

Dear Transit,

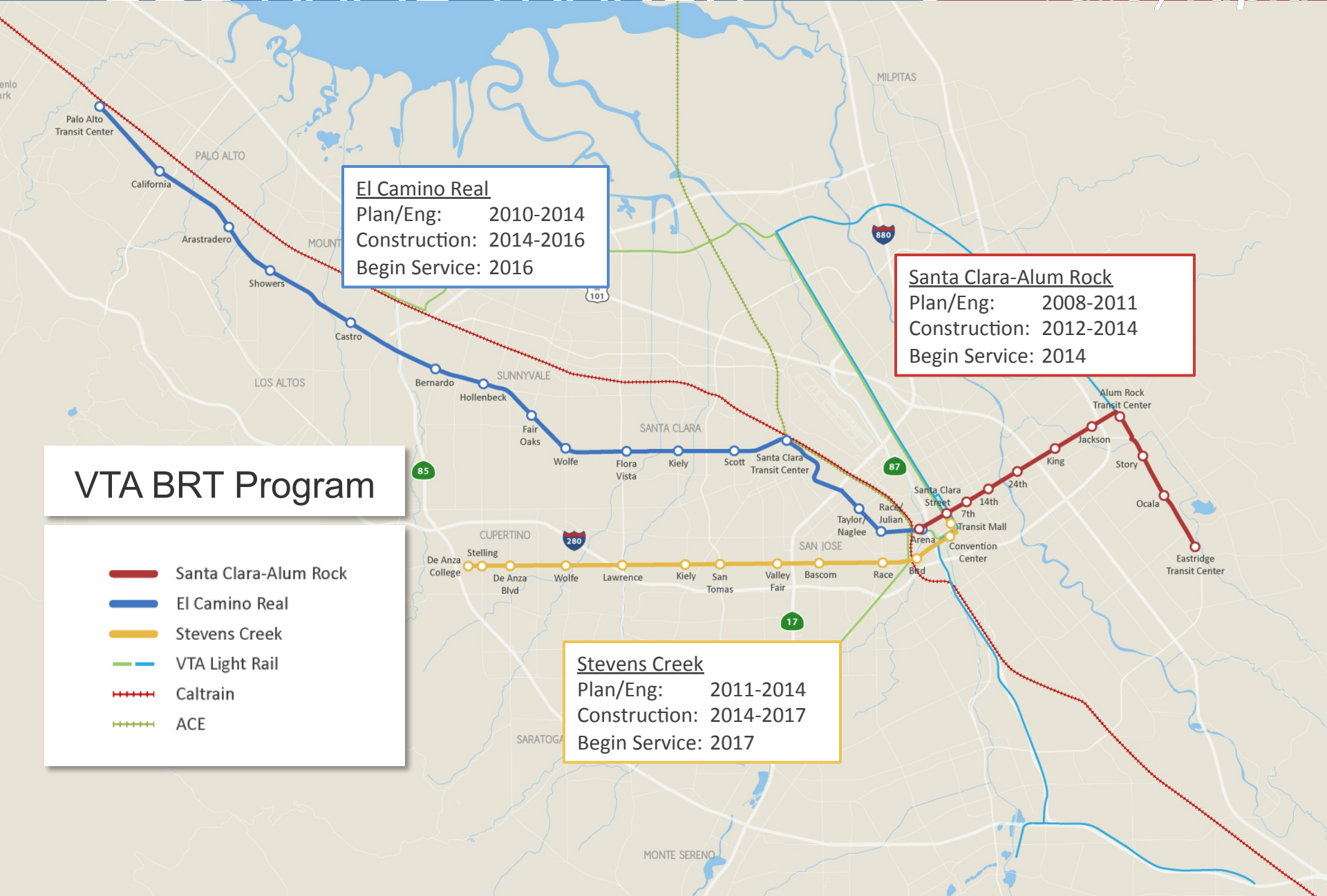
You Complete me.

...Love, The Street



Kevin Connolly
Transit Planning Manager, Valley Transportation Authority
November 2012

BUS RAPID TRANSIT



El Camino Real
Plan/Eng: 2010-2014
Construction: 2014-2016
Begin Service: 2016

Santa Clara-Alum Rock
Plan/Eng: 2008-2011
Construction: 2012-2014
Begin Service: 2014

Stevens Creek
Plan/Eng: 2011-2014
Construction: 2014-2017
Begin Service: 2017

VTA BRT Program

- Santa Clara-Alum Rock
- El Camino Real
- Stevens Creek
- VTA Light Rail
- Caltrain
- ACE

Growth in El Camino Real Corridor

Source: ABAG Projections 2009

Within ¼ mile of El Camino Real corridor, employment is projected to increase 71%. Population is projected to increase 65%.

City	Employment				Population			
	2010	2035	Growth	% Growth	2010	2035	Growth	% Growth
Palo Alto	27,172	30,950	3,778	14%	24,577	37,604	13,027	53%
Los Altos	2,195	2,379	184	8%	2,227	2,473	246	11%
Mountain View	7,476	11,585	4,109	55%	20,439	25,538	5,099	25%
Sunnyvale	8,009	15,470	7,461	93%	29,117	37,761	8,644	30%
Santa Clara	12,162	25,653	13,491	111%	23,697	44,013	20,316	86%
San Jose	12,509	32,544	20,035	160%	13,024	39,277	26,253	202%
Total	69,523	118,581	49,058	71%	113,081	186,666	73,585	65%

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El Camino Real and Scott Blvd



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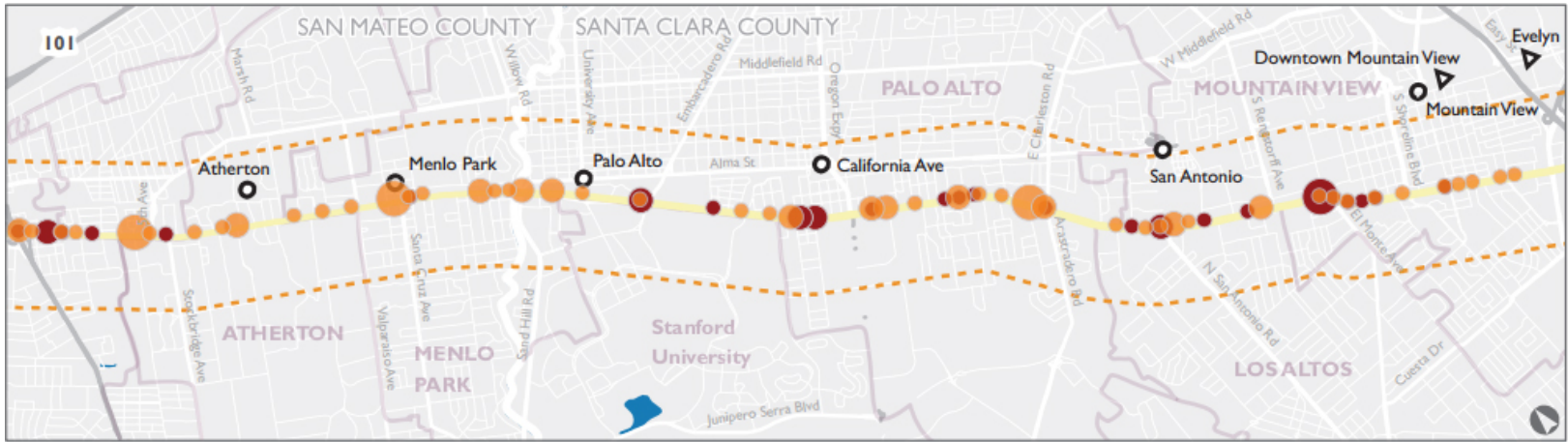
El Camino Real and Castro Street



Level of Service – Sunnyvale

Intersection	Existing PM	2015 NDP PM	2035 TSM PM	2035 4+2	2035 4+2/6+2
Grape	B	A	A	A	A
Mary	E	E	F	F	F
Hollenbeck	C	C	D	D	D
Mathilda	D	E	F	F	F
Murphy	A	A	A	limited access	limited access
Sunnyvale-Saratoga	C	D	F	F	F
Cezanne	B	B	B	B	B
Fair Oaks/Remington	C	C	F	F	F
Maria	C	C	F	F	F
Wolfe	F	F	F	F	F
Poplar	C	C	C	C	C
Henderson	C	C	D	D	C
Halford	B	B	C	C	C

Pedestrian and Bicycle Collisions (2007-2010)



Pedestrian Collisions



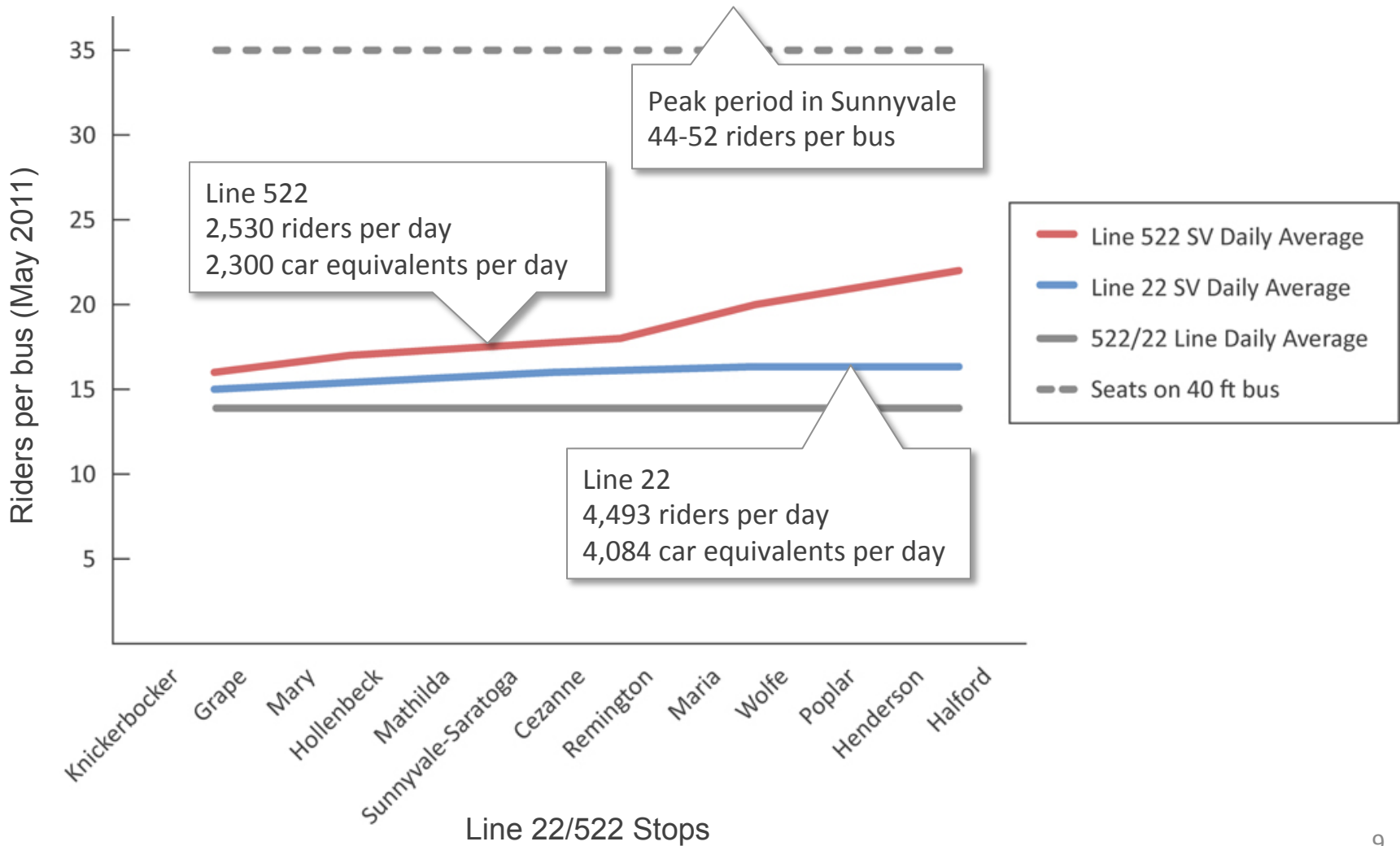
Bicycle Collisions



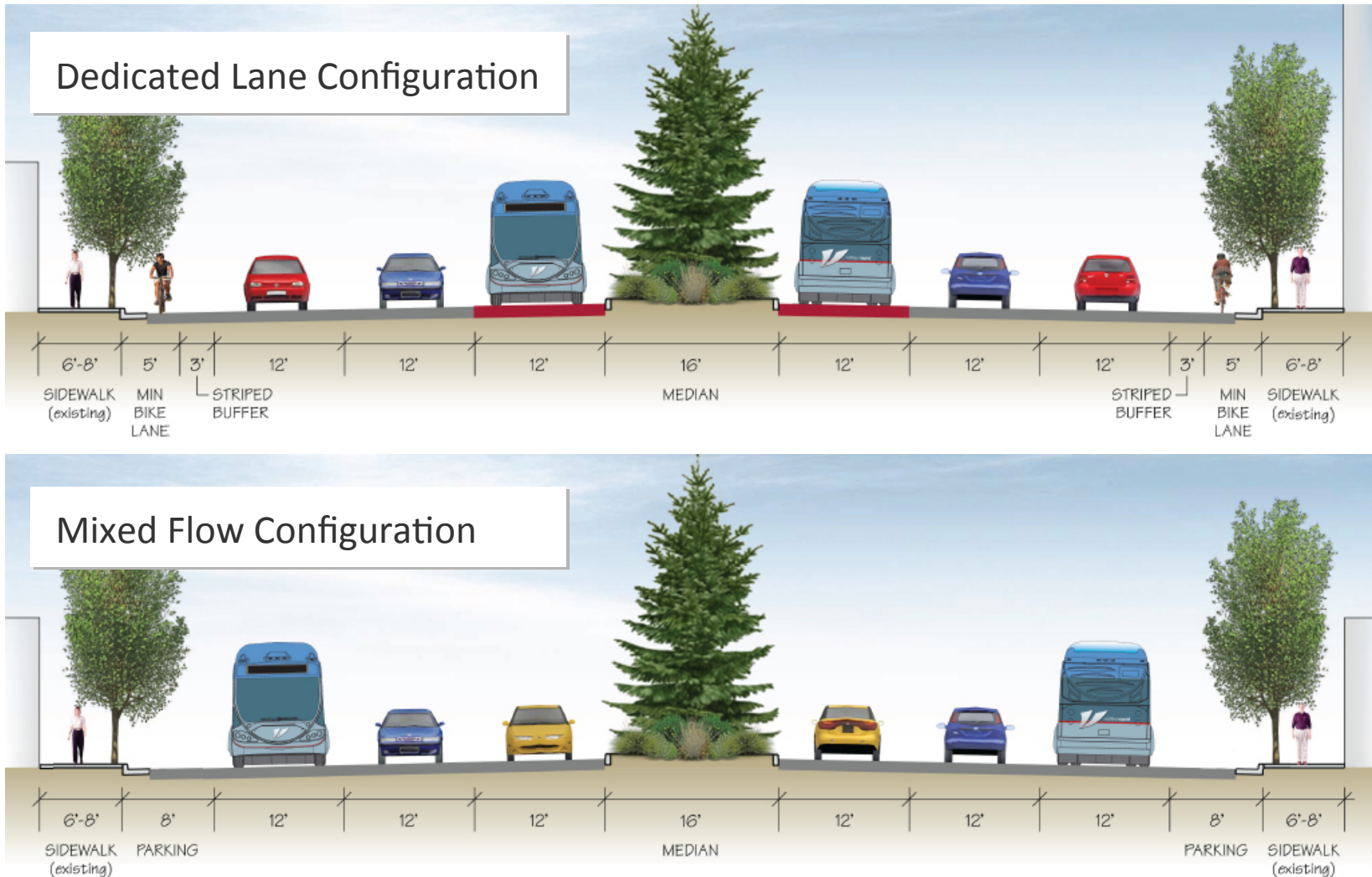
Parking Inventory and Occupancy

	On-Street Along the Corridor		On-Street on Cross Streets		Off-Street Public Spaces	
	Inventory	Occupied	Inventory	Occupied	Inventory	Occupied
Palo Alto	490	49.0%	732	34.9%	3,355	29.7%
Los Altos	110	26.4%	114	40.9%	2,531	34.1%
Mountain View	336	5.5%	373	43.6%	3,512	29.8%
Sunnyvale	337	25.2%	167	35.7%	6,407	34.6%
Santa Clara	450	19.6%	516	37.4%	5,213	38.4%
San Jose	222	13.5%	896	28.2%	2,272	55.8%
TOTAL/AVG	1,945	25.2%	2,798	34.7%	23,290	36.0%

Lines 522/22 - Sunnyvale passenger loads (2011)



Cities Choose Street Configuration



How is BRT different from a local bus?

Enhanced Stations

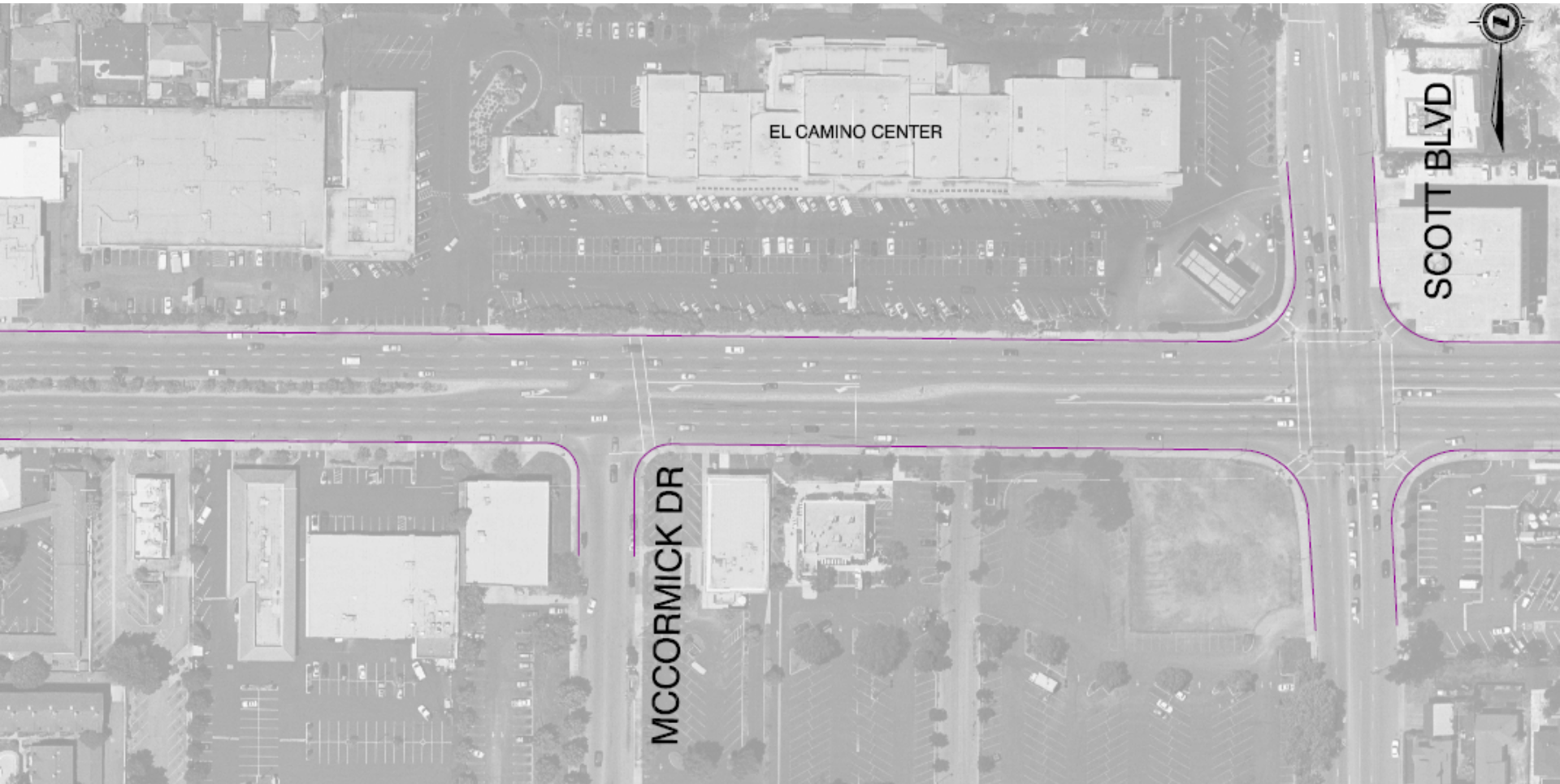
- Can be median or curb bulbout
- Off-board fare collection
- Faster, all-door boarding
- Real time transit information
- Unique branding

Transit Signal Priority

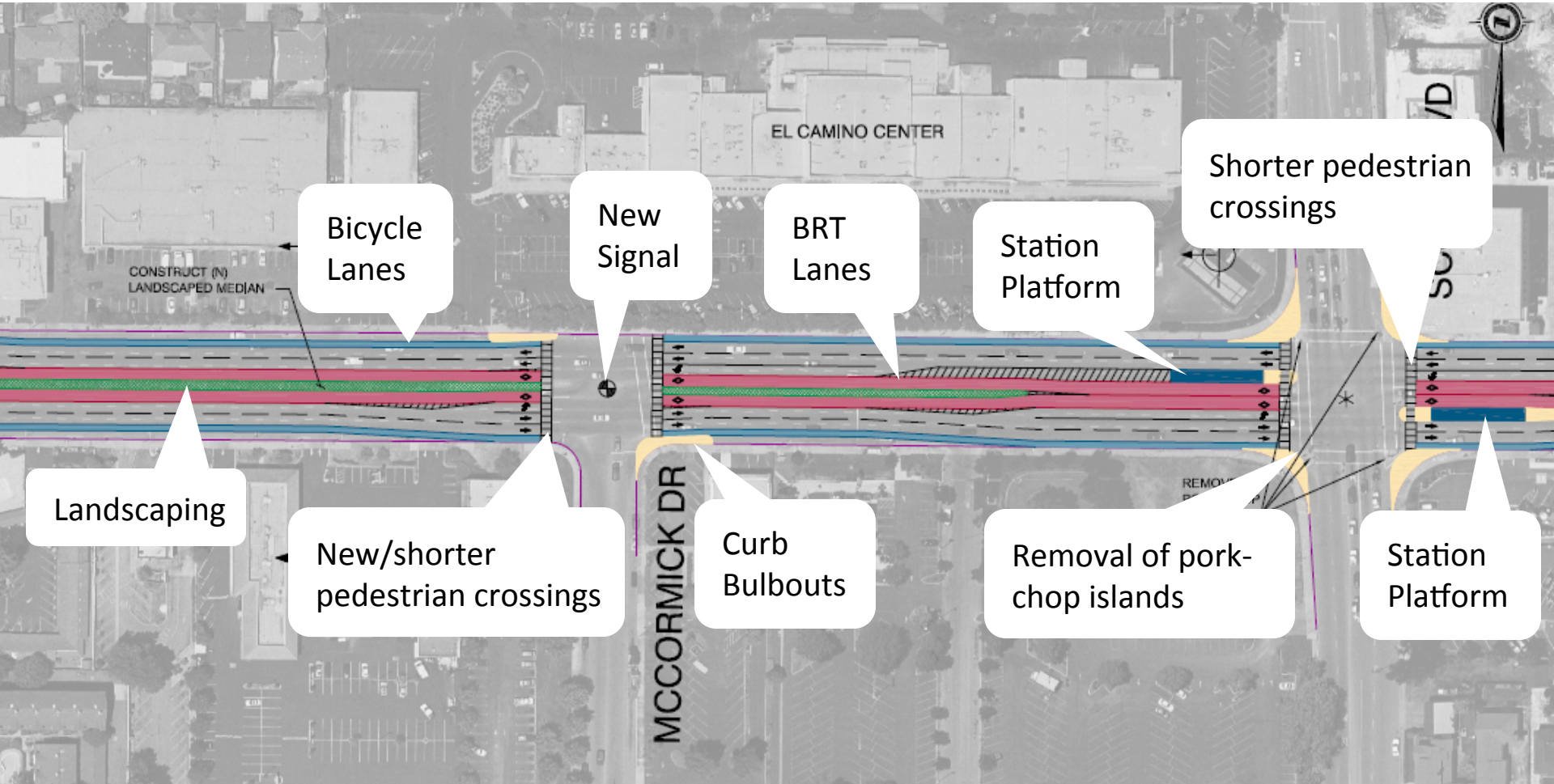
Dedicated Lanes



El Camino Real and Scott Blvd

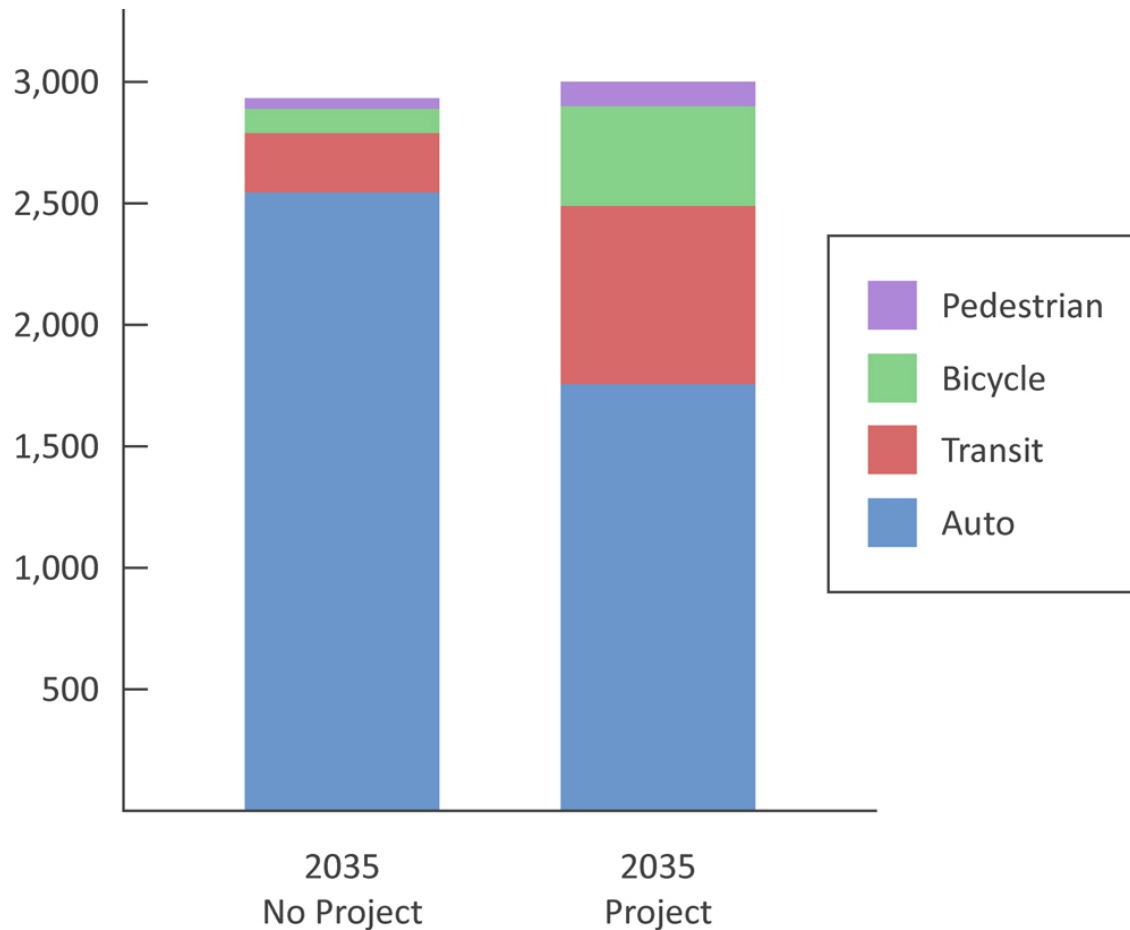


Project Improvements



El Camino Real Corridor Person-Throughput

PM peak hour throughput by travel mode



Grand Boulevard Guiding Principles

1. Target housing and job growth in strategic areas along the corridor
2. Encourage compact mixed-use development and high-quality urban design and construction
3. Create a pedestrian-oriented environment and improve streetscapes, ensuring full access to and between public areas and private developments
4. Develop a balanced multimodal corridor to maintain and improve mobility of people and vehicles along the corridor
5. Manage Parking Assets
6. Provide vibrant public spaces and gathering places
7. Preserve and accentuate unique and desirable community character and the existing quality of life in adjacent neighborhoods
8. Improve safety and public health
9. Strengthen pedestrian and bicycle connections with the corridor
10. Pursue environmentally sustainable and economically viable development patterns

City Policy Guidance

Los Altos General Plan

The use of a variety of transportation modes such as transit, walking, and bicycling is promoted to reduce the demand for transportation system improvements and improve air quality. – Page 1, Circulation Element
Expand the rail and bus transit system using new technologies for the bus fleet

Mountain View Draft General Plan

Land use planning principle #2 - Sustainable Land Use and Transportation – Focused and intensified growth and change next to public transportation corridors helps increase ridership, reduce vehicle miles traveled and greenhouse gas emissions and optimizes opportunities for highly sustainable development.
Pedestrian and Bicyclist Environment: Street design improvements create a safer and more comfortable pedestrian environment, Wide sidewalks, tree wells and pedestrian improvements, especially in retail shopping areas, at major intersections and near transit stations, Small curb radiuses and short street-crossing distances.

Sunnyvale General Plan

Action 3: Monitor and participate in planning and implementation of the Grand Boulevard Initiative and Bus Rapid Transit (BRT) on El Camino Real to assure that local Sunnyvale interests such as a quality streetscape, bicycle facilities, and pedestrian facility enhancements are incorporated, and capacity for transit does not sacrifice safety and service for other travel modes.

Action 4: Work in coordination with the Santa Clara Valley Transportation Authority (VTA) to ensure that the City creates streets that are transit-friendly, including bus signal pre-emption, adequate street and transit stop furniture, and appropriate lighting for nighttime riders.

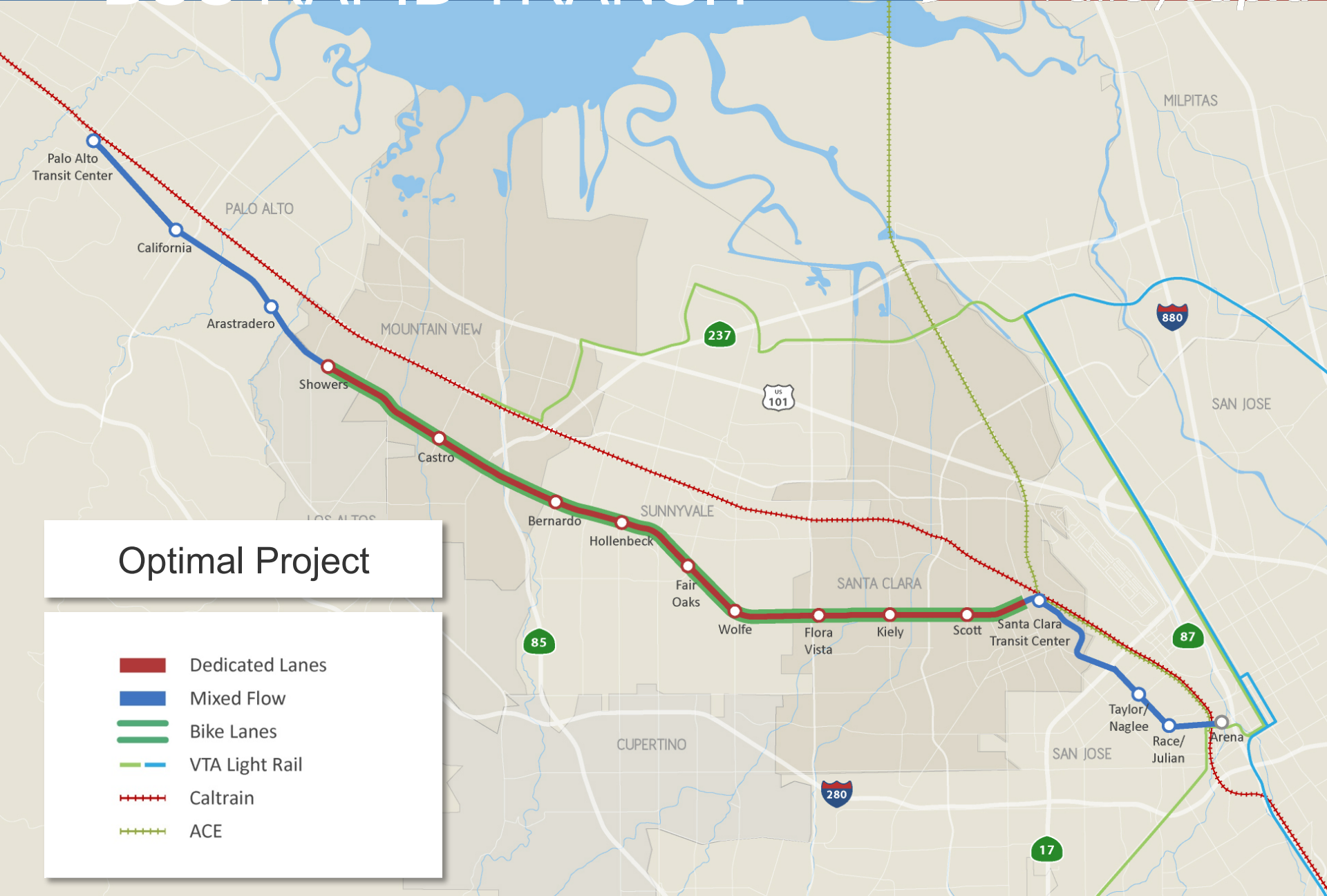
Santa Clara General Plan

5.1.1-P6 Prior to the implementation of Phase II and of Phase III of the General Plan, identify bicycle, pedestrian and transit improvements that could off-set at least ten percent of anticipated vehicle miles traveled from development assumed in that phase.
5.3.1-G3 Development that minimizes vehicle miles traveled, capitalizes on public investment in transit and infrastructure, and is compatible with surrounding uses.
5.4.1 Goals: The General Plan vision for El Camino Real is to transform this Focus Area from a series of automobile-oriented strip-malls to a tree-lined, pedestrian- and transit-oriented corridor...Transit, including a Bus Rapid Transit or similar facility, is envisioned along the entire corridor and would take priority over single occupancy vehicles...This corridor should emphasize levels of service for pedestrian and transit circulation rather than single-occupancy vehicles.

San Jose - The Alameda Beautiful Way Plan

There will be two BRT transit locations along the Alameda, one near Hanchett Avenue and one near the Naglee/Taylor intersection and each location will have two stations, one in each direction. – Page 2.4
[T]he planned bus rapid transit stations will provide excellent transit connectivity; increasing numbers of transit riders can support businesses as can new residential development in a mixed use configuration over retail at transit supportive densities. – Page 2.17
Support enhanced transit facilities, carefully designed, to encourage the use of transit, bicycles and walking rather than driving – Page 3.2

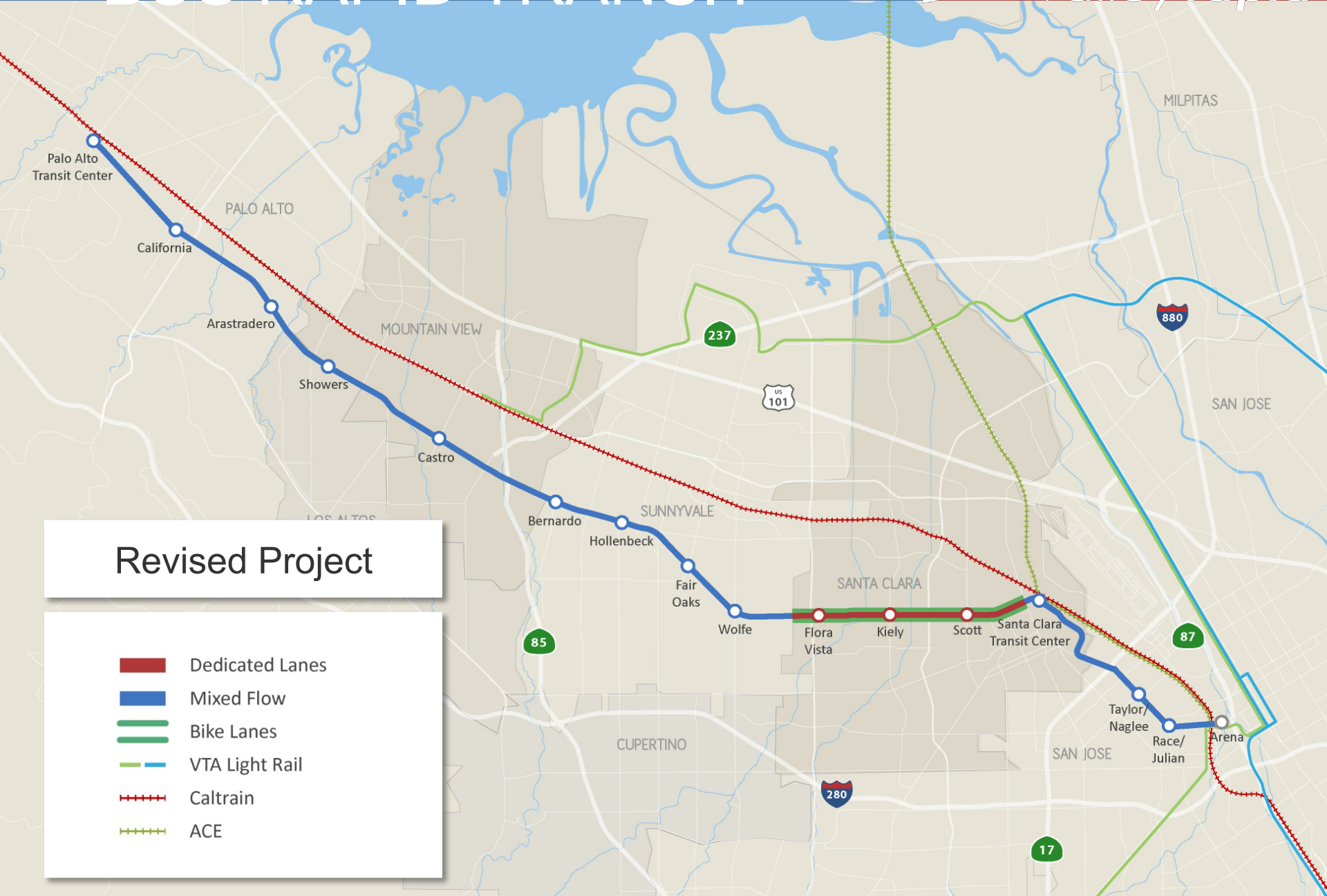
BUS RAPID TRANSIT



Optimal Project

-  Dedicated Lanes
-  Mixed Flow
-  Bike Lanes
-  VTA Light Rail
-  Caltrain
-  ACE

BUS RAPID TRANSIT



Revised Project

-  Dedicated Lanes
-  Mixed Flow
-  Bike Lanes
-  VTA Light Rail
-  Caltrain
-  ACE

El Camino Real BRT Project Options

	No Project	Revised Project	Optimal Project
Miles of dedicated lane	0	2.97	10.3
Daily 522 ridership	5,748	11,198	12,374
Capital cost estimate	\$0	\$125m	\$199m
Net annual operating cost (2020)	\$15.6m	\$12.7m	\$7.8m
Federal funding potential	---	\$62.5m	\$75m
Anticipated local funds	---	\$62.5m	\$124m

Policy Actions, Spring & Fall 2012

City	Optimal Project	City Action
Palo Alto	Mixed Flow	Council expressed mixed views
Los Altos	Mixed Flow	Council expressed mixed views
Mountain View	Dedicated Lanes	Straw vote 5-2 in favor of mixed flow
Sunnyvale	Dedicated Lanes	Voted 4-3 against dedicated lanes
Santa Clara	Dedicated Lanes	Unanimously supported dedicated lanes
San Jose	Mixed Flow	Unanimously supported mixed flow
VTA Board	Optimal Project	Pursue dedicated lanes & mixed flow simultaneously

Investment Strategy for El Camino Real BRT Project

- Proceed with project development activity for optimal project, dedicated lanes from Santa Clara to Mountain View through FTA process
- Carry optimal and revised project, dedicated lanes only in Santa Clara into environmental review
- Work with MTC to establish regional support for Small Starts funding
- Provide regular reports to cities, Policy Advisory Boards and VTA Board