

November 19, 2019

Items # 3 and 4

## Julie Minot

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**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.

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



# 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](http://www.transformca.org/rex)  
510.740.3150

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



## 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.;

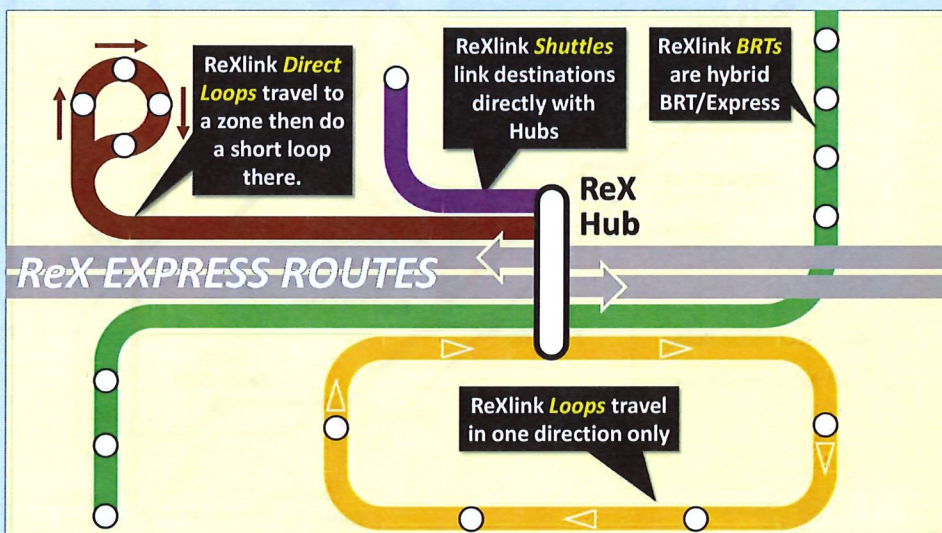
**Shopping malls/retail centers** such as the Southland, Sunvalley, and NewPark malls; and

**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.

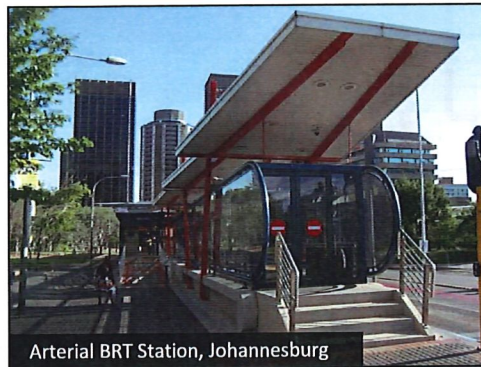
**ReX Express Hubs** are the principal nodes on the express network. ReX and ReXlink services all serve the same platforms; passengers wait in semi-enclosed facilities, separated from vehicles by sliding glass doors, such as in the Montreal example below.

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.

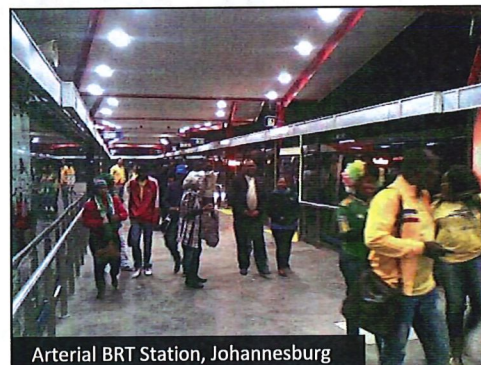
**ReXlink Stations** are smaller versions of Hub Stations. They are modeled on global BRT stations, such as the examples on the right, as well as new BRT stations being built across the Bay Area.



Arterial BRT Station, Johannesburg



Arterial BRT Station, 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](http://www.transformca.org/rex)



# ReX Express Routes:

BK10	Berkeley	Alameda	PA10	Palo Alto	Berkeley
DD10	San José Diridon	El Cerrito del Norte	PA20	Palo Alto	Warm Springs
DD20	San José Diridon	El Cerrito del Norte	PK10	Park Presidio	Oakland Circle
DD30	San José Diridon	Mosswood	SF10	SFO	Coliseum
MN10	San Rafael	West Dublin	SF20	SFO	Berkeley
MN20	San Rafael	El Cerrito del Norte	SF30	SFO	Vallejo
MN30	San Rafael	SF TransBay	TB20	SF TransBay	Willow
MW10	Mountain View	Willow	TB30	SF TransBay	San Ramon

# ReX

BAY AREA REGIONAL  
EXPRESS TRANSIT NETWORK



## 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

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Our communities. Our transportation. Our future.