

Oregon Expressway Improvement Project Community Outreach Report (April 2008)

Community Outreach Process

The Santa Clara County Roads and Airports Department has initiated the planning phase for a project to make operational improvements along Oregon Expressway. The goal of this project is to improve conditions for all modes of travel both along the expressway and crossing the expressway. Extensive community outreach is a key component of the planning phase. To kick off the project, several forums were provided to receive input about the public's experiences in using Oregon Expressway and types of improvements they would like to see. These forums included:

- A community workshop on April 3, 2008, at the Jordan Middle School.
- A project e-mail address for people to submit comments.
- A phone number where people could call in comments or request a questionnaire to fill out.
- Questionnaires that could be mailed or faxed to the County.

The April 3 workshop was widely advertised. Over 3,000 postcards¹ were mailed to residents living near the Expressway. Notices were posted in both local newspapers (*Palo Alto Daily* and *Palo Alto Weekly*) and the *Palo Alto Daily* wrote an article about the project and the workshop. E-mails were also sent to various community/neighborhood groups asking them to notify their memberships about the workshop.

At the workshop, a presentation was given about the history of the improvement project, project funding, and project timeline. After a brief question and answer period, participants were asked to walk about the room and provide comments related to the intersections along Oregon Expressway. There were 3 mechanisms for submitting comments: 1) fill out expressway and intersection questionnaires,¹ 2) write on aerials of the intersections, and 3) talk to a County or City of Palo Alto staff representative who helped put the comments in writing.

The volume of comments received during the workshop and for the remainder of April was very high. Seventy-four people attended the workshop. In addition, several dozen e-mails, mailed/faxed-in questionnaires, phone messages, and other written comments were received after the meeting.

¹ The postcard advertising the community workshop and the two types of questionnaires used to gather input are posted on the project website at www.oregonexpressway.info.

Public Input Report

This report focuses on key themes in the comments for the expressway and each intersection rather than providing a list of every single comment. These comment themes include all issues related to Oregon Expressway, including those outside the scope of the Oregon Expressway Improvement Project. There were also a few comments about city and Caltrans streets that are not part of the Oregon Expressway corridor. These comments are not included in this report, but they have been shared with the appropriate jurisdiction. Full and partial transcripts of all written comments received are available upon request.

It is important to note that some people's comments may be captured two and three times. Namely, if a participant submitted the same written comment through various input mechanisms (i.e., questionnaires, aerial map comments, and e-mails), they are shown as separate comments. Another important note is that the quantitative public input from the questionnaires is not from a scientifically representative sample. The questionnaire responses as well as the written comments represent the opinions of those who chose to participate and are not considered statistically valid for projecting the data out to the general population.

The organization of this report is as follows:

- A 2-page synopsis of the major themes from the community outreach regarding the expressway and intersections.
- A 2-page summary of the questionnaire results and written comments regarding the operation of Oregon Expressway (not regarding specific intersections).
- A summary of questionnaire results and written comments for each intersection (ranges from 1/2 to 2 pages per intersection).

Report Synopsis

Oregon Expressway as a whole was rated good/fair in overall performance. The majority of concerns focused on the following issues:

- Congestion and delay at red lights were frequently indicated as problems for the expressway. There were many requests for improved signal timing.
- Motor vehicles traveling along the expressway are speeding.
- Safer pedestrian, bicycle, and wheelchair crossings of Oregon Expressway are needed.

Intersection specific questionnaires and comments were received for eleven (11) intersections between El Camino Real and Bayshore Road. Key findings include:

- As shown below, Waverley generated the largest number of completed intersection questionnaires (24), followed by Greer (19), Middlefield (15), Louis (14), and Bryant (10). The number of e-mails and other written comments submitted generally followed the same pattern in terms of quantity of responses per intersection.

Intersection	Number of Respondents ¹	Average Performance Rating
Waverley	24	Good
Cowper	3	Good
Bryant	10	Fair
Middlefield	15	Fair
Ross	5	Fair
El Camino	3	Fair/Poor
Louis	14	Poor/Fair
Greer	19	Poor/Fair
Alma	1	Poor
Indian	1	Poor
Bayshore	1	Poor

¹ This is the number of questionnaires returned by intersection providing a performance rating. This number does not include the number of people providing comments about the intersections separate from the questionnaire.

- The average performance ratings for the intersections indicated general satisfaction with Waverley and Cowper (rated as Good). Bryant, Middlefield, and Ross were rated as Fair, while El Camino, Louis, and Greer were between Poor and Fair. Although the remaining three intersections were rated as Poor, only one questionnaire was submitted for each so they represent only one person's rating.

The most frequent comments about each intersection were as follows:

- El Camino Real – Right turn lanes are needed on the southeast corner (from northbound El Camino to eastbound Oregon) and northeast corner (from westbound Oregon to northbound El Camino). A driveway close to the southeast corner creates a traffic flow problem.
- Alma interchange area – The merges entering and exiting Oregon Expressway present problems due to impaired line of sight and driver behavior.
- Bryant – Make the intersection safer for pedestrians and bicycles to cross Oregon Expressway.
- Waverley – Oppose adding a signal because it would change the character of Waverley into a thoroughfare. Respondents indicated they cross Oregon Expressway using the signals at Cowper and Bryant and presented divided opinions about whether the median should be closed.
- Cowper – Comments ranged from intersection is okay as is to concerns about driver behavior and a couple of requests for pedestrian and bicycle crossing improvements.
- Middlefield – The two major areas of concern were: 1) congestion at the intersection causes back-ups on Middlefield with a request for a dedicated right-turn lane from northbound Middlefield to Oregon Expressway; and 2) safety improvements are needed for pedestrians and bicyclists crossing Oregon Expressway.
- Ross – Eliminate or limit access to Ross on the north side to stop cut-through traffic using Ross/Garland to access Middlefield. There were differences of opinion about how best to deal with the unsignalized intersection ranging from no changes to add a signal.
- Louis – The two major areas of concern were: 1) vehicle conflicts in intersection with several requests for left-turn signals from Louis to Oregon Expressway; and, 2) a significant number of safety issues for pedestrians and bicyclists crossing Oregon Expressway.
- Greer – The two major areas of concern were: 1) vehicle conflicts in intersection with several requests for left-turn signals from Greer to Oregon Expressway and/or pavement striping to direct traffic; and, 2) a significant number of safety issues for pedestrians and bicyclists crossing Oregon Expressway and Oregon Avenue.
- Indian – Suggestion to eliminate or restrict westbound Oregon Expressway left turns onto Indian due to the risk of collision with eastbound Oregon Expressway traffic during commute hours.
- Bayshore – Safety concerns about the pedestrian and bicycle connection between Oregon Expressway and Oregon Avenue.

Oregon Expressway

Questionnaire Results

Seventy-seven (77) expressway questionnaires were returned. The key results were as follows:

- Respondents are regular and frequent users of Oregon Expressway – 86% of the respondents stated they use Oregon Expressway 4 to 7 days a week, while another 12% reported using the expressway 1 to 3 days a week.
- Almost everyone uses a motor vehicle to travel the Expressway, but a significant number also bicycle and walk. In fact, only 34 respondents (45%) reported motor vehicles as their sole travel mode, while 41 (55%) reported using multiple modes to travel the expressway:

Mode	Number	Percent ¹
Motor Vehicle	75	97%
Bicycle ²	25	33%
Walk ²	33	44%
Wheelchair	1	0.1%

¹ Percent total is greater than 100% due to multiple responses.

² All walking and bicycling responses are included; however, some respondents discussed walking and bicycling across the expressway rather than along the expressway on the questionnaire.

- While the whole length of Oregon Expressway from El Camino Real to US 101 is used by many respondents, the segment between Bryant Street and Louis Road received the heaviest response for segments typically used (68% of respondents).
- On a performance scale of Poor to Excellent, the average rating for the expressway was between Good and Fair. There was no significant difference in the rating distribution based on travel mode.
- The most frequently checked box under problems was “Congestion/delay” (36%) followed by “Wait too long at red lights” (30%). The congestion/waiting theme continued with 16% of respondents also checking “Too many red lights.” “Not enough shoulders for bicyclists” and “No sidewalk/parallel ped routes” were each checked by 19% of the respondents. (Percent total is greater than 100% due to multiple responses.)

Summary of Written Comments

Forty-seven (47) written comments were submitted on the questionnaires or by e-mail regarding the operation of Oregon Expressway. Most of the comments related to the following concerns:

- There were many requests for improved signal timing to smooth traffic flow and reduce the number of red lights encountered.
- Motor vehicles traveling along the expressway are speeding.
- Safer pedestrian, bicycle, and wheelchair crossings of Oregon Expressway are needed.

The following areas of concern were also expressed more than three times, shown in descending order of frequency:

- Retain/improve landscaping; however, also need to trim hedges for improved visibility around corners.
- Congestion/delay at commute times is a problem while an equal number commented that congestion/delay is not bad/only occasional and the expressway works fine as a thoroughfare.
- Concerns about red light runners and need for more enforcement.
- No more signals along the expressway.
- Concerns that the expressway is unsafe for bicyclists and pedestrians.
- The expressway is too noisy; however, comments were also made that noise barriers other than sound walls should be used if needed.

El Camino Real Intersection

Questionnaire Results

Questionnaires returned:	3
Uses intersection 4-7 days a week:	1 (33%)
Uses intersection 1-3 days a week:	2 (67%)
<u>Travel Mode</u>	
Motor Vehicle:	3 (100%)
Walk:	0 (0%)
Bicycle:	0 (0%)
Average Performance Rating:	Fair/Poor
Problem boxes checked (#):	<ul style="list-style-type: none">• Turning traffic is blocking through movement (1)
Most cited travel direction (#):	<ul style="list-style-type: none">• Crossing El Camino (1)• Northbound El Camino turn right (1)• Westbound Oregon turn right (1)

Summary of Written Comments

Five (5) comments were submitted in writing and four (4) notations made on the aerial map. The two types of comments were:

- Requests for a right turn lane from northbound El Camino Real to eastbound Oregon Expressway and a right turn lane from westbound Oregon Expressway to northbound El Camino Real.
- The driveway to the AT&T store is too near the intersection causing motorists turning onto Oregon Expressway to stop suddenly if a car is turning into the driveway.

Alma Interchange Area

Questionnaire Results

One intersection questionnaire was returned that just indicated that the Alma interchange is performing poorly.

Summary of Written Comments

Seven (7) comments were submitted in writing. The common theme of the comments was concern about the merges entering and exiting Oregon Expressway due to impaired line of sight and/or cars traveling too fast, not signaling, and not yielding.

Bryant Intersection

Questionnaire Results

Questionnaires returned:	10
Uses intersection 4-7 days a week:	8 (80%)
<u>Travel Mode</u> ¹	
Motor Vehicle:	8 (80%)
Walk:	5 (50%)
Bicycle:	4 (40%)
Average Performance Rating:	Fair
Problem boxes checked 3 or more times (#):	<ul style="list-style-type: none">• Not enough room for bicycles (4)• Bicycle crossing (4)• Pedestrian crossing (3)• Through traffic queues up & blocks turning traffic (3)
Most cited travel direction (#):	<ul style="list-style-type: none">• Crossing Oregon (6)• Southbound Bryant turn right (4)

¹ Percent total is greater than 100% due to multiple responses.

Summary of Written Comments

Seventeen (17) comments were submitted in writing and five (5) notations made on the aerial map.

The comment cited the most was to make the intersection safer for pedestrians and bicyclists to cross Oregon Expressway. Suggestions included:

- In-pavement crosswalk lights
- Easier to push signal buttons
- Bicycle/pedestrian overpass
- Speed meters on Oregon to slow traffic
- Move limit line further from Expressway traffic lane
- Close Bryant to traffic going to, from, and/or crossing Oregon

Other concerns raised a few times included:

- Red light running on Oregon
- Waiting too long for a green on Bryant
- Cars backing up on Bryant

Waverley Intersection

Questionnaire Results

Questionnaires returned:	24
Uses intersection 4-7 days a week:	20 (83%)
<u>Travel Mode¹</u>	
Motor Vehicle:	22 (92%)
Walk:	10 (42%)
Bicycle:	5 (21%)
Average Performance Rating:	Good
Problem boxes checked 3 or more times (#):	<ul style="list-style-type: none"> • Through traffic queues up and blocks turning traffic (4)
Most cited travel direction (#):	<ul style="list-style-type: none"> • Eastbound Oregon turn left (14) • Southbound Waverley turn right (10) • Westbound Oregon turn right (8)

¹ Percent total is greater than 100% due to multiple responses.

Summary of Written Comments

Forty-four (44) comments were submitted in writing and one notation made on the aerial map.

- Nearly all comments specifically stated objections to adding a signal at the Oregon/Waverley intersection. The primary concern was that a signal would make Waverley a thoroughfare that would attract more traffic and more speeding on Waverley. No comments supported adding a signal.
- Many respondents mentioned they avoid using this intersection to access or cross Oregon Expressway. They specifically stated that for walking or bicycling across, they go to the signals at Bryant or Cowper. Some also stated that they avoid using this intersection in a motor vehicle.
- A few respondents stated they prefer to use the Waverley intersection so they do not have to wait for a signal and that turning off of Oregon onto Waverley is easy.
- There was divided opinion on whether changes were needed at the intersection. Some respondents suggested the median and/or the whole intersection should be closed while others said a median closure would be preferable to adding a signal. It was also suggested to just take out the crosswalk by a couple of respondents.

Cowper Intersection

Questionnaire Results

Questionnaires returned:	3
Uses intersection 4-7 days a week:	2 (67%)
<u>Travel Mode</u> ¹	
Motor Vehicle:	2 (67%)
Walk:	2 (67%)
Bicycle:	2 (67%)
Average Performance Rating:	Good
Problem boxes checked (#):	<ul style="list-style-type: none">• Bicycle crossing (1)• Turning vehicles do not yield to pedestrians (1)• Signal timing issues/delay (1)• Ped/bike push buttons not accessible (1)
Most cited travel direction (#):	<ul style="list-style-type: none">• Crossing Oregon (3)• Westbound Oregon turn right (2)

¹ Percent total is greater than 100% due to multiple responses.

Summary of Written Comments

Four (4) comments were submitted in writing. There was no common theme – all were different:

- The intersection is okay as is
- Add in-pavement crosswalk lights
- Drivers run red lights
- Drivers speed on Cowper and make a right-turn too fast

Middlefield Intersection

Questionnaire Results

Questionnaires returned:	15
Uses intersection 4-7 days a week:	12 (80%)
<u>Travel Mode¹</u>	
Motor Vehicle:	12 (80%)
Walk:	4 (27%)
Bicycle:	3 (20%)
Average Performance Rating:	Fair
Problem boxes checked 3 or more times (#):	<ul style="list-style-type: none"> • Through traffic queues up and blocks turning traffic (4) • Bicycle crossing (4) • Turning traffic is blocking through movement (3) • Not enough room for bicycles (3)
Most cited travel direction (#):	<ul style="list-style-type: none"> • Crossing Oregon (6) • Northbound Middlefield turn right (6) • Northbound Middlefield turn left (4)

¹ Percent total is greater than 100% due to multiple responses.

Summary of Written Comments

Twenty-three (23) comments were submitted in writing and one notation made on the aerial map.

Most comments were related to the following two areas of concern:

- Congestion at the intersection creates back-ups on Middlefield – A few people requested a dedicated right-turn lane from northbound Middlefield to help relieve the congestion.
- The safety of pedestrians and bicyclists crossing Oregon Expressway – The most frequently mentioned concern was that vehicles turning right and left from Middlefield are not stopping for pedestrians and bicyclists crossing Oregon Expressway. Suggestions included building a pedestrian overpass or tunnel to cross Oregon Expressway and add in-pavement crosswalk lights. While a few comments were made about the signal not being long enough for pedestrians to cross, some of the same people and others commented that the signal wait time for automobiles is already too long.

Another area with multiple comments was related to bicycle travel. Concerns/requests included:

- Make Oregon Avenue on the northside at Middlefield more of a bicycle thoroughfare – make it a bike route and provide more of an opening from Oregon Avenue to Middlefield for bicycles.
- There is not enough shoulder for bicyclists on Middlefield.
- Provide in-pavement bike loops on Middlefield.

Another concern raised was about motorists using the short segment of Oregon Avenue on the southside when wanting to turn right onto southbound Middlefield, either by accident or to bypass Oregon traffic. They requested better signage to direct traffic to stay on Oregon Expressway.

Ross Intersection

Questionnaire Results

Questionnaires returned:	5
Uses intersection 4-7 days a week:	5 (100%)
<u>Travel Mode¹</u>	
Motor Vehicle:	5 (100%)
Walk:	4 (80%)
Bicycle:	2 (40%)
Average Performance Rating:	Fair
Problem boxes checked 3 or more times (#):	<ul style="list-style-type: none"> • Pedestrian Crossing (5) • Through traffic queues up & blocks turning traffic (3)
Most cited travel direction (#):	<ul style="list-style-type: none"> • Crossing Oregon (4) • Right turns from Ross (2) • Left turns from Oregon (2)

¹ Percent total is greater than 100% due to multiple responses.

Summary of Written Comments

Eight (8) comments were submitted in writing and five (5) notations made on the aerial map.

Several comments related to eliminating or limiting access to Ross:

- Most of these comments dealt with eliminating access to Ross on the north side of Oregon Expressway, with one comment to allow exiting from Ross onto Oregon only. The primary reason cited was to stop cut-through traffic using Ross/Garland to access Middlefield.
- One comment was made to eliminate westbound Oregon left turn onto southbound Ross to help reduce conflicts between the westbound Oregon left turns and northbound Ross left turns and to stop automobiles using Ross as a short-cut to Middlefield. However, another comment was to keep the westbound Oregon left turn to avoid the long wait at the Middlefield signal.
- There were differences of opinion about how best to deal with the unsignalized intersection including do not add a light, do not close intersection, and need a light. There were concerns about the speed of traffic on Oregon, which does not stop at Ross, making it difficult to access Oregon during rush hours.

Comments regarding pedestrian crossing of Oregon at Ross included pedestrians should cross at Middlefield and provide in-pavement crosswalk lights or other pedestrian activated crossing light at Ross. It was suggested that sidewalks be added on the south side so pedestrians can walk from Ross to the signalized crossing at Middlefield. It was also noted that Ross is a future bike boulevard.

Louis Intersection

Questionnaire Results

Questionnaires returned:	14
Uses intersection 4-7 days a week:	13 (93%)
<u>Travel Mode¹</u>	
Motor Vehicle:	11 (79%)
Walk:	6 (43%)
Bicycle:	4 (29%)
Average Performance Rating:	Poor/Fair
Problem boxes checked 3 or more times (#):	<ul style="list-style-type: none"> • Bicycle crossing (8) • Pedestrian crossing (7) • Turning vehicles do not yield to pedestrians (7) • Not enough room for bicycles (4) • Turning vehicles do not yield to oncoming traffic (3) • Turning traffic is blocking through traffic (3) • Ped/bike push buttons not accessible (3)
Most cited travel direction (#):	<ul style="list-style-type: none"> • Crossing Oregon (9) • Northbound Louis turn left (6)

¹ Percent total is greater than 100% due to multiple responses.

Summary of Written Comments

Thirty (30) comments were submitted in writing and ten (10) notations made on the aerial map. Nearly all comments dealt with the following two issues:

Vehicle Conflicts in Intersection

The configuration of the intersection leads to conflicts for vehicles on both southbound and northbound Louis turning left, going straight, and going right at Oregon Expressway. Observations are that through traffic will often try to go around cars waiting to make a left turn, with some cars entering the bike lane and even going on the sidewalk to get past other cars. Requests for improvements focused on providing left-turn signals from Louis to Oregon Expressway.

Pedestrian and Bicycle Safety

There was a significant level of concern expressed regarding pedestrian and bicycle safety in crossing Oregon Expressway. Turning vehicles from Greer to Oregon and right turns from Oregon Expressway to Greer do not yield to pedestrians and bicyclists. The problem of through traffic going around left turning cars causes further problems since they intrude on bicycle and

pedestrian areas and may not see a pedestrian or bicyclist in front of the car they are bypassing. It was also noted that the pedestrian signal time is not long enough to cross the road, the median is not large enough for several pedestrians/bicyclists to wait, and the pedestrian push buttons are not accessible, especially for bicyclists. Improvement suggestions included:

- Pedestrian only signal phase
- Longer light for pedestrians and bicyclists to cross
- In-pavement crosswalk lights and poles
- Pedestrian overpass
- Wider ramps for bicyclists to get around cars blocking the ramp

Other Comments

Additional comments made a few times include the hedges on the corners hide waiting pedestrians and bicyclists from the view of turning vehicles, bike detection is not reliable, Warren Way needs a clear zone on Louis, and traffic is speeding on Oregon.

Greer Intersection

Questionnaire Results

Questionnaires returned:	19
Uses intersection 4-7 days a week:	15 (80%)
<u>Travel Mode</u> ¹	
Motor Vehicle:	16 (84%)
Walk:	7 (47%)
Bicycle:	7 (47%)
Average Performance Rating:	Poor/Fair
Problem boxes checked 3 or more times (#):	<ul style="list-style-type: none"> • Turning traffic is blocking through movement (11) • Turning vehicles do not yield to oncoming traffic (10) • Through traffic queues up and blocks turning traffic (8) • Pedestrian crossing (7) • Turning vehicles do not yield to pedestrians (6) • Signal timing issues/delay (6) • Signing/striping (6) • Bicycle crossing (5)
Most cited travel direction (#):	<ul style="list-style-type: none"> • Crossing Oregon (5) • Northbound Greer turn left (4) • Westbound frontage turn right (4) • Westbound frontage turn left (4)

¹ Percent total is greater than 100% due to multiple responses.

Summary of Written Comments

Thirty-three (33) comments were submitted in writing and eleven (11) notations made on the aerial maps. All comments dealt with the following two issues:

Vehicle Conflicts in Intersection

The configuration of the intersection leads to conflicts for vehicles on both southbound and northbound Greer turning left, going straight, and going right at Oregon Expressway. The Oregon Avenue access further complicates the operation of this intersection, including difficulty for vehicles to exit Oregon Avenue onto Greer (cars lined up on Greer block them).

Improvements suggested included:

- Some stated that left turn signals were needed while others requested more pavement striping/delineation (i.e., paint turn arrows, use striping to direct cars, repaint “Keep Clear” areas).

- Several comments were made to add a stop sign on southbound Greer at Oregon Avenue while others asked for a 3-way stop of Oregon Avenue both sides and Greer southbound at Oregon Avenue. Mention was made to somehow coordinate this stop with the signal at Greer/Oregon Expressway, perhaps with signal detection.
- There were also several requests for a “No Right Turn on Red” sign from westbound Oregon Expressway onto northbound Greer both to help pedestrians and improve access to/from Oregon Avenue just around the corner.

Pedestrian and Bicycle Safety

There was a significant level of concern expressed regarding pedestrian and bicycle safety in crossing Oregon Expressway:

- Left and right turning vehicles from Greer to Oregon do not yield to pedestrians and bicyclists. Having left turning, through, and right turning traffic from both directions all trying to enter the intersection at once furthers problems since they intrude on bicycle and pedestrian areas and may not see a pedestrian or bicyclist in front of the car they are bypassing. In-ground crosswalk lights and more police enforcement were suggested in addition to the signal and striping changes noted above.
- The greatest number of pedestrian and bicycle crossing comments related to inadequate signal time to cross, especially for young children and the elderly. In addition, the median is not large enough for several pedestrians/bicyclists to wait, the pedestrian push buttons need to be more accessible, and the curb ramps need to line up with direction of travel.
- Regarding Oregon Avenue, it was noted that pedestrians must cross the unprotected frontage road to reach the pedestrian push button for crossing Oregon Expressway. The landscaped stripe between Oregon Expressway and Oregon Avenue is too narrow for pedestrians and bicyclists to wait for the signal and the shrubbery hides the waiting pedestrians and bicyclists from the drivers.
- There were also a few comments about bicyclists being squeezed on Greer by turning vehicles.

Indian Intersection

Questionnaire Results

Questionnaires returned:	1
Uses intersection 4-7 days a week:	1 (100%)
<u>Travel Mode</u>	
Motor Vehicle:	1 (100%)
Walk:	0 (0%)
Bicycle:	0 (0%)
Average Performance Rating:	Poor
Problem boxes checked (#):	<ul style="list-style-type: none">• Through traffic queues up and blocks turning traffic (1)
Most cited travel direction (#):	<ul style="list-style-type: none">• Northbound Indian turn right (1)• Westbound Oregon turn left (1)

Summary of Written Comments

Four (4) comments were submitted in writing and five (5) notations made on the aerial map. The primary problem cited was that left turn traffic from westbound Oregon onto Indian risk collision with eastbound Oregon traffic during rush hours. It was suggested to eliminate this left turn at evening rush or at all times. It was noted in one comment that eastbound Oregon Expressway traffic is also blind to left turns from Indian.

Bayshore Intersection

Questionnaire Results

Questionnaires returned:	1
Uses intersection 1-3 days a month:	1 (100%)
<u>Travel Mode</u>	
Motor Vehicle:	0 (0%)
Walk:	0 (0%)
Bicycle:	1 (100%)
Average Performance Rating:	Poor
Problem boxes checked (#):	<ul style="list-style-type: none">• Pedestrian Crossing (1)• Bicycle Crossing (1)• Signing/Striping (1)• Ped/bike push buttons not accessible (1)
Most cited travel direction (#):	<ul style="list-style-type: none">• Northbound Indian turn right (1)• Westbound Oregon turn left (1)

Summary of Written Comments

Four (4) comments were submitted in writing and one notation made on the aerial map. Most comments related to the pedestrian connection between Oregon Expressway and Oregon Avenue through a landscaped strip. The landscaped strip is narrow and keeps cars from seeing pedestrians and bicyclists coming through from Oregon Expressway. The lack of a landing area for multiple bicyclists/bicycle trailers to wait off of Oregon Expressway and before entering Oregon Avenue forces bicyclists and pedestrians into Oregon Avenue blind to oncoming traffic. One suggestion made was for a bulb-out on Oregon Avenue.

Another concern cited was red light running on Oregon Expressway at Bayshore putting pedestrians at risk.