



PUBLIC WORKS DEPARTMENT

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CITY COUNCIL STAFF REPORT

Meeting: July 16, 2019

Subject

Support of the development of a complete streets and transit efficiency study for the Stevens Creek Boulevard corridor. Support of ongoing discussions regarding a high-capacity transit service in the Stevens Creek Boulevard/I-280 Corridor in collaboration with the Santa Clara Valley Transportation Authority (VTA) and the Cities of Santa Clara and San Jose.

Recommended Actions

Adopt Resolution No. 19-XXX to:

- (1) Support the development of a complete streets and transit efficiency study for the Stevens Creek Boulevard corridor; and
- (2) Support ongoing discussions regarding a high-capacity transit service in the Stevens Creek Boulevard/I-280 Corridor in collaboration with the Santa Clara Valley Transportation Authority (VTA) and the Cities of Santa Clara and San Jose; and
- (3) Authorize the City Manager or designee to assess resources needed to develop these projects and report findings to the City Council.

Background

City of Cupertino staff and appointed members of the City Council have been coordinating with staff from the City of Santa Clara, City of San Jose, and VTA regarding transportation and circulation along the Stevens Creek Boulevard corridor since a working group was formed for this purpose in August 2017. Various issues have been discussed by this group, including streetscape improvements to create a complete street that would improve bicycle and pedestrian circulation along the boulevard, in addition to the need for high-capacity transit.

These efforts have culminated into VTA and the City of San Jose leading an effort to complete a transit efficiency study. To have input into this study, Cupertino is being asked to adopt a supporting resolution.

On May 7, 2019, City Council received a presentation from staff describing a potential Stevens Creek Boulevard complete streets and transit efficiency study. A draft resolution

was presented to express support for this study as well as expressing the need for ongoing discussions with VTA, and the cities of Santa Clara and San Jose regarding a high-capacity, grade separated, time-efficient project for Stevens Creek Boulevard Corridor. Council did not adopt this resolution due to concerns that any surface transportation options should not adversely impact the vehicular capacity of Stevens Creek Boulevard. Council instead directed staff to consider comments received and to work with a Council subcommittee to re-draft the resolution.

Discussion

The revised resolution, Attachment A, incorporates Council member comments received May 7, along with additional feedback provided by the Council subcommittee.

Changes include:

- Rewording of the document to make clear the support of two separate tasks –
 - Completion of a near-term streetscape and transit-efficiency project; and
 - Engagement in long-term discussions regarding a transit project for Stevens Creek Boulevard/I-280 Corridor.
- Consideration of various alignments in Cupertino if a feasibility study is conducted, ensuring that major employment centers are served by future transit routes, including De Anza College.

Sustainability Impact

None at this time, however high-capacity transit service along the Stevens Creek Boulevard/I-280 corridor would likely reduce greenhouse gas emissions, vehicle miles travelled, improve local air quality, and have other benefits to the environment and quality of life in the region.

Cupertino General Plan

The Mobility Element of the City of Cupertino General Plan (Community Vision 2015-2040):

1. Supports the design and building of complete streets which optimize mobility for all modes through Policy M-2.1, Street Design, and Policy M-2.2, Adjacent Land Use; and
2. Supports the participation in regional transportation planning processes and working with neighboring cities to develop programs consistent with the goals and policies of the General Plan, to minimize adverse impacts on the circulation system, and to address regional transportation and land use issues of mutual interest through Policy M-1.1, Regional Transportation Planning; and
3. Supports right-of-way design and amenities consistent with local transit goals to improve transit as a viable alternative to driving through Policy M-4.5, Access to Transit Services.

Fiscal Impact

No funding is required at this time. An initial estimate for the unfunded Complete Streets and Near Term Transit Implementation Plan is \$2 million. VTA has asked that each City contribute some funds at the start the study. VTA will cover 50% of the overall cost and Cities would cover the rest through a fair share agreement that has yet to be determined. Staff will return to Council with a specific budget request once the scope of work is finalized and a shared cost proposal is developed among the corridor partners.

Prepared by: Chris Corrao, Senior Transit & Transportation Planner

Reviewed by: David Stillman, Transportation Manager;

Roger Lee, Director of Public Works

Approved for Submission by: Deborah Feng, City Manager

Attachments:

A - Resolution No.19-XXX