



**PUBLIC WORKS DEPARTMENT**

CITY HALL

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**CITY COUNCIL STAFF REPORT**

Meeting: May 7, 2019

Subject

A Resolution of the Council of the City of Cupertino to support the development of (1) A Complete Streets and Near Term Transit Implementation Plan for the Stevens Creek Boulevard corridor as described in the scope of work prepared jointly by the Santa Clara Valley Transportation Authority (VTA) and the Cities of Santa Clara and San Jose; and (2) High Capacity Transit Service Along the Stevens Creek Boulevard corridor; and authorizes the City Manager to assess resources needed to develop these projects.

Recommended Actions

Adopt Resolution No. 19-XX supporting the development of (1) A Complete Streets and Near Term Transit Implementation Plan for the Stevens Creek Boulevard corridor as described in the scope of work prepared jointly by the Santa Clara Valley Transportation Authority (VTA) and the Cities of Santa Clara and San Jose; and (2) High Capacity Transit Service Along the Stevens Creek Boulevard corridor.

Background

City of Cupertino staff and appointed members of the 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 improve bicycle and pedestrian circulation along the boulevard, in addition to the need for high-capacity transit as this corridor has evolved into a major health, education, tech industry, shopping and housing spine in the South Bay.

In 2012, VTA began planning and evaluation efforts for a proposed Bus Rapid Transit service along Stevens Creek Boulevard with a total of 13 stations that would connect Cupertino to the downtown San Jose Transit Mall. VTA has not pursued this project beyond this planning and evaluation stage to date.

As part of the Metropolitan Transportation Commission Horizon Initiative, a Bay Area wide contest in search of innovative transportation concepts, City staff submitted a

proposal for a high-capacity transit line from Diridon Station west to Cupertino. The proposal was selected among 94 other transportation projects for consideration to be included in Plan Bay Area 2040.

### Discussion

The attached proposed resolution, Attachment A, is a resolution in support of the work of the multi-jurisdictional Stevens Creek corridor group, and would support the engagement of the City in the development of a Transit Implementation Plan along with the City of Santa Clara, City of San Jose and VTA to bring high capacity transit to the Stevens Creek corridor. The term “High Capacity Transit Service” could include of number of transit technologies, such as light rail, subway, bus rapid transit, aerial conveyances, or other emerging technologies. The resolution recommended for adoption is a ceremonial motion in support of “High Capacity Transit Service” along Stevens Creek Boulevard to connect Cupertino with downtown San Jose and the growing regional transportation network. The resolution proposed for Cupertino is to exclusively support grade separated solutions.

### Sustainability Impact

None at this time, however high-capacity transit service along the Stevens Creek Boulevard corridor would reduce greenhouse gas emissions, vehicle miles travelled, improve local air quality, and have other beneficial environmental impacts.

### 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

None

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Prepared by: Chris Corrao, Senior Transit & Transportation Planner

Reviewed by: Roger Lee, Acting Director of Public Works

Approved for Submission by: Timm Borden, Acting City Manager

Attachments:

A – Draft Resolution No.19-XX

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