



Memorandum

TO: BUILDING BETTER
TRANSPORTATION COMMITTEE

FROM: James R. Helmer

SUBJECT: TRANSPORTATION
LEVEL OF SERVICE POLICY

DATE: 07-23-03

Approved

Date

During the April, May and June 2003 meetings of the Building Better Transportation (BBT) Committee, City staff and the Committee reviewed issues and options related to updating the City's Transportation Level of Service policy. The goal of the policy update is to align the City's land use and transportation objectives particularly as they relate to supporting a vital economy, strong neighborhoods, multi-modal transportation choices and a healthy environment.

Attached is summary of the proposed framework for a new "transportation impact policy" that reflects past input from the Committee. At the Committee meeting, staff will provide further information on the proposed policy and present a proposed community outreach plan that ultimately leads towards review by the Planning Commission and City Council in the fall.

JAMES R. HELMER
Director of Transportation

Attachment

Outline of New Transportation Impact Policy

(Replaces Traffic Level of Service Policy 5-3 and Alternate Traffic Mitigation Policy 5-4)

Background

1. Summarize City’s multi-modal transportation policies as contained in General Plan (includes policies related to pedestrians, bicycles, transit, local streets, traffic calming, arterial streets and regional highways)
2. Describe development-related local transportation improvement programs:
 - a. frontage improvements
 - b. traffic level of service
 - c. pedestrian connections
 - d. neighborhood traffic calming
 - e. development taxes to support Traffic CIP for Citywide transportation development, operations and maintenance (Building and Structure Construction Tax and Construction Excise Tax)

Traffic Level of Service (LOS) Policy

3. Describe LOS congestion ratings (“A” through “F”)
4. Establish LOS “D” as Citywide 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)**

Exceptions to Traffic LOS Policy to Support Smart Growth and Community Livability

7. Allow exceptions to LOS “D” for:
 - a. Downtown Core
 - b. Area Development Policies (e.g., North San José, Evergreen and Edenvale)
 - 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) – see Figure 1**
8. **For congestion impacts in Special Planning Areas that can’t be mitigated, allow for a policy “override” (with an EIR), and:**
 - a. **Require “offsetting transportation improvements” that improve multi-modal transportation facilities and improve livability for adjacent community (referred to as “livability improvement zones” – see Figure 2**
 - b. **Require new development to build “offsetting improvements” at time of development that:**
 - i. **Have a fixed value based on size of development (to be established by separate Council action)**
 - ii. **Are identified through an adopted City plan or based on a community outreach process**

Note: **Bold** type indicates recommended additions to existing policy and procedures.