

**Hillsdale Boulevard and Alameda de las Pulgas Traffic Signal Project - Community Workshop Summary**
**INDIVIDUAL COMMENT MATRIX**

Location/Project Component	Alternative	Comment	Theme	Votes For (GREEN)	Votes Against (RED)
Hillsdale/ADLP	Alternative 1 - Pedestrian Enhancement Concept	n/a	Alternative 1 (overall)	2	1
Hillsdale/ADLP	Alternative 2 - Protected Intersection Concept	n/a	Alternative 2 (overall)	5	
N/A	Comments Received during the Q&A portion of the meeting	Residents on corner of the intersection expressed concerns over the new traffic signal's impacts to property values.	Community / Property		
N/A	Comments Received during the Q&A portion of the meeting	Residents on corner of the intersection expressed concerns over the new traffic signal shining into their home at night.	Community / Property	N/A	N/A
Hillsdale/ADLP	Design Components	Operational concerns around schools; investigate scheduling of schools; stagger school start times instead	Congestion		
Hillsdale/ADLP	Design Components	The traffic signaling seems to be addressing a traffic issue that lasts 2 or 3 hours a day. Traffic is very light the other hours of the day. I strongly prefer a timed intervention. 2 hours/day with a crossing guard. Signalling that reverts to flashing red at least 20 hours/day.	Congestion		
Hillsdale/ADLP	Design Components	180 days of school , 360 hours the stop light might be useful, but what about the other 8,280 hours of the year?	Congestion		
N/A	Comments Received during the Q&A portion of the meeting	Residents expressed a desire for the traffic signal to be active only during peak periods. City noted that it was possible but not currently done in the City of San Mateo.	Congestion	N/A	N/A
N/A	Comments Received during the Q&A portion of the meeting	Community member asked for a roundabout to be considered at the intersection.	Congestion	N/A	N/A
N/A	Comments Received during the Q&A portion of the meeting	Concern was expressed over more vehicles coming to the intersection because of easier flow of traffic.	Congestion	N/A	N/A
N/A	Comments Received during the Q&A portion of the meeting	Concern was expressed over trip-mapping apps bringing more vehicles because of the signal.	Congestion	N/A	N/A
Hillsdale/ADLP	Alternative 2 - Protected Intersection Concept	Alternative 2 is a slightly better option, but I would prefer an option that operates only during the busy times, around school start and finish times. It's not busy at that intersection otherwise.	Congestion	1	
Left turn pocket option with dedicated left turn signals	Alternative 1 - Pedestrian Enhancement Concept	Removal of pedestrian relief island for left turn	Design Component	1	
Left turn pocket option with dedicated left turn signals	Alternative 1 - Pedestrian Enhancement Concept	Overhead lights are too obtrusive for this size of intersection.	Design Component		1*
Left turn pocket option with dedicated left turn signals	Alternative 1 - Pedestrian Enhancement Concept	n/a	Design Component	2	11*
Curb Extensions	Alternative 1 - Pedestrian Enhancement Concept	No Bulb Outs! If they have to go in, make them much smaller than Fernwood	Design Component		1
Curb Extensions	Alternative 1 - Pedestrian Enhancement Concept	Bulbouts are too far into roadway	Design Component		1
Curb Extensions	Alternative 1 - Pedestrian Enhancement Concept	n/a	Design Component		13
Curb Extensions	Alternative 1 - Pedestrian Enhancement Concept	n/a	Design Component	2	
Bike Box	Alternative 1 - Pedestrian Enhancement Concept	n/a	Design Component	3	5
Pedestrian Refuge Island	Alternative 1 - Pedestrian Enhancement Concept	n/a	Design Component	4	
New Traffic Signal for the intersection with pedestrian signals	Alternative 1 - Pedestrian Enhancement Concept	n/a	Design Component	1	2
Pedestrian Safety Islands	Alternative 2 - Protected Intersection Concept	n/a	Design Component	3	1
Pedestrian Safety Islands	Alternative 2 - Protected Intersection Concept	Safety? Seems like other solutions may improve safety.	Design Component		1
Pedestrian Safety Islands	Alternative 2 - Protected Intersection Concept	Seems overly complicated given so few bikes	Design Component		1
Protected Corner	Alternative 2 - Protected Intersection Concept	n/a	Design Component	1	
New Traffic Signal for the intersection with pedestrian signals	Alternative 2 - Protected Intersection Concept	n/a	Design Component	1	
Curb Extensions	Alternative 1 - Pedestrian Enhancement Concept	Bulbouts at Hillsdale and Fernwood	Design Component		
Hillsdale/ADLP	Design Components	No Traffic signals - other options please	Disapproval of all options		
South corner of Hillsdale Blvd & ADLP (Example Traffic Pole Location)	Design Components	n/a	General		7
ADLP Median	Design Components	If the City removes trees in the median of ADLP, then the same number of trees should be replanted.	Landscaping		
Hillsdale/ADLP	Design Components	Trash build up in landscaping	Landscaping / Maintenance		

Hillsdale/ADLP	Alternative 2 - Protected Intersection Concept	I prefer Alternative 2 for the following reasons: no left arrow (shorter reds); better landscaping; bike lanes better protected	Landscaping / Safety	1	
Hillsdale/ADLP	Alternative 2 - Protected Intersection Concept	This alternative looks and feels like the better-balanced multimodal alternative!	Safety	1	
ADLP/Stephen Rd	General	The flashing lights at Stephen Rd crosswalk will become a dangerous place to cross when the new traffic signal is green and cars are speeding through.	Safety		
Hillsdale/ADLP	General	Can speed humps be considered for Hillsdale Blvd to slow traffic down as they approach or leave from the green traffic lights on Alameda? Speed bumps, or reduced speed limit requested for 200-400 Hillsdale Blvd section.	Safety		
Hacienda/ADLP	General	There needs to be consideration for the Hacienda/ADLP intersection as well. I've seen people get hit here and/or almost get hit. The high development area will be at the mall and bring in more people. The lights can be timed in such a way to allow me and other residents the ability to safely back out from my driveway (300 block of Hillsdale Blvd).	Safety		
Hillsdale/ADLP	General	Red light cameras and reduced speed limits should seriously be considered for residents living in effected areas as well as pedestrians.	Safety		
Hillsdale/ADLP	General	Kid Safety! Who hires the crossing guard? Where are the school reps?	Safety		
Hillsdale/ADLP	General	Try Crossing Guards First	Safety		
Hillsdale/ADLP	General	No right turn on red	Safety		
Hillsdale/ADLP	General	Too much traffic already. Put speed bump. Have police officer on corner to enforce tickets if safety is such a concern.	Safety		
N/A	Comments Received during the Q&A portion of the meting	Community requested that the schools be involved in the decision making process. City staff noted that stakeholder meetings will be conducted with school district staff and PTA's	Safety	N/A	N/A
N/A	Comments Received during the Q&A portion of the meting	Residents asked for crossing guards to be stationed at the intersection.	Safety	N/A	N/A
Alternative 1	Comments Received during the Q&A portion of the meting	Residents noted that the curb extensions recently installed at nearby intersections were too big, and if they were installed here, they requested that they should be properly sized.	Safety	N/A	N/A
N/A	Comments Received during the Q&A portion of the meting	Community members expressed concern over speeding for people trying to make the light if the new signal is installed.	Safety	N/A	N/A
N/A	Comments Received during the Q&A portion of the meting	Community member asked for the signal to include pedestrian signals and push buttons.	Safety	N/A	N/A
Hillsdale/ADLP	General	Traffic will be an issue. Stephen Rd will be an easy street to cut through and will cause more accidents. Parked cars will be hit. There has not been any major accidents at this intersection. Put speed bumps.	Safety / Congestion	N/A	N/A
Alternative 2	Comments Received during the Q&A portion of the meting	Community member asked if the bus stop on Hillsdale will remain (noting that it looked like it was removed on Alt 2 from afar) and requested any improvements include SamTrans input.	Transit	N/A	N/A

\*Please note that some of these votes may have been applied to express disinterest for the traffic signal at the intersection altogether.

## Hillsdale Boulevard and Alameda de las Pulgas Traffic Signal Project – Community Workshop Summary

## EMAIL COMMENTS

Alternative	Comment /Email	Theme
Alternative 1 - Pedestrian Enhancement Concept	<p>As discussed, I wanted to send you my comments / feedback on the above project. If you recall, I live on the [REDACTED] corner of Alameda de las Pulgas and Hillsdale Blvd, so naturally I'm opposed to the idea of having a traffic signal on the corner. I recognize the need to address safety and congestion, but feel the latter will not necessarily benefit those living close to the corner as traffic will move from the inner streets to this intersection. This was confirmed during the meeting last week. In addition, the traffic signal may address current traffic flow, but I have not heard anyone answer my question on the scenario where more vehicles will redirect to this intersection due to rerouting by apps like Waze or Google Maps because traffic flow is improved by the light. I raised this same concern during the 2019 meeting in Beresford. Essentially, traffic will likely increase during rush hour due to more cars using this intersection because of the traffic signal. I understand this project will likely push through and there is little I can do to prevent it. But change happens and I'll have to accept it. That said, I would like to give my inputs on the plan. My preference would be alternative 1, the pedestrian enhancement concept for the reason stated in the plan. I believe alternative 2 is overkill for this intersection, especially in a residential setting. I don't believe the bike box is necessary as there is not a large volume of cyclists going through this intersection (there is also a "bike avenue" on 28th Avenue which will likely get more bike traffic to stay away from the cars at my intersection. I don't think we need the dedicated left turn lane on Alameda. Most of the traffic is on Hillsdale Blvd during rush hour and removing the island median island and reducing parking in the corner make this intersection look less residential and more like it caters to vehicles, who do not likely live in the vicinity. Programming the light to allow for left turn from the existing lanes would be sufficient. I do like the refuge island on Alameda as this would be safer for kids coming from the neighboring school. I do like the curb extension as I expect this will allow for the traffic lights to move further from my house and, of course, addresses the safety of pedestrians, especially the kids. I hope to hear back from you to discuss the direct impact on our home. I would like to hear about parking, any changes in the landscape (please consider NOT removing any old trees as they are irreplaceable), the configuration of the traffic lights and the effect on my home (there is a bedroom on the corner which will likely be affected by the light.), and impact on my property. I hope my comments are given some weight as my neighbors and myself are most affected with this plan.</p>	Safety / Design Components
n/a	<p>I attended the meeting at Hillsdale Library last night to learn about the proposed traffic light at Hillsdale &amp; Alameda. I talked to one gentleman for a while during the discussions after the formal meeting but want to follow up with some additional thoughts. I have 3 kids, each in one of the 3 schools within 2 blocks of the proposed light- Hillsdale HS, Abbott MS &amp; Laurel Elementary. My main concern is the safety of the students and pedestrians in the area. I strongly suggest you map out the drop off routes for each school. For example:</p> <ol style="list-style-type: none"> <li>1. Laurel school drop off loop allows only a right turn out of the loop onto 36th. The only place to go is to Alameda &amp; 36th. An already congested area but there is not an option to go another route after drive through drop off.</li> <li>2. Abbott drive through loop enters on 36th and exits onto Fernwood. Most people then take a right to get to Hillsdale. How will the addition of a traffic light affect this back up into the Abbott parking lot and flow of their drop off traffic?</li> <li>3. Hillsdale HS main entrance is on Del Monte. To get to it, drivers need to drive up Hillsdale (toward 92) and take a right on on Del Monte &amp; into the HHS drop off loop. That area of Hillsdale is already backed up daily due to drop off. I'm not sure I agree that a traffic light will help alleviate.</li> <li>4. Will the stop sign at Fernwood St &amp; Hillsdale remain there with the addition of the light? It would need to stay to allow drivers to option to make a left turn onto Hillsdale or the backup could make that impossible.</li> <li>5. Drivers coming down the Hillsdale hill toward Alameda will see the back up at the light ahead and take a right to use Fernwood as a cut through. Fernwood is a residential street. I strongly suggest working with the school sites and districts directly. Abbott (over 800 students) &amp; Laurel (over 500 students) both start at 8:20am. This means that over 1400 students are all arriving within a 2 block area between 8am when gates open and 8:20am, when school starts. This congestion could be greatly alleviated if the schools could stagger their starts by even 10 minutes. Also, just this year Laurel changed their schedule to have ALL students start at 8:20am - prior to this year, there was a staggered start time which alleviated some of the traffic congestion in the area.</li> </ol>	Congestion
n/a	I'm a parent of 3 and resident on the dead end block of Laurelwood drive. My children also attended Laurel elementary for the last 2.5 years and we are regularly impacted by the multiple school traffic. I'd like to ask that you also consider construction permits in the impacted areas - we experienced this earlier in the school year with the water utility work, PGE work near campus, the roofing job by Laurel elementary. All concurrently running which further impacted traffic. Our street was often closed or used as a detour which diverted Abbott and Hillsdale traffic.	Construction Impacts
n/a	<p>Good Evening Public Works Department,</p> <p>I had the pleasure of attending your meeting held at the Hillsdale Branch Library this evening. Your team that held the meeting was very thorough and informative on what appears to be a done deal with the implementation of traffic signals at this intersection by end of 2025. The question I had which could not be answered is how long will this project take? West Hillsdale was under great construction from June 2023-November 2023 with the installation of a new water line. The initial project was to be under the timeframe of June 2023-August 31, 2023 but extended through mid- November 2023. In addition the street was torn up a couple of times due to improper surface laying of street which is still uneven. Both of these incidents caused great headaches with parking for those that live on W. Hillsdale - parking not allowed in front of one's home due to construction, street closure and not mention traffic delays because of street being brought down to one lane. Can you please advise a time frame that entails more then just a standard response "project will be completed by 2025". Your insightful and more detailed response is appreciated.</p>	Construction Impacts
n/a	I don't approve of the proposed traffic signal projects on Alameda de las Pulgas. However, I do approve of a mandatory crossing guard elective program observed by San Mateo county high schools students.	Safety

n/a	As someone who frequents Alameda de Las Pulgas by car and bike multiple times per day, I object to the proposal of a new traffic light. Traffic is only really a problem twice a day, for about 10 minutes. It's a solution looking for a problem and a waste of resources. Belmont commissioned a traffic study of Ralston Ave at South Road, which suggested reducing the traffic during peak periods by putting in a light. Light was installed and it has had a negative effect on the traffic there, increasing backups during peak periods. I would much rather see the City of San Mateo put resources towards getting rid of the Eucalyptus trees in the median of Alameda de las Pulgas between Hillsdale and 42nd street. Even before the water main work, which has torn up the street even more, traveling in the left lane when heading from Hillsdale towards 42nd is a nightmare, with the tree roots pushing up the street 6-8 inches above normal. In addition to damaging my trees and alignment, I have almost been hit by drivers swerving out of lanes to avoid the extremely variable and poor quality of the asphalt. A much better use of resources would be to commit to making Alameda de las Pulgas a smooth road. Fix the issues that affect drivers at all hours of the day. Not the ones that affect us for 20 minutes every 24 hours.	Congestion / Landscaping / Maintenance
n/a	i just saw the signs for this coming traffic signal. i live in this area and cross this intersection some days 10 times. i do not support adding a traffic signal to this intersection. this intersection is only busy 1 hour a day on school days: from 8-830am and 3-330pm. on all days without school, or all other hours of the day there's usually no cars at this intersection. there's no waiting at the stop sign. this is not a busy street like 98% of the time. there's entire months of the summer no one is driving here. throughout the day no one is here. all night no one is here. please don't punish the local community with waiting at red lights for an intersection that rarely needs it	Congestion
n/a	I have lived on Stephen Road for 37 years and raised 4 children who attended Laurel, Abbott & Hillsdale High. Our street is a narrow, short street with a long blind curve that connects Hillsdale to Alameda. I would like to make good points here on how a traffic light would not be as safe as the existing stop signs... If there is a traffic light at that intersection our street certainly becomes a cut through to avoid the light. Our street has been a cut through during road construction on both Hillsdale and Alameda and our street was not made for such through traffic. We witnessed several near accidents, yelling, honking, road rage incidents daily during that time period very recently. This absolutely cannot be a daily occurrence as there will definitely be accidents. I invite you and members in your department to just come sit here on Stephen Road at end of school day and see for yourselves how many students use Stephen Road to get to Hillsdale Blvd daily. They walk diagonally across the street right in front of our kitchen window. They don't even look before they cross. As I said we have a blind curve here. So can you imagine cars racing down this street to avoid that light when students are present and perhaps walking in the street? This would surely not be safe. With stop signs every car that enters this intersection must slow and come to a stop before continuing through. With a signal, and a green light, cars do not slow down but continue through that intersection at speeds up to 35 mph while students are present. Yes, unfortunately we see speed more than 25 on both streets and near this intersection often, but stop signs definitely slow them down. Signal lights will not slow traffic heading towards this busy pedestrian intersection. Cars heading down the Alameda hill from Belmont direction might speed up if seeing a green light ahead. I do not feel that adding a signal makes this area safer. It makes it much more dangerous. Especially on Stephen Road. There are a handful of children under age 6 living on our street. Please help keep our street safe and less traveled by irritated drivers. Is it possible to add a signal that operates by hand touch such as the one at the crosswalk at the end of Stephen Road? It works very well. We often use it when crossing Alameda.	Construction Impacts / Safety
n/a	I am very upset about this proposed traffic light. This is a horrible idea. It will congestion unbearable during school and pickup times for school and also during commute time. It will not make it better. What will happen is drivers will go through the surrounding neighborhoods to avoid the congestion. That is not something that would be acceptable. On the weekends there's no need for this traffic light. Again just a horrible idea.	Congestion
n/a	As parents of a high school student, we wanted to voice our opinion that we prefer a traffic circle to a traffic signal at Alameda de las Pulgas and Hillsdale. It is a much more efficient way to handle traffic.	Congestion
n/a	we would like to be kept updated on the light plan. hope this won't run 24 hours a day. main safety issue is school kids who walk across and are oblivious to cars. but it is only one hour out of the day.	Safety / Community Involvement
n/a	My name is [REDACTED] and I'm a resident of 30th Ave (between Alameda and Hacienda) in San Mateo. I came across information regarding this project while I was on a walk around the neighborhood yesterday. Below you will see an email I sent to the city last September regarding the vehicle speed we have experienced on our street as a result of people cutting through to avoid the speed bumps on Hillsdale. My concern is that a signal will only further this trend. What can be done to protect these side streets from dangerous vehicular behavior?	Safety
n/a	It would be great to have a light at this intersection as I drive up there and cars just take off and there are children crossing and some drivers do not stop or just go as the children are crossing.	Safety