

**Table 3
The Action Plan: Proposed Multimodal Improvements**

MIP Intersection	Action Name	Location and Description	Cost Estimate	Responsibility	Schedule for Implementation	Standards and Approval Criteria	
TRANSIT SERVICE							
Great America Parkway and Tasman Drive	1.1	Great America Station Study	Conduct master plan for Santa Clara Great America Train Station. VTA to lead project with support of City of Santa Clara, ACE and Capitol Corridor. The scope of the study will look at long-term improvements, connections to other modes and nearby land uses, accommodating ACE and Capitol Corridor expansion plans, and developing station concepts.	\$ 750,000	VTA	Phase 2	Study should be based on vision, goals and guidelines provided in the City's General Plan, City Place Master Community Plan, Tasman East Specific Plan, VTA Strategic Plan, VTA Transit Sustainability Policy, Tasman Complete Streets Study, Capitol Corridor Vision Plan, ACEforward, and other relevant studies. VTA will lead the study with support in partnership with the City, ACE, and Capitol Corridor Joint Powers Authority. City, VTA, ACE, and Capitol Corridor Joint Powers Authority will partner to identify funding for preliminary engineering and environmental documentation.
	1.2	Regional rail enhancements	Capitol Corridor Vision Plan plans for increased service and reduced travel times between Oakland and San Jose. ACE also plans to increase service to San Jose. City of Santa Clara is supportive of Capitol Corridor and ACE enhancements, including double tracking.	NA	Capitol Corridor, ACE	NA	Action should be based on collaboration between stakeholders including Capitol Corridor, ACE, City and VTA
	1.3	Transit integrated with land use project	City Place includes an on-site non-motorized network oriented toward nearby transit stations, including the Great America Capitol Corridor and ACE Train Station and the Lick Mill LRT Station. City Place to include enhanced transit plaza with a new vehicle turnaround just beyond the northern end of the station, and six additional transit bus loading stations.	NA	City Place	Phases 1 - 7	Action should be consistent with City's General Plan and City Place Master Community Plan
	1.4	Shuttle Program Study	Planning study to develop and evaluate shuttle program.	\$ 500,000	City	Phase 6	Study should be based on vision, goals and guidelines provided in the City's General Plan and Precise Plans.
	1.5	Local shuttle service	City Place may provide local shuttles connecting to transit stations and local destinations. Shuttle schedules will be coordinated with train schedules.	NA	City Place	NA	Action should include collaboration with VTA and City
	1.6	Regional shuttle service	City Place employers may provide shuttle service for long-distance commutes when office population warrants.	NA	City Place	NA	Action should be based on vision, goals and guidelines in the City's General Plan and City Place Master Community Plan
	1.7	Enhanced transit stops	City Place includes transit stops conveniently located at building entrances, and including amenities such as shelters and loading zones.	NA	City Place	Phases 1 - 7	Action should consider VTA's Transit Passenger Environment Plan and be consistent with City Place Master Community Plan
	1.8	Discounted transit fares	City Place is required to develop a TDM Plan, which may include pre-tax commuter incentives or subsidized transit passes for office employees, retail employees, and residents.	NA	City Place	NA	TDM Plan should be based on vision, goals and guidelines provided in the City's General Plan
	1.9	Install Transit Signal Priority for bus transit	Install transit signal priority at 16 signalized intersections along Great America Parkway and along Bowers Ave from Tasman Drive to El Camino Real: 1)GAP/Tasman, 2)GAP/Old Glory Lane, 3)GAP/Patrick Henry Dr, 4)GAP/Mission College, 5) GAP/US 101 North Ramps, 6)Bowers Ave/US 101 South Ramps, 7)Bowers Ave/Augustine, 8)Bowers Ave/Scott Blvd, 9) Bowers Ave/Kifer Rd, 10)Bowers Ave/Mead Ave, 11) Bowers Ave/Chromite Dr, 12) Bowers Ave/Monroe St, 13) Bowers Ave/Cabrillo Ave, 14) Bowers Ave/Barkley Ave, 15) Bowers Ave/Warburton Ave, 16)Bowers Ave/El Camino Real	\$ 80,000	City	Phase 4	Action should be implemented through collaboration with VTA. Action should include coordination with VTA to determine schedule of transit priority projects and flexibility in selecting signalized intersections
Great America Parkway and Mission College Boulevard	1.10	Install Transit Signal Priority for bus transit	Install transit signal priority at 6 signalized intersections along Mission College Boulevard from Mission College Blvd to Montague Expy: 1) Mission College Blvd/Mission College Blvd, 2) Mission College Blvd/Santa Clara Marriot, 3)Mission College Blvd/Freedom Circle, 4)Mission College Blvd/Agnew Rd, 5) Mission College Blvd/Julette Ln, 6)Mission College Blvd/Burton Dr.	\$ 35,000	City	Phase 4	Action should be implemented through collaboration with VTA. Action should include coordination with VTA to determine schedule of transit priority projects and flexibility in selecting signalized intersections. City and VTA to collaborate on changes to signal operations.
Scott Blvd Boulevard and Central Expressway	1.11	Construct bus duckouts and pedestrian pads	Construct bus duckout and pedestrian pads at westbound Scott Blvd east of San Tomas Expy, eastbound Scott Blvd Boulevard at Jay Street, and eastbound and westbound Scott Blvd at Space Park Drive.	\$ 1,200,000	City	Phase 6	Action should be implemented through collaboration with VTA. Action should include coordination with VTA to determine schedule of transit priority projects and flexibility in selecting signalized intersections
San Tomas Expressway and Monroe Street	1.12	Install transit Signal Priority for bus transit	Install transit signal priority at 8 signalized intersections along Scott Blvd from Bowers Ave to Monroe St: 1) Scott Blvd/Bowers Ave, 2)Scott Blvd/Octavius St, 3) Scott Blvd/Olcott St, 4) Scott Blvd/Jay St, 5)Scott Blvd/Space Park Dr, 6) Scott Blvd/Walsh Ave, 7) Scott Blvd/Martin Ave, 8) Scott Blvd/Monroe St.	\$ 40,000	City	Phase 6	Action should be implemented through collaboration with VTA. Action should include coordination with VTA to determine schedule of transit priority projects and flexibility in selecting signalized intersections. City and VTA to collaborate on changes to signal operations
Lafayette Street and El Camino Real	1.13	Regional rail enhancements	Caltrain is planning electrification and expansion of service. VTA is planning a BART extension to Santa Clara. City of Santa Clara is supportive of Caltrain and BART enhancements.	NA	Caltrain, VTA	NA	Action should be based on collaboration between Caltrain, City and VTA
	1.14	California High Speed Rail	Actively participate with the California High Speed Rail Authority in planning any future high-speed rail service to address urban design, traffic, noise and compatibility issues	NA	CaHSRA	NA	Action should be based on collaboration with between CaHSRA, City and VTA
	1.15	Airport People Mover	Airport Automated People Mover connecting the Santa Clara Caltrain and future BART station to San Jose International airport. City will coordinate with VTA as the lead agency on preparation of the study.	NA	City/VTA	NA	Action should be based on collaboration with VTA

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BICYCLE AND PEDESTRIAN ACCESS AND FACILITIES							
Great America Parkway and Tasman Drive	2.1	Bicycling integrated with land use project	City Place is designed as a bicycle-friendly community, with bike paths, bike lanes, and shared bike routes connecting all areas of the site. Bike parking facilities are included throughout the site. Connections to nearby bike trails and bike lanes will encourage biking by residents and employees.	NA	City Place	Phases 1 - 7	Action should be consistent with City Place Master Community Plan and City's 2018 Bicycle Plan
	2.2	Install bike lockers and racks	At Convention Center, Youth Soccer Park, Old Ironsides LRT station, Great America LRT station, Lick Mill LRT station	\$ 275,000	City	Phase 1	Action should be consistent with City's 2018 Bicycle Plan and VTA's Bicycle Technical Guidelines
	2.3	Implement bike sharing	Great America Parkway Light Rail Station /Lick Mill Light Rail station, City Place, Great America Theme Park	NA	City	Phase 4	Action should be consistent with City's 2018 Bicycle Plan and VTA's Bicycle Technical Guidelines
	2.4	Bike and pedestrian trail improvements	Calabazas Creek Trail improvements (share of trail)	\$ 2,400,000	City	Phase 4	Action should be consistent with City's Creek Trail Master Plan (under preparation)
	2.5	Implement complete bicycle network	City Place includes an on-site bicycle network with connections to the Bay Trail, San Tomas Aquino Creek Trail, Guadalupe River Trail, and other existing and planned bike facilities.	NA	City Place	Phases 1 - 7	Action should be based on City Place Master Community Plan and City's 2018 Bicycle Plan
	2.6	Install Standard Bicycle Lane	Lick Mill Blvd from Tasman Drive to Montague Expy	\$ 150,000	City	Phase 6	Action should be consistent with City's 2018 Bicycle Plan and VTA's Bicycle Technical Guidelines
	2.7	Separated bicycle facility	Install separated bicycle facility along Stars and Stripes Drive through the VTA parking lot to Great America Station.	\$ 1,500,000	City	Phase 4	Action should be consistent with City's 2018 Bicycle Plan and VTA's Bicycle Technical Guidelines
	2.8	Pedestrian Overcrossing Study	Conduct study of grade-separated pedestrian crossing over Tasman Drive between Centennial and Great America Parkway.	\$ 500,000	City	Phase 4	Study should be based on vision, goals and guidelines provided in the City's General Plan and the final Tasman Complete Streets Study. Action should include collaboration with VTA and other stakeholders.
	2.9	Walking integrated with land use project	City Place is a pedestrian-oriented project, including an on-site pedestrian network that connects all land uses. This will facilitate walking for the daily trips of residents, commuters and visitors.	NA	City Place	Phases 1 - 7	Action should be based on vision, goals and guidelines provided in the City's General Plan and City Place Master Community Plan
	2.10	Install pedestrian signals	City Place includes pedestrian signals within project at new signalized access points.	NA	City Place	Phases 1 - 7	Action should be based on vision, goals and guidelines provided in the City's General Plan and City Place Master Community Plan
	2.11	Install crosswalk motion sensors and accessible pedestrian signals	Install crosswalk motion sensors for crossings across major streets and accessible pedestrian signals at the following 10 signalized intersections: 1) Tasman Drive/Patrick Henry Drive, 2) Tasman Drive/Old Ironsides Dr, 3) Tasman Drive/Great America Parkway, 4)Tasman Drive/Convention Center Dr, 5)Tasman Drive/Centennial Blvd, 6) Tasman Drive/Calle De Sol, 7) Tasman Drive/Lick Mill Blvd, 8)Great America Parkway/Old Mountain View-Ahiso Rd, 9) Great America Parkway/Bunker Hill Lane and 10) Great America Parkway/Old Glory Lane	\$ 200,000	City	Phase 1	Action should be consistent with City's General Plan and include collaboration with VTA.
	2.12	Upgrade safety lighting with Light Emitting Diode (LED) luminaires at signalized intersections	Install safety lighting with LED luminaires at 5 signalized intersections along GAP: 1)GAP/Old Mountain View-Ahiso, 2)GAP/Bunker Hill Ln, 3)GAP/Tasman Dr., 4)GAP/Old Glory Ln, 5) GAP/Patrick Henry Dr. Install safety lighting with LED luminaires at 4 signalized intersections along Tasman Dr. 1) Tasman Dr/Patrick Henry Dr, 2) Tasman Dr/Old Ironsides Dr, 3)Tasman Dr/Convention Center, 4)Tasman Dr/Centennial Blvd.	\$ 80,000	City	Phase 2	Action should be based on vision, goals and guidelines provided in the City's General Plan
	2.13	Install sidewalk	North side of Tasman Drive between Centennial Blvd and Calle del Sol including Lafayette St overcrossing	NA	City Place	Phase 1	Action should be consistent with the City Place Master Community Plan
	2.14	Install pedestrian lighting	City Place will include pedestrian-scaled lighting within the City Place pedestrian network	NA	City Place	Phases 1 - 7	Action should be based on vision, goals and guidelines provided in the City's General Plan and City Place Master Community Plan
	2.15	Enhance uncontrolled crosswalks	Provide enhanced crosswalks at 3 locations: 1) Patrick Henry Dr. between Democracy Way and Patrick Henry Dr.(access to Calabazas Creek trail), 2) Old Ironsides Dr. north of Old Glory Ln.,3) Patrick Henry Dr. north of Bunker Hill Ln.	\$ 250,000	City	Phase 5	Action should be based on vision, goals and guidelines provided in the City's General Plan
	2.16	Financial incentives	City Place will prepare a TDM Plan. Among the measures that may be included are pre-tax benefits for employees for bicycle expenses and financial subsidies for City Place residents who commute by walking or biking.	NA	City Place	NA	Action should be consistent with City Place Master Community Plan

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BICYCLE AND PEDESTRIAN ACCESS AND FACILITIES (continued)							
Great America Parkway and Mission College Boulevard	2.17	Implement bike sharing	Mission Community College, Mercedo	NA	City	Phases 1 - 7	Action should be consistent with City's General Plan, City's 2018 Bicycle Plan and VTA's Bicycle Technical Guidelines
	2.18	Bike and pedestrian trail improvements	Redesign and reconstruct San Tomas Aquino Creek Trail crossing at Agnew Rd	\$ 300,000	City	Phase 6	Action should be consistent with City's General Plan and City's 2018 Bicycle Plan
	2.19	Install crosswalk motion sensors and accessible pedestrian signals	Install crosswalk motion sensors for crossings across major streets and accessible pedestrian signals at 7 signalized intersections: 1)Mission College Blvd/Mission College Blvd, 2)Mission College Blvd/GAP, 3) Mission College Blvd/Santa Clara Marriot, 4)Mission College Blvd/Freedom Circle, 5)Mission College Blvd/Agnew Rd, 6) Mission College Blvd/Juliette Ln, 7)Mission College Blvd/Burton Dr	\$ 125,000	City	Phase 4	Action should be consistent with City's General Plan and include collaboration with County
	2.20	Upgrade safety lighting with Light Emitting Diode (LED) luminaires	Install safety lighting with LED luminaires at 7 signalized intersections: 1)Mission College Blvd/Mission College Blvd, 2)Mission College Blvd/GAP, 3) Mission College Blvd/Santa Clara Marriot, 4)Mission College Blvd/Freedom Circle, 5)Mission College Blvd/Agnew Rd, 6) Mission College Blvd/Juliette Ln, 7)Mission College Blvd/Burton Dr	\$ 112,000	City	Phase 4	Action should be based on vision, goals and guidelines provided in the City's General Plan
	2.21	Enhance uncontrolled crosswalks	Provide enhanced crosswalks at 1) Mission College Blvd near Our Lady's Way, and 2) Freedom Circle south of Hitchborn	\$ 120,000	City	Phase 4	Action should be based on vision, goals and guidelines provided in the City's General Plan
Agnew Road - De La Cruz Boulevard and Montague Expressway	2.22	Install bike lockers and racks	At Northside Library, Thamien Park, Live Oak Park, Montague Park, and Agnew Park	\$ 100,000	City	Phase 1	Action should be consistent with City's General Plan, City's 2018 Bicycle Plan and VTA's Bicycle Technical Guidelines
	2.23	Implement bike sharing	City library at Rivermark Plaza	NA	City	Phases 1 - 7	Action should be consistent with City's General Plan, City's 2018 Bicycle Plan and VTA's Bicycle Technical Guidelines
	2.24	Install standard bicycle lanes	De La Cruz bicycle lanes from Montague Expressway to Trimble Road	\$ 150,000	City	Phase 5	Action should be consistent with City's 2018 Bicycle Plan and VTA's Bicycle Technical Guidelines
	2.25	Install bicycle detectors	Install bicycle sensors at 3 locations on Montague Expy: 1)Montague Expy/Lick Mill Rd, 2)Montague Expy/De La Cruz Blvd, 3)Montague Expy/Mission College Blvd	\$ 90,000	County	Phase 7	Action should be consistent with City's General Plan and include collaboration with County
	2.26	Install crosswalk motion sensors and accessible pedestrian signals	Install crosswalk motion sensors for crosswalks crossing major streets and accessible pedestrian signals at 7 signalized intersections: 1)Lafayette St/Agnew Rd, 2) Agnew Rd/Sun Fire Way, 3) Agnew Rd/Harrigan Dr, 4) De La Cruz Blvd/Greenwood Dr, 5) De La Cruz Blvd/Aldo Av, 6) De La Cruz Blvd/Laurelwood Rd, 7) Lick Mill Blvd/Moreland Way	\$ 120,000	City	Phase 2	Action should be consistent with City's General Plan and include collaboration with VTA
	2.27	Upgrade safety lighting with Light Emitting Diode (LED) luminaires	Upgrade safety lighting with Light Emitting Diode (LED) luminaires at 7 signalized intersections : 1) Lafayette St/Agnew Rd, 2) Agnew Rd/Sun Fire Wy, 3) Agnew Rd/Harrigan Dr, 4) De La Cruz/Greenwood Dr, 5)De La Cruz/Aldo, 6) De La Cruz Blvd/Laurelwood Rd, 7)Lick Mill Blvd/Moreland Way	\$ 112,000	City	Phase 6	Action should be consistent with City's General Plan
	2.28	New Sidewalk	Montague Expy between Agnew Rd and Lafayette St	\$ 1,000,000	County	Phase 7	Action should include collaboration with City and County
2.29	Enhance uncontrolled crosswalks	Provide enhanced crosswalks at 6 locations: 1) crossing Lick Mill Blvd at E. River Parkway/Park View Dr, 2)crossing Lick Mill Blvd at Fitzpatrick Way, 3) crossing Agnew Rd at Avina Circle, 4) crossing Agnew Rd at Garrity Way, 5) crossing Moreland Way at Fitzpatrick Way, 6)crossing Laurie Avenue south of Kevin Way	\$ 600,000	City	Phase 5	Action should be consistent with City's General Plan	
San Tomas Expressway and Monroe Street	2.30	Install bike lockers and racks	At Walter E. Schmidt Youth Activity Center, Skate Park and Teen Center, Bowers Ave Park, Warburton Swim Center, Bracher Park, southwest corner of San Tomas Expy/Monroe St at San Tomas Aquino Creek trailhead.	\$ 120,000	City	Phase 4	Action should be consistent with City's General Plan and City's 2018 Bicycle Plan
	2.31	Bike and pedestrian trail improvements	1) San Tomas Aquino Creek Trail at Monroe St limit line delineation system	\$ 300,000	City	Phase 3	Action should be consistent with City's General Plan and City's 2018 Bicycle Plan
	2.32		2) Saratoga Creek Trail (share of trail)	\$ 1,000,000	City	Phase 6	Action should be consistent with City's Creek Trail Master Plan (under preparation)
	2.33	Install standard bicycle lane	Monroe Street between San Tomas Aquino Creek Trail and Lawrence Expressway	\$ 450,000	City	Phase 6	Action should be consistent with City's General Plan and City's 2018 Bicycle Plan
	2.34	Install crosswalk motion sensors and accessible pedestrian signals	Install crosswalk motion sensors for crossings across major streets and accessible pedestrian signals at 8 signalized locations: 1)Monroe St at San Tomas Expy, 2) Monroe St/San Tomas Aquino Creek Trail, 3) San Tomas Expy/Scott Blvd, 4)Scott Blvd/Martin Ave., 5)Scott Blvd/Monroe Ave., 6)Monroe St/Bowers Ave, 7)Monroe St/Los Padres Blvd, 8) Monroe St/Scott Blvd.	\$ 130,000	City/County	Phase 7	Action should be consistent with City's General Plan and include collaboration with VTA and County
2.35	Enhance uncontrolled crosswalks	Provide enhanced crosswalks at 4 locations: 1)crossing Monroe St at Quinn Avenue, 2) crossing Monroe St at Cabrillo Ave, 3)crossing Chromite Dr east of Alhambra Dr, 4)crossing Chromite Dr west of Cortez Dr.	\$ 150,000	City	Phase 7	Action should be consistent with City's General Plan.	

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BICYCLE AND PEDESTRIAN ACCESS AND FACILITIES (continued)							
Scott Blvd Boulevard and Central Expressway	2.36	Implement bike sharing	Santa Clara Square	NA	City	Phases 1 - 7	Action should be consistent with City's General Plan and City's 2018 Bicycle Plan
	2.37	Install crosswalk motion sensors and accessible pedestrian signals	Install crosswalk motion sensors for crossings across major streets and accessible pedestrian signals at 8 signalized intersections: 1)Central Expy/Scott Blvd, 2)Central Expy/Bowers Ave, 3) San Tomas Expy/Walsh Ave, 4)Scott Blvd/Jay St, 5)Scott Blvd/Space Park Dr, 6)Scott Blvd/Walsh Ave, 7)Scott Blvd/Ocoto St, 8)Scott Blvd/Octavius Dr	\$ 160,000	City/County	Phase 6	Action should be consistent with City's General Plan and include collaboration with VTA and County.
	2.38	Upgrade safety lighting with Light Emitting Diode (LED) luminaires	Install safety lighting with LED luminaires at 10 intersections: 1) Scott Blvd/Central, 2)Scott Blvd/Jay, 3)Scott Blvd/Space Park, 4)Scott Blvd/Walsh Ave, 5)Scott Blvd/Octavius St, 6)Scott Blvd/Ocoto St, 7)Scott Blvd/Bowers Ave, 8)Scott Blvd/Lakeside Dr, 9)Scott Blvd/Oakmead Village Dr, 10)Scott Blvd/Garrett Dr.	\$ 100,000	City/County	Phase 6	Action should be consistent with City's General Plan
	2.39	Enhance uncontrolled crosswalks	Provide enhanced crosswalks at 1)Space Park Drive at Kenneth St and Alfred St; 2) Lawson Lane near San Tomas Expy	\$ 100,000	City	Phase 7	Action should be consistent with City's General Plan
De La Cruz Boulevard and Central Expressway	2.40	Install standard bike lane	Install standard bicycle lane on Lafayette Street from Central Expressway to Laurelwood Road. The bicycle lane continues north on Basset Street, just parallel to Lafayette Street from Laurelwood Road to Agnew Road.	\$ 350,000	City	Phase 6	Action should be consistent with City's General Plan and City's 2018 Bicycle Plan
	2.41	Enhance bicycle crossing markings	De La Cruz Blvd at Ewert Road	\$ 20,000	City/County	Phase 4	Action should be consistent with City's General Plan and City's 2018 Bicycle Plan. Action should include collaboration with County
	2.42	Install crosswalk motion sensors and accessible pedestrian signals	Install crosswalk motion sensors crossing the major street and accessible pedestrian signals at 6 signalized intersections: 1)De La Cruz Blvd/Central Expy, 2)De La Cruz Blvd/Martin Ave, 3)De La Cruz Blvd/Airport Technology Park, 4)Lafayette St/Walsh Ave, 5)De La Cruz Blvd/Reed St, and 6)Coleman Ave/Brokaw Rd	\$ 160,000	City/County	Phase 5	Action should be consistent with City's General Plan and include collaboration with VTA and County.
	2.43	Upgrade street lighting with Light Emitting Diode (LED) luminaires	Upgrade safety lighting with LED luminaires at 5 intersections: 1)De La Cruz Blvd/Martin Ave, 2)De La Cruz Blvd/Airport Technology Park, 3)Lafayette St/Walsh Ave, 4)De La Cruz Blvd/Reed St, and 5)Coleman Ave/Brokaw Rd	\$ 50,000	City/County	Phase 4	Action should be consistent with City's General Plan
Lafayette Street and El Camino Real	2.44	Install bike lockers and racks	At City Hall, Police Headquarters, Senior Center, Fremont Park, Larry Marsali Park, Mission Library, Triton Museum	\$ 140,000	City	Phase 2	Action should be consistent with City's General Plan and City's 2018 Bicycle Plan
	2.45	Implement bike sharing	At Santa Clara Station, Franklin Square, Santa Clara University, City Hall, Santa Clara Town Center, El Camino Center	NA	City	Phases 1 - 7	Action should be consistent with City's General Plan and City's 2018 Bicycle Plan
	2.46	Install standard bicycle lanes	1) Lafayette St bicycle lane from Reed to Central Expy, 2)Coleman Ave from San Jose City Limit to De La Cruz Blvd and Reed St	\$ 500,000	City	Phase 6	Action should be consistent with City's General Plan and City's 2018 Bicycle Plan
	2.47	Enable bike access on regional transit	Bikes are permitted on Caltrain, Capitol Corridor and ACE trains, and will be permitted on future BART trains serving Santa Clara	NA	Caltrain, Capitol, ACE, BART	NA	Action should include collaboration with regional transit agencies and VTA
	2.48	Install pedestrian wayfinding	To Santa Clara Train Station within 1/4 mile	\$ 50,000	City	Phase 7	Action should be consistent with City's General Plan
	2.49	Install crosswalk motion sensors and accessible pedestrian signals	Install crosswalk motion sensors crossing the major street and accessible pedestrian signals at 10 intersections: 1)El Camino Real/Scott Blvd, 2)El Camino Real/Lincoln St, 3)El Camino Real/Monroe St, 4) El Camino Real/Lafayette St, 5)El Camino Real/McCormick Dr, 6)El Camino Real/Los Padres Blvd, 7)Lafayette St/Lewis St, 8)Lafayette St/Benton St, 9)Lafayette St/Homestead St, 10)Lafayette St/Market St	\$ 190,000	City	Phase 4	Action should be consistent with City's General Plan and include collaboration with VTA and Caltrans for intersections along El Camino Real
	2.50	Upgrade safety lighting with Light Emitting Diode (LED) luminaires	Install safety lighting with LED luminaires at 10 intersections: 1)ECR/Scott Blvd, 2)ECR/Lincoln St, 3)ECR/Monroe St, 4)ECR/Lafayette St, 5)ECR/McCormick Dr, 6)ECR/Los Padres Blvd, 7) Lafayette St/Lewis St, 8)Lafayette St/Benton St, 9)Lafayette St/Homestead Rd, 10)Lafayette St/Santa Clara St.	\$ 160,000	City	Phase 6	Action should be consistent with City's General Plan
2.51	Enhance uncontrolled crosswalks	Provide enhanced crosswalks at 5 locations: 1)Benton St at Washington St, 2)The Alameda south of Fremont St, 3)Monroe St south of Harrison(near Senior Center), 4) Monroe St north of Fremont (near Senior Center), 5) Monroe St south of Warburton	\$ 150,000	City	Phase 6	Action should be consistent with City's General Plan	

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FREeway AND ARTERIAL OPERATIONS							
Great America Parkway and Tasman Drive	3.1	Install Travel Time data collection systems	Install travel time data collection systems at 3 locations along Great America Parkway (GAP), at the intersections of 1)Great America Parkway/Tasman Dr., 2)GAP/Old Mountain View-Alviso Road, and 3)GAP/Great America Way. Also, 2 additional locations along Tasman Drive at 1)Tasman Drive/Patrick Henry Drive and 2)Tasman Drive/Lick Mill Blvd.	\$ 55,000	City	Phase 1	Action should be consistent with City's General Plan
	3.2	Install traffic monitoring cameras	Old Mountain View-Alviso Rd at Betsy Ross Dr	\$ 25,000	City	Phase 2	Action should be consistent with City's General Plan
	3.3	Install Changeable Message Signs (CMS)	Install 2 CMS's on Lafayette St: one north of Tasman Drive and one south of Tasman Dr.	\$ 2,000,000	City	Phase 5	Action should be consistent with City's General Plan
	3.4						
	3.5	Install Adaptive Traffic Signals	Install adaptive traffic signals along Great America Parkway (GAP) between US 101 and SR 237 at 5 intersections: 1)GAP/Great America Way, 2)GAP/Old Mountain View-Alviso Road, 3)GAP/Tasman Drive, 4)GAP/Old Glory Lane, and 5)GAP/Bunker Hill Ln. Also, 4 additional intersections under the GAP and Mission College MIP intersection area plan actions.	\$ 1,200,000	City	Phase 3	Action should include coordination with VTA to review traffic operational changes. Project should consider mobility and efficiency of other modes of transportation, and Complete Streets best practices.
	3.6	Retime signal coordination at 5-year intervals up to 2035	1) Great America Parkway, from GAP/Great America Way to US 101 Southbound Ramps/Bowers Ave.	\$ 180,000	City	Phases 1 - 7	Action should be consistent with City's General Plan
	3.7		2) Tasman Drive, from Patrick Henry Drive to Lick Mill Blvd	\$ 150,000	City	Phases 1 - 7	Action should be consistent with City's General Plan
	3.8		3) Lafayette St., from Great America Way to El Camino Real	\$ 180,000	City	Phases 1 - 7	Action should be consistent with City's General Plan
	3.9	New traffic signals	City Place includes signalization of new access points along Lafayette Street, and also at the intersection of Calle del Sol / Calle de Luna	NA	City Place	Phases 1 - 7	Action should be consistent with the final Tasman East Specific Plan and City Place Master Community Plan
	3.10	Carpool incentives	City Place will include priority parking for carpools and vanpools	NA	City Place	NA	Action should be consistent with City Place Master Community Plan
Great America Parkway and Mission College Boulevard	3.11	Install Travel Time data collection systems	Install travel time data collection systems at 8 intersections: 1)GAP/Old Glory Ln, 2) GAP/Patrick Henry Dr, 3)GAP/Mission College Blvd, 4)GAP/US 101 northbound ramps, 5) Bowers Ave/US 101 southbound ramps, 6)Mission College Blvd/Mission College Blvd, 7)Mission College Blvd/Agnew Rd, and 8)Mission College Blvd/Burton Dr.	\$ 85,000	City	Phase 2	Action should be consistent with City's General Plan
	3.12	Install Adaptive Traffic Signals	Install adaptive traffic signals along Great America Parkway (GAP) at 4 intersections: 1)GAP/Patrick Henry Drive, 2)GAP/Mission College Blvd, 3)GAP/US 101 northbound ramps, 4)Bowers Ave./US 101 southbound ramps	\$ 1,400,000	City	Phase 3	Action should be consistent with City's General Plan. Project should consider mobility and efficiency of other modes of transportation and Complete Streets best practices.
	3.13	Retime signal coordination at 5-year intervals up to 2035	Retime 8 traffic signals along Mission College Blvd from Great America Parkway to Montague Expressway at five year intervals up to year 2035	\$ 180,000	City	Phases 1 - 7	Action should be consistent with City's General Plan and include collaboration with Santa Clara County and VTA
	3.14						
Agnew Road/De La Cruz Boulevard and Montague Expressway	3.15	Install Travel Time data collection systems	Install travel time data collection systems at 5 signalized intersections: 1) Agnew Rd/Sun Fire Wy, 2) Agnew Rd/Harrigan Dr, 3) De La Cruz Blvd/Laurelwood Rd, 4)Lick Mill Blvd/Moreland Way, 5)Lick Mill Blvd/Hope Dr	\$ 55,000	City	Phase 4	Action should be consistent with City's General Plan
	3.16	Install traffic monitoring cameras	At 4 Intersections: 1) Lafayette St./Hope Dr.,2) Lafayette/Norman, 3)De La Cruz/Aldo Ave, 4)De La Cruz/Laurelwood Rd.	\$ 80,000	City	Phase 6	Action should be consistent with City's General Plan
	3.17	Retime traffic signals at 5 year intervals up to 2035	Retime traffic signals along Agnew Rd/De La Cruz Blvd from Lafayette St to Laurelwood Rd	\$ 180,000	City	Phases 1 - 7	Action should be consistent with City's General Plan

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FREEWAY AND ARTERIAL OPERATIONS (continued)							
Scott Blvd Boulevard and Central Expressway	3.18	Install Travel Time data collection systems	Install travel time data collection systems at 5 intersections: 1)Scott Blvd/Garrett, 2)Scott Blvd/Bowers Ave, 3)Scott Blvd/Octavius, 4)Scott Blvd/Space Park Dr, and 5)Scott Blvd/Walsh Ave.	\$ 55,000	City	Phase 7	Action should be consistent with City's General Plan
	3.19	Install traffic monitoring cameras	At 2 intersections: 1)Scott Blvd /Space Park Dr and 2)Scott Blvd/Walsh Ave	\$ 50,000	City	Phase 2	Action should be consistent with City's General Plan
	3.20	Improve corridor coordination	At Scott Blvd/Jay St and Scott Blvd/Space Park Dr with county expressway intersections	\$ 30,000	City	Phase 4	Action should be consistent with City's General Plan and include collaboration with Santa Clara County
	3.21	Retime signal coordination at 5-year intervals up to 2035	Retime traffic signals along Scott Blvd. from Garrett Drive to Space Park Dr.	\$ 180,000	City	Phases 1 - 7	Action should be consistent with City's General Plan
	3.22	Install traffic responsive system	Install traffic responsive system on Scott Blvd from Garrett Drive to Space Park Dr.	\$ 60,000	City	Phase 6	Action should be consistent with City's General Plan. Project should consider mobility and efficiency of other modes of transportation and Complete Streets best practices.
De La Cruz Boulevard and Central Expressway	3.23	Install Travel Time data collection systems	Install travel time data collection systems at 3 locations: 1)De La Cruz Blvd/Martin Ave, 2)De La Cruz Blvd/Reed St, 3)Brokaw Rd./Coleman Av.	\$ 90,000	City	Phase 2	Action should be consistent with City's General Plan
	3.24	Install traffic monitoring cameras	At 3 intersections: 1)De La Cruz Blvd/Airport Technology Park, 2)De La Cruz Blvd/Martin Ave, and 3)De La Cruz Blvd/Reed St	\$ 60,000	City	Phase 1	Action should be consistent with City's General Plan
	3.25	Retime signal coordination at 5-year intervals up to 2035	At 4 intersections: 1)De La Cruz Blvd/Airport Technology Park, 2)De La Cruz Blvd/Martin Ave, 3) De La Cruz Blvd/Reed St. and 4)Coleman Ave/Brokaw Rd	\$ 150,000	City	Phases 1 - 7	Action should be consistent with City's General Plan
San Tomas Expressway and Monroe Street	3.27	Install traffic monitoring cameras	At 2 intersections: 1)Monroe Street/Los Padres Blvd and 2)Monroe St/Scott Blvd	\$ 50,000	City	Phase 1	Action should be consistent with City's General Plan
	3.28	Install Travel Time data collection systems	Install travel time data collection systems at 6 intersections: 1)Monroe/Nobili, 2) Monroe/Bowers Ave, 3)Monroe/Scott Blvd, 4)Benton/Scott Blvd, 5)Scott Blvd/Martin Ave, and 6)Scott Blvd/Warburton Ave.	\$ 65,000	City	Phase 7	Action should be consistent with City's General Plan
	3.29	Retime signal coordination at 5-year intervals up to 2035	Retime traffic signals along Scott Blvd. from Martin Ave to El Camino Real every 5 years up to 2035	\$ 180,000	City	Phases 1 - 7	Action should be consistent with City's General Plan
	3.30	Install Traffic responsive system	Install traffic responsive system on Scott Blvd from Martin Ave to El Camino Real	\$ 65,000	City	Phase 6	Action should be consistent with City's General Plan
	3.31	Intersection modifications	San Tomas Expy & Monroe St: Provide additional right-turn lane from westbound Monroe to northbound San Tomas Expy	\$ 350,000	City	Phase 7	Action should include coordination with County and VTA. Project should consider mobility and efficiency of other modes of transportation and Complete Streets best practices.
	3.32		Monroe St & Los Padres Blvd: Install protected left-turn signals for eastbound and westbound Monroe St	\$ 300,000	City	Phase 4	Action should be consistent with City's General Plan. Project should consider mobility and efficiency of other modes of transportation and Complete Streets best practices.
	3.33		Bowers Ave & Cabrillo Ave: Install protected left-turn signals and lanes for northbound and southbound Bowers Ave	\$ 300,000	City	Phase 4	Action should be consistent with City's General Plan. Project should consider mobility and efficiency of other modes of transportation and Complete Streets best practices.
3.34	Traffic Signal Cabinet Upgrade	Monroe Street at Los Padres Blvd	\$ 50,000	City	Phase 4	Action should be consistent with City's General Plan	
Lafayette Street and El Camino Real	3.35	Install Travel Time data collection systems	Install travel time data collection systems at 5 intersections along ECR: 1)ECR/Scott Blvd, 2)ECR/Monroe, 3)ECR/Lafayette, 4)ECR/McCormick Dr, 5)ECR/Los Padres Blvd	\$ 125,000	City	Phase 6	Action should be consistent with City's General Plan
	3.36		Install travel time data collection systems at 7 intersections along Lafayette St: 1)Lafayette/Great America Way, 2)Lafayette/Agnew, 3)Lafayette/Montague West, 4)Lafayette/The Alameda, 5)Lafayette/Lewis, 6)Lafayette St/Benton St, 7)Lafayette St/Homestead Rd				
	3.37	Install traffic monitoring cameras	At 4 locations: 1)ECR/Lincoln, 2)ECR/Monroe, 3)ECR/Lafayette, 4)Lafayette/Benton	\$ 100,000	City	Phase 7	Action should be consistent with City's General Plan and include collaboration with Caltrans as needed
	3.38	Retime signal coordination at 5-year intervals up to 2035	1) El Camino Real from Los Padres to Lafayette	\$ 165,000	City	Phases 1 - 7	Action should be consistent with City's General Plan
3.39	2) Lafayette St from Reed St to Homestead Rd.		\$ 150,000	City	Phases 1 - 7	Action should be consistent with City's General Plan	

MIP Intersection	Action Name and Description	Location and Description	Cost Estimate	Responsibility	Schedule for Implementation ¹	Standards and Approval Criteria	
TRANSPORTATION DEMAND MANAGEMENT STRATEGIES							
Great America Parkway and Tasman Drive	4.1	Transportation Management Agency	City Place may include the formation of a Transportation Management Agency (TMA). Among the activities under consideration for the TMA are the following: Creation of a website and marketing program and coordination with employers and tenants for distribution; Transportation info packets for all new City Place employees and residents; Links to all transit schedules and route maps, as well as the bicycle network, through a City Place "online kiosk;" Information on nearby transit services attractively displayed in retail area; Carpool and vanpool matching services; Guaranteed ride home services; and a Bicycle encouragement program.	NA	City Place	Phases 1 - 7	Action should be consistent with General Plan, City Place Master Community Plan and include collaboration with City Place
	4.2	Car share services	As part of required TDM Plan, City Place may include car share services on site, for residents, commuters and visitors.	NA	City Place	NA	Action should be consistent with City's General Plan and City Place Master Community Plan
	4.3	Multi-passenger demand responsive ride services	As part of required TDM Plan, City Place may accommodate demand responsive ridehail and crowd-source transportation services on site.	NA	City Place	NA	Action should be consistent with City's General Plan and City Place Master Community Plan
	4.4	Parking management	As part of required TDM Plan, City Place may include parking management strategies such as paid parking and unbundled parking to restrict the parking supply. These strategies would be paired with a residential permit parking program to ensure that City Place residents do not park in nearby neighborhoods.	NA	City Place	NA	Action should be consistent with City's General Plan and City Place Master Community Plan
	4.5	Telecommuting	City Place may be equipped with high-speed communications infrastructure to facilitate telecommuting for both employees and residents.	NA	City Place	NA	Action should be consistent with City's General Plan and City Place Master Community Plan
	4.6	TDM Requirement	Proposed projects (> 25 DU or 10 KSF non-residential space) in this mini-plan area must prepare TDM Plan to meet VMT reduction requirements, per City's Climate Action Plan.	NA	Applicants for future projects	Phases 1 - 7	Action should be consistent with City's General Plan and other pertinent plans.
Great America Parkway and Mission College Blvd	4.7	TDM Requirement	Proposed projects (> 25 DU or 10 KSF non-residential space) in this mini-plan area must prepare TDM Plan to meet VMT reduction requirements, per City's Climate Action Plan.	NA	Applicants for future projects	Phases 1 - 7	Action should be consistent with City's General Plan and other pertinent plans
Montague Expwy and Agnew-De La Cruz	4.8	TDM Requirement	Proposed projects (> 25 DU or 10 KSF non-residential space) in this mini-plan area must prepare TDM Plan to meet VMT reduction requirements, per City's Climate Action Plan.	NA	Applicants for future projects	Phases 1 - 7	Action should be consistent with City's General Plan and other pertinent plans
Central Expwy and Scott Blvd	4.9	TDM Requirement	Proposed projects (> 25 DU or 10 KSF non-residential space) in this mini-plan area must prepare TDM Plan to meet VMT reduction requirements, per City's Climate Action Plan.	NA	Applicants for future projects	Phases 1 - 7	Action should be consistent with City's General Plan and other pertinent plans
Central Expwy and De La Cruz Blvd	4.10	TDM Requirement	Proposed projects (> 25 DU or 10 KSF non-residential space) in this mini-plan area must prepare TDM Plan to meet VMT reduction requirements, per City's Climate Action Plan.	NA	Applicants for future projects	Phases 1 - 7	Action should be consistent with City's General Plan and other pertinent plans
Lafayette Street and El Camino Real	4.11	TDM Requirement	Proposed projects (> 25 DU or 10 KSF non-residential space) in this mini-plan area must prepare TDM Plan to meet VMT reduction requirements, per City's Climate Action Plan.	NA	Applicants for future projects	Phases 1 - 7	Action should be consistent with City's General Plan and other pertinent plans

MIP Intersection	Action Name and Description		Location and Description	Cost Estimate	Responsibility	Schedule for Implementation	Standards and Approval Criteria
LAND USE STRATEGIES							
Great America Parkway and Tasman Drive	5.1	City Place Project	Located on the former City of Santa Clara Golf Course, generally bounded by Highway 237 to the north, the Guadalupe River to the east, Tasman Drive to the south, and Great America Parkway to the east. City Place will be a high-density, mixed-use, transit-oriented project located adjacent to major train stations. A complete commercial district will be located on site, at or close to employment and residential sites. The project is oriented around internal pedestrian and bicycle networks to facilitate walking and biking within City Place.	NA	City Place	Phases 1 - 7	Action should be based on City's General Plan and the City Place Master Community Plan.
	5.2	Designate City Place as Priority Development Area (PDA)	Work with ABAG and MTC to designate City Place as a PDA	NA	City	Phases 1 - 7	Action will include working with ABAG and MTC to designate City Place area as a Priority Development Area (PDA).
	5.3	Tasman East Focus Area	The project area is 45 acres, generally bounded by Tasman Drive to the south, Lafayette Street to the west, the Santa Clara Golf Course to the north, and the Guadalupe River to the east. Includes up to 4,500 dwelling units (DU) and 106,000 s.f. of retail. The City will consider adoption of a plan for this area at the appropriate time.	NA	City	Phases 1-7	Action should be consistent with City's General Plan at the time of plan approval.
	5.4	Kyll Mixed-Use Project (former Yahoo site)	Generally bounded by Tasman Drive to the north, Old Ironsides Drive to the east, the Hetch-Hetchy right-of-way to the south, and Patrick Henry Drive to the west. Proposed General Plan Amendment and rezoning to allow 6,000 DU in addition to the 3 million s.f. of office space allowed under the Yahoo rezoning. The City will consider this development proposal at the appropriate time in the future.	NA	City	Phases 1-7	Action should be consistent with City's General Plan at the time of approval.
	5.5	Patrick Henry Drive Specific Plan	The Patrick Henry Drive area is approximately 76 acres in gross land area and is located at the western boundary of the City of Santa Clara at Calabazas Creek, bounded generally by the Hetch-Hetchy right-of-way to the north, Great America Parkway to the east, and Mission College Boulevard to the south. The anticipated land use includes up to 100 DU/AC over 76 acres = 7,600 DU. The City will consider adoption of a plan for this area at the appropriate time.	NA	City	Phases 1-7	Action should be consistent with City's General Plan at the time of plan approval.
Great America Parkway and Mission College Boulevard	5.6	Patrick Henry Drive Specific Plan	The Patrick Henry Drive area is approximately 76 acres in gross land area and is located at the western boundary of the City of Santa Clara at Calabazas Creek, bounded generally by the Hetch-Hetchy right-of-way to the north, Great America Parkway to the east, and Mission College Boulevard to the south. The anticipated land use includes up to 100 DU/AC over 76 acres = 7,600 DU. The City will consider adoption of a plan for this area at the appropriate time.	NA	City	Phases 1-7	Action should be consistent with City's General Plan at the time of plan approval.
	5.7	Freedom Circle Specific Plan	The Freedom Circle focus area is approximately 138 acres in gross land area and is located in north Santa Clara, bounded generally by Highway 101 to the south, Great America Parkway to the west, the Great America theme park to the north, and San Tomas Aquino Creek to the east. In addition to the High-Intensity Office currently indicated in the GP (FARs up to 2.0), the plan is expected to allow residential uses. As a starting point, staff is using the GP densities of 50 DU/AC over 136 acres = 6,800 DU. The City will consider adoption of a plan for this area at the appropriate time.	NA	City	Phases 1-7	Action should be consistent with City's General Plan at the time of plan approval.
Lafayette Street and El Camino Real	5.8	El Camino Real Focus Area	This is a Priority development area along El Camino Real in Santa Clara currently comprised of small-scale commercial uses and strip mall developments. General Plan housing element calls out 2,300 DU as development potential. The City will consider adoption of a plan for this area at the appropriate time.	NA	City	Phases 1-7	Action should be consistent with City's General Plan at the time of plan approval.
	5.9	Downtown Focus Area	Located in the historic Old Quad neighborhood and near both Santa Clara University and the Santa Clara Transit Station, bounded generally by Lafayette Street to the east, Lincoln Street to the west, Benton Street to the north and Homestead Road to the south. Planning requirements included in General Plan include 130,000 s.f. of retail and 400 DU. The City will consider adoption of a plan for this area at the appropriate time.	NA	City	Phases 1-7	Action should be consistent with City's General Plan at the time of plan approval.
Scott Blvd Boulevard and Central Expressway	5.10	Lawrence Station Focus Area	The LSAP project area encompasses approximately 65 acres located northeast of the Lawrence Station, bounded by Kifer Road to the south, Lawrence Expressway to the west, Central Expressway to the north, and the Calabazas Creek to the east. Includes 3,500 DU, up to 104,000 s.f. of retail. The City will consider adoption of a plan for this area at the appropriate time.	NA	City	Phases 1-7	Action should be consistent with City's General Plan at the time of plan approval.
	5.11	Central Expressway Focus Area	Located within the Santa Clara Square area generally bounded by Highway 101 to the north, the Caltrain corridor to the south, San Tomas Aquino Creek to the east and Bowers Avenue to the west. The current Santa Clara Square includes 1,800 housing units, 2.1 MSF office and 500 KSF retail under development. The City will consider adoption of a plan for this area at the appropriate time.	NA	City	Phases 1-7	Action should be consistent with City's General Plan at the time of plan approval.
De La Cruz Boulevard and Central Expressway	5.12	Santa Clara Station Focus Area	The Santa Clara Station Focus Area is the 244-acre area generally bounded by De La Cruz Boulevard, Reed Street, and Martin Avenue to the northeast, and Franklin Street and El Camino Real to the southwest. At the center of this area is the existing Santa Clara Transit Station. This is a Priority development area and VTA-sponsored Plan has been completed. The land use includes 1,650 housing units anticipated, along with 2 million s.f. of non-residential uses. The City will consider adoption of a plan for this area at the appropriate time.	NA	City	Phases 1-7	Action should be consistent with City's General Plan at the time of plan approval.
	5.13	De La Cruz Focus Area	General Plan anticipates 36 DU per acre over the 111 acre focus area, generally bounded by De La Cruz Boulevard to the west, Trimble Road to the south, the Guadalupe River to the east and Montague Expressway to the north. The City will consider adoption of a plan for this area at the appropriate time.	NA	City	Phases 1-7	Action should be consistent with City's General Plan at the time of plan approval.
				TOTAL	\$ 23,414,000		
Phases of development as designated by Master Developer from time to time in accordance with the Disposition and Development Agreement (City Place Santa Clara), dated as of August 12, 2016, between Related Santa Clara, LLC and the City of Santa Clara.							