

# WELCOME TO: STEVENS CREEK BOULEVARD CORRIDOR VISION STUDY

Implementation Alternatives  
Webinar

[www.stevenscreekvision.com](http://www.stevenscreekvision.com)

April 10, 2024



Aerial view of Stevens Creek Boulevard. Photo credit Dick Lyon.

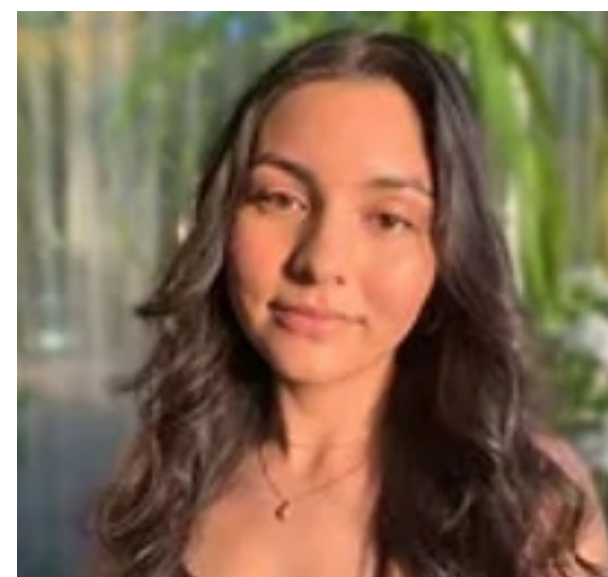
# Who We Are



Sean Daly  
Presenting



Ngan Nguyen  
Organizing



Stefania Diaz  
Engagement  
Event  
Coordination

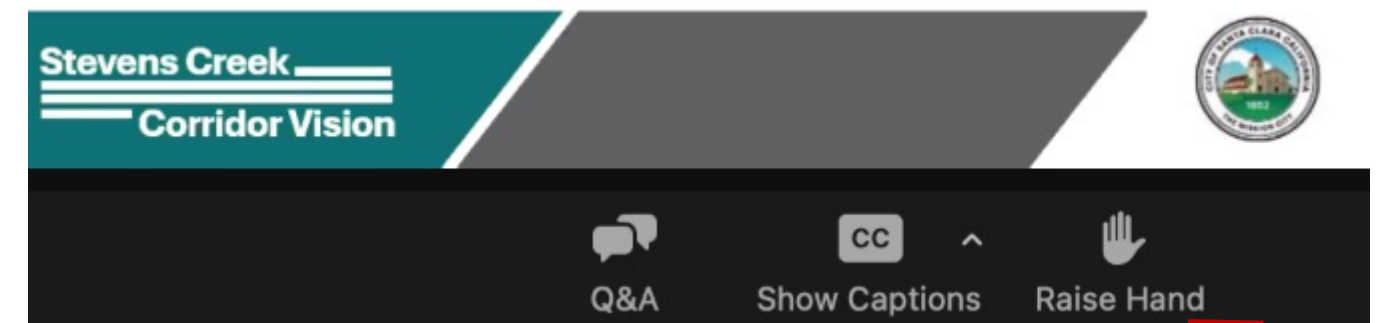
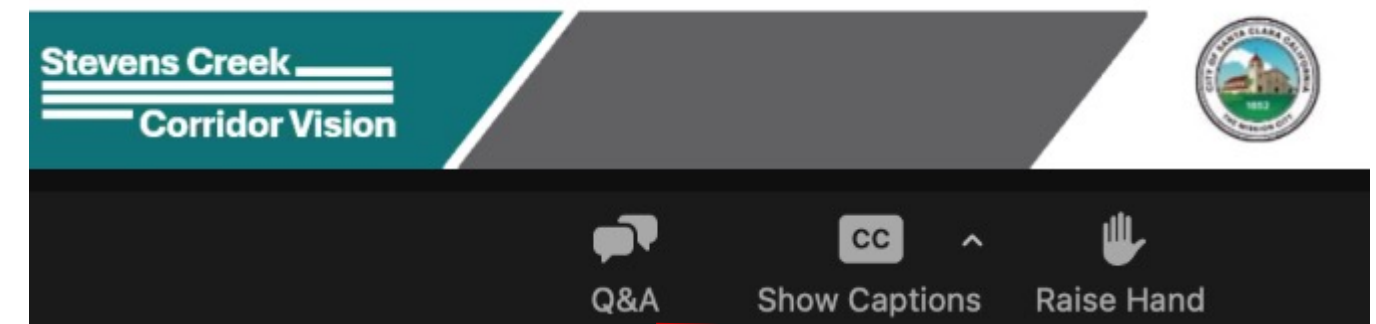


Christian Ollano  
Q & A



# Webinar Directions

- Question function available throughout presentation
- Raise hand function available at end of the presentation



# Introduction

- Study Background – 5 minutes
  - Input to Date
- Vision Statement Development – 10 minutes
- Implementing the Vision – 10 minutes
  - Implementation Alternatives
- Next Steps – 2 minutes
  - Project Events
  - Online Engagement

# Background

Several past and ongoing transportation improvement efforts by each agency in the corridor

Recognition project-by-project coordination is limiting and to achieve big, long-term transportation goals a cooperative approach was needed

City and County resolutions for participation – Each with specific

Agency staff coordinated a scope for the study and a consulting team was hired



# Purpose

## Study Purpose:

- Create a shared vision roadmap for transportation investment
- Bring value to surrounding communities
- Balance the diverse mobility needs and opportunities

## What is a Vision Statement?

- Defines Meaning, Purpose, and Long-Term Goals
- Implemented through actions in support of Vision

## Outcomes:

- Shared Vision Statement with measurable components
- Vision Implementation Plan
- Possible futures include improvements to all modes of travel—walking, biking, driving, transit, and potentially new ways to get around.



# Project Team

## Steering Committee

- Elected officials of the Cities of San José, Santa Clara , Cupertino, and County of Santa Clara, VTA

## Working Group

- Staff from Cities of San José, Santa Clara , Cupertino, and County of Santa Clara, VTA and the consultant team

## Community Advisory Group

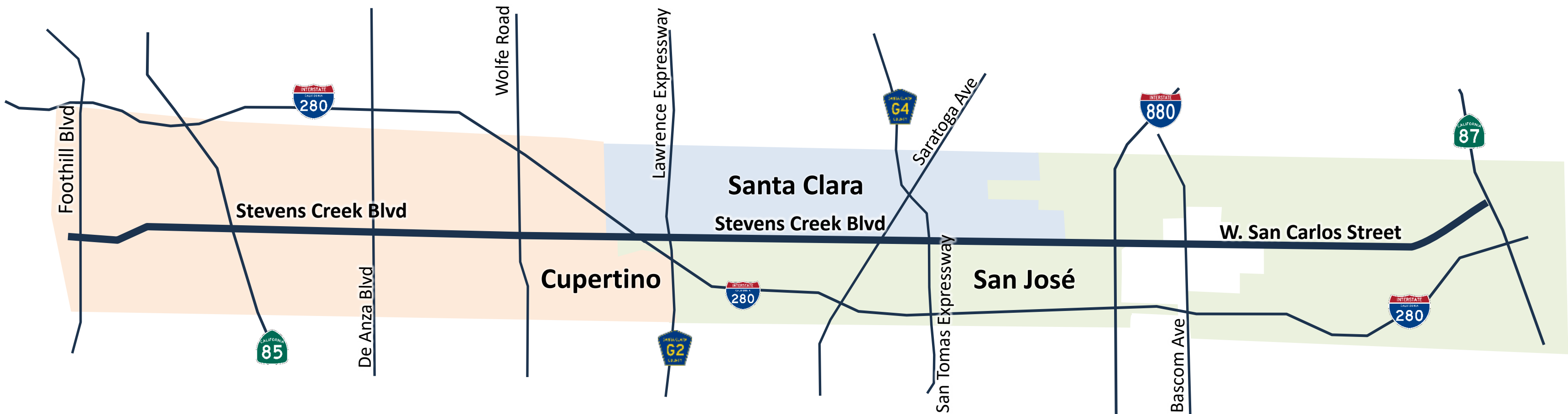
- Invited stakeholders to provide recommendations to Steering Committee

## Corridor Stakeholders

- Providing input at each phase of the project



# Study Area



## Vision Study Area





# Approach

- Two components:
  1. Vision Statement
  2. Implementation strategy
- Outreach-forward
- Bring values into the process to guide and interpret technical tasks
- Positioning for infrastructure funding



# Where We Are Now

- Start of Phase 3: Alternatives
  - Draft Vision Statement
  - Develop Alternative Options
  - Stakeholders drive the content



# Schedule

	Vision Statement				Implementation Plan		
Activities	Phase 1 Needs		Phase 2 Vision Development		Phase 3 Alternatives		Phase 4 Vision Implementation Plan
	Fall 2023		Winter 2023		Spring 2024		Fall 2024
Engagement Events	Interviews Focus Groups Pop-ups		Focus Groups Pop-ups Corridor Tours		Focus Groups Pop-ups		
Virtual Community Workshops	Needs		Vision Statement		Alternatives		Final Vision Implementation Plan
Steering Committee	Engagement Planning	Needs Review	Draft	Final	Initial	Preferred	Approve



# Project Engagement Events

## Corridor Bike Tour (Central Segment)

- Sunday, April 14, 10:00 AM - 1:00 PM
- \*Meet at Citibank across Main Street Cupertino (tour will go to Bascom Avenue and back)

## Community Transit Tour

- Saturday, April 27, 10:00 AM - 1:00 PM
- \*Meet at De Anza College, Parking Lot A

## Spanish Workshop with Cadillac Winchester Neighborhood Association

- Monday, Saturday, April 29, 6:00 - 7:00 PM
- Location: TBD



# Project Events

## Implementation Alternatives

**Community Advisory Group (CAG) Meeting #3, Thursday, April 25,  
4:30-6:30 PM at Cypress Community Center**

**Steering Committee Meeting #4, End of May 2024**

## Vision Implementation Plan

**Community Advisory Group (CAG) Meeting #4, August 2024**

**Steering Committee Meeting #5, September 5, 2024**



# How We Use Stakeholder Input



## Community Input Tracker

- Comment/Meeting/Event Summaries
  - Organized by topics
  - Updated throughout Study
  - Makes the connection between the input received and the Study outcomes



# Input to Date

- Most common Need areas:
  - Vehicle Operations such as slowing speeds
  - Safety
  - Walkability
  - Complete Streets
  - Transit Service

Topic	Needs	Vision	Implementation
Vehicle operations	20%	1%	1%
Safety	18%	6%	4%
Walkability	10%	4%	5%
Complete Streets	7%	15%	5%
Transit Service	5%	18%	8%
Land Use Support	5%	7%	1%
Crossing	5%	3%	7%
Lane Reduction	4%	4%	5%
Corridor Connections	4%	9%	1%
Bikeability	4%	2%	1%
Bicycle Lanes	3%	0%	20%
Parking	3%	3%	0%
Maintenance/ Experience	3%	2%	1%
Streetscape	2%	2%	16%
Community	2%	11%	1%
Traffic Signal Coordination	2%	1%	5%
Accessibility	1%	2%	1%
Future Proof	1%	3%	4%
Economic Development	1%	1%	0%
Transit Capital	1%	4%	13%



# Input to Date

- Most common Vision elements:
  - Transit Service
  - Complete Streets
  - Community
  - Corridor Connections
  - Land Use Support

Topic	Needs	Vision	Implementation
Transit Service	5%	18%	8%
Complete Streets	7%	15%	5%
Community	2%	11%	1%
Corridor Connections	4%	9%	1%
Land Use Support	5%	7%	1%
Safety	18%	6%	4%
Walkability	10%	4%	5%
Lane Reduction	4%	4%	5%
Transit Capital	1%	4%	13%
Crossing	5%	3%	7%
Parking	3%	3%	0%
Future Proof	1%	3%	4%
Bikeability	4%	2%	1%
Maintenance/ Experience	3%	2%	1%
Streetscape	2%	2%	16%
Accessibility	1%	2%	1%
Vehicle operations	20%	1%	1%
Traffic Signal Coordination	2%	1%	5%
Economic Development	1%	1%	0%
Bicycle Lanes	3%	0%	20%





# Input to Date

- Most common Implementation items:
  - Bicycle lanes
  - Streetscape
  - Transit Capital
  - Transit Service
  - Crossings

Topic	Needs	Vision	Implementation
Bicycle Lanes	3%	0%	20%
Streetscape	2%	2%	16%
Transit Capital	1%	4%	13%
Transit Service	5%	18%	8%
Crossing	5%	3%	7%
Complete Streets	7%	15%	5%
Walkability	10%	4%	5%
Lane Reduction	4%	4%	5%
Traffic Signal Coordination	2%	1%	5%
Safety	18%	6%	4%
Future Proof	1%	3%	4%
Community	2%	11%	1%
Corridor Connections	4%	9%	1%
Land Use Support	5%	7%	1%
Bikeability	4%	2%	1%
Accessibility	1%	2%	1%
Maintenance/ Experience	3%	2%	1%
Vehicle operations	20%	1%	1%
Parking	3%	3%	0%
Economic Development	1%	1%	0%



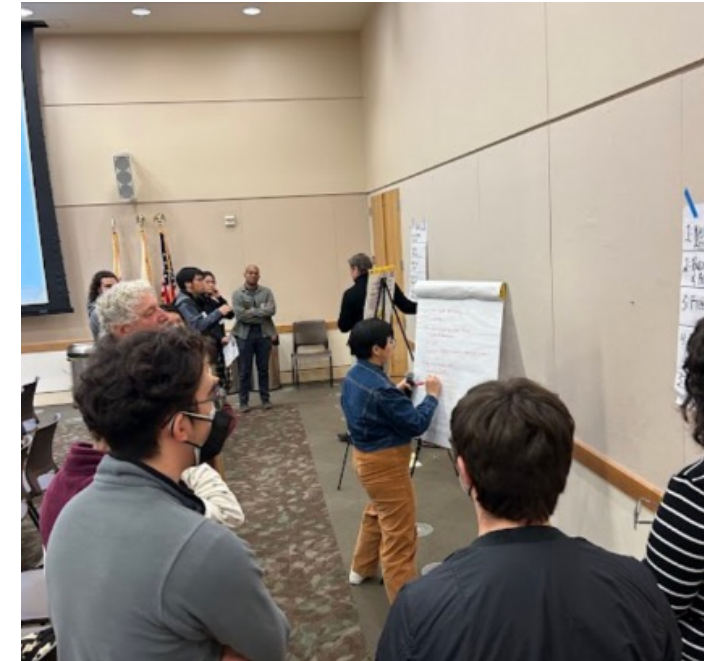


# Vision Statement Development



# Vision Statement Development Process Events

- Engagement Activities
- Phase 2 Webinar
- CAG Meeting #2
- Auto dealership 1-1's
- WONA Pop-In
- Bike Tour with Walk Bike Cupertino
- Phase 2 Survey
- Steering Committee Tour



## Stevens Creek Blvd Corridor Vision Study

### 1. Survey #2: Vision Development

The Stevens Creek Vision Study will create a shared vision for the future of the Stevens Creek Corridor from Foothill Boulevard in Cupertino to West San Carlos Street near the Diridon Station/West of Downtown San José.

We highly value your perspective and will use this information to develop a vision for the future of the corridor to guide investments.

There are no 'wrong answers' to the survey. If you have questions or need to add additional comments, please email [stevenscreekvision@iteris.com](mailto:stevenscreekvision@iteris.com).

The following five (5) Vision concepts were developed from the Needs phase of engagement.

**Please indicate your priorities for the following Vision concepts.**

#### \* 1. Safety Concepts

	High priority	Medium priority	Low priority	Not a priority	No opinion
Space for each mode of transportation (bike, walk, drive)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle speed reduction	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Eliminate transportation deaths and severe injuries	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safe school routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reduce intersection crossing distance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

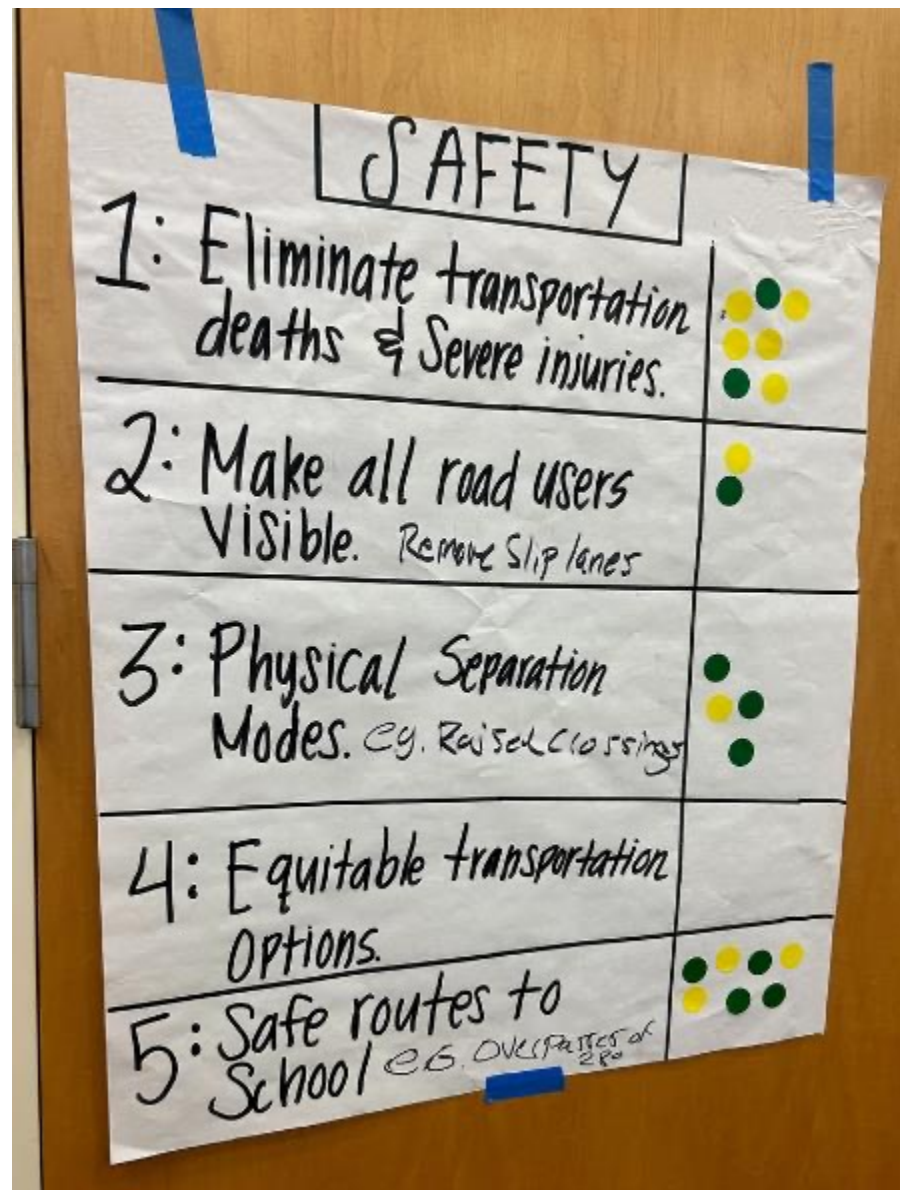


# Vision Input

- Feedback from Steering Committee
- CAG Meeting #2 - Draft Vision Statement
- Informed Survey for respondents to rank Vision Concept priorities of:
  - Safety
  - Scale/Streetscape
  - Time
  - Access
  - Sustainability



# Vision Concepts - Survey Results for Safety Concepts



Safety Concepts	5 pt Scale Rank
Eliminate transportation deaths and severe injuries	4.4
Space for each mode of transportation (bike, walk, drive)	3.6
Safe school routes	3.2
Vehicle speed reduction	2.8
Reduce intersection crossing distance	2.5

Legend	
Included	4.0 +
Implicit	3.0 +
Not Included	< 3.0

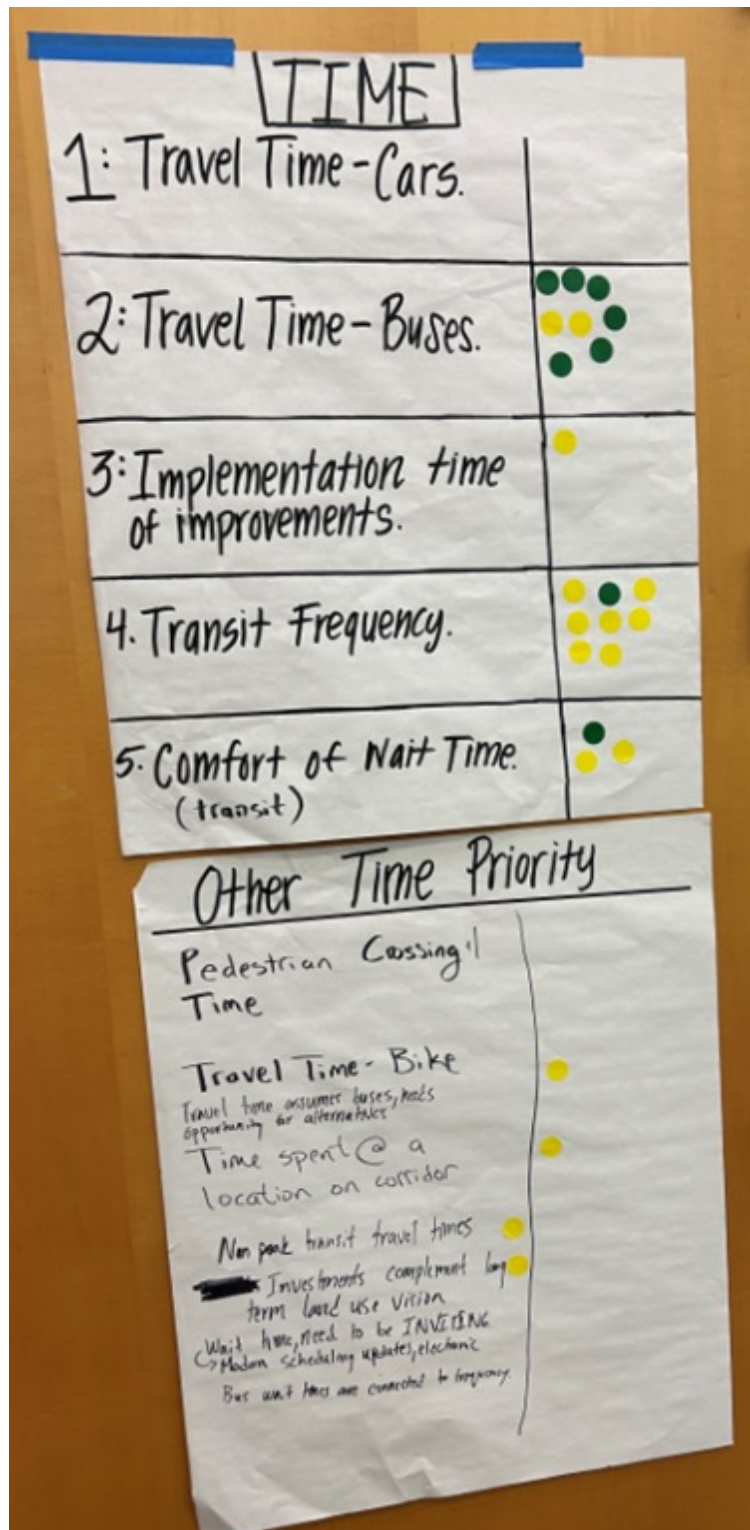
# Vision Concepts - Survey Results for Scale/Streetscape Concepts



Scale/Streetscape Concepts	5 pt Scale Rank
Maintenance and cleanliness	4.1
Enjoyable public space	3.5
Improved greenspace and shade	3.5
Support native planting and wildlife	3.5
Quality signage and corridor identity	2.8

<b>Legend</b>	
Included	4.0 +
Implicit	3.0 +
Not Included	< 3.0

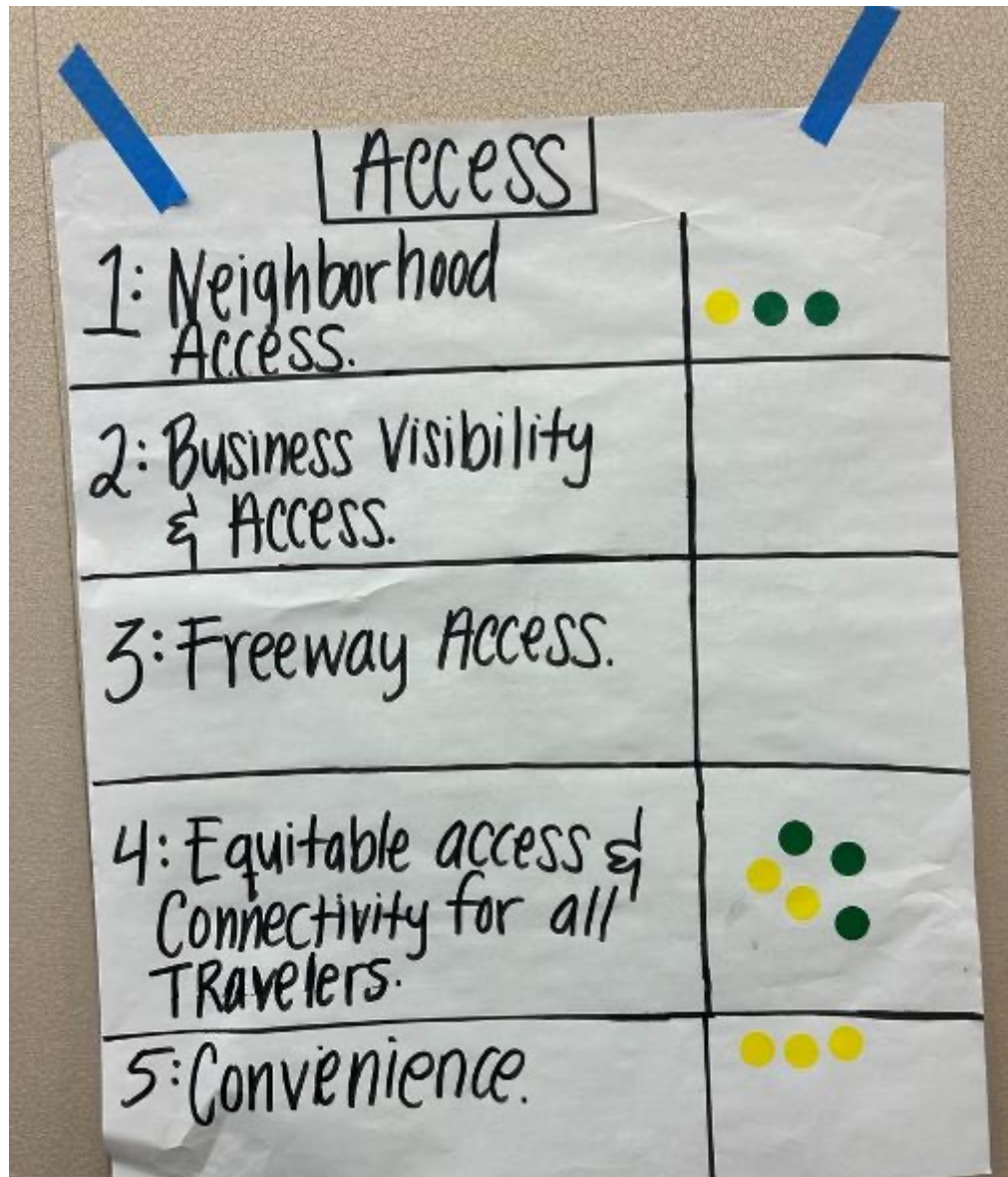
# Vision Concepts - Survey Results for Time Concepts



Time Concepts	5 pt Scale Rank
Transit frequency	3.3
Comfort of transit wait time	2.9
Implementation time of improvements	2.9
Travel time by bus	2.8
Travel time by car	2.5

Legend	
Included	4.0 +
Implicit	3.0 +
Not Included	< 3.0

# Vision Concepts - Survey Results for Access Concepts

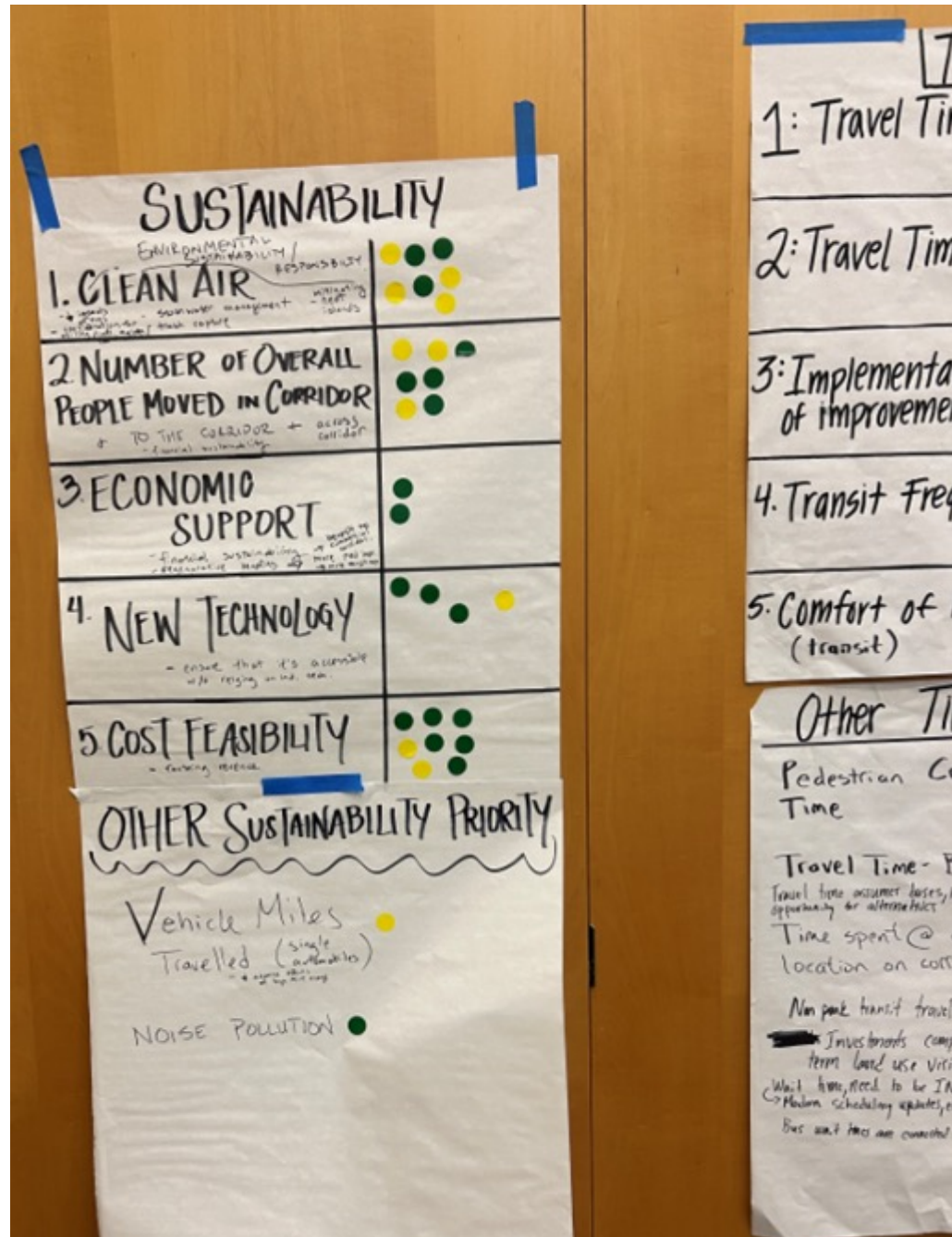


Access Concepts	5 pt Scale Rank
Convenience	3.5
Equitable access and connectivity for all travelers	3.3
Connectivity to other amenities	3.1
Neighborhood access	3.0
Bus stop accessibility	2.9

Legend	
Included	4.0 +
Implicit	3.0 +
Not Included	< 3.0



# Vision Concepts - Survey Results for Sustainability Concepts



Sustainability Concepts	5 pt Scale Rank
Environmental responsibility	4.1
Support economy	3.4
Maximize people moved through corridor	3.2
Cost feasibility	2.9
New technology	1.9

Legend	
Included	4.0 +
Implicit	3.0 +
Not Included	< 3.0

# Draft Vision Statement

- Purpose Statement
  - Who, Where, and Why
- Vision Statement
  - What
- Values and Guiding Principles
  - How



# DRAFT Purpose Statement (abridged)

The Cities of Cupertino, Santa Clara, San José, Santa Clara County, and VTA—the local government agencies responsible for transportation in the Stevens Creek Boulevard Corridor—are committed to continuous investment for pedestrians, cyclists, transit users, and drivers. We recognize to unlock the corridor's full potential it is essential to have a shared vision for long-term transportation goals.



# DRAFT Vision Statement (abridged)

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

- Performance vision for transit, walking, biking, and driving



# DRAFT Values and Guiding Principles

- Ongoing Collaboration
- Safety for All Corridor Users
- Create a Sustainable Environment to Prioritize People
- A Transit Corridor
- Convenience and Connectivity





# Implementing the Vision



# Alternatives and Implementation Approach

Package	Elements	Potential Components
A	Crossing Upgrade	High visibility crosswalks
		Leading pedestrian interval
		Bulb outs
		Median refuges
		Protected intersections
B	Community Connections	Wayfinding
		Enhanced sidewalks and paths
		Bridges for bicycle/ped connections
C	Street Configuration	Parking
		Pedestrian Accommodation
		Transit Accommodation
		Bicycle Accommodation
		Vehicle Accommodation
D	Transit Access	Real Time Information
		Station Area Improvements
		Walking and biking access improvements
E	Transit Speed and Reliability	Transit signal coordination
		Boarding process improvements
		Dedicated lanes (peak hour or all-day)
F	Transit Separation	At-Grade
		Elevated (center or side)
		Underground (cut and cover or bored)
G	Economic Development	Branding and identity
		Overlay district for economic development
		Development support (housing and commercial)

- “Packages of Improvements” vs Build Alternatives
  - Crossings
  - Community Connections
  - Street Configuration
  - Transit Station Access
  - Transit Speed and Reliability
  - Transit Grade Separation
  - Economic Development
  
- Flexibility of Implementation by Agencies within overall Vision

# Implementation - Crossings

## Potential Components

- High visibility crosswalks
- Leading pedestrian interval
- Bulb outs
- Median refuges
- Protected intersections



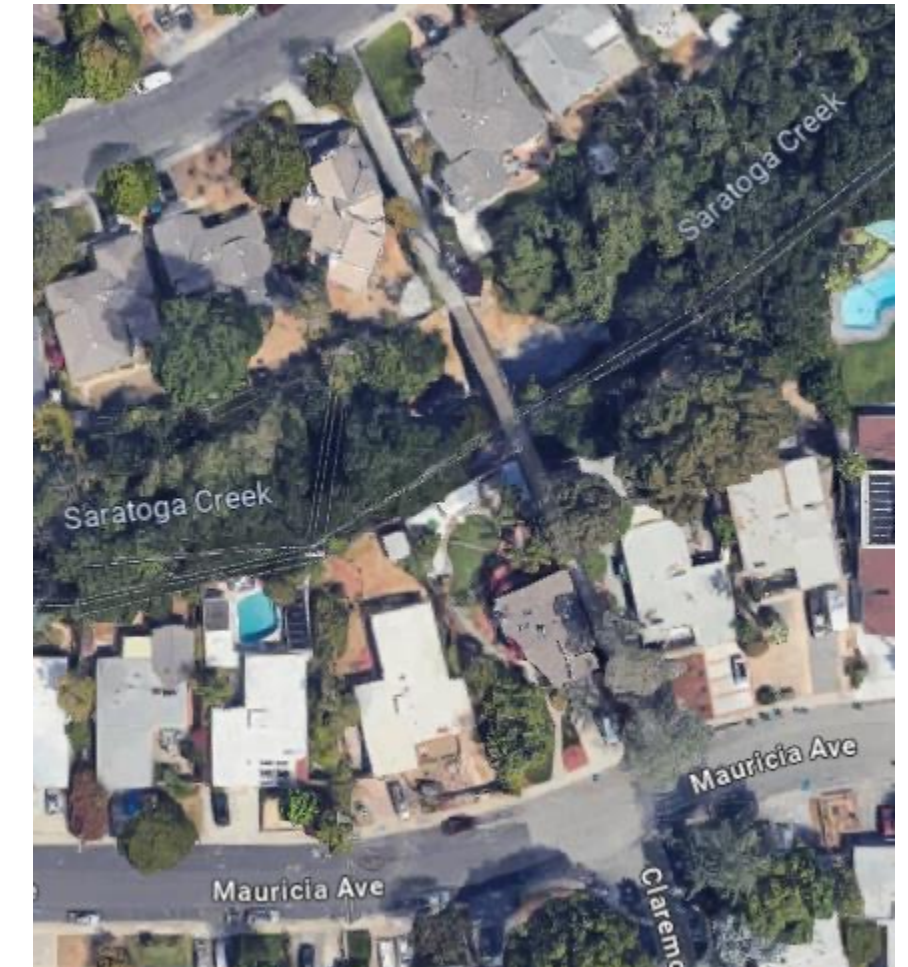
Stevens Creek Boulevard at Finch Avenue in Cupertino  
*Source: Google Streetview*



# Implementation – Community Connections

## Potential Components

- Wayfinding
- Enhanced sidewalks and paths
- Bridges for bicycle/ped connections



Pedestrian Bridge over Saratoga Creek in Santa Clara  
*Source: Google Maps*



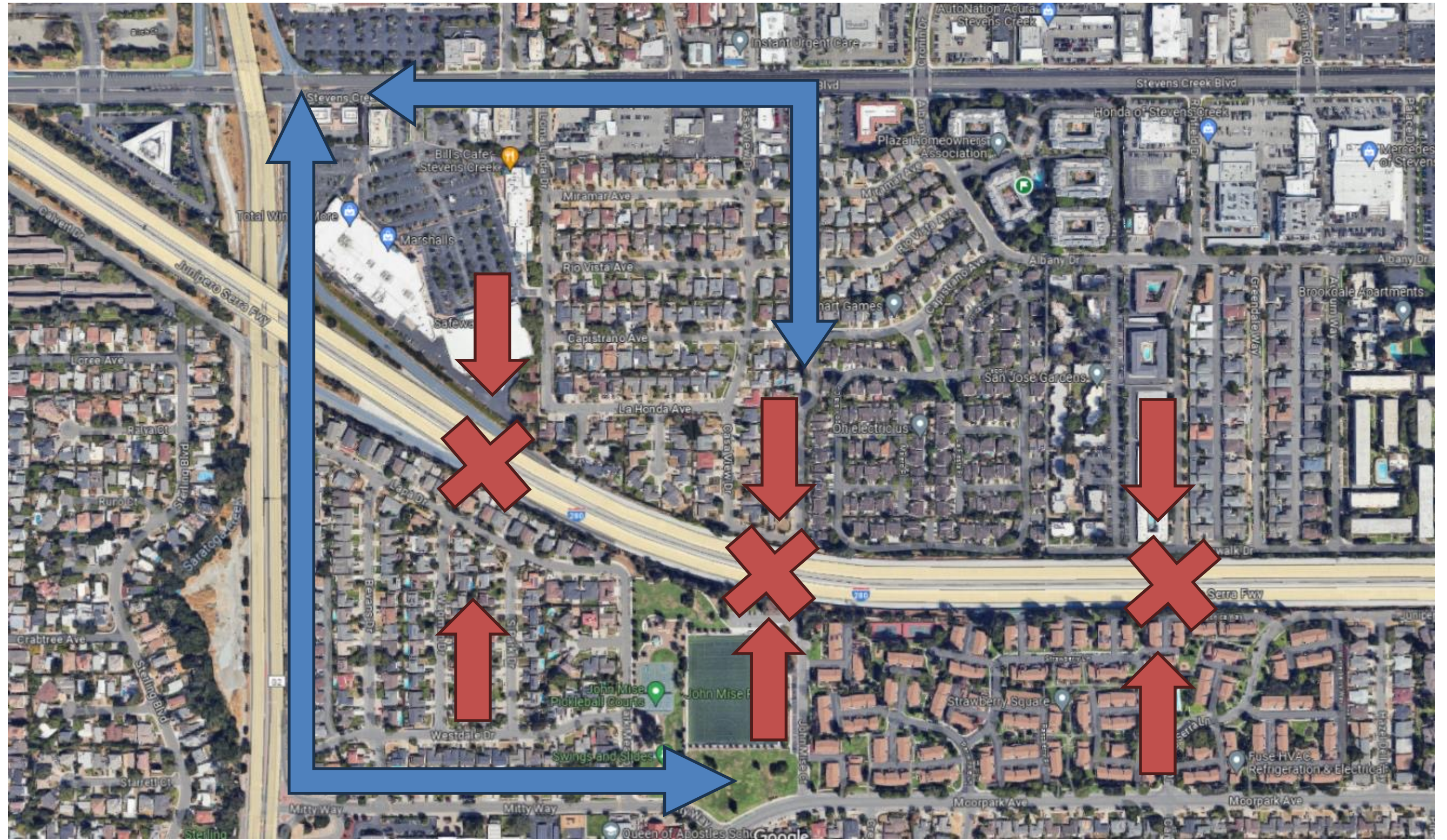
Bridge over I-280 at Cypress Avenue in San Jose  
*Source: Google Streetview*

# Implementation – Community Connections Example

## Bridges over Barriers

John Mise Park  
Connection from  
Capistrano  
Avenue/Casa View  
Drive

- 1.2-Mile Connection
- 24 Minutes



John Mise Park Access  
Source: Google Maps

# Implementation – Community Connections Example

## John Mise Park Connection from Capistrano Avenue/Casa View Drive

- 1,000-Foot Connection
- 4 Minutes



John Mise Park Access  
Source: Google Maps

# Implementation – Street Configuration

## Potential Components

- Parking
- Pedestrian Accommodation
- Transit Accommodation
- Bicycle Accommodation
- Vehicle Accommodation



Stevens Creek Boulevard at Henry Avenue in San Jose/Santa Clara  
Source: Google Streetview

# Implementation – Transit Access

## Potential Components

- Real Time Information
- Station Area Improvements
- Walking and biking access improvements



Stevens Creek Boulevard at De Anza Boulevard  
*Source: VTA*

# Implementation – Transit Access

## Potential Components

- Real Time Information
- Station Area Improvements
- Walking and biking access improvements



Finch Avenue in Cupertino  
*Source: Google Streetview*

# Implementation – Transit Access Example



Cypress Avenue at Cecil Avenue in Santa Clara  
Source: Google Streetview



# Implementation – Transit Speed and Reliability

## Potential Components

- Transit signal priority
- Boarding process improvements
- Dedicated lanes / queue jump



Bus Bulb in San Francisco

*Source: National Association of City Transportation Officials*



Queue Jump in Everett WA

*Source: Google Streetview*



Bus Bulb with Bicycle Lane

*Source: National Association of City Transportation Officials*



# Implementation – Transit Separation

## Potential Components

- At-Grade
- Elevated
- Underground



# Implementation – Bus At-Grade Separation



Alum Rock Avenue, San José  
*Source: Google Maps*



Van Ness Avenue, San Francisco  
*Source: Earl Bossard*

# Implementation – Rail At-Grade Separation



Capitol Avenue, San José  
*Source: Google Maps*



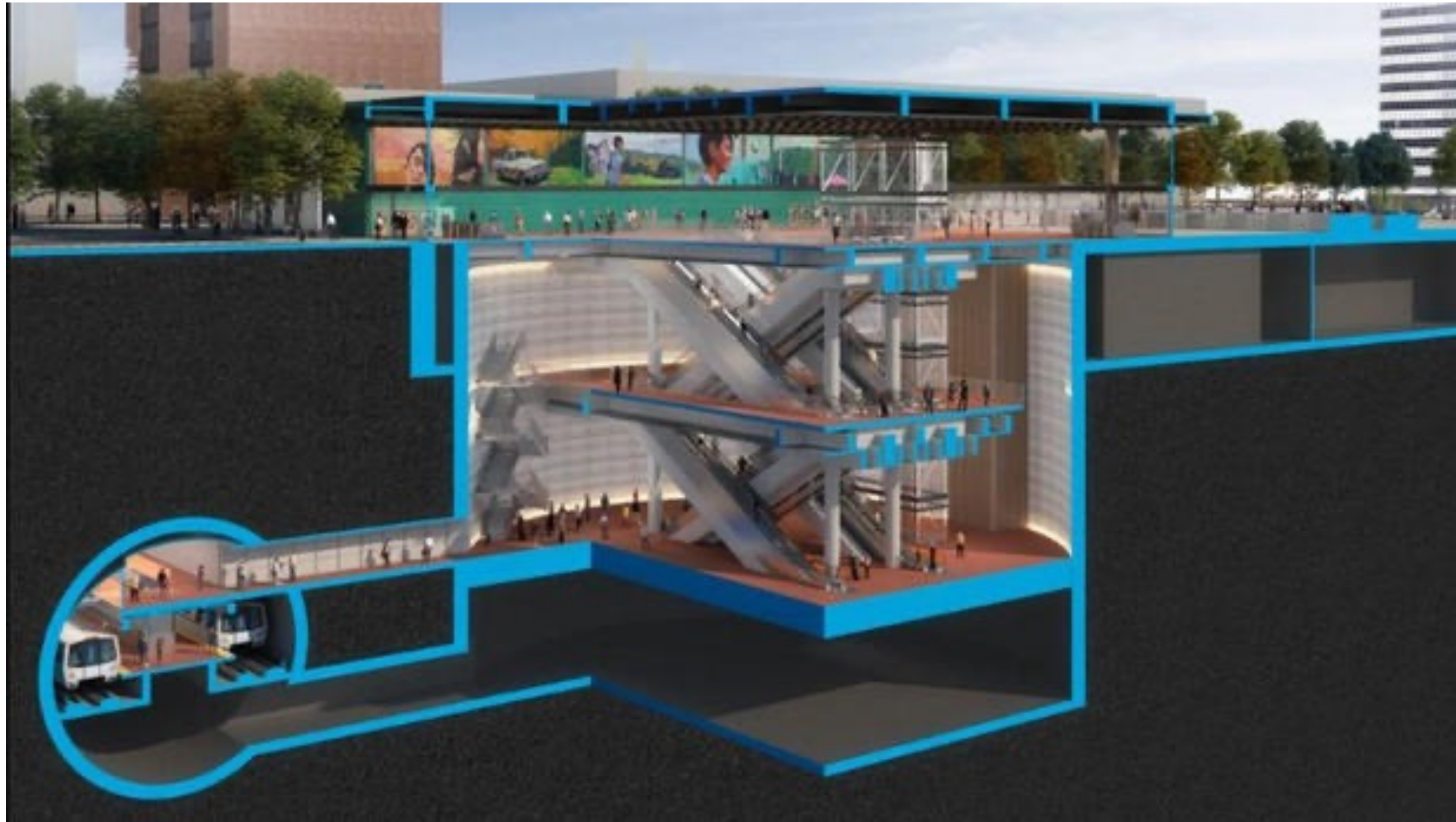
# Implementation – Elevated Separation



Capitol Avenue and Milpitas Station, San José  
*Source: Google Maps*



# Implementation – Underground Separation



Conceptual Rendering of Proposed downtown San José BART Station as of 2023

Source: VTA

# Implementation – Economic Development

## Potential Components

- Branding and identity
- Overlay district for economic development
- Development support (housing and commercial)



Google Style Signs Along Stevens Creek Boulevard/West San Carlos Street and Las Vegas NV  
*Source: Google Streetview*



# Next Steps

# Project Engagement Events

## Corridor Bike Tour (Central Segment)

- Sunday, April 14, 10:00 AM - 1:00 PM
- \*Meet at Citibank across Main Street Cupertino (tour will go to Bascom Avenue and back)

## Community Transit Tour

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## Vision Implementation Plan

**Community Advisory Group (CAG) Meeting #4, August 2024**

**Steering Committee Meeting #5, September 5, 2024**



# Online Engagement



## Project Website

- Description of vision study
- Project updates
- Project schedule
- Upcoming events
- Link to survey
- Project contacts

[www.stevenscreekvision.com](http://www.stevenscreekvision.com)



## Community Survey

- #2: Statement Survey
- Survey in English, Spanish, and Chinese.



## Stakeholder Mailing List

- Project Updates
- Events
- Documents

# Live Feedback

- Response to Questions from the Presentation
- Open Comments (2 minutes each)

