

## SANTA CLARA STATION AREA SPECIFIC PLAN

### Mobility Policies

M-01: Establish an expanded street network in the station area district east side to serve the Station Area Specific Plan's mix of land uses.

M-02: Create a clear hierarchy of street types as defined in the plan's street hierarchy diagram and as detailed in the plan's street cross-section standards.

M-03: Create a circulation network that emphasizes multi-modal balance and favors pedestrian, bicycle, and transit modes.

M-04: Enhance transit service and infrastructure to provide efficient and seamless connections to and from the station, leveraging the new Benton-Brokaw underpass to improve network connectivity.

M-05: Design the transit loop and station plaza as a multimodal environment that accommodates all modes, with clear priority given to pedestrians, bikes, and transit movements.

M-06: Design bus stops to prioritize comfort, safety, and convenience, including high-quality shelters, boarding islands (where needed to separate bike lanes), and enhanced amenities throughout the station.

M-07: Expand and integrate the bicycle network with the City's Bicycle Plan Update and VTA's Central Bikeway Project to align with the Station Area Plan's expanded street network, providing safe, direct, and efficient bike access throughout the plan area.

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M-12: Where space permits, shared multi-use curb lanes (or "managed curb or flex zones") will be provided to accommodate loading and deliveries, short-term passenger pick-up and drop-off, shared mobility and micromobility services, shuttle operations, and other

curbside access needs that support a transit-first, multimodal street design. Bike share and, if space is available, on-street parking may be accommodated only where curbside access and operational needs are satisfied and where such parking is consistent with multimodal priority, safety, and active curb management objectives.

M-13: New development within the Plan Area shall incorporate Transportation Demand Management strategies consistent with the Tier 1 Transit Oriented Communities classification of Santa Clara Station to reduce single occupant vehicle trips, vehicle miles traveled, and parking demand, while supporting transit, walking, bicycling, and shared mobility.

M-14: Transportation Demand Management programs shall be scalable, monitorable, and adaptable over time, and may be implemented through district-wide or project-specific Transportation Management Plans, including coordinated district-level administration, to maximize effectiveness and achieve Tier 1 TOC performance expectations.