

ENHANCED BUS SERVICE ALTERNATIVE



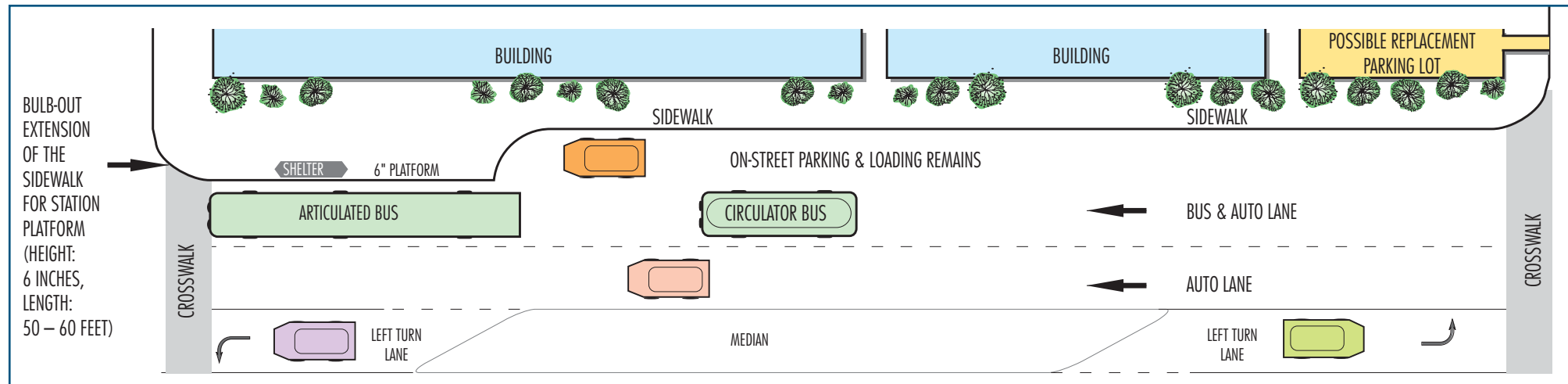
KEY ELEMENTS

- Service includes limited stop service using articulated buses and circulator bus service with smaller, specially designed buses.
- The estimated frequency of service is 10 minutes with limited stop service and 5 – 10 minutes with circulator bus service.
- Traffic signal priority is included for faster transit operations.
- Replacement parking envisioned as small replacement lots along the corridor.
- Bus Line 22 service would continue to meet the total transit demand in the corridor.
- Connections are provided to proposed BART, Guadalupe, Vasona and Capitol Light Rail lines, Caltrain, ACE, Capitol Corridor (to Sacramento), and VTA bus lines.

Proposed Alignment and Stations

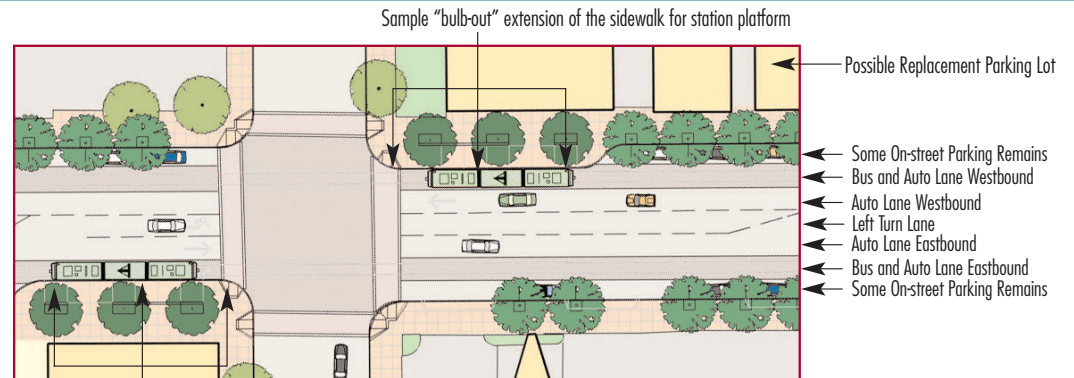


Enhanced Bus Service Alternative Streetscape Plan Overview



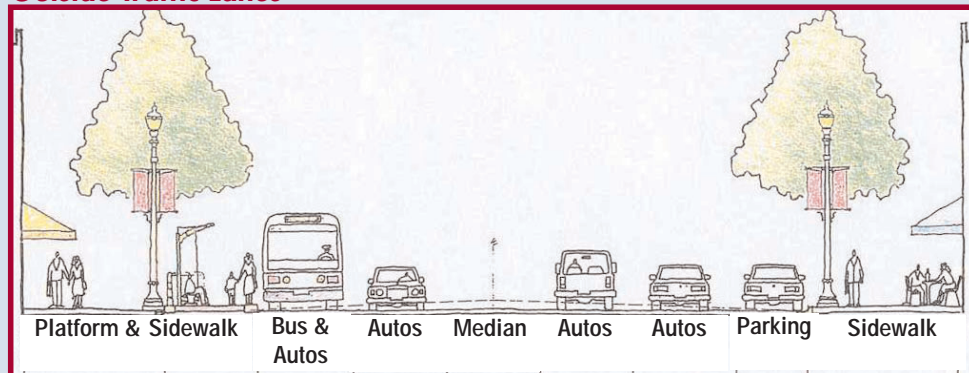
STATION DISTINGUISHING FEATURES:

- Platform located in the outside lanes of the street as a "bulb-out" extension of the sidewalk at the intersection and serves trains and buses.
- Stations include landscaping, shelters, lighting, ticket vending machines, real-time transit information and other station amenities.



Sample "bulb-out" extension of the sidewalk for station platform

Santa Clara Street/Alum Rock Avenue: Buses and Autos Share Outside Traffic Lanes



Queue Jump Lanes East of King Road

For the alignment east of King Road, the Enhanced Bus alternative includes queue jump lanes. A queue jump lane is a short priority lane for buses that is typically combined with traffic signal priority. The idea is to enable buses to by-pass queues of traffic waiting at an intersection. Queue jump lanes on Alum Rock Avenue would be in the right-turn only lane. Buses would be allowed to use the right turn lane to move through the intersection quickly. This is intended to allow buses to by-pass congested intersections where auto traffic tends to back up and queue jump lanes allow faster travel times for the buses.