

DRAFT VISION STATEMENT FOR THE STEVENS CREEK BOULEVARD CORRIDOR

Purpose Statement

The Stevens Creek Boulevard/West San Carlos Street corridor from Foothill Boulevard to Diridon Station is vital to Santa Clara Valley.

The corridor serves 100,000 people and 80,000 jobs within ½ mile of the roadway, forecast to grow to 120,000 people and 100,000 jobs by 2040.

- One third of corridor residents are under 18 years old, forecast to raise to over 40 percent by 2040
- Almost 20 percent of corridor residents have a household income under \$50,000 per year.
- 65 percent of households speak languages other than English and over 30 percent have low English proficiency.
- 7.5% have a disability
- 5.5% live in households without an automobile

The Cities of Cupertino, Santa Clara, San José, Santa Clara County, and the Santa Clara Valley Transportation Authority (VTA)—the local government agencies responsible for transportation in the Stevens Creek Boulevard Corridor—are committed to continuous investment for pedestrians, cyclists, transit users, and drivers. We recognize to unlock the corridor's full potential it is essential to have a shared vision for long-term transportation goals.

Recognizing the need for a unified approach, the cities, county, and VTA partnered to develop this Vision Statement. This Vision will guide the future of the corridor, ensuring cohesive planning and coordinated management of transportation improvements.

A Steering Committee of elected officials from the participating agencies, a community advisory group, residents, businesses, and community groups provided the necessary leadership in a cooperative planning process to create a strong and sustainable Vision to guide corridor transportation investments for the next 50 years.

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Vision Statement

*The Stevens Creek Boulevard Corridor transportation infrastructure changed little in the past 50 years while the area it serves grew into a worldwide hub of innovation. Therefore, we envision the transportation corridor our community deserves to support continued residential and commercial vibrancy: **safe and enjoyable travel for people of every age, ability, and chosen mode.***

Residents, businesses, and visitors would be served by:

- *A high-capacity transit system supported by station access enhancements to reliability connect the Cities of Cupertino, Santa Clara, and San José from De Anza College to Diridon Station and Downtown San José within twenty minutes for reliable travel to local and regional destinations. Station areas would be well-maintained and inviting community assets.*
- *A stress-free and enjoyable walking and bicycling environment. High-quality pedestrian and bicycle infrastructure would be prioritized to connect neighborhoods to the corridor within a 20-minute walk of transit stops.*
- *Safe and efficient vehicle travel would be accommodated for connections to neighborhoods, businesses, and expressways and freeways.*

This Vision would be implemented by an open and inclusive process of continuous evaluation to promote equitable access and use.

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Values and Guiding Principles

The corridor Vision would be implemented in steps. The committed shared purpose, vision, and values of the Cities of Cupertino, San Jose, and Santa Clara, Santa Clara County and the Santa Clara Valley Transportation Authority (VTA) will guide the Vision implementation process:

Ongoing Collaboration

- Continually engage and collaborate with corridor users and decision-makers.
- Incrementally improve access, comfort, speed, and reliability of transit.
- Embrace technological innovations.

Safety of All Corridor Users

- Eliminate transportation-related fatalities and severe injuries.
- Allow safe passage for vulnerable road users along and crossing the corridor.
- Reduce the level of stress and increase the accessibility of walking and biking

Create a Sustainable Environment to Prioritize People

- Design for all ages, abilities, and incomes of users
- Maintain the corridor as a clean and inviting place.
- Provide green space and shade and support native wildlife and plants.
- Foster enjoyable public space.

A Transit Corridor

- Increase transit frequency and speed.
- Favor transit travel time over auto travel time in roadway operations.
- Improve access and comfort of waiting for transit.

Convenience and Connectivity

- Improve the convenience of travel.
- Ensure access and connectivity for all travelers through investment to meet resident and business needs.
- Enhance neighborhood and business access.