



# Memorandum

**TO:** BUILDING BETTER  
TRANSPORTATION COMMITTEE

**FROM:** James R. Helmer

**SUBJECT: REPORT ON ROUTE 101  
CORRIDOR STUDIES**

**DATE:** 10-18-04

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Approved

Date

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## **RECOMMENDATION**

Accept report on Route 101 Corridor studies.

## **BACKGROUND**

The Santa Clara Valley Transportation Authority (VTA) has been developing studies to identify the existing congestion and/or operational deficiencies along the Route 101 Corridor. The purpose of the studies is to develop both near term and long term strategies that improve traffic operations and safety under the existing and future conditions.

The VTA is leading two separate studies along the Route 101 corridor, referred to as the North Corridor Study and the Central Corridor Study. A Route 101 South Corridor Study is also being conducted by the VTA covering the South County/ Gilroy area. Attachment A depicts the limits of the corridor studies and proposed improvement areas in San Jose.

## **ANALYSIS**

### North Corridor Study

Initiated in Spring 2003, the North Corridor Study provides the basis for strategic long-range improvements along the Route 101 Corridor from Great America Parkway in the City of Santa Clara, through North San José to the Route 101/Alum Rock Interchange. The two primary elements of the Study consist of:

- An assessment of freeway operations and determination of potential improvements.
- Identification of opportunities to improve mobility and access between the Route 101 Corridor and local destinations. This includes an evaluation of the potential for new interchanges at Fourth Street/Zanker Road and Taylor Street/Mabury Road.

Staff is currently reviewing the draft report, dated September 2004. In summary, the report has made the following findings:

- The implementation of ramp metering and construction of HOV bypass lanes where feasible; and construction of auxiliary lanes along the corridor would provide the most benefit in a cost effective manner. These mainline improvements would increase travel speed and reduce travel time for commuters on Route 101 and shift some traffic from local streets as Route 101 becomes a more efficient route.
- Widening of the De La Cruz/Trimble Road Bridge and completion of the conversion of the Route 101/De La Cruz interchange to a partial cloverleaf configuration. These improvements will improve traffic flow on 101 and provide on/off ramps that meet current design/safety standards. Note that the northern half of the interchange conversion is currently under construction as part of the Route 87 (Julian to 101) project.
- Construction of a Fourth Street/Zanker Road interchange with connections to Skyport Drive and Old Bayshore Highway will reduce traffic congestion at the Route 101/Old Oakland Road interchange and provide for better distribution of the traffic on local streets. The new interchange does not create traffic impacts for residential neighborhood streets.
- Construction of the Taylor Street/Mabury Road interchange will further reduce congestion at the Route 101/Old Oakland Road interchange and improve access to/from Route 101 for the adjacent San Jose neighborhoods. The new interchange is important for access to the planned Berryessa BART station. The interchange causes a local redistribution of freeway traffic access within the neighborhood area west of Route 101 and results in traffic increases on Taylor Street near Route 101. The Taylor Street traffic impact is lessened with the construction of the Fourth/Zanker interchange.

It is estimated that the final report would be circulated in late 2004.

### Central Corridor Study

The Central Corridor Study was substantially completed in Spring 2004. This study considered highway operational improvements from just north of the I-280/I-680 interchange to Yerba Buena Road. Many of the recommendations of the study were subsequently adopted in Valley Transportation Plan (VTP) 2030 and serve as the basis for a cooperative effort between Caltrans, VTA, the City of San José and a consortium of Evergreen developers known as, Yerba Buena Opco, Inc. The planned improvements along the Route 101 corridor include:

- Construct one additional lane in the southbound direction in the median from south of Story Road to south of the Capitol Expressway interchange.

- Modify the U.S. 101/Tully Road interchange to a partial cloverleaf interchange.
- Modify the U.S. 101/Capitol Expressway interchange to a partial cloverleaf interchange.
- Construct an auxiliary lane in the southbound direction of U.S. 101 between the Tully Road and Capitol Expressway interchanges.
- Modify the collector-distributor (C-D) system on northbound U.S. 101 between Yerba Buena Road and Capitol Expressway and construct a new on-ramp from the collector/distributor road to northbound U.S. 101 south of Capitol Expressway Overcrossing.

The development of these Route 101 projects are anticipated to be funded by private development interests working with the City on the “Evergreen Smart Growth Strategy” plan. The plan contemplates a mixed-use, mixed income development and includes adding approximately 5,000 new housing units, having an economic development value in excess of \$3 billion. The development also includes a transit oriented development component along the planned Capitol Expressway LRT corridor. Over the past several months Caltrans, VTA, the City of San José and the Yerba Buena Opco, Inc., have regularly met to discuss the implementation of these improvements. Both the necessary administrative reports and environmental documentation are concurrently being developed with a planned completion date of Spring 2005.

#### Economic Development Opportunities/Strategies

The Route 101 Corridor studies are an important planning effort to help facilitate economic development opportunities in the areas of North San José, Berryessa, and Evergreen. The City is pursuing new development plans for each of these areas and private development funding for the Route 101 improvements is under consideration.

#### **PUBLIC OUTREACH**

The VTA provides opportunities for public comment on the corridor studies via the VTP 2030 development process. Additionally, improvements associated with the Central Corridor Study are considered through the community outreach efforts associated with the Evergreen Smart Growth Strategy Task Force.

#### **COORDINATION**

The development of the Route 101 Corridor Studies is coordinated with the Department of Planning, Building and Code Enforcement (PBCE), Office of Economic Development (OED),

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VTA and Caltrans. Project development strategies associated with the Central Corridor Study/Evergreen Smart Growth Strategy are being coordinated through the City Attorney's Office, the Department of Public Works, PBCE, OED, VTA and Caltrans.

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Director of Transportation

Attachment