

# VEP NEWS

September 24, 1979

REPRESENTING OVER 2000 HOMEOWNERS IN VISTAPARK,  
ENCORE, ECHO VALLEY, BLOSSOM HEIGHTS, AND PARKVIEW VALLEY

The next meeting of the VEP Homeowners' Association will be Monday, September 24, 1979 at 7:30 PM, at Mercury Savings & Loan, located on Blossom Hill Road at Pearl Avenue (next to Angels).

## AGENDA

Short business meeting

Presentation by officer Lloyd Baker  
and Ms. Esther Ono from  
Crime Prevention

Report from Neighborhood Patrol

SEPTEMBER MEETING : FOCUS - MAKE YOUR HOME LESS VULNERABLE TO CRIME

In a continuing effort to reduce crime, officer Lloyd Baker and Esther Ono from Crime Prevention will be visiting VEP Homeowners for the second time - this time for a presentation entitled "Harden the Target". This means to make your home less vulnerable to crime. In addition to the showing of an informative film, the talks would revolve around the subject of safeguarding and protecting your home.

During the last August 27 VEP Homeowners Assoc meeting, officer Baker along with Esther Ono presented some interesting statistics about crime in VEP country. The information, suggestions, advice they gave and those that we gathered during the general discussion will definitely be useful in fighting crime in our area.

Highlights of the August 27 meeting are presented on page 5 of this Newsletter. You are again cordially invited to the Sept. 24 meeting which should be an equally interesting and informative meeting.

## MESSAGE FROM THE PRESIDENT

At the last general meeting of our Association, which was very well attended especially considering it was during the summer months, two representatives from the Crime Prevention Unit of the San Jose Police Department gave an excellent presentation and much inside information regarding the crime problem in our area. The comments by Esther Ono and Officer Lloyd Baker were most informative and well received by those in attendance; Officer Baker also answered many questions from the audience. As reported elsewhere in this Newsletter, we will be privileged to have them again at our next meeting, to show a movie and discuss specific crime prevention programs which have proven to be effective, such as Neighborhood Watch and Operation Identification. We strongly encourage as many of you as possible to attend this meeting; you may be disappointed later if you miss it.

Two days after the last general meeting, representatives from your Association including myself attended the public meeting of the Board of Control which concerned "scoping", which apparently means how broad a scope of possible alternatives will be studied, with reference to the upcoming Guadalupe Corridor Study. I reported to the Board the recommendation unanimously passed at our last meeting; they are now seeking to narrow down the number of alternatives to be studied and your executive board has taken action in that regard, because of the time constraints involved, which will be reported more fully in the near future. Our membership and organization have expressed themselves many times in the past on this issue, but we have to remain vigilant because of the fact that influential politicians, including the chairman of the Board of Control, have expressed themselves publicly in such a way as to indicate they have already made up their mind as to how our transportation needs should be solved (e.g. light rail, period) and they view the study simply as a necessary step before their goal may be accomplished, rather than a true study of what transportation solutions would best serve the needs of Edenvale. Our Association will continue to monitor this process so that hopefully the people most affected will have a significant voice in it.

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1979 ANNUAL REVIEW OF SAN JOSE'S GENERAL PLAN

There are over 100 requests for change to our city's General Plan this year. While some of these (like the rezoning of Frontier Village for residential use) are of particular interest to the VEP area, others entail city-wide issues of urban expansion, hillside development, and the Coyote Valley.

This year the San Jose Planning Department will hold informal public meetings in each Council District in order to discuss those proposed changes early in the GP amendment process. These meetings will enable residents to provide more informed input regarding change requests during formal hearings before the Planning Commission (Nov. 14, 15, 19) and City Council (Dec. 11, 12, 13). The meeting for Council District #7, which includes VEP Country, will be held 7:30 p.m. Wednesday, September 26, at Stonegate Elementary School Cafeteria, 2605 Gassman Drive, S.J. VEP members are urged to attend and become involved in this process of land use/transportation planning for our city through 1990.

In addition to the Annual Review, the City is beginning a longer term focused study of four issues related to the General Plan. This study is the result of Council discussion early this year about the need to re-evaluate the GP in light of current budget limitations, recent development activity, and the City's success in achieving the goals of the Plan. The study will focus on the provision of City services, the adequacy of the transportation system, the balance between jobs and housing, and our use of energy. The Council will be discussing citizen participation for this study at a Committee of the Whole meeting on October 18. It is expected that the first public involvement in this study will occur early in 1980. Your involvement in this year's Annual Review will serve as excellent preparation for the long-term study. DO IT!

D.R. Fadness

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**PARENTS BEWARE !!!**

How many of you parents are aware of the conditions under which the Steinbeck students "south of Branham Lane" walk to school? You may say, "They walk the 'safe' path to Playa del Rey and then proceed to school". Have any of you taken the complete walk with your child to see this 'marvelous' path for yourself? DO IT!!! You may become as upset as I am.

Originally a gate was created for this express purpose at the end of Rutherglen Place. Because of complaints of 'ONE' party, 'TWO' additional gates have been made in the chain link fence. At one time it was like a neighborhood game - to see which gate would still be open at the end of the day. Blacktop has been laid across the farmers field to accomodate the Steinbeck students. It was later ripped up and another path was laid. Notice too, the next time you are at the Gunderson fields, that shrubs had been planted along one piece of property. Yet the District claims there is no money available to plant grass seed to make Gunderson more attractive to the community.

On the evening of Sept. 10, at 8:00 o'clock, I walked the path as it now stands. I placed the distance from the new gate at Gaundabert Lane and Rutherglen Place to the new opening and surfaced path at one-quarter mile. My feet were damp. How many of you parents realize that your childs feet and socks may be soaked by the time they reach school and they stay in them all day? According to a local podiatrist - "Wet feet are the biggest cause of childhood foot disease"!

At the opposite end of the surfaced path new homes are being built. Where will our children walk once those homes are completed?

I need your help to fight this problem. I cannot fight the District alone. I would also like an accounting of all the money spent on this path since its original opening.

If you are willing to help, please call me at 578-5231. I will also be at the September VEP meeting with further details.

A Concerned Parent

Dianne Christensen

## **NORMANDIN CHRYSLER-PLYMOUTH**

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HIGHLIGHTS FROM AUGUST VEP HOMEOWNER ASSOC. MEETING

Officer Lloyd Baker and Esther Ono from SJPD's Crime Prevention Unit told us that the most prevalent crime in our area, namely burglary and vandalism, can be considerably reduced if we take precautions such as fixing that faulty door lock, remembering to lock the doors when we go out, etc. At your request SJPD will come out to inspect your home and recommend what safety features you need to protect your home. There is no charge for this service.

James H. Payne, Staff Analyst to Office of Citizens Assistance (Ombudsman) came to the meeting. If you have problems such as garbage not being picked up, your neighbor has wrecked car or any other grievance, call Citizens Assistance office : 277-4896. Jim will take care of it. Jim Trevino reported on the success of Neighborhood Patrol. Except for sporadic instances, criminal activities in many parts of VEP country have decreased. If you can provide support to Neighborhood Patrol in any way please call any of the VEP officers.

"COME ON IN!"



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**NEEDED - SECRETARY FOR VEP**

We are looking for a new secretary to replace Cathy Melton who has done such a fine job. If you would like to serve VEP in some capacity, please call any of the VEP officers or attend the next VEP Homeowner Assoc. Meeting to be held on Sept. 24, 1979. It is a great way to feel part of your community !!!

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## VEP TAKES STAND ON GUADALUPE CORRIDOR ALTERNATIVES STUDY

In today's elusive bureaucratic jargon, a "Corridor" is a broad-brush line on the map of an urban area that will one day be a transportation facility. The Guadalupe Corridor, centered on what was formerly known as the Guadalupe Freeway (Route 87) right of way, stretches 16 miles from Route 237 past the San Jose Airport, through our downtown and past the western boundary of VEP Country to Gunderson High School. There it veers easterly along what was to be the West Valley Freeway (Route 85) to its southernmost destination at Route 101 near Ford Road and IBM.

In the conclusion late last year of their 30-month, \$1.4 million study of our County-wide transportation needs through 1990, the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) gave this corridor high priority for future development. However, before any development can begin, another study has to be conducted to ascertain what the best mode (i.e., roads, rail, buses, etc.) or mix of modes is and exactly where within that broad-brush line it should be built.

We're now beginning that study--a two year process--in pursuit of federal approval to begin preliminary engineering. Preliminary engineering will more accurately define the cost of the ultimate system; once that's completed we'll be qualified to stand in line for final design and construction funding. In all this could take six to ten years.

To get the two year study under way, County transportation planners put together ten transportation alternatives for local consideration. The immediate objective is to reduce this number of alternatives through a public review process, then turn over the remaining choices to a consultant for final study and recommendation. The ten alternatives offered for initial public review are as follows:

#0. The "NULL" Alternative. This is essentially a do nothing alternative that assumes existing roads and Southern Pacific (SP) commute service, augmented by present plans for 516 buses (66 in express service, 450 in local service).

#1. The "Baseline Bus" Alternative. This plan would boost our 1990 County-wide bus fleet to 750, add park and ride lots, and upgrade existing SP commute service. 300 of those buses would be dedicated to express service and be given preferential treatment at traffic signals and freeway approaches. No road construction.

#2. Extended SP Commute Service. This alternative includes everything in the Baseline Bus scheme plus the extension of SP commute service along their existing Monterey Main Line tracks from the downtown SP Depot to IBM. Preferential treatment would be extended to local and express buses as well as to SP trains. 750 buses. No road construction.

#3. The Express Bus on Busway Alternative. This alternative would build two lanes along the Rt 87/Rt 85 right-of-way for exclusive use by buses (possibly carpools and vanpools also). The bus fleet would be enlarged to 800 and accorded preferential treatment. Existing SP service upgraded. No other road construction.

VEP STAND ON CORRIDOR STUDY (Continued)

#4. Light Rail Transit (LRT) Alternative. This alternative builds a light rail (streetcar) system on the Rt 87/Rt 85 alignment from IBM through downtown to the airport, with possible extension to Great America. Since most rail/street crossings would be at-grade, preferential treatment would be given to LRT and the 750 buses included in this alternative. Upgraded SP service. No road construction.

#5. Light Rail Transit (LRT) Alternative. This alternative is the same as #4 except the streetcars would run in the SP Monterey Main Line railroad right-of-way. No road construction.

#6. Freeway Alternative. Patterned after San Jose's General Plan, this alternative would construct a new 6-lane freeway in the Rt 87/Rt 85 right-of-way from Highway 101 near the airport south beyond IBM to connect with the Blood Alley By-Pass (South Valley Freeway). 800 buses, with 300 in express service. Upgrade existing SP service.

#7. Expressway Alternative. A new 4-lane expressway (with some grade separation) would be constructed in the Rt 87/Rt 85 right-of-way from HWY 280 south to a connection with the South Valley Freeway near IBM. SP would be upgraded and 800 buses would provide local and express service with preferential treatment.

#8. Freeway/Busway Alternative. This combines the features of #3 and #6 above. A 4-lane freeway would be built with an additional 2-lanes for express bus service (some possibility of carpool/vanpool sharing of busway). 800 buses with preferential treatment for express service. Upgraded SP.

#9. Expressway/Light Rail Alternative. Combines #4 and #7 above. Would build 4-lane at-grade expressway and LRT system in the Rt87/Rt 85 right-of-way. Upgrades SP service and provides 750 buses with preferential treatment for express service.

At our August general membership meeting, VEP unanimously reasserted its earlier endorsement of the Freeway/Busway concept as embodied in Alternative #8. On August 29th this mandate was conveyed in public hearing before local, state, and federal officials involved in the Guadalupe Corridor Alternatives Analysis. Further confirmation of our position will be submitted in writing before the September 29th deadline. In keeping with the desire to reduce the number of alternatives before detailed analysis begins, VEP will recommend dropping alternatives #1,2,4, and 5 from the list, each falling far short of providing adequate service to our area. Our written response will also ask that alternative #0 be retained, but only as a basis of comparison in the study, and that #6 not be dropped because to do so would be inconsistent with our City's General Plan.

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**THE VEP NEWS**

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