

SR 85 PAB Recommendation

Approved on August 24, 2020

Approved by SR 85 PAB on 8-24-20

Purpose and Need

To address the following:

- High levels of traffic congestion in the AM northbound and PM southbound directions on weekdays
- Cut-through traffic on city streets resulting from congestion on SR 85
- VMT from automobile use along the SR 85 corridor
- Vehicle emissions from automobile use along the SR 85 corridor
- The long commutes faced by those who cannot afford to live near their destinations that are accessed via the SR 85 corridor
- Lack of infrastructure to facilitate competitive transit performance relative to driving alone.
- To meet the requirements of Measure B language calling for a new dedicated transit lane and noise reduction on SR 85.

Dedicated Transit Lane Strategy

To encourage travel along the SR 85 corridor in a space-efficient and environmentally-friendly manner by installing a dedicated transit lane that would be limited to transit vehicles. Such a lane would ensure fast travel speeds and encourage mode shift from travel by private automobiles.

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Dedicated Transit Lane Project

A new dedicated transit lane (Alternative 3-2 option 1) in the median of SR 85 in each direction between US 101 in Mountain View and SR 87 in San Jose. The project would not preclude future technology and/or public private partnerships. The existing HOV lanes would be converted to express lanes.

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Dedicated Transit Lane Project (continued)

A small number of stations along the corridor to minimize stop-related delay and therefore maximize travel speed. Those stations (could include in-line, elevated or existing) may include:

- El Camino Real
- Stevens Creek Boulevard
- Saratoga Avenue or West Valley College Transit Center
- Bascom Avenue or Winchester Boulevard

The Dedicated Transit Lane could be separated via striping, physical barriers or other method

Dedicated Transit Lane Project (continued)

In addition, the project may include access ramps such as a new median direct-connector on/off ramps at Evelyn Avenue in Mountain View for expediting access to/from the Mountain View Transit Center from the dedicated transit lane.

Eligible vehicles would include public transit (whether transit agency or municipally-operated), private shuttles and vanpools with seven or more occupants. Payment of tolls by private shuttles and vanpools would be explored.

Dedicated Transit Lane Project (continued)

Envisioned beneficiaries are all SR 85 corridor users including:

- Shuttle riders, since shuttles could travel faster and more reliably in a transit lane
- Public transit riders (if a public transit service is operated on the corridor)
- Automobile drivers (who would benefit from displacing shuttles from general use and HOV lanes into the new transit lane)
- Surrounding neighborhood (due to reduced cut through traffic and safer streets)

Alternative 3-2 | Long Median Transit Lane

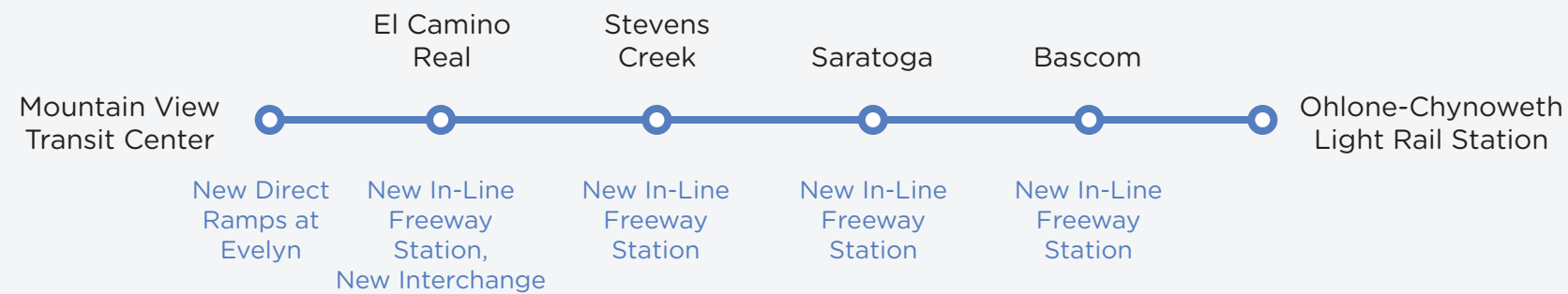
US 101 North to I-280	I-280 to SR 87	SR 87 to US 101 South
	Shoulder	
	General Use	
	General Use	
	Express Lane	
	Transit Lane	
	Transit Lane	
	Express Lane	
	General Use	
	General Use	
	Shoulder	

Routing Option 1 Project Cost	Routing Option 2 Project Cost
\$352.3M	\$352.3M

Vehicle Miles Traveled Changes

Routing Option 1		Routing Option 2	
+0.1%	+0.1%	+0.2%	+0.1%
AM VMT	PM VMT	AM VMT	PM VMT

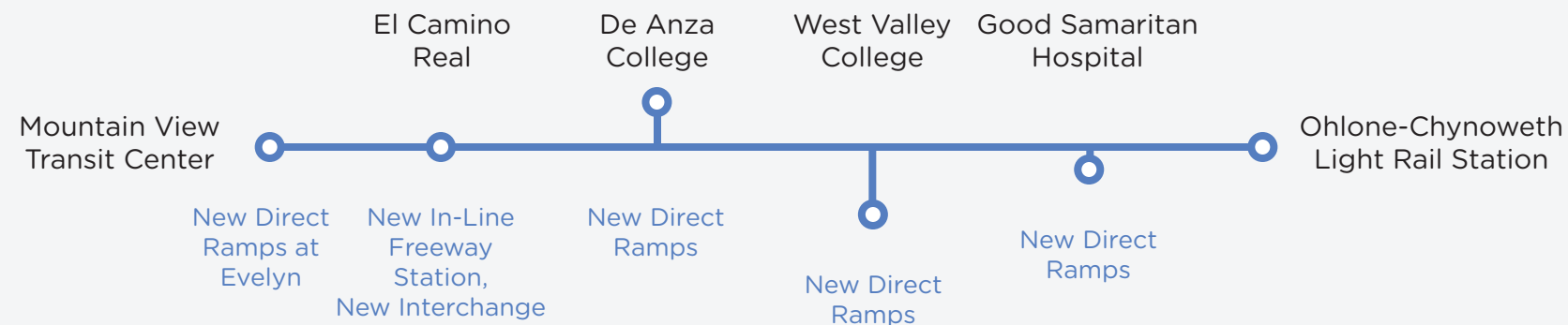
Transit Routing Option 1



Transit Ridership Projections

570	109	5.2
Daily Boardings	Daily Hours of Service	Boardings/Hour
\$40.50	6%	15.0
Subsidy/Boarding	Farebox Rate	VTA Minimum Bdge/Hour Standard

Transit Routing Option 2



Transit Ridership Projections

530	142	3.7
Daily Boardings	Daily Hours of Service	Boardings/Hour
\$43.60	5%	15.0
Subsidy/Boarding	Farebox Rate	VTA Minimum Bdgs/Hour Standard