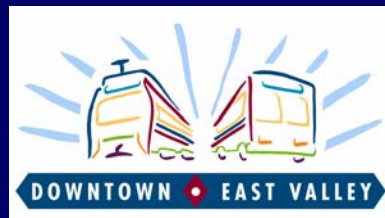


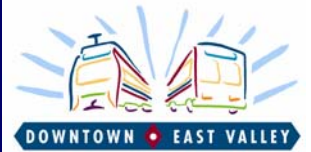
Santa Clara Valley Transportation Authority

Downtown East Valley Transit Improvement Plan Santa Clara/Alum Rock Corridor

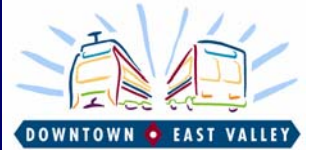


**Public Workshop:
Review of Draft Plans**

August 14, 2003



Presentation Overview



- 1) Present Project Information (15 min.)**
- 2) Workshop Session (60 min.)**



VTA Board Decision May 1, 2003

Study two transit alternatives in the Santa Clara/Alum Rock Corridor EIS/EIR



***Enhanced Bus Service
Alternative***



***Single Car Light Rail
Alternative
(with potential modifications
to the vehicle)***





Purpose Tonight

- Provide Information
- Gather input from the community



Project Development Milestones

Major Investment Study (MIS)



PROJECT DESCRIPTION



*Environmental Document
Environmental Impact Statement/
Environmental Impact Report
Or (EIS/EIR)*



Design & Construction

What Does This Mean?

Summer/Fall 2003

Community/Business Workshops to
Refine the Project Design

“work out the details”

Fall 2003

Environmental studies begin

What Does This Mean?

Summer 2004

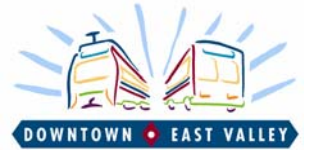
Draft EIS/EIR (Enhanced Bus and LRT)

Winter 2004

Final EIS/EIR (Staff Recommendation)

Spring 2005

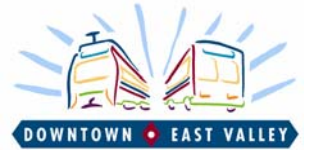
VTA Board Decision (Bus or LRT)



When?

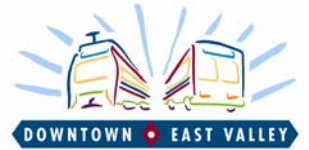
Depends on Funding

- Project included in
2000 Measure A $\frac{1}{2}\%$ Sales Tax
(Tax Begins in 2006)
- VTA Board will prioritize list of projects



Project Funding

- EIS/EIR is funded
- Design and Construction are not yet funded



General Construction Timeline IF FUNDING IS AVAILABLE

Enhanced Bus ~ 10 Months

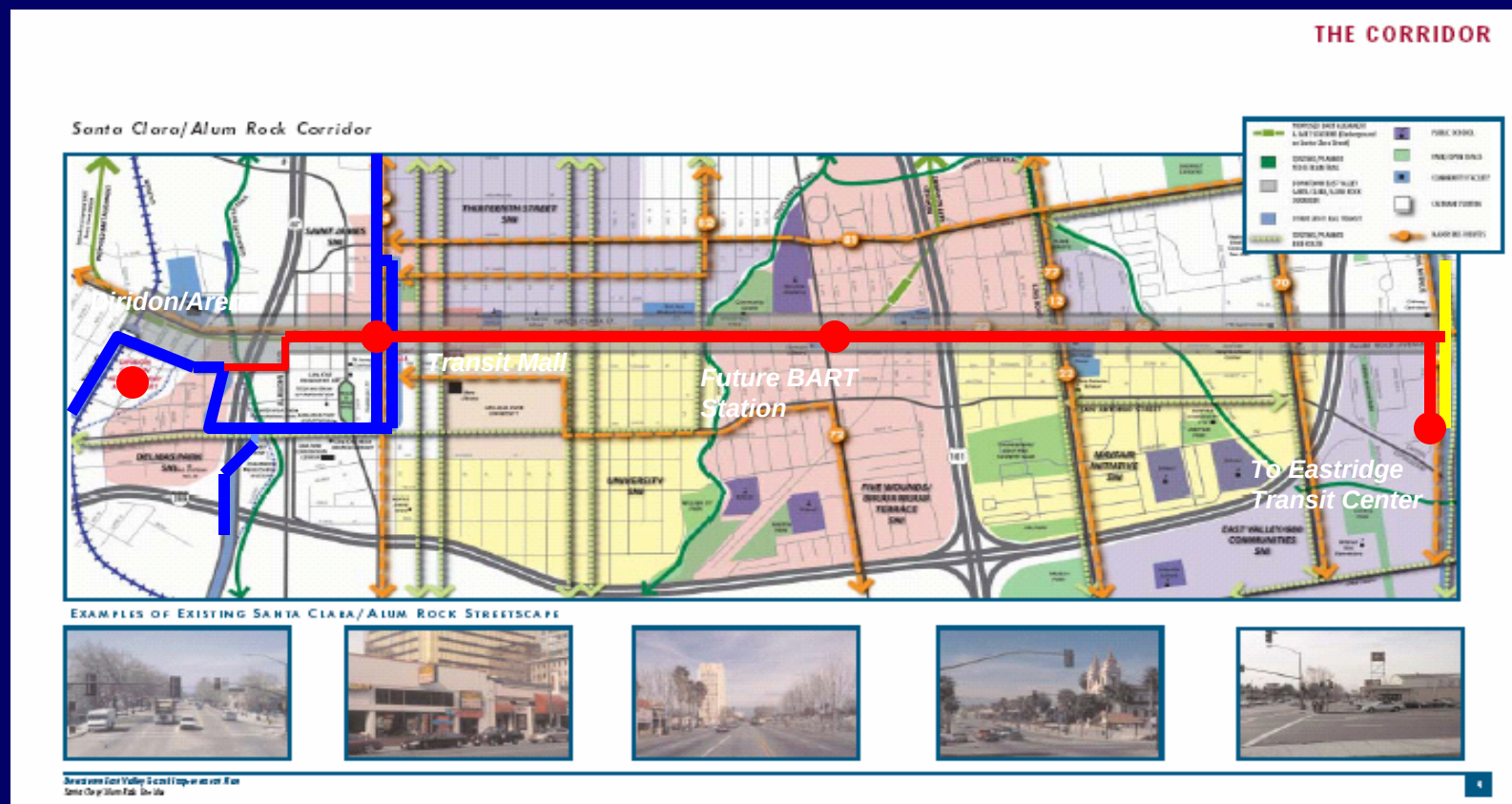
Light Rail ~ 33 Months



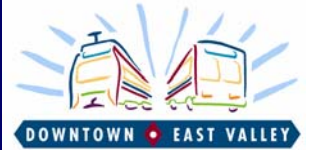
Rail Transit Network



The Corridor



Characteristics *Corridor*



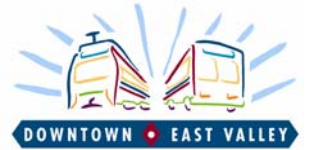
- Many small businesses/
community activity
- Streetscape (sidewalks,
landscaping) important
- Businesses rely on the on-street
parking and loading areas
- Street width and right-of-way
very constrained



Characteristics

Demographics

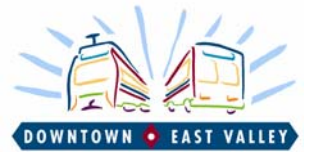
- Persons per household 30% higher than county average
- Autos per household lower than county average
- Household incomes lower than county average
- High level of transit dependency



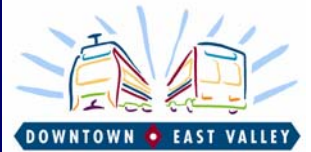
Characteristics

Traffic

- Important east/west transportation link between Downtown and the East Valley
- Major freeway connections (SR 87, US 101, I-680)
- Projected future growth elevates the importance of this transportation corridor as a gateway to Downtown

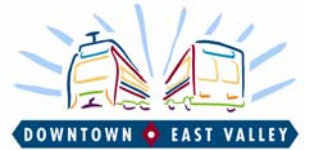


Characteristics *Transit*



- Highest transit ridership in the County (12,000 boardings/day)
- Demand for “circulator” and “line haul” trips
- Current ridership steady throughout day
- Buses often at maximum capacity





Highest Transit Ridership in Santa Clara County

Santa Clara/Alum Rock Corridor

0.3% of miles in VTA system

8% of riders in VTA system

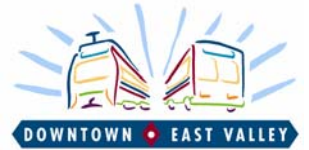


Highest Transit Ridership in Santa Clara County

Daily Boardings Per Bus Stop:

VTA System: 32

SC/AR Corridor: 237





Future Projections

Santa Clara/Alum Rock Corridor

- Major east/west travel corridor
- Gateway into Downtown
- High level of transit dependency
- Population and population density to increase at a higher rate than the rest of San Jose
- Vehicle traffic projected to increase
- High level of transit use (19,000 boardings/day)



Existing Bus Stops



Alum Rock & Jackson

“Sign only” on Alum Rock



Existing Bus Stops



Roosevelt Park

Alum Rock & McCreery



The Goals

- **Improve and increase transit service**
- **Connect with existing and future transit lines**
- **Help revitalize the corridor**
- **Minimize disruption to corridor during construction and operation**

Two Alternatives



***Enhanced Bus Service
Alternative***

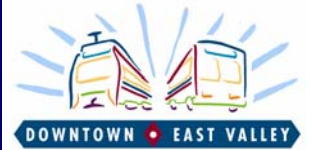


***Single Car Light Rail
Alternative
(with potential modifications
to the vehicle)***

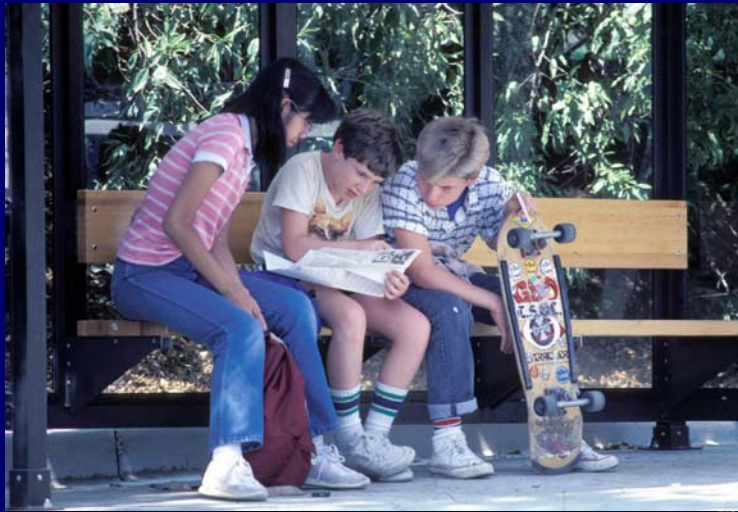




Project Benefits - Access



Project Benefits - Access



**“Class Pass” - field trips for 51,000 students
(2002/2003 school year)**

Project Benefits - Access

ECO Pass Program (June 2003)

- *115,000 Employees*
- *29,000 SJSU Students*
- *1,800 SJSU Faculty*

Project Benefits - Travel Time

**Transit Travel Time* from Alum
Rock/Capitol to Diridon Station**

Existing: 25 minutes

Enhanced Bus: 22 minutes

Light Rail: 19 minutes

**Preliminary Data*

Project Benefits – Frequency of Service

Transit Frequency* in the Santa Clara/Alum Rock Corridor

Existing: 6.0 minutes

Enhanced Bus: 3.3 minutes

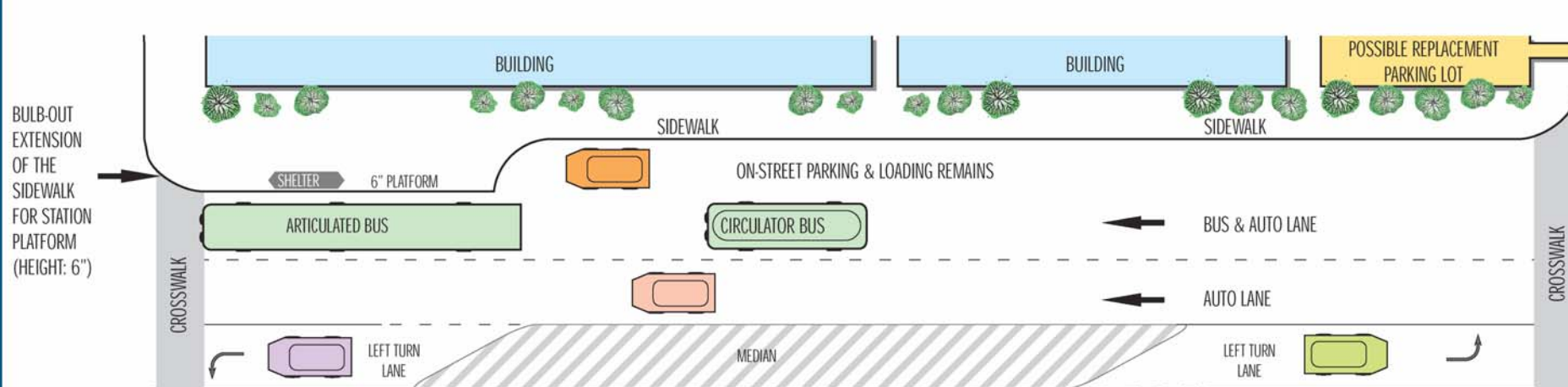
Light Rail: 4.3 minutes

**Preliminary Data*

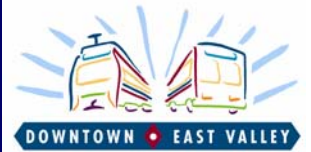
Enhanced Bus Alternative



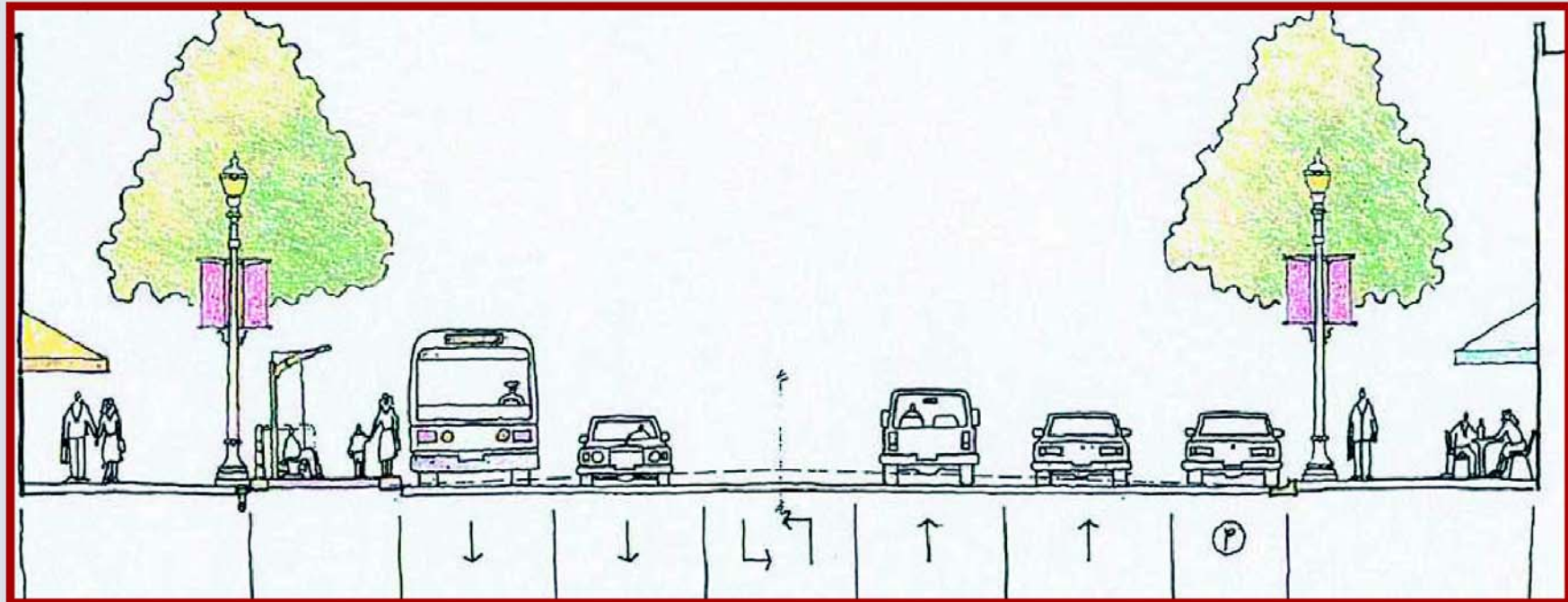
Enhanced Bus Service Alternative



Street Design for Enhanced Bus



Santa Clara Street/Alum Rock Avenue: Buses and Autos Share Outside Traffic Lanes



Example: Before Bus Bulb-out



Example: After Bus Bulb-out



Station Characteristics

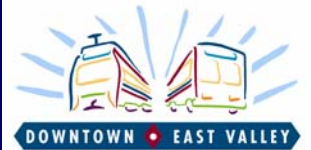


- Distinct Shelter
- Ticket Vending Machines
- Special Lighting
- Landscaping

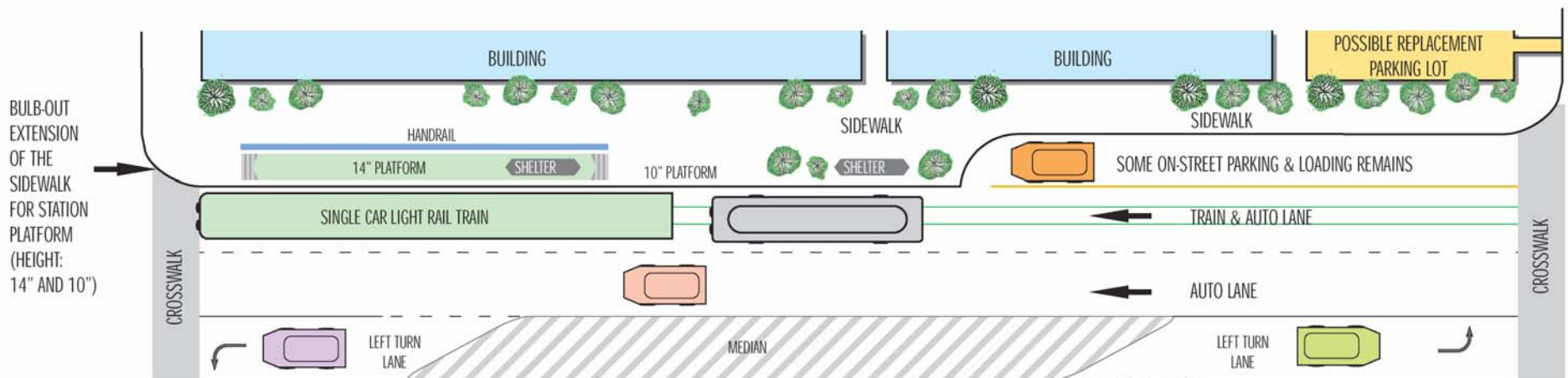
Operating Characteristics

- ***Direct limited stop service*** with articulated buses between San Jose Diridon Station and Eastridge
- ***Circulator service*** between Alum Rock Station and the future BART Station near 28th Street
- ***Circulator service*** between Diridon Station, new Civic Plaza and other Downtown locations
- ***Local service*** (making all stops) in the corridor by Line 22 (articulated buses) west of King Rd.

Single Car Light Rail *Alternative*

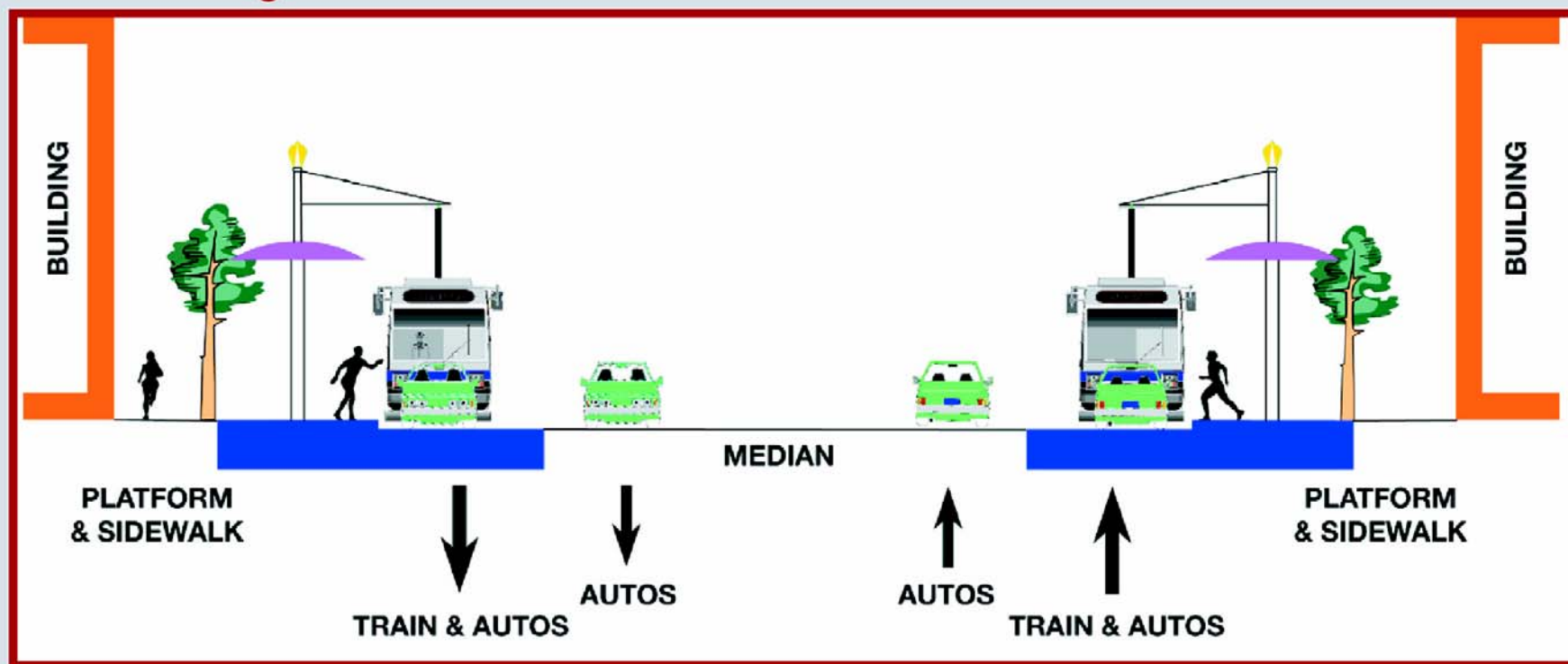


Single Car Light Rail Alternative



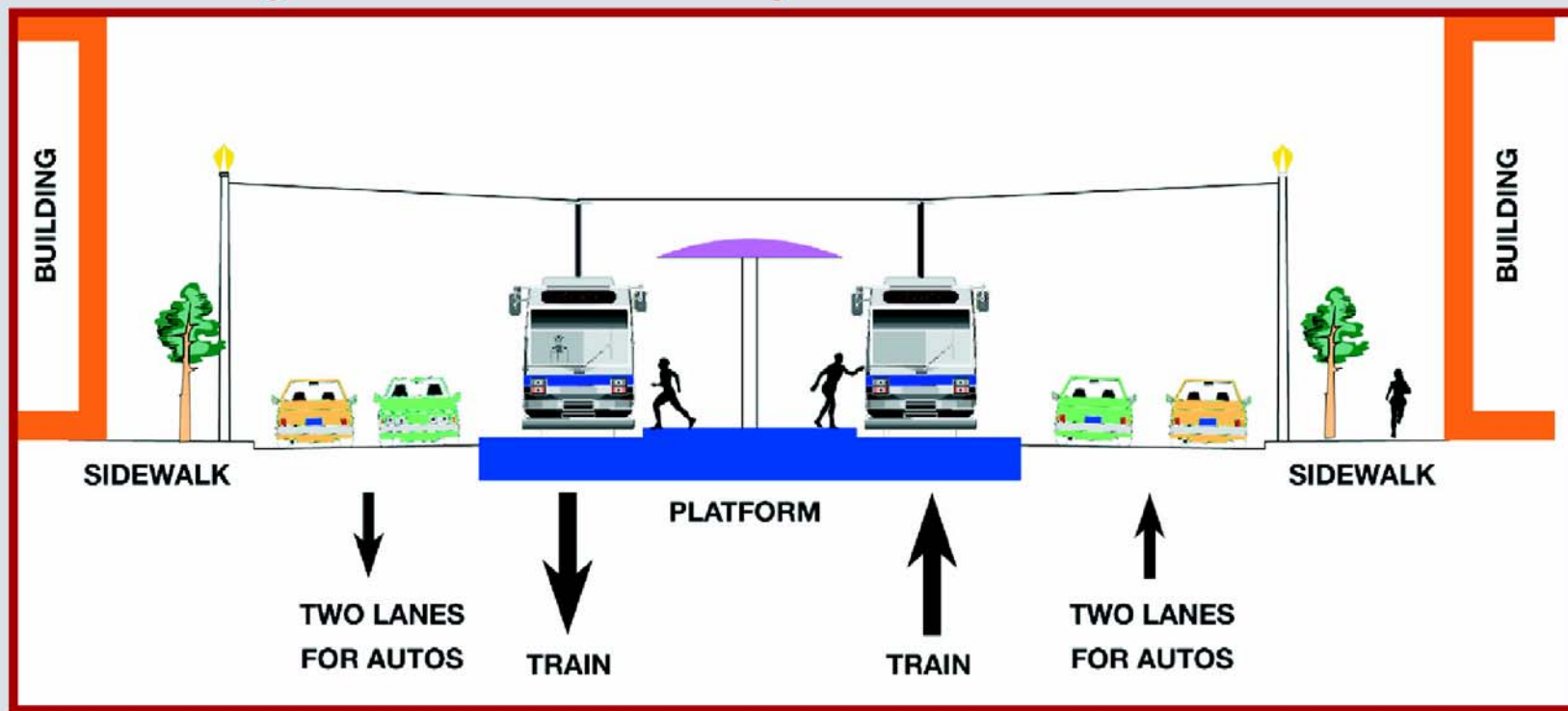
Street Design for Light Rail *West of King Road*

West of King Road: Rail and Autos Share Outside Traffic Lanes



Street Design for Light Rail *East of King Road*

East of King Road: Rail Exclusively in Center Median



Operating Characteristics

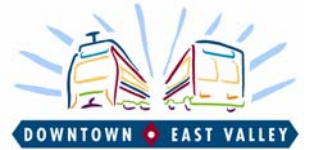
- Direct service with single-car trains between Diridon Station and Eastridge Transit Center
- Operates in separate right-of-way from San Jose Diridon Station along San Fernando St. and Almaden Blvd. to Santa Clara St.
- Operates in outside auto lane (“curb” lane) on Santa Clara St./Alum Rock Ave. between Almaden Blvd. and King Rd.
- Operates in separate right-of-way in the median east of King Rd.
- Supplemented by circulator service and Line 22

Purpose Tonight

- Provide Information
- Gather Input on *preliminary* plans:
 - ✓ Station location & design
 - ✓ On-street parking
 - ✓ Loading zones

PRINCIPLES: Replacement Parking / Loading Zones

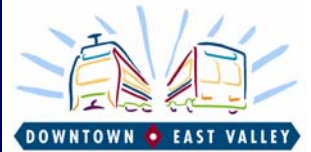
**Intent is to mitigate for impacts of the
project, not to resolve existing
deficiencies.**



PRINCIPLES

Replacing Loading Zones

- VTA commitment to replace what is impacted
 - ✓ *freight – freight*
 - ✓ *passenger – passenger*
- Loading zones take priority over parking



PRINCIPLES: Replacing On-Street Parking West of 7th St.

*Participate in City's overall parking
strategy*



PRINCIPLES: Replacing On-Street Parking East of 7th St.

- *Replace 1:1*
- *Replace within distance of
one block*
- *Construct replacement
parking prior to transit project*

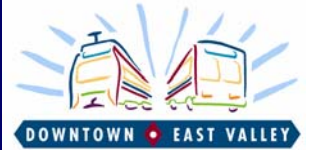
Next Steps

- **Public Open House**
Saturday, August 23, 2003
9:00 a.m. to 12:00 noon
San Jose Medical Center, Auditorium
675 E. Santa Clara Street, San Jose
- **VTA Revises Plans**

Next Steps

- **Revised Plans to DTEV Policy Advisory Board (PAB) for input**
Thursday, September 4
- **Public Meeting**
Wednesday, September 24
6:30 p.m. to 8:00 p.m.
Roosevelt Community Center, Room 1
901 E. Santa Clara Street, San Jose
- **VTA Revises Plans**

Next Steps



Fall 2003 - *Environmental Studies Begin*

Summer 2004 - *Draft EIS/EIR*

Winter 2004 - *Final EIS/EIR*

Spring 2005 - *VTA Board Decision*

(Enhanced Bus or LRT)





DOWNTOWN



EAST VALLEY

