

**SAN MATEO COUNTY
PUBLIC COMMENTS/CONCERNS**

Traffic	Residents expressed concerns regarding the increased traffic and congestion this project would cause, regardless of times. Current traffic congestion begins at 5am and local main roads and highways are already at capacity, which has led to an increase in cut-through traffic in residential areas. For example, traffic and wayfinding apps lead drivers through faster routes, which adds a higher volume of residential traffic. Increased traffic has led to increased noise from vehicles, oversized trucks, and motorcycles. Traffic concerns mainly focused on roads that surround Stanford (Alpine Road, Sand Hill Road, Alameda de las Pulgas, Santa Cruz Ave.) Additionally, residents expressed concern about the number of construction and/or support staff that would commute to and from Stanford during and after construction.
Housing	Residents expressed concerns about the lack of affordable housing, the lack of on-campus student housing at Stanford, and the rising cost of housing in the area. The high cost of housing (or lack of affordable housing) has prevented teachers/staff from living in the community in which they work; whereby they are forced to commute long-distance.
Safety / Infrastructure	Residents and local fire/emergency responders expressed concerns for emergency service vehicles navigating roadways that will see increased vehicular traffic due to the Stanford expansion. Residents shared concerns that added congestion could increase the difficulty already faced by Emergency Responders trying to navigate in order to respond to Emergencies, as well as safely transporting to the hospitals. Residents expressed that the increased traffic could also lead to unsafe speeds through neighborhoods and creates a major concern for pedestrian safety of children, adults, and seniors walking/exercising through the corridor (i.e. School, crosswalks, shops, etc.). Bicyclist lanes are already narrow and with increased traffic and unsafe speeds, bicyclist and pedestrians both expressed safety concerns. Residents also shared an increased number of accidents.
Health	Residents shared concerns that increased traffic has led to poor air quality; leading to chronic health conditions (i.e. Chronic hearing loss, sleep disorder/distress, high stress level leading to cardiovascular disease, depression, anxiety, etc.). Residents expressed concerns with the secondary effects on health such as quality of life, socialization, etc. that is caused by the current and proposed project.
Other	Residents shared concerns that the impacts to other surrounding cities (Redwood City, East Menlo Park, and East Palo Alto) have not been taken into consideration in the Environmental Impact Report and should be as they will be indirectly impacted by this project as well.

1. What are the biggest concerns about the project?

- Traffic
- Affordable Housing
- Pedestrian safety, especially along Santa Cruz Ave. and Sand Hill Road
- Secondary effects on health
 - Chronic pain
 - Complications due to increased noise
 - Sleep disorders
 - Air quality during construction
- Concerned that general traffic and noise tends to begin at 5:00 AM
- The impact on cyclists and vehicles
- School children safety
- That the impact to Redwood City is not taken into consideration
- Concerned at the number of students / faculty workers and additional support staff were not included in the Environment Impact Report
- Concerned that the metrics for measuring traffic during peak hours are not shown
- Local fire departments are concerned at how increased traffic will impact fire response since the majority of the impact will be on primary response routes
- The general use permit application is not taking into consideration other factors that cause traffic
- Concerned that there doesn't seem to be any meaningful, comprehensive analysis of the impacts to surrounding communities
- Highway 280 is already at its threshold and this project will just add more traffic
- Getting updates on project progress
- Stanford's "no new net commute trip" measurement is not accurate and that they didn't incorporate the hours between 6:30AM to 10PM
- The group disagreed with the assertion that there would be "no new net commute trips" and referenced traffic studies conducted on Alpine and Page Mill in 2000 that should be analyzed as a benchmark or reference on what was predicted versus what was accurate
- The group questioned the motivation for their expansion. They felt that the boundary lines does not represent the true impacts that this project will have on the community
 - The group felt that the study is excluding the impacts this project will have on schools and underrepresented communities
 - Development may not happen gradually but at different rates over the 17 year permit period causing significant impacts depending on that rate (example: increased traffic and poor air quality due to multiple construction projects implemented in a peak period of time)

2. Have you experienced any impact from the current Stanford expansion?

- Cars cannot turn on Sand Hill Road after 1:30 PM now
- It is difficult to get out of Santa Cruz Ave. near Sand Hill Road due to traffic and safety
- Congestion on Alameda de las Pulgas between 7:30 AM – 10:00 AM and 3:00 PM – 7:00 PM
- Pedestrian safety near Dutch Goose (in West Menlo Park)
- Cars speeding on Santa Cruz Ave. and Sand Hill Road
- The inability to get on Alpine Road now due to traffic
- Increased air pollution
- An increase in vehicular accidents
- Traffic on Highway 280 starts at Sand Hill and stops after Cañada College, residents think that is caused by Stanford commuters
- The overall quality of life has decreased due to increased traffic due to expansions on the Stanford campus
- There has been an increase in cut-through traffic in the neighborhoods surrounding Stanford campus
- There has been an increase in dirt removal trucks on El Camino Real

3. Do you have specific concerns about traffic/housing related to the proposed project?

- An increase in Stanford students
- The lack of affordable housing
- Teachers are traveling far distances and unable to find housing in the neighborhood
- Increase in traffic
- Increase in the cost of housing
- Safety, children unable to walk
- Students living off-campus and the party house environment it causes
- No new infrastructure has been proposed to support an increase in people living in the area due to the campus expansion
 - Negative impact on water, sewers, schools, emergency medical services, public safety, police and fire departments
- Traffic mitigation measures should be implemented before construction starts
- More traffic and not enough parking

4. Are the other concerns we haven't captured?

- The impact on side streets due to the Waze app
- Increase in motorcycle noise
- Big trucks carrying dirt/dust and causing safety issues
- It is sometimes difficult for fire engines to get through due to traffic
- An adequate study needs to be conducted assessing flow-through traffic on the main traffic corridors to be able to determine if traffic is actually coming from Stanford

Stanford General Use Permit Meeting

Public Comments, questions, or concerns?

- Stanford should take a leadership role and plan and enact a net reduction of car trips by 2070 over the next 15 years. This is essential because traffic is already intolerable and all employers/entities [don't] help.
- How will Santa Clara County monitor and enforce construction mitigation requirements e.g., routes for debris disposal.
- Traffic on Alpine Rd has already reached gridlock conditions during rush hour which have extended to 2-3hrs. In between, 35 MPH speed limit is ignored by speeders. I am concerned that "peak" hour statistics do not correctly represent the traffic load changes.
- Will any of the development be of the type that is exempt from property taxes since that impacts funding for organizations/schools?
- Can San Mateo County enforce keeping construction traffic (large trucks, etc.) off Alpine Road? Can San Mateo County extract funding for traffic and road improvements from Stanford as part of the process? The Alpine Rd. corridor is heavily impacted by Stanford expansion. Compare Stanford 2000 GUP "predictions" of traffic, etc. to what actually happened, hold them accountable for the discrepancies. Make the GUP realistic.
- What analysis or evaluation has there been on the 2000 GUP? How accurate were the projection on traffic impact? We should re-evaluate the measurement tactics and metrics used to track impact.
- What will be the impact on emergency services (police, fire, medical) when the anticipated increase in traffic kicks in? No new net trips during "Peak Hours" is unrealistic since the affected communities are impacted by the gross number of trips of all the support functions required by the planned expansion...and that all day long!
- Big concern regarding pedestrian and bicycle safety crossing all 4 directions at Sandhill and Santa Cruz Ave. The present high level of traffic it is already very dangerous to cross in any direction. People making the left hand turns at high speed are blocked from seeing the cross walk by the big AT&T box, the k-rail wall and do not see the small flashing pedestrian signs across the wide intersection. We need large flashing pedestrian signs on both sides of each crossing.
- My concern is that this development make sure all bike lanes are adequate at least 4-5 ft. wide down Alpine Road.
- Can part of mitigation for increased traffic include free shuttle to stop at Menlo Commons Hourly to take residents up and down Sand Hill and Santa Cruz (to get to Stanford hospital and Stanford shopping and Safeway/CVS) and downtown Menlo Park? Mitigate noise sound and air quality impact with sound walls and plants on Santa Cruz

- Gross underestimation of traffic impact, gross underestimation of impact on local schools/hospital. Why does Stanford keep up this relentless expansion: focus on academics not monumental construction (I am an alumni; with all due respect cease this madness). Traffic congestion will prevent emergency vehicle access. Groundwater recharge impacts are only superficially addressed. Need maps to illustrate table 3:2. Show Barn & Driving Range proposed development.
- Please tell google maps to stop sending traffic to the “Waze parade”
- Concerns are traffic, emergency responses. How will enforcement be done, like following through that things are done that they say will be done!
- Facebook is a major expansion of the use of Menlo Park. Stanford Shopping Center, children hospital, and hospital expansion are setting a new “normal” as a base of traffic, housing, pollution, etc. That should be voiced as the new baseline for the new Stanford Project.
- Build garage at the intersection of 280 and Sand Hill Road (Stanford build team) and extend measures to run a shuttle from there to the Campus. That can go a long way to “solve” the Sand Hill Road traffic problem.
- Credited by geographic region not by entire boundary. I need specific traffic mitigation for west Menlo Park. Core campus growth and traffic demand impacts Santa Cruz and Alameda to Sand Hill.
- Very concerned about the negative impact of increased traffic on the safety of our senior citizens who walk for exercise.
- The current traffic on Sand Hill Road and Santa Cruz Avenue is already noxious in terms of gas emissions and noise pollution. The research is clear in terms of car noise/traffic on physical and mental (chronic) health, specifically, hypertension, hearing loss, sleep disturbance, tinnitus (ear ringing), high stress levels which create cardiovascular disease, depression and anxiety.
- The secondary negative effect of chronic noise pollution due to traffic reduces our quality of life, such as leisure time and socialization with neighbors outdoors, having to keep windows closed.
- Extremely concerned about the future exponential increased traffic and its impact on children safety to and from school.
- The air pollution’s negative impact on their physical health.
- It appears that there is minimal structure in the process of informing Santa Clara and Stanford regarding our concerns.
- How can we get Stanford to take seriously the impact of their development & controlled campus on the outer non-academic community?
- Inadequate or inaccurate Stanford metrics on traffic. They do not measure impact on our community.
- How do we help San Mateo County negotiate with Santa Clara County (regarding the proposed project)?

- Concerned about unfounded impact on La Entrada School.
- We need to be clear about the property tax that Stanford does not pay. Taxes should be replaced by service fees.
- No new net trips – magical thinking.
- No taxes paid on construction, yet roads and infrastructure in San Mateo degraded.
- Traffic study highly flawed.
- Access for emergency vehicles impacted.
- Truck routes disruptive.
- Many many accidents not included in DEIR.
- Is there any (one) entity that represents all the people affected by the extensions of Stanford?
- With the new expansion on 101 and El Camino Real, the 4 major routes (Highway 101 North/South bound; El Camino, Alameda and Hwy 280) are already as close to peak all day.
- False sense of ‘progress’ but self-serving for Stanford. San Mateo needs it’s own metrics.
- Minimal communication between San Mateo County and Santa Clara County.

Dear Dept. of Sustainability,

Thank you for facilitating the feedback meeting on 11-29-17 regarding the Stanford General Use Permit (GUP).

As you offered, here are some questions and concerns regarding the DEIR for Stanford's GUP Application (as a concerned resident):

1. RE: Responsibility for Adverse Impact:

- a. Is it legal to proceed with such a large scale project when it has already been determined it has such adverse impact by the DEIR
- b. Can Eminent Domain laws protect Menlo Park residents from this Development?
Could an updated definition of "take private property for public use" include the taking of property *owner's rights*, (including reasonable road access and reasonable quiet enjoyment of one's property, protection of retaining the character of the neighborhood)?
- c. If new adverse impact is discovered after the fact, does Stanford have to take mitigating measures after this permit might be approved? Or are they off the hook for further responsibility once it is approved?
- d. Who is responsible for monitoring and implementation of adequate mitigation? If the measures and standards are skewed by Stanford or lax reviewers what protections do local residents have against this? (for instance how could the DEIR reasonably conclude 2,425 off-site student housing units does not impact the neighborhood? Especially when there is extremely restricted street parking in Menlo Park)?
- e. Are their laws that prevent such enormous developments just by virtue of the unknown risks of impact (new risks are unknown re: noise, air pollution, stress)?
- f. Doesn't the responsibility lie with Stanford to prove there would be no adverse impact and take financial mitigating responsibility for any impact they failed to account for? It seems backwards that the responsibility lies with the residents to fight for their *rights after the fact*, when Stanford is the one who is impinging on those rights. Applying for a permit alone and offering a token of contribution or insignificant programs that do not mitigate problems, is not adequate by Stanford. There are concerns the review committee has a blind eye to the real problems caused and masked by Stanford's inadequate offers of accountability and mitigation.
- g. If the project is phased, does that hurt our ability to veto the net plan when they are parsed into smaller projects? Is there no recourse if one phase proves to be too adverse, so we may block further phases?
- h. Will Stanford and/or the government pay for:
 - sound wall barriers
 - plant sound barriers
 - stacked thoroughfare roads to immediately divert "out of city" car commuters out of residential roads such as Santa Cruz Ave., Alameda de las Pulgas, off Sand Hill road and local neighborhoods altogether.
 - What new stop lights will be implemented so residents can safely turn left into their driveways, specifically at 2140 Santa Cruz Ave., Menlo Park. Who pays for that?

- Police to monitor all the street parking invasion in our neighborhoods that already have restricted street parking.
- Remuneration to residents for the losses they incur due to neglecting the protection of their property rights?
- Will Stanford pay for new public transportation on the West Side of Menlo Park to divert traffic away from residential neighborhoods?

2. Traffic:

- a) Traffic on Santa Cruz Ave/Alameda de Las Pulgas, interferes with safe access for 120+ residents at Menlo Commons condominium, located at 2140 Santa Cruz Ave. .
 1. Property owners cannot turn left safely or easily across traffic *into* property driveway. A stop light may be necessary.
 2. 120+ Residential homeowners cannot turn left *onto* Santa Cruz Ave. into the unclear turning lane that on-coming traffic mistakes as a lane. A stop light may be necessary.
- b) Local parents will not be able to get their children to schools on time wading through the traffic.
- c) Pedestrians will be at risk for being hit.
- d) Normal commutes to work will take much longer Sand Hill.
- e) Unreasonable burden placed on Menlo Park homeowners, who pay a premium to live near work, and now are penalized by the impact of the project. Who will compensate residents for loss of work time in traffic, of property value impact due to changing the character of the neighborhood Stanford? Are they not responsible for this?
- f) Stanford may misrepresent and take inadequate mitigation measures re: traffic reduction program that suggests it reduces commuter traffic (with incentives to ride bikes, drive and park at off hours, walk or carpool). However, the impact and use of this program to reduce traffic is minimal compared to how many commuters find this impractical and costly. Review committees should not be misled that the presence of this program significantly reduces the problem of commuter traffic.

1) Student and New Stanford Staff Housing:

- a) On what basis does the DEIR state the off-campus student influx and housing needs do not impact the neighborhood? (Noise, restricted street parking, crime, safety for pedestrians)?
- b) Street parking is restricted already in Menlo Park. Where will all the new students and employees/staff park in the Menlo Park neighborhoods that have restricted street parking?
- c) Will Stanford pay our Police Department for the extra policeman necessary to monitor the parking, the noise in the neighborhood?
- d) How will this increase of renters, impact the noise and safety of the neighborhoods?
- e) What does the \$20 per square foot per facility development actually go towards? How will Stanford be responsible if greater amounts are needed to correct the adverse impact this has on our neighborhoods?

- 2002
- f) If the above \$20/sf. Development contribution is accepted, does that let Stanford off the hook for further costs of adverse impact, which are being not accounted for at this time?

Thank you for time.
Robin Ginsberg
Menlo Park Resident

Subject: Feedback re: Stanford Development

To the County of San Mateo,

Thank you for your efforts to protect the concerns of San Mateo County and residents regarding the massive proposed development by Stanford. Here is the feedback requested from me as a citizen of San Mateo:

Concerns:

1. If Stanford were to act ethically (and I hope there is legal recourse to require they do these things), they would:
 - a. Pay for plant and walls for sound barriers, new forms of built roadway thoroughfares that get distance commuters bypassing the local streets (and not feeding off of 280 and Sand Hill.
 - b. Stanford will subsidize at a greater rate than the \$20 per (---) for affordable housing.
 - c. Stanford will subsidize the police needed to monitor the limited street parking that would be abused by the proposed amount of students living off campus. Who is expected to pay for that?
 - d. Stanford will increase the parking and residence capacity on campus.
2. Traffic Safety and Unreasonable Delays:
 - a. I cannot turn left safely *into* my home driveway at 2140 Santa Cruz Ave. A stop light may be necessary.
 - b. I cannot turn left *onto* Santa Cruz Ave. from 2140 Santa Cruz, into the unclear turning lane that on coming traffic mistakes as a lane. A stop light may be necessary.
 - c. Local parents will not be able to get their children to schools on time wading through the traffic.
 - d. Pedestrians are at risk to being hit by rushed commuters
 - e. Better off road sidewalks are needed all around the campus that have protection, barrier walls, plants and pathways to protect pedestrians from smog, noise, being killed by careless rushed drivers.
 - f. My usual 6 minute commute to Stanford (I am an employee at Stanford) might now take an hour? I pay a high premium to live in Menlo Park to be close to work and it is not fair to pay those taxes and delays.
3. Air and Stress quality.
4. The measures that are used to review impact at peak commuter traffic are skewed in the following ways. Here are the ways information can be skewed:

- a. The impact to Sand Hill commuter bottlenecks and West Menlo Park residents may be overlooked by the EIR in favor of just noting the East side commuters and CalTrain.
 - b. Stanford may present bogus information suggesting they mitigate traffic by citing the incentive programs for people to carpool, bike, walk, or to use public transit. The truth is the mere presence of these programs does not account for the large numbers of commuters to Stanford who do NOT use these programs because it poses great hardship of lost time where families must provide childcare for the longer hours of using these programs. It is costly and not practical to spend hours to use these programs.
5. Limited street parking in Menlo Park will be exacerbated making unreasonable hardship on residents who live there . Is there a law that requires a certain amount of street parking for the population that will reside there, including the new influx of students, patients of the medical centers, and workers Stanford will increase? What street parking will be available for the increased students of the affordable housing?
6. The measures of environmental impact are skewed in Stanford's favor. What is the EIR doing to ensure Stanford's measures are not skewed.

Questions:

1. Can Eminent Domain laws protect Menlo Park residents from this Development?
Could an updated definition of what it means to "take private property for public use" include the taking of property owners rights to safe, and reasonable access for the quiet enjoyment of one's private property and to the protection of their property value?

When a tax-paying Menlo Park resident suddenly has a 6X commuter time just to turn into their private driveway across traffic is such an example.

What fair compensation AND alternative roadways and technology will Stanford and/or the government pay for to ensure fairness to property owners? (sound walls, plants, new stacked thoroughfare highways to immediately divert "out of city" commuters out of residential roads such as Santa Cruz Ave., Alameda, off Sand Hill road and local neighborhoods altogether.

What stop lights will be implemented so residents can safely turn left into their driveways, Specifically at 2140 Santa Cruz Ave., Menlo Park.

2. Are their laws that prevent such enormous developments merely because it is unrealistic to know predict or manage harmful effects of the development? If it is

broken down into smaller projects, does that hurt our ability to veto the net plan when they are parsed into smaller projects?

3. Does the EIR measure the effects on health risks from stress due to traffic, increased traffic accidents for pedestrians, children, bicyclists, etc., poor air quality. Will this negatively impacting homeowners property value, and will Stanford fairly compensate home owners for this impact diminished value?
4. What can you do to ensure the EIR is unbiased? . Will the EIR ensure Stanford does not present limited information and look at full impact?

Thank you for time.

Robin Ginsberg

Menlo Park Resident

Alpine: Use of Path/School bus stop

Thank you for these pictures, Janet. This is the exact spot where TWICE in the last 2 months we were almost hit by a car walking to the school bus. The car had to slam on the brakes and veered onto the path. We literally had to jump out of the way. The second time this happened, the driver, on his way to his job at Stanford, was so startled he pulled over and another bystander also pulled over to see if we were ok. I immediately reported both incidents to the police who promised increase patrolling during school bus pick up times. We have only seen the police come once and they were patrolling the other side of the road by Wildwood. I am so scared that we will be killed walking to the bus. I am afraid that no one will do anything until someone is killed or severely injured.

Thank you for reading,

Rebecca Altamirano

2499 Alpine Road

On Thu, Nov 30, 2017 at 3:55 PM, Janet Davis wrote:

Attached are a few photos. Last night Antonio Altamirano mentioned the problem that I have cited several times before concerning cars using the bike lane and even the pedestrian path in the vicinity of Wildwood Lane, right at the blind corner. Although I could not get a picture of cars doing this because when they saw me with a camera, those cars on the path or in the bike lane swerved back onto the main road.

I also attach a picture of the place where the school buses stop at the corner of Stowe and Alpine and where they are typically overtaken by all the vehicles behind them.

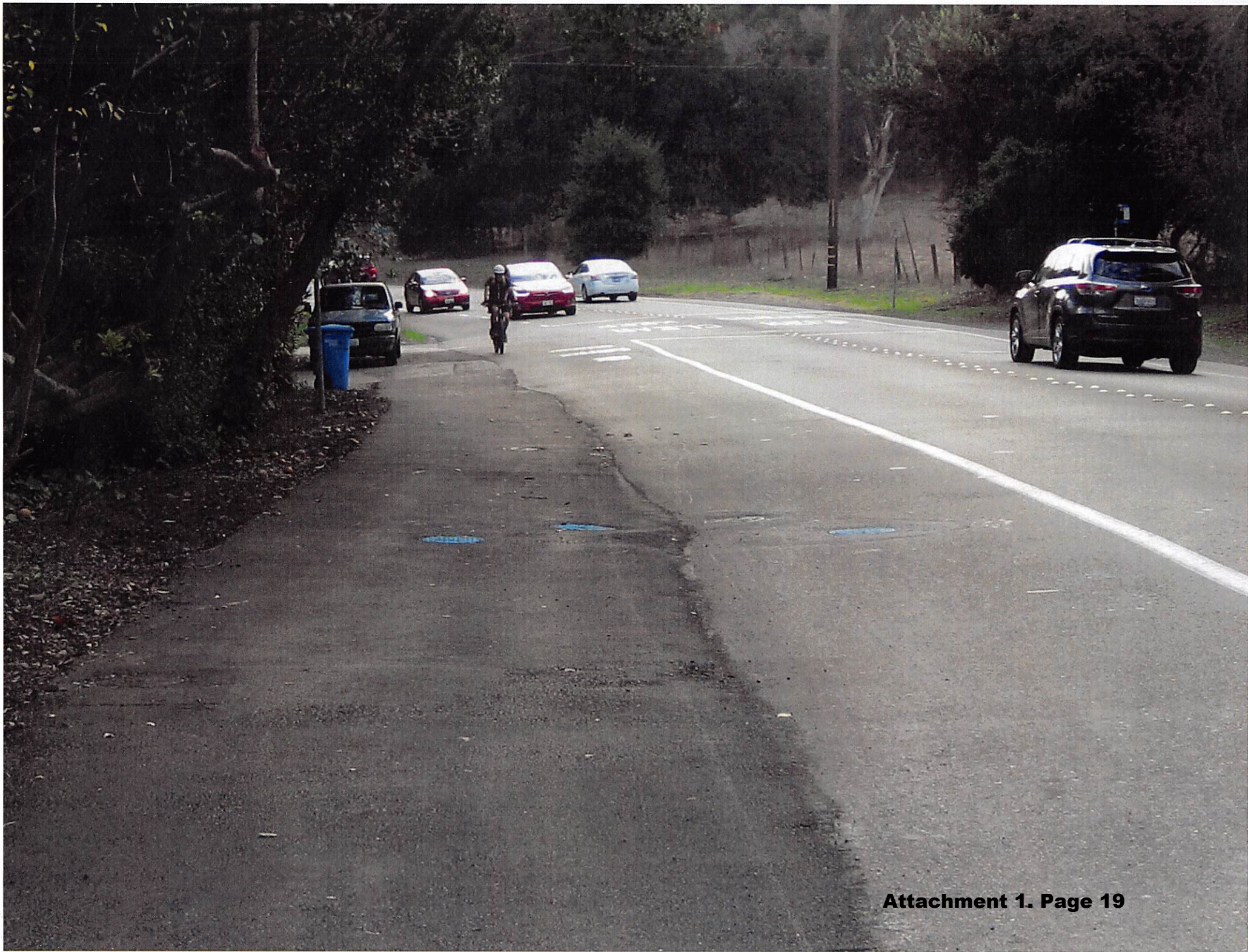


Aftermath of car going off the road on Alpine by Rural Lane, using county supplied safety net, Oct. 25 2015. The fence has still not been repaired.



Car crashes while using Bike path going toward Junipero Serra, just past Rural Lane, Jun 2014.











BICYCLE PROBLEMS BETWEEN BISHOP AND JUNIPERO SERRA

My Experience:

- Decades of living on Alpine
- Many years of dog walking,
- About 12 years of bicycle commuting and recreational cycling, during which time I have had several close calls because of various dangerous situations and conditions.

Comments on Meeting (Agree with comments of others):

- Not enough time
- No prior posting
- Kimley Horn seemed ill-prepared and ignorant of prior history or actual physical facts.
- There was no explanation of how the study was prepared or analyzed.
- The computer modelling was ineffective because it reflected county mandated, unrealistic restrictions (garbage in, garbage out).

Scope of Study Restricted to engineering.

- Did not address the part of Alpine within Menlo Park's jurisdiction which is where many of the problems lie.
- Added matters related to Ladera which is a totally separate issue, which confused the meeting.
- Did not address or ignored prior studies that contradict what was provided.
- Did not allude to possible non-engineering solutions that could be pursued.

General Bicycle Issues:

- Cyclists generally have somewhat the same ingress/egress problems as drivers, but lack the acceleration potential.
- There has been a significant increase in traffic particularly over the last 5 years, with vehicles of all sorts taking over the bike lanes and sometimes the path.
- There is no way to cross Alpine safely. This could be helped by a cross walk at both Junipero Serra/Alpine and at the end of Alpine by the Buck Estate which would prevent cyclists veering through cars or using the pedestrian path.

Bicycle Issues Between Bishop and Rural Lane:

- To exit a driveway or cul-de-sac heading to Ladera a cyclist does not have the acceleration to get across the road given the speed at which Menlo Park bound vehicles travel. When traffic is grid-locked and stationary in the Menlo-bound direction but speeding in the PV direction, it is extremely dangerous if not impossible. There are similar problems when the flow of traffic is reversed in the afternoon/evening.
- "Bike Lane" signs and on surface logos are insufficient and inadequate. There needs to be the green surfacing and signs need to be larger, put at eye level and kept free of overgrowth.
- The bike lanes, particularly on the Stanford lands side is too narrow in places and does not allow vehicles to keep the State mandated distance from the bicycles.
- Buffer zones are needed such as those put in by CalTrans by the 280 underpass.
- Double semis frequently veer into the bike lanes
- Cyclists traveling toward 280 are endangered by the fact that vehicles exiting driveways/cul-de-sacs have to accelerate sharply to take advantage of gaps in traffic. This acceleration often propels vehicles into the bike lane on the far side of Alpine.
- The very large and sometimes aggressive pelotons that take up not only the bike lanes but the roadway, can intimidate less experienced riders, forcing them off the road and sometimes causing crashes

- Cyclists and pedestrians are both imperiled by drivers using Stowe Lane for illegal U-turns. a "NO U-TURN " sign (if not demolished by a vehicle) might discourage that.

Bicycle Issues within Menlo Park's Jurisdiction Not Addressed:

- Cyclists going down Santa Cruz Ave and making a left onto Junipero Serra are at extreme risk between the two intersections, having to weave in between vehicles and having to line up in the middle lane where vehicles can also drive straight forward to Alpine.
- Suggestions to improve safety:
 - Making the middle lane also LEFT TURN ONLY would help this situation and make the impossibly short merge lane safer for both cyclists and drivers.
 - Add "Sharrows" in the middle lane
 - Put signage where people can actually see it, either above or below the traffic signal, not on the wall by the Buck Estate where nobody looks.
- The merge lane by the Buck Estate is too short and gives priority to the middle lane. This causes dangerous competition between drivers (especially when there is a truck) who often drive right into the bike lane.
- Another danger for cyclists is vehicles frequently make illegal U-turns at the Buck Estate's back entrance. Although this has been frequently reported to the MPPD, nothing has been done to prevent this by installing a barrier or erecting a "No U-Turn" signs. What makes it dangerous for cyclists is that the entrance is hidden from sight until the corner is rounded.
- On the other hand, cyclists going from Junipero Serra or Alpine to Sand Hill Road and towards Sharon Heights (or SLAC) via Santa Cruz Ave face a different set of challenges since they have to cross two lanes of traffic to get into the left-hand turn lane.
- Cyclists continuing straight through the intersection toward Menlo Park often find that their lane blocked or partially blocked by cars and/or trucks trying to turn down Sand Hill to the Hospital and cyclists wanting to turn right themselves are simply stuck in traffic. As a result, even experienced cyclists coming down Alpine are using the Menlo Park "trail" under the cantilevered section. Since this has a steep slope, has a sharp bend to go under Junipero Serra and is non-ADA compliant, this endangers pedestrians and other cyclists, particularly since speeds of 20 mph can easily be reached by just coasting. This part of MP's "trail" is too steep, also making it very difficult for small children or parents with attached child carriers or trailers to negotiate.

Note:

There is a fire lane between Alpine and Sand Hill that runs over the 109 gas pipeline between the Buck Estate and the Stanford Hills subdivision. Years ago residents advocated for that to be a safe bike/pedestrian route. Terry Burnes refused to pursue that although that could have been a condition to the granting of a zoning change for the Buck Estate/Hewlett foundation. This, combined with a cross walk on Alpine could alleviate some problems.

SUMMARY:

- This is but a short list of the main bike problems I have encountered. There is absolutely no point in doing an "engineering" study of the county section of Alpine Road without addressing that portion in Menlo Park's jurisdiction, and the adjacent problems associated with Sand Hill Road. Seems to me that this purported study was a waste of taxpayer's money.
- The main improvements needed are:
 - Reduced vehicle speed
 - Improved signage
 - Enhanced traffic enforcement
 - Green marking of all bike lanes and adding buffer zones where feasible

- Regular maintenance such as trimming of foliage, clearing of debris from bike lanes, sealing of cracks in pavement, especially by the Junipero Serra underpass
- Widening of bike lane on Stanford lands (west side of Alpine)

ILLUSTRATIONS:

Cars driving in the bike lane approaching my driveway, taken over a 15 minute period. These are some of the most blatant during that short time but I've witnessed/experienced far worse throughout the day.



From: Rimmy Malhotra
Sent: Wednesday, November 29, 2017 8:22 PM
To: Planning_plngbldg
Subject: Stanford General Use Permit comments

Hi,

I am a resident of Menlo Park, and my wife works at Stanford. While I believe that Stanford is an extreme positive to the economic well-being and health of our community that needs to be balanced by the strains it places on our community's resources.

I believe for Stanford to get the general use permit it requires, it should agree to much more extensive deployment of the Maguritte Shuttle, their campus shuttle, into the West Menlo Park community. Right now the shuttle only goes up sand hill road. It should go deeper along the Alameda, with more frequency. I believe many of the Stanford employee's that drive would then use this as an alternative. Also I believe they should give massive incentives to their employees to use the commute club, and subsidize zip car memberships. If they were to this a sizable amount of local traffic could be alleviated.

Subject: FIX TRAFFIC FIRST

Dear SM County Board of Supervisors,

NO TO STANFORD EXPANSION.

WE ARE AT COMPLETE TRAFFIC GRIDLOCK FROM WILLOW TO UNIVERSITY IN EAST PALO ALTO.

Do not allow more growth in the East Palo Alto area. Due to intentional poor planning from the past, there is only two ways in and out of east Palo Alto at Embarcadero or University. This was purposefully done years ago to control the East Palo Alto population and prevent people from the east side from easily entering the west side. (Pls research old planning documents in county and Menlo Park files to confirm this. See more recent attached example.)

Due to the lack of egress, it now takes an EPA family an hour to drive their children to school in Palo Alto. WE DRIVE ONE HOUR FOR A 7 MILE ROUND TRIP. THIS IS CRAZY. It drastically effects our quality of life, ability to get to work, create businesses and children's sleep and study time. EPA had ran out of water; we could not even build to house our own people this last decade because of this lack of water. Now you ask that we have to give up our roads and have our quality of life deteriorated more so Stanford can build housing?

I IMPLORE ANY COUNTY OFFICIAL TO DRIVE FROM BEECH AND PULGAS AT 7:45 AM AND TRY TO GET TO ANY SCHOOL IN PALO ATLO. YOU WILL BE ABSOLUTELY SHOCKED TO HAVE TO WAIT 15-20 MINUTES AT ONE TRAFFIC LIGHT. ANY GOOD LEADER CAN EMPATHIZE WITH THEIR CONSTITUENTS. I SAY YOU ARE NOT A LEADER UNTIL YOU WALK IN THE PEOPLES' SHOES AND SEE/EXPERIENCE WHAT WE DO. BE LEADERSHIP.

I GIVE YOU THE EPA TRAFFIC CHALLENGE: I am asking that each of the county supervisors, and city counsel members, depart from Pulgas and Beech in EPA at 7:45 am and head toward ANY school located in Palo Alto and back to that starting point. Please clock your time then report back to me, the city of EPA and your constituents what you experienced. Must be a full school day - weekend and school breaks do not count. Words will not describe what you are about to experience. This cost you nothing and proves you actually care about the quality of lives of the people in this county - ALL THE PEOPLE. Once you experience the problem you will then be wise enough to visualize a remedy for the problem.

Then people wonder why EPA working families can't achieve more - thousands of lost hours of productivity and student study time lost in traffic. Its mathematical not rocket science. My family loses thousands of dollars a year in income because I am in traffic instead of working. I cannot open my own firm/business in EPA because traffic is crazy and transportation horrible so I commute to my company everyday in SF where people can access my office with public transportation. Stanford is privileged enough. How about championing the worker for once? Don't let Stanford siphon off more resources from the surrounding community. Time is a resource.

Everyone is so seduced by Facebook, Google, Stanford, Amazon, etc....they forget that there are hard working people who have to get to work and school, pay mortgages and spend time with their families. Our streets are flooded with this pass through traffic and pollution. Who will stand up for the people of East Palo Alto?

Please respond.

- Marcia Perez
3 Shorebreeze Court
East Palo Alto

415-297-6009

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Marcia I. Perez

Law Office of Marcia I. Perez

601 Montgomery Street, Suite 665

San Francisco, CA 94111

(415) 291-8122

Fax (415) 362-9022

PerezImmigrationLaw.Com

COMMUNITY MEETING
to inform the County of San Mateo's comments on the Draft Environmental Impact Report

Stanford General Use Permit Application

Wednesday, Nov. 29, 2017
7 p.m. to 8:30 p.m.

Oak Knoll Elementary School
1895 Oak Knoll Lane
Menlo Park, CA 94025

Spanish translation provided

STANFORD GENERAL USE PERMIT

Communities adjacent to Stanford may be impacted by the University's application to grow their campus by 2,275,000 sq. feet plus 3,150 units of housing in Santa Clara County.

The County of San Mateo invites your input on the comments it will submit to Santa Clara County in response to the Draft Environmental Impact Report. The report analyzes the impacts including:

- Housing
- Transportation
- Environmental and Community Resources

Written comments may be sent to plngbldg@smcgov.org
For more information call County of San Mateo's Office of Community Affairs: 650-363-1800

View the Stanford development application and Draft EIR at:
<https://www.sccgov.org/sites/dpd/Programs/Stanford/Pages/CurrentProjects.aspx>

East Palo Alto

The dominant factor in all Willows traffic problems is the cultural divide between the Menlo Park and less affluent East Palo Alto zone within the Willows. Concerns about crime, property values and cut through traffic all lead to East Palo Alto. A consultant hired to work with the Willows activists reported "There is little or no sense of community with neighbors in the University Circle area of EPA ... traffic with an origin in EPA is considered *through traffic*." (TJKM Transportation Consultants, 2/3/92)

Willows traffic activists live by and large on streets most frequented by EPA traffic: Chester, Durham, O'Keefe and Woodland.

The map (Fig 1) shows the high population density of EPA zone and the businesses at the Willow Rd ends of O'Keefe, Durham and Chester Streets that serve them. It should be no surprise that there are a high percentage of EPA residents travelling those streets. The Preferred Plan produced by the consultant and the Willows traffic activists would have blocked all vehicle traffic (except emergency vehicles) between EPA and MP, cutting them off from Willow Rd. This would have left approximately 2400 EPA residents in a bottle with one exit.

The Preferred Plan generated opposition from EPA and Menlo Park backed off with a sequence of less blatantly offensive plans. The plan which the City Council actually approved replaced the barriers with a bewildering maze of chokers, chicanes and traffic circles. In the words of the March 16, 1993 Staff Report "Its primary purpose is to make travel through the area difficult while not actually preventing it ... a system of devices which discourages or precludes travel through a specific area". Paul Collacchi (later a MP Council Member) stated in a letter to the City Engineer (March 3, 1993) "the plan is little more than a poorly disguised attempt to prevent the residents of EPA from entering Menlo Park. That was the *idée fixe* of the plan and has become the unalterable, unspoken value underlying it since its inception."

Cut Through Traffic

The City Transportation Division supports the activists' claims of dire cut-through traffic by publishing cut-through traffic measurements (staff report 04-072) based on the assumption that EPA residents are outsiders. They withheld results which showed that 40 to 50% of the alleged Willows cut through traffic originates in EPA. In the "trouble spots", Chester St for example, 80% of the alleged outbound AM cut through traffic originates in EPA.

Crime

A serious outbreak of gang warfare in EPA in '92 generated a sense that something has to be done. It was used to generate signatures on a petition asking for traffic control as a deterrent to crime. This launched the Willows Traffic Plan of '93 - '96. The gang activity was suppressed by extra law enforcement but the Willows Traffic plan had

reached critical mass. Paul Collacchi had this to say about the petitioning process: "When circulating petitions, Willows Working Group members circulated petitions calling for measures to reduce crime ... The crime petition was often deliberately used as a "bait and switch" lead-in to the traffic control petition. Petitioners were often vague about the finality of the (traffic) plan and I my encounter with a petitioner I came away thinking that in fact a different plan was going to be offered (to the City Council for approval)".

In 2005, a spate of armed robberies at the La Hacienda market on Menalto. In 2003 it had been restructured to serve an EPA Hispanic clientele. As early as March 2003 it became the target of criticism for the traffic it supposedly generated. The robberies became a new argument for traffic controls "easy get-away routes may contribute to the store being a target" according to a flyer handed out at a protest demonstration 4/23/05.

In 2007, two shooting incidents generated renewed calls for traffic control for the purpose of crime control.

Continuing EPA phobia

Recent EPA-related events which have been used with varying success to panic Willows residents:

1. Development of University Circle – dire pronouncements of traffic flooding the Willows, but never a positive word about the elimination of liquor stores, bars, crummy apartments and the generally unwholesome environment known as "Whiskey Gulch".
2. Armed robberies of La Hacienda Market, which caters to the large Hispanic population of EPA. Certainly a serious problem, but there was more hysteria geared to shutting down the market and of course installing traffic obstacles than calm attention to security details, which eventually solved the problem.
3. Opening of IKEA (!!!!) – intense agitation by the traffic activists resulted in neighborhood flyers from the Transportation Staff reassuring the neighborhood that MP was tracking the situation and would protect them from the predicted traffic onslaught.
4. Creation of the NTMP. The activists took the prohibition of using the NTMP to redistribute neighborhood traffic patterns as a threat to their long term program of barring EPA. This is the only way to understand their intense lobbying to have every reference to inclusion of residents from other jurisdictions removed from the document. Likewise their intense lobbying against provisions that limited street closures to cases of over-riding safety concern. Likewise their intense lobbying against the requirement that proponents of traffic changes demonstrate support of a majority of the neighborhood. All of these provisions would interfere with their plans to close out EPA.
5. The two shooting incidents in '07, which the Willows activists used to link crime to traffic and to grab for themselves the right to speak for Willows Residents. The result is the current Willows Area Wide Traffic Study (think G. Bush and 9/11) designed to concentrate power in the most vocal residents - themselves.

The Willows Area Wide Traffic Study

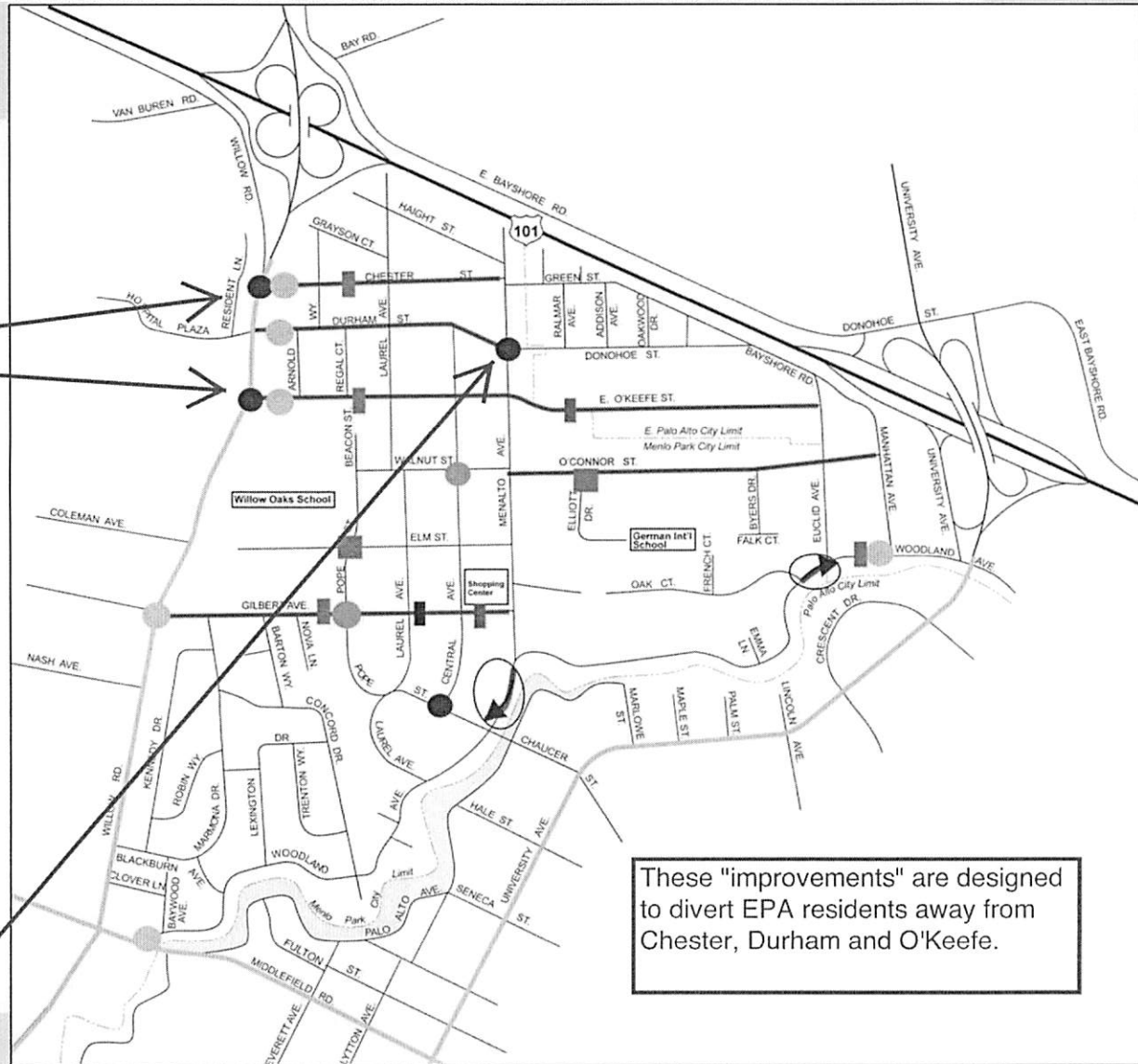
In 2010 the City Council approved the RFP for the latest study, wisely stipulating that East Palo Alto Willows residents not be considered as cut-through traffic. In spite of this requirement, the Transportation Staff and the consultant TJKM came up with a plan clearly targeting EPA residents. While not actually blocking them from entering, it diverts them from streets of traffic activists (Chester, O'Keefe, Durham and Woodland) to devious routes via other Willows and Palo Alto streets. See Fig 2.



Fig 2.a. Diversion of traditional EPA Willows traffic by turn restrictions on Chester, O'Keefe and Durham

IMPROVEMENTS FOR VOLUME:

- Gateway Signs:
 - Chester St.
 - Durham St.
 - O'Keefe St.
 - Gilbert Ave.
 - Middlefield Rd.
 - Woodland Ave.
- Left Turn Restrictions on Willow Road During AM and PM Peak Hours:
 - Chester St.
 - O'Keefe Ave.
- Signal Coordination:
 - Willow Rd.
 - Middlefield Rd.
 - University Ave.
- Reduced Lane Width/Edge Line:
 - Chester St.
 - O'Keefe St.
 - O'Connor St.
 - Gilbert Ave.
- Partial One Way Conversion (1 block) on Woodland Ave:
 - Chaucer St. to Menalto Ave.
 - Oak Ct. to Euclid Ave.
- Right Turn Restrictions
 - EB right turn on Durham St. at Menalto Ave.
 - WB right turn on Chaucer St. at Central Ave.



These "improvements" are designed to divert EPA residents away from Chester, Durham and O'Keefe.



Fig 2.b. Diversion of traditional EPA Willows traffic by turn restrictions on Chester, O'Keefe and Durham

IMPROVEMENTS FOR VOLUME:

- Gateway Signs:
 - Chester St.
 - Durham St.
 - O'Keefe St.
 - Gilbert Ave.
 - Middlefield Rd.
 - Woodland Ave.
- Left Turn Restrictions on Willow Road During AM and PM Peak Hours:
 - Chester St.
 - O'Keefe Ave.
- Signal Coordination:
 - Willow Rd.
 - Middlefield Rd.
 - University Ave.
- Reduced Lane Width/Edge Line:
 - Chester St.
 - O'Keefe St.
 - O'Connor St.
 - Gilbert Ave.
- Partial One Way Conversion (1 block) on Woodland Ave:
 - Chaucer St. to Menalto Ave.
 - Oak Ct. to Euclid Ave.
- Right Turn Restrictions
 - EB right turn on Durham St. at Menalto Ave.
 - WB right turn on Chaucer St. at Central Ave.

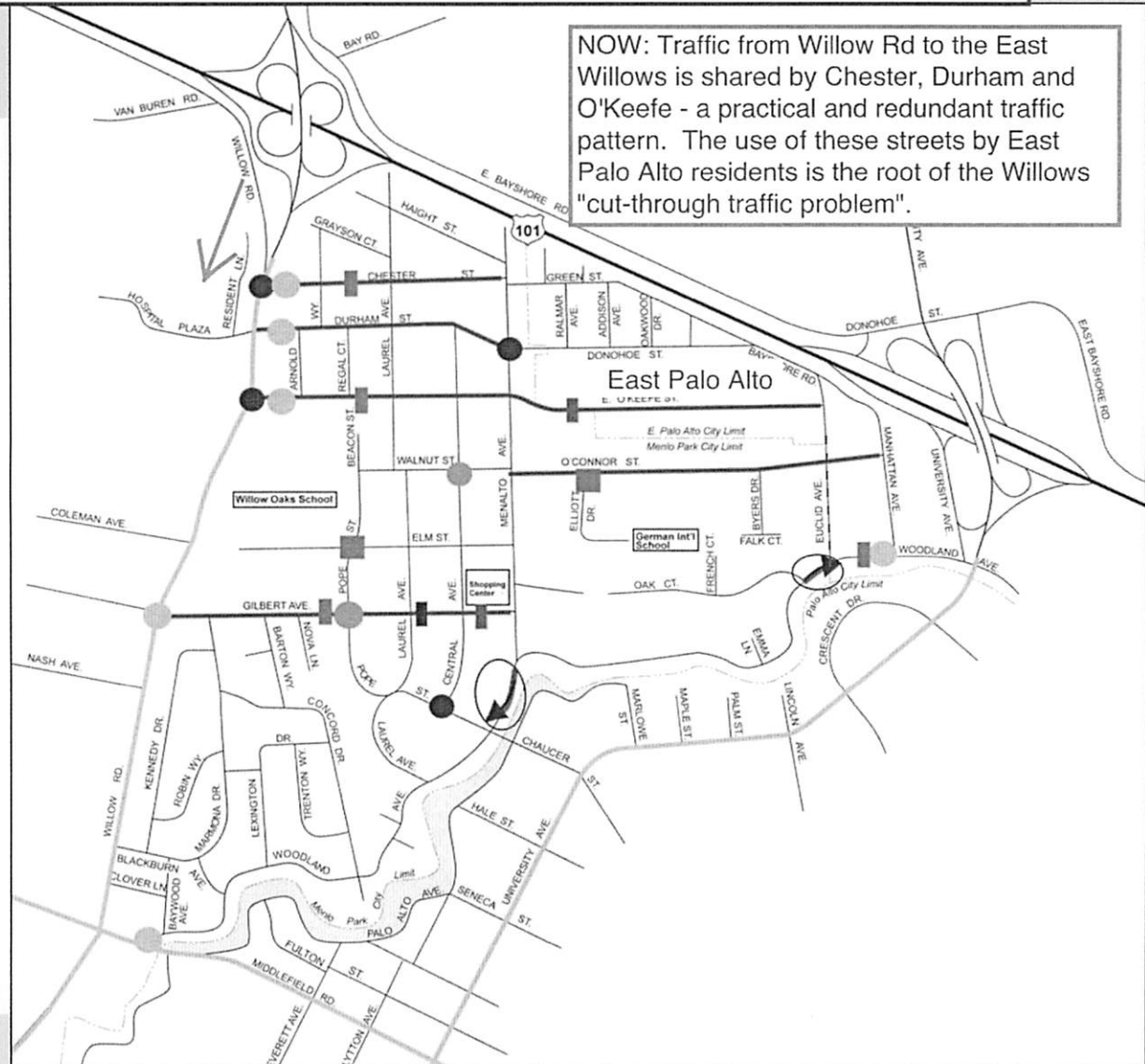




Fig 2.c. Diversion of traditional EPA Willows traffic by turn restrictions on Chester, O'Keefe and Durham

IMPROVEMENTS FOR VOLUME:

- Gateway Signs:
 - Chester St.
 - Durham St.
 - O'Keefe St.
 - Gilbert Ave.
 - Middlefield Rd.
 - Woodland Ave.
- Left Turn Restrictions on Willow Road During AM and PM Peak Hours:
 - Chester St.
 - O'Keefe Ave.
- Signal Coordination:
 - Willow Rd.
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