November 19, 2019 Items # 3 and 4

Julie Minot

From: Susan Hinton <suewalt@comcast.net>
Sent: Monday, November 18, 2019 9:40 PM
To: Mayor and Council
Subject: "Innovation Zone" + "Complete Streets in Innovation Zone," Nov, 19 Agenda Items 19-1083 and 19-1082

November 18, 2019

Dear Mayor Gillmor and City Council Members:

Tomorrow evening, November 19, City Council Member Teresa O'Neill returns to the council with agenda items 19-1083 and 19-1082, which involve a slightly updated "Request Related to the City's Participation in an 'Innovation Zone' with the City of San Jose for the Stevens Creek Corridor."

The Council is being asked to agree to the study in which "The Innovation Zone will allow companies and groups to test anything within its boundaries that provides a large benefit to the community . Companies and startups will work directly with the Office of Vice Mayor Jones to facilitate these partnerships" (wording from agenda PDF document, 19-590 from May 2019, https://tinyurl.com/tq8fdvs) .

Wording in a separate document that the Council is also being asked to approved, for Agenda item 19-1082, is below. Note that 1) The 2 documents do not say the same things, and 2) it appears as though only "groups" and "companies" will be able to actually suggest "innovations." The citizens of Santa Clara AND San Jose, especially those living between Pruneridge and Highway 280, seem to not have direct input into this process. Perhaps they'll be regaled with a "survey" late in the process which will not provide time for citizens to do anything except become frustrated. I suggest that the Council refuse to approve these Agenda items until they are rewritten so that transparency, citizen inclusion, and respectful listening is included in every step toward whatever "report" that the "study" finally produces.

"WHEREAS, the City of Santa Clara General Plan contains Circulation policies that include complete streets elements; and WHEREAS, the City of Santa Clara adopted Resolution 18-8593 on August 21, 2018, which adopted a Complete Street Policy to support the design of roadways to safely accommodate all users including bicyclists, pedestrians, transit riders, children, senior citizens, disabled people, and motorists. NOW THEREFORE, BE IT FURTHER RESOLVED BY THE CITY OF SANTA CLARA AS FOLLOWS:
1. That the City of Santa Clara supports a study exploring transit options including Complete Streets along the Stevens Creek Boulevard corridor.
2. That the study considers high capacity transit options, including grade separation, for the Stevens Creek Boulevard corridor, that connects the Cities of San Jose, Santa Clara, and Cupertino, that is supported by and developed in collaboration with, the Santa Clara Valley Transportation Authority.
3. That the options considered in the study do not adversely affect streets in the City of Santa Clara."

Finally, I would like for the Council to know that my absence from the Council meeting is not an indication of my lack of caring - rather it is because I cannot be in two places at once. On Tuesday evening, November 19, as a volunteer I am first scheduled to teach reading to an adult for the program Read Santa Clara, and then my husband and I will attend the Parks and Recreation meeting in order to point out, once more, that paving Fatjo Field with synthetic (plastic, non recyclable) turf is the exact opposite of being environmentally responsible.

POST MEETING MATERIAL

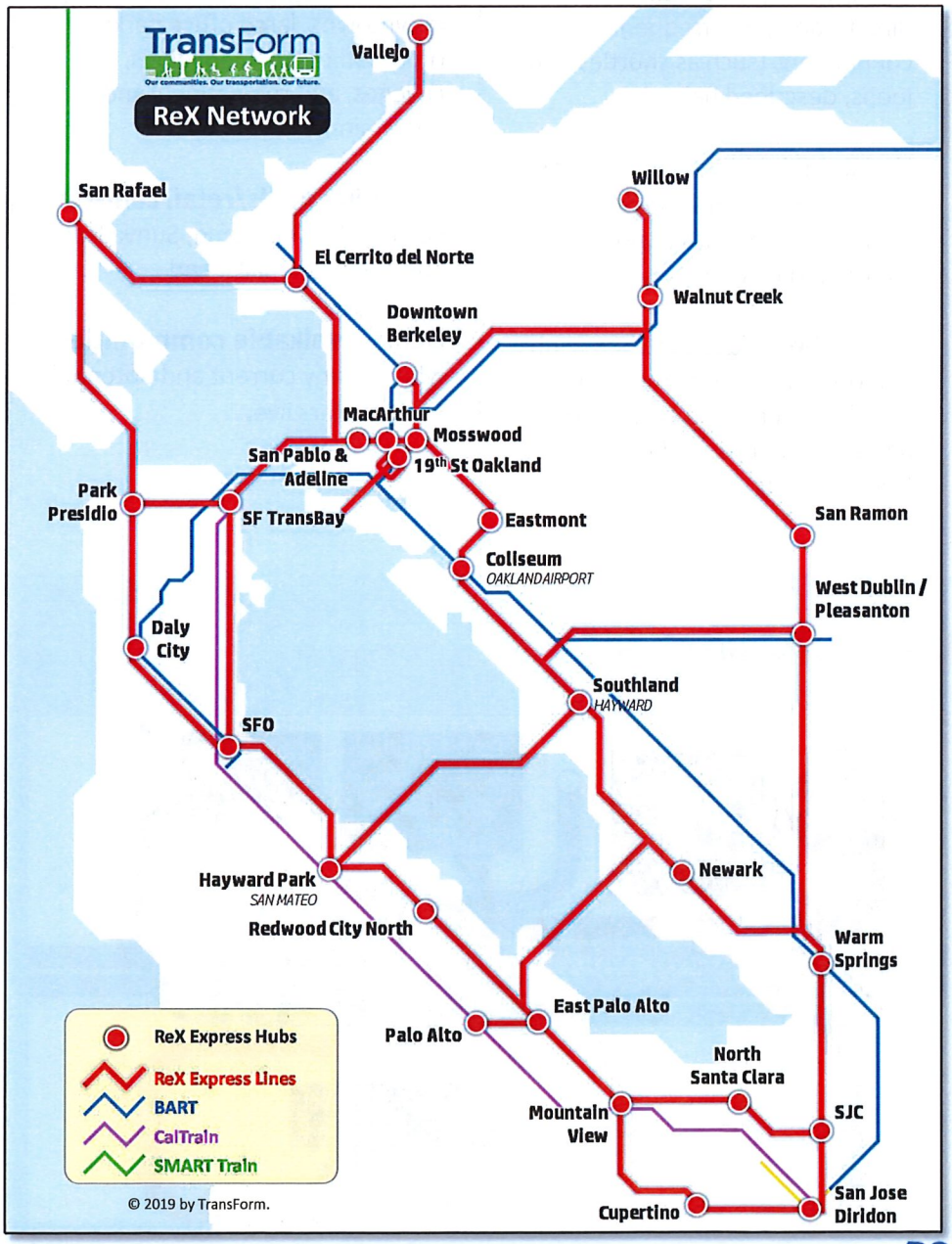
Sincerely,
Susan Hinton
20 year citizen of the City of Santa Clara,
in the section now known as District 6

TransForm
Our communities. Our transportation. Our future.

ReX

BAY AREA REGIONAL EXPRESS TRANSIT NETWORK

The ReX (Regional Express) Transit Network is designed to make it easy to get around the Bay Area quickly and conveniently. ReX will run on an interconnected system of managed express lanes on the region's freeways to integrate various rapid transit systems into a comprehensive network. ReX fills in the gaps in our current transportation system, adds transit frequency and capacity, and connects many key destinations across the region.



ReX is built on a simple premise: that someone at any ReX Express Hub can get to any other Hub quickly and conveniently regardless of time of day. Free-flowing freeway express lanes will make travel competitive with—and at peak hours, faster than—driving a solo vehicle.

The map to the left shows the approximate location of major ReX stations (Hubs) with connections to BART, SMART, and CalTrain lines. The map on the back page shows the draft route network. ReX routes and stations will naturally evolve as a result of more detailed technical analysis and community input.

TransForm is a 501(c)(3) nonprofit organization that promotes walkable communities with excellent transportation choices to connect people of all incomes to opportunity, keep California affordable, and help solve our climate crisis.

To endorse the ReX concept or to learn more, please visit our website:

www.transformca.org/rex
510.740.3150

Regional Policy Director: Chris Lepe
ReX System Designer: Alan Hoffman

Oct 2019

POST MEETING MATERIAL

A World-Class Rider Experience

ReX gives riders the express transit experience they want, building on extensive market research conducted across the US.

ReX is designed to be:

Fast. ReX reduces door-to-door transit travel times for many regional trips, bringing more opportunities closer to more people.

Frequent. ReX vehicles arrive often, cutting wait times and time spent making transfers.

Convenient. ReX and ReXlink services get transit riders closer to popular destinations.

Safe. ReX improves the experience of waiting for transit with stations that emphasize protection from the elements and from moving vehicles.

How ReX Works

The idea behind ReX is simple:

Locate 30 ReX Express Hubs around the region at major transportation nodes and regional destinations.

Connect Hubs with direct, rapid, and *very* frequent routes.

Link key destinations surrounding the hubs with direct, rapid, and frequent connections (such as shuttles and loops, described below).

Reach into surrounding areas with direct feeder lines and connect as well with regional rapid transit and bus services.

Create first-class stations (Hubs and other ReX system stations) that fully meet customer needs and expectations, and that make transfers easy.

Where Are ReX Hubs Located?

ReX Express Hubs are located to maximize access to key destinations surrounding them and link effectively with existing transit:

Key regional transit stations including BART, MUNI, Caltrain, Amtrak, ACE, SMART, and local transit centers;

Major destinations such as downtowns, large office parks, other job centers, hospitals, colleges, and recreational and entertainment venues.;

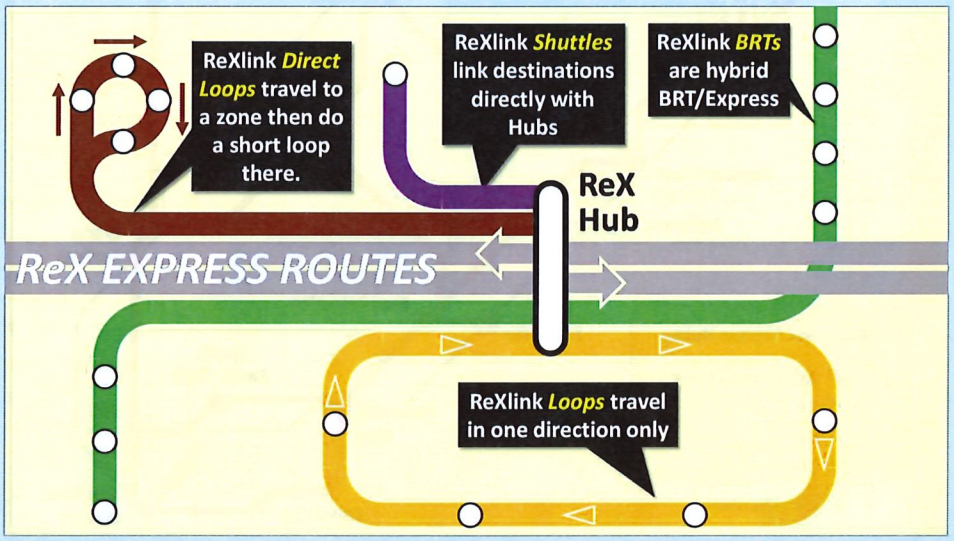
Shopping malls/retail centers such as the Southland, Sunvalley, and NewPark malls; and

Dense, walkable communities where many current and potential transit riders live.

ReXlink: Connecting Hubs to Destinations

ReXlink Routes are high-frequency feeders that tie ReX Express Hubs to surrounding destinations. At Hubs, they serve the same platforms as ReX Express Routes, making transfers seamless and easy.

There are four kinds of ReXlink routes: Loops, Direct Shuttles, Direct Loops, and hybrid BRT (Bus Rapid Transit)/Express routes. With 10 minute frequencies all-day, ReXlink makes it convenient to get to and from ReX Express Hubs.



Stations

Several types of stations serve ReX Express and ReXlink routes.

ReX Express Hubs are the principal nodes on the express network. ReX and ReXlink services all serve the same platforms; passengers wait in semi-enclosed facilities, separated from vehicles by sliding glass doors, such as in the Montreal example below.

All ReX stations rely on a barrier system, with people paying to enter a station and "tapping off" when leaving. Hub Stations use level boarding and multiple-door entry, just like metro systems.

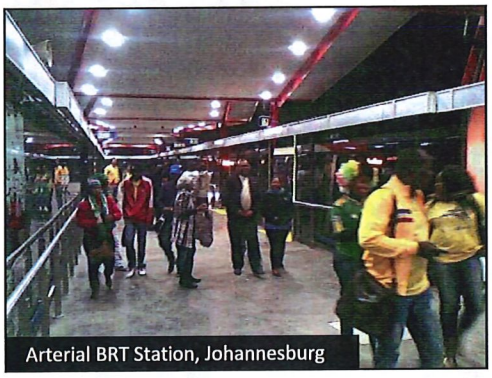
As transfer centers, Hubs are candidates for retail services such as food halls and pharmacies, as well as significant public spaces.

Many ReX stations could support Transit-Oriented Development, adding many locations for this critical segment of new housing.

ReXlink Stations are smaller versions of Hub Stations. They are modeled on global BRT stations, such as the examples on the right, as well as new BRT stations being built across the Bay Area.


Arterial BRT Station, Johannesburg


Arterial BRT Statin, Venezuela


Arterial BRT Station, Johannesburg

Arterial BRT Station, Minnesota

Light Metro Station, Montreal

Next Steps

TransForm has produced a detailed report on the ReX concept, which is available for downloading on our website.

This report explains:

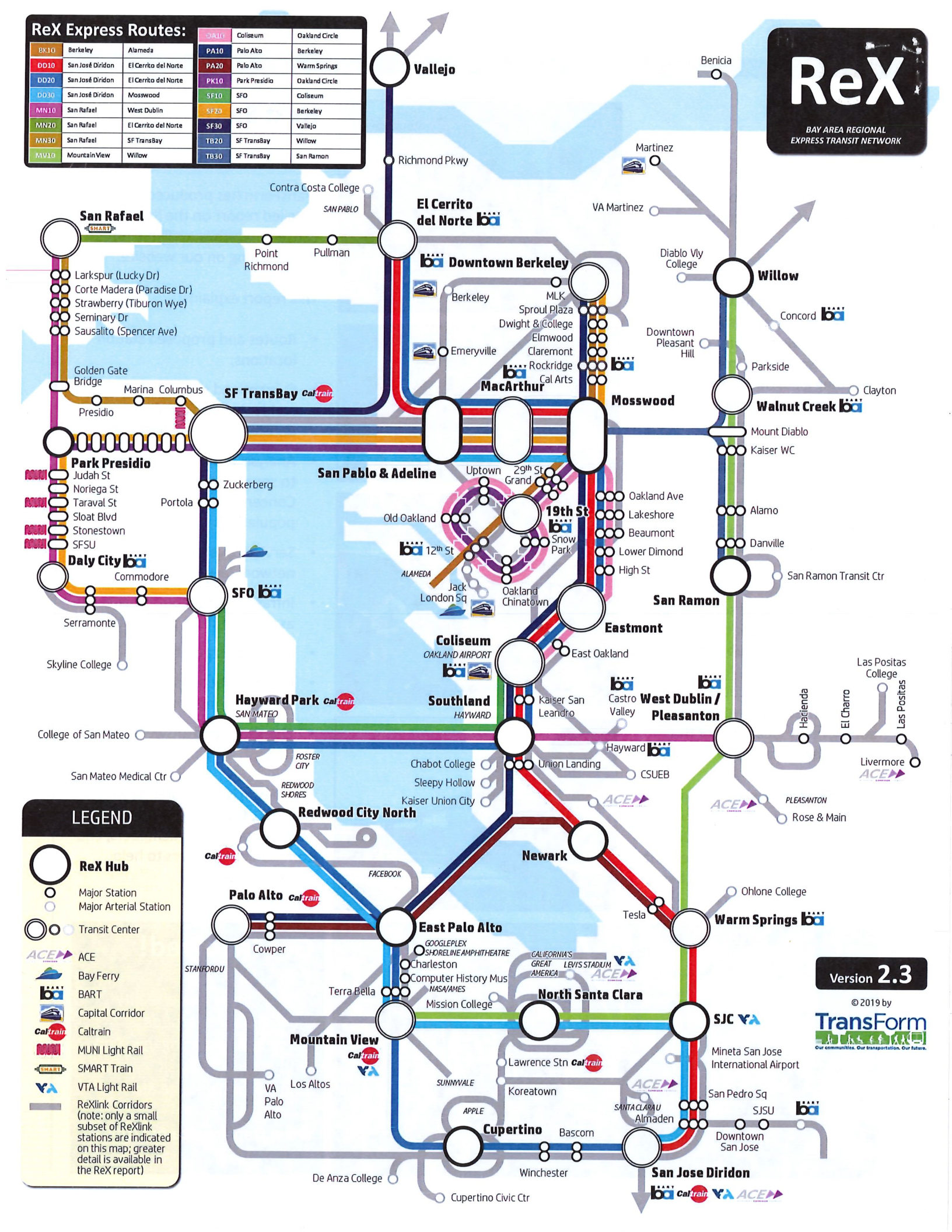
- Routes and proposed station locations;
- Current and projected residential and employment density and travel patterns;
- Analysis of the system's ability to serve Communities of Concern (Environmental Justice populations);
- Service coverage of the network (areas served);
- Infrastructure requirements as well as future possibilities;
- Projected travel times;
- Initial projections as to capital and operating costs; as well as
- Questions and answers about ReX.

TransForm is collaborating with the MTC, transit agencies, elected representatives, stakeholders, and community members to help move ReX forward.

Get Involved!

Help us make ReX a reality! Individuals and groups interested in getting involved with ReX should visit TransForm's website at:

www.transformca.org/rex


ReX Express Routes:
BK10 Berkeley Alameda
DD10 San José Diridon El Cerrito del Norte
DD20 San José Diridon El Cerrito del Norte
DD30 San José Diridon Mosswood
MN10 San Rafael West Dublin
MN20 San Rafael El Cerrito del Norte
MN30 San Rafael SF TransBay
MV10 Mountain View Willow
OA10 Coliseum Oakland Circle
PA10 Palo Alto Berkeley
PA20 Palo Alto Warm Springs
PK10 Park Presidio Oakland Circle
SF10 SFO Coliseum
SF20 SFO Berkeley
SF30 SFO Vallejo
TB20 SF TransBay Willow
TB30 SF TransBay San Ramon
ReX
BAY AREA REGIONAL EXPRESS TRANSIT NETWORK
Vallejo
Benicia
Richmond Pkwy
Martinez
Contra Costa College
SAN PABLO
El Cerrito del Norte
VA Martinez
San Rafael
Point Richmond
Pullman
Downtown Berkeley
Diablo Vly College
Willow
Larkspur (Lucky Dr)
Corte Madera (Paradise Dr)
Strawberry (Tiburon Wye)
Seminary Dr
Sausalito (Spencer Ave)
Berkeley
MLK
Sproul Plaza
Dwight & College
Elmwood
Claremont
Rockridge
Cal Arts
Concord
Emeryville
Downtown Pleasant Hill
Parkside
Golden Gate Bridge
Marina
Columbus
Presidio
SF TransBay
MacArthur
Mosswood
Walnut Creek
Clayton
Mount Diablo
Kaiser WC
Park Presidio
Judah St
Noriega St
Taraval St
Sloat Blvd
Stonestown
SFSU
San Pablo & Adeline
Zuckerberg
Portola
Uptown
29th St
Grand
Oakland Ave
Lakeshore
Beaumont
Lower Dimond
High St
Old Oakland
19th St
Snow Park
Alamo
Danville
12th St
ALAMEDA
Jack London Sq
Oakland Chinatown
San Ramon
San Ramon Transit Ctr
Daly City
Commodore
SFO
Serramonte
Eastmont
Coliseum
OAKLAND AIRPORT
East Oakland
Skyline College
Las Positas College
Hacienda
El Charro
Las Positas
Hayward Park
SAN MATEO
Southland
HAYWARD
Kaiser San Leandro
Castro Valley
West Dublin / Pleasanton
College of San Mateo
FOSTER CITY
Hayward
Chabot College
Union Landing
CSUEB
Livermore
San Mateo Medical Ctr
REDWOOD SHORES
Sleepy Hollow
Kaiser Union City
PLEASANTON
Rose & Main
Redwood City North
Newark
FACEBOOK
Palo Alto
Ohlone College
Tesla
Warm Springs
East Palo Alto
Cowper
GOOGLEPLEX
SHORELINE AMPHITHEATRE
Charleston
Computer History Mus
CALIFORNIA'S GREAT AMERICA
LEVI'S STADIUM
STANFORD U
Terra Bella
NASA/AMES
Mission College
North Santa Clara
SJC
Mountain View
VA Palo Alto
Los Altos
Lawrence Stn
Mineta San Jose International Airport
SUNNYVALE
Koreatown
San Pedro Sq
SJSU
SANTA CLARA U
Almaden
APPLE
Cupertino
Bascom
Downtown San Jose
De Anza College
Winchester
San Jose Diridon
Cupertino Civic Ctr
LEGEND
ReX Hub
Major Station
Major Arterial Station
Transit Center
ACE
Bay Ferry
BART
Capital Corridor
Caltrain
MUNI Light Rail
SMART Train
VTA Light Rail
ReXlink Corridors (note: only a small subset of ReXlink stations are indicated on this map; greater detail is available in the ReX report)
Version 2.3
© 2019 by
TransForm
Our communities. Our transportation. Our future.