



# HEXAGON TRANSPORTATION CONSULTANTS, INC.



## City of Santa Clara Multimodal Improvement Plan



Prepared for:

**City of Santa Clara**



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# 1. Introduction

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The Santa Clara Valley Transportation Authority (VTA) requires that a Multimodal Improvement Plan be prepared when Congestion Management Program (CMP) facilities exceed, or are expected to exceed, the CMP level of service standard. The level of service (LOS) standard at CMP intersections in Santa Clara County, as established by VTA, is LOS E, unless the intersection was operating at LOS F in 1991. The purpose of this document is to set forth a Multimodal Improvement Plan (MIP) to address anticipated deficiencies in the level of service of the CMP intersections in the City of Santa Clara that are expected to be affected by the City Place project. The City Place EIR identified project impacts at seven CMP intersections that cannot be fully mitigated. This project-level plan comprises seven Multimodal Improvement Plans (“mini-Plans”), one for each of the impacted intersections. Thus, this plan is not an areawide or citywide plan, but a set of individual plans to respond to the seven intersection impacts identified for the City Place project.

The objective of this plan is to identify and implement a set of actions and programs that will improve system-wide transportation conditions and air quality in the City of Santa Clara. Further, it is the objective of this plan to set forth a comprehensive multimodal solution to LOS deficiencies at the seven impacted CMP facilities in Santa Clara because localized mitigation for those CMP facilities is not feasible or would be undesirable in light of other city goals and policies.

This Multimodal Improvement Plan (MIP) has been prepared in accordance with the *Deficiency Plan Requirements* adopted by the Santa Clara Valley Transportation Authority in September 2010. VTA serves as the Congestion Management Agency (CMA) for Santa Clara County. Beginning in August 2013, VTA began to use the term “Multimodal Improvement Plan” instead of “Deficiency Plan,” but the terms are used interchangeably in this document, and both focus on the importance of multimodal options in situations where it is infeasible or undesirable to address a LOS deficiency by expanding automobile capacity. In short, preparation of a MIP allows a jurisdiction “to trade off a traffic LOS standard violation on one CMP facility for transportation system improvements to other facilities or services (e.g., transit, bicycles, walking, or transportation demand management).”<sup>1</sup>

A MIP must identify the cause(s) of a deficiency, demonstrate that all feasible improvements have been made to the deficient facility, and describe actions that will be implemented to compensate for the deficiency.

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<sup>1</sup> VTA, *2013 Congestion Management Program Report*, Chapter 9 “Multimodal Improvement Plan Element”, p. 150.

## Statutory Requirement and Deficiency Plan Actions

California's Congestion Management Program statute (California Government Code Section 65089.4) states that "A local jurisdiction shall prepare a deficiency plan when highway or roadway level of service standards are not maintained on segments or intersections of the designated system." The statute goes on to specify the requirements for deficiency plans, including "a list of improvements, programs, or actions, and estimates of costs that will measurably improve multimodal performance.... and contribute to significant improvements in air quality." If a CMP facility exceeds the LOS standard and does not have a CMA-approved deficiency plan, then the local jurisdiction in which the facility is located is at risk of losing gas tax revenues provided from Proposition 111.

The statute also requires air pollution control districts in California to establish a list of actions that would contribute to improvements in air quality. The Bay Area Air Quality Management District (BAAQMD) accordingly prepared a list of Transportation Control Measures (TCMs) for consideration when deficiency plans are prepared. That list was updated as part of BAAQMD's *Bay Area 2010 Clean Air Plan*. The 2010 plan included 17 transportation measures, organized into five categories:

- Improve Transit Services
- Improve System Efficiency
- Encourage Sustainable Travel Behavior
- Support Focused Growth
- Implement Pricing Strategies

VTA's *Deficiency Plan Requirements* incorporates an earlier version of BAAQMD's transportation control measures in its "Deficiency Plan Action List," with some modifications to tailor the list to Santa Clara County and reflect current best practices. VTA requires deficiency plans to consider all 44 action items on its list, with either a finding as to why an action is infeasible or a description of how the action will be implemented. The 44 action items on VTA's list are grouped into the following six categories:

- Bicycle and Pedestrian Measures
- Transit Measures
- Ridesharing Measures (carpooling, buspooling, vanpooling, taxipooling, jitneys, casual carpooling, and other shared rides)
- High Occupancy Vehicle (HOV) Facilities
- Other Related Transportation Control Measures
- Traffic Flow Improvements

This Multimodal Improvement Plan has been developed with the goal of including projects that address as many of BAAQMD's Transportation Control Measures and VTA's Deficiency Plan Action Items as feasible. BAAQMD's list of Transportation Control Measures from the *Bay Area 2010 Climate Action Plan* is included in Appendix A, and VTA's Deficiency Plan Action List from the *Deficiency Plan Guidelines* is included in Appendix B. Appendix B also includes a table showing how each project in the MIP Action Plan relates to the BAAQMD Transportation Control Measures and VTA Action List items. For VTA Action List items that are not included in the MIP Action Plan, an explanation of why they are infeasible is also included in Appendix B.

## Deficient CMP Facilities

The scope of this plan is based on the findings of significant and unavoidable impacts to seven CMP intersections in Santa Clara in the *City Place Santa Clara Project Environmental Impact Report* certified in June 2016 (“City Place EIR”).

The City Place project will be a phased mixed-use development on 240 acres of City-owned property and will include up to 9.16 million gross square feet (s.f.) of development. The conceptual land use program includes 5.7 million s.f. of office space, 1.5 million s.f. of retail space, 700 hotel rooms, up to 1,680 residential units, and approximately 84 acres of open space.

The City Place EIR includes a total of 125 study intersections, of which 37 are designated as CMP intersections. The 125 study intersections are located in the cities of Santa Clara, San Jose, Sunnyvale, and Milpitas, and 34 of them are on an expressway and thus under the jurisdiction of the Santa Clara County Department of Roads and Airports. Of the 37 CMP intersections, there are 22 in the City of Santa Clara, 13 in the City of San Jose, and two in the City of Sunnyvale.

## Description of Existing and Future Transportation Conditions

The City of Santa Clara’s major transportation system comprises freeways, expressways, arterials, rail and bus transit, bike lanes, and sidewalks and crosswalks. The freeways in or near Santa Clara include I-280, I-880, US 101, and SR 237. The expressways that pass through Santa Clara are Lawrence and San Tomas in the north-south direction and Montague and Central in the east-west direction. North-south arterials include Great America Parkway/Bowers Avenue, Scott Boulevard, Lafayette Street, and Winchester Boulevard. East-west arterials include Tasman Drive, El Camino Real (SR 82), Homestead Road, and Stevens Creek Boulevard. There are 22 CMP intersections in Santa Clara.

Santa Clara is served by Caltrain, Amtrak, and ACE trains. There are two Caltrain stations in Santa Clara and two Amtrak/ACE stations. VTA light rail runs along Tasman Drive with four stops in Santa Clara. There are numerous VTA bus lines serving Santa Clara. The bus lines run along all of the arterials and many collector streets. Most of Santa Clara is within ¼ mile of a bus line.

Santa Clara has north-south bicycle paths along Calabazas Creek, San Tomas Aquino Creek, and the Guadalupe River. There are bike lanes on some streets in Santa Clara, but the network is discontinuous. There are sidewalks and crosswalks on most Santa Clara streets except in the older industrial areas. The expressways generally do not have sidewalks. Bikes are allowed on the expressways and may use the shoulder area, but there are not designated bike lanes.

Table 1 summarizes existing and future LOS, according to the final transportation tables included in the City Place EIR. Future conditions are represented by the Cumulative With Project scenario from the EIR, but without any proposed mitigation measures. The 22 CMP intersections that are located wholly or partially in Santa Clara are presented in Table 1. For example, the intersections of Lawrence Expressway & Reed Ave/Monroe Street and Lawrence Expressway & Homestead Road are located partly in Santa Clara and partly in Sunnyvale, but were identified as Santa Clara intersections for purposes of the City Place EIR, and so are included here. For ease of reference, the intersection number used in the City Place EIR as well as the CMP TRAFFIX node number is shown.

**Table 1**  
**Intersection LOS – Existing and Future Conditions**

EIR # / CMP #	Intersection	Existing LOS		LOS under Future Conditions without Improvements	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
8 / 1207	Great America Parkway & Tasman Drive	C	C	F	F
21 / 5805	Mission College Blvd & Montague Expwy	E	E	F	F
22 / 5806	Agnew Rd/De La Cruz Blvd & Montague Expwy	D	E	F	F
52 / 5613	Lawrence Expwy & Reed Ave/Monroe St	F	E	F	F
55 / 5625	Lawrence Expwy & Homestead Rd	E	E	F	F
58 / 3029	Great America Parkway & SR 237 EB Ramps	B	A	E	C
66 / 1206	Great America Parkway & Mission College Blvd	D	D	E	F
67 / 1209	Great America Parkway & Bowers/101 NB Ramps	B	B	B	B
68 / 1208	Bowers Ave & US 101 SB Ramps	C	A	C	B
70 / 1200	Bowers Ave & Scott Blvd	C	D	F	F
71 / 5329	Bowers Ave & Central Expwy	D	E	F	F
74 / 1201	Bowers Ave/Kiely Blvd & El Camino Real	C	D	F	F
75 / 5408	San Tomas Expwy & Scott Blvd	E	E	F	F
77 / 5414	San Tomas Expwy & Monroe Street	F	E	F	F
78 / 5416	San Tomas Expwy & El Camino Real	E	E	F	F
80 / 5419	San Tomas Expwy & Homestead Rd	D	E	F	F
83 / 5422	San Tomas Expwy & Saratoga Ave	E	E	F	F
98 / 5334	Lafayette Street & Central Expwy	E	E	F	F
102 / 1202	Lafayette Street & El Camino Real	D	D	F	E
121 / 5335	De La Cruz Blvd & Central Expwy	F	D	F	F
124 / 5332	Scott Blvd & Central Expwy	D	E	F	F
125 / 5405	San Tomas Expwy & Stevens Creek Blvd	E	E	F	F

Source: City Place Santa Clara Project FEIR, Appendix 5.1 "Updated Transportation Tables", Table 3.3-49 "Cumulative With Project Signalized Intersection LOS Results."

**BOLD** indicates LOS is below the CMP standard. **Boxed** indicates a significant impact under CMP impact criteria.

The projections of future (Cumulative With Project) conditions in the City Place EIR were made with the VTA travel demand forecasting model, which is the best tool available for developing long-range traffic forecasts for Santa Clara and the surrounding jurisdictions, especially for very large projects such as City Place. The model estimated that the City Place project will generate approximately 10,020 AM peak hour vehicle trips (8,010 inbound and 2,010 outbound) and 12,310 PM peak hour vehicle trips (4,140 inbound and 8,170 outbound)<sup>2</sup>. The forecast year for cumulative conditions is 2040, which is in accordance with VTA's requirement that Multimodal Improvement Plans be based on forecasts that are at least 10 years in the future.

As shown in Table 1, these 22 CMP intersections in Santa Clara operate at levels of service ranging from LOS A to LOS F under existing conditions. Only three of the 22 intersections currently operate at LOS F during the AM peak hour and none operate at LOS F during the PM peak hour under existing conditions.

The City Place EIR found that there would be significant impacts (before mitigation) at 19 of the 22 CMP intersections under future (Cumulative With Project) traffic conditions, based on both the City of

<sup>2</sup> Source: City Place EIR, Table 3.3-16, "Vehicle Trip Generation Estimates (Scheme B)."

Santa Clara's and VTA's impact criteria. Mitigation measures were developed for the impacted intersections within the EIR, but it was found that the project's impact could not be fully mitigated at seven CMP intersections and that they would continue to operate at an unacceptable level of service under post-mitigation conditions, therefore necessitating preparation of a Multimodal Improvement Plan. Further detail regarding these intersections and the mitigation measures are presented in Chapter 2.

### **Seven Deficient Intersections**

The seven deficient CMP intersections within the City of Santa Clara and their responsible agencies are as follows:

- Great America Parkway and Tasman Drive (City)
- Great America Parkway and Mission College Boulevard (City)
- Agnew Road/De La Cruz Boulevard and Montague Expressway (County)
- Scott Boulevard and Central Expressway (County)
- De La Cruz Boulevard and Central Expressway (County)
- San Tomas Expressway and Monroe Street (County)
- Lafayette Street and El Camino Real (Caltrans)

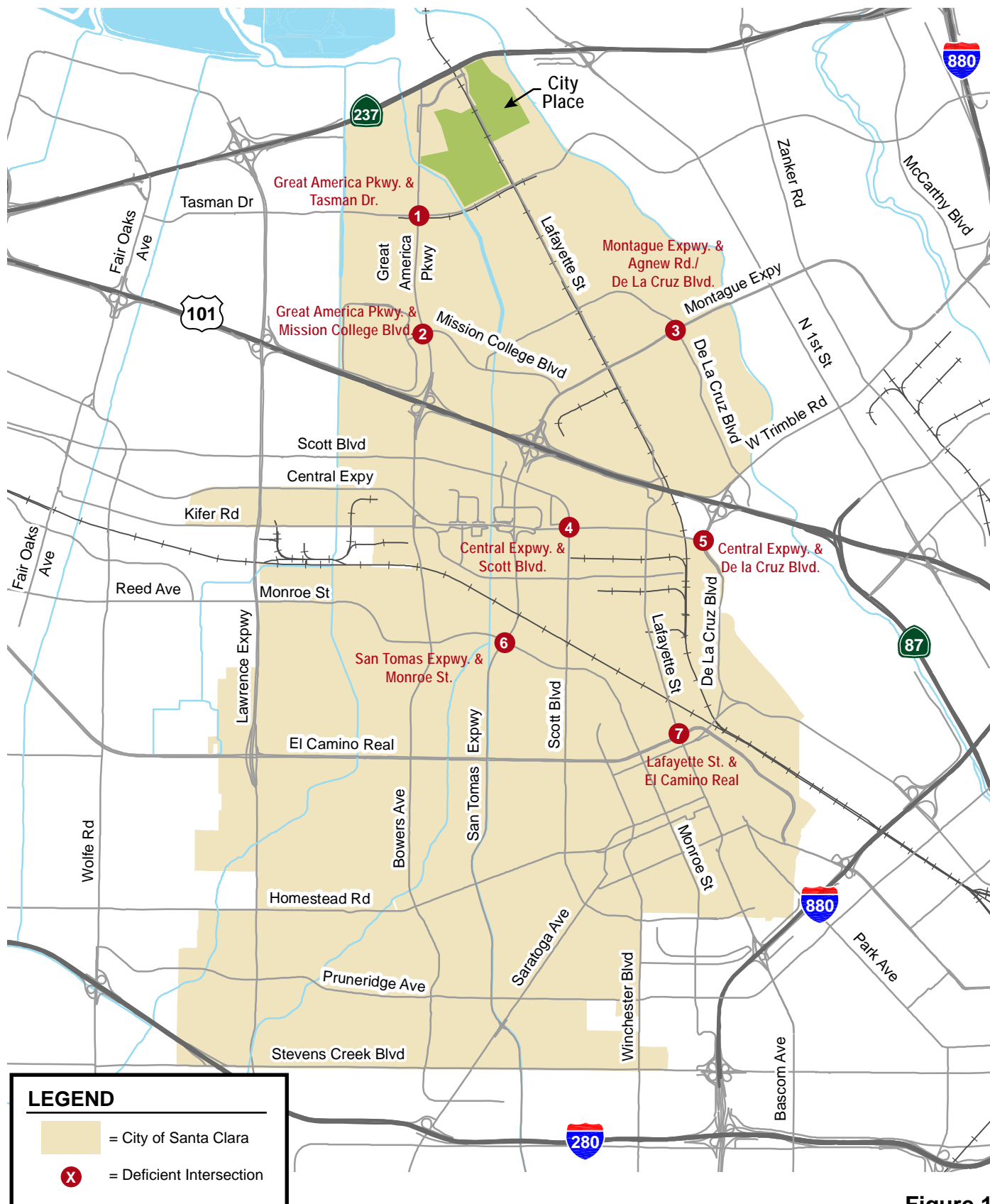
Figure 1 presents a map showing the location of the City Place project and the seven CMP intersections that are projected to be deficient in the City Place EIR and are addressed in this MIP. This MIP is comprised of seven mini-plans, as defined by VTA, in the vicinity of these seven deficient intersections.

### **Responsible Government Agencies**

Four of the deficient intersections identified in this MIP include an expressway facility. The Santa Clara County Department of Roads and Airports has jurisdiction over all expressways in the County. The expressways included in this MIP are the Montague Expressway (at Agnew Road/De La Cruz Boulevard), the San Tomas Expressway (at Monroe Street), and the Central Expressway (at Scott Boulevard and at De La Cruz Boulevard).

One of the deficient intersections includes El Camino Real (at Lafayette Street), which is State Route 82. Caltrans has authority over all state routes, and all improvements on El Camino Real have been designed in accordance with Caltrans standards. All other facilities identified in this plan are the responsibility of the City of Santa Clara.





**Figure 1**  
**Deficient CMP Intersections**



## Report Organization

This plan report is organized into seven chapters (including this introduction), as follows:

**Chapter 2** contains a deficiency analysis of roadways and intersections in Santa Clara that will exceed the CMP LOS standard. This analysis includes a projection of how development in Santa Clara and neighboring cities is expected to impact transportation conditions at these CMP intersections (based on Cumulative No Project and Cumulative Plus Project conditions from the City Place EIR) and the extent to which these intersections are projected to exceed the LOS standard. This chapter also describes the physical improvements that have been proposed for each of the deficient intersections, a planning-level cost estimate of those improvements, and an explanation of why these facilities cannot be improved sufficiently to operate within the CMP LOS standard.

**Chapter 3** identifies the actions to be taken to offset the identified deficiencies. These include the multimodal improvements to be made to the seven deficient CMP intersections and other facilities near them (the seven mini-plans). The action list identifies the cost to implement each action item, the entity that bears responsibility for implementation of each action item, the phase when each action item will be implemented, and the approval criteria for each action item. A qualitative description of how the actions will improve the CMP system transportation system conditions is included.

**Chapter 4** contains an implementation program for the actions identified in Chapter 3, including a funding plan for this MIP.

**Chapter 5** contains a monitoring program that describes how the City will evaluate the implementation of deficiency plan actions in terms of the seven phases outlined in the City Place Master Community Plan.

**Chapter 6** describes the application of CEQA to actions included in the MIP.

**Chapter 7** describes the multijurisdictional coordination that was necessary to prepare the MIP and will be necessary for its implementation.

## 2.

# Deficiency Analysis and Improvements to CMP Intersections

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The purpose of this chapter is to analyse the degree to which roadways and intersections will exceed the CMP LOS standard and to project how development in Santa Clara and neighboring cities is expected to impact transportation conditions. All of the level of service calculations in this analysis are based on traffic forecasts developed with the VTA travel demand forecasting model for the City Place EIR. The level of service calculations were prepared using TRAFFIX software and the Highway Capacity Manual 2000 methodology, in accordance with VTA guidelines, and are from the tables included in the City Place EIR <sup>3</sup>.

### Exceedance of LOS Standards

As shown in Table 1 in the preceding chapter, 19 of the 22 CMP intersections in Santa Clara are currently operating within the CMP level of service standard (LOS E or better), but only three are expected to operate within the CMP level of service standard during both peak hours in the future, as calculated for the Cumulative With Project scenario in the City Place EIR. The City of Santa Clara has identified physical improvements for all 19 impacted CMP intersections. At nine intersections, the proposed mitigation will improve the level of service to LOS E or better.

At three intersections, the level of service will remain at LOS F, but the proposed mitigation will decrease the average delay below the amount shown for Cumulative No Project conditions, thereby fully mitigating the projected impact of the City Place project. Because much of the traffic resulting in LOS F at these three intersections is thought to be through traffic that is generated outside Santa Clara, VTA has agreed that these intersections need not be included in this MIP.

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<sup>3</sup> Sources: (a) Attachment 5.1 to the *City Place Final EIR*, “Updated Transportation Tables,” Table 3.3-49, “Cumulative with Project Signalized Intersection LOS Results,” Table 3.3-50, “Cumulative with Project Intersection Mitigation Measures,” and Table K-4, “Cumulative with Project Conditions Mitigation Summary and Project Contribution.” (b) Attachment 24 to the *City Place Final EIR*, “City Place 100% Responsible Intersection Mitigation.” (c) Attachment 25 to the *City Place Final EIR*, “City Place Fair Share and Voluntary Contribution Fee.”

At seven intersections, improvements have been identified that will improve intersection operations, but not enough to meet the CMP LOS standard or reduce the average delay sufficiently to fully mitigate the projected impact. Because the improvements will not fully mitigate the significant impact of the City Place project at the intersection, they are referred to as “partial mitigation.” These seven intersections are shown in Table 2 and are the subject of this MIP.

Table 2 identifies the improvement proposed for each deficient intersection and the cost of the improvement. The improvements are preliminary designs only, and details about specific right-of-way and design features will be worked out when the improvements are programmed. Estimated costs are planning level estimates only. The table also indicates whether City Place has 100% responsibility or a smaller fair share responsibility for the improvement, based upon the attachments to the City Place EIR titled “City Place 100% Responsible Intersection Mitigation” and “City Place Fair Share and Voluntary Contribution Fee.”

## Impact of Development on Transportation Conditions

The seven intersections that are covered by this plan all were identified as impacted by the City Place project. As noted in the preceding chapter, the City Place project, as approved by the City Council, will be a phased mixed-use development on 240 acres of City-owned property and will include up to 9.16 million gross square feet of development. The conceptual land use program includes 5.7 million square feet of commercial office space, 1.5 million square feet of retail space, 700 hotel rooms, up to 1,680 residential units, and approximately 84 acres of open space.

As evaluated in the City Place EIR, the model estimated that the City Place project will generate approximately 140,730 daily vehicle trips, 10,020 AM peak hour vehicle trips (8,010 inbound and 2,010 outbound) and 12,310 PM peak hour vehicle trips (4,140 inbound and 8,170 outbound).<sup>4</sup>

## Proposed Improvements for Intersections

As part of the EIR, mitigation measures were developed for 20 of the 22 CMP intersections included in Table 1. These improvements will provide system-wide benefits to the CMP roadway network. In addition, mitigation measures planned for 21 non-CMP intersections in Santa Clara will also benefit the CMP network and will help to offset the deficiencies at the CMP intersections. The proposed improvements at all of the study intersections, both CMP and non-CMP, are detailed in Table 4 in Chapter 3.

Because seven intersections are projected to operate below the CMP level of service standard after the proposed improvements have been implemented, the City is required to prepare this MIP. The purpose of this section is to describe the physical improvements that will be constructed at the seven CMP intersections where City Place’s impact cannot be fully mitigated. At each of these seven intersections, the City has determined that there are no further feasible improvements that can be implemented to improve intersection level of service to the CMP standard, due to right-of-way constraints and the adverse effects that further roadway widening would have on transit, bicycle, and pedestrian facilities.

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<sup>4</sup> Source: City Place EIR, Table 3.3-16, “Vehicle Trip Generation Estimates (Scheme B).”

**Table 2**  
**Intersection Levels of Service under Future Conditions**

Intersection	Peak Hour	Cumulative No Project		Cum + Project No Improvements		Cum + Project w/ Improvements		Proposed Improvement	Est. Cost <sup>1</sup>	City Place Responsibility <sup>2</sup>
		Ave. Delay	LOS	Ave. Delay	LOS	Ave. Delay	LOS			
Great America Parkway & Tasman Drive	AM	128.4	F	162.5	F	149.8	F	Partial Mitigation: Add a southbound right-turn lane and add a third westbound left-turn lane	\$ 1,415,400	100%
	PM	125.7	F	>180	F	>180	F			
Great America Parkway & Mission College Blvd	AM	56.0	E	74.5	E	74.8	E	Partial Mitigation: Add a southbound and a westbound right-turn pocket.	\$ 1,147,400	100%
	PM	60.1	E	121.5	F	111.2	F			
Agnew Rd/De La Cruz Blvd & Montague Expwy	AM	>180	F	>180	F	>180	F	Partial Mitigation: Add a second northbound left-turn lane	\$ 424,300	100%
	PM	>180	F	>180	F	>180	F			
Scott Blvd & Central Expwy	AM	149.0	F	156.1	F	146.9	F	Partial Mitigation: HOV lane conversion to mixed-flow on Central Expressway.	\$ 100,000	1.5%
	PM	>180	F	>180	F	>180	F			
De La Cruz Blvd & Central Expwy	AM	>180	F	>180	F	>180	F	Partial Mitigation: Install second southbound right-turn lane and convert eastbound HOV lane to mixed-flow	\$ 793,500	3.6%
	PM	>180	F	>180	F	>180	F			
San Tomas Expwy & Monroe Street	AM	>180	F	>180	F	>180	F	Partial Mitigation: Add a second northbound left-turn lane	\$ 1,000,000	3.6%
	PM	90.6	F	98.3	F	98.2	F			
Lafayette Street & El Camino Real	AM	87.4	F	118.9	F	92.3	F	Partial Mitigation: Add a second eastbound left-turn lane.	\$ 1,250,000	6.3%
	PM	64.3	E	78.8	E	65.7	E			
Notes:										
<b>Bold text</b> indicates the intersection operates at a deficient level of service. <b>Text in box</b> indicates a significant impact.										
(1) Estimated cost is total project cost.										
(2) 100% = The cost and construction of the mitigation measure is the full responsibility of City Place. A percentage less than 100% indicates City Place's required fair share contribution to the mitigation.										

The mitigation measures that have been planned for the seven deficient intersections are summarized below in order to provide a baseline description of each intersection's lane configuration after the mitigation measures have been implemented. By definition, these mitigation measures include all feasible improvements for improving the level of service for vehicles. The MIP mini-plans will address further improvements at or near each intersection that will improve facilities for transit, bicyclists, and pedestrians.

### **Great America Parkway and Tasman Drive**

The planned partial mitigation measure at this intersection is to add a southbound right-turn lane and also add a third westbound left-turn lane. City Place is 100% responsible for implementing this improvement, for which right-of-way is needed. The cost estimate is \$1,415,400 and assumes that 10-foot turn lanes will be implemented and that the Tasman Drive westbound left-turn lane will be added to an existing Tasman Drive configuration of two auto lanes and one bike lane.

### **Great America Parkway and Mission College Boulevard**

The planned partial mitigation measure for this intersection was previously identified in the Yahoo Santa Clara Campus TIA (August 2009) and has been determined to be the only feasible mitigation at this location. The improvement is to add southbound and westbound right turn pockets and is estimated to cost \$1,147,400. The cost estimate assumes that no right of way will be required. Although the City Place project is 100% responsible for this improvement, it will be implemented by the City and funded from a prior contribution from Yahoo.

### **Agnew Road/De La Cruz Boulevard and Montague Expressway**

The recommended improvement at this intersection is to add a second northbound left turn lane to De La Cruz Boulevard. City Place is 100% responsible for this improvement, which is estimated to cost \$424,300.

### **Scott Boulevard and Central Expressway**

The proposed improvement at this intersection is to convert the westbound HOV lane to a mixed-flow and to begin the eastbound HOV lane east of the intersection. The estimated cost of this improvement is \$100,000. City Place's fair share contribution to this partial mitigation measure is 1.5%.

### **De La Cruz Boulevard and Central Expressway**

The recommended improvement at this intersection is to install a second southbound right-turn lane. In addition, the westbound HOV lane would be converted to a mixed-flow lane. The cost of both improvements is \$793,500, and City Place's fair share contribution to this partial mitigation is 3.6%. It is also anticipated that the planned improvement of the nearby interchange of US 101 and Trimble Road will help improve operations at this intersection.

### **San Tomas Expressway and Monroe Street**

The proposed improvement at this intersection is to add a second northbound left turn lane. The Draft Expressway Plan 2040 estimates the cost of this improvement as \$1,000,000. City Place's fair share contribution to this partial mitigation measure is 3.6%.

### **Lafayette Street and El Camino Real**

The recommended improvement at this intersection is to add a second eastbound left turn lane on El Camino Real. The cost estimate for this improvement was estimated as \$1,250,000 in the city's Capital

Improvement Budget Plan for 2015-2016. This budgeted cost includes right of way acquisition costs. City Place's fair share contribution to this partial mitigation measure is 6.3%.

### **Non-CMP Intersections**

In addition to the physical improvements proposed for the seven CMP intersections in Table 2, mitigation measures were also developed for 21 non-CMP intersections within Santa Clara as part of the City Place EIR. Like the improvements at the CMP intersections, these mitigation measures will serve to alleviate congestion along major arterials in Santa Clara and improve overall operations of the road network, thus helping to offset the anticipated deficiencies at the seven CMP intersections. The non-CMP intersections for which mitigation measures were developed for the City Place EIR are included in Table 4 in Chapter 3.

### 3.

## Multimodal Improvement Plan Actions

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This chapter sets forth the comprehensive program of multimodal improvements that will be implemented to offset the identified deficiencies at seven CMP intersections in Santa Clara. The actions are broken into five broad categories:

1. **Transit Service** – Actions that will enhance City and regional rail and bus services, improve transit efficiency, and make transit more convenient for customers.
2. **Bicycle and Pedestrian Access and Facilities** – Actions that will improve pedestrian and bicycle safety and comfort in the vicinities of school and transit nodes and will also improve citywide roadway bicycle and pedestrian facilities to facilitate more walking and bicycling.
3. **Freeway and Arterial Operations** – Actions that will enhance performance and efficiency of freeway and arterial systems through operational improvements. Measures include citywide signalization projects, computerized traffic and transit control and management along arterials, and similar operational treatments.
4. **Transportation Demand Management Strategies** – Actions that will reduce the volume of single-occupancy vehicles by promoting rideshare, employer-based trip reduction programs, and other trip reduction strategies. Also, actions that strategically manage citywide parking demand through public parking restrictions, and parking and TDM requirements for new land use projects.
5. **Land Use and Site Design Strategies** – Actions that will promote sustainable land development to make the City more oriented towards transit, pedestrian and bicycle modes. Measures include policies, regulation, and guidelines for higher densities, land use diversity, and transit-oriented development of residential, commercial, office and other mixed-use projects.

The Action Plan includes all actions or projects related to the above five categories at the seven impacted intersections but does not include required measures identified for other intersection or freeway impacts in the City Place EIR. The Action Plan includes measures designed to enhance the multimodal transportation network through a broad array of strategies, as required by VTA's Deficiency Plan Action List and BAAQMD's Transportation Control Measures List.

In addition to the MIP Action Plan, all of the required measures that were identified for other impacted intersections and freeway segments in the City Place EIR are included in this document for information purposes only, in order to provide the full extent of the improvements being funded by the City Place development. This includes improvements at both CMP and non-CMP intersections located in the



Cities of Santa Clara, San Jose, and Sunnyvale. The fair share funding that the Related Companies will provide for converting HOV lanes to express lanes is also included. All of these intersection and freeway improvements, taken together with the Action Plan, will help to offset the identified deficiencies at the seven CMP intersections.

## Action Plan of Multimodal Improvements

The City of Santa Clara has chosen to develop this Multimodal Improvement Plan as a set of seven mini-plans, each one focused on one of the seven deficient CMP intersections. Therefore, all of the proposed projects in the Action Plan are associated with one of the seven intersections.

Table 3 presents all of the action items, divided into the five categories listed above, and then further divided into the seven mini-plan areas surrounding the deficient intersections. The list includes items to be implemented by the City, by City Place, and by other agencies or organizations. Some measures appear under each of the seven intersections and some are unique to a specific intersection.

This list has been drawn from existing planning documents and also includes new actions developed specifically for the MIP. Among the sources that have been reviewed for input into the plan are the following:

- City of Santa Clara General Plan (2010)
- City of Santa Clara Climate Action Plan (2013)
- City of Santa Clara 2016-17 Capital Improvement Program
- City of Santa Clara Bicycle Plan Update (2009, and currently being updated)
- City of Santa Clara Creek Trail Network Expansion Feasibility Study (2013)
- City of Santa Clara, Tasman East Specific Plan (in process)
- City of Santa Clara, El Camino Real Focus Area Specific Plan (in process)
- City of Santa Clara, Lawrence Station Focus Area Specific Plan
- City of Santa Clara, Santa Clara Station Focus Area Specific Plan
- City Place Project Final Environmental Impact Report (2016)
- City Place Santa Clara Master Community Plan (2016)
- Santa Clara County Dept. of Roads and Airports, Draft Expressway Plan 2040 (2015)
- VTA, Valley Transportation Plan 2040 (2014)
- VTA, Transit Passenger Environment Plan (2016)
- VTA, Countywide Bicycle Plan Update (in process)
- VTA, Tasman Corridor Complete Streets Study (in process)

The Action Plan in the following table identifies what agency or organization is responsible for implementing each action item. For the items to be implemented by the City of Santa Clara and/or VTA, the estimated cost of the project is included. All costs are planning level estimates. For items to be implemented by City Place under a separate agreement, no cost is shown, since those items will be funded by the City Place developer separately and not through this MIP. The Action Plan in this MIP identifies a total funding need of \$23,414,000, which includes \$2,605,000 for transit improvements, \$12,464,000 for bicycle and pedestrian improvements, and \$8,345,000 for arterial operations improvements. A funding plan for the total amount of \$23,414,000 is presented in Chapter 4.

Table 3 also includes the phase of the City Place project when each measure will be implemented. These phases and the implementation schedule are discussed in Chapter 5. Approval criteria are also identified for each action item in Table 3.

**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 Capital 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	CalHSRA	NA	Action should be based on collaboration with between CalHSRA, 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

MIP Intersection	Action Name and Description	Location and Description	Cost Estimate	Responsibility	Schedule for Implementation <sup>1</sup>	Standards and Approval Criteria
<b>BICYCLE AND PEDESTRIAN ACCESS AND FACILITIES</b>						
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-Aviso 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-Aviso, 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

MIP Intersection	Action Name and Description		Location and Description	Cost Estimate	Responsibility	Schedule for Implementation <sup>1</sup>	Standards and Approval Criteria
BICYCLE AND PEDESTRIAN ACCESS AND FACILITIES (continued)							
Great America Parkway and Mission College Boulevard	2.17	Implement bike sharing	Mission Community College, Mercado	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) Mssion 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 Hichborn	\$ 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.

MIP Intersection	Action Name and Description		Location and Description	Cost Estimate	Responsibility	Schedule for Implementation <sup>1</sup>	Standards and Approval Criteria
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/Olcott 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/Olcott 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 Marshall 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	

MIP Intersection	Action Name and Description		Location and Description	Cost Estimate	Responsibility	Schedule for Implementation <sup>1</sup>	Standards and Approval Criteria
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-Aliso 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-Aliso 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-Aliso 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		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	Retime signal coordination at 5-year intervals up to 2035	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

MIP Intersection	Action Name and Description		Location and Description	Cost Estimate	Responsibility	Schedule for Implementation <sup>1</sup>	Standards and Approval Criteria
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 Bld/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 <sup>1</sup>	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 <sup>1</sup>	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 Developmnt 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	Kylli 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			
<sup>1</sup> 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.							

## Intersection and Freeway Improvements

Table 4 shows other intersection improvements, not included in the MIP, that were identified as mitigation measures for impacted intersections in the City Place EIR. In addition, the funding that will be provided for conversion of HOV lanes to express lanes on freeway segments is included here, since it was identified as the mitigation measure for the project's freeway impacts. This list is included in this document for informational purposes only, in order to provide the full extent of the multimodal transportation improvements being funded by the City Place development.

Table 4 presents all of the proposed improvements to both CMP and non-CMP intersections located in the Cities of Santa Clara, San Jose, and Sunnyvale. (CMP intersections are denoted with an asterisk (\*) after the name of the intersection.) These intersection and freeway improvements are not considered part of the Action Plan presented in this Multimodal Improvement Plan, but, taken together with the Action Plan, these improvements will help to offset the deficiencies at the seven CMP intersections that are the subject of this MIP. The estimated cost of each improvement project is shown, along with the percentage for which City Place is responsible, and the amount to be funded by City Place.

Full development of City Place will provide \$35,790,487 for the additional intersection improvements, outside of the MIP, and \$16,164,220 for the freeway express lane conversions. Thus, the total funding to be provided by City Place, not counting the MIP, for the improvements shown in Table 4 is \$51,954,707.

## Benefits of Action Items

All of the action items listed in Table 3 (the Action Plan) will serve to improve transportation conditions on the CMP network and to improve air quality. By improving facilities for transit, bicyclists, pedestrians, and ridesharing, the Action Plan items will reduce the number of single-occupant vehicle trips made in Santa Clara, which will reduce both traffic congestion and vehicle emissions.

It should be noted that although all the Action Plan items will improve conditions on the CMP transportation network, it is not possible to quantify that improvement through a standard level of service evaluation. For example, although improved bicycle, pedestrian, and transit facilities will encourage a mode shift by some residents and employees in Santa Clara, the TRAFFIX software used for level of service analysis in Santa Clara County does not account for such enhanced facilities. Even the proposed improvements in the arterial operations category of the Action Plan, such as travel time data collection systems, traffic monitoring cameras, adaptive traffic signals, and signal retiming at 5-year intervals, cannot be accounted for within the TRAFFIX software. Thus, only a qualitative assessment of the benefits of these actions items is possible.

The most extensive list of improvements in the Action Plan is focused on bicycle and pedestrian facilities. These projects represent a major step toward improved infrastructure in Santa Clara for cyclists and pedestrians and will encourage participation in these active modes of travel.

The projects listed under the arterial operations category represent current best practices for improving the performance and efficiency of the roadway network. For measures in the Action Plan list that result in changes to signal operations or roadway modifications, the measure will strive to improve, and at least do no harm to, transit speed and reliability, to the extent that transit performance changes are a result of the Action Plan measure. VTA's goals in improving travel time and reliability for light rail coincide with the City's goal of improving transit options to encourage the public to use transit for more trips. Therefore, VTA and City staff will review such changes with applicable City and VTA policies, such as the City's General Plan, VTA's Transit Service Design Guidelines, and NACTO Transit Street Design Guide, in order to develop a balanced approach for improving transit speeds through the City of Santa Clara. However, it may not be feasible to determine if changes to transit speed and reliability are being caused by the Action

Plan measure or are due to other factors, such as increased traffic volumes and pedestrian activity. It should be noted that VTA is currently developing a Speed and Reliability Policy, in coordination with VTA Member Agencies, to make transit more appealing by increasing transit speeds and on-time reliability, informed by a comprehensive examination of the causes of VTA's declining speeds and reliability.

The TDM strategies incorporated into the Action Plan will also reduce single-occupant vehicle trips, thereby reducing traffic congestion and vehicle emissions. In accordance with the City's Climate Action Plan, proposed projects near six of the seven deficient intersections are required to implement a TDM program to reduce Vehicle Miles Travelled (VMT). The City's VMT reduction requirements vary by location in the City and by land use. Santa Clara's TDM program requirement is innovative in that it is structured around VMT reductions, rather than trip reductions as in most jurisdictions, paralleling the most recent CEQA guidelines for evaluating transportation impacts under SB 743.

The precise plans for specific focus areas in the City, as listed under the land use strategies category, have been and will continue to be a major effort of the Community Development Department. A key element of all the precise plans completed to date has been to increase the amount of housing in Santa Clara, through changes in zoning and density (the number of allowed dwelling units per acre). The increased amount of housing envisioned in the precise plans will help address the existing jobs/housing imbalance in the City of Santa Clara and in the region and will have the benefit of reducing regional VMT.

Appendix B summarizes how each of the projects included in this Action Plan relates to the 17 BAAQMD transportation control measures and the 46 VTA Deficiency Plan Action List items. VTA requires that MIPs include all feasible and applicable deficiency plan actions from the most current version of the Deficiency Plan Action List. For those items that are not included, an explanation must be provided. A discussion of the VTA Deficiency Plan Action List items and an explanation of those that are not included is presented in Appendix B.

**Table 4**  
**Intersection and Freeway Improvements**

City Place EIR #	Intersection	Proposed Improvement	Est. Cost <sup>1</sup>	% City Place Responsible <sup>2</sup>	City Place Responsibility
<b>City of Santa Clara Intersections</b>					
8	Great America Parkway & Tasman Drive*	Add a southbound right-turn lane and a third westbound left-turn lane.	\$1,415,400	100%	\$1,415,400
13	Calle Del Sol and Tasman Drive	Add a westbound right-turn lane. Reconfigure southbound approach to include two left-turn lanes and one right-turn lane with overlap phase.	\$1,075,000	100%	\$1,075,000
14	Lick Mill Blvd and Tasman Drive	Reconfigure northbound and southbound approaches to two left-turn lanes, one through lane, and one right-turn lane. Add second westbound left-turn lane.	\$1,978,700	100%	\$1,978,700
21	Mission College Blvd & Montague Expwy*	<b>Near-term:</b> Add a third southbound left-turn lane	\$979,800	2.2%	\$21,556
		<b>Long-term:</b> Construct interchange (City's share of \$18 M total cost is \$1,110,600)	\$1,110,600	2.2%	\$24,433
22	Agnew Rd/De La Cruz Blvd & Montague Expwy*	Add a second northbound left-turn lane	\$424,300	100%	\$424,300
23	Lick Mill Blvd and Montague Expwy	Add a third southbound left-turn lane.	\$312,800	100%	\$312,800
51	Lawrence Expwy and Kifer Road	Construct interchange. City's share is \$12,189,400.	\$12,189,400	6.5%	\$792,311
52	Lawrence Expwy & Reed Ave/Monroe St*	Construct interchange. City's share is \$9,297,000	\$9,297,000	5.6%	\$520,632
53	Lawrence Expwy and Cabrillo Avenue	An interchange is identified at this intersection as a Tier 3 priority in the County's Draft 2040 Expressway Plan. City's share is \$14M.	\$14,000,000	5.8%	\$812,000
54	Lawrence Expwy and Benton Street	Add a second southbound left-turn lane and a second eastbound left-turn lane.	\$948,600	100%	\$948,600
55	Lawrence Expwy & Homestead Rd*	Add a third eastbound through lane and a third westbound through lane	\$2,841,800	100%	\$2,342,740
56	Lawrence Expwy and Pruneridge Ave	An interchange is identified at this intersection as a Tier 3 priority in the County's Draft 2040 Expressway Plan. City's share is \$14M.	\$14,000,000	2.7%	\$378,000
58	Great America Parkway & SR 237 EB Ramps	Add a third southbound through lane (from adjacent intersection #57 in San Jose) and a second eastbound right-turn lane	\$1,704,644	100%	\$1,704,644
59	Great America Parkway and Great America Way	Add a second westbound right-turn lane with an overlap phase and a second southbound left-turn lane.	\$1,180,800	100%	\$1,180,800
60	Great America Parkway and Old Mountain View-Alviso Road	Add a second southbound left-turn lane.	\$430,600	100%	\$430,600
70	Bowers Ave & Scott Blvd*	Add a second southbound left-turn lane	\$413,300	9.1%	\$37,610
71	Bowers Ave & Central Expwy*	<b>Near-term:</b> Add a third southbound left-turn lane and a third eastbound left-turn lane <b>Long-term:</b> Construct interchange. (City's share of total project cost of \$60 million is \$30 million.)	\$1,994,400 \$30,000,000	100% 3.4%	\$1,994,400 \$1,020,000
72	Bowers Avenue and Kifer Road-Walsh Avenue	Add a second eastbound left-turn lane.	\$41,400	4.9%	\$2,029

City Place EIR #	Intersection	Proposed Improvement	Est. Cost <sup>1</sup>	% City Place Responsible <sup>2</sup>	City Place Responsibility
73	Bowers Avenue and Monroe Street	Add a northbound and a southbound left-turn lane. Change northbound and southbound to protected left-turn phasing.	\$255,550	100%	\$255,550
74	Bowers Ave/Kiely Blvd & El Camino Real*	Add a second eastbound left-turn lane	\$1,541,200	1.5%	\$23,118
75	San Tomas Expwy & Scott Blvd*	<b>Near-term:</b> Add a second westbound right-turn lane	\$2,000,000	2.6%	\$52,000
		<b>Long-term:</b> Construct Interchange.	\$42,500,000	2.6%	\$1,105,000
76	San Tomas Expwy and Walsh Avenue	Add a second eastbound left-turn lane.	\$581,800	100%	\$581,800
77	San Tomas Expwy & Monroe Street*	Add a second northbound left-turn lane	\$1,000,000	3.6%	\$36,000
78	San Tomas Expwy & El Camino Real*	Construct interchange. (City's share of \$22 million total cost is 33%, \$7,333,333.)	\$7,333,333	3.0%	\$220,000
79	San Tomas Expwy and Benton Street	Add a second eastbound left-turn lane.	\$144,700	100%	\$144,700
80	San Tomas Expwy & Homestead Rd*	Add a second eastbound left-turn lane	\$320,200	3.1%	\$9,926
82	San Tomas Expwy and Pruneridge Avenue	Add a second northbound left-turn lane.	\$271,900	100%	\$271,900
83	San Tomas Expwy & Saratoga Ave*	Widen San Tomas to four lanes, both directions, with exclusive right-turn lanes and maintain HOV lanes.	\$1,187,900	3.0%	\$35,637
90	Lafayette Street and Calle De Luna	Reconstruct the westbound approach to include two left-turn lanes and one right-turn lane.	\$70,700	100%	\$70,700
94	Lafayette Street and Agnew Road	Add a second eastbound left-turn lane and a second southbound left-turn lane.	\$954,200	100%	\$954,200
96	Lafayette St and Montague Expwy WB Ramps	Add a second westbound right-turn lane with an overlap phase and a second southbound left-turn lane.	\$1,241,700	100%	\$1,241,700
98	Lafayette Street & Central Expwy*	Construct grade separation between Central & Lafayette. (City's share of \$49 M cost is 50% or \$24,500,000.)	\$24,500,000	7.6%	\$1,862,000
102	Lafayette Street & El Camino Real*	Add a second eastbound left-turn lane	\$1,250,000	6.3%	\$78,750
114	Calle Del Sol and Calle De Luna	Signalize intersection.	\$392,900	100%	\$392,900
119	De La Cruz Blvd and Aldo Avenue	Add an eastbound overlap phase.	\$139,800	30.3%	\$42,359
120	De La Cruz Blvd and Laurelwood Road	Reconfigure the northbound and southbound approaches to include one left-turn lane, one through, and one through-right lane. Change phasing.	\$375,900	100%	\$375,900
121	De La Cruz Blvd & Central Expwy*	Install second southbound right-turn lane. Convert HOV lane to mixed flow lane.	\$793,500	3.6%	\$28,566
124	Scott Blvd & Central Expwy*	Convert HOV lane to mixed-flow lane.	\$100,000	1.5%	\$1,500
125	San Tomas Expwy & Stevens Creek Blvd*	<b>Near-term:</b> Widen San Tomas to four lanes in each direction, with exclusive right-turn lanes and HOV lanes	\$6,556,300	2.0%	\$131,126
		<b>Long-term:</b> Construct interchange (The City's fair share of cost is \$8.6 million.)	\$8,600,000	2.0%	\$172,000

City Place EIR #	Intersection	Proposed Improvement	Est. Cost <sup>1</sup>	% City Place Responsible <sup>2</sup>	City Place Responsibility
<b>City of Sunnyvale Intersections</b>					
1	Fair Oaks Avenue and Tasman Drive	Reconfigure the eastbound approach to include one left-turn lane, one through lane, and one shared through/right-turn lane.	\$34,100	8.1%	\$2,762
37	Fair Oaks Avenue and Fair Oaks Way	Add a second eastbound right-turn lane.	\$259,300	5.4%	\$14,002
43	Fair Oaks Avenue and Maude Avenue	Add an eastbound right-turn lane	\$30,600	2.6%	\$796
44	Fair Oaks Avenue and E.Arquez Avenue	Add a southbound right-turn lane	\$183,300	2.8%	\$5,132
45	Fair Oaks Avenue and Evelyn Avenue	Add a southbound right-turn lane	\$392,300	2.4%	\$9,415
46	Lawrence Expwy and Sandia Avenue	Signalize Lawrence Expwy and Bridgewood Way-Lakewood Way	\$400,100	11.0%	\$44,011
48	Lawrence Expwy and US 101 SB Ramps	Convert eastbound left-turn lane to a shared left/right turn lane	\$13,500	100%	\$13,500
49	Lawrence Expwy and Oakmead Parkway	Grade separation between Lawrence Expwy and Oakmead Pkwy. (City of Santa Clara's fair share is \$12 M)	\$12,000,000	7.9%	\$948,000
50	Lawrence Expwy and Arques Avenue	Construct interchange. (City of Santa Clara's fair share is \$12,189,400.)	\$12,189,400	3.7%	\$451,008
<b>City of San Jose Intersections</b>					
15	Renaissance Drive and Tasman Drive	Off-setting mitigation: Light rail operations capital improvements	\$1,000,000	25.3%	\$253,000
17	Rio Robles and Tasman Drive	Widen the southbound approach to include one left-turn lane and one shared through/right-turn lane. Change signal phasing.	\$356,400	100%	\$356,400
18	N. First Street and Tasman Drive	Off-setting mitigation: A new bus/shuttle stop.	\$500,000	11.2%	\$56,000
19	Zanker Road and Tasman Drive	Off-setting mitigation: Light rail operations capital improvements	\$1,000,000	6.6%	\$66,000
24	N. First Street and Montague Expwy*	Off-setting mitigation: Contribute to future interchange, which includes grade separation of the light rail.	\$19,000,000	6.5%	\$1,235,000
25	Zanker Road and Montague Expwy*	Zanker Road Widening project. Intersections 25, 31, and 36 will be part of this project.	\$49,000,000	6.4%	\$3,136,000
26	Montague Expwy and Plumeria Drive - River Oaks Parkway	Install an eastbound right-turn overlap phase and limit northbound U-turns.	\$141,100	100%	\$141,100
29	De La Cruz Blvd and Trimble Road*	Add a third southbound left-turn lane	\$1,044,400	12.4%	\$129,506
30	N. First Street and Trimble Road*	Add a second eastbound left-turn lane and add an exclusive right-turn lane	\$1,000,000	3.7%	\$37,000
31	Zanker Road and Trimble Road*	City Place's fair share contribution to the Zanker Rd widening is shown under Intersection 25.		Included in intersection #25	
34	N. First Street and Brokaw Road*	Off-setting mitigation: Contribute to bicycle facilities along N. First St and the sidewalk near the US 101 NB loop on-ramp.	\$64,000	1.9%	\$1,216



City Place EIR #	Intersection	Proposed Improvement	Est. Cost <sup>1</sup>	% City Place Responsible <sup>2</sup>	City Place Responsibility
36	Zanker Road and Brokaw Road*	City Place's fair share contribution to the Zanker Rd widening is shown under Intersection 25.		Included in intersection #25	
57	Great America Pkwy and SR 237 WB Ramps*	Add a third westbound left-turn lane and associated receiving lane under the underpass. Add a second westbound right-turn lane.	\$2,351,652	100%	\$2,351,652
84	Gold Street and Gold Street Connector	Convert northbound through lane to a shared left-turn/through lane and add a second eastbound right-turn lane	\$735,100	100%	\$735,100
109	Liberty Street and Lewis Street	Signalize intersection.	\$300,000	100%	\$300,000
123	Great America Pkwy and Gold Street Connector	Add a second northbound right-turn lane (from intersection #57 dual westbound right-turn lanes). Cost is included in #57 cost estimate.		Included in intersection #57	
<b>TOTAL OF ALL INTERSECTION IMPROVEMENTS (Cities of Santa Clara, Sunnyvale, and San Jose)</b>					<b>\$35,790,487</b>
<b><u>Freeway Segments</u></b>					
	Freeway segments on US 101	Convert HOV lanes to express lanes			<b>\$16,164,220</b>
	Freeway segments on SR 87				
	Freeway segments on SR 237				
	Freeway segments on I-680				
	Freeway segments on I-880				
<b>Total City Place contribution</b>				<b>Intersections</b>	\$35,790,487
				<b>Freeway Segments</b>	\$16,164,220
				<b>Total</b>	<b>\$51,954,707</b>
<b>Notes:</b>					
* Denotes CMP intersection					
(1) Estimated cost is total project cost unless the city's share is noted with the improvement.					
(2) 100% = The cost and construction of the mitigation measure is the full responsibility of City Place. A percentage less than 100% indicates City Place's required fair share contribution to the mitigation.					

## 4. Action Plan

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This chapter provides an implementation and funding program for the actions identified in Chapter 3.

The entity responsible for implementing each of the action items in the Action Plan was presented in Table 3 in the previous chapter. Most of the items will be implemented by either City Place or the City of Santa Clara. For those actions that are the responsibility of City Place, implementation will be monitored by the City.

The total cost of the action items in the Action Plan is \$23,414,000, as shown in Table 3. However, because the Development Agreement between the City and the Related Companies sets a cap on the Related Companies' contribution to MIP implementation that is less than \$23,414,000, the actual amount of the Action Plan to be funded by the Related Companies will be determined in accordance with the Development Agreement.

The Development Agreement specifies that the local and regional impact fees paid by the Related Companies would be applied to MIP projects. Based on terms of the Development Agreement, the City Place project is required to pay for implementation of the MIP up to a maximum amount. The developer's total funding responsibility towards the MIP will not be quantifiable until complete buildout of City Place. Funding amounts from impact fees are dependent upon the actual size of buildings and land use types (the maximums of which are limited by the City Place EIR and the Master Community Plan), the timing of the development, and local and regional fees established by the City at the time of Building Permit issuance (subject to Development Agreement limitations). Hypothetically, based on the Development Agreement and assuming full buildout of City Place, the Related Companies' responsibility may range from a minimum of \$17,430,800 to a maximum of \$20,100,150.

The City would fund the balance from other sources in order to implement the Action Plan. Based on the caps identified in the Development Agreement, the City share would likely range between \$3,313,850 and \$5,983,200.

The intersection and freeway improvements shown in Table 4 will be fully or partially funded by the City Place developer, which will provide \$51,954,707 towards these mitigation measures, assuming City Place buildout, in addition to the amount provided towards implementation of the MIP action items..

## 5. Multimodal Improvement Plan Monitoring

The purpose of this chapter is to describe how the City of Santa Clara will monitor and evaluate the implementation of the Action Plan set forth in this Multimodal Improvement Plan.

As shown in Table 3, the City has developed an implementation plan that includes seven phases. Because the development of City Place will not occur immediately, it is not necessary to construct all improvements at the initiation of development. Rather, the improvements will be constructed concurrently with phases of the City Place development. Each phase of Action Plan projects is anticipated to be completed when the construction of each respective phase of City Place development is completed.

The purpose of the phasing is to define implementation priorities for the many different projects included in the Action Plan. Through the identification of phases, the implementation has been broken down into a realistically feasible number of projects in each phase. Some action items will be implemented on an ongoing basis, as shown by the entry “Phases 1 – 7” in Table 3.

Table 5 shows the estimated development level and years associated with each phase, as described in Section 2.3 of the City Place Master Community Plan, which presented conceptual phasing for the City Place development.

**Table 5**  
**Implementation Phasing**

Phase <sup>1</sup>	Approximate Time Frame	Conceptual Development Phasing	Estimated PM Peak Hour Trips
1	2019 - 2023	873,000 s.f. mixed-use	1,173
2	2020 - 2024	2.4 million s.f. mixed-use	3,224
3	2024 - 2027	750,000 s.f. mixed-use	1,008
4	2027 - 2030	1.1 million s.f. office	1,478
5	2029 - 2032	1.44 million s.f. office	1,935
6	2032 - 2035	1.3 million s.f. office	1,746
7	2035 - 2038	1.3 million s.f. office	1,746
Total of all phases		9.16 million s.f.	12,310

<sup>1</sup> 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.

Based on the City Place EIR's estimated total of 12,310 PM peak hour trips to be generated by the City Place development, an estimated number of PM peak hour trips to be generated by each phase is also shown in Table 5. The EIR's trip generation projection was developed by the travel demand forecasting model for the entire project, and not through application of ITE trip generation rates to each proposed land use. Thus, only a rough approximation of the PM peak hour trips associated with each phase is possible. The estimates shown in Table 5 were developed by factoring the total estimate of 12,310 PM peak hour trips based on the percentage of total square footage to be built during each phase.

Table 5 shows the current estimate for the MIP implementation phasing. It is possible that the City Place project will develop in a different order, during different years, and with different land uses. The City of Santa Clara will monitor the City Place build-out and modify the MIP project implementation order as warranted, depending on the order, location, density, and uses of development of City Place and the needs of each development phase.

Evaluation of CMP levels of service will be accomplished through periodic updates to the City's traffic model and impact fees. Multimodal Improvement Plans must be monitored as part of the CMP annual monitoring program, as needed. The City of Santa Clara will monitor implementation of the Action Plan by preparing a MIP Implementation Status Report. The report will be based upon the implementation schedule included in this chapter. The City will also be required to include in its status reports a financial element that includes a description of and status of funds collected and expenditures made in implementing MIP improvements.

Generally, the implementation of each of the intersection improvements in Table 4, which are not considered part of the Action Plan, will be completed based on the level of service calculations, funding availability, and coordination with the County (in the case of the expressways) and the Cities of San Jose and Sunnyvale (in the case of intersections outside Santa Clara). Intersection improvements for which City Place has 100% responsibility will be completed prior to improvements for which full funding has not yet been identified. City Place's fair share contribution to freeway improvements (conversion of HOV lanes to express lanes on specified freeway segments) will be made in accordance with the terms of the Development Agreement, and implementation is the responsibility of Caltrans and VTA.

## 6. Environmental Documentation

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The purpose of this chapter is to describe the applicability of the California Environmental Quality Act (CEQA) to the adoption of this Multimodal Improvement Plan. According to Public Resources Code Section 21080 (b)(13), Congestion Management Programs are exempt by statute from the provisions of CEQA. As established in Government Code Sections 65089 et seq., a deficiency plan (now referred to as a Multimodal Improvement Plan by VTA) is a required part of a Congestion Management Program when certain conditions are met. As such, a Multimodal Improvement Plan enjoys the same statutory exemption as the CMP.

The purpose of the MIP is to identify and implement measures that will improve traffic conditions in a locality, and, as such, implementation of the plan will lead to improved environmental conditions. Furthermore, items identified from the Congestion Management Agency's Immediate Implementation Action List have also been identified by the Bay Area Air Quality Management District as actions that when implemented will have a positive impact on air quality in the region. To the degree that individual projects identified in the Action Plan of the Santa Clara Multimodal Improvement Plan have the potential for creating ancillary (i.e., localized) impacts to the environment, such impacts will be evaluated as individual projects come forward for design and construction.

## 7. Multijurisdictional Coordination

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The purpose of this chapter is to describe the coordination that was necessary to prepare the MIP and will be necessary for its implementation. The improvements included in this MIP are consistent with the *Draft Expressway Plan 2040* prepared by the County. The City of Santa Clara has coordinated extensively with the County in the preparation of this Multimodal Improvement Plan.

Because both the City of Sunnyvale and the City of San Jose have already adopted deficiency plans that address areas adjacent to the City of Santa Clara, mitigation measures for impacted intersections in those cities, which have been included in Table 4 in this MIP, have been developed in accordance with their respective deficiency plans.

This MIP includes proposed bikeways that are located near the city boundaries, and the City of Santa Clara has coordinated with Sunnyvale and San Jose in order to maximize connectivity.

VTA, as the administrator of the county Congestion Management Program, has approval authority over all Multimodal Improvement Plans in the County. The City of Santa Clara has coordinated with VTA staff throughout the MIP planning process and has made presentations regarding its MIP preparation approach to three VTA advisory committees (the Policy Advisory Committee, the Technical Advisory Committee, and the Congestion Management Program and Planning Committee) in order to solicit early feedback. VTA has programmed funds as part of Valley Transportation Plan 2040 for several projects that are included as plan actions.

**Santa Clara Multimodal Improvement Plan**  
**Technical Appendices**



**Appendix A**  
**BAAQMD's Transportation Control Measure List**

**Table 4-3. Transportation control measures.**

Number	Title	Description
TCM A-1	Improve Local and Areawide Bus Service	Improve transit by providing new Express Bus or Bus Rapid Transit on major travel corridors, funding the replacement of older and dirtier buses, and implementing Transit Priority Measures on key transit routes.
TCM A-2	Improve Local and Regional Rail Service	Improve rail service by sustaining and expanding local and regional rail services and by providing funds to maintain rail-cars, stations, and other rail capital assets.
TCM B-1	Implement Freeway Performance Initiative	Improve the performance and efficiency of freeway and arterial systems through operational improvements, including implementing the Freeway Performance Initiative, the Arterial Management Program, and the Bay Area Freeway Service Patrol.
TCM B-2	Improve Transit Efficiency and Use	Improve transit efficiency and use through continued operation of 511 Transit, and full implementation of TransLink® fare payment system and the Transit Hub Signage Program.
TCM B-3	Bay Area Express Lane Network	Introduce roadway pricing on Bay Area highways through the implementation of an express lane network, also known as a High Occupancy Toll (HOT) lane network.
TCM B-4	Goods Movement Improvements and Emission Reduction Strategies	Improve goods movement and reduce emissions from diesel equipment through implementation of the Bay Area's Trade Corridors Improvement Fund (TCIF) projects and various funding programs to replace or retrofit diesel equipment.
TCM C-1	Support Voluntary Employer-Based Trip Reduction Program	Support voluntary employer trip-reduction programs through the implementation of the 511 Regional Rideshare Program and Congestion Management Agency rideshare programs, the Spare the Air Program, encouraging cities to adopt transit benefit ordinances, and supporting Bay Area shuttle service providers.
TCM C-2	Implement Safe Routes to Schools and Safe Routes to Transit	Facilitate safe routes to schools and transit by providing funds and working with transportation agencies, local governments, schools, and communities to implement safe access for pedestrians and cyclists.
TCM C-3	Promote Rideshare Services and Incentives	Promote rideshare services and incentives through the implementation of the 511 Regional Rideshare Program and Congestion Management Agency rideshare programs including marketing rideshare services, operating rideshare information call center and website, and providing vanpool support services.
TCM C-4	Conduct Public Outreach and Education	Educate the public about the air quality, environmental, and social benefits of carpooling, vanpooling, taking public transit, biking, walking, and telecommuting, through the Spare the Air campaign and Transportation Climate Action Campaign.
TCM C-5	Promote Smart Driving/Speed Moderation	Educate the public about the air quality and climate protection benefits of reducing high-speed driving and observing posted speed limits.

**Table 4-3 (continued). Transportation control measures.**

Number	Title	Description
TCM D-1	Improve Bicycle Access and Facilities	Expand bicycle facilities serving transit hubs employment sites, educational and cultural facilities, residential areas, shopping districts, and other activity centers.
TCM D-2	Improve Pedestrian Access and Facilities	Provide funding for projects to improve pedestrian access to transit hubs, employment sites, educational and cultural facilities, residential areas, shopping districts, and other activity centers.
TCM D-3	Support Local Land Use Strategies	Promote land use patterns, policies, and infrastructure investments that support mixed-use, transit-oriented development that reduce motor vehicle dependence and facilitate walking, bicycling and transit use.
TCM E-1	Value Pricing Strategies	Implement value pricing (congestion pricing) on Bay Bridge; consider expanding value pricing to other Bay Area toll bridges to manage travel demand during congested periods. Measure may also include value pricing in the City of San Francisco.
TCM E-2	Parking Pricing and Management Strategies	Promote policies to implement market-rate pricing of parking facilities, reduce parking requirements for new development projects, parking “cash-out”, unbundling of parking in residential and commercial leases, shared parking at mixed-use facilities, etc.
TCM E-3	Implement Transportation Pricing Reform	Develop a regional transportation pricing strategy that includes policy evaluation and implementation. Pricing policies to be evaluated include gasoline taxes, bridge tolls, congestion pricing, parking pricing, HOT lanes, VMT or carbon fees, pay-as-you-drive insurance, etc.

## **Appendix B**

### **VTA's Deficiency Plan Action List and its Relationship to the Santa Clara Action Plan**

**Table 4-1**  
**Deficiency Plan Action List**

**A. BICYCLE AND PEDESTRIAN MEASURES**

- A1. Improved Roadway Bicycle Facilities and Bike Paths
- A2. Transit and Bicycle Integration
- A3. Bicycle Lockers and Racks at Park and Ride Lots
- A4. Bicycle Facilities and Showers at Developments
- A5. Improved Pedestrian Facilities
- A6. Pedestrian Signals
- A7. Lighting for Pedestrian Safety

**B. TRANSIT**

- B1. Improvement of Bus, Rail, and Ferry Transit Service
- B2. Expansion of Rail Transit Service
- B3. Expansion of Ferry Services
- B4. Preferential Treatment for Buses and In-Street Light Rail Vehicle (LRVs)
- B5. Transit Information and Promotion
- B6. Transit Pricing Strategies to Encourage Ridership and Reduce Transit Vehicle Crowding
- B7. Transit Fare Subsidy Programs
- B8. Transit Centers
- B9. Improved and Expanded Timed Transfer Programs
- B10. Improved and Expanded Fare Coordination
- B11. Signal Preemption by Transit Vehicles
- B12. Bus Stop Bulbs
- B13. School Bus Transit Service

**C. CARPOOLING, BUSPOOLING, VANPOOLING, TAXIPOOLING, JITNEYS, CASUAL CARPOOLING AND OTHER SHARED RIDES (Ridesharing)**

- C1. Preferential Treatment for Shared Ride Vehicles
- C2. Increased Use of Commuter/Employer Services

**D. HIGH OCCUPANCY VEHICLE (HOV) FACILITIES**

- D1. Preferential Treatment for HOVs
- D2. Bus and Carpool/Buspool/Vanpool/Taxipool Priority Lanes on Local Arterials
- D3. Accelerated Implementation of the 2005 HOV Master Plan
- D4. HOV to HOV Facilities
- D5. Direct HOV Lane Entrance/Exit Ramps to Arterials and Space Generators

**E. OTHER TCMs, RELATED MEASURES**

- E1. Stricter Travel Demand Management/Trip Reduction Ordinance
- E2. Expanded Public Education Programs
- E3. Child Care Facilities at or close to Employment Sites, Transit Centers and Park and Ride Lots
- E4. Retail Services at or close to Employment Sites, Transit Centers and Park and Ride Lots
- E5. Telecommuting Centers and Work-at-Home Programs
- E6. Parking Management

**F. TRAFFIC FLOW IMPROVEMENTS**

- F1. Preferential Treatment of HOVs (See measures B4 and C1)
- F2. Ramp Metering
- F3. Auxiliary Lanes
- F4. Signalization Improvements
- F5. Computerized Traffic and Transit Control/Management on Arterials
- F6. Turn Lanes at Intersections
- F7. Turn Restrictions at intersections
- F8. Reversible Lanes
- F9. One-Way Streets
- F10. Targeted Traffic Enforcement Programs
- F11. Restrictions on Curb Side Deliveries and On-Street Parking

The preceding table in Appendix B, labeled Table 4-1, “Deficiency Plan Action List,” is taken directly from VTA’s *Deficiency Plan Requirements* (pp. 19-20) and includes the action items that are to be included in Multimodal Improvement Plans. In addition to the items shown on that table, the following two items are not shown, but are discussed in Appendix C of the *Deficiency Plan Requirements* as part of VTA’s “List of Programs, Actions, and Improvements for Inclusion in Deficiency Plans”:

- E7      Parking Cash-Out Program/Travel Allowance
- E8      Land Use and Site Design Measures

For each proposed project in the City of Santa Clara’s Action Plan, the following Table B-1 presents which of the BAAQMD Transportation Control Measures (TCMs) and which of the VTA Deficiency Plan Action List items it relates to. An effort has been made in development of Santa Clara’s Action Plan to create a balanced approach that includes as many of the BAAQMD and VTA measures as possible.

As can be seen from the following table, some Action Plan items correspond to multiple measures on the BAAQMD and VTA lists. Others would implement a single measure. Because both of the BAAQMD and VTA lists were developed some years ago, some of the measures do not reflect the most recent thinking in the transportation planning community about current best practices for reducing single-occupant vehicle trips and improving air quality. In those cases, interpretations consistent with current best practices have been applied to the measures.

**Table B-1**  
**Santa Clara Action Plan and Related BAAQMD Measures and VTA Deficiency Plan Items**

MIP Intersection	Action Name and Description	Location and Description	Related BAAQMD TCMs	Related VTA Deficiency Plan Actions
<b>TRANSIT SERVICE</b>				
Great America Parkway and Tasman Drive	Great America Station Study	Fund 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 develop station concepts.	TCM A-1 TCM A-2 TCM B-2 TCM D-1 TCM D-2	A1, A2, A3, A5, A7, B1, B5, B8, B9, B12
	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.	TCM A-2 TCM B-2	B2, B5, B8, B9, B11
	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 and pedestrian plaza, transit bus and shuttle loading positions, multimodal station access, accommodations for future double-tracking and center island platform.	TCM C-2 TCM D-1 TCM D-2 TCM D-3	A1, A2, A5, A7, B8, E8
	Shuttle Program Study	Planning study to develop and evaluate shuttle program.	TCM A-1, TCM B-2	B1, B5, B6, B9, B10, B13
	Local shuttle service	City Place may provide local shuttles connecting to transit stations and local destinations. Shuttle schedules will be coordinated with train schedules.	TCM A-1 TCM B-2 TCM C-1 TCM C-2	B1, B5, B9, B13, C2
	Regional shuttle service	City Place employers may provide shuttle service for long-distance commutes when office population warrants.	TCM A-1 TCM B-2 TCM C-1	B1, B5, B6, C2
	Enhanced transit stops	City Place includes transit stops conveniently located at building entrances, and including amenities such as shelters and loading zones.	TCM A-1 TCM C-2 TCM D-3	B5, B8, B12
	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.	TCM B-2 TCM C-1	B5, B7, B10
	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	TCM A-1 TCM B-2	B4, D1, F1



MIP Intersection	Action Name and Description	Location and Description	Related BAAQMD TCMs	Related VTA Deficiency Plan Actions
<b>TRANSIT SERVICE (continued)</b>				
Great America Parkway and Mission College Boulevard	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/Juliette Ln, 6) Mission College Blvd/Burton Dr.	TCM A-1 TCM B-2	B4, D1, F1
Scott Blvd Boulevard and Central Expressway	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.	TCM C-2 TCM D-2	A5, B12
San Tomas Expressway and Monroe Street	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.	TCM A-1 TCM B-2	B4, D1, F1
Lafayette Street and El Camino Real	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.	TCM A-2 TCM B-2	B-2
	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	TCM A-2 TCM B-2	B-2
	Airport People Mover	Airport Automated People Mover connecting the Santa Clara Caltrain and future BART station to San Jose International airport.	TCM A-1 TCM B-2	B1, B8, B9

MIP Intersection	Action Name and Description	Location and Description	Related BAAQMD TCMs	Related VTA Deficiency Plan Actions
<b>BICYCLE AND PEDESTRIAN ACCESS AND FACILITIES</b>				
Great America Parkway and Tasman Drive	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. Showers and locker spaces for cyclists will be included in the office space. Bike parking facilities are included throughout the site. Connections to nearby bike trails and bike lanes will encourage biking by residents and employees.	TCM C-2 TCM D-1 TCM D-3	A1, A2, A3, A4, E8
	Install bike lockers and racks	At Convention Center, Youth Soccer Park, Old Ironsides LRT station, Great America LRT station, Lick Mill LRT station	TCM D-1	A3
	Implement bike sharing	Great America Parkway Light Rail Station /Lick Mill Light Rail station, City Place, Great America Theme Park	TCM D-1	A1, A2
	Bike and pedestrian trail improvements	Calabazas Creek Trail improvements (share of trail)	TCM D-1 TCM D-2	A1, A2, A5
	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.	TCM C-2 TCM D-1 TCM D-3	A1, A2, E8
	Install Standard Bicycle Lane	Lick Mill Blvd from Tasman Drive to Montague Expy	TCM D-1	A1, A2
	Separated bicycle facility	Install separated bicycle facility along Stars and Stripes Drive through the VTA parking lot to Great America Station.	TCM C-2 TCM D-1	A1, A2, B8
	Pedestrian Overcrossing Study	Conduct study of grade-separated pedestrian crossing over Tasman Drive.	TCM C-2 TCM D-2	A5, A6
	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.	TCM C-2 TCM D-2 TCM D-3	A5, A6, A7, E8
	Install pedestrian signals	City Place includes pedestrian signals within project at new signalized access points.	TCM D-2	A6
	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-Alviso Rd, 9) Great America Parkway/Bunker Hill Lane and 10) Great America Parkway/Old Glory Lane	TCM D-2	A5, A6
	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-Alviso, 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 .	TCM D-2	A-7
	Install sidewalk	North side of Tasman Drive between Centennial Blvd and Calle del Sol including Lafayette St overcrossing	TCM D-2	A5
	Install pedestrian lighting	City Place will include pedestrian-scaled lighting within the City Place pedestrian network	TCM D-2	A7
	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.	TCM D-2	A5, A6
	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.	TCM C-1	E1, E7

MIP Intersection	Action Name and Description	Location and Description	Related BAAQMD TCMs	Related VTA Deficiency Plan Actions
<b>BICYCLE AND PEDESTRIAN ACCESS AND FACILITIES (continued)</b>				
Great America Parkway and Mission College Boulevard	Implement bike sharing	Mission Community College, Mercado	TCM D-1	A1, A2
	Bike and pedestrian trail improvements	Redesign and reconstruct San Tomas Aquino Creek Trail crossing at Agnew Rd	TCM D-1 TCM D-2	A1, A2, A5
	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	TCM D-2	A5, A6
	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	TCM D-2	A7
	Enhance uncontrolled crosswalks	Provide enhanced crosswalks at 1) Mission College Blvd near Our Lady's Way, and 2) Freedom Circle south of Hichborn	TCM D-2	A5, A6
Agnew Road - De La Cruz Boulevard and Montague Expressway	Install bike lockers and racks	At Northside Library, Thamien Park, Live Oak Park, Montague Park, and Agnew Park	TCM D-1	A3
	Implement bike sharing	City library at Rivermark Plaza	TCM D-1	A1, A2
	Install standard bicycle lanes	De La Cruz bicycle lanes from Montague Expressway to Trimble Road	TCM D-1	A1, A2
	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	TCM D-1	A1, F4
	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	TCM D-2	A5, A6
	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	TCM D-2	A-7
	New Sidewalk	Montague Expy between Agnew Rd and Lafayette St	TCM D-2	A5
	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	TCM D-2	A5, A6
San Tomas Expressway and Monroe Street	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.	TCM D-1	A3
	Bike and pedestrian trail improvements	1) San Tomas Aquino Creek Trail at Monroe St limit line delineation system	TCM D-1	A1, A2
		2) Saratoga Creek Trail (share of trail)	TCM D-1 TCM D-2	A1, A2, A5
	Install standard bicycle lane	Monroe Street between San Tomas Aquino Creek Trail and Lawrence Expressway	TCM D-1	A1, A2
	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.	TCM D-2	A5, A6
	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.	TCM D-2	A5, A6

MIP Intersection	Action Name and Description	Location and Description	Related BAAQMD TCMs	Related VTA Deficiency Plan Actions
<b>BICYCLE AND PEDESTRIAN ACCESS AND FACILITIES (continued)</b>				
Scott Blvd Boulevard and Central Expressway	Implement bike sharing	Santa Clara Square	TCM D-1	A1, A2
	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/Olcott St, 8)Scott Blvd/Octavius Dr	TCM D-2	A5, A6
	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/Olcott St, 7)Scott Blvd/Bowers Ave, 8)Scott Blvd/Lakeside Dr, 9)Scott Blvd/Oakmead Village Dr, 10)Scott Blvd/Garrett Dr.	TCM D-2	A7
	Enhance uncontrolled crosswalks	Provide enhanced crosswalks at 1)Space Park Drive at Kenneth St and Alfred St; 2) Lawson Lane near San Tomas Expy	TCM D-2	A5, A6
De La Cruz Boulevard and Central Expressway	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.	TCM D-1	A1, A2
	Enhance bicycle crossing markings	De La Cruz Blvd at Ewert Road	TCM D-1	A1
	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	TCM D-2	A5, A6
	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	TCM D-2	A7
Lafayette Street and El Camino Real	Install bike lockers and racks	At City Hall, Police Headquarters, Senior Center, Fremont Park, Larry Marsalli Park, Mission Library, Triton Museum	TCM D-1	A3
	Implement bike sharing	At Santa Clara Station, Franklin Square, Santa Clara University, City Hall, Santa Clara Town Center, El Camino Center	TCM D-1	A1, A2
	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	TCM D-1	A1, A2
	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	TCM B-2 TCM D-1	A2
	Install pedestrian wayfinding	To Santa Clara Train Station within 1/4 mile	TCM D-2	A5, B5, B8
	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	TCM D-2	A5, A6
	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.	TCM D-2	A7
	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	TCM D-2	A5, A6

MIP Intersection	Action Name and Description	Location and Description	Related BAAQMD TCMs	Related VTA Deficiency Plan Actions
<b>FREEWAY AND ARTERIAL OPERATIONS</b>				
Great America Parkway and Tasman Drive	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.	TCM B-1 TCM C-4 TCM C-5	F5
	Install traffic monitoring cameras	Old Mountain View-Alviso Rd at Betsy Ross Dr	TCM B-1 TCM C-5	F10
	Install Changeable Message Signs(CMS)	Install 2 CMS's on Lafayette St: one north of Tasman Drive and one south of Tasman Dr.	TCM C-4	F5
	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.	TCM B-1	F4, F5
	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.	TCM B-1	F4, F5
		2) Tasman Drive, from Patrick Henry Drive to Lick Mill Blvd	TCM C-5	F4, F5
		3) Lafayette St., from Great America Way to El Camino Real		F4, F5
Great America Parkway and Mission College Boulevard	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	TCM C-2 TCM D-1 TCM D-2	A1, A5, F4, F5
	Carpool incentives	City Place will include priority parking for carpools and vanpools	TCM C-3	C1, E6
Great America Parkway and Mission College Boulevard	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.	TCM B-1 TCM C-4 TCM C-5	F5
	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	TCM B-1	F4, F5
	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	TCM B-1 TCM C-5	F4, F5
Agnew Road/De La Cruz Boulevard and Montague Expressway	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	TCM B-1 TCM C-4 TCM C-5	F5
	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.	TCM B-1 TCM C-5	F10
	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	TCM B-1 TCM C-5	F4, F5

MIP Intersection	Action Name and Description	Location and Description	Related BAAQMD TCMs	Related VTA Deficiency Plan Actions
<b>FREEWAY AND ARTERIAL OPERATIONS (continued)</b>				
Scott Blvd Boulevard and Central Expressway	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.	TCM B-1 TCM C-4 TCM C-5	F5
	Install traffic monitoring cameras	At 2 intersections: 1)Scott Blvd /Space Park Dr and 2)Scott Blvd/Walsh Ave	TCM B-1 TCM C-5	F10
	Improve corridor coordination	At Scott Blvd/Jay St and Scott Blvd/Space Park Dr with county expressway intersections	TCM B-1 TCM C-5	F4, F5
	Retime signal coordination at 5-year intervals up to 2035	Retime traffic signals along Scott Blvd. from Garrett Drive to Space Park Dr.	TCM B-1 TCM C-5	F4, F5
	Install traffic responsive system	Install traffic responsive system on Scott Blvd from Garrett Drive to Space Park Dr.	TCM B-1 TCM C-5	F4, F5
De La Cruz Boulevard and Central Expressway	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.	TCM B-1 TCM C-4 TCM C-5	F5
	Install traffic monitoring cameras	At 3 intersections: 1)De La Cruz Blvd Blvd/Airport Technology Park, 2)De La Cruz Blvd/Martin Ave, and 3)De La Cruz Blvd/Reed St	TCM B-1 TCM C-5	F10
	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	TCM B-1 TCM C-5	F4, F5
San Tomas Expressway and Monroe Street	Install traffic monitoring cameras	At 2 intersections: 1)Monroe Street/Los Padres Blvd and 2)Monroe St/Scott Blvd	TCM B-1 TCM C-5	F10
	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.	TCM B-1 TCM C-4 TCM C-5	F5
	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	TCM B-1 TCM C-5	F4, F5
	Install Traffic responsive system	Install traffic responsive system on Scott Blvd from Martin Ave to El Camino Real	TCM B-1 TCM C-5	F4, F5
	Intersection modifications	San Tomas Expy & Monroe St: Provide additional right-turn lane from westbound Monroe to northbound San Tomas Expy	TCM B-1	F6
		Monroe St & Los Padres Blvd: Install protected left-turn signals for eastbound and westbound Monroe St	TCM B-1	F4, F6
		Bowers Ave & Cabrillo Ave: Install protected left-turn signals and lanes for northbound and southbound Bowers Ave	TCM B-1	F4, F6
	Traffic Signal Cabinet Upgrade	Monroe Street at Los Padres Blvd	TCM B-1	F4
Lafayette Street and El Camino Real	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	TCM B-1 TCM C-4 TCM C-5	F5
		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		
	Install traffic monitoring cameras	At 4 locations: 1)ECR/Lincoln, 2)ECR/Monroe, 3)ECR/Lafayette, 4)Lafayette/Benton	TCM B-1 TCM C-5	F10
	Retime signal coordination at 5-year intervals up to 2035	1) El Camino Real from Los Padres to Lafayette 2) Lafayette St from Reed St to Homestead Rd.	TCM B-1 TCM C-5	F4, F5

MIP Intersection	Action Name and Description	Location and Description	Related BAAQMD TCMs	Related VTA Deficiency Plan Actions
<b>TRANSPORTATION DEMAND MANAGEMENT STRATEGIES</b>				
Great America Parkway and Tasman Drive	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.	TCM C-1 TCM C-3 TCM C-4	B5, C1, C2, E2
	Car share services	As part of required TDM Plan, City Place may include car share services on site, for residents, commuters and visitors.	TCM C-1 TCM C-3 TCM C-4	C2, E2
	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.	TCM C-1 TCM C-3	C1, C2
	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.	TCM C-1, TCM E-2	E6, E7
	Telecommuting	City Place may be equipped with high-speed communications infrastructure to facilitate telecommuting for both employees and residents.	TCM C-1 TCM C-4	E5
	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 for the North of Caltrain Area, per City's Climate Action Plan.	TCM C-1 TCM C-3 TCM C-4	E1
Great America Parkway and Mission College Blvd	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 for the North of Caltrain Area, per City's Climate Action Plan.	TCM C-1 TCM C-3 TCM C-4	E1
Montague Expwy and Agnew-De La Cruz	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 for the North of Caltrain Area, per City's Climate Action Plan.	TCM C-1 TCM C-3 TCM C-4	E1
Central Expwy and Scott Blvd	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 for the North of Caltrain Area, per City's Climate Action Plan.	TCM C-1 TCM C-3 TCM C-4	E1
Central Expwy and De La Cruz Blvd	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 for the North of Caltrain Area, per City's Climate Action Plan.	TCM C-1 TCM C-3 TCM C-4	E1
Lafayette Street and El Camino Real	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 for the El Camino Corridor or the Downtown Area, per City's Climate Action Plan.	TCM C-1 TCM C-3 TCM C-4	E1



MIP Intersection	Action Name and Description	Location and Description	Related BAAQMD TCMs	Related VTA Deficiency Plan Actions
<b>LAND USE STRATEGIES</b>				
Great America Parkway and Tasman Drive	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.	TCM C-1 TCM C-2 TCM C-4 TCM D-1 TCM D-2 TCM D-3	A1, A2, A4, A5, A7, E1, E2, E4, E5, E8, F11
	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	TCM D-3	E1, E3, E4, E5, E6, E8, F11
	Kylli 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.	TCM D-3	E1, E3, E4, E5, E6, E8, F11
	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.	TCM D-3	E1, E3, E4, E5, E6, E8, F11
Great America Parkway and Mission College Boulevard	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.	TCM D-3	E1, E3, E4, E5, E6, E8, F11
	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.	TCM D-3	E1, E3, E4, E5, E6, E8, F11
Lafayette Street and El Camino Real	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.	TCM D-3	E1, E3, E4, E5, E6, E8, F11
	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.	TCM D-3	E1, E3, E4, E5, E6, E8, F11
Scott Blvd Boulevard and Central Expressway	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.	TCM D-3	E1, E3, E4, E5, E6, E8, F11
	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.	TCM D-3	E1, E3, E4, E5, E6, E8, F11



MIP Intersection	Action Name and Description	Location and Description	Related BAAQMD TCMs	Related VTA Deficiency Plan Actions
<b>LAND USE STRATEGIES (continued)</b>				
De La Cruz Boulevard and Central Expressway	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 completed. The land use includes 1,650 housing units anticipated, along with 2 million s.f. of non-residential uses.	TCM D-3	E1, E3, E4, E5, E6, E8, F11
	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.	TCM D-3	E1, E3, E4, E5, E6, E8, F11

VTA requires that Multimodal Improvement Plans include all feasible and applicable deficiency plan actions from the “Deficiency Plan Action List” presented above. For those items that are not included, an explanation must be provided.

The following section discusses the measures from VTA’s “Deficiency Plan Action List” that are not included in the Santa Clara MIP Action Plan.

### **Transit**

**B3 Expansion of Ferry Services.** There are no ferry services in Santa Clara County.

**B11 Signal Preemption by Transit Vehicles.** Signal preemption already exists along the Caltrain and the Capital Corridor / ACE rail corridors in Santa Clara. As noted in VTA’s discussion of this item on page 67 of the *Deficiency Plan Requirements*, “This measure should be implemented on a system-wide or corridor basis.” The City of Santa Clara is willing to work with VTA on signal preemption for the Light Rail Transit service on Tasman Drive when it is addressed on a system-wide or corridor basis.

### **High Occupancy Vehicle (HOV) Facilities**

**D2 Bus and Carpool/Buspool/Vanpool Priority Lanes on Local Arterials.** HOV lanes are already included on all expressways in Santa Clara: Lawrence Expressway, San Tomas Expressway, Montague Expressway, and Central Expressway (east of Scott Blvd). The City of Santa Clara was the only city on the peninsula to support VTA’s Bus Rapid Transit proposal for the El Camino Real corridor. Although no new HOV lanes are included in the Action Plan, the City is generally supportive of HOV lanes, as shown by these examples.

**D3 Accelerated Implementation of the 2005 HOV Master Plan.** Although the reference to the 2005 HOV Master Plan is out-of-date, the intent of this item is to encourage more HOV and Express lanes to improve traffic flow on the region’s freeways. City Place will make a voluntary contribution of \$16,164,220 towards the conversion of HOV lanes to HOT lanes on segments of five nearby freeways: US 101, SR 87, SR 237, I-680, and I-880. These projects are included in VTP 2040 (project numbers H2, H3, H4, H5, H6, H7, and H15) and address regional facilities and regional transportation needs.

Although the list of intersection and freeway improvements in Table 4 in Chapter 3 is not considered a part of the Action Plan presented in this MIP, we note that the City Place contribution to these projects will accelerate the implementation of the currently planned express lanes and therefore should be counted towards Item D3.

**D4 HOV to HOV Facilities.** There are already HOV on-ramps from San Tomas Expressway and Montague Expressway onto US 101. The Action Plan does not include any additional HOV to HOV facilities, because implementing such facilities is outside the City’s jurisdiction. Santa Clara is supportive of HOV to HOV facilities and will work with Caltrans, VTA, and the County to implement them where appropriate.

### **D5 Direct HOV Lane Entrance/Exit Ramps to Arterials and Special Generators**

The Action Plan does not include any new HOV ramps, because implementing such facilities is generally outside the City’s jurisdiction. Santa Clara is supportive of HOV ramps and will work with Caltrans, VTA, and the County to implement them where appropriate.

### **Other Transportation Control Measures and Related Measures**

**E3 Child Care Facilities at or close to employment sites, transit centers, and park-and-ride lots.** Although the Action Plan does not specify provision of any child care facilities, it is likely that a development the size of City Place will include child care facilities.

## **Traffic Flow Improvements**

### **F2 Ramp Metering**

Ramp metering has already been installed at numerous locations on nearby freeways. In addition, as part of City Place's voluntary contribution of \$16,164,220 towards freeway projects, funding will be provided towards Project S83 in VTP 2040, "Countywide Freeway Traffic Operation System and Ramp Metering Improvements."

Although the list of intersection and freeway improvements in Table 4 in Chapter 3 is not considered a part of the Action Plan presented in this MIP, we note that the City Place contribution to this project will accelerate the implementation of the currently planned ramp metering improvements and therefore should be counted towards Item F2.

### **F3 Freeway Auxiliary Lanes between Interchanges**

Provision of freeway auxiliary lanes between interchanges is outside the jurisdiction of the City of Santa Clara. The City is supportive of auxiliary lanes and will work with Caltrans and VTA to implement auxiliary lanes as appropriate.

### **F7 Turn Restrictions at Intersections**

This measure consists of restricting turns at some intersections throughout the day or during peak periods only. The City of Santa Clara already has turn restrictions at many intersections throughout the City, and as the street network within the City Place development is developed, may require additional turn restrictions as appropriate. However, no new turn restrictions have been specifically identified at this time for inclusion in the Action Plan.

### **F8 Reversible Lanes**

Reversible lanes have not been identified as an appropriate feasible measure on any Santa Clara roadways. The City of Santa Clara has no plans to implement any reversible lanes.

### **F9 One-Way Streets**

Implementation of one-way streets is no longer viewed by the traffic engineering community as an effective means of improving traffic flow, except in very specific situations, and some jurisdictions in the Bay Area have recently converted one-way couplets back to two-way roadways. The City of Santa Clara has no plans to convert any roadways to one-way streets.