



*Sierra Club Loma Prieta Chapter  
Sierra Club Loma Prieta Chapter  
serving San Mateo, Santa Clara & San Benito Counties since 1933*

November 7, 2012

Yolanda Rivas  
Branch Chief Environment, Caltrans District 4  
yolanda\_rivas@dot.ca.gov

Dear Yolanda Rivas,

Thank you for the opportunity to comment on Caltrans' US Route 101/Willow Road Interchange Project.

The Sierra Club Loma Prieta Chapter is dedicated to protecting the environment, including reducing greenhouse gas emissions and automotive pollution. The reconstruction of the interchange provides a major opportunity to improve support for environmentally-friendly biking and walking, in line with Caltrans' current policies favoring Complete Streets.

Redesigning the Willow/101 interchange creates an opportunity to address a significant barrier and safety hazard on a route that is a major bicycle commute corridor to Facebook, the upcoming Bohannon development in Menlo Park and numerous other businesses in the area. It also poses a hazard to residents in Menlo Park and East Palo Alto who walk for everyday school, shopping and daily life.

In the environmental review of this project, we urge you place a high level of attention toward making the interchange safer pedestrians and cyclists. To achieve this goal, we offer the following specific recommendations:

- \* Gather data for collisions on Highway 101 between Marsh Road and University Ave, Willow Road between O'Brien Drive and Durham Street, including accidents involving bicyclists and pedestrians.
- \* We strongly recommend the "Compact Diamond" design (see below) which removes all but two merges. This design is the best option for reducing collisions. It does not create "cul de sacs" on local streets which reduce neighborhood connectivity. In addition, it has lower construction costs than other alternatives, and minimizes impacts on neighboring properties.
- \* Include traffic signals at all intersections between the Highway 101 on-ramps and off-ramps and Willow Road
- \* Continuous 12 foot wide sidewalks through the project area

- \* High visibility pedestrian crosswalks with "zebra" striping
- \* Keep the radius of right hand turns as near to 90 degrees as technically feasible in order to reduce vehicle speeds in the turn and reduce vehicle-bicycle conflicts
- \* Continuous, wide, (6-8 ft), highly visible bike lanes on Willow Road through through the crossing
- \* Pedestrian-actuated signals at all crosswalks, and bicycle-actuated loop detectors at all intersections.
- \* Explicitly consider and discuss the relative safety of each design alternatives for all user groups: motorists, bicyclists, pedestrians, and persons with disabilities

These recommendations will enable Caltrans to adhere to its principles supporting Complete Streets. They will improve the safety of this major corridor for biking and walking, encouraging active transportation which reduces the impact on the environment.

Sincerely,

Megan Fluke Medeiros, Conservation Program Manager  
Gladwyn D'Souza, Transportation Committee Chair  
Sierra Club Loma Prieta Chapter

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