



California Department of Transportation

Transportation System Analysis and Evaluation (TSAE)

For the Relinquishment of

SR 130 (US101 to the city limits) in San Jose

Approved by:

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3/17/10
Date

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17 March 2010
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Purpose and Need

The purpose of the Transportation System & Evaluation (TSAE) is to assess the relinquishment of State Highway System (SHS) facilities to local agencies. Relinquishment of individual SHS route segments can be initiated by either State or local agency request. The TSAE specifies the current roles of the route segment in the SHS and includes an assessment of the current and projected use of the facility as that use pertains to the mission and responsibilities of the State Department of Transportation.

The City of San Jose has requested the relinquishment of SR 130 between US101 and San Jose City Limits.

Caltrans Mission and Responsibilities

The mission of Caltrans is to improve mobility across California. Caltrans is responsible for the interregional and regional movement of people and goods and is the owner-operator of the State Highway System (SHS). Caltrans works continuously and comprehensively with transportation partners and local agencies in the development of other transportation modes.

Description of Route and Basis of Request for Relinquishment

Statutory Route Description

The statutory description for SR 130 is as follows:
State Route (SR) 130 “begins at US 101 in San Jose to Route 33 near Patterson (in Stanislaus County) via the vicinity of Mount Hamilton.”



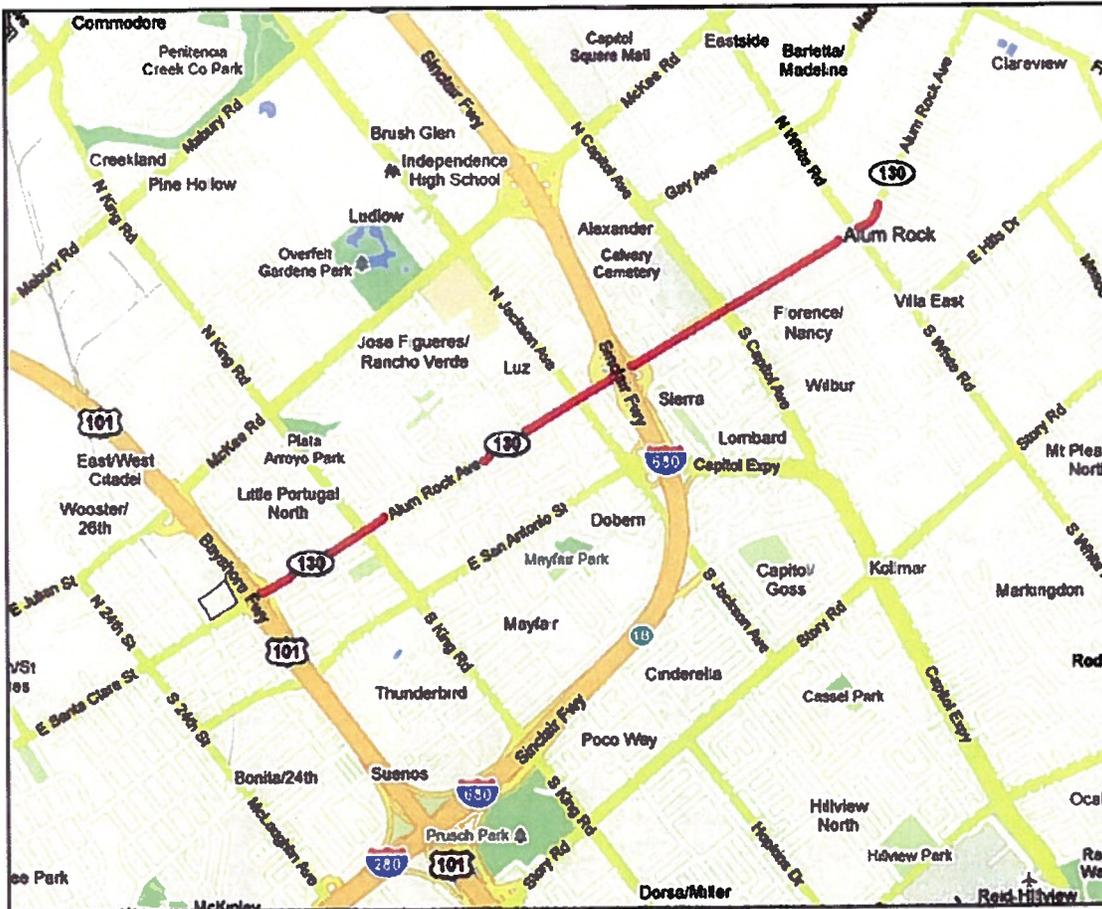
Constructed Route Description

State Route 130, as constructed, does not conform to the statute that describe the route corridor as extending from US 101 in San Jose to SR 33. The current facility is 22.5 miles long. It begins at US 101 (east of downtown San Jose), and continues east, linking the urbanized area with Lick Observatory, a State facility owned and operated by the University of California, Santa Cruz.

The current facility is owned and operated by the State only to the Lick Observatory on Mount Hamilton, just east of San Jose. Except for the segment within the City of San Jose and a two-mile urbanized segment (County) immediately east of that, this route consists of a winding two-lane road. Within the City limits, SR 130 is a four-lane facility that includes, along certain portions, a continuous median turning lane.

Segment Requested for Relinquishment

The section of SR 130 under consideration for relinquishment is aligned on Alum Rock Ave. that serves as a major commercial street for East San Jose. The segment is 2.2 miles in length.



The original request from the City of San Jose was for the relinquishment of SR 130 between US 101 and I-680. Caltrans subsequently requested that SR 130 be relinquished in its entirety within the City. The portion of SR 130 requested by the City of San Jose for relinquishment is 2.2 miles in length. It extends from US 101, the route's western terminus, to the city limit.

Route Designations

Functional Classification

The Functional Classification system, implemented by the Federal government in 1976, describes the process by which streets and highways are grouped into classes according to the character of service they are intended to provide. This system differentiates between road access and mobility

and classifies all public road segments based on how they fit into a mobility/access hierarchical structure. The system includes roads that are most conducive to mobility such as Interstate facilities or major urban arterials, accounting for approximately 15% of the nation's centerline road mileage. The San Jose portion of SR 130 under consideration for relinquishment is an "Other Principal Arterial" between US 101 and White Road, and a "Minor Arterial" between White Road and the city limits.

Route Alignment

Proceeding from west to east, SR 130 in San Jose is aligned as follows:
E/W Alum Rock Ave. to post-mile 2.2.

Interregional Road System (IRRS)

The IRRS is legislatively designated by the state to be critical to the region-to-region and the to-and-through movement of people and goods. SR 130 is not included in this system.

Traversable Highways

A Traversable Highway is an existing road along or near a State Highway Route as statutorily described, or a proposed Legislative Route as described in the Streets and Highways Code, Section 81. These roads are owned and operated by local agencies. The following traversable highways have been specified for SR 130 immediately east of the constructed segment:

- San Antonio Valley Road (eastern terminus of constructed segment on Mt. Hamilton to Del Puerto Canyon Road)
- Del Puerto Canyon Road (San Antonio Valley Road to I-5 in Stanislaus County)
- Sperry Avenue (I-5 to SR 33)

Truck Information

State Route 130 is not a federally-classified STAA (Surface Transportation Assistance Act) route, but it is classified with the California Legal Truck designation. The portion of SR 130 to be relinquished can accommodate 5+ axle trucks.

Basis of Relinquishment Request

The City of San Jose requested the relinquishment of SR 130 based on a project by the Santa Clara Valley Transportation Authority (VTA), currently underway, to implement a Bus Rapid Transit (BRT) facility on SR 130 within the City between US 101 and White Road. While implementing the BRT line benefits local planning and community design efforts, the BRT improvement would result in a facility that would not be consistent with State highway facility standards.

Current and Projected Traffic

Annual Average Daily Traffic (AADT) for SR 130 (2007) ranges from 29,000 at US 101 to 6,000 at the junction of Alum Rock Ave. and the Mt. Hamilton Rd., four miles to the east. The truck percentage of AADT does not exceed 3%. Additionally, as constructed, SR 130 does not serve through traffic. It serves only local traffic destined for residential areas in or near San Jose as well as parkland areas in the hills east of San Jose and Lick Observatory where the state portion of the highway facility terminates. SR 130 does not serve interregional and regional traffic.

Existing Operations and Maintenance Agreements

Through a maintenance agreement between Caltrans District 4 and the City of San Jose, the City performs:

- Roadside maintenance
- Street sweeping
- Landscape maintenance

The State maintains:

- Signals
- Some lighting

The State absorbs all maintenance costs. The City pays all electrical energy costs.

Coordination with State & Local Plans and Programs

Caltrans works with local agencies to ensure compatibility between local land use and State highway facilities. This includes coordination with each agency in the development of its general plan. The General Plan for the City specifies SR 130 as one of the City's pedestrian corridors.

The Metropolitan Transportation Commission (MTC) is the regional transportation agency for the nine-county Bay Area. MTC is responsible for adopting the Regional Transportation Plan (RTP) that defines a long-range vision for the region's transportation network. The current RTP, titled "Transportation 2035" was adopted in 2009, does not include references to either the relinquishment of SR 130 or projects on the route.

Currently, there are no State Transportation Improvement Program (STIP) projects planned for SR 130 in San Jose.

The State Highway Operation & Protection Program (SHOPP) project list for SR 130 in San Jose identifies possible ADA upgrade projects in the area. These planning documents have not yet been finalized.

Relinquishment Recommendations

Background Information

Route Concept Reports (RCRs) are District planning documents that describe the Department's conceptual improvement options for a given transportation route or corridor over a 20-year planning horizon. These reports were developed by the Districts for all state routes during the late 1980s. They have been updated for some routes since that time. An update of the SR 130 concept information has not been performed.

The SR 130 RCR (1985) describes the route, within the City of San Jose, as "located in heavily developed east San Jose" and, east of San Jose, as a "narrow, mountainous road." The RCR specifies a future facility concept of a 2 – 4 lane conventional highway for the segment within the City. Since 1985 there have been no plans for facility expansion on any portion of the route.

California Assembly Bill 2259 (AB 2259) was introduced in 1996. It created a two-tiered system within the State Highway System (SHS) that included "primary" and "secondary" state highway segment. Primary state highways were judged as critical to interregional and regional travel and were to be retained in the SHS. Secondary highways were specified as segments to be retained but proposed as candidate segments for relinquishment to local ownership and operation. AB 2259 was never passed by the legislature, however Caltrans Headquarters has since considered highway segment inclusion on the secondary list as a basis for segment relinquishment. SR 130 was specified as a secondary route.

In 2005 Caltrans District 4 undertook its own review of all State routes within the nine-county district. SR 130 in its entirety was ranked in the Top 10 Candidate Route Segments for relinquishment based on factors such as daily traffic, type of traffic served, system continuity, and local interest.

The federal transportation re-authorization of 1996 – the *Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU)* – established an earmark totaling \$1.6 million to study the potential of developing SR 130 as an expressway facility connecting the south Bay Area with the I-5 corridor in Stanislaus County. This facility would conform to the statutory description of SR 130. There has been no activity concerning use of this earmark funding.

Overall Recommendation

The initial four miles of SR 130, including the first two miles within the City of San Jose, comprise a conventional arterial within an urbanized area serving local traffic. The remaining 19 miles of the route provide access to an important State facility via traversal of mountainous terrain. Should SR 130 be conformed to its statutory description and be developed as a freeway/expressway facility, the route would provide an additional major interregional connection between the Bay Area and I-5 in the Central Valley. As constructed on its current alignment, SR 130 does not provide any benefit to interregional or regional travel demand. Relinquishment of this segment would have little or no impacts on regional and interregional trips. Based on a system analysis of the request for relinquishment, with consideration of the State's mandate to facilitate the to-and-through movement of people and goods, it is recommended that SR 130 (SCL PM 0.00 to 2.28) be relinquished to the City of San Jose.

Specific Recommendations

1. Relinquishment to local agencies should include the relinquishment of the operations, maintenance, and liability pertinent to the full length of the facility to be relinquished.
2. Cross-sectional relinquishment along any portion of the segment to be relinquished should be avoided. This includes the relinquishment of selected features within the travel way including, but not limited to, the median, sidewalks or individual lane(s) of travel.
3. As a stub-end condition would be created by this relinquishment, system continuity must be maintained for the benefit of the traveling public. Continuity would be sustained through agreements between the State and the City of San Jose to guarantee the following:
 - The City would install and maintain signage within the City's right-of-way that would provide directional information to the traveling public concerning access to and from SR 130 as constructed;
 - Modification of the route for Bus Rapid Transit (BRT) could result in potential confusion for the traveling public. Proper signage to SR 130 destinations, such as Lick Observatory, should be employed.
 - The City would agree that any degree of closure of the facility, except for maintenance and incident management, would not completely inhibit use of the road by through traffic on SR 130.

District Coordination on Relinquishment

Project Lead:	Program/Project Management
Project Functional Lead:	Division of Design
System Evaluation:	Division of Planning
Community Liaison:	Division of Programming
Mapping:	Division of Right-of-Way
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