



Stevens Creek Boulevard Corridor Steering Committee Meeting Minutes
February 22, 2024 @ 10:00 AM - 12:00 PM
Hybrid Meeting
City of Cupertino City Hall, Community Room and Zoom

Steering Committee Members Present

Vice Mayor Rosemary Kamei, City of San José (Chair)
Councilmember Hung Wei, City of Cupertino
Vice Mayor Anthony Becker, City of Santa Clara

Speakers:

Sean Daly, Iteris
Christian Ollano, Winter Consulting

Supporting Staff:

Ngan Nguyen, Winter Consulting
Stefania Diaz, Winter Consulting

Members of the Public Present:

In-Person Attendance:

Carlin Black
Jennifer Griffin
Chappie Jones
Jennifer Shearin

Matthew Schroeder, City of Cupertino
David Stillman, City of Cupertino
Michael Liw, City of Santa Clara
John Sighamony, VTA
Ben Aghegnehu, County of Santa Clara

Virtual Attendance:

Brian Bakhtiari
Mary Cefalu
Ann Ferris
Rhoda Fry
Nicole He

Tracie Johnson
Jordan Moldow
Kitty Moore
Ishika Narain
Calley Wang
Lisa Warren



1. Welcome & Introductions

Vice Mayor Kamei of San José welcomed attendees and led introductions of participating agencies.

2. Steering Committee Administration for Discussion and Action

a. Approval of Meeting Minutes for Steering Committee Meeting on November 23rd, 2023

- I. Councilmember Becker motions to accept the minutes.
- II. Councilmember Wei seconds the motion.
- III. Motion carries and minutes are unanimously approved.

3. Steering Committee Tour Debrief Discussion

a. Sean Daly presents overview of highlights on the Steering Committee Tour

- I. The tour began at Diridon Station and ended at the De Anza College campus.
- II. Observation points in between the destinations include:
 - West San Carlos Urban Village
 - Valley Fair Mall/Santana Row
 - Lawrence Expressway

b. Steering Committee Comments:

- I. **Chair Vice Mayor Kamei** expressed gratitude for the engagement team that facilitated the tour and participants for joining the corridor tour. Vice Mayor notes that the tour is comprehensive and informative, providing an in-person experience of what it is like to traverse on the corridor.
- II. **Councilmember Wei** expressed interest in the land currently serving as parking lots on De Anza College campus, which could be transformed into a major transit hub for Cupertino and the western region of the South Bay.
- III. **Councilmember Becker** expressed gratitude to the staff for coordinating and facilitating the tour, which was a significant moment for reflection, providing insight into the safety benefits of protected bike lanes. He also recalled former City of San José Vice Mayor Chappie Jones' vision for the corridor, which called for strong collaboration among the jurisdictions involved.

- IV. **Vice Mayor Kamei** believed the tour highlighted a need to collaborate with De Anza College to explore what might be some of the additional areas of improvement on the corridor.
- V. **Councilmember Becker** identified the challenges of connecting transit users to their last mile and called for consideration of seniors and people with disabilities alongside any other community members that are dependent on transit.
- VI. **Vice Mayor Kamei** commented that the size of the sidewalk plays a huge role in pedestrian comfort and accessibility, particularly for those in wheelchairs.

c. Public Comment on the Tour:

- I. **Jennifer Shearin:** Other tours involving community members and organizations were also conducted. Jennifer participated in and helped coordinate one of these tours, specifically the biking tour. This tour offered a distinct perspective on biking along the corridor. While predominantly attended by Cupertino residents and covering the Cupertino portion of Stevens Creek Blvd, it still yielded valuable insights into potential improvements beneficial to all corridor users.
- II. **Jennifer Griffin:** Jennifer was unaware of the other tours mentioned earlier, having only been informed about the Steering Committee tour. During the Steering Committee tour, she emphasized the importance of considering individuals with a diverse range of ability levels and sizes who navigate the corridor. Sensitivity to the challenges faced by the elderly and disabled is crucial. Jennifer also stressed the significance of upholding Cupertino values, particularly the preservation or expansion of greenery along the corridor.

d. Online Public Comment:

- I. **Jordan Moldow:** Echoing the sentiments of the previous two speakers, it is suggested that a tour be arranged for those members of the disability community. Additionally, there is a desire to have presentations on all transportation audits. It is recommended that the Steering Committee conduct these corridor audits periodically, considering the potential turnover in Steering Committee members next year. Furthermore, it is proposed to organize tours of locations we aspire to emulate with the aim to gather insights from other regions.

- II. **Kirk Vartan:** Regarding the Valley Fair section of the Steering Committee tours, the retail areas on Winchester encircling the mall are noted to be highly congested and intense. The impending developments in the vicinity, including the 17-story project by Pruneyard on Winchester, must be factored into the planning process. The vision should incorporate the possibility of above-ground parks and pedestrian amenities to enhance ease of travel and provide resting spaces in the area.

4. Phase 2 - Vision Statement Development Engagement Review

a. Christian Ollano, Winter Consulting, presented an overview of Phase 2 Engagement Activities:

- I. Phase 2 engagement included the following activities:
 - Phase 2 Webinar
 - Community Advisory Committee Meeting
 - 1:1 Interviews with Auto Dealerships
 - Winchester Orchard Neighborhood Association Pop In
 - Bike Tour with Walk Bike Cupertino
 - Phase 2 Survey
 - Steering Committee Tour

b. Public Comment

- I. There were no public comments.

5. Draft Vision Statement Review and Adoption

a. Discussion and Action: Stevens Creek Blvd Corridor Vision Statement

- I. Sean Daly, Iteris, provided an overview of Vision Statement development and current draft of Vision Statement.
- II. Vision statement is in three parts and available online for public review.
- III. Top 5 Vision Safety Concepts developed with Community Advisory Group and public feedback:
 - Eliminate transportation deaths and severe injuries
 - Space for each mode of transportation (bike, walk, drive)
 - Safe routes to schools
 - Vehicle speed reduction
 - Reduce intersection crossing distance

- IV. Top 5 Scale/Streetscape concepts developed with Community Advisory Group and public feedback:
 - Maintenance and Cleanliness
 - Enjoyable Public Space
 - Improved greenspace and shade
 - Support native planting and wildlife
 - Quality signage and corridor identity
- V. Top 5 Time concepts developed with Community Advisory Group and public feedback:
 - Transit frequency
 - Comfortable transit wait times
 - Implementation time of improvements
 - Travel time by bus
 - Travel time by car
- VI. Top 5 Access concepts developed with Community Advisory Group and public feedback:
 - Convenience
 - Equitable access and connectivity for all travelers
 - Connectivity to other amenities
 - Neighborhood access
 - Bus stop accessibility

b. Steering Committee Questions and Comments

- I. **Councilmember Wei** advocated for prioritizing considerations for Foothill Blvd access, mentioning that the neighborhood stands to benefit significantly from enhanced connectivity along this corridor, particularly given its proximity to essential amenities such as post offices, as well as the ongoing development of residential and retail spaces.
- II. **Councilmember Becker** echoed Councilmember Wei's sentiments regarding connecting the Foothill area.
- III. **Vice Mayor Kamei** emphasized the importance of safety measures while also acknowledging the desire for efficient travel through the region. Twenty minute travel throughout the corridor can be nice for users but there may be tradeoffs worth considering. Vice Mayor Kamei questioned if there existed models for a vision of transportation on the corridor.

- **John Sighamony, VTA:** There is the Bus Rapid Transit in Alum Rock, East Side San José. There are also several complete street studies; one of them being on the Bascom corridor, which is currently under construction. VTA also did a study for the Tasman corridor.
- IV. **Councilmember Becker** advocated for prioritizing the quality of life and ensuring a positive impact on businesses along the corridor. Drawing from the lessons learned on the El Camino corridor in Santa Clara, there is a valuable opportunity to apply similar strategies to enhance the Stevens Creek Blvd Corridor. The incorporation of designated bus lanes stands out as a particularly beneficial amenity, aligning with the vision of establishing high-quality transit infrastructure that serves the needs of the community effectively, and including a transit hub at De Anza College seems like a great way to form connections for the corridor to other areas like Foothill.
- V. **Councilmember Wei** would like Stevens Creek Blvd to be a model for high capacity, high speed transit while coexisting with pedestrian and bike infrastructure.
- VI. **Councilmember Becker** would like to get an understanding of whether or not the innovation zone initiative will be conducive to the vision statement or conflict. The contention behind the term multimodal may not be inclusive language.

c. Public Comment

- I. **Carlin Black** advocated for repurposing Kiely to Albany into a dedicated bike and pedestrian lane spanning the entire corridor, aiming to promote sustainable transportation and enhance community connectivity and well-being.
- II. **Jennifer Shearin** offered critical feedback on the language presented in the vision statement. While the term "multimodal" may suggest pedestrian enhancements, it actually encompasses various modes of transportation. She highlights the distinction that pedestrians primarily utilize sidewalks, not the roadway. Additionally, Shearin raises concerns about the challenges of cars sharing the road with bikes, suggesting that the term "multimodal" may oversimplify considerations by grouping all modes of transportation together. There are goals of a 20-minute travel time for transit but we do not see that same conversation for cyclists and pedestrians, so please add that to the vision.

- III. **Jennifer Griffin** provided feedback on specific sections of the corridor. Griffin wants to ensure that this vision is not dominated by any one particular city or jurisdiction. She would like to see considerations for several college campuses whose students are likely using the corridor, such as San José State University and San José City College.

d. Public Comments Online:

- I. **Jordan Moldow** commented that having connections to Diridon and SJSU would be ideal. While there is much emphasis on transit, there should be the same emphasis on bike and pedestrian infrastructure. Having Bus Rapid Transit, bus priority signaling, and level boarding at stops would make transit logistics smoother and decrease wait times.
- II. **Calley Wang** suggested other modes, particularly pedestrian and bicycling, should be named specifically rather than generalized and conflated with transit. Transit vision should include seamless connections to future transit developments. There should be clarification and definition of 'the corridor.' Some streets that are parallel or connect to Stevens Creek play a huge role in its activity, so it would be good to consider those impacts.

Steering Committee members unanimously decided to hold formal voting of the vision statement draft to the following Steering Committee meeting in May to see a revised version incorporating their input from this meeting.

6. Alternatives and Implementation Approach

a. Sean Daly provided overview presentation of Implementation Alternatives and Approach

b. Public Comment

- I. **Jordan Moldow** noted that San José has a transit-first policy, which empowers the City to remove car lanes to add transit designated lanes. The other two participating cities of the project do not have the same policies and should consider adopting. Ease of boarding on transit is essential to accessibility and reducing transit wait times. Having transit stops on platforms can make it harder for people with disabilities to access as well.

- II. **Jennifer Griffin** echoed Jordan’s comments regarding accessibility. E-bikes should be discussed when considering safety measures for pedestrians and cyclists.

7. Next Steps

- a. **For discussion and action: Future Steering Committee meeting dates/locations:**
- b. **Proposed Dates**
 - I. **Meeting #4: Friday, May 17, 2024 - 9:00 AM - 11:00 AM**
 - II. **Meeting #5: Thursday, September 5, 2024 - 10:00 AM - 12:00 PM**
 - III. **Next meeting will be hosted in the City of San José.**
- c. **Christian Ollano** announced upcoming events and transportation audits that will be posted on the website. Upcoming meetings will also be announced online.

8. General Public Comment

- a. **Jennifer Griffin** would like to see all announcements and updates on the stevenscreekvision.com so it is easier to find and participate.
- b. **Jordan Moldow** expressed gratitude for online public comment and participation. Integration with micromobility systems was not discussed as part of the project vision. The City of San José and County of Santa Clara are looking into micromobility developments, so it may be helpful to consider these integrations to ensure effective connectivity.

Meeting adjourned at 11:45 AM.

Please direct correspondence and questions to:

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