

Draft Moffett Park Specific Plan Excerpted Goals and Policies for Chapter VII, Mobility and Chapter VIII, Transportation Demand and Parking

Chapter VII Mobility, Goals and Policies

<p>Goal M-1: Flexible and Adaptable Transportation. A transportation system that adjusts to changing transportation demands, accommodates future growth, and provides transportation options.</p>	
	<p>Policy M-1.1: Classify streets based on their modal purpose and land use context (design standards identify number of lanes and linewidths that may be considered for each street type).</p>
	<p>Policy M-1.2: Plan for improvements that future-proof the transportation network for emerging technologies like autonomous and connected vehicles.</p>
	<p>Policy M-1.3: Plan for and provide a transportation system that is flexible and appropriately accommodates all modes of traffic.</p>
<p>Goal M-2: Safe and Connected Active Transportation Network. A bicycle and pedestrian network that is safe, connected, and comfortable for all travelers regardless of age or ability.</p>	
	<p>Policy M-2.1: Provide pedestrian access within the complete streets typology as illustrated on the Complete Conceptual Street Framework and modal networks maps.</p>
	<p>Policy M-2.2: Designate Street space for people who walk, bike, or use other micromobility.</p>
	<p>Policy M-2.3: Design for the mobility and safety for non-motorized modes when considering intersection capacity increases.</p>
	<p>Policy M-2.4: Keep the street network dense with short blocks to support connections for people who walk, bike, or use other micromobility.</p>
	<p>Policy M-2.5: Minimize pedestrian crossing distances and maximize pedestrian</p>

	connections.
Goal M-3: High-Quality Transit System. A public transit network that is convenient and connected.	
	Policy M-3.1: Work with the Santa Clara Valley Transportation Authority to maintain high frequency, high-capacity transit services.
	Policy M-3.2: Prioritize public transit networks within the complete streets typology as illustrated on the attached Complete Conceptual Street Framework and modal networks maps.
	Policy M-3.3: Work towards obtaining and providing right-of-way for public transit and transit priority lanes.
	Policy M-3.4: Make public transit a convenient and reliable option for daily trip making.
	Policy M-3.5: Prioritize investments that reduce first/last-mile barriers to transit stops.
Goal M-4: Person Capacity at the Gateways. Transit, bicycle, and pedestrian person capacity at district gateways is increased.	
	Policy M-4.1: Prioritize and implement transportation investments and strategies that reduce vehicle miles traveled per capita.
	Policy M-4.2: Strategically and opportunistically increase person capacity at the district gateways.
Goal M-5: Performance-Based Transportation System. A transportation system that facilitates the transportation needs of existing users but can flexibly grow and change as transportation demand evolves.	
	Policy M-5.1: Consider transportation investments and strategies that meet current demands and can be adjusted for future needs.
	Policy M-5.2: Changes to the transportation system should be data driven.

Chapter VIII Transportation Demand and Parking Goals and Policies

<p>Goal TDMP-1: Parking Management. Right-sized and flexible parking systems support park-once access.</p>	
	<p>Policy TDMP-1.1: Implement a right-size parking system by eliminating parking minimums for the district and integrating a phased set of maximum parking requirements.</p>
	<p>Policy TDMP-1.2: Improve affordability, promote equity, and reduce vehicle trips by unbundling parking</p>
	<p>Policy TDMP-1.3: Promote biking by establishing standards for bicycle parking facilities and infrastructure.</p>
	<p>Policy TDMP-1.4: Incentivize the use of carpool/vanpool systems and electric vehicles (EV).</p>
	<p>Policy TDMP-1.5: Support safe, accessible, and comfortable streets through parking facility design guidelines.</p>
	<p>Policy TDMP-1.6: Promote and support flexible approaches to parking supply and management by coordinating parking infrastructure and prioritizing shared facilities.</p>
<p>Goal TDMP-2: Transportation Demand Management. Moffett Park manages travel demand by reducing single-occupancy vehicle trips and incentivizing multi-modal trips.</p>	
	<p>Policy TDMP-2.1: Establish a Moffett Park Transportation Management Association (TMA) to oversee mobility improvements, coordinate efforts, and manage a district-</p>

	wide TDM strategy.
	Policy TDMP-2.2: Ensure new development reduces vehicle trips through a required TDM Plan and TMA membership.
	Policy TDMP-2.3: Establish clear metrics, data points, and processes for applying TDM measures at the site level across Moffett Park.
	Policy TDMP-2.4: Continue to collaborate with VTA to align local development with transit infrastructure improvements.
	Policy TDMP-2.5: Work with TMA to achieve a 50 percent single-occupancy vehicle rate at full build-out.