

## **Alpine Road Project: Question and Answer Document**

### **Q. What is the status of the project?**

A. The project is currently in the process of developing the Project Initiation Document (PID). This is the first formal project phase in Caltrans project delivery process that establishes a well-defined purpose and need statement, proposed project scope tied to a reliable cost estimate and schedule. A project study report-project development support (PSR-PDS) is the appropriate PID for this project since the project is not funded by Caltrans.

### **Q. What alternatives/options are being considered for this project?**

A. Currently, the project team is in the process of developing improvements for the project and will collect input from the community and other stakeholders to determine these improvements. These improvements are currently expected to be packaged as two alternatives in PID phase.

Improvements common to both alts: Safer Pedestrian, Bicycle, and Transit Crossings, ADA Compliance, Center – Receiving Lanes, Traffic Calming Measures, Buffer Separated Bike Lanes where feasible, and improvements to the Bike/Trail Crossing at SB On-Ramp.

Improvements common to both alts that are to be determined and need more input: Parking at Stanford Dish Trail, Improvements to Alpine Trail, Bus Stop Improvements, and Wildwood Lane Cul-De-Sac Improvements

Improvements that differentiate the alternatives: Intersection control at 4 intersections (La Mesa, La Cuesta, I-280 NB ramps and I-280 SB ramps) is what would differentiate the two alternatives. One alternative evaluates traffic signal as intersection control and the other evaluates roundabout as the intersection control.

### **Q. How will the preferred alternative be selected?**

A. The alternatives will be further investigated in the next phase of the project, during the Project Approval and Environmental Document (PA&ED Phase). The preferred alternatives will be selected based on a comprehensive list of evaluation criteria which are not developed yet. Some of the criteria broadly include stakeholder input, environmental impacts, design issues, traffic analysis results, right of way impacts, fundability etc.

### **Q. Why do you focus on these four (4) intersections and not others?**

A. All intersections within the project limits will be studied and analyzed to determine the appropriate traffic control system and control needed for each intersection. The four intersections at La Mesa, La Cuesta, and the two I-280 interchange intersections currently show traffic volumes that warrant either traffic signals or roundabouts based on 2024 traffic counts.

### **Q. How is the project being funded?**

A. The current phase of the project is funded by San Mateo County Transportation Authority (SMCTA)'s through 2022 Pedestrian and Bicycle Program (Cycle 6) Grant.

### **Q. Why do we have to go through the environmental evaluation process?**

A. The California Environmental Quality Act (CEQA) is a California law that requires public agencies and local governments to evaluate and disclose the environmental impacts of projects and to limit or avoid those impacts to the extent feasible.

### **Q. Is the PSR-PDS a public document or will it be on the County's website when it is done?**

A. The PSR-PDS will be available on the County's website.

**Q. Why was this PSR-PDS needed?**

A. The PSR-PDS is the avenue through which the project is initiated through the Caltrans project delivery process. It is the required first step to streamline project delivery, obtain project approval to advance into design, as well as to secure future funding for next phases (including for construction phase).

**Q. Who will make the final decision on what gets built? When does this decision get made?**

A. The final decision on the preferred alternative will be made during the next phase which is the PA&ED (Project Approval and Environmental Document) phase. This decision will be a collaborative decision involving public and stakeholder input and is based on data backed alternative evaluation process. Some of the factors that will be used for alternative evaluation include public input, traffic impacts, environmental impacts, design considerations, project costs and fundability.

**Q. How can I provide comments during this phase? What other opportunities will there be to provide comments?**

A. The project has a website and a project email address where you can submit project comments and questions throughout the project life - [www.smcgov.org/publicworks/alpine-road-corridor-project-pid](http://www.smcgov.org/publicworks/alpine-road-corridor-project-pid). In addition, two public outreach meetings (hybrid) were conducted in the PID phase, where public comments were gathered. Additional public outreach meetings will be conducted in the PA&ED phase and will provide opportunity for feedback.

**Q. I'm concerned about construction impacts. When will these be addressed?**

A. Construction impacts will be analyzed during the PA&ED phase of this project and will be continually monitored, updated and communicated during the Design and construction phases.

**Q. Why will it take so long to complete this project? Can anything be done to accelerate the process?**

A. The Caltrans project delivery process is essential for ensuring efficient project approval from relevant agencies, securing environmental clearance, and optimizing the likelihood of obtaining construction funding. SMCTA and the County will be looking into every opportunity to accelerate the project delivery.

**Q. I'm concerned that roundabouts will require a lot of additional land, and could be unsafe for pedestrians, cyclists, and trucks. Can you share more about the impacts/benefits of roundabouts?**

A. Roundabouts require a larger footprint than traffic signals, which will be reflected in the project's cost estimates for right-of-way and grading impacts. Safe pedestrian crossings will be provided, adhering to the latest design standards subscribed for roundabout design. Cyclists will have either buffered or shared bike lanes through the roundabout, with proper signage and striping to clearly mark these areas and alert vehicles.

**Q. I'm concerned about stormwater and flooding, especially with roundabouts and new impervious surfaces. How will these be addressed?**

A. Stormwater and flooding in the project area will be analyzed and studied during the next phase – the project approval and environmental document phase with mitigation measures implemented into the project design.

**Q. Emergency access and the ability to evacuate is important because Alpine Road is the only way in and out of our community. How will this project impact emergency access?**

A. Coordination with emergency responders and safety officials is integral to the PA&ED phase. Traffic studies and design during this phase will assess emergency evacuation routes and access, incorporating these considerations into the project design.

**Q. How will the project alternatives impact noise and lighting in the area?**

A. Detailed noise and lighting technical studies will be conducted as part of the environmental clearance process. Resulting findings and impacts will be mitigated appropriately by the project design.