

DEPARTMENT OF TRANSPORTATION

P. O. BOX 3366 RINCON ANNEX
SAN FRANCISCO 94119



August 20, 1975

Board of Supervisors
County of Santa Clara
70 West Hedding Street
San Jose, CA 95110

Gentlemen:

Attached for your information are two copies of the Record of Location, Design and Environmental Public Hearing for the freeway development of Route 101 in Santa Clara County from Cochran Road in the City of Morgan Hill to Ford Road in the City of San Jose.

Sincerely yours,

T. R. LAMMERS
District Director

Attach

A COPY OF THIS rpt IS AVAILABLE
IN THE OFFICE OF THE CLERK OF THE BOARD OF
SUPERVISORS.

18/22
cc: EA SUPERVISOR
TRANSPORTATION
PLANNING
PARKS + RECREATION
CO EXC

STATE OF CALIFORNIA
BUSINESS AND TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

ROADS State Highways Route #101
Cochran Road to Ford Road
Public Hearing

RECORD OF LOCATION, DESIGN AND ENVIRONMENTAL PUBLIC HEARING

COVERING

**PROPOSED IMPROVEMENT OF THE
ROUTE 101 TRANSPORTATION CORRIDOR
IN SANTA CLARA COUNTY
FROM COCHRAN ROAD IN MORGAN HILL
TO FORD ROAD IN SAN JOSE**

12 MILES

APRIL 10, 1975

**SAN JOSE CIVIC AUDITORIUM
McCABE HALL
145 WEST SAN CARLOS STREET
SAN JOSE, CA 95113**

PRESIDING OFFICER — MR. GERALD F. DAY

Hearing No. 04-029

04215 - 117381

Project Category #1

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RESUME OF HEARING

A

RESUME OF HEARING

Date Held: April 10, 1975
Place: San Jose Civic Auditorium
McCabe Hall
145 West San Carlos Street
San Jose, CA 95113
Time: 1930 to 2320
Attendance: Approximately 300
Presiding Officer: Gerald F. "Jed" Day

CALTRANS Staff Attending:

W. R. Green	Chief, Office of Planning and Design
B. C. Bachtold	Deputy District Director (Project Development)
R. N. Keller	Chief, Project Development B Branch
R. H. Jahrling	Chief, Environmental Planning Branch
B. M. Gensler	Chief, Right of Way Appraisals-Acquisition Branch

Local Officials Attending:

Santa Clara County

Chairman, Board of Supervisors:	Dominic L. Cortese
Member, Board of Supervisors:	Sig Sanchez

City of San Jose

Mayor:	Janet Gray Hayes
Vice Mayor:	Roy Naylor
Councilman:	Jim Self
Director of Public Works:	A. R. Turturici
Traffic Engineer:	John E. Eastus

City of Morgan Hill

Councilman:	John Biechman
Superintendent of Schools:	Lyle Siverson

City of Gilroy

Director of Public Works:	David Hansen
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State Assembly

Assemblywoman, 24th District	Leona Egeland
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Other

Metropolitan Transportation Commission

Burt Crowell

A notice of Public Hearing was published in the following newspapers:

<u>Newspaper</u>	<u>Date</u>
San Jose Mercury	March 4 and April 10,* 1975
San Jose News	March 4 and April 10,* 1975
Gilroy Dispatch	March 5 and April 2, 1975
Morgan Hill Times	March 4 and April 1, 1975

*Was scheduled to appear April 1, but was not published by newspaper until April 10.

From Monday, March 17, through Wednesday, April 9, 1975, maps and aerial photographs showing details of the project were on public display at the Continental TV Building, 1007 Knox Avenue (near Story Road) in San Jose, from 9:00 a.m. to 3:00 p.m. District personnel and a Spanish interpreter were in attendance to answer questions.

The public hearing was held on April 10, 1975, in McCabe Hall at 145 West San Carlos Street in San Jose.

The hearing officer was Mr. Jed Day, who resides in Belmont, San Mateo County.

A Spanish interpreter, Ms. Betty Mercado, was in attendance.

Mr. Burch Bachtold described the purpose of the hearing, the history of the project, and the sequence of events following the hearing leading to the construction of the project.

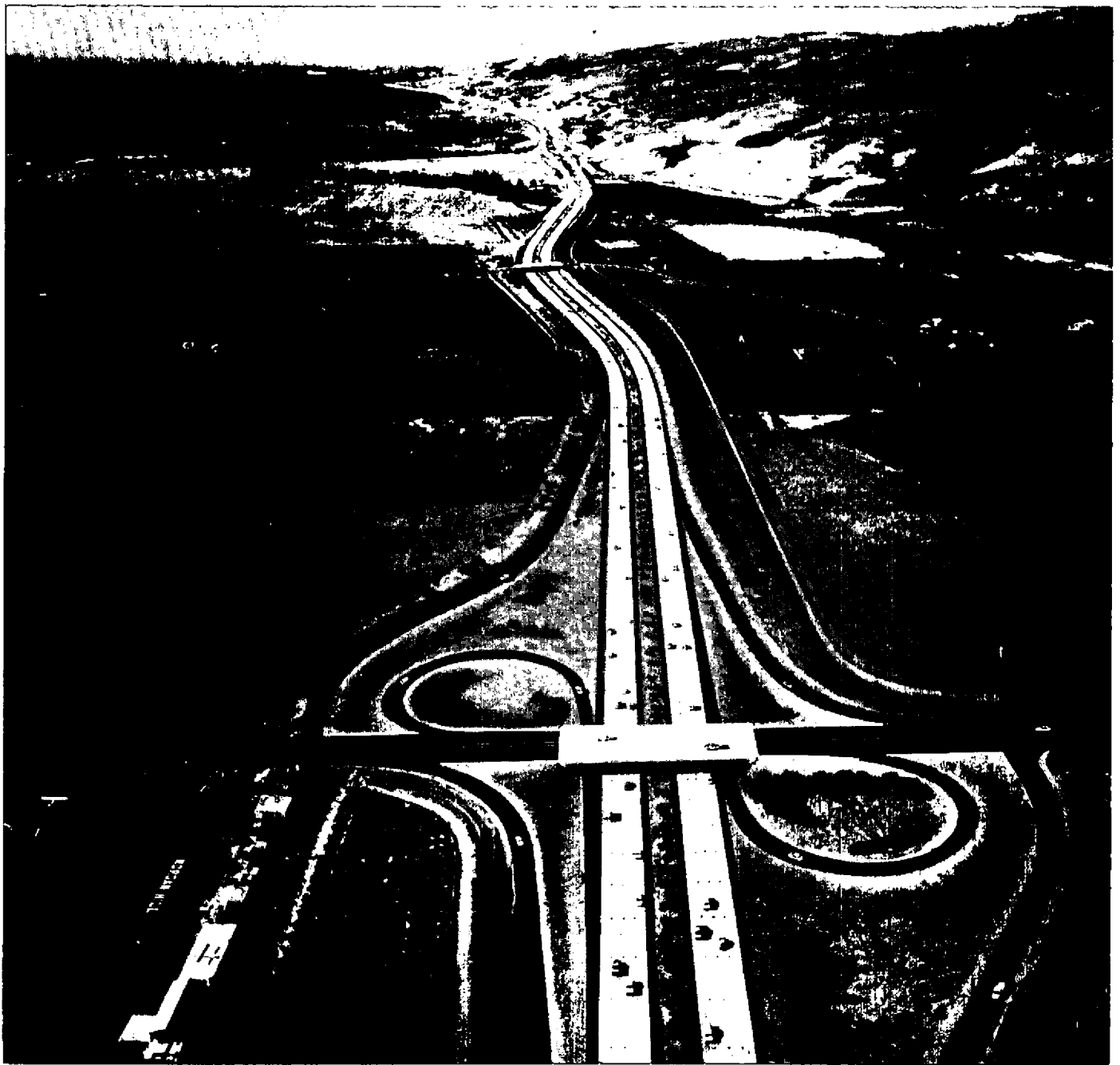
Mr. Robert Keller then narrated a slide presentation covering the location, design features, interchanges, cost and right of way required for the route adopted in 1961 and the two alternate routes studied for the draft Environmental Impact Statement. The "no build" alternative was also discussed.

Following a short recess, Mr. Day introduced local officials present.

Local officials and representatives from local organizations then made presentations regarding the proposed project. Written questions from the audience were answered by Mr. Bachtold and Mr. Keller.

PUBLIC HEARING HANDOUTS

B



PROPOSED FREEWAY

**in Santa Clara Co., between Cochran Road in Morgan Hill
and Ford Road in San Jose**

Caltrans
CALIFORNIA DEPARTMENT OF TRANSPORTATION

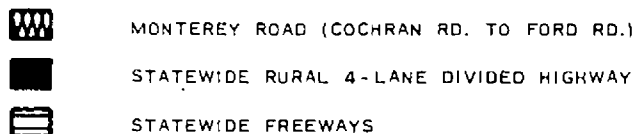
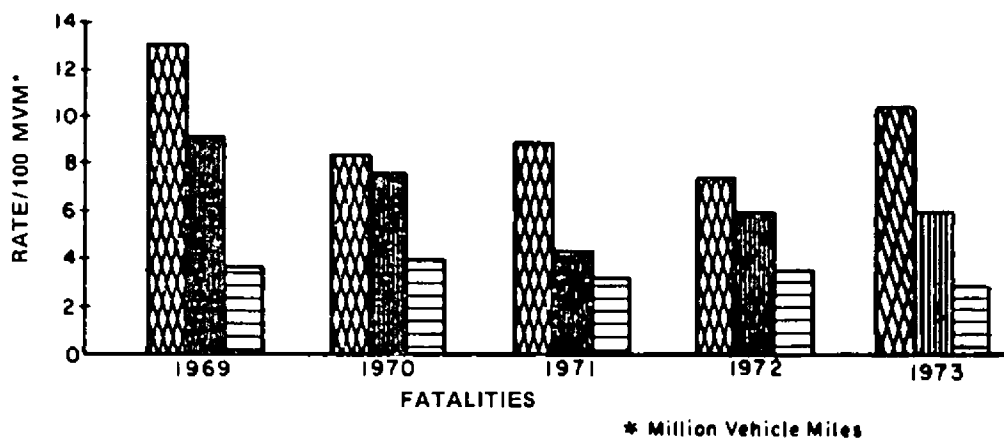
ROUTE 101 FREEWAY IN SANTA CLARA COUNTY

The proposed PROJECT is to construct approximately 12 miles of freeway on Route 101 in Santa Clara County, linking the recently completed six-lane freeway south of Cochran Road in Morgan Hill to the existing freeway north of Ford Road in San Jose. In addition to providing a continuous freeway between Gilroy and San Francisco, the PURPOSE of the project is threefold:

1. to reduce the unusually high fatality rate on existing Monterey Road (compared with statewide facilities and freeways below):

2. to minimize congestion and delay caused by current and projected traffic volumes.
3. to fulfill proposed regional and local development plans for the Bay Area, County of Santa Clara, and adjoining cities.

Three ALTERNATIVES considered in the development of the proposal include the FREEWAY, the NO-BUILD, and OTHER MODES. As no other mode of transportation is capable of accomplishing the project purpose (i.e., at this time or in the near future), only the freeway alternative was pursued in depth, resulting in the development of three separate proposals, or FREEWAY ALTERNATES.



The first of these is called the ADOPTED ROUTE (see Exhibit I-K) because the corridor it follows (0.3 to one mile east of and parallel to existing Monterey Road) was adopted as a freeway by the California Highway Commission in February, 1961. The Adopted Route would have seven interchanges, one of which is proposed for future construction and two of which would be built only if certain conditions are met by others.

The second freeway alternate, ALTERNATE A, (see Exhibit I-S) would be located almost a mile to the west of existing Monterey Road and would have six interchanges.

The third freeway alternate, ALTERNATE B, (see Exhibit I-S) would be located on the existing Monterey Road corridor.

All the freeway alternates would have fully controlled access and would initially have six lanes. There is the possibility of expanding to eight lanes in the future. The expansion, if needed, would be done by adding two lanes in the median and thus would require no additional right of way. The following table gives a comparison of the alternates and the No Build Alternative.

No Build	Alternate B	Alternate A	Adopted Route	
12.2	11.7	12.5	11.8	Length in miles
0	\$ 61,179,000	\$ 51,534,000	\$55,109,000	10/74 estimated construction and utility relocation costs
0	\$ 9,100,000	\$ 11,623,000	\$ 9,500,000	2/74 estimated R/W costs
None	\$ 70,279,000	\$ 65,157,000	\$64,609,000	Total costs
	1986-87	1983-84	1976-80	Year for start of construction
	\$161,128,000 (1986)	\$118,046,000 (1983)	\$72,359,000 (1976)	Escalated total costs to year of construction
None	586	647	819	Total right of way (acres)

The ENVIRONMENTAL SETTING of the project area varies from the growing suburbs on the outskirts of San Jose to forested foothills and quiet agricultural lands. The project area is a north-south trending valley, which narrows at the small hamlet of Coyote and is flanked by the scenic backdrop of foothills and mountains. The northern portion, the economy of which has changed from one based on agriculture to one based on diversity in manufacturing and aerospace industries, is undergoing rapid development as lands once in agricultural use are converted to residential and commercial purposes. The southern portion maintains its rural agricultural economy and atmosphere.

The major roadway for the area is Route 101

(Monterey Road). Route 101 is a route of statewide significance extending from Los Angeles northward through the coast ranges to San Francisco and on to the Oregon border. It is in the State Freeway and Expressway System and segments of the route are included in the State Scenic Highway System.

The anticipated ENVIRONMENTAL IMPACTS OF THE PROPOSED PROJECT AND MITIGATION MEASURES are briefly discussed below.

There are several CONSTRUCTION or SHORT-TERM IMPACTS common to all the freeway alternates. These include the temporary creation of dust and noise which would be mitigated through dust palliatives and mufflers, respectively. In order to

maintain air quality, emission controls for construction equipment would be enforced and no burning would be permitted. The removal of vegetation and the earthwork required for construction could result in erosion but this would be mitigated by the application of topsoil, revegetation and the construction of drainage facilities. Water quality control requirements would be strictly enforced to prevent contamination of live streams by construction materials or sediments. Detours would be required only at the north and south ends of the project for the construction of the Adopted Route. For both Alternates A and B, extensive detouring would be required, particularly in the case of Alternate B. Staging of work, limiting delays for motorists, and providing access at all times would partly mitigate these problems.

The freeway alternates differ in the types and degrees of LONG-TERM ENVIRONMENTAL IMPACTS. The PHYSICAL ENVIRONMENT would be affected by cuts and fills. These are largest with the Adopted Route. As seen on Exhibit I-K, most of them are near the middle of the project. The largest cut is one mile long and reaches a maximum height of 120 feet. Alternate A, shown on Exhibit I-S, has a 70-foot high cut at Tulare Hill. Alternate B would involve no large cuts or fills. The harsh visual effects produced by such cuts would be partly mitigated by slope rounding and contour grading and revegetation.

The effect on the BIOLOGICAL ENVIRONMENT includes the loss of wildlife habitat. As can be seen on the table below, the Adopted Route would result in the destruction of the most natural habitat. Of the freeway alternates, the Adopted Route also has the greatest potential for deer-auto collisions. However, deer fencing is proposed. The locations of the deer fencing can be seen on Exhibits I-K AND I-S.

NATURAL HABITATS IN ACRES			
Alternate	Riparian	Oak Woodland	Savanna Woodland
Adopted Route	8.0	5.1	236.4
Alternate A	3.7	0	83.8
Alternate B	0.9	0	0

The impacts on HOUSING AND POPULATION varies significantly with each alternate. The results from several 1973 studies are summarized in the following table:

Alternate B	Alternate A	Adopted Route	
170 +	165-180	9 (acquired)	living units required
490	740	32 (relocated)	people displaced

If residential development continues at its present rate, by the time construction for either Alternates A or B could start, the number of persons displaced would be even greater. However, relocation assistance to the affected persons would be available and the dwelling units would be purchased by the State at their fair market value. Seventy-three of the 75 parcels of right of way for the Adopted Route have been acquired and the 32 residents have been relocated.

BUSINESSES would be affected in varying degrees. Whereas Alternate B would require approximately 21 existing businesses along Monterey Road, Alternate A and the Adopted Route would bypass them. Alternate A would take most of the nearly completed shopping center at Bernal Road and Santa Teresa Boulevard. If development in the A or B corridors continues at its present rate, the effect on commercial properties by the time either alternate could be built would be more adverse and significant.

One of the most significant impacts of Alternates A, B and the No Build Alternative is the effect on REGIONAL AND LOCAL PLANNING, which are based on the construction of the Adopted Route. The following table lists the plans showing Route 101 in the Adopted Route alignment:

PLANS SHOWING ROUTE 101 IN THE ADOPTED LOCATION

Regional

1. MTC Regional Transportation Plan, July 1973
2. ABAG Regional Plan 1970:1990, July 1970

Santa Clara County

1. Santa Clara County General Plan Elements A Plan for Conservation of Resources, June 1973

Trafficways Plan, August 1965
Urban Development/Open Space Plan 1973-1978, August 1973
Existing Land Use 1970, July 1970
Incorporated Areas, November 1971
Gas and Utilities Plan, July 1971

2. A Plan of Regional Parks for Santa Clara County, March 1972
3. An Inventory of Parks and Recreation, Santa Clara County, July 1970
4. Santa Clara Transit District Master Plan System, October 1973
5. Transportation in South County, October 1972
6. Future Width Line Study South County Area, February 1971
7. Santa Clara County Zoning Maps
8. Santa Clara County Assessors Maps

Should A, B, or the No Build Alternative be selected, major expensive and time-consuming replanning efforts would be necessary.

The alternates would affect PUBLIC FACILITIES in a variety of ways. The Adopted Route would not involve the relocation of any schools; it would improve safety conditions for school buses on Monterey Road by diverting high speed through traffic. Alternate A might affect one proposed school near Los Paseos Park, while Alternate B would result in the removal of Encinal School. The No Build Alternative would result in traffic safety problems at Encinal School and for school buses traveling on Monterey Road. Utility relocations necessitated by the Adopted Route will cost \$1,625,000; the major portion of the relocation work has already been completed. Utility relocations for Alternates A and B in a 1974 estimate cost \$426,000 and \$1,600,000, respectively. Both Alternates A and B would cause extensive disruption to local service in residential areas. All freeway alternates would probably result in improvements in access and response time for emergency vehicles.

All the alternates will have some effect on PARKS. The Adopted Route will require 30 acres of the proposed Coyote Creek Park. The Park and the Adopted Route were cooperatively designed so that one will not interfere with the other in their uses. CALTRANS will sell or exchange 86 acres of replacement land of equal or better quality for the Park. Alternate B would require 58 acres of the Coyote Creek Park and the rechannelization of

5,000 feet of the Creek. Alternate A would require one hole of a private golf course (Calero Hills Golf Course) and may reduce the appeal of the 10-acre Los Paseos Park by coming close to it.

All freeway alternates would result in significant improvements in both the rubber-tired mode of transportation and safety conditions. All would reduce travel time by eliminating the delays that congestion on the existing facility (Monterey Road) regularly causes.

Only Alternate B would affect HISTORIC RESOURCES. An undetermined number of black walnut trees on the west side of Monterey Road would be removed. These trees are described in the San Jose General Plan as heritage trees because of their historical significance. All three freeway alternates would have an undetermined impact on one or two ARCHAEOLOGICAL SITES which appear to be outside the right of way limits. Archaeological test pits at the time of construction would determine the freeway impacts. Mitigation measures to protect the sites would be developed at that time.

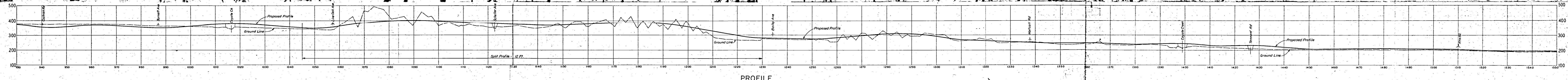
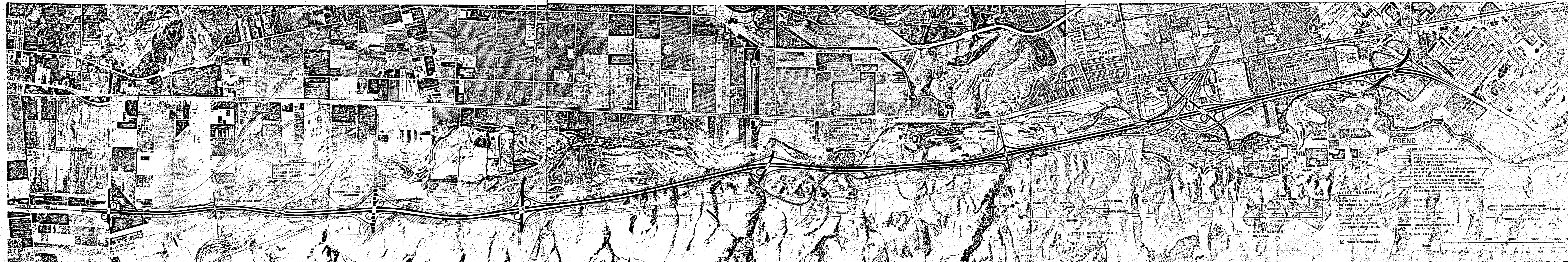
The Adopted Route is not expected to have an adverse impact on any of the NATIONAL AMBIENT AIR QUALITY STANDARDS. All the freeway alternates will result in better over-all air quality than the No Build Alternative.

The most serious adverse effects on NOISE QUALITY would be caused by the No Build Alternative and Alternates A and B, due to their more populated corridors. However, the Adopted Route would also have adverse noise impacts on two proposed campgrounds in the Coyote Creek Park chain and some residences. By the time either Alternates A or B could be built, the noise impacts could be more significant and adverse due to the rapid development occurring in both corridors. The locations of proposed noise barriers are shown on Exhibits I-K and I-S.

WATER QUALITY could be affected by the freeway alternates and the No Build Alternative because highway runoff containing pollutants may enter the streams in the study area. The extent of this impact is not precisely known. If necessary, a special collector and treatment system for highway drainage could be built.

A location, design, and environmental effects hearing for this project is scheduled for 7:30 p.m. on April 10, 1975. It will be held in San Jose Civic Auditorium, McCabe Hall, 145 West San Carlos Street, San Jose. Your attendance and comments are invited.







FREEWAY PROPUESTO

en el Condado de Santa Clara, entre Cochran Road
en Morgan Hill y Ford Road en San Jose

Caltrans
CALIFORNIA DEPARTMENT OF TRANSPORTATION

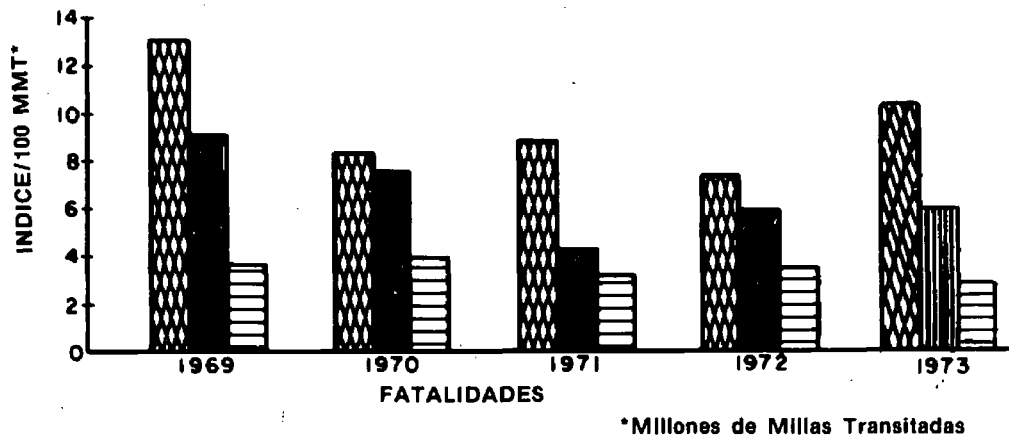
FREEWAY RUTA 101 EN EL CONDADO DE SANTA CLARA

El PROYECTO propuesto es la construcción de aproximadamente 12 millas de freeway sobre la Ruta 101 en el condado de Santa Clara, ligando el recientemente terminado freeway de seis carriles al sur de Cochran Road en Morgan Hill con el freeway existente al norte de Ford Road en San José. Además de proveer un continuo freeway entre Gilroy y San Francisco, el propósito de este proyecto, es de triple intención:

1. la de reducir el extraordinariamente alto índice de fatalidad en el Monterey Road existente (comparado con los servicios y freeways estatales siguientes):

2. la de disminuir la congestión y demoras causadas por los actuales y proyectados volúmenes de tráfico.
3. la de cumplir con los planes propuestos para el desarrollo regional y local del area de la Bahía, condado de Santa Clara, y ciudades adyacentes.

Las tres ALTERNATIVAS que se consideraron en el desarrollo del proyecto de la propuesta son: El FREEWAY, La NO-CONSTRUCCION, y OTROS PLANES. Puesto que ningún otro medio de transportacion es capaz de lograr los propósitos del proyecto (es decir, ahora o en un futuro próximo), sólo la alternativa del freeway fue profundamente estudiada, resultando en el desarrollo de tres propuestas separadas o ALTERNATIVAS DEL FREEWAY.



- MONTEREY ROAD (DE COCHRAN A FORD ROAD)
- CAMINOS RURALES ESTATALES DIVIDIDOS EN 4 CARRILES
- FREEWAYS ESTATALES

La primera de ellas es la llamada RUTA ADOP-TADA (ver muestra I-K) porque el camino que sigue (0.3 a una milla al este y paralela al camino existente Monterey Road) fue adoptado como freeway por la Comisión de Caminos del Estado de California en Febrero de 1961. La Ruta Adoptada tendría siete entronques, uno de los cuales se propone construir próximamente, y dos de ellos serían construidos solamente si ciertas condiciones se cumplen por los otros.

La segunda alternativa del freeway, "ALTER-NATIVA A" (ver muestra I-S), sería localizada mas o menos una milla al oeste del Monterey Road existente y tendría seis entronques.

La tercera alternativa, "ALTERNATIVA B" (ver muestra I-S), sería localizada sobre el Monterey Road existente.

Todas las alternativas de freeway tendrían acceso totalmente controlado y tendrían inicialmente seis carriles. Existe la posibilidad de ampliarlos a ocho carriles en el futuro. La ampliación, si se necesita, se haría añadiendo dos carriles sobre el camellón que divide los caminos de ida y vuelta y así no se requeriría ningún Derecho de Vía adicional. La tabla siguiente da una comparación de las alternativas y la alternativa de la "No-construcción".

"No-construcción"	"Alternativa B"	"Alternativa A"	"Ruta Adoptada"	
12.2	11.7	12.5	11.8	Longitud en millas
0	\$ 61,179,000	\$ 51,534,000	\$55,109,000	Costos estimados de la construcción y re-colocación de servicios y señalamientos (10/74)
0	\$ 9,100,000	\$ 11,623,000	\$ 9,500,000	Costos estimados de Derecho de Vía (2/74)
Ningún	\$ 70,279,000	\$ 65,157,000	\$64,609,000	Total de costos
	1986-87	1983-84	1976-80	Fecha de construcción
	\$161,128,000 (1986)	\$118,046,000 (1983)	\$72,359,000 (1976)	Total de costos esti-mados para el año de construcción
Ningún	586	647	819	Derecho de Vía Total (acres)

La ESCENA AMBIENTAL del área del proyecto varía desde los crecientes suburbios en las afueras de San José al lomerío forestal y tranquilas tierras agrícolas. El área del proyecto es un valle con tendencia norte-sur que se vuelve estrecho en la aldea de Coyote y es flanqueada por un fondo escénico de colinas y montañas. La porción norte, la economía de la cual ha cambiado de una basada en la agricultura, a una basada en diversas industrias manufactureras y aeroespaciales, está pasando por un rápido desarrollo a medida que las tierras que una vez eran de uso agrícola se convierten en zonas residenciales y comerciales. La porción sur mantiene su economía y atmósfera agrícola rural.

El principal camino del area es la Ruta 101 (Monterey Road). La Ruta 101 es un camino de importancia estatal extendiéndose desde Los Angeles al norte a través de la cordillera costera a San

Francisco y más allá hasta los límites con Oregon. Está dentro del sistema de freeways y expressways del Estado y trozos de la ruta están incluidos en el sistema de caminos escénicos del Estado.

Los IMPACTOS AMBIENTALES PREVISTOS EN EL PROYECTO propuesto, Y MEDIDAS DE MITI-GARLOS, son brevemente presentados a continuación.

Hay varios IMPACTOS DE LA CONSTRUCCION o IMPACTOS A CORTO PLAZO comunes a todas las alternativas del freeway. Ellas incluyen la creación temporal de polvo y ruido que podrían ser mitigados con paliativos para el polvo y mofles, respectivamente. Para mantener la calidad del aire, controles de emisión para la maquinaria de construcción serían forzosos y no sería permitido la creación de fuego o humo. El desarraigo de la vegetación y el trabajo de tierra requeridos para la construcción podrían resultar en erosión, pero sería mitigado con la aplicación de

una capa superior de suelo, revegetación y la construcción de servicios de drenaje. Los requisitos para controlar la calidad del agua serían estrictamente ejecutados para prevenir la contaminación de arroyos vivos por los materiales de construcción o sedimentos. Sólo se requerirían desviaciones en las terminales norte y sur del proyecto para la construcción de la "Ruta Adoptada". En las Alternativas "A" y "B" se requerirían mayores desviaciones, particularmente en el caso de la "Alternativa B". Trabajando en etapas, limitando demoras para los motoristas y procurando acceso todo el tiempo, se aliviarían en parte estos problemas.

Los IMPACTOS AMBIENTALES A LARGO PLAZO de las Alternativas del freeway difieren en su tipo y grado. El AMBIENTE FISICO sería afectado por cortes y terraplenes, mayormente con la "Ruta Adoptada". Como se vé en la muestra I-K, la mayoría de éstos están cerca de la mitad del proyecto. El corte más grande es de una milla de longitud y llega a una altura máxima de 120 pies. La "Alternativa A" presentada en la muestra I-S, tiene un corte de 700 pies de altura en Tulare Hill. La "Alternativa B" no envuelve grandes cortes o terraplenes. Los efectos visuales abruptos, producidos por tales cortes serían mitigados parcialmente por redondeamiento de contornos, graduación de pendientes y revegetación.

Los efectos en el AMBIENTE BIOLOGICO incluyen la pérdida de moradas para los animales silvestres. Como puede verse en la tabla siguiente, la "Ruta Adoptada" resultaría en la destrucción de más habitaciones naturales. De las alternativas del freeway, la "Ruta Adoptada" también tiene mayor potencial de colisiones entre venado-auto. Sin embargo, se propuso colocar una cerca para proteger al venado. La colocación de la cerca puede verse en las muestras I-K e I-S.

HABITACIONES NATURALES EN ACRES

Alternativa	Ribereño	Bosque Encinoso	Savana Boscosa
Ruta Adoptada	8.0	5.1	236.4
Alternativa A	3.7	0	83.8
Alternativa B	0.9	0	0

Los impactos sobre URBANIZACION Y POBLACION varían significativamente con cada alternativa. Los resultados de varios estudios hechos en 1973 están resumidos en la tabla siguiente:

Alternativa B	Alternativa A	Ruta Adoptada	
170 +	165-180	9 (adquiridas)	Unidades habitacionales requeridas
490	740	32 (reinstaladas)	Personas desplazadas

Si el desarrollo residencial continúa a éste ritmo, para el tiempo en que se pudiera iniciar la construcción de las Alternativas "A" or "B", el número de personas desplazadas sería aún mayor. Sin embargo la ayuda para la reinstalación de las personas afectadas sería accesible y las unidades habitacionales serían compradas por el Estado en el valor justo del mercado. Setenta y tres de las 75 parcelas del Derecho de Vía para la "Ruta Adoptada" ya han sido adquiridas y los 32 residentes han sido reinstalados.

Los NEGOCIOS serían afectados en diferentes grados. Mientras que la "Alternativa B" necesitaría eliminar aproximadamente 21 negocios existentes a lo largo del Monterey Road, la "Alternativa A" y la "Ruta Adoptada" no pasarían por ellos. La "Alternativa A" eliminaría la mayor parte del recientemente terminado Centro Comercial en Bernal Road y Santa Teresa Boulevard. Si el desarrollo en la ruta de las Alternativas "A" y "B" continúa con el presente ritmo, los efectos sobre las propiedades comerciales serían más adversas y significativas para cuando pudiera construirse cualquiera de las dos alternativas.

Uno de los impactos más significativos de las Alternativas "A" y "B" y la Alternativa de la "No-construcción" es el efecto sobre la PLANEACION REGIONAL Y LOCAL, la cual ésta basada en la construcción de la "Ruta Adoptada". La siguiente tabla da una lista de los planes que muestran la Ruta 101 en el alineamiento de la "Ruta Adoptada":

PLANES QUE MUESTRAN LA RUTA 101 EN LA LOCACION ADOPTADA

Regional

1. Plan regional de la Transportación de la "Metropolitan Transportation Commission", Julio 1973.
2. Plan Regional 1970:1990 de la "Association of Bay Area Governments", Julio 1970.

Condado de Santa Clara

1. Elementos del plan general del condado de Santa Clara — Un plan para la conservación de recursos, Junio 1973 Plan "Trafficways", Agosto 1965.
Plan de desarrollo urbano sobre espacio abierto 1973-78, Agosto 1973.

Uso de la tierra existente en 1970, Julio 1970.
Areas incorporadas, Noviembre 1971.
Plan de Gas y Servicios, Julio 1971.

2. Plan de parques regionales para el condado de Santa Clara, Marzo 1972.
 3. Un inventario de parques y recreaciones en el condado de Santa Clara, Julio 1970.
 4. Sistema Plan Maestro del "Santa Clara Transit District", Octubre 1973.
- Transportación en "Condado Sur", Octubre 1972.
6. Estudio de la futura ampliación de caminos en "Condado Sur", Febrero 1971.
 7. Planos por zona del condado de Santa Clara.
 8. Planos de los asesores del condado de Santa Clara.

En el caso de escoger "A", "B" o la Alternativa "No-construcción", se necesitaría mayor esfuerzo de replaneamiento, lo que seria costoso y requeriría mas tiempo.

Las alternativas afectarían los SERVICIOS PUBLICOS en varias formas. La "Ruta Adoptada" no envolvería la reinstalación de ninguna escuela; mejoraría las condiciones de seguridad para los autobuses de transporte escolar sobre el Monterey Road al desviar el tráfico de alta velocidad. La "Alternativa A" tal vez afecte una escuela propuesta cerca del parque "Los Paseos", mientras que la Alternativa "B" necesitaría relocal la escuela Encinal. La Alternativa "No-construcción" causaría problemas de seguridad a la escuela Encinal en el tráfico y a los autobuses escolares que viajan sobre el Monterey Road. La reinstalación de servicios que se necesitan para la "Ruta Adoptada" costaran \$1,625,000; la mayor parte de los trabajos de reinstalación ya ha sido terminada. La reinstalación de servicios para las Alternativas "A" y "B" en 1974 tuvo un costo estimado de \$426,000 y \$1,600,000, respectivamente. Ambas alternativas, la "A" y la "B" causarían grandes trastornos a los servicios locales en las zonas residenciales. Todas las alternativas del freeway resultarían probablemente en mejoras para el acceso y oportunidad de responder de los vehículos de emergencia.

Todas las alternativas afectarían los PARQUES. La "Ruta Adoptada" requeriría 30 acres del propuesto parque "Coyote Creek". El parque y la "Ruta Adoptada" fueron diseñados en cooperación para que en sus usos no interfirieran el uno con el otro. "Caltrans" venderá o cambiará 86 acres de terreno de repuesto de igual o mejor calidad para el parque. La "Alternativa B" requiere 58 acres del parque "Coyote Creek" y la recanalización de 5,000 pies del arroyo. La "Alternativa A" requeriría un "green" de un campo privado de golf (Calero Hills Golf Course) y quizás reduzca el encanto de los 10 acres del parque "Los Paseos" porque tendría que acercarse mucho a el.

Todas las alternativas del freeway causarían significativas mejoras en la transportación rodante y en las condiciones de seguridad. Todas reducirían el tiempo de viaje por la eliminación de demoras generalmente causadas por la congestión en el Monterey Road existente.

Sólo la "Alternativa B" afectaría los RECURSOS HISTORICOS. Un indeterminado número de **nogales negros** en el lado oeste del Monterey Road serían removidos. Esos arboles son descritos en el Plan General de San José, como árboles de herencia, por su significado histórico. Las tres alternativas tendrían un indeterminado impacto sobre uno o dos SITIOS ARQUEOLOGICOS que parecen estar fuera de los limites del Derecho de Vía. Las excavaciones de prueba arqueologica determinarán los impactos del freeway al tiempo de la construcción. Las medidas para proteger los sitios arqueológicos serían desarrolladas a su tiempo.

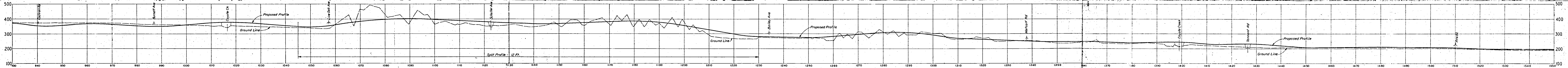
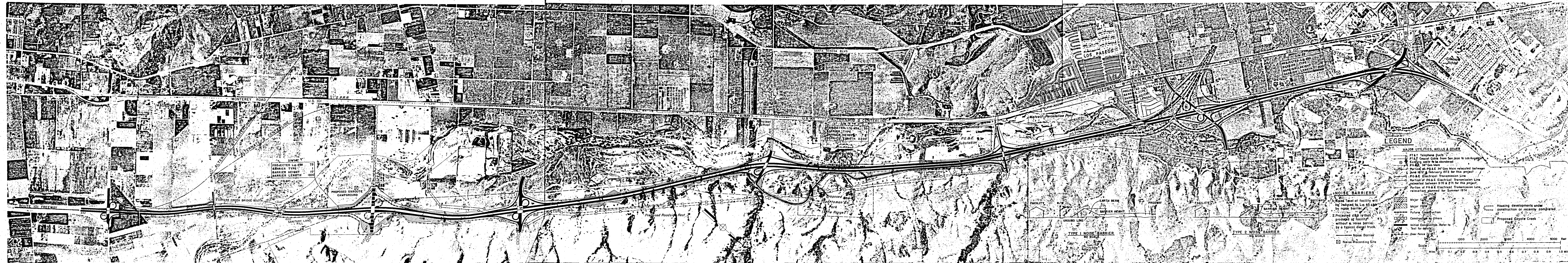
No se espera que la "Ruta Adoptada" tenga algún impacto adverso sobre la calidad STANDARD DEL AIRE AMBIENTE NACIONAL. Todas las alternativas del freeway, por todos sus aspectos, causarían una mejor calidad del aire que la "No-construcción".

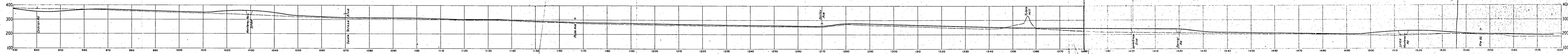
Los efectos adversos mas serios sobre la CALIDAD DEL RUIDO serían causados por la alternativa de la "No-construcción", la "A" y la "B", debido a que las rutas son mas pobladas. Sin embargo, la "Ruta Adoptada" también podría tener efectos adversos sobre dos zonas propuestas de acampar en la cadena de parques "Coyote Creek" y sobre algunas residencias. Para el tiempo en que cualquiera de la Alternativas "A" y "B" pudieran ser construidas los impactos del ruido podrían ser mas significativos y adversos debido al rápido desarrollo que está tomando lugar en las dos rutas. La colocación de las barreras contra el ruido pueden verse en las muestras I-K e I-S.

La CALIDAD DEL AGUA podría ser afectada por las alternativas del freeway y la Alternativa "No-construcción" porque el desague del camino que contiene contaminantes tal vez entre a los arroyos del área de estudio. La extensión de este impacto no se conoce precisamente. Si es necesario, se puede construir un colector de aguas y un sistema de tratamiento para el desague del camino.

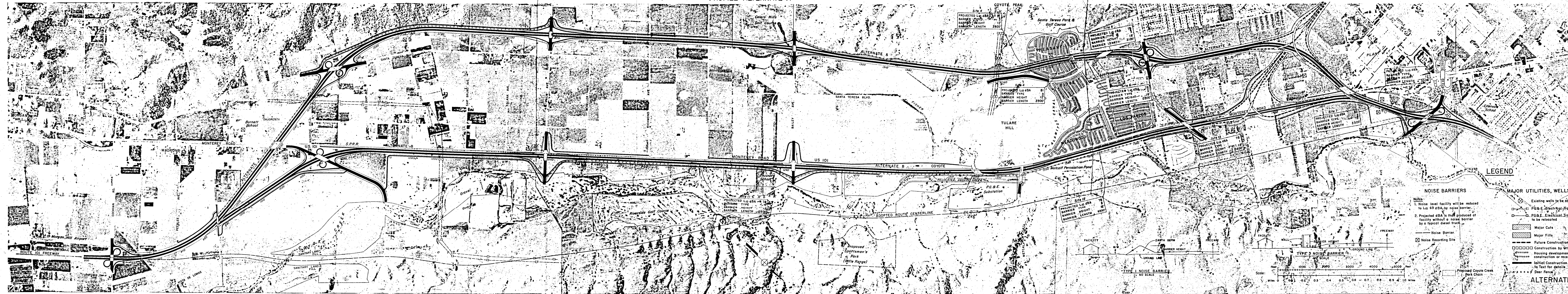
Una conferencia pública sobre la locación, diseño y efectos ambientales de este proyecto, se llevará a cabo el día 10 Abril de 1975 a las 7:30 P.M. en el San José Civic Auditorium, McCabe Hall, 145 West San Carlos Street, San José. Se solicitan su presencia y sus comentarios.





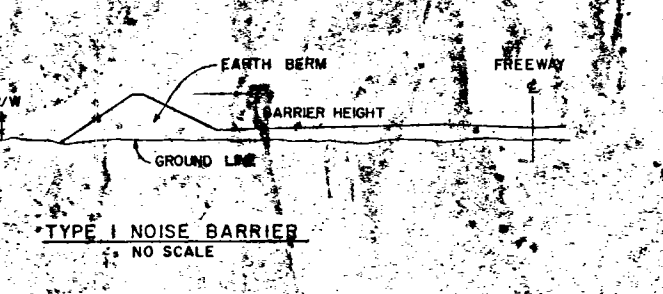
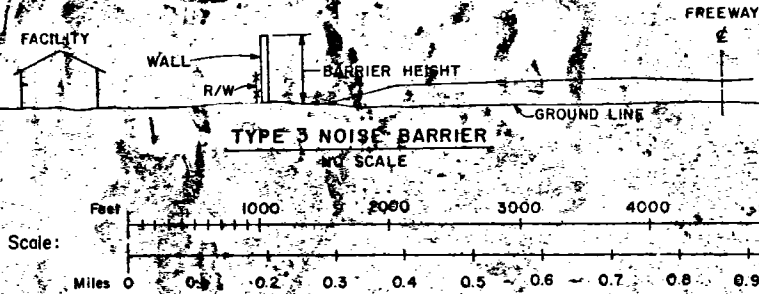


PROFILE ALTERNATE A



LEGEND

- NOISE BARRIERS**
- Notes:
- Noise level facility will be reduced to L10 69 dBA by noise barrier.
 - Projected dBA is that produced at facility without a noise barrier by a typical diesel truck.
- Noise Barrier
- ⊗ Noise Recording Site
- MAJOR UTILITIES, WELLS & OTHER**
- Existing wells to be abandoned
- PG&E Electrical Transmission Line to be relocated
- PG&E Electrical Transmission Line to be relocated
- Major Cuts
- Major Fills
- Future Construction
- Construction by Others
- Housing developments under construction or recently completed
- Initial Construction. Refer to Text for details.
- Deer Fence
- ALTERNATE ROUTES**



MAJOR FEATURES

ON PROPOSED FREEWAY



in Santa Clara County,
between Cochran Road in Morgan Hill
and Ford Road in San Jose

Caltrans

CALIFORNIA DEPARTMENT OF TRANSPORTATION

ADOPTED ROUTE

Type of facility: Freeway
 Ultimate number of lanes: 8
 Ultimate median width: 46 feet
 Basic right of way width: 300 feet
 General grade line: At grade
 Streets to be closed: ... Peebles Avenue
 Ford Road
 Street to be separated: . Burnett Avenue
 Streets to be connected: Cochran Road
 Live Oak Avenue (future)
 Scheller Avenue (future)
 Bailey Avenue (future)
 Metcalf Road
 Tennant Road
 Route 82
 Local street to be substantially altered: ... Tennant Road
 Pedestrian separations: . None
 Railroad separations: ... None
 Location of frontage roads: Between Peebles Avenue and Burnett Avenue west of freeway
 Between Bailey Avenue and Metcalf Road east of freeway
 Between Tennant Road and private road east of freeway
 Noise attenuation facilities: Earth berm at proposed enroute campground
 Earth berm at proposed day camp area
 Earth berm and wall at two mobile home parks
 Truck inspection and facility, and agricultural inspection station: Existing truck scales at Coyote to be relocated 14.5 miles south
 Roadside rest area: Proposed roadside rest between Scheller Avenue and Bailey Avenue on east side of freeway. Right of way has been acquired for future construction.
 Vista points: None
 Non-motorized trails: ... None



ALTERNATE A

Type of facility: Freeway
 Ultimate number of lanes: 8
 Ultimate median width: 46 feet
 Basic right of way width: 300 feet
 General grade line: At grade
 Streets to be closed: ... Peebles Avenue
 Madrone Avenue
 San Bruno Avenue
 Kalana Avenue
 Richmond Avenue
 Laguna Avenue
 Martinsdale Avenue
 Ford Road
 Streets to be separated: Burnett Avenue
 Monterey Road (south)
 Santa Teresa Boulevard
 Monterey Road (north)
 Streets to be connected: Cochran Road
 Santa Teresa Boulevard
 Palm Avenue
 Bailey Avenue
 Bernal Road
 Route 82
 Local streets to be substantially altered: ... None
 Pedestrian separations: . None
 Railroad separations: ... Near Madrone Avenue
 Near Swickard Avenue
 Location of frontage roads: Between Peebles Avenue and Burnett Avenue west of freeway
 Between Santa Teresa Boulevard and Laguna Avenue west of freeway
 Between Swickard Avenue and Route 82 east of freeway
 Noise attenuation facilities: Wall between Tulare Hill and Bernal Road
 Earth berm and wall at two mobile home parks
 Truck inspection and weigh facility, and agricultural inspection station: Existing truck scales at Coyote to be relocated 14.5 miles south
 Roadside rest areas and vista points: None
 Non-motorized trails: ... None

ALTERNATE B

Type of facility: Freeway
Ultimate number of lanes: 8
Ultimate median width: 46 feet
Basic right of way width: 300 feet
General grade line: At grade
Streets to be closed: ... Peebles Avenue
Monterey Road
Ford Road
Streets to be separated: Burnett Avenue
Tennant Road
Streets to be connected: Cochran Road
Live Oak Avenue (future)
Palm Avenue
Bailey Avenue
Metcalf Road
Route 82
Local streets to be substantially altered: ... Live Oak Avenue
Monterey Road
Tennant Road
Location of frontage roads: Between Peebles Avenue and Burnett Avenue west of freeway
Between Burnett Avenue and north of Bailey Avenue east of freeway
South of Tennant Road east of freeway
Between future Routes 85/101 interchange and Route 82 east of freeway
Between Palm Avenue and Richmond Avenue west of freeway
Between Laguna Avenue and Coyote west of freeway
Between Tennant Road and future Routes 85/101 interchange west of freeway
Between future Routes 85/101 interchange & Swickard Avenue west of freeway
Noise attenuation facilities: Earth berm at proposed equestrian center
Wall between Tulare Hill and Bernal Road
Earth berm at mobile home park
Wall at mobile home park
Truck inspection and weigh facility and agricultural inspection station: Existing truck scales at Coyote to be relocated 14.5 miles south
Roadside rest areas and vista points: None
Non-motorized trails: ... None

MAJOR ENVIRONMENTAL IMPACTS AND PROPOSED MITIGATION MEASURES

No Build	Alternate B	Alternate A	Adopted Route		
None	\$ 59,579,000	\$ 51,108,000	\$53,484,000	Current estimated construction costs	GENERAL
	\$ 9,100,000	\$ 11,623,000	\$ 9,500,000	Current estimated R/W costs	
	\$ 1,600,000	\$ 426,000	\$ 1,625,000	Utility relocations	
	\$ 70,279,000	\$ 63,157,000	\$84,609,000	Total current cost	
	1986-87	1983-84	1976-80	Year for start of construction	
	\$161,128,000 (1986)	\$118,046,000 (1983)	\$72,359,000 (1976)	Total escalated cost to year of construction	
12.2	11.7	12.5	11.8	Length in miles	
None	720,000	1,002,000	5,800,000	Roadway excavation in cubic yards	
	1,820,000	3,002,000	5,800,000	Roadway embankment in cubic yards	
	1,100,000	2,000,000	None	Imported borrow in cubic yards	
None	483	467	381	Cropland in acres	R/W
	0	90	340	Grazing land in acres	
	103	90	98	Other in acres. see Socio-Economic	
	586	647	819	Total acreage	
No Impact	Current value of payroll for construction: \$9.0-\$9.5 million; mostly local employees			Economic	SHORT-TERM CONSTRUCTION IMPACTS
	I = Possible annoyance to nearby residents			Construction Noise	
	M = Mufflers, compliance with local & State noise regulation, limit hours of construction				
	I = Dust from earthwork operations & adverse impact on air quality			Construction Dust	
	M = water & dust palliatives both inside & outside freeway right of way				
	I = Potential adverse impact on air quality			Air Quality	
	M = Adherence to government regulations, i.e., no burning & emission controls on construction equipment				
	I = Possible contamination of live streams & aquifers from cement, oil, construction materials			Water Quality	
	M = Compliance with standard specifications & regional water quality requirements				
	I = Erosion potential because of earthwork & vegetation removal			Erosion	
	M = Topsoil application, revegetation, drainage facilities				
	I = Most significant & adverse	I = Extensive detouring	I = N & S ends of project only	Detours	
	M = Staging of work, limit delays, access provided at all times				
	I = Potential sedimentation in Coyote Creek	I = Potential sedimentation in Fisher Creek	I = Potential alteration of Coyote Creek habitat	Sedimentation	
	M = Seasonal construction, sediment basins, compliance with standard specifications & water quality standards				
	I = Truck noise, dust, increased traffic on local roads, pavement damage			Haul Roads	
	M = Restrict haul hours & haul roads, pavement repair.				

I = Impact; M = Mitigation

* Costs for Bailey and Scheller Interchanges included.

LONG-TERM IMPACTS

No Build	Alternate B	Alternate A	Adopted Route		
No Impact	I = No major cuts or fills. Least effect on topography. 5,000 ft. of Coyote Creek rechannelized. M = Slope rounding and contour grading to reduce harsh transitions	I = Largest cut at Tulare Hill- 700 ft. long & 70 ft. high. Others smaller in size.	I = Cuts & fills in mid-alignment.	Topography	PHYSICAL ENVIRONMENT
No Impact	I = Seismic hazards: minor landslides, road damage and structural damage M = Minor landslides & road damage can be quickly repaired. Adherence to improved earthquake & seismic safety design standards for structures.			Seismicity	
	NO IMPACTS			Soils & Geology	
No Impact	I = Loss of 0.9 acres of riparian habitat. Removal of most fruit trees of alternates and undetermined number of redwoods and black walnuts along Monterey Road. M = Revegetation. Guard-railing between traveled way and trees.	I = Loss of 3.7 acres of riparian habitat, 84.8 acres of savanna-woodland. Removal of many coast live & valley oaks & fruit trees. M = Revegetation. Tree wells.	I = Loss of 8.0 acres of riparian habitat, 5.1 acres of oak woodland, 236.4 acres of savanna-woodland.	Vegetation	BIOLOGICAL ENVIRONMENT
Less than 10 deers killed in 1972-73 on Monterey Road.	I = Corridor now most affected by human activity, thus impact on wildlife insignificant. Same deer kill as No Build. M*Revegetation to provide habitat. Deer fencing as recommended by Fish & Game.	I = Loss of habitat not as significant as Adopted Route. Loss deer kill than with Adopted Route.	I = Removal of habitats & thus more pressure on species, disturbance of equilibrium. Increased deer kill.	Wildlife	
No Impact	I = Those listed in R/W. Removal of 21 Monterey Road businesses and destruction of Coyote. Of alternates, most orchard required. M = Relocation Assistance and purchase at fair market value.	I = Those listed in R/W & part take golf course. Little existing commercial property. Many residences, mobile home parks, shopping center & schools either under construction final planning stages.	I = Those listed in R/W & sanitary land fill, PG & E substation, rock quarry, Coyote Creek Park.	Existing Land Use	
I = Significant adverse impacts would require major revisions to all planning since all current plans assume construction of Adopted Route. M = Extensive replanning by local agencies.			I = No adverse impact; conforms to all current planning. M = None required.	Land Use Planning	SOCIO-ECONOMIC ENVIRONMENT
I = Increases in vehicle operation costs, accident rates, & delays. Lack of efficient transportation system would effect businesses adversely.	I = Removal of 21 Monterey Road businesses, others bypassed in Madrone & Coyote. Removal of 483 acres of agricultural land. I = If development continues at present rate according to current planning & zoning, impact at time of construction adverse and significant.	I = No developed commercial property required, Monterey Road businesses bypassed. Removal of 557 acres of agricultural land.	I = Quarry & land fill operation removed, Monterey Road businesses bypassed. Removal of 721 acres of agricultural land.	Economy	
	I = Undetermined impacts on employment, local investment, & percentage of tax base removed. Money saved through reduced vehicle operation costs, reduced accident rates, and reduced travel time.				
M = None	M = Relocation assistance and purchase at fair market value. Signing on freeway to indicate business area.				

LONG-TERM IMPACTS

No Build	Alternate B	Alternate A	Adopted Route		
No Impact	I = Minimum of 170 living units, including 126 mobile homes, required. Estimated 490 persons affected. Mobile home park bisected.	I Minimum of 165-180 living units, including 87 mobile homes, required. Estimated 740 persons affected. Two residential communities bisected.	I = 9 residences, 7 occupied, 32 persons affected.	Population and Housing	SOCIO-ECONOMIC ENVIRONMENT
	I = If residential development continues at present rate according to current planning and zoning, impact at time of construction adverse and significant.				
	M = Relocation assistance and purchase at fair market value.				
I = increased problems in noise & air quality and traffic safety at one school.	I = Removal of one school.	I = Possible impact on one proposed school.	I = No schools affected; Improved safety for school buses.	Schools	
M = None	M = Possible relocation but undetermined.	M = Relocation.	M = None required.		
700 ± acres				Excess Land to be sold.	
No Impact	I = 4 PG & E towers, 10 miles of telephone poles, 49,200 feet of gas line, 3,000 feet of water pipe affected.	I = 4,800 feet of gas line, P G & E towers, telephone wires & 5,200 feet water line affected.	I = 12,000 feet of gas line & transmission line & tower already relocated. One line and tower to be relocated as of 6/74. Minor relocations of local service.		
	I = Extensive disruption to local service in residential areas.				
	M = Relocation of major utilities at cost of \$1.6 million. 20 utility easements along Monterey Rd.	M = Relocation of major utilities at costs of \$426,000.	M = Relocation of major utilities at cost of \$1,625,000.		
No Impact	I = None	I = Main sewer line severed.	I = 11 acres sanitary land fill and undetermined no. of private septic tanks required.	Sewers & Solid Waste Disposal Sites.	
	I = Extensive disruption to local service in residential areas.				
		M = Relocation of sewer at undetermined cost. Relocation of local service.	M = 2 other land fill sites in South County. Relocation of tanks.		
I = Access remains same but congestion will increase response time.	I = Improvements in access and response time.			Fire and Police Protection	

LONG-TERM IMPACTS

No Build	Alternate B	Alternate A	Adopted Route		
I = No park lands required. Inadequate access to parks.	I = 58 acres of Coyote Creek Park required, 5,000 feet of creek rechanneled.	I = No public park lands required. One hole of private golf course required. Neighborhood park may be less appealing.	I = 30 acres of Coyote Creek Park required. Adverse noise & aesthetic impacts. Improved access. Fits with Park planning regarding location of park facilities.	Parks	SOCIO-ECONOMIC ENVIRONMENT
I = Major revisions to park planning required.					
	M = 3000 ft. of creek to be unlined and revegetated. Replacement land provided for Park.	M = None	M = 44 acres of replacement land of equal or better quality. Noise attenuation barriers. Design measures to reduce aesthetic impact and to provide continuous access through Park.		
I = Improvements in rubber-tired mode of transportation				Transportation	
I = Disruptive impact to regional and local transportation planning.			I = Fits with transportation planning.		
M = Improvements in parallel facilities, encourage use of other transportation modes & discourage use of private auto.		I = Duplication of service on Santa Teresa Boulevard.	M = None required.		
	M = Replanning transportation system.				
No Impact	I = Undetermined number of heritage trees affected. Undermined impact on one archaeological site outside R/W. One historic landmark affected.	I = No historic sites affected.		Archaeological and Historic Sites	
		I = Undetermined impact on 2 archaeological sites outside R/W.	I = Undetermined impact on one archaeological site outside R/W.		
	M = Guardrail between trees and travelled way. Relocate historic marker.				
	M = Archaeological test pits at time of construction and subsequent mitigation as necessary. Compliance with historic and archaeological resources preservation laws.				

LONG-TERM IMPACTS

No Build	Alternate B	Alternate A	Adopted Route		ENVIRONMENTAL QUALITY
The No Build Alternative has essentially the same adverse impact as the Adopted Route except the Federal one hour and eight hour standards for CO may be exceeded. It is the least desirable in terms of CO.	Alternate B has essentially the same adverse impact as the Adopted Route except that the Federal 8 hour standard for carbon monoxide (CO) may be exceeded once a year.	Alternate A has essentially the same adverse impact as the Adopted Route.	I = Expected to have no adverse effects on any of the national Ambient Air Quality Standards except the standard for hydrocarbon (HC) will continue to be exceeded.	Air	
			M = It is not because of freeway that standard is exceeded. Freeway will reduce total emission of HC.		
			Of the primary pollutants emitted by the automobile the only one expected to increase with any freeway alternate is the emission of oxides of nitrogen (NOx). This slight increase is not expected to result in any exceedences of NOx standards in Santa Clara Valley. All the freeway alternates result in better overall air quality than the No Build Alternative.		
I = One school & residential subdivision adversely affected	I = Minimum of 2 mobile home parks, 1 residential area, 3 residences, & 1 equestrian center adversely affected.	I = Minimum of 2 residences, 1 golf course, 1 park, 2 residential areas, & 1 mobile home park adversely affected.	I = 2 campgrounds, 4 residences, 1 mobile park, & 1 golf course adversely affected.	Noise	
	I = If development continues at present rate according to current planning & zoning, impact at time of construction more adverse and significant than now.				
M = None for school. Noise attenuation barriers already built by contractor for subdivision.	M = Noise attenuation barriers				
I = Undetermined potential for pollution of creeks from highway runoff, not considered significant.				Water	
M = None	M = If necessary, special collector and treatment system for highway drainage.				
I = Existing aesthetic quality remains.	I = Closed-in effect for motorists. Removal of roadside businesses changes visual quality.	I = Strong visual contrast between setting & freeway enhanced views of surrounding scenery for motorists.		Aesthetic	
	I = Adverse impact on numerous residents in area.		I = Few residents in area.		
	M = Design features, slope rounding and contour grading, and landscape programs.				

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TRANSCRIPT OF HEARING

D

1
2 CALIFORNIA DEPARTMENT OF TRANSPORTATION

3
4 DISTRICT 04

5
6 PUBLIC HEARING

7 on

8 PROPOSED FREEWAY 101

9 in Santa Clara County

10 between Cochran Road in Morgan Hill

11 and Ford Road in San Jose

12
13
14
15 McCabe Hall
16 Civic Center
17 145 West San Carlos Street
18 San Jose, California

19
20 7:30 P.M.
21 Thursday, April 10, 1975
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23
24
25

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P R O C E E D I N G S

HEARING OFFICER DAY: I would like to call this hearing to order, if I may.

For the purpose of you people who have your jackets on, if you feel more comfortable without them, then, fine. We will have a three-second recess for the sake of taking off your jackets.

I never allow more than three seconds, because I did at one time allow five seconds, and a streaker went through.

Now we get on with the hearing.

I am Jed Day, a resident of Belmont, California, your next-door neighbor north in San Mateo County.

The purpose of the meeting I think you all recognize is to necessarily invite the public view and comment on the location and design and the environmental effects of the project that we are here to look at this evening.

There is a Spanish interpreter available for those who do not understand English. Her name is Betty Mercado. Where's Betty? Where's Betty? Stand up, Betty. I don't see her.

Oh, yes, she is. All right. Betty is way in the back, and those of you who -- well, maybe you're going to have to tell them, too, Betty -- those of you who do not completely understand English and wish to have it interpreted

1 into Spanish, Betty is available in the back of the room,
2 and she will do the interpretation for us this evening.

3 Thank you, Betty.

4 The hearing this evening is being recorded, and
5 all statements will be part of the official record.

6 The format of the hearing is that I would like to
7 necessarily call upon the State to make their presentation
8 as to the project, its design, and the environmental effects,
9 after which there will be a short recess.

10 At that time I would like very much to have each
11 and all of you who anticipate either speaking or making
12 comments as to the project to fill out and submit to me the
13 little card you received in your packet this evening as you
14 entered the room, the little brown one. The last meeting
15 I conducted, I had a green one and everybody else had a brown
16 one. But I think that everybody has a brown one this evening.

17 At that particular moment, then we will have some
18 of the people who have anticipated or asked to speak some
19 time past on the design, the environmental effects, the
20 project generally. Those people will be called upon first,
21 and then I will select cards at random for those to present
22 their own views and their points of interest as it applies to
23 the project.

24 I would like to think that, as we go on -- and I
25 can see we have a fairly large audience this evening -- as

1 we go through the meeting, you will attempt not to be
2 repetitious of somebody who has spoken before you. I know
3 that some of you have come with prepared presentations. If
4 you do have those, we would very much like to have a copy of
5 them if at all possible, if you have an extra copy. But
6 please do not be repetitious, redundant, because there are
7 many people here this evening. They have questions, and
8 they would appreciate having the knowledge of the project to
9 which we are going to address ourselves this evening.

10 MEMBER OF THE AUDIENCE: Is there going to be a
11 time limit?

12 HEARING OFFICER DAY: I prefer not necessarily
13 establishing a time limit. However, if necessary, I will
14 establish a time limit of five minutes.

15 MEMBER OF THE AUDIENCE: Will speakers be chosen
16 at random?

17 HEARING OFFICER DAY: Speakers will be chosen at
18 random as they --

19 SAME VOICE: Including local officials?

20 HEARING OFFICER DAY: Well, no. The local officials
21 have indicated that they -- there are a number of them here
22 this evening, and some of them have indicated they have other
23 meetings to go to or to attend in the fulfillment of their
24 responsibilities to you, the electorate, and I think that it
25 is only courteous necessarily to allow them the opportunity

1 to present their views or the views of their board.

2 All right. With this, I think that the format of
3 the entire meeting has been set at this particular time.

4 There is one thing I would like to say, however,
5 that at the close of this hearing is not necessarily the
6 closing of the time by which the State will receive your
7 comments. There are those of you here this evening who,
8 without a doubt, will receive additional information over and
9 above that which you had prior to coming to the meeting, and
10 you would like to write and express your views to the State,
11 and I think that in your --

12 Is it not right, Burch, that they have the name
13 and address of T. R. Lammers?

14 And please write to T. R. Lammers, the District
15 Director, Department of Transportation -- and I think this
16 is in your packet, too -- Post Office Box 3366, Rincon Annex,
17 San Francisco, California, and your letters will be entered
18 into the file up to April 21, 1975. So, if you have any
19 comments, please let them be known to Mr. Lammers.

20 Now, with this, I would like to turn the meeting now
21 over to Burch Bachtold, who will introduce his staff, his
22 backup people who will be assisting this evening in answering
23 your questions, your concerns or what have you, and to
24 present the project as it is.

25 Burch.

1 MR. BACHTOLD: Thank you very much, Jed.

2 My name is Burch Bachtold. I am the Deputy District
3 Director of Caltrans for District 04, and it is a very great
4 pleasure for me, on behalf of Caltrans, to welcome all you
5 people to this public hearing.

6 During the conduct of our project studies and the
7 preparation of the Environmental Impact Report, our project
8 team received a great deal of input from individuals and
9 groups, as well as elected officials on the national, state and
10 local levels. We appreciate this very much, and we appre-
11 ciate this fine turn-out which, I am sure, is a further
12 indication of the high level of community interest in this
13 project.

14 Now, this is a combined location and design hearing.
15 We will review the location, the design and the environmental
16 effects of various alternatives, including the alternative
17 of doing nothing, that is, maintaining the status quo.

18 We will try to keep the presentation of our studies
19 as brief as possible, because we want to provide a maximum
20 opportunity for the public to give input into this proposal.

21 Now, we do have several specialists from our staff
22 throughout the room, and we aren't going to call on them,
23 and I am not going to introduce all of them, because we want
24 to achieve the main objective, which is to hear your opinions
25 and your thoughts.

1 A public notice announcing this hearing has appeared
2 in local newspapers, and written notices were sent to the
3 local legislators, city councils, the Federal Highway Admin-
4 istrator , and numerous other public and private agencies,
5 groups, and any individuals whose address we had who were
6 known to be interested in the project.

7 Now, this project involves the improvement of
8 Route 101 from Cochran Road in Morgan Hill to Ford Road in
9 San Jose. Route 101 is the major north-south route through
10 this portion of Santa Clara Valley. It is also one of the
11 major north-south routes traversing California, and it ex-
12 tends from the Mexican border to the Oregon border.

13 Route 101 is part of the Federal Aid Primary System,
14 and it is expected that federal funds will be used in the
15 financing of its improvement.

16 In order to permit all interested parties to become
17 as familiar with the location and the design, environmental
18 effects, of the alternates that were looked into, we have
19 maintained a community information office for the last three
20 and a half weeks at the Continental TV Building on Knox
21 Avenue here in San Jose.

22 At that time, aerial photographs and engineering
23 drawings, as well as copies of the Environmental Statement,
24 were available, and Caltrans personnel were on hand to help
25 answer questions and explain the studies.

1 Now, we hope that the explanation of these studies,
2 and the visual display that we will present shortly, will be
3 informative, and will help you form an opinion if you have
4 not already done so.

5 Upgrading of this portion of Route 101 is not a
6 new project. It has been under way for over 20 years. The
7 general planning activities began in the early 1950's at the
8 request of Santa Clara County, the Cities of Gilroy, Morgan
9 Hill and San Jose, and also at the interests of local safety
10 organizations and individuals.

11 Numerous map displays and public hearings were
12 held in the community, and the California Highway Commission
13 adopted a freeway route in 1961. This covered the section
14 from Thomas Road in Gilroy to Ford Road in San Jose, a dis-
15 tance of about 26 miles.

16 In December of 1968, at the request of local
17 officials and following a public hearing, a modification in
18 this alignment north of Metcalf Road was adopted by the
19 California Highway Commission in accordance with procedures
20 provided for in Section 211.5 of the Streets and Highways
21 Code.

22 Freeway agreements covering the interchange loca-
23 tions and local road closures were executed with all of the
24 local jurisdictions that are involved in 1961, '62, '63, '69,
25 and the most recent one in 1971.

1 All local planning has been based on the adopted
2 alignment for the past many years, and much construction has been
3 completed. The route is now in existence north as far as
4 Coqhran Road, and the last 12-mile segment that we are going
5 to talk about tonight will close the final gap, and we will
6 have a full freeway, if this project does go forward, through
7 Santa Clara County.

8 Some concern has been expressed that the adopted
9 route is not compatible with the Coyote Creek Park. As most
10 of you know, the original park concept began back in about
11 1958, and this envisioned several -- about 50, as I recollect --
12 acre sites, three or four miles apart. These were to have
13 been located between Hellyer Avenue and Anderson Reservoir.

14 The first parcel was purchased in 1961 at Hellyer
15 Avenue. From this meager beginning, a joint project with the
16 City of San Jose, the County of Santa Clara and the State of
17 California has evolved, which changed this original concept
18 to a continuous park chain extending from Anderson Reservoir
19 to East William Street in San Jose.

20 Since inception of the park, the freeway and the
21 park planning has been a cooperative and a coordinated effort
22 between park officials, City and County staff, and Caltrans,
23 as required by Section 210.1 of the Streets and Highways Code.

24 Larry, I think we have a little bit of a problem
25 with the controls, apparently. Can everyone hear in the back

1 of the room? Okay.

2 In accordance with the National Environmental
3 Policy Act of 1969, environmental impact statements are now
4 required for projects such as this. Environmental studies
5 were, consequently, undertaken in 1970, and a Draft Environ-
6 mental Impact Statement has been prepared for this project,
7 and was circulated in December of last year.

8 As the Coyote Creek Park lands may well be involved
9 in this project, the Draft Environmental Impact Statement
10 also includes a report pursuant to Section 4(f) of the United
11 States Department of Transportation Act of 1966, as amended.
12 This is necessary to provide sufficient detailed data to
13 enable the Secretary of Transportation to conclude there is
14 no feasible and prudent alternative to the involvement of
15 park land, if this in fact becomes necessary.

16 Many comments have already been received on the
17 alternatives, and tonight you will have an opportunity to
18 comment on the environmental factors as well as the locations
19 and designs of all of the studies.

20 Any views or opinions which may have been overlooked
21 in the draft statement that are brought to our attention
22 tonight or in writing before April 21 will be thoroughly
23 considered and responded to in the Final Impact Report.

24 You probably will be most interested in the sequence
25 of events and timing that would follow this hearing.

1 First, the written statements and comments on the
2 design and location and environmental factors that will be
3 accepted until the 21st will be acted on as expeditiously as
4 they possibly can. Now, these should be forwarded, as
5 Mr. Day said, to Mr. T. R. Lammers, the District Director
6 of Transportation, Post Office Box 366 (sic), Rincon Annex,
7 San Francisco.

8 Now, this address should have been in your handouts,
9 as Mr. Day said, but unfortunately we slipped up, and it is
10 not in there, so if you didn't get a chance to copy it down,
11 you may ask any of the Caltrans people around the auditorium,
12 and they will be pleased to furnish it to you.

13 The transcript of this hearing and all the infor-
14 mation that is submitted for the record will be available
15 for public inspection at our District office in San Francisco,
16 at 150 Oak Street, in the Information Desk. This is on the
17 first floor as you enter the main door of the building.

18 Secondly, the Final Environmental Impact Statement,
19 including all comments and responses, will be forwarded to
20 the Secretary of Transportation in Washington for concurrence
21 and approval.

22 Concurrently, an application will be made through
23 the Federal Highway Administration to obtain authority to
24 occupy park land, as required by Federal Law, if such is
25 required by the alternative that is finally accepted.

1 Following approval of the Environmental Statement
2 and the 4(f) application, if required, the Metropolitan
3 Transportation Commission will be asked to concur in the
4 priority of the proposed work. Design will be finalized, and
5 the Federal Highway Administration design approval will be
6 obtained.

7 And, lastly, the California Highway Commission will
8 have to budget funds for construction.

9 Now, provided that all these steps can be completed
10 without any appreciable delay, it will be possible to have
11 a first contract under way early in 1976. Now, this is
12 admittedly an optimistic schedule. It is also dependent on
13 the availability of funds, which are very severely limited
14 at the present time, and on the assumption that the route
15 that is finally adopted will be the route upon which our
16 activities for the last several years have been based. This
17 is the adopted route that now exists.

18 As I mentioned earlier, our staff are present, and
19 they can explain any questions you have, with the help of
20 the maps on the wall, during the intermission.

21 At this time I would like to introduce just three
22 of our principal staff members to you.

23 First, Mr. Robert Jahrling, who is Chief of our
24 Environmental Planning Branch. You can take a good look at
25 him. If you have any questions on the environmental aspects,

1 why, catch him at the intermission.

2 Mr. Bob Keller, Chief of Project Development.

3 Mr. Bert Gensler, and Bert is the Chief of our
4 Right of Way Section, and since the right of way relocation
5 assistance activities are essentially complete, and all of
6 the people and businesses along the adopted line that would
7 require to move have already been moved, we won't take the
8 time to ask Mr. Gensler tonight to go into detail regarding
9 our relocation assistance program, but if you do have any
10 questions in this regard, he is available, can answer them,
11 and as you came in there is a little handout that explains
12 these procedures in detail as well.

13 I would now like to ask Mr. Keller to briefly go
14 through the details of the studies.

15 Thank you very much.

16 MR. KELLER: Thanks, Burch.

17 Good evening, ladies and gentlemen.

18 We have some of the same exhibits on the walls that
19 we had at the map display we held from March 17 until yes-
20 terday at the Continental TV Building on Knox Avenue here
21 in San Jose.

22 In addition, on the wall we have some large scale
23 colored drawings of the adopted and the alternate lines.
24 The adopted route is on my left, or your right, and the
25 alternates are on my right, or your left.

1 Can you hear now?

2 Okay. We have handed out a yellow booklet describ-
3 ing the major features of the project. We have also handed
4 out a green booklet, which was available at the map display
5 in both English and Spanish, and which contains maps and a
6 brief description of the adopted and alternate lines.

7 Now, with the aid of some slides, I will briefly
8 describe the project and go over the adopted route and two
9 other lines which we call Alternates A and B. This is
10 essentially the same information contained in your booklets.

11 (Slides accompanied the following presentation.)

12 MR. KELLER: This project proposes to construct
13 approximately 12 miles of freeway from Cochran Road in Morgan
14 Hill to Ford Road in San Jose, and will connect to existing
15 freeways at both ends.

16 The study area indicated on the slide represents
17 an area about 12 miles long and two to three miles wide. The
18 width roughly represents the width of the Santa Clara Valley
19 at that location.

20 The improvement was requested by individuals, local
21 organizations, and the Cities of San Jose and Morgan Hill.
22 As a result of these requests, studies were initiated in
23 1953.

24 The State originally recommended a freeway corridor
25 using the existing Monterey Road alignment between Cochran

1 Road and Route 82. However, at a public meeting in July,
2 1955, opposition to the recommended line prompted the County
3 Board of Supervisors to request additional location studies.

4 In July, 1960, map displays were held in Gilroy
5 and Morgan Hill. The results of the latest studies were then
6 presented at a public meeting in Morgan Hill.

7 In October, 1960, the State Highway Engineer
8 recommended the line shown in yellow to the California
9 Highway Commission. In January, 1961, another map display
10 was held in Morgan Hill, and the Commission conducted another
11 public hearing.

12 On February 24, 1961, the Commission adopted the
13 route shown here. Since then it has been called the adopted
14 route, and the State has entered into freeway agreements with
15 the County and Cities of Morgan Hill and San Jose, indicating
16 the location of interchanges and other design details.

17 Within the study area there are three general cor-
18 ridors possible for the location of the freeway alignment.

19 Alternate A is in the corridor between the western
20 foothills and the Southern Pacific Railroad tracks, and is
21 shown by an orange band.

22 Alternate B is in the corridor between the railroad
23 and Coyote Creek, shown as a green band.

24 And the adopted route is in the corridor between
25 Coyote Creek and the eastern foothills, shown here as a

1 yellow band.

2 Provisions have been made in all three alternates
3 for the possible future construction of a Route 85 interchange.

4 Some of the reasons the freeway is needed are as
5 follows.

6 There are a high number of fatal accidents on the
7 existing highway.

8 The existing highway is not adequate for today's
9 traffic without congestion and delay.

10 This project completes the last missing section of
11 freeway on Route 101 between Gilroy and San Francisco. It
12 is an important element of local and regional development
13 plans.

14 No other mode of transportation has been planned
15 for the foreseeable future which would satisfy the trans-
16 portation need in this corridor, except for the bus mode.

17 Improving the safety of the existing highway is of
18 primary importance. The total number of accidents each year
19 from 1969 to 1973 ranges from 177 to 249. The fatalities
20 per year range from 12 to 17.

21 Although the accident rate is not particularly high
22 when compared to statewide rural four-lane divided highways,
23 the severity of these accidents is much greater. Notice that
24 freeways give the lowest rate in all three categories.

25 Shown in the slide on the left are total accidents

1 by year for a million vehicle miles. In the center are fatal
2 and injury accidents, by year, for a million vehicle miles.
3 And on the right, fatalities by year for 100 million vehicle
4 miles.

5 Now for a brief review of each of the proposed
6 alignments, and the impacts each of them would have on the
7 community and the environment. I will start with the adopted
8 route, which is east of existing Route 101.

9 The Draft Environmental Impact Statement and past
10 planning assumed that, in addition to completion of the
11 existing interchange at Cochran Road, several interchanges
12 would be constructed to serve present and projected growth.
13 At the request of the City of San Jose and County of Santa
14 Clara, interchanges were planned for Live Oak Avenue,
15 Scheller Avenue, Bailey Avenue, Metcalf Road, Tennant Road,
16 and at the junction with Route 82.

17 It was also planned that the Scheller and Bailey
18 Avenue interchanges would be included in the initial con-
19 struction only if the local road was already built, under
20 construction, or otherwise supported by evidence that the
21 local agency intended to build it. The Live Oak interchange
22 was not to be included in the initial construction.

23 The dashed yellow line is a future connection with
24 Route 85.

25 It now appears that anticipated growth will not

1 occur as rapidly as expected, or to the magnitude anticipated.
2 We have been working with your local representatives to
3 determine which interchanges should be included in the
4 project. Final determination of the number of interchanges
5 that will actually be built has not yet been made, and input
6 on that subject is one purpose for this hearing.

7 I would like now to discuss the adopted route,
8 commencing at the south, or Cochran Road, and proceeding to
9 the north, just past Route 82.

10 Burnett Avenue will cross over the freeway. After
11 Burnett, the freeway will cross Coyote Creek on a bridge,
12 without altering the natural stream channel. Some riparian
13 vegetation and sycamore trees would have to be removed.

14 Continuous access to Coyote Creek Park is maintained
15 by providing for bicycle, pedestrian, equestrian and park
16 service traffic beneath the bridge.

17 Proceeding north, the freeway crosses future Live
18 Oak and Scheller Avenues. These interchanges may not be
19 built, but a separation is required at Scheller Avenue to
20 provide access from one side of the freeway to the other.
21 At this point the freeway is at the base of the foothills, and
22 it is at this location that the most extensive grading will
23 occur.

24 At Bailey Avenue an interchange is planned.

25 Extending from Bailey Avenue to Metcalf Road is a

1 frontage road that will provide access to abutting property
2 and to the County's proposed Sportsman's Park.

3 Proceeding north, the freeway passes by the PG&E
4 substation south of Metcalf Road. The freeway lies east of
5 the gravel ponds created by quarrying operations. About
6 25 percent of the ponds will be filled in. These man-made
7 ponds are relatively new, and ecological balance would not
8 be affected by the fill.

9 In the same area, the freeway passes to the east
10 of the percolation ponds. The park master plan proposes
11 lagoons in this area.

12 North of the ponds, the freeway crosses the creek
13 for the second and last time. As in the south crossing of
14 the creek, the bridge would span the creek without altering
15 it, and would also provide for trails underneath the bridges
16 for park users. Some riparian vegetation would be removed.

17 North of the park, an interchange was planned at
18 Tennant Road. This has been designed so as not to conflict
19 with a possible Route 85 connection if and when Route 85
20 is developed.

21 Proceeding north, the freeway passes near two mobile
22 home parks. Both parks were planned in conjunction with the
23 freeway, and no rights of way are needed, although elsewhere
24 on this alignment the right of way did take nine residences,
25 and 32 persons were relocated.

1 The Routes 82/101 interchange is near Ford Road,
2 after which the new alignment conforms to the existing free-
3 way.

4 The adopted route has long been assumed to be the
5 alignment to be used for the freeway, and has been incor-
6 porated into land use and planning studies, including park
7 plans, by the City and County Governments. In all, 30 acres
8 of park land is needed for the freeway, but to replace this
9 the State is exchanging 44 acres of land, shown in yellow.
10 In addition, 42 acres, shown in orange, were purchased for
11 resale to parks and recreation. This exchange and resale
12 enlarges the park by an additional 56 acres.

13 Some of the other more significant impacts of the
14 adopted route are:

15 It involves about 6,000,000 cubic yards of earth-
16 work. This is more than any of the other alternates.

17 It takes about 820 acres of right of way, of which
18 about 430 are prime agricultural lands.

19 It takes eight acres of riparian vegetation, five
20 acres of oak woodland, and 236 acres of savanna woodland.

21 It would bypass businesses on existing Route 101,
22 and some areas would experience some traffic noise. However,
23 increased noise levels in park areas, considered important
24 by the County parks and Recreation Department, will be miti-
25 gated.

1 Now I would like to introduce Alternate B, which
2 is the alignment along the existing 101 corridor. The free-
3 way begins at Cochran Road, moves up to Monterey Road near
4 Live Oak Avenue, and follows Monterey Road until its north
5 conform near Route 82. This is the alignment originally
6 endorsed by the Board of Supervisors in 1953.

7 Interchanges are proposed near Live Oak Avenue,
8 Palm Avenue, Bailey Avenue, Metcalf Road and Route 82. Over-
9 passes are planned for Burnett Avenue and Tennant Road. The
10 green dashed line is the future Route 85 connection.

11 I imagine most of you are familiar with Monterey
12 Road, so I won't go into much detail on this alignment.
13 However, I would like to point out a few impacts of the free-
14 way on this location.

15 It has the least earthwork of all the freeway
16 alternates. It requires about 2,000,000 cubic yards of fill
17 and 1,000,000 yards of excavation.

18 It has the least impact on wildlife, since it
19 occupies a corridor already affected by human activity. It
20 takes the least woodland.

21 This alignment will require about 586 acres of
22 right of way, of which 460 acres are prime agricultural land.

23 It will require more than 20 roadside businesses.

24 Encinal School, shown here, would also be taken
25 for the freeway.

1 In addition, some of the stores in Coyote are
2 within the right of way, and will have to be removed.

3 Alternate B takes more Coyote Creek Park land than
4 any other alternate, 58 acres, compared to 30 acres for the
5 adopted route. It does not require crossing of Coyote Creek,
6 although about one mile of Coyote Creek would have to be
7 channelized.

8 Perhaps of most concern to many people is the dis-
9 ruption this alignment would have on housing and people.
10 According to a recent study, there are an estimated 170 living
11 units to be bought, and about 490 people to be relocated.

12 Now I would like to present the last of the freeway
13 alternates, Alternate A. This alignment is between the
14 western foothills and Monterey Road.

15 Interchanges are planned at Cochran Road, Santa
16 Teresa Boulevard, Palm Avenue, Bailey Avenue, Bernal Road
17 and Route 82. Overcrossings are planned at Burnett Avenue
18 and at two locations on Monterey Road.

19 This view shows Cochran Road to the left and Santa
20 Teresa Boulevard above center, with the alignment shown in
21 orange going from south to north.

22 The impact of Alternate A up to Bailey Avenue is
23 largely to agricultural land. The right of way for this
24 alignment takes about 640 acres of land, of which 465 acres are
25 prime agricultural land.

1 The alignment crosses Fisher Creek several times,
2 so the creek would have to be realigned. However, this
3 alignment does not cross Coyote Creek nor require any Coyote
4 Creek Park land. It does take about 85 acres of savanna
5 woodland.

6 About 1,000,000 cubic yards of excavation is avail-
7 able on the alignment, but about 3,000,000 cubic yards are
8 needed, which means that about 2,000,000 yards must be hauled
9 in from available commercial sources.

10 Alternate A also requires about 165 to 180 living
11 units, at a recent count. About 740 people will have to be
12 displaced from their homes and relocated. One of the housing
13 tracts affected would be the new portion of Pheasant Ridge.
14 The community would be bisected by the freeway. About 75 to
15 85 homes would be required for the freeway right of way.

16 Moving north from Pheasant Ridge, the alignment
17 bisects the nearly-completed shopping center at the southeast
18 corner of Bernal Road and Santa Teresa Boulevard.

19 Crossing Bernal Road, a large portion of an eight-
20 acre industrial park site planned for the northeast corner
21 of Santa Teresa Boulevard and Bernal Road would be required.

22 The effect of the alternate's impact on the mobile
23 home park is the same as that by Alternate B. A total of
24 approximately 309 people would be displaced from their homes
25 here.

1 What I have done so far is describe the "build"
2 alternatives. All the alternatives would cause some short-
3 term construction impact. These include construction noise
4 and dust, possible water contamination from construction
5 material, erosion problems, and inconvenience caused by traf-
6 fic detours. However, construction contracts will include
7 measures to mitigate these impacts, and would require ad-
8 herence to all air and water pollution regulations.

9 There is some feeling in the community that the
10 freeway would result in growth, undesirable changes in land
11 use, and additional pressures for development in the South
12 County area. However, the amount of growth that will occur
13 depends not only on the additional access provided by the
14 project, but also the availability of utility services and
15 the amount of development that will be permitted by the local
16 jurisdictions.

17 We also have the "no build" alternative, which
18 would maintain the status quo. That, too, has its impacts,
19 some adverse and some beneficial.

20 First, even though safety improvements are being
21 made to Monterey Road, the accidents would continue and pos-
22 sibly get worse as traffic becomes heavier. It has been
23 estimated that every year 90 accidents and 13 fatalities
24 could be avoided if the freeway replaced the four-lane
25 highway.

1 Planning efforts by government and private agencies
2 would be affected.

3 And traffic congestion will get worse.

4 Transportation on a state level would be adversely
5 affected. Route 101 is a route of statewide significance in
6 the movement of people and goods.

7 While any of the three freeway alternates would
8 increase noise in certain areas because of an increase in
9 traffic volume, noise barriers would be placed in some of
10 the affected areas. The "no build" alternative has made no
11 provision for noise attenuation because of the proximity of
12 the railroad on the west side and the number of openings that
13 would be required at business establishments and residences
14 on the east side.

15 The freeway alternate should result in better
16 overall air quality than the "no build" alternative. The
17 freeway results in improved traffic flow, which would reduce
18 the total emission of carbon monoxide and hydrocarbons.

19 If nothing is built there would be no reduction in
20 agricultural land, because no additional right of way would
21 be needed.

22 Possibly, it might reduce the rate of growth.

23 Lastly, there would be no crossing of the park.

24 What I have presented this evening is a condensed
25 version of each of the freeway alternates and the "no build"

1 alternative. Let me conclude with a brief comparison of
2 each freeway alternate.

3 The adopted route will require 30 acres of Coyote
4 Creek Park land and 819 acres for right of way, 90 percent
5 of which has been acquired.

6 There were nine living units and 32 people dis-
7 placed. The living units have been purchased and the people
8 satisfactorily relocated.

9 Construction is scheduled for 1976, and the cost
10 of the project is approximately 72 million, depending on the
11 number of interchanges to be built.

12 Alternate A would not require any Coyote Creek
13 Park land, and would need approximately 647 acres for right
14 of way. One hundred sixty-five to 180 living units would be
15 involved and approximately 740 people displaced, provided that
16 no further development occurs between now and the time of
17 construction.

18 The earliest that construction could take place
19 is 1983, and the projected cost is 118 million. This cost
20 could also be reduced if some of the interchanges are not
21 built. Due to inflation, the time factor would affect future
22 costs.

23 Alternate B would take 58 acres of Coyote Creek
24 Park land, and require approximately 586 acres for right of
25 way.

1 Approximately 170 living units would be disrupted
2 and 490 people displaced, if no further development occurs
3 prior to construction.

4 The earliest that construction could take place is
5 1986, and the project cost is 161 million, which again would
6 be reduced if all the interchanges are not built.

7 This table shows the various steps, and the es-
8 timated time requirements to get from initial studies to
9 actual construction of a freeway. Design and right-of-way
10 acquisition go on concurrently, and includes time to find
11 suitable replacement housing.

12 The next slides will be a final summary of the
13 three alternates. The total costs are escalated to year of
14 earliest construction, and include both right-of-way and
15 construction costs.

16 Thank you.

17 MR. BACHTOLD: Thank you very much, Bob.

18 Mr. Day, that concludes the presentation of the
19 details of the alternates that have been studied.

20 Thank you.

21 HEARING OFFICE DAY: I want to thank you, Burch
22 and staff, for making the presentation. I think that this
23 informed an awful lot of people, or gave an awful lot of
24 people information possibly they didn't have before as to
25 the alternates that are available.

1 And we will now recess, as I suggested before, for
2 five or ten minutes. However, during the process of the
3 recess, I would like to have your cards presented up here as
4 to whether you wish to speak, whether you wish to make a
5 comment, or whether you have questions to ask. Please fill
6 out your card and leave it down here, and we will select the
7 cards by random as they come in, after we re-adjourn (sic)
8 our hearing after about five or ten minutes.

9 Thank you for your attention.

10 (Short recess.)

11 HEARING OFFICER DAY: Okay, ladies and gentlemen,
12 if you will please be seated, get comfortable, pencil and
13 pad available.

14 Before we reconvene the hearing as such, I am very
15 apologetic. I didn't introduce some of the dignitaries who
16 are here this evening, some of whom will be speaking later,
17 or soon, as the case may be. I would like to introduce them
18 at this time, however.

19 We have Assemblywoman Leona Egeland.

20 (Applause.)

21 HEARING OFFICER DAY: And we have a commissioner
22 from the State Highway Commission, Vern Christianson. Where's
23 Vern? Come on, he left already. Where's Vern? There he is.

24 (Applause.)

25 HEARING OFFICER DAY: Hi, Vern.

1 And from the County Supervisors of the County of
2 Santa Clara we have the Chairman, Dom Cortese.

3 (Applause.)

4 HEARING OFFICER DAY: And I did see Sig Sanchez
5 here some time ago, also.

6 (Applause.)

7 HEARING OFFICER DAY: And from City of San Jose,
8 we have the Mayor, Janet Gray Hayes. Janet, nice to see you.

9 (Applause.)

10 HEARING OFFICER DAY: And the Vice Mayor, Roy Naylor.
11 Roy?

12 (Applause.)

13 HEARING OFFICER DAY: And a councilman of San Jose,
14 Jim Self. Where's Jim?

15 (Applause.)

16 HEARING OFFICER DAY: Now, let's see. Down here
17 we have, from the Federal Highway Administration, Al Gallardo.
18 Oh, well, Al, I'm getting close, Al.

19 You people are going to have to excuse me for my
20 pronunciation of names. My enunciation you can understand.
21 I come from the State of Maine. I am the only one here this
22 evening that can say that I am a true Mainiac. Okay?

23 And representing the Chief Engineer of the Cal
24 Department of Transportation, we have Bill Green. Where's
25 Bill? There he is. Hi, Bill.

(Applause.)

HEARING OFFICER DAY: I beg your pardon. Green is easy.

All right. With that, we will step into our hearing this evening. There have been a number of people who have indicated quite early that they would like to make a presentation this evening. I have a communique here dated March 4 from Mr. Siverson, from the Morgan Hill Unified School District, and I think out of courtesy, he having written and indicated that he did wish to make a presentation, I would like to call upon him first. Lyle?

(Applause.)

MR. LYLE SIVERSON: Thank you.

I am Lyle Siverson, Superintendent of Schools of the Morgan Hill Unified School District. My statement regarding in the proposed Freeway Route 101 will deal with the impact of the proposed and alternate routes upon the operation of the school district. Our foremost concern is for the safety of the thousands of children who are transported in our school buses.

The Morgan Hill Unified School District covers approximately 300 square miles, extending from Church Avenue south of San Martin to Bernal Road north of Coyote. Approximately 3500 children are transported to and from school each day in school buses.

1 Traffic on Old Monterey Highway has been a way of
2 life for our school bus drivers for many years. The construc-
3 tion of the 101 freeway bypass from Gilroy to Cochran Road
4 has dramatically alleviated the problems of school bus
5 routing in the south end of our district. The congestion on
6 that section of Old Monterey Highway has been reduced, and
7 conditions are much less hazardous.

8 But hazards and danger in the north half of the
9 district have been dramatically increased. Old Monterey
10 Highway between Cochran Road and Ford Road has justifiably
11 been termed "Blood Alley".

12 A tragedy was narrowly averted when one of our
13 school buses, with 68 children aboard, was hit at the inter-
14 section of Bernal Road and Monterey Highway while waiting to
15 make a left turn.

16 This is an appropriate time to pay tribute to our
17 school bus drivers, most of whom are women. In spite of the
18 hazards, their record of safety is a tribute not only to
19 their personal skill and caution, but also to the quality
20 and maintenance of the equipment they operate, as well as
21 the training and supervision they have been provided by dis-
22 trict personnel and the California Highway Patrol. Due to
23 their skill and caution, and the thousands of bus drivers
24 like them in the nation, a ride on a school bus is statistic-
25 ally more safe than any other mode of transportation in the

1 United States today.

2 But there is a danger, however, that this record
3 may give us a sense of false security. The hazards on Old
4 Monterey Highway increase daily, and those who route our
5 buses in the north end of the district have the option of
6 routing buses on Old Monterey Highway or the narrow, two-
7 lane Hale Avenue, which is becoming increasingly hazardous
8 due to heavier use, narrow bridge abutments, and the absence
9 of shoulders.

10 Now, first, we must make every effort right now to
11 alleviate these dangerous conditions, and I refer to actions
12 which can be taken to improve Highway 101 now.

13 But, second, we must give concentrated attention
14 to what kinds of hazards and dangers will exist during the four-
15 year period when construction of the freeway link takes place.

16 Third, and of greatest importance, we must choose
17 an option that, when the project is complete, we will have
18 north-south thoroughfares which will best accommodate the
19 volumes of local and through traffic in the foreseeable
20 future.

21 At the present time approximately 1800 children are
22 being transported to schools from the Bernal Road to Cochran
23 Road portions of our district. There are only two north-south
24 thoroughfares in this area at the present time, as I men-
25 tioned. Consequently, all of our bus routes that serve this

1 area must travel either on portions of Old Monterey Highway
2 or the narrow, two-lane Hale Avenue.

3 Now, let's look at some long-range impacts of the
4 alternatives, and remember that the area desperately needs
5 additional north-south thoroughfares to accommodate local and
6 through traffic. You saw from the map that there are only
7 two in that area. There are no other even small streets to
8 get through.

9 Alternate A would eliminate much of Hale Avenue,
10 which is going to be, ultimately, Santa Teresa Boulevard,
11 and would make ultimate improvement and expansion of Santa
12 Teresa impossible.

13 During construction of Alternate A, traffic on
14 Hale Avenue would be practically eliminated, forcing all
15 north-south traffic on Old Monterey Highway, and upon com-
16 pletion of Alternate A we would still have only two north-
17 south thoroughfares to accommodate all of the local and
18 through traffic.

19 Alternate B would eliminate Old Monterey Highway,
20 and during construction of Alternate B the traffic problems
21 on Old Monterey Highway would be a nightmare of temporary
22 bypasses, congestion of construction equipment, school buses,
23 trucks, vehicles of all kinds trying to squeeze through.

24 Hale Avenue would be the only alternate, and would
25 become extremely congested and hazardous as more and more

1 vehicles would attempt to use that as an alternate route
2 during the time of construction. And, after construction,
3 we would still have only two north-south thoroughfares
4 through that entire section of the valley.

5 Now, the proposed route is far enough to the east
6 so that, during the construction phase, there would be no
7 conflict with Old Monterey Highway or Hale Avenue. Following
8 construction, we would have three north-south thoroughfares
9 to accommodate local and through traffic. Furthermore, none
10 of these three routes would bisect the valley, creating
11 pockets or barriers to traffic flow on minor streets or roads.
12 We'd have an eastern, a middle and a western thoroughfare
13 running north-south through the valley.

14 Let's look at the noise factor as impact on schools.

15 Alternate A, within 1,000 feet of the existing
16 Los Paseos Elementary School and a proposed middle school
17 which will be adjacent to Los Paseos Park; within 1,000 feet
18 of Burnett School, with no sound barrier shown on the pro-
19 posal.

20 Alternate B, adjacent to Encinal School site and
21 buildings, where noise is already a critical problem at the
22 school, and Alternate B would compound it.

23 The proposed route, no problems with noise for
24 existing or proposed schools.

25 How about infringement on school sites?

1 Alternate B (sic) would eliminate the northwest
2 corner of a proposed middle school site adjacent to the Los
3 Paseos Park. We are in the process of purchasing that site
4 now, and it has been reserved for us for at least ten years.

5 It would eliminate a proposed elementary school
6 site at Santa Teresa Boulevard and Avenida Espana, which the
7 district is presently in the process of purchasing.

8 There are no other possible school sites available
9 in this area. School sites were reserved in this area before
10 any construction began on the subdivisions. School sites
11 and locations are an integral part of the total and original
12 planning for the 1800 homes in that area. To run a freeway
13 through it would completely nullify a well-planned area of
14 homes, schools, churches and parks.

15 Alternate B would eliminate the front portion of
16 the Encinal School site bordering Monterey Highway. It would
17 require moving or demolition of some or all of the existing
18 school buildings.

19 With the proposed route there are no school site
20 problems.

21 Now, how about neighborhood attendance areas, which
22 we hear a lot about today?

23 Alternate A. It would bisect Pheasant Ridge area
24 of Los Paseos, and would leave large pockets of residences
25 isolated from the Los Paseos Elementary School and the

1 proposed middle school in that area. The freeway would be
2 a barrier between Burnett School and the major portion of its
3 attendance area to the north.

4 Alternate B would close off access to the Encinal
5 School. It would be a barrier between the school and the
6 attendance area west of the school.

7 With the proposed route, no problems in neighborhood
8 attendance areas.

9 Now, comments about interchanges between Cochran
10 Road and Ford Road.

11 From the standpoint of interchanges, the school
12 district has two concerns. First, if the new freeway link
13 has no access for the entire distance, it will not serve to
14 draw traffic away from Old Monterey Highway, which will con-
15 tinue to be a major north-south artery for our school buses.
16 Undoubtedly, traffic engineers, on the basis of past exper-
17 ience, can best recommend the appropriate distance, number
18 and location of interchanges, but certainly there should be
19 several, from the standpoint of the school district.

20 Second, within a few years the district will be
21 building an additional high school somewhere in the north end
22 of the district. Accessibility to the freeway would be a
23 consideration in the determination of that location, and here,
24 too, interchanges become an important factor, though we are
25 not saying which ones, where they should be.

1 In summary, from the standpoint of the school
2 district, it is urged that the proposed route be adopted,
3 and that construction be completed at the earliest possible
4 moment.

5 Thank you.

6 (Applause.)

7 HEARING OFFICER DAY: Please, if I may, I think we
8 waste a little bit of time with the handclapping and all of
9 that sort of stuff. I know that you appreciate the presenta-
10 tions that people make in some occasions. However, you are
11 not going to appreciate the presentations that maybe some
12 other people make, so in the essence of time, we have a long
13 evening ahead of us, and I would like now to extend the
14 dignity to the dignitaries who have indicated to me that they
15 would like to speak this evening, and I would first like to
16 call upon Assemblywoman Leona Egeland.

17 HON. LEONA EGELAND: Thank you.

18 I am going to be very brief, and I know you have a
19 long agenda.

20 I have submitted written comments. My concern now,
21 as it has been for a very long time, and one that I aired
22 over a year ago at the public hearing in Gilroy, was that
23 such a short stretch of freeway had proposed on it so many
24 interchanges, and I know that, now we are at the point where
25 we have agreed that we will cut down the number of lanes,

1 we will cut down the number of interchanges, we have reduced
2 the cost of the project, and I would urge that we stick
3 with that, with the proposed adopted route.

4 We cannot afford a ten-year delay. This freeway
5 has been in the planning stages for almost 20 years, and it
6 doesn't make sense not to connect those two points, so we
7 have to do it speedily, with the lowest figure that we can
8 get out, that is, that we are requiring to build on this, we
9 have the best chance of going.

10 We have to make sure that we are, of course, the
11 number one priority in this region, but we have to vie with
12 the other regions and their number one priorities, and how
13 we can best do that is to be very prepared to go when the
14 time comes to choose which priority is budgeted first, and
15 we have missed out on that a number of times now.

16 So we have got to get it all together, and be very
17 ready, and that is why I just want to simply urge that the
18 Environmental Impact Report is looked over very carefully,
19 that each section is submitted as we intend it to be sub-
20 mitted, so that there are no major changes. It is very
21 important that this Environmental Impact Report be adopted
22 at the federal level speedily, so we can get funds from that
23 level, too, and not come back with changes so that we would
24 have to in some way have to repeat this situation.

25 My office -- and I am going to put a plug in right

1 now for some of the activities that we have been doing, in
2 case you just happened to miss the TV program that went on,
3 but we are hoping that the kind of public pressure that has
4 been applied, and where we have voiced our opinion of let's
5 fund this, let's keep this as a priority, and let's keep the
6 cost down, that you will continue that pressure, and what we
7 are trying to do now is to explore whatever possibilities
8 there are for emergency funding for the quick safety features
9 that need to be built on the existing road, because even if
10 we go out to bid next year, somehow we are still talking about
11 three, four, five years, if things go very well, and we are
12 going to be traveling that stretch of highway, and I think
13 we need at least some minimum safety features that are added
14 to that highway.

15 There are a few ways that we can go, and we are
16 trying to explore those, and I am going to try to keep you
17 posted on what we find out.

18 I have to say that it is the most frustrating
19 experience to discover that there are in fact some funds
20 somewhere that have been used for something else, when every-
21 body then agrees that this is the priority, and somehow,
22 because we have been so concerned in our democratic system
23 for being fair, for being equitable, and for giving everybody
24 the chance to be judged fairly, that we didn't account,
25 somehow, for emergency situations, so that we could pull out

1 and do something quickly. We have been very democratic and
2 fair, and now we are stuck with an emergency situation, and
3 it is really hard to extract emergency funds for it.

4 But we are going to keep working on that, and I
5 commend you for coming out tonight, and I commend you for
6 applying the pressure, because, without all of you there,
7 and without the continued pressure, we would not be at the
8 place we are today. We would still have the larger number
9 of interchanges, the larger number of lanes, a larger figure
10 to go with, and never get the funding to go with it next year,
11 so I appreciate you.

12 Thank you.

13 HEARING OFFICER DAY: Thank you very much.

14 (Applause.)

15 HEARING OFFICER DAY: The next individual I'd like
16 to call upon is the Chairman of your Santa Clara County
17 Supervisors, Dom Cortese. I guess everybody knows you are
18 here.

19 HON. DOMINIC CORTESE: Thank you very much,
20 Mr. Chairman.

21 Ladies and gentlemen, for the record, my name is
22 Dominic L. Cortese, otherwise known as Dom Cortese. I am
23 Chairman of the Santa Clara County Board of Supervisors.

24 With me tonight is Mr. Sig Sanchez, who has already
25 been introduced, and within whose district the proposed

1 freeway route is included. Sig has a long history, as you
2 all know, of hard work in the planning phases of the project,
3 and has been a strong supporter of immediate construction.

4 I am here tonight to represent the position of the
5 Board regarding the South Valley Freeway, or U.S. Highway 101,
6 between Cochran Road in Morgan Hill and Ford Road in San
7 Jose.

8 On April 8, 1975, by unanimous vote of the Board,
9 we authorized my appearance here tonight to state the position
10 of the Board on this long-drawn-out issue.

11 The Board has reaffirmed its previous position
12 regarding the alignment of the South Valley Freeway, which
13 is now the adopted route of this 11.8-mile section of the
14 highway.

15 We believe the initial construction of this missing
16 link should be six lanes within the already substantially-
17 purchased right of way. We support accelerated and immediate
18 construction of a six-lane roadway, in the interests of
19 highway safety, and support a maximum of three interchanges
20 along the adopted route.

21 We are prepared to work at the local level with the
22 City of San Jose, with interested groups, and with the State
23 Department of Transportation, to do that which is necessary
24 to expedite installation of this badly-needed section of the
25 highway.

1 We will, of course, be pleased to work with
2 San Jose to identify those interchanges which should be built
3 in the best interests of the total community of Santa Clara
4 County.

5 Additionally, the Board has unanimously voted to
6 support immediate safety improvements to the existing Monterey
7 Highway, which will minimize accident potential in "Blood
8 Alley" until such time as the freeway is actually completed.

9 We hope, of course, that the approval process and
10 construction time period necessitating these emergency and
11 interim safety improvements will not be extended any longer
12 than is absolutely necessary.

13 In closing, I am compelled to observe that the
14 history of this missing link of freeway has been both extra-
15 ordinarily lengthy and oftentimes misunderstood. You can
16 readily document that the need for the facility was recog-
17 nized in the 1950's, more than 20 years ago. That need is
18 certainly more critical today as more and more people are
19 killed in unnecessary accidents.

20 Further delay of up to 11 years will probably
21 result in 700 to 1,000 more accidents on Monterey Road, and
22 100 to 200 more fatalities. Coordination among the County,
23 Caltrans, San Jose, and various organizations interested in
24 freeway and Coyote Park chain planning, is documented back
25 to 1963. Many of the concepts for the park actually were

1 derived from the presumed existence of the planned and
2 thoroughly-needed freeway link between the central part of
3 the County and South County.

4 Other community development in this part of the
5 County and existing general plans are based upon installation
6 of this roadway in its adopted position. I would certainly
7 hope that consideration of alternatives not negate all of the
8 community planning, all of the efforts which have occurred
9 over the last generation, and disrupt development patterns
10 which now exist.

11 To do so would make a farce of the entire planning
12 process.

13 I urge, on behalf of our Board, that the approval
14 process which has now been engaged be concluded as rapidly
15 as possible, with decisiveness, and in accordance with
16 existing law, so that the needless slaughter on Monterey Road
17 be ended.

18 Thank you very, very much.

19 HEARING OFFICER DAY: Thank you, Supervisor.

20 (Applause.)

21 HEARING OFFICER DAY: I might indicate at this
22 particular moment, if a prepared presentation is made, we
23 would enjoy having a copy of that presentation.

24 I next would like to call upon the Mayor of San
25 Jose, Mayor Janet Gray Hayes.

(Applause.)

HON. JANET GRAY HAYES: Thank you very much.

Vice Mayor Naylor has just delivered our copy of the testimony that we wish to give tonight.

Tonight we are at long last holding a hearing on the EIR for Highway 101 between San Jose and Morgan Hill. We thank the staff for that very excellent visual presentation.

During the time that has elapsed while this EIR was being prepared and negotiations were taking place between the State and other governmental agencies with various interested groups, untold misery has been suffered by our citizens. It is foreseeable that additional suffering and loss of life will take place during the years between now and the time an improved roadway can be completed.

A new freeway along the proposed alignment is needed, and it is needed now.

The safety problems are too immense to undertake additional studies to examine alternatives, possible alignments, and design considerations. The City of San Jose has been aware of the issues that have been raised by the Sierra Club, the Association of Bay Area Governments and the Metropolitan Transportation Commission concerning growth and the impact of this highway upon the growth of our Coyote Valley.

Some months ago our City Council passed an interim Coyote land use plan and, as a part of the project for our

1 General Plan 1975, the issue of the land use plan and its
2 implementation in that area will be under intensive discus-
3 sion and consideration by the property owners, San Jose cit-
4 izens, the Planning Commission, and the City Council. At
5 the end of that process a community-supported land use plan
6 will be adopted.

7 The EIR did not deal with the land use elements of
8 Coyote because the city, until recently, had not provided
9 this interim land use plan. We believe that, whatever short-
10 comings may exist in the EIR because of the lack of definition
11 of the land use element, they were dealt with as a result
12 of the Council's decision on April 1 concerning the number of
13 interchanges that should be constructed in this initial
14 project.

15 We believe that the EIR correctly deals with the
16 fact that the existing highway is inadequate to serve the
17 needs we have today, and that a six-lane freeway on the
18 adopted alignment must be constructed. This need has existed
19 for many, many years. In fact, when the Coyote Parkway and
20 the 101 Freeway were designed, they were designed to be
21 mutually enhancing, so that they could be molded together
22 as a desirable community land use element.

23 We hear from environmental concerns that this
24 freeway must be changed to a new alignment so as not to be
25 in conflict with our park. I can only say to you that

1 considerable planning has gone forward to establish the
2 elements, together with our conscious awareness of their
3 interrelatedness, and now to suggest that one element is out
4 of place with the other is contrary to the design concept
5 that the City, the County of Santa Clara and the State of
6 California have achieved at that time.

7 As I indicated, the San Jose Council on April 1
8 considered the question of what interchanges should be con-
9 structed at the time of the initial freeway construction.
10 We have concluded that an interchange should be built only
11 at the Bernal intersection and at Bailey Avenue.

12 We have also concluded that one interchange at
13 Bernal only could be constructed if the circulation problems
14 that result with having only one interchange can be
15 ameliorated so that our City does not wind up bearing the
16 cost or the brunt of the circulation problems that result
17 in the redefinition of the freeway interchanges.

18 The goal is to insure that this freeway, as con-
19 structed, serves adequately the existing committed land use
20 in that area of our community.

21 The City Council is not alone in its feelings that
22 this roadway must be constructed along the adopted alignment,
23 and must be expedited.

24 I have with me tonight Dee Ann Tregoning, who will
25 now present to you petitions bearing the signatures of over

1 9,000 local citizens who are asking immediate implementation
2 of the construction of this freeway, to eliminate problems
3 that we face every day.

4 In addition, the County of Santa Clara, as you
5 heard from Chairman Dom Cortese, has the same position of
6 the City of San Jose. The City of Santa Clara and the
7 Inter-City Council, comprised of the mayors of the cities in
8 our County, have adopted a resolution that asks immediate
9 construction of this 101 transportation corridor.

10 Congressman Norman Mineta has long supported the
11 early implementation of this project.

12 Tonight I am authorized to speak for our senior
13 State Senator, Al Alquist, who asked, too, that the route
14 as originally proposed be adopted as soon as possible, and
15 this is to include the interchanges to serve the immediate
16 needs of the residents of our valley.

17 And, as has been noted, the City of San Jose and
18 the County Supervisors are in unanimous agreement now.

19 In summary, the project as we have defined it is
20 the right project. The right time to start has already
21 passed. No further delaying tactics or additional studies
22 should be taken, undertaken. The proper legal course should
23 be completed, so that this roadway can be available to the
24 traveling public as soon as possible. Political and citizen
25 interest should bring all possible pressure to bear on those

1 agencies who have the authority to make the needed decisions
2 on this project, so that it won't drag on for so many more
3 years, at the cost of so many more lives.

4 One of the most effective means now to help in
5 bringing this about would be for 10,000 letters to go to the
6 office of Governor Jerry Brown asking that this be completed
7 as soon as possible.

8 I would like to thank the following persons in our
9 City who have contributed so much of their time and energy
10 in working for this project with us:

11 Karen Daly, who is President of the San Jose
12 Alliance of Homeowners.

13 Bob Ford, who is the President of the Hidden Glen
14 Homeowners Association.

15 Carmen Filice, who is the President of the V.E.P.
16 Homeowners Association, all of which are in this area.

17 Bob Braud, a member of the V.E.P. Homeowners
18 Association.

19 Mike Kelley, the Manager of the Monterey Oaks
20 Mobile Home Community.

21 Michael Fryer, A. D. Saso, Don Jalamara, Velma
22 Million, Walter Dingman.

23 And, last but not least, a young lady who is here
24 on behalf of her classmates, Dee Ann Tregoning, and I would
25 like to have her speak for just a couple of minutes.

1 Dee Ann was a classmate of Denise Albertson, who
2 was killed recently on "Blood Alley", and who was one of the
3 3500 children who travel that freeway every day.

4 Thank you.

5 (Applause.)

6 MISS DEE ANN TREGONING: Good evening.

7 My name is Dee Ann Tregoning, and I am here today
8 representing all the students at Bernal Intermediate School.

9 Last December one of our students, Bernice Albert-
10 son, was killed in an automobile accident, along with her
11 mother and father, on the stretch of Highway 101 known as
12 "Blood Alley". Their deaths could have been prevented if the
13 dangers that exist on the road had been eliminated.

14 Many people have been killed there, and as long
15 as "Blood Alley" remains, more people will be killed in the
16 future. A lot of our classmates travel the "Blood Alley"
17 route to and from school. Many of our parents travel the
18 same road on the way to work and home again.

19 We realize that road improvements cost money, and
20 we are living through a period of time when money is scarce,
21 but we feel that most people in the community are eager to
22 support any efforts to eliminate "Blood Alley".

23 We would like to make the following recommendations.
24 Until permanent changes can be made to improve the road, we
25 would like to see stoplights put in at the access roads, and

1 barriers of some kind dividing the highway.

2 It is easy to push problems aside and forget about
3 them. It is easy to say "Let somebody else figure out a
4 solution." But where does this kind of thinking stop? Who
5 will finally take the responsibility to end these senseless
6 deaths?

7 We at Bernal feel that all those people, all the
8 other people's lives, are responsible, and we are trying to
9 do something to prevent other people from dying. Please
10 help us by doing everything in your power to eliminate "Blood
11 Alley".

12 Thank you.

13 (Applause.)

14 HEARING OFFICER DAY: Thank you, Dee Ann.

15 Thank you, and I must apologize to John Biechman,
16 Councilman from the City of Morgan Hill. I didn't introduce
17 you before. However, I'll take the opportunity now.

18 MR. JOHN BIECHMAN: I am going to be so brief that
19 Jerry won't have time to take a picture of me.

20 I want to go on record as saying that Morgan Hill
21 has passed a resolution in favor of the adopted route, and
22 that we have also gone on record as supporting interim safety
23 measures on Monterey Highway as it exists now.

24 And I want to assure people that travel that highway,
25 like I do, daily, that we will be continuing our pressure on

1 all of the agencies that are involved on this South Valley
2 Freeway.

3 Thank you.

4 HEARING OFFICER DAY: Thank you, John.

5 (Applause.)

6 HEARING OFFICER DAY: All right. Now I would like
7 to call upon -- I have an indication from the Sierra Club
8 that they had wished to speak, and had indicated that they
9 wished to speak. I would like to call at this particular
10 point upon Marjorie J. Sutton, representing the Sierra Club.
11 And I understand that you have a statement that you will
12 turn in, for the record? Very good.

13 MS. MARJORIE J. SUTTON: My name is Marjorie Sutton.
14 I am Chairwoman of the Loma Prieta Chapter of the Sierra Club.

15 First of all, I would like to ask, it hasn't been
16 really made clear to us yet, is this an official hearing held
17 in compliance with Section 128 of the Federal Aid Highways Act?

18 HEARING OFFICER DAY: Yes.

19 MS. SUTTON: It is. All right.

20 VOICE FROM THE AUDIENCE: Louder.

21 MS. SUTTON: I'm sorry. I was asking if this hearing
22 was held officially to comply with Section 128 of the Federal
23 Aid Highway Act, and I was told that it was.

24 In that case, would you, as Hearing Officer, Mr. Day,
25 please explain to all the people that are assembled here

1 the significance of this law, specifically what concerns are
2 at issue here tonight, and what, to what, to the full extent
3 of what compliance with this law would mean. And can you ex-
4 plain what it means to comply with Section 128?

5 HEARING OFFICER DAY: No, I can't explain that. I
6 have been invited to conduct the meeting here this evening as
7 a nonbiased, uninterested individual as far as the project is
8 concerned, and this is the way I will conduct the meeting.

9 Now, as far as compliance to the law and things of
10 that nature are concerned, I am going to have to refer that
11 back to staff, and I am quite sure that they can appropriately
12 answer your question. And, if they can't, I'm quite sure that
13 they can have the answers available for you.

14 MS. SUTTON: Well, if they don't have 128 in front
15 of them, I did bring it. I think it's important that every-
16 body know what the Federal Law, which passed in 1968, says.
17 May I read that part, the paragraph.

18 HEARING OFFICER DAY: Um-hum.

19 MS. SUTTON: If Mr. Bahtold has it, I'd be glad
20 to have him read it. Okay.

21 What it says is: "Any State highway department
22 which submits plans for a Federal-aid highway project involving
23 the bypassing of, or going through, any city, town, or village,
24 either incorporated or unincorporated, shall certify to the
25 Secretary that it has had public hearings, or has afforded the

1 opportunity for such hearings, and has considered the economic
2 and social effects of such a location, its impact on the
3 environment, and its consistency with the goals and objectives
4 of such urban planning as has been promulgated by the com-
5 munity. Any State highway department which submits plans
6 for an Interstate System project shall certify to the
7 Secretary that it has had public hearings at a convenient
8 location, or has afforded the opportunity for such hearings,
9 for the purpose of enabling persons in rural areas through or
10 contiguous to whose property the highway will pass to express
11 any objections they may have to the proposed location of such
12 highway. Such certification shall be accompanied by a report
13 which indicates the consideration given to the economic, social,
14 environmental, and other effects of the plan or highway loca-
15 tion or design and various alternatives which were raised
16 during the hearing or which were otherwise considered."

17 I think it is just very important that everybody
18 understand that the law, not the Sierra Club but the Federal
19 Law which was passed by the United States Congress and signed
20 by the President into law, does require that the economic,
21 social and environmental aspects of this project be fully
22 aired before any final decision is made.

23 The other thing I wanted to find out before I read
24 the rest of my statement is, are findings to be made tonight
25 by the Hearing Officer, of any sort?

1 HEARING OFFICER DAY: No. As I indicated before,
2 I believe the closing date on accepting any written com-
3 munique is what, April 21? I believe that that was correct,
4 April 21.

5 MS. SUTTON: So it is sometime after that?

6 HEARING OFFICER DAY: Yes. The hearing will not
7 be closed until as of that time.

8 MS. SUTTON: Will the Hearing Officer make the
9 findings, or will the Highway Commission make a final approval
10 of whatever findings are made?

11 HEARING OFFICER DAY: If you are referring to me as
12 the Hearing Officer, I am merely an individual who is here
13 to conduct the meeting.

14 MS. SUTTON: No, I was just wanting to find out --

15 HEARING OFFICER DAY: I'm not going to make any
16 decisions because, as I indicated to you before, I sit here
17 as an unbiased individual, and merely for the purpose of
18 conducting the meeting in that particular realm.

19 MS. SUTTON: Okay. Well, then, who --

20 HEARING OFFICER DAY: Mr. Bachtold?

21 MS. SUTTON: I guess our question is, who will make
22 the findings, then?

23 HEARING OFFICER DAY: Caltrans, ultimately.

24 MR. BACHTOLD: The final decision is a rather com-
25 plicated process, and it involves many, many people and the

1 public at many, many levels.

2 As Mr. Day has indicated, this hearing is part of
3 that decision-making process. It is being held in compliance
4 with Section 128 that Mrs. Sutton just read.

5 the Impact Statement that has circulated is what
6 its name implies, a draft. The information we have received
7 tonight and that we will continue to receive, plus what we
8 have already gotten in writing prior to this meeting, and
9 verbally as well, plus what comes in after this meeting, will
10 all be considered.

11 In due time, the Caltrans staff, together with
12 assistance from Federal Highway Administration staff and all
13 other interested public bodies, the city, the county, MTC,
14 comments, a final draft will be prepared with a recommendation.

15 This will be forwarded through channels to the
16 Secretary of Transportation in Washington for approval. Since
17 this is a Federal-aid route, the Federal Secretary of Trans-
18 portation is the approving authority.

19 Following that, when it is approved, why, as was
20 mentioned before, the California Highway Commission will then
21 budget funds.

22 On the assumption that other than the adopted route
23 might end up as the recommendation, there would have to be
24 further processes whereby the existing route would be un-
25 adopted and a new location selected by the Highway Commission.

1 This would then be followed by execution of freeway agreements
2 with the cities and the counties involved and, in due time,
3 construction.

4 So this is merely part of the process of making the
5 decision. It involves a great many people and a great many
6 levels of government.

7 MS. SUTTON: Thank you very much. I just wanted to
8 have that clarified.

9 It is our opinion that, this being a 128 hearing,
10 that the Environmental Impact Statement is totally inadequate
11 as a study for the purpose of compliance with the Section 128
12 and with the Federal Aid Highways Act.

13 But, before discussing the document, we would like
14 to state that, regardless of the outcome of this hearing, and
15 whatever route is chosen for this freeway, we believe, with
16 many other people who have already spoken, that immediate
17 safety measures must be taken on Monterey Highway to protect
18 the safety and welfare of the residents who daily use this
19 dangerous stretch of highway.

20 We are attaching in our written presentation letters
21 we have already written to the Honorable Donald Burns,
22 Secretary of Business and Transportation, and to the Highway
23 Commission, to express our concern for safety on Monterey
24 Highway.

25 We believe that improvements must or should include

1 median barriers, traffic lights at appropriate locations,
2 elimination of left turns, the grooving of the pavement, and
3 control of fruit stand operations and billboards.

4 We urge whoever would be in authority to release
5 funds and to construct such things to take all steps neces-
6 sary to make monies available for implementation of improve-
7 ments during this construction season.

8 Third, we believe that some type of limited-access
9 freeway must be constructed in this transportation corridor
10 as soon as possible.

11 Finally, an open process in full compliance with
12 all applicable laws, including the Federal Aid Highway Act
13 of 1968, the National Environmental Policy Act, and the
14 California Environmental Quality Act, must be instituted.

15 Examination of the Draft Environmental Impact
16 Statement and of other documents and correspondence relating
17 to the project indicates that to date both the spirit and the
18 letter of these laws have largely been ignored.

19 The final Environmental Impact Statement must fully
20 investigate all the questions raised in our written com-
21 mentary, which we have delivered to you today, and a previous
22 copy was delivered on March 28, and the commentary of the
23 Assistant Secretary for Environment, Safety and Consumer
24 Affairs of the United States Department of Transportation,
25 a copy of which is attached.

1 A proper planning procedure with full public
2 participation and consideration of all the goals, priorities
3 and policies of current urban planning in this region must be
4 instituted, including adequate study of all alternatives and
5 mitigations to the proposed freeway route, culminating in an
6 open public hearing. Only in this way will unnecessary
7 delays be avoided.

8 General Davis, Assistant Secretary for Environment,
9 Safety and Consumer Affairs for the United States Department
10 of Transportation, in his memorandum dated March 7, 1975,
11 states these concerns more succinctly than we in the Sierra
12 Club could, so I would like at this time to read and enter
13 into the record parts of that memorandum. I am going to read
14 just certain sections of this memo, because it states very well
15 most of the concerns that we have had.

16 It starts out: "We," being the United States
17 Department of Transportation, "appreciate the opportunity
18 to review the Draft EIS for proposed Route 101 south of
19 San Jose, California.

20 "The EIS raises some very significant issues con-
21 cerning traffic projections, urbanization, and environmental
22 impacts, which deserve probing review. In addition, we be-
23 lieve there are a number of alternatives to the proposal
24 which have not been explored. We will cover these issues in
25 detail below. First, preparation of the EIS."

1 And please understand while I am reading this,
2 these are not my words. These are the words of General Davis
3 of the U.S. Government.

4 "We first question why an EIS was not prepared for
5 the project until nearly five years after the passage of the
6 National Environmental Policy Act, while acquisition was
7 proceeding. The EIS points out that the land for the proposal
8 is already acquired, and people have been rehoused.

9 "At a number of points the statement indicates
10 concerns about delays if this proposal is not approved.
11 Under FHPM 722, Section 5(d)(3), this type of acquisition is
12 not permitted to prejudice the objective consideration of
13 alternative courses of action. Given the delay in the prepara-
14 tion of this EIS, we do not believe references to delay in
15 project execution as a result of considering alternatives
16 to the proposal can properly be a factor in analyzing project
17 alternatives.

18 "Traffic projection and urbanization. The basic
19 premise on Page 8 is that there will be average daily traffic
20 of about 160,000 in the corridor from San Jose to the South
21 County area of Santa Clara County. This is six times the
22 current ADT for the corridor. It is comparable to the cur-
23 rent traffic over the San Francisco Bay Bridge.

24 "Accordingly, this proposal appears to assume
25 intensive urbanization of the South County by the design

1 year of 1990. This road, as designed, would serve the
2 through traffic on Route 101 and also be a major commuter
3 radial which would facilitate the conversion of the South
4 County into a residential bedroom for the City of San Jose."

5 (Voice from the audience requests the speaker to
6 speak louder.)

7 MS. SUTTON: You can't hear me. Maybe this isn't
8 working.

9 "The proposal by Caltrans is in conflict with
10 current policies of the County of Santa Clara."

11 Can you hear better now? I think this is not on.

12 HEARING OFFICER DAY: Yes, it is.

13 MS. SUTTON: Is it?

14 HEARING OFFICER DAY: It's on.

15 MS. SUTTON: Okay.

16 "The proposal by Caltrans is in conflict with
17 current policies of the County of Santa Clara and the City
18 of San Jose. Figure II-3 shows Caltrans population projec-
19 tions have been more than ten times that of Santa Clara
20 County for the Coyote South County planning area. The
21 assumed urbanization made possible by the design year average
22 daily traffic is also inconsistent with the San Jose urban
23 reserve policy for this area set forth on Page 106 of the
24 EIS. According to Page 165, the City desires new industry
25 and commerce in the North County and not in its urban reserve.

1 This could also be applied to the proposed 5,000-employee
2 IBM plant in the South County."

3 All right, skipping a bit.

4 "Air quality. The air quality analysis assumes
5 that population growth is independent of freeway alternatives
6 considered in the Draft EIS. Growth and pollution will, as
7 stated in the EIS, Page 141, be dependent on the design
8 alternative selected for this freeway proposal. This matter
9 should be resolved in the Final EIS, and a determination of
10 consistency made by the Regional Administrator in cooperation
11 with the Air Resources Board and the EPA. This should in-
12 clude indirect source review under 40 CFR Section 5118.

13 "Noise. Because intensive urbanization has been
14 projected in connection with the freeway proposal, the design
15 of the road should provide noise mitigation measures to
16 meet FHWA standards for the projected urban development
17 adjacent to the freeway. Otherwise this proposal will be a
18 blight on an urbanizing area.

19 "We believe the EIS should include commitments to
20 install noise controls, including barriers or depressed
21 design. In addition, in the context of this proposed project
22 it does not appear appropriate to consider only present
23 development when assessing the benefits of noise mitigation
24 measures. Highway design should be carried out in the light
25 of projected urban development.

1 "Noise contours would assist the Department in
2 selecting an appropriate design for this highway. The EIS
3 should also describe County and City zoning proposals to
4 assure compatibility of future land use with the proposed
5 highway.

6 "Alternatives. With these observations regarding
7 environmental impacts as background, we believe the following
8 alternatives should be carefully considered in further work
9 on this project.

10 "Fifty-five-mile-per-hour design speed. The freeway
11 design could be reduced to 55-mile-per-hour design speed in
12 order to minimize the traveled way, and hence the right of
13 way, 300 to 600 feet, necessary for the project." That is
14 what is listed in the EIS, 300 to 600 feet.

15 "B. Reduce Median. Assuming adjacent north- and
16 southbound travel ways, the median could be reduced from the
17 70 to 125 feet mentioned on Page 17 to reduce the need for
18 right of way from land having Type I and Type II soil, and
19 from the Coyote Creek Park chain.

20 "C. Eliminate Interchanges. The alternative of
21 constructing no interchanges for the entire length of this
22 proposal should be carefully analyzed. We believe this al-
23 ternative design would be more consistent with the City of
24 San Jose's urban reserve policy and the plans for Santa Clara
25 County in the Coyote planning area. Removing interchanges

1 will also greatly reduce average daily traffic, and hence the
2 need for more than four or, at a maximum, six lanes. This
3 possibility would provide for reduced air pollution in the
4 South County, as well as reduced noise impacts on projected
5 development.

6 "The alternative of no interchanges would also
7 assist in providing safer transportation." And safety is a
8 ground for advocating the project.

9 "On Page 45 the 'no-build' alternative is declared
10 not feasible because of safety reasons. However, worse traf-
11 fic conditions are projected to result on Monterey Highway
12 after the highway is built than existed in 1972. Therefore,
13 limiting traffic through means such as eliminating inter-
14 changes rather than building the highway and inducing commuter
15 traffic appears to be the more appropriate means to solve the
16 safety problem on the Monterey Highway.

17 "In any case, the highway proposal as designed,
18 with many interchanges and foreseeable induced growth, cannot
19 be justified because of improving safety.

20 "Grade Separations. The alternative of providing
21 grade separations on Monterey Highway for local traffic
22 should also be set forth, as was done by Caltrans in Los
23 Angeles.

24 "Separate Roadways. Another alternative would be
25 to provide northbound lanes in the proposed corridor and

1 southbound lanes in the existing Monterey Highway right of way,
2 possibly with a reversible bus lane for use by Santa Clara
3 County Dial-a-Ride System or for commuter buses.

4 "Reversible Bus Lanes. The reversible busway
5 design is particularly attractive in the narrow South County
6 valley. This would carry out a suggestion at a conference on
7 transportation planning, supported by DOT, in San Jose,
8 December, 1970. The conference proposed a transit corridor
9 demonstration project for South County."

10 All right, and then I am just going to read very
11 briefly what the Section 4(f) is, because, if you are here
12 and you don't know what it means, everybody refers to 4(f),
13 and it doesn't make much sense.

14 Section 4(f) in the same Federal Highway Act of
15 1968 forbids freeways to cut through park lands unless (1)
16 there is no feasible and prudent alternative to the use of
17 such lands and (2) such program includes all possible planning
18 to minimize harm to such park, recreational area, wildlife
19 and waterfowl refuge or historic site resulting from this use.

20 So, in response to that requirement, General Davis
21 has said the following:

22 "Section 4(f) documentation also contains a number
23 of issues which should --"

24 HEARING OFFICER DAY: Excuse me, Miss Sutton.

25 How long do you anticipate to go on, because the

1 document from Colonel Davis will be part of the record, and
2 the answers will be made in the final report, when concluded,
3 so --

4 MS. SUTTON: Let me just read the last paragraph of
5 it, then.

6 HEARING OFFICER DAY: -- it is rather redundant to
7 review all of this matter, and --

8 MS. SUTTON: Okay. Well, let me just read --

9 HEARING OFFICER DAY: -- you are eating into an
10 awful lot of other people's time, I think.

11 MS. SUTTON: Okay. I'm sorry. I apologize.

12 Let me just -- I will skip the rest of it to the
13 very last paragraph, then. (Applause.)

14 I thought it was important, because I think it
15 said most of the concerns that we have, and I think it said
16 them better than we could say them ourselves, and that is
17 why I wanted to read it into the record, for people to hear
18 what was being said.

19 I think it is important too because you will have
20 to get funding from Washington, I believe, and from the
21 Department of Transportation, so I think it is in the interests
22 of expediency in getting this project accomplished as soon
23 as possible. It seems to me it is very important to comply
24 with what the Department of Transportation wants.

25 HEARING OFFICER DAY: Well, for the purpose of

1 determining the ultimate decision, I think that if it is
2 merely submitted for the record --

3 MS. SUTTON: Okay, fine.

4 HEARING OFFICER DAY: -- the people who will be
5 making the decision will certainly review it --

6 MS. SUTTON: Okay, but I did think it was im- --

7 HEARING OFFICER DAY: -- in its full context, and
8 not necessarily from skipping from here to there.

9 MS. SUTTON: Well, I was skipping in the interests
10 of time. Let me read, then, just the last paragraph of it.

11 HEARING OFFICER DAY: I really don't think that's
12 important. I think that if you would merely indicate that
13 you would like to have it submitted for the record (applause),
14 fine. We will submit it for the record.

15 FROM THE FLOOR: You're not being fair.

16 HEARING OFFICER DAY: I certainly am being fair.
17 Mrs. Sutton has spoken for over 20 minutes already, and I
18 indicated quite earlier that, hopefully, we could have every-
19 one be given the opportunity of at least five minutes. I
20 think that I have been extremely gracious to allow the con-
21 tinuance to 20 minutes. (Applause.)

22 Will you please continue.

23 MS. SUTTON: May I read the last few words of my
24 own statement, then?

25 HEARING OFFICER DAY: Yes, certainly.

1 MS. SUTTON: I would like to reiterate our concern
2 that, since the earliest time the new freeway construction
3 could begin would be in 1976, and since construction of this
4 type of roadway customarily requires four years for comple-
5 tion, which is something that I was told by Mr. Bachtold, of
6 Caltrans, safety improvements on Monterey Highway are of the
7 highest priority.

8 We hope that you will proceed with them while
9 completing work required for a final and complete Environ-
10 mental Impact Statement and for full compliance with all
11 state and federal laws, including Section 128 and the 4(f)
12 section of the Federal Aid Highways Act.

13 Thank you very much.

14 (Mixed applause and boos.)

15 HEARING OFFICER DAY: Now, excuse me now. I have
16 to ask you this.

17 Now, I asked once before that, you know, we could
18 eliminate some of the clapping. I would just as soon elim-
19 inate the booing, too. There are people who wish to express
20 their views before this commission, and I think that, under
21 the democratic system, they have the right to do that.

22 I would like to think, however, that people who
23 are coming forth from here on out would be somewhat brief
24 and succinct in their statements. If they have something to
25 enter into the hearing itself, please have it at hand so that

1 it can be presented, and enter it as a document to be
2 recognized as part of the hearing. I don't think that it is
3 necessarily that important to read through a five- or six-
4 or ten-page document here this evening. It is much more
5 important to have it entered as part of the official record,
6 so that the decision-making body will have an opportunity
7 of reviewing it themselves.

8 And I apologize, Mrs. Sutton. I didn't mean to be
9 unkind to you. However, we have some 45 or 44 or 45 people
10 who have indicated they do wish to either speak this evening
11 or they have questions of importance to them.

12 I do have a telegram here, however, that I would
13 like to put into the record. It is a letter to whom it may
14 concern, from the Rotary Club of Gilroy, urging that the
15 project go forth and that the state governmental officers
16 and Governor Brown to start as soon as possible eliminating
17 what is referred to as "Blood Alley".

18 I will enter that into the record, for brevity, too.

19 All right. Going down the line now, I am going to
20 call on possibly two or three people at a time. I would like
21 to have you possibly come up front when I call upon you so
22 that you will be prepared to stand up and make your presenta-
23 tion. I will have questions from others as we go along.

24 And I would like to indicate once again, I don't
25 think that it's important at all to be repetitious of an

1 individual who has preceded you. All these cards are taken
2 at random. Ten chances to one somebody is going to want to
3 say the same thing that you want to say.

4 If that is the case, we would be most appreciative
5 if you'd merely stand up and say that we are either in support
6 of the program, somebody has indicated their support, we are
7 in support of what their comments are, or they have indicated
8 that they are not in support, and we are in support of their
9 comments.

10 I think that this will save us a tremendous amount
11 of time this evening.

12 I have a Scott L. Harrington, from Monterey -- what
13 is it? -- no, Monterey and Coyote --

14 MR. SCOTT L. HARRINGTON: Close.

15 HEARING OFFICER DAY: --IBM, who wished to speak.
16 Scott?

17 MR. HARRINGTON: Very briefly, I'll file a letter
18 for the record at a later time.

19 My views have already been spoken by the Mayor.

20 We do want to emphasize, on behalf of ourselves and
21 our neighbors, that we think that at least two interchanges
22 between Ford Road and Cochran Road are necessary. We think
23 probably Bailey and Bernal are the best. But we think at
24 least two, wherever they may be.

25 HEARING OFFICER DAY: Thank you, Mr. Harrington.

1 And I have a question here, or comment, from Lisa
2 Sousa: "I like the adopted route because it can be done
3 faster, which will save more lives and it costs less. I
4 really don't care how you fix it as long as you do fix it."

5 Then I have an individual here, Burt Crowell, who
6 wished to make a presentation, and after Burt will be fol-
7 lowed by David Hansen.

8 MR. BURT CROWELL: Mr. Chairman, my name is Burt
9 Crowell. I am the Assistant Director of the Metropolitan
10 Transportation Commission.

11 I would like to summarize three pages of remarks
12 in four sentences.

13 MTC recognizes the importance of constructing this
14 freeway as an essential part of regional and statewide
15 transportation systems.

16 We request your consideration of initial construc-
17 tion of four lanes on an eight-lane prism, the reason for
18 this being to maximize the possibility for using money to
19 construct other essential things in Santa Clara County.

20 We question the necessity for any interchange,
21 any interim or interior interchanges except possibly at
22 Bernal Avenue.

23 While our comments do not address the alignment,
24 I believe that MTC would support the adopted alignment.

25 And, lastly, MTC would urge your consideration of

1 the safety improvements on the existing Monterey Highway
2 right now.

3 Thank you.

4 HEARING OFFICER DAY: Thank you, Burt.

5 After David has made his presentation, I think, in
6 all due courtesy to the little girl over here that's buzzing
7 her fingers on that tape, we'll give her a recess.

8 All right, David.

9 MR. DAVID W. HANSEN: Thank you, Mr. Chairman.

10 I am David Hansen. I'm the Director of Public
11 Works of the City of Gilroy. I am appearing on behalf of our
12 City Council, which is having a conflicting meeting this
13 evening.

14 I am appearing to direct your attention to their
15 concern and support for this project.

16 Particularly, I would like to present a copy of
17 the most recent resolution in a series of resolutions which
18 the City of Gilroy has passed. This resolution urges the
19 State to expedite the construction of this needed project.

20 It is our belief that the route which had been
21 adopted previously in 1961, and later amended in 1968, is the
22 appropriate route; that the impacts on the environment are
23 satisfactorily spoken to in this impact report, to the point
24 where we feel that the project can proceed; and that any
25 impacts which are severe can be lessened through design

1 elements in the project.

2 The adopted route is the most economical. We feel
3 that it can be done most completely and most expeditiously.

4 We also believe that we support also this request
5 for immediate interim improvements on the existing route.

6 We have unfortunately heard, perhaps, a rumor that
7 there has been a possibility that funds which have been re-
8 served for safety improvements on State Route 152, Pacheco
9 Path Highway, might be diverted for this route. We wish to
10 impress upon you the need of both of these routes for safety
11 improvement, and do not feel that taking the cost from one
12 satisfactorily serves the needs of the State.

13 HEARING OFFICER DAY: Thank you, David.

14 I think that it is quite appropriate at this time
15 if we take about a five-or-so-minute break.

16 (Short recess.)

17 HEARING OFFICER DAY: All right. We will reconvene
18 the hearing.

19 The next individual I have on the list who wished
20 to speak was an A. R. Turturici. Mr. Turturici?

21 FROM THE AUDIENCE: He's gone.

22 HEARING OFFICER DAY: He casts an absentee ballot.

23 All right, then I have Helen Clarke, who had a
24 comment to make here: "I would like to have the following
25 question answered: Since the new freeway will take so long

1 to construct, what must we do to make our officials see the
2 danger of Monterey Highway and fix it?"

3 "No interchanges - a legal freeway."

4 Well, I don't know if this hearing board can
5 answer that question.

6 MR. BACHTOLD: Well, we are investigating the
7 possibilities of making further improvements to help the
8 safety on the existing highway now, with the staffs of all
9 the cities and the County, and we hope to be able to have
10 something to discuss publicly with the people that are inter-
11 ested in the area within just a few weeks.

12 HEARING OFFICER DAY: All right. Thank you.

13 And I have a following question from a Kazuko --
14 how was that, now? Was it close? -- Tengan.

15 "I would like to have the following questions....:
16 Why didn't the EIS include an alternate route on the east
17 side which would be in keeping with 4(f) and not cause all
18 this problem with the Sierra Club?"

19 MR. BACHTOLD: I don't think that it's possible to
20 have an alternative on the east side that doesn't become
21 involved with the park.

22 We have basically three corridors that were inves-
23 tigated: expansion of the existing highway, and then a
24 location either to the east or the west.

25 Anything to the east, as well as the development

1 along the existing route, involves the park, and I believe
2 the questions and the concerns of the Sierra Club would apply
3 to any route in that general vicinity.

4 The locations on the west side would presumably not
5 involve the park in any way, but they do have a very, very
6 high impact on people and development.

7 HEARING OFFICER DAY: Thank you.

8 Richard Gaines indicated he would like to speak.

9 And following Richard Gaines is Carmen Filice.

10 MR. RICHARD S. GAINES: Thank you, Mr. Day.

11 I have a series of questions I'd like to ask of the
12 staff, or you, Mr. Day, as the case may be.

13 First of all, I noted an article today -- Let me
14 preface this by saying that I, as a member of the Sierra Club,
15 am as concerned, I believe, with the safety of people on that
16 highway as anyone else in the audience is. I think we are,
17 I think we all are, and I don't think that's a point of con-
18 tention among us whatsoever.

19 There was an article in this morning's papers, both
20 the San Jose Mercury and the San Francisco Chronicle, by
21 Mr. Anderson in his column about unsafe highways, and I
22 thought it was of considerable interest that it appeared this
23 morning.

24 He pointed out that Congress set aside \$975,000,000
25 in 1973 to make the nation's highways safer, but the effort

1 has been a dismal failure. I won't read this whole, in the
2 interest of time, column, because all of you can go back and
3 read it in your paper, but I would like to specifically point
4 out one section that I think concerns us here tonight.

5 He said only 24.5 million of the 122 million set
6 aside to improve the "high hazard" stretches has been spent.
7 Six months after the availability of the Federal Aid funds,
8 34 states had not yet obligated any funds for this program.

9 My question, therefore, to the staff of Caltrans,
10 or whomever may answer, has the State of California applied
11 for any of that funding for the Monterey Highway stretch?
12 And, if not, why not?

13 MR. BACHTOLD: The State of California has histor-
14 ically taken advantage of every opportunity to utilize
15 Federal Aid funds, and I think the remarks in that column,
16 Mr. Gaines, probably do not apply to California.

17 As far as applying for funds for this specific
18 route, the answer would be no, because we have not yet
19 developed a specific project. As I mentioned earlier, we
20 are in the process of doing this, and hopefully we would have
21 some conclusion with the technical staffs of the cities and
22 counties within the next several weeks.

23 We present this then to the Highway Commission,
24 and we would hope that funds could be made available for
25 whatever is the right solution at an early date.

1 MR. GAINES: Thank you, Mr. Bahtold.

2 Considering the fact that this act was passed two
3 years ago, considering the fact that 26 people have died in
4 the last two years, I have a serious question, as I think
5 everybody in this audience must have, as to why the State
6 Department of Transportation did not request any of those
7 funds to be used to repair that section of Monterey Highway
8 and prevent those deaths. I think it's as simple as that.

9 Lest there be some consideration of the fact that
10 money isn't now not available, those funds are still avail-
11 able, apparently.

12 Secondly, the FAU monies are still available, and
13 it is interesting to me that Mr. Lammers, the District
14 Director for District 04, stated before the State Highway
15 Commission that FAU funds are available for repair of
16 Monterey Highway to improve its safety.

17 Again, we in the Sierra Club cannot understand why
18 that money cannot now be diverted and used for that purpose
19 immediately, but I mean now, without further delay.

20 Now, lest it be we leave here tonight with the
21 idea that there are no public officials who think that there
22 ought to be some consideration given to alternatives to this
23 route, I'd like to read a letter that was written to the
24 San Jose City Council and the Mayor of San Jose March 13, 1974,
25 approximately one year ago, this in response to the fact that

1 the San Jose Parks and Recreation Commission, just prior to
2 that time, voted eight to one to ask the City Council of
3 San Jose to ask the State Department of Transportation to
4 reopen the route location hearings, in response to Section
5 128(a) of the Federal Aid Highway Act. This letter was
6 written:

7 "Honorable Mayor and City Council

8 "Dear Friends:

9 "I am writing in support of the request of the
10 Sierra Club, Loma Prieta Chapter, and the San Jose Parks
11 and Recreation Commission that you urge the California State
12 Department of Transportation to hold a public hearing on the
13 proposed route of Highway 101, with particular attention to
14 possible alternative routes. As you know, the proposed
15 highway is very near Coyote Creek Park, and is likely to
16 have an adverse effect on the park itself.

17 "Therefore, I believe that a reconsideration of the
18 highway is desirable, and should be requested by the City
19 at its March 19 meeting.

20 "Thank you for your time and attention to this
21 matter. With kindest regards, sincerely, Don Edwards, Member
22 of Congress."

23 It occurs to me that this controversy has gone on
24 for a considerable amount of time, and a considerable amount
25 of delay has ensued as a result of the failure to honor

1 requests of this type.

2 I would like to also put into the record tonight
3 the fact that there are some within the Department of Caltrans
4 who have questions as to whether or not there really is
5 indeed, possibly, some prudent and feasible alternatives,
6 and one such individual wrote for a staff memorandum into the
7 files of Caltrans this final statement:

8 "A comprehensive study of the 4(f) alternatives
9 would be tantamount to the route adoption process. That
10 process involves greater public participation now than during
11 the historic development of this project, according to sundry
12 new laws and regulations." And then he cites them: PPM 50-9,
13 PPM 20-8, PPM 90-1, CHC Resolution 1-20-70, and SHC Section
14 75.7. He goes on to say --

15 HEARING OFFICER DAY: Mr. Gaines, in the essence
16 of time, you can skip over all of those enumerations of
17 numbers and all of that sort of stuff.

18 MR. GAINES: All right, we will. I'll just read
19 you this one last sentence on this issue right here. He
20 says:

21 "Coyote Creek Park is of regional significance,
22 and is financed with both state and local funds, and therefore
23 the people have a vested interest in the park, but they have
24 not participated in the determination of a feasible and
25 prudent alternative."

1 This from someone who sits within the Department
2 of Transportation itself.

3 Now, at this point I would like to ask the Depart-
4 ment of Transportation another question. Sometime back during
5 the course of the writing of the EIS for this project the
6 Department of Transportation saw fit to have some PG&E lines
7 relocated, and I would like to know under what statutory
8 authority that was proceeded with.

9 MR. BACHTOLD: That work was undertaken in accord-
10 ance with the rules and procedures that existed at the time.
11 As was mentioned earlier, the Environmental Act of 1969,
12 which actually came into being in 1970, required some new
13 procedures and the preparation of environmental documents.

14 We immediately started work on that, and have been
15 working continuously on the document since that time until
16 it was put into circulation in December of last year.

17 At the time that these new rules came into being,
18 a great deal of right-of-way activity had already been under-
19 taken under the then current procedures, and those utilities
20 were relocated in accordance with proper authorizations that
21 existed at the time.

22 MR. GAINES: Were they relocated after the adoption
23 and passage and signature by the President of the United
24 States of the National Environmental Policy Act, or prior to
25 that?

1 MR. BACHTOLD: I can't answer that question
2 specifically without further research tonight, Mr. Gaines,
3 except to point out that it was a great deal of time, many,
4 many months -- in fact, some years -- before the federal
5 procedures implementing that Act were available.

6 MR. GAINES: All right. It's my understanding
7 the relocation took place after the passage of the Act and
8 the signature by the President, and there are memorandum in
9 the files of Caltrans suggesting that there was advice against
10 doing so, and this I think gets to one of the issues we have
11 to concern ourselves with, and that's --

12 HEARING OFFICER DAY: That is your understanding.

13 MR. GAINES: That's my understanding, correct, sir.

14 HEARING OFFICER DAY: Thank you.

15 MR. GAINES: That the relocation took place after
16 1970, and therefore in violation of the National Environmental
17 Policy Act, and I think we have to concern ourselves with
18 actions in violation of federal law.

19 Finally, I have one more question. A meeting took
20 place back in 1972, and Supervisor Sanchez here, who I con-
21 sider a friend, asked for a report, during that meeting, on
22 the status of Highway 101, and I have some concerns about
23 this because of the nature of the report that was made to
24 the Supervisor, and the statement that was made in that
25 particular report, and I would like to have an opportunity to

1 ask that question tonight in open public hearing, if I might.

2 HEARING OFFICER DAY: I don't think that Supervisor
3 Sanchez is --

4 MR. GAINES: Well, no, it's not directed to Super- --

5 HEARING OFFICER DAY: I would prefer having any
6 questions you ask, I would prefer that they be related to the
7 project as such --

8 MR. GAINES: They are. They are, sir.

9 HEARING OFFICER DAY: Be related directly to the
10 individuals who possibly can answer your questions, or we
11 will enter them into the record.

12 MR. GAINES: They are, sir, because the meeting
13 involved a number of people, including people who were
14 representing the Division of Highways. They attended the
15 meeting. They were participants in the meeting.

16 At that time, in the meeting, at the closing
17 statement -- I am not going to read this. This is a four-page
18 memo. It's been submitted to the records for the Department
19 of Transportation, but in one of the closing paragraphs the
20 following statement was made.

21 "I hope we have all agreed, as a result of this
22 meeting, that the project should proceed. I hope we have
23 agreed that any report to the Board of Supervisors commenting
24 on the Draft Environmental Impact Statement will not question
25 the need for the highway, will not question the propriety of

1 the location, and will not raise the issue of interchanges."

2 And then, in closed parentheses, "If the issue of
3 interchanges is raised, every other issue will come steaming
4 out of the same box, and the game will be over." End of
5 parentheses.

6 I have a very serious question to raise tonight.
7 What game will be over? I think we are entitled, gentlemen,
8 to an answer, the public is entitled, eventually, to an
9 answer to that question.

10 HEARING OFFICER DAY: Well, I think that, first of
11 all, your question would be advisable to be asked of the
12 author of the comment.

13 MR. GAINES: You're correct. It would be. I would
14 agree with you, sir. But I think at some point in time, in
15 the public record, that question must be answered. We must
16 know.

17 HEARING OFFICER DAY: This is an individual's
18 opinion.

19 MR. GAINES: Unfortunately, we have no way of
20 getting this into the public --

21 HEARING OFFICER DAY: The author of the question
22 should be asked the question.

23 MR. GAINES: But we have no way of getting this
24 into the public record other than tonight.

25 One more question to the gentleman from Caltrans.

1 In a memorandum 117381 dated May 2, 1972, this
2 statement was made in a meeting involving several staff of
3 the Caltrans Department.

4 "There will be no community involvement in this
5 project. We are not preparing for a design hearing. All
6 contact will be with city and county staffs only. Such
7 contact must have the prior approval of Design B."

8 That's nearly three years ago. I must ask at this
9 point in time, why was a requirement made that there would be
10 no community involvement? Doesn't that not violate some of
11 the dictates of the Department of Transportation itself and
12 its Chief Engineer?

13 MR. BACHTOLD: I am not familiar with the memorandum
14 that you are apparently quoting, Mr. Gaines, but I would
15 point out that the question seems a little bit redundant,
16 in view of the fact that there has been extensive community
17 involvement. There has been extensive contact with the
18 public, and this hearing, as an example, is part of that
19 process, so I don't believe that that comment or that memo
20 has any validity in fact.

21 MR. GAINES: Well, it was an official memorandum
22 which said there was to be no community involvement, and I
23 just have to question why anybody in a position of authority
24 within the Department of Transportation would put forth such
25 a memo.

1 HEARING OFFICER DAY: Well, I don't think that has
2 too much to do with the project. I really see that as
3 Mr. Bachtold has indicated to you. There is public involve-
4 ment. That is why this meeting is being held this evening,
5 or this hearing.

6 MR. GAINES: I agree that this meeting is for
7 public involvement. This is the first such meeting that's
8 been held since this controversy arose that involves public
9 involvement, and we thank you for the opportunity.

10 I think finally we have to give some consideration
11 to what is planned for the Coyote Valley. The Section 128(a)
12 hearing requirement says that it will consider urban plans
13 promulgated by the communities through which a highway will
14 pass, as well as environment, social and economic effects,
15 and I wonder if, in consideration, a report of the optimum
16 utilization of resources for the U. S. 101 bypass by the
17 City of San Jose Department of Public Works and Transportation
18 Division was considered by Caltrans in preparing its EIS.
19 I see no indication in reading the EIS that this report was
20 ever considered or referred to. Is there anybody here that's
21 aware of the existence of this report?

22 MR. BACHTOLD: I'm sorry, Mr. Gaines. I missed
23 the first part of your question. Would you please repeat it?

24 MR. GAINES: I'm wondering, I saw no reference in
25 the EIS to this report, and I'm wondering if it was considered

1 by Caltrans in writing the EIS, the report entitled "Report
2 on the Optimum Utilization of Resources for the U. S. 101
3 Bypass, Ford Road to Cochran Avenue, City of San Jose,
4 Department of Public Works, Transportation Division." It's a
5 rather interesting document.

6 MR. BACHTOLD: I'm not personally familiar with
7 that report. Perhaps some members of our staff that were on
8 the project development team that was involved in making this
9 environmental document might answer that. Bob?

10 MR. GAINES: This is a report that questions the
11 traffic projections. It says, for example: "We also ques-
12 tion the average daily traffic projection on 101 because it
13 is not consistent with the County's population prediction.

14 MR. BACHTOLD: We've made every effort to get every
15 bit of information that was available from any and all, both
16 public and private bodies, and to consider it in the prepara-
17 tion of the Environmental Statement and the various
18 alternative studies.

19 If you can give us a copy of that report tonight,
20 and point out the things you feel were not adequately con-
21 sidered, we will be glad to put this into the record and to
22 respond to you and to consider them.

23 MR. GAINES: Fine. I have but one copy with me
24 tonight. I'll make a copy of it and mail it to you,
25 Mr. Bachtold.

1 MR. BACHTOLD: Thank you.

2 MR. GAINES: I think it should be put into the
3 record, and I think in the final draft of the EIS this report
4 should be given very serious consideration, because it is
5 the city's report on how to save money on the construction
6 of this highway in order to have some funds available for
7 the Brokaw Road interchange, which the City then wanted to
8 build. So they wrote this report. I would think you would
9 have it in your files already.

10 With that I'll close my comments, except to make
11 one final reference to the fact that I think the Secretary of
12 Transportation will probably, I suppose, in the final
13 analysis, be the final arbiter, if you will, of the decision
14 as to where this freeway will go, and I would remind the
15 audience as well as others that we who have been involved in
16 this controversy for some years now, since, incidentally,
17 Caltrans invited us in January of 1972, do want to see a
18 bypass built. We're not opposed to the construction of the
19 freeway ultimately.

20 In one of his final official acts, Secretary of
21 Transportation Claude S. Brinegar rejected a proposed open cut
22 design which would have routed Interstate 40 through Overton
23 Park in Memphis, Tennessee. The Overton Park case was
24 sent to Brinegar for resolution after the Supreme Court
25 upheld the meaning of Section 4(f) of the Federal Highways

1 Act, which prohibits the building of highways through parks
2 if there are feasible alternative routes.

3 Brinegar concluded that "The open cut design
4 through Overton Park cannot be approved under the applicable
5 law."

6 He asked the Federal Highway Administration to
7 evaluate three alternates to the rejected proposal, including
8 a no-build proposal.

9 Brinegar's action should lead to a final resolution
10 of this long controversy by the end of the year. It also
11 serves notice on highway officials elsewhere --

12 HEARING OFFICER DAY: Mr. Gaines, would you like
13 to submit that for the record?

14 MR. GAINES: This is the end.

15 HEARING OFFICER DAY: It would be nice if we had
16 it included in the record, and --

17 MR. GAINES: I will do. We're right in the middle
18 of a sentence. This will be the end of it.

19 It serves notice on highway officials elsewhere
20 that the language of the court ruling in the Overton Park
21 case is so clear that highway planners will actually be held
22 by the Federal Highway Administration to the congressional
23 language protecting parks against incursions from highways.
24 End quote.

25 I think that's why, you know, in all true honesty

1 we should get on with the job of finding the best possible
2 route for this freeway and not delay it any further. I
3 think the Department of Transportation has delayed it long
4 enough by sticking obstinately and stubbornly to a route that
5 they knew the Secretary of Transportation ultimately would
6 probably have to reject.

7 Thank you.

8 (Comments from the audience.)

9 HEARING OFFICER DAY: Excuse me. Excuse me.

10 I do hope, as I have made comment before, now, this
11 is the second presentation that has been made by the Sierra
12 Club this evening. Both presentations have run well over
13 20 minutes. There are other people here in the audience,
14 too, and I have many, many people who have sent in cards
15 who wished to have questions answered.

16 I think, out of all courtesy to an awful lot of
17 the people who have been here earlier and have left, if we
18 could be brief, if we could indicate to the people who are
19 sitting here, indicate for the record either support, non-
20 support, give some good, valid reasons, and let's don't
21 necessarily read documentations into the record.

22 If we have the documents, please present them,
23 and we will include them in the record.

24 Thank you.

25 Carmen?

1 MR. CARMEN R. FILICE: Thank you.

2 My name is Carmen Filice, and I'm President of the
3 VEP Homeowner's Association, and I am also Treasurer of the
4 San Jose Alliance of Homeowners Associations.

5 So that you know who I represent, VEP Homeowner's
6 Association represents four subdivisions that encompass in
7 excess of 1700 homes, or in excess of 5,000 people.

8 The San Jose Alliance of Homeowners Associations
9 represents in excess of 15,000 homes, and that would be in
10 excess of 40,000 people.

11 Now, to answer Mr. Gaines, has there been public
12 involvement, I think the answer is obvious. There have been
13 literally hundreds of us, there are literally thousands of
14 us in South San Jose, Morgan Hill and Gilroy that have been
15 involved in this freeway.

16 Earlier in the evening you saw a young lady set
17 some petitions on that front table. Mayor Hayes did not
18 mention the fact, but I want you to realize that people whom
19 I represent and some people in Morgan Hill banded together
20 and collected 9,800 signatures sitting on that table in
21 support of this freeway.

22 I think I can safely say that the majority of
23 people that live in the area of the freeway are in favor of
24 the new route, are in favor of ending the bloodshed on
25 Monterey Road. And I will also make one further statement,

1 that the two negative statements you have heard here tonight
2 are made by people that don't even live in the City of San
3 Jose.

4 (Applause.)

5 MR. FILICE: I happen to know that one of the
6 people lives in Los Gatos and the other lives in Atherton.
7 They don't live with this freeway. They don't live with
8 Monterey Road. They don't live with the everyday dangers of
9 it, like we do, and our children do, and it is pretty easy
10 for someone else to come in our neighborhood and tell us what
11 the hell is good for us.

12 (Applause.)

13 MR. FILICE: Now, I'd like to remind the rest of
14 you, the laws are made by people who represent us, and if
15 there's laws that prevent our safety or create hazards for
16 us, we're either going to change the laws or we're going to
17 change the people that made them. (Applause.)

18 Now, as far as what this meeting is all about here
19 tonight, we are discussing the route. I want to tell you
20 that the 40,000 members of the San Jose Alliance of Home-
21 owners Associations are in favor of the proposed route.
22 We are willing to bend as far as the interchanges are con-
23 cerned. We don't give a damn if there's two, three, four,
24 five or six. But we want to see the freeway built, and we
25 want to see it started next year.

1 I thank you.

2 (Applause.)

3 HEARING OFFICER DAY: All right. I have a question
4 here from -- I would like to make the following statement,
5 from a Tom Silvaera: "I don't see how we can afford to wait
6 any longer. Every delay just means a lot more money will be
7 needed to complete the bypass, not to mention the lives that
8 will be lost. One thing is certain, the road will be built.
9 Build it now, less money -- less lives."

10 Then I have a comment here from Helen Stave: "In
11 that we are trying to remove our children from the dangers
12 of going to school adjacent to a freeway, it seems senseless
13 to remove them from this danger only to have the freeway
14 follow them to their new schools."

15 I have another one here, W. R. Konle, indicates
16 "I would like to have the following question answered: If
17 no objections to the proposed route are made, is money avail-
18 able to start the project, and if so, how soon could this be?"

19 I think he indicated that.

20 MR. BACHTOLD: If there's no hang-up on approval
21 of environmental document, the plans will be completed so
22 that the work could be under way early in 1976.

23 I'm sorry I can't answer the question with respect
24 to the availability of funding. The funding situation has
25 deteriorated very rapidly in the last several months. This

1 is something that the Highway Commission will have to
2 determine when the EIS is approved and the project is before
3 them for budgeting.

4 HEARING OFFICER DAY: And he goes on to say "The
5 Anderson Lake Homeowners Association endorse the adopted
6 route and recommends that all possible effort be expended to
7 complete it as soon as possible."

8 Then I have one here from a Barbara E. Hoop -- I
9 believe that is H-o-o-p -- "Highway 101 must be improved
10 quickly -- and the original route is the only sensible route
11 to take. It utilizes available acreage and does not put
12 homeowners like myself out of their homes, close our new
13 schools, destroy needed shopping facilities and crush the
14 remaining property values. Come on, Sierra Club -- wise up!
15 We people in this community are an endangered species too!!"

16 Then I have one here from an Arthur C. Kennedy,
17 who wished to speak, although he does have a question and
18 comments. Has Mr. Kennedy left?

19 All right. One question is: "Can one source of
20 delay be pinpointed for massive organized effort to..." negate
21 same? I don't get that.

22 MR. BACHTOLD: I would assume the question relates
23 to where might the principal cause of delay exist, and
24 hopefully we will be able to proceed with whatever project
25 is determined to be proper as rapidly as possible.

1 As I mentioned before, we will hopefully get a
2 final impact statement processed, answer all the questions
3 that have been raised, and consider all the input, and have
4 it in to the Federal Highway Administration channels by
5 midyear.

6 At that point we lose the ability here in California
7 to control its progress. Hopefully it would be processed
8 rapidly in the Federal Highway Administration channels in
9 Washington. Assuming that it is, then we would be able to
10 go ahead.

11 HEARING OFFICER DAY: You read the question better
12 than I did, then. Thank you, Burch.

13 Then we have a statement here from a Mrs. Donna
14 Kennedy: "As one who commutes "Blood Alley" daily to work
15 I feel its present rough, narrow, dangerous, lightly patrolled
16 distance is a disgrace to our county and state. So far I've
17 been lucky, but narrow escapes for me and my car have been
18 multitudinous." That was a rough one to get over. "This
19 safe freeway that was promised us years ago daily becomes
20 more and more expensive as we worry about flora and fauna
21 and human lives are sacrificed."

22 Then I have one here from Lem Ledford, from the
23 Carpenters, 316 Local: I would like the following question:
24 "Why does it take so damn long to get this project under way?"

25 Have you got an answer?

1 MR. BACHTOLD: I think that's been adequately
2 answered several times this evening.

3 HEARING OFFICER DAY: Oh, well. Then he says
4 "Let's get on with the building of the freeway."

5 Karen Daly wishes to speak. Karen?

6 MS. KAREN DALY: I'm Karen Daly. I'm President of
7 the San Jose Alliance of Homeowners Associations.

8 I'd first like to make a statement that Mr. Carmen
9 Filice was speaking, when he was speaking about interchanges,
10 no matter how many interchanges, we want the freeway. That
11 is not the position of the Alliance.

12 The San Jose Alliance of Homeowners Associations
13 has a membership of 14 individual homeowners associations,
14 who represent approximately 40,000 residents in the Edenvale
15 and Almaden Planning Areas in the City of San Jose.

16 The Edenvale Planning Area is split by the existing
17 Monterey Highway, and therefore plays a major role in our
18 transportation pattern.

19 At our April meeting the members present, after
20 reviewing the EIR, voted unanimously to approve the proposed
21 route for the 101 bypass between Cochran Road and Ford Road;
22 also voted to support a maximum six-lane freeway with three
23 major interchanges: Ford Road, Cochran Road, and Tennant
24 (Bernal).

25 The San Jose Alliance cannot support Bailey Avenue,

1 Scheller or Live Oak interchanges, as they are growth-inducing
2 and add greatly to the total cost. We could, though, if the
3 State deems necessary, support the Metcalf interchange.

4 Although the Alliance realizes that some realign-
5 ment of the proposed route through the Coyote Park may be
6 required for federal approval, we believe that Caltrans
7 can do so with little or no delay for the total project.

8 We therefore request that the state and federal
9 agencies approve this project with consideration to the
10 above remarks.

11 And I would also like to remark, the San Jose
12 Alliance has for a long time supported the improvements on
13 the existing route, since our Past President, Gary Albertson,
14 and his family were killed there last December.

15 (Applause.)

16 HEARING OFFICER DAY: Thank you, Karen.

17 Chester Wick.

18 MR. CHESTER WICK: I'm Chester Wick, with Sunnyhaven
19 South Homeowners Association. I'm Vice President.

20 We are for this route, that is, on the east side,
21 and I would bring up a point. Well, there's about 2,900
22 homes in our tract. I took one petition out myself, and I
23 went right down the line, and there was not a break. Every-
24 body wanted to sign it, and did.

25 I will speak from my standpoint on a subject that's

1 not too popular.

2 We want to prevent deaths. What is the main death
3 toll on that road? It is caused by alcohol.

4 Now, you say, if we want the new route, what dif-
5 ference does that make? Well, we get farther away from
6 these beer parlors and get it out there where they might not
7 even make it to get there, we're going to be better off.
8 This fellow that's going from the beer parlor around and then
9 mixing with the through traffic is not a good thing.

10 Thank you.

11 (Applause.)

12 HEARING OFFICER DAY: Thank you, Chester.

13 I have a card here, Barbara -- and, Barbara, you'll
14 have to excuse me. I don't know whether she's present or not
15 now. Barbara Fenente, F-e-n-e-n-t-e.

16 All right. Well, I have to read this. "Why can't
17 you do something about Blood Alley?"

18 Now I would like to read the rest of it. She makes
19 a statement, too. "I would like to make the following
20 statement for the record: I may only be 13, but I understand
21 that fixing that stretch of road known as Blood Alley costs
22 money, but I think people's lives are more important than
23 money."

24 I had to read that one. If she was here with her
25 mama, at this late hour apparently she has gone home and gone

1 to bed, where she should be.

2 I would like to read the questions on these. Now,
3 there are some of these that have questions and some of them
4 that have comments. I would like to just read the questions,
5 and if they can be answered, fine, and we'll enter the com-
6 ments. From here on out we will just merely enter the
7 comments into the record.

8 Tricia Kay, and the question is: "Why can't you do
9 something about Blood Alley now before more people get badly
10 hurt or killed? Is there going to be a park named after
11 Mr. Albertson?"

12 That was the question. She had a slight comment,
13 too.

14 I have one here from an Eric W-e-e-r-t-h, from
15 Kaybe Court, with comment, no question. We will enter the
16 comments into the record.

17 I have one here from an Eric, yes, same W-e-e-r-t-h,
18 Weerth: "How long would it take to purchase the property
19 for the alternate routes? Would this not delay an immediate
20 solution to BLOOD ALLEY?"

21 MR. KELLER: Yes. We think it would take some-
22 where between three and five years to purchase the property,
23 by the time you have to find suitable housing to relocate
24 the people that live in houses that would have to be taken
25 for any other route.

1 HEARING OFFICER DAY: And then he has submitted
2 comments.

3 All right, Donna Bischoff, question. "Why are no
4 interchanges planned for Bernal Road in either the adopted
5 route or Alternate Route B?"

6 MR. KELLER: I think there are two names in that
7 vicinity. One is Bernal and one is Tennant. On the adopted
8 route there is an interchange at Tennant Road that serves
9 both Bernal and Tennant, and I think the same would be true
10 of the alternate.

11 HEARING OFFICER DAY: Okay. Then we have some
12 comments from Kathleen Ladd, and we will enter those into the
13 record.

14 Ken Saso, Coyote Valley Landowners & Farmers,
15 wishes to speak.

16 MR. KEN SASO: My name is Ken Saso. I am Co-Chairman
17 of the Coyote Valley Planning Area Task Force. I am a farmer,
18 a landowner and a resident of the Coyote Valley. My family
19 has been in the Valley for over 50 years.

20 My home fronts the existing 101 freeway, or highway,
21 and I am well aware of why it has been named "Blood Alley".

22 We support the adopted route. We support the
23 Bailey Avenue interchange as essential for the minimum
24 access to the freeway for the Valley residents.

25 I would like to interject now a little story that --

1 not a story but a happening that took place in front of my
2 house a couple of years ago.

3 There was a car that ran out of gas, and there was
4 a family in this car. When the father got out to make a
5 call to get gas, a diesel truck hit that car, knocked it
6 into the ditch, the existing ditch, and killed two people.

7 Now, this happened right in front of my house. I
8 ran out there to see if I could be of any assistance, and
9 I helped pull people out of the car. There was a small child,
10 maybe two years old, and about a nine-year-old child, dead.

11 Now, this had a great effect on me, not just be-
12 cause of the deaths, but because I had small children at the
13 time, and I just wish that if there was people now that are
14 proposing to fight this freeway, either now or later to the
15 courts, that they would have been with me then. I wonder
16 what kind of reactions they would have had at that time.

17 I speak for four generations of Sasos living in
18 the Coyote Valley, and I would like to say right now, let's
19 cut out the politics, and let's get on with the construction
20 of the new freeway.

21 Thank you.

22 (Applause.)

23 HEARING OFFICER DAY: All right. Joe Faulstich.

24 MR. JOE FAULSTICH: My name is Joe Faulstich, and
25 I am a law student at the University of Santa Clara, and I

1 am employed as a legal researcher by a local attorney, and,
2 as such, I am going to address my comments to the relatively
3 ignored but extremely important question of whether the
4 South Valley Freeway, as proposed, can be legally built.

5 In examining this question, it becomes obvious, in
6 view of the relatively recent changes in Federal law, that
7 it is no longer possible to build the South Valley Freeway
8 as proposed.

9 The significance of this illegality is that, if
10 Caltrans remains locked in on the so-called adopted route
11 when it sends its application to Washington to the Department
12 of Transportation, as it must to receive the necessary funds,
13 the Secretary will be legally bound to reject it.

14 The intransigence of the Caltrans position can
15 only result in unnecessary delay in finding a feasible and
16 prudent alternative route. The Secretary of the Department
17 of Transportation cannot allow cumulative reaffirmation of
18 this original error to be the basis for his approval.

19 What are the legal standards that the Secretary
20 must apply? The congressional mandate is stated in the
21 National Environmental Policy Act of 1969, the Department of
22 Transportation Act of 1966, and the Federal Aid to Highways
23 Act of 1968. Compliance with these statutes is a condition
24 precedent to the Secretary's approval of any highway project.

25 The National Environmental Policy Act of 1969

1 mandated certain factors which the environmental impact
2 statement must explore to the fullest extent possible.

3 These include, first, the environmental impact of
4 the project itself, and any impact which would come about as
5 a result of the project. Written materials have been sub-
6 mitted that detail in depth the insufficiency of the
7 Environmental Impact Statement analysis of these factors,
8 and so, in the interest of expediency, I won't rerepresent
9 these arguments now.

10 But I would like to emphasize another factor which
11 the environmental impact statement is bound to explore to the
12 fullest extent possible, and that is alternatives to the
13 proposed action. This requirement is especially important
14 when read together with the Department of Transportation Act
15 of 1966 and the Federal Aid to Highways Act of 1968.

16 Both these acts specifically state that the
17 Secretary of Transportation cannot approve any project
18 which requires use of any publicly-owned land from a public
19 park unless there is no feasible and prudent alternative to
20 the use of such land.

21 There are then two basic requirements that must be
22 met before park land can be taken for use in a highway
23 project. First it must be shown that there are no feasible
24 and prudent alternative routes, and, second, it must be shown
25 that a good-faith effort has been made to the fullest extent

possible to find these alternative routes.

But what is a feasible and prudent alternative route that we should be looking for? If that seems to you a rather vague concept, you can be comforted in the fact that it was to many people, and still is, and, as a result, has led to a significant number of lawsuits, and one of these suits was eventually appealed to the United States Supreme Court in 1971, and in that case, *Citizens to Preserve Overton Park v. Volpe*, the court interpreted what the phrase "feasible and prudent alternative" meant.

The Secretary of the Department of Transportation is legally bound to the court's interpretation in approving highway projects.

The Highway Department contended in that case that the Secretary should weigh the detriment resulting from the destruction of park land against the cost of the other routes, safety considerations, directness of route, community disruption, the delay caused since the right of way for the proposed route had been purchased and cleared, and the fact that the Parks Commission had agreed to the proposal.

These are substantially the same factors which the Environmental Impact Statement claims makes the South Valley Freeway project unique, but the court noted that such factors are common to substantially all highway construction.

The justices reasoned that Congress did not intend

1 for these factors to have equal weight with the preservation
2 of park land, for to weigh them equally would obviously
3 result in the taking of park land in most cases.

4 So when can park land be taken for highways? The
5 court concluded that Congress clearly did not intend that
6 cost and disruption to the community were to be ignored by
7 the Secretary, but the very existence of the statute indi-
8 cates protection of park land was to be given paramount
9 importance. The few green havens that are public parks were
10 not to be lost unless there were truly unusual factors
11 present in a particular case, or the cost of community dis-
12 ruption resulting from the alternative routes reached
13 extraordinary magnitude.

14 If the statutes are to have any meaning, the
15 Secretary cannot approve the destruction of park land unless
16 he finds that the alternative routes present unique problems.

17 The Environmental Impact Statement clearly fails
18 in its burden of establishing unique problems reaching
19 extraordinary magnitude. Caltrans simply has applied the
20 wrong standards.

21 The standards that must be applied by the Secretary
22 of the Department of Transportation are those of Congress,
23 as interpreted by the Supreme Court. The Secretary cannot
24 apply our local standards. They cannot apply the Caltrans
25 standards. They must apply the standards of Congress, as

1 interpreted by the United States Supreme Court.

2 But even more importantly, Caltrans has failed to
3 adequately examine the alternatives. Benjamin Davis, the
4 Assistant Secretary of the Federal Highway Administration,
5 the department which is going to have to approve the project
6 eventually, has written that we believe there are a number
7 of alternatives to the proposal which are not explored, and
8 goes on to conclude at least three of these unexplored al-
9 ternatives appear to be feasible and prudent alternatives
10 to the proposed use of park land.

11 The current Caltrans proposal will thus be rejected
12 on at least two legal grounds. They have not adequately
13 considered the alternatives, and they applied the wrong
14 standards to those alternatives which they have examined.

15 Given, then, that the adopted route plan for the
16 South Valley Freeway cannot legally be accepted by Secretary
17 of the Department of Transportation, the question becomes
18 not, as Caltrans would have us believe in the Environmental
19 Impact Statement, whether either to build the South Valley
20 Freeway as proposed or to build the South Valley Freeway
21 on one of only two alternatives, after some considerable
22 delay.

23 But rather the question is whether we should im-
24 mediately start seeking the best alternative, or whether we
25 should proceed with the so-called adopted route, which will

1 eventually be rejected, and then start a good-faith effort
2 in the search for alternatives. The answer to that question
3 should be clear.

4 What, then, should be done? First, as Benjamin
5 Davis points out, in light of the policies and spirit of
6 these statutes, this project, its purposes and design, should
7 be re-evaluated and alternative designs considered to reduce
8 the environmental impact.

9 And, second, while this re-evaluation and search
10 for alternatives is going on, immediate steps should be taken
11 to improve the safety of the Monterey Highway.

12 So, if you in the audience take no more than one
13 point from this discussion, it should be that it would be
14 totally irresponsible and unreasonable for Caltrans to proceed
15 any further on the assumption that the South Valley Freeway
16 can be built as proposed. To do so will invariably lead only
17 to unnecessary delay in choosing a viable alternative route.

18 Conditions are such that we, too, should no longer
19 tolerate Caltrans' using the standard of cumulative reaffirma-
20 tion of the original error as the basis for the route
21 location decision. An examination of the law does not answer
22 the question of exactly where or how to build the South
23 Valley Freeway, but it is clear on one point. The South
24 Valley Freeway as proposed cannot be legally built, and the
25 sooner that basic point is recognized, the sooner we are

1 going to build the South Valley Freeway.

2 HEARING OFFICER DAY: Thank you.

3 All right. I have three people who -- three
4 additional people who wish to speak, seven people who have
5 submitted questions, and about 12 names to submit for the
6 record.

7 However, I'd like to go into the question series,
8 and maybe this will give a few more comments or questions,
9 too.

10 A question from James Connell. Let's see.

11 "In the setting of priorities, how did Pacheco Pass
12 (Route 152) get ahead of 101? Why were the recent safety
13 funds for roads - last Congress - not utilized for existing
14 101?"

15 MR. BACHTOLD: I don't know that Route 152 and 101
16 are necessarily trade-offs against each other. They are
17 both important routes.

18 At the moment there is inadequate funding available
19 in the foreseeable future for either of these.

20 As we mentioned earlier, when the Highway Commission
21 receives recommendations on the budget for the next construc-
22 tion year, these are the types of questions that they will
23 have to evaluate.

24 In response to the question regarding emergency
25 funds, I presume that refers to the \$2 billion that was

1 recently released from the impounded trust fund monies by the
2 President. California took advantage of these funds to the
3 greatest extent possible, I believe in the range of 120 to
4 130 million dollars.

5 Part of the requirements in using those funds were
6 that the projects upon which they would be expended could be
7 under way this year. They would have to be advertised by
8 the end of June. Obviously, they could not be used on such
9 short notice for a project like Santa Clara 101.

10 They do benefit that project, however, in that
11 they permit other jobs that were already ready to go to
12 proceed, and consequently those jobs will no longer be com-
13 peting for funds against projects like Santa Clara 101.

14 HEARING OFFICER DAY: And then Mr. Connell has a
15 statement to enter into the record, too.

16 All right. I have a question from a James Beall,
17 B-e-a-l-l. The question reads: "What are the city, county
18 and state governments doing to provide interim safety improve-
19 ments along Monterey Road as an immediate answer to the problem?
20 What priority does each government agency place on funds for
21 safety improvement?

22 MR. BACHTOLD: I think we have commented several
23 times this evening about the activities that are under way
24 to try to develop some interim improvements that could help
25 the safety aspects of the existing highway.

1 As far as the priority standards that Caltrans
2 uses, we have a rather involved system of providing a number
3 comparison, which is referred to as a safety index, and this
4 is one way of establishing priorities on projects of this
5 nature. It is not the only way. There are other factors
6 that must be considered, too.

7 As far as other agencies, I can't speak for them,
8 except to say that all of the staffs of the cities and the
9 counties in this area consider this to be a very important
10 project.

11 HEARING OFFICER DAY: And I have a question from
12 Marty Ohan, O-h-a-n, Ohan.

13 "What 'impact' will the Highway 101 extension have
14 on surrounding land values in the Coyote Valley? And --
15 what influence will the highway have on 'current' land use
16 policies?"

17 MR. BACHTOLD: I don't think it is possible to
18 answer that question in an absolutely definitive way. There
19 have been several studies about the effects of freeway con-
20 struction on adjacent land values, and in some instances
21 they appear to be beneficial and in some instances they
22 appear to have depressed values somewhat.

23 Generally there are specific conditions that relate
24 to any specific location, that might override the mere fact
25 that a freeway is constructed.

1 I am sorry, Mr. Day. I don't remember the second
2 part of the question.

3 HEARING OFFICER DAY: Well, the second part of the
4 question is: "What influence will the highway have on
5 'current' land use policies?"

6 MR. BACHTOLD: I don't know that I could answer
7 that. I think that's a matter that is properly in the domain
8 of local government and regional government.

9 HEARING OFFICER DAY: Then there is another ques-
10 tion: "Have the number and carrying capacity 'type' of
11 freeway interchanges been established?"

12 MR. BACHTOLD: I think that question has also been
13 addressed quite extensively tonight.

14 The designs that have been investigated and upon
15 which freeway agreements that currently exist are based would
16 provide for a number of interchanges. These were worked out
17 over a period of time. It would appear now that the goals
18 of the community are somewhat different than they were when
19 those interchanges were determined, and I think, when all
20 of the testimony is in, the recommendations from the various
21 governmental bodies, there probably will be fewer inter-
22 changes than have been discussed tonight. Exactly how many
23 and where has to be determined as the process is carried on.

24 HEARING OFFICER DAY: Another question: "Do you
25 consider the highway a 'form generator' by converting

1 distance into time?"

2 MR. BACHTOLD: I don't think I really understand
3 that question.

4 HEARING OFFICER DAY: Does this mean getting from
5 Point X to Point Y faster, or --

6 MR. BACHTOLD: I think if it means that there
7 would be elimination of congestion or a shorter distance or
8 a combination of the two, the answer is probably yes.

9 HEARING OFFICER DAY: All right, a W.(sic) E.
10 Withrow indicated he would like to speak, Santa Clara County
11 Building Trades Council.

12 It's a long ways down the line, Mr. Withrow.

13 MR. U. E. WITHROW: Thank you very much.

14 My name is U. E. Withrow. I am the Executive
15 Secretary of the Santa Clara County Building Trades Council.
16 I will be very brief.

17 We are here tonight in support of the resolution
18 submitted by the County Board of Supervisors and the Mayor
19 of the City of San Jose.

20 Thank you very much, and let's get this job done.

21 (Applause.)

22 HEARING OFFICER DAY: All right. Then there is a
23 question from Everett Null. It's either Null or Hull,
24 N-u-l-l or H-u-l-l. The question is, "Why is this project
25 to take 20 years to complete when the overpass at Scott

1 Boulevard is leaping out of the ground?"

2 MR. KELLER: I don't know if I am sure I understand
3 that. I think the overpass at Scott Boulevard is a local
4 project that I'm not familiar with.

5 When we speak about this project taking 20 years to
6 complete, I presume we mean the project from Gilroy to San
7 Jose, part of which is already done. The reason that the
8 last part remains is because, when the Environmental Protec-
9 tion Act was passed, we had to stop and reassess the project
10 and prepare necessary environmental documentation.

11 We expected to have that ready by mid-1971. We
12 still had not received federal guidelines on how to do this
13 until about that time. When we got those guidelines, it
14 required quite a bit of additional change in substance and
15 format of the environmental document.

16 Then in 1972 the Overton Park case, which has been
17 mentioned here several times, hit us and required us to go
18 back and reassess completely the alternate alignments, in
19 order to determine that there was no reasonable and prudent
20 alternative to hitting the park.

21 That is why we are now only at the stage where we
22 have the Draft Environmental Statement that we thought we
23 would have in the middle of 1971.

24 HEARING OFFICER DAY: All right. And the comment
25 that is made is derogatory to the Sierra Club. We just

1 file that.

2 Then I have a Dee Ann, looks like T-r-e-g-o-n-i-n-g,
3 who wished to speak. She has left.

4 All right. A question from Betty Dravis: "How
5 long will it take for a decision following these hearings?
6 Then how long before work can start?"

7 MR. BACHTOLD: I think again, as we have mentioned
8 several times this evening, we would hope to have the en-
9 vironmental document approved early in 1976. The plans will
10 be ready, and the right of way totally acquired, if the
11 decision is to stay with the existing adopted alignment, and
12 the project could proceed then, pending availability of funds.

13 HEARING OFFICER DAY: All right. And Betty Dravis
14 also has comments to make, which we will enter into the
15 record.

16 Lillian Carson has a question: "I approve of the
17 adopted plan and would like to see this highway completed
18 as soon as possible -- We're already 5 years late in its
19 building. Why delay longer?" I guess that's the question.

20 And then she goes on to comment, and the comments
21 will be included for the record.

22 And R. Mayer, looks like M-a-y-e-r. Question:
23 "Wasn't the freeway proposed and planned before the County
24 and City purchased additional Coyote Park lands which inter-
25 fered with the population expansion proposed?"

1 I don't know if you can answer that.

2 MR. BACHTOLD: The original planning for the freeway
3 was begun back in about 1953, the original planning for the
4 park about 1958. The planning for both projects then pro-
5 ceeded jointly in a cooperative effort.

6 Much of the right of way that is involved was
7 acquired as a joint effort. In some instances a right of way
8 that was understood to be required by the highway was pur-
9 chased by the park, and some purchased by Caltrans with the
10 intent of turning it over to the park for their purposes,
11 and then various exchanges were made between the property to
12 provide for both the highway and the park.

13 HEARING OFFICER DAY: All right. And a question
14 from Robert Brand (sic): "Since there is no park and no
15 road, and the road is to be built first, is it not true that
16 the park may infringe on the road? Should we not consider
17 relocating the park?"

18 Sig, you're going to have to answer that one.
19 That's almost a question for Sig Sanchez and his colleagues.

20 Then we have a question here from a Brian Serpa,
21 S-e-r-p-a: "Does Caltrans know of any other alternatives
22 other than A and B. If yes, what disposition was made of
23 them?"

24 MR. BACHTOLD: During the development of these
25 alternatives a great many variations in the three basic

1 corridors were looked at. What we presented tonight is
2 essentially a distillation of the features of those as re-
3 solved into the three alternatives, with an attempt made to
4 minimize the adverse effects of the various individual al-
5 ternatives.

6 HEARING OFFICER DAY: All right. And then I have
7 a speaker, an R. W. Ballmer, from the Sierra Club, Santa
8 Clara County Transportation Committee. Mr. Ballmer?

9 Mr. Ballmer? Oh, excuse me. I thought you were
10 he. Apparently he has left.

11 That pretty well concludes the presentations, then,
12 that I have, and the questions I do have for the record, and
13 I wish to enter these into the record.

14 Oh, where was it? All right. We have a Tom
15 Hutton, from the Homeowners Association -- I can't read it,
16 Tom.

17 MR. THOMAS S. HUTTON: I'll tell you.

18 I'm Tom Hutton, representing Hidden Glen Homeowners'
19 Association. We are located in the Edenvale area of San Jose,
20 and I will submit my remarks in writing to Caltrans later.

21 We support early completion of the freeway on the
22 adopted route. We feel that initial construction should
23 include six lanes, with interchanges at Route 82, Tennant
24 Road and Cochran Road.

25 Careful planning should be executed to mitigate

1 impact to the Coyote Creek Park chain, pursuant to Section 4(f).

2 The right of way for the other four interchanges
3 and the future expansion to eight lanes should be preserved
4 for future development when needed.

5 We feel that the EIS effectively speaks to the
6 environmental impacts and mitigating measures, and also
7 addresses the alternate routes in sufficient detail.

8 We hope that -- I can't read my own handwriting.
9 We hope that if community pressure does accelerate the ap-
10 proval of the project in Washington that you will have the
11 plans completed so that construction could start in late 1975.

12 The existing "Blood Alley" should have immediate
13 safety improvements to prevent loss of life while the freeway
14 is being built and in later years.

15 My reasons for these comments have been stated by
16 many other speakers, and in the interest of time I won't
17 repeat them.

18 Thank you.

19 HEARING OFFICER DAY: Thank you, Tom, and I have
20 to apologize. I did find your card in here. However, you
21 did make a statement, and yet you indicated you wanted to
22 speak. I am sorry.

23 I have another one that I just ran into, too, a
24 question, and that is, "How can we citizens encourage funds
25 to be released for this greatly needed project and its

1 completion?" Submitted by Ellen Ohan, O-h-a-n.

2 MR. BACHTOLD: Funds become available in accordance
3 with state and federal law. My only suggestion would be to
4 perhaps write to the legislators that represent your area
5 and urge them consider other financing structure that you
6 may feel appropriate.

7 HEARING OFFICER DAY: Fine. And Ellen did have
8 other comments that we will include as far as the record.

9 I have several here, merely comments: Darrell
10 McLain, for the record; Earl D. Hansen, for the record;
11 Mary A. P-a-d-u-l-a, for the record; Alex B. Fife, for the
12 record; Max L. Weaver, Sr., for the record; Kathleen Ladd,
13 record; J. E. Norton, for the record; Fred R. Gorman, for
14 the record.

15 It looks like Mary Morales, for the record; Dick
16 Wilkinson, for the record; and Kim Nickel, for the record.

17 And that concludes the cards that I have received.
18 I do wish to thank all of you for your participation this
19 evening, the courtesy that you have shown throughout the
20 hearing.

21 And please remember that, if you have any further
22 comments, submit them to T. R. Lammers, if you want to take
23 this down, if you have any questions or any comments you
24 would like to submit.

25 FROM THE AUDIENCE: Can you spell his last name?

1 HEARING OFFICER DAY: Yes, I will. That is T. R.
2 Lammers, L-a-m-m-e-r-s, and he is the District Director,
3 Department of Transportation, P.O. Box 3366, Rincon Annex,
4 R-i-n-c-o-n Annex, San Francisco, California, zip 94119.

5 Did all interested people get that down?

6 All right. I do wish to thank you again for your
7 participation, your courtesy, and hopefully you have learned
8 from some of the questions that have been answered or some
9 of the presentations that have been made. I am quite sure
10 that Caltrans is very grateful for all of the participation,
11 because it is only through this information are they able
12 to come to a conclusion of the project at hand.

13 Thank you again.

14 (Applause, whereupon the hearing was closed at
15 11:20 P.M.)
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1 STATE OF CALIFORNIA }

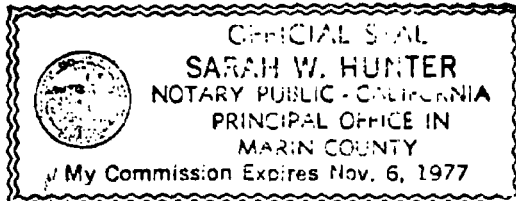
2 County of Marin }

ss.

3
4 I, SARAH W. HUNTER, a Notary Public in and for
5 the County of Marin, State of California, do hereby certify
6 that the proceedings of the Public Hearing on the proposed
7 Freeway 101 in Santa Clara County between Cochran Road in
8 Morgan Hill and Ford Road in San Jose, held in San Jose
9 on Thursday, April 10, 1975, were had as herein appears, and
10 that this is the original transcript thereof.

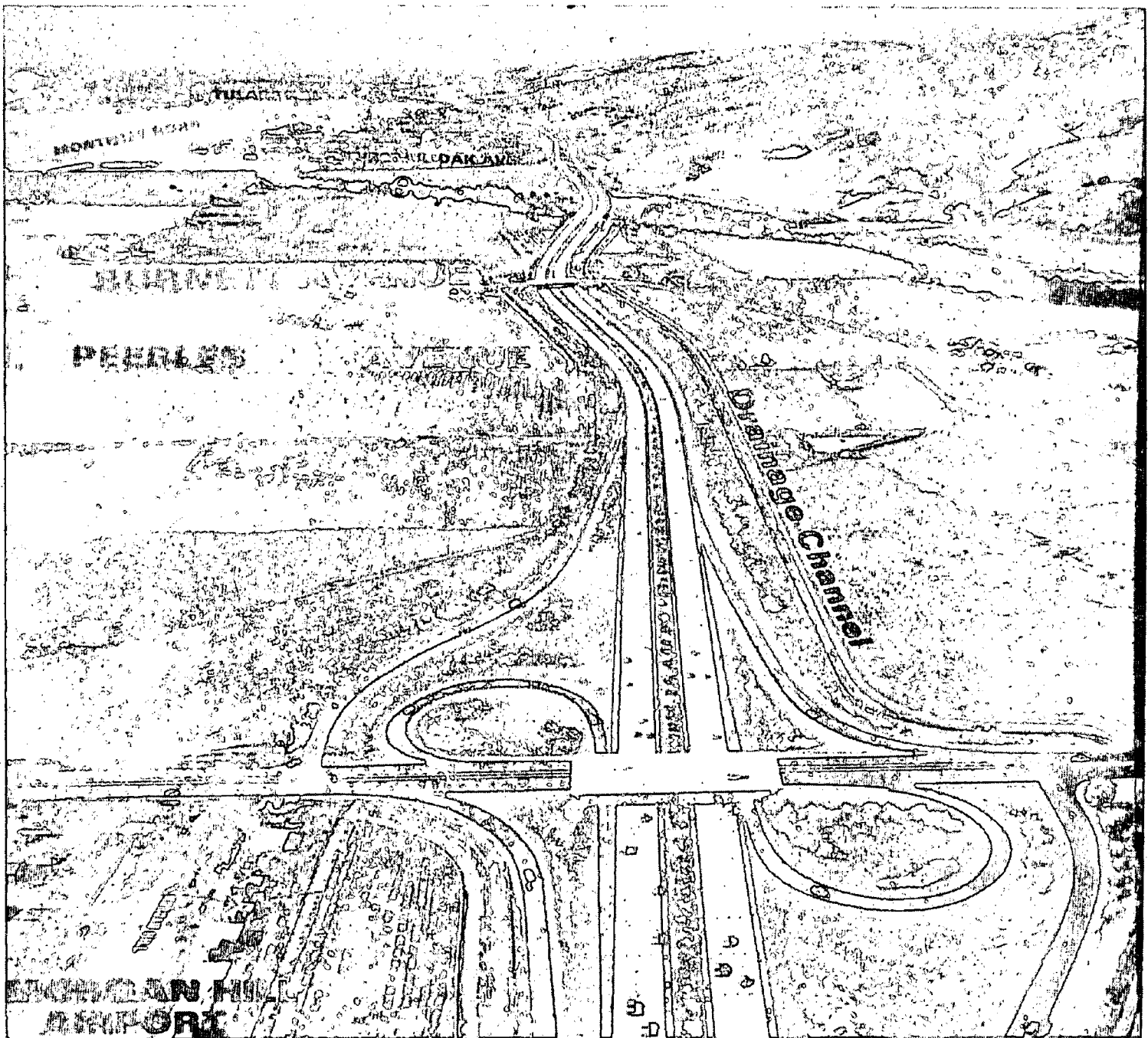
11
12 Sarah W. Hunter

13 SARAH W. HUNTER, Notary Public
14 in and for the County of Marin,
15 State of California

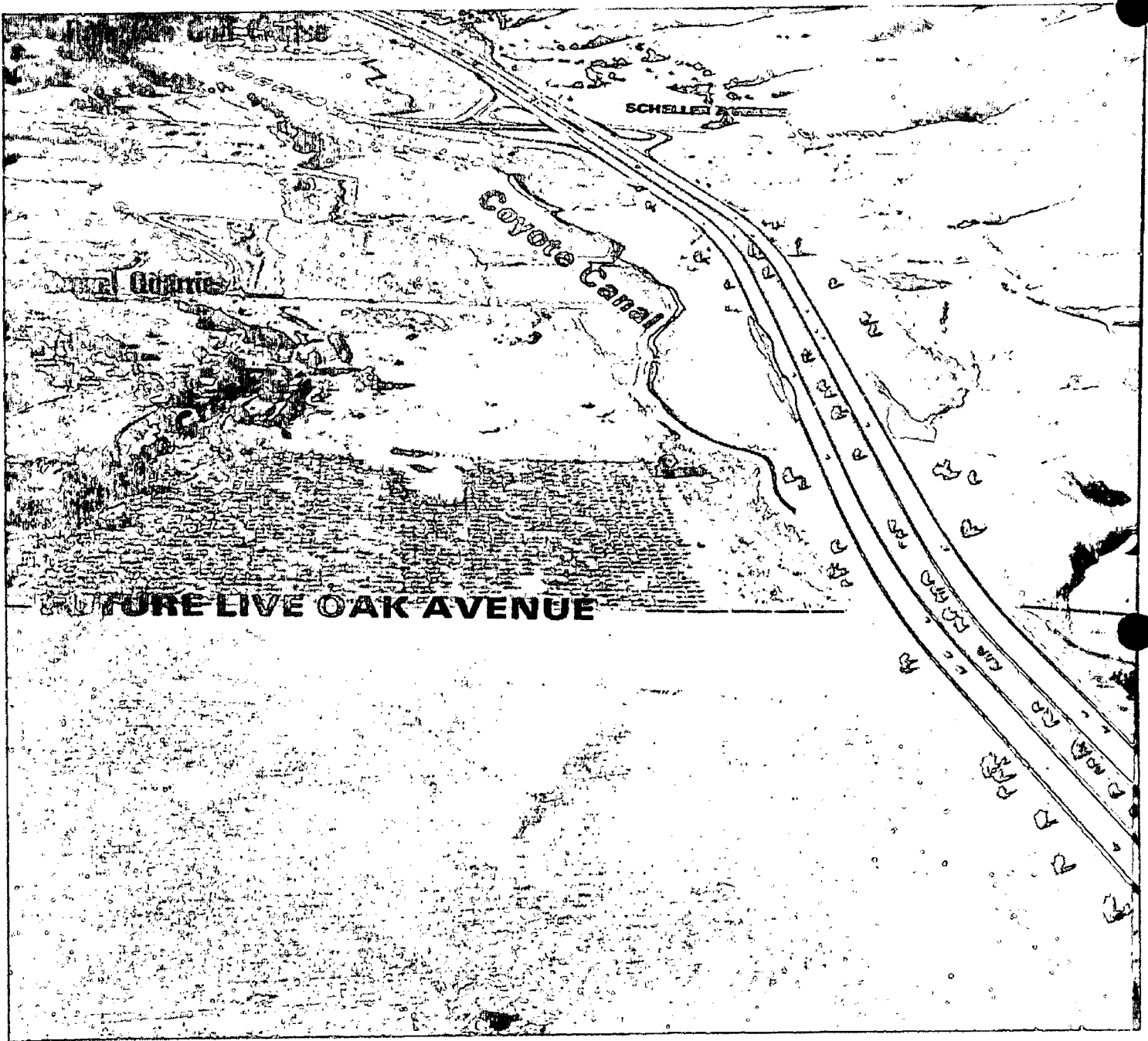


PUBLIC HEARING DISPLAYS

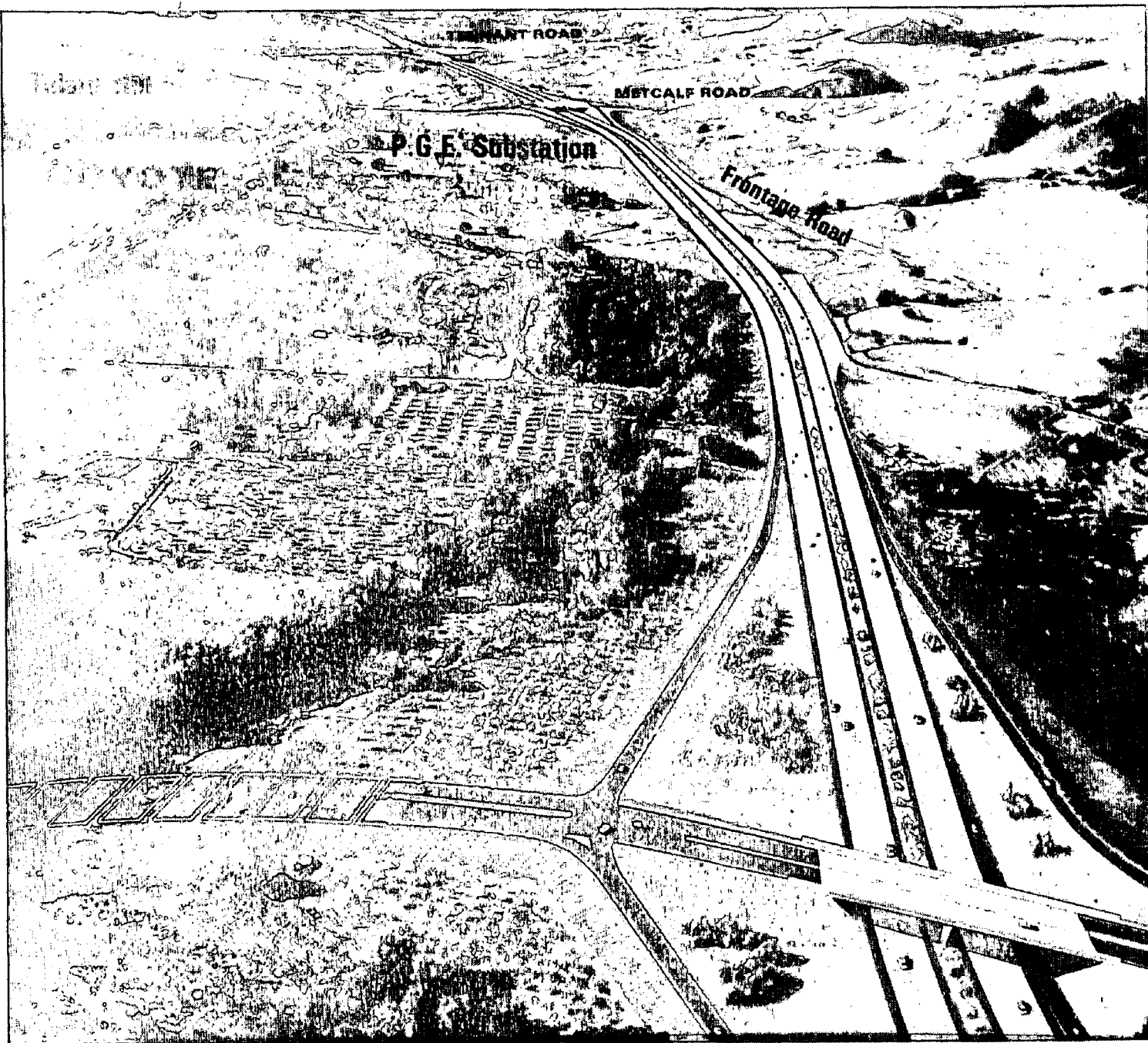
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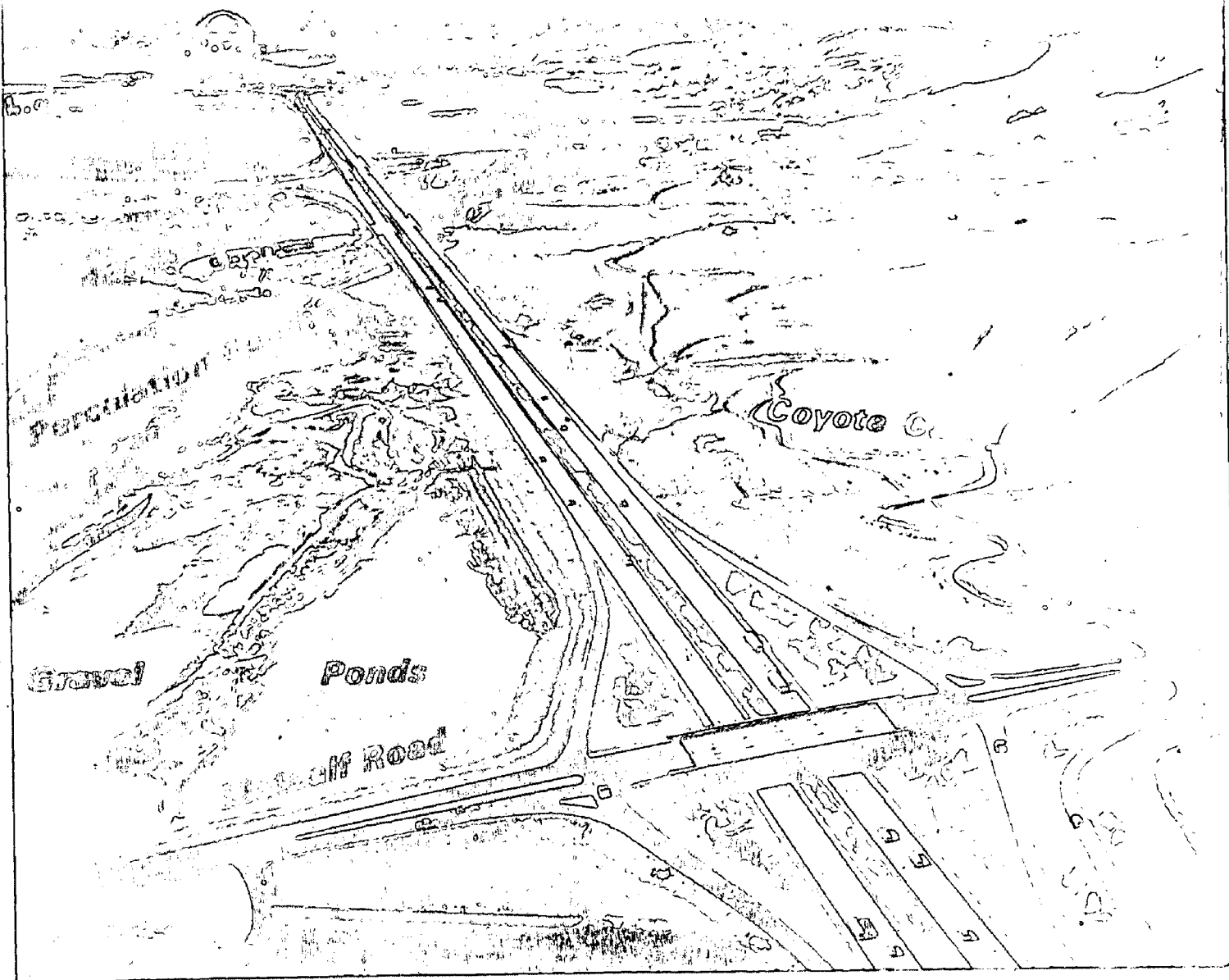
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COCHRAN ROAD INTERCHANGE IN FOREGROUND



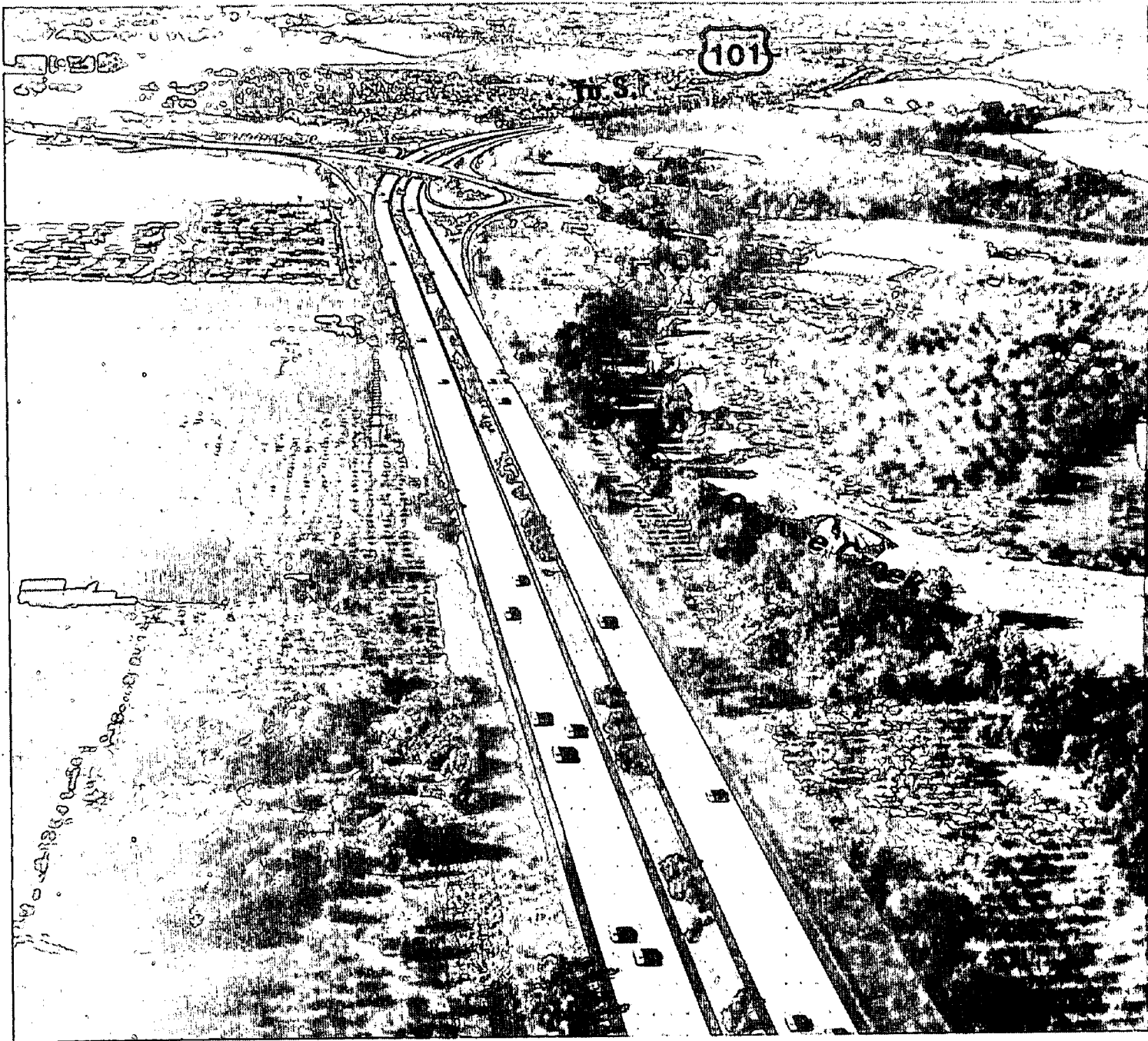
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FUTURE LIVE OAK AVENUE
INTERCHANGE IN FOREGROUND**



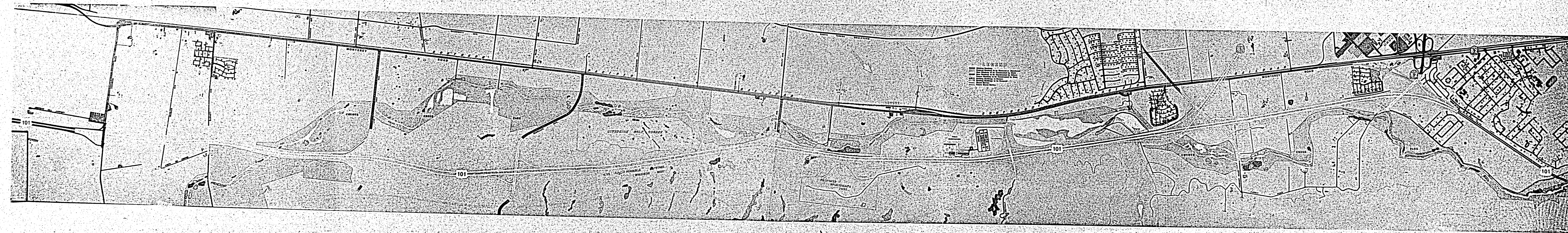
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BAILEY AVENUE INTERCHANGE IN FOREGROUND



LOOKING NORTH
METCALF RD. INTERCHANGE IN FOREGROUND

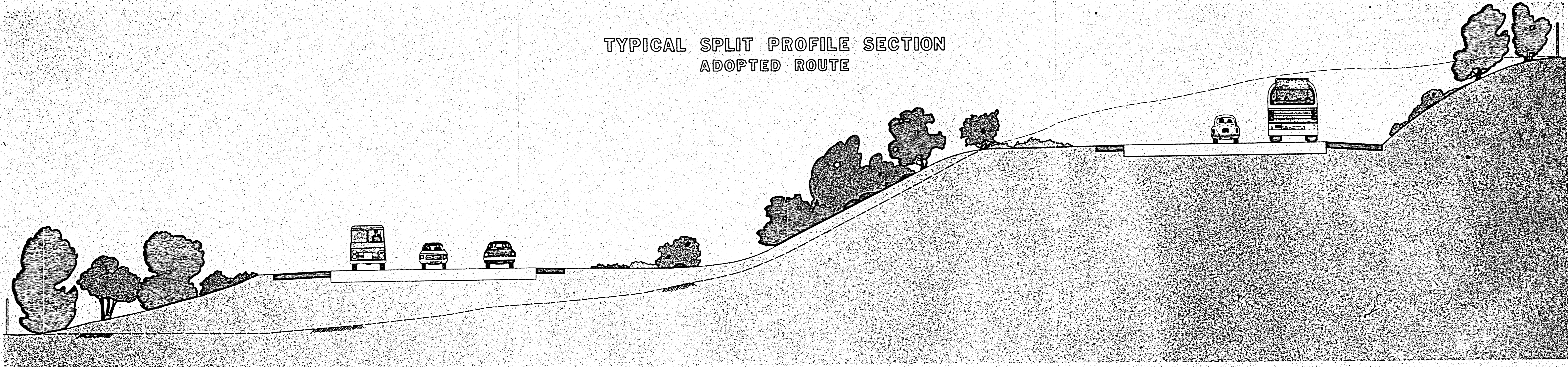


**LOOKING NORTH
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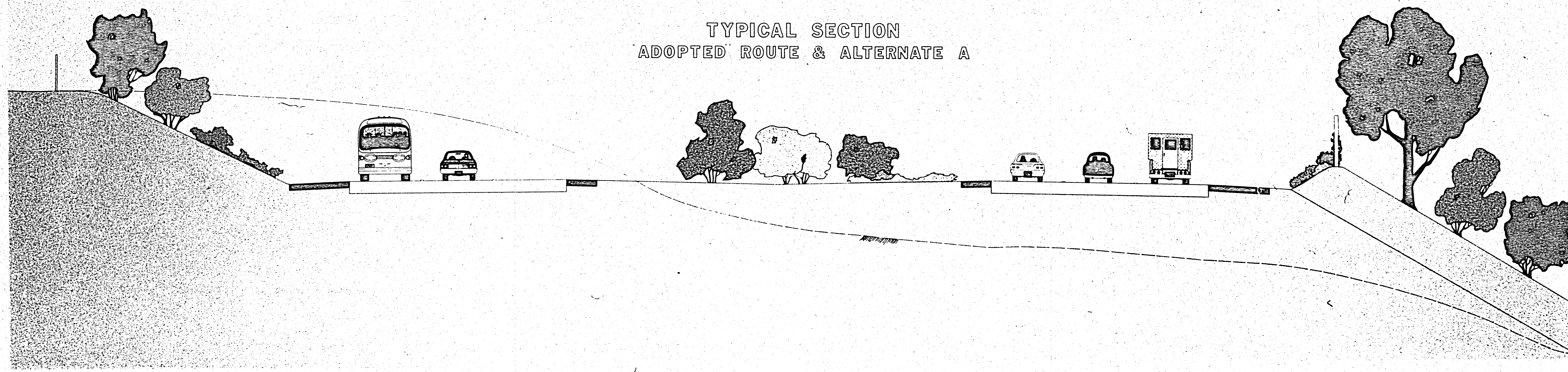




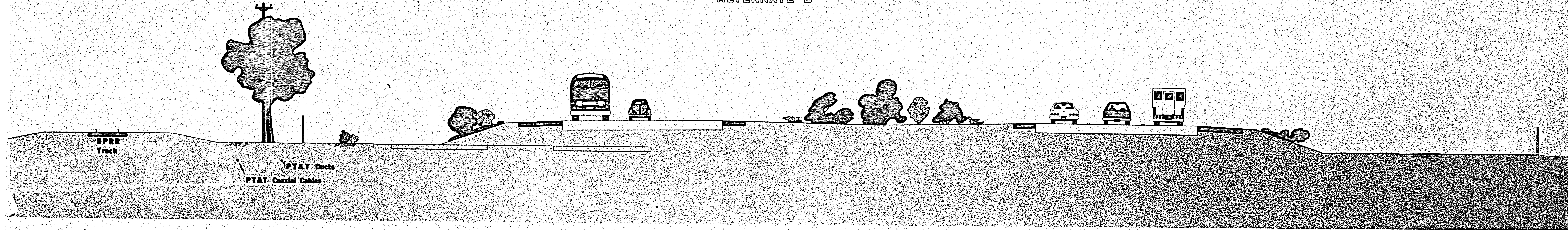
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ADOPTED ROUTE



TYPICAL SECTION
ADOPTED ROUTE & ALTERNATE A

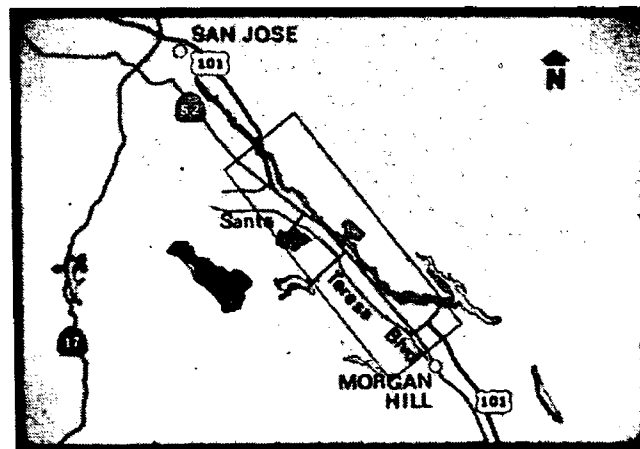
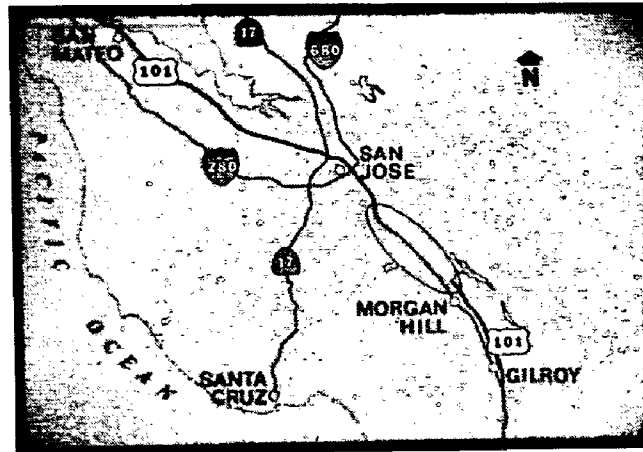


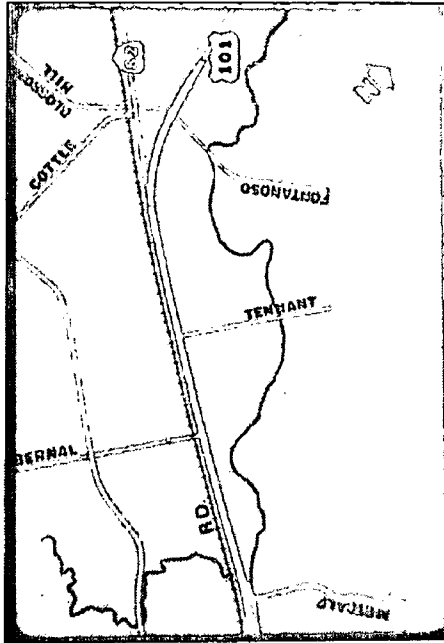
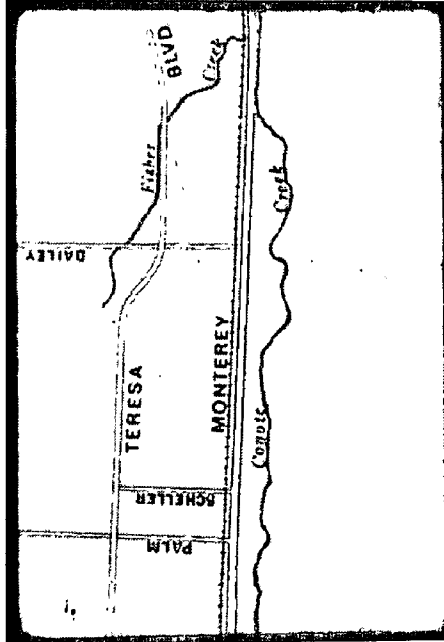
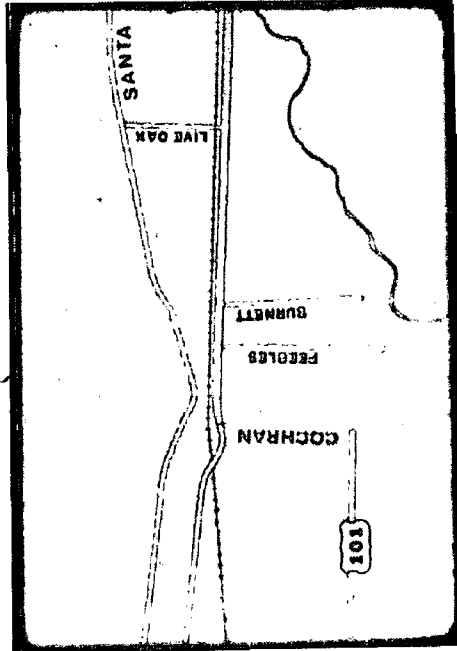
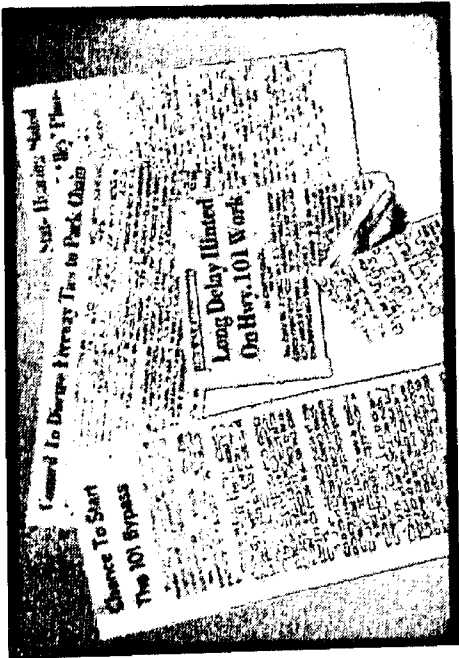
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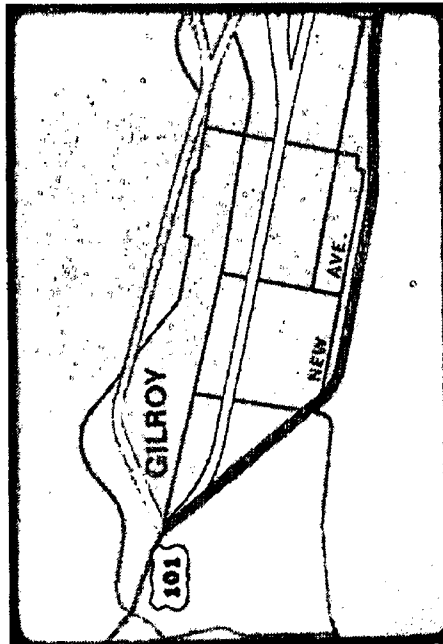
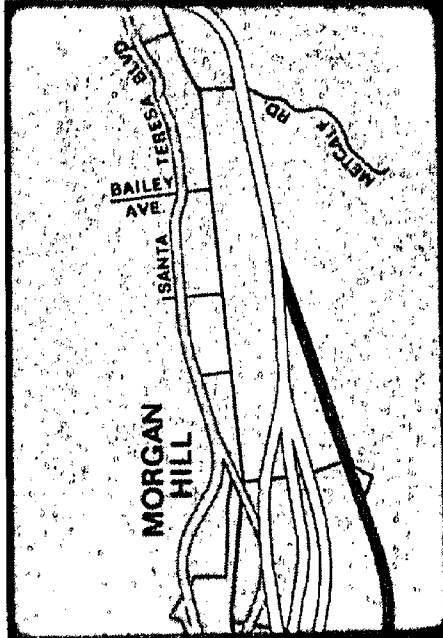
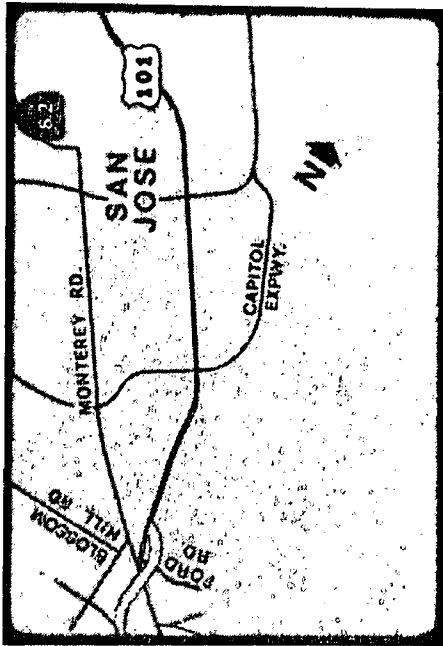


**SLIDE PRESENTATION
AT HEARING**

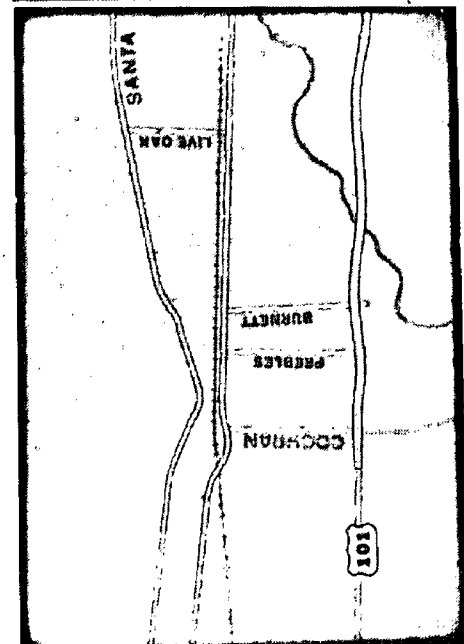
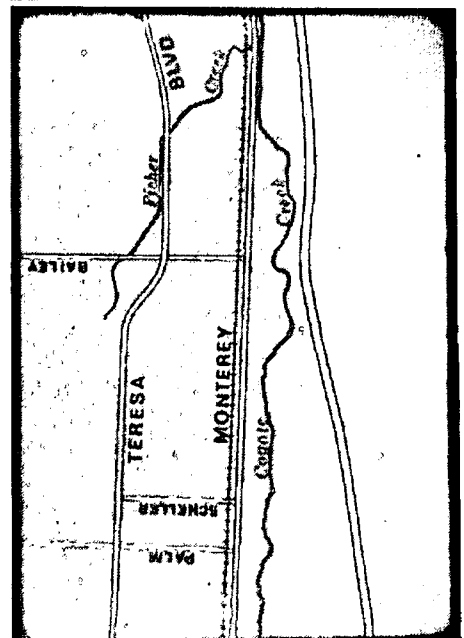
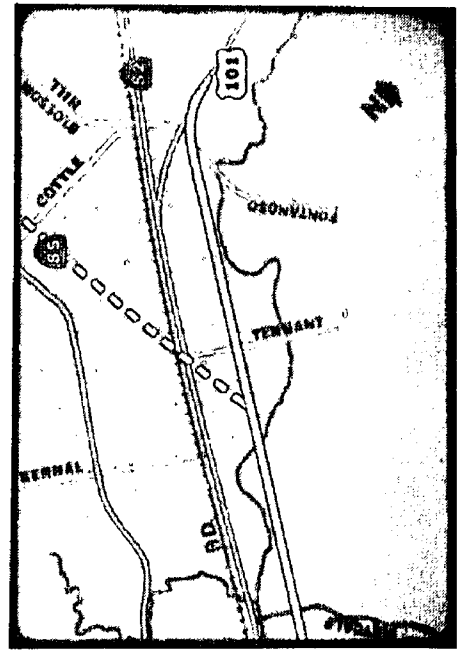
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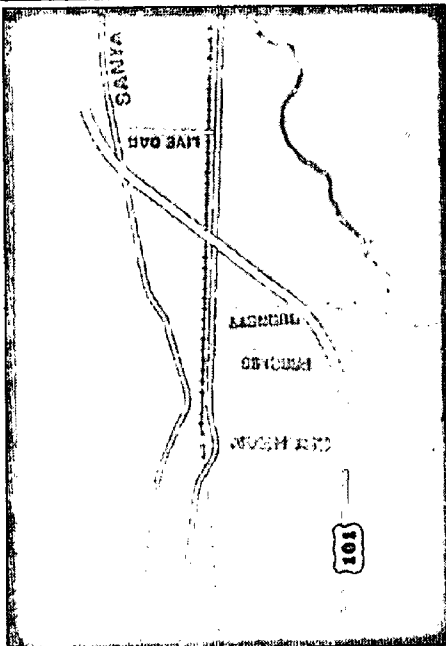
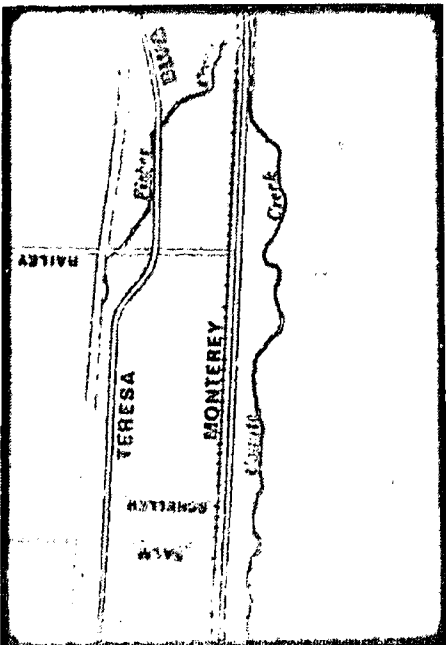
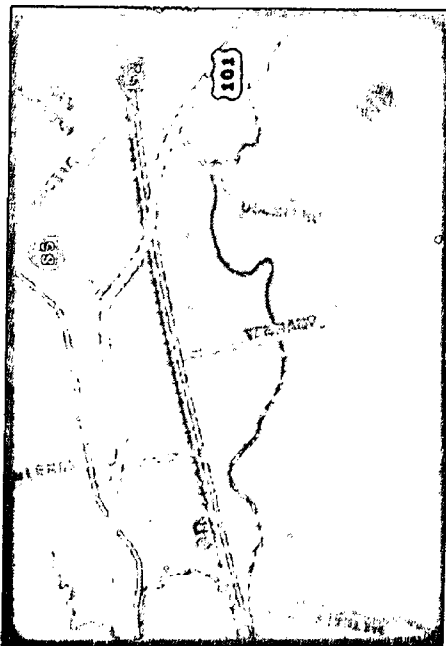




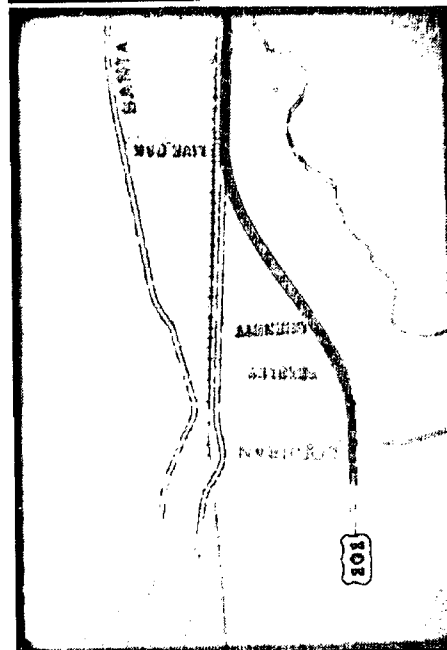
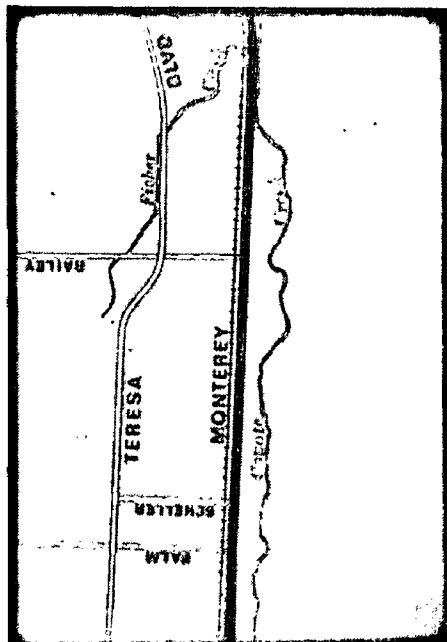
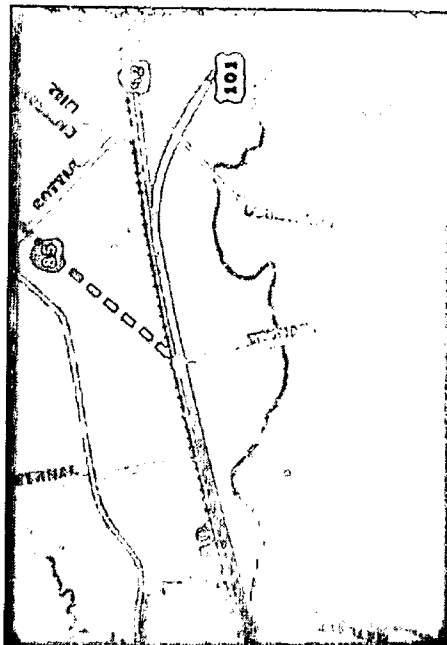
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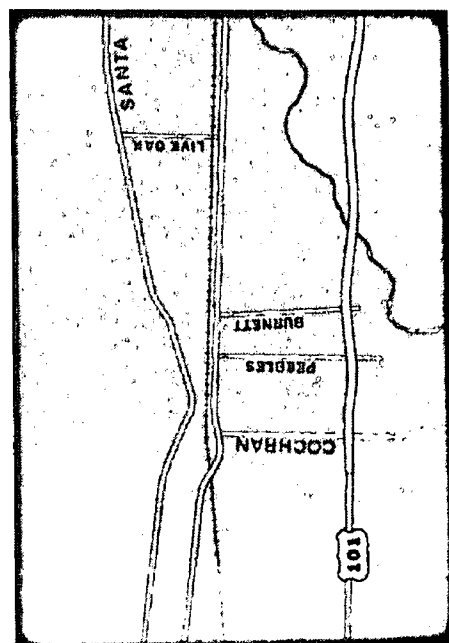
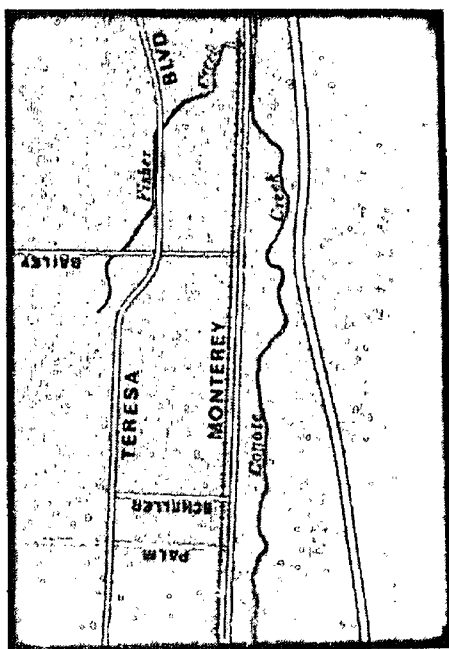
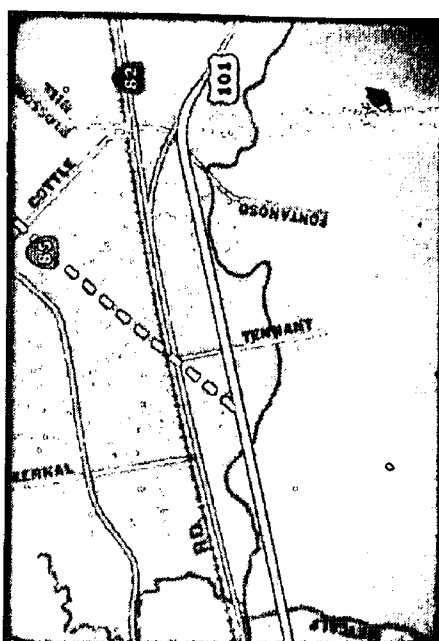
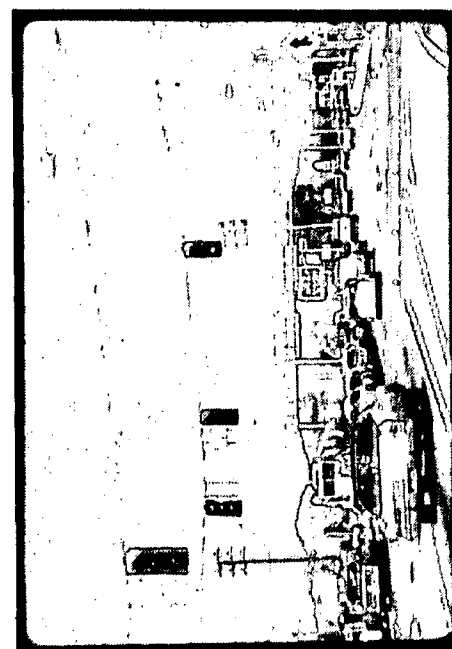
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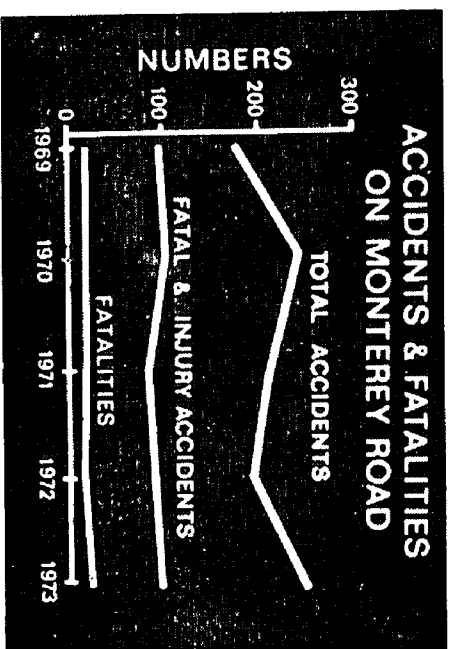
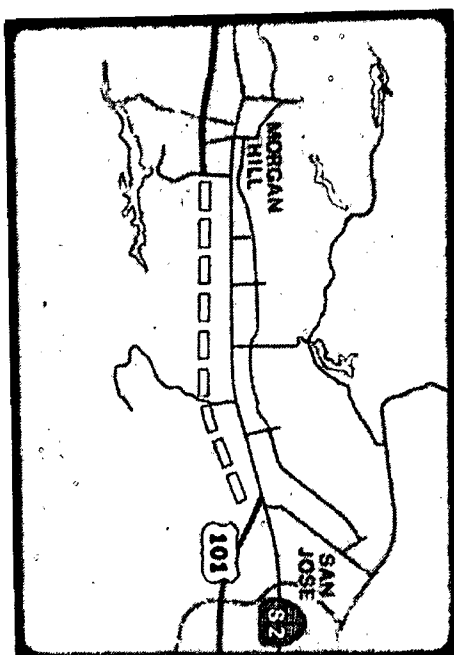


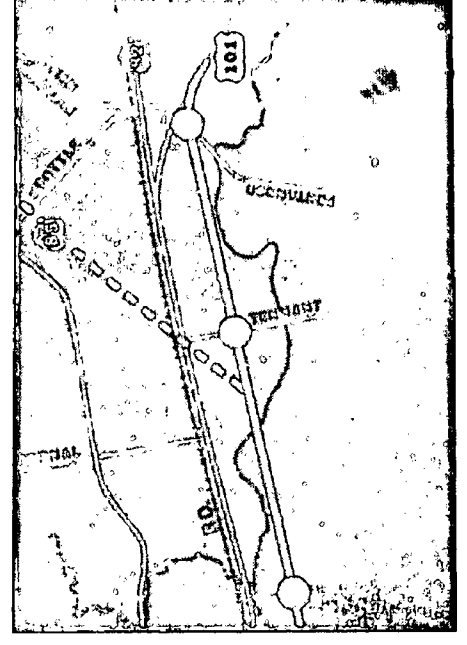
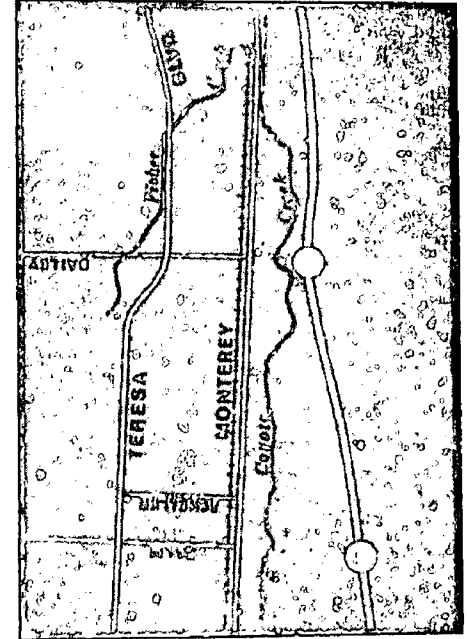
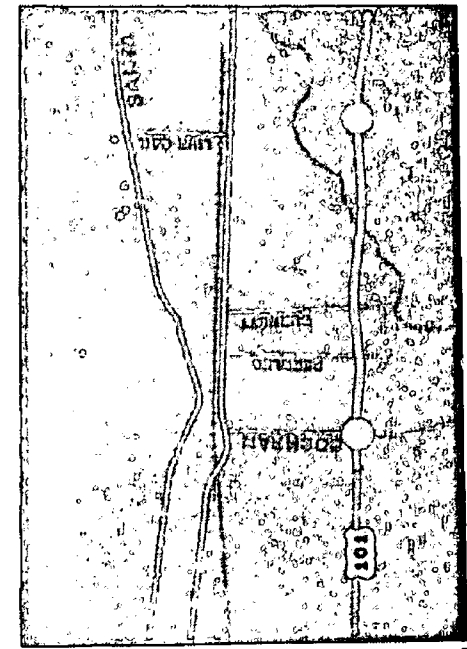
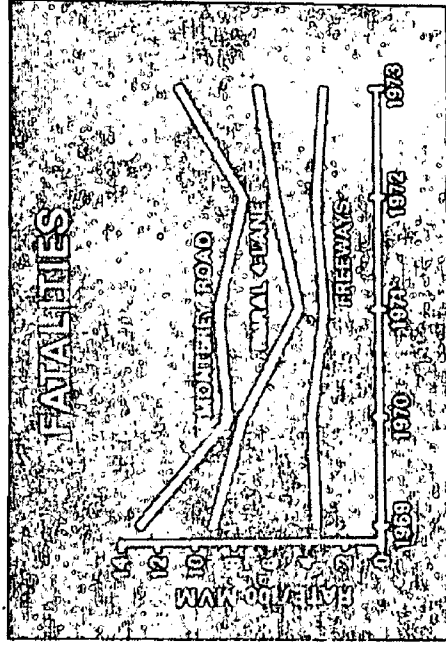
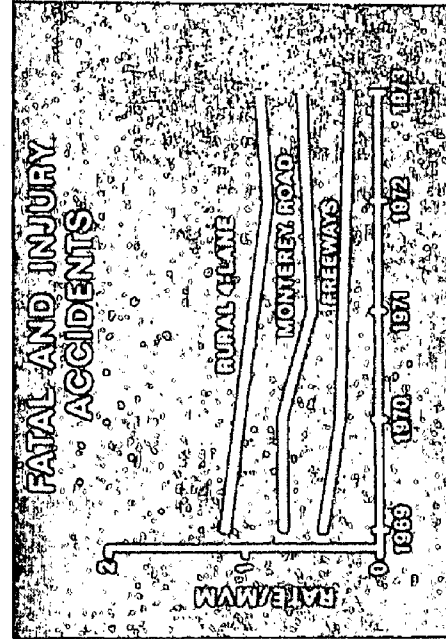
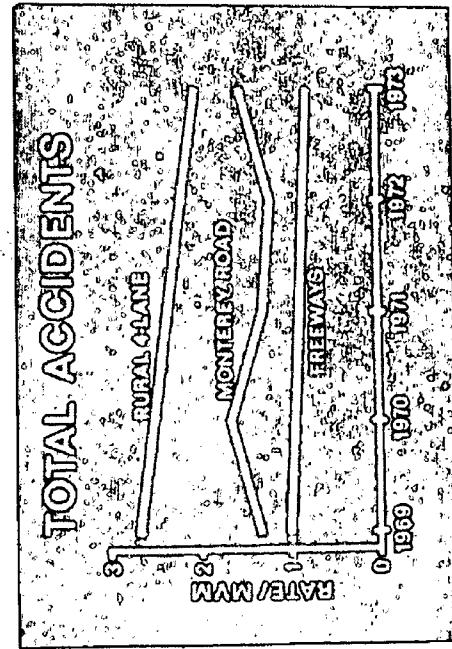
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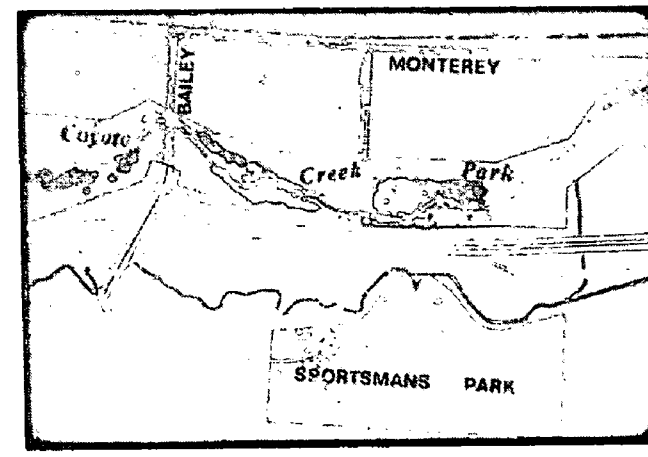
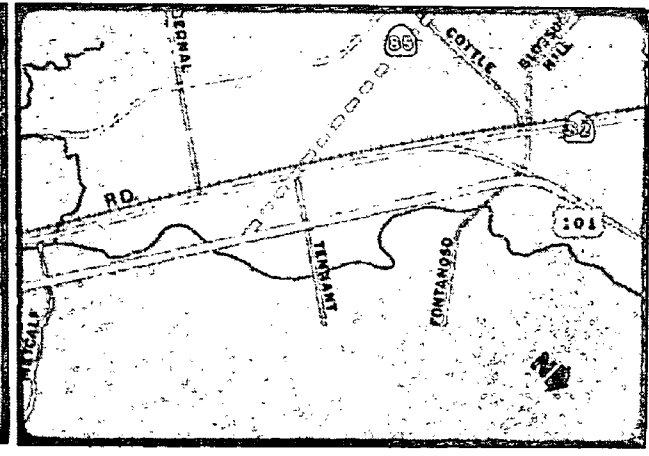
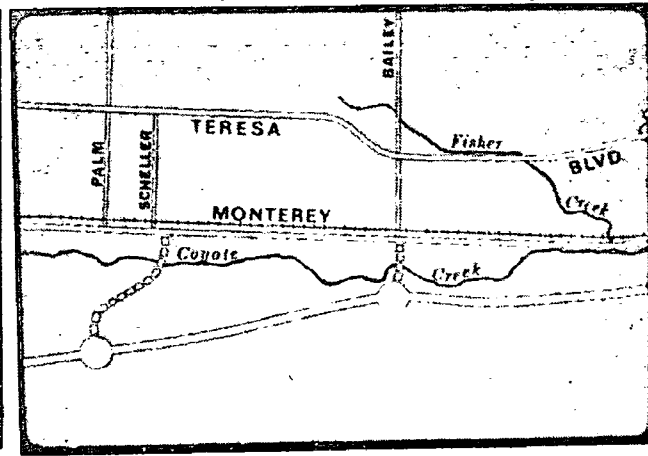
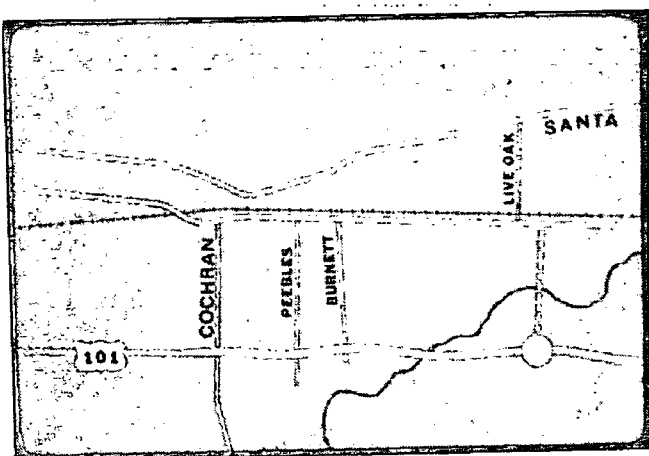


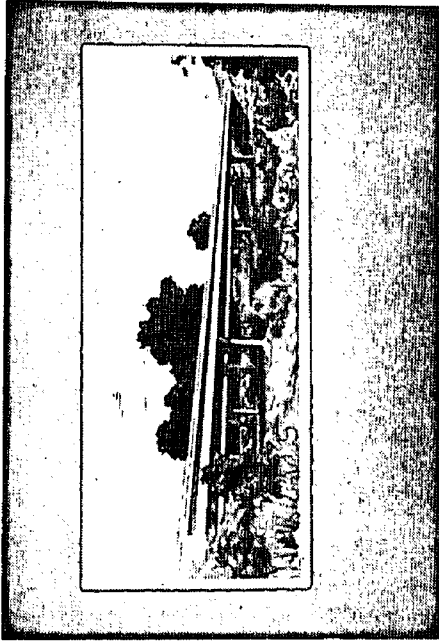
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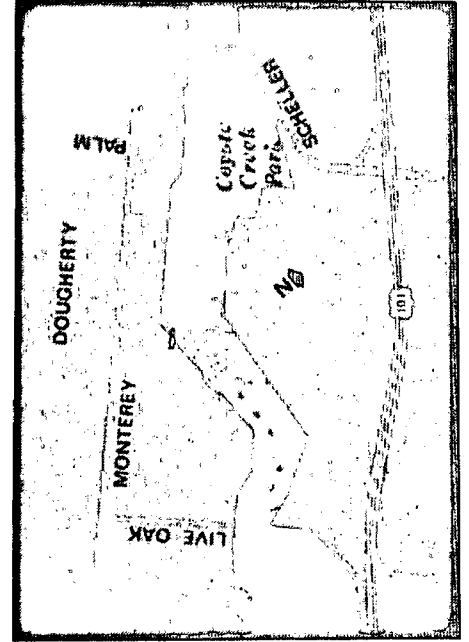




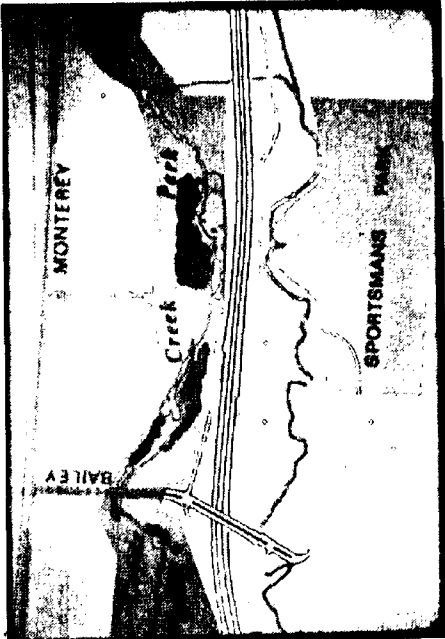
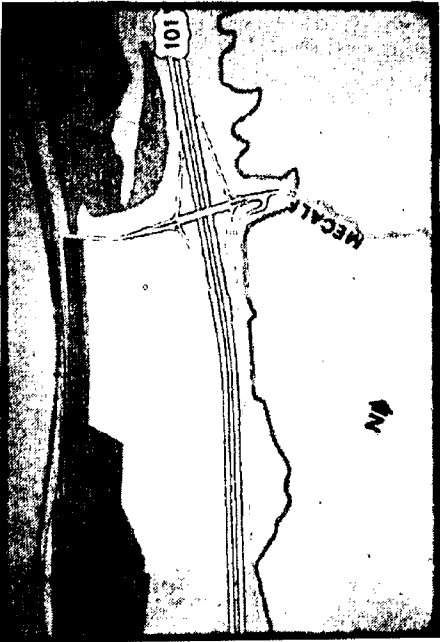




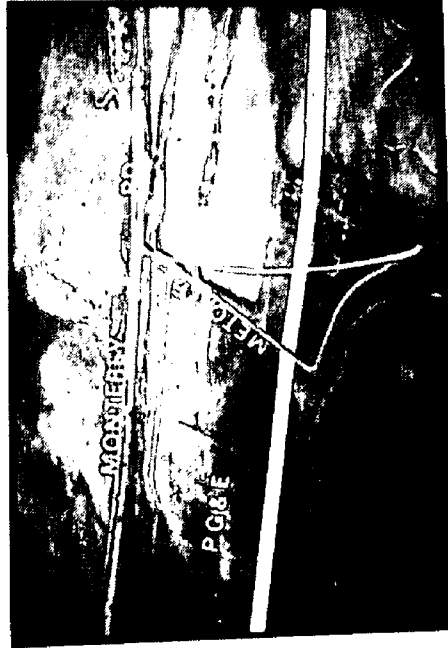
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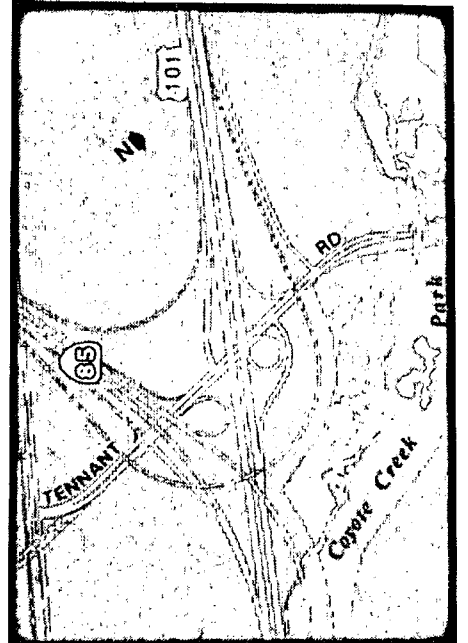
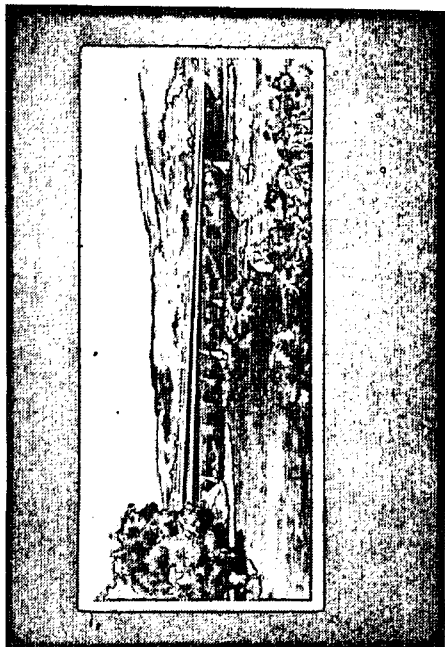
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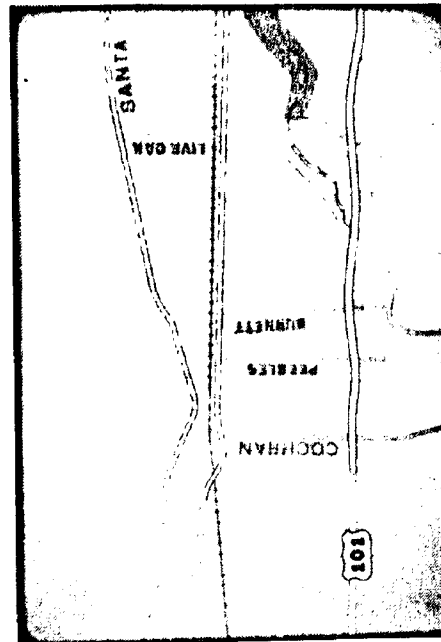
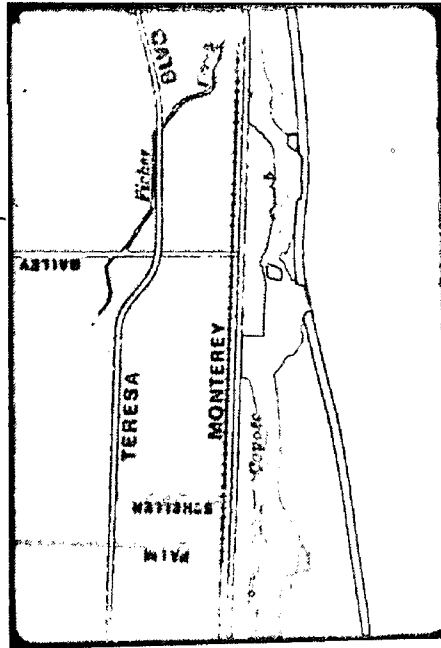
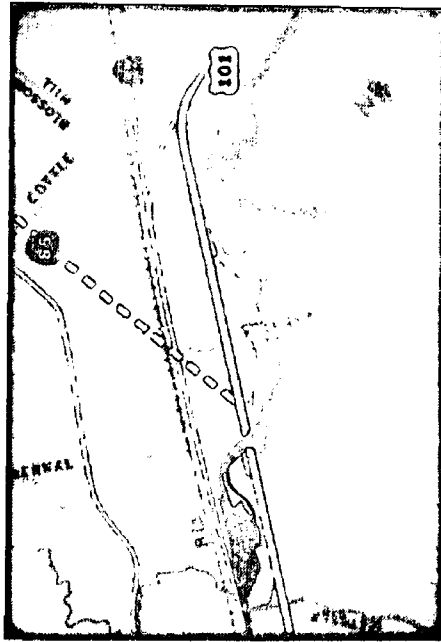
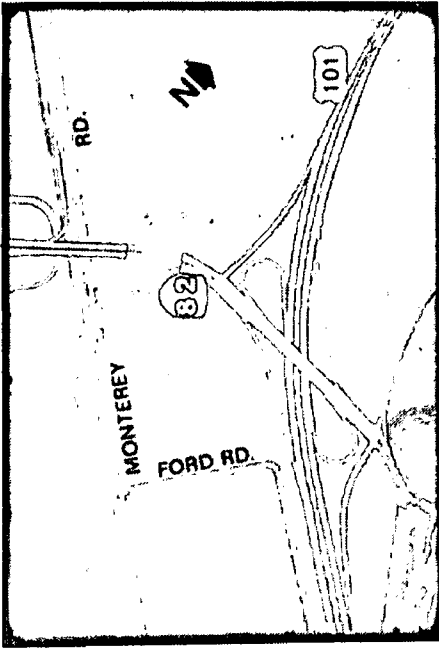


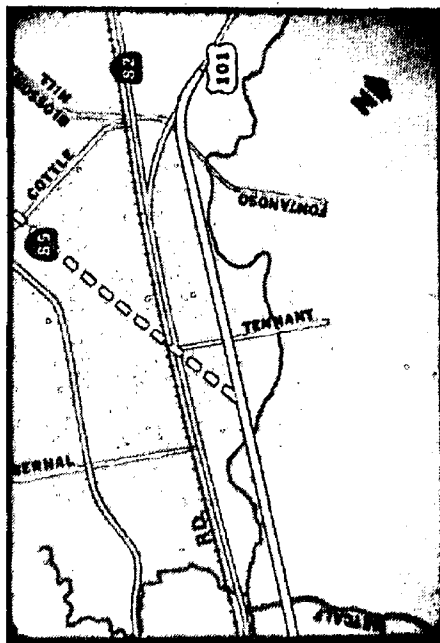
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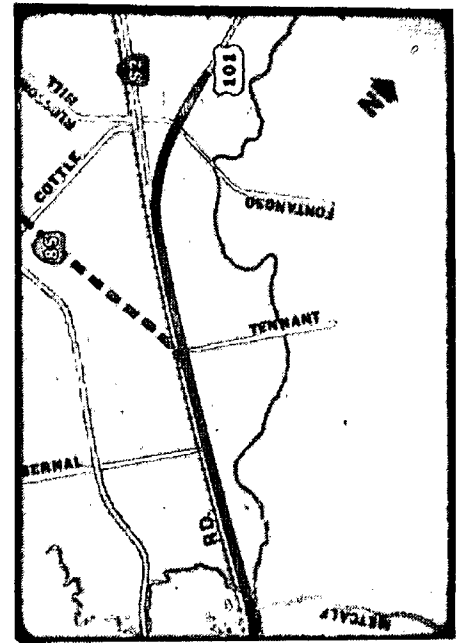
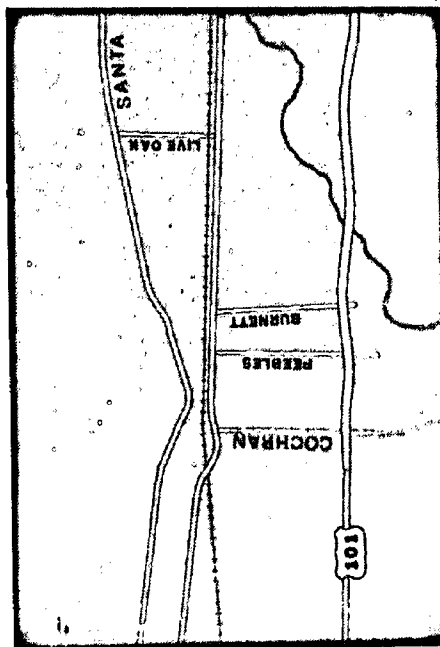
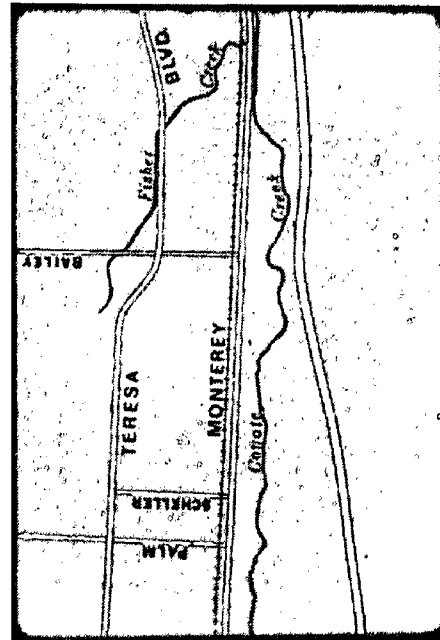
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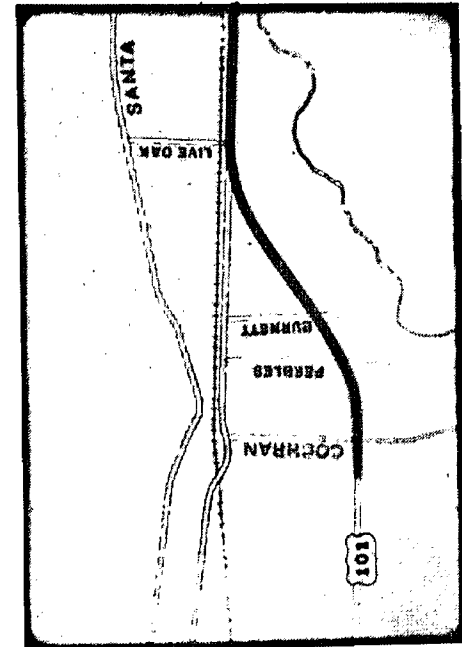
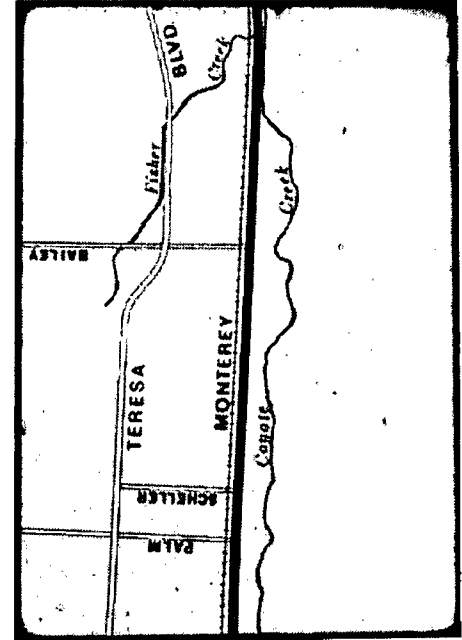


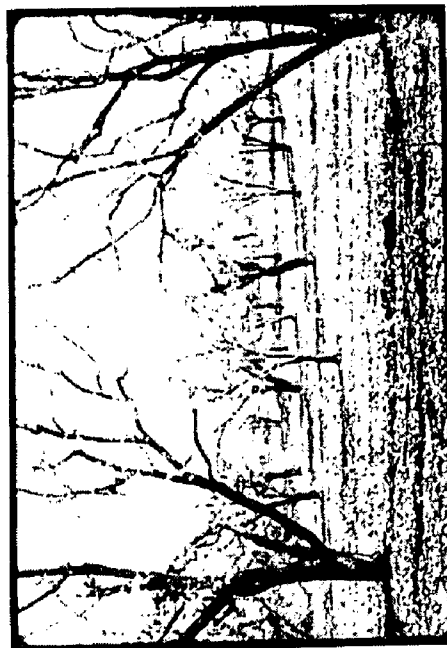
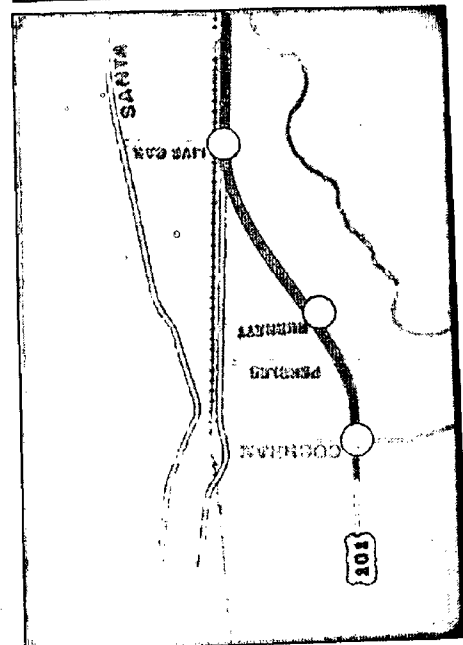
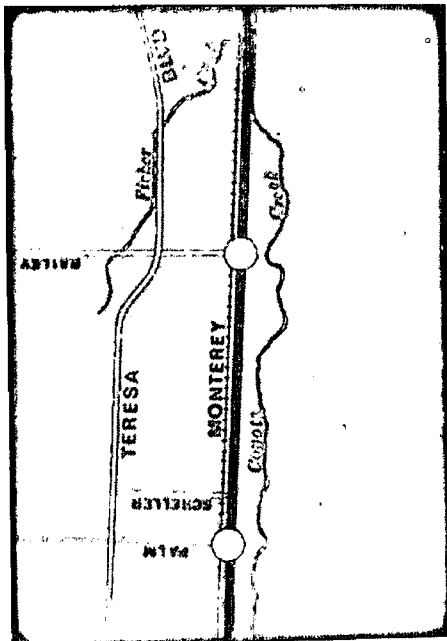
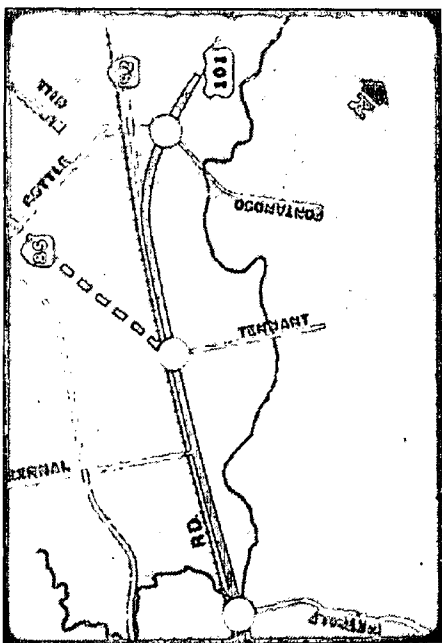


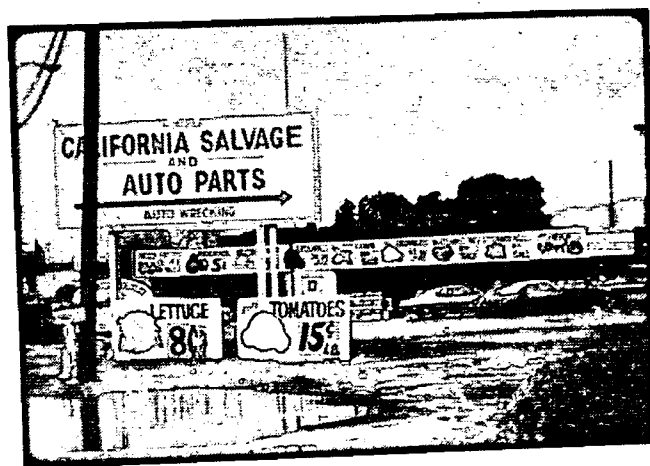
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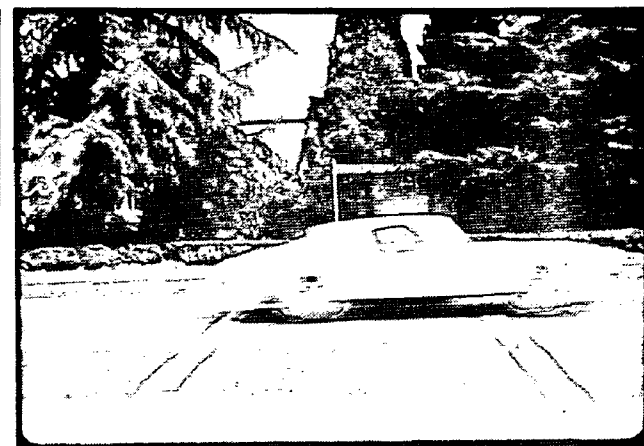
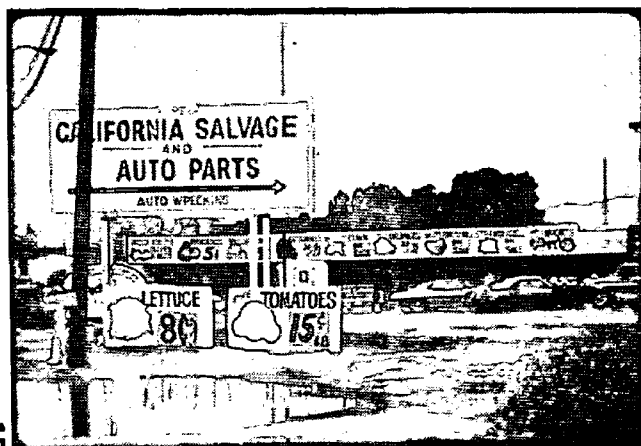
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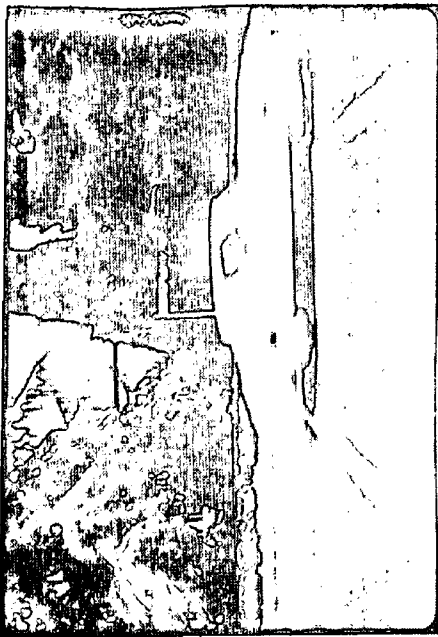




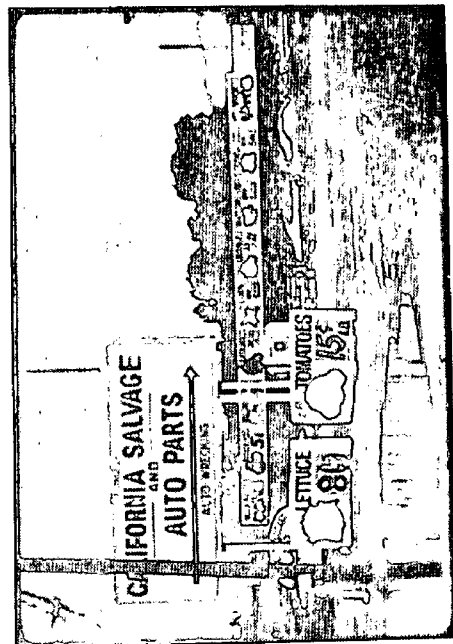
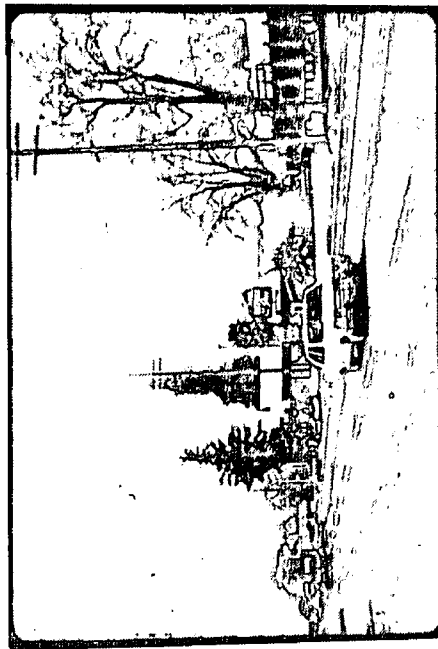
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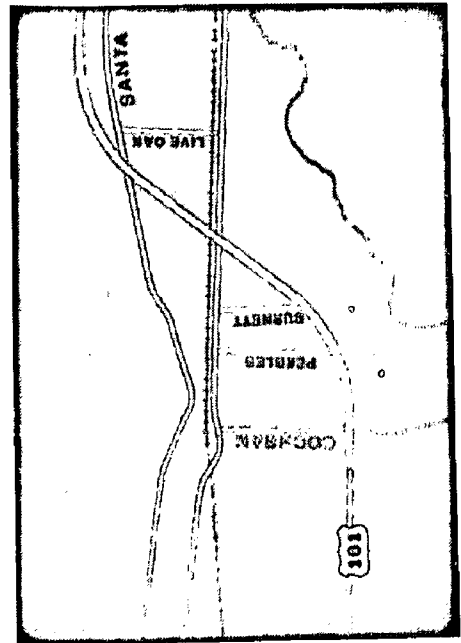
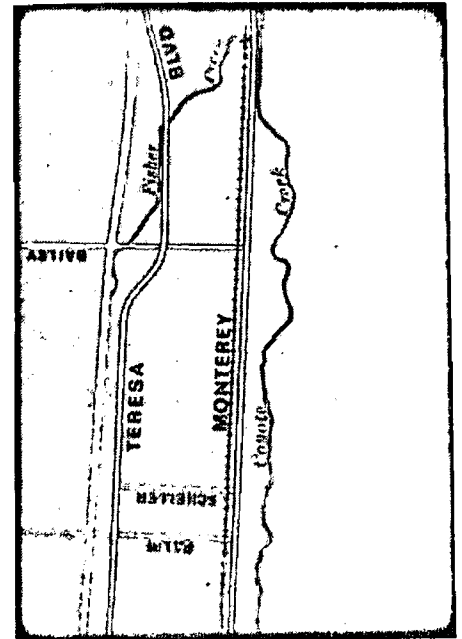
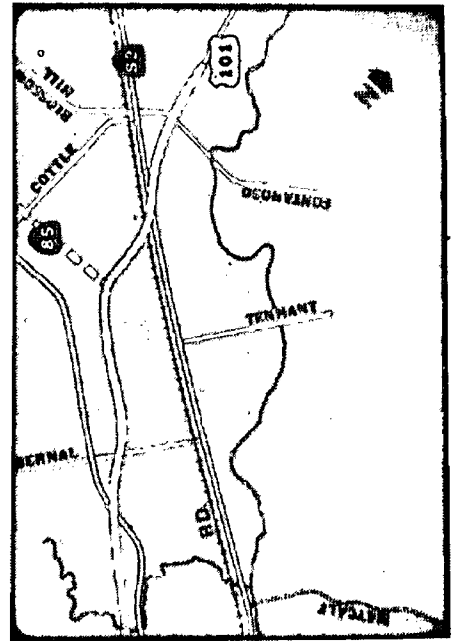
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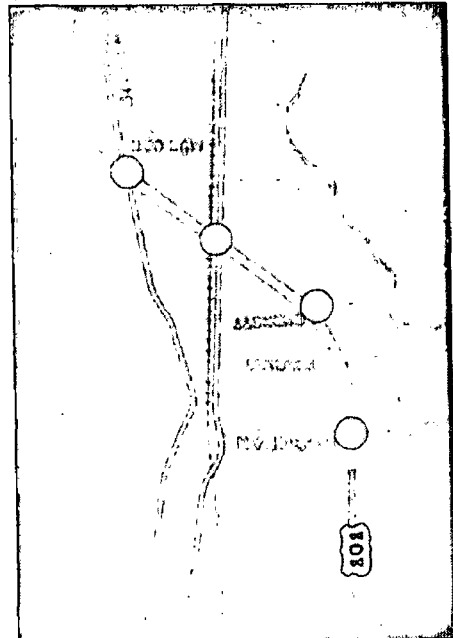
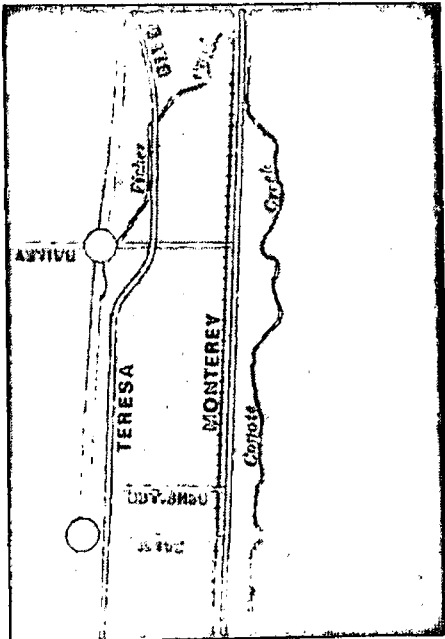
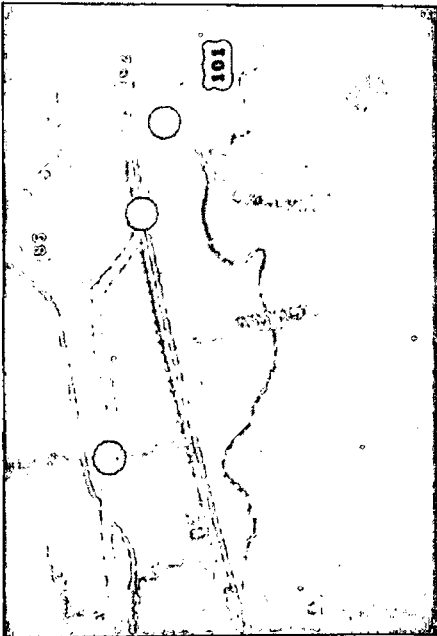


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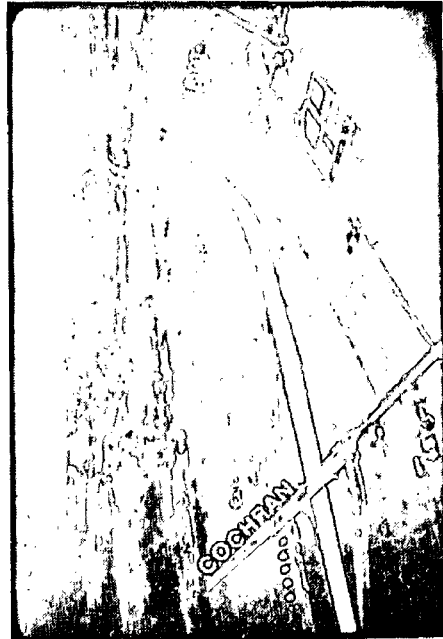


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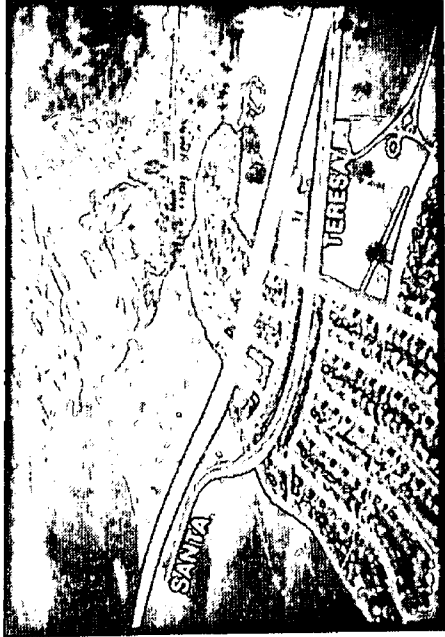


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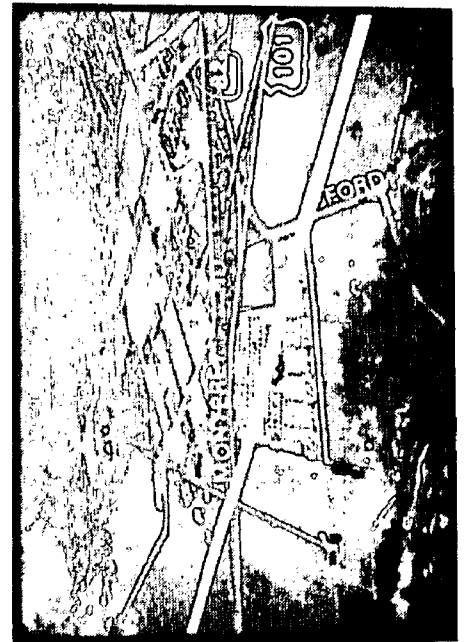


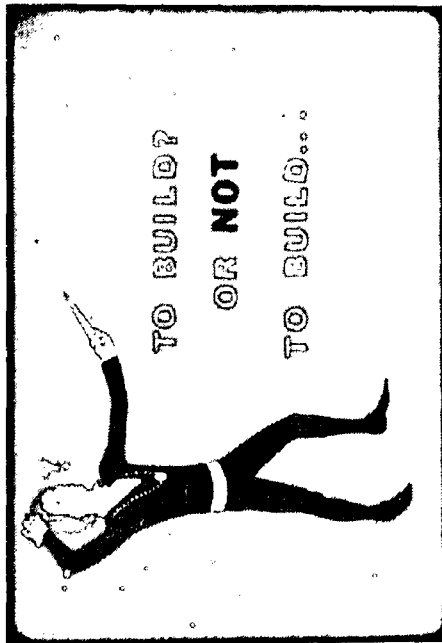
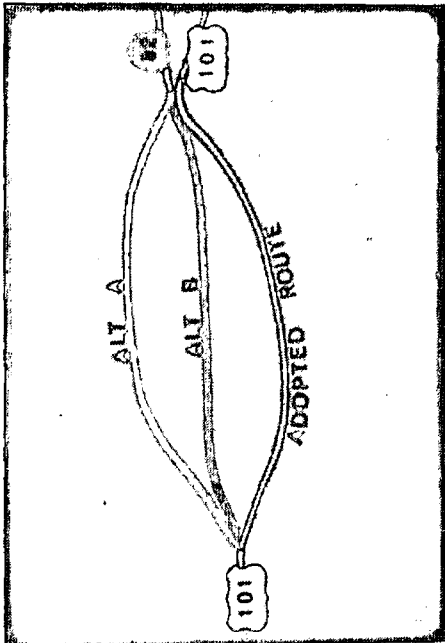


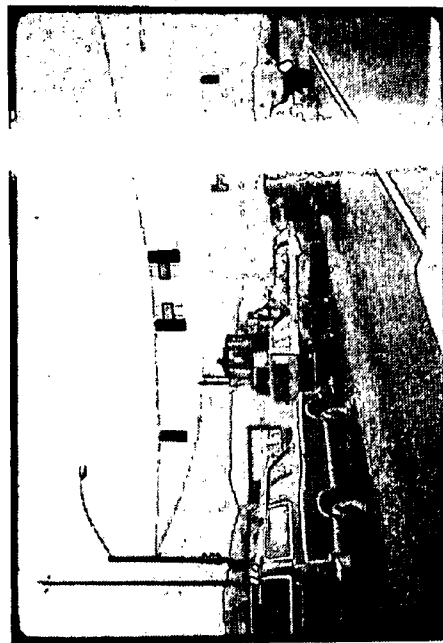
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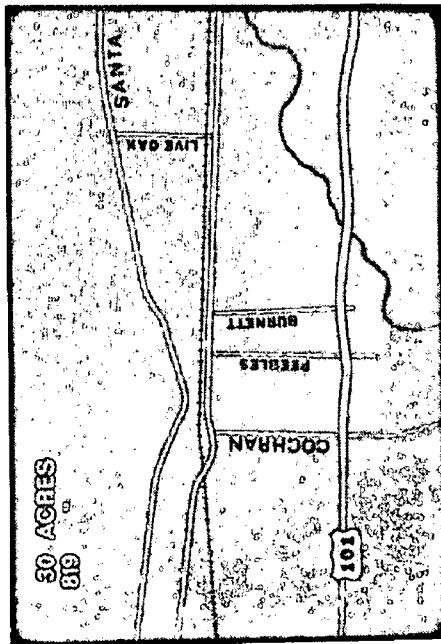
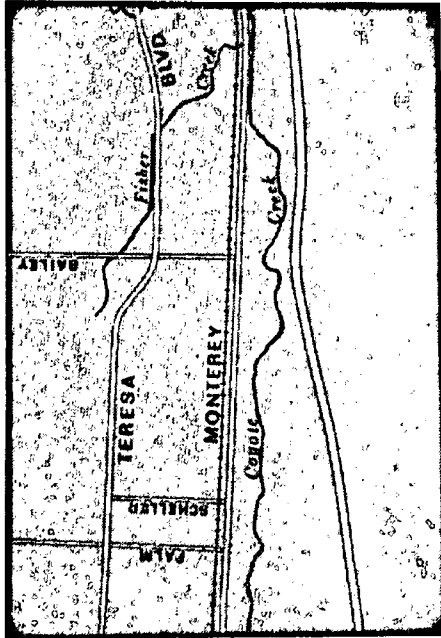
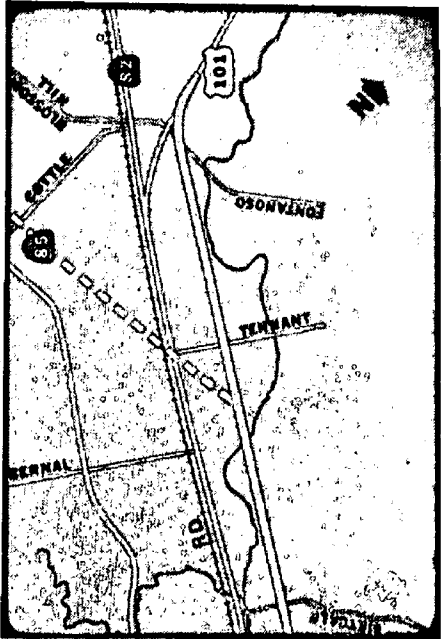


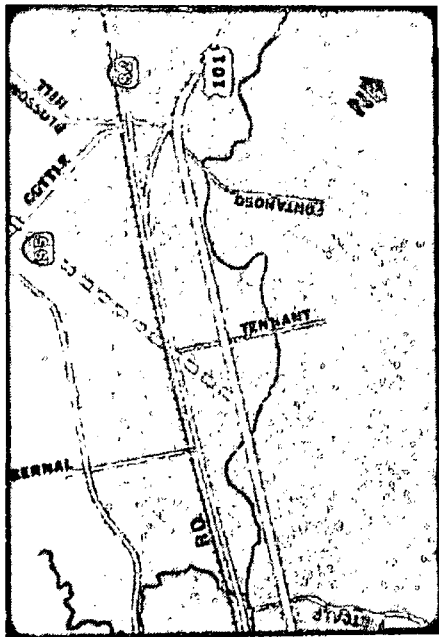




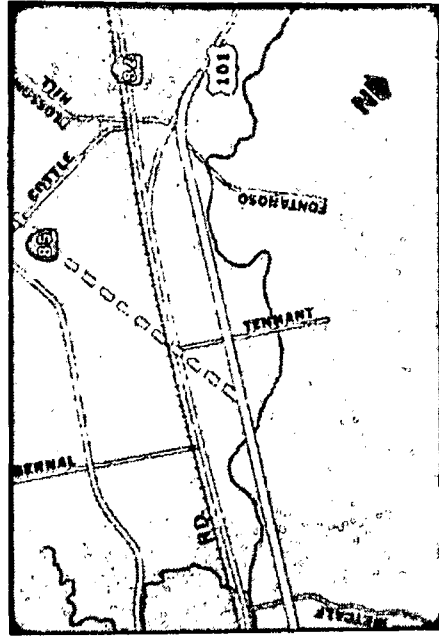
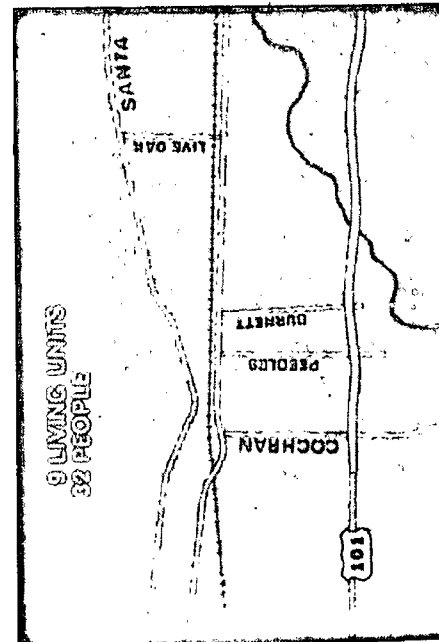
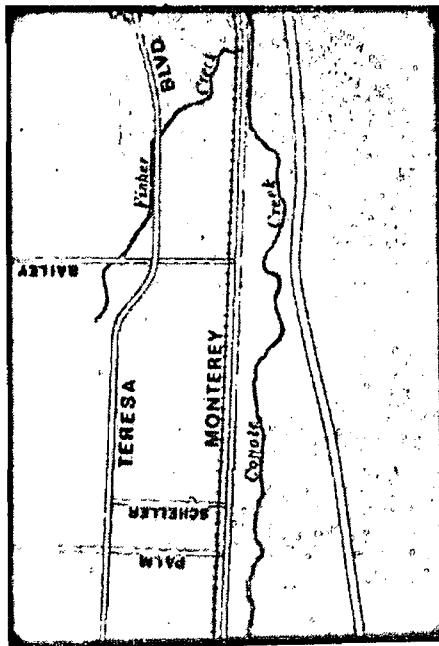


FREEWAY ALTERNATIVES
OR
NO BUILD ALTERNATIVE

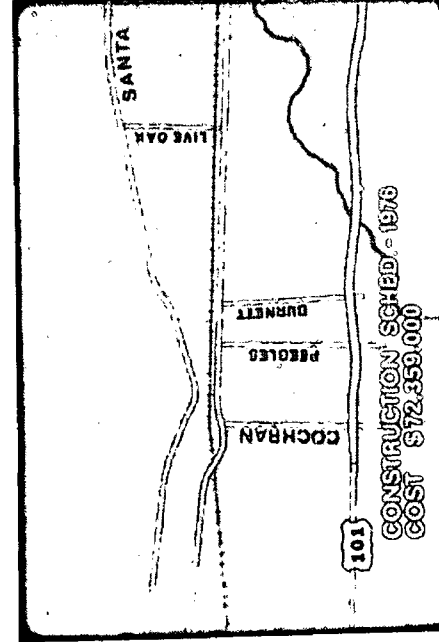
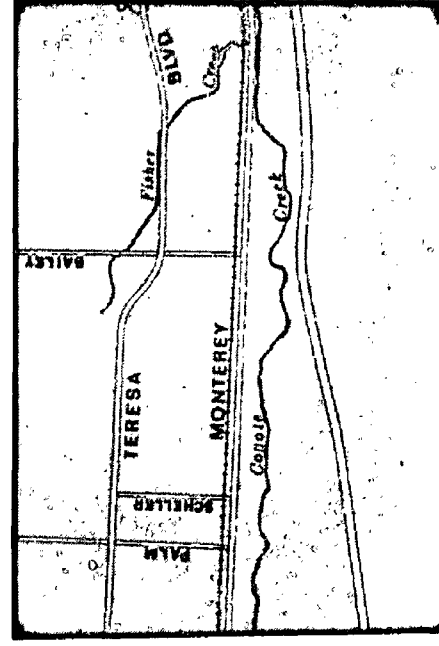


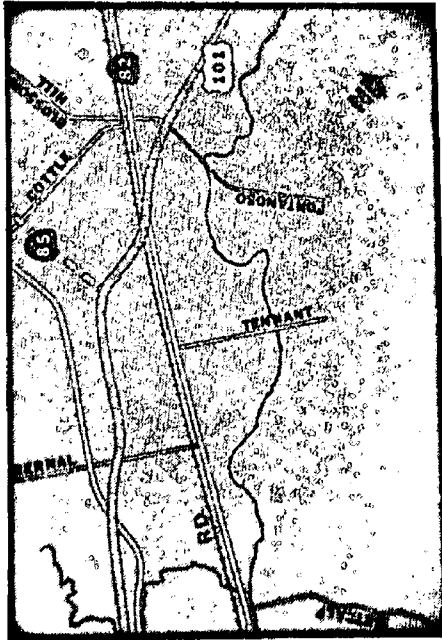


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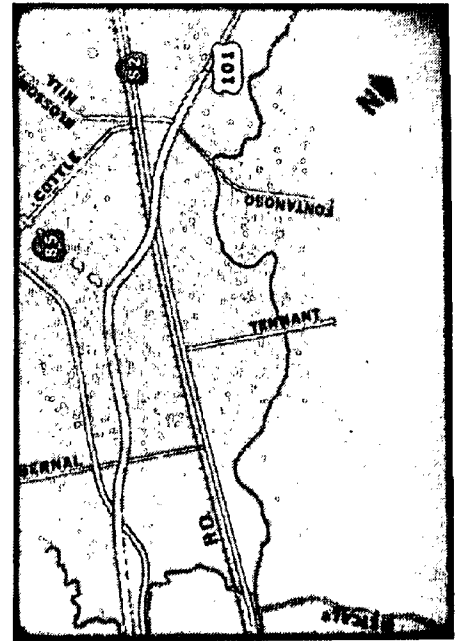
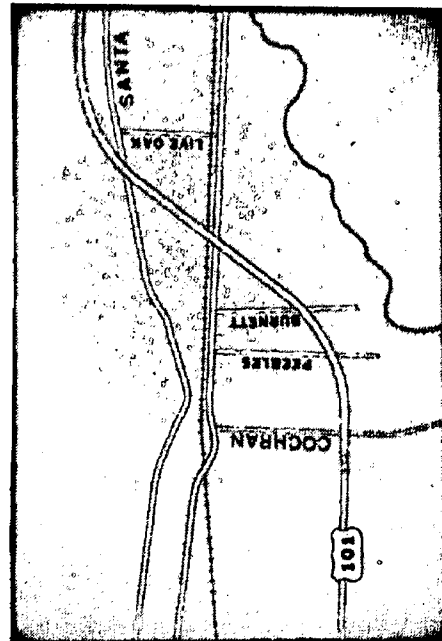
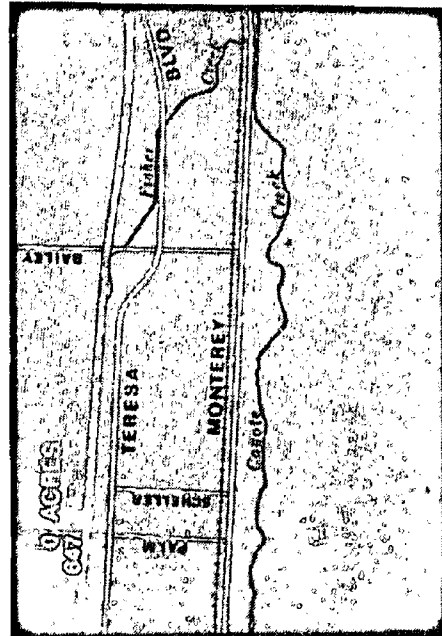


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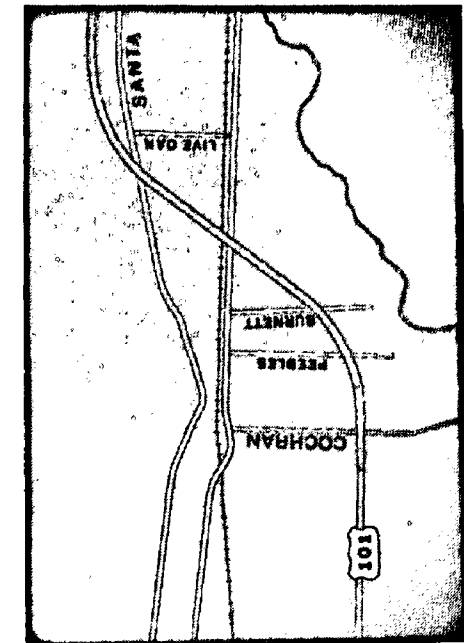
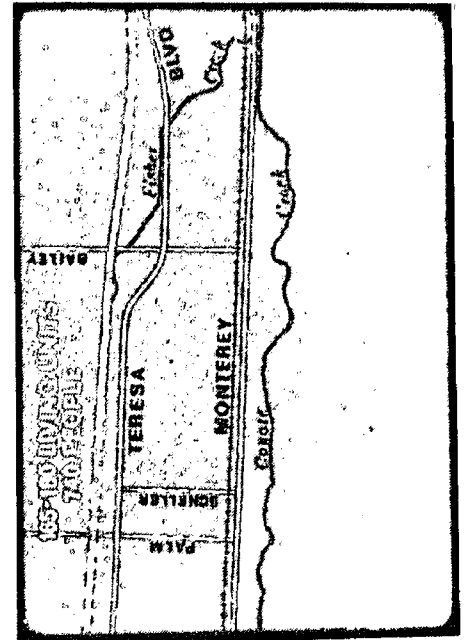


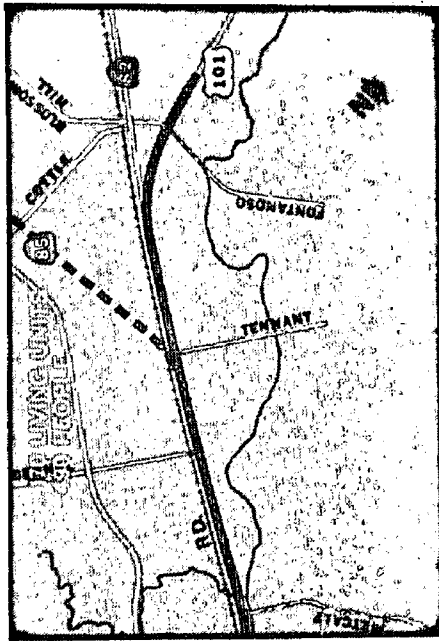


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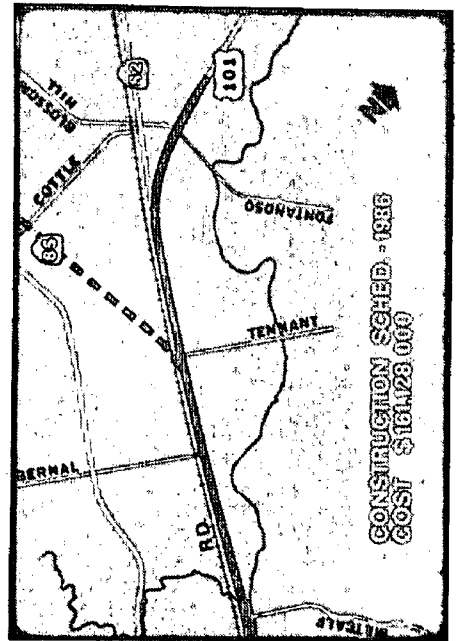
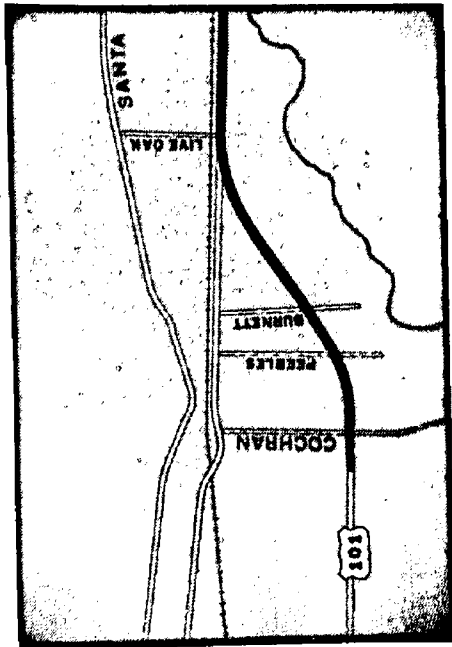
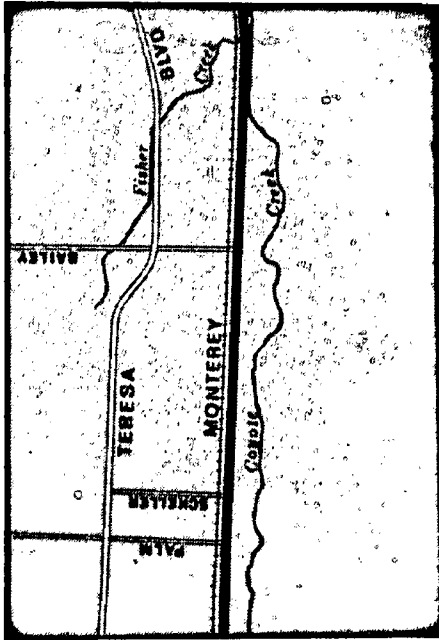


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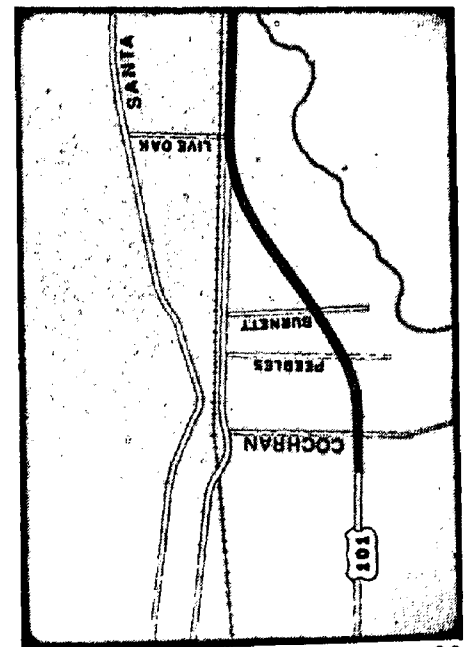
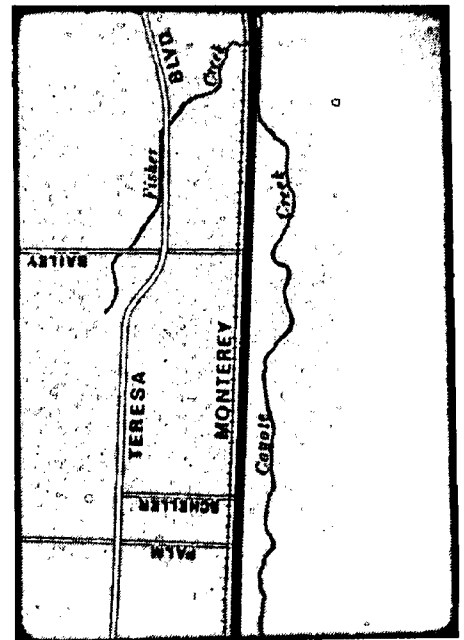




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HIGHWAY DEVELOPMENT PROCEDURAL STEPS	
PROCESSES	TIME REQUIRED
1 ROUTE STUDIES	1 - 2 YEARS
2 ROUTE APPROVAL	1 YEAR
3 PRELIMINARY DESIGN	1 - 2 YEARS
4 DESIGN APPROVAL	1 YEAR
5 FINAL DESIGN & R/W	4 - 5 YEARS
TOTAL TIME REQUIRED TO RELOCATE ROUTE	
	9 - 11 YEARS

ADOPTED ROUTE	
REQUIRES	30 ACRES PARK LAND
	819 ACRES FOR R/W
	9 LIVING UNITS
DISPLACES	32 PEOPLE
CONSTRUCTION SCHEDULE 1978
COST \$72,359,000

ALTERNATE A	
REQUIRES	0 ACRES PARK LAND
	647 ACRES FOR R/W
	185-180 LIVING UNITS
DISPLACES	770 PEOPLE
CONSTRUCTION SCHEDULE 1983
COST \$118,046,000

ALTERNATE B	
REQUIRES	58 ACRES PARK LAND
	586 ACRES R/W
	170 LIVING UNITS
DISPLACES	490 PEOPLE
CONSTRUCTION SCHEDULE 1986
COST \$161,128,000

DOCUMENTS FOR THE RECORD **G**

INDEX OF SECTION G

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Written Questions Submitted at the Hearing	17 - 23
Replies to Written Questions Submitted at the Hearing	24 - 27
List of Persons Submitting Questions at the Hearing	28

State of California

MEETING COMMENTS

Department of Transportation

Name KIM M. VANCE Date APRIL 10, 1978
Address 6724 BERNARD AVE. SAN JOSE, CALIF. 95119
Representing BERNARD ASSOCIATES, INC.
(Business, Organization, Association, etc.)

I wish to speak [] (please check)

I would like to have the following question(s) answered:

I would like to make the following statement for the record: EVEN THOUGH
WE ARE ONLY 10 YEARS OLD, BERNARD ASSOCIATES HAS
ALREADY BEEN INVOLVED IN MANY PROJECTS THAT HAVE
BEEN SUCCESSFUL. WE ARE CURRENTLY WORKING ON THE
101 BYPASS AND WE ARE VERY PLEASED WITH THE
PROGRESS THAT IS BEING MADE. WE WOULD LIKE TO
SEE THE PROJECT COMPLETED AS SOON AS POSSIBLE.

Form 4 AD 221 (Rev. 7/73)

State of California

MEETING COMMENTS

Department of Transportation

Name PETER S. SPARACIO Date APRIL 10, 1978
Address 389 SPONGPARK CIRCLE, SAN JOSE, CALIF. 95136
Representing VEP HOMEOWNERS ASSN.
(Business, Organization, Association, etc.)

I wish to speak [] (please check)

I would like to have the following question(s) answered:

I would like to make the following statement for the record: IN VIEW OF
WHAT EVIDENCE HAS BEEN PRESENTED THIS EVENING,
I WOULD LIKE TO GO ON RECORD AS APPROVING
THE IMMEDIATE APPROVAL AND CONSTRUCTION OF
THE PROPOSED ROUTE OF US 101 BYPASS.

Form 4 AD 221 (Rev. 7/73)

State of California

MEETING COMMENTS

Please Print

Department of Transportation

Name FRANK J. BROWN Date APRIL 10, 1978
Address 5559 PLAIN VALLEY, SAN JOSE, CALIF. 95128
Representing _____
(Business, Organization, Association, etc.)

I wish to speak [] (please check)

I would like to have the following question(s) answered:

I would like to make the following statement for the record: I

Form 4 AD 221 (Rev. 7/73)

State of California MEETING COMMENTS Department of Transportation
Please Print
Name Lisa Wilson Date 4/10/75
Address _____
Representing _____
(Business, Organization, Association, etc.)

I wish to speak ☐ (please check)
I would like to have the following question(s) answered: _____

I would like to make the following statement for the record: I like the

Form 4 AD 221 (Rev. 7/73)

State of California MEETING COMMENTS Department of Transportation
Please Print
Name J. Z. Norton Date 4 APR 75
Address 13700 SYCAMORE ST HORTON HILL
Representing SALE
(Business, Organization, Association, etc.)

I wish to speak ☐ (please check)
I would like to have the following question(s) answered: _____

I would like to make the following statement for the record: _____

GO WITH THE ACCEPTED ROUTE!
ASAP.

Form 4 AD 221 (Rev. 7/73)

State of California MEETING COMMENTS Department of Transportation
Please Print
Name Marjorie G. Hopp Date 10 April 75
Address 2248 DIA CIRCLE 57 57539
Representing MY PROPERTY VALUE
(Business, Organization, Association, etc.)

I wish to speak ☐ (please check)
I would like to have the following question(s) answered: _____

I would like to make the following statement for the record: Thanks for the
BE IMPROVED CIRCLES-- AND THE CEMENTAL ENTIT
AS THE ONLY SOLVABLE BEING TO MAKE. IT CURES
REPAIRS CRACKS AND DOES NOT LET THEM REOPEN
LIKE MOST OF THE OTHERS. CRACKS ARE NOT
FIXED. I WOULD AVOID THEM. I WOULD NOT
CAUSE THE REMOVAL OF PROPERTY VALUES. (THEY
ARE IN THE AREA OF THE AREA AND THE
COMMUNITY ARE AN ENHANCED SPACE 70011

MEETING COMMENTS

State of California
 Name Max L. Weaver Jr. Department of Transportation
 Address P.O. Box 5493 Date 4-10-75
 Representing CVE Rating Engineers
 (Business, Organization, Association, etc.)

I wish to speak [] (please check)
 I would like to have the following question(s) answered: _____

I would like to make the following statement for the record: For the benefit of Stop Growth Environmentalists - New ID on San (Blood Alley) as it is faster and has been for a number of years past has started to let of human growth & life. Is this human to let?

Form 4 AD 221 (Rev. 7/73)

MEETING COMMENTS

State of California
 Name MARJORIE J. SUTTON Department of Transportation
 Address 604 RUSSETT AVE. LOS ANGELES Date April 10
 Representing SIERRA CLUB
 (Business, Organization, Association, etc.)

I wish to speak [X] (please check)
 I would like to have the following question(s) answered: _____

I would like to make the following statement for the record: I will read
it in.

Form 4 AD 221 (Rev. 7/73)

MEETING COMMENTS

State of California
 Name LILLIAN CARSON Department of Transportation
 Address 460 Cypress Park Cr
 Representing V.E.P. Home owners
 (Business, Organization, Association, etc.)

I wish to speak [] (please check)
 I would like to have the following question(s) answered: I approve of the adopted plan and would like to see this Hiway completed as soon as possible - We're already 5 years late in its building. Why delay longer.
 I would like to make the following statement for the record: My children and I were involved in obtaining over 300 signatures for Canyon Park Chain in no way shape or form did we intend to stop the 101 Hiway from being completed. This road is needed desperately to complete the 101 Hiway & close distant freeway traffic on local road "Monte Rey Road"

Form 4 AD 221 (Rev. 7/73)

MEETING COMMENTS
- Please Print -

State of California

Department of Transportation

Name EARL D. HAYDEN Date 4/10/75
Address 915 WEST DUNNE AVE, MORGAN HILL, CA 95037
Representing CONCERNED CITIZEN
(Business, Organization, Association, etc.)

I wish to speak [] (please check)

I would like to have the following question(s) answered: _____

I would like to make the following statement for the record: TO ME, THERE APPEARS TO BE ONLY ONE LOGICAL CHOICE - PROCEED WITH CONSTRUCTION OF THE ADAPTED ROUTE AS SOON AS POSSIBLE, BECAUSE: 1. BYPASS IS NEEDED TO SAVE LIVES. 2. THIS CAN BE DONE QUICKLY. 3. CONSTRUCTION COSTS ARE LESS & DISRUPTION OF DWELLINGS, BUSINESSES AND PRIME AGRICULTURAL LAND IS MINIMIZED. 4. ECOLOGICAL PLANNING & COORDINATION WITH THE COYOTE CREEK PROJECT HAS BEEN OBTAINING. 5. MOST COMMUNITY OBJECTIONS (FROM MORGAN HILL) NO LONGER EXIST.

Form 4 AD 221 (Rev. 7/73)

MEETING COMMENTS
- Please Print -

State of California

Department of Transportation

Name CAROL R. FILICE Date 4/10/75
Address 445 BUCKINGHAM PARK CT, SAN JOSE
Representing PRESIDENT - VEP HOMEOWNER'S ASSOC.
(Business, Organization, Association, etc.)

I wish to speak [X] (please check)

I would like to have the following question(s) answered: _____

I would like to make the following statement for the record: TO ADD MY ASSOCIATION'S SUPPORT FOR THE PROPOSED ROUTE.

Form 4 AD 221 (Rev. 7/73)

State of California

MEETING COMMENTS

- Please Print -

Department of Transportation

Name Darrell McLean Date 4/10/75
Address 715 Encino Drive
Representing Steak Mate Corp.
(Business, Organization, Association, etc.)

I wish to speak [] (please check)

I would like to have the following question(s) answered: _____

I would like to make the following statement for the record: The Adopted

route is the most logical & feasible of
the proposed Freeway routings - We need
to proceed on the plan immediately!
without deleting lanes or interchanges.
- DO IT RIGHT -

Form 4 AD 221 (Rev. 7/73)

Name FRAN SILVAERA Date 4/10/75
 Address 7055 VIA SERENA
 Representing _____
 (Business, Organization, Association, etc.)

I wish to speak [] (please check)
 I would like to have the following question(s) answered: _____

I would like to make the following statement for the record: I DON'T SEE
HOW WE CAN AFFORD TO WAIT ANY LONGER. EVERY
DELAY JUST MEANS A LOT MORE MONEY WILL
BE NEEDED TO COMPLETE THE BYPASS NOT TO
MENTION THE LIVES THAT WILL BE LOST. ONE THING IS
CERTAIN THE ROAD WILL BE BUILT. BUILD IT NOW
LESS MONEY - LESS LIVES.

Form 4 AD 221 (Rev. 7/73)

State of California MEETING COMMENTS
 - Please Print - Department of Transportation

Name Helen Stave Date 4-10-75
 Address 7355 Pawtucket Way S.J. 95139
 Representing _____
 (Business, Organization, Association, etc.)

I wish to speak [] (please check)
 I would like to have the following question(s) answered: _____

I would like to make the following statement for the record: In that we
are trying to remove our children from the dangers
of going to a school adjacent to a freeway, it seems
senseless to remove them from this danger only to
have the freeway follow them to their new schools.

Form 4 AD 221 (Rev. 7/73)

Name Tom Hutton Date 4-10-75
 Address 6012 Afton Ct, San Jose 95123
 Representing HIDDEN CREEK HOMEOWNERS ASSOCIATION
 (Business, Organization, Association, etc.)

I wish to speak [X] (please check)
 I would like to have the following question(s) answered: _____

I would like to make the following statement for the record: OUR ASSOCIATION
SUPPORTS THE ADOPTED ROUTE WITH INITIAL
CONSTRUCTION COSTS OF 6 LANE,
AND INCLUDING THE COORAY TENANT,
AND ROUTE 82 INTERCHANGES.

Form 4 AD 221 (Rev. 7/73)

State of California **MEETING COMMENTS** **Department of Transportation**
 - Please Print -
 Name Dee Ann Tregering Date 4/10/75
 Address 216 Sherry St
 Representing Sexual Intermediary
 (Business, Organization, Association, etc.)

I wish to speak ☒ (please check)
 I would like to have the following question(s) answered: _____

I would like to make the following statement for the record: _____

Form 4 AD 221 (Rev. 7/73)

State of California **MEETING COMMENTS** **Department of Transportation**
 - Please Print -
 Name A. R. TURTURICI Date 4/10/75
 Address Rm. 320 City Hall
 Representing CITY OF SAN JOSE
Director of Public Works
 (Business, Organization, Association, etc.)

I wish to speak ☐ (please check)
 I would like to have the following question(s) answered: _____

I would like to make the following statement for the record: _____

Form 4 AD 221 (Rev. 7/73)

Form 4 AD 221 (Rev. 7/73)

State of California **MEETING COMMENTS** **Department of Transportation**
 - Please Print -
 Name Leslie England Date 4-10-75
 Address 567 W. 1st Ave. San Jose
 Representing 24th Assembly District
 (Business, Organization, Association, etc.)

I wish to speak ☒ (please check)
 I would like to have the following question(s) answered: _____

I would like to make the following statement for the record: _____

MEETING COMMENTS

State of California

Please Print

Department of Transportation

Name DAVID W. HANSEN Date April 10 '75
 Address P.O. Box 660 Gilroy CA 95020
 Representing CITY OF GILROY
 (Business, Organization, Association, etc.)

I wish to speak ☒ (please check)

I would like to have the following question(s) answered: _____

I would like to make the following statement for the record: _____

Form 4 AD 221 (Rev. 7/73)

MEETING COMMENTS

State of California

Please Print

Department of Transportation

Name RICHARD S. GAINES Date 4/10/75
 Address 344 JOHNSON AVE LOS GATOS
 Representing SEORA Club
 (Business, Organization, Association, etc.)

I wish to speak ☒ (please check)

I would like to have the following question(s) answered: _____

I would like to make the following statement for the record: _____

Form 4 AD 221 (Rev. 7/73)

MEETING COMMENTS

State of California

Please Print

Department of Transportation

Name John Beechman Date April 10 '75
 Address P.O. Box 923 Morgan Hill, CA 95027
 Representing Morgan Hill City Council
 (Business, Organization, Association, etc.)

I wish to speak ☒ (please check)

I would like to have the following question(s) answered: _____

I would like to make the following statement for the record: _____

Form 4 AD 221 (Rev. 7/73)

State of California
Department of Transportation
MEETING COMMENTS
Please Print -

Please Print -

Department of Transportation

Name U.C. WIT ROW Date 4-10-13
Address 2201 CAMPBELL RD. SAN JOSE CALIF. 95125
Representing SANTA CLARA CO. BOARD OF TRADERS COUNCIL
(Business, Organization, Association, etc.)

I wish to speak [*x*] (*please check*)

I would like to have the following question(s) answered:

I would like to make the following statement for the record:

Form 4 AD 221 (Rev. 7/73)

MEETING COMMENTS

- Please Print -

Department of Transportation

State of California
Name JOE FAULSTICH
Address 675 LINCOLN #3
Date 4-10-75
SAVA CLARA
Department of Transportation
MEETING COMMENTS
- Please Print -

(Business, Organization, Association, etc.)

I wish to speak ~~XXXX~~ **(please check)**

I would like to have the following question(s) answered:

I would like to make the following statement for the record:

Form 4 AD 221 (Rev. 7/73)

MEETING COMMENTS

- Please Print -

State of California

Department of Transportation

Name TOM HUTTON Date 4-10-75
Address 6012 AFFON COURT
Representing SAN JOSE ALLIANCE OF HOMEOWNERS ASSOCIATIONS
(Business Organization, Association, etc.)
12140 Ave Homeowners Assn.

I wish to speak ☒ (please check)

I would like to have the following question(s) answered: _____

I would like to make the following statement for the record: _____

Form 4 AD 221 (Rev. 7/73)

Department of Transportation

Form 4 AD 221 (Rev. 7/73)

Department of Transportation

ING CONTIN
- Please Print -

Name Ken Saso Date 5-10-75
Address Rt 2 Box 560
Representing Coyote Valley Landowners & Farmers
(Business, Organization, Association, etc.)

I wish to speak ☒ (please check)

I would like to have the following question(s) answered:

I would like to make the following statement for the record:

Form 4 AD 221 (Rev. 7/73)

Department of Transportation

... Please Print -

Name Karen Daly Date 7-10-75
Address 437 Roadway Dr
Representing San Jose Alliance of Homeowners Assoc
(Business, Organization, Association, etc.)

I wish to speak ~~X~~ (please check)

I would like to have the following question(s) answered:

I would like to make the following statement for the record:

Form 4 AD 221 (Rev. 7/73)

MEETING COMMENTS

State of California

Department of Transportation

Name Clayton E. Malachuk Date 4/16/75
 Address 2000 E. 12th St. Camacho
 Representing Malachuk & Associates
 (Business, Organization, Association, etc.)

I wish to speak [] (please check)

I would like to have the following question(s) answered:

On Road

I would like to make the following statement for the record:

90 percent of present already scheduled
to be replaced by a 100 ft wide
construction to 10 ft wide
expanding to 10 ft wide
in the adopted route.
It is the best one

Form 4 AD 221 (Rev. 7/73)

MEETING COMMENTS

State of California

Department of Transportation

Name ERIC WEERTH Date APR 10, 1975
 Address 308 KAYBE COURT
 Representing _____
 (Business, Organization, Association, etc.)

I wish to speak [] (please check)

I would like to have the following question(s) answered:

If an alternate
route is selected prior to the adopted
route, a minimum delay of approximately
8 years would result before we would have a solution
to the ALLEY problem. At the statistical rate
of one death per year this delay would cost
almost 100 LIVES. Can there be any question
regarding route when we are saving the lives of
human beings versus lives and sources in an as
yet non-existing park.

Form 4 AD 221 (Rev. 7/73)

MEETING COMMENTS

State of California

Please Print

Department of Transportation

Name DICK WILKINSON Date 4-10-75
 Address 919 THE ALAMEDA SAN JOSE
 Representing RUTH & GOING & CURTIS
 (Business, Organization, Association, etc.)

I wish to speak [] (please check)

I would like to have the following question(s) answered:

I would like to make the following statement for the record:

I am in favor of the adopted route

Form 4 AD 221 (Rev. 7/73)

State of California
 MEETING COMMENTS
 Please Print
 Department of Transportation
 Name Mary M. Mader Date 4/10/75
 Address 6000 Mader Ave
 Representing Penal Institution
 (Business, Organization, Association, etc.)

I wish to speak [] (please check)
 I would like to have the following question(s) answered:

I would like to make the following statement for the record:

I liked the adopted line.
You should not be building it
because it would cost less

Form 4 AD 221 (Rev. 7/73)

State of California
 MEETING COMMENTS
 Please Print
 Department of Transportation
 Name ALEX B. FIFE Date 4/10/75
 Address 7036 VIA SERENA, SAN JOSE
 Representing _____
 (Business, Organization, Association, etc.)

I wish to speak [] (please check)
 I would like to have the following question(s) answered:

I would like to make the following statement for the record: Re section
9(f) considerations - eliminate the
park and build the road on the
adopted route.

Form 4 AD 221 (Rev. 7/73)

State of California
 MEETING COMMENTS
 Please Print
 Department of Transportation
 Name Mary A. Padula (Mrs Fred) Date 4/10/75
 Address 5703 Culpine Dr. San Jose, Calif.
 Representing _____
 (Business, Organization, Association, etc.)

I wish to speak [] (please check)
 I would like to have the following question(s) answered:

I would like to make the following statement for the record: I believe
that money & time are very important
and that Coyote Park will not be harmed
by going ahead with the Adopted Route.
1976 is a good time to get going.

Form 4 AD 221 (Rev. 7/73)

State of California MEETING COMMENTS Department of Transportation
- Please Print -
Name Mrs. Donna Kennedy (Mrs. Kennedy) Date 4/10/75
Address 8065 El Matador Dr, Gilroy, Ca. 95020
Representing Myself - 40 min daily commuter on Blvd 411/24
(Business, Organization, Association, etc.)

I wish to speak No. ☐ (please check)
I would like to have the following question(s) answered: _____

I would like to make the following statement for the record: 40 min daily
commuter "Blvd 411/24" daily drive is a present
rough, narrow, dangerous, highly congested
roadway in a highly congested area of our county & state.
It has been busy but narrow & congested
for yrs & my car has been stuck in traffic. This
wide freeway that was promised years ago has become
more & more expensive as we work about floor & fauna
& more lives are sacrificed. Immediate investigation
is needed. Donna Kennedy (Mrs)

Form 4 AD 221 (Rev. 7/73)

is costing us too much in lives as well as dollars.
Please let's expedite red tape to give us a safe road.

State of California MEETING COMMENTS Department of Transportation
- Please Print -
Name ROBERT J. BRAUD Date 4/10/75
Address 4281 WINNER PK DRIVE, SAN JOSE, CA
Representing SAN JOSE ALLIANCE OF HOMEOWNERS' ASSOCIATIONS
(Business, Organization, Association, etc.)

I wish to speak ☐ (please check)

I would like to have the following question(s) answered: _____

I would like to make the following statement for the record: PLEASE DO
NOT PLACE TREES ABOVE PEOPLE'S LIVES. THE
ADOPTED ROUTE IS ABSOLUTELY NECESSARY IN ORDER
TO REDUCE CONGESTION AND HIGHWAY DEATHS.
THE ROAD IS NOT GROWTH INHIBITING BECAUSE
SAN JOSE HAS CONTROL OF GROWTH. THE ROUTE
IS A MAJOR COMMERCIAL AND TRAVEL ROUTE
IN COASTAL CALIFORNIA. HOW CAN WE IGNORE
THE ABSOLUTE NECESSITY OF BUILDING THE ADOPTED
ROUTE. OVER →

Form 4 AD 221 (Rev. 7/73)

THE SIERRA CLUB CLAIMS THE
ADOPTED ROUTE IS ILLEGAL BECAUSE
IT GOES THRU A PARK. THE PARK
WOULD BE NICE - BUT THE ROAD IS
ESSENTIAL. MILLIONS OF PEOPLE WOULD
USE THE ROAD. THOUSANDS WOULD USE
THE PARK. IF THEY CANNOT COEXIST -
THE PARK NOT THE ROAD MUST
BE RELOCATED.

MEETING COMMENTS

State of California

Department of Transportation

Name Heidi Claassen Date 4-10-75
Address 7046 Via Serrano
Representing Honolulu Convention Bldg
(Business, Organization, Association, etc.)

I wish to speak [] (please check)
I would like to have the following question(s) answered:
Free way will these salons to construct what
must we do to make our officials see the danger
of MCA taking away 6 ft.
I would like to make the following statement for the record:
No interchanges - legal freeway!

Form 4 AD 221 (Rev. 7/73)

MEETING COMMENTS

State of California

Department of Transportation

Name _____ Date _____
Address _____
Representing _____
(Business, Organization, Association, etc.)

I wish to speak [] (please check)
I would like to have the following question(s) answered:

I would like to make the following statement for the record:

Form 4 AD 221 (Rev. 7/73)

MEETING COMMENTS

State of California

Please Print

Department of Transportation

Name ARTHUR C KENNEDY Date 4-10-75
Address 8065 E HATHORN DRIVE
Representing RAISE COMPANY BUT APPEARING AS A
PRIVATE CITIZEN
(Business, Organization, Association, etc.)

I wish to speak [X] (please check)
I would like to have the following question(s) answered:
CAN ANY SOURCE OF DELAY BE
DISSENTED FOR MASSIVE SIGNIFIED
WENT TO NUTTY SCENE

I would like to make the following statement for the record:
THE COST OF THE PROJECT WAS MORE THAN DOUBLED
IN FIVE YEARS EXCLUDING THE TOLLROADS
WASTED ENERGY
2 TRY DRIVING BLIND ALLEY TWICE DAILY & FOUND
2 YOUNG WILL BE SECONDARY TO SURVIVAL
3 Bay Shore Needs to be widened to at
least six lanes from Ford Road North

Form 4 AD 221 (Rev. 7/73)

MEETING COMMENTS

State of California

Department of Transportation

Name W. R. KONLE Date 4-10-75
 Address 17554 HOLIDAY DRIVE MORGAN HILL CA 95037
 Representing ANDERSON LAKE HOMEOWNERS ASSOC
 (Business, Organization, Association, etc.)

I wish to speak ☐ (please check)
 I would like to have the following question(s) answered: IF NO OBJECTIONS TO THE PROPOSED ROUTE ARE MADE, IS MONEY AVAILABLE TO START THE PROJECT, AND IF SO, HOW SOON COULD THIS BE

I would like to make the following statement for the record:
THE ANDERSON LAKE HOMEOWNERS ASSOC ENDORSES THE ADAPTED ROUTE & RECOMMENDS THAT ALL POSSIBLE EFFORT BE EXPENDED TO COMPLETE IT AS SOON AS POSSIBLE

Form 4 AD 221 (Rev. 7/73)

MEETING COMMENTS

State of California

Department of Transportation

Name LEM-L-LEDFORD Date 4-10-75
 Address 575 E. SAN PEDRO - 7074 MORGAN HILL - 95037
 Representing CARPENTERS - 316 LACAL
 (Business, Organization, Association, etc.)

I wish to speak ☐ (please check)
 I would like to have the following question(s) answered: When does it take so damn long to get this project underway?

I would like to make the following statement for the record: Let's get on with the building of the freeway

Form 4 AD 221 (Rev. 7/73)

State of California

MEETING COMMENTS

- Please Print -

Department of Transportation

Name EVERETT HULL Date 4-10-1975
 Address 7312 MIDDLEBURY WY. S.S.
 Representing MY FAMILY
 (Business, Organization, Association, etc.)

I wish to speak ☒ (please check)
 I would like to have the following question(s) answered: 1 - WHY IS THIS PROJECT TO TAKE 20 YRS TO COMPLETE WHEN THE OVERPASS AT SCOTT BLVD IS LEAVING OUT OF THE GROUND.

I would like to make the following statement for the record: THE SIERRA CLUB MEMBERS ARE IN MY OPINION JUST SO MANY MIS-GUIDED PIGEONS.

Form 4 AD 221 (Rev. 7/73)

MEETING COMMENTS

State of California

Department of Transportation

Name Barbara Ferrante Date April 10, 1975
Address 6321 Montford Dr
Representing Bernal School (Business, Organization, Association, etc.)

I wish to speak [] (please check)

I would like to have the following question(s) answered: Why can't you do something about Bloop Alley?

I would like to make the following statement for the record: I may only be 13, but I understand that fixing that street is important. Bloop Alley costs money but I think people's lives are more important than money.

Form 4 AD 221 (Rev. 7/73)

MEETING COMMENTS

State of California

Department of Transportation

Name Kazuko Tengan Date 4-10-75
Address 7075 Via Serena
Representing Los Pasos Homeowners Assoc. Civic Action Committee (Business, Organization, Association, etc.)

I wish to speak [] (please check)

I would like to have the following question(s) answered: Why didn't the ELS include an alternate route on the east side which would be in keeping with 4(f) and not cause all this problem with the Sierra Club?

I would like to make the following statement for the record:

Form 4 AD 221 (Rev. 7/73)

MEETING COMMENTS

State of California

Please Print

Department of Transportation

Name Tricia May Date 4-10-75
Address 222 Martindale Lane
Representing Bernal School 7th grade (Business, Organization, Association, etc.)

I wish to speak [] (please check) No

I would like to have the following question(s) answered: Why don't you do something about Bloop Alley now before more people get badly hurt or killed. Is there going to be a park named after Mr. Albertson.

I would like to ~~make~~ ^{have} the following statement for the record: Most people don't realize something is really wrong until someone they know gets hurt.

Form 4 AD 221 (Rev. 7/73)

State of California

MEETING COMMENTS

- Please Print -

Department of Transportation

Name

DETTY DRAVIS

Date

April 10, 1978

Address

114-B BELWOOD LANE

Representing

LABOR UNION GAZETTE and the
BUILDING TRADES COUNCIL of SANTA CLARA &
SAN BERNARDINO COUNTIES

I wish to speak [] (please check)

I would like to have the following question(s) answered:

How long will it take for a decision following these hearings? Then how long will before work can start??

I would like to make the following statement for the record:

EVER SINCE I EDITED THE GILROY NEWS HERALD (BEFORE I EDITED THE LABOR PAPER) I HAVE AND MY 3 OLDER CHILDREN HAVE HAD TO TRAVEL THIS OUTRAGEOUS STRETCH OF HIGHWAY "BLOOD ALLEY" WITH ALL THE STAKES WE PAY, WE SHOULD BE BETTER PROTECTED. I say let's finish the job we started. Let's finish this NECESSARY PROJECT.

Form 4 AD 221 (Rev. 7/73)

State of California

MEETING COMMENTS

- Please Print -

Department of Transportation

Name

BRIAN SERPA

Date

4-10-78

Address

6091 PIETZ CT

Representing

GP 75

(Business, Organization, Association, etc.)

I wish to speak [] (please check)

I would like to have the following question(s) answered:

Does Caltrans know of any other alternatives other than A+B. If yes, what disposition was made of them.

I would like to make the following statement for the record:

Form 4 AD 221 (Rev. 7/73)

State of California

MEETING COMMENTS

- Please Print -

Department of Transportation

Name

Marty Chan

Date

4-16-78

Address

710 HIRSCUS LANE SAN JOSE

Representing

(Business, Organization, Association, etc.)

I wish to speak [] (please check)

I would like to have the following question(s) answered:

1. WHAT IMPACT WILL THE HIGHWAY 101 EXTENSION HAVE ON SURROUNDING LAND VALUES IN THE COYOTE VALLEY? AND . . . WHAT IMPACT INFLUENCE WILL THE HIGHWAY HAVE ON 'URBEST' LAND-USE POLICIES?

I would like to make the following statement for the record:

2. HAVE THE NUMBER & CAPACITY 'TYPE' OF FLEWY INTERCHANGES BEEN ESTABLISHED?
3. DO YOU CONSIDER THE HIGHWAY FACILITY A "FORM GENETABLE" BY CONVERTING DISTANCE INTO TIME?
Form 4 AD 221 (Rev. 7/73)

MEETING COMMENTS

State of California

Department of Transportation

Name ERIC WEERTH Date APR. 10, 1975
Address 308 KAYBE COURT SAN JOSE CA.
Representing _____
(Business, Organization, Association, etc.)

I wish to speak [] (please check)

I would like to have the following question(s) answered: How long would it take to purchase the property for the alternate route? Would this not delay an immediate solution to BLOOD ALLEY?

HOW MANY LIVES IS THAT WORTH?

I would like to make the following statement for the record:

BUILD THE ADOPTED ROUTE!

Form 4 AD 221 (Rev. 7/73)

MEETING COMMENTS

State of California

Department of Transportation

Name DONNA BISCHOFF Date 4/10/75
Address 7172 VIA MARIA SAN JOSE
Representing _____
(Business, Organization, Association, etc.)

I wish to speak [] (please check)

I would like to have the following question(s) answered: WHY ARE NO INTER-CHANGES PLANNED FOR BERNAL ROAD IN EITHER THE ADOPTED ROUTE OR ALTERNATE B?

I would like to make the following statement for the record:

Form 4 AD 221 (Rev. 7/73)

MEETING COMMENTS

State of California

Please Print

Department of Transportation

Name Ellen Chan Date 4-10-'75
Address 780 Hibiscus La
Representing Teacher, Santa Clara County.
(Business, Organization, Association, etc.)

I wish to speak [] (please check)

I would like to have the following question(s) answered: _____

I would like to make the following statement for the record: _____

From the presentation given and problems faced by V.S.C. County, it appears common sense to get moving on the adopted route as least expensive, least involving displaced persons and businesses.
* How can we encourage funds to be released for this greatly needed project.
and its completion.

Form 4 AD 221 (Rev. 7/73)

State of California **MEETING COMMENTS** Department of Transportation
 - Please Print -
 Name JAMES CONNELL Date 4-10-75
 Address 7211 Via Bella San Jose 95137
 Representing LOS PASOS HOME OWNERS ASSN.
 (Business, Organization, Association, etc.)

I wish to speak [] (please check)
 I would like to have the following question(s) answered: IN THE SETTING OF
PRIORITIES HOW DID PACHECO PASS (RTE 152) GET UP
OF 101? WHY WERE THE RECENT SAFETY FUNDS
FOR ROADS - LAST CONGRESS - NOT UTILIZED FOR
EXISTING 101?

I would like to make the following statement for the record:
THE ARGUMENT THAT THE FREEWAY WILL CREATE
GROWTH IS ABSURD. WE HAVE TRAFFIC
PROBLEMS DUE TO GROWTH WHICH HAS
OCCURRED WITHOUT THE FREEWAY. THE
BUILDING OF THE 101 FREEWAY WILL SOLVE
THE TRAFFIC PROBLEM & THAT THE GROWTH
WHICH WILL TAKE PLACE IS COMING.

Form 4 AD 221 (Rev. 7/73)

State of California **MEETING COMMENTS** Department of Transportation
 - Please Print -
 Name R. Meyer Date 4-10-75
 Address 1818 Sanillo Way San Jose
 Representing LOCAL UNIT #3 OPERATING ENGINEERS
 (Business, Organization, Association, etc.)

I wish to speak [] (please check)
 I would like to have the following question(s) answered: WASNT THE
FREEWAY PROPOSED AND PLANNED BEFORE THE
COUNTY & CITY PURCHASED COYOTE PARK LANDS WHICH
ADDITIONAL INTERFERED WITH THE
POPULATION EXPANSION PROPOSED?

I would like to make the following statement for the record:

Form 4 AD 221 (Rev. 7/73)

State of California

MEETING COMMENTS

Please Print

Department of Transportation

Name

ROBERT BRAUD

Date

4/10/75

Address

1121 WILSON PK A, SAN JOSE 95128

Representing

WEST HAVENWOODS

(Business, Organization, Association, etc.)

I wish to speak ☐ (please check)

I would like to have the following question(s) answered: SHOULD THERE
BE NO PARK + NO ROAD AND THE ROAD
IS TO BE BUILT FIRST, IS IT NOT TRUE THAT THE
PARK MAY INTERFERE ON THE ROAD. SHOULD
WE NOT CONSIDER RELOCATING THE PARK.

I would like to make the following statement for the record: _____

Form 4 AD 221 (Rev. 7/73)

State of California

MEETING COMMENTS

Please Print

Department of Transportation

Name

Earl G. Malech

Date

4/10/75

Address

P.O. Box 128

Representing

Malech Ranches

(Business, Organization, Association, etc.)

I wish to speak ☐ (please check)

I would like to have the following question(s) answered: _____

on Record

I would like to make the following statement for the record: _____

1. Too many fatalities on Highway 101.
2. What would state do with properties already
acquired?
Would make many questions as to what
to do with acquired properties, resale, etc.
Less conflict during construction.
Adopted route - less noise to schools.
Less problems & money all around - adopted
route.

Form 4 AD 221 (Rev. 7/73)

June 24, 1975

04-SC1-101 17.5/29.0
S. of Cochran Road to
N. of Route 82
04215 - 117381

Mr. Robert Braud
4281 Windsor Park Drive
San Jose, CA 95136

Dear Mr. Braud:

This is in response to your questions on the card you submitted at the public hearing for the proposed Route 101 freeway between Cochran Road and Ford Road.

You asked whether Coyote Creek Park is infringing on the proposed freeway, and if so, should relocating the park be considered. The planning for the park and the freeway have been going on concurrently, with close cooperation between the Santa Clara County Parks and Recreation Department and Caltrans. Only 30 of the proposed 1,177 acres of park land within the project limits are required for the freeway right of way. Therefore, there is no need for considering relocating the park, since the vast majority of park land purchased to date has taken the proposed freeway into account.

We appreciate the interest you have shown in this proposed project. If you have any further questions, please contact us at our District Office at 150 Oak Street in San Francisco.

Very truly yours,

T. R. LAMMERS
District Director

By ORIGINAL SIGNED BY
R. N. KELLER

R. N. KELLER
Chief, Project Development
B Branch

RCH:pw

June 24, 1975

04-SC1-101 17.5/29.0
S. of Cochran Road to
N. of Route 82
04215 - 117381

Mr. Earl G. Maloch
P.O. Box 128
Coyote, CA 95013

Dear Mr. Maloch:

This is in response to your question on the card you submitted at the public hearing for the proposed Route 101 freeway between Cochran Road and Ford Road.

Your question was in regard to the disposal of property already acquired by the State on the adopted route alignment if another route is chosen. These parcels would first be offered for purchase by local jurisdictions. Those not bought by the local jurisdictions would be sold at public auction.

We appreciate the interest you have shown in this proposed project. If you have any further questions, please contact us at our District Office at 150 Oak Street in San Francisco.

Very truly yours,

T. R. LAMMERS
District Director

By ORIGINAL SIGNED BY

R. N. KELLER
Chief, Project Development
B Branch

RCH:pw

June 27, 1975

04-SC1-101 17.5/29.0
S. of Cochran Rd. to
N. of Route 82
04215 - 117381

Miss Barbara Ferrante
6331 Mountford Drive
San Jose, CA 95123

Dear Barbara:

Thank you for your question on the card you submitted at the public hearing for the proposed Route 101 freeway between Cochran Road and Ford Road.

We are preparing plans for a concrete barrier down the middle of Monterey Road, and traffic signals at some of the cross streets.

Very truly yours,

T. R. LAMMERS
District Director

By ORIGINAL SIGNED BY

R. N. KELLER
Chief, Project Development
B Branch

RCH:pw

June 30, 1975

04-SCL-101 17.5/29.0
S. of Cochran Rd. to
N. of Route 82
04215 - 117381

Miss Tricia Kay
222 Martinvale Lane
San Jose, CA 95119

Dear Tricia:

Thank you for your questions on the card you submitted at the public hearing for the proposed Route 101 freeway between Cochran Road and Ford Road.

We are preparing plans to make Monterey Road safer. These plans will include a concrete barrier down the middle and traffic signals at several intersections.

The City of San Jose will name a park after Mr. Albertson. The park is located between Santa Teresa Boulevard and Curie Drive, near Purple Hills Drive.

Very truly yours,

T. R. LAMMERS
District Director

By ORIGINAL SIGNED BY

R. N. KELLER
Chief, Project Development
B Branch

RCH:nw

LIST OF PERSONS SUBMITTING QUESTIONS AT HEARING

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James Beall	17		D 105, 106
Everett Hull	18		D 109
W. R. Konle	18		D 90, 91
Lem L. Ledford	18		D 92, 93
Tricia Kay	19		G 26
Barbara Ferrante	19		G 27
Kazuke Tengan	19		D 72, 73
Marty Ohan	20		D 106, 107, 108
Betty Dravis	20		D 110
Brian Serpa	20		D 111, 112
Ellen Ohan	21		D 114
Eric Weerth	21		D 96
Donna Bischoff	21		D 97
Robert Braud	22		G 24
Earl G. Malech	22		G 25
James Connell	23		D 104
R. Meyer	23		D 111

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Blood Alley
PEOPLE SUBMITTING PETITIONS

KAREN DALY

PRESIDENT, SAN JOSE ALLIANCE OF
HOMEOWNERS ; SUNNYHAVEN SOUTH

BOB FORD

PRESIDENT, HIDDEN GLEN HOMEOWNERS
ASSOCIATION: MEMBER, SAN JOSE AL-
LIANCE OF HOMEOWNERS

CARMEN FELICE

PRESIDENT, VEP HOMEOWNERS ASSOCIATION,
WHICH INCLUDES THE VISTA PARK, ENCORE,
ECHO VALLEY AND PARK VIEW VALLEY DE-
VELOPMENTS.

BOB BRAUD

MEMBER, VEP HOMEOWNERS ASSOCIATION

MIKE KELLEY

MANAGER, MONTEREY OAKS MOBILE HOME COM-
MUNITY

MICHAEL FRYER

CONCERNED CITIZEN

~~LEN FRYER~~

~~CONCERNED CITIZEN~~

A.D. SASO

CONCERNED CITIZEN

DON JALAMARA

CONCERNED CITIZEN

VELMA MILLION

CONCERNED CITIZEN

WALTER DINGMAN

CONCERNED CITIZEN

PETITION TO
SAN JOSE CITY COUNCIL
SANTA CLARA COUNTY BOARD OF SUPERVISORS
STATE LEGISLATORS
STATE HIGHWAY COMMISSION

We, as concerned citizens of Santa Clara County, would like to state our views on a very serious traffic problem called Blood Alley. Blood Alley is a 10-mile stretch of Monterey Highway extending from Ford Road in San Jose to Morgan Hill.

Blood Alley earned its name from the number of deaths and serious injuries that have occurred in traffic accidents on this length of highway. In 1973, for example, 15 deaths occurred on Blood Alley; in 1974 the total was 13. The injuries due to traffic accidents have been much more numerous.

Originally, the State Highway Commission approved the completion of Highway 101 with construction to begin in 1972. The completion of this facility would enable through traffic to completely bypass Blood Alley, making it a much safer road to travel on. However, we have now been told that the initial construction date has been put back to sometime in 1976. This would mean that we would have to live, or die, with Blood Alley for another four years until the freeway is completed.

We as citizens believe that maintaining the environment is important. However, we also believe that traffic safety and the lives of people are important and have priority in this instance.

Believing that this situation is of the utmost urgency and deserves immediate attention, our goal is to see the initial construction date of Highway 101 moved forward to 1975. We therefore petition our governmental agencies and officials to expedite the construction date of Highway 101 from Ford Road to Morgan Hill to May, 1975.

Let's make Blood Alley a thing of the past and make our area a safer place in which to travel.

<u>NAME</u>	<u>ADDRESS</u>
<u>Debra Cuevas</u>	<u>3195 Rocky Mtn Dr San Jose 95127</u>
<u>Lucy Ferreira</u>	<u>1633 York St. San Jose, Ca. 95124</u>
<u>Betty Carter</u>	<u>10356 1st St. Redwood City, Ca. 94062</u>
<u>Clyde Wilson</u>	<u>1211 Lockhaven Way, San Jose, Calif. 95129</u>

NOTE

This is the petition submitted for the record. The original 429 pages with approximately 6,745 signatures are on file in the Caltrans Office at 150 Oak Street, San Francisco.

G. H. Fletcher
G. H. Fletcher
Senior Engineer

'Blood Alley' Top Priority for '75

San Jose's newly-enlarged congressional delegation should make the elimination of infamous "blood alley" one of its priority commitments during 1975. There is much that can and should be done.

San Jose City Public Works Director Tony Turturici outlined the issue with uncommon clarity earlier this week. "Blood alley," that portion of Highway 101 between Ford Road on San Jose's outskirts to Morgan Hill, is a killer. Turturici called it "the worst section of highway in the state," inasmuch as it claimed 15 lives last year and 11 so far during 1974.

On the drawing boards are plans for a six-lane freeway bypass, to extend from 101 Freeway at Morgan Hill to the junction of Bayshore Freeway at Ford Road. The problem, at bottom, lies with the federal government's Environmental Protection Agency. Turturici estimates that after public hearings are held next April the EPA will consume at least 18 months in processing the

project's paperwork. That means, in effect, construction cannot begin until 1976, with completion anticipated no sooner than two years after that.

This raises the inescapable question: How many more human beings must die needlessly on this stretch of inadequate highway while the demands of bureaucracy are being met?

It is impossible to believe that the EPA cannot be prodded to greater-than-usual speed on this matter, particularly if the prodding comes from Representatives and Senators who control the EPA's pursestrings.

Inasmuch as human beings are unquestionably a part of the nation's total environment, it seems reasonable to assume that preservation of human life is or should be—a legitimate concern of the EPA. Perhaps if the San Jose congressional delegation put the matter to the EPA in these terms, the "blood alley" freeway bypass could clear the bureaucratic maze in a matter of days rather than months.

AND THE
STATE
OF CALIF.

This petition is being signed with the hope that the construction of the six lane freeway bypass between Morgan Hill and Ford road can clear the red tape or anything else that is holding it up. So that the E.P.A. pursestrings can be opened now, Not in two years. We ask that our Congressmen and our Senators get their heads together at once to eliminate "BLOODY ALLEY"

Every day saved might be a life saved. we the undersigned are residents of the surrounding territory and are directly concerned in the elimination of "BLOODY ALLEY"

NAME

ADDRESS

Ernest F. Herfurth
Efraila B Glover
Charles B Glover

165 Blossom Hill Rd. Sp. 64 S. J. Cal
165 Blossom Hill Rd. SP 68 SJ CA
165

NOTE

A record. The original 56 pages with approximately 1,325 signatures are on file in the Caltrans Office at 150 Oak Street, San Francisco.

G. H. Fletcher
Engineer

B L O O D A L L E Y

SAVE A LIFE

- - - YOURS!

As a concerned citizen of Santa Clara County, or San Benito County, I petition the state highway commission to approve the proposed section of US101 between Cochran and Ford Roads in order to eliminate BLOOD ALLEY.

Name	Address	City	Phone
Vida Carr	730 Eschenburg dr	Gilroy	—
Robert Kawasaki	640 - C St.	Hollister	—
Howard Hether	2930 Leavelly Rd	Gilroy	—
K. Child	240 Snyder Ave	Armas	722-7215
F. J. White	1151 Driftwood	Gilroy	842-6950
Charles Hearn	7050 Brucemilla	Gilroy	842-6130
Cedela Rivera	1165 Monterey ST	Hollister	637-4608
Lisa Heppard	1095 Hacienda dr	Gilroy	842-4477
Harold Miller	500 W. 10 th # 172	Gilroy	842-0742

NOTE

This is the petition submitted for the record. The original 19 pages with approximately 353 signatures are on file in the Caltrans Office at 150 Oak Street, San Francisco.

Q. H. Fletcher
Q. H. Fletcher
Senior Engineer

Clip and mail to Dispatch C/O Blood Alley,

P.O. Box 7, Gilroy

SPEND A DIME TO SAVE A LIFE

As a concerned citizen of Santa Clara County, I petition the state highway commission to approve the proposed section of US 101 between Cochran and Ford Roads in order to eliminate BLOOD ALLEY.

Name ROBERT JACKS

Address 3415 RANCHO VISTA E.T.

Telephone No. GILROY

NOTE

This is the coupon petition submitted for the record. The original 198 coupons with approximately 252 signatures or names are on file in the Caltrans Office at 150 Oak Street, San Francisco.

Q. H. Fletcher
Q. H. Fletcher
Senior Engineer

Clip and mail to Dispatch C/O Blood Alley,

P.O. Box 7, Gilroy

SPEND A DIME TO SAVE A LIFE

As a concerned citizen of Santa Clara County, I petition the state highway commission to approve the proposed section of US 101 between Cochran and Ford Roads in order to eliminate BLOOD ALLEY.

Name MRS. EVELYN WOODRUFF

Address 1240 SUMNER DR. GILROY

Telephone No. 842-5234

NOTE

This is the coupon petition submitted for the record. The original 165 coupons with approximately 202 signatures or names are on file in the Caltrans Office at 150 Oak Street, San Francisco.

Q. H. Fletcher
Q. H. Fletcher
Senior Engineer

Copy and mail to Dispatch c/o Blood Alley,
P.O. Box 7, Gilroy

SPEND A MINUTE TO SAVE A LIFE

As a concerned citizen of Santa Clara County, I petition
the state highway commission to approve the proposed
section of US 101 between Cochran and Ford Roads in
order to eliminate BLOOD ALLEY.

Name

Address

Telephone No.

Name	Address	Phone
Robert m. mayberry	5483 Don Mariano Ct. S.V.	578-3775
Becky Orasco	871 Chappell Rd, Hollister	---
Robert Wood	766 FIRST ST. #17, GILROY	---
Fred Oszmy	1350 Fernwood Lane, Gilroy	842-2164
Ernest Jones	157 Almond Ave #38, Gilroy	---
Ralph Bravo	370 E 8TH St Gilroy Calif 95020	842-6633
Barbara Pomeroy	17425 Blue Jay Ct. Morgan Hill	779-9255
Jan Brown	360 El Sra Gilroy	842-6583

NOTE

This is the petition submitted for the record. The original 3 pages with approximately 50 signatures are on file in the Caltrans Office at 150 Oak Street, San Francisco.

J. H. Fletcher
Q. H. Fletcher
Senior Engineer

As a concerned citizen of Santa Clara County, I
petition the state highway commission to approve
the proposed section of US 101 between Cochran and
Ford Roads in order to eliminate BLOOD ALLEY.

Name Betty J. Higgins

Address 7511 Kentwood Court, Gilroy

Phone No. 842-8788

1-75
As a concerned citizen
of Santa Clara County,
I petition the state
highway commission
to approve the proposed
section of US 101 between
Cochran and Ford Roads
in order to eliminate
Blood Alley.

Carole Druey
15820 Foxhill Ave.
Morgan Hill, Ca.
9479 5452

As a concerned citizen of Santa Clara
County, I petition the state highway
commission to approve the proposed
section of U.S. 101 between Cochran
and Ford Roads in order to elimi-
nate BLOOD ALLEY.

NAME: Linda M. H. Partidge
ADDRESS: 1231 Juniper Avenue - #C
Gilroy, Ca.
TELEPHONE NO.: (408) 842 5169

February 4, 1975

AS CONCERNED CITIZENS OF SANTA CLARA COUNTY, WE
PETITION THE STATE HIGHWAY COMMISSION TO APPROVE THE
PROPOSED SECTION OF US 101 BETWEEN COCHRAN AND FORD
ROADS IN ORDER TO ELIMINATE BLOOD ALLEY.

Joseph L. Pedota
15390 La Alameda
Morgan Hill, Ca. 95037

Joseph L. Pedota
779-4969

Arlene Livorsi
11080 New Avenue
Gilroy, Ca. 95020

Arlene Livorsi
842-6425

Woodrow R. Kelley
1070 Third Street
Gilroy, California 95020

Woodrow R. Kelley
842-0400

Reenel T. Moretti
10605 Murphy Lane
Gilroy, California 95020

Reenel T. Moretti
842-2291

As a Concerned citizen of Santa Clara County, I petition
the state highway Commission to approve the proposed
section of U.S. 101 between Cochran and Ford Roads in
order to eliminate Blood Alley.

Name: Mrs. George E. Kleini
Address: 1305 Maple Avenue, San Martin 95046
Telephone No: 779-4577

As a Concerned citizen of Santa Clara County, I petition
the state highway Commission to approve the proposed
section of U.S. 101 between Cochran and Ford Roads in
order to eliminate Blood Alley.

Name: Geo. E. Kleini
Address: 1305 Maple Avenue, San Martin 95046
Telephone No: 779-4577

Jan. 20, 1975

As concerned citizens of Santa Clara County, we petition the state highway commission to approve the proposed section of U.S. 101 between Cochran and Ford Roads in order to eliminate Blood Alley

Adalyn Roberts	3230 OAK VIEW LN.	Morgan Hill, Ca.	779-4564
Bennie Antonians	16660 Oak View Circle	Morgan Hill, Ca.	779-5012
David Robert	3230 Oak View Ln	Morgan Hill	779-4564
Tony Antonians	16660 OAK VIEW CIRCLE	MORGAN HILL	779-5012
Kent Miller	16320 OAKWOOD LANE	MORGAN HILL	779-3969
Donna Miller	16320 Oakwood Lane	Morgan Hill	779-3969

Please !!! We urge the completion of the highway 101 link between Morgan Hill and San Jose with utmost haste along the route recommended by the State Highway Dept. to eliminate the present "death trap" that exists now, for the many of us who commute daily.

Sincerely,

Adalyn Roberts

3230 Oak View Lane
Morgan Hill, Ca. 95037
Phone # 779-4564

March 10, 1975

Mr. B. C. Bachtold
Department of Transportation
P. O. Box 3366 Rincon Annex
San Francisco, CA 94119

Dear Mr. Bachtold:

As a concerned citizen who drives the 10-mile stretch of Highway 101, commonly known as Blood Alley, I urge speedy construction of the 101 freeway link on the recommended route along the Coyote Park Chain.

As you are well aware there have been 29 deaths in 24 months as well as numerous injuries to innocent victims. Further delay will only mean more traffic congestion leading to more accidents, and consequently a higher death rate. Highway 101 is a vital link for people in Southern Santa Clara County with their employment, leisure, and other necessities.

Please -- ACTION is Needed Today; Don't Delay!

Sincerely yours,

Virginia Rose
275 W. Pleasant Ave
Marina del Rey, CA, 90377
Citizen of South Santa Clara County

rc

NOTE

This is the letter submitted for the record. The original 112 letters are on file in the Caltrans Office at 150 Oak Street, San Francisco.

Q. H. Fletcher
Q. H. Fletcher
Senior Engineer

April 8, 1975

To the Chairman of the Blood Alley Hearing:
We are here representing the
Bernal school. All we are asking
is to fix Blood Alley. We started
getting involved on the account
of having a classmate, and also
a good friend of mine, killed on
that road. Please help and do
something about it because
we don't want to hear of any
more deaths on that road. Please
don't vote against it. Vote for it.

Sincerely,
Mary Morales

NOTE

This is a sample letter submitted for the record. The original 25 letters are on file in the Caltrans Office at 150 Oak Street, San Francisco.

J. H. Fletcher
J. H. Fletcher
Senior Engineer

STATE OF CALIFORNIA
AREA CODE 408-443-8740

DISTRICT ADDRESS
777 NORTH FIRST STREET
SAN JOSE, CALIFORNIA 95113
AREA CODE 408-286-8318

STATE SENATOR
ALFRED E. ALQUIST

THIRTEENTH SENATORIAL DISTRICT
REPRESENTING
SANTA CLARA COUNTY
IN THE

Senate

PUBLIC UTILITIES, TRANSPORT
AND ENERGY, CHAIRMAN
EDUCATION
FINANCE
TRANSPORTATION

March 20, 1975

Mr. Joseph Sinnott, Chairman
California Highway Commission
1120 N Street
Sacramento, California 95814

Dear Mr. Sinnott:

I regret that I cannot be present today to bring this message to you.

There is a stretch of U. S. Highway 101 between San Jose and Morgan Hill which is so hazardous it has gained the unfortunately descriptive name of "Blood Alley."

I will not detail the nature or the number of the accidents which occur along this highway; I am sure that others have conveyed these tragic statistics. I have two requests I wish to present for your consideration. First, as an immediate stop-gap remedy, safety equipment and devices should be installed along the highway to mitigate the present cross traffic hazard. At a minimum, traffic control lights are urgently needed at every major intersection. Concrete barriers or steel cables should be installed in the median strip to prevent out-of-control cars from crossing the divider area and colliding with on-coming traffic.

Secondly, I respectfully request that the Highway Commission pursue with utmost speed the completion of U. S. 101 along the route as originally proposed and including interchanges to serve the immediate needs of the residents of the South Santa Clara Valley.

Mr. Sinnott

- 2 -

"Blood Alley" is averaging 13 fatalities per year. With population expansion into the south valley, this average can be expected to climb. I urge you to take action now to relieve this crisis situation.

Sincerely,

ALFRED E. ALQUIST

AEA/lh



*Anderson Lake
Homeowners Association
Box 297
Morgan Hill, California 95037*

April 7, 1975

T. R. Lammers
District Director
Department of Transportation
P. O. Box 3366, Rincon Annex
San Francisco, CA 94119

Gentlemen:

The Anderson Lake Homeowners Association of Morgan Hill, California, wish to go on record as endorsing the adopted route of the route 101 freeway between Cochran Road in Morgan Hill and Ford Road in San Jose.

We are vitally concerned since the majority of us use the existing "Blood Alley" section of route 101 on a daily basis. We are aware of the 29 deaths in the past 24 months and, in addition, to the many near "misses" in which we are directly involved or have witnessed.

Many of us have reviewed the environmental study and have discussed it at length. We feel that the adopted route represents the best solution to the critically needed freeway link. In addition, it represents a savings in human lives, because it is the only solution which can be implemented immediately.

We, the Anderson Lake Homeowners Association, also want to be on record as requesting the maximum effort be made to start and complete this remaining section of the 101 Freeway system. Thank you for your time and concern.

Very truly yours,

William R. Konle
William R. Konle, Chairman
Roads & Planning Committee
Anderson Lake Homeowners Assoc.

Sunnyhaven South Homeowner's Association

April 10, 1975

State of California
Transportation Department
State Capitol
Sacramento, California

RE: 101 Bypass

Gentlemen:

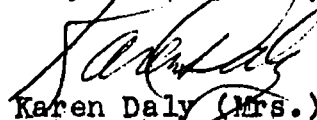
Sunnyhaven South Homeowners Association represents approximately six thousand (6,000) people in the Edenvale Planning Area of the City of San Jose.

The members present at our March meeting voted unanimously to support the proposed route of 101 Bypass between Ford Road and Cochran Road. Also we voted to ask for a maximum of six lanes and three interchanges:

Ford Road (San Jose)
Cochran Road (Morgan Hill)
Tennant (Bernal Rd.)(San Jose)

Please give your deepest consideration and approval to this project as stated above.

Very truly yours,


Karen Daly (Mrs.)
President

kld

437 Roading Drive
San Jose, Cal. 95123

San Jose Alliance of Homeowners Associations

THE ALLIANCE

April 10, 1975

State of California
Transportation Department
State Capitol
Sacramento, California

RE: 101 Bypass

Gentlemen:


The San Jose Alliance of Homeowners Associations has a membership of fourteen (14) individual Homeowners Associations who represent approximately forty thousand (40,000) residents in the Edenvale and Almaden Planning Areas in the City of San Jose. The Edenvale Planning Area is split by the existing Monterey Highway and, therefore, plays a major role in our transportation pattern.

At our April meeting the members present (after reviewing the EIR) voted unanimously to approve the proposed route for the 101 Bypass between Cochran Road and Ford Road. Also voted to support a maximum six lane freeway with three major interchanges at Ford Road, Cochran Road, and Tennant (Bernal Road). The San Jose Alliance cannot support Bailey Avenue, Scheller or Live Oak interchanges as they are growth inducing and add greatly to the total cost. We could, though, if the State deems necessary, support the Medcalf interchange.

Although the Alliance realizes that some realignment of the proposed route through the Coyote Park may be required for Federal approval, we believe that CalTrans can do so with little or no delay of the total project.

We, therefore, request that the State and Federal agencies approve this project with consideration to the above remarks.

Very truly yours,


Karen Daly (Mrs.)
President



Telegram

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PMS T R LAMMERS, VERN CHRISTINA STATE HIGHWAY COMMISSION AND
ALL THOSE INTENDED, DLR

MCCABE HALL SAN JOSE CIVIC AUDITORIUM 145 WEST SAN CARLOS AVE
SAN JOSE CA

TO WHOM IT MAY CONCERN

PLEASE BE ADVISED THAT THE ROTARY CLUB OF GILROY CALIFORNIA
UNANIMOUSLY VOTED THIS AFTERNOON TO URGE ALL STATE GOVERNMENTAL
OFFICERS AND GOVERNOR JERRY BROWN TO ELIMINATE "BLOOD ALLEY" AS SOON
AS POSSIBLE. THE ROTARY CLUB OF GILROY WAS JOINED IN THIS RESOLUTION
BY 9 MEMBERS OF THE ROTARY CLUB OF MORGAN HILL CALIFORNIA. WE URGE
YOU TO GET STATE APPROVAL AND FEDERAL APPROVAL IMMEDIATELY TO
PREVENT FURTHER LOSS OF HUMAN LIFE.

BYRON BOLFING PRESIDENT BRYAN CUNNINGHAM ATTORNEY

6F-1201 (R5-89)

Hidden Glen Homeowners' Association

6012 Afton Court
San Jose, California 95123
April 11, 1975

Mr. T. R. Lammers, District Director
Department of Transportation
Post Office Box 3366 Rincon Annex
San Francisco, California 94119

re. April 10, 1975 EIS and Route Hearing for Freeway 101
between Ford Road and Cochran Road in Santa Clara County

Dear Mr. Lammers:

Following are my remarks made at the subject hearing:

I am Tom Hutton, representing the Hidden Glen Homeowners' Association, located in the Edenvale area of San Jose. We support early completion of the freeway on the adopted route. We feel that initial construction should include six lanes, with interchanges at Route 82, Tennant Road, and Cochran Road. Careful planning should be executed to mitigate impact to the Coyote Creek park chain pursuant to section 4f.


The right of way for the other four interchanges, and for future expansion to eight lanes, should be preserved for future development when needed. We feel that the EIS effectively speaks to the environmental impacts and mitigating measures, and alternative route are adequately discussed. We hope that if community pressure accelerates approval of the project, you have the designs complete so construction could start in 1975.

The existing Blood Alley should have immediate safety improvements to prevent loss of life while the freeway is being built, and in later years.

My reasons for these comments have been stated by many prior speakers, and in the interest of time, I won't repeat them. Thank you.

Also, I have enclosed a recent letter I sent to the San Jose City Council, which details my reasons for our proposals, and those of our association.

Sincerely,



Thomas S. Hutton
Communications Chairman

Enclosure

San Jose Alliance of Homeowners Associations

THE ALLIANCE

6012 Afton Court
San Jose, CA 95123
April 1, 1975

Mayor Janet Gray Hayes and City Council
City Hall
801 North First Street
San Jose, CA 95110

Re: April 1 agenda item 10a,
Policy Recommendations for Highway 101 Interchanges

Honorable Mayor and Council Members:

As your know, the Alliance has been actively working toward early completion of the Highway 101 "Blood Alley" bypass. We feel that completion of the bypass will come about sooner if all concerned parties can come to an agreement on the freeway design. We are therefore making the following recommendations as ones we feel will provide a large benefit to the majority of citizens in the county:

1. The freeway should be constructed on the adopted right-of-way.
2. The freeway should be ultimately designed for, and initially constructed as, a six lane freeway.
3. The full eight lane right-of-way should be preserved to allow future additions of bus lanes or rapid transit.
4. The following interchanges should be built during initial construction of the freeway:
 - a. Route 82/101 (Ford Road, Blossom Hill Road)
 - b. Tennant Road (Route 85, Bernal Road)
 - c. Metcalf Road
 - d. Cochran Road
5. The interchanges at Bailey Road, Scheller Avenue, and Live Oak Avenue should not be built initially, but rights-of-way for these interchanges should be preserved. A grade separation should be provided at Scheller Avenue.

The Alliance has since changed their policy on Metcalf Road: we are essentially neutral to construction of the interchange.

903 10.1 10.2

BACKGROUND:

ROUTE

The adopted right-of-way is the best route. Acquisition and basic design is essentially complete. Other routes would bisect neighborhoods and require removal of about 170 living units. It has no impact on schools, as do the alternates. It requires the least amount of grazing land.

Although it has an impact on the Coyote Creek Park, the adverse affects would be mitigated to a large extent. The park would provide a scenic corridor for people using the freeway.

LANES

The estimated traffic in 1980 (when the freeway would open) is 6900 peak hour two-way volume. This exceeds, at the outset, the capacity level for a four lane freeway. The freeway should therefore be built as six lanes initially.

As the Gilroy and Morgan Hill areas develop, it will be desirable to provide a rapid transit link between these cities and San Jose. If the full right lane right-of-way is preserved, two bus lanes on a fixed guide rail system could be added without major future impact to the local communities.

INITIAL INTERCHANGES

Only four of the seven proposed interchanges are needed initially. Following is a discussion of these four interchanges.

Route 82/101 (Ford Road, Blossom Hill Road)

This interchange is the most needed. It would serve Blossom Valley, a heavily populated residential area, and IBM. It would provide traffic relief to many overburdened streets, including Monterey Road and Snell Road. It would provide access to the Coyote Creek Park.

The area served by this interchange is developed or is rapidly being developed. It would have minor growth inducement in the Cheynowth - Edenvale and Ford - Fontanoso areas. Most of these lands are in the Urban Development area.

Tennant Road (Route 85, Bernal Road)

This interchange would serve existing developments along Santa Teresa Boulevard, the Edenvale Industrial Reserve, and to some extent, the IBM site on Bailey Road. It would relieve traffic on Monterey Road, Santa Teresa Boulevard, and Cottle Road. It would provide access to the Coyote Creek Park and Santa Teresa County Park.

903 15.4

The interchange would be a desirable stimulant of growth in the Edenvale Industrial Reserve, and would perhaps speed construction of the much needed West Valley Transportation Corridor. It would also be growth inducing in the Tennant - Piercy area, much of which is in the Urban Reserve.

Metcalf Road

This interchange is the least needed of the four, but is also the least expensive and least growth-inducing. It would serve UTC, the county facilities at the Coyote Site (Motorcycle Park, Jail Farm, etc.), the Sportsman's Park, and the Coyote Creek Park. The county would like to have this interchange to serve its many facilities in the area. It would provide some traffic relief to Monterey Road, and probably reduce turning at the dangerous Monterey Road- Metcalf Road intersection. It has almost no growth inducements and would not impact the Coyote Creek Park.

Cochran Road

This interchange would be the only freeway access to northern Morgan Hill. It provides access to Lake Anderson and would provide traffic relief on Monterey Road. It has no impact on the Coyote Creek Park.

It would be a large stimulant to growth in Morgan Hill.

FUTURE INTERCHANGES

Three of the seven proposed interchanges should not be built initially because they would be highly growth-inducing to the Coyote Valley, which is entirely in the Urban Reserve. Because of this, there would be much opposition to the early construction of these interchanges.

Removing Scheller and Bailey from the initial contract would reduce the estimated cost by \$5,662,000 (Live Oak, at a cost of \$2,957,000, is not currently planned for initial construction). This cost reduction might help accelerate project funding.

Respectfully Submitted,

(Mrs.) Karen Daly, President

By: *Thomas S. Hutton*

Thomas S. Hutton

Leona Egeland

LOU MONTINI
Supervisor Sig Sanchez
Marge Sutton

United Technology Center

DIVISION OF UNITED AIRCRAFT CORPORATION

U
A

April 21, 1975
Ad 260-75

Mr. T. R. Lammers, District Director
State of California
Business and Transportation Agency
Department of Transportation
P. O. Box 3366 Rincon Annex
San Francisco, CA 94119

Subject: Environmental Impact Report Hearing:
Inclusion of Bailey Avenue Interchange
in Highway 101 Freeway

Dear Mr. Lammers:

In a number of discussions with your office as well as local County and City government agencies, we were given the impression that an overcrossing at the Bailey Avenue - U.S. 101 Freeway intersection was a firm portion of the new highway plan; the substance of these discussions was confirmed by your letter of 2 October 1973 (04-SCI-101/04215-117381). On the basis of this information, we have proceeded with various plans involving deliveries and movement of materials and equipment from our plant in Shingle Valley, Coyote, to and from railroad sidings and main highway routes.

In view of the above, it is disturbing to hear recently that consideration is being given to eliminating the Bailey Avenue overcrossing during initial construction of the new highway in order to minimize early funding requirements. Such action would void the advantages of this overcrossing to the long-term economic health of the area and would specifically result in an adverse effect on our operations. An overriding concern is the high probability that, if the Bailey Avenue overcrossing is not included initially, the costs for construction at a later date will be prohibitive.

As we understand it, the Planning Staff of the City of San Jose has been authorized by the San Jose City Council to recommend inclusion of both Bernal and Bailey Avenue interchanges in the initial construction plan. Accordingly, inclusion of the Bailey Avenue interchange construction is consistent with the basic policies of the City of San Jose. Reference to the map issued by the City of San Jose entitled "The General Plan: 1966-2010" identifies the areas directly east of the Bailey Avenue interchange for both light and heavy industrial uses. In addition, the Plan also includes an expressway servicing this industrial zone.

It is also understood that the decisions to be made in connection with the present environmental impact report hearings require the balancing of the various economic, social and environmental factors in accordance with the Federal Environmental Protection Act. In the construction of this freeway,

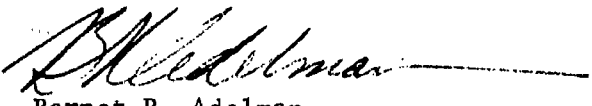
it is clear that such balancing of the economic, social and environmental considerations is most important in this instance. The economic health of this community depends on a viable business base and in accordance with that philosophy the City has designated in its long-term plan the land east of Bailey Avenue for industrial use. The Bailey Avenue interchange is the prime means for access to this area.

It is the purpose of this letter to enlist your assistance in accelerating, wherever possible, the construction of the new U.S. Highway 101 Freeway, including the Bailey Avenue overcrossing, as has been recommended by the San Jose City Council acting for itself and Santa Clara County. Of primary importance is the immediate elimination of the serious safety problem which exists on Monterey Road, but the advantages of convenient access and assurance of economic viability of the area for the future are also very important considerations which are best met by inclusion of the Bailey Avenue interchange in the initial construction.

Your consideration in this matter is sincerely appreciated.

Yours very truly,

UNITED TECHNOLOGY CENTER
A Division of United Aircraft Corporation


Barnet R. Adelman
Division President

BRA:mbb

4-
RCH
IBM

International Business Machines Corporation

Monterey & Cottle Roads
San Jose, California 95128-4
408/223-7100 x 256-1048

April 18, 1975

Mr. T. R. Lammers
District Director
California Department of Transportation
P. O. Box 3366 Rincon Annex
San Francisco, California 94119

RE: 04-SCI-101 17.5/29.0
S. of Cochran Road to N. of Route 82
04215 - 117381

Dear Mr. Lammers:

The earliest possible termination of the hazardous highway conditions on existing Route 101 is IBM's primary interest and concern. Median barriers, signals and other improvements to Monterey Road would certainly help, and we trust they will be provided soon. But only a freeway by-pass will effectively answer this need for the users of this heavily travelled transportation corridor.

We strongly urge construction of the proposed freeway at the earliest possible time along the adopted route as proposed by the State Department of Transportation. In this regard we concur with the views of the governing bodies of Santa Clara County and the Cities of Morgan Hill and San Jose as expressed April 10, 1975 and see no reason to belabor this point.

IBM is also concerned for the safety of the thousands of IBM employees and visitors who currently work at the Cottle Road site and must use the dangerous Ford Road-101 intersection. We are equally concerned for the safety of IBM employees and visitors who (from 1976 on) will be going to and from the IBM programming center now under construction at 555 Bailey Avenue.

On the basis of IBM employees' daily experience, a safe and adequate interchange is required at Ford Road. An interchange at Cochran road also appears desirable to meet the freeway objectives of minimizing highway hazards and improving traffic circulation.

In addition to the interchanges at Ford and Cochran roads, we strongly believe and urge that two intermediate interchanges, reasonably spaced considering distance and traffic concentrations, are required to achieve the potential relief from serious

TO: Mr. T. R. Lammers
California Department of Transportation

-2-

April 18, 1975

accidents, congestion and air pollution. A Tennant-Bernal interchange is a most logical choice for the other intermediate interchange in view of existing and anticipated traffic concentrations. However, if an interchange at Tennant-Bernal is the only one chosen in this 12 mile stretch, as some have suggested, we are convinced that Bernal intersections from Monterey Road through Santa Teresa Boulevard will be seriously overloaded as Edenvale Industrial Park and residential and commercial areas in the vicinity continue to be developed. There would be significant congestion and delays as well as increased chance for accidents on and near Bernal Road.

We believe that Bailey Avenue should also be an interchange. It would directly serve Calero Reservoir and the IBM programming center and would provide the shortest southerly exit from the Almaden Valley. Bailey Avenue would then provide better dispersal of traffic to, from and over Monterey Road, Santa Teresa Boulevard and their connectors. Without an interchange at Bailey Avenue, local traffic would be diverted long distances on existing secondary roads, generating additional congestion and safety hazards.

It is clear that members of the public, municipal and county governments, transportation professionals, and concerned organizations in the public and private sector generally agree that speedy construction of Route 101, safe, adequate interchanges and required area road improvements are all required in the interest of public safety.

Construction of the necessary Route 101 freeway and improvement of existing Monterey Highway hazards without construction of these four interchanges would not fully achieve the desired results. No single element important to resolving hazardous highway conditions in the area should be ignored, and we urge your consideration and adoption of this position.

Very truly yours,



A. G. Anderson
President
General Products Division

AGA:jrp

cc: Hon. D. L. Cortese
Hon. A. M. Days
Hon. J. G. Hayes
Mr. J. Pott

Mr. A. Turturicci

 **Metropolitan Transportation Commission**

April 10, 1975

Mr. T. R. Lammers
District Director
Department of Transportation
150 Oak Street
San Francisco, CA. 94104

Dear Tom:

The Metropolitan Transportation Commission, in cooperation with the Association of Bay Area Governments, has developed comments in response to the Draft Environmental Impact Statement prepared by Caltrans for the freeway development project on U.S. 101 in Santa Clara County, between Cochran and Ford Roads. These comments are now being processed in accordance with the operating procedures adopted by the MTC in its Regional Transportation Plan, and will shortly be forwarded to your office for inclusion in the final environmental statement. The testimony provided at this design hearing by the MTC is an elaboration of these comments and, for that reason, we would like to summarize the recommendations contained in those comments so that the testimony can be properly related to the design proposal which is the subject of this public hearing.

The joint ABAG/MTC comments produced in response to the Draft Environmental Impact Report and companion Air Quality Impact Assessment address six areas of concern. These are amplified in the joint statement soon to be submitted. They recommend that Caltrans, in the preparation of the Final Environmental Document for the project;

1. Recognize the development policies of the regional and local agencies, as well as "land use plan diagrams" in the assessment of growth inducement;
2. Utilize growth projections that are consistent with those development policies, including ranges of potential growth;
3. Develop traffic projections, and associated traffic and accident analyses based on such consistent growth projections;
4. Account for other transportation proposals which would affect this route if built;

Mr. T. R. Lammers

April 10, 1975

5. Consider and evaluate alternatives other than full freeway or "no-build", including "less-than-freeway", fewer interchanges, and transit potential;
6. Broaden the assessment of air quality impact to account for growth impact, and to account for the full geographic area of air quality concern.

The Metropolitan Transportation Commission recognizes the importance of constructing this freeway as an essential component of the transportation system, as identified in the Regional Transportation Plan. However, the problems of constructing any major highway improvement are critical and complex, in the face of competing needs and the influence of transportation facilities on future development. For this reason, it is imperative that such improvement proposals be scaled to meet today's needs and, at the same time, provide the kind of flexibility to modify, expand or add to those facilities to address future needs as they arise.

In this context, the MTC regards Caltrans' freeway development proposal for this portion of U.S. 101 as long-range project plan which would provide adequate service to and through the project area in the event that full-scale growth and development does occur. However, we feel that the project to be implemented initially should be significantly reduced in scope. Specifically, we would question the necessity of constructing most, if not all, of the "interior" interchanges on the adopted route as a part of the initial construction, with the single exception of the Tennant Road (or Bernal Avenue) interchange. The areas to be served by these future interchanges is now largely undeveloped, and the planning necessary to accommodate orderly growth and development has not yet been completed. We believe that their inclusion with the initial construction would induce significant pressures for development. For this reason, we recommend that they not be included.

With such reservation, we request Caltrans to re-evaluate the number of lanes necessary to serve short-range needs, in the 5-10 year future. In our view, only four freeway lanes should be paved initially within the planned roadway prism. Such action would eliminate a "built in" bottleneck where this project connects to an existing 4-lane section of U.S. 101 to the north. Such action will help to further reduce the heavy capital outlay required to provide a safe and serviceable freeway facility for the travelling public in the near future.

MTC is both aware of and concerned with the safety hazards associated with the existing U.S. 101 facility, Monterey Highway. We recognize that the completion of any operational freeway facility to replace Monterey Highway will take at least six years, under the best of circumstances. For these reasons, we would urge that Caltrans begin as quickly as possible a project or

Mr. T. R. Lammers

April 10, 1975

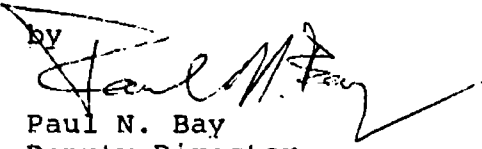
projects for the interim improvement of Monterey Highway to reduce or eliminate to the fullest extent possible the recurrence of the recent rash of accidents and fatalities which have occurred.

The Metropolitan Transportation Commission wishes to reaffirm its intention to assist in every way possible the timely implementation of those transportation proposals which further the development of the Regional Transportation Plan, consistent with needs and available resources. We would welcome the opportunity to work closely with Caltrans to develop proposals which adequately address the concerns expressed above.

Sincerely,

Paul C. Watt
Executive Director

by



Paul N. Bay
Deputy Director

PCW:KC:h1

RESOLUTION NO. 75-4

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GILROY, CALIFORNIA, URGING THE CALIFORNIA HIGHWAY COMMISSION TO EXPEDITE THE CONSTRUCTION OF STATE FREEWAY ROUTE 101, BETWEEN COCHRAN ROAD AND FORD ROAD, COUNTY OF SANTA CLARA.

THE CITY COUNCIL OF THE CITY OF GILROY, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

WHEREAS, a new section of State Highway Route 101, known as the Gilroy Bypass, was opened from a point south of Gilroy to Cochran Road in Morgan Hill; and

WHEREAS, the California Highway Commission, after numerous public hearings, has adopted a Freeway Plan extending this six-lane highway to Ford Road near San Jose; and

WHEREAS, certain individuals and organizations are requesting additional design changes, route studies, and environmental impact reports because the adopted route purportedly crosses a portion of the Coyote Creek Parkway; and

WHEREAS, it is well-known, locally, that the County of Santa Clara, some thirteen (13) years ago, jointly acquired the parklands and freeway rights of way in accord with the adopted freeway alignment; and

WHEREAS, some forty-three (43) persons have died and many others have been injured during the past three (3) years from the results of accidents on existing Route 101 between Cochran and Ford Roads; and

WHEREAS, many of these victims have been local residents and this carnage continues; and

WHEREAS, the City of Gilroy has previously (December 3, 1973) filed a similar resolution urging your full support on this needed highway facility.

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Gilroy hereby respectfully urges the State Highway Commission to undertake every means available to expedite the construction of the needed freeway facility between Cochran and Ford Roads.

BE IT FURTHER RESOLVED, that our State representatives must direct their full concern toward the conservation of human lives along this segment of highway (State Route 101) and immediately commence working toward the early completion of a new highway facility capable of safely providing for today's traffic needs along this route.


PASSED AND ADOPTED this 3rd day of February, 1975, by the following vote:

AYES: COUNCILMEN: DeBELL, DUFFIN, HUGHAN, PATE, SILVA, STOUT and GOODRICH

NOES: COUNCILMEN: None

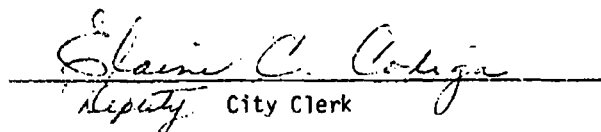
ABSENT: COUNCILMEN: None

APPROVED:



Mayor

ATTEST:


Deputy City Clerk

RESOLUTION NO. 75-4

I, SUSANNE E. STEINMETZ, City Clerk of the City of Gilroy, do hereby certify that the attached Resolution No. 75-4 is an original resolution, duly adopted by the Council of the City of Gilroy at a regular meeting of said Council held on the 3rd day of February, 1975, at which meeting a quorum was present.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of Gilroy, this 10th day of February, 1975.

Susanne E. Steinmetz
City Clerk of the City of Gilroy

Federal Aid Highway Act 1968

§ 128. Public hearings

(a) Any State highway department which submits plans for a Federal-aid highway project involving the bypassing of, or going through, any city, town, or village, either incorporated or unincorporated, shall certify to the Secretary that it has had public hearings, or has afforded the opportunity for such hearings, and has considered the economic and social effects of such a location, its impact on the environment, and its consistency with the goals and objectives of such urban planning as has been promulgated by the community. Any State highway department which submits plans for an Interstate System project shall certify to the Secretary that it has had public hearings at a convenient location, or has afforded the opportunity for such hearings, for the purpose of enabling persons in rural areas through or contiguous to whose property the highway will pass to express any objections they may have to the proposed location of such highway. Such certification shall be accompanied by a report which indicates the consideration given to the economic, social, environmental, and other effects of the plan or highway location or design and various alternatives which were raised during the hearing or which were otherwise considered.

SECTION 4(f)

Aid

The Federal Highway Act of 1968 forbids freeways to cut through park lands unless (1) there is no feasible and prudent alternative to the use of such lands and (2) such program includes all possible planning to minimize harm to such park, recreational area, wildlife and waterfowl refuge or historic site resulting from this use.

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

Memorandum

DATE MAR 7 1975

SUBJECT: California, Proposed Freeway State Highway
Route 101, Santa Clara County, Draft Environmental
Impact Statement, FHWA-CA-EIS-74-13-D

In reply

refer to: TES-72

FROM : Assistant Secretary for Environment,
Safety, and Consumer Affairs

TO : Chief, Environmental Programs Division
Federal Highway Administration, HEV-10

We appreciate the opportunity to review the draft EIS for proposed route 101 south of San Jose, California. The EIS raises some very significant issues concerning traffic projections, urbanization, and environmental impacts which deserve probing review. In addition, we believe there are a number of alternatives to the proposal which are not explored. We will cover these issues in detail below.

1. Preparation of EIS

We first question why an EIS was not prepared for this project until nearly five years after the passage of the National Environmental Policy Act, while acquisition was proceeding. The EIS points out that the land for the proposal is already acquired and people have been rehoused. At a number of points, the statement indicates concern about delays if this proposal is not approved. Under FHMP 722, section 5.d(3), this type of acquisition is not permitted to prejudice the objective consideration of alternative courses of action. Given the delay in preparation of this EIS, we do not believe references to delay in project execution as a result of considering alternatives to the proposal can properly be a factor in analyzing project alternatives.

2. Traffic Projections and Urbanization

The basic premise on page 8 is that there will be ADT of about 160,000 in the corridor from San Jose to the South County area of Santa Clara County. This is six times the current ADT for the corridor; it is comparable to the current traffic over the San Francisco Bay Bridge. Accordingly, this proposal appears to assume intensive urbanization of the South County by the design year of 1990. This road as designed would serve the through traffic on route 101 and also be a major commuter radial which would facilitate the conversion of the South County into a residential bedroom for the City of San Jose.

The proposal by Caltrans is in conflict with current policies of the County of Santa Clara and the City of San Jose. Figure II-3 shows Caltrans population projections as being more than ten times that of Santa Clara County for the Coyote (South County) Planning Area. The assumed urbanization made possible by the design year ADT is also inconsistent with the San Jose urban reserve policy for this area, set forth on page 106 of the EIS. According to page 165, the city desires new industry and commerce in the North County, and not in its urban reserve. This could also be applied to the proposed 5,000-employee IBM plant in the South County.

Section VII on Growth Inducing Impacts can be more descriptive, given the land use implications of the proposal. In order to describe the growth that is assumed by these traffic projections, we would suggest utilizing the methodology regarding urbanization used by Caltrans and FHWA for I-105 in Los Angeles which shows areas likely to become urbanized by virtue of the proposed highway.

3. Air Quality

The air quality analysis assumes that population growth is independent of freeway alternatives considered in the draft EIS. The population growth and air pollution levels are admitted to "appear to be inconsistent with the State Implementation Plan," although "consistent with the intent of the plan" (p. 142). Growth and pollution will, as stated in the EIS (p. 141), be dependent on the design alternative selected for this freeway proposal. This matter should be resolved in the final EIS and a determination of consistency made by the Regional Administrator in cooperation with the Air Resources Board and EPA. This should include "indirect source" review under 40 CFR, section 51.18.

4. Noise

Because intensive urbanization has been projected in connection with the freeway proposal, the design of the road should provide noise mitigation measures to meet FHWA standards for the projected urban development adjacent to the freeway. Otherwise, this proposal will be a blight on the urbanizing area. We believe the EIS should include commitments to install noise controls, including barriers or a depressed design. In addition, in the context of this proposed project, it does not appear appropriate to consider only present development when assessing the benefits of noise mitigation measures. Highway design should be carried out

in the light of projected urban development (not, for example, merely the four houses and golf course listed on Table III-6 as presently existing in the corridor). Noise contours would assist the Department in selecting an appropriate design for this highway. The EIS should also describe county and city zoning proposals to assure compatibility of future land use with the proposed highway.

5. Alternatives

With these observations regarding environmental impacts as background, we believe the following alternatives should be carefully considered in further work on this project:

a. 55 mph Design Speed

The freeway design could be reduced to a 55 mph design speed, in order to minimize the traveled way and hence the right-of-way (300' to 600') necessary for the project.

b. Reduce Median

Assuming adjacent north and south bound traveled ways, the median could be reduced from the 70' to 125' mentioned on page 17 to reduce the need for right-of-way from land having Type I and Type II soil and from the Coyote Creek Park Chain.

c. Eliminate Interchanges

The alternative of constructing no interchanges for the entire length of this proposal should be carefully analyzed. We believe this alternative design would be more consistent with the City of San Jose's urban reserve policy and the plans of Santa Clara County in the Coyote Planning Area. Removing interchanges will also greatly reduce ADT and hence the need for more than four, or at a maximum six, lanes. This possibility would provide for reduced air pollution in the South County as well as reduced noise impacts on projected development.

The alternative of no interchanges would also assist in providing safer transportation, as safety is a ground for advocating the project. On page 45, the no-build alternative is declared not feasible because of safety reasons. However, worse traffic conditions are projected to result on the Monterey Highway after the highway is built (41,600 ADT on page 8) than existed in 1972 (39,000 on page 10). Therefore, limiting traffic through means

such as eliminating interchanges, rather than building the highway and inducing commuter traffic, appears to be the more appropriate means to solve the safety problem on the Monterey Highway. In any case, the highway proposal, as designed with many interchanges and foreseeable induced growth, cannot be justified because of improving safety.

d. Grade Separations

The alternative of providing grade separations on the Monterey Highway for local traffic should also be set forth, as was done by Caltrans and FHWA for I-105 in Los Angeles.

e. Separate Roadways

Another alternative would be to provide northbound lanes in the proposed corridor and southbound lanes in the existing Monterey Highway right-of-way, possibly with a reversible bus lane for use by the Santa Clara County dial-a-ride system or for commuter buses.

f. Reversible Bus Lane

The reversible bus way design is particularly attractive in the narrow South County Valley. This would carry out a suggestion at a conference on transportation planning, supported by DOT, in San Jose in December 1970. The conference proposed a transit corridor demonstration project for Santa Clara County.

6. Section 4(f) Issues

The section 4(f) documentation also contains a number of issues which should be explored in much further detail. The alternatives we have described above, namely, reducing the amount of right-of-way, not constructing interchanges, and separating the traveled lanes, appear to be feasible and prudent alternatives to the proposed use of parklands. Some of the alternatives we suggest would also minimize the effect on irreplaceable Type I and Type II agricultural soils in the South County:

a. South Crossing

The EIS cites several section 4(f) impacts. The 73 acres at the South Crossing of Coyote Creek are assumed not to be section 4(f) lands because they were acquired by Caltrans and the parts not needed for the highway conveyed to

appropriate park agencies for future park use. The highway use of 73 acres would be an interruption in the park chain. Subject to TGC review, we would concur that this land is not subject to section 4(f).

b. Bailey Avenue

We believe the Bailey Avenue interchange extended to the west clearly involves a commitment to a use of section 4(f) land which appears unnecessary. It appears that the road could be shifted to the east slightly or the right-of-way reduced as set forth above, or both, to avoid the planned equestrian center. The "Bailey Avenue Alternative" curved alignment on page 34 appears to be a feasible and prudent alternative to the use of the parklands north and south of Bailey Avenue.

c. North Crossing

It appears that a north crossing of the Coyote Creek Park is essential in order to get back to route 101. We believe that an alternative to the northern crossing as proposed would be to hug the eastern foothills and remain east of the Coyote Creek park chain, crossing the chain where the park is at its narrowest, north of Hassinger Road. Particularly with a reduced right-of-way, it would appear that the location of the highway through this narrow (400') neck of the park can reduce the use of parkland by at least 80% from the proposal.

This alternative also appears to substantially reduce the amount of Type I and Type II agriculture land needed for the freeway.

d. Routes 82 and 85 Interchanges

It would appear that the interchanges with proposed routes 82 and 85 should be eliminated at this time, together with the section 4(f) lands proposed for these routes. Their consideration could be held in abeyance until specific proposals for routes 82 and 85 are developed and processed as an EIS. It would appear that the South County Freeway can be considered independent of routes 82 and 85.

e. Tennant Road Relocation

With respect to the use of section 4(f) land in connection with realignment of Tennant Road, it appears that a feasible and prudent alternative to the use of parklands would be to use existing right-of-way and to redesign Tennant Road.

f. Ford Road

The proposed use of section 4(f) lands at Ford Road are stated to be avoidable; it is therefore not clear on what grounds the use of these lands is justified.

7. Project Reevaluation

The EIS points out that much of the planning for this project, including the consideration of alternatives, was done in the 1950's and 1960's, prior to NEPA and the California Environmental Quality Act. In light of the policies and spirit of these statutes, this project, its purposes and design, should be reevaluated and alternative designs considered to reduce the environmental impacts. We believe these alternatives and their impacts should be analyzed by Caltrans and by appropriate officials of Santa Clara County and the City of San Jose in order to determine the consistency of various project design alternatives with the goals and objectives of the city and of the county. We believe that this analytical work should be presented to the city and to the county, their comments solicited, and the result of this consultation documented in the final EIS.

This office does not necessarily question the need for some form of limited access highway connecting the North County with the freeway that has been constructed to Morgan Hill in the South County. We do believe, however, that the proposal can be designed in such a way as to reduce greatly the adverse environmental effects to the South County and to reduce the amount of the Coyote Creek Park Chain utilized for the project. This work should be done in close consultation with responsible local officials. We will be pleased to work with you in developing these alternatives.

We look forward to receiving the final EIS, including the comments received from other public agencies and the general public on the draft statement.

(Signed) Ben Davis

Benjamin O. Davis, Jr.

cc: Regional Federal Highway Administrator

TESTIMONY OF SIERRA CLUB
LOMA PRIETA CHAPTER

March 20, 1975

Highway Commission
State of California

Honorable Commissioners:

I am here today simply to express the strong support of the Sierra Club for immediate safety improvements on Monterey Highway from just south of Ford and Blossom Hill Roads in San Jose to the junction with 101 freeway at Cochran Road in Morgan Hill.

We in the Sierra Club have always had great concern for the total environment, including all the elements of the ecosystem. The ecosystem includes not only air, water, land and its flora and fauna, but also human beings. In this emergency situation our prime concern, as is that of the Homeowners' Alliance and Mayor Hayes and Supervisor Sanchez, is the safety and well-being of human beings. This includes all who need to use this highway, but most especially the children. School children are required to attend school, and in the South San Jose area near Monterey Road residences are few and distances to school are frequently great, forcing children to ride school buses daily.

Approximately 1,000 children ride school buses daily on Monterey Highway; therefore all these young people are exposed to dangerous traffic situations frequently. As you know, a heavily loaded school bus was nearly involved in a very serious accident earlier this year. To some it seems that unless substantial improvements are made at once on Monterey Highway the children of South San Jose may soon become an "endangered species." The Sierra Club has a long record of concern for endangered species of all sorts.

We urge you in this instance to allocate monies and approve construction of all feasible safety modifications on Monterey Highway, specifying that work is to be accomplished during the current construction season.

Sincerely,

Marjorie Sutton



Ansel Adams

Loma Prieta Chapter

Sierra Club

1176 Emerson Street Palo Alto, California 94301 (415) 327-8111

San Benito, San Mateo, Santa Clara, Counties
March 28, 1975

Mr. T. R. Lammers, District Director
Department of Transportation
P.O. Box 3366, Pincon Annex
San Francisco, California 94119

Dear Mr. Lammers:

Subject: Draft Environmental Impact Statement
State Highway Route 101

In response to your solicitation, enclosed are our comments and questions concerning the subject Draft Environmental Impact Statement.

The enclosed commentary and questions are submitted with the hope that the Department's response will help to produce an adequate final EIS, thereby fulfilling its purpose as a full disclosure document. In this way an adequate information base will be achieved upon which the optimum decision can be based to best serve the public interest.

We thank the California Department of Transportation for this opportunity to comment and for allowing us sufficient time to complete the task.

Sincerely,

Marjorie J. Sutton
Chairwoman

Enclosure--noted

NOTE

The Loma Prieta Chapter's comments and questions on the draft Environmental Impact Statement are on file in the Caltrans Office

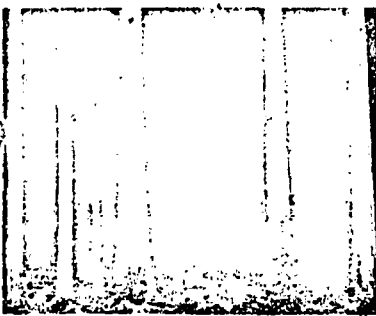
Q.H. Fletcher
Senior Engineer

April 1, 1975

LOMA PRIETA CHAPTER
SIERRA CLUB
1176 Emerson Street
Palo Alto, Ca. 94301

Below is a statement of the Sierra Club's basic concerns and goals in the 101 Freeway/Coyote Creek Park project south of San Jose:

1. Immediate measures to improve safety on the existing Monterey Highway.
2. Agreement by Caltrans, the City of San Jose, and Santa Clara County to a free and open decision-making process, with full disclosure of information and data to the public and decisions made in compliance with the letter and spirit of state and federal laws.
3. In order to reduce substantial growth-inducing impact of the freeway as currently designed, elimination of all interchanges planned for the 12-mile stretch of freeway.
4. Amendments to stated County and City of San Jose plans, which now call for widening Monterey Highway to 6 or more lanes and Santa Teresa Boulevard to 4 or 6 lanes through the Coyote Valley, to reflect current and planned preservation of Coyote Valley as agricultural preserve.
5. Serious commitment to re-designing and altering location of all or part of freeway route to conform to current planning policies of Santa Clara County and City of San Jose and to minimize impact on Class 1 and 2 soils and Coyote Creek Park lands.
6. Establishment of an agricultural feasibility task force for the Coyote Valley as part of the GP '75 study process.
7. Inclusion in freeway plans of provision for possible future fixed rail system to reflect serious commitment to energy conservation and reduction of auto dependency.
8. Scheduling as soon as possible a study session with members of Sierra Club and other interested conservation groups, homeowners' association representatives, Santa Clara County and City of San Jose planning and public works staff, appropriate elected officials, and representatives of the State Transportation Agency and the Federal Department of Transportation to consider ways to mitigate environmental impacts of this project while facilitating its speedy implementation.



Ansel Adams

Loma Prieta Chapter

Sierra Club

1176 Emerson Street Palo Alto, California 94301 (415) 327-8111

San Benito, San Mateo, Santa Clara, Counties

April 2, 1975

Mr. T.R. Lammers, District Director
Department of Transportation
P.O. Box 3366, Rincon Annex
San Francisco, Ca. 94119

Dear Mr. Lammers:

Subject: Draft Environmental Impact Statement
State Highway Route 101

Information regarding Executive Order 11593 has just come to our attention. This Presidential order requires that for all projects using federal funds undertake an archeological survey prior to the completion and hearing on the Draft Environmental Impact Statement, and file a report regarding the findings with the National Advisory Council on Historical Preservation in Washington, D.C.

It is highly likely that sites will be found along a major stream such as the Coyote River. If a site of value is discovered, papers must be completed by your agency to apply for inclusion in the National Registry of Historic Places.

Since the subject EIS referred to investigation of known archeological sites after the hearing on April 10, it occurred to us that possibly you also had not known of Executive Order 11593. We trust you will speedily take action to comply with it.

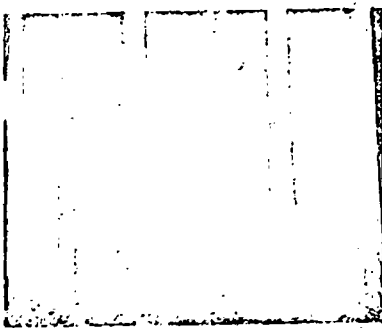
Please send us a copy of the report that will be prepared for the National Advisory Council on Historical Preservation.

Sincerely,

Marjorie Sutton
Marjorie Sutton
Chapter Chairwoman

MS:lh

cc: National Advisory Council on Historic Preservation
Office of the National Registry of Historic Places
Santa Clara County Historical Heritage Commission



Ansel Adams

Loma Prieta Chapter

Sierra Club

1176 Emerson Street Palo Alto, California 94301 (415) 327-8111

San Benito, San Mateo, Santa Clara, Counties

April 3, 1975

Honorable Donald Burns
Secretary for Business and Transportation
1120 N Street
Sacramento, Ca. 95814

Dear Mr. Burns:

As you know, the Sierra Club has had great concern about the route location and design of the 101 Freeway By-pass project in South Santa Clara County. At best, however, even if CALTRANS and local officials make the location and design changes and mitigations that will be necessary in order to comply with the law (CEQA, NEPA, Federal Highways Act), this project will probably take another 5 years to complete.

In the meantime, between Ford^o and Cochrane Roads, Monterey Highway is still being used for both local and through traffic, including a high volume of truck traffic. This 9 mile stretch of road has become highly unsafe, but through the years upgrading has remained a low priority item, and very little to date has been done. This year after another serious fatal accident, local officials, homeowners' groups, and the Sierra Club have joined together to urge immediate safety improvements this construction season.

However, at its March 20 meeting, the Highway Commission, although voting endorsement of this project, stated that there would be no money in the State coffers to accomplish the reportedly \$3 million worth of needed repairs (traffic signals, grooving, median barriers, elimination of most of the 22 left-turn situations). The Homeowners Alliance and the Sierra Club have asked San Jose to release a small part of the Federal Aid Urban funds they have budgeted for 1975 for acquisition of right-of-way for the West Valley transportation corridor (a very low priority item in the statewide plans) and the Guadalupe Freeway project which local officials want to upgrade downtown San Jose.

We hope you will investigate this problem and aid in its resolution in whatever way you can. We feel it is extremely important that some way be found to accomplish the needed improvements this summer. In January of this year a school bus with 79 children aboard was sideswiped by a truck: next time there may be a collision and a disaster will occur. Seventy-seven school bus trips with 1800 children are made on this dangerous stretch of highway each school day.

Please see if there is any way you can cut through the red tape so FAU funds can be transferred for this construction work (which incidentally will provide much-needed jobs, or that other state funds could be allocated for this project.

Thank you for your help.

Sincerely,

Marge Sutton

Marge Sutton
Chairwoman, Loma Prieta Chapter

MS:lh

cc: Karen Daley
Michael Evanoe
Mayor Janet Gray Hayes
Assemblywoman Leona Egeland
Superintendent Sig Sanchez

bcc: Claire Dedrick
Larry E. Moss
Dorothy Gray

County of Santa Clara
California

Historical Heritage Commission
1-524 County Administration Building
70 West Hedding Street
San Jose, California 95110
299-2323 Area Code 408

April 8, 1975

State of California
Department of Transportation
150 Oak Street
San Francisco, California

Subject: Additional Comments on the EIR
Draft for the Proposed South Valley
Freeway (San Jose to Morgan Hill)

Gentlemen:

Since the previous reviews by this Commission of the subject EIR draft, it has come to our attention that several historical entities that should be considered in planning and construction of the proposed project were not reported in the EIR.

1. The historic Fisher-Clayton house and barn in Coyote, easterly of Coyote Creek and a short distance westerly of the proposed freeway right-of-way.
2. The historic "Old Stone Fort" on County property south of Metcalf Road and a few hundred feet distant from the proposed right-of-way (easterly of 1. above).
3. The historic Stevens Home and Spring House is approximately 200 feet from the proposed right-of-way.
4. The historic Malaguerra Winery; the first part of the stone winery structure, constructed in 1868 as a family venture, is located some 500-1,000 feet easterly of the proposed Freeway right-of-way near the easterly end of Burnett Road (northeasterly of Morgan Hill).

Should there be any questions on the above information, please call the writer at (408) 299-2521.

Sincerely yours,

HISTORICAL HERITAGE COMMISSION

Arthur L. Ogilvie

Arthur L. Ogilvie
Staff Member

/eb

cc: Historical Heritage Commission



Ansel Adams

Loma Prieta Chapter

Sierra Club

1176 Emerson Street Palo Alto, California 94301 (415) 327-8111

San Benito, San Mateo, Santa Clara, Counties

April 10, 1975

Mr. T. R. Lammers, District Director
Department of Transportation
P.O. Box 3366, Rincon Annex
San Francisco, California 94119

Subject: Supplementary comments on Geology and Soils, Draft Environmental Statement, Proposed Freeway State Highway Route 101 in Santa Clara County.

Dear Mr. Lammers:

The sections of the draft EIS covering geology (pp. 48-49, 104-105, 127-130) are superficial, inadequate and make unsupported assertions. More specifically, we offer the following for your consideration:

1. A soils map, which shows engineering properties as well as agricultural classifications, and a surficial geology map must be included. These must be presented at an adequate scale (such as the 1:15,600 scale used for photomaps) to permit a comparative evaluation of alternate routes. Exhibit II-A does not serve these functions.
2. The U.S. Geological Survey Report Prediction of Maximum Earthquake Intensities for the San Francisco Bay Region, Borchardt and Gibbs (in press) should be incorporated and considered in the analysis section of the final EIS.
3. The draft EIS makes the unsupported statement that "no landslide problems are anticipated as a result of the freeway." It also states that a portion of the study area is underlain by "extensively sheared and broken... serpentine." It is obvious even to the casual observer that sheared serpentine outcrops in the Franciscan Assemblage are associated with numerous landslides. This is an obvious problem in roadcuts along I280. It can also

Mr. T.R. Lammers
Geology and Soils, Route 101
April 10, 1975
page 2

be anticipated that seismic shaking could trigger many additional landslides. It is necessary that these considerations be given a detailed discussion as they relate to alternate routes. An adequate geologic map, which shows the relationship of the serpentine outcrops to the possible routes, should be included.

Sincerely,

Marjorie Sutton

Marjorie Sutton,
Chapter Chairwoman

MS/bf

PUBLICITY

I

INDEX OF SECTION I

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News Release Announcing Map Display	1
News Release Announcing Public Hearing	2
Newspaper Advertisements	5

NEWS RELEASE

FROM

Bob Ketter
QAF RM-EAS
T.R. LAMMERS District Director
California Department of Transportation, District 4
150 Oak Street, San Francisco

ROBERT W. HALLIGAN
(415) 557-3692

FOR IMMEDIATE RELEASE

The California Department of Transportation - CALTRANS - has scheduled a map display on the proposed Route 101 freeway bypass project at the Continental T.V. building, 1007 Knox Avenue (near Story Road) in San Jose beginning Monday, March 17, 1975 and continuing through April 9. The display will be open to the public 7 days a week (except March 29 and 30) from 9 a.m. to 3 p.m.

Maps, aerial photographs, copies of the Environmental Impact Statement and other pertinent information on the proposal, which will extend from Cochran Road in Morgan Hill to Ford Road in San Jose and will replace the existing four-lane conventional highway, will be available for viewing by the public during this time. CALTRANS employees will be in attendance to explain the project and answer any questions that might arise.

According to Thomas R. Lammers, District Director for CALTRANS, the map display is being held to acquaint citizens and organizations with the design characteristics and other features related to the proposed project prior to the public hearing which will be held on April 10, 1975 at 7:30 p.m. in McCabe Hall at the San Jose Civic Auditorium, 145 West San Carlos Street, San Jose.

###

MARCH 18, 1975

and three frontage roads. Present construction will include interchanges at Cochran Road, Bailey Avenue, Tennant Avenue and Routes 82/101.

As a result of a motion passed by the San Jose City Council on April 1, 1975, the interchanges at Live Oak, Scheller Avenues and Metcalf Road have been dropped from the proposed project. Similar action by the Santa Clara County Board of Supervisors is required for this deletion.

Frontage roads will be built from Peebles to Burnett Avenues, from Bailey Avenue to Metcalf Road, and from Tennant Avenue to a private road to the north under the present project.

To acquaint interested citizens and organizations with the proposed freeway's design features, a map display is being held at the Continental T.V. Building, 1007 Knox Avenue (near Story Road) in San Jose. The display is open daily from 9 a.m. to 3 p.m. through April 9, 1975.

At the map display, aerial photographs, maps, copies of the Draft Environmental Impact Statement and other pertinent information is available for public viewing. CALTRANS representatives are also available to explain and answer questions about the proposed freeway bypass.

Following a presentation by CALTRANS personnel on the proposed freeway, those in attendance, who wish to do so, will be able to

-more-

ask questions or submit statements regarding the project. All written and oral statements received at the hearing will become part of the official transcript.

The public hearing record will be kept open until April 21, 1975. During this period any statement or letter received concerning the project will be included in the official record.

Anyone desiring to make a statement but who is unable to attend this hearing may do so by writing:

T. R. Lammers, District Director
Attention: Information Center
California Department of Transportation
P. O. Box 3366, Rincon Annex
San Francisco, CA 94119

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APRIL 7, 1975

The Notice of Public Hearing was published in
the following newspapers

<u>Newspaper</u>	<u>Date</u>
San Jose Mercury	March 4 and April 10*, 1975
San Jose News	March 4 and April 10*, 1975
Gilroy Dispatch	March 5 and April 2, 1975
Morgan Hill Times	March 4 and April 1, 1975.

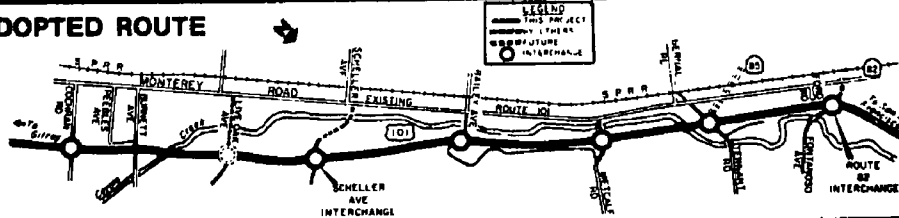
* was scheduled to appear April 1 but was not published
by newspaper until April 10.

PUBLIC NOTICE

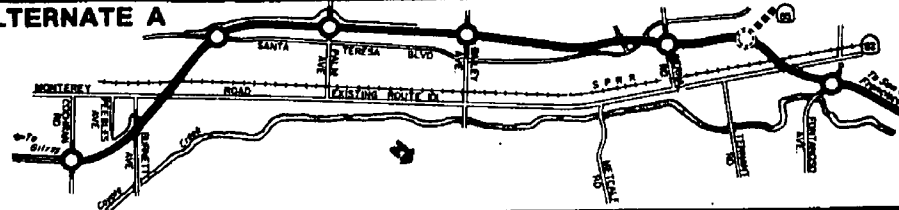
NOTICE OF PUBLIC HEARING

THE CALIFORNIA DEPARTMENT OF TRANSPORTATION INVITES INTERESTED PERSONS TO PARTICIPATE IN THE HEARING ON THE LOCATION, DESIGN AND ENVIRONMENTAL EFFECTS OF THE PROPOSED IMPROVEMENT OF THE ROUTE 101 TRANSPORTATION CORRIDOR IN SANTA CLARA COUNTY FROM COCHRAN ROAD IN MORGAN HILL TO FORD ROAD IN SAN JOSE.

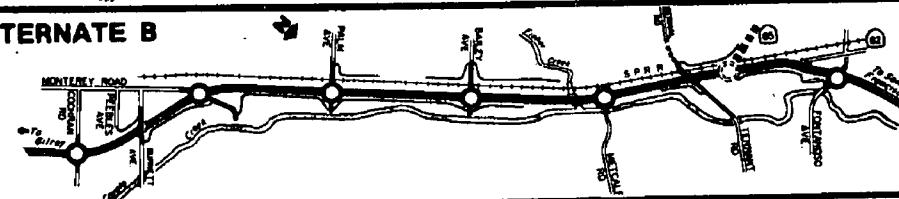
ADOPTED ROUTE



ALTERNATE A



ALTERNATE B



WHERE

San Jose Civic Auditorium
McCabe Hall
145 West San Carlos Street
San Jose, CA 95113

WHEN

Thursday, April 10, 1975
7:30 P.M.

THE PROJECT — The proposed project is between Cochran Road in Morgan Hill and Ford Road in San Jose. It would replace the last existing four-lane conventional highway section of Route 101 between San Francisco and Gilroy with a freeway.

The proposed project would provide 12 miles of six-lane freeway on new alignment. Seven interchanges are proposed for construction, either now or in the future. They are at Cochran Road, Live Oak Avenue, Scheller Avenue, Bailey Avenue, Metcalf Road, Tennant Road, and Routes 82/101. The Scheller Avenue and Bailey Avenue interchanges would be included in the initial construction only if local connecting roads were built or if their construction were assured by local agencies. Live Oak Interchange would not be included in the initial construction. Burnett Avenue, a local street, will cross the freeway on an overpass. Also included in the adopted route are frontage roads between Peables Avenue and Burnett Avenue, between Bailey Avenue and Metcalf Road, and between Tennant Avenue and a private road to the north.

Public hearings on the location of the proposed routes and corridors were held on June 24, 1965, July 26, 1966, July 14, 1966 and January 27, 1967, leading to the California Highway Commission's adoption of the route for the project on February 24, 1967. On August 8, 1968 another public hearing was held on a change of alignment northerly of Metcalf Road. This change in alignment was adopted by California Highway Commission on December 12, 1968. Detailed design has since proceeded on this adopted route.

The purpose of this location, design and environmental public hearing is to discuss: (1) the adopted route and alternate freeway locations studied; (2) design of the adopted route and the alternatives thereto; and (3) the No Build alternative. The alternative freeway locations are as follows: Alternate A, the longest of the alternatives with a length of 12.5 miles is generally located in the corridor westerly of Route 101 on the flat valley floor, crossing from the east to the west and back again to conform to existing Route 101 near Ford Road; Alternate B, essentially uses the same alignment as that occupied by existing Route 101.

ENVIRONMENTAL STUDY — A draft environmental impact statement has been prepared and is available for public inspection at:

Morgan Hill City Hall
Public Works Building
1765 Peak Avenue
Morgan Hill

San Jose City Hall
Public Works Office
801 No. First Street
San Jose

Los Gatos Memorial Library
110 East Main Street
Los Gatos

Open weekdays 8:00 a.m. to 5:00 p.m.

California Department of Transportation
District Information Center
150 Oak Street
San Francisco
Open Weekdays 7:30 a.m. to 5:00 p.m.

Copies of the statement may be obtained by visiting the District Information Center.

MAP DISPLAY — Maps and aerial photographs showing details of the project will be on public display:

Monday, March 17, 1975 through Wednesday, April 8, 1975 at the Continental TV Building from 9:00 a.m. to 3:00 p.m. 1007 Knox Avenue (near Story Road) San Jose, CA.

HEARING — CALTRANS invites public review and comment on the location, design and environmental effects of the project. The relationship between the freeway and the Coyote Creek Park system will be discussed. Time schedules for right of way acquisition and construction will be discussed, as well as the relocation assistance programs. Written and oral statements from any person or group will be received for entry into the official transcript. All of the information gathered either through written submissions or opinions aired at the public hearing will be carefully considered before any decision is made on the project. The hearing record will be kept open until April 21, 1975 for receipt of letters or statements. These should be mailed to:

T. R. LAMMERS
District Director
Department of Transportation
P. O. Box 3368, Rincon Annex
San Francisco, CA 94119

(The draft environmental statement, maps, drawings, and other pertinent information received or developed by CALTRANS will be available for inspection and copying at the CALTRANS District Office at the address listed above.)

NEWS CLIPPINGS

J

PROJECT DEVELOPMENT
B BRANCH

500 101
GAF REE-EAS
Action 11 (117321) 21, 81
General

2-27-75

☐
☒
☐

'Blood Alley' Date Set

State officials today announced the hearing on the freeway to replace "Blood Alley" will be held at 7:30 p.m. April 10 at McCabe Hall in San Jose Civic Auditorium.

The hearing is geared to hear "citizen input on any aspect of the project" to replace the dangerous nine miles of Monterey Highway from Ford road to Cochran road with a bypass, according to Robert Keller.

NECESSARY STEP

Keller, regional chief of project development for the state highway department, said the hearing is a necessary step in obtaining an environmental clearance for the 12 miles of freeway that will do away with the highway that annually takes an average of 13 lives in south San Jose.

Information obtained at the hearing will be forwarded in a final report to Washington for the federal government's study of the project, Keller said. He pointed out that this has taken as long as 18 months in other cases.

The April hearing is expected to be a stormy one.

CONTROVERSY

There are outspoken supporters of the state's selected route and just as outspoken opponents, such as the Sierra Club, which claims the state route is unacceptable because it cuts through the proposed Coyote Creek Park Chain in several places.

The club claims there is a feasible alternate route and favors turning the present Monterey Highway into a freeway.

96

PROJECT DEVELOPMENT
B BRANCH

Monterey ☒
San Jose News ☐
San Jose Sentinel ☐
Date 2-27-75

Co-Rd 502-101
Senior QAF P&H-EAS
Allied EA 117321;71;81
General Info. _____

State Hearing Slated On 'Blood Alley' Plans

A state hearing on the local-gan Hill "the most dangerous tion, design and environmen-stretch of highway in the tal impact of the freeway state."

proposed to replace "Blood Alley" will be held on April the project has come from 10 at 7:30 p.m. at San Jose the local chapter of the Sier-Civic Auditorium, a state of-ra Club, which wants the ficial announced Wednesday, freeway built on the present

Robert Keller, regional Monterey Highway, avoiding chief of project development any conflict with the Coyote for the state highway depart-Creek Park Chain.

ment, said the hearing is a A third possibility would necessary step in obtaining put the freeway west of Mon-environmental clearance for terey Highway, but it would the 12-mile stretch of free-bisect a large housing tract way. there.

The hearing is expected to The proposed route is esti-draw supporters of the pro-mated to cost \$64.6 million. posed route, planned for a the westerly route, \$63.1 mil-half mile east of Monterey lion, and putting the freeway highway, and opponents, who on the present Monterey say the freeway would dis-Highway would cost \$76.2 rupt the planned Coyote million, the state report said, Creek Park Chain. Keller said the meeting

An environmental impact will be held to hear "citizen report on the freeway indi-input on any aspect of the cates it would have an ad-project."

verse affect on the environ- Information gathered at ment, but would save 13 lives the hearing will be included per year and prevent 90 acci-in a final report and sent to dents. Washington for consideration

City Public Works Director, by the federal government. Anthony R. Turturici has he said. In the past this has called Monterey Road be-taken as long as 18 months. tween Ford Road and Mor-Keller said.

FILED IN 11.11
B BRANCH

9-3-75
SCL-101
GTF RSN-EAS
ALLIANCE 112321, 21281
Germantown

Reduce Freeway Size

A Plan To Speed Work On Bypass

Assemblywoman Leona Egeland, D-San Jose, today called for a reduction in the size of the proposed freeway bypass to "Blood Alley" to cut costs and speed construction. "I support the reduction in the number of interchanges as a way of cutting the project's cost and speeding construction," Assemblywoman Egeland said, adding that she plans to work with city and county officials on the matter.

Noting that the project to bypass the nine miles of four-lane Monterey Highway with a freeway will cost \$72.3 million as now envisioned, Mrs. Egeland felt the way to fight the tight money situation and still get the bypass is by having "fewer interchanges and fewer lanes."

"If the City of San Jose and the Santa Clara County Supervisors would agree to

At present, the freeway bypass project is awaiting an April 10 federally mandated hearing on the environmental impact of the bypass.

Blood Alley Claims One

Police today are endeavoring to determine the identity of a young man killed when he was struck by a car while walking across that stretch of Monterey Highway known as "Blood Alley."

George Arthur Shaw Jr., 26, of 21129 Gardenia Wy., Cupertino, called San Jose police at 11:15 p.m. Sunday to say his auto had just hit a man.

Lt. Floyd Kuehnis said the victim was dressed in dark clothing and Smith, unable to see him until the last moment, was not cited or held.

The victim, who was crossing the highway eastbound just north of Kirby avenue near Morgan Hill, was pronounced dead on arrival at Santa Teresa Hospital.

A male Mexican, he was about 24 years old, officers said. The body had no identification.

PROJECT DEVELOPMENT
B BRANCH

3-4-75

Co-11 1001-101
Senior Staff RCH-EAS
Allied PA 11222171,81
General 11-10

Pedestrian Killed On Blood Alley

The Santa Clara County Coroner's Office is attempting today to identify a young man struck down and killed by a car south of San Jose late Sunday evening on "Blood Alley."

A male Mexican, approximately 24 years of age, the victim had no identification on his person, police said. He was apparently killed instantly.

Lt. Floyd Kuehn said the man was crossing Monterey Highway near Kirby Avenue when he was hit by an auto driven by George Shaw Jr., 26, of 21129 Gardenia Way, Cupertino.

The victim was dressed in dark clothing and the driver was unable to see him until the last moment, Kuehn said. Shaw was not cited.

Solon's Plan To Speed Improvement

Simplification of improvements on the "Blood Alley" segment of Highway 101 were called for Monday by Assemblywoman Leona Egeland (D-San Jose) as a way of beating tight money problems.

Noting present plans to replace the nine-mile, four-lane stretch of highway will cost \$72.3 million, Mrs. Egeland suggested fewer interchanges and fewer lanes be built.

"If the City of San Jose and the Santa Clara County supervisors would agree to these changes in the project," she said, "we might move ahead to construction faster than we will if they stick with the plans the way they are."

The assemblywoman added, "I support the reduction in the number of interchanges as a way of cutting the project's cost and speeding construction."

The bypass project is now awaiting an April 10 environmental impact hearing, mandated by the federal government.

Mrs. Egeland introduced a resolution calling for an immediate allocation of funds for safety improvements and for the California Highway Commission to give the project "top priority status."

PROJECT DEVELOPMENT B BRANCH

☐ *Primary*
☒ *Attn*
☐ *Subfinal*
3-6-75

Co-Rto 500-101
 Senior ~~RAF~~ RCH-EAS
 Allied EA 117321, 71, 81
 General Info. _____

San Jose News
 12 Thurs., Mar. 6, 1975



LEONA EGELAND
 ... Introduces Measure

Blood Alley Measure Introduced

News Sacramento Bureau

SACRAMENTO — Assemblywoman Leona Egeland, D-San Jose, today introduced Assembly Concurrent Resolution 40 requesting immediate safety improvements and top priority for construction of a bypass for "Blood Alley."

She pointed out that the project to replace the nine-mile stretch of Monterey Highway between Ford and Cochran roads "has been studied and planned for 20 years."

"In 1974 there were 13 fatal accidents there and last month a school bus carrying 79 children narrowly escaped collision with an automobile. I wonder what kind of tragedy has to occur before something is done to correct this dangerous stretch of highway?" Mrs. Egeland said.

Mrs. Egeland said she would search for ways to speed up the normal budgetary process of the California Department of Transportation so that it might get funding aid for the project from recently released federal highway funds.

She said she was disappointed to learn CalTrans "can't move fast enough" to take advantage of the new federal money.

PROJECT DEVELOPMENT
B BRANCH

San Jose Mercury ☐
San Jose News ☒
San Jose Sentinel ☐
Date 3-19-75

Co-Pk SCR-167
Senior GFF 1234-123
Allied EA (17321, 71, 81)
General Info. _____

★ ★ ★
**Interim Help
Sought For
Blood Alley**

San Jose Mayor Janet Gray Hayes will ask for interim improvements to the "Blood Alley" section of Highway 101 when she speaks to the California Highway Commission Thursday in Sonoma.

Going with Mrs. Hayes will be Supervisor Sig Sanchez, local Sierra Club President Marjorie Sutton, Karen Daly, president of the San Jose Alliance of Homeowners, and City Transportation Director Kent Dewell.

Dewell's assistant, Joe Bess, said today that the mayor will ask the commission to make any improvements it can to the dangerous stretch of highway because even if construction for a freeway were begun, it would be several years before it could be completed.

March 19, 1975

To the Highway Commission:
I hope you can do something about blood
alley. I really want you to do something for
the things that occur there. I think you
should at least put a border like fence
between the opposite lanes. So that no more
deaths will happen like what happened
to Denise Albreton and her family.

Yours truly,
Anne Brewster

Highway Group To Act On Blood Alley

By Stephen C. Gruber
Staff Writer

SONORA—After hearing a plea from San Joseans, including Mayor Janet Gray Hayes, the California Highway Commission today voted 7-0 to have its staff conduct a study on what interim im-

improvements can be made to stop the annual carnage on the "Blood Alley" section of Highway 101.

The report will be due back to the commission at its meeting next month in Sacramento, and Mrs. Hayes

pledged she will be at the meeting to hear the report.

Thomas R. Lammers, district director for the Department of Transportation, estimated the improvements might cost between \$2 million and \$3 million.

He also told the commis-

sion that he expects the federal government to give an environmental clearance for a freeway by-pass of Blood Alley by the end of the year and said that if all goes well construction can start on the freeway by April of 1976.

But he explained after the meeting that the commission currently has no funds available to build the freeway and

- does not anticipate any source of funds in the near future.

The project, if started, would take four years to complete, he estimated.

School children also prepared a presentation for the commission. They are classmates of a 12-year-old girl

Back of Section, Col. 4.)

To Mr. Henry

San Jose, Mex.

Dear Mr. Henry

Yours truly,

Dwight

3-20-75

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 100-174447
 B. B. H. H. H.
 Co-77 SEC-101
 Senior ~~C-44~~ PLH EAS
 Allied EN 117301 71.81
 General H. H. H.

☐ San Jose News
☒ San Jose News
☐ San Jose News
 8-20-75

PHO. 571-1111
 B. B. B. B. B.

2 of 2
 SCL-101
 Simon G.H.F.
 Allied E. 4721, 71, 81
 General Info.

Board To Study Blood Alley Action

(Continued from Page 1)

killed in a collision on Blood Alley.

Kim Nickel, 13, a classmate of Denice Albertson at Bernal School in South San Jose, said, "I think it is awful that action is not taken until tragedy happens."

"One way that you can fix Blood Alley, you can put a divider inbetween the road and if there is an accident maybe there won't be as many deaths," she wrote in a letter she is to read to the commission.

Also appearing with Kim are Bernal students Mary Morales and Paul Ledesma, who will bring about 30 letters written by classmates of Denice in the language arts class of teacher Sue Mortrude.

Students at the school at 6610 San Ignacio Drive also have carried petitions asking for safety improvements to the dangerous section of highway from South San Jose to Morgan Hill. The students collected almost 2,000 signatures.

San Jose Mayor Hayes asked the commission for four specific safety measures to be installed now before the freeway is built in five years.

She called for a review of the appropriate signalized intersections, improvement of the "severe ditch condition" along the east side of Monterey Highway, consideration of the elimination of the truck weighing station in Coyote until it can be relocated on the completed freeway, and an "appropriate speed limit with the signals and other measures."

Mrs. Hayes reminded the commission that her predecessor, as San Jose's mayor,

gressman, had appeared before them in October 1973 "and pleaded with this commission to proceed with all possible haste to complete the 101 corridor between San Jose and Morgan Hill."

"We apparently are no closer to completion today than we were 18 months ago when we appeared before this commission to ask for these improvements," Mayor Hayes said, "This highway continues to take its toll of human lives and this hazardous situation apparently will continue for many years because CalTrans estimates a freeway cannot be completed in this corridor until 1979-80."

"We cannot wait five years," Mrs. Hayes told the commission as she pointed out "Blood Alley" had taken 29 lives in two years "despite the extraordinary effort that the San Jose Police Department has made providing surveillance of speed and traffic violations."

The mayor also mentioned the near-miss a bus loaded with school children had in a recent accident on the dangerous stretch of road.

When she asked for the commission to instruct CalTrans to review the four safety interim safety measures proposed by the City of San Jose, Mayor Hayes also called for a meeting between representatives of San Jose, Morgan Hill, Santa Clara County and CalTrans "within the next few weeks."

At this confab, Mrs. Hayes said, the possible interim safety improvements that can be accomplished could be reviewed so that CalTrans can "report the results of their study and recommendations to you at your April commission meeting."

Blood Alley Safety Proposals Weighed

STEPHEN C. GRUBER

Staff Writer

California highway commissioners unanimously have to study an estimated \$3 million in safety measures for Blood Alley stretch of Interstate Highway at the of San Jose.

The commission decided today in Sonoma to order study, and to hear the report in a month, after a trail jam of Santa Clara County speakers took turns reading with them to take about the dangerous

They included San Jose Mayor Janet Gray Hayes, Morgan Hill Mayor Virginia Days, Rein Groen, board president of the Morgan Hill Unified School District, Louis Montini, Santa Clara County deputy director of transportation; a spokesman for Assemblywoman Egeland, D-San Jose, three seventh graders Bernal Intermediate School.

The only sour response to the stream of requests greeted the reading of a text of a resolution by Mrs. Egeland calling for top priority for a freeway bypass to replace "Blood Alley."

Commissioner Winston R. Fuller said Mrs. Egeland "should realize the real world" and know that the resolution carried no teeth unless it was accompanied by an appropriation out of the state's general fund for the bypass.

Fuller also took on "environmentalists" for blocking the freeway. But Marjorie Sutton, chairwoman of the Loma Prieta chapter of the Sierra Club, which has been opposing the state-selected route for the bypass because it cuts through the proposed Coyote park chain, said after the meeting it was governmental "foot-dragging" and

(Back of Section, Col. 1)

State Orders Safety Study For 'Blood Alley' Stretch

(Continued from Page 1) commission how her friend not the club which was caused and classmate at Bernal High School, Denise Albertson, was killed on "Blood Alley" safety measures came from just before Christmas. Kim Nickel, 13, who told the "Some of you probably

think young students don't understand what we are asking but I do and so do most of the others," she said. "We are just asking you to help us save other people's lives."

Thomas R. Lammers, district director for the state Department of Transportation, said that Federal Aid to Urban Areas (FAU) funds San Jose already has been granted could pay for some of the interim improvements.

NO STATE FUNDS

Outside the meeting, Lammers said the state could begin construction of the freeway in April 1976 but doesn't have the funds and doesn't know where to get the money in the near future.

Mayor Hayes, who said she would go wherever the commission meets in the state next month to hear the report about the improvements, called for four specific safety measures.

SUGGESTIONS

Mrs. Hayes asked for appropriate speed limits, more traffic signals, elimination of a ditch on the east side of the road and removal of a truck weighing station at Coyote until it can be rebuilt on the freeway.

Montini agreed with Mrs. Hayes and added a request for a median barrier, shoulder markers and "rumble devices" to alert motorists who are straying off the road.

San Jose News
J. Antonio Serrano
Date 3-21-75

☐ ☒ ☐

Rec'd J. M. Lammert
B. BLANCH

Co-Rep. SEC-101
Senior REC-4-EAS
Allied FA 11224121 M
General Info.

Delays Hurt Blood Alley Bypass Plan

By BETTY BARNACLE
Staff Writer

Replacement of San Jose's "Blood Alley" with a freeway bypass "is the top priority in the state right now," according to a highway spokesman.

"But even if by some miracle we could come up with the money for it right now, we couldn't legally go ahead with the freeway bypass," admitted Bob Halligan of the State Division of Highways.

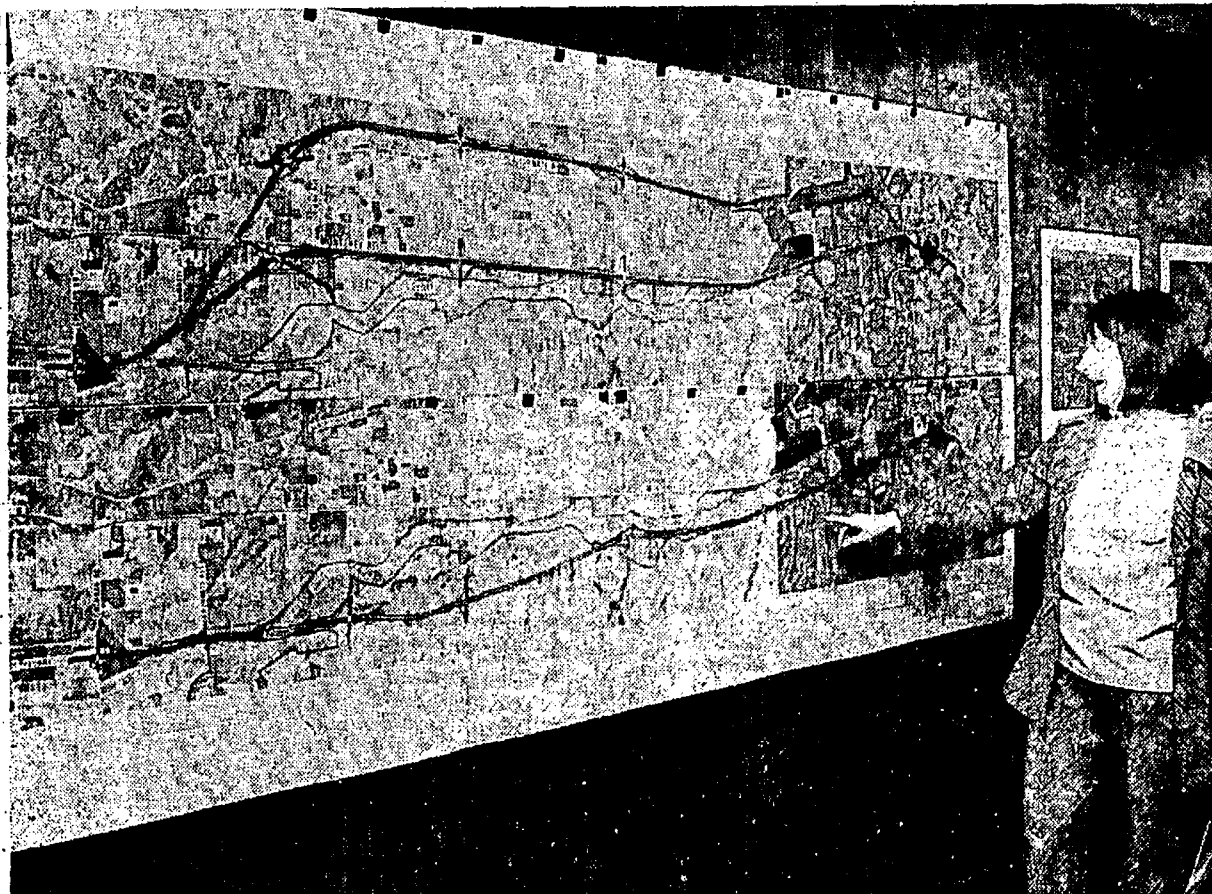
First, he explained, the route proposed must meet federal standards under the Environmental Protection Administration Act of 1970.

The EPA hearing on the nine-mile stretch of Monterey highway from Ford to Cochran roads in South San Jose is set for April 10 at 7:30 p.m. in McCabe Hall of San Jose Civic Auditorium.

The report about Blood Alley's bypass, which took the

state two years to write, then has to go to Washington, D.C., to get a stamp of approval.

Halligan said that Contra Costa County's Highway 4, which held the unenviable title of California's "Blood Alley" before Monterey road won it with an average 13 deaths annually, was one of the state's first projects to go the EPA route in 1971.



Three Routes Out Of Monterey Highway Carnage

CalTrans employee Jo Anne Schlegel outlines the three proposed freeway bypass routes for "Blood Alley" as shown on this detailed map which is available for public scrutiny from 9 a.m. to 3 p.m. daily at 1007 Knox Ave. Cal-

Trans people will be on hand to explain the map and answer questions from the public in preparation for a public hearing on the issue at 7:30 p.m. April 10 at McCabe Hall. (Staff Photo)

Long Road For 'Blood Alley' Bypass

"It took 18 to 20 months to go through Washington," Halligan said, adding hopefully, "maybe they're faster now."

Even after it passes the Washington hurdles, the state report must still pass California's Metropolitan

(Back of Section, Col. 1)

(Continued from Page 1)

Transportation Commission which has offices in Berkeley.

Should San Jose, however, somewhere find a Moses to cut through the sea of environmental red tape, the money problem still would stop the freeway bypass construction.

Officials at the state Highway Commission this week in Sonoma, where Mayor Janet Gray Hayes and others from this area appealed to win approval of their suggestions for a study of interim safety measures on the current highway, said they had no money and could see none in the future for the bypass.

Inflation is hitting the state, too, Halligan pointed out and the same gas tax money that goes for highways is now being used for mass transit projects, too.

"The same seven-cents-a-gallon state gas tax has been in effect since the early 1950's," Halligan said, "There's been no raise at all and that hurts the state."

FUNDS GO BACK

Northern Californians may not like it, but gas tax money for roads legally has to go back to projects in the area where the money came from.

That means, Halligan said, there is a north-south split of 40-60 per cent with the larger Southern California getting the biggest piece of the gas tax revenue pie.

"The need is greater there roads and people," Halligan reasoned, agreeing at the same time that this logic has been the cause of "a continuing argument since World War II just as the water issue has been."

SISKIYOU COUNTY

But, he pointed out, the highway commission also gets complaints from Siskiyou County which wants roads too and claims that all the large metropolitan suburban areas like San Jose are getting them instead.

Halligan added hastily, however, that the state is painfully aware of the need for a full freeway for San Jose's "Blood Alley" which has the unique position of having an accident rate below the state average for similar rural highways but a

fatality rate that is much higher.

The latest statistics available, Halligan reported, show the accident rate per 100 million vehicle miles for that stretch of Monterey highway is 1.66 accidents. The state average for a similar road is 2.06 accidents while the state freeway average is 0.8 accidents.

But when it comes to fatalities, Monterey highway has 10.6 per 100 million vehicle miles while similar roads in the state have 6.3 and freeways 2.9.

At the Sonoma meeting, Thomas R. Lammers, district director of the state Department of Transportation, suggested Federal Aid to Urban Areas (FAU) funds already earmarked for San Jose might be diverted for some of the interim improvements.

However, Kent Dewell, city transportation officer, pointed out the method of setting new priorities for FAU funds is extremely complicated.

To get its FAU funds, San Jose had to meet with the county and state and the Bay Area Metropolitan Transportation Commission. By the time the federal funds got to this valley, there was \$5.3 million a year for three years for the entire county's transit programs. San Jose's share was earmarked for the West Valley and Guadalupe freeways.

If San Jose wanted to change its priorities now and use its share for Blood Alley interim safety improvements, Dewell said, it would have to apply to the county Transportation Commission which would send its recommendation to City Council and the Board of Supervisors for approval.

Then the application would have to go for approval to the Metropolitan Transportation Commission, state Transportation Board, state Highway Commission and the federal government. FAU funds, Dewell said, are

shared by the federal government and whatever local agency is doing the transportation work on 83 per cent-17 per cent basis.

Changes In 'Blood Alley' Bypass Mulled

Dropping one interchange and narrowing lanes from eight to six on a proposed freeway to replace the dangerous "Blood Alley" stretch of Highway 101 will be considered Tuesday evening by the San Jose City Council.

The city administration has recommended the reduction in lanes with interchanges at Ford road, Cochran road, Bailey avenue and Bernal road in the 10-mile

stretch from South San Jose to Morgan Hill.

Some Council members fearing development of the Coyote Valley through which the new freeway would run may call for the elimination of the interchange at Bailey avenue.

Councilman Jim Self says he is leaning against the crossing. Councilwoman Susanne Wilson's aide, Michele Fuetsch, said Mrs. Wilson

also may oppose the Bailey avenue interchange.

Self added that the Metropolitan Transportation Commission has recommended either four or six lanes, but not eight, for the freeway.

Although no state funds have been freed for the project, the city has conducted an intensive lobbying campaign, which will be continued when city officials appear at an April 10 design

hearing on the freeway.

The "Blood Alley" section of highway claims about a dozen lives each year from traffic accidents.

Other issues facing the Council at its Tuesday meeting include:

— A request by Henry Plymire to use the Center for the Performing Arts for a press conference to announce formation of a citizens committee to investigate the theater.

San Jose Mercury
San Jose News
San Jose Sentinel
Date 3-29-75

☐ ☒ ☐

PROJECT DEVELOPMENT
B BRANCH

Co-Pile SCI-101
Senior ~~QAT~~ ~~ATX-ET~~
Allied EA 117321-71-91
General Info. _____

PROJECT DEVELOPMENT
B BRANCH

San Jose Mercury

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San Jose News

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San Jose Sentinel

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Date 3-31-75

Co-Rte SCC-101

Senior RAF RCH EAS

Allied EA 117321; 71; 81

General Info. _____

'Blood Alley' Hearing Set

Petitions circulated to speed up construction of the freeway bypass of the "Blood Alley" section of Highway 101 will be presented at a hearing on April 10 at San Jose Civic Auditorium's McCabe Hall.

All such petitions should be submitted to the mayor's office by Tuesday, said Jim Murphy, a spokesman for the public works department.

The petitions are being circulated by the San Jose Homeowners Alliance, the VIP Homeowners Assn., Hidden Glen Homeowners Assn. and the Sunnyhaven South Homeowners Assn.

PROJECT DEVELOPMENT

B BRANCH

Co-No. 502-101

Senior QNF R&H - EAS

Allied Ed 117321; 71; 81

General No. _____

San Jose Mercury ☐

San Jose News ☒

S. Journal Sentinel ☐

Date 3-31-75

Petition On Bypass

A petition calling for the construction of a freeway bypass to the "Blood Alley" section of Highway 101 south of San Jose will be presented at an April 10 hearing in San Jose Civic Auditorium.

The petitions should be submitted to the mayor's office by Tuesday.

They are being circulated by the San Jose Homeowners Alliance, the VIP Homeowners Association, Hidden Glen Homeowners Association and the Sunnyhaven South Homeowners Association.

PROJECT DELIVERABLE

B. B. ALCH

SC1-101

Senior QAF VU- EA?

Allied En 11321; 71; 81

General 113

San Jose Mercury ☒
 San Jose News ☐
 San Jose Sentinel ☐
 Date 4-2-75

Council Speeds Up 'Blood Alley' Action

By STEPHEN C. GRUBER
 Staff Writer

The San Jose City Council has taken two actions designed to quickly reduce current deadly hazards on infamous "Blood Alley" while speeding up a long-range solution.

The Council agreed to reduce the proposed Highway 101 freeway bypass from eight lanes to six lanes and eliminate three interchanges in hopes of getting the project built sooner.

It also went on record Tuesday as favoring immediate safety improvements for the four-lane section of existing Highway 101 between Ford road and Morgan Hill — known as "Blood Alley" — where 28 people have died in the past two years in traffic accidents.

Both the reduction in lanes and having fewer inter-

changes are expected to result in considerable savings — at least \$7 million — on the freeway project, estimated to cost a total of \$72 million.

The less the freeway costs, the more likely are its chances of getting built, Council members indicated.

In a related matter, Public Works Director Tony Turturici said nearly 5,000 signatures urging a speedy completion of the freeway bypass have already been turned in to city officials and Assemblywoman

Leona Egeland, D-San Jose. Turturici estimated another 5,000 to 6,000 signatures on petitions are still being circulated and he predicted that the petition drive will go over the goal of 10,000 signatures.

The petitions will be presented to state highway department officials April 10 in San Jose at a special hearing

on the design of the freeway, Turturici said, and he said they will show state and federal officials that San Joseans favor swift completion of the freeway.

The Council voted 7-0 to eliminate the interchanges that had been proposed in

original plans for the freeway at Live Oak avenue, Scheller avenue, and Metcalf road.

In a report to the Council,

(Back of Section, Col. 1)

Council Acts On 'Blood Alley'

(Continued from Page 1)

Turturici said there was "no justification" for the interchanges at those locations. The areas are sparsely settled and have considerably less traffic than some other parts of the Coyote area.

Councilwoman Susanne Wilson favored eliminating the Bailey avenue interchange also, but failed to win a second for her motion.

She said that she believed the Bailey avenue interchange would induce growth

in the city, little choice about allowing development there. Most of the area is in the urban reserve and not now allowed to develop.

On a 5-2 vote, with Mrs. Wilson and Councilman Jim Self dissenting, the Council decided to recommend to the state that interchanges be located at Ford road, Cochran road, Bernal road and Bailey avenue.

The decision reduced the number of recommended interchanges from seven to four along the 12-mile stretch of freeway. The recommendation will be presented to state officials.

Also opposing the Bailey avenue interchange was local Sierra Club Chairwoman Marjorie Sutton, who contended that an IBM plant being built on Bailey avenue would not generate enough

traffic to require an interchange.

Mrs. Wilson noted that reducing the number of interchanges will benefit the Coyote Creek Park Chain, which will run near the freeway.

The motion dealing with safety improvements along the present "Blood Alley" was proposed by Self, who said he wanted to make the Council's stand clear.

Last month Mayor Janet Gray Hayes asked the State Highway Commission to approve the safety improvements because the freeway will not be finished for four years at the soonest. The commission took the matter under study.

PROJECT DEVELOPMENT

San Jose Mercury ☒
 San Jose News ☐
 San Jose Sentinel ☐
 Date 4-3-75

B BRANCH

Co-# SCE-101
 Senior CAF BOM-5A
 Allied FA112321; 21; 81
 General Info. _____

City Acting On 'Blood Alley'

The San Jose City Council is taking a double-barreled approach to reduce the hazards of "Blood Alley" quickly and also hasten a long-range solution.

Council members Tuesday called for immediate improvements for the four-lane section of Highway 101 between Morgan Hill and Ford Road where 28 persons have been killed in the past two years in traffic crashes.

They also voted to reduce the proposed Highway 101 freeway bypass from eight to six lanes and to eliminate three interchanges in the hope of getting the project built faster.

Both actions are expected to result in substantial savings — at least \$7 million — in the estimated \$72-million project.

The less the cost, the more likely is the chance to get the project built in minimum time, council members agreed.

The vote was 7-0 to elimi-

nate the interchanges that had been proposed in original plans for the freeway at Live Oak Avenue, Metcalf Road and Scheller Avenue.

Public Works Director Tony Turturici told the council there is "no justification" for the interchanges at those sites. He said the areas are sparsely populated and have considerably less traffic than other sections of the Coyote area.

Councilwoman Susanne Wilson suggested that the Bailey Avenue interchange also be eliminated. However, her motion was not seconded.

On a 5-2 vote, with Mrs. Wilson and Councilman Jim Self dissenting, the council decided to recommend to the state that interchanges be located at Ford, Cochran and Bernal roads and at Bailey Avenue.

The recommendation will be presented to state officials at a hearing on the freeway design April 10 in San Jose.

San Jose Sierra Club chairwoman Marjorie Sutton also opposed the Bailey Avenue interchange. She said an IBM plant under construction on Bailey will not create

enough added traffic to need the interchange.

Mrs. Wilson remarked that reducing the number of interchanges will benefit the Coyote Creek Park Chain, which will run near the freeway.

Self proposed the motion dealing with safety improvements to "Blood Alley."

Mayor Jane: Gray Hayes last month asked the State Highway Commission to approve the safety improvements because the freeway won't be finished for four years, at the earliest. The commission is studying the request.

OFFICE OF
THE MAYOR

APR 4 10 35 AM '75

15 CENTS A COPY

GILROY, CALIFORNIA

TELEPHONE

Blood alley campaign backed by community

The "Spend a Dime to Save a Life" campaign has touched a responsive chord in many South County residents.

Community backing of the recently launched drive to do away with Blood Alley, that deadly stretch of highway between Morgan Hill and San Jose, has been overwhelming.

Michael Fryer, a San Martin resident who launched the campaign, said the move to have the State Highway Commission approve the route and make it a top priority item will continue at least through April when the commission holds public hearings on an environmental impact report on the project.

State highway officials have estimated it will be at least four to five years before the freeway is completed.

Well over 200 persons have taken the time to "Spend a Dime to Save a Life" by clipping a coupon and mailing it to the Dispatch in the past week. The coupon asks the state highway commission to approve the proposed route.

PROJECT DEVELOPMENT

B BRANCH

San Jose Mercury ☐

San Jose News ☒

La Cruz Sentinel ☐

Date 4-5-75

Co-Rte SCC-101

Senior DAF PCN-EC

Allied EA 117321; 71, 81

General Info. _____

'Blood Alley' Work Pushed

County Joins In Highway Plea

The voice of the Santa Clara County Board of Supervisors will be added Tuesday to the voice of the San Jose City Council in urging that the "Blood Alley" bypass be expedited by the state.

Friday afternoon, Supervisor Sig Sanchez, whose South County district encompasses the dangerous stretch of Highway 101, met with a representative of CalTrans. The state highway agency is expected to make a funding and construction decision soon after an April 10 hearing in San Jose.

The Board of Supervisors already is on record as favoring the existing proposed freeway alignment and num-

ber of interchanges. However, Sanchez has expressed concern that the most important thing is to get the freeway built, regardless of where the interchanges may eventually be needed.

The county's official position is expected to be opposed to eliminating the Metcalf Road interchange, because of the motorcycle park fronting on that street and other potential county developments there, such as a branch jail.

Last Tuesday, San Jose City Council voted to eliminate the Metcalf Road interchange as well as the Oak and Scheller avenues interchanges.

The city also voted to reduce the bypass width from eight to six lanes in another effort to get the project built sooner.

In the past two years 28 persons have died on the dangerous stretch of highway between Morgan Hill and Ford Road in San Jose.

The matter is on the Board's Tuesday agenda at the request of the state.

PROJECT DEVELOPMENT

B BRANCH

Co-Rte 502-101

Senior DAVE RUMERAS

Allied EA 117321; 71; 81

General Info. _____

San Jose Mercury ☒

San Jose News ☐

Santa Cruz Sentinel ☐

Date 4-7-75

Board Plea Due On Blood Alley

Supervisors To Join S.J.

The voice of the Santa Clara County Board of Supervisors will be added Tuesday to the voice of the San Jose City Council in urging that the "Blood Alley" bypass be expedited by the state.

Friday afternoon, Supervisor Sig Sanchez, whose South County district encompasses the dangerous stretch of Highway 101, met with a representative of CalTrans. The state highway agency is expected to make a funding and construction decision soon after an April 10 hearing in San Jose.

The board of supervisors already is on record as favoring the existing proposed freeway alignment and number of interchanges.

However, Sanchez has expressed concern that the most important thing is to get the freeway built, regardless of where the interchanges may eventually be needed.

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The city also voted to reduce the bypass width from eight to six lanes in another effort to get the project built sooner.

In the past two years 28 persons have died on the dangerous stretch of highway between Morgan Hill and

PROJECT DEVELOPMENT
B BRANCH

San Jose Mercury ☒
San Jose News ☐
Santa Cruz Sentinel ☐
Date 4-8-75

Co-Kt: SCQ-101
Senior DAVE DAY-EAS
Allied EA 117321; 71; 81
General Info. _____

Let's Build That 'Blood Alley' Bypass!

Expediting construction of the 101 Freeway bypass from Morgan Hill to San Jose will test severely the ability of city, county and state governments to cooperate.

It is, nonetheless, a challenge that must be met if further loss of life is to be avoided on the "blood alley" portion of Highway 101, from Ford road in San Jose to Morgan Hill; already 28 persons have been killed on this 11-mile stretch of road in two years.

The City of San Jose and Santa Clara County hold differing views on the number and location of the

proposed Freeway 101 interchanges, and these views should be—indeed, must be—harmonized before Thursday, when the state Department of Transportation conducts its long-awaited "blood alley" hearing in San Jose. Decisions regarding funding and freeway construction schedules are anticipated from the state shortly after the hearing.

The freeway bypass of "blood alley" must be built as quickly as possible, and common sense suggests that reasonable men ought to be able to compromise their design differences.

PROJECT DEVELOPMENT

B BRANCH

Co-# 501-101

Senior ~~GTF~~ - ~~WMA~~ - ~~EPS~~

Allied Ed. _____

General Info. _____

San Jose Mercury ☐

San Jose News ☒

San Jose Sentinel ☐

Date 4-2-75

Speed Bypass

The City Council is doing just about all it can to speed construction of a Highway 101 bypass in South San Jose.

In an effort to reduce costs, the Council is recommending to state authorities that the number of lanes be reduced from eight to six and the number of interchanges from seven to four.

If the state approves, interchanges will be built at Bailey avenue and Ford, Cochran and Bernal roads. Dropped from the plan would be structures at Metcalf road and Live Oak and Scheller avenue.

The Council also favors more safety measures along the dangerous old highway, Monterey road.

Financing is just one problem. Environmental red tape may be a tougher one. A freeway has a major impact on the countryside. This issue was thrashed out years ago, however. Procedural red tape delays this highly necessary project.

San Jose Mercury ☐
 San Jose News ☒
 Santa Cruz Sentinel ☐
 Date 4-9-75

PROJECT DEVELOPMENT B BRANCH

Co-Rte SCC-101
 Senior QA/E ECR-EAS
 Allied EA 117321; 71; 81
 General Info. _____

County Decision

Full Speed Ahead For 'Blood Alley'

Move full speed ahead on a which would replace the six-lane freeway with no more than three interchanges to bypass the "Blood Alley" stretch of Highway 101, the Santa Clara County Board of Supervisors has decided.

The Board action, intended not to conflict with recommendations by San Jose, will be presented Thursday night at a special state hearing in San Jose.

At the insistence of Supervisor Sig Sanchez, whose district includes the dangerous highway from Ford road in San Jose to Cochran road in Morgan Hill, the Board did not insist on specific interchange crossings.

"I would forego a discussion of where the interchanges should go just to get that ribbon of concrete,"

He first proposed four interchanges to match San Jose's recommendation last week for crossings at Ford, Cochran, Bernal and Bailey avenues.

The Board unanimously amended its resolution to provide for three interchanges at the request of Supervisor Geraldine Steinberg.

The county does not specify where the interchanges should be located, and Sanchez noted that cities can exercise the final decision as a "land use tool."

In addition to the four crossings suggested by San Jose, county officials have said an interchange might be needed at Metcalf road to serve a county-owned motorcycle park and possible branch jail.

Sanchez said the needs of the county are not nearly as great as the need to get a quick start on replacing the current Highway 101, which has claimed 28 lives in car wrecks in the past two years.

U.S. Memo Urges No Interchange

A federal inter-agency memorandum says careful consideration should be given to the alternative of constructing no interchanges on the freeway bypass to the dangerous stretch of Highway 101 termed "Blood Alley."

The letter was read Tuesday to the Santa Clara County Board of Supervisors by Sierra Club Chairwoman Marie Sutton.

HIGHWAY AGENCY

The March 7 memorandum was sent by Benjamin O. Davis Jr., assistant secretary for environment, safety and consumer affairs, to the Federal Highway Administration.

Ms. Sutton said she obtained the document on demand under the 1974 Freedom of Information Act.

The memorandum says that population predictions contained in the federal environmental review of the project assume intensive urbanization of the South County by 1990.

The road, as designed would "facilitate the conversion of the South County into a residential bedroom for the City of San Jose," it reads.

Davis notes that the proposed population growth conflicts with current county and San Jose land use limitations in the area.

'ANALYZED'

His memo suggests the alternative of no interchanges be "carefully analyzed."

The memo also notes that worse traffic conditions are predicted for the stretch of Monterey highway that carries Highway 101 traffic after the freeway bypass is built. There would be an estimated 41,600 average daily trips compared to 39,000 in 1972.

"The highway proposal, as designed with many interchanges and foreseeable induced growth, cannot be justified because of improving safety," the six-page report says.

Davis also warned that considerations of alternatives must not be disregarded because they might be viewed as a delay of the project.

PROJECT DEVELOPMENT

B BRANCH

San Jose Mercury ☒

San Jose News ☐

S to Cruz Sentinel ☐

Date 4-9-75

Co-Rt: SCC-101

Senior QMF BJA-EAS

Allied EA 117321; 71; 81

General Info. _____

United Front on 'Blood Alley'

A unanimous agreement to present a united front with the City of San Jose at a state hearing Thursday night on quick construction of a "Blood Alley" bypass was hammered out Tuesday afternoon by the Santa Clara County Board of Supervisors.

The adopted resolution, after repeated changes, calls for a plea to the state to expedite construction of six lanes on the originally proposed route for which right-of-way already has been purchased, and with no more than any three interchanges.

The main issue was whether the county would enter into a jurisdictional squabble and insist upon any specific interchange.

Supervisor Sig Sanchez, whose district encompasses the deadly Highway 101 from Ford Road in San Jose to Cochran Road in Morgan Hill, stressed the importance of a unanimous presentation to state highway officials. He said he had met last Friday with one of them.

He eventually was successful after repeatedly declaring, "I would forego a discussion of where the inter-

changes should go just to get that ribbon of concrete from Ford to Cochran."

He told fellow supervisors he realized there must be some interchanges to serve the area and was most concerned over the Metcalf Road intersection, where the county owns a new motorcycle park and a site for a possible branch jail.

However, Sanchez said even the county's needs pale in comparison to the existing dangers on Highway 101, which has claimed 28 lives in the past two years in auto crashes.

San Jose Mercury ☐
 San Jose News ☒
 San Jose Sentinel ☐
 Date 11-11-75

Hearing On 'Blood Alley' Bypass To Be Held

A public hearing on the controversial freeway bypass for "Blood Alley" will be held tonight at 7:30 o'clock in McCabe Hall at San Jose Civic Auditorium, 145 W. San Carlos St. Citizens will give their views before the California Department of Transportation "on any aspect" of the project that will replace the nine miles of Monterey highway between Ford and Cochran roads that annually

take a number of lives, according to Robert Keller, CalTrans regional chief of project development. The state's adopted route, which cuts through part of the proposed Coyote Creek Park Chain in several places, has received stiff opposition from environmentalists such as the Sierra Club.

Proponents of the selected bypass just as strongly are urging a speed up of the freeway construction. Petitions supporting this view, to be presented at the meeting tonight, have been circulated by four homeowners associations.

Assemblywoman Leonora Egeland, D-San Jose, has canceled a town hall meeting so that she can participate in the Blood Alley public hearing. The environmental impact statement on the bypass, federally required, has been on display along with maps and drawings at several sites in the county for some time. The hearing not only will cover the statement but will discuss the adopted state route, two alternate routes, and the alternative of building no freeway to replace the four-lane highway.

The proposed route favored by the state consists of 12 miles of six-lane freeway with seven interchanges to the east of the present highway. One alternate of 12.5 miles veers to the west of the existing highway while the third uses basically the same alignment as the present route.

Information obtained at the hearing from citizens will be sent to Washington for a federal study of the project which has taken up to 18 months in the past.

PROJECT DEVELOPMENT
 B BRANCH

Co-Rt 52-161
 Senior ~~EA~~ ~~EA~~ ~~EA~~
 Allied EA 112331-1121
 General Info.

PROJECT DEVELOPMENT

B BRANCH

San Jose Mercury ☒

San Jose News ☐

Santa Cruz Sentinel ☐

Date 4-10-75

Co-Rte SCC-101

Senior RAF 12EH-EAS

Allied EA 117321;71;81

General Info. _____

'Blood Alley': One More Hurdle Gone

It is encouraging to note that Santa Clara County and the City of San Jose will present a united front today in appealing for early construction of the vital 101 freeway bypass.

The state Department of Transportation will hold public hearings today in San Jose on the proposed bypass for the infamous "blood alley" stretch of Highway 101 from Ford road in San Jose to Cochran road in Morgan Hill. In the past two

years, 28 persons have been killed in traffic accidents on this highway.

With San Jose and Santa Clara County in agreement on the number and location of interchanges on the freeway bypass, for which the right-of-way has already been purchased, the state should be able to move ahead quickly with design and actual construction. This essential link in Santa Clara County's freeway system cannot come into being too quickly.

End Blood Alley, 9,000 Ask

By **CHUCK BUXTON**
Staff Writer

There was wide agreement at a hearing on a bypass for "Blood Alley" that the present road needs safety precautions and the new freeway needs a speedy construction start.

Dee Ann Tregoning, whose seventh grade classmate was killed last December in a traffic accident on the deadly stretch of Monterey highway, presented petitions with more than 9,000 signatures supporting the safety measures and new freeway.

Mayor Janet Gray Hayes told the audience of more than 250 that the bypass is needed now.

The hearing Thursday night at McCabe Hall in the Civic Auditorium was to gain public comment on the envi-

ronmental impact statement on the highway project prepared by the California Department of Transportation.

Although two Sierra Club representatives agreed with local officials and speakers for homeowner's groups that the freeway is needed as soon as possible, they argued at length about where and what kind of a freeway it should be.

The official Sierra Club position calls for freeway redesign to avoid Coyote Creek Park and no intersections between the proposed linkups to the existing freeway at Cochran and Ford roads.

Loma Prieta chapter chairwoman Marge Sutton cited a federal official who said the alternative of no interchanges should be given a close look.

Club member Dick Gaines said he was concerned about the present route that runs through part of the Coyote park chain.

Carmen Filice, speaking for the San Jose Alliance of Homeowners Association, responded to the environmental criticisms by saying the 9,000 signatures were written by those "in favor of ending bloodshed" on the busy highway.

He added that the alliance, which represents about 40,000 homeowners, wants the freeway built and that the viewpoint represents the feeling of area residents who must use the road.

Burch C. Bachtold of the California Department of Transportation explained that freeway construction along the adopted 12-mile

route could begin in the spring of 1976 if the environmental review is finalized and if the California Highway Commission provides funding.

Pessimism was voiced by a CalTrans official who said such environmental reviews can take a year and by California Highway Commissioner Vernon Cristina who said the funding prospect is "very, very bad."

Assemblywoman Leona Egeland, D-San Jose, noting that other communities are

ing, urged that local officials "must be prepared to go" with a united front when funding possibilities do arise.

Young Miss Tregoning, a seventh grader at Bernal Intermediate School in south San Jose just off Blood Alley, recommended that stop

lights and dividers be installed on the highway.

Her suggestions were repeated by the Sierra Club and Mrs. Egeland and other officials.

The hearing addressed four basic alternatives. One would be to keep the present highway. The others:

— Construct the freeway on the already adopted route. It would cost \$72.4 million. About \$20 million already has been spent on acquisition of about 90 per cent of the right-of-way, according to CalTran officials. It would take 30 acres from the Coyote Creek park chain. Twenty-two residents have been relocated.

— Build a freeway over existing Monterey Highway. It would cost \$161 million and could not be built until 1986. It would take 58 acres of parkland and force 490 residents to move.

— Move the freeway closer to the Santa Teresa hills. It would cost about \$118 million, could not be built until 1983 and would require relocation of 740 residents. It would take no parkland.

Both San Jose and the Santa Clara County Board of Supervisors have recommended reducing the number of lanes to six and number of interchanges from an original seven to three or four.

DEE ANN TREGONING



San Jose Mercury ☐
San Jose News ☒
San Jose Sentinel ☐
Date 4-11-75

PROJECT DEVELOPMENT
B BRANCH

Co-Rd. 50-101
Senior ☒ EAS
Allied EA ☐
General Info.

S.F. EXAMINER

4-11-75

~~CHX~~
~~DET~~
EAS

803 B

Sub Editor
P.D.R.

'Blood Alley' dispute ends

By Don West
Examiner News Staff

SAN JOSE — Public pressure over "blood alley" fatalities has halted a three-year fight over how to close the Santa Clara Valley's last north-south freeway link.

The last holdout opposition was grudgingly removed last night by the Loma Prieta chapter of the Sierra Club with a call for immediate construction of a freeway to

end highway slaughter between Morgan Hill and south San Jose.

Mrs. Marjorie Sutton, chairperson for the Sierra Club, made the move only after challenging as insufficient the California Transportation Department's environmental impact report on the last 12 miles of Highway 101 to become freeway.

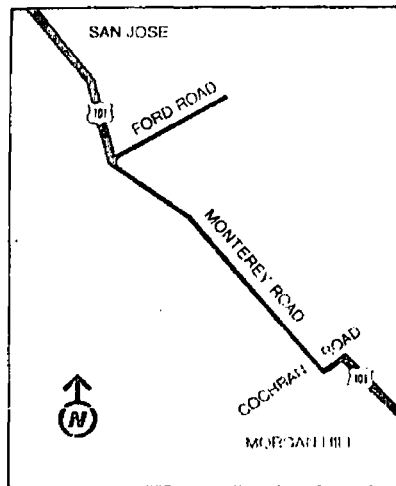
She told a Caltrans hearing that all interchanges be eliminated on the route be-

tween Ford Road and Cochran Road.

But officials from San Jose and Santa Clara County urged at least two and possibly three interchanges to provide local access.

The tragedy of a growing fatality rate on the existing four-lane highway was dramatized by an 11-year old school girl, DeeAnn Tregoning, whose girl friend was killed last year on the road.

COMMENTARY

**Freeway link near
San Jose needs finishing**

The most heavily-traveled section of highway between San Francisco and Los Angeles is U.S. 101. Along the entire stretch of roadway that connects the two cities there are only two sections that have not been converted to full freeway or expressway status, a short 1.7-mile segment in the city of Santa Barbara, and a 12-mile stretch between Cochran Road in Morgan Hill and Ford Road in San Jose.

This latter section is called Monterey Road but the local residents have another name for it—"Blood Alley." During the past three years it has had three times as many fatalities as the statewide average of four-lane divided highways. It has had almost seven times as many fatalities as the average on urban freeways. Yet this vital link needed to complete 101 to full freeway status remains unfinished. Why?

Here is the timetable of events. In 1961 the entire 26-mile route for this section of freeway from south of Gilroy to Ford Road in San Jose was adopted by the California Highway Commission following public hearings. Construction was started in 1970 and a total of 14 miles of freeway were completed by May, 1973. At this point no further contracts to finish the project could be let until an Environmental Impact Study had been made, this in accordance with the requirements of the National Environmental Protection Act of 1970. Now, one of the main points at issue involves Coyote Creek Park Chain, an 18-mile

long linear park that extends along Coyote Creek. Some of the land in this park is needed for the freeway.

After 10 years of close cooperation in development for a park-freeway project, the State entered into an agreement with Santa Clara County to exchange some land owned by the State for the needed park land. Such an exchange is common practice and it was successfully accomplished in accordance with HUD regulations. The exchange was approved by both the Santa Clara County Board of Supervisors and the Parks and Recreation Department.

Now, after several years of preparation, the Environmental Impact Statement has been finished and copies distributed to all interested parties. Although there has been some objection to the adopted route of the freeway because it runs adjacent to Coyote Creek Park, the selected route is consistent with the goals and objectives of Santa Clara County and the cities of San Jose and Morgan Hill, all of which have endorsed it.

There will be a public hearing in April in San Jose relative to the project. At this meeting all public reaction to the Study will be considered and evaluated and included in the final Statement. Approval of this final Impact Statement must be obtained from the Federal Department of Transportation before construction on the final link of the freeway can be started.

Any major modification to the adopted route would result in a delay of from 8 to 11 years before construction could be started. During this time there would be 700 to 1,000 more serious accidents and 130 to 160 more fatalities on Monterey Road than would occur if the new freeway link were to be completed on schedule. These figures are based on accident statistics for three years previous.

This vital link of freeway is one of California's major transportation needs. Your CSAA is satisfied that the route initially adopted 14 years ago is consistent with the goals and needs of all Californians, that environmental considerations including Coyote Creek Park have been carefully provided for, and we say, let's finish the job!

LETTER OF INVITATION

K

March 3, 1975

SCL-101
04215 - 117381

This letter was sent to the following: (see attached)

The State of California, Department of Transportation has scheduled a public hearing for the purpose of obtaining maximum public input relative to the location, design and environmental effects of the proposed improvement of the Route 101 Transportation Corridor in Santa Clara County from Cochran Road in Morgan Hill to Ford Road in San Jose.

This hearing has been scheduled for 7:30 p.m. on Thursday, April 10, 1975, in the San Jose Civic Auditorium, McCabe Hall, 145 West San Carlos Street, San Jose.

A map display will be available for viewing at the Continental TV Building, 1007 Knox Avenue (near Story Road) San Jose, California, from 9:00 a.m. to 3:00 p.m., Monday, March 17, 1975 to Wednesday, April 9, 1975.

Representatives of local governments, civic groups and individuals are being encouraged to attend the hearing and to present their view regarding any factors related to the proposed improvements. All statements will be made a part of the official hearing record.

Sincerely yours,

T. R. LAMMERS
District Director

Letters signed by T. L. Lammers

Honorable Alan Cranston
United State Senator
450 Golden Gate Avenue, Room 18051
San Francisco, CA 94102

Honorable John V. Tunney
United States Senator
450 Golden Gate Avenue, Room 17432
San Francisco, CA 94102

Honorable W. Donlon Edwards
Congressman, 10th District
1961 The Alameda
San Jose, CA 95126

Honorable Paul N. McCloskey, Jr.
Congressman, 12th District
305 Grant Avenue
Palo Alto, CA 94306

Honorable Norman Y. Mineta
Congressman, 13th District
1245 South Winchester Road
San Jose, CA 95128

Honorable Jerome A. Smith
State Senator, 12th District
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San Jose, CA 95126

Honorable Alfred E. Alquist
State Senator, 13th District
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Honorable Victor Calvo
Assemblyperson, 21st District
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Mountain View, CA 94040

Honorable Richard D. Hayden
Assemblyperson, 22nd District
21060 Homestead Road, Suite 204
Cupertino, CA 95014

Honorable John Vasconcellos
Assemblyperson, 23rd District
2435 Forest Avenue
San Jose, CA 95128

* Honorable Leona H. Egeland
Assemblyperson, 24th District
567 West Alma Street
San Jose, CA 95125

*Attended Hearing

Letters signed by T. L. Lammers

Honorable Alister McAlister
Assemblyperson, 25th District
1595 East Santa Clara Street
San Jose, CA 95116

- * (1) Board of Supervisors
County of Santa Clara
70 West Hedding Street
San Jose, CA 95110

James T. Pott, Director
Department of Transportation
County of Santa Clara
1555 Berger Drive, Room 201
San Jose, CA 95112

- * Honorable Janet Gray Hayes
Mayor, City of San Jose
801 N. First Street
San Jose, CA 95110

- * (2) City Council
City of San Jose
801 N. First Street
San Jose, CA 95110

- * Mr. A. R. Turturici
Director of Public Works
City of San Jose
801 N. First Street
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Honorable Virginia Mae Days
Mayor, City of Morgan Hill
17555 Peak Avenue
Morgan Hill, CA 95037

George A. Lewis
Director of Public Works
City of Morgan Hill
17555 Peak Avenue
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- * (3) City Council
City of Morgan Hill
17555 Peak Avenue
Morgan Hill, CA 95037

- * Mr. Vernon J. Cristina
Cristina Warehouse Company
P. O. Box 5812
San Jose, CA 95150

- * At the Boarding

- (1) Mr. Dominic L. Cortese, Chairman, Board of Supervisors
- (1) Mr. Sig Sanchez, Member, Board of Supervisors
- (2) Mr. Jim Self, San Jose City Council
- (3) Mr. John Biechman, Morgan Hill City Council

DEPARTMENT OF TRANSPORTATION

P BOX 3366 RINCON ANNEX
SAN FRANCISCO 94119



March 3, 1975

SCL-101
04215 - 117381

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Sincerely yours,

T. R. LAMERS
District Director

By

B. C. BACHTOLD
Deputy District Director

Letters signed by B. C. Bachtold

State Clearinghouse
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Office of Planning & Research
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Sacramento, CA 95814

Director
Office of Planning and Research
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Director
Department of Navigation and
Ocean Development
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Director
Department of Water Resources
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Regional Manager
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Region III
Yountville Veterans Facility
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State Air Resources Board
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Executive Officer
State Lands Commission
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Division of Design and
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Burbank, CA 91503

Traffic Supervisor
Rohr Corporation
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(2) Ms. Marge Sutton Loma Prieta Chapter, Sierra Club

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Manager
Distribution and Traffic
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U. S. Soil Conservation Service
Area IV Conservationist
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U. S. Soil Conservation Service
Area V Conservationist
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Watsonville, CA 95076

Info Calendar
1828 Hopkins Street
Berkeley, CA 94707

DEPARTMENT OF TRANSPORTATION

BOX 3366 RINCON ANNEX
SAN FRANCISCO 94119



March 3, 1975

SCL-101

04215 - 117381

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Sincerely yours,

T. R. LAMMERS
District Director

By

R. N. KELLER
Chief, Project Development Branch

3/3/75

Letter signed by:
R. N. KELLER

04-SC1-101
04215 - 117381

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- * Dr. Lyle E. Siverson
District Superintendent
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Mr. Franz Benjamin
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Mr. Keith Irwin
President Inter-City Council
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~~Mr. George Lewis
Director of Public Works
City of Morgan Hill
City Hall
1 South Monterey Street
Morgan Hill, CA 95037~~

signed by T. R. Daino

Mr. & Mrs. Gerald Daino
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Mrs. Marilyn Beaulieu
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* Attended Hearing

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Ms. Jean Hatcher
Corresponding Secretary
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Morgan Hill, CA 95037

Dennis & Carrie Hazelton
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Mt. View, CA 94043

Mr. Robert Zackney
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Mr. James Gressinger
6130 Monterey Road
San Jose, CA 95111

Mr. & Mrs. Ed Ruder
6130 Monterey Road
San Jose, CA 95111

* Ms. Marge Sutton
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~~Los Altos, CA 94022~~ PALO ALTO, CA 94301

* Ms. Maribeth Halloran
Loranz, Greene, Kelley & Halloran
Attorneys at Law
345 Franklin Street
San Francisco, CA 94102

* Mr. Dick Gaines
340 Johnson Avenue
Los Gatos, CA 94030

* Attended Hearing