

FREQUENTLY ASKED QUESTIONS (FAQ)

MENLO OAKS AREA ROAD STANDARDS PROJECT

LISTED BELOW ARE THE QUESTIONS (Q) SUBMITTED BY
PROPERTY OWNERS (AS OF NOVEMBER 20, 2023)

COUNTY PROJECT NO. RW301
PROJECT FILE NO. E5075

The Department of Public Works (Public Works) is in receipt of questions related to the Menlo Oaks Road Standards Project (Project). Questions were asked during the community meeting held on November 8, 2023 and subsequently via e-mail or voicemail. Public Works has organized questions of a similar nature or content by topic to reduce the number of replies below. Public Works has provided responses (R) to the questions (Q) below. Questions received are as of November 20, 2023. All questions received after that date will be addressed in the Community Meeting scheduled for December 6, 2023 at 6:00-8:00 PM via Zoom. Recording of the meeting will be posted on the Project website, and questions not covered in this current list of questions may be added and posted to the website after the meeting.

Road Options, Survey and Voting Questions:

Q1: Can we adopt/vote for different options on different roads?

R1: Property owner votes are for the road their property fronts.

Q2: Will there be one selected option apply for the entire neighborhood or there will be options per street?

R2: The options will be street specific and voted on by the property owners on the street. There is a possibility that streets will elect to vote on different standards.

Q3. Please clarify if you are voting for your specific road or other roads in the neighborhood?

R3: Votes will be counted on a per-street basis, so not all streets may vote alike. Some residents may opt for new roadway standards, while others may prefer to the maintain as is option. Your vote is specifically for the improvement on your street (which may have multiple blocks), not for the entire Menlo Oaks neighborhood.

Q4: If road standards are not adopted, will the County still embark on an effort to address encroachment violations so that we have safer street parking?

R4: The County will not proactively look for encroachments or any form of enforcement. If you would like to report an encroachment issue please call our Roads Division at 650-363-4103 or report the issue on-line at: <https://sanmateo.maintstar.co/>.

Q5: Will Coleman and Ringwood owners participate in the survey?

R5: No, the Property Owners on Coleman Avenue and Ringwood Avenue will not participate in the survey. There is a separate process where those owners can participate, which is being managed by the Office of Sustainability. Information on that effort can be found here: <https://www.smcsustainability.org/colemanringwoodwalkbike>

Q6: What is the justification for treating no response as a vote for "keep as is"?

R6: This is a common practice in various decision-making processes and 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.

Q7: For those who live on a corner lot, will they have input into both streets that border their property?

R7: 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.

Q8: Will we receive updates from the County on which addresses have not responded so we can focus our outreach efficiently?

R8: No, we will respect the privacy of property owners and not publish who has or has not sent in their vote.

Q9: Will the definition for a block on Menlo Oaks Drive at our end be: Arlington to Madison Way or Arlington to Coleman.

R9: Blocks are going to be determined by the area in between two cross streets. For this instance, a block would be considered on Menlo Oaks from Arlington Way to Madison Way, the second block would be Madison Way to Coleman Avenue, and so forth. However, for this effort (to determine road standards per street) the votes will be tabulated on a street-by-street basis and not by a block-by-block basis.

Q10: Will current and future potholes and cracks be repaired even if the street widening proposals are voted down?

R10: 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>

Q11: Please explain how the thirteen year cycle works. It applies only to periodic slurry sealing, right? It does not apply to "as needed" pothole and crack repairs, correct?

R11: Correct. Public Works' references to 13-15 years are the current maximum time between seals such as the one applied recently on Berkeley Avenue, pending funding availability. The 13-15 year timeframe does not apply to pothole repairs and crack sealing, which will be done (and will continue to be done) in any event -- no matter what the outcome of votes on Road Standards.

Q12: When the survey says that all street widening options (16, 18 and 20) come "with" 4 to 6 feet of valley gutters, that means that the valley gutters will sit outside of the widened pavement area, correct? So, accounting for the valley gutters, that the actual effective new

widths (including up to two feet for construction purposes) will not be 16, 18 and 20 feet but will actually be up to 24, 26 and 28 feet, correct?

R12: Please refer to the presentation slides that show the extent of the current roadway and the proposed options for all the roads being surveyed in Menlo Oaks. Valley gutters are installed on the outside of the roadway and will expand the area by 4 or 6 feet total. In addition, during construction an extra foot is generally needed to install the formwork for the valley gutters, which was explained in the presentation. Note these options may widen or narrow your existing road width depending on your current road width.

Q13: Is it true that the initial vote is counted per street and not for the neighborhood as a whole? If that is true, is Menlo Oaks Drive (the longest street with very different issues at one end vs the other) counted as one long street or are the votes counted by the "blocks" as divided by the cross streets? i.e., 4 different "blocks" Coleman to Arlington, Peninsula to Coleman, Colby to Peninsula, Bay to Colby.

R13: Votes will be counted on a per-street basis, so not all streets may vote alike. Some residents may opt for new roadway standards, while others may prefer the "Maintain As Is" option. Your vote is specifically for the improvement on your street, not for the entire Menlo Oaks neighborhood. Once a street is selected to be constructed, a second round of voting will ensure that each block will be able to choose their preferred option.

Q14: How would these options be coordinated with both West Bay Sanitary and Cal Water who are also on programs to update their infrastructure (pipes)?

R15: 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.

Q16: Some of the wells are not registered with the county. How will you be able to locate and mitigate for the green structure?

R16: The County has certain set backs that it needs to comply with related to wells that provide potable water. Wells that have potable water should be registered with the County Environmental Health Department.

Q17: Regarding the impacted trees on Menlo Oaks, can you elaborate on the County's estimates?

R17: After the November 8, 2023 community meeting, the County posted a table that includes all the potential impacts for all surveyed roads and all 6 options. It can be found here: <https://www.smcgov.org/media/146651/download?inline=>

However, every effort will be made during design to either avoid or mitigation tree impacts.

Q18: Can you please let me know what this means: The County says neighbors are still responsible for the non-traveled portion of the roadway.

R18: Public Works' is generally responsible for maintaining the travel way and drainage infrastructure, but not the area outside of or beyond these features that are in the road right-of-way. Property owners are responsible for the areas outside of the roadway and drainage features (road shoulder areas, vegetation, etc.).

Q19: Sanitary Sewer Laterals - how can the proposed road improvement(s) conflict with the sewer lateral from house to the sewer main in the street?

R19: 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.

Q20: Quality of Asphalt - please note that the quality of asphalt the County has used should be high. The California Water Service in the last couple of years replaced under road pipes and its asphalt is better than what the County has been using.

R20: When the utility excavates a utility trench, they are required to replace with a minimum of 6" structural base and 2" asphalt concrete, which is much stronger than the current road section. The proposed road improvement options would reconstruct the road with a structural base with a minimum of 2" asphalt concrete as the roadway surface. For "Maintain As Is," Public Works will perform pothole/pavement repair, crack seal, and seals on the existing traveled roadway surface. The existing width of the road remains the same with no roadway structural improvement. Additionally, the County uses the latest specifications as published by California Department of Transportation for asphalt used in road construction projects.

Q21: Will the votes be paper or electronic?

R21: We require paper survey response as it needs to be filled out by one of the property owners as identified in the Assessor's records.

Q22: How is it possible that our house in the cul-de-sac off Menlo Oaks Dr is one of the two houses highlighted at this beginning of this presentation that does NOT get a vote in this???

R22: We will include the homes in the cul-de-sac off Menlo Oaks Drive in the survey and voting process.

Q23: Please explicitly outline which neighbors in MODA get to vote on the road standards.

R23: Property owners will be allowed one vote and the vote will be based on a street-by-street basis. Meaning, you are voting for the standard on your street and not the neighborhood.

Q24: Does Peninsula School get to take the survey?

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.

Q25: To clarify, given that Berkeley and Menlo Oaks are long roads, is it possible that a block of Berkeley could vote yes (50%+1), and that section of Berkeley would get the improvement options while other sections would not.

R25: Not for this process. Votes are on a street-by-street basis. If road standards were to be adopted, property owners will be surveyed on a block-by-block basis when their road is being considered for improvement. At that time, there is a possibility that different block will vote for different standards.

Q26: Will we have an ability to print surveys out, so when we do our door-to-door campaign, we can hand them the survey with a pre-addressed envelope? The goal being "We will help educate you but all we really want is for you to actually vote".

R26: Public Works has mailed surveys with stamped return envelopes to each property owner. The survey will be posted online and can be downloaded and printed. The survey can be found on the Project website: <https://www.smcgov.org/publicworks/menlo-oaks-road-standards>

R27: Back in 1998, when the improvements on Coleman were implemented, the neighborhood decided that any change to road standards would only proceed if supported by the majority of the entire Menlo Oaks community. That is, any improvements would be made to the neighborhood as a whole (vs. the street-by-street approach proposed by the current project). What has changed that supports the updated approach street by street? Did the Board of Supervisors adopt any resolution to approve this vote?

R28: The County decided that voting for this process would be on a street-by-street basis and not the neighborhood as a whole. 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. Additionally, as shown during the presentation on November 8, 2023 the 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.

Q29: Is it true that by replacing the road (8" dig down), future crack seals and pot hole repairs in the road can be repaired with greater longevity if the underlying road foundation is replaced. We have heard that the existing road lacks structure and thus repairing cracks and potholes is largely ineffective and very temporary.

R29: Generally, pothole repairs are not needed once a reconstruction is completed for 5-7 years as the road structural strength has increased significantly. At that point in time, yes, future potholes and crack sealing would be more effective as the roadway has a structural base and hot-mixes asphalt as opposed to what currently exists. Crack sealing may be necessary before 5-7 years depending on roadway performance as it is an effective tool in keeping water out of the roadway structural section.

Q30: When can we expect the survey re road treatment options to be sent to Menlo Oaks residents?

R30: The surveys and letters dated November 13, 2023 were sent the same week.

Q31: I have a follow-up question regarding the survey process. I understand there will be multiple rounds, but I left last night's meeting confused about this first survey that is about to go out. Will the go-forward plan be determined under Option 1 or Option 2? 1. Need 50%+1 votes across the community to move forward, e.g., if all Colby property owners vote for options 1-6, but all others vote 'maintain', then the project does not move forward 2. Moving forward will be determined on a street-by-street basis, e.g., if all Colby property owners vote for options 1-6, but all others vote 'maintain', the project moves forward with just Colby.

R31: Option 2. Voting will be on a street-by-street basis.

Q32: I have also been by a house several times and it appears abandoned. Are you able to share the property owners contact information or will this property also be taken off of the total count?

R32: No, we will not be able to provide contact information for any property owner within Menlo Oaks.

Q33: It appears that only people who live on a specific street can vote on the standard for that street. By removing Ringwood and Coleman Ave from this Road Standard Review process, and having their issues resolved by the separate Ringwood and Coleman Aves. Transp. Study, are you in effect allowing non-residents of Ringwood and Coleman to vote on the changes for Ringwood and Coleman even though the changes will most impact the residents of those two streets?

R33: Please refer to the Coleman and Ringwood Study being managed by the Office of Sustainability. The Coleman and Ringwood Study was identified in the Unincorporated County of San Mateo Active Transportation Plan and is intended to provide recommendations for a multi-modal standard for each roadway.

Q34: By updating the road standards through this process, would the County be able to change the road standards without residents' input and agreement in the future?

R34: No, any change to the road standards would need to go through a similar public process and be adopted by the Board of Supervisors.

Q35: You mentioned that flag lots get to vote for the length of their easement. Are you saying that the vote is weighted by foot of frontage so that a person with more frontage has a vote that outweighs somebody with less frontage?

R35: No, each property owner will get one vote and each vote counts the same.

Q36: One question that has been presented; As the school is situated with lots of street frontage on Peninsula, Berkeley, and Colby Ave.'s we are wondering to ourselves if our vote is equal to each other individual homeowner?

R36: Yes, each property owner will receive one vote per street they live on, which will cover the streets which the school fronts.

Q37: We cannot attend the meeting . We live in Menlo Oaks how can we best give our input?

R37: The meeting was held on Zoom, and is available online to view at the Project website: <https://www.smcgov.org/publicworks/menlo-oaks-road-standards>
A survey was sent after the meeting and asked for your input.

Specific Road Concerns and Questions:

Q38: How will street parking be impacted by any of these options?

R38: Areas that are typically used for parking may be affected by the options. Generally, the total impacted area will increase from the current roadway widths, which would impact, decrease or eliminate shoulder areas for parking. Based on our desktop review of the streets, parking impacts will be minimal.

Q39: That 5' matching comment about driveway meeting construction would be helpful for people to understand.

R39: The County will extend the project limits up to 5' for driveways. This is typically done when there are slope issues and the roadway is higher and/or lower than the adjacent driveway. Based on the flat topography of Menlo Oaks we do not anticipate this to be an issue and will work to connect the constructed roadway in as short a distance as possible to the existing driveways.

Q41: How will disputes about changes to the street placement within the right of way be adjudicated?

R41: The County will make the decision and recommendation during detailed design. The County has the ability to utilize the right-of-way for the construction of roadway improvements and balances that against impacts. If the roadway needs to be shifted, we will notify the affected property owners ahead of time for further discussion.

Q42: Are there currently any plans to prevent cars from using our newly widened streets to circumvent traffic on Willow, Ringwood, Bay and/or Middlefield?

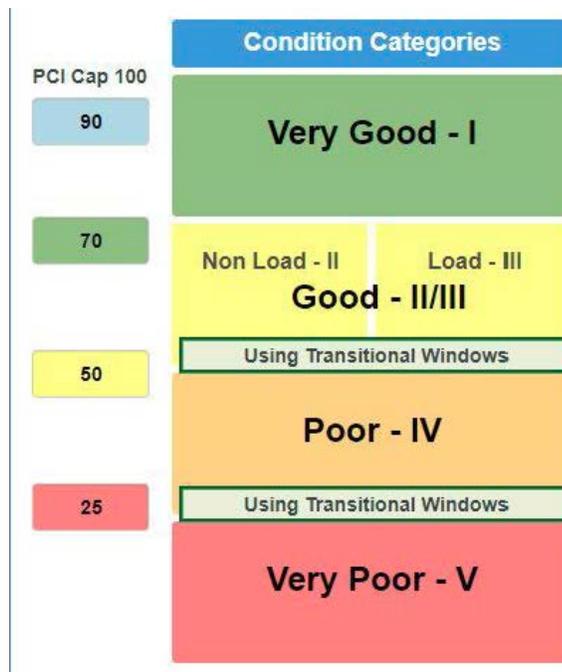
R42: There are no current plans to prevent cars from using the streets as a cut through. However, many issues are being considered and discussed relative to the Coleman and Ringwood Study.

Q43: Can you please address the current status of the roads based on the PCI index? Are the roads ok based on this index? Do the roads have any base or have they completely failed?

R43: The current Pavement Condition Index (PCI) of each roadway in Menlo Oaks is listed in the table below. The specific construction details of each roadway is unknown, but generally, we believe that most the roads in Menlo Oaks do not have a structural base.

Road Name	Begin Location	End Location	Current PCI
COLBY AVENUE	BERKELEY AVENUE	MENLO OAKS DRIVE	35
COLBY AVENUE	MENLO OAKS DRIVE	RINGWOOD AVENUE	35
ARLINGTON WAY	RINGWOOD AVENUE	COLEMAN AVENUE	32

MENLO OAKS DRIVE	BAY ROAD	COLBY AVENUE	24
MENLO OAKS DRIVE	COLBY AVENUE	COLEMAN AVENUE	31
MENLO OAKS DRIVE	COLEMAN AVENUE	ARLINGTON WAY	47
MADISON WAY	ARLINGTON WAY	MENLO OAKS DRIVE	42
ENTRADA WAY	BERKLEY AVENUE	CUL-DE-SAC	79
BERKELY AVENUE	COLEMAN AVENUE	BAY ROAD	44
PENINSULA WAY	MENLO OAKS DRIVE	BERKLEY AVENUE	55
FREDRICK COURT	RINGWOOD AVENUE	CUL-DE-SAC	37



Q44: 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?

R44: Option one consists of a 20-ft wide footprint comprised of 16-ft of asphalt concrete roadway and 2-ft concrete valley gutters on both sides of the roadway. As described above and in the presentation, approximately one foot on the outside edges of the valley gutters would be disturbed for the concrete formwork but would be restored to existing conditions once the valley gutters are constructed. 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.

Q45: How can we find out the width of the current road in front of our address? Knowing this will really help us make much more informed decisions of which options we can pick and what the potential impacts may be. Sorry I didn't stay on the call long enough to ask this question but thought I should ask anyway so I can make better informed choices.

R45: To find the current width of the road in front of your house, you can measure the pavement from the edge of one side to the other side of the existing travelled road (do not include shoulder area).

Miscellaneous Questions:

Q46: Where can I see a picture of the road in front of my home?

R46: The County did not prepare renderings of all roadways at all locations.

Q47: Can the County offer an opinion on whether adopting new road standards would be beneficial to the community vs just another 25 years of "maintenance as is"?

R47: The County does not have an opinion on this. Our goal is to provide you with information on the pros and cons of each of the options for you to make an informed decision.

Q48: What do you mean by Community Ringwood & Coleman Study? It does not mean just MODA but the Broader San Mateo County Community?

R48: The Ringwood and Coleman Study is being managed by the County's Office of Sustainability. You can find more information on that effort at the following link: <https://www.smcsustainability.org/colemanringwoodwalkbike>

Q49: I am looking at the Menlo Oaks Road Project and wondering if there is a recording of the community meeting. If so, can you please send me a link?

R49: The meeting was held on Zoom, and is available online to view at the Project website: <https://www.smcgov.org/publicworks/menlo-oaks-road-standards>
A survey was sent after the meeting and asked for your input.

Q50: Width of Street - my street is 18 feet in front of my house @ Menlo Oaks Dr. In the 200 block it is narrow—no room for gutters.

R50: The County has several options to accommodate these type of issues. We can narrow the roadway to avoid trees, shift the centerline of the roadway, or stop the valley gutters short of potential impacts.

Q51: Will roadwork require a Phase 1 or Phase 2 EIR?

No, planning or study efforts are not required to perform an Environmental Impact Report (EIR). The County is required to comply with the California Environmental Quality Act (CEQA) on a project-by-project basis. If road standards are adopted, CEQA analysis will be performed based on a defined project scope and on a street-by-street basis.

Q52: To what extent, if any, have there been reported car/bike or car/pedestrian accidents in Menlo Oaks in the past 5 years -- apart from any reported on Coleman or Ringwood.

R52: There is one reported accident per Statewide Integrated Traffic Records System (SWTRS). The following data has been taken directly from the SWTRS database.

Location: Arlington Way & Menlo Oaks Drive
Time & Date 10-30-2015, 9:00
Crash Severity: Injury (Complaint of Pain)
Injuries: 0-Killed, 1-Injured
Type of Crash; Broadside
Involved with: Bicycle/Driver (bicycle at fault)

Tree Related Questions:

Q53: Trees - where and why are the trees designated for removal e.g. 6 on Menlo Oaks Dr.?

R53: 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.

Q54: Is it true that the pooling of water negatively impacts some existing trees? Specifically, is one of the benefits to the valley gutters that moving the pooling water will be healthier for the existing trees.

R54: 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.

Q55: One more specific question about our property. We have a county tree in front of our home. From the edge of the tree to the neighbors across the street is 17'. With the 16-ft road + 2-ft valley gutter option, we would need mitigation. I assume this would be narrowing around the tree or moving the center line so that more of the neighbors' front area is impacted. I don't imagine that removing the tree is something anyone would want to do. Is there any way to get a better feel before we vote?

R55: The County will work to preserve all existing healthy trees. We will do this in the ways you describe, by curving around the tree or shifting the centerline of the roadway. One clarification is that the County does not own the trees in the Right of Way. The trees are the responsibility of the adjacent property owner to maintain. Unfortunately, we do not know at this point which option we will choose, but the goal would be to not affect the tree. Information relative to trees in the road right of way can be found here:
<https://www.smcgov.org/publicworks/informational-tree-brochure>

Q56: 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?

R56: 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=>

Q57: Is the County planning to save every tree deemed impacted by design changes at those specific points in the road?

R57: 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=>

Q58: Regarding the impacted trees on Menlo Oaks, can you elaborate on the County's estimates?

R58: Please refer to the potential tree impact table posted on our website. <https://www.smcgov.org/media/146651/download?inline=>
The table identifies all trees that would be within the construction footprint of all 6 options for each surveyed roadway in Menlo Oaks.

Q59: Do you have an idea of how many trees will be impacted?

R59: Please refer to the potential tree impact table posted on our website. <https://www.smcgov.org/media/146651/download?inline=>

Q60: Are all the trees on Menlo Oaks will be taken out if even a 16' road standard is adopted?

R60: No, the County will work with an arborist to assess and protect all healthy trees that will 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=>

Q61: If there is a pinch point in a roadway due to a tree, would the Country be open to removing that tree?

R61: Only if the tree is unhealthy and removing the tree is recommended by an arborist. Otherwise, we will design the roadway to avoid impacting the tree.

Q62: Might there be funds for replacing trees that are impacted, especially with the largest oaks possible to help fill the canopy.

R62: No, the County does not have a funding source to support replacing trees.

Q63: The current width of the pavement on streets that may be widened in Menlo Oaks?

R63: Please refer the presentation which has been posted on our Project website (see link below). The roadway widths are listed at the bottom of the slides for each street with the layout of the different options (slides 18-50). The range of the existing road widths are also included at the bottom of the same slides. Note that the existing road widths vary even within the same block. Depending on what is the selected option, the existing road width may be narrowed or widened. <https://www.smcgov.org/publicworks/menlo-oaks-road-standards>

Q64: The width of the County right of way for each such street.

R64: Please refer the presentation which has been posted on our Project website (see link below). The right of way widths are listed at the bottom of the slides for each street with the layout of the different options (slide 18-50). <https://www.smcgov.org/publicworks/menlo-oaks-road-standards>

Drainage Related Questions:

Q65: How many feet down and wide do the green infrastructure take up? Is there a mini spacing between these drainage improvements? Every 50 ft or some other metric.

R65: The size and depth of green infrastructure will vary by location and existing underground constraints. Every street is different, and the size will be determined during detailed design and are intended to capture and treat storms. The green infrastructure systems will be spaced as needed to meet the area of the roadway. They will also be located in areas that avoid underground utilities like PG&E gas lines, sanitary sewer lines and water lines.

Q66: Concrete Gutters - installation of gutters should be after the storm drainage at Coleman/Menlo Oaks and Arlington are enlarged, e.g. Berkeley @ Peninsula Way last year. Currently, our drainage occurs through ground next to roads. We have no man-made drainage. Therefore we have nature swales.

R66: The proposed road improvement will include underground storm water green infrastructure systems with the valley gutters. The green infrastructure system will be designed and installed at various locations along the roadways to capture and treatment stormwater and help eliminate ponding from a minor storm.

Q67: Is the 3' gutter flatter than the 2' gutter (and therefore be a place where we can walk)?

R67: Yes, 3' wide valley gutters will be flatter than a 2' wide valley gutter. However, either option would be conducive for someone to walk in.

Q68: If I understood your presentation correctly, the gutters would flow down to Bay Road, but what plans are there for dealing with the water once it hits Bay Road?

R68: Underground green infrastructure will be construction in various locations to capture and treat the storm water at intermittent locations. The increased flow to Bay Road would be minimal, if any increase at all, and should not have any significant impact increase ponding on Bay Road.

Traffic Calming Questions:

R69: 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!

R69: The residential speed control program has not changed since it was established in 2004.

Q70: Is there any guarantee that traffic controls (e.g. speed bumps or traffic circles) will be installed when the streets are widened?

R70. 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>

Q71: Please can you share the speed mitigation website?

R71: <https://www.smcgov.org/publicworks/residential-speed-control>