

Multimodal Enhancements for North San Jose

Presentation to the NSJDP
Working Committee

January 10, 2008

What VTA Does



Congestion Management Agency (CMA)

Countywide Transportation Planning

Local Transportation Ballot Measures

Transportation Programming

Transit Planning

Transit Development / Construction

Transit Operations

Highway Planning & Construction

Commuter Rail Service

Joint Development

Regional Transportation Partnerships

Santa Clara County Issues

- Most projected growth in the Bay Area
- Jobs / Housing imbalance
- Sprawling, single use, low density development
- Auto-dominated development pattern
- Many-to-many trip making pattern
- Opportunities - A range of transportation assets – roads, transit, trails, bike lanes, HOV network

North San Jose Area

Did the NSJDP consider transit improvements? Yes

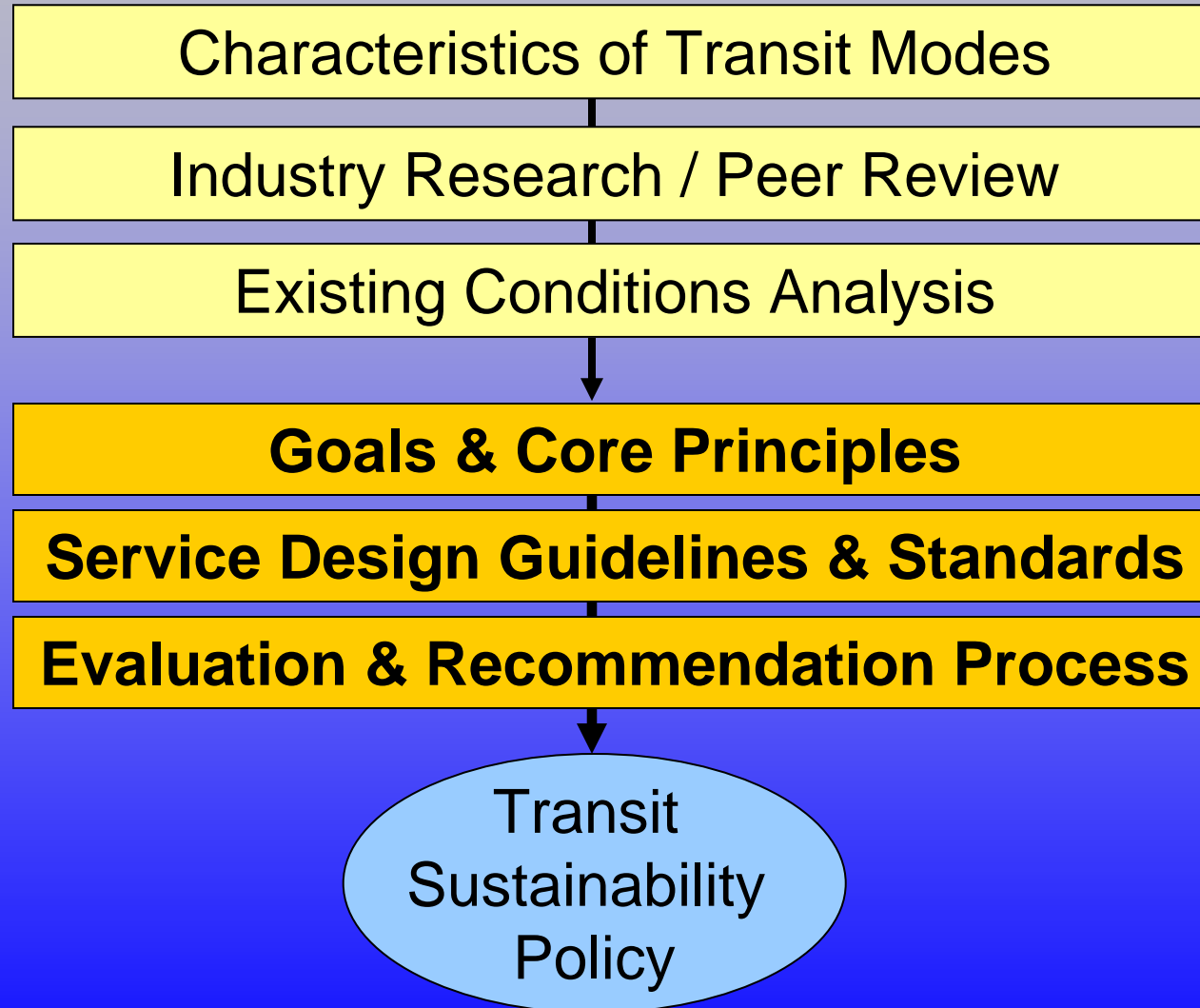
- Transit operations?
- Transit capital improvements?
- Integration with LUSE, pedestrians, bike improvements?

VTA Initiatives

- Transit Sustainability Policy / Service Design Guidelines
- North San Jose Area Deficiency Plan
- Comprehensive Operations Analysis (COA)
- Transportation Land Use Integration
- Rail System Needs Study
- First and Last Mile Connections

Transit Sustainability Policy (TSP)

Research & Analysis



TSP Structure

Three parts:

- TSP/COA Goals and Core Principles
- Service Design Guidelines
- Evaluation & Recommendation Process

TSP/COA Goals & Core Principles

Adopted October 2007

Goals:

1. Improve System Ridership, Productivity, and Efficiency
2. Improve Farebox Recovery
3. Improve Transit's Role as a Viable Alternative mode
4. Use Transit Investments and Resources More Effectively

Core Principles:

1. Develop a Financially Sustainable Transit System
2. Match Capital Investment With Quantifiable Service Needs and Local Participation and Commitments
3. Improve Customer Focus
4. Target Markets Where Transit Can Compete
5. Improve System Integration and Efficiency

Transit Sustainability Policy / Service Design Guidelines

- Ridership-based improvements
- Investments linked to markets/productivity
- Land use linkage
- Focus on core system

North San Jose Area Deficiency Plan

- Transit-related Improvements
 - Grid Street Pattern
 - Bus/Shuttle service enhancements
 - N.1st as Transit-Oriented Street / Widen Zanker
 - Signal improvements / transit preferential
 - Station platform / Transit stop enhancements
 - Real-time Information

Comprehensive Operations Analysis

- TSP Goals
- Focus on Core System / Markets
- Resources focused toward best (ridership) markets
- Incremental implementation
 - Develop systems/services
 - Develop markets where major investments exist

Transportation Land Use Integration

- Community Design & Transportation (CDT) Program
- Partnership with local jurisdictions
- Guidance on design, density, policy
- Bringing ridership to transit
- Grant Funds

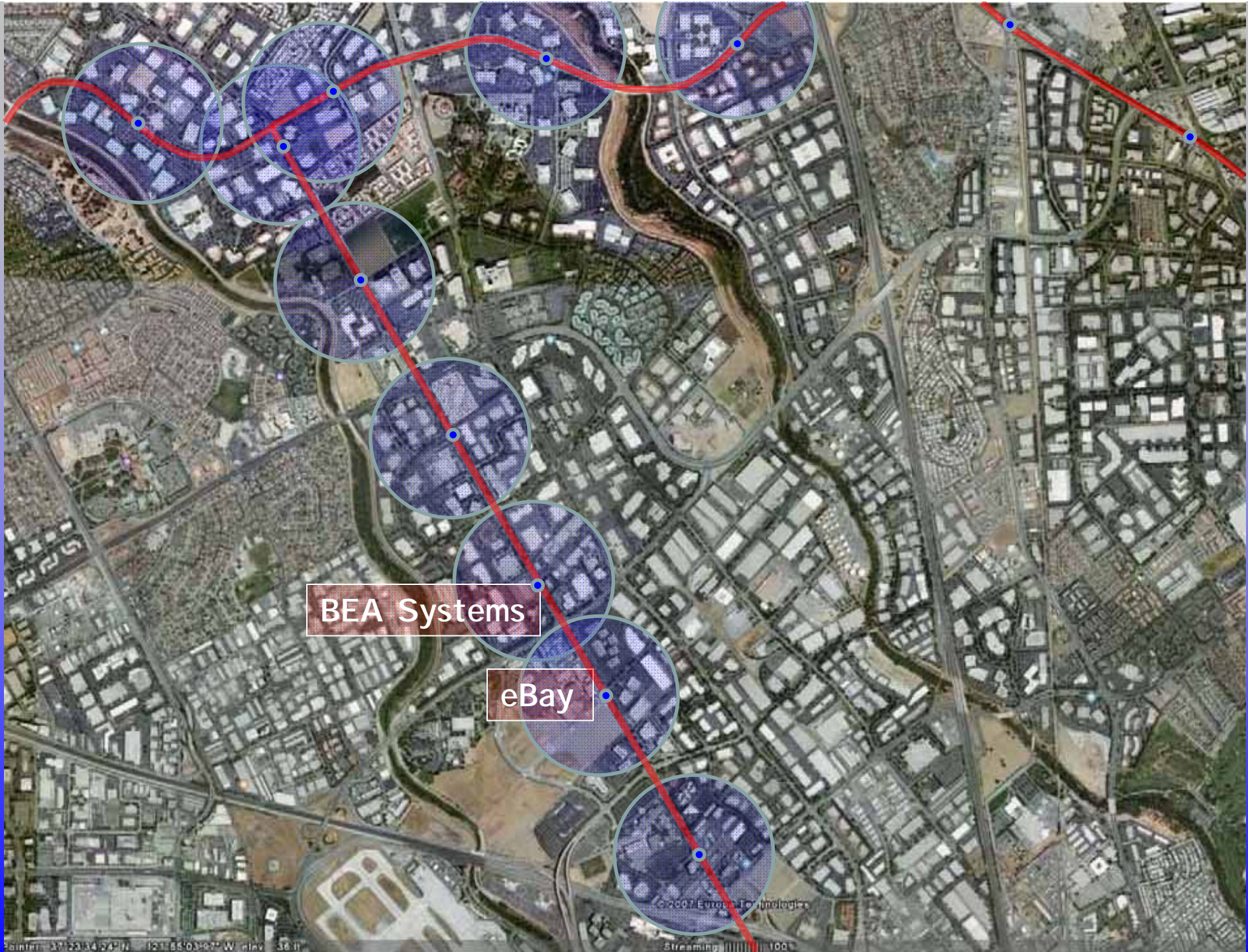
LRT Rail System Needs Study

- Rail Simulation Model
- Operational Needs Assessment
- Capital Needs Assessment
- Prioritization of improvements
- Funding
- Implementation Schedule – North San Jose Implementation Schedule



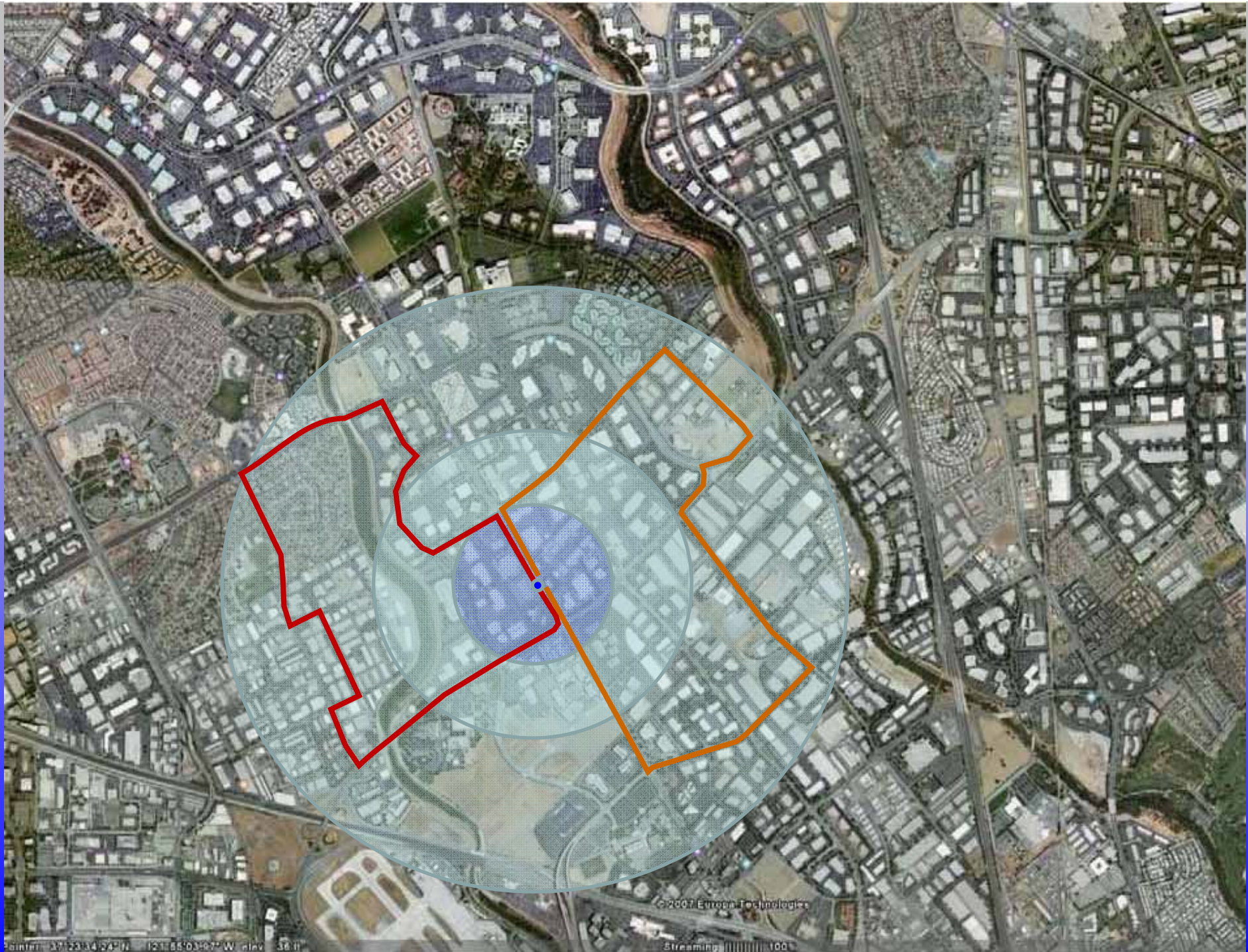
First & Last Mile Connections

- Tie to fixed transit hubs
- Multimodal – *exploring innovative approaches*
 - Bike
 - Segways
 - Car sharing
 - PPP; shuttle systems
- Technology
 - Real time information
 - Automated trip planning
 - Advanced fare technologies



BEA Systems

eBay



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Streaming 100%

Pointer: 37°23'34.54"N 121°55'03.97"W elev: 36 ft

VTA Challenges / Opportunities

- Influencing land uses
- Core System and Efficient Connections
- Funding for transit operations
- Systems efficiencies (TSP)
- Increasing ridership
- Public/Private Partnerships
- Joint Development

Questions