

List of Comments/County Response

February, 2009

The purpose of this spreadsheet is to list each type of comment received and to provide a response where appropriate. Comments that provide input/opinions where there is no response required are also listed to show the wide range of public input received.

No.	Public Input	County Response				Additional Remarks
		Addressed in Proposed Conceptual Alternatives	Referred to City	Will be Evaluated in Detailed Design	Out of Scope	
Bayshore						
1	Alt 1 is a good improvement	●				
2	Widen path, trim shrubs, improve ramps, cut median out of crosswalk	●	●			The extent of shrubbery trimming will be referred to the City in order to determine the best balance between comments #1 and #2.
3	Improve pedestrian landing onto frontage rd -do not trim shrubbery; it provides noise mitigation – residents will oppose it	●	●			
4	Make crosswalk landing safer onto Oregon Avenue	●				
5	Put a barrier at the pedestrian landing to prevent bicycles riding on to frontage rd			●		
6	Provide a safe way from the bicycle slot to go across Oregon	●				
7	Bicycles through pedestrian lane to gain access to bicycle landing area; would not use proposed bicycle slot			●		
8	Like right turn lane expansion	●				
9	Provide deterrent for cars coming off 101 going fast to make the light at W Bayshore			●		
10	Add signs			●		
11	Improve signage– Oregon ends both directions			●		
Indian						
1	Like closing median	●				
2	Concerned about median closures	●				
3	Don't like closing median because this will eliminate future bicycle lane possibility	●				Indian does not continue across Oregon Expressway (i.e., there is no Indian Drive on the north side of Oregon); therefore, motor vehicles, bicycles and pedestrians do not cross Oregon at Indian. A pedestrian path that connects from Greer is being considered by another project.
4	Closing the median prevents bicycle/pedestrian crossings	●				
5	Don't cut off the ability to cross Oregon (this relates to full & partial closure)	●				
6	Raised median is an added hazard					Raised medians are standard roadway features
7	Keep turns off Oregon open	●				
8	Keep turns onto & off Oregon	●				
9	Paint "Keep Clear" legends & stop eastbound center line earlier so westbound turning left can see the oncoming traffic			●		
10	Lefts at Indian have never been unsafe, Greer light is too long to make left turns	●				Collision data and traffic diversion figures are summarized in the Traffic Analysis Report.
11	Any Crash history to justify improvement					
12	Alternative will shift traffic to Greer and other streets					
Greer						
1	Either alt 1 or 2 is fine	●				
2	Don't make any change					Changes are needed based on community feedbacks
3	8 phase not as good as split phase	●				Alternative 2 is no longer being considered due to community feedbacks. The proposed 8 phase alternative provides the optimal and safest operation.
4	6 phase is safest for bicycles/pedestrian	●				
5	6 phase is better – 8 phase will back up cars	●				
6	8 phase will increase extent for No Parking; both 6&8 phase will require longer green time allowing less green time for Oregon	●				Impacts on green time on Oregon will be analyzed and documented in the Traffic Analysis Report. Changes are needed to improve operational safety.

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Greer (cont'd)						
7	Allow permitted/permissive left turns				●	Permissive left-turn is the current operation at this intersection where left turns can be made when there is a break in cross traffic. Proposed conceptual alternatives will protect left turns
8	Provide markers within intersection to help left turns out of Greer with or without 6 or 8 phase etc			●		
9	Prefer two crosswalks/don't like losing crosswalk	●				
10	What about a bicycle slot in the NB direction				●	Requires additional right of way
11	Likes the bicycle slot option					Alternative 2 is no longer being considered due to community feedbacks
12	Provide bicycle detection under all alts					It will be provided through a special bicycle push button at both approaches. It will also be provided in pavement where there are bicycle slots.
13	Create right lane, minimize bicycle/right turning conflict & provide bicycle detection					Alternative 2 is no longer being considered due to community feedbacks
14	Make pedestrian push button easily accessible to both bicycles & pedestrian			●		
15	Extend northeast corner median to slow right turning cars – add vertical curbs- improve northeast corner visibility			●		
16	Southbound vehicles don't know where to stop – at stop bar or before frontage rd					
17	Prohibit right turn on red when children are present				●	Not a MUTCD sign
18	Likes the alt 3 bicycle slot option & it is safer than other options					Alternative 3 was a "theoretical example for demonstration only" provided in response to comments inquiring about how closing the frontage road would look like.
19	Alt 3 is not practical					
20	Alt 3 is a great idea					
21	Agree with closure of Oregon St northbound but question need to seal off access to Oregon St between Greer and Louis					
22	Alt 3 frontage rd traffic big problem –where will traffic go					
Louis						
1	Both alternatives are ok	●				Alternative 2 is no longer being considered due to community feedbacks
2	Prefer alternative 2					
3	Don't make any change; loss of parking, longer green times allowing less for Oregon, parking shift etc					
4	Would like to see County implement alternative 1 this year					Construction tentatively to begin in 2010 to allow time for alternative decision making, engineering/design, and environmental clearance.
5	Allow permitted/permissive left turns				●	Proposed conceptual alternatives will protect left turns
6	8 phase is better for Louis – 6 phase not as good	●				Alternative 2 is no longer being considered due to community feedbacks
7	Important to avoid left turning vehicle/pedestrian & bicycle conflict	●				Proposed conceptual alternatives will protect left turns from conflicting vehicular/pedestrian traffic
8	Concern about loss of easterly x-walk for preschool kids at Louis & Garland	●				
9	Need two crosswalks	●				Proposed conceptual alternative will have 2 crosswalks
10	Concern about dropping bicycle lanes close to intersection; investigate room for bicycle lanes	●				
11	Provide bicycle detection			●		It will be provided through a special bicycle push button at all approaches. It will also be provided in pavement where there are bicycle slots.
12	Support any plan good for bicycles	●				
13	Keep right turning drivers off sidewalk corner	●				
14	Make corners tight for slow right turns	●		●		
15	Cut short Double Yellow Line (dotted yellow line) before Louis to access the driveway			●		It is legal to go over dotted yellow line to make left turns in & out off a private driveway on a residential street

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Louis (cont'd)						
16	Concerned about loss of parking					
17	Reduce traffic on Louis is good					Potential improvement in traffic flow and reductions in delay will be analyzed and summarized in the Traffic Analysis Report.
Ross						
1	Like closing median					Alternative 1 is no longer being considered due to community feedbacks
2	No change needed; small, raised median is an unnecessary hazard. If commuter through traffic is a problem, suggest a raised fire-engine-only barrier midway down Ross.					
3	Prefers Alt 1 because Alt 2 does not address left turn conflict issue – It does not preclude future plans for bicycle blvd etc					
4	Alt 2 is inconvenience for our family, but safer	●				
5	Prefer Alt 2	●				
6	Do not close Ross to traffic from Oregon	●				
7	Do not pursue either Alt 1 or Alt 2, they will shift traffic to Middlefield (or Garland) causing more congestion on Middlefield; pedestrian & bicycles will have long detours & divide the city					Alternative 1 is no longer being considered due to community feedbacks. Traffic diversion figures are summarized in the Traffic Analysis Report.
8	Maintain left in & out					
9	Do not restrict left turns from Oregon during peak hrs	●				
10	Left turn restriction in and out may be ok during certain hours	●				
11	Install traffic signal at Ross to facilitate left turns out of Ross on to Oregon	●				Proposed conceptual alternatives include option without installation of traffic signal
12	Do not install traffic signal on Ross	●				
13	Maintain pedestrian/bicycle access to cross Oregon	●				Proposed conceptual alternatives is consistent with the future bicycle boulevard concept
14	Keep it open for bicycle blvd with a light	●				
15	Provide pedestrian light	●				
16	Do not close the median; pursue alt 2 with a signal for a future Ross bicycle Blvd now	●				Alternative 1 is no longer being considered due to community feedbacks
17	Prioritize Ross Road Bicycle Boulevard in City engineering projects	●				Proposed conceptual alternatives is consistent with the future bicycle boulevard concept
18	Synchronize a Ross Road bicycle/pedestrian light with the Middlefield light to improve signal timing along Oregon Expressway	●				
19	Both alternatives include crosswalks – not safe to cross street	●				Proposed conceptual alternative includes removing the existing crosswalks (the "x's" on the diagram mean removal, please see legend on plans).
20	Make the crosswalks more prominent/better signage	●				
21	Install pedestrian activated solar powered light (in-pavement lights)				●	In-pavement pedestrian LED striping may be used at intersections without traffic lights/stop signs; however, they are not being considered for use on expressways due to high traffic volumes.
22	Install large "NOT A through Street" sign					Ross is a through street - the sign is not feasible
Middlefield						
1	It's a mess – spend money to fix it/keep traffic moving; Middlefield is a high priority intersection for improvement	●				
2	Would like to see improvements made - loss of few trees is fair price for the good of community as a whole (move cars; lower exhaust fumes) – affected trees can be replaced or relocated	●				
3	Make improvements to reduce cut through traffic onto parallel streets	●				
4	Keep traffic moving /arterial route/needs to absorb traffic	●				
5	Signal efficiency is key – this is the bottle neck	●				

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Middlefield (cont'd)						
6	Fix lights on Middlefield	●				
7	Parking on Middlefield calms traffic & the back ups discourage more traffic on Middlefield -- don't make any changes to Middlefield					Parking on Middlefield at Oregon Expressway will remain the same
8	Does not like any of the alternatives due to loss of landscape strip/opposed to it/no data to support it/city general plan policies against widening etc	●				
9	Intersection operates excellent; don't fix it					
10	More lanes on Middlefield will attract more traffic					Potential improvement in traffic flow and reductions in delay will be analyzed and summarized in the Traffic Analysis Report.
11	Provide minimal changes so as to not attract more traffic	●				
12	Oppose Middlefield due to loss of trees, loss of landscape buffer, pedestrians/bicycles next to vehicular traffic, more traffic & speed on Middlefield, etc.	●				
13	Alt 1 is the least desirable					
14	Only consider changes per Alt 1 if big improvement could be shown – reduction in delay, queuing etc.					Alternative 1 is no longer being considered due to community feedbacks
15	Prefers Alt 2 with lesser foliage loss or mitigations	●				
16	Worst intersection –improvements are needed –no need for NB right turn lane	●				
17	Prefer exclusive right turn lane because one through vehicle blocks right turns	●				
18	Alt 3 may be ok subject to studies/data plus concerns about more cars on the street & pedestrian walking next to the traffic etc	●				
19	Prefer Alt 3	●				
20	Saving all trees but 4 for better flow of traffic helps everybody every day	●				
21	Do a variation of Alt 3 keeping as many trees as possible	●				
22	Okay with 9-foot lanes of Alt 3 but without removing trees	●				
23	Change is ok, but concerned with loss of trees	●				
24	Why take 5 trees out to accommodate commuters an hour a day	●				
25	Replace removed trees per City of Palo Alto guidelines	●				Appropriate City and County policies will be followed if tree removal/replacement is involved.
26	Preserve landscaping strip and trees	●				
27	Why keep 2' of landscaping buffer, trees will be gone & 2' not enough for tree growth	●				
28	Concerned about loss of landscape strip – keep at least 1' to 2' landscape strip buffer	●				
29	Not sure about a right turn lane on northbound Middlefield due to loss of landscaping buffer	●				
30	Prefer wider lanes	●				
31	Prefer less widening & narrow lanes so cars would expect bicyclers in the travel lanes	●				
32	Consider changing southbound curb lane to right turn lane only	●				
33	Consider one lane in each direction & left turn lane in the middle on Middlefield				●	Two through lanes are existing configuration. Reduction to one through lane on both directions will significantly increase delay
34	Neither alternative is acceptable – change left lane to exclusive left and right lane to through/right, Removal of trees/landscaping is a major concern – affects quality of life, removes buffer, bad idea, makes pedestrian usage of sidewalk dangerous etc	●				
35	Alt 4 – proposes to restripe 5 lanes south of Oregon as in Alt 2, extend 2 through lanes southbound up to California and maintain 6 phase				●	
36	Need an alternative to make improvements without widening –make improvements within the footprint of the road	●				
37	Extend no parking zones to allow more cars to go through the lights; extend green time for Middlefield		●			

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Middlefield (cont'd)						
38	Consider traffic patterns at Jordan school driveway west of Garland relative to improvements at this location			●		
39	Biggest improvement will be to improve flow at this location, but by timing signals during non-peak			●		
40	Prohibit right turn on red during school commute hours			●		
41	Provide bicycle lanes on Middlefield				●	A significant amount of additional right-of-way would be required to add bicycle lanes
42	Consider two ramps, one for each x-walk – ramp in the middle specially acute at the SE corner	●				
43	Not enough room for bicycles - pedestrian & bicycles share sidewalk on southwest side, widen southwest corner	●				
44	Consider shade and bench at southeast corner, wide medians, wider stop bars				●	There is insufficient right-of-way for a bench and a wide median. Stop bar width will meet engineering standards.
45	Increase amount of time pedestrian has to cross Oregon Expressway			●		
46	Consider audible signals for hearing impaired			●		
47	Install speed cameras on Oregon @ Middlefield		●		●	Traffic speed limits on Oregon Expressway are enforced by City Police not by speed cameras
48	Don't reduce landscape strip to put bicycle lanes, unless sound walls can be installed	●				Installing sound walls is not part of the project scope and is not an eligible use of the grant funds. New proposed alternatives have been developed without reduction of landscaping.
49	Map doesn't show N-S & E-W directions	●				Noted
50	Clearly show limit of work	●				
51	Improvements at Middlefield will improve traffic flow, but doubt if it will help at another locations					Potential improvement in traffic flow and reductions in delay will be analyzed and summarized in the Traffic Analysis Report.
52	Absent changes at ECR but changes at Middlefield?				●	El Camino Real at Oregon-Page mill intersection belongs to the State
Cowper						
1	Alt 1 is an excellent idea, please do it	●				
2	Against Alt 1– it will draw more traffic	●				Traffic diversion figures are summarized in the Traffic Analysis Report.
3	Add traffic calming to slow traffic at Cowper/Oregon intersection; do not facilitate "flow-through" shortcutting traffic (I.e., Cowper/Colorado and Cowper/Marion shortcuts)		●			
4	Allow permitted/permissive left turns				●	Permissive left-turn is the current operation at this intersection where left turns can be made when there is a break in cross traffic. Proposed conceptual alternative will protect left turns
5	8 phase will make it less safe – removing light will make it safer				●	Removing traffic signal at Cowper is not in consideration due to current traffic conditions.
6	Maintain status-quo because 8 phase will require greater extent for No Parking; 6&8 phase will require longer green time allowing less for Oregon/attract more traffic to cut through the neighborhood etc, loss of parking, no room on street etc					Potential improvement in traffic flow and reductions in delay will be analyzed and summarized in the Traffic Analysis Report.
7	Supports same as Alt 3 at Greer				●	Alt 3 at Greer was a "theoretical example for demonstration only". Closing off the frontage road is not being pursued for any intersection due to traffic circulation needs.
8	Folks block the frontage rd		●	●		Referred to City for police enforcement. Will consider striping, etc., to discourage blocking frontage road in detailed design.
9	Consider No Right Turn on Red			●		
10	Existing green light for cross traffic is too short for bicycling			●		
11	Can't comment – don't understand proposed changes – no key to the bold/dotted/crossed lines	●				
Waverley						
1	Either alt is ok	●				
2	Like closing median	●				The option to close the median was developed for consideration but no longer being considered due to community feedbacks.

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Waverley (cont'd)						
3	Do not close the median	●				
4	Alt 2 is better than Alt 1 – less impact on the neighborhood	●				
5	Opposed to both alts - they will increase traffic on other streets and create N/S divide					Traffic diversion figures are summarized in the Traffic Analysis Report.
6	Why make any changes at Waverley – Any crash history to support changes!					Collision data is summarized in the Traffic Analysis Report.
7	Only right turns should be allowed off Waverley	●				
8	Allow left turns during peak hours	●				
9	Left turn restriction in and out may be ok during peak hours	●				
10	“No left Turn” prohibition	●				
11	Keep Waverley open to turns from Oregon	●				
12	Keep Waverley open to turns onto & off Oregon					Left turns out of Waverley is not recommended without signal control
13	If median closed – allow bicycles/fire trucks/ambulances to go through					Allowing fire trucks/ambulances is not feasible while blocking through vehicles
14	It will shift left turning traffic to Bryant & Cowper – review need to extend left turn lanes at Bryant & Cowper			●		Traffic diversion figures are summarized in the Traffic Analysis Report.
15	Prefers Alt 1 with traffic signal to reduce load on Cowper				●	
16	Signalize Waverley				●	The traffic conditions at Waverley do not meet minimum traffic engineering requirements for a traffic signal (i.e., a signal warrant)
17	Opposed to signal	●			●	
18	Prefer removing x-walks for safety at the expense of some inconvenience to his family	●				
19	Allow pedestrian/bicycle crossings at Waverley					Option is not recommended without signal control
20	Keep it open for pedestrian/bicycle riding					
21	Install in-pavement lights on the crosswalks				●	In-pavement pedestrian LED striping may be used at intersections without traffic lights/stop signs; however, they are not being considered for use on expressways due to high traffic volumes.
22	Study calls for making pedestrian/bicycle friendly improvements. Poor visibility for x-walks at night – provide lighted x-walks/signage				●	
23	Consider providing right turn lane from Oregon to NB Waverley				●	There is no room on Oregon to accommodate a right turn lane
24	Eliminate Waverley to Loma Verde commuter raceway				●	
25	Waverley is misspelled – correct the spelling to garner neighborhood support					Noted
Bryant						
1	Having more signal phases makes sense	●				
2	Allow permitted/permissive left turns					Permissive left-turn is the current operation at this intersection where left turns can be made when there is a break in cross traffic. Proposed conceptual alternatives will protect left turns
3	Leave as is					Improvements are needed based on community feedbacks.
4	Eight phase is best for bicycles					Alternative 1 is no longer being considered due to community feedbacks
5	Like the left turn option in Alt 1					
6	Need two crosswalks					
7	Alt 2 but leave northbound as is	●				
8	Bryant too narrow for Alt 1 proposed lane changes					
9	8 phase will require greater extent for No Parking; both 6&8 phase will require longer green time allowing less green time for Oregon; status-quo is the best					Potential improvement in traffic flow and reductions in delay are analyzed and summarized in the Traffic Analysis Report.
10	Three lanes on Bryant reduces available road width and may be problematic for (presumably Police) to pull vehicles over to the side	●				
11	In favor of improvements, but not northbound three lanes & prohibition of parking, backing out big issue with driveways being close to intersection	●				Modified alternative will not alter existing parking at Bryant

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Bryant (cont'd)						
12	Opposed to creating northbound left turn lane – problematic for eastbound right turning traffic	●				
13	Provide bicycle slots in both directions – not southbound only				●	There is not enough right-of-way to create bicycle slot on northbound
14	Makes no sense to direct bicycles out of the way of through traffic					Noted
15	Will support any plan supported by bicyclists	●				
16	Restrict northbound right turns; allow through/left turn traffic only with bicycle lanes		●			Any changes to Oregon/Bryant similar to Embarcadero/Bryant are up to the City
17	Don't like any of the alts – Dedicate Bryant to bicycles – consider/prohibit through/left vehicular movements out of Bryant similar to Embarcadero/Bryant		●		●	
18	Poor sight line for eastbound drivers turning right onto Bryant			●		
19	Drivers run red lights at this intersection		●			Referred to City Police for enforcement
20	Install electric speed sign on Oregon west of Bryant				●	
21	bicycle community not aware of the project					Palo Alto Bicycle Advisory Committee is participating in the project review
22	Should not have included Alt 3 as an alternative					Alternative 3 was a "theoretical example for demonstration only" provided in response to comments inquiring about what closing the frontage road would look like.
23	Can't fathom staff goal to close frontage road in Alt 3					
24	Alt 3 will correct drivers dodging stop signs/traffic signals					
General Comments						
<i>General comments relating to multiple intersections</i>						
1	Methodology for changes is flawed; need exist & projected data, reduction in crashes, travel times, queuing, delays, shift of traffic, volumes, impact on emergency vehicles etc & justification for each alt/project					Traffic/collision data and traffic diversion figures the alternatives are summarized in the Traffic Analysis Report, to be posted on website when available
2	Do not like any alternates/opposed to any changes					
3	Support improvements from Louis to W Bayshore – more work can be done to resolve the Middlefield issue and Midtown Residents Association (MRA) can provide better communication and partnership to resolve the debate	●				
4	Supports Oregon changes, especially Middlefield improvements & timing lights along Oregon	●				
5	Partial or full closures of Indian, Waverley & Ross creates a barrier between north & south/a major issue when Expressway approved by voters etc/no data for need	●				
6	Oppose closures due to shift of traffic, avoiding lights to cross Oregon, convenient access, N/S divide, ease of crossing most of the times except peak hours when folks use other streets, etc.	●				
7	Non-signalized intersections of Waverley, Indian & Ross have less crashes than signalized intersections					Collision data is summarized in the Traffic Analysis Report.
8	Removing cross traffic by closing access to side streets will increase back ups on Oregon & Middlefield & Speeds on Oregon	●				Traffic diversion figures are summarized in the Traffic Analysis Report
9	Adding lanes to cross streets will encourage more traffic plus impact parking	●				
10	General concern about loss of parking for side street residents	●				
11	Prohibiting parking close to intersection is good	●				
12	Best operating arterial in the city – wish county was in charge of Embarcadero & San Antonio	●				

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General Comments (cont'd)						
<i>General comments relating to signal operations</i>						
13	Do the non-signalized intersections include same 8 or 6 phase alternatives as displayed during oral presentation?					No. Non-signalized intersections will remain unsignalized and have different considerations
14	Won't 6 or 8 phase operation need more time creating less time for Oregon?					Potential improvement in traffic flow and reductions in delay will be analyzed and summarized in the Traffic Analysis Report.
15	Better timing of lights will keep traffic moving on Oregon, discouraging traffic from using other streets					Timing of signals is subject to improvements on Middlefield
16	Provide all-way green for side streets (presumably 6 phase) + dedicated left turn lanes					Alternatives for the signalized intersections include such improvements at some intersections
17	Provide timed signals west to east direction					Timing of signals is subject to improvement on Middlefield
18	Time signals at slower speeds					Signals will be timed based on posted speed limits
19	Link the blinking don't walk red hand to a blinking red or over yellow for crossing traffic to improve traffic flow on Oregon				●	This is not a feasible or acceptable use of the blinking "don't walk" signal. The blinking signal is timed to give pedestrians already in the intersection time to finish crossing while the signal light is still green. A solid "don't walk" signal is used when signal goes yellow to tell pedestrians that they should no longer be in the intersection.
20	Until the light timing at ECR can be addressed, timing signals on Oregon will only cause more back ups at ECR			●		Traffic signal at Oregon/El Camino Real is maintained by the Caltrans
21	Countdown pedestrian signals are a good idea	●				Pedestrian countdown signals are part of this project and some have already been installed along Oregon Expressway
22	Extend pedestrian signal timing by 2 to 3 seconds – lack of ramps slows down wheelchair crossings			●		Wheel-chair accessible ramps are included in all proposed conceptual alternatives.
23	Shorten cycle lengths and provide longer green times for bicycles to cross Oregon			●		Cycle length on Oregon Expressway can be shortened only if Middlefield is improved. Middlefield is the controlling intersection (see traffic analysis report).
<i>General comments relating to bicycles</i>						
24	Don't put bicycle lanes on Oregon					Project does not include bicycle lanes along Oregon Expressway
25	Consider bicycle route signs on Oregon to denote bicycle routes				●	County policy is to delineate expressways for bicycle use but not designate expressway shoulders as bicycle lanes or bicycle routes. Signs indicating cross-street bicycle routes can be considered in consultation with the City.
26	Not enough shoulder for bicycles	●		●		
27	Improve line of sight for driveways to better see bicycles	●	●			
28	Add bicycle loops on all side residential streets			●		Bicycle loops are only feasible with bicycle slots; they will be provided where bicycle slots exist
29	Plan does not provide bicycle boulevard enhancement east of Middlefield Road, rather removes one					Plan does not remove any existing bicycle boulevards. Modifications can be made to intersections as part of future City bicycle boulevard projects.
<i>General comments relating to pedestrians</i>						
30	Drivers don't yield to pedestrians/bicycles, corners lack curb ramps, x-walks lead into poles & bushes	●				Project includes new curb cuts and removing obstacles along crosswalks
31	Replace rolled curb with vertical curb when prohibiting parking to discourage sidewalk riding			●		
<i>General comments relating to other issues</i>						
32	Provide continuous sidewalk on south side/ retaining foliage					Proposed new sidewalk locations were developed as part of the 2008 Update to the Comprehensive County Expressway Planning Study. Based on comments received, the 2008 Update Oregon Expressway pedestrian route plan was modified to change the recommendations for new sidewalk between High Street and Waverley to be very long term triggered if area redevelops or pedestrian demand is present. Please see www.expressways.info for more information.
33	Add sidewalk between Midtown & Oregon bicycle bridge					
34	Eliminate proposed sidewalk between Bryant & Waverley – not enough foliage – foliage mitigates sound; isolate sound wall – poor idea					
35	Do not install new sidewalk; Need landscape strip for sound mitigation - Landscape is only 4' close to South Court – Oregon Ave already has sidewalk					

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General Comments (cont'd)						
<i>General comments relating to other issues</i>						
36	Provide police enforcement for red light running		●		●	Referred to City Police Department. New rat boxes are effective tools proven to enhance red light enforcement
37	Concern about use of rat boxes & associated enforcement sirens noise		●			Rat boxes are an enforcement tool to control red light running, which many residents say is a major problem along Oregon Expressway. Concerns about enforcement sirens will be referred to the City Police.
38	Spend the money on red light cameras and enforcement rather than improvements				●	These are not eligible uses for the project's grant funds.
39	Consider speed bumps to slow down vehicles		●		●	Speed bumps on the cross streets would be a City project
40	Consider Traffic impacts of new purposed police station & other developments on Park Blvd & Oregon improvement		●			Development impacts & related mitigations are generally part of environmental analysis for the land use developments to be done by the City
41	Add bulb outs at all locations except W Bayshore, Middlefield, & Bryant like Louis			●		
42	Do not cut trees and bushes from Oregon					Project does not include removing trees along Oregon Expressway
43	Do not install sound walls				●	Sound walls are not part of the project and are not an allowable use of the grant funds
44	Install sound walls on Oregon prior to other improvements				●	
45	Improved/widened landscaped medians				●	There is no right of way to widen medians.
46	Consider alternative asphaltic concrete surface reducing noise					Will refer to maintenance
47	Oregon onto 101 north needs improvement/also serious potholes in the area				●	Caltrans has been notified of potholes and VTA has been asked to prioritize improvements to the 101/Oregon interchange
48	Paint "keep clear" legend on Middlefield at Garland		●		●	These locations are on city streets outside the boundaries of the Oregon Improvement project.
49	Spend funds changing Alma to an expressway & improve Alma/Embarcadero interchange		●		●	
50	Install "no turn on red when children present" at N California/Middlefield		●		●	
51	Connect pedestrian bridge over 101 to S Palo Alto – widen Frontage rd to get to Greer Park		●		●	
52	Bus stop on SB Middlefield at Colorado is very unsafe. The shelter blocks the entire sidewalk and much of the space between the shelter and the curb. Strollers are almost over the curb as they try to go around the shelter. Very dangerous with traffic and literally inches from the space around the shelter.				●	Valley Transportation Authority (VTA) staff reviewed site in field to confirm that the clearances meet ADA regulations. The distance from face of curb to closest shelter leg is 48" which exceeds ADA. The shelter is safe as-is. Another option is to remove the bus shelter, which is not desirable by those who have to wait for the bus under the sun. Please call VTA at (408) 321-5800 ref # 71239 for further discussion.
53	Spend money to fix Alma intersection				●	The Oregon/Alma interchange is not part of the project scope. This is a separate project identified in the Comprehensive County Expressway Planning Study that is estimated to cost \$130 million to replace and improve.
54	Provide flyover at Oregon/ECR				●	Not an eligible use of the project's grant funds
55	Install a RAT box at ECR/Oregon				●	This signal is outside the project's scope
56	Spend funds on transit alts				●	Not an eligible use of the project's grant funds
57	Put Park/Ride lot at 101 and provide shuttle to Stanford Research Park				●	
<i>General comments relating the community outreach process</i>						
58	People were not allowed to vote for "status quo" except for "write-ins" which reduces votes					No Change/Status Quo option is available if all other options are found to be infeasible & unacceptable to the community at large & policy makers
59	Is there a "no change" option; opposed to the project					
60	Questionnaire at the top only include positive aspects. Include negative aspects also					The pros & cons lists were included on each preliminary conceptual alternative drawing
61	The common signalized intersection improvements indicated on the top of the questionnaire are excellent					

No.	Public Input	County Response				Additional Remarks
		Addressed in Proposed Conceptual Alternatives	Referred to City	Will be Evaluated in Detailed Design	Out of Scope	
General Comments (cont'd)						
<i>General comments relating the community outreach process</i>						
62	Low turn out on June 9 due to final week of school & graduations/not informed about meeting					Approx 70 people attended the meeting; others reviewed the preliminary conceptual alternatives and provided comments via email or by fax/post; in addition, a 3rd community meeting will be held in early 2009 to review the proposed conceptual alternatives
63	Meetings were published as improvements to Oregon & not side streets diminishing side street affected residents interest in attending meetings include Middlefield residents/misleading postcard invitation					
64	Excellent Meeting					
65	Restart the process					
66	8/28 meeting was waste of time, no new info/data given, sound system was bad - NEED DATA/JUSTIFICATION to provide input					8/28 meeting was arranged at the special request of MRA and MRA invited its members. Traffic data is summarized in the Traffic Analysis Report
67	Improve your website to look similar to sfcta.org/content/view/425/252/					Web site now has all the information available at the June 9 meeting. Proposed conceptual alternatives and the Traffic Analysis Report will be available on the web prior to the next community meeting in January 2009. Website updates is an ongoing process
<i>General project questions</i>						
67	What is the cost of the project?					\$3.5 million is available – Actual project cost cannot be determined until the preferred alternatives are selected and designed
68	Will facilitating traffic on Oregon discourage cut through traffic through neighborhood streets?					Traffic is cutting through the neighborhoods due to congestion, especially at Middlefield. Any improvements will help motivate drivers not to cut through neighborhoods
69	Is there a significant number of accidents?					Collision data will be summarized in the Traffic Analysis Report.
70	Why improve flow on Oregon with back-ups at both ends?					Improvements at ECR & US 101 are being considered by the City of Palo Alto & VTA respectively
71	Who will prepare the environmental documents?					The County is the lead agency and will be responsible for preparing environmental clearance documents once the scope of work has been finalized.
72	Who was informed about the public meetings?					Notices were mailed to all within 1/4 mile radius of project limits, members of PABAC, affected PTAs & neighborhood associations. Meetings announcements were advertised in local newspapers.
73	Web site had no info about Bryant, Waverley etc as of 8/25, why not?					Web site now has all the information available at the June 9 meeting. Proposed conceptual alternatives and the Traffic Analysis Report will be available on the web prior to the next community meeting in January 2009.