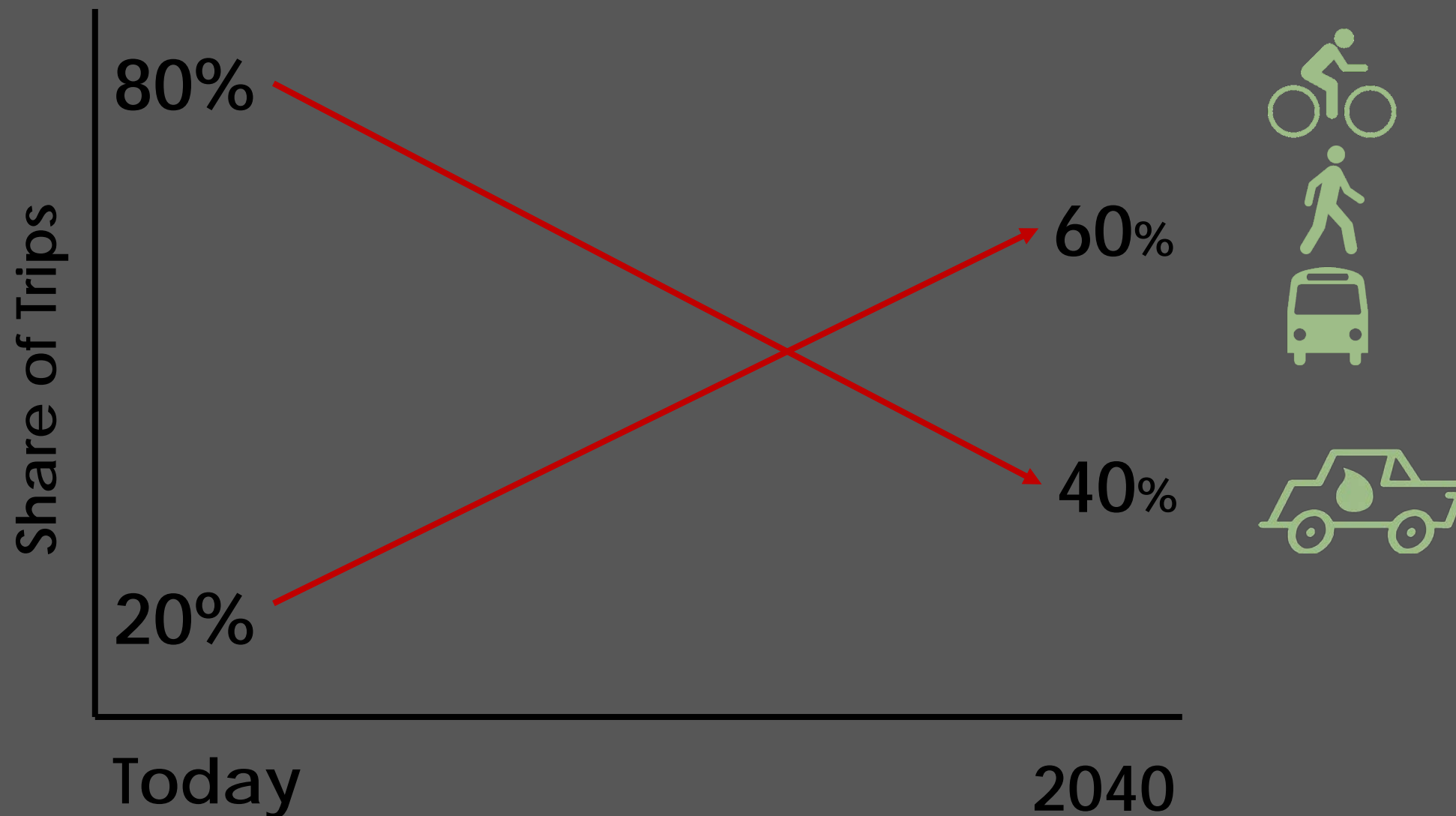


# Average VMT per Capita: Home & Work Based



Source: MTC (2016)

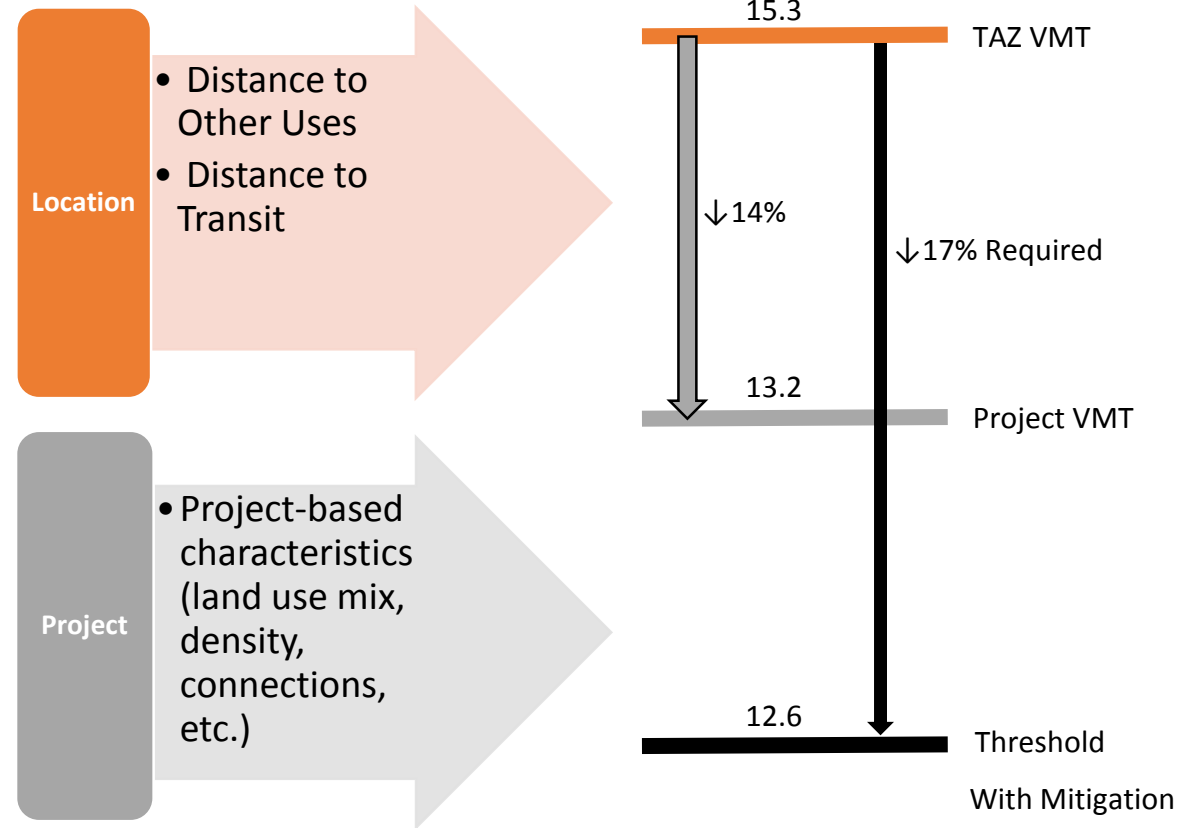
# Interconnected and Accessible City



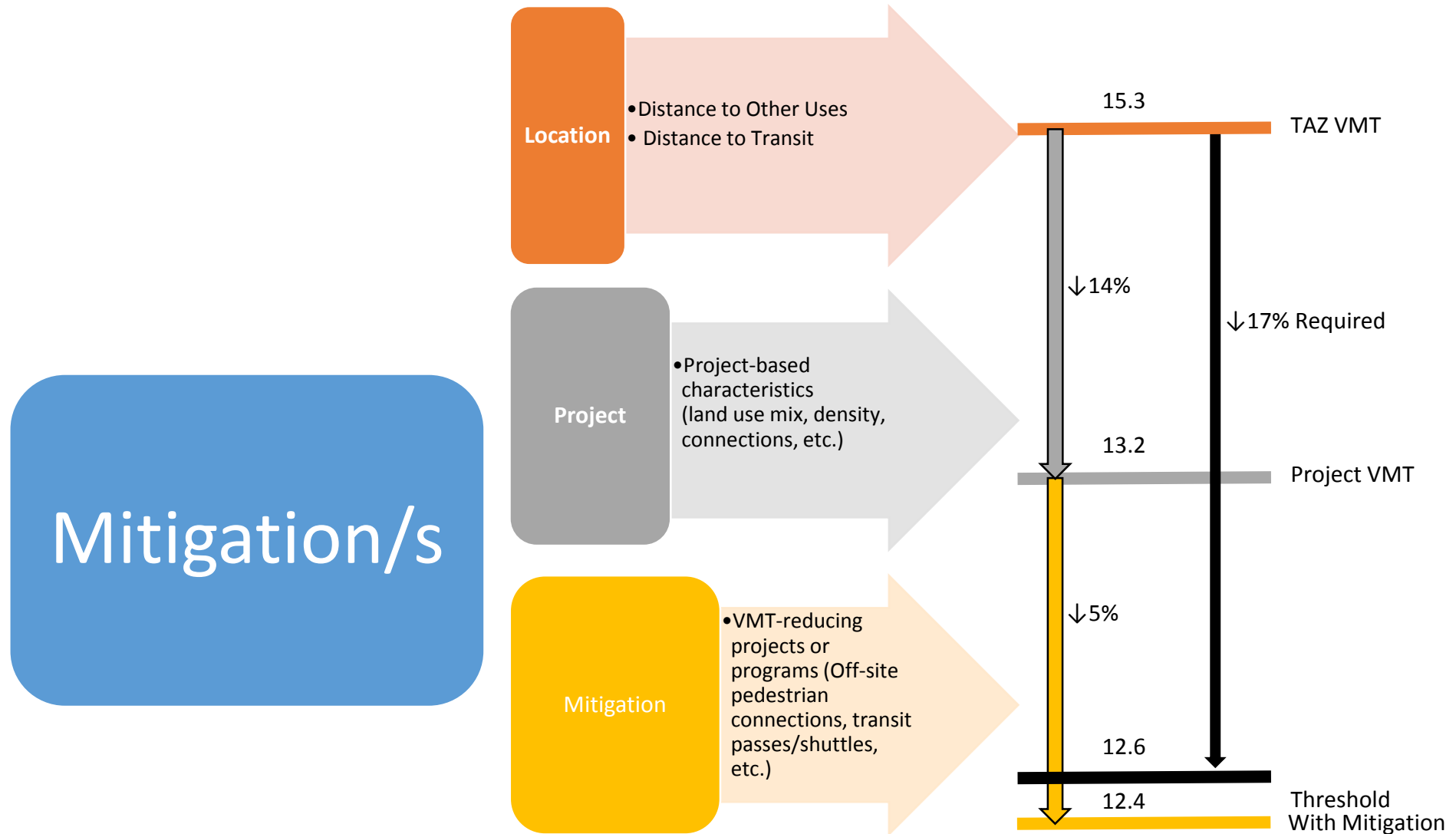


# CEQA Impact per VMT – *Draft Proposal*

## Project Evaluation

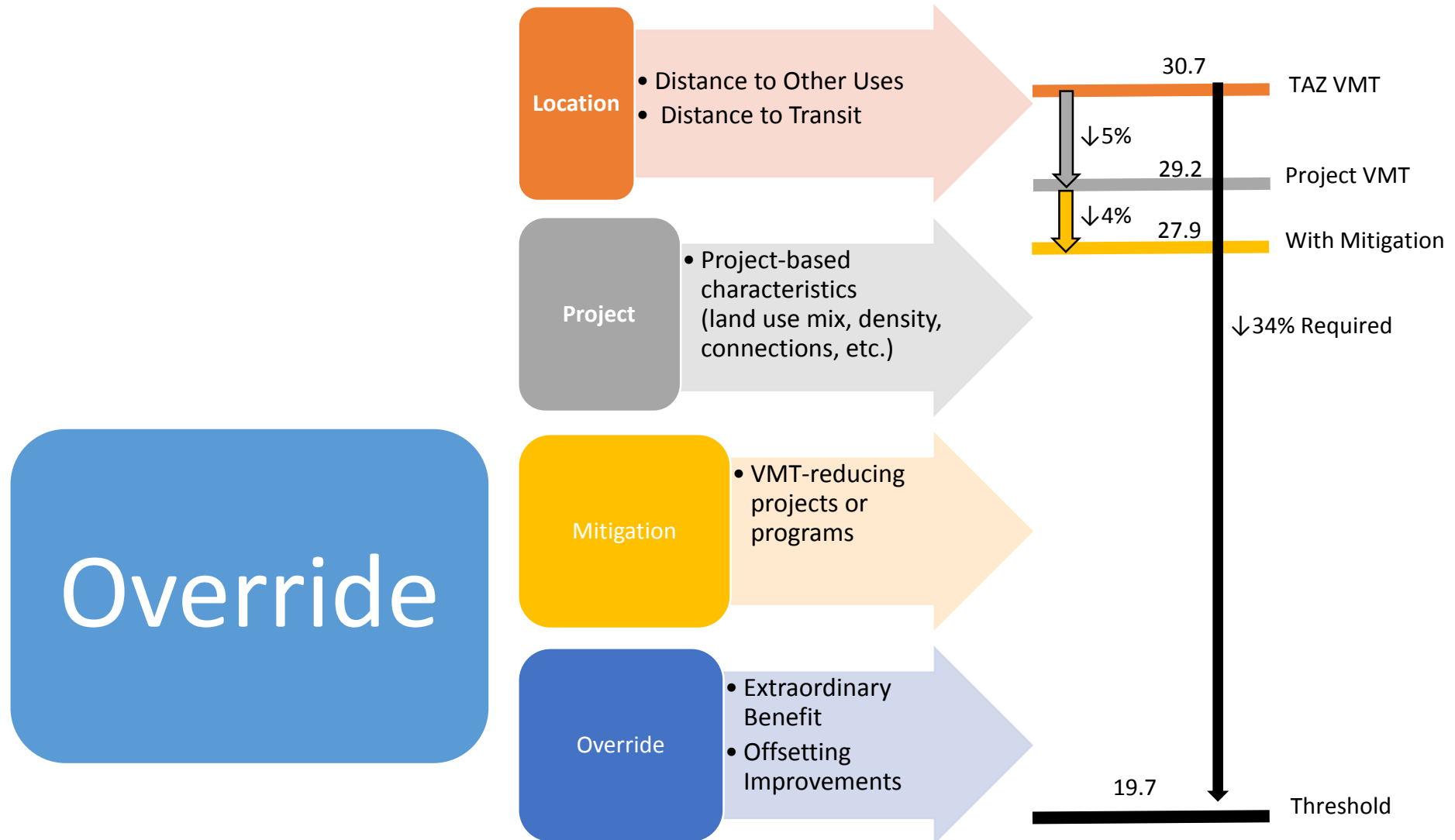


# CEQA Impact per VMT – *Draft Proposal*





# CEQA Impact per VMT – *Draft Proposal*



# Land Use and Transportation Analysis Update

- Streamline transportation analysis for projects that align with General Plan
- Begin by changing our measure of “environmental impact” under CEQA, per SB 743
- Update other transportation metrics and investment as a second phase

**Phase I  
&  
Phase II**

# Land Use & Transportation Policy



## Phase I

- Internal Management & Council
- External Outreach
- Change CEQA Transportation Metric from LOS to VMT
- Update City's Transportation Policy



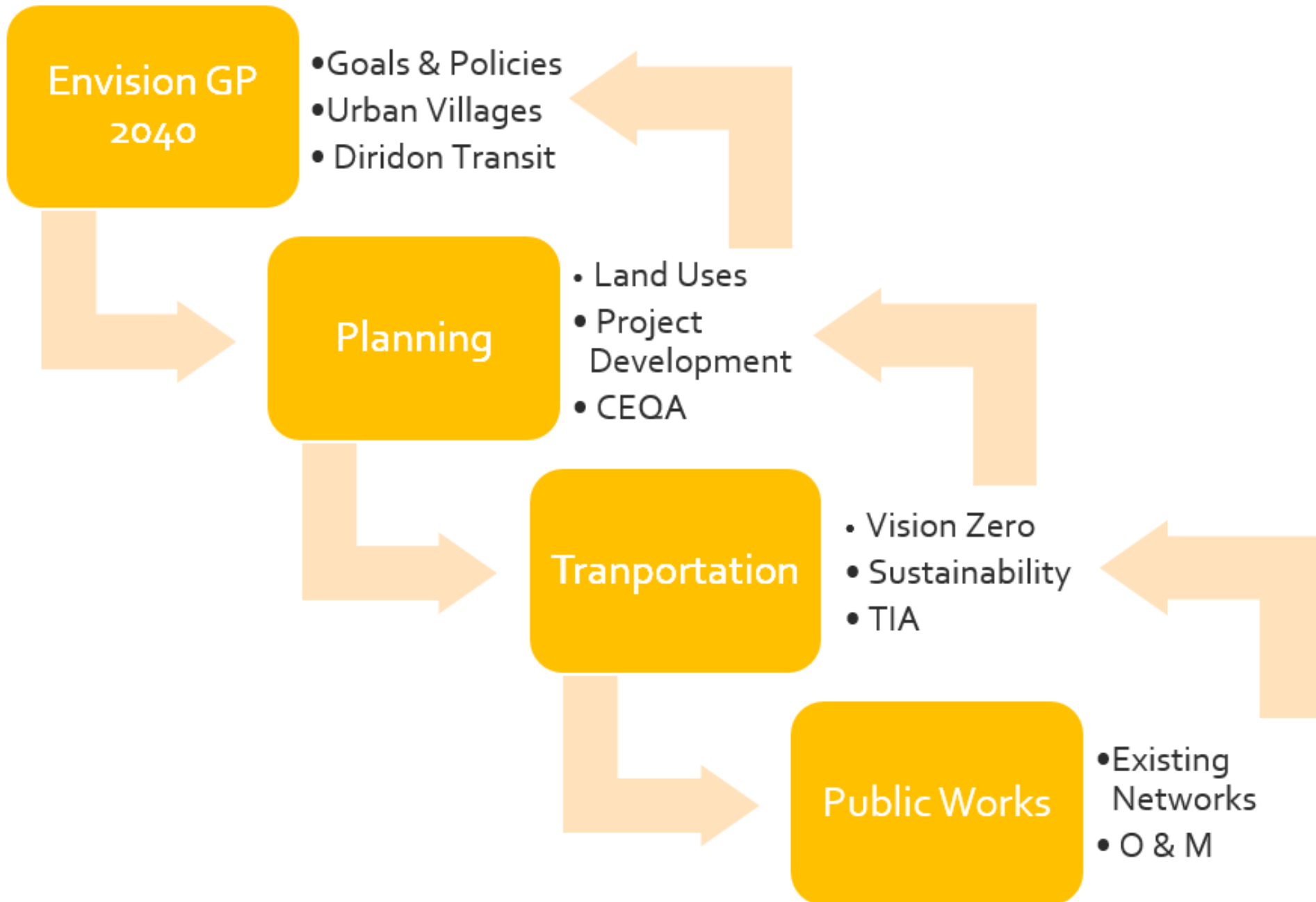


## Phase II

- Mobility Plan
- Holistic Update to Transportation
- Other Metrics & Investments
- Congestion (LOS) outside CEQA

# Land Use & Transportation Policy

Proposed Changes			
	Current	Phase 1 (Aug 2017)	Phase 2 (2018 - 2019)
San Jose CEQA	LOS intersection analysis	VMT analysis	VMT analysis
Other Jurisdiction's CEQA	Freeway, CMP and non-San Jose intersection analysis	Freeway, CMP and non-San Jose intersection analysis	Freeway, CMP and non-San Jose intersection analysis
Other TIA	Operations and other transportation analysis <ul style="list-style-type: none"> <li>• Unsignalized intersections Operations</li> <li>• Freeway Ramps</li> <li>• Off-Site Evaluation</li> <li>• On-Site Evaluation</li> <li>• On-Site Parking Assessment</li> <li>• Multi-Modal Assessment</li> <li>• Neighborhood Issues</li> </ul>	Operations and other transportation analysis <ul style="list-style-type: none"> <li>• LOS intersection analysis</li> <li>• Unsignalized intersections Operations</li> <li>• Freeway Ramps</li> <li>• Off-Site Evaluation</li> <li>• On-Site Evaluation</li> <li>• On-Site Parking Assessment</li> <li>• Multi-Modal Assessment</li> <li>• Neighborhood Issues</li> </ul>	TBD





# Key Issues & Ongoing Work

- Determine tools & evolve mitigation measures for VMT
- Refine project exemption criteria
- Define “extraordinary benefit” and the override mechanism
- Clarify “less burdensome” LOS analysis outside of CEQA
- Confirm if/how change effects existing Area/Transportation Development Policies
- Complete analysis of how policy change impacts development
- Continue outreach & engagement with developers & community
- Further coordinate with other jurisdictions

# Schedule

2016-Present

Best Practices, Peer Research, Initial  
Stakeholder Discussions, &  
Interdepartmental Working Groups

Today

Policy-Maker Information & Input

Summer 2017

Additional Feedback & Community  
Engagement

August 2017

Target for Phase I Adoption

2018

Phase II

# Thank you

## Questions?

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Contact: Meenaxi R. Panakkal, AICP  
Supervising Environmental Planner  
[Meenaxi.Panakkal@sanjoseca.gov](mailto:Meenaxi.Panakkal@sanjoseca.gov)



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