

Chapter 3 – Comments and Coordination

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation and the level of analysis required, and to identify potential impacts and mitigation measures and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including: Project Development Team (PDT) meetings, interagency coordination meetings and public environmental scoping meetings. This chapter summarizes the results of the Department's efforts to fully identify, address and resolve project-related issues through early and continuing coordination.

The Department has held and continues to hold near monthly project development team (PDT) meetings since June 2012. A summary of public participation activities completed for this project are described in the following paragraphs.

A presentation by the Department to the Menlo Park City Council was held on October 9, 2012. The information presented was to outline the environmental process and to present the different design variations considered in the project.

Public environmental scoping meetings were organized by the Department, San Mateo County Transportation Authority (SMCTA), and the cities of Menlo Park and East Palo Alto. The first scoping meeting was held on October 17, 2012 at the Menlo Park Senior Center from 6:00 PM to 8:00 PM; and the second scoping meeting was held on October 24, 2012 at the East Palo Alto City Hall – Community Room from 6:00 PM to 8:00 PM.

Notices for the aforementioned meetings were published in the following newspapers and dates: The *San Mateo County Times* on October 12, 2012; the *Palo Alto Daily News* on October 12, 2012; *The Almanac* on October 10, 2012; and the *Palo Alto Weekly* on October 12, 2012. Additionally, announcements for both meetings were posted on the Department's District 4 Twitter account on October 17, 2012 at <https://mobile.twitter.com/CaltransD4>. Written comments on the scope and content of this Initial Study were accepted until November 7, 2012.

There were eighteen written comments received during the comment period following the scoping meetings held in October 2012. The Department has not and will not respond to these comments individually. Most of the comments encourage the Department to consider design features that promote safe and convenient access for bicyclists and pedestrians. Other comments include the following paraphrased points:

- Diamond-style interchanges (known as Alternatives 4A and 4B) are preferred since they encourage the minimization of the number of locations where motorists are required to merge across the path of bicyclists, the control of the turning movements of vehicles with signalized intersections, the reduction of curb radius at right turns, and the reduction of vehicle speeds
- The Department should modify the purpose and need to include increasing safety for bicyclists and pedestrians crossing Highway 101 on Willow Road.
- An updated Traffic Analysis should include a reduction in vehicular traffic to account for the percentage of vehicle trips that are expected to be diverted to the bicycle and pedestrian modes as a result of the bicycle and pedestrian features.

- Encourage a design with least amount of impacts to current residential housing and local street circulation.

A presentation by the Department to the Menlo Park Transportation Committee was held on November 29, 2012. Participants included Mohammad Suleiman, Department Project Manager for the project; Joe Hurley, SMCTA Program Director; John Hoang, Transportation System Coordinator with the San Mateo County City/County Association of Governments (C/CAG); Kirsten Keith, Mayor of Menlo Park; Chip Taylor, Director of Menlo Park Public Works; and Rene Baile, Menlo Park Transportation Division. The project status, including vehicular congestion issues and the proposed design variations, including costs and funding, to satisfy the purpose and need of the project were discussed. Safety for pedestrians and bicyclists was discussed as a high priority in the discussion. The SMCTA's "Call for Highway Projects" includes additional funds to help complete the environmental phase of the project.

The Department provided a project status update for cities of East Palo Alto & Menlo Park on March 6, 2013. The agenda included the following items: project update (discussion of the submitted scoping public comments /concerns of both cities), bicycle and pedestrian options, and interchange design variations. An open house was held immediately after the meeting with no major comments presented. The communities appeared satisfied with the progress and the process to identify the design variation with the least required right-of-way acquisition. The Department Bicycle Coordinator was able to answer and go over the different bicycle/ pedestrian options. Sidewalks and Class I and II bicycle facilities will be incorporated within the overcrossing design itself. In addition, the on-ramps will be squared off to slow or stop the on-ramp traffic, and to make them safer for pedestrians and bicyclists. Staff of both cities supported the Build Alternative presented in Chapter 1 of this Initial Study, also known as Alternative 1B (modified with squared off on-ramps), and would recommend it to their commissions and councils.

City of Menlo Park staff presented the project to the City's Bicycle Commission on March 11, 2013 that was similar to the presentation that was presented on March 6, 2013 discussed above. One commission member indicated 4B would be his recommendation. This item was presented as an information item, and no action was requested from the commission. The City staff provided a more detailed presentation for the Commission at the April 8, 2013 meeting that addressed the modified 1B and 4B design variations. The Bicycle Commission supported the modified 1B design variation, known as the Build Alternative discussed in Chapter 1 of this Initial Study, at the conclusion of this meeting.

City of Menlo Park staff and the Department presented the project to the City's Transportation Commission March 13, 2013 that was similar to the presentation that was presented on March 6, 2013 discussed above. The Transportation Commission had no comments, and the Department answered all questions asked at the meeting. No major issues of concern were raised at the meeting. It was conveyed that staff would move forward with a recommendation to support the modified 1B design variation, known as the Build Alternative discussed in Chapter 1 of this Initial Study, to the Menlo Park City Council.

The Department, with City of Menlo Park staff, presented the project to the Menlo Park City Council on May 7, 2013. The City Council acknowledged the Department for working with the City of Menlo Park in addressing concerns brought by citizens in their community and for using a collaborative process to present a Build Alternative that best serves all modes of

transportation. The Menlo Park City Council passed a motion in favor of supporting the staff recommendation to move forward with the modified 1B design variation.

The Department, with City of East Palo Alto staff, presented the project to the East Palo Alto City Council on May 21, 2013. The East Palo Alto City Council passed a motion in favor of supporting the staff recommendation to move forward with the modified 1B design variation.

The draft environmental document (DED), entitled US 101/Willow Road Reconstruction Project Initial Study with Proposed Negative Declaration, was approved by the Department on August 29, 2013. A Notice of Completion was submitted to the State Clearinghouse on August 30, 2013, and the State Clearinghouse submitted its review comments in a letter attached further in this Chapter.

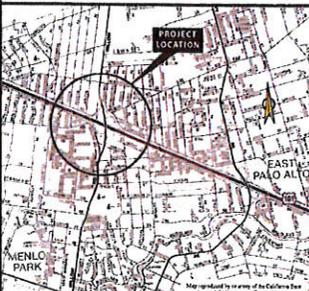
The DED was circulated for public review starting from August 31, 2013 and concluding on September 30, 2013. A public open house/map display was conducted by the Department on September 12, 2013 from 6:00 pm to 9:00 pm at the East Palo Alto Council Chamber and Community Room at City Hall, 2415 University Avenue, East Palo Alto. Sign-in sheets for the Open House/Map Display as well as comments received at the Open House/Map Display and submitted during the public circulation period are addressed further in this Chapter.

A Notice of Availability of Draft Environmental Document and Intent to Adopt a Negative Declaration as well as Notice of Open House/Map Display on Changes Proposed for Route 101 was prepared in English and Spanish, attached on the next page. The Notice was first published in the *San Mateo County Times* and *San Jose Mercury News* on Saturday, August 31, 2013 and again in the *The Almanac* on September 4, 2013 and *Palo Alto Weekly* September 6, 2013. Proof of publication of the Notice is on the subsequent pages following the Notice in English and Spanish. The Spanish Notice was posted on the community bulletin board at the East Palo Alto City Hall. Additionally, copies of the Notice were mailed to adjacent addresses of the project in English and Spanish.

Notice of Availability of Draft Environmental Document and Intent to Adopt a Negative Declaration as well as Notice of Open House/Map Display on Changes Proposed for Route 101 (English on left, Spanish on right)

PUBLIC NOTICE

NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL DOCUMENT AND INTENT TO ADOPT A NEGATIVE DECLARATION AS WELL AS NOTICE OF OPEN HOUSE /MAP DISPLAY ON CHANGES PROPOSED FOR US 101



WHAT'S BEING PLANNED CALTRANS (California Department of Transportation) proposes to reconstruct the existing US 101/Willow Road Interchange on its existing alignment to a partial cloverleaf interchange through modification of the on- and off-ramps and replacement of the Willow Road Overcrossing. The purpose of the project is to reduce operational deficiencies and congestion for motorists, cyclists and pedestrians caused by short weaving segments between the off- and on-loop ramps within the US 101/Willow Road Interchange that substantially contribute to localized backups and upstream queuing on US 101.

WHY THIS IS AD CALTRANS has studied the effects this project may have on the environment. Our studies show it will not significantly affect the quality of environment. The report that explains this is called an Initial Study with Proposed Negative Declaration. This notice is to tell you of the preparation of the Initial Study with Proposed Negative Declaration and of its availability for you to read and to offer a public open house/map display to attend.

WHAT'S AVAILABLE Maps for the Initial Study with Proposed Negative Declaration, and other project information are available for review and copying at the CALTRANS District 4 Office, 111 Grand Avenue, Oakland, California, on weekdays from 8:00 AM to 5:00 PM. The Initial Study with Proposed Negative Declaration is also available at:

Menlo Park Public Library
800 Alma Street
Menlo Park, CA 94025

East Palo Alto Public Library
2415 University Avenue
East Palo Alto, CA 94303

On the Internet: <http://www.dot.ca.gov/dist4/envdocs.htm>

WHERE YOU COME IN You are invited to review the Initial Study with Proposed Negative Declaration for this US 101/Willow Road Interchange reconstruction project and provide comments to CALTRANS. Please mail your comments to Yolanda Rivas, District Branch Chief, California Department of Transportation, District 4 Office of Environmental Analysis, P.O. Box 23650, Oakland, CA 94623 or email them to yolanda_rivas@dot.ca.gov. Your comments should be received no later than September 30, 2013.

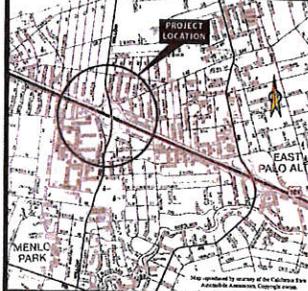
WHERE AND WHEN **OPEN HOUSE/MAP DISPLAY**
Date: September 12, 2013
Time: 6:00 pm to 9:00 pm
Place: East Palo Alto Council Chamber and Community Room at City Hall, 2415 University Avenue, East Palo Alto, CA 94303

CONTACT For more information about this study or any transportation matter, call CALTRANS at (510) 286-4444. Individuals who require documents in alternative formats are requested to contact the District 4 Public Affairs Office at (510) 286-6445. TDD users may contact the California Relay Service TDD line at 1-800-735-2929 or Voice Line at 1-800-735-2922.



AVISO PÚBLICO

Aviso de la disponibilidad del documento borrador ambiental e intención de adoptar un documento Declarativo Negativo además de avisar la pública de una reunión y presentación del mapa de los cambios propuestos por la autopista US-101.



¿QUE ESTÁ PLANIFICANDO? El Departamento de Transporte de California (Caltrans) propone reconstruir el existente alineamiento del intercambio de autopista US-101 y Willow Road al distribuidor vial tipo trébol y reemplazar el cruce a desnivel de Willow Road. El propósito de este proyecto es corregir las deficiencias operacionales para los automovilistas, ciclistas y peatones mediante la eliminación de la congestión de tráfico vehicular debido al existente diseño de la intersección con las rampas de entrada y salida hacia la autopista US-101 a Willow Road. Debido al diseño existente del intercambio, existen conflictos de congestión entre vehículos en las salidas y entradas de las rampas de autopistas que reducen la velocidad vehicular y crean colas de retrasos en la US-101 y Willow Road.

¿PORQUE ESTE AVISO? Caltrans ha investigado los efectos ambientales que podrían tener este proyecto. Los resultados de nuestros estudios muestran que este proyecto no afectará la calidad del ambiente. El informe, Estudio Inicial con Declarativo Negativo explica esta determinación. Usted está invitado a una reunión sobre este proyecto. Miembros de Caltrans estarían atentos para responder a sus preguntas y enseñar el diseño propuesto para este proyecto.

¿CUAL INFORMACION ESTÁ DISPONIBLE? Mapas para el propuesto Estudio Inicial con Informe Declarativo Negativo, además de información adicional del proyecto está disponible para revisar y copiar en la oficinas de CALTRANS District 4, 111 Grand Avenue, Oakland, California, durante los días de trabajo (lunes a viernes) desde las 8:00 AM a 5:00 PM. El Estudio Inicial con Propuesto Declarativo Negativo también está disponible en las siguientes bibliotecas:

Menlo Park Public Library
800 Alma Street
Menlo Park, CA 94025

East Palo Alto Public Library
2415 University Avenue
East Palo Alto, CA 94303

Y también se los puede encontrar por el internet: <http://www.dot.ca.gov/dist4/envdocs.htm>

¿CÓMO PUEDES PARTICIPAR? Te invitamos revisar el Estudio Inicial con Propuesto Declarativo Negativo de este proyecto de construcción de la intersección de las autopistas US 101/Willow Road y puede ofrecer sus comentarios. Favor de mandar comentarios o preguntas a Yolanda Rivas, District Branch Chief, Office of Environmental Analysis, CALTRANS, P.O. Box 23650, Oakland, CA 94523-0660 o por email en: Yolanda_rivas@dot.ca.gov. Sus comentarios no deberían ser recibidos más tarde que el 30 de septiembre de 2013.

¿CUANDO Y DONDE? **REUNION Y DEMOSTRACION DE MAPA**
Fecha: 12 de setiembre de 2013
Hora: 6:00 pm a 9:00 pm
Lugar: East Palo Alto Council Chamber and Community Room at City hall, 2415 University Avenue, East Palo Alto, CA 94303

MÁS INFORMACION Para más información sobre este estudio o cualquier materia de transporte, llame a CALTRANS en (510) 286-4444. Los individuos son solicitados documentos en formatos alternativos que requieren ponerse en contacto con el Distrito 4 Oficina de Asuntos Pública en (510) 286-6445. Usuarios de TDD pueden ponerse en contacto con el Servicio de Retexo de California Línea de TDD en 1-800-735-2929 o Línea de Voz en 1-800-735-2922.



California Department of Transportation
 Advertiser: 0004956544-01
 Agency: N/A
 Section-Page-Zone(s): 2 Col x 13.5 in
 Description:
 Ad Number: 0004956544-01
 Insertion Number: N/A
 Size: 2 Col x 13.5 in
 Color Type:
 San Jose Mercury News
 Saturday, August 31, 2013

CE BAY AREA NEWS GROUP 111

AROUND THE NFL

Setback for linebacker Banks

Player exonerated after prison time is waived by Falcons

Associated Press

The Atlanta Falcons waived Brian Banks, the linebacker who was attempting to make a late start to his NFL career after spending five years in prison on a conviction that was later overturned.

Banks, 28, spent five years in prison and five years on probation after the conviction of rape and kidnapping charges a decade ago. The women who made the charge when Banks was 16 later recanted her accusation. The conviction was overturned by a California court last year.

Banks had two tackles, including one for a loss, in the Falcons' 2010 preseason loss to Jacksonville on Thursday night. He was listed as the third-string middle linebacker and faced an uphill battle to make the team.

"Banks is a guy that has not played football in 12 years," Falcons coach Mike Smith said after the game. "He has really matured and progressed as a football player since we've had him on our roster."



Matt Leinart was released by the Bills less than a week after he signed.

Banks had trouble with Kansas City, San Diego and the 49ers and attempted to sign with Seattle last year before spending the 2012 season with Las Vegas of the United Football League.

Redskins' minutes after Robert Griffin III tweeted to the world that he was "Cleared for Takeoff" in his return from major knee surgery, coach Mike Shanahan kept him sitting on the runway for a least a few more days, declining to name Griffin as the Week 1 starter.

There is agreement on one very important matter: On Thursday night, when the Redskins played the

Tampa Bay Buccaneers, Griffin was cleared to play after being examined yet again by Dr. James Andrews, a remarkable development that comes less than eight months after he reported Griffin's right knee in January.

Shanahan held his post-game news conference and announced that Andrews did indeed clear Griffin to play, but: "There's a couple concerns that he'll likely go to Robert over the weekend and I'll let you guys know on Monday."

Bills' Buffalo released quarterback Matt Leinart, a person familiar with the move told The Associated Press. The person spoke on the condition of anonymity because the Bills have not announced the move.

Leinart, 30, joined the Bills on Sunday as an injury replacement but struggled in his one game Thursday. Jets' Mark Sanchez has an injured right shoulder that could keep him out for at least the season opener, which means rookie Geno Smith could get the start against Tampa Bay on Sept. 8. The Jets are still where they were months ago with no clear-cut starting quarterback. "I guess you can assume it's ongoing," Raiders coach Rex Ryan said, "if

we haven't announced anything yet."

Cardiac Arizona placed first-round draft pick Jonathan Cooper on injured reserve, ending the left guard's season after initially expressing hope he could be back for as many as the final six games. Cooper, the seventh overall pick in the draft, underwent surgery Sunday after breaking his left leg by the previous night in a preseason game against San Diego.

Reins: The team cut cornerback Marc Anthony, a seventh-round draft pick from Cal.

Aggravate Jacksonville cut former San Jose State tight end Ryan Oton, who had signed as an undrafted free agent.

Seahawks: The team released popular fullback Michael Robinson, a former former player beaten former NFL defensive back and kick returner Fulton Walker Jr. was recovering from injuries after West Virginia sheriff's deputies said he was beaten during a home-invasion robbery earlier this week in Morgantown. Walker played for the Miami Dolphins until 1984, and for the Los Angeles Raiders the next year.

EARTHQUAKES

Quakes can't catch a break

Galaxy will be at full strength when it plays San Jose

By Elliott Almond

San Jose — Everything seems to conspire against the Earthquakes. The struggling Los Angeles Galaxy had four players sent to national team duty this week but they won't depart until after playing San Jose on Saturday night in Carson.

It's just another example of how the wobbly Quakes (9-17) can't catch a break this Major League Soccer season.

With eight games remaining, they cling to hopes of reaching the Western Conference playoffs. But a loss at Seattle's Century Link stadium on the league's premier terrace decreases their marginal chance dramatically.

After being last weekend at FC Dallas the Earthquakes probably need to win six of the final eight league games to reach the playoffs a year after winning the Supporters' Shield.

It won't be easy against the two-time reigning MLS champion Galaxy (22-9-4), which lists stars Landon Donovan, Omar Gonzalez, Robbie Keane and Jaime Penedo available before they leave for World Cup qualifying games.

Donovan, who recently signed a big, multi-year contract, has four goals in the past three games as the Galaxy has gone 2-0-1 this month in MLS action.

San Jose, meanwhile, won't have Victor Bernardez and Justin Morrow (red card) and Rafael Baca (yellow card) for the California Clash.

And Friday's interim coach Mark Watson revealed seldom-used midfielder Melé Balbuena is out for the season after suffering

another anterior cruciate ligament injury two weeks ago. Balbuena, a former Santa Clara star who came to the Quakes in a trade last summer with the New York Red Bulls, also suffered a season-ending ACL tear in October.

Watson is considering two options for the central midfielder but declined to say exactly what they are. The coach only said Henderson Walker Martinez is among the possible replacements.

"He's got experience, good energy and a good work rate," Watson said of a player who has been slowed by injury.

The trainer hopes don't remember much of the Quakes' on overwork road struggles — one victory and three losses — in the second half of a 10-game CD to Denver on Wednesday night in a CONCACAF Champions League game in Guatemala City.

Former starter Jason Hernandez probably will play center back in Hernandez's absence the next two weeks. (Hernandez and Marvin Chavez will miss next weekend's home game while playing for Honduras in World Cup qualifying games.)

Midfielder Shin Shin also is available after sitting out a week because of a hamstring muscle strain.

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LOCAL DIGEST

Cardinal's Wopat enjoys trip home

Stanford opens volleyball season with win at UCSB

By Steve

It was a sweet homecoming for senior Carly Wopat as she and Stanford women's volleyball team swept UC Santa Barbara 25-17, 25-18 on Friday at the Thunderbird Center in Santa Barbara.

Wopat, a Santa Barbara native, paced the Cardinal on both sides of the net with 13 kills, eight blocks and two digs.

Wopat's twin sister, Sam, also a member of the Cardinal team — died in March 2012.

Freshman Lauren Jacobson had 19 kills and nine digs, but San Jose State women's soccer State (0-1) lost to host WSU & Mary 25-17, 25-18, 25-22 at the Tribu Invitational women's volleyball tournament.

San Jose State women's basketball coach Tim La Kevs resigned for personal reasons, the school said. The Spartans posted identical 11-10 records in La Kevs' two seasons, but he was voted WAC Coach of the Year after his first season.

Stanford's Lauren Jacobson scored her first collegiate goal, but the San Jose State women's soccer State (0-1) lost to host WSU & Mary 25-17, 25-18, 25-22 at the Tribu Invitational women's volleyball tournament.

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SATURDAY, AUGUST 31, 2013

Family Caregiving 101
 How to Increase Balance & Decrease Falls
 Thursday, September 26, 7:00 pm
 Stress Reduction Techniques
 Thursday, October 24, 7:00 pm
 Understanding Family Dynamics
 Thursday, November 14, 7:00 pm

PUBLIC NOTICE
 NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL DOCUMENT AND INTENT TO ADOPT A NEGATIVE DECLARATION AS WELL AS NOTICE OF OPEN HOUSE MAP DISPLAY ON CHANGES PROPOSED FOR US 101

WHAT'S BEING PLANNED
 CALTRANS (California Department of Transportation) proposes to reconstruct the existing US 101 Viaduct and interchange on its existing alignment to a partial elevated interchange through realignment of the on-ramp and off-ramp and reconstruction of the Willow Road Overpass. The purpose of the project is to reduce operational inefficiencies and congestion for motorists, cyclists and pedestrians caused by short weaving segments between the on-ramp and on-ramp ramps within the US 101/Willow Road interchange that substantially contribute to bottlenecked back-ups and approaches causing an US 101.

WHY THIS IS IMPORTANT
 CALTRANS has studied the effects this project may have on the environment. The studies show it will not significantly affect the quality of environment with Proposed Negative Declaration. This notice is to help you of the preparation of the Initial Study with Proposed Negative Declaration and to availability for you to read and to offer a public open house map display to attend.

WHAT'S AVAILABLE
 Maps for the Initial Study with Proposed Negative Declaration, and other project information are available for review and copying at the CALTRANS District 4 Office, 111 Grand Avenue, Oakland, California, on weekdays from 10:00 AM to 5:00 PM. The Initial Study with Proposed Negative Declaration is also available at:

Modesto Public Library
 300 Alameda Street
 Modesto, CA 95203
 East Palo Alto Public Library
 2415 University Avenue
 East Palo Alto, CA 94303

On-line Internet: <http://www.dca.ca.gov/cd/evd/index.htm>

WHERE YOU CAN COMMENT
 You are invited to review the Initial Study with Proposed Negative Declaration for the US 101 Willow Road Interchange reconstruction project and provide comments to CALTRANS. Please mail your comments to: Melissa Ryan, District Branch Chief, California Department of Transportation, District 4 Office of Environmental Analysis, P.O. Box 11668, Oakland, CA 94612 or email them to: melissa.ryan@dot.ca.gov. Your comments should be received on or before September 30, 2013.

WHEN AND WHERE
 OPEN HOUSE/Map Display
 Date: September 12, 2013
 Time: 6:00 pm to 9:00 pm
 Place: East Palo Alto Council Chamber and Community Room at City Hall, East Palo Alto, CA 94303

CONTACT
 For more information about this study or any transportation matter, call CALTRANS at (510) 288-4444. Individuals who require alternative formats are requested to contact the District 4 Public Affairs Office at (510) 288-4444. TDD users may contact the California Relay Service 1-800-735-7829 or Voice Line at 1-800-735-7822.

2013 California League Baseball
 Tickets on Sale Now

TONIGHT AT 5:00 PM
 SUNDAY AT 1:00 PM
 MONDAY AT 2:00 PM

This Homestead Only!

Proof of Publication of Notice in *Palo Alto Weekly* on September 6, 2013

AFFIDAVIT OF PUBLICATION

IN THE

PALO ALTO WEEKLY

450 Cambridge Ave., Palo Alto, California 94306
(650) 326-8210

IN THE

SUPERIOR COURT
OF THE STATE OF CALIFORNIA
FOR THE COUNTY OF SANTA CLARA

No. _____

Public Notice
Notice of Availability of
Draft Environmental Document
and Intent...

STATE OF CALIFORNIA }
COUNTY OF SANTA CLARA } SS

I, the undersigned, state that I am, and at all times herein mentioned was, a citizen of the United States of America, over the age of eighteen years, and not a party to or interested in the above entitled matter, that I was at and during all said times and still am the principal clerk of the publisher of the Palo Alto Weekly, a newspaper of general circulation published weekly in the city of Palo Alto in said County of Santa Clara, State of California; that said is and was at all times herein mentioned a newspaper of general circulation as that term is defined by Section 6008 of the Government Code of the State of California; that said was adjudged as such by Superior Court of the County of Santa Clara, State of California, under date of November 2, 1982, Case Number P41989; that the notice of which the annexed is a true printed copy, was set in type not smaller than nonpareil and was preceded with words printed in black-face type not smaller than nonpareil, describing and expressing in general terms, the purport and character of the notice intended to be given; that said notice was published and printed in said newspaper on the following dates, to wit:

September 6, 2013
September 6, 2013
Date of first publication in the Palo Alto Weekly

I declare under penalty of perjury that the foregoing is true and correct.

Executed on October 2, 2013
at Palo Alto, California.

Signed Blanca yor

Proof of Publication of Notice in *The Almanac* on September 4, 2013

AFFIDAVIT OF PUBLICATION
IN

THE ALMANAC

450 Cambridge Ave., Palo Alto, California 94306
(650) 326-8210

IN THE
SUPERIOR COURT
OF THE STATE OF CALIFORNIA
FOR THE COUNTY OF SAN MATEO

No. _____
Public Notice
Notice of Availability of
Draft Environmental Document
and Intent...

STATE OF CALIFORNIA }
COUNTY OF SAN MATEO } SS

I, the undersigned, state that I am, and at all times herein mentioned was, a citizen of the United States of America, over the age of eighteen years, and not a party to or interested in the above entitled matter, that I was at and during all said times and still am the principal clerk of the publisher of the Almanac, a newspaper of general circulation published weekly in the city of Menlo Park in said County of San Mateo, State of California; that said is and was at all times herein mentioned a newspaper of general circulation as that term is defined by Section 6008 of the Government Code of the State of California; that said was adjudged as such by Superior Court of the County of San Mateo, State of California, under date of October 20, 1969, Case Number 147530; that the notice of which the annexed is a true printed copy, was set in type not smaller than nonpareil and was preceded with words printed in black-face type not smaller than nonpareil, describing and expressing in general terms, the purport and character of the notice intended to be given; that said notice was published and printed in said newspaper on the following dates, to wit:

September 4, 2013
September 4, 2013
Date of first publication in the Almanac

I declare under penalty of perjury that the foregoing is true and correct.

Executed on October 2, 2013
at Palo Alto, California.

Signed Blanca Joz

Sign-In Sheet for Open House/Map Display (Page 1 of 2)



U.S. 101/Willow Road Interchange Project
 Open House/Map Display – East Palo Alto Council Chamber
 and Community Room at City Hall
 Thursday, September 12, 2013 – 6:00 pm to 9:00 pm

SIGN-IN SHEET

Name (Please Print):	Address (Please Print):	E-mail Address (Please Print):
Jody Doughly	1960 Tate Street	Go for it !!
Kamal Fallata	1960 Tate st. ED	Kfallata@github.com
Jesse Quirion	Mendo Park	JTQuirion@mendopark.org
Fernando Bravo	" "	
JUSTIN MURPHY	" "	jimurphy@mendopark.org
Nikki Nagaya	" "	nhnagaya@mendopark.org
CARLOS ROMERO	2211 Ralmar Ave	CROMERO_62EN@YAHOO.COM
Bernardo Huerta	2124 Cooley Ave.	bnaudnaud@aol.com
Thomas P. Saul	1065 Weeks	vtaladventures@gmail.com

Sign-In Sheet for Open House/Map Display (Page 2 of 2)



U.S. 101/Willow Road Interchange Project
 Open House/Map Display – East Palo Alto Council Chamber
 and Community Room at City Hall
 Thursday, September 12, 2013 – 6:00 pm to 9:00 pm

SIGN-IN SHEET

Name (Please Print):	Address (Please Print):	E-mail Address (Please Print):
Nancy Edelson	1051 Alberni St	Nancybouk.@yahoo.com
Henry Galas	893 Dewitt Ave St	E.PALO ALTO
Robert Allen	25 Newell Rd.	Robert.Allen3@gmail.com
Al Barley	1755 Tulame Ave EPA	al.barley@gmail
DAVID SNOW FASS	P.O. BOX 51420, ECA CA 94302-0703	dsb@dsb-e.com
FRED PENN	1858 Bay Rd, EPA	FLPENN@YAHOO.COM

Comment received from Nancy Edelson (Page 1 of 2)

COMMENT CARD

Name (Please Print) Nancy Edelson

Address (Home) 1051 Albern St city E. Palo Alto state CA zip code 94303

Authorized Representative (Name of organization or agency) East Palo Alto Public Works and Transportation Commission

Address (Business) _____ city _____ state _____ zip code _____

Comments: This project is a mistake. For the most part ^{the present} ~~this~~ overpass configuration works as is. People in cars cooperate and weave smoothly. The cyclist and pedestrian problem can be solved by a separate

 **Caltrans** For more comments use reverse side.

Comment received from Nancy Edelson (Page 2 of 2)

overpass.

This project will make the air quality of the adjoining community much worse. East Palo Alto already has a huge cancer rate among its residents. This project will create more O_2 by the idling created by traffic lights all day long, not just peak hours. The old large trees inside the clover leaf and along Willow Road help to improve air quality, shade and calming for drivers and residents. New small trees will not fill the gap.

Rebuilding this overpass is environmentally unjust for the people that live in the adjoining community. PERIOD

Department's Response to Nancy Edelson

Please refer to the Purpose and Need sections of Chapter 1 (section 1.2) as well as discussion of future traffic conditions with and without the project in the Traffic and Transportation section of Chapter 2 (section 2.5). The purpose of the project is to reduce operational deficiencies and congestion for motorists, bicyclists and pedestrians caused by short weaving segments between the off- and on- loop ramps within the interchange that substantially contribute to localized backups and upstream queuing on US 101.

There would be potential environmental impacts with the construction of a separate pedestrian overcrossing including, but not limited to, changes to existing bicycle/pedestrian access, public transit, visual/aesthetics and acquisition of right-of-way needed for such a project, depending on a location selected that is apart from Willow Road.

The project is subject to the requirements of the Federal Clean Air Act (CAA). The Clean Air Act is designed to be protective of human health. At this time carbon dioxide is not a criteria pollutant under the CAA; however it is a greenhouse gas. Greenhouse gas production is related to the vehicle-miles-traveled (VMT) that result from the project. The project is an operational improvement with no capacity increase, and the VMT do not substantially increase within the project limits between no build and build conditions, so greenhouse-gas production is not expected to increase. Please refer to the Climate Change section of Chapter 2.

Please refer to the Visual Aesthetics section of Chapter 2 (section 2.6), the "Avoidance, Minimization and/or Mitigation Measures" subsection for a summary of measures that will avoid and minimize visual impacts.

The final comment expresses an opinion and is acknowledged by the Department.

Comment received from Colin Heyne, Corinne Winter of the Silicon Valley Bicycle Commission (Page 1 of 3)

Rivas, Yolanda@DOT

From: Scanlon, Mike [scanlonm@samtrans.com]
Sent: Friday, September 13, 2013 12:10 PM
To: 'Colin Heyne'; Sartipi, Bijan@DOT; Rivas, Yolanda@DOT
Subject: RE: Comments on Willow Road / Highway 101

Thanks. I've forwarded your letter to appropriate staff.
Cheers!!!

Sent with Good (www.good.com)

-----Original Message-----

From: Colin Heyne [colin@bikesiliconvalley.org<<mailto:colin@bikesiliconvalley.org>>]
Sent: Friday, September 13, 2013 11:55 AM Pacific Standard Time
To: Scanlon, Mike; Bijan.Sartipi@dot.ca.gov; yolanda_rivas@dot.ca.gov
Subject: Comments on Willow Road / Highway 101

Good afternoon,

Please find attached a letter from Silicon Valley Bicycle Coalition, regarding designs for the Willow Road / Highway 101 interchange project.

Please feel free to contact me with any questions.

Thank you,

Colin Heyne
Deputy Director
Silicon Valley Bicycle Coalition
<http://bikesiliconvalley.org>
408-287-7259 x. 224
m: 408-464-5195

Comment received from Colin Hayne, Corinne Winter of the Silicon Valley Bicycle Commission (Page 2 of 3)



Promoting the bicycle for everyday use.

1922 The Alameda
Suite 420
San Jose, CA 95126

Tel 408.287.7259
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SVBC is a 501(c)(3)
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EIN 77-0338658

<http://bikesiliconvalley.org>

September 13, 2013

Michael J. Scanlon
P.O. Box 3006
San Carlos, CA 94070-1306

Bijan Sartipi; District 4 Director; Caltrans
Caltrans District 4
P.O. Box 23660
Oakland, CA 94623-0660

Subject: Redesign of US 101/Willow Rd. interchange

Dear Mr. Scanlon and Mr. Sartipi:

I am writing on behalf of Silicon Valley Bicycle Coalition, a membership-based nonprofit education and advocacy organization dedicated to promoting the bicycle for everyday use in Santa Clara and San Mateo Counties.

In consultation with our San Mateo County Committee members we have considered the alternative plans for the Willow-101 interchange and has the following comments:

1. Considering only bicycle convenience and safety, Alternative 4B, a "Condensed Compact Diamond," is superior because it most preserves the look and feel of a city street, and because it has only one bicycle-motor vehicle weave zone in each direction. The path for pedestrians is straightforward, and there is no need for a dedicated bicycle signal phase.
2. At the present time, the plan that is preferred by Caltrans and local governments is Modified Alternative 1B, a "Condensed Partial Cloverleaf." Crucial to the safety and convenience of bicyclists and pedestrians are the changes included in the modified version, as the original Alternative 1B would not be an improvement over the present full cloverleaf design. The modified version includes squared on-ramps at signal-controlled intersections, replacing large-radius high-speed on-ramps. A bicycle lane preserves the right of faster and more skilled cyclists to stay on the road, but they must negotiate with motor vehicles in two weave zones. The modified version also includes a Class I separated bikeway alongside the pedestrian sidewalk. This design avoids the two weave zones that can be challenging for less skilled cyclists. The bikeway will likely require a bicycle-activated

Comment received from Colin Hayne, Corinne Winter of the Silicon Valley Bicycle Commission (Page 3 of 3)

signal, and perhaps a bicycle-only phase to avoid conflicts between right-turning motor vehicles and cyclists using the Class I bikeway. Consideration also needs to be given to the design of the merger of the separated bikeway and the bicycle lane downstream of the over-crossing.

With these comments the Silicon Valley Bicycle Coalition recommends the adoption of either Alternative 4B or **Modified** Alternative 1B as the design solution for the Willow-101 interchange.

Sincerely,



Corinne Winter
President and Executive Director

Department's Response to Colin Hayne, Corinne Winter of the Silicon Valley Bicycle Commission

The Department acknowledges the Silicon Valley Bicycle Commission's recommendation of the present Build Alternative (modified 1B) or Alternative 4B. Details such as a bicycle-activated signal, bicycle-only phase and merger of the separated bikeway and bike lane will be considered during the Design phase of the project.



Public Works Department

September 25, 2013

Yolanda Rivas, Environmental Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation
P.O. Box 23660
Oakland, CA 94623-060

Subject: US 101/Willow Interchange Reconstruction Draft Initial Study with Proposed
Negative Declaration Dated August 2013 Comments

Dear Ms. Rivas,

The City of Menlo Park would like to thank you for the opportunity to review the draft environmental document for the US 101/Willow Interchange Reconstruction Project. The City also looks forward to continue to participate in the review as the design continues to move forward and will provide additional comments as the design details are more refined.

Based on the draft Initial Study with Proposed Negative Declaration, staff has found the Project consistent with the "Project Need & Project Purpose," and consistent with the City of Menlo Park Council's goals and objectives through the community engagement process, consistent with the Traffic Operation Analysis Report (TOAR) and draft Project Report and prior alternative/findings.

However, as staff was reviewing the document, staff has some comments as described below:

- Page 1, 1.1 Introduction, paragraph 2: "West of US 101, Willow Road is a local road in the city of Menlo Park." Please capitalize City for this an all other references to Menlo Park or East Palo Alto.
- Page 4-5, Existing Condition: Please provide headers for AM Peak Period and PM Peak Period Conditions to distinguish the sections and make it easier to follow.
- Page 9, 2nd paragraph, last sentence: "There is two fatality occurred on the study segment of U.S. 101 in the three year period with the resulting accident rate

701 Laurel Street - Menlo Park, CA 94025
Phone: (650) 330-6740 - Fax: (650) 327-5497

Comment received from Fernando Bravo, City of Menlo Park (Page 2 of 3)

equal to the statewide average (0.004 accidents per MVM)." Please modify "There were two fatalities occurring on the study segment of U.S. 101...."

- Page 20 and 21: The City of Menlo Park Land Use and Circulation Elements of the General Plan were adopted in 1994, not 1992.
- Page 21, Local Plans/Programs, paragraph 1: "The gaps between the existing Class II bike lanes and the reconstructed overcrossing will remain undesignated, unless further decision is made in cooperation between the Department and cities of Menlo Park and East Palo Alto." Please clarify what this means. Will the bicycle lanes on the overcrossing not be designated with signs/stencils?
- Page 21: The exhibits provided at the Open House show the need to "conform" to the intersection of Willow Road and Bay Road. The Willow Road and Bay Road intersection currently does not include crosswalks for pedestrians to cross Willow Road. As part of this interchange project, please examine the potential for pedestrians to cross Willow Road at this intersection along at least one of the two legs.
- Page 22: The document references the need for right-of-way acquisition of referenced in Table 6, but it does not explicitly reference the impacts to City of Menlo Park right-of-way such as the 1100 block of Willow Road, Pierce Road, Van Buren Road, and Bay Road. The project should not reduce the width of the City-owned rights-of-way in any way that would preclude future opportunities for bicycle and pedestrian improvements in this area.
- Page 23: Table 6 omits the need for partial acquisition of property with an Assessor's Parcel Number 062-120-010, which is owned by the City of Menlo Park and located within the City of East Palo Alto.
- Page 24, Existing Public Transit. Please add all transit service along Willow Road to this section, including additional SamTrans routes (296, 397, SamTrans local routes, Line U, the Dumbarton Express and City of Menlo Park shuttle service.
- Page 31, Environmental Consequences / Public Transit: Please note other transit routes affected along Willow Road, per prior comment.
- Page 40 (Section 2.6 Visual/Aesthetics):
 - Please provide an estimate of the number of mature trees slated for removal in each quadrant of the proposed project.
 - In addition to the single visual simulation included in the document (eastbound Willow near Bay Road) and the second visual simulation provided at the open house (southbound US 101), it would be helpful if two additional visual simulations were included – one from northbound US 101 and one from westbound Willow Road near Newbridge Street.
 - The measures to avoid or mitigate a visual impact should explicitly reference consultation and coordination with City of Menlo Park and the City of East Palo Alto, especially on items such as decorative paving in the

Comment received from Fernando Bravo, City of Menlo Park (Page 3 of 3)

medians, fence design, street lights, traffic signal mast arms, and landscape planting.

- Replacement trees should be planted at a 2:1 ratio. If space is limited within the project boundary, off-site tree plantings in the vicinity of the project site should be considered.

General: Given that the project straddles two communities, it would be beneficial if the plans and exhibits clearly delineate the boundary between the City of Menlo Park and the City of East Palo Alto. Through separate cover, we will provide an electronic file showing the boundary line, should project team needs this information.

If you have any questions or wish to discuss any of the City comments, please contact Jesse Quirion at (650) 330-6740.

Sincerely,



Fernando G. Bravo, P.E., CFM
Engineering Services Manager

Department's Response to Fernando Bravo, City of Menlo Park

The Department acknowledges the City of Menlo Park's appreciation for review of the draft environmental document, and its determinations of the project's consistency with the goals and objectives of the City of Menlo Park's community engagement process. The Department's responses correspond to each comment addressed in the letter and are as follows:

1. "City" has been capitalized throughout the document, as appropriate.
2. Headers have been added for AM and PM Peak Periods for clarity.
3. The sentence in question has been corrected to be grammatically correct.
4. The year of the Land Use and Circulation Elements of the General Plan has been corrected to "1994".
5. Yes, the bicycle lanes on the overcrossing will be designated. However, the gap in question refers to the gap that will exist from the point that the Class II bike lane ends on Willow Road to the east and west of the interchange to the overcrossing. This gap, which will contain 4.0-foot shoulders, will remain undesignated under the Build Alternative.
6. The Department does not have any intersection traffic movement count on file for the intersection of Willow Road and Bay Road because Willow Road to the west of US 101 is not a State Route, but rather a local street. Therefore, this intersection is not included in the Department highway database. From the traffic volume point of view, there is no data that can be analyzed to determine if a crosswalk across Willow Road at this intersection is warranted. The City of Menlo Park can provide the intersection traffic counts, including pedestrian movements, to the Department for analysis. Upon receiving traffic counts, the Department will analyze the intersection and determine if a crosswalk is warranted and will incorporate it during the design phase of the project.
7. The widths on Willow Road, Pierce Road, Van Buren Road and Bay Road will be reduced to maintain two-way traffic. The Department will minimize impacts to the local street right-of-way and adjacent property to the maximum extent practicable and will continue seeking opportunities to lessen the effects to the right-of-way during the next phase of the project. Any increase in widths to these streets would require additional right-of-way.
8. Table 6 has been modified to include this parcel.
9. The SamTrans route noted, as well as the Dumbarton Express and City of Menlo Park shuttle service, have been included in this text.
10. The SamTrans routed noted, as well as the Dumbarton Express and City of Menlo Park shuttle service, have been included in this text.
11. An estimated number of total trees as well as totals for each quadrant have been added to the Affected Environment subsection of the Visual/Aesthetics section (2.6) of Chapter 2.

Because the new interchange is a mirror image, developing additional views from eastbound Willow Road and northbound US 101 would only create a mirrored view of the existing simulations that provide no additional substantial information.

Language that references consultation and coordination with the cities of Menlo Park and East Palo Alto have been added to the Avoidance, Minimization and/or Mitigation Measures subsection of the Visual/Aesthetics section (2.6) of Chapter 2.

Due to setback requirements and limited space for tree replacement, as well as limited opportunities for off-site tree replacement, the Department cannot commit to a specific replacement ratio at this time. Specific details for tree replacement will be discussed during the Design phase of the project and carried out with a follow-up highway planting project.

12. The Department will consider adding city boundaries on future plans and exhibits.



City of East Palo Alto
Community Development Department/Engineering Division
1960 Tate Street • East Palo Alto • CA • 94303
650.853.3189 [tel] • 650.853.3179 [fax]

October 1, 2013

Yolanda Rivas, Environmental Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation
P.O. Box 23660
Oakland, CA 94623-060

Subject: US 101/Willow Interchange Reconstruction Draft Initial Study with Proposed
Negative Declaration Dated August 2013 Comments

Dear Ms. Rivas,

The City of East Palo Alto would like to thank Caltrans for the opportunity to review the Draft Initial Study (IS) with Proposed Negative Declaration environmental document for the US 101/Willow Interchange Reconstruction Project.

Based on the project need and purpose as defined in the draft Initial Study, staff has found that the project is consistent with the City of East Palo Alto General Plan and the City Council's goals and objectives through the community engagement process.

Pursuant to the open house, community public meeting held for the Project on September 12, 2013 at the East Palo Alto City Hall and previous community meetings and presentations to the Public Works and Transportation Commission and the City Council, staff received comments from City Residents as well as members of the Public Works and Transportation Commission, staff would like Caltrans to address or acknowledge the following comments:

1. The project will have significant impact on existing trees. Replacement trees should be planted at a 2:1 ratio to mitigate such impact. If the replacement trees can't be accommodated within the project boundary, an off-site tree planting program in the vicinity of the project site within the City of East Palo Alto should be considered. City staff will work with design team to identify such mitigation measures.
2. Impact to existing pedestrian access was not addressed in the IS. There is an existing pedestrian access in the soundwall at the Northeast quadrant of the interchange providing access to Saratoga Avenue. It was requested that Caltrans include and maintain this access into the final design of the interchange as it provides essential access to the residents of East Palo Alto.
3. Concerns regarding noise and traffic impacts during construction. Caltrans to minimize such impacts to the extent possible.
4. Concerns regarding right-of-way impacts on properties within East Palo Alto as well as realignment of East Bayshore Road.

Comment received from Kamal Fallaha, City of East Palo Alto (Page 2 of 2)

5. The exhibits provided at the Open House show the need to "conform" to the intersection of Willow Road and Newbridge. The Willow Road and Newbridge intersection needs pedestrian improvements to cross Willow Road. As part of this interchange project, please include pedestrian improvements to enhance safety at this intersection.
6. The IS document references the need for right-of-way acquisition, referenced in Table 6, but it does not explicitly reference the impacts to City of East Palo Alto right-of-way such as the 1100 block of Saratoga Avenue and East Bayshore Road. The project should not reduce the width of these streets in any way.

As a partner and stakeholder to this regional project, the City looks forward to continuing to participate in the review process as the design work progress. Staff will provide additional comments as the design details are more refined.

If you have any questions or like to discuss the City comments, please contact Kamal Fallaha at (650) 853-3189.

Sincerely,



Kamal Fallaha, P.E.
City Engineer
Community Development Department
City of East Palo Alto
1960 Tate Street
East Palo Alto, CA 94303

kfallaha@cityofepa.org

CC: John Doughty, Deputy CDD
Brent Butler, Planning Division Manager

Department's Response to Kamal Fallaha, City of East Palo Alto

The Department acknowledges the City of East Palo Alto's appreciation for review of the draft environmental document, and its determinations of the project's consistency with the goals and objectives of the City of East Palo Alto's community engagement process. The Department's responses correspond to each comment addressed in the letter and are as follows:

1. Due to setback requirements and limited space for tree replacement, as well as limited opportunities for off-site tree replacement, the Department cannot commit to this specific replacement ratio at this time. Specific details for tree replacement will be carried out as a separate contract in consultation and coordination with the City of East Palo Alto.
2. A Transportation Management Plan (TMP) will be developed during the Design phase of the project to address the pedestrian access along the sound wall during construction. Access will be maintained in the final design for this location.
3. The Department will minimize noise and traffic impacts during construction. A TMP will be developed during the Design phase of the project – see the Avoidance, Minimization and/or Mitigation Measures of the Traffic and Transportation/Pedestrian and Bicycle Facilities subsection (2.5) of Chapter 2, and the Construction Impacts subsection (2.18) of Chapter 2 for more details regarding the TMP as well as measures to minimize construction noise.
4. The widths on East Bayshore Road will be reduced to maintain two-way traffic. The Department will minimize impacts to the local street right-of-way and adjacent property to the maximum extent practicable and will continue seeking opportunities to lessen the impacts to the right-of-way during the next phase of the project. Any increase in widths to these streets would require additional right-of-way.

The following is the summary of the progression of Alternative 1B, arriving at the Alternative 1B-Build, that was presented at the public open house/map display on September 12, 2013 (see graphics below). Alternative 1B was included in the Project Study Report (PSR)/Project Development Study (PDS) approved by the Department in 2005, and its display was presented to the East Palo Alto City Council on October 9, 2012. Alternative 1B-Modified has the same geometrics as the Alternative 1B except that the off-ramps intersect with Willow Road at 90-degree angle. This was presented to the community on March 6, 2013. Alternative 1B – Build, which includes these changes to the off-ramps, was also presented on September 12, 2013, during the public open house/map display. It was decided that these off-ramp alignments of Alternative 1B-Build have to be modified to maintain the minimum horizontal clearance, stopping sight distance and design speed. The standard curve radius for the off-ramp is 850 feet and the design speed for the first curve near the gore area is 50 mph. However, the curve radius has been reduced to 400 feet and the speed to 35 mph to minimize the acquisition of right-of-way and local streets for the northbound diagonal off-ramp in the City of East Palo Alto. The difference between Alternative 1B-Modified and Alternative 1B-Build is Alternative 1B-Modified has a 300-foot curve radius while the Alternative 1B-Build has a 400 foot curve radius.



US 101/WILLOW ROAD INTERCHANGE PROJECT

ALTERNATIVE 1B - CONDENSED PARTIAL CLOVERLEAF

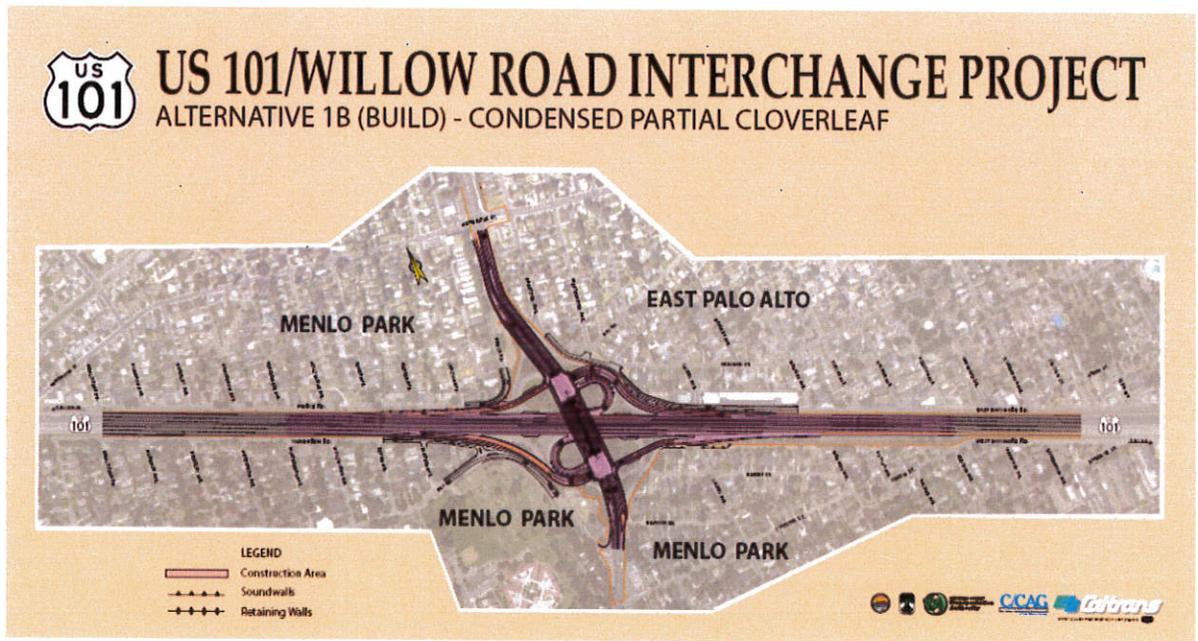
COST ESTIMATE FOR 2005: \$27 - \$32 M (Including \$0.5 M R/W)



US 101/WILLOW ROAD INTERCHANGE PROJECT

ALTERNATIVE 1B MODIFIED - CONDENSED PARTIAL CLOVERLEAF





5. Improvement of the Willow Road /Newbridge Street intersection itself is outside the scope of this interchange project. It is the Department's understanding that the City of Menlo Park's "Facebook" project will include Willow Road/Newbridge Street intersection improvements including pedestrians, bicycles and curb ramps with ADA improvements.

This US 101/Willow Road interchange project will conform at the west side of the Newbridge Street intersection, and will include pedestrian enhancements within the project limits. These enhancements will be discussed in more detail during the Design phase.

6. Table 6 has been modified to show current right-of-way requirements. The right-of-way required from the Saratoga Avenue properties are in the form of temporary construction easement only. However, the two Holland Avenue properties require partial acquisition of areas located in the rear yards of both parcels (See Department's response to Bernardo Huerta for further explanation.)

The Department acknowledges the City's request for continued participation in the review process as the design of the project progresses.

Comment received from Ann Huang, MidPen Housing Corporation (Page 1 of 2)

Rosevear, Thomas@DOT

From: Rivas, Yolanda@DOT
Sent: Tuesday, October 01, 2013 2:55 PM
To: Ann Huang
Cc: Debra Sobeck; Kyle Attenhofer; Rosevear, Thomas@DOT; Suleiman, Mohammad@DOT
Subject: RE: Question: US 101/Willow Road Interchange Reconstruction Project

Dear Ms. Huang:

We appreciate the time you took to inform us of your concerns regarding construction equipment, activities and security. We will be collectively responding to comments in the final environmental document to address each of your concerns as specifically as we can. The final environmental document is currently expected to be approved in November. If encroachment into your property is identified, you would be contacted by Caltrans' Office of Right of Way, but any contact at this point would be premature and possibly not needed.

In the meantime, you are welcome to submit additional comments until October 10.

Thank you,

Yolanda Rivas, District Branch Chief
Caltrans' Office of Environmental Analysis
Environmental Planning & Engineering
P.O. Box 23660, Oakland, CA 94623-0660
(510) 286-6216

From: Ann Huang [<mailto:ahuang@midpen-housing.org>]
Sent: Monday, September 30, 2013 7:58 AM
To: Ann Huang; Rivas, Yolanda@DOT
Cc: Debra Sobeck; Kyle Attenhofer
Subject: Re: Question: US 101/Willow Road Interchange Reconstruction Project

Hi Yolanda

Hope you had a nice weekend. Below please find MidPen Housing's comments to the US101/Willow Road project. This is based on the info we have at hand and may change depending on the final approved project. If you have some availability next week, I would like to schedule some time either for an in-person meeting or conference call to discuss this project in more detail. Please let me know.

I apologize in advance if the format of the bullets below may not be clear. I am on the road so only have access to my cell phone for the time being. Please feel free to contact me if you have any further questions.

Willow Court Building 1105 is the closest building (between Willow Terrace and Willow Court) to the 101 noise barrier. It is literally at the corner across the street from the wall. Our concerns would primarily be:

- During Construction (immediate concerns):
 - o Staging: Given the actual street (Pierce Road) where Willow Court and Willow Terrace are located is a 1-lane 1-way street that turns the corner along the sound barrier providing access to the back alleyway, our concern is to make sure that the work and equipment used during construction does not block this ingress to the alleyway and street parking on Pierce Road. Designated resident

Comment received from Ann Huang, MidPen Housing Corporation (Page 2 of 2)

parking at each building is around this corner in the alleyway behind the buildings parallel to Pierce Road. Residents also park in front of the buildings along Pierce Road.

o Noise & Debris: From the Council meeting agenda, we understand the overall project will take 2 years to complete. However, there are no details as to the duration of construction in this quadrant. Our concern is the mental and physical well-being of the tenants and making sure they will not be disrupted for too long. There are some tenants who are physically disabled and don't regularly leave their homes. Therefore, they will be exposed for longer periods to the construction work than those who leave for work and school. We're expecting heavy equipment, which will cause significant noise and debris/dust during the construction process.

After Construction (long-term concerns):

o Encroachment: We will not know the actual physical impact to our site until early 2014 (see email attached from Caltrans Public Affairs). As noted above, Pierce Road is a 1-lane 1-way street bordering Willow Road's onramp onto 101. None of our buildings have large yards (including Willow Court Building 1105's side yard around the corner) creating buffers between the buildings and the public sidewalk along Pierce Road. Currently, there is just enough room for hedges and wooden fencing to separate the yards from the sidewalk. Our concern is the possibility of sidewalks moving further in toward the buildings. There are no bars on any of the doors and windows, and tenants enter their units directly off the street/sidewalk. Those tenants who live in units with entryway doors and windows facing the street may have less sense of security, feeling that the general public could have easy access into their units.

Let me know if you need anything else. Hope this helps.

Thanks
Ann

Sent from my iPhone

On Sep 24, 2013, at 2:41 PM, "Ann Huang" <ahuang@midpen-housing.org> wrote:

Hi Yolanda,

My name is Ann Huang and I am the asset manager at MidPen Housing for a property (Willow Court, located at 1105 & 1141 Willow Road, Menlo Park) that will be impacted by the US 101/Willow Road Interchange Reconstruction Project. I'm wondering if you may have further details about this project. I went through the Initial Study posted by CalTrans in August 2013, but still need details as to exactly how this project will physically impact our site. We are 1 of 11 parcels that will be impacted. If you could email or give me a call back, I'd really appreciate it. I understand we have until 9/30/2013 to provide comments, so I want to make sure we provide the necessary feedback that would make this project successful.

Thanks,
Ann

Ann Huang | Asset Manager
MidPen Housing Corporation
303 Vintage Park Drive, Suite 250, Foster City, CA 94404
t. 650.356.2949 f. 650.357.9765
ahuang@midpen-housing.org

<image001.jpg>

Department's Response to Ann Huang, MidPen Housing Corporation

Staging - Work requiring use of city streets to access the work zone will be coordinated with the City of Menlo Park. The contractor will be required to notify residents seven days in advance. The Department will continue to work with the City to provide information as the project progresses toward construction. No roadway or driveway access points to homes and businesses are expected to be impacted and every effort will be made to maintain access to homes and businesses during construction.

Noise & Debris – Construction noise will be short-term and temporary. Nevertheless, the noise level from construction activities will comply with all local sound control and noise level rules, regulations and ordinances. Please refer to the Construction Impacts subsection (2.18) of Chapter 2 for more details regarding measures to minimize construction noise.

After Construction – Partial acquisition of the subject parcel is required to realign Pierce Road. A proposed sidewalk will be constructed close to the side yard 1104 Willow Road structure.

Please refer to the email above sent by Yolanda Rivas on October 1, 2013 regarding future contact from a Department right-of-way representative following environmental document approval.

Comment received from Norm Picker (Page 1 of 2)

Rosevear, Thomas@DOT

From: Norm Picker [norm.picker@yahoo.com]
Sent: Thursday, October 03, 2013 8:33 AM
To: Rivas, Yolanda@DOT
Cc: Rosevear, Thomas@DOT; Suleiman, Mohammad@DOT; Kamal Fallaha; Brent Butler; Swain, Bret@EPA; Laura Martinez; Ruben Abrica
Subject: Re: Willow Road 101 Interchange - comments

Dear Ms. Rivas:

Thank you for your reply and for attaching the drawing.

Additional comment:

Project looks like a great improvement overall. The current terribly dangerous short merging on to 101 from westbound Willow and off of southbound 101 to eastbound Willow will be fixed which is great.

On the issue of East Palo Alto residents needing to get to Newbridge Ave. from eastbound Willow and westbound Willow. I strongly urge you to consider replacing the dedicated left turn from eastbound Willow to Newbridge with a shared straight and left turn lane. And to use the saved space to instead create a similar length dedicated right turn lane from eastbound Willow onto Newbridge. The need for East Palo Alto access is much greater than the need for eastern Menlo Park residents. The east Menlo residents have other options, in particular, they can continue on 101 to Marsh, then connect to Bayfront Expressway and Chilco Ave. which gives them a back entrance that is used by very few cars and brings them into the heart of east Menlo Park (aka Belle Haven neighborhood). Or they can continue on Bayfront to Willow and turn right on Willow and right onto Hamilton and again are in their neighborhood. Also, the Belle Haven community is very small (population 4,000?). The eastern part of East Palo Alto (approx 30,000 residents) has 3 access points from 101: Embarcadero to Pulgas, University Ave., and Willow Road. All of these are also choked with Dumbarton commuters in the afternoon.

Thank you for considering this change.

Regards,

Norm Picker

From: "Rivas, Yolanda@DOT" <yolanda.rivas@dot.ca.gov>
To: Norm Picker <norm.picker@yahoo.com>
Cc: "Rosevear, Thomas@DOT" <thomas.rosevear@dot.ca.gov>; "Suleiman, Mohammad@DOT" <mohammad.suleiman@dot.ca.gov>
Sent: Tuesday, October 1, 2013 4:10 PM
Subject: RE: Willow Road 101 Interchange - comments

Dear Mr. Picker:

Attached is an exhibit which shows the project Build Alternative described in the Initial Study.

We appreciate the time you took to inform us of your concerns regarding traffic impacts. We will be collectively responding to comments in the final environmental document to address your concerns as specifically as we can. The final environmental document is currently expected to be approved in November.

In the meantime, you are welcome to submit additional comments until October 10.

Thank you,

1

Comment received from Norm Picker (Page 2 of 2)

Yolanda Rivas, District Branch Chief
Caltrans' Office of Environmental Analysis
Environmental Planning & Engineering
P.O. Box 23660, Oakland, CA 94623-0660

(510) 286-6216 

From: Norm Picker [<mailto:norm.picker@yahoo.com>]
Sent: Monday, September 30, 2013 11:37 PM
To: Rivas, Yolanda@DOT
Subject: Willow Road 101 Interchange - comments

Dear Ms. Rivas,

I reviewed the Initial Study documents. I did not have time to go to the library and look at the supporting documents. I was hoping to go and see if there were some drawings that would give me insight into my concern:

I didn't see any mention of the need for East Palo Alto residents to make a right turn from Willow eastbound onto Newbridge. Or from Willow west bound to make a left turn onto Newbridge. This is a big issue for the 35,000+ residents our East Palo Alto. Our community is impacted greatly by the Dumbarton Bridge traffic and accommodations are needed to relieve some of this burden. I would like to see a dedicated right turn lane from Willow (eastbound) to Newbridge. And I would like to see the left turns from westbound Willow onto Newbridge and O'Brien be triggered by the presence of a car. Very few cars want to make this turn so the light would only need to be green to let 2 or 3 cars turn. Presently it seems like the O'Brien light works this way. But one has to wait forever for a left turn signal at Newbridge.

The traffic on eastbound Willow at 101 adds significantly to the time it takes for our residents to make it home after work or doctor's appointments etc. And if there is ever an accident on the Dumbarton Bridge or Bayfront Expressway, then it can take 10 or 15 mins just to get over the overpass.

Overall, I think the project will be a good one. The bike and pedestrian improvements are very helpful! These will enhance safety and reduce pollution.

Regards,

Norm Picker
458 Bell St.
East Palo Alto, CA 94303
norm.picker@yahoo.com

650-996-0301  cell

(Below is the exhibit sent to Norm Picker by Yolanda Rivas on October 1, 2013, referenced in previous email.)



Department's Response to Norm Picker

The Department acknowledges your suggested improvements. At the present time, these suggestions are outside the stated purpose and need of this project. The Department defined the purpose and need of the project in conjunction with the San Mateo County Transportation Authority (SMCTA) and the cities of Menlo Park and East Palo Alto. The findings of the Traffic Operations Analysis Report (TOAR), described in Chapter 1, indicate both northbound and southbound US 101 travelers will experience less delay at the interchange in reaching their destinations off of Willow Road.

Comment received from Bob Brasher (Page 1 of 4)

Rivas, Yolanda@DOT

From: bbrasher@sbcglobal.net
Sent: Tuesday, September 17, 2013 2:47 PM
To: Rivas, Yolanda@DOT
Cc: Bob Brasher
Subject: Re: *** US 101/Willow Road Design ***

Dear Ms. Rivas,

Perhaps, I should give more detail as to my reason for stating your design would cause congestion.

Before giving my solution, could you answer some questions:

Why the US 101/Willow Road interchange would have higher priority than improving US 101/Marsh Road interchange and US 101/University interchange?

Why is bike access very important on Willow Road?

Why increase traffic on city streets (Willow) when main corridor to main corridor can be used (84 to 101)?

Are there plans to replace the apartments and houses will businesses on Willow between 84 and 101?

Sincerely,
Bob Brasher

From: "Rivas, Yolanda@DOT" <yolanda.rivas@dot.ca.gov>
To: "bbrasher@sbcglobal.net" <bbrasher@sbcglobal.net>
Sent: Friday, September 13, 2013 9:44 AM
Subject: RE: *** US 101/Willow Road Interchange ***

You are welcome to submit information (e.g. design) for our consideration (pdf format would be helpful). As I stated earlier, we would be addressing comments collectively.

Thank you for your time.

Yolanda Rivas, District Branch Chief
Caltrans' Office of Environmental Analysis
Environmental Planning & Engineering
P.O. Box 23660, Oakland, CA 94623-0660
(510) 286-6216

From: bbrasher@sbcglobal.net [mailto:bbrasher@sbcglobal.net]
Sent: Thursday, September 12, 2013 1:16 PM
To: Rivas, Yolanda@DOT
Cc: Bob Brasher
Subject: Re: *** US 101/Willow Road Interchange ***

Dear Ms. Rivas,

Given the traffic volumes, the proposed design will most likely not alleviate traffic congestion during peak hours. Therefore, the funds would be wasted.

I have a design for this interchange that will alleviate traffic congestion.
Would you like to have my design?

1

Comment received from Bob Brasher (Page 2 of 4)

Dear Ms. Rivas,

Given the traffic volumes, the proposed design will most likely not alleviate traffic congestion during peak hours. Therefore, the funds would be wasted.

I have a design for this interchange that will alleviate traffic congestion. Would you like to have my design?

Sincerely,
Bob Brasher

From: "Rivas, Yolanda@DOT" <yolanda.rivas@dot.ca.gov>
To: "bbrasher@sbcglobal.net" <bbrasher@sbcglobal.net>
Cc: "Rosevear, Thomas@DOT" <thomas.rosevear@dot.ca.gov>
Sent: Thursday, September 12, 2013 9:05 AM
Subject: FW: *** US 101/Willow Road Interchange ***

Dear Mr. Brasher:

Below is the traffic volume information you have requested along with the Traffic Operations Analysis Report (attached), the report the information came from. You are welcome to review this information and provide additional comments by the deadline of October 10, 2013. Your comments will be addressed collectively with others that we receive in the final environmental document and distributed to the commenters.

Please let me know if we can provide you with further assistance.

Yolanda Rivas, District Branch Chief
Caltrans' Office of Environmental Analysis
Environmental Planning & Engineering
P.O. Box 23660, Oakland, CA 94623-0660
(510) 286-6216

From: Rosevear, Thomas@DOT
Sent: Thursday, September 12, 2013 7:55 AM
To: Rivas, Yolanda@DOT
Subject: RE: *** US 101/Willow Road Interchange ***

Table 3 on page 8 of the DED shows existing Annual Average Daily Traffic. What he is looking for, however, is not in the DED, but in the TOAR. I have copied the tables from the TOAR below and have attached the entire TOAR above.
Thanks, Tom

Comment received from Bob Brasher (Page 3 of 4)

Table 4 – Northbound Freeway & Ramp Demand Volumes

Northbound	Demand (vph)							
	AM				PM			
	6 to 7	7 to 8	8 to 9	9 to 10	3 to 4	4 to 5	5 to 6	6 to 7
Mainline start	5280	6960	6930	7040	5790	5590	6620	6780
NB off to Oregon/Embarcadero Rd	930	1340	1210	1260	1160	990	1040	1120
NB on from Oregon/Embarcadero Rd	320	780	1330	1150	1720	1930	1670	1400
NB off to University Ave	460	820	910	820	1380	1470	1470	1390
NB on from University Ave	540	1190	930	800	1010	1010	9670	820
NB off to EB Willow Rd	450	580	690	660	850	1040	1170	890
NB on from EB Willow Rd	170	320	390	310	320	360	325	275
NB off to WB Willow Rd	290	540	550	440	460	340	450	470
NB on from WB Willow Rd	290	490	360	270	340	360	420	320
NB off to Marsh Rd	580	960	930	780	645	654	694	619
NB on from EB Marsh Rd	260	490	520	420	510	520	510	400
NB on from WB Marsh Rd	1000	1690	1740	1400	710	850	900	660
NB off to Rte 84/Woodside Rd	980	1660	1680	1420	1220	1160	1170	1070
NB on from Rte 84/Woodside Rd	830	1300	1230	1110	1300	1360	1340	1080

Source: DKS Associates, 2011
Notes: Bold = Mainline

Table 5 – Southbound Freeway & Ramp Demand Volumes

Southbound	Demand (vph)							
	AM				PM			
	6 to 7	7 to 8	8 to 9	9 to 10	3 to 4	4 to 5	5 to 6	6 to 7
Mainline start	4320	7330	6650	6140	6120	6760	6550	5960
SB off to Rte 84/Woodside Rd	890	1430	1420	1160	1180	1250	1210	1030
SB on from Rte 84/Woodside Rd	610	1020	980	980	1520	1590	1550	1360
SB off to Marsh Rd	700	1340	1570	1210	1540	1700	1700	1550
SB on from WB Marsh Rd	80	140	130	140	270	300	365	250
SB on from EB Marsh Rd	370	600	550	430	610	730	770	590
SB off to WB Willow Rd	180	340	320	310	340	320	360	320
SB on from WB Willow Rd	560	830	940	770	610	660	800	610
SB off to EB Willow Rd	190	240	230	230	430	490	560	330
SB on from EB Willow Rd	170	520	760	550	590	590	500	390
SB off to University Ave	300	570	510	600	930	900	950	780
SB on from University Ave	720	1220	1330	1170	900	900	880	840
SB off to Oregon/Embarcadero Rd	970	1680	1670	1420	1140	1140	1520	800
SB on from Oregon/Embarcadero Rd	460	1260	1900	1380	1970	1770	1700	1630

Source: DKS Associates, 2011
Notes: Bold = Mainline

From: Rivas, Yolanda@DOT
Sent: Wednesday, September 11, 2013 4:40 PM
To: Rosevear, Thomas@DOT
Subject: FW: *** US 101/Willow Road Interchange ***

Are the volumes requested below provided in the DED? If not, is it in the TOAR? If it's in the TOAR, please offer to provide Mr. Brasher with a copy. Please let me know. Thanks.

Comment received from Bob Brasher (Page 4 of 4)

Yolanda Rivas, District Branch Chief
Caltrans' Office of Environmental Analysis
Environmental Planning & Engineering
P.O. Box 23660, Oakland, CA 94623-0660
(510) 286-6216

From: bbrasher@sbcglobal.net [mailto:bbrasher@sbcglobal.net]
Sent: Thursday, September 05, 2013 4:16 PM
To: Rivas, Yolanda@DOT
Cc: Bob Brasher
Subject: *** US 101/Willow Road Interchange ***

Dear Ms. Rivas,

Why is the US 101/Willow Road Interchange reconstruction a high priority?

Could you kindly tell me the ramp volumes during morning and evening peak hours for the following?

	AM	PM
NB 101 to WB Willow:		
SB 101 to EB Willow:		
EB Willow to NB 101:		
WB Willow to SB 101:		

Sincerely,
Bob Brasher

Department's Response to Bob Brasher

The US 101/Willow Road interchange is an outmoded full cloverleaf design that includes short weaves between the loop on- and off-ramps both on US 101 and on Willow Road. The US 101/Marsh Road interchange has previously been updated to a partial cloverleaf design similar to what is being proposed for this project. The US 101/University Avenue interchange, although having a short weave between the northbound US 101 loop on-ramp from eastbound University Avenue and the northbound US 101 loop off-ramp to westbound University Avenue, this weaving takes place on the collector-distributor road and does not impact the traffic operations on northbound US 101. Therefore, in addressing the purpose of this proposed project, eliminating the weaving impacts, the US 101/Willow Road interchange (this project) has the most pressing need to be reconstructed.

Department policy is to design for complete streets in which the design includes consideration for bicyclist and pedestrians pursuant to Deputy Directive-64-R1, Department of Transportation: Complete Streets – Integrating the Transportation System. Please refer to Chapter 2, section 2.2, Consistency with State, Regional and Local Plans and Programs, for more detail.

Willow Road is also a State Route (SR), 114, that connects US 101 to SR 84 (Bayfront Expressway). This project is not designed to increase traffic on Willow Road, but to eliminate the weaving at the interchange. In addition, traffic that wants to use the US 101/Marsh Road (SR 84) interchange will not be precluded from doing so by this proposed project.

No apartments, houses or businesses will be lost as a result of the project.

Comment received from Bob Brasher (Page 1 of 4)

Rivas, Yolanda@DOT

From: bbrasher@sbcglobal.net
Sent: Monday, September 16, 2013 11:59 AM
To: Rivas, Yolanda@DOT
Cc: Bob Brasher
Subject: Re: *** US 101/Willow Road Interchange ***

Dear Ms. Rivas,

If my design is approved and implemented, what would I receive in return?

As I have investigated further, I noticed, the VPH on SB 101 from WB Marsh Road is very low. Since the main corridors of 84 and 101 intersect at Marsh Road, this is somewhat peculiar.

Why is the maximum VPH to SB 101 from WB Willow 940 VPH and only 365 from WB Marsh?
Could WB 84 to WB Willow to SB 101 be more efficient than WB 84 to WB Marsh to SB 101?
If WB 84 to Marsh to SB 101 were more efficient, would more use it and avoid the Willow city street?

If the Willow Road improvement is implemented, would the volume from WB Willow to SB 101 increase?
By increasing the VPH from Willow to SB 101, will this increase the problem at University Avenue?

If Willow was not necessary for traffic on 84 and 101, would the 101/Willow interchange and Willow Road improvements be necessary? What is the cost of the two projects?

How could we make the route 84/Marsh/101 more efficient?
Could I have the Demand (VPH) and traffic signal sequences on SR 84 from University to Marsh?

Sincerely,
Bob Brasher

From: "Rivas, Yolanda@DOT" <yolanda.rivas@dot.ca.gov>
To: "bbrasher@sbcglobal.net" <bbrasher@sbcglobal.net>
Sent: Friday, September 13, 2013 9:44 AM
Subject: RE: *** US 101/Willow Road Interchange ***

You are welcome to submit information (e.g. design) for our consideration (pdf format would be helpful). As I stated earlier, we would be addressing comments collectively.

Thank you for your time.

Yolanda Rivas, District Branch Chief
Caltrans' Office of Environmental Analysis
Environmental Planning & Engineering
P.O. Box 23660, Oakland, CA 94623-0660
(510) 286-6216

From: bbrasher@sbcglobal.net [mailto:bbrasher@sbcglobal.net]
Sent: Thursday, September 12, 2013 1:16 PM
To: Rivas, Yolanda@DOT
Cc: Bob Brasher
Subject: Re: *** US 101/Willow Road Interchange ***

1

Comment received from Bob Brasher (Page 2 of 4)

Sincerely,
Bob Brasher

From: "Rivas, Yolanda@DOT" <yolanda.rivas@dot.ca.gov>
To: "bbrasher@sbcglobal.net" <bbrasher@sbcglobal.net>
Cc: "Rosevear, Thomas@DOT" <thomas.rosevear@dot.ca.gov>
Sent: Thursday, September 12, 2013 9:05 AM
Subject: FW: *** US 101/Willow Road Interchange ***

Dear Mr. Brasher:

Below is the traffic volume information you have requested along with the Traffic Operations Analysis Report (attached), the report the information came from. You are welcome to review this information and provide additional comments by the deadline of October 10, 2013. Your comments will be addressed collectively with others that we receive in the final environmental document and distributed to the commenters.

Please let me know if we can provide you with further assistance.

Yolanda Rivas, District Branch Chief
Caltrans' Office of Environmental Analysis
Environmental Planning & Engineering
P.O. Box 23660, Oakland, CA 94623-0660
(510) 286-6216

From: Rosevear, Thomas@DOT
Sent: Thursday, September 12, 2013 7:55 AM
To: Rivas, Yolanda@DOT
Subject: RE: *** US 101/Willow Road Interchange ***

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Comment received from Bob Brasher (Page 3 of 4)

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Source: DKS Associates, 2011
Notes: Bold = Mainline

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SB on from WB Willow Rd	560	830	940	770	610	660	800	610
SB off to EB Willow Rd	190	240	230	230	430	490	560	330
SB on from EB Willow Rd	170	520	760	550	590	590	500	390
SB off to University Ave	300	570	510	600	930	900	950	780
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SB on from Oregon/Embarcadero Rd	460	1260	1900	1380	1970	1770	1700	1630

Source: DKS Associates, 2011
Notes: Bold = Mainline

From: Rivas, Yolanda@DOT
Sent: Wednesday, September 11, 2013 4:40 PM
To: Rosevear, Thomas@DOT
Subject: FW: *** US 101/Willow Road Interchange ***

Are the volumes requested below provided in the DED? If not, is it in the TOAR? If it's in the TOAR, please offer to provide Mr. Brasher with a copy. Please let me know. Thanks.

Comment received from Bob Brasher (Page 4 of 4)

Yolanda Rivas, District Branch Chief
Caltrans' Office of Environmental Analysis
Environmental Planning & Engineering
P.O. Box 23660, Oakland, CA 94623-0660
(510) 286-6216

From: bbrasher@sbcglobal.net [mailto:bbrasher@sbcglobal.net]
Sent: Thursday, September 05, 2013 4:16 PM
To: Rivas, Yolanda@DOT
Cc: Bob Brasher
Subject: *** US 101/Willow Road Interchange ***

Dear Ms. Rivas,

Why is the US 101/Willow Road Interchange reconstruction a high priority?

Could you kindly tell me the ramp volumes during morning and evening peak hours for the following?

	AM	PM
NB 101 to WB Willow:		
SB 101 to EB Willow:		
EB Willow to NB 101:		
WB Willow to SB 101:		

Sincerely,
Bob Brasher

Department's Response to Bob Brasher

The Department is not soliciting the public for design or engineering work for this project. Comments were solicited as part of the public circulation of the Initial Study with Proposed Negative Declaration (draft environmental document).

The purpose of this project, the US 101/Willow Road Interchange Reconstruction Project, is to address the operational deficiencies of this interchange by eliminating the traffic weave on both US 101 and Willow Road caused by the loop on-ramp and off-ramp (full cloverleaf) design. The short weaving conflicts between the loop ramps causes traffic congestion within the interchange on both US 101 and Willow Road, which reduces traffic speeds and increases congestion upstream of these ramps. The proposed partial cloverleaf design will eliminate the traffic weaving on US 101 and Willow Road. The purpose of this project is not to address all of the congestion on US 101.

Comment received from Bob Brasher

Rosevear, Thomas@DOT

Subject: FW: *** US 101 - Willow Road & South ***

From: bbrasher@sbcglobal.net [mailto:bbrasher@sbcglobal.net]

Sent: Wednesday, September 18, 2013 12:03 PM

To: Rivas, Yolanda@DOT

Cc: Bob Brasher

Subject: *** US 101 - Willow Road & South ***

Dear Ms. Rivas,

Granted that the US 101/Willow Road Interchange will alleviate congestion for this area. However, it will not solve the problem on SB 101 which will congest possibly back to Willow. Therefore, the US 101/Willow Road Interchange project would mostly be a waste of funds at this time.

The current project on SB 101 of adding another Express Lane from Oregon Expressway to Highway 85 will not alleviate congestion on SB 101. Since the VPH is very high from the Oregon/Embarcadero Road on-ramp to SB 101, congestion will occur when the on-ramp meets SB 101 lanes.

An auxiliary lane and NOT another Express Lane from the Oregon/Embarcadero Road on-ramp to SB 101 will alleviate congestion by allowing more time to merge in this area. This will move the queue to next problem area on SB 101 at Charleston Road/Rengstroff Avenue.

On SB, without adding an another Express Lane, 4 lanes will exist from San Antonio Road to Charleston Road/Rengstroff Avenue. Since the VPH from the Charleston on-ramp to SB 101 causes congestion, an auxiliary could be added and directed into the Old Middlefield Way on-ramp auxiliary lane. This will allow more time for merging and alleviate congestion.

Allowing an addition lane on SB 101 to create a Double Express Lane from Oregon/Embarcadero to Highway 85 will not solve the congestion problems on SB 101 in this area. In addition, to the congestion problems, pollution will not be reduced, and safety will be reduced by the additional merging across 3 lanes.

By adding auxiliary lanes as I have proposed, will alleviate congestion, reduced pollution to the environment, reduce fuel consumption and increase safety.

Since no more than 5 lanes is allowable on SB 101 underneath the Old Middlefield Way bridge, the priority should be adding the auxiliary lanes I have proposed and NOT the additional Express Lane.

Could some funds be moved to add auxiliary lanes on SB 101 from Oregon Expressway to Highway 85 and possibly repaid later?

What are your thoughts?

Sincerely,
Bob Brasher

1

Department's Response to Bob Brasher

The purpose of this project, the US 101/Willow Road Interchange Reconstruction Project, is to address the operational deficiencies of this interchange by eliminating the traffic weave on both US 101 and Willow Road caused by the loop on-ramp and off-ramp (full cloverleaf) design. The short weaving conflicts between the loop ramps causes traffic congestion within the interchange on both US 101 and Willow Road, which reduces traffic speeds and increases congestion upstream of these ramps. The proposed partial cloverleaf design will eliminate the traffic weaving on US 101 and Willow Road. The purpose of this project is not to address all of the congestion on US 101.

Comment received from Lily Gray, MidPen Housing

Rivas, Yolanda@DOT

From: Lily Gray [lgray@midpen-housing.org]
Sent: Wednesday, September 18, 2013 3:50 PM
To: Rivas, Yolanda@DOT
Subject: US 101/Willow Road Interchange Reconstruction Project

Yolanda,

I hope you are well. I saw your contact information in the Initial Study and am reaching out to see if you have a mailing list for this project. If so, could I be added to the distribution list along with my colleague Lillian Lew-Hailer? Her email is: llewhaier@midpen-housing.org and mine is lgray@midpen-housing.org.

I also wanted to ask you what you are expecting in terms of outreach/communication with the owners of properties affected by the project. Please let me know what is currently planned. I look forward to hearing from you.

Best,
Lily

Lily Gray
Project Manager
MidPen Housing Corp.
303 Vintage Park Drive, Suite 250, Foster City, CA 94404
t. 650.356.2963 c. 650.773.2693 f. 650.357.9766



Department's Response to Lily Gray, MidPen Housing

Both names have been added to the Distribution List for this Final Environmental Document, Initial Study with Mitigated Declaration. Following Department approval of this Document, Department representatives from the Division of Right-of-Way will be in contact with all owners of properties required for the project.

Comment received from Bernardo Huerta, City of East Palo Alto (Page 1 of 2)

Rosevear, Thomas@DOT

From: Rivas, Yolanda@DOT
Sent: Tuesday, October 01, 2013 3:03 PM
To: bnaudnaud@aol.com
Cc: Rosevear, Thomas@DOT; Suleiman, Mohammad@DOT
Subject: RE: Response to Willow Rd. Rebuild IS

Dear Mr. Huerta:

We appreciate the time you took to inform us of your concerns regarding visual impacts, air quality, construction impacts, parking, and private property. We will be collectively responding to comments in the final environmental document to address each of your concerns as specifically as we can. The final environmental document is currently expected to be approved in November.

In the meantime, you are welcome to submit additional comments until October 10.

Thank you,

Yolanda Rivas, District Branch Chief
Caltrans' Office of Environmental Analysis
Environmental Planning & Engineering
P.O. Box 23660, Oakland, CA 94623-0660
(510) 286-6216

From: bnaudnaud@aol.com [<mailto:bnaudnaud@aol.com>]
Sent: Tuesday, October 01, 2013 1:05 AM
To: Rivas, Yolanda@DOT
Subject: Responce to Willow Rd. Rebuild EIR

Yolanda,

At the November 14th 2012 meeting of the East Palo Alto Public Works and Transportation Commission the Alternative 1B- Condensed Partial Cloverleaf was recommended by the Commission for approval by City Council. The Commission concluded this alternative had the least amount of intrusion onto East Bayshore Rd. and adjacent public and private properties. On May 21st 2013, the East Palo Alto City Council approved Alternative 1B- Modified Partial Cloverleaf. The design in the Initial Study with Proposed Negative Declaration for the US101/ Willow Rd. Interchange Reconstruction Project is not the same as it intrudes onto East Bayshore Rd. and adjacent public and private properties. Traffic lanes have been added due to a finance study on the project that the City Council, Public Works and Transportation Commission and East Palo Alto residents were unable to be a part of.

For your department of transportation to move forward on the design in your study knowing key members of the East Palo Alto community were excluded from this late financial study that change the design is your approval of this close door meeting tactics.

Please use your abilities to correct this change in design.

Here are my concerns regarding the Initial Study.

There will be significant visual impacts to the end of streets Saratoga, Westminster, Holland and Bay at since the trees will be removed from the US101/Willow interchange and a four lane ramp to the interchange will be visible from these residential streets.

The increase in vehicle pollutants to the residents adjacent to the interchange in East Palo Alto, a community impacted by asthma, when vehicles will idle their engines in the accumulator off ramp due to the new signal lights on top of the interchange.

The construction impacts to University Ave. during the two years of construction are missing in the study. The study mentions traffic will be allowed through the construction site, is not enough. It does not mention the amount of flow to be allowed or restrictions.

Comment received from Bernardo Huerta, City of East Palo Alto (Page 2 of 2)

Please save the on street parking currently allowed on Pierce St.
Please decrease the size of the project or push the new interchange northwest so 999 and 807 Bayshore Rd and 1153, 1149 and 1143 Saratoga Ave. are not taken by this project. Thanks

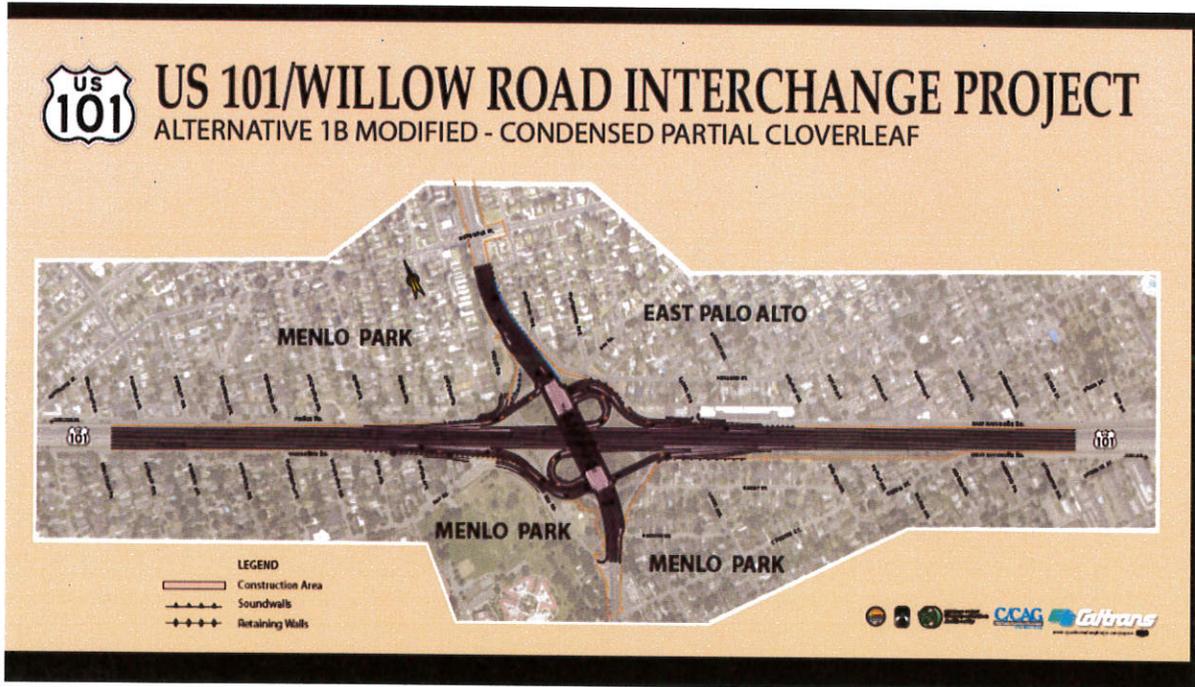
Bernardo Huerta

East Palo Alto Public Works and Transportation Commission

Department's Response to Bernardo Huerta, City of East Palo Alto

The following is the summary of the progression of Alternative 1B, arriving at the Alternative 1B-Build, that was presented at the public open house/map display on September 12, 2013 (see graphics below). Alternative 1B was included in the Project Study Report (PSR)/Project Development Study (PDS) approved by the Department in 2005, and its display was presented to the East Palo Alto City Council on October 9, 2012. Alternative 1B-Modified has the same geometrics as the Alternative 1B except that the off-ramps intersect with Willow Road at 90-degree angle. This was presented to the community on March 6, 2013. Alternative 1B – Build, which includes these changes to the off-ramps, was also presented on September 12, 2013, during the public open house/map display. It was decided that these off-ramp alignments of Alternative 1B-Build have to be modified to maintain the minimum horizontal clearance, stopping sight distance and design speed. The standard curve radius for the off-ramp is 850 feet and the design speed for the first curve near the gore area is 50 mph. However, the curve radius has been reduced to 400 feet and the speed to 35 mph to minimize the acquisition of right-of-way and local streets for the northbound diagonal off-ramp in the City of East Palo Alto. The difference between Alternative 1B-Modified and Alternative 1B-Build is Alternative 1B-Modified has a 300-foot curve radius while the Alternative 1B-Build has a 400 feet curve radius.





Further responses to comments from letter:

Refer to the measures to avoid and minimize impacts to visual resources as well as language that references consultation and coordination with the cities of Menlo Park and East Palo Alto have been added to the Avoidance, Minimization and/or Mitigation Measures subsection of the Visual/Aesthetics section (2.6) of Chapter 2. Overall, the visual change due to the loss of trees from neighbors' viewpoints will be moderate. The avoidance and minimization measures call for tree replanting where feasible and sound wall treatment, which will be further explored during the design phase to reduce impacts to the practicable extent.

Even though this environmental document is strictly an Initial Study with Negative Declaration under CEQA, the project is subject to the requirements of the Federal Clean Air Act (CAA). The Clean Air Act is designed to be protective of human health. The project is part of a regional plan for the Bay Area (the "Plan Bay Area") which has been analyzed for its air quality impacts on the region. Inclusion in the plan ensures that it will benefit air quality for the region as a whole. The CAA also describes two criteria pollutants, Carbon Monoxide (CO) and Particulate Matter, 2.5 microns (PM 2.5), that must demonstrate that they will not harm health locally by passing hot-spot tests through analyses approved by the Environmental Protection Agency and the Federal Highway Administration. The tests were done and are available for review upon request. The project has demonstrated that it is in compliance with the CAA so it is shown to be protective of health, for both residents within the project limits and the Bay Area region. A Categorical Exclusion will be issued for this project under the National Environmental Policy Act (NEPA).

There are not anticipated to be any project impacts to University Avenue. The Department will minimize impacts to traffic during construction. A TMP will be developed during the Design phase of the project. See the Avoidance, Minimization and/or Mitigation Measures of the Traffic and Transportation/Pedestrian and Bicycle Facilities subsection (2.5) of Chapter 2, and the Construction Impacts subsection (2.18) of Chapter 2 for more details regarding the TMP.

The current design does not allow continued on-street parking on Pierce Road without further right-of-way acquisitions since the project will maintain both directions of traffic on Pierce Road.

The Build Alternative does not require the full acquisition of any parcels in either Menlo Park or East Palo Alto. No residents or businesses will be displaced by the project. Only temporary construction easements and partial acquisitions of properties that don't include the structures on those properties (i.e., homes or businesses) are required for the project.

Comment received from Scott Morgan, State Clearinghouse (Page 1 of 2)



Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

October 10, 2013

Yolanda Rivas
California Department of Transportation, District 4
PO Box 23660
Oakland, CA 94612

Subject: US 101/Willow Road Interchange Reconstruction Project
SCH#: 2013092019

Dear Yolanda Rivas:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. The review period closed on October 9, 2013, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Morgan".

Scott Morgan
Director, State Clearinghouse

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Comment received from Scott Morgan, State Clearinghouse (Page 2 of 2)

**Document Details Report
State Clearinghouse Data Base**

SCH# 2013092019
Project Title US 101/Willow Road Interchange Reconstruction Project
Lead Agency Caltrans #4

Type Neg Negative Declaration

Description The project proposes to reconstruct the existing United States 101 / Willow Road (also known as SR 114) Interchange on its existing alignment to a partial cloverleaf interchange. Other components include: Reconstruct the Willow Road overcrossing to provide eight lanes, dedicated bicycle lanes, sidewalks and a standard vertical clearance; Realign and widen the diagonal off-ramps from US 101 to Willow Road to provide additional storage; Construct signalized intersections at the realigned diagonal off-ramp terminals; Realign and widen the diagonal on-ramps to provide High Occupancy Vehicle bypass lanes, and in conjunction with the modification of existing ramp metering system; Modify and realign the frontage roads adjacent to the overcrossing; Reconstruct portions of existing soundwalls; and Construct retaining walls.

Lead Agency Contact

Name Yolanda Rivas
Agency California Department of Transportation, District 4
Phone 510 286 6216 **Fax**
email
Address PO Box 23660
City Oakland **State** CA **Zip** 94612

Project Location

County San Mateo
City Menlo Park, East Palo Alto
Region
Lat / Long
Cross Streets US 101, Willow Road (SR 114), Bay Road
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways
Airports
Railways
Waterways
Schools
Land Use Public right of way for transportation - access-controlled freeway and local street

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Flood Plain/Flooding; Geologic/Seismic; Noise; Toxic/Hazardous; Traffic/Circulation; Water Quality; Landuse

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 3; Department of Parks and Recreation; Department of Water Resources; Resources, Recycling and Recovery; California Highway Patrol; Caltrans, District 4; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 2; Native American Heritage Commission

Date Received 09/10/2013 **Start of Review** 09/10/2013 **End of Review** 10/09/2013

Department Response to Scott Morgan, State Clearinghouse

No comments were received, so no response is necessary.

Chapter 4 – List of Preparers

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Yolanda Rivas, *Branch Chief*

Thomas Rosevear, *Associate Environmental Planner*

Office of Biological Sciences and Permits

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Office of Cultural Resources

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Office of Design - Peninsula

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Roger Dayoan, *Transportation Engineer*

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Mohammad Suleiman – *Project Manager*

Office of Geotechnical Design

Matt Gaffney – *Engineering Geologist*

Chris Risdén – *Engineering Geologist*

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Warren Slocum, Fourth District
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Director
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California Department of Fish and Wildlife
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The Honorable Anna Eshoo
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The Honorable Jerry Hill
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Appendix A - CEQA Environmental Checklist

04-SM-101

1.60/2.20

235650

Dist.-Co.-Rte.

P.M/P.M.

E.A.

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IV. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

V. CULTURAL RESOURCES: Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VI. GEOLOGY AND SOILS: Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VII. GREENHOUSE GAS EMISSIONS: Would the project:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

An assessment of the greenhouse gas emissions and climate change is included in the body of environmental document. While the Department has included this good faith effort in order to provide as possible about the project, it is the Department's determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct and indirect impact with respect to climate change. The Department does remain firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined in the body of the environmental document.

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IX. HYDROLOGY AND WATER QUALITY: Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

X. LAND USE AND PLANNING: Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XI. MINERAL RESOURCES: Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XII. NOISE: Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIII. POPULATION AND HOUSING: Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIV. PUBLIC SERVICES:

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
--	--------------------------------	---------------------------------------	------------------------------	-----------

XV. RECREATION:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XVI. TRANSPORTATION/TRAFFIC: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Appendix B – California Natural Diversity Database (CNDDDB)

Results

Page 1 of 2

Print table Export entire table to a text file Close window

Results for PALO ALTO Quad (3712242) - 36 elements selected

Record	QUADNAME	ELMCODE	SCINAME	COMNAME	FEDSTATUS	CALSTATUS	DFGSTATUS	RAREPLANTRANK
1	Palo Alto	AAAAA01180	Ambystoma californiense	California tiger salamander	Threatened	Threatened	SSC	
2	Palo Alto	AAABH01022	Rana draytonii	California red-legged frog	Threatened	None	SSC	
3	Palo Alto	ABNME03041	Laterallus jamaicensis coturniculus	California black rail	None	Threatened	FP	
4	Palo Alto	ABNME05016	Rallus longirostris obsoletus	California clapper rail	Endangered	Endangered	FP	
5	Palo Alto	ABNNB03031	Charadrius alexandrinus nivosus	western snowy plover	Threatened	None	SSC	
6	Palo Alto	ABNNM08103	Sternula antillarum browni	California least tern	Endangered	Endangered	FP	
7	Palo Alto	ABPBX1201A	Geothlypis trichas sinuosa	saltmarsh common yellowthroat	None	None	SSC	
8	Palo Alto	ABPBXA301S	Melospiza melodia pusillula	Alameda song sparrow	None	None	SSC	
9	Palo Alto	AMABA01071	Sorex vagrans halicoetes	salt-marsh wandering shrew	None	None	SSC	
10	Palo Alto	AMACC05030	Lasiurus cinereus	hoary bat	None	None		
11	Palo Alto	AMACC10010	Antrozous pallidus	pallid bat	None	None	SSC	
12	Palo Alto	AMAFD03042	Dipodomys venustus venustus	Santa Cruz kangaroo rat	None	None		
13	Palo Alto	AMAFF02040	Reithrodontomys raviventris	salt-marsh harvest mouse	Endangered	Endangered	FP	
14	Palo Alto	AMAFF08082	Neotoma fuscipes annectens	San Francisco dusky-footed woodrat	None	None	SSC	
15	Palo Alto	AMAJF04010	Taxidea taxus	American badger	None	None	SSC	
16	Palo Alto	ARAAD02030	Emys marmorata	western pond turtle	None	None	SSC	
17	Palo Alto	ARADB3613B	Thamnophis sirtalis tetrataenia	San Francisco garter snake	Endangered	Endangered	FP	
18	Palo Alto	CTT42130CA	Serpentine Bunchgrass	Serpentine Bunchgrass	None	None		
19	Palo Alto	CTT52110CA	Northern Coastal Salt Marsh	Northern Coastal Salt Marsh	None	None		
20	Palo Alto	CTT71130CA	Valley Oak Woodland	Valley Oak Woodland	None	None		
21	Palo Alto	IILEPK4055	Euphydryas editha bayensis	Bay checkerspot butterfly	Threatened	None		
22	Palo Alto	PDAP10Z043	Eryngium aristulatum var. hooveri	Hoover's button-celery	None	None		1B.1
23	Palo Alto	PDAST2E161	Cirsium fontinale var. fontinale	fountain thistle	Endangered	Endangered		1B.1
24	Palo Alto	PDAST4R0P1	Centromadia parryi ssp. congdonii	Congdon's tarplant	None	None		1B.1
25	Palo Alto	PDAST6G010	Monolopia gracilens	woodland woollythreads	None	None		1B.2
26	Palo Alto	PDERI041C0	Arctostaphylos regismontana	Kings Mountain manzanita	None	None		1B.2
27	Palo Alto	PDFAB40040	Trifolium amoenum	showy rancheria clover	Endangered	None		1B.1
28	Palo Alto	PDLAM01040	Acanthomintha duttonii	San Mateo thorn-mint	Endangered	Endangered		1B.1
29	Palo Alto	PDLIN01060	Hesperolinon congestum	Marin western flax	Threatened	Threatened		1B.1
30	Palo Alto	PDMAL0Q040	Malacothamnus davidsonii	Davidson's bush-mallow	None	None		1B.2
31	Palo Alto	PDMAL0Q0E0	Malacothamnus arcuatus	arcuate bush-mallow	None	None		1B.2
32	Palo Alto	PDSCR0H0B0	Collinsia multicolor	San Francisco collinsia	None	None		1B.2
33	Palo Alto	POTHY03010	Dirca occidentalis	western leatherwood	None	None		1B.2

http://imaps.dfg.ca.gov/viewers/CNDDDB_QuickViewer/list_cnddb_species.asp?theServerName=mosom1.geo.dfg.ca.gov&theS... 6/12/2013

Results

34	Palo Alto	PMLIL021R1	Allium peninsulare var. franciscanum	Franciscan onion	None	None	1B.2
35	Palo Alto	PMLIL0V0C0	Fritillaria liliacea	fragrant fritillary	None	None	1B.2
36	Palo Alto	PMPOT03090	Stuckenia filiformis	slender-leaved pondweed	None	None	2.2

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http://imaps.dfg.ca.gov/viewers/CNDDDB_QuickViewer/list_cnddb_species.asp?theServerName=mosom1.geo.dfg.ca.gov&theS... 6/12/2013

Appendix C – U.S. Fish & Wildlife Service Species List

Sacramento Fish & Wildlife Office Species List

Page 1 of 4

U.S. Fish & Wildlife Service
Sacramento Fish & Wildlife Office
Federal Endangered and Threatened Species that Occur in
or may be Affected by Projects in the Counties and/or
U.S.G.S. 7 1/2 Minute Quads you requested

Document Number: 130813102605

Database Last Updated: September 18, 2011

Quad Lists

Listed Species

Invertebrates

- Euphydryas editha bayensis*
bay checkerspot butterfly (T)
Critical habitat, bay checkerspot butterfly (X)

Fish

- Hypomesus transpacificus*
delta smelt (T)
- Oncorhynchus kisutch*
coho salmon - central CA coast (E) (NMFS)
- Oncorhynchus mykiss*
Central California Coastal steelhead (T) (NMFS)
Central Valley steelhead (T) (NMFS)
Critical habitat, Central California coastal steelhead (X) (NMFS)
- Oncorhynchus tshawytscha*
Central Valley spring-run chinook salmon (T) (NMFS)
winter-run chinook salmon, Sacramento River (E) (NMFS)

Amphibians

- Ambystoma californiense*
California tiger salamander, central population (T)
- Rana draytonii*
California red-legged frog (T)

Reptiles

- Thamnophis sirtalis tetrataenia*
San Francisco garter snake (E)

Birds

- Brachyramphus marmoratus*
marbled murrelet (T)
- Charadrius alexandrinus nivosus*
western snowy plover (T)
- Pelecanus occidentalis californicus*
California brown pelican (E)
- Rallus longirostris obsoletus*
California clapper rail (E)

http://www.fws.gov/sacramento/es_species/Lists/es_species_lists.cfm

8/13/2013

Sternula antillarum (=Sterna, =albifrons) browni
California least tern (E)

Mammals

Reithrodontomys raviventris
salt marsh harvest mouse (E)

Plants

Acanthomintha duttonii
San Mateo thornmint (E)

Cirsium fontinale var. *fontinale*
fountain thistle (E)

Hesperolinon congestum
Marin dwarf-flax (=western flax) (T)

Trifolium amoenum
showy Indian clover (E)

Quads Containing Listed, Proposed or Candidate Species:

PALO ALTO (428B)

County Lists

No county species lists requested.

Key:

- (E) *Endangered* - Listed as being in danger of extinction.
 (T) *Threatened* - Listed as likely to become endangered within the foreseeable future.
 (P) *Proposed* - Officially proposed in the Federal Register for listing as endangered or threatened.
 (NMFS) Species under the Jurisdiction of the [National Oceanic & Atmospheric Administration Fisheries Service](#). Consult with them directly about these species.
Critical Habitat - Area essential to the conservation of a species.
 (PX) *Proposed Critical Habitat* - The species is already listed. Critical habitat is being proposed for it.
 (C) *Candidate* - Candidate to become a proposed species.
 (V) Vacated by a court order. Not currently in effect. Being reviewed by the Service.
 (X) *Critical Habitat* designated for this species

Important Information About Your Species List

How We Make Species Lists

We store information about endangered and threatened species lists by U.S. Geological Survey 7½ minute quads. The United States is divided into these quads, which are about the size of San Francisco.

The animals on your species list are ones that occur within, **or may be affected by** projects within, the quads covered by the list.

- Fish and other aquatic species appear on your list if they are in the same watershed as your quad or if water use in your quad might affect them.
- Amphibians will be on the list for a quad or county if pesticides applied in that area may be carried to their habitat by air currents.
- Birds are shown regardless of whether they are resident or migratory. Relevant birds on the

http://www.fws.gov/sacramento/es_species/Lists/es_species_lists.cfm

8/13/2013

county list should be considered regardless of whether they appear on a quad list.

Plants

Any plants on your list are ones that have actually been observed in the area covered by the list. Plants may exist in an area without ever having been detected there. You can find out what's in the surrounding quads through the California Native Plant Society's online [Inventory of Rare and Endangered Plants](#).

Surveying

Some of the species on your list may not be affected by your project. A trained biologist and/or botanist, familiar with the habitat requirements of the species on your list, should determine whether they or habitats suitable for them may be affected by your project. We recommend that your surveys include any proposed and candidate species on your list. See our [Protocol](#) and [Recovery Permits](#) pages.

For plant surveys, we recommend using the [Guidelines for Conducting and Reporting Botanical Inventories](#). The results of your surveys should be published in any environmental documents prepared for your project.

Your Responsibilities Under the Endangered Species Act

All animals identified as listed above are fully protected under the Endangered Species Act of 1973, as amended. Section 9 of the Act and its implementing regulations prohibit the take of a federally listed wildlife species. Take is defined by the Act as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect" any such animal.

Take may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or shelter (50 CFR §17.3).

Take incidental to an otherwise lawful activity may be authorized by one of two procedures:

- If a Federal agency is involved with the permitting, funding, or carrying out of a project that may result in take, then that agency must engage in a formal [consultation](#) with the Service.

During formal consultation, the Federal agency, the applicant and the Service work together to avoid or minimize the impact on listed species and their habitat. Such consultation would result in a biological opinion by the Service addressing the anticipated effect of the project on listed and proposed species. The opinion may authorize a limited level of incidental take.

- If no Federal agency is involved with the project, and federally listed species may be taken as part of the project, then you, the applicant, should apply for an incidental take permit. The Service may issue such a permit if you submit a satisfactory conservation plan for the species that would be affected by your project.

Should your survey determine that federally listed or proposed species occur in the area and are likely to be affected by the project, we recommend that you work with this office and the California Department of Fish and Game to develop a plan that minimizes the project's direct and indirect impacts to listed species and compensates for project-related loss of habitat. You should include the plan in any environmental documents you file.

Critical Habitat

When a species is listed as endangered or threatened, areas of habitat considered essential to its conservation may be designated as critical habitat. These areas may require special management considerations or protection. They provide needed space for growth and normal behavior; food, water, air, light, other nutritional or physiological requirements;

cover or shelter; and sites for breeding, reproduction, rearing of offspring, germination or seed dispersal.

Although critical habitat may be designated on private or State lands, activities on these lands are not restricted unless there is Federal involvement in the activities or direct harm to listed wildlife.

If any species has proposed or designated critical habitat within a quad, there will be a separate line for this on the species list. Boundary descriptions of the critical habitat may be found in the Federal Register. The information is also reprinted in the Code of Federal Regulations (50 CFR 17.95). See our [Map Room](#) page.

Candidate Species

We recommend that you address impacts to candidate species. We put plants and animals on our candidate list when we have enough scientific information to eventually propose them for listing as threatened or endangered. By considering these species early in your planning process you may be able to avoid the problems that could develop if one of these candidates was listed before the end of your project.

Species of Concern

The Sacramento Fish & Wildlife Office no longer maintains a list of species of concern. However, various other agencies and organizations maintain lists of at-risk species. These lists provide essential information for land management planning and conservation efforts. [More info](#)

Wetlands

If your project will impact wetlands, riparian habitat, or other jurisdictional waters as defined by section 404 of the Clean Water Act and/or section 10 of the Rivers and Harbors Act, you will need to obtain a permit from the U.S. Army Corps of Engineers. Impacts to wetland habitats require site specific mitigation and monitoring. For questions regarding wetlands, please contact Mark Littlefield of this office at (916) 414-6520.

Updates

Our database is constantly updated as species are proposed, listed and delisted. If you address proposed and candidate species in your planning, this should not be a problem. However, we recommend that you get an updated list every 90 days. That would be November 11, 2013.

Appendix D – Title VI Policy Statement

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
TTY 711
www.dot.ca.gov



*"Flex your power!
Be energy efficient!"*

March 16, 2012

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

For information or guidance on how to file a complaint based on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, please visit the following web page: http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact Mario Solis, Manager, Title VI and Americans with Disabilities Act Program, California Department of Transportation, 1823 14th Street, MS-79, Sacramento, CA 95811. Phone: (916) 324-1353, TTY 711, fax (916) 324-1869, or via email: mario_solis@dot.ca.gov.

A handwritten signature in blue ink that reads "Malcolm Dougherty".

MALCOLM DOUGHERTY
Acting Director

"Caltrans improves mobility across California"

Appendix E – Avoidance and Minimization Summary

<p>Traffic and Transportation: Each construction stage will attempt to maintain the existing lanes of traffic on the overcrossing in each direction and on all on- and off-ramps. Potential lane closures for this project will be made during non-peak travel periods. It is anticipated that a Transportation Management Plan (TMP) will be completed for the project which may consist of, but is not limited to, public awareness campaigns, portable changeable message signs to detour vehicle, bicycle and pedestrian traffic for potential temporary street closures. The Construction Impacts section of this chapter details the stage construction for the project.</p>	<p><u>Reference</u> Page 40</p>	<p><u>Responsible Party</u> Design, Traffic Operations</p>	<p><u>Timing</u> Design</p>
<p>Visual/Aesthetics: The loss of mature trees within view of highway users can be minimized by preserving as many trees as possible, and by replanting with appropriately sized trees, shrubs and groundcover based upon current Department setback requirements. Any retaining walls sound walls and to be constructed or reconstructed, especially along the frontage roads, will minimize light and glare from oncoming traffic that would otherwise be increased as a result of the loss of vegetation.</p> <p>The following is a summary of measures to avoid or minimize visual impacts that will be incorporated into the project. These will be designed and implemented with concurrence of the Department's District Landscape Architect, and consulted and coordinated with the cities of Menlo Park and East Palo Alto.</p> <ol style="list-style-type: none"> 1. Include architectural treatment on the widened bridge structure, sound walls, retaining walls, barriers and bridge fencing to improve the visual quality of the built vertical and horizontal elements. Both sides of sound walls shall receive architectural treatments on both sides of each wall that are consistent with the corridor. The starkness of the sound walls can be softened by using colors and textures that will minimize the impact. 	<p><u>Reference</u> Page 44</p>	<p><u>Responsible Party</u> Landscape Arch., Design, Contractor</p>	<p><u>Timing</u> Design, Const., Post-Const.</p>

<p>2. Preserve as much existing vegetation, especially the mature trees, as possible, and by replanting with large trees where current setback requirements allow, and by replanting with small trees in tighter areas. In most cases, to help offset the loss of trees and vegetation along the frontage roads, the sound walls and retaining walls will be softened by planting vines on them since there will be little opportunity to replant trees due to the lack of plantable area.</p> <p>3. Utilize street lighting and street signalization consistent with those adjacent to the project on Willow Road.</p> <p>4. Cut and fill slopes should be contour graded and rounded in order to reflect the contours of adjacent, undisturbed topography to the maximum extent feasible.</p> <p>5. Provide follow-up highway planting immediately upon completion of the bridge widening project. Replacement planting should be funded by this interchange project and completed as a separate highway planting project with a three year plant establishment period.</p> <p>The project can minimize the visual effects with a successful replanting project with as many trees and associated vegetation where possible that can soften the rigid lines of the expanded roadway and bridge. The visual remediation will not be fully realized until the replacement trees can attain a certain size, approximately 10+ years from planting, and 5+ years for shrub and groundcover.</p>	<p><u>Reference</u></p> <p>Page 44</p>	<p><u>Responsible Party</u></p> <p>Landscape Arch., Design, Contractor</p>	<p><u>Timing</u></p> <p>Design, Const., Post-Const.</p>
---	--	--	---

<p>Geotechnical: Additional geotechnical subsurface and design investigations will be performed during the Design phase of the project. The investigations will include site-specific evaluations of subsurface conditions at the locations of proposed foundation features during final design of the project. Project elements will be designed and constructed to meet seismic design requirements for ground shaking and ground motions, as determined for the project location and site conditions (i.e., liquefaction, settlement).</p>	<p><u>Reference</u> Page 64</p>	<p><u>Responsible Party</u> Geotech</p>	<p><u>Timing</u> Design</p>
<p>Hydrology/Floodplain: Any temporary construction platforms built to provide access for the proposed project have to be built so as not to impede the flow of the existing drainage.</p>	<p><u>Reference</u> Page 51</p>	<p><u>Responsible Party</u> Design, Contactor</p>	<p><u>Timing</u> Design, Const.</p>
<p>Water Quality and Storm Water Runoff: According to the Department Permit and the Construction General Permit (CGP), best management practices (BMPs) will be incorporated into this project to reduce the discharge of pollutants during and after construction. Since the project has more than one acre of DSA, this project is subject to the CGP, and will require a SWPPP.</p> <p>In general, BMPs fall into three main categories: (i) Design Pollution Prevention BMPs, (ii) Temporary Construction Site BMPs, and (iii) Permanent Treatment BMPs.</p> <p>c) Design Pollution Prevention BMPs are permanent measures to improve storm water quality by reducing erosion, stabilize disturbed soil areas, and maximize vegetated surfaces. Design Pollution Prevention BMPs is expected to be required for this project. Erosion control measures will be provided on all disturbed areas.</p> <p>d) Temporary Construction Site BMPs: These BMPs are applied during construction activities to reduce the pollutants in the storm water discharges throughout construction. This project will require Construction Site BMPs including, but not limited to:</p>	<p><u>Reference</u> Pages 57-58</p>	<p><u>Responsible Party</u> Water Quality, Contractor</p>	<p><u>Timing</u> Const., Post-Const.</p>

<ul style="list-style-type: none"> • Soil Stabilization: scheduling, preservation of existing vegetation, slope protection, slope interrupter devices, and channelized flow; • Sediment Control: run-on or run-off control, storm drain inlets, sediment or desilting basins, and sediment trap; • Tracking Controls: stabilized construction entrance and exit, tire or wheel wash, stabilized construction roadway, and street sweeping and vacuuming; • Wind Erosion Controls; hydraulic mulch, hydroseeding, and temporary covers; • Non-Storm Water Management: temporary stream crossing, clear water diversion, water conservation practices, dewatering operations, paving and grinding operations, potable water/irrigation, vehicle and equipment operations (fueling, cleaning and maintenance), pile driving operations, concrete curing and finishing, and material and equipment use, structure demolition or removal over water; and • Waste Management and Materials Pollution Control: material delivery and storage, material use, stockpile management, spill prevention and control, solid and concrete waste management, hazardous waste and contaminated soil management, and sanitary or septic and liquid waste management. • Permanent Treatment BMPs: These BMPs are permanent water quality controls used to remove pollutants from storm water runoff prior to being discharged from State right-of-way. Treatment BMPs will be incorporated into the project. Some existing features may be considered as Treatment BMPs even if they were not 	<p><u>Reference</u></p> <p>Pages 57-58</p>	<p><u>Responsible Party</u></p> <p>Water Quality, Contractor</p>	<p><u>Timing</u></p> <p>Const., Post-Const.</p>
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<p>originally designed with that intent, provided that the existing features meet the guidelines. If an existing feature is determined to be the functional equivalent of an approved Treatment BMP and classification as a Treatment BMP is accepted, this feature qualifies as an existing Treatment BMP and claim credit on the appropriate Treatment BMP Summary Spreadsheet. Since this project is considered a major reconstruction project, it is not exempt from incorporating Treatment BMPs. Treatment BMPs are permanent devices and facilities treating storm water runoff. Typical Treatment BMPs are biofiltration strips or swales with or without soil amendment, infiltration basins, detention basins, traction sand traps, dry weather flow diversions, media filters (Austin and Delaware), gross solids removal devices (GSRDs), multi-chamber treatment trains (MCTT), and wet basins. In general, biofiltration strips or swales are the most cost-effective alternative.</p> <p>Based on the sediment risk and the receiving water risk, the project is classified as "Risk Level 2" under the CGP. The requirements for Risk Level 2 projects are presented in Attachment D of the CGP. In summary, Risk Level 2 projects are required:</p> <ul style="list-style-type: none"> e) To prepare a SWPPP that has to be developed and certified by a Qualified SWPPP Developer (QSD); f) To develop a Construction Site Monitoring Program (CSMP) by the QSD, which includes the procedures and methods related to the visual monitoring and the sampling and analysis for non-visible pollutants, sediment and turbidity, and pH; g) To prepare a Rain Event Action Plan (REAP) that will include the current construction activity and strategy or actions to be taken for the implementation of BMPs; and 	<p><u>Reference</u></p> <p>Pages 57-58</p>	<p><u>Responsible Party</u></p> <p>Water Quality, Contractor</p>	<p><u>Timing</u></p> <p>Const., Post-Const.</p>
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<p>h) To submit a Storm Water Annual Report, annually, that includes a summary and evaluation of sampling and analysis results as well as any violations or exceedance and corrective actions.</p>	<p><u>Reference</u> Pages 57-58</p>	<p><u>Responsible Party</u> Water Quality, Contractor</p>	<p><u>Timing</u> Const., Post-Const.</p>
<p>Hazardous Waste: During the project's design phase, a site investigation will be conducted in the proposed improvement area in order to determine the presence and concentrations of total petroleum hydrocarbons and heavy metals, including lead. The conclusions in the report will examine viable soil management options. Additionally, an asbestos and lead-containing paint survey will be conducted to determine the minimization measures necessary prior to the demolition of the existing Willow Road overcrossing.</p>	<p><u>Reference</u> Page 67</p>	<p><u>Responsible Party</u> Haz. Waste</p>	<p><u>Timing</u> Design</p>
<p>Biological Resources: Adherence to the following standard Department Best Management Practices (BMPs) will be required and will be sufficient to protect the limited biological resources that occur or may occur in the vicinity of the project site:</p> <ul style="list-style-type: none"> • All pavement rehabilitations and improvements will be constructed from existing paved surfaces. • If vegetation removal occurs during the winter wet season, all trees and shrubs will be cut above the ground and their stumps left in place to prevent soil disturbance, erosion, and discharge into any creeks. • Any clearing and grubbing will occur in the summer dry season. • Any waste materials or products (e.g., pavement grindings) will be disposed of at an approved facility or certified landfill. 	<p><u>Reference</u> Page 78</p>	<p><u>Responsible Party</u> Biology, Contractor</p>	<p><u>Timing</u> Pre-const., Const.</p>

<ul style="list-style-type: none"> • All staging will occur within existing paved or gravel turnout areas. Any staging in vegetated areas (grass and low-growing vegetation) or off-pavement will require additional assessments by a Department biologist. • Standard BMP material will be in place under any construction equipment being stored, refueled, or maintained at staging areas. 	<u>Reference</u> Page 78	<u>Responsible Party</u> Biology, Contractor	<u>Timing</u> Pre-const., Const.
<p>Animal Species: If construction occurs between February 15 and September 1, a qualified biologist will install bird exclusion materials and conduct nesting bird surveys to comply with the California Fish and Wildlife Code and Migratory Bird Treaty Act. The biologist will receive a two-week notice prior to project implementation to schedule nesting bird surveys. The surveys will be conducted within 48 hours before any ground-disturbing activities occur, including vegetation removal, and will be valid for 3 days, after which new surveys will be conducted. This survey schedule will allow the biologist to remove nests that are started between surveys, well prior to the start of egg-laying. Ground-disturbing activities will not begin until the Department biological monitor has given clearance.</p>	<u>Reference</u> Page 82	<u>Responsible Party</u> Biology, Contractor	<u>Timing</u> Const.
<p>Air Quality During Construction: Trucks and construction equipment emit hydrocarbons, oxides of nitrogen, carbon monoxide and particulates. Most pollution would consist of wind-blown dust generated by excavation, grading, hauling and various other activities. The effects from these activities would vary from day to day as construction progresses. The Special Provisions and Standard Specifications would include requirements to minimize or eliminate dust during construction through the application of water or dust palliatives.</p>	<u>Reference</u> Page 87	<u>Responsible Party</u> Contractor	<u>Timing</u> Const.

<p>Noise During Construction: It is possible that the high levels of noise generated by construction equipment may annoy residents, but it will likely be short-lived at each location. Construction equipment should be required to conform to the provisions in Section 14-8.02 Noise Control, of the latest Standard Specifications. These requirements are meant to minimize the effect from short duration construction noise.</p> <p>In addition to the aforementioned Standard Specifications, construction noise impacts can be minimized by implementing some or all of the following measures:</p> <ol style="list-style-type: none"> 1. Avoiding construction activities during the nighttime and on weekends. 2. Constructing noise barriers as the first order of work. 3. Using stockpiled dirt as earth berms where possible. 4. Keeping noisy equipment and haul roads away from sensitive receptors. 5. Keeping the community informed of upcoming especially noisy construction activities and establish a field office to handle noise complaints. 	<p><u>Reference</u></p> <p>Page 87</p>	<p><u>Responsible Party</u></p> <p>Contractor</p>	<p><u>Timing</u></p> <p>Const.</p>

Appendix F – List of Technical Studies

Historic Property Survey Report, April 2013, prepared by the Department - Office of Cultural Resource Studies

Natural Environment Study, May 2013, prepared by the Department - Office of Biological Sciences and Permits

Noise Study Report, July 2013, prepared by the Department - Office of Environmental Engineering

Paleontological Identification Report, November 2012, prepared by the Department - Office of Geotechnical Design West

Preliminary Geotechnical Report, September 2012, prepared by the Department - Office of Geotechnical Design West

Traffic Operation Analysis Report - US 101/Willow Road Interchange Improvements, May 2012, prepared for the Department by DKS Associates

Visual Impact Assessment, May 2013 (revised October 2013), prepared by the Department - Office of Landscape Architecture