

2005 General Plan Circulation Element	Community Vision 2040 Mobility Element	Comments
<p>GOAL A: Regional transportation planning decisions that support and complement the needs of Cupertino</p>	<p>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</p>	<p>Edited and merged into Goal M-1 as listed below. Also expanded to incorporate portions of Policy 4-1 (2005 GP).</p> <p>Goal M-1 merges the following goal and strategy from the 2005 GP:</p> <ul style="list-style-type: none"> • Goal A • Policy 4-5 Strategy 5
<p>Policy 4-1: <u>City Participation in Regional Transportation Planning.</u> Participate actively in developing regional approaches to meeting the transportation needs of the residents of the Santa Clara Valley. Work closely with neighboring jurisdictions and agencies responsible for roadways, transit facilities and transit services in Cupertino.</p> <p>Strategy 1: <u>Regional Transportation Planning.</u> Participate in regional transportation planning in order to minimize adverse impacts on Cupertino's circulation system. Work with all regional transportation agencies to develop programs consistent with the goals and policies of Cupertino's General Plan. Work with neighboring cities to address regional transportation and land use issues of mutual interest.</p>	<p>Policy M-1.1: <u>Regional Transportation Planning.</u> Participate in regional transportation planning processes to develop programs consistent with the goals and policies of Cupertino's General Plan. Work with neighboring cities to address regional transportation and land use issues of mutual interest.</p>	<p>Edited and merged into Policy M-1.1 as listed below</p> <p>Policy M-1.1 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-1 • Policy 4-1 Strategies 1, 3 and 4 <p>Also, portions of Policy 4-1(2005 GP) moved into Goal M-1 (Community Vision 2040)</p>

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<p>Strategy 2: <u>Jobs-Housing Balance.</u> Minimize regional traffic impacts on Cupertino by supporting regional planning programs to manage the jobs-housing balance throughout Santa Clara County and the Silicon Valley.</p>	<p>Policy LU-1.1: <u>Land Use and Transportation.</u> Focus higher land use intensities and densities within a half-mile of public transit service, and along major corridors. (<i>Land Use and Community Design Element</i>)</p>	<p>Refer to RHNA requirement per Housing Element to be consistent with State law and remove from circulation/mobility discussions. Addressed in Land Use and Community Design Element.</p> <p>Policy LU-1.1 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-1 Strategy 2 • Policy 4-1 Strategy 7 <p>Policy LU-1.1 supports regional planning programs that encourage development within Priority Development Areas (near public transit and along major corridors).</p>
<p>Strategy 3: <u>Interchange Improvements.</u> Identify potential interchange improvements, such as I-280 with the Lawrence Expressway and Stevens Creek Boulevard, that would encourage the use of the freeway and reduce the use of local streets.</p> <p>Strategy 4: <u>Congestion Management Plan (CMP).</u> Actively participate in the preparation of the CMP and other regional efforts to control traffic congestion and limit air pollution.</p>	<p>Policy M-1.1: <u>Regional Transportation Planning.</u> Participate in regional transportation planning processes to develop programs consistent with the goals and policies of Cupertino's General Plan. Work with neighboring cities to address regional transportation and land use issues of mutual interest.</p>	<p>Edited, merged into Policy M-1.1 as listed below, and changed from Strategy to Policy</p> <p>Policy M-1.1 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-1 • Policy 4-1 Strategies 1, 3 and 4 <p>Interchange improvements are under the purview of Caltrans and policy cannot be implemented as stated. The example provided here is outside the City's jurisdiction.</p> <p>Policy M-1.1 requires the City to work with agencies on the City's goals.</p>

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<p>Strategy 5: <u>Traffic Impact Analysis (TIA)</u>. Require TIA reports that meet the requirements of the VTA for all developments projected to generate more than 100 trips in the morning or afternoon peak hour.</p>	<p>Policy M-1.2: <u>Transportation Impact Analysis</u>. Participate in the development of new multi-modal analysis methods and impact thresholds as required by Senate Bill 743.</p> <p>GOAL M-7: Review and update TIA policies and guidelines that allow for adequate consideration for all modes of transportation including automobiles, walking, bicycling and transit.</p> <p>Policy M-7.1: <u>Multi-Modal Transportation Impact Analysis</u>. Follow guidelines set by the VTA related to transportation impact analyses, while conforming to State goals for multimodal performance targets.</p>	<p>Edited, split, merged into Policies M-1.2 and M-7.1 as listed below, and changed from Strategy to Goal and Policy</p> <p>Policy M-1.2 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-1 Strategy 5 • Policy 4-6 <p>Policy M-7.1 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-1 Strategy 5 • Policy 4-3 Strategy 7 • Policy 4-6 Strategy 3 <p>Revised per state law SB 743. Policy M-7.1 refers to guidelines set by the VTA rather than citing current VTA requirements.</p>
<p>Strategy 6: <u>Multi-modal Transportation</u>. Ensure that connections are provided to enable travelers to transition from one mode of transportation to another, e.g., bicycle to bus.</p>	<p>Policy M-4.1: <u>Transit Agencies</u>. Coordinate with VTA and to improve transportation service, infrastructure and access in the city, and to connect to transportation facilities such as Caltrain and VTA light rail stations.</p> <p>Policy M-4.5: <u>Access to Transit Services</u>. Support right-of-way design and amenities consistent with local transit goals to improve transit as a viable alternative to driving.</p> <p>Policy M-10.3: <u>Multi-Modal Improvements</u>. 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.</p>	<p>Edited, split, merged into Policies M-4.1 and M-7.1 as listed below, and changed from Strategy to Policy</p> <p>Policy M-4.1 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-1 Strategies 6 and 7 • Policy 4-5 <p>Policy M-4.5 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-1 Strategy 6 • Policy 4-2 Strategies 1 and 5 • Policy 4-5 <p>Revised per state law SB 743.</p>

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<p>Strategy 7: <u>Regional Bus and Rapid Transit Service.</u> Support the expansion of the VTA's regional bus transit system and extension of bus and/or light rail rapid transit into the Stevens Creek and De Anza Corridors to fulfill the "spoke and wheel" transit system designed to serve all of Santa Clara County. Specific actions to implement this strategy are:</p> <ul style="list-style-type: none"> • Review all right-of-way improvement projects for potential opportunities and constraints to rapid transit development. • Encourage higher density and mixed-use development in rapid transit corridors and ensure developments are designed to enhance the use of transit. • Seek the cooperative support of residents, property owners and businesses in planning rapid transit extensions. • Actively seek to have Cupertino represent West Valley cities and ultimately chair the VTA Board of Directors to promote the above policy. 	<p>Policy M-4.1: <u>Transit Agencies.</u> Coordinate with VTA and to improve transportation service, infrastructure and access in the city, and to connect to transportation facilities such as Caltrain and VTA light rail stations.</p> <p>Policy M-4.2: <u>Local Transportation Services.</u> Create or partner with transit providers, employers, educational institutions, and major commercial entities to minimize gaps within local transportation services.</p> <p>Policy M-4.3: <u>Connecting Major Special Areas.</u> Identify and implement new or enhanced transit services to connect major Special Areas including De Anza College, North Vallco Park, North De Anza, South Vallco Park, Crossroads, City Center and Civic Center.</p> <p>Policy LU-1.1: <u>Land Use and Transportation.</u> Focus higher land use intensities and densities within a half-mile of public transit service, and along major corridors. (<i>Land Use and Community Design Element</i>)</p>	<p>Edited, split, merged into Policies M-4.1, M-4.2, M-4.3 and LU-1.1 as listed below, and changed from Strategy to Policy</p> <p>Policy M-4.1 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-1 Strategies 6 and 7 • Policy 4-5 <p>Policy M-4.2 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-1 Strategy 7 • Policy 4-5 • Policy 4-5 Strategy 5 <p>Policy M-4.3 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-1 Strategy 7 • Policy 4-5 • Policy 4-5 Strategy 4 <p>Policy LU-1.1 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-1 Strategy 2 • Policy 4-1 Strategy 7
<p>Goal B: Increased use of public transit, carpools, bicycling, walking and telecommuting</p>	<p>GOAL M-2: Promote improvements to city streets that safely accommodate all transportation modes and persons of all abilities</p> <p>GOAL M-3: Support a safe pedestrian and bicycle street network for people of all ages and abilities.</p>	<p>Edited to address Complete Streets Act (AB1358) requirements, split and merged Goals B and C (2005 GP) into Goal M-3</p> <p>Goal M-2 also merges Policy 2-7 of the 2005 GP Land Use/Community Design Element</p>

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<p>Policy 4-2: <u>Reduced Reliance on the Use of Single-Occupant Vehicles</u>. Promote a general decrease in reliance on private, mostly single-occupant vehicles (SOV) by encouraging attractive alternatives.</p> <p>Strategy 1: <u>Alternatives to the SOV</u>. Encourage the use of alternatives to the SOV including increased carpooling, use of public transit, bicycling and walking.</p>	<p>Policy M-3.1: <u>Bicycle and Pedestrian Master Plan</u>. 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.</p> <p>GOAL M-4: Promote local and regional transit that is efficient, frequent and convenient and reduces traffic impacts</p> <p>Policy M-4.5: <u>Access to Transit Services</u>. Support right-of-way design and amenities consistent with local transit goals to improve transit as a viable alternative to driving.</p> <p>Policy M-4.6: <u>Bus and Shuttle Programs</u>. 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.</p>	<p>Edited, split, merged into Policy M-3.1, Goal M-4, Policy M-4.5 and Policy M-4.6 as listed below, and changed to Goal and Policy</p> <p>Policy M-3.1 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-2 • Policy 4-2 Strategy 1 • Policy 4-3 • Policy 4-3 Strategies 1 and 8 <p>Goal M-4 merges the following goal, policy and strategy from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-2 • Policy 4-2 Strategy 1 • Goal D <p>Policy M-4.5 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-1 Strategy 6 • Policy 4-2 Strategies 1 and 5 • Policy 4-5 <p>Policy M-4.6 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-2 • Policy 4-2 Strategy 1 • Policy 4-5 • Policy 4-5 Strategy 6 <p>Edited for compliance with Complete Streets Act (AB1358) requirements. Provided policy direction for TDM programs and removed specifics since solutions change at a rapid pace based on new technology.</p> <p>Alternatives to SOV.</p>

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<p>Strategy 2: <u>TSM Programs</u>. Encourage TSM programs for employees in both the public and private sectors by including preferred parking for carpools, providing bus passes, encouraging compressed workweeks, and providing incentives and rewards for bicycling and walking.</p>	<p>Policy M-8.3: <u>Transportation System Management (TSM) Programs</u>. 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.</p>	<p>Edited, merged into Policy M-8.3 as listed below, and changed from Strategy to Policy</p> <p>Policy M-8.3 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-2 Strategy 2 • Policy 4-6 Strategy 2
<p>Strategy 3: <u>Telecommuting, Teleconferencing and Other Electronic Communication</u>. Encourage employers to use the internet to reduce commute travel. Encourage schools, particularly at the college and high school levels, to make maximum use of the internet to limit the need to travel to and from the campus.</p>	<p>Policy M-8.4: <u>Transportation Demand Management (TDM) Programs</u>. Require large employers to develop and maintain TDM programs to reduce vehicle trips generated by their employees and develop a tracking method to monitor results.</p>	<p>Edited and changed from Strategy to Policy</p> <p>TDM programs encourage carpools, telecommuting et cetera.</p>
<p>Strategy 4: <u>Design of New Developments</u>. Encourage new commercial developments to provide shared office facilities, cafeterias, day-care facilities, lunchrooms, showers, bicycle parking, home offices, shuttle buses to transit facilities and other amenities that encourage the use of transit, bicycling, walking or telecommuting as commute modes to work. Provide pedestrian pathways and orient buildings to the street to encourage pedestrian activity.</p>	<p>Policy M-8.5: <u>Design of New Developments</u>. 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.</p>	<p>Edited and changed from Strategy to Policy</p> <p>Telecommuting is not applicable to the design of new developments; instead it is covered under TDM Programs discussed in Policy M-8.4 (Community Vision 2040)</p>

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<p>Strategy 5: <u>Street Space for Alternative Transportation</u>. Provide space on appropriate streets for bus turnouts, or safe and accessible bike lanes or pedestrian paths.</p>	<p>Policy M-4.4: <u>Transit Facilities with New Development</u>. 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, seating and lighting.</p> <p>Policy M-4.5: <u>Access to Transit Services</u>. Support right-of-way design and amenities consistent with local transit goals to improve transit as a viable alternative to driving.</p>	<p>Edited, split, merged into Policies M-4.4 and M-4.5 as listed below, and changed from Strategy to Policy</p> <p>Policy M-4.4 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-2 Strategy 5 • Policy 4-5 • Policy 4-5 Strategies 1 and 3 • Policy 4-10 Strategy 2 <p>Policy M-4.5 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-1 Strategy 6 • Policy 4-2 Strategies 1 and 5 • Policy 4-5
<p>Strategy 6: <u>Alternative Transportation Information</u>. Use the Cupertino Scene and other media to provide educational material on alternatives to the SOV.</p> <p>Strategy 7: <u>Citizen Participation</u>. Continue to work with the City Bicycle/Pedestrian Advisory Committee, community groups and residents to eliminate hazards and barriers to bicycle and pedestrian transportation.</p>	<p>Policy M-3.9: <u>Outreach</u>. Actively engage the community in promoting walking and bicycling through education, encouragement and outreach on improvement projects and programs.</p>	<p>Edited, merged Strategies 6 and 7 into Policy M-3.9, and changed from Strategy to Policy</p> <p>Strategies 6 and 7 (2005 GP) deal with outreach, which have been merged into Policy M-3.9 (Community Vision 2040).</p> <p>Eliminating hazards and barriers to bicycle and pedestrian transportation is addressed in Policy M-3.1 (Community Vision 2040).</p> <p>City Bicycle/Pedestrian Advisory Committee is now the Bicycle Pedestrian Commission per Chapter 2.92 of the CMC</p>
<p>Goal C: A comprehensive network of pedestrian and bicycle routes and facilities</p>	<p>GOAL M-3: Support a safe pedestrian and bicycle street network for people of all ages and abilities.</p>	<p>Edited to comply with Complete Streets Act (AB1358) and merged Goals B and C (2005 GP) into Goal M-3</p>

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<p>Policy 4-3: <u>Cupertino Pedestrian Transportation Guidelines and the Cupertino Bicycle Transportation Plan</u>. Implement the programs and projects recommended in the Cupertino Pedestrian Transportation Guidelines and in the Cupertino Bicycle Transportation Plan, as well as other programs that promote this goal.</p> <p>Strategy 1: <u>The Pedestrian Guidelines</u>. Implement the projects recommended in the Pedestrian Guidelines including:</p> <ul style="list-style-type: none"> • After engineering review, and where found to be feasible, improve safety at selected intersections by one or more of the following: prohibit right-turn-on-red, add time to the pedestrian signal phase, construct a median and/or reduce corner radii. • Where feasible provide missing sidewalks on arterial and collector streets and on neighborhood streets as desired by residents. • Identify a citywide pedestrian circulation grid including shortcuts, pathways and bridges, where needed, to close gaps in the pedestrian circulation system. 	<p>Policy M-3.1: <u>Bicycle and Pedestrian Master Plan</u>. 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.</p> <p>Policy M-3.7: <u>Capital Improvement Program</u>. Plan for improvements to pedestrian and bicycle facilities and eliminate gaps along the network pedestrian and bicycle as part of the City's Capital Improvement Program.</p>	<p>Edited, merged into Policy M-3.1 as listed below, and changed to Policy</p> <p>Policy M-3.1 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-2 • Policy 4-2 Strategy 1 • Policy 4-3 • Policy 4-3 Strategies 1 and 8 <p>Some portions of Strategy 1 are repetitive and already being implemented through the Bicycle and Pedestrian Master Plan.</p>
<p>Strategy 2: <u>Pedestrian Grid</u>. Consider developing a quarter-mile grid of safe, walkable sidewalks and paths to provide pedestrian access among residential, shopping, recreation and business locations.</p>	<p>Policy M-3.2: <u>Development</u>. 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.</p>	<p>Edited and changed from Strategy to Policy</p>

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<p>Strategy 3: <u>Safe Routes to School</u>. Work with the School Districts to promote the Safe Route to Schools program.</p>	<p>GOAL M-5: Ensure safe and efficient pedestrian and bicycle access to schools while working to reduce school-related congestion</p> <p>Policy M-5.1: <u>Safe Routes to School</u>. Promote Safe Routes to Schools programs for all schools serving the city.</p> <p>Policy M-5.2: <u>Prioritizing Projects</u>. Ensure that bicycle and pedestrian safety improvements include projects to enhance safe accessibility to schools.</p> <p>Policy M-5.3: <u>Connections to Trails</u>. Connect schools to the citywide trail system.</p> <p>Policy M-5.4: <u>Education</u>. Support education programs that promote safe walking and bicycling to schools.</p>	<p>Edited, split and changed from Strategy to Goal and Policies</p> <p>Policy M-5.1 and Policy M-5.3 also merge Policy 2-57 of the 2005 GP Land Use/Community Design Element</p>
<p>Strategy 4: <u>Pedestrian Time on Traffic Signals</u>. With engineering review, provide additional time for pedestrians to cross streets at appropriate intersections. Added time would be most appropriate near shopping districts, schools and senior citizen developments. This strategy should be considered even if it could reduce the Level of Service (LOS) for automobile traffic.</p>	<p>Policy M-7.2: <u>Protected Intersections</u>. 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.</p> <p>Policy M-10.1: <u>Transportation Improvement Plan</u>. Develop and implement an updated citywide transportation improvement plan necessary to accommodate vehicular, pedestrian and bicycle transportation improvements to meet the City's needs.</p>	<p>Edited, split, merged into Policies M-7.2 and M-10.1 as listed below, and changed from Strategy to Policy</p> <p>Policy M-7.2 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-3 Strategy 4 • Policy 4-7 • Policy 4-7 Strategy <p>Policy M-10.1 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-3 Strategy 4 • Policy 4-6 Strategies 4 thru 7 • Policy 4-7 Strategy <p>Implement as part of Transportation Improvement Plan</p>

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<p>Strategy 5: <u>Pedestrian Improvements.</u> To enhance walking, consider various improvements to roadways to make them more pedestrian friendly and less auto-centric. Where a median is provided, it should be wide enough to safely accommodate pedestrians. Streets such as Homestead, Bollinger, Rainbow, Prospect or Stelling should be evaluated for potential improvements for pedestrians. Working with the neighborhood, consider reducing residential street widths to promote slower traffic and less pervious surface.</p>	<p>GOAL M-2: Promote improvements to city streets that safely accommodate all transportation modes and persons of all abilities</p> <p>Policy M-2.3: <u>Connectivity.</u> Promote pedestrian and bicycle improvements that improve connectivity between planning areas, neighborhoods and services, and foster a sense of community.</p> <p>Policy M-2.5: <u>Public Accessibility.</u> Ensure all new public and private streets are publicly accessible to improve walkability and reduce impacts on existing streets.</p> <p>Policy M-3.4: <u>Street Widths.</u> Preserve and enhance citywide pedestrian and bike connectivity by limiting street widening purely for automobiles as a means of improving traffic flow.</p>	<p>Edited to comply with Complete Streets Act (AB1358), merged into Goal M-2 and Policy M-3.4 as listed below, and changed from Strategy to Goal and Policy</p> <p>Goal M-2 merges the following goal, policy and strategy from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-3 Strategies 5 • Goal E • Policy 4-7 <p>Policy M-3.4 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-3 Strategies 5 and 6 • Policy 4-6 Strategy 1 <p>Goal M-2 and Policy M-2.3 also merge Policy 2-7 and Policy 2-22 of the 2005 GP Land Use/Community Design Element, respectively.</p>
<p>Strategy 6: <u>Crosswalk Marking, Medians, and “Chokers.”</u> Following engineering review, mark crosswalks with pavement treatment scaled to the speed of traffic. Use medians and “chokers” to narrow the width of the street where feasible and appropriate.</p>	<p>Policy M-3.4: <u>Street Widths.</u> Preserve and enhance citywide pedestrian and bike connectivity by limiting street widening purely for automobiles as a means of improving traffic flow.</p>	<p>Edited, merged into Policy M-3.4 as listed below, and changed Strategy to Policy</p> <p>Policy M-3.4 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-3 Strategies 5 and 6 • Policy 4-6 Strategy 1

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<p>Strategy 7: <u>Pedestrian/Bicycle Impact Statement (PBIS)</u>. Encourage all public construction and private development projects to submit a PBIS. For projects that require a TIA, the PBIS may be incorporated into the TIA. The impact of the project on pedestrians and bicycles shall be reported in terms of safety, route connectivity, loss of existing facilities, adequacy of proposed facilities, and potential adverse impact of proposed pedestrian/bicycle programs on automobile traffic and vice versa.</p>	<p>Policy M-7.1: <u>Multi-Modal Transportation Impact Analysis</u>. Follow guidelines set by the VTA related to transportation impact analyses, while conforming to State goals for multimodal performance targets.</p>	<p>Edited, merged into Policy M-7.1 as listed below, and changed from Strategy to Policy</p> <p>Policy M-7.1 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-1 Strategy 5 • Policy 4-3 Strategy 7 • Policy 4-6 Strategy 3 <p>Required to comply with SB 743 which includes an analysis of impacts to all modes of transportation including automobiles. Alternative Transportation Metrics in process at the state and agency level.</p>
<p>Strategy 8: <u>Implementation of the Bicycle Plan</u>. Implement the Bikeway Network as recommended in the Bicycle Plan. The Network is shown in Figure 4-B.</p>	<p>Policy M-3.1: <u>Bicycle and Pedestrian Master Plan</u>. 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.</p>	<p>Edited, merged into Policy M-3.1 as listed below, and changed from Strategy to Policy</p> <p>Policy M-3.1 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-2 • Policy 4-2 Strategy 1 • Policy 4-3 • Policy 4-3 Strategies 1 and 8
<p>Strategy 9: <u>Bicycle Facilities in New Developments</u>. Encourage the developers of major new or remodeled buildings to include secure interior and/or fully weather protected bicycle parking.</p>		<p>The Parking Ordinance has been updated for requirements related to secure/weather protected bicycle parking.</p>

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<p>Strategy 10: <u>Traffic Calming on Bicycle Routes.</u> Where feasible and appropriate, implement traffic calming on those bicycle routes where automobile traffic volumes are low. Bicycle traffic flows best where automobile traffic volume and speeds are low and where there are no stop signs or traffic signals to hinder through traffic flow.</p>	<p>Policy M-2.4: <u>Community Impacts.</u> Reduce traffic impacts and support alternative modes of transportation in neighborhoods and around schools, parks and community facilities rather than constructing barriers to mobility. Do not close streets unless there is a demonstrated safety or overwhelming through traffic problem and there are no acceptable alternatives since street closures move the problem from one street to another</p>	<p>Edited, merged into Policy M-2.4 as listed below, and changed from Strategy to Policy</p> <p>Policy M-2.4 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-3 Strategy 10 • Policy 4-13 • Policy 4-13 Strategies 1 thru 3 • Policy 4-14 • Policy 4-16 • Policy 4-16 Strategy 3
<p>Strategy 11: <u>Bicycle Parking.</u> Provide bicycle parking in multi-family residential developments and in commercial districts as required under Section 19.100.040 of the City code.</p>	<p>Policy M-3.8: <u>Bicycle Parking.</u> Require new development to provide public and private bicycle parking.</p>	<p>Edited and changed from Strategy to Policy</p> <p>Redundant reference to code removed.</p>
<p>Policy 4-4: <u>Regional Trail Development.</u> 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. The General Alignment of the Bay Trail, as shown in the Association of Bay Area Governments' Bay Trail planning document, is incorporated in the General Plan by reference.</p>	<p>Policy M-1.3: <u>Regional Trail Development.</u> 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.</p>	<p>Edited</p>
<p>Goal D: Increased use of existing public transit service and the development of new rapid transit service</p>	<p>GOAL M-4: Promote local and regional transit that is efficient, frequent and convenient and reduces traffic impacts</p> <p>GOAL M-9: Promote effective and efficient use of the City's transportation network and services</p>	<p>Edited, split, and merged into Goal M-4 as listed below</p> <p>Goal M-4 merges the following goal, policy and strategy from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-2 • Policy 4-2 Strategy 1 • Goal D <p>Edited to reflect policies included under this goal.</p>

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<p>Policy 4-5: <u>Increased Use of Public Transit.</u> Support and encourage the increased use of public transit.</p>	<p>Policy M-4.1: <u>Transit Agencies.</u> Coordinate with VTA and to improve transportation service, infrastructure and access in the city, and to connect to transportation facilities such as Caltrain and VTA light rail stations.</p> <p>Policy M-4.2: <u>Local Transportation Services.</u> Create or partner with transit providers, employers, educational institutions, and major commercial entities to minimize gaps within local transportation services.</p> <p>Policy M-4.3: <u>Connecting Major Special Areas.</u> Identify and implement new or enhanced transit services to connect major Special Areas including De Anza College, North Vallco Park, North De Anza, South Vallco Park, Crossroads, City Center and Civic Center.</p> <p>Policy M-4.4: <u>Transit Facilities with New Development.</u> 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, seating and lighting.</p> <p>Policy M-4.5: <u>Access to Transit Services.</u> Support right-of-way design and amenities consistent with local transit goals to improve transit as a viable alternative to driving.</p> <p>Policy M-4.6: <u>Bus and Shuttle Programs.</u> 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.</p>	<p>Edited, split, and merged into Policies M-4.1 thru M-4.6 as listed below</p> <p>Policy M-4.1 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-1 Strategies 6 and 7 • Policy 4-5 <p>Policy M-4.2 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-1 Strategy 7 • Policy 4-5 • Policy 4-5 Strategy 5 <p>Policy M-4.3 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-1 Strategy 7 • Policy 4-5 • Policy 4-5 Strategy 4 <p>Policy M-4.4 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-2 Strategy 5 • Policy 4-5 • Policy 4-5 Strategies 1 and 3 • Policy 4-10 Strategy 2 <p>Policy M-4.5 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-1 Strategy 6 • Policy 4-2 Strategies 1 and 5 • Policy 4-5 <p>Policy M-4.6 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-2 • Policy 4-2 Strategy 1 • Policy 4-5 • Policy 4-5 Strategy 6

2005 General Plan Circulation Element	Community Vision 2040 Mobility Element	Comments
<p>Strategy 1: <u>Transit Facilities in New Developments.</u> Ensure all new development projects include amenities to support public transit such as: bus stop shelters; space for transit vehicles to stop and maneuver as needed; transit maps and schedules. Encourage commercial and institutional developments to support bus passes for employees.</p> <p>Strategy 2: <i>[NO STRATEGY LISTED]</i></p> <p>Strategy 3: <u>Transit Stop Amenities.</u> Work with the VTA and adjacent property owners to provide attractive amenities such as seating, lighting and signage at all bus stops.</p>	<p>Policy M-4.4: <u>Transit Facilities with New Development.</u> 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, seating and lighting.</p>	<p>Edited, merged into Policy M-4.4 as listed below, and changed from Strategy to Policy</p> <p>Policy M-4.4 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-2 Strategy 5 • Policy 4-5 • Policy 4-5 Strategies 1 and 3 • Policy 4-10 Strategy 2 <p>Strategy 2 does not exist in the 2005 GP</p>
<p>Strategy 4: <u>Vallco Park Transit Station.</u> Work with the VTA to study and develop a transit transfer station at Vallco Park. Anticipate a multi-modal station that serves future light rail.</p>	<p>Policy M-4.3: <u>Connecting Major Special Areas.</u> Identify and implement new or enhanced transit services to connect major Special Areas including De Anza College, North Vallco Park, North De Anza, South Vallco Park, Crossroads, City Center and Civic Center.</p>	<p>Edited and merged into Policy M-4.3 as listed below</p> <p>Policy M-4.3 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-1 Strategy 7 • Policy 4-5 • Policy 4-5 Strategy 4 <p>DA requiring VTA transit station expired in 2009. Policy M-4.3 allows consideration of such a transit station in various areas of the City.</p>

2005 General Plan Circulation Element	Community Vision 2040 Mobility Element	Comments
<p>Strategy 5: <u>Rapid Transit</u>. Work with the VTA to plan for and develop bus and/or light rail rapid transit services in the Stevens Creek and north De Anza Corridors to take advantage of the potential increase in mixed-use activities in the De Anza College customer base. Consider increased frequency of service to encourage ridership.</p>	<p>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</p> <p>Policy M-4.2: <u>Local Transportation Services</u>. Create or partner with transit providers, employers, educational institutions, and major commercial entities to minimize gaps within local transportation services.</p>	<p>Edited, split, merged into Goal M-1 and Policy M-4.2 as listed below, and changed from Strategy to Goal and Policy</p> <p>Goal M-1 merges the following goal and strategy from the 2005 GP:</p> <ul style="list-style-type: none"> • Goal A • Policy 4-5 Strategy 5 <p>Policy M-4.2 merges the following policies and strategies from 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-1 Strategy 7 • Policy 4-5 • Policy 4-5 Strategy 5
<p>Strategy 6: <u>Shuttle Service</u>. Study the possibility of providing shuttle service to key commercial, office and institutional locations in Cupertino.</p>	<p>Policy M-4.6: <u>Bus and Shuttle Programs</u>. 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.</p>	<p>Edited, merged into Policy M-4.6 as listed below, and changed from Strategy to Policy</p> <p>Policy M-4.6 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-2 • Policy 4-2 Strategy 1 • Policy 4-5 • Policy 4-5 Strategy 6
<p>Goal E: Roadway design that accounts for the needs of motorists, pedestrians, bicycles and adjacent land use</p>	<p>GOAL M-2: Promote improvements to city streets that safely accommodate all transportation modes and persons of all abilities</p>	<p>Edited and merged into Goal M-2 as listed below</p> <p>Goal M-2 merges the following goal, policy and strategy from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-3 Strategy 5 • Goal E • Policy 4-7 <p>Goal M-2 also merges Policy 2-7 of the 2005 GP Land Use/Community Design Element</p>

2005 General Plan Circulation Element	Community Vision 2040 Mobility Element	Comments
<p>Policy 4-6: <u>Traffic Service and Land Use Development.</u> Maintain a minimum LOS D for major intersections during the morning and afternoon peak traffic hours. Achieve this standard by imposing reasonable limits on land use to ensure that principal thoroughfares are not unduly impacted by locally generated traffic at peak traffic hour.</p> <p>In order to accommodate development that furthers a unique gathering place in the Crossroads area on Stevens Creek Boulevard, set the LOS standard for the intersections of Stevens Creek Boulevard with De Anza Boulevard and with Stelling Road to LOS E+. (No more than an average 45 seconds of delay per vehicle). The standard for the intersection of De Anza Boulevard at Bollinger Road shall also be LOS E+.</p>	<p>Policy M-1.2: <u>Transportation Impact Analysis.</u> Participate in the development of new multi-modal analysis methods and impact thresholds as required by Senate Bill 743.</p> <p>Policy M-2.1: <u>Street Design.</u> Adopt and maintain street design standards to optimize mobility for all transportation modes including automobiles, walking, bicycling and transit.</p> <p>Policy M-2.2: <u>Adjacent Land Use.</u> Design roadway alignments, lane widths, medians, parking and bicycle lanes, and sidewalks to complement adjacent land uses to keep with the aesthetic vision of the Planning Area. Improvement standards shall also consider the urban, suburban and rural environments found within the city.</p> <p>Policy M-8.2: <u>Land Use.</u> Support development and transportation improvements that help reduce greenhouse gas emissions by reducing per capita Vehicle Miles Traveled (VMT).</p>	<p>Edited to comply with SB743, split, and merged into Policies M-1.2, M-2.1 and M-2.2 as listed below</p> <p>Policy M-1.2 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-1 Strategy 5 • Policy 4-6 <p>Policy M-2.1 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-6 • Policy 4-7 <p>Policy M-2.2 merges the following goal, policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-6 • Policy 4-8 • Policy 4-8 Strategy 1 • Goal F • Policy 4-13 Strategy 2 <p>Policy M-8.2 also merges Policy 2-20 of the 2005 GP Land Use/Community Design Element</p> <p>Removed LOS D for compliance with SB743. Level of service thresholds contained in City of Cupertino Traffic Impact Analysis Guidelines. Also see Policy M-7.1 (Community Vision 2040).</p>
<p>Strategy 1: <u>Street Width Limitation.</u> To minimize the barrier effect and the negative aesthetics of major streets, limit the mid-block width of De Anza Boulevard to eight lanes</p>	<p>Policy M-3.4: <u>Street Widths.</u> Preserve and enhance city wide pedestrian and bike connectivity by limiting street widening purely for automobiles as a means of improving traffic flow.</p>	<p>Edited and merged into Policy M-3.4 as listed below</p> <p>Policy M-3.4 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-3 Strategies 5 and 6 • Policy 4-6 Strategy 1 <p>Edited for compliance with SB743.</p>

2005 General Plan Circulation Element	Community Vision 2040 Mobility Element	Comments
<p>Strategy 2: <u>Synchronization of Traffic Signals.</u> Enhance the synchronization of traffic signals on major streets.</p>	<p>Policy M-8.3: <u>Transportation System Management (TSM) Programs.</u> 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.</p> <p>Policy M-9.2: <u>Reduced Travel Demand.</u> Synchronization of Traffic Signals. Enhance the synchronization of traffic signals on major streets to improve traffic flow and reduce congestion.</p>	<p>Edited, merged into Policy M-8.3 as listed below, and changed from Strategy to Policy</p> <p>Policy M-8.3 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-2 Strategy 2 • Policy 4-6 Strategy 2
<p>Strategy 3: <u>Allocation of Non-residential Development.</u> In order to maintain a desired level of transportation system capacity, the city's remaining non-residential development potential shall be pooled and reallocated according to the city's development priority tables as shown in the Land Use Element of this Plan.</p>	<p>Policy M-7.1: <u>Multi-Modal Transportation Impact Analysis.</u> Follow guidelines set by the VTA related to transportation impact analyses, while conforming to State goals for multimodal performance targets.</p>	<p>Edited and merged into Policy M-7.1 as listed below</p> <p>Policy M-7.1 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-1 Strategy 5 • Policy 4-3 Strategy 7 • Policy 4-6 Strategy 3 <p>Edited for compliance with SB743 but added Policy M-7.1 (Community Vision 2040) to ensure that local thresholds are created. Addressed in the Land Use Element. For development allocation, refer to Table LU-1.</p>

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<p>Strategy 4: <u>Citywide Transportation Improvement Plan</u>. Carry out a citywide transportation improvement plan to accommodate peak hour traffic flows on arterial streets and major collector streets at a minimum of LOS D. If feasible, the Plan should maintain the LOS higher than level D. However, as described above, exceptions to this standard are set for the intersections of Stevens Creek Boulevard with De Anza Boulevard and with Stelling Road and for the intersection of De Anza Boulevard at Bollinger Road.</p> <p>Strategy 5: <u>Annual LOS Analysis</u>. Conduct a LOS analysis, consistent with the reporting requirements of the VTA, to be completed at the time of the annual General Plan review.</p> <p>Strategy 6: <u>Intersection Capacity Improvements</u>. Make capacity improvements as needed to maintain Level of Service policies. (DeAnza Boulevard and Homestead Road and Stelling Road at McClellan Road.)</p> <p>Strategy 7: <u>Enhanced Level of Service</u>. Strive to enhance the intersection Levels of Service where feasible.</p>	<p>Policy M-10.1: <u>Transportation Improvement Plan</u>. Develop and implement an updated citywide transportation improvement plan necessary to accommodate vehicular, pedestrian and bicycle transportation improvements to meet the City's needs.</p>	<p>Edited, merged into Policy M-10.1 as listed below, and changed from Strategy to Policy</p> <p>Policy M-10.1 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-3 Strategy 4 • Policy 4-6 Strategies 4 thru 7 • Policy 4-7 Strategy <p>Edited for compliance with SB743 and AB1358. Removed LOS D for compliance with SB743. Level of service thresholds contained in City of Cupertino Traffic Impact Analysis Guidelines. Also see Policy M-7.1 (Community Vision 2040).</p>

2005 General Plan Circulation Element	Community Vision 2040 Mobility Element	Comments
<p>Policy 4-7: <u>Traffic Service and Pedestrians Needs.</u> Balance the needs of pedestrians with desired traffic service. Where necessary and appropriate, allow a lowered LOS standard to better accommodate pedestrians on major streets and at specific intersections.</p>	<p>GOAL M-2: Promote improvements to city streets that safely accommodate all transportation modes and persons of all abilities</p> <p>Policy M-2.1: <u>Street Design.</u> Adopt and maintain street design standards to optimize mobility for all transportation modes including automobiles, walking, bicycling and transit.</p> <p>Policy M-7.2: <u>Protected Intersections.</u> 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.</p>	<p>Edited, split, and merged into Goal M-2, and Policies M-2.1 and M-7.2 as listed below</p> <p>Goal M-2 merges the following goal, policy and strategy from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-3 Strategy 5 • Goal E • Policy 4-7 <p>Policy M-2.1 merges the following policies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-6 • Policy 4-7 <p>Policy M-7.2 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-3 Strategy 4 • Policy 4-7 • Policy 4-7 Strategy <p>Goal M-2 also merges Policy 2-7 of the 2005 GP Land Use/Community Design Element</p> <p>Edited for compliance with AB1358.</p>
<p>Strategy: <u>Traffic Signal Walk Times.</u> This strategy is described in Policy 4-3. Added time on walk signs would be most appropriate near shopping districts, schools and senior citizen developments.</p>	<p>[See Policy 4-3 Strategy 4]</p>	<p>[See Policy 4-3 Strategy 4]</p>

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<p>Policy 4-8: <u>Roadway Plans that Complement the Needs of Adjacent Land Use.</u> Design roadways based on efficient alignments, appropriate number and widths of traffic lanes, inclusion of medians, parking and bicycle lanes and the suitable width and location of sidewalks as needed to support the adjacent properties.</p> <p>In addition, design the local streets to satisfy the aesthetic requirements of the area served. In general, the aesthetics of a street will be improved if it can be narrower rather than wider, include significant landscaping with shade trees, and provide safe and convenient places for people to bicycle and walk. Details of design, such as provision of vertical curbs and minimum corner radii, are to be considered desirable. Design details should be developed in the City's road improvement standards.</p> <p>Strategy 1: <u>Road Improvement Standards.</u> Develop the City's road improvement standards to include consideration of service to traffic, bicycles and pedestrians, as well as the embodiment of aesthetically pleasing design features, like trees. Improvement standards shall also consider the urban, suburban and rural environments found within the City.</p>	<p>Policy M-2.2: <u>Adjacent Land Use.</u> Design roadway alignments, lane widths, medians, parking and bicycle lanes, and sidewalks to complement adjacent land uses to keep with the aesthetic vision of the Planning Area. Improvement standards shall also consider the urban, suburban and rural environments found within the city.</p> <p>Policy M-9.3: <u>Street Width.</u> 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</p> <p>Strategy M-9.3.2: <u>Streetscape Design.</u> When reviewing the widening of an existing street, consider the aesthetic vision of the Planning Area and incorporate to the extent feasible appropriate landscaping and pedestrian/bicycle amenities.</p>	<p>Edited, merged into Policy M-2.2 and Strategy M-9.3.2 as listed below, and changed to Policy</p> <p>Policy M-2.2 merges the following goal, policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-6 • Policy 4-8 • Policy 4-8 Strategy 1 • Goal F • Policy 4-13 Strategy 2 <p>Strategy M-9.3.2 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-8 • Policy 4-8 Strategy 1 • Policy 4-10 • Policy 4-10 Strategy 1 <p>Edited to eliminate repetition.</p>
<p>Strategy 2: <u>Rural Road Improvement Standards.</u> Identify 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.</p>	<p>Strategy M-2.2.1: <u>Rural Road Improvement Standards.</u> 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.</p>	<p>Edited by replacing the word 'Identify' with 'Consider'</p>

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<p>Strategy 3: <u>Semi-Rural Road Improvement Standards.</u> Identify candidate semi-rural roads where curb and gutter improvements, and no sidewalks, are appropriate.</p>	<p>Strategy M-2.2.2: <u>Semi-Rural Road Improvement Standards.</u> Consider candidate semi-rural roads where curb and gutter improvements, and no sidewalks, are appropriate.</p>	<p>Edited by replacing the word 'Identify' with 'Consider'</p>
<p>Strategy 4: <u>Urban Road Improvement Standards.</u> Develop urban improvement standards for arterials such as Stevens Creek and De Anza Boulevards. In these areas, standards may include wide sidewalks with appropriate street furniture.</p>	<p>Strategy M-2.2.3: <u>Urban Road Improvement Standards.</u> 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.</p>	<p>Edited</p>
<p>Strategy 5: <u>Suburban Road Improvement Standards.</u> Develop suburban road improvement standards for all streets not designated as rural, semi-rural nor in the Crossroads Area.</p>		<p>Implemented</p> <p>The City already has standard curb, sidewalk and planting strip and gutter requirements in suburban areas.</p>
<p>Strategy 6: <u>Intersection Design.</u> Survey intersections to ensure that the roadway alignments are as efficient as possible. Where feasible and appropriate, redesign and rebuild those intersections where improvements would upgrade traffic flow and pedestrian and bicycle convenience and safety.</p>	<p>Policy M-9.1: <u>Efficient Automobile Infrastructure.</u> 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.</p>	<p>Edited and changed from Strategy to Policy</p>
<p>Policy 4-9: <u>Curb Cuts.</u> Minimize the number of driveway openings in each development.</p> <p>Strategy 1: <u>Shared Driveway Access.</u> Encourage property owners to use shared driveway access and interconnected roads on specific properties where feasible. Require driveway access closures, consolidations or both when a non-residential site is remodeled. Ensure that the driveway accommodates the traffic volume for all affected properties, and that the maintenance responsibilities are clearly defined.</p>	<p>Policy M-3.5: <u>Curb Cuts.</u> Minimize the number and the width of driveway openings.</p> <p>Strategy M-3.5.1: <u>Shared Driveway Access.</u> 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.</p>	<p>Edited and merged into Policy M-3.5 as listed below</p> <p>Policy M-3.5 merges the following policy and strategy from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-9 • Policy 4-9 Strategy 1

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<p>Strategy 2: <u>Direct Access from Secondary Streets.</u> Encourage property with frontages on major and secondary streets to provide direct access to driveways from the secondary street.</p>	<p>Strategy M-3.5.2: <u>Direct Access from Secondary Streets.</u> Encourage property with frontages on major and secondary streets to provide direct access to driveways from the secondary street.</p>	<p>No change</p>
<p>Strategy 3: <u>Temporary Curb Cuts On Non-Residential Sites.</u> Permit temporary curb cuts on a non-residential site subject to the City finding that the opening is necessary for public safety. These temporary openings may be closed and access to the driveway made available from other driveways when surrounding properties are developed or redeveloped.</p>		<p>Implemented under a construction management plan as part of building permits.</p>
<p>Policy 4-10: <u>Street Improvement Planning.</u> Plan street improvements such as curb cuts, sidewalks, bus stop turnouts, bus shelters, light poles, benches and trash containers as an integral part of a project to ensure an enhanced streetscape and the safe movement of people and vehicles with the least possible disruption to the streetscape.</p> <p>Strategy 1: <u>Sidewalk Access to Parking or Buildings.</u> Examine sidewalk to parking areas or building frontages at the time individual sites develop to regulate the entry to the site at a central point. Sidewalks in the Crossroads Area shall be wide enough to accommodate increased pedestrian activity.</p>	<p>Strategy M-9.3.2: <u>Streetscape Design.</u> When reviewing the widening of an existing street, consider the aesthetic vision of the Planning Area and incorporate to the extent feasible appropriate landscaping and pedestrian/bicycle amenities.</p>	<p>Repetitive; Edited, merged into Strategy M-9.3.2 as listed below, and changed to Strategy</p> <p>Strategy M-9.3.2 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-8 • Policy 4-8, Strategy 1 • Policy 4-10 • Policy 4-10 Strategy 1

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<p>Strategy 2: <u>Bus Stop Turnouts in Street Frontages.</u> Require bus stop turnouts, or partial turnouts, within the street frontage of a new or redeveloping site. This policy does not apply to the Crossroads Area. Bus stops should include benches, trash receptacles and other amenities as appropriate. Follow the VTA specifications for improving bus stops.</p>	<p>Policy M-4.4: <u>Transit Facilities with New Development.</u> 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, seating and lighting.</p>	<p>Repetitive; Edited, merged into Policy M-4.4 as listed below, and changed from Strategy to Policy</p> <p>Policy M-4.4 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-2 Strategy 5 • Policy 4-5 • Policy 4-5 Strategies 1 and 3 • Policy 4-10 Strategy 2 <p>Eliminated repetition and kept policy general as VTA standards are subject to change.</p>
<p>Policy 4-11: <u>Safe Parking Lots.</u> Require parking lots that are safe for pedestrians.</p> <p>Strategy: <u>Safe Spaces for Pedestrians.</u> Require parking lot design and construction to include clearly defined spaces for pedestrians so that foot traffic is separated from the hazards of car traffic and people are directed from their cars to building entries.</p>	<p>Policy M-3.6: <u>Safe Spaces for Pedestrians.</u> Require parking lots to include clearly defined paths for pedestrians to provide a safe path to building entrances.</p>	<p>Repetitive; Edited, merged Policy 4-11 and Strategy (2005 GP) into Policy M-3.6, and changed to Policy</p>
<p>Goal F: A transportation system that has minimal adverse impact on residential neighborhoods</p>	<p>Policy M-2.2: <u>Adjacent Land Use.</u> Design roadway alignments, lane widths, medians, parking and bicycle lanes, and sidewalks to complement adjacent land uses to keep with the aesthetic vision of the Planning Area. Improvement standards shall also consider the urban, suburban and rural environments found within the city.</p>	<p>Merged into Policy M-2.2 as listed below</p> <p>Policy M-2.2 merges the following goal, policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-6 • Policy 4-8 • Policy 4-8 Strategy 1 • Goal F • Policy 4-13 Strategy 2
<p>Policy 4-12: <u>Good Traffic Service on Major Streets.</u> Encourage through traffic to use the major arterial and collector streets by maintaining the highest service possible on the arterial street system.</p>		<p>Removed for consistency with SB 743.</p>

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<p>Policy 4-13: <u>Traffic Calming on Local Streets.</u> Install traffic calming measures where appropriate to reduce traffic impacts and enhance walkability.</p> <p>Strategy 1: <u>Traffic Calming Measures.</u> After engineering study, implement appropriate traffic calming measures and/or improvements on a case-by-case basis, based on approval of 66% of the residents on the street and involving public hearings, to slow or discourage through traffic in neighborhoods. Require new development to implement traffic calming measures if impacts are generated by the development.</p> <p>Strategy 2: <u>Design of Traffic Calming Measures.</u> Consider the importance of attractive designs for traffic calming installations. Develop written design standards for each type of measure.</p> <p>Strategy 3: <u>Neighborhood Traffic Management Plans.</u> Develop traffic management plans for local residential streets affected by unacceptable levels of through traffic. Plans may include the traffic calming measures, including medians and street trees, and also include education and enforcement measures that promote changes in driver behavior.</p>	<p>Policy M-2.2: <u>Adjacent Land Use.</u> Design roadway alignments, lane widths, medians, parking and bicycle lanes, and sidewalks to complement adjacent land uses to keep with the aesthetic vision of the Planning Area. Improvement standards shall also consider the urban, suburban and rural environments found within the city.</p> <p>Policy M-2.4: <u>Community Impacts.</u> Reduce traffic impacts and support alternative modes of transportation in neighborhoods and around schools, parks and community facilities rather than constructing barriers to mobility. Do not close streets unless there is a demonstrated safety or overwhelming through traffic problem and there are no acceptable alternatives since street closures move the problem from one street to another</p>	<p>Redundant; Edited, merged into Policies M-2.2 and M-2.4 as listed below, and changed to Policy</p> <p>Policy M-2.2 merges the following goal, policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-6 • Policy 4-8 • Policy 4-8 Strategy 1 • Goal F • Policy 4-13 Strategy 2 <p>Policy M-2.4 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-3 Strategy 10 • Policy 4-13 • Policy 4-13 Strategies 1 thru 3 • Policy 4-14 • Policy 4-16 • Policy 4-16 Strategy 3 <p>Removed specifics since standards are subject to change.</p> <p>Strategy 3 was implemented. The City has a process for implementing traffic calming measures.</p>
<p>Strategy 4: Use VTA Pedestrian Technical guidelines in street design, traffic calming and pedestrian crossings.</p>		<p>Not applicable; The City's Bicycle Transportation Plan and Pedestrian Transportation Guidelines include provisions for traffic calming measures and pedestrian crossings, and refer to applicable regional guidelines including VTA guidelines</p>

2005 General Plan Circulation Element	Community Vision 2040 Mobility Element	Comments
<p>Policy 4-14: Limited Street Closures. Do not close streets unless there is a demonstrated safety or overwhelming through traffic problem and there are no acceptable alternatives. Closures may shift traffic to other local streets, thus moving the problem from one neighborhood to another.</p>	<p>Policy M-2.4: Community Impacts. Reduce traffic impacts and support alternative modes of transportation in neighborhoods and around schools, parks and community facilities rather than constructing barriers to mobility. Do not close streets unless there is a demonstrated safety or overwhelming through traffic problem and there are no acceptable alternatives since street closures move the problem from one street to another</p>	<p>Edited and merged into Policy M-2.4 as listed below</p> <p>Policy M-2.4 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-3 Strategy 10 • Policy 4-13 • Policy 4-13 Strategies 1 thru 3 • Policy 4-14 • Policy 4-16 • Policy 4-16 Strategy 3 <p>Merged to reflect holistic approach to traffic calming.</p>
<p>Policy 4-15: School Impacts on Neighborhoods. Minimize the impact of school drop-off, pick-up and parking on neighborhoods.</p> <p>Strategy: Coordination with School Districts. Work with the School Districts to develop plans and programs that encourage car/van-pooling, stagger hours of adjacent schools, drop-off locations, encourage walking and bicycling to school. Assist Districts in the development of the “Safe Routes to School Program” to encourage more students walking and bicycling and less use of auto access.</p>	<p>GOAL M-5: Ensure safe and efficient pedestrian and bicycle access to schools while working to reduce school-related congestion</p> <p>Strategy 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.</p> <p>Strategy 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.</p>	<p>Edited, split, and merged Policy 4-15 and Strategy (2005 GP) into Strategy M-5.1.1</p> <p>Edited to reflect changes in City’s programs.</p>

2005 General Plan Circulation Element	Community Vision 2040 Mobility Element	Comments
<p>Policy 4-16: <u>Transportation Noise, Fumes and Hazards</u>. In addition to limiting through traffic volume on local streets, protect the community from noise, fumes and hazards caused by the City's transportation system. The quarries on Stevens Canyon Road, Stevens Creek Boulevard and Foothill Boulevard are major sources of transportation noise.</p>	<p>Policy M-2.4: <u>Community Impacts</u>. Reduce traffic impacts and support alternative modes of transportation in neighborhoods and around schools, parks and community facilities rather than constructing barriers to mobility. Do not close streets unless there is a demonstrated safety or overwhelming through traffic problem and there are no acceptable alternatives since street closures move the problem from one street to another</p>	<p>Redundant. Edited and merged policies and strategies into Policy M-2.4 as listed below</p> <p>Policy M-2.4 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-3 Strategy 10 • Policy 4-13 • Policy 4-13 Strategies 1 thru 3 • Policy 4-14 • Policy 4-16 • Policy 4-16 Strategy 3 <p>Removed editorial discussion since it did not provide a policy.</p>
<p>Strategy 1: <u>Quarry Use Permit</u>. Monitor the quarries' use permit conditions imposed by the County of Santa Clara and oppose any expansion of quarry uses.</p>	<p>Policy LU-12.5: <u>Development in the County Jurisdiction</u>. Development in the County, particularly if located near Cupertino's hillsides and urban fringe area, should consider the goals and policies in Community Vision 2040. <i>(Land Use and Community Design Element)</i></p> <p>Strategy LU-12.5.1: <u>County Development</u>. Development in these areas should be compatible with Cupertino's hillside policies of low-intensity residential, agricultural or open space uses. Preservation of the natural environment, clustering sites to minimize impact and dedication of open space are encouraged. Visual impacts, access, traffic and other impacts, and service demands should be assessed in consultation with Cupertino's goals and policies. <i>(Land Use and Community Design Element)</i></p>	<p>Edited, split and moved to Land Use and Community Design Element</p> <p>Added Policy. Addressed through environmental review per CEQA. Removed specific language about opposing quarry operations since land use policy provides better approach to opposing quarry operations and expansion.</p>

2005 General Plan Circulation Element	Community Vision 2040 Mobility Element	Comments
<p>Strategy 2: Quarry Truck Speed. Prioritize enforcement of traffic speeds on Stevens Canyon, Stevens Creek and Foothill Boulevards. Install radar speed monitors.</p>	<p>Policy M-3.10: Quarry Operations. Continue enforcement of truck traffic speeds from Stevens Creek and the Lehigh Cement Plant on Stevens Canyon Road, and Stevens Creek and Foothill Boulevards.</p>	<p>Edited</p>
<p>Strategy 3: Community Protection. Work to protect the community from the effects of the transportation system. Discourage dangerous and abusive driving by priority enforcement of speed laws, enforcement of State muffler laws (see the Noise element of this Plan) and review of traffic management strategies.</p>	<p>Policy M-2.4: Community Impacts. Reduce traffic impacts and support alternative modes of transportation in neighborhoods and around schools, parks and community facilities rather than constructing barriers to mobility. Do not close streets unless there is a demonstrated safety or overwhelming through traffic problem and there are no acceptable alternatives since street closures move the problem from one street to another</p>	<p>Redundant. Edited and merged into Policy M-2.4 as listed below</p> <p>Policy M-2.4 merges the following policies and strategies from the 2005 GP:</p> <ul style="list-style-type: none"> • Policy 4-3 Strategy 10 • Policy 4-13 • Policy 4-13 Strategies 1 thru 3 • Policy 4-14 • Policy 4-16 • Policy 4-16 Strategy 3 <p>Air quality and noise impacts already considered through environmental review per CEQA. Refer to outreach for education.</p>
<p>NEW GOALS, POLICIES AND STRATEGIES</p>		
	<p>GOAL M-6: Promote innovative strategies to provide efficient and adequate vehicle parking.</p>	<p>Added to require adequate parking.</p>
	<p>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.</p>	

2005 General Plan Circulation Element	Community Vision 2040 Mobility Element	Comments
	Policy M-6.2: <u>Off-Street Parking</u>. Ensure new off-street parking is properly designed and efficiently used.	
	GOAL M-8: Promote policies to help achieve state, regional and local air quality and greenhouse gas emission reduction targets	Added to comply with AB32 and SB375
	Policy M-8.1: <u>Greenhouse Gas Emissions</u>. Promote transportation policies that help to reduce greenhouse gas emissions.	Added to comply with AB32 and SB375
	Policy M-8.6: <u>Alternative Fuel Charging Stations</u>. Develop a city-wide strategy to encourage the construction of a network of public and private alternative fuel vehicle charging/fueling stations.	Added to address with AB32 and SB372
	Strategy M-9.3.1: <u>Wolfe Road Overcrossing</u>. 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.	Added as a result of EIR mitigation
	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 Mobility Goals	Added as a result of EIR mitigation
	Policy M-10.2: <u>Transportation Impact Fee</u>. Ensure sustainable funding levels for the Transportation Improvement Plan by enacting a transportation impact fee for new development.	Added as a result of EIR mitigation
	Policy M-10.4: <u>Roadway Maintenance Funding</u>. Identify and secure new funding sources to fund the ongoing routine maintenance of roadways.	Ensures long term fiscal planning