WNAC General Meeting 4/20/16

1. Introductions
2. Minutes approved from last WNAC meeting
3. New attendees recognized
4. Contact us at [info@winchesternac.com](mailto:info@winchesternac.com)
5. Public employees introduced
6. Freeway cap video, produced by Ken, it's time to bridge the gap created by 280, with a cap over 280.
7. VTA - 280 Corridor Study and Winchester Blvd. Project (Casey Imoto, [casey.imoto@vta.org](mailto:casey.imoto@vta.org)) - VTA), both of these studies/projects are early in the process. Corridor studies, this is the first one for 280. Improvements have been made, but never a full study. It takes about a year to complete the process. The corridor study is a multi-modal study. Community meetings will be held at each end of the corridor. They will be using a crowdspot app to help identify areas of concern and improvements that we want to see along 280. Interactive process for people to place post its on a map to identify concerns and solutions.

Ultimately who makes the decision? Goes through the VTA board and Caltrans, not a clear

answer. Because the funding comes from different places the decision making is a bit fuzzy,

but if we have questions and concerns along the way these should be directed to VTA.

8. Adam Burger: VTA. Our area is the second largest "downtown" in the Santa Clara Valley. Completely underserved by public transportation. Redesign of VTA's transit network, right now it's piecemeal. BART comes to San Jose in 2017. Our ridership is too low as are the farebox fares. Boardings per service hour is extremely important for the future. Looking for a final adoption of new network plan by fall of 2017.

Our population has risen by 12% since 2001 and ridership has gone down by 23%. We are subsidizing 88 cents on a dollar for VTA ridership, due to poor farebox recovery. There needs to be a fare structure conversation.

How do we increase ridership, frequent all day service. Frequency is very important, coming soon, transfers are easy - this create reliability. Why all day service? Lower income, students, and service level jobs have a solid usership all day long. Density: transportation should be focused on dense areas. Linear routes are best. Proximity is also important?

[www.vt.org/nextnetwork](http://www.vt.org/nextnetwork)

[community.outreach@vta.org](mailto:community.outreach@vta.org)

What is the status of the BRT on Stevens Creek? It is being phased in with the rapid, 523.

Are Uber or Lyft complimentary to VTA? Yes

What triggers VTA action in an area in terms of growth and development? Politics gets involved in transportation planning instead of data driving the plans. They are trying to get back to data driven network plans. Now they can pay attention to planning and urban design. However, it is too complex to apply a formula for adding stops or transit.