

POST MEETING MATERIAL
Item 7B
RTC 24-1152



Bicycle and Pedestrian Advisory Committee

**Stevens Creek Boulevard
Vision Study Approval**

24-1152

January 27, 2025



Agenda

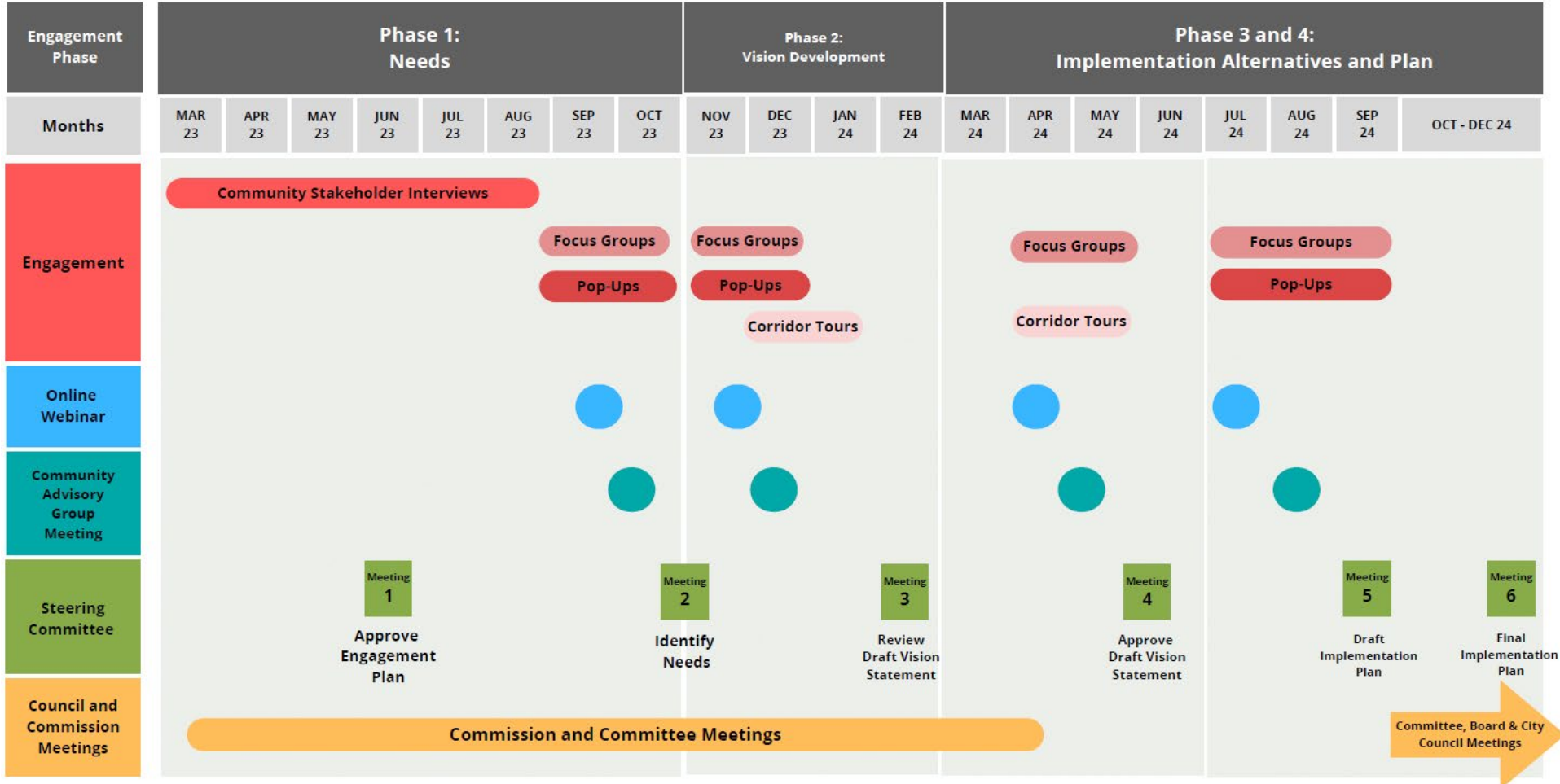
- Study Scope / Schedule
- Outreach Efforts / Community Engagement
- Vision Statement
- Recommendation Plan
- December 18, 2024 Steering Committee Meeting
- Next Steps
- Questions



Study Scope

- Multi-agency transportation “*visioning*” study of the Stevens Creek Blvd/W. San Carlos Ave corridor
- Santa Clara, San Jose, Cupertino, County, and VTA
- 2019 Council Resolution
- Steering Committee
- Community Advisory Group

Schedule





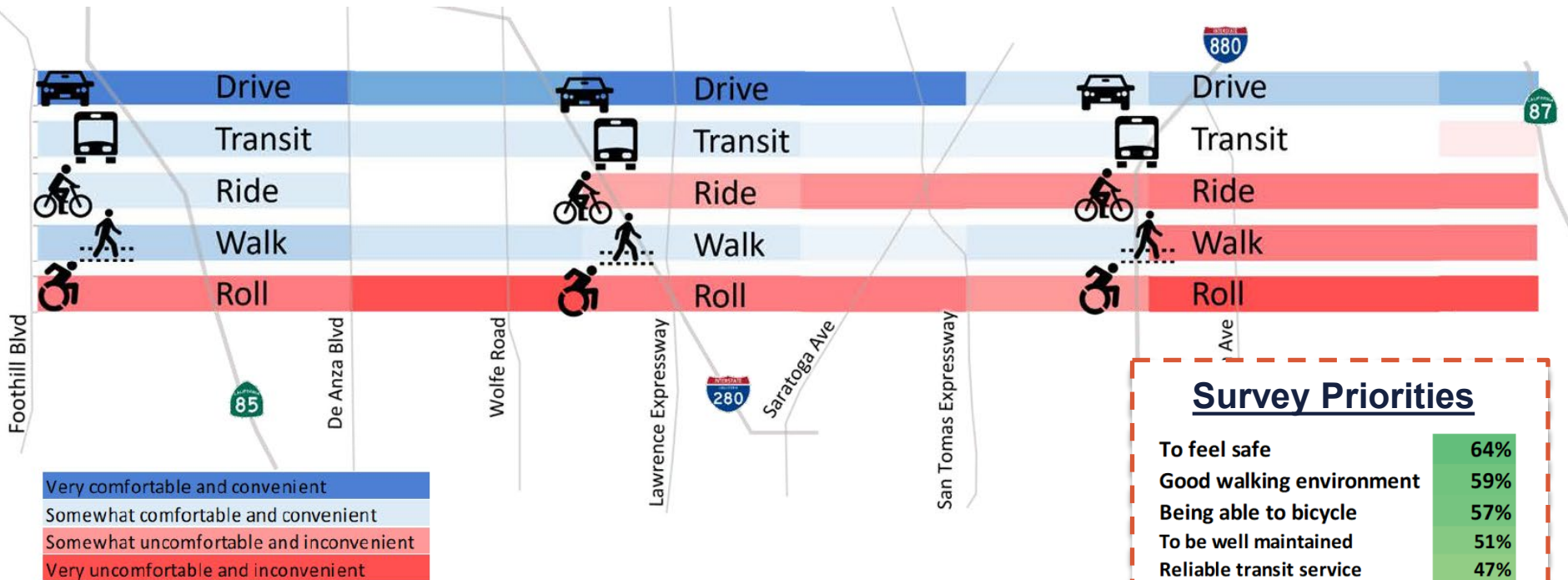
Outreach / Engagement

- Stakeholder Interviews
- Focus Groups (4 rounds)
- Pop-Ups (4 rounds)
- Corridor Tours (2)
- Online Webinars (4)
- Community Advisory Group Meetings (4)
- Steering Committee Meetings (6)
- Website / City Communications / Surveys





Survey Feedback





Feedback by Phase

Phase 1 Needs Assessment

Needs Feedback

- Vehicle speeds too high
- Safety concerns for all modes
- Barriers
- Better transit, walking, biking infrastructure
- Better crossings

Phase 2 Vision Development

Vision Feedback

- Better Transit Service
- Complete Streets
- Community Integration
- Bikeability
- Walkability
- Corridor Connections

Phase 3 Implementation Alternatives

Implementation Alternatives Feedback:

- Protected Bike Lanes
- Transit Lanes (For and Against)
- Separated Transit
- Shade Trees
- Crossings



Vision Statement

The Stevens Creek Boulevard Corridor transportation infrastructure changed little in the past 50 years while the area it serves grew into a worldwide hub of innovation. Therefore, we envision the transportation corridor our community deserves to support continued residential and commercial vibrancy: **safe and enjoyable travel for people of every age, ability, and chosen mode.**



Vision Statement

Residents, businesses, and visitors would be served by:

- A **high-capacity transit system** supported by station access enhancements to connect the Cities of Cupertino, Santa Clara, and San José from Diridon Station and Downtown San José to De Anza College within twenty minutes, with connection to Foothill Boulevard, for reliable travel to local and regional destinations. Station areas would be well-maintained and inviting community assets.
- A **stress-free and enjoyable walking and bicycling environment**. High-quality pedestrian and bicycle infrastructure would be prioritized to connect neighborhoods to the corridor within a 20-minute walk of transit stops.
- **Safe and efficient vehicle travel** would be accommodated for **connections to neighborhoods**, businesses, and expressways and freeways.

This Vision would be implemented by an open and inclusive process of continuous evaluation to promote equitable access and use.



Recommendation Plan

- **Near Term (5-Years)**
 - Corridor Identity and Maintenance
 - Bus Speed, Reliability and Experience
 - Enhanced Corridor Walking and Biking Infrastructure & Connections
- **Mid-Term (10-Years)**
 - Intersection and Crossing Improvements
- **Long Term (20+ Years)**
 - Separated High-Capacity Transit



Identity and Maintenance

Components

- Historic Preservation of Signs
- District Management and Maintenance Organizations
- Joint Advertising
- Transportation Service Signage
- Vehicle Speed Reduction





Identity and Maintenance

Recommended Next Steps

- Convene businesses and business groups to explore joint advertising and branding opportunities. (Cities and County)
- Coordinate street cleaning and maintenance (Cities and County)
- Communicate business resources to Corridor businesses (Cities and County)



Source: San Jose Business Improvement District, Discover Santa Clara, Cupertino Chamber of Commerce



Bus Speed, Reliability, Experience

Four Corridor Signal Operators – moving towards a transit signal priority policy led by VTA

Components and Next Steps

- Transit Signal Priority Policy
- Queue Jump
- Bus Bulbs/Islands
- Real-Time Information
- Transit Experience Improvements



Agency	Signals Operated
City of Cupertino	18
City of Santa Clara	7
County of Santa Clara	1
City of San José	21



Bus Bulb in San Francisco
Source: National Association of City Transportation Officials



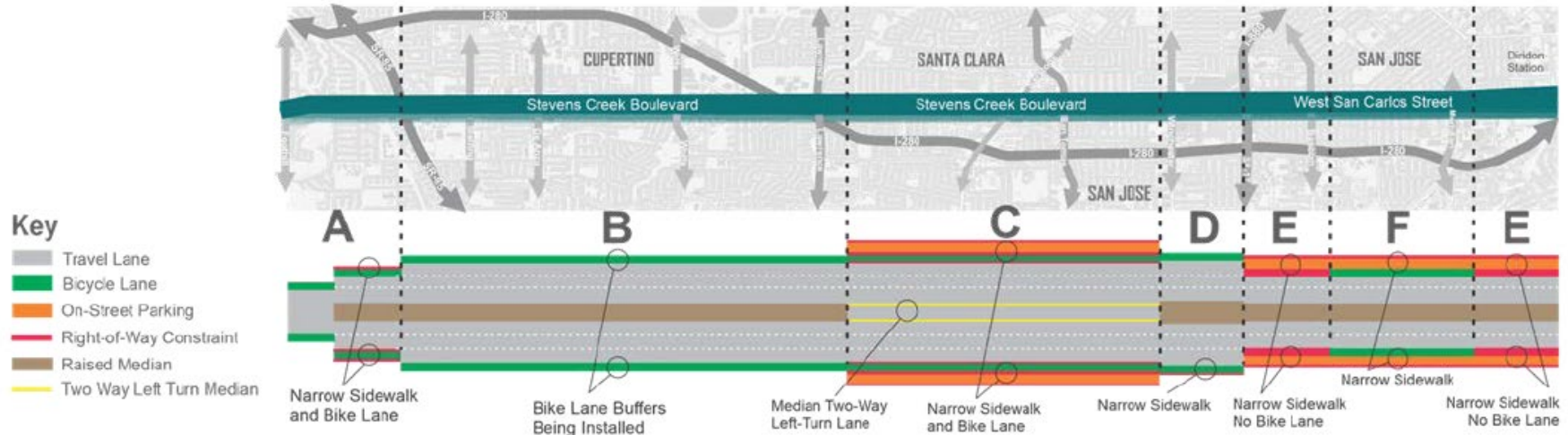
Queue Jump in Everett WA
Source: Google Streetview



Corridor Walking & Biking

Components

- Protection for Cyclists
- Buildout Sidewalk Width
- Shade Trees





Corridor Walking & Biking

Components and Next Steps

- Implement Bicycle and Pedestrians Plans
- Projects such as:
 - Pruneridge Avenue Complete Streets Project (City of Santa Clara)
 - Moorpark Avenue Traffic Safety Project (City of San José)
 - De Anza Blvd Buffered Bike Lane (City of Cupertino)

Bicycle Facility Type	Current	Planned
Trail	4.5	12.6
Buffered/Separated Bikeway	4.6	64.5
Unbuffered Bike Lane	52.6	14.3
Bicycle Boulevard/Route	18.9	30.2
Subtotal – Protected Network	9.0	77.0
Total	80.5	121.5

Legend

- Class I - Trail
- Class II Buffered/Separated Bicycle Lane
- Class II Bicycle Lane
- Class III Route/Bike Boulevard





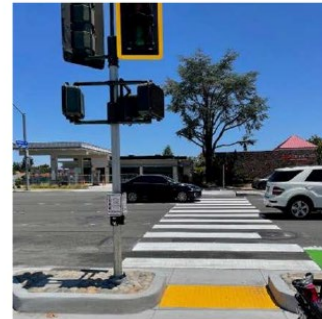
Intersection & Crossing

Components

- Enhanced High-Visibility Crossings
- Protected Intersections
- Curb Extensions
- New Crossings of Barriers and Key Hot Spots



Crossing Stevens Creek Boulevard
Source: Iteris, Inc



South De Anza crosswalk
Source: City of Cupertino



Protected Crossing
Source: City of Cupertino



High Capacity, Separated Transit

Example Project Development Timeline

Project development timeline:

- Preliminary Engineering of three years (2025-2028)
- Design and Engineering of two years (2029-2030)
- Environmental Clearance of five years (2031-2036)
- Utility Relocation of two years (2037 - 2039)
- Construction of five years (2040-2045)





Dec 18, 2024 Steering Committee Meeting

- Robust discussion by Steering Committee members about the steps moving forward
- Several community members expressed support for the Study while others offered opposing opinions about lane and parking removals
- Committee voted and approved a recommendation to:
 - Approve the Study
 - Change the name of the Implementation Plan to Recommendation Plan
 - Suggested the need for Study Sessions at each Board/Council if necessary
- Committee will continue to meet with next meeting possibly in April 2025



Next Steps

- Each agency to present final draft Stevens Creek Boulevard Vision Study items to Commissions, Boards, and Councils
 - **Santa Clara (BPAC, City Council <Study Session/Approval>**
- Reconvene long-term Stevens Creek Vision Steering Committee and staff working group to lay out near, mid, and long-term plans



Questions



Bicycle and Pedestrian Advisory Committee

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Implementation Plan Survey

- Over 600 responses
- Main transportation priorities:
 - Safety (67%)
 - Improved Transit Service (48%)
 - Maintenance/Cleanliness (44%)
 - Walkability (44%)
 - Bicycle Safety (38%)



Implementation Plan Survey

- Top Identity and Maintenance Priorities:
 - Sidewalk and Vegetation Maintenance (69%)
 - Street Cleaning and Maintenance (61%)
- Top Bus Speed, Reliability, and Experience Priorities:
 - Real Time Arrival Information (60%)
 - Better Bus Stop Waiting Areas (56%)
- 83% in favor of protected bicycle facilities



Implementation Plan Survey

- Top Walking Improvement Priorities:
 - Shade Trees (79%)
 - Pedestrian Oriented Lighting (59%)
- Best way to reduce Vehicle Speeds
 - Cameras for Red Light Running and Speeding (53%)
 - Speed Feedback Signs (48%)
- 73% in favor of separated transit in the Corridor