

VEP NEWS

November 26, 1979

REPRESENTING OVER 2000 HOMEOWNERS IN VISTAPARK,
ENCORE, ECHO VALLEY, BLOSSOM HEIGHTS AND PARKVIEW VALLEY

The next meeting of the VEP Homeowners' Association will be Monday, November 26, 1979, at 7:30 PM, at Mercury Savings & Loan, located on Blossom Hill Road at Pearl Avenue (next to Angels).

AGENDA

- Brief Business Meeting (7:30-8:00)
- Guest Presentation (8:00 - 9:30):
Bruce Freeland and Eleanor Young,
Santa Clara County Planning Dept.
(See Story Below)

VEP TO HEAR THE FACTS OF 1990 TRANSPORTATION FIASCO IN S.C. COUNTY

In past meetings, our membership has heard from regional (ABAG/MTC) planners regarding future plans for transportation improvements in the Santa Clara Valley. Last March the County Board of Supervisors and 14 of the 15 Santa Clara County cities (including San Jose) endorsed a plan that charts transportation expenditures through 1990. That plan was based upon recommendations from the Santa Clara Valley Corridor Evaluation (SCVCE).

Our meeting on November 26th features a presentation by Bruce Freeland and Eleanor Young, members of the Santa Clara County Planning Department. They will discuss a county report that predicts our transportation future based on the assumption that most of the SCVCE recommendations are implemented by 1990. Bruce and Eleanor participated in writing this report which has been the eye of a storm of controversy since its publication in August.

Their frank report is undoubtedly the most accurate and terrifying statement of our transportation dilemma issued by any government bureaucracy to date. Unlike the mildly worded SCVCE, it predicts a transportation fiasco that has every major road and thoroughfare in our county jammed beyond capacity, with traffic flows spilling over onto neighborhood streets. Assuming that SCVCE recommended roads are built (despite the fact that no funding has been identified), a 40% increase in traffic volume will have to be carried by a mere 11% expansion of road capacity. "No part of the urban area will escape impacts of growing traffic congestion", they say, adding that "The results will be delays and frustration for commuters

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MESSAGE FROM THE PRESIDENT

As you can see from elsewhere in this newsletter, the next meeting of our Association, scheduled for November 26, promises to be a most interesting and informative one. The news media recently summarized the contents of a newly released report by the County Planning Department which projects ahead to 1990 and details what our neighborhood will be like then in terms of governmental services, specifically in the area of transportation. If you have wondered why V.E.P. has been especially vocal in this area, and whether or not your ability to move around our city is really going to be severely limited in the near future, you owe it to yourself to attend this meeting, and to hear first hand what life will be like in V.E.P. country and elsewhere in the city, unless some drastic changes are made now.

Most of us on the executive board receive frequent complaints that some homeowners do not receive their copy of the newsletter in advance of the general membership meeting. I am sure that most of you are not familiar with the amount of time and effort which is expended by many volunteers, specifically distributors and block representatives, to get the newsletter distributed to your door. And most particularly, few if any realize the amount of time and effort which our first vice-president, Norma Majumdar, and her husband, ~~Har~~, our editor, tirelessly expend on our behalf to put the newsletter together and get it distributed to us. We are deeply indebted to them for their labors and owe them an expression of thanks and a word of encouragement. I personally hope that many of you will give them a call or personally express your appreciation to them next time you see them at our membership meeting.

Al Bender

ANNUAL REVIEW OF SAN JOSE GENERAL PLAN

Please mark your calendars for the following important dates in the once-annual review of our city's General Plan:

CITY COUNCIL hearings on proposed amendments for District 7 (our district) along with recommendations from the Planning Commission (Council has final say) will be held on Wednesday, December 12, at 7:00 p.m. Council hearings on proposed GP Text changes will be Thursday, December 13, at 3:00 p.m.

These hearings are open to the public (your comments are invited) and are held in City Council Chambers at City Hall, 801 North First Street (at Mission). You don't have to be an "expert" to influence decisions regarding plans for your own neighborhood-- try it, IF you care. Others WILL be there to influence those decisions with results that may not be to your liking!

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1990 TRANSPORTATION FIASCO (CONT'D)

and an overflowing of traffic onto neighborhood streets with the associated noise, pollution, accidents, and lifestyle disruptions that the traffic will bring to the neighborhoods".

County planners assert that changes to land use and job growth patterns presently being considered for our county won't make the problem go away, they'll only minimize its severity. More important benefits could accrue through changes in individual travel behavior, they say; a 50% increase in average automobile occupancy (carpooling), for example, would effectively avoid projected increases in congestion. Increases in transit ridership are already factored into their study to the extent that SCVCE recommended expansion plans allow (exception: light rail in the Guadalupe Corridor is not counted due to uncertainties in federal approval). The SCVCE obviously falls far short of meeting our needs.

VEP anticipated this dilemma. The county report is less a prediction of future occurrences than a statement of existing conditions for us. Over the years we have advocated improvements that would adequately address this situation. We've pushed for job growth in the Edenvale area which could reduce commute distances for our residents. We've urged the development of the West Valley and Guadalupe Freeway corridors, asking that busways be included to offer a real alternative in express bus transit capability. Importantly, neither of these crucial corridors are assumed to be in full service by 1990 in this report. Our members know full well the anguish of long distance commuting in Santa Clara County. Finally an official report substantiates our concerns and adds an appropriate sense of urgency for corrective action.

(Continued on Page 4)

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1990 TRANSPORTATION FIASCO (CONT'D)

We urge every member of the VEP community to attend this important meeting. You've heard about it in the media, now's your chance to have the facts of this devastating report demonstrated to you first-hand. VEP can only be effective in urging public and private sector actions to avert the predictions of this report IF our membership is aware of its area-wide magnitude-- AND is willing to help. This is a problem that relies on YOUR involvement for solution.

See you at Mercury Savings & Loan (next to Angels, Blossom Hill at Pearl) on Monday, November 26, at 7:30 p.m. Bring a friend.

VEP HALLOWEEN EVENT--THE WINNERS

Faced with the tough task of selecting among the MANY imaginative participants in the October 27, 1979, Halloween Costume Contest at Parkview Park post-parade festivities, the following neighbors were awarded top honors by judges Bob Avery, Pete Sparaco and Dave Fadness:

Barbara VonGruben, the freckle-faced lady; most original adult.

The Moga Family, clowns; most beautiful adult/family costumes.

Dale Helman, witch; most ugly adult costume.(ALL make-up!!)

Marcia Fardos, green whosit; biggest kid costume.

Sean Grosdier, dracula; scariest kid costume.

Brian Avery, panda bear; fanciest kid costume.

Shannon Brickley, Oscar the Grouch; most original kid costume.

Shawn Silva, Baby rabbit; most beautiful kid costume.

Bill Johnson, clown; most ugly "kid" at the carnival. (Bill's also the best Homeowners Assn. Treasurer ever.)

VEP salutes these fun-loving members and everyone else who attended this gala event. As Judge Sparaco announced, "Everyone who attended the event was a winner!"

Special credit for the success of this event goes to the following groups and individuals: Parkview School Community Assn.; Carson Home & School Club; Gail Law, Belden Principal; special guest, S.J. Councilwoman Iola Williams; Bill Johnson; Pete Sparaco, M.C. for games and contests; the kids of Stratford Park Court who helped with hot dog sales; and Larry Stevens, Manager of Alpha Beta on Branham Lane, for ongoing support of our activities in providing food supplies at cost. Thank you ALL!

FOUND: A light charcoal gray long-haired cat with white paws in the vicinity of Windsor Park Drive and Royale Park Drive. If you are missing this fluffy cat, call 266-0958.

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SAN JOSE CITIZENS' ROADS COMMITTEE (CRC)

On May 9th this year an 18-member committee was appointed by the San Jose City Council to review and make recommendations on the proposed 5-year Capital Improvement Program (CIP) for city street construction and improvements. Its charge was to deliver recommendations for the first year's projects (FY 1979-80) by June 4, then complete their review of projects proposed for FY 1980-84 by September 30, 1979. After completing this task, the city-wide group would be disbanded.

The idea for a citizens' committee review arose during heated Council debates through the summer of 1978. That was the era of what came to be known as the "Fearsome Foursome" on our Council. After David Runyon's resignation, the early days of September found the Council in a 3:3 deadlock over a controversial policy and funding package for city streets. Deadlock faded rapidly into conciliation; by mid-September a new policy was hammered out, an excise tax was levied on new construction as a revenue stream, a loan was made from the Construction & Conveyance Tax fund, and a list of street projects agreed upon for the balance of FY 78-79. A \$118 million fund had emerged to address street building needs in San Jose.

Fired by concerns over the "raid" on Construction & Conveyance Tax funds and the content of earlier street funding policy proposals, citizen observers feared that the program would attend to the needs of newly developed areas while forsaking identified existing needs city-wide. Their concerns were reconciled by the Council's promise that a citizens' committee would be appointed to oversee the second and succeeding years' CIPs. Seven months later the Council fulfilled its promise-- the CRC was born.

Although harried by near-impossible time constraints, the CRC made its June 4th deadline, as requested. There were only eleven projects to consider. Council policy adopted the preceding September stipulated that street improvements needed to maintain minimum level of service (LOS) standards in mitigating the effects of approved development remain frozen in the CIP. Because of development approvals granted by the Council during the course of the year, only those eleven were subject to review-- there were a total of 70 projects on the CIP. The most controversial project reviewed by the CRC was the Yerba Buena-Silvendale connection between Evergreen and Edenvale. Final recommendations of the committee favored all eleven projects, essentially as proposed by staff.

(CONT'D ON PAGE 6)

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CITIZENS' ROADS COMMITTEE (Cont'd)

Through the balance of the summer months, the CRC worked toward recommendations for FY 1980-84. The committee divided into three geographical subcommittees to allow more concentrated evaluation of neighborhood needs and concerns. Subcommittee "A" covered all of San Jose north of a line through Route 280. The other two groups concentrated on areas south of 280; Subcommittee "B" studied projects to the west, and Subcommittee "C" to the east of Monterey Road.

While some alterations in priority and extent of improvements were recommended to the full committee by groups "A" and "C", the proposed CIP remained virtually as written for their areas. Subcommittee "B" recommended drastically altered plans for the southwest quadrant of San Jose.

Feeling that many of the streets programmed did not attend to the primary need to serve commute trips, but might encourage further residential development that would aggravate already congested through routes, Subcommittee "B" asked that all but two projects in their area be deferred. They asked that the \$9.5 million "saved" be spent instead on the Guadalupe (Rt. 87) and West Valley (Rt. 85) corridors.

Since those two corridors are key elements in the General Plan transportation scheme upon which most of this part of the city was built, it was felt that continued street construction and land use development without them did not make sense. Traffic problems were worsening steadily; heavily congested major thoroughfares caused disrupting overflow onto neighborhood streets during peak periods. Public Works staff counted 26 intersections in this quadrant at LOS "E"-- exceeding acceptable city congestion standards. (There were only four such intersections city-wide in January, '76.) For these reasons, the subcommittee asked that an effort be made to utilize the \$9.5 million to attract "outside" funds necessary to build a road facility in these corridors.

That \$9.5 million was boosted to \$11.7 million by other CRC cuts and funds already in reserve for corridor preservation. This total was found to dovetail almost perfectly with a proposal to use revenue bonds from the Edenvale Redevelopment Area to build a four-lane expressway on the dogleg from IBM along Rt. 85 to Oakridge Mall, then northerly along Rt. 87 to connect with Almaden Expressway at Curtner. Proposed for start-up in 1982, this project was estimated to cost \$40.5 million-- including inflation. Only about \$28 million would be available from bond sales.

(Cont'd on Page 7)

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CITIZENS' ROADS COMMITTEE (Cont'd)

The CRC endorsed Subcommittee B's recommendation unanimously. They also endorsed the redevelopment proposal, recognizing the importance of West Valley and Guadalupe Corridors to the successful implementation of San Jose's General Plan. After twenty-two years of waiting for the State of California to fulfill their promise for a road we'd built our city around, the CITIZENS of San Jose were ready to act.

On November 6th the City Council (seated as the Redevelopment Agency Board) unanimously adopted the concept of a bond sale to fund the proposed expressway. Many details remain to be negotiated; however, this is a significant victory for the residents and businessmen of southwestern San Jose. The message has been delivered to Sacramento that our needs ARE real and we intend to meet them. The deadline for CRC's final report has been extended to November 20. All interested may sit in and participate in the Council's final decision relating to CRC recommendations by attending 7 p.m. public hearings in Council Chambers at City Hall, 801 North First Street (at Mission), San Jose. We'll keep you posted on the final outcome.

Editor's Note: VEP members Bob Ward and Dave Fadness served on the CRC.

PUBLIC NOTICE
public hearing

**REGARDING THE WEST VALLEY
TRANSPORTATION CORRIDOR
(UNCONSTRUCTED STATE ROUTE 85)**

WHEN & WHERE

Hearing Date: November 29, 1979
Time: 7:30 p.m.
Location: Branham High School
1570 Branham Lane
San Jose, Calif.

SUBJECT

WHAT DO YOU THINK ABOUT THE WEST VALLEY TRANSPORTATION CORRIDOR (UNCONSTRUCTED STATE ROUTE 85)? SHOULD THE RIGHT OF WAY BE RETAINED AND PROTECTED? SHOULD THE CORRIDOR BE ABANDONED?

PROPOSAL

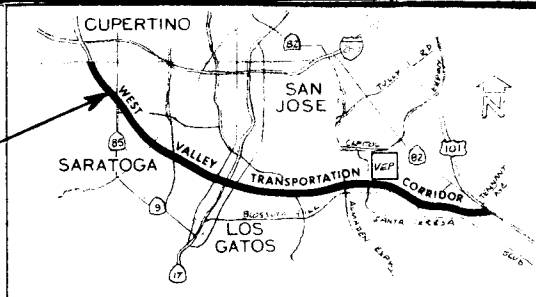
The Calif. Deptt. of Transportation is trying to decide on the future of the 18 mile long corridor between Route 101 in south San Jose and Stevens Creek Boulevard in Cupertino.

The hearing will give you an opportunity to discuss several corridor alternatives with CALTRANS staff. No construction is proposed.

WHAT'S AVAILABLE

Copies of the Draft Environmental Impact Statement/Report (DEIS/DEIR) describing the alternatives and impacts are available for review at local libraries in the cities along the corridor and at the CALTRANS office in San Francisco. Written comments may be submitted until December 24, 1979, to the address listed below.

T.R.LAMMERS, District Director
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THE VEP NEWS

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