

**Stevens Creek Boulevard Corridor Steering Committee
Meeting Minutes
September 6, 2024, 10:00 AM
Hybrid Meeting
City of Cupertino - Council Chambers and Virtually**

The Stevens Creek Corridor Steering Committee was created to provide guidance and oversee the planning work involved in the Stevens Creek Corridor Study, a collaborative effort between the Cities of San José, Santa Clara, and Cupertino, the County of Santa Clara, and the Santa Clara Valley Transportation Authority (VTA). The Committee will improve transportation options along the corridor and increase the collaboration between the cities and agencies represented to bring our residents a more traversable and interconnected future.

Attendees:

Vice Mayor Rosemary Kamei, City of San José, Committee Chair
Vice Mayor Anthony Becker, City of Santa Clara

Absent:

Councilmember Hung Wei, City of Cupertino
Board Member Margaret Abe-Koga, Santa Clara Valley Transportation Authority
Supervisor Cindy Chavez, Santa Clara County
Councilmember Dev Davis, City of San José (alternate)
Mayor Lisa Gillmor, City of Santa Clara (alternate)
Supervisor Susan Ellenberg, Santa Clara County (alternate)

1. Introductions

- a. *Roll call of Steering Committee members.*
- b. *Committee Chair Vice Mayor Kamei of San José led the introduction of participating agencies.*

2. Steering Committee administration - For discussion and action: Approve last meeting minutes

- a. **Vice Mayor Kamei** highlighted that the Steering Committee could not proceed with an action due to a lack of a quorum, but that the meeting could still proceed a. She also confirmed that no revisions were proposed for the May 23, 2024,

meeting minutes and that the Committee will formally approve the minutes at the next Committee meeting.

3. Review of community engagement to date

- a. Christian Ollano (Winter Consulting) and Sean T. Daly (Iteris) delivered a comprehensive presentation on the community engagement efforts to date, emphasizing key highlights from each phase of the engagement process and demonstrating how community feedback was integrated into the Vision Study.
 - i. **Vice Mayor Kamei** expressed gratitude to the consultant team and the Community Advisory Group (CAG) members for their extensive efforts in supporting community engagement throughout each phase of the Vision Study.
 - ii. **Vice Mayor Becker** expressed appreciation to the consultant team for their comprehensive presentation and acknowledged their efforts in engaging with community members and stakeholders to gather critical input.
 - iii. **Vice Mayor Kamei** clarified that no action was required for agenda item three, and as a result, public comments would be accepted on the subsequent items where there was anticipated action

4. Vision Statement and Implementation Plan - for discussion and action: Recommend adoption of Stevens Creek Boulevard Corridor Vision Study Implementation Plan by each agency

- a. Sean T. Daly (Iteris) provided a recap of the Vision Study's purpose, emphasizing the importance of addressing jurisdictional differences and establishing a unified vision and roadmap across all jurisdictions. He highlighted the consistent feedback from stakeholders and community members regarding the need for short-term goals. Sean then outlined the Implementation Plan, focusing on its six key components:
 - 1. Identity and Maintenance
 - 2. Bus Speed, Reliability and Experience
 - 3. Corridor Walking and Biking Infrastructure
 - 4. Walking and Biking Connections
 - 5. Intersection and Crossing Improvements
 - 6. High Capacity, Separated Transit

b. Steering Committee Questions and Comments

- i. **Vice Mayor Kamei** noted that because the meeting does not meet quorum, there will be another opportunity in the next Steering

Committee meeting to provide comments on the Vision Statement and Implementation Plan.

c. Public Comment

- i. **Jennifer Griffin** Jennifer Griffin (in-person) expressed appreciation for the collaborative efforts across jurisdictions throughout the Vision Study. However, she raised concerns about the inclusion of a 20-minute walk in the Vision Statement, noting that many seniors and individuals with mobility challenges may struggle with this expectation. She recommended reconsidering the 20-minute walk to ensure inclusivity for people with disabilities.
- ii. **Leyla Salam** (in-person) a long-time user of the Stevens Creek Corridor and De Anza student, emphasized the need for a walkable, safe, and community-focused corridor. She noted that public transit is unreliable and slower than driving, particularly for students. Salam urged for improvements in the transit system to make it more efficient and frequent, which she believes will reduce reliance on cars, ease congestion, and lower the community's carbon footprint.
- iii. **Kate Crocket** (in-person) a 30-year Cupertino resident, expressed her appreciation for the Vision Study and voiced support for a dedicated bus lane in the short-term plan.
- iv. **Harry Neil** (in-person) highlighted several gaps in the Implementation Plan. While he supports protected bike lanes for reducing injuries and fatalities and appreciates the inclusion of street trees and transit signal priority, he emphasized the need for better pedestrian improvements, such as reducing crossing distances and adding median islands. He expressed disappointment that the Plan excludes a bus-only lane, despite 10,000 daily bus riders, many of whom are dependent on the service to commute from East San José to De Anza College. Neil urged the inclusion of a bus lane, noting that current bus travel times to downtown San José exceed an hour and should be reduced to 30 minutes.
- v. **April** (in-person) a San José resident and representative of the Transbay Coalition, expressed appreciation for the protected bike lanes but raised concerns about the lack of a dedicated bus lane. They emphasized the urgency of addressing climate change by shifting car trips to transit and highlighted the unreliability of the 23 and 523 bus routes due to traffic. April also noted that the corridor once supported streetcar service, which was removed to prioritize cars, and argued that removing car lanes can help reduce traffic congestion.

Stevens Creek Boulevard Corridor Vision Study

- vi. **Jennifer Shearin** (in-person) representing Walk Bike Cupertino, urged the committee to adopt a more aspirational approach for the corridor's implementation. She emphasized the need for physically protected bike lanes, as they enhance safety for all users. Jennifer also supported narrowing the roadway to improve safety and user experience and suggested a green center median to provide pedestrian refuge, reduce speeding, and enhance enjoyment for all.
- vii. **Chris Giangreco** (in-person) emphasized that decisions made will significantly impact his neighborhood and community. He called for a sustained, collaborative effort among jurisdictions to address roadway operations, maintenance, and utilization, rather than relying solely on large developments. He suggested forming a task force of elected officials, municipalities, and the public to ensure proper management of the boulevard.
- viii. **Ryan** (in-person) found the Vision Statement exciting and suggested incorporating sustainable short-term goals for efficient bike lanes. He also emphasizes the need for a dedicated bus lane to support those who rely on public transportation.
- ix. **Sophia** (in-person) advocated for a dedicated bus lane on Stevens Creek, highlighting its potential to encourage more voluntary bus ridership, reduce car congestion, and benefit the environment. She emphasized that many currently use the bus out of necessity, and a bus-only lane could attract more riders while supporting VTA's customer growth.
- x. **Calley Wang** (online) expressed appreciation for the project team and Steering Committee's engagement and presentation. While supportive of the Vision Statement, she believes it lacks ambition, particularly in addressing dedicated bus lanes. Given the heavy traffic on Stevens Creek Corridor, Calley sees bus lanes to incentivize ridership and reduce car congestion. She also emphasized the importance of pedestrian boarding islands to support all users, including seniors and those with mobility impairments.
- xi. **Betsy Megas** (online) a member of the City of Santa Clara and VTA Bicycle and Pedestrian Advisory Committees, expressed appreciation for the work done so far. She thanked Vice Mayor Becker for joining the bike tour, allowing him to experience the corridor firsthand. Megas advocated for consistent, high-quality bike lanes with physical barriers throughout the corridor and encouraged the Steering Committee to consider bold solutions, such as dedicated bus lanes, to improve safety and increase transit use.

- xii. **Michael** (online) a student living near Stevens Creek Boulevard and frequent corridor user, expressed enthusiasm for the Vision Study and the long-term plans for high-capacity separated transit. He emphasized the importance of short-term improvements to the existing transit system, noting that a dedicated bus lane would not hinder motorists but instead encourage more people to use public transit. He urged the committee to prioritize these improvements for a safer, more efficient corridor that reduces car dependency.
- xiii. **Siddharth Kotapati** (online) a San José resident and Apple employee, expressed enthusiasm for the Vision Study and Implementation Plan. As a high school coach along the corridor, he highlighted student safety concerns due to close calls with cars while biking. He supports safety improvements but is disappointed that bus-only lanes are not being considered in the Vision Plan. Siddharth believes dedicating two lanes for transit is reasonable and could reduce overall traffic, advocating for bus-only lanes in the short-term plan.
- xiv. **Andrew Siegler** (online) a Downtown San José resident and De Anza College student, supports the Implementation Plan but emphasized the importance of truly protected bike lanes and dedicated bus-only lanes. He highlights these as critical for racial justice, accessibility, and disability rights, noting that traffic delays for buses exacerbate these issues along the corridor.
- xv. **Philip Nguyen** (online) a frequent transit user attending evening classes at San José State University, advocated for dedicated bus lanes. With increasing housing developments along the corridor, he emphasized that bus-only lanes would help reduce traffic congestion, promote public transit, and lower emissions and that “If you build it, they will come.”
- xvi. **Kylie Clark** (online) expressed gratitude to the project team for their work on the Vision Study but voiced concern that it focuses more on the future than immediate needs. She emphasized the importance of pedestrian safety on busy roads and urged the consideration of pedestrian refuge islands and bus-only lanes in the short term, highlighting the strong bus ridership and the critical need for walkability improvements.
- xvii. **Geoff Smith** (online) highlighted that bus lanes can transport five times more people per hour than five-car lanes, using significantly less energy. San Francisco’s Van Ness Corridor has reduced travel time by 30% and increased ridership by 50% after adding bus-only lanes. He emphasized that bus-only lanes should be mandatory, not just recommended, across the Bay Area.

- xviii. **Neil Park-McClintick** (online) President of Cupertino for All, is an experienced transit user and advocate who lives in Downtown San José. As a frequent bus rider, cyclist, pedestrian, and rollerblader, he regularly uses the corridor to travel between San José and Cupertino. Having attended De Anza College and often relied on bus lines 23 and 523, and shared concerns about the corridor's current safety and its focus on car dealerships and shopping malls. Citing frequent delays and unreliable bus service, he expressed support for bus-only lanes as a short-term solution.
- xix. **Jordan Moldown** (online) supports enhancing the Plan by adding bus-only lanes and pedestrian refuge islands. While he acknowledged the Plan's strong elements, he believes it needs a more visionary approach. He highlights that the current vision of "easy access for all" falls short, as buses will still be stuck in traffic, diminishing their effectiveness. Moldow advocated for reducing car lanes to prioritize buses and suggested including mid-block pedestrian crossings. He urged for the swift implementation of protected intersections.
- xx. **Tuan Tu** (online) expressed support for fully protected bike lanes to prevent vehicle encroachment and endorsed a bus-only lane, suggesting the removal of a car lane. He believes fast and reliable bus infrastructure will encourage public transit use.
- xxi. **Tracie Johnson** (online) voiced support for a dedicated bus lane and barrier-protected bike lanes, highlighting their benefits for community access to key destinations along the corridor. She noted that difficult parking currently discourages her from using the area and added that improved walkability would benefit local businesses.
- d. **Steering Committee Questions and Comments:**
- i. **Vice Mayor Becker** recognized the Stevens Creek Corridor's potential, its rich history, and its significance. He believes the Vision Study presents an opportunity to modernize past strategies and create a distinct identity for the corridor. Key priorities include reducing vehicle speeds, addressing urgent infrastructure needs, and enhancing the corridor's identity with street banners, especially with upcoming events like the World Cup. As a bus rider, he understands the challenges of coordinating with VTA schedules and strongly supports improvements to bicycle infrastructure, bus priority measures, and transit facilities like queue jumps, bus islands, and physical bike lane protection. He also advocates for more street trees to address sun exposure and is a proponent of high capacity, separated transit, with a preference for below-grade transit, but understands such a solution could be cost-prohibitive. He supports dedicated bus lanes as a

short-term solution in the interim. He appreciates the thorough engagement completed for the Vision Study.

- ii. **Vice Mayor Rosemary Kamei** requested the project team to update absent Steering Committee members to gather their input. She emphasized prioritizing pedestrian refuge islands, a dedicated bus-only lane, and fully protected bike lanes in the Implementation Plan, highlighting the significant community benefits of a bus-only lane. She also stressed the importance of ongoing coordination among jurisdictions and continued engagement with the Community Advisory Group (CAG) for their valuable input. Lastly, she noted the need for clearer alignment of city policies to ensure consistency across the corridors and prevent disjointed implementation.
- iii. **Vice Mayor Becker** emphasized the importance of auditing current policies across all jurisdictions to ensure alignment and avoid contradictions, aiming to prevent tensions with cities in the future. He expressed support for Vice Mayor Kamei's efforts.

5. Next Steps - for discussion: Standard agency resolution approach; for action: Future Steering Committee meeting dates/locations (if needed)

- a. **Sean T. Daly** proposed developing a standard resolution framework for agencies to support the Vision and Implementation Plan. This would include guiding staff on resolution content and fostering support. He also emphasized the need for ongoing coordination between elected officials and staff across all jurisdictions, along with continuous review and implementation efforts.

b. Steering Committee Questions and Comments

- i. **Vice Mayor Becker** is committed to future meetings.
- ii. **Christian Ollano** noted that the meeting will happen within the next two months and will coordinate with Steering Committee members and their staff to identify a date.
- iii. **Vice Mayor Kamei** recommended to complete this by December, before council membership changes, and to hold the meeting in the County of Santa Clara, with the City of Santa Clara as a back-up location in the event that a venue with the County cannot be secured.

6. General Public Comment

- a. **Jennifer Griffin** (in-person) requested the next meeting be held in Santa Clara or Cupertino. She emphasized the importance of greater public participation,

- particularly from the senior community, noting that their input is crucial. She stressed the need for representation from all age groups.
- b. **Jennifer Shearin** (online) expressed gratitude for the project team's hard work, engagement, and participation in the Vision Study.
 - c. **Harry Neil** (in-person) expressed gratitude to the Steering Committee members for their support of bike infrastructure, bus-only lanes, and improved pedestrian access.
 - d. **Chris Giangreco** (in-person) suggested that a community poll be implemented to gauge community sentiment on implementing a bus-only lane in the corridor.
 - e. **Sophia** (in-person) advocated for using a survey to gather community input.
 - f. **Betsy Megas** (online) emphasized the need for biking, pedestrian, and transit infrastructure improvements.
 - g. **Max Siegel** (online) expressed support for the bus-only lanes.

Adjournment at 12:12 pm

Note:

Please direct correspondence and questions to:

**City of Cupertino
Department of Public Public Works
David Stillman
Transportation Manager
DavidS@cupertino.gov | Tel: 408-777-3354**

