

To: Chris Miley
From: Jim O'Laughlin
Subject: Traffic Study Group Recommendations

Following are the recommendations of the Inform Sunol Traffic Study Group regarding the Caltrans proposal for the Arroyo de la Laguna Bridge Project. The consensus of the Traffic Study Group is to recommend the following to Caltrans as input to the scoping process currently underway. This recommendation will be made to the SCAC at their September 19th meeting. We would appreciate your providing this communication to the SCAC members. We encourage the SCAC to take action at its meeting. Dan Reasor will make the presentation for the Traffic Study Group.

Recommendations

1. It is recommended that Caltrans adopt Option 3.
2. It is recommended that Caltrans plan for the Bridge replacement to accommodate roundabouts at the Four Corners and Main Street and Highway 84.
3. It is recommended that Caltrans plan for safe pedestrian and bicycle access as a priority that supports the Regional Trail Development Plan.

These recommendations are further explained in the following materials.

Three options for the Bridge replacement were presented by Caltrans and are covered in detail on our [Arroyo de la Laguna Creek Bridge Project Subject Webpage](#). The deadline for comments to Caltrans on this initial phase of the project is October 2, 2018. To take a stand on behalf of the community before the CalTrans deadline, and we are hopeful that this item can be on the agenda at its Wednesday, September 19th, 2018 meeting.

All Supporting information for this recommendation is available on the [InformSunol.org Arroyo de la Laguna Bridge Project Subject Webpage](#).

- We recommend Alternative #3 for the Arroyo de la Laguna bridge replacement, and rather than any stop lights in Sunol, we recommend that CalTrans install [Roundabouts](#) at both ends of the bridge;
- We recommend that bridge provide safe bicycle and pedestrian access consistent with [the planned Niles Canyon Trail](#);
- We reject Alternative #1 because it will leave an 80-year-old structure in place with a severe design flaw. Alternative #1 limits and impedes high volume storm flows, collects large tree debris and has historically caused backup flooding in Sunol town areas. Storm flow events are predicted to increase with the substantial increase of 'hard surface developments' in the upstream watershed areas, and the existing bridge will remain a chokepoint with its severe constriction.

- We like that both Alternative #2 and #3 remove in-channel obstructive piers and significantly widen the available flow channel and increase capacity for moving debris thus reducing the chokepoint constriction;
- We prefer Option #3 with three traffic lanes, two eastbound and one westbound, which will allow Sunol's Main Street exit traffic to safely merge onto 84 eastbound along with a preferred ['Roundabout'](#) intersection;
- By separating the eastbound traffic, the new right lane will allow merging Sunol town traffic to safely blend into the two lanes designed for the 'Four Corners' intersection, regardless of how the intersection is controlled;
- Given the increase in traffic flow volumes and the potential for a significant decrease in accidents and fatalities that result from well-designed roundabout intersections (click to see [2015 Caltrans Excellence in Transportation Awards Winners](#) and scroll down to find **TRANSPORTATION SYSTEM OPERATIONS IMPROVEMENTS** in which CalTrans reports that by removing the signalized intersection, drivers now benefit not only from the increased efficiency of traffic flow, but also from the safety and environmental improvements) we strongly prefer the roundabout intersection design at both the Main St. and Four Corners intersections;
- We are profoundly concerned that CalTrans has made no recognition or provision in any design for bicycles and agree this is unacceptable;
- In this Bridge Project, CalTrans must provide safe pedestrian and bicycle access as a priority that supports [the Regional trail development plan](#);
- The bridge substructure must be designed to facilitate and improve the natural movement of anadromous fish which will be arriving soon, with the completion of downstream obstruction removals/improvements.
- The Project must recognize the Historic values, aesthetics, and the "Scenic Corridor" designation of Niles Canyon in all design considerations.
- Safety railings that obstruct views of the creek corridor and the surrounding landscapes are not acceptable given that this is one of the last places in Alameda County that can show a natural landscape.
- We notice that CalTrans provides detailed grapevine artwork for the 84/Isabel retaining walls at great expense and we expect to be offered similar respect and resources in Sunol / Niles Canyon projects;
- The advantages provided By Alternative #3 are numerous and desirable for both local citizens and pass through commuters. With a properly designed and controlled third lane, this Option will significantly reduce Sunol town congestion caused by from dense and rapidly increasing commute traffic volumes.