



STEVENS CREEK BOULEVARD CORRIDOR VISION STUDY

STEERING COMMITTEE MEETING

FEBRUARY 22, 2024



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





Agenda

1. Introductions
2. Steering Committee Administration
3. Steering Committee Tour Debrief
4. Phase 2 - Vision Statement Development Engagement Review
5. Draft Vision Statement Review and Adoption
6. Alternatives and Implementation Approach
7. Next Steps
8. Public Comment





1. Introductions



2. Steering Committee Administration



For Discussion and Action

1. Approval of November 3 Steering Committee meeting minutes



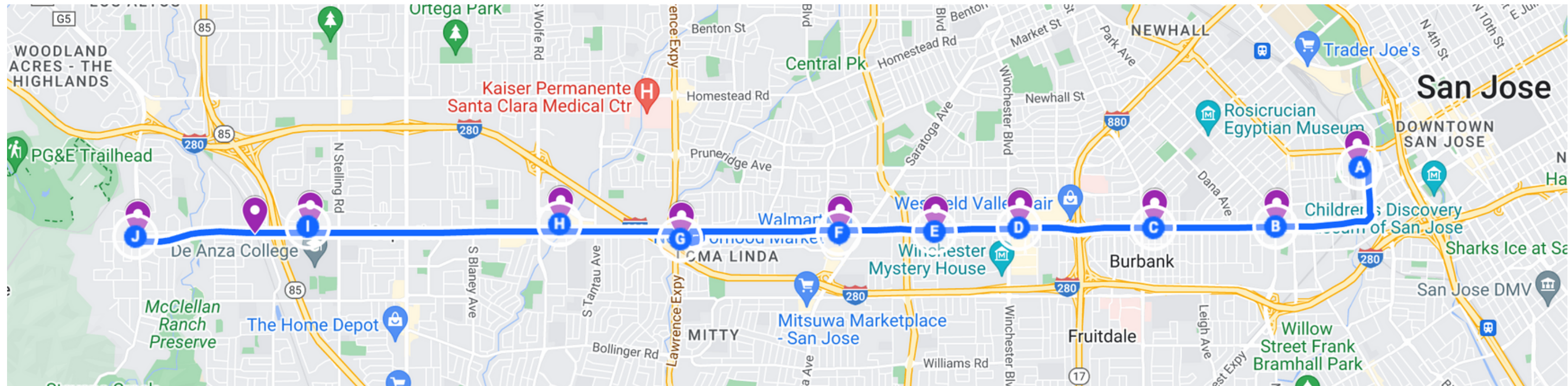
3. Steering Committee Tour Debrief

Tour Overview

- Thursday, February 8
- 9:00 AM - 12:00 PM
- Attendance
 - 1 Member of the Public
 - 3 Consultant team staff
 - 5 Working Group members
 - 5 Steering Committee members
 - 3 VTA staff members



Tour Itinerary



1. **Start:** Diridon Station
2. West San Carlos Street at Race: Urban Village
3. Valley Fair/Santana Row/ Winchester
4. Lawrence Expressway
5. De Anza College
6. **End:** Return to Diridon Station

Discussion Highlights

- **Land Use Evaluation:**

- Assess the location and design of shopping centers along Stevens Creek Blvd to address impacts on businesses, residences, and parking overflow concerns.
- Concerns regarding dense housing development and community mix-use from Santa Clara to San José.
- Coordinate with De Anza College for potential use of parking lot as transit hub.



- **Safety Challenges Mitigation:**

- Concerns about cars encroaching on bike lanes during right turns.
- Valley Fair area intersections pose a significant danger for cyclists.
- Urgent need to shift drivers' mindset towards prioritizing pedestrian and cyclist safety.
- Concern about the perceived danger and chaotic atmosphere of crossing from Valley Fair to Santana Row.
- High-risk nature of the San Tomas and Saratoga configuration.



Discussion Highlights



- **Maintenance Concerns:**

- Noise disturbances affecting nearby residents.
- Homelessness and encampments along Saratoga Creek.
- Improve safety on the Lawrence Expressway off-ramp for pedestrians, bicyclists, and vehicles.
- Reevaluate the location/design of Stevens Creek Shopping Center.
- Mitigate employee parking overflow onto residential streets.



- **Infrastructure Enhancements:**

- Stevens Creek Blvd and San Tomas Expressway signal coordination.
- Explore implementing "no street parking" regulations/regulations similar to Cupertino's in Santa Clara and San José.
- Explore Lawrence Expressway and its potential to become a vital connector with the potential as a future transportation hub.
- Include college representatives in future discussions.
- Consider using existing large parking lots as transit hubs.

4. Phase 2 Community Engagement



Q1

- Avoid due to Traffic
- Driving Main Mode
- Transit Scenario
- Issues with Reliability
- Different Pairs of Routes
- Not Transit or Bike Priority

- Not Park/Wait Privately
- Not Priority Street
- Point to Point to Car
- Auto Leases
- Use Local Biking
- Use Local Destinations
- Lighting and Sidewalk
- Big Retail Access

Important Destinations

Not a Critical Corridor

- Safety Dilemma
- Common Measure for Development
- Transit hub via Transit
- Lighting and Sidewalk

Need Support from Community

- Dedicated bus lanes
- Best
- Transit route goal as it
- Don't mind bus parking traffic
- Issue demand by seeing rapid bus
- Walkability + Transit
- Elevated

- Allow for more business Dev via Public Transport
- Safer Public Transportation
- Affordability of transit vs
- Dedicated transit infrastructure
- Speed and efficiency
- Cost to user - convenience
- Locality makes service simple
- Development supports transit
- Existing Capacity - with 3-

Overview

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

Results fed to one singular community input tracker.



Webinar #2

- **Wednesday, November 29, 2023**
- **Attendance**
 - ~50 participants
- **Location**
 - Virtual (Zoom)
- **Input Mechanisms**
 - Online Q&A on chat and discussion
- **Main Highlights**
 - Interest in moving expeditiously from planning into implementation.
 - Considerations for improving safety and addressing modalities beyond driving.
 - Interest in decreasing transit travel times, especially for students.

winter consulting iteris

Who can see your viewing activity? X

Stefania Diaz

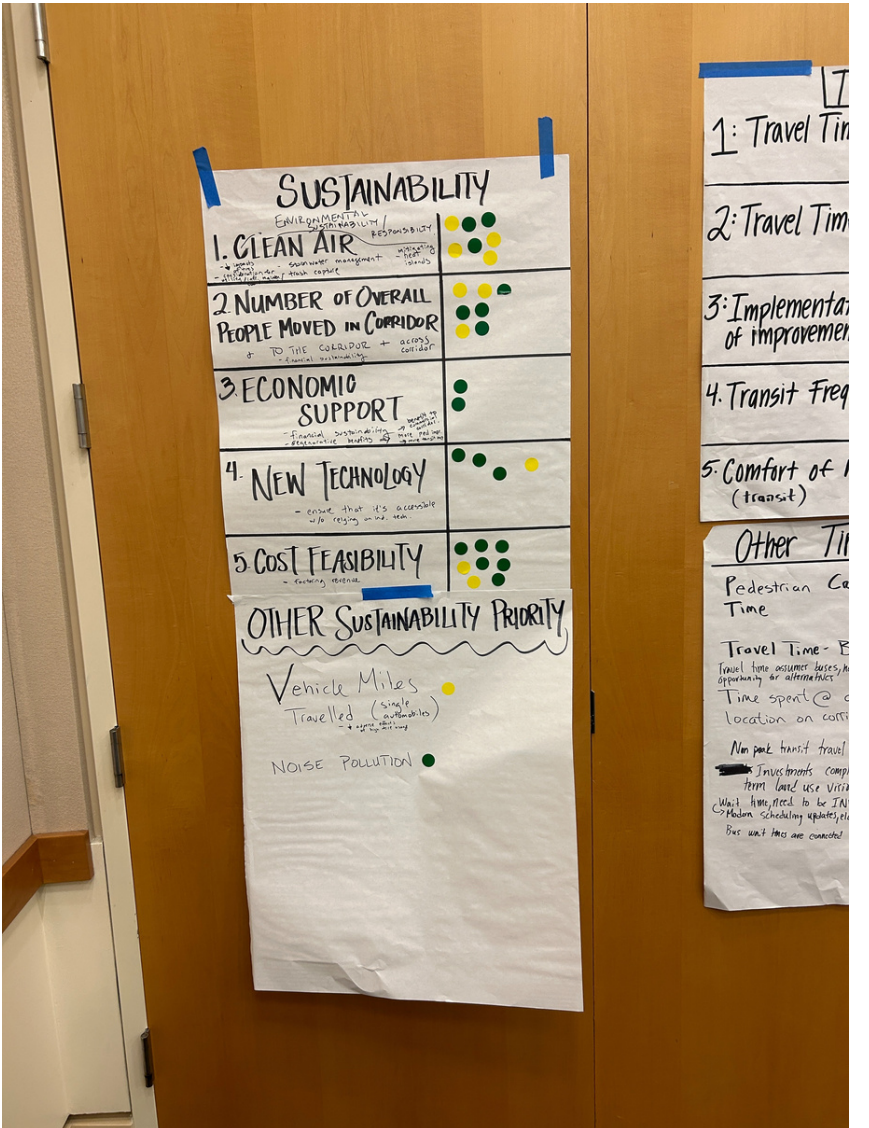
WELCOME TO:
STEVENS CREEK BOULEVARD CORRIDOR VISION STUDY
Vision Development Webinar
www.stevenscreekvision.com
November 29, 2023

Stevens Creek Corridor Vision

Trimming of this recording was completed on Dec 5, 2023 11:16

Community Advisory Group (CAG) Meeting #2

- **December 7, 2023**
- **6 CAG members in attendance; 10 members of the public**
- Small and large group format
- Spanish interpretation made available.
- Input format:
 - CAG report-outs on vision concepts and what success looks like
 - Open house for connectivity maps
 - Prioritization of Vision Statement Elements
 - Implementation Discussion
 - Evaluation form



Auto Dealership 1-1s

- **Dealerships**

- Outreached to **12** dealership owner/managers on corridor.
- **3** interviewees, covering ownership of 7 dealerships on corridor.
 - Subaru, Infiniti, Audi, and Porsche, among others
 - Silicon Valley Auto Dealership Association

- **Location**

- Virtual (Zoom)

- **Main Highlights**

- Need for addressing traffic issues, especially during peak times and with pedestrian flow from Valley Fair to Santana Row.
- Proximity to commercial centers like Santana Row is a benefit, create a diverse, synergistic economic hub.
- Investment needed to enhance aesthetics and customer experience.
- Preference to not unload vehicles in center medium lane.



Winchester Orchard Neighborhood Association Pop In

- **Monday, January 22, 2024**
- **Attendance**
 - ~40 WONA members
- **Location**
 - Cypress Community and Senior Center
- **Input Mechanisms**
 - Written documentation
 - Photo documentation
 - Interactive boards
- **Main Highlights**
 - Prioritize pedestrian-friendly infrastructure.
 - Address noise pollution concerns.
 - Need for more multi-agency coordination, including with PG&E, to ensure ongoing maintenance and infrastructure safety.
 - Continue to foster meaningful community engagement and responsiveness.
 - Visioning for a vibrant, safe, and pedestrian-friendly space with improved amenities and transit options.



Walk-Bike Cupertino Tour

- **Saturday, January 28, 2024**
- **Attendance**
 - 11 members of the public
 - 3 Consultant Team Staff
 - 1 City of Cupertino Staff
- **Route/Stops (5 stops at western segment of corridor)**
 - Cupertino Post Office (Cupertino) (start)
 - Honda of Stevens Creek (end)
- **Input Mechanisms**
 - Photo and video documentation
 - Discussion and written documentation at stops
- **Main Highlights**
 - Need for consistent and improved experience throughout corridor.
 - Bicyclists experience difficult conditions as vehicles turn right into commercial centers, onramps and streets.
 - Need for better bike lane maintenance and agency coordination.
 - Need for enhanced bike facilities, including more protected lanes, better visibility, and driver education/enforcement measures.



Phase 2 Survey: Vision Development

Total 69 respondents as of February 13:

- 5 questions
- Vision Priorities
- Survey Monkey platform
- Available in English, Spanish, and Traditional Chinese

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.

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

Please indicate your priorities for the following Vision concepts.

Medium priority	Low priority	Not a priority	No opinion
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Stevens Creek Corridor Vision

The Stevens Creek Blvd is currently undergoing a vision study that will gather input from community members on challenges and opportunities they see on the corridor. Those insights will be used to develop a vision for the corridor in addition to steps to reach that vision.

Whether you use, live, or work along this route, **we would love to hear from you** in order to shape the future of the corridor.



TAKE THE SURVEY!



shorturl.at/gtzIX

Learn more about the project at:
www.stevenscreekvision.com





5. Draft Vision Statement Review and Adoption

Vision Input

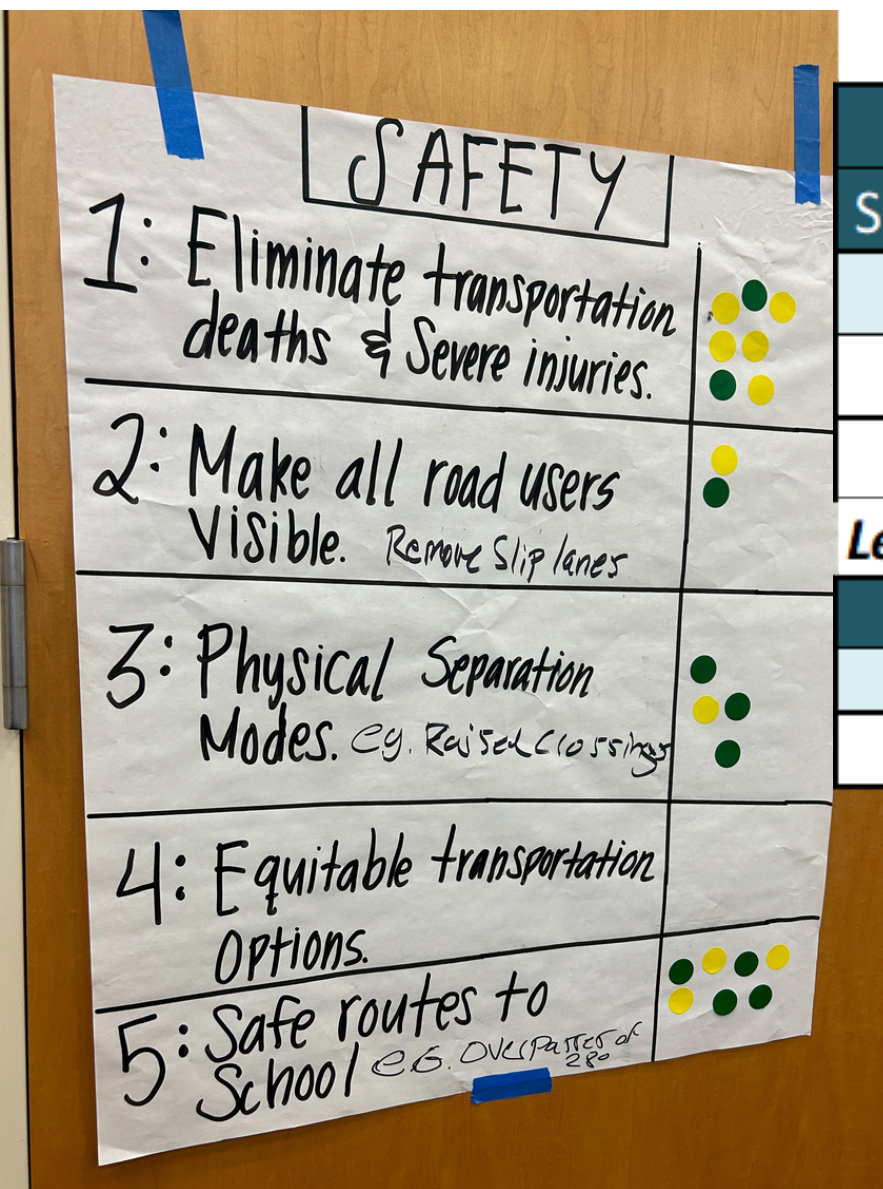
Steering Committee Review of Needs

- 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

Draft Vision Statement

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

Vision Concepts - Survey Results for Safety Concepts



Safety Concepts	5 pt Scale Rank	Use
Eliminate transportation deaths and severe injuries	4.4	Values and Guiding Principles
Space for each mode of transportation (bike, walk, drive)	3.6	Values and Guiding Principles
Safe school routes	3.2	Not explicitly stated
Vehicle speed reduction	2.8	Not included - Implementation Option
Reduce intersection crossing distance	2.5	Not included - Implementation Option
Legend		
Included	4.0 +	Included
Implicit	3.0 +	Implicit
Not Included	< 3.0	Not Included

Write-In	Use
Add "Pedestrian Scramble" to Pedestrian heavy intersections	Implementation
Ban right-turn-on-red. Car volume reduction (convert mode share to other modes, and increase carpooling)	Implementation
Grade separated crossing under SCB at Stevens Creek	Vision Statement
No medians	Implementation
Protected bike lane/boulevard	Implementation
Timed stop lights to reduce stop and go	Implementation
Traffic separation where possible	Vision Statement

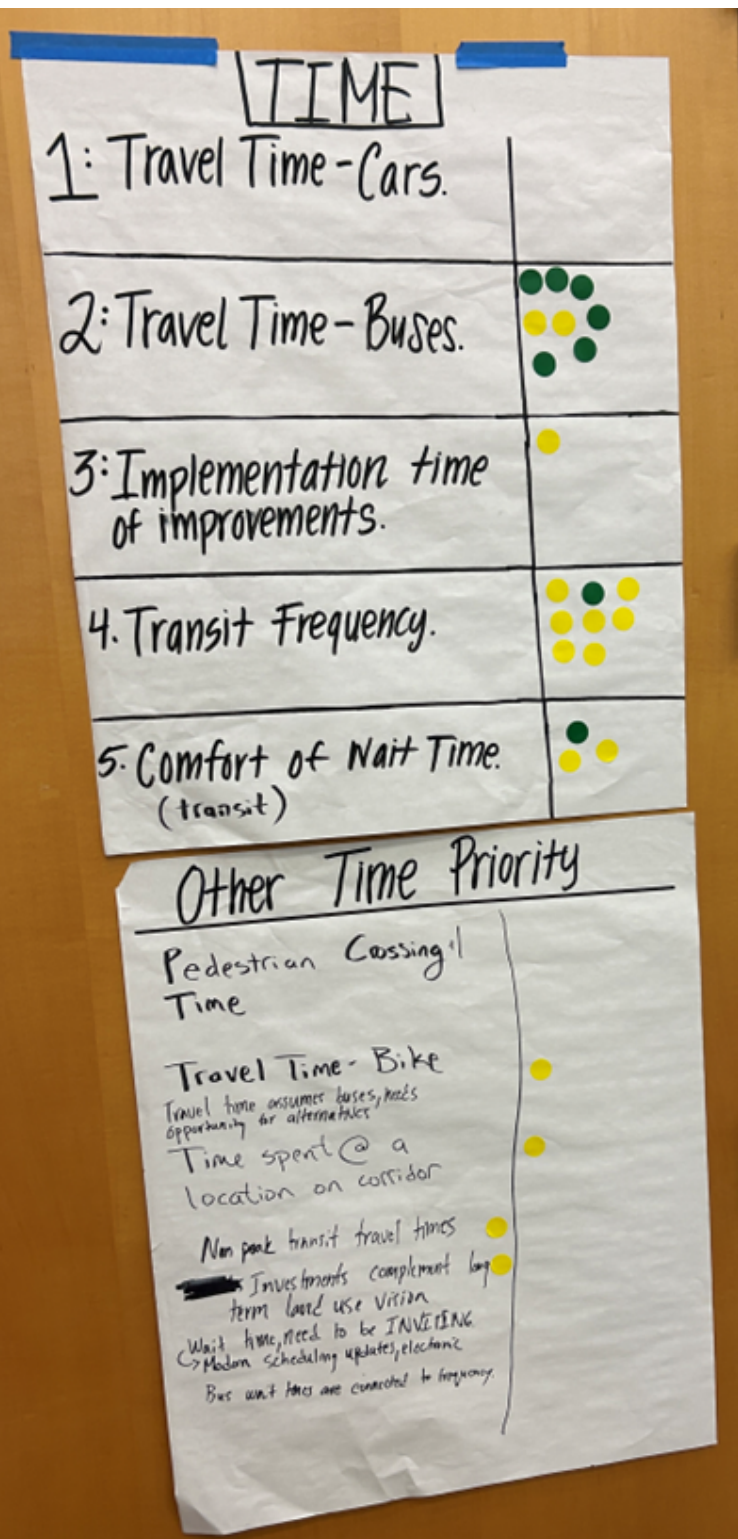
Vision Concepts - Survey Results for Scale/Streetscape Concepts



Scale/Streetscape Concepts	5 pt Scale Rank	Use
Maintenance and cleanliness	4.1	Values and Guiding Principles
Enjoyable public space	3.5	Values and Guiding Principles
Improved greenspace and shade	3.5	Values and Guiding Principles
Support native planting and wildlife	3.5	Values and Guiding Principles
Quality signage and corridor identity	2.8	Not included - Implementation Option
Legend		
<i>Included</i>	4.0 +	<i>Included</i>
<i>Implicit</i>	3.0 +	<i>Implicit</i>
<i>Not Included</i>	< 3.0	<i>Not Included</i>

Write-In	Use
Green/complete streets, with landscaping also serving as drainage. Keep water from pooling in bike lanes. Use landscaping to separate bikes from cars and pedestrians.	Vision Statement / Values and Guiding Principles
Prioritize native planting and wildlife where it ties into existing nature, like by Stevens Creek, Regnart Creek, Calabazas...	Values and Guiding Principles
Trees and plantings, Continuity from one end to the other	Values and Guiding Principles

Vision Concepts - Survey Results for Time Concepts



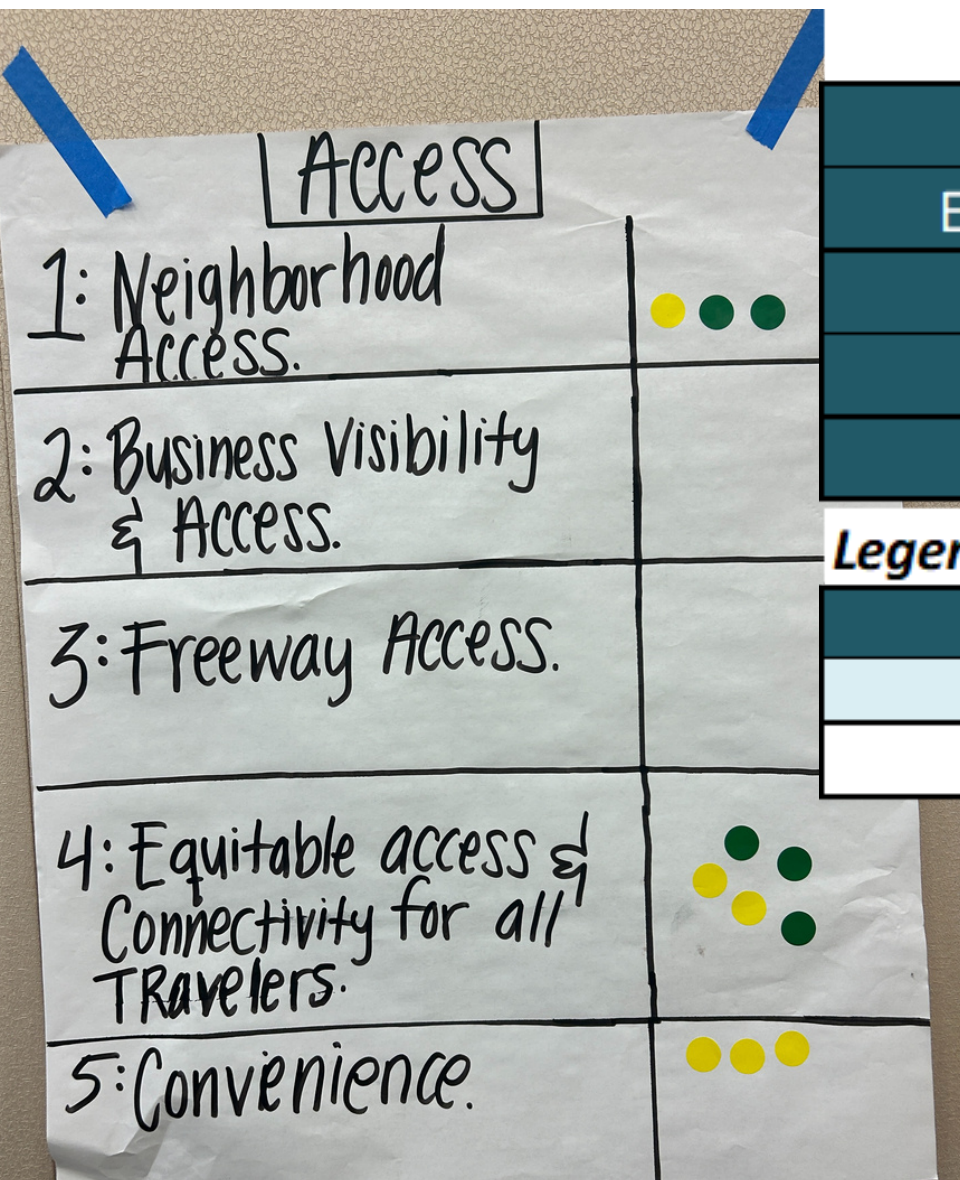
Time Concepts	5 pt Scale Rank	Use
Transit frequency	3.3	Values and Guiding Principles
Comfort of transit wait time	2.9	Values and Guiding Principles
Implementation time of improvements	2.9	Not included - Implementation Option
Travel time by bus	2.8	Included as compared to auto
Travel time by car	2.5	included as compared to transit

Legend

Included	4.0 +	Included
Implicit	3.0 +	Implicit
Not Included	< 3.0	Not Included

Write-In	Use
A train would be best!	Implementation
Amount of time for bikes and pedestrians to wait for a signal to cross. Duration of walk+bike only (all cars with red signals) go signals	Implementation
Transit should come first and be unimpeded.	Vision Statement

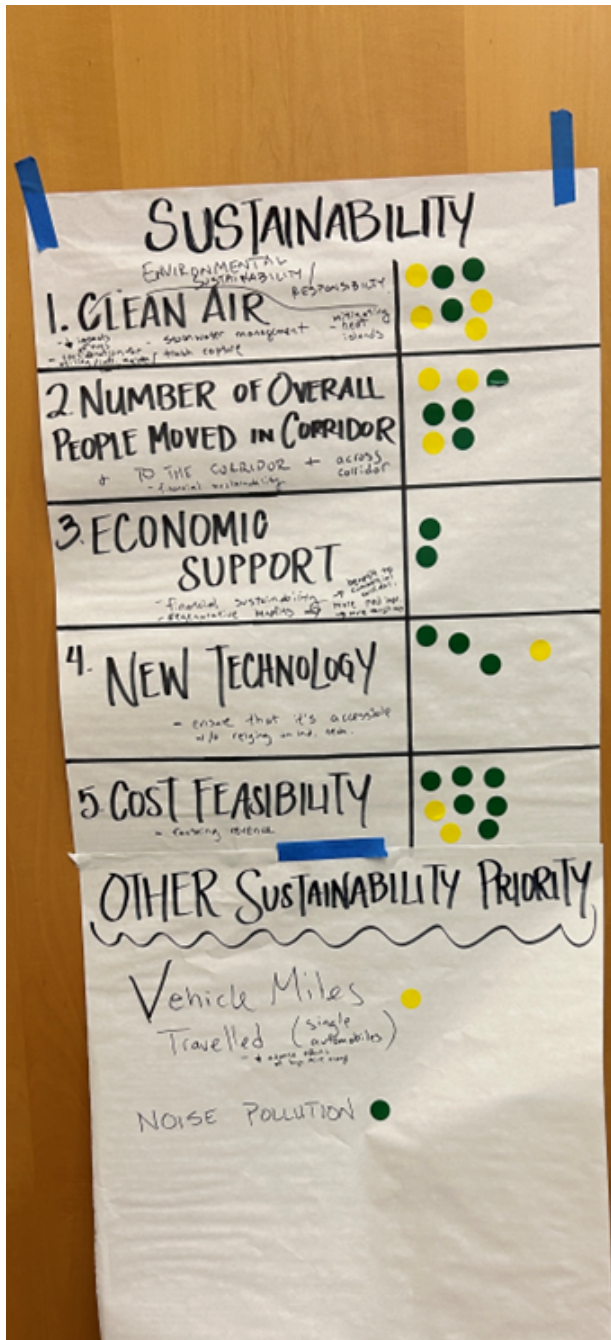
Vision Concepts - Survey Results for Access Concepts



Access Concepts	5 pt Scale Rank	Use
Convenience	3.5	Values and Guiding Principles
Equitable access and connectivity for all travelers	3.3	Values and Guiding Principles
Connectivity to other amenities	3.1	Values and Guiding Principles
Neighborhood access	3.0	Values and Guiding Principles
Bus stop accessibility	2.9	Values and Guiding Principles
Legend		
Included	4.0 +	Included
Implicit	3.0 +	Implicit
Not Included	< 3.0	Not Included

Write-In	Use
Access should be transit and pedestrian-first.	Vision Statement
Ensuring that bike lanes are respected by drivers and not parked in	Implementation
Light Rail right down the middle. Only two driving lanes each direction.	Implementation
Walking	Vision Statement

Vision Concepts - Survey Results for Sustainability Concepts



Sustainability Concepts	5 pt Scale Rank	Use
Environmental responsibility	4.1	Values and Guiding Principles
Support economy	3.4	Values and Guiding Principles
Maximize people moved through corridor	3.2	Not explicitly stated
Cost feasibility	2.9	Not explicitly stated
New technology	1.9	Values and Guiding Principles

Legend		
Included	4.0 +	Included
Implicit	3.0 +	Implicit
Not Included	< 3.0	Not Included

Write-In	Use
Climate appropriate large trees	Values and Guiding Principles
Enhance this busy transit corridor with bus lanes or light rail!	Vision Statement
Maximize people moved through bus and active transportation. Minimize people moved by car. Use proven public transportation technology	Values and Guiding Principles
Maybe part of cost feasibility, but need to include maintenance, lifetime, and end-of-life costs as well	Values and Guiding Principles
Prioritizing public transit and bike infrastructure	Values and Guiding Principles
Reduce stop and go with timed traffic lights	Implementation
shift to low-carbon mode shares: transit, walking, biking	Vision Statement / Values and Guiding Principles
This would be an excellent corridor for elevated VTA light rail. Priority should be on creating a high-quality transit line, meaning fast, direct, and high-capacity.	Vision Statement
Using today's tech is a great way to keep cost down	Not directly addressed

Draft 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.

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



6. Alternatives and Implementation Approach

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 connection
C	Road Reconfiguration	Parking reconfiguration
		Travel lanes width and quantity
		Expanded bicycle/pedestrian allocation
		Transit Lane
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 Grade 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**
- **Flexibility of Implementation by Agencies within overall Vision**



7. Next Steps



Upcoming Meetings

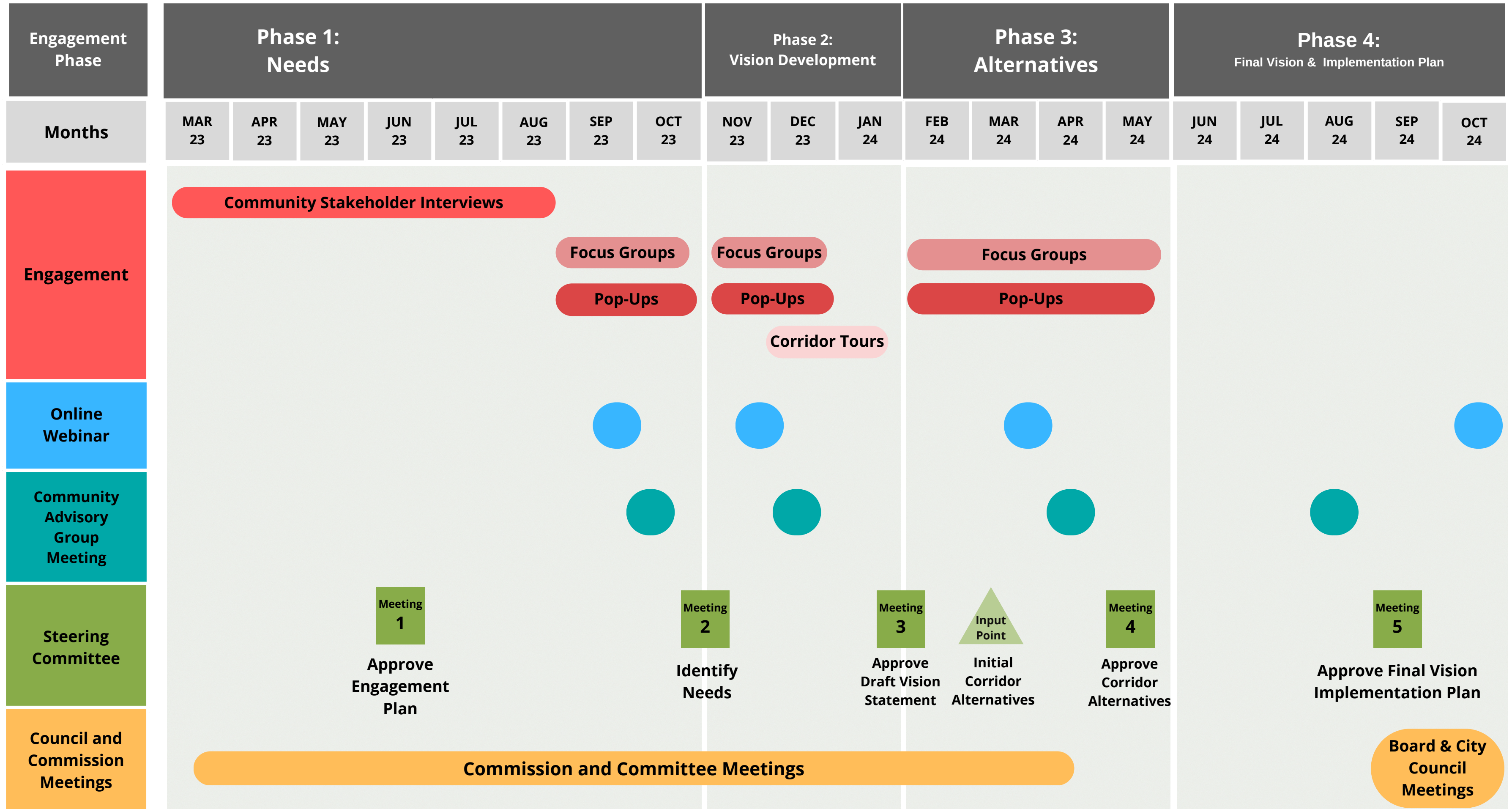
Corridor Alternatives

- **Community Advisory Group April 2024**
- **Steering Committee Meeting #4: Friday, May 17, 2024 - 9:00 AM - 11:00 AM**

Vision Implementation Plan

- **Community Advisory Group August 2024**
- **Steering Committee Meeting #5: Thursday, September 5, 2024 - 10:00 AM - 12:00 PM**

Engagement Phases



8. Public Comment





**THANK
YOU**