San Jose Transportation Policy

Protected Intersections in LOS Policies to Support Smart Growth

Presented by:
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Rail Transit Plan

- **LRT/Rapid Bus**
  - Existing
  - Planned

- **Caltrain**

- **BART**
  - Existing
  - San Jose Extension
Planned Growth Areas

- Transit Corridors
- North San José
- Downtown
- Berryessa BART
- Evergreen
- Edenvale
- Coyote Valley
Proposed Development Example
North San Jose - Before
Proposed Development Example
North San Jose - After
Proposed Development Example
Strip Shopping Center - Before
Proposed Development Example
LRT Station Area - Before
Proposed Development Example
LRT Station Area - After
Proposed Development Example
Bus Rapid Transit Corridor - Before
Proposed Development Example
Bus Rapid Transit Corridor - After
Traffic Level of Service Policy
Previous Policy and Issues

- Established in 1970’s; Automobile focused
- LOS “D” Standard
- Mitigation can impact pedestrian and bicycle facilities
- Not supportive of infill and transit oriented development
- Doesn’t allow for Council “exceptions” of policy
- General Plan changed in 2001 to allow a flexible transportation policy to support land use plans
Transportation Policy Update

Key Outcomes

- Support higher density, mixed use and pedestrian friendly development for special planning areas designated in General Plan
- Preserve LOS D traffic standards for existing suburban neighborhoods
- Facilitate a Citywide multimodal transportation system
- Continue to link land development with transportation improvement
- Provide an efficient and predictable implementation process for developers
New Transportation Impact Policy

Background

1. Summarize City’s multi-modal transportation policies as contained in General Plan - NEW

2. Describe development-related local transportation improvement programs:
   a. frontage improvements
   b. traffic level of service
   c. pedestrian connections - NEW
   d. neighborhood traffic calming - NEW
   e. development taxes to support Citywide transportation facilities, operations and maintenance
New Transportation Impact Policy

Traffic Level of Service Policy

3. Describe LOS congestion ratings ("A" through "F")

4. Establish LOS “D” as City wide goal (maximum congestion threshold)

5. Require mitigation for significant LOS impacts (when impacts are greater than 1% to LOS “E” and “F” intersections)

6. Define “unacceptable” mitigation measures (impacts to pedestrian, bicycle and transit facilities) - NEW
New Transportation Impact Policy

Exceptions to Traffic LOS Policy

7. Allow exceptions to LOS “D” for:
   a. Downtown Core
   b. Areas with special development policies
   c. Small “in-fill” projects having less than a 1% congestion impact
   d. “Special Planning Areas” (major transit corridors, rail transit station areas, Specific Plan areas, and neighborhood business districts) - NEW
Protected Intersections

**Exceptions to Traffic LOS Policy - NEW**

8. For congestion impacts in Special Planning Areas that can’t be mitigated, allow for policy exceptions (with an EIR), and:

   a. Require “offsetting transportation improvements” that improve multi-modal transportation facilities and improve livability for adjacent community

   b. Require new development to build “offsetting improvements” at time of development that:

      i. Have a fixed value based on size of development
      ii. Are identified through an adopted City plan or based on a community outreach process
Protected Intersections

Implementation Details

- **Traffic LOS flexibility applies to:**
  - Transit Corridors/Station Areas,
  - Neighborhood Business Districts, Specific Plans

- **EIR clearance for LOS “overridden” at “Protected Intersections”**

- **Development to construct “offsetting improvements”**
  - “Overriding consideration” for exceeding LOS “D” standard
  - Traffic impact significance threshold for “E/F” protected intersections is reduced to ½%
Protected Intersections

Implementation Details

- Development to construct “offsetting improvements”
  - Value of improvements is $2000 per trip
    - 3.5% annual escalation rate
    - $3000 cap for multiple impacts
  - Scope of improvements to be coordinated with adjacent community
    - ped facilities, streetscapes, traffic calming, transit stop enhancements
Development Example

- **“Flea Market” Development**
  - 2850 units, 200,000 S.F. of retail, and 300,000 S.F. of office
  - Adjacent to future BART Station
  - Multiple traffic impacts

- **Capacity Improvements**
  - Approximately $15 - $20 Million in vehicular capacity improvements
  - Includes interchange upgrade, road widening, intersection modifications

- **Protected Intersections**
  - Impacts to 4 protected intersections
  - 2330 trips * $3000 trip = $7.0 Million
  - Phase 1 = $1.8 million
Offsetting Improvements

**13th/Hedding Signal Modification**
- Previously widened for vehicular capacity
- Gateway to Neighborhood Business District
- New signal, tighter curb returns, narrowing roadway, wider sidewalks, lighting, gateway element

**13th/Jackson Pedestrian Improvements**
- Key pedestrian location – Retail, church, and neighborhood park
- Bulb-outs and enhanced crosswalks

**Other improvements**
- Curb ramps, crosswalks, trees, lighting, traffic calming
Bikeway Implementation And Protected Intersections

- Trails
- Buffered Bike Lanes
- Colored Bikeways
- Separated Bikeways
“Road Diets”

- Implementing 10 miles of “road diets” this summer
  - 10th/11th couplet lane removal and adding buffered bike lane
  - 3rd/4th couple lane removal and adding buffered bike lane
  - Almaden Avenue lane removal
  - Hedding Street lane removal and adding buffered bike lane
  - Ocala Avenue lane removal and adding buffered bike lane

- LOS impacts at intersections along the corridors
  - Use of protected intersection policy
  - Minimal CEQA work
Closing Perspectives

- Reforming “outdated” policies is not quick or easy
- Involve policymakers early; make it their idea
- Get beyond LOS “D”; focus on livability and vitality
- Coordinate with key stakeholder; find “win-win” solutions
- Customize; one size doesn’t fit all
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