

VTA'S NEXT NETWORK PLAN

*Sunnyvale Council Study Session
July 12, 2016*

nextnetwork.vta.org



VTA'S NEXT NETWORK PLAN

Redesign of VTA's transit network

- Increase ridership
- Improve farebox recovery rate
- Improve connections to future BART service (2017)



SANTA CLARA COUNTY (2001 TO 2015)

+12%

POPULATION

-13%

REVENUE HOURS

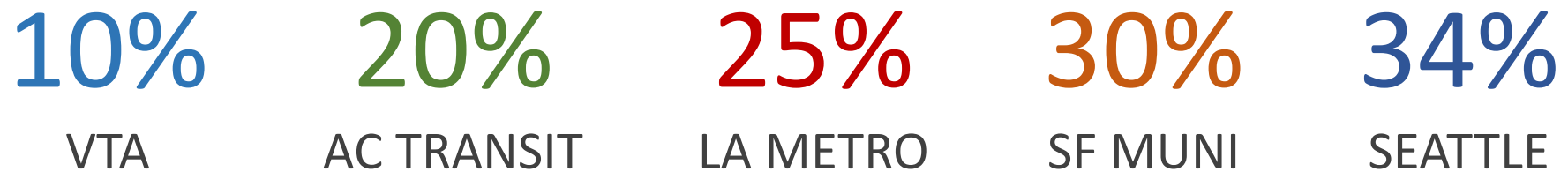
-23%

RIDERSHIP

- Cost of labor increasing, transit funding unchanged
- VTA can afford fewer service hours than it used to
- Service becomes less frequent, access decreases



VTA FAREBOX RECOVERY RATE



- VTA has not raised fares since 2008
- Built environment less favorable to transit use and cost-effective transit operation



CAUSES OF TRANSIT PRODUCTIVITY

- Land use
 - Street network
 - Transit service
- } City Control

Increasing transit ridership requires partnership



THE RIDERSHIP RECIPE

Frequent all-day transit service following patterns of:

- Density
- Walkability
- Linearity
- Proximity



FREQUENCY

Frequency has triple payoff:

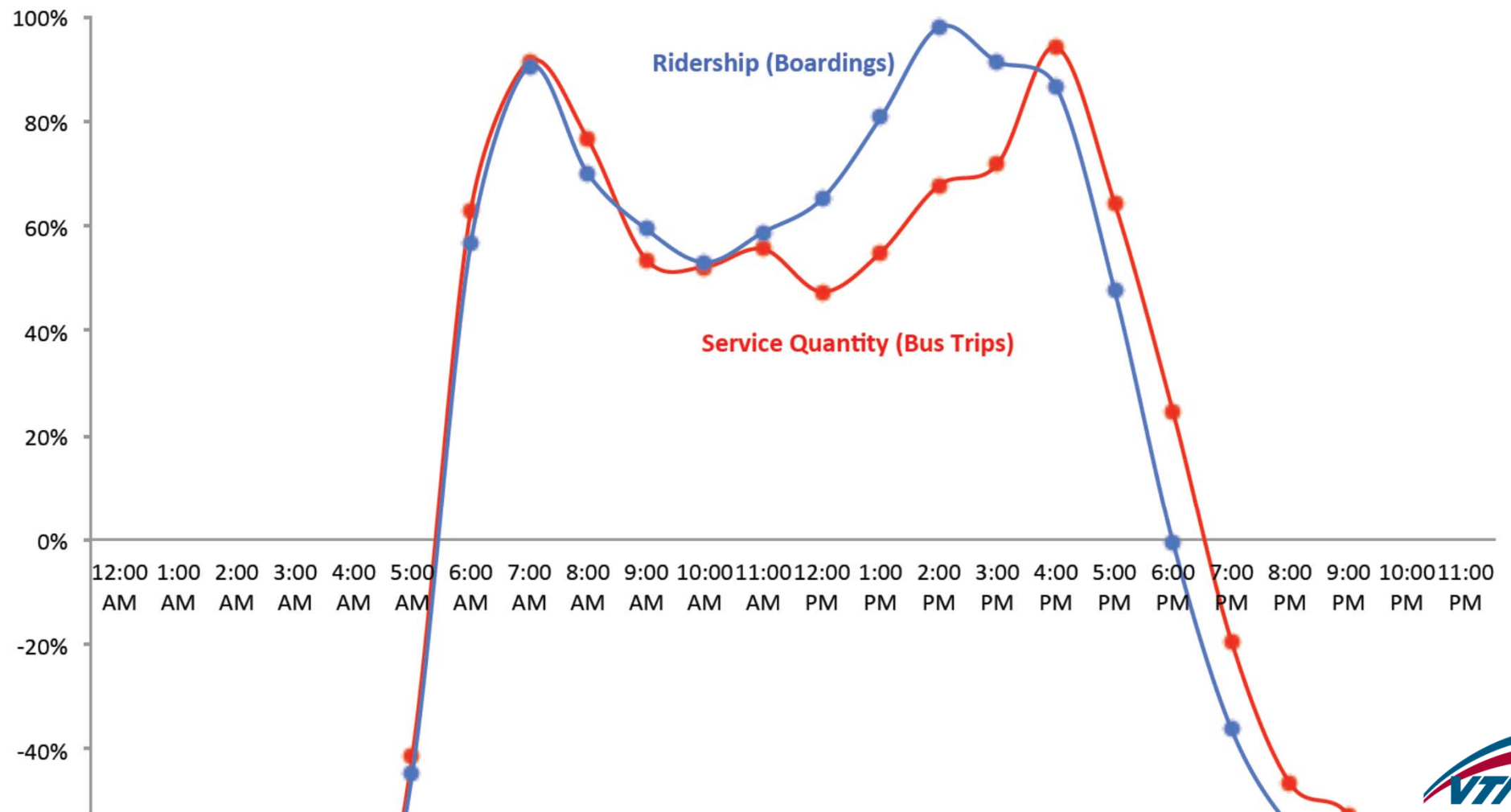
- Transit is always coming soon
- Transfers are short
- Frequent service creates reliability



ALL-DAY

- Transit riders tend to be lower income, students, service sector workers
- Service sector workers tend to travel outside the peak period
- VTA ridership not very peaked





DENSITY

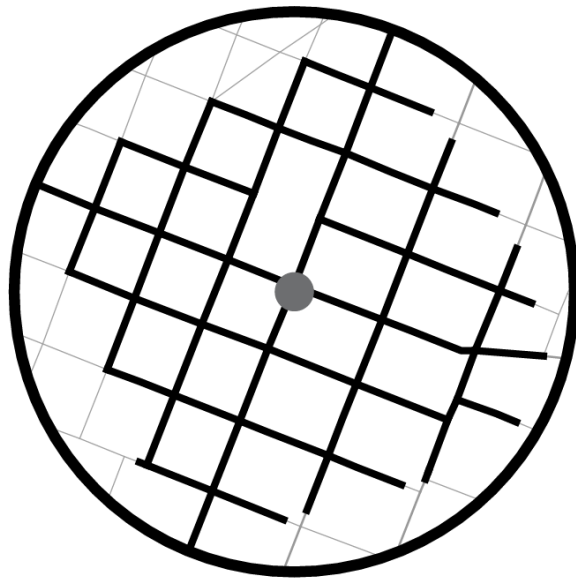


Higher Ridership

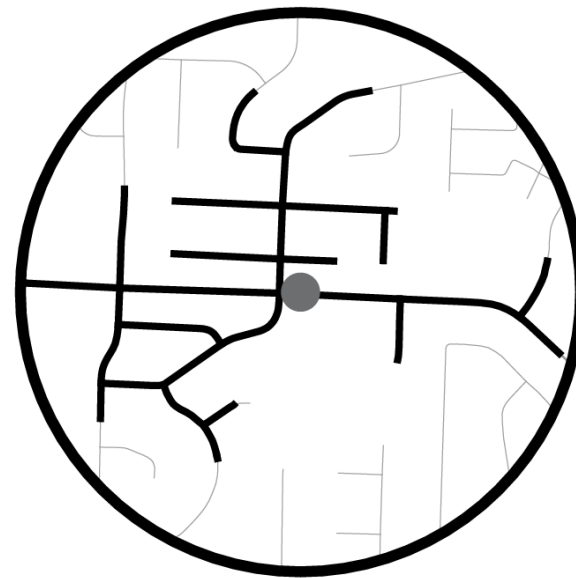


Lower Ridership

WALKABILITY



Higher Ridership

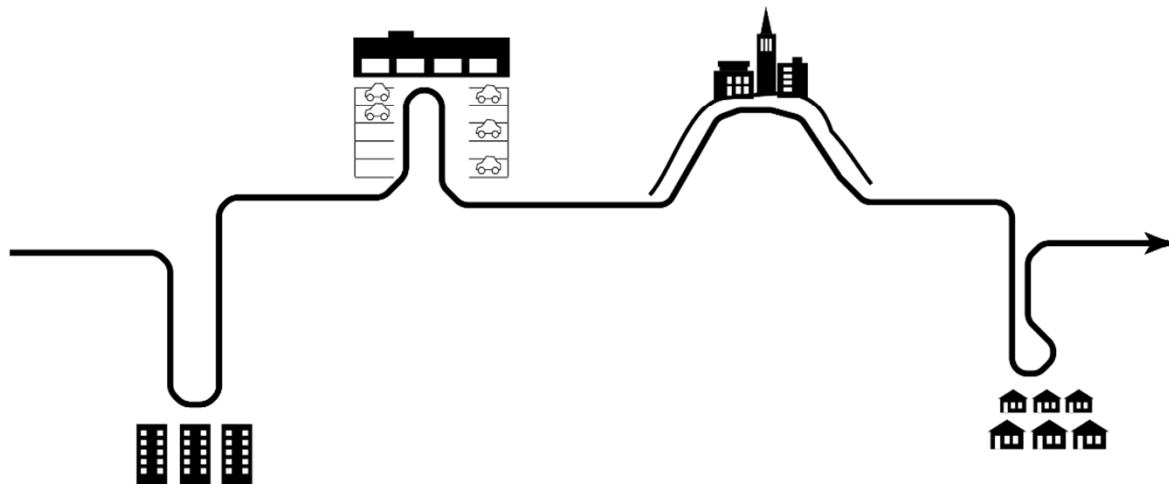


Lower Ridership

LINEARITY



Higher Ridership



Lower Ridership

PROXIMITY



Higher Ridership



Lower Ridership

IS HIGHER RIDERSHIP WHAT YOU WANT?

budget-neutral plan will require tradeoffs



THE PURPOSE OF PUBLIC TRANSIT

Ridership Goal: “Think like a business”

- Focus where ridership potential is highest
- Support dense and walkable development
- Maximize VMT reduction
- Maximize cost-effectiveness of public funds



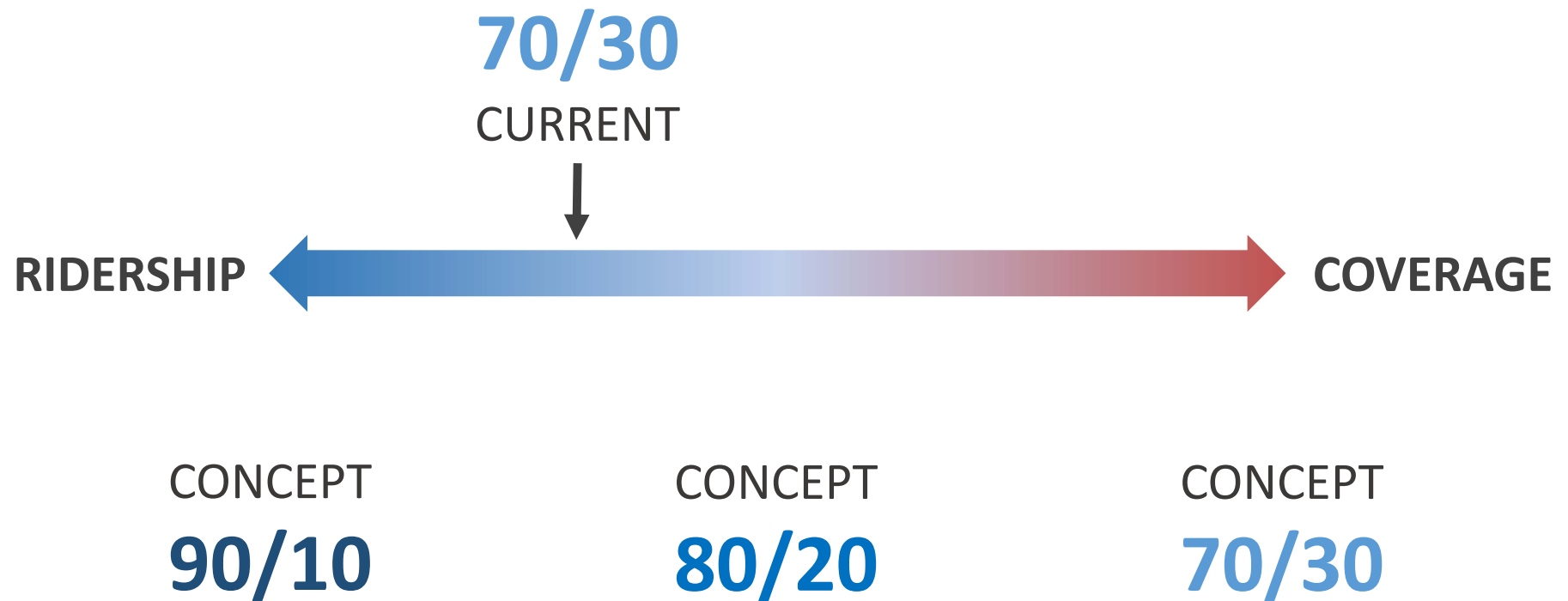
THE PURPOSE OF PUBLIC TRANSIT

Coverage Goal: “Think like a government service”

- “Access for all”
- Support suburban low-density development
- Lifeline access for everyone



RIDERSHIP/COVERAGE SPECTRUM



NETWORK CONCEPTS

All concepts include:

- Expand weekend service
- Expand grid network
- Connect to BART
- Use same service hours

Not shown on map:

- VTA Express
- Caltrain/ACE shuttles

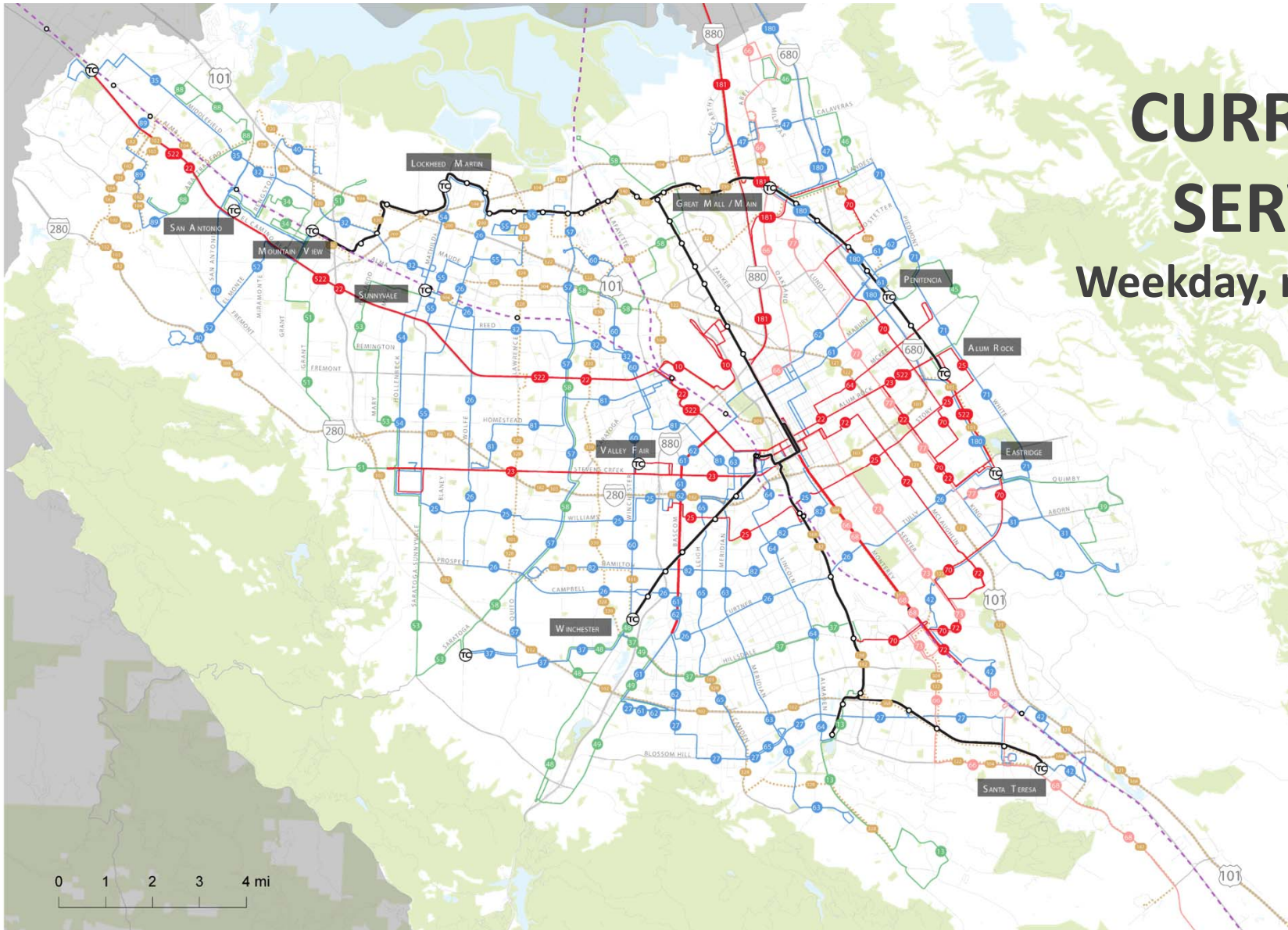


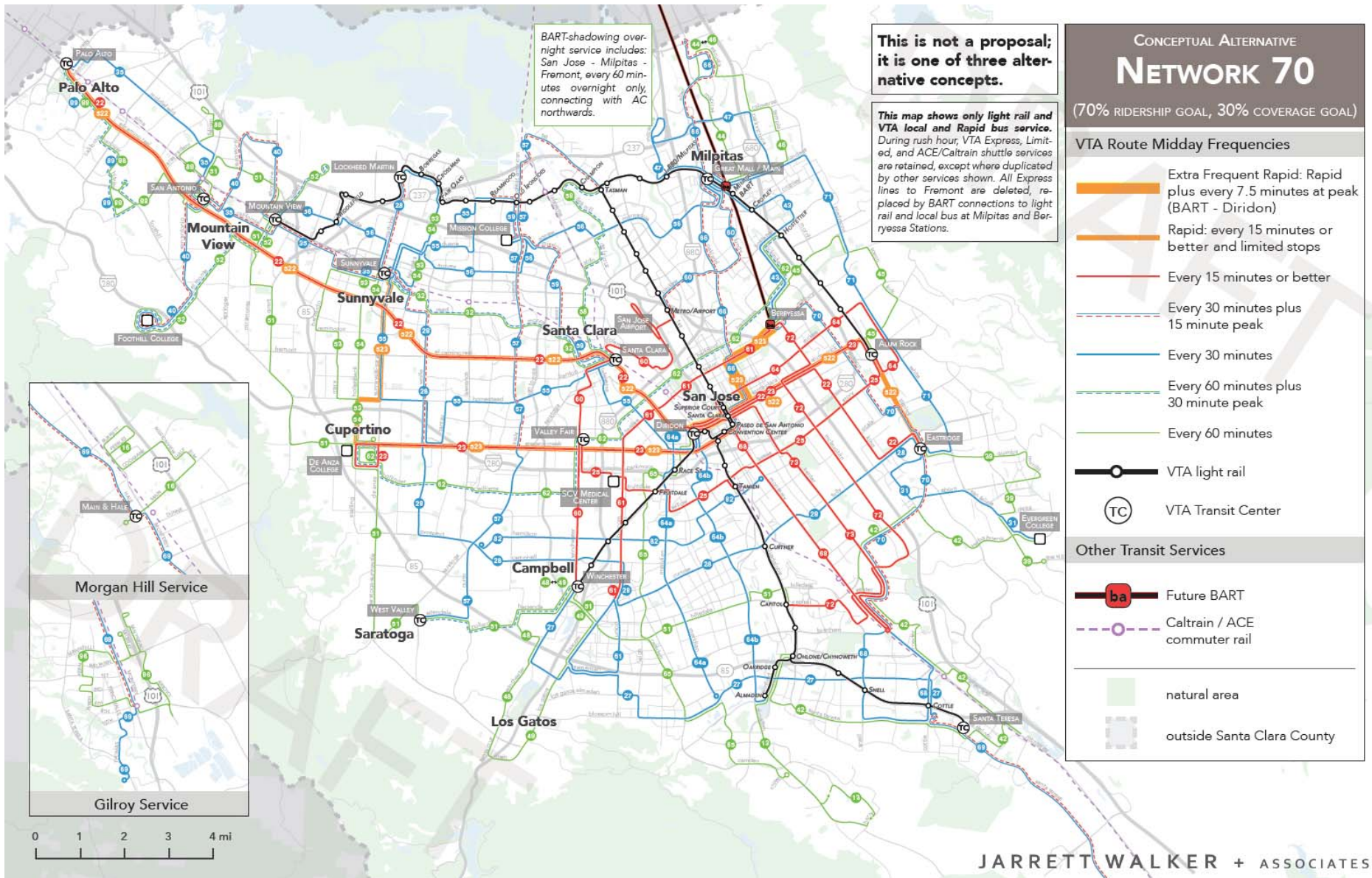
PLEASE LEARN FOUR COLORS

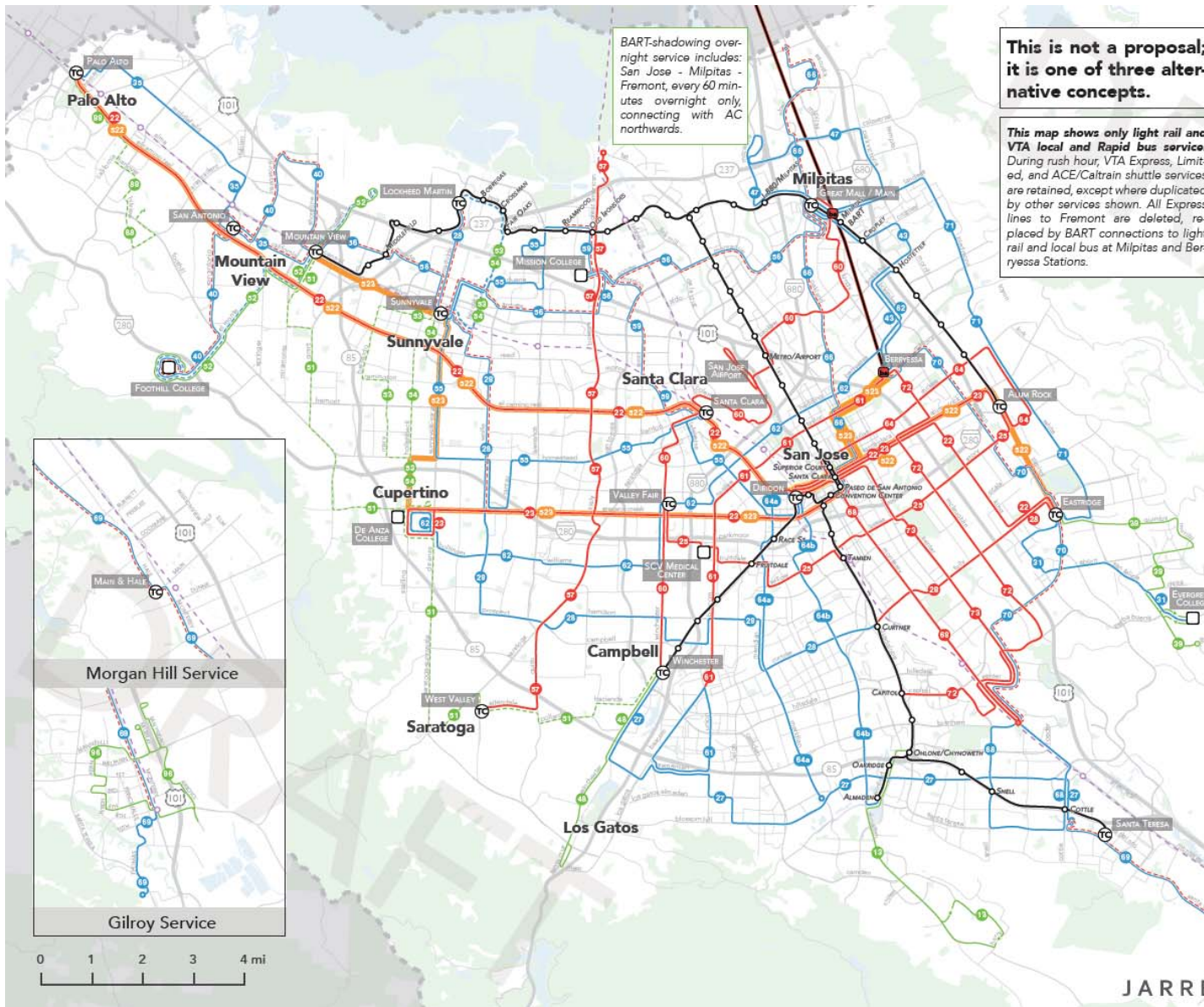
	Rapid. Every 15 min or better and widely spaced stops	}	FREQUENT NETWORK
	Every 15 minutes		
	Every 30 minutes		
	Every 60 minutes		

CURRENT SERVICE

Weekday, midday







CONCEPTUAL ALTERNATIVE
NETWORK 80
(80% RIDERSHIP GOAL, 20% COVERAGE GOAL)

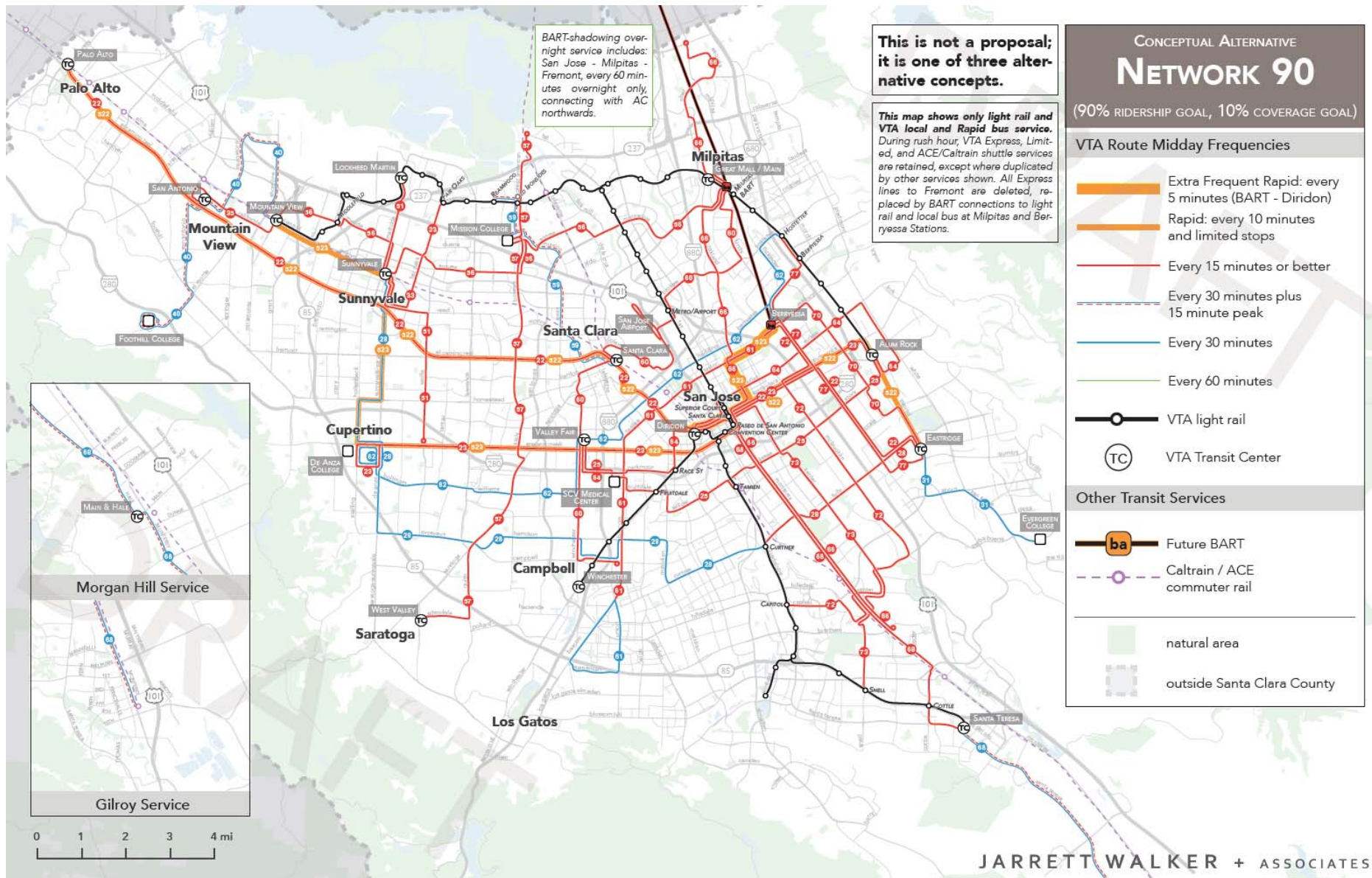
VTA Route Midday Frequencies

- Extra Frequent Rapid: Rapid plus every 6 minutes at peak (BART - Diridon)
- Rapid: every 12 minutes or better and limited stops
- Every 15 minutes or better
- Every 30 minutes plus 15 minute peak
- Every 30 minutes
- Every 30 minutes peak only
- Every 60 minutes plus 30 minute peak
- Every 60 minutes
- Every 60 minutes peak only

VTA light rail
 VTA Transit Center

Other Transit Services

- Future BART
- Caltrain / ACE commuter rail
- natural area
- outside Santa Clara County



SUNNYVALE CONCEPTS

Stronger Grid Network

- Increased frequency in Mathilda/De Anza Corridor
- Increased frequency in Fair Oaks, Wolfe corridors



SUNNYVALE CONCEPTS

More Frequency in North Sunnyvale

- New light rail line between Milpitas BART and Mountain View
- New bus (Route 56) between Milpitas BART and Downtown Sunnyvale



SUNNYVALE CONCEPTS

Improve Sunnyvale-Mountain View connection

- Caltrain operates hourly during off-peak periods
- Few trains stop at both Sunnyvale and Mountain View
- Concepts 80 and 90 install rapid service between the two downtowns



SUNNYVALE CONCEPTS

Reduction in infrequent routes

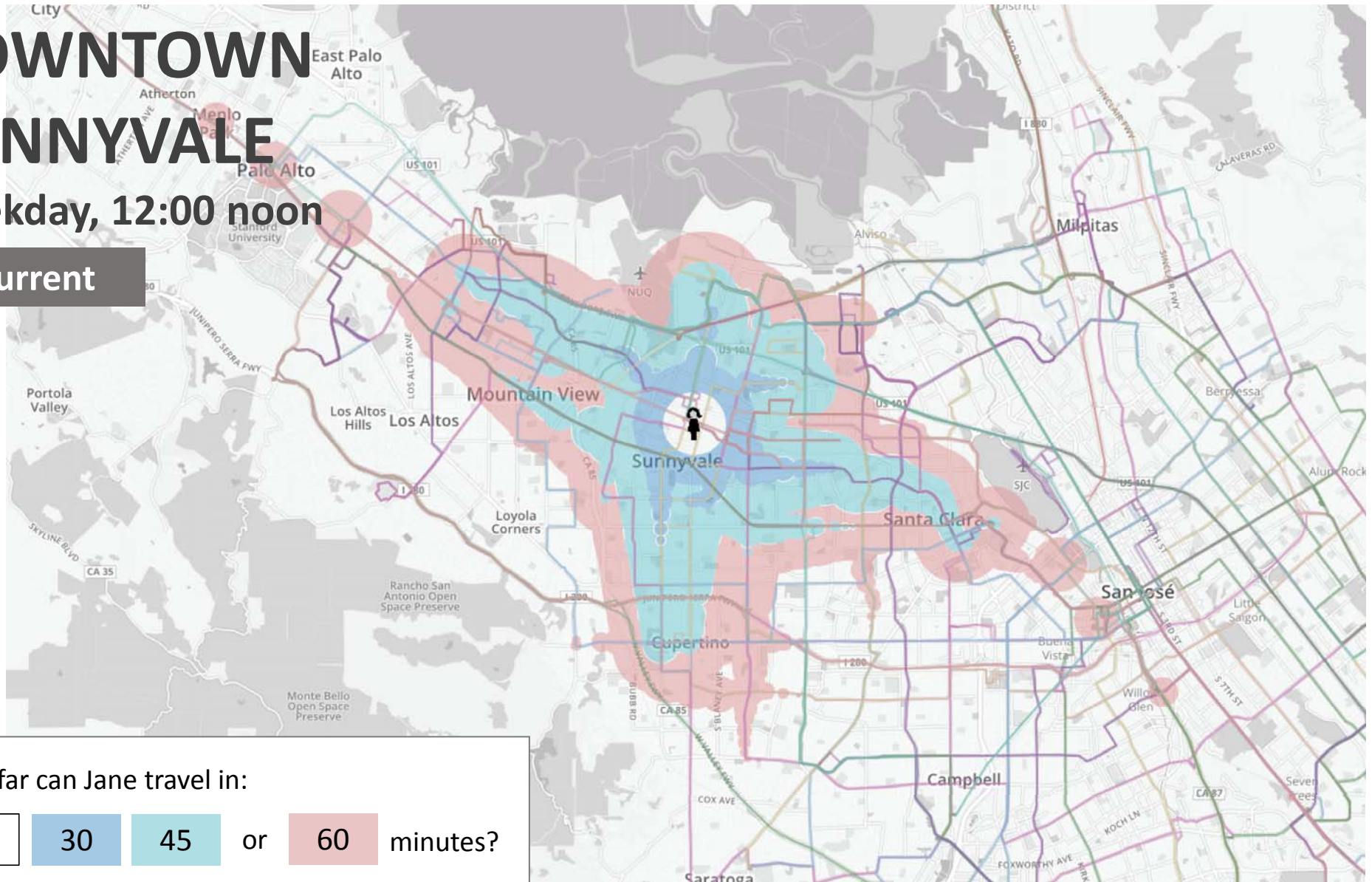
- Routes 53, 54 and 55 are candidates to be removed
- Western Sunnyvale (Bernardo, Mary) could lose transit service



DOWNTOWN SUNNYVALE

Weekday, 12:00 noon

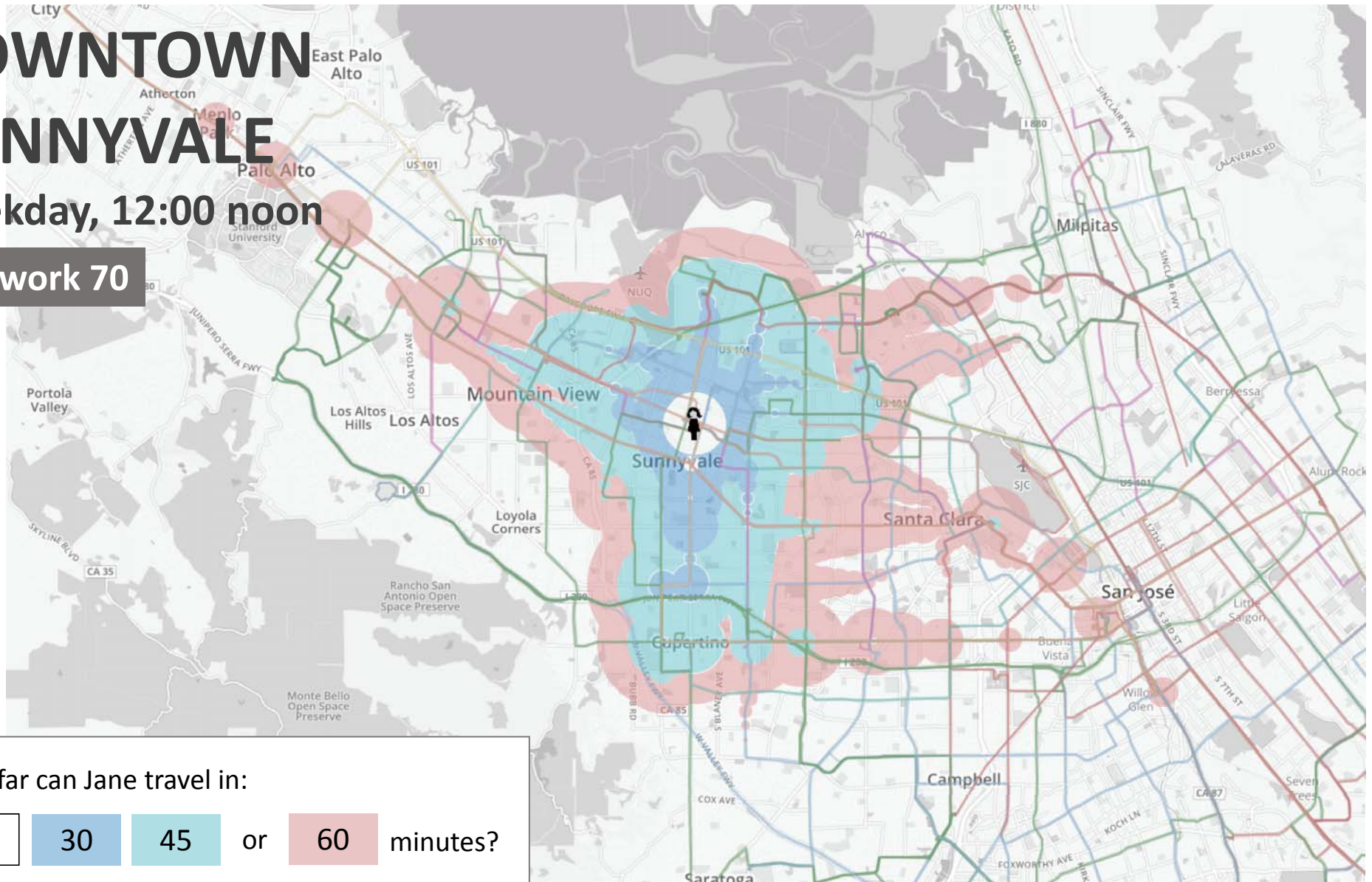
Current



DOWNTOWN SUNNYVALE

Weekday, 12:00 noon

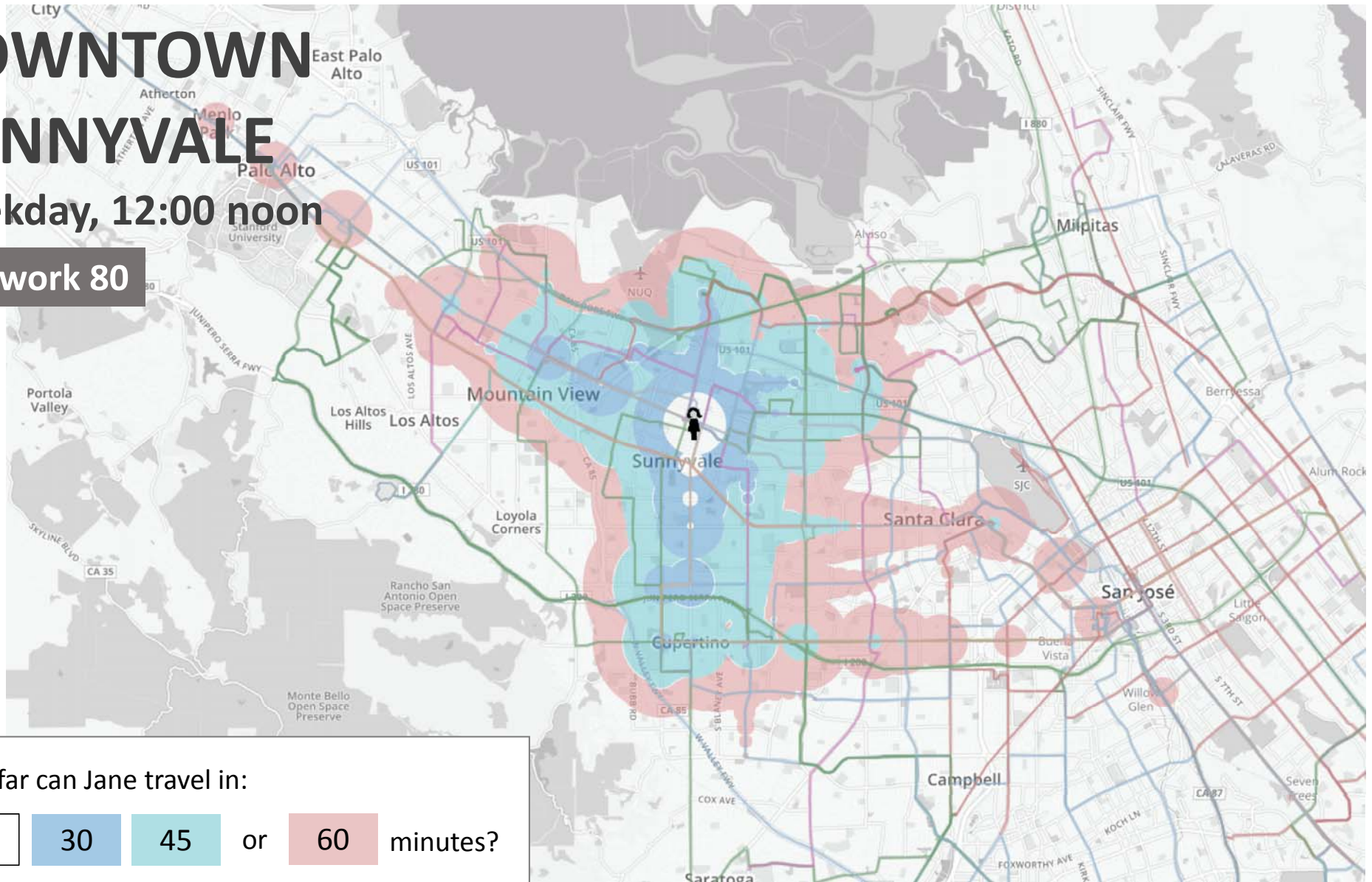
Network 70



DOWNTOWN SUNNYVALE

Weekday, 12:00 noon

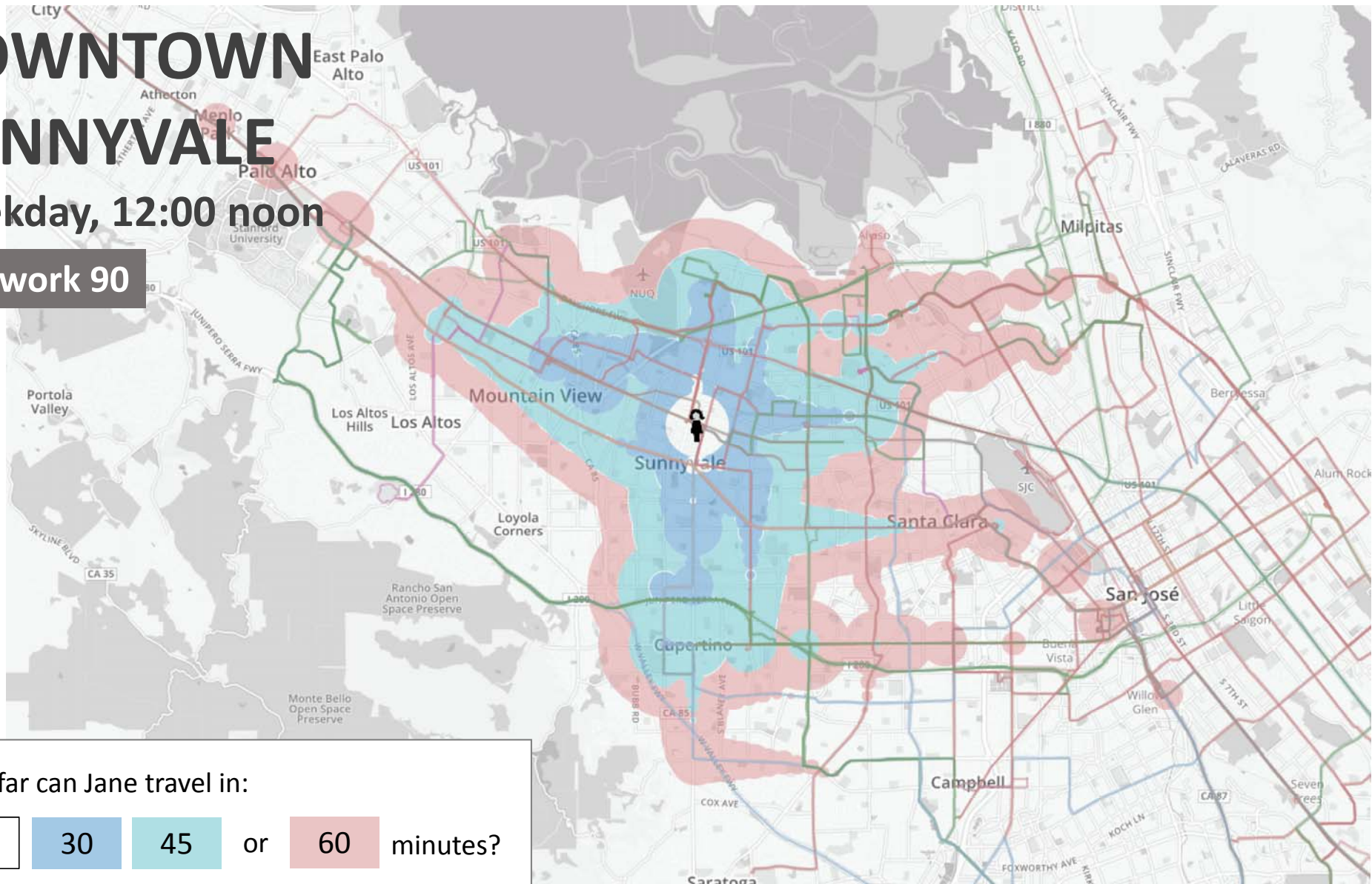
Network 80



DOWNTOWN SUNNYVALE

Weekday, 12:00 noon

Network 90



DOWNTOWN SUNNYVALE

12:00 noon

How far can Jane travel in:

15

30

45

 or

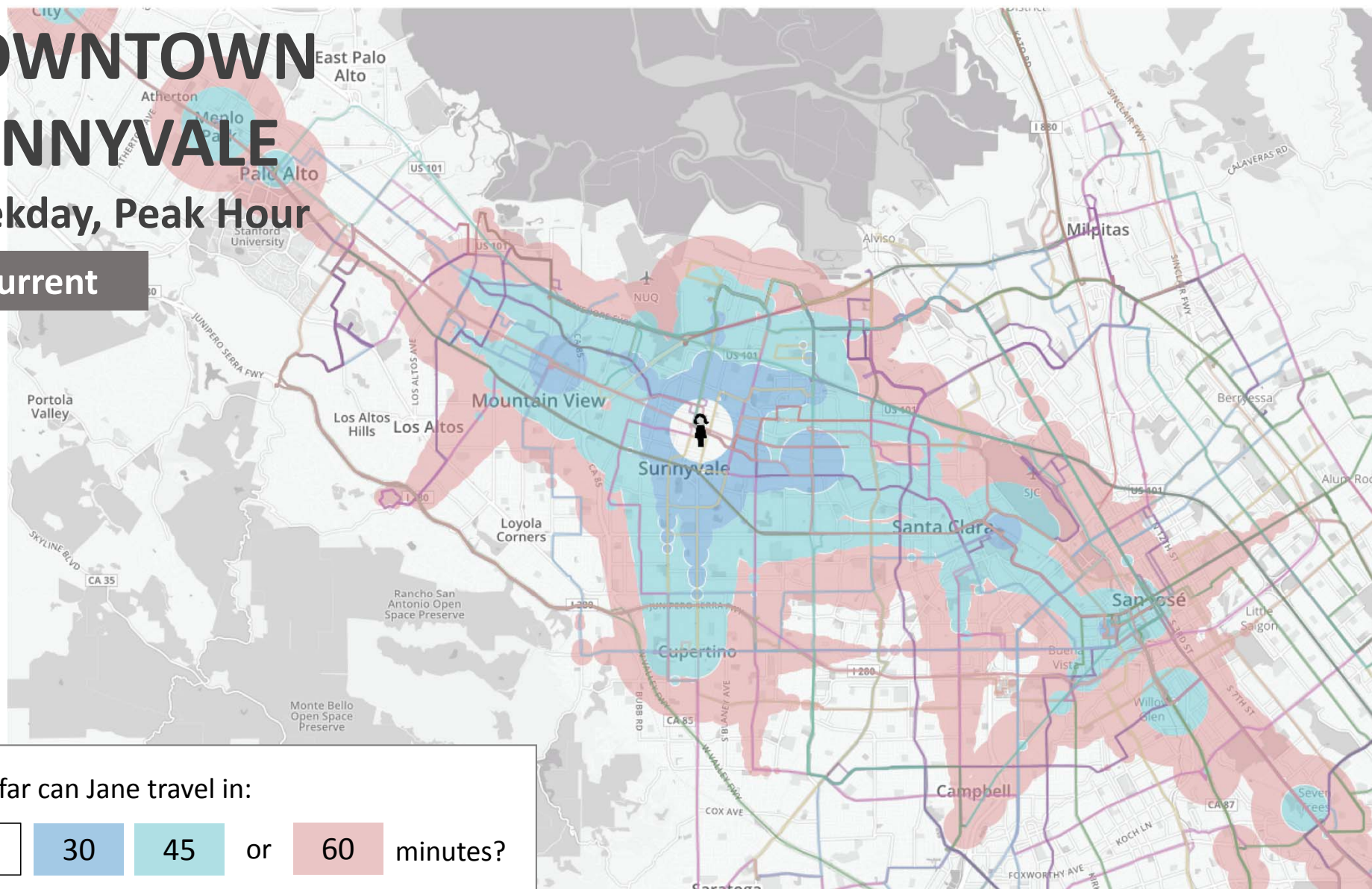
60

 minutes?

Residents Accessible by Transit			
Starting from Sunnyvale Transit Center and traveling for...			
	30 min	45 min	60 min
2016 Network	51,900	190,200	332,100
Increase from 2016 Network			
Network 70	22%	-1%	13%
Network 80	47%	5%	14%
Network 90	74%	22%	24%

Weekday, Peak Hour

Current



How far can Jane travel in:

15

30

45

or

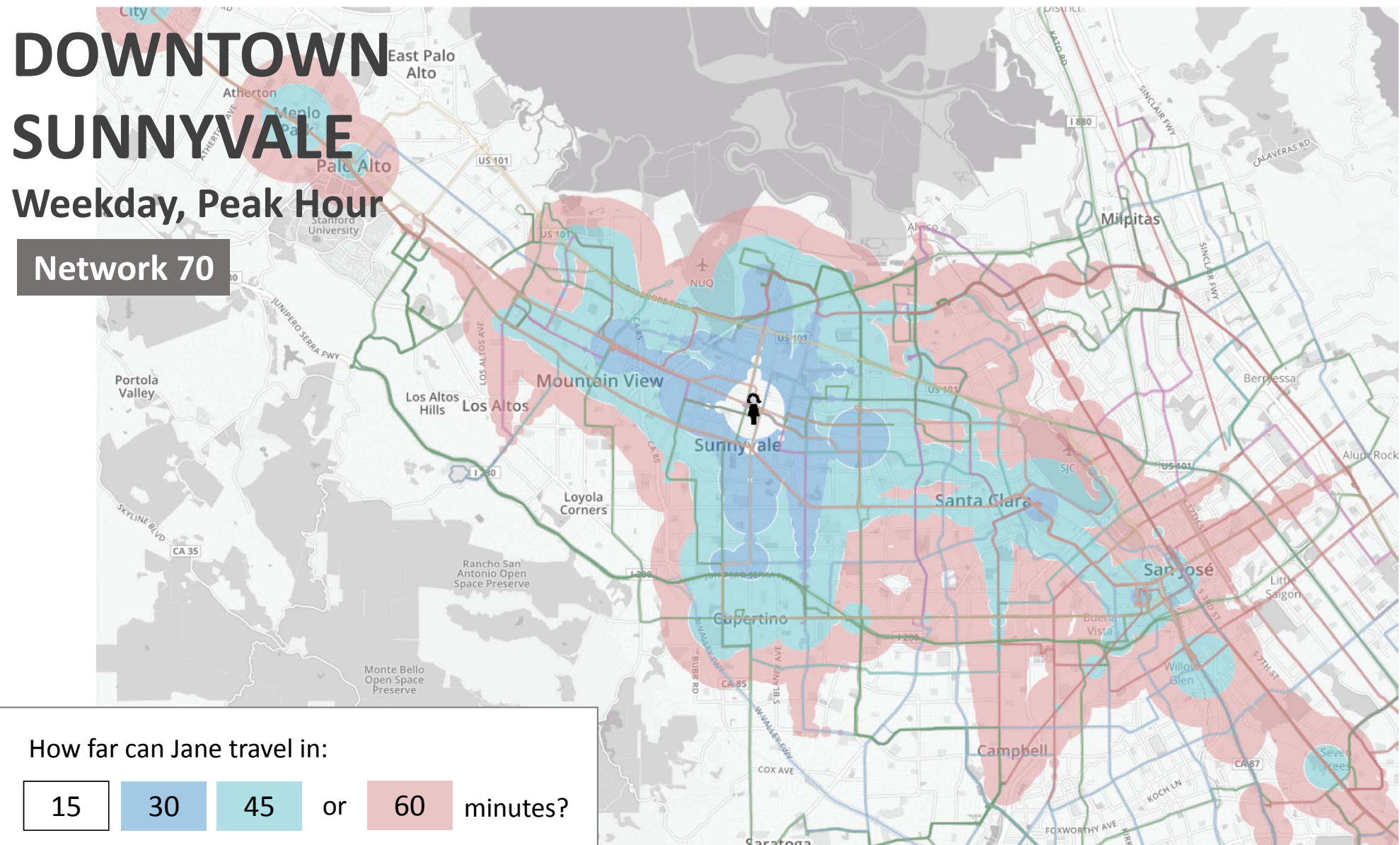
60

minutes?

DOWNTOWN SUNNYVALE

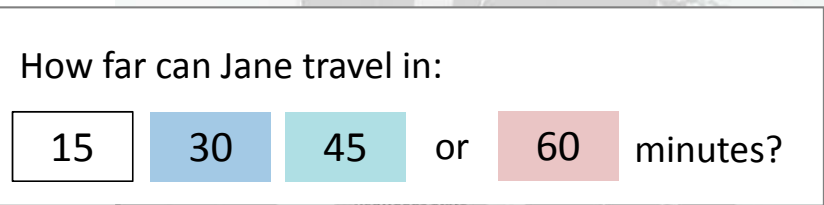
Weekday, Peak Hour

Network 70



Weekday, Peak Hour

Network 80



Weekday, Peak Hour

DOWNTOWN SUNNYVALE

Friday, Peak Hour

How far can Jane travel in: 30 45 or 60 minutes?

The map illustrates the travel time zones from downtown Sunnyvale. The 30-minute zone (light blue) covers a small area around the center. The 45-minute zone (medium blue) extends further out, covering areas like Mountain View and Los Altos. The 60-minute zone (red) covers a large area, including parts of San Jose, Santa Clara, and Milpitas. Major highways like I-880, I-580, and I-680 are shown. A black silhouette of a person stands in downtown Sunnyvale.

15 30 45 or 60 minutes?

30

45

or

60

minutes?

DOWNTOWN SUNNYVALE

Weekday, Peak Hour

How far can Jane travel in:

15

30

45

 or

60

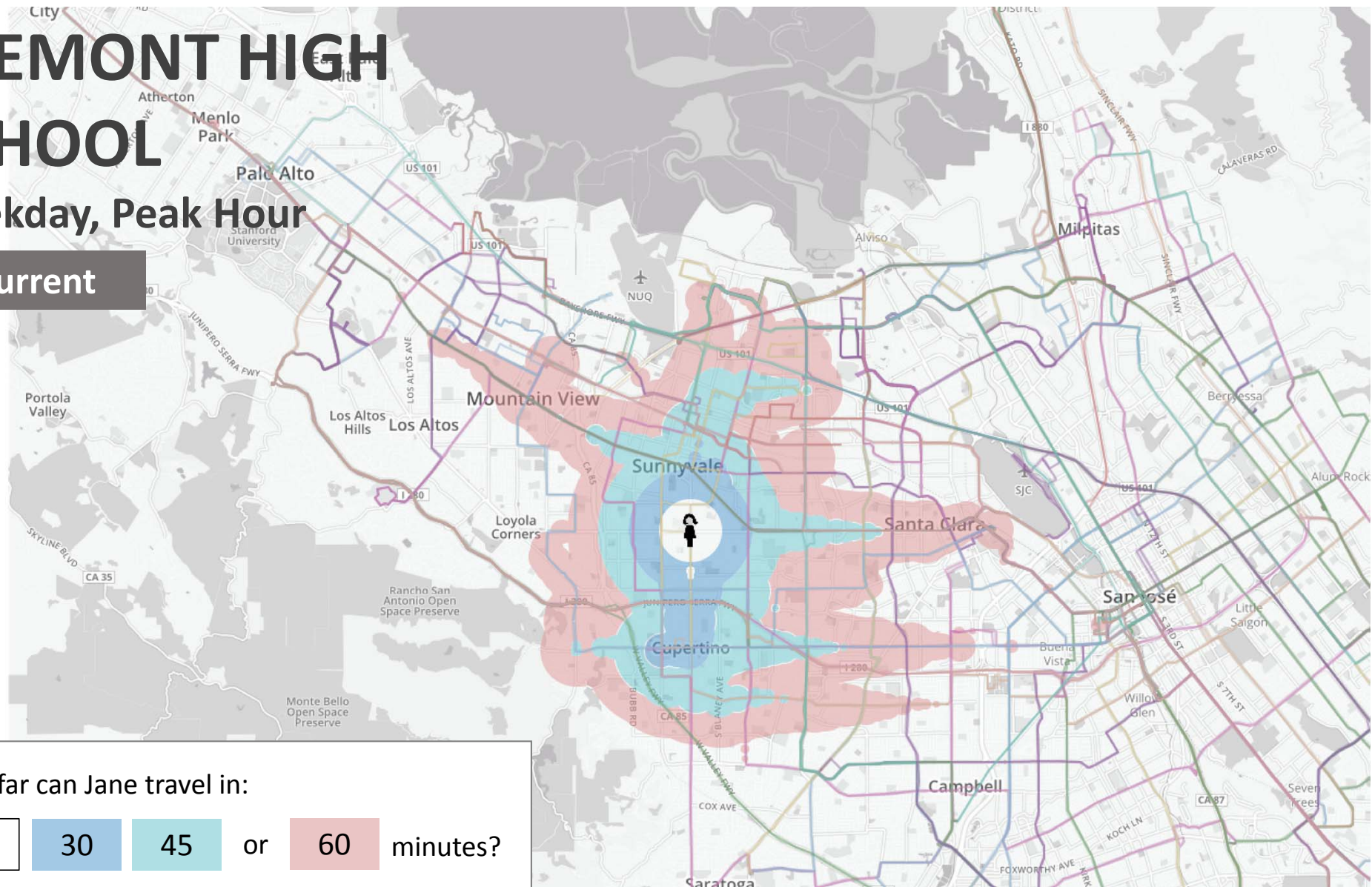
 minutes?

Residents Accessible by Transit			
Starting from Sunnyvale Transit Center and traveling for...			
	30 min	45 min	60 min
2016 Network	54,500	202,100	355,900
Increase from 2016 Network			
Network 70	70%	23%	20%
Network 80	86%	21%	27%
Network 90	80%	24%	26%

FREMONT HIGH SCHOOL

Weekday, Peak Hour

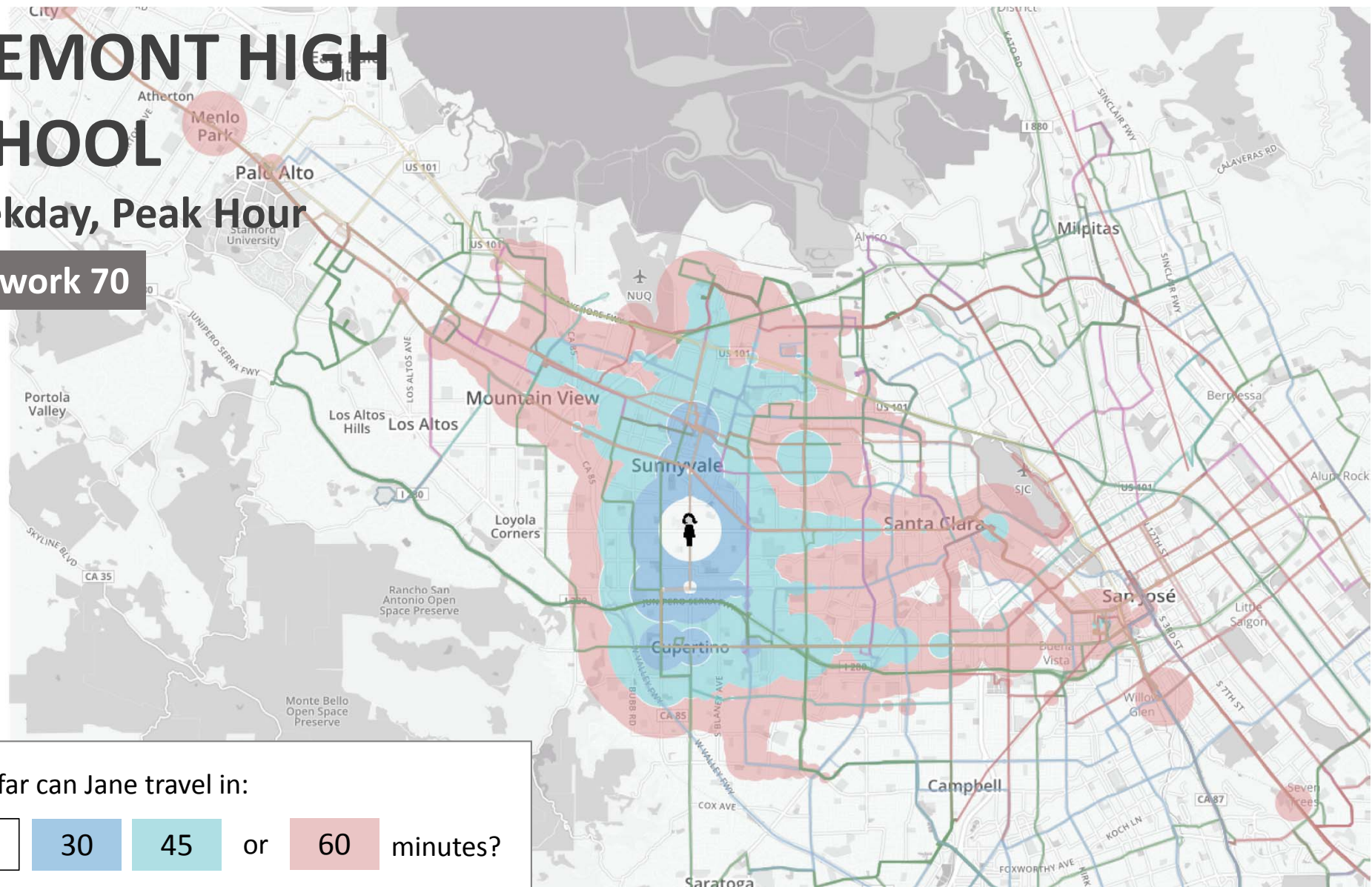
Current



FREMONT HIGH SCHOOL

Weekday, Peak Hour

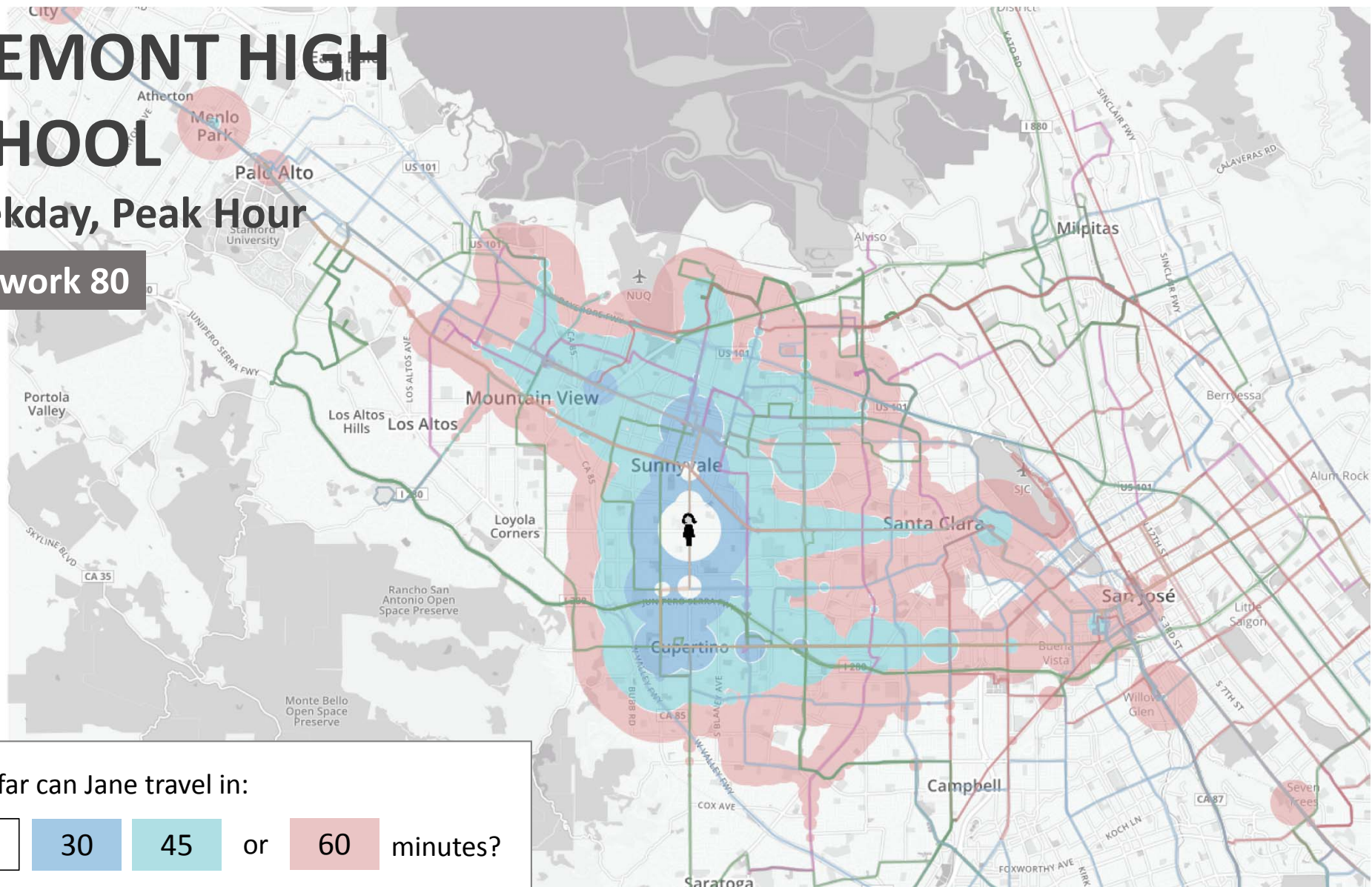
Network 70



FREMONT HIGH SCHOOL

Weekday, Peak Hour

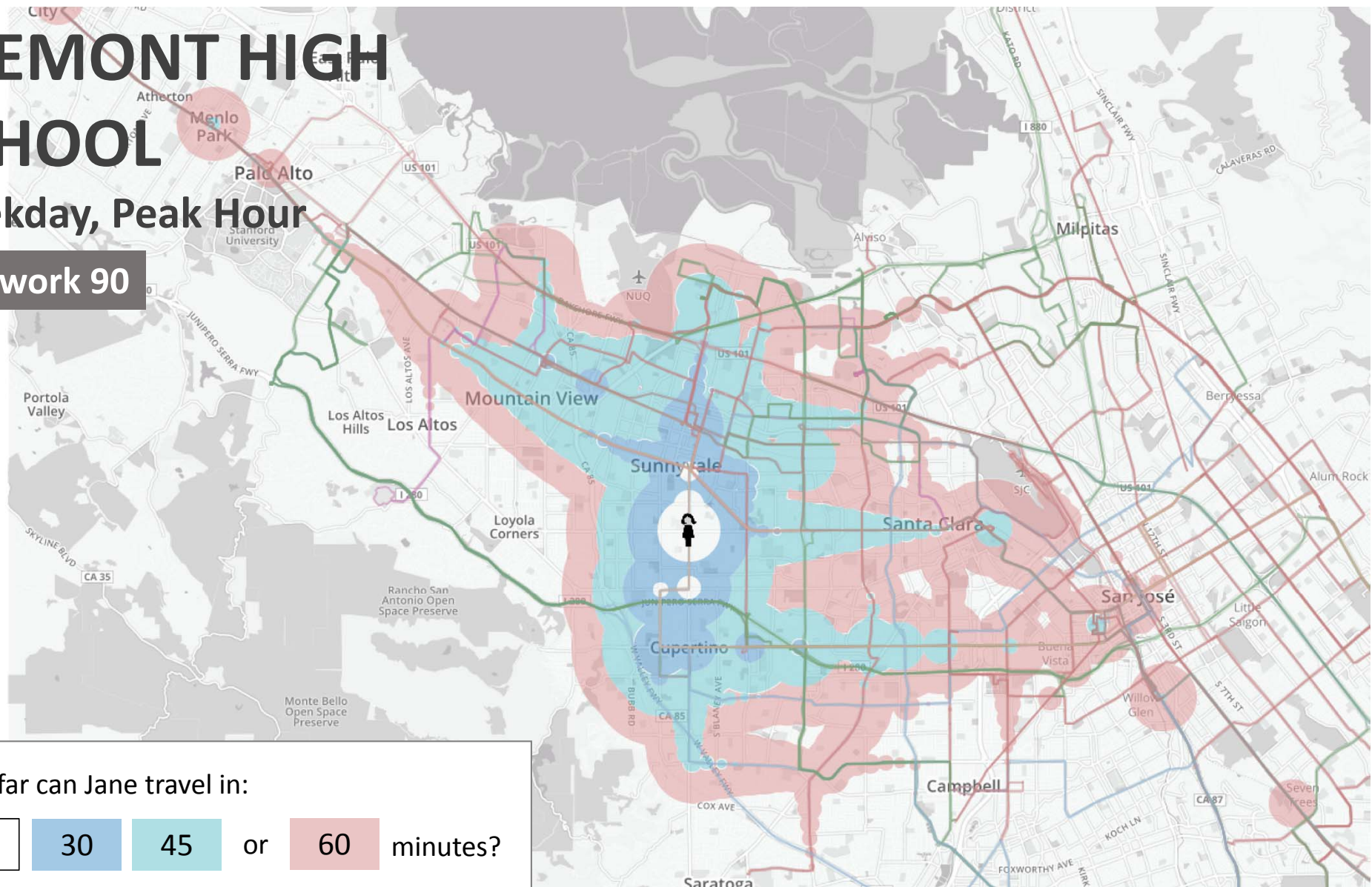
Network 80



FREMONT HIGH SCHOOL

Weekday, Peak Hour

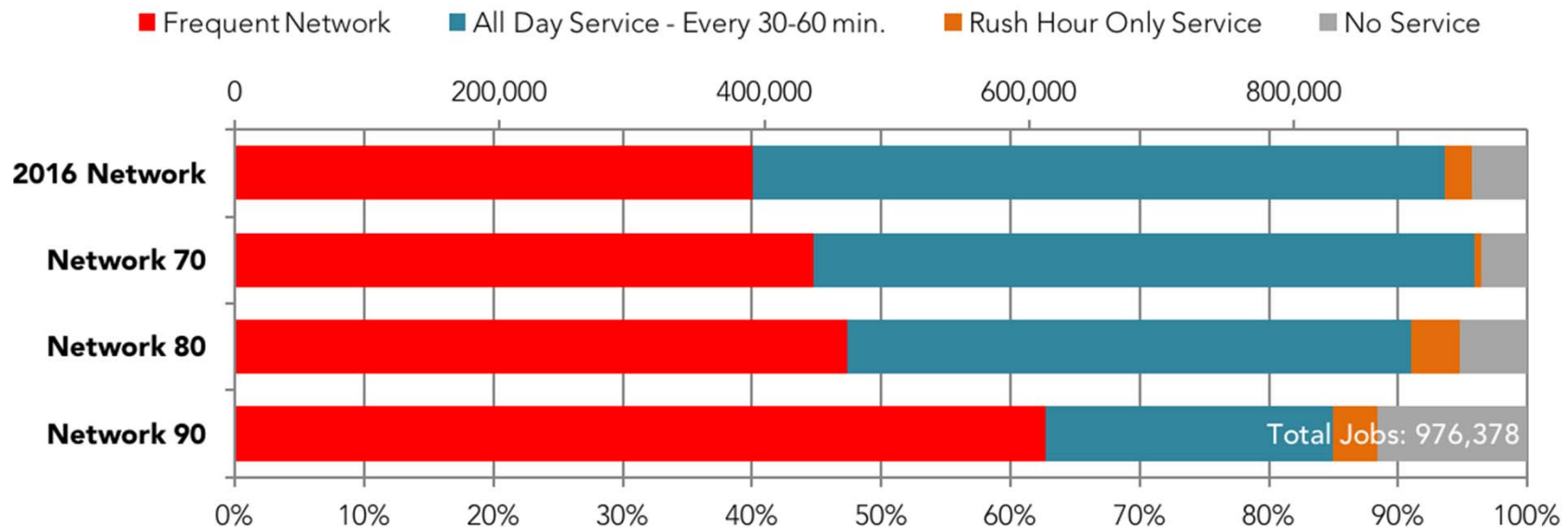
Network 90



ACCESS TO JOBS

Jobs Accessible by Transit Services

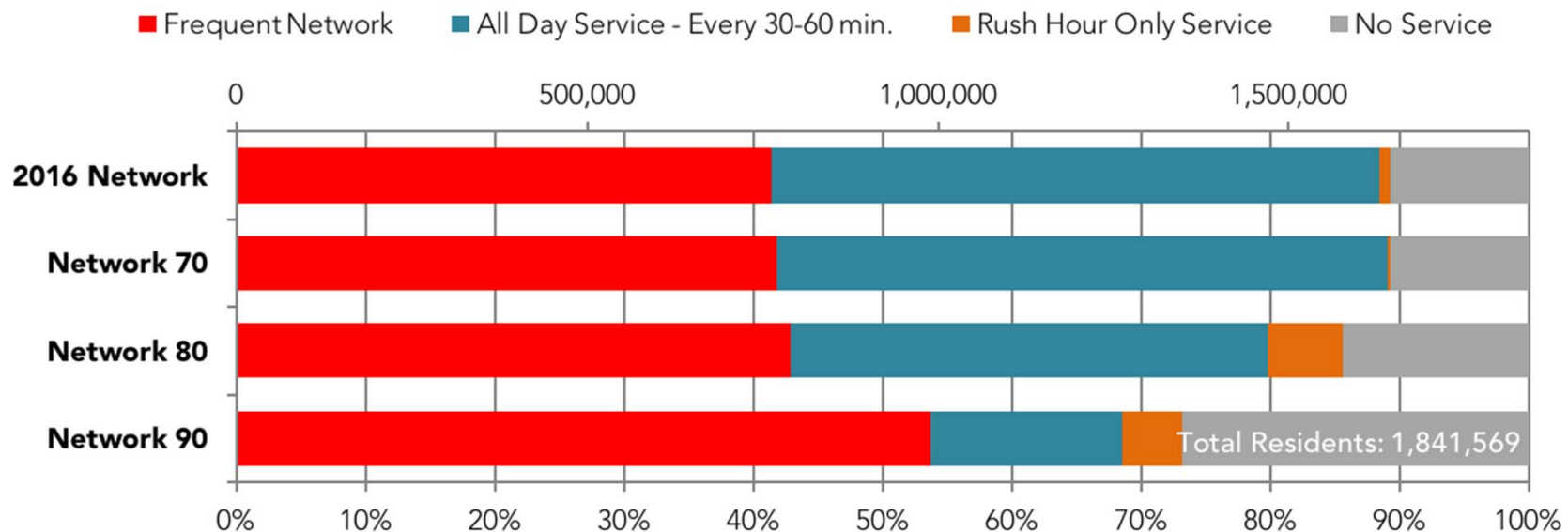
2016 Network vs. Conceptual Networks 70, 80, 90
(within 1/2 mile of a VTA, Caltrain, or ACE stop in Santa Clara County)



ACCESS TO RESIDENTS

Residents with Access to Transit Services

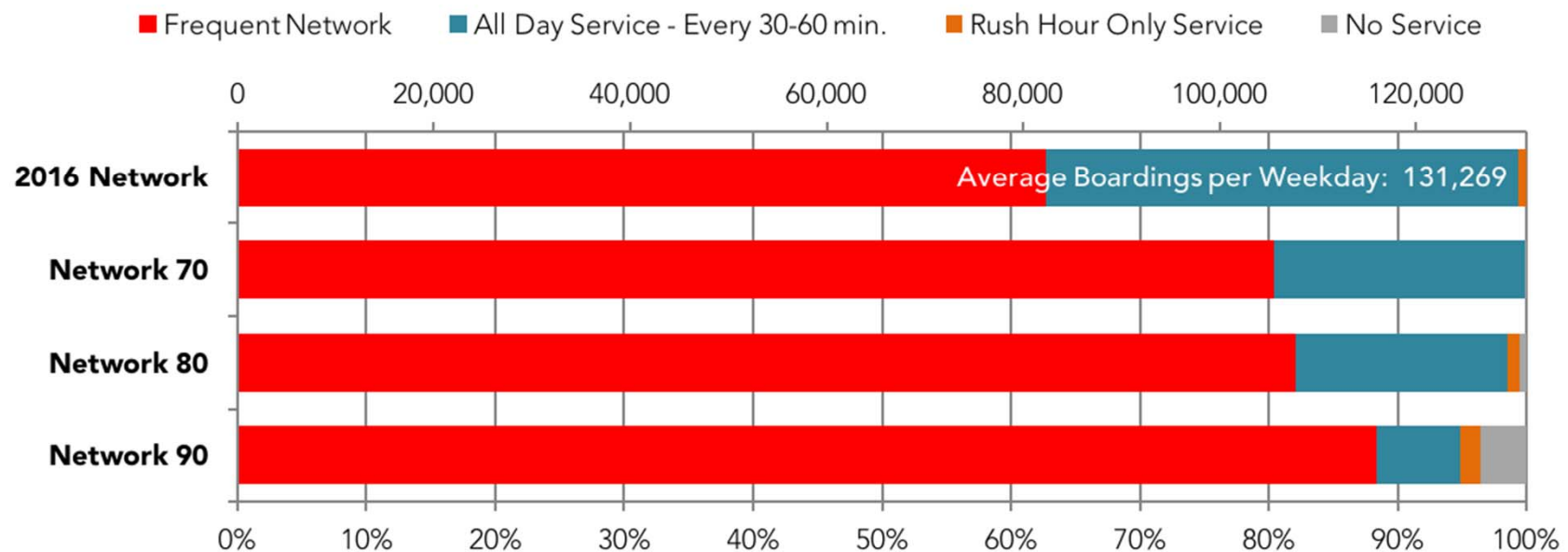
2016 Network vs. Conceptual Networks 70, 80, 90
(within 1/2 mile of a VTA, Caltrain, or ACE stop in Santa Clara County)



TRANSIT ACCESS FOR EXISTING RIDERS

Existing VTA Riders with Transit Access

2016 Network vs. Conceptual Networks 70, 80, 90
(average weekday boardings within 1/2 mile of a VTA stop)



TRADITIONAL OUTREACH

- **11** Community Meetings
- **3** Leader Workshops
- **12** Community Group Meetings



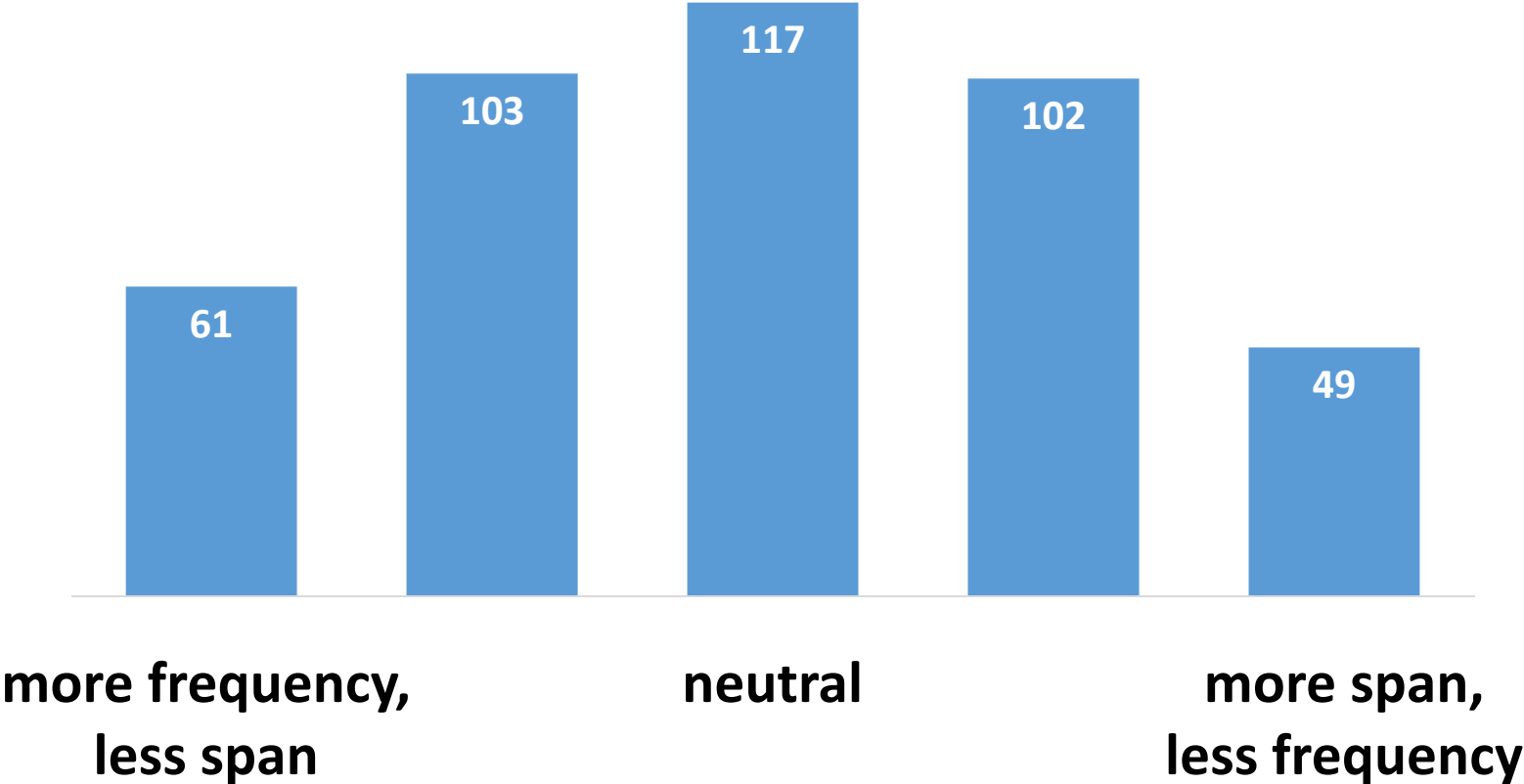
ONLINE OUTREACH

- Project website – **34,000** unique visitors
- Social media – **1,046** interactions
- Project email list – **247** subscribers
- Blog series – **9** posted



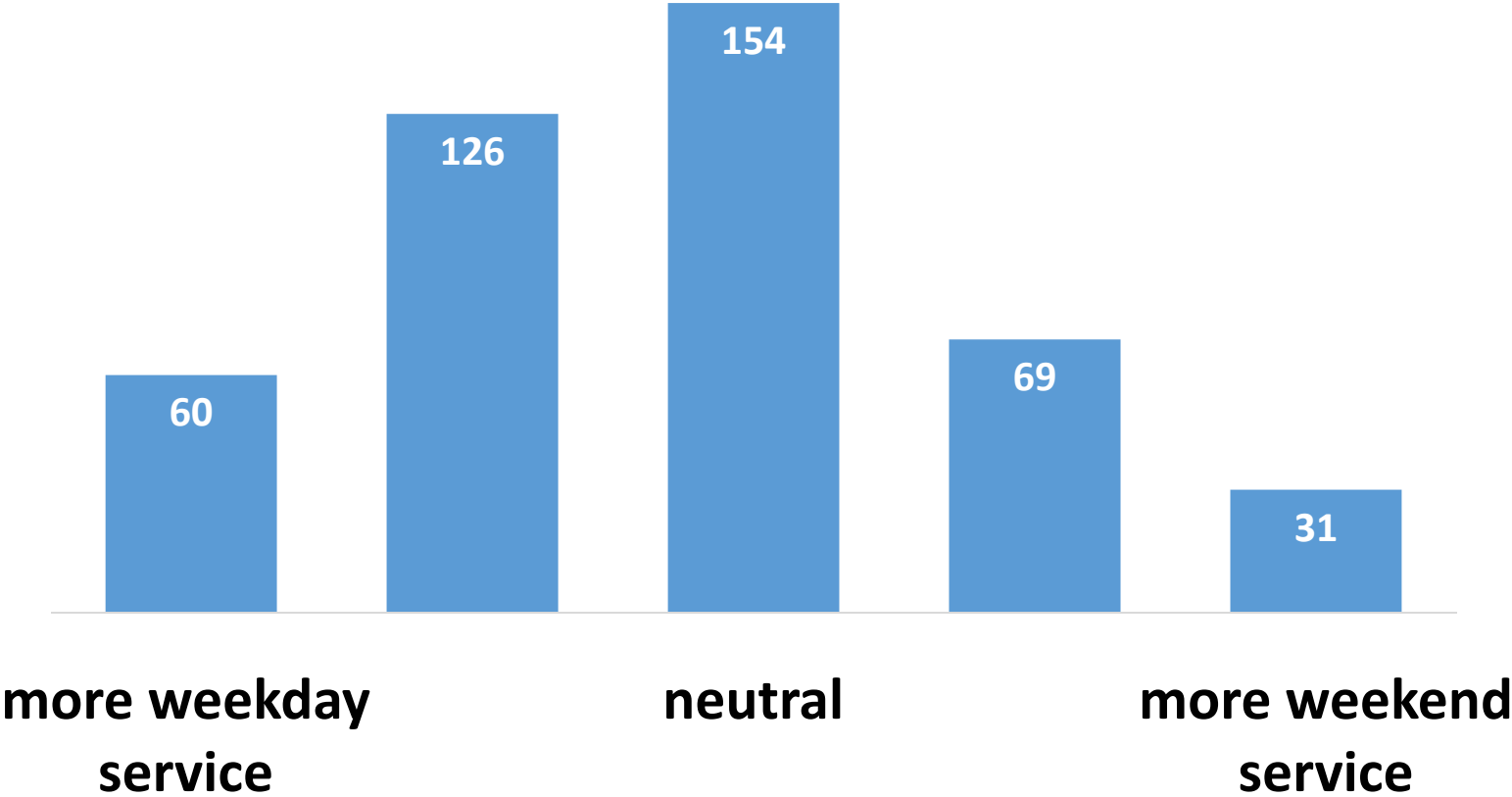
Next Network Choices Question #1

432
votes

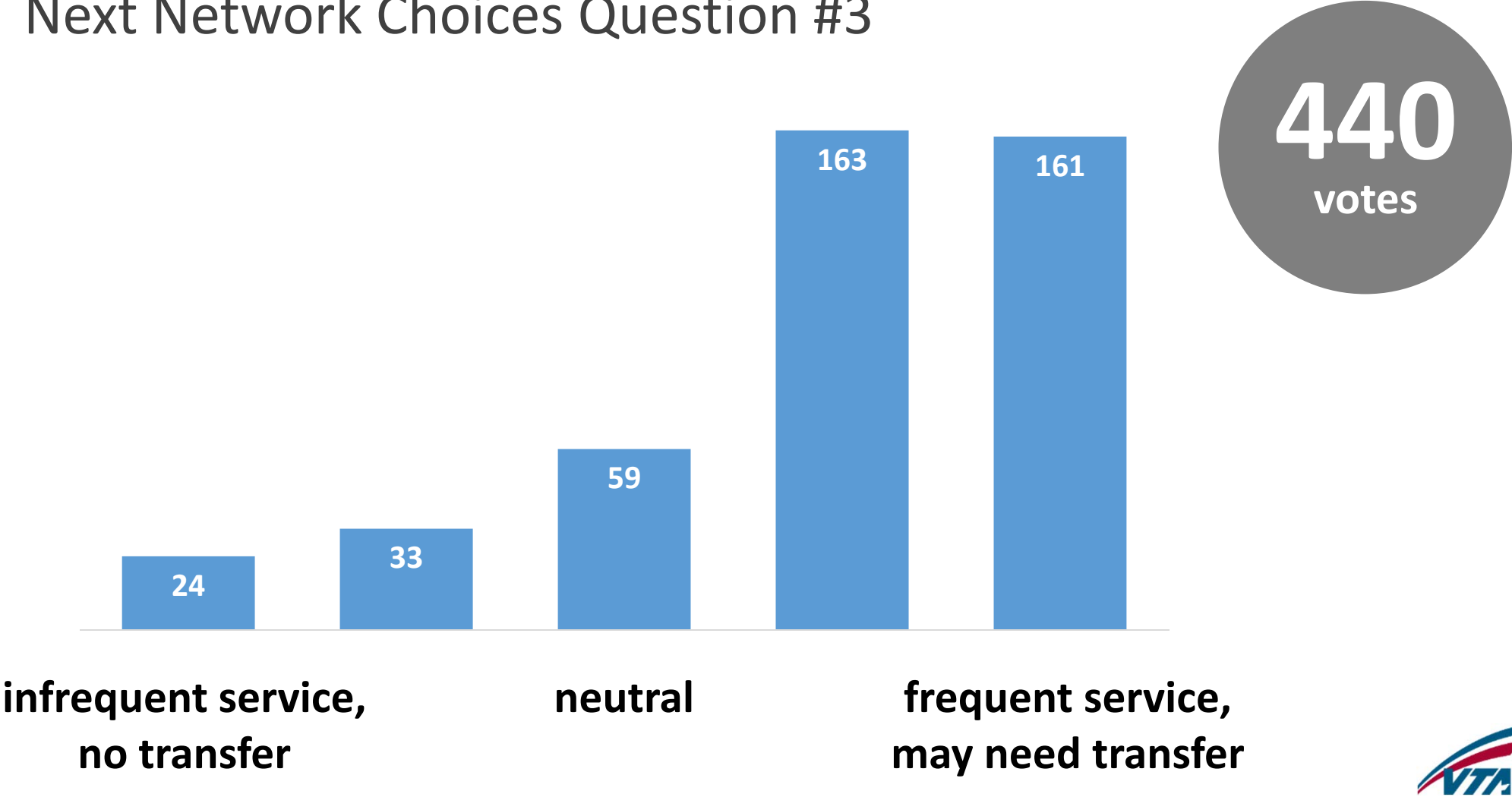


Next Network Choices Question #2

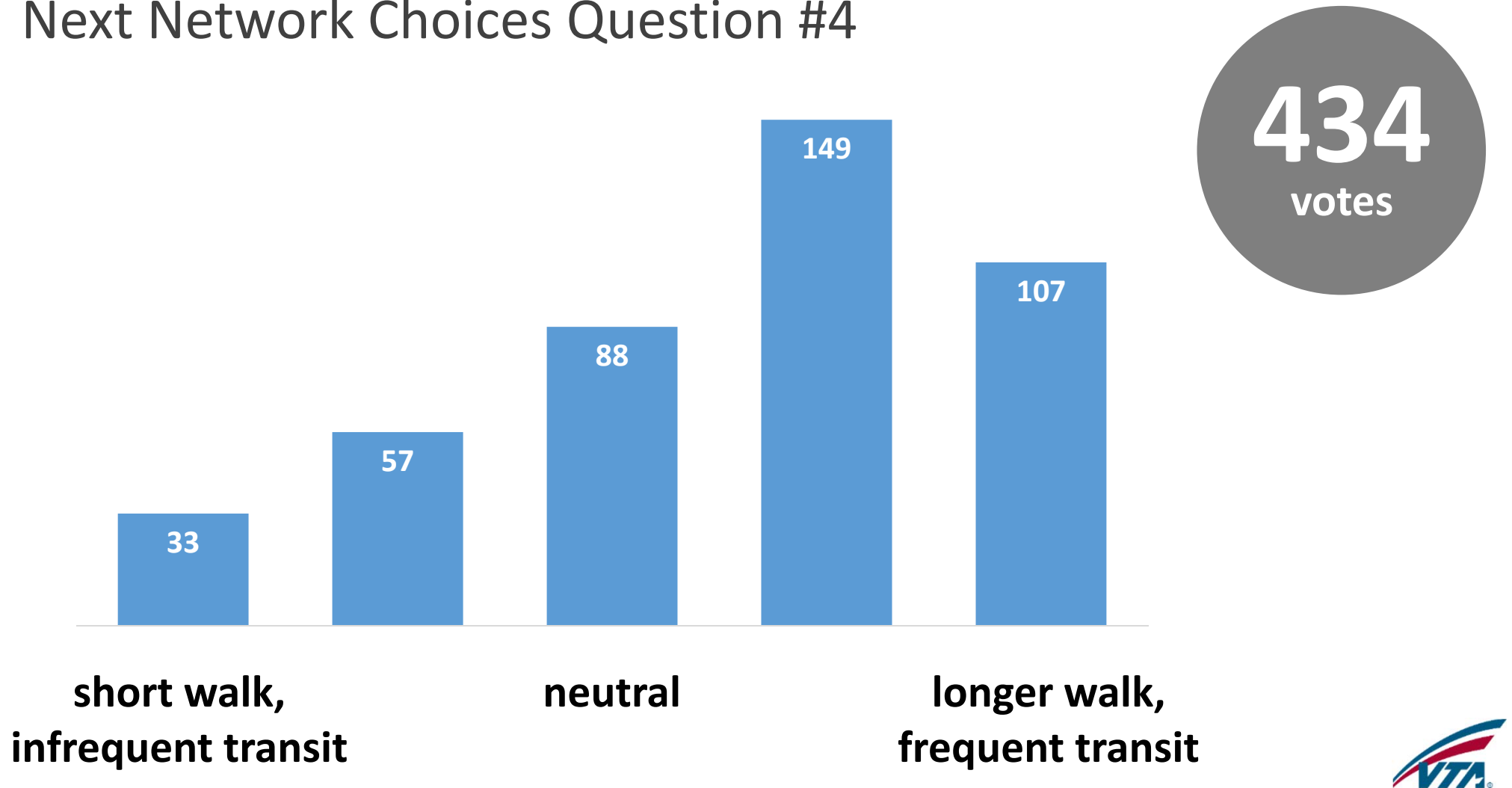
440
votes



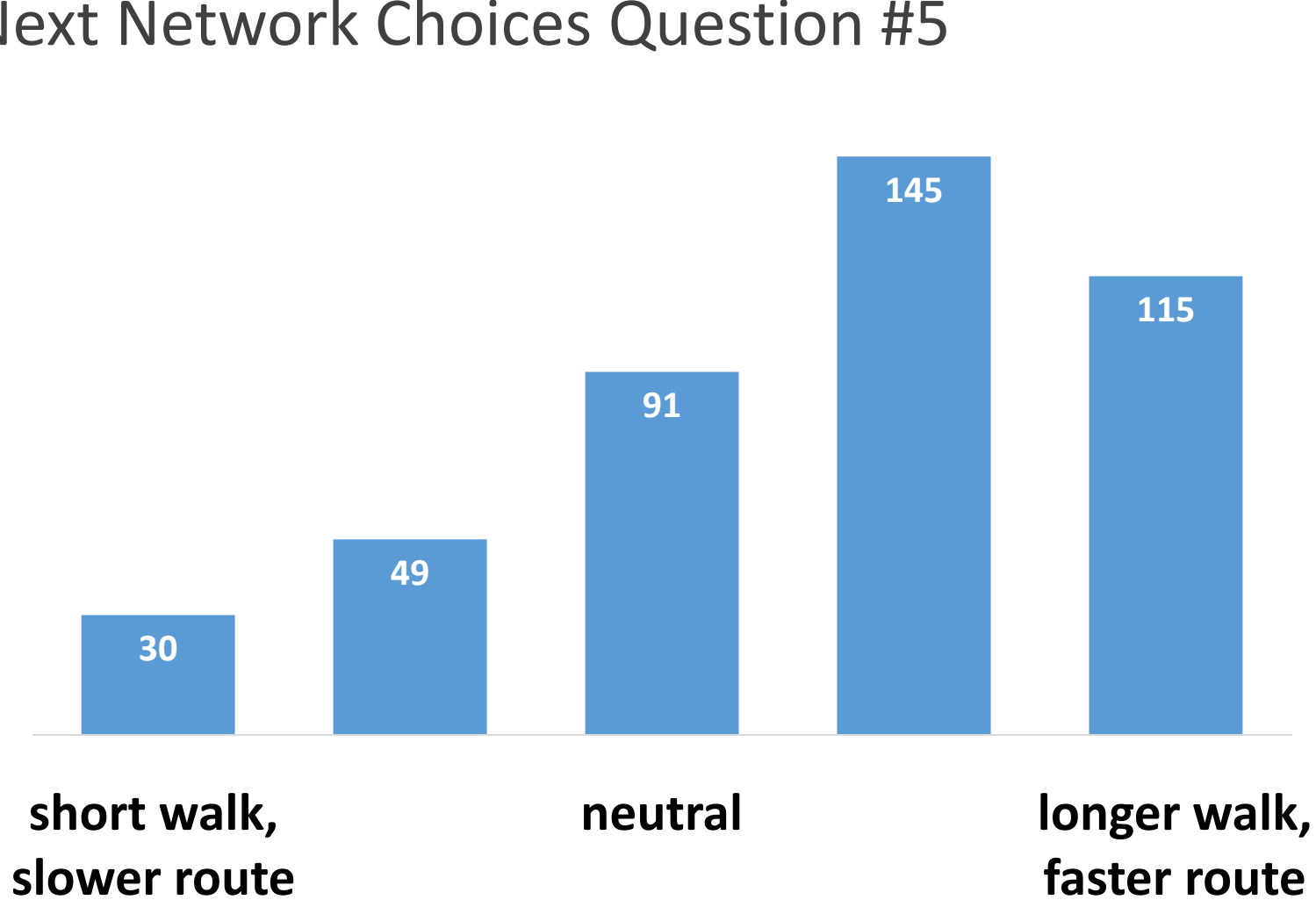
Next Network Choices Question #3



Next Network Choices Question #4



Next Network Choices Question #5

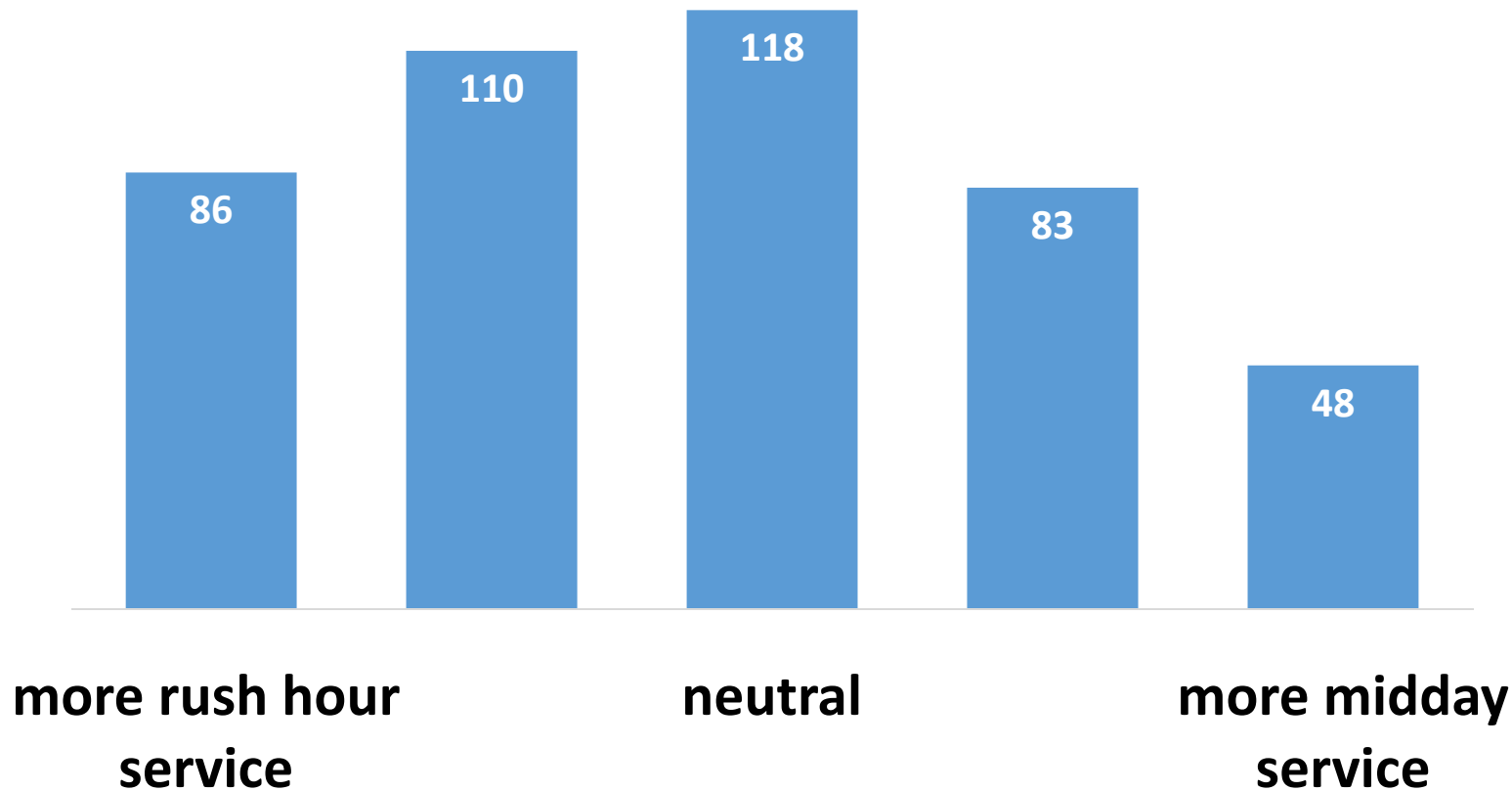


430
votes



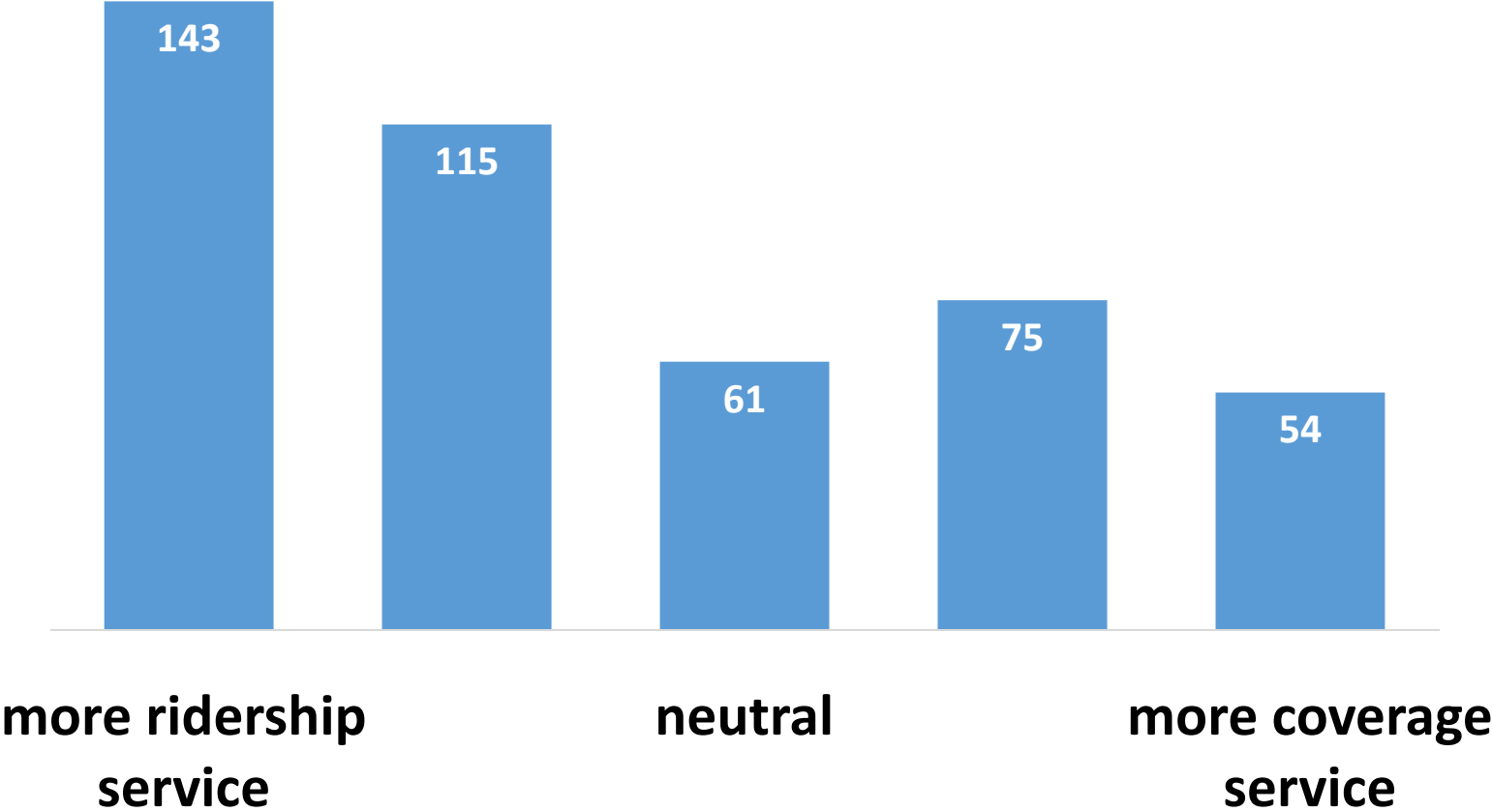
Next Network Choices Question #6

445
votes



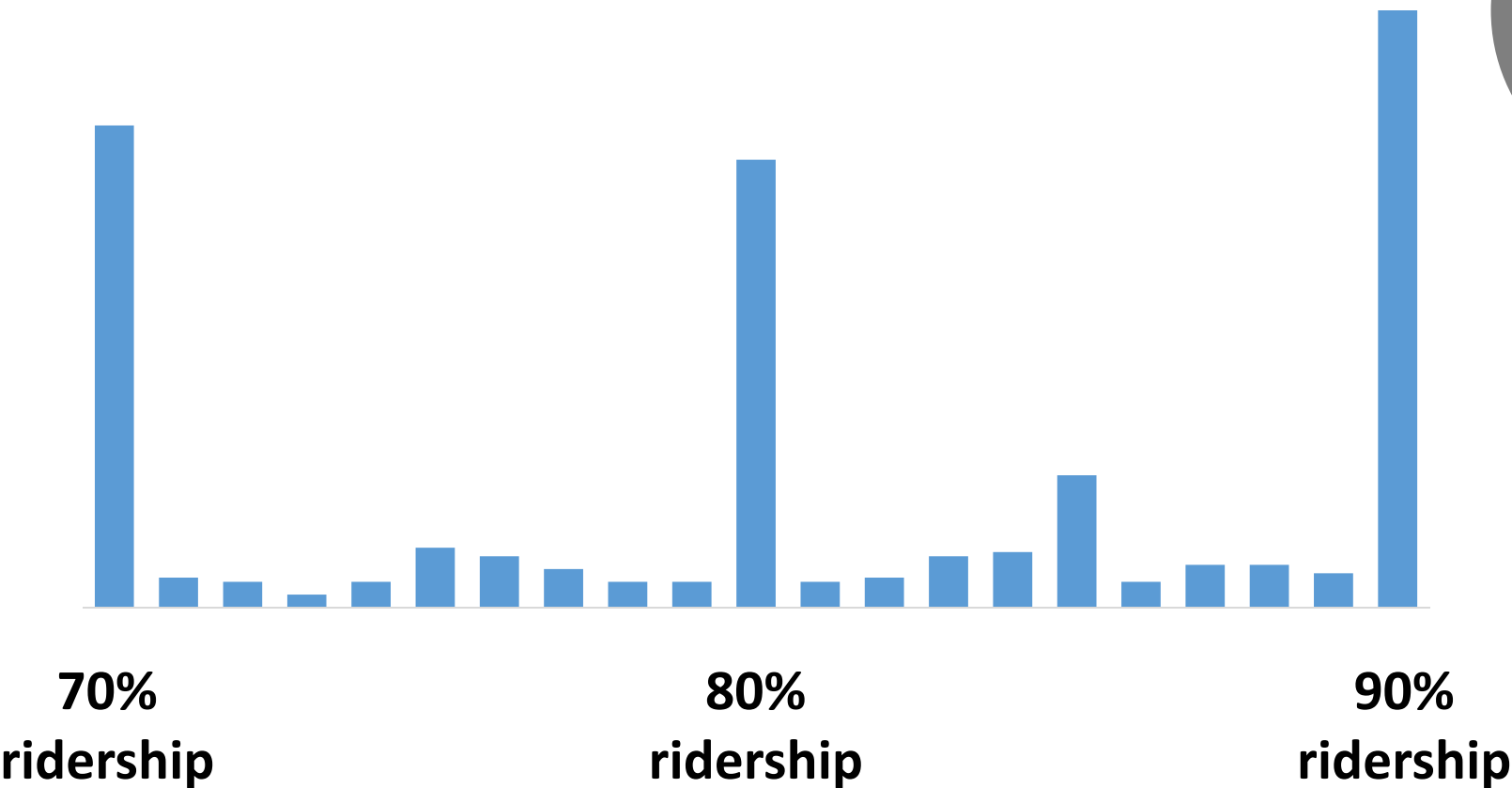
Next Network Choices Question #7

448
votes



Next Network Ridership-Coverage Preference

530
votes



Project Website

nextnetwork.vta.org

Community Meeting

Sunnyvale Council Chambers

August 11

