

# VTA's Next Network

## Overview

VTA is redesigning its transit network in order to accomplish three goals:

1. Better connect VTA's transit network with future BART stations at Milpitas and Berryessa
2. Increase overall system ridership
3. Improve VTA's farebox recovery rate

This redesign will go into effect in the Summer of 2017.

Santa Clara County is growing, our travel patterns are changing, and it is time to reconsider our goals for public transit. With a system redesign in the works to improve BART connectivity, VTA is asking how we can maximize this opportunity to provide transit service that is more useful, more cost-effective and better meets the needs of Santa Clara County.

## Making Choices

The dilemma facing the Next Network Project is that we cannot afford to make all the changes we would like to our transit system. Ultimately hard choices will have to be made. How should VTA choose between equally effective goals?

### **Ridership or Coverage?**

Should our network be designed to achieve high ridership or to provide service to as many areas as possible? What is the right balance between these two goals? If ridership is the goal, the network would focus frequent service in major corridors at the expense of service to lower-ridership areas. If coverage is the goal, the network would reach more places, but be less frequent.

### **Peak Service or All-Day Service?**

Should more buses be deployed during the morning and evening commute periods and less during the midday or should buses be deployed evenly throughout the day?

### **Weekdays or All Days?**

Should more buses be deployed on weekdays than weekends or should weekends have similar service levels as weekdays? Increasing weekend service means less service on weekdays.

## GOALS:



### **More Stops or Faster Speeds?**

Should VTA develop more rapid-type services that have wide stop spacing and travel faster, but require longer walks to transit stops or should routes have close stop spacing, slower speeds and shorter walks?

### **Frequent Service or Longer Hours of Service?**

Should VTA operate for shorter hours with more frequent service or longer hours with lower frequency?

## Get Involved

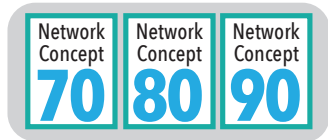
We will be exploring these questions and many others through a community engagement process in Summer 2016. We will ask the public to weigh in on three different network concepts that illustrate what our network would look like if we design it at different points along the ridership/coverage spectrum as well as many other questions relating to our service model.

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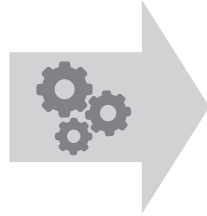
## Project Process

### Community Meetings Summer 2016



Discuss concepts & policy choices

### Compile



Create draft network plan from community and stakeholder feedback

### Community Discussions Early 2017



Discuss draft network plan

### Refine



Refine draft network plan from community feedback

### Final Plan April 2017



Board adoption of final network plan

## Community Engagement Opportunities



### COMMUNITY MEETINGS

Join project staff to discuss transit network design choices and review conceptual networks that show how different goals for transit result in differently designed networks.



### BOOK A MEETING

Invite project staff to your meeting for a presentation about the Next Network Project and a discussion of transit design choices. Contact VTA Community Outreach to schedule a meeting.



### ONLINE TOOLS

Provide your feedback online by taking our transit choices survey, taking the Next Network Budget Challenge, and evaluating network concepts.



### How to Reach Us:

For more information about the Next Network Project, please call VTA Community Outreach at (408) 321-7575, (TTY) for the hearing-impaired (408) 321-2330. You may also visit us on the web at [www.vta.org/nextnetwork](http://www.vta.org/nextnetwork), or email us at [community.outreach@vta.org](mailto:community.outreach@vta.org).