

Item #23 CC 5-21-19

# SR 85 Policy Advisory Board Update

May 21, 2019



CUPERTINO

# SR 85 Transit Guideway Study

1. PAB Background
2. Concepts Presented by VTA
3. PAB Feedback
4. Staff Takeaways

# SR 85 Transit Guideway Study

## *PAB Background/Timeline*

- VTA - Express Lanes
- Lawsuit Regarding Space for Transit
- Measure B \$350M Allocation
- Formation of PAB

# SR 85 Transit Guideway Study

## *VTA Alternatives*

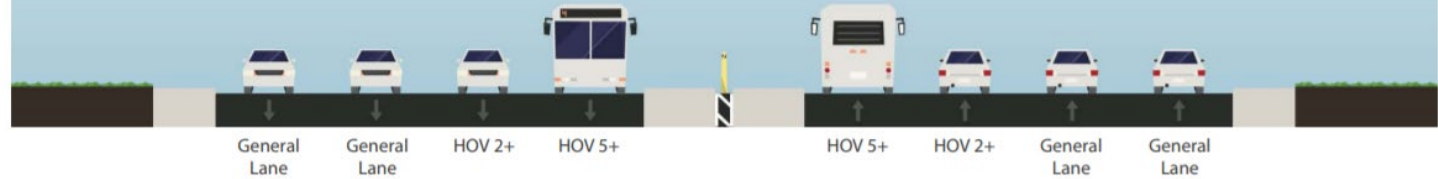
- Fast Travel Speed
- Maximize Person Throughput
- Maximize Access
- No Project/Express Lanes

# SR 85 Transit Guideway Study

## North of I-280

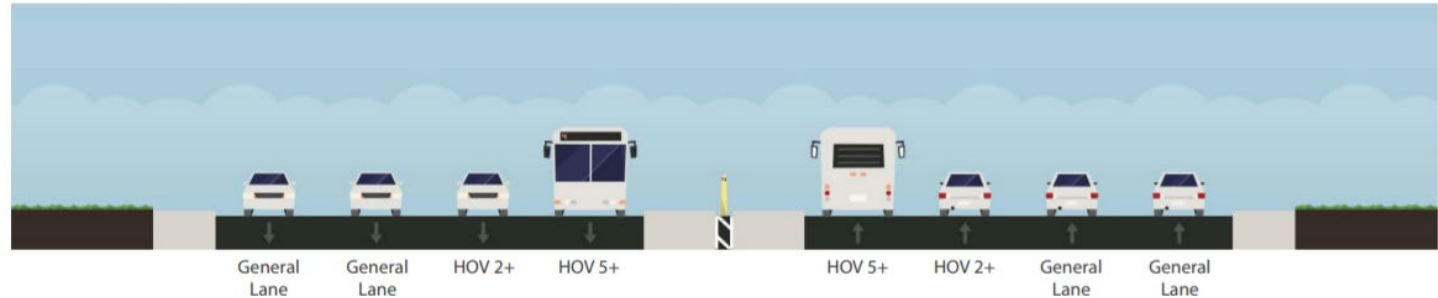
A new lane would be added, which is likely to have right-of-way impacts to existing bridges and may require freeway widening.

### *Fast Travel Speed Alternative*

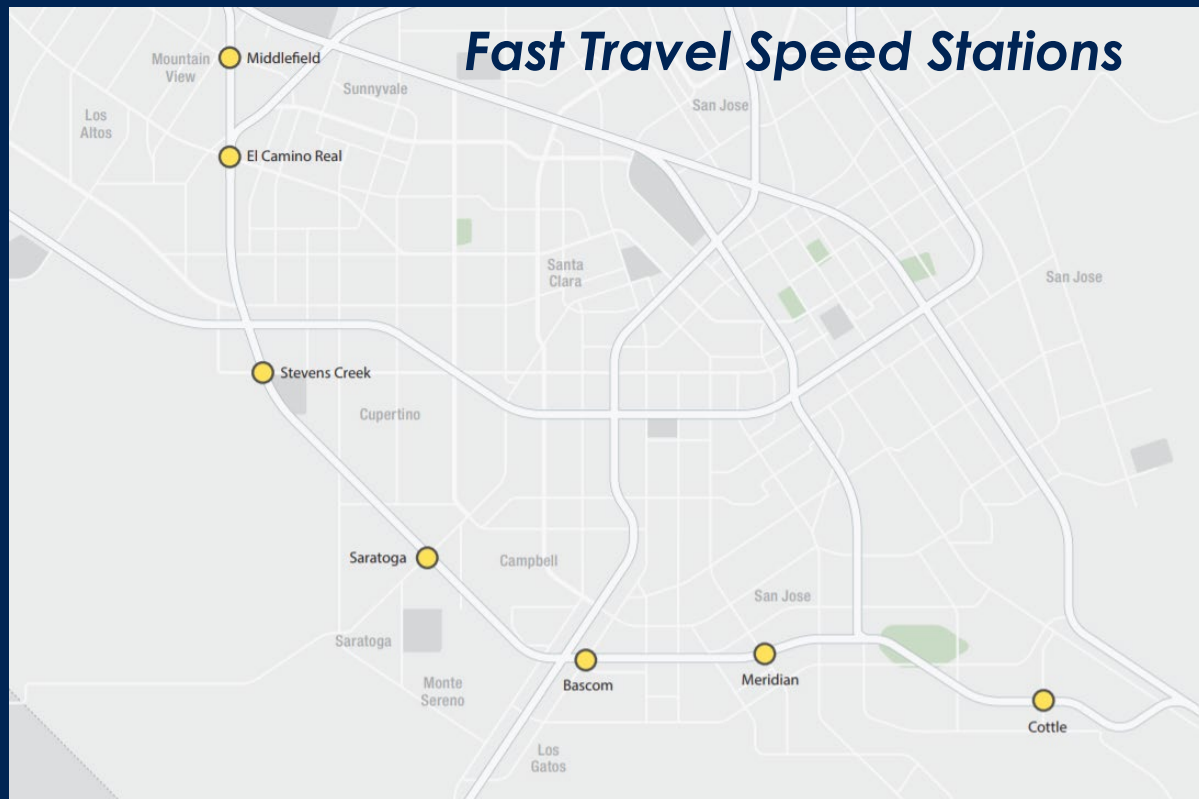


## I-280 to SR 87

A new lane would be added in the unused space adjacent to the median.



# SR 85 Transit Guideway Study

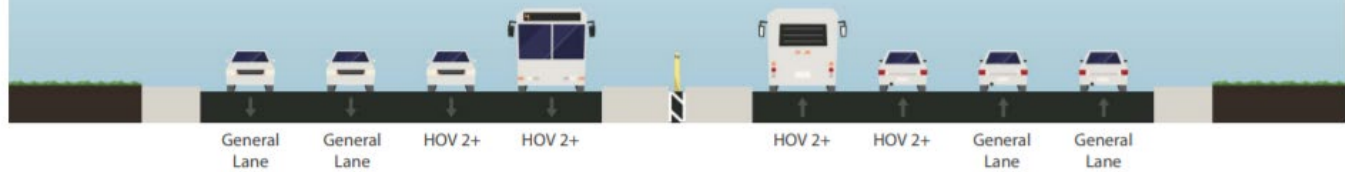


# SR 85 Transit Guideway Study

## North of I-280

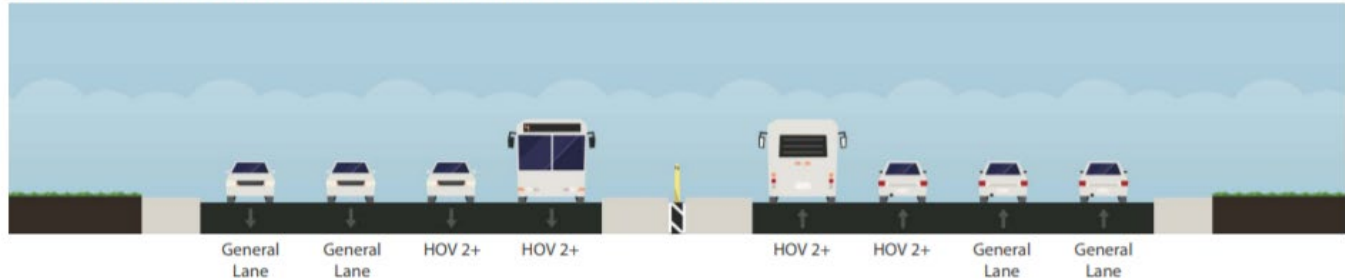
A new lane would be added, which is likely to have right-of-way impacts to existing bridges and may require freeway widening.

### *Maximize Person Throughput*



## I-280 to SR 87

A new lane would be added in the unused space adjacent to the median.



# SR 85 Transit Guideway Study



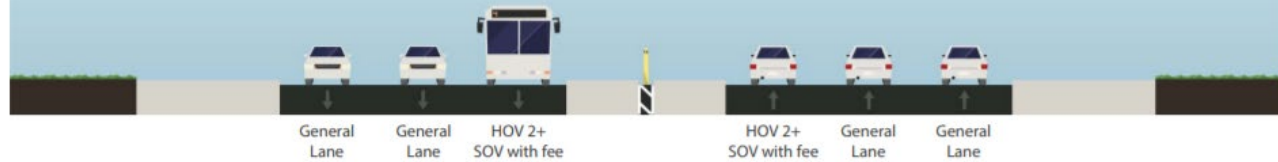


# SR 85 Transit Guideway Study

## North of I-280

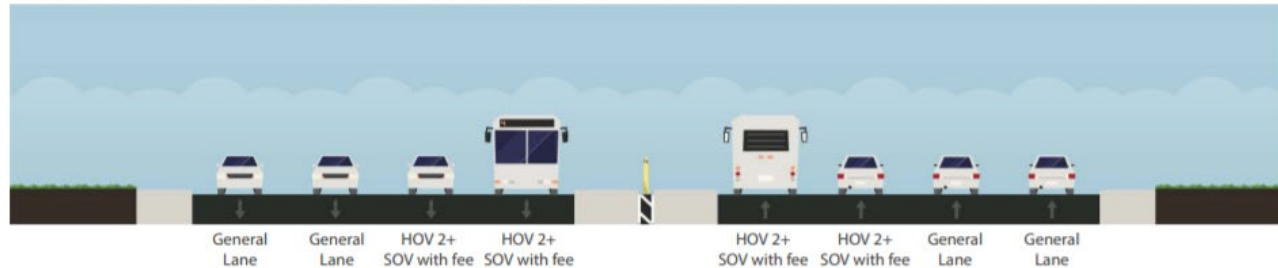
No lanes would be added. Tolling infrastructure would be installed in the median-adjacent lane and would charge SOVs a dynamic fee to access the lane, if excess capacity exists. Buses would use any lane and serve on-ramp/off-ramp stations.

### Maximize Access



## I-280 to SR 87

A new lane would be added in the unused space adjacent to the median.



# SR 85 Transit Guideway Study



# SR 85 Transit Guideway Study

## North of I-280

The existing HOV lane would be converted to an express lane. HOV 2+ vehicles could use the lane for free, but SOVs would pay a dynamic toll to access the lane. Tolling infrastructure would be installed along the median lane.

### *No Project Alternative*



## I-280 to SR 87

The existing HOV lane would be converted to an express lane and an additional express lane would be constructed in the unused space adjacent to the median. Tolling infrastructure would be installed along the median lanes.



# SR 85 Transit Guideway Study

*PAB Feedback - April 2019 Meeting*

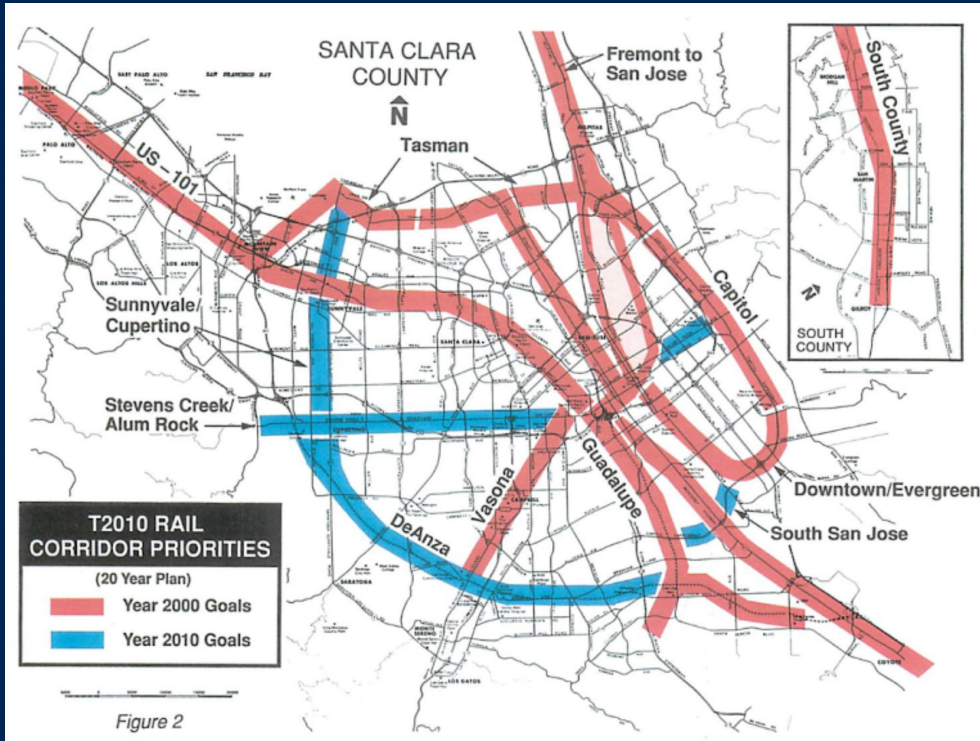
1. Fewer Stations
2. Station Locations
3. Generate revenue from Corporate Shuttles

# SR 85 Transit Guideway Study

## *Staff Takeaways*

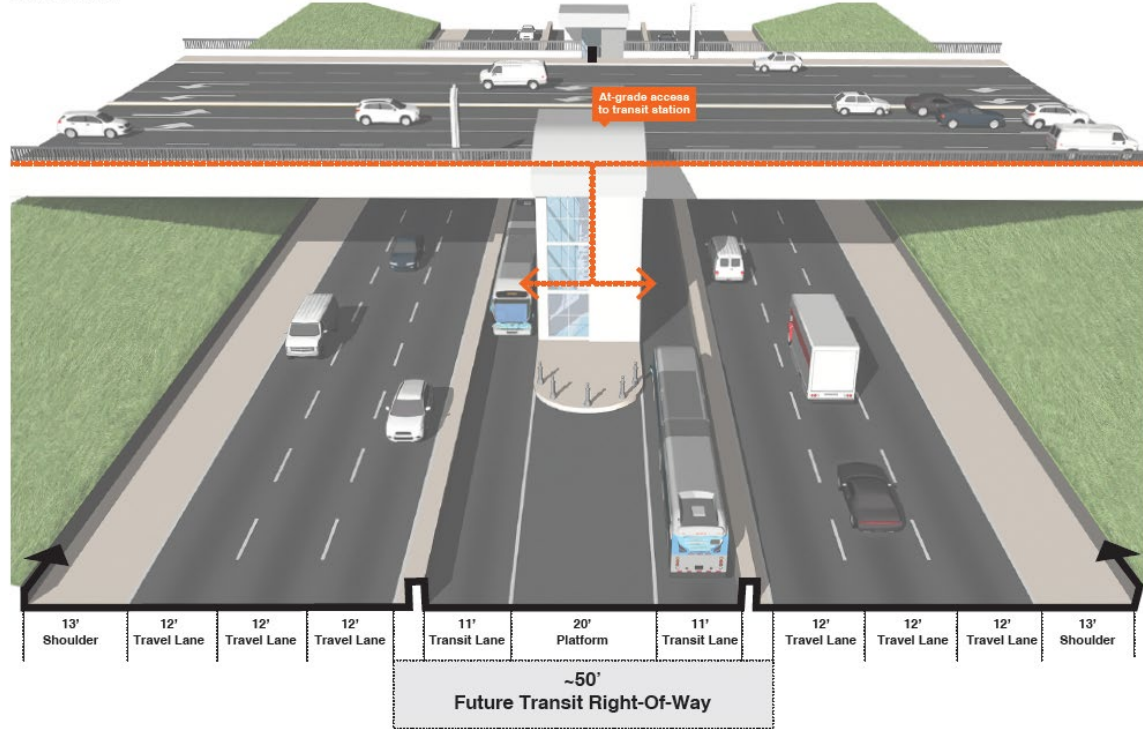
1. Transit Propensity Assumptions in Travel Market Analysis
2. Priority should be on speed of service
3. A Protected Transit Guideway from US 101 to Mountain View is preferred

# SR 85 Transit Guideway Study



# SR 85 Transit Guideway Study

Cross Section



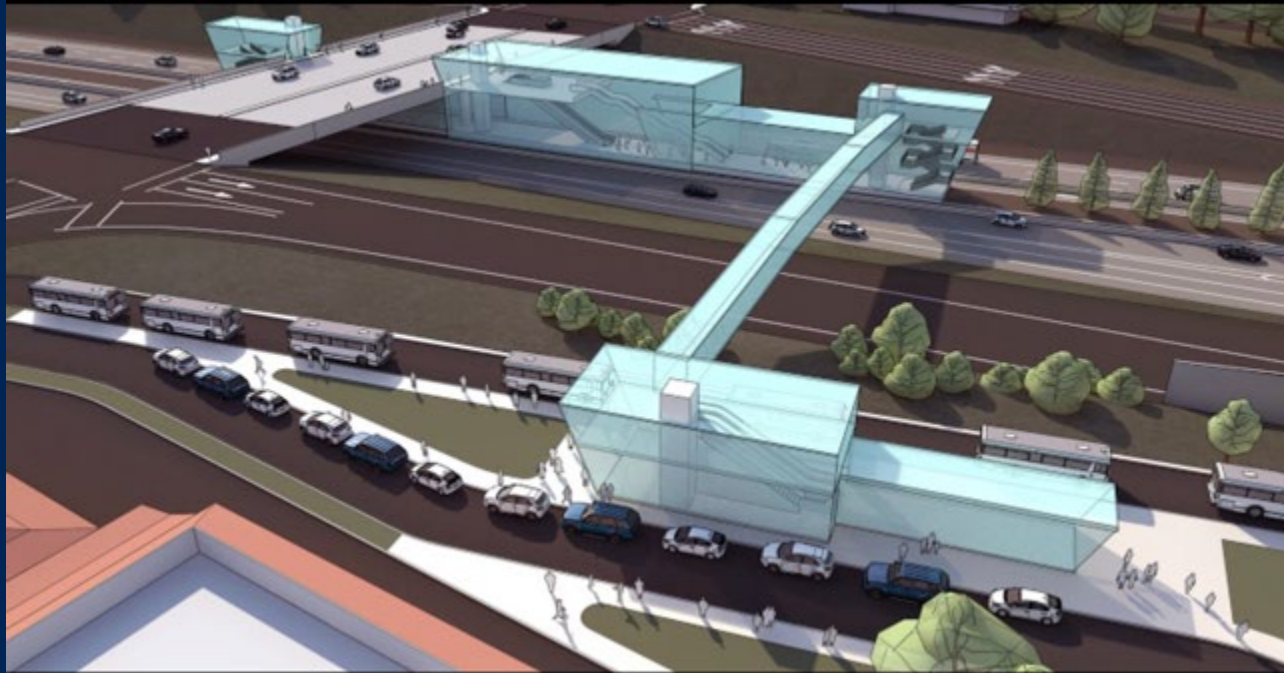


# SR 85 Transit Guideway Study





# SR 85 Transit Guideway Study

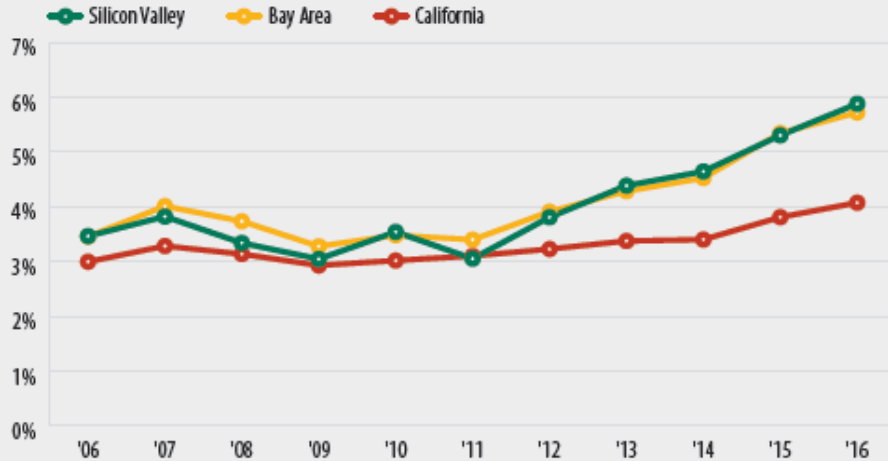


# SR 85 Transit Guideway Study

## Megacommuters

Percent of Local Employees With One-Way Commutes of More than 90 Minutes

Silicon Valley, Bay Area, and California | 2006-2016



Data Source: United States Census Bureau, American Community Survey Summary Files | Analysis: Jon Haveman, Marlin Economic Consulting

*Megacommuting (commuting more than 90 minutes to or from work) rates have been increasing steadily in Silicon Valley, the Bay Area, and California since 2009 – nearly doubling in Silicon Valley over that time period.*

*Nearly six percent of Silicon Valley employees (84,000 people) travel more than three hours each day to/from work.*

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