

From: Board.Secretary

Sent: Monday, February 23, 2015 8:41 AM

To: VTA Board of Directors

Subject: VTA response to Board Member Whittum re: HOV on local streets

VTA Board of Directors:

Earlier this month, we forwarded to you a document from Board Member Whittum regarding his proposal on HOV lanes on local streets. Attached for your reference are:

- a) Staff's response to Board Member Whittum dated Feb. 20, 2015
- b) Document from Board Member Whittum, which was sent to you on Feb. 6, 2015.

Please reply to this message if you have any questions.

Thank you.

Santa Clara Valley Transportation Authority

3331 N. First Street

San Jose, CA 95134

408.321.5680

board.secretary@vta.org



MEMORANDUM

TO: Director David Whittum

FROM: Nuria I. Fernandez, General Manager/CEO

DATE: February 20, 2015

SUBJECT: Response to Proposal on Local HOV Lanes

A handwritten signature in black ink, appearing to read 'Nuria I. Fernandez', written over the printed name in the 'FROM' field.

Thank you for your thoughtful proposal on a way to improve travel times for public transit without large capital expenditures. I appreciate the time and effort you take to come up with creative solutions to our Valley's transportation challenges. I asked staff to review your proposal and our preliminary analysis indicates there could be advantages to this approach in some situations. Naturally, there are challenges to this approach as well. But based on our initial review we would like to pursue a pilot project for just such an approach on the Mathilda/Saratoga-Sunnyvale Road Corridor. This Corridor avoids some of the challenges presented by a project on El Camino Real as mentioned below.

The results of this pilot project can help to inform the decision making process the Board will engage in for El Camino BRT. It may also prove useful in other congested areas of Santa Clara County even if it does not have applicability in other situations.

Below are some thoughts on the challenges and opportunities this new HOV lane approach would have especially along El Camino, ending with a proposal to implement this concept as a pilot project on Mathilda/Saratoga-Sunnyvale Road.

VTA will need data to determine both Transit Travel Time Savings and Enforcement Capability

The issue with a right hand HOV lane on a commercial street like El Camino Real is the ability to enforce the restriction to transit and carpool vehicles. On a typical half mile stretch of El Camino in central Sunnyvale from Fair Oaks to Sunnyvale Avenue there are 20 curb cuts and side street entries ranging in spacing between 25 and 400 ft. We know from our experience with freeway HOV lanes and County express lanes that imposing a restriction without enforcement is not effective. Therefore local public safety officers, in this case from five different cities, would have to monitor a single person occupied automobile for quite a distance to ascertain that the violator did not have a legitimate reason to turn into the many driveways and side streets on El Camino.

Director David Whittum
Response to Proposal on Local HOV Lanes Memorandum
February 20, 2015
Page 2 of 2

County expressway HOV lanes have been based on the concept of very limited land use access for many years and when granted usually controlled by a traffic signal. The current draft County Expressway Plan actually sees some of those non-controlled access points that were granted in the past as operational problems.

Caltrans has never approved something like this on their facilities. It may prove challenging to even have a demonstration period to determine if a HOV arrangement on a commercial street like El Camino has any effect. We do not know of any examples of a Caltrans owned commercial arterial that has right hand, time restricted, HOV lanes from which we could share data and experience with Caltrans going through their approval process. In contrast Caltrans has approved several dedicated transit lane projects on state routes.

Proposal for Pilot Program on Mathilda/Saratoga-Sunnyvale for New Route 354

VTA would like to test this approach to gather data on potential travel time savings for transit vehicles and determine the ability to enforce the HOV lane, doing a pilot project, in cooperation with Sunnyvale, on Mathilda Avenue, a locally owned street, in conjunction with the introduction of Route 354 in the segment between I-280 and US 101.

We can begin working with Sunnyvale Public Works and Public Safety to gauge their interest as owners and operators of the street. If successful this could be applied to El Camino Real if. We could also expand this concept to other high volume transit streets in other cities.

I will ask VTA staff to contact the City of Sunnyvale staff to see if there is an interest in pursuing this pilot project.

Thanks again for your input and ideas. Please feel free to let me know of other creative and innovative ideas you may have.

Local HOV Lanes

This is just an idea for discussion. Please share your thoughts – and better ideas!

Motivation

Is there a way to improve travel times for public transit without large capital expenditures?

Concept

An HOV lane on selected city streets, restricted to HOV use or turning movements during certain hours, e.g. 6-9 am and 4-7 pm. It would use the right lane for HOV's as is done on some county expressways, as illustrated in Fig.1.



Fig. 1. Intersection of Lawrence and Kifer in Sunnyvale, showing right-side HOV lanes.

Benefits

1. Transit

- a. From a BRT perspective, this would look like "mixed flow" with better travel time savings, not just for buses, but HOV's as well.¹ From a "Limited" or "Local" service perspective, this would reduce congestion and travel time experienced by all transit passengers.
- b. May facilitate efficiency of the present transit-signal priority system

2. Local Roads

- a. May produce beneficial effects on parallel arterials and expressways, by attracting some traffic to the HOV option, as perception of HOV travel time improves as a result of the project.

3. Business

- a. Retains left-turn in, to the benefit of business access, as well as right-turn in.
- b. By attracting traffic to the street, with improved travel time in the HOV lane, business prospects may be improved.
- c. Low to no construction impact

4. Community

- a. Maintains curbside accessibility of local, limited and BRT bus service.
- b. Facilitates school-related transit needs, potentially improving usage of transit for school commutes and reducing congestion around schools – even schools not on the corridor.
- c. Facilitates emergency vehicle use of the roadways, potentially improving EMS response time.

5. VTA Finances

- a. Not capital intensive, mainly roadway markings and signage. If this is \$250k/mile, it is perhaps a \$5M project for a 20 mile project such as ECR, or a \$1M project for Mathilda-Sunnyvale Saratoga Road.
- b. Could be cancelled/reversed at low cost some years down the road if not proved out, in the simplest implementation, by hooding signage.
- c. Retains the option for future modifications, including a revisit of other BRT ideas in the future, as the pattern of jobs density at build-out becomes clearer.
- d. Facilitates assessment of traffic models and transit travel time and ridership projections
- e. A pilot project could lead to implementation elsewhere at relatively low cost.

¹ While the ECR BRT DEIR (<http://bit.ly/1tPt129>) mentions "Curb Lane Dedicated Lanes", no analysis was provided, nor reasoning articulating why this alternative was discarded in favor of "Mixed Flow". The reader is left to infer an issue of cost versus benefit. Meanwhile, HOV striping is a \$5M –scale project, not a \$200M project.

Variations

1. Add pullouts for bus stops to further reduce congestion.
2. For roadways traversing city boundaries, could accommodate different lane configurations in different cities, based on local input.
3. If proved out, later add electronic signage indicating “Lane OK to Use” to better manage traffic demand. With more experience, eventually may incorporate a FasTrak option to better allocate "empty space" in the HOV lane.
4. Other lanes could be considered for HOV designation.

Complications

1. Exclusion of certain vehicles from one lane on each side (except for turning movements) may result in additional congestion in the other two lanes. On the other hand, turning conflicts may be reduced. Traffic analysis would be informative.
2. To reduce bus-stop impact on HOV lane travel time, pullouts would be beneficial. It may be possible to incorporate these into specific plans, so that as properties on the roadway redevelop to higher better uses, pullouts are incorporated into the curbside design in a manner that integrates with the redeveloped streetscape.
3. To reduce right-turn-in impact on HOV lane travel time, specific plan adjustments may be helpful to support gradual improvements as properties redevelop. Plans could encourage driveway consolidation as on Mathilda, driveway pullouts and turn-lane features. This may be straightforward for larger lots on El Camino and is in progress for the Mathilda – Sunnyvale Saratoga corridor, where consolidation of driveway access is either accomplished, or built into existing plans. In fact, long segments of roadway on the Mathilda - Sunnyvale Saratoga Road corridor already have no driveway curb cuts.

From: Board.Secretary

Sent: Monday, February 23, 2015 1:29 PM

To: VTA Board of Directors; VTA Advisory Committee Members

Subject: Correspondence: Board of Equalization 2015 Excise Tax Adjustment letter

VTA Board of Directors and Advisory Committee Members:

Attached for your reference is the joint letter sent by Self-Help Counties Coalition (SHCC), California State Association of Counties (CSAC), California Association of Councils of Government (CALCOG), League of California Cities and other organizations regarding the proposed action by the Board of Equalization to reduce the price-based excise tax on gasoline by 7.5 cents per gallon.

Office of the Board Secretary
Santa Clara Valley Transportation Authority
3331 N. First Street
San Jose, CA 95134
408.321.5680
board.secretary@vta.org



February 20, 2015

Jerome Horton
Chair, State Board of Equalization
P.O. Box 942879
Sacramento, CA 94279



Re: Impact of Mandated Excise Tax Adjustment



Dear Chairman Horton:



We represent a broad group of agencies and organizations that plan, approve, construct, and maintain California’s transportation infrastructure, all of whom are very concerned about the proposed action by the Board of Equalization (Board) to reduce the price-based excise tax on gasoline by 7.5 cents per gallon.

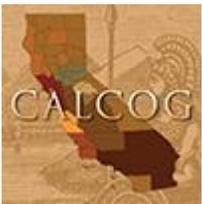


We acknowledge that the Board has very little discretion; state statute mandates an annual adjustment in the price-based excise tax so that it generates the equivalent amount of revenue as the former sales tax on gasoline. However, the steep drop in gasoline prices triggering this cut will reduce transportation funding available for state and local transportation by \$1.1 billion, causing unacceptable long-term harm and uncertainty for the traveling public and the California economy. (The Board’s proposed 7.5-cent reduction is 2 cents more than was assumed in the January Budget proposal, resulting in an additional loss of \$288 million.)¹



ASSOCIATED GENERAL CONTRACTORS (AGC)

The timing of the gas tax cut is especially jarring given statements by the Governor and the Speaker of the Assembly recognizing the need to *increase* funding for transportation this year. The Governor identified \$59 billion in deferred maintenance on the state highway system and the California State Association of Counties, the League of California Cities, and California’s Regional Transportation Planning Agencies have documented a \$79 billion 10-year funding shortfall on local streets and roads. The net result of the reduction would effectively negate more than half of the Speaker’s proposal to raise \$2 billion a year over the next five years to address these critical backlogs.



Although it may be tempting to call any tax reduction a ‘win,’ California’s workers, motorists, transit riders, cyclists, and pedestrians will pay dollars tomorrow for the pennies they save today. Maintenance, improvement, and rehabilitation of our transportation system does not just happen; it takes years of planning, environmental review, programming, and financing. Simply put, cutting \$1.1 billion in transportation funding would wreak havoc on the condition of infrastructure upon which all Californians rely. Projects will have to be

¹ The Governor’s budget assumed that the Excise tax would be 5.544 cents per gallon lower on a total consumption of 14.74 billion gallons (same as previous year), or a \$817 million decrease. The increase to 7.5 cents reduces funding by an additional \$288 million below the Governor’s budget proposal.

mothballed, costing critical California jobs. When funding does eventually return, projects will be more costly to restart. Further, deferred maintenance is exponentially more expensive than maintaining infrastructure in a good condition.

To avoid this grim outcome for our state's residents and economy, we intend to work with the Legislature and Governor to preserve and augment the state's transportation revenue streams this year – including funds generated by the state's variable gasoline tax – and ensure California taxpayers get the most for their money. We are also available as a resource to the Board to the extent that there is any way that we can be of assistance.

Thank you for your consideration. Please do not hesitate to contact us if you have any questions.

Sincerely,



David Ackerman
Associated General Contractors



James Earp
California Alliance for Jobs



Kiana Buss
California State Association of Counties



Jennifer Whiting
League of California Cities



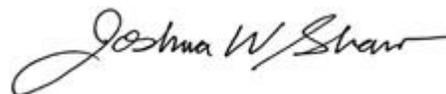
Keith Dunn
Self-Help Counties Coalition



Mark Watts
Transportation California



Bill Higgins
California Association of Councils of Government



Joshua Shaw
California Transit Association

CC: George Runner, First District Member, Board of Equalization
Fiona Ma, Second District Member, Board of Equalization
Diane Harkey, Fourth District Member, Board of Equalization
Betty Yee, California State Controller
Cynthia Bridges, Executive Director, Board of Equalization
Kevin de Leon, President pro Tempore, California State Senate
Toni Atkins, Speaker, California State Assembly
Jim Beall, Chair, Senate Transportation & Housing Committee
Anthony Cannella, Vice Chair, Senate Transportation & Housing Committee
Jim Frazier, Chair, Assembly Transportation Committee
Katcho Achadjian, Vice Chair, Assembly Transportation Committee
Brian Kelly, Secretary, California State Transportation Agency
Will Kempton, Executive Director, California Transportation Commission

From: Board.Secretary

Sent: Monday, February 23, 2015 4:27 PM

To: VTA Board of Directors

Subject: VTA Correspondence - Comments on El Camino Real BRT Project and Additional Petitions for the VTA Board to Save the Alum Rock BART Station

VTA Board of Directors:

We are forwarding to you the following comments:

From	Topic
Comments from Members of the Public	El Camino Real BRT Project
District 5 United and San Jose United	Petition to include and support the 28 th Street location for the Alum Rock BART Station

Thank you.

Office of the Board Secretary
Santa Clara Valley Transportation Authority
3331 N. First Street
San Jose, CA 95134
408.321.5680
board.secretary@vta.org

From: San Jose United

Sent: Friday, February 13, 2015 1:24 AM

To: General Manager; Gonot, Carolyn; Ristow, John; cindy.chavez@bos.sccgov.org; ken.yeager@bos.sccgov.org; jamie.matthews@att.net; Board.Secretary; dave.cortese@bos.sccgov.org; Valles, Colleen; Pearse, Brent; ed.shikada@sanjoseca.gov; Freitas, Harry; Kim.Walesh@sanjoseca.gov; Larsen, Hans; Jessica.Zenk@sanjoseca.gov; Michael.Brilliot@sanjoseca.gov; leslie.xavier@sanjoseca.gov; District1@sanjoseca.gov; District2@sanjoseca.gov; District3@sanjoseca.gov; District4@sanjoseca.gov; District5@sanjoseca.gov; pierluigi.oliverio@sanjoseca.gov; District7@sanjoseca.gov; District8@sanjoseca.gov; District9@sanjoseca.gov; mayoremail@sanjoseca.gov; district5united@gmail.com; mike.wasserman@bos.sccgov.org

Subject: Save the Alum Rock BART station**

Dear Valley Transportation Authority, City of San Jose's Mayor & City Council Members, San Jose City Manager, and Santa Clara County Board of Supervisors,

I petition the VTA Board to save the Alum Rock BART station by including and supporting the 28th Street location in the Silicon Valley Rapid Transit Program planning. Our community deserves to have this major transportation hub located within our community as promised.

The 28th Street location for the Alum Rock BART Station has been a part of the BART extension to San Jose – Phase 2 Planning for years. Since 2001, the Alum Rock community has worked with the Valley Transportation Authority (VTA) on concepts for the Alum Rock BART Station. The "Urban Village" concept embraces the BART Station as an important facet of the community and will have a positive economic impact on the neighborhoods surrounding the proposed station. The Urban Village designs were presented to the San Jose City Council in November 2013 and were unanimously adopted and included in the City's General Plan. The plan has also received the support of the Envision 2040 Task Force.

The 28th Street location for the Alum Rock BART Station has a Park-n-Ride lot conveniently located immediately adjacent to an interchange on Highway 101 and would serve commuters from south county who work north of San Jose in areas with BART access. Commuters using the Alum Rock section of Bus Rapid Transit (BRT) that is presently under construction would be able to transfer to BART at this location, providing addition public transit access to the community. In addition, the Urban Village plan would provide 4,050 jobs and 845 housing units to the residents of East San Jose.

However, now the 28th Street location for the Alum Rock BART Station is fast becoming another broken promise from the VTA to the residents of East San Jose.

On October 6th, the VTA unilaterally proposed to the Silicon Valley Rapid Transit Program Working Committee the elimination of the 28th Street BART station and inclusion of an "Alum

Rock” station at E. Santa Clara St (near 23rd St). This new location is not located in the Alum Rock community, does not have accessible parking, and is located in a neighborhood of single-family homes. This new proposed plan virtually eliminates direct BART access to the residents of East San Jose. Once again, East San Jose residents were promised trains, but this time will get NOTHING.

Therefore, I make the following petition:

Whereas, the elimination of the 28th Street BART station location demonstrates a blatant disregard for a community who has worked with the VTA in good faith for over a decade; and

Whereas, previously promised extensions of Light Rail Service promised to East San Jose residents have been eliminated and/or postponed indefinitely in favor of a BART extension; and

Whereas, the residents of East San Jose have continuously supported sales taxes to support transit extension in Santa Clara County (\$1.4 Billion to date) – including extensions of service to East San Jose; and

Whereas, the San Jose City Council approved Urban Village plans that will provide much needed economic opportunities for East San Jose Residents are dependent on the existence of the 28th St location;

I therefore petition the VTA Board to provide direct access to public transit services and improvements in East San Jose, I petition the VTA to include and support the 28th Street location for the Alum Rock BART station in the Silicon Valley Rapid Transit Program planning. This community deserves to have this major transportation hub located within the community as promised.

Respectfully submitted,

You may not use my contact information for any purpose other than to respond (if you prefer) to my concern regarding the Alum Rock BART station, nor may you share my contact information with any other organization(s) or individual(s).

--

This e-mail was sent via San Jose United (<http://sanjoseunited.net>)

** Email on page 1 and 2 were received from the following individuals. Additional comments in the email, if any, are included below the individual's name. Senders are from the City of San Jose, unless noted otherwise. The comments were copied and pasted as is; no edits were made.

Vince Navarra

We seriously need public transportation. Pls look at our Hwys & roadways now. It is long overdue. Well worth the investment Payback is immense.

Chip McCormick

From: District 5 United

Sent: Friday, February 13, 2015 7:37 AM

To: General Manager; Gonot, Carolyn; Ristow, John; cindy.chavez@bos.sccgov.org; ken.yeager@bos.sccgov.org; jamie.matthews@att.net; Board.Secretary; dave.cortese@bos.sccgov.org; Valles, Colleen; Pearse, Brent; ed.shikada@sanjoseca.gov; Freitas, Harry; Kim.Walesh@sanjoseca.gov; Larsen, Hans; Jessica.Zenk@sanjoseca.gov; Michael.Brilliot@sanjoseca.gov; leslie.xavier@sanjoseca.gov; District1@sanjoseca.gov; District2@sanjoseca.gov; District3@sanjoseca.gov; District4@sanjoseca.gov; District5@sanjoseca.gov; pierluigi.oliverio@sanjoseca.gov; District7@sanjoseca.gov; District8@sanjoseca.gov; District9@sanjoseca.gov; mayoremail@sanjoseca.gov; district5united@gmail.com; mike.wasserman@bos.sccgov.org

Subject: Save the Alum Rock BART station**

Dear Valley Transportation Authority, City of San Jose's Mayor & City Council Members, San Jose City Manager, and Santa Clara County Board of Supervisors,

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The 28th Street location for the Alum Rock BART Station has been a part of the BART extension to San Jose – Phase 2 Planning for years. Since 2001, the Alum Rock community has worked with the Valley Transportation Authority (VTA) on concepts for the Alum Rock BART Station. The "Urban Village" concept embraces the BART Station as an important facet of the community and will have a positive economic impact on the neighborhoods surrounding the proposed station. The Urban Village designs were presented to the San Jose City Council in November 2013 and were unanimously adopted and included in the City's General Plan. The plan has also received the support of the Envision 2040 Task Force.

The 28th Street location for the Alum Rock BART Station has a Park-n-Ride lot conveniently located immediately adjacent to an interchange on Highway 101 and would serve commuters from south county who work north of San Jose in areas with BART access. Commuters using the Alum Rock section of Bus Rapid Transit (BRT) that is presently under construction would be able to transfer to BART at this location, providing addition public transit access to the community. In addition, the Urban Village plan would provide 4,050 jobs and 845 housing units to the residents of East San Jose.

However, now the 28th Street location for the Alum Rock BART Station is fast becoming another broken promise from the VTA to the residents of East San Jose.

The VTA has a long history of renegeing on promises made to East San Jose, a community with a large population of residents who depend on public transit to get to work and school. In 2002, the VTA promised Light Rail Transit (LRT) on the Santa Clara/Alum Rock transit corridor in their Downtown East Valley Transit Improvement Plan. The proposed Light Rail route would have connected the Alum Rock Station on the Capitol LRT line to the San Jose Diridon Station in Downtown San Jose. The VTA also promised LRT service along the entire length of Capitol

Expressway from the Alum Rock Station on the Capitol LRT line to Eastridge Mall, and continuing to the existing Guadalupe LRT line. These promises were broken in favor of the BART to San Jose Proposal. Rather than the promised Light Rail service in East San Jose, VTA is building Bus Rapid Transit from Eastridge to downtown. The proposed LRT extension along Capitol Expressway has been postponed until funds become available “ in the future.” East San Jose residents were promised trains and are getting expanded bus service.

On October 6th, the VTA unilaterally proposed to the Silicon Valley Rapid Transit Program Working Committee the elimination of the 28th Street BART station and inclusion of an “Alum Rock” station at E. Santa Clara St (near 23rd St), This new location is not located in the Alum Rock community, does not have accessible parking, and is located in a neighborhood of single-family homes. This new proposed plan virtually eliminates direct BART access to the residents of East San Jose. Once again, East San Jose residents were promised trains, but this time will get NOTHING.

Therefore, I make the following petition:

Whereas, the elimination of the 28th Street BART station location demonstrates a blatant disregard for a community who has worked with the VTA in good faith for over a decade; and

Whereas, previously promised extensions of Light Rail Service promised to East San Jose residents have been eliminated and/or postponed indefinitely in favor of a BART extension; and

Whereas, the residents of East San Jose have continuously supported sales taxes to support transit extension in Santa Clara County (\$1.4 Billion to date) – including extensions of service to East San Jose; and

Whereas, the San Jose City Council approved Urban Village plans that will provide much needed economic opportunities for East San Jose Residents are dependent on the existence of the 28th St location;

I therefore petition the VTA Board to provide direct access to public transit services and improvements in East San Jose, I petition the VTA to include and support the 28th Street location for the Alum Rock BART station in the Silicon Valley Rapid Transit Program planning. Our community deserves to have this major transportation hub located within the community as promised.

Respectfully submitted,

You may not use my contact information for any purpose other than to respond (if you prefer) to my concern regarding the Alum Rock BART station, nor may you share my contact information with any other organization(s) or individual(s).

--

This mail was sent on behalf of a San Jose resident via San Jose's District 5 United!
Community Working Together

district5united.org

www.facebook.com/district5united

www.youtube.com/district5united

** Email on page 1 and 2 were received from the following individuals. Additional comments in the email, if any, are included below the individual's name. Senders are from the City of San Jose, unless noted otherwise. The comments were copied and pasted as is; no edits were made.

CK Kho

Alum Rock BART is essential to help revive and reconstruct the area making it more accessible

YenYee Piong

Keep BART Alum Rock alive

Karla Santiaguillo

Please reconsider the negative implications of your decision. We have been expecting this station for a while and it is unjust that our community will no longer be able to enjoy a station near us.

Alejandro Landeros

Lilia Pantoja

Roy Franklin Que-Heath

23rd Street is not the center of anything. It is on the edge of Downtown, oin the edge of the Portuguese (Sp) community and as mentioned above, lacks suitable parking space. While I do not live in the area, members of my extended family do, so I feel I have a dog in this fight so to speak.

Jairo

Ive paid my taxes and i was promise a alum rock station. Bring it on. If your going to build something build it the right way and also how ot waa described and render.

Robert Rios

Christina Castaneda

Paul T Perry

We need good transportation to jobs and this would provide it.

Dee Brown

Erline Mello

Rajkishor Lohia

To the Valley Transportation Authority, City of San Jose's Mayor & City Council Members, City Manager, and Santa Clara County Board of Supervisors,

I petition the VTA Board to save the Alum Rock BART station by including and supporting the 28th Street location in the Silicon Valley Rapid Transit Program planning. Our community deserves to have this major transportation hub located within our community as promised.

I believe it is important to have a rapid transit system in Bay Area that is available to all the residents. By bringing BART to all the way to Alum Rock and then to San Jose downtown in the future VTA will be helping environment and citizens of Bay Area.

Kelly Daugherty

Adriana Ayala

Placing a Bart stop in Alum Rock will showcase the east side and also provide our community with key transportation routes.

This is not only smart, but makes economic sense.

Annette Jaffe

Parking will make all the difference in having people use BART.

Chrys Umstatt

We are a major city in South Bay and this is where the BART station belongs.

Mary C Umstatt

COMMENTS FROM MEMBERS OF THE PUBLIC – EL CAMINO REAL BUS RAPID TRANSIT (BRT) PROJECT

From: Barbara Fukumoto
Sent: Tuesday, February 17, 2015 12:29 PM
To: Board.Secretary
Subject: Re: In Support of BRT on ECR with Dedicated bus lanes

Or maybe I should have sent the letter below here.

On Tue, Feb 17, 2015 at 12:25 PM, Barbara Fukumoto wrote:

Dear Ms. Baltao,

I thought the VTA Board of Directors might be interested in my letter to Sunnyvale Council below.

Thank you.

Barbara Fukumoto

Dear Mayor Griffith, Vice Mayor Martin-Milius, and Council:

For over half a century we have been designing our cities around the car. I get that it is hard to lead our community away from the well-established car-first practices of the last half century, especially when opposition is so loud. But I hope that is just what you will choose to do.

VTA's BRT proposal with dedicated bus lanes represents a real change of direction, perhaps the beginning of a paradigm shift. On this key corridor, we have the chance to make sustainable modes of transportation more than an afterthought tacked on to an auto-centric street. In one stroke, El Camino would be transformed into a truly complete street with *real* transportation choice for all--landscaping and street-design upgrades to make walking safer and more appealing, buffered bike lanes and quality transit that is time-competitive with driving. The "compromise" alternative of mixed flow, even if it were funded, represents business-as-usual, with minor changes in ridership and speed of transit, no landscaping and no grant-provided bike lanes or funds to alter the median should the City decide to keep parking while also adding bike lanes.

I think we all agree that transportation change is needed, that we need better public transit and more choice. The question is how to retrofit our city to provide real options for all and how to pay for desired changes. VTA's proposal was designed to be

supportive of the cities' plans for the Grand Boulevard, our specific plans and our complete streets policies. I urge you to take these policies seriously and seize this opportunity, years in the making. Please lead our residents and other cities toward the more sustainable mobility system, needed to accommodate projected growth and for the sake of the environment.

If you take bold action, you would be in agreement with organizations specializing sustainable cities and transportation, social justice, jobs and public health. Comment letters in support of VTA's proposal for BRT with dedicated lanes included those submitted by:

- Greenbelt Alliance
- SPUR
- the Mountain View Coalition for Sustainable Land Use
- Friends of Caltrain
- TransForm
- California Walks
- the Silicon Valley Bicycle Coalition
- Sacred Heart Community Services
- Working Partnerships
- the Santa Clara County Department of Public Health

The transportation planners at VTA and at the federal level, who formally studied transportation and work on it as their day job, also agree that this is a good project. Sunnyvale Cool also voted overwhelmingly to support dedicated lanes.

I would not endorse BRT with dedicated lanes if I did not think that the project would be good for Sunnyvale. Upgrading the street landscaping on El Camino, improving pedestrian safety, getting bike lanes at no cost to city coffers would be good for Sunnyvale. Upgrading inter-city transit would be good for Sunnyvale since my understanding is that most employed residents work outside of our city and most of those who work in Sunnyvale live elsewhere. Providing transit options for the 20% of Sunnyvale residents who live within a half mile of the corridor would be good for Sunnyvale. Avoiding GHG emissions by shifting the travel of an increasing population to transit, bike and foot would be good for Sunnyvale. And I expect that a true BRT project with dedicated lanes would be a win for Sunnyvale businesses on the corridor, as it has been elsewhere.

To paraphrase Jan Gehl, the Danish architect and urban design consultant, we get what we invite into our cities. For decades we have been inviting cars and prioritizing their use, while giving short shrift to pedestrians, cyclists and transit riders. We ended up with air pollution, greenhouse gas emissions, asthma, parking lots bigger

than the buildings they support, sprawl, a chronic shortage of physical activity, and social isolation. And we have relegated those who do not drive--the young, the elderly, many of low income, the disabled, and those who choose not to drive for all trips--to unsafe, unappealing, or slow transportation modes. Let's not let this opportunity to begin a needed transformation slip away because there would be minor increases in car travel on other streets or because fewer cars would use El Camino.

Of course you can look for reasons to shoot this proposal down. It is easy to find fault with a real-world project. However, I hope that instead you **look for ways to make this project work and bring fast transit, bike lanes, landscaping and pedestrian improvements--real transportation choice--to El Camino and lead the way to a better mobility system** for Sunnyvale and the region. I'd hate to look back on this decision with regret as we do Santa Clara County's decision in the 1950's to build an expressway system, rather than helping circle the Bay with BART. We may have to wait a while for opportunity to knock again.

Thank your for your consideration.

Sincerely,
Barbara Fukumoto
Sunnyvale Resident

From: Mr Cor van de Water
To: "Jeremy.dennis@asm.ca.gov" <Jeremy.dennis@asm.ca.gov>; "council@sunnyvale.ca.gov" <council@sunnyvale.ca.gov>
Sent: Tuesday, February 17, 2015 12:28 PM
Subject: dedicated lanes on El Camino for BTR

I support the creation of dedicated bus lanes on El Camino for Bus Rapid Transit, which will be an investment in the future for our growing Sunnyvale population.
Cor van de Water
Sunnyvale.

From: Eugene Cordero Sent: Tuesday, February 17, 2015 7:20 PM
To: Board.Secretary
Subject: I support Bus Rapid Transit along El Camino Real.

VTA Board Members

I urge you to support safe, sustainable, and accessible transportation options for everyone in our community with the El Camino Real Bus Rapid Transit (BRT) Project.

I am very excited about VTA's BRT proposal because it will provide me and my family with a real option to safely and conveniently walk, bike, or take public transportation along El Camino Real for the first time ever! By offering us real transportation options, BRT will help reduce our dependency on fossil fuels, and make our community healthier and more affordable.

Once El Camino Real is transformed into a more livable street and adapted to the needs of all users, it will create a demand for more homes, offices, and shops around the BRT stations, as has occurred along the North First Street light rail line in San Jose. Not only will this land use and transportation integration provide more people with the opportunity to live close to work, but it will also lead to more foot traffic that will in turn be a boon for small businesses and our local economy!

I strongly urge you to:

- Support the most important element of increasing the reliability and speed of transit along El Camino Real – bus only lanes, and
- Invest in buffered bike lanes, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs) to calm traffic and improve traffic safety.

Thank you for your work to make Santa Clara County a better place for us all to live, work, and get around.

Eugene Cordero

From: Sue Harrison
Sent: Tuesday, February 17, 2015 7:35 PM
To: Board.Secretary
Subject: I support Bus Rapid Transit along El Camino Real.

VTA Board Members

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- Invest in buffered bike lanes, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs) to calm traffic and improve traffic safety.

Thank you for your work to make Santa Clara County a better place for us all to live, work, and get around.

Sue Harrison

From: Brennan Robins
Sent: Tuesday, February 17, 2015 8:21 PM
To: Board.Secretary
Subject: I support Bus Rapid Transit along El Camino Real.

VTA Board Members

I urge you to support safe, sustainable, and accessible transportation options for everyone in our community with the El Camino Real Bus Rapid Transit (BRT) Project.

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This is also in accordance with the General Plan and El Camino Plan. It is absolutely necessary to meet the transportation problems of the future and as a measure of justice for those in Sunnyvale who are dependent on VTA for transport.

I strongly urge you to:

- Support the most important element of increasing the reliability and speed of transit along El Camino Real – bus only lanes, and

- Invest in buffered bike lanes, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs) to calm traffic and improve traffic safety.

Thank you for your work to make Santa Clara County a better place for us all to live, work, and get around.

Brennan Robins

From: Kristal Caidoy
Sent: Tuesday, February 17, 2015 8:30 PM
To: Board.Secretary
Subject: I support Bus Rapid Transit along El Camino Real.

VTA Board Members

I urge you to support safe, sustainable, and accessible transportation options for everyone in our community with the El Camino Real Bus Rapid Transit (BRT) Project.

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- Invest in buffered bike lanes, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs) to calm traffic and improve traffic safety.

Thank you for your work to make Santa Clara County a better place for us all to live, work, and get around.

Kristal Caidoy

From: Frank Geefay
Sent: Tuesday, February 17, 2015 9:35 PM
To: Board.Secretary
Subject: I support Bus Rapid Transit along El Camino Real.

VTA Board Members

The U.S. lags behind all other developed and developing nations in public transportation because of our over dependence upon oil and cars. Consequently per capita we are one of the heaviest users of carbon based energy. As our population grows so do the number of cars creating both more greenhouse gases and traffic congestion.

Unless government steps forward to provide convenient public transportation there is little to stop this trend. Public transportation such as BRT along El Camino Real allows hand free commuting allowing people to use their electronic devices to do work or just to catch up with their friends.

As today's young adults become more the majority of working people they will take efficient public transportation such as Bus Rapid Transit to alleviate the stress of driving and use electronic media during commutes. So the trend is there. Planning ahead will provide such a commuting convenience and at the same time reduce traffic and carbon emissions. This is sustainable growth.

I urge you to support safe, sustainable, and accessible transportation options for everyone in our community with the El Camino Real Bus Rapid Transit (BRT) Project.

I am very excited about VTA's BRT proposal because it will provide me and my family with a real option to safely and conveniently walk, bike, or take public transportation along El Camino Real for the first time ever! By offering us real transportation options, BRT will help reduce our dependency on fossil fuels, and make our community healthier and more affordable.

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I strongly urge you to:

- Support the most important element of increasing the reliability and speed of transit along El Camino Real – bus only lanes, and
- Invest in buffered bike lanes, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs) to calm traffic and improve traffic safety.

Thank you for your work to make Santa Clara County a better place for us all to live, work, and get around.

Frank Geefay

From: Brian Haberly
Sent: Wednesday, February 18, 2015 8:43 AM
To: Board.Secretary
Subject: I support Bus Rapid Transit along El Camino Real.

VTA Board Members

Dear Community Leader - I urge you to support safe, sustainable, and accessible transportation options for everyone in our community with the El Camino Real Bus Rapid Transit (BRT) Project.

I am very excited about VTA's BRT proposal because it will provide me and my family with a real option to safely and conveniently walk, bike, or take public transportation along El Camino Real for the first time ever! By offering us real transportation options, BRT will help reduce our dependency on fossil fuels, and make our community healthier and more affordable.

Once El Camino Real is transformed into a more livable street and adapted to the needs of all users, it will create a demand for more homes, offices, and shops around the BRT stations, as has occurred along the North First Street light rail line in San Jose. Not only will this land use and transportation integration provide more people with the opportunity to live close to work, but it will also lead to more foot traffic that will in turn be a boon for small businesses and our local economy!

I strongly urge you to:

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- Invest in buffered bike lanes, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs) to calm traffic and improve traffic safety.

Thank you for your work to make Santa Clara County a better place for us all to live, work, and get around.

Brian Haberly

From: Anjali Mehta
Sent: Wednesday, February 18, 2015 9:03 AM
To: Board.Secretary
Subject: I support Bus Rapid Transit along El Camino Real.

VTA Board Members

I urge you to support safe, sustainable, and accessible transportation options for everyone in our community with the El Camino Real Bus Rapid Transit (BRT) Project.

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- Invest in buffered bike lanes, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs) to calm traffic and improve traffic safety.

Thank you for your work to make Santa Clara County a better place for us all to live, work, and get around.

Anjali Mehta

From: Bianca Taylor
Sent: Wednesday, February 18, 2015 9:10 AM
To: Board.Secretary
Subject: I support Bus Rapid Transit along El Camino Real.

VTA Board Members

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Thank you for your work to make Santa Clara County a better place for us all to live, work, and get around.

Bianca Taylor

From: Sunil Mahadeshwar
Sent: Wednesday, February 18, 2015 9:31 AM
To: Board.Secretary
Subject: I support Bus Rapid Transit along El Camino Real.

VTA Board Members

Hello,

Please support safe, sustainable, and accessible transportation options for everyone in our community with the El Camino Real Bus Rapid Transit (BRT) Project.

VTA's BRT proposal is exciting because it will provide a compelling option to safely and conveniently walk, bike, or take public transportation along El Camino Real! By offering us this transportation option, I strongly believe that BRT will help reduce traffic, our dependency on fossil fuels, and increase the standard of living for all in our community.

I strongly urge you to:

- Support bus only lanes - the most important element of increasing the reliability and speed of transit along El Camino Real, and
- Invest in buffered bike lanes, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs) to calm traffic and improve traffic safety.

Thank you for making Santa Clara County a better place to live, work, and get around!

-Sunil

Sunil Mahadeshwar

From: thorisa yap
Sent: Wednesday, February 18, 2015 10:14 AM
To: Board.Secretary
Subject: I support Bus Rapid Transit along El Camino Real.

VTA Board Members

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Thank you for your work to make Santa Clara County a better place for us all to live, work, and get around.

thorisa yap

From: paul engstrom
Sent: Wednesday, February 18, 2015 1:25 PM
To: Board.Secretary
Subject: I support Bus Rapid Transit along El Camino Real.

VTA Board Members

I urge you to support safe, sustainable, and accessible transportation options for everyone in our community with the El Camino Real Bus Rapid Transit (BRT) Project.

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Real for the first time ever! By offering us real transportation options, BRT will help reduce our dependency on fossil fuels, and make our community healthier and more affordable.

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Thank you for your work to make Santa Clara County a better place for us all to live, work, and get around.

paul engstrom

From: Patricia Boomer Sent: Wednesday, February 18, 2015 7:54 PM

To: Board.Secretary

Subject: I support Bus Rapid Transit along El Camino Real.

VTA Board Members

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Thank you for your work to make Santa Clara County a better place for us all to live, work, and get around.

Patricia Boomer

From: Kerri Hamilton
Sent: Thursday, February 19, 2015 7:48 PM
To: Board.Secretary
Subject: I support Bus Rapid Transit along El Camino Real.

VTA Board Members

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Kerri Hamilton

From: Board.Secretary

Sent: Monday, February 23, 2015 5:47 PM

To: VTA Board of Directors

Subject: Bus Rapid Transit advertisement on 2/22 and KQED broadcast piece on 2/24

Importance: High

VTA Board of Directors:

Yesterday's print edition of the San José Mercury contained a full page full color advertisement attacking VTA's proposed BRT option of a dedicated lane on El Camino Real. The ad was paid for by the "El Camino Coalition." We believe, based on correspondence previously received from them, this is basically the Sunnyvale Auto Dealerships. They ask people to support the Mixed Flow option because they believe it will have less impact on auto traffic.

The advertisement is alarmist and factually one sided. It purports to portray VTA as ignoring public input when in fact we have gone above and beyond all legal requirements. We will be posting a blog post to refute the allegations contained in the ad.

On another note, tomorrow, February 24, 2015, KQED Public Radio 88.5 will broadcast a piece on Bus Rapid Transit. The 15-minute piece will air at 6:20 AM and be repeated at 8:15 AM. After the broadcast we will forward you a link for download.

Santa Clara Valley Transportation Authority

3331 N. First Street

San Jose, CA 95134

408.321.5680

board.secretary@vta.org

From: Board.Secretary
Sent: Wednesday, February 25, 2015 2:59 PM
To: VTA Board of Directors
Subject: Bus Rapid Transit KQED broadcast piece on 2/24
Importance: High

VTA Board of Directors:

Last Monday, we sent you an email regarding KQED's broadcast piece on BRT. The audio is embedded in this online story: <http://ww2.kqed.org/news/2015/02/24/fast-bus-service-is-proving-to-be-a-tough-political-sell-in-silicon-valley>

Thank you.

Office of the Board Secretary
Santa Clara Valley Transportation Authority
3331 N. First Street
San Jose, CA 95134
408.321.5680
board.secretary@vta.org

From: Board.Secretary
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3331 N. First Street
San Jose, CA 95134
408.321.5680
board.secretary@vta.org

From: Board.Secretary

Sent: Friday, February 27, 2015 3:31 PM

To: VTA Board of Directors

Subject: VTA Correspondence - Comments on El Camino Real BRT Project and Additional Petition for the VTA Board to Save the Alum Rock BART Station

VTA Board of Directors:

We are forwarding to you the following comments:

From	Topic
Members of the Public	El Camino Real BRT Project
District 5 United and San Jose United	Petition to include and support the 28 th Street location for the Alum Rock BART Station

Thank you.

Office of the Board Secretary
Santa Clara Valley Transportation Authority
3331 N. First Street
San Jose, CA 95134
408.321.5680
board.secretary@vta.org

From: San Jose United

Sent: Mon 2/23/2015 8:40 AM

To: General Manager; Gonot, Carolyn; Ristow, John; cindy.chavez; ken.yeager; jamie.matthews; Board.Secretary; dave.cortese; Valles, Colleen; Pearse, Brent; ed.shikada; Freitas, Harry; Kim.Walesh; Larsen, Hans; Jessica.Zenk; Michael.Brilliot; leslie.xavier; District1@sanjoseca.gov; District2@sanjoseca.gov; District3@sanjoseca.gov; District4@sanjoseca.gov; District5@sanjoseca.gov; pierluigi.oliverio; District7@sanjoseca.gov; District8@sanjoseca.gov; District9@sanjoseca.gov; District10@sanjoseca.gov; mayoremail@sanjoseca.gov; district5united@gmail.com; mike.wasserman

Subject: Save the Alum Rock BART station**

Dear Valley Transportation Authority, City of San Jose's Mayor & City Council Members, San Jose City Manager, and Santa Clara County Board of Supervisors,

I petition the VTA Board to save the Alum Rock BART station by including and supporting the 28th Street location in the Silicon Valley Rapid Transit Program planning. Our community deserves to have this major transportation hub located within our community as promised.

The 28th Street location for the Alum Rock BART Station has been a part of the BART extension to San Jose – Phase 2 Planning for years. Since 2001, the Alum Rock community has worked with the Valley Transportation Authority (VTA) on concepts for the Alum Rock BART Station. The "Urban Village" concept embraces the BART Station as an important facet of the community and will have a positive economic impact on the neighborhoods surrounding the proposed station. The Urban Village designs were presented to the San Jose City Council in November 2013 and were unanimously adopted and included in the City's General Plan. The plan has also received the support of the Envision 2040 Task Force.

The 28th Street location for the Alum Rock BART Station has a Park-n-Ride lot conveniently located immediately adjacent to an interchange on Highway 101 and would serve commuters from south county who work north of San Jose in areas with BART access. Commuters using the Alum Rock section of Bus Rapid Transit (BRT) that is presently under construction would be able to transfer to BART at this location, providing addition public transit access to the community. In addition, the Urban Village plan would provide 4,050 jobs and 845 housing units to the residents of East San Jose.

However, now the 28th Street location for the Alum Rock BART Station is fast becoming another broken promise from the VTA to the residents of East San Jose.

On October 6th, the VTA unilaterally proposed to the Silicon Valley Rapid Transit Program Working Committee the elimination of the 28th Street BART station and inclusion of an "Alum Rock" station at E. Santa Clara St (near 23rd St). This new location is not located in the Alum Rock community, does not have accessible parking, and is located in a neighborhood of single-family homes. This new proposed plan virtually eliminates direct BART access to the residents of East San Jose. Once again, East San Jose residents were promised trains, but this time will get NOTHING.

Therefore, I make the following petition:

Whereas, the elimination of the 28th Street BART station location demonstrates a blatant disregard for a community who has worked with the VTA in good faith for over a decade; and

Whereas, previously promised extensions of Light Rail Service promised to East San Jose residents have been eliminated and/or postponed indefinitely in favor of a BART extension; and

Whereas, the residents of East San Jose have continuously supported sales taxes to support transit extension in Santa Clara County (\$1.4 Billion to date) – including extensions of service to East San Jose; and

Whereas, the San Jose City Council approved Urban Village plans that will provide much needed economic opportunities for East San Jose Residents are dependent on the existence of the 28th St location;

I therefore petition the VTA Board to provide direct access to public transit services and improvements in East San Jose, I petition the VTA to include and support the 28th Street location for the Alum Rock BART station in the Silicon Valley Rapid Transit Program planning. This community deserves to have this major transportation hub located within the community as promised.

Respectfully submitted,

Sami Monsur

San Jose 95116

You may not use my contact information for any purpose other than to respond (if you prefer) to my concern regarding the Alum Rock BART station, nor may you share my contact information with any other organization(s) or individual(s).

--

This e-mail was sent via San Jose United (<http://sanjoseunited.net>)

COMMENTS FROM MEMBERS OF THE PUBLIC

EL CAMINO REAL BUS RAPID TRANSIT (BRT) PROJECT

From: Jenn Lavelle
Sent: Friday, February 13, 2015 4:22 PM
To: Board.Secretary
Subject: I support Bus Rapid Transit along El Camino Real.

VTA Board Members

I urge you to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

I strongly urge VTA and the City Councils along the El Camino corridor to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Jenn Lavelle
San Jose, CA 95112

From: Sunil Mahadeshwar
Sent: Wednesday, February 18, 2015 9:31 AM
To: Board.Secretary
Subject: I support Bus Rapid Transit along El Camino Real.

VTA Board Members

Hello,

Please support safe, sustainable, and accessible transportation options for everyone in our community with the El Camino Real Bus Rapid Transit (BRT) Project.

VTA's BRT proposal is exciting because it will provide a compelling option to safely and conveniently walk, bike, or take public transportation along El Camino Real! By offering us this transportation option, I strongly believe that BRT will help reduce traffic, our dependency on fossil fuels, and increase the standard of living for all in our community.

I strongly urge you to:

- Support bus only lanes - the most important element of increasing the reliability and speed of transit along El Camino Real, and
- Invest in buffered bike lanes, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs) to calm traffic and improve traffic safety.

Thank you for making Santa Clara County a better place to live, work, and get around!

Sunil Mahadeshwar
Mountain View, CA 94040

From: Wayne E. Amacher

Sent: Friday, February 20, 2015 10:27 PM

To: perry.woodward@ci.gilroy.ca.us; cindy.chavez@bos.sccgov.org; ash.kalra@sanjoseca.gov; Johnny.khamis@sanjoseca.gov; magdalena.carrasco@sanjoseca.gov; Rose.Herrera@sanjoseca.gov; sam.liccardo@sanjoseca.gov; findrichlarsen@gmail.com; jasonb@cityofcampbell.com; dwhittum@sunnyvale.ca.gov; Esteves, Jose; Ken.Yeager@bos.sccgov.org; raul.peralez@sanjoseca.gov; jbruins@losaltosca.gov; hmiller@saratoga.ca.us; larry.carr@morganhill.ca.gov; mayorandcouncil@santaclaraca.gov; dave.cortese@bos.sccgov.org

Cc: VTA Board of Directors

Subject: A new Idea for Accomplishing the BRT Project

From: Wayne E. Amacher

I have been thinking about dedicated lane BRT in Sunnyvale and the surrounding area for some time. As an engineer, I felt something about this project was fundamentally awry. I believe that one of VTA's goals is to decrease congestion. From the calculations in my dissertation below, I cannot get away from the conclusion that dedicated lanes will actually increase congestion. I present a very similar way to accomplish VTA's goals while dramatically decreasing congestion.

I, as much as the next person, would like to get around the Bay Area quickly, while decreasing pollution, while decreasing congestion, and while slowing the advance of global warming. What I present below is slightly different way of accomplishing extraordinary mass transit – a way that will be acceptable to all stakeholders. It's very similar to what VTA wants to do now, but just that little bit different.

I look at this project as a golden opportunity to do something better – something that achieves everyone’s goals – something to be proud of – and something that will make me a rider. After all, this is Silicon Valley and we are very daring, creative, and innovative. The world looks to us as a shining example of what can be.

A New Idea for Accomplishing the BRT Project

How Many Passengers, by What Means, on El Camino?

Calculating the number of passengers past a given point per hour (p/h) for cars and buses gives the following results:

Transportation Method	Passengers Past a Given Point Per Hour
Buses with 50 passengers, every 15 minutes, Dedicated lanes	200
Car with one passenger, 20 mph, two car lengths apart	2200
Car with two passengers, 20 mph, two car lengths apart	4400
Car with four passengers, 20 mph, Two car lengths apart	8800

Calculations are for a single lane of traffic with the remaining lanes unchanged. The initial conditions (speed, spacing, bus size) can be varied quite a bit without significantly affecting the results (20%, even 50%). Dedicated lanes are very inefficient for carrying lots of people. Their implementation will increase congestion. Buses carry 200 p/h, cars carry 2200 p/h. That's an order of magnitude difference! In engineering circles an order of magnitude is considered very significant. Furthermore cars aren't going away soon. In five years there will be more cars than there are now. Car sales are increasing as we speak.

Bus Passengers are Quantized at About 50 Passengers

Buses on dedicated lanes can carry 50 passengers per bus load at 15 minute intervals. The dedicated lanes are empty for about 14 ½ minutes between buses. This will make automobile drivers very envious of those lanes and perhaps a bit angry as well. Maybe automobile drivers could pay a toll and use those lanes on a non-interference basis with the buses 😊.

The problem with big buses is that they quantize passengers into groups of 50 or so, 50 passengers have to be dealt with at all times and the buses must stop at all stops. This is a problem inherent to big buses and contributes to long transfer times and long wait times as well as inefficiencies for passengers not wanting to stop at every station.

What if We Quantized Passengers at Ten Per Bus?

Let's replace each 50 passenger bus with five, ten-passenger minibuses (MBs). At this moment I think that six or eight passengers might work even better, but let's use ten for now. Everything scales. MBs now provide service at stations every 3 minutes and the system will still carry 200 p/h.

Minibuses (MBs)

The ten-passenger minibuses would be electric vehicles (EVs) and would be self-driving, i.e., no driver. Google, Tesla, Apple and others should have adequate self-driving vehicles available in the time frame of the BRT project.

The fall back position for self-driving is to use an embedded cable or painted stripe for MBs to follow. This is established technology used in companies like HP and El Camino Hospital. Electricity could be provided by batteries (think Prius or Leaf) or from overhead wires. Battery technology can be expected to follow its own Moore's Law where size decreases by half every few years. That makes batteries viable.

Each MB is self-contained under computer control. It knows its passengers destinations and only stops where necessary for its particular payload. The MBs are upgraded at anytime by upgrading their software.

Guidance

Instead of cable, painted stripe, or self-driving, from here on, I will just use the word "rail" for convenience. The rail could be virtual using GPS and a digital map. The mainline rail goes straight through, say Palo Alto to SAP (San Jose). At stations there would be shunt rails for passenger embarkation and disembarkation. There would be a "switching point" (software or physical) for entering and leaving the shunt rail. The MB decides whether to use a shunt rail based on its passenger's previously entered destinations. It stops to pick up passengers on the same basis. The MBs stop only where required under computer **control in the most efficient**

manner. An MB re-enters the main line into the next empty space under computer control, perhaps with the cooperation of adjacent MBs. There is no need to maintain the MBs in any specific order.

The model for this system is the Internet with packet switching, a proven, efficient routing technology. Consider each minibus to be an information packet and each switch point to be a switch or router. This will work like a charm.

If ten passengers boarded an MB in Palo Alto and all wanted to go to SAP, the MB would not stop at any intervening station. It would go straight to SAP. Now, how neat is that!

Embarking passengers would use a smart phone app or a local terminal to enter their destination and to pay their fare – somewhat like FasTrak. The embedded computers in the MBs would sort passengers by destination and pick up passengers for the most efficient routing. Passengers could also self-sort if they wished.

On-Demand!

Now, let's forget about the three minute intervals between MBs. What is being described here is an "on-demand" system. Three minute or fifteen minute intervals no longer matter. The MBs run according to demand and a passenger would rarely wait more than three minutes for an MB.

This system only requires enough MBs on the line to accommodate the instantaneous traffic. Extra MBs can be "parked" on shunts (which don't necessarily have to be at stations). Extra MBs could also be parked at stations, ready for instant service. Parking shunts would be positioned so that MBs could be put into service quickly according to demand. When not needed, MBs would be parked. Some shunts could be designed for battery charging or maintenance.

Capacity

Self-driving or cable guided MBs could be placed as close as one MB length apart on the main line. MBs would have all kinds of sensors just like late model cars that have collision sensors and blind spot sensors. In a maximum configuration the MBs could carry:

- At 30 mph – 52,800 p/h
- At 20 mph – 35,200 p/h

This calculation ignores the effect of traffic lights because it is at grade. So Mb's would stop at traffic lights. But they could be bunched up and use traffic light control determined by their on-board computers.

Let's Go Overhead!

Having come this far, let's put the whole system overhead!

- No stopping for traffic lights
- Shunt rails could go down to ground level and back up
 - No need to elevate stations
- Shunt lines and switch points could be added at streets like Mathilda, Castro, Wolfe
 - This would be more difficult at grade level
- Private shunts, at private expense, could be added by Apple and other businesses
- Shunt lines could be added locally by cities like Sunnyvale and Mountain View
- Incremental expansion to San Francisco, Cupertino, and into San Jose would be easy
- Rails could be paralleled on busy sections to add capacity, just add another rail with switch points
- This system can go anyplace by adding rails and switch points

Smart MBs would sort passengers by destination. As the system expands to multiple new destinations, passengers going to SAP would be in MBs that go directly to SAP. Passengers going to Moffett Park would be in MBs that bypass the route to SAP and go directly to Moffett Park. Transfers would be possible but mostly unnecessary. There would be a minimum number of stops to his destination for each passenger.

There is no need for local and express lines. This system does both very efficiently.

Aren't We Great!

Silicon Valley has some of the best brains in the world. We can do this!

- This system would make us the envy of the world.
- This system would work far into the future.
- This system is incrementally extensible to everywhere, say Gilroy and Stockton
 - Even to LA, but a transfer to high speed rail would be better.
- This system is on-demand
- This system will attract people out of automobiles
 - When fully expanded it will be much better than driving
- This system will dramatically relieve congestion

Financing

This system benefits everyone. Google could retire some or all of their buses. There enough CEOs, Mayors, Council Members, Venture Capitalists, Businesses, etc. to send thousands of lobbyists to Washington. For the future of Silicon Valley the money has to become available. I see no reason why businesses and venture capitalists wouldn't chip in.

From: Joel Ashley
Sent: Saturday, February 21, 2015 3:38 PM
To: Board.Secretary
Subject: I support Bus Rapid Transit along El Camino Real.

VTA Board Members

I urge you to support safe, sustainable, and accessible transportation options for everyone in our community with the El Camino Real Bus Rapid Transit (BRT) Project.

I am very excited about VTA's BRT proposal because it will provide me and my family with a real option to safely and conveniently walk, bike, or take public transportation along El Camino Real for the first time ever! By offering us real transportation options, BRT will help reduce our dependency on fossil fuels, and make our community healthier and more affordable.

Once El Camino Real is transformed into a more livable street and adapted to the needs of all users, it will create a demand for more homes, offices, and shops around the BRT stations. Not only will this land use and transportation integration provide more people with the opportunity to live close to work, but it will also lead to more foot traffic that will in turn be a boon for small businesses and our local economy!

I strongly urge you to:

- Support the most important element of increasing the reliability and speed of transit along El Camino Real – bus only lanes, and
- Invest in buffered bike lanes, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs) to calm traffic and improve traffic safety.

Thank you for your work to make Santa Clara County a better place for us all to live, work, and get around.

Joel Ashley

From: Patricia Alves
Sent: Sunday, February 22, 2015 8:19 AM
To: Board.Secretary
Subject: Dedicated Lane

Surely you could find a better way to disrupt the flow of traffic down El Camino! But after reading about the result of this dedicated lane, you have found it. It will disrupt the flow of traffic for everyone, making a

left turn becomes an issue of where and how to turn without getting lost! And a u-turn will not be available to anyone who needs to make one. The mixed-flow is a more reasonable way to go and I hope in your "wisdom" you will see that it is the more favorable choice. Getting from one place to another is hard enough without an obstacle that is this dedicated lane. I wonder, "Dedicated to who??"

Most sincerely, Patricia Alves, Santa Clara.

From: genevieve kenney

Sent: Sunday, February 22, 2015 9:10 AM

To: Board.Secretary; council@sunnyvale.ca.gov; citycouncil@mountainview.gov; council@losaltos.gov

Subject: Bus Rapid Transit Lane for El Camino Real

Please, please, please consider the following before agreeing to this plan:

- El Camino flows directly through major residential areas (my home included). This where residents go to grocery shop, eat at restaurants, and access many of the other small and large consumer oriented businesses that line this street. This project will greatly hamper the ability of consumers to reach these businesses due to fewer cross walks, left hand turn lanes and parking spaces.
- Central Expressway is much better suited for "rapid" transit between Palo Alto and San Jose. It flows through the large industrial areas that employ a high percentage of our area's workers.
- We already have very good bus service along El Camino. What is needed more is better service to areas not on El Camino (i.e. colleges, high schools, airports, hospitals).

Thank you for considering my arguments.

Sincerely,

Genevieve Kenney

From: J.D.Russo

Sent: Sunday, February 22, 2015 9:10 AM

To: Board.Secretary

Subject: Dedicated Lane Vote

Dear Board, Members,

The quality of our lives will be permanently damaged by a dedicated lane on the El Camino.

I respectfully request you to vote No.

Joseph Russo

Palo Alto

From: Bill Schick
Sent: Sunday, February 22, 2015 9:52 AM
To: council@losaltosca.gov
Cc: Board.Secretary
Subject: El Camino dedicated lane

Dear Council Members,
I urge you to again reject the VTA "improved" bus schemes.

VTA has brought the issue of El Camino rapid bus transit up previously. It was soundly rejected by all the cities along the route. I attended the latest Mountain View public hearing. In addition to all the negative comments rendered at that meeting, at least two were not mentioned:

1. Bus passenger miles per gallon.(Compare to auto passenger mpg).
2. Time saved for average bus ride length.

Time savings was given for a trip along the entire route, where the average passenger trip is much shorter.

In addition, the time between busses is not as critical as maintaining a schedule for regular commuters.

Bill Schick
Los Altos

From: Saurabh Prakash
Sent: Sunday, February 22, 2015 10:00 AM
To: Board.Secretary
Subject:

Dear VTA board,

I am a resident of San Jose and am writing in support of the El Camino BRT plan. I want to remind the board that the plan to run buses at higher frequency and greater priority along El Camino depends on a dedicated lane along the route especially along job centers in Palo Alto and mountain view. A few very vocal people concentrated in only a few communities along this route are upset that a six lane road will become four lane. Please do not let their objections dilute the project as originally envisioned.

Saurabh Prakash

From: whgross
Sent: Sunday, February 22, 2015 10:02 AM
To: Board.Secretary
Subject: Stop El Camino "Dedicated Lane"

Sirs & Madams,
As a 38 year resident & voter in Sunnyvale, I am unhappy to see a reduction in lanes on El Camino. Yes I'm sure an express bus on El Camino is a good thing, but a 33% reduction in normal traffic flow is too high a price to pay.

If there is an express bus every 10 minutes, on average, during the day that means the lane will be empty 95% of the time. The other 2 lanes will be overcrowded.

No need for a dedicated lane. Just use the existing lane and share it with the cars. During commute hours eliminate left turns at 90% of the lights. This will keep traffic moving (the traffic lights must be timed for the speed limit, or a couple of miles per hour lower). This is what I grew up with in LA county. It worked 50 years ago there and will work here.

William H. Gross
Sunnyvale

From: William
Sent: Sunday, February 22, 2015 10:20 AM
To: Board.Secretary
Subject: El Camino

El Camino Real

If its not broken dont fix it

El Camino Real is a great street,serving its commercial businesses.It is not a primary route to the high tech mega employers to the north and south.

El Camino has served us well when we need to shop or go to our medical appointments.

Outside of the ever present roadway restrictions due to the business construction projects, and the backups at the Toyota service garage,there is nothing wrong with El Camino as it is.

Please do not f--- oul up a good thing with the proposed dedicated bus concept.

William Baum and Barbara Vitkovits

From: Amit Srivastava
Sent: Sunday, February 22, 2015 10:46 AM
To: Board.Secretary
Subject: Fwd: Postion on BRT

To the VTA:

You will be receiving a lot of emails on the topic of BRT.

One thing I would like you to think about , what did you want Sunnyvale to look like in 20 years or 30 years of time?

What will the city population be? What is the long term plan for the Grand Boulevard initiative ?

Infrastructure projects such as putting a dedicated lane for Bus Rapid Tra, take time and do inconvenience people in the short term. What we need to think about what are the long-term benefits we will have once this is in place.

With BRT in place:

- We get a dedicated bus lane for faster commute up and down the corridor. Enables us to position other higher density commute options down the road.

- Dedicated Bike Lanes

- High quality public transit combined with traffic safety improvements and pedestrian-oriented development

Sunnyvale has positioned itself to be a leader in sustainability. Let us continue to show our leadership and support this initiative and influence it on how we want Sunnyvale to be like.

Thank you.

-Amit Srivastava

Resident

From: Sam Powers

Sent: Sunday, February 22, 2015 10:59 AM

To: Board.Secretary

Subject: Against Dedicated Lane

After reading newspaper descriptions regarding the proposal, and my city Sunnyvale's lack of support, I'm emailing you to share my unwillingness to support the proposal.

I drive on El Camino many times a week, nothing in the Dedicated Lane proposal would make my drives any better, and quite possibly much worse.

Please reconsider the proposal.

Sam Powers

From: Tom Anderson
Sent: Sunday, February 22, 2015 11:02 AM
To: Board.Secretary; citycouncil@mountainview.gov
Subject: Please REJECT the "dedicated lane" bus plan for El Camino Real

To VTA Board of Directors and Mt. View City Council,

Please reject the disruptive dedicated lane bus proposal and support the alternative Mixed Flow plan. I am extremely concerned that the dedicated lane plan **will divert traffic into residential neighborhoods**. In my area of Mt. View it will mean, for one example, that Church/Latham St. will be flooded with cars. Church/Latham represents a street that has many families with small children and it is wrong to approve a plan that will significantly increase traffic on this residential street with the resulting negative impact on children's safety. In addition, there will be a negative impact on the residential neighborhood air quality.

Please reject this proposal and protect residential neighborhoods.

Regards, Tom Anderson Mt. View

From: On Behalf Of Leo Alvarez
Sent: Sunday, February 22, 2015 11:07 AM
To: Board.Secretary
Subject: Mixed Flow for El Camino Real

The more I read about this Dedicated Lane proposal, the worse it seems. Traffic is already stretched to its limit on El Camino, and removing 2 lanes will only exacerbate the problem. Removing parking will make that even worse. Compounding the current problem is the wrong solution.

Mixed Flow should be the only option on the table

We don't need dedicated lanes, we need a serious readjustment of the entire public traffic flow, one that gets people from their homes to their jobs or schools. Light Rail doesn't go where people work; bus routes have the same problem.

There are lots of great ideas, and very few studies that take into account where people are and where they work -- if traffic is congested in south San Jose, why don't we have more public transportation options to decongest streets there? If Light Rail only serves a fraction of what was once planned, why aren't there more lines where people live? Where is it for Cupertino? Where are the connecting bus lines to get people to Light Rail? Or vice versa?

Mixed Flow should be the only consideration now.

Thanks for your attention,

Leo Alvarez

Over 40 years in San Jose

From: K.L. Kriese
Sent: Sunday, February 22, 2015 11:26 AM
To: Board.Secretary
Subject: Please support the "Mixed Flow" enhancement for El Camino

As the "Dedicated Lane" plan would cause significant traffic congestion for me and other drivers on El Camino, I would appreciate you doing all you can do to support the "Mixed Flow" plan instead.

Regards,

Kathy Kriese

From: Jamison Klang
Sent: Sunday, February 22, 2015 11:31 AM
To: Board.Secretary
Subject: Proposed El Camino Bus Project

Recently, it has come to my attention that a proposal exists that would close one lane in each direction indefinitely on El Camino Real in order to run dedicated bus lanes. After some searching, I stumbled upon this page <http://www.vta.org/projects-and-programs/brt-el-camino-real-brt-project> that I assume is intended to provide comprehensive information to us regarding the project.

Nothing in this overview provides a valid cost/benefit analysis of the increased traffic/inconvenience versus the presumed uptick in bus ridership in implementing this proposal. I am pessimistic that a dedicated bus line will result in a meaningful increase in ridership as meaningful alternatives (for example, Caltrain) already run in parallel. Most concerning, cost estimates of the project are completely missing from the materials. I also do not see any definitive statement on the increased ridership that would result of this project and whether the traffic increase as a result of losing 2 lanes on El Camino would be adequately offset by the ridership increase (the only potential justification). In addition, the increase in ridership would need to somehow compensate for any other structural inconveniences (which are not adequately disclosed in the available materials).

For instance, what is the estimated cost to local business of increased traffic/reduced parking availability? What is the cost impact and estimated time lost if left turn lanes and U-turn opportunities are removed? Will that be the case under certain or all proposals? Absent a showing that the disruptions planned and increased cost are surmounted by a meaningful increase in ridership, this plan seems poorly disclosed and misleading. It seems like a solution to an acknowledged problem that creates more issues at a presumably high cost.

If a project is voted on without meaningful disclosure of direct and external costs to the public, I will make sure to vote against any representative that takes action in such an information vacuum, that from the outside, seems to be unnecessary, presumably expensive and extremely disruptive to local business and residents. Please step up the cost analysis and disclosures (including external costs) before expending any further money on environmental costs and the like.

Thanks--I am available to discuss any time by e-mail.

Jamison Klang

From: alan kirby
Sent: Sunday, February 22, 2015 12:02 PM
To: council@sunnyvale.ca.org; Board.Secretary
Subject: dedicated lane decision

I have lived in Sunnyvale since 1973, and use El Camino Real almost daily. I read the Mercury news article this morning concerning the proposed "dedicated lane" proposal for VTA buses.

I am in agreement with VTA's own environmental report, and urge you to vote NO on this proposal.

Respectfully submitted,
Alan Kirby

From: Ida Shum
Sent: Sunday, February 22, 2015 12:11 PM
To: Board.Secretary
Subject: Proposed El Camino "Dedicated Lane"

Dear VTA -

As a resident of Sunnyvale living off of El Camino, I have become aware of VTA's proposed "Dedicated Lane" for El Camino Real. This proposal does not provide any information regarding economic benefit and studies showing decrease of traffic. While the county will benefit from a mass transit plan, a "Dedicated Lane" Bus transit plan for El Camino Real does not purport to provide those benefits should traffic lanes be removed. This will only further increase the traffic on an already busy thoroughfare.

Upgrading bus stations will not increase ridership significantly. Your documents (<http://www.vta.org/sfc/servlet.shepherd/document/download/069A0000001fUvEIAU>) indicated that ridership will merely increase by 6000 riders along the 17-mile corridor with this "Dedicated Lane". The price to upgrade this is estimated to be \$230 Million. This results in a \$38,000 expenditure per new rider. The VTA will not be able to recoup this expenditure with a single rider spending \$2/ride on the bus. Even if we assume \$10/day expenditure 200 days a year, it will take 19 years to recoup the cost, not factoring in the time value of money. This proposal is neither fiscally responsible nor does it provide an adequate solution to the traffic problems along the 17-mile corridor.

Further, the Dedicated Lane will reduce El Camino Real street parking that will further increase vehicular traffic on residential streets and reduce parking for businesses along the road. What are the mitigating factors? There are no proposed Parking structures for existing businesses that could cause vehicular traffic jams.

The Dedicated Lane project while under construction for the next 5-10 years (admittedly, this project will not be completed on time) will cause additional economic disruption, increased traffic time for commuters along the corridor.

As a result, I am opposed to this plan that does not purport to provide increased benefit to residents and commuters.

I am available for further comment/questions.

Sincerely,

Ida C. Shum

From: Ann Greenia
Sent: Sunday, February 22, 2015 12:18 PM
To: Board.Secretary
Subject: El Camino dedicate lane plan

I am writing to voice my objection to dedicating the middle lane of El Camino to buses only with all the chaos that accompanies that change. Please keep El Camino car friendly!!!

Ann Greenia

From: Becky Mattick
Sent: Sunday, February 22, 2015 1:04 PM
To: Board.Secretary
Subject: Dedicated Lanes on El Camino Real in Mountain View

Please let me register my extreme disapproval of the proposed dedicated lane project for the El Camino Real. This is cure looking for a problem. I have been a Mountain View Resident for more than 20 + years and I do not normally write letters like this. I feel that this is a project that is being set up to get access to more federal funding and is totally unnecessary. I travel El Camino every day to work outside of the city and I will never take the bus, you cannot get anywhere quickly and effectively on it that is involved in every day tasks . Travel the El Camino in Mountain View any week day between 5 and 7 PM or 7:30-9:00 AM and it can take 15 + minutes to get from San Antonio Road to El Monte Ave(a less than one mile drive). In fact it takes me longer to get to the freeway via San Antonio or Rengstorff on a daily basis than it takes to get to my job in Foster City once I hit the 101 freeway, a much longer distance. If El Camino is messed up by this terrible proposal it will be even worse for all routes.

Some (like the VTA and bicycle crowd) will argue that adding buses will ease this traffic ,however we are not San Francisco where the buses actually go to the places that people work and biking or taking a bus to my job is not ever going to happen.. So you will drive traffic to the arterial streets like California , Central Expressway etc. Solving no problems and creating a much larger headache.

Please stop pushing this project , it is a waste of taxpayer dollars and the time reductions quoted are unrealistic and not worthy of the dollar investments proposed . These are exactly the types of projects

that get focused on as a waste of taxpayer money and make voters very angry. Put your money into increasing service from neighborhoods to the light rail stations, into North Bayshore,,enhancing Cal Train service and other projects that people with some common sense will appreciate. I promise that I will write our state and federal government officials to share this same information, that I do not want my tax dollars spent on this project and they should look carefully at any of the time and dollar savings that are being proposed here by the VTA.

Regards,
Becky Mattick
Mountain View CA 94040

From: Betty Kayton
Sent: Sunday, February 22, 2015 3:11 PM
To: Board.Secretary
Subject: opposed to dedicated bus lane on el camino

the purpose of this email is to tell you that I am TOTALLY OPPOSED to a dedicated bus lane on el camino. traffic is busy enough now. it would get a LOT worse if a lane were lost to regular traffic.

instead of a dedicated lane, you should implement the Mixed Flow enhancement

Betty Kayton
Los Altos Hills, CA 94022

From: P. Stewart
Sent: Sunday, February 22, 2015 3:27 PM
Subject: VTA El Camino Dedicated Lane Plan

Please reject the VTA El Camino Dedicated lane madness and allow only the Mixed Flow plan.

Thank you,
Phil & Sharon Stewart
Sunnyvale, Ca. 94086

From: Sam Klepper
Sent: Sunday, February 22, 2015 3:42 PM
To: Board.Secretary
Subject: Dedicated Lane proposal

I strongly disagree with the Dedicated Lane bus proposal for El Camino Real. It's too expensive and disruptive. The mixed flow proposal is a more workable plan.

Sam Klepper
Los Altos

From: Gary Kenaley
Sent: Sunday, February 22, 2015 4:10 PM
To: Board.Secretary; council@sunnyvale.ca.gov
Cc: gkenaley@comcast.net
Subject: Please Reject the VTA Dedicated Lane Bus Proposal for El Camino Real

Dear Sir or Madam,

The Dedicated Lane Bus Rapid Transit Proposal for El Camino Real would snarl car traffic, cost over \$230M, and only result in a few thousand additional bus riders daily. Meanwhile over 50,000 car commuters plus residents of adjacent neighborhoods will be substantially inconvenienced every day.

Please support the Mixed Flow Bus Rapid Transit Enhancement for El Camino Real instead.

Thank you,

Gary Kenaley
Sunnyvale, CA 94086

From: Janani Dhinakaran
Sent: Sunday, February 22, 2015 4:33 PM
To: council@sunnyvale.ca.gov; Jeremy.dennis@asm.ca.gov; Board.Secretary
Subject: In Support of BRT

Dear Council Members,

Many, including the millenials, the next generation of voters, and many of our workforce would happily choose not to drive if given a viable choice. Cars are expensive, require regular maintenance, and take up so much space. Driving can be stressful with the constant alertness and all-too-common traffic jams. The car is considered by many as a hassle to be avoided if possible. With this changing mindset, which seems well in line with addressing global concerns about the environment, it is important to shake off nostalgia and think creatively about our future, and the legacy we want to leave.

Dedicated lanes for BRT that make bus travel time-competitive with driving offer our city an opportunity to use precious space more effectively - transporting 35 in one bus during peak hours rather than in 35 different cars. More importantly, BRT gives our people; young, old, rich, poor, abled and disabled, something free people cherish - freedom of choice. Once the option of buses become viable, we may be surprised at how well it is used, and how much the present community and future generations will reap from it. Please consider this as you make a decision for our city on the 24th.

Sincerely,
Janani Dhinakaran
Sunnyvale Resident

From: Christyldc
Sent: Sunday, February 22, 2015 4:47 PM
To: Board.Secretary
Subject: NO Dedicated Lane on El Camino

Please be informed that as a life long citizen of Sunnyvale and greater Santa Clara County, I completely oppose the VTA's Dedicated Lane plan for El Camino Real. El Camino in Sunnyvale is ALREADY gridlocked with commuters and local traffic on a daily basis, especially near the Mathilda and Hollenbeck crossings. Removing lanes cannot be the correct solution.

I urge you to support the Mixed Flow bus plan instead.

Thank you,
Louise Christy
Sunnyvale

From: Jim Hutchison
Sent: Sunday, February 22, 2015 4:51 PM
To: Board.Secretary
Subject: Letter regarding the El Camino BRT Proposal

Dear VTA Board Members -

Please reject the "dedicated lane" proposal for Bus Rapid Transit on the El Camino corridor. It does not serve the best interests of the majority of residents or El Camino users.

Any improvement or change to El Camino Real should benefit, not negatively impact, the majority of users. I believe the vast majority of people who travel El Camino Real for a segment of their trip do so in an automobile.

Reducing the number of auto lanes on El Camino Real will increase auto congestion and trip times, causing a significant increase in fuel usage and greenhouse gases and a decrease in quality of life for all valley residents who use El Camino Real by automobile. This should not be done at all, especially in the guise of "serving the public good."

Bus Rapid transit on the El Camino corridor is a worthy goal but "Improvements" to El Camino Real must not reduce the auto capacity or increase auto trip times. Reducing the number of auto lanes on El Camino Real or slowing auto traffic to speed the buses is simply unacceptable.

Regarding the general concept of Bus Rapid Transit on El Camino, I do not believe the "BRT" project will significantly increase ridership. The reason (for me) is that for almost every trip I take, either my origin, destination, and usually both are not in the El Camino corridor. The time needed to walk to a connecting bus, wait, change buses once or twice, and then walk to my destination always makes the bus trip take much longer than by automobile. I choose to travel by automobile because it is faster, origin to destination, than the bus trip.

Reducing the bus transit time on El Camino Real itself will not significantly reduce my total trip time, and thus does not induce me to take the bus.

I think all of us have figured this out, that's why we have cars!

Respectfully,
Jim Hutchison
Palo Alto resident

From: Niraj Shahi
Sent: Sunday, February 22, 2015 5:16 PM
To: Board.Secretary
Subject: Stop Dedicated Lane

Hello,

I heard about the dedicated lane on El Camino Real. I use that road for doing shopping and commuting. If 2 lanes would be permanently blocked then it will be a lot of inconvenience for me as the traffic in remaining lanes will be horrible. As I don't live directly on VTA bus route I would just have to take my business elsewhere.

I hope this is not implemented and instead VTA come up with a different solution that has less of an affect on all community residence.

-Niraj Shahi

From: Valerie Kenaley
Sent: Sunday, February 22, 2015 5:17 PM
To: Board.Secretary; council@sunnyvale.ca.gov
Cc: 'Valerie Kenaley'
Subject: Please Reject the VTA Dedicated Lane Bus Proposal for El Camino Real - Support Mixed Flow Instead

Dear Sir or Madam,

As a long-term Sunnyvale resident, I often depend on driving my car on El Camino Real to get where I need to go.

The Dedicated Lane Bus Rapid Transit Proposal for El Camino Real would make car traffic much worse, cost over \$230M, and only result in a few thousand additional bus riders daily.

Meanwhile over 50,000 car commuters plus residents of adjacent neighborhoods will be substantially inconvenienced every day and during construction.

Please support the Mixed Flow Bus Rapid Transit Enhancement for El Camino Real instead.

Thank you,
Valerie Kenaley
Sunnyvale, CA 94086

From: Larry Yelowitz

Sent: Sunday, February 22, 2015 8:39 PM

To: council@sunnyvale.ca.gov; mayoremail@sanjoseca.gov; mayorandcouncil@santaclaraca.gov; citycouncil@mountainview.gov; council@losaltosca.gov; city.council@cityofpaloalto.org

Cc: Board.Secretary

Subject: Please vote NO on El Camino Real Dedicated Lane BRT Proposal

To City Council members of San Jose, Sunnyvale, Santa Clara, Mountain View, Los Altos, and Palo Alto:

I respectfully urge you in the strongest terms to vote NO on VTA's misguided effort to impose a dedicated lane as part of the El Camino Real (ECR) Bus Rapid Transit (BRT). There are numerous reasons for my position.

First, VTA is not trustworthy – the San Jose Mercury News had a devastating editorial on 12/1/14 blasting VTA for its broken promises on the Alum Rock BART station. Also, VTA, by its own admission on its web site, violated existing environmental guidelines (CEQA) regarding BRT. CEQA guidelines, if followed correctly, would have led to the VTA alternative of “minimal transit improvements,” i.e., do nothing. However, since this is not the dedicated lane BRT outcome VTA is trying to force on the population, VTA applied a new, hoped-for set of CEQA guidelines instead, one that ignores the huge impact of automobile delay that would result from dedicated lanes. Imagine filing your federal income taxes using your own hoped-for set of tax tables, rather than the ones provided by the IRS!

I have been to three BRT meetings hosted by VTA over the past several months. VTA directs these meetings with a veneer of town hall democracy, but is in fact guiding the entire process to their empire-building, desired dedicated lane BRT outcome. Examples include: a strict two-minute time limit for attendees to present their views, with no feedback whatsoever during that meeting, and more importantly, no feedback from questions and issues from previous meetings. Also, VTA imposes an overall atmosphere of dedicated lane BRT being a foregone conclusion, one supposedly favored by the overall population.

Moving from VTA's misbehavior and untrustworthiness to the actual damage that would result from a dedicated lane BRT, there are numerous harmful outcomes. These include: the permanent closure of two of the six lanes on a large portion of ECR to automobile traffic; elimination of left- and U- turns from and onto ECR at many intersections; collateral damage to neighborhoods bordering ECR (including many with school children) as frustrated ECR drivers snake their way through these surrounding neighborhoods; the removal of hundreds of existing trees that currently beautify the median strip of ECR, and the concomitant environmental damage of getting rid of these uprooted trees; the elimination of all parking spots on ECR, with the resulting negative impact on merchants; and, the significant disruption during the multi-year construction project (which would make the Apple space ship campus disruption seem like a lark).

Against these very real and tangible negatives, the supposed benefits of dedicated lane BRT come up laughably short. Dedicated lane BRT at best would only marginally reduce transit time on ECR for the

average bus passenger, and the overall increase in bus ridership would be only a few thousand per week, vs. the damage listed above that would affect over 50,000 consumers and residents of ECR daily.

For all these reasons, please vote NO on the forthcoming ECR dedicated lane BRT proposal.

Larry Yelowitz
Sunnyvale

From: Kevin Jackson
Sent: Sunday, February 22, 2015 8:45 PM
To: Jeremy.dennis@asm.ca.gov
Cc: Board.Secretary
Subject: Fwd: Support dedicated lane BRT for transportation diversity!

Hi, Jeremy-

I was told you are collecting messages in support of dedicated-lane BRT for Assembly Member Gordon, so here is what I sent to the Sunnyvale City Council, and another to the Editor of the Sunnyvale Sun. Hope this helps!:

Dear Council,

This message is being written on a desktop computer. No doubt some of you will read it on a laptop, tablet, smart phone, or maybe even printed page. We take it for granted that people will use a variety of means to communicate, because no single device is best for every job.

Why is it so difficult to apply such an obviously intelligent principle to how we transport ourselves? For as long as most of us have been alive, the top priority for traffic engineers has been to make the private automobile the automatic choice for all of our surface transportation needs. This single-minded approach has worked spectacularly well, at the expense of every other mode.

At first this appeared to make sense because resources seemed inexhaustible, and problems caused by too many cars could always be solved by making room for more cars. Anyone who is paying attention should have learned by now that we no longer have the luxury of operating under this fantasy. Individually each of us can afford to drive, but as a community we cannot afford to have virtually everyone drive for virtually every trip.

Yet just like climate change deniers, we persist in pretending we can continue business as usual because it is always easier in the short term to kick the can down the road a little longer. With most people thoroughly brainwashed into thinking that driving is their only realistic option, it is extremely difficult to have an intelligent dialogue about the need to devote even a small portion of our transportation resources toward making alternatives a viable choice. And the longer we put it off, the harder it will be to make the changes that are inevitable.

In my many years as a Sunnyvale resident, one thing I have come to appreciate is the City's determination to face its problems head on and do what it takes to achieve long-term solutions in spite of the challenges. This is an opportunity for you to continue that noble tradition. I sincerely hope you are up to the job.

Kevin

"The automobile has not merely taken over the street, it has dissolved the living tissue of the city. Its appetite for space is absolutely insatiable; moving and parked, it devours urban land, leaving the buildings as mere islands of habitable space in a sea of dangerous and ugly traffic." James Marston Fitch

Dear Editor:

Opponents of Dedicated-Lane Bus Rapid Transit like to call the Mixed-Flow option a "balanced compromise", but that is nonsense. Mixed-Flow means drivers occupy all four lanes in each direction (three for travel, one for vehicle storage); buses remain stuck in car traffic; and cyclists and pedestrians get nothing.

People drive cars for valid reasons, and also for some really silly ones. Does an able-bodied person need a multi-ton vehicle to carry them a few blocks to get a cup of coffee, mail a letter, or visit the library? Far too many people do exactly that. It's not the government's job to tell them they can't, but neither should it encourage such behavior by making driving the only realistic option. Our lopsided approach to traffic engineering for many decades insures that when most people want to go just about anywhere, the only thought that ever crosses their mind is: "Where are my car keys?"

That needs to change, and Dedicated-Lane BRT is a big step in the right direction. We can have first-rate bus service that is time-competitive with driving, safe access for cyclists to a major corridor, and significantly improved pedestrian facilities. Isn't that a pretty good tradeoff for the very modest impacts on car traffic? Apparently not, if your idea of a "balanced compromise" is everything for the sacred automobile, nothing for alternatives. It's time to take off the blinders and start making transportation decisions that will contribute to the solution, not perpetuate the problem!

Kevin Jackson
Sunnyvale, 94087

From: PGroot@aol.com
Sent: Sunday, February 22, 2015 10:38 PM
To: Board.Secretary
Subject: Dedicated bus lane

I do not agree with the VTA plan to reserve a dedicated bus lane on El Camino Real. Much of El Camino Real is crowded with all lanes full during all daytime hours. If you think it should be tried, I suggest that you cone off one lane each direction for a week. I think you would not be able to go one week without succumbing to the protests.

Peter Groot
San Jose

From: Sue Shachal
Sent: Monday, February 23, 2015 9:02 AM
To: Board.Secretary
Subject: Fw: Dedicated Line

From: Sue Shachal
Sent: Sunday, February 22, 2015 8:28 AM
To: mayoremail@sanjoseca.gov<mailto:mayoremail@sanjoseca.gov>>;
council@sunnyvale.ca.gov<mailto:council@sunnyvale.ca.gov>>;
mayorandcouncil@santaclara.gov<mailto:mayorandcouncil@santaclara.gov>>;
citycouncil@mountainview.gov<mailto:citycouncil@mountainview.gov>>; City Council;
city.council@cityofpaloalto.org<mailto:city.council@cityofpaloalto.org>>

Subject: Dedicated Line

I STRONGLY oppose the dedicated line on El Camino Real.

Sue Shachal

From: KEVIN KITTILA
Sent: Monday, February 23, 2015 9:07 AM
To: Board.Secretary
Subject: [spam] dedicated lane fore elcamino real

please reject the disruptive dedicated lane plan and instead support a better more reasonable and cost effective plan put forth by the vta a mixed flow bus rapid transit enhancement plan fore elcamino one that will improve service but is forecast by the vta to have minimal impact to traffic and surrounding neighborhoods i believe this plan is much better and more cost effective kevin kittila

From: Jean Walter
Sent: Monday, February 23, 2015 10:14 AM
To: Board.Secretary
Subject: Fw: VTA's Dedicated Lane

I am contacting the Council and the VTA to say that I am against the elimination of a lane on El Camino Real. The traffic in the mornings, and during the evening commute, going from Sunnyvale to Mountain View is already congested and losing a lane would make it so much worse.

\

Please reject the Dedicated Lane plan.

Thank you,
Jean Walter

From: JLee7up

Sent: Monday, February 23, 2015 10:20 AM

To: mayoremail@sanjoseca.gov; council@sunnyvale.ca.gov; mayorandcouncil@mountainview.gov; Board.Secretary; mayorandcouncil@santaclaraca.gov; council@losaltosca.gov; city.council@cityofpaloalto.org

Subject: STOP

Stop VTA from spending tax payers money don't destroy the El Camino. What we need is a better system

Drop the rapid bus its dumb they now run side by side anyway . Run buses every 15 min apart if want to get from San Jose to Palo Alto at 8 am then its up to me to get on a bus that will get me there at 8 am its not up VTA or the tax payers. SOME ONE WILL GET KILLED TRYING TO GET TO THE CENTER LANE TO GET ON A BUS

Don't destroy the El Camino Stop VTA

From: Judy William [mailto:william.judy@gmail.com]

Sent: Monday, February 23, 2015 10:28 AM

To: Board.Secretary

Subject: Don't have the dedicated bus lane on El Camino!

This is a very ill-advised plan. Please don't do it!! It's not too late (we hope).

Judy and Larry William

Los Altos, CA 94024

From: Chris Carroll

Sent: Monday, February 23, 2015 11:10 AM

To: Board.Secretary; mayoremail@sanjoseca.gov; council@sunnyvale.ca.gov; mayorandcouncil@santaclaraca.gov; citycouncil@mountainview.gov; council@losaltosca.gov; citycouncil@cityofpaloalto.org

Subject: Bus Rapid Transit Proposal for El Camino REal

Vote NO.

ECR is not a Shopping Mall. It is a major transportation route to move millions of people *through* the area. It is to our benefit, that we can stop and shop along our route. But its *primary purpose* was to transport large volumes of people. And in an emergency to be the back up when a freeway is shut down. This planning was done at the regional level, and ECR as a transportation route is more important than just a local whim of merchants who don't vote.

YOU CAN'T CARRY GROCERIES FOR A WEEK ON A BUS. If your constituents don't want to be part of this HIGH TRAFFIC CORRIDOR, then they should move away from that area and set up shop in another spot. I warn you, take away the thorough fare and you will take away all of my shopping in the area, because I wont be there to buy anything.

I am in sales and have been for 20+ yrs. I have had many clients on or close to ECR, and have often spent the bulk of my day in that corridor, dining and multiple errands and stops woven into

my day. If I can't get from point A to B, then I will simply leave and you will lose all of my business. And the lure of shopping by internet is only allayed by the ease of combining all my stops on my way home. With complications, I leave. Very simple.

And to those who say students could make up the difference to the local economy, I would say ask the students what their budgets are for extra spending. The professionals will make more and spend more any day.

Christine M. Carroll

From: marion boos
Sent: Monday, February 23, 2015 11:10 AM
To: council@sunnyvale.ca.gov
Cc: Board.Secretary
Subject: re: dedicate lane plan

We have been Sunnyvale residents for over 40 years. We are adamantly opposed to the current dedicated lane plan. We can just imagine the side-streets parking chaos, business parking lots packed with all-day commuters' vehicles, tragic starkness with the removal of esthetically and oxygen-producing sun-shading trees, not to mention cramming the current traffic into just two lanes.

Please don't let this nightmare plan become a reality.

Harry and Marion Boos, Sunnyvale

From: gpariscpa
Sent: Monday, February 23, 2015 11:48 AM
To: Board.Secretary; council@sunnyvale.ca.gov
Subject: El Camino Real

Dear Sir/Madam

Please reject the disruptive "Dedicated Lane" plan and support the "Mixed Flow" plan

I am a property owner at the corner of Mary and El Camino and the dedicated lane would be detrimental to my tenants.

Thank you
PFLP, LLC
Gary A. Paris, Manager Member

From: David Wolkin

Sent: Monday, February 23, 2015 1:08 PM

To: Board.Secretary; mayoremail@sanjoseca.gov; mayorandcouncil@santaclara.gov; council@losaltos.gov; city.council@cityofpaloalto.gov; council@sunnyvale.ca.gov; citycouncil@mountainview.gov

Subject: STOP Dedicated Bus Rapid Transit

23Feb15

To Whom It May Concern,

This project is totally FOOLISH. The only reason it exists is to spend taxpayer money and provide boondoggle jobs for years to come.

There will be very few incremental bus riders. Driving in the area will be destroyed for the vast majority of citizens. Cutting down 600+ trees will damage the quality of life.

This transit "plan" is intellectually bankrupt without any vision. There is an alternative plan that WOULD work and that is to upgrade Caltrain frequencies and provide a true alternative to gridlock and driving congestion.

It is possible to operate Caltrain departures every 15 min on frequencies like BART. This is a TRUE alternative. There is a way to upgrade Caltrain service affordably, without BLOWING \$230 million.

Bus Rapid Transit is a sad joke that will become a tragedy for all to see after El Camino lanes are reduced, parking reduced, and trees are cut down. History will record who voted for this (a great legacy).

Who is PAYING OFF on this project? Or are planners really that dumb?

Can ANY of you visualize yourselves actually taking this completed Bus "Rapid Transit" on a regular basis?

I DIDN'T THINK SO!

I had to speak up against this disgraceful proposal.

Thanks for your consideration,

David Wolkin

Transportation Consultant (Retired)

From: Paul
Sent: Monday, February 23, 2015 1:55 PM
To: Board.Secretary; City.Council@CityOfPaloAlto.org
Subject: comment on BRT lane reduction

Any plan that reduces the number of lanes on El Camino is completely unacceptable. Loss of a lane would cause major problems for drivers, and would provide at most insignificant improvements to transit. It must be opposed, if necessary at the ballot box and in the courts.

El Camino is already near capacity. Temporary lane closures due to construction or deliveries cause serious backups along the stretch from Page Mill through Mountain View. Any permanent lane reductions would cause gridlock. Traffic would be pushed onto side streets and into residential areas. To make matters worse, Alma street may be partly blocked due to high speed rail or Caltrain construction.

Hundreds of new apartments are nearly completed along El Camino in Palo Alto and Mountain View, and more are being planned. There are no plans to accommodate the resulting increase in traffic. Expecting most of these new residents to use public transit is pure fantasy.

Bus ridership has remained low for two reasons: buses are slow and bus routes don't connect people with places they need to go. Bus Rapid Transit (BRT) would only offer a small improvement to the first problem. Buses are slow because of traffic, because of frequent stops, and because of long delays between buses. BRT only addresses the traffic part. But buses have to stop frequently if they are to be of any use.

The best way to improve VTA service would be to replace the behemoths that are currently in use with smaller buses that run much more frequently.

My son, who is disabled, sometimes needs to take the bus to his program. His route requires a transfer. The infrequent schedule and poor coordination between buses means that it takes him an hour and a half to make a trip that takes us less than 15 minutes by car. Bus rapid transit would not improve this situation at all because the long delays are caused by lack of buses, not traffic. More frequent buses and better coordination is needed.

The best use of buses would be to provide shuttle service from neighborhoods to Caltrain stations. Caltrain gives fast service up and down the Peninsula, much faster than buses ever could. Caltrain should be the main transit system for travel up and down the peninsula. Buses should concentrate on short trips, and on connections to all Caltrain stations. Buses need to run more often, at intervals of no more than 30 minutes, and should be coordinated with Caltrain schedules.

Paul Gregory
Palo Alto, CA

From: Bo Tao
Sent: Monday, February 23, 2015 2:50 PM
To: Board.Secretary
Subject: proposed dedicated bus lane from San Jose to Palo Alto

Dear VTA Board,

Today I learned about the proposed plan to convert 2 (out of 6) lanes of El Camino from San Jose to Palo Alto into a dedicated bus lane.

I live in Los Altos and hence will be impacted by this proposed change. As far as I can see, there is no clear traffic pattern on El Camino. The plan will more likely to create traffic congestion on El Camino and neighborhood streets than solving any problems (if there is any). Thus I urge you to reject the disruptive "Dedicated Lane" plan and select a more reasonable alternative that will improve service with minimal impact to traffic and surrounding neighborhoods.

Thank you for your attention to this matter.

Regards,
Bo

From: Christine Vieira Sellers
Sent: Monday, February 23, 2015 2:59 PM
To: Board.Secretary; council@losaltosca.gov
Subject: No lane closures on El Camino!

Do not close 2 lanes on El Camino from San Jose to Palo Alto! All that will do is to divert traffic onto our neighborhood streets, ruining our quiet neighborhoods and increasing accidents with bicycles and pedestrians. We don't even have sidewalks in Los Altos! Adding more cars to the mix of pedestrians and cyclists on our quiet streets will be a disaster. There are MANY apps available for Smartphones that already take traffic into account and offer "cut through" routes. Download "Waze" for example. These apps make it even easier for desperate commuters to avoid the standstill that El Camino will become if you close 2 lanes. Please don't do this - it will be a disaster!

Christine Sellers

From: Richard Michael
Sent: Monday, February 23, 2015 3:22 PM
Subject: Reject DEDICATED LINE Plan on El Camino Real for VTA

Hello,

My wife and I live near Sylvan Avenue and El Camino Real in Mountain View and currently find the traffic quite congested now, but the idea of "removing" any car traffic lanes for a dedicated lane for VTA buses is ludicrous; I/ we

can not understand why anyone in their right mind would REDUCE the traffic lane for cars, and push them on to side streets, when the current bus ridership is low this Silicon Valley ridership market is small, compared to the workforce, and the bus system should take second place to the needs of the citizens who drive to and from work every day. These citizens will not take VTA / or public transportation, as it is unreliable and not convenient to their work place.

It is noble to think that using dedicated lanes for buses will speed up traffic, it will actually do the opposite; all you have to do is look at Market Street in San Francisco to see the failed ideas that you are proposing.

So we encourage to DISCARD this idea of dedicated lanes for VTA.

Regards,

M/M Richard Michael

From: M Hartter
Sent: Monday, February 23, 2015 4:11 PM
To: council@losaltosca.gov; Board.Secretary
Subject: REJECT Dedicated Lane Plan!

Hello,

As life time Bay Area residents, we want you to REJECT THE DEDICATED LANE PLAN along El Camino Real NOW!

It is a travesty of huge proportions that will impact every aspect of this Bay Area negatively. Not only will this crazy plan disrupt and SLOW the traffic along an already congested El Camino Real, but it will impact every business along El Camino with no on street parking for shoppers.

No left turn lanes, no u-turns, remove tons of trees, divert traffic onto residential streets and all this for a VERY FEW who actually ride the bus!!! Are you kidding me???!

Mr. & Mrs. Hartter

From: Ken Schroeder
Sent: Monday, February 23, 2015 4:32 PM
To: Board.Secretary
Subject: Dedicated Lane Bus Rapid Transit Proposal

I am opposed to closing a lane on El Camino to create a dedicated bus lane. It is a waste of resources and will impede traffic for people who live in Los Altos.

If you can get the VTA just to time the lights on El Camino, it will speed up traffic congestion tremendously. I can't believe you haven't done that already!!

Please no more restrictions on traffic flow, almost all the ones already completed have worsened the problem!!

Also continued new construction which closes lanes is the majority cause of the current problem and this will just add to this issue!

Thank you.

Ken Schroeder
Los Altos, CA

From: Laura Lysen
Sent: Monday, February 23, 2015 5:31 PM
To: Board.Secretary
Subject: Please reject VTA "Dedicated Lane" Proposal

To whom it may concern,

This weekend I read with great dismay about the prospective VTA "Dedicated Lane" proposal. This proposal makes absolutely no sense, solves no issues effectively and will cause significant gridlock throughout the peninsula.

It is inconceivable to me that this could truly pass; and I am so concerned that I am reaching out (I have never done this) to ask you to please vote to kill this proposal.

I travel El Camino daily primarily in Mountain View and Los Altos with multiple trips weekly to Palo Alto and Sunnyvale. I frequently use El Camino both during rush hour and during the day. El Camino is a critical transit corridor for commuters and residents alike, and while it can sometimes be quite busy, it is a very effective route. Cutting this by one lane in each direction will cause significant gridlock and reduce El Camino to being like 101 during rush hour. Additionally, it will severely impact businesses located here as folks try to avoid this transportation nightmare.

This seems like a classic attempt to undertake the idea of "if we build it, they will come". I can see no possibility for that happening in this situation.

Again, please reject this ill conceived proposal!!! I would be happy to share my additional concerns if you're interested. Please just reply to this email if desired.

Thanks,
Laura L

Concerned citizen and resident of Waverly Park, Mountain View since 2002

From: wendyjparry
Sent: Monday, February 23, 2015 6:13 PM
To: Board.Secretary
Subject: El camino real

The plan to permanently close 2 of the 6 lanes of el camino real is totally a wrong idea. Please reject the "dedicated lane" and support the VTA's more reasonable and cost effective "mixed flow" bus rapid transit enhancement for El Camino Real. Sincerely. Wendy and George parry, Palo Alto.

From: Paula Dorst
Sent: Monday, February 23, 2015 6:52 PM
To: Board.Secretary
Subject: dedicated lane on El Camino Real for buses

Dear Sirs:

I live in the city of Mountain View CA. right off the El Camino real. Having a dedicated bus lane would make it very difficult for me and other residents to get in and out of our mobile home park. Traffic in our area is very busy cutting down the lanes will not help. Cutting down trees is very bad for the environment.

Plus what about the bicycle riders and pedestrians with fewer lanes it will be very difficult I am sure accidents would increase. There has to be a better plan.

Paula Dorst
Mountain View Ca 94040

From: Melissa and Dennis Wilkinson
Sent: Monday, February 23, 2015 8:05 PM
To: Board.Secretary; council@losaltosca.gov
Subject: el camino lane closure - strongly against

Hi,

I am a resident of Los Altos Hills. I am writing to voice my strong disapproval of any closure of lanes on El Camino. I believe that this is a clear misuse of public goods - a key arterial route and \$230M in funds.

No matter how much government bodies would like to discourage driving and encourage the use of public transit, **it is simply not possible for many of us on the Peninsula to avoid driving trips.** I understand the desire to promote sustainable transportation practices, but understand that no matter what you do, we will still have to drive. Please consider that this is a misuse of our public goods which will not achieve more use of public transit, but will increase the stress levels and time stuck in traffic the hundreds of thousands of us who travel up and down the Peninsula.

Dennis Wilkinson

From: Carol Wheaton
Sent: Monday, February 23, 2015 9:55 PM
To: Board.Secretary
Subject: VTA plans for El Camino

I am opposed to the VTA plan to close lanes on El Camino as suggested in the "Dedicated Lane" plan. I believe it is poorly planned and will cause greater transportation and economic issues than it purports to solve. I am very concerned about how neighborhood streets will be affected by this dramatic traffic change. As a voter and taxpayer in Santa Clara County, I strongly encourage you to stop pursuing dedicated VTA lanes on El Camino and support the "Mixed Flow" option that I understand is also being considered.

Respectfully,
Carol Wheaton

From: Christopher Stahl
Sent: Tuesday, February 24, 2015 7:40 AM
To: Board.Secretary
Subject: I support Bus Rapid Transit along El Camino Real.

VTA Board Members

I urge you to support safe, sustainable, and accessible transportation options for everyone in our community with the El Camino Real Bus Rapid Transit (BRT) Project.

I am very excited about VTA's BRT proposal because it will provide me and my family with a real option to safely and conveniently walk, bike, or take public transportation along El Camino Real for the first time ever! By offering us real transportation options, BRT will help reduce our dependency on fossil fuels, and make our community healthier and more affordable.

Once El Camino Real is transformed into a more livable street and adapted to the needs of all users, it will create a demand for more homes, offices, and shops around the BRT stations. Not only will this land use and transportation integration provide more people with the opportunity to live close to work, but it will also lead to more foot traffic that will in turn be a boon for small businesses and our local economy!

I strongly urge you to:

- Support the most important element of increasing the reliability and speed of transit along El Camino Real – bus only lanes, and
- Invest in buffered bike lanes, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs) to calm traffic and improve traffic safety.

Thank you for your work to make Santa Clara County a better place for us all to live, work, and get around.

Christopher Stahl
Sunnyvale, CA 94086

From: Virginia

Sent: Tuesday, February 24, 2015 8:44 AM

To: Board.Secretary; mayorandcouncil@santaclaraca.gov

Cc: mayoremail@sanjoseca.gov; citycouncil@mountainview.gov; council@losaltosca.gov; city.council@cityofpaloalto.org

Subject: Proposed dedicated lane on El Camino Real

I am categorically opposed to a dedicated lane for buses only on El Camino Real. I support the mixed flow for bus movement. Having a dedicated bus lane on El Camino will have a huge negative impact on local businesses and any other occupants of El Camino Real. This road works well now and to make the change to a dedicated lane is not worth the cost nor the confusion for drivers, residences or businesses. The overall impact will be hugely negative. I worked in Mt View and drove from Santa Clara to Mt View using El Camino Real. When I heard of this proposal, I tried to imagine how the road would be changed. It was not a pretty vision and will not aid the flow of traffic. I imagined a tremendous slowdown in traffic and the resulting road rage accidents. I feel that this proposal is a declaration of war on drivers of cars and that is not the way to conduct the business of the county or cities.

This dedicated lane will not further any of the stated goals for mass transit in the Santa Clara, Sunnyvale and Mt View cities or the county. As a taxpayer, I cannot afford the price tag for this boondoggle.

Vote no on the proposed dedicated bus lane for El Camino Real from Santa Clara to Mt View.

Virginia Bailey

Santa Clara, CA 95051

From: Lisa Van Valkenburgh

Sent: Tuesday, February 24, 2015 10:13 AM

To: Board.Secretary

Subject: Please forward to VTA Board Members

Dear VTA Board Members:

I will be unable to attend the city council meeting tomorrow evening, so I'd like to let you know how I feel about **removing two car lanes on El Camino and replacing them with dedicated bus lanes.**

I am absolutely against this proposal! The traffic on El Camino through Sunnyvale is already very congested, much more so than through Mountain View or Santa Clara. There are many businesses that will suffer in this corridor because I believe people will find it too annoying to wade through the traffic to reach these destinations.

Also, if you think that people will begin taking buses to reach their destinations along El Camino, think again. The buses do not go into neighborhoods so that people can access them easily, and many cannot walk the distance required to catch a bus.

Please do not add to the congestion already present on El Camino Real. It would be a very costly mistake and certainly will not endear you to Sunnyvale residents!

Sincerely,

Lisa Van Valkenburgh
(39-year resident of Sunnyvale)

From: Jame Ervin
Sent: Tuesday, February 24, 2015 10:32 AM
To: Board.Secretary
Subject: I support Bus Rapid Transit along El Camino Real.

VTA Board Members

I work and frequent El Camino Real in San Mateo County. Since I work downtown and my office building does not have parking, I spend a good amount of time crossing El Camino. To go to lunch, to get coffee, to go home.

I am very excited about VTA's BRT proposal because it will provide me and my family with a real option to safely and conveniently walk, bike, or take public transportation along El Camino Real for the first time ever! By offering us real transportation options, BRT will help reduce our dependency on fossil fuels, and make our community healthier and more affordable.

I thought about getting out of my car for my commute, but the comparison of time wasn't favorable to transit. Adding BRT would open up new options to me.

Once El Camino Real is transformed into a more livable street and adapted to the needs of all users, it will create a demand for more homes, offices, and shops around the BRT stations. Not only will this land use and transportation integration provide more people with the opportunity to live close to work, but it will also lead to more foot traffic that will in turn be a boon for small businesses and our local economy!

I strongly urge you to:

- Support the most important element of increasing the reliability and speed of transit along El Camino Real – bus only lanes, and
- Invest in buffered bike lanes, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs) to calm traffic and improve traffic safety.

Thank you for your work to make Santa Clara County a better place for us all to live, work, and get around.

Jame Ervin
Oakland, CA 94611

From: nancybreweresq
Sent: Tuesday, February 24, 2015 11:07 AM
To: Board.Secretary
Subject: VTA El Camino Real Plan

I am writing to express my grave concern about the proposed dedicated bus lane element of the Rapid Transit Plan for El Camino Real. I have lived in Mountain View for the past 28 years and have seen firsthand our traffic woes. These problems will be exacerbated, not solved, by creating a dedicated bus lane on El Camino. Traffic is often gridlocked at rush hour. This causes people to move into residential neighborhoods where they often drive in extremely unsafe ways. A dedicated bus lane will force/encourage more drivers into our neighborhoods.

One serious concern is that, even now, without a dedicated bus lane in the middle, pedestrians will not walk to the corner, press the button and wait for the signal to safely cross the street. On an almost daily basis, I see pedestrians dart across El Camino Real in front of oncoming traffic. I can't tell you the number of near misses I have seen and the number of fatalities of which I am aware. This middle of the street plan will exponentially increase the number of pedestrians who will take greater risks as they try to get to the bus. It is foolhardy to think that people won't continue to jaywalk in extremely unsafe manners.

My next point is this: the buses that run up and down El Camino Real, like the 22 and the 522, are often virtually empty. This is because these buses are not taking people where they want to go! I would have liked to be a public transportation commuter during my 30 plus years of commuting from Mountain View to the Civic Center area of San Jose, but these buses just don't go there. It is an approximately 20 minute commute by car, but the best I could do using public transit was an hour and forty five minutes each way, and much, much longer if I tried to do it by buses and walking alone.

Please rethink your options and vote against the current plan. It will have a massive, negative impact on El Camino Real and its surrounding neighborhoods, and does not meet or work towards your goals of improving public transit and traffic in Santa Clara County. Thank you.

Nancy Brewer Cavagnaro
Resident, Mountain View

From: Ilse Pollet
Sent: Tuesday, February 24, 2015 11:07 AM
To: Board.Secretary
Subject: I support Bus Rapid Transit along El Camino Real.

VTA Board Members

I urge you to support safe, sustainable, and accessible transportation options for everyone in our community with the El Camino Real Bus Rapid Transit (BRT) Project.

I am very excited about VTA's BRT proposal because it will provide me and my family with a real option to safely and conveniently walk, bike, or take public transportation along El Camino Real for the first time ever! By offering us real transportation options, BRT will help reduce our dependency on fossil fuels, and make our community healthier and more affordable.

Once El Camino Real is transformed into a more livable street and adapted to the needs of all users, it will create a demand for more homes, offices, and shops around the BRT stations. Not only will this land use and transportation integration provide more people with the opportunity to live close to work, but it will also lead to more foot traffic that will in turn be a boon for small businesses and our local economy!

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Thank you for your work to make Santa Clara County a better place for us all to live, work, and get around.

Ilse Pollet
Sunnyvale, CA 94086

From: Anna Wichansky
Sent: Tuesday, February 24, 2015 12:42 PM
To: Board.Secretary; city.council@cityofpaloalto.org
Subject: Against El Camino Real dedicated bus lane project

I have been a resident of the Palo Alto Orchards neighborhood for 30 years. I'll make this very short, as I am sure you are getting a lot of input. **Please don't prohibit cars from using any lanes of El Camino Real.** Why not? Well, thanks to the "traffic calming" projects in Palo Alto, and the removal of car lanes on Arastradero and Charleston Roads, the portion of my commute time spent in Palo Alto has more than doubled. What used to take me 7 min now takes 17. And there's no longer any alternate way to get around it. Examples:

- Try driving west on Charleston from Fabian to Arastradero on a workday evening between 5:30 and 6:00 pm. Traffic is backed up for blocks between Middlefield and the RR tracks, thanks to lane removal.
- How about going northbound on El Camino between Charleston and Page Mill Road, 8:30-9:00 am? All 3 lanes are packed with traffic. Cars are bailing out onto surface streets as fast as they can. The residential streets between El Camino and Park are now packed with cars trying to get to the Oregon expressway. You want to remove a lane from this? (The buses aren't really the problem.)
- Want to see intersection gridlock? Try where Arastradero/Charleston crosses El Camino, any school morning between about 8:00 - 8:45. We cannot get to the left-turn lane of east-bound Arastradero due to all the cars backed up along Arastradero, and it takes several cycles to make a left turn onto El Camino north due to the gridlock in the intersection.
- Like being stuck on the street where you live? Try to make a left turn from Suzanne Drive onto Arastradero Road anytime during morning rush hour. The oncoming traffic never stops. Just the reverse from 5:30-6:30 pm: you can't turn left from Arastradero onto Suzanne, or most other intersecting streets. You sit on Arastradero blinking your turn signal as 30, 40, even 50 cars pass.

Construction only makes it worse. Please don't do this to our neighborhoods in Palo Alto. We have enough problems already with what our own transportation department has done. Thanks,
Anna Wichansky, resident, Palo Alto Orchards

From: Christine Balderas
Sent: Tuesday, February 24, 2015 2:01 PM
To: Board.Secretary; mayoremail@sanjoseca.gov
Subject: El Camino Real Bus Rapid Transit Plan

Dear Sir/Madam,

I just recently became aware of the VTA's "Dedicated Lane" Bus Rapid Transit proposal for the El Camino Real. Based on what I have read, I am very much opposed to the plan and hope that you will be dissuaded from going forward with the proposal for a "Dedicated Lane".

I am a resident and voter in the City of San Jose, however I work and often shop in Santa Clara. The El Camino Real is a major thoroughfare and closing 2 of the 6 lanes of traffic will create a big disruption in my ability to move about at a reasonable pace.

Additionally, I do not agree with the concept of diverting traffic off of a major street onto residential streets. I already see this type of traffic pattern occurring in my own neighborhood (SJ Rosegarden) and it has caused a negative impact all around our area. The quality of life is significantly compromised as more cars drive and park in our neighborhoods.

I have lived in San Jose for most of my 50+ years and generally support mass transit and alternate transit, but this is not a good idea. I believe we will suffer with worse traffic and negative impact to the residents of these neighborhoods.

Please reject the VTA's "Dedicated Lane" proposal and support the "Mixed Plan" proposal instead.

Sincerely,
Christine Balderas
San Jose, CA 95128

From: Shelly Rabinovitch
Sent: Tuesday, February 24, 2015 3:58 PM
To: city.council@cityofpaloalto.org; council@losaltosca.gov; citycouncil@mountainview.gov; mayorandcouncil@santaclara.gov; council@sunnyvale.ca.gov; mayoremail@sanjoseca.gov; Board.Secretary
Cc: Albert RABINOVITCH
Subject: VTA's "Dedicated Lane" Bus Transit Proposal for El Camino Real

As a concerned resident of Mountain View, I implore you to REJECT the disruptive "Dedicated Lane" plan and SUPPORT the VTA's more reasonable and cost-effective "Mixed Flow" enhancement for El Camino Real.

As the population increases in the cities that will be affected by the "Dedicated Plan", we are already seeing more cars, Google buses and other business related trucks (construction etc.) on El Camino Real. We must not eliminate 2 of 6 lanes to allow the local buses to marginally reduce the average bus rider transit time. The traffic congestion will affect more than 50,000 residents and consumers currently using El Camino Real, but only increase weekday bus ridership by a "projected" few thousand.

Shelly Rabinovitch
Albert Rabinovitch

From: MARK FRISE
Sent: Tuesday, February 24, 2015 4:15 PM
To: Board.Secretary
Subject: Bus rapid transit on El Camino Real

I wish to voice my displeasure with the proposal for the Dedicated Lane for rapid bus transit on El Camino Real through multiple cities in the county. I believe this proposed project is way too expensive, will cause much heavier traffic on the remaining traffic lanes and negatively impact businesses along the route without providing a significant improvement of our rapid transit system. Thank you for your attention concerning this matter.

Mark Frise
City of Santa Clara

From: Faraz Mirzaei
Sent: Tuesday, February 24, 2015 5:17 PM
To: Board.Secretary
Subject: I support Bus Rapid Transit along El Camino Real.

VTA Board Members

I urge you to support safe, sustainable, and accessible transportation options for everyone in our community with the El Camino Real Bus Rapid Transit (BRT) Project.

I am very excited about VTA's BRT proposal because it will provide me and my family with a real option to safely and conveniently walk, bike, or take public transportation along El Camino Real for the first time ever! By offering us real transportation options, BRT will help reduce our dependency on fossil fuels, and make our community healthier and more affordable.

Once El Camino Real is transformed into a more livable street and adapted to the needs of all users, it will create a demand for more homes, offices, and shops around the BRT stations. Not only will this land use and transportation integration provide more people with the opportunity to live close to work, but it will also lead to more foot traffic that will in turn be a boon for small businesses and our local economy!

I strongly urge you to:

- Support the most important element of increasing the reliability and speed of transit along El Camino Real – bus only lanes, and
- Invest in buffered bike lanes, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs) to calm traffic and improve traffic safety.

Thank you for your work to make Santa Clara County a better place for us all to live, work, and get around.

Faraz Mirzaei
Santa Clara, CA 95050

From: Christopher Mossing
Sent: Tuesday, February 24, 2015 6:48 PM
To: Board.Secretary
Subject: I support Bus Rapid Transit along El Camino Real.

VTA Board Members

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Thank you for your work to make Santa Clara County a better place for us all to live, work, and get around.

Christopher Mossing
San Jose, CA 95120

From: Edith Miller
Sent: Tuesday, February 24, 2015 7:26 PM
To: Board.Secretary
Cc: city.council@cityofpaloalto.org
Subject: VTA prohect-NO

I believe it is a very bad idea to dedicate one lane of ELCamino to buses only. Traffic is bad already most of the day. It is entirely possible that Alma will be unusable if CalTrain starts any projects. In addition, the buses rarely seem to have many passengers.

Thank you
Edith Miller

From: Yan Yin Choy
Sent: Wednesday, February 25, 2015 10:13 AM
To: Board.Secretary
Subject: I support Bus Rapid Transit along El Camino Real.

VTA Board Members

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Thank you for your work to make Santa Clara County a better place for us all to live, work, and get around.

Yan Yin Choy
Sunnyvale, CA 94086

From: Jeff Houston
Sent: Wednesday, February 25, 2015 12:01 PM
To: Board.Secretary
Subject: I support Bus Rapid Transit along El Camino Real.

VTA Board Members

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Thank you for your work to make Santa Clara County a better place for us all to live, work, and get around.

Jeff Houston
Santa Clara, CA 95050

From: April Anair
Sent: Wednesday, February 25, 2015 4:12 PM
To: Board.Secretary
Subject: Still wasting our &

Just one voice with a huge objection to your ill-advised plan. What are you people thinking?
April

From: Norma Schleunes
Sent: Wednesday, February 25, 2015 4:50 PM
To: Board.Secretary
Subject: "Dedicated Lane" bus rapid transit proposal for El Camino Real

This letter is in response to the notification posted in the February 22nd issue of San Jose Mercury News, above subject.

Although I live in Woodside rather than Mtn. View, Palo, Alto or Sunnyvale....I am definitely against the proposal listed above based on the "outcomes" listed in a. thru k.

Don't we have ENOUGH CONGESTION, traffic problems, complexity in developments, "new ideas that don't work" to contend with at this point without having to suffer thru MORE as outlined in k. of this notification?

Please add my name to the list of concerned citizens who are against this plan. If the information about the Mixed Flow plan is correct – i.e., that it would have a minimal impact on traffic and surrounding neighborhoods, I would support that plan.

Thank you.
Norma Schleunes

From: Joan St. Laurent
Sent: Wednesday, February 25, 2015 5:28 PM
To: Board.Secretary
Subject: VTA PROJEC FOR EL CAMINO REAL

TO: VTA Board Secretary:

As a resident of Los Altos for over 40 years I strongly oppose dedicating one lane of El Camino in each direction to buses. El Camino has been radically impacted with the building of apartments, condo's, hotels and new businesses along the El Camino corridor in the past 5 years. The corner of El Camino and San Antonio Road have especially been extremely busy due to the 101 to 280 thoroughfare on San Antonio.

I suggest you go to all the Tech companies in our area to commission some of the brilliant people they have working for them to solve this problem which they, the tech companies, have also helped to create.

We live in such a lovely area but we are becoming another Los Angeles, I don't think any of us want that. Bus lanes will cause even more and more problems, let's find another way to solve this.

Thank you.
Joan St. Laurent

From: Erika Etemad
Sent: Wednesday, February 25, 2015 6:35 PM
To: Board.Secretary
Subject: I support Bus Rapid Transit along El Camino Real.

VTA Board Members

I urge you to support safe, sustainable, and accessible transportation options for everyone in our community with the El Camino Real Bus Rapid Transit (BRT) Project.

I am very excited about VTA's BRT proposal because it will provide me and my family with a real option to safely and conveniently walk, bike, or take public transportation along El Camino Real for the first time ever! By offering us real transportation options, BRT will help reduce our dependency on fossil fuels, and make our community healthier and more affordable.

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I strongly urge you to:

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Thank you for your work to make Santa Clara County a better place for us all to live, work, and get around.

Elika Etemad
San Francisco, CA 94114

From: Jason Amaral
Sent: Wednesday, February 25, 2015 8:15 PM
To: Board.Secretary
Subject: VTA BRT

Hello

Reject the disruptive "Dedicated Lane" plan and support instead the VTA's more reasonable and cost-effective "Mixed Flow" Bus Rapid Transit enhancement for El Camino Real that will improve service but have minimal impact to traffic and surrounding neighborhoods.

Jason Amaral
Los Altos

From: Tanner Vea
Sent: Wednesday, February 25, 2015 9:30 PM
To: Board.Secretary
Subject: I support Bus Rapid Transit along El Camino Real.

VTA Board Members

I urge you to support safe, sustainable, and accessible transportation options for everyone in our community with the El Camino Real Bus Rapid Transit (BRT) Project.

I'm sick and tired of my city letting the situation of underserved people to get worse and worse while the wealthy tech employees run the show.

I am very excited about VTA's BRT proposal because it will provide me and my family with a real option to safely and conveniently walk, bike, or take public transportation along El Camino Real for the first time ever! By offering us real transportation options, BRT will help reduce our dependency on fossil fuels, and make our community healthier and more affordable.

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Thank you for your work to make Santa Clara County a better place for us all to live, work, and get around.

Tanner Vea
Sunnyvale, CA 94089

From: Paul Erickson
Sent: Thursday, February 26, 2015 3:23 PM
To: Board.Secretary
Subject: Please - No Dedicated Lane on El Camino

Traffic on El Camino is horrible enough as it is. Please don't eliminate a lane in each direction. If I lived within a block of El Camino and could easily use the bus with a destination near El Camino, it might make 10% sense. However, El Camino is an important transit artery for everyone all along the corridor, not just the bus riders who can more easily access the bus lines. If anything fix the traffic light timing.

Paul Erickson
Los Altos, CA

From: ed.maurer
Sent: Thursday, February 26, 2015 8:29 PM
To: Board.Secretary
Subject: El Camino BRT -yes, please!

I am writing to say that I strongly support the conversion of lanes on El Camino to dedicated mass transit lanes. The coordinated conversion to a more sustainable infrastructure in the South Bay is long overdue, and eagerly awaited. As we build the denser housing needed to support retail within walking distance, we also need a coordinated program to transition from the wild inefficiency of individual vehicles to an expanded and enhanced mass transit system. Developing plans for better use of our transit rights-of-

way, including BRT, is essential. I am glad to see this being promoted, and I hope the VTA takes all steps necessary to take this step toward a more livable and sustainable South Bay.

Thank you for your work.

Sincerely,
Ed Maurer
Santa Clara, CA [siliconvalleypower.com/led](mailto:Siliconvalleypower.com/led)

From: gaglaser49 **On Behalf Of** Gerald (Gerry) Glaser
Sent: Friday, February 27, 2015 7:15 AM
To: Jeremy.dennis@asm.ca.gov
Cc: Board.Secretary
Subject: Support for visible BRT options

I found this in an email I received recently

Tuesday night - Doubling Caltrain Capacity in the next decade

Caltrain ridership has more than doubled over the last decade. With development in many station areas along the Caltrain corridor and many, especially younger people, choosing to drive less, ridership is likely to continue to grow.

I referenced it in supporting BRT with the Sunnyvale council to argue that visible change is required in order for us to solve the transportation dilemma our communities face as a result of the growth we have experienced.

Like many people, I moved back to the Bay Area after living in the country. The attraction of the opportunities and conveniences of living in the second most densely populated area in the USA outweighed the freedoms of country life. But that means we need to protect what we value most using different techniques than are used in the [country.in](#) less densely populated areas.

I chair the Horizon 2035 committee in Sunnyvale, the group was responsible for drafting the revisions to the Land Use and Transportation elements.

I heard many people lobby for light rail down the El Camino corridor. At 10X the cost of BRT option, this is not a likely a first step option. However BRT with a dedicated lane does provide a cost effect option that works well as a demonstration. The BRT is not the ideal solution for refitting our region with the transit support it needs, but it is the best **transitional solution** proposed in the past 20 years. And the Bay Area is in a transitional phase.

We all want to retain the lifestyle that we appreciate and that I moved back here to recover. But that lifestyle will be lost if we don't make changes that allow it to continue to flourish. Quite frankly, hanging onto our auto-centric prejudice will be the one thing that forces that wonderful lifestyle we value so much to dissolve over time.

I haven't been in a bus or public transit more than twice in the past 10 years. ***I am the target***

audience. So what new thing will our region promote that changes how I behave? The limited transportation options we have today are proving insufficient. (At the very least for me - and my 88 year old dad.)

I support the BRT proposals simply because no other viable **transitional alternative** has been proposed. The region is overdue for a viable solution that addresses our transportation problems.

Regards,
Gerry

From: Kevin & Janet Werner
Sent: Friday, February 27, 2015 8:33 AM
To: Board.Secretary
Subject: Reject VTA El Camino Dedicated Lane plan

As a concerned citizen and life long Sunnyvale resident who already spends way too much time stuck in traffic on El Camino Real between Santa Clara and Mountain View, I do not support VTA's proposed "Dedicated Lane" plan. With more building going on on El Camino, more businesses moving in and bringing in more residents, taking an already congested street and making it more so does not make sense. Eliminating parking on El Camino is one thing, but making 1 lane in each direction off limits to anyone but buses and still having local buses in the remaining 2 traffic lanes is a recipe for gridlock and commuting disaster. I am in favor of the Mixed Flow Bus Rapid Transit enhancement instead.

Thank you for listening,

Kevin Werner
Sunnyvale, CA 94086

From: Don Knowlton
Sent: Friday, February 27, 2015 11:54 AM
To: Board.Secretary; council@sunnyvale.ca.gov; citycouncil@mountainview.gov
Subject: Dedicated Lane Proposal - El Camino Real

As a long time resident of the South Bay, I believe the proposal to reduce the capacity of El Camino Real to a total of four lanes is a very bad idea.

The road is already congested. As a local resident I will be forced to drive through residential neighborhoods at rush hour. I will avoid the businesses on El Camino Real due to the lack of street parking.

Although this does not directly affect me, I have empathy for the nearby residents and businesses that will suffer significant impact. I am reminded of the Sunnyvale Town Center project. The city destroyed a vibrant downtown neighborhood, and it has never recovered. This will have a similar outcome.

Don Knowlton
Cupertino, CA

From: District 5 United

Sent: Sun 2/22/2015 4:46 PM

To: General Manager; Gonot, Carolyn; Ristow, John; cindy.chavez; ken.yeager; jamie.matthews; Board.Secretary; dave.cortese; Valles, Colleen; Pearse, Brent; ed.shikada; Freitas, Harry; Kim.Walesh; Larsen, Hans; Jessica.Zenk; Michael.Brilliot; leslie.xavier; District1@sanjoseca.gov; District2@sanjoseca.gov; District3@sanjoseca.gov; District4@sanjoseca.gov; District5@sanjoseca.gov; pierluigi.oliverio; District7@sanjoseca.gov; District8@sanjoseca.gov; District9@sanjoseca.gov; District10@sanjoseca.gov; mayoremail@sanjoseca.gov; mike.wasserman

Subject: Save the Alum Rock BART station**

Dear Valley Transportation Authority, City of San Jose's Mayor & City Council Members, San Jose City Manager, and Santa Clara County Board of Supervisors,

I petition the VTA Board to save the Alum Rock BART station by including and supporting the 28th Street location in the Silicon Valley Rapid Transit Program planning. Our community deserves to have this major transportation hub located within our community as promised.

The 28th Street location for the Alum Rock BART Station has been a part of the BART extension to San Jose – Phase 2 Planning for years. Since 2001, the Alum Rock community has worked with the Valley Transportation Authority (VTA) on concepts for the Alum Rock BART Station. The "Urban Village" concept embraces the BART Station as an important facet of the community and will have a positive economic impact on the neighborhoods surrounding the proposed station. The Urban Village designs were presented to the San Jose City Council in November 2013 and were unanimously adopted and included in the City's General Plan. The plan has also received the support of the Envision 2040 Task Force.

The 28th Street location for the Alum Rock BART Station has a Park-n-Ride lot conveniently located immediately adjacent to an interchange on Highway 101 and would serve commuters from south county who work north of San Jose in areas with BART access. Commuters using the Alum Rock section of Bus Rapid Transit (BRT) that is presently under construction would be able to transfer to BART at this location, providing addition public transit access to the community. In addition, the Urban Village plan would provide 4,050 jobs and 845 housing units to the residents of East San Jose.

However, now the 28th Street location for the Alum Rock BART Station is fast becoming another broken promise from the VTA to the residents of East San Jose.

The VTA has a long history of renegeing on promises made to East San Jose, a community with a large population of residents who depend on public transit to get to work and school. In 2002, the VTA promised Light Rail Transit (LRT) on the Santa Clara/Alum Rock transit corridor in their Downtown East Valley Transit Improvement Plan. The proposed Light Rail route would have connected the Alum Rock Station on the Capitol LRT line to the San Jose Diridon Station in Downtown San Jose. The VTA also promised LRT service along the entire length of Capitol Expressway from the Alum Rock Station on the Capitol LRT line to Eastridge Mall, and continuing to the existing Guadalupe LRT line. These promises were broken in favor of the BART to San Jose Proposal. Rather than the promised Light Rail service in East San Jose, VTA

is building Bus Rapid Transit from Eastridge to downtown. The proposed LRT extension along Capitol Expressway has been postponed until funds become available “ in the future.” East San Jose residents were promised trains and are getting expanded bus service.

On October 6th, the VTA unilaterally proposed to the Silicon Valley Rapid Transit Program Working Committee the elimination of the 28th Street BART station and inclusion of an “Alum Rock” station at E. Santa Clara St (near 23rd St), This new location is not located in the Alum Rock community, does not have accessible parking, and is located in a neighborhood of single-family homes. This new proposed plan virtually eliminates direct BART access to the residents of East San Jose. Once again, East San Jose residents were promised trains, but this time will get NOTHING.

Therefore, I make the following petition:

Whereas, the elimination of the 28th Street BART station location demonstrates a blatant disregard for a community who has worked with the VTA in good faith for over a decade; and

Whereas, previously promised extensions of Light Rail Service promised to East San Jose residents have been eliminated and/or postponed indefinitely in favor of a BART extension; and

Whereas, the residents of East San Jose have continuously supported sales taxes to support transit extension in Santa Clara County (\$1.4 Billion to date) – including extensions of service to East San Jose; and

Whereas, the San Jose City Council approved Urban Village plans that will provide much needed economic opportunities for East San Jose Residents are dependent on the existence of the 28th St location;

I therefore petition the VTA Board to provide direct access to public transit services and improvements in East San Jose, I petition the VTA to include and support the 28th Street location for the Alum Rock BART station in the Silicon Valley Rapid Transit Program planning. Our community deserves to have this major transportation hub located within the community as promised.

Respectfully submitted,

You may not use my contact information for any purpose other than to respond (if you prefer) to my concern regarding the Alum Rock BART station, nor may you share my contact information with any other organization(s) or individual(s).

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This mail was sent on behalf of a San Jose resident via San Jose's District 5 United!
Community Working Together

district5united.org

www.facebook.com/district5united

www.youtube.com/district5united

** Email on page 1 and 2 were received from the following individuals. Additional comments in the email, if any, are included below the individual's name. Senders are from the City of San Jose, unless noted otherwise. The comments were copied and pasted as is; no edits were made.

Kim Crary

Marvelyn Rocha

Our neighborhood seems to be systematically excluded. I am sure there are a lot of parking options (vacant lots) that currently are a magnet for debris and blight, Those lots could be put to good use and paved which would help our neighborhood look better.

Alexandra Hall

Julie Low

C. Reichmuth
Campbell 95008