



Item No. 6 Town of Atherton

CITY COUNCIL STAFF REPORT – STUDY SESSION ITEM

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

FROM: ROBERT OVADIA, PUBLIC WORKS DIRECTOR

DATE: OCTOBER 6, 2021

SUBJECT: NEIGHBORHOOD TRAFFIC MANAGEMENT ACTION PLAN

RECOMMENDATION

Receive a report on the Neighborhood Traffic Management Action Plan (NTMAP) outreach effort, including potential mitigation measures and feedback received, and provide direction on next steps.

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 (athertontrafficmanagement.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.

DISCUSSION/FEEDBACK

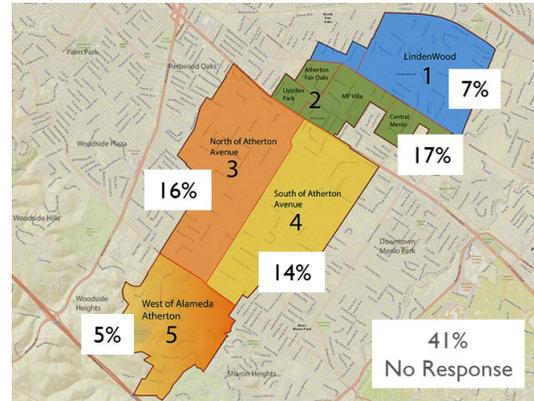
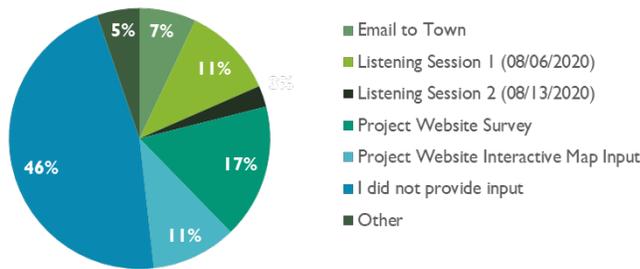
The Transportation Committee, at their July 13, 2021 meeting, received an presentation on the results of the public outreach survey as well as the feedback received regarding the various potential measures. The following summarizes the level of participation and highlights the feedback received in the on-line survey.

Public Participation:

- 18 attendees at each outreach session
- 318 unique visitors to the project website
- 114 on-line survey responses
- 1,576 interactive map responses
- 9 additional comments

Online survey responses included respondents from each neighborhood including many respondents that did not participate in the previous outreach phases.

Question: Participation in Previous Outreach Efforts

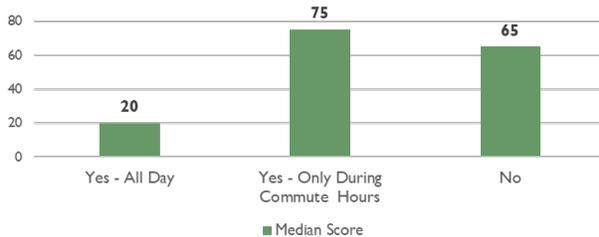


The on-line survey solicited general input on mitigation strategies and the types of improvements desired. These generalized comments did not always line up with the specific location-based input received via the interactive map. Preferred mitigation measures received through the on-line survey prioritized towards less intrusive measures to address speed, such as increased enforcement and speed feedback signs, followed by speed lumps. It is noted that there were several responses that placed speed lumps as the lowest preference. Responses regarding turn restrictions were also split. The majority of respondents indicated a desire for additional bicycle and pedestrian improvements (somewhat agree, agree and highly agree), though no specific location garnered more than a handful of requests. With regards to pedestrian facilities, a preference towards a more rural looking surface such as decomposed granite was preferred over concrete sidewalks.

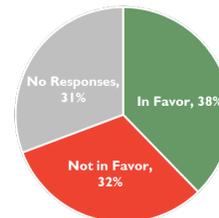
Preferred Option to Mitigate Speeding



Question: Would You Support Restricting Left Turns From Side Streets to El Camino Real?



Question: Restricting Turning Movements to Your Street and Installation of Traffic Calming Measures in Front of Your Home



A summary of the public feedback received through the interactive map and other comments were provided to the Transportation Committee for consideration and discussion in recommending specific measures to be included in the NTMAP (Attachment 2). To further assist the

Transportation Committee, the comments were filtered to show those responses that received a 55% or greater positive response (Attachment 3). These areas were also mapped to facilitate discussion Attachment 4). It is noted that there were instances where a respondent may have indicated their support or lack of support for a particular measure type (such as speed lumps) regardless of location.

Additional comments and feedback received included the following (in no particular ranking or order):

- Speed Lumps - Civic Center, Selby Lane (Atherton Avenue between Almedral Avenue), Fairview/Linda Vista/Monte Vista, Stockbridge (between Selby Lane – ADPL), Fair Oaks Lane, Ringwood Avenue, Encinal Avenue, Glenwood Avenue, Emilie Avenue, Oakwood Boulevard
- Visibility - Corner shrub maintenance
- Sidewalk – Station Lane, Watkins Ave
- Crossing Improvements – ADPL/Stockbridge, Middlefield/Watkins
- Turn Restrictions – left from Middlefield Road, Encinal Avenue, Glenwood Avenue
- Support/Oppose signals and circles
- Oppose turn restrictions on Camino al Lago
- Mini Circle – Selby/Austin

Other considerations raised included the following (in no particular ranking or order):

- A desire to be forward looking, considering new and future developments
- Additional measures such as additional speed feedback signs along major routes and at entry points
- Crossing improvements at the Alameda de las Pulgas and Stockbridge Avenue intersection
- Rectangular Rapid Flashing Beacon and Enhanced crossing ahead sign
- Additional Stop Sign locations (must be confirmed by a Warrant Analysis)

After review and discussion of the various measures and feedback received, the Transportation Committee agreed with the progressive approach in implementing measures, the implementation of pilot/temporary installations that could be tested for public response and effectiveness before more permanent installations were made.

The Transportation Committee wanted to limit striping, marking and delineator improvements such as striped medians and traffic circles as well as additional signage restricting turning movements. The Committee favored improving school crossings, the installation of additional speed feedback signs, over other improvements. The Committee recommended initiating the installation of temporary speed lumps as a pilot on certain local streets, gauging resident feedback before making them permanent. If the feedback were negative, the temporary speed lumps could move to another location for testing. If positive, the Town could move forward with the installation of a more permanent speed lump and move the temporary speed lump to another location for testing.

A table outlining the comments received from the short, medium and longer term solutions supported by the Transportation Committee are provided in Attachment 5. Some of these measures include:

Near Term:

- Temporary speed lumps on Fairview Avenue, Linda Vista Avenue, and Monte Vista Avenue (phase 1)
- Temporary speed lumps on Almendral Avenue, Selby Lane, and Stockbridge Avenue (phase 2)
- Speed Feedback signs on Fair Oaks Lane and Stockbridge Avenue
- Pedestrian improvements near schools
- Review of signal timing and coordination along Middlefield Road

Mid-Term:

- Conversion of appropriate temporary speed lumps to permanent
- Temporary speed lumps on Watkins Avenue
- Signalization of Atherton Avenue/Alameda de las Pulgas intersection

In addition to the above, it is recommended that further development of the concept design at the Lloyd Drive/Station Lane/Fair Oaks Lane intersection to potentially include extension of the sidewalk and crossing of Fair Oaks Lane and the concept design at the Selby Lane at Stockbridge Avenue. Additionally, working with the County to implement crossing improvements at the Stockbridge Avenue/Alameda de las Pulgas.

Though there is a concern regarding impacts of near by development, measures in shared streets would require cooperation from neighboring jurisdictions. Other measures such as turn restrictions and speed lumps did not garner significant support from the Transportation Committee.

Staff is seeking input and direction from the Council regarding the items identified above; inclusive of the types of traffic calming and traffic management devices and measures to be included in the Neighborhood Traffic Management Action Plan. Staff is also seeking feedback on prioritization (short, medium and long term) of any measures.

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. However, if the Council wishes to add an additional public input or meetings, the Scope of Work will need to be revised and this will represent a cost.

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.

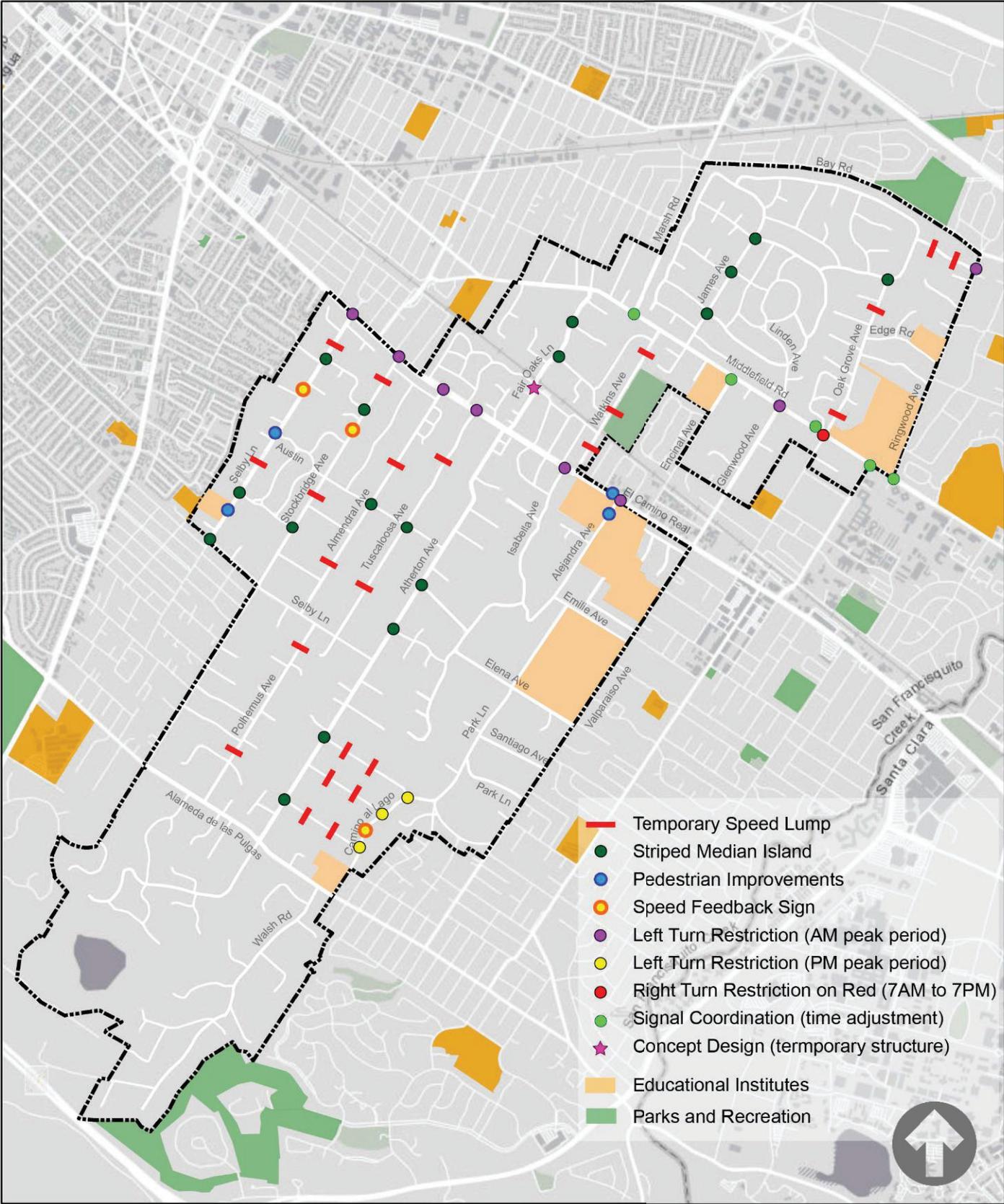
- Audit/Finance Committee (meets every other month)
- Bicycle/Pedestrian Committee (meets as needed)
- Civic Center Advisory Committee (meets as needed)
- Environmental Programs Committee (meets every other month)
- Park and Recreation Committee (meets each month)
- Planning Commission (meets each month)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

ATTACHMENTS

- Attachment 1 –Maps of Potential mitigation measures
- Attachment 2 – Summary of the public feedback on potential mitigation measures
- Attachment 3 – Summary of the public feedback on potential mitigation measures- Filtered
- Attachment 4 – Filtered maps of potential mitigation measures
- Attachment 5 – Summary of Transportation Committee comments on mitigation measures

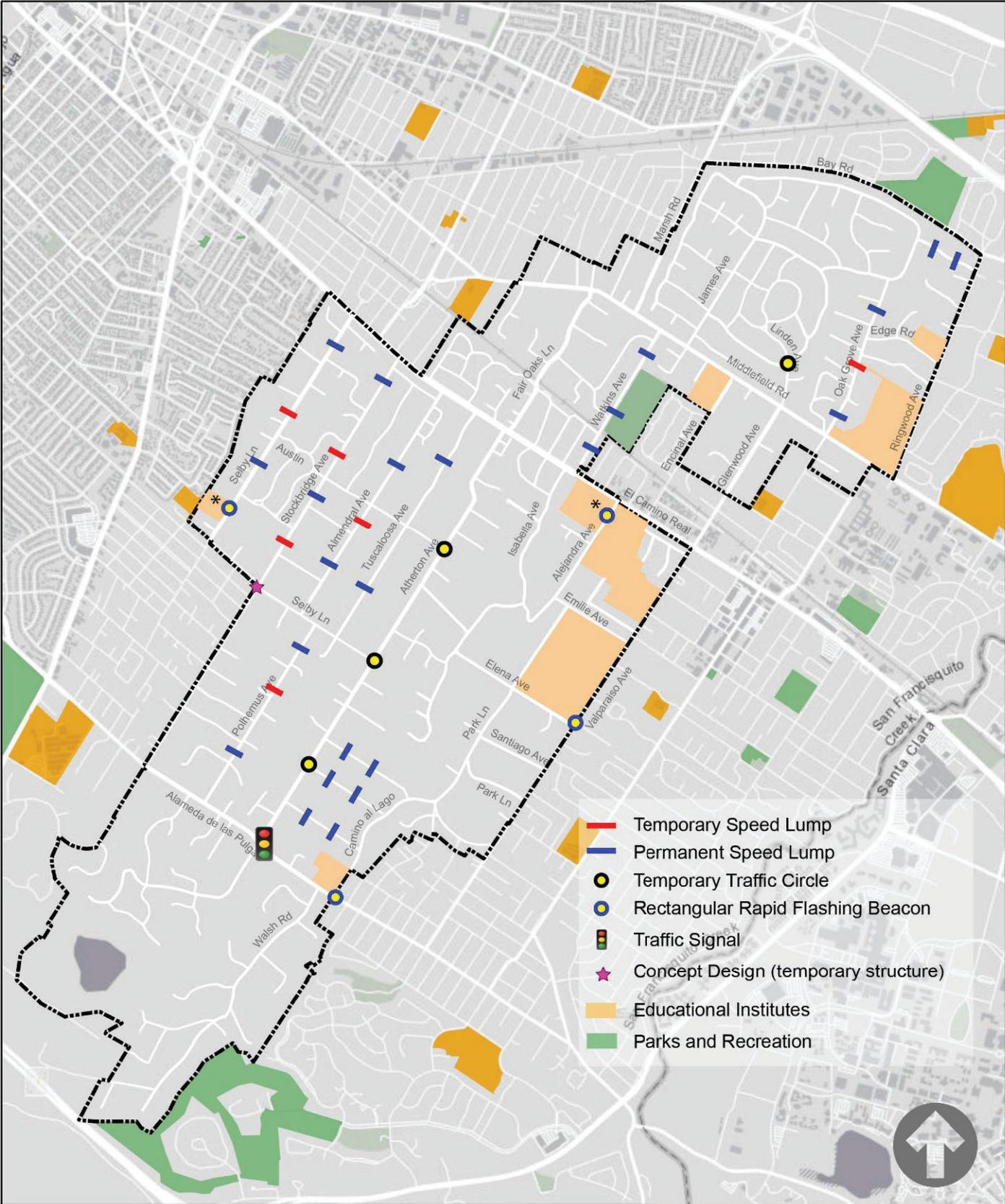
Potential Mitigation Measures

Near-Term Measures



Potential Mitigation Measures

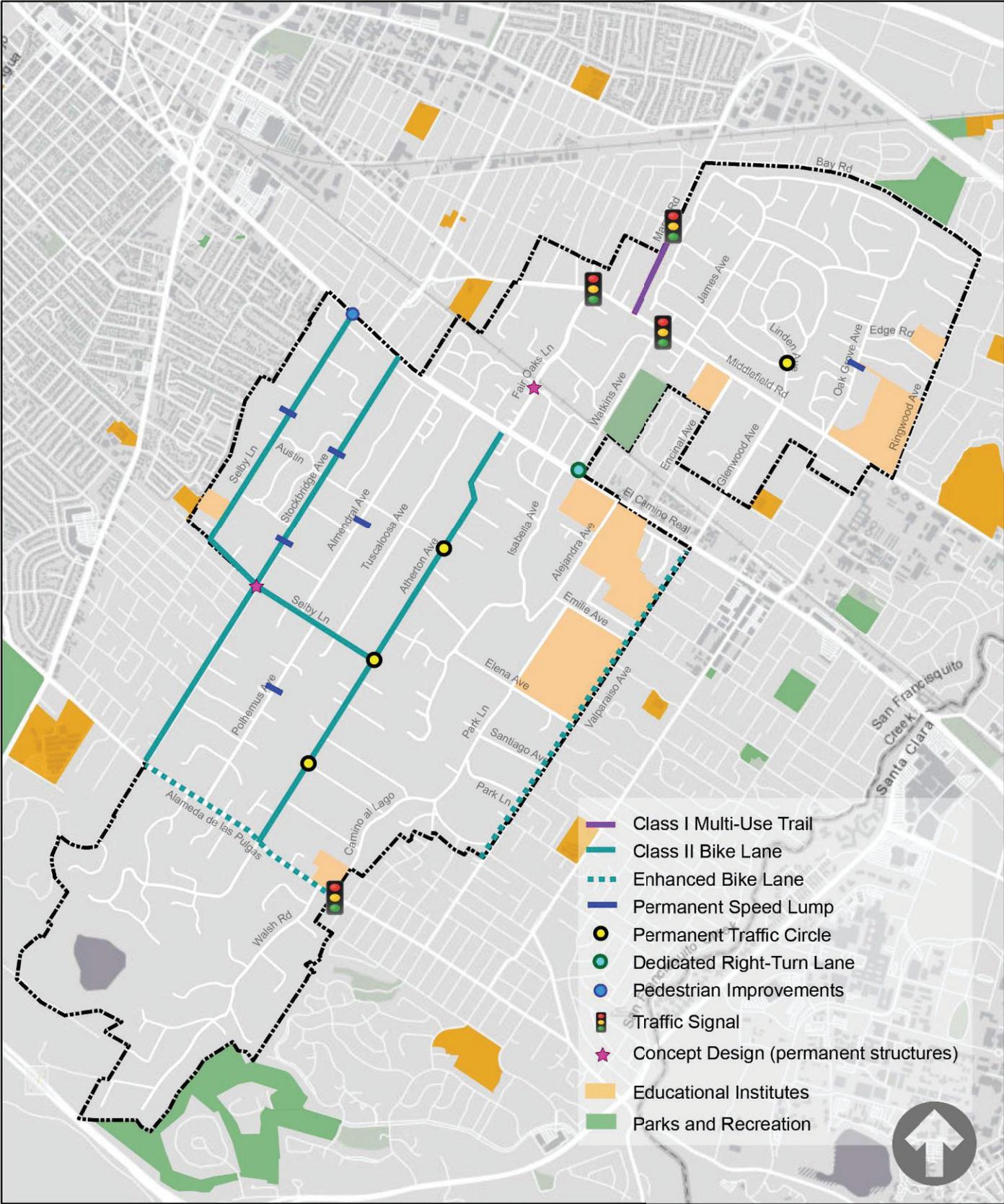
Mid-Term Measures



* Potentially funded by other sources

Potential Mitigation Measures

Long-Term Measures



Phase	Potential Measure	Location	Support			Additional Comments	Overall Reaction	Support Percentage	Objective of Measure	Community Input
			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%	To discourage cut-through traffic and speeding between El Camino Real, Selby Lane and Alameda de las Pulgas	Almendral Avenue - Concerns received on speeding and cut-through
		Almendral Avenue between Southgate Street and Austin Avenue	5	5	10	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.	NEUTRAL	50%	To discourage cut-through traffic and speeding between El Camino Real, Selby Lane and Alameda de las Pulgas	Almendral Avenue - Concerns received on speeding and cut-through
		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%	To discourage cut-through traffic and speeding between Alameda de las Pulgas, Atherton Avenue and Valparaiso Avenue - avoid the traffic signals on Alameda de las Pulgas near Camino Al Lago and at Valparaiso Avenue	Almendral Avenue - Concerns received on speeding and cut-through
		Fredrick Avenue between Greenoaks Drive and Ringwood Avenue	3	15	18	1. This will encourage more traffic on Edge & Toyon. 2. do not want speed bump in front of our home or on our street 3. Do not want speed bump in front of our home or on our street	NEGATIVE	17%	To discourage cut-through traffic between Middlefield Road, Oak Grove Avenue - avoid the traffic signal at Middlefield Road and Ringwood Avenue	
		Linda Vista Avenue between Atherton Avenue and Camino Al Lago	9	8	17	1. 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. 2. terrible idea, the street constantly has construction which slows traffic more than speed bumps	NEUTRAL	53%	To discourage cut-through traffic and speeding between Alameda de las Pulgas, Atherton Avenue and Valparaiso Avenue - avoid the traffic signals on Alameda de las Pulgas near Camino Al Lago and at Valparaiso Avenue	Linda Vista Avenue - Concerns received on speeding and cut-through
		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%	To discourage cut-through traffic and speeding between Alameda de las Pulgas, Atherton Avenue and Valparaiso Avenue - avoid the traffic signals on Alameda de las Pulgas near Camino Al Lago and at Valparaiso Avenue	Monte Vista Avenue - Concerns received on speeding and cut-through
		Oak Grove Avenue between De Bell Drive and Middlefield Road	6	6	12	1. Too close to Middlefield. Move just before Toyon 2. Speed lumps never seem to solve actual traffic problems but just make the passage down roads with them unpleasant, especially for residents who have no choice but to go down those roads. 3. Students frequently walk or bike along Oak Grove before and after school; there isn't a consistent walkway on that road so kids are forced to be on the road at points. For these reasons I think it would be good to try out a speed lump to help keep speeds down.	NEUTRAL	50%	To discourage cut-through traffic and speeding between Middlefield Road, Oak Grove Avenue - avoid the traffic signal at Middlefield Road and Ringwood Avenue	Oak Grove Avenue - Concerns received on speeding and cut-through
		Oak Grove Avenue between Encino Road and Manzanita Road	5	8	13	1. This will encourage more traffic on Edge & Toyon. 2. Speed lumps never seem to solve actual traffic problems but just make the passage down roads with them unpleasant, especially for residents who have no choice but to go down those roads.	NEGATIVE	38%	To discourage cut-through traffic and speeding between Middlefield Road, Oak Grove Avenue - avoid the traffic signal at Middlefield Road and Ringwood Avenue	Oak Grove Avenue - Concerns received on speeding and cut-through
		Polhemus Avenue between Marymont Avenue and Orchard Hill Street	4	7	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.	NEGATIVE	36%	To discourage cut-through traffic and speeding between El Camino Real, Selby Lane and Alameda de las Pulgas	Polhemus Avenue - Concerns received on speeding and cut-through
		Polhemus Avenue between Selby Lane and Fleur Place	4	6	10	1. when the current construction project on fleur place is finished (if ever) this shouldn't be an issue any more 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.	NEGATIVE	40%	To discourage cut-through traffic and speeding between El Camino Real, Selby Lane and Alameda de las Pulgas	Polhemus Avenue - Concerns received on speeding and cut-through
		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%	To discourage cut-through traffic and speeding between El Camino Real, Woodside Road and Alameda de las Pulgas	Selby Lane - Concerns received on speeding and cut-through
		Selby Lane between Gresham Lane and Shearer Drive	4	6	10	1. It's worth giving it a try to slow down speeders just starting to accelerate at that point. 2. I am opposed to speed lumps (temporary or permanent) as they make the passage down those streets for the residents unnecessarily unpleasant while not solving the true problem, which is too many cars on the road.	NEGATIVE	40%	To discourage cut-through traffic and speeding between El Camino Real, Woodside Road and Alameda de las Pulgas	Selby Lane - Concerns received on speeding and cut-through
		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%	To discourage cut-through traffic and speeding between El Camino Real, Selby Lane and Alameda de las Pulgas	Stockbridge Avenue - Concerns received on speeding and cut-through
		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%	To discourage cut-through traffic and speeding between El Camino Real, Selby Lane and Alameda de las Pulgas	Stockbridge Avenue - Concerns received on speeding and cut-through
		Tuscaloosa Avenue between Austin Avenue and Selby Lane	4	5	9	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.	NEGATIVE	44%	To discourage cut-through traffic and speeding between El Camino Real, Selby Lane and Alameda de las Pulgas	Tuscaloosa Avenue - Concerns received on speeding and cut-through
	Tuscaloosa Avenue between El Camino Real and Austin Avenue	3	4	7	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.	NEGATIVE	43%	To discourage cut-through traffic and speeding between El Camino Real, Selby Lane and Alameda de las Pulgas	Tuscaloosa Avenue - Concerns received on speeding and cut-through	

Phase	Potential Measure	Location	Support			Additional Comments	Overall Reaction	Support Percentage	Objective of Measure	Community Input		
			Yes	No	Total							
Near-Term Measure		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%	To discourage cut-through traffic and speeding between El Camino Real and Middlefield Road	Watkins Avenue - Concerns received on speeding and cut-through		
		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%	To discourage cut-through traffic and speeding between El Camino Real and Middlefield Road	Watkins Avenue - Concerns received on speeding and cut-through		
		Watkins Avenue between Dinkelspiel Station Lane and El Camino Real	13	8	21	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! 2. would like left turn restriction from Watkins on to El Camino 3. Please place lump near pedestrian crossing at Station Lane. 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. 5. Please please please install this, cars speed way too fast right next to my kids every day 6. I'd prefer a sidewalk	POSITIVE	62%	To discourage cut-through traffic and speeding between El Camino Real and Middlefield Road	Watkins Avenue - Concerns received on speeding and cut-through		
	Median Island		Almendral Avenue and Austin Avenue	5	3	8		POSITIVE	63%	To slow down vehicles at the intersection of Almedral Avenue and Asutin Avenue - without slowing down emergency vehicle and reduce vehicle conflict	Almendral Avenue - Concerns received on speeding and cut-through	
			Atherton Avenue and Barry Lane	10	6	16		POSITIVE	63%	To slow down vehicles at the intersection of Atherton Avenue and Barry Lane - without slowing down emergency vehicle and reduce vehicle conflict	Atherton Avenue - Concerns received on congestion, cut-through and speeding	
			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%	To slow down vehicles at the intersection of Atherton Avenue and Elena Avenue - without slowing down emergency vehicle and reduce vehicle conflict	Atherton Avenue - Concerns received on congestion, cut-through and speeding	
			Atherton Avenue and Fairview Avenue	9	5	14	only if one is at Linda Vista Ave/Atherton Ave as well though	POSITIVE	64%	To slow down vehicles at the intersection of Atherton Avenue and Fairview Avenue - without slowing down emergency vehicle and reduce vehicle conflict	Atherton Avenue - Concerns received on congestion, cut-through and speeding	
			Atherton Avenue and Monte Vista Avenue	10	2	12	only if one is at Linda Vista Ave/Atherton Ave as well though	POSITIVE	83%	To slow down vehicles at the intersection of Atherton Avenue and Monte Vista Avenue - without slowing down emergency vehicle and reduce vehicle conflict	Fair Oaks Lane - Concerns received on congestion, cut-through and speeding	
			Atherton Avenue and Stern Lane									
			Fair Oaks Lane and McCormick Lane	7	6	13	I find that median islands often result in more hazardous roads than in their theoretical benefits.	NEUTRAL	54%	To slow down vehicles at the intersection of Fair Oaks Lane and McCormick Lane - and in turn, along Fair Oaks Lane	Fair Oaks Lane - Concerns received on congestion, cut-through and speeding	
			Fair Oaks Lane and Virginia Lane	7	6	13	I find that median islands often result in more hazardous roads than in their theoretical benefits.	NEUTRAL	54%	To slow down vehicles at the intersection of Fair Oaks Lane and Virginia Lane - and in turn, along Fair Oaks Lane	Fair Oaks Lane - Concerns received on congestion, cut-through and speeding	
			James Avenue and Catalpa Drive	3	8	11	Median island may increase speed of cars	NEGATIVE	27%	To slow down vehicles at the intersection of James Avenue and Catalpa Drive - and in turn, along James Avenue	James Avenue - Concerns received on speeding and construction traffic	
			James Avenue and Hawthorne Drive	2	10	12	I find that median islands often result in more hazardous roads than in their theoretical benefits.	NEGATIVE	17%	To slow down vehicles at the intersection of James Avenue and Hawthorne Drive - and in turn, along James Avenue	James Avenue - Concerns received on speeding and construction traffic	
			James Avenue and Magnolia Drive	3	9	12	I find that median islands often result in more hazardous roads than in their theoretical benefits.	NEGATIVE	25%	To slow down vehicles at the intersection of James Avenue and Magnolia Drive - and in turn, along James Avenue	James Avenue - Concerns received on speeding and construction traffic	
			Oak Grove Avenue and De Bell Drive			0		NEGATIVE				
			Oak Grove Avenue and Edge Road			0		NEGATIVE				
			Oak Grove Avenue and Greenoaks Drive	3	8	11	I find that median islands often result in more hazardous roads than in their theoretical benefits.	NEGATIVE	27%	To slow down vehicles and discourage cut-through traffic on Oak Grove Avenue (between Middlefield Road and Ringwood Avenue)	Oak Grove Avenue - Concerns received on cut-through traffic	
			Oak Grove Avenue and Toyon Road			0		NEGATIVE				
			Selby Lane and Serrano Drive	5	7	12	not sure what this is for	NEGATIVE	42%	To slow down vehicles and discourage cut-through traffic on Selby Lane, and reduce vehicle conflict	Selby Lane - Concerns received on cut-through traffic, speeding and congestion	
			Selby Lane and Shearer Drive	3	7	10	I'm not understanding what this will accomplish	NEGATIVE	30%	To slow down vehicles and discourage cut-through traffic on Selby Lane, and reduce vehicle conflict	Selby Lane - Concerns received on cut-through traffic, speeding and congestion	
	Selby Lane and W Selby Lane	5	4	9	1. a traffic circle is also preferred 2. not sure what this is for or what it would accomplish	POSITIVE	56%	To slow down vehicles and discourage cut-through traffic on Selby Lane, and reduce vehicle conflict	Selby Lane - Concerns received on cut-through traffic, speeding and congestion			
	Stockbridge Avenue and Serrano Drive											
	Median Island		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%	To slow down vehicles and discourage cut-through traffic on Stockbridge Avenue, and reduce vehicle conflict	Stockbridge Avenue - Concerns received on cut-through traffic, speeding and congestion	
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%	To slow down vehicles and discourage cut-through traffic on Stockbridge Avenue, and reduce vehicle conflict	Stockbridge Avenue - Concerns received on cut-through traffic, speeding and congestion		
Tuscaloosa Avenue and Austin Avenue			5	3	8	you need to put something on Austin at Atherton Ave!	POSITIVE	63%	To slow down vehicles and discourage cut-through traffic on Tuscaloosa Avenue, and encourage drivers to stop at the intersection of Tuscaloosa Avenue and Austin Avenue	Tuscaloosa Avenue - Concerns on speeding, cut-through and stop sign violation		
		Alejandra Avenue and El Camino Real	12	2	14	1. In theory yes, but without knowing what those actual improvements are it's hard to say. 2. YES!! I'm surprised that more kids are not hit. Give them a clearly designated crosswalk.	POSITIVE	86%	To improve pedestrian safety at the intersection of Alejandra Avenue and El Camino Real			
		Alejandra Avenue - Mid-block Crosswalk between El Camino Real and Brittany Meadows			0							

Phase	Potential Measure	Location	Support			Additional Comments	Overall Reaction	Support Percentage	Objective of Measure	Community Input
			Yes	No	Total					
Pedestrian Improvements	Selby Lane - Mid-block Crosswalk between Serrano Drive and W Selby Lane	Park Lane and Elena Avenue								
		Valparaiso Avenue and Emilie Avenue								
		Selby Lane and Austin Avenue	7	3	10	1. In theory, yes, but more details would be needed to provide more valuable feedback. 2. People will cross anywhere along Selby where they can.	POSITIVE	70%	To improve pedestrian safety at the intersection of Selby Lane and Austin Avenue	Selby Lane - Concerns received on cut-through traffic, speeding and congestion
Signage	Cam Al Lago between Alameda de las Pulgas and Park Lane	Fair Oaks Lane between El Camino Real and Middlefield Road								
		Selby Lane between Oakwood Boulevard and Logan Lane	7	2	9	1. but not sure it will do any good 2. speeds reduced by bridge anyway. do not disturb residential character of this neighborhood with such feedback signage.	POSITIVE	86%	To slow down vehicles and discourage cut-through traffic on Camino Al Lago between Alameda de las Pulgas and Valparaiso Avenue	Camino Al Lago - Concerns on speeding and cut-through
		Stockbridge Avenue between Patricia Drive and Carolina Lane	11	2	13	1. Speed feedback signs are necessary on ALL Bike and pedestrian ways. 2. Probably only modestly helpful. The speeders and cut-through traffic seem to ignore them	POSITIVE	78%	To slow down vehicles and discourage cut-through traffic on Stockbridge Avenue between Alameda de las Pulgas and El Camino Real	Selby Lane - Concerns received on cut-through traffic, speeding and congestion
		Alejandra Avenue and El Camino Real	5	5	10	1. 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. 2. This is a tricky intersection because looking right from Alejandra, the foliage in the street divider makes it very hard to see northbound traffic. I'm not a fan of left turn restrictions and would prefer a traffic light (I know, they're expensive) but this is the only point on El Camino where I think the left turn can be truly hazardous.	POSITIVE	85%	To slow down vehicles and discourage cut-through traffic on Stockbridge Avenue between Alameda de las Pulgas and El Camino Real	Stockbridge Avenue - Concerns received on cut-through traffic, speeding and congestion
Left Turn Restriction (AM Peak Period)	Alejandra Avenue and El Camino Real	Almendral Avenue and El Camino Real	5	8	13	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.	NEUTRAL	50%	To relieve congestion and increase safety at the intersection of Alejandra Avenue and El Camino Real (while turning left during the AM peak period)	Alejandra Avenue and El Camino Real - Concerns received on unsafe turning and congestion
		Fredrick Avenue and Ringwood Avenue	3	7	10		NEGATIVE	38%	To relieve congestion and increase safety at the intersection of Almendral Avenue and El Camino Real (while turning left during the AM peak period)	Almendral Avenue and El Camino Real - Concerns received on unsafe turning and congestion
		Isabella Avenue and El Camino Real	10	9	19	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.	NEGATIVE	30%	To relieve congestion and increase safety at the intersection of Fredrick Avenue and Ringwood Avenue (while turning left during the 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.	NEUTRAL	53%	To relieve congestion and increase safety at the intersection of Isabella Avenue and El Camino Real (while turning left during the AM peak period)	Isabella Avenue and El Camino Real - Concerns received on unsafe turning and congestion
		Selby Lane and El Camino Real	7	7	14	1. There is a lot of cut through traffic, and school traffic (destination traffic) can go a block further to Oakwood and make a u-turn at the light if necessary 2. These won't stop speeding and will just shift traffic to other streets. Bad idea 3. 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. 4. I would like a pedestrian LIGHT here actually 5. Must be possible to use Oakwood Drive in Redwood City for left turn 6. the back up is dangerous in the am; or lengthen the turn lane to accommodate 7. What you need to do is get Redwood City to get rid of those "slow Streets" signs to once again encourage flow through traffic through the different Oakwood Streets either to Woodside Road or to El Camino Real. If there is a peak time turning restriction the time period should be pretty narrowly defined timewise.	POSITIVE	69%	To relieve congestion and increase safety at the intersection of Glenwood Avenue and Middlefield Road (while turning left during the AM peak period)	Glenwood Avenue and Middlefield Road - Concerns received on unsafe turning and congestion
		Stockbridge Avenue and El Camino Real	8	8	16	1. This will help tremendously with speeding cut-through traffic which is a huge problem during commute hours, both am and pm. 2. 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.	NEUTRAL	50%	To relieve congestion and increase safety at the intersection of Selby Lane and El Camino Real (while turning left during the AM peak period)	Selby Lane and El Camino Real - Concerns received on unsafe turning, unsafe pedestrian/bicycle conditions and congestion
		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.	NEUTRAL	50%	To relieve congestion and increase safety at the intersection of Stockbridge Avenue and El Camino Real (while turning left during the AM peak period)	Stockbridge Avenue and El Camino Real - Concerns received on unsafe turning and congestion
		Fairview Avenue and Camino Al Lago	5	8	13	1. Strongly oppose! Forces cars to continue down Camino Al Lago and do even longer cut throughs. It just moves the problem for this location to another. 2. In general I am opposed to turn restrictions. If people need to turn, they will have to go to other streets or else they will have to turn as allowed and then find a way to make a U-turn. So, the traffic will still be there, but just re-routed and not necessarily in a more positive way. 3. will be routinely violated and also restrictive on residents of these avenues	POSITIVE	55%	To relieve congestion and increase safety at the intersection of Tuscaloosa Avenue and El Camino Real (while turning left during the AM peak period)	Tuscaloosa Avenue and El Camino Real - Concerns received on unsafe turning

Phase	Potential Measure	Location	Support			Additional Comments	Overall Reaction	Support Percentage	Objective of Measure	Community Input
			Yes	No	Total					
Phase 1	Left Turn Restriction (PM Peak Period)	Linda Vista Avenue and Camino Al Lago	3	6	9	1. Strongly oppose! Forces cars to continue down Camino Al Lago and do even longer cut throughs. It just moves the problem for this location to another. 2. In general I am opposed to turn restrictions. If people need to turn, they will have to go to other streets or else they will have to turn as allowed and then find a way to make a U-turn. So, the traffic will still be there, but just re-routed and not necessarily in a more positive way. 3. will be routinely violated. also restrictive to residents of these streets. 4. the geography makes a left turn slower anyway, this is unnecessary	NEGATIVE	33%	To discourage cut-through traffic from Alameda de las Pulgas to Valparaiso Avenue (and vice versa) through Linda Vista Avenue and Camino Al Lago	Concerns regarding using Linda Vista Avenue to cut-through to Camino Al Lago
		Monte Vista Avenue and Camino Al Lago	2	6	8	1. Strongly oppose! Forces cars to continue down Camino Al Lago and do even longer cut throughs. It just moves the problem for this location to another. 2. In general I am opposed to turn restrictions. If people need to turn, they will have to go to other streets or else they will have to turn as allowed and then find a way to make a U-turn. So, the traffic will still be there, but just re-routed and not necessarily in a more positive way. 3. will be routinely violated. also restrictive to residents of these streets. 4. this would funnel more traffic to linda vista	NEGATIVE	25%	To discourage cut-through traffic from Alameda de las Pulgas to Valparaiso Avenue (and vice versa) through Monte Vista Avenue and Camino Al Lago	Concerns regarding using Monte Vista Avenue to cut-through to Camino Al Lago
	Right Turn Restrictions	Oak Grove Avenue and Middlefield Road	9	9	18	1. I feel that right turn restrictions are almost universally counter-productive, decrease flow, and increase traffic. 2. No. I have made this right turn hundreds of times as an active volunteer at M-A for 6 years. The current restrictions correlate to times when students are going to M-A and leaving M-A. I support right turn restrictions at those times because they promote student safety. However I think people can follow the usual safety rules about right turns at that location and don't need current restrictions to be extended. 3. Allowing bikes to proceed in bike lane to encourage biking is needed if turn restriction time is increased	NEUTRAL	50%	To discourage cut-through traffic from Ringwood Avenue to Middlefield Road through Oak Grove Avenue	Oak Grove Avenue - Concerns received o cut-through traffic
	Signal Coordination	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%	To relieve congestion along Middlefield Road	Middlefield Road - Concerns received on congestion throughout the segment within the City boundaries
		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%	To relieve congestion along Middlefield Road	Middlefield Road - Concerns received on congestion throughout the segment within the City boundaries
		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%	To relieve congestion along Middlefield Road	Middlefield Road - Concerns received on congestion throughout the segment within the City boundaries
		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%	To relieve congestion along Middlefield Road	Middlefield Road - Concerns received on congestion throughout the segment within the City boundaries
	Signal Coordination	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 3. Have not noticed much problem here during commute times	POSITIVE	86%	To relieve congestion along Middlefield Road	Middlefield Road - Concerns received on congestion throughout the segment within the City boundaries
	Concept 1	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%	To lower conflict of opposing traffic, increase visibility and reduce speed at the intersection	Fair Oaks Lane and Lloyd Drive - concerns on limited sight distance, congestion and stop sign violation
	Phase 2	Temporary Speed Lump	Almendra Avenue between Austin Avenue and Ralston Road	3	5	8	Data indicates that there is no serious speeding problem through the town. So, I am very opposed to the addition of any speed lumps throughout the town.	NEGATIVE	38%	To discourage cut-through traffic and speeding between El Camino Real, Selby Lane and Alameda de las Pulgas
Oak Grove Avenue between Toyon Road and Madrone Road			4	7	11	Data indicates that there is no serious speeding problem through the town. So, I am very opposed to the addition of any speed lumps throughout the town.	NEGATIVE	36%	To discourage cut-through traffic and speeding between Middlefield Road, Oak Grove Avenue - avoid the traffic signal at Middlefield Road and Ringwood Avenue	Oak Grove Avenue - Concerns received on speeding and cut-through
Polhemus Avenue between Betty Lane and Euclid Avenue			2	3	5	Data indicates that there is no serious speeding problem through the town. So, I am very opposed to the addition of any speed lumps throughout the town.	NEGATIVE	40%	To discourage cut-through traffic and speeding between El Camino Real, Selby Lane and Alameda de las Pulgas	Polhemus Avenue - Concerns received on speeding and cut-through
Selby Lane between Logan Lane and Austin Avenue			4	9	13	1. Data indicates that there is no serious speeding problem through the town. So, I am very opposed to the addition of any speed lumps throughout the town. 2. As long as this is an interim solution to figure out if we need permanent speed lumps	NEGATIVE	31%	To discourage cut-through traffic and speeding between El Camino Real, Woodside Road and Alameda de las Pulgas	Selby Lane - Concerns received on speeding and cut-through
Stockbridge Avenue between Austin Avenue and Patricia Drive			9	8	17	1. Data indicates that there is no serious speeding problem through the town. So, I am very opposed to the addition of any speed lumps throughout the town. 2. As long as this is an interim solution to figure out if we need permanent speed lumps 3. 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.	NEUTRAL	53%	To discourage cut-through traffic and speeding between El Camino Real, Selby Lane and Alameda de las Pulgas	Stockbridge Avenue - Concerns received on speeding and cut-through
Stockbridge Avenue between Serrano Drive and Amador Avenue			9	8	17	1. Data indicates that there is no serious speeding problem through the town. So, I am very opposed to the addition of any speed lumps throughout the town. 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.	NEUTRAL	53%	To discourage cut-through traffic and speeding between El Camino Real, Selby Lane and Alameda de las Pulgas	Stockbridge Avenue - Concerns received on speeding and cut-through
Almendra Avenue between Ralston Road and Amador Avenue			3	5	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.	NEGATIVE	38%	To discourage cut-through traffic and speeding between El Camino Real, Selby Lane and Alameda de las Pulgas	Almendra Avenue - Concerns received on speeding and cut-through
Almendra Avenue between Southgate Street and Austin Avenue			3	6	9	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.	NEGATIVE	33%	To discourage cut-through traffic and speeding between El Camino Real, Selby Lane and Alameda de las Pulgas	Almendra Avenue - Concerns received on speeding and cut-through

Phase	Potential Measure	Location	Support			Additional Comments	Overall Reaction	Support Percentage	Objective of Measure	Community Input
			Yes	No	Total					
Mid-Term Measures	Permanent Speed Lump	Fairview Avenue between Atherton Avenue and Camino Al Lago	8	9	17	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.	NEUTRAL	47%	To discourage cut-through traffic and speeding between Alameda de las Pulgas, Atherton Avenue and Valparaiso Avenue - avoid the traffic signals on Alameda de las Pulgas near Camino Al Lago and at Valparaiso Avenue	Almendral Avenue - Concerns received on speeding and cut-through
		Fredrick Avenue between Greenoaks Drive and Ringwood Avenue	3	18	21	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. Do not want a speed bump in front of our home or on the street. Creates more noise.	NEGATIVE	14%	To discourage cut-through traffic between Middlefield Road, Oak Grove Avenue - avoid the traffic signal at Middlefield Road and Ringwood Avenue	
		Linda Vista Avenue between Atherton Avenue and Camino Al Lago	6	9	15	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. I live on Linda Vista! For 25 years, not a need 3. This is a very narrow street; adding a speed lump would make it even more dangerous, particularly for parked cars.	NEGATIVE	40%	To discourage cut-through traffic and speeding between Alameda de las Pulgas, Atherton Avenue and Valparaiso Avenue - avoid the traffic signals on Alameda de las Pulgas near Camino Al Lago and at Valparaiso Avenue	Linda Vista Avenue - Concerns received on speeding and cut-through
		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%	To discourage cut-through traffic and speeding between Alameda de las Pulgas, Atherton Avenue and Valparaiso Avenue - avoid the traffic signals on Alameda de las Pulgas near Camino Al Lago and at Valparaiso Avenue	Monte Vista Avenue - Concerns received on speeding and cut-through
		Oak Grove Avenue between De Bell Drive and Middlefield Road	3	7	10	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.	NEGATIVE	30%	To discourage cut-through traffic and speeding between Middlefield Road, Oak Grove Avenue - avoid the traffic signal at Middlefield Road and Ringwood Avenue	Oak Grove Avenue - Concerns received on speeding and cut-through
		Oak Grove Avenue between Encino Road and Manzanita Road	2	9	11	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.	NEGATIVE	18%	To discourage cut-through traffic and speeding between Middlefield Road, Oak Grove Avenue - avoid the traffic signal at Middlefield Road and Ringwood Avenue	Oak Grove Avenue - Concerns received on speeding and cut-through
		Polhemus Avenue between Marymont Avenue and Orchard Hill Street	1	5	6	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.	NEGATIVE	17%	To discourage cut-through traffic and speeding between El Camino Real, Selby Lane and Alameda de las Pulgas	Polhemus Avenue - Concerns received on speeding and cut-through
		Polhemus Avenue between Selby Lane and Fleur Place	2	5	7	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.	NEGATIVE	29%	To discourage cut-through traffic and speeding between El Camino Real, Selby Lane and Alameda de las Pulgas	Polhemus Avenue - Concerns received on speeding and cut-through
		Selby Lane between Austin Avenue and Serrano Drive	6	10	16	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.	NEGATIVE	38%	To discourage cut-through traffic and speeding between El Camino Real, Woodside Road and Alameda de las Pulgas	Selby Lane - Concerns received on speeding and cut-through
		Selby Lane between Gresham Lane and Shearer Drive	6	7	13	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. Won't slow traffic and just create problems for residents	NEUTRAL	46%	To discourage cut-through traffic and speeding between El Camino Real, Woodside Road and Alameda de las Pulgas	Selby Lane - Concerns received on speeding and cut-through
		Stockbridge Avenue between Austin Avenue and Serrano Drive	8	8	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. 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.	NEUTRAL	50%	To discourage cut-through traffic and speeding between El Camino Real, Selby Lane and Alameda de las Pulgas	Stockbridge Avenue - Concerns received on speeding and cut-through
		Stockbridge Avenue between Nora Way and Shearer Drive	8	7	15	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. 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. I would, but I would move it further west. This spot is too close to the intersection.	NEUTRAL	53%	To discourage cut-through traffic and speeding between El Camino Real, Selby Lane and Alameda de las Pulgas	Stockbridge Avenue - Concerns received on speeding and cut-through
		Tuscaloosa Avenue between Austin Avenue and Selby Lane	3	4	7	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. Prefer No Left Turn Sign 7:30AM to 9AM from Selby to Tuscaloosa (huge shortcut for commuters and parents of Sacred Heart & Menlo)	NEGATIVE	43%	To discourage cut-through traffic and speeding between El Camino Real, Selby Lane and Alameda de las Pulgas	Tuscaloosa Avenue - Concerns received on speeding and cut-through
		Tuscaloosa Avenue between El Camino Real and Austin Avenue	2	5	7	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.	NEGATIVE	29%	To discourage cut-through traffic and speeding between El Camino Real, Selby Lane and Alameda de las Pulgas	Tuscaloosa Avenue - Concerns received on speeding and cut-through
		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	59%	To discourage cut-through traffic and speeding between El Camino Real and Middlefield Road	Watkins Avenue - Concerns received on speeding and cut-through
	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%	To discourage cut-through traffic and speeding between El Camino Real and Middlefield Road	Watkins Avenue - Concerns received on speeding and cut-through	
	Watkins Avenue between Dinkelspiel Station Lane and El Camino Real	9	8	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 at Station Lane. 3. Please I beg of you.	NEUTRAL	53%	To discourage cut-through traffic and speeding between El Camino Real and Middlefield Road	Watkins Avenue - Concerns received on speeding and cut-through	
	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%	To discourage speeding, cut-through and congestions along Atherton Avenue	Atherton Avenue - Concerns regarding speeding, cut-through and congestion
Atherton Avenue and Linda Vista Avenue		6	11	17	1. 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. 2. absolutely not. only if at similar intersections on Fairview and Monte Vista with Atherton Avenue 3. This is a very narrow street with lots of construction. I'm not sure there is enough room for a traffic circle here.	NEGATIVE	35%	To discourage speeding, cut-through and congestions along Atherton Avenue	Atherton Avenue - Concerns regarding speeding, cut-through and congestion	

Phase	Potential Measure	Location	Support			Additional Comments	Overall Reaction	Support Percentage	Objective of Measure	Community Input
			Yes	No	Total					
Phase 1		Atherton Avenue and Selby Lane	9	8	17	1. I think this would encourage cut-through traffic that uses Selby and/or Stockbridge to/from Alameda and 84. 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.	NEUTRAL	53%	To discourage speeding, cut-through and congestions along Atherton Avenue	Atherton Avenue - Concerns regarding speeding, cut-through and congestion
		Linden Avenue and Hawthorne Drive	4	9	13	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.	NEGATIVE	31%	To narrow down the intersection	
	Rectangular Rapid Flashing Beacon	Alameda de las Pulgas and Camino Al Lago	6	6	12	And, Remove the bulb-out and beacon on the Alameda located 1/2 block to the southeast -- the bulb-out is a potential hazard to cyclists as it partially blocks the bike lane on the Alameda	NEUTRAL	50%	To increase pedestrian safety (especially for school children)	Concerns received on unsafe walking/biking near schools
		Alejandra Avenue between El Camino Real and Brittany Meadows	3	4	7		NEGATIVE	43%	To increase pedestrian safety (especially for school children)	Concerns received on unsafe walking/biking near schools
		Selby Lane at Adelante Selby Spanish Immersion School	4	7	11		NEGATIVE	36%	To increase pedestrian safety (especially for school children)	Concerns received on unsafe walking/biking near schools
	Rectangular Rapid Flashing Beacon	Valparaiso Avenue and Elena Avenue	5	6	11	1. Most of the cross non-motorized cross traffic are bikes. The beacon would be OK if the bike were automatically detected (rather than the cyclist accessing the button in an unsafe position at the side of the road). Consequently, I don't see that this is feasible.... What is needed is a traffic light. IN ADDITION, Elena needs speed tables installed ... Motorist tend to go to fast -- This is a major bike route that connects Redwood City to Stanford. 2. YES if it is the only one for Sacred Heart, isn't there already one mid-block? 3. I do not see the point of another distraction, like a flashing beacon, at an intersection that already has a light.	NEUTRAL	45%	To increase pedestrian safety (especially for school children)	Concerns received on unsafe walking/biking near schools
	Traffic Signal	Alameda de las Pulgas and Atherton Avenue	16	7	23	1. I'm OK with the circle, but I thought that there isn't enough room to accommodate a circle -- A traffic light would be OK with me 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. 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. 4. This intersection desperately needs a traffic signal, but a traffic circle would also be a significant improvement. 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.	POSITIVE	70%	To reduce congestion, discourage stop sign violations and improve turning	Concerns received on congestions, unsafe walking and biking, stop sign violation and speeding
	Concept 2	Stockbridge Avenue and Selby Lane	12	8	20	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. 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. 3. Is this a traffic circle or a 4-way stop? Those are opposite concepts, so this design is asking for trouble. 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.	POSITIVE	60%	To narrow down the intersection, increase visibility and reduce conflicts of opposing traffic	Concerns received on stop sign violation and cut-through traffic
	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%	To increase safety for pedestrians and bicyclists	Marsh Road within City boundary - Concerns received on unsafe walking and biking environment
	Class II Bike Lane	Atherton Avenue between El Camino Real and Alameda de las Pulgas	16	3	19	1. It should also take into account pedestrians. 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. 3. Would be a great connection and encourage biking	POSITIVE	84%	To increase safety for pedestrians and bicyclists	Atherton Avenue - Concerns received on unsafe walking and biking environment
Selby Lane between El Camino Real and W. Selby Lane				0						
Selby Lane between Selby Lane and Atherton Avenue		11	2	13	It should also take into account pedestrians.	POSITIVE	85%	To increase safety for pedestrians and bicyclists	Selby Lane - Concerns received on unsafe walking and biking environment	
Stockbridge Avenue between El Camino Real and Alameda de las Pulgas		23	6	29	1. It should also take into account pedestrians. 2. yes, please! 3. Should reduce the risk to bicycles. 4. Would encourage biking and reduce car trips 5. more pedestrian improvements required 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 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. 8. It should also take into account pedestrians.	POSITIVE	79%	To increase safety for pedestrians and bicyclists	Stockbridge Avenue - Concerns received on unsafe walking and biking environment	
	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%	To increase safety for pedestrians and bicyclists	Valparaiso Avenue - Concerns received on unsafe walking and biking environment	

Phase	Potential Measure	Location	Support			Additional Comments	Overall Reaction	Support Percentage	Objective of Measure	Community Input
			Yes	No	Total					
Long-Term Measures	Enhanced Bike Lane	Alameda de las Pulgas between Stockbridge Avenue and Camino Al Lago	6	5	11	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. 2. I doubt an enhanced bike lane would make a difference. 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.	POSITIVE	55%	To increase safety for pedestrians and bicyclists	Alameda de las Pulgas - Concerns received on unsafe walking and biking environment
	Permanent Speed Lump	Almendral Avenue between Austin Avenue and Ralston Road	4	5	9	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.	NEGATIVE	44%	To discourage cut-through traffic and speeding between El Camino Real, Selby Lane and Alameda de las Pulgas	Almendral Avenue - Concerns received on speeding and cut-through
		Oak Grove Avenue between Toyon Road and Madrone Road	4	7	11	1. Good location between Toyon & Middlefield. 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.	NEGATIVE	36%	To discourage cut-through traffic and speeding between Middlefield Road, Oak Grove Avenue - avoid the traffic signal at Middlefield Road and Ringwood Avenue	Oak Grove Avenue - Concerns received on speeding and cut-through
		Polhemus Avenue between Betty Lane and Euclid Avenue	4	4	8	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.	NEUTRAL	50%	To discourage cut-through traffic and speeding between El Camino Real, Selby Lane and Alameda de las Pulgas	Polhemus Avenue - Concerns received on speeding and cut-through
		Selby Lane between Logan Lane and Austin Avenue	5	6	11	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.	NEUTRAL	45%	To discourage cut-through traffic and speeding between El Camino Real, Woodside Road and Alameda de las Pulgas	Selby Lane - Concerns received on speeding and cut-through
		Stockbridge Avenue between Austin Avenue and Patricia Drive	11	5	16	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 there is no serious problem with speeding that would require the addition of any speed lumps, which just make everyday traffic for residents unpleasant.	POSITIVE	69%	To discourage cut-through traffic and speeding between El Camino Real, Selby Lane and Alameda de las Pulgas	Stockbridge Avenue - Concerns received on speeding and cut-through
	Stockbridge Avenue between Serrano Drive and Amador Avenue	9	5	14	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 there is no serious problem with speeding that would require the addition of any speed lumps, which just make everyday traffic for residents unpleasant.	POSITIVE	64%	To discourage cut-through traffic and speeding between El Camino Real, Selby Lane and Alameda de las Pulgas	Stockbridge Avenue - Concerns received on speeding and cut-through	
	Permanent Traffic Circle	Atherton Avenue and Austin Avenue	6	5	11	1. YES!!!!!! 2. Won't slow traffic and just inconvenience residents 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.	POSITIVE	55%	To discourage speeding, cut-through and congestions along Atherton Avenue	Atherton Avenue - Concerns regarding speeding, cut-through and congestion
		Atherton Avenue and Linda Vista Avenue	7	9	16	1. 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. 2. absolutely not. only if traffic circles are also at the intersections of Fairview and Monte Vista with Atherton Ave. Treating these three cut through streets differently will ultimately force traffic from all three to one. 3. If well designed to accommodate bikes as well	NEGATIVE	44%	To discourage speeding, cut-through and congestions along Atherton Avenue	Atherton Avenue - Concerns regarding speeding, cut-through and congestion
		Atherton Avenue and Selby Lane	8	7	15	1. see previous comments re encouraging cut through traffic 2. YES 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.	NEUTRAL	53%	To discourage speeding, cut-through and congestions along Atherton Avenue	Atherton Avenue - Concerns regarding speeding, cut-through and congestion
		Linden Avenue and Hawthorne Drive	3	9	12	1. The area is a Y and in no need of a traffic circle 2. 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.	NEGATIVE	25%	To narrow down the intersection	
	Dedicated Right Turn Lane	Watkins Avenue and El Camino Real	11	6	17	1. hurrah! 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. 3. that would just encourage more traffic	POSITIVE	65%	To increase intersection safety and safe turning from Watkins Avenue to El Camino Real	Concerns received on unsafe turning
	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%	To increase safety for pedestrians and bicyclists	Concerns received on unsafe walking/biking
	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%	To increase intersection safety and safe turning movement	Concerns received on congestions and unsafe walking/biking
		Marsh Road and Fair Oaks Avenue	5	11	16	Supporting new traffic lights it complicated; in some cases they may be warranted at rush-hour traffic, only to be a constant annoyance the remaining hours of the day.	NEGATIVE	31%	To increase intersection safety and safe turning movement	Concerns received on congestions
	Traffic Signal	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%	To increase intersection safety and safe turning movement	Concerns received on congestions
		Middlefield Road and Watkins Avenue	9	11	20	1. Wasn't there consideration of no left onto Middlefield? or extend the right turn lane 2. Only at peak commute hours. I would rather discourage the use of Watkins as a main artery through town 3. Only if it is timed with the Marsh light and the light at Encinal. If not coordinated, then NO. 4. I'm concerned this would encourage more cut through traffic on Watkins which already has lots of speeders 5. that would just encourage more traffic	NEGATIVE	45%	To increase intersection safety and safe turning movement	Concerns received on congestions and unsafe walking/biking
Concept 3	Fair Oaks Lane and Lloyd Drive	5	5	10	Not sure what this is this cannot comment	NEUTRAL	50%	To lower conflict of opposing traffic, increase visibility and reduce speed at the intersection	Fair Oaks Lane and Lloyd Drive - concerns on limited sight distance, congestion and stop sign violation	
	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%	To narrow down the intersection, increase visibility and reduce conflicts of opposing traffic	Concerns received on stop sign violation and cut-through traffic	

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	<ol style="list-style-type: none"> 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! 2. would like left turn restriction from Watkins on to El Camino 3. Please place lump near pedestrian crossing at Station Lane. 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. 5. Please please please install this, cars speed way too fast right next to my kids every day 6. i'd prefer a sidewalk 	POSITIVE	62%	
		Almendral Avenue and Austin Avenue	5	3	8		POSITIVE	63%	
		Atherton Avenue and Barry Lane	10	6	16		POSITIVE	63%	
	Median Island		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%
			Selby Lane and W Selby Lane	5	4	9	<ol style="list-style-type: none"> 1. a traffic circle is also preferred 2. not sure what this is for or what it would accomplish 	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%
		Pedestrian Improvements		Alejandra Avenue and El Camino Real	12	2	14	<ol style="list-style-type: none"> 1. In theory yes, but without knowing what those actual improvements are it's hard to say. 2. YES!! I'm surprised that more kids are not hit. Give them a clearly designated crosswalk. 	POSITIVE
			Selby Lane - Mid-block Crosswalk between Serrano Drive and W Selby Lane	10	2	12	<ol style="list-style-type: none"> 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. 2. In theory yes, but more specifics would be needed to offer more valuable feedback. 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. 	POSITIVE	83%
			Selby Lane and Austin Avenue	7	3	10	<ol style="list-style-type: none"> 1. In theory, yes, but more details would be needed to provide more valuable feedback. 2. People will cross anywhere along Selby where they can. 	POSITIVE	70%
	Signage		Cam Al Lago between Alameda de las Pulgas and Park Lane	12	2	14	<ol style="list-style-type: none"> 1. but not sure it will do any good 2. speeds reduced by bridge anyway. do not disturb residential character of this neighborhood with 	POSITIVE	86%
			Selby Lane between Oakwood Boulevard and Logan Lane	7	2	9		POSITIVE	78%
			Stockbridge Avenue between Patricia Drive and Carolina Lane	11	2	13	<ol style="list-style-type: none"> 1. Speed feedback signs are necessary on ALL Bike and pedestrian ways. 2. Probably only modestly helpful. The speeders and cut-through traffic seem to ignore them 	POSITIVE	85%

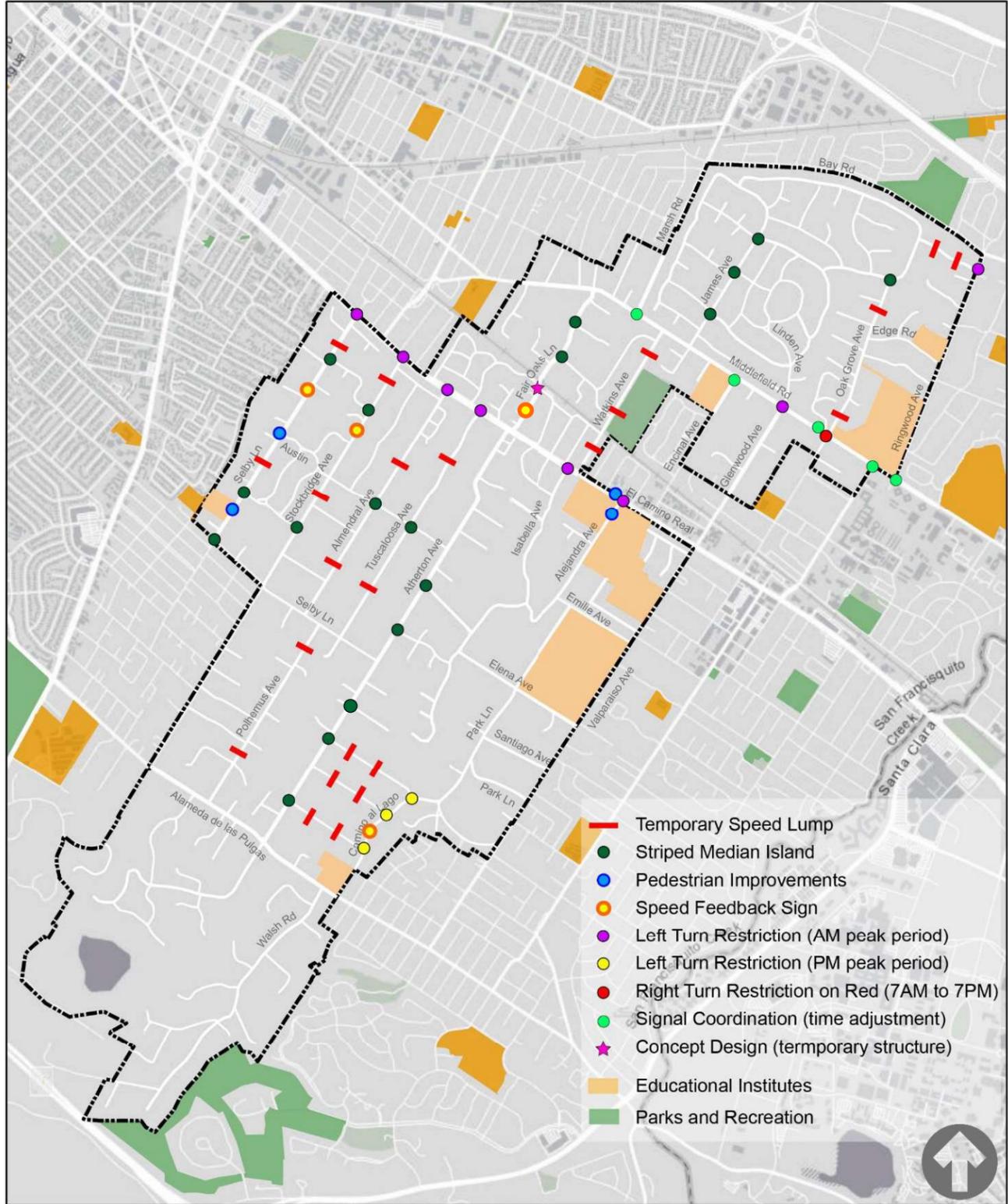
Left Turn Restriction (AM Peak Period)	Glenwood Avenue and Middlefield Road	11	5	16	1. It needs to be all day and on Glenwood and also middlefield going south 2. It needs to be all day to cover the afternoon rush as well. It would also be helpful to put no left turns on NB Middlefield. Plus speed humps 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%

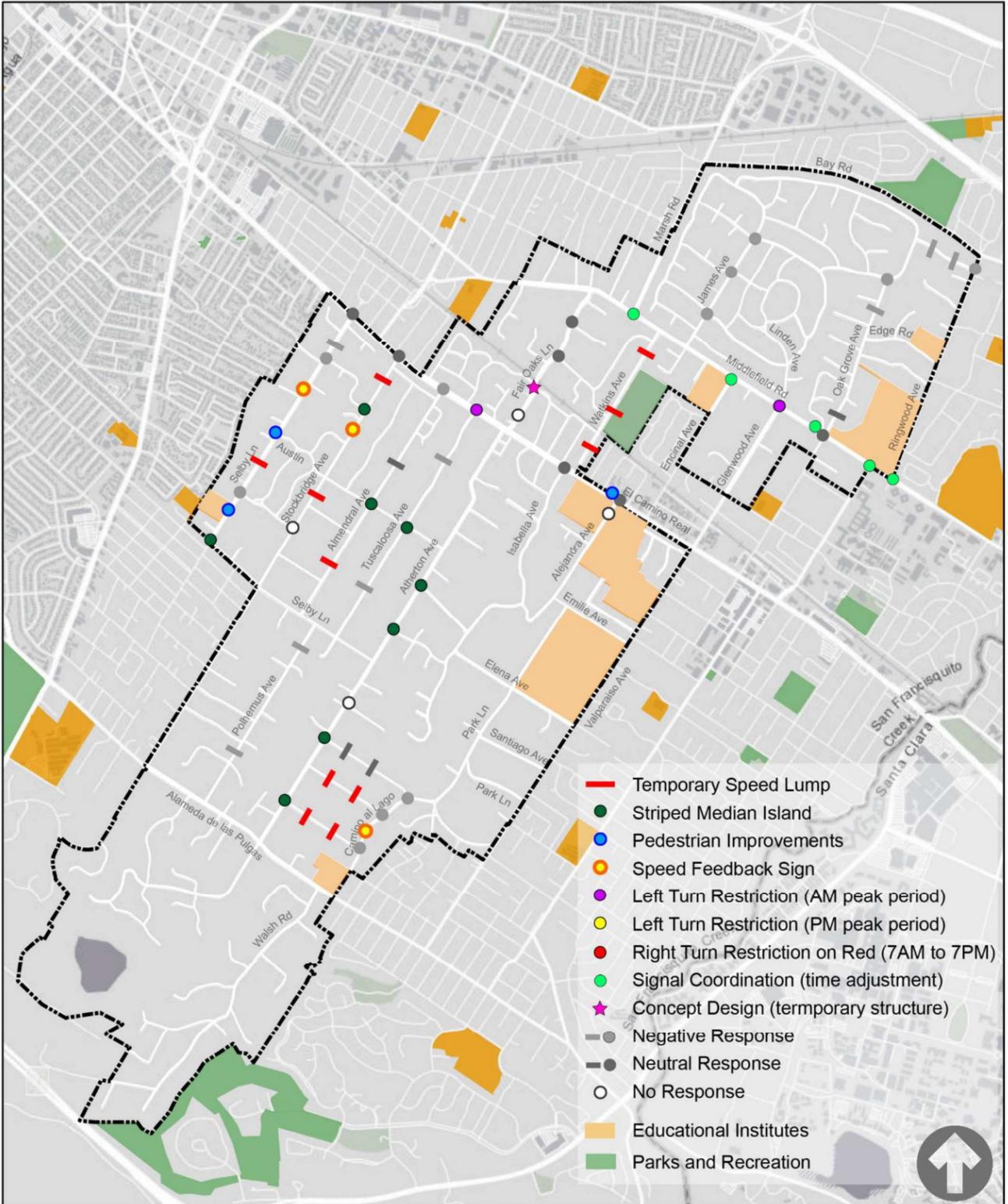
Long-Term Measures	Class II Bike Lane	Stockbridge Avenue between El Camino Real and Alameda de las Pulgas	23	6	29	<ol style="list-style-type: none"> 1. It should also take into account pedestrians. 2. yes, please! 3. Should reduce the risk to bicycles. 4. Would encourage biking and reduce car trips 5. more pedestrian improvements required 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 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. 8. It should also take into account pedestrians. 	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"> 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. 2. I doubt an enhanced bike lane would make a difference. 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. 	POSITIVE	55%
	Permanent Speed Lump	Stockbridge Avenue between Austin Avenue and Patricia Drive	11	5	16	<ol style="list-style-type: none"> 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 there is no serious problem with speeding that would require the addition of any speed lumps, which just make everyday traffic for residents unpleasant. 	POSITIVE	69%
		Stockbridge Avenue between Serrano Drive and Amador Avenue	9	5	14	<ol style="list-style-type: none"> 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 there is no serious problem with speeding that would require the addition of any speed lumps, which just make everyday traffic for residents unpleasant. 	POSITIVE	64%
	Permanent Traffic Circle	Atherton Avenue and Austin Avenue	6	5	11	<ol style="list-style-type: none"> 1. YES!!!!!!!!!!!! 2. Won't slow traffic and just inconvenience residents 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. 	POSITIVE	55%
	Dedicated Right Turn Lane	Watkins Avenue and El Camino Real	11	6	17	<ol style="list-style-type: none"> 1. hurrah! 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. 3. that would just encourage more traffic 	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

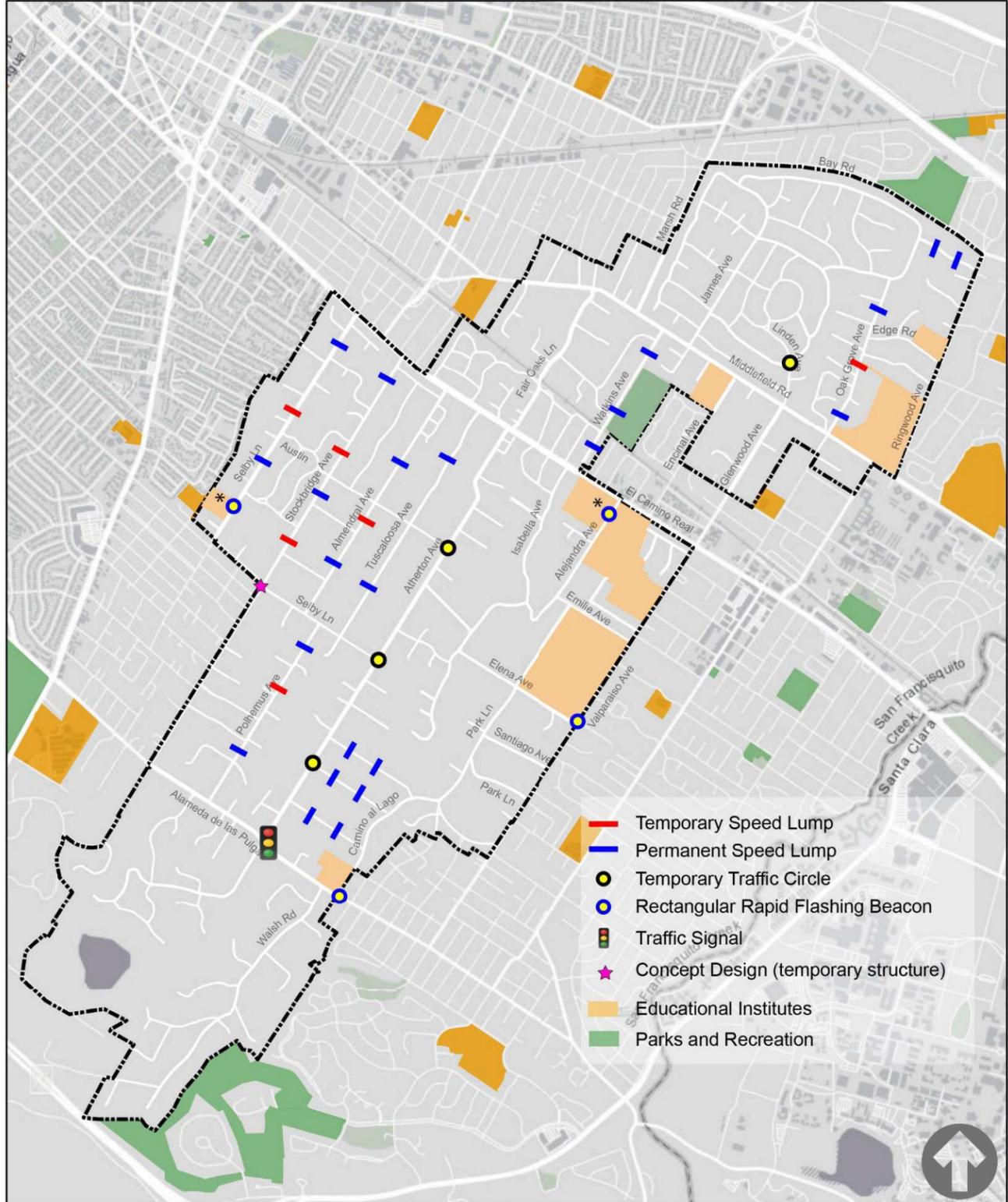


Summary of Response Map*



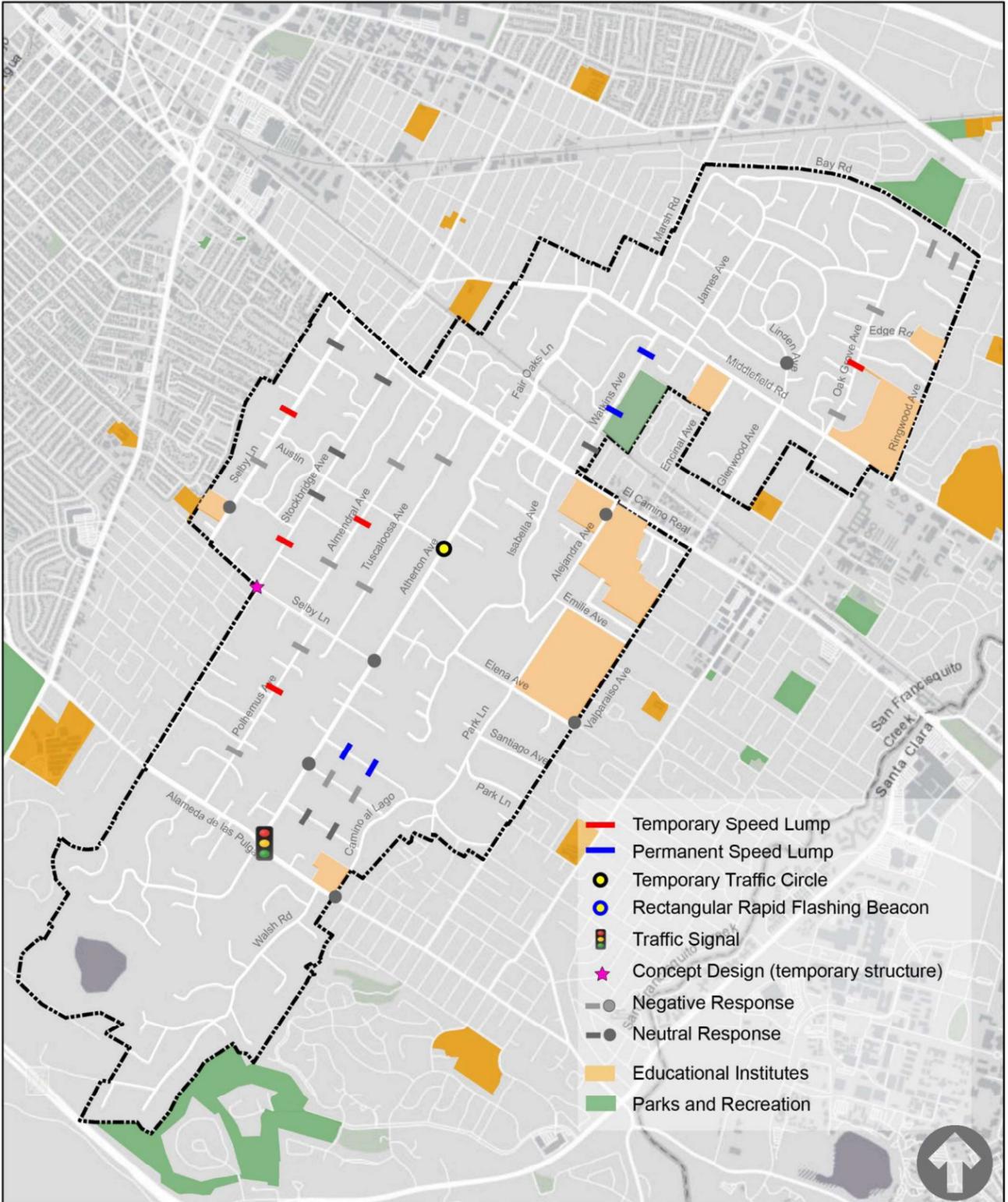
*All the icons in color received positive responses

Potential Mitigation Measures
Mid-Term Measures



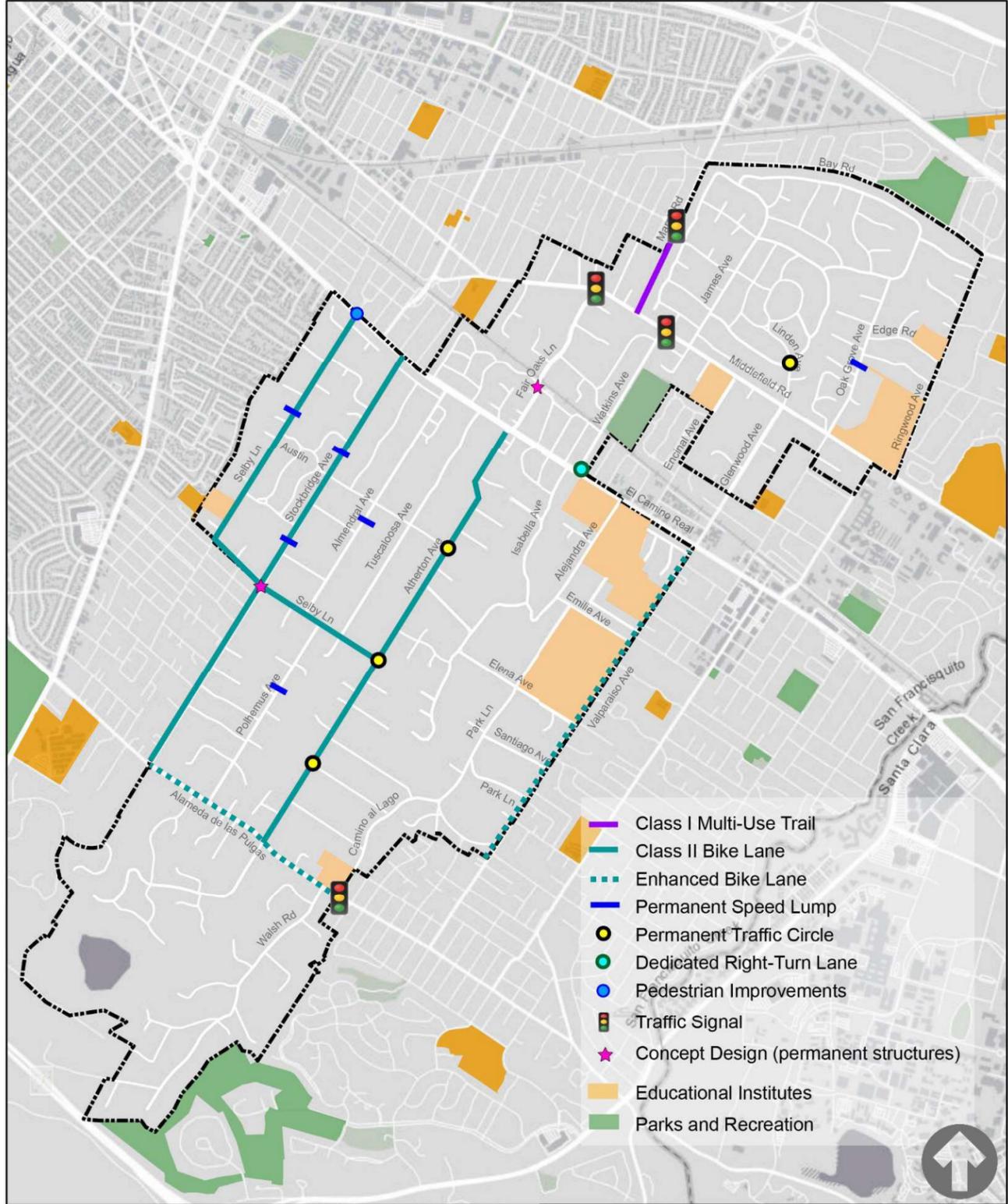
* Potentially funded by other sources

Summary of Response Map*

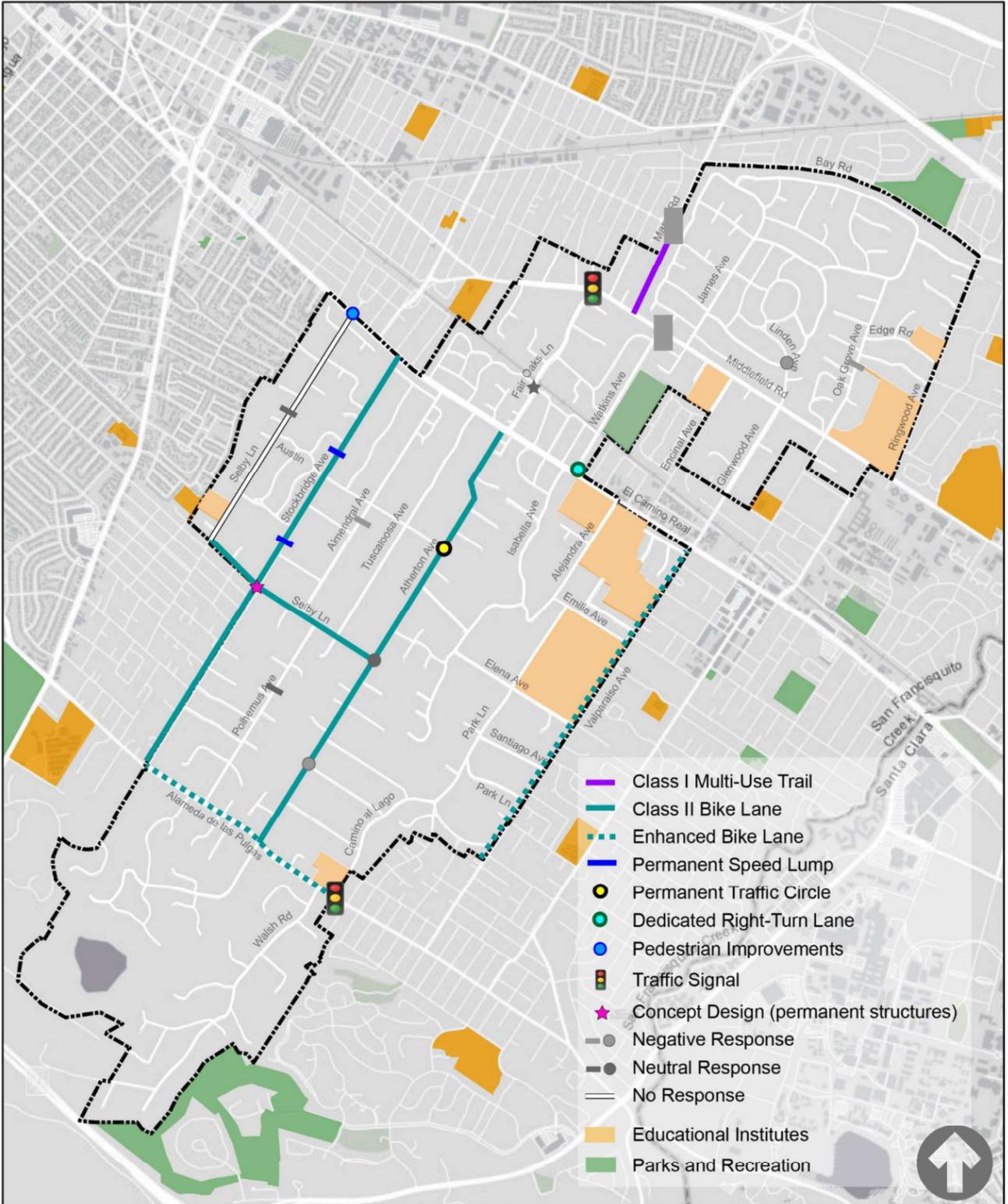


*All the icons in color received positive responses

Potential Mitigation Measures
Long-Term Measures



Summary of Response Map*



*All the icons in color received positive responses

Phase	Potential Measure	Location	Support			Additional Comments	Overall	Support	Transportation Committee Comments
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%	In favor of speed lump on Almedral Avenue between Ralston Road and Amador Avenue
		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%	Remove one of the two speed lumps on Fairview Avenue between Atherton Avenue and Camino Al Lago
		Fredrick Avenue between Greenoaks Drive and Ringwood Avenue	3	15	18	1. This will encourage more traffic on Edge & Toyon. 2. do not want speed bump in front of our home or on our street 3. Do not want speed bump in front of our home or on our street	NEGATIVE	17%	Remove one of the two speed lumps on Fredrick Avenue between Greenoaks Drive and Ringwood Avenue
		Linda Vista Avenue between Atherton Avenue and Camino Al Lago	9	8	17	1. 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. 2. terrible idea, the street constantly has construction which slows traffic more than speed bumps	NEUTRAL	53%	Remove one of the two speed lumps on Linda Vista Avenue between Atherton Avenue and Camino Al Lago
		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%	Remove one of the two speed lumps on Monte Vista Avenue between Atherton Avenue and Camino Al Lago
		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%	In favor of speed lump on Selby Lane between Austin Avenue and Serrano Drive
		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%	In favor of speed lump on Stockbridge Avenue between Austin Avenue and Serrano Drive
		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%	Move to mid-term phase
		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%	Move to mid-term phase
		Watkins Avenue between Dinkelspiel Station Lane and El Camino Real	13	8	21	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! 2. would like left turn restriction from Watkins on to El Camino 3. Please place lump near pedestrian crossing at Station Lane. 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. 5. Please please please install this, cars speed way too fast right next to my kids every day 6. i'd prefer a sidewalk	POSITIVE	62%	Move to mid-term phase
Near-Term Measure		Almendral Avenue and Austin Avenue	5	3	8		POSITIVE	63%	Not in favor of striped median islands
		Atherton Avenue and Barry Lane	10	6	16		POSITIVE	63%	Not in favor of striped median islands
		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%	Not in favor of striped median islands

Median Island	Atherton Avenue and Fairview Avenue	9	5	14	only if one is at Linda Vista Ave/Atherton Ave as well though	POSITIVE	64%	Not in favor of striped median islands
	Atherton Avenue and Monte Vista Avenue	10	2	12	only if one is at Linda Vista Ave/Atherton Ave as well though	POSITIVE	83%	Not in favor of striped median islands
	Atherton Avenue and Stern Lane			0		NEGATIVE		Not in favor of striped median islands
	Fair Oaks Lane and McCormick Lane	7	6	13	I find that median islands often result in more hazardous roads than in their theoretical benefits.	NEUTRAL	54%	Not in favor of striped median islands
	Fair Oaks Lane and Virginia Lane	7	6	13	I find that median islands often result in more hazardous roads than in their theoretical benefits.	NEUTRAL	54%	Not in favor of striped median islands
	James Avenue and Catalpa Drive	3	8	11	Median island may increase speed of cars	NEGATIVE	27%	Not in favor of striped median islands
	James Avenue and Hawthorne Drive	2	10	12	I find that median islands often result in more hazardous roads than in their theoretical benefits.	NEGATIVE	17%	Not in favor of striped median islands
	James Avenue and Magnolia Drive	3	9	12	I find that median islands often result in more hazardous roads than in their theoretical benefits.	NEGATIVE	25%	Not in favor of striped median islands
	Oak Grove Avenue and De Bell Drive			0		NEGATIVE		Not in favor of striped median islands
	Oak Grove Avenue and Edge Road			0		NEGATIVE		Not in favor of striped median islands
	Oak Grove Avenue and Greenoaks Drive	3	8	11	I find that median islands often result in more hazardous roads than in their theoretical benefits.	NEGATIVE	27%	Not in favor of striped median islands
	Oak Grove Avenue and Toyon Road			0		NEGATIVE		Not in favor of striped median islands
	Selby Lane and Serrano Drive	5	7	12	not sure what this is for	NEGATIVE	42%	Not in favor of striped median islands
	Selby Lane and Shearer Drive	3	7	10	I'm not understanding what this will accomplish	NEGATIVE	30%	Not in favor of striped median islands
	Selby Lane and W Selby Lane	5	4	9	1. a traffic circle is also preferred 2. not sure what this is for or what it would accomplish	POSITIVE	56%	Not in favor of striped median islands
	Stockbridge Avenue and Serrano Drive			0				Not in favor of striped median islands
	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%	Not in favor of striped median islands
	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%	Not in favor of striped median islands
	Tuscaloosa Avenue and Austin Avenue	5	3	8	you need to put something on Austin at Atherton Ave!	POSITIVE	63%	Not in favor of striped median islands
	Pedestrian Improvements	Selby Lane - Mid-block Crosswalk between Serrano Drive and W Selby Lane	10	2	12	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. 2. In theory yes, but more specifics would be needed to offer more valuable feedback. 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.	POSITIVE	83%
Signage	Cam Al Lago between Alameda de las Pulgas and Park Lane	12	2	14	1. but not sure it will do any good 2. speeds reduced by bridge anyway. do not disturb residential character of this neighborhood with such	POSITIVE	86%	In favor of speed feedback sign on Cam Al Lago between Alameda de las Pulgas and
	Selby Lane between Oakwood Boulevard and Logan Lane	7	2	9		POSITIVE	78%	In favor of speed feedback sign on Selby Lane between Oakwood Boulevard and
Signal Coordination	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%	In favor of signal coordination all through Middlefield Road
	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%	In favor of signal coordination all through Middlefield Road
	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%	In favor of signal coordination all through Middlefield Road
	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%	In favor of signal coordination all through Middlefield Road
	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 3. Have not noticed much problem here during commute times	POSITIVE	86%	In favor of signal coordination all through Middlefield Road
	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	59%	Convert to temporary speed lump

Mid-Term Measures	Permanent Speed Lump	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%	Convert to temporary speed lump
		Watkins Avenue between Dinkelspiel Station Lane and El Camino Real	9	8	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 at Station Lane. 3. Please I beg of you.	NEUTRAL	53%	Convert to temporary speed lump
	Traffic Signal	Alameda de las Pulgas and Atherton Avenue	16	7	23	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 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. 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. 4. This intersection desperately needs a traffic signal, but a traffic circle would also be a significant improvement. 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.	POSITIVE	70%	In favor of traffic signal at the intersection of Alameda de las Pulgas and Atherton Avenue