



## Item No. 19 Town of Atherton

### **CITY COUNCIL STAFF REPORT – REGULAR AGENDA ITEM**

**TO: HONORABLE MAYOR AND CITY COUNCIL  
GEORGE RODERICKS, CITY MANAGER**

**FROM: ROBERT OVADIA, PUBLIC WORKS DIRECTOR**

**DATE: NOVEMBER 17, 2021**

**SUBJECT: NEIGHBORHOOD TRAFFIC MANAGEMENT ACTION PLAN**

### **RECOMMENDATION**

Review and provide feedback on potential traffic calming and mitigation measure recommendations for inclusion in the Neighborhood Traffic Management Action Plan (NTMAP).

### **BACKGROUND**

Following on the efforts of the Town Wide Local Traffic Flow/Long Range Planning Solutions Study, the City Council prioritized the review of traffic calming and other local traffic control measures such as speed humps, turn movement restrictions (such as no left/right turn), speed controls, lane narrowing (medians/landscaping/etc.), stop signs and other types of improvements designed to mitigate the flow of cut through traffic on local streets. The Council expressed a desire to include a neighborhood focused community outreach effort to discuss concerns and outline potential solutions. The Council authorized a professional services agreement with TJKM to assist the Town with the community outreach effort and the development of potential neighborhood traffic calming measures.

Staff worked with TJKM to solicit information from Atherton residents regarding their top concerns related to traffic, mobility, safety and accessibility on Town streets. In addition to public outreach meetings, a website was developed to provide project information and to collect feedback from residents regarding their top concerns. Based on the feedback received, TJKM developed a variety of potential mitigation measures to be considered in the various locations to assist in mitigating the various concerns. Such measures included, but were not limited to:

- Edgeline striping
- Corner striping
- Corner bulb-outs
- Temporary and permanent speed lumps
- Temporary and permanent traffic circles
- Speed Feedback signs

- Striped medians
- Turn restrictions

Staff reviewed the potential measures with the Transportation Committee and updated the project website ([athertontraffmanagement.com](http://athertontraffmanagement.com)) to add the listing of potential measures including a brief description measure as well as the potential calming effects and drawbacks. Measures were proposed for consideration as short, medium and long term implementation and both stationary and interactive maps were prepared for a follow on public input phase.

Staff held two public workshops to introduce the potential mitigation measures, demonstrate a new public input survey and the interactive map developed where residents could provide specific feedback on each potential measure proposed by location. Notices were provided to residents via mail and eblasts, including an article in the Spring edition of the Athertonian and postings on NextDoor. Public comments were encouraged and received via the project website, via email and phone. The maps showing the short, medium and long term potential measures that were prepared for public input is provided in Attachment 1. In addition to the mapped measures, residents were provided an area where they could provide additional comments and feedback on measures to be considered.

After close of the public comment period, the feedback received was analyzed, aggregated. The measures were then reviewed and prioritized for potential inclusion in the NTMAP for implementation over the short, medium and long term.

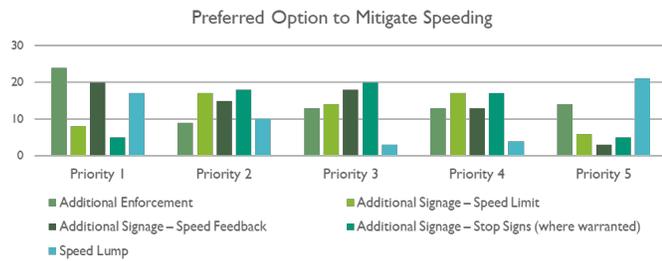
The Transportation Committee, at their July 13, 2021 meeting, received a presentation on the results of the public outreach survey as well as the feedback received regarding the various potential measures and provided their feedback with regards to the various mitigation measures.

An update on the development of the Neighborhood Traffic Management Action Plan was presented to the City Council at their Study Session on October 6, 2021, including outreach efforts to date, feedback received on the various measures as well as the recommendations by the Transportation Committee. The City Council provided preliminary feedback on the various measures and requested that staff refine the mitigation measures and potential phasing for further review by the City Council.

### **DISCUSSION/FEEDBACK**

Following the Council meeting staff reviewed the various measures in light of the comments received by the Council and refined the recommendations. As noted in the Study Session staff report and presentation, primary concerns related to speeding and cut-through traffic. Residents preferred to keep the majority of traffic on major routes such as collector streets and implement measures to reduce cut through traffic on local streets. At the same time, residents are requesting efforts to reduce speeds on these major routes as they are also residential streets and used for active transportation (bicycles and pedestrians). One of the contributing factors to speeding on some of these routes are the long stretches with limited traffic control devices.

A primary recommendation is to increase traffic enforcement (speeding) to the maximum extent practicable. The physical measures are recommended to be implemented in a phased approach not only for budgetary reasons but to better assess effectiveness and gather resident feedback on the various measures. Staff



would work with the Police department to collect before and after traffic speed information using the Town’s black box data collector and other technology to assess effectiveness of the measures.

The projects below are grouped for a phased approach in implementation and by measure type. The listings are not necessarily intended to dictate the order in which they are to be implemented but illustrative of recommended relative timing. As an example, the implementation of temporary speed lumps within the Short Term Phase I is intended to allow a rolling installation of the temporary speed lumps and reuse of the devices as they are either made permanent or removed. Long Term recommended projects are listed as such due to cost and complexity rather than a desire to defer implementation. Short-Term Phase I projects would be undertaken within the next 12 months. These are the six (6) projects staff would like to begin to undertake immediately. For installation of any temporary speed lumps, staff would conduct public outreach in the respective neighborhoods before placement.

### Short Term – Phase I

- Increase size of speed limit signs on major routes such as: Selby Lane, Stockbridge Avenue, Polhemus Avenue, Atherton Avenue, Watkins Avenue, Fair Oaks Lane
- Increase size of the stop signs at Selby Lane/Selby Lane, Selby Lane/Austin Avenue, Stockbridge Avenue/Austin Avenue, Almendral Avenue/Austin Avenue, and the Town approaches of Glenwood Avenue, Laurel Street and Encinal Avenue.
- Installation of speed feedback signs on Selby Lane (Oakwood – Logan), and Stockbridge Avenue (Patricia – Carolina)
- Refresh of high-visibility crosswalks and installation of shark-tooth limit lines at Adelante Selby Spanish Immersion School and Encinal Elementary School
- Installation of striped median islands (paint) on Atherton Avenue at Austin Avenue, Barry Lane, and Elena Avenue; and Stockbridge Avenue at Shearer
- Temporary Speed Lumps on Fairview Avenue, Linda Vista Avenue and Monte Vista Avenue between Camino al Lago and Atherton Avenue; Watkins Avenue between El Camino Real and Station Lane; and Glenwood Avenue between Laurel Street and Middlefield Road

These Short-Term Phase I projects are recommended by staff for timely installation.

### Short Term – Phase II

- Installation of speed feedback signs on Fair Oaks Lane (El Camino Real – Station Lane), and Camino al Lago (Fairview – Monte Vista)
- Installation of left turn (am peak) restrictions westbound Selby to northbound El Camino Real; westbound Tuscaloosa Avenue to northbound El Camino Real, and westbound Glenwood to northbound Middlefield Road
- Installation of striped median islands (paint) on Atherton Avenue at Fairview Avenue, and Monte Vista Avenue; Austin Avenue at Almendral Avenue
- Conversion of temporary speed lumps to permanent as appropriate
- Temporary Speed Lumps on Selby Lane between Tuscaloosa Avenue and Stockbridge Avenue; Watkins Avenue between HPP entry and exit; Encinal Avenue between Laurel Street and Middlefield Road; Selby Lane between Austin Avenue and Serrano Avenue; and Stockbridge Avenue between Austin Avenue and Serrano Avenue
- Review signal timing and coordination along Middlefield Road
- Crossing Improvements on Alameda de las Pulgas at Stockbridge Avenue, including pedestrian activated Rectangular Rapid Flashing Beacon\*
- Develop Concept Design – Fair Oaks Avenue at Station Lane including striped curb extension, stop bar adjustments and pedestrian crossing improvements

Short Term Phase II projects would be incorporated into the FY 2022/23 Capital Improvement Budget process.

### Mid Term

- Conversion of temporary speed lumps to permanent as appropriate
- Conversion of striped median islands to thermoplastic pavement markings as appropriate
- Implement Concept Design – Fair Oaks Avenue at Station Lane including striped curb extension, stop bar adjustments and pedestrian crossing improvements
- Develop/Implement Concept Design – Stockbridge Avenue at Selby Lane including striped curb extensions and relocation of stop bars
- Traffic and Safety Improvement Along the Alameda de las Pulgas Corridor including reconfiguration and signalization of the Alameda de las Pulgas/Atherton Avenue intersection and relocation of the mid-block traffic signal south of Camino al Lago to the Camino al Lago intersection\*\*
- Work with schools and school districts to implement rectangular rapid flashing beacons (RRFBs) at mid-block crossings via safe routes to schools or other funding programs\*\*\*

Mid Term Projects would be incorporated into the 5-Year Capital Improvement Budget Process.

### Long Term

- Class I mixed-use trail – Marsh Road (Fair Oaks Avenue to Middlefield Road), consistent with the BPMP
- Class II bicycle lane improvements – Selby Lane (El Camino Real to West Selby Lane), consistent with the BPMP

- Class II bicycle lane improvements – Selby Lane (West Selby Lane to Atherton Avenue), consistent with the BPMP
- Class II bicycle lane improvements – Atherton Avenue (El Camino Real to Alameda de las Pulgas), consistent with the BPMP
- Class II bicycle lane improvements – Stockbridge Avenue (El Camino Real to West Selby Lane), consistent with the BPMP
- Traffic Signal –Middlefield Road at Fair Oaks Lane
- Watkins Avenue at El Camino Real – roadway widening and installation of dedicated right turn lane
- Enhanced Bicycle Lane improvements – Valparaiso Avenue (El Camino Real to Camino Por Los Arboles); Alameda de las Pulgas (Stockbridge Avenue to Camino al Lago)\*\*\*\*

Along with Mid Term Projects, Long Term Projects would be incorporated into the 5-Year Capital Improvement Budget process, as funding allows.

*\* Staff is in the process of preparing a TDA Article 3 grant application submittal for the ADPL/Stockbridge Avenue Crossing Improvements*

*\*\* The ADPL Traffic and Safety Improvements Project has been submitted for grant funding through Congresswoman Eshoo's office*

*\*\*\* It is intended that the Town support funding and installation efforts by the schools, both public and private, to install where appropriate*

*\*\*\*\* Staff will investigate possibility of inclusion of the ADPL Bicycle Enhancements with the ADPL Traffic and Safety Improvements once funding is approved*

Staff is seeking input and direction from the Council regarding the mitigation measures identified above – in particular, the more immediate prioritization of the Short Term projects.

Following direction from the Council, staff will begin incorporating projects into the Town's NTMAP and Capital Improvement Plans.

## **POLICY FOCUS**

The public outreach effort and studies are consistent with the primary goal of advancing projects that promote increased safety and levels of motorized and non-motorized activity throughout the Town.

## **FISCAL IMPACT**

There is no fiscal impact associated with the Neighborhood Traffic Management Action Plan beyond its potential use in outlining measures for future implementation through capital improvement and other projects.

## **GOAL ALIGNMENT**

This Report and its contents are in alignment with the following Council Policy Goals:

- Goal B – Preserve Small Town Character and Quality of Life
- Goal D – Manage Circulation and Improve Safety

### **PUBLIC NOTICE**

Public notification was achieved by posting the agenda, with this agenda item being listed, at least 72 hours prior to the meeting in print and electronically. Information about the project is also disseminated via the Town’s electronic News Flash and Atherton Online. There are approximately 1,200 subscribers to the Town’s electronic News Flash publications. Subscribers include residents as well as stakeholders – to include, but be not limited to, media outlets, school districts, Menlo Park Fire District, service providers (water, power, and sewer), and regional elected officials. Residents in the immediate vicinity of the project area are notified by mail.

### **COMMISSION/COMMITTEE FEEDBACK/REFERRAL**

This item   X   has or    has not been before a Town Committee or Commission.

- Audit/Finance Committee (meets every other month)
- Bicycle/Pedestrian Committee (meets as needed)
- Civic Center Advisory Committee (meets as needed)
- Environmental Programs Committee (meets every other month)
- Park and Recreation Committee (meets each month)
- Planning Commission (meets each month)
- Rail Committee (meets every other month)
- X   Transportation Committee (meets every other month)

### **ATTACHMENTS**

1. Summary of the public feedback on potential mitigation measures- Filtered (from 10/6/21 Study Session)
2. Filtered maps of potential mitigation measures (from 10/6/21 Study Session)

Phase	Potential Measure	Location	Support			Additional Comments	Overall Reaction	Support Percentage
			Yes	No	Total			
Temporary Speed Lump		Almendral Avenue between Ralston Road and Amador Avenue	6	5	11	Data indicates that speeding is not a serious problem and that there has not been a significant increase in accidents or other problems due to speeding. Speed lumps just become an annoyance for residents without really solving any problems, which are the result of too many cars on the road.	POSITIVE	55%
		Fairview Avenue between Atherton Avenue and Camino Al Lago	14	9	23	Data indicates that speeding is not a serious problem and that there has not been a significant increase in accidents or other problems due to speeding. Speed lumps just become an annoyance for residents without really solving any problems, which are the result of too many cars on the road.	POSITIVE	61%
		Monte Vista Avenue between Atherton Avenue and Camino Al Lago	9	3	12	Data indicates that speeding is not a serious problem and that there has not been a significant increase in accidents or other problems due to speeding. Speed lumps just become an annoyance for residents without really solving any problems, which are the result of too many cars on the road.	POSITIVE	75%
		Selby Lane between Austin Avenue and Serrano Drive	7	5	12	1. Actually, there should be two additional lumps; one NE of Serrano and a 2nd one to the SW of the main entrance to the school; there is significant Ped traffic between the school yard and Serrano as folks use this route for walking (and biking). 2. Data indicates that speeding is not a serious problem and that there has not been a significant increase in accidents or other problems due to speeding. Speed lumps just become an annoyance for residents without really solving any problems, which are the result of too many cars on the road.	POSITIVE	58%
		Stockbridge Avenue between Austin Avenue and Serrano Drive	11	7	18	1. Speed lumps should be installed on Stockbridge between Selby Lane and the Alameda! 2. This should help tremendously with speeding, and especially very dangerous, very highly speeding and often inattentive cut-through traffic that endangers pedestrians' lives especially during am and pm commute hours, and very highly speeding construction related traffic at other times during the day. 3. Data indicates that speeding is not a serious problem and that there has not been a significant increase in accidents or other problems due to speeding. Speed lumps just become an annoyance for residents without really solving any problems, which are the result of too many cars on the road.	POSITIVE	61%
		Stockbridge Avenue between Nora Way and Shearer Drive	9	6	15	1. This should help tremendously with speeding, and especially very dangerous, very highly speeding and often inattentive cut-through traffic that endangers pedestrians' lives especially during am and pm commute hours, and very highly speeding construction related traffic at other times during the day. 2. Data indicates that speeding is not a serious problem and that there has not been a significant increase in accidents or other problems due to speeding. Speed lumps just become an annoyance for residents without really solving any problems, which are the result of too many cars on the road.	POSITIVE	60%
		Watkins Avenue between Atherton Building Department and McCormick Lane	13	9	22	1. Please place lump near existing crosswalk. 2. There is a lot of traffic on this street, especially at some commute hours, but I am very opposed to the addition of speed lumps at this location.	POSITIVE	59%
		Watkins Avenue between Burns Avenue and Atherton Building Department	11	8	19	1. Please place lump near existing crosswalk. 2. Speed humps are necessary on Glenwood. There is no way to tell you that. 3. I am very opposed to speed lumps at this location. There is no real problem with speeding on this road. There IS some congestion, but speed lumps would hardly improve that and might, in fact, make the flow worse.	POSITIVE	58%

Near-Term Measures		Watkins Avenue between Dinkelspiel Station Lane and El Camino Real	13	8	21	<p>1. This is a great location for a temporary speed lump and will make this section of Watkins much safer for the young kids in the neighborhood!</p> <p>2. would like left turn restriction from Watkins on to El Camino</p> <p>3. Please place lump near pedestrian crossing at Station Lane.</p> <p>4. Data indicates that speeding is not a real problem on this street. It is a high traffic street because it is one of the few places where people can cross from El Camino to Middlefield, but the real problem is congestion caused by too many cars and not unsafe driving or speeding. I am very opposed to adding speed lumps to this location.</p> <p>5. Please please please install this, cars speed way too fast right next to my kids every day</p> <p>6. i'd prefer a sidewalk</p>	POSITIVE	62%
		Almendral Avenue and Austin Avenue	5	3	8		POSITIVE	63%
		Atherton Avenue and Barry Lane	10	6	16		POSITIVE	63%
		Atherton Avenue and Elena Avenue	8	6	14	Maybe...only way a median will be effective at any intersection is if there are reflectors or other raised objects to slow people down.....biggest issue is turning across oncoming traffic, not right hand turns (although people usually rolling-stop thru those)	POSITIVE	57%
		Atherton Avenue and Fairview Avenue	9	5	14	only if one is at Linda Vista Ave/Atherton Ave as well though	POSITIVE	64%
		Atherton Avenue and Monte Vista Avenue	10	2	12	only if one is at Linda Vista Ave/Atherton Ave as well though	POSITIVE	83%
	Median Island	Selby Lane and W Selby Lane	5	4	9	<p>1. a traffic circle is also preferred</p> <p>2. not sure what this is for or what it would accomplish</p>	POSITIVE	56%
		Stockbridge Avenue and Serrano Drive	9	5	14	This should help tremendously with speeding, and especially very dangerous, very highly speeding and often inattentive cut-through traffic that endangers pedestrians' lives especially during am and pm commute hours, and very highly speeding construction related traffic at other times during the day.	POSITIVE	64%
		Stockbridge Avenue and Shearer Drive	8	5	13	This should help tremendously with speeding, and especially very dangerous, very highly speeding and often inattentive cut-through traffic that endangers pedestrians' lives especially during am and pm commute hours, and very highly speeding construction related traffic at other times during the day.	POSITIVE	62%
		Tuscaloosa Avenue and Austin Avenue	5	3	8	you need to put something on Austin at Atherton Ave!	POSITIVE	63%
		Alejandra Avenue and El Camino Real	12	2	14	<p>1. In theory yes, but without knowing what those actual improvements are it's hard to say.</p> <p>2. YES!! I'm surprised that more kids are not hit. Give them a clearly designated crosswalk.</p>	POSITIVE	86%
	Pedestrian Improvements	Selby Lane - Mid-block Crosswalk between Serrano Drive and W Selby Lane	10	2	12	<p>1. In general, pedestrian improvements would be good. I do most of my walking at the edge of the street because the street is a smooth surface to walk on.</p> <p>2. In theory yes, but more specifics would be needed to offer more valuable feedback.</p> <p>3. Don't need them. Pedestrians should just wait for a break in the traffic or get the cooperation of the vehicles to slow or stop for them to cross.</p>	POSITIVE	83%
		Selby Lane and Austin Avenue	7	3	10	<p>1. In theory, yes, but more details would be needed to provide more valuable feedback.</p> <p>2. People will cross anywhere along Selby where they can.</p>	POSITIVE	70%
		Cam Al Lago between Alameda de las Pulgas and Park Lane	12	2	14	<p>1. but not sure it will do any good</p> <p>2. speeds reduced by bridge anyway. do not disturb residential character of this neighborhood with</p>	POSITIVE	86%
	Signage	Selby Lane between Oakwood Boulevard and Logan Lane	7	2	9		POSITIVE	78%
		Stockbridge Avenue between Patricia Drive and Carolina Lane	11	2	13	<p>1. Speed feedback signs are necessary on ALL Bike and pedestrian ways.</p> <p>2. Probably only modestly helpful. The speeders and cut-through traffic seem to ignore them</p>	POSITIVE	85%

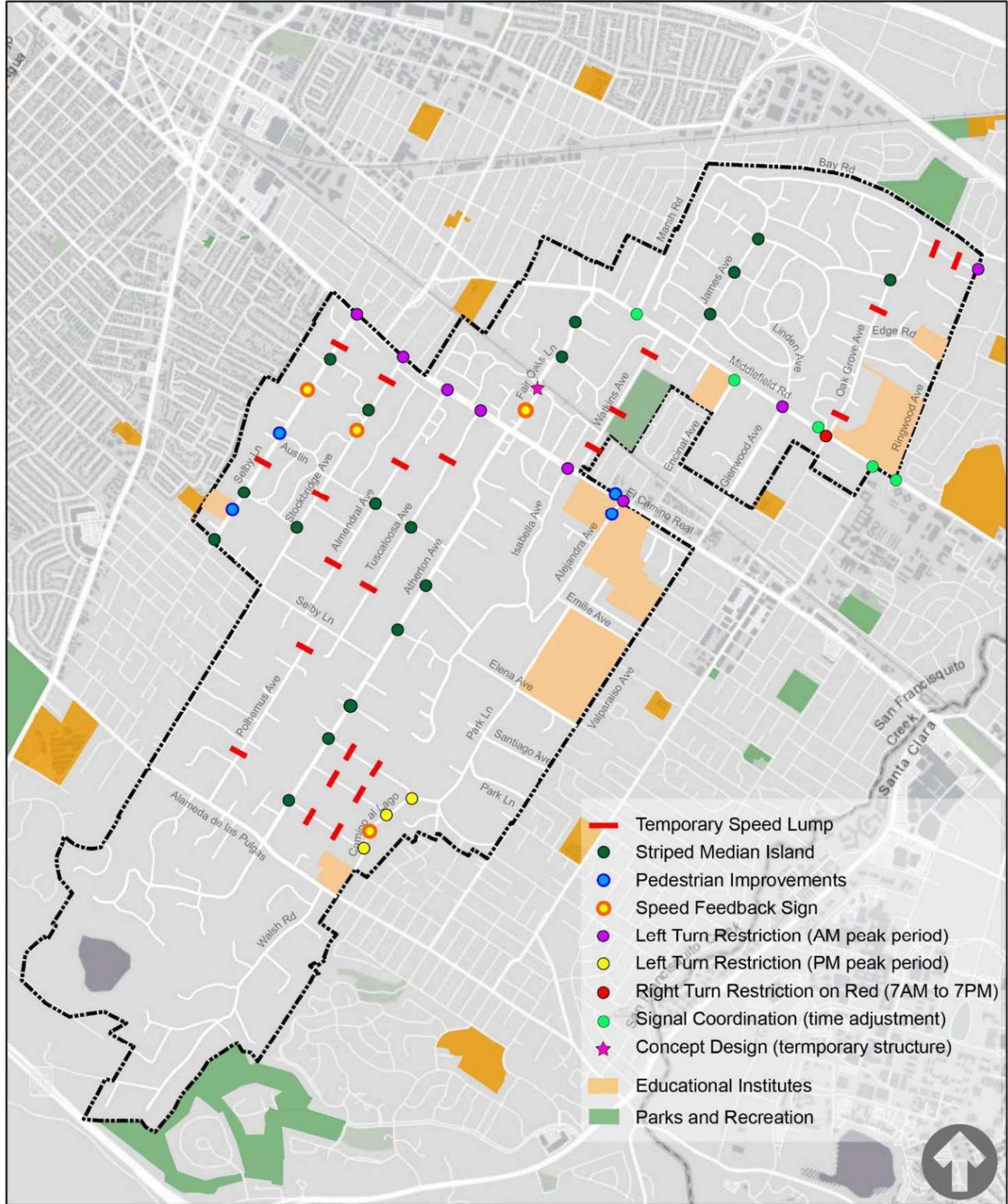
Left Turn Restriction (AM Peak Period)	Glenwood Avenue and Middlefield Road	11	5	16	1. It needs to be all day and on Glenwood and also middlefield going south 2. It needs to be all day to cover the afternoon rush as well. It would also be helpful to put no left turns on NB Middlefield. Plus speed humps on Glenwood (4) to cut the speeding down). This is a Ped and Bike way. 3. A Left Turn restriction will just push traffic onto smaller, ancillary roads. The problem we have in this whole area is that we have too many cars on the road and these restrictions will not address the root source of our problems.	POSITIVE	69%
	Tuscaloosa Avenue and El Camino Real	6	5	11	Turn restrictions, in general, seem to increase traffic instead of alleviating it. If people can't turn left here, they will clog up the road by having to turn right and find a U-turn or else they will have to go to another street to make their turn. The problem we have is that there are too many cars on the road and these restrictions will not alleviate that problem.	POSITIVE	55%
	Middlefield Road and Encinal Avenue	14		14	This is a great idea for Middlefield! I have driven it frequently and think it would help a lot with congestion	POSITIVE	100%
	Middlefield Road and Marsh Road	18	1	19	1. If signal coordination can improve the flow through this intersection and down Middlefield, I would support that. But it's hard to truly answer this question since the proposal is so vague. 2. already done	POSITIVE	95%
	Middlefield Road and Oak Grove Avenue	14	1	15	1. If signal coordination can increase the flow through Middlefield, I would be in favor of that. But there isn't enough info provided to truly provide valuable feedback. 2. Great great idea!	POSITIVE	93%
	Middlefield Road and Ravenswood Avenue	12	2	14	If signal coordination can be done in such a way as to alleviate traffic and increase flow through Middlefield I would support that.	POSITIVE	86%
	Middlefield Road and Ringwood Avenue	12	2	14	1. If signal coordination can be done in such a way as to alleviate traffic and increase flow through Middlefield I would support that. 2. already done	POSITIVE	86%
	Fair Oaks Lane and Lloyd Drive	13	3	16	1. This improves visibility of cross traffic for cars and pedestrians. If it does improve safety, the temporary structures should become permanent curbs. 2. We noticed that there is a proposed left turn restricted (during the AM) from Fair Oaks Ln onto Lloyd Drive. It would be more effective to put a right turn restriction instead (during the AM) for folks driving over the tracks and taking a right from Fair Oaks Ln onto Lloyd Drive as as short cut onto El Camino (by avoiding the stop light).	POSITIVE	81%
	Monte Vista Avenue between Atherton Avenue and Camino Al Lago	5	3	8	Data indicates that there is no serious speeding problem through the town. So, I am very opposed to the addition of any permanent speed lumps throughout the town.	POSITIVE	63%
	Permanent Speed Lump	Watkins Avenue between Atherton Building Department and McCormick Lane	10	7	17	1. Data indicates that there is no serious speeding problem through the town. So, I am very opposed to the addition of any permanent speed lumps throughout the town. 2. Please place near crosswalk.	POSITIVE
Watkins Avenue between Burns Avenue and Atherton Building Department		9	7	16	1. Data indicates that there is no serious speeding problem through the town. So, I am very opposed to the addition of any permanent speed lumps throughout the town. 2. Please place near crosswalk.	POSITIVE	56%
Temporary Traffic Circle	Atherton Avenue and Austin Avenue	8	6	14	1. Won't slow speeders and just inconvenience residents 2. Traffic circles are so uncommon in the US that most drivers don't know how to navigate them and intersections that have them become worse not better.	POSITIVE	57%

Mid-Term Measures	Traffic Signal	Alameda de las Pulgas and Atherton Avenue	16	7	23	<p>1. I'm OK with the circle, but I thought that there isn't enough room to accomodate a circle -- A traffic light would be OK with me</p> <p>2. The circle does not do anything as bikes coming in fast across is a huge issue. There is no space for a traffic circle. Putting a traffic signal is sufficient. And enforcing on bikes stop lights will solve this. Something that slows bikes is required in the intersection. I have entryways both on Atherton and Alameda De Las Pulgas - and hence I see the issues both ways. I have cameras that catch the bikes speeding too.</p> <p>3. I appreciate the desire to improve traffic flow here. I think it would be very difficult to turn from westbound Atherton to southbound Alameda in the morning with a traffic circle here. The volume of traffic coming down Alameda would make it really difficult to get in. We have to make this left turn daily; the only other option would be a scary unprotected left turn from Stockbridge or Polhemus.</p> <p>4. This intersection desperately needs a traffic signal, but a traffic circle would also be a significant improvement.</p> <p>5. In my experience traffic flows well through this intersection and there is no need for a change in signage. Also, I think that because traffic circles are so uncommon in the US, most people don't know how to properly navigate them and you end up with more problems instead of fewer.</p>	POSITIVE	70%
	Concept 2	Stockbridge Avenue and Selby Lane	12	8	20	<p>1. My reason for opposing is (1) we walk here daily and it can be difficult to cross as a pedestrian. I think a traffic circle would make it more dangerous; and (2) it seems like there is a lot of cut-through traffic that comes Atherton Ave (from El Camino or Barney) (speeding) up Selby and then (speeding) west on Stockbridge towards Alameda/84/280. I think this roundabout would encourage that traffic.</p> <p>2. Not if it is to replace the stop signs. The stop signs are working. Based on my observations, drivers do always stop at this intersection, which helps to reduce their speed along Stockbridge Avenue at least somewhat, reduces the risks pedestrians trying to cross at this intersection and reduces the risk of collisions.. Eliminating the stop signs would just result in already speeding cut-through commuters speeding through this intersection and even faster down Stockbridge Avenue and probably an increase in collisions between cars and increased danger to pedestrians at this intersection.</p> <p>3. Is this a traffic circle or a 4-way stop? Those are opposite concepts, so this design is asking for trouble.</p> <p>4. Traffic circles are so uncommon in the US that most drivers don't know how to navigate them and intersections that have them become worse not better. This one is particularly bad and confusing.</p>	POSITIVE	60%
	Class I Bike Lane	Marsh Road between Middlefield Road and Fair Oaks Avenue	6	2	8	It is pretty dangerous for pedestrians and bikers right now to use Marsh.	POSITIVE	75%
		Atherton Avenue between El Camino Real and Alameda de las Pulgas	16	3	19	<p>1. It should also take into account pedestrians.</p> <p>2. My "no" is really more of a "maybe" - Atherton Ave is a high-traffic street, and you can't just run a strip of paint, since it's not wide enough. So what is the real plan? Widen the street? Does the town have the right to do that along all those properties? More information is needed to make an informed decision.</p> <p>3. Would be a great connection and encourage biking</p>	POSITIVE	84%
		Selby Lane between Selby Lane and Atherton Avenue	11	2	13	It should also take into account pedestrians.	POSITIVE	85%

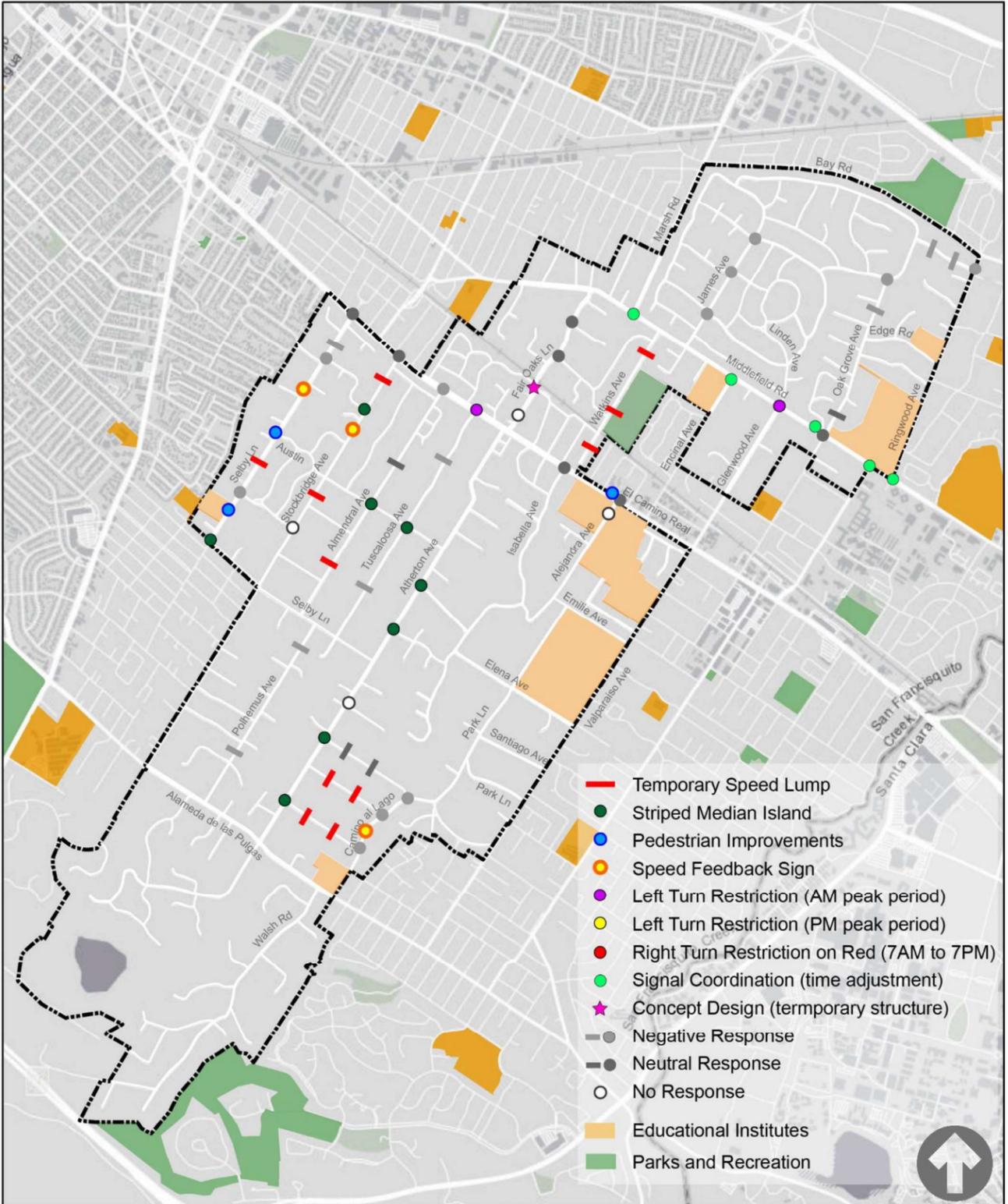
Long-Term Measures	Class II Bike Lane	Stockbridge Avenue between El Camino Real and Alameda de las Pulgas	23	6	29	<ol style="list-style-type: none"> <li>1. It should also take into account pedestrians.</li> <li>2. yes, please!</li> <li>3. Should reduce the risk to bicycles.</li> <li>4. Would encourage biking and reduce car trips</li> <li>5. more pedestrian improvements required</li> <li>6. This is a bit confusing.... There is already a bike lane between ECR and Oakwood.... I think you mean extending the bike lane along Selby Lane past the school.... Yes, this needs to be done</li> <li>7. I support bikers but I don't want to diminish the rural flavor of the neighborhood with pronounced bike lanes. I'm ok with bike lanes if they are not so prominent.</li> <li>8. It should also take into account pedestrians.</li> </ol>	POSITIVE	79%
	Enhanced Bike Lane	Valparaiso Avenue between El Camino Real and Camino Al Lago	8	2	10	As I cyclist, I strongly oppose so-called "enhanced" bike lanes.	POSITIVE	80%
		Alameda de las Pulgas between Stockbridge Avenue and Camino Al Lago	6	5	11	<ol style="list-style-type: none"> <li>1. But not a Class 4 "Protected". Class 4 is incompatible with bikers going different speeds; picture "granny" pedalling at 5 mph and some one an e-bike going 20 mph -- the "protection" does not allow for the faster person the safely pass the slower individual.</li> <li>2. I doubt an enhanced bike lane would make a difference.</li> <li>3. I cycle this route almost daily, "enhanced" bike lanes are something most cyclists learn to avoid. The existing wide shoulder is wonderful - about the best improvement would be running a street sweeper to remove debris - that would actually improve safety.</li> </ol>	POSITIVE	55%
	Permanent Speed Lump	Stockbridge Avenue between Austin Avenue and Patricia Drive	11	5	16	<ol style="list-style-type: none"> <li>1. This should help tremendously with speeding, and especially very dangerous, very highly speeding and often inattentive cut-through traffic that endangers pedestrians' lives especially during am and pm commute hours, and very highly speeding construction related traffic at other times during the day.</li> <li>2. Data indicates that there is no serious problem with speeding that would require the addition of any speed lumps, which just make everyday traffic for residents unpleasant.</li> </ol>	POSITIVE	69%
		Stockbridge Avenue between Serrano Drive and Amador Avenue	9	5	14	<ol style="list-style-type: none"> <li>1. This should help tremendously with speeding, and especially very dangerous, very highly speeding and often inattentive cut-through traffic that endangers pedestrians' lives especially during am and pm commute hours, and very highly speeding construction related traffic at other times during the day.</li> <li>2. Data indicates that there is no serious problem with speeding that would require the addition of any speed lumps, which just make everyday traffic for residents unpleasant.</li> </ol>	POSITIVE	64%
	Permanent Traffic Circle	Atherton Avenue and Austin Avenue	6	5	11	<ol style="list-style-type: none"> <li>1. YES!!!!!!!!!!!!</li> <li>2. Won't slow traffic and just inconvenience residents</li> <li>3. Traffic circles are so uncommon in the US that most drivers don't know how to navigate them and they create more traffic than they solve.</li> </ol>	POSITIVE	55%
	Dedicated Right Turn Lane	Watkins Avenue and El Camino Real	11	6	17	<ol style="list-style-type: none"> <li>1. hurrah!</li> <li>2. My answer is actually "maybe". I bicycle this intersection daily and I would be interested to know how you propose to add a dedicated right-turn lane to a two-lane road. Eminent domain of the properties along that area? More details are needed.</li> <li>3. that would just encourage more traffic</li> </ol>	POSITIVE	65%

	Pedestrian Improvements	Selby Lane and El Camino Real	8	2	10	1. There needs to be better connectivity from the residential area east of ECR and Selby Lane School 2. I think a median resting point for pedestrians is all we need for Selby and El Camino. We don't need any blinking lights or grade level blinkers. There is not a high need for pedestrians to cross El Camino at Selby Lane. They can walk to 5th Ave where there is a traffic light or to Oakwood where there is a traffic light	POSITIVE	80%
	Traffic Signal	Alameda de las Pulgas and Camino Al Lago	7	5	12	1. I think a signal is too much, but am supportive of other measures 2. Maybe - depends what the studies show this signal achieves. 3. The priority should be a traffic signal at Atherton Ave.	POSITIVE	58%
		Middlefield Road and Fair Oaks Lane	10	7	17	It can be very difficult during peak hours to turn left onto Middlefield. Turning right is also difficult as cars ignore any keep clear signs in intersection cutting off others from joining the line-up to turn down Marsh Rd	POSITIVE	59%
	Concept 3	Stockbridge Avenue and Selby Lane	10	6	16	1. See prior comments re pedestrian danger and encouraging cut through traffic 2. Not if it is to replace the stop signs.	POSITIVE	63%

Potential Mitigation Measures  
Near-Term Measures



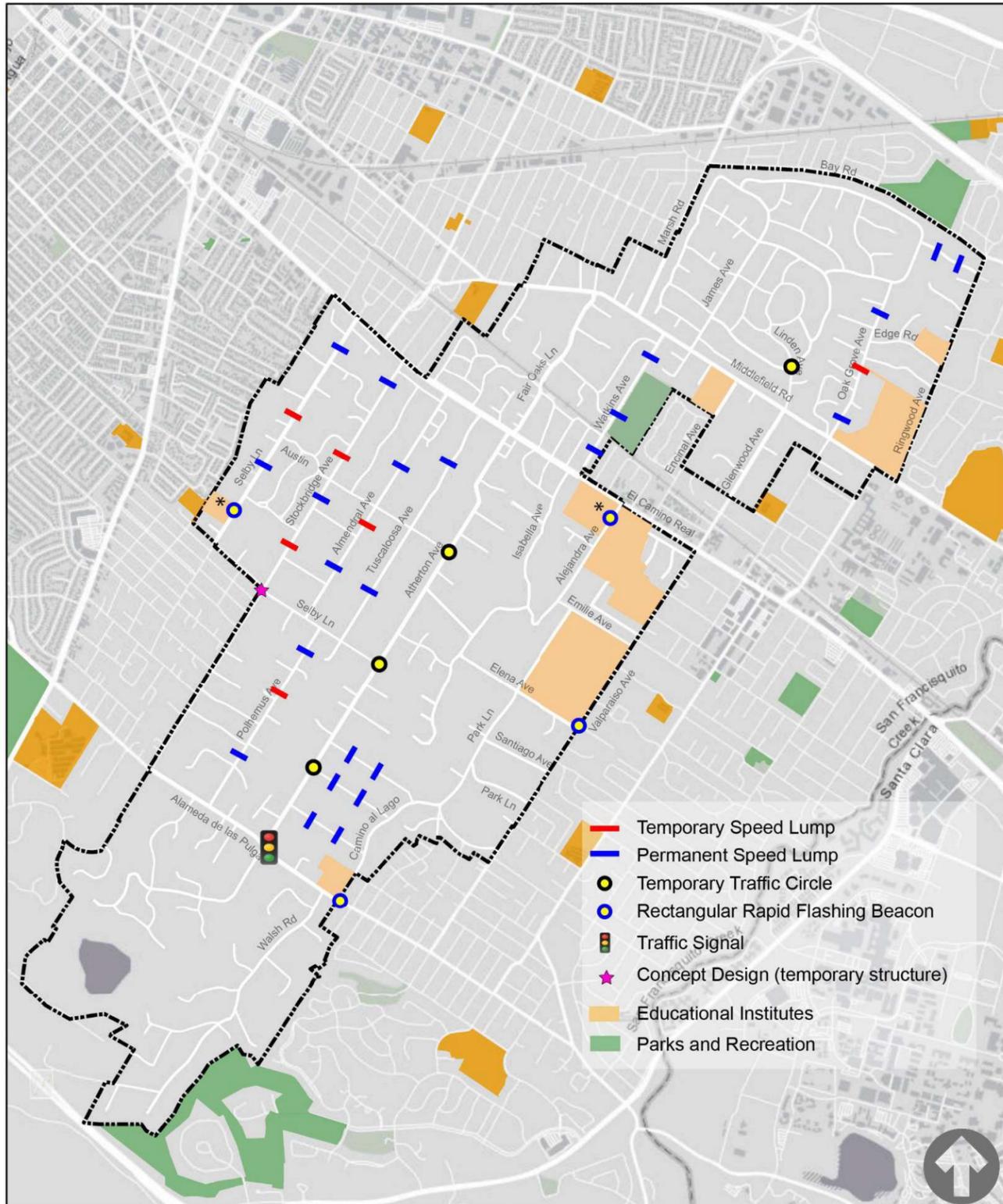
Summary of Response Map\*



\*All the icons in color received positive responses

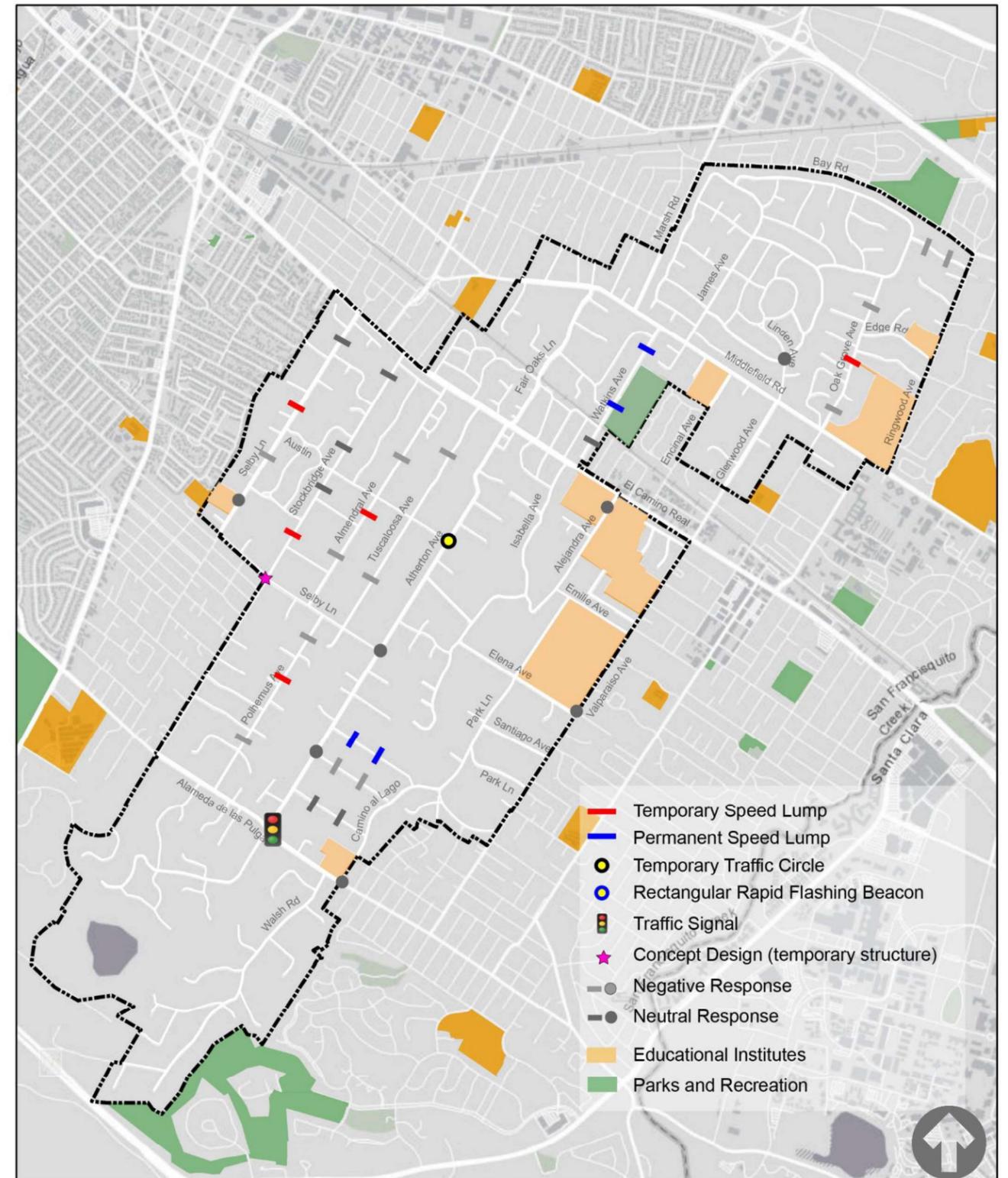
Potential Mitigation Measures

Mid-Term Measures



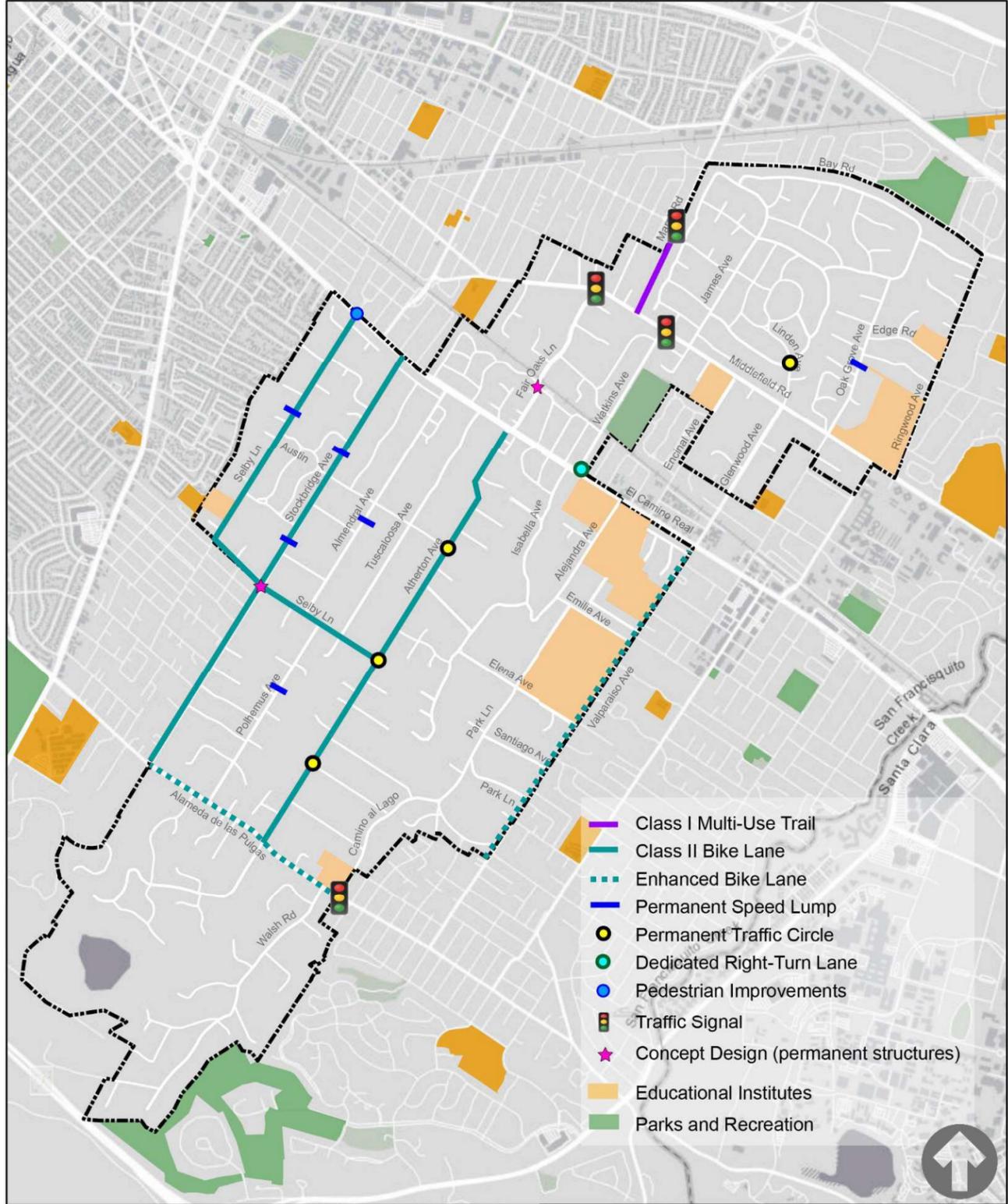
\* Potentially funded by other sources

Summary of Response Map\*

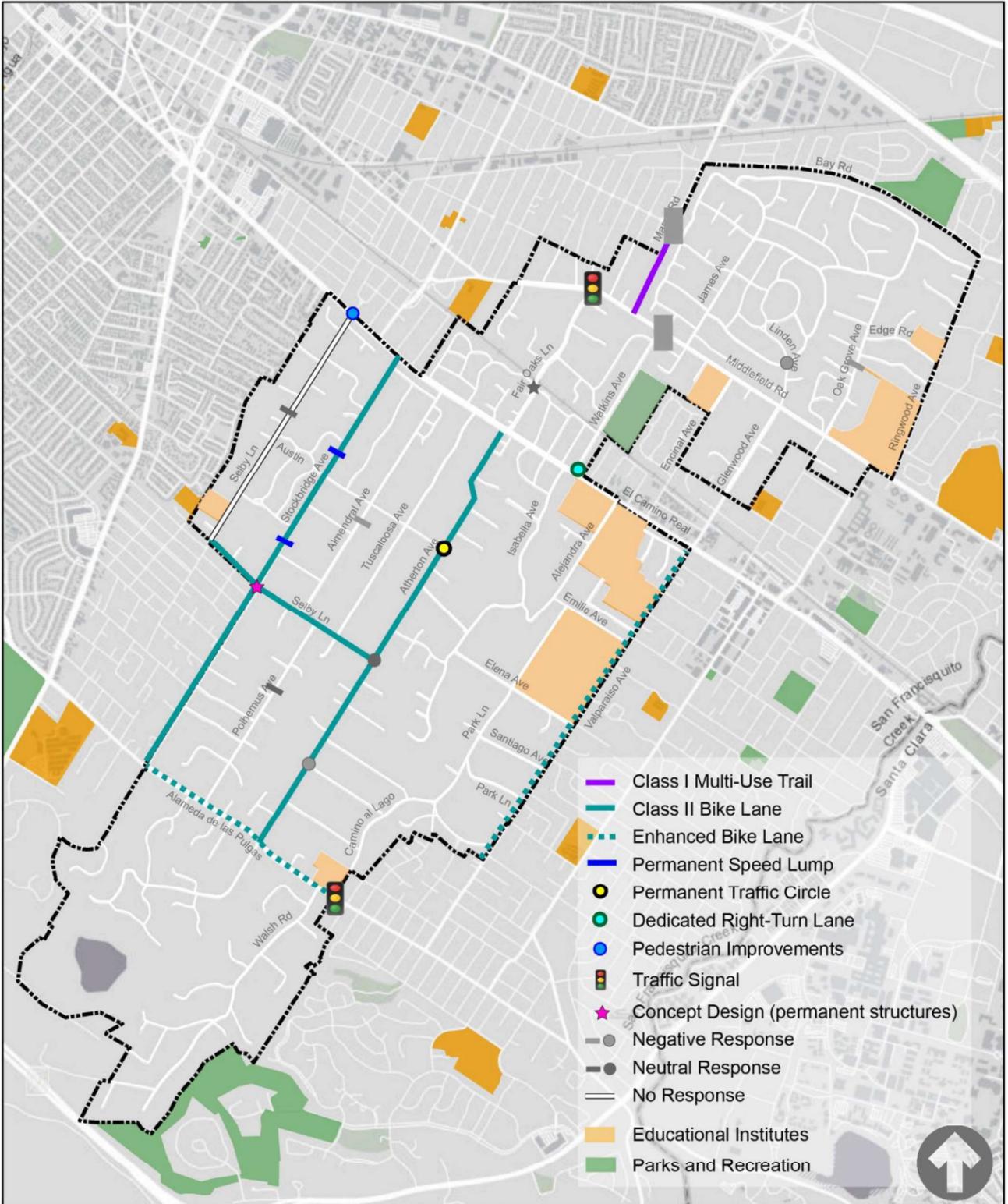


\*All the icons in color received positive responses

Potential Mitigation Measures  
Long-Term Measures



Summary of Response Map\*



\*All the icons in color received positive responses