

KEY ISSUES STUDY GUIDE

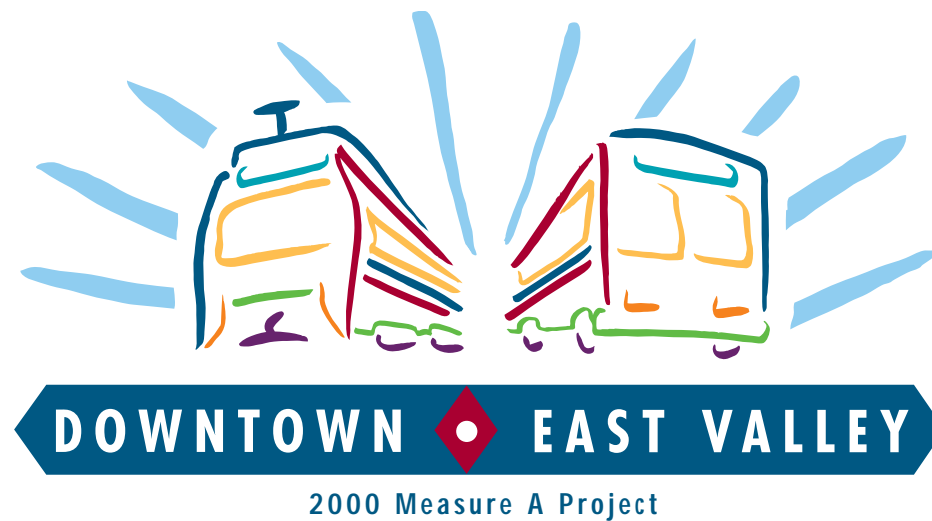
PART III

Public Outreach and
Decision Making Process

The Corridor

The Alternatives

Evaluation



DOWNTOWN EAST VALLEY TRANSIT IMPROVEMENT PLAN

SANTA CLARA/ALUM ROCK CORRIDOR

February 2003

MARK YOUR CALENDAR!

Note: Revised meeting locations

FEBRUARY COMMUNITY WORKSHOPS

Workshop Focus: Evaluation of the Bus, Light
Rail and Streetcar Alternatives

February 26, 2003

Segment Focus: 10th Street to Capitol Avenue

6:30 – 8:00 p.m.

Eastside Neighborhood Center

2150 Alum Rock Avenue

San Jose, CA

February 27, 2003

Segment Focus: Diridon Station to 10th Street

6:30 – 8:00 p.m.

First United Methodist Church

24 N. Fifth Street

San Jose, CA

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.

PUBLIC OUTREACH & DECISION MAKING PROCESS

Moving Toward a Preferred Mode and Alignment for the Santa Clara/Alum Rock Corridor

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. These improvements will form a critical link in the rail transit network, as shown in the map below.

The Santa Clara Valley Transportation Authority (VTA) has been hosting a series of workshops that will lead to a decision on the preferred mode of transit (light rail, streetcar or bus) and the preferred alignment (or route) through the corridor. These decisions will form the basis of the "project description" for the environmental document for this corridor.

This study guide is the third in a series of information packets that will assist in the decision making process.

WHY CONSIDER TRANSIT IMPROVEMENTS IN THE CORRIDOR?

- Improve corridor transit service for existing riders and accommodate more transit riders in the future
 - The corridor exhibits the highest transit ridership in Santa Clara County.
 - Future transit demand is projected to increase.
 - Population and population density are projected to increase at a higher rate than the rest of San Jose
- Serve the vibrant central business district, small businesses, neighborhoods and community activity along the corridor
- Integrate the corridor into the regional transportation network
- Enhance the gateway into Downtown San Jose
- Support local economic development

POLICY ADVISORY BOARD (PAB)

Five elected officials serve on the Downtown East Valley Policy Advisory Board (PAB). The PAB meets regularly to review the project and forward recommendations to the VTA Board of Directors. The VTA Board will make the ultimate decision regarding the preferred alignment and mode for the Santa Clara/Alum Rock Corridor.

Downtown East Valley PAB

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RAIL TRANSIT NETWORK



GIVEN THE CURRENT ECONOMIC CLIMATE, WHY IS VTA DOING THIS STUDY NOW?

Long-range planning now 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.

TARGETED DECISION MAKING PROCESS

J A N U A R Y	<p>PAB Hosts Community/Stakeholder Workshops: January 22 & 23, 2003</p> <p>Goal: Provide an Update on Project Alternatives and the Evaluation Process and Receive Input</p> <table border="0"> <tr> <td>▶ January 22, 2003 6:30 – 8:00 p.m. Eastside Neighborhood Center 2150 Alum Rock Avenue, San Jose, CA</td> <td>▶ January 23, 2003 6:30 – 8:00 p.m. First United Methodist Church 24 N. Fifth Street, San Jose, CA</td> </tr> </table>	▶ January 22, 2003 6:30 – 8:00 p.m. Eastside Neighborhood Center 2150 Alum Rock Avenue, San Jose, CA	▶ January 23, 2003 6:30 – 8:00 p.m. First United Methodist Church 24 N. Fifth Street, San Jose, CA
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F E B R U A R Y	<p>PAB Hosts Community/Stakeholder Workshops: February 26 & 27, 2003</p> <p>Goal: Provide Results of the Alternatives Evaluation and Receive Input</p> <table border="0"> <tr> <td>▶ February 26, 2003 6:30 – 8:00 p.m. Eastside Neighborhood Center 2150 Alum Rock Avenue, San Jose, CA</td> <td>▶ February 27, 2003 6:30 – 8:00 p.m. First United Methodist Church 24 N. Fifth Street, San Jose, CA</td> </tr> </table>	▶ February 26, 2003 6:30 – 8:00 p.m. Eastside Neighborhood Center 2150 Alum Rock Avenue, San Jose, CA	▶ February 27, 2003 6:30 – 8:00 p.m. First United Methodist Church 24 N. Fifth Street, San Jose, CA
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M A R C H	<p>PAB Meeting: March 6, 2003</p> <p>Goal: Discuss Results of Alternatives Evaluation and the Public Input. Present Preliminary VTA Staff Conclusions and Recommendations Regarding Preferred Mode and Alignment</p> <p>▶ March 6, 2003 3:00 – 5:00 p.m. San Jose City Hall 801 North First Street, San Jose, CA</p> <p>PAB Special Meeting: March 24, 2003</p> <p>Goal: Present VTA Conclusions and Recommendations and Receive Input</p> <p>▶ March 24, 2003 6:00 – 8:00 p.m. Mexican Heritage Plaza, La Galeria 1700 Alum Rock Avenue, San Jose, CA</p>		
A P R I L	<p>PAB Meeting: April 3, 2003 (TENTATIVE)</p> <p>Goal: PAB Adopts Preferred Alignment and Mode</p> <p>▶ April 3, 2003 (TENTATIVE) 3:00 – 5:00 p.m. San Jose City Hall 801 North First Street, San Jose, CA</p>		
M A Y	<p>VTA Board Meeting: May 1, 2003</p> <p>Goal: VTA Approves Preferred Alignment and Mode to be Analyzed in the Santa Clara/Alum Rock Corridor Environmental Impact Statement/Environmental Impact Report (EIS/EIR)</p> <p>▶ May 1, 2003 6:00 p.m. Board Chambers 70 West Hedding Street, San Jose, CA</p>		

Public Input Shapes Evaluation and Selection Process

Deciding the preferred mode and alignment for the Santa Clara/Alum Rock corridor is no small task. Community and stakeholder input is extremely important for the decision making process, from voicing evaluation criteria priorities to providing feedback on the results of the technical analysis and evaluation. An additional special meeting of the Policy Advisory Board (PAB) has been scheduled for the evening of March 24, 2003 to allow the community to comment on, and ask questions about the VTA staff recommendation regarding preferred mode and alignment. In addition to the January and February series of community workshops, VTA has conducted other outreach to neighborhoods and business groups and individuals with an interest in the corridor.

SUMMARY OF PUBLIC INPUT FROM ADDITIONAL OUTREACH MEETINGS

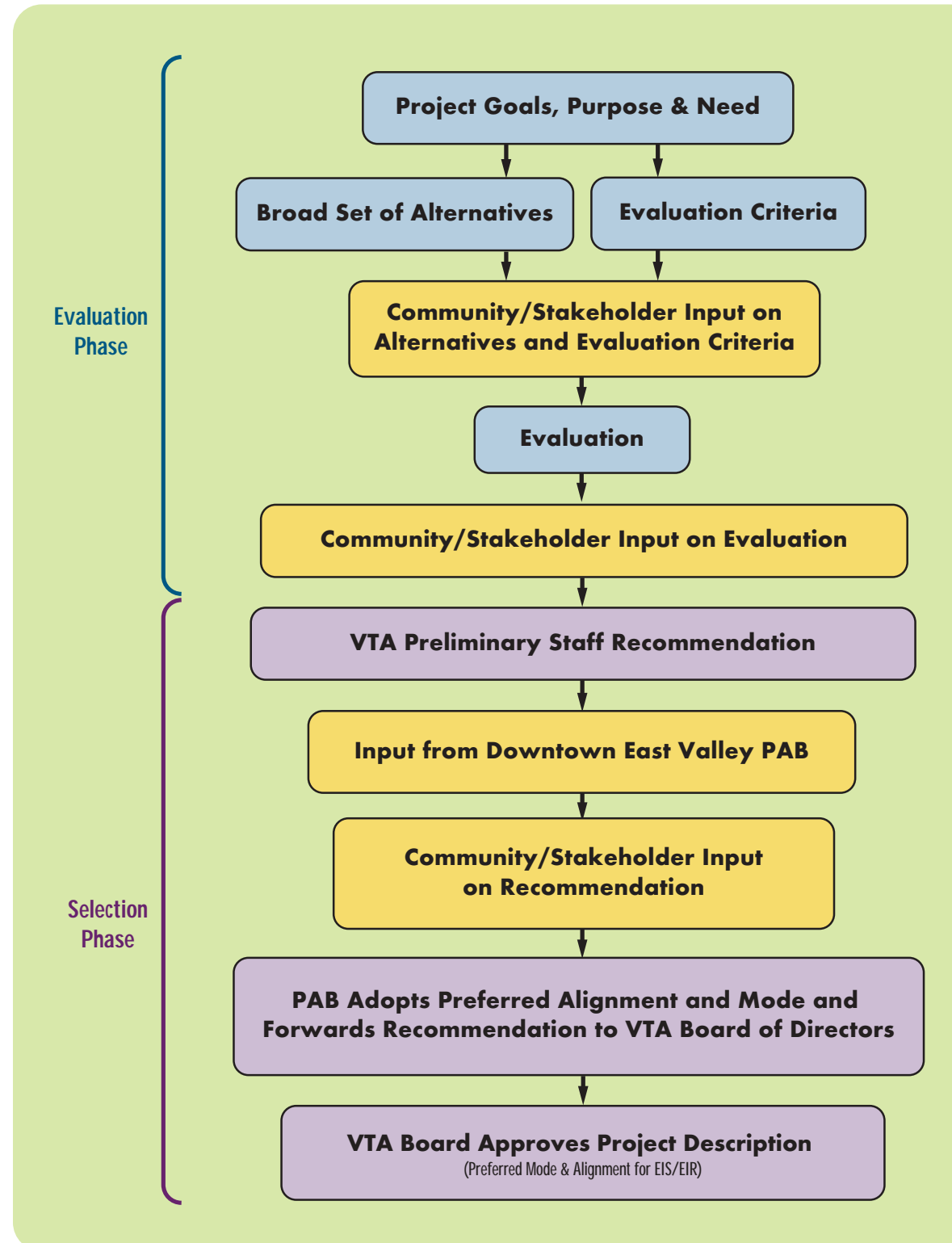
VTA also met with the Strong Neighborhoods Initiative (SNI) groups and business and additional homeowner groups along the Santa Clara/Alum Rock Corridor to provide information on the ongoing study and receive input on the evaluation criteria.

Priorities and concerns from other outreach:

- Coordination with the proposed VTA BART Extension
- Construction impacts and pollution in Downtown San Jose
- Safety for pedestrians and transit riders
- Impacts to small businesses, including parking and loading zones and construction
- Length and height of station platforms
- Streetscape
- Traffic congestion
- Compatibility with existing and future transit system
- Location of a potential maintenance facility for the European Streetcar Alternative

General 'big picture' concern:

- Desire for a quick transit improvement, but also want and need a permanent transit solution that will fulfill a long-range vision for the corridor.



Results of the January 2003 Workshops

Workshops Help Identify Community Priorities

In January 2003, the Downtown East Valley Policy Advisory Board (PAB) hosted two workshops as part of the decision-making process for selecting a preferred mode (bus, light rail, streetcar) and alignments for the Santa Clara/Alum Rock Corridor.

The first workshop on January 22, 2003 was held along Alum Rock Avenue and focused on the project segment of 10th Street to Capitol Avenue. The second workshop on January 23, 2003 was held in Downtown San Jose and focused on the project segment of Diridon Station to 10th Street.

Forty-six community members and stakeholders participated in the January workshops, at which VTA presented project background and goals, the six alternative modes and alignments under consideration, and the proposed criteria against which each alternative would be evaluated. The workshops' purpose was to solicit input on the alternatives and the evaluation criteria and receive feedback on important community issues.

A second set of PAB-hosted workshops, scheduled for February 26 and 27, 2003, will focus on the results of the technical analysis and alternatives evaluation. VTA will answer questions and take additional input at these workshops.

Which criteria are most important to you?

There are many similarities among the transit alternatives under consideration for the Santa Clara/Alum Rock Corridor. The ultimate decision-making process will include consideration of many criteria and the trade-offs involved in choosing one over another. One critical aspect of this

process is identifying what is important and what is most important to neighborhoods, businesses, transit riders, the agencies involved in the decision, as well as the general public.

At the January workshops and during other outreach conducted to date, VTA attempted to get reaction from the community regarding these two questions by providing small groups of workshop participants with a list of evaluation criteria and asking each individual to "vote" on them. Colored dots were used to allow people to indicate their #1, #2, #3 and #4 priorities.

VTA asked if there were additional criteria that should be considered and these criteria could receive "votes." While this was not a scientific survey, the results provide valuable input to VTA policymakers and staff.

KEY THEMES FROM THE JANUARY 22 AND JANUARY 23 WORKSHOPS AND OTHER OUTREACH

- All of the nine evaluation categories are important. All criteria received at least one "vote" at the January workshops.
- Combined results from the two workshops identified Improved Transit Service, Traffic Operational Impacts, and Construction Impacts as most important criteria.
- January 22 workshop participants (Alum Rock Segment) identified Traffic Operational Impacts, Connections to Existing/Future System, On-Street Parking and Loading Zones and Neighborhood Revitalization Support as most important.
- January 23 workshop participants (Downtown San Jose Segment) identified Improved Transit Service, Traffic Operational Impacts, Construction Impacts and Impacts on Small Businesses as most important.

EVALUATION CRITERIA	January 22 Workshop		January 23 Workshop		Combined Results	
	Total Score	Ranking	Total Score	Ranking	Combined Score	Combined Ranking
Improved Transit Service	14	5	41	1	55	1
Traffic Operational Impacts	25	1	27	2	52	2
Construction Impacts	11	7	27	2	38	3
On-Street Parking and Loading Zones	20	3	12	5	32	4
Connections to Existing/Future System	22	2	8	7	30	5
Neighborhood Revitalization Support	20	3	9	6	29	6
Community Character/Scale	15	4	12	5	27	7
Streetscape/Sidewalk Impact	12	6	8	7	20	8
<i>Cost (Operations and maintenance, cost vs. benefits, rider-fare, capital cost)</i>			17	3	17	9
<i>Impact on Small Businesses</i>			15	4	15	10
Driveway Access	9	8	5	8	14	11
Air quality Impacts	7	9			7	12
Prefer Frequent Service Over Big/long Trains	5	10			5	13
Dedicated Lane for Faster Service (bus or rail - east of King Road)			5	8	5	13
Enhance Density			5	8	5	13

NOTE: Italic text indicates the criteria that was suggested by the workshop participants.

Santa Clara/Alum Rock Corridor



EXAMPLES OF EXISTING SANTA CLARA/ALUM ROCK STREETSCAPE



Similarities and Differences for the Alternatives

Study Guide II provided the alignment and other project elements for each of the six alternatives under consideration. These alternatives have many similarities and differences. In addition to different physical characteristics, the alternatives have differences in regard to mobility, community compatibility, and design and construction. Because the alternatives have many similarities, the differences and relative trade-off of issues will be important to the decision-making process. Basic similarities and differences in physical characteristics are shown in the table.

Comparisons with regard to mobility and connectivity, community compatibility and acceptance, and design and construction are found in the evaluation on pages 9, 10, and 11.

Public Input on the Alternatives

VTA has been soliciting input on the six alternatives under consideration in the Santa Clara/Alum Rock Corridor. As a result of this input, VTA has refined the definition of the Enhanced Bus Service Alternative to include “queue jump lanes” at some of the most congested intersections east of King Road. This concept is described on page 8.

VTA has also refined the layouts for the station plans for each alternative so that it is easier to see how they compare. These are shown on pages 6 and 7.

Lastly, in response to questions about the specific alignment between Almaden Boulevard and the Diridon Station for the two streetcar alternatives, a map of three potential alignment options was developed and is shown here.



Potential Alignment Options for Streetcar Alternatives



Two Car Light Rail Alternative



Single Car Light Rail Alternative



Single Car Light Rail with New Vehicles Alternative



European Modern Streetcar Alternative



California Modern Streetcar Alternative



Enhanced Bus Service Alternative



PHYSICAL CHARACTERISTICS OF ALTERNATIVES		
	SIMILARITIES	DIFFERENCES
Alignment	<p>All alternatives extend from the Alum Rock Light Rail Station on Capitol Avenue to the San Jose Diridon Station in Downtown San Jose.</p> <p>All alternatives run on Alum Rock Avenue and Santa Clara Street from the Alum Rock Light Rail Station to Almaden Boulevard, and then follow different alignments to the Diridon Station.</p>	<p>Light Rail Alternatives alignments follow Almaden Boulevard and San Fernando Street to the Diridon Station.</p> <p>Streetcar Alternatives have three potential options between Almaden Boulevard and Diridon Station. See Diridon Area Map shown at left.</p> <p>Enhanced Bus Service Alternative continues on Santa Clara Street to Diridon Station via Cahill Street.</p>
Street Design	<p>All alternatives except the Enhanced Bus Service Alternative run in the center median east of King Road.</p> <p>All alternatives except the Two Car Light Rail Alternative share outside traffic lanes with rail and autos west of King Road.</p>	<p>Enhanced Bus Alternative shares outside traffic lanes with buses and autos and includes queue jump lanes east of King Road.</p> <p>Two Car Light Rail Alternative shares center traffic lanes with rail and autos west of King Road.</p>
Connections to Existing and Future Transit Projects	<p>All alternatives connect to proposed BART, Guadalupe, Vasona and Capitol Light Rail lines, Caltrain, ACE, Capitol Corridor (to Sacramento), and VTA bus lines.</p>	<p>The alternatives differ in how they connect to these other services. Some provide direct connections or the ability to run direct service, while others require transfers. Refer to Key Issues Study Guide II for these details.</p>
Station Locations	<p>Locations for proposed stations east of Almaden Boulevard are generally the same for each alternative.</p>	<p>Station locations from Almaden Boulevard to Diridon Station differ depending on the mode.</p>
Station Improvements & Landscaping	<p>Landscaping, shelters, lighting, ticket vending machines, and other station amenities are included in all of the alternatives.</p>	<p>The configuration of stations, including platform height and length, differs depending on the mode.</p>
Parking	<p>All alternatives include replacement parking envisioned as small replacement lots along the corridor.</p>	<p>The number of replacement parking spaces and where the replacement lots may be located differs, depending on the alternative.</p>

Streetscape Plan Overview for the Proposed Alternatives

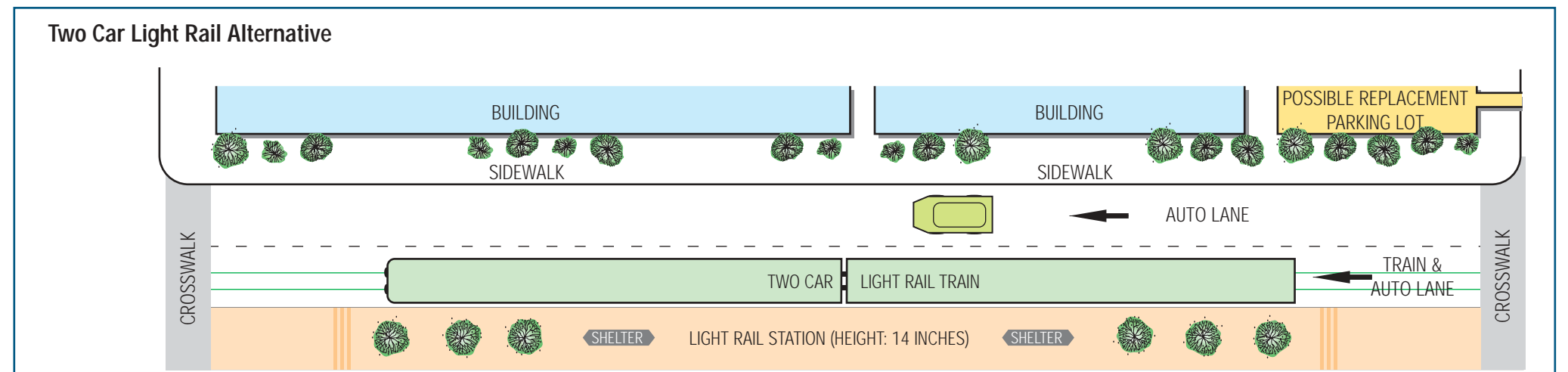
Each proposed alternative results in different physical effects on the existing streetscape depending on where it runs in the street (center lane, outside lane), how long the vehicle is and the type of station that would be provided. Because the road is wider east of King Road, all of the alternatives, except the Enhanced Bus Service, offer rail service exclusively in the center median east of King Road.

Street Design on Santa Clara Street/Alum Rock Avenue West of King Road

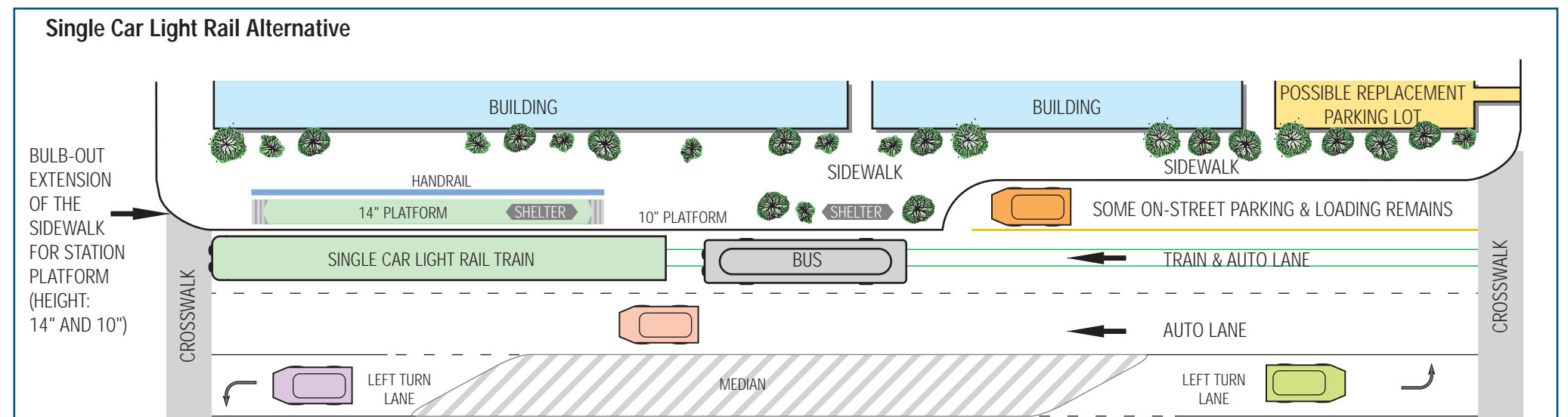
Each proposed alternative offers a different street design west of King Road where the road is narrower. To demonstrate the differences between the alternatives, the following streetscape plans were created approximately to scale showing a "typical" one block area where a station would be located. The plans show the dimensions of the vehicle and the station as well as the streetscape changes that are proposed with each alternative.



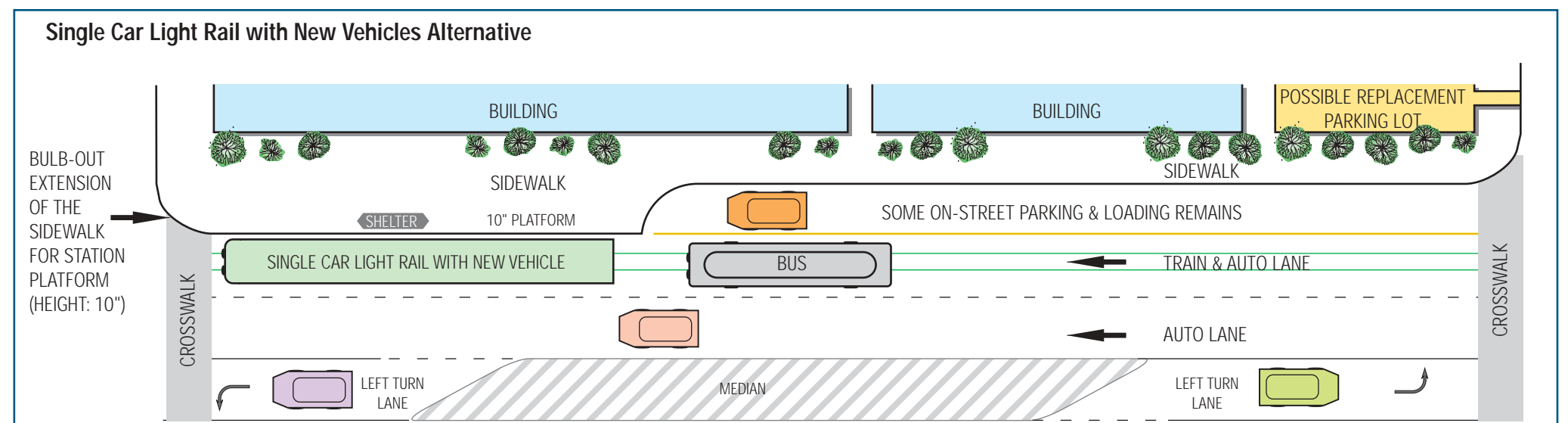
Two Car Light Rail Alternative



Single Car Light Rail Alternative



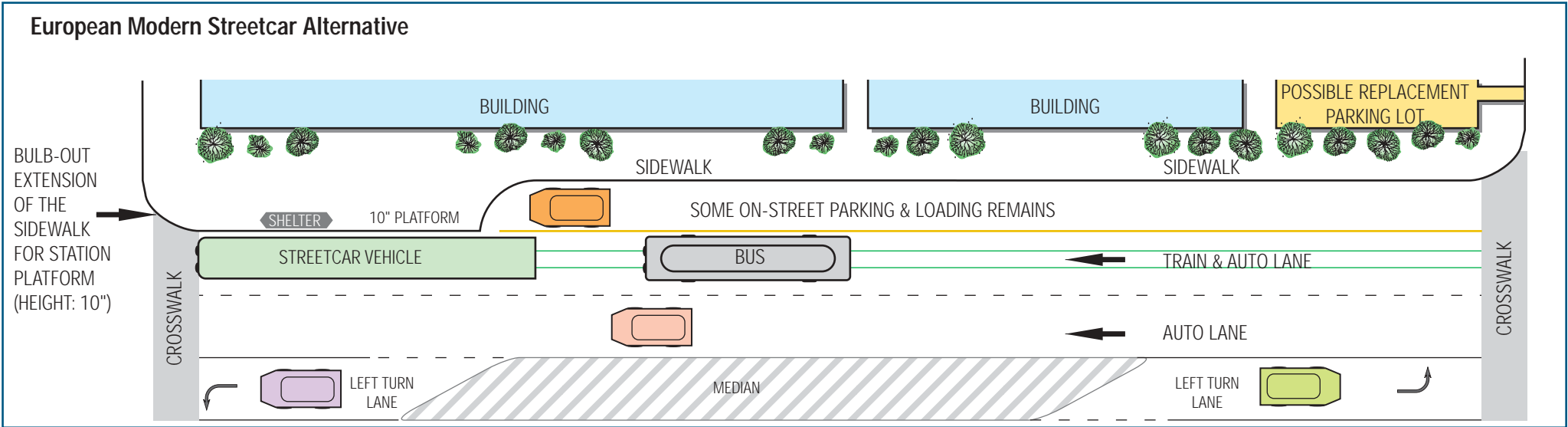
Single Car Light Rail with New Vehicles Alternative



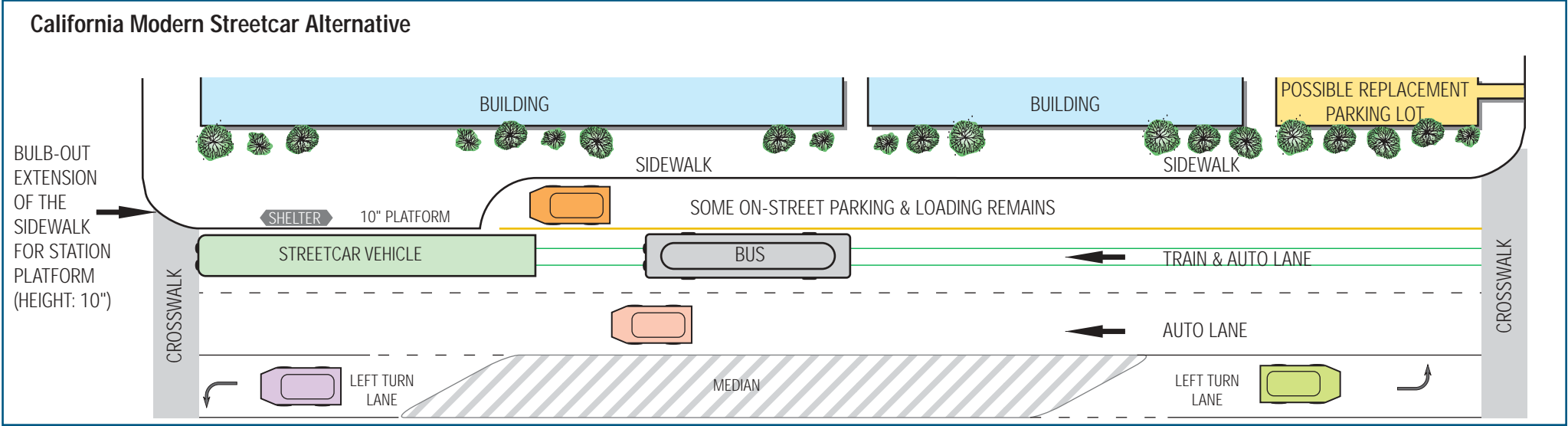
Streetscape Plan Overview for the Proposed Alternatives (continued)



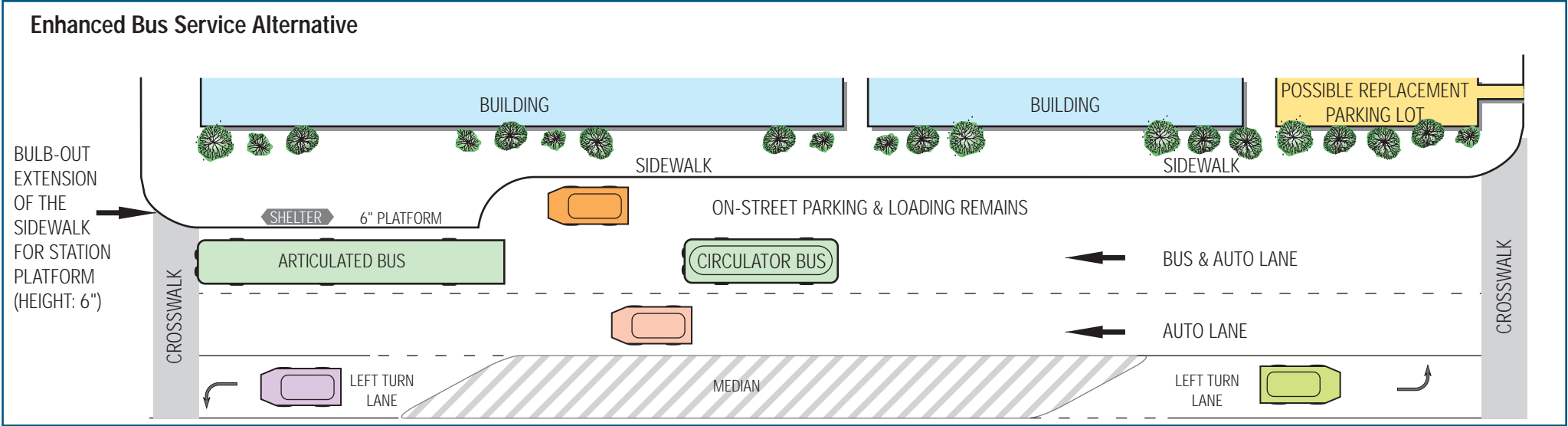
European Modern Streetcar Alternative



California Modern Streetcar Alternative



Enhanced Bus Service Alternative



Refinement to Enhanced Bus Service Alternative

At the January 2003 community/stakeholder workshops, a question was raised about the level of traffic priority east of King Road for the Enhanced Bus Service Alternative since the rail and streetcar alternatives all include a separate right-of-way east of King Road. As a result, a refinement of the Enhanced Bus Service Alternative has been incorporated into the study. For the alignment east of King Road on Alum Rock Avenue, the alternative now includes queue jump lanes.

Overview of Queue Jump Lanes

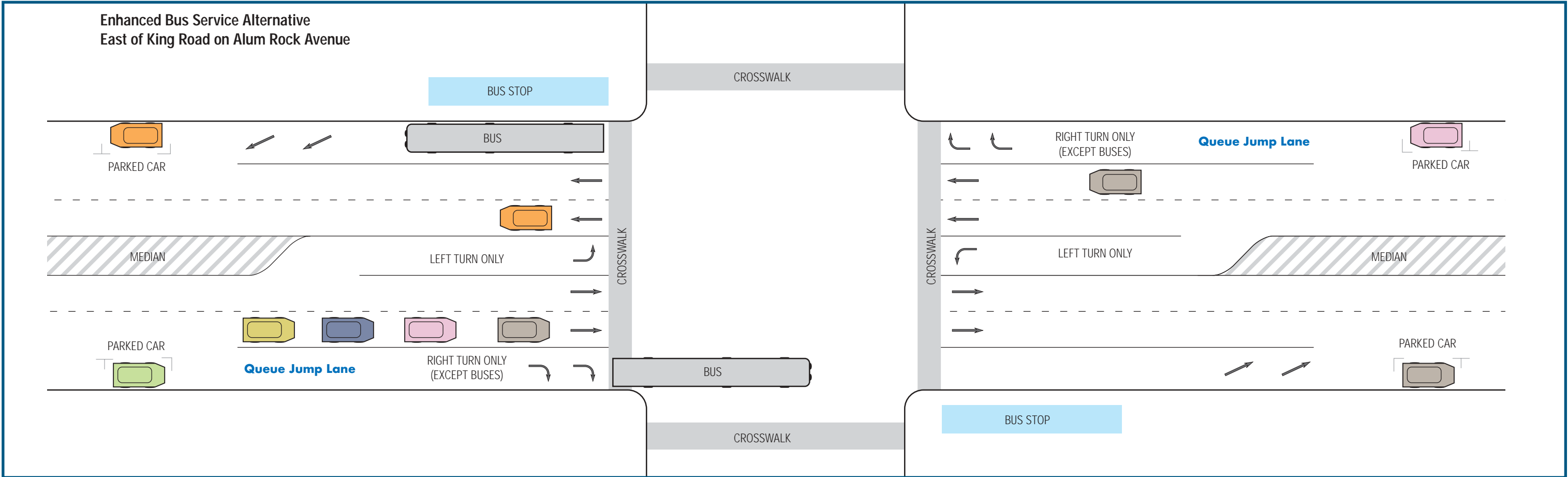
A queue jump lane is a short priority lane for buses that is typically combined with traffic signal priority. The idea is to enable buses to by-pass queues of traffic waiting at an intersection. A special bus-only signal is sometimes used depending on the specific intersection. This is intended to allow buses to bypass congested intersections where auto traffic tends to back up and queue jump lanes allow faster travel times for the buses.

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. The configuration envisioned for the priority lanes is shown below.

EXISTING SERVICE IN THE CORRIDOR

Questions have been asked regarding the current level of bus service provided in the corridor, the chart below provides this information.

Existing Service in the Corridor (Bus Lines 22, 64 and 300)	
Daily Riders	12,270
Average Headway	6.0 minutes
Number of Stops	23
Peak Capacity	960
Travel Time	25 minutes
Annual Operating Cost	\$3,260,000



Evaluation Matrix Provides Basis for Alternatives Comparison

Project goals and evaluation criteria form the basis for the comparison of the alternatives. The evaluation process helps determine the alternative that demonstrates the most merit both from a technical and community perspective.

VTA developed a list of evaluation criteria for use in the evaluation. After reviewing the evaluation criteria and receiving substantial input, the evaluation process moved forward.

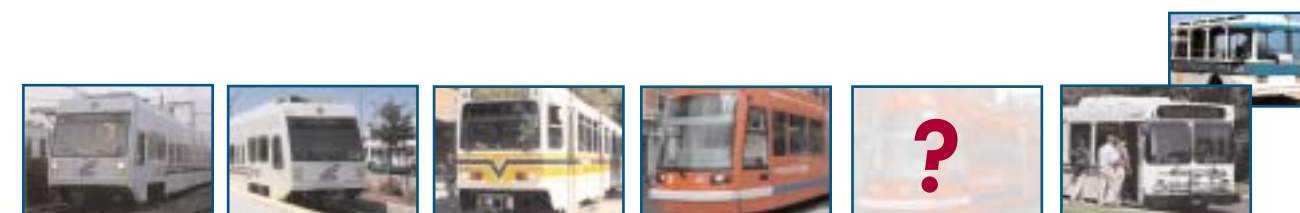
A measurement was developed for each of the evaluation criteria. The measurement determines how well each alternative meets the criteria. When possible, numerical measurements were used for the evaluation, for example costs, capacity of each alternative to carry passengers and travel times.

However, many of the evaluation criteria cannot be addressed by use of a numerical measure. In these cases the evaluation was handled with a simple “Yes” or “No.” The measurement shows that either the criterion is met or it is not met. In other cases the criteria were addressed by applying a scale of High, Medium or Low.

The evaluation process did not weight or give preference to one criterion as more important than another, recognizing that different individuals and organizations may place greater importance on some criteria compared to others. The evaluation matrix is meant to provide information to facilitate discussion of the alternatives, and allow individuals to apply their own judgement regarding what criteria are most important in arriving at a decision.

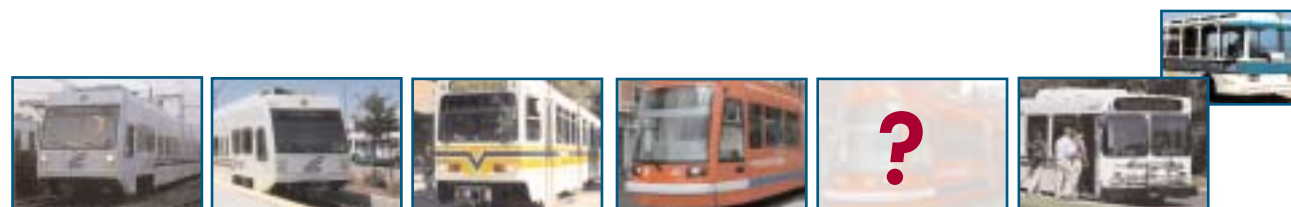
Next Steps in the Evaluation Process

VTA staff will analyze the results of the evaluation, consider all input received and will then develop a “Preliminary Staff Recommendation.” It is anticipated that the Preliminary Staff Recommendation will be presented to the Downtown East Valley PAB on March 6, 2003 and then widely disseminated to the public. After additional public input, the PAB will adopt a recommendation and forward it to the VTA Board of Directors for approval.



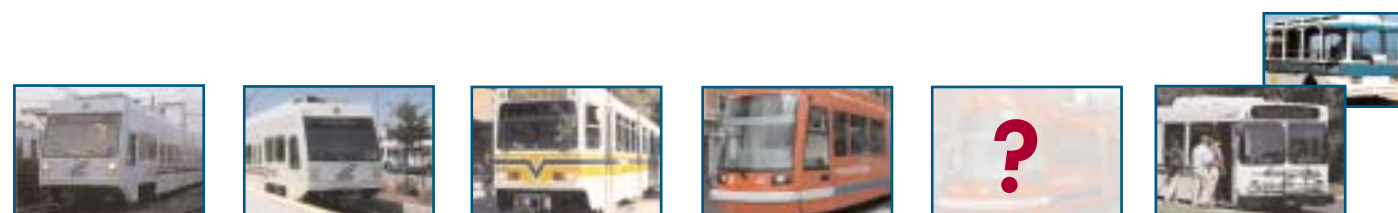
Mobility & Connectivity

CRITERIA	Measure	Two Car Light Rail (Existing)	Single Car Light Rail (Existing)	Single Car Light Rail (New Vehicle)	European Modern Streetcar	California Modern Streetcar	Enhanced Bus Service
QUANTITY OF TRANSIT SERVICE							
Ability to meet projected peak demand of 1,450 passengers per hour in 2025							
Seated capacity per peak hour in the peak direction (of primary mode)	#	780	390	360	360	180	685
Total passenger capacity per peak hour in the peak direction (of primary mode)	#	2040	1020	870	1380	690	1200
Total combined transit capacity (i.e., bus and rail)	#	2240	1580	1430	1940	1250	1560
Ability to accommodate projected demand (primary mode in peak hour/peak direction)	High/Med/Low	H	M	L+	M+	L	M
Percent split for hours of service provided by the primary mode and hours of service provided by bus lines that will remain	%	90% / 10%	65% / 35%	60% / 40%	70% / 30%	55% / 45%	75% / 25%
Effective combined transit headways provided in the corridor (including primary mode and bus service that will remain)	Minutes	7.5	4.3	4.3	3	4.3	3.3
EXISTING AND FUTURE TRANSIT SYSTEM CONNECTIONS							
Ease of transfer at the Diridon Station to Caltrain/ACE/Capitol's Amtrak/Vasona Light Rail	High/Med/Low	H	H	H	M	M	M
Ease of transfer to the Capitol Light Rail Line at the Alum Rock Light Rail Station	High/Med/Low	H	H	H	M	M+	L+
Ability to operate direct service to Eastridge Mall (with no transfer required)	High/Med/Low	H	H	M	L	M	H
QUALITY OF TRANSIT SERVICE							
In corridor travel time							
Transit travel time from the Alum Rock Light Rail Station to Diridon Station during commute times.	Minutes	18	19	19	19	19	22
Reliability of service							
Ability to maintain on-time transit schedules, taking into account traffic, parking, loading and driveway access	High/Med/Low	M+	L+	L+	L+	L+	M
Ability to restore transit service after interruptions such as emergencies and traffic incidents	High/Med/Low	L	L	L	L+	L	M+
Percent of 2025 demand provided by seated capacity	%	57%	46%	44%	44%	28%	64%
Overall quality of transit experience for passengers	High/Med/Low	H	H	H	H	M+	M+
RIDERSHIP							
Potential to generate new riders							
Mode considered attractive to new riders	High/Med/Low	H	H	H	H	H	M
Service to transit riders							
Ease of access for passengers	High/Med/Low	H	H	H	H	H	H
Percentage of existing riders requiring new transfers	%	29%	8%	8%	8%	8%	8%



Community Compatibility & Acceptance

CRITERIA	Measure	Two Car Light Rail (Existing)	Single Car Light Rail (Existing)	Single Car Light Rail (New Vehicle)	European Modern Streetcar	California Modern Streetcar	Enhanced Bus Service
FITS CHARACTER AND SCALE OF COMMUNITY							
Improvements contribute positively to the pedestrian environment, considering scale of vehicles, station location in the right-of-way, and station impact to the existing pedestrian environment	High/Med/Low	L+	M	M	H	H	M+
Improvements contribute positively to the community, considering the level of transit service provided, the permanency of that service, and circulation within the corridor	High/Med/Low	M	M+	M+	H	M+	M
Vehicle size/length fit with community	High/Med/Low	L	M	M	H	H	M+
Platform design fit with community, considering platform location, length and height	High/Med/Low	L+	M	H	H	H	H
STREETSCAPE							
Contributes to overall streetscape, considering impacts to curb lanes, introduction of overhead wires and poles, and platform barriers between storefronts and the street	High/Med/Low	M+	L+	M	M	M	H
TRAFFIC/TRANSPORTATION							
Preserves critical traffic movements							
Percent reduction in overall traffic capacity (throughput) in the corridor	%	16%	7%	7%	7%	7%	4%
Is the adjusted traffic throughput (above) sufficient to meet the projected level of traffic in 2025?	Yes/No	N	Y	Y	Y	Y	Y
Number of left turning movements onto cross streets that are impacted	#	25	4	4	4	4	0
Number of intersections potentially obstructed by transit vehicles during traffic backups	#	5	4	3	2	2	1
Driveway access							
Number of driveways restricted to right-in and right-out movements	#	154	60	60	59	59	0
Parking (on-street/off-street)							
Number of parking spaces relocated	#	443	172	160	162	162	36
Loading zones							
Number of feet of loading zones relocated	Feet	982'	154'	54'	54'	54'	24'
TRANSIT ORIENTED DEVELOPMENT (TOD) POTENTIAL							
Mode viewed as favorable to development considering permanency, capacity, and public comment	High/Med/Low	M+	M+	M+	M+	M	L
COMPLEMENTS NEIGHBORHOOD PRIORITIES AND INITIATIVES							
Supports neighborhood and commercial revitalization plans	High/Med/Low	M+	M	M	H	M	M+
SOCIAL/ECONOMIC EQUITY							
Enhancement over current transit service	Yes/No	Y	Y	Y	Y	Y	Y
Level of regional investment in Santa Clara/Alum Rock Corridor	High/Med/Low	H	H	H	H	H	M
LEVEL OF COMMUNITY SUPPORT							
Level of support for each alternative, as determined through PAS-hosted workshops and other outreach	High/Med/Low	To Be Determined	To Be Determined	To Be Determined	To Be Determined	To Be Determined	To Be Determined



Design & Construction

CRITERIA	Measure	Two Car Light Rail (Existing)	Single Car Light Rail (Existing)	Single Car Light Rail (New Vehicle)	European Modern Streetcar	California Modern Streetcar	Enhanced Bus Service
COST							
Capital cost (\$2002)							
Total capital cost for design and construction, vehicles, and related maintenance facility improvements	\$	\$324.4M	\$277.4M	\$279.4M	\$290.0M	\$276.2M	\$62.6M
Capital cost per mile for construction	\$	\$64.9M	\$55.5M	\$55.9M	\$63.0M	\$60.0M	\$13.6M
Operating cost							
Annual cost of operating transit service in the corridor (combined bus and rail)	\$	\$13.0M	\$12.1M	\$12.1M	\$17.9M	\$11.0M	\$9.7M
Operating cost per hour (of primary mode)	\$	\$350	\$300	\$300	\$275	\$275	\$95/\$75
Potential for federal funding							
Potential for federal funding under current FTA funding priorities	High/Med/Low	M+	M	M	M+	L+	H
COMPATIBILITY WITH EXISTING TRANSIT SYSTEM							
Could proposed vehicles run on VTA's existing system?	Yes/No	Y	Y	Y	N	Y	N/A
Could VTA existing light rail vehicles run on the proposed corridor?	Yes/No	Y	Y	N	N	N	N/A
FEASIBILITY OF IMPLEMENTATION							
How readily available are the vehicles for each alternative?	High/Med/Low	H	H	L+	M+	L	H
Level of certainty that the alternative can proceed without regulatory delay	High/Med/Low	H	M+	M	L	L+	H
Overall state of readiness (including timeline for implementation and regulatory issues)	High/Med/Low	M+	M	L+	L+	L	H
CONSTRUCTION IMPACTS							
Duration							
Total construction timeframe, assuming simultaneous construction for center running option and one side at a time for side running options in order to minimize neighborhood and business disruption	Months	24	33	33	33	33	10
Construction duration for prototypical 1500' segment	Weeks	27	25	25	25	25	10
Extent							
Minimizes utility relocation impacts	High/Med/Low	L	L	L	M	M	H
Minimizes the loss of traffic capacity and parking during construction	High/Med/Low	L	M	M	M	M	H
Minimizes impact on sidewalks and pedestrian circulation during construction	High/Med/Low	H	M	M	M	M	H