

From: Board.Secretary
Sent: Friday, July 17, 2015 5:15 PM
To: VTA Board of Directors
Subject: VTA Correspondence: Support Floor Memo and Highway 85

VTA Board of Directors:

We are forwarding to you the following:

From	Topic
Chairperson Perry Woodward	Support Floor Memo AB 1171 (Linder)
VTA	Letter from Frank Geefay – Bicycle Express Lanes Along Hwy 85

Thank you.

Office of the Board Secretary
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MEMORANDUM

TO: Members of the California State Senate

FROM: Perry Woodward, Chairperson
Board of Directors
Santa Clara Valley Transportation Authority

DATE: July 15, 2015

RE: Support for AB 1171 (Linder)

The Santa Clara Valley Transportation Authority (VTA) respectfully requests your support for AB 1171 (Linder) when this bill comes before the Senate for a vote. AB 1171 authorizes VTA and other regional transportation agencies, as defined, to use the Construction Manager/General Contractor (CMGC) delivery method to design and construct projects on expressways that are not on the state highway system, if the projects are included in a voter-approved expenditure plan.

CMGC is an emerging procurement tool that combines elements of both design-bid-build and design-build to enhance project delivery. Under CMGC, a public agency engages a construction management firm to act as its consultant during pre-construction work and as the general contractor during construction. During the pre-construction phase, the construction management firm serves in an advisory role, providing constructability reviews, value engineering suggestions, construction cost estimates, and other construction-related recommendations. When project design has progressed to a sufficient point that construction may begin, the public agency and the construction management firm work out mutually agreeable terms and conditions for the construction contract. If the price and other terms of the contract are acceptable to both parties, the construction management firm then becomes the general contractor, and construction of the project commences before design is entirely completed.

There are a number of benefits to CMGC. For instance, it allows for continuity and collaboration between the design and construction phases of the project, provides earlier cost certainty, and ensures project constructability. Moreover, under CMGC, the public agency does not sacrifice control over the design of the project. Finally, during the construction phase, the general contractor is very familiar with the project design, resulting in fewer disputes over design issues.

VTA is very interested in having the ability to take advantage of as many different and innovative tools as possible for delivering transportation projects. CMGC is one such tool that we believe has merit in terms of helping transportation agencies deliver their projects in a cost-effective and expeditious manner. Therefore, we respectfully seek your support for AB 1171. Thank you for your consideration of our request.

From: Frank Geefay
Sent: Wednesday, July 15, 2015 7:29 PM
To: Board.Secretary
Subject: Bicycle Express Lane along Hwy 85

Dear VTA Board Members,

I know that the public comments period for this topic has passed but I thought I would offer this suggestion that recently occurred to me that poses the potential of an extremely low cost and sustainable long-term solution to traffic on Hwy 85.

Why not build a Bicycle Express Lane along the median of Hwy 85 to get around all the objection and law suits of communities. It can be billed as a project which would easily allow Light Rail to later be built if wanted since a bicycle lane would be easier to later remove though I think that in the long run people will gradually find it more essential over time.

My thought is to place two bicycle lanes in each direction in the middle median of the freeway so that people will have the option of riding their bikes along the freeway. Concrete or other barriers could separate car traffic from the bicycle lanes. Bicycle bridges over the freeway with bicycle elevators to carry bicycles and riders from the bike lane up to the bridges could be constructed every few of mile or so for convenient exit to local streets. These bridges could be expanded later as demand and convenience to bikers dictates. These bicycle bridges would strictly be used for bicycles and bring communities on both sides of the freeway closer together. The bike lanes themselves would be 2/3 the width of a car lane and made of much thinner asphalt with much less reinforcement than car lanes making them very inexpensive. The overall cost would be equal or less than VTA's current toll/carpool lane proposal and many times lower than mass transit along 85. Long-term operating and maintenance expenses would be insignificant. This lane would encourage people to use bicycles to commute to and from work and elsewhere. This is one of the strategies VTA supports so this idea would enhance VTA's mission to reduce the number of cars people use to commute.

This would be an ideal bicycle route for people who enjoy bicycle riding because it would be much safer than on streets and quite long (20 miles), uninterrupted, and free of cross traffic. It would start at the Light Rail station in south San Jose and run near Caltrain to the north as well as pass through the cities of San Jose, Los Gatos, Campbell, Saratoga, Cupertino, Sunnyvale, Los Altos, and Mountain View making all these communities accessible by a single safe bicycle lane. Bicycle lane bridge exits would be unobtrusive and could enter many nearby residential neighborhoods not possible with cars making it very convenient for cyclists. It could even connect to Stevens Creek Trail and other trails in various locations.

As drivers stuck in traffic see bicycles whiz by them at 10-20 mph during heavy commute hours some will be encouraged to take this very safe, fast, economical, no energy or pollution, no noise mode of travel to and from work. People may also find this a very nice and popular way of getting around the Bay Area on bicycle. I would expect that with time more and more people will use this bicycle lane to get around rather than drive their car removing more and more cars from Hwy 85 every year as communities grow (sustainable). More exits and bicycle bridges can be added later as biking becomes more popular in an area with some of the best weather in the world. At a leisurely pace of 10 mph one could bike from one end of the bicycle lane in the south near Light Rail to the north end near Caltrain in about 2 hours.

This will stimulate cities along this route to improve bicycle lane safety on their streets removing more and more cars off the local roads as growth continues throughout this corridor leading to far more sustainable

and green growth. This actually is a long-term sustainable solution to traffic along Hwy 85 and adjoining cities. If this is successful then this can be expanded to other freeways.

This bicycle solution probably cost less than 20-50 times that of light rail to build and would take 5-10 times less time to accomplish with far less disruption to traffic on Hwy 85 during its briefer construction. And the cost of ongoing operation and maintenance expenses of a bicycle express lane to residents may be a million times cheaper than light rail. There are no charges to resident for biking the lane; there are few ongoing expenses except perhaps lights at night which would be run from solar cells; and resurfacing of the lane every 10 years or so. There is really no comparison in terms of costs between the two. It is also more sustainable than Toll/Express lanes with growth. There simply is no cheaper and low maintenance mode of commuting today than by bicycle and produces zero emissions. One can afford to buy the best bicycle available and save far more than buying the cheapest car. No gas, registration fees, smog checks, oil changes, huge tire costs, engine maintenance, and insurance. Even sidewalks are more expensive to make than asphalt bicycle lanes.

There are so many more reasons why riding bicycles is better than driving cars. It is good exercise, does not pollute the environment, costs almost nothing to do, occupies less than one tenth the space of a car, reduces traffic congestion, greatly reduces road maintenance costs, is far safer to others than driving a car, reduces parking space problems, get you to and from work faster than being stuck in car traffic, is very quiet, is the most affordable mode of transportation that exists, and is far more sustainable than anything VTA is doing today. And people always have the option to drive when they need.

So I hope you will give this some thought as an option. Thank you.

Best Regards,
Frank Geefay
Resident of Cupertino