

Santa Cruz Avenue/Alameda de las Pulgas Complete Streets Project

Design Overview Meeting



Department of Public Works

Community Meeting

April 18, 2023

Oak Knoll Elementary,

Menlo Park, CA 94025

6:30pm – 8:00 pm

Meeting Agenda

Topics
Agenda, Introductions, Meeting Logistics and Rules
Background of Project
Presentation of Current Design
Design Issues and Considerations
Next Steps, Construction Grant Funding
Questions and Answers
Adjourn



Introductions

Representing	Name	Title
County of San Mateo	Ray Mueller	District 3 Supervisor
Department of Public Works	Ann M. Stillman, P.E.	Director of Public Works
Department of Public Works	Krzysztof Lisaj, P.E.	Deputy Director of Public Works
Department of Public Works	Khao Vo, P.E.	Deputy Director of Public Works
Department of Public Works	Joe Lo Coco, P.E.	Deputy Director of Public Works
Department of Public Works	Diana Shu, P.E.	Senior Civil Engineer
Department of Public Works	Carter Choi, P.E.	Senior Civil Engineer
Department of Public Works	Johnson Young	Associate Engineer
Kimley-Horn, Inc.	John Pulliam, P.E.	Project Manager
Kimley-Horn, Inc.	Akash Patel, P.E.	Project Engineer

Meeting Logistics

- ❖ Sign in sheet at front door
- ❖ Bathroom Location
- ❖ Evacuation Route
- ❖ Please keep your questions and comments for the appropriate time, presentation will cover a lot of information.
- ❖ Use question/comment forms to write down questions. Forms will be collected, or can be dropped off at the front.
- ❖ After going through written comments, we will open it up to additional questions.



Meeting Rules

- 1) Only one person may speak at any given time.
- 2) 3 x 3 Rule, everyone should wait until 3 other people have spoken, or 3 minutes have passed before speaking again.
- 3) This is a public discussion, not a debate – Our goal is to hear many points of view, your concerns, and comments.
- 4) Actively listen to and respect others point of view.



Building on All the Work to Date (2017 – 2020)

- ❖ 2017 Task Force created to work on Improvement Study.
 - ❖ Task Force held first Community Meeting in August 2017.
- ❖ September 2018 survey of local community.
 - ❖ Respondents agree to reduce number of travel lanes in exchange for opportunities to provide multi-modal improvements.
- ❖ Summer 2019 Pilot Project installed and still in use, northbound lane closure at the 'Y'.
- ❖ January 2020 Public meeting to present preference results to the community and subsequent Online Public Survey to select preference.
- ❖ August 2020 Final Study on Santa Cruz Avenue and Alameda de las Pulgas Released with recommended Preferred Alternative design.
- ❖ San Mateo County Board of Supervisors (BOS) adopted the Study in October of 2020, which approved the Project and recommended the Preferred Alternative design.

Building on All the Work to Date

2017 Task Force members:

Representing	Name
Alameda de las Pulgas	Hillary Stevenson
Cyclist with Silicon Valley Bicycle Coalition	John Langbein
Pedestrian	John Loughlin
Safe Routes to Schools	Jen Wolosin
Santa Cruz from Sandhill Rd to Y	Cheryl Phan
The Y	Molly Glennen
Cyclist with Silicon Valley Bicycle Coalition	Bill Kirsch (substitute for John Langbein)
Member at large – University Park Inner	Ron Snow
Menlo Commons	Gwen Leonard
Menlo Park Resident	Troy Hayes
Motorist	Janet Davis

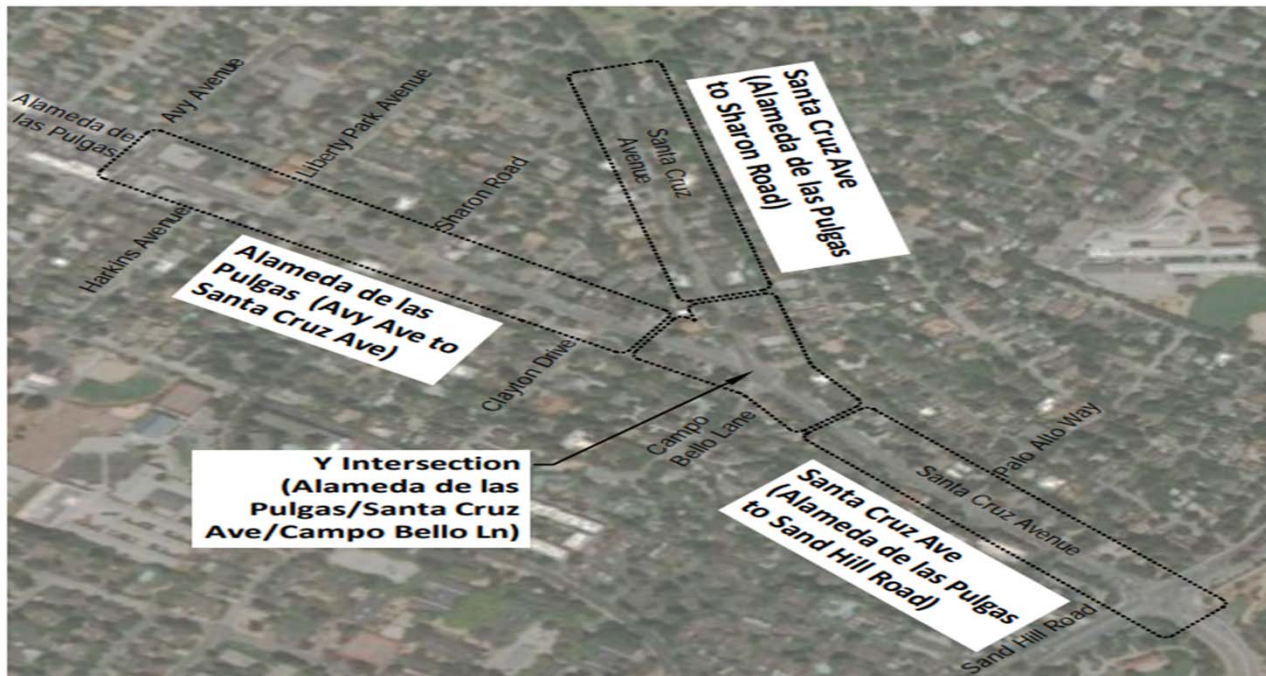
Representing	Name(s)
CHP	Jason Ivey, Chris Barshini, Anthony Ruiz
Department of Public Works	Diana Shu, Joe Lo Coco, Jim Porter, Harry Yip, Hanieh Houshmandi
Menlo Fire District	Harold Schapelhouman, Tom Calvert, Virginia Chang Kiraly, Jon Johnston
Menlo Park Police Department	William Dixon
Menlo Park, Department of Public Works	Kevin Chen
Sheriff's Office	Chad Buck
Supervisor Horsley's Office	Don Horsley, Jazzalyn Lamadora, Carrie Dallman
Deputy County Manager	Iliana Rodriguez



Building on All the Work to Date

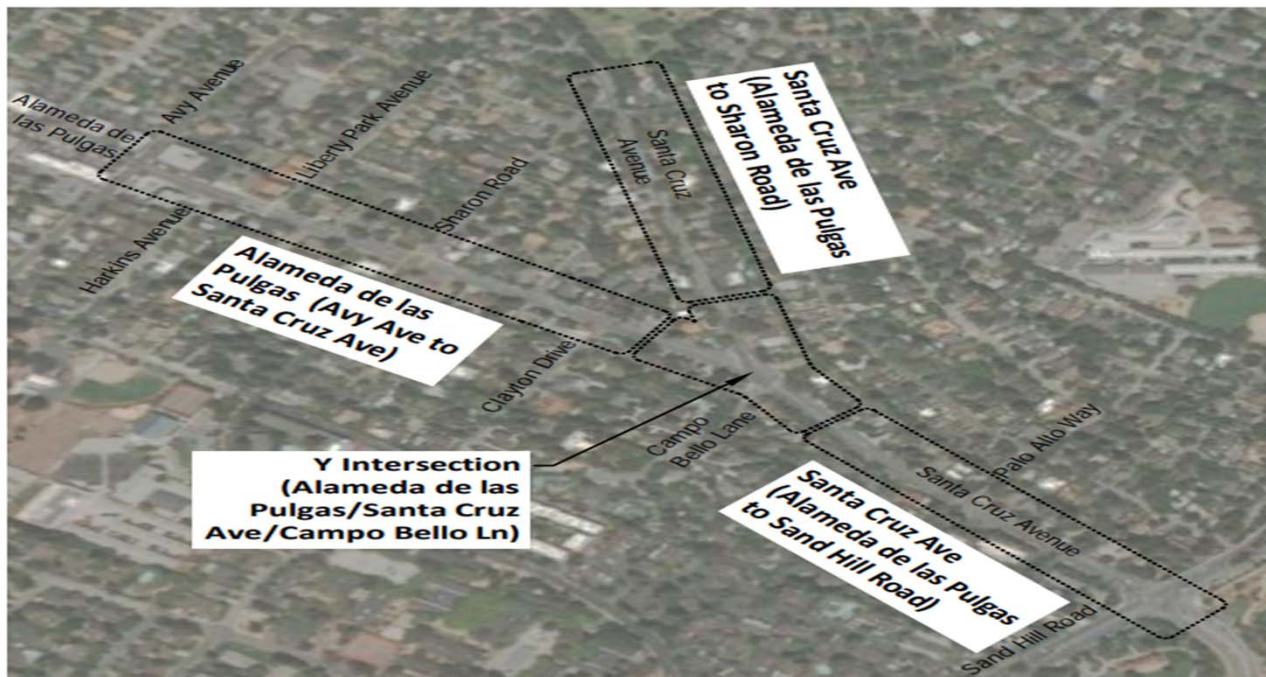
Study compared 4 alternatives –

- 1) No build
- 2) Two lanes in each direction – Alternative A
- 3) One lane in each direction – Alternative B
- 4) Two lanes northbound and one lane southbound – Alternative C



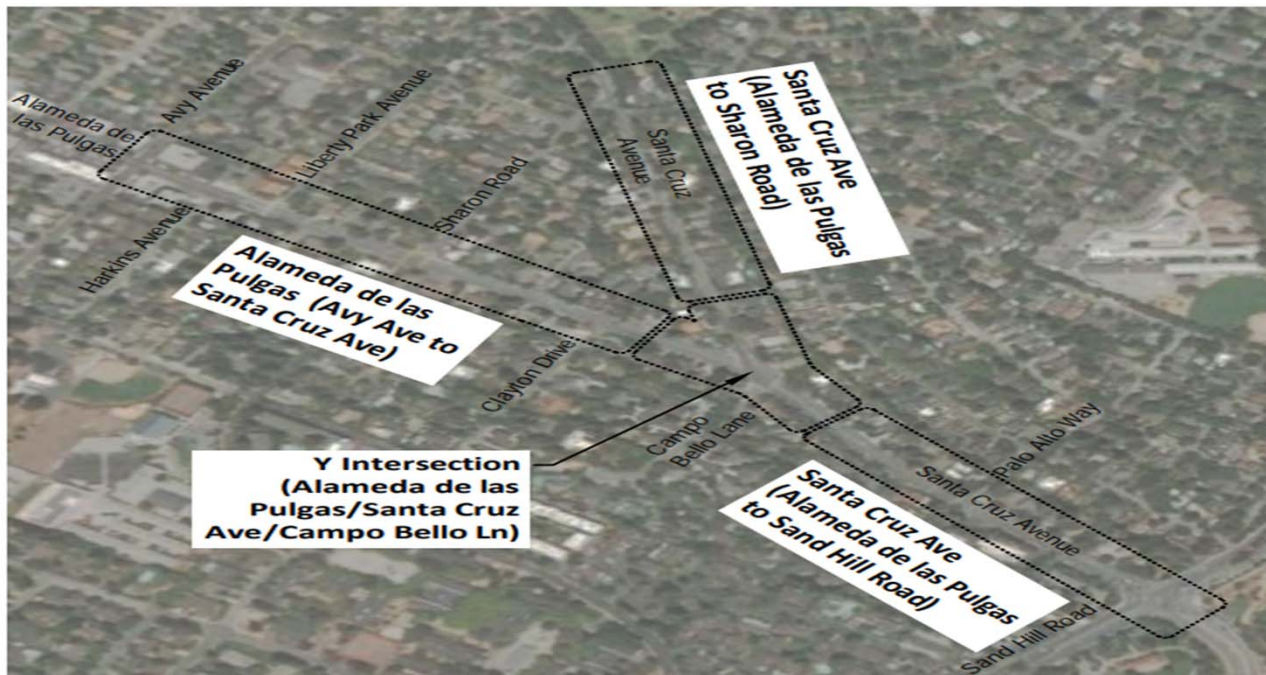
Building on All the Work to Date

- Key Recommendations from the Task Force and Study
 - No improvements for Santa Cruz between Sharon Rd. and the Y
 - Alternative C for the “Y” intersection (two lanes northbound (one to Santa Cruz Ave and one to Alameda de las Pulgas) and one lane southbound)
 - “No right turn on red” signal configurations at the “Y” intersection



Building on All the Work to Date

- Key Recommendations from the Task Force and Study
 - Alternative C for Santa Cruz Avenue between Sand Hill Road and the “Y” intersection (two lanes northbound and one lane southbound)
 - Road Diet for Alameda de las Pulgas between the “Y” intersection and Avy Ave



Building on All the Work to Date (2020 – Present)

- ❖ Late 2020 County was awarded \$700K in San Mateo Transportation Authority (TA) Grant for project specifications and design work.
 - ❖ Funding application was reviewed and approved with the Preferred Alternative (Alternative C) design.

- ❖ August 2021 started project plans, specifications and estimate (PS&E) using Task Force recommended and BOS approved alternative as basis of design.

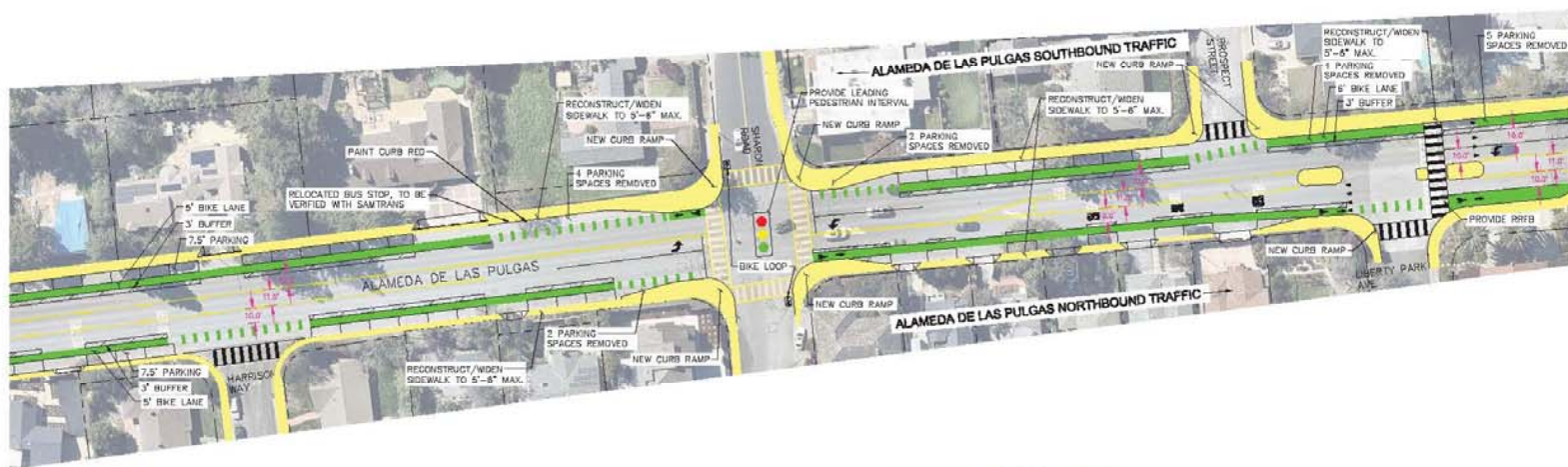
- ❖ 2023 County was awarded \$5.435M in Caltrans Regional Active Transportation Program (ATP) Cycle 6 Grant for construction in 2024.
 - ❖ Funding application was reviewed and approved with the current design.

- ❖ On track to finalize PS&E by end of 2023.

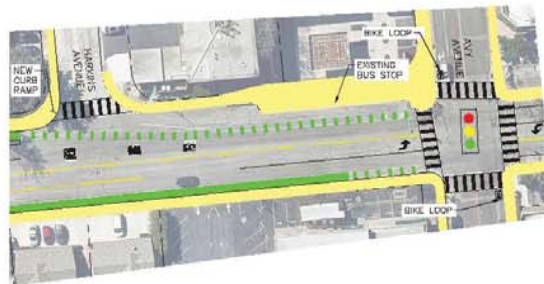


Preferred Alternative Alameda De Las Pulgas

SANTA CRUZ CORRIDOR IMPROVEMENT STUDY
COMMUNITY - PREFERRED ALTERNATIVE



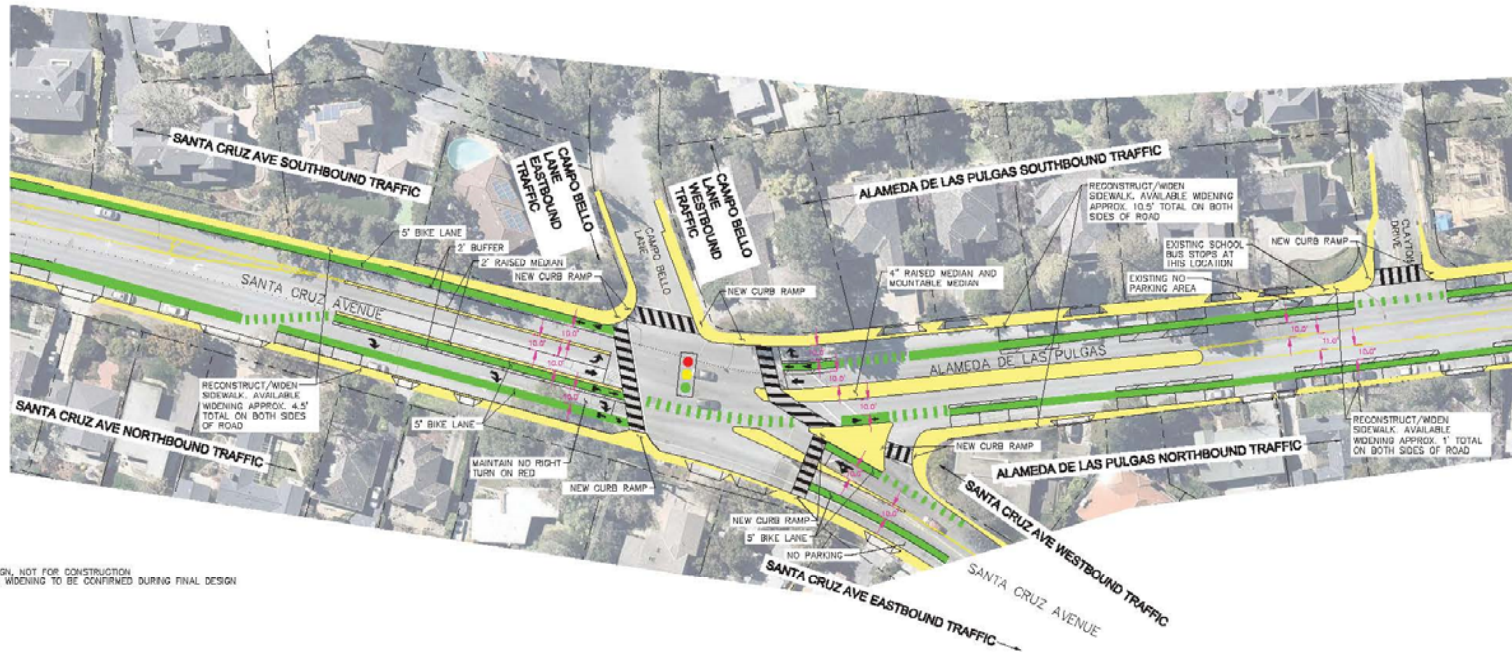
GENERAL NOTES:
1. CONCEPTUAL DESIGN, NOT FOR CONSTRUCTION
2. ACTUAL SIDEWALK WIDENING TO BE CONFIRMED DURING FINAL DESIGN



APRIL 2020

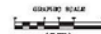
Preferred Alternative The "Y"

SANTA CRUZ CORRIDOR IMPROVEMENT STUDY
COMMUNITY - PREFERRED ALTERNATIVE



GENERAL NOTES:
1. CONCEPTUAL DESIGN, NOT FOR CONSTRUCTION
2. ACTUAL SIDEWALK WIDENING TO BE CONFIRMED DURING FINAL DESIGN

SANTA CRUZ AVENUE FROM PALO ALTO WAY TO CAMPO BELLO LANE/ALAMEDA DE LAS PULGAS
ALAMEDA DE LAS PULGAS FROM SANTA CRUZ/CAMPO BELLO LANE TO CLAYTON DRIVE



APRIL 2020

Preferred Alternative Santa Cruz Avenue

SANTA CRUZ CORRIDOR IMPROVEMENT STUDY
COMMUNITY - PREFERRED ALTERNATIVE



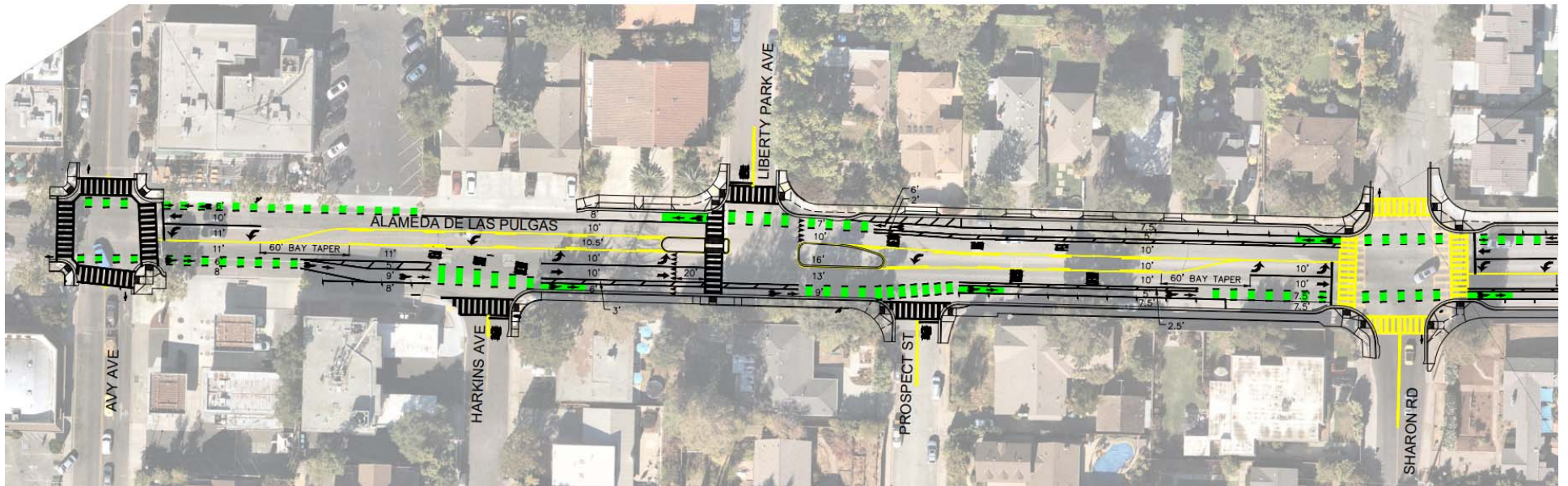
GENERAL NOTES:
1. CONCEPTUAL DESIGN, NOT FOR CONSTRUCTION
2. ACTUAL SIDEWALK WIDENING TO BE CONFIRMED DURING FINAL DESIGN

SANTA CRUZ AVENUE FROM SAND HILL ROAD TO PALO ALTO WAY

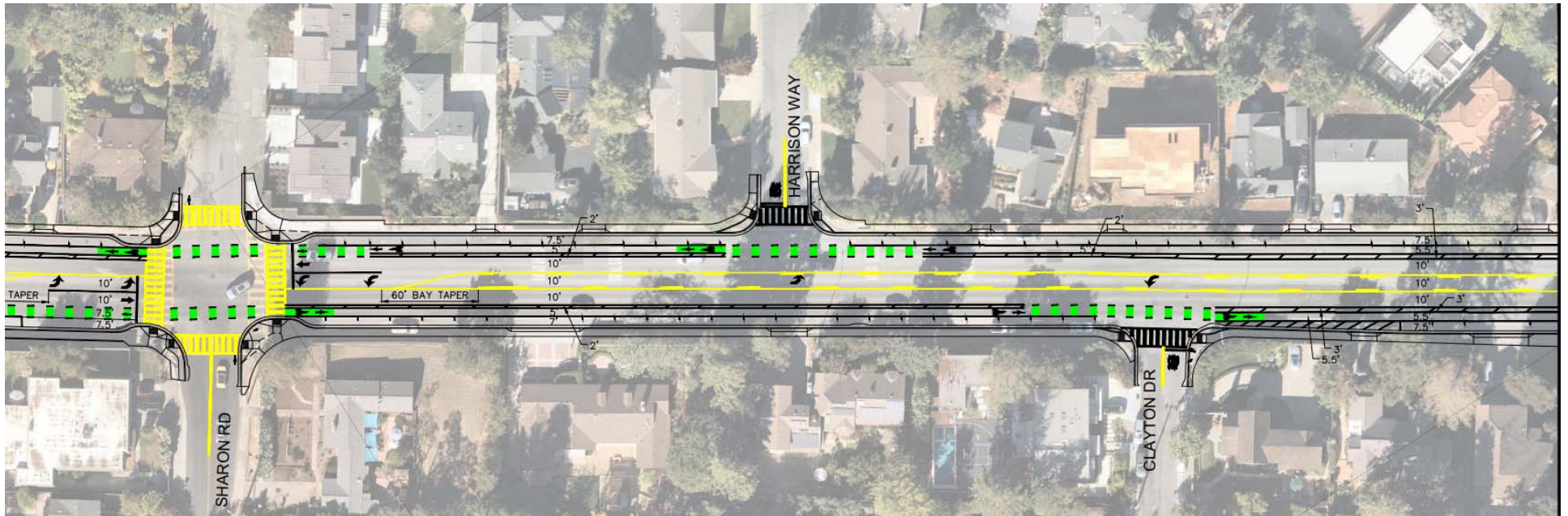


APRIL 2020

Approved Alternative Design Santa Cruz Avenue



Approved Alternative Design Santa Cruz Avenue



COUNTY OF SAN MATEO



Approved Alternative Design Santa Cruz Avenue



Approved Alternative Design Santa Cruz Avenue



Approved Alternative Design Santa Cruz Avenue

Raised medians and islands with pedestrian passageways.



Approved Alternative Design Santa Cruz Avenue

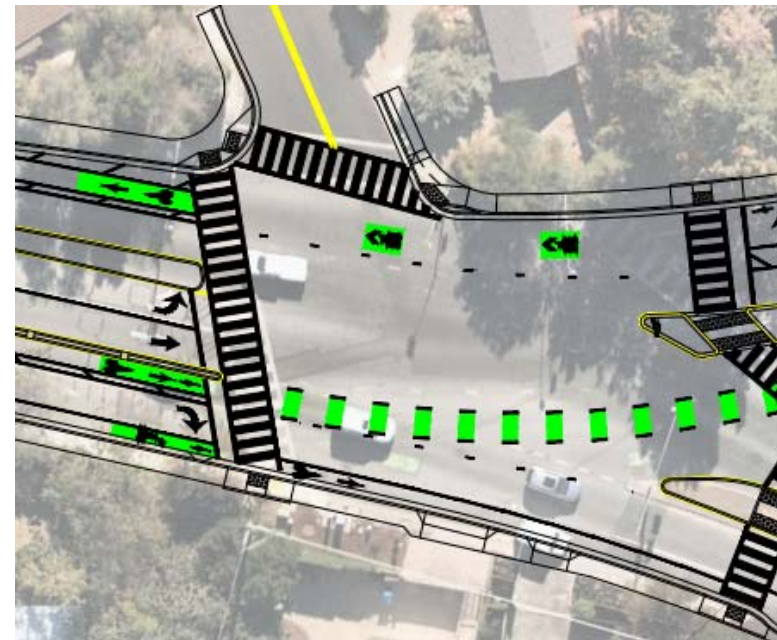
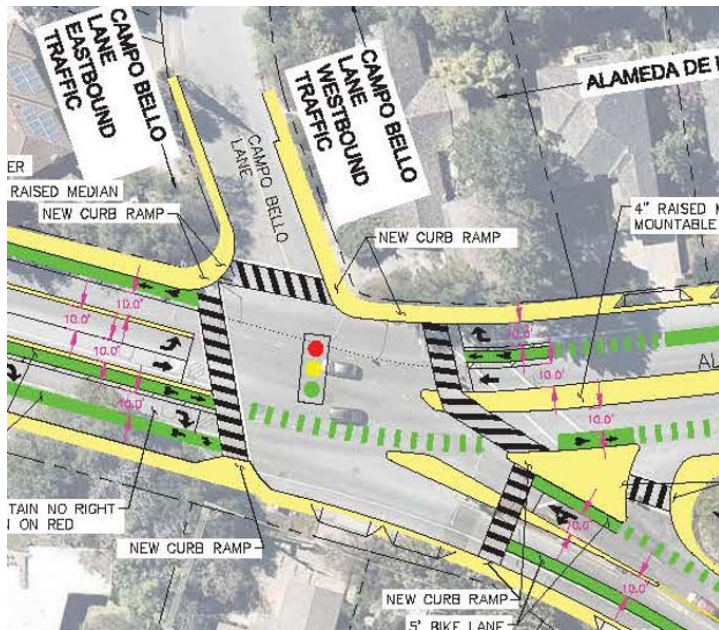
Raised medians and islands with pedestrian passageways.



Approved Alternative to Current Design Santa Cruz Avenue

Summary of changes to the Preferred Alternative through Final Design.

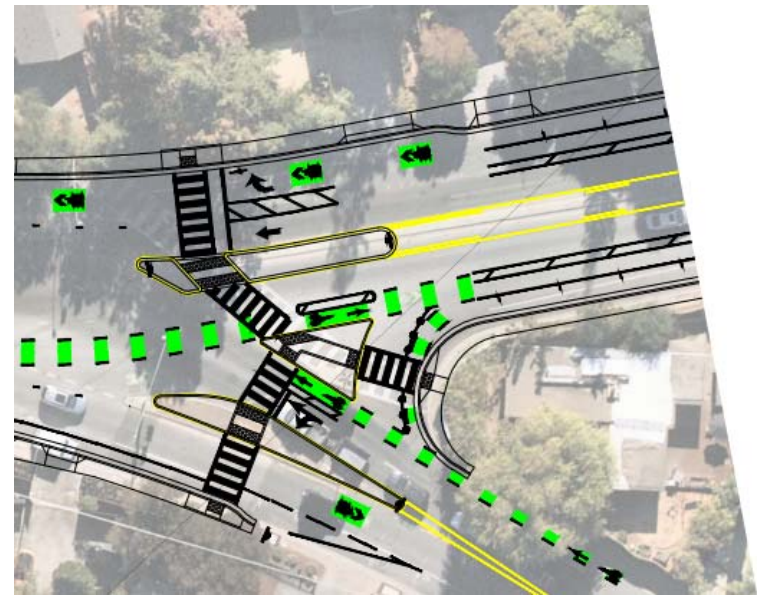
- Removal of proposed bulb-out at NE corner of the “Y” intersection.



Approved Alternative to Current Design Santa Cruz Avenue

Summary of changes to the Preferred Alternative through Final Design.

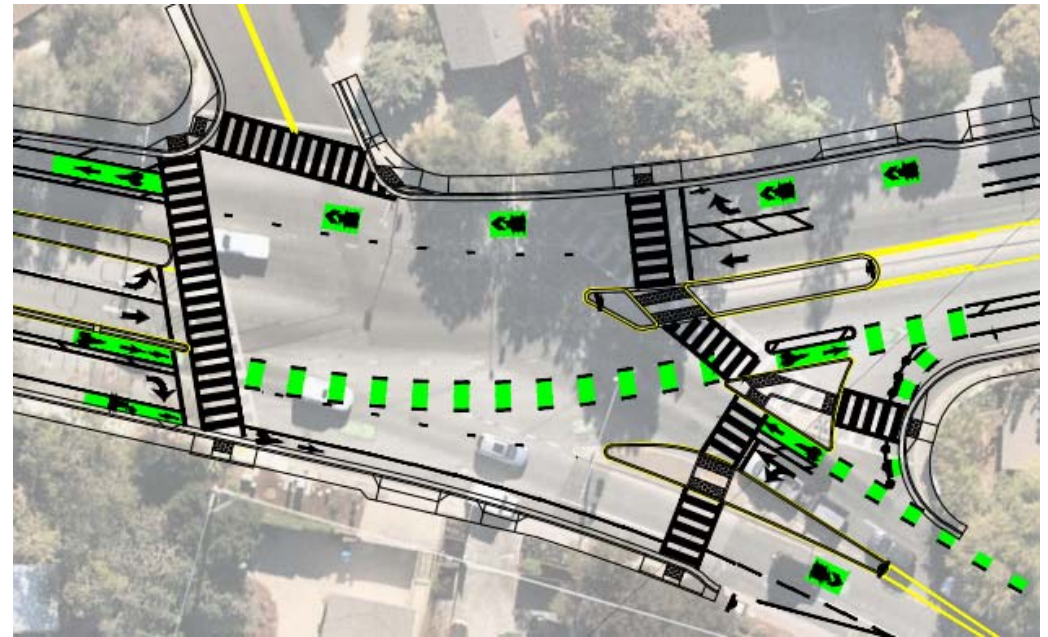
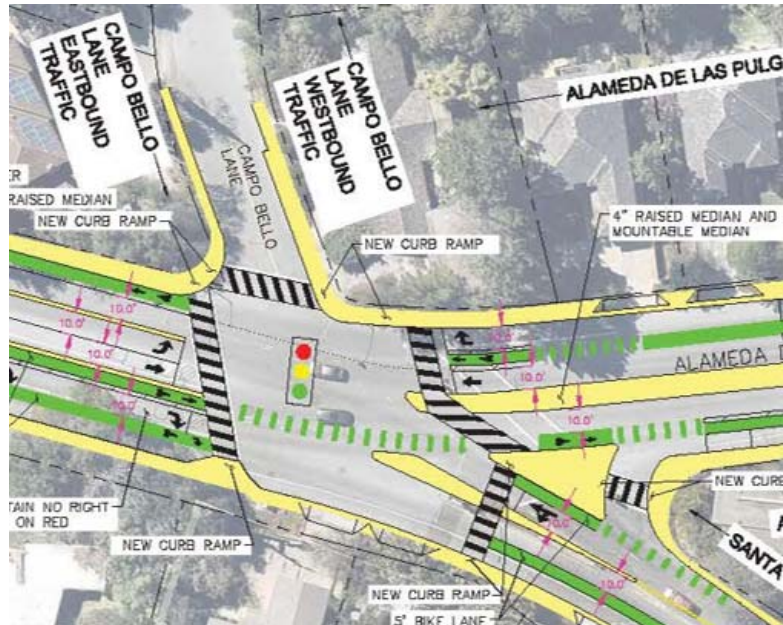
- Reducing the median length along the Alameda de las Pulgas west of the intersection with Santa Cruz Avenue.



Approved Alternative to Current Design Santa Cruz Avenue

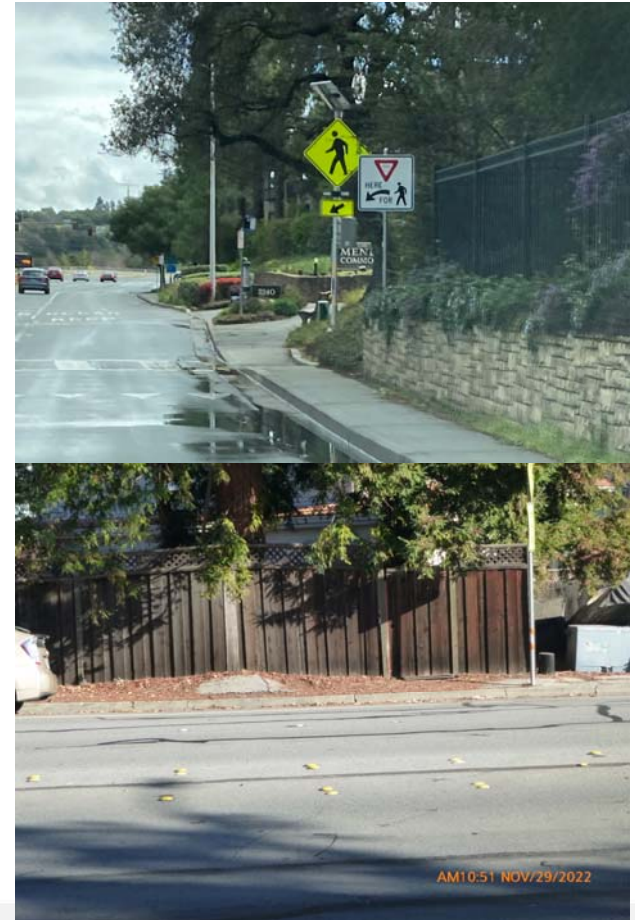
Summary of changes to the Preferred Alternative through Final Design.

- Change to the EB (eastbound) bike lane approaching the “Y” intersection.



Design Issues and Considerations

- ❖ Private retaining walls/gardens
 - ❖ Encroachment onto County Right of Way and may be impacted during construction. County will be working with individual homeowners to protect these improvements, where feasible.
- ❖ Cross slope/driveway slopes.
- ❖ Drainage and ponding issues.
- ❖ Parking spaces will be lost due to design.
- ❖ Trees
 - ❖ Preserve large heritage trees, sidewalk will go around.
- ❖ Utilities Cover adjustments
 - ❖ PG&E transmission line, with vaults along Project corridor.



Next Steps

- ❖ Continue with the design and construction in 2024.
- ❖ Finish 100% plan set and federalize project Specifications and Plans.
- ❖ Advertisement and Bidding in Spring 2024.
- ❖ Construction early summer 2024, duration to be 6 months.
- ❖ Meeting Summary and Q&A will be posted on Project website.
- ❖ <https://www.smcgov.org/publicworks/santa-cruz-avenue-and-alameda-de-las-pulgas-improvement-project>

Thank you!

Questions?

- ❖ <https://www.smcgov.org/publicworks/santa-cruz-avenue-and-alameda-de-las-pulgas-improvement-project>

COUNTY OF SAN MATEO



Meeting Rules

- 1) Only one person may speak at any given time.
- 2) 3 x 3 Rule, everyone should wait until 3 other people have spoken, or 3 minutes have passed before speaking again.
- 3) This is a public discussion, not a debate – Our goal is to hear many points of view, your concerns, and comments.
- 4) Actively listen to and respect others points of view.

COUNTY OF SAN MATEO



Accomplishments to Date

- ❖ Study completed in 2020
- ❖ Grant for design of \$700K
- ❖ Grant for Construction of \$5.435 million
- ❖ Design at 90% stage

Final Design Santa Cruz Avenue



Final Design Santa Cruz Avenue

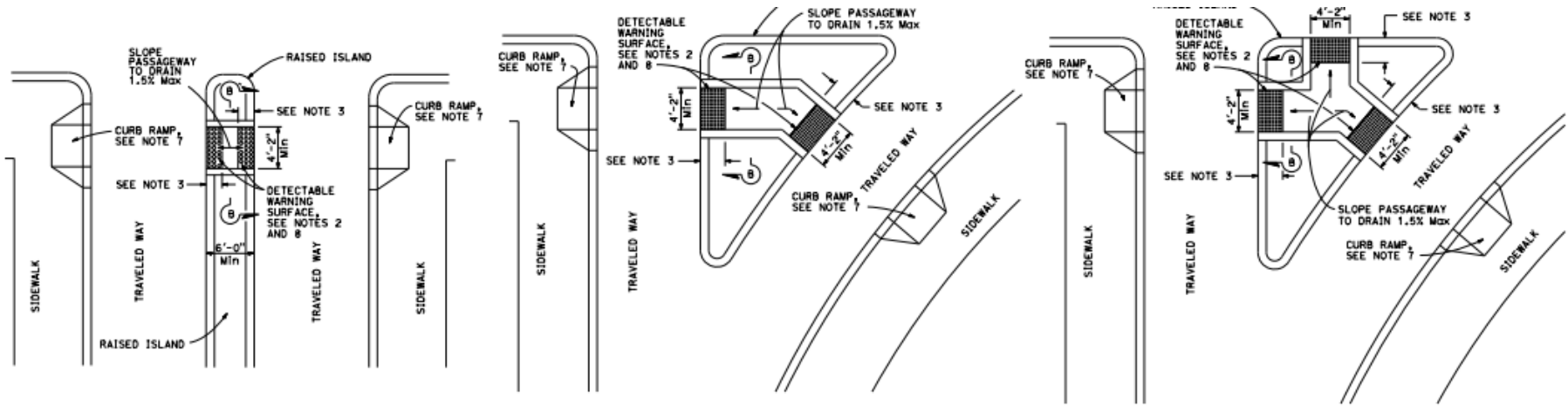


COUNTY OF SAN MATEO



Final Design Santa Cruz Avenue

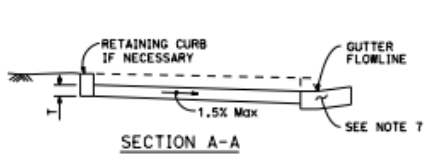
- From Caltrans 2022 Standard Plans



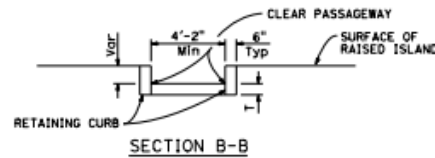
TYPE A PASSAGEWAY

TYPE B PASSAGEWAY

TYPE C PASSAGEWAY



SECTION A-A



SECTION B-B

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**CURB RAMP AND
ISLAND PASSAGEWAY DETAILS**
NO SCALE

A88B

Final Design

Santa Cruz Avenue

From CA MUTCD (Manual of Uniform Traffic Control Devices):

¹⁰ If used, stop and yield lines should be placed a minimum of 4 feet in advance of the nearest crosswalk line at controlled intersections, except for yield lines at roundabouts as provided for in Section 3C.04 and at midblock crosswalks. In the absence of a marked crosswalk, the stop line or yield line should be placed at the desired stopping or yielding point, but should not be placed more than 30 feet or less than 4 feet from the nearest edge of the intersecting traveled way.

¹¹ Stop lines at midblock signalized locations should be placed at least 40 feet in advance of the nearest signal indication (see Section 4D.14).

¹² If yield ~~or stop~~ lines are used at a crosswalk that crosses an uncontrolled multi-lane approach, the yield lines ~~or stop lines~~ should be placed 20 to 50 feet in advance of the nearest crosswalk line, and parking should be prohibited in the area between the yield ~~or stop~~ line and the crosswalk (see Figure 3B-17).