

**LISTED BELOW ARE THE QUESTIONS (Q) SUBMITTED IN WRITING BY
AUDIENCE MEMBERS FOR THE**

**SANTA CRUZ AVENUE AND ALAMEDA DE LAS PULGAS
COMPLETE STREETS PROJECT (PROJECT)
HELD ON 4/18/2023**

**COUNTY PROJECT NO. RW934
PROJECT FILE NO. E5043**

**COUNTY OF SAN MATEO DEPARTMENT OF PUBLIC WORKS (DPW)
HAS PROVIDED RESPONSES (R) TO THE QUESTIONS BELOW**

- Q1. General - Ron S. (based on wanting to sit down with the engineers to run through all issues of the current design and DPW responses to the issues)
- R1. DPW has acknowledged and responded to multiple emails received regarding the Project. A field meeting was held between the County Executive, Deputy County Executive, DPW Staff and Ron Snow. The purpose of this meeting was to provide an update on the Project and provide an opportunity for the public to ask questions. DPW has provided updates on the Project website and we believe that we are honoring the Project concept adopted by the County's Board of Supervisors while designing the Project per established engineering practices.
- Q2. Can you please display the slide with Santa Cruz south of the "Y" for my question. I have concerns about the bike lane. -Gregory F.
- R2. There is a raised median that was outlined in the preferred alternative and the raised median is intended to deter drivers from making a last-minute lane changes. The objective is to have drivers select the appropriate lane before getting to the Y intersection and eliminate potential last-minute movements by drivers. The raised median will protect cyclist from a last-minute weaving maneuvers by drivers.
- Q3. Important to plan on EXCELLENT warning signals and overhead lighting way before the project is fully completed as well as afterward for a period of months to always. (Missing word?)- Debra R.
- R3. Santa Cruz Avenue and Alameda de las Pulgas are within the Menlo Park Highway Lighting District and currently have overhead streetlights. New or modifications to the existing lighting are not included in this Project. DPW will assess what can be done to alert users of the changed conditions at the appropriate time.

- Q4. The driveway to 2160 & 2140 Santa Cruz Ave are often blocked with cars backed up from Sand Hill Road. The "Keep Clear" marks are too far apart. Please paint 2 "Keep Clears" one in the front of each driveway. -Marc S.
- R4. DPW will review this area further, and consider marking enhancements to the currently delineated "Keep Clear" areas within the Project.
- Q5. People drive 70 mph in corridor between Sand Hill / Y how will this improve? - Eric C.
- R5. The Project includes several elements to help encourage drivers to drive slower, some of these are: narrower travel lanes, a shortened right turn lane, improved road markings, in addition to the previous lowering of the speed limit in this zone, are effective methods for reducing traffic speeds.
- Q6. Please acknowledge that design set proceed too far without community input. You went from high level concept to detail without input on details. -Stuart W.
- R6. The preferred alternative adopted by the San Mateo County Board of Supervisors provided DPW with clear direction on improvements, which received overwhelming support by the community. The majority, if not the entire design, aligns closely with the preferred alternative in terms of lane configuration and provides additional pedestrian, bicycle and vehicle enhancements that are consistent with those previously identified by the community. Through detailed design, certain areas of the Project needed to be refined from the preferred alternative. However, the overall design meets the intent of the preferred alternative that was supported by the community.
- Q7. What are possibilities to use greening to calm traffic on Santa Cruz and Alameda de las Pulgas? – Contact Name Not Provided
- R7. The medians in the current design are all hardscapes. DPW conducted a Green Infrastructure (GI) Feasibility analysis of the corridor, and the conclusion was that the corridor is not a good candidate for GI due to the number of underground utilities located under the corridor. In addition, trees and/or landscaping in the center medians have the potential of negatively impacting emergency vehicles access and one of the Project goals was to make sure that emergency access along this corridor is optimized.
- Q8. I do not want an 8" X 103" ft long barrier/divider in the turn lane for Palo Alto Way. 1). Takes away +12 feet from the turn lane and blocks access/egress/ingress to 2125 Santa Cruz Ave 2) No benefits gained from such a barrier - only limits & takes up space. ALT -shorten 'island'. -Katherine L.
- R8. The intent of the medians is for channelization and traffic calming, DPW will continue to look at placement and size, but the intent of the medians is not to cut off access. DPW will look at opportunities to further evaluate the median lengths

to ensure they are providing the intended purpose without restricting access to driveways. The turn pocket raised island at Palo Alto Way is 2 feet by 50 feet (approx.). There are no significant impacts to property access at 2125 Santa Cruz Ave.

Q9. Is there to be a red light at right turn onto Sand Hill Road? - Contact Name Not Provided

R9. DPW and the City of Menlo Park will coordinate on the traffic signal timing to minimize the impacts on Santa Cruz Ave.

Q10. Why not paint bike lanes green especially at the Y. If cars and bikes have to share right turns at the Y it will still be confusing. Why have an island near Palo Alto Way. - Kathy R.

R10. The bike lanes are painted green at the conflict zones including the Y intersection. The use of sharrows (road markings indicating which part of the road should be used by bicyclist when the roadway is shared with motor vehicles) are also incorporated. The current design include a 2 feet by 50 feet (approx.) raised island at Palo Alto Way to discourage cutting of traffic onto Palo Alto Way.

Q11. The community is strongly in favor of proceeding with these traffic improvements, without embarking on another pilot. The DPW have secured funding - this is not the time to slow roll or re-study the project viability. Please support this project supervisor Mueller. Gregg H.

R11. Noted.

Q12. Can you make the traffic lights more visible @ the Y intersection? It is very confusing now. - Contact Name Not Provided

R12. The Project includes new traffic signals at the Y intersection. The new signals will be aligned so that motorists have a clear line of sight to the appropriate signal head. Additional options we are considering include the installation of shields or blinders, to ensure it is clear what lane the light is intended to control.

Q13. Palo Alto way intersection is still very dangerous in this design! Visibility is a challenge exiting Palo Alto Way, speed will continue to be high northbound. - Contact Name Not Provided

R13. DPW will further analyze the intersection at Palo Alto Way for improvements. However, the Project has numerous features which are expected to lower speeds, increase visibility, and improve the intersection.

Q14. Please outline how a car will turn left onto Oak Hollow Way from Santa Cruz if they are coming from Sand Hill. Is there still a center turn lane? - Liz K.

- R14. Yes, there will still be a center turn lane. There is a center turn pocket that allows left turns onto Oak Hollow Way.
- Q15. Can you more adequately mark the LEFT-HAND turn to Campo Bello from Santa Cruz? I was side swiped by a car in the left turn lane that proceeded to go straight and hit me. -Liz K.
- R15. DPW will review the intersection and will consider additional signage or road markings, where feasible, for motorists as they approach the Y intersection from the south.
- Q16. My main concern is a safe walking/bike pathway along Alameda (from Sand Hill Road) to La Entrada (or Sharon Road) Middle School. 25 mph sounds reasonable. - Cheryl K.
- R16. As part of the design, sidewalks will be widened and crossings will be improved with high visibility ladder crosswalks.
- Q17. Island obstructing entrance and exit to driveway of residences on Santa Cruz Ave. - Monique L.
- R17. The intent of the medians is for channelization and traffic calming, DPW will continue to look at placement and size, but the intent of the medians is not to cut off access. DPW will look at opportunities to further evaluate the median lengths to ensure they are meeting the design intent without restricting access to driveways.
- Q18. My concern is how emergency vehicles will be able to get to traffic problems. Can the design be tested first - put up cones + temp for islands? - Contact Name Not Provided
- R18. DPW has been in coordination with the Menlo Park Fire Protection District (Fire District) through the design and planning process and the Fire District has confirmed that their emergency access needs are met by the road design.
- Q19. Are the lights on Alpine & Junipero Serra going to be timed to prevent back up from Sand Hill and & Santa Cruz? - Sheriene S.
- R19. DPW will be in coordination with the City of Menlo Park on signal timing. When this Project is completed, DPW will continue its coordination with the City of Menlo Park to ensure that the signal timing is optimized to minimize traffic congestion.
- Q20. There are 4 schools accessed by Sandhill and Alameda de las Pulgas. It is short sighted to reduce lane access by 2 lanes. If you do this, Alameda de las Pulgas should be changed to Alameda de las caracol (snails) NOT IN FAVOR OF LANE REDUCTION! -Tom E.

- R20. Lane reduction is an integral part of the Project; it is as an effective tool in managing traffic speeds and allows for additional improvements that enhance both pedestrian and bicycle access along the corridor. Additionally, consideration, discussion, and evaluation of lane reductions was included in the process that resulted in the recommended and approved alternative for which the Project design is based upon.
- Q21. We have a cork oak overhanging the Alameda. Will sidewalk accommodation be made to not affect the root system of this tree. It is close to the street. 2. My wife is disable and can't walk up the driveway. She has bars to help her get into the car down the driveway. Can the crew check with her when our driveway is blocked? Will our driveway be blocked for any extended period of time? -Robert M.
- R21: DPW has reviewed this specific location and determined that the cork tree in question will not be impacted by the construction. Additionally, DPW has requirements for the contractor to protect trees. DPW will work with specific property owners to provide notifications 10 days ahead and 48 hours ahead of the start of construction. Access can be provided on a case-by-case basis by working with individual property owners and the contractor.
- Q22. Are there islands and staggered crossings on Santa Cruz. How much of the road diet on Alameda de las Pulgas can be done with new road markings before construction of sidewalks. - Ian E.
- R22. The current design has islands proposed on Santa Cruz Ave. as traffic approaches the Y intersection. DPW does not plan to construct a pilot project in advance of this project going to construction at this time. When the Project is constructed, it is anticipated that the concrete work (sidewalks, concrete medians, sidewalk access ramps) will be constructed towards the beginning of the construction schedule and the road diet in the latter part of the construction work.
- Q23. Please consider the impact on nearby neighborhoods as people cut through to avoid Alameda being one lane. Lucky Avenue would be obvious cut through to get to Avy and downtown Menlo Park and we just got 7 huge new homes with ADU's built on little Lucky Avenue so traffic will already be massively increased with many more residents on the street, more parked cars on the street. -Sherry S.
- R23. The modeling performed for the road diet did not show a significant impact on Alameda de las Pulgas, north of the Y-intersection. The road diet is an integral part of the Project and is included in the preferred alternative. The traffic modeling performed in advance of approval of the recommended alternative remains posted on the Project website.

- Q24. Please clearly mark w/ large signs the street names (Alameda and Santa Cruz) at the Y intersection. Currently there is only one set of signs many yards in front of the Y. Once drivers are at the Y they don't know where to go. - Diane G.
- R24. The Project will address this through a combination of pavement markings and new signs.
- Q25. How do the two 2 schools and parents feel about potential traffic cutting thru Sharon Road and Avy Ave to get to Sand Hill onto 280? - Contact Name Not Provided
- R25. The modeling performed for the road diet did not show a significant impact on Alameda de las Pulgas, north of the Y-intersection. The road diet is an integral part of the Project and is included in the preferred alternative.
- Q26. Describe what happens to the lane southbound from Campo Bello to Sand Hill? - M Austin
- R26. The southbound vehicular lane configuration on Santa Cruz Avenue beginning from the south side of the intersection with Campo Bello Lane is one lane southbound with a left hand center turn lane and at approximately 200 feet north of the intersection with Sand Hill Road the southbound lane configurations changes to the current lane configurations, which is comprised of two left hand turn lanes, two straight lanes, and one right turn lane.
- Q27. Are there any design elements to protect cyclist getting into the left-hand turn lane onto Sand Hill? - Taylor P.
- R27. There is no bike lane proposed for that movement of getting to the left-hand turn lane. There will be a bike box across Sand Hill Road that cyclist will use to turn left.
- Q28. What specific parking is being eliminated? -Kirby W.
- R28. DPW has reviewed the parking impacts and a schematic with these impacts will be posted on the Project website.
- Q29. I've made comments on the 60% & 90% plans, but I have not received feedback & justification - John L.
- R29. DPW received your comments and will review and provide a response.
- Q30. I disagree with the guy who called this a "cram down," there has been plenty of notice and discussion. I'm generally in agreement with the plan. Most people have favored slower traffic and more safety, and so do I. Pushing cut-through traffic onto Sharon and Avy could be a problem, so some adjustments there may end up being necessary. I only heard one person* advocate for maintaining the lanes and the traffic speed and he's clearly in the minority. *maybe two -Steve B.

- R30. Noted. DPW will review the traffic impacts to see if any changes are warranted.
- Q31. Concur with Y intersection issues, Greg Faris, poor design for cyclist; not enough infrastructure to stop excessive speeding especially SCA to Sharon!!! After 9 pm Can you change right turn at Y (SCA To Sharon), so signal is red, and traffic stops till triggered. -Nate G.
- R31: DPW believes the Project will result in lower speeds in the corridor once it is completed. Traffic signals are controlled by loop detectors and based on an analysis of the flow patterns to minimize traffic impacts. All traffic signals will be evaluated after the Project is completed and timing adjusted, if warranted.
- Q32. There must be large "Keep Clear" Signage at the intersections of Alameda and (1) Clayton Dr. (2) Harrison Way (3) Prospect St. (4) Liberty Park Ave (5) Harkins Ave. - M Austin
- R32. DPW will review intersection to determine if "Keep Clear" roadway markings are warranted. "Keep Clear" roadway markings can also be installed after the Project is completed if it is determined they are needed.
- Q33. Very happy w/road diet along Alameda between Y and Avy Ave. The only concern is back up along Alameda (w/only one lane) during busy times. Is it possible to put "Keep Clear " areas along Alameda at openings to Harrison way and Clayton Dr.? Thank you for all your work! – Diane G.
- R33. DPW will review intersection to determine if "Keep Clear" roadway markings are warranted. "Keep Clear" roadway markings can also be installed after the Project is completed if it is determined they are needed.
- Q34. Please show the area of parking elimination. It looks like this concentrated in one area. Please remember most people will face with the project for several min a day but whoever lives on Santa Cruz will live with it 7 x 24. - Contact Name Not Provided
- R34. DPW has reviewed the parking impacts and a schematic with these impacts will be posted on the Project website.
- Q35. Love the idea of new sidewalks - long overdue! Like many of the designs. Worry a bit about the reduction of lanes. It's already difficult to pull in and out of driveways during rush hour and if traffic gets worse that would be a problem. Design seems a little too biased for safety but I'm still supportive. Would support smaller island in some locations in the middle. -Willie Q.
- R35. Noted.
- Q36. Thank you for all your efforts, professionalism and time spent providing transparency. - Contact Name Not Provided
- R36. Noted.

- Q37. What is County doing to reduce speed north bound on Santa Cruz Ave? Cars use it as a superhighway and use bike lane as 2 lane totaling my parked car. Like Orange and Sherman, build 4ft long 4 ft gates on either side after light on NB Santa Cruz Ave. – Sheila A.
- R37. Once the Project is constructed, the road diet and lane reduction will have a traffic calming effect. DPW anticipates a decrease in speed and will monitor the speed throughout the entire corridor. Currently, certain sections of the corridor have a speed limit of 25 mph, and DPW plans to evaluate and consider a consistent speed limit along its entire length. After completing the Project, DPW will conduct a comprehensive evaluation of the area to ensure consistent speeds are maintained. DPW needs to follow regulations for setting speed limits to be enforceable, and we believe that after the Project is completed, that would be the appropriate time to perform the necessary work to set the speed limit.
- Q38. Concerns: adding lights and poles in front of property for crosswalks. Flashing road signs have been suggested but do not want them in front of our house or coming through our windows. Backing out of driveway into bike lane at "Y" intersection. No space for service trucks or guest parking in front of house with buffer eliminated. Concerns during rush hour and volume of traffic coming through and backing up along the road. Can we provide guiding instructions for unfamiliar motorists to the area to prepare for changes to the road? Once familiar, we can remove. Hoping to guide cut through motorist away from using NB Santa Cruz to go across town East. -Charmaine C.
- R38. The Project does not include installation of new lights or poles. Rapid Rectangular Flashing Beacon (RRFB) are planned to be installed or reinstalled at the following intersections (Liberty Park Ave and Alameda de las Pulgas, Palo Alto Way and Santa Cruz Ave). DPW has reviewed the parking impacts and a schematic with these impacts will be posted on the Project website. The use of streetlights and RRFB will improve pedestrian safety at non-signalized pedestrian crossing. Streetlights will be LED luminaires which allow for more focused/targeted lighting onto the street, which will diminish light bleeding out in unintended directions (as was common with non-LED luminaries). The proposed Project improvements are intended to slow traffic overall on Santa Cruz Avenue and address issues related to backing out of driveways are not expected. When the Project begins, construction temporary signage will guide motorist through construction areas.
- Q39. The County made an agreement with property owners that lived between Sandhill Rd & the Y on Santa Cruz Ave that if they gave up property so that Santa Cruz could be widened originally there would be on-street parking. Will property owners be reimbursed for now having to give up parking? -Angie R.

- R39. DPW have researched its files and have not able to find any agreements related to on-street parking on Santa Cruz Avenue. Any documents that Property Owners have relative to this issue can be submitted to DPW.
- Q40. Are there plans for a no left turn at Palo Alto Way at busy hours? Traffic cuts through other streets in the area. - Contact Name Not Provided
- R40. The current design does not have a no left turn at Palo Alto Way during certain hours. DPW will review the traffic flow at this location and determine if a no left turn restriction is warranted after the Project is completed.