

DRAFT VISION STATEMENT FOR THE STEVENS CREEK BOULEVARD CORRIDOR

Purpose Statement

The Stevens Creek Boulevard/West San Carlos Street corridor is vital to Santa Clara Valley. Because of its importance, investments in multimodal improvements to pedestrian, bicycle, transit, vehicle⁷ and other modes of travel are continually made by the Cities of Cupertino, Santa Clara, and San José, Santa Clara County and VTA—the agencies that own, maintain, and operate the corridor. Coordination is essential for efficient and safe transportation operations across the corridor, but without a shared vision,² long-term transportation goals cannot be achieved.

For this reason, the cities, County and VTA partnered to develop a vision statement³ to guide the cohesive, coordinated planning and management of future transportation improvements.⁴

A Steering Committee of elected officials from the participating agencies, a community advisory group, residents, businesses, and community groups⁵ provided the necessary leadership in a cooperative planning process to create a strong and sustainable Vision to guide corridor transportation investments for the next 50 years.⁶

² Community one-on-ones

³ City of Santa Clara Resolution: Santa Clara staff and Councilmembers have participated in discussions with neighboring communities since a multi-jurisdictional group was established by the San José City Council on August 8, 2017, comprised of the cities of Santa Clara, San José, Cupertino, Santa Clara County, and the Santa Clara Valley Transportation Authority (VTA) to discuss key regional issues affecting West San José, with a focus on transportation and circulation. / The Cities of San José, Cupertino, Santa Clara, along with Valley Transportation Authority (VTA) jointly developed and submitted a grade-separated high-capacity transit concept along the Stevens Creek Boulevard Corridor to the Metropolitan Transportation Commission as part of the Plan Bay Area 2040 process (San José Resolution)

⁴ Each of the Agency Resolutions

⁵ Community one-on-one, Steering Committee one-on-one, Survey 1 and 2, CAG

⁶ Steering Committee one-on-ones

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Vision Statement

The Vision for transportation in the Stevens Creek Boulevard Corridor is a complete multimodal roadway for the safe, effective and efficient use and enjoyment of all people.⁷

People will be served by a high-capacity transit system⁸ which includes separation from streets. This system, supported by active transportation enhancements will connect the Cities of Cupertino, Santa Clara, and San Jose from De Anza College to Diridon Station and Downtown San José within twenty minutes^{9,10} for reliable¹¹ travel to local and regional destinations. Station areas will be activity centers for the prosperity and enjoyment of residents, businesses, and visitors.

⁷ Steering Committee one-on-one, VTA Complete Streets Policy of the County of Santa Clara (Resolution #BOS-2012-423) supports the design and building of a Complete Streets with optimize mobility for all transportation modes on County Facilities, The City of Santa Clara supports a study exploring transit options including Complete Streets along the Stevens Creek Boulevard corridor. / The Mobility Element of the City of Cupertino General Plan (Community Vision 2015-2040) supports the design and building of Complete Streets which optimize mobility for all modes through Policy M-2.1, Street Design, and Policy M-2.2, Adjacent Land Use. / The City of Santa Clara adopted Resolution 18-8593 on August 21, 2018, which adopted a Complete Street Policy to support the design of roadways to safely accommodate all users including bicyclists, pedestrians, transit riders, children, senior citizens, disable people, and motorists. (Cupertino) The City Council supports ongoing conversations regarding high-capacity transit service along the Stevens Creek Boulevard/I-280 corridor, with the understanding that it would: Not use general purpose travel lanes or adversely impact vehicular capacity on City surface streets; Be grade separated, and time-competitive with auto travel; Study an alternative alignment in Cupertino along I-280, continuing to DeAnza College at the junction of SR-85 and Stevens Creek Boulevard, ensuring service to areas of high employment density and De Anza College, while connecting the Cities of San Jose, Santa Clara, and Cupertino, supported by, and developed in collaboration with, the Santa Clara VTA.

The (Cupertino) City Council supports the efforts to study improving transit efficiency and streetscape improvements along the Stevens Creek Boulevard corridor.

⁸ VTA, City of Santa Clara Resolution: The cities of Santa Clara, Cupertino, and San José along with VTA jointly developed and submitted a grade separated high-capacity transit concept along Stevens Creek Boulevard to the Plan Bay Area 2040 processes.

⁹ Visionary Network + VTP 2050 Community Based Organization Roundtable,

¹⁰ The Mobility Element of the City of Cupertino General Plan (Community Vision 2015-2040) supports street design and amenities consistent with local transit goals to improve transit as a viable alternative to driving through Policy M-4.5, Access to Transit Services.

¹¹ Steering Committee one-on-ones

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Values and Guiding Principles¹²

The corridor vision will be implemented in steps through the commitment of Corridor agencies to their shared purpose, vision, and values.

Ongoing Collaboration¹³

- Continually engage and collaborate with corridor users and decision-makers.
- Incrementally improve access, comfort, speed, and reliability of transit.
- Embrace technological innovations.

Safety of All Corridor Users¹⁴

- Eliminate transportation-related fatalities and severe injuries.
- Allow safe passage for vulnerable road users along and crossing the corridor.
- Provide safe space for each mode of transportation.

Create a Sustainable Environment to Prioritize People¹⁵

- Maintain the corridor as a clean and inviting place.
- Provide green space and shade and support native wildlife and plants.
- Foster enjoyable public space.

A Transit Corridor¹⁶

- Increase transit frequency and speed.
- Favor transit travel time over auto travel time in roadway operations.
- Improve access and comfort of waiting for transit.

Convenience and Connectivity¹⁷

- Improve the convenience of travel.
- Ensure access and connectivity for all travelers through investment to meet resident and business needs.
- Enhance neighborhood and business access.

¹² **Guiding Principles developed through CAG and voted as priorities in the Phase 2: Vision Statement Development survey.**

¹³ Principles from: Steering Committee, Agency one-on-ones, Community one-on-ones

¹⁴ Principles from: Steering Committee one-on-ones, Community one-on-ones, survey 1

¹⁵ Principles from: Steering Committee one-on-ones, CAG, Survey 1

¹⁶ Principles from: VTA Vision Roundtable, Survey 1, Community one-on-ones

¹⁷ Principles from: Community one-on-ones, Community Engagement – Santa Clara Farmers Market, Steering Committee one-on-ones, CAG, Survey 1