DOWNTOWN EAST VALLEY

2000 Measure A Project

Santa Clara/ Alum Rock Corridor Project

Downtown East Valley Transit Improvement Plan

The Santa Clara Valley Transportation Authority (VTA) is proposing transportation improvements in the Downtown East Valley area of San Jose (see map on back).

The focus of this newsletter is the **Santa Clara/Alum Rock Corridor.** The Conceptual Engineering/ Environmental review phase of the Santa Clara/Alum Rock project is underway. This includes detailed study of project elements, options, and alternatives under consideration. 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) — the **Enhanced Bus** and **Single Car Light Rail** alternatives.

Each alternative would construct new transit facilities between the Diridon Station in Downtown San Jose and the Alum Rock Station on Capitol Avenue, with improved service extending from Diridon Station to the Eastridge Transit Center. The new line will provide connections to the proposed BART Extension, the Guadalupe, Vasona and Capitol light rail lines, Caltrain, ACE, Capitol Corridor (to Sacramento), and many VTA bus lines.

The Santa Clara/Alum Rock corridor is an extremely important and vibrant east/west travel corridor between the East Valley and Downtown San Jose. It is a primary roadway link between the heart of Downtown San Jose and the East Valley, and is the most heavily used transit corridor in VTA's system. With projected future growth in both Downtown and the East Valley and the high level of both public and private investment anticipated in the coming years, the Santa Clara/Alum Rock corridor will become even more important than it is today as a gateway to Downtown San Jose. The purpose of the Santa Clara/ Alum Rock Corridor project is to improve mobility, increase transit ridership and serve the diverse needs of the community. As the project development process proceeds, VTA will continue to work with the local community to reduce impacts on businesses and residents.

VTA®

Enhanced Bus Service Alternative

Circulator Bus

Articulated Bus

Key Elements

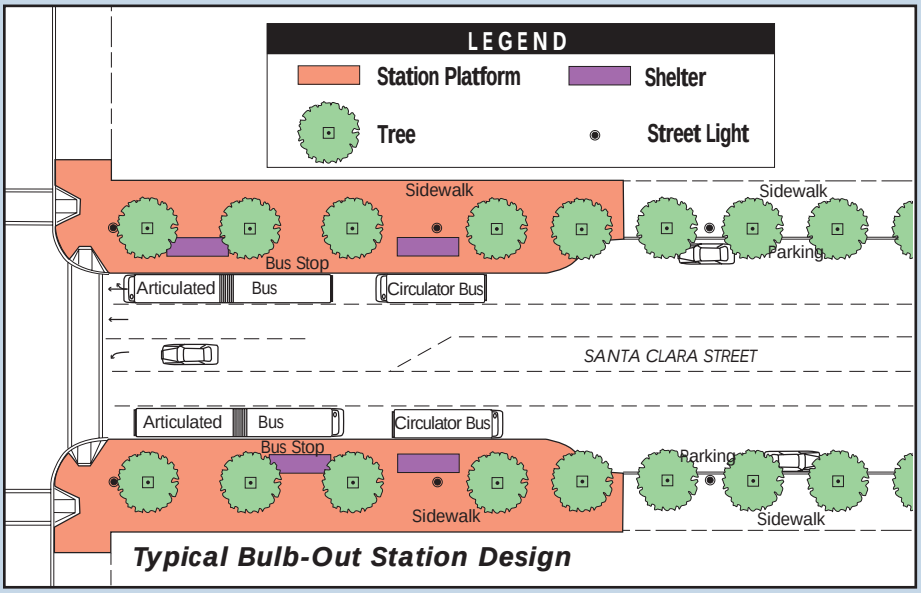
- Provides limited stop service with articulated buses between Downtown San Jose and the Eastridge Transit Center.
- Existing Bus Line 22 and new Circulator Routes will provide local service.
- Stations served by Enhanced Bus are "bulbed out" by extending the sidewalks and include shelters, special lighting, real-time passenger information, and street trees. Typical stations are approximately 130 feet long and 6 inches high, which allows two buses to serve the station simultaneously.
- Lanes that allow buses to bypass congested intersections (queue jump lanes) will be provided at six locations east of King Road, resulting in a travel time advantage.

Proposed Stations

Stations that will be served by the Enhanced Bus (limited stop service) include:

- *Diridon Station (Existing)*
- *Almaden Boulevard*
- *Transit Mall (1st/2nd Streets)*
- *Civic Center (6th Street) **
- *11th Street **
- *16th Street*
- *21st Street*
- *28th Street*
- *King Road*
- *Sunset Avenue*
- *Jackson Avenue*
- *Alexander/Muirfield*
- *Alum Rock Station (Built by Capitol LRT Project)*

** Indicates design option under consideration at this location*

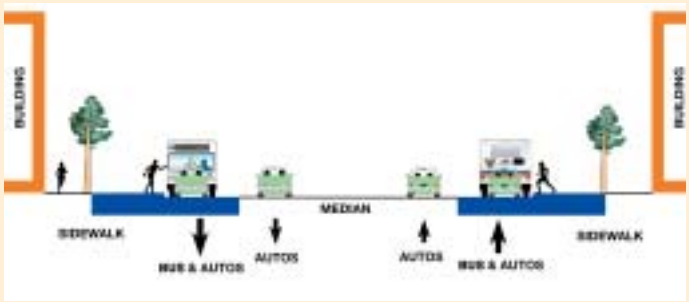


Typical Bulb-Out Station Design

The typical station shown above represents the Enhanced Bus Station design along Santa Clara Street and Alum Rock Avenue. The Single-Car Light Rail Stations west of King Road are also the "bulb-out" design, but are somewhat different in size (see Key Elements on page 4).

Santa Clara Street/ Alum Rock Avenue

Buses and Autos Share Outside Traffic Lane



Enhanced Bus Platform

Proposed Enhanced Bus Alignment and Stations

Common Elements of Both Alternatives

Service

- Both alternatives provide frequent, high-capacity service between Diridon Station and the Alum Rock Station, and continue along Capitol Avenue/Capitol Expressway to the Eastridge Transit Center.
- Both alternatives include a local service element with Line 22 and either new Circulator or feeder bus routes. Local service buses will stop at the stations in addition to other local stops along the corridor.

Alignment

- Both alternatives follow the same alignment east of Almaden Boulevard.

Stations

- Both alternatives include the same station locations east of Almaden Boulevard.
- The station design for both alternatives includes trees, pedestrian lighting, shelters, ticket-vending machines, and enhanced passenger information.

Replacement Parking and Loading Zones

- Both alternatives will impact existing on-street parking and loading zones. To the extent feasible, loading zones lost will be replaced within the distance of one block; on-street parking lost east of 7th Street will be replaced by building off-street public parking; and on-street parking lost west of 7th Street will be mitigated by VTA participation in the City's overall parking strategy for Downtown.

LEGEND

- Enhanced Bus Alignment
- Single-Car Light Rail Line Alignment
- Station Location
- Guadalupe Light Rail Line
- Vasona Light Rail Line
- Capitol Light Rail Line
- Proposed Capitol Expressway Light Rail Line

Proposed Single-Car Light Rail Alignment and Stations

Single-Car Light Rail Alternative


Single-Car Light Rail Train

Key Elements

- Provides light rail service with single car trains (using VTA's Low Floor Light Rail Vehicles) between Downtown San Jose and the Eastridge Transit Center.
- Existing Bus Line 22 and feeder routes will provide local service.
- Operates in the street median in its own right-of-way (Light rail separate from automobile traffic) on San Fernando Street and Almaden Boulevard and from King Road to Alum Rock Station; operates in a shared right-of-way in the outside curb lane (Light rail and automobiles sharing the traffic lane) on Santa Clara Street and Alum Rock Avenue from Almaden Boulevard to approximately King Road.
- Light rail stations in the "shared" operations section will include a bulbed out sidewalk area and shelters, special lighting, real-time passenger information and street trees. Typical stations are approximately 150 feet long, with a 74-foot section 14 inches high to serve the train, a 52-foot section 6 inches high to serve buses, and 24 feet of transition area. (See Typical Bulb-Out Station Design on Page 2.)

Proposed Stations

Stations served by Single Car Light Rail in the Corridor include:

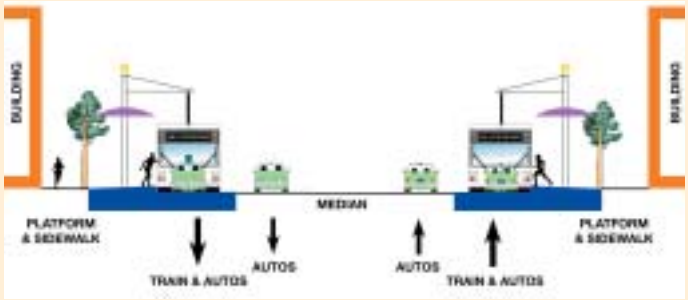
- *Diridon Station (Built by Vasona LRT Project)*
- *San Fernando Station (Built by Vasona LRT Project)*
- *Almaden Boulevard*
- *Transit Mall (1st/2nd Streets)*
- *Civic Center (6th Street) **
- *11th Street **
- *16th Street*
- *21st Street*
- *28th Street*
- *King Road **
- *Sunset Avenue*
- *Jackson Avenue*
- *Alexander/Muirfield*
- *Alum Rock Station (Built by Capitol LRT Project)*

** Indicates design option under consideration at this location*


Side Running LRT Platform (West of King Road)

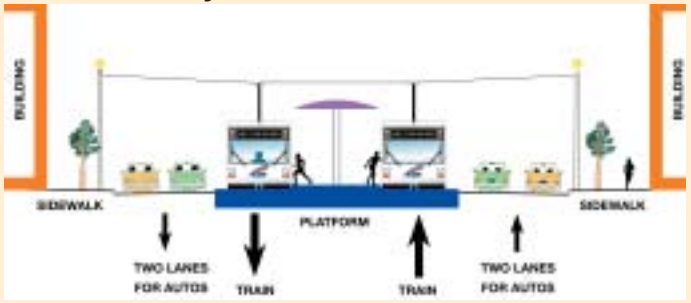
West of King Road

Rail and Autos Share Outside Traffic Lane



Along San Fernando St. and Almaden Blvd., and East of King Road

Rail Exclusively in Center Median



Community Involvement

During Summer/Fall 2003, preliminary conceptual design plans for the Santa Clara/Alum Rock Corridor were completed. VTA received valuable input from the local community as these plans were being developed. Throughout the environmental review process, continuing opportunities for public dialogue will occur.

Targeted Project Schedule	2003	2004	2005
VTA Board Approves Modes and Alignments for Further Study	May		
Community Outreach to Define Alternatives (station locations, replacement parking/loading zones)	Summer/Fall		
Conduct Environmental Studies	Fall/Winter/Spring		
Public Review and Hearing on Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR)		Summer/Fall	
Public Review of Final EIS/EIR			Winter
VTA Board Approval			Spring

Contact Us

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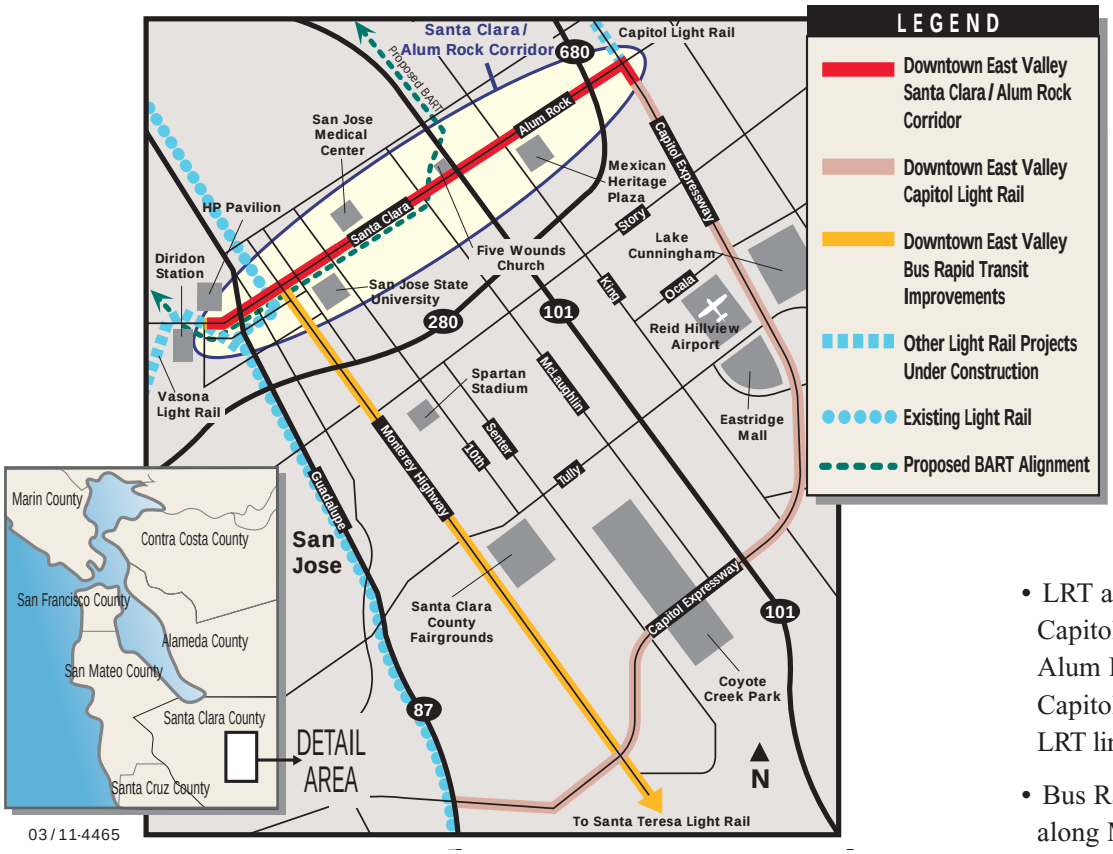
If you would like information in Spanish,Vietnamese or Portuguese, please call VTA Customer Service at (408) 321-2300, TDD for the hearing impaired (408) 321-2330.

Si desea obtener información en español, por favor llame al Departamento de Servicio al Pasajero de VTA al (408) 321-2300.

Nếu muốn thông tin bằng tiếng Việt, xin gọi Dịch Vụ Khách Hàng VTA tại (408) 321-2300.

Downtown East Valley

Santa Clara/Alum Rock Project Corridor Map



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The Downtown East Valley plan includes three separate projects:

- Transit improvements in the Santa Clara/ Alum Rock Corridor from Downtown San Jose to the Alum Rock Light Rail Transit (LRT) Station on the Capitol (Avenue) Line, with service continuing to the Eastridge Transit Center,
- LRT along the entire length of Capitol Expressway from the Alum Rock Station to the existing Capitol Station on the Guadalupe LRT line, and,
- Bus Rapid Transit (BRT) service along Monterey Highway.

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January 2004, Issue 5