

## the reactor

By Paul Azevedo



If you feel like an unwelcome guest every time you drive over Westborough boulevard, you're very good at sensing bad vibes.

South San Francisco would like us to stay the hell off their city streets. We're adding to the clutter and helping to overcrowd their turf.

Pacificans shouldn't be surprised that they are unwelcome on Westborough boulevard. South City has spent its own funds to create a thoroughfare for its own citizens.

HOWEVER, if Pacificans want to come from the airport or Bayshore via the new 380 link to 280, Westborough boulevard is the only practical way to get to Sharp Park road.

A good alternate route would be San Bruno avenue. While a half mile longer, it's an easier, more pleasant drive, and perhaps faster as well.

There is no present connection westbound from 230 to San Bruno avenue. There is a simple, easy potential route. While simple, as I said, it's not obvious, and it took a sharp-eyed friend to point it out to me.

THE ROUTE would involve a part of the unused section of already built freeway that was intended to connect with the 380 extension to the coast. Thus, the possible link to San Bruno avenue is already mostly built.

The unbuilt portion could be completed with a dab of bulldozing and some asphalt surfacing.

The route is hard to describe, primarily because it would be threaded through the present five layer wedding cake that is the 280-380 interchange.

The lane would follow the route intended for 380's westward extension, cross some unused "scrap" ground, cross over a short section of already built overpass, and work its way around to connect with the frontage road to San Bruno avenue. This frontage road

departs from 280 far north of 380, at a point across from the national cemetery.

THIS PLAN would create a simple, cheap way to take westbound 380 traffic to San Bruno avenue.

Add a couple of directional signs, and the job would be done. In this era of high-cost highways, the cost wouldn't amount to a hill of beans.

As I say, it's hard to describe. When you actually walk over the area, it's so obvious that you want to get your bulldozer and pour the asphalt. It would be that simple.

It would be temporary, because when 380 is completed, it would be unusable. Since 380 completion is at least 10 years off, this temporary link could get a lot of use before it's done. If some people have their way, it may be there forever.

No matter. It would be highly useful while it lasts. It will cost little, and no one, whether they are for or against freeways on principle, will object to making the most efficient use of the roads we do have. My friend has come up with a winner.