



Community Gives Input on the Downtown East Valley Transit Improvement Plan

The Downtown East Valley Project Team has been busy meeting with the community. In addition, project team members have attended Strong Neighborhoods Initiative meetings and business association meetings to gather additional input.

General public meetings, open houses, and special meetings that focused on specific areas were sponsored by Santa Clara Valley Transportation Authority (VTA) in November 2001. Another round of community meetings was held in March 2002.

Don't miss your chance to give your input to these exciting light rail projects. Check the project website at www.dtev-vta.org for future meetings and project information. Meetings run for about two hours and project information is available for you to take home.

If you would like to have a project presentation made to your neighborhood or business group please contact us through the website, by phone or email. (See back page.)

Don't miss the chance to share your ideas!



At public meetings, the community can gather information and give input.



Open House – Eastridge Mall



Open House – VTA Downtown Customer Service Center



Capitol Expressway Light Rail Project



Trees along the boulevard can provide a continuous green canopy and reduce the vast scale of the street.

Light Rail along Capitol Expressway will provide a critical link in VTA's expanding light rail network. The project will help complete the transit system that was first envisioned over twenty years ago.



Example of elevated LRT track way. Some of the new light rail line may need to be elevated in an "aerial" configuration.

The eight-mile Capitol Expressway alignment will connect the Tasman East/Capitol Light Rail Line (currently under construction) with the Eastridge Shopping Center and then continue on to the Santa Teresa-Baypointe (Guadalupe) Light Rail Line along Route 87. Additionally, this segment will connect to the planned Santa Clara/Alum Rock Line, providing direct east-west access from the East Valley to the Downtown core.

The vision for the Capitol Expressway corridor is a multi-modal boulevard, transforming the current "highway" environment into a street with cars, light rail, bicycles, and pedestrians. Light rail service will operate in its own exclusive transit way and include ten stations conveniently located near key residential, shopping, business, and recreational areas along the 150-foot wide Capitol Expressway. Travel lanes, including left and right turns, will be maintained but the existing carpool lanes will be removed in some areas to provide space for light rail trains.

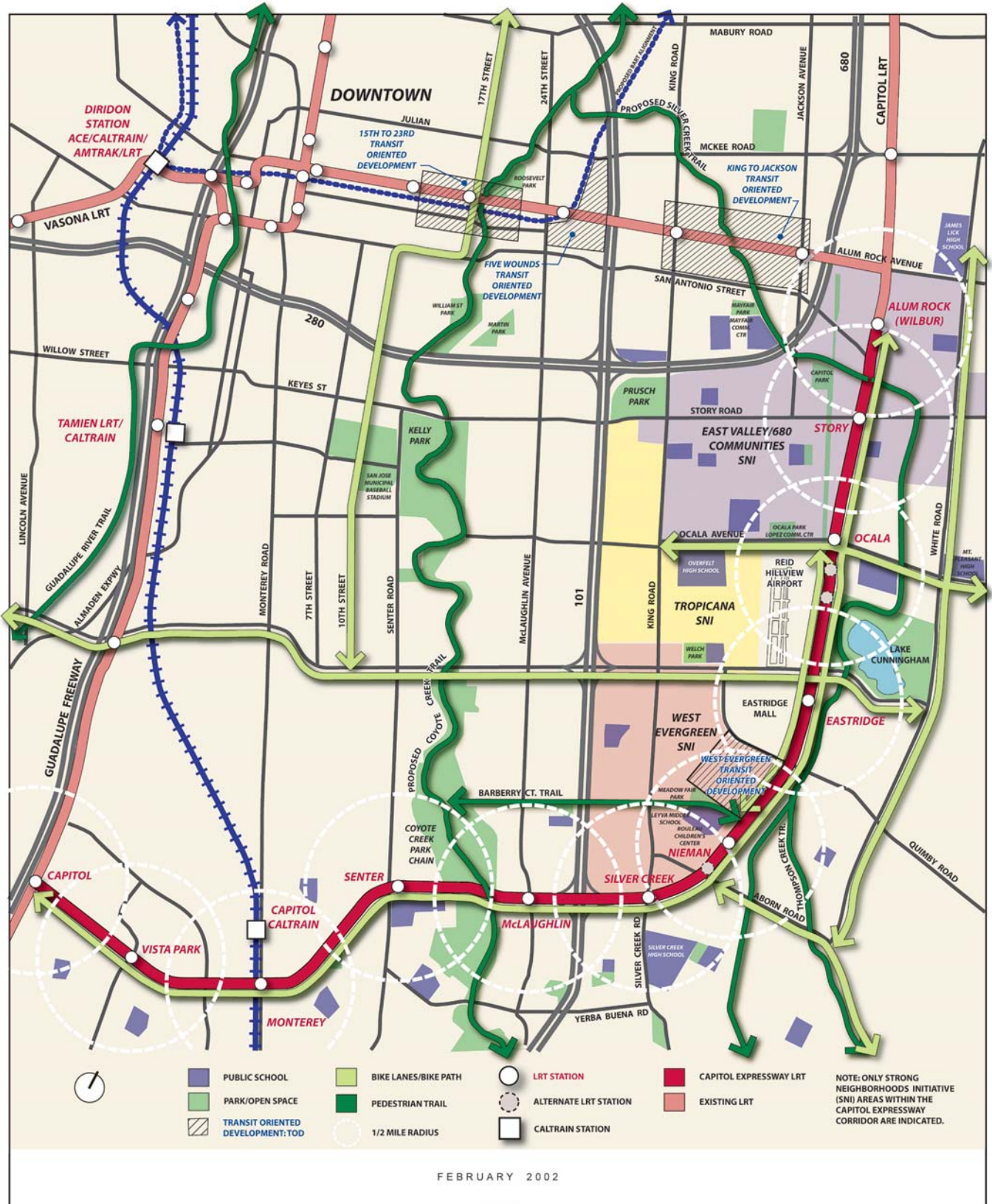
Light rail tracks will be at street level for the majority of the corridor. However, in order to avoid severe traffic conflicts at key points, tracks may need to be above or below the street level at a few locations. These "grade-separations" can be either above the road in an "aerial" configuration, or depressed in a tunnel below the road. Grade separation of light rail tracks will most likely occur near the Capitol Avenue and Capitol Expressway intersection; at the busy Story and

Tully Roads intersections with Capitol Expressway (including a transition in and out of the Eastridge Transit Center) and in the vicinity of Silver Creek Road.

The conceptual engineering phase of the project now underway coincides with an unprecedented level of planning that is taking place as part of the City of San Jose's Strong Neighborhoods Initiative (SNI) program. Neighborhoods throughout San Jose, including the East Valley, are conducting an intensive planning process to determine ways in which their communities can be strengthened. VTA is working closely with the City and the Redevelopment Agency to design the Capitol Expressway Light Rail Line in a way that will contribute to the realization of key neighborhood goals which include:

Improved Linkages: Capitol Expressway currently creates a major physical barrier within the City of San Jose. Light rail can help to minimize this effect by providing a continuous pedestrian and bicycle path alongside the right-of-way, and additional opportunities in which to safely cross the wide street, either at-grade or in grade-separated bridges or undercrossings. These crossings, located at new stations, and a planned hike and bike route along the corridor are envisioned as part of a broader system of City and County trails, connecting transit stations with adjacent neighborhoods, local and regional parks, and other amenities.

Capitol Expressway Light Rail Project



Station location analysis – Capitol Expressway: The Downtown East Valley Transit Improvement Project will significantly enhance mobility for a diversity of transit riders throughout the southeast quadrant of the city. The corridor is being planned and designed to reinforce broader community and neighborhood objectives and critical mobility needs .

Transit-Oriented Development and Neighborhood Character

A Greener Street: VTA recognizes the importance of providing space for landscaping to enhance the visual and spatial effect of the street and to create a more hospitable environment. Trees are proposed along the sides of the boulevard and at the station platforms (where possible) to provide shade and a consistent green canopy along the expressway. Trees also help reduce the perceived width of the wide street and create a positive transit and neighborhood identity.

Reduced Noise: Residential neighborhoods adjoin much of the Capitol Expressway corridor. In many cases, the rear yards of single family homes face this busy roadway. A key issue raised during the SNI process has been the need to reduce the impacts of existing and future noise from the roadway. In response, VTA has



Distinctive neighborhood gateways can express the identity and personality of a community.

included well-designed, landscaped sound walls as an integral part of the corridor design program.

Stations as Neighborhood Gateways:

As indicated on the map, nine to ten stations are planned along the Capitol Expressway line. The design of stations and their interface with the adjacent neighborhoods is critical in promoting a viable transit environment. Convenience, safety and ease of access for residents and employees arriving by foot, bike, bus or car are primary design objectives.

The design of the stations can reinforce the identity and “personality” of individual neighborhoods while creating new “gateways” that can strengthen the overall sense of community.

At some locations, the station design and configuration may promote new development opportunities and create a more engaging and friendly pedestrian environment. Opportunities could include neighborhood-serving retail uses such as coffee shops, dry cleaners, newsstands and grocery stores. At other locations, light rail stations can be integrated as part of a transit-oriented development that introduces a mix of commercial, residential, recreational and community-oriented activities to complement existing neighborhoods and foster a stronger link with transit.

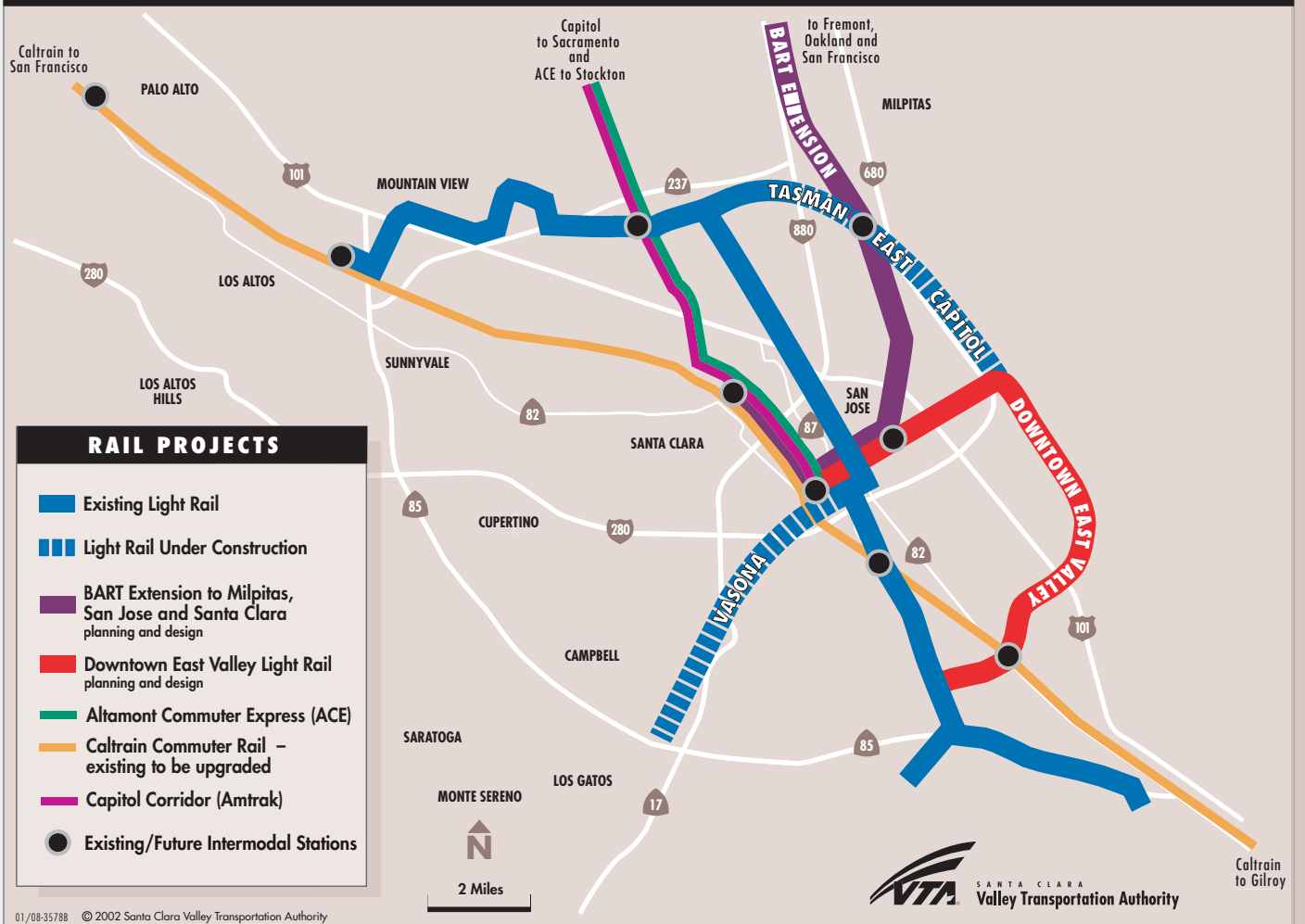


Transit stations can provide convenient transfer to other modes of travel while linking to popular destinations.



A continuous pedestrian and bicycle path will connect transit stations with adjacent neighborhoods, parks and trails.

VTA SILICON VALLEY RAIL PROGRAM



Transit Project Coordination

Many community members have expressed an interest in knowing how the Downtown East Valley Light Rail Project is coordinating with the proposed BART Project. VTA staff members manage both projects and are working cooperatively in their planning efforts, particularly in the vicinity of 28th Street and throughout Downtown. Coordination between the two project teams is a high priority in addressing a variety of issues, includ-

ing project alignment, streetscape and urban design, station location and configuration, environmental analysis, construction impacts, schedules and staging, and cost estimates. Community outreach is also being coordinated to provide the community with comprehensive information as efficiently as possible.

The next public meeting to discuss the coordination between the Downtown East Valley and the proposed BART tunneling projects are scheduled for:

Monday, April 29, 2002

6:00 p.m. to 8:00 p.m.

First United Methodist Church
24 North Fifth Street
San Jose, California

For information about the meeting call Mike Tasosa at (408) 321-5744.



Focused meetings-First United Methodist Church.

For further information about Downtown East Valley, please contact Gail Price, Project Manager, at (408) 321-5744 or email downtown.eastvalley@vta.org. You may also submit written comments to Gail Price, VTA Planning and Programming, 3331 North First Street, San Jose 95134-1906 or fax to (408) 955-9765. For information about other VTA transportation projects and bus service please explore the VTA website at www.vta.org or call VTA at (408) 321-2300, TDD only (408) 321-2330.

If you would like information in Spanish, Vietnamese, or Mandarin Chinese, please call VTA Customer Service at (408) 321-2300, TDD only (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.

若您要中文資料，請致電 (408) 321-2300 聯絡 VTA 客戶服務部。



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