

Comment, Neilson Buchanan – June 29, 2016 Planning Commission Meeting

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I appreciate that Palo Alto has recognized the regional importance of other nearby cities' planning efforts and plans to comment on Menlo Park's Facebook Expansion and General Plan Update DEIRs, but the proposed letters don't make plain enough that it's unacceptable for Menlo Park to be looking narrowly at those proposals' impacts only within Menlo Park city limits and not at the broader region.

Palo Alto residents have already felt the impacts of unchecked office growth both in and around Palo Alto. Traffic is unbearable, parking is a battle, and we're not considering what to do with all these new employees when they get here. To protect Palo Alto's residents from these negative impacts, the City should more firmly critique the weaknesses in Menlo Park's DEIRs, especially the lack of consideration of regional impacts on traffic, population, and housing, including in Palo Alto.

Regarding traffic impacts, the EIRs' scope of analysis is too narrow and must include more impacted intersections and roadways in Palo Alto. I agree that the EIRs need to study the Sand Hill/El Camino Real/Palo Alto Avenue intersection, as the proposed comment letters state.

However, the City *can and should* also convey a message to Menlo Park for the need to study the impacts on other heavily impacted Palo Alto intersections.

Please consider the following:

1. Attached are pages from Menlo Park's Transportation Analysis for the Facebook Expansion. (The scope of the General Plan Update DEIR's Transportation Analysis is identical.) Menlo Park has identified streets and intersections demanding analysis. It is logical that equally worthy streets in adjacent cities demand comparable analysis. Please review pages 3.3-6 – 3.3-8 and fig. 3.3-1 of the Facebook Expansion DEIR, which I have attached here and can be viewed in full at:
<http://menlopark.org/DocumentCenter/View/10284>.
2. More specifically, citizens, not city staff, have documented profound **negative safety and traffic impact** on Middlefield/Everett and Middlefield/Hawthorne intersection. Mitigation effort to date has been ineffective, perhaps marginally effective at Hawthorne.
3. University Avenue(PA) and Willow(MP) are unable to handle inbound or outbound traffic. What are the traffic delays today and in the immediate future?
4. Within the last week, Palo Alto was unable to muster political support for forward looking funding of transportation measure to mitigate traffic. Unknown and perhaps significant risk (voter approval) awaits these mitigation programs, which are delayed for a minimum of 2-3 years of Palo Alto Process. The Planning Commission in good faith must provide more insightful commentary to City Councils of both Palo Alto and Menlo Park. *This is a fundamental responsibility of appointed officials.*

The EIRs' analyses of population, employment, and housing impacts is also unrealistically myopic. They evaluate only the direct and cumulative impacts *in Menlo Park* of all of this new office construction, despite the fact that the EIRs admit only 5 to 7% of the over 22,350 new employees will actually live in Menlo Park. And because so few of the new employees would live in Menlo Park, the EIRs say these impacts are going to be less than significant.

But where do the other 95% go? And what will be the impacts of these thousands of new employees coming to our area, trying to find homes here, and if they can't, commuting in to Menlo Park from afar? The EIRs don't tell us. Palo Alto should tell Menlo Park that these impacts are important, and that they must be studied and disclosed to the public.

For these reasons, Commissioners, I respectfully request that you ask staff to add these concerns to Palo Alto's comments to Menlo Park on the Facebook Expansion and General Plan Update DEIRs.

Bottom Line: It is unrealistic to think that ordinary, individual Palo Alto citizens can possibly comment in-depth and rationally to Menlo Park. The primary responsibility today is upon City Staff and the Planning Commissioners. In my personal opinion, this responsibility is conflicted. How can City Staff and Planning Commissioners truly criticize Menlo Park when, in practice, development impact within Palo Alto impacts Menlo Park? This creates a system of intercity accommodation not critical thought and commentary.

As a result... the pressing problems of housing and traffic are avoided and accelerated. Everyone is responsible and nobody is accountable.

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As previously discussed in Section 4.13.1.1, Regulatory Framework, VMT is an important metric in the evaluation and management of travel and congestion on both a regional and local level. For example, VMT is a key factor that influences transportation GHG emissions because the level of travel activity is a determinant of fuel consumption. VMT is also used in noise and air quality analyses because it provides an indication of the overall performance of the automobile and truck transportation system within the city. A greater VMT means more noise and more air pollution. For a discussion of VMT as it relates to air quality, GHG emissions and noise, see Chapter 4.2, Air Quality, Chapter 4.6, Greenhouse Gas, and Chapter 4.10, Noise, of this Draft EIR.

Study Locations

This section evaluates the impacts of the proposed project on 64 intersections and 87 roadway segments. The study area for the traffic analysis was selected based on consultation with City staff to capture the roadway facilities likely to experience impacts due to buildout of the proposed project.

Study Intersections

The 64 study intersections are shown in Table 4.13-4 by intersection number, name, control type jurisdiction. The level-of-service threshold for each intersection is also listed.

Study Roadway Segments

The study segments, shown in Table 4.13-5, were selected for analysis of average daily traffic (ADT) based on 24-hour traffic count data provided by the City. Table 4.13-5 is organized by segment number and name, the streets the segment is between and the City's street classification – either primary arterial, minor arterial, collector or local.

TABLE 4.13-4 STUDY AREA INTERSECTIONS AND LEVEL OF SERVICE (LOS) STANDARDS

No.	Intersection	Control Type	Jurisdiction	LOS Threshold
1	Sand Hill Road and I-280 NB Off-Ramp	Signal	Caltrans	D
2	Sand Hill Road and I-280 NB On-Ramp	Signal	Caltrans	D
3	Sand Hill Road and Addison-Wesley	Signal	Menlo Park	D
4	Saga Lane and Sand Hill Road	Signal	Menlo Park	D
5	Branner Drive and Sand Hill Road	Signal	Menlo Park	D
6	Sharon Park Drive and Sand Hill Road	Signal	Menlo Park	D
7	Alpine Road/Santa Cruz Avenue and Junipero Serra Boulevard	Signal	Menlo Park	D
8	Santa Cruz Avenue and Sand Hill Road	Signal	Menlo Park	D
9	Oak Avenue/Vine Road and Sand Hill Road	Signal	Menlo Park	D
10	Santa Cruz Avenue and Elder Avenue	Signal	Menlo Park	D
11	Valparaiso Avenue and University Drive	Signal	Menlo Park	D

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TABLE 4.13-4 STUDY AREA INTERSECTIONS AND LEVEL OF SERVICE (LOS) STANDARDS

No.	Intersection	Control Type	Jurisdiction	LOS Threshold
12	Santa Cruz Avenue and University Drive (S)	Signal	Menlo Park	D
13	Oak Grove Avenue and Laurel Street	Signal	Menlo Park	C
14	Ravenswood Avenue and Laurel Street	Signal	Menlo Park	D
15	Middlefield Road and Ravenswood Avenue	Signal	Menlo Park	D
16	Middlefield Road and Ringwood Avenue	Signal	Menlo Park	D
17	Middlefield Road and Willow Road	Signal	Menlo Park	D
18	Willow Road and Gilbert Avenue	Signal	Menlo Park	D
19	Willow Road and Coleman Avenue	Signal	Menlo Park	D
20	Willow Road and Durham Street	Signal	Menlo Park	D
21	Marsh Road and Bay Road	Signal	Menlo Park	D
22	Marsh Road and Bohannon Drive	Signal	Menlo Park	D
23	Marsh Road and Scott Drive	Signal	Menlo Park	D
24	El Camino Real and Encinal Avenue	Signal	Caltrans	D
25	El Camino Real and Glenwood Avenue	Signal	Caltrans	D
26	El Camino Real and Oak Grove Avenue	Signal	Caltrans	D
27	El Camino Real and Santa Cruz Avenue	Signal	Caltrans	D
28	El Camino Real and Ravenswood Avenue	Signal	Caltrans	D
29	El Camino Real and Roble Avenue	Signal	Caltrans	D
30	El Camino Real and Middle Avenue	Signal	Caltrans	D
31	El Camino Real and Cambridge Avenue	Signal	Caltrans	D
32	Willow Road and Bay Road	Signal	Menlo Park	D
33	Willow Road and Newbridge Street	Signal	Caltrans	D
34	Willow Road and O'Brien Drive	Signal	Caltrans	D
35	Willow Road and Ivy Drive	Signal	Caltrans	D
36	Willow Road and Hamilton Avenue	Signal	Caltrans	D
37	Willow Road and Bayfront Expressway	Signal	Caltrans (CMP)	D
38	Bayfront Expressway and University Avenue	Signal	Caltrans (CMP)	D
39	University Avenue and O'Brien Drive	Signal	Caltrans	D
40	Bayfront Expressway (SR 84) and Chilco Street	Signal	Caltrans	D
41	Bayfront Expressway (SR 84) and Chrysler Drive	Signal	Caltrans	D
42	Bayfront Expressway and Marsh Road	Signal	Caltrans (CMP)	D
43	Marsh Road and US 101 SB	Signal	Caltrans	D
44	Marsh Road and US 101 NB	Signal	Caltrans	D

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TABLE 4.13-4 STUDY AREA INTERSECTIONS AND LEVEL OF SERVICE (LOS) STANDARDS

No.	Intersection	Control Type	Jurisdiction	LOS Threshold
45	Chilco Street and Constitution Drive	All Way Stop	Menlo Park	C
46	Chrysler Drive and Constitution Drive	All Way Stop	Menlo Park	C
47	University Avenue and Adams Drive	Side-street Stop	Caltrans	D
48	Chrysler Drive and Jefferson Drive	Side-street Stop	Menlo Park	C
49	Chrysler Drive and Independence Drive	Side-street Stop	Menlo Park	C
50	Jefferson Drive and Constitution Drive	Side-street Stop	Menlo Park	C
51	University Avenue and Bay Road	Signal	East Palo Alto	D
52	University Avenue and Runnymede Street	Signal	East Palo Alto	D
53	University Avenue and Bell Street	Signal	East Palo Alto	D
54	University Avenue and Donohoe Street	Signal	Caltrans	D
55	US 101 NB Ramps and Donohoe Street	Signal	Caltrans	D
56	University Avenue and US 101 SB Ramps	Signal	Caltrans	D
57	University Avenue and Woodland Avenue	Signal	East Palo Alto	D
58	University Avenue and Middlefield Road	Signal	Palo Alto	D
59	Middlefield Road and Lytton Avenue	Signal	Palo Alto	D
60	Chilco Street and Hamilton Avenue	All-way Stop	Menlo Park	C
61	Chilco Street and Terminal Avenue	All-way Stop	Menlo Park	C
62	Chilco Street and Ivy Drive	All-way Stop	Menlo Park	C
63	Chilco Street and Newbridge Street	All-way Stop	Menlo Park	C
64	Marsh Road and Middlefield Road	Signal	Menlo Park	D

Notes: CMP = C/CAG Congestion Management Plan
 Source: TJKM Transportation Consultants May 2016.

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TABLE 4.13-5 STUDY AREA ROADWAY SEGMENTS AND 2014 EXISTING AVERAGE DAILY TRAFFIC (ADT) VOLUME

No.	Street	From	To	Current Classification	2014 Existing
1	Alameda de las Pulgas	Avy Avenue	Santa Cruz Avenue	Minor Arterial	12,450
2 ^a	Alameda de las Pulgas	Valparaiso Avenue	Avy Avenue	Minor Arterial	15,330
3 ^a	Alameda de las Pulgas	City Limit	Valparaiso Avenue	Minor Arterial	16,140
4	Alma Street	Ravenswood Avenue	Oak Grove Avenue	Collector	1,640
5	Alma Street	Willow Road	Ravenswood Avenue	Collector	3,240
6	Alpine Road	City Limit	Junipero Serra Boulevard	Minor Arterial	23,310
7 ^b	Avy Avenue	City Limit	Alameda de las Pulgas	Collector	4,610
8	Avy Avenue	Alameda de las Pulgas	Santa Cruz Avenue	Collector	5,940
9	Bay Road	Greenwood Drive	Marsh Road	Collector	5,550
10	Bay Road	Ringwood Avenue	Greenwood Drive	Collector	5,660
11	Bay Road	Willow Road	Ringwood Avenue	Collector	7,580
12	Bohannon Drive	Campbell Avenue	Marsh Road	Collector	3,910
13	Chilco Street	Constitution Drive	Bayfront Expressway	Collector	7,000
14	Chrysler Drive	Constitution Drive	Bayfront Expressway	Collector	4,070
15	Constitution Drive	Chilco Street	Chrysler Drive	Collector	2,360
16	Crane Street	Oak Grove Avenue	Santa Cruz Avenue	Collector	2,660
17	Crane Street	Santa Cruz Avenue	Menlo Avenue	Collector	2,420
18	Encinal Avenue	El Camino Real	Laurel Street	Collector	5,600
19	Encinal Avenue	Laurel Street	Middlefield Road	Collector	4,950
20	Glenwood Avenue	El Camino Real	Laurel Street	Collector	5,980
21	Hamilton Avenue	Willow Road	Chilco Street	Collector	2,770
22	Haven Avenue	Bayfront Expressway/Marsh Road	City Limit	Collector	7,400
23	Junipero Serra Boulevard	City Limit	Alpine Road	Primary Arterial	16,010
24	Laurel Street	Oak Grove Avenue	Glenwood Avenue	Collector	4,060
25	Laurel Street	Ravenswood Avenue	Oak Grove Avenue	Collector	4,410

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TABLE 4.13-5 STUDY AREA ROADWAY SEGMENTS AND 2014 EXISTING AVERAGE DAILY TRAFFIC (ADT) VOLUME

No.	Street	From	To	Current Classification	2014 Existing
26	Laurel Street	Willow Road	Ravenswood Avenue	Collector	4,470
27	Marsh Road	City Limit	Bay Road	Minor Arterial	22,850
28	Marsh Road	Bay Road	Bohannon Drive	Primary Arterial	25,830
29	Marsh Road	Bohannon Drive	Scott Drive	Primary Arterial	32,410
30	Menlo Avenue	University Avenue	Crane Street	Collector	7,360
31	Menlo Avenue	Crane Street	El Camino Real	Collector	8,650
32	Middle Avenue	Olive Street	University Drive	Collector	7,250
33	Middle Avenue	University Drive	El Camino Real	Collector	8,920
34 ^b	Middlefield Road	Ravenswood Avenue	Oak Grove Avenue	Minor Arterial	14,760
35	Middlefield Road	Willow Road	Ravenswood Avenue	Minor Arterial	19,690
36	Middlefield Road	City Limit	Willow Road	Minor Arterial	18,420
37	Newbridge Street	Willow Road	Chilco Street	Collector	7,070
38	Oak Grove Avenue	University Drive	Crane Street	Collector	6,360
39	Oak Grove Avenue	Crane Street	El Camino Real	Collector	7,700
40	Oak Grove Avenue	El Camino Real	Laurel Street	Collector	9,570
41	Oak Grove Avenue	Laurel Street	Middlefield Road	Collector	8,650
42	O'Brien Drive	Kavanaugh Drive	Willow Road	Collector	6,370
43	O'Brien Drive	University Avenue	Kavanaugh Drive	Collector	3,280
44	Ravenswood Avenue	El Camino Real	Alma Street	Minor Arterial	23,980
45	Ravenswood Avenue	Alma Street	Laurel Street	Minor Arterial	18,760
46	Ravenswood Avenue	Laurel Street	Middlefield Road	Minor Arterial	16,550
47 ^a	Ringwood Avenue	Middlefield Road	Bay Road	Collector	7,300
48	Sand Hill Road	I-280	Sharon Park Drive	Primary Arterial	28,050
49	Sand Hill Road	Santa Cruz Avenue	Sharon Park Drive	Primary Arterial	30,790
50	Sand Hill Road	Santa Cruz Avenue	City Limit	Minor Arterial	32,740

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TABLE 4.13-5 STUDY AREA ROADWAY SEGMENTS AND 2014 EXISTING AVERAGE DAILY TRAFFIC (ADT) VOLUME

No.	Street	From	To	Current Classification	2014 Existing
51	Santa Cruz Avenue	Junipero Serra Blvd.	Sand Hill Road	Minor Arterial	26,480
52 ^a	Santa Cruz Avenue	Sand Hill Road	Alameda de las Pulgas	Minor Arterial	23,230
53	Santa Cruz Avenue	Alameda de las Pulgas	Avy Avenue/Orange Avenue	Minor Arterial	10,900
54	Santa Cruz Avenue	Avy Avenue/Orange Avenue	Olive Street	Minor Arterial	14,520
55	Santa Cruz Avenue	Olive Street	University Drive	Minor Arterial	15,320
56	Santa Cruz Avenue	University Drive	Crane Street	Minor Arterial	7,620
57	Santa Cruz Avenue	Crane Street	El Camino Real	Minor Arterial	7,370
58	Scott Drive	Marsh Road	Campbell Avenue	Collector	4,820
59	Sharon Park Drive	Sand Hill Road	Sharon Road	Collector	9,970
60	Sharon Road	Sharon Park Drive	Alameda de las Pulgas	Collector	3,780
61	University Drive	Middle Avenue	Menlo Avenue	Collector	5,840
62	University Drive	Menlo Avenue	Santa Cruz Avenue	Collector	9,310
63	University Drive	Santa Cruz Avenue	Oak Grove Avenue	Collector	7,160
64	University Drive	Oak Grove Avenue	Valparaiso Avenue	Collector	5,110
65	Valparaiso Avenue	Alameda de las Pulgas	Cotton Street	Minor Arterial	12,050
66	Valparaiso Avenue	Cotton Street	University Avenue	Minor Arterial	14,440
67	Valparaiso Avenue	University Drive	El Camino Real	Minor Arterial	13,010
68	Willow Road	Alma Street	Laurel Street	Collector	3,360
69	Willow Road	Laurel Street	Middlefield Road	Collector	5,250
70	Willow Road	Middlefield Road	Gilbert Avenue	Collector	24,330
71	Chilco Street	Hamilton Avenue	Terminal Avenue	Collector	4,780
72	Chilco Street	Ivy Drive	Hamilton Avenue	Collector	2,650
73	Chilco Street	Newbridge Street	Ivy Drive	Collector	2,110
74	Hamilton Avenue	Willow Road	Hamilton Court	Collector	2,640
75	Willow Road	Gilbert Avenue	Coleman Avenue	Minor Arterial	24,350

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TABLE 4.13-5 STUDY AREA ROADWAY SEGMENTS AND 2014 EXISTING AVERAGE DAILY TRAFFIC (ADT) VOLUME

No.	Street	From	To	Current Classification	2014 Existing
76	Willow Road	Coleman Avenue	Durham Street	Minor Arterial	41,190
77	Willow Road	Durham Street	Bay Road	Minor Arterial	34,150
78	Chilco Street	Terminal Avenue	Constitution Drive	Collector	5,100
79	Chrysler Drive	Constitution Drive	Independence Drive	Collector	3,270
80	Chrysler Drive	Independence Drive	Commonwealth Drive	Collector	1,110
81	Adams Drive	University Drive	Adams Court	Local	1,260
82	Olive Street	Santa Cruz Avenue	Middle Avenue	Local	2,450
83	Olive Street	Middle Avenue	Oak Avenue	Local	3,050
84	Cambridge Avenue	University Drive	El Camino Real	Local	1,600
85	Linfield Drive	Middlefield Road	Waverley Street	Local	1,760
86	Waverley Street	Laurel Street	Linfield Drive	Local	1,650
87	Ivy Drive	Chilco Street	Willow Road	Local	3,200

a. San Mateo County jurisdiction

b. Town of Atherton jurisdiction

Source: TJKM Transportation Consultants, January 2016.

The ConnectMenlo draft Circulation Element identifies the following proposed bikeway segments near the Project site:

- Proposed Class III bicycle route on Hamilton Avenue, between Willow Road and an existing bicycle/pedestrian overcrossing of US 101 that connects with neighborhoods west of US 101 via Bay Road and Ringwood Avenue.
- Proposed Class II bicycle lanes on Chilco Street from Hamilton Avenue to the Dumbarton Rail Corridor, connecting with existing bicycle lanes on Chilco Street north of the Dumbarton Rail Corridor.
- Proposed Class II bicycle lanes on O'Brien Drive between Willow Road and University Avenue.
- Proposed Class I bicycle path on segments of the San Francisco Bay Trail (Bay Trail), on the north side of Bayfront Expressway.
- Proposed Class II bicycle lanes on segments of Oak Grove Avenue and El Camino Real near the Caltrain station.

Study Intersections and Roadway Segments

This study was prepared according to the methodology required by the City of Menlo Park's Transportation Impact Analysis (TIA) Guidelines. For the analysis, the City selected 64 study intersections that the Project may affect. Study intersection locations are illustrated in Figure 3.3-1.

The following study intersections were evaluated:

- 1 Sand Hill Road eastbound and Interstate (I) 280 northbound off-ramp
- 2 Sand Hill Road westbound and I-280 northbound on-ramp
- 3 Sand Hill Road and Addison-Wesley
- 4 Saga Road and Sand Hill Road
- 5 Branner Drive and Sand Hill Road
- 6 Sharon Park Drive and Sand Hill Road
- 7 Alpine Road/Santa Cruz and Junipero Serra Boulevard
- 8 Santa Cruz Avenue and Sand Hill Road
- 9 Oak Avenue/Vine Road and Sand Hill Road
- 10 Santa Cruz Avenue and Elder Avenue
- 11 Valparaiso Avenue and University Drive
- 12 Santa Cruz Avenue and University Drive (south)
- 13 Oak Grove Avenue and Laurel Street
- 14 Ravenswood Avenue and Laurel Street
- 15 Middlefield Road and Ravenswood Avenue
- 16 Middlefield Road and Ringwood Avenue
- 17 Middlefield Road and Willow Road
- 18 Willow Road and Gilbert Avenue

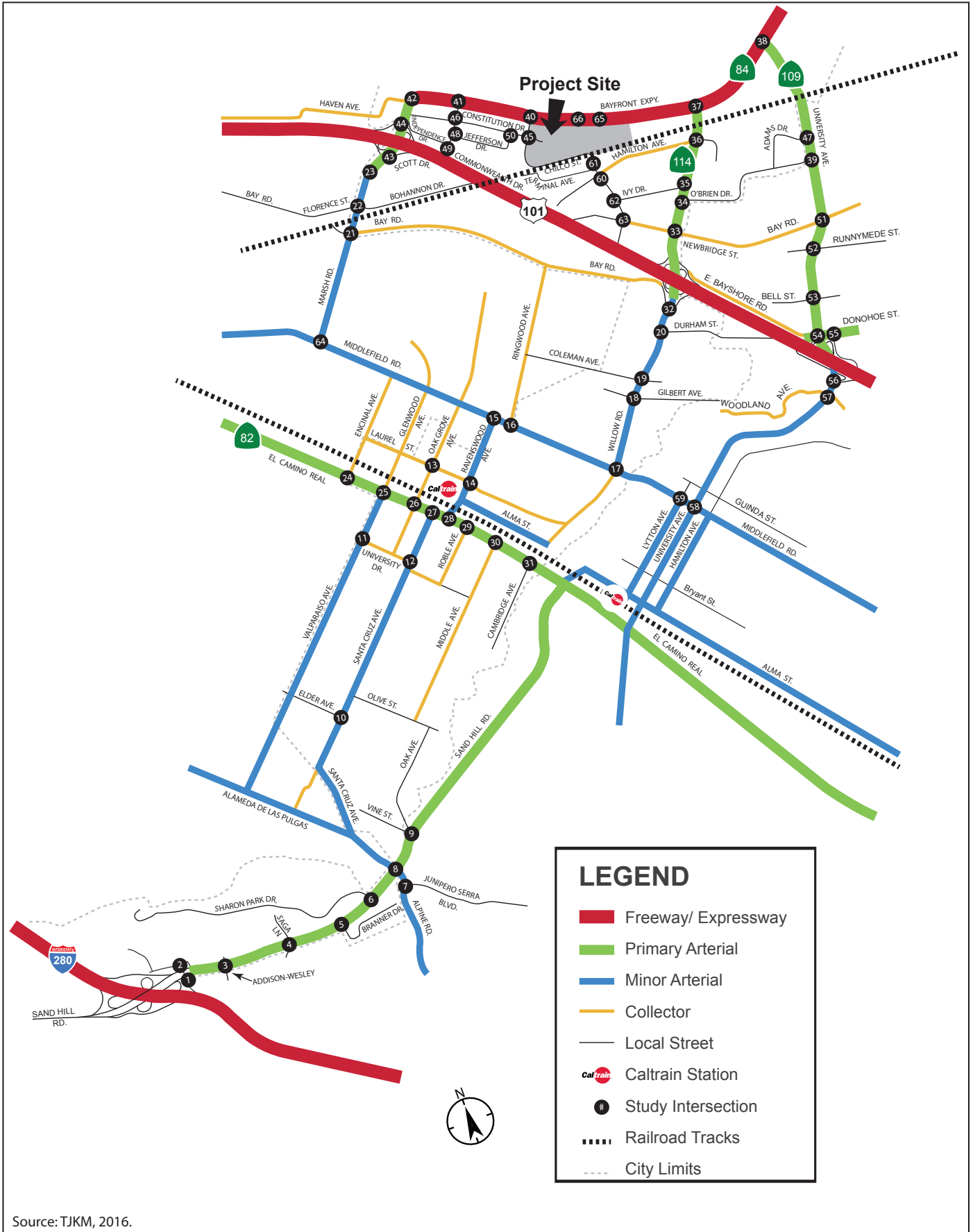


Figure 3.3-1
Existing Roadway Network and Study Intersections
 Facebook Campus Expansion Project Draft EIR

- 19 Willow Road and Coleman Avenue
- 20 Willow Road and Durham Street
- 21 Marsh Road and Bay Road
- 22 Marsh Road and Bohannon Drive
- 23 Marsh Road and Scott Drive
- 24 El Camino Real and Encinal Avenue
- 25 El Camino Real and Glenwood Avenue
- 26 El Camino Real and Oak Grove Avenue
- 27 El Camino Real and Santa Cruz Avenue
- 28 El Camino Real and Ravenswood Avenue
- 29 El Camino Real and Roble Avenue
- 30 El Camino Real and Middle Avenue
- 31 El Camino Real and Cambridge Avenue
- 32 Willow Road and Bay Road
- 33 Willow Road and Newbridge Street
- 34 Willow Road and O'Brien Drive
- 35 Willow Road and Ivy Drive
- 36 Willow Road and Hamilton Avenue
- 37 Willow Road and Bayfront Expressway
- 38 Bayfront Expressway and University Avenue
- 39 University Avenue and O'Brien Drive
- 40 Bayfront Expressway and Chilco Street
- 41 Bayfront Expressway and Chrysler Drive
- 42 Bayfront Expressway and Marsh Road
- 43 Marsh Road and US 101 southbound (SB)
- 44 Marsh Road and US 101 northbound (NB)
- 45 Chilco Street and Constitution Drive
- 46 Chrysler Drive and Constitution Drive
- 47 University Avenue and Adams Drive
- 48 Chrysler Drive and Jefferson Drive
- 49 Chrysler Drive and Independence Drive
- 50 Jefferson Drive and Constitution Drive
- 51 University Avenue and Bay Road (East Palo Alto)
- 52 University Avenue and Runnymede Street (East Palo Alto)
- 53 University Avenue and Bell Street (East Palo Alto)

- 54 University Avenue and Donohoe Street (East Palo Alto)
- 55 US 101 NB ramps and Donohoe Street (East Palo Alto)
- 56 University Avenue and US 101 SB ramps (East Palo Alto)
- 57 University Avenue and Woodland Avenue (East Palo Alto)
- 58 University Avenue and Middlefield Road (Palo Alto)
- 59 Middlefield Road and Lytton Avenue (Palo Alto)
- 60 Chilco Street and Hamilton Avenue
- 61 Chilco Street and Terminal Avenue
- 62 Chilco Street and Ivy Drive
- 63 Chilco Street and Newbridge Street
- 64 Marsh Road and Middlefield Road (Atherton)

In addition, impacts on average daily traffic (ADT) on local roadway segments were analyzed, based on City of Menlo Park criteria. The City selected 87 study segments (consisting of roughly 30 arterial street segments, 50 collector street segments, and seven local street segments) along portions of the following 38 streets:

- Adams Drive
- Alameda de las Pulgas
- Alma Street
- Alpine Road
- Avy Avenue
- Bay Road
- Bohannon Drive
- Cambridge Avenue
- Chilco Drive
- Chrysler Drive
- Constitution Drive
- Crane Street
- Encinal Avenue
- Glenwood Avenue
- Hamilton Avenue
- Ivy Drive
- Junipero Serra Boulevard
- Lauren Street
- Linfield Avenue
- Marsh Road
- Menlo Avenue
- Middle Avenue
- Middlefield Road
- Newbridge Street
- Oak Grove Avenue
- O'Brien Drive
- Olive Street
- Ravenswood Avenue
- Ringwood Avenue
- Sand Hill Road
- Santa Cruz Avenue
- Scott Drive
- Sharon Park Drive
- Sharon Road
- University Drive
- Valparaiso Drive
- Waverly Street
- Willow Road