



Menlo Oaks Road Standards Project  
**Community Meeting #2**

December 6, 2023

**COUNTY** OF **SAN MATEO**





# Meeting Procedures

- This meeting is being recorded and will be posted on the Project website after the meeting.
- Tonight's meeting will start with a presentation, which will be followed by a question-and-answer period.
- We will use the "raise hand" feature in Zoom to facilitate comments and questions.
- During the question-and-answer period you may use the "raise hand" feature to speak.
- If you are joining by phone, use \*9 to raise your hand.
- When you hear your name called, please unmute your microphone and you may begin speaking.
- To get to all the questions. Speakers' questions will be limited to **one minute**. If there is time at the end of the meeting, additional time will be granted to speakers.
- Meeting will end promptly at 8 pm.

# Meeting Agenda

- Introduction from Director Ann Stillman
- Agenda Review
- Ringwood/Coleman Study
- Voting Options
- Street Views
- Previous Projects
- Survey Process
- Timeline for Implementation
- Frequently Asked Questions (FAQ)
- Questions and Comments

# Ringwood/Coleman Study

- We have decided to remove Ringwood and Coleman from this process including the ballot.
- This project is being managed by the Office of Sustainability (OOS).
- Ringwood and Coleman are different and independent of each other and this roadway standard effort.
- Ringwood and Coleman are included in the County's Active Transportation Plan.
- Whatever alternative is selected by the community for Ringwood and Coleman will be the roadway standards for those two streets, which we will then be integrated into the adopted standards.
- A virtual community meeting has been scheduled:  
**Thursday, December 7<sup>th</sup>, 2023 from 6:00P.M. to 8:00 P.M.**
- See project website for details and mtg info:  
**<https://www.smcsustainability.org/colemanringwoodwalkbike>**

# Maintain As Is

- **If you vote “No” or do not return survey, it will be counted as:**
  - Maintain As Is
  - Public Works will perform pothole/pavement repair and crack seal, as needed, in any event, no matter what the outcome of votes on Road Standards.
  - Public Works will perform slurry seals, cape seals or microsurfacing on the existing traveled roadway surface in 13-15 year timeframe, based on available funding.
  - The existing width of the road and drainage pattern remain the same.

# Proposed Road Standards

- **If you vote “Yes” :**
  - Public Works will perform pothole/pavement repair and crack seal, as needed, in any event, no matter what the outcome of votes on Road Standards.
  - Priority list will be developed
  - Street specific vote will ensue at a future date
  - Public Works will design and construct 1 reconstruction project per year, based on available funding.
  - Drainage improvements will include valley gutter and green infrastructure

# Proposed Road Standards

## General Area

Option No	Description of Option	Total Improvements Width	Total Construction Width
Option 1	Reconstruct road with 16-feet of pavement with 2-foot valley gutters	20	22
Option 2	Reconstruct road with 16-feet of pavement with 3-foot valley gutters	22	24
Option 3	Reconstruct road with 18-feet of pavement with 2-foot valley gutters	22	24
Option 4	Reconstruct road with 18-feet of pavement with 3-foot valley gutters	24	26
Option 5	Reconstruct road with 20-feet of pavement with 2-foot valley gutters	24	26
Option 6	Reconstruct road with 20-feet of pavement with 3-foot valley gutters	26	28

- The minimum width that is being required by fire and emergency response is 16 feet of pavement and 2 feet of valley gutter on each side (total 20 feet).



# Proposed Road Standards

## Roads that do not fit the General Area

Option No	Description of Option	Total Improvement Width	Total Impact Width
Arlington Way (between Ringwood Avenue and turn) (existing curb and gutter on south side)			
Option 1	Reconstruct road with 20-feet of pavement with 2-foot valley gutters northside only	24	26
Option 2	Reconstruct road with 20-feet of pavement with 3-foot valley gutters northside only	26	28
Fredrick Court (Existing 22-foot road with existing 2-foot Rolled Curb and Gutter)			
No Road Standards Developed. Maintain As Is			

- \* Ringwood and Coleman alternatives selected by the community will be the roadway standards for those two streets, which will then be integrated into the adopted standards.



# Options 1 - 6

## Reconstruct the Road with Valley Gutters





# Options 1 - 6

## Reconstruct the Road with Valley Gutters





# Options 1 - 6

## Reconstruct the Road with Valley Gutters





# Madison Way – Existing Conditions



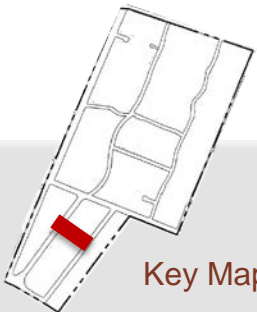
Edge Condition

15'-0"  
Roadway

Edge Condition

(14'-2" to 16'-0" wide)

60-foot right-of-way



Key Map

COUNTY OF SAN MATEO





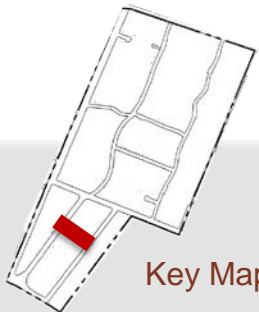
# Madison Way – Proposed Option 1



<p><b>Edge Condition</b> Potential Impact</p>	<p><b>2'-0"</b> Valley Gutter</p>	<p><b>16'-0"</b> Roadway Reconstruct</p>	<p><b>2'-0"</b> Valley Gutter</p>	<p><b>Edge Condition</b> Potential Impact</p>
---	---	--	---	---

Note: Option 2 has 3'-0" wide valley gutters.

60-foot right-of-way



Key Map





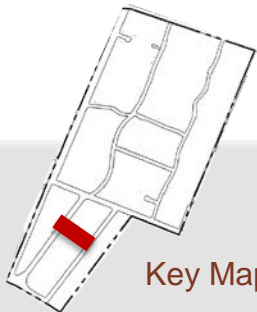
# Madison Way – Proposed Option 3



<b>Edge Condition</b> Potential Impact	<b>2'-0"</b> <b>Valley</b> <b>Gutter</b>	<b>18'-0"</b> <b>Roadway</b> Reconstruct	<b>2'-0"</b> <b>Valley</b> <b>Gutter</b>	<b>Edge Condition</b> Potential Impact
---	--	--	--	---

Note: Option 4 has 3'-0" wide valley gutters.

60-foot right-of-way



Key Map





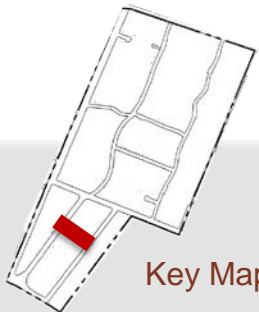
# Madison Way – Proposed Option 5



<p><b>Edge Condition</b> Potential Impact</p>	<p><b>2'-0"</b> <b>Valley</b> <b>Gutter</b></p>	<p><b>20'-0"</b> <b>Roadway</b> Reconstruct</p>	<p><b>2'-0"</b> <b>Valley</b> <b>Gutter</b></p>	<p><b>Edge Condition</b> Potential Impact</p>
---	---	---	---	---

Note: Option 6 has 3'-0" wide valley gutters.

60-foot right-of-way



Key Map



# Previous Projects

Option	Location of Constructed Option
18' wide road with 2' valley gutters	9 <sup>th</sup> Avenue from Middlefield Road to Oak Drive  San Benito Avenue from Fair Oaks Avenue to End  Oak Drive from San Benito Avenue to Encina Avenue (Half of the road was reconstructed within County limit)
18' wide road with 3' valley gutters	9 <sup>th</sup> Avenue from Oak Drive to Edison Way  10th Avenue from Fair Oaks Avenue to End





# Drainage Considerations

## Existing drainage conditions:

- Menlo Oaks area does not have an underground storm drain system to move the water.
- Stormwater flows along the road shoulders and many shoulder areas are permeable.
- Localized ponding at low points in the shoulder areas.
- Permeable roadway shoulder areas allow for stormwater to infiltrate into ground and helps reduce flooding.

**Maintain as is:** Allows for existing drainage patterns to remain.

**2ft or 3ft concrete valley gutters:** Convey stormwater more efficiently, reduce ponding.

**For 2-ft or 3-ft concrete valley gutters, the design would need to include evaluation of subsurface storage and infiltration facilities. This evaluation must be very site specific and can only be used where there are no conflicts with existing underground facilities.**

# DRAINAGE OPTION THAT COULD BE CONSIDERED

In areas where there are no underground utilities in conflict



# DRAINAGE OPTION THAT COULD BE CONSIDERED

In areas where there are no underground utilities in conflict





# Menlo Oaks Area Road Standard Study Process

- **1<sup>st</sup> Property Owner Survey Process (By Street):**
  - Survey was mailed to you or can be downloaded from our website.
  - Mail back survey by **December 15, 2023.**
  - If you have already submitted your survey, you will have an opportunity to revise it, if after the meeting you wish to do so by contacting the Department via the emails provided at the end of the presentation.
  - Votes will be kept private to respect the privacy of property owners.



# Menlo Oaks Area Road Standard Study Process

- **1<sup>st</sup> Property Owner Survey Process (By Street):**
  - Results will be based on a one vote per property on a per-street basis (which may have multiple blocks), not for the entire Menlo Oaks neighborhood.
    - The decision was made to allow property owners the ability to vote on what happens on the street they live on and not be affected by others who do not live or travel on their specific street.
    - Roads in Menlo Oaks vary significantly in width which make some options more or less applicable to each street.
    - Board of Supervisors approval was not needed for this approach.
    - Parcels with multiple street frontage will get one vote and apply to all streets.

# Menlo Oaks Area Road Standard Study Process

- **1<sup>st</sup> Property Owner Survey Process (By Street):**
  - No response is counted as “Maintain As-is”.
    - This is a common practice in various decision-making processes, is based on the principle of default or status quo.
    - The rationale behind this approach is rooted in the idea that if individuals do not actively express a preference for change, it is assumed that they are content with the existing state of affairs.
  - Even if “No” is selected, please fill out the options portion so we can account for your road standards preference should standards move forward.

# Menlo Oaks Area Road Standard Study Process

- **1<sup>st</sup> Property Owner Survey Process (By Street):**
  - Survey results, recommended road options and priority list will be presented in the Community Meeting #3 for community input in early 2024.
  - Final road standards and priority list (for roads that voted for standards) will be presented to the Board of Supervisors (Board) for adoption.
    - Final road standards can consist of 2-4 options based on votes and Maintain As-Is.
    - Only Board can change the road standards and priority list after adoption.

# Menlo Oaks Area Road Standard Study Process

- **1<sup>st</sup> Property Owner Survey Process (By Street):**
  - This effort was funded through the Supervisors office (split between then Horsley, and current Slocum) and the Department does not have the budget to support this type of effort on any reoccurring interval.



# Menlo Oaks Area Road Standard Study Process

- **2<sup>nd</sup> Property Owner Survey Process (By Block):**
  - If road standards and priority list are adopted by the Board of Supervisors, we will reconstruct approx. one street per year, pending available funding.
  - A **round of voting** will ensure that each block will be able to choose their preferred option.
    - County will mark limits of the adopted options on the street to clearly show where the project impact is.
    - Property owners can vote for any of the adopted options including Maintain As-is.

# Timeline for Implementation

- “Maintain As Is”

- County will include all the streets that voted to “maintain as is” into our Pavement Preservation Project.
- Current work plan shows 4-8 years before we would do a project in Menlo Oaks. The earliest we can come into the neighborhood is 2028, subject to funding availability.
- After the 2028 Project, County will not perform another pavement preservation project for 12-15 years.
- County will continue to perform potholes/crack sealing prior to 2028, and in between cycles.

# Timeline for Implementation

- “Adopt Road Standards”
  - County will develop priority list of streets from those that voted to adopt road standards.
  - Design would start in 2027 with construction in 2028, survey will be sent out in 2027, subject to funding availability.
  - County plans to construct one project per year, so it will take several years to complete the list.
  - Will continue to perform potholes/crack sealing prior to 2028 for all roads within Menlo Oaks.

# Frequently Asked Questions (FAQ)

## Voting Questions:

- Q: If the road improvements pass, will there be a follow-up vote on which option for those that had voted for "No improvements"? If not, it seems unfair for people who voted No, but don't have a voice in which option gets implemented. Or will you convert No votes to Option 1 (assuming they'd prefer the narrowest option - least impact)?
- R: The survey requests that property owners fill out the options portions even if they select "No" so we can account for their preference should standards move forward.
- Q: For those who live on a corner lot, will they have input into both streets that border their property?
- R: For this effort they will only get one vote, which will carry over to all streets that the parcel has frontage on. If standards are adopted, we will survey property owners a second time on individual streets, and lots that front multiple streets will receive a survey for each street when those streets are being considered for reconstruction to the adopted standards.

# Frequently Asked Questions (FAQ)

## Voting Questions:

Q: Does Peninsula School get to take the survey?

R: Yes, All property owners get to vote. Peninsula School gets one vote for this process, which will carry over to all three streets that front the school. If standards are adopted, we will survey property owners on individual streets, and lots that front multiple streets will receive a survey for each street when those streets are being considered for reconstruction to an adopted standard.

# Frequently Asked Questions (FAQ)

## Maintain As-Is Questions:

**Q:** Will current and future potholes and cracks be repaired even if the street widening proposals are voted down?

**R:** Yes, we will continue to maintain the roadway and will include the expanded definition of “Maintain as is” as has been described in the first community meeting. As described in the community meeting, in addition to pothole repairs and crack sealing, Public Works will perform pavement preservation treatments such as slurry seals, cape seals, and microsurfacing. Information on these types of seals can be found here: <https://www.smcgov.org/publicworks/road-treatment-seal>



## Road Standard Questions:

**Q:** Regarding the option number one, will there be 16 feet of roadway and two feet of concrete gutter on each side so the roadway will be in effect twenty feet wide? Is the gutter considered “travelled portion of the roadway “? Our block of Menlo Oaks is pretty narrow due to trees. For example, the distance between the big oak in front of our house and the fence across the street is not much more than 20 feet! Would that entire space be roadway?

**R:** We discussed the construction area earlier in the presentation. No, the valley gutter is not considered part of the travel way; however, two cars driving opposite directions can drive in the valley gutter to avoid each other, if necessary. Regarding the narrow 20-foot section, it may be that the asphalt concrete portion of the road will be narrowed to protect the tree, as explained during the presentation. We would design the roadway to avoid the tree by curving around it or narrowing the roadway at this location.

# Frequently Asked Questions (FAQ)

## Road Standard Questions:

Q: Can you provide a comparison showing the six options relate to mean or median standards of other CA communities, as well as American Society of Civil Engineers (ASCE) recommendations? (Received after November 20, 2023, not included in posted FAQ)

R: We cannot provide this comparison of similar CA communities due to the data being unavailable without significant research. There are several different groups that publish recommendations including ASCE, Association of State Highway and Transportation Officials (AASHTO), and Institute of Transportation Engineers (ITE) all have different recommendations ranging from 22' to 30', while highlighting the need for unimpeded emergency access, and parking on each side of the road within the roadway.

Q: Is it true that by replacing the road, future crack seals and pothole repairs in the road can be repaired with greater longevity? (Received after November 20, 2023, not included in posted FAQ)

R: Yes, a reconstructed roadway is easier to maintain with crack sealing and pothole repairs. Generally, it does not need pothole repairs for several years, and when done, they generally last longer as there is a structural base to support the repair.

# Frequently Asked Questions (FAQ)

## Miscellaneous Questions:

Q: Can you please let me know what this means: The County says neighbors are still responsible for the non travelled portion of the roadway.

R: Like now with the un-improved road property owners are responsible for the non-travelled portion of the roadway. What this would mean for improved roads, the property owner is responsible for the area between the valley gutter and the to the right-of-way.

Q: The MODA board is claiming to be negotiating with the County to make this project happen. However, the MODA board does not have the authority to negotiate anything - see attached bylaws.

R: MODA was the lead in securing funding from the Supervisors for this effort. The County and MODA have been in communication on issues within Menlo Oaks for several years. The County has been transparent with our information and availability to meet and discuss the project with anyone.

# Frequently Asked Questions (FAQ)

## Miscellaneous Questions:

**Q:** If standards are adopted, and once work begins on any given street, how long will it take to complete? How will homeowners access their driveways? Will there be periods of time where access is limited?

(Received after November 20, 2023, not included in posted FAQ)

**R:** Construction will take approximately 4-6 months to complete and is typically done between April to October. Driveway access will be maintained throughout the project construction, however, there may be times where access is limited. This is when work is occurring right in front of your driveway and would be limited to 4 hours per day. The Contractor will work with individual property owners to notify of the driveway work.

**Q:** Is there an example to view of what the striping will be? (Received after November 20, 2023, not included in posted FAQ)

**R:** The County will review the existing striping, replace in kind, where it makes sense, and may install enhancements. Enhancements may include yellow crosswalks nears schools, “sharrows” or share the lane with bike legends, or other hatching to help with intersection movements.

# Frequently Asked Questions (FAQ)

## Miscellaneous Questions:





# Frequently Asked Questions (FAQ)

## Miscellaneous Questions:

Q: Is there another FAQ coming soon? (Received after November 20, 2023, not included in posted FAQ)

R: The County will post this presentation online along with the recording of the meeting. Updates to new questions may be added to the FAQ.

# Frequently Asked Questions (FAQ)

## Tree Questions:

**Q:** Will digging up roots of trees be helpful to trees? Potential to decompress the roots and if appropriate protection is installed that distributes weight of future traffic better? Does the County arborist concur?

**R:** The County arborist indicated this may be true for some trees scenarios, but many factors will need to be taken into account and evaluated on a case-by-case basis. The County's preferred approach would be to avoid the trees and work around the roots. We will work with an arborist to develop a plan for every impacted tree should a project move forward.

**Q:** Is it true that pooling of water negatively impacts some existing trees? Is one of the benefits of valley gutters moving the pooling water will be beneficial to the trees?

**R:** Ponding of standing water may be harmful to the root system of trees. Valley gutters will minimize ponding by transporting water to underground water storage facilities to be constructed as part of road improvement project if road standards are adopted. However, the answer is not always that simple and we will work with an arborist to develop a plan for every impacted tree should a project move forward.

# Frequently Asked Questions (FAQ)

## Tree Questions:

Q: Trees - where and why are the trees designated for removal e.g. 6 on Menlo Oaks Dr.?

R: These trees are located within the proposed road option widths. They are not designated for removal. The County will work with an arborist to save and protect all healthy trees that will be affected by road improvements and design roads around trees as much as possible.

Q: Can you please define the term “impacted tree”? Specifically, the interpretation we have from the Zoom is that an “impacted tree” will have its own mitigation plan and the County will likely try and save every tree deemed impacted by design changes at those specific points in the road. IS THIS CORRECT?

R: Yes, we will try to save every healthy tree. The County will work with an arborist to assess and protect all healthy trees that would be affected by road improvements and design roads around trees as much as possible. Please refer to the potential tree impact table posted on our website <https://www.smcgov.org/media/146651/download?inline=>

## Potential Impact to Trees for all Proposed Road Options

ROAD	16-ft road		18-ft road		20-ft road	
	(2-ft valley gutter)	(3-ft valley gutter)	(2-ft valley gutter)	(3-ft valley gutter)	(2-ft valley gutter)	(3-ft valley gutter)
Arlington Way	No Impact		No Impact		No Impact	
Entrada Way	No Impact		No Impact		No Impact	
Fredrick Court	No Impact		No Impact		No Impact	
Colby Avenue	1	1	1	1	1	1
Peninsula Way	1	2	2	2	2	2
Madison Way	0	3	4	4	4	4
Berkeley Avenue	3	4	4	5	5	9
Menlo Oaks Drive	6	11	11	13	13	14





# Frequently Asked Questions (FAQ)

## Utility Questions:

Q: How would these options be coordinated with both West Bay Sanitary and Cal Water who are also on programs to update their infrastructure (pipes)?

R: If road standards are adopted, Public Works will notify the utility companies and provide them with the priority list of roadways to be constructed and anticipated construction year. Public Works will request that any improvements be completed prior to a road improvement project commencing, if possible.

Q: The Water District, the Sewer District, and PG&E are all in their own process of replacing the nearly century old pipes under our streets, but if this project moves forward, then those projects get further delayed, since the streets will be much more expensive to pull up and replace. Seems like the order of projects are backwards - at best.

R: As stated above, we will work with other utilities. Based on our discussion with the utilities in the area, some of their infrastructure in the area has already been replaced, and the remaining is schedule to be replaced based on their own Capital Improvement Plans and policies. We will work to coordinate as best we can.

# Frequently Asked Questions (FAQ)

## Sewer Lateral Questions:

Q: Sanitary Sewer Laterals - how can the proposed road improvement(s) conflict with the sewer lateral from house to the sewer main in the street?

R: Road improvements can require excavation up to approximately 18 inches on average (could be more or less). If your sewer lateral is shallow and is in the roadway or shoulder below ground, then a road project may affect your lateral. Unfortunately, there is no way to know this now without performing excavation to determine the depth of each sewer lateral. In the other areas where reconstruction projects have been performed for the last 20+ years, this issue has been infrequent, but each project is unique.

# Frequently Asked Questions (FAQ)

## Speed/Traffic Questions:

**Q:** Some years ago, we submitted a request for speed mitigation. However, the decision was based on % of drivers exceeding the limit. Our problem is the episodic speeding drivers (often high schoolers). Has anything changed in the criteria for speed mitigation? If not, it is almost impossible to qualify!

**R:** The residential speed control program has not changed since it was established in 2004.

**Q:** Is there any guarantee that traffic controls (e.g. speed bumps or traffic circles) will be installed when the streets are widened?

**R:** No traffic control devices (speed bumps or traffic circles) will be installed as part of a reconstruction project or any of the 6 options presented in the survey. There is a separate program the County offers for residential speed control which can be found here:

<https://www.smcgov.org/publicworks/residential-speed-control>



# Frequently Asked Questions (FAQ)

## Drainage Questions:

- Q: Will runoff increase onto Bay Road because of the gutters? Or onto Coleman? Has there been any studies or discussion with Menlo Park? (Received after November 20, 2023, not included in posted FAQ)
- R: The design intent will be to capture, treat and store the water in Green Infrastructure at various locations along the street. The amount of runoff being diverted to Bay Road or Coleman will be limited and based on the capacity of each street. The County has not developed any studies or started discussions with Menlo Park at this point in time but will if standards are adopted and a project moves into design.
- Q: If the County puts in drainage features like those installed at corner of Peninsula and Berkeley, can you confirm that parking is not allowed on top?
- R: Yes, that is correct. If drainage collection similar to the infiltration gallery that was installed at that corner is installed, parking is not allowed on top. Cars leak oils and other harmful chemicals that can affect the performance of the features. The weight of the car can also compact the drain rock and damage the subsurface pipes that are installed reducing the performance of the system.

# Question?

- That concludes the presentation for tonight. At this time, we would like to hear from you, our community, so we will now move to the question-and-answer portion of the meeting.
- We ask that anyone wishing to ask a question or comment to raise their hand in Zoom.
- To get to all the questions. Speakers' questions will be limited to one minute.
- Please limit your time to question not comment so we can answer everyone's questions
- For individuals participating in the meeting by telephone, you can dial \*9 to raise your hand.
- We will begin calling on raised hands. When you hear your name called, please unmute your microphone to speak.
- If you are calling in, you can unmute your phone using \*6.

# Thank You!

## Please Stay Involved

### Contact:

John Schabowski

[jschabowski@smcgov.org](mailto:jschabowski@smcgov.org)

(650) 363-4100

Wency Ng

[wng@smcgov.org](mailto:wng@smcgov.org)

(650) 363-4100

### Project Website:

<https://www.smcgov.org/publicworks/Menlo-oaks-road-standards>

### Subscribe for Email Updates!

[https://public.govdelivery.com/accounts/CASMATEO/subscriber/new?to\\_pic\\_id=CASMATEO\\_357](https://public.govdelivery.com/accounts/CASMATEO/subscriber/new?to_pic_id=CASMATEO_357)

**COUNTY** OF SAN MATEO

