



SANTA CLARA/ALUM ROCK CORRIDOR PROJECT UPDATE

Developing the Proposed Project

Major transit improvements are proposed in the Santa Clara/Alum Rock corridor between Capitol Avenue and the Diridon Station in Downtown San Jose as part of the Downtown East Valley Transit Improvement Plan. In May 2003, after coordination with numerous agencies, stakeholders, interest groups and the community, the VTA Board of Directors approved two alternatives for study in the Environmental Impact Statement/Environmental Impact Report (EIS/EIR).

Project Alternatives For Study in EIS/EIR

- Enhanced Bus Alternative
- Single Car Light Rail Alternative

Next Steps

VTA's next step is to define each alternative in more detail. During Summer/Fall 2003, plans will be developed for transit stations along the corridor and a replacement plan for parking and loading zones potentially affected by the project. **VTA needs your input as these plans are being developed!**

After both alternatives have been defined, a full environmental review process will begin in Fall 2003. Continuing opportunities will be available to ensure that public dialogue occurs throughout the study process.

MARK YOUR CALENDAR! UPCOMING COMMUNITY OUTREACH MEETINGS

Your input is needed as VTA defines the *Enhanced Bus* and *Single Car Light Rail* Alternatives. Preliminary plans are being developed for transit station location and design and a draft replacement plan for parking and loading zones potentially affected along the corridor. The plans will be discussed at community meetings as follows:

Community Workshop

Thursday, August 14, 2003

6:30 p.m. – 8:00 p.m.

Eastside Neighborhood Center
2150 Alum Rock Avenue, San Jose, CA

Workshop on Draft Plans: Attend this working session to review the draft plans, ask questions and provide input.

Community Open House

Saturday, August 23, 2003

9:00 a.m. – 12:00 noon

San Jose Medical Center Auditorium
675 E. Santa Clara Street, San Jose, CA

Review of Draft Plans: Drop in for an informal open house to review the draft plans, ask questions and provide input.

Community Meeting

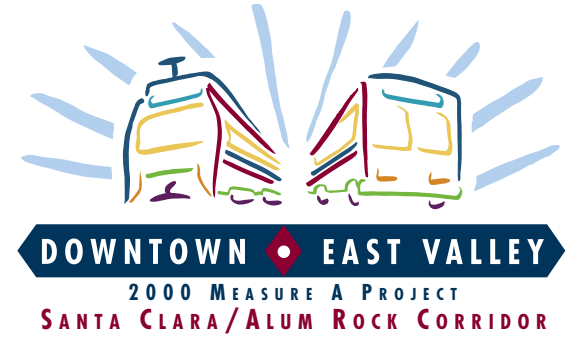
Wednesday, September 24, 2003

6:30 p.m. – 8:00 p.m.

Roosevelt Community Center Room 1
901 E. Santa Clara Street, San Jose, CA

Presentation of Revised Plans: Attend this community meeting for a presentation on the revised plan for transit stations and replacement plan for parking and loading zones. Questions and comments will be taken.

For more information on the Downtown East Valley Transit Improvement Plan call VTA Planning and Programming at (408) 321-5744, TDD only (408) 321-2330 or visit us on the web at www.dtev-vta.org.



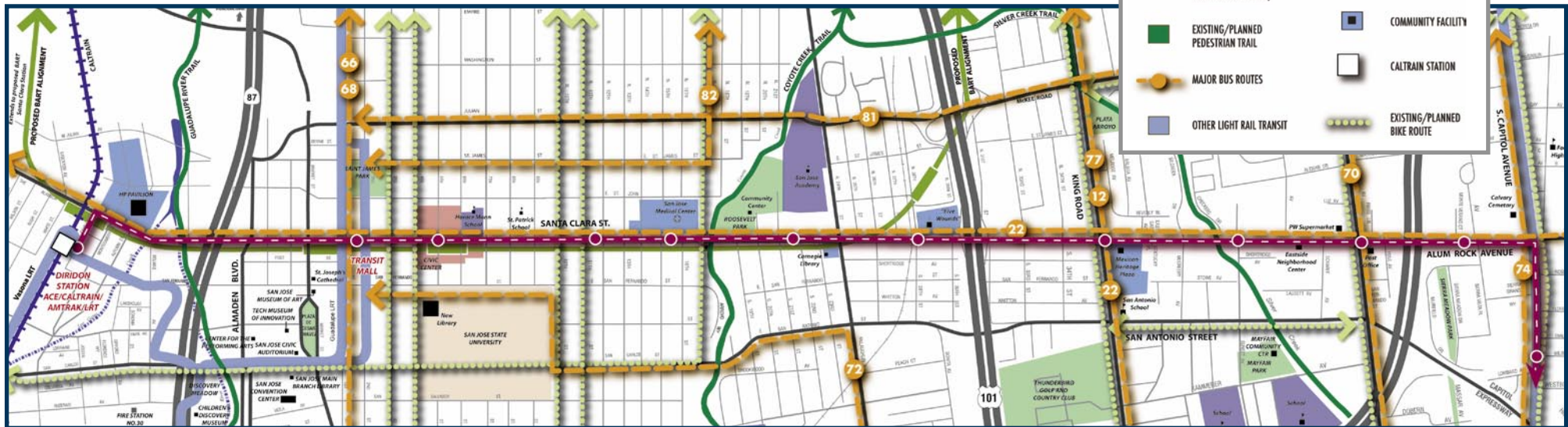
ENHANCED BUS SERVICE ALTERNATIVE



KEY ELEMENTS

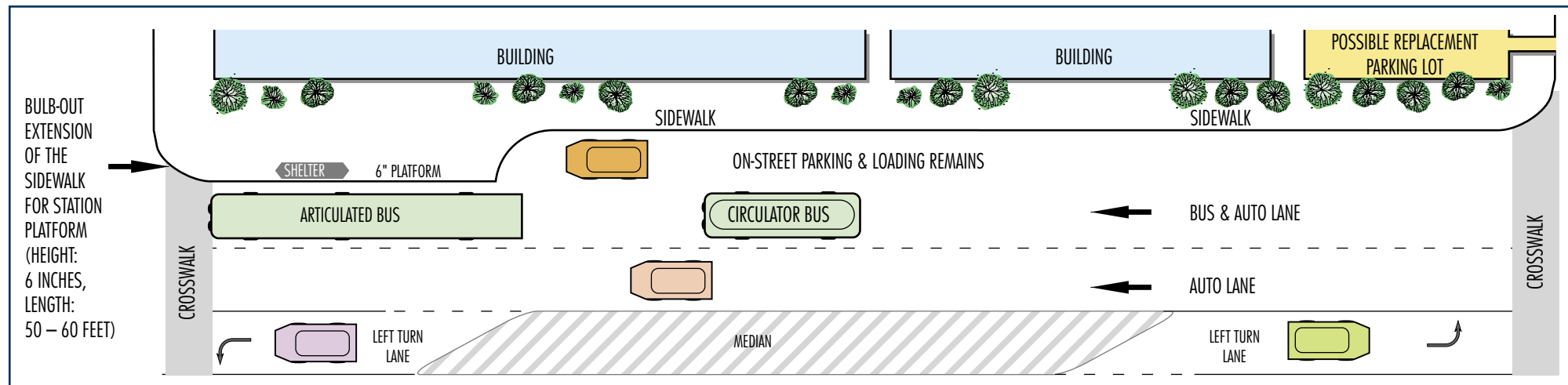
- Service includes limited stop service using articulated buses and circulator bus service with smaller, specially designed buses.
- The estimated frequency of service is 10 minutes with limited stop service and 5 – 10 minutes with circulator bus service.
- Traffic signal priority is included for faster transit operations.
- Replacement parking envisioned as small replacement lots along the corridor.
- Bus Line 22 service would continue to meet the total transit demand in the corridor.
- Connections are provided to proposed BART, Guadalupe, Vasona and Capitol Light Rail lines, Caltrain, ACE, Capitol Corridor (to Sacramento), and VTA bus lines.

Proposed Alignment and Stations



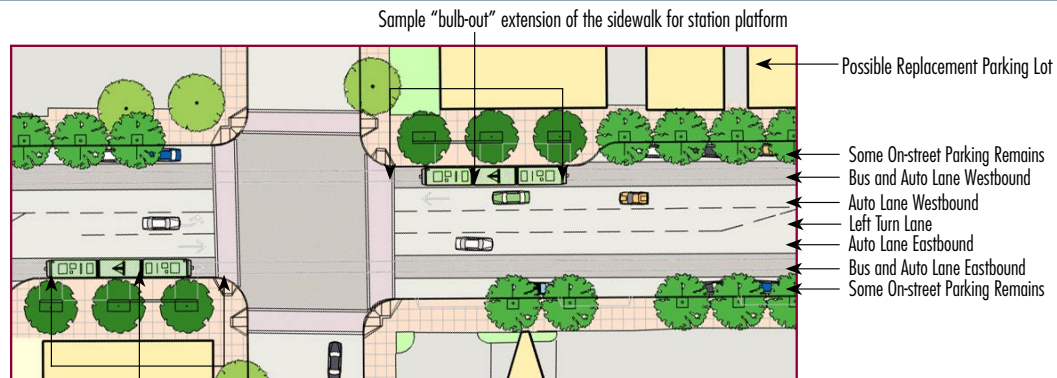
March 2003

Enhanced Bus Service Alternative Streetscape Plan Overview



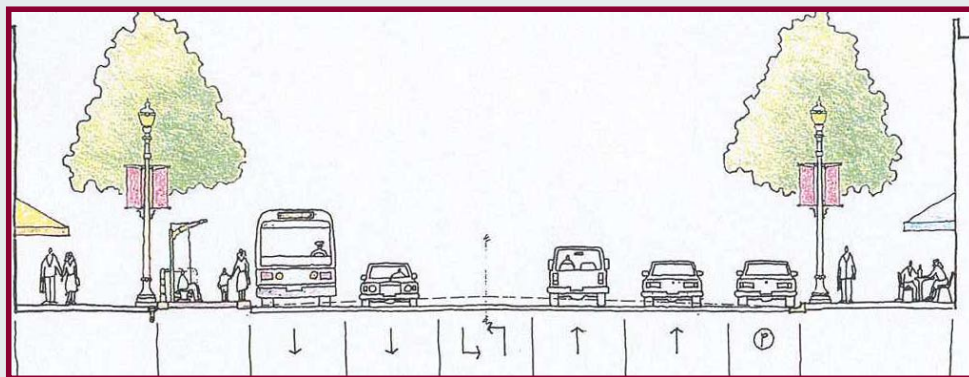
STATION DISTINGUISHING FEATURES:

- Platform located in the outside lanes of the street as a "bulb-out" extension of the sidewalk at the intersection and serves trains and buses.
- Stations include landscaping, shelters, lighting, ticket vending machines, real-time transit information and other station amenities.



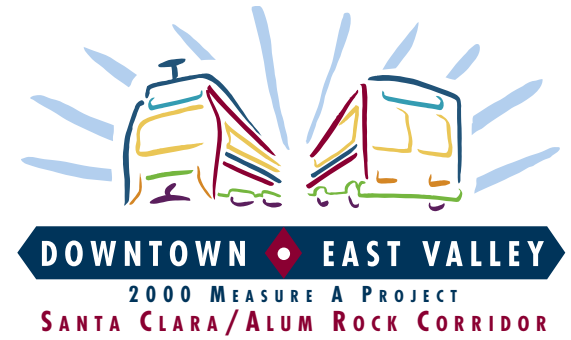
Sample "bulb-out" extension of the sidewalk for station platform

Santa Clara Street/Alum Rock Avenue: Buses and Autos Share Outside Traffic Lanes



Queue Jump Lanes East of King Road

For the alignment east of King Road, the Enhanced Bus alternative includes queue jump lanes. A queue jump lane is a short priority lane for buses that is typically combined with traffic signal priority. The idea is to enable buses to by-pass queues of traffic waiting at an intersection. Queue jump lanes on Alum Rock Avenue would be in the right-turn only lane. Buses would be allowed to use the right turn lane to move through the intersection quickly. This is intended to allow buses to by-pass congested intersections where auto traffic tends to back up and queue jump lanes allow faster travel times for the buses.



SINGLE CAR LIGHT RAIL ALTERNATIVE



KEY ELEMENTS

- Service is provided by single-car light rail trains.
- The estimated frequency of service is 10 minutes.
- Traffic signal priority is included for faster transit operations.
- Replacement parking envisioned as small replacement lots along the corridor.

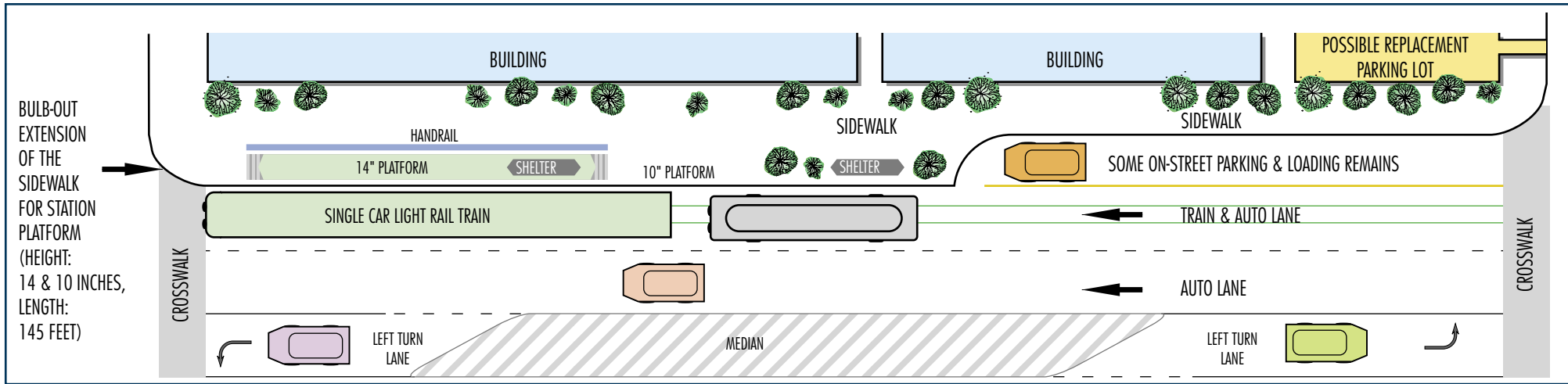
- Bus Line 22 service would continue to meet the total transit demand in the corridor.
- Connections are provided to proposed BART, Guadalupe, Vasona and Capitol Light Rail lines, Caltrain, ACE, Capitol Corridor (to Sacramento), and VTA bus lines; Could directly connect onto the Vasona and Capitol Light Rail tracks.

Proposed Alignment and Stations



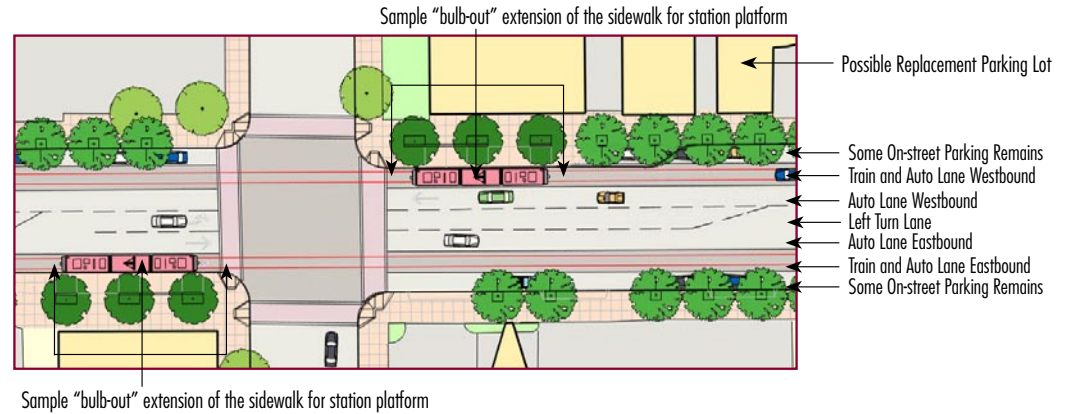
March 2003

Single Car Light Rail Alternative Streetscape Plan Overview

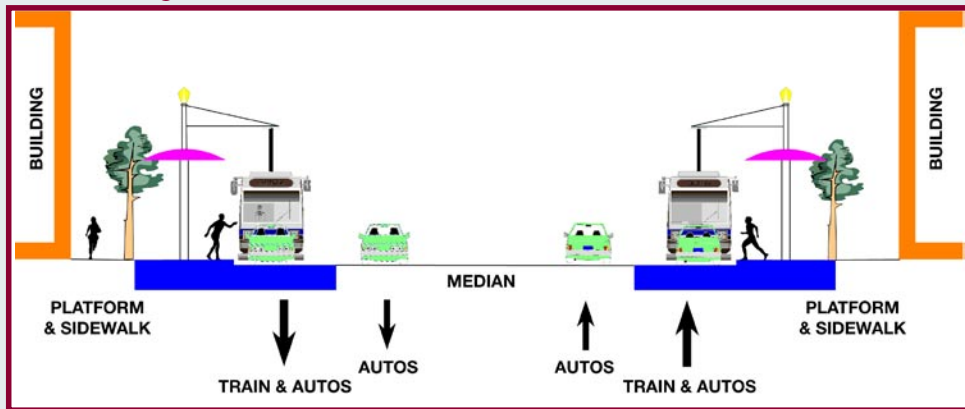


STATION DISTINGUISHING FEATURES:

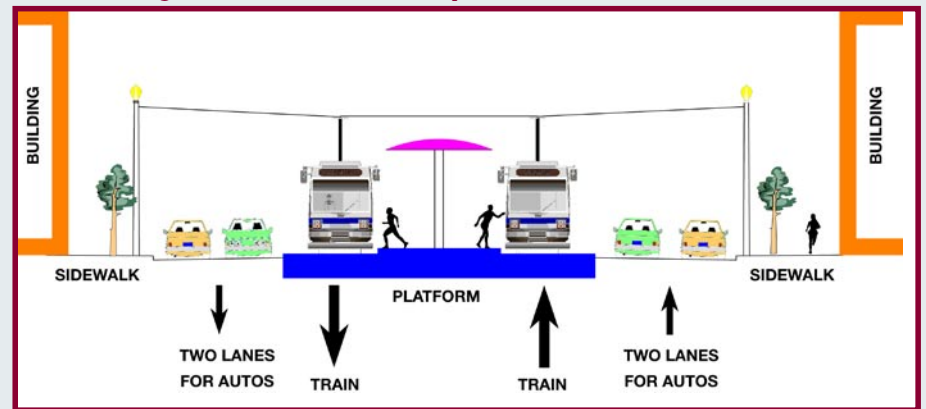
- Platform located in the outside lanes of the street as a "bulb-out" extension of the sidewalk at the intersection and serves trains and buses.
- Stations include landscaping, shelters, lighting, ticket vending machines, real-time transit information and other station amenities.

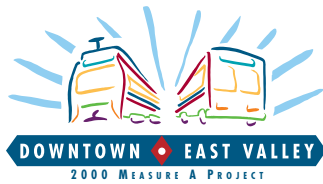


West of King Road: Rail and Autos Share Outside Traffic Lanes



East of King Road: Rail Exclusively in Center Median





SANTA CLARA/ALUM ROCK CORRIDOR

Given the current economic climate, why is VTA doing this study now?

Long-range planning is necessary for transportation improvement projects to be in place in the future, contributing to our overall quality of life and economic health. Although VTA, like all public and private sector organizations, is currently experiencing financial challenges, planning for future needs remains important. The Downtown East Valley (DTEV) project, including the Santa Clara/Alum Rock Corridor, is one of the transportation elements approved by Santa Clara County voters in 2000 Measure A. While Measure A will provide some construction and operations funding for this project, the funds will not begin to be available until 2006. To help prepare for project implementation, VTA plans to complete the current development phase, including the planning and environmental studies and the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR).

The completion of the EIS/EIR will allow the VTA Board of Directors to formally approve the project. Then, VTA and others can take certain actions toward a better future. For example, the City of San Jose can take the future Santa Clara/Alum Rock Corridor project into account as they make land use and policy decisions in the corridor. This integration and coordination of transportation and land use decision-making results in a better community overall. Also, VTA can be ready to move the project forward to the next phase as soon as funds become available.

Major transit improvements are proposed in the Santa Clara/Alum Rock corridor between Capitol Avenue and the Diridon Station in Downtown San Jose as part of the Downtown East Valley Transit Improvement Plan. Two alternatives, a Single Car Light Rail Alternative and Enhanced Bus Alternative, are being evaluated.

Targeted Project Schedule

VTA Board Approves Mode and Alignment.....	May 2003
Community Outreach to Define Alternatives (station locations, replacement parking/loading zones).....	Summer 2003
Conduct Environmental Studies.....	Fall 2003 – Fall 2004
Public Review and Hearing on Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR).....	Summer/Fall 2004
Public Review of Final EIS/EIR.....	Winter 2004
VTA Board Approval of Final EIS/EIR	Spring 2005

Note: Project implementation funding beyond the approval of the Final EIS/EIR has not yet been identified.

Next Steps if Funding is Available

If the Light Rail Alternative is selected in the corridor, design and construction must be coordinated with another major transit project - the BART Extension (see timeline below). If the Enhanced Bus Alternative is selected, it would not be subject to the same level of coordination with the construction of the BART Project and could proceed as funding is available.

Timeline for Key Project Phases

