<table>
<thead>
<tr>
<th>Route(s)</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>26</td>
<td>The increased frequency on the 26 makes the entire southwestern portion of the network vastly more useful. Please keep it. The 57, 60, and 61 came south to the area but having frequent service in two directions makes it much better, and riders from these routes can connect to the 26 and have much more areas open to them. Thank you.</td>
</tr>
<tr>
<td>Green Line</td>
<td>The increased weekend service on the Green line to every twenty minutes is a good addition of service for Campbell which is seeing markedly better service under this plan. Please keep the increased service.</td>
</tr>
<tr>
<td>Multiple</td>
<td>Please assuage public concerns about the 65 and 83 by quantifying the impact the removal of these routes would have, and possible cheaper ways to reduce this impact. The fact is that at least for the 65, the vast majority of the route is duplicative, and within walking distances of other routes. Only south of Hillsdale are there more meaningful gaps. Mapping the people who would be left more than a half mile (walkable distance) away from service as a result of the cancellation would help the public see what could be done to address the service gap, and quantifying the amount of people affected may show that service simply cannot be justified. One idea for a route would be service from Winchester transit center to Princeton plaza mall along camden and blossom hill. This could be done with a single bus at a cheaper cost than the current 65. And nobody would be cut off. As far as the 83 is concerned, I am surprised the current plan does not route the 64 along Mcabee, where it would be eq...</td>
</tr>
<tr>
<td>Multiple</td>
<td>Under your current plan riders from Los Gatos must transfer once to get downtown Campbell and twice to get to east-west frequent service on the 26. This seems like an awful lot and one change may reduce the need to transfer. If the 27 is split up in downtown Los Gatos, and the portion on Winchester is routed as a low frequency segment of route 60, riders need no transfer to get to Campbell and only one transfer to get to east-west frequent service (or service further north), making it more convenient.</td>
</tr>
<tr>
<td>22</td>
<td>Please keep overnight service on route 22. I watched the recording of the board meeting and the consensus was that ridership was not low, and the reason it is unjustified is because of additional dispatch and security costs. Provided these costs scale, which the dispatch seems like it does (and the security cost maybe but not as much), then this can be seen as a cheap way to seek additional ridership if adding overnight service to the 22 or other lines will result in ridership of the same scale. Especially if VTA succeeds in getting financial help from organizations that help house the homeless (since it does this on the 22), then this can be a promising endeavor.</td>
</tr>
<tr>
<td>Multiple</td>
<td>Please work on speeding up your buses and trains so that cuts are minimal and service is improved. I don’t mind cuts to duplicative routes because they are borderline useless (coverage can be organised in cheaper ways). I do find this a promising way of financing service and improving ridership. Stop consolidation I find should be understood under one basic concept: Do not place stop pairs where it is not safe to cross the street. I see many many cases of this on streets like Bascom or Saratoga Sunnyvale and it is not hard to find. Cutting the stops that are not close to a safe place to cross does not affect anyone and it may speed up service! Also it would encourage investment to be spread across fewer stops and thus the stops improve too. Stop consolidation along dense walkable corridors may be good too, like on the 22 where some stops are very close. But please take into consideration my comment. Thank you.</td>
</tr>
<tr>
<td>27</td>
<td>Please consider removing the deviation from Winchester boulevard. Just like the current routing for the 55 it is far out of the way for not much benefit. I have a suspicion that there are more people riding through the deviation than to or from it which means if you remove the deviation it is likely to increase ridership overall. One of the old documents said you could not route the 27 along Winchester because of the rail corridor but the bus stop at Winchester and Hacienda is built here. The routing to downtown Los Gatos on the other hand I feel is justified because of the density and place of downtown. I have a suspicion in that area that more people ride to downtown than through it (down and back up) which suggests splitting the 27 in downtown Los Gatos may not negatively affect many people.</td>
</tr>
<tr>
<td>65</td>
<td>Please keep this route. My son uses this for school. He needs it</td>
</tr>
</tbody>
</table>
I wholeheartedly support keeping proposed route 53 on Homestead instead of making a time consuming deviation to Stevens Creek via Wolfe and Tantau. In general, such deviations add to the perception that transit is slow; accordingly, eliminating them is generally a good idea. I support eliminating the Downtown Sunnyvale deviation on route 56 for the same reason and would suggest that staff should look for other deviations to eliminate, such as route 60 on Forest near Valley Fair and route 64.

Regarding the proposal to replace Almaden Spur rail service with route 80, more review is needed. First, if the rail like was federally-funded, make sure closure won't require VTA to repay the feds all or part of the cost. Even if you don't have to repay the funds, there might be better alternatives to route 80. For example, route 64 might be extended further up into Almaden Valley to restore part of current route 13. Also, the deviation to Almaden Station could be discontinued to streamline route.

168

Hello! I see that you are reducing the amount of times/buses on this route. I hope you also look at the TIMES the bus is offered, especially in the EVENING and adjust the bus to go later in the evening. The last bus heading to Gilroy leaving SJ Diridon is around 5:40 pm. This is NOT very late considering most people work until at least 6:00 pm. You also have this bus leaving about 1 minute from a bullet train, which doesn’t allow people who use Caltrain to use the 168, as if we miss the last bus there isn’t another quick way to get to Morgan Hill/Gilroy.

I commute everyday from Morgan Hill to San Francisco. I would like to take the 168 express but I can’t get off Caltrain until 5:45pm. I don’t want to take the chance of missing that last 168 to get home.

Please consider adding a LATER 168 to the route in the evenings.

Lastly, it doesn’t make sense the route starts at Caltrain if you aren’t going to link them with bullet trains. It would make more sense for the route to go... 45

It’s my understanding that the 45 is going to be removed, but a lot of people in the Toyon area with disabilities rely on it to connect to the rest of the bus routes (myself among them). Some of us have no alternative transportation to get food, go to doctor appointments, or run errands. Without that bus line, the closest stop is a mile away. Speaking for myself, that’s a definite hardship.

500

So, is SJSU just not important to VTA. There are thousands of people going to and from, and yet little to no service. Forcing DASH riders to Rapid 500 at Santa Clara & 4th will produce this: More Uber and Lyft requests going from SJSU to Diridon Station.

Think about the stupidity of requiring so many SJSU folks to roll their bags up to Santa Clara Street to catch a bus to Diridon--they could have walked 1/3 of the way to Diridon by the time they get to Santa Clara Street.

The elimination of DASH is just a reduction in service, and nothing more than that. The elimination of DASH is not an “upgrade!”

22; 65; Blue Line

I strongly oppose the elimination of line 22 service overnight. I believe this was an unethical political decision based on the fact that low-income riders are less likely to protest this action. It is not only an issue of equity, but also this line provides important service when Caltrain is not in operation.

I strongly oppose any reduction of service on the Alum Rock light rail line. This line needs an increase in service, in order to service the new BART station at Montague, and to keep up with population increases and development. It is also important not to require unnecessary transfers at Baypointe or Tasman, which will cause the VTA to lose even more riders on light rail.
I support the elimination of line 83 and the Almaden light rail spur to reduce costs.

- Contract vta out to first transit

Please keep Route 63 service all the way down Meridian, at least to Camden, so that the Almaden Meadows area is not deprived of all bus service and commuters get forced into cars.

I urge the VTA not to completely eliminate bus service east of White Road. In the past, we had 3 bus lines serving the community east of White Road (25 to Meadow Ln, 64 on Alum Rock Ave to Miguelita Rd, and 81 to Toyon Ave).

There are thousands of lower-income residents that need better transit, not eliminated transit, and it is too far to walk or take a wheel chair to reach White Road. Important starting and ending locations include many large apartment complexes near McKee, older homes being rented to multiple families throughout the Alum Rock area, the veterans housing facility on Kirk Ave, the shopping center at McKee and Toyon, and many schools and churches near Kirk Ave.

Please consider retaining some service by having line 64 make its final loop at either White/Golf/Toyon, or at Kirk/Madeline/Claremont, or at McKee/Kirk/Alum Rock/White. This would add minimal driver cost and still save money over having the complete line 45.

It is not justifiable to increase even more ...

I understand the reason why the Almaden Line needs to be discontinued for the moment, but in the future, please look into ways to use those tracks. Currently, most of the Almaden line is single tracked, which prevents taking a train from Almaden Station to downtown San Jose, and riders don’t want to transfer. If you were to double track it once finances became available, it could be very successful.

I know it’s always tough to make these decisions, but as long as you keep this new route as designed, I will be fine. I LOVE the 82, and the 56 is a wonderful compromise. I only wish the 64 would run more service past Diridon so I could take it to BART more easily than the 500, but this will still be better than what we have now. Thanks for all the work you do.

This applies to both line 70 and 73.

I live relatively close to snell and capitol and these lines are the only way I can get home from school. Your plan changes both 70 and 73 which adds another 30 minutes to my schedule to and from school. Maybe just leave 73? I’m seeing that it would go to, I believe, Monterey and Senter but having it remain the same would allow me and many others to take the bus. I can personally take 73 to monterey and senter to then go on another bus. Thank you!

Do you like Chris’s Plan B?

1 From Santa Clara T.C Routes 59-60 should go through the San Jose Airport have the 60 go to the Milpitas Station and the 59 go to the Berryessa station:
2 Run the 53 to Great America via 60 route to Mission:
3 Run the 19 From the Gav College to San Teresa Station every 30 with the 68 From Gilroy Transit Center to San Jose T.C. Service in South County would be every 15 on Weekdays:

The new plan call for a reduction of service from 9 daily trips to 6 daily trips. Route 121 is highly used and the buses are full, as far as I can tell from my experience (ok, I usually do not take the first bus in the morning or the last bus in the evening). The buses are getting noticeably more full as the building boom continues in South County and 101 is a total mess almost at all times now. How can you justify reducing bus service and forcing even more people into their cars? This route should be protected from any planned reduction of service, especially at peak times.

All I have to say is this: good thing I own a car. Because the service is about to be a lot less useful.

Multiple -
I sure hope that this route still is at Metro Light Rail station with the first Light Rail train north so I can continue to use public transportation to get to the airport for early morning flights. I enjoy my early morning walks from 7th St. to the St. James Park station to get the first Alum Rock train then catch the current number 10 at 5:04 to get me to the airport. The trip home on Friday evening is just as enjoyable after spending most of the day sitting on an airplane.

Multiple
Scrap the fair box, and make all rides free. It will increase ridership, and make life easier for the bus drivers.

Please do not discontinue this route. This route needs to be promoted. There are more people moving to south county. We need more advertisements available to new home owners (new Home developments can promote VTA in their show rooms). Has anyone reached out to Samsung, they have a prime stop right outside their building but not sure if they even know about our route.

I only take Light Rail and the proposed changes work fine for me. Really happy about the every-15 during the work week and it's always been reliable the times I've taken it on the weekend.

Route 53 should stop in the transit area of Apple Park (on Tantau Ave). It would be a small change in route and would encourage people at Apple to take public transit.

I can use new bus 56 to commute after losing limited stop bus 328. But it is triple-loss for me: no more limited stops, no HOV lane use on Lawrence expressway, and more signal lights. I would hope bus 56 can space apart the bus stops so we don't have so many frequent stops even if I walk another 5 minutes. Can some bus stops be eliminated or become designated drop-off / pick-ups only for disabled persons?

In general I would reject your plan! The Bay Area public transit is pathetic as is compared to other metropolitan areas in the world. You should plan a catch-up and not a reduction. A reduction in service is a failure to the local community, aggravating 7x24h traffic jams on the freeways, increasing commute times for everybody, increasing social problems ... you name it. Problems are such severe that presenting such plan deserves firing and replacing VTA leadership, they clearly have the wrong mindset and culture. Did you noticed that this is the richest community in the world? Did you notice the increase in company buses because of VTA not catching up? How can there be lack of funding? Too many tax cuts for billionaires and trillion $ companies? Sorry, your plan promotes sarcasm.

A few pointers you might find to be more productive criticism:
- you don't mention fixing the integration of VTA with other public transit providers such as CalTrain.
- after operation in 2019

80
Upon close inspection of route 80, inspired by commenter Kirk, I do not think this route is very justified and it may be productive to reinvest the hours from route 80 into saving cuts/expanding service elsewhere. Most of the cuts are to areas with low ridership anyway, but bringing back the night service on the 22 or earlier/later service on the most productive routes would be my choice. Hopefully removal of 80 means slightly more productive 64/27. My process is as follows: 64 from Almaden LRT to downtown san jose is 30minutes travel time plus 15 minute average wait, for a total of 45 minutes (this is meant to represent the usefulness of the line overall). Waiting time for 80and light rail is combined 22.5 minutes average, plus the 19 minute light rail time and the 6 minute bus time which is the best I could find in the current schedule for route 13. Do the math and this is 47.5 minute end to end time. (almaden to santa clara stations) as opposed to the 64 (almaden lrt to san fernand...
I started using light rail because of the direct route from downtown SJ to Mountain View. Before I lived in downtown SJ, time I had to transfer at Tasman, which caused large delays, up to 20 minutes because the timing of the trains was frequently wrong (the train I had to switch to arrived right before the train I was on). If the direct line from downtown SJ to mountain view is discontinued I will probably stop using light rail. Why not stop the orange line at Tasman and continue the direct line from downtown SJ to Mountain View? I think riders that currently have a direct commute with no transfers may stop using light rail. Those commuting from Milpitas already have to transfer so you’re unlikely to see reduced ridership from them if you keep making them transfer to get to Mountain View.

Route 82 is to be eliminated in favor of 56 that terminates at Tamien Stn. VTA should run line 56 beyond Tamien along Alma to First, then north to Bassett terminal through downtown SJ, only a mile or two further. San Jose DMV is on route 82 on Alma street and so is Sacred Heart Community Services at First and Alma. Also, First & Alma is a connection point for southbound #68 & 66, as well as Downtown College Prep. on Alma. Further north at San Antonio St is a dropoff point for SJSU and connections to major east-west, north-south bus routes. It makes no sense to terminate route #56 just a mile or two short of major connection points. I have a monthly pass to ride #82 from Willow Glen to downtown. I will need to transfer to light rail at Tamien Stn, but because of the inconvenience will probably drive my car downtown.

I teach at Castillero Middle School (Camden & Meridian) and have been riding the 63 to and from school for the past 17 years. Over that time I have rode with many of my students who rely on the city bus to get them to and from school. Stopping the bus at Meridian and Blossom Hill would put a burden on these students ( & myself) in getting the rest of the way to school. I urge you to lessen the impact on these (and future) students by allowing the 63 to continue its current course. Thank you.

I use this route every week 3-5 times and cutting down on the frequency will hurt my commute options significantly. The options available currently are also not very favorable, but we make do because there are no alternative options. Cutting down the frequency will drive down ridership even further.

Can you indicate which service you are planning to stop or of the 4 options available today?

Is there a consideration of changing the current schedule as well when you cut down on the frequency?

I suspect the Orange Line from Milpitas (BART) Station will be very crowded with riders going toward Mountain View and those going toward downtown San Jose (who will then transfer at Baypointe). It would be nice to see the Blue Line terminate at Milpitas (BART) instead of Baypointe, so downtown SJ riders do not have to transfer again.

I realize that some riders would probably jump on the Orange Line at Milpitas (BART) anyway and transfer at Baypointe to whatever downtown SJ train is there, but some may be willing to wait at Milpitas (BART) for the next Blue Line, for a better chance of securing a seat (especially when you consider that some BART riders are willing to "upstream" just for a seat).

Given that many residents in Morgan Hill and Gilroy work in Palo Alto, it would be extremely helpful if express bus 185 connected with express bus 102 at Ohlone Chynoweth VTA station. This connection would allow residents from south of San Jose to reach Palo Alto more effectively, besides benefiting residents from the Almaden area who work in Mountain View. Please consider this option. Many thanks!

I read about the two unproductive trips that would disappear. Which are the ones proposed to disappear?
The Express 185 has been a lifeline for those of us who regularly use it. Traffic congestion on the 101-85 corridor is only getting worse and by adding even more cars, VTA will contribute to an already nightmare commute for South County residents. Eliminating the 185 and cutting back the 121 is shortsighted. Why not explore combining those two routes? Rather than having the 121 end at Lockheed, continue on into Sunnyvale via Matilda to Maude, where it would pick-up the route of the 185 at Maude Court. The combined ridership would surely justify this change-a win for VTA- and would allow those of us who are staunch supporters of public transit to continue to advocate for it and keep us out of our cars and off the freeway.

Don't cancel the 330

$2.50 for a one-way bus pass that doesn't include a transfer to a bus in the VTA bus within the system is unreasonable. By not giving a  a transfer, the rider is unable to complete the journey to their destination. It requires buying two or more bus passes to arrive at at a single destination a couple miles away. Its VTA's decision to split a journey into two bus routes, the customer should not have to pay twice as much because VTA chose to require passengers to take two buses instead of one. Other public transit gives a transfer to complete their journey within two hours to the destination. If a passenger had to take three buses to arrive at their destination, they would pay three times as much as a comparable bus pass? This makes no sense. If it's an incentive to force people to use clipper card, then provide an incentive for clipper card, not punishment to normal bus riders requiring us to pay twice as much for a single trip fare without even telling us up front. You need to give bus ...

Please keep overnight service on the 22. I like to board the 22 as late as 12:30am. You should also run larger vehicles at night because they are often full of people sleeping; how about using the 522 vehicles?

Please make Route 21 sync with the light rail schedule at Mountain View to allow connections between Palo Alto and the light rail. I currently like to ride the 32 from Palo Alto with a connection to the light rail at the Middlefield station, which has a very convenient 5-minute layover.

I ride the 185 express bus almost every day from Morgan Hill to my job near Google... i'm very disappointed that you're discontinuing it. My commute time is so much more productive riding the bus uninterrupted to Morgan Hill when compared to riding CalTrain to Mountain View, then detraining and catching the MVGo shuttle to my office.

Please reconsider discontinuing the 185 Express.

thank you
Susanna

I currently ride Alum Rock to Santa Teresa Lightrail from i-880/Alder to Santa Teresa Station with about 4-5 colleges Monday to Friday that work in Cisco Building Sycamore-2, 20 and 21. We all then transfer to route 68 where I continue to Avenida Espana about 5 stops and my colleges continue on 68 going to Morgan Hill and Gilroy. My Commute home on light rail is 1 Hour Long Currently and then the bus is 10-30 minutes Depending on route 68 bus driver if they wait for us or take off. This small but significant change will mean an extra transfer point at Baypoint for us and then a wait time of 10-20 minutes to get the train going from 1-hour to 1.25 Hours is huge and would make us change our use of VTA Lightrail all together. I know this change to Baypoint is to allow the operator a break and to make use of the station track changeout in this spot, but can I request the ride start at i-880 alder or the Bart/Great mall station? this would encourage south bay to transfer to the future BART

Why do you guys keep changing the times for the VTA light rail trains?

There is large population and ridership along current route Old San Francisco, Fair Oaks and Remington, including a number of medical institutions and senior living housing, and Sunnyvale Village Center. Proposed route along Sunnyvale-Saratoga is mostly highway, with high brick fences and no bus riding people gravitating to it. It would be great service to most needy customers to preserve current route.

Please start service for the Orange Line as soon as possible
Regarding the discontinuation of route 65, which would put riders south of hillsdale further away from service. You may want to consider rerouting route 27 only slightly such that it continues down LG almaden all the way to harwood before turning south. It would put service closer to those affected (and while it would still be just slightly more than a half mile for some people it might still be better than what you currently have planned). Thanks.

As a regular rider of the 48 and 49 bus routes I am HOPING that the 27 extending past Good Sam and replacing them will actually be advantageous. The main thing I'm hoping for is for longer hours over what the 48 and 49 currently run.

Regarding the change from the Winchester to Mountain View light rail line I'm less than thrilled. I understand BART changes things but I'm disappointed in having to transfer trains as I currently ride from Winchester to Borregas in the morning and back again in the evening. I remember transferring (back when Baypointe was the transfer station) and although it would usually work out fine on occasion it would be a bit of a mess.

The express routes already have a high subsidy (80$ per rider!!) and I am happy to see you make reductions to this class of service. I will say, however, that you may want to cancel the 102 and add this service to other areas in addition to the other cuts because the schedule for the 102 does not actually save that much time when compared to the other options. A rider starting from Santa Teresa LRT only saves about 5 to 10 minutes when traveling to the VA hospital (which is further towards 280 than towards the Caltrain in palo alto, further showing how the 102 doesn't save much time). On the other routes, however, riders may save up to 30 minutes or more! and this seems much more reasonable to me. The other thing to look at is, under my interpretation, a rider taking an express bus only pays 2.50$ unless they transfer, which makes them pay for the transfer for a total cost of 5$. If this is how it works, please make it a flat fare of 5$ and make transfers free just like the rest of the...

You are continuing to make transit unavailable to the majority of the population that you serve. This is unconscionable, transit must be available to all. You're making large areas of what is supposed to be your service area inaccessible.

Seeing the new maps for VTA transit is good because it showcases the frequent (useful) service and it is a nice look in my opinion. It also happens to highlight the duplication and competing service from multiple operators in the north and west. Are there any discussions to plan alongside the stanford bus service or palo alto bus service or mountain view bus service or the caltrain shuttles or the ace shuttles!! there are quite a few shuttles.. and these are all public! I would implore for VTA to look for ways to plan with these agencies to have better service overall concentrated in fewer routes that come more frequently rather than a massive pile of infrequent routes. Either way, Please look at either absorbing these operators (which have less experience and are smaller) or finding some way to have the service work better together!

For the bus routes, why are there not more local routes in the cities to the respective Caltrain stations/light rail. This should allow service to more places at same cost. Like the airlines do. This would be a good replacement for the 22/522 bus. Example, in Santa Clara run the new SC22 from Santa Clara Caltrain on El Camino to the Sunnyvale in a loop. Repeat this for SV-MTV, MTV-PA, and east SC-SJ. this would reduce the number to times I see 2 or 3 busses on the same block (22/522) in the same direction. A better idea would be to see if Elon might want to study tunnels in Santa Clara county. Maybe a line from Palo Alto to near the South Fremont BART station. If you did stuff like that I might look at VTA as a way to get around and not a system that runs so many empty or near empty busses on El Camino.

I tried VTA before and found it to be slower than driving.

Please do not discontinue Route 185. This route has had such a positive impact on my life.

Please don't remove Route 88 from the schedule. I rely on that bus every day.

As long as you keep the light rail from mountain view to bart I am happy.
The traffic on this route is getting worse and worse. It is important to increase the number of trips on this route and not to decrease it. I have many of my colleagues who have the desire to ride the bus, but could not do so due to inconvenient bus schedules. Please keep this bus line, as it is our only means of commute.

I commute regularly via Express Route 121 from Morgan Hill to Sunnyvale. I am concerned about the proposal to reduce service on this route, since my experience is that ridership is quite high on all services (not sure about 5-6am service, however). Which bus timings are you planning to drop? (a) I hope that the first and last service times are not reduced since that flexibility is important to me and other riders. (b) Also, with the discontinuation of Route 185 (which I can understand due to its very low ridership), more passengers to choose 121 + Light Rail from Sunnyvale to go to Mountain View.

Since Routes 121 and 168 both have high ridership, any drop in service with increase over-crowding on US-101, CA-85 & 87 since some passengers to chose to travel by car instead.

I currently ride the winchester-mt view line everyday to and from work. Since I spend about an hour commuting each way (fruitdale to lockheed martin), I also bring my work laptop with me to do work. If the line changes to the proposed plan, then my commute would likely increase in time. Plus, my work requires having internet access, and due to the amount of time it takes to set up my computer to the internet and my work vpn I would likely lose more time to do work due to switching trains (and wifi connection). I’m unsure of what the benefit is to cutting off the current line line at old ironsides. Unless there’s more ridership from the milpitas area to mountain view than there is from campbell to mountain view, I think the green line should remain at it’s current length.

Express Line 168 is one of the main lines serving South County which includes riders from SJSU and the City of San Jose. Please consider keeping as many of the timepoints as possible.

I ride 122 daily from Moffet Park all the way to the Santa Terese Light rail station. My only alternative would be light rail when 122 is discontinued - I would have to take the orange line + the green line + the blue line to make it back to Santa Teresa light rail station. This will very likely add significant time to my daily commute.

I would like to ask to reconsider discontinuing the express 122 bus.

Please do not discontinue 304.

You asked for feed back, and we gave you feedback when you brought out next network plan, asking you please not to cut the 63 after Blossom Hill, but you still went ahead and decided. So what is the point of this "community engagement?" I have been taking 63 all my life, to school, now to work for the past decade. It’s my livelihood; it’s my only transportation to work and back home. What am I going to do when you ignore our pleading and begging? I have no other route to get to work but 63. How am I going to get to Good Samaritan hospital without 63 to take me to transfer to 27? Please tell me. It’s not my problem you are not making any money. You want people to take public transportation but you keep making it harder and inconvenient. You care more about making money than providing services and coverage. There are seniors and students getting on from the stops you are going to cut. Are we not important? Tell me what am I supposed to do? How do I get to work? Yeah, ...

Sent: Tuesday, January 15, 2019 3:46 PM
To: Community.Outreach <Community.Outreach@vta.org>
Subject: Re: 2019 New Transit Service Plan

-
Subject: Re: 2019 New Transit Service Plan

Seriously? Find this hard to believe. You want public input again! Why? You chose to ignore the public input last year from those of us who use the system regularly. Suggest you insist all senior VTA staff and VTA BOARD members use VTA to commute. Maybe then you might consider seeking our opinion, viewing it from a different perspective and appreciating it.

San Jose Downtown resident
SJC volunteer

Hi,

If Route 10 is combined with Route 60, when riders have to pay the fare? If so how much will it be?

I ride Route 10 frequently from Santa Clara Station to the SJC Airport and find it quite convenient. I understand eliminating it will help increase VTA's revenue. Yet it'll be a net cost for me as a VTA rider. I hope this negative impact can be taken into account when you finalize the 2019 plan.

Thank you and kind regards -v

So you cut 13 and extend 64 and cut 63 after Blossom Hill? How much money are you saving here? It doesn't make any sense at all. What do you tell the people in between Blossom Hill and Almaden and Camden to do? Do you actually think extending 64 and leave all the passengers that need 63 will make more money that way?

Orange Line
The Orange line is an excellent addition to provide connectivity for BART users to high emplyment areas of Mountain View, Santa Clara & Sunnyvale. However with 12 mt services and NO EXPRESS service the time it would take to go from BART Milpitas to Mountain View would be prohibitively long to make it a feasible alternative to driving. Could you please consider atleast a few express services with milted stops between BART and Mountain View with a few stops in between like Lick Mill, Lockheed Martin, Vienna so that the commute from BART Milpitas iew is around 25 mts tops.

Great!! Thanks for cutting 63. Now I have no way to get to work or anywhere else. Eventually you are just going to cut 64 too, so why bother.

Almaden Spur
So you want to discontinue Almaden line because no one is riding it, and yet you are replacing it with an empty bus? And while there are still people waiting hopelessly for 63 beyond Blossom Hill, you insist on cutting that route? What exactly is going on in your head when you came up with proposal?

121 It is rather insane that VTA even considers reducing express bus routes from South County, I'm talking about 121, 185, 168. Instead, the focus should be on advertising and coordinated effort to get more ridership. The congestion on 101/85 is your ally - and it is getting worse by day.

120 Discontinuation of route 120 will be a big inconvenience. First, changing BART to VTA wastes time. Secondly, it will cost extra money to pay BART fare and then VTA fare, At the very least, BART to VTA transfers should be made free then. Ideally, route 120 should be kept as it connects significant companies (Lockheed Martin, Google, Amazon, Microsoft) to people living in Fremont

Multiple Who is this Kirk person that seems to have so much time on his hand to comment on every single route decision? He tends to make snarky comments on other people's comments and be disrespectful and insensitive or people's lives being impacted by the cuts. Does he even take bus at all or he is just trying to be famous? Does he even work? If he works, where does he find the time to actually study the funding and the routes and make comments that only seem to support more cuts.
Route 80 in the plan is no better than the 27 for transferring to light rail. Please remove route 80 and either invest in better 64+27 or invest in better service for lower almaden. At the very least have a school trip on the 64 that continues south along almaden, trinidad, camden, and via valente as once was the case (or make this segment all day). Service to harry road is not a must but the school is a destination in its own right. Thanks.

Blue Line

More express trains needed.

Multiple

For the express buses, a couple changes could be made so as not to cut people off. Extend at least one daily trip on the 121 to mountain view and make the 103 deviate to serve vallico.

185
It would be too bad since this is the most convenient route that takes me to work. Will have to drive if discontinued.

201
It's great that the proposed new 500 route will be more frequent than the current DASH shuttle (and also add weekend service), but going down Santa Clara St. vs. San Fernando St. will be an inconvenience for the many San Jose State U faculty, staff, and students who currently use the DASH shuttle.

42
My kids use the 42 all the time to get from Monterey/Menard to go to evergreen cc and to get to the light rail at ST for San Jose State. It is three miles to get to the light rail or pick it up where it crosses Monterey.

I can not afford an Uber and the electric scooters are not really safe in this area.

Multiple

I will feel for those who will lose the bus line near their home or work, but for me, increasing the frequency of my route 61 is a blessing.

182
Is it possible to make this a non-express route maybe with more frequent stops? It's an extremely valuable route for me to get to work easily and discontinuing will throw an extra people on the extremely crowded roadways.

66
I always take the 66 bus to work from 1st & Hawthorne to Oakland & Berger. Changing the route to 10th/11th instead of 1st St would be too far for me to use the only transit option to my destination. I'd probably stop using VTA for my daily work commute when that change takes place.

Also, the segment of Hedding between 1st St and 10th/11th (currently served by route 66) would be left without transit service after the changes apply.

Multiple

You guys dont care nothing about the riders anymore .. You dont care who you hire to drive passengers around anymore. You dont care how disgusting the bus seats are and the windows that dont open . Most of drivers are rude,they dont care about the elderly or people with disabilities. They take off driving fast and dont care if a old person is seated or someone with disabilities are seated . If a passenger says something they get a attitude . They slam on the breaks and dont care if you're trying to sit down. I almost fell several of times because drivers dont care if you're seated or not before they take off. A lot drivers are busy socializing with other drivers and end up running behind schedule and pass up people that's been at the bus stop waiting for their bus . VTA has gone down hill by hiring drivers who are not people persons and good with the public but want a pay check from the company . I don't know if you have new management but something needs to change .

Multiple

There are way to many routes to comment about so I'll to pick a couple.

10/60: this route should not be combined. Leave the 10 line by itself as a free route and extend it to on of the new BART Stations.

523/54: Just terminate the 523 at De Anza College so you can have better reliability on Stevens Creek in and out of Downtown SJ. The 54 should also be standalone with service restored to the neighborhood over on Persia.

Also for future planning maybe a route from Berryessa BART to Evergreen College via Eastridge TC.
53; 81 Please don’t bypass going down Tantau. I take the 81 every day to Apple from Benton and Scott. The proposed changes make it far less useful for commuting to Apple. I’m not happy about the bus no longer going up Benton since I’ll have to cross two more crosswalks to get to the bus stop now. But losing the Tantau stop is even worse.

21 At one point during the VTA Next network process, the southbound routing was to be san antonio -> san antonio avenue (stop on the side street) -> san antonio all the way to el camino, before turning onto el camino and then showers and california. The same in the opposite direction except there is no sidestreet stop. Please make this change happen. It will speed up the bus and make the routing less confusing, and besides, absolutely nobody uses the san antonio caltrain connection because it is connecting with only one direction of the bus line, which makes it essentially useless. and there is not much train service.

185 I have been riding Express 185 for a year and a half now. Most riders initially did not know it existed because it was not communities to the public effectively. Even with the 2019 price increase I find this route a blessing. I hope you keep at least one bus running the route. It would be more cost effective to have the evening route terminate in Gilroy so the bus does not have to drive all the way back to Mtn. View.

Multiple My clipper card just went up more than 12%. Fares go up, but service goes down! Who do you answer to fiscally? I want to give them an ear full.

22 Keep 24-HOUR Service. People wake up at 1 in the morning and go to work.

58 Please increase the frequency of service in the morning. I take the bus to work and it will be helpful if there is a bus every half hour atleast from 8 to 10.

Right now there is one at 8:30 am at River Oaks and Zanker after that directly at 9:40 am. Please consider increasing the frequency for morning. Thanks!

Green Line Please do not make the trip from San Jose to Mtn View impossibly long by requiring a transfer from the Green Line to the Orange Line. It already takes far too long. (In my case, I ride more than 45 minutes from Japantown to NASA/Bayshore, then I have a 30 minute walk to my building.)

22 I depend on this route from the hours of 1am-4am for work. I and many others are entitled to the current service. Public transit is a right in a booming metropolitan area. I strongly oppose the proposed cut backs. The middle class continues to suffer so that few can enjoy the excess cash that will be frees for few.

Blue Line; Green Line; Orange Line; Almaden Spur The Draft 2019 New Transit Service Plan in regards to the Light Rail is poorly planned. Stopping service for the Bluse Line a.k.a. Santa Teresa to Bayshore would cause a major back up on event days at Bayshore of people trying to transfer/exit at Baypoint. It’s much too close to the stadium to have that’s big of a crowd flooding it. It’s better to have several stops in that area so riders have options to exit or transfer lines. Also eliminating the Ohlone Chynoweth for a 30 minutes interval bus would cause too many missed connections. The entire light rail plan needs revisiting.

55; Green Line; Orange Line My family has one car (by choice), between us, we use lightrail and bus at least 3x a week. Sometimes as a partial-ride where there are no bike lanes or the road is so narrow (like Tasman) that it’s unsafe to be a bicyclist. Transit is important, for everyone.

321 Hello,

Yes, I agree that they are few people who take 321 bus, but we have only one bus which comes to River oaks and I have taken monthly pass because this bus is present. If I need to take a different bus, I need to walk for 30 minutes for light rail and switch between buses. So I request you to please don’t cancel this bus. Thanks for your help.
Multiple

Please formally reconsider and renegotiate the BART extension from Dirdon Station to Santa Clara Station. It would be a colossal waste of limited transit funds for capital projects. Given that soon to be electrified Caltrain, ACE, and Amtrak already service this route, the only benefit is a single seat ride for BART riders. VTA should instead work with Caltrain and BART to coordinate their schedules for this transfer. Additionally, the maintenance yard planned for Santa Clara is no longer necessary (by BART’s own assessment) after the upgrades they made to their Hayward yard. These funds could be better deployed to enhance services within VTA's existing network, any other use of the billions of dollars planned for this segment of the BART extension would be superior.

-----Original Message-----

Sent: Thursday, January 17, 2019 12:08 AM
To: Community.Outreach <Community.Outreach@vta.org>
Subject: 22

Please don’t end the 22 at night it’s been my only way home most nights maybe you can try a self driving bus in the future ty.

From: ras
Sent: Wednesday, January 16, 2019 7:02 PM
To: Community.Outreach <Community.Outreach@vta.org>
Subject: I don’t get it...

I understand you have new routes.

I can’t imagine that community meetings are an efficient way to get feedback.
I can’t imagine the static pictures of routes would help people much- they don’t help me.
Why would I go to a meeting about them?

What would be nice is to see a web page connected to something like Google Maps where I can enter in pairs of addresses and approximate time on a weekday or weekend and see the routes and times to get from one place - usually my home - to another. It should also ask me how often I’d use that route.

Currently, my commute’s about 5 miles and Google Maps says there’s a direct bus. It takes
• 65 minutes by bus,
• 72 minutes walking.
• 25 minutes by bike
• 14 minutes by car
I appreciate your challenges and efforts.
Best wishes,
-r

Sent: Wednesday, January 16, 2019 3:14 PM
To: Community.Outreach <Community.Outreach@vta.org>
Subject: [spam] Re: 2019 New Transit Service Plan

To VTA:
Wednesday, Jan. 16, 2019
Thank you for your new 2019 New Transit Service Plan information, however I generally don't use the bus service, but this map is very useful to those that ride the buses in the Burbank area, on South Bascom, to West San Carlos Sts., to Downtown. Also your "23" bus line from S. Bascom, to North Bascom, Naglee Avenue. and into the Downtown Areas.

304

Sent: Thursday, January 17, 2019 9:50 AM
To: Community.Outreach <Community.Outreach@vta.org>
Subject: Bad Proposed 2019 New Transit Service Plan

"Limited 304 is proposed to be discontinued due to low ridership."
http://newtransitplan.vta.org/proposed-express-bus-routes/#304
First you get rid of the Express Light Rail, now you plan on getting rid of my ride home. Before you tell your 304 business and student-class riders to ride the 66 instead, you need to recognize that 66 is stupid slow and frequented by drunks and other seedy people. VTA seems intent on making my commute worse and worse to and from downtown.

The reason I take 304 southbound and not northbound is because the closest stop is too far away from Dunn for me to catch it easily and reliably. So I catch the 66 to the light rail because, even though 66's stupid slow, the beginning of the route is reasonably reliable (except when drivers try to extend their break befor...

Multiple

You are doing this all wrong!! Have you ever looked at transit systems from other cities or countries? The buses run frequently and cheap, even let seniors ride for free. Here you just keep cutting services and only want to cater to areas where there are more riders. How do you increase ridership when you keep eliminating services because you don't make any effort to attract people to ride the buses? The routes you design don't go anywhere people want to go; you make us wait more than 30 minutes to an hour if we miss the previous one. You are not doing anything attractive enough for people not want to drive. And the ones who do need to take buses, like me, are the victims of your cost-saving plan. You have no idea how much this plan is affecting and impacting our lives when we have no buses to go.

Do your VTA staff take buses? If not, they have no say in any of this cutting.

42

The 42 route is the only one that comes by my house now, and since I can't drive, by decreasing the frequency and cutting out where I live, it would drastically impact my life, since no bus goes near Monterey past the intersection at Bernal, it is already hard to get out due to the infrequency of the 42 bus service. Fares have increased without a change in the quality of service, in fact, it will go down. Please don't implement the change.

Blue Line

Why would you end this route at Baypointe? instead of keeping a direct link to BART for people traveling from downtown and South San Jose? The more transfer you add the more likely people don't want to use the system.

102

I am against the cut backs on route 102.

During peak commute time on some routes there are no seats and you want to cut service back?

27

I support the proposed route changes on the 27 route.

120

First- it would be great if you could respond to comments in real time- not after a staff decision has been made as you did with the last request for comment where petitions were offered, public meetings attended and even meeting with VTA board members were collected but not responded to.

Secondly- where is your ridership data by route? I see with my eyes what buses are full and have to wonder if there is a flaw in the data collection.
It is nice to see you included MVgo in your overall system route.

Finally while this comment is under the Express 120 bucket, I didn't know where else to post it- route 824 the Orange ACE shuttle isn't listed. Are we to assume that it's a proposed reduction as well? There are at least 5,000 workers in the Area between Rengstroff, 101, the bay and San Antonio road- yet in your proposal- All that would service this area from VTA would be the 824- if that.

60

Wants Route 60 to continue to go to Great America. He will be attending our upcoming meetings and trying to rally people to come and speak out against this change on the 60 bus.

Multiple

Routes 42, 71, and 31 are a result of awkward network design for part of the VTA network. Currently route 70 offers frequent east-west service, but the 31 has a round-about route to eastridge, and the 42 is low productivity. Your solution proposes having three direct routes at an odd junction of capitol, aborn, and silver creek. But the ridership clearly justifies service approaching that of the frequent service currently offered on route 70. The 42 service hours could be reinvested into the 71 segment which would stay on capitol like the current 70. and the 31 (while the planned change is an efficient single bus) could be routed on aborn all the way to king and then north as part of route 77. Something like this could increase the amount of people with frequent service and potentially solve the awkward route design currently employed (transferring to the 42 would be super inconvenient). Thanks

4447

Please don't have a deviation right before the bart station.. it will likely depress ridership and while it may feel nice to have service on mccandless people can walk.

330

Route 330 is important for us, employees of high-tech companies, to commute every morning and get to work and meetings on-time.

330 ridership is not low at all.

Please do re-review ridership numbers. Please do not discontinue route 330.

Hi,

I saw that 824 Orange ACE Shuttle is not included in the plan - I would request not to take away this route as this is the only way to get to Mountain View from East Bay in minimum time. I am a working mom who lives in East Bay and commutes to Mountain View everyday for work. My daily commute will increase by 2 hours if this bus route is taken away. It will have implications on my work and as well as my personal life such as on daycare pick ups etc. Please take this into consideration.

Multiple

How is it possible to increase the service when BART gets to Montague station vut yet there is so many slow zone and the schedule is irregular due to mechanical problem on the trains or the system like power failure?......what's the solution you can provide to it?

Multiple

My comments are about the cartography/design. I don't live in the Bay Area anymore, so I don't have comments on the route changes. The map looks great and is readable. Some feedback on the cartography:

1. Park & Ride Lots and High Schools are called out in the Legend, but neither appear on the map, as far as I can tell.

2. Why not snap the Legend header to the top corner, like it's done with the other 2 map headers?

3. I suspect this appears in a larger VTA document, but either way, VTA logo is notably missing on the map itself.

4. Label for Middlefield is repeated probably 2 times too many.
5. Line spacing issue between 104 and DB1 labels (by Page Mill on the top left).

6. Symbol for Rapid Bus shows a white dash, but that symbology isn't used on the map.

7. 680 technically begins on the other side of 101.

-----Original Message-----

Sent: Friday, January 18, 2019 7:33 AM
To: Community.Outreach <Community.Outreach@vta.org>
Subject: Next Network Meetings

Hello,

I, along with many of your riders are just getting off from work during your upcoming meetings. Please offer meetings on the weekend so that we, your ridership, can attend.

regards,

I, along with many other regular riders, depend on Express 101 to get to work, boarding at Vallco Shopping Mall. It was by chance that I have found out about this new plan. Why there are no postings about this route elimination on the relevant bus stops and inside the bus itself? If riders are not aware, they cannot comment. Is VTA waiting until comment period is over to blindside us? The elimination of Express 101 will leave us with no good, environmentally sound options.

The new Route 61 plan is not clear on website.
Can someone please send the the NEW proposed DETAIL timetable of the Route 61 by email given below

This route provides vital service to the clients at Hope Services on Parkmoor, the students at College of Adaptive Arts as well as students with disabilities who attend SJCC. These riders are those with intellectual disabilities that do not allow them to drive. Using this bus is a much more fuel and cost efficient use of VTA than ACCESS individual rides. More effort should be put into encouraging use by training and/or placing attendants on buses and less on putting more individual vehicles on the road. To eliminate this route will cause me and many other parents and caregivers to use our personal vehicles for most of the trips our loved ones now take on VTA Route 65.

- I want to have a railroad crossing signals for VTA light rail trains.

Please don't discontinue Route 65 bus route. It is the only way to connect to 37, 63, and 27 among others from my neighborhood off Ross and Branham. After the # 38 was stopped no other lines connected here. It also goes directly to Didiron Station and the CalTrains and Amtrack as well as downtown SJ. I ride this bus all the time during the week. It is rarely without riders and often is filled. Please...re-consider. Thank you.

According to the new plan, Route 10 will be consolidated into Route 60 to serve SJC airport. The current latest bus #10 departing from SJC terminal B to the Metro Airport light rail station is at 11:28 PM. Frequently flights have arrived late after the last bus departure. It would be preferred to have service continue until 11:58 PM. I have walked the ~1 mile to the light rail on several occasions due to late flights. Please consider SJC departure service to continue through 11:58 PM on the new Route 60.
64 from downtown to Almaden during commute time should run every 15 minutes instead of 30. There are a lot of riders during commute and it one bus has issues you now have to wait 60 minutes and not only be late to work but maybe not even have a seat!

64 I would like to see commute time in Almaden increase to every 15 minutes. Now that you plan to add on to the route you add time as well. I have had numerous times the bus didn’t show and now I wait for 60 minutes and am late to work. There is no reason why commute should suffer and I understand that non-commute is good with 30 minutes. This area services a hugely residential area with seniors and disabled riders in addition to those commuting to work or other routes.

Multiple Does discontinue bus services after Blossom Hill for 63 really save you money? Put yourself in our shoes and imagine having no more buses running at all between Almaden and Blossom Hill to take you where you need to go. Reducing services will only make traffic congestion worse. How about smaller buses? If you are just going to ignore our pleas, then there’s no need to ask for feedback.

13; 63; Multiple You people have no brains and hearts at all. You obviously have not taken a bus once in your lives, that’s why it’s so easy for you to propose cuts without any consideration how the cuts will affect our lives. Low ridership doesn’t mean zero ridership. You are actually punishing our inability to drive by not providing coverage. It is as if people who live in downtown are more important, so you want to increase services there. You need to make an effort to INCREASE ridership. We should not be punish for your financial issue. We need buses to go to work and back home. What? You have no friends, relatives, coworkers who take buses at all?

Hello,

I received this email informing us about upcoming public meetings. I am Staff support to the San Jose Senior Citizens Commission and the topic of VTA Transportation is a priority on our annual work plan. We monitor transportation in the City as it impacts the mobility of seniors. It is important that we are engaged at the community input level so when hard changes are made, senior mobility is considered.

The Senior Commission holds monthly public meetings where we discuss these issues and decide as a commission how best to serve the seniors in the community as a whole.

I am requesting that a representative from VTA come to our next Commission meeting @ City Hall on February 14 @ 1:00pm to inform the Commission of the first stages of the route plan changes. As Staff Support, I will encourage the Commissioners and seniors at our community centers to attend the public meetings once they understand the project overall and provide relevant input to the project to help de...

Multiple Would it be possible to run a smaller size buses on express routes.

Multiple I did not see 824 ACE Orange Shuttle Mountain View listed in the Draft 2019 New Transit Service Plan. I hope that does not mean that this route is under consideration for being canceled. This route serves the growing number of Mountain View employees who commute via either the ACE train or from the Santa Clara neighborhood around the Great America station. It is efficient, very direct, and one of the best examples of how public transportation can serve and delight the community of workers who travel great distances each day. I appreciate the difficult decisions that come with budget cuts, but I sincerely hope that you strongly consider keeping this route for the future generations of enthusiastic Mountain View employees, and preserve this shining example of what’s possible with well thought out and efficient routes like this one!

82 I use this route big time to get around cutting this for a school route will KILL businesses down Hamilton ave.

53; 81 I want the bus to go by the high school with no transfers. Being a soon-to-be high school student I would love taking a bus which we can with 81, but this new plan destroys that. It would be nice for me and many other high school kids if you kept it so the bus jogs over at kiely instead of homestead.
Almaden Spur
This would be a huge loss for those living in Almaden. Replacing it with a bus is okay if the route is the same and the frequency is the same. I love in the apartments by the lake and a reason I moved there is the light rail connection and 64 as the get me for work commute daily as well as days off and weekends to the mall and the rest of the light rail to commute to other work locations.

65 What will happen to the vta lot at Camden Ave and 85? The lot is full on weekdays. Many corporate buses stop here. I do not want the cars moved into the neighborhood. Please keep the lot for commuter parking and add spaces.

63; Multiple Your decision on route 63 makes me want to cry. I live all the way down in Almaden Valley and work in downtown, so your decision basically leave me stranded literally like a lost kid not knowing what to do when you implement the plan. 63 has been the most convenient and direct route to take me to work and home and allow me to transfer to other routes to see doctors. Cutting that part out is like a slap in the face from you that we don't matter, that we are the ones causing you to lose the money so you are punishing us who need the bus by cutting it. Sure, you would extend 64, but what about the distance from between Almaden to Blossom Hill?

Will our comments make you change your mind. I doubt it, because we sent you so much feedback back then but you still decided to cut 63, so I guess you would be just ignoring this as well.

64 Currently, every other route of 64 stops at Diridon station instead of going all the way to Almaden light rail station. Are you going to continue that on your new plan for 64? Or you would run every route all the way to Almaden/Camden? Stopping at the train station on every other route basically make us waste half an hour waiting for the bus that will take us home. I hope you would run every bus back to Camden if you are going to extend that service, since you are cutting 63. Please consider making it convenient instead of harder for us who have no other transportation option but relying on your mercy to get us to work and home.

Multiple Generally I am supportive of the changes proposed to VTA services. I think higher frequency and a simplified route map is a positive evolution of the system. I have two recommended changes:

Route 66 - Maintain the current route north of Santa Clara St to Oakland Rd. The proposed change reduces service to a dense neighbor, and light rail does not provide the same service as a local bus.

Park Service - The Santa Clara Valley is blessed to be surrounded by a plethora of open space in the hills surrounding the valley, however, for those reliant on VTA those open space opportunities are completely inaccessible. I would encourage VTA to establish a route that provides access to open space, perhaps only on the weekends, similiar to SF Muni's route 76X.

Thank you for your consideration.

65 I am currently a SJSU college student who uses the 65 bus regularly on my commute to school. This route is a much more direct and convenient route for my scheduling in comparison to Route 66, so I believe keeping Route 65 would benefit many other college students that reside in my community. As I have said, I see many other students on the bus at every hour that I use the 65, and so I am lead to believe that discontinuing this route will put all other students at an inconvenience. I urge the VTA to keep the 65 running to aid students in their daily commutes.

65 Please don't take away bus 65. It is really convenient for me because it usually avoids most of traffic compared to 66. Since I'm a student at SJSU, I am able to reach to school on time every weekdays.

Thank you.
Simply replacing the Almaden Light Rail with a bus doesn’t solve its main problem: the line is too short and doesn’t go anywhere. In this plan, if you’re going from the Almaden Valley, you need to walk a greater distance to line 64 and then take line 80 just to get to a light rail station. Now that you are replacing LRT with a bus, then the bus should go to more places than the train can.

Green Line

I along with many of my fellow commuters who travel from Campbell and San Jose to Diridon Station to transfer to Caltrain don’t always have the best transfer times. But in general, the current wait time is usually 15 minutes or less between Light Rail and Caltrain and vice-versa. I see the proposal to change the start and end times for the Green Line as 30 min later/earlier respectively for when trains run every 15 minutes. I was wondering if this will mean a commuter may have to wait up to 30 minutes to transfer between Light Rail and Caltrain and vice-versa with the proposed plan?

I always thought Route 26 was an odd route as it doesn’t travel through De Anza College, where most buses meet and also through the Sunnyvale Transit Center, even though it passes within a few blocks of it. I guess the same could be said with Route 23/323 which passes within a few blocks of Diridon Station. In both cases I’ve done the walk from Caltrain to VTA and vice-versa, but because the routes aren’t as convenient as say at the Santa Clara Transit Center, I’m more likely not to make the transfer.

In both the original proposal and the current proposal, I see the original Route 26 has been split into two Routes at West Gate Mall, where the new Route 56 takes over for points North. Will the two Routes be coordinated to allow for timed transfers between the two routes?

VTA board should look into reallocating money from capital projects to provide bus service. Some of these projects are outdated and no longer align with priorities for VTA or local cities. These might include Montague Expressway capacity expansion (no longer in line with San Jose’s goals for transit oriented development, or greenhouse gas reductions), BART from Diridon to Santa Clara (duplicating electrified Caltrain and the 522 Rapid), or the Vasona light rail extension through low-density areas. The bus and light rail system is the backbone of Santa Clara County’s transit system and it’s up to VTA to make the BART extension, for which taxpayers have paid greatly, as successful as possible by providing a strong local transit network once riders exit the BART stations. It’s not acceptable that bus service hours have declined since 2001 while the population has grown.

Has VTA considered reallocating funds from capital projects? And what would be the process for them to make such a r...

Will our comments make you change your mind on screwing up people’s lives or you are just going to move forward with this plan? I look at your map and all I see is that so many buses concentrated in downtown but nothing serves in the south San Jose area. Why? I don’t drive, have been taking buses all my life, depending on buses to take me to my job, to see doctors, and occasionally to the mall. With your cut on 63, I can’t go anywhere now. Are you actually expecting us to walk an hour every day to the nearest stop because you feel we don’t deserve bus coverage?

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Much better

For mountain view and levi stadium

That would take some getting use to but i can adapt

121 Express Bus line always gets stuck in the traffic after the 680 intersection. We need an express bus service that takes us Alum Rock light rail. It will cost less to VTA and it will provide a more stable route to the passengers.

This is a very important route for Hope clients, CAA Students, SJCC students with and without disabilities and countless elderly neighbors. Please do not remove this route.

Killing off a stretch of rail seems like a very visible "cutting off your nose to spite your face" move.

There were proposals early on before the "Next Network" plan was finalized which would have had northbound trains which originated at Almaden station head all the way up to downtown San José, providing a one-stop trip from the center of the city to this terminus and back. This should be considered again, instead of scrapping the line entirely. A short shuttle bus that only runs between these stops will have the same utility as the current short train, and folks who weren't riding because of the need to wait for a transfer at Ohlone/Chynoweth will continue to not ride this short shuttle. Provide a rail connection that works well for riders, please.

Orange Line will work better for my commute from Great Mall/Main to Great America.

Do you even know when the Bart is going to start running?
I believe is 2 years behind, and because of your bad choice on the construction company you chose, you don't even have an idea when those new Bart stations will open up
Multiple

I think you are just trying to move those money you save from reducing services to Bart, so you will look good to whatever. Bart doesn't even run toward south San Jose, so what does reducing the services on 63 and 13 have to do with Bart? If reducing those services mean we actually can take Bart to our jobs, then sure, fine, but Bart is no where near where we live. How can I take Bart when I can't even get on 63 anymore? Have you even tried taking buses before you make those proposals? Do the Board members take buses? I don't think so. You people are idiots

Multiple

With planned service cuts, are you planning to refund the 12 1/2% clipper increase also?

Blue Line

Instead of ending the LRT Blue Line at Baypointe Station, I think it would make sense to end this line at the new Milpitas BARTstation. This will eliminate an unnecessary transfer from the new Orange Line to the Blue Line at Baypointe Station. This would save time on some people's commutes.

500

I like the frequency of Rapid 500 bus from Diridon to the new BART station. I would like to see the 500 bus mimic the old DASH route by going along San Fernando instead and move to Santa Clara St after San Jose City Hall. I think you already have coverage of Santa Clara St with the 22 & 522 routes and this new route would be overkill alone Santa Clara St.

Blue Line

I've been riding LR for a few years now (from downtown on each MV and Alum Rock lines), not sure what drove this decision or how it would save money. I do think this will be rather disruptive to the riders, as (my perception), there are many more riders continuing on the trains than there are transferring from one line to that other (at Tasman).

185

Hello,

My name is Hitesh and I work in Mountain View (close to Middlefield station). I regularly take the 185 Express bus from Morgan Hill. I just found out that there is a proposal to discontinue this line and would like to explore options to see how we can sustain this route as it was one of the primary reason that I took new employment last year.

Thanks,

185

Hello,

I noticed that there is a proposal to discontinue the express route 185 as mentioned in the site (http://newtransitplan.vta.org/proposed-express-bus-routes/#185).

Please be informed that this service is being used by many commuters like me working in Mountain View. Appreciate if you could take a survey from the riders and check the usage for the past few months before making a final decision. I also see there is an increase in the riders for this service.

Request for continuing the service.

Thanks,

64

-----Original Message-----

Sent: Tuesday, January 22, 2019 5:33 AM
To: Community.Outreach <Community.Outreach@vta.org>
Subject: Service plan
The community is very confused about 64 route 64 the one it goes from McKee to train station and then McKee to Almaden. I think the number should be changed to something else what happens is community does not look at the head signs they don’t ask questions I just get on the bus if she 64 and then when you get to train station they have to get off and wait for the Almaden bus. It’s confusing Also each transit stop really needs to be looked at. There’s a lot of transit stops that shouldn’t be out there some are very dangerous. I gave a list Of stops that should be changed or taking out on the 25 line. There’s other routes that have stops that need to be taken out, too close or they’re too dangerous. I would be happy to help you with the bus stops if you need someone.

Sent from my iPho...

181 Discontinuing this route will make it really difficult to get to the San Jose airport. It will also make it more expensive for riders. The express buss in $5 where Bart is much higher. We might as well spend the money on gas to be in the comfort of our cars than pay to Bart on an route that’s not convenient to get to the airport.

66 I believe it would be a good idea to reroute the 66 north of milpitas so that it crosses the railroad tracks on Calaveras and serves the shopping center on Milpitas Boulevard/Calaveras intersection, similar to the current AC transit 217. The AC transit loop on Los Coches wastes time but the routing is generally good for two reasons. One is that there are no bus stops north of Marylinn anyway and so the 66 appears to serve more than it actually does by staying on Abel. The second reason is that last I heard the city of Milpitas was planning to finance another bart station at the Calaveras bridge and having two routes cross means both would cross the location of the future bart station. It is unfortunate that there is a big deviation on 66 planned, especially for through riders but the change I describe might help build stronger ridership if it doesnt add too much time to the run time.

64 I ride the 64 bus twice a day. My pick-up/drop-off spot is 13th & Santa Clara and the CalTrain station, where I take the train to Palo Alto. I would be quite a hard ship for me if the 64 line were to be re-routed from Santa Clara St. to Julien for the blocks from 13th to 7th. Considering the dense residential units called for in the redevelopment plans for this portion of Santa Clara St., it also seems that keeping the 64 line running on this stretch would make the most sense.

I respectfully request that you please, please keep the 64 line as is!!!

-----Original Message-----

Sent: Tuesday, January 22, 2019 6:40 AM
To: Community.Outreach <Community.Outreach@vta.org>
Subject: Proposal to change the cadence of VTA express bus 103

To whom it my concern:

I learned via the VTA website that the proposal is to change the cadence of VTA express bus 103 from 4 to 3 times.

Please do NOT make changes to the cadence.

Commuters rely on this VTA express bus 103 between Eastridge and Palo Alto. Reducing the number of times the bus goes every day is a self - fulfilling prophecy ....less people will take it due to limited options and the car traffic (which is already bad beyond bad and total gridlock causing too long of a commute for people living in Silicon Valley) will get worse...not to mention increase in air pollution.

We need MORE not LESS public transportation options in Silicon Valley.
By the way, I do take VTA express bus from Eastridge to my workplace in Palo Alto everyday....

Sent: Monday, January 21, 2019 6:23 PM  
To: Community.Outreach <Community.Outreach@vta.org>  
Subject: Route 65

Good Evening

I'm writing in regards to the proposal about eliminating Route 65. As a regular customer I must object of this plan I take this bus to vet to work if you eliminate this route I won't be able to go to work please do not take this route off a lot of people take this bus I will keep writing and keep calling until the 65 is no longer in danger of being eliminated.

Sincerely,

Blue

Sent: Sunday, January 20, 2019 8:26 PM  
To: Community.Outreach <Community.Outreach@vta.org>  
Subject: Draft 2019 New Transit Service Plan

Sent from Mail for Windows 10
I have a suggestion for the LRT Blue Line. Instead of ending it at Baypointe LRT station, I suggest that it ends at the new Milpitas BART station so one can transfer to BART with as few as possible transfers.

I will send more suggestions for the future changes as I think of them.

Answer: Lines 64 and 80 will be the two routes that operate south of Blossom Hill Rd.

-----Original Email-----

Sent: Tuesday, January 22, 2019 12:07 PM  
To: Community.Outreach <Community.Outreach@vta.org>  
Subject: Aalmaden Bus Service

Can you tell what busses will serve Almaden routes after implementation of the New Transit Plan goes into effect?

Sent from Yahoo Mail for iPhone
I'm worried about the plan reducing access to businesses on N1st in North San José especially for commuters coming from East San José and the East Bay.

-- Light rail on N1st gets disconnected from BART in Milpitas (people would need to switch trains at Baypoint/Tasman) - causing additional delay for commuters (in either direction)
-- This also makes it necessary for people from Berryessa on LTR to switch trains if they want to go to N1st
-- Reduced frequency on Montague (bus route 20)

-- no good transit option for people to go from Maybury Rd/Flickinger into NSJ N1st.
-- Bus on Brokaw will be a great addition but giving traffic conditions it will stuck on Brokaw just like anyone else. Brokaw probably needs HOV/bus lanes to be effective.

Please do not shorten or change this route. There are very few busses that go from downtown to capitol and snell which is close to my home. That would severely limit my options to basically 1 bus line (70) which i often miss due to its timing with the light rail and which is farther down a busy street (capitol) and is therefore not as safe as getting off on a quiet street.

I take Route 65 and rely on this public transit to take me from SJSU to SJCC. I would like to not have this route be removed as it would be inconvenient for me and other students who rely on the bus to take us to places. Public transportation helps students like me save money, as we wouldn't have to rely on others (family) or take an alternative method that would help us get to our destination (Uber, Lyft, own car if we even have our own car).

Why can't we continue to have the green line go all the way to Mountain View. There are a lot of riders that work at Cisco, Intel, Broadcom, that would prefer this, Rather than having to make an additional transfer, from green to orange.

If the light rail Purple line is discontinued and replaced with a bus route that only runs every 30 minutes I don't see how you will increase ridership. It only takes 30 minutes to walk from Ohlone Chynoweth to the Almaden station. So unless one has mobility limitations why would one wait for the bus?

The proposed changes to Light Rail are interesting. For those of us who travel between, say Mountain View and downtown San Jose (or vice-versa), the proposed changes mean that a transfer will be needed to make the trip that was not needed before. Will the speeds of the trains increase under the new plan? If not, the proposed changes will DIS-INCENTIVIZE my commute, because it could add additional time, which is already at about 1 hr from Mountain View to Santa Clara St. station. What do you expect the average and worse-case transfer time penalty to be for my commute under the proposed changes?

If you live in Almaden Valley, the options have got even worse by discontinuing 13 and reducing 63. The reason for these getting low ridership is because the coverage is already bad. Reducing further is going to make it almost impossible to practically use VTA from Almaden Valley. When my son goes to college next year, he is going to have no viable transit option without a walk of 3-4 miles to get to the nearest bus. If you want to discourage people from using busses even more, you are going about it the right way.

Like the current line the way it is

Express 101 is the ONLY bus from the Campbell/Saratoga/West SJ area to Palo Alto (Stanford Research Park). I have been taking this bus for over 3 years now almost daily (work week). Is there a minimum number of riders needed to make this line more cost efficient?

I feel there is more to public transportation than cost efficiency although that is important. Riding a bus reduces road congestion and carbon emissions. For me the reduction of driving stress is a key component for riding the bus. I would urge you to NOT cancel 101. Maybe more advertising of the benefits of public transportation is needed.
Perhaps consider reducing 101 to 1 bus rather than outright canceling. Maybe Stanford Research Park GO might subsidize (https://srpg.com) or other companies in the area. My company (Lockheed Martin) currently supplies us with unlimited VTA Clipper Cards and encourages us to use public transport. It would be a shame if I could no longer get to work via VTA.

You’re cutting away routes that people have depended on for years and replacing them with “alternatives” that aren’t implemented or outlined yet!! You need to be in touch with the riders more, as opposed to hoping they’ll adapt to whatever changes you deem fit to make!

I ride the 63 route and removing the bus stop for almaden and camden will make it so both I and a lot of elderly citizens who use the library stop can not ride the bus.

It’s essential that any change needs to cover almaden valley section located south of almaden/camden. Eliminate route 13 and only extend the route 64 to almaden/camden would make a large block of Almaden valley including local schools inaccessible by public transportation. There are kids who rely on the bus when their parent can’t come to pick them up and there are elderly who needs the bus for their appointments. Although many residents south of the almaden/camden might not use the bus on the daily basis as the service is already infrequent but they do depends on the bus service for their essential living.

Hi,

Please do NOT eliminate VTA 81. Many people (including seniors) rely on the VTA 81 stop at the corner of Homestead Road and Bing Drive to get around. This particular stop is surrounded by a heavily dense populated residential area, and I know many people including seniors and handicapped folks rely on this stop. I understand VTA plans to have an alternative bus stop on Homestead Road to replace VTA 81. However, the alternative stop is quite a distance away and pose a major logistic issue for some riders. Please consider either keeping VTA 81, or at the very least have an alternative bus stop at the same spot (corner of Homestead Road and Bing Drive). Thanks for your consideration!

In the next network the idea was floated of merging routes 37 and 51 into a single route. The schedule looks like you might be able to save a bus by doing this, and even at that it would make reaching downtown saratoga from the east much much easier due to the minimized connections. I get reliability might be an issue but it would be very valuable nonetheless. Because you are not making money, so you are punishing people who need public transportation to take them to where they need to go, especially home: that’s just wrong. You need to come up with a better alternative to cover the route you no longer want to cover. You can’t just say, oh, due to low ridership this route will be discontinue. What about the riders WHO are taking that route? What about those people? What do you want them to do? Just go drive and clog up the traffic even more? How does this help the overall congestion? If you are going to use 80 to cover the Purple line why not just have 13 to cover that route instead of creating another route 80? You are not being efficient at all. You proposal just shows that these were designed from people who have never taken the bus once at all in their life: absurd and inconsiderate.

Sent: Tuesday, January 22, 2019 5:33 PM
To: Community.Outreach <Community.Outreach@vta.org>
Subject: #63 bus

Concerned about stopping service for #63 at Blossom Hill. I live on Meridian ave less then half a block from Meridian & Coleman. I now can take the bus South on Meridian & Coleman, to Almaden Com. Center, which is on Camden Ave, near Almaden Expressway. This is a five minute ride to center from my house.
So if you live South of Blossom Hill, you don't have bus service. Do we pay taxes just like the people who live North of Blossom Hill?

If I want to get to classes at Almaden Com. Center on Camden Avenue (near Almaden Expressway) I have to walk two blocks North on Meridian Avenue, catch the 27 E to... To catch 64, where? To get to my class at Almaden Com Center. This sounds like a long trip, not to mention the two block walk to Blossom Hill to catch the 27 East.

If the 63 traveled later at night, we could take...

**122**

I ride the 122, to and from work every day. The bus is full most days. If I did not have access to the 122, I would drive instead. I understand the need for consolidation of the routes with multiple runs, but I would hope that you could keep the single existing 122 route.

**122**

Sent: Wednesday, January 23, 2019 3:08 PM
To: Community.Outreach <Community.Outreach@vta.org>
Subject: VTA 122

Dear VTA,

I have recently become aware that Route 122 is under consideration for discontinuation. I ride the 122 every day to and from work. There is only one running of this route, and it is heavily used most days. My employer (Lockheed Martin) provides an annual VTA Pass, and I use public transportation on a daily basis because this route is available. Due to the additional time that the Light Rail takes (with changing trains, at least an additional 30+ minutes), I would drive instead of using Public Transportation on a daily basis if the 122 were to be discontinued.

I am writing this to ask that you please keep VTA route 122 in service.

Thank You,

**121; 168**

It’s essentially that we will be working with the commute coordinators and doing rider surveys to determine the ultimate trip times. There are no specific trips targeted for deletion.

Sent: Wednesday, January 23, 2019 2:10 PM
To: Community.Outreach <Community.Outreach@vta.org>
Cc: Lonell Chattmon -
Subject: FW: Community Engagement to Begin on 2019 New VTA Transit Service Plan Express bus 185 to South County proposed to be eliminated; 121, 168 number of trips decreased

VTA,

I live in South County (Morgan Hill) and have used the 121/168 express bus service for more than 10 years. Your website does not show which trip/time for the 121 or 168 that is proposed to be dropped. Please tell me what are the times to be eliminated for each line?

I am also not happy that there are no community meetings sch...
35. Line 35 would be combined with Line 32 to create a new Line 21 operating between Stanford Shopping Center and Santa Clara. The frequency and hours of service would be essentially the same as Line 35 is today. Smaller vehicles would be used on this line.

-----Original Message-----

Sent: Wednesday, January 23, 2019 11:45 AM
To: Community.Outreach <Community.Outreach@vta.org>
Subject: Draft 2019 New Transit Service Plan

I am very interested in obtaining information on transit updates. However, I am unable to attend any of the meetings since I live in Palo Alto and do not feel safe to travel at night using public transit (nearest Meeting in Mt. View at 6:00Pm). It seem as though any changes made to service seems to reduce the schedules making the service less convenient.
Is there any plan to changing the type of buses (electric, solar power, smaller buses).
I look forward to receiving updates to schedules, espec...

185. If you vote to eliminate the Express 185 it would be beneficial for the committee to consider combing the Express 121 to Lockheed with the 185 stops in Mountain View. Ridership would increase by combining services and still serve alternative bus transportation from Gileoy and Morgan Hill to Mountain View.

Multiple
I'd appreciate it if the description about the new Light Rail routes add an explanation on the route changes. Mainly, why is adding another light rail route better? What's wrong with the old one?

Blue Line; Green Line
I feel you guys should keep the Blue Line to end at Alum Rock because ending at baypointe wont give people coming from downtown and south san jose a direct access to the new bart station in milptas and feel by transferring at baypointe adds additional waiting time to get to Milpitas Bart Station and i would instead end the Green line at Baypoint or make it loop back around in downtown to Winchester

168. I would like to comment on the need for express service to and from the South County region. The majority of ridership from Gilroy are using the 168 Express bus to get to and from work. This service helps to alleviate congestion on 101 and reduce our overall carbon footprint. It also has a positive impact on access to affordable housing in the South Bay.

185. I see that there is a proposal to discontinue this service. Please be informed that the ridership has increased for this service in the last 6 months. As Morgan Hill real estate is developing, I foresee more people would want to use this service. Kindly request to reassess.

82. Please do not discontinue this line!
I can’t afford to pay for parking at SJSU and this bus stop is next to my home. The proposed alternative routes are about 40 minute walking from home.

I have been using this line everyday since I transferred to SJSU, if it gets discontinued it will make going to school a hassle instead of being helpful.

Thank you for considering not discontinue line 82.
This is about the express busses. I currently ride the 101, and understand that is subject to cancellation. Additionally, I understand that most of the other express busses will experience service cuts. While I acknowledge that the budget situation is a real one, the service and impact on the public by cutting these lines extends beyond those who are actually on these busses. As you are well aware, studies have shown that each car on the road has an exponentially negative impact on traffic. Each person forced to drive as a result of these cuts will adversely affect even more members of the public than just those individual riders. Cutting these lines will also leave no alternative for riders seeking relief from the increasingly onerous commutes. Additionally, there are many of us within companies who are working to change commute habits. These lines are often the only viable alternatives, and cutting them leaves us nothing. And, as you also know, the population of the South Bay contin...

Glad to hear of proposal to straighten out the POOR SERVICE on the 57/58 lines. The current 2-4 times a day "switch-a-r00" causes much confusion and unnecessary delays.

Please do not eliminate this route. This is the bus I take to get to San Jose State University. It's also the bus I use to get back home as well. Please don't eliminate this Bus 65, thank you.

Please do not eliminate this route. This is the bus I take to get to San Jose State University. It's also the bus I use to get back home as well. Please don't eliminate this Bus 65, thank you.

PLEASE do NOT cancel express route 122! We only have one bus each way and it is usually pretty full. I've been riding this route for 12 years and it has been in jeopardy before and been saved, so please save it again!

A cost savings might be to eliminate Fridays on this route since the ridership is extremely low on those days due to the 9-80 schedules most of the riders have. It would be better for us to drive once every other week than have to drive everyday if this route gets cut.

PLEASE DON'T CANCEL 122!

Please do not eliminate bus route 65. It is the most convenient way for me as well as a lot of other students to commute to San Jose State University. I noticed it is also a great way for the elderly to reach Bargain Market or go to San Jose downtown. If there has to be a compromise, please consider reducing the run time to strictly business hours.

Hi, I use public transport every day and I realized that a major mistake in my opinion is that 53 is not driving often enough in the evenings to pick up all these commuters from the caltrain in Sunnyvale. It is essentially useless for people who work as it stops driving when rush hour arrivals happen and it is WAY too rarely leaving- or if Caltrain is late then it is usually missing them. Nobody waits an hour or risks not having a bus to leave if they are a bit late.

Hi,one more comment: reaching the Santa Clara Hospital in Homestead by Bus from Sunnyvale is a total pain but parking there is bad too. If you would offer a route that connects city centers with the hospital quickly that would be very good and useful!

I think the light rail changes are very beneficial and logical routings/connection points. Especially appreciate the Orange Line routing. Thank you!

Please keep up the high frequency (including weekends) for the light rail and 522 rapid bus route, and continuing to decrease the transit times.

Unsustainable? You just raised rates?

What are the 185 riders to do now. We all depend on the 185 to get us to work. Would be great if you could keep 1 line going like the 1st bus leaving Gilroy and the 1st bus leaving Mountain View
Shortening the 22 service hours would be very bad service to existing riders, especially stopping at 1 am rather than the previous 2 am (when bars close). On most of the route, the 522 is not a valid alternative for most riders: it requires up to 20 minutes’ additional walking to reach a 522 stop and to then reach one’s destination from a 522 stop, then there are the people seeking to board or get off at stops on the old route at the east end rather than the 522 expressway route. VTA has lost many riders north/west of San Jose after switching the frequencies of the 522 and 22, and this will remove for many riders the only viable way on public transit to get to and from bars and jobs starting and ending in the early hours. The 22 is also the VTA’s only route with high on-time ratings, hence the only one widely recommended; cutting its hours will further erode your recommendability.

Some tough choices have to be made, but the proposal makes sense to me. I’m looking forward to using the 60 and 500 once implemented. And I will give heads up to a friend, who could also take the 60 once it starts.

Next Network was good, but I think this adds some significant improvements.

Route 26: Adding frequent service to the Western half of route 26 is huge because it ties together 3 other frequent routes: 60, 61, 57 and creates all kinds of new origin-destination pairs that weren't practical before.

Route 500: Really glad to see the extra frequency here, this line is essentially a temporary BART Phase II. Needs to be fast and frequent.

Green Line: 20 min service weekends will be a big improvement. I like that the schedule of all LRT lines is finally consistent (15 min weekday, 20 min weekend), makes the entire system easier to use and more predictable.

Orange LRT: Really glad this survived the cut, Milpitas BART needs a nonstop connection to the businesses along Tasmasc. Folks who want to go towards downtown will find Berryessa BART more useful anyway.

Purple LRT: Glad to see VTA do the right thing and discontinue this. They've been talking about...

I did read the proposal to shut down the 22 during 1 am to 4 am. My concern for this is that there are a few people who do actually use this line to get to work early in the morning. I also use this line quite a bit as well in the early mornings to catch the 4:14 at Kiely and El Camino to get to gym that I go to. Yes, I am aware that a lot of the homeless population does take up seats on the bus but that is up to the operator to handle these matters, which I feel like they do not most of the time.

I don’t know how far down the 22 goes to before they drop off the regular people who do want to get off at their specific stops for work but I would recommend shortening it to go from Palo Alto to even just downtown San Jose instead of Eastridge. Losing this 24 hr service to me would mean a higher increase in using rideshare programs which I rather not use if I can.

Hi,

I’m a local resident and would like you to please keep route 65.

Thanks,

This plan to cut costs seems like it is without consideration to your customers.

I take the Express 122 to work every day, the light rail is my least desirable option because of the multitude of stops and train change required.
The 122 runs only once in the morning and once in the evening, the bus is always full, why can’t that continue? Every day it runs that’s 25 to 30 less cars sitting on highway 101 during peak commute hours.

Don’t reduce the frequency of the 103 Express bus line. 280 has gotten way worse in the past year and the last thing we need is more people taking their cars because their bus route schedule was modified. I honestly will have to look for a different job if the frequency changes because I refuse to drive to Palo Alto every day and deal with the traffic. How about outlining the benefits of taking the bus in more ads instead? Don’t punish those who are doing the right thing by taking the bus and helping the environment and reward car drivers who pack the freeways. The key is educating people about the benefits of taking the bus not punishing them.

I am very disappointed to read that you plan on discontinuing the 122 Express Bus routes – especially the morning route. I live in Evergreen and that is my best option for public transit. As it is now I have to drive 4 miles (10 minutes) to catch the 122 at McLaughlin and Capitol Expressway. The bus ride in averages 30 minutes. My other option is to drive 6-7 miles (20 minutes) to Alum Rock Light Rail station and then take an hour long ride into Lockheed Martin. This takes twice as long (80 minutes vs. 40 minutes.)

It appears that you will be forcing me back into my car as that may be the only palatable option to get me into work by 7:00 AM without losing an extra hour of sleep.

You could regain some of your lost revenue by ensuring the operability of your clipper card readers. It seems like they are down at least one day a week.

Hello!

Thank you for contacting the Valley Transportation Authority and providing input on the Draft 2019 New Transit Service Plan. Your feedback is very important to us.

Throughout January and February, VTA will be collecting community feedback. A final plan is scheduled to be presented to VTA Advisory and Standing Committees in April and the VTA Board of Directors in May 2019. Implementation of the 2019 New Transit Service Plan would start with BART service to Santa Clara Countv.

Your comments will be taken into consideration before presenting the final draft to the VTA Board. If your comments included questions and you provided contact information, we will keep you informed as we move forward with the implementation of the New Transit Service Plan.

Thank you again for reaching out and sharing your feedback!

VTA Community Engagement Team

---Original Email---

Sent: Wednesday, January 23, 2019 4:21 PM
To: Community.O...

Please do not cut down blue line service to community college of CITY COLLEGE, EVERGREEN and FOOTHILL. Especially the new campus on MILPITAS Jacklin road. Also do not cut down routes to LOS GATOS and ALMADEN, MOFFET FIELD. They are essential to high tech company growth and small business development.

Blue Line

VTA
Thanks for the quick reply!

Can you give me some statistics on how much ridership of express bus in South County dropped after in 2017 VTA changed/dropped the EcoPass program to *not include* express bus in the base EcoPass rate schedule?? The express buses were much fuller when EcoPass included express bus service in the base program. Can you tell me if the tiered EcoPass program has met the staff revenue projections in 2017/2018??

Thanks again

80 Isn't 13 already running from what 80 will be running? Isn't it just more efficient to keep 13 instead of creating another route that will just be as empty as the purple line? I really don't get your thinking and proposal; it's very stupid. Does any of you take buses at all? Do you even understand the impact and disruption this will cause our lives by discontinuing 13 and 63? How about start 13 from Almaden/Camden and ends as it currently does at Ohlone, and reroute 64 to cover part of 63 you proposed to discontinue? You shouldn't make those "difficult" decisions without trying other options because it's our lives are being impacted here. 64 can turn right onto McCabe, then left to Meridian, then end at Almaden/Camden. If you are going to ask us for our feedback, then you need to listen to our plead: the proposals are not good.

Blue Line I hear VTA 81 will be replaced by VTA 53 according to the new transit plan. Questions:

(1) It is extremely important to have a bus stop at the corner of Homestead Rd and Bing Drive as ridership is heavy at this spot. If this replacement does take place, will VTA 53 stop at the corner of Homestead Rd and Bing Drive for both directions (i.e. both San Jose direction and Mountain View direction)?

(2) What would be the route difference between VTA 81 and VTA 53 is this replacement does occur?

Thanks and I look forward to hearing from VTA.

Multiple Senior citizens need to buy BART and Clipper tickets at every kiosk. They find it hard enough. Also we need more transportation options on weekends.

Multiple I really don't understand why the new Light Rail lines would require a downtown resident to change trains to make it to the BART, where they have to get on yet another train. Having close schedules will not prevent people missing their connections when trains are late, or leave early, or reduce the stress of wondering if those will happen, causing riders to have to pad their already bloated transit time.

The Light Rail currently takes an indecent amount of time to get through downtown. Adding additional travel delay due to an unnecessary stop to transfer from blue/green to orange will discourage people from using Light Rail to reach BART. I strongly feel prioritizing the fastest way to connect to BART will have the best longterm impact on Light Rail ridership, and should be considered.

Thanks for your time.

Multiple still no service to the mountains? You could at least provide service for high school and middle school students to get down to Los Gatos (the old 76?).
I am a non-rider because there is NO OPTION to ride!

Please post proposed changes on each bus being affected to give riders information on how to provide input and where community forums are already scheduled. Most riders do not know of proposed changes because they don’t routinely log into the VTA website. Thank you.

When I read the news about the Draft New Service Plan proposal, it will not only form problems to riders and workers but also to current and future college students as well. There are people that rely on VTA since they either cannot drive or don’t like to stress about parking spaces. I am currently a student at SJSU that takes VTA to get to school. Moreover, I am one of the individuals that cannot drive right now and need VTA to get there. Shortening the destination from Almaden and Camden to Blossom Hill and Meridian will only make things difficult for many to rely on for commuting.

Decreased service will have negative impact. Ideally I would like to see a bus service that makes it to Diridon station by 6, and a southbound bus leaving Diridon by 6:10 or 6:15, south county needs more service not less!

There needs to be more frequent service on Line 37 from West Valley College to the Winchester Light Rail Station every 15 minutes 7 days a week early mornings and late evenings. Also add a route along Saratoga-Los Gatos Rd. to Los Gatos (the old 27) with early morning and later evening service.

Also consider a way to get to Downtown San Jose from Westgate Mall. Offer a free bus working with Santana Row and Valley Fair mall to SJC with nonstop service for tourist and locals alike.

Extend Winchester Light Rail to Vasona Station and offer early morning and late night service.

Provide an express bus service from Saratoga/Cupertino/Los Gatos to SJC and charge the regular bus service price to get to and from the airport terminals.

Look at light rail along Highway 85.

Add a free Downtown San Jose CA to SJC bus with early mornings and late night operations for flights.

Add bus from West Valley College to Santana Row/Valley Fair Mall

Have bus from West Valley C...

If you are cutting 13 because there’s low ridership along the Almaden expressway, then extending 64 along the expy to Camden won’t get you ridership either. Turn right onto Blossom Hill then cover that part you have proposed for 63, and keep 13 to start from Almaden/Camden, along the Almaden Expway and ends at Ohlone. You should try this and we will thank you for this.

For light rail to be more effective, there needs to be a light rail that goes from downtown San Jose (i.e., Gish, Metro or any other station), to the Valley Fair Mall. They missed the mark when initially determining light rail routing.

Line 70 should continue to capital station light rail as it does now, just reduce the frequency from greatmall to capital to every 20 minutes. And introduce a limited service from the berryessa bart to evergreen college with 20 minutes service mirroring the 70 line from berryessa and taking over parts of the 31.

The goal should be a 50 reduction in costs. At mid day all the express busses could be eliminated. Very few riders. And on holidays and week ends why are you running any of them? Having been is a service business in my early years more capacity does not mean more customers.
Multiple

Hourly service on the new routes? That's not going to get much ridership, especially if a transfer is needed to another route and the transfers aren't synchronized.

Right now, I can bicycle much much faster than any bus route (and at about the same speed as the light rail). And at rush hour, my bicycle is faster than driving. Also, at rush hour, buses will be caught in the same slow traffic that cars are caught in. (And good luck getting bus-only lanes)

With our low-density suburbs and lack of concentrated downtown, you're not going to get many riders except amongst those who can't afford a car. Sad to say.

22

Please reconsider discontinuance of the night service on route 22 in light of the prospect of increased night service. The 22 seems to get between 20 and 30 boardings per hour at night which is actually good all considering. The dispatch and security costs do not scale linearly with service operated so if existing ridership justifies modest increases in night service you will see cost per rider decrease.

Multiple

Ending of the bus routes that serve Almaden area & brings both students and staff to Bret Harte Middle School & Leland High School needs to be reconsidered. Traffic on Almaden Expressway & beyond has already increased greatly over the ten plus years I've been in the area. If people have to drive in order to access the public transit, it defeats the purpose of public transit & they will avoid using it by driving or carpooling or getting a ride by other means to the office or school, SJSU, airport, etc.

42

I live on Monterey and Barnal. I rely on bus line 42 to take me where I need to go. As do many other people. If you take this bus away, you leave us stranded. This line is our only way out of this area.

102

Please do not reduce the trips as the buses are quite full.
It may help to reorganize the timing based on the rider count.

65

I'm a student at San Jose State University. I rely on route 65 to get to and from school, work, and home 5 days a week. Frequently I see every row of the bus occupied, maybe not full to the brim, but comfortably occupied. Please don't eliminate route 65, as it's the only convenient (and the quickest available) transit line to San Jose State University for me and many others.

48; 49

Your plan eliminates a routes 48 and 49 that serve downtown Los Gatos for many senior citizens. It also does away with transportation to and from the high school for many students, and increases already impossible traffic for mornings and afternoons. More routes served more frequently should be the goal, not less.

Almaden Spur

I'm concern of my safety when traveling at night. I'm a woman and rely on light rail to get home safely when I have to leave work late or have late meetings from downtown.

I'm scared for my safety at night that there is no light rail service between Ohlone and Oakridge/Almaden but a bus which runs every 30 minutes with no night security at the bus stop.

the other concern every 30 minutes is too long. It should be every 15 minutes, public transportation is supposed to help people get to their locations in a timely fashion. I rely on public transportation to get to work, get to homecare giver of my mom, to the doctor, etc.

So if I miss the bus by a second I have to wait a whole 30 minutes.....

instead of encouraging the public to use public transportation, you are scaring them away...Why?

22

Keep this route running from 1-4am. I know people like myself use this as a form of transportation when ride sharing apps like uber or Lyft are not an option when we get off of work around 2-3am.
I’m really disappointed that in this era of massive freeway congestion and increasing population density VTA is planning to discontinue service to the South Bay — Morgan Hill, San Martin, and Gilroy. These communities are growing quickly and most new residents are commuting north to work. 101 is getting more and more congested with commuters. The BART extension does not benefit our region whatsoever. Discontinuing / reducing public transportation is not helpful. I ride 185 every day. I thought I could switch to riding 121 + 120 after 185 is discontinued, but that won’t work either since you’re curtailing 120. I will not be able to get to work on VTA anymore.

Please do not discontinue this bus route. It is the only sensible way to reduce traffic on our choked freeways.

I’ve recently started using this bus service, and cannot imagine going back to my car again.

Had I known about this service, I would have taken it years ago. I have been talking to friends in Almaden, and they have at least started considering it.

I think it would be great to do a community outreach initiative to inform people about this excellent alternative to driving in the car.

I ride this everyday, and there are definitely several people who use it, so not sure where you’re getting the low ridership information from.

Thank you.

It seems odd to end the blue line at Bayshore rather than continuing to serve Milpitas BART. Having a direct ride from BART to north First street in San Jose would provide a great commute option that a transfer would discourage.

A good solution, though less ideal, would be to have a green line train waiting at Bayshore for a prefect timed transfer. Arrive right before an eastbound orange train and depart right after a westbound orange train.

Hopefully a similar plan would be considered for the green line terminating at old iron sides.

As for the Almaden spur, I hope that someday that could be integrated better into the rest of the system, enabling transit supportive development along those 3 stations. Potentially with the future development in the diridon area, a direct service from Almaden to diridon station could be feasible.
If you eliminate the Santa Clara Monroe part of the route there will be no service for workers who work at Intel or Great America.

If this route is going to go to Bart that will increase ridership. Can you consider using the larger buses?

If there is increased service midday can you consider using larger buses. There are many low income seniors who utilize this bus to go to the food bank by Alma (Sacred Heart). That is their prime time. A larger bus could accommodate those carts.

If you are going to discontinue the overnight service can you put pay notices on the buses. In addition can you send out consumer information to the homeless shelters. Furthermore can you consider having a period of outreach to the group that sleeps on the bus. As you are aware some persons have slept on the bus for years. It would be reasonable to have outreach meetings at homeless shelters particularly Home First in San Jose.

The new proposed plan says it’s going to discontinue express route 101. Am a frequent rider on this route to get to work and has saved lot of time due to lack of public transport from Campbell to Palo Alto. This bus on regular basis gets around 15-18 riders per trip. Please keep this route. If it helps you can reduce from current 2 trips to 1. That way no of riders on a trip could meet the ridership requirement. Please consider this request due to lack of other options than to drive.

Dear VTA Router Planners,

I have taken 101 Express on a daily basis for the past 11 years. 101 Express plays a vital role for both of my work and private life.
Please keep 101 Express running, at least with 1 trip daily, reduced from current 2 trips a day.

Thank you very much for your consideration.

One of the daily 101 Express commuters

Without a express line the whole point of using the BART for getting to Mountain View from East Bay will be lost. With a proposed 45 minute ride from Great Mall Transit Center to Mountain View it would make more sense to continue using the ACE rail network than risk dealing with additional delays that the Orange line will be subject to. Please at least introduce 8 express services (morning and eve peak commute) that will get us from Great Mall Transit Center to Mountain View in 25 mts or so.

The frequency, not running on a schedule (not sitting and waiting because the bus is running ahead of schedule), WiFi, Clipper (cashless and "transfers"), and well kept buses makes the 522 an increasingly competitive option for commuters, even for longer distances. The Clipper features added last year were a big plus in being able to jump off the bus at a particular location and then be able to jump back on to continue a commute as part of the same fare. An additional plus are the arrival times at some stops along with the website and Google Maps’ estimated arrival times. The best feature though is in the direction of operational frequency as to not need to check current arrival times and being able to just show up at a stop knowing high chances of a 522 arriving in the next 5 - 10 minutes.

Please don’t eliminate this express 101 I use it a lot.

It’s ridiculous that the proposed route for the new blue line stops at Old Ironsides when there are several thousand residents of Santa Clara and Sunnyvale who live in the mobile home parks by Reamwood, Vienna, and Fair Oaks stations, many of whom rely on the light rail to get to work in Downtown San Jose. The proposed Orange Line is an excellent idea, but requiring a transfer to get to downtown San Jose and other transit lines is definitely going to cause problems because IT ALREADY DOES NOT WORK.

I have several times been delayed getting to work in Milpitas because light rail train drivers do not follow the transfer schedule at Tasman. If you can’t fix that at VTA, why make us North Sunnyvale residents transfer at a new station to get to downtown?
Ridership is low in part because transfers are an obstacle in an already painfully slow light rail system.

I currently ride the 185 to/from Morgan Hill to Mountain View. It's probably the only reason I have a job in Mountain View. If I loose this line I don't know how I'm going to commute or will likely have to get a new job affecting my family. I really don't want to do that.

I've been using it for over a year now and have noticed ridership has significantly increased. I don't know why this is being cancelled.

I strongly oppose the proposed changes to the VTA transit system. They will harm riders with limited resources and/or ability levels who depend on public transportation. Problems with public transportation can cause its riders to be late to work, placing them at risk for disciplinary action or termination. These are often the most vulnerable in our society, living paycheck to paycheck, working 2-3 jobs to make ends meet. The least we could do is provide affordable, safe, reliable transportation to working and non working members of our society. Under the proposed changes to VTA a blind friend of mine will have to walk a mile to catch a bus for his daily transportation. While VTA provides paratransit to people with disabilities, it’s important that we respect the right of disabled members of society to have the right to self determination. We need to do better in serving our communities transportation needs.

I am disappointed to learn that VTA is proposing to cease services for the current bus 49 route to downtown Los Gatos. My school-aged children were counting on utilizing bus 49 from Blossom Hill Road to the stop in front of Los Gatos High School every weekday to get to school. Traffic during school drop-off and pick-up times is horrendous with everyone using their own cars. Carpooling is not always an option for people who have to get to work early. Bus 49 not only provides valuable transportation for the community, but results in fewer cars on the road and lower emissions. I urge the continuation of the Bus 49 service route to downtown Los Gatos.

Can you give me more specifics about the proposed changes to line 102? You’d like to decrease it from 7 runs each way down to 5, but the bus is crowded enough as it is already. I think we need more, and more frequently. Specifically, a northbound bus that departs between the 6:26A and 6:54A buses, maybe around 6:35A. or 6:40A. In addition, we need more southbound buses buses later in the evening, departing through 7pm. Rush Hour these days are only getting longer, around 6:30-10am and 2:30-8pm. Reducing the number of lines is the wrong way to go.

I do not like the idea of shortening the route to Old Ironsides instead of going all the way to Mountain View. It would make my daily trips much more inconvenient. I travel 2 hrs each day to and from Japantown/Ayer to Mountain View to work and this proposal would not be good for my commute. I propose that the current direct route remains unchanged.

Hi,

Please please don’t eliminate route 65. We do have a car but my wife needs to go to school and I had to take bus every weekday. We can’t afford another car, if this route is canceled I will have to walk long time in the dark evening and morning, especially in winter.

Thanks,
Ave in Palo Alto. I typically take the 6:05AM or 6:13 AM bus from Ohlone station to work on Hillview and typically return on the 4:20 PM or 4:30 PM southbound bus back to the Ohlone station. My experience has been with the northbound and southbound buses I ride that the seats are at least 80-90% full and often 100% full with folks occasionally standing for the long leg up and back on 280/85. Reducing trips in each direction will only make these buses more crowded. I suggest before impacting these route with reductions that VTA folks ride each of these 102 bus routes several days to truly assess how crowded these bus routes are and if you decide to reduce the number of routes both ways - what the impact will be to other continuing northbound and southbound runs of the 102 line. I started taking the 102 line because I could always get a seat and it was an effective way to commu...
I take the 102 very frequently. The bus is very very convenient as it reduces my commute time and helps me work and rest while travelling. The bus is the only public transport from South san jose to Palo Alto. It helps reduce congestion as many of us do not take our cars to work. There are plenty of other commuters who take the same bus. We request you to please evaluate carefully before stopping or reducing this service.

Hello

I just received notice that there is a possibility of discontinuing the Express 101 route completely. I just wanted you to know that this route is almost full during the 630 route (northbound) and the 430 (southbound) route. Express 101 has decreased from 4 routes to now only 2 over the past year. Our family just owns a single vehicle (due to financial constraints) and this route is really important as this is my main commute to the SRP area. I do hope that you can reconsider in eliminating this route. Thank you very much.

Inform people of the benefits of riding the Express buses rather than eliminating the majority of them. I truly believe more people would take the bus if you had commercials on TV or printed ads. Reducing service of Express Buses means adding more cars back onto the freeways which are already packed as it is.

Reasons why I take the bus: Less stress, ability to sleep and have a relaxing commute, cheaper insurance on my car because less driving, less wear and tear on my car so cheaper maintenance, WiFi so I can work on the bus, less gas expenses (I refill my tank every 2 weeks!), safer, help the environment.

Educate people. Why is it that other public transportation agencies in the world can do it, but THE SILICON VALLEY is so far behind? Explore the city of Vancouver, British Columbia and learn from them. I don’t believe the Deficit is the real issue; Just like at every major companies going through deficit, I'm sure senior executives are still getting their bonuses and raises!

We strongly need more trips for 103, NOT eliminating any existing ones.

We need a few more. e.g 7:30am, 8:00am, 8:30am, 9:00am.

No eliminating. It is already very little and lots of my co-workers, neighbors including myself heavily relying on this line to make it to work every single day. Without it, I have to either move my home or change my job. Either option is so challenging in the bay area.

Thanks!

Hello,

I am concerned about the 101 express bus being discontinued as I am heavily relying on it for my daily commute between Camden Ave and Deer Creek Rd

Best,

For 102 Express from SJ to Palo Alto. Please keep 7 trips. 2 less would mean more crowded bus at last bus at 756am at Chenowyth. There should be more options after 756pm instead of removing departure times.

In the evening, please keep the lines from 330pm to 7pm. Do not reduce but expand window for times to leave Palo Alto with 7 lines.
103 I have heard from fellow riders that the 103 was doing away with one of the service route on the express bus? this is completely unexceptionable! I have ridden for more than two years on a couple deference time schedules and to my knowledge these bus are all full with me having to seat in the handicap seats because there is no seats available or the rude people that have their back packs and belongings in the other seat? Why would you even think of dropping any routes? I thought the whole idea with mass transit was to help take cars off the roads and highways as we all know the traffic here in the bay area is the worst! Please reconsider dropping anything and lets keep on rolling and getting more cars off the roads!

Thank you

103 I ride the VTA bus express bus 103 for past couple years. I have consistently seen the ridership increase so reducing the frequency of 1 bus would be actually disadvantageous to many. Thank you.

102 I would like to make a suggestion- maybe stopping the first early bus.

Buses - Santa Theresa LRT station
Morning:
Removing 5:50am express because it arrives late and 5:58am arrives so close to the 5:50am express bus.
Removing 7:21 am express ..arrives to close to the 7:35am express bus .

Evening
Buses - Hansen &Page Mill
Removing 3:25pm express run KEEPING 3:30PM and removing 4:13 pm express run KEEPING 4:33

This will be A BIG impact to us .Sadden me to hear that you have to cut 2 why not maybe 1 .....it gets pretty crowded early morning and late evenings.

I have been injoying this service nearly 13 years.

To whom it may concern,
I live in the Cambrian Park area and work at PARC. I commute using VTA Express Route 102 100% of the time when I go into work (first trip in the morning and first trip in the afternoon). As I understand it, it is has been proposed to reduce the trips on this route by 2 trips in the morning and 2 trips in the afternoon, a reduction of 4 trios daily.

As a regular rider on this line, I've noticed that often times, our trips are filled to capacity, including sometimes riders having to stand-up and put themselves in an unsafe predicament for the trip to and from work.

I strongly urge you and your committee to reconsider this reduction, as it is a popular route that is used. It is a key and vital part of keeping the traffic flow low on SR85 and a help to our environment and community.

73 I rely on the 73 going down to Snell and Capitol and would be negatively affected if it stopped at Branham

Multiple I take light rail (Santa Teresa line) in the early morning around 5:57 AM at Blossom Hill to Onlone and then connect VTA 102 at 6:05 AM to Palo Alto. I hope this schedules will remain the same.
I greatly appreciate your kind consideration!!!

101 Hi, I work for SAP In Palo Alto. This bus is heavily used from Vallco Park to Palo Alto (Deer Creek Road). I take it to work and also use it to go home in the evening. Everyday this bus is filled both ways. Please don’t discontinue it.

101 Please keep AT LEAST ONE VTA 101 Schedule (7:05A 7:17A 7:31A 7:48A 8:07A 8:12A 8:20A) instead of eliminate the route.
102 think carefully about that elimination...I can barely get on that bus in the morning! Why not send two buses at a time vs. eliminating. I used to take the 101 and frankly at this rate (elimination of 101) and cutting down on 102 i will leverage other means with other parties on the bus line i use. We all know each other at this point. If ridership is down on some times you will crowd the other times even more and then ridership will go down further - sort of self-fulfilling prophesy I think.

102 I usually take the last bus northbound in the morning and the last one southbound in the evening. Please keep the last bus connection if possible

101 Please do not eliminate this route. I try to use it 1-2 trips into Palo Alto from Campbell.!

101 To whom it may concern,

I have been riding this bus from camden 85 park and ride to the stanford business park for nearly 10 years. Over that time, there has certainly been an ebb and flow of ridership. Currently the bus is about half full, which is a lot of cars not on the road polluting the bay area. While I can understand the budget constraints that VTA must be facing, I think the express buses are unique offerings in lieu of a more comprehensive rail system. Certainly if the 101 goes away, I will be commuting by car to Palo Alto every day, so having the bus, even at an increased fare would be worth while. I would be open to discussing alternatives to shutting this line down.

Kindest regards,

102 -

101 Although I know ridership on this route (Express 101) has probably dropped over the years it is still a vital need for those of us who do not have a car and need to get to and from work in the Stanford Research Park area. To eliminate it completely would have a big impact because then it would require having to ride and transfer to multiple buses and an increased commute time.

101 Dear VTA,

I would like you to know that I strongly oppose the proposed elimination of the line 101 Express Bus. I am using it two times a week on a regular basis. I live near the beginning of the route and eliminating the service would essentially prevent me from taking public transportation for my commute.

In my opinion VTA is going in the wrong direction. The commute traffic on the road is getting worse and instead of making the use of public transportation more attractive you are doing the opposite. You probably could increase ridership on the express lines if the buses didn’t get stuck in traffic, especially in the afternoons (e.g. dedicated bus lanes).

If you have to reduce the line 101 service, you may want to consider minimizing the effect for example by reducing service to one trip per day in each direction or have the 102 line do an in-between stop near Camden & Hwy 85.

102 Please do not eliminate the routes as this really helps commuters from South San Jose.

101 Please keep this service. This is very effective and useful for people going from San Jose, Cupertino to Palo Alto. This express bus has good amount of people traveling. People are paying Clipper card just to use this bus.

102 Hi - am a regular rider on Express 102. While you eliminate 2 trips on this route please consider moving out the last bus departure time by 15 minutes. I catch north bound bus from Chynoweth at 7:56AM and it will be great if it leaves at 8:11 AM - this change would also help parents who need to drop kids to school on the way. Thanks!
Email was sent stating 1 of the 103 routes would be removed - but every time I take it, the seats tend to fill up. There are many times where 1 of the buses breaks down, and 2 bus' worth of people have to get on to a single bus (including the fact that the routes are already 45+ minutes apart from each other). People have had to stand during the entire drive home before. Do we really need to remove a route? This seems super inconvenient for everyone who relies on this route.

I have been taking Express 101 to and from work on daily basis since a while ago. I really enjoy and appreciate this excellent transit service provided for the people like me who have difficulty or stress in driving, or take long commute time to work, not mentioning the benefit for go-green environment. As the traffic issue becomes a big concern now, more people would start taking the bus to/from work if the bus schedule fits. Please keep Express 101 continue the service. Thanks so much for counting me to support Express 101 in service!

I do not owned a car and depend on bus 101 to and from work from Palo Alto to Stevens Creek. I would like you to reconsider to discontinue 101 services. Maybe at least VTA could have just 1 trip in the morning and evening from Palo Alto. Otherwise, I would need to take 3 buses to reach home which will take me about 2 hours bus rides.

I sincerely hope my request would be considered.

Thank you.

I normally take the 103 schedule at 5:57am or 6:32am, and for the return to Eastridge at 4:40pm and that schedule is full all the time, plus lately we been having the old public buses didn't help at all. I really appreciate your consideration with the schedule.

Please do not cut the latest route of 103 north bound (7:08AM) and the earliest Sound bound of it (2:41PM).

I take the Express bus #102 from Ohlone station in San Jose at 7:10am to Palo Alto. Then I take the LAST return bus which is at 5:30pm from Page Mill/Ramos back to Ohlone. Please do not eliminate any of the already scarce scheduled. If you eliminate my scheduled roundtrip schedule, I will be forced to drive. Thank you very much for your consideration.

I have been taking Express 101 for many years and I noticed that the bus was always pretty much fully packed. I really enjoy riding this bus.

Can we reduce two daily trips to one in each direction, instead of completely discontinuing the route?

Thanks for listening.

I am taking Express 101 to work but very disappointed to learn that will be discontinued in the 2019 New Transit Service Plan. Is there an alternative for Valco Shopping Mall to VA Hospital Palo Alto? Thank you!

I heard the VTA has a plan to discontinue route 101 in late 2019. That's the only bus I can take from West San Jose that takes less than 1 hour for commute. And there are at least 20 to 30 people take the bus total in two trips a day as far as I can tell. Please consider at least keep one trip.

Please don't eliminate the 7:03am bus from Snell Station to Palo Alto and the 5:35pm bus from Palo Alto to Snell Station, a lot of employees in my firm and other companies use this line to commute to work to beat the traffic on 280.

Please do not discontinue Express 101 or at least keep on trip daily. I have been riding Express 101 for almost 4 years and would like to continue riding it. For the morning route 7:30 am (Hamilton) and evening route 4:24PM (Hillview), I do see a plenty of passengers like me. Thank you for your help.

Hello,
I am passenger of route 102 and use it daily. This is wonderful route and makes my life much more easier. Please do not eliminate daily trips because they are very essential and give us some time freedom. In most trips I take bus is full.

- Thank you for consideration,

103 I would like to voice my concern on Express 103. I use all four buses. There are days I start early and work late, and vica versa. the convenience of having 4 buses is great for me. I also want to state most of the buses going home are 80%+ full. I know that some of the passengers on this route have rides going to work, but going home, they take the bus home.

103 I barely use route 103 at 5:27 PM (Hillview AND Arrastadero) but sometimes my manager asks me to work at the office till 5:00 PM. When I take the bus, there aren't that many people but these people depend on 103 to go home. Is it possible to have a VAN instead of a big bus?

Thanks and regards

103 I am taking this bus for the last 4 years. The commuters have increased drastically in the last 10 months. Presently 103 is operating with 50% capacity. If frequency is reduced this will create inconvenience for commuters. Thanks for considering this request as part of your decision.

102 Great commuter route, as more people are migrating to south bay buses are getting crowded. Need to maintain express service options you have today and add a few more vs cut-back. Otherwise people will be forced to go back to driving to the office.

103 Dear VTA,

I take the Express 103 5:58 AM and 2:53 PM on a daily basis, this schedule allows me to get to work on time to start my shift and leave at the time which fulfills my class schedule and other obligations as well.

I also support the idea of "Spare the Air, Ride VTA", I think it really does a big part for the community, and am appreciated much. I can't imagine how it would be if one route will be eliminated for the current schedule of 4 daily trips each direction.

I would like to request VTA to reconsider about the proposing of eliminating Express 103 routes.

Sincerely.

102 Instead of starting service at 6:00 AM, if you could extend the last bus service to 8:30 AM, it will fetch more passengers to use the route.

I know many people from my own company who were not privy to using the 102 route for the only reason that there was no service after 8:00 AM. I think making appropriate schedule changes to suit employees' office times would fetch more revenue, instead of cancelling route schedules all together.

Multiple I strongly oppose the proposed changes to the VTA transit system. They will harm riders with disabilities who have limited resources and who depend on public transportation to get to their jobs or homes. Problems with public transportation greatly affects these individuals making them late to work and thus subjecting them to disciplinary action or termination. Often the disable are the most vulnerable of our society and live pay check to pay check. It is our responsibility as a society to make sure they have safe, reliable public transportation. With the proposed changes to VTA - one of my friends who is blind will have to walk a mile to catch a bus for her daily transportation. We need to do more to help those members of our society who depend on VTA.
In the city of Santa Clara the straightest north/south roads are 1) Lawrence Expressway, 2) San Tomas Expressway, 3) (Maybe) Kiely/Bowers. Along Lawrence Expressway there is a limited route that DOES NOT STOP AT/NEAR CALTRAIN. What brilliance is this? Along San Tomas there is a limited bus as well, but no Caltrain station available. WHOOPS. And along Kiely/Bowers is the worst. Someone would have to take multiple buses going north/south and would not cross a Caltrain station. THE FRIGGIN’ MAJOR TRANSPORTATION MECHANISMS (bus/Caltrain/Light Rail) DO NOT READILY MEET. This is what VTA should fix, not whether more or fewer buses travel along existing routes.

We would like to have atleast 1 or 2 time slots available for this route. You may cancel the last bus each way.

Don’t discontinue this line. It is a mile or more to White Rd to the nearest line I can use to get around. I know, I have walked it. Not safe or pleasant in the dark.

Since i am a frequent rider of Blue Line, there are hardly anyone getting on Tasman Station (presumably from Mountain View or Winchester) or Convention Center (from Winchester) trying to go towards Alum Rock. That should be monitored to check the amount of traffic joining from especially Mountain View that needs to go to Milpitas/Alum Rock. Since more folks would be inconvienced by the change especially in Blue Line, please revert the changes and continue with the original Santa Teresa-Alum Rock.

I ride the 102 daily and would not like to see any cuts in services

I was not able to locate any information for changes to express 168. What is changing for 168 for Gilroy to San Jose?

Add more buses to that line

If it ran earlier and got to Mountain View earlier in the mornings my husband and I, along with about 4 other co-workers from NASA alone would rather catch the bus then commute. It just does not get us up to Mountain View in time for our regular shift work.

Your southbound departures from Diridon are very inconvenient for commuters who get off work at 5 pm and take Caltrain into Diridon. The timing of your departures should try to coincide with Caltrain arrivals into Diridon. The morning northbound schedule is truly inconvenient. I can take Caltrain and get to Diridon a lot faster.

I’m very pleased that the 10 & 60 are merging and becoming more frequent! The 10+60 was already the best way to get between the airport and Campbell, so this will make it even quicker and easier.

It’s clear in this plan that VTA no longer wants to provide Commuter Services due to low cost per seat revenue. Looking at the numbers I see my particular bus (101) shows ridership at 5.2 Boardings per hour of operation. There is a cost per boarding but no detail on how the Express fare, which is double a regular bus, plays into this.

Also stated is buses have to go back to a depot and thus have storage cost. Doesn’t every bus end up in a depot every day? I understand loss of revenue while the bus sits there. Can’t they be used for other rides, perhaps for school trips?

Overall I am dismayed the decision to discontinue some of the Express buses is simply a matter of cost.

There seems to be little to no regard what this does to peoples commute, carbon footprint when people now have to drive, as well as more cars on the road.

Personally I don’t have a good VTA alternative to get to work, at least one that is timely. There are some combinations I could take, but route tim...

This termination of 101 Express will leave me with no public transportation alternatives. I will have to drive to work (while paying higher sales tax for VTA services). Increased ridership, indeed!
VTA does not have to use huge and expensive buses on express routes. This would decrease operational cost.

102 Please retain the existing multiple runs in 7-8 AM and 4-5 PM

103 I stopped taking the 103 regularly after you moved the last departure to 7:08am. If you cancel that one I will never take the 103.

102 I was forced to move to the 102 after you stopped the late departure on the 103. If you cancel the later runs on the 102 I will be forced to drive every day.

Multiple Extend line 121 from Lockheed to cover the portion of Line 185 in Mountain View that is being discontinued.

New Light rail line from Almaden to Alum Rock. No need for the proposed 80 bus and keeps existing light rail tracks in use.

Extend the proposed Line 64 to cover the 13 that is being discontinued.

Move the 103 terminal in Palo Alto to Palo Alto Caltrain while still serving Page Mill / Stanford Industrial Park. Convert it to an Express version of the 522 via Highway 680 and 280. All day service. Eliminate Southwest Expressway leg. Stay on 280.

Create Line 568 - A limited stop version of the 68

Run the 168 all day. Express version of the 68

Run the 102 all day. Move the 102 terminal in Palo Alto to Palo Alto Caltrain while still serving Page Mill / Stanford Industrial Park.

Run an express bus from South San Jose to Mountain View via Highway 85

Multiple I would like to see the VTA DASH and Route 10 remain as those free services are beneficial to people who use them. Route 10 should remain as it caters towards airport passengers by having luggage racks on the bus. The new system does not allow for that convenience. Maybe extend route 10 to Berryessa BART to make the service available to all transit riders going to the airport. Since many people find DASH convenient, that should also stay. The new downtown service does not have the same convenience as DASH.

55 I wish you can have Route 55 stay on the Fair Oaks, which is high residence area of Fremont High students. They have no other options to go to school. The draft plan replaced it with going straight on Sunnyvale Blvd, which probably saved few minutes but so many students will have to walk a mile to get 55.

At least, I wish you have bell time Fremont High School buses keep the original Fair Oaks route.

Multiple The revenue from 2016 Measure B has been released. $500 million of it was designated for transit operations. As the tax is for 30 years, that gives just over $16 million a year for transit operations. Why hasn't any of it been used to address the structural deficit that this new transit plan was needed for?
I have been a loyal Express 122 rider for over 20 years. We only have the one bus in the morning and the one bus in the evening to get us to work at Lockheed Martin and back home. It is the only bus that provides service to Lockheed Martin from our area. There are also about 5-6 people who work at different companies that ride the bus to the Lockheed Martin area to get to work as well. I am writing to request you to please keep the Express 122 bus. I know that VTA is asking us to take the light rail to get to Lockheed Martin, but in order to get to work at the same time as the Express 122 Bus, I would have to catch the train 5:00 AM, that would mean getting up at 4:00 AM and the trip home on the light rail would mean getting home at 7:00 PM, this in my opinion is not a viable option. I'd like to offer a suggestion if you still want to cancel the 122, change the 121 Express route to include 1 or 2 stops to pick up the 122 bus riders that would be displaced by cancelling the 122.

This is a very important route for morning commuters to Palo Alto. Please don’t cancel this route as it will negatively impact many commuters. We only have one car in our household and taking this line away will significantly hurt our morning and afternoon routines. I’m also pregnant and driving every day in this terrible traffic is also not safe. We pay more to commute on the bus then if I filled up a tank of gas, but he benefits still outweigh the high cost. Thank you, commuter.

Please do not decrease service for this bus. I ride it at 4:30am from Gilroy to the Lockheed station and then return from lockeed to gilroy at the 2:30 bus. sometimes i have to stay after work so I need other time options as well. I have two kids that my job supports and without this option for transportation I won’t be able to go to work. This bus is important for individuals who work. Not only is it decreasing traffic congestion but is also decreasing pollution. As a tax payer, I have always voted for measure helping public transportation and VTA and to see VTA taking away needed services is upsetting. Please keep all time slots (especially the 4:30 and 2:30) for bus 121

With the changes proposed for the Blue Line, i would stop using it. Currently i am using it daily for commuting to office off I-880 Milpitas Station.

We from South Bay, highly rely on VTA 102 bus because of recent traffic conditions. Please do not discontinue any service, as number of services gives passengers flexibility in choosing their commute hours.

I am taking Express 101 between Cupertino and Palo Alto everyday. I noticed that there are always 5-10 people getting on the 7:48 morning bus and getting off the 4:56 afternoon bus at Vallco Mall station. If you really have to discontinue Express 101, can you make Express 103 stop at Vallco Mall station to pick us up in the morning and drop us off in the afternoon?

Please don’t eliminate this route !!!! Could you consider reducing it to at least 1 RT each way as an option before you eliminate the bus? The commute to Palo Alto from the Southbay is already horrendous and this eliminates a good options when we need them!

Thank you for your consideration.

I and my colleagues often use these bus. I would request you to please keep these public transport services open, especially in the evenings.

First DMV excludes my eGolf from the HOV lane, so there is less congestion for the busses. Now VTA cancels 2 bus trips. The real reason as i see it is, to make more room for the Teslas.

What are timings that are planed to be decommissioned in these routes?

Many people I know plan their working life (home location decision, working hours, financing, etc) on VTA Express. Would nice to have only 1 reduction on this popular route but if you have to reduct 2, would prefer to have an evenly spread schedule! I have noticed that the immediate adjacent service(s) have much fewer occupany.

Please don’t discontinue this route; I use this route all the time to get to work, Monday to Friday, and back home. :(
I'm disappointed that VTA wants to reduce service and I'm personally affected as daily user of the 102 express bus line. Whenever I take the bus it is well filled, at times it is even crowded. Since the 102 bus uses carpool lanes my commute is faster than using my car, I'm sure you are well aware of the constant traffic jams in the Bay Area. Also, with the WiFi on board my commute time becomes work time, something I could not do in my car.

I do see that larger companies provide more and more private buses because VTA and other public transportation providers under-serve the public transportation needs in the Bay Area.

Please explain why VTA can't collaborate better with large employers in the Bay Area to solve its financial shortcomings by getting financial support from them?

I do expect from the VTA leadership to strengthen, expand, and increase usability of public transportation instead of reducing it! The very idea of reducing public transportation in the light of Bay A...

I don't understand why this route would be eliminated, rather that just a reduction in service. This is the only express service to Palo Alto that covers the West Valley, and also the only one which has a connection to the Mountain View-Winchester light rail. The Vallco stop is particularly popular with Cupertino and Sunnyvale residents. An alternative would be a reduction in runs per day (currently just two each way), or a change in end point (maybe from Camden/85 to Winchester Transit Station).

Hello there,

Can you please reconsider the decision of discontinuing Express 101? It is one and ONLY one transit option for me and many others to commute to work from/to Vallco Mall to/from Hillview Ave.

If cost is a big concern, instead of discontinue, can we reduce the current two route schedules to one?

Thank you!

Many of us riding the 102 have flexible work hours and have to send kids to school in the morning. We may reduce number of buses between 6 and 8, but need a 102 bus after 9 am.

Hi, I have been riding the VTA Express Bus route 122 for a decade now. I hope to ride it for another decade or two if you will allow me. Within the first three months of working in Sunnyvale, the driving commute was taking a toll on me so, I went looking into public transportation. VTA Express Bus route 122 was perfect. It takes me to and from work in less time than if I drove myself because it uses the carpool lane.

In addition taking VTA Express Bus route 122 for a decade, I have grown to meet various coworkers on a personal level, which I would not have if we did not take the same public bus. This route has also re-united me with previous coworkers that I have worked with too. We laugh, we joke, and we sleep as we wind down from our work day. While on the Lockheed Sunnyvale campus, I have ran into previous people that I have taken the bus with too. They envy that my work schedule allows me to continue taking bus 122 and the.

A friend fwed me an e-mail informing that the 101 bus is in consideration to stop its service in late 2019. I'm on the riders who take this bus. They are very important for me. We only have two 101s and if you're reducing cost by removing this bus .. please, at least consider removing just one of them.
Green Line
I take the lightrail to get to Mountain View regularly from Winchester, and would prefer the line not be cut, even for the proposed Orange Line. It’s redundant and frankly the current situation is optimal. More people come from downtown SJ and the current line is helpful in getting from Mountain View to San Jose and back (and places in between).

I suggest adding a later morning busy, around 8:45am or 9:00am. Many people have conference calls in the mornings and it’s not always practical to take them on the bus. I believe a late bus (9am) would be popular. Note this does not mean you need a late return bus. The return bus times are fine and would still be suitable for people taking the late morning bus.

I think the original bus schedule assumes people spend a full day in the office but people often go in for core business hours and work remotely otherwise, especially when they have calls in the mornings and nights.

Lastly, many people feel (very) cold on the bus, especially in the summer. And it’s not just women. Men also keep their jackets on and some even put on their hoodies to warm up.

88
I take Route 88 to and from work. Route 88 should be kept.

Blue Line
Don’t reduce the blue line. It is the only accessible light rail to Milpitas. This will be an useful connection once the bart is functional. Also it connects SJSU students to Great Mall.

Blue Line
How about keeping the original route as that has more apts/houses/residential on the way than Mountain View to Milpitas line that has more commercial on the way unless one assumes that people in offices travel more on VTA than from home! I am sure you are not assuming that, or are you!!

64
Keep 64 route as is. It is efficient and gets to SJSU quickly, and is allows for easy access to the 7/11 and the near Baccardo Building, a part of campus nearby.

168
I don’t understand why the bus routes for 168 will be decreasing, instead of increasing. I believe the populations in Morgan Hill and Gilroy have increased due to the high cost of living in San Jose.

In addition traffic and commute times are getting worse every day.

I usually take Caltrain to get to/from work because the current schedule for 168 does not accommodate my work schedule.

I enjoy taking VTA and wish we had an increase in routes.

65
On February 1, 2019, elected officials and community leaders gathered at the site of a new housing development for formerly-homeless seniors at the corner of Leigh Avenue and Southwest Expressway. More than one speaker touted the "transit friendly" nature of the project -- there's a stop for the 65 line right outside! But VTA plans to kill the 65, again, leaving those seniors with a more-than-quarter mile hike to the light rail station at Fruitdale or a 3/4 mile hike to the Bascom station.

San Jose City College students, seniors, commuters seeking access to Diridon Station all use the 65 line. It's the only north-south bus line between Bascom and Meridian. It's gone from a full-service, 15-minute headway line to a "community bus" reduced fare service (remember reduced fares for reduced service? Those were the days) to an infrequent, yet full fare line. And now, again, VTA has it on the chopping block. Please reconsider this decision; perhaps even do something transit friendly like se...

65
my mom routinely take 65 from camden to san jose transit center. Disconnect will have a large impact

121
Can VTA already share which 3 121 routes of the 9 will be canceled?

68
I'd like to see an earlier 168 south around 2:30pm
It’s would be troublesome when VTA reduces Express 102 and 103, which are the two bus we rely on to commute, this means that it raises chances for us to be driving and causing more traffic on the freeway.

Please make this bus more frequent and not leave ahead of schedule.

I take this route everyday and it has greatly improved the quality of my life. I am able to save a lot of time driving and being on the road vs riding this particular route. I urge you to please continue to maintain this route.

I take this route everyday and it has greatly improved the quality of my life. I am able to save a lot of time driving and being on the road vs riding this particular route. I urge you to please continue to maintain this route.

It would be helpful if the proposed changes to Route 121, reducing from 9 to 6 buses, actually included what times those buses would run.

Please keep the current route for the Blue Line.

Which times are slated for removing?

This is my main commute to work daily. There are no alternative route like this one.

4 percent? You are cutting route 13 and 63 and others to save 4 percent? Only 4 percent?

These routes are the backbone connecting San Jose to Palo Alto. At any given point if we reach El Camino then we know we are covered. This is not only very relevant for people who do not have cars but also those who are trying to be environment friendly and using buses instead of being own cars.

The alternative of taking taxis (which would be the only option in the evening/night) would be very expensive. Hence request you to not make reductions on these 2 important routes.

My carbon footprint is going to skyrocket when 101 is gone. Will have to join the crowd on I-280. Could you, at least, route 103 to stop at Vallco?

Hello,

Buses are some times full and although I usually take the one at 7:28am, i'm concern reducing a bus line is going to increase the number of people riding.

Thank you for considering additional 522 runs during commute times. I ride from Fair Oaks to Stanford every morning & there is a big hole between 7:08am & 7:30 where I can't seem to catch either a 22 or a 522. Also, when is the northbound bus stop going to open again? In October the sign said one week, then later it said opening 2/4, and it's still closed. The temporary stop just south of Fair Oaks (northbound road) adds a good 7-10 minutes to my commute & this has been going on off and on since May. Hotel next door has completed construction, FYI.

Please don't discontinue Express 101 route, as quite a lot of people ride on Express 101 on daily basis and it’s highly on demand for these people. However, there could be a few ways to attract more people making use of Express 101 route:

1) Have one schedule in the morning and one in the evening, and the schedule (around 8:00am or later in the morning, 5:00pm or later in the evening) aims at fitting the schedule of more people coming to/from work.

2) Express 101/102/103 routes are overlapping in Palo Alto and Freeway 280, they (eg Express 101 and 103) could be consolidated to form a new route which have full coverage of their original routes.

3) If you have to discontinue Express 101 route, would you please have the existing Express 103 or 102 have a new stop off Freeway 85? quite some people at this stop take on/off the ride of Express 101 to/from work in Palo Alto.
Thanks so much for your consideration!

101 101 connects her home to her office directly. It is very convenient for her. She lives in the 95118 zip code. She doesn't want the 101 bus discontinued. Could we get a smaller bus? Or can we share with her an alternate route?

102 I've been a rider of the 102 express bus since around 2010. When I first started riding it, there were days when those of us who got on the bus at the last few stops in Palo Alto had to stand in the aisle for the entire trip home. In the past couple years, I think the amount of busses running is just about perfect for the number of riders. Yes, sometimes some busses are less full, but that's only because sometimes we riders take the second bus in the morning, but end up working late and take the last bus home.

Please reconsider your plan to reduce the number of daily trips for the 102. Those of us that get on the bus at the last few stops in Palo Alto really don't look forward to standing in the aisle for up to an hour after a long day. If that starts to happen frequently, I'll consider skipping the bus, which would be sad for our environment.

182 Please do not discontinue. I currently rely on this route to get to work

185 I received a positive email back from VTA on my disqus forum comment last week. I was advised that general notices would be posted in the proposed changes bus lines. I Do NOT SEE ANY NOTICE ON THE 185 WHICH IS SUBJECT TO BE ELIMINATED. Spoke with half dozen riders and they did not know this effort was in progress. VTA will be providing a dis-service to the riding public by Not Posting signs in affected buses so riders can Exoress their comments!

Blue Line

Please don't change something that has been working great for years for thousands of folks who use the current blue line to reach Milpitas. They would be inconvenienced. And it would be hardly of any convenience of any new folks.

120 I have been taking Express 120 for the past 8 years everyday

The bus is usually well occupied. Typically the last bus in the evening has low occupancy.

Discontinuing this bus would mean, we will put large number of cars on already congested route from Fremont to Lockheed Martin every day at peak hours

Even though taking the bus costs more than the gas, I still prefer the bus because it simple reduces stress and allows me to be more productive at work.

The proposed alternate (BART / AC transit + Light rail) will take 3 times longer.

I would plead to reconsider and review the decision in light of data specific to this route.

A better decision that could strikes balance would be to reduce the number of trips.

Thanks.

Multiple

On all light rail routes please add one express line in the morning and one in the evening to help facilitate how slow light rail can be.

I am really interested in taking light rail but when I calculate how much time it would take to go from one end to another, it's simply faster and more convenient for me to drive. Taking light rail often doubles my commute time.

Examples of potential express lines:

Orange Line > Alum Rock - Milpitas BART (for BART) - Baypointe (for Blue Line) - Old Ironsides (for Green Line) - Mountain View
Blue Line > Santa Teresa - SJSU - Metro/Airport - Baypointe

Green Line > Winchester - Diridon Station - Metro/Airport - Old Ironsides

102 This express route bridges the affordability gap and helps me tolerate my commute. Please do not decrease the frequency.

Blue Line Don’t fix what nots broken - Blue Line does exactly that and it will cause ridership to plummet including myself. If the intention is to lower the ridership then go ahead with the changes.

Blue Line Changing the current route for Blue Line risks plummeting the ridership. Conduct more surveys before taking the plunge and further ruining VTA’s financial situation.

Orange Line Absolutely required. Are there any plans for an express route for this line?

101 I’m very disappointed to see this route discontinued.
I used this route a lot last year (until our bus stop shelter was taken out).
I plan to use this route 2x week this year in 2019.

Multiple My family lives in Almaden and current route 63 is key to them going to Almaden library and going out of town. The light rail Almaden to Oakridge is another key route for them going out of Almaden. Removing those routes, or replacing them with a 30min interval of route 80 is just making their transportation options more difficult comparing to current limited options already.

To my knowledge, these route are frequently used by senior people, and also route 13 in Almaden is critical for high schoolers of Leland High to commute from their school to home.

Please reconsider the proposal and keep 63 and light rail between Almaden and Oakridge.

103 Most of these buses are pretty full. Reducing to 3 am/pm will impact the capacity significantly. If the times will change, I suggest earlier times as many of us need the current times to get to our workplaces on time.

51 Please ensure VTA continues to have sufficient number of buses and frequency to handle kids getting TO and FROM MV High School.

Multiple While I am sympathetic to the need to address low ridership routes, discontinuing these routes will have a detrimental impact on disabled riders with limited financial resources. For many of those riders, who already face difficulties getting to bus stops, the cancellation of routes and the resulting longer walks to alternative routes may make it impossible to use public transportation, either where disabilities preclude longer walks or the time required to cover the distance makes the use of public transportation impractical.

VTA Paratransit is likewise impractical because of the long wait times involved and long travel times because of shared rides. VTA should investigate partnering with Uber and Lyft to find better solutions for these special needs riders.

16; 17; 18; 19; 68; 8485; 87 [Cody submitting on his behalf] I am very happy to learn of increased frequency for route 68. That’s going to help a lot of people.

16; 17; 18; 19; 68; 8485; 87 My concern is that the new route names might be confusing, and people might not know what is being changed because of that. Also, we already have very limited bus service down here, so more cuts could potentially negatively effect people.

22 As much as this may not always be the most pleasant ride, there are people who count on this bus. It is very important that there is at least one 24 hour bus so that people without the means of transporting themselves home can get home safely. Lyft and Uber may be the only other option for people at that time and these are not options that all people can afford or feel safe accessing.

Multiple - will there be increased support for bicycles on buses? Especially on the west side, where services are significantly reduced.
- same question, e-scooters/ebikes.
- space for rideshare bikes at bus stops?
- will there be accurate real time updates of where, the less frequent, buses are?
- will schedules be sync'd with, CALTrain, Mountain View local shuttle, etc?
- can you put up ridership data online?
- is it practical to look at the electric engines being proposed for trucks to power buses?
- what are the long term plans for smaller driverless buses?
- what is the timeframe?
- on the subject of wishful thinking: charging ports for e-scooters/ebikes along major lines (El Camino) and at Transit Centers, of which De Anza College should be.

Blue Line Keep the Blue/Green line in status quo wrt current routes else a lot of people shall get their morning/evening commutes all messed up.

51 I would really like to see Route 51 run service to Cupertino Middle School and Homestead High School. There are many families from the Montclaire Elementary School neighborhood near Grant Rd. and Foothill Expressway that have children that attend these schools, both located along Homestead Rd. However, there is not a safe, direct path for these students to walk or bike to school, and the traffic congestion along Homestead Rd. makes it dangerous. If VTA were to provide a bus route, parents would have a safe option for getting their children to school. It would also increase ridership for VTA and teach our children how to be independent and use public transit. A win-win for everyone!

PLEASE consider adding to Route 51 or a School Tripper Route along Homestead Rd. to service Cupertino Middle School and Homestead High Schools. Thank you for your consideration.

Blue Line Today thousands have used the extended blue line, By changing the route, those thousands shall turn into hundreds. Is that acceptable to VTA?

26 Waiting for route 26 significantly increases my commute time to college. I am very much in favor of the plan that increases the frequency of this bus route. Thank you!

26 I strongly approve of Route 26 frequency because I have had to wait as long as half an hour for the bus when I reach the stop

Almaden Spur Even though I am disappointed that this Almaden spur is proposed to be eliminated, however I am glad that it will at least be replaced with a bus line.

I am strongly opposing the reduction of route 13, as a lot of old folks in Almaden Valley, they are relying on Route 13 to get in and out of the valley. It is their life line, if you completely cut down this line, how are they going to get in and out without driving?

13 We are strongly opposing the elimination of route 13. This is the life line for both me and my husband, and we ride this line every day from Almaden light rail station to my daughter’s house (five days a week). If you eliminate this line plus the Almaden light rail spur, we would have no way to visit my daughter’s family. I am helping them pick up kids after school everyday. This elimination will also significantly impact the students in the neighborhood school (such as Bret Harte, Leland).

I thought in the 2017 plan, this line will be replaced by a new route 83, which is a much better plan, what happened to that proposal?

22 [Cody, on Nextdoor user’s behalf]

Please keep the bus 22 at night. May be ask the Santa Claracounty for a subsidy.
Don’t penalize those who work at night or those who need a place to doze at night.
It seems that the Blue and Green light rail lines will still have the same number of stops along with 1st St corridor. So many stops slows down how fast these lines can go. If a few of the stations were removed then the 1st St corridor routes will be much faster end-end. There can be buses added to connect the remaining stations to their immediate surroundings - including to the area around the removed stations.

I believe this can be applied to a larger number of stations than just the 1st St corridor stations. If every other station (not suggesting this but merely an example) was removed and replaced with an increased bus route present in that area then the light rail lines would be much faster. Since he bus routes will service the area around the stations, people can be picked up near their home/work and ride the bus to the light rail instead of having to walk/bike. An additional benefit would be that people would be utilizing the VTA services more. Bus routes would then need to...

Subject: Proposed Discontinued Express Route 122

I live in South San Jose and work at Lockheed Martin in Sunnyvale. I have been taking the 122 bus to work for the last 7 years and riding my bicycle home. This has been a great alternative to driving my car on Highway 101 or Highways 85/87 to work in the morning and home in the afternoon. By discontinuing Express Route 122 you will be adding additional traffic on Highway 101 and Highways 85/87. The discontinuation defeats the purpose of removing traffic congestion during the peak morning and afternoon commutes. Less cars on the roads during the day improves the air quality in the Santa Clara Valley. I am open to increasing the cost for the Express service if this will keep Express Route 122 running.

Please do not discontinue The Express Route 122.

Please maintain Express 121 service as-is. It is heavily utilized. Please especially retain the evening 6:07 pm southbound bus, as it is the only late bus serving South County. It is heavily utilized. By keeping these buses, we are taking cars off the road, leading to decreased road congestion, improved air quality, and making the Bay Area a nicer place to live.

I agree that downsizing the 88L and 88M routes to school hours only is a good plan. They aren't used as much outside of school hours.

However, the regular 88 line is extremely helpful for getting veterans to and from the VA hospital, oftentimes who are wheelchair-bound or cannot drive themselves.

Please consider retaining the 88 line all day, as it is such a help to our veteran community.

This is terrible! Residents of Almaden Valley are being unfairly deprived of service! Line 13 is important to local residents and the Almaden light rail is a crucial service connecting the area to the main light rail lines. Switching the Almaden light rail with a bus that runs less frequently shows disrespect to the local residents who use this service and negates the expense of building the rail infrastructure in the first place.

I ride the light rail every day to and from work and have never once seen anything asking for input on this plan. Now VTA is trying to force this plan on us when many long-time riders have not even had the opportunity to give feedback. It's dishonest and underhanded. The changes to the deletion of the Almaden light rail and bus line 13 are unfair to residents of Almaden Valley.

Taking 2 lines and turning them into 3 should cause more operational expenses etc, so it would seem from financial point of view of VTA this is regression instead of moving forward, not to mention causing thousands of riders to rethink their commute. Remember VTA still takes more time than car commute in general so any further delay introduced could make VTA’s financial position even more precarious.

Please do not discontinue this very useful express commute route on Lawrence Expressway.
if you have to cut due to budget issues, please make it trip per day each for North and South bound.

Thank you

328 please do not discontinue this very useful express commute route on Lawrence Expressway.

if you have to cut due to budget issues, please make it trip per day each for North and South bound.

Thank you

63 This route helps me to get to work at Luckys California on Meridian and Redmond. If this is taken away I have no means in getting there. I don’t drive and Uber is to expensive. Please keep this in mind for people who have only one option to head to their destination. Thank you.

102 Hello,

I ride express bus 101 and 102 on the weekdays and I also ride bus 65. I live in South San Jose and work in Palo Alto and the bus is the only option for me to get to Palo Alto where I work. I do not drive and if you take these lines away I will be forced to find another job that pays less because in San Jose they are paying less than my current job in Palo Alto. Please do not stop these lines. They are vital for peoples livelihoods!

522 Please don’t reduce Rapid 522 service. If anything, it needs to be improved, not reduced.

49 I was happy to see that line 60 would go the SJC airport. However, with the demise of the 49, I will now have to take the 61 north on Bascom to the 37 to get to the Winchester station. This trip requires two transfers for me on the first two lines that will not be running very often to get to the 60 which would be more frequent. For those of us living in the area between Camden and 85, and 17 and Union, this could make travel times longer. At minimum, can we make sure we have shorter connection times when transferring, if we aren’t able to have frequent neighborhood service?

Multiple For those of us who will have to transfer from one secondary line to another secondary line before making it to a primary (more frequent) line, can a schedule be developed so that the first transfer time is not too long when busses are not frequent? Otherwise, the entire trip will be much longer!

Multiple Please keep the 22 bus route and schedule as is (as well as the express buses on this route) thank you

80 My personal opinion of what they should do with the Almaden bus service would be to merge 80 and the previously proposed 83 and have the 83 service run every other trip on the exact hours it is running today.

Multiple RE: Express Buses, blog comment

It’s clear in this plan that VTA no longer wants to provide Commuter Services due to low cost per seat revenue. Looking at the numbers I see my particular bus (101) shows ridership at 5.2 Boardings per hour of operation.

There is a cost per boarding but no detail on how the Express fare, which is double a regular bus, plays into this. Also stated is buses have to go back to a depot and thus have storage cost. Doesn’t every bus end up in a depot every day? I understand loss of revenue while the bus sits there. Can’t they be used for other rides. perhaps for school trios?
Overall I am dismayed the decision to discontinue some of the Express buses is simply a matter of cost. There seems to be little to no regard what this does to peoples commute, carbon footprint when people now have to drive, as well as more cars on the road.

Personally I don’t have a good VTA alternative to get to work, at least one that is timely. There are some combinati...

My concerns:

1. Eliminating 24hr service on line 22. This will have the largest impact upon the homeless since the bus is sadly one of the only safe, climate controlled places they can be overnight. But shift workers will also be impacted. 22 is the ONLY way to get anywhere on the peninsula overnight at a reasonable price. A public transit service should serve the public, especially those who need it most.

2. Express service reductions. Yes, the current means of providing Express buses seems to be quite inefficient. So why not be more creative about how buses are used throughout the day? Why must it be one route per bus? Seems like a bus could come into Palo Alto (for ex.) as an express, then work its way back to San Jose under one or more other route names. Plenty of other cities run buses that only go part way down the route—again, a little more creative thinking gets more rides to more people and more money to VTA. It’s not perfectly efficient, but it could be a lot MORE e...

Could there be express service between Mountain View Transit Station and BART? That would make it much more useful to me. I would still use it otherwise, but if I could be on par with traffic to the East Bay that would be great.

Instead of reducing the 102 how about adding drop off locations closer to the Stanford campus or other side of Palo Alto/Menlo Park? I take the 102 but cannot leave at the time I want due to the time it takes to connect to other transportation/walk. Additional stops might make the line more attractive to riders.

I take more than one VTA service, but the option above won't allow multiple selection. For the Almaden Light Rail (Purple Line), instead of a short service or bus why not expand it to Santa Teresa? The train can switch tracks at Ohlone/Chynoweth. This will take out the transfer time to get to Oakridge/Almaden.

Dear VTA,

With the billions of dollars we taxpayers pay in California, I am appalled at the level of difference you place on services that affect not just my way of going to work, but also the environment, with more cars entering the already gridlocked freeways, and the riding public, commuting an average of 1.5 hours EACH WAY to work. Shame on you. The express bus 102 has given me and other riders relief from the nightmarish commute that we face every day as we try to survive in this area. Your reduction of route 102 from 7 services to 5 has further squeezed an already frayed riding network. We don’t earn tech wages, and we are trying to pay our mortgages and just get to work, so we don’t lose our jobs. Is there no end to your greed and desire to save a few dollars? Our bus driver informed us that this is already a “done” deal. This shows indifference and apathy on your part. This change will adversely affect me and the many passengers that look at the express bus system a...

Please keep this bus line running 24x7, even if you have to change the bus that runs later to one of the smallest available. There are a lot of people who depend on this bus line because of its availability. I have lived here all my life and can’t remember a time that I couldn’t catch the 22 and recently the 522.

As elderly residencies increase on Leigh Avenue VTA line 65 service should increase hourly and weekends, not shut-down!

I am glad you are creating three light rail service lines with the arrival of BART to further perfection the rail network. Good thinking.
I have a planning degree in transportation. Reviewing the light rail scheme, I always look for the major transit nodes as their operational function needs to be more perfect than the other stops. One major node stands out with a red flag: the new Milpitas BART station has the blue line not going there.

I also have a degree in economics: my advice therefore is to maximize service where it matters (BART Milpitas should be seen as a core station). Restricting service options should be avoided right at the spot where transit success is most likely.

Possibly you looked at the east end of the orange line and realized you do not need much service there and adding the blue line here diminishes your train availability (two negatives). However, the BART investment requires optimization of light rail service between BART and Downtown, and between BAR...

Multiple After reading the financial restrictions that prompted the 2019 New Transit Service Plan, I would like to propose looking at an increase in development fees (a minor increase may already do the job). I'm sure that crossed your mind, too.

Do expect higher transit revenues when BART service is put in place. This is the single new revenue opportunity that will end up saving VTA a lot of money. Simply put, the spill-over effect will make VTA transit be used better. BART will create a win-win situation for VTA, therefore make sure that transferring from/to BART is as easy as possible.

But do also consider the new transit node (of BART and light rail) from a land use perspective, as it becoming a much desired spot to invest. Not sure what the plans allow for, but I would not be surprised if office spaces thirty stories tall and apartment towers twenty stories tall were built in its vicinity. It could be a mini-Diridon in as far as attractiveness for locating business/homes is concerned...

Blue Line Promote South County riders to use the Santa Teresa light rail station to get to and from San Jose. One reason people do not use this station is safety concerns. On several occasions riding from San Jose to Santa Teresa on this train line I have felt unsafe and was threatened by other riders. If there was more security on this line, more people riding, and more promotion this would really help. This is a much cheaper option then using Caltrains to get to San Jose. It would be great if this was an express line and went directly to downtown San Jose.

Not clear why there is not a community session to get feedback in South County.

Almaden Keep Almaden line to Oakridge Mall at least. It is used.

Spur 22 This plan affects the local homeless, as well. The #22 Bus which runs up and down El Camino will be out of service overnight for 4 hours. This bus is shelter from the storm overnight for area homeless, who are legally prevented from lying down anywhere outside. Those who are ill have no legal place to fully lie down and rest, ever. They can't lie down on the bus, obviously, but at least it is out of the weather. It did snow the other night in PA. Homelessness and hunger affect far more people that one might assume in this area. What if it was your daughter or mother or son or husband who became homeless? Or you?
13; 63; 64: How much more input do you need? There are real people riding the buses whose lives would be impacted by these eliminations you are going to implement, including me. Do the board of directors ride buses at all? What right do they have to decide our fates? What am I going to do when you cut those 13 and 63? Do the staff not get old eventually? Do they not have relatives or friends rely on buses to go around? You need to come up with better alternatives than just say you are going to cut cut cut because it’s not cost effective. But WE ARE PAYING FOR OUR RIDES!!! I think you should try having route 64 turn around at McAbee then cover part of 63 route you are going to cut. Your plan is basically saying screw the seniors and people who don’t drive, we want to serve other more densed area. Well, thank you very much. I hope one day when you get old and are not able to drive anymore, we will see how you feel to not be able to go anywhere.

102: I rely on the 102 express to get to work and I feel reducing the number of trips in each direction is short sighted. There should actually be more trips in each direction. If the goal is to increase ridership, then more, not fewer trips would help in that regard. If there are too few options, people will return to their cars as their primary mode of transport, increasing traffic and reducing revenue. I prefer taking transit whenever possible, but often there are limited options and I am forced to drive.

35: Without a car this is the only route available to me and I use it with moderate success. The changes you propose are harsh. Especially the every hour schedule. I was hoping 15 or 20 minute schedule You know few of your stops have any protection from wind, rain, sun and some have no place to sit. Thirty minutes was difficult enough, at 84 years I will be more reluctant to get out if this is approved. For able bodies without cars missing a bus would mean missing an appointment or class.

The extension to the route come at too high a price. You could also consider a more direct route through Palo Alto. It seems cars always come first.

With the removal of the 45 service, there’s nothing to the east of White Road until you get down to Quimby now. That’s an awful lot of East San Jose poorly served by the bus. I appreciate the roads might not be suitable, but a service that went up Story to Fleming and then down Alum Rock and in to the Alum Rock transit center would bring the transit network in easier reach of a lot more people (a bit like the 25 but going further east). Currently those up near Fleming and beyond have a fair walk even to get to the existing 25 service on White Road and no doubt they either don’t bother or use a car instead (including me).

Please don’t cut the later express buses. This is where riding VTA can save time or at least be comparable to driving.

I don’t currently ride VTA since the light rail is too slow going coming from the South through downtown SJ and the express buses do not come close to where I work (1st and Tasman). Would love an express bus from Gilroy/Morgan Hill to North SJ

I know many people at work who would love to ride express buses, including Express 101, to work which would significantly increase ridership. Some of them tried and, ultimately, stopped citing how unreliable these buses have been. Buses are routinely late in the morning, and leave early from the designated time points in the evening. There were multiple cases when buses were leaving time points early in the morning too. Being stranded on a bus stop in either direction deals fatal blow to one’s willingness to use public transit in general, and VTA options in particular. So, instead of improving reliability and efficiency, VTA is cutting services. Even less people ride. It’s a vicious cycle. Why don’t we abolish VTA altogether? We could transfer saved sales taxes we all pay to keep VTA around to our personal Uber/Lyft fund.
I understand that there are plans to cut the number of buses on this route. This would be a major disappointment and disservice to so many in the South valley. I ride this bus daily, first bus, 5:32am from Gilroy to downtown San Jose. This bus is always filled to capacity, and we all depend on this source as a form of alternative transportation to reduce traffic and pollution. I also ride the last bus from downtown 6:04pm from second street, again bus is filled. It’s difficult to imagine that buses will be cut with the amount of ridership I observe. There is obviously a need. Please consider the data of ridership, not to mention that as the south valley communities continue to grow as bedroom communities, more folks will depend on these services as an alternative to driving to San Jose. Imagine, every rider on the bus means one less driver on the roads. Less congestion, less pollution, all goals from transportation authorities. Please reconsider. Sincerely, concerned citizen.

Without the original Blue Line route, VTA shall lose my participation and i am sure whole lot of other folks as well. The Mountain View-Milpitas has more corporate buildings on the route than actual houses. So net-net, the ridership should decrease.

My concern is that you are cutting service to about 15 bus stops on route 42! I am disabled and rely on this bus route to get to my dialysis treatments four times a week. I have been taking this bus for over three years and this change would be a hardship to getting to my treatments! I am always on this bus and regularly see students and several wheelchair passengers. Im asking to please keep this route in service as is, as any change would inconvenience those who rely on it. Thank you!

19 northbound via wren l/first street should continue to Santa teresa make a right on Santa teresa R/welburn L kern R/mantelli,R/church, L/first street,L/Monterey ,that way it could service the business between Kern & Santa Teresa n also the senior facility on Santa teresa (Merrill Gardens At Gilroy)

Light rail should run 24 hours a day, as if they stop altogether at night, it makes it impractical to rely on it as a mode of transportation if your schedule is unpredictable...instead move to sparser frequency earlier in the day to reduce cost (ie once an hour is fine, as long as one can still rely on being able to take it, albeit with a longer wait until the next train). Make the trains completely automated and shorter if you want to save on labor costs. the proposal to get rid of one of the light rail lines and replace it with a bus is idiotic.

People in our family would never ride a bus, but the LRT is awesome. It’s also much more simple to fully automate a train than a bus...plan for the future, not the past. Also, make it easier to get to BART, so that it is easy to get to the City, and make it easier to get to Sharks games at SAP.

This comment is response to your blogpost "Seeking Input on Proposed Service Changes for Almaden Area of San Jose." First, let me thank you for having this forum for the public to express their concerns about your service plan. Please know that what you do affects real people. There will be no way for me to get home. Please also know that the situation for transit in Almaden is not as hopeless as you think. In fact, you came up with a great solution (Route 83) two years ago. You just need to implement it. I look forward to hearing a custom response to my letter below.

Your most recent online ridership data shows that Route 13 has a weekday ridership of 174 with 13 hours of service (as of October 2018). By my calculation, that’s 13.4 boardings per hour (not 10.8 as you state in your blogpost).

But the bigger issue is this. Route 13 already has 174 people riding per day. That’s not terrific, but not bad either because the service right now is very limited. If you miss th...

I vote for blue line to go to Alder because of Park and Ride and it’s conveniently right off the highway.

With the direct link from San Jose to Milpitas broken on the blue line, it is hard to see how the Blue Line would be able to keep its current ridership. Expect for a drastic fall in the numbers causing more financial woes for VTA, the one thing it cannot afford.
Blue Line; Orange Line  The addition of the Orange Line and stopping the Blue line short of Alum Rock sucks. It means everyone trying to get from the Santa Teresa or other south stations will be forced to change trains every day to get to Milpitas stops, which will lengthen the trip and be a big hassle. My commute already takes about 2 hours each way compared to driving which takes about and hour and fifteen minutes. I’m expecting that having to change trains at Baypointe just to get to 1880/Alder will add another 10-15 minutes to the commute, making it more likely I will stop taking light rail and revert back to driving.

101  I do not use this line very often, but I use it when I want to ride my bike. I live in Campbell and work at Stanford. Trying to take a bike on Caltrain is very annoying, so when I want to ride, I take this route.

Multiple  Please do not decrease service to/from South County. We need more, not less, public transportation options to make commutes viable. It is clear that Hwy 101 cannot sustain more traffic in the South County corridor (particularly near Morgan Hill), yet more of the Bay Area's workforce is having to move to this area as we are priced out of other cities.

65  I uses the Route 65 on weekdays and if the route will be discontinued which is the next best route that would be closer to me? I live on East Taylor and 10th, and I need to ride the bus to go to SJSU.

Comment from VTA blog on Express buses:

I grew up in a country where one doesn't need a car in metropolitan areas to get around. Big City downtown areas have been converted into big pedestrian zones served by underground trains decades ago. Public transportation is mostly faster and cheaper than using your own car, raising everybody's living standard. Under-serving and organizationally fragmented Public Transportation results in Silicon Valley being something like a century behind on Public Transportation standards in other developed countries.

VTA now wants to set us back another decade or so. Express buses, being fast by using car pool lanes, having Wifi on board and taking a lot of driving stress out of my life are just too good to be kept true. How much does a Hightech company pay for a parking lot at the Palo A lto end of the 102 line? How much does it cost to maintain freeways per one hour commute? I know it would cost me at least 10$ one way to take my own car instead of th...

Multiple  The service plan is a very good start, the frequent 26 is probably the best proposal I have seen by far, and frequency upgrades on the 68/capacity on the 500 are good too. I say place even more scrutiny on peak only service, because the price of this service is higher for the deadheading reason (short term) and also the fleet maintenance costs (long term). The 51 and 20 are set up in such a way that service is largely two way peak service, so the deadheading cost is not as absurd as the express routes. Still though, regardless of how well they are doing, actually calculate the travel time savings from the express routes for example (mostly not including waiting time because its a peak only service). Some route save only less than ten minutes relative to other options and the spare capacity on other routes is probably better for riders and for the VTA's budget. Some express routes save upwards of 20 to 30 minutes and this is much more meaningful. Also, while nighttime service on the 22...

Multiple  I am from New York City, and have read news articles for the past few years of public transportation agencies throughout the USA that have redesigned or will redesign their route networks.

The one thing that must NEVER EVER be done: use a network "redesign" as a means, overall, to degrade and/or reduce service.

Those VTA executives and board members who wish to do otherwise are complicit in thinking that mass transit is a liability in your communities; they don’t deserve the Valley's support.

These people must step aside for those who value mass transit as an asset for a better quality of life for all.
I have only recently discovered the usefulness of this route. Previously I would be driving to work, and then there was a VTA/Stanford transportation event at my work (Tesla) where I was given great advice on how to get to work. I think this is exactly what is needed to make these routes more successful is awareness. I think many people find it difficult to navigate public transportation. If more/clear information was communicated, this could a much more popular route and in effect a more successful program.

[entered by Cody from Nextdoor]
Please do not cancel the 185 express bus.

[entered by Cody from Nextdoor]
I agree that the express buses should not be cancelled. If you are trying to get people to use public transportation for work and get them there on time, cancelling the express buses defeats that purpose.

Blue Line
Keep the old route, please!

Almaden Spur
What are VTA’s views on discontinuing the Light Rail: Almaden Line? I’ve read somewhere that it was the least in use. Perhaps make it part of the orange line?

13 Is the Almaden Expressway and McKean route discontinued as well? Rout 13 looped around passed Camden - Almaden Rd.

13 Is the Almaden Expressway and McKean route discontinued as well? Rout 13 looped around passed Camden - Almaden Rd.

88 Please keep the line 88 during the day, not just for school times, it is such an important line for Gunn students going home during their preps, people trying to get around Palo Alto, or veterans trying to get to/from The VA from the 22/522 more than a mile away. Your job is to provide a public service and taking this line away from this city is unfair to the people of Palo Alto.

Multiple Understanding VTA needs for Transit Service Plan that is financially sustainable, it’s also horribly important that VTA is adequately mindful of their region’s resident/rider needs.

To increase ridership and decrease automobile use, VTA needs to become a consistently reliable source of transportation for all areas of the region, at all times of the day. Decreasing routes, times, and frequency where increased population is expected or demanded by current ridership is not being mindful of rider needs.

The public wants to increase public transit options, routes, and hours to make it attractive to a broader population. VTA needs to operate 24/7 and offer more 24/7 options that connect riders from various neighborhoods to larger hubs, and regional transit options.

VTA made a disappointing decision when it jeopardized public safety and abandoned faithful riders by discontinuing special services from large-scale event venues unless a fee was paid. VTA is a service partially funded by...

121; 168; 68 You should be increasing service to/from Gilroy not decreasing it. Gilroy is the fastest growing city in the county, if your routes were more frequent and more convenient, you’d be contributing to the quality of life, decreasing pollution, and decreasing the number of commuters on our already overcrowded roads. Instead, you seem to want to further degrade an already non-optimal service.

Why don’t you look at how you can make your service more attractive? (better routes, less time, move convenience, higher frequency, inside and outside of commute hours, etc) . I’ve lived in places where mass transit is great. Your agency has fine people working for it, I’m sure you can do better.

330 I sometimes commute on 330. The poor ride frequency (at about 25 minute intervals) plus the irregular delays (sometimes 15 minutes) make it inconvenient. Did I miss the bus or is it late? How long do I stand here before I just drive my own car to work?
I would use 330 more if it was more frequent or if it always came on time. I much prefer the 15 minute intervals at light rail stations. It is almost frequent enough that I don’t need to know the schedule and I don’t mind the wait. Eliminating 330 service will put me back in my car. I hate driving. I don’t want to be part of the traffic problem. I don’t want to contribute to carbon emissions. VTA should be expanding all services until transit is more convenient than driving.

I use the 185 daily. It’s a godsend. I can’t believe it’s being cancelled; ridership has gone up a lot in the last year! Canceling the 185 without offering a 4th CalTrain doesn’t make a lot of sense to me. There’s so many people that work in Mt View.

There has to be a more creative solution to making it profitable. Smaller bus...like the DASH shuttles? Make it a regular white bus so it can turn around and become a 68? Charge a little more? C’mon

Good Afternoon VTA

As a tax paying citizen who also rides the VTA Express 168 in the morning (Northbound) and on the VTA Express in the evening (Southbound), I am requesting that you DO NOT reduce the morning (Northbound) 168 Express between 5:30 a.m. and 6:30 a.m. and also DO NOT reduce the evening (Southbound) 168 Express between 5:00 p.m. and the end of the scheduled time. These times and routes are one of the main ways to get from the South Bay into San Jose Diridon Station and vice versa. I go further north than San Jose Diridon. Decreasing these routes and times severely impact my ability to make my Caltrain Connection and thus getting into work on time. Before anything is even proposed - tax payers should be have a vote. If you must decrease the 168 Express in Northbound and Southbound - do so after 7:00 a.m. in the morning (Northbound) and before 5:00 p.m. (Southbound) - so as not to interrupt major commutes. I thank you in advance.

My children take the bus from Bret Harte and Leland after school. Please keep this route. From the looks of things, there will be no bus service in Almaden Valley or light rail to Almaden Valley anymore. This is NOT ok with me or many in our community. If I read the maps correctly, why is Almaden Valley having all bus services taken away? Where are my taxes going? Not serving my community if you take away the bus and rail services here. I’m am writing on behalf of my children and community members.

I sometimes take this bus line. Currently, it is almost never 15 minutes in frequency. Piedmont / White in both directions service schools. What is the reasoning behind decreasing the frequency, especially with having it be the only route to go to Capital from that part of town, as proposed.

[Note: The majority of this comment is also posted to “Seeking Input on Proposed Service Changes for Almaden Area of San Jose”]

Adam,

Thank you for sharing your personal story to a member of the public. I imagine it is not easy to discuss such details and I appreciate your candor. Thank you also for taking my comments seriously as evidenced by your long and respectful response. It is important that we empathize with each other. Decisions planners like yourself make can have life-altering consequences on some of the most vulnerable members of our community.
There are many points you raised in your previous response. Beyond the various definitions and numbers, I trust you understood my broader point: There is hidden ridership in Almaden Valley. Even with the minimal service you are putting out there today, you can be doing better. There is no reason to give up. I hope you will work in good faith with the Almaden Valley community to seek "solutions that move you."

... 185

Hi,

I live in Gilroy and work at Synopsys (near Maude and Clyde stop). I've been using 185 express bus line since July 2017 almost every work day.

In 2019 plan, I've noticed that there is a proposal to cancel that line. I hope this will be reconsidered. Many passengers rely on it. It saves time (as I can work in the bus) and keeps cars off the road.

If the concern is its ridership, ridership has been increasing since I first started to use this line. Gilroy population is increasing, and many people commute north. This will only increase. I feel like for this line if a bit more marketing can be done at Gilroy and Morgan Hill, as well as at companies (e.g. Synopsys, Symantec, LinkedIn, Google, Apple), ridership can further increase.

Cheers

With the traffic on I280 turning into a gridlock everyday, many of my colleagues are constantly searching for alternatives for commute and express 103 provides a great service for these people. The only reason why more people are able to take advantage of this service is that they say the bus timings do not fit their schedules. If you are reducing the service rather than increasing them, you will not only be effecting many who are current regular riders but also discourage new riders. I urge you to please keep the current service even if you are not able to increase the number of trips.

I have reviewed the new transit plan, and I see that the 101 express is going to be dropped with no suitable alternative offered up in it's place. Public transportation is already pretty inconvenient in the Bay Area dropping routes with active ridership seems to me to be going in the wrong direction. I think the Express Bus concept is a brilliant substitute to make up for insufficient rail coverage in the south bay, and have tried hard to be an advocate for ridership over the past 7 years. It's surprising how many people live close to express bus connections and don't know they exist. I think ridership in the express bus could be improved through increased awareness. I'm know that VTA was very scientific in gathering rider input/feedback for the new transit plan, but how much outreach was there into non-riders? These individuals to me are the key. Based on my own "non-scientific" survey of current non-riders, there is nothing VTA could do to get them out of their cars. It's ...

I am disappointed in VTA. I have been riding daily for almost 30 years and have seen the system go downhill! I moved in to apartments that give me access to both bus and light rail but was disappointed the bus lines take (and have taken most of my life) now run so infrequent. I take 64 daily from almaden and want to see commute times more frequent, especially given your extending the route to eliminate another bus (13) I use as well. It also makes little sense to discontinue the Almaden light rail in favor of a bus that runs so infrequent. We rely on these routes to get to work as well as shopping and doctor appointments so to take away frequency and options will finish life events for your riders that rely on you to get them where they need to go frequently and reliably.
Just like me few hundred of my colleagues working in the Palo Alto community and vicinity depend on the VTA 102 to commute from and to the South San Jose area. It is an environment friendly, stress free alternative that we have all come to love. Any reduction will have an adverse impact to the wider community that VTA is tasked to serve. Instead of reducing service, why not add an additional stop in Cupertino that can potentially boost ridership?

I have been riding the 101 route into Stanford Research Park nearly everyday prior to our SAP remodel project that started in November 2018. I had temporary office space in Sunnyvale, now that I just returned to Palo Alto campus I will using this service again.

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I have been riding the 101 route into Stanford Research Park nearly everyday prior to our SAP remodel project that started in November 2018. I had temporary office space in Sunnyvale, now that I just returned to Palo Alto campus I will using this service again.

I have been taking the 101 for 10 years. The discontinuing of my route will make my commute longer and it will require 3 buses instead of one to get to work. I don’t know why VTA is making changes on the express routes. Taking the other buses will require extra safety measures for me. There are people with mental problems and bad hygiene. Express bus was a safe and peaceful ride and I am not happy with the change.

Express 120 is a great route that serves commuter needs perfectly and solves the last mile problem. The route ensures that commuters are able to get off very close to their work place. This is one of the few buses that has good ridership too. The rationale for stopping this commute option is not very clear given above observations. I would like to urge the concerned parties to rethink their decision and re-instate this bus route.

I currently catch the 6:15 am at Ohlone - the first bus is generally full and makes many stops which is why the second bus is my preference. In the afternoon, I frequently take the 4:00 or 4:15 - the 4:15 is not as crowded which is generally my preference. Depending on my schedule for the day may mean that I take any of the buses between 4 and 5:30. I would like to have an idea of which times would be eliminated, thanks you

I have been using Express VTA 102 for the past few years for both to-and-fro route and absolutely dependent on the ride. I sincerely request you not to eliminate the existing rides. In-fact if possible please consider my request to include one more route at 9am from S.San Jose to Stanford Research Park, that will be of great help.

Thank you for your consideration.

Hello, my name is Carmen Needham I have been taking bus 103 for several years now. I take the 103-@ 5:58 am from Eastridge to HP Palo Alto. Being able to take the bus at this time allows me to take back the 2:50 pm 103 which arrives to Eastridge around 3:45 pm. These combination of hours work perfectly for parents to pick up kids from school or babysitter. For me personally it allows me get home and take care of my elderly parents after considering many other schedules in conjunction with my other siblings this is the time that works best for my family.

Best routes for working families
103- departing Eastridge 5:58 am arriving to HP PA 6:45....leaving PA to Eastridge 2:50 pm and arriving at 3:45 pm. Please consider not making changes to this routes. thanks, Carmen Needham

As our Bay Area keeps pushing on using public transportation and get vehicles off the road. What's planned is more cut backs, doesn't make sense....

With all the road taxes we ALL are paying that should not be the issue.

I have heard that some of the 102 trips are going to be eliminated. If anything there need to be more trips added. These buses are always full and people depend on them to get to and from work everyday. The traffic on 85 and 280 are horrendous and the last thing that needs to happen is eliminating buses and adding more commuters in cars to the traffic. Please reconsider this decision to eliminate trips from this schedule. Thank you

If you have to eliminate one trip from the current 4 trips, please consider removing the 6:32am westbound and 4:30pm eastbound.
A better option is, keep the current 4 trips, but replace the last bus with a Van.

The last 103 morning bus is good for me to arrive at work at about 8:30. I don't want it to be changed.

The last 103 night bus is good for me to go home after working for 8 hours. I don't want it to be changed.

The 102 route helps immensely with my overall mental health of avoiding daily commute traffic. My work day is from 8:30am - 5:30pm and the 7:12am and 5:50pm routes are perfect for riders that have to work longer days. If either of these routes are being considered cut, then it will stop myself and many others from riding VTA. I urge VTA to keep these routes for us workers that have inflexible work schedules.

If 103 Express can pick up and drop off riders at Vallco, that would lessen an impact on these of us who can get to Vallco. Please consider this change!

I ride the Express 102 daily to & from Santa Teresa/Lean and Hanover/Hill View.

If two trips are to be eliminated, can it be done as to produce a consistent wait time between buses?

Reviewing the schedule it is possible to have an approximate 30 minute wait between buses; both in the morning and evening.

I have been riding the Express 102 route for almost 2 years now. I very much appreciate the flexible times currently in place as my work schedule is not always the same. The only time in the afternoon route south I think you should consider eliminating is the 3:27 time and perhaps the 4:25 time. If other routes are eliminated it will have an impact on my ability to use this service. My morning routes used the most are the 6:13 a.m.. 6:31 a.m. and 6:43 a.m.

Thanks,

23; 523

I don't know "our colors", nor should I have to. I think that Cupertino should continue the bus service on Stevens Creek Blvd. at its current level, we should have, if we don't have it now, the same service on Homestead, as well as on Wolfe Rd. and De Anza. However, I do not want to see any more than we already have. If more bus service for students of DeAnza College is needed, we should consider using trams from places like the Vallco area, and from Lawrence Expressway, to be paid for by the present sources.

Please consider reducing to one bus service around 6-6:30 am Northbound and 4 pm or so Southbound instead of canceling the line entirely.

I’m living South San Jose and commute every day with Express 101. It will impact my life if discontinuing 101. It would be better to have at least one shift per day.

[Cody on behalf of Instagrammer -if Planning would like to follow up we can do that with an Instagram Reply comment.]

As a highschooler in the area of this bus its nice to see better transit to what will probably be my college. But i feel like it will be hard to connect to the 523 as i need to catch a 55 to get to the 523. It would be nice to see some improvement in the buses around the downtown sunnyvale area as having a bus every 30 minutes makes it hard to use public transit as an option.

I just wanted to comment for the VTA Express 102 (northbound) - If you eliminate 2 of the daily trips, Please don’t eliminate early trips (the first 2 earliest trips) which are full of passengers everyday. For Express 102 Southbound, I think a trip that has less passengers will be eliminate. I do have a schedule that I take on a daily basis and I hope they’re not going to eliminate; Mon thru Thu I take the 4:23 PM, and Friday I take the 3: 23 PM (stop code 64427). When will be the new schedule for this trip and what’s good result will come out on the new changes/plan? I’m a VTA rider since 2006. Thank you!
This route should not be discontinued because many residents, including me, use it for transportation to and from school. It takes me roughly an hour and 30 minutes from Toyon ave to Mission College. If this were to be discontinued, I suggest that route 64 (Almaden LR to McKee and White) should be extended to Toyon and the surrounding neighborhood. It has admittedly low ridership, but it is the only way for residents in the communities near Toyon ave to reach public transport.

I'm not a fan of the 101 line, as it has too many stops in the neighborhood and is not really an "express" for me, but I'm thankful for lines 102 and 103. I take both depending on family activities I need to get to after work, and can't emphasize enough how grateful I am to have these options available to me. To be able to ride the bus and not have to:
- stress over my commute
- be able to do work via the wifi
- able to catch up on sleep if needed
- taking extra cars off the road, thereby helping the environment AND lightening the traffic load.

I learned that VTA plan to reduce the number of buses on 102 express.

For me the later schedule and the ones I use most. That is 6:54a, 7:22a, 7:37a leaving Santa Teresa Lightrail station in the morning, and 4:03 to 5:33p leaving Hansen.

I rely on the 102 to get me to and from work on a daily basis. The bus is always full or near full, and I worry that reducing the frequency of the buses will make a horrific traffic situation and an unpleasant commute even worse. Either commuters will be forced to drive in solo vehicles because the new bus times are no longer convenient for them, or the buses will become so crowded that there won't be enough seats, forcing commuters to stand for long periods. For many people, having the express bus as an option is the only reason they are willing to take (and keep) jobs in Palo Alto; removing express bus options may force people to quit their jobs because the commute is otherwise untenable. I hear complaints about Silicon Valley traffic every day - the key to fixing it is more public transit, not less.

I'm a frequent rider of Route 45. It's proposed to be discontinued due to low ridership. One suggestion is to extend route 64 (from Mckee/White) to Toyon ave area. The neighborhood that 45 serves will be left without any transportation available. I'm a college student at Mission and it would add more stress and increase commute if 45 is discontinued. Route 64 should be extended down McKee road all the way through the Toyon communities.

When will the 2019 plan be implemented?

Please change the route of 181 to make it same as earlier i.e. start from Fremont Bart and resume the stops on Stevenson Blvd.

It should be 24 hours

I always take the express bus 168 because is faster more clean, better environment and on time for my morning and afternoon classes. Why is not free for sjsu students? I drive 30 mnts then i take the bus i wish it was free for atudents because i dont have that much money.

Two routes that I use frequently are being proposed for removal, which will greatly impact my ability to use VTA. The 65 bus is the only bus that comes from the Japan town/12th and Taylor area. While I realize ridership is low, it's still the only source of transportation available to this community, and it should stay or be replaced with a similar route if removed.

The DASH is the most important to me. The only reason I take the DASH is because it is not on Santa Clara st. I used to take the 522 or the 181 when I got off Caltrain, but it just takes too long to get through Santa Clara. I was constantly late for my classes when I was taking these buses, and was so relieved when I found the DASH. The DASH needs to stay off of Santa Clara, until there is a designated bus lane on that street that will help it be worth people's time to take public transit at the end of the day.

Hello,
I am a San Jose State University student and I use the route no. 304 almost daily to travel between San Jose - Sunnyvale. I recently came across an email from SJSU Transportation Solutions regarding a few changes which included the elimination of the route 304.

As a daily user of this service, I have noticed that the bus is always full and many people living in San Jose use this bus quite frequently to go to their workplace in Sunnyvale. I am not sure why VTA would want to discontinue this service as it is quite clearly seen that it is used by a lot of people daily.

Thank you for considering my concern and hope you would keep the route 304 in service as it is currently.

These bus routes allow me to get to the community colleges quicker and cheaper than any alternative

I don’t think that this route should be removed since it serves great purpose for students at SJSU. I always rely on this bus to take me to class every morning and along with many elderly people who use it, there is a vast amount of student who utilize it not only for SJSU but for other community colleges as well. This is why I advice for this route to NOT be terminated.

My mom uses this to get to work, please don’t remove it thank you

Overnight service is more useful. Eliminating that is not a good option.

Please consider the Alum Rock light rail shortened path.

Please don’t stop the train at baypointe....at least extend it to great mall.

Please do not eliminate bus route 65. This is one of the main buses I take to school every other day (to SJSU). Beyond myself, others rely on this bus, and I do not see a valid reason to eliminate it altogether.

As a Gilroy native, who has recently moved to San Jose within the last couple of years, I know a handful of peers who rely on bus route 168. This bus route is already limited as it is, if anything we should be boosting the frequency at which it operates. A lot of commuters who attend SJSU and live in Gilroy heavily rely on this bus.

The newly proposed plan for Route 23 would also affect me individually, because I rely on this bus route to get me to and from my job 5 days a week. I find it very convenient and time-saving that the bus goes through Forest rather than Stevens creek, because it avoids so much traffic. It acts as a hidden route, that ensures riders get to De Anza and Valley Fair Transit Center on time. If VTA decides to change this, the riders would suffer as a r...

my concern is on the following point -

Shortening the end of the 901 light rail service from Alum Rock to Baypoint.

I am graduate student and I commute from I880-Milpitas to Santa Clara stations to take my classes.

This is/was my only possible VTA service that I could use for my commute. Shortening this would mean that I am left with no public transport commute unless I endlessly keep hopping to and from connecting-buses and lightrail for an unreasonable duration of commute time.

Hello,

The 168 is my primary means of transportation to work in downtown SJ. As an 8AM-5PM employee which I find to be a common schedule for many workers, I find the 6:25AM NB and 5:01PM SB to be the trips that allow me the best possible transport with the least amount of excess waiting or possibility of running late, which I believe would be confirmed by any other 8AM-5PM employee. I also find both of these trips to be a nearly full bus, so would worry about the impact of cutting out two trips which may lead to more riders in a trip than the bus comfortably has capacity for. With that being said, I am open to the necessity of cutting two trips if they are not the trips I’ve mentioned and if sufficient study has been done to ensure this will not negatively impact the 5 remaining trips.
Though of course none are ideal, most of the proposed cuts and changes make sense to me. From my perspective as the director of SJSU’s Institute for Metropolitan Studies - and thus as the organizer of many public events - the one change I’ve seen listed that I think would be very unfortunate is ending the DASH shuttle service from Diridon to Downtown/SJSU. Because it is free, frequent, and a “shuttle” rather than a regular bus route, it is very easy to tell a visitor to walk off the train and catch it over to campus. Silly as it may sound, this feels very different from telling a VIP or other out of town visitor to go catch a regular city bus. The unfortunate result, I think, is that we’d end up just encouraging those folks to take a cab and bring us the receipt.

Please retain 65. Personally, I use it up to four times a week to perform volunteer work at MLK Library or return home from the Library after an evening committee meeting. Additionally, over the years I have noted several handicapped (wheelchair bound) who regularly rely on the service. Students along the route use it for both SJ City College, SJSU and for some, service between the two campuses.

Please do not alter the DASH shuttle that drops off at 4th street and San Fernando st. I am a graduate student at San Jose State and I catch the DASH from Diridon Station to take me to school each day. If the DASH were to be eliminated and replaced by the Rapid 500 on Santa Clara St it will make it much more difficult for myself and fellow classmates that rely on the bus to make it to our classes in time since it is further away. We also do not have the money to pay fare on another bus and the DASH bus is a great solution for that. Please consider leaving the DASH shuttle as is. So many people rely on this line and replacing it with something else and changing the locations will make things more difficult for so many people.

Thank you for your consideration.

[entered by Cody on behalf of rider from Twitter—we can reply on Twitter if desired]

On the light rail today, a cognitively-impaired man who got on downtown and rode to the great mall with me. He was extremely polite and friendly, but clearly wouldn’t be able to drive himself. @VTA, don’t cut the Blue line! There are too many of us who depend on it!

The shortening of Route 63 leaves entire neighborhoods of Almaden Valley without bus service, including the Community Center and Library.

In your justification for discontinuing Route 65 you recommend that people instead take Route 63 as an alternative, However, in your proposed change to Route 63, you are now cutting out the branch of the 63 bus that takes you to Almaden Valley (which the 65 bus helped serve). For people living near, Meridian and Redmond there will no longer be bus service to this neighborhood. With this move the only bus route to Almaden Valley will be the Route 64 that goes down Almaden Expressway.

If you are going to reduce schedule and routes, then you are going to need to reconsider your rates. Why raise rates and then reduce service? It makes no sense and by reducing scheduled service are creating traffic issues, because now more cars will be on road due to eliminating lines that support the business workers of this county.

To link BART and Diridon you intend to reduce service to SJSU by eliminating DASH and replacing it with a line that would not have two stops at SJSU and in fact would be even further from campus. Looks like SJSU needs to negotiate a lower transit pass agreement for students.

I can appreciate making lines more efficient, but DASH is the incentive to take transit to work and not be “trapped at work”. If you eliminate DASH you push more people to drive cars to downtown San Jose for the convenience of being able to make quick trips without waiting 30 minutes for a bus.
One might accuse you of killing a free thing to push more costly services. Will students take 64 from Diridon more? Will you attempt to increase the cost of the transit passes based on "higher ridership" on 64? You already get the extra money on the 181 line now. It seems VTA is more concerned with money than service lately. Perhaps it's time for some efficiency changes in the VTA leadership.

I am every day rider of these buses as they operate near San Jose State University and I am a student at the University and I ride on the above selected buses!

I'd like to submit my support for express route 121. The proposed 3 (each way) service reductions may impact me depending upon which 3 are the lowest performing routes to be eliminated. I would hope that evening (southbound) would still maintain late evening times (last 2) to allow for workers that don't typically leave at 5pm.

As it stands, there is a long gap between 5:39pm and 6:25pm at the Tasman/Old Ironsides stop. Maybe moving up last one up to 6:10pm could be done instead of eliminating.

As any rate, nobody wants to see a reduction in service/coverage but I understand that unprofitable lines/times need to be culled.

Updating DASH to run along Santa Clara St. rather than San Fernando St. would significantly impact the many SJSU staff, students, and faculty who commute to campus from San Jose Diridon Station via DASH. Many of these commuters already face negative impacts and delays due to having to utilize multiple forms of public transportation to arrive at the SJSU campus. Although it is a short walk from Santa Clara to San Fernando, this time greatly affects those on a tight schedule such as these commuters; and is not friendly to DASH users who may have mobility issues.

For example, my own commute starts at 3:30am everyday when I wake up in preparation of my 4:30am train departing from Lathrop. This train journey takes two hours for me to arrive in San Jose, often longer given that the train frequently experiences mechanical issues and other delays. Once I arrive at Diridon, I then have to wait for DASH and take this shuttle to campus; and once at SJSU, I have to walk across campus to eat t...

As it is, it is difficult for students to commute. This restrictions/eliminations will make our lives more tough.

I frequently ride the 65 and 27 bus routes and the Santa Teresa and Winchester Trolley's. My family also uses the 63 and 64 bus routes. I find many college students, both City and SJSU ride the 65 bus route. I miss it on the weekend, but at least the students probably don't use it as much.

I want to request you to not to stop the overnight facility of route number VTA 22 as I am an SJSU student and I do ride on nighttime mostly after completing the library reading at the very late time.

If you do so, I won't be able to access the library at a late time or else I will have to take Uber.

I am a professor at SJSU and I regularly use the Route 65 to get to work from the Japantown area. For those who live on the east side of Japantown, this is the only reasonable bus option for getting downtown. Every day, I see this route regularly serve SJSU students, parents/children going to Horace Mann Elementary, as well as the large elderly population in Japantown. For many of these riders there are limited options for transportation because the distance would be too far to walk, and after dark it may be too unsafe. I urge you to keep this bus line in order to allow SJSU students, HMS students, and the elderly to continue to be able to travel between Japantown and downtown. I can only imagine ridership will increase, given the increasing development in Japantown.

Please do not eliminate bus route 22 overnight service
I hope route 64 will have a stop at E San Fernando St & between S 9th and 10th St because I can get back to my dorm in SJSU closer. I take the Caltrain and then take the 64 to get to SJSU. I also hope that there are more routes on Sunday afternoon because that’s when most students who live in dorm return back to campus.

It helps us to go back to home after staying late in the library for project work.

Many of us, (roughly 1000 students that I know of) are dependent on this bus route. This is the only bus that operates throughout the night and helps us when we spend late nights at the library.

It would be EXTREMELY inconvenient for us students if this route is altered.

Hi,

I am a student at San Jose State. I currently ride the bus 65 and I am not alright with its elimination. It is the only bus that can take me as close as possible to my house. I currently live in Campbell and without the 65, I would have to use at least 2 buses to get me home or the light rail then a long walk. I opposed the elimination of bus route 65.

Hope you understand that a lot of students don’t own a car and public transportation is our only option.

Thank you

Just offering bus services in the crowded areas is not doing justice to people who live or take bus from less crowded ridership areas/community. I request, VTA to not eliminate the bus services which are currently offered nor change their route and keep them as they are so the bus riders are not faced with any inconvenience due to the new changes. Please do not impact people’s life by cutting down in bus routes as it can be a real hassle for them to find an alternative route to get to their desired destination.

Please do not cancel the overnight service of bus 22 as a lot of students use it to return home late at night.

I’m a resident of Santa Teresa, I go to SJSU by taking the light rail every day. It came to my notice that VTA is shortening the 901 route which was from Santa Teresa to Alum Rock. If this is true, it will become a great problem for me for the daily commute cause the other routes provided by VTA to my college are taking a very long time.

It’s my request to keep the route as it is because it is helping all the students coming from Santa Teresa to SJSU.

Thanks & Regards,

VTA customer.

I would like to have the 522 & 22 bus rides even in the overnight. It is helping me out as I can return to my house in the late night also after visiting the library.

Please do not cancel the overnight 22 bus.

Please do not eliminate overnight service of Route 22 as it is useful to us students commuting from the library back home at late hours.

I feel like the blue line must keep from Santa Teresa to Alum Rock for convenience for students, faculty, and staff.

I do not want the DASH shuttle route to change. As a student at SJSU it would be a major inconvenience to have to walk farther and to a different, unknown area to get on the DASH. I do not know where Santa Clara Street is or what would be replacing DASH, but I do not want anything to change location or route wise to the San Jose Diridon Station.
Dear advisory board: this proposal is limiting to those of us who choose to use public transit. You’re eliminating the service for this route, then replacing it with another route (71) that is less frequent during peak hours on the weekdays. This is an unacceptable amount of waiting to expect of commuters. I already end up waiting 15-20 minutes to catch the 70 to get to the vistapark stop from capitol station, and this would increase that time spent waiting. I understand the need to increase efficiency, and would be fine with changing to 71 but not at the expense of having to wait 30 minutes to commute home a couple of miles. If this proposal goes through, I will be forced to use my car more often, particularly because I don’t feel safe walking on the eastbound side of Capitol as there is no useable sidewalk on a good portion of that road. I can’t imagine what that must be like for those of us who don’t have the option of a car. That's actually why I take the bus - because the alterna...

Hello,

I do not wish for route 65 to be eliminated from stopping at SJSU. I ride that route, and I know other people who do as well.

Thankyou

I’m a student at San Jose State University. Many nights I go back home using Bus route 22 after studying late at the MLK library. The new transit plan proposes to stop night bus on route 22. This will cause unimaginable burden on my already stretched out student budget. I can’t afford a cab every day. The night bus on route 22 is the only way to reach the 24 hours library at night. I won’t be able to take the benifit of the 24 hours student library if bus route 22 closes at night.

Request all of you to keep the night bus on route 22 operational for poor students like me who can’t afford to live in downtown San Jose near the university.  

As the dean of engineering at SJSU, I am concerned about elimination of overnight service on this bus line. Our engineering students often work late studying and on projects (I hear they are the ones who make the most use of the 24 hour library hours Sunday through Friday). Many of our students are not able to afford a car and rent at the same time and chose their housing based upon bus route proximity.

I rely on Bus 22 and 522 to get to SJSU. There are times when I will need the overnight bus for when I have late study sessions.

We need it to cover at least till Great Mall.

As a SJSU student I use bus 22 to get back home to Alameda after late night study at the library. Please do not ring in any changes to the already scheduled bus route 22.

Please keep the overnight routes for VTA bus route 22. I read in the paper that you were cancelling those routes, despite the fact that you know people who are homeless often use them for a safe place to spend the night. I volunteer with people who are unhoused. Most of my contacts have cars, but I have, in my limited experience, met 3 women who have used that bus line as a temporary safe overnight shelter. Of the people I have engaged who don’t have cars, that is a pretty high percentage (~20%). They don’t use it all the time, but it was a place they could be when they were between housing situations.

Your questionnaire below does not allow me to represent my transit use accurately. I own a car. I don’t use transit once a week. I use it occasionally to get to downtown San Jose. Less than once a week, but more than never. And my daughter used transit to get to her job before she saved up enough money to buy a car - as did I when I first moved to the Bay Area many years ago...
168 I don’t believe this bus route should be reduced in frequency. I believe it is perfect for the SJSU students who get out at a later time. I believe this bus route would be used more frequently if the entire fee was covered by the transportation fee. As a student who has been here since 2015, it is a disappointment that new students are not able to ride this bus and rather drive to the Santa Teresa light rail station instead (a waste of time and gas).

65 I’m a student at SJSU and need this route to get to and from campus on a daily basis. Will there be any alternatives with the new plan?

22 Route 22 should be continued to work overnight. Plenty of college students from SJSU are from the area and rely on the VTA to operate since most are low income families.

22 Bus quality is very bad. Kindly improve the bus quality and cleanliness.

Blue Line

Kindly extend the Blue Line till the Great Mall Station

22 It would be better if you increase the frequency and keep it overnight.

Also, it is not clean.

22 Don’t decrease the frequency

181 Resume the services of 181 on Stevenson Blvd

304 I am a graduate student at SJSU. I am doing internship at Netskope which is located at 2445 Augustine drive, santa clara. I use vta 304 everyday to reach office. This is the only bus which goes to that area directly from san jose downtown. My daily commute is of 30 min with this bus. If this bus is cancelled then my commute will be around 1.5 hour as i have to change bus to reach to work. I have not seen bus 304 empty anyday during weekdays. Many people rely on this bus to get to work. I want to propose to keep bus 304 in service.

Blue Line

I take the Santa Teresa 901 VTA Train every week to my university. Please do not shorten the 901 light rail service! A lot of students do rely on this transportation because the amount of parking permit we have to pay each semester and the troubles of having to find parking at our university are crazy! Please do not ignore students' concern and take this convenience away from us. Do not cut off the line to Paseo de San Antonio.

22 Me and 10s of other students who live along Santa Clara/ The Alameda street use the bus. We are all satisfied with the daytime frequent of VTA 22/522. However, I'd like to request that the bus service at night hours be kept intact.

304 Hello,

I am a student at San Jose State University and I am currently interning at an Organization in Santa Clara. There are 2 possible options for VTA commute, either taking route 22 followed by route 57/58 or Limited 304. The first option takes around an hour for the commute while the Limited 304 route just takes 20 minutes. Route Limited 304 saves around 40 minutes which helps me spend more time my studies than commute.

If this route (Limited 304) is kept operational, that would be of great help and will be greatly appreciated.

Thanks

103 Don’t change the schedule of the later trips. Change the early trips.

121; 168; I am in support for the proposal to discontinue and decrease the trips for vital express bus from the very south bay (Gilroy) to the silicon bay area, downtown San Jose, Sunnyvale and Mountain View. In Gilroy there are thousands of homes being built that places a huge burden on an already struggling traffic system and the decrease will only encourage people to drive causing more of a strained commute. Ridership is already pretty high to take away trips is going to be a nightmare scenario and it has a risk of impacting the safety of your passengers. Who decides what is best for the routes are they clueless? In fact overall it looks like this proposal is filled with discontinued and cancelled services. Please reconsider the consequences.
I study in San Jose State University and use route 22 and 522 for daily commute. My classes end late by around 9PM. It takes 15-20 mins to reach my destination. Decreasing the frequency of these buses or increasing the price will make it difficult for my daily commute. I also use express 180 and 181 to visit my family.

Blue Line

Please change the buses

Green Line

Seats in a very pathetic condition

Please change the buses

Orange Line

Please do not short the 901 route as this will affect me. I am a student at SJSU and travel regularly on weekdays from Great mall main to Santa Clara station in downtown San Jose.

Blue Line

Using 22 every night to commute from MLK library to my room at night.

If overnight services are shut down, we won’t be able to study all out and will have to make sure that we return home early. Which may impact our studies.

Green Line

I travel everyday from St. James to Mountain View. Please don’t make changes to this route.

Blue Line

Please do not move forward with the plan to change the Light Rail Routes. I currently take the Great Mall station and this new change will only add more time to my commute. I understand that the new Orange Line will be used to service the Great Mall station but I believe that this change will only frustrate the commuters who currently take all the other stations that will no longer be served by the Blue and Green Lines.

Multiple

Dirty seats VTA buses

Please do not change any routes or timings. It keeps changing so frequently without any purpose.

Orange Line

I am excited for this. I wish the blue line was from Santa Teresa to Alum Rock.

Multiple

So if you switch from 70/30 to 90/10, will service area route fares be reduced to 75 cents to be proportionate to the reduced access to the VTA system that you propose for those customers? If not, I can imagine a lot of people telling you what to go do with yourselves and I don’t mean changing routes.

181; 500

Calling 500 a DASH replacement is disingenuous at best. Clearly 500 is a shortened 181 which you were terminating anyway. They serve different functions and populations. 500 would not replace DASH, but it seems your goal is to kill the free service and cut back on more expensive service area lines. With all that optimization there should be rider fare discounts! No, no raises or bonuses for management; if that happens we will know what the goal was for sure.

102

Please do not reduce the number of 102 buses! The traffic has gotten worse and I rely heavily on the various bus times of this route. Every bus I take seems to be quite full and would only worsen with less buses scheduled.

88

This route serves not just the VA but a low income complex on site. The changes in the 88/89 line will mean that there is no service on weekends. The VA has a shuttle but that shuttle is not frequent.

I feel strongly that bus service to any hospital should be maintained on a 7-day a week basis.
This bus is generally not safe in the night and also very dirty. I please have a look into this issue.

This bus is generally not safe in the night and also very dirty. I please have a look into this issue.

Blue Line
This is very sad to know that the Blue line won’t go to Alum Rock anymore. I know so many people including me, commute to Great Mall, Cisco Way, I880 stations daily from San Jose Downtown at one go. Now I have to switch and take two trains which would be a waste of time and inconvenient. I would better opt out of VTA and take car sharing service which seems logical now.

On top of that, I feel many times that the trains aren't cleaned regularly, I hope something can be done for that too.
Thanks for your service.

My biggest concern is the cleanliness of this route of buses, especially 22, if extra cleanliness of this route can be taken into consideration, a lot of people can regain the lost faith in VTA. I regularly use VTA and hope something is done in the area. Also, I use 22 between 1:00AM to 5:00AM, I wish just to drop the frequency not to close altogether. Please and thanks!

Hello,

Looking at the plan, I see that the 65 is being considered for elimination. I am a longtime rider of the 65 due to the fact that it goes past my house. Putting aside my bias concerning the 65, I can agree that there aren't very many passengers. However, I consistently see elderly people using it to get from the Northside Community Center to John XXIII, both of which are hubs/homes for elderly citizens. It's definitely the most packed bus stop along the portion of the 65 route that I travel across. If the 65 is taken away, it would be harder for elderly citizens to go outside without becoming more dependent on other (probably private) means of transportation. I find it pleasurable to see that many elderly people can still be so sociable and active, and it would be a shame to see such a sight taken away. This is mostly from passive observation, though, and I don't actually know their actual circumstances.

Due to such, I believe that the 65 shouldn't be completely eliminated...

I take the 5:20am train and would love to see VTA continue this route.

I don't believe that ending DASH would be benefit many commuters. I, for one, take DASH daily to and from the San Jose Diridon Station. It is perfect because not only is it free, it is has stops right in front of SJSU. Many workers and SJSU students take this bus because they don't have to go through the hassle of walking to another street that is crowded by stoners to get on a bus. It feels much safer to take DASH to the Diridon Station

Unclean buses

Please continue Route 63 bus service south of Blossom Hill Rd. to Camden Rd. I have been riding that bus to my job at SJSU since moving to the Almaden Meadows neighborhood nearly 12 years ago. Please don't force me into my car, I much prefer to spend the time on the 63 bus, especially since VTA started WiFi on the bus a few years ago which has enabled me to start my work day before I arrive at work. It's not feasible to make me walk all the way from Meridian & Camden, where I catch the bus now, to Almaden & Camden. That would make me drive instead.

24hr service of this route is necessary for SJSU students who spend late nights studying at Sjsu library and are staying off-campus at Avalon on Cahill park, Morrison Avenue, Alameda, and many more. Request you not to end the 24hr services of this route.

I ride Route 330 to/from work every day. If you cancel this route, I will be forced to drive 26 miles/day to/from work. That’s 1 more car on the road to pollute our air and extend everyone’s commute. Services to/from Almaden area is already minimal. How can anyone in clear conscience suggest a reduction? Are Almaden residents not oaving our fair share of taxes?
Green Line
For riders who take light rail from Mountain View to downtown San Jose, the new split of green/orange to make that trip adds a transfer PENALTY. If you are really going to make that split, can you bake into the new arrangement some way to minimize the transfer time? I.e., have a green line train WAITING (somewhere at or between Old Ironsides and Baypoint) for passengers who want to continue to downtown San Jose instead of having passengers wait for a green line train to show up?

Please put yourself in our shoes and then decide if your plan does make sense and actually will benefit us. If your bus route got cut and that is the only transportation method you have to get around, and no matter how much you plead and beg, VTA still ignores them and go ahead with their plan, what would you do then? You can eliminate to save money, but your alternate routes don't really make sense realistically. Wouldn't it make more sense for 64 to turn right to Mckabee and pick up the 63 route you plan on eliminating? You will actually increase ridership that way for 64, since usually there will be no more riders get on 64 after Almaden light rail station. Then you should just keep 13 for the route. Doesn't anyone from Leland take buses at all? Please come up with a better plan before you eliminate any route. And actually do a test run for that plan before you implement it, PLEASE!!!

I strongly oppose discontinue line 120. I have been heavily relying on this bus for many year. If cost is a big concern for VTA. Please consider the option of decrease line to 2 to 3 trips. By discontinue line 120, will force many of us back on driving on freeway without any other alternative

Thanks for your considerations!

a Frequent 120 rider

I am concerned about the elimination of 2 routes on this line. I would like to know if there is any plans for earlier route as in 4:57 a.m. like route 103 has?

Hi,
We rely on Route 68 on E. Dunne and Monterey. However, if you can increase another route to E. Dunne and Butterfield that would be great!

Hi,
We rely on Route 168 at the CalTrain Station. However, if you can increase another stop at E. Dunne and Butterfield that would be great!

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Hi,
We rely on Route 68 on E. Dunne and Monterey Morgan Hill. However, if you can increase another stop at E. Dunne and Butterfield that would be great ESPECIALLY because now Morgan Hill is developing very FAST. To decrease congestion public transit should be made easier and more accessible for us going to work in San Jose or up North.

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I'm regular VTA120 rider, and my colleagues and I ride VTA120 everyday.
I have to drive if VTA120 got discontinued.

To cut cost, it's fine to decrease trips of VTA120, such as 2/3 trips daily.

PLEASE KEEP it.

Thanks.

Hi. I live in Morgan Hill and have used Route 68 to get to Gilroy and San Jose. I really like the idea of increased midday service to that route. Since the 68 is the main bus line down in South County, and is the main link we have to other parts of the county, I think more frequent trips will really help a lot of people get around. It might even make some people more likely to take the bus if they know it will come more often. Route 68 is slow, but fairly reliable, and having more frequent service increases the likelihood that I will use the bus more often. I normally use VTA Access paratransit, but the flexibility that buses provide is nice, and I will use the bus when I'm healthy enough to do so.

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To cut cost, it's fine to decrease trips of VTA120, such as 2/3 trips daily.

PLEASE KEEP it.

Thanks.

This Bus is mostly full in all schedules and help us connect with our work place in Palo Alto. We have been requesting to add another schedule in morning at around 8:15-8:30am. Today the last one is at 7:56am.

If needed, please shuffle from the ones which start early in the morning but reducing the frequency will not be helpful for us as riders.

Orange line is good (Great Mall to downtown Mountain View)
Blue line is problem for Great Mall to Civic Center because transfer is required and is uncomfortable during weather extremes.
46 line is about 5 minutes walk away even on a hot day with slow crossing lights but if discontinued, the 47 line is much further (15-20 minutes walk).
I ride the express 185 and am for combining the 121 bus to extend to Mountain View if needed. Even if it's just one service in the morning and the evening. It is important the Mountain View commuters are still given a chance to ride and this would help us. I really need this bus to commute to work.

VTA is going to eliminate the 330 route, but this is a good route to the new BART station. People can take the 330, get off at the lightrail and take the BART. It is a good way to think about this route. We do not know how many people uses the BART to go to work now because they are driving to the BART station. It is a limited so it can travel faster and less wait time than using a regular transit. We just do not know. I think you should try to leave the route for awhile to see what happens or have bus run 2 times instead of 4 times during the rush hours. I can already see that there is a lot of traffic on Tasman and on San Tomas.

Please DON'T discontinue Line 120. With the new plan. I cant find any other good alternative to commute.

Maybe reduce number of trips to 1-2 is another option. Line 120 is terminated, you will see many more drivers on freeway 237 it will not help environment. Please reconsider your plan.

Thanks
I am commuting daily on 102 express, and I barely find a seat at 5:20p time going south bound. The morning route also on Cheynoweth at 6:43 get over packed. Hope these busy times don't get eliminated. I am VTA coordinator here at SAP, and receiving emails from employees regarding their VTA commutes. I am asking everyone to send their feedback and concerns.

I am a student at San Jose State University and I commute to school daily using VTA. The proposed changes will affect my commute to school. I do not have any income and I am dependent on my parents for everything as of now and hence I would like to request to not make the proposed changes for route 22 and 522.

I use this bus regularly. Its one of the most important bus in this area - please dont change it.

I take the VTA 102 (San Jose to Palo Alto) bus to work and would not like to see any services removed. The various routes offer flexibility to my work scheduled. I typically take the last bus to work and the first bus home. I hope that neither of these services times will be interrupted.

Route 22 from PA. to SJ at night is a must keep for it not only helps those who work at night but it serves the less fortunate who need shelter at night. If you feel you cannot provide help as you provide transit then shame on your plans. There must be ways to support this Route that you have not explored. Please do not cut the nighttime run without more study.

Please increase the bus frequency and Time in mornings.

Blue Line

Convert some Blue line trains to end at Old Ironsides/Mountain View instead of Baypointe:

There seems to be sufficient ridership from Blue line needing to go towards Mountain View, as evidenced by the number of people who transition at Tasman stn. There are a lot of companies that are west of North first street in Santa Clara/Sunnyvale/Mountain View where the riders would prefer to ride VTA than drive along 87/101 and San Tomas expressway, which is some of the most congested sections of the Bay Area.

I would strongly encourage a proposal that looks into this data and converts at least some Blue line trains to not end at Baypointe, but instead at Old Ironsides. Clearly there's no technical reason this can't happen, and perhaps an option is to introduce a few during rush hours (correlated with traffic jam on 87/101) which would encourage more people to take these.

This route does not run late enough, and that prevents me from using it as part of a commute by rail. I'm disabled, and walking to/from LRT isn't practical at night. To use this route, I have to leave too early and end my workday too early, and risk missing the bus and wasting even more of my day commuting.

VTA is inefficient. Useful lines don't run often enough, even the light rail is too slow through downtown. My commute to work is 45 min via car. It is 2 hours via transit & train, and I have to start significantly earlier but arrive home later. Your buses do not provide me any benefit to recover the time wasted.

I am a Morgan Hill resident and would take the 168 bus if there were more times to downtown SJ. So now I drive from MH to Bernal which takes 1/2 hour. Then stop at every stop until downtown SJ had to change my hours at work to accommodate Vta schedule. Finally wish more coorrect info on the boards and website for arrival times. Many times are 5 minutes late and can't tell if I missed my train or if it it coming?

A little surprised there were no community events held in S. county to discuss the new 2019 route plan. Somewhere like Morgan Hill would be much more convenient for us folks commuting from down that way (incl Gilroy), than having to drive all way up to San Jose for one of them. We rely on the Express bus service, in particular route 121 for our daily commute, so changes to that service could impact us significantly. These routes are typically quite full, except for maybe the last one in the evening, but if you miss previous ones (or have to work late), you are left with few options without that one.

Thanks for listening. Scott (long time express rider)

This bus route should not be eliminated because it is convenient for sjusu students to commute to san jose city college. If this is removed it will be difficult for students to get to school
Please do not cancel Route 330. If you check morning bus at 6:41A, the bus is packed. If you check evening bus at 4:15P, the bus is also packed. To save cost, you can reduce frequency. Route 330 is the most reliable route as of now. Light rail many times missed the schedule. I attempted to take Light Rail during weekend, and have filed 5 or 6 cases just this year (pretty much every weekend I filed lateness report) as a non-frequent light rail rider and consider that weekend traffic is less challenging to deliver on time.

I fairly regularly(*) ride the #81 bus from a stop near Apple Park in Cupertino to my home in San Jose near Park and Meridian. I love living near an existing high frequency line but think that making sure overall trip times decrease is just as important as expanding the high frequency network.

* three to four days per week in the darker/cooler months

The #81 provides some of the best transit service I've ever had between my home and work: on the days I don't need to bike my son to daycare in the morning, I can easily walk to and from the bus and both ends of the journey.

Unfortunately, very few people ride the #81 bus and it takes a somewhat winding route. If I take one of the later runs (getting me home around 7:30 pm), I am often one of only a few people on the bus and sometimes the bus is empty after I get off. I don't think it is very efficient to have this bus running mostly empty. Also, given the relatively low density of jobs and housing (and high portion adjacent proper...

You could save money by eliminating Route 168 because it duplicates Caltrain (express) and Route 68 (local).

Separately, you should change nomenclature on Routes 85/85 and Routes 44/47, since they are basically the same route. If you need to differentiate between buses going in opposite directions while not confusing people, try 84A/84B and 44A/44B.

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1. The seats are usually muddy/dirty. The cleanliness in route 22 buses should be improved.
2. Increase the frequency
3. Provide service overnight

The 901 train should at least continue to run to the great mall in Milpitas. I live downtown and that is a great way to get to the mall. Also why would we want to eliminate light rail service? Plenty of people ride that train past bay pointe.

I am a senior living about 3 miles from the closest 523 line express bus stop once it gets going. I don't own a car and am a senior who might want to take express bus to the San Jose BART station. I have a first and last return mile problem.

Can VTA help subsidize the cost of Uber/Lyft pools that first and last mile for VTA users? That might increase ridership for VTA especially for seniors and the disabled.
For both routes 37 and 51 it seems to me, by reading the schedule, that there is a significant amount of time that the buses are not moving. Sacramento Regional Transit recently looked at their bus network too and concluded that buses every 40 minutes are reasonable frequency despite the non-clockface schedules. Indeed VTA has weekend service on the 27 tuned to this level. I would say that while every 40 minutes is not clockface, the denominator is every 2 hours whereas a frequency of say every 45 minutes lines up with the clock every three hours and is much more complex. Please look at running more frequency with the same resources, and weighing the complexities of frequency!

The buses on this route are always full. I ride them everyday for going to work. What did the committee have in mind when they decided to terminate this route! I protest against this, and urge the management to reconsider their decision. All the buses on this route are full and should not be cancelled. It is unacceptable to the people.

The 27 could be split. Santa cruz & main bus stop used to be a terminus for several bus lines to downtown los gatos, indeed the infrastructure for the small terminal still exists. Route 60 throughlined on the winchester portion, with every other bus continuing south of winchester transit center. It saves transfers to the east and west lines like the new frequent 26, and the service patterns seem to match. On weekends, for example, the 20 and 40 minute schedules align well. The 27 should be kept on Los gatos boulevard as an east west line from which people can connect from north south routes in the east side. Essentially, the 60 would become a north south line and the 27 an east west in their functionality despite being parallel. I don’t know why anyone would choose to ride in a huge U shape (4-5 mile deviation!). In principle, if downtown los gatos is walkable enough, the small extra distances traveled past santa cruz and main in either direction should be reasonable to walk, and the ...

I everyday use this route to work. It would be difficult for me and everyone like me to travel as there is no other public transport options for the route.

If possible, keeping the route that goes from downtown San Jose (san Fernando and fifth) then towards benton then down kiely Blvd would be amazing. I rely on that route.

I am a student at san jose state and I greatly rely on 22 overnight service for reaching home after late night studies from MLK library. I would really appreciate it if the 22 overnight service is continued.

Please keep route 22 available during overnight as well. Please don’t shut it down. As a student, it is really helpful when you have a bus available overnight.

Please don’t change route 26! Your current plan heavily disturbs my commute, which is the only reason I even have a VTA monthly pass. With these changes I would no longer have a direct route from home (Campbell/Union) to work (homestead/miller), and I would probably stop taking the bus altogether sadly.

I love how easy and convenient my current commute is, and I seriously brag to everyone about how great the VTA is and how everyone should trade in their soul-sucking car commute and take the bus. Please reconsider changing route 26!

I know the new plan has me switching from 26 to 56, but transfers add a bunch of time to your commute. At that point, I might as well bike or drive.

We need some kind of express route to that side of mt. View. What specific outreach has been done to meet with facilities/HR representatives to promote route or to find out if company offers incentives for riders to use VTA. Samsung, Symantec, LinkedIn must have employees living in south county. I’m not sure if LinkedIn provides shuttles to south county. How about outreaches to new housing developments or south county HOAs newsletters or meetings?

If we combine with 121.. there needs to be ways to get to that side of mt. View. Can we be provided shuttles that can take us to moffet field?

A non stop from curtner/meridian to fair oaks/101 is so helpful for an am pm commute. Unsure why its is now a two part ride?
Do not reduce the VTA Express 103! The bus is extremely valuable to me, and already comes infrequently enough as it. If one of them gets cut, especially if it's the one I take, I will be forced to drive instead.

Orange Line  
Great route, orange line, will take everyday if approved

Regarding the Almaden Valley: One strategy you might want to employ is settle on an acceptable amount of service hours for the area south of blossom hill given existing/potential ridership. Say, one all day bus or some acceptable level, and then augment the no service option consistent with the Next Network plan to provide the highest ridership option for Almaden Valley given the predetermined level of service. If you know daily ridership is a certain value, then you just divide by the lowest allowable productivity (or the ultimate productivity goal of the service) and you arrive at your hours. I say whichever option is highest ridership benefits the most people and is also good environmentally and spatially and so on. But the basic idea is, narrow your focus to the Almaden Valley and design a highest ridership option given the narrower focus. This way you ensure some service to the Almaden Valley without completely giving up on the efficiency.

This is currently the only route serving the Japantown area to the SJSU campus. A complete elimination of this bus service would increase cars on campus from staff, faculty, and students. It would also deplete a route in need by many elderly citizens in the Japantown area. Unless this route is replaced by another service or other routes from 1st street expanded to mid-Japantown, then removal of this route will be negatively impacting a significantly population in San Jose. Furthermore, walking to campus from the Japantown area is safe to a point, but there is an ever increasing homeless population which makes walking in the areas up to St John from the SJSU campus unsafe for all, including increased risk of theft and injury.

Please keep 4 trips. I have to take other bus to catch 103 to Palo Alto and back home. Changing to 3 trips will cause the connection more problems. Thanks for your consideration.

The traffic in the So. Bay area is getting worse everyday. If VTA can be easily accessible and efficient that would cut down on daily commute times and improve air quality. Due to high housing prices, more people have moved to Gilroy, Hollister, San Martin and Morgan Hill area. I think VTA should try to measure the traffic coming up Monterey St and 101 going N during high peak times. VTA should make the bus routes more easily accessible. VTA could do surveys such as the following 2 questions in order to find out where the commuters are located in order to add more or reduce bus stops to make it more easily accessible and efficient. If VTA can make the buses more easily accessible then more people will be taking the bus.

1. What is the closest county building VTA commuters are commuting to and from?
2. What is the closest major landmark VTA commuters are commuting to and from?
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1. What is the closest county building VTA commuters are commuting to and from?
2. What is the closest major landmark VTA commuters are commuting to and from?

Route 22 and Rapid 522 are the only routes which takes us to our university SJSU. If there are changes in the route it will affect the students very badly and we won't be able to commute to the college at all

Please don't cut service on the Blue Line after Baypointe. There are plenty of us that are going through to the Great Mall. And that number is only going up, and very soon, too, as the new housing there is finishing up right now.

Also, how else are people supposed to get to BART? You expect us to transfer at Baypointe and then transfer again at the BART Station? GET REAL!

If you're having trouble with revenue, why don't you do something about all the drug use at the Great Mall? Your station is like some kind of Sinaloa Cartel hangout or something.

Request cleanliness to be maintained & frequency to be increased as most students commute by this route.

About the express route 101. Did you consider reducing the number of buses. This bus is critical for commuters from Cupertino to Palo Alto

Please do not take away route 65. I ride multiple times a day to/from SJSU, and the route is not only convenient--it's essential. There have been many times where I was injured and could not walk the extra 15 minutes to 15th and Julian to take route 64 to/from school.

VTA should work to integrate location of shared bikes and scooters with its app to indicate locations of bike corrals and availability of bikes and scooters. It's a great last mile solution.

One suggestion is to extend 121 to Middlefield/Ellis instead of getting rid of 185

1. I would be disappointed if Line 46 would be discontinued. What bus then would cover the route if Line 46 is discontinued for people over 18? I saw people who took Line 46 in the evening yesterday. You are ignoring the people who use Line 46. It takes me approx. 15-20 minutes to reach Line 47. What about the people who live near the Piedmont Hills in Milpitas? It would take them longer to reach Line 47. Proposed Line 44 should fill in what Line 46 does now. It's about safety as well - dark evenings and dangerous sidewalks. I don't like walking anywhere at night for those reasons.
2. People under 18 should pay a higher fare than they do now. I pay double what they pay. This is not fair.

3. Seniors should also pay a higher fare than they do now. I pay more than double what they pay. This is not fair.

4. What can you do for people with low income? What opportunities are there now and in the future for lower fares for them?

Thank you for implementing 2-Hour fare. I use the...

Multiple Metric should not be cost per boarding. How about cost per mile?

Cost per boarding doesn't make sense for comparing local trips vs. long haul trips.

You can't increase ridership by eliminating routes. How about mile-butts vs. cost per boarding?

121 combine 121 and 185
121 Instead of eliminating runs on 121, perhaps run some of them (or combined 121/185) up 101 to 880 then west on Tasman, meeting up with the current route at Great America, bypassing the clog by 1st St.

201 How about a smaller bus like DASH. That would improve metrics.
- Charge day use fees for the park-n-ride lots that are full of Teslas and Audis cuz the drivers are getting on private employer buses
121 agree with combining 121 with 185
70 Please keep either 70 or 73 going to snell and capitol. 70 was cut to Eastridge and 73 was cut to Monterey. Morning and afternoon trips are cut for me and many people!

Multiple I'm glad VTA is not limiting buses as much as it could in South County. I wonder if the local routes here could be better with smaller buses. Maybe lower operating cost? Some do have low ridership

63 Here in Almaden Valley it appears that VTA specifically targeted the areas that Senior Citizens us for the cuts. For instance, removing 63 service to the Community Center and other area stores.

42 I use the 42 to get me to school for 3 days out of 5, and it may be very annoying for me to get to school, but if the part of 42 that serves is cut, I wouldn't able to get to school.
- Many Seniors can no longer drive. If you make the walk longer, what are they to do? It is not a question of not wanting to walk it is a question of not being able to walk far.
63 I take the bus 63 from meridian and Redmond to san jose state University. Now, because this change, I'll have to walk 40 minutes instead of 5 minutes to catch a bus. this is affecting my education.

330 330 Express route there are more than 3 or 4 trips - can they not keep the early and middle eliminate later? seems there are a lot of riders when I am on it - 1st one at 6:55.

Tiders are talking about it as I shared this plan with a number of these riders. smaller bus? this route is very useful getting south to north vs. 85/17 etc

Multiple A way to improve express productivity is to eliminate express fares. It would not only simplify fare structure but also have the ability to provide local service on non-express segments.

102 How do you plan on increasing ridership when you are cutting routes... I take the 102 Express both ways. If you cut my time, you will loose a rider
13 Half of route 13 is planned to be replaced by Rt 80, why not replace the whole Rt 13 with the more frequent bus?
22 If the 22 had guaranteed 8-minute headways (because drivers on other cut routes were re-assigned to 22 Line) - then more people would take it. Wouldn't that be increasing ridership?
Multiple Is there a possibility that Express Bus Fare structure will be revisited (as part of this process), and would that help the potential productivity?

Multiple Employers benefit from having to provide less parking; why not ask them to contribute more to keep the express buses running? My understanding is that they already foot some of the bill.

Multiple As a Public Utility in Santa Clara County, your job is to provide service to all of the County. You cannot throw the elderly and students in Almaden under the bus with your cuts. Serve your area!

Almaden if you must nuke Almaden LRT service, at least have the 80 run the same route to/from New Almaden w/ same service. That new bus (like the current 13) serves all stations.

80 Did VTA consider extending the new route 80 deeper into Almaden Valley to replace the old route 13? Cut back line 64 if need be.

Multiple Any efforts to allow fare transfers between LR and CalTrain?

168 168, Please don't touch south bound 3:40 pm and 4:01 pm. These are packed all the time

64 the 64 goes to the hospital. you are proposing to avoid a stop on Santa Clara !!!!! why !!!!!!!!

63 Cutting 63 south of Almaden is basically tell us that we don't matter, that we are on our own to walk an hour to get to the nearest stop simply because you want to make money. We might be the low ridership, but we are paying every day to sustain your drivers' salary. How about cutting down your drivers' hourly salaries? I really don't think they deserve 30 dollars per hour based on their not-so-cheerful attitude and tendency to take long breaks. What do you want us to do to get to work and home? Look at the storm we have now, you expect us to walk miles in the storm to catch the bus?

121 Your media release mentions "Sparing South County from any coverage reductions" as one of the desired outcomes.

I don't know how this translates to eliminating runs and routes on the most valuable services for South County as a whole, that being the commute hour express buses (such as 121, 168 and 185) that actually do something to help with the Bay Area traffic (e.g. 101 congestion) when it is at its worst.

If bus 121 is full more often (it is already sometimes full, especially if there are problems with a run), or available at less convenient times, then less people will use it, pushing more congestion back into peak time.

Adding more daytime runs of bus 68 doesn't do anything to help; this sounds more like "we're going to have bus drivers sitting around in the middle of the day, let's find something for them to do". Or perhaps "we said we wouldn't take service away from South County, so let's give them something they don't need to pretend to cancel out what we're removing...

Blue Line Please don't change the current Blue Line route and inconvenience the existing route takers, not to mention the possibility of dropping VTA as an option altogether.

82 Keep route 82

63 Please please please do not cut off or shorten the Route 63. I live near Safeway market and I take it to work every day and this is the only method I can go to work so far. If it's got changed, i will probably have to quit my job.

Multiple First off, thank you for the herculean task you are taking on!

I looked through the meeting slides from the February 12, on-line public meeting and couldn't discern if this lack-of-connection was being remedied: Getting riders directly from the SJ airport to the Diridon train station. As best as I can figure, now a person who gets off the plane needs to take the free airport bus to light rail on 1st Street. Then take the Winchester light rail to the Diridon station. Something direct from the airport to Diridon is what is needed. Is this in the works?

Blue Line Santa Teresa-Alum Rock line is the most used line that traverses the right amount of stops and cities. If it gets shortened, please shorten till Great Mall.
Please do not totally remove this service. We only have 2 routes each way. If needed, please keep only 1 route each way. I have been using this service for more than a year and it has significantly reduced the stress of driving up 280.

I have been a rider of the 185 route since the very first day that it started. I had been taking the 121 route, but that route terminates at a place that requires me to transfer to light rail in order to make it all the way to my office. The 185 takes me almost directly there, requiring only a one minute walk. So when I head about 185, I jumped on immediately! It has been wonderful for me. I commute from Morgan Hill to Mountain View, and that drive is just horrendous. I did it for 10 years prior to this, and I've observed the traffic getting worse and worse. I've actually been taking public transportation to work for the past six years, starting first with Caltrain, and then transitioning to the 121, of which I was not aware when I finally gave up on driving. This brings me to the main point I'd like to make in this plea to you to keep giving the 185 route a chance:

Nobody knows about it!

Those who do know about 185 seem to know about it in one of two ways: word of mouth (bus ri...

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Take this shuttle almost everyday. Reduce frequency if needed, but do not completely eliminate it.

San Jose State University has a huge population of staff that live in Morgan Hill and Gilroy and take the Express 168 Bus to and from work. The recent increase each way was so hard on so many of us. Now you want to limit the number of buses that go the route and times? Who are you catering to? It isn't the people that work in San Jose and live in the surrounding areas. We need this bus and as many routes as possible. This is the only transportation some of us have to get to work and back.

...a veteran who works at the VA Hospital in Menlo Park...commutes from San Jose. Takes the 22 bus leaving Eastridge at 3:20 am. He picks it up at 3:45 am at Newhall St & The Alameda/El Camino. He connects to a Samtrans bus at 4:45 am from Palo Alto Transit Center. Doesn't want to lose this 22 bus. This is the only form of transportation.

My requisition is to not eliminate Bus Route 22. It is very useful for students like me to commute back home. We have mostly evening classes that last till 8:45-9:00. Also, we will have lab works to be done. So, at times we might have to stay back in the University for a long time, may be 10:00/11:00 PM. So, without this route, we will have a hard time in commuting.

Oh nice. That should help people who take the bus everyday & night. That's awesome to hear.

Excited

Also. Please don't discontinue service. I have to take the 22 home when I get off work at 1:30am. If you discontinue, I'll have to wait for hours in the cold in the dark. Also, it gives many homeless the opportunity to sleep where they might not be able to. The homeless are people too. If not do it for regular citizens, do it for those down on their luck. I get on in Mountain View and get off in San Jose on Hedding and Alameda when returning home. But plenty of other folks get off in Santa Clara or Sunnyvale on the el Camino.

Add another bus 22. More late at night. Nothing but crowded homeless up in there. Super uncomfortable. I'm talking like 1am...2am. I haven't had a chance to check the site out. But I'll tell you right now that it would be wrong to discontinue the route at 1am. If anything you need more buses doing that route.
I board on King Road. Going to downtown. This is perfect to avoid parking at night. Also helping the community avoid drunk driving.

Blue Line should at least go till Great Mall if not the whole original Alum Rock station otherwise expect more dropouts like me.

Hello there! I currently live at San Antonio Center and find that routes 32 and 35 are both very convenient ways to connect to Light Rail (at Middlefield Station and Downtown Mountain View, respectively). I am worried that by combining these route into one service we'll lose the current benefits of staggering the routes. Perhaps you could consider running these buses every 20 minutes instead of every 30?

Also, perhaps the stops for this route could be planned more efficiently: route 32, for example, has two pairs of stops on the segment I ride that are across the street from each other. On route 35, because of construction, the stops around San Antonio center are very far apart. Overall, this slows down efficiency and leads to missed connections.

I am depending 328 for my commute and I would like to continue supporting public transportation. Are there any public transportation alternatives for south of Almaden Lake commuters to get to Lockheed Martin, Yahoo, ...?

I see that this bus route has been marked to be removed in 2019. I would strongly suggest to do whatever it takes to keep these routes. This bus provides many members of the community as well as me the only way to take public transportation for our daily commute. Given that many of us would have no alternative, this route cannot be considered superfluous. If the route is eliminated many of us would need to purchase an additional car to provide our families transportation. This is against California's vision to be a leader in green house gas emissions.

Many citizens are unaware of the routes they have available to them, assuming public transportation is unavailable or extremely inconvenient. If VTA goes through with this, it is likely more people would remain disillusioned.

This bus stops in many areas where the population is growing and soon to have many families moving in, such as Vallco in Cupertino. This bus provides a direct commute to tech campuses, such as Tesla, VMWare and U...

The late night service should not be discontinued. It will adversely affect low income workers working retail industry as they need transportation service to get to job in early mornings and get home at late nights. The 22 has ridership during late nights that even Artic buses are used. It just doesn’t make sense to discontinue late night service.

Thank you for this opportunity. I've two cars; however, Express 168 is how I commute to my work in San Jose. It's a great service and I use it everyday. I work 8 to 5, leave Gilroy between 6-6:30 am and take one of the last two buses back from Diridon. Many others that live in the south county that commute there do the same. At times, the bus is standing room only! I hope the proposed change for this bus does not impact the said trips as it truly serves the people in this community, San Martin and Morgan Hill too that work 8 to 5, which is most of the people. The county goal is to reduce traffic and help the environment and I’m doing my share, THANKS to Express 168. Please don't discontinue the last two trips after 5 pm Southbound, or the two between 6 to 6:30 am Northbound, that allows me to get to my work in time and back home. Thank you and many thanks to VTA for this great service.

With the Blue Line being cut, ridership will reduce. But if the Blue Line is extended to Great Mall, Milpitas, it should retain most of its ridership. Please look into this.

I've been riding the 185 for the past 1.5yrs and love it. It really makes it convenient for me to get to work. I honest refuse to drive even if the traffic is light. I understand that it does have enough ridership and it needs to make money. However, we need more buses like this to keep cars off the road. I think Google, Apple, Facebook, etc have figured this out already. However, not all of work for them.
I've noticed that the majority of the people that take the 185 get on/off at the Ellis/Middlefield bus stop. If we can't keep the 185, my suggestion would be to extend the 121, at a minimum, to Ellis/Middlefield. This would increase ridership on 121 and provide coverage for the majority of the existing 185 patrons. The 121 could simply keep going on Matilda and then make a right on Maude. This would connect it to the original 185 loop that it does around Symmatec, Synopsis, Omnicell, Samsung, etc. It could even pick up people from LinkedIn along the way.

I fail to understand why you are reducing service on Express Routes to Palo Alto. For the route I and many of my coworkers regular use, Express 102 from South San Jose, there are almost always numerous passengers. These 7 trips reduce the number of cars on the highways, thus reducing traffic and pollution. Since we passengers fund these routes either from our own pockets or that of our employers, service should NOT be reduced for these, especially when so many riders from South San Jose, Morgan Hill and further south rely on them.

From my discussions with other riders, it is our strong belief that VTA needs to manage available funds in a more responsible way. Trim executive pay, stop wasting money on marketing, etc. The riders fund our rides and we should continue to receive what we are paying for!

The proposed cutbacks to route 22 will negatively impact our community and those, like myself, who use it as a means of transportation during those hours. I urge VTA to find another solution for the proposed budget cuts.

Please reconsider closing bus 22 from 1-4 am. People experiencing homelessness use this as a safe place to find shelter and transportation. When no harm is being done I don't see why closing bus 22 for that amount of time is necessary.

Keep 22 open! Keep transit welcome to all.

Do not close the route from 1-4 am, it should be open all through the night.

Why do you insist on terminating 63 at Blossom Hill? What do you want us who live along that area do? Walk in the rain, storm, heat, for miles to get to 64 just to get on 27 to get back to Walgreen and the plaza after what, 2 hours? You don't think that's ridiculous? You can't come up with a better alternate but to cut it completely so you can save 4 percent for Bart that none of us will ever take? Do you have any friends or relatives or even family members like your parents, kids taking buses at all? Do you know how much impact this termination of bus route will be on us? I live in south Almaden and I work in downtown. I don't ever go anywhere farther than where 63 takes me. I certainly don't envision myself taking Bart to anywhere. How do you expect people to take Bart when you cut off the beginning of 63 to transfer to anywhere? How do I get to downtown besides walking for a long time to catch 64?

Route 22 should remain open from 1-4 am to allow people experiencing homelessness to have a place to stay.

Please dont discontinue i dont drive and this is my only mode to work. Please reconsider this route and keep. Thank you. Kj

RE: route 22 overnight service discontinuation. How many riders on the late-night portion of the route are travelers, and how many are homeless individuals who ride for shelter?

I came across this route by accident and it has been a life changer. Please continue to keep this route. Advertise this route more and there will be significant uptick in ridership.

The changes in the Blue Line will cause me to skip light rail and use car instead. Can the route be extended till at least Great Mall?

VTA cannot run a transit system time to contract out to private provider
I’m a student at San Jose State, and I’m a resident of Cambrian Park. I am very concerned about route 65 which is proposed to be eliminated in the draft plan and some of the negative impacts that it would have on our community. Cambrian Park Plaza was purchased by Weingarten Realty in 2015 and the current redevelopment plan proposed would bring around 1,000 new residents to Cambrian Park while also reducing the number of parking spaces. Traffic is already terrible in our area, especially on Camden and Union. And eliminating transit in our area would only make the traffic problem worse. I’ve voted for every transportation measure since I became eligible to vote in hopes that transit would get better in my area, but instead, it’s getting worse. I would like to ask that you consider slightly reducing the frequency on the rapid 500 and use those service hours to operate the 65 or returning to the 83/17 network. Students, seniors, and others rely on this line to get to school, work, and ne...

This route is important to SJSU students, as well as many senior citizens. Please keep it!

please don’t discontinue the 101 and 328 buses, I still need it for my return trips from SF or Millbrae. It’s still faster than 26

I notice a lot of frequent service concentrated in Downtown and East San Jose and less in other areas. This wouldn’t necessarily be a bad thing except for I see some duplication in several areas. I am sure these routes get higher productivity than some community routes but just because it is higher than that amount (I think this is roughly twenty boardings per hour) does not mean it necessarily justifies a bunch of overlapping service. In Portland the east side also has a huge frequent grid, but there is not a single rapid route and I do not remember a single route or long suburban segment getting service more than every 15 minutes (or a segment with multiple routes). The result is *very* productive routes, seeing 50 boardings per hour on average. I do not see such numbers for VTA. If VTA could get away with fewer overlapping routes, and not really reduce mobility, then you would get productive frequent routes and potentially some extra money for strengthening the reach of the frequen...

Please don’t discontinue route 65.

Kindly continue the same route for Alum Rock VTA as there are many of us who frequently travel to stations like i880/Milpitas and Great Mall from San Jose Downtown, for like 4 times a week at least. Cutting it short till Baypointe will be very inconvenient.

This route is very important for people in the Cambrian Park area.

I need route 65.

Kindly bring back the old route or start a new one from Fremont BART Station to Downtown San Jose. Since the new route from Warm Springs BART Station, the travel by Express Line 181 has been nothing more than pure inconvenience.

I had just started taking VTA last November and I have found it very convenient. The various pick up times has been convenient as my work hours can be flexible. I hope VTA can keep these same times for working people like myself.

Even if I want to ride Bus 22 late at night I can’t because it smells like a homeless shelter. And people are using the seats as beds. I think there should be shelters to accommodate the homeless, but this current plan doesn’t seem viable.

I’ve read before that buses on Route 522 are supposed to have special devices on board to activate green lights on intersections. However, in the years I’ve been riding that route I’ve never noticed any lights working favorably. Can this be fixed please?

Changing the routes after so many years when riders have gotten used to the route will cause unhappiness among the riders. Any new initiative on the ballot box from VTA would get negatively impacted by this initiative so please reconsider.

Save this route.

This route connects my neighborhood and there are so many times in my life I use this route not only me my family’s and my friends , specially disabled people as far as I’ve seen. This route helps a lot to so many people in there everyday life’s , and if we cut of this route than this impact a lot people in bad way , so it's mv request if we shouldn’t do this.
We all are here to help people and make their life's comfortable not worse.

65 Please reconsider cutting route 65. It connects Cambria to SJSU, which would really disable commuter students.

102 Hello... my comments are for the Express 102 route which I used consistently 4 times a week

As a frequent rider of the 102 Express route, I rather see a realignment of the schedules over cutbacks or minimal reduced scheduling (1 instead of 2).

I’m wondering how this number was determined... was it arbitrary (for transparency reasons was the decision to go from 7 to 5 trips per day based only on budget) or calculated based on rider frequency?

Was a survey of the riders ever conducted to see what the optimal times should be? for example... what times riders currently use and times they wish for? How are you going to realign the schedule so it handles the peak periods? With the data from a survey you can make an informed discussion around when to schedule departure times.

A reduce schedules mean fuller buses, is there going to be room for everyone to sit? Sometimes these trips can take upwards of 2 hours on bad traffic days, so standing that long will not be an enjoyable experience...

Multiple DASH service is useful in Downtown San Jose as it is free and many people benefit from it. Therefore, it should not be discontinued. The same is true for VTA route 10 as the buses for that route are designed with airport passengers in mind given that they are equipped with luggage racks. If that route is discontinued, people will find it harder to use VTA to go to the airport, especially if they have luggage. In addition, construction of new light rail routes should be considered for the future.

65; Multiple I ride bus 65 every morning because the times work better than route 66. If you eliminate route 65, are you going to move the 65 buses to 66 to increase route 66’s frequency? Because right now route 66 comes at inconvenient times on Hedding, and losing 65 would make me have to leave home way too early just to get to work on time.

168 I take 168 from Gilroy to San Jose at 6:25 or 6:38 a.m. and return on 168 at 5:10 or 5:29 p.m. from San Jose to Gilroy.

65 Route 65 is a vital connection for students, seniors, disabled people, and community members in the Cambrian neighborhood. Removing the route or reducing service would severely impact those who have no other alternative transportation methods to and from work/school.

I strongly urge VTA to maintain existing quality of service along Route 65.

65 I rely on route 65 to travel to and from San José State University Monday through Friday each week.

Blue Line Please rethink the changed Blue Line route. It is heavily used and changing it should be minimized. If however it is changed, expect fall of in ridership and loss of revenue and loss of interest in VTA, causing future initiatives on jeopardy.

103; 104 I commute from Berryessa to Menlo Park. It take about two hours each way. If either the 103 express or 104 express can stop near SLAC National Accelerator Laboratory or Stanford Hill vacinity, it could reduce the commute by 20 to 30 minutes. There are a lot of shuttles to Stanford, but that extra distance to SLAC on Sand Hill Road takes an extra 20 minutes to half an hour. Please consider bus stops along Sand Hill Road.

168 I am a graduate student at San Jose State and I use the VTA express 168 bus to commute to college from Cochrane and Sutter. There are limited options available besides VTA 168. The only alternative is to walk 3miles to Main and Hale transit center to catch 68 which is difficult and takes about an hour to walk to. I kindly request that the frequency of this route is not altered. Thank you.

101 Please do no discontinue this route. This is the only bus route that connects Cupertino to Palo Alto. Few suggestions
1. Reroute one of the other express bus routes to stop in Cupertino - Valco Mall is a popular stop

2. Increase the frequency of this route to attract more ridership
2. Advertise this route more. I came across this route by accident. Google, VTA route planner and other apps do not show this option.

I have talked with a lot of commuters on this route and they all share a very similar sentiment that this is a very important route and should not be discontinued.

I like the Milpitas section to be frequent every 15 in low and high peak times. Waiting for the bus for 30 minutes, if I miss one is not fun.

I ride the Express 102 daily to and from work. This line is very heavily used. Sometimes we have standing room only. I can not understand how you could possibly be eliminating lines from this route. If anything, you should be impacting. This change will create a hardship for me and others and therefore force me to drive to work again! Please reconsider!!!

Please have more Express 168 (Gilroy/Morgan Hill to Diridon SJ) that leave a little later i.e a service that leaves at 830 or 845 and a return service that leaves Diridon at 6 PM and 6.30 PM. As South County grows in population with so many new housing developments in Morgan Hill and Gilroy, we have no increase in Caltrain services, leaving us highly dependent on VTA for public transit options.

You are proposing to cut the service from 7 to 5 in each direction. I would recommend cutting it to 6 in each direction and changing the service timings.

Thank you

We get poor bus service in our area as it is. Cancelling Route 65 will mean we get next to none. It already has too few trips and ends too soon. If you want more ridership, increase routes and trips, not decrease them. Thanks.

I like that the routes in Gilroy are bi-directional, and that the bus to Gavilan has longer service hours.

- Palo Alto, according to the Next Network analysis, is one of the county's most active transportation areas, yet VTA appears to be cutting our limited transit service again. Can you explain why?

- Use Express buses as supplemental lines operated for local high volume during non express times.

Cut the 22? It makes stops that the 522 doesn't go to.

I go to those stops. I can't walk to the 522 on Showers Drive. I take the 35 or 32 to San Antonio Road, etc.

EL Camino Hospital in Mountain View after 7 PM?

Thanks so much for the webinar! would like to go to a meeting, though.

Regarding public outreach and meetings...having a meeting in Morgan Hill on the 20th only leaves 8 days left in the comment period.

St. Louise Hospital in Gilroy or De Paul Health Center in Morgan Hill. That's an ER and Urgent Care, respectively, and the only ones in their cities. I am also wondering about social services agencies in Gilroy. What route is that? 19? There's a lot in that location.

Thanks for explaining the thinking and numbers behind the express route cuts and light rail cuts.
Will Measure B funds, no longer tied up in court, be able to help with transportation?

I really like the increased 68 frequency. thanks

- If changes go through as proposed -- the former signage will show a vast desert <no bus service> in many areas where people are gainfully employed -- for example Tasman Drive.

They say they are listening but he BOARD makes the final call. Looks like they have a difficult task -- even the presenters sound depressed.

I certainly hope the general plan doesn’t move forward and that VTA considers improving its relationship with its customers - problems ignored don’t go away.

- Will the Light rail still stop at lights? What technology is missing to get coordination with signals. Especially in the Downtown.

121 If 121 ended at Ellis/Middlefield instead of Lockheed it would be HUGE for ridership!

- Shouldn't be talking about transit cuts in this economy and traffic congestion. Basically VTA is turning into a BART construction agency with running transit as a side business.

- 2000 Measure A has money allocated to capital projects that haven't been funded, but may not necessarily make sense today in 2019. Will VTA consider using this money to prevent transit cuts today?

Thank you guys for taking the time to answer questions

Multiple Please consider switching back to the 83/17. People rely on routes like the 13, 65, and 22 overnight. Using VTA is not a choice for everyone. There are people without cars that rely on your services.

Blue Line i'd like to advocate for better timed transfers from light rail to caltrain at tamien; that was always a pain point (LR arriving 2min after caltrain left in the AM; express LR south passing by in PM)

42 can the 42 discontinued service be served by 68, since that route does a lot better and past st light station, monetary and st are the same

66 The 66 bus is already crowded. Will you be increasing the service to allow for more ridership to Bart?

And please make more of an effort to get transients from camping in the bus stops. They are glued to certain stops and make it impossible for regular riders to use them because of the mess.

122 Please don't cut the 122 express we only have one bus in the morning and one in the evening.

Multiple if you cut 330, 13, and 63, your cutting almaden and redmond entirely.

330 it takes over 2 times longer and several busses and lots to walk instead of 330

the early 330 at the least should stick, i go from Walsh to 85

330 Whenever I ride 330 from Tasman to Campbell I have plenty of company.

And it is not unusual to find the fare/Clipper readers broken. So much that it is often cheaper to pay by the ride vs. monthly pass. That has to affect metrics.

LR seems to get no special treatment like the old days. Slow we go!

Multiple We the taxpayers are paying a big portion of the transit operating budget, Measure A, and 2008 Measure A and 2008 Measure B, if you need more operating budget, why not go to the voters.

53; 56 I regularly ride the 522 and am happy about the addition of the 523, but there are still many things that won't really work for me with this plan.
I work somewhat regular office hours, and we usually get off work at around 6-6.30. What stops me from taking the bus is that it will often have stopped service at this point, which is just way too early. For example, I could take Caltrain to Sunnyvale, but then the last 53 leaves Sunnyvale Transit center at 6.10, which I will never be able to make. Please understand that with the long commutes many of us have to undertake, rush hour does not really end until 7.30pm.

The new plan also still has a major gap when it comes to north-south connections in Mountain View and Sunnyvale, with no frequent service west of Mathilda and none for example on Wolfe. Many of the newer office parks will still be very hard to reach. Please at least make the 53 and the 56 frequent until 7pm!

RE : Overnight 1 AM to 4 AM Route 22

It won't be popular but I agree that VTA shutting down the overnight service on Route 22 is overdue. It is unfortunate that the VTA has been operating a homeless shelter.

Taking as an offer of proof that the numbers given are factually accurate, VTA is spending $500,000 for approximately 50 homeless people on an annual basis. That works out to $10K per year per person.

The homeless problem is a serious problem but this isn't for the VTA to solve.

Please do not deviate Route 53 from Steven Creek because we need to have bus access to De Anza College.

Allow Route 53 go pass De Anza College at stelling/stevens creeks, as the current 81 provide the route from cortino to Santa Clara Caltrain to SJC airport. thanks

I'd like to speak against the decision to shorten the Alum Rock-Santa Teresa Light Rail line. I am a San Jose State University student that takes the light rail every weekday to get to University. I notice a large amount of foot traffic around the I-880 to Great Mall stop and believe that shortening the route to Baypoint station would disadvantage many locals that rely on the light rail.

The 58 route is crucial for my transportation. I am handicapped with the 58 as my only way for daily needs, Dr. appts, grocery shopping (etc.)

The line has been narrowed down to not include weekend. I also very much need to get around Santa Clara County for weekend outings. I live in a disadvantage area of Santa Clara and many in my community are with out personal transportation.

Please, reconsider! Don't cancel the 58 line.

Make route 20 on weekends. This is a east & west connect line to get to all the major parts of Santa Clara County. This weekend route 20 is needed for people who live in the area with no personal transportation.

20 SHOULD NOT CATER TO ONLY CORPORATE EMPLOYEES on weekdays! Weekends are needed.

With 304 being eliminated, can it be replaced with a limited 66 (366) that goes from South San Jose to the new Milipitas Bart station? It can help people get between each end and into downtown faster, helping those that need to get somewhere on time or catch another line quicker. Since from my experience, many got on and off 304 through Snell, Monterey, and downtown, a limited 66 can help improve commuting during peak hours and make riders happier.
Blue Line; Green Line; Orange Line

This is a very good initiative.. would make my transit better..

523 I would like more buses on this route.

Blue Line Congratulations on the new ...wait a minute - that route lengthens the already length commute - so i now have to go back to my car. Thanks but no thanks.

Multiple I understand ending the 70 at Eastridge. Instead of having the 71 pick up the slack, you should have a bus run between Eastridge and the Capitol Light Rail station. An advantage to this would be more frequent runs. (Reducing the frequency of the 71 runs is going to make things difficult for a lot of people). Every 15 minutes from 6-9am and 4-7pm and every 25 minutes at other times. You could also run a community bus instead of one of the big buses. The route should also run down Capitol Expy instead of down Rigaletto, which has coverage. When the 70 stops at Eastridge, there will be no buses that cover that part of the expressway.

Route 42 - please don't have it run less frequently. there are a lot of kids who depend on it to get them to Evergreen Valley College and many older folks take it to Kaiser.

Thank you

81 I understand why local coverage routes like Route 81 are being eliminated as they are long and meandering but for my particular situation it provides the quickest and most direct access to the Santa Clara Caltrain station (from stop at Kiely & Benton). I am not happy about this route being eliminated but I hope a tradeoff benefit will be more frequent service on Route 57 to transfer to Routes 22 and 522 to take to Santa Clara Caltrain station instead. Even then there will be no scenario will the service will be quicker than existing. I don't expect I will use the replacement Route 53 since walking to a stop on Homestead only slightly quicker than walking to El Camino which has more frequent service. I think Route 53 would still be useful but would like to see service begin earlier and end later and service should be reasonably coordinated with Caltrain service at Santa Clara station. Too often with VTA scheduling a bus arrives just after a train leaves a station or leaves station jus...

81 Hello,

I take Route 81 every day from Santa Clara Caltrain station to Stevens Creek and Pasadena in Cupertino. Per your proposed new transit plan this line will be reduced and replaced by two other lines. However, none of the lines is going all the way to Santa Clara Caltrain station. There is a possibility for me to take the 523 or 23 lines but again, they don't go all the way to the San Jose Diridon station either. I take the ACE train to work and then I switch to a local bus. The train runs only four times in the morning and four times in the evening and I am worried that without a direct bus to train station I wont be able to make it to work on time or make it from the train station on time.

Is there a possibility for example bus 23 to have a stop at the Diridon station instead of several blocks away? Is there a possibility to extend for example bus 23 past the freeway and have it return to De Anza?

Thank you!

10 Getting rid of route 10 would be hard on SJSU students who use the light rail and then the 10 bus to get to the airport. It’s the most cost effective way for them to fly out of San Jose.

330 Prefers the 330 to the 26 or Caltrain. Want to keep my 330.

Draft Transit Map didn't mention 330. Wanted cuts/modifications on one page of the website.

Would it be possible if VTA could make a video demo of the new light rail changes, including showing the new color lines? That would be helpful.

185 Hi, I attended the Morgan Hill City Council presentation last night. i did get a chance to chat afterwards with Jay, and express my concern. I am writing again to let you know my thoughts.
I ride the 185 Express bus most days from Morgan Hill to my job at the north end of the line at Intuit.

I very much prefer riding the express bus over driving or even riding CalTrain, and I am very disappointed to see that you are considering terminating the service.

A couple alternatives that I would be OK with:
1- cut down to one trip each way/day... choose the am/pm time with the most passengers and keep it.
2- extend the route of the 121 bus so it goes into Mountain View (preferably all the way to Intuit!)

I hope you will find an alternative to cancelling the service all together.... Morgan Hill is building more and more houses. Every morning, on my way to the transit station, i drive past a large construction project underway at the southeast corner of Dunne Ave and Condit... r...

- I heard that the new plan will increase paratransit fares to $16 per trip. I searched for the plan discussing the increase in paratransit charges. I couldn't find a specific reference. However, I think what is happening is that VTA plans to eliminate any regular bus service east of White/Piedmont roads. Based on how VTA charges for paratransit services it's $4 for a regular trip but a premium charge of $16 for rides more than 3/4 of a mile from a regular transit route. Therefore, if I'm correct then anyone eligible for paratransit services living more than 3/4 of a mile east of White/Piedmont will be charged $16 for a one way trip. This is an unconscionable burden placed on the paratransit consumers in east San Jose. Many disabled use paratransit to get to job training programs. Having to pay $32 per day round trip would make it too expensive for many of these individuals from continuing in their job training programs. I hope my understanding is incorrect.

Please start Rapid bus service on Route 66 (Milpitas and Dixon landing road)
If not all day long but during peak hours.
That would solve problems for lot of students attending Milpitas high school.
I’m a every day traveler on Route 66.

Thanks and hoping for positive result.

I work in Palo Alto and at time have to work late night 1-2 am and ride the 22. This would be a great hardship on myself as well as the other 20-25 coworkers that occasionally have to work late as well.

Please include Cupertino Middle School and Homestead High School in VTA Route 81 by having the bus travel along Homestead Road between Foothill Expressway and Stelling Road.

Currently Route 81 provides service to:
Graham Middle School
Saint Francis High School
Mountain View High School
Alta Vista High School
Cupertino High School
Santa Clara High School
Bucher Middle School
Hoover Middle School
Lincoln High School

Thank You for Your Consideration!
Don’t shorten the Blue Line at Baypoint Station. I often take the train from Berryessa Station to directly Paseo de San Antonio. With the new implemented plan, it’ll be more stressful for me if I have to switch stations at Baypoint and then having to wait another 15 minutes for another train and I don’t want that.

I am disappointed that several Express routes are being eliminated in the proposal. I would appreciate a response to each of the following questions:
1. Per VTA’s presentation at the Morgan Hill City Council meeting, the new proposal is meant to offset a $15 Million gap caused by BART delays. Specifically: Was the BART service expected to generate $15 Million in additional revenue by itself? Is crippling the Express routes being used as a means to reduce expenses for not just loss of anticipated BART-related revenue, but also for increases in cost of general operations?

2. What alternatives were considered in lieu of eliminating Express routes? Please provide analysis done by planners on substituting smaller vehicles on lower-ridership routes or times.

3. Was any consideration given to offering vanpools for certain routes in lieu of their elimination?

4. Certain Express routes, specifically the 121 and 185, could be operated at a lower per-boarding cost by combining the r...

PLEASE don’t cancel the 185 Express Bus. I live in Morgan Hill and recently got a new job in Sunnyvale. I didn’t even know this bus existed until a coworker told me about it (you REALLY need to improve your website and promote this service more). If I want to take the train it's a half hour walk. If I want to take Light Rail it's a half hour walk. There are no other alternatives. More people are starting to take this bus. Every person who takes that bus is a car off the road. Traffic is getting worse and worse every day. If you can get me on the LinkedIn bus, then great, but that's not going to happen. If you need to do something, cancel the last bus and leave the other two. We need to do everything we can do take cars off the road. There is no other alternative for the Sunnyvale area to Morgan Hill. Please, please, don't cancel.

This is the only way I can get a ride to work every morning. I work in Maple Tree Inn and live in Mountain View. This bus is the only way I make it there. I have to wake up at 2 am and take the bus at 3 am. Taking this bus away from these times would be taking my job away. Also, there are homeless people who do sleep on the buses at night. I understand that's not the goal but, when there are really cold nights the bus benefits to those without a home with the heaters. Thank you for listening and I hope you take this under consideration.

Route 54 currently serves Sunnyvale City Hall and Library. Sunnyvale is planning to renovate City Hall and create a brand new civic center area. https://sunnyvale.ca.gov/business/projects/civic.htm How will non-drivers access the new City Hall? The other north-south routes 53 and 55 are not feasible as they are too far away.

I frequently ride line 22, 25, 26 and a variety of other lines depending on where I intend to go. You reduced the service last year, now you’re proposing to reduce service times yet again. Just because I choose not to drive, doesn’t mean I can stand around waiting for a missed bus, or a driver who is running hot and thus I miss the connection (as an aside, I get on a LOT of VTA buses that run hot, the driver drives like a maniac, then sits and waits at a timepoint, checking their phone, then zooms to the next timepoint, often times RECKLESSLY), or if a bus goes missing, it is not only the time I wait (you suggest I arrive 5 minutes early to every bus stop) PLUS the time to wait for the next scheduled bus to show up (on the 25, you’re suggesting a weekday wait of 5 minutes, then another 12, assuming that bus is on time, for EACH ride?). Do you have 17 minutes to stand around waiting for a ride and is it ok if you’re 20 minutes late to work every day?

As to the reduction of overnight...
Route 58 is the route my son takes to work. He takes the 22/522 from Sunnyvale to Santa Clara and then transfers to the 58. If this is eliminated, he will have to take a longer ride to get the connection to 59 to go up Scott. If he misses this connection, he won’t be able to get to work. We’re upset about this. He does not have a car and depends on this. This is making it very difficult for lower income people who have to figure out how to get to work on time via routes that go to businesses that aren’t close to El Camino.

At night he would have to take the 59 all the way back to Santa Clara to then transfer to the 22/522 to get to Sunnyvale. It will really be scary that he won’t make the connection and will be stuck.

I am a frequent user of line 102 from Santa Teresa to Palo Alto. Reducing the number of trips will impact seat availability as 7:20 AM and 7:40 AM route buses are always almost full in the morning and same is the case for 5:15 PM and 5:40 PM routes.

Instead, I would like to propose a trip around 8 AM which can still utilize carpool in the morning and can get more commuters due to little late timings.

The people of San Jose are begging you to build out the light rail from Alum Rock station to Almaden / Capital station. Then, Capital station to Campbell. We have been talking about this for most of my Adult life.

The recently advertised route from Downtown up San Carlos - Stevens Creek corridor is also an excellent initiative.

NO ONE CARES about the Bullet Train or BART going to Downtown San Jose. Google Employees use Cal Trans and Light Rail. NOT BART.

Where is the Growth Plan to truly boost ridership by making VTA more compelling? If the operating budget grew by 20%, can VTA craft a vision to grow customers by 100%? While both are a big ask, there are several factors working in our favor:

1. There is a large pool of potential riders in Santa Clara County.
   - We have 700,000 drivers and 40,000 transit riders (https://datausa.io/profile/geo/santa-clara-county-ca/#housing).
   - Almost 9 in 10 commutes stay within the county (http://www.vitalsigns.mtc.ca.gov/commute-patterns).

2. Commuting by car is not fun.
   - By the numbers, average commute times are creeping up (https://datausa.io/profile/geo/santa-clara-county-ca/#housing).
   - By gut feel, does anyone think rush hour is getting better?

3. Current service leaves a...

Please extend Route 21 to evenings. It connects many venues with evening programs to neighborhoods. For example, in Palo Alto: In addition to Downtown, Lucie Stern Community Center and Theatre and Cubberley Auditorium; in Mountain View, the Community Center, Senior Center, and of course Downtown; Downtown Sunnyvale.
Anyone living in the City of Santa Clara (or part of Sunnyvale) between, on the north, Reed/Monroe, and, on the south, Stevens Creek Blvd. and, on the east, San Tomas Expressway, and, on the west, Wolfe Road, is stuck with buses going either out-of-the-way eastward toward the Santa Clara Caltrain Station or out-of-the-way westward toward the Sunnyvale Caltrain Station. Why is there not a bus route heading to the Lawrence Caltrain Station? BTW, I used to think there were no buses traveling up/down Lawrence Expressway but recently learned of a route that does exactly this. Bizarrely, that particular bus route does not stop for the Lawrence Caltrain Station. There is a large population not being properly connected to the Lawrence Caltrain Station. Why?

Alum Rock to Mountain View is the best route. A lot of people have to change presently at TASMAN.

Very Good initiative.

Kindly let us know when this will be active?

I’ve read that your changes will adversely impact both veterans and commuters, at least in the Palo Alto area. And the homeless who use Route 22.

If this is an accurate analysis, I’m amazed that you’d make things even more difficult than they already are for veterans, people who’ve served this country in dangerous and health-significant ways---they deserve better, much better. And we all know that commuters need to be encouraged *more* to take public transport, not least to lower vehicle-emissions that increase the severity of climate change.

As for the homeless using buses on Route 22 through the night, please have compassion and keep the route going, without forcing people off at the destination in each direction. For this part of California, it’s been an unusually cold winter, but with climate change, this will become a pattern.

Underlying everything above is a clear need for public transportation not to be treated as a profit-making business. In socially and economi...

Please please do not delete Route 65. Many people with disabilities and students use this route to get to their special needs programs at Hope Services, College of Adaptive Arts. This route is also used for students to get to SJSU and SJCC. It would be such a disservice to delete this route for those who really need it.

PLEASE save route 65. It means access to many vital services and educational opportunities for our disabled young people.

My kids use this route occasionally to go to Homestead high school. They catch the bus from Hollenbeck and Harvard. The lady who works in our house also uses this bus daily. It would impact her ability to get to work if this route is stopped. Thank you for your consideration.

Provide express services for commute hours (e. g. Convention center to Tasman)

I’m writing with regard to ‘Proposed Changes to Overnight Service on VTA’s Route 22’, published on VTA’s website, suggesting that overnight service between 1am and 4am be discontinued due to relatively low ridership on this route, and more broadly across VTA’s network during these hours.

I am strongly against discontinuing services on Route 22 during these hours, as I feel the criteria mentioned in the posting ("carry more people per public dollar spent") are insufficiently nuanced criteria against which service changes should be evaluated. The criteria should include a measure of how effective the services are at providing community access where the users would not otherwise have an alternative - for example, commute routes with riders unable to afford a car, or where the route provides a critical service that is not otherwise provided for by the county.
Discontinuing route 22 overnight services will disproportionately affect the segment of our community that either does not ha...

Green Line
The green line is an opportunity to connect Google and other tech company campuses to Downtown San Jose. It should be kept in its current length, Moffett Park area is critical. An improvement would be to run an express that would remove some stops like component and Karina that have very little ridership on the route. Once the additional buildings are finished there will be an extra 10-12k people that work at Amazon and Facebook in that area added to the 15k that Google already has there and traffic is already a nightmare. Light rail is the answer, it just needs to be more efficient and run the route faster.

Orange Line
About time. I see a lot of folk like me waiting for transfer from Mtn View router to Alum Rock route at the Tasman station. Can't wait for this! Please, soon.

Many people liked and used the express trains, and I'm pretty sure you lost riders when they were taken away. VTA had said that they were a drain on revenue because they were dedicated trips in between other trips. Perhaps VTA could come up with a more creative approach to the express trains to make them financially viable.

Please add more cars on the light rail trains for more hours. Add or disconnect cars at Civic Center if you have to. The number of cars used doesn't match rider demand during most of the day, and well into the evening. Jam-packed one-car trains (and, not infrequently, two-car trains) are absolutely NOT fun for anybody.

Please improve the accuracy of the real-time estimates at the light rail stations. The Transit app that you recommend is more accurate than those boards! It seems like it shouldn't be terribly difficult to make the boards more accurate.

On Friday, February 22, I waited at 7:20 am for the 13 on the loop south of Leland High. That is more than 5 minutes ahead of when the bus is supposed to arrive. After over 25 minutes standing in the freezing cold watching for the bus to come up Camden, I gave up. Later in the day, I found out that the bus had broken down.

That got me thinking. If the 13 missed only its first three trips, the number of riders for the entire day could be close to 0. The earliest someone could have left on that bus would have been around 10 am. Most people start their day earlier than that. If they couldn't take VTA in the morning, they might have canceled their travel plans or made other arrangements. Obviously, they would not have made the return trip on VTA later in the day.

The 13 runs weekdays only. With 20 weekdays in February, this single breakdown could cost VTA 5% of the total route 13 ridership for the month. In rides per hour, it is the same 5% drop, close to a 0.6 rides per hour decre...

It is a must for working parents to drop their kids around 7:20 am and be able to ride 102 express bus route at either 7:41 am or 7:56 am routes from south san jose to Palo alto from ohlone/Chynoweth station.

Please keep this route active. There are many students, seniors and people with disabilities that rely on this route to get to school and work at SJSU and SJCC, Hope Services (Parkmoor) and College of Adaptive Arts to be specific. I hope you will reconsider your plan and keep this route in place to continue to support these people who do not have many transit options. Thank you.

The new transit plan leaves most of Almaden Valley without any public transit. This will cause irrefutable harm to senior citizens, teenagers without a license and access to a car, and those with health issues that prevent them from being able to drive. The requirement that one must use a car to go further than one can walk will make the area even more unaffordable for an increasing number of people including younger people. Younger people and especially families with young children are more likely to choose an area with other younger people and families with young children.
Colleges and university tuition is expensive and potential students are less able to be able to afford it if they must also own or lease a car and drive it constantly rather than the relatively low cost of public transit for which they can often get a subsidized rate through their university or college. Thus, depriving people of the opportunity to improve their job options.

The tech industry that has been c...

65 Please dont delete this route
65 Please dont delete route 65
65 Please keep it alive. We need the route.
65 Please keep this route, and perhaps have it run for brief periods of perhaps 6 am/7am to 10 am, and then from 4 pm to 8 pm. There are many students who ride to SJCC and SJSU, as well as people on wheelchairs to get on/off at Camden and Hwy. 85.

Also, I highly recommend moving to smaller buses for most routes on low ridership times. This should cut down on gas costs.

65 I am the parent of a special needs child who will never drive an automobile and will always be dependent on public transportation. The preservation of Route 65 is critical for my son and others who need to get to activities taking place at San Jose State (SJSU), San Jose City College (SJCC), and Hope Services. Please keep Route 65. Thank you.

65 This route is vital to the community, it serves SJSU and SJCC as well as Hope Services (Parkmoor), College of Adaptive Arts and a lot of local seniors and those with disabilities who don't have a lot of choices to get where they need to be. Please take this into serious considerations. Thank you.

122 I just started at Lockheed in January and am disappointed to hear that the single trip of 122 is planned on being cancelled. It lines up perfectly with my day to get to and from work. The people riding this bus have known each other for years and have its own community of commuters.

Lockheed has mentioned they are hiring over 1000 new employees in the next 2 years. Google and Apple are making new offices so that will be bringing many people into the area too. The area seems to be growing and it is frustrating to see many lines being cut while hearing about all these amazing opportunities coming to San Jose and the surround area.

I'm wondering if a different express route that is being reduced could pad out the single 122 trip. There should be a way to rearrange things so we don't lose a whole line.

65 I hope bus 65 can be kept. It provides so much convience to our community.

65 I use Route 65 to get to my services at Hope Services at 1555 Parkmoor Avenue to and from my home.

I also take this route to food shop at Food Max and to go to other classes at College of Adaptive Arts.

I am ID/ with Down Syndrome and it has taken me awhile to get familiar with this route. I have taken Route 65 for two years now.

I am against any revision of this route as it will impact my services.

Thank you

65 Please don't get rid of Route 65. This is an essential component to the affordability of SJSU for many students. Many students just like me take VTA because they don't have vehicles, or, if they DO have vehicles, don't have anywhere to park them once they get to campus. If you get rid of Route 65, I will not have a way to get to school that doesn't involve shepping over a mile through a crappy neighborhood to get to an alternative route. I also see tons of school kids (elementary, middle, high school) kids taking this bus route every day. Don't crap on the disadvantaged just to save a buck- please keep Route 65!
Please don’t cut the Express 103 from 4 trips to 3. People living in the apartment buildings along the route stops in San Jose use that bus service for their daily commute, and this will negatively affect their daily lives (many of them also chose to live there due to the transit option).

Rather, you could raise the price for the Express Bus Routes. I know my company paid for my VTA Express Monthly Pass, so you would mostly be passing on the costs to Palo Alto based companies, which can afford it.

Can you add Camden/85 to 102 route

My 70+ year old parents need it almost every day to get to their therapy clinic.

Please keep it!

To whom it may concern,

I’m concerned with the proposed discontinuance of Route 65. This route serves as a vital resource to many in the community, particularly our seniors and those with disabilities. Seniors in our community want to maintain their independence and members of the community who have disabilities want to gain their independence and be self-sufficient. Route 65 serves SJSU, SJCC, Hope Services (Parkmoor), College of Adaptive Arts and these institutions provide the resources our senior and those with disabilities need and want.

Based on the above I’d appreciate if you’d reconsider the proposed elimination of this vital route for our community.

Thank you in advance for your consideration.

Please keep route 65. One of the most important things about a city environment is a good transportation system... and it’s a catch 22. Nobody rides a bus system that doesn’t have a lot of buses running to a lot of places, because it isn’t convenient. But nobody wants to have a system that doesn’t have a lot of people using it. It’s a chicken and egg. We have to make the bus system better, faster, and easier to attract more riders, and to do this we need to add routes, not remove them. Please don’t remove this bus that runs down an important corridor for San Jose State University. Here in San Jose we’ve mostly gotten rid of school buses. Look at any of the schools on Leigh that route 65 covers and you will see 200+ parents all trying to get their cars in and out of schools instead of 10 buses. The same is true of public buses. More buses means less cars, and more safety. Please keep route 65.

Please extend route 27 to serve the new VA center.

I would suggest extending the northern end of the blue line by 4 stops to the BART stop (Milpitas) so that riders can directly transfer between the blue line and BART. It will require more trains to support a longer line, but ridership will be higher because it will not require an additional transfer to take the blue line to/from BART.

Without this bus I wouldn’t be able to afford to commute and work in downtown San Jose. Please do not discontinue it, or provide a viable alternative to connecting Bart with downtown San Jose.

[This is Adam transcribing a comment from a blind paratransit user who provided a comment at the Vista Center for the Blind]

He opposes the reduction of Route 45, noting that it will cause his paratransit fare to change from $4 to $16, which is cost-prohibitive for him.

Please keep route 65 because our kids need it. Thank you!

Please continue line 65, many students need it.

I’m a graduate student at San Jose State University, and I ride on route 65 everyday from my home to campus. There will be negative impact on me if route 65 is cancelled. I strongly recommend keep route 65!
65 please keep this route! many people including high school students are using this route as daily commute
65 please please keep this route, we use it every day!
65 desperately need this route for daily commute
65 regular ride for this route, highly appreciate keep this running
65 rely on route 65 every day for commute to and from school
65 critical route for me to go to school and come back
65 please keep bus 65, we use it frequently
65 route 65 is a convenient way to go to SJSU
65 we use route 65 to go to the train station
65 commute via this route to and from train
65 ride on this bus every afternoon during work day and occasionally on weekends
65 this route has many convenient stops including the SJSU, downtown area and train station,
65 this is a very useful route connecting many areas without much traffic, we are frequent riders (normally go with group of friends)
65 Please do not eliminate this route
65 Route 65 serves neighborhoods surrounding Camden Ave, which is an area that does not have access to high quality transit (like light rain or rapid bus). Elimination of route 65 would further reduce transit access in the Cambrian Park neighborhoods. Please keep Route 65.
65 Please do not cancel Route 65. We are currently using the line everyday and we will not know what to do if this line is cancelled!! Thank you!
27 Route 27 is the only line we take to get out of our home. Please keep it. Thank you!!
121 I think this bus is often quite full you should see the building going on in Morgan Hill. We need this bus service and we should not reduce the number of buses!
65 Please keep this route.
185 Can we reduce the number of trips? Or is there a solution to get to this side of Mt. View/sunnyvale besides having to work at one of the companies that provide buses.
121 I am concerned about the proposed reduction in service for Express 121. This line takes people off the road for over 30 miles each way, on one of the busiest roads in the Bay Area. The times that I travel have nearly full buses each day. Please carefully consider the ridership on the proposed eliminated lines - reducing from 9 to 6 daily trips is a drastic change, and is likely to impact some people’s ability to access their jobs as well as impact their health and our environment.
121 Please do not remove the following times, northbound from gilroy 6:21, 6:48, 7:15, 7:30, 7:47.
And for southbound keep and add later times from LOCKHEED, 4:51, 5:07, 5:21, 6:07.

Do not alter the route, please keep existing route where it enters and leaves santa clara from great america & 101, I already cycle 2 miles from this intersection. If anything the bus should exit & leave san thomas & 101

Multiple I am a San Jose resident in Almaden Valley. I work in Sunnyvale.
I take VTA between home and work:
Bus route 13 - Light Rail 901 - Light Rail 902
To travel from Almaden Valley to Sunnyvale on this route. It requires 2 transfers and takes me a minimum of 1 hour and 30 minutes from the time I step onto the first route to the time I step off of the last route.

It is already time consuming and challenging to ride VTA from Almaden Valley to Sunnyvale.
Now the Draft 2019 New Transit Service Plan proposal will make this route significantly more difficult. It will require 3 transfers instead of 2 because you are eliminating bus route 13 and forcing 2 bus routes to take me from Almaden Valley to the Ohlone-Chenowth Light Rail station. This will mean more delays and a longer commute to work. You are also eliminating route 328, which is the only alternative.

I will note that if I lived in Gilroy, my commute to and from work would be shorter than it is living in San Jose! This ...

With the elimination of Route 101, can the Route 103 bus have a stop to pick up and drop off passengers at Vallco mall to use as a park and ride for those who live in West San Jose to get to Palo Alto?

Lots of middle and high school kids ride on route 65 in my neighborhood (zip code 95124). It will be very inconvenient for the kids and their parents if route 65 is cancelled. Hope we can still ride on 65 in the future.

I do not agree with the reduction of routes for Express 121. I routinely use the various afternoon runs. This is the only option I have to get home early and would be forced to drive on days where that is necessary.

[Email sent to VTA Board Secretary]

Re: Draft 2019 New Transit Service Plan
Dear Chair O'Neill and VTA Board of Directors,
I am writing on behalf of LifeMoves, the largest provider of homeless shelter and services in Silicon Valley, to comment on the proposed changes outlined in the Draft 2019 New Transit Plan. Some of the changes proposed will have significant impacts on the families and individuals we serve, most of whom are reliant on public transportation to connect to jobs and services.

VTA Routes 22 and 522
VTA should maintain the current the Route 22/522 services between 1am and 4am. Workers with night or swing shift hours need transit. If services stop for a three-hour period in the middle of the night, individuals, including women, will be let off in the middle of the night with uncertain and possibly dangerous situations. Community policing and VTA security (provided by the County Sheriff's Office) may not have the capacity to provide safet...

Bus route 65 as you know is a primary route to San Jose City College and San Jose State from the Kooser and Cambrian area. Elimination of this route forces students to find alternative transportation if they are to continue their education. VTA is a service much like Police and Fire services provided by cities and counties. It is reasonable to focus first responder forces in higher risk areas but never should police and fire services be pulled out of any area altogether. Transportation should also not be eliminated from any area altogether. The elimination of transportation, route 65, in the area is disabling to the members of our society who can not afford or do not have access to other means of transportation.

To the VTA Board,

I am a long time resident of Cambrian community, and I am voicing my concern about the proposed elimination of Bus Route 65. My understanding is that the Board has elected to go with a funding model of 90/10 (the 10% devoted to neighborhood routes). With a reapportionment of 75/25, these routes would be able to be saved. Elimination of 65 will mean a walk of at least 1 mile for residents of the Cambrian area to access, something that senior citizens will not be able to easily accomplish.
With redevelopment projects slated for several areas near Camden and Union, Union and Los Gatos Almaden Road, the only way to reduce auto use would be convenient continued public transit access. Please reconsider this proposed elimination of #65. Perhaps running smaller buses for these neighborhood runs would become more cost effective, but would continue to provide a needed service to the community.

I did attend one of your presentations, and I remain unconvinced that ...

Commented posted on VTA blog on Feb. 25 as "Almaden VTA rider":

I waited at 7:20 am for the 13 on the loop south of Leland High last Friday, February 22. That is over 5 minutes before the bus is expected to show. After standing in freezing temperature for 25 minutes, I left. Later, I learned that the bus had broken down.

VTA appears to be really into metrics. If the 13 missed just its first three trips, there could be close to 0 riders for the whole day since the earliest a rider could have boarded that bus was probably around 10 am. People typically leave earlier than that. Without VTA available in the morning, they might have made other arrangements or aborted their travel plans. Obviously, there would be no return on VTA later in the day.

The 13 does not run on weekends. For the 20 weekdays in February, 1 day is 5% of 20. So, having no bus for only a few hours on just one day could cost 5% of the total route 13 ridership for the month. It is the same 5% drop for rides per hour...

We need Route 65 to get to everywhere. Please do not discontinue it. We have no cars.

Please maintain the Route 65 line and service as is. Do not eliminate it nor reduce service due to the radical 90/10 plan. In fact, please refactor that plan to a better 75/25 plan. Thank you.

Area around Central and Lafayette to Great America along Lafayette St is not covered in any of the new routes and Route 58 is important to reach most of these areas.

Please keep this route open late night. I currently work downtown sj and I get off late at night. The only way for me home is this bus route.

Please don't take this valuable line away.

As i'm aging, the traffic is getting scarier.

We must keep this route.

Route 63 is how he gets to medical appointments on weekdays. Wants to keep it on weekdays. He's okay with VTA keeping the changes of reduced service on Saturdays, Sundays and holidays. He and three other use this bus.

The Cambrian Community Council has indicated that Route 65 serving Cambrian Park area will be eliminated in the future when BART comes to SJ. Not a good idea.

Is there some other route that will serve Cambrian Park?

How can eliminating Route 65 be a positive thing?

I find that Express 121 is a well used line and almost each run I have tried is nearly full going both ways. If the times that I normally used are cut then obviously I will be back on the highway again instead. Line 121 is pretty long line and is doing its part to help the commute but that doesn't appear to matter much.

I would urge you to maintain the current Route 65 service. It is a vital link between Cambrian Park and Downtown, and as such, it not only is crucial for those currently using this route but also is a positive impact on the ever increasing traffic congestion in the Cambrian Park area.

Excellent option for folks using BART till Milpitas and going to key office areas along tasman all the way to sunnyvale and mountain view.

This route should have multiple frequencies and preferably two cars. Currently there are a lot of folks who commute between 7am and 8am and there are multiple services going to mountain view with only one car.
Thanks.

Adding frequent service to the Western part of route 26 is huge because it ties together 3 other frequent routes: 60, 61, 57 and creates all kinds of new origin-destination pairs that weren't practical before.

Really glad to see the extra frequency on line 500; this line is essentially a temporary BART Phase II. Needs to be fast and frequent.

20 min service on weekends will be a huge improvement. I really like that the schedule of all LRT lines is finally consistent (15 min weekday, 20 min weekend), makes the entire system easier to use and more predictable.

Please don’t stop bus of route 101. I take it everyday to office and come home using same bus. I catch this bus from Valco Shopping Mall, Cupertino to Deer Creek, Palo Alto and back.

Glad to see VTA do the right thing and discontinue Almaden LRT. It takes courage but the ridership numbers don't lie and the cost to operate this spur doesn't come close to the benefit it provides. It’s clearly the right thing to do, time to stop throwing good money after bad.

Please don't stop bus of route 101. I take it everyday to office and come home using same bus. I catch this bus from Vallco Shopping Mall, Cupertino to Deer Creek, Palo Alto and back.

Glad to see the orange line still in the plans! Milpitas BART needs a nonstop connection to the businesses along Tasman. Anyone riding BART and going towards downtown San Jose will find Berryessa BART more useful anyway. So a LRT connection between Milpitas BART and downtown SJ isn’t necessary.

The new map style looks very nice: clean and simple, very professional.

We definitely need the VTA. Any cut will hurt my neighborhood; people commuting to work.

I object to the planned elimination of three routes since the bus is usually quite full during the morning (runs 7 and 9) and evening (runs 7 and 8.) If elimination of some runs is absolutely necessary the two runs with historically the lowest ridership are the ones that should be eliminated so that the buses are not suddenly overcrowded.

I seriously hope you do NOT eliminate this route! It supplies great access from the Blossom valley area thru San Jose, including stops near light rail and Caltrain stations.

You should be ashamed of yourself for even considering to replace the Almaden light rail with a bus! Not only would you be wasting the huge investment in the rail infrastructure, but you will create more noise pollution, air pollution, and traffic congestion! Of course it goes without saying that it will also be less convenient for the current riders of the Almaden line.

Please keep Route 65 as it is necessary to help keep traffic down, and to provide transportation for students and elderly who don’t have access to vehicles.

Request VTA 65 to continue for students going to Leigh high and city college.

I just heard at a community meeting last night that VTA is almost certain to eliminate route 65 to downtown from the Cambrian Park area. I used to ride it, but since I am now retired I no longer do. I stead, I fight heavy traffic on Camden and Leigh daily. This neighborhood is facing a huge influx of new residents with the impending Cambrian Park Plaza ‘signature project’ that the city is hoping for. Those new residents as well as many in the Cambrian area already will no doubt be headed daily to downtown to work or to San Jose State University. Elimination of their direct route from Leigh Avenue would force them onto the streets with their cars. If the city is pleased that Bart will be extended into downtown, how are people coming into San Jose suposed to get out to our neighborhoods without transit. I thought mass transit was supposed to stop traffic and eliminate traffic. It sounds like VTA doesn’t care to have service to residents outside of downtown. Makes no sense to e...

Hello,
Please continue one or both 328 and 330 lines. I think the 328 line ridership would increase if the 5:57 am Northbound run was cancelled, and if a 8:15 am Northbound run was added. In any case, I believe more people start work later these days, so one 8:15am run might be enough to serve the community and would have a good number of passenger. The same though applies to the evening Southbound runs. One Southbound run at 5:57pm would probably be sufficient. Here are another few things to please consider. I believe that adjusting the 328 and 330 routes to stop at the Santa Clara Caltrain Station near Santa Clara University would probably sharply increase ridership. Also, extending the 328 route to the Mountain View Caltrain Station would increase ridership.

27  Please consider extending the 27 route to the Winchester Light Rail Station. Doing so will give West San Jose residents better access to the light rail.

Multiple  Concerning changes to the 328/330 line. Please consider one of the following.

1) Alter the 328/330 routes to stop at the WInchester Light Rail station. I believe that ridership would increase.

2) If the 328/330 lines must be discontinued, please add a Almaden to Winchester LRT route that travels through Almaden along Camden, then to San Tomas, then to the WInchester LRT.

Thank you

101  Please keep this line active. There is higher ridership specially from Cupertino to Palo alto. Alternatively if one of the other routes can be rerouted with a stop at Valco mall in Cupertino, there will be higher ridership

Multiple  The new plan misses the mark. Trying to cram as many people as possible into a reduced number of routes is moving in the wrong direction. This plan fails to realize that its riders are not robots.

How many times per week does the VTA Board and VTA staff ride buses and light rail?
I ride it daily, and I invite you to join me along my journey. You would see that light rail is jammed during commute hours. Many of us have to stand. WiFi is flaky, so even if we do get a seat, we can't count on highly reliable WiFi to get work done. The light rail trains are filthy. The ridership includes the mentally ill, the drug addicted, the homeless, the stench of marijuana, and the profanity of riders speaking with each other and on the phone.

Bus routes are hit and miss. When the regularly scheduled bus drivers are on their route, the route goes smoothly and the bus drivers are good. Some bus drivers are gas-and-brake drivers to the extent that I get sick riding with certain drivers...

65  My neighbors and I do not want to see VTA route 65 curtailed. It is a vital link for many in the Cambrian community. Please reconsider changing from the 70/30 plan to the 90/10 plan. You will be disinfranchising many taxing members of the city.

168  I have been using 168 for the last 2 years. I have been suggesting that if we can drop the express at Santa Teresa station from where we can light rail to downtown. Most of the days express is getting stuck in traffic at 87 highway. This will benefit lot of commuters. Also, I hear that the express services are reduced or cancelled. Does the committee ever think of how we can solve traffic issues in the bay area, how we can reduce the cars on the road. If you are reducing the public transport, more people will use cars. Your organization goal should be not to make profits. Increase fare and find funding to run more public buses. If the frequency and convenience is there, people will not mind using buses.

65  Please keep route 65.

65  I want to express my opposition to the cancellation of route 65, which will have a negative impact on many students in Dartmouth Middle School, San Jose City College, and San Jose State University. I know the ridership is low sometimes, but a lot of students, including me, rely on route 65 to commute.
22 Please don’t cut the night buses on Route 22. For those of us north of San Jose, this is the only reliable bus; overnight, it’s the only bus, and in any case other transit routes are unreachable for many pedestrians, since so many roads are limited-access. (You closed the only light rail station I could reach in under an hour of walking without breaking the law and endangering myself.) People depend on the night buses to get to and from work, people who cannot come to your meetings because they are working or sleeping. People depend on the night buses to get home safely when the bars close. You’ve already made the 22 far less usable by flipping its frequency with the 522; have any of your board walked for half an hour to get to an express stop, or from it to their destination, or waited half an hour in the cold or the heat while those expensive new blue buses pass by? If you carry out this threat to stop the 22 between 1:00 and 4:00am, if my hours are cut, I’ll have to quit my job. An...

58 I take this bus route daily. I have a knee problem and cannot drive. I have to walk long distances if this route is discontinued, could you please continue this route. The route is always occupied in busy hours and it will be helpful for many people who take this route.

522 Unclear to new users that the rapid routes are the same price as the regular bus. Please help clear that up. Maybe go with simplified terminology and pricing for regular, rapid and express. Santa Clara Transit Center is a mess. 22 and 522 should be next to each other. No good signage for VTA, CalTrain, Ace, Amtrack integration.

65 For OVER 16 years I rode the 65 bus to/from downtown San Jose from Camden and Leigh. I did NOT need my car to go to work during these years. By eliminating the 65 line, YOU force people to travel further to find another route downtown and hurt the Cambrian Park neighborhood’s NON-auto population. The nearest line downtown is on Meridian or Union Avenues, both one to two miles from the existing route.

65 Please keep Route 65 open. It is a good connection to Diridon. It doesn’t always make sense and it’s too expensive to take an Uber to Downtown San Jose to connect to other transit.

121 In August 2018 I and my family moved to Gilroy from San Jose due to housing rising cost. Before then we are use to our cars since I work in Santa Clara, currently Bus Line 68 and Express line 121 is the best option for transportation up north of the county. Many Professionals rely on these lines especially 121 to and from work. Reducing Express Line 121 will hurt us immensely. I might end up using my car again which doesn’t help with pollution.

I am kindly requesting that you leave Express 121 alone or Increase it... please and please don’t think about reducing this line.

22 Please leave this route as is, thank you.

51 Route 51 needs to keep the Saturday service, as there are riders that take the bus between NASA Moffett Field and De Anza College. The Moffett Field Museum also contributes to weekend service.

22 Please maintain 24-hour service on the Line 22. There are lots of workers who work swing and graveyard shifts, and have no other means of transportation.

Multiple So youre cancelling just because of low ridership? I only found this was a thing today. As a company, you need to do more to tell people what will happen to their daily used bus route. I ride this bus from South san jose, until santa clara. I see plenty of riders with me everyday and i’m sure they will be severely confused.

Why are you cancelling the bus? Is it because of the low seat turnover and how you arent making money? I thought this was a county service, and not a service for fucking profit. thats what’s wrong with the bus service, its used as profit. increased prices every year adds up, even if its a quarter. I will have to change my whole fuckin work schedule now because you guys arent making enough money and therefore, dont give a rats ass about the user, as long as you fellows at computers get paid fat checks right? I might even have to quit my job to find somewhere closer, the line 304 takes my ass all the way to work in one hour, but if you guys remove the well used and...

Multiple DATE: February 27, 2019
TO: VTA’s Advisory and Standing Committees, VTA’s Board of Directors

SUBMITTED VIA: http://newtransitplan.vta.org/comment

RE: VTA’s 2019 New Transit Plan

Dear General Manager Fernandez, VTA Board of Directors, VTA Committees and VTA staff:

Thank you for the opportunity to comment on VTA’s Draft 2019 New Transit Plan.

The Palo Alto Transportation Management Association (PATMA) is a nonprofit focused on reducing Palo Alto traffic by helping workers in Palo Alto shift mode away from SOV. Our programs include:

* Buying and managing monthly transit passes for 240 low-income commuters who work in downtown. Our commuters use VTA, Caltrain, SamTrans, and Dumbarton Express.
* Providing “after hours” Lyft subsidy for low-income commuters before 6AM and after 8PM
* Providing subsidized Waze Carpool and Scoop rides to downtown Palo Alto commuters, without income restriction.

Since our launch in 2016, we have delivered regular door-to-door, in...

Folks,

After you got rid of VTA Express # 180, VTA Express # 140 is the only way for people who work on the Tasman Drive, San Jose corridor to get to work. Note that you only run 3 buses in the morning and evening which is the lifeline of all those who live along the 7 mile odd stretch of Mission Blvd. If you take away VTA Express # 140, there is absolutely no way for us to get to work other than the extremely slow AC Transit # 237.

We understand that you are taking the BART all the way to Milpitas, but, then what happens to all those people along the 7 mile stretch of Mission Blvd. that will get impacted once you shut down VTA Express # 140? Isn’t the point of taking the bus to ensure environmental sustainability and energy conservation by ride sharing in public transport?

The current riders of VTA Express # 140 would truly appreciate if you could please continue to run VTA Express # 140 as is the case now instead of canceling it.

Thank you for your kind consideration.

Leave rout 70 the way it is. You want to make the Milpitas Bart station as one of the new stops for 70, fine, but not as its final or beginning point, and neither should be Eastridge Mall. First, with only one other rout going up/ down Capitol Express Way such as rout 31 Evergreen Balley College/ Eastridge Mall, it only comes and goes on Capitol and Silver Creek, drives less than a quarter mile on Capitol until it has to turn on or off Abourn and Capitol. After that you, or someone else has to wait another 30 to 40 minutes for the best bus that is going to Eastridge. Second, for a number of riders Eastridge is not the direction they want or need to go. Such as for people who need to go to the direction of Capitol Light Rail Station, such as the residents of Los Arboles, South San Jose, The Woods, and Carson. And for the students who attend Andrew Hill High School, a number of students who attend that school don't live in that area and need the 70 to take them there and get them home a...

Much of this is largely understandable.
Could route schedules such as this one be sketched out with concrete time-points and times even if they're still somewhat tentative and allowing room for fine-tuning? If not now then when and could they be posted at the various milestones along the way before reaching the definitive version?

22 Dear Folks,
Please keep the 22 line to Palo Alto and SJ. We know many folks who depend on this bus to get them to and from a 25 mile radius.
Sincerely,

523 I am both excited and terrified by Route 523 and the Orange Line. I’m excited because I am a huge supporter of transit. I believe moving towards a transit oriented development will help the environment, create a safer city for pedestrians and provide access for communities regardless of their socioeconomic background. I personally take 522, 23 and 22 to work every day. The reason I am terrified is that gentrification can take all the positives away. I appreciate the hard work in providing transit access to the Mayfair community. Mayfair will now have 523, 522, 23, 22 and 77 as well as a light rail to Mountain View. This could be the great for the community if they’re not displaced by workers with more income. I can imagine a world where people with high paying outbid our community members for their apartments. Mayfair already has high levels of gentrification according to a study by UC Berkeley. I hope VTA and other government entities can push hard to protect the Mayfair community so ...

65 My street intersects Route 65. I am very concerned that riders of this line (and other outlying routes) will be forced to take cars and add more traffic to the roads. There are many large scale projects along this route that are being planned right now that will add significant population and traffic. If the bus line is gone, it will exacerbate the situation. The car traffic along Route 65 is already a big problem and we can’t afford to remove the only public transit that serves this corridor. Thank you.

88 Route 88 should not be discontinued completely. Instead the route should only be shortened during non-school trips hours from the Palo Alto Veterans Hospital to intersection of East Meadow Drive and East Meadow Circle. Palo Alto needs an all-day east-west route running along Fabian Drive, Charleston and Arastradero Roads.

There are multiple senior housing developments on this route and also many other large multiunit apartments, townhouses and condominium projects along this corridor that warrant all-day bus service. With a shortened route, bus frequency could be improved that would result in improved ridership on the route.

1) Do not eliminate the Almaden shuttle Light Rail. It only takes up 1 car per day, and maintenance and security have to still be provided to the closed stations. If you must, Line 80 must begin and end service at the same time the shuttle did.

2) Keep the Line 22 24/7 service, with a better strategy to deal with homeless people who cram into the bus and hog multiple seats. It should also be times to meet the SamTrans 397 in both directions during the hours the 397 is running.

3) Keep Limited Stop bus 304.

4) Line 31 should run between The Villages or Evergreen Valley College and Alum Rock Transit Center. Line 39 should stop at Evergreen Valley College, and Northbound trips should terminate at Alum Rock Transit Center during AM peak hours, and southbound trips should begin at Alum Rock Transit center during PM peak hours. The old 180 trips to Aborn & White can also be replaced with a bus to Berryessa BART station. This would greatly increase transit options for Evergreen resi...

22 You are a business for the citizens of San Jose.
Line 22 save lives all year long especially in the winter.
There are many, many empty buses & light rail trains across the county.
Cut back on others routes not The 22!!

22 Please don’t stop the overnight service on 22. We should be _increasing_ late night bus options, not removing them.

22 Couple years ago, we voted for a sales increase tax to expand public transit. Not to cut routes. This rout (22) is used by working class people. Please, keep it and improve it, do not cut it or reduce it.

Multiple To increase ridership why not do away with the whole cash payment system altogether. Allow riders to jump on the bus with merely their California State-issued ID cards that are scanned as the person boards the bus. The VTA already collects a lot of data on its riders with the WiFi program. Many more new riders might begin riding if a properly publicized campaign highlighting how VTA plans to offer free service to everyone and anyone. Special interest groups/organizations including even the State of California, that would benefit from an increase in applications for California-issued IDs, would be willing to compensate VTA at least a portion of the fare, if not all. Otherwise I’m sure the federal government, with the opportunity to promote their federal ID cards, would compensate VTA for the fares; the only inconvenience being that everyone would be required to apply for an entirely new ID at the most dreaded location- the DMV.

Hello, I am commenting on 330 specifically but would like to say that eliminating 100% of your limited bus routes except for 522 is a bad deinvestment in the future. Less stops and a quicker route is a more desirable public transit experience. Would you consider reducing service for 330 by 50% instead of totally eliminating the route? 330 is next to many new housings being built and a lot of companies. It is the most convenient route for me.

I have been using public transportation by choice for about 10 years and I even limit my housing choices so that I am always near el Camino versus 280. VTAs new 2019 stance is they have given up on the courtship of thousands of car drivers and instead will focus on their bread and butter routes and Bart which in my world has no significance. There has been no clear explanation about why vta is in a financial crisis. I watched your recent VTA board meeting and saw evidence of a business culture that is unable to work effectively and quick...

The new route 21 is too long and meandering. Needs to be split into shorter segments such as Stanford to MV Caltrain, and MV Caltrain to Sunnyvale Caltrain. San Antonio shopping center loop is wasteful and needs to be eliminated. Frequency needs to be increased. Bus routes must avoid crossing Caltrain tracks at Castro st. Train crossing gate closures will massively delay all buses operating here. Reroute to shoreline.

Could city consider reduce to 2 buses in the morning and 2 in the afternoon instead of canceling it? The first 2 buses are usually half full.

Thanks,

It has come to my attention that you are considering eliminating the 22 service between 1 to 4 AM. As I understand it, it is heavily used during these hours. Many workers rely on this service to get to and from their jobs. The 22 is a vital public service. It would be irresponsible (in my opinion) to eliminate this service. If you need to cut services to save money, there must be other ways to do that that would not inconvenience so many people.

I am a Fremont resident and I utilize VTA route 120 get to and back from work in Sunnyvale daily. Per my observation, 90% of riders just like me are local Fremont residents who get on the bus in mid route rather not at Fremont BART station. If route 120 is cancelled, most of us will not take BART then transit on VTA light rail as the alternative commuting option due to the hugely added time and expenses. This only means most of current route 120 riders will be forced back on the road by driving. It is not a good way to improve current South Bay traffic situation and carbon footprint reduction.
I am urging VTA not to cancel Express route 120. I am sure there will be ways to keep it running that are economical feasible and social responsible. Thanks for your consideration.

The idea to eliminate Light Rail: Almaden Line and establish Bus Route 80 is a terrible idea. Knowing that both the Light Rail and Bus 13 do go to the Ohlone-Chynoweth Station, the one that go there faster is the Light Rail. Even if the Light Rail does not get taken down and you decide to establish Bus 80, again, the Light Rail will get to the destination faster. That involves reaching the destination faster without facing delays and as for the bus, it can face delays such as encountering accidents. And did you know that collision accidents do occur in intersections? With that issue, how will people get to their destination on time? And how does that solve problems? From there, keep the Light Rail Route and do not establish Bus 80. Thank you.

I like that you’re maintaining weekday service levels. Please reconsider 20 minutes headways on during the day on weekends. Fifteen minute headways are already a long wait for those of us living south of downtown. I would take transit on the weekend more often if headways were more frequent.

I love your bus service! My concerns: Route start times esp. for Southbound and bicycle rack capacity (during spring/summer, the rack is often full in the first 3 stops Southbound).

I am totally against the proposed cut of bus 22 over night. I think it’s very important for certain commuters and for homeless people. Please keep this line open.

I ride the bus from SSJ to Santa Clara, and it takes me one hour with line 304, a bus line you want to discontinue. With the proposed change, I will be getting to work using 66, 22, then 59, and it will take me an average of 2 hours to get to work. No, just no. I depend on this line, as do some people, are you saying the money is better than us getting to work on time? I dont drive because im poor, i cant afford a car, you VTA can. what are acceptable losses to you VTA? the money or the people?

Everyday rider, please keep this bus running! Thanks
We take this bus for daily commute.
I am a college student taking route 65 very frequently go to school
Route 65 is my reliable transportation to the train station
Always take this route to go to the local library, it is very convenient and useful route
This route is super helpful to connect me to areas around downtown San jose, avoiding driving in bad traffic and no need to worry about parking
Daily commuter on this route to go to work in downtown
Always ride on bus 65 to go to my university, and frequently travel on it to go to the nearby library

Please save Route 65. I use this route everyday for school at SJSU
This is my go-to route to commute to many places, including downtown and train station.
Living in the south San Jose, we rely on this route to go to santa clara area where we work
I am a high school junior riding this route on daily basis, please keep it so I don’t have to worry how to go to school during my senior year
We are senior people who can’t drive, use this route to go to supermarket (Parkmoor area) as well as doctor visit (Moorpark area) , don’t know what we could do if we lose this route
We travel as group ( all seniors) to go to church every week on this route. Please take away our reliable commute transportation
Depend on this route for critical commute, especially during rush hours
Ride on this route for shopping and visits to arena, library, community center, or connect to train

As a student at SJSU. I believe that it is vital to keep this line alive. Many of us take this route to get home and it would have detrimental affects on the community at large.
Please include my support of this patron.
Please include comment in support of one of your patrons.
"Dear VTA Board Members:

I am a proud lifelong resident of Santa Clara County.

I am legally blind due to a genetic condition that causes my peripheral vision to disappear to tunnel vision and will eventually cause total blindness. I currently have approximately 5-10% of normal vision left. I stopped driving in 2005 and stopped working as a lawyer in 2016 due to my blinding condition.

Originally, under the “Next Network Plan,” VTA slated Line 65 for elimination because “the challenge facing Route 65 is that the land uses in this corridor are largely low-density and residential which means potential riders are spread over a wide area.” Now, under the 2019 New Transit Service Plan, Line 65 is being discontinued due to “low ridership and because parallel transit routes would provide alternate options for transit riders along the Leigh Avenue corridor. Some curren...

65 Please don't discontinue route 65. Students, seniors, and other transit-dependent people rely on this route.

Blue Line I believe the Blue Line should serve up until the Bart Milpitas Station because it would help having two lines taking passengers from both downtown Mountain View and Downtown San Jose.

65 I am opposed to eliminating this route. It is the only way I can get to the Diridon station and downtown on weekends when line 37 isn’t available to get to either the Winchester or Capital light rail stations.

Multiple Keep most of the buses that connect to high traffic places. Why is downtown where all the core of the buses run? Re-route 72,82,323,522 from down town. Spread those lines out toward the outer parts of the map. The bus 10 should remain at the airport and free since the airport is expanding. Lastly, it's not really safe anymore to ride public transit. Some of the bus stop are not well lit. Out of 10 in my office who started taking public transit I'm the only one left. I would like to know why VTA spent so much money on the electric sign at some of the stops they don't work. And why did they take away some of the bus stops and build new ones that are not really functional. How much did you all spend on those?

22 Line 22 is a backbone to vta for so many years.

In April, 2017, service was removed and added to Line 522. In the event, while viewing various quarterly reports after, Line 522 has not improved as much, as Line 22 continues. Is it possible to return 12 or even 10 minute service to Line 22, with Line 522 operating every 15?

Last, the late night service is needed, especially to make connects with SanTrams. The El Camino corridor is quite busy. So many of us will be stranded without away to adequately get to and from our place employment.

Thanks

23 Line 23 needs to deviate away from Steven Creek as it is duplicate 523. The routing of Line 59 is awkward for transit connections to and from Line 23/523 with infrequent service.

[323; 53; 57; 60; 81; 522; 82; 59]

Multiple Love it! Love most of the proposed routes. Might have to change my commute a little but it’s doable!
not happy that the 81 would be discontinued since I commute from Los Altos to Santa Clara. But the route 
change for the 53 and the increased frequencies of the 57 and the replacement for the 60 give me a 
couple of good options. I don’t mind walking more if the buses i take are more frequent. Hate having to 
wait half an hour if I miss a transfer by a few minutes

Love the 523 proposal and the increased frequency for the 57
64; 71 [entered by Cody from Instagram]

Hope there was a route on McKee by toyon or by lucky ... kids have a lot of field trips and the walk is long 
and dangerous to get a bus

would be nice to have something closer just my opinion walking with kids is not easy 😔

Orange Line [cody entering from Instagram]

Yes, bc 237 was not built to hold all that traffic today. Seriously one of the worst commutes, please 
greenlight Orange line!

Orange Line [Cody entering from Instagram]

PLEASE! 237 is awful 😱

Orange Line [Cody entering from Instagram, comment about Orange Line]

Heck yes!

Orange Line [Cody entering from Instagram, comment about Orange Line]

Yes! Would help ease congestion!

Orange Line [Cody entering from Instagram, comment about Orange Line]

Yes.

Blue Line I think that having the Baypointe station be the northern terminus for the Blue line is ultimately 
shortsighted. I can see that you’ve chosen this for operational reasons—there’s a third track at the station, 
so it would be easy to turn trains back here without affecting the operation of the new Orange line.

But, having a one-seat connection between downtown San José/the Santa Clara County office 
complex/the airport station/North 1st Street businesses and the new Milpitas BART station is something 
that would help raise ridership. Asking folks to transfer in between these destinations isn't ideal. I know a 
response would be "we have a one-transfer option for downtown—the 500 bus from Berryessa—and we 
have a one-transfer option to the airport—the new 60 bus," but we know that buses are considered an 
ugly stepchild here in Santa Clara County.

Where I lived previously in DC, people of all classes, creeds, and colors rode the buses, but here, buses are 
given short shrift by forcing t...

Orange Line I believe once the Milpitas Bart Station opens, their will be a large increase of people wanting to get to the 
station (or heading to MtnView/Sunnyvale/Tasman from the BART Station).

The 5AM-6AM and the 8pm-9pm service should be be 15 minutes or at last 20 minute service throughout 
the time in order to make the service more likely to be a good alternative people traveling along the 
corridor.
Hello,

As a 168 Express ride for several years, I was disappointed to hear of the upcoming reduction of VTA routes. I find it fiscally irresponsible for an organization of your size, to be in a position where services are being reduced and eliminated. VTA should be expanding alternative transportation options and NOT reducing them. We need to encourage commuters to get off of increasingly congested freeways and reduce our carbon footprint. VTA should assist large companies subsidize alternative transportation. I have witnessed a decrease in ridership on my route since employees were forced to pay out of pocket (and continue to pay more) for clipper cards. Most are now carpooling or riding solo. As you make decisions on which routes to cut, please review ridership reports to make sound decisions, and space routes out evenly. Also, please do consider options to encourage employers to subsidize clipper cards to increase VTA ridership and promote climate smart communities.

Thank you

Multiple

Service reductions to public transit will not help combat the climate crisis or our local pollution level. Plus, it will take a valuable service from the people who need it the most.

66

I will be affected by the changes on Route 66. I live in the local section North of the Milpitas BART station. So, I would like to keep the 15 min frequency in Milpitas.

65

I'm writing on behalf of a friend who's legally blind and uses line 65 on a regular basis. If this line is eliminated she (and many others) who have physical challenges or can't afford a car will be at a great disadvantage getting transportation to where they need to go. She is confident and comfortable using line 65 and would have challenges finding an alternate mode of transportation. For her sake and others that rely on this line, please keep line 65 in operation.

Thank you!

Multiple

I feel you should leave line 22 & 522 alone maybe (15 min. From 3am to 9:30am & 4:30p to 11:00p than 25minutes the rest of the time)! As for Alum Rock transit I feel taking it to east ridge is wasteful! Also, would you be willing to change the kids charge back to $1 (when I pay for my daughter, we only go like 5 stops at most! And still take 2 to 3 buses.)

22

Leave route 22 the way it is. If the system cuts the 1 to 4 AM service, then how are the passengers going to connect Samtrans route 397 at the Palo Alto Transit Center?

60

Comments on VTA draft 2019 Transit Service Plan, in particular, proposed VTA #60 Sunday morning schedule from Santa Clara Transit Center across SJC airport to Metro/Airport LRT Station.

First: although the current VTA #10 requires no fare, I do not mind paying fare for the proposed VTA #60 trip across the SJC airport.

Since about year 2000 I have used bicycle and VTA bus to travel from Palo Alto Transit Center to San Jose Metro/Airport LRT Station early Sunday mornings. Over the years, I have observed that some SJC airport personnel, including occasional pilots and stewards, also took the VTA #22 from Palo Alto, then the VTA #10 to SJC airport.

I host a radio program Sunday mornings at 7:00 AM on a small noncommercial FM station with studio in bicycling distance from the VTA Metro/Airport LRT Station.

For years I took the approximately 5:30 AM VTA #22 departure from Palo Alto to the Santa Clara Transit Center. The VTA #10 was scheduled to depart a few minutes after the VTA...
522 For bus 522 get rid off the center lane on Alum Rock and is pretty annoying. I paid taxes for fixing the road not the special lane and buses!! Smh!

Multiple All the routes is good

70 Leave rout 70 alone, people who live and go to school and work on Capitol Express way need that rout to keep going to and from the Light Rail Station. And trying to catch another bus from the Milpitas Bart station to Great mall will too much of a hassle to do and wait, and too far of a walk to and from for those who don't live in the Milpitas area.

46 Line 46 should stay. There is an area of Milpitas that is only served by this line and there are people who live there that rely on this line. Eliminating this line in favor of a 'school tripper' nonsense is just alienates riders and its not a solution that moves people forward.

Multiple I think u need to lower the fare... $2.50 it's to muchhhhhh

Multiple I don't like how the new setup will force a lot of transfers.

Almaden Spur Don’t cut the purple line!!! The track, stations and infrastructure all for naught would be a waste!

37 The bus 37 they should add service at least one weekend either Saturday or Sunday so the people leave in that area they can go out in the weekend specially the people have no vehicle

65 Please do not cancel this line, I live in Branham-Kirk and the elimination of a Branham bus line was already a setback that made me much more reliant on a car. Currently, the 65 is the only way for me to efficiently get from my neighborhood to downtown, where I work. Especially since the Branham Ln. bike lane (the only marked bike path nearby that could safely and efficiently take me 2.5 mi to the nearest Light Rail) is dangerous/unprotected/gutter space.

185 Why VTA was willing to start and continue express busses knowing it was not going to be full? Why is the Bart delay causing drastic reduction in express bus routes? How is $15M loss of revenue from Bart delay going to be made up on increasing non-express bus routes? Why has VTA not offered any alternatives other than just saying they are going to cancel service (e.g. vanpools)?

185 If Express 185 is canceled, he will have to drive one and half hours each way. Propose maintaining at least one bus in the morning and one in the evening.

185 I am an original rider of the 185 route to Mountain View from Morgan Hill. I have watched ridership of this bus route increase from 1 to 15 in a matter of months. VTA should do more advertising in the areas the bus goes to and from and canvas the businesses along the route to promote service and generate enough ridership to fill the buses each way.

185 I ride 185 bus to Mountain View from Morgan Hill daily. Impact of eliminating bus line will put more cars on the highway. I encourage VTA to continue service as he has witnessed an increase in ridership recently.

Multiple I am troubled with the plan to reduce VTA’s transit operating budget. For a long time now VTA has not been playing in a relevant role in reducing traffic or provide a transportation alternative in a region that is suffering from housing shortage and increasing traffic congestion.

For many years, Silicon Valley business and political leaders have been pushing for sales taxes to increase transportation funding, but at nearly all instances VTA proposed and enacted service reduction within a few years after a tax is approved. Meanwhile, some of the same local politicians come out and declare that their city is not able to accommodate more housing because the city has no transit. It appears that while taxpayers are generous, there is no serious effort in improving mass transit, and subsequently be used as an excuse for inaction.

Basically for the past 20 years VTA is a BART construction agency with running buses and light rail as a side business. I do not share the same faith as many...

66 Route 66 should be extended to California Circle & Mission Landing, then it can go back on its current route. There are 1,000 new apartments on California Circle. They require VTA service. There are 2 Indian temples near there. More than 2,000 people visit them on weekends. Many of the visitors to the temples don’t drive. VTA will eet more ridership if it does this.
This route helps eliminate traffic in the Willow Glen Area. It helps my fellow seniors, & soon me, get to downtown. Some of us have extreme difficulty walking the distance to the alternative routes suggested. You need to do more outreach to make people aware of this route, not eliminate it. I am just learning about bus options.

I am very disappointed to that VTA plans to cut overnight service on bus 22. I live close to the bus 22 line, and I would very much like to see it continue. I actually rarely use bus service in the wee hours, but I have done it on occasion and I see how many people are on that bus and depend on it.

Tho I know VTA does intend to provide a traveling hotel, providing a safe, warm, dry place for the people who need it in the middle of the night is actually a VERY valuable service to our community. It may save lives and we are all better off for having it available. Besides that, there are 2nd- and 3rd-shift service workers who depend on this transportation. And we live in an area that very much needs to find ways to make it easier for those people to live and work here. For those workers, it's their livelihood; and their services are very valuable to many people, including the wealthier members of our community.

Thank you for listening. Please consider maintaining 24-hour service on 22.

I've been riding this route for almost 20 years and it's one of the most convenient ways to get from South San Jose to Sunnyvale. If this route goes away, it will put more cars on the road and commute traffic has been getting much worse. Looking at the information online, Route 122 had one of the highest rates of boardings per hour. Maybe, instead of discontinuing the line completely, you could transition some of Route 102 buses to Route 122.

Your light rail service to the San Jose State University is pathetic. The campus has 35,000 students and your closest station is at First and Second Streets. Does anyone in VTA realize that the University Campus extends to 10th street? Light Rail should go at least to the campus center, arena and housing tower areas.

Please do not reduce Express service on this line. It's a lifeline for those of us commuting from Morgan Hill and Gilroy to Santa Clara and Sunnyvale. If anything, please consider increasing fares. There are no reasonable alternative for regular transportation from these locations in the morning. The buses I ride are usually quite full of passengers.

Please retain the late night route. It's very important to riders most in need of public transportation, such as night workers or late shift workers, plus for those without cars or unable to drive who need to visit family at times of illness or other late-night requirements. This is an area which really needs this type of service, especially for lower income people. With worsening income inequality this is not a time to save on this type of cut.

Thank you for being open minded,
Mary Jane Parrine

I request a bus line to run the length of the San Jose Market Center Mall at 543 Coleman Avenue, SJ, CA 95110, which runs from Autumn parkway to W. Taylor St. on Coleman Avenue. The length of the mall is 11 blocks, the depth of 2 blocks and 3 additional blocks to the existing bus stop, at a very deserted corner, at a total of 16 blocks while carrying packages, sometimes in the rain, like I did. I got soaked and my packages got soaked!

Right now a bus stops 3 blocks away in a deserted area, where there is no shelter or even a bench.

The San Jose Market Center mall covers 362,000 square feet and has over 32 stores. Who wouldn't want to go there, especially, since downtown San Jose is desolate, lacking any reasonable shopping possibilities, whatsoever.
The mall is right next to the Avaya stadium, home of Major League Soccer’s San Jose Earthquakes, located at the Airport West site, west of the San Jose International Airport, at 1145 Coleman Ave, San Jose, CA 95110, and has the ca...

The Santa Clara Library, Central Park branch, 2635 Homestead Road, has the largest genealogy collection on this side of the Mississippi River and is located along the 81 bus line.

The Martin Luther King library does not subscribe to any genealogy material, not one magazine because they direct [eo]le to the Santa Clara Library.
Santa Clara County Historical and Genealogical Society, https://scchgs.org/ also has meetings there.

The last 81 bus leaves Homestead at 8:21 pm. Some genealogy classes go from 7-9pm in the evenings. The last 81 bus leaves in the middle of both of these meetings on different nights.

Could you please have an 81 bus added, at least at about 9:30 pm.
These are described bus routes on the library page:

To Central Park Library (Santa Clara City Library) Bus route 57, Route 58, and Route 81 stop on Kiely Blvd. between Homestead Rd and Benton St. from the corner of Kiely Blvd. and Homestead Rd., walk east, 0237 miles on Homestead Rd to the library drivew...

Route 13 is my only option. I live deep in Almaden Valley. the previous plan to extend 63 was much nbetter. asking to extend 63 or 64 into the valley.

Is there an Almaden valley rideshare program? Says Measure B funds will take care of that. Can be in lieu of the bus. When will that happen?

Don’t cut 102. It’s crowded. If you cut 2 orf 7 every bus will be packed and will turn people away. Really ugly. Wish there were more. We need more rapid transit.

I see that this is focused mainly on routes but I think it is important to bring to your attention the need for you to improve your customer service and "client" interaction -- when I say client interaction -- that means you might start thinking of your client’s as "part of the team" who wants to keep you going. Ask your customer’s for input not just during a crisis but do monthly check-ins. Have a way that customer’s can readily communicate both kudos and non-kudos to drivers. I would recommend highlight the positive but also seeing if a negative trend can be addressed or decreased of bus driver and LightRail operator behavior.

I think you need to provide education to your bus drivers about limitations that mentally ill people and homeless people have -- more than a couple of times I've heard remarks from bus drivers like why can’t they properly clean themselves. They need to understand that this is a sign of not someone who is lazy and who doesn’t care but who has been lower ...

Route 22 is vital to our community. When I was in college, I worked at nights and bus 22 helped me to get home. Bus 22 also serves as a place for the homeless to stay warm. Please keep it running.

Can VTA add a stop on Bailey road by the IBM main gate? Currently it had a stop at the intersection of Santa Teresa blvd and Bailey road where is in the middle of nowhere and 2 miles from Ibm main gate. If you can add an extra stop that will enable more IBM employees to take the public transportation VTA. THANK YOU IF YOU CSN CONSIDER THIS REQUEST.
I am a long time VTA rider and have been doing that to save money. I am very disguised with the new plan, particularly the proposed light rail changes and the elimination of Line 46. First, I think adding that Orange line just makes things unnecessarily complicated and would probably create more inconvenience to riders like myself. If I am on the orange line and I want to catch a train to Downtown San Jose, I'd find it more convenient to just transit at one station and wait for either of the 2 trains (like the way it currently is right now at Tasman Station), instead of having to go to two separate stations to make individual connections to two different lines. Also, I have been to the Champion station and that place is highly unsuitable as a transit station because it is very inconvenient to transit there, due to the fact that the tracks are in the middle of the two platforms. I also think adding that orange line is very unnecessary, since the current light rail setup is working just...

With Google coming to downtown, the discontinuation of 81 from Newhall St will mean that many of us who work at SJSU will have to drive. I ask that you consider having a route from Santa Clara/Bascom Gardens area to SJSU to replace the 81, or simply keep the 81.

Please continue to expand bus service. We need more bus service in order to be able to commute to work or other places. Frequency is important too. Standing on a corner for an hour is too long. Thank you for thinking about ways to expand our bus service. No cuts please!

Hi, please do not decrease frequency on the 55. Every time I am on it, there are many other riders. As it is, the low frequency combined with bus drivers leaving early, and the early last route time locks many ppl out of opportunities or leaves them stranded at Stelling and Steven's Creek.

The lowered frequency will not help increase ridership. Enforced fares, on the other hand, will.

This route is the only 24/7 bus service in Santa Clara County and needs to continue as 24/7. Don’t strand people for hours in the cold!

Don’t cancel the bus service to the shelters in Sunnyvale and Gilroy!

The proposed changes to this are ridiculous. At a time when San Jose is struggling to build a vital, active downtown AND increase use of public transportation, you want to shut down bus service before clubs and bars close. Theaters and performances often go until midnight. People often want to go get a drink or coffee after. They, and all of the people who work these venues, would have to drive. This goes against all of San Jose’s current urban planning, as well as environmental goals of the city, county and state. You should be increasing service. If you do not want homeless people using transit to survive, then pressure the cities and county to provide services so VTA is not the only option.

In order to serve the community you need to continue to operate the 22, on a 24 hour a day schedule.

I would like to formally endorse the “Winning VTA Solution for Almaden” proposal for Almaden Valley transit service as presented on the Almaden Valley Community Association website at bit.ly/2HO7NjQ.

This presentation has an innovative solution on how to proceed with Route 83, which you approved as part of the 2017 “Next Network” but have not yet implemented. Route 83 is an improvement over Route 13. It would go by Almaden’s middle and high schools, the library, Almaden Fashion Plaza, Oakridge Mall, the light rail and to the far south end of Almaden.

By moving around what you have already committed to Almaden (basically just one bus for the Route 80 Almaden Shuttle), we could have way better service.

1. Extend Route 64 to cover the Almaden Shuttle bus route (instead of Route 80). There is enough time in the Route 64 schedule without needing another bus. As others have commented, Route 80 bus by itself probably won’t do very well ridership-wise and has a lot of slack time...
My commute is Route 26 Westgate to Apple Park, which is currently every 15 min until 9am, then every 30 min after that -- buses are frequently late. It looks like my route will become Route 56, which will be every 30-40 minutes. The El Paseo Area near Westgate is planned for a high density urban village, so the population will only increase and the service to a 12,000+ employee site for Apple would be more difficult to reach.

In general, if we're going to decrease GHG emissions to address the climate crisis, we need to take single-occupant cars off the roads. VTA service is already slow and expensive for commuting and service reductions will not help to give residents incentives to leave their cars at home.

Route 201 (DASH):

The Next Network plans say DASH will be replaced and “upgraded” to the Rapid 500. I’m not sure I agree that it’s a replacement or an upgrade to DASH.

The Rapid 500 is essentially the replacement for 180/181 – a Downtown to BART connection. But as a replacement for DASH, the Rapid 500 does not serve San Fernando St, 4th St, or San Carlos St. So it does not serve SJSU, including MLK Library, nor does it serve the 1st / 2nd Street commercial districts, or San Carlos Ave (multiple hotels, the Convention Center).

Furthermore, one of the nice aspects of the DASH shuttle was that it utilizes San Fernando St, which, in my experience, is much less congested than Santa Clara St. I don’t expect the Rapid 500 will be moving rapidly at AM or PM rush hour, or whenever there is an SAP Arena event.

While 63 and 64 cover some of the DASH route, DASH is an all-encompassing downtown circulator serving SJSU, including MLK Library; downtown businesses, downtown hotels, the C...

Please keep the overnight service for route 22. This is an invaluable route for our community.

I live near McLaughlin & Capitol Expressway. Currently I use VTA lines 70 & 72 which provide frequent service. My current most frequent destination is Diridon Station (Caltrain).

When Berryessa BART opens I will use that extensively. I have studied the recent draft Next Network plan and find that the changes will result in poor connections for me to get to BART.

Line 70 will now terminate at Eastridge and 71 will be extended to Capitol LRT. But 71 is a less frequent route, so going through Eastridge is not a good option.

If I were to take 72 downtown and transfer to a line going to BART I would be going about 20 blocks west from McLaughlin (24th street) and then more than 20 blocks back east to BART. This is a time consuming path.

Any trip that requires more than one transfer is an obvious non-starter.

I attended the first community outreach meeting on 1/30 and discussed the problem with a VTA representative. He couldn't find a good solution either.

Given that BART an...

I’m writing to express my concerns about the New Transit Service Plan.

Hopefully this arrives prior to midnight to meet your February 28 deadline.
1) Although the service cuts are disheartening, there is an opportunity to correct a deficiency: PLEASE connect the 23/523 lines to Diridon station. It is important that West San Jose have a direct connection to Diridon SJ Caltrain, as some commuters find bullet service from San Jose more convenient than local service from less scheduled stations like Lawrence Station, Santa Clara, etc. After stopping closer to Diridon Station, the 23/523 could proceed down West San Fernando Street adjacent to San Jose State. This would be consistent with the 81 which is being eliminated.

2) On the topic of Route 81, I am disappointed to see no direct connection from Downtown San Jose to Kaiser Permanente Homestead Medical Center, basically the hub for most Kaiser medical services in the county. While KP has satellite offices, the main hospital cam...

I am writing to ask VTA to please retain late-night bus service on line 22, and avoid a major hardship to homeless people (especially in inclement weather) and to working people who work late or early shifts.

Dear VTA Board of Directors and Advisory and Standing Committees:

Do not decrease Express Bus 121 Service from 9 to 6 trips.

This service should be maintained at its current level because:

* Nine buses provides flexibility for morning and afternoon travel to and from Silicon Valley and riders need flexibility to make the commute and attend to work and family needs.

* It is the only realistic public transportation option for riders to access the heart of Silicon Valley (Santa Clara and Sunnyvale) from Gilroy and Morgan Hill. The roads are packed and commuters need this Express Service 121.

* Express Bus 121 services large growing companies such as Juniper Networks, Net App, Marvell, Yahoo, Amazon, Lockheed Martin, Google, Ruckus, Citrix, and many more in Santa Clara Great America Parkway area and Sunnyvale.

* It makes no sense to decrease Express 121 Bus Service when houses are being built all around the Morgan Hill Station and Express Bus 121 is the lifeline t...

Most of these changes are unwelcome, and furthermore, they are inequitable. The worst decisions are those where the people being affected are least able to compensate for the changes. For example, the loss of overnight service on the 22 is a travesty. It can’t be seen as anything but mean-spirited to target a route with a lot of utilization, and which provides a vital 24 hour connection to the peninsula and SF that is irreplaceable. That extra money is needed for guards and dispatch is unfortunate, but nothing compared to the cost of shelter beds, to hospital beds, to unemployment, to police needed to watch out for people who would no longer be able to get off the street, out of the cold, to their jobs or away from abusers because their overnight lifeline service is gone. Save the 22!

Another example of service that hurts people without choices are any routes, like the 52, that service colleges and schools. Service utilization of the 52 would be higher if it didn’t already end befor...

Dear VTA and all others reading this,

I Walk I Bike I Vote is a volunteer advocacy group campaigning for Safe Streets and Social Justice in the San Francisco Bay Area. Thank you for the opportunity to comment on the Valley Transportation Authority (VTA)’s 2019 New Transit Plan. We agree that given the fiscal reality of having $15 million less than what the agency had hoped to spend this year on bus and light rail service, VTA should focus on serving high-ridership routes.
We strongly urge VTA staff to recommend that Bus 22 continue operating overnight from 1 to 4 am. In fact, overnight Bus 22 frequency should be increased from 60 to 30 minutes given the high ridership the service enjoys. Even from 1 to 4 am, Bus 22 serves about 20 passenger trips per hour, outperforming VTA's system-wide all-days-all-times average of 19 trips per hour, according to Senior Transportation Planner Adam Burger. From 1 to 4 am, Bus 22 sees between 200 and 220 boardings, and most passengers are commuters.

22 Please don't cut Route 22 Late Night Service. Many people need this for late jobs and as a place to shelter from the cold and rain. Cutting this service would be cruel and heartless.

The Draft 2019 New Transit Service Plan should focus on the Morgan Hill area- Morgan Hill City is a sprawl and an increasing population of part-time and full-time service workers (fast food employees, housekeepers, caretakers, grounds workers, etc.) and early-to-late retirees.

VTA (1) Should establish bus service to East and West MH businesses: service should be available 6am-9pm M-F; such service should deliver riders directly to shopping complex (ie, Target store/Cochrane is a long walk from bus stop to store; 2) VTA bus service should have parking lot for riders' cars, storage for bikes (a la Alum Rock, S.J.); 3) VTA site should have wait area with bus map, clock, seating; 4) VTA+ riders may board local and express buses at such a site. (Stores in the shopping mall may enjoin VTA and increase customers by offering a free shuttle ride to other stores in the mall, ie a shuttle from Target to Staples in the same mall.)

VTA should have tow employees on a bus a driver whose job...

65 Uses this route regularly.

121; 122; 22 Please see attached letter from Councilperson Jimenez and Supervisor Wasserman re: transit service changes

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Sent: Thursday, March 21, 2019 3:28 PM
To: VTA Board of Directors <VTABoardofDirectors@vta.org>
Cc: VTA Board Secretary <Board.Secretary@vta.org>

Subject: Correspondence from Councilmember Jimenez & Supervisor Wasserman

Hello,

Please find attached letter from San José Councilmember Sergio Jimenez and Santa Clara County Supervisor Mike Wasserman regarding VTA routes. Thank you.