ATTACHMENT 1

CITY OF MOUNTAIN VIEW

Office of the Mayor and City Council • 500 Castro Street • Post Office Box 7540 • Mountain View, California 94039-7540
650-903-6305 • FAX 650-903-6039

January 2, 2015

Ms. Christina Jaworski
VTA Environmental Planning Department
3331 North First Street, Building B-2
San Jose, CA 95134

COMMENTS ON THE ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL ASSESSMENT FOR THE EL CAMINO REAL BUS RAPID TRANSIT (BRT) PROJECT

Dear Ms. Jaworski:

The City of Mountain View appreciates the opportunity to share its comments and concerns regarding the Draft Environmental Impact Report(DEIR)/Environmental Assessment (EA) for the El Camino Real Bus Rapid Transit (BRT) project (Project) dated October 29, 2014.

The Project proposes BRT improvements along 17.6 miles of West Santa Clara Street, The Alameda, and El Camino Real (ECR) between the Arena (SAP Center) in San Jose and the Palo Alto Transit Center, including exclusive BRT-dedicated lanes, mixed-flow lanes (lanes for BRT and vehicular travel), and 15 median or curbside BRT stations.

After reviewing the DEIR/EA at its meeting of December 16, 2014, the Mountain View City Council is concerned about the potentially significant right-of-way, aesthetic, biological resource, land use, noise, transportation/traffic, and other impacts the BRT will have on the quality of life in our community.

The City requests that VTA and Federal Transit Authority (FTA) carefully consider the comments contained in this letter and continue to work with the City as the environmental review process progresses to ensure that the City's interests are addressed and proper mitigations are included in the Final EIR (FEIR).

DIVERSION OF TRAFFIC

The DEIR/EA evaluates seven alternatives that include combinations of no-build, mixed-flow lanes on ECR (BRT buses sharing lanes with other vehicles) and dedicated lanes on ECR for BRT buses. The DEIR/EA states that the dedicated lane BRT alternatives would not result in any significant traffic impacts along ECR despite

elimination of a lane in each direction because traffic from the eliminated lanes will divert to other routes. For the year 2040 p.m. peak-hour time period, about 900 vehicles are estimated to be diverted from southbound ECR. This is essentially the full capacity of one travel lane.

The DEIR indicates that traffic would be diverted to U.S. Highway 101 (via Shoreline Boulevard and Rengstorff Avenue), Central Expressway, California Street, Middlefield Road, Cuesta Drive, Foothill Expressway, and Interstate 280 (via Miramonte Avenue and Grant Road). The diverted traffic on these parallel roads adds up to about 400 vehicles. The DEIR is silent about the other 500 diverted vehicles and does not provide any information about where they would go. The City Council is especially concerned about diversion of traffic onto smaller residential side streets such as Latham and Church Streets.

City Comment: *The analysis of traffic impacts must account for all vehicles that are diverted from ECR, including what routes they are expected to take and the anticipated impact of taking that new route.*

City Comment: *The DEIR/EA does not consider or examine the capacity of these parallel routes, including Central Expressway and Highway 101 to determine if these facilities have any remaining capacity to accommodate the diverted traffic.*

The DEIR/EA should provide a figure and/or a summary showing how the trips were assumed to be distributed across the street network to allow a better public review and understanding of the Project impacts. This would help to determine if additional intersections beyond the 0.5-mile buffer should be studied based on the number of trips added per lane.

Middlefield Road is identified as one of the main routes for diverted trips; however, the DEIR/EA does not analyze any Middlefield Road intersections. Middlefield Road is a major east-west connection between Palo Alto and Sunnyvale and the effect of BRT diversion traffic should be presented in the FEIR.

City Comment: *Project impacts to Middlefield Road should be analyzed.*

The DEIR/EA analyzed 12 intersections along the diversion routes and determined that 8 of the 12 would experience significant traffic impacts. The DEIR/EA includes mitigation measures for these 8 intersections. In most cases, the mitigation consists of adding additional turn lanes. The DEIR/EA states that the mitigation measures would not require any right-of-way acquisition or road widening.

City Comment: *Show the basis for the assumption that right-of-way acquisition or road widening is not necessary for the mitigation measures at the impacted intersections.*

Page 4.12-30 of the DEIR/EA discusses MM TRA-A which describes local roadway improvements, including signal optimization, signal installation, and roadway striping improvements to improve the operations and to reduce or eliminate the localized significant impacts at the impacted intersections. The DEIR states that VTA will fund the full cost for feasible improvements to be undertaken by local jurisdictions for intersections impacted in 2018. However, the document goes on to state that "for improvements to be undertaken by local jurisdictions that involve minimal changes to the intersection, such as traffic signal optimization and roadway striping, there is strong evidence that the local jurisdiction can and should implement the mitigation since VTA is paying the full cost and the measure will benefit the community."

Page 4.12-46 discusses MM TRA-A further, "VTA will fund its fair share of 2040 feasibly mitigation improvements as part of the Project so that local jurisdictions can undertake traffic improvements over time as the need becomes apparent and remaining funding becomes available." Please clarify that the VTA will fund the construction, design, project management, and inspection costs for such improvements. Local staffing and financial resources are limited and the City is not in a position to take on management or implementation of projects that are not currently part of our approved Capital Improvement Program.

City Comment: *The VTA should implement all mitigation measures required for the Project and not rely on local jurisdictions to implement mitigation measures.*

REMAINING ECR TRAFFIC AND CROSS STREETS

The DEIR/EA assumes that all 900 p.m. peak-hour traffic (one lane capacity) will go somewhere else when one travel lane becomes a dedicated BRT lane. While some of the 900 peak-hour vehicles will find other routes, some may use other modes such as the BRT; staff is certain that some will stay on ECR. Therefore, traffic congestion on ECR will be negatively impacted as a result of the conversion of a travel lane to a dedicated BRT lane and congestion will increase in the remaining two lanes.

City Comment: *The FEIR should adequately analyze and address additional congestion along ECR for those vehicles that choose not to divert to alternate routes.*

The alternatives with a dedicated BRT would close seven existing median access openings along ECR in the City of Mountain View and would close two locations in Los Altos:

- Crestview Drive (closing two access openings)
- Dale Avenue
- Between Yuba Drive and State Route 85 (closing two access openings)
- Between Mariposa Avenue and Pettis Avenue
- Ortega Avenue (by removing existing traffic signal)
- Distel Drive (closing two locations in the City of Los Altos by removing existing traffic signal)

With the closure of these median openings, access to the impacted side streets and commercial and residential properties along ECR would be more difficult. Some motorists would need to make U-turns where under existing conditions they do not. The DEIR does not include analysis of the existing left-turn pocket and the queuing impacts on any of the remaining intersections and, therefore, no mitigation measures are included. The diversion of traffic onto side streets and small parallel streets (such as Church and Latham Streets) is not analyzed. More information and analysis of this issue must be incorporated into the FEIR.

City Comment: *The FEIR should analyze the existing left-turn pockets which will remain to determine if they are sufficient to handle the additional U-turns necessary because of the removal of other left-turn lanes along the corridor and appropriate mitigation should be incorporated into the project.*

The DEIR/EA analyzes the level of service (LOS) at 15 cross-street intersection along ECR in Mountain View. Hexagon examined the intersection LOS calculations in detail to isolate delays on the cross streets versus the delays along ECR. With the dedicated lane BRT Alternative, four intersections would experience negative impacts, defined as LOS E or LOS F operations (Jordan Avenue, Castro Street, Calderon/Phyllis Avenues, and Sylvan Avenue/The Americana.) Staff believes the FEIR should call out these negative impacts to give the public a better overall understanding of how full BRT lanes might impact them even if they do not travel along ECR.

City Comment: *Include analysis of impacts to cross streets beyond intersection LOS to demonstrate local impacts to vehicles, including queuing on the side streets as well as pedestrians and bicyclists crossing ECR.*

TREES

One of the City Council's current three major goals is to preserve and enhance the City's tree canopy. Many of the existing trees were planted in the early 1980s when ECR was improved in Mountain View to its current condition as part of an Assessment District. Even if the existing trees are replaced, it may take between 20-25 years to replace the lost canopy. This loss of canopy will have significant aesthetic and noise impacts on properties and land uses in Mountain View along ECR.

The DEIR/EA states that the VTA it is not subject to the City's Heritage Tree Ordinance as a separate agency, but since the right-of-way is owned by Caltrans, the City requires some documentation from Caltrans that they are supportive of removal of these trees by VTA for this Project.

City Comment: *Provide documentation that Caltrans, as owner of the trees, approves the removal and replacement plan.*

The City is concerned that it will not be practical within the remaining Project area within the Cities of Mountain View and Los Altos to plant replacement trees (333 in Mountain View and 88 for Los Altos.)

The City is more concerned that the VTA may determine that it cannot replace the trees within Mountain View or Los Altos, that the trees may be replaced elsewhere along ECR far from our City, or worse yet, select to pay an in-lieu fee without any decision or input from our City.

City Comment: *Revise Mitigation Measure BIO-B, Replace Trees Removed by the Project, to provide some detail of where the 333 replacement trees in Mountain View and 88 replacement trees in Los Altos would be located.*

The City is concerned about the impact to the remaining trees, smaller plants, and irrigation system as trees are removed and construction progresses. Specific measures to protect other trees, existing plant materials, and ensure irrigation systems remain functioning during Project construction should be incorporated into the FEIR.

City maintenance crews need access to the medians to maintain and care for the trees, landscaping, and irrigation systems. Currently through a permit with Caltrans, they

close the center lane adjacent to the median to allow staff and vehicles to access the area during nonpeak hours. With dedicated lanes and buses every 10 minutes, the Project must be designed to allow City crews to close the lane and direct buses into the remaining travel lanes to do regular or emergency maintenance.

City Comment: *The FEIR must address impacts to existing planting and irrigation systems and maintenance activities for median and other streetscape landscaping affected by the Project.*

PEDESTRIAN/BICYCLE CIRCULATION AND PARKING

The ECR Corridor currently creates a barrier to the movement of pedestrians and bicycles and the Project must not further divide the Mountain View community physically or visually. The DEIR/EA does not adequately address:

- Impacts/mitigation for bicyclists currently using the corridor to commute, shop, etc. A number of the Project's alternatives remove several left-turn pockets, eliminating the bicyclist's ability to make left turns to access City services and facilities.

- Impacts/mitigation for bicycle facilities connected to the Project corridor, including Stevens Creek Trail and the City's Bicycle Boulevard at Sylvan Avenue/The Americana. Access to both of these facilities is currently provided to and from ECR. This access must not be interrupted due to the Project or during construction.

- Coordination with Mountain View's bicycle/pedestrian goals and objectives identified in the 2030 General Plan, Shoreline Transportation Study, El Camino Real Precise Plan, San Antonio Precise Plan, Shoreline Corridor Study, and the California/Shoreline Complete Street Study.

City Comment: *The FEIR must specifically address impacts to bicyclists from the removal of left-turn pockets, existing bicycle network crossings at ECR, and provide analysis of how the Project supports the City's various land use and policy documents related to pedestrians and bicyclists.*

Reconfiguration of the streetscape for the BRT Project is expected to provide various enhancements to the pedestrian environment, including shorter crossing distances, improved amenities, and additional signalized crossings. The DEIR/EA does not provide any conceptual design drawings (plan view) for any locations in the City of Mountain View.

City Comment: *Provide exhibits demonstrating how crossing distances will be shortened and what additional amenities will be provided.*

ECR does not currently have bicycle lanes and is not a classified bikeway under existing conditions within the City of Mountain View. Reconfiguration of the streetscape for BRT may positively affect the bicycle environment. Alternative 4c includes marked bike lanes in each direction throughout Mountain View.

With the dedicated lane, the BRT Project would remove all on-street parking along ECR. Within the City of Mountain View, this represents the loss of approximately 336 parking spaces. While the project is not removing any parking on the side streets, removal of parking on ECR would impact parking on the side streets. The DEIR/EA does not adequately address the impact of diversion of parking to the side streets (especially those that have residential uses).

City Comment: *The FEIR must more specifically address impacts of loss of street parking on ECR and on existing residential side streets.*

On Page 3-9, the DEIR/EA states "Dedicated lane segments would include bicycle lanes in place of parking." In Mountain View, bicycle lanes would be appropriate east of Calderon Avenue and in key segments connecting cross-corridor routes, but local businesses are dependent on street parking between Calderon Avenue and Mariposa Avenue. More analysis and outreach is necessary prior to removal of these spaces.

City Comment: *While removing on-street parking to provide for bike lanes is an appealing concept for some, the reality is that many small businesses on ECR depend on the street parking as their parcels are too small to support on-site parking. This has been the basis for not converting parking to bike lanes in our community as we try and balance competing needs. The FEIR should include a more robust analysis of the impacts to these small businesses and more targeted outreach should be done to identify specific economic and community issues and impacts, so that appropriate and adequate mitigation measures can be identified and discussed in the FEIR.*

CALTRANS COORDINATION

One of the items specifically mentioned in our March 7, 2013 letter in response to the Notice of Preparation (NOP) of the DEIR/EA was regarding Caltrans coordination:

"Caltrans Coordination. The EIR/EA should provide information on how the BRT Project is being coordinated with Caltrans and the City of Mountain View, including the

City's concurrence regarding the Project description, design, and environmental analysis."

The DEIR/EA has no discussion of any coordination with Caltrans. Given that the DEIR/EA (Page 4.12-6) indicates that the section of ECR at Bush Street in Mountain View carries the highest average daily traffic (ADT), or nearly 53,000 vehicles per day with an average trip of 5 to 6 miles, not coordinating or discussing the Caltrans involvement in the process or allowing the City to participate in such coordination or discussions when considering removal of a travel lane in each direction of an existing State Route with such high vehicle usage is unusual. Caltrans support any of the proposed BRT improvements, including the removal of vehicular travel lanes, removal of left turns, or addition of bicycle lanes along the ECR Corridor is fundamental to the Project.

City Comment: *The FEIR should describe VTA's coordination with Caltrans and if there is additional coordination prior to the release of the FEIR, the City requests to participate in those discussions.*

Other issues of concern include:

LAND USE ASSUMPTIONS/CONSISTENCY

Under DEIR/EA Section 2.2.1 – Project Purpose, the document discusses the need to provide the transit infrastructure to support the implementation of the transit goals and objectives of the Grand Boulevard Initiative (for ECR). The DEIR/EA also often cites the Grand Boulevard Initiative (GBI) when discussing land use and planning for the corridor. While the City supports and works with the GBI, the GBI is not a replacement for the City of Mountain View's General Plan 2030 or the El Camino Precise Plan and San Antonio Precise Plan. A later portion of this Chapter, Section 2.2.2.6, neglects to discuss Mountain View's General Plan or the General Plans of any of the other cities along the Project corridor. This is repeated in other sections of the DEIR/EA. The need to reference our General Plan and other planning documents/studies was discussed in our March 7, 2013 scoping comments. The DEIR/EA has not adequately considered local land use plans or policies.

City Comment: *The DEIR/EA has not adequately considered the City of Mountain View's 2030 General Plan which was approved in 2012 and, therefore, has not adequately considered local land use plans or policies as required. The VTA should review the City's 2030 General Plan and address how the Project supports or does not support local planning policies in the FEIR.*

On Page 11 of Appendix H—Traffic Operations Analysis Report, the study states that the analysis "Uses the 2013 Association of Bay Area Governments (ABAG) Projections for estimates of households, population and employment." The table below compares the ABAG projections with the City's growth projections. The ABAG model projects significantly lower job growth and marginally lower housing growth than the City. Since the BRT EIR was begun after Mountain View's 2030 General Plan update, this EIR should study a cumulative growth scenario consistent with that General Plan.

| | ABAG* | Mountain View 2030 General Plan | Difference |
|---|---|---|---|
| Job Growth 2013 to 2030 | 8,860 | 17,000 to 25,000** | +8,000 to 16,000 |
| Housing Unit Growth 2013 to 2030 | 5,330 | 6,770 | +1,440 |

* ABAG data is to 2010 to 2040—growth shown is an interpolation.
** Variation is based on a range of possible employment densities.

City Comment: *The DEIR/EA does not adequately address the cumulative growth scenario, may be understating cumulative impacts, and, therefore, the FEIR should study a cumulative growth scenario consistent with our 2030 General Plan.*

The BRT DEIR does not report the land use data that was used in the travel demand forecasting model. We have found discrepancies between the City of Mountain View ECR Precise Plan (ECR-PP) future traffic volume data and the BRT DEIR data. While both studies used VTA travel demand forecasting model to develop forecasts of future year traffic on ECR and side streets, the future traffic volume (year 2030) in the ECR-PP is shown to be higher than future traffic volume (year 2040—without Project) in the BRT DEIR/EA. As a result, the future intersection LOS and delays are much worse in the 2030 ECR-PP than 2040 BRT DEIR.

City Comment: *VTA should use the ECR-PP land use and development assumption (which are the same as the City's 2030 General Plan which was approved in 2011) for forecasting future traffic volume and intersection delay and LOS calculations for the DEIR/EA.*

City Comment: *Because the DEIR/EA does not adequately address the cumulative growth consistent with the City's 2030 General Plan, the DEIR/EA underestimates traffic volumes, intersection delay, and LOS calculations. The FEIR should include updated analysis and necessary mitigation measures.*

CONSTRUCTION IMPACTS

Pedestrians use ECR both to travel and, in many instances, cross ECR. Some bicyclists also use ECR, but many more cross ECR as part of their daily commute. There are a large number of students that also cross ECR on their way to and from middle schools in our community. The DEIR/EA should include the following mitigation measures for all Project-related construction activities within the City of Mountain View to ensure pedestrian/bicycle safety.

Access during construction:

- Pedestrian access, including for people with disabilities compliant with the Americans with Disabilities Act (ADA), must be maintained throughout the duration of construction. Safe, clearly marked routes must be maintained through and around the construction activity at all time, 24/7.

- The use of temporary walkways with the width, slope, and cross-slope, compliant with ADA, must be incorporated within the Project. Surfaces must be firm, stable, and slip-resistant.

- Barricades and channelizing must be used to separate pedestrians from vehicular traffic. Proper barricading must be provided to prevent visually and/or hearing impaired pedestrians from entering work zones, 24/7.

- All proposed alternate pedestrian detour routes must have appropriate signage and be accessible to people who use mobility aids (wheelchairs, walkers, scooters, etc.). The alternate detour routes shall be a minimum width of 3' and be parallel to the disrupted pedestrian access routes to the maximum extent feasible.

- Accommodations for bicycles crossing ECR must be provided 24/7 in those locations where bicycle facilities exist on side streets. Bicycles should not be made to share access with pedestrians.

City Comment: *The mitigation measure describing the required Transportation Management Plan (TMP) must have specifically defined parameters to adequately address access for all modes during construction, both through the corridor and to individual properties.*

Construction Noise:

MM NOI-A states that VTA will employ best practices to reduce outdoor noise levels at noise-sensitive land uses to ensure that construction noise levels do not exceed 80dB(A) $L_{eq}$ (8 hours) during daytime hours (7:00 a.m. to 10:00 p.m.) and 70 dB(A) $L_{eq}$ (8 hours) during nighttime hours (10:00 p.m. to 7:00 a.m. and comply with all applicable local construction noise standards to the maximum extent practicable.

The Mountain View City Code Section 8.70.1 – Construction Noise, restricts construction activities to 7:00 a.m. to 6:00 p.m. Monday through Friday. Exceptions must be given in writing by the Building Official. There are existing residential units directly on ECR and mostly single-family homes on parcels immediately behind those on ECR. Some of the ECR lots are extremely shallow, placing these residences in close proximity to the proposed construction. More specific and detailed mitigation measures should be provided to ensure that residential uses along ECR are adequately protected.

City Comment: *Mitigation Measure NOI-A, Employ noise-reducing practices during construction, should be updated to reflect the Mountain View City Code Section 8.70.1. Additional measures to reduce the construction noise at nearby residential units beyond those identified in the DEIR/EA must be developed and incorporated into the Project.*

ADJACENT NEIGHBORHOODS

Section 5.14.2 of the DEIR/EA discusses the Affected Environment and identifies existing conditions related to socioeconomics in the Project corridor and surrounding area. The document goes on further to state..."Furthermore, no neighborhoods or communities of concern have been identified." Page 5-111 also discusses cumulative impacts on Environmental Justice (EJ) populations.

Mountain View is an extremely diverse community. There are 15 Lower-Income Census Tract/Block Groups within the City of Mountain View based on a Bay Area Economics 2012 Map of Lower-Income Block Groups for the Community Development Block Grant (CDBG) and Home Investment Partnership (HOME) Programs. These Census Tract/Block Groups indicate the percentage of lower-income households living within those block groups. The number of lower-income households within these identified block groups range from 64.7 percent of the households to 38.2 percent. All but four of these block groups are located along ECR or are in close proximity to ECR. Please ensure that the DEIR/EA has identified or reviewed these Census Tracts to make sure the remaining analysis is correct.

City Comments: *Please identify the source of the DEIR/EA's "neighborhoods of concern" to ensure that all appropriate populations are identified and considered.*

OTHER TECHNICAL INCONSISTENCIES WITHIN THE DEIR/EA DOCUMENT

City Comments: *Please make technical corrections to the following sections as discussed below:*

City Comments: *Table 2-2 gives a total existing ridership of 20,396 and a total VTA core ridership of 78,186. Page 3-2 states that Rapid 522 and Route 22 have a ridership of 100,000 or nearly 20 percent of VTA's daily ridership. Table 4.12-8 Weekday Transit Ridership within the Project Corridor by Alternative gives existing ridership of 3,278 for Rapid 522/BRT and 9,234 for Local 22, for a total of 12,512. The Alternative with the most ridership in 2018 has a total of 18,616, which is less than the current ridership given in Table 2-2. Such large inconsistency in the document for such a central number does not instill confidence in the consistency or accuracy of other numbers or figures. Please correct this discrepancy.*

| | **Existing Route 22** | **Existing 522** | **Total** |
|---|---|---|---|
| Table 2-2 (2013) | 14,511 | 5,885 | 20,396 |
| Page 3-2 (2013) | | | 100,000 |
| Table 4.12-8 (2013) | 9,234 | 3,278 | 12,512 |
| Table 4.12-8 Alternative 4c (2018) | 5,512 | 13,104 | 18,616 |

City Comments: *The City believes that the lane geometry of the following intersections were modeled incorrectly:*

- *ECR/ Rengstorff Avenue*
- *ECR/Escuela Avenue*
- *ECR/El Monte Avenue*

*Also, all signal cycle lengths on ECR within the City of Mountain View and Los Altos were incorrectly modeled. VTA should contact Caltrans to obtain the correct lane geometry and signal cycle lengths.*

City Comments: *Page 2-4, last sentence states that the forecasted travel speeds will be 25.9 mph in 2018 and 20.1 mph in 2040. What is the current (2013 or 2014) travel speed (average speeds for automobiles) in the p.m. eastbound direction?*

City Comments: *Page 4.5-6 describes "scattered areas of undeveloped land such as the Grant Road "farm parcel" in the City of Mountain View still remain." This parcel was developed for single-family homes in 2008. Please update this section to reflect existing conditions.*

City Comments: *Page 4.7-3, Table 4.7-1 Water Table Information in the Project Study Area. In Mountain View, it states the depth to water is 9.8'. It gives the Groundwater Elevation (feet above mean sea level) at 39.5' (39.5'+9.8' would indicate a ground elevation of 49.3' above mean sea level). The elevation on ECR at Castro Street in Mountain View is approximately 106' above mean sea level. Please correct this table as appropriate and the assumptions and conclusions from this section as necessary.*

City Comments: *DEIR/EA Page 4.13-2 incorrectly states that Mountain View obtains water from California Water Service Company (commonly known as Cal Water or CWSC per DEIR/EA). Cal Water serves a portion of the City of Mountain View as a private water provider. This includes some parcels on ECR. The City provides water for the rest of the City and purchases wholesale water from the SFPUC and SCVWD, as well as using local groundwater. Please correct this section as appropriate.*

PUBLIC COMMENTS

The City has enclosed with this letter, copies of e-mails and other written correspondence that has been received by the City of Mountain View from the members of the public during the Public Comment period up to and including December 16, 2014. Any additional written correspondence will be forwarded under separate cover prior to the close of the public comment period.

Please contact Transportation Planner, Helen Kim (helen.kim@mountainview.gov) or Transportation and Business Manager Linda Forsberg (linda.forsberg@mountainview.gov) to coordinate future City participation and input for the proposed ECR BRT Project.

Sincerely,

Christopher R. Clark
Mayor

CRC/JAS/7/PWK/001-12-18-14L-E

Enclosures:
1. Memo from Hexagon Dated December 3, 2014
2. Copies of Correspondence from Public Received as of December 10, 2014

cc: City Council

CM, PWD, CDD, APWD – Solomon, TBM, PCE – Arango, TP, TE, STE – Lopez, ACDD/PM, ZA, AP – Anderson, AP – Shapiro, POSM, F/c

# Hexagon Transportation Consultants, Inc.

## Memorandum

**Date:** December 3, 2014

**To:** Sayed Fakhry, City of Mountain View

**From:** Gary Black

**Subject:** Review of El Camino Real Bus Rapid Transit (BRT) Environmental Impact Report (EIR)

## Introduction

Hexagon Transportation Consultants, Inc. has reviewed the El Camino Real Bus Rapid Transit Project – Draft Environmental Impact Report, published by the Santa Clara Valley Transportation Authority (VTA) in October 2014, on behalf of the City of Mountain View. As requested by Mountain View, we have compared the BRT EIR to the El Camino Real Precise Plan – Environmental Impact Report ("Precise Plan EIR") prepared by the City of Mountain View in August 2014. This memorandum presents the findings of our review.

## Existing Conditions Comparison

The Precise Plan EIR uses 2013 as existing conditions. The BRT EIR also is based on 2013 as existing conditions. Table 1 shows the comparison of existing conditions levels of service for the intersections that the two studies have in common. The comparison shows substantial differences in the calculated existing levels of service between the two studies.

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**Table 1**
**Existing LOS Comparisons**

| Study Intersection | | Peak Hour | LOS Standard | BRT DEIR Existing Delay (sec/veh) | BRT DEIR Existing Synchro LOS | ECR-PP Existing Delay (sec/veh) | ECR-PP Existing Traffix LOS |
|---|---|---|---|---|---|---|---|
| San Antonio Rd | CMP | AM | E | 46.9 | D | 33 | C- |
| | | PM | | 59 | E | 33 | C- |
| Showers Dr/Los Altos Sq | | AM | C/D | 16.1 | B | 12 | B |
| | | PM | | 31.2 | C | 20 | C+ |
| Jordan Ave | | AM | C/D | 7.6 | A | n/a | n/a |
| | | PM | | 7.8 | A | n/a | n/a |
| Ortega Ave (closed under 2018 Alt 4B, 4C) | | AM | C/D | 7.3 | A | 8 | A |
| | | PM | | 6.4 | A | 9 | A |
| Distel Dr. (closed under Alts 4B, 4C) | | AM | C/D | 7.2 | A | n/a | n/a |
| | | PM | | 4.4 | A | n/a | n/a |
| Rengstorff Ave | CMP | AM | E | 13.7 | B | 14 | B |
| | | PM | | 17.6 | B | 14 | B |
| Escuela Ave | | AM | C/D | 19.5 | B | 16 | B |
| | | PM | | 15.7 | B | 16 | B |
| El Monte Ave | CMP | AM | E | 22.1 | C | 24 | C |
| | | PM | | 24.1 | C | 21 | C- |
| Shoreline Blvd/Miramonte Ave | CMP | AM | E | 60.1 | E | 38 | D+ |
| | | PM | | 45.8 | D | 31 | C |
| Castro St | CMP | AM | E | 27.8 | C | 28 | C |
| | | PM | | 49.3 | D | 31 | C |
| Calderon Ave/Phyllis Ave | | AM | C/D | 35.4 | D | 24 | C |
| | | PM | | **62.8** | **E** | 25 | C |
| Hwy 237/Grant Rd | CMP | AM | E | 59.4 | E | 42 | D |
| | | PM | | 57.5 | E | 38 | D+ |
| The Americana/Sylvan Ave | | AM | C/D | 28.8 | C | 26 | C |
| | | PM | | 30.4 | C | 24 | C |

**Note:**
A box indicates difference of LOS results.
**Bold** indicates a substandard level of service.

## Intersection Level of Service Calculation Adjustments

Several errors were found in the LOS calculations both for the Precise Plan and for the BRT EIR (see Table 2). The Precise Plan had generally incorrect signal phasing, cycle lengths, and lost time. The BRT EIR had generally incorrect cycle lengths. Some incorrect lane configurations were found in each study. Hexagon corrected the errors in each study to produce a new comparison of existing conditions (see Table 3). There are still differences between the two studies with regard to existing intersection levels of service. These differences are entirely attributable to different traffic counts between the two studies. All counts were conducted in 2013, so the differences must represent daily fluctuations (or count errors).

**Table 2**
**Corrections to Existing LOS Calculations**

| Study Intersection | | Peak Hour | LOS Standard | BRT DEIR Existing Delay (sec/veh) | BRT DEIR Existing Synchro LOS | ECR-PP Existing Delay (sec/veh) | ECR-PP Existing Traffix LOS | Lane Geometry BRT DEIR | Lane Geometry ECR-PP | Lane Geometry Corrected | Notes Signal Phasing (NB/SB) BRT DEIR | Signal Phasing (NB/SB) ECR-PP | Signal Phasing (NB/SB) Corrected | Cycle Length BRT DEIR | Cycle Length ECR-PP | Cycle Length Corrected | Lost Time BRT DEIR Synchro | Lost Time Corrected Synchro | Lost Time ECR-PP Traffix | Lost Time Corrected Traffix |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| San Antonio Rd | CMP | AM | E | 46.9 | D | 33 | C- | | | | | | | 130 | 100 | 120 | 16 | 16 | 0 | 12 |
| | | PM | | 59 | E | 33 | C- | | | | | | | 130 | 100 | 120 | 16 | 16 | 0 | 12 |
| Showers Dr/Los Altos Sq | | AM | C/D | 16.1 | B | 12 | B | | | | Split | Protected | Split | 130 | 100 | 100 | 16 | 16 | 0 | 12 |
| | | PM | | 31.2 | C | 20 | C+ | | | | Split | Protected | Split | 130 | 100 | 100 | 16 | 16 | 0 | 12 |
| Jordan Ave | | AM | C/D | 7.6 | A | n/a | n/a | | | | Permitted | n/a | Permited | 130 | n/a | n/a | 12 | 12 | n/a | n/a |
| | | PM | | 7.8 | A | n/a | n/a | | | | Permitted | n/a | Permited | 130 | n/a | n/a | 12 | 12 | n/a | n/a |
| Ortega Ave (closed under 2018 Alt 4B, 4C) | | AM | C/D | 7.3 | A | 8 | A | NB 0 0 1! 0 0 | NB 0 0 0 1 0 | NB 0 0 1! 0 0 | Permitted | Protected | Permited | 130 | 100 | 100 | 12 | 12 | 0 | 9 |
| | | PM | | 6.4 | A | 9 | A | NB 0 0 1! 0 0 | NB 0 0 1! 0 0 | NB 0 0 1! 0 0 | Permitted | Protected | Permited | 130 | 100 | 100 | 12 | 12 | 0 | 9 |
| Distel Dr. (closed under Alts 4B, 4C) | | AM | C/D | 7.2 | A | n/a | n/a | | | | Permitted | n/a | Permited | 130 | n/a | n/a | 12 | 12 | n/a | n/a |
| | | PM | | 4.4 | A | n/a | n/a | | | | Permitted | n/a | Permited | 130 | n/a | n/a | 12 | 12 | n/a | n/a |
| Rengstorff Ave | CMP | AM | E | 13.7 | B | 14 | B | NB 0 0 1! 0 0 | NB 1 0 0 0 0 | NB 0 1 0 1 0 | Split | Protected | Split | 130 | 100 | 120 | 15 | 15 | 0 | 12 |
| | | PM | | 17.6 | B | 14 | B | NB 0 0 1! 0 0 | NB 0 0 1! 0 0 | NB 0 1 0 1 0 | Split | Protected | Split | 130 | 100 | 120 | 15 | 15 | 0 | 12 |
| Escuela Ave | | AM | C/D | 19.5 | B | 16 | B | NB 0 0 1! 0 0 | NB 0 1 0 0 1 | NB 0 1 0 0 1 | Permitted | Protected | Permited | 130 | 100 | 100 | 12 | 12 | 0 | 9 |
| | | PM | | 15.7 | B | 16 | B | NB 0 0 1! 0 0 | NB 0 1 0 0 1 | NB 0 1 0 0 1 | Permitted | Protected | Permited | 130 | 100 | 100 | 12 | 12 | 0 | 9 |
| El Monte Ave | CMP | AM | E | 22.1 | C | 24 | C | NB 2 0 0 0 1<br>WB 2 0 2 1 0 | NB 2 0 0 0 1<br>WB 2 0 2 1 0 | NB 2 0 0 0 1<br>WB 2 0 3 0 0 | Split | Protected | Split | 130 | 100 | 120 | 12 | 12 | 0 | 9 |
| | | PM | | 24.1 | C | 21 | C- | NB 2 0 0 0 1<br>WB 2 0 2 1 0 | NB 1 1 0 1 0<br>WB 2 0 3 0 0 | NB 2 0 0 0 1<br>WB 2 0 3 0 0 | Split | Protected | Split | 130 | 100 | 120 | 12 | 12 | 0 | 12 |
| Shoreline Blvd/Miramonte Ave | CMP | AM | E | 60.1 | E | 38 | D+ | NB 1 0 1 1 0<br>NB 1 0 1 1 0 | NB 1 0 2 0 1<br>NB 1 0 2 0 1 | NB 1 0 1 1 0<br>NB 1 0 1 1 0 | | | | 130 | 100 | 120 | 16 | 16 | 0 | 12 |
| | | PM | | 45.8 | D | 31 | C | | | | | | | 130 | 100 | 120 | 16 | 16 | 0 | 12 |
| Castro St | CMP | AM | E | 27.8 | C | 28 | C | | | | Split | Protected | Split | 140 | 100 | 120 | 16 | 16 | 0 | 12 |
| | | PM | | 49.3 | D | 31 | C | | | | Split | Protected | Split | 140 | 100 | 120 | 16 | 16 | 0 | 12 |
| Calderon Ave/Phyllis Ave | | AM | C/D | 35.4 | D | 24 | C | | | | Split | Protected | Split | 140 | 100 | 100 | 16 | 16 | 0 | 12 |
| | | PM | | **62.8** | **E** | 25 | C | | | | Split | Protected | Split | 140 | 100 | 100 | 16 | 16 | 0 | 12 |
| Hwy 237/Grant Rd | CMP | AM | E | 59.4 | E | 42 | D | NB 2 0 3 0 1 | NB 2 0 2 0 1 | NB 2 0 3 0 1 | | | | 140 | 100 | 120 | 16 | 16 | 0 | 12 |
| | | PM | | 57.5 | E | 38 | D+ | NB 2 0 3 0 1 | NB 2 0 2 0 1 | NB 2 0 3 0 1 | | | | 140 | 100 | 120 | 16 | 16 | 0 | 12 |
| The Americana/Sylvan Ave | | AM | C/D | 28.8 | C | 26 | C | | | | Split | Protected | Split | 95 | 100 | 100 | 16 | 16 | 0 | 12 |
| | | PM | | 30.4 | C | 24 | C | | | | Split | Protected | Split | 105 | 100 | 100 | 16 | 16 | 0 | 12 |

**Note:**
East/West indicates El Camino Real movements.
1! indicates shared left-through-right lane.
A box indicates difference of LOS results.
**Bold** indicates a substandard level of service.

**Table 3**
**Re-Run LOS Calculations – Existing Conditions**

| Study Intersection | | Peak Hour | LOS Standard | BRT DEIR Existing Delay (sec/veh) | BRT DEIR Existing Synchro LOS | ECR-PP Existing Delay (sec/veh) | ECR-PP Existing Traffix LOS |
|---|---|---|---|---|---|---|---|
| San Antonio Rd | CMP | AM | E | 44.6 | D | 44.8 | D |
| | | PM | | 53 | D | 46.9 | D |
| Showers Dr/Los Altos Sq | | AM | C/D | 14.2 | B | 21.6 | C+ |
| | | PM | | 24.2 | C | 25.9 | C |
| Jordan Ave | | AM | C/D | 9.6 | A | n/a | n/a |
| | | PM | | 7.2 | A | n/a | n/a |
| Ortega Ave (closed under 2018 Alt 4B, 4C) | | AM | C/D | 8.5 | A | 13.2 | B |
| | | PM | | 10.6 | B | 13.6 | B |
| Distel Dr. (closed under Alts 4B, 4C) | | AM | C/D | 9 | A | n/a | n/a |
| | | PM | | 7.7 | A | n/a | n/a |
| Rengstorff Ave | CMP | AM | E | 25.2 | C | 27.3 | C |
| | | PM | | 21.9 | C | 23.1 | C |
| Escuela Ave | | AM | C/D | 16.4 | B | 19.5 | B- |
| | | PM | | 16.7 | B | 16.5 | B |
| El Monte Ave | CMP | AM | E | 21.9 | C | 36.5 | D+ |
| | | PM | | 26.4 | C | 34.3 | C- |
| Shoreline Blvd/Miramonte Ave | CMP | AM | E | 56 | E | 61.2 | E |
| | | PM | | 41.8 | D | 43.9 | D |
| Castro St | CMP | AM | E | 34.1 | C | 40.3 | D |
| | | PM | | 96.8 | F | 42.5 | D |
| Calderon Ave/Phyllis Ave | | AM | C/D | 46.9 | D | 32.2 | C- |
| | | PM | | 56.4 | E | 32.8 | C- |
| Hwy 237/Grant Rd | CMP | AM | E | 47.6 | D | 70.9 | E |
| | | PM | | 52.6 | D | 61.6 | E |
| The Americana/Sylvan Ave | | AM | C/D | 34.3 | C | 34.8 | C- |
| | | PM | | 31 | C | 32 | C- |

**Note:**
A box indicates difference of LOS results.

## Future Volume Forecasts

Both the Precise Plan and the BRT EIR used the VTA travel demand forecasting model to develop forecasts of future year traffic on El Camino Real and throughout Mountain View. However, the two studies used different forecast years (see Table 4). The Precise Plan used a forecast year of 2030. The BRT EIR uses two forecast years: 2018 and 2040. This memo will focus on the 2040 forecast year.

The Precise Plan report shows the land use data that went into the forecasts (see Table 5). The BRT EIR does not report the land use data that were used. This is a major shortcoming of the BRT EIR because differences in land use data could be the explanation for the major differences in forecast volume between the two studies, as identified below.

**Table 4**
**Model Comparison**

| | Model | Base Year | Forecast Year |
|---|---|---|---|
| BRT DEIR | VTA's Countywide Travel Demand Model | 2013 | 2040 |
| ECR-PP | Mountain View Travel Demand Forcasting Model | 2009 | 2030 |

**Table 5**
**El Camino Real Precise Plan Area Development Assumptions**

| El Camino Real Precise Plan Area | Existing (2013) | Estimated Growth Associated with Entitled Projects | Existing + Entitled Projects | 2030 ECR Precise Plan Projections |
|---|---|---|---|---|
| Housing Units | 1,120 | 752 | 1,872 | 2,660 |
| Population | 2,370 | 1,500 | 3,870 | 5,370 |
| Jobs | 5,900 | -230 | 5,670 | 6,550 |

Source: City of Mountain View, 2014

## No Build Level of Service Comparison

Hexagon compared the intersection levels of service for the 2030 Precise Plan versus the BRT EIR Alternative 1, which is the 2040 no-build alternative. This comparison was made using corrected LOS calculations based on the changes described above (lane configurations, signal phasing, cycle length, lost time). These two scenarios should match because they both represent the future without the BRT project. However, Table 6 shows major differences between the two studies. In general the Precise Plan shows longer delays and worse levels of service than the BRT EIR. This is because the Precise Plan shows higher volume on El Camino Real and the side streets in 2030 than the BRT EIR in 2040. We do not know if this might be attributable to different land use assumptions because the BRT EIR does not show the land use assumptions.

**Table 6**
**Re-Run LOS Calculations – 2040 and 2030 Conditions**

| Study Intersection | | Peak Hour | LOS Standard | BRT DEIR 2040 Alt 1 Delay (sec/veh) | BRT DEIR 2040 Alt 1 Synchro LOS | ECR-PP Cumulative 2030 Delay (sec/veh) | ECR-PP Cumulative 2030 Traffix LOS |
|---|---|---|---|---|---|---|---|
| San Antonio Rd | CMP | AM | E | 58.5 | E | 110.1 | F |
| | | PM | | 86.5 | F | 141.8 | F |
| Showers Dr/Los Altos Sq | | AM | C/D | 15.6 | B | 34.4 | C- |
| | | PM | | 27.4 | C | 128.6 | F |
| Jordan Ave | | AM | C/D | 13.2 | B | n/a | n/a |
| | | PM | | 11.4 | B | n/a | n/a |
| Ortega Ave (closed under 2018 Alt 4B, 4C) | | AM | C/D | 12.5 | B | 25.5 | C |
| | | PM | | 14 | B | 17.4 | B |
| Distel Dr. (closed under Alts 4B, 4C) | | AM | C/D | 11.3 | B | n/a | n/a |
| | | PM | | 11.4 | B | n/a | n/a |
| Rengstorff Ave | CMP | AM | E | 18.3 | B | 32.2 | C- |
| | | PM | | 24.5 | C | 158.3 | F |
| Clark Ave. (new signal from another project) | | AM | C/D | 9.8 | A | n/a | n/a |
| | | PM | | 7.7 | A | n/a | n/a |
| Escuela Ave | | AM | C/D | 18.8 | B | 31.9 | C |
| | | PM | | 20.2 | C | 45.6 | D |
| El Monte Ave | CMP | AM | E | 22.3 | C | 92.5 | F |
| | | PM | | 25.6 | C | 39.1 | D |
| Shoreline Blvd/Miramonte Ave | CMP | AM | E | 95.4 | F | 288.1 | F |
| | | PM | | 81.2 | F | 159.7 | F |
| Castro St | CMP | AM | E | 35.4 | D | 137 | F |
| | | PM | | 123.6 | F | 136.6 | F |
| Calderon Ave/Phyllis Ave | | AM | C/D | 59.6 | E | 119.9 | F |
| | | PM | | 176.1 | F | 141.4 | F |
| Hwy 237/Grant Rd | CMP | AM | E | 65.3 | E | 91.3 | F |
| | | PM | | 69.7 | E | 61.2 | E |
| The Americana/Sylvan Ave | | AM | C/D | 87.4 | F | 53.8 | D- |
| | | PM | | 42 | D | 82.5 | F |

**Note:**
A box indicates difference of LOS results.

## Impact of BRT Project

The BRT EIR analyzed a number of alternatives with combinations of dedicated BRT lanes and mixed-flow BRT for different stretches of El Camino Real. BRT Alternative 2, which keeps all mixed-flow lanes on El Camino Real and mixes BRT with regular traffic, would result in essentially the same traffic conditions as the No-build alternative. VTA found that this alternative would attract hardly any new bus riders, so no traffic would be taken off El Camino Real (see Table 7).

**Table 7**
**Daily Ridership Comparison between Local Bus and BRT in 2040**

| | | | | | Short Dedicated Lane | | Long Dedicated Lane | | |
|---|---|---|---|---|---|---|---|---|---|
| | Location | Existing | No build Alt 1 | All Mixed Flow Alt 2 | Lafayette St to Halford Ave Alt 3A | Lafayette St to Halford Ave + Mixed Flow Alt 3B | Lafayette St to SR 85 Alt 4A | Lafayette St to Showers Dr Alt 4B | Lafayette St to embarcadero Rd Alt 4C |
| Total | Line 522/BRT Ridership | 3,287 | 10,576 | 11,736 | 13,976 | 14,490 | 15,878 | 18,323 | 21,071 |
| | Line 22 Ridership | 9,234 | 11,102 | 10,492 | 10,099 | 10,016 | 9,879 | 9,668 | 9,266 |
| | Transit Ridership (522/BRT + 22) | 12,521 | 21,678 | 22,228 | 24,075 | 24,505 | 25,756 | 27,990 | 30,336 |
| | Assumed Riders Shifting from 22 to BRT[1] | | | 611 | 1,003 | 1,087 | 1,224 | 1,435 | 1,837 |
| | New Transit Riders[2] | | | 550 | 2,397 | 2,827 | 4,078 | 6,312 | 8,658 |

**Notes:**

[1] The number of riders shifting from the 22 to the BRT is assumed to be the reduction in Line 22 ridership from the No Build.

[2] The number of new transit riders is computed by subtracting the number of shifting riders between Line 22 and BRT from the increase in total transit ridership between the Build and the No Build.

From Cahill Street in San Jose and University Avenue in Palo Alto.

Source: DKS Associates, 2014.

Hexagon focused on BRT EIR Alternative 4c because this is the alternative that takes a lane all the way through Mountain View. This alternative would result in a substantial increase in transit ridership, which would take some traffic off El Camino Real. Unfortunately, the BRT EIR does not show how many new transit riders were formerly auto drivers, so we don't know how many cars would be taken off the road. Table 8 shows that the dedicated lane BRT alternative would not result in any significant LOS impacts along El Camino Real. That is because there is the assumption that a lot of the traffic on El Camino Real would divert to other routes if one lane in each direction were taken away. This is discussed in detail in the next section.

**Table 8**
**Level of Service Summary**

| Study Intersection | | Peak Hour | LOS Standard | BRT DEIR Existing Delay (sec/veh) | BRT DEIR Existing Synchro LOS | BRT DEIR 2040 Alt 1 Delay (sec/veh) | BRT DEIR 2040 Alt 1 Synchro LOS | BRT DEIR 2040 Alt 2 Delay (sec/veh) | BRT DEIR 2040 Alt 2 Synchro LOS | BRT DEIR 2040 Alt 4C Delay (sec/veh) | BRT DEIR 2040 Alt 4C Synchro LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| San Antonio Rd | CMP | AM | E | 46.9 | D | 59.9 | E | 59.6 | E | 51.5 | D |
| | | PM | | 59 | E | **86.2** | **F** | **87.4** | **F** | 77.6 | E |
| Showers Dr/Los Altos Sq | | AM | C/D | 16.1 | B | 15.8 | B | 15.8 | B | 19 | B |
| | | PM | | 31.2 | C | 29.1 | C | 29 | C | 46.6 | D |
| Jordan Ave | | AM | C/D | 7.6 | A | 7.2 | A | 7.2 | A | 8.3 | A |
| | | PM | | 7.8 | A | 6.1 | A | 6.1 | A | 8.4 | A |
| Ortega Ave (closed under 2018 Alt 4B, 4C) | | AM | C/D | 7.3 | A | 9.1 | A | 8.5 | A | n/a | n/a |
| | | PM | | 6.4 | A | 11.7 | B | 11.5 | B | n/a | n/a |
| Distel Cir. (new project signal - Alts 4B, 4C) | | AM | C/D | n/a | n/a | n/a | n/a | n/a | n/a | 26.4 | C |
| | | PM | | n/a | n/a | n/a | n/a | n/a | n/a | 9 | A |
| Distel Dr. (closed under Alts 4B, 4C) | | AM | C/D | 7.2 | A | 8.8 | A | 8.8 | A | n/a | n/a |
| | | PM | | 4.4 | A | 7.1 | A | 7 | A | n/a | n/a |
| Rengstorff Ave | CMP | AM | E | 13.7 | B | 13.7 | B | 13.9 | B | 14 | B |
| | | PM | | 17.6 | B | 20.7 | C | 19.5 | B | 25.1 | C |
| Clark Ave. (new signal from another project) | | AM | C/D | n/a | n/a | 8.1 | A | 11.2 | B | 10 | B |
| | | PM | | n/a | n/a | 8.3 | A | 6.9 | A | 9.9 | A |
| Escuela Ave | | AM | C/D | 19.5 | B | 23.7 | C | 20.7 | C | 19.6 | B |
| | | PM | | 15.7 | B | 22.6 | C | 21.6 | C | 24.1 | C |
| El Monte Ave | CMP | AM | E | 22.1 | C | 20.4 | C | 20.1 | C | 24 | C |
| | | PM | | 24.1 | C | 24.8 | C | 19.8 | B | 24.3 | C |
| Shoreline Blvd/Miramonte Ave | CMP | AM | E | 60.1 | E | **92.5** | **F** | **92.7** | **F** | **91.2** | **F** |
| | | PM | | 45.8 | D | 79.1 | E | 78.9 | E | 71 | E |
| Castro St | CMP | AM | E | 27.8 | C | 30.7 | C | 30.9 | C | 32.7 | C |
| | | PM | | 49.3 | D | 71.9 | E | 75 | E | 54.2 | D |
| Bonita Ave. (new project signal - Alts 4B, 4C) | | AM | C/D | n/a | n/a | n/a | n/a | n/a | n/a | 21.4 | C |
| | | PM | | n/a | n/a | n/a | n/a | n/a | n/a | 5.1 | A |
| Calderon Ave/Phyllis Ave | | AM | C/D | 35.4 | D | 35 | C | 35 | C | 36.4 | D |
| | | PM | | **62.8** | **E** | 49.8 | D | 48.1 | D | 52.8 | D |
| Hwy 237/Grant Rd | CMP | AM | E | 59.4 | E | 66.7 | E | 66.6 | E | 51.6 | D |
| | | PM | | 57.5 | E | 72.7 | E | 72.5 | E | 54.7 | D |
| The Americana/Sylvan Ave | | AM | C/D | 28.8 | C | **69.5** | **E** | **70.1** | **E** | **58.1** | **E** |
| | | PM | | 30.4 | C | 35.6 | D | 35.7 | D | 37.3 | D |

**Source:**
El Camino Real Bus Rapid Transit (BRT), Traffic Operations Analysis Report Revised Draft, August 2014.
**Bold** indicates a substandard level of service.

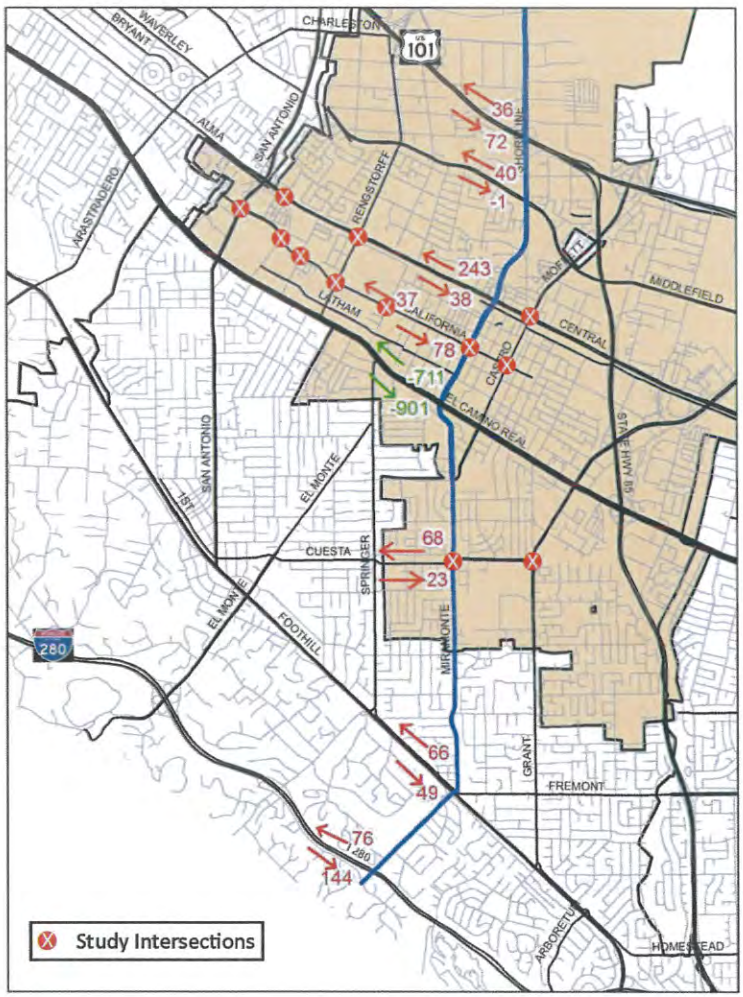
## Project Trip Distribution and Diversion

The implementation of BRT on El Camino Real increases transit ridership and decreases auto trips, but taking a lane away from automobiles to create the dedicated lane for the BRT causes some traffic diversion off El Camino Real onto surrounding roads. This potential diversion was determined by reducing the capacity of El Camino Real within the countywide travel model, and re-assigning vehicle trips.

Figure 1 shows the traffic diversion derived from the model for the 2040 PM peak hour time period. About 900 vehicles are shown to be diverted from southbound El Camino Real (the peak direction) in the PM peak hour. This is essentially the full capacity of one travel lane. This result indicates that all three lanes of El Camino Real would be completely full in 2040 in the southbound direction, and one full lane's-worth of traffic would be diverted to other routes if a lane were taken away for the dedicated BRT.

The figure shows that the traffic would be diverted to US 101, Central Expressway, California Street, Cuesta Drive, Foothill Expressway, and I-280. The diverted traffic on these parallel roads adds up to about 400 vehicles. Therefore, the other 500 diverted vehicles are unaccounted for. The BRT EIR does not provide any information about where the other vehicles would go.

**Figure 1**
**2040 PM Diversion in Mountain View**



## Impact of Diverted Vehicles

The BRT EIR analyzes various intersections nearby and along the diversion routes, as shown on Figure 1. Table 9 shows the impacts of the diverted traffic on the intersections nearby and along the diversion routes. Of the 13 intersections studied along the diversion routes, eight would experience signficant traffic impacts due to the diverted traffic. The BRT EIR includes mitigation measures for these 8 intersections (see Table 10). In most cases the mitigation consists of adding various turn lanes and adjusting signal timing. The BRT EIR states that the mitigation measures would not require any right-of-way acquisition or road widening. However, the BRT EIR does not include sufficient detail about the mitigation measures to confirm their feasibility.

**Table 9**
**Level of Service (LOS) Summary – Off El Camino Real**

| Study Intersection | | Peak Hour | LOS Standard | BRT DEIR Existing Delay (sec/veh) | Existing Synchro LOS | 2040 Alt 1 Delay (sec/veh) | 2040 Alt 1 Synchro LOS | 2040 Alt 2 Delay (sec/veh) | 2040 Alt 2 Synchro LOS | 2040 Alt 4C Delay (sec/veh) | 2040 Alt 4C Synchro LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| San Antonio Road/California Street | Signal | AM | E | 41.2 | D | **89.9** | **F** | **89.2** | **F** | **105.7** | **F** |
| | | PM | | 39.6 | D | **91** | **F** | **90.7** | **F** | **92.7** | **F** |
| Showers Drive/California Street | Signal | AM | E | 18.4 | B | 24.3 | C | 24.2 | C | 25.5 | C |
| | | PM | | 23.2 | C | 27.7 | C | 27.9 | C | 30.1 | C |
| Ortega Avenue/California Street | Signal | AM | E | 5.5 | A | 6.6 | A | 6.5 | A | 6.8 | A |
| | | PM | | 5.1 | A | 7.6 | A | 7.8 | A | 10.1 | B |
| Rengstorff Avenue/California Street | Signal | AM | D | 29.2 | C | **58.6** | **E** | **58.6** | **E** | **69.7** | **E** |
| | | PM | | 29.8 | C | **63** | **E** | **63.3** | **E** | **66.5** | **E** |
| Escuela Avenue/California Street | signal | AM | D | 26.3 | C | 36.2 | D | 36.2 | D | 44.7 | D |
| | | PM | | 20.8 | C | 36.3 | D | 37 | D | 44 | D |
| Shoreline Boulevard/California Street | Signal | AM | D | 32 | C | 40.8 | D | 41 | D | 46.3 | D |
| | | PM | | 33.9 | C | **114.7** | **F** | **115.1** | **F** | **128.2** | **F** |
| Castro Street/California Street | Signal | AM | E | 15.7 | B | 15.3 | B | 15.3 | B | 15.2 | B |
| | | PM | | 44.9 | D | 45.2 | D | 45.2 | D | 48.5 | D |
| Mayfield Avenue/Central Expressway | Signal | AM | D | 4.5 | A | 4.5 | A | 4.5 | A | 4.5 | A |
| | | PM | | 4.5 | A | 6.7 | A | 6.6 | A | 8.9 | A |
| Rengstorff Avenue/Central Expressway | Signal | AM | E | 34.4 | C | **93.8** | **F** | **93.2** | **F** | **113.2** | **F** |
| | | PM | | 38.5 | D | **151.9** | **F** | **148.5** | **F** | **195.9** | **F** |
| Castro Street/Central Expressway | Signal | AM | E | 36.4 | D | 64.5 | E | 64.4 | E | 72.5 | E |
| | | PM | | 40.9 | D | **155.5** | **F** | **151.5** | **F** | **207.2** | **F** |
| Miramonte Ave/Cuesta Drive | Signal | AM | D | 13.4 | B | 53.7 | D | 54.9 | D | **75.7** | **E** |
| | | PM | | 10.7 | B | 39.4 | D | 41.8 | D | 54.9 | D |
| Grant Road/Cuesta Drive | Signal | AM | D | 31.4 | C | 47.1 | D | 47.4 | D | 53.9 | D |
| | | PM | | 30.6 | C | 49.1 | D | 49.3 | D | **58.6** | **E** |
| Grant Road/Phyllis Avenue-Martens Avenue | Signal | AM | D | 33.6 | C | 54.7 | D | 54.4 | D | **55.2** | **E** |
| | | PM | | 29.7 | C | 33.9 | C | 33.8 | C | 39 | D |

**Source:**
El Camino Real Bus Rapid Transit (BRT), Traffic Operations Analysis Report Revised Draft, August 2014.
**Bold** indicates a substandard level of service.
**Bold** indicates a significant impact.



HEXAGON

**Table**
**10 Level of Service (LOS) Summary (Mitigated) – Off El Camino Real**

| Study Intersection | | Peak Hour | LOS Standard | Potential Mitigation | BRT DEIR Existing Delay (sec/veh) | BRT DEIR Existing Synchro LOS | BRT DEIR 2040 Alt 1 Delay (sec/veh) | BRT DEIR 2040 Alt 1 Synchro LOS | BRT DEIR 2040 Alt 4C Delay (sec/veh) | BRT DEIR 2040 Alt 4C Synchro LOS |
|---|---|---|---|---|---|---|---|---|---|---|
| San Antonio Road/California Street | Signal | AM | E | No Mitigation | 41.2 | D | **89.9** | **F** | **105.7** | **F** |
| | | | | Signal optimizeation and restriping EBTH to EBLT/TH | | | | | **91.7** | **F** |
| Rengstorff Avenue/California Street | Signal | AM | D | No Mitigation | 29.2 | C | **58.6** | **E** | **69.7** | **E** |
| | | | | Add SBLT, EBLT, WBRT bays | | | | | 48.4 | D |
| Shoreline Boulevard/California Street | Signal | PM | D | No Mitigation | 33.9 | C | **114.7** | **F** | **128.2** | **F** |
| | | | | Add EBRT bay | | | | | **81.3** | **F** |
| Rengstorff Avenue/Central Expressway | Signal | AM | E | No Mitigation | 34.4 | C | **93.8** | **F** | **113.2** | **F** |
| | | | | Add NBRT bay | | | | | 77.9 | E |
| | | PM | E | No Mitigation | 38.5 | D | **151.9** | **F** | **195.9** | **F** |
| | | | | Add NBRT bay | | | | | **125.6** | **F** |
| Castro Street/Central Expressway | Signal | PM | E | No Mitigation | 40.9 | D | **155.5** | **F** | **207.2** | **F** |
| | | | | Add NBRT bay on Castro St and convert split timing to protected left turn treatment on Castro St. | | | | | **132.3** | **F** |
| Miramonte Ave/Cuesta Drive | Signal | AM | D | No Mitigation | 13.4 | B | 53.7 | D | **75.7** | **E** |
| | | | | Add WBRT bay | | | | | 41.7 | D |
| Grant Road/Cuesta Drive | Signal | PM | D | No Mitigation | 30.6 | C | 49.1 | D | **58.6** | **E** |
| | | | | Add SBRT bay on Grant Rd | | | | | 49.7 | D |
| Grant Road/Phyllis Avenue-Martens Avenue | Signal | AM | D | No Mitigation | 33.6 | C | 54.7 | D | **55.2** | **E** |
| | | | | Signal optimizeation | | | | | 31.2 | C |

**Source:**
El Camino Real Bus Rapid Transit (BRT), Traffic Operations Analysis Report Revised Draft, August 2014.
**Bold** indicates a substandard level of service.
**Bold** indicates a significant impact.

## Impact of BRT on Cross Streets

The BRT EIR analyzes the LOS at 15 cross-street intersections along El Camino Real in Mountain View. Hexagon examined the intersection LOS calculations in detail so as to isolate the delays on the cross streets versus the delays on El Camino Real (see Table 11). With the dedicated lane BRT project, the following four cross-streets would experience negative impacts, which we define as LOS E or F operations: Jordan Avenue, Castro Street, Calderon Avenue/Phyllis Avenue, and Sylvan Avenue/The Americana.

**Table 11**
**Degradation of Intersection LOS on Cross Streets**

| | | | | ECR DEIR | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Existing | | | | 2040 Alt 1 | | | | 2040 Alt 2 | | | | 2040 Alt 4C | | | |
| | | | | Northbound Approach | | Southbound Approach | | Northbound Approach | | Southbound Approach | | Northbound Approach | | Southbound Approach | | Northbound Approach | | Southbound Approach | |
| Study Intersection | | Peak Hour | LOS Standard | Delay (sec/veh) | Synchro LOS | Delay (sec/veh) | Synchro LOS | Delay (sec/veh) | Synchro LOS | Delay (sec/veh) | Synchro LOS | Delay (sec/veh) | Synchro LOS | Delay (sec/veh) | Synchro LOS | Delay (sec/veh) | Synchro LOS | Delay (sec/veh) | Synchro LOS |
| San Antonio Rd | CMP | AM | E | 44.6 | D | 50.7 | D | 51.4 | D | 66.5 | E | 52.4 | D | 66.1 | E | 44.2 | D | 53.4 | D |
| | | PM | | 55.1 | E | 57.7 | E | 105.5 | F | 77.2 | E | 105 | F | 77.1 | E | 93.9 | F | 64.3 | E |
| Showers Dr/Los Altos Sq | | AM | C/D | 62.8 | E | 60.4 | E | 62.2 | E | 64.3 | E | 62.2 | E | 64.4 | E | 62.3 | E | 66.3 | E |
| | | PM | | 62.8 | E | 63.6 | E | 59.9 | E | 63.7 | E | 60.3 | E | 64.1 | E | 62.5 | E | 63.3 | E |
| Jordan Ave | | AM | C/D | 70.6 | E | 54.5 | D | 73.3 | E | 53.6 | D | 74.4 | E | 53.5 | D | 71.5 | E | 54.2 | D |
| | | PM | | 60.2 | E | 58.1 | E | 70.9 | E | 52.7 | D | 71.3 | E | 52.9 | D | 65.7 | E | 55.1 | E |
| Ortega Ave (closed under 2018 Alt 4B, 4C) | | AM | C/D | 51 | D | 70.5 | E | 58.5 | E | 59.5 | E | 58.5 | E | 59.6 | E | Closed under Alt 4B and 4C | | | |
| | | PM | | 52.2 | D | 68.7 | E | 61.3 | E | 58.2 | E | 61.3 | E | 58.2 | E | | | | |
| Distel Cir. (new project signal - Alts 4B, 4C) | | AM | C/D | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | 28.4 | C | 0 | A |
| | | PM | | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | 60.5 | E | 0 | A |
| Distel Dr. (closed under Alts 4B, 4C) | | AM | C/D | 64.5 | E | 0 | A | 68.7 | E | 0 | A | 68.7 | E | 0 | A | Closed under Alt 4B and 4C | | | |
| | | PM | | 59 | E | 0 | A | 68.7 | E | 0 | A | 67.9 | E | 0 | A | | | | |
| Rengstorff Ave | CMP | AM | E | 81.1 | F | 57.9 | E | 81.1 | F | 58 | E | 81.1 | F | 58.3 | E | 81.1 | F | 57.9 | E |
| | | PM | | 65.3 | E | 61.5 | E | 66.3 | E | 65.6 | E | 65.6 | E | 65.5 | E | 66.3 | E | 62.7 | E |
| Clark Ave. (new signal from another project) | | AM | C/D | n/a | n/a | n/a | n/a | 65.4 | E | 0 | A | 65.1 | E | 0 | A | 60.8 | E | 0 | A |
| | | PM | | n/a | n/a | n/a | n/a | 59.8 | E | 58.3 | E | 59.8 | E | 58.3 | E | 59.8 | E | 58.3 | E |
| Escuela Ave | | AM | C/D | 46.7 | D | 59.8 | E | 45.1 | D | 60.1 | E | 45.1 | D | 60.1 | E | 45.7 | D | 59.7 | E |
| | | PM | | 51.1 | D | 60.9 | E | 49.7 | D | 59.8 | E | 49.9 | D | 60 | E | 51.1 | D | 60.1 | E |
| El Monte Ave | CMP | AM | E | 55.8 | E | 65 | E | 54 | D | 65 | E | 54 | D | 65 | E | 56.5 | E | 65 | E |
| | | PM | | 56.6 | E | 0 | A | 56.1 | E | 0 | A | 56.1 | E | 0 | A | 56.7 | E | 0 | A |
| Shoreline Blvd/Miramonte Ave | CMP | AM | E | 78.7 | E | 56 | E | 135.4 | F | 84.1 | F | 136.2 | F | 84.9 | F | 119.9 | F | 69.9 | E |
| | | PM | | 59.3 | E | 57 | E | 81.2 | F | 98.3 | F | 88.9 | F | 89.8 | F | 84.3 | F | 67 | E |
| Castro St | CMP | AM | E | 60.8 | E | 64.7 | E | 59.5 | E | 64.9 | E | 59.6 | E | 65 | E | 60.2 | E | 64.6 | E |
| | | PM | | 67.8 | E | 63.7 | E | 66.2 | E | 64 | E | 66.3 | E | 64.1 | E | 98 | F | 62.9 | E |
| Bonita Ave. (new project signal - Alts 4B, 4C) | | AM | C/D | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | 40.3 | D | 0 | A |
| | | PM | | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | 66 | E | 0 | A |
| Calderon Ave/Phyllis Ave | | AM | C/D | 66 | E | 72.6 | E | 67.2 | E | 75.8 | E | 66.9 | E | 75.9 | E | 69 | E | 71.6 | E |
| | | PM | | 67.5 | E | 76.2 | E | 68.3 | E | 93.7 | F | 68.2 | E | 98 | F | 69.7 | E | 111 | F |
| Hwy 237/Grant Rd | CMP | AM | E | 46.4 | D | 44 | D | 76.1 | E | 62 | E | 75.9 | E | 61.9 | E | 48 | D | 43.3 | D |
| | | PM | | 62.5 | E | 58.8 | E | 71.6 | E | 73.3 | E | 71.8 | E | 73.1 | E | 52.8 | D | 53.6 | D |
| The Americana/Sylvan Ave | | AM | C/D | 37.3 | D | 41 | D | 34.7 | C | 40.9 | D | 34.8 | C | 40.9 | D | 29 | C | 40.8 | D |
| | | PM | | 47.3 | D | 50.1 | D | 51.2 | D | 53.3 | D | 51.1 | D | 53.2 | D | 52.2 | D | 56.5 | E |

**Note:**
Source: El Camino Real Bus Rapid Transit (BRT), City of Mountain View, Synchro Model Files and Outputs, October 2014
A box indicates a significant impact of movement LOS

## Impact of BRT on Commercial and Residential Property Acess

The dedicated lane BRT project would close 7 existing median breaks along El Camino Real (see Table 12). With the closure of these median breaks, access to some side streets and to some commercial and residential properties along El Camino Real would be more difficult. Some motorists would need to make u-turns whereas under existing conditions they do not. Figures 2, 3, 4, 5, and 6 show the locations where median breaks would be closed. The BRT EIR does not include analysis of queuing at any of the intersections or how the queuing would be affected by the added u-turns.

**Table 12**
**Locations of Existing Left-Turn Lanes Eliminated by Project Alternative**

| | Alternatives | | | | | |
|---|---|---|---|---|---|---|
| Location | Alt 2 | Alt 3A | Alt 3B | Alt 4A | Alt 4B | Alt 4C |
| Crestview Dr | | | | X | X | X |
| West of Crestview Dr | | | | X | X | X |
| Dale Ave | | | | X | X | X |
| Between Yuba Dr and SR 85 | | | | | X | X |
| Between Mariposa Ave and Pettis Ave | | | | | X | X |
| Distel Dr | | | | | X* | X* |
| Ortega Ave | | | | | X* | X* |

Source: Parsons 2014.

Notes: "X" denotes left-turn lane eliminated: "-" denotes the removal of the existing traffic signal.

**Figure 2**
**Crestview Dr and West of Crestview Dr**

**Figure 3**
**Dale Ave**


**Figure 4**
**Between Yuba Dr and SR 85**

**Figure 5**
**Between Mariposa Ave and Pettis Ave**


**Figure 6**
**Distel Dr and Ortega Ave**

## Impact of BRT on Pedestrian Circulation

Reconfiguration of the streetscape for the BRT project is expected to provide various enhancements to the pedestrian environment including shorter crossing distances, improved amenities, and additional signalized crossings. However, the BRT EIR does not provide any plan-view drawings of specific designs for any locations in Mountain View.

## Impact of BRT on Bicycle Circulation

El Camino Real does not have bicycle lanes and is not a classified bikeway under existing conditions. Reconfiguration of the streetscape for the BRT project is expected to positively affect the bicycle environment. Alternative 4c includes marked bike lanes in each direction throughout Mountain View.

## Impact of BRT on Parking

With the dedicated lane, the BRT project would remove all on-street parking along El Camino Real. Within Mountain View, this represents the loss of 336 parking spaces. The project sould not affect parking spaces along the cross streets.

COPIES TO COUNCIL, CM, CA & ACM, PWD, T+BM

**From:** Elizabeth Soelistio
**Sent:** Thursday, November 27, 2014 3:19 PM
**To:** , City Clerk
**Subject:** Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

I strongly urge VTA to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Elizabeth Soelistio

**Brewer, Lorrie**

**From:** Anjali Mehta <[redacted]>
**Sent:** Monday, December 01, 2014 1:31 PM
**To:** , City Clerk
**Subject:** Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

I strongly urge VTA to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Anjali Mehta

COPIES TO COUNCIL, CM, CA & ACM, PWD, T+BM

**From:** Shirley Kinoshita
**Sent:** Tuesday, December 02, 2014 7:38 PM
**To:** , City Clerk
**Subject:** Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

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If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Shirley Kinoshita

COPIES TO COUNCIL, CM, CA & ACM, Rec'd, T+qm

**From:** Elia Tello
**Sent:** Wednesday, December 03, 2014 11:45 AM
**To:** , City Clerk
**Subject:** Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

I strongly urge VTA to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Elia Tello

COPIES TO COUNCIL, CM, CA & ASM, PCD, T+BM

**From:** Anthony Cardott
**Sent:** Friday, December 05, 2014 4:04 PM
**To:** , City Clerk
**Subject:** Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

I strongly urge VTA to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Anthony Cardott

**From:** diane alexander
**Sent:** Monday, December 08, 2014 9:59 AM
**To:** , City Clerk
**Subject:** Shuttel Sevice Recommendatelons

Dear City Council

I saw your article about the new service. I'd like to give some input on things that would make the system better than the VTA.
1. Have routes that go to the farmers market
2. Schedule routes that complement the VTA; such as weekend service from San Antonio & Casto on the half hour since the VTA only runs once an hour on weekends. Two lines to compliment would be the 35 and 40.
3. Make the connections easier. One of my main gripes with VTA is that if you are trying to connect you usually miss the connection within sometimes seconds if the other bus is just ahead of the one you are on, so you end up waiting another half hour.
4. Have routes for Shoreline and San Antonio. It would be nice to go to the park at Shoreline, currently there are no runs for that area. The San Antonio could also run out to the trail.

Sincerely,

Diane Alexander
Frustrated Bus Rider

**From:** mike wood <[redacted]@gmail.com>
**Sent:** Saturday, December 06, 2014 2:31 PM
**To:** ECBRT@vta.org; city.council@cityofpaloalto.org; Council@sunnyvale.ca.gov; , City Clerk; MayorAndCouncil@santaclaraca.gov; council@losaltosca.gov; mayoremail@sanjoseca.gov
**Subject:** Comments to the VTA on the El Camino Real BRT DEIR/EA

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

I strongly urge VTA to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Michael Wood

**From:** Janani Dhinakaran
**Sent:** Saturday, December 06, 2014 5:24 PM
**To:** City Clerk
**Subject:** Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

I strongly urge VTA to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs)
- And plant more trees in the central area to increase green cover and make ECR a beautiful road.

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Janani Dhinakaran

1

7

**From:** Joel Myrick
**Sent:** Saturday, December 06, 2014 5:33 PM
**To:** , City Clerk
**Subject:** Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

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- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Joel Myrick

**From:** Peter Macdonald
**Sent:** Saturday, December 06, 2014 9:29 PM
**To:** , City Clerk
**Subject:** Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

I strongly urge VTA to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Peter Macdonald

**From:** Jeff Rensch
**Sent:** Monday, December 08, 2014 9:34 AM
**To:** City Clerk
**Subject:** Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to support the El Camino Real Bus Rapid Transit Project, by providing a dedicated lane all the way to Embarcadero.

Traffic is the monster that is crippling all of our other attempts to improve and preserve our community. The BRT offers an excellent chance to people to get out of their cars and travel in another safer manner. Palo Alto workers who live in San Jose will be able to get here safely in a way that does not harm the environment.

If losing that lane seems to be a sacrifice to some heavy-duty single occupant vehicle drivers, it is a sacrifice worth making for our future.

thanks for listening.

Jeff Rensch

**From:** Ian McCluskey <[redacted]@gmail.com>
**Sent:** Tuesday, December 09, 2014 1:36 PM
**To:** , City Clerk
**Subject:** Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

I strongly urge VTA to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Ian McCluskey

0

COPIES TO COUNCIL, CM, CA & ACM, PWD T+BM

**From:** Andrew Gallatin
**Sent:** Tuesday, December 09, 2014 9:13 AM
**To:** , City Clerk
**Subject:** Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to halt the El Camino Real Bus Rapid Transit Project.

I strongly urge VTA to NOT incorporate bus-only lanes in the El Camino Real plan.

If we convert traffic lanes to bus-only lanes on El Camino Real, we will tie traffic in knots, and make an already miserable commute far worse.

Thank you for stopping this horribly misguided project.

Sincerely,

Andrew Gallatin

**From:** Virginia Smedberg <[redacted]>
**Sent:** Tuesday, December 09, 2014 1:24 AM
**To:** , City Clerk
**Subject:** Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

Firstly, I believe in public transit, and I take it whenever it is going where I am (often along w/ my bike to make the end connections better).

Therefore, I urge you to create the best public transit system you can, which will encourage more people to use it.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

I strongly urge VTA to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Virginia Smedberg

**From:** Alisa Khieu <[redacted]>
**Sent:** Monday, December 08, 2014 9:55 PM
**To:** , City Clerk
**Subject:** Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

I strongly urge VTA to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Alisa Khieu

**From:** Jeremy Caves
**Sent:** Monday, December 08, 2014 5:31 PM
**To:** , City Clerk
**Subject:** Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

I strongly urge VTA to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Further, without these improvements, it is hard to see what exactly the future plan will be. Congestion is getting worse and worse on El Camino, turning El Camino into an increasingly unattractive place to live and work. Without BRT and a transformative and innovative solution to the problem, it is extremely difficult to imagine that El Camino will simply magically become less congested.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around. Please consider making El Camino both more public-transit friendly and also biker friendly, for the benefit of our communities, our environment, and our future.

Sincerely,
Jeremy Caves

Jeremy Caves

**From:** Michelle Marvier <
**Sent:** Tuesday, December 09, 2014 11:16 AM
**To:** , City Clerk
**Subject:** Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

I strongly urge VTA to:

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- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Michelle Marvier

1

**From:** Virginia Matzek
**Sent:** Tuesday, December 09, 2014 2:07 PM
**To:** , City Clerk
**Subject:** Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I'm a Santa Clara resident who strongly supports bus-only lanes and dedicated bike lanes on El Camino Real.

I've just spent the past few months living in Brisbane, Australia, where the city transit system incorporates dedicated bus-only laneways. The busways make it faster for my kids to get to school by bus and walking than it would be for me to drive them on congested city streets. As a result, they have become committed transit users. They've actually said, "Why don't we have this at home?"

I strongly urge VTA to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

As a cyclist and Caltrain user who has been turned away at the Caltrain station because the cars had reached their bike capacity, I know how important it is for cyclists to have a Plan B for commuting. Bike lanes and more bikes on fast buses would help a lot.

thanks!

Virginia Matzek

**From:** Allen Takahashi <
**Sent:** Tuesday, December 09, 2014 5:59 PM
**To:** , City Clerk
**Subject:** Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to KILL the El Camino Real Bus Rapid Transit Project. Even if the time to travel projections on this project are good - which I am skeptical of, we are talking point to point along El Camino. I could care less about that number - what is important to me is my total trip time - and that includes average wait time given I don't control timing of events. My trips never both start and end on ECR. If you're looking for a backbone North-South public transit route we already have one - its called Caltrain. Put more money into that - we need more frequent and higher capacity service on Caltrain - not in five or ten or twenty years, but NOW - Caltrains recent purchase of more equipment is a small step in the right direction. If you want to make a difference regards public transit what is really needed is ***coordinated*** East-West public transit from the existing Caltrain stations - and bike lanes from these stations to concentrations of businesses and high use public facilities nearby. And if you're truly serious about making overall transportation better, change the timing on the traffic signals. On-demand signals rather than "timed" or "coordinated" signals would work better for almost any intersection I have encountered.

Allen Takahashi

**From:** Hari Mix <
**Sent:** Wednesday, December 10, 2014 10:51 AM
**To:** , City Clerk
**Subject:** Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I both live (Cal Ave area of Palo Alto) and work (Santa Clara University) adjacent to El Camino Real and care deeply about making this area more bike and pedestrian friendly. I do not have a car and see great potential to make El Camino more friendly for people like me to run errands, commute safely, and hang out.

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

I strongly urge VTA to:

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If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Hari Mix

3

COPIES TO COUNCIL, CM, CA & ACM 12/10 FROM

**From:** Michael Whalen <
**Sent:** Wednesday, December 10, 2014 11:53 AM
**To:** , City Clerk
**Subject:** Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

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- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor. The opportunity to shape a community and culture that values connection and safety is an important one, and one that will change the course of this city.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Regards,
Michael Whalen

Michael Whalen
, CA 9

COPIES TO COUNCIL, CM, CA & ACM, PLSD
T+BM

**From:** thorisa yap <
**Sent:** Thursday, November 13, 2014 5:09 PM
**To:** , City Clerk
**Subject:** Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

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If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

thorisa yap

COPIES TO COUNCIL, CM, CA & ACM
PWD, T&BM

**From:** Helen Athey <
**Sent:** Sunday, November 16, 2014 2:37 PM
**To:** , City Clerk
**Subject:** Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

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If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Helen Athey

)8

COPIES TO COUNCIL, CM, CA & ACM
PWD, T+BM

**From:** Paul Bendix <
**Sent:** Sunday, November 16, 2014 3:32 PM
**To:** , City Clerk
**Subject:** Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

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If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Paul Bendix

COPIES TO COUNCIL, CM, CA & ACM

PWD, TFBM

**From:** Anjali Mehta <[redacted].com>
**Sent:** Monday, November 17, 2014 6:16 PM
**To:** City Clerk
**Subject:** Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

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If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Anjali Mehta

COPIES TO COUNCIL, CM, CA & ACM

**From:** halcyon debar <
**Sent:** Monday, November 17, 2014 7:28 PM
**To:** , City Clerk
**Subject:** Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

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If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

halcyon debar

12

COPIES TO COUNCIL, CM, CA & ACM

**From:** Ted Fishman
**Sent:** Tuesday, November 18, 2014 12:18 AM
**To:** , City Clerk
**Subject:** Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

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If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Ted Fishman

COPIES TO COUNCIL, CM, CA & ACM, RWD TFBM

**From:** Nam Nguyen <[redacted]>
**Sent:** Wednesday, November 19, 2014 9:49 AM
**To:** City Clerk
**Subject:** Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

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- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Nam Nguyen

P.S. Buzzwords aside, it is important to start incorporating developments for the El Camino Corridor now. Either the current system is used into perpetuity until our area becomes stagnant, bogged down, and unattractive, or we can plan ahead to create an area that will be a draw and make the area worthwhile to residents and industries.

For the tech industry: if you aren't growing, you're dying. They want to grow and evolve, the El Camino Corridor is a very real way for the South Bay to evolve for growth.

Nam Nguyen

**From:** Patricia Evans <[redacted]>
**Sent:** Tuesday, November 18, 2014 4:22 PM
**To:** [redacted], City Clerk
**Subject:** Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

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If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Patricia Evans
[redacted]

COPIES TO COUNCIL, CM, CA & ACM, PWD, TMM

**From:** Dave Kraszewski <[redacted]@[redacted].com>
**Sent:** Wednesday, November 19, 2014 10:20 PM
**To:** , City Clerk
**Subject:** Please Adopt "No Build" on VTA BRT Project

Dear Honorable Mayor and Council Members:

I am writing to express my opinion and concern regarding the VTA's BRT Proposal. I have reviewed the presentation on the VTA website and the Environmental Impact report and find any option other than the "No Build" alternative troublesome. For the sake of brevity, I will summarize my concerns in three points:

1. The assumption on page 27 of the Environmental Impact report stating that the diversion of vehicles off the El Camino corridor would be "well disbursed and not much change in regional roadway stability" is flawed. I argue that a high percentage of those using private vehicles to arrive at destinations along El Camino ORGINATE their trips well outside the El Camino corridor, so such a disbursement will not occur as VTA forecasts.
2. How can annual operating expenses be DECREASED from $15.6M / yr to $7.8M / yr (No Build vs. Long Dedicated Lane) when the VTA is constructing $183M of new infrastructure to maintain? I question the validity of this calculation.
3. Where is the plan to measure how successful these changes will be and if they are effective? My point is, if ridership does not increase according to the VTA's projections, who is going to bear the cost of maintaining this infrastructure? This project will never break-even financially and taxpayers will bear the cost through future taxes or more bond proposals.

In closing, even if VTA's projections of +14,666 riders per day (No Build vs. Long Dedicated Lane) is accurate, I do not feel this change in ridership justifies spending $183M on new infrastructure and decreasing private motor vehicle capacity on our roadways. I urge an adoption of the "No Build" policy.

Thank you,

Dave Kraszewski

COPIES TO COUNCIL, CM, CA & ACM, AWA, TABM

**From:** Nick Xydes
**Sent:** Wednesday, November 19, 2014 10:11 PM
**To:** , City Clerk
**Subject:** Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

I strongly urge VTA to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Nick Xydes

**From:** Michael Busha <
**Sent:** Thursday, November 20, 2014 2:00 PM
**To:** City Clerk
**Subject:** Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

My daily commute takes me from Menlo Park to San Jose using a combination of Caltrain, VTA, Bicycle, and walking. I know many other people with similar commutes along the Peninsula, crossing multiple county lines. Coming from this background, I see first-hand every day how the current system is skewed very much towards favoring car-centric commuters and tends to inconvenience people using nearly any other form of transit.

Additionally, I was recently received serious injured while cycling. I was following all traffic regulations and riding in a cycle line, however a driver turned into me due to being unable to see through dense traffic. I mention this as a specific example of why I feel that it is important to do something to reduce car congestion on streets such as El Camino Real.

I feel that convenient, regular transportation along El Camino Real will have a significant, positive impact life in the area. One of the primary reasons that bus service is "slow" is that buses are regularly stuck in the same bad traffic that single-occupancy automobiles are. A Bus Rapid Transit (BRT) project goes a long way to address such issues and encourage people to switch their commute method from car to bus, which can potentially have a significant impact on reducing congestion on the roads and improving safety for everyone.

I strongly urge VTA to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are more crosswalks, upgraded pedestrian refuges, sidewalk extensions (bulb-outs), and lights timed to give pedestrians the ability to conveniently and regularly cross the street.

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better place for us all to get around.

Sincerely,
Michael Busha

Michael Busha

25

# Case Details

COPIES TO COUNCIL, CM, CA & ACM
PW, T+BM

Print Close

| | | | |
|---|---|---|---|
| Case Number: | 29784 | Status: | Resolved |
| Tags: | | Request Type: | Concern |
| Customer: | taylor, external customer Mountain View, 94041 | Location of Request: | Facility: N/A |
| Preferred Contact Method: | Email | | |
| Submitted By: | taylor, customer | Primary Owner: | Brewer, Lorrie |
| Topic: | City Council>Contact City Councilmembers (City Clerk) | Secondary Owner: | Wong, Wanda |
| | | Date/Time Created: | 11/22/2014 09:49 |
| | | Date/Time Closed: | 11/24/2014 16:28 |

**Custom Fields**

## Original Request

To all council members who will be reviewing and voting on the El Camino Real Bus Rapid Transit VTA report:

I have carefully read the full report regarding the proposed BRT along El Camino and have spoken extensively with VTA staff regarding the report and its

presentation.

While I have my personal opinions about the project my primary concern is with the misleading manner in which the project has been presented to

residents, resulting in inadequate assessment by the community.

Specifically, the official 2 page VTA project BRT fact sheet and the 4 page yellow information sheet in several languages which was mailed to

residents of the affected communities misrepresents the scope of the project to the public in that, while summarizing the alleged benefits of the project,

completely fails to mention that 5 of the 7 alternatives involve using dedicated lanes which result in the loss of a parking lane or traffic lane.

A reading of the reports would leave the reader with the impression that only positive benefits would result from the project (reduced wait times, new

bus stops and lighting, landscaping, faster service, etc.). There is absolutely no clear mention that the price paid for these improvements would be the

loss of a traffic lane. VTA staff responds that they feel there is no misrepresentation since they have received substantial negative feedback from the

reports. This is faulty reasoning because if the report had clearly stated that the loss of a traffic lane was included then they would likely have received

substantially more negative feedback.

Sadly, the presentation of such a slanted announcement likely dissuaded a good many people from looking further into the proposal and attending the.

meetings in the council chambers.

## Customer Communications *

| From | Text | Date |
|---|---|---|
| Brewer, Lorrie | Send an Email<br>TO:<br>CC:<br>BCC:<br>Date: 11/24/2014<br>Subject: RE: City of Mountain View case number 29784<br><br>Dear Taylor,<br><br>I will forward your email to Council.<br><br>Lorrie Brewer, City Clerk | 11/24/2014 16:28<br>Collapse |
| auto notification | Auto Case Notification Created<br>TO:<br>Date: 11/22/2014<br>Subject: Your request has been received by the City of Mountain View<br><br>Dear taylor,<br><br>Thank you for your request received on 11/22/2014 concerning City Council>Contact City Councilmembers. It has been assigned ID#29784. You will receive a response to your request within three business days. If you should have any further questions please feel free to contact the City again and refer to the identification number above.<br><br>Sincerely,<br><br>The City of Mountain View<br><br>http://www.mountainview.gov | 11/22/2014 09:49<br>Collapse |

* *Customer Communications are visible on the customer's case status page.*

# Case Details

Print Close

Case Number: 29858
Status: Resolved
Tags:
Request Type: Concern
Customer: Goldberg, Terri
external customer
Location of Request:
Facility: N/A
Mountain View CA 94040

Preferred Contact Method: Email
Submitted By: Goldberg, Terri
customer
Primary Owner: Solomon, Jacqueline
Topic: City Council>Contact Mayor (City Clerk)
Secondary Owner: Fakhry, Sayed
Date/Time Created: 12/01/2014 14:31
Date/Time Closed: 12/09/2014 12:31

**Custom Fields**

## Original Request

My concerns seem unheard and I am frustrated with the continuing plan to reduce traffic lanes on El Camino Real from three (each direction) to two. I support the use of buses and trains to get us where we want to go and thereby reduce the numbers of cars on the road. However, when VTA routes are limited, the public will resort to driving. Many citizens cannot bike or walk any distance from the bus stop to their destination. Some work hours cannot be adjusted to coincide with bus timing. I have lived in Mtn. View since 1962 and as often as I am on ECR, I have yet to see a full or even partially full VTA bus. Reducing traffic lanes will negatively impact businesses along this corridor and certainly cause an already congested road to be worse than imagined. Please do what you can to stop this project. I have sent my concerns to council members and Planners, in the past with no response.

## Customer Communications *

| *From* | *Text* | *Date* |
|---|---|---|
| Customer | Email transferred via Outlook Module by Jacqueline Solomon:<br>Dear Ms Solomon,<br>Thank you for your reply. Yes, do send me an e-mail address for VTA. It is good that they are seeking input. I am truly sorry that I cannot attend council meetings, but family obligations prevent me from doing so.<br>Terri | 12/10/2014 10:36<br>Collapse |

COPIES TO COUNCIL, CM, CA & ACM, PWD T+BM

**From:** Esmey Naranjo <.
**Sent:** Wednesday, December 10, 2014 5:43 PM
**To:** , City Clerk
**Subject:** Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

I strongly urge VTA to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Esmey Naranjo

COPIES TO COUNCIL, CM, CA & ACM, PwD, TBM
RA: Item 7.2

**From:** Margaret Ackerson <
**Sent:** Friday, December 12, 2014 11:51 AM
**To:** , City Clerk
**Subject:** Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

Hi,

As a college student without a car, I rely on public transportation to get around the area. I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

I strongly urge VTA to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around. Also, thanks for taking the time to read this email.

Sincerely,
Margaret Ackerson

Margaret Ackerson

053

COPIES TO COUNCIL, CM, CA & ACM, PWD TR&M

RE: 7.2

**From:** Serge Bonte <
**Sent:** Friday, December 12, 2014 12:45 PM
**To:** , City Clerk; , City Clerk
**Subject:** Fwd: My Comments on the VTA BRT El Camino Real Draft EIR

Dear City Council:

After reading the agenda for your 12/16/14 meeting, I realized the City was gathering comments from Mountain View residents.

Please find my comments on the Draft EIR below.

The agenda also suggests the City should also provide guidance on preferred alternatives, I would respectfully suggest you wait until the New Year so that the City will:
- be in alignment with our neighboring cities (Palo Alto and Los Altos)
- enable the next Council to weigh in on a project that three council members will have to see through during their 4-year term.
- have a larger community dialog (maybe an online forum like the one the City used recently for housing impact fees?).

In case you decide to pick an alternative, I am in favor of the mixed flow alternatives for the Mountain View route segment.

Sincerely,

Serge Bonte

---------- Forwarded message ----------
From: **Serge Bonte** <
Date: Thu, Nov 20, 2014 at 10:27 AM
Subject: Re: My Comments on the VTA BRT El Camino Real Draft EIR
To: ecrbrt@vta.org, Christina.Jaworski@vta.org

One errata, in my comments I meant to write 3 stops in Mountain View, 2 of them at the edges of the City.

One addition: comparing table 4.12-8 and table 4.12-17, the ridership transfer from Local to Express doesn't seem to make sense.

Both tables shows a 2013 existing ratio of 3 locals to 1 Express.

Table 4.12-8 shows a sharp reversal of 1 local to 1.25 express with 2018 No Build. Local ridership drops from 9,000 to 6,000. Epxress ridership jumps from 3,000 to 8,000. With congestion increasing on El Camino one would expect that ratio to increase.

However table 4.12-17 shows a 2040 No build shows the local ridership higher than the BRT one, with BRT ridership going from 2018 no build 9,000 to 2040 no build 10,000 while local ridership -with a more congested El Camino Real- would jump from 2018 no build 6,000 to 2040 no build 11,000 (nearly double)

Unless I'm missing something, the projected drop in local ridership in the first table seems a bit suspect. Maybe VTA should review the assumptions behind that data point?

Serge

On Thu, Nov 20, 2014 at 8:32 AM, Serge Bonte ___ wrote:

Here are my comments on the VTA BRT El Camino Real Draft EIR

Specific Comments (notes I took when reading some of the material)

---

Figure 3-4 Mixed Flow with Parking Drawing is incorrect as it shows only 2 lanes of traffic.

Table 3-2 the Showers station is not listed under Mountain View's jurisdicition

Figure 4.12-4 Shows Intersections studied in Mountain View. Why wasn't El Monte/Springer not studied?

Table 4.12-8 Why would Local 22 ridership go down?

Table 4.12-9 Local 22 travel time drops from 2013 Existing to 2018 No Build. This doesn't make a lot of sense since Table 4.12-10 shows Daily VMT increasing and Auto Speed decreasing when comparing 2013 Existing and 2018 No Build

Table 4.12-12 Are the numbers for the whole length of the corridor? If so, they don't seem very realistic.

General Comments:

---

The neighborhood cut-through traffic resulting from removing car lanes on El Camino doesn't seem to have been seriously studied. Any GPS device connected to traffic condition, already recommend cutting through neighborhood streets to avoid parts of El Camino Real. The EIR should have measured the impact on these streets. It's particularly important in Mountain View where many of these streets are strictly residential with existing or planned safe biking capabilities. The El Camino Real Precise Plan proposes a bike boulevard on Latham ....that boulevard would be negatively affected by too much traffic shifting from El Camino Real.

The impact of dedicated lanes on non BRT and non VTA transit doesn't seem to have been properly studied (e.g. what would be the impact on a vital service like Marguerite or the upcoming Mountain View City Shuttle)

Given the small number of stops, BRT riders might be very similar to Light Rail or CalTrain riders. Both Light Rail and Caltrain provide parking (park and ride) and drop off areas (kiss and ride); why not for BRT? Looking at Mountain View, the plan is for only 2 stops at the edges of the City, it's a far distance from almost any residence in Mountain View.

I also couldn't find in the document the impact of adding a stop at Escuela in Mountain View. Certainly it should impact overall travel time -one more stop !- ; I would also expect it to have additional impacts on the Escuela, Clark and El Monte intersections (I live nearby this is a very busy and challenging set of intersections as it is).

Respectfully,

Serge Bonte

COPIES TO COUNCIL, CM, CA & ACM

Re: Item 7.2

**From:** Scott Stauter <
**Sent:** Monday, December 15, 2014 12:13 PM
**To:** , City Clerk
**Subject:** VTA bus plans for monopolizing El Camino Real

Dear Council member,

I am writing to urge you to fight the VTA's ill-advised plan to convert two lanes of El Camino Real to Bus-only lanes. When I have utilized the 22 or 522 Rapid Bus, it had three - or at most four passengers. The buses communicate with the traffic signals, which allows the buses to move through the signals quicker than other traffic. This already biases the system in favor of the buses. I am quite satisfied with the current service. There is no need to inconvenience more than 50,000 drivers to slightly speed the trip for maybe 10,000 bus passengers.

If the VTA is allowed to close down two lanes of the already heavy traffic on El Camino Real, it will cause huge traffic jams. Some of the traffic will divert onto nearby streets, and cause jams there. The VTA plan seems to cause extreme inconvenience to non-bus traffic - so much inconvenience as to force them to use the bus.

The VTA claims that closing down one third of the lanes on busy El Camino Real will only add 4 minutes to a non-bus trip down this packed thoroughfare. This claim is incredulous - just simply not even remotely credible!

I am asking you to do everything within your power to prevent the VTA from implementing this disastrous plan, which will cause gridlock in our city.

Thank you for your attention,
Scott Stauter

Mountain View

7.2

**From:** Iris Lubitz <
**Sent:** Monday, December 15, 2014 9:29 AM
**To:** , City Clerk
**Subject:** BRT proposal

Most of the proposed "improvements" or "enhancements" create more problems than they're designed to solve.

Issues regarding dedicated lanes next to the medians:
1. Would require that the medians be widened significantly for the BRT stations and to meet the needs of people using wheelchairs, strollers and shopping carts;
2. May require the removal of greenery and trees which is not desirable;
3. Would probably require there be no parking on El Camino Real which would impact businesses that have little or no parking;
4. Traffic going by on both sides of the median would create a safety issue, especially for someone traveling with several children;
5. Since the doors to enter/exit buses are on the right side of the bus, it seems new buses with doors on the left side would be needed;
6. Making left hand turns may be problematic unless drivers can use the dedicated lane for turns;
7. Some cities will elect not to have dedicated lanes which will increase the number of lane changes needed to navigate El Camino Real and increase the risk of accidents.

More issues to consider:
The current gridlock on El Camino Real, especially at Rengstorff Ave., Castro St. and the Grant Rd./237 intersections, and at the entrances/exits of the 85 freeway,
The lack of streets parallel to El Camino Real, particularly on the west side of Mountain View,
The location of the north and south entries and exits for the 85 freeway,
The new law mandating a 3 foot distance between cars and bicycles,
The number of housing and business projects planned along El Camino Real, and
The location of El Camino Hospital and the Fire Station on Grant Rd.

If the aim is to improve traffic flow by increasing bus use and reducing car use, it's important to recognize that this isn't workable when:
People need to get to multiple locations at specific times or within a given amount of time,
People need to get to or live at locations that are not near the bus line,
People need their cars for use at work, and
The bus doesn't run on a schedule that's compatible with people's schedules.

Conclusion:
Based on all of the above, there should be NO reduction in the number of lanes, narrowing of lanes, bulb-outs for bus stops, or any other change that would increase the number of lane changes needed and further impede the flow of traffic, including emergency vehicles, on Mountain View's approximately four miles of El Camino Real.

El Camino is a main traffic artery that should not become an obstacle course.

Since whatever is decided will affect many people, this should be voted on by the public in Santa Clara County. BRT, if implemented, should operate only in mixed-flow lanes with enhanced bus stations.

NB: I recently used the bus on a Tuesday at 1 pm to travel 1 1/2 miles. The wait was more than 10 minutes and there were only six people on the bus. The evident lack of use would make implementation of the proposed BRT questionable at best.

7.2

**From:** Galli Basson <
**Sent:** Monday, December 15, 2014 5:15 AM
**To:** , City Clerk
**Subject:** Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

I strongly urge VTA to:

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- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Galli Basson

: 26

COPIES TO COUNCIL, CM, CA & ACM, Plng, T+BM
Re: Item 7.2

**From:** ) on behalf of Adina Levin <; ofcaltrain.com>
**Sent:** Monday, December 15, 2014 5:59 PM
**To:** , City Clerk
**Subject:** El Camino Real BRT
**Attachments:** showersnsbrt.png; showerscurrentns.png

Dear Council Members,

Tomorrow evening, the city's response to the El Camino Real Bus Rapid Transit project EIR will be reviewed for approval.

Mountain View is one of the leaders in our area in setting policies to reduce vehicle trips and promote sustainable transportation. The City has recently approved the El Camino Real Precise Plan, focusing development around the Express bus stops, and requiring developments to take actions to reduce vehicle trips.

A bus service that is time-competitive with driving would greatly help achieve the goals of the plan, to add density along El Camino in a way that increases the housing and commercial options in the city while improving livability.

The city's proposed letter to VTA calls out the fact that the draft EIR does not take into account the city's latest land use plans. However, the letter and analysis focus on the negative impacts given current transportation choices. The additional density approved in the ECR Precise Plan would also help with increased ridership, with a resident and customer base who are self-selecting to take advantage of a transit-friendly, more walkable, bikeable place.

We urge you to consider the benefits of BRT, especially the dedicated lane option, to help achieve the goals of the El Camino Real Precise Plan.

In addition, we are sympathetic with the concerns raised by staff and community members that El Camino Real BRT alone is only one piece of a needed set of systematic improvements to transit to create a complete network to mitigate congestion and improve sustainability.

Because of these concerns, we did analysis of the relative benefits of ECR BRT and other improvements to North/South transit service service. We found that an improved network does much better than North/South improvements alone in connecting residents to jobs.

Starting at at El Camino Real and Showers in Mountain View - a heavily populated neighborhood - currently a Mountain View resident cannot reach Apple campus or Moffett Park in Sunnyvale within a 45 minute transit commute. VTAs proposed N/S improvements help a little bit, providing access for 10,000 more residents to 9,000 more jobs.

The mixed flow BRT option allows 319,000 residents to reach 167,000 jobs. And the version with both dedicated lane BRT and North/South improvements allows 430,000 residents to reach 233,000 jobs. That's over 100,000 more residents, given access to over 75,000 more jobs - by far the strongest access improvement.

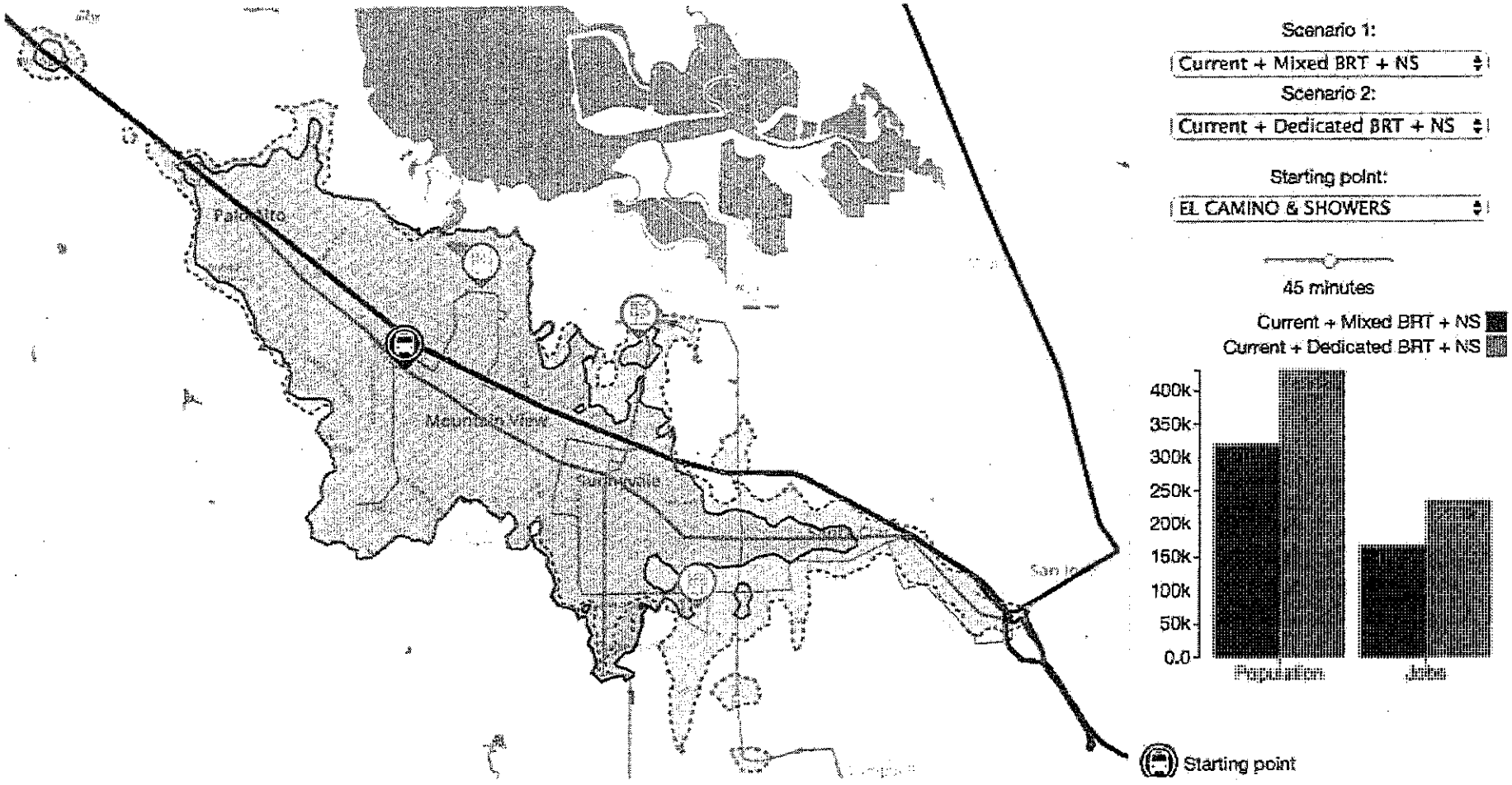
We agree that a complete transit network is needed to do the best job at fostering mode shift. El Camino Real Dedicated Lane BRT, along with improved North/South VTA bus service and connecting TMA shuttles, together would help provide much more effective and viable commute options to employment centers.

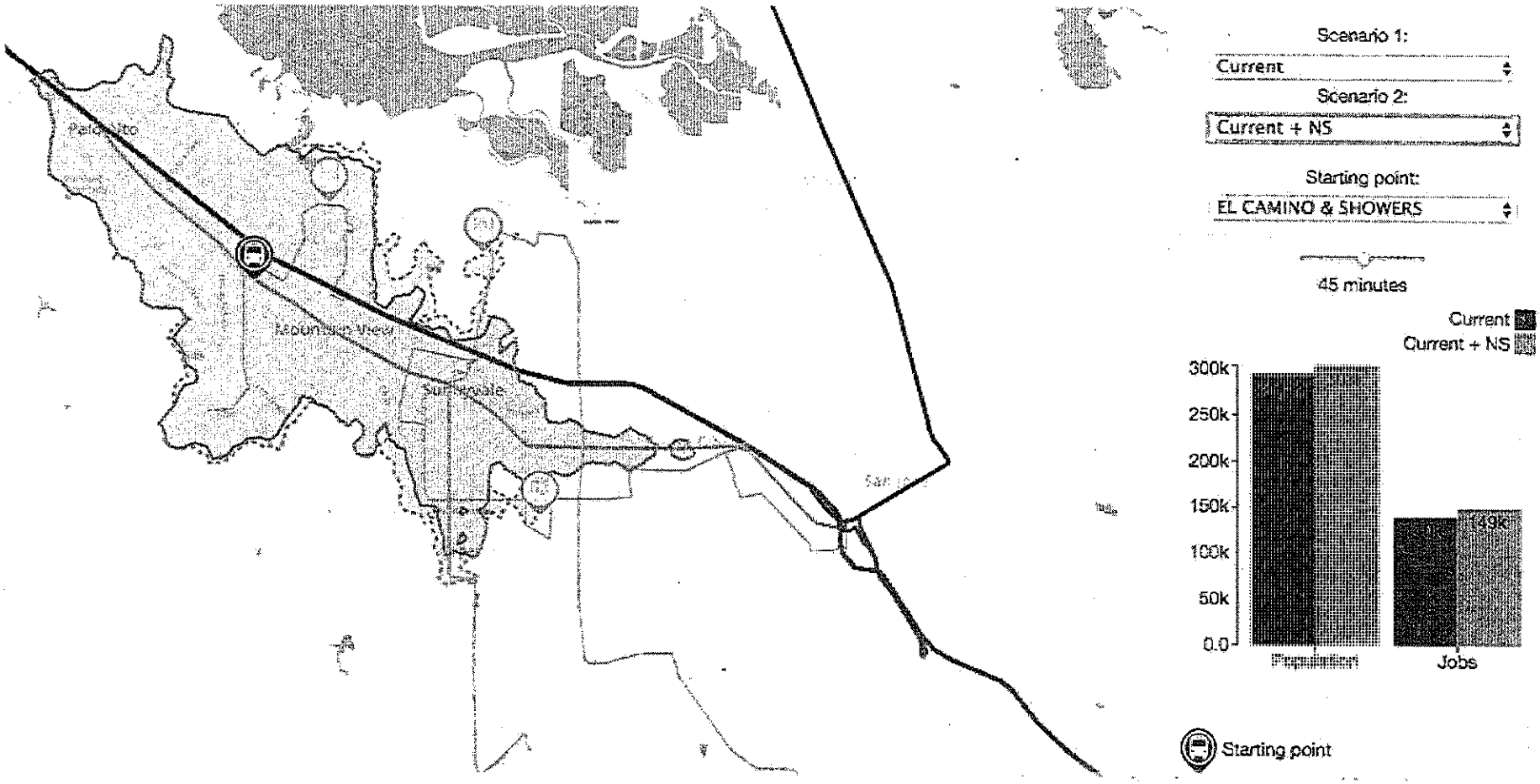
With the North Bayshore Plan, the Mountain View City Council has been innovative in demanding effective transportation with lower reliance on single occupancy vehicles - even though the policies represent substantial change from the status quo today. Recommending dedicated lane BRT would follow the same tradition of leadership, and help the city achieve goals of sustainable housing, economic development, and quality of life.

Thanks,

- Adina

Adina Levin
Friends of Caltrain - http://greencaltrain.com
Peninsula Transportation Alternatives - http://peninsulatransportation.org


Scenario 1:
Current + Mixed BRT + NS
Scenario 2:
Current + Dedicated BRT + NS
Starting point:
EL CAMINO & SHOWERS
45 minutes
Current + Mixed BRT + NS
Current + Dedicated BRT + NS
400k
350k
300k
250k
200k
150k
100k
50k
0.0
Population
Jobs
Starting point


Scenario 1:
Current
Scenario 2:
Current + NS
Starting point:
EL CAMINO & SHOWERS
45 minutes
Current
Current + NS
300k
250k
200k
150k
100k
50k
0.0
149k
Jobs
Starting point

Agenda Item 7.2

**From:** Chris Lepe <[redacted]g>
**Sent:** Tuesday, December 16, 2014 12:45 PM
**To:** , City Clerk
**Cc:** Aaron Grossman; Adina Levin; Bob Allen; Corinne Winter; Dereka Mehrens (derecka@wpusa.org); Michelle Beasley; Poncho Guevara; Wendy Alfsen
**Subject:** Comments on the Draft Environmental Impact Report for the El Camino BRT Project
**Attachments:** ElCaminoBRTDEIRCoalitionCommentLetter_12.16.14.pdf

Dear Mayor and City Council,

The undersigned, representing a broad network of transit and housing advocates, working families, and land use planning experts, strongly support the Valley Transportation Authority (VTA) El Camino Bus Rapid Transit (BRT) project, a new and improved transportation option that can provide convenient, fast, efficient, and reliable service that is competitive with the automobile.

Please see the attached El Camino BRT Draft Environmental Impact Report (DEIR) input letter to VTA and let us know if you have any questions. We look forward to working with you and the diverse stakeholders along the corridor in the coming years to ensure the best possible project and move closer to a vibrant, safe, and livable street for current and future users.

Sincerely,

Aaron Grossman

Executive Committee

**Mountain View Coalition for Sustainable Planning**

817 Montgomery St.

Mountain View, CA 94041

Adina Levin

Founder

**Friends of Caltrain**

Regional Director

**Greenbelt Alliance**
111 West St. John Street, Suite 420

San Jose, CA 95113

Poncho Guevara

Executive Director

**Sacred Heart Community Service**
1381 South First Street

San Jose, CA 95110

Wendy Alfsen

Executive Director

**California Walks**

1904 Franklin Street, Suite 709

Oakland, CA 94612

--

**Chris Lepe, Senior Community Planner, Silicon Valley**

**Trans**Form
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Sign up for our emails at www.TransFormCA.org.
Follow us on Facebook, Twitter, and Linkedin, too.

December 16, 2014

Honorable Members of the VTA Board of Directors

3331 North First Street

San Jose, CA 95134-1927

Sent Via Email

RE: Comments on Draft Environmental Impact Report for El Camino BRT Project

Dear Chairperson Kalra, Honorable Members of the VTA Board of Directors, and General Manager Fernandez:

The undersigned, representing a broad network of transit and housing advocates, working families, and land use planning experts, strongly support the Valley Transportation Authority (VTA) El Camino Bus Rapid Transit (BRT) project, a new and improved transportation option that can provide convenient, fast, efficient, and reliable service that is competitive with the automobile.

With an anticipated 33 percent growth in employment and 36 percent growth in population in Santa Clara County by 2040 we must invest in great transit now to avoid being stuck in gridlock with no real alternatives in the future. By investing in transit we can manage growth and maintain a strong economy, enhance quality of life, improve environmental quality, and relieve the rising cost of living that is straining the middle-class, seniors on fixed incomes, and low-income families.

El Camino Real's high-value destinations, concentrated populations, employment centers, demographics, and anticipated population growth indicate that this is an area that is ripe for a significant investment in transit infrastructure. The El Camino corridor is lined by businesses and major destinations that people want to travel to such as downtown San Jose, Mountain View, and Palo Alto, as well as Santa Clara University, San Jose State University, and Stanford University. Furthermore, 29% of the population of El Camino Real cities between Santa Clara and Palo Alto live within a 1/2mi of the corridor, and of the 513 census blocks within 500 feet of the corridor, 300 are considered to have high concentrations of Environmental Justice populations.[1] As a result of these factors, bus lines 22 and 522 represent one out of every five trips in VTA's entire bus network and carry more riders per mile than VTA light rail. Moreover, as a designated Priority Development Area (PDA), El Camino Real is slated to accommodate a sizeable portion of the population growth in Silicon Valley moving forward.

After reviewing the El Camino BRT Draft Environmental Impact Report (DEIR), we are even more convinced that now is the time to invest in high-quality Bus Rapid Transit on El Camino Real with transit-only lanes. The DEIR indicates that transit-only lanes will cut future transit travel times in half between Palo Alto and Santa Clara, whereas the mixed flow option will shave 7% off the commute. BRT with transit only lanes will make a huge difference in the lives of the thousands of riders that

[1] http://www.grandboulevard.net/images/stories/GBI-Documents/progressreport/gbi_progressreport_final_medres.pdf; El Camino Real BRT Project DEIR, 5-65

depend on public transportation along the corridor to access jobs and services, and it will make transit a more viable option for people that don't use public transit today and for future corridor residents. To illustrate this point, developer Ian Rees and Adina Levin of Peninsula Transportation Alternatives developed a transitshed analysis that compares various transit improvements along El Camino Real and found that transit-only lanes provide much greater access to jobs compared to mixed flow.[2]

Another key finding of the DEIR is that as speed and reliability increase with each alternative, so does transit use along the corridor. Mixed flow BRT (Alternative 2) will see a modest 5% increase in transit use whereas BRT with transit-only lanes from Santa Clara to Palo Alto (Alternative 4c) will see an impressive 22% increase in ridership. Transit improvement projects across the country confirm that making transit time-competitive with driving is the key factor in increasing ridership. When Caltrain introduced the Baby Bullet, ridership more than doubled in the following decade, and the Los Angeles Orange Line BRT's ridership is already 18% higher than originally projected for 2020.[3]

BRT can also infuse millions of dollars in upgrades to help move us towards the vision for El Camino Real as a vibrant multi-modal Grand Boulevard. Where transit-only lanes are adopted, pedestrian improvements and bike lanes will be added at each City's request, making walking and biking safer at no cost to Cities. This is critical given that roughly 15% of bicycle and pedestrian injuries in the Cities of Santa Clara, Sunnyvale, and Mountain View are along El Camino Real.[4] Furthermore, future BRT will support City plans for compact mixed-use housing, office, and commercial development that will help make El Camino Real a vibrant destination.

Unfortunately, the focus of the DEIR is on quantifying the impacts of the project on level of service (LOS) for cars, rather than quantifying the benefits to all road users. The DEIR includes a discussion of how the project could benefit pedestrians and cyclists, but the analysis lacks data on the LOS benefits to people on foot and bicycle, including safety and access. Quantifying the benefits for all modes would further demonstrate why a robust BRT project with dedicated lanes is so essential for El Camino Real.

Overall, the project alternative that achieves the greatest return on investment, including growing ridership and advancing public health, safety, and access to opportunity is Alternative 4c (transit-only lanes from Santa Clara to Palo Alto); however, Alternatives 3b, 4a and 4b also provide significant benefits and are worthy of investment. With all of the anticipated regional and local growth projections, we simply can't afford not to invest in high quality transit on El Camino Real. We urge VTA to:

- Consider installing additional signalized intersections and midblock pedestrian crossings to further increase access and safety.
- Conduct a quantitative analysis of bicycle and pedestrian LOS in the DEIR.
- Quantify the number of on-street parking spaces preserved in each city if bike lanes are installed and the median is narrowed to 10 feet in areas with transit-only lanes. The DEIR states that bike lanes will require removal of all on-street parking in most of the cities due to the assumption that the existing median width in those cities will be preserved.
- Retain the stop at Escuela Ave in Mountain View, which is an area with a high minority and immigrant population, as well as schools and senior-serving facilities.
- Provide better North/South transit connections with BRT to maximize the project benefits.

---

[2] http://cloud.ianrees.net/vtabrt/

[3] http://libraryarchives.metro.net/DPGTL/eirs/SFV_EastWest/images/chapter3.pdf; http://www.metro.net/news/ridership-statistics/

[4] http://www.transformca.org/transform-blog-post/when-looking-both-ways-isnt-enough

Thank you for the opportunity to provide comments on the Draft Environmental Impact Report for the El Camino Bus Rapid Transit Project. We look forward to working with you and the diverse stakeholders and Cities along the corridor in the coming years to ensure the best possible project and move closer to a vibrant, safe, and livable street for current and future users.

Sincerely,

Aaron Grossman
Executive Committee
**Mountain View Coalition for Sustainable Planning**
817 Montgomery St.
Mountain View, CA 94041

Adina Levin
Founder
**Friends of Caltrain**
1015 Fremont Street
Menlo Park, CA 94025

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GREENBELT ALLIANCE

Poncho Guevara
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SACRED HEART
COMMUNITY SERVICE

Wendy Alfsen
Executive Director
**California Walks**
1904 Franklin Street, Suite 709
Oakland, CA 94612

California Walks
Stepping Up for Health, Equity, & Sustainability

7.2

**From:** Jeremy Hoffman <[redacted]>
**Sent:** Tuesday, December 16, 2014 12:27 PM
**To:** , City Clerk
**Subject:** Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilmembers

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

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I strongly urge VTA to:

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- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Jeremy Hoffman

**DEPARTMENT OF TRANSPORTATION**
DISTRICT 4
P.O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
FAX (510) 286-5559
TTY 711
www.dot.ca.gov

*Serious Drought.*
*Help save water!*

January 14, 2015

FILE # SCLVAR044
SCH# 2013022003

Ms. Christina Jaworski
Senior Environmental Planner
Santa Clara Valley Transportation Authority
San Jose, CA 95134

Dear Ms. Jaworski:

**Draft Environmental Impact Report/Environmental Assessment for the El Camino Real Bus Rapid Transit Project**

Thank you for including the California Department of Transportation (Caltrans) in the review process for the project referenced above. We have reviewed the El Camino Real (ECR) Bus Rapid Transit (BRT) Draft Environmental Impact Report/Environmental Assessment (DEIR/EA) and have the following comments to offer.

***System & Regional Planning Comments***
Page ES-2 references the Valley Transportation Plan 2035. Update all references for this planning document to the current Valley Transportation Plan 2040 adopted in October 2014.

Page ES-5 and 6 provide alternative project descriptions. Please provide stop location analysis to ensure speed and ridership are maximized with the least amount of stops. Stop location analysis should consider major destination centers along the corridor.

Page 4.12-4 describes other transit systems in the project area. Given the close proximity and nearly identical service corridors of Caltrain and El Camino Real, the Caltrain description should be expanded to consider impacts to estimated ridership levels to both transit modes.

***Bicycle and Pedestrian Planning Comment***
Page 3-6, Alternative 4c - *Long Dedicated Lane - Lafayette Street in Santa Clara to Embarcadero Road in Palo Alto* will allow for the fastest and most reliable transit travel times because it has the longest dedicated bus lanes. Within Alternative 4c, the center-running dedicated lanes with the buffered bike lanes will also provide more lateral separation from traffic for bicyclists.

***Traffic Safety Comment***
Within the project limits, the BRT project shall be required to bring El Camino Real into compliance with Americans with Disability Act (ADA) design standards. Specific details will be addressed during the project development phase.

***Highway Operations Comments***
Figure 3-4, the cross-sections for dedicated lanes design on the left side of the figure have tree/landscape strips on sidewalk adjacent to curb; however, there are no trees on the top two cross-sections on the right for mixed flow design along the sidewalk. Alternative descriptions should clarify if landscaping will vary between the various designs.

Figure 3-4, all 3 cross-sections for mixed flow design option on the right side of the figure accommodate curb parking, but only the bottom one is labeled "with Parking." Revised the titles to include "with Parking" for all alternatives with this feature.

Section 4.12 – Transportation and Traffic and Appendix H – Traffic Operations Analysis Report should have queuing analysis for traffic signals, AWSC (All Way Stop Control), and TWSC (Two Way Stop Control) intersections. Intersection queues due to traffic signal, AWSC and TWSC should be reported and compared to available storage distance to evaluate potential operational safety issues such as queue spill backs that cause through lane blockage or intersection grid lock for closely spaced intersections. As depicted in Table 4.12-13 and 4.12-20, several intersections are concluded to operate poorly, and the queuing analysis should be evaluated and disclosed in the environmental document.

Table 4.12-14 – Locations of Existing Left-Turn Eliminated by Project Alternative. Because traffic forecast is prepared by regional model at a macro scale, efforts should be taken to ensure the demand of the eliminated left-turn is included in the left-turn movement of adjacent intersections.

Page 4.12-37, section on "Impact TRA: Result in inadequate emergency vehicle circulation," the analysis omitted potential impacts for Build with Mixed Flow lane alternatives with bulbout stations that push out curb to edge of travelled way. When transit buses dwell at the bulbout stations for boarding and alighting of passengers, the curb lane traffic would stop behind the bus and impede through traffic movement. The impediment of curb lane traffic will create a temporary choke point as vehicles attempt to move around the stopped bus. This traffic scenario should be examined for impacts to emergency vehicle travel time and should be addressed in the environmental document.

Page 4.12-45, the discussion on determining fair share contribution for cumulative impacts needs to address the difficulty in measuring incremental impact. Most of the cumulative impacts occur at intersections along El Camino Real with the dedicated lane alternatives. For dedicated lane alternatives, the projected volumes for build alternatives are lower than No Build due to traffic

diversion. There is no incremental growth of volumes per se. The fair share contribution concept typically used for land use development does not apply to transportation projects. Incremental growth or impact for land use development can be measured, but it is difficult to measure incremental impact for the BRT project on El Camino Real. The fair share contribution for cumulative impacts needs to address this

Table 4.12-20 should add a column to denote type of intersection control (signal, TWSC, AWSC) for clarity.

Table 4.12-21, Summary of 2040 Intersection Mitigation Measures, should consider traffic signal timing and controller hardware upgrades as feasible mitigation measures. Signal timing and hardware upgrade may include signal coordination, timing optimization, and adaptive signal control panel. Wherever geometry improvements are considered infeasible, signal timing and hardware upgrade should be proposed and fully funded by the BRT project to reduce impacts on El Camino Real.

Table 4.12-21 shows all geometry improvement mitigation as not feasible based on existing ROW, without weighing in costs and secondary environmental impacts of ROW expansion and benefits of mitigation. The Department does not advocate or recommend ROW expansion when condemnation of homes or office buildings will cause displacement or hardship to residents or business. A cursory review suggests the following improvements could be feasible by moderate ROW takes without displacement or hardship, and should be evaluated as part of the scope of the BRT project in the DEIR:

a) El Camino Real/Embarcadero: additions of eastbound and westbound right turn lanes would only require expansion of ROW into landscaped areas. This could be feasible with moderate ROW expansion.
b) El Camino Real/Kiely/Bowers: additions of eastbound right turn lane can be implemented by expanding ROW into adjacent landscaped area of an oil change business. It is not clear why that will affect the business operations as asserted. This could be feasible with moderate ROW expansion.
c) El Camino Real/San Tomas: the potential loss of landscaping and parking may not be significant for EB and WB right turn lane improvements with proper design of parking lots and circulation. This improvement could be feasible.

Table 4.12-21 has the description in the comment column for El Camino Real/Scott reversed. The WESTBOUND right turn lane improvement may impact landscaping and a bank, and the EASTBOUND right turn lane improvement may impact a new shopping center under construction.

According to the Bus Blockage Factor in Synchro analysis, per HCM 2000, the bus blockage adjustment factor accounts for the impacts of local transit buses that stop to discharge or pick up

passengers at a near-side or far-side bus stop within 250 ft of the stop line (upstream or downstream). Recognizing that bus blockage can impact traffic operations in both approaching leg (upstream), by a far-side station and receiving leg (downstream) by a near-side station, the following intersection analysis will need additional input of bus stoppage frequency to properly analyze reduced capacity in Mixed Flow alternatives:

a) WB at Cambridge/El Camino Real for the WB bulbout station at California/El Camino Real,
b) WB at Charleston/El Camino Real for the WB bulbout station at the intersection,
c) EB and WB at Los Altos Square (Showers)/El Camino Real for the EB and WB bulbout stations at the intersection,
d) WB at Bernardo/El Camino Real for the WB bulbout station at the intersection,
e) EB at Hollenbeck/El Camino Real for the EB bulbout station at the intersection, and
f) WB at Benton/El Camino Real and EB at Palm/El Camino for the EB and WB bulbout stations at Santa Clara Transit Center. The two intersections are closely spaced and the stations will impact both intersections.

***Encroachment Permit***

Please be advised that any work or traffic control that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to the following address: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See the website linked below for more information: http://www.dot.ca.gov/hq/traffops/developserv/permits.

Should you have any questions regarding this letter, please contact Wingate Lew at 510-622-5432 or wingate.lew@dot.ca.gov.

Sincerely,

Patci

PATRICIA MAURICE
Acting District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

Santa Clara
All-America City
2001

Planning Division

January 14, 2015

Ms. Christina Jaworski
VTA Environmental Planning Department
3331 North First Street, Building B-2
San Jose, CA 95134

Sent Via Email

Subject: City of Santa Clara Comments on the Draft Environmental Impact Report/Environmental Assessment for the El Camino Real Bus Rapid Transit (BRT) Project

Dear Ms. Jaworski:

The City of Santa Clara appreciates the opportunity to provide comments on the Draft Environmental Impact Report (DEIR)/Environmental Assessment (EA) for the El Camino Real Bus Rapid Transit (BRT) Project, dated October 2014.

City staff has reviewed the document and consolidated comments for consideration and inclusion in the Final EIR/EA, as provided below:

1. The DEIR MM BIO-B states that the VTA will replace the 183 trees removed by the project at specified ratios, which the City finds acceptable. However, it states that if trees cannot be replaced within the Project's corridor area, a tree in-lieu fee will be paid. The City would like to have trees replaced in areas in proximity to the Project corridor area wherever possible, rather than the payment of in-lieu fees. The City will assist in finding appropriate replanting areas and secure any encroachment permits as necessary.

   If the City maintains the median, City landscaping maintenance crews will need access to all newly planted median landscaping. This includes access internally and from the adjacent traffic lanes, particularly as the replanted trees reach heights beyond ground level reach. Clarify as to how future landscape maintenance operation will occur when truck access or other large equipment is required from the adjacent travel lanes.

2. The DEIR MM NOISE-B states that there will be an assigned noise disturbance coordinator and contact number posted during construction. The City requests that contact number would be answered live up to 24-hours a day, any time construction is occurring. This way Santa Clara residents can reach Project personal at times when the coordinator may be unavailable (i.e. weekends and nighttimes).

   The City's allowed construction hours within 300 feet of any residential property are between 7:00am-6:00pm Monday-Friday, 9:00am-6:00pm Saturday, and not allowed Sunday and Holidays. The Project should reflect this regulation for construction activities within the City.

1500 Warburton Avenue
Santa Clara, CA 95050
(408)-615-2450
FAX (408) 247-9857
www.santaclaraca.gov

3. Section 2.3, TIA uses Synchro to analyze LOS for the corridor, and works well for closely spaced, coordinated, congested arterials, but the software does not model impacts due to TSP or transit to side streets, and left turn traffic on main street or main street traffic due to curbside bus stops. VTA should consider using analysis software such as VISSIM, which is capable of identifying transit caused impacts since this is a transit project.

4. Section 2.3, the diversion criteria of 50 vph increase on streets in order to be studied off ECR is not consistent with VTA's CMP Guidelines of studying intersections with increase of 10 or more vehicles per lane.

5. Figure 7, Diversion study intersections; Homestead Road is a regionally significant roadway that connects San Jose, Santa Clara, Sunnyvale, and Los Altos. This roadway should have been included in the study intersections. Project should also consider north/south roadways to be included in the study, such as Pomeroy Avenue, Kiely Boulevard, Lincoln Street, Calabazas Boulevard, Lawrence Expressway, San Tomas Expressway, Scott Boulevard, Monroe Street and Lafayette Street. Traffic will need to travel north/south to get to diversion streets. Diverted trips will be placed onto streets with residential frontages, elementary and middle schools, senior facilities, and libraries. VTA should consider impacts to these sensitive areas.

6. Section 3.5 and 9.1, parking inventory and use should not be aggregated into an entire segment within a City as it does not adequately show use and or impacts. Parking analysis should be presented in a block by block basis. Also, identify study periods, as some peak usage for some businesses in Santa Clara are at night when residential parking is heavily used. Expecting mid-block business patrons to park on cross streets will be unrealistic since ECR blocks are so long.

7. Section 5, the No Build Travel Forecast shows a 148% increase in 522/BRT ridership. Please explain how this estimate was forecasted.

8. Section 6.3 Figure 19, Diversion in Santa Clara, the number of diversion trips does not balance. It appears that there are approximately 30 northbound ECR diverted trips and approximately 200 southbound ECR diverted trips that are missing. Also, please clarify why some streets (Scott Boulevard and Walsh Avenue) have negative diverted trips. Saratoga Avenue is shown to have 23 diverted southbound trips; however, they are not assigned to any parallel streets further to the south. Please identify where these trips would be distributed.

9. Section 7.3, Figure 30, recheck diversion numbers. Assignments to parallel streets do not balance diverted trips. Also, analysis should show diversion expected on north/south streets. Many of these streets have residential frontages, schools or other uses that are not tolerant to increases in diverted trips.

10. Section 9.3, Bicycle Assessment should include an evaluation of the bicycling environment due to increase in density, congestion, bus stops, associated turning traffic into properties, increase in parking space turnover traffic conflicts due to decrease in parking spaces overall, and increase in bus traffic. Assessment should also discuss impacts to bicyclists due to reduction in intersection crossings and increase of queuing at remaining left turn pockets.

11. The TIA is missing a discussion on queuing analysis due to reduction in number of cross street intersections to make U-turns or places to cross ECR. This analysis would potentially identify safety problems associated with overflow of left turn pockets. We request that a queuing analysis be done for all ECR intersections and diverted trip intersections.

12. The DEIR MM TRA-A states that VTA will be responsible for major intersection and roadway improvements, but that local jurisdictions will be responsible for minimal changes such as signal optimization or restriping that results from the project. The City believes that VTA should pay for all Mitigation Measures or improvements that result from the Project. The City does not have funding budgeted for any future improvements related to BRT.

13. The DEIR TRA-3b states that there will be a beneficial impact on pedestrian safety and environment. From Appendix H, it appears that seven existing pedestrian crossings (unsignalized) will be removed as part of the Project. The City's 2010-2035 General Plan has identified El Camino Real as a Focus Area for redevelopment to mixed-use and multifamily residential (19-50 units per acre). Development has been initiated and continues to further this vision and with it there has been a corresponding increase in pedestrian traffic. The City is concerned that removing existing pedestrian facilities will substantially impact pedestrian movement now and in the future, and that removing crossings is contrary to the Complete Streets (Full Service Streets) concept identified for El Camino Real in the City's General Plan. VTA should prepare a more detailed analysis of how removal of these crossings affect current and future pedestrian ability to cross El Camino Real as well as consistency with the City's General Plan. The analysis should include data on existing and future pedestrian travel time, study of existing and future pedestrian desire lines, study of signalizing pedestrian crossings, and study of potential safety issues resulting from illegal crossings on large blocks without mid-block pedestrian access.

14. Section 10, we encourage VTA to work with the City and Caltrans to identify feasible mitigation and to mitigate all impacts caused by the proposed BRT project. The City has not been provided any information regarding potential mitigation, so we cannot concur with VTA's statement of whether or not potential mitigations are feasible or not. It is essential that all feasible mitigations be identified and included to ensure that impacts from the project on the transportation network are reduced or eliminated. This will be important to the success of the project. We request that VTA work with the City and Caltrans to identify and implement feasible measures for construction and/or implementation.

15. VTA should also consider mitigating diverted trips to the freeway system through VTA's own voluntary contribution program to help mitigate for increases in delay on the freeway system. As a regional agency, VTA should implement all mitigation measures identified and not rely on the local agency to implement identified measures.

16. The diversion of vehicle trips onto streets with residential frontage or schools will cause potential safety problems. It will also increase requests from residents for implementation of the City's Traffic Calming Program. VTA will need to consider funding the implementation of traffic calming measures on sensitive roadways impacted by the Project.

17. Proposed optimization of traffic signals should be clearly described as all signals are already coordinated and optimized. Optimization of one signal will impact the entire corridor. This should be indicated in the mitigation.

18. Project construction, mitigation implementation, and new operating costs should be borne by VTA. The EIR should discuss coordination required with Caltrans and local agencies. Implementation of the Project will cause an increase of responsibility and maintenance costs for Caltrans and local agencies (maintenance of pavement, BRT lanes, landscaping, storm laterals/catchbasins, striping, new traffic signals, street sweeping, etc.). This should be discussed detail.

19. The EIR should discuss the process and responsiveness of Project implementer to any reports of problems or concerns before, during and after construction of Project. Reported problems and concerns should be addressed in a defined timely manner and alternative options should be identified if VTA does not respond.

20. The City reserves the right to make additional comments on the Project as further analysis and project design raises new issues.

Should you have questions or require additional information, please contact Debby Fernandez at 408-615-2450 or Dennis Ng at 408-615-3000.

Respectfully,

Julio J. Fuentes
City Manager

DATE: January 13, 2015

AGENDA ITEM # 7

**TO**: City Council

**FROM**: Cedric Novenario, Interim Public Works Director

**SUBJECT**: El Camino Real Bus Rapid Transit Draft Environmental Impact Report/ Environmental Assessment

**RECOMMENDATION**:

Receive an informational report regarding the City's comments on the Valley Transportation Authority's El Camino Real Bus Rapid Transit Draft Environmental Impact Report/Environmental Assessment

---

**SUMMARY**:

**Estimated Fiscal Impact**:

**Amount**: None

**Budgeted**: Not applicable

**Public Hearing Notice**: Not applicable

**Previous Council Consideration**: June 14, 2011, October 11, 2011, January 24, 2012

**CEQA Status**: Not applicable

**Attachment:**

1. Comment Letter

## BACKGROUND

The Valley Transportation Authority (VTA) and the Federal Highway Administration (FTA), propose to implement Bus Rapid Transit (BRT) improvements along a 17.6-mile stretch of El Camino Real and portions of The Alameda and West Santa Clara Street. The project will connect the cities of San Jose, Santa Clara, Sunnyvale, Mountain View, Los Altos and Palo Alto.

In 2007, the Grand Boulevard Initiative vision was adopted to identify the full potential of El Camino Real, which includes "balancing the need for cars, parking and viable options for transit, biking and walking."

In 2009, the VTA prepared the Bus Rapid Transit Strategic Plan which identified El Camino Real as a promising alignment. The BRT project is also identified in the Valley Transportation Plan 2035, which provides a planning and policy framework to deliver future transportation projects of significant nature to Santa Clara County.

Starting in early 2011, the VTA began collecting feedback from cities, organizations and the public regarding the BRT Project. From 2011 to 2014, the project has developed to a total of seven different alignment options, varying from a No Build Option to a Long Dedicated Lane Option from Lafayette Street in Santa Clara to Embarcadero Road in Palo Alto.

The City of Los Altos received presentations regarding the BRT on three separate occasions. At the first meeting on June 14, 2011, VTA staff provided a general overview and framework of the BRT project to the Council. On October 11, 2011, the Council authorized the Mayor to send a letter to the Cities of Mountain View and Palo Alto encouraging them to replace on-street parking with a bike lane if the VTA chooses a mixed flow option to provide continuous bicycle connectivity through three adjacent jurisdictions. However, on January 24, 2012, the last BRT presentation, the Council was generally not supportive of the project citing concerns of unintended consequences citing traffic diversion as the primary reason.

The El Camino Real BRT Draft Environmental Impact Report was released for public review on October 29, 2014 with a deadline to submit comments by January 14, 2015.

## DISCUSSION

Four project alternatives were developed based on the results of the BRT strategic plan, public input and scoping meetings. The four project alternatives are:

<u>Alternative 1 - No Build</u>
No BRT station improvements or dedicated lanes would be implemented.

Alternative 2 - All Mixed Flow from San Jose to Palo Alto

Curbside bulb-out stations would be developed along the entire corridor (one curbside station in Los Altos at El Camino Real and Showers). No dedicated lanes would be implemented.

Alternative 3 - Short Dedicated Lane

A) Mixed flow lanes from the Arena in San Jose to Lafayette Street in Santa Clara, then a 3-mile dedicated BRT lane from Lafayette Street to Halford Street in Santa Clara. The remaining stretch to Palo Alto would not receive any improvements.
B) Mixed flow lanes from the Arena in San Jose to Lafayette Street in Santa Clara, then a 3-mile dedicated BRT lane from Lafayette Street to Halford Street in Santa Clara. The remaining stretch to Palo Alto would implement mixed flow lanes with curbside bulb-out stations (one curbside station in Los Altos at El Camino Real and Showers).

Alternative 4 - Long Dedicated Lane

A) Mixed flow lanes from the Arena in San Jose to Lafayette Street in Santa Clara, then provide a 7.1-mile dedicated lane segment to SR 85 in Mountain View. The remaining stretch to Palo Alto would implement mixed flow lanes with curbside bulb-out stations (one curbside station in Los Altos at El Camino Real and Showers).
B) Mixed flow lanes from the Arena in San Jose to Lafayette Street in Santa Clara, then provide a 10.1 - mile dedicated lane segment to Showers Drive in Mountain View/Los Altos. The remaining stretch to Palo Alto would implement mixed flow lanes with curbside bulb-out stations.
C) Mixed flow lane from the Arena in San Jose to Lafayette Street in Santa Clara, then provide a 13.9-mile dedicated lane segment to Embarcadero Road in Palo Alto.

For options 4b and 4c, the station at Showers Drive would be located at the median and northwest and southeast corners of the intersection would be extended to decrease the size of the intersection. This is to allow for improved pedestrian access to the median side station. VTA also proposes a new traffic signal at the intersection of El Camino Real and Distel Circle to compensate for the traffic signal removal at Distel Drive.

City staff has met regularly with the project development team regarding the development of the BRT and has continuously expressed concerns regarding traffic diversion in Los Altos. Although the VTA has analyzed various street segments and intersections in Los Altos, in the comment letter, the following additional road segments and intersections have been identified that can potentially be impacted by diverting traffic:

Road segments

Los Altos Avenue, Loucks Avenue (between Los Altos Avenue and San Antonio Road), Jordan Avenue (between El Camino Real and San Antonio Road), Marich Way (between Jordan Avenue and Distel Drive), N. Clark Avenue (between City Limit and Almond Avenue), Cuesta Drive (between Springer Road and El Monte Avenue), El Monte Road (between Covington Road and Foothill Expressway).

Intersections
Springer Road/El Monte Avenue, San Antonio Road/Almond Avenue, San Antonio Road/W. Portola Avenue, San Antonio Road/ Loucks Avenue, Foothill Expressway/El Monte Avenue, and Foothill Expressway/San Antonio Road.

These segments were identified based on experience with recent local traffic patterns and field testing potential viable traffic diversion routes. These routes also correspond to numerous resident concerns about increased traffic in these areas. More importantly, if BRT does cause traffic diversion in Los Altos, traffic mitigations will be needed. The two City programs available to address this are the Neighborhood Traffic Management Program (City-resident cost share) and the Collector Traffic Calming Master Plan (Traffic Impact Fee funded). The VTA should work with the City to provide traffic mitigation if traffic impacts occur due to the BRT project.

Traffic diversion may also affect routes to school for students traveling to Santa Rita Elementary, Egan Junior High, and Los Altos High School. Many of these routes have planned improvements in the Bicycle Transportation Plan and will be identified in the upcoming Pedestrian Master Plan. As these improvements are made, school-related pedestrian and cyclists' usage should increase. The VTA should help the City address any pedestrian/cyclists conflict with traffic diversion due to the BRT project.

As of January 7, 2015, the City received emails from a total of 48 individuals. Individuals expressing support for the BRT project totaled 46, while two individuals opposed the project. Only two emails were received by Los Altos residents, both of whom support the BRT bus lane only option.

## FISCAL IMPACT

None

## PUBLIC CONTACT

The VTA held two public hearings on November 20, 2014 in Mountain View and two public hearings on December 3, 2014 in Santa Clara. The City of Los Altos provided notification of these meetings on the City website.

Posting of the meeting agenda serves as notice to the general public.

**City of Los Altos**
1 North San Antonio Road
Los Altos, California 94022-3087

January 7, 2015

Ms. Christina Jaworski
VTA Environmental Planning Department
3331 North First Street, Bldg. B
San Jose, CA 95134-1927

**SUBJECT: EL CAMINO REAL BUS RAPID TRANSIT PROJECT – DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL ASSESSMENT**

Dear Ms. Jaworski:

We appreciate the opportunity to comment on the El Camino Real Bus Rapid Transit Project-Draft Environmental Impact Report/Environmental Assessment. We are concerned about the project's impacts to the area and specifically potential traffic diversion in Los Altos.

Please consider the following concerns, questions and recommendations:

Executive Summary

1. **Page ES-4, ES.4.1.2 (Stations):** Trash receptacles shall have a lid that is kept closed and prevents the wind, animals or rain from transporting litter into the City's stormwater system, which flows into the San Francisco Bay and then into the Pacific Ocean without treatment.
2. **Page ES-4, ES.4.1.2 (Stations):** Trash receptacles shall be inspected and maintained as often as needed to prevent overflow.
3. **Page ES-4, ES.4.1.2 (Stations):** VTA shall inspect the trash receptacles and stations in the City of Los Altos daily to ensure that they are litter free.
4. **Page ES-4, ES.4.1.2 (Stations):** VTA shall coordinate with the City and the Santa Clara Urban Runoff Pollution Program (SCVURPPP) for litter/stormwater messaging at the stations and bus stops.
5. VTA shall provide a copy of the Project Draft EIR to SCVURPPP for its comments and recommendations.
6. **Page ES-8, E.S.4.1.5:** VTA shall provide the City of Los Altos with a construction schedule.
7. **Page ES-8, E.S.4.1.5:** VTA shall coordinate with the City of Los Altos regarding Sewer Capital Improvement Program (CIP) Projects along El Camino Real and local side streets.
8. **Page ES-21, last item on page (Hydrology and Floodplain/Water Quality and Stormwater Runoff):** What are the impacts related to water quality after construction (e.g. litter at stations)?

**ATTACHMENT 1**

Introduction

1. **Page 1-2, Section 1.3:** How is VTA going to select the Locally Preferred Alternative (LPA)?

Purpose and Need

1. **Page 2-5, Section 2.2.2.5:** VTA shall provide and maintain trash cans at all its BRT Stations and bus stops in the City of Los Altos to prevent litter from entering into the City's storm drain system. Please refer to the City's Long-Term Trash Load Reduction Plan.

Project Alternatives

1. **Page 3-21, Table 3-3:** "Utility Relocation Summary" shows estimated linear feet of utilities and estimated numbers of manhole/vaults that would need to be relocated. How many of these utilities are in the City of Los Altos? Will the City be impacted with storm and sewer relocations?
2. How are the proposed BRT improvements going to impact access to the City's sewer and storm drain manholes for pipe rehabilitation, repairs, maintenance, etc.?
3. **Page 3-27, Section 3.5.3 (last paragraph):** Replace the word "be" with the word "been" in the first sentence.

Aesthetics and Visual Quality

1. **Page 4.2-1, Section 4.2.1 (Regulatory Setting):** Should Santa Clara Valley Urban Runoff Pollution Prevention Program SCVURPPP (SCVURPPP) be included in the list?

Biological Resources

1. **Page 4.4-6:** The City does not support removing trees to accommodate bus facilities.

Noise and Vibration

2. **Figure 4.11-1:** Revise the street name from "San Antonia Road" to "San Antonio Road."
3. **Page 4.11-9 (Construction Vibration):** Prior to commencing the project and after the project is complete, VTA shall CCTV inspect the City of Los Altos' sanitary sewer and storm drain located within or adjacent to the work area to ensure that the construction vibration did not damage the City's utilities.
4. **Page 4.11-21:** Haul routes through Los Altos shall adhere to the requirements of Chapter 8.16-Truck Routes of the Los Altos Municipal Code.
5. **Page 4.13-1:** The Fire Department Station (Sequoia Station) located on Almond Avenue and the Fire Department Station (Loyola Station) are missing from Table 4.13-1.

Transportation and Traffic

1. **Study Intersections** – In addition to the identified study intersections, we have diversion concerns and impacts at the intersections of: Springer Road/El Monte Avenue; San Antonio Road/Almond Avenue; San Antonio Road/W. Portola Avenue; San Antonio Road/ Loucks Avenue; Foothill Expressway/El Monte Avenue; and Foothill Expressway/San Antonio Road.

   In particular, per the County's 2040 Expressway Plan, the intersection of El Monte Avenue/Foothill Expressway is operating at LOS F and the intersection of Foothill Expressway/San Antonio Road operates at LOS E- during the PM peak time. Additionally, the close proximity of the intersection San Antonio Road/Cuesta Drive adds further complexity to the traffic impacts. This year a noticeable increase in traffic has placed additional strain at these locations. Additional diversion traffic from the BRT project to these areas will further compound the impact in and through Los Altos.

   Note: The study intersection of Cuesta Road and Springer Road is shared between the City of Mountain View and Los Altos. Regarding the proposed signal mitigation at this location, outreach should be performed by the VTA to the residents in this area about the signal mitigation and its need.

2. **Road Segments** – Impacts to the intersections will have additional impacts to their adjacent road segments: Los Altos Avenue, Loucks Avenue (between Los Altos Avenue and San Antonio Road), Jordan Avenue (between El Camino Real and San Antonio Road), Marich Way (between Jordan Avenue and Distel Drive), N. Clark Avenue (between City Limit and Almond Avenue) Cuesta Drive (between Springer Road and El Monte Avenue), El Monte Road (between Covington Road and Foothill Expressway). The City has concerns that the roads identified above will act as cut-through or portions of cut-through routes to avoid any congestion on El Camino Real due to the BRT.

   Impacts such as cut-through or associated speeding may trigger residents to request for traffic calming improvements, which have costs that are borne both by residents and the City. What mitigations will VTA offer if cut-through increases due to the BRT project?

3. **Impact TRA-3b.** The City has an adopted Bicycle Transportation Plan and is developing a Pedestrian Master Plan. There are identified/planned improvements along the road segments stated in # 2 above. Many of these road segments serve as routes to school for Santa Rita and Almond Elementary schools, Egan Junior High School and Los Altos High School. An increase in school-related pedestrian and cyclists' usage of these road segments is anticipated as improvements are made. We have concerns about the additional/potential conflicts cut-through traffic presents. For any unforeseen mitigation measures needed due to the BRT project, how will VTA address this?

Thank you for the opportunity to provide these comments. Please contact me at (650) 947-2626 or cnovenario@losaltosca.gov if there are any questions.

Sincerely,

Cedric Novenario, P.E.
Interim Public Works Director

cc: Community Development Director
Planning Services Manager
City Manager

# City of Palo Alto (ID # 5347)

## City Council Staff Report

**Report Type: Action Items** **Meeting Date: 1/12/2015**

**Summary Title: Comment letter on VTA BRT's EIR**

**Title: Authorization for the Mayor to Sign a Letter Commenting on the Draft Environmental Impact Report/Environmental Assessment (DEIR) for the Valley Transporation Authority (VTA) Bus Rapid Transit**

**From: City Manager**

**Lead Department: Planning and Community Environment**

## Recommended Motion

Staff recommends that the City Council authorize the Mayor to sign the attached letter (Attachment A) providing comments on Valley Transportation Authority's (VTA's) El Camino Real Bus Rapid Transit Project Draft Environmental Impact Report/Environmental Assessment (DEIR).

## Executive Summary

The Valley Transportation Authority's (VTA's) El Camino Real Bus Rapid Transit (BRT) project is intended to improve transit operations and increase transit ridership along the El Camino Real Corridor by providing faster, more reliable service with target stops and specialized transit vehicles and facilities. The El Camino Real BRT Corridor extends from Downtown San Jose (Arena Station) to Downtown Palo Alto (Palo Alto Transit Center) passing through the cities of Santa Clara, Sunnyvale, Mountain View and Los Altos.

Design alternatives being studied for the Palo Alto segment of the corridor include BRT operations in either dedicated bus lanes down the center of the street or mixed-flow, curb lane operations. Of the six project alternatives being considered in addition to the "no build" alternative, one – Alternative 4c – would include dedicated lanes within Palo Alto, and the others would include mixed-flow with curbside "stations" built on bulbouts. Based on the VTA's analysis, the dedicated lane alternative would result in significant and unavoidable impacts at intesections along El Camino and Alma that could be avoided with other alternatives.

VTA in partnership with the Federal Transit Administration (FTA) has prepared a Draft Environmental Impact Report/Envirionmental Assessment (DEIR) for the project in compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act

(NEPA). The Document was released on October 29, 2014 and the VTA has requested public and agency comments by January 15, 2015.

## Background

The El Camino Real BRT Corridor extends from Downtown San Jose (San Jose Arena Station) to downtown Palo Alto via The Alameda to El Camino Real in San Jose and continues along El Camino Real through the cities of, Santa Clara, Sunnyvale, Los Altos, Mountain View to its terminus in Palo Alto at the University Transit Station. The El Camino Real Corridor is currently served by the Local 22 bus and the Rapid 522. The BRT project would replace and upgrade the Rapid 522 service by installing enhanced stations, branded vehicles with more comfortable executive-style seating, and more frequent, reliable service.

The City Council participated in a Study Session regarding the VTA's BRT project on November 17, 2014. This study session provided an opportunity for a presentation on the project by VTA staff. At that time, the VTA staff presented the seven proposed alternatives for connecting Downtown San Jose with Downtown Palo Alto through enhanced bus operations. The alternatives consider various locations and lengths of dedicated lane segments, wherein travel lanes would be removed for exclusive bus lanes. Where dedicated lanes are not proposed, transit vehicles would operate in "mixed-flow" and utilize "stations" that would be constructed on sidewalk bulb-outs in the curb lane. The alternatives analyzed in the DEIR are shown below.

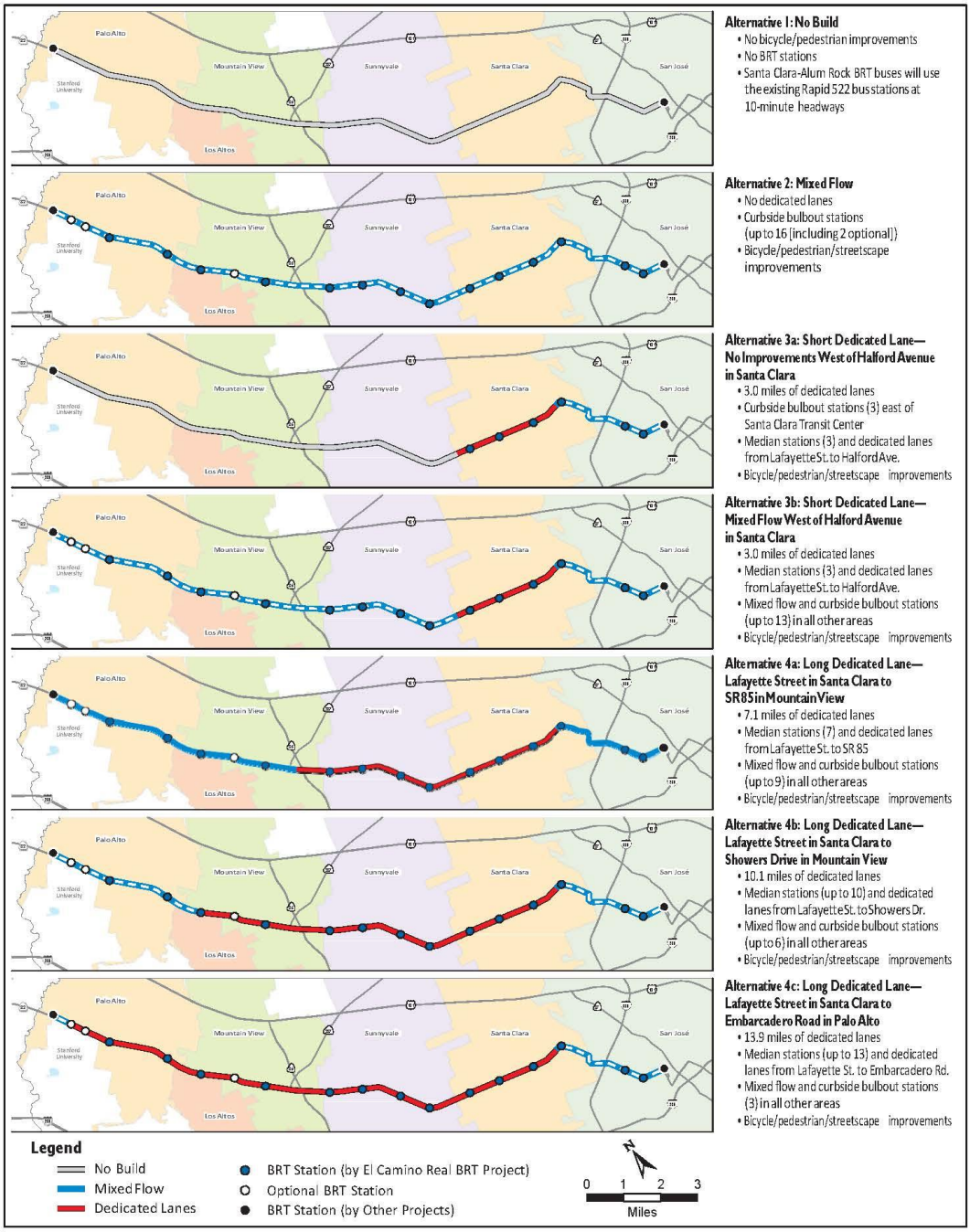


**Figure ES-3**
**Project Alternatives**
El Camino Real Bus Rapid Transit Project

During the Study Session the Council expressed concerns regarding potential impacts at key intersections and along affected corridors within Palo Alto. These include El Camino Real, Alma Street, and Middlefield. Councilmembers the methodology and assumptions related to traffic diversion onto Alma Street and travel times projections for the dedicated lanes vs mixed flow alternatives. Councilmembers also requested that staff to review the background report on traffic operations.

The El Camino Real is a State Highway, under Caltrans jurisdiction, and the VTA will require Caltrans support and approval, as well as Federal Transit Administration (FTA) support and approval to implement the BRT project. Cities along the corridor have limited jurisdiction, mostly when it comes to any mitigations or encroachments required outside the State right of way. To the extent cities are called upon to approve mitigations or encroachments, they would be acting as "responsible agencies" under CEQA, using the Final EIR that is certified by the VTA to inform their decisions.

Alternatives that include dedicated bus lanes would reconfigure El Camino Real to provide two dedicated bus-only lanes within the center of El Camino Real. Passenger platforms for boarding and de-boarding of the buses would occur at center-street platforms and new ticket stations to expedite boarding would be provided on the platforms similar to Light Rail Transit stations within the County also operated by the VTA.

Dedicated bus lane alternatives in general provides better travel time operations for transit by removing the buses from congested travel lanes similar to how High Occupancy Vehicle (HOV) lanes reduce travel times for carpoolers on freeways. However the number of automobile travel lanes on El Camino would be reduced to 2 lanes in each direction in order to accommodate the center dedicated bus lanes, increasing delays for automobiles, and diverting traffic onto parallel routes. Also, either on-street parking or bike lanes could be provided along dedicated lanes segments of El Camino Real, but providing both would not be feasible due to right-of-way constraints.

The mixed-flow option would maintain bus operations similar to those that currently occur along El Camino Real through Palo Alto with buses operating within the curb lanes of the street. New BRT platforms would include ticketing, shelter, and streetscape elements, and would be built at "bulb-outs" allowing the bus to stop within the lane of traffic rather than pulling out of a lane of traffic into a parking aisle. The number of automobile travel lanes under this alternative would remain the same, with three lanes in each direction. Some on-street parking may be affected, but only near the bulb-out stations.

VTA is proposing two new BRT Stations in Palo Alto, one at El Camino Real & Arastradero Road-Charleston Road, and one at El Camino Real & California Avenue (see simulation below). The University Avenue Transit Station would serve as the final station in Palo Alto, but no upgrades at the station are proposed as part of the project. Each of the stations would include an off-board fare collection system where passengers would buy tickets so they could board the bus

through the front and rear doors without needing to show proof of payment, which would allow for faster boarding. The enhanced stations would be more substantial than regular bus stations by providing shelters for weather protection, more seating and better lighting for safety.

**Simulation of Proposed Mixed Flow Lanes Curbside BRT Station at California Avenue**


Source: BRT, EIR October 2014

Construction of the BRT project would result in the permanent removal of up to 94 trees in Palo Alto if the dedicated lanes option is selected. The mixed flow option would remove up to 18 trees. All urban trees that would be removed or lost as a result of the project would be replaced within the project corridor. Trees with a diameter less than 12 inches would be replaced at a 2:1 ratio. All trees with a diameter of 12 inches or more would be replaced at a 3:1 ratio. If VTA cannot replace trees at the stated ratios, VTA would pay in-lieu fees.

Where bulb-out stations are constructed, parking spaces along El Camino Real will be removed and with the mixed flow configuration, it's estimated that only seven parking spaces would be removed in Palo Alto. In contrast, the dedicated lanes configuration could result in removal of 256 spaces.

## Timeline

After the DEIR review period is completed, VTA's Board of Directors will select a Locally Preferred Alternative. While this will be a VTA decision, it will be influenced by the cities along the corridor and Caltrans. Caltrans must approve any changes to the El Camino corridor that are made by the BRT Project.

The VTA must also prepare a Final EIR for certification, and the FTA must adopt Finding of No Significant Impact (FONSI) or prepare an Environmental Impact Statement (EIS) and adopt a Record of Decision (ROD).

Project Schedule:

| | |
|---|---|
| Final Design | December 2014 - September 2016 |
| Construction | March 2017 - August 2018 |
| First Day of Service | September 2018 |

## Policy Implications

The proposed BRT project is generally consistent with the Comprehensive Plan, which contains the following policies:

- Policy T-1: Make land use decisions that encourage walking, bicycling and public transit use;
- Policy T-4: Provide local transit in Palo Alto.
- Policy T-6: Improve public transit access to regional destinations, including those within Palo Alto.
- Policy T-7: Support plans for a quiet, fast rail system that encircles the Bay, and for intra-county and transbay transit systems that link Palo Alto to the rest of Santa Clara County and adjoining counties.
- Policy T-10: Encourage amenities such as seating, lighting, and signage at bus stops to increase rider comfort and safety.

However the BRT project would have significant, unmitigable impacts at intersections along El Camino Real and Alma Street if the dedicated lane option is selected, which could conflict with the following policies:

- Policy L-66: Maintain an aesthetically pleasing street network that helps frame and define the community while meeting the needs of pedestrians, bicyclists, and motorists.
- Policy L-67: Balanc traffic circulation needs with the goal of creating walkable neighborhoods that are designed and oriented towards pedestrians.

## Environmental Review

VTA in partnership with the Federal Transit Administration (FTA) has prepared a Draft Environmental Impact Report/Envirionmental Assessment for the project in compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). VTA is the lead agency for CEQA and FTA is the lead agency for NEPA. The City of Palo Alto will be considered a “responsible agency” under CEQA if the VTA is required to secure City

permits or approvals for any aspect of the project, including required mitigation at intersections/roadway facilities within the City's jurisdiction.

**Attachments:**

- **Attachment:** Attachment A: BRT Comment Letter (PDF)
- Attachment: Attachment B: Doc Letters 1-12-15 VTA El Camino #5347 (PDF)

[redacted]

City of Palo Alto
*Office of the Mayor and City Council*

Attachment A

January 12, 2015

Valley Transportation Authority
Environmental Program and Resources Management
Attn: Christina Jaworski
3331 N First Street, Building B-2
San Jose, CA 95134

**RE: Comments to the Draft Environmental Impact Report/Environmental Assessment for the El Camino Real Bus Rapid Transit Project**

Dear Ms. Jaworski,

Thank you for the opportunity to provide comments on the El Camino Real Bus Rapid Transit (BRT) project Draft Environmental Impact Report (DEIR). Palo Alto is excited to see the Valley Transportation Authority (VTA) pursuing improved transit alternatives for the region, although we were surprised to see that VTA is pursuing dedicated lanes on El Camino Real for BRT in Palo Alto (Alternative 4c), given the significant impacts that would result. We support efforts to expand transit service, but only if significant impacts within our City can be effectively mitigated.

The City's comments on the Draft EIR are provided below:

1. The Peninsula is in great need of enhanced transit service, and VTA should be considering a suite of programs rather than defining a project purpose that is exclusive to the El Camino corridor (DEIR p. 2-1). Limiting the project purpose to the El Camino Real means that VTA and its federal partner have ignored very real alternatives that are likely to enhance transit ridership without significantly impacting travel (by transit, auto, rideshare, etc.) on El Camino Real and other corridors. For example, programs that would offer lower fares for shorter trips and free transfers to other transportation systems should be analyzed to see if they would result in similar ridership increases without the impacts.

   Also, Palo Alto and adjacent jurisdictions are investing in their own shuttle systems and development of Transportation Management Associations (TMAs) to develop and fund alternatives to the private automobile. The VTA should be playing a leadership role for the region and participating in these efforts in a meaningful way. For example, VTA could offer the ECO pass at a volume discount for employees and residents to increase overall transit ridership.

2. The City believes that the existing travel times for transit are overstated and that the existing travel times for automobiles are understated, calling into question the "baseline" used for evaluating impacts and benefits of the various alternatives. The 2013 existing travel time for the project corridor is identified as 71 minutes for the Rapid 522/BRT and 90 minutes for the Local 22 route with an average of 85 minutes (Table 4.12.18). Also, during VTA staff presentations to the City Council, the travel time for transit through Palo Alto was identified as 22.0 minutes under existing conditions for transit and 10.2 minutes for automobiles.

P.O. Box 10250
Palo Alto, CA 94303
650.329.2477
650.328.3631 fax

3. The City conducted a "Floating Car" study of all major corridors in the Spring 2014 including El Camino Real. The City's findings (see below) are not consistent with findings or assumptions of the DEIR. The City requests that the raw data upon which the DEIR was based be made available for comparison. If the travel times identified by the DEIR are derived strictly from traffic models without Floating Car study validation, the City requests validation and revisions to the analysis.

| | Palo Alto Floating Car Study Data – Spring 2014 | | | VTA DEIR Travel Time Findings | |
|---|---|---|---|---|---|
| | AM | Mid | PM | Transit | Auto |
| Northbound | 11:42 | 12:35 | 13:35 | 22:00 | 10:06 |
| Southbound | 10:43 | 16:13 | 16:04 | | |

1. No differentiation between travel direction or peak period of the day in VTA DEIR Findings.

4. T
able 4.12-5 of the DEIR identifies the existing *Bicycle Facilities Connecting to the Project Corridor*, yet several of the bicycle facilities at Palo Alter intersections are incorrectly classified. (See below.) Proper identification of side street bicycle facilities along the project corridor is critical to ensure that the design properly accommodates the priority travel modes from adjacent residential neighborhoods. At locations where bicycle facility deficiencies exist, such as Class II bicycle lane terminating prior to the intersection, the project should identify improvement options to extend those facilities to the intersection as part of the project resulting in a better connections for all travel modes.

| Bicycle Lane Classifications – Corrections Needed | | | |
|---|---|---|---|
| No. | Intersecting Street | DEIR Classification | Actual Classification |
| 1 | Charleston Rd-Arastradero Rd | Class II Bike Lane | Bike Lanes at the El Camino Real Intersection do not exist. Classify as Class III Bike Route. |
| 2 | Hansen Way | Class II Bike Lane | Bike Lanes existing westbound away from El Camino Real. Classify as Class III Bike Route. |
| 3 | Page Mill Road | Class II Bike Lane | Bike Lanes are dropped prior to the intersection. Classify as Class III Bike Route. |
| 4 | California Avenue | Class II Bike Lane | No Bike Lanes exist on California Avenue. Classify as Class III Bike Route. |
| 5 | Stanford Avenue | Class II Bike Lane | Bike Lanes eastbound are dropped prior to El Camino Real. No bike lanes existing westbound. Classify as Class III Bike Route. |
| 6 | Galvez Street-Embarcadero Road | Class II Bike Lane | Bike Lanes eastbound are dropped prior to El Camino Real. No bike lanes existing westbound. Classify as Class III Bike Route. |
| 7 | El Camino Way-Maybell Av | No Listed | Classify as existing Class III Bicycle Boulevard |

5. The technical study that supports the DEIR presents projections of future ridership that raise multiple questions. First, we question the assumption that there will be a near-term increase in projected transit boardings from 12,512 in 2013 to 18,616 boardings in 2018 for a dedicated lane concept. Specifically, in Palo Alto, the DEIR assumes 2,519 boarding's in the City in 2013

and increases by 19% to 2,987 (Mixed Flow operations) or by 71% to 4,315 (Dedicated Lane operations) in 2018.

The City requests that the VTA clarify the basis of these projections, particularly assumptions regarding the capacity of the BRT and Local 22 transit fleet. Table 4.12-8 discuss the existing and forecast weekly ridership data but the existing and projected peak hour boarding estimates are missing from the DEIR. This information is critical in helping local agencies properly evaluate assumptions regarding trips being removed or diverted from the project corridor by the project alternatives. The City seeks to validate the combined BRT/Local 22 seat and standing room capacity to determine whether the projected ridership can actually be met. On the surface, it appears that the mode shift assumed from automobile single occupant trips exceeds the capacity being introduced by the BRT Program.

6. The projected increase in ridership between 2013 and 2040 also requires further explanation. Under the No Project alternative, it appears that VTA is projecting a 73% increase in ridership (from 12,512 to 21,678), which we find to be quite remarkable. How does this projection compare to historic ridership trends? Is today's ridership 73% greater than ridership in 1990? Please explain.

7. The relationship between ridership assumptions and dedicated lanes also needs to be better explained. Based on the data in Table 4.12-17, adding dedicated lanes in Santa Clara will increase ridership by 8.5%, adding dedicated lanes in Sunnyvale will increase ridership by another 5.7%, adding dedicated lanes in Mountain View will increase ridership by another 10.3%, and adding dedicated lanes in Palo Alto will increase ridership by another 10.8%, for an overall increase of 40% over the No Build Alternative and 37% over the fully mixed flow option (Alternative 2). How do population/employment projections, travel times, distance, and other variables influence these assumptions? And how do these percentages compare to the existing ridership along the corridor in each jurisdiction?

8. The DEIR provides a Level of Service (LOS) analysis for study intersections but lacks a more comprehensive and pertinent Link LOS analysis to clearly demonstrate how corridors will be impacted by the project. A Link LOS would analyze the Volume to Capacity (V/C) of roadway segments and help the public understand how fluctuations in vehicle volumes may impact the operations of a roadway. Along key vehicle arterials such as El Camino Real and Alma Street in Palo Alto, the use of Link LOS for segments is critical.

9. Both intersection and link LOS are often insufficient to help residents understand the potential impacts of a project. A more appropriate tool is the Traffic Impact on Residential Environments (TIRE) Analysis. The TIRE analysis applies quantitative measures to public perception of traffic increase on residential streets. On streets in Palo Alto such as Olive Avenue or Pepper Avenue where the potential for cut-through traffic for access to streets such as Alma Street or Middlefield Road, the TIRE analysis would better analyze the impacts of the project alternatives, particularly the dedicated lane concept.

10. The DEIR identifies significant traffic congestion along the Alma Street corridor and significant increases in delay along the El Camino corridor in the dedicated lane alternative, and yet fails to propose any mitigation measures to resolve these impacts. (Mitigation proposed in Table 4.12-

22 would not resolve the impacts and is left up to the local agencies to fund and implement, with a "fair share" contribution by VTA.) This is unacceptable and makes it impossible for members of our community to support what could be a transformational project for our region. VTA should give more thought to alternatives and mitigations, and ultimately present at (modified) project that addresses a (revised) purpose and need without significantly and adversely affecting other modes of travel.

11. The DEIR discusses Policy T-8 within the existing Palo Alto Comprehensive Plan, and suggests that this policy restricts the installation of new traffic signals (or other mitigation) along Alma Street. The actual reference should be to Program T-39 of the Roadways section of the plan, which states as follows:

    > *"Maintain the current program of not adding traffic signals on Alma Street north of Lytton Avenue and south of Channing Avenue to Churchill Avenue; and on Middlefield Road north of Lytton Avenue and south of Channing Avenue to Embarcadero Road."*

    The City acknowledges the recommended mitigations included in Table 4.12-22, but we request further analysis of these recommendations, including a more comprehensive Link LOS and Progression Study to determine how additional traffic signal installations would impact progression of the Alma Street corridor.

12. With the conclusion that the already congested Alma Street corridor (with multiple intersections at LOS F in the 2040 No Build scenario) will be further impacted if the dedicated lane option (Alternative 4c) is selected, the absence of effective mitigation is particularly troubling. At a minimum, the DEIR should discuss the potential benefits of grade separating the Caltrain tracks at Alma/Meadow and Alma/Charleston by depressing the tracks south of Oregon Expressway as suggested in a recent report to the Palo Alto City Council. Mitigation measures at these intersections could include a contribution to engineering and design of the grade separation which we expect would dramatically improve traffic operations at these locations.

13. The DEIR currently lacks an analysis of the Middlefield Road corridor, which is unacceptable given the impacts shown on Alma Street. The analysis should be revised to provide trip distribution and analysis of traffic along Middlefield Road where traffic will invariable divert when the LOS along Alma Street degrades.

14. The DEIR should estimate and model boarding activities to determine the time duration of vehicle stops and queue lengths generated behind the transit vehicles. This analysis should consider the needs of various riders and model different board time scenarios, including those involving standard passengers, senior passengers, accessible operations with passenger lift, bicycle boarding and bicycle rack mounting and various combinations. If there would be LOS delay associated from the transit boarding activities, this should be identified along with appropriate mitigation, along with potential additional diversions of traffic onto Alma Street and/or through nearby neighborhoods.

15. BRT Station designs for the Mixed-Flow operation require additional detail and we are concerned that even without a dedicated lane, BRT may have negative impact on travel through

Palo Alto. The analysis of boarding activities and their impacts should include a weaving analysis to determine impacts from vehicles moving from the #3 lane to the adjacent travel lanes.

16. The El Camino Real and Charleston Road-Arastradero Road intersection is a critical intersection for the City serving transit along El Camino Real and east-west commuters between South Palo Alto/Highway 101 and the Stanford Research Park/I-280. In addition, hundreds of students travel through the intersection daily as part of their route to Gunn High School, Terman Middle School, and Juana Briones Elementary School. As part of the final design, the VTA should consider bicycle and pedestrian treatments that support connections with transit using innovative intersection improvements.

    The City has active planning and design project for the Charleston Road-Arastradero Road corridor and can provide additional information regarding community-indicated preferences for treatments at the intersection. The most important design criterion should be preservation of roadway capacity for all movements and expansion of bicycle lanes facilities from both the Charleston Road and Arastradero Road approaches. (As noted earlier, the DEIR currently identifies these streets as providing Class II Bicycle Lanes to the intersection but they do not exist as bicycle lanes end prior to the intersection.) To ensure the proper integration of the project to the community the Class II Bicycle Lanes should be extended to the intersection.

    Other measures that could be considered include reconfiguring the intersection to remove the free right turn pork chops island; expanded sidewalk refuge areas for pedestrians; enhanced crosswalk striping; guiding bicyclists through the El Camino Real intersection using treatments such as "intersection through markings;" and pedestrian-scaled lighting to provide a safe environment at all periods of the day. Amenities at the stations should include treatments that support a comfortable environment for users such as illuminated shelters, drinking fountains, trash/recycle receptacles, electrical outlets for powering of personal devices, and bicycle-service stations with tools and air pumps to help service bicycles.

17. The City understands that the BRT project proposes a station at the intersection of El Camino Real & California Avenue. However improved transit facilities are also warranted at the intersection of El Camino Real and Page Mill Road and should be considered as part of the project. The Page Mill Road-Oregon Expressway east-west corridor is one of five east-west alternatives for the community and Page Mill Road-Oregon Expressway provides the most roadway capacity. Ensuring that safe convenient transit facilities are provided at this intersection can help to promote and stimulate additional transit routes along the Page Mill Road-Oregon Expressway corridor. At a minimum, the City requests VTA work with Caltrans to introduce a dedicated northbound right turn lanes to the intersection as part of the project under a Mixed-Flow operation. Such a treatment would allow for the introduction of Queue Jump facilities for transit operations. Similar solutions can be considered from NB/SB left turn lanes if split-phase traffic signal operations were studied and analyzed as part of the project.

18. There is significant transit ridership, bicycle, and pedestrian activity at the El Camino Real and California Avenue intersection due to connections to Caltrain (California Avenue Station) and the vibrant California Avenue Business District. In addition to the planned BRT Station Amenities, the City requests that the VTA also consider place-making measures at the station to support a strong tie with the California Avenue Business District both at the station and along El Camino

Real. Strong place making measures could include monument signs developed through public outreach/public art process and extension of the planned treatments from the active California Avenue Transit Hub Corridor Project. Intersection improvements should also be consistent with the recently improved El Camino Real and Stanford Avenue intersection, including decorative traffic signal facilities, enhanced pedestrian-scaled lighting, intersection bulb-outs, and decorative crosswalks and median island refuge areas across El Camino Real.

19. The City of Palo Alto is interested in the potential for an additional mixed flow BRT station at El Camino Real and Churchill Avenue and requests that the VTA at a minimum include improvements to support future or seasonal usage for BRT operations. This intersection support ties with the Seasonal Caltrain Stanford Platform used during regionally significant events at Stanford University. The Churchill intersection currently supports VTA bus operations with strong ridership from Stanford University, Palo Alto High School, Town & Country Shopping Center, and Palo Alto Medical Foundation. In-lane transit facilities at this location introduce opportunities for increased ridership and more efficient intersection operations for the community.

20. During their presentation to the City Council on November 17, 2014, VTA staff indicated that only the Dedicated Lane Concept would justify the level of effort/expense to implement the program. This perspective is extremely troubling to the City of Palo Alto given the ridership increases projected even with small segments of dedicated lanes south of Palo Alto. VTA can make significant improvements to their service and the El Camino Corridor while remaining sensitive to the community context.

    Many transit agencies around the world have implemented successful BRT projects that do not require the reduction of roadway capacity for other travel modes. Also, although technology solutions have been introduced by the VTA along El Camino Real, the technology has not been adequately maintained (specifically the Transit Signal Priority solution utilizing Emtrac radios and receivers along the corridor). The assertion in the DEIR that existing travel times restrict future growth of the system is unacceptable given that existing solutions are not being properly maintained. Also, additional solutions can be considered, including roadway geometry that introduces Queue Jump Lane facilities for transit to move through congested intersections without impacting other travel modes. The DEIR indicates the use of Queue Jump lane facilities at locations in Palo Alto including Page Mill Road and Charleston-Arastradero Road but true Queue Jump lane facilities do not exist because the existing infrastructure does not support their implementation. True Queue Jump Lane facilities include traffic signal notification to bus operators that transit priority strategies are being implemented, including elements such as dynamic traffic signal phasing. Before more substantial roadway capacity solutions are considered, lower cost solutions such as Queue Jump Lanes should be explored and tested.

21. Another alternative that needs to be considered includes the use of alternative pricing methodologies. Currently the single price methodology does not benefit transit users in Palo Alto that are traveling in-town only. Tiered Pricing solutions similar to the Zone Pricing used by Caltrain may stimulate transit ridership within Palo Alto by offering lower price fares for in-town trips.

Thank you for considering and responding to the comments on the DEIR provided above. We have also attached comments on the background technical report about transportation for your consideration. Please do not hesitate to contact Hillary Gitelman, the City's Director of Planning and Community Environment, if you have any follow-up questions.

Sincerely,

[Name]
Mayor
City of Palo Alto

Attachment

# Attachment A
# City of Palo Alto Comments for the
# El Camino Real bus Rapid Transit (BRT) Traffic operations Analysis Report

## Impacts to LOS for Dedicated Lanes Option in Palo Alto, especially on Alma and El Camino Real:

Draft EIR claims travel time increases would be minimal, increasing from 10.2 minutes (existing current conditions), to 10.3 minutes for mixed flow and 11.1 minutes for dedicated lanes option. City of Palo Alto Staff conducted actual travel time study in 2013/14 that shows current travel times of approximately 16.6 minutes during the AM peak period and 18.8 minutes during the PM peak period. City requests the following:

- Modeled travel times should be calibrated to reflect measured travel times.
- Provide travel time estimate for Alma Street and Middlefield Road due to traffic diversion.
- Also include additional time as a result of proposed signalization of local cross streets (included as mitigation)

## Number of cars removed/displaced with Dedicated Lanes Option

The 2013 Analysis assumes that transit ridership would more than double when going from existing conditions to a mixed flow scenario, and a 2.5 times increase with dedicated lanes. This seems like an unreasonable increase from the existing condition to a mixed flow scenario, in which minimal street configurations are proposed within Palo Alto.

The EIR shows that a majority of diverted traffic is in generally in the Southbound direction, yet at Middlefield Road , the report shows only 143 additional northbound car trips and 6 southbound car trips. Over 530 of the diverted 889 southbound trips are assumed to switch modes of travel to BRT; which seems highly unreasonable.

City requests the following clarification be made:

- Do the Daily Transit Ridership values presented in Tables C1 through C6 represent total ridership through this screenline, or are they boarding's and/or alighting's only?
- 2018 Analysis – When comparing Alt 4b and 4c, Palo Alto ADT is shown to decrease by approximately 2800 daily, 900 AM peak, 1000 PM peak trips by 2018 (pg 35). Please clarify.
- Figure 22 shows 903 PM peak cars (-724 SB ,-179 NB) diverted to other routes off of El Camino Real or switching travel modes which is approximately 100 to trips less than shown in Table 19.
- Figure 22 shows the screenline at Page Mill Road (near California Avenue) and diversion of 412 vehicles to other routes (confusing because some numbers are negative). **This this assumes 491-634 vehicles would be now using BRT instead of driving during the Peak Hour.** Table C-1 and C-2 show a **Combined Daily ridership** of 845 Ridership through California Avenue/El Camino.
- **Volumes used in Technical Synchro Analysis do not appear to be consistent with the volumes presented in Figure 33, and to vary by a significant amount (see below in LOS impact analyses).**
- 2040 Analysis – Figure 33 shows 889 less Eastbound trips on El Camino, and 352 added onto other streets. Net mode shift of 537 eastbound vehicles now using BRT during the PM peak hour, yet DAILY Eastbound ridership is expected to be 351 at the California Avenue screenline (Table C-4).

- Report says that minimal diversion would occur during the AM peak which seems unreasonable when compared to existing operations on El Camino Real during AM peak period which currently operate close to capacity. Table E-2 – 2018 at El Camino Real w/o Oregon/Page Mill – Shows diversion of approximately 700 PM peak trips, but only two vehicles diverted in the AM peak hour with Alt 4c (dedicated lanes). Table E-4 – 2040 at El Camino Real w/o Oregon/Page Mill – Shows diversion of approximately 900 PM peak trips, but only 73 vehicles diverted in the AM peak hour with Alt 4c (dedicated lanes).
- If ridership increase is anticipated increase by 500+ additional trips in the peak hour, what is the anticipated capacity of the BRT system during the peak hour, and can it handle 500 additional persons?

**Identify LOS Analyses Impacts to Palo Alto Intersections**

- Streets like Bryant Street (designated bicycle boulevard) have physical barriers to prevent through traffic so any diversion to Bryant is erroneous. Appendix A shows delay increases to local intersections on Bryant Street which implies traffic was assumed to shift to Bryant Street and travel through the physical barriers.
- Additional analysis of intersections on Middlefield Road should be included for analysis. At a minimum, the intersections of Middlefield/Oregon, Middlefield/Embarcadero, and Middlefield/Charleston should be analyzed. Figures 22 and 33 emphasize that a majority of diverted trips in Palo Alto will shift to Alma Street or Middlefield Avenue, yet no analysis was conducted on Middlefield Avenue despite well over 100 additional peak hour trips to the Middlefield Corridor. Analysis of parallel streets included residential streets to the east up to Cowper Street; however, most vehicles would shift to Alma or Middlefield (major arterial). Analysis of Middlefield is more important than the local residential streets that would not likely be used by diverted traffic.
- Westbound Ridership is anticipated to more than double between 2018 and 2040 for Alt 4C, with no additional changes other than annual growth (from 540 to 1275, westbound at California Avenue). Is this considered reasonable?
- 2040 Analysis – Impacts on Alma Street may be underestimated. Figure 33 shows a 2040 PM peak diversion of 440 vehicles to Alma Street, including 320 southbound trips. The Synchro Technical Analysis reports show an increase of only 44 southbound trips at the Alma/Charleston intersection when comparing Alt 2 to Alt 4c (increase from 1671 to 1715 SBT). A combined NB+SB through movement increase of only 188 trips at E. Meadow Drive (104 NB, 84 SB), and 369 trips at Alma Churchill (105 NB, 264 SB) also appears inconsistent.
- Tables 43 and 44 shows increases in delay of approximately 18 and 25 seconds during the AM and PM peak hours respectively due to Alt 4c diversion of traffic. Table 24 shows decrease of 26 seconds with Alt 4c (maybe a transpose error with Alt 4b).
- Any traffic diverted to other local streets could trigger local TIRE impacts which may be considered as Significant Traffic Impacts in Palo Alto.
- Hanover/Oregon – Connect to Page Mill Road as Oregon Expressway ends east of El Camino Real.

**Clarify Mitigation Measures for Alma**

- Install Traffic Signal at local approaches to Alma – Side Street traffic does not currently meet signalization warrants. Has a warrant analysis been conducted for these? (Side street approach traffic is minimal at most of these locations.)

- For Alma/Churchill and Alma/Charleston - Mitigation identifies Eastbound and westbound left turn bays (lanes) as mitigation. This is not possible in the right-of way without negatively impacting sidewalks, bike lanes, and private property acquisitions. The report assumes these intersections would improve with improvement measures, however the presentation assumes no mitigations would occur to the need for Right-of-Way acquisition.

**Identify other impacts of dedicated lanes in PA (parking, trees, noise, air)**

- Identify mitigation and locations due to loss of parking in Palo Alto. Moving commercial parking to nearby residential neighborhoods is not acceptable.
- Identify mitigation and locations of new trees due to loss of trees within Palo Alto.

**Carnahan, David**

**From:** Diane Solomon, CPA [redacted]
**Sent:** Tuesday, December 23, 2014 10:11 PM
**To:** Council, City
**Subject:** Comments to the VTA on the El Camino Real BRT DEIR/EA

Palo Alto City Councilmembers

Dear VTA,

I urge you and the Valley Transportation Authority to bring quick, efficient and heavily utilized public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

Without this Project, VTA will remain pokey, slow and under utilized. Please create fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

I strongly urge VTA to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

Please take the initiative and get us into the 21st century. Compared to Tokyo, NYC, DC, London and many other world class cities, our public transportation is SLOWwwwwww. Because it's slow and inconvenient, it's under utilized. Please think different like regions with MUCH better public transportation.

Please make our region a safer, better, more vibrant place for us all to get around with the El Camino Real Bus Rapid Transit Project.

Sincerely,

Diane Solomon, CPA
[redacted]

**Carnahan, David**



**From:** John Brazil [redacted]
**Sent:** Tuesday, December 23, 2014 1:48 PM
**To:** Council, City
**Subject:** Comments to the VTA on the El Camino Real BRT DEIR/EA

Palo Alto City Councilmembers

I urge you and the Valley Transportation Authority to approve a high-quality, user-friendly Bus Rapid Transit System on El Camino Real.

To attract users like me, please include 1. dedicated bus-only lanes (preferably center-running); and 2. Quality bike facilities on El Camino (preferably protected bike lanes aka cycle tracks)

These two key elements will make me much more likely to use El Camino BRT by significantly reducing travel time and by providing bicycling last-mile connections to BRT stops.

Fast, frequent BRT connected by bikeways is the transportation solution to our growing El Camino corridor. We cannot fit many more cars on El Camino. BRT will accommodate more people with less traffic.

Sincerely,
John Brazil

John Brazil
[redacted]

**Carnahan, David**



**From:** Jonathan Schuppert [redacted]
**Sent:** Tuesday, December 23, 2014 11:58 AM
**To:** Council, City
**Subject:** Comments to the VTA on the El Camino Real BRT DEIR/EA

Palo Alto City Councilmembers

We have an opportunity to create a true boulevard that can be safe for all users, attractive, and rejuvenate the local economies. In order for this to succeed, we need continuous bus lanes and protected bike lanes. It has been proven time and time agin that safe, continuous, and connected routes for transportation options encourages greater use. With more young people opting to live car-free or car-lite and with the rapidly aging demographics of our country, the time is NOW to take steps which will create better, healthier, and more sustainable communities for our next generation.

Without the improvements, we will continue to have a freeway dividing our cities and will encourage ugly strip development that has plagued this historic street. Please act now to help improve this street for ALL users. This is a regionally significant street that can be a world famous boulevard that will be attractive for users and future development. No one remembers the ugly streets lined with shopping centers, but they do remember the beautiful boulevards and pedestrian paseos. Think of your travels and the streets that stand out to you as models.

I recently went to Buenos Aires, home of Avenida Nueve de Julio which is one of the widest streets in the world. They added new bus only lames with rapid and frequent service. It has dramatically changed the way people view this street which at one time could have been a freeway. The future of our communities is your hands and I hope you make the right decision to improve this street. You will be known in history for either fostering improvements or stopping progress and creating a bigger mess for our future generations.

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

I strongly urge VTA to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Jonathan Schuppert

**Carnahan, David**



**From:** Mary Poffenroth [redacted]
**Sent:** Tuesday, December 23, 2014 8:23 AM
**To:** Council, City
**Subject:** Comments to the VTA on the El Camino Real BRT DEIR/EA

Palo Alto City Councilmembers

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

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Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Mary Poffenroth
[redacted]

**Carnahan, David**

**From:** Pat Marriott[redacted]
**Sent:** Saturday, December 27, 2014 8:38 PM
**To:** Council, City
**Subject:** FW: Comments on El Camino BRT EIR

**From:** Pat Marriott[redacted]
**Sent:** Saturday, December 27, 2014 8:36 PM
**To:** ecrbrt@vta.org
**Subject:** Comments on EIR

I read the draft EIR at http://www.vta.org/sfc/servlet.shepherd/document/download/069A0000001fFdAIAU

I also attended the evening meeting in Mountain View on November 20th. I appreciated the brevity of the presentations and the opportunity for so many members of the public to speak.

With respect, I offer these comments on the EIR:

**(1) Much of the data is theoretical rather than empirical.**

Prior to the meeting I spoke to a representative from the VTA and told him that if he wanted to see the impact of cutting car lanes, all he had to do was drive through Menlo Park, where El Camino narrows from 3 car lanes in each direction to 2. He asked if that was because of construction. He was completely unaware that Menlo Park narrowed El Camino several years ago in order to add median strips.

The resulting congestions means that drivers like me use Middlefield Road in Palo Alto or divert through Menlo Park neighborhood streets west of El Camino.

**CONCLUSION:** EVERY member of the VTA board and VTA staff should be REQUIRED to drive up and down El Camino – from San Jose through Redwood City – during morning rush hour, during evening rush hour, and during the time kids get out of school.

Only then will you all understand existing congestion problems.

**(2) Much of the data is just not plausible.**

The claim that elapsed drive time from San Jose to University Avenue in Palo Alto would increase by only 3 minutes if bus lanes replace car lanes is impossible to believe. It took me 12 minutes just to get from El Camino at Showers Drive to Castro Street for the meeting!

In December 2004, one of Palo Alto's traffic officials thought it would be a good idea to reduce Middlefield Road in the midtown shopping district from 4 lanes to 2. He set up a 3-hour test with cones one evening, but traffic slowed so badly – with honking horns and irate drivers – that the test was cut short and the plan to narrow the road was abandoned.

Simple logic indicates that narrowing the path significantly increases travel time.

**CONCLUSION:** Theories that defy logic are probably wrong.

**(3) Fewer lanes cannot handle more cars.**

One member of the public said that Castro Street in Mountain View carries more traffic since it was narrowed from 4 lanes to 2. That's clearly impossible.

I was in Mountain View about 2:00 pm on a November weekday. I exited Central Expressway at Castro, which was so backed up that I had to wait on the Central side through a light change to avoid stopping on the RR tracks. Traffic was

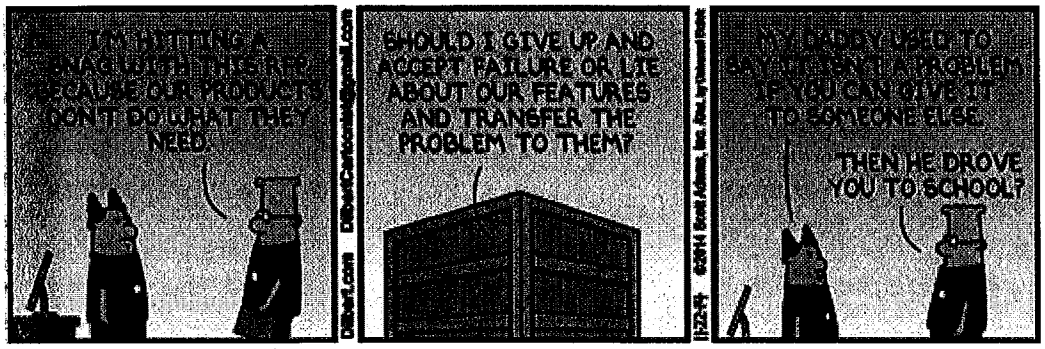
stop-and-go the entire length of Castro. I turned off at Church Street to look for a parking place. Ten minutes later I finally found a spot 4 blocks south of Castro. Elapsed time from exiting Central Expressway to a parking place: 20 minutes.

So yes, there is more traffic on Castro Street now because of more high-end restaurants and other business development. But that traffic is more congested because in addition to removing a lane, parking places have been given over to restaurants for outdoor seating.

**CONCLUSION:** Fewer lanes and fewer parking spaces increase congestion and greenhouse gases, as drivers circle the neighborhoods.

**(4) Replacing El Camino car lanes with bus lanes doesn't solve a problem. It diverts the problem to someone else's patch.**

Dilbert nails this perfectly:




Traffic is like water: it looks for the path of least resistance. If you dam up the main artery, drivers will shunt through residential areas.

You have studied diversion problems at intersections, but not general traffic flow through neighborhoods where children play and ride their bikes and people feel safe crossing streets.

Frustrated drivers are not safe drivers. They tend to speed and neglect stop signs. In addition to driving dangerously, cars will spend more time on the roads, spewing fumes around homes, parks and schools – adding to the increased greenhouse gases from stalled traffic on El Camino and at F-rated intersections.

**CONCLUSION:** As one speaker noted, "Don't make my neighborhood your collateral damage."

**(5) The last mile problem has not been addressed.**

Several people spoke about wheelchair travelers getting ON a bus. What was not mentioned was the problem of those people getting TO and FROM the bus.

Not everyone lives and works along the El Camino corridor, so must drive or bike to a bus stop (assuming it's too far to walk). The EIR says drivers can park on side streets. But most cities already have huge parking problems.

And once I get off the bus, how do I get to my final destination if my car is back where I boarded?

**CONCLUSION:** Without efficient connectors to jobs, schools, shopping, etc. off El Camino, the bus is impractical.

**(6) Planned development along the El Camino corridor will significantly increase traffic.**

Just two examples, just from Mountain View:

- Mountain View City Council approved the second phase of the redevelopment of San Antonio Shopping Center. The project includes a 50,000-square-foot movie theater, 167-room hotel and a parking garage with over 1,300 spaces. It also plans for restaurants and shops ... and office space likely to leased by LinkedIn, with space for about 2,000 employees. http://www.mv-voice.com/news/2014/12/03/council-oks-san-antonio-center-project-milk-pail-market-saved

- Santana Row's developer is set to buy most of Mountain View's largest shopping center. The 33-acre purchase includes nearly all of the shopping center that's still developed with single-story buildings: the sites of Trader Joe's, Walmart, Kohl's, 24-Hour Fitness, Fresh Choice and JoAnn fabrics. http://www.mv-voice.com/news/2014/12/17/santana-row-developer-makes-deal-to-buy-san-antonio-shopping-center

**CONCLUSION:** Recent development over the past 2 years has significantly increased travel time on El Camino. Additional projects, large and small, will cause gridlock up and down the corridor.

**(7) Costs are high, benefits are dubious, disruption is guaranteed.**

Mountain View "Council member Ronit Bryant noted that San Mateo County decided against a similar system and questioned whether it was worth the increase in ridership of 4,000 riders a day over the 522 line." http://www.mv-voice.com/print/story/2014/12/19/el-camino-bus-lanes-win-praise-from-public-concern-from-council

The EIR states capital cost estimates up to $232.7M for Alternative 4c.

**CONCLUSION:** Spending millions on a project for a short stretch of El Camino – with serious consequences and arguable benefits – is not a good use of taxpayer dollars.

We need a comprehensive plan that incorporates BART, Caltrain, light rail, the possibility of High Speed Rail, as well as new technologies like self-driving cars and Elon Musk's Hyperloop.

Thank you for the opportunity to comment.

Pat Marriott Los Altos