

COUNTY OF SAN MATEO



**Reconstruction of  
Camino al Lago  
(Alameda de las Pulgas to Barney Avenue)  
Perry Avenue  
(Leland Avenue to Vine Street)  
Palo Alto Way  
(Leland Avenue to Vine Street)**

May 24, 2023

County of San Mateo  
Department of Public Works

**COUNTY OF SAN MATEO**



# Agenda

- West Menlo Park Area Road Improvement Standards and Priority List
- Project Description
- Property Owner Survey
- Design Issues and Considerations
- Project Funding
- Proposed Process and Timeline
- Questions, Comments, and Feedback

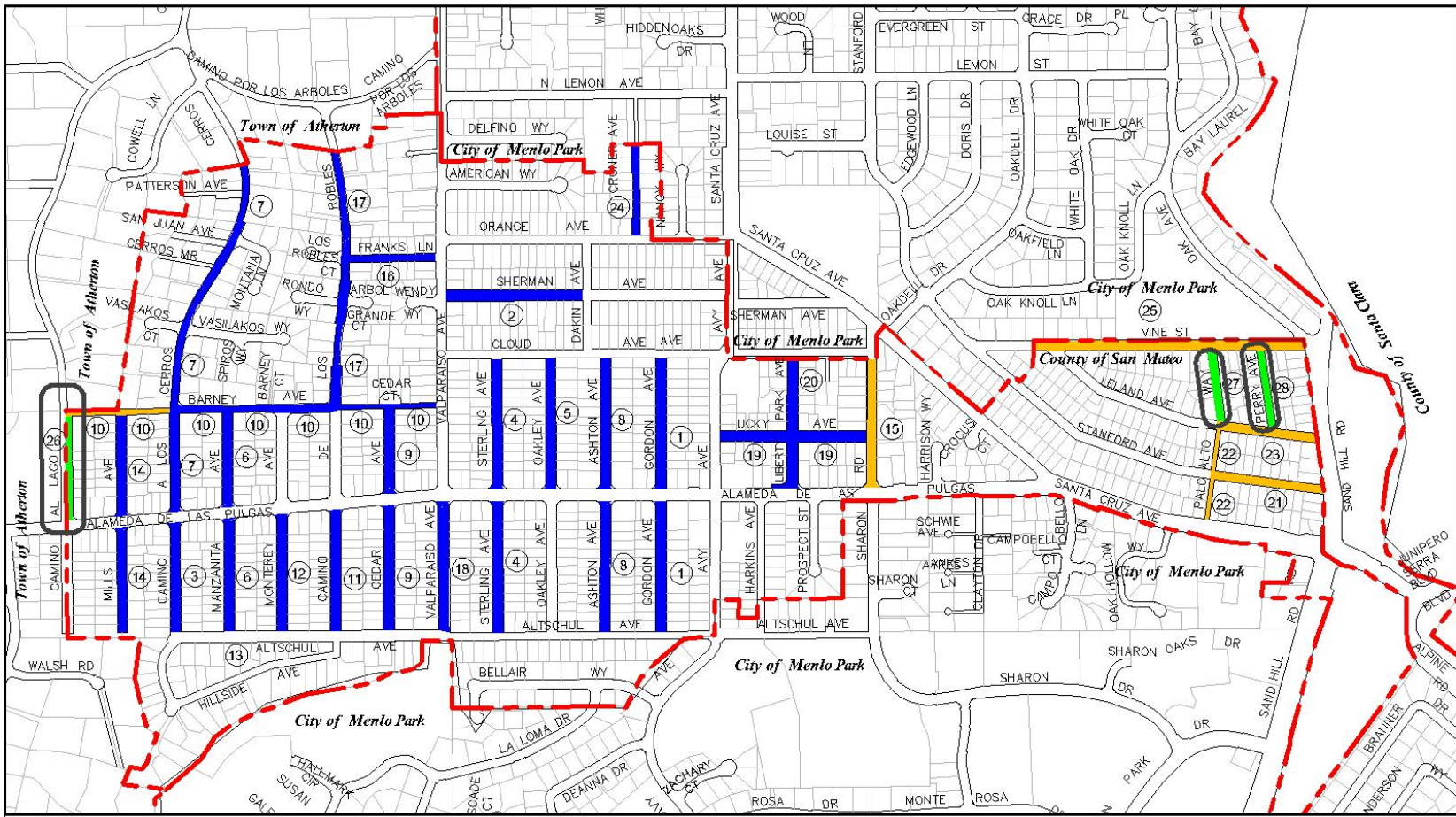


## West Menlo Park Area Road Improvement Standards and Priority List






- **1996** - Began development of Road Standards and Improvement Priority List
  - Property owner surveys on unimproved streets and public meeting
- **1997** - Board of Supervisors (Board) adopted Road Standards and Priority List
- **1999 & 2003** – Board adopted modified Road Standards and procedures for determining Road Standards to be used

# West Menlo Park Area Priority List

Priority No	Street Name	From	To
1	Gordon Avenue	Altschul Avenue	Cloud Avenue
2	Sherman Avenue	Valparaiso Avenue	Dakin Avenue
3	Camino a los Cerros	Altschul Avenue	Alameda De Las Pulgas
4	Sterling Avenue	Altschul Avenue	Cloud Avenue
5	Oakley Avenue	Cloud Avenue	Alameda De Las Pulgas
6	Manzanita Avenue	Altschul Avenue	Barney Avenue
7	Camino a los Cerros	Alameda De Las Pulgas	(past) Patterson Avenue
8	Ashton Avenue	Altschul Avenue	Cloud Avenue
9	Cedar Avenue	Altschul Avenue	Barney Avenue
10	Barney Avenue	Valparaiso Avenue	Camino al Lago
11	Camino De Los Robles	Altschul Avenue	Alameda De Las Pulgas
12	Monterey Avenue	Altschul Avenue	Alameda De Las Pulgas
13	Altschul Avenue	Camino De Los Robles	Camino a Los Cerros
14	Mills Avenue	Barney Avenue	End
15	Sharon Road	Alameda De Las Pulgas	Cloud Avenue
16	Franks Lane	Camino De Los Robles	Valparaiso Avenue
17	Camino De Los Robles	Barney Avenue	Camino Por Los Arboles
18	Valparaiso Avenue	Altschul Avenue	Alameda De Las Pulgas
19	Lucky Avenue	Liberty Park Avenue	Sharon Road
20	Liberty Park Avenue	Alameda De Las Pulgas	Cloud Avenue
21	Stanford Avenue	Palo Alto Way	Sand Hill Road
22	Palo Alto Way	Leland Avenue	Santa Cruz Avenue
23	Leland Avenue	Palo Alto Way	Sand Hill Road
24	Croner Avenue	Orange Avenue	Unincorporated Limits
25	Vine Street	Leland Avenue	Oak Avenue
26	Camino al Lago	Alameda De Las Pulgas	Barney Avenue
27	Palo Alto Way	Vine Street	Leland Avenue
28	Perry Avenue	Vine Street	Leland Avenue



**LEGEND**

-  COUNTY / CITY LIMITS
-  ROAD COMPLETED
-  REMAINING ON ROAD LIST
-  PROPERTY OWNERS VOTED "NO" TO IMPROVEMENTS
-  PRIORITY LIST NUMBER



# **Project Description**

**Camino al Lago**  
**(Alameda de las Pulgas to Barney Avenue)**

**Perry Avenue**  
**(Leland Avenue to Vine Street)**

**Palo Alto Way**  
**(Leland Avenue to Vine Street)**

# Project Description

## Road Standards and Options

Option 1 – Do nothing. Maintain as is.

Option 2 – Reconstruct road with 18 feet of pavement with 3-foot wide valley gutters.

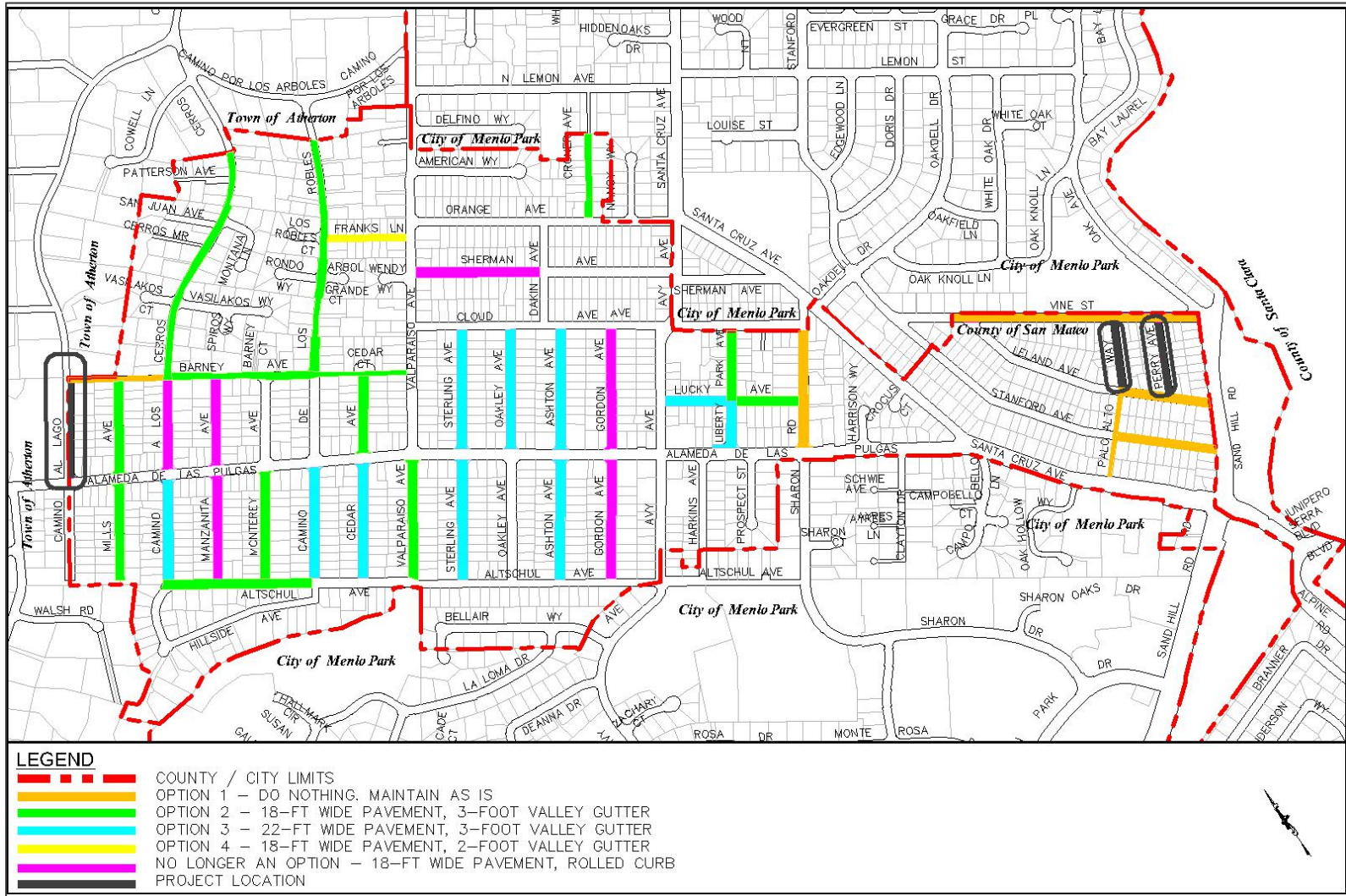
Option 3 – Reconstruct road with 22 feet of pavement with 3-foot wide valley gutters.

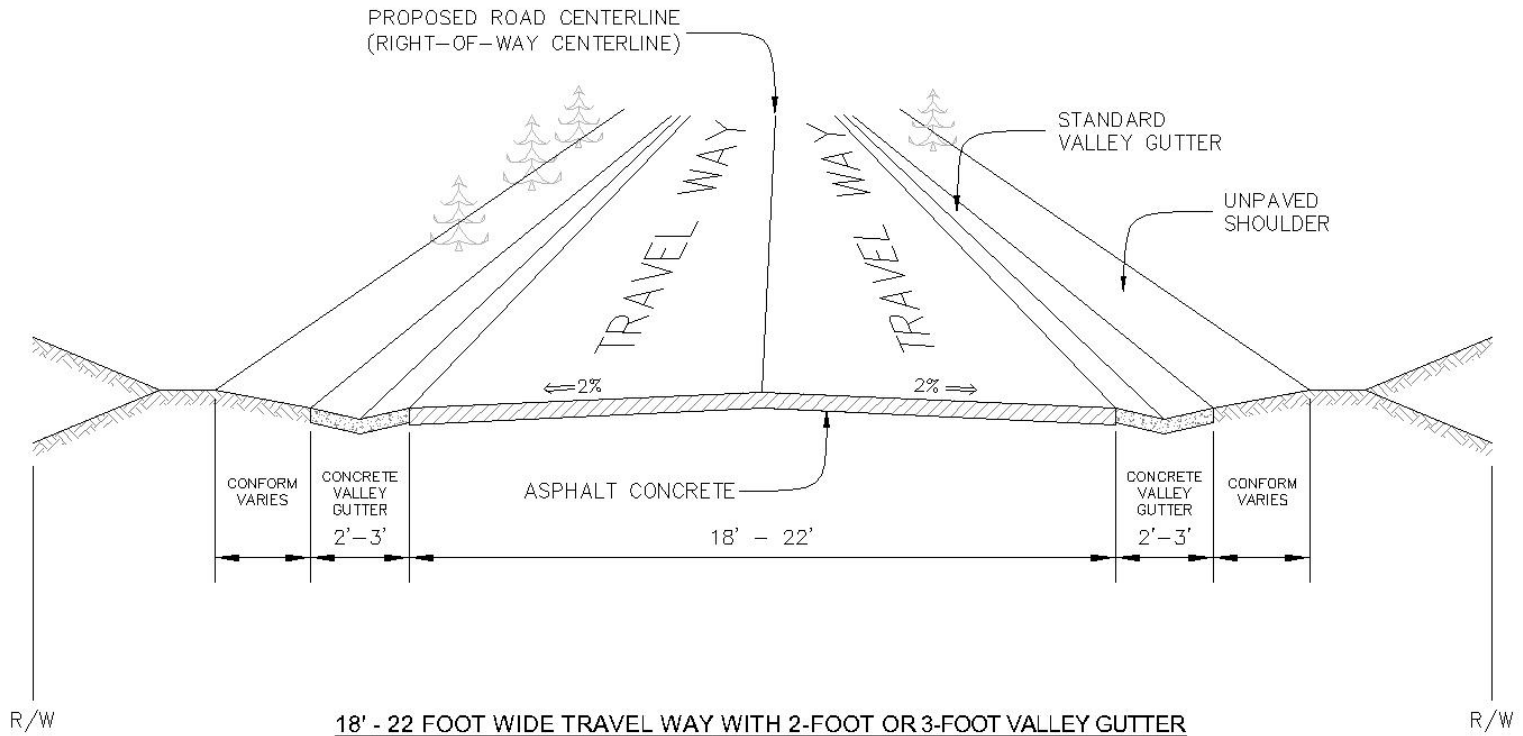
Option 4 – Reconstruct road with 18 feet of pavement with 2-foot wide valley gutters.

- Based on the Board's policy, the improvements will be centered in the road right-of-way unless the road must be moved to avoid trees or other major encroachments in the road right-of-way.



# Sample of Construction Options





**18' - 22 FOOT WIDE TRAVEL WAY WITH 2-FOOT OR 3-FOOT VALLEY GUTTER**  
**TYPICAL SECTION**  
 (NO SCALE)

## West Menlo Park Area Road Standard

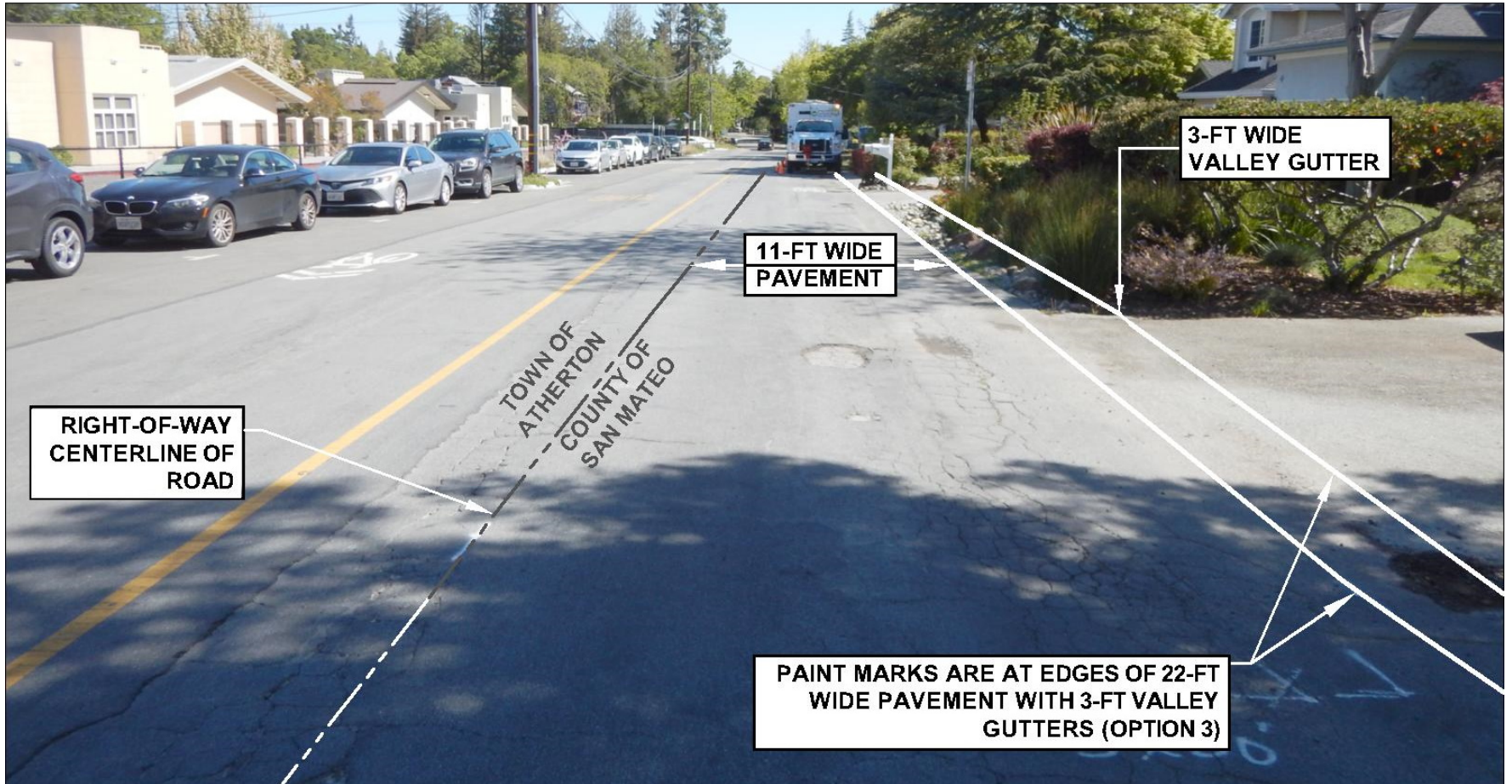
**CAMINO AL LAGO (OPTION 1)**  
**[ALAMEDA DE LAS PULGAS TO BARNEY AVENUE]**  
**OPTION 1 – DO NOTHING, MAINTAIN AS IS**  
**(Pictorial Not Illustrated To Scale)**





# CAMINO AL LAGO (OPTION 3) [ALAMEDA DE LAS PULGAS TO BARNEY AVENUE]

OPTION 3 - RECONSTRUCT ROAD WITH 22-FOOT WIDE PAVEMENT WITH 3-FOOT WIDE VALLEY GUTTERS  
(Pictorial Not Illustrated To Scale)

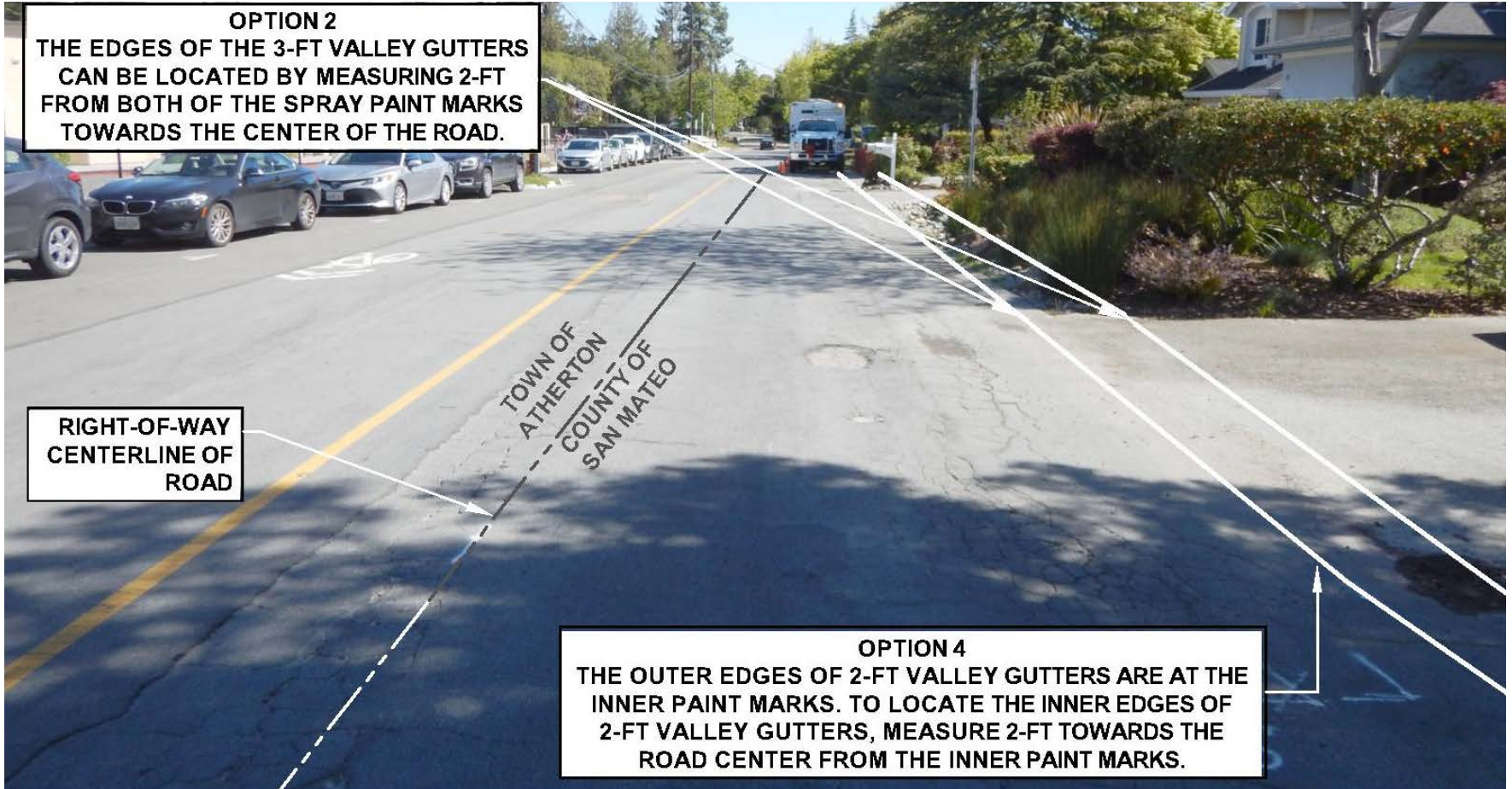


# CAMINO AL LAGO (OPTIONS 2 AND 4) [ALAMEDA DE LAS PULGAS TO BARNEY AVENUE]

OPTION 2 - RECONSTRUCT ROAD WITH 18-FOOT WIDE PAVEMENT WITH 3-FOOT WIDE VALLEY GUTTERS

OPTION 4 - RECONSTRUCT ROAD WITH 18-FOOT WIDE PAVEMENT WITH 2-FOOT WIDE VALLEY GUTTERS

(Pictorial Not Illustrated To Scale)





**PERRY AVENUE (OPTION 1)  
[LELAND AVENUE TO VINE STREET]  
OPTION 1 – DO NOTHING, MAINTAIN AS IS  
(Pictorial Not Illustrated To Scale)**



# PERRY AVENUE (OPTION 3) [LELAND AVENUE TO VINE STREET]

OPTION 3 - RECONSTRUCT ROAD WITH 22-FOOT WIDE PAVEMENT WITH 3-FOOT WIDE VALLEY GUTTERS  
(Pictorial Not Illustrated To Scale)



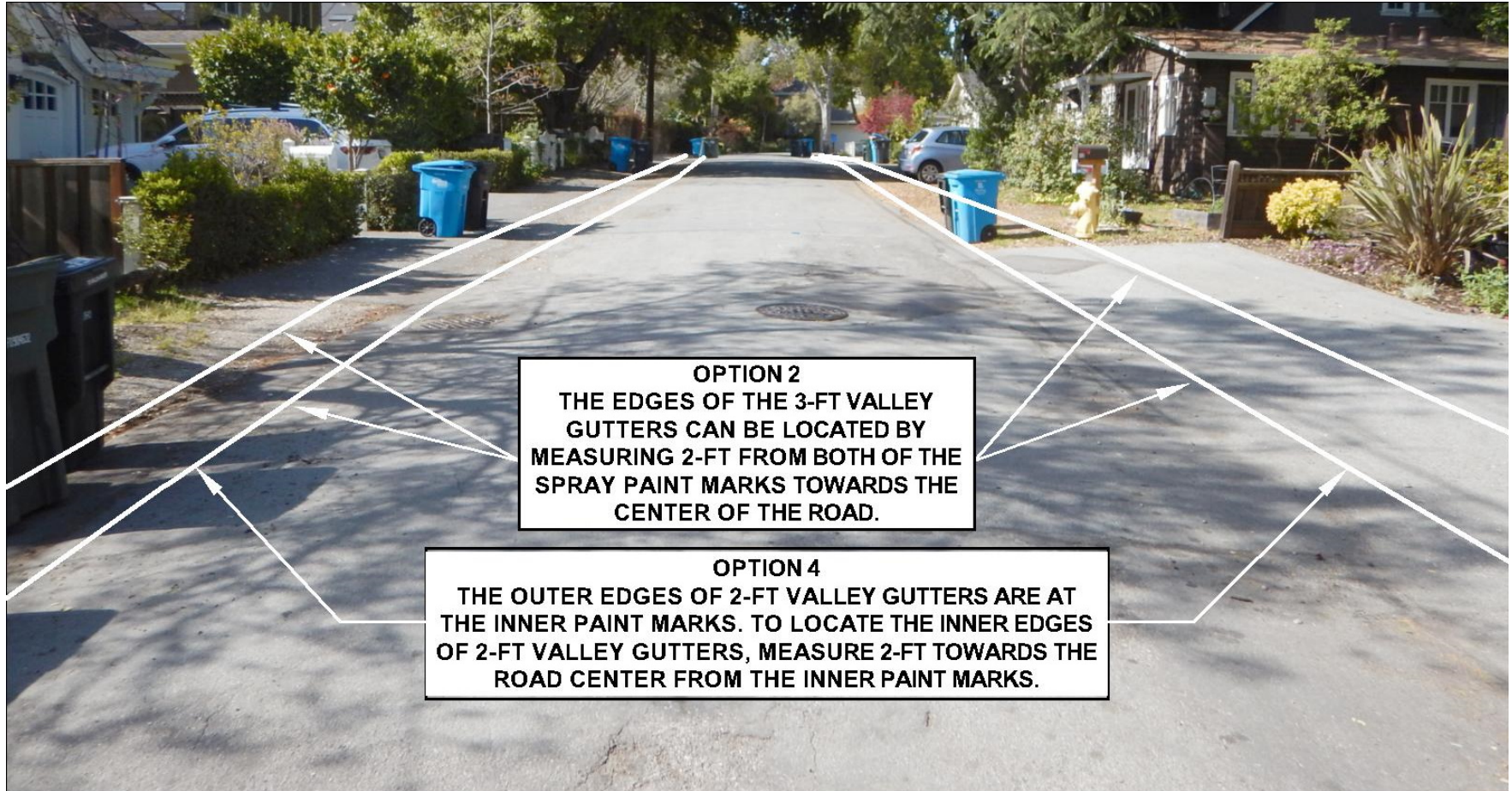


## PERRY AVENUE (OPTIONS 2 AND 4) [LELAND AVENUE TO VINE STREET]

OPTION 2 - RECONSTRUCT ROAD WITH 18-FOOT WIDE PAVEMENT WITH 3-FOOT WIDE VALLEY GUTTERS

OPTION 4 - RECONSTRUCT ROAD WITH 18-FOOT WIDE PAVEMENT WITH 2-FOOT WIDE VALLEY GUTTERS

(Pictorial Not Illustrated To Scale)



**OPTION 2**  
THE EDGES OF THE 3-FT VALLEY GUTTERS CAN BE LOCATED BY MEASURING 2-FT FROM BOTH OF THE SPRAY PAINT MARKS TOWARDS THE CENTER OF THE ROAD.

**OPTION 4**  
THE OUTER EDGES OF 2-FT VALLEY GUTTERS ARE AT THE INNER PAINT MARKS. TO LOCATE THE INNER EDGES OF 2-FT VALLEY GUTTERS, MEASURE 2-FT TOWARDS THE ROAD CENTER FROM THE INNER PAINT MARKS.

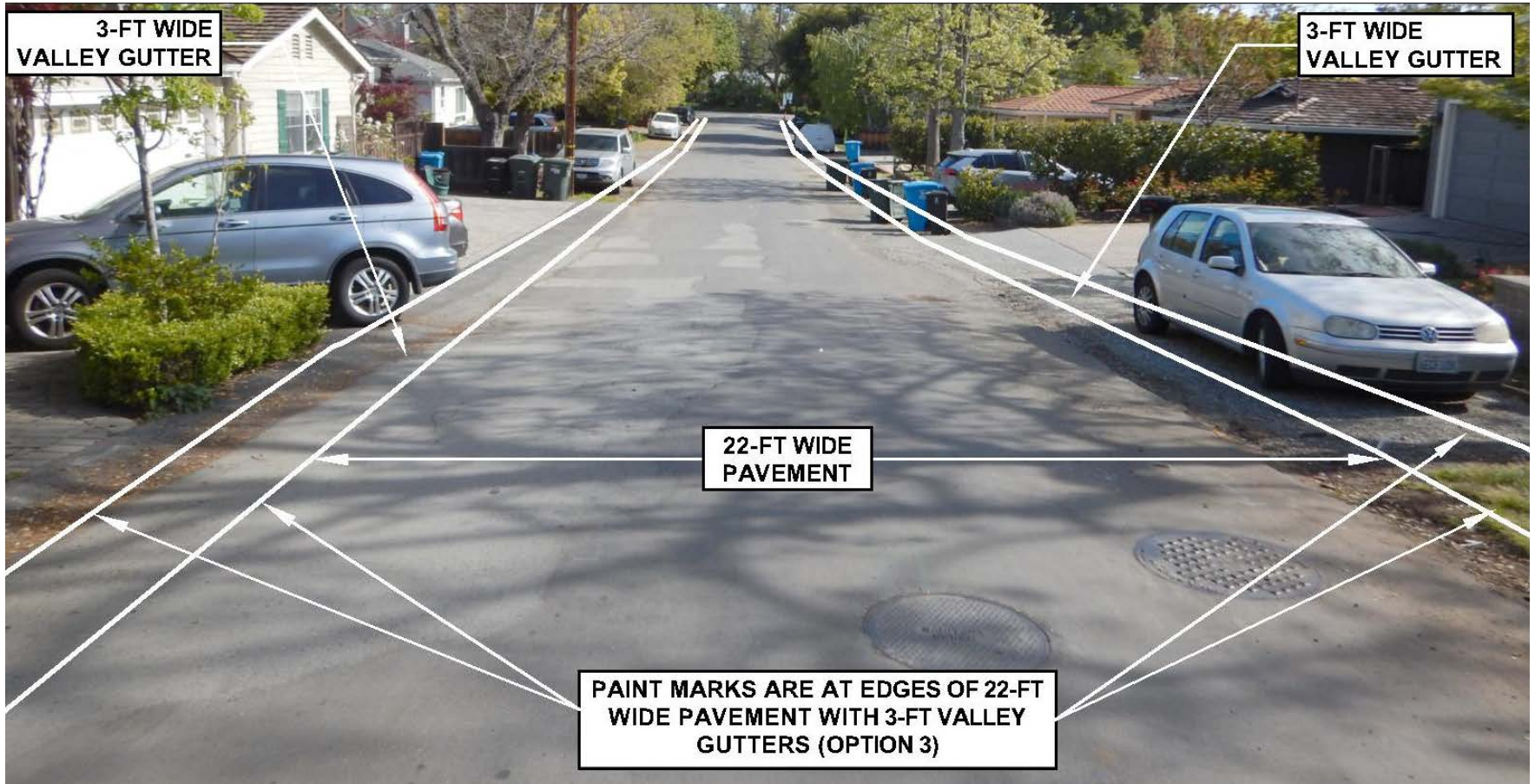


**PALO ALTO WAY (OPTION 1)  
[LELAND AVENUE TO VINE STREET]  
OPTION 1 – DO NOTHING, MAINTAIN AS IS  
(Pictorial Not Illustrated To Scale)**



# PALO ALTO WAY (OPTION 3) [LELAND AVENUE TO VINE STREET]

OPTION 3 - RECONSTRUCT ROAD WITH 22-FOOT WIDE PAVEMENT WITH 3-FOOT WIDE VALLEY GUTTERS  
(Pictorial Not Illustrated To Scale)



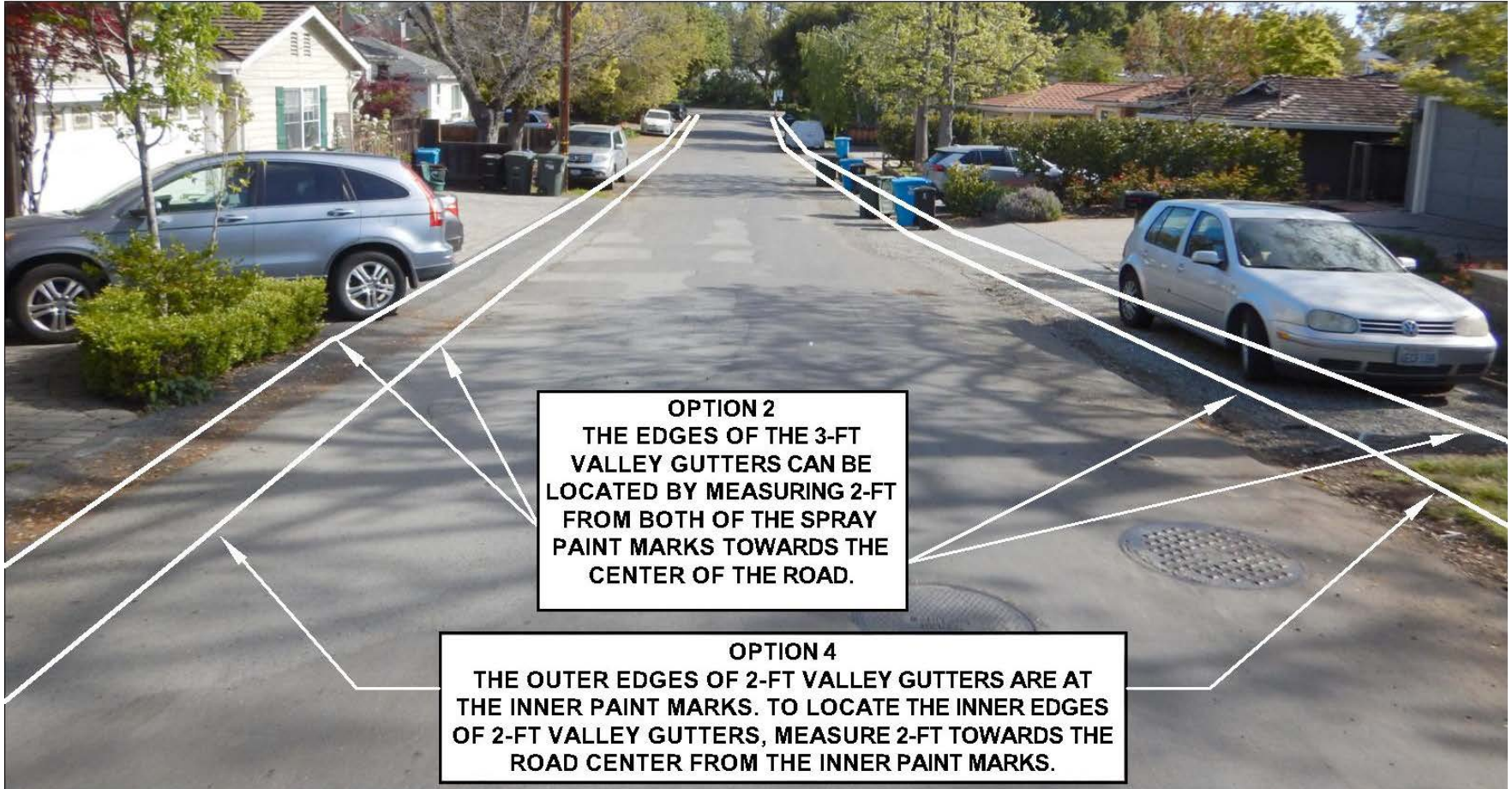


## **PALO ALTO WAY (OPTIONS 2 AND 4) [LELAND AVENUE TO VINE STREET]**

**OPTION 2 - RECONSTRUCT ROAD WITH 18-FOOT WIDE PAVEMENT WITH 3-FOOT WIDE VALLEY GUTTERS**

**OPTION 4 - RECONSTRUCT ROAD WITH 18-FOOT WIDE PAVEMENT WITH 2-FOOT WIDE VALLEY GUTTERS**

**(Pictorial Not Illustrated To Scale)**



# Property Owner Survey

## Camino al Lago, Perry Avenue and Palo Alto Way

Assessors Parcel Number (APN) located on top portion of mailing label on the envelope:

— — — - — — — - — — — —

Your input is very important to us. Please take the time to fill out the form and mail it to us by **Friday, June 2, 2023**. **Street improvements will not be constructed unless at least fifty percent (50%) of all the property owners on a given block (based on front footage) indicate that improvements are desired.**

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The following should be the minimum standard used for reconstructing the street adjacent to my property. (Please check only one):

- Option 1** – Do nothing. Maintain as is.
- Option 2** – Reconstruct road with 18 feet of pavement with 3-foot wide valley gutters.
- Option 3** – Reconstruct road with 22 feet of pavement with 3-foot wide valley gutters.
- Option 4** – Reconstruct road with 18 feet of pavement with 2-foot wide valley gutters.

**Note:**

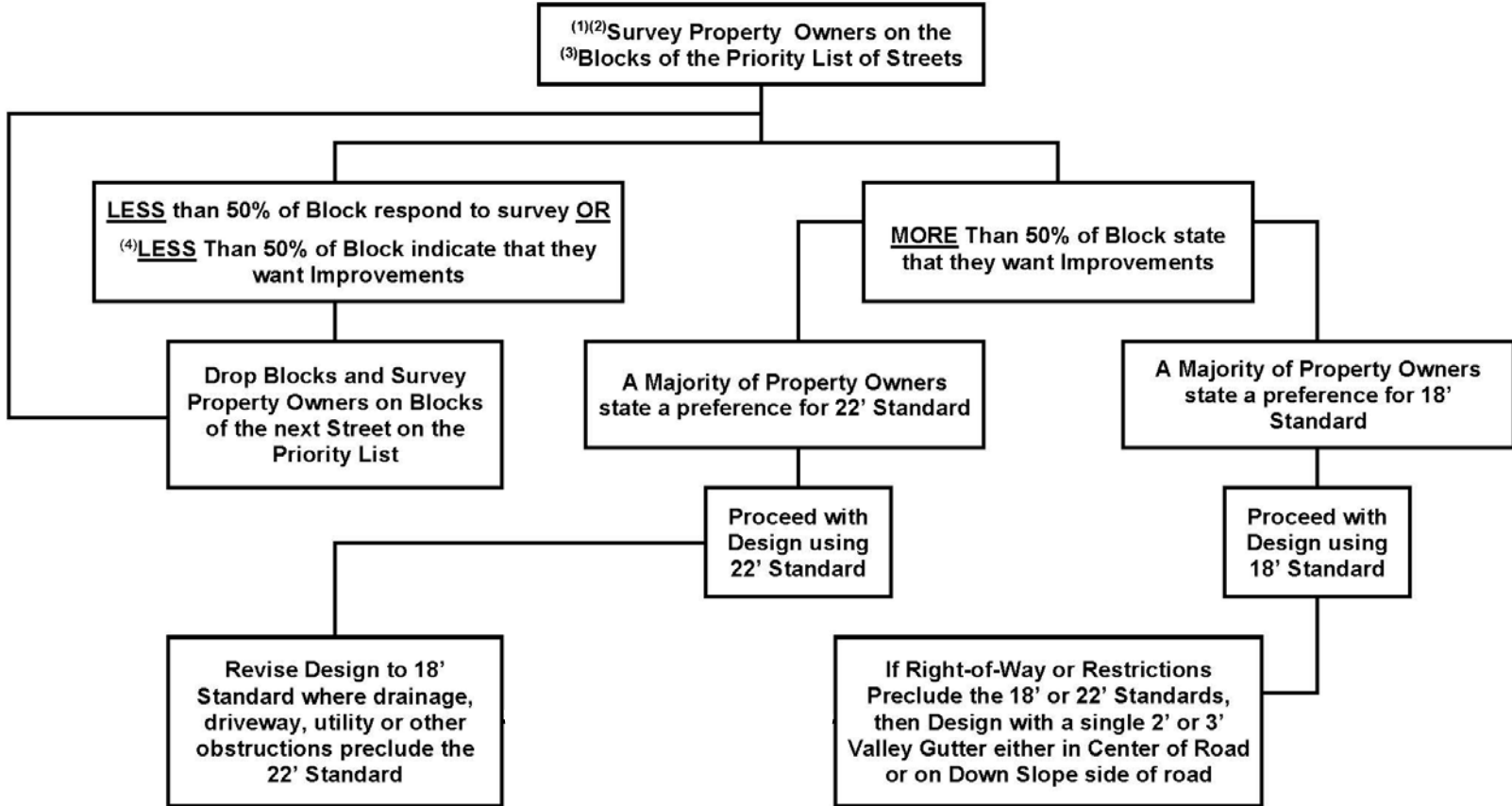
Should at least fifty percent (50%) of all the property owners on a given block vote for improvements, the option that receives the majority of the vote (based on front footage of all the property owners) will be constructed.

If “Option 1– Do nothing. Maintain as is” is the voted option or if no option receives at least fifty percent (50%) of the vote, this road segment will be included in the upcoming 2023 Pavement Preservation Project. The 2023 Pavement Preservation Project includes limited pavement repair areas followed by a slurry seal surface treatment with no changes to roadway widths and is anticipated to start Summer 2023. Additional information on the 2023 Pavement Preservation Project can be found at the following web page:

<https://www.smcgov.org/publicworks/2023-pavement-preservation-project>



## WEST MENLO PARK DESIGN DECISION TREE



**NOTES:**

- (1) Survey results will be weighted based on the front footage of all property owners on the block.
- (2) Property Owners surveyed will be ALL property owners with front footage along the Block, regardless of address.
- (3) A Block is the length of the road between cross-streets.
- (4) Property Owners who vote "No" AND who do NOT respond will be included in this category.
- (5) Only Property Owners within the unincorporated area of San Mateo County will be allowed to vote.

# Design Issues and Considerations

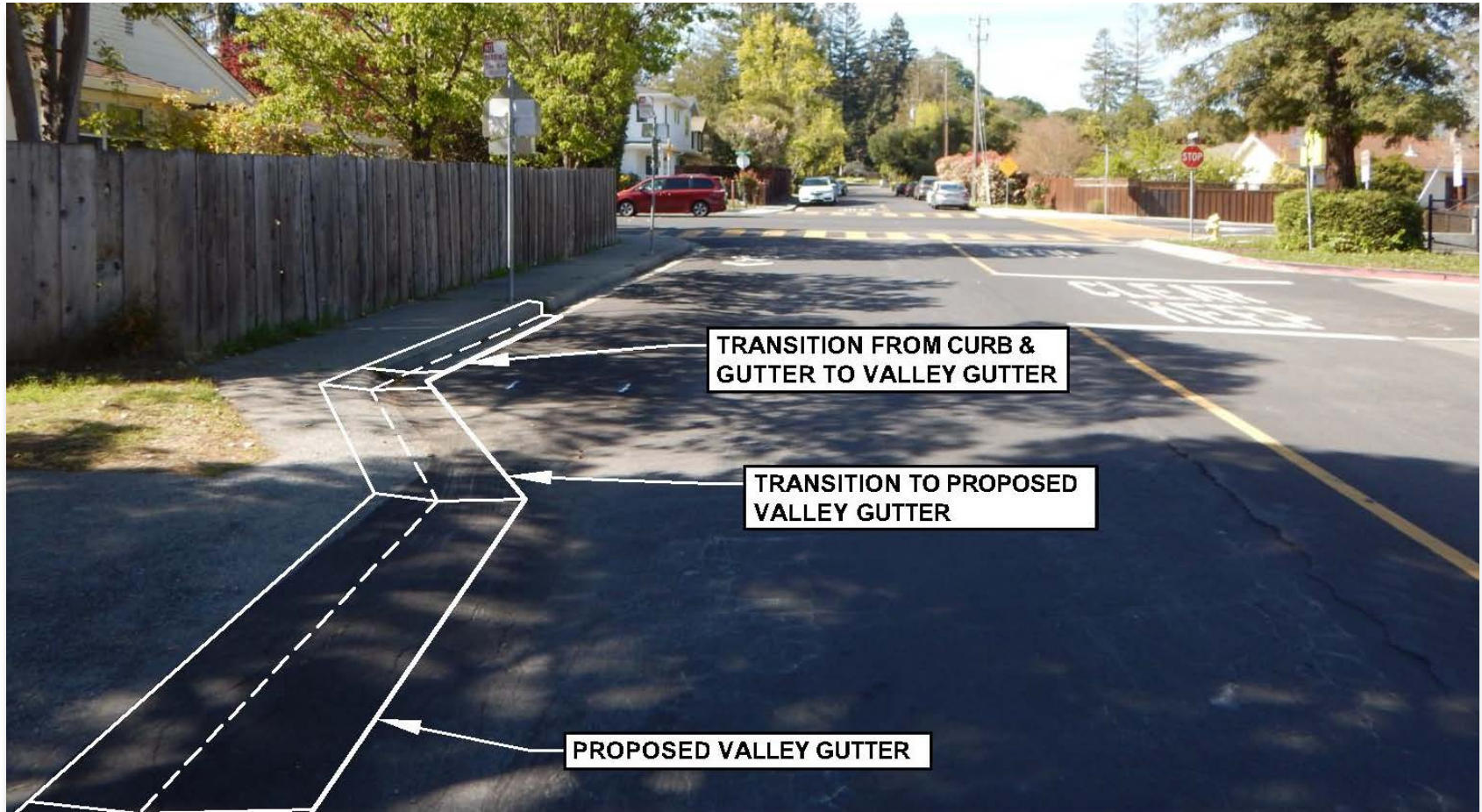
- Some driveways might become steeper than the existing driveways (20% maximum slope per County standard)
- Existing drainage features not aligned with proposed valley gutters
- Impacts to existing landscaping/shoulder area/fences/trees
- Existing utilities need to be avoided (fire hydrant, joint poles, etc.)



# CAMINO AL LAGO

## FROM ALAMEDA DE LAS PULGAS TO BARNEY AVENUE

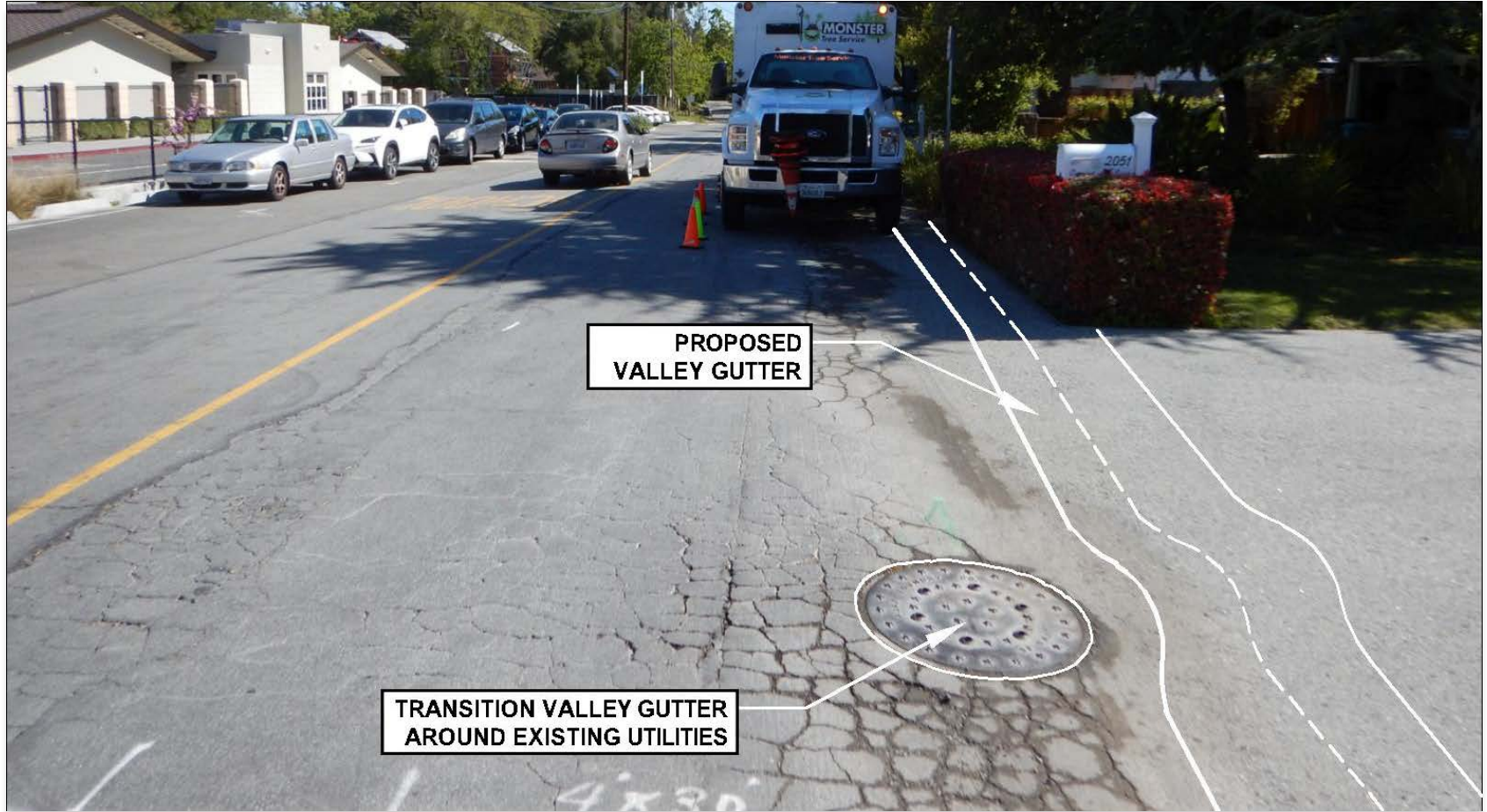
Design Issues and Considerations – working around existing encroachments



# CAMINO AL LAGO

## FROM ALAMEDA DE LAS PULGAS TO BARNEY AVENUE

Design Issues and Considerations – working around existing encroachments





# CAMINO AL LAGO

## FROM ALAMEDA DE LAS PULGAS TO BARNEY AVENUE

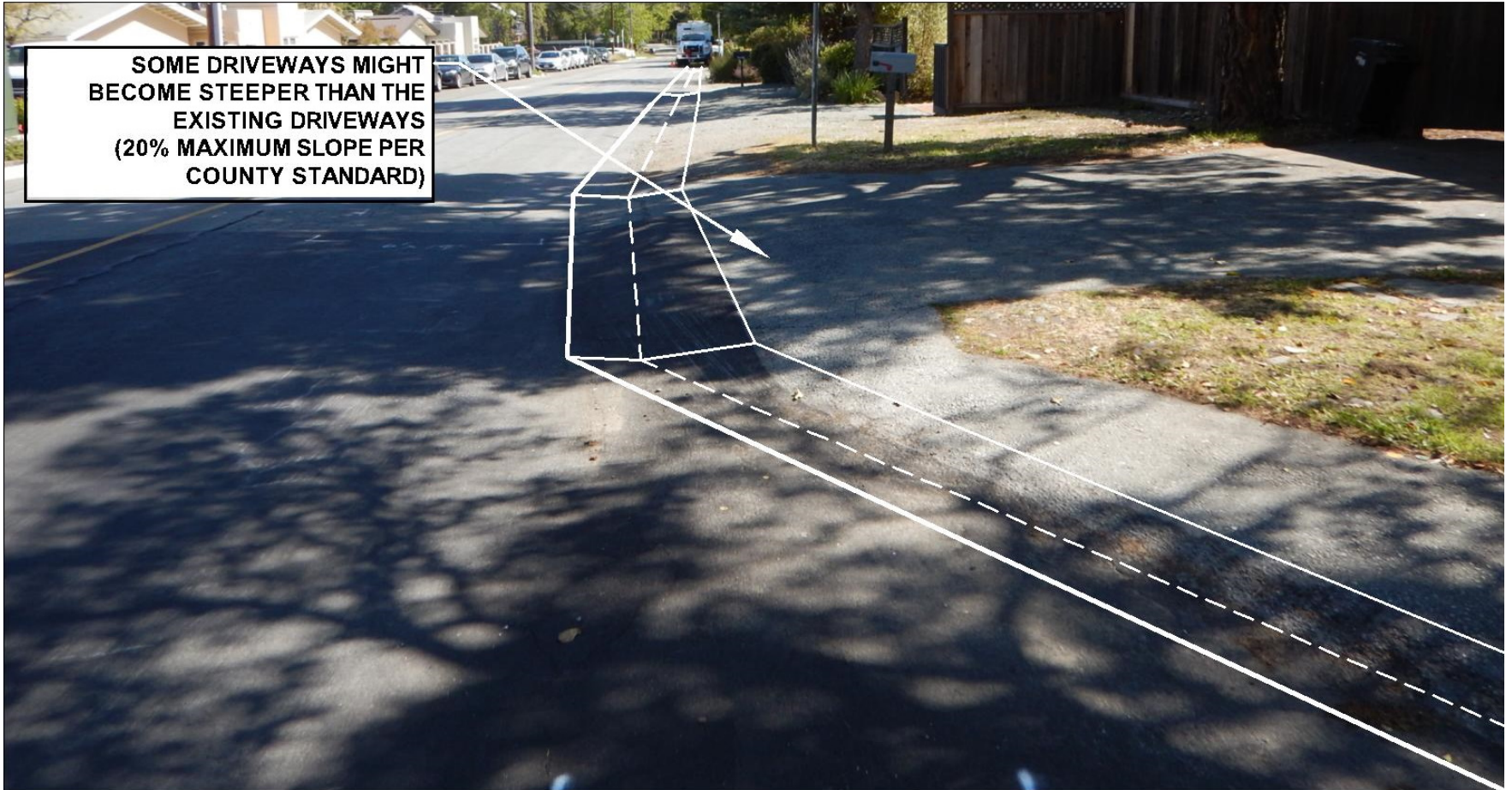
Design Issues and Considerations – working around existing encroachments



# CAMINO AL LAGO

## FROM ALAMEDA DE LAS PULGAS TO BARNEY AVENUE

### Design Issues and Considerations – working around existing encroachments

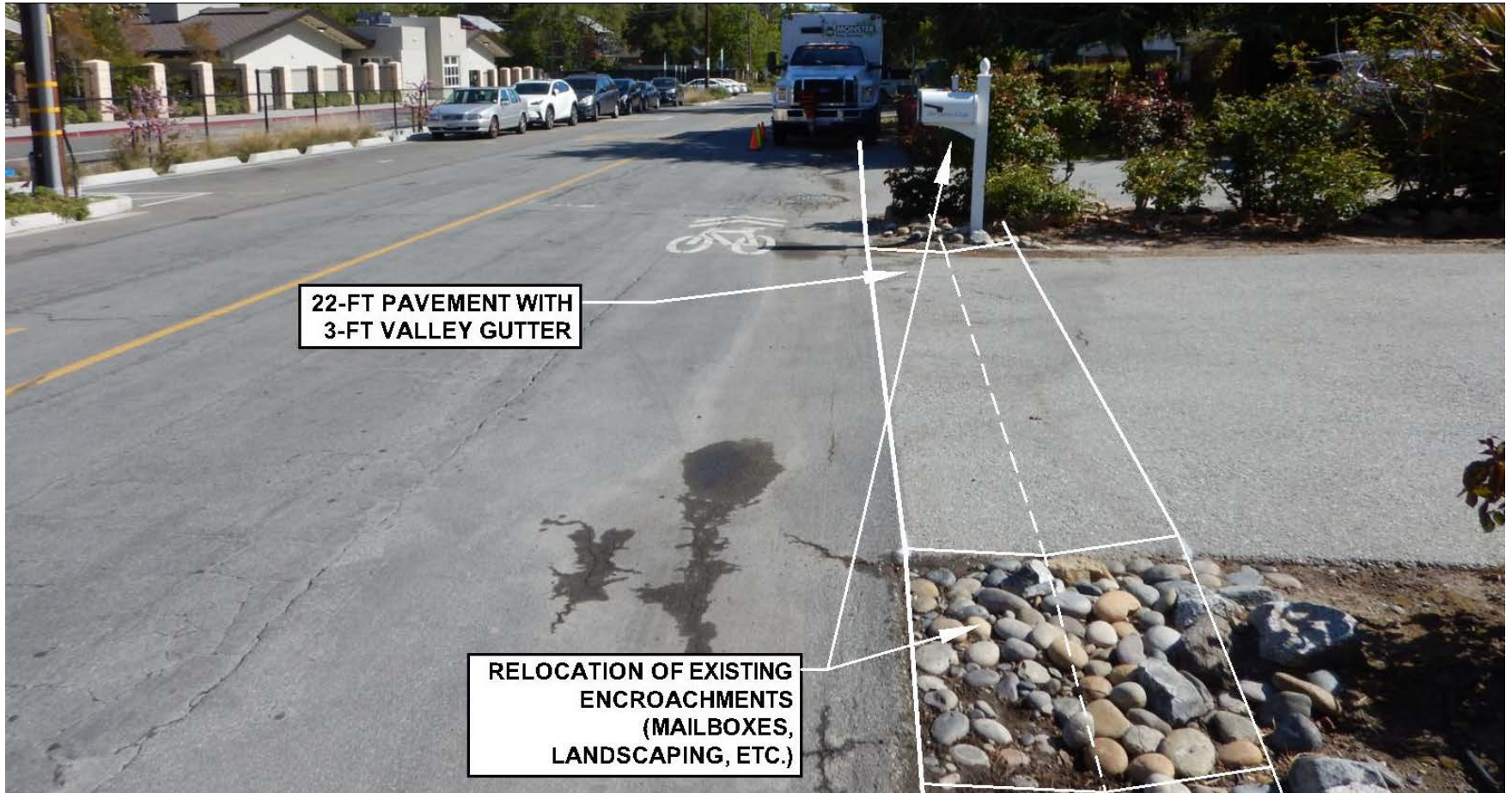




# CAMINO AL LAGO

## FROM ALAMEDA DE LAS PULGAS TO BARNEY AVENUE

Design Issues and Considerations – working around existing encroachments



# PERRY AVENUE

## FROM LELAND AVENUE TO VINE STREET

Design Issues and Considerations – working around existing encroachments





# PALO ALTO WAY

## FROM LELAND AVENUE TO VINE STREET

Design Issues and Considerations – working around existing encroachments





# Design Issues and Considerations – working around existing utility encroachments





# Design Issues and Considerations – working around existing landscaping encroachments



# Design Issues and Considerations

## Right-of-Way

### **Existing Right-of-Way conditions on Camino al Lago:**

- The County of San Mateo maintains southern half of the right-of-way (30-ft) for the segment fronting the school.

### **Existing Right-of-Way conditions on Perry Avenue and Palo Alto Way:**

- The County of San Mateo maintains all of the right-of-way (40-ft) for the segments from Leland Avenue to Vine Street.

### **Option 1 (Do nothing, Maintain as is):**

Allows for existing encroachments and road drainage patterns to remain

### **Option 2 (Reconstruct road with 18 feet of pavement with 3-foot wide valley gutters):**

Encroachments will need to be relocated or removed from the road construction area.

### **Option 3 (Reconstruct road with 22 feet of pavement with 3-foot wide valley gutters):**

More encroachments will have to be relocated/removed to allow wider road. Design can be modified to reduce roadway width.

### **Option 4 (Reconstruct road with 18 feet of pavement with 2-foot wide valley gutters):**

Will impact less encroachments by 1 foot on each side than Option 2.



# Design Issues and Considerations

## Drainage

### Existing drainage conditions:

- Generally, the stormwater flows along the road shoulders and some shoulder areas are permeable.
- Localized ponding at low points in the shoulder areas.
- The permeable roadway shoulder areas allow for stormwater to infiltrate into ground and helps reduce ponding.
- Existing storm drain catch basins collect and convey stormwater into the County's storm drain system.

**Option 1 (Do nothing, Maintain as is):** Allows for existing drainage patterns to remain.

**Option 2, 3 and 4 (Reconstruct road with 18 or 22 feet of pavement with 2-foot or 3-foot wide valley gutters):** Valley gutters will convey stormwater more efficiently on the roads. County would look for opportunities for infiltration as part of the design. The design would need to include evaluation of connecting into the existing storm drain system as much as possible.

# Project Funding

- Construction of the roadway, valley gutters, and minor work to match up to the valley gutters (driveways and shoulder area).
- Work outside of project scope:
  - Landscaping, shoulder and driveway work beyond the required project limit.
  - If Property Owners have been contemplating sewer lateral work, completing it prior to roadway work would be advised. Property owners are responsible for maintenance and repair of the lateral from house to the sewer main.

# Coordination with Town of Atherton and Utilities

## Town of Atherton

- The Town of Atherton input about work on their segment.

## Utilities

- Cal Water, PG&E and West Bay Sanitary District may need to perform work on their existing facilities.
- Any underground utility work to be done will need to happen before any roadwork to avoid damage to the new roadwork.

## Schedule

- These items may impact the schedule since we want the best outcome for the roadway.

# Proposed Process & Timeline\*

- **May 2023/June 2023**: Conduct property owner survey and meet with property owners
- **June 2023**: Determine if there is a project and standard to be used
- **Summer/Fall 2023**: Develop project scope and design project
- **Spring 2024**: Advertise and bid out project
- **Summer 2024**: Project construction
  - \* Utility work and coordination with Town of Atherton could affect/delay timeline

# If Road Improvements are Rejected

- If “Option 1– Do nothing. Maintain as is” is the voted option or if no option receives at least fifty percent (50%), this road segment will be included in the upcoming 2023 Pavement Preservation Project.
- The 2023 Pavement Preservation Project includes limited pavement repair areas followed by slurry sealing surface treatment with no changes to roadway widths and is anticipated to start Summer 2023.
- Additional information on the 2023 Pavement Preservation Project can be found at the following web page:  
<https://www.smcgov.org/publicworks/2023-pavement-preservation-project>



# Thank you

## Questions, Comments, and Input

### Contact:

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650-363-4100

Wency Ng  
[wng@smcgov.org](mailto:wng@smcgov.org)  
650-363-4100

**Project Website (presentation will be posted here):**  
<https://www.smcgov.org/publicworks/Camino-al-Lago-Perry-Ave-Palo-Alto-Way-recon>

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