

Page Mill Road/Interstate 280 Interchange

Request: \$5,280,000

County Supervisorial District: 5

Congressional District and Representative: 14th District, Representative Eshoo

The Page Mill Road and Interstate 280 interchange has double (two lane) ramps both to and from the highway. The interchange is heavily used and vehicles travel at high speed. Bicycle and pedestrian crossings of the ramp can be dangerous. Also, the current stop sign at the southbound connection from Interstate 280 to eastbound Page Mill road is inadequate for the level of traffic in the area and creates long delays during morning use of the road. This project would redesign the interchange by redirecting existing vehicle flow on westbound Page Mill to Southbound I-280 from a loop ramp to a left turn and signaling the ramp ends. Traffic flow would be improved and the current crossing conflicts faced by bicyclists and pedestrians would be removed. The requested funding amount would complete the design and construction of the project.

Capitol Expressway Pedestrian Walkways

Request: \$1,440,000

County Supervisorial District: 2,3

Congressional District and Representative: 16th District, Representative Lofgren

Capitol Expressway is 8.7 miles long, extending from Highway 87 in South San Jose to Interstate 680 in East San Jose. The primary land use along the expressway is residential, with several areas of industrial, commercial, mixed uses, and public uses interspersed along the route. Capitol Expressway is a transit route for VTA buses and is a future light rail corridor. This project would construct sidewalks along four segments of the expressway to fill in sidewalk gaps and provide continuous walkways for pedestrians to access light rail, bus stops, community facilities, commercial services, employment hubs, and residential areas.

Construction of sidewalks will open up Capitol Expressway to pedestrians and make the route pedestrian-friendly. Pedestrian access to some areas of the expressway is currently prohibited. Despite the restriction, some pedestrians enter these areas and walk on dirt paths or on the shoulders. Filling in the sidewalk gaps will create a comfortable walking environment as well as help transit users travel from stops and stations to their destinations on foot.

The project will build sidewalks in the following areas: Narvaez Avenue to Vistapark Drive, Snell Avenue to east of Monterey Road, Senter Road to McLaughlin Avenue, and Capitol Avenue to north of Interstate 680 interchange. The funding request would complete the design and construction of this project.

San Tomas Expressway Box Culvert

Request: \$3,520,000

County Supervisorial District: 4

Congressional District and Representative: 15th District, Representative Honda

The San Tomas Expressway box culvert structure is almost 4 miles long and runs from San Jose to Santa Clara. The structure, which varies in size but is approximately 10 feet high by 10 feet wide, was constructed between 1963 and 1968, and is deteriorating. Since portions of San Tomas Expressway are on top of the structure, there are safety concerns, as well as significant environmental and flooding issues associated with possible structure collapse. Since the preliminary estimate of repair to the entire structure, including design, exceeds \$10 million, the County is planning to repair the structure in four phases. This request would help complete construction of phase one of four. The County received \$500,000 in Federal FY 08 towards this project.

DeWitt Avenue

Request: \$2,000,000

County Supervisorial District: 1

Congressional District and Representative: 16th District, Representative Lofgren

This project would straighten an S-Curve on DeWitt Avenue to improve the line of sight for motorists, bicyclists, and pedestrians, and thereby enhance safety. This location has been the site of three fatalities in the last ten years as well as other automobile accidents (vehicles hitting roadside markers, utilities, or other vehicles). The proposed project would straighten the existing horizontal curve, flatten the vertical curve by extending it, and widen the travel lanes.

The DeWitt S-Curve is located in a rural area of South County in the southwestern part of Morgan Hill. The City of Morgan Hill strongly supports the project and has committed to providing \$500,000 to fund it, which would fulfill the local funding match requirement. Although the project location is in Congressional District 16, Morgan Hill residents, who are represented by Congressional District 11 (McNerney), primarily use DeWitt Avenue. The County requested, but did not receive, funding for this project in Federal FY 08.