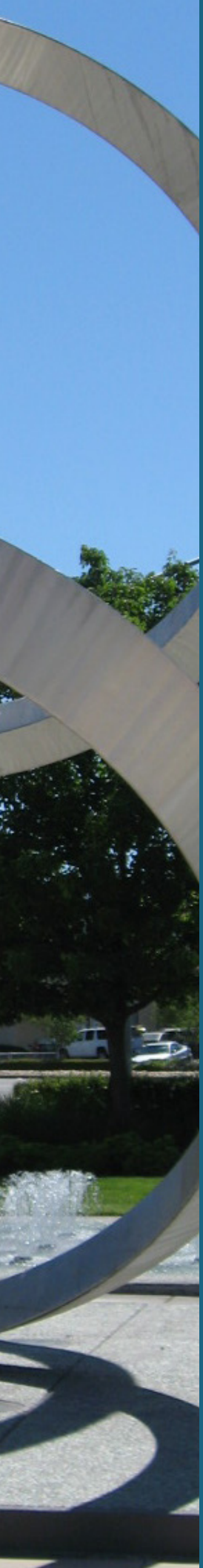
mobility

5



Introduction

Cupertino's transportation system is multi-faceted. It integrates walkways, sidewalks, bicycle routes, bus transit facilities, local streets, major roadways and freeways into a single, integrated system that supports the city's high quality of life. At the local level, this includes facilities that connect neighborhoods with pedestrian, bicycle and automobile routes. Longer distance connections include links to major boulevards, expressways, commuter rail and the regional freeway system.

This Element includes goals, policies and strategies that the City will use in making decisions regarding transportation network improvements needed to accommodate Cupertino's anticipated growth. The purpose for this Element is to implement strategies that make alternative modes of transportation attractive choices. This will help reduce strain on the automobile network and improve health and quality of life for Cupertino residents and businesses.

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- Roadway System Efficiency
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CONTEXT

Cupertino's circulation system was developed mostly in a suburban and auto-oriented pattern during the 1950s and 1960s. Over the years, the City has enhanced its roadway infrastructure with a system of bike lanes, trails, bridges, better sidewalks and publicly accessible connections in new development. Cupertino is also served by many important regional transportation facilities such as Highway 85, Interstate 280, Lawrence Expressway, and bus transit service provided by the Santa Clara Valley Transportation Authority (VTA).
The community anticipates reductions in auto traffic impacts, enhancements to the walking and biking environment, improvements to existing transit service, and connections to key transit nodes including Caltrain. As such, the goals in this Element respond to current conditions and present policies to adequately address future change.

REGIONAL TRANSPORTATION PLANNING

Cupertino's local transportation infrastructure is supplemented by regional facilities and services through agencies such as the VTA, the local congestion-management agency, the Metropolitan Transportation Commission (MTC), the Bay Area's regional transportation authority, and Caltrans, the State Department of Transportation. Each agency has a long-term plan consisting of policies and projects which are connected to the operational success of Cupertino's local transportation network. Key projects for these agencies include:

- Interchange Improvements at Interstate 280/Highway 85 (MTC–Plan Bay Area)
- Stevens Creek Bus Rapid Transit (MTC–Plan Bay Area)

Regional transit service primarily includes bus lines operated by VTA that run along the city's major corridors, including Stevens Creek Boulevard, De Anza Boulevard and Wolfe Road, and portions of Homestead Road, Stelling Road and Tantau Avenue. Regional facilities include a bus transit station at De Anza College and within the Vallco Shopping District. As new development projects are proposed, the City will continue to identify opportunities for improvements to bus stop facilities, such as the new Apple Campus 2 area at Wolfe Road, Homestead Road and Tantau Avenue and the Main Street project at Tantau Avenue and Stevens Creek Boulevard.

A relatively new trend in regional commute transportation is the implementation of private bus and shuttle services to connect workers and major employers throughout the Bay Area. While currently this activity is not regulated or organized among these employers, it is beneficial in the regional effort to reduce the reliance on Single Occupancy Vehicles (SOVs).

The One Bay Area Grant Program is a new funding approach that better integrates the region's federal transportation program with California's landmark climate change law (Assembly Bill 32, 2006) and Sustainable Communities Strategy program (Senate Bill 375, 2008). Funding distribution to the counties considers progress toward achieving local land use and housing policies by:

- Supporting the Sustainable Communities Strategy for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs); and
- Providing a higher proportion of funding to local agencies and additional investment flexibility to invest in bicycle and pedestrian improvements, local streets and roadway preservation and planning activities, while also providing specific funding opportunities for Safe Routes to School (SR2S) and Priority Conservation Areas.

The goals and policies included in this Element and the Land Use and Community Design Element seek to take advantage of regional planning and funding efforts. They implement strategies that encourage the location of future growth in Cupertino's Priority Development Areas along Stevens Creek Boulevard and portions of De Anza Boulevard, and by advocating for improved service and improvements to regional infrastructure.

LINK BETWEEN LAND USE AND TRANSPORTATION

In order to maintain and enhance the quality of life for Cupertino residents and businesses, it is important to ensure that future growth does not overwhelm the transportation network, identify ways to limit greenhouse gas emissions, and improve the health of our community. Land use and mobility policies included in the General Plan seek to do so by working together to focus future growth along major mixed-use corridors and within PDAs. Mobility policies also seek to improve the walking/biking environment and enhance transit to ensure that the transportation network is accessible to people of all ages and abilities, including

school children, the disabled and the elderly. These policies also promote connectivity between neighborhoods and services, and between key nodes in order to reduce reliance on the automobile as the sole mode of transportation.

COMPLETE STREETS

The California Complete Streets Act (2008) places the planning, designing and building of "Complete Streets" into the larger planning framework of the General Plan by requiring jurisdictions to plan for multi-modal transportation networks. Complete Streets are designed and operated to enable safe access for all users including pedestrians, bicyclists, the disabled, motorists, seniors, users of public transportation and movers of commercial goods. These networks allow people to effectively travel to key destinations within their community and the larger region. In addition, all transportation projects should be evaluated as to their ability to improve safety, access and mobility for all travelers and recognize pedestrian, bicycle and transit modes as integral elements of their transportation system.

Cupertino has already begun the work of reviewing the existing street network and looking for new opportunities to improve alternative modes of transportation through the construction of sidewalks, walking paths, bike lanes, trails and bridges across pedestrian barriers, such as the Don Burnett Bridge at Mary Avenue. The goals and policies in this Element seek to continue the work of making enhancements to the transportation network to encourage all modes of transportation.

GREENHOUSE GASES AND TRANSPORTATION

A major challenge of today is meeting the energy needs of a growing population while also protecting air quality and natural resources. The majority of greenhouse gas emissions can be attributed to carbon dioxide emissions from the transportation sector. A 2010 inventory of Cupertino's community-wide emissions shows that transportation accounts for almost 41 percent of community-wide emissions. Therefore, reducing the number of automobile trips, particularly from single-occupancy vehicles, can provide the greatest benefit in reducing greenhouse gas emissions in Cupertino.

The goals and policies in this Element work in tandem with other General Plan policies to address issues of sustainability, health and air quality by taking

advantage of opportunities to reduce greenhouse gas emissions. Low-carbon fuels, new and improved vehicle technologies, and land use strategies and infrastructure improvements to reduce the number of vehicle miles traveled can reduce transportation-related emissions significantly.

PEDESTRIANS AND BICYCLISTS

Cupertino has made considerable strides improving walkability and bikeability with new or improved bike lanes, sidewalks and pedestrian connections. However, many older commercial areas and neighborhoods continue to lack a pedestrian and bike-friendly environment where students can safely walk and bike to school, and families can walk or bike to parks and nearby community facilities and shopping. This was a consistent theme expressed by participants during public workshops conducted as part of the General Plan Amendment.

Areas are generally considered walkable if people can safely walk to schools, parks and services within a half mile (less than10-14 minutes) distance. A bike-friendly city provides a network of streets and paths where people can bike safely and conveniently to community facilities, employment and shopping. The goals and policies of this Element, along with the City's Bicycle Transportation Plan and Pedestrian Plan, seek to further improve and enhance the walking and biking environment through capital improvement projects, development review, and retrofitting existing facilities within older commercial areas and neighborhoods. **Figure M-1** identifies existing and planned improvements to bicycle and pedestrian facilities in the city.

PERFORMANCE MEASUREMENT

Senate Bill 743 (2013) created a process to change the way that transportation impacts are analyzed under the California Environmental Quality Act (CEQA). The process helps achieve the State's goals for reducing greenhouse gas emissions and traffic-related air pollution, promotes the development of a multi-modal transportation system, and provides clean, efficient access to major destinations. Specifically, the law requires an alternative to automobile level of service (LOS) for evaluating transportation impacts. Particularly within areas served by transit, alternative criteria are required to promote the reduction of greenhouse gas emissions, the development of multi-modal transportation networks, and a diversity of land uses.

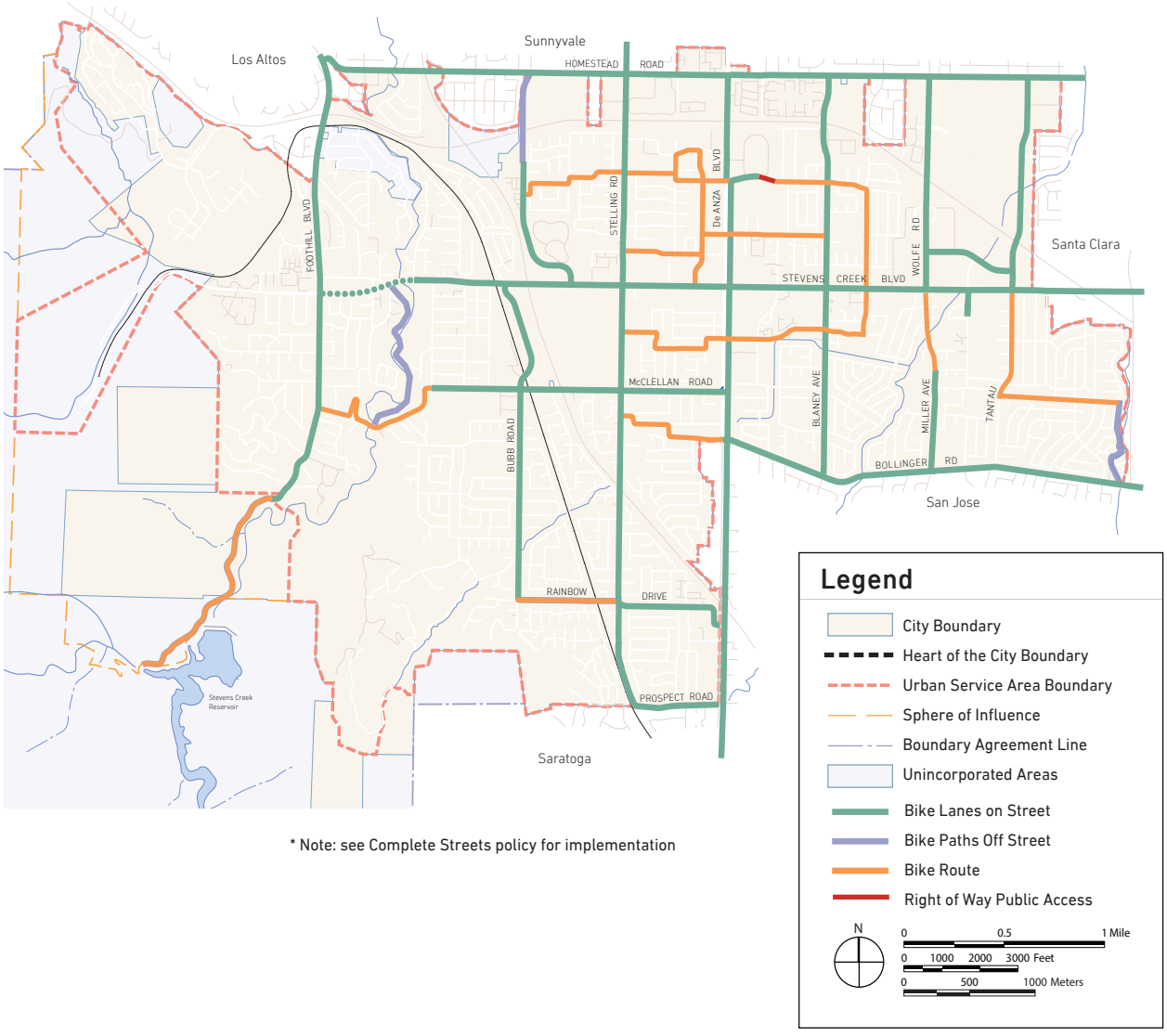
Like many cities, Cupertino has used LOS as a performance measure to evaluate traffic impacts. Historically, this has led cities to focus entirely on improvements to auto infrastructure, often to the detriment of other modes of transportation. Consistent with State law, this Element seeks to look at performance measures that balance the needs of all modes of transportation, including automobile, walking, biking and transit. Such new measures can range from looking at vehicle miles traveled (VMT) as a measure of balancing land uses to reviewing seconds of delay for all travel modes as a measure of impacts to traffic. This will allow the City to develop and maintain a Transportation Improvement Plan that includes pedestrian, bicycle, transit and automobile network enhancements, and Transportation Systems Management (TSM) and Travel Demand Management (TDM) measures to improve efficiency of the network.

TRANSPORTATION NETWORK

Cupertino's transportation network consists of a variety of street types and pathways. The network determines not only how various land uses are connected but also the modes of transportation used by people to access them. **Table M-1** defines the various street types and paths in terms of their character, adjoining current and future land uses, modes of travel that they currently support, and improvements needed to enhance access for all modes of transportation.

Close alignment of the City's Capital Improvement Program with Community Vision 2040 priorities will allow the City to strategically plan and direct resources to develop this multi-modal transportation infrastructure. **Figure M-2** shows the geographical locations of the major roadways.

FIGURE M-1
CURRENT (2014) AND PROPOSED BICYCLE NETWORK



* Note: see Complete Streets policy for implementation

TRANSPORTATION SYSTEMS MANAGEMENT (TSM)

TSM is an approach to congestion mitigation that identifies improvements to enhance the capacity of existing roadways through better operations. These techniques help improve traffic flow, air quality and movement of vehicles and goods, as well as enhance system accessibility and safety. TSM strategies are low-cost and effective, and typically include: intersection and signal improvements; data collection to monitor system performance; and/or special events management strategies.

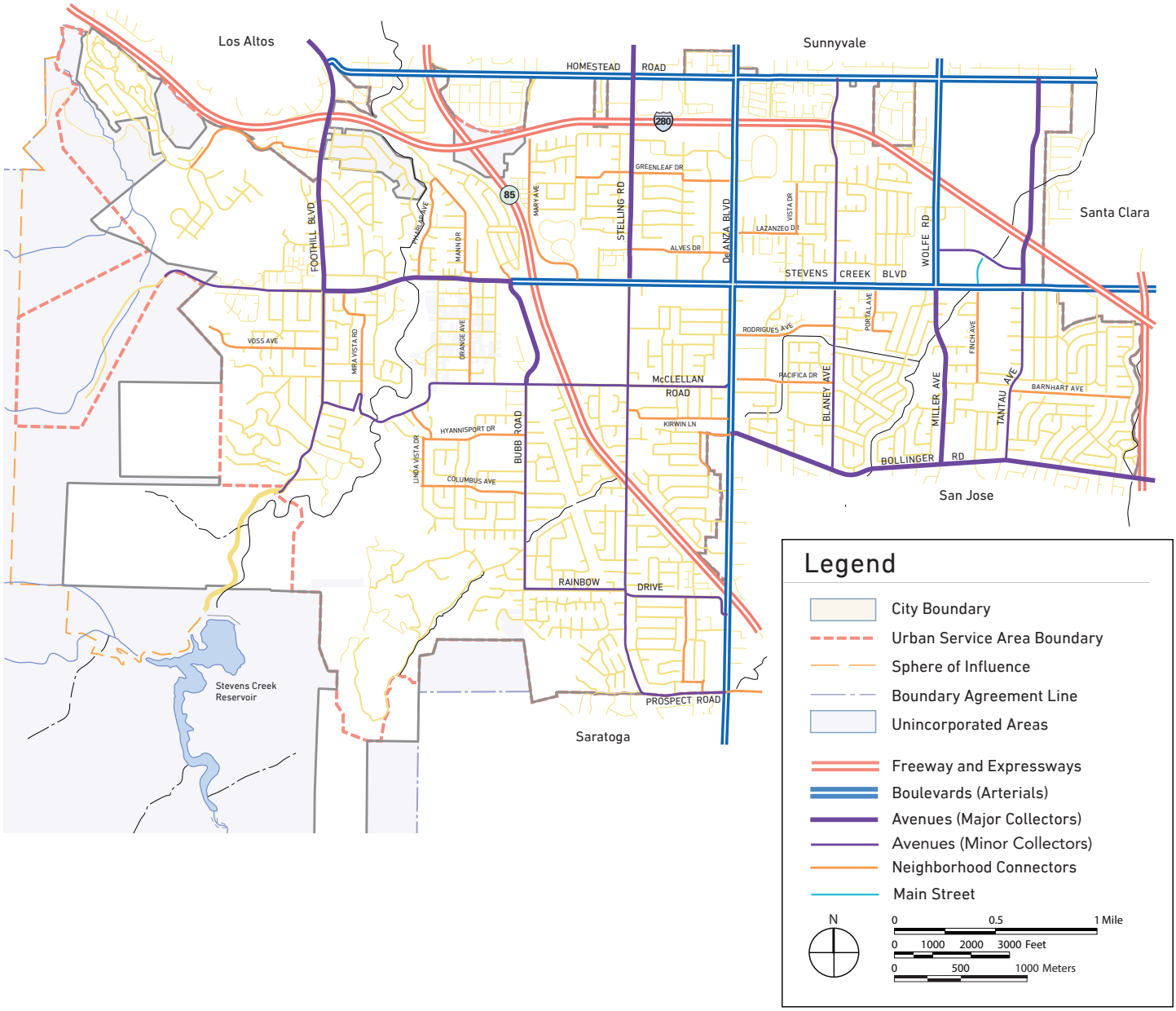
TRANSPORTATION DEMAND MANAGEMENT (TDM)

TDM seeks to reduce travel demand (specifically that of single-occupancy car) by encouraging other modes of travel through requirements and/or incentives. TDM strategies typically include: commute trip reduction programs; parking policies; and/or incentives to take transit or other modes of transportation.

Table M-1: Street Typology

Type	Mode(s) of Transportation	Guidelines
Freeway		Limited access, part of a regional and/or State network subject to State design standards.
Expressway		Limited access, regional and part of a county network subject to County design standards.
Boulevard (Arterial)		Access and safe crossing for all modes of travel along a regional transportation corridor. May include medians to separate directional travel. City or multi-jurisdictional design standards apply.
Main Street		Balances all modes of transportation, includes on-street parking and connects to highly pedestrian-oriented uses. Vehicular performance measures may be lowered to prioritize walking and biking.
Avenue (Major and Minor Collector)		Connector that distributes trips to commercial and residential areas from boulevards, and provides balanced levels of service for auto, bikes and pedestrians.
Neighborhood Connector		Primarily serves and connects neighborhoods and neighborhood services, and facilitates safe walking and biking. May contain elements of Avenues including landscaped median or bus service.
Residential Street		Provides access to low-intensity residential uses, prioritizes walking and biking, and are typically good candidates for traffic calming.
Regional Pedestrian/ Bike Pathway		Part of regional network providing high quality pedestrian and bike paths to connect to other regional destinations.
Local Pedestrian/Bike Pathway		Connects to regional network but part of local infrastructure, provides quality pedestrian and bike paths connecting local destinations.

FIGURE M-2
CIRCULATION NETWORK



LOOKING FORWARD

Maintaining Cupertino's great quality of life – including convenient access, clean air, and reduced traffic – requires careful management of growth. The City will identify ways to locate appropriate land uses along major mixed-use corridors, improving overall access and connectivity, enhancing the attractiveness of non-vehicular transportation modes, and reducing demand on the roadway network. The following are ways the City will address key challenges and opportunities facing Cupertino:

1 **BETTER LINKAGES BETWEEN LAND USE AND TRANSPORTATION.**
How we use our land directly impacts our transportation facilities, modes of travel and vice versa. A primary cornerstone of Community Vision 2040 is to focus growth on major mixed-use corridors; support alternate modes of transportation including walking, biking and transit; and encourage a mix of compatible and complementary uses on key sites. These strategies will allow the City to manage growth with reduced traffic, air quality and greenhouse gas impacts.

2 **IMPROVED REGIONAL COORDINATION.**
The City should continue to participate in regional projects and infrastructure planning to ensure consistency with local planning, and pursue funding for City transportation projects.

3 **ENHANCED CONNECTIVITY.**
A key objective of the City is to improve connections through streetscape and pathway improvements to ensure that the community enjoys easy walking and biking access to services including parks, schools and shopping. Other strategies seek to supplement existing modes of transportation such as community shuttles through partnerships and agreements and providing links between key transportation nodes.

4 **REDUCED DEMAND.**
The strategies in this Element seek to reduce demand on the City's roadway infrastructure through careful land use planning, encourage alternative modes of transportation and utilize best practices in Transportation Demand Management (TDM) and Transportation Systems Management (TSM).

GOAL M-1

Actively participate in regional planning processes to coordinate local planning and to advocate for decisions that meet and complement the needs of Cupertino

REGIONAL COORDINATION

Regional transportation and land use decisions affect the operation of the transportation network in Cupertino. A key consideration of the General Plan is for the City to participate in regional planning initiatives in order to coordinate local improvements with regional initiatives, advocate for Cupertino's needs, and take advantage of programs that can support Cupertino's transportation infrastructure.

POLICY M-1.1: REGIONAL TRANSPORTATION PLANNING

Participate in regional transportation planning processes to develop programs consistent with the goals and policies of Cupertino's General Plan and to minimize adverse impacts on the City's circulation system. Work with neighboring cities to address regional transportation and land use issues of mutual interest.

POLICY M-1.2: TRANSPORTATION IMPACT ANALYSIS

Participate in the development of new multi-modal analysis methods and impact thresholds as required by Senate Bill 743. However, until such impact thresholds are developed, continue to optimize mobility for all modes of transportation while striving to maintain the following intersection Levels of Service (LOS) at a.m. and p.m. peak traffic hours:

- Major intersections: LOS D
- Stevens Creek Boulevard and De Anza Boulevard: LOS E+
- Stevens Creek Boulevard and Stelling Road: LOS E+
- De Anza Boulevard and Bollinger Road: LOS E+

POLICY M-1.3: REGIONAL TRAIL DEVELOPMENT

Continue to plan and provide for a comprehensive system of trails and pathways consistent with regional systems, including the Bay Trail, Stevens Creek Corridor and Ridge Trail.

GOAL M-2

Promote improvements to city streets that safely accommodate all transportation modes and persons of all abilities

COMPLETE STREETS

Complete Streets policies encourage the design of streets that respond to the needs of all members of the community, balance different modes of transportation, promote the health and well-being of the community, and support environmental sustainability.

POLICY M-2.1: STREET DESIGN

Adopt and maintain street design standards to optimize mobility for all transportation modes including automobiles, walking, bicycling and transit.

POLICY M-2.2: ADJACENT LAND USE

Design roadway alignments, lane widths, medians, parking and bicycle lanes, crosswalks and sidewalks to complement adjacent land uses in keeping with the vision of the Planning Area. Strive to minimize adverse impacts and expand alternative transportation options for all Planning Areas (Special Areas and Neighborhoods). Improvement standards shall also consider the urban, suburban and rural environments found within the city.

STRATEGIES:

M-2.2.1: Rural Road Improvement Standards.
Consider candidate rural roads and develop specific street improvement standards that preserve the rural character of these streets. Rural roads would typically feature natural landscaping, no sidewalks and narrow unpaved shoulders.

M-2.2.2: Semi-Rural Road Improvement Standards.
Consider candidate semi-rural roads where curb and gutter improvements, and no sidewalks, are appropriate.

M-2.2.3: Urban Road Improvement Standards.
Develop urban improvement standards for arterials such as Stevens Creek and De Anza Boulevards. In these areas, standards may include wide sidewalks, tree wells, seating, bike racks and appropriate street furniture.

M-2.2.4: Suburban Road Improvement Standards.
Develop suburban road improvement standards for all streets not designated as rural, semi-rural or in the Crossroads Area.

POLICY M-2.3: CONNECTIVITY
Promote pedestrian and bicycle improvements that improve connectivity between planning areas, neighborhoods and services, and foster a sense of community.

POLICY M-2.4: COMMUNITY IMPACTS
Reduce traffic impacts and support alternative modes of transportation rather than constructing barriers to mobility. Do not close streets unless there is a demonstrated safety or over-whelming through traffic problem and there are no acceptable alternatives since street closures move the problem from one street to another.

POLICY M-2.5: PUBLIC ACCESSIBILITY
Ensure all new public and private streets are publicly accessible to improve walkability and reduce impacts on existing streets.

POLICY M-2.6: TRAFFIC CALMING
Consider the implementation of best practices on streets to reduce speeds and make them user-friendly for alternative modes of transportation, including pedestrians and bicyclists.

GOAL M-3

Support a safe pedestrian and bicycle street network for people of all ages and abilities

WALKABILITY AND BIKEABILITY

Walkability and bikeability policies encourage a livable, healthy, sustainable and connected city with a safe and comfortable pedestrian network among its various neighborhoods, parks, trails, employment centers, community facilities, neighborhood centers and commercial centers.

POLICY M-3.1: BICYCLE AND PEDESTRIAN MASTER PLAN

Adopt and maintain a Bicycle and Pedestrian master plan, which outlines policies and improvements to streets, extension of trails, and pathways to create a safe way for people of all ages to bike and walk on a daily basis, and as shown in **Figure M-1**.

POLICY M-3.2: DEVELOPMENT

Require new development and redevelopment to increase connectivity through direct and safe pedestrian connections to public amenities, neighborhoods, shopping and employment destinations throughout the city.

POLICY M-3.3: PEDESTRIAN AND BICYCLE CROSSINGS

Enhance pedestrian and bicycle crossings and pathways at key locations across physical barriers such as creeks, highways and road barriers.

POLICY M-3.4: STREET WIDTHS

Preserve and enhance citywide pedestrian and bike connectivity by limiting street widening purely for automobiles as a means of improving traffic flow.

POLICY M-3.5: CURB CUTS

Minimize the number and the width of driveway openings.

STRATEGIES:

M-3.5.1: Shared Driveway Access.
Encourage property owners to use shared driveway access and interconnected roads within blocks, where feasible. Require driveway access closures, consolidations or both when a site is remodeled or redeveloped.

M-3.5.2: Direct Access from Secondary Streets.
Encourage property with frontages on major and secondary streets to provide direct access to driveways from the secondary street.

POLICY M-3.6: SAFE SPACES FOR PEDESTRIANS

Require parking lots to include clearly defined paths for pedestrians to provide a safe path to building entrances.

POLICY M-3.7: CAPITAL IMPROVEMENT PROGRAM

Plan for improvements to pedestrian and bicycle facilities and eliminate gaps along the pedestrian and bicycle network as part of the City's Capital Improvement Program.

POLICY M-3.8: BICYCLE PARKING

Require new development and redevelopment to provide public and private bicycle parking.

POLICY M-3.9: OUTREACH

Actively engage the community in promoting walking and bicycling through education, encouragement and outreach on improvement projects and programs.

POLICY M-3.10: PROACTIVE ENFORCEMENT

Prioritize enforcement of traffic speeds and regulations on all streets with bike lanes, bike routes, and around schools.

GOAL M-4

Promote local and regional transit that is efficient, frequent and convenient and reduces traffic impacts

TRANSIT

Transit policies encourage planning and coordination of regional and local transit services, both public and private, to accommodate diverse community needs and to make transit a safe, comfortable and efficient option

POLICY M-4.1: TRANSIT AGENCIES

Coordinate with VTA to improve transportation service, infrastructure and access in the city, and to connect to transportation facilities such as Caltrain and VTA light rail stations.

POLICY M-4.2: LOCAL TRANSPORTATION SERVICES

Create or partner with transit providers, employers, educational institutions, and major commercial entities to minimize gaps within local transportation services.

POLICY M-4.3: CONNECTING SPECIAL AREAS

Identify and implement new or enhanced transit services to connect all Special Areas as identified in **Figure PA-1** (Chapter 2: Planning Areas).

POLICY M-4.4: TRANSIT FACILITIES WITH NEW DEVELOPMENT

Work with VTA and/or major developments to ensure all new development projects include amenities to support public transit including bus stop shelters, space for transit vehicles as appropriate and attractive amenities such as trash receptacles, signage, seating and lighting.

POLICY M-4.5: ACCESS TO TRANSIT SERVICES

Support right-of-way design and amenities consistent with local transit goals to improve transit as a viable alternative to driving.

POLICY M-4.6: BUS AND SHUTTLE PROGRAMS

Work with large regional employers and private commuter bus/shuttle programs to provide safe pick-up, drop-off, and park and rides in order to reduce single occupancy vehicle trips.

POLICY M-4.7: VALLCO SHOPPING DISTRICT TRANSFER STATION

Work with VTA and/or other transportation service organizations to study and develop a transit transfer station that incorporates a hub for alternative transportation services such as, car sharing, bike sharing and/or other services.

GOAL M-5

Ensure safe and efficient pedestrian and bicycle access to schools while working to reduce school-related congestion

SAFE ROUTES TO SCHOOL

Safe routes to schools policies protect the safety of school children and promote health, environmental sustainability and social interaction. They leverage local, regional and national Safe Routes to Schools Program resources to support increased walking and bicycling to schools.

POLICY M-5.1: SAFE ROUTES TO SCHOOLS

Promote Safe Routes to Schools programs for all schools serving the city.

STRATEGIES:

M-5.1.1. Coordination with School Districts.
Coordinate with the School Districts to develop plans and programs that encourage car/van-pooling, stagger hours of adjacent schools, establish drop-off locations, and encourage walking and bicycling to school.

M-5.1.2. Teen Commission.
Encourage the Teen Commission to work with schools to encourage year-round programs to incentivize walking and biking to school.

POLICY M-5.2: PRIORITIZING PROJECTS

Ensure that bicycle and pedestrian safety improvements include projects to enhance safe accessibility to schools.

POLICY M-5.3: CONNECTIONS TO TRAILS

Connect schools to the citywide trail system.

POLICY M-5.4: EDUCATION

Support education programs that promote safe walking and bicycling to schools.

GOAL M-6
Promote innovative strategies to provide efficient and adequate vehicle parking

VEHICLE PARKING

Vehicle parking policies encourage efficient and adequate parking, avoid negative effects on the pedestrian environment or surrounding neighborhoods, and support the City's goals for Complete Streets, walkability, bikeability and effective transit.

POLICY M-6.1: PARKING CODES

Maintain efficient and updated parking standards to ensure that development provides adequate parking, both on-street and off-street depending on the characteristics of the development, while also reducing reliance on the automobile.

POLICY M-6.2: OFF-STREET PARKING

Ensure new off-street parking is properly designed and efficiently used.

GOAL M-7

Review and update TIA policies and guidelines that allow for adequate consideration for all modes of transportation including automobiles, walking, bicycles and transit

TRANSPORTATION IMPACT ANALYSIS

Transportation Impact Analysis policies enable effective, informed transportation planning by using a more balanced system of indicators, data and monitoring to evaluate the city's multi-modal transportation system and optimize travel by all transportation modes.

POLICY M-7.1: MULTI-MODAL TRANSPORTATION IMPACT ANALYSIS

Follow guidelines set by the VTA related to transportation impact analyses, while conforming to State goals for multi-modal performance targets.

POLICY M-7.2: PROTECTED INTERSECTIONS

Consider adopting a Protected Intersection policy, which would identify intersections where improvements would not be considered, which would degrade levels of service for non-vehicular modes of transportation. Potential locations include intersections in Priority Development Areas (PDAs) and other areas where non-vehicular transportation is a key consideration, such as, near shopping districts, schools, parks and senior citizen developments.

GOAL M-8

Promote policies to help achieve state, regional and local air quality and greenhouse gas emission reduction targets

GREENHOUSE GAS EMISSIONS AND AIR QUALITY

Greenhouse gas emissions and air quality policies in this Element work in tandem with other General Plan policies to reduce municipal and community-wide greenhouse gas emissions and improve air quality throughout Cupertino.

POLICY M-8.1: GREENHOUSE GAS EMISSIONS

Promote transportation policies that help to reduce greenhouse gas emissions.

POLICY M-8.2: LAND USE

Support development and transportation improvements that help reduce greenhouse gas emissions by reducing per capita Vehicle Miles Traveled (VMT), reducing impacts on the City's transportation network and maintaining the desired levels of service for all modes of transportation.

POLICY M-8.3: TRANSPORTATION SYSTEMS MANAGEMENT (TSM) PROGRAMS

Employ TSM strategies to improve efficiency of the transportation infrastructure including strategic right-of-way improvements, intelligent transportation systems and optimization of signal timing to coordinate traffic flow.

POLICY M-8.4: TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAMS

Require large employers, including colleges and schools, to develop and maintain TDM programs to reduce vehicle trips generated by their employees and students and develop a tracking method to monitor results.

POLICY M-8.5: DESIGN OF NEW DEVELOPMENTS

Encourage new commercial developments to provide shared office facilities, cafeterias, daycare facilities, lunchrooms, showers, bicycle parking, home offices, shuttle buses to transit facilities and other amenities that encourage the use of transit, bicycling or walking as commute modes to work. Provide pedestrian pathways and orient buildings to the street to encourage pedestrian activity.

POLICY M-8.6: ALTERNATIVE FUEL CHARGING STATIONS

Develop a city-wide strategy to encourage the construction of a network of public and private alternative fuel vehicle charging/ fueling stations.

GOAL M-9

Promote effective and efficient use of the city's transportation network and services

ROADWAY SYSTEM EFFICIENCY

Roadway system efficiency policies make effective use of roadway capacity by encouraging strategic roadway improvements and complementary policies promoting transit, walking, bicycling and complete streets.

POLICY M-9.1: EFFICIENT AUTOMOBILE INFRASTRUCTURE

Strive to maximize the efficiency of existing infrastructure by locating appropriate land uses along roadways and retrofitting streets to be accessible for all modes of transportation.

POLICY M-9.2: REDUCED TRAVEL DEMAND

Promote effective TDM programs for existing and new development.

POLICY M-9.3: STREET WIDTH

Except as required by environmental review for new developments, limit widening of streets as a means of improving traffic efficiency and focus instead on operational improvements to preserve community character.

STRATEGIES:

M-9.3.1. Wolfe Road Overcrossing. Consider alternate designs for the Wolfe Road/I-280 Interchange (e.g., from partial cloverleaf design to diamond design) when evaluating the need to widen the freeway overcrossing.

M-9.3.2. Streetscape Design. When reviewing the widening of an existing street, consider aesthetically pleasing enhancements and amenities to improve the safe movement of pedestrians and bicyclists in keeping with the vision of the Planning Area.

GOAL M-10

Ensure that the City's transportation infrastructure is well-maintained for all modes of transportation and that projects are prioritized on their ability to meet the City's mobilities goals

TRANSPORTATION INFRASTRUCTURE

Transportation infrastructure policies promote safe, attractive and well-maintained facilities for walking, bicycling, transit and automobiles.

POLICY M-10.1: TRANSPORTATION IMPROVEMENT PLAN

Develop and implement an updated citywide transportation improvement plan necessary to accommodate vehicular, pedestrian and bicycle transportation improvements to meet the City's needs.

POLICY M-10.2: TRANSPORTATION IMPACT FEE

Ensure sustainable funding levels for the Transportation Improvement Plan by enacting a transportation impact fee for new development.

POLICY M-10.3: MULTI-MODAL IMPROVEMENTS

Integrate the financing, design and construction of pedestrian and bicycle facilities with street projects. Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation to enable travelers to transition from one mode of transportation to another (e.g., bicycle to bus).

POLICY M-10.4: ROADWAY MAINTENANCE FUNDING

Identify and secure new funding sources to fund the on-going routine maintenance of roadways.