

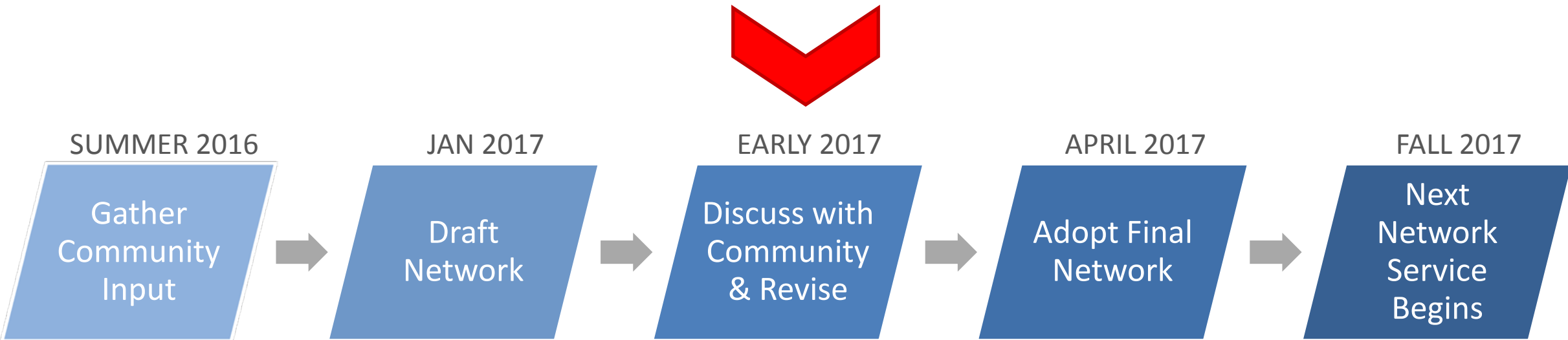
Morgan Hill Study Session

Draft Transit Service Plan

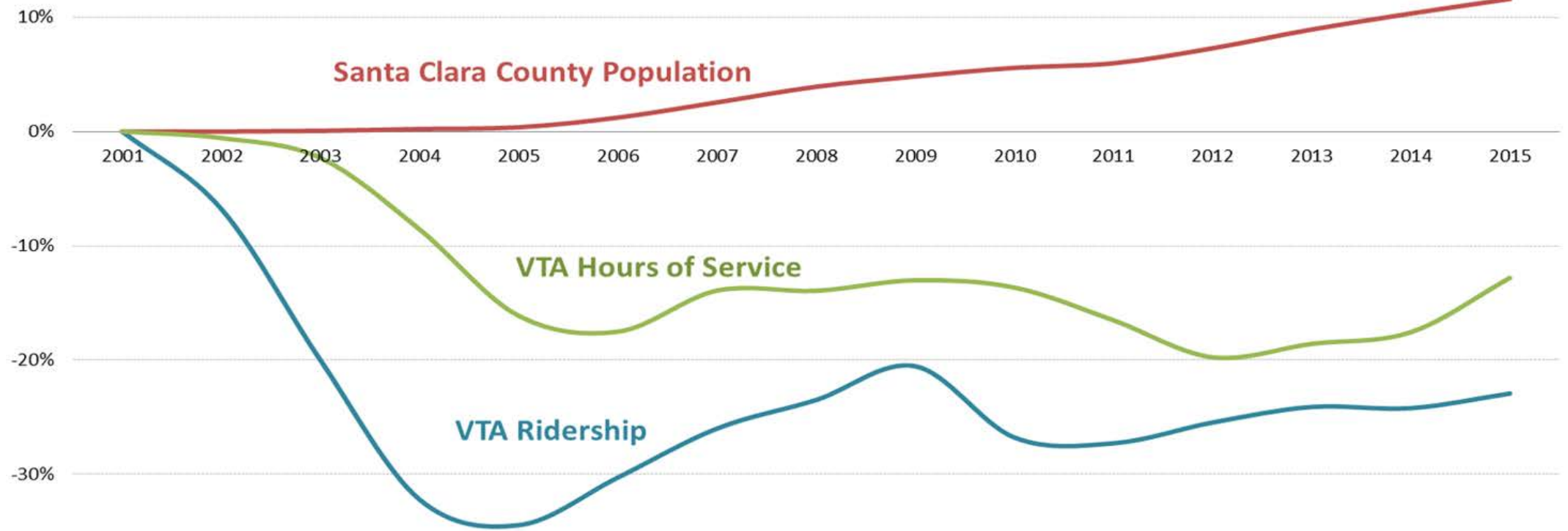
January 25, 2017



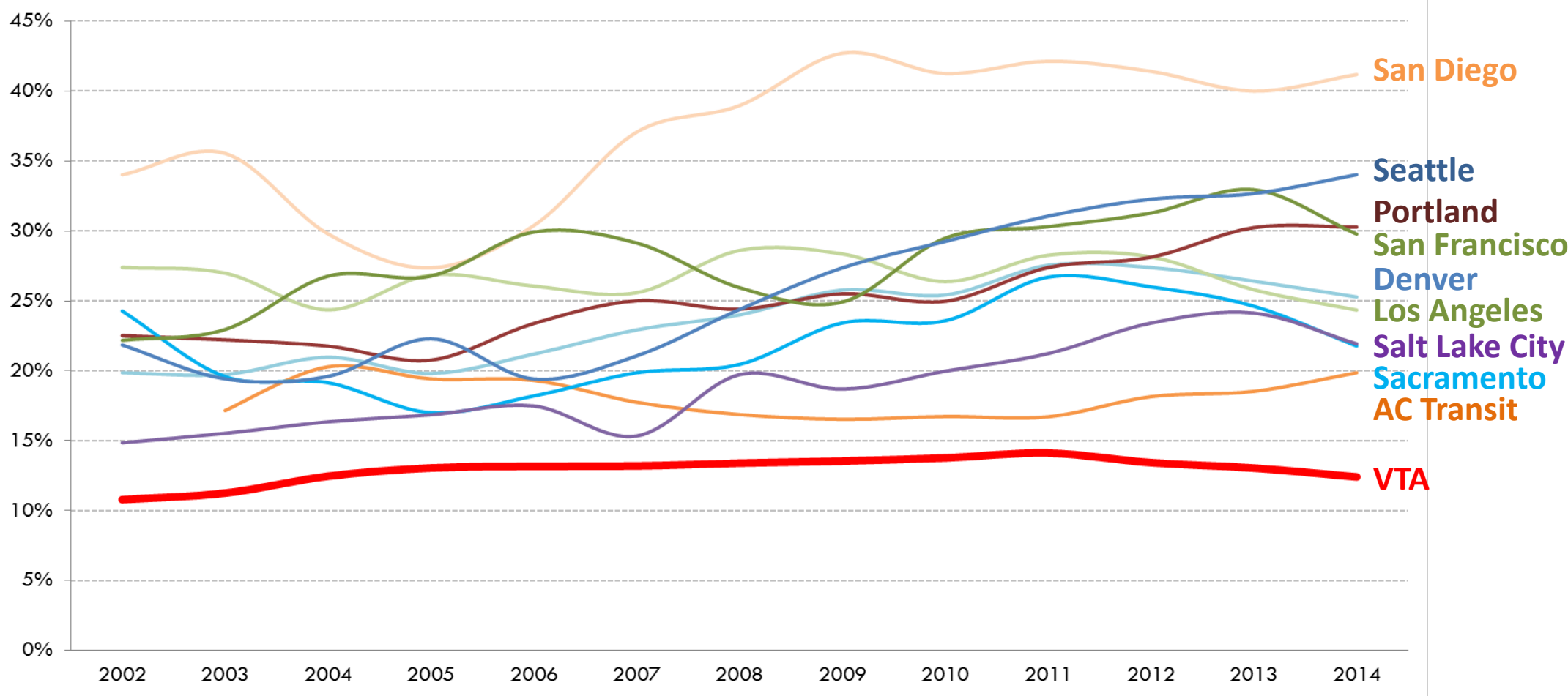
Project Schedule



Goal: Increase Transit Ridership



Goal: Improve Efficiency



Goal: Connect to BART at Milpitas and Berryessa



Summer 2016 Outreach



Public Meetings

- **12** Community Meetings
- **15** Neighborhood Meetings
- **104,000** Unique Website Visits
- **1,139** Social Media Interactions
- **860** Email List Subscribers
- **2,236** Online Survey Responses
- **12** Blog Posts
- **150** Rider Comments

4 Community Leader Workshops

- Elected officials, community organizations, neighborhood leaders



What We Heard



Walk farther to more frequent transit



Walk farther to faster transit



Prefer frequent service with transfers over infrequent direct service



Some Transit Service for Ridership Purposes

- Service that fills a bus
- Service meant to reduce congestion
- Service for environmental benefits
- Service dollars allocated to “most productive” use

Ridership is the goal and measure of success



Some Transit Service for Coverage Purposes

- Service to a regional destination
- Service for seniors
- Service for communities that rely on transit
- Service for isolated communities
- Service for a community with no other transportation option

Ridership is not the goal or measure of success

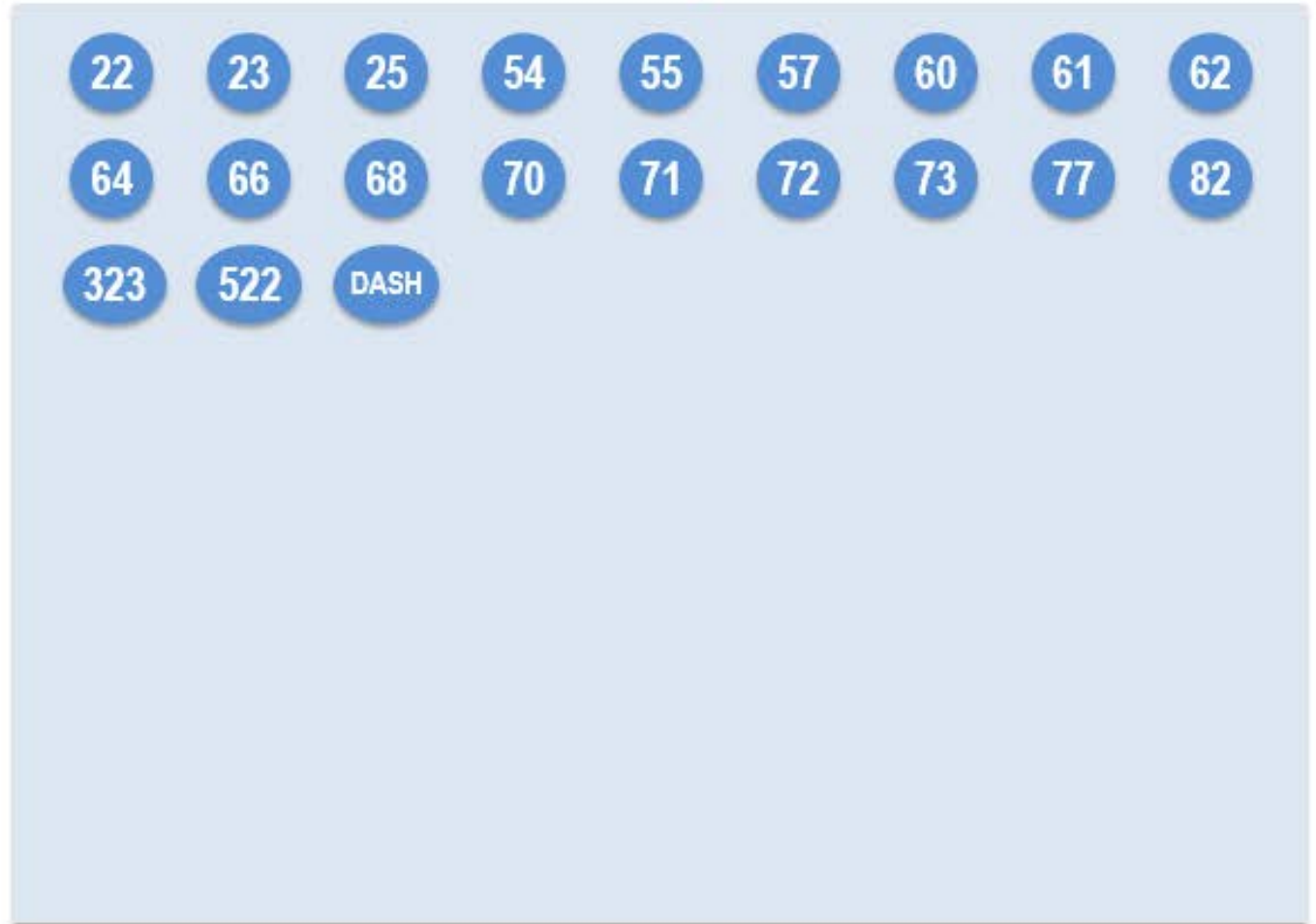


VTA Routes Classified by Purpose

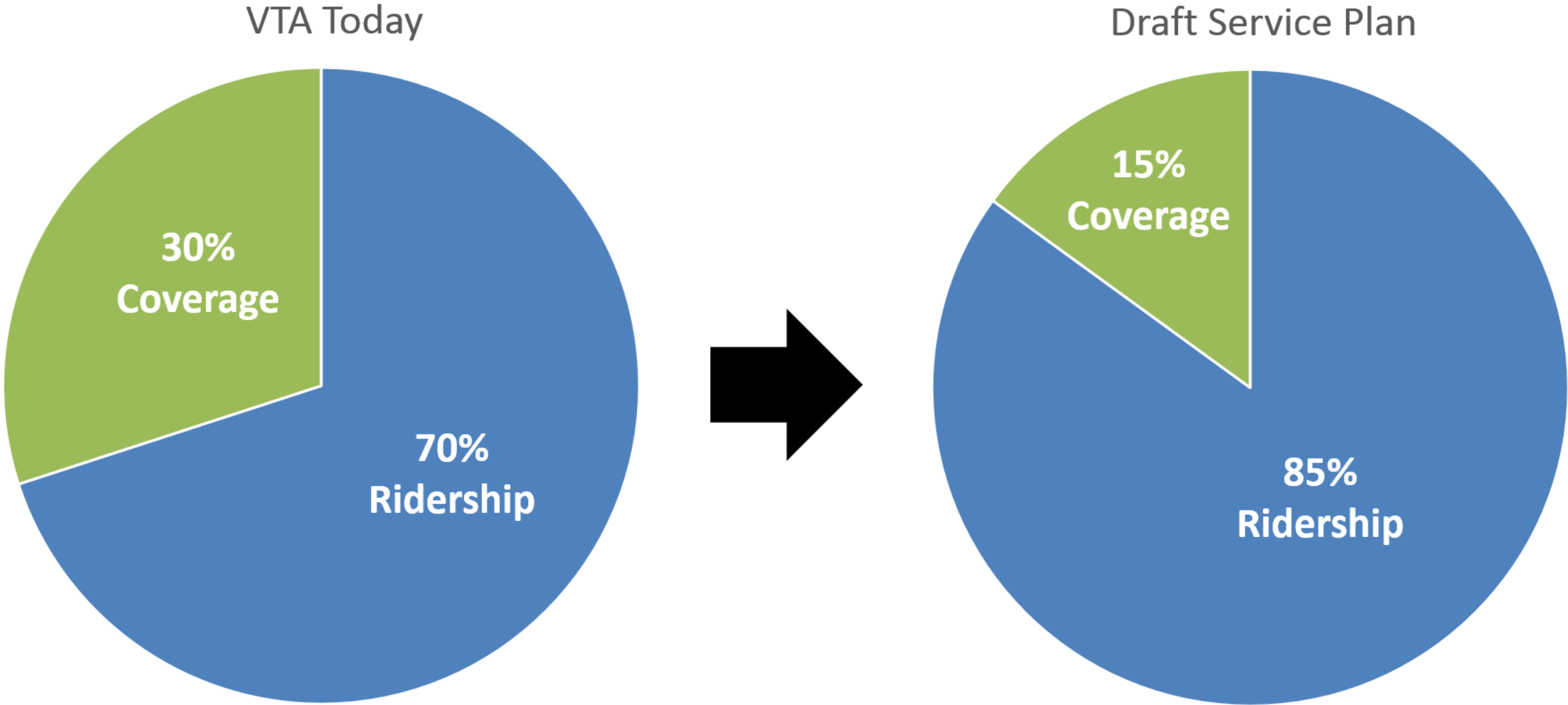
Coverage 30%



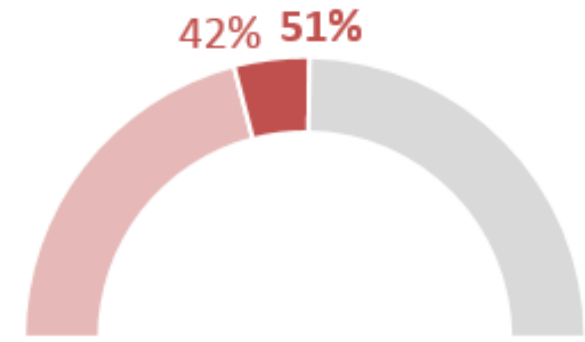
Ridership 70%



Direction from Community to Reallocate Resources

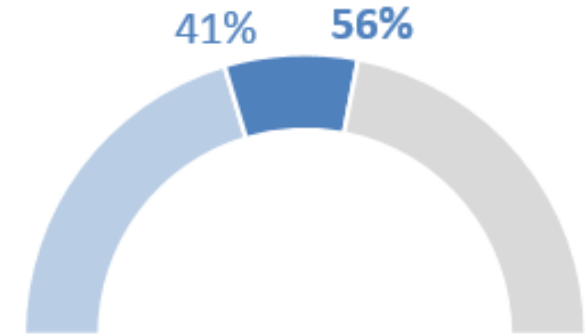


160,000 more people



+

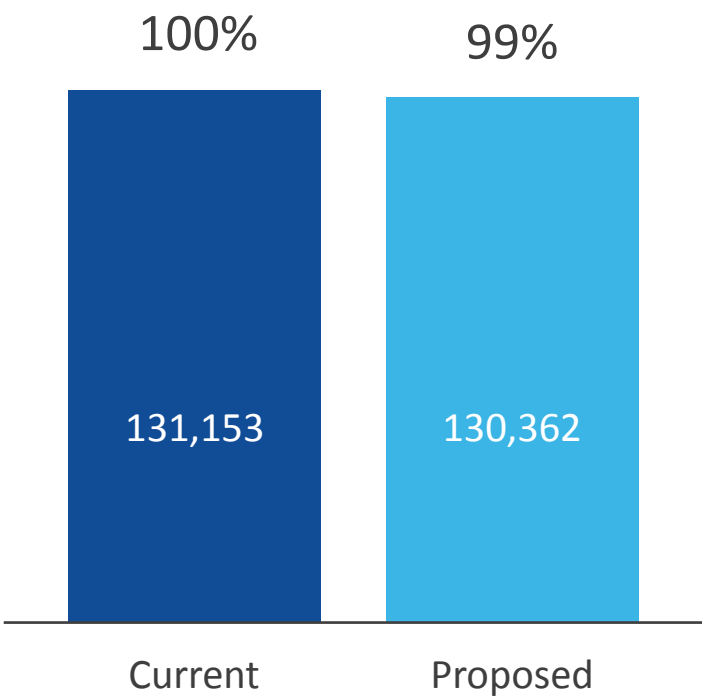
150,000 more jobs



near the **frequent transit network**



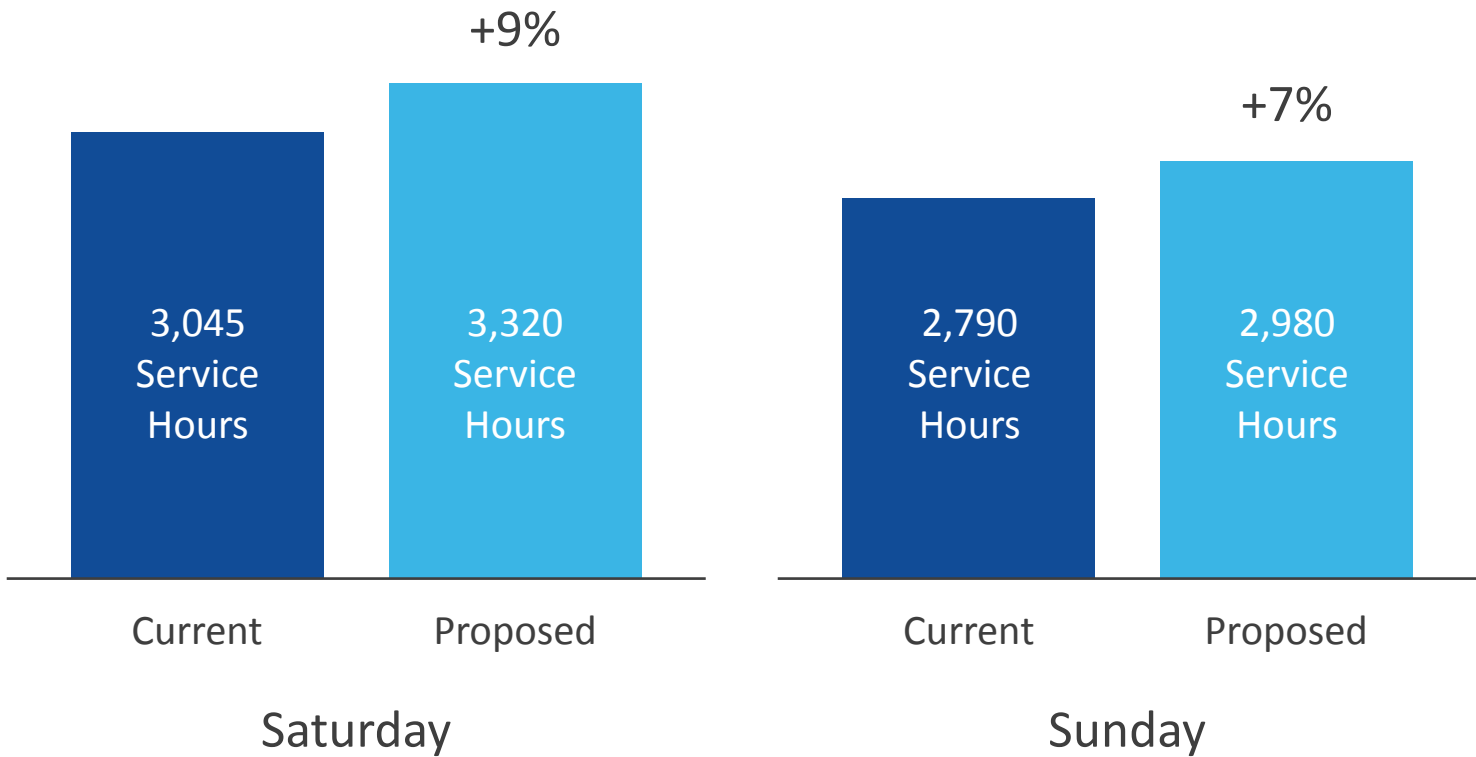
Access for Current Riders



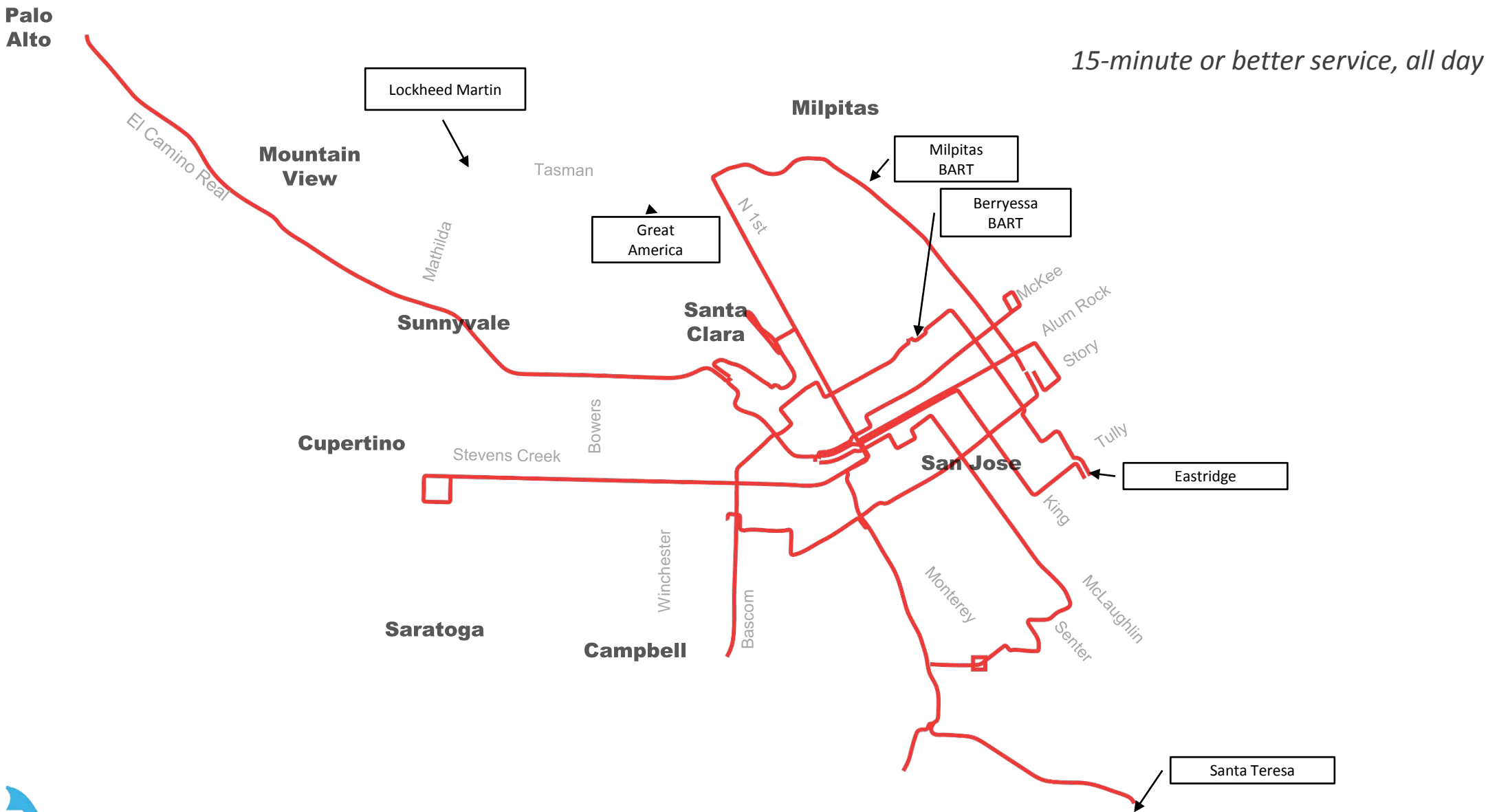
Current Riders Near Transit



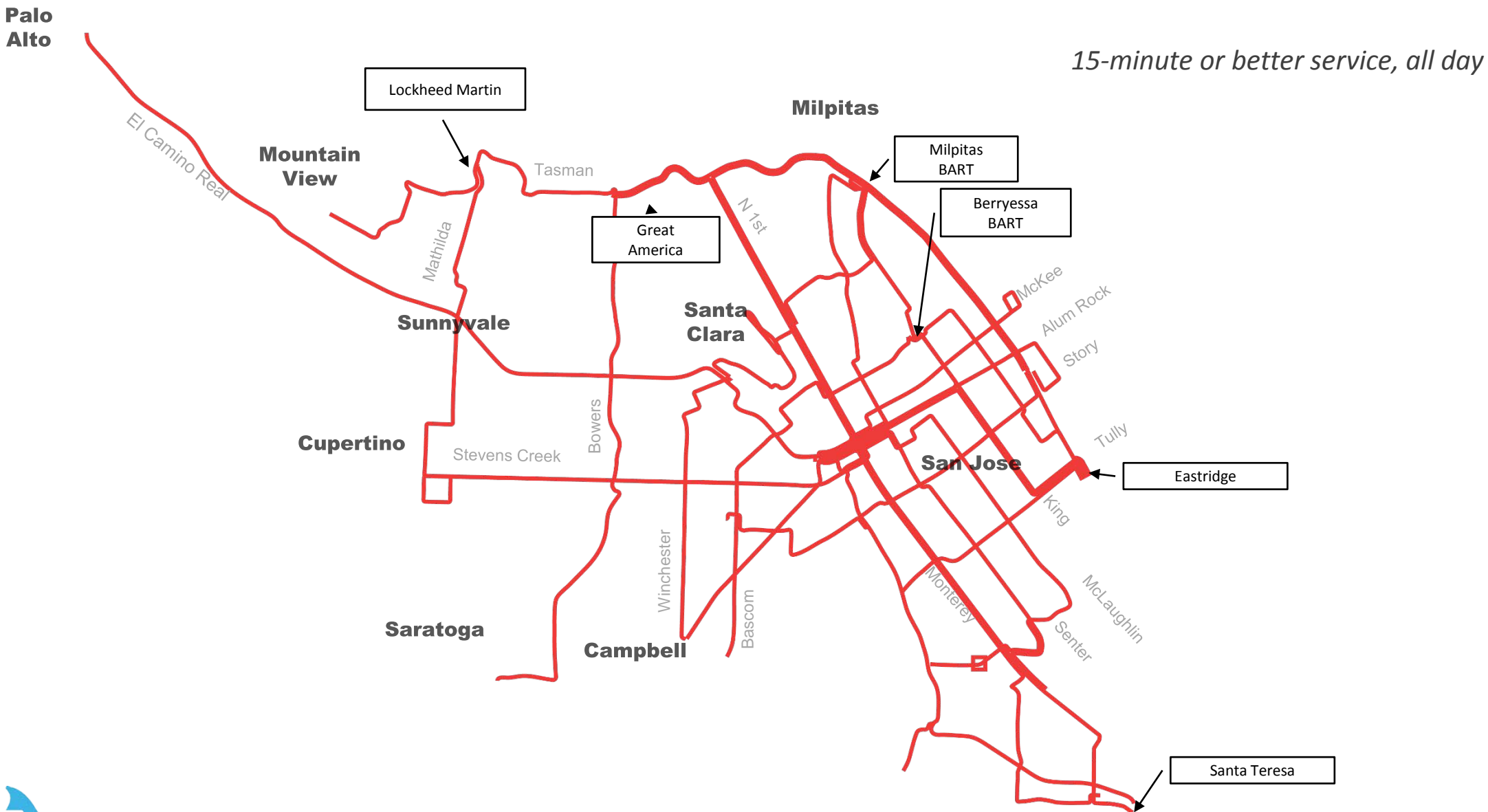
More Weekend Service



Existing Grid of Frequent Routes



Proposed Expanded Grid of Frequent Routes



Existing Rapid Service

Palo Alto
Transit Center

Palo Alto

**Mountain
View**

522

El Camino Real

Sunnyvale

**Santa
Clara**

522

The Alameda

Cupertino

Stevens Creek

De Anza
College

Vallco

Valley Fair/
Santana Row

Diridon
Station

San Jose

Eastridge Transit Center

Wide Stop Spacing
Transit Signal Priority

522

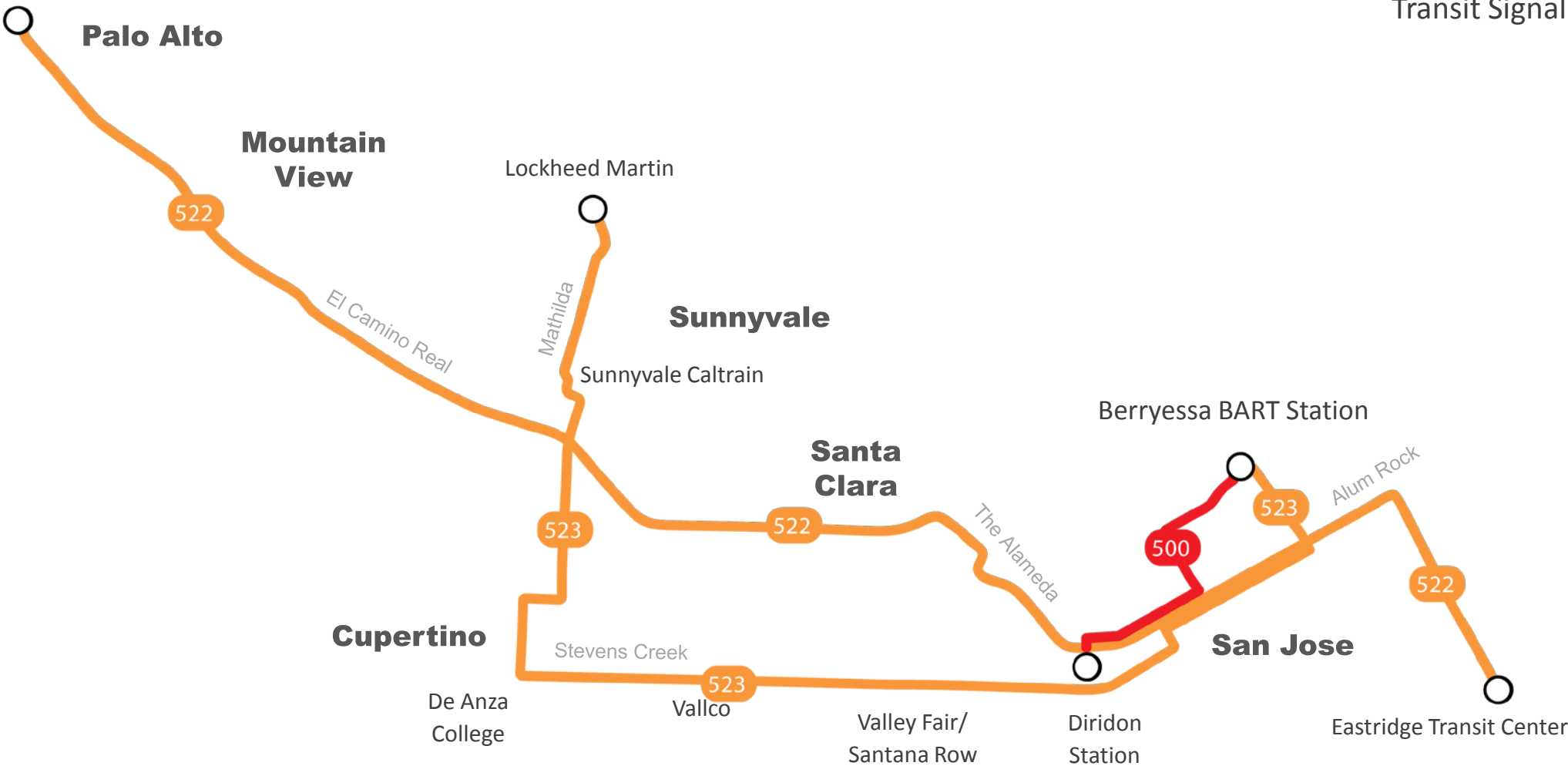
Alum Rock



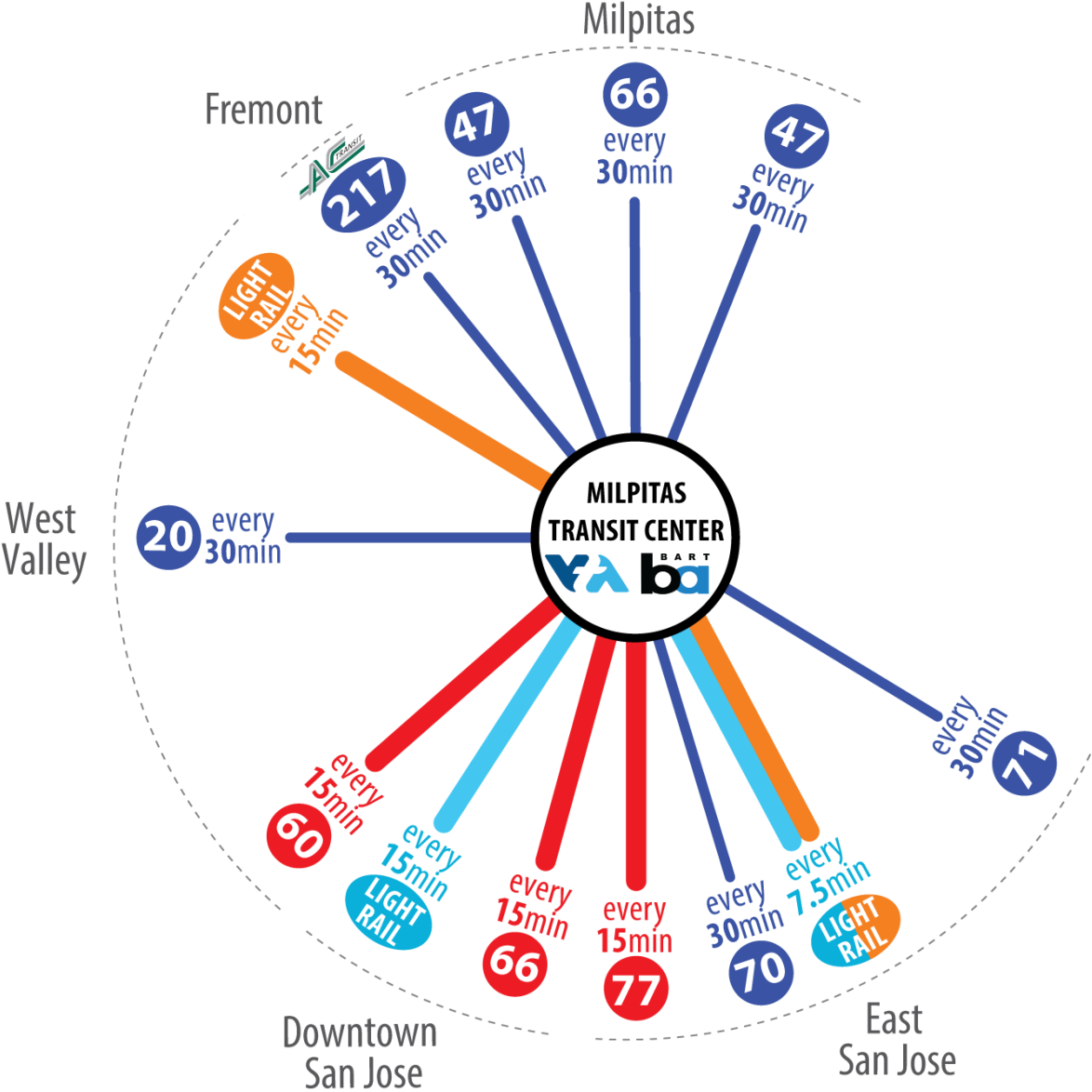
Proposed Rapid Service

Palo Alto
Transit Center

Wide Stop Spacing
Transit Signal Priority



BART Connections - Milpitas

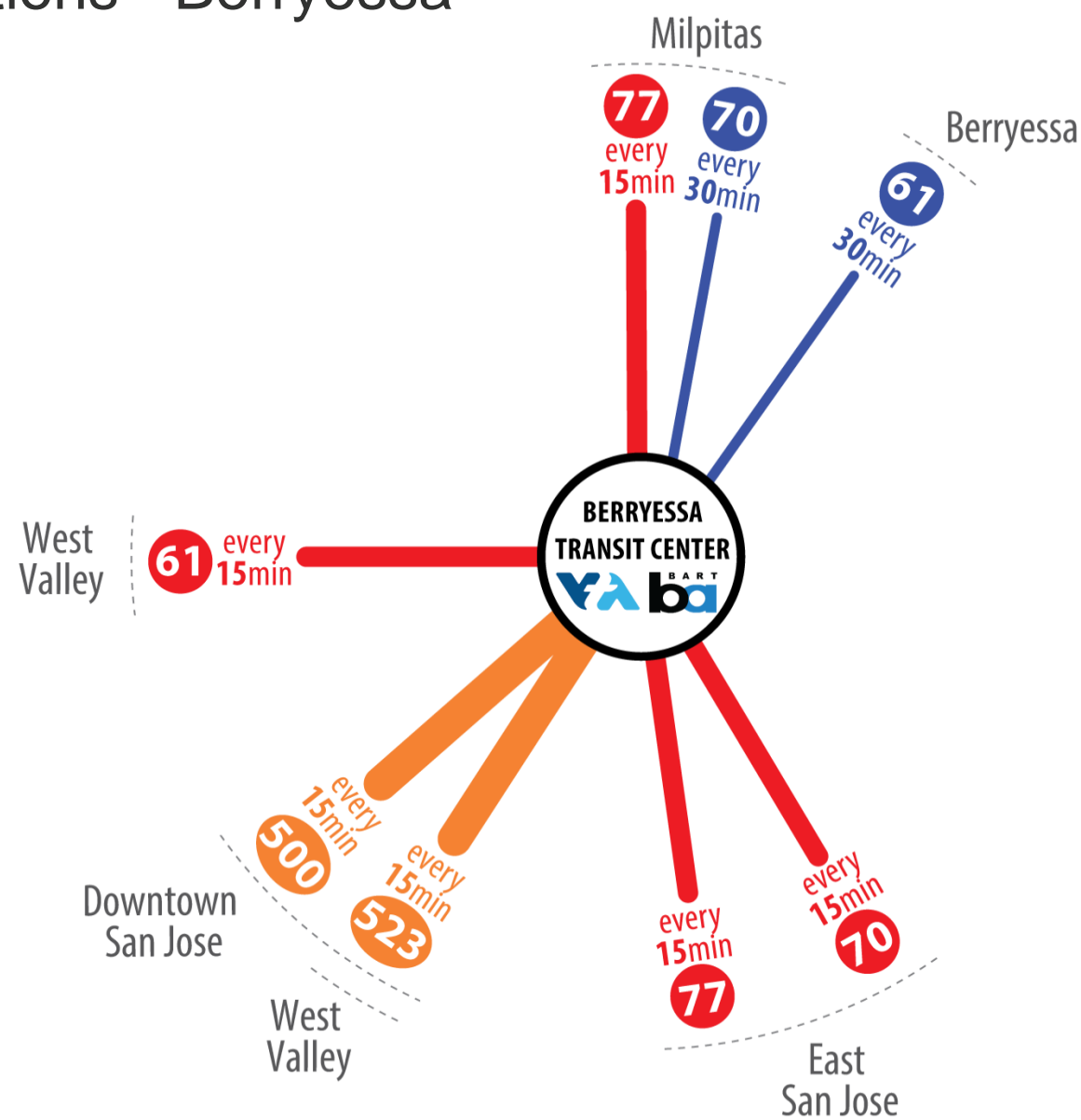


42

Buses & Light Rail Trains Per Hour



BART Connections - Berryessa



28
Buses Per Hour



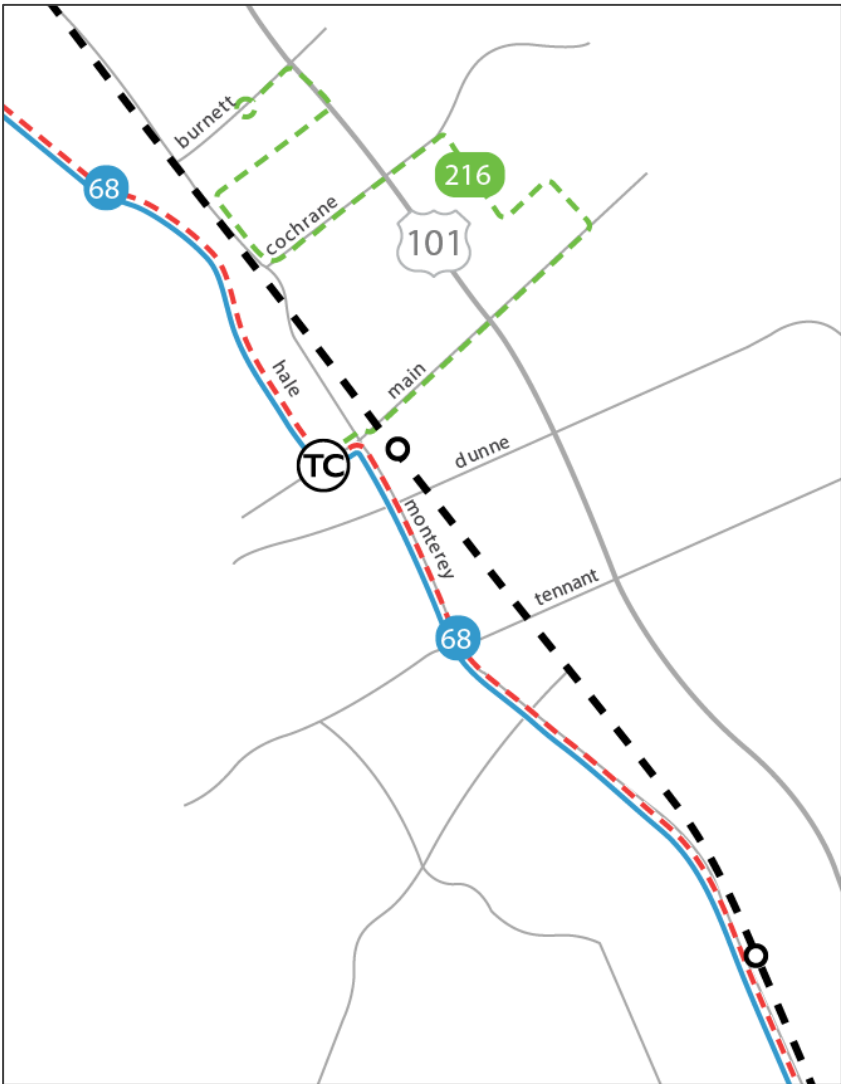
Proposed Light Rail Network



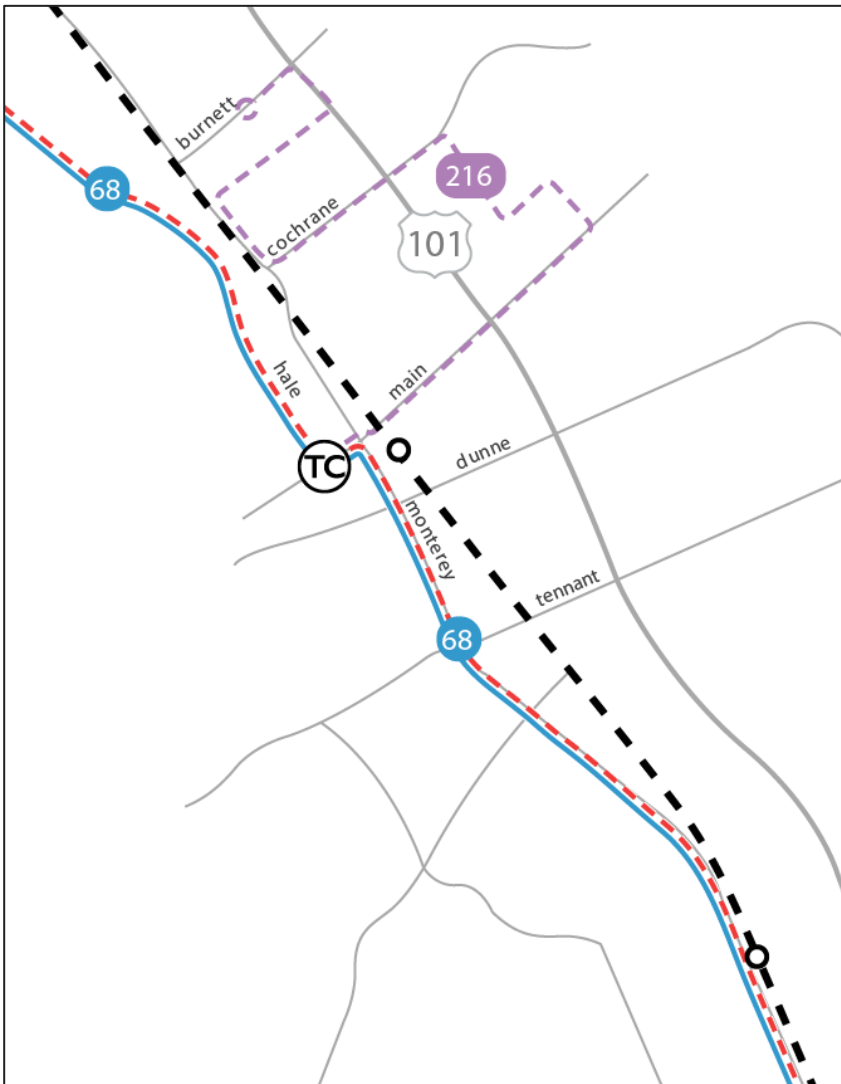
Proposed Changes in Morgan Hill

Frequency (minutes)

- 30 (with 15 peak)
- 60 (peak only)
- School Trips
- Caltrain



Current



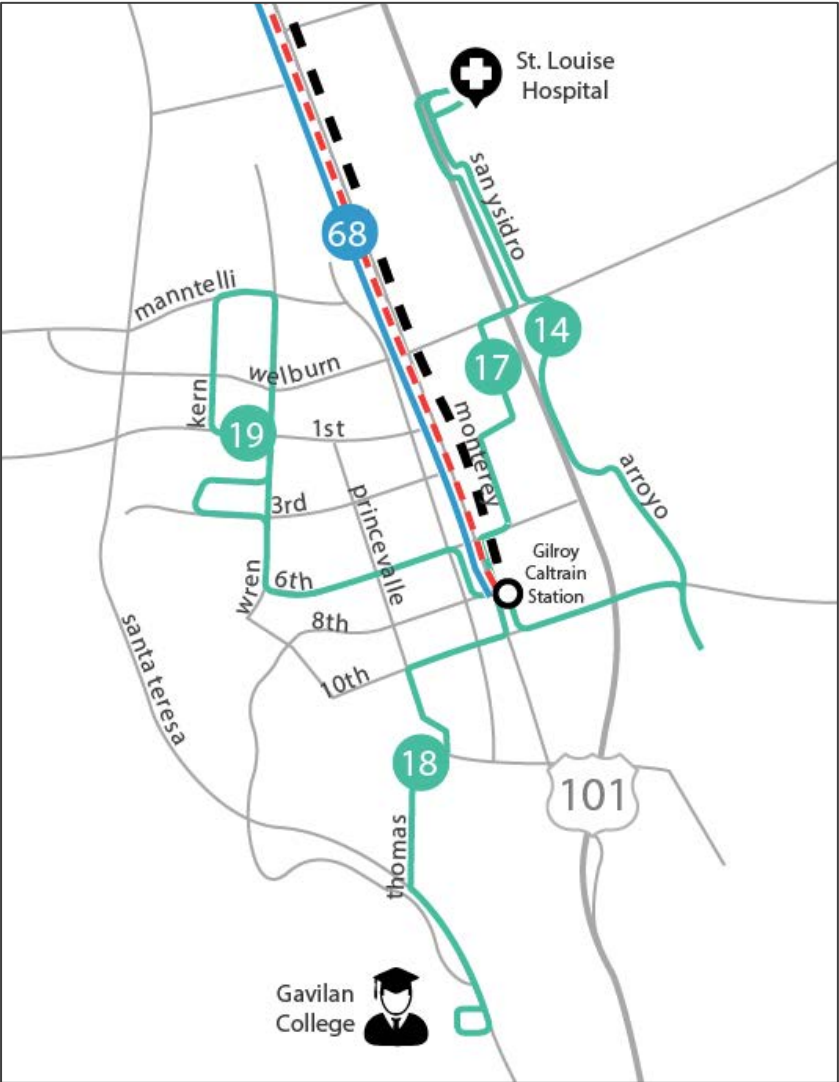
Proposed



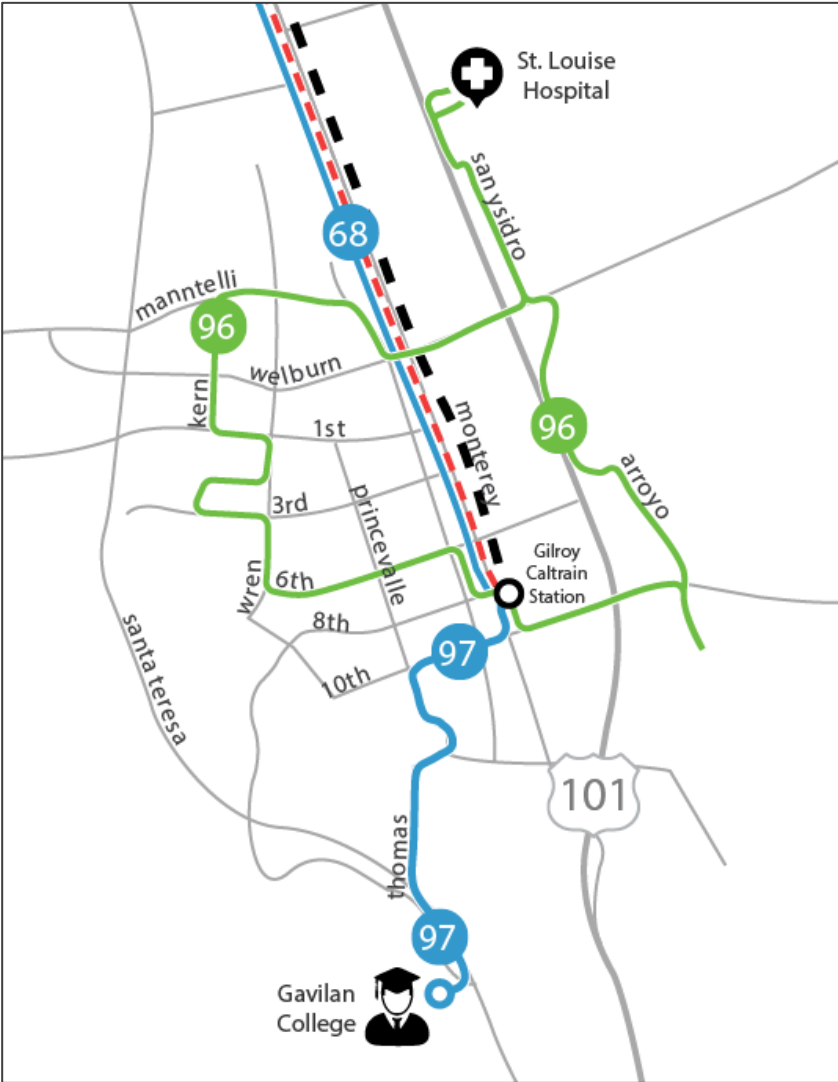
Proposed Changes in Gilroy

Frequency (minutes)

- 30 (with 15 peak)
- 30
- 45
- 60
- School Trips
- Caltrain



Current



Proposed

VTA Express Bus network remains unchanged
(except routes to Fremont BART, replaced by BART extension)



Related Efforts

2016 Measure B

\$500 million over 30 years (\$16.7 million per year) is eligible to be used for transit:

- Expand mobility services and affordable fare programs for seniors, disabled, students and low-income riders
- Enhance frequent core bus network
- Improve amenities at bus stops to increase safety, security and access
- Support new innovative transit service models to address first/last mile connections



Related Efforts

Fare Study

Design of the transit network and fare policy work in harmony

- Evaluate free transfers
- Youth and EcoPass pricing
- Base fare change (\$2.00 to \$2.25 or \$2.50)
- Continuation or expansion of TAP Program (low-income passes)
- Community bus fare elimination



Related Efforts

Paratransit Policy Update

Update paratransit policy so that no current paratransit users in Santa Clara County are negatively impacted (access to paratransit or fares) by transit network changes.

Core Connectivity

Exploring service models that are a better fit for suburban land use patterns

- Contributions to city shuttle programs
- Subsidizing rides made by on-demand services



VTA's Next Network

DRAFT PLAN

ESPAÑOL

TIẾNG VIỆT

中文

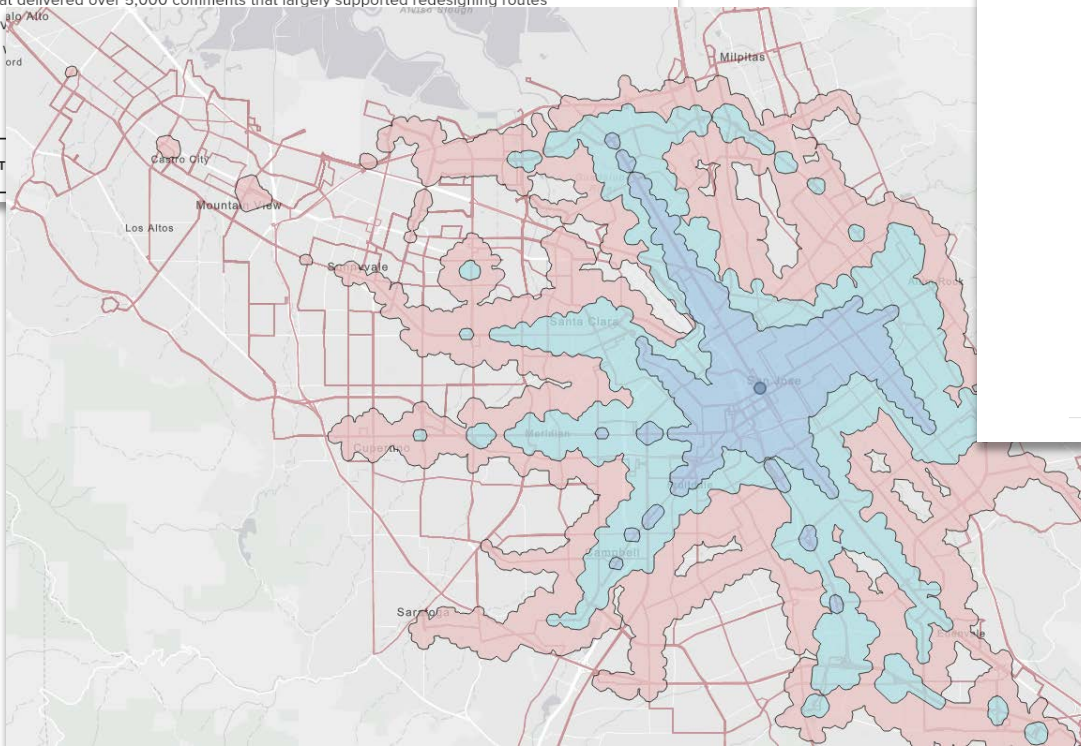
한국어

TAGALOG

About the Plan

VTA is planning to change its transit service in the fall of 2017 to coincide with the start of BART service to Santa Clara County. Beginning January 5, 2017, VTA's Draft Next Network Plan will be available for review and you're invited to share your recommendations to make the draft plan better--VTA will be **accepting comments from January 5 through February 20**. Please use the links below to see the proposed changes to each route and learn more about the plan's goals.

The Draft Plan incorporates public input gathered over the past year. VTA began [the planning process](#) in the spring of 2016 with an [extensive outreach campaign](#) that delivered over 5,000 comments that largely supported redesigning routes to increase ridership and improve cost-effectiveness. The plan includes changes to route frequencies, increasing frequent routes across the county, increasing



nextnetwork.vta.org

project website

60

ROUTE 60

Combine with Route 10 to create new Route 60, which would connect Mineta San Jose Airport to Milpitas BART Station, Valley Fair, Santana Row and Downtown Campbell. Increase weekend frequency.

Weekday Frequency

CURRENT	PROPOSED
30 min midday	15 min midday
15 min peak	15 min peak

Saturday Frequency

CURRENT	PROPOSED
30 min all day	20 min all day

Sunday Frequency

CURRENT	PROPOSED
30 min all day	20 min all day

Hours of Operation

WEEKDAY:	5:00AM to 11:00PM
SATURDAY:	5:00AM to 11:00PM
SUNDAY:	5:00AM to 11:00PM



Project Schedule

