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#8

Comment received from the Silicon Valley Bicycle Coalition (SVBC) (Page 1 of 2)



Promoting the bicycle for everyday use.

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*SVBC is a 501(c)(3)
non-profit organization.
EIN 77-0339558*

<http://bikesiliconvalley.org>

February 14, 2014

Caltrans District 4
Attn: Yolanda Rivas
PO Box 23660, MS 8B
Oakland, CA 94623-0660

Re: SR 92-82 Interchange Improvement Project, Initial Study with
Proposed Negative Declaration

Dear Ms. Rivas:

Silicon Valley Bicycle Coalition (SVBC) is a membership-based organization working in Santa Clara and San Mateo Counties with the mission of promoting the bicycle for everyday use. I also sit on the Caltrans District 4 Bicycle Advisory Council (D4BAC), as well as the Caltrans State Bicycle Advisory Council (CBAC). We are writing to comment on the Proposed Negative Declaration for SR 92-82 Interchange Improvement Project and urge you to consider bicycle improvements in the planned redesign.

EI Camino Real is a commute corridor for many bicyclists and it is a priority for SVBC to have it accommodate people on bikes better over time. Data indicates a high concentration of both bike usage and traffic incidents involving bicyclists on EI Camino Real. The street should accommodate all modes, per Caltrans' own Complete Streets Policy, which charges the agency with considering the needs of all users. In addition, Caltrans and SVBC are active participants in the Grand Boulevard Initiative, which seeks to revitalize the EI Camino Real corridor.

The interchange redesign addresses vehicle traffic and performance without taking into account bicycle and pedestrian safety. The Negative Declaration mentions that EI Camino Real does not have bicycle facilities and is not planned to in the City of San Mateo's bicycle plan. However, this does not mean that there are not people who bike this corridor due to the many residential and commercial destinations on this main arterial. The planned improvements will reduce the collision points from four to two, but that is two too many. There is still the possibility that a bicyclist could be right-hooked as cars turn onto on-ramps. Ideally, Caltrans would include a bicycle pocket lane with green dashed blocks in conflict zones through the entire interchange area in both directions. This would provide a safe space for bicyclists that is more visible to motorists. Caltrans allowed the County of San Mateo to

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adopt a similar design on Alpine Road on Caltrans right of way in the vicinity of Highway 280.

In the future, we would like all projects involving highway crossings and El Camino Real in Santa Clara and San Mateo Counties to be taken up at the Caltrans District 4 BAC meeting. If this step had been taken, bike safety considerations would have been included earlier in the process. We urge Caltrans to consider bicycle safety in the plans to redesign this interchange, and would be happy to discuss this issue further.

Thank you for your consideration.

Sincerely,



Corinne Winter
President and Executive Director

Cc:
Beth Thomas, Pedestrian and Bicycle Coordinator, Caltrans District 4
Ken Chin, Project Manager, City of San Mateo