



Mountain View Coalition for Sustainable Planning  
Mountain View, CA 94041

January 13, 2015

Santa Clara Valley Transportation Authority  
Attn: Christina Jaworski

In re: DEIR/EA for El Camino Real Bus Rapid Transit Project

Dear VTA Board and Staff:

The MVCSP (Mountain View Coalition for Sustainable Planning) urges the VTA Board of Directors to select option 4c for the El Camino BRT implementation. We think 4c is the best way to achieve sustainably useful transportation, for all current and future users, and to prevent traffic gridlock from rendering the corridor completely useless for vehicles.

The DEIR shows that this plan provides a unique opportunity to make the ECR transit corridor a place where everyone can move safely, quickly, inexpensively, and on a reliable schedule between all points from San Jose to Palo Alto. It will greatly benefit thousands of bus riders who rely on public transit every day to get to their jobs, schools, shopping, medical care, and other needs, plus pedestrians, bicyclists, and vehicle drivers. We see no evidence that introducing a dedicated lane for BRT will significantly impede car travel, and new bus riders will no longer be competing for car space. In fact, they may even get to their destinations faster than if driving.

As Mountain View residents, we particularly want to suggest several key ways in which ECR BRT design details could better meet Mountain View needs.

- Add a BRT stop near Escuela Avenue, the most densely-populated part of Mountain View; otherwise, the 1.7 mile distance between stops at Castro and Showers is too far for people to use conveniently.
- Include buffered bicycle lanes or an equivalent all the way along ECR through Mountain View. If on-street parking is essential at any location, it can be provided for if median width is reduced.
- Add more signalized left turns, as specified by the City of Mountain View.
- Add more pedestrian crossings of ECR where they are too far apart.
- In Mountain View and on other parts of the corridor, improve integration of north-south (cross) transit connections with ECR transit to benefit those going beyond easy walking distance from ECR. Predictable schedules on all parts of this network, possible only with dedicated bus lanes, will make transfers painless and keep trip-time short. While almost half the Mountain View population already lives within a half mile of the ECR corridor, many more potential users would benefit from improved cross-connectivity.
- VTA should commit to making increased demand lead to increased bus frequency over the entire transit corridor, which will in turn further increase demand; VTA should project ridership in the EIR for five-minute as well as ten-minute headways.

Thank you for recognizing the importance of mobility for all!

Sincerely,



Aaron L. Grossman  
Executive Committee  
on behalf of MVCSP