

Traffic & Transit Improvements and Transportation Demand Management

Related Santa Clara will bring a world-class destination for entertainment, dining, hospitality, office and residential activities to Silicon Valley and the region. The project, which will be completed over approximately 12 years, is a large-scale, mixed-use, urban in-fill development focused on utilizing local and regional transit options adjacent to the site, and adopting a forward-looking approach to other transportation options, such as ride sharing and private shuttles.

Below is a brief summary about the ways the project is contributing its fair share to improve and upgrade traffic and transportation systems, as well as control the growth in traffic.

TRANSPORTATION AND TRANSIT IMPROVEMENTS \$72 MILLION OVER 12 YEARS

\$20.6 Million

To the City of Santa Clara to prepare and implement a **Multimodal Improvement Plan** that will enhance the availability of non-auto transit methods

\$16.2 Million

Voluntary "fair share" to the **VTA for regional transportation system improvements**



\$21.2 Million

Fund and construct **improvements to intersections** in the Cities of Santa Clara and San Jose and County of Santa Clara

\$14.3 Million

"Fair share" amount to a pool of funds to be used in surrounding cities for **intersection and other transportation improvements**.

Traffic Demand Management (TDM)

Related Santa Clara is committed to preparing and implementing a TDM plan that will meet or exceed targeted auto trip reduction goals. The TDM Plan will incorporate the use of local and regional transportation options as well as adopt forward-looking approaches to other innovative options. The project's TDM Plan will be monitored annually by the City of Santa Clara's Director of Planning and Inspection and modified, if necessary, to improve effectiveness. The project's report will be included within an annual informational report to the Planning Commission summarizing TDM efforts throughout the City.

Below is a snapshot of some of the TDM measures that will be considered as the projects come on line¹:



- **Private shuttles** will run throughout the project and to/from nearby public transit. Infrastructure is planned to accommodate future autonomous shuttles as well
- **Ridesharing options** such as carpool and vanpool matching services
- **Commuter Checks, Clipper Cards or VTA passes** for all employees
- **Bicycle + micro-mobility facilities** such as main mobility hubs with showers and changing rooms, storage rooms and racks, and bicycle repair stands throughout the project site
- **Bike share program** to enable trips on-site and to nearby destinations
- **Car share services** such as ZipCar
- **Ride-share services** such as Uber Pool, and Lyft Line
- **Parking management strategies** such as paid parking and unbundled parking to restrict the parking supply and discourage private vehicle use
- **Electric vehicle infrastructure** is planned throughout all parking garages

SUPPORTING VTA AND OTHER REGIONAL PUBLIC TRANSIT²

8,320

Estimated number of new daily public transit riders the project will generate, bringing new fare revenue to VTA, ACE and Capitol Corridor trains

\$16 Million

Estimated amount VTA will be receiving in annual tax revenues

Notes:

1. The majority of the office space will most likely be built after City Center opens, which is estimated to be 2024

2. At project completion

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