

Summary of Public Input/County Response

Date: June 4, 2008

No.	Public Input	County Response				Additional Remarks
		Referred to City	Referred to Maintenance	Will be Considered in Design	Out of Scope	

Bayshore

1	Traffic backs up on Oregon all the way past Greer				●	Congestion on 101 & merging traffic on 101 ramps cause backups spilling over to Oregon Expwy. This will require reconstruction of Hwy 101/Oregon Expwy/Embarcadero Interchange. Not part of this project.
2	The median between frontage rd & expressway is narrow forcing pedestrians/bikes to jump onto the Frontage Rd			●		
3	Foliage in item 2 creates visibility problem for pedestrians and bike	●				
4	SW radii is too large			●		
5	Enhance bike detection – general comment			●		
6	Bikes have to dismount to push PPB/jump over the medians			●		

Indian

1	Left turn onto Indian conflict with EB drivers accelerating in slow lane to make it to 101			●		
2	Left out of Indian onto Oregon is difficult			●		
3	Prohibit left turns from Oregon onto Indian in the PM peak or totally eliminate it			●		
4	Close the central median			●		
5	Provide Keep Clear legends			●		
6	No signal				●	New signal is not warranted

Greer

1	Vehicular Left turns onto Oregon/pedestrians & bikes conflict			●		
2	Jog on Greer is confusing			●		
3	Left turns onto Oregon are confusing/difficult			●		
4	Drivers squeeze to the right of vehicles waiting to turn left adding to the confusion, endangering bikes & jumping the rolled curb			●		
5	Indicate left turn paths from Greer onto Oregon on road to help reduce left turning confusion			●		
6	Provide left turn signals			●		
7	Provide two lanes of traffic on Greer – each direction, a left and a shared right/thru			●		
8	Problem in 1 exacerbated in AM due to low sun			●		
9	Enhance bike detection			●		
10	Bikes have to dismount to push PPB/jump over the medians			●		
11	Need better design for bikes			●		
12	Intersection complicated due to frontage road, creates safety problems			●		
13	No curb cuts – general comment			●		
14	Too long wait to cross Oregon even when traffic is light		●			
15	The central median is not wide enough				●	No room/no funding to widen median

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Greer (cont'd)

16	Prohibit right turn on red WB Oregon to NB to reduce confusion and conflicts at the frontage road		●	●		
17	Signalize frontage road				●	Signalization will result in substantial impacts to nearby residents, excessive delays, extra signal hardware, timing problems on Oregon & complex design & operation due to proximity of frontage road to Oregon Expwy
18	Visibility issue for WB bikes on frontage rd & WB right turning traffic from Oregon			●		
19	Add stop sign SB Greer coordinated with signals				●	Not appropriate at signalized intersections per State regulations
20	Install in pavement lighted crosswalk				●	Not appropriate at signalized intersections per State regulations

Louis

1	Tighten radii on the north side to slow right turns			●		
2	Difficult turning left from Louis onto Oregon/ vehicle conflict			●		
3	Left turns onto Oregon/pedestrians/bike conflict			●		
4	There are many crashes /year			●		
5	Provide left turn signals			●		
6	Louis not wide for traffic, bikes, students – prohibit parking			●		
7	Provide 2 lanes in each direction on Louis			●		
8	Straighten crosswalks			●		
9	Drivers use bike lanes to the right of cars waiting to make left adding to confusion and safety & endangering bikes i/c jumping the rolled curb	●		●		Vertical curbs to be considered to discourage drivers jumping the rolled curbs
10	Push buttons are not easily accessible to bicyclists			●		
11	Bikes have to dismount to push PPB/jump over the medians			●		
12	NB right turns do not yield to pedestrians			●		
13	Enhance bike detection			●		
14	SE corner is tight; cars drive on the sidewalk	●		●		Vertical curbs to be considered to discourage drivers jumping the rolled curbs
15	Sprinkler between his house on the south at Louis and Oregon is broken	●				
16	Drivers on Oregon making right do not stop at red light/conflicting with pedestrians	●		●		
17	Pedestrians are hidden by bushes	●		●		
18	Hedges SE corner blocking line of sight	●		●		
19	Pedestrians crossing times are short – general comment			●		
20	Medians are not wide enough - pedestrians get caught in the middle of Oregon			●		Timing provided is sufficient for pedestrian to cross the entire width of the expressway. Adding pedestrian countdown signal heads will clarify crossing time.
21	EB Drivers merge into right lane in advance and are in conflict with folks merging legally			●		
22	Provide 2 seconds of All Red interval			●		
23	Provide an all-way pedestrian phase				●	Ped crossing enhancement is included in all proposed design alternatives
24	Provide pop-up pedestrians signs with inroad lights –general comment				●	Not appropriate at signalized intersections per State regulations

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Ross

1	Close northerly leg of Ross south of frontage road			●		
2	Eliminate WB left turn onto Ross			●		
3	Difficult to cross Oregon during rush hours			●		
4	Uncontrolled intersection with various conflicts			●		
5	Do not close intersection			●		
6	Needs stop light					New signal is not warranted
7	Needs sound walls				●	Not part of the project – no funds available
8	Provide sidewalk on the south side for pedestrians/bikes to get to the signals @ adjacent intersections			●		Side walk is proposed on the south side on Oregon Expwy between Middlefield and Ross
9	Provide in-pavement lighted crosswalk					Pedestrians volumes are minimal – not warranted
10	Provide Keep Clear legends			●		
11	Do not install signal					New signal is not warranted

Middlefield

1	Enhance bike detection			●		
2	Congestion causes drivers short cutting thru the neighborhood – Cowper & Colorado or back ups on Middlefield			●		
3	Provide separate NB right turn lane			●		
4	Like existing signal system					Comment noted
5	Open up the frontage road to bikes at Middlefield				●	Frontage road is too close to a major intersection and opening it to bikes will create safety/operational issues
6	Conflict between right turning traffic and the pedestrians			●		
7	Provide pop-up pedestrians signs with inroad lights				●	Not appropriate at signalized intersections per State regulations
8	Add a shoulder or bike lane or sidewalk along the south side of Oregon Expressway between Alma and Middlefield.			●		Side walk is proposed on the south side on Oregon Expwy between High and Waverley, Cowper and Tasso, and Middlefield and Ross.
9	Why the corner sidewalks were modified so that the ramps now feed directly into the path of cars turning right, either from Middlefield onto Oregon or Oregon onto Middlefield? It is highly dangerous to pedestrians. Previously, the ramps fed into the cross walks. The problem is especially acute on the Southeast corner.			●		

Cowper

1	Put flashing lights at Cowper x-walks				●	Not appropriate at signalized intersections per State regulations
2	EB drivers make a fast right turn finishing into bicyclist area on the far side		●	●		
3	Signal fine as is					comment noted
4	EB drivers cut off to frontage road after Cowper thinking it's a right turn lane to Middlefield – needs better marking		●	●		
5	Speeding on Cowper	●				

Waverley

1	Do not install a signal					New signal is not warranted
2	No signal, remove x-walk if needed			●		
3	Install speed bumps on Waverley & Marion	●				
4	No signal, right turn only/left turn only or close access to vehicles from Waverley onto Oregon			●		New signal is not warranted

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Waverley (cont'd)

5	Several accidents on Waverley (Marion to Colorado)	●				
6	Make it safer for bikes/pedestrians to cross expressway					Traffic signal not warranted; bicycles/pedestrians can use nearby signalized intersections
7	Most drivers/pedestrians use the signal at Cowper or Bryant to cross Oregon or make a left out of Waverley onto Oregon					comment noted

Bryant

1	Push buttons are not easily accessible			●		
2	Takes long time to get out of the driveway along Bryant due to waiting traffic			●		
3	Confusion among motorists & bikes - position			●		
4	Enhance Bike detection			●		
5	Conflict between heavy right turning traffic and bikes			●		
6	Major x-town bike blvd – improve bike design/safety			●		
7	Close Bryant to traffic &/or except residents within two blocks	●				
8	Speeding on Bryant	●				
9	Disallow cars from using Bryant for it to be a true bike blvd	●				
10	EB right turning drivers have a poor visibility due to the hedge at the corner (SW corner)		●	●		
11	Poor visibility for pedestrians to red light runners		●	●		
12	SB limit line is too close to Oregon thru traffic			●		
13	Remove tree at the SW corner			●		
14	Widen sidewalks on the south side			●		Side walk is proposed on the south side on Oregon Expwy between High and Waverley
15	Frontage rd is confusing			●		
16	Put flashing lights at crosswalks				●	Not appropriate at signalized intersections per State regulations
17	Provide pop-up pedestrians signs with inroad lights				●	Not appropriate at signalized intersections per State regulations
18	Signal works fine as is –no change					comments noted

Emerson

1	Conflict between WB Expressway exiting traffic & Oregon Ave thru traffic; lack of yield signs		●	●		
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General Comments

1	Better timing/coordinate signals along Oregon			●		
2	Lacking/non-standard wheel chair ramps at several locations			●		
3	The push buttons are not easily accessible			●		
4	The medians intrude into the crosswalks			●		
5	Enhance loop markings			●		
6	Enhance x-walks with colored concrete/asphalt			●		
7	Pedestrians crossing times are inadequate			●		Timings are set per industry standards – adding pedestrian countdown signals will clarify actual crossing time
8	Drivers run red lights	●		●		As part of the project, new red light indicators will be installed to facilitate police for enforcement
9	Awkward side street left turns at many locations			●		
10	General safety concerns for bikes/pedestrians			●		Addressed under various alternates & project scope

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General Comments (cont'd)

11	Louis to ECR- no bike detection, crossing times not adequate, bike/vehicles conflict etc			●		
12	Consider red light running & speeding cameras for enforcement	●		●		As part of the project, new red light indicators will be installed to facilitate police for enforcement; County does not have speeding camera program
13	Enhance median landscaping			●		
14	Install low glare street lights			●		
15	Drivers don't stop/yield for pedestrians/red light running	●		●		Referred to City Police for enforcement
16	Increase speed limit on Oregon	●				
17	Provide school crossing guards	●				
18	Negligible police enforcement	●				
19	Maintain landscaping/foliage in the median/planting strip on the south side – need more vegetation; better maintenance; provide/fix broken sprinklers	●				
20	Make Oregon Ave a Bike Route	●				
21	Develop another cross-town bike blvd	●				
22	Visibility is an issue due to large bushes for pedestrians and right turning traffic		●	●		
23	Provide police enforcement	●				
24	Fix pot holes on Oregon		●		●	Referred to Caltrans for area easterly of Bayshore
25	Provide wide & continuous sidewalk along Oregon				●	Not possible due to right of way issues - alternate routes will be identified at missing locations
26	Bikes/pedestrians can't use Oregon to get to ECR from Middlefield without a detour				●	Major reconstruction of Alma interchange is required - not part of the project
27	Widen central median – not wide enough				●	Requires right-of-way and funding; funding is not available
28	Merging/visibility issues at Oregon/Alma				●	Requires major reconstruction – not part of project
29	Strengthen fences on the south side besides trees to protect people's homes/driveways				●	Out of project scope
30	Check ADA accessibility Oregon pedestrians/bike bridge over Hwy 101				●	Referred to Caltrans
31	Change name from Oregon Expressway to Page Mill Road				●	Not part of project scope
32	Lack of coordination between ECR & Ramos				●	El Camino traffic signal is maintained by State
33	Consider inroad lights at signalized intersections				●	Not appropriate at signalized intersections per State regulations
34	Install warning signs for pedestrians/bikes at signalized locations			●		
35	Too much traffic on Oregon					Oregon Expwy is a major arterial & its function is to carry traffic to minimize traffic on neighborhood roads
36	Traffic flows too fast	●				Oregon Expwy has the lowest posted speed limit of 35mph among all the other County expressways; referred to City Police for enforcement
37	Oregon not delineated properly between Bayshore & overpass over 101 & surface is bad					Referred to Caltrans Dist 4 for evaluation
38	Don't install additional traffic signal lights					New signal is not warranted
39	Establish a Web site for the project					Visit www.oregonexpressway.info
40	Check the 1960's referendum – changes to the expwy may be difficult –Palo Alto historian			●		Noted

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General Comments (cont'd)

41	Move to alternative modes reducing traffic, noise, delay times etc.			●		Oregon expressway vision is multi modal
42	Exist traffic noise & pollution is already bad – don't increase traffic volumes/speed limit	●				No plan to increase speed limit
43	Don't install sound walls/barriers				●	Ok, sound walls not within project scope
44	Appoint one contact person for ADA issues					Send email to <comments@oregonexpressway.info> or fax to (408) 298-3806 Attention: Oregon Expressway Improvement Project
45	Provide overpass/underpass for pedestrian safety at various locations - Louis, Bryant, Middlefield, ECR etc.				●	Overpass/underpass not within project scope; will require additional right of way and funding in the range of \$6-12M each
46	Road surface at US 101ramps is deteriorated					Referred to Caltrans
47	Noise at night due to police/ambulance using sirens					Emergency vehicles required by law to use sirens under certain conditions
48	Too many trucks on Oregon	●				Oregon Expwy is a truck route to mid-town
49	Driver on cell phone made sharp turn/not paying attention					comments noted
50	Check with PAUSD – Oregon may not align with school boundaries changes					Checked with PAUSD; some discussion has been going on but there is no solid plan to re-align boundary
51	Some added signage or warning lights might help to mitigate the number of accidents on eastbound and coming up out from the Alma underpass on Oregon Expwy		●			
52	Would it be possible to widen the Alma tunnel and remove the gates to make it more friendly to both pedestrians and bicyclists? Or perhaps build an overpass instead?	●			●	Oregon/Alma interchange modifications has been identified as a separate project
53	Bicycle tunnel bypass at Pagemill/I-280				●	Pagemill/I-280 bicycle crossing operational improvement has been identified as a separate project
54	Oregon Expressway & Alma going toward El Camino and turning left on Alma is very dangerous	●				
55	Narrowing the traffic lanes should reduce the actual speeds to be closer to the posted speed limit.			●		Will look into it during design phase; lanes have been narrowed and shoulders were created between W. Bayshore and Cowper