

DEC 06 1985

**SUMMARY****ROUTE CONCEPT REPORT**

**ROUTE 82**  
**(SCL 82 PM 0.00 to SF 82 PM 0.21)**

This report defines the concept for Route 82 in District 4 for the years 1985 to 2005.

**ROUTE CONCEPT**

Segment A:	SCL PM 0.00 - 6.90	Jct Rte 101 - Jct Rte 280	4-6C D-35
Segment B:	SCL PM 6.90 - 12.31	Jct Rte 280 - Scott Blvd	4-6C D-35
Segment C:	SCL PM 12.31 - 26.37	Scott Blvd - SCL/SM Co Ln.	4-6C D-35
Segment D:	SM PM 0.00 - SF 0.21	SCL/SM Co Line - Jct 280	4-6C D-35

**CONCEPT RATIONALE**

Route 82 is a heavily traveled city street that is signallized. Although the V/C ratio would reflect a higher speed, the traffic will only flow at 30-40 mph because of business along the route and local speed laws.

Route 82 varies from a substandard 4-lane road without shoulders to a 6-lane divided facility. It is a divided 4- and 6-lane major business street over significant sections of the route.

**AREAS OF CONCERN**

Some parts of Route 82 reach an LOS of F-15 during peak hours. The city of Sunnyvale and the County of San Mateo have expressed concerns about numerous congested intersections along Route 82. The functioning of Route 82 as a major multi-modal corridor serving Peninsula communities will need to be reassessed as congestion increases.

**ROUTE CONCEPT**

The concept of this route is to maintain this highway at a 4 to 6 lane conventional highway throughout its length, with a concept LOS of D-35.

**IMPROVEMENTS**  
**(Post 1984 STIP)**

There is a STIP project to widen Route 82 from 4 to 6 lanes between Blossom Road and Tully Road in FY 1984/85. There is also a Tier II project to relocate the route between Chapman Street and Scott Blvd as a 6-lane facility. This is a 3-phase project. No further improvements are planned at this time.

ROUTE CONCEPT REPORT

ROUTE 82

Prepared under the direction of:

Recommended Approval:

*Cecil L. Smith* 12/2/85  
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CECIL L. SMITH, Chief      Date  
Transportation Planning, District 4

*John Vostgez* 12-4-85  
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JOHN VOSTGEZ      Date  
Deputy District Director  
Planning and Programming

I approve this Route Concept Report as the guide toward which today's decisions and/or recommendations should be directed.

Approved:

Approved:

*Burch C. Bachtold* 12/4/85  
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BURCH C. BACHTOLD      Date  
District Director of Transportation

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D. L. WIEMAN, Chief      Date  
Division of Transportation  
Planning

Approved:

Approved:

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ALLAN HENDRIX, Chief,      Date  
Division of Highways and  
Programming

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VINCE PAUL, Chief      Date  
Division of Project  
Development



## ROUTE DESCRIPTION

Route 82 is a conventional highway that runs from Route 101 south of the city of San Jose in a northerly direction to just inside the city of San Francisco. It is a city street, El Camino Real, that runs between Routes 101 and 280.

The Legislative Description is as follows:

Route 82 is from Ford Road south of San Jose to Route 280 in San Francisco.

Route 82 is a principal arterial within the urban area, without access control; it is part of the Federal Aid Urban System.

## GENERAL CONCERNS

Route 82 is a major urban arterial over its entire length, serving all the communities between San Francisco and San Jose. It is a major business street, and as such serves local commuters and business trips. This is also a through route available to bicyclists, although it is not the recommended north/south bicycle route. There are no through parallel routes to relieve congestion; in fact, the business along Route 82 and the proximity to Caltrain stations make it difficult to divert trips. Route 101, the major north/south route, is congested during morning and evening commute periods, and cannot take trips off Route 82. It would be beneficial to work with local agencies to increase TSM measures, including diversion of both local and intercity trips to transit and/or Caltrain. As Route 101 becomes increasingly congested, drivers may look to Route 82 as an alternative, increasing the existing problem areas. Although the entire route operates at a level of service "C," several communities have expressed concern about specific intersections that seem to be operating at much lower levels of service. This problem will also need to be discussed with local agencies.

## ROUTE SEGMENTS

### Segment A (SCL 82 PM 0.00 - 6.90)

This segment runs from Route 101 at the Cottle Road Interchange, northward paralleling Route 101 to the junction with Route 280 in the city of San Jose. It currently is a 4-lane conventional highway until Tully Road (PM 4.67) where it becomes a 6-lane conventional highway. A project to widen the route to 6 lanes from Blossom Hill Road to Tully Road is programmed in the STIP for the 1984-85 year. Pavement width (one way) ranges from 24 to 30 feet, most of it 24 feet, with shoulders of 8 feet. Median is from 12 feet to 40 feet. The terrain is flat, and grades are 0-3%.

Route 101 is a parallel route close to Route 82 in this segment. The major traffic generator is the IBM facility near Blossom Hill Road and Cottle Road. The Santa Clara County Transit System runs several local and express routes along Route 82.

The 1982 AADT averages 36,000 over this segment. The AM northbound peak hour traffic is 2,600; the V/C ratio is .83 and the route is operating at an LOS of D-30 currently. The projected AADT for 1995 (2005) is 44,6000 (48,000), and the projected northbound AM peak hour traffic is 3,000 (3,030). Projected V/C is 0.77 (0.79), which is lower than the current V/C because of the widening project scheduled for this segment. The projected LOS is D-35.

#### ROUTE CONCEPT

The Route Concept for this segment is for a 4-6 lane conventional highway with an LOS of D-35 after the planned capacity improvements.

#### IMPROVEMENTS (Post-STIP)

No further improvements are planned at this time.

#### Segment B (SCL 82 PM 6.90 - 12.31)

This segment runs on city streets from Junction of Route 280 to Scott Blvd north of the University of Santa Clara. It is a 4-lane conventional highway over most of the route, except at Scott Blvd where it is six lanes. Pavement width (one way) is mostly 24 feet, with some sections with 20 foot and 32 foot widths. Shoulders range from 5 feet to 15 feet, with most of the segment having 8 foot shoulders. The median is mostly 12 feet. The terrain is flat with grades of 0-3%. The current highway runs through the middle of the University of Santa Clara. A project to relocate part of the route and construct a 6-lane facility from Chapman Court to Lafayette Street is programmed into the STIP in Tier II for 1985-86.

The Santa Clara County Transit System has one bus route that covers the entire route from downtown San Jose to Menlo Park; several other transit lines use Route 82 for short distances. Caltrain runs parallel to Route 82 along the entire section beginning in downtown San Jose at the Amtrak Station. In this segment it is likely that most of the trips are local in nature and Caltrain would not have an effect on Route 82 except to perhaps increase traffic on Route 82 near Caltrain Stations. There is a park and Ride lot with 15 spaces at the K-Mart in Santa Clara.

The AADT for 1982 averages 25,000 for this segment. The AM northbound peak hour traffic is 1,400. The V/C ratio is currently 0.50 with an LOS of B-40 operational speed. The projected 1995 (2005) AADT is 28,000 (30,000) with a projected northbound AM peak hour of 1,500 (1,600). The V/C ratio is projected to be 0.45 (0.49) in 1995 and 2005; it is lower than the current V/C ratio because of the scheduled capacity improvements. Projected LOS remains at D-35 for both years because the signalization reduces operating speed.

#### ROUTE CONCEPT

The concept is for a 4-6-lane conventional highway. The concept LOS is D-35.

#### IMPROVEMENTS (Post-STIP)

No further capacity improvements are planned for this segment at this time.

#### Segment C (SCL 82 PM 12.31 - 26.37)

This segment runs from Scott Blvd. in Santa Clara to the Santa Clara/San Mateo County lines. It is a 4-6-lane conventional highway. Pavement widths are 36 feet (one way) for most of the route; shoulders are generally 8 feet and the median ranges from 6 to 16 feet. Terrain is flat with grades of 0-3%

See Segment B for information on alternative transportation in this segment.

The AADT for 1982 averages 34,000 for this segment. The AM southbound peak hour traffic is 1,800; the V/C ratio is 0.54 and the LOS is B-40. This route is signalized throughout, and operating speeds do not go above 35-40 mph, and are often less than that. Projected AADT for 1995 (2005) is 42,000 (46,000). The AM southbound peak hour traffic is projected to be 2,200 (2,300). The V/C ratio is projected to be 0.65 (0.71) with an LOS of C-35 (C-35).

#### ROUTE CONCEPT

The concept is to maintain the current 4-6-lane facility, with a concept LOS of D-35.

#### IMPROVEMENTS (Post-STIP)

No improvements are planned at this time.

Segment D -- (SM\_PM\_0.00 -- SF\_0.21)

This segment runs from the SCL/SM County line to the junction with Route 280 just over the San Francisco City/County line. The portion within San Francisco is being included in this segment because it is only 0.2 miles long. El Camino Real (Route 82) is 4-6 lanes in this segment. Terrain is flat, with grades of 0-3%. Pavement widths are 20 to 36 feet (one way) with most widths 36 feet. Shoulders are generally 8 feet wide, but in a few areas are as little as 4 feet wide. The median ranges from 0 to 26 feet, mostly 14-16 feet.

Caltrain runs parallel to Route 82 for the entire length of this segment. There are stations in each town along the route, but it is primarily used as a commuter line; impact on Route 82 could include drivers who use the route to access the stations. Route 101 is also parallel to Route 82, and drivers experience severe congestion during the morning and evening commute hours. The overall effect could be to divert shorter trips to Route 82. The San Mateo County Transit District (SamTrans) runs numerous routes along Route 82 throughout this segment. There is one Park and Ride lot with 38 spaces on Route 83 and Page Mill Road in Palo Alto.

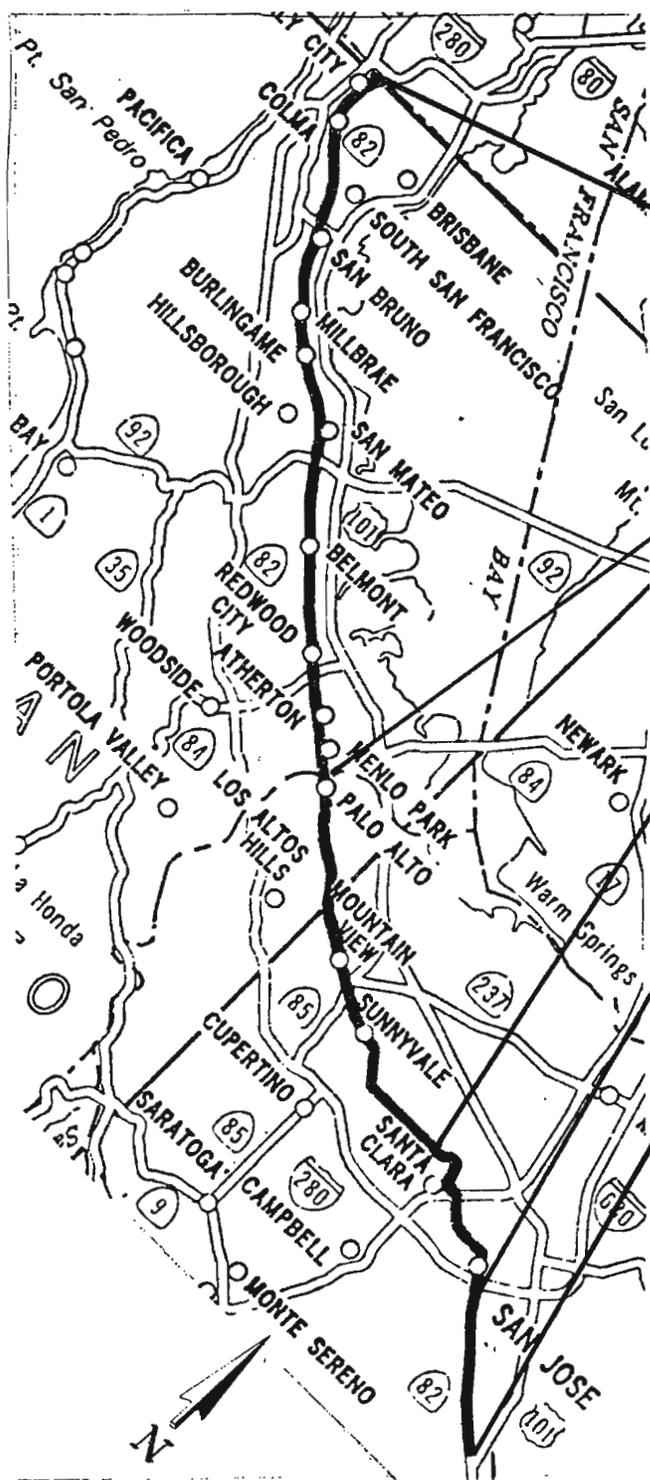
The current AADT for this segment is 28,000. The AM one-way peak hour traffic is 1,500; the V/C ratio is 0.42 and the LOS is B-40. The operating speed for this route is only 35-40 mph because it is a signalized city street. Projected AADT for 1995 (2005) is 41,000 (44,000). The AM one-way peak hour traffic is projected to be 2,100 (2,200) with a V/C ratio of 0.60 (0.64) and an LOS of C-35 (C-35).

ROUTE CONCEPT

The concept is to maintain the current 4-6-lane facility, with a concept LOS of D-35.

IMPROVEMENTS

No improvements planned.



SEGMENT		A	B	C	D
NO.	PRESENT	4-6	4	4-6	4-6
	LNS	4-6	4-6	4-6	4-6
	PROP	4-6	4-6	4-6	4-6
LOS	PRESENT	D-30	B-40	B-40	B-40
	1995	C-35	B-40	C-35	C-35
	2005	D-35	D--	D-35	D-35
TERRAIN		F	F	F	F
GRADES		0-3%	0-3%	0-3%	0-3%
ACC/MVM		N/A	N/A	N/A	N/A
FAT/MVM		N/A	N/A	N/A	N/A

EXHIBIT A

