



POPLAR, US101 to Humboldt, Traffic Safety Project Community Workshop #2, May 18, 2011

“Frequently Asked” Questions

Revised 7.8.11

Q: Why was there not more information provided about the Peninsula Interchange options?

A: Before further exploring all options in terms of layout and budget, the City first wanted to ask the community which options seemed amenable. Now that the community has shared their openness and willingness to consider the various remaining options, the City will make progress on the next layer of details such as layout and cost estimates.

Q: How long each project will take? When will all of this start and finish?

A: The length of time needed for planning, design and construction will depend on the actual chosen option. We will be able to provide a time frame once the City, in collaboration with the community, selects the final option.

Q: How much will each project cost?

A: The City will provide cost estimates based on more defined layouts of the remaining options at community workshop #3.

Q: Where is the funding coming from?

A: Possible funding sources could be grants, new development traffic impact fees, and Measure A funding. The selected funding source will depend on the final design option selected.

Q: Increased traffic for SB Amphlett from Burlingame?

A: Based on the 2011 Traffic Study, none of the remaining options create additional traffic on Amphlett.

Q: With 2a, we want to discourage traffic from Peninsula down Amphlett (would get trapped in the neighborhood). Can we consider closing the slip ramp off Peninsula? Slip ramp right now is a danger anyway, zero visibility.

A: Thus far, our analysis indicates that, at a minimum, some signage will be modified at the slip ramp with implementation of 2A. Prior to implementation, we will evaluate whether the slip ramp is needed for local access.

Q: What about an opening? Take down the wall on Oak Grove on Burlingame.

A: This suggestion does not meet the Project Criteria which requires that we meet the State’s design criteria within State right-of-way. The State requires 1.5 miles between ramps.

Q: Is 3 way stop at Humboldt & College going to happen? It is a MUST-HAVE for neighborhood residents with option 2a.

A: Although we do not anticipate a three way stop sign at Humboldt and College because of its proximity to the current signalized intersection at Humboldt and Poplar, we understand we need to review what other tools can be implemented to ensure that residents can effectively turn onto Humboldt from College. Once we have

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selected a project option, we will gather with residents to look a combination of effective enhancements and ways to mitigate this traffic impact.

Q: Can the median be solid from US101/Amphlett to prevent people from turning left when they come off the on ramp?

A: Option 2 – the solid median through the Amphlett and Idaho intersections -- which would not allow left hand turns off of the US101 off-ramp was evaluated in the 2011 Traffic Study. As explained during the May 18, 2011 workshop, Option 2 did not meet the project criteria. First, Option 2 causes cut-through traffic through the neighborhood south of Poplar in its need to access Amphlett south of Poplar. Second, the traffic diversion generated from this option causes the "level of service" standard to be exceeded at the Poplar/Humboldt intersection in the year 2030 condition. Based on the 2011 Traffic Study, the re-routing of traffic that results from by Option 2 creates un-mitigable impacts. Option 2A *did* make it to the list of viable options that met project criteria because it would allow off-ramp traffic to be in a separate left turn lane/pocket, not affecting through off-ramp traffic, to access Amphlett south of Poplar. We will be providing more information with clearer layouts on the remaining viable concepts at the next community workshop which we are hoping to schedule in late summer 2011.

Q: Can the median stop before Idaho or can there be an opening at Idaho?

A: The purpose of the project is to address safety along the entire Poplar Corridor, US101 to Humboldt. As the intersection of Poplar/Idaho has historically experienced a high level of accident activity, this intersection must be addressed in combination with the Poplar/Amphlett intersection. Since the primary cause of accidents at the Poplar/Idaho intersections has to do with northbound traffic from Idaho conflicting with westbound off-ramp traffic, the only option is to eliminate this movement conflict opportunity as will be done with a solid median through the intersection. The City has tried alternative measures to restrict northbound through or left-turn movements, such as signage, striping and more recently, delineators to force traffic to make a right turn at the intersection. Violations continue to occur. This forces us to contemplate a solid median through the intersection to address the safety issues at this location. Therefore, Option 2A involves a median that runs solid through Idaho.

Q: Can we leave as is and increase enforcement?

A: Performing *no* improvements is not an option as explained in the May 20, 2010 Workshop and subsequent Public Works Commission meetings. Enforcement alone will not solve this issue, as it is not just a matter of driver behavior that creates the issues on Poplar, US101 to Humboldt. The current configuration is not effective in moving traffic efficiently as it creates conflicting turning movements that make for a potentially unsafe and at the very least, uncomfortable driving experience.

Q: Option 14 – what is the result of increased traffic to Peninsula?

A: This question is explored in the 2011 Traffic Study. Please refer to page 30 and Figure 13 which show current traffic counts and Figure 14 which projects traffic counts for 2030.

Q: Why was the result of the Feb 20 2007 Hexagon traffic study which eliminated #15 not brought to tonight's meeting?

A: The parameters of the 2004 and 2007 study were combined, included, and updated with new traffic counts in the 2011 Study.

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Q: Commercial bus flow?

A: To read more about bus flow, please refer to "Other Transportation Issues" on page 37 of the 2011 Traffic Study. This section of the Study addresses SamTrans buses, school buses, and heavy vehicle traffic on Humboldt.

Q: Can Hexagon explain to non-traffic engineers why removing the stop sign at Amphlett is key to removing the backup on east bound Poplar?

If the chosen concept is Option 2A, which is a center median along Poplar through Idaho with left-turn access to Amphlett, the City will maintain the stop sign and have left turns coming off of ramp at Amphlett. This turn would be unrestricted – no yield or stop-control. We will monitor the effects of the unrestricted turn over time to ensure the unrestricted turn is operating well. This concept will be more fully explored at the next workshop.

Q: What about rumble strips and signage?

A: Signage and other traffic calming techniques could be utilized as needed based on the final selected option. Rumble strips are not an approved traffic calming tool because they are very disruptive to surrounding neighbors.