

Summary of Responses on Draft Questionnaire

- 1) Purpose of the Questionnaire
 - a. Some members feel that the questionnaire would be helpful in prioritizing improvements in this corridor and we should work on improving the questionnaire
 - b. Other members feel that we should postpone the questionnaire until we have some concepts to share and we should work on the conceptual layout.

- 2) Area of outreach
 - a. There was some confusion about why we are showing a map with a boundary around certain streets. This was primarily to identify those directly impacted by any proposed improvements in this corridor and those not impacted directly. It was not to limit the extent of the outreach.
 - i. One suggestion was to use zipcodes – but the areas were larger than our area of concentration.
 - ii. Another idea was to ask people which block/zone they lived in

- 3) Limiting responses to one per person/household
 - a. There was concern about using private information as a means to verify one response per individual/household.
 - i. We don't have an easy way to ensure that people are not voting more than once using survey monkey if they have different emails.

- 4) Trip Generation
 - a. This question was used to determine why these people are entering this corridor
 - i. Use of the corridor – “add use of services”; some thought this question too vague
 - ii. Day and Time of day – some ok with this, others thought it was pointless. Mostly this question was directed to non-residents to ascertain their use of this corridor
 - iii. Mode of Transportation – there was confusion about the purpose of this question. It was to simply identify the type of user – ped, bike, motor vehicle, etc. certainly people can do more than one type of transportation while in the corridor.

- 5) Prioritization – narrow down the scope of work to key elements
 - a. several people would like to see a forced ranking rather than picking only two most important items
 - i. Surveymonkey does allow an option to do this

- 6) Other suggestions for questions included type of damage incurred, poor walking surface etc.

- a. The purpose of the survey is to acknowledge that there are improvements that could be made but more importantly to help focus on the top priorities for the community
- 7) How should public money be spent were interesting questions which also helps to prioritize the types of improvements the community would like to see.
- a. We could use this tool in a public meeting by giving participants play money to deposit towards their favorite projects.

Attached actual feedback from various members of the Task Force

DRAFT – survey monkey 4

Questionnaire for Santa Cruz/ Alameda de las Pulgas Corridor Improvements

Introduction

Thank you for taking this survey. We are an adhoc Task Force Group created by the County of San Mateo to determine if there are any opportunities for near and long-term improvements in this corridor. This corridor includes the following roadways:

Santa Cruz Avenue – Sandhill Road to Sharon Road

Alameda de Las Pulgas – Santa Cruz to Sharon Road

This corridor serves many different types of users including but not limited to residents, businesses, schools, seniors, bicyclists, pedestrians, transit users, emergency services, and motorists. In order to accommodate these users, we are asking you to prioritize your personal preferences as a user of this corridor.

We are reaching out to as many users as we can.

Thank you for your cooperation,

Task Force Members.

General Questions

1) Do you reside in the area shown in this map? Yes/No



- 2) For verification only, please provide your contact info (confidential): Name (required), Address (required), email (optional), phone (optional)
- 3) How do you use the subject corridor? Select all that apply
- a. Resident within the boundaries shown in red
 - b. Passing thru only
 - c. Shopper/ Post office
 - d. Daycare/ School
 - e. Business/work/Other
- 4) What time of day do you travel to this area generally? Select all that apply
- a. 6 am to 9 am

- b. 9 am to 11 am
- c. 11 am to 2 pm
- d. 2 pm to 4 pm
- e. 4 pm to 6 pm
- f. After 6 pm

- 5) What days of the week do you travel to this area generally? Select all that apply
- a) Sunday
 - b) Monday
 - c) Tuesday
 - d) Wednesday
 - e) Thursday
 - f) Friday
 - g) Saturday

User Experience

- 6) What mode of transportation do you predominately use when you travel thru this area? Select only one.
- a. walking
 - b. Bus
 - c. Bicycle
 - d. Motor vehicle

- 7) The Task Force has identified a number of potential improvements, each have their advantages and disadvantages. For example, in order to create wider sidewalks, there may be a need to reduce the width of the existing travel lanes or to reduce the number of travel lanes. However, reducing the number of travel lanes will reduce the capacity of the roadway for vehicles and that could result in longer wait times during periods of heavier than usual traffic.

Therefore, if improvements were considered for this corridor, which would be your Highest priority? Select only one.

- a. Improved sidewalks – for example replace old sidewalks with wider sidewalks
- b. Improved crosswalks – for example replace old crosswalks with more visible crosswalks and/or reduce the distance to travel by narrowing the roadway at the intersection
- c. Improved bicycle lane – for example install dedicated bicycle lanes even if it means reducing the number of travel lanes or removing parking
- d. Improved roadway alignment – for example realign roadway to make access in and out of driveways easier

- e. Improved transit – for example add more transit stops, add more buses to reduce vehicles on this roadway
- f. No improvements – keep as is
- g. None of the above. Describe your highest priority in 300 characters or less in the box below.

8) If improvements were considered for this corridor, which would be your NEXT highest priority?
Select only one.

- a. Improved sidewalks
- b. Improved crosswalks
- c. Improved bicycle lane
- d. Improved roadway alignment
- e. Improved transit
- f. No improvements – keep as is

-
- g. None of the above Describe your highest priority in 300 characters or less in the box below.

Thank you for your assistance!

Q1 - Which of the below options BEST describes where you reside along the Corridor?

- Alameda
 - West side street off Alameda (Clayton, Sharon Rd west of Alameda, Prospect)
 - Menlo Commons Condo complex
 - Pacific Hills Condo complex
 - Santa Cruz from Sandhill Rd to Y
 - Palo Alto Way or side street off of Palo Alto Way (Stanford Ave, Leland Ave., Vine St.)
 - Oak Hollow Way/Royal Oaks Court
 - Campo Bello Lane
-
- Santa Cruz from the Y to the City limits
 - A Side street off Santa Cruz from the Y to the City Limits (Sharon Rd east of Alameda, Liberty Park, Lucky Ave, Cloud Ave)
 - Your property faces or border the Y intersection of Alameda/SCA/Campo Bello

Q2 - Does your driveway require ingress and egress from Santa Cruz Ave or Alameda?

- YES
- NO

Q3 - How many times in the past 5 years has a motor vehicle hit your property (house, car, trash cans or fence)?

- house or garage
- car or bicycle
- trash cans
- fence or wall

Q4 - How many times a day do you enter or leave your property by each method?

- car
- bicycle
- walk or run
- other

Q5 - Do you have an ADA compliant sidewalk (4-5 feet wide) to access your residence?

- YES
- NO

Q6 - Do you have children or elderly at your residence who rely on sidewalks to get to and from places?

- YES
- NO

Q7 - When you walk in your neighborhood, how far do you walk?

- Less than half a mile
- A mile
- More than 1 mile

Q8 - Where do you walk?

- Store

- School Bus Stop
- City Bus Stop
- Work
- Neighborhood
- Other

Q9 - How many times a week do you walk?

- 1-4 times a week
- 5-10 times a week

- 11-15 times a week
- 16-20 times a week
- **more than 20 times a week**

Q10 - Do you run into safety issues when you walk?

- YES
- NO

Q11 - If you face safety issues when you walk, please rank the safety issue you face

- Uneven surface
- Not enough room to safety walk
- Trees or garden blocking path
- Pole(s) blocking path
- Vehicles blocking path

- Vehicles entering pathway without concern for pedestrians
 - Other
-

Q12 - Do you ride a bicycle?

- YES
- SOMETIMES
- NO

Q13 - How many times a week do you ride a bicycle?

- 1-4 times a week
- 5-10 times a week
- 11-15 times a week

- 16-20 times a week
- more than 20 times a week

Q14 - Do you run into safety issues when you ride a bicycle?

- YES
- NO

Q15 - If you face safety issues when you bicycle, please rank the safety issue you face

- Uneven surface
- Not enough room to safely walk
- Trees or garden blocking path
- Pole(s) blocking path
- Vehicles blocking path
- Vehicles entering pathway without concern for cyclists

- Other
-

Q16 - If you were to prioritize how public money was spent, please rank how you would spend the money

- Sidewalks on both sides of street
- Bike lanes on both sides of street
- Sidewalk on one side of street
- Sidewalk on one side of the street and bike lane on one side of street
- Fewer vehicle travel lanes to increase sidewalk and bike access
- More vehicle travel lanes to decrease traffic line up
- Traffic calming measures like trees and plants in medians and greenery to slow down traffic
- Measures to slow down traffic, but no alteration of the road
- Enhanced crosswalk safety measures such as signs and lights

Q17 - Please pick and rank how you would prioritize spending public money to address pedestrian, cycling, and traffic safety for the neighborhood.

- Pedestrian Safety
- Cycling Safety
- Vehicle and Traffic Safety

Please type additional comments here:

DRAFT - survey monkey 4

Questionnaire for Santa Cruz/ Alameda de las Pulgas Corridor Improvements

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Alameda de Las Pulgas - Santa Cruz to Sharon Road

This corridor serves many different types of users including but not limited to residents, businesses, schools, seniors, bicyclists, pedestrians, transit users, emergency services, and motorists. In order to accommodate these users, we are asking you to prioritize your personal preferences as a user of this corridor.

~~We are reaching out to as many users as we can.~~

Thank you for your cooperation,

Task Force Members.

From Cheryl:

- I would suggest that there be an emphasis placed on how improvements are driven by desire for improved "SAFETY".
- The boundaries of the Corridor were previously extending to Avy not stopping at Sharon Rd.

DRAFT – survey monkey 4

Questionnaire for Santa Cruz/ Alameda de las Pulgas Corridor Improvements

Introduction

Thank you for taking this survey. We are an adhoc Task Force Group created by the County of San Mateo with representation from area residents, commuters, parents of school age children, bicyclists, as well as representation from law enforcement, the fire district and multiple municipalities. The Task Force was constituted to determine if there are any opportunities for near and long-term improvements which can be made to this corridor to improve safety and usability of the roads and sidewalks . This corridor includes the following roadways:

Santa Cruz Avenue – Sandhill Road to Sharon Road

Alameda de Las Pulgas – Santa Cruz to Sharon Road

This corridor serves many different types of users including but not limited to residents, businesses, schools, seniors, bicyclists, pedestrians, transit users, emergency services, and motorists. In order to accommodate these users, we are asking you to prioritize your personal preferences as a user of this corridor.

We are reaching out to as many users as we can to solicit your thoughts and priorities.

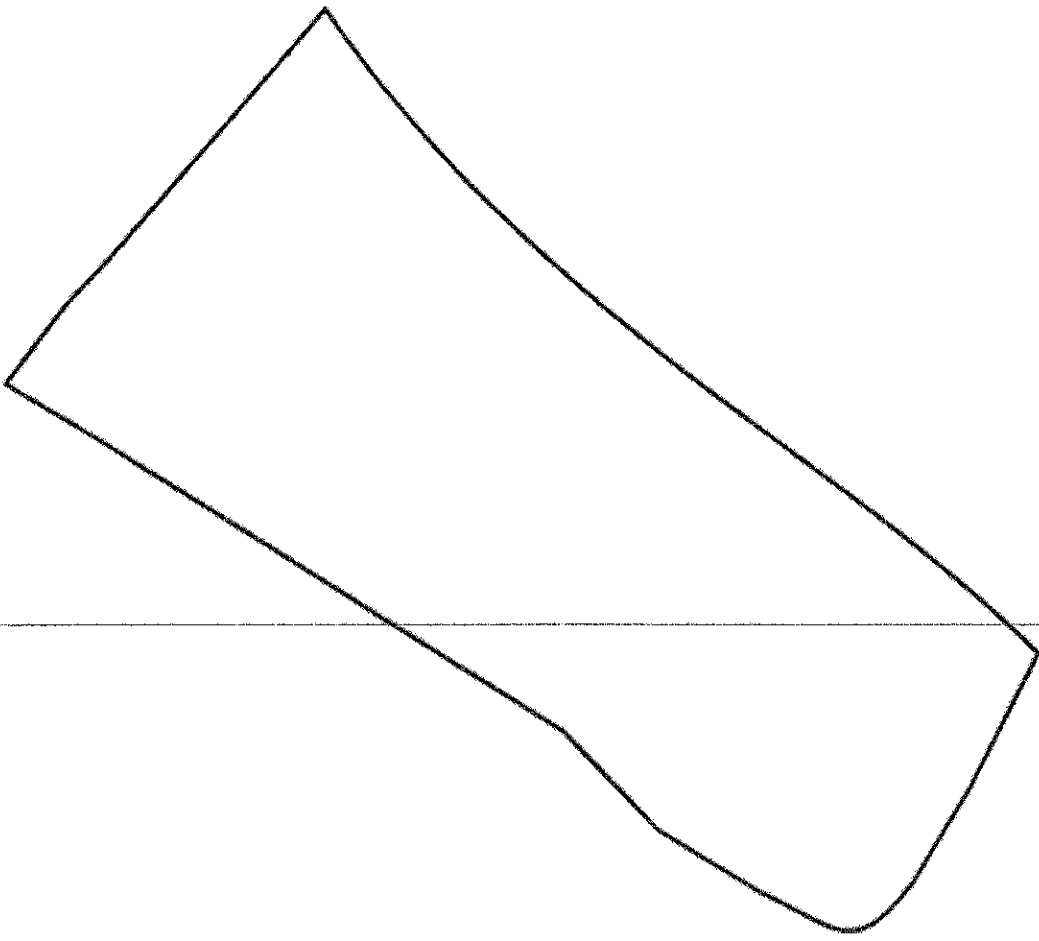
Thank you for your cooperation,

Task Force Members.

General Questions

1. Do you reside in the area shown in this map? Yes/No





2. For verification only, please provide your contact info (confidential): Name (required), Address (required), email (optional), phone (optional). Information will NOT be shared or used in any way other than to understand participation to the survey.

3. How do you (or members of your immediate family?????) use the subject corridor? Select all that apply

- a. Resident within the boundaries shown in red
- b. Passing thru only
- c. Shopping/ use of services such as Post office
- d. Daycare/ School
- e. Business/work/Other

4. What time of day do you travel to this area generally? Select all that apply

- a. 6 am to 9 am
- b. 9 am to 11 am
- c. 11 am to 2 pm
- d. 2 pm to 4 pm
- e. 4 pm to 6 pm
- f. After 6 pm

5. What days of the week do you travel to this area generally? Select all that apply IM NOT SURE THIS QUESTION WILL ADD MUCH VALUE RELATIVE TO SPACE USED.....

- a. Sunday
- b. Monday
- c. Tuesday
- d. Wednesday
- e. Thursday
- f. Friday
- g. Saturday

User Experience

6. What mode of transportation do you predominately use when you travel in or thru this area? Select only one. (SHOULD WE ASK FOR A RANK ORDER??? I SUSPECT MOST RESPONDENTS WILL USE FOR TWO OR MORE)

- a. walking
- b. Bus
- c. Bicycle
- d. Motor vehicle

7. The Task Force has identified a number of potential improvements, each have their advantages and disadvantages. For example, in order to create wider sidewalks and NOT encroach on existing

property lines, there may be a need to reduce the width of the existing road way travel lanes, or to reduce the number of travel lanes. However, reducing the number of travel lanes will reduce the capacity of the roadway for vehicles and which could result in more congestion during periods of heavier than usual traffic.

Therefore, if improvements were considered for this corridor, which would be your Highest priority? Select only one. (I WOULD ASK FOR A RANK ORDERING FROM MOST TO LEAST IMPORTANT)

- a. Improved sidewalks – for example replace old sidewalks with wider sidewalks
- b. Improved crosswalks – for example replace old crosswalks with more visible crosswalks and/or reduce the distance to travel by narrowing the roadway at the intersection
- c. Improved bicycle lane – for example install dedicated bicycle lanes even if it means reducing the number of travel lanes or removing parking
- d. Improved roadway alignment – for example realign roadway to make access in and out of driveways easier
- e. Improved transit – for example add more transit stops, add more buses to reduce vehicles on this roadway
- f. No improvements – keep as is
- g. None of the above. Describe your highest priority in 300 characters or less in the box below.

8. If improvements were considered for this corridor, which would be your NEXT highest priority? Select only one. ADJUSTMENT PROPOSED ABOVE OBVIATES NEED FOR THIS QUESTION

- a. Improved sidewalks
- b. Improved crosswalks
- c. Improved bicycle lane
- d. Improved roadway alignment
- e. Improved transit
- f. No improvements – keep as is
- g. None of the above Describe your highest priority in 300 characters or less in the box below.

POSSIBLE ADDED QUESTIONS.....

If Sidewalks and Crosswalks were improved would you or your immediate family walk or use sidewalks: MORE, LESS, ABOUT THE SAME AS NOW

WHICH DO YOU THINK IS MORE IMPORTANT.....Maintaining/Increasing Speed of traffic OR Adding designated bike lanes?

WHICH DO YOU THINK IS MORE IMPORTANT....Maintaining/Increasing Speed of Traffic OR Wider sidewalks

WHICH DO YOU THINK IS MORE IMPORTANT....Adding Designated Bike Lanes OR Wider Sidewalks?

WHICH DO YOU THINK IS MORE IMPORTANT....Improved Crosswalks or Wider Sidewalks?

Thank you for your assistance!

This survey focuses on the safety aspects of the roadway. So the questions let us track not only how the roadway is used but the safety issues users face. So if we received 100 responses it would give a sense of the ways residents view the safety issues, the priorities to face the safety issues and give the County a very good understanding into what the residents face. It will also give you insight into the issues by location because the first question allows users to indicate where they live. Your corridor definitions are broader, so the response area would need to expand to reflect that.

Here is my feedback of your survey. We will get better insight into how residents use corridor and who uses what and when from our questions. Our survey also focuses on gathering safety details as well as how the residents would prioritize \$. I think it is critical to know where the feedback is coming from—as each neighborhood cluster will have different needs and it critical to know where the feedback is coming from.

- If you are identifying the focus of the roadways and yet the red border goes to Avy—does that mean you are sending the survey to every resident in the red border? If so, then we need to increase the available options on our Q1 to include areas to Avy. Here are some ideas:
 - Near Sharon to Avy on Alameda
 - Near Sharon to Avy on Santa Cruz
 - Near Avy from Sharon to Santa Cruz
 - Near Alschultz from Avy to Sharon
- Like your Q4—time of day
- Like your Q5—day of week
- Q6—too vague. We need to get to details as to how people use each method. See our Q4, 7, 8, 9, 12, 13
- Q7: language is negative in nature. Make it more neutral so it doesn't give the respondent the sense that something is being taken away. We want people to feel like they are giving input. The way it is written puts the respondent in a defensive mode. Try “we would like to gather your input about how to use the allotted roadways to understand how to best allocate for residents' needs of driving, walking, and riding bicycles. If improvements were considered in this corridor... “.
 - For the answers, please use the answers on Q16 for a, b, and c. Keep you other options.
- Q8— can we make this a ranking option? I think it gives you a better sense of how residents view the options.

Feedback on Questionnaire

Thank you very much for making the draft survey available several days before our meeting, as that is essential for having a productive meeting. Giving all the ability to preview and digest the materials is key to making progress.

As was brought up at the prior Task Force meeting, we need to be clear on the goal of the questionnaire and understand what we are trying to accomplish. This includes an understanding of what we are trying to derive from the answers. Additionally, we should try to elicit comments, concerns, ideas, as part of the survey process — start the conversation get people engaged!

Drafting a survey is not an easy task and in our case its a group effort. Having this draft survey is a good catalyst for starting the discussion and forming a solid and useful survey.

General:

The ability to select several options is useful and user friendly, as I think that provides us a better feel for how the community responds to the questions. If there are a lot of options, maybe have them pick the top 3 or 4, but avoid limiting such selections to only one.

One of the key uses of surveys of this nature is its ability to communicate key concepts and increase the knowledge of the community about the various issues & solutions. We have this survey opportunity to educate and open discussion on distinct points of safety with in the corridor. Offering references to the issues, proposed solution options, background information, and other resources empowers the respondent to dive deeper into the issues for which we are trying to get answers.

The questionnaire should target specific location issues, not treat the corridor as one generic problem. We have at least 4 distinct areas in the corridor: Road segments of Alameda, North SCA, South SCA, are each with their own issues/solutions. Then we have the “Y”, a completely different set of issues/solutions. We could even target key points within these segments: Crosswalks at Sharon Rd (each), Palo Alto Way, Liberty Park, Avy (both). etc.

An open comment is needed and I think we should encourage them to state what ever input they desire: ideas, questions, concerns, and any comments or complaints.

Question 1: Location

It seems that the purpose of this first question is to establish residency relationship to the corridor? I suppose then that this will be used later to quantify how we view the remaining answers. Are we going to discount other answers based on this? I think the map may cause a clarity problem. The map resolution and outline area marked in red is not clear, as it excludes neighbors that should be included.

One way to address this is to ask a simpler question, maybe one that uses zip code or a known landmark location, for instance the Sand Hill/Santa Cruz intersection or the Alameda/SantaCruz intersection and the questions could then be:

Do you live with in a mile of the Alameda/Santa Cruz intersection?

With in 2 miles?

Over 2 miles away?

Question 2: Personal data

I think it would be better to make identification fields ALL optional. We really want the results of the survey and, especially in light of all of the concerns of stored personal meta data, these fields should be optional to get better participation. Why do we absolutely need any of these fields? It could be clear that if email is provided, final survey results will sent.

Question 3: Use of Corridor

I am not sure how we are going to use the answers? Is it that we are trying to understand the destinations of the respondent? How will the answers affect our planning, solutions, and decisions?

It seems that, with the exception of daycare/school, the various answers would not have impact on our decisions. It would be interesting to know how many respondents drive their kids to school/daycare and the followup questions would be if sidewalks and bike paths were available, would they be inclined to use those instead of driving.

Questions 4 & 5: Time traveled

For most residents, all of these times will more than likely be clicked. As we use the corridor daily and for all sorts of reasons throughout the day. I don't see how we will use this data in our Task Force decision process. We have excellent traffic stats from Stanford, Los Lomitas SD, and from the County January counts. Maybe we could consider eliminating these questions.

Question 6: Mode of transportation

I can't see what we expect to find out from this question. We have only one bus stop in the entire corridor and no service on Alameda. Our Alameda and north SCA sidewalks, or lack there of, discourage walking, and biking is viewed by most Task Force members as unsafe for families in its present condition. So asking what people do now seems pointless.

Maybe a better goal for this question is to find out if, with sidewalks, bike lanes, and frequent bus service, if the respondent would be inclined to use those modes options. For bus/transit, it might be useful to get them to enter where they would like to see a bus stop that they would use.

Question 7 & 8: Wish List

This is where understanding what part of the Corridor we are talking about is so important. The conditions and the associated options are dependent on the particular segments. Since this is the case, and some of those differences are outlined below, we should have very targeted questions that focus on each segment; otherwise, we are not sure what point of reference that respondent is answering, it becomes blurred and the answer becomes useless.

The following corridor segments may not include all issues, but the purpose is to show that each has very specific and unique issues that differ from other segments.

North SCA - the issues include:

- Position and safety of the Crosswalk at Sharon Rd
- Intersection of Sharon Rd/Oak Dell (lack of left turn lanes there, cut thru traffic)
- Lack of walkways
- Continuous - unabated traffic flow
- Bike safety/paths
- Speeding
- Four way stop at Avy (alternatives might be considered)

This segment is not as concerned for road diet and probably not transit either

Alameda - the issues include:

- Issues associated with main school crossing/route
- Lack of usable walkways
- Lack of Center turn lane (especially at Sharon Rd)
- Visibility and speed issues due to hill
- Ambience of a speed straight away
- Bike safety
- Lack of crosswalk safety at Harrison/Clayton/Liberty
- Fire hydrant and light pole placement
- Increased risk for left turning side streets
- Major Lane configuration change near Sharon Rd (school Xing)

The Y — a segment with many issues, different than the roadway segments
An entirely different set of issues and solutions so different questions

South SCA - the issues include:

- Position of Crosswalk at Palo Alto Way
- Pedestrian activated lights for Crosswalk at Palo Alto Way
- Bike Lanes
- Speed and Traffic Calming
- Using normal NB right slow lane to service slip lane rather than adding 3rd lane
(issue of unsafe lane change chaos, red line running, distracted drivers, etc)
- Residential parking and egress

This segment has sidewalks and if properly maintained, probably not viewed as key issue, road diet for this section really depends on what is first done on Alameda and Y, so options are not clear enough to ask question.

Diana,

It is not clear to me that the questionnaire as constituted will be useful or effective. We already know nearly everyone has at least one car, that there is too much vehicle traffic and enough pedestrian and bike usage to cause safety issues, particularly at peak times. So not sure how this data would help. Further, most of the people in the targeted group are busy with their daily lives and unlikely to respond to another survey so data collection would be spotty at best and not representative. The neighbors have been alerted that we on the task force have been selected to represent them and expect us to "make the sausage" so they don't have to get involved until the end. I think most of us have been keeping our constituents informed as events unfold and reporting their feedback as it comes.

I think it would be more productive to instead develop a few viable options for each of the problem areas and then advertise them in the local papers with clear and simple choices and an address where they can register their preference. We could then use that data to prepare the final set of recommendations to be presented in a public meeting for discussion and approval. This process seemed to work well for the recent upgrade to SCA on the section from Hillview School to downtown and most people find the result satisfying.

Alex

I'm inclined to agree with Alex (although he violated the policy on not replying all :-)). If we know the prioritization criteria (safety, congestion relief, etc), it's really about making sure we rank the criteria properly. Given that San Mateo County is striving for Complete Streets and Vision Zero (I think), we should not be allowing options that keep the road dangerous for multi-modal transportation, especially for the most vulnerable populations (pedestrians).

I also agree with Alex that the purpose of the task force is to discuss the details and present options/drawings. I think we know where the different factions fall on these issues, now we just have to translate the trade-offs to scenarios and go from there. I put together the following chart...one could disagree with some of my classifications (desires and motivations), but I think it could be a helpful framework.

Constituency	Desire	Key Motivation
Menlo Commons	Safe/Timely Vehicular Entrance/Exit, Sidewalks, Crossings, Slower Vehicular Speed	Safety
Cyclists	Bike Lanes, Slower Vehicular Speed	Safety
Pedestrians of all Ages	Sidewalks and Crossings, Slower Vehicular Speed	Safety
Drivers	Congestion Relief	Convenience
Emergency Responders	Wide Lanes, Room for Cars to Pull Over, Slower Vehicular Speed	Safety
Neighbors	Safe/Timely Vehicular Entrance/Exit, Sidewalks, Crossings, Slower Vehicular Speed	Safety

I think we should skip the survey and start to work on conceptual drawings...we can then present our favorites to the public.



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Immediate Safety Actions - Traffic Calming

Satirical Solution

"Lets design an intersection that will add well over 5,500 lane changes a day, will install a road condition that causes motorists to be confused, distracted, run red lights, and use an undefined lane width between 13' and 20'. The design will install blind corners, reduce visibility for crosswalk usage, diminish safety for cyclists and pedestrians, and eliminate safe access to/from adjacent residential properties."

Okay, as harsh as that satirical solution sounds, it is the very configuration we have now.

Actions Needed for Safety and Calming

- Correct chaotic/dangerous component of NB Santa Cruz at Y
- Correct the traffic collision hazard with pedestrians in Crosswalk
- Eliminating the condition that causes motorists to run red lights
- Improve resident and parking safety with lane definition
- Provide a calmer traffic flow for motorists and cyclists
- Improve sidewalk safety and useability (see notes on this page)
- Addresses the serious issue of Y residents safely using their driveways

Help - Feedback

Please add your thinking using the Comments section at the bottom of this page. Your suggestions, questions, concerns, ideas, and constructive critique are all welcome.

Related Videos

- Video-Removal of 3rd Lane on NB Santa Cruz [NEW]
- Video-Dangerous 3rd Lane on NB Santa Cruz [NEW]
- Video-Running the Red at the Y [NEW]
- Video-Santa Cruz Continuous Traffic Flow

This page introduces several quick, low cost actions that can significantly improve safety and provide for calmer traffic flow. These are listed here and detailed below.

- Calm Northbound Santa Cruz Traffic at Y by eliminating the cause of the chaotic lane changing, motorist distraction, and confusion
- Fix the serious Pedestrian/motorist conflict that exists at the Santa Cruz/Alameda intersection
- Fix and eliminate the cause of the scores of red lights run each day
- Address some quick - very low cost sidewalk improvements to improve accessibility and safety
- Fix the issue of missing lane definition lines on that 1,100' section of Santa Cruz
- Significantly improve safety for residents on Santa Cruz and at the Y
- Crosswalk and Pedestrian Light at Palo Alto Way
- Bus Stop Shelter at Palo Alto Way and Santa Cruz
- Reduce Alameda Buisness District speed limit to 25 mph

All of these improvements are extremely low cost and can be done now and yield a much safer and calmer roadway and traffic flow.

A question: If there are safety issues we can easily fix now, should we fix them now or should we wait several years for a whole solution?

Current Chaotic Northbound Approach to Y



Current Intersection at Santa Cruz/Alameda -- 5,500+ cars/day required to change lanes

There are several serious issues along the southern segment of Santa Cruz that fall into this category of being simple, quick, and low cost actions that could, if implemented now, make a substantial improvement in safety for everyone and result in a much calmer traffic flow.

Issues:

- Over 5,500 cars/day are forced to change lanes
- Scores of cars run red lights each day (Mar 7, almost 2 dozen in one hour!)
- Pedestrians are given a walk signal while cars still need several seconds to clear intersection
- Right (slow) lanes are not marked and left undefined - serious risk to parked cars and residents
- Residents at the Y are at extreme risk when entering/exiting driveways
- Pedestrians using long crosswalks are at risk due to blind corners and restricted visibility
- NB Cyclists must cross chaotic lanes and fear distracted drivers
- Sidewalk and Crosswalk force pedestrians to use roadway, just inches from full speed traffic

A simple solution requiring paint only

The goal is to have a calmer and safer traffic flow. There are several actions that can get our community much closer to that goal immediately. We still need solutions that address the long term situation, but these actions can achieve significant progress.



We have a short section of Santa Cruz that has un-marked - un-defined lanes, lets mark them. We are only talking that stretch of Santa Cruz between the Y and Sand Hill. All other roadways in our area currently have the right (slow) lane properly marked: Sand Hill, Alameda, the rest of Santa Cruz to downtown. Only this section of Santa Cruz have these unfinished - unmarked lanes resulting in unsafe conditions for residents, parked cars, and cyclists; additionally, this condition is unenforceable.

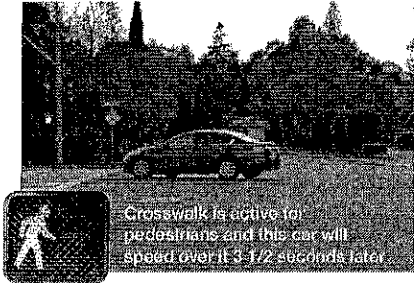
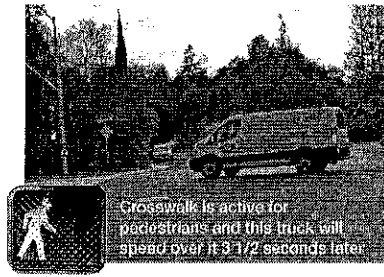
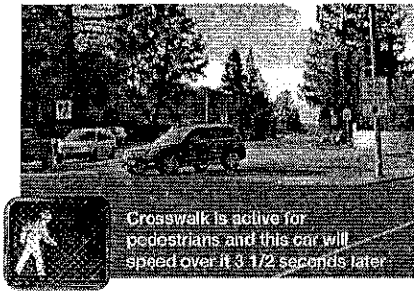
Rather than adding a short NB lane, lets just keep the two lanes we have and eliminate 97% of the lane switching chaos and removing the distraction that it causes motorists. This eliminates the road configuration feature that is responsible for motorists running the red light, and with scores of red light running per day its a serious problem. At the same time this change makes it orders of magnitude safer for the residents at the Y.

Cost? Basically just paint.

Pedestrian safety Improvements

The current situation has some serious issues as it pertains to pedestrians and a good percentage of the people using this intersection are children and seniors.

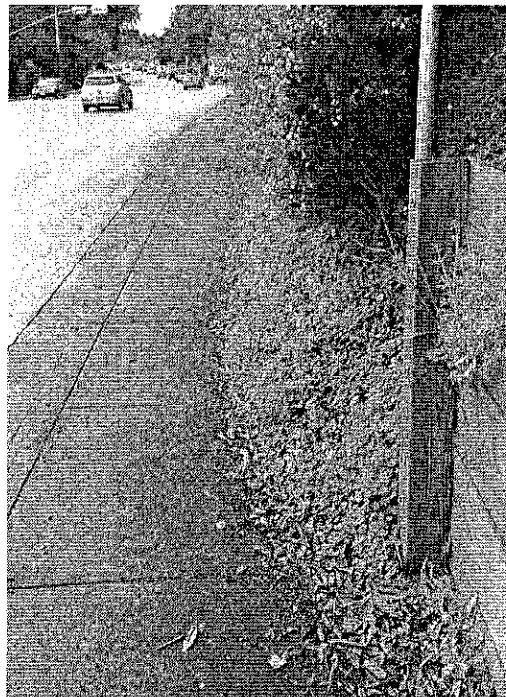
- Pedestrians are given a walk sign, even though cars still need several seconds to clear the intersection.
- The north side corners are blind and limit visibility between traffic and pedestrians
- Traffic stops right at the crosswalk, causing added visibility issue due to angle of crosswalk
- A huge number of red light runners and distracted/confused motorists



Especially in these last 2 photos, notice that the crosswalk light is on and directing pedestrians to cross; putting them in the middle of the lanes while cars are still clearing the intersection at full speed.

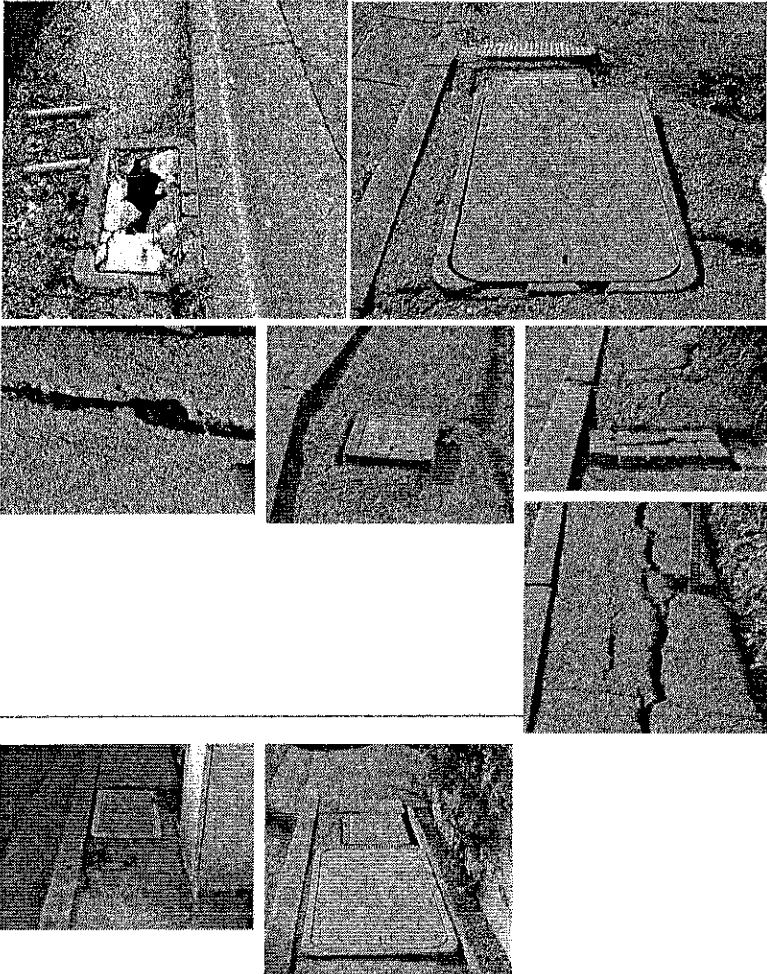
Sidewalk Issues that can be fixed easily

This is such a minor problem for that west side sidewalk between Oak Hollow and Campo Bello, but it needs to be fixed. The initial fix is to take a broom and shovel to clear and clean the sidewalk so that its full width can be used. It is currently overflowing with debris that reduces the width by 50% in places. While there may be a long term solution to keep debris off the sidewalk, we can at least have County maintain this sidewalk walk so it is usable.



The sidewalks along Alameda are dangerous: Not just unusable, but dangerous. Since a full sidewalk solution appears to be years away, these dangerous conditions need to be addressed as soon as possible.

A sample of photos below provide a perspective into the severe safety issues, for more details please see the Sidewalk Safety issues pages: #11 and #12



Issue – Problems

Pedestrian Signal - occurs before SB Santa Cruz cars have cleared south intersection and put pedestrians entering the crosswalk at risk

Traffic Light Out - Traffic light on NW corner of Campo Bello has light out

Red Light Running - In 1 hour nearly 2 dozen red light runners (Mar 7 pm). Northbound Santa Cruz traffic is the main culprit with red light running and it puts the residents along that Santa Cruz slip lane and pedestrians using the crosswalk at extreme risk.

Actions and Remedy steps

Southbound Santa Cruz traffic can take unto 4 seconds to clear the intersection. There needs to be an all red delay on the signals to allow the cars to exit the intersection before the pedestrian signal is given to children and other pedestrians to cross.

See photos

Northbound Santa Cruz/Alameda traffic needs the Traffic lights to be maintained/fixd

The main cause is that this light is unlike any other light in the area, it primarily stays green and motorists become accustomed to it being green and are conditioned not to stop.

The main fix for this, that would eliminate virtually all of the red light running, is to have this light behave like all other lights. When Northbound traffic stops, this northbound lane stops also. This provides the safety break needed by residents at the Y and for those residents further up Santa Cruz to have a break from the continuous flow.

See videos on [Safety Page](#)

Improve Sidewalk - Westside sidewalk between Oak Hollow/Campo Bello is in dire need of maintenance

This is a simple one for a quick fix. Send a person there with shovel and broom to clean. A more permanent and longer term fix could be planned, but for now this restores safety and accessibility. Keep the sidewalks on routine maintenance.

see photos above

Paint the White Lane Marker - The only section of all the major roadways in West Menlo that does NOT have this slow lane definition line marked is the 1,100' section of Santa Cruz between Sand Hill and Alamed/Santa Cruz Y Intersection.

Painting this white line to define the right side of the slow lanes for this southern segment of Santa Cruz has significant benefits. It helps motorists and cyclists to understand where the slow lane is. Currently this lane ranges in perceived width from 13' to over 20'. The downtown segment of Santa Cruz has a lane width ranging from 9.5' to 10.5' (sometimes less, sometimes more) and this is a good reference for the slow lane width.

Keeping traffic in the proper lane boundary will significantly improve safety for residents, parked cars, and cyclists, and will improve the safety of those exiting the many driveways (including Menlo Commons).

Crosswalk Stop Limit lines - Certain crosswalks need but lack the stop limit line that is used throughout the rest of Santa Cruz Ave (that part going past Hillview to Downtown). Not having stop limit lines puts pedestrians at undue extra risk.

Stop Limit Lines are those lines that create a buffer area before the actual crosswalk, so instead of cars stopping right at and on the crosswalk and therefore creating a major visibility problem and causing serious risk to pedestrians being hit by cars, the stop limit line keeps the cars back from the crosswalk allowing full visibility and an extra safety buffer between pedestrian and traffic.

Cost: Paint, although some times there is a "Stop Here" sign recommended.

Speed Feedback signs - These provided all motorists with a reminder to keep their speed in check. With our current extra wide roadway lanes, it is easy to exceed the speed limit.

These need to be installed and there should be two northbound signs,, one on South Santa Cruz Ave segment and one on Alameda. Same with the Southbound direction. One on the North Santa Cruz segment should be in place do to all the complaints about speeders, especially before the problematic Sharon Rd/Oak Dell/Santa Cruz jog-intersection and crosswalk.

Eliminate Confusion, distraction and lane changing - On northbound Santa Cruz, just 100' before the Y a lane is added. Instead of just using the even flow of the current two lanes from Sand Hill to service the Alameda and North Santa Cruz traffic, this newly added lane creates confusing, distractions, and a extremely dangerous cycling situation.

By keeping the existing two lanes only and not adding a 3rd lane, traffic remains calm, and eliminates all of the requirement for over 5,500 lane changes per day. Changing lanes is hectic and motorists get confused, often in the wrong lane and needing to change again. Cyclists are pushed into the middle of the fray, as they too have to be changing lanes and occupy two lanes.

Keeping it simple, with just the two existing lanes from Sand Hill, calms the traffic flow, cyclists don't have to change lanes, and its less confusing.

Interestingly, during the busiest peak hour, because so many cars are changing lanes all over, the middle most lane is rarely used. The flowing traffic uses the left most lane (fast lane) primarily for

Alameda bound traffic, the right most newly added 3rd lane (is used for Santa Cruz) but the geometry of the lanes basically blocks the middle lane from much use.

Northbound traffic stop - The stop light at the Y would now affect all NB traffic, meaning that the light will turn red for about 13 and 22 seconds. It will then remain green for nearly a minute at peak times and remain green for longer periods during the rest of the day and evening.

This remedies a very serious and dangerous problem for those residents that live at and near the "Y" intersection of Santa Cruz and Alameda. They currently do not have a safe window to enter or exit their driveways and they only have a few seconds of visibility due to the curve. This stop provides them with much safer access and provides a short but needed reprieve for the residents further north on Santa Cruz ave. A traffic break of 13 to 22 seconds allows those residents to also more safely use their properties.

The impact on motorists would be that they could potentially be slowed down or stopped briefly 1 out of 4 or 5 times on thier NB Santa Cruz route. No major delay or impact for NB Alameda routes.

Pedestrian Activated Crosswalk Light - We have asked this for over a decade since our first fatality. All along the rest of Santa Cruz, there are now such activated Crosswalk Beacons that identify to all motorists that the crosswalk is in use. Palo Alto Way is a highly desired crosswalk and adding these Crosswalk Beacons or the recommended Hawk lights (as seen on El Camino in Atherton and Redwood City) are needed now.

This Pedestrian light would significantly improve safety at this crosswalk. Placement of these crosswalk lights at Palo Alto Way would not be impacted by long term changes to this portion of Santa Cruz, there will always be a need for this safety light signal that is only activated by pedestrians.

This item is moderately more expensive, yet this is a standard feature on Santa Cruz Ave in the Menlo Park segment. It is a "to do" item that, after over a decade of waiting, needs to be scheduled and installed as part of these near term action items.

Dangerous Alameda sidewalk Issues - These conditions along the roadway and pathway on Alameda continue to worsen. Reported back in August 2017, none of these dangerous conditions that could break a leg or ankle or worse have been addressed

These are dangerous conditions and put all people at risk. It is unacceptable to allow these conditions to remain, they need to at least have a temporary repair, especially if actual sidewalks are a year or 2 or 3 away.

These conditions are reported in the Safety Issues Report: #11 and #12

Bus Shelter at Palo Alto Way-Santa Cruz - This southbound bus stop needs to have a shelter

There has been some work to define where the bus stop shelter would be placed and it appears there is room. County and SamTrans need to finalize on this and schedule construction.

Speed Limits on Alameda - Business Dist - The speed limit is posted as 30 mph but that seems both unreasonable and unsafe

Business districts such as there should be 25 mph and there appears some code requirements to support this. Making this business district 25mph would not only be a more reasonable speed limit, but also set the mindset of motorists to continue

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Solve this simple math problem and enter the result. E.g. for 1+3, enter 4.

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Comments

Cj (not verified)

March 28, 2018 - 9:07am

[permalink](#)

Traffic Calming - removal of 3rd lane

Thanks All for the thoughtful discourse on this topic.

From my many chances to observe and drive through this intersection, I have always been nervous about the NB Alameda folks being stopped at a red light and the right slip lane to Santa Cruz going full bore at excess of 35mph - that speed differential gives little time to react and has to have resulted in confusion or rear end accidents. Never mind how hard it is to see those traffic lights at sundown at certain times of the year.

I know I sound like an Old Guy, but I will not sit in the right NB Alameda lane at that red light for fear of being rear ended (especially when I am waiting at that light on my bicycle or motorcycle with no protective steel around me).

I bet we could set up a neighborhood wireless camera pointed at that intersection, and in a few days, record several near misses, run red lights, and possibly accidents that are minor in nature. The "incident count" here is likely to be very high (Molly will concur).

And this is a bit farther than the "inexpensive, initial traffic calming ideas" goal of this thread, but I wonder if that slip lane continues to be green arrow most of the time, some curbs to delineate the separate Y, almost like an offramp, would help to visual channel folks the right way as well as slow people down (traffic calming). I guess that is similar to Nate's suggestion (and I do like the default of red light, instead of green. However, back on the dedicated off ramp lane, I recognize that curbs cost more money than painted lines and traffic light programming times.

Thanks for the hard work !

reply

NG (not verified)

March 28, 2018 - 9:11am

[permalink](#)

Lane reduction - an observation about a calmer road

I happened to be driving at ~3PM yesterday when road construction/closures resulted in a configuration very similar to the proposed changes. Shortly after turning left from Sand Hill, a lane closure in the far right lane required both lanes to merge into one lane. This had a very nice effect of slowing traffic to ~20 MPH until the 2nd lane was open.

The slip lane was partially coned off also -- resulting in the sharper right turn of the proposal. The entire lane was not closed which caused one driver some confusion and an unsafe merge back into the turn lane. Speeds were initially reduced because of the sharper turn however I observed several cars immediately accelerate to 35 - 40ish MPH just after the turn. IMO the sharper turn is not enough without reduced and enforced speed limits!

If I were President for life, I'd like to see a pilot that requires NB SCA traffic to merge into a single lane and a right turn only lane that might be a bit longer than the current "slip lane." The traffic signal at the Y would be reconfigured from the current nearly constant green (for the right turn) to constant red unless triggered. In addition, the periods of green free flow would be limited so the commuters on the Y can get out of their driveways without waiting forever.

reply

JD (not verified)

April 13, 2018 - 8:41am

[permalink](#)

Traffic Light on southbound Alameda at Santa Cruz

Yesterday I saw a car run the red light at the Y going from Alameda towards Sand Hill. The reason: it was dark and the placement of the light is awkward in that the light that turns green for people coming from north Santa Cruz, could be mistaken for a green light for the south bound Alameda traffic. If the light could be slightly rotated, or partially shielded, so that it is not so easily visible by traffic heading south on Alameda it might help.

reply

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