

Speed	Ped	Bike	Road	NIA	Comments	User	Location
					Number of respondents with comments = 187 out of 701 respondents ~ 27%		
50	53	84	70	34	number in this category		
27%	28%	45%	37%	18%	% in this category out of 187		
	1	1			Just make people safe whether on bicycle or walking..children especially.	I am not a resident but I use services, schools, or work within this area	
	1	1			Bike lanes and sidewalks make Menlo Park liveable - West Menlo Park deserves to have the same!	I am not a resident but I use services, schools, or work within this area	
1	1	1			While I understand the desire to make things safer for bikes and pedestrians, reducing the speed limit alone won't accomplish that. If you must, reduce the number of lanes, install bike lanes and increase the size of the sidewalks, but make sure the cars can get through. The speed limit in the area needs to be AT LEAST 30 -- consistent with the rest of Alameda. What you've done by simply reducing the speed limit to 25 is not effective, angering all of the cars and doing nothing for anyone's safety.	I am not a resident but I use services, schools, or work within this area	
				1	Much of this traffic that is going through, and not folks whose children attend Las Lomas School District schools or who are as much a part of Menlo Park as we are from Ladera, could be mitigated if the intersection at Sand Hill Road and El Camino allowed traffic to continue straight onto Alma which becomes an expressway. In addition, the kids who are driving to MA High School need to be considered - they need a safe way to drive to high school. Thank you very much.	I am not a resident but I use services, schools, or work within this area	
1			1		The current infrastructure favors moving cars fast at the expense of safety for all other uses- pedestrians, bikes etc. We should be moving away from the concept of "level-of-service" which continues to favor cars, in favor of providing safe travel for all modes. We should not be designing roads to serve the peak 15 minutes of the peak hour for car travel. We are killing our communities.	I am not a resident but I use services, schools, or work within this area	
		1	1		I think creating bike lanes will create a safer environment along that corridor in general. Also, there is no mention of parking. Something needs to be done about the on street parking along that corridor. Eliminating on street parking would create space to do the things that would make it a safer travel zone for cyclists and pedestrians.	I am not a resident but I use services, schools, or work within this area	
1					Car traffic northbound on Alameda/Santa Cruz is way too fast. It needs to be slowed down especially since you are entering a residential area so how fast do you really need to go through that corridor?	I am not a resident but I use services, schools, or work within this area	
	1	1			Thank you for creating this survey. If I may, because some of my answers were forced rankings, note that safe routes and creative solutions for pedestrians and cyclists are both of utmost importance to me.	but I use services, schools, or work within this area	
				1	Menlo Park is already so crowded I don't even think it would make any difference. Just glad I don't have to travel through that city often.	but I use services, schools, or work within this area	
1			1		I think maintaining the flow of traffic is of most importance. I work at Stanford and in the afternoon it can sometimes take as long as a half hour to get to my house which is 7 miles away. Any reduction in lanes would be a disaster and I feel force people to take surface roads through Menlo Park. I also find that lowering the speed limit has also been a huge detriment to traffic flow. I sometimes travel that way multiple times a day and rarely see may pedestrians walking the sidewalks or attempting to actually cross the road. With kind regards.	I am not a resident but I use services, schools, or work within this area	

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			1		I would also remove the off street parking especially during M-F rush hours. It is dangerous to park on the side of the road on these streets.	I am not a resident but I use services, schools, or work	
				1	Please, please, please add a bike lane and/or sidewalk along Sharon Road between Alameda and La Entrada Middle School!!!!!! Please!!!	I am not a resident but I use services, schools, or work	
1	1	1	1		I drive on the Santa Cruz / Alameda corridor 10 times a week. On Alameda between the Y and Avy by removing one traffic lane we could get real bike lanes, wider sidewalks and on-street parking. This seems relatively painless from a driver's point of view as the existing Alameda already has a one traffic lane reduction north of Avy.	I am not a resident but I use services, schools, or work within this area	
		1	1		Good questions. My major issue is heading westbound on Santa Cruz to the Alameda De Las Pulgas "Y", from Sand Hill. Many cars want to continue on Santa Cruz making it very difficult for cyclists to know where to ride. Yes, we can take the whole lane, but that's not practical for many riders and would upset many drivers. I would be happy to discuss alternatives with someone as I cycle it about 2-3 times per week (and drive as well since I live just off Alameda.)	I am not a resident but I use services, schools, or work within this area	
		1			Thanks for your work on this project. I cycle through this area several times a week, both to commute and for recreation. When traveling northwest on Santa Cruz and crossing Sand Hill, I feel extremely unsafe. This is because I am in a dedicated bicycle lane before Sand Hill, but am forced to merge into traffic just after the intersection. I also commute on these roads by car, but I would be happy to have improvements to the bicycle infrastructure over the existing traffic flow.	I am not a resident but I use services, schools, or work within this area	
		1			I am not a local resident, but I do frequently ride my bicycle along Foothill / Junipera Serra and Alameda between Los Altos and Redwood City. So I didn't know exactly how to answer your first usage question. While it is not within your corridor, the thing that makes bicycle riding in this corridor particularly dangerous is the section of roadway between Sandhill and Alpine roads. Cyclists must decide how to best position themselves as they approach that section from the north if they want to continue on to Foothill. Do they take the left lane as they approach that section and annoy all of the motorists, or do they hope that they can somehow get over later to make the left hand turn to continue on Foothill? I often find myself standing beside the road, praying for the traffic to clear. Some way to better get the bicycle into the left hand lane there would be very beneficial. Maybe even just marking the left hand lane as shared with bicycles might help calm the traffic and make the drivers less irritated. It would be great if this could be coordinated with the agency that owns the road between Sandhill and Alpine. Traversing your corridor from the south is not too bad except where Santa Cruz exits from Alameda. If you want to go straight on Alameda on the right hand shoulder and all of the cars want to turn right onto Santa Cruz, this can be hazardous.	I am not a resident but I use services, schools, or work within this area	
				1	The light at Avy and Alameda is in my view unsafe. My husband's car has been hit by a woman riding bicycle heading north-west on Alameda who did not stop at the light. He has also almost been hit again recently. The vision heading up Avy is also very poor and confusing to many drivers who try to turn left heading down hill, so extreme caution has to be used crossing this intersection. I wish it could be improved. It is also very narrow and confusing for bicycling down hill on Avy at the lights.	I am not a resident but I use services, schools, or work within this area	
1					The speed limit was recently decreased to 25 mph along Alameda de las Pulgas in this area, ostensibly to benefit walking seniors. This is asinine. I have lived in this vicinity for 25 years and have NEVER seen any seniors walking in this area.	I am not a resident but I use services, schools, or work within this area	
			1		It would be beneficial to have data on any accidents within the past year to compare with the proposed work as part of the decision making. Also what will traffic be like in the next 5 yrs, 10 yrs?	I am not a resident but I use services, schools, or work within this area	
				1	Alpine Rd is not safe for pedestrians. Even though some improvements were recently made, I believe more is needed.	I am not a resident but I use services, schools, or work	

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	1	1			Remove the center turn lane and add dedicated bike lanes first, then if possible, sidewalks. Impatient drivers wishing to get to downtown MP and cyclists sharing the same lane is an accident waiting to happen.	I am not a resident but I use services, schools, or work within this area	
	1	1			The places where sidewalks exist seem fine, but there are places where they do not have any. Those places should get sidewalks to enable pedestrians to stay off the street. the bicycles are a problem, but if you will let cars park on those curbs , they will remain a problem as bike riders often won't stay in bike lanes where cars are parked.	I am not a resident but I use services, schools, or work within this area	
					Menlo Park / San Mateo needs to connect this work to the intersection of Santa Cruz and Elder. After all the work put into the new Santa Cruz sidewalks, it's crazy that they didn't keep going at one of the busiest stretches between two schools (Santa Cruz from Elder to Lemon). Every day there are near accidents between kids going to either Oak Knoll or Hillview. I've also personally witnessed two car accidents at Santa Cruz and Lemon, both because cars stopped suddenly when children were walking across the crosswalk and the drivers weren't paying attention. I've also had both of my children fall on bikes due to the terrible condition of the sidewalks and bike lanes on that stretch, as well as witnessed many 1 a scooter rider hit one of the potholes. Please finish the job well and address that stretch of road.	I am not a resident but I use services, schools, or work within this area	
	1	1			this is an extremely dangerous corridor for all who use it. I do not think there should be 4 lanes for cars for the entire stretch, especially through the area between Sand Hill Road and the Y intersection at Santa Cruz/Alameda.	I am not a resident but I use services, schools, or work within this area	
1	1	1			We live only just outside the area on Cedar. We often cycle through this stretch and the lack of safe cycling is a constant worry. It is almost unwalkable, and certainly not pleasant to walk. One big problem is a lack of alternative route across the river South/West of the Stanford Mall. What I don't understand is why the speed limit on this stretch is unenforced - nobody drives at the limit, and even driving at 30mph on the road causes aggressive driving by other drivers. I worry about how that aggression just increases cyclist risks. Narrowing the road to make 25mph seem like a safe speed would be a significant improvement here. This would also make negotiating the left onto Sand Hill as a cyclist a much safer prospect.	I am not a resident but I use services, schools, or work within this area	
		1			When I drive from Alpine Rd. or Junipero Serra and take Alameda de las Pulgas towards downtown Menlo Park, I am always very concerned when I see bicyclists trying to navigate the road with all the parked cars along Alameda. The combination of parked cars and the curve of the road just looks incredibly treacherous. I worry that we are setting up bicyclists and cars for a collision because of the design of the road, when we could make things much safer for both. Thank you for taking the greater safety of everyone who uses this road into account.	I am not a resident but I use services, schools, or work within this area	
		1			What about using sharows instead of bike lanes and reducing the speed of trafic, like through downtown Los Gatos? Please make sure that any bike lanes are outside the door zone.	I am not a resident but I use services, schools, or work within this area	
				1	This may be outside the scope of this survey, but I think a SUBSTANTIAL improvement to the flow of vehicle traffic could be made if a stoplight were installed at Alameda de las Pulgas and Atherton Ave, rather than a stop sign. PLEASE consider this! Thanks!	I am not a resident but I use services, schools, or work within this area	
1	1				I think that we should get rid of the pedestrian crosswalk in the middle, the one without a light. Additionally, I think the speed limit should be 30 to match with the rest of the street. I think there are already too many cars who go through every day to reduce traffic flow. There is a safe crossing at the light, it just requires walking a further distance.	I am not a resident but I use services, schools, or work within this area	
		1			The proportion of responses to this survey by bicyclists is far, far higher than the proportion of trips by bicycle on this corridor. In fact, a huge majority of use of this road is by vehicle, while only some of the survey responses are by drivers.  Because bicyclists are participating way out of proportion in this survey, the results will naturally be skewed to their particular desires. I hope the road planners have the courage to take this fact into account.  Planners should make decisions which are best for the majority of the public, not for a small but well-organized or politically aware group.	I am not a resident but I use services, schools, or work within this area	

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		1	1		The northbound section of Santa Cruz between Sand Hill and the Y is not safe for bikes due to cars parked on the street. This forces bikes into the traffic lane. Also, the Y intersection can be unsafe for bikes if cars move from the left to veer right onto Santa Cruz. Perhaps pylons could be used to force cars to commit early to turning right on Santa Cruz? Or perhaps the throughway to Santa Cruz could be blocked, and all cars would be forced to make a harder right at the signal? The slowing down of traffic at the signal might afford more safety for bikes going through the Y and onto Alameda.	I am not a resident but I use services, schools, or work within this area	
					The merge from two lanes to one with the addition of a left turn lane, on NB Alameda before Avy, is poorly marked and dangerous. Drivers cut over without signaling, go straight from the left turn lane, etc. The pavement markings are very worn. Please consider extending the study area to the Atherton border. It is absurd to have lowered the speed limit to 25 from Sand Hill to Sharon - in thousands of trips I have rarely if ever seen a pedestrian between Sharon and Sand Hill - but have left it at 30 between Avy & the Atherton border, where children & families are crossing, there are regularly pedestrians & lots of bicycle traffic, This is especially a problem between Valparaiso & the Atherton border, where many pedestrian crossings are away from stoplights due to the distance between lights. I've had 15 cars fly by before one is willing to stop. I started driving my kids 2 blocks to preschool because it was too scary to cross a 2-lane road (Alameda), and the narrow sidewalks on Alameda were no help either. At least the County ought to be able to do something about the encroachments on the sidewalks. Thanks for listening.	I am not a resident but I use services, schools, or work within this area	
				1	The section between Sand Hill Road and Junipero Serra is also bad for bicycles, but priority should be given to the section between Sand Hill Road and Avy	I am not a resident but I use services, schools, or work within this area	
		1	1		Bicycle riding on northbound Santa Cruz from Sand Hill Road to Palo Alto Way is extremely treacherous. If nothing else is done, ban on-street parking in this segment and paint a bike line designation on the pavement.	I am not a resident but I use services, schools, or work within this area	
				1	The crossing at orange/avy/Santa Cruz is hard for bikes.	I am not a resident but I use services, schools, or work within this area	
1	1	1			What is the frequency of auto and pedestrian collisions in this corridor? What is the pedestrian count? I rarely see pedestrians. I often see bicyclists violating traffic _safety_ much less laws. The 25 mph speed limit unrealistic and may be unenforceable under CA law. We don't have the option of not driving here, unless we simply never again go to downtown Menlo Park, as much as I favor it over surrounding "downtowns."	I am not a resident but I use services, schools, or work within this area	
				1	I have never understood why the eastbound portion of Alpine Road couldn't have been run underneath the Alameda (same as the golf tunnel) thus permitting continuous flow onto Sand Hill road east and same for a dedicated lane westbound such that traffic from Sand Hill/Alameda to westbound Alpine could also flow continuously. The number of times this intersection is gridlocked is stunning and reflects really poor design.	I am not a resident but I use services, schools, or work within this area	
1					Raise the 25MPH limit near in the 4 lane section of alameda de las pulgas near Sand Hill to 35 or at least 30MPH. 25 is lower than the more populated area around dutch goose/starbucks, lower in the 4-lane portion than the 2-lane portion, lower than smaller cross streets, more stringent than school zones (which are only when children present and rarely are seniors actually present. I am all for safety improvements but this is utterly unnecessary and a waste of time. In many ways, due to the reasons above, it is also unfair because it deviates from the commonly expected limits for that types of road, and the flow of traffic is often more than 5MPH greater than 25 for that reason. Separately, at the intersection of Junipero Serra and Alpine, traffic headed straight on Alpine towards portola valley (not turning left onto Serra) is unnecessarily stopped when the green light is on for traffic coming the other direction on alpine. There is no cross traffic since it is a 3-way intersection, so there is no reason to not have a green light for straight traffic and red arrow for left turn traffic, as is commonly the case in many 4-way intersections.	I am not a resident but I use services, schools, or work within this area	
		1	1		I live just a few blocks outside of the area indicated by the map (Ashton Ave.) and would like to see this area improved for pedestrians and cyclists. It is currently very dangerous. Safe means of travel other than by driving should be prioritized. I walk and run a lot in the area and I do everything possible to avoid the area because it is too dangerous.	I am not a resident but I use services, schools, or work within this area	

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			1		Traffic flow is bad enough already. Any reduction in flow of traffic will increase commute time significantly. There are not enough residents, pedestrians, or bikers to warrant reduced traffic flow. Crossing lights should satisfy most, if not all pedestrians and bikers already have a shared lane which given the amount of cycle traffic seems to be just fine for everyone. The residents to gain access to road just have to deal given where they purchased their home.	I am not a resident but I use services, schools, or work within this area	
			1		Changes should be integrated with other adjustments to traffic flow in Menlo Park. Imperative to get this correct given scale of development taking place along el Camino corridor.	I am not a resident but I use services, schools, or work within this area	
					I would like to see the crosswalk at Santa Cruz/Lemon/North Lemon improved with lights, etc. This "intersection" is EXTREMELY dangerous and impedes safe travel to/from Oak Knoll school for children needing to cross Santa Cruz. It is also dangerous for cars trying to make a left off of Santa Cruz onto Lemon. Feel free to follow up with me at:@sbcglobal.net. 1 Thanks!	I am not a resident but I use services, schools, or work within this area	
		1	1		I have traveled this intersection regularly for over 30 years. The main issue I find problematic is caused when traveling northbound through the intersection where bicycles and cars mix. If in the right lane, I normally hold back behind a cyclist when the road "squeezes" or change lanes and pass the cyclist safely. Often I try to use the left lane rather than the right lane to avoid interacting with the cyclists. Other drivers, however, swerve around cyclists either cutting off drivers in the left lane or nearly side swiping them. Just recently, I had to swerve into the yellow-lined middle turn lane to avoid being sideswiped by a large construction truck too impatient to wait behind a cyclist. I propose two space finding solutions. In all of these 30 years, I have never once seen a car use the yellow-lined middle turn lane which starts about 50 yards after going through the intersection. This middle turn lane could be eliminated to gain space further on. The other place to gain some space closer to the intersection is to eliminate the right hand turn lane used when traveling southbound on Santa Cruz Avenue and turning westbound onto Sand Hill Road. It's not the safest turn on red anyway since cars are traveling at higher speeds up Sand Hill Rd and visibility isn't always that great. I realize this would extend wait times for drivers wanting to make that turn, but it's a trade off I'd be willing to make.	I am not a resident but I use services, schools, or work within this area	
1			1		This survey is not really fair to the rest of the residents who live in the surrounding areas to your map. We're not "commuters", just residents trying to get to/from our homes and that gets harder to do as more traffic flows into the city. To consider taking away driving lanes and make our lives more difficult hardly seems like a compromise that's fair to all. You might only be concerned with your areas on the map, but those of us who live in the rest of Menlo Park have to deal with whatever the consequences of your "good deed". I recognize you are only thinking about the safety in your neighborhood but making it more difficult to get to other neighborhoods is never a good idea.	I live in the area shown within the map below	
		1	1		If you take away a traffic lane, traffic will back up even more on Alameda & Santa Cruz Ave into the Sand Hill Intersection and the Junipero Serra intersection and into Alpine Road. It would be a HUGE mistake to do take away a traffic lane OR make a stop light at the intersection of Alameda and Santa Cruz ave as it will just make the back up even worse on Alameda & Santa Cruz Ave into the Sand Hill Intersection and the Junipero Serra intersection and into Alpine Road. This will just make another problem worse for even more people than the small group who live at the intersection of Alameda & Santa Cruz. The Alameda is a large through street and there are 2 traffic light crosswalks at Sand Hill Road intersection and the Santa Cruz Ave intersection. There is also a pedestrian crosswalk between the 2 of them where some blinking lights can be added to make it safer for those that need to cross in between the 2 traffic lights. Your proposal is a bad idea and just going to make problems worse in an already congested area.	I live in the area shown within the map below	A. On Alameda de las Pulgas
1					I have lived here thirty years and the speed of the cars on Santa Cruz ave continues unchecked. No one cares that we can't get out of our driveways. There has been a recent rise in accidents in front of my house.	I live in the area shown within the map below	A. On Alameda de las Pulgas
1					Traffic problems congestion on Alameda and its tributaries has created hazardous traffic on Altschul Ave requiring residents to deal with increasingly congested traffic making egress from drove ways impossible at times, non residents parking and blocking drives, speeding during all hours especially when school children are present usually by parents with cars full of kids and flagrant disregard for posted signs (stop, one way, speed, etc), speeding in the wrong directioncreating a general public hazard. This is not new and has been significantly worse over the past 10 years!	I live in the area shown within the map below	Area B on Altschul Ave

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1	1	1			Bike safety/bike lanes are a top priority, close second is pedestrian safety. However, I will also say as a driver on this corridor every day, 25mph is extremely difficult to maintain in a vehicle. It seems like a 30mph road is more realistic.	I live in the area shown within the map below	Ashton Ave and Alameda
				1	Tom Gibboney	I live in the area shown within the map below	Avy Ave. west of Alameda
1	1				Changing the speed limit on the segment of Santa Cruz Ave into Alameda to Avy has been very confusing - the overall Alamada has a limit of 30 MPH and this seems like the standard that should be used throughout; no one is making use of the added pedestrian crossings.	I live in the area shown within the map below	B. On Clayton, Sharon Rd west of Alameda, Prospect, Harkins
	1	1			I'm honestly scared that someone's child will be killed walking or bicycling to La Entrada, Hillview, or Las Lomitas. This happened a few years back in RWC. Please let's not kill someone's child.	I live in the area shown within the map below	B. On Clayton, Sharon Rd west of Alameda, Prospect, Harkins
		1			Improve traffic rules enforcement for cyclists. I've been a witness of one serious injury of the cyclist at his own fault and numerous near-miss dangerous situations.	I live in the area shown within the map below	B. On Clayton, Sharon Rd west of Alameda, Prospect, Harkins
				1	I believe Harkins should be made into a culd de sac. Cars cut through Harkins to avoid the light on Avy and during school hours he traffic to Phillips Brooks and La Entrada makes Harkins a major road with people going high speeds. An alternative would be to put speed bumps on Harkins to reduce velocity of cars. or make it one-way during certain hours.	I live in the area shown within the map below	B. On Clayton, Sharon Rd west of Alameda, Prospect, Harkins
1		1			I think that the green bicycle "sharrow" markings recently installed in the right-hand lanes in this corridor are distracting to drivers and generally not helpful to anyone. This is especially true since I never see bicycles using the center of the lane (they are always along the curb on the right). If there are to be any bicycle markings, it should be a dedicated bike lane. Also, I am not happy that the speed limit on this section was recently reduced to 25mph from 35mph. I think 30mph would make much more sense, especially considering the 30mph speed limit on the adjoining section of Alameda de las Pulgas in West Menlo Park.	I live in the area shown within the map below	B. On Clayton, Sharon Rd west of Alameda, Prospect, Harkins
				1	The question "Finally, if improvements are made, then how would you prioritize the improvements? NOTE: This question requires you to force rank your priorities from 0 thru 5." is a problem for me.  It doesn't allow me to indicate that flow of traffic is important (as in, don't cause further problems for vehicle traffic), and it doesn't allow me to indicate that none of those proposed changes would be a priority. The speed limit is already low compared to the size of the road and amount of traffic, and interrupting it further seems like it will create a congestion problem.	I live in the area shown within the map below	B. On Clayton, Sharon Rd west of Alameda, Prospect, Harkins
				1	Thank you for taking on this issue!	I live in the area shown within the map below	B. On Clayton, Sharon Rd west of Alameda, Prospect, Harkins
1					The speed limit should be 30 miles per hour (not 25) to be consistent with most of the Alameda de las Pulgas. The roadway should be widen to allow for bike lanes and wider sidewalks, not reduce traffic lanes. Reduction of traffic lanes will cause worse traffic than already exists, especially during commute hours.	I live in the area shown within the map below	B. On Clayton, Sharon Rd west of Alameda, Prospect, Harkins
				1	Thank you for working on this!	I live in the area shown within the map below	C. Side street east of Alameda (Harrison Way, Sharon Rd east of Alameda, Liberty Park, Lucky
		1	1		Very unsafe for cyclist on Santa Cruz between Sandhill and the triangle. Keep the right turn lane on Santa Cruz for car traffic to keep traffic flow.	shown within the map below	(Harrison Way, Sharon Rd east of Alameda, Liberty Park, Lucky

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	1				Sidewalks are important not just because I walk in the neighborhood but because people walk their dogs, and it can be dangerous for them and their dogs. It is hard to drive when bikes are there, so traffic should slow down.	I live in the area shown within the map below	C. Side street east of Alameda (Harrison Way, Sharon Rd east of Alameda, Liberty Park, Lucky
				1	There needs to be more collaboration between city and county on these matters, and the county should press the matter of incorporation into Menlo Park of unincorporated areas of the neighborhood.	I live in the area shown within the map below	(Harrison Way, Sharon Rd east of Alameda, Liberty Park, Lucky Ave)
			1		If you deal with traffic the side roads will suffer from cut thru traffic	I live in the area shown within the map below	C. Side street east of Alameda (Harrison Way, Sharon Rd east of Alameda, Liberty Park, Lucky
	1				The response to your questions would change depending on the street they refer to. I responded based on where I live: a "C" street badly in need of sidewalks so children can walk safely to and from La Entrada.	I live in the area shown within the map below	C. Side street east of Alameda (Harrison Way, Sharon Rd east of Alameda, Liberty Park, Lucky
				1	Thank you for asking for input.	I live in the area shown within the map below	D. Menlo Commons Condo complex
			1		Making safety improvements is very necessary	I live in the area shown within the map below	D. Menlo Commons Condo complex
	1		1		Please install a traffic signal at the cross walk at 2140 Santa Cruz Ave.	I live in the area shown within the map below	D. Menlo Commons Condo complex
			1		The route in front of Menlo Commons is hazardous-2 lanes not 4 lanes needed	I live in the area shown within the map below	D. Menlo Commons Condo complex
			1		do not eliminate lane extra lane at "Y"...back up would be massive on santa cruz ave.	I live in the area shown within the map below	D. Menlo Commons Condo complex
			1		By improving the traffic light on Avy and Alameda DLP it will help with congestion and may take some traffic flow off of the Y. People don't want to travel down to Avy to turn because it is so narrow (cars block the intersection by parking so close to corner) and the light is impossible to get a turn to turn. Maybe a three way light would help. Similar to 5th and Middlefield. However, there are a LOT of student on Avy to Santa Cruz morning and afternoon. Their safety first.	I live in the area shown within the map below	D. Menlo Commons Condo complex
				1	Add a six lane new entrance for Stanford U off of Juniper Sera to minimize traffic on Sand Hill and Santa Cruz. Call Google Waze and get them to redirect traffic away from Santa Cruz and on to highways Fell strongly that the "Y" needs to be made safer including a full traffic light not just the arrow	I live in the area shown within the map below	D. Menlo Commons Condo complex
			1		Very difficult to exit driveway onto Santa Cruz without getting hit!	I live in the area shown within the map below	D. Menlo Commons Condo complex
			1		Suggest another Stop Light at main entrance to Menlo Commons 21450 Santa Cruz Ave	I live in the area shown within the map below	D. Menlo Commons Condo complex
1	1		1		What we should have are the pedestrian-triggered flashing yellow lights, like the ones in front of Hillview, at that crosswalk where the Seniors cross. With that, it would be reasonable to revert the speed limit to 35. Reducing the number of lanes would create long lines of traffic, of which we need no more.	I live in the area shown within the map below	E. Pacific Hills Condo complex

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	1	1	1		<p>Long queues of motorists should be avoided as this is a residential area and the impact of air quality and ingress/egress from driveways should be taken into consideration. A merge of 2 lanes down to 1 lane along Santa Cruz Ave should not occur without a study of the impact to affected residents.</p> <p>Many residents, including children, use the sidewalks to get through the Corridor including to schools, bus stops, and local businesses, thus a high priority is the need for safer crosswalks and sidewalk improvements. Creative options to reduce the speed of motorists while allowing throughput of vehicles needs to be addressed.</p> <p>Given the heavy flow of motorists through the corridor, efforts should be made to facilitate an alternative safe cycling route through the Corridor (e.g. using adjacent streets and promoting such a route with signage and adequate lane markings) so that both users (motorists and cyclists, including children) can safely get to their destinations. This should be explored as an option before removing a travel lane to create a dedicated bike lane.</p>	I live in the area shown within the map below	F. Santa Cruz from Sandhill Rd to the Alameda de las Pulgas
			1		Make sure residents on Santa Cruz have parking on Santa Cruz ave. do not remove parking spaces. slow down the traffic on Santa ave.	I live in the area shown within the map below	F. Santa Cruz from Sandhill Rd to the Alameda de las Pulgas
1			1		I live at the Menlo Commons and drive into traffic on Santa Cruz 3 or 4 times a day. There are two lanes north and south in this area of Santa Cruz and sometimes cars use the middle lane for passing, which is quite unsafe. Please keep the speed of cars down and add more impediments so drivers don't use the middle lane to pass other cars.	I live in the area shown within the map below	F. Santa Cruz from Sandhill Rd to the Alameda de las Pulgas
	1		1		Please greatly improve the safety of the Sandhill/Santa Cruz Ave. pedestrian crossings before there are more fatalities! We and many others we have observed and talked with have almost been hit while crossing Sand Hill on the bay side by cars making the right turn from Alpine/Santa Cruz as though it were a freeway offramp. What compounds the danger is that the huge AT&T (cellphone?) control box blocks drivers' view of the crosswalk. The intersection is so wide that drivers don't see the ped. crossing sign all the way across the intersection. We suggest very large LED ped crossing signs on the Stanford golf course corner that light up & flash to warn drivers making turns both ways off S.Cruz before they would be turning down towards El Camino.	I live in the area shown within the map below	F. Santa Cruz from Sandhill Rd to the Alameda de las Pulgas
			1		I was always wondering where this extra traffic comes from? Both Santa Cruz Ave and Alameda de Las Pulgas reside in residential area and there were no major increase in the number residents in recent years. Yet the roads are getting busier and the traffic is getting worse. I think we are missing some important insight if we just look at the current situation and whatever we do with this budget is a short-term mitigation and the problem is only going to get worse. We can do some improvements now but where is the long-term story, a bigger picture? How about 5, 10 or 20 years later?	I live in the area shown within the map below	F. Santa Cruz from Sandhill Rd to the Alameda de las Pulgas
			1		Make Santa Cruz Ave and Alameda look like smaller residential streets instead of express ways by adding islands with trees and shrubs in the central turning lane leaving ingress access for each driveways. The cars will automatically slow down. Demand that Stanford takes care of moving their traffic. They have the money, the land and the expertise. The reduction and the slowing down of the traffic will create an environment safer for pedestrians, cyclists and home owners. It would also look nicer, the property values would go up and the county would collect more real estate taxes. it would be a win win for everyone. If Willow Road, the Menlo Park access to 101 and the Dumbarton Bridge, was able to do it, so can we.	I live in the area shown within the map below	F. Santa Cruz from Sandhill Rd to the Alameda de las Pulgas
	1	1			(1) Allow bikes to use full lane so the right lane becomes a bike lane temporarily whenever needed but remains a vehicle lane when bicycles are absent. (2) Install red lights for Palo Alto Way crosswalk like Atherton has on El Camino. (3) Get City of Menlo Park to cooperate on making the crosswalks at Santa Cruz & Sand Hill safe. We cannot count the number of times we have nearly been killed by vehicles running the red light turning left from Santa Cruz SB to Sand Hill EB. (The pedestrian fatality about 18 months ago will be far from the last!)	I live in the area shown within the map below	F. Santa Cruz from Sandhill Rd to the Alameda de las Pulgas
			1		Although the survey is a step in the right direction, the format forecloses more creative solutions. For example, a roundabout at the fork could significantly improve safety while maintaining traffic flow. Or for example dedicated bike lanes in the central turn lane which could be shared between cyclists and drivers making left hand and right hand turns. Also, I believe that better and clearer road striping would help. I am pleased that the survey does not suggest removal and/or restriction of parking spaces which have existed for many years along the corridor and was one aspect of the deal reached between the county and residents when the road was widened.	I live in the area shown within the map below	F. Santa Cruz from Sandhill Rd to the Alameda de las Pulgas

Speed	Ped	Bike	Road	NIA	Comments	User	Location
	1				Very concerned about young children traveling to La Entrada school and other neighborhood locations via this corridor from our neighborhood (Palo Alto Way). It is extremely dangerous.  Thanks for working on this!	I live in the area shown within the map below	G. Palo Alto Way or side street off of Palo Alto Way (Stanford Ave, Leland Ave., Vine St.)
		1	1		I can't see out of my driveway. There is too many cars driving on the street. You should reduce traffic to one lane each way leading on to Santa Cruz. Cars will go slower, bike lane could be added, and I would be able to see pulling out of my driveway. It's the only acceptable answer. Your survey doesn't capture any of the right issues.	I live in the area shown within the map below	G. Palo Alto Way or side street off of Palo Alto Way (Stanford Ave, Leland Ave., Vine St.)
				1	Long queues of motorists should be avoided as this is a residential area and the impact of air quality and ingress/egress from driveways should be taken into consideration. A merge of 2 lanes down to 1 lane along Santa Cruz Ave should not occur without a study of the impact to affected residents. This will significantly change the makeup of the neighborhood and isn't fair to the residents on this street. Legal action from the residents on the street will be part of the equation if this is pursued.  Many residents, including children, use the sidewalks to get through the Corridor including to schools, bus stops, and local businesses, thus a high priority is the need for safer crosswalks and sidewalk improvements. Creative options to reduce the speed of motorists while allowing throughput of vehicles needs to be addressed.  Given the heavy flow of motorists through the corridor, efforts should be made to facilitate an alternative safe cycling route through the Corridor (e.g. using adjacent streets and promoting such a route with signage and adequate lane markings) so that both users (motorists and cyclists, including children) can safely get to their destinations. This should be explored as an option before removing a travel lane to create a dedicated bike lane.	I live in the area shown within the map below	G. Palo Alto Way or side street off of Palo Alto Way (Stanford Ave, Leland Ave., Vine St.)
			1		Please investigate ways to improve sight line access for cars turning onto Santa Cruz Ave from Palo Alto Way. Parked cars on Santa Cruz prevent drivers from having a clear line of sight on the bike and car traffic heading north on Santa Cruz Ave.	I live in the area shown within the map below	G. Palo Alto Way or side street off of Palo Alto Way (Stanford Ave, Leland Ave., Vine St.)
			1		You fail to mention improving public transit. Why? If we decrease vehicle traffic volume, everyone is safer: people in cars, pedestrians, cyclists. Maybe you and everyone you know would never take a bus in a million years, but people who don't drive or don't have cars or are young or old or who have lived in real cities would LOVE bus service. And millennials are coming on board too. Please think!  Also the question about modes of transit is strange. How many times a day do most people leave their houses, even including recreational walks or bike rides? I'd say it's 1 or 2 except for parents who chauffeur multiple kids to multiple activities. I wonder what you hoped to learn with your multiple choice answers!	I live in the area shown within the map below	G. Palo Alto Way or side street off of Palo Alto Way (Stanford Ave, Leland Ave., Vine St.)
	1		1		I would like the road diet on Alameda (4 to 3) and use the width to add all requested features since there is enough room: Sidewalks, buffered bike lanes, and shorter/safer crosswalks.  I would the improvements on the Y to eliminate the 3rd nb Santa Cruz Ave lane, change that nb light to a normal stop on red, go on green (eliminate the always green), and fix the sidewalk and crosswalks there so they are ADA compliant. Also guarantee that those "Y" residents have safe access to/from their properties.  Please install improved safety at the Palo Alto Way, and Liberty Park crosswalks, including stop limit lines and pedestrian activated crossing lights. Move Sharon Rd/Oak Dell crosswalk on Santa Cruz from current mid-block to the actual intersection.	I live in the area shown within the map below	G. Palo Alto Way or side street off of Palo Alto Way (Stanford Ave, Leland Ave., Vine St.)
				1	The crosswalk across Santa Cruz is now a bit safer with the improved lighting and visibility, however, for a long time we have felt that crosswalk was put in the wrong spot. We walk to La Entrada school everyday from Leland Avenue and that crosswalk is right at the curve in the road which makes it blind for drivers. I have seen multiple accidents at this crosswalk over the years. The sidewalk should be moved so the student can cross at Alameda and Sharon Avenue.	I live in the area shown within the map below	G. Palo Alto Way or side street off of Palo Alto Way (Stanford Ave, Leland Ave., Vine St.)
		1			I am a 80 year old woman who has lived in my house (248 Stanford Ave) since the world began over 40 years. I have seen the Sand Hill Road/Santa Cruz area become a nightmare with so many more cars, bikes, road changes and signals. It is really over whelming. Sometimes there are just too many bikes going into the road and not seeming to care. I hope all of us, and especially we old timers have more simplification and we can try to work things out.	I live in the area shown within the map below	G. Palo Alto Way or side street off of Palo Alto Way (Stanford Ave, Leland Ave., Vine St.)

Speed	Ped	Bike	Road	NIA	Comments	User	Location
					Children crossing Santa Cruz at Sharon deal with speeding cars and bikes who do not pay attention. The crosswalk is a block out of the way, and kids run across where the street is rather than where the crosswalk is. This might even be safer given that frequent rear-end accidents occur at the crosswalk. The crosswalk MUST be moved, and overhead signals added. It is truly a matter of time before something terrible happens.	I live in the area shown within the map below	G. Palo Alto Way or side street off of Palo Alto Way (Stanford Ave, Leland Ave., Vine St.)
			1		I think reducing/removing street parking near the corner of Santa Cruz and Palo Alto for better visibility would be a great improvement for safety.	I live in the area shown within the map below	G. Palo Alto Way or side street off of Palo Alto Way (Stanford Ave, Leland Ave., Vine St.)
1				1	For pedestrian safety improvements, please prioritize letting pedestrians cross to go to La Entrada school. Until that happens, I will not allow my children to walk to school because the Alameda crossings are simply too dangerous.  In addition, when continuing NW on Alameda past the Y, the 2 lanes merge very late before the light at Avy. This merge should happen much sooner to dissuade cars from racing down the left lane and late-merging close to the light. I think I get cut off or prevent that from happening at least once a week, despite the speed limit having been reduced to 25, which many seem to ignore and go well over 40.	I live in the area shown within the map below	G. Palo Alto Way or side street off of Palo Alto Way (Stanford Ave, Leland Ave., Vine St.)
				1	I believe that a dedicated bike lane on Alschul makes more sense than one on Alameda de las Pulgas at least on the stretch that Alschul exists. This would also be safer for kids getting back and forth to school. The section of Alameda north of Avy also needs attention for safety reasons!	I live in the area shown within the map below	Gordon Ave
				1	Must improve traffic flow during commute hours. Cars backed up too far in the section of Santa Cruz Ave due to traffic lights at the corner of Sand Hill Road and Santa Cruz Avenue.	I live in the area shown within the map below	H.. Oak Hollow Way/Royal Oaks Court
	1	1			I think it is really important to realize that everyone is capable of walking/using a sidewalk/pedestrian crosswalk, while only a small minority of people bike along Santa Cruz. While it's important to recognize bike safety and promote alternate transportation, the people who are living in this area are those most affected positively by sidewalk improvements. It is not safe to have to push a baby stroller or an elderly person's wheelchair into Santa Cruz dodging traffic when the sidewalk is unusable. There are also several Las Lomitas bus stops along this path, and due to the condition of the sidewalks, it is not safe for elementary children to walk on their own home from the bus stop. This in turn defeats the purpose of having a bus when parents have to drive or walk over to pick up their children. Thank you for your consideration!	I live in the area shown within the map below	H.. Oak Hollow Way/Royal Oaks Court
				1	It is important to the residents of Oak Hollow to have a turn lane. It would be very dangerous if it was eliminated.	I live in the area shown within the map below	H.. Oak Hollow Way/Royal Oaks Court
1	1			1	Left turn lane Santa Cruz northbound to Campo Bello is important to avoid rear-ending. Right turn lane Alameda southbound to Campo Bello is unimportant and would be better used as sidewalk and bulb. Recent 25mph limit is too low. 30 would be OK. Crosswalk at Palo Alto Ln and bus stop needs mid-street island for safety; in-road flashing yellow lights would be good as second priority. Sidewalks from Campo Bello Ln to La Entrada and Las Lomitas schools are unsafe: impassible/overgrown in places.	I live in the area shown within the map below	J. Campo Bello Lane (and side streets in the Campo Bello neighborhoods)
				1	The area of the crosswalk at Palo Alto Ave. and Menlo Commons driveway could use at least flashing lights, if not a traffic light. Also, I do not think trying to enforce a 25MPH speed limit on the entire four lane section of Alameda is workable - I think it would be more effective if the "Senior" zone were limited to the area between Palo Alto Ave. and Sand Hill Road while "passing" the senior center (per California Vehicle Code 22352(b)(3)). Thanks for advertising this survey via signs on Alameda.	I live in the area shown within the map below	J. Campo Bello Lane (and side streets in the Campo Bello neighborhoods)
			1	1	How do you get bikers to follow the law/rules? They are one of the most dangerous components of traffic flow on the Alameda/Santa Cruz Ave.	I live in the area shown within the map below	J. Campo Bello Lane (and side streets in the Campo Bello neighborhoods)

Speed	Ped	Bike	Road	NIA	Comments	User	Location
			1		I would like improvements, like a round-about, that signal this is a residential neighborhood, not a speed-through. Santa Rosa and other cities have implemented these changes. There is no need to recreate the wheel, just GET ON WITH IT. If it is an urban multi-user area, the infrastructure should reflect walking children, bike commuters, and slow, local traffic. The through traffic is obnoxious.	I live in the area shown within the map below	K. Santa Cruz from the Alameda de las Plugas to Avy Ave (missing from map)
1	1				Reduce speed to 25 mph and add sidewalks along Santa Cruze Ave north of the Y between Avy and Alameda de las Pulgas. There is heavy traffic on that stretch of Santa Cruz Ave and the missing sidewalks make it very dangerous to walk there.	I live in the area shown within the map below	K. Santa Cruz from the Alameda de las Plugas to Avy Ave (missing from map)
1	1		1		Please address speeding and distracted drivers first -- ASAP! Regarding the sidewalks question(s), we feel that both sidewalks and bike lanes AND a road diet are equally important on the section of SCA from Sand Hill (merging into the Alameda) where there is plenty of space. We do not mind the lack of sidewalks on SCA (section K) BUT again, the speeding needs to be addressed immediately! A simple low cost solution is to change the signal light from nearly always green to red unless triggered along with eliminating the right turn lane.	I live in the area shown within the map below	K. Santa Cruz from the Alameda de las Plugas to Avy Ave (missing from map)
1	1				The speed limit of 25 between Santa Cruz ave and sand hill road is too slow. Please increase back to 35. It doesn't make sense that alameda near the Dutch goose where there are more pedestrians and school children crossing is 30 mph but Santa Cruz with more lanes and fewer pedestrians is 25 mph. The cross at Santa Cruz ave and Sharon dr is very dangerous for bikers and walkers. The crosswalk is too far down from the intersection and not practical for bikers. This is the area that needs most addressing in my opinion.	I live in the area shown within the map below	K. Santa Cruz from the Alameda de las Plugas to Avy Ave (missing from map)
1					Finally put up signs to enforce a uniform speed limit in the whole Y Corridor - 25 mph North of the Y on Santa Cruz to the cemetery! Currently, at the narrowest section of this intersection traffic is encouraged to increase speed to 30 mph, please rectify this immediately!	I live in the area shown within the map below	K. Santa Cruz from the Alameda de las Plugas to Avy Ave (missing from map)
1			1		Most days I travel this route, and also have a parent who lives in the Menlo Commons. I travel in and out of that parking lot many days a week. In the mornings/evenings with heavy traffic, it is imperative to have a lane that allows the residents to turn left out of their driveways to a protected lane to wait for the other side to merge into. It has been discussed that this lane may be removed. If so, it will force the residents into a detour that would mean going through a residential zone, with a grade school instead of the current plan. It could also increase potentially fatal accidents if they turned left and into traffic that was not secured by this current lane configuration, as often drivers are speeding through the light at Sand Hill Road and cannot be seen easily when traffic is blocking the sight lines.	I live in the area shown within the map below	L. Side street off of Santa Cruz (Oakdell Dr neighborhood, Cloud Ave, Sherman)
			1		Please don't force people turning onto santa cruz from alameda to stop.	I live in the area shown within the map below	L. Side street off of Santa Cruz (Oakdell Dr neighborhood, Cloud Ave, Sherman)
	1	1			The existing lighted ped crossing at Santa Cruz and Oakdell (next to the cemetery) is positioned in the wrong place. It needs to be moved south to merge at the intersection at Oakdell. I've witnessed countless pedestrians and bicyclists cross the street at this spot not using or knowing of the illuminated cross walk just 100 feet to their north. There've been accidents because of this issue. Please consider changing this cross walk.	I live in the area shown within the map below	L. Side street off of Santa Cruz (Oakdell Dr neighborhood, Cloud Ave, Sherman)
1		1	1		Please do NOT remove the right turn only lane on Santa Cruz towards downtown at the Y and please keep it a free right turn. We do not need more pollution or irritated drivers or cars cutting through residential streets. - The sharrows on Santa Cruz are causing weaving, not the right turn lane, e.g., cars move to the left to pass the bikers and then back to the right once passed. - Removing parking on Santa Cruz (during rush hours), or removing the center left turn lane would make room for bike lanes. - At the Y, make northbound Santa Cruz have the left lane for Alameda only, and make the right lane for downtown only, keeping it a free turn that's usually green. Have the bikers shift to a bike lane running between the two lanes way before the Y so they merge before drivers turn right. - Increase the speed limit on Santa Cruz from 25 mph to 30 mph so it is consistent with the speed limit in Menlo Park.	I live in the area shown within the map below	L. Side street off of Santa Cruz (Oakdell Dr neighborhood, Cloud Ave, Sherman)

Speed	Ped	Bike	Road	NIA	Comments	User	Location
	1	1	1		As the old saying goes, "if it ain't broke, don't fix it." There have been very few accidents in this heavily-traveled stretch. There are very few pedestrians and, even if you upgrade the sidewalks and crosswalks, there will continue to be very few pedestrians. It does not make economic sense to spend money on pedestrians. There are quite a few bicyclists, but they are adults and ride carefully. They don't need "safety improvements." The complaints you are likely hearing are about cars driving quickly past people's houses. They bought houses cheaply on a busy street and now they are shocked *shocked* to find out that it is hard to get in and out of their driveways. I drive through this area many times every day since I live just two blocks from the Y intersection. It ain't broke. Please don't waste our taxpayer money "fixing" it because of a few vocal residents on this busy street.	I live in the area shown within the map below	L. Side street off of Santa Cruz (Oakdell Dr neighborhood, Cloud Ave, Sherman)
				1	I would also add Orange Ave as part of this survey. I live on Orange Ave and traffic and speeding through this street is also an issue.	I live in the area shown within the map below	L. Side street off of Santa Cruz (Oakdell Dr neighborhood, Cloud Ave, Sherman)
	1				Most people drive cars. Drivers are only going to be more frustrated with the "traffic calming" taking place on Junipero. Safer sidewalks for children would be my priority.	I live in the area shown within the map below	L. Side street off of Santa Cruz (Oakdell Dr neighborhood, Cloud Ave, Sherman)
			1		Please do not reduce the number of traffic lanes ..	I live in the area shown within the map below	L. Side street off of Santa Cruz (Oakdell Dr neighborhood, Cloud Ave, Sherman)
1				1	Currently, the new 25mph sign is not obvious and may be partially blocked until very close to it. I reduce to 25mph and cars whiz by me or tailgate me and sometimes flash lights to speed me up. Cars in the right lane either slow or veer to the left to avoid cyclists. If "your speed" signs are installed, they should be accurate and not confusing. I don't know whose jurisdiction the Alpine road signs fall under but they should be examined. I drive 35 and the signs flash 33 or 34 and at the same time warn me to slow down/too fast. Other cars doing 33,34,35 see the false too fast warning and tap their brakes creating a potential hazard. Signs are a good idea but create an unintended hazard due to erroneous messages being flashed. Someone should take a look at the messaging.	I live in the area shown within the map below	Oak Knoll Lane
		1			Thank you for gathering input from the community regarding this significant traffic issue. I regularly ride my bike on Santa Cruz to Alameda and I pray I won't get hit by a car everytime I ride this corridor. The green biking arrows have helped a little but the cars still keep trying to run me over. I've been in the community for over 23 years, same house on Ashton Ave and traffic has gotten worse and worse. In my humble opinion what is needed here is a dedicated bike lane. Thanks for listening	I live in the area shown within the map below	Off Alameda on Ashton Ave close to Santa Cruz
		1	1		I am an avid bike rider and both ride and drive in this intersection daily. I ALWAYS see issues with bike sharing lanes in BOTH directions causing drivers to make dangerous lane changes due to parked cars on the east side of the roadway. On the north, while no parked cars there isn't enough room for cars to pass bikes safely. I've had be a part of and seen many close calls.  You should study removing a lane south bound and adding a bike lane on both sides of the street. To do this, a change at Santa Cruz, Junipera Serra, and Alpine should be changed to uncombine the left and straight lanes and have traffic going straight be green while the opposite direction is green. This will help keep Santa Cruz ave from backing up and allow for a single lane off traffic.	I live in the area shown within the map below	Santa Cruz between orange and lemon
				1	The segment of Amameda just south of Page Mill in the southbound direction is still a nightmare to ride a bike on. The addition of the green bike markings on the road have not yet changed drivers frequently honking at me, trying to run me off the road and flipping me off even when i'm on the far right side of the "shared lane".  Please Please Please eliminate all parking on the side of the road and give us a place to ride safely. I understand this will be less convenient for less than a dozen of my neighbors if they can't park right in front of their homes, but it will make if far safer and more enjoyable for the hundreds of us who use this road everyday.	I live in the area shown within the map below	Stanford Ave

Speed	Ped	Bike	Road	NIA	Comments	User	Location
			1		1. Your last question is inaccurate- question says there will be 0-5 but there is only 0-3 options. 2. There was no question about timing of signals or the huge amount of traffic on Sandhill spilling onto other roadways.	I live in the area shown within the map below	Stanford Hills
	1	1	1		Cars speed, run red lights (especially the right turn light onto Santa Cruz, and making a left from Sharon onto Alameda), pedestrians—especially kids getting to school or the bus stop—are at risk daily, and bikers don’t respect traffic signals. We have lived AT this intersection for 14 years, and these dangers, plus accidents have been going on way too long. Please do something soon. It was wonderful to have police giving tickets a few months ago. More regular police presence might also help.	I live in the area shown within the map below	Y. Facing or bordering the Y intersection of Alameda/SCA/Campo Bello
1	1				Traffic mitigation, slower speeds should help with safety in the area, but adequate sidewalks is also a priority. Without them, the roadway feels like a highway and cars can swerve around slower cars to pass even though people or bikes may be in the shared roadway. Not safe for anyone at any speed. Being able to exit my driveway within 15-20 minutes would be helpful too. Waiting for the next traffic light is not necessarily the best solution with the amount of traffic that comes through this area.	I live in the area shown within the map below	Y. Facing or bordering the Y intersection of Alameda/SCA/Campo Bello
1	1		1		This is a neighborhood and turned into a thoroughfare/cut-through to get across town for those that don't live in this neighborhood. Alameda has narrow, two lane streets farther down the road, but opens up to a speedway after Sharon Road. It encourages people to speed and go faster in this specific corridor. The road at Sand Hill was also narrower in the past and had been widened to accommodate for more traffic (for Stanford? or the Sand Hill businesses?), but did not consider the effects it would have on the community. The homeowners here do not have a neighborhood anymore. Over the years, people have put up walls to mitigate traffic noise, dust and for their own safety. If we bring the road back to it's neighborhood feel, then more people will feel comfortable walking or running around the area, visiting the small businesses just down the road and visiting with neighbors. No one feels comfortable doing this and it has been something the residents have had to endure. Cars should be directed to use major thoroughfares to get across town, like Sand Hill Road to El Camino, not cut through Santa Cruz at the Y, which is full of homes with young families and children. They cannot play in their driveways due to the unsafe environment. Why should our neighborhood be sacrificed so cars that don't live here can speed through at 50mph so they can get to their jobs on the opposite side of some other city. Find an alternative route for the cars and make this road safe for people, pedestrians, neighbors and cyclists.	I live in the area shown within the map below	Y. Facing or bordering the Y intersection of Alameda/SCA/Campo Bello
1	1	1	1		#1 Slow down the traffic. Reduce speed to 25mph and ENFORCE IT! #2 Widen sidewalk space for kids & neighborhood walkers #3 Add bike lanes (may need to share with walkers on Santa Cruz Ave.) Put some barrier such as plastic bumps along edge of bike/walk lane #4 Put up active and enforceable speed cameras-- they would easily pay for themselves, daily #5 Establish NO PARKING zones along Santa Cruz Ave. section--- residents cannot see on coming traffic when cars are parked along the roadway	I live in the area shown within the map below	Y. Facing or bordering the Y intersection of Alameda/SCA/Campo Bello
1					The Y intersection is beyond hazardous. We can't cross the street. We can't get the kids to the bus stop, and we can't get in and out of our driveway without risking our lives. On a regular basis we see cars racing through red lights, speeding down the street at 50+mph.	I live in the area shown within the map below	Y. Facing or bordering the Y intersection of Alameda/SCA/Campo Bello
	1				I no longer have school age children, but there should be a Las Lomas bus stop for kids on Santa Cruz Ave between Palo Alto Way and Oakdell. Kids on this side of Santa Cruz are forced to walk dangerous routes to get to a bus stop or parents are forced to drive them . I believe that Las Lomas deliberately discriminates against these kids who live in an area that is not as rich as the rest of the district.	I live in the area shown within the map below	Y. Facing or bordering the Y intersection of Alameda/SCA/Campo Bello
1			1		1) We need speed bumps to slow down traffic entering and exiting the Y. 2) Neon signs that flash "SLOW DOWN" because the constant high speed of vehicle/motorcycle/bicycles. 3)Drivers use the parking lane as a 2nd car lane as they enter the Y going South on Santa Cruz. My trash cans have been hit and I have almost been hit several times. It is a danger to take my trash in and out on trash days. 4) Getting in and out my driveway is a MAJOR hazard. I get honked and obscene gestures when turning in and out of the driveway. It is a safety hazard.	I live in the area shown within the map below	Y. Facing or bordering the Y intersection of Alameda/SCA/Campo Bello

Speed	Ped	Bike	Road	NIA	Comments	User	Location
1		1			For the time being, the green sparrows have improved the situation significantly, but they would help a lot more if they were further extended into Santa Cruz Ave south of Sand Hill Rd, which is where a lot of the bike vs. speeding car conflicts begin. Every time that I bike through the Y I reach the posted speed limit, and yet I have to deal with road rage from soccer moms in SUVs, deplorable pickup truck drivers, and the occasional smug Tesla driver who all seem to think that this is a freeway and the 25 mph speed limit only applies to the sidewalk. Much more enforcement of the new 25 mph speed limit is needed here.	I only commute thru this corridor	
			1		Increased enforcement of existing traffic laws would also help.	I only commute thru this corridor	
				1	The first question does not offer a choice to account for residents of the area who are not in that tiny area of the map. I had to choose "only commute", but I drive for many local reasons that are not commuting.	I only commute thru this corridor	
		1	1		Unless better public transportation is provided, keeping the corridor open for improved vehicle and bicycle traffic flow is most important for me as a commuter through the corridor.	I only commute thru this corridor	
1		1			1) Survey design could be somewhat improved. E.g., in the first question, many might interpret "commute" to mean a trip made to/from work, excluding recreation. And in the last question, "Not important to me" should be "Least important to me".  2) The 25 mph speed limit and sharrows have not done enough for bike safety. I'm a strong, experienced rider who typically does 20-25 mph from Sand Hill to the bottom of the Santa Cruz hill. I take the lane, as sharrows and safety considerations suggest. But since the sharrows were painted, I've been sideswiped (near Oakdell; hit by a mirror, not knocked over, while riding near the rightmost lane marker). Often, particularly during afternoon traffic peaks, I'm passed by cars while descending that stretch: they move into the oncoming lane and/or pass me at close distance, pass through intersections, and cut back to the right, leaving me little margin.	I only commute thru this corridor	
		1	1		Northbound Santa Cruz (from Sand Hill to the "Y" split with Alameda) could use a bike lane - with cars parked on the side of the road, it becomes a tight squeeze. That portion of the road does not encounter "traffic back-ups", so reducing it to 1 lane in that direction should be fine. It will also reduce the risk of bicyclists who are turning left onto Alameda, cutting through most of the traffic going "right" onto Santa Cruz. There's already a 150 foot section of "right hand turn" onto Santa Cruz, but with 2 lanes going towards Alameda, and right hand turn to Santa Cruz being "always green", makes the transition tricky. After all, both Santa Cruz and Alameda are single lane in each direction (Alameda becomes single lane between Sharon & Prospect, 2 blocks from the Y) Making Northbound Santa Cruz and Alameda single lane should not impinge traffic flow. The southbound portion is not that big of a problem for bicyclists - it's wide enough, and there are no cars parked along that portion of the road, so I've never had an issue going southbound.  One additional thing worth looking at - Campo Bello Lane. Southbound traffic does not need a separate "right lane" for turning into Campo Bello - confusing with "turning right " onto Santa Cruz. That lane could be converted into a proper bike lane.	I only commute thru this corridor	
		1			the big problem is atherton police force's harassment of cyclists for invented infractions or draconian enforcement of minor issues that don't impact public safety. they unequal protection of road users means that they penalize and discourage cycling based on their own automotive bias and respond to and side with motorist complaints about cyclists. their police department is unresponsive to complaints (i know as i have called and written numerous times).	I only commute thru this corridor	
	1	1	1		1) The biggest problem is lane changers who make the right turn at Y onto Santa Cruz. (2) This is not, nor would it likely ever be, heavily used by pedestrians (and I walk a lot, elsewhere). (3) Bicycling from Alameda towards San Hill is a hassle and dangerous -- crossing all those lanes in heavy traffic, going different speeds...	I only commute thru this corridor	

Speed	Ped	Bike	Road	NIA	Comments	User	Location
		1			This area is completely unsafe for bicyclists. As a daily cycling commuter, we need dedicated bicycle lanes that allow cyclists safe passage from the Sandhill intersection (northbound), where the bicycle lane ends. Same goes for southbound to Alpine/Junipero Serra. Police NEVER enforce the 25 MPH speed limit here during commute times, although this is a known issue. MP PD need to devote better efforts to enforcement, including the 3-foot rule! Please help encourage more cycling commutes on the Peninsula. Thanks so much!	I only commute thru this corridor	
1		1	1		Reduce width of travel lanes on Santa Cruz between Sand Hill and Alameda to slow traffic and to provide safe bike lanes. Use green to mark any bike lane segments between thru and turn motor lanes. Use dashed green boxes to mark expected path for bikes to cross motor traffic lane. Remove one of the four Alameda travel lanes between Avy and Santa Cruz to provide bike lanes, consistent with configuration Alameda north of Avy (all the way to Jefferson in Redwood City). Enforce 25 mph speed limit through the corridor. Currently the segment of Santa Cruz between Sand Hill and and Alameda is very intimidating and hazardous for cyclists and is serious barrier to increased use of bicycles.	I only commute thru this corridor	
				1	Thanks	I only commute thru this corridor	
1					Safety is not enforced in this area. Traffic speed limits were reduced; however, most vehicles ignore the speed limits and treat vehicles traveling at the limit as inconveniences and hazards. I personally have been passed by a car crossing the double yellow lines on Santa Cruz Avenue in this area in the middle of the day. Although not in this area (it was on Willow), I was passed by a car using the bicycle lane, and since it could happen in the Santa Cruz/Alameda area as well, that you need more of the signs that state not to use bicycle lanes for passing as are posted on Valparaiso Avenue. What use is it to post and even reduce traffic speed limits if the majority ignores them? Also, if this Santa Cruz/Alameda corridor is treated as a single entity, perhaps it would be best to keep the posted speed limit consistent throughout the area. I mean, I understand how the speed limit changes on Alameda from 25 mph to 30 mph (north) or 35 mph (south) outside the corridor, but just pointing out that it changes from 25 mph to 30 mph when going from the Alameda to Santa Cruz.	I only commute thru this corridor	
		1			The northbound travel on Alameda for bicycles is one of the more dangerous places on the peninsula with regards to dealing with traffic. I would suggest that this should be the priority for any bike related improvements.	I only commute thru this corridor	
1	1				The offset intersection between Santa Cruz Ave, Oakdell Dr, and Sharon Rd is extremely dangerous, have seen many accidents and close calls. During commute times, cars are moving way too fast on Santa Cruz, many left turners, cars driving on to shoulder, frequent bikers and pedestrians. The neighboring segment of Sharon Rd is in need of repaving--many potholes.	I only commute thru this corridor	
		1			This is a particularly dangerous intersection for bicyclists as I have witnessed or experienced many unsafe passes (less than the 3 ft required by law) in the area where Santa Cruz splits with Alameda de las Pulgas.	I only commute thru this corridor	
		1			I commute via bicycle along Alameda de las Pulgas. The current speed limit is not enforced. The drivers drive like crazy in the afternoon and beep at cyclists despite the recent sharrows. There is room for a bike lane in the northbound direction. Something needs to be done to make it safer for bikes to go straight even when cars are heading down Santa Cruz. This area is a death waiting to happen. Police enforcement is needed NOW until a real fix is in place.	I only commute thru this corridor	
		1			I am happy to see SM county taking this region seriously. The current northbound traffic is extremely dangerous for cyclists, esp with the road split. Motorists (and some cyclists) don't seem to understand what the painted green bike signs are supposed to mean. If nothing else, an instructional sign about what they are do do with these green lines (do bikes line up with arrows? Are they just for warning) would help.	I only commute thru this corridor	

Speed	Ped	Bike	Road	NIA	Comments	User	Location
1		1			It is particular dangerous for bikes on Santa Cruz after passing through the Sand Hill intersection. Some drivers do not respect the 3ft passing law and if there are parked cars, it gets very very tight between parked cars and cars going 30mph+	I only commute thru this corridor	
		1			There is just not that much pedestrian traffic when I am traversing the corridor. the biggest issue from my perspective (I drive and bike the corridor) is the pinch point for bikes when heading north from the traffic light at Sand Hill/Alpine/Alemeda/Santa Cruz	I only commute thru this corridor	
1	1				I live on Santa Cruz Ave. near Hillview school and was here for the recently completed Santa Cruz sidewalk project. I commute though the Santa Cruz/Alameda corridor, and I frequently bike ride through it as well. I would give top priority to the pedestrians that have to cross Santa Cruz between the cemetery and Oakdell. It is difficult and dangerous, particularly for school children. Also, the seniors that need to cross near the Santa Cruz/Alameda intersection have a very difficult time. Four lanes of traffic often going 35-40 mph makes it highly risky for them.	I only commute thru this corridor	
		1			Need a better transition for bicycles traveling south on Santa Cruz Avenue past Sand Hill Road and making a left turn onto Junipero Serra Boulevard.	I only commute thru this corridor	
		1			I am a near-daily cyclist. The new sharrows are definitely helpful in legitimizing cyclists's presence in the rightmost traffic lane. Better yet, though, would be a continuously marked bike lane (at least dashed white lines) from Sand Hill onto Alameda at the Alameda/Santa Cruz split. (Riding in the right lane but angling left to stay on Alameda can get a little dicey with cars wanting to angle right onto Santa Cruz.)	I only commute thru this corridor	
1	1	1			Thank you for bringing attention to the issues of this travel corridor. A bike lane heading westbound on both Santa Cruz and Alameda de Las Pulgas would be most useful. Traffic congestion occurs heading westbound when bicyclists enter the right most lane of traffic to avoid the parked cars. There seems to be plenty of room for bicycles heading eastbound. Regarding pedestrian signals, any additional signals in this already narrow corridor between Sand Hill Road and the Y-intersection would just be an additional and potentially adverse distraction for drivers. The number of drivers through the corridor far outnumbers the number of pedestrians and there are already two pedestrian crossings in close vicinity to one another (one at Sand Hill Road and one at the Y-intersection of Santa Cruz and Alameda de Las Pulgas). Perhaps a bigger need is a relocation of the pedestrian signal on Santa Cruz at Sherman Rd to the area where Sharon Rd and Oakdell Rd meet Santa Cruz since several traffic accidents have occurred here. As a daily bicycle commuter, I have seen that this intersection becomes quite congested during peak commuting hours since it appears to be a main access way for Oak Knoll Elementary School. It is also a busy intersection for bicyclists and pedestrians during this time with many crossing from Oakdell Rd to Sharon Rd and vice versa. Moving the pedestrian signal could help raise awareness of this busy intersection and would be in a more useful location than its current location. Regarding the speed change to 25mph, since the change from 35mph, the flow of traffic has not improved and if anything, has only felt more congested. I support a return to 35mph in this area.	I only commute thru this corridor	
1		1			From a cyclists perspective (my usual): The relatively recent changes in the area to add green bike sharrows and reduce the speed limit have (after drivers got used to the change) made bicycling in both directions through the santa cruz/alameda route better than they were before. Claiming the lane - as there isn't safe room for both bikes and cars on north/west santa cruz - now causes less friction; fewer poorly informed driver interactions. There is still room for improvement. ex: Crossing Sand Hill onto Santa Cruz ave on a bicycle for example is a sudden end of bike lane and space with no obvious correct way to merge into the car traffic so everybody does it differently. Residents park on the side there, creating a dangerous door zone and narrow right hand traffic lane where drivers who want to head down Santa Cruz all the way into Menlo Park jockey for position.  In a car the 25mph speed limit on a 4-5 lane wide road is unexpected. People still naturally exceed it. Reducing the number of car lanes might help make people actually go 25? Or would a single car lane with a higher 30-35mph speed limit but full bike lane and proper pedestrian space and crossings work out? I don't know.  Good luck, and thanks for giving this highly traveled multi use area attention!	I only commute thru this corridor	

Speed	Ped	Bike	Road	NIA	Comments	User	Location
	1	1	1		The primary issue, as I see it, is the safety of all who use this corridor, especially emergency responders (fire, police, ambulances). Beyond that, priority should be given to children who walk or cycle to school. This means safe walkways , bike lanes and crosswalks. If this means enforcing county/city right-of-way where encroachment by home owners has occurred then that should be on the table as well. It should also be made crystal clear which entities, whether county or city, bear responsibility for what areas of improvement and these entities/departments should be in constant communication to ensure that things run smoothly so that, at the end of this process, there is full transparency, no recrimination and no finger pointing. The community deserves no less.	I only commute thru this corridor	
				1	Page 5 asks me to rank from 0-5 when only 0-3 are options!	I only commute thru this corridor	
		1	1		I have rarely seen any pedestrians between Sand Hill and the fork, while almost every evening when I come from 280 I've seen cyclists having to share the road with cars quite dangerously. The cars on the right most lane have to drive slow ~15mph blocking long traffic behind, which is not ideal for either users of the road. On some weekends when I cycle, I'm the one who's put in danger, so I try to give more room to cyclists on weekdays when I'm behind, but not everyone shares that mindset/attitude.	I only commute thru this corridor	
	1	1			This is a terribly unsafe corridor for pedestrians and cyclists. Excessive speeding appears to have increased, as has car traffic volume. Thank you for considering improvements.	I only commute thru this corridor	
1	1	1	1		1) Please improve the sync of lights from Avy to Junipero Serra to reduce speeding. 2) Make the right lane going to Alpine South bound what it used to be a green all the time lane (18+ years ago). 3) Improve the roads for people on bikes as there is NO ROOM for them. I would take out the middle turn lane. 4) Add an additional cross walk for kids to safely cross the road between Sharon Road and Santa Cruz Avenue. Thank you.	I only commute thru this corridor	
		1			I also use these streets for recreational cycling, something that isn't covered in the limited questions, so add me for recreation (cycling up to the lake in Sharon Heights as well as on a daily cycle ride - 6 days a week - if there is no rain)	I only commute thru this corridor	

Speed	Ped	Bike	Road	NIA	Comments	User	Location
		1			<p>I bike to/from work along Alameda and Foothill to Palo Alto. The northbound section of Alameda through to the hill past Santa Cruz is the most dangerous part of my commute. I've had numerous close passes there, to the extent that I now intentionally ride down the center of the entire right lane to ensure no one tries to sneak by.</p> <p>That section is stressful for everyone, since you start before Sandhill in a bike lane, you then cross Sandhill so you have a very wide section of road, and then a bit after Sandhill there's suddenly no room for two lanes of cars plus bikes. That means the only way to ride through there safely is to have the cyclist merge into the right lane of car traffic. As a cyclist this sucks because you're pressured to squeeze over so cars can get by, and as a driver you've got a huge line of cars behind you pushing you to try and squeeze through a little gap. I frequently am able to ride that Northbound section at ~25mph (the speed limit) until I get past Santa Cruz, but people are still going by me quickly in the left lane. There also aren't that many other cyclists who're able to do that sort of speed while commuting through there.</p> <p>The southbound side in theory has this problem as well, but the big difference there is you're going downhill so the cyclists are going at a higher speed. You're also going from bike lane -&gt; no bike lane -&gt; bike lane (at the light) so the areas people should be riding in is much more defined. There also aren't any cars parked on the side of the road, so you don't have to worry about getting doored.</p> <p>People on the east side of the road likely wouldn't like this suggestion, but I actually think moving the car parking from the northbound side of the road to the southbound side would greatly improve things. A cyclist can avoid getting doored by "taking the lane" on the southbound side, and will be able to keep a higher rate of speed. Northbound more space would be available, so even though you're going slower there'd be less pressure to go fast since you potentially could fit a car in that gap.</p> <p>Other sections that are tricky:                      * the right turn from Foothill onto Alameda -- you start on the right, have to cut to the middle, then cut back to the right                      * the hill right after Santa Cruz where there's still cars parked so you shouldn't go too far right, but you're pressured to move over because the intersection is so wide and there's not great signage implying a cyclist can / should take the lane</p>	I only commute thru this corridor	
		1	1		There's a very bad conflict between drivers and cyclists northbound. Lots of road rage.	I only commute thru this corridor	
		1	1		A lane diet is needed, both for the 5-lane section of SCA and the 4-lane section of the Alameda. Furthermore, to encourage motorist to slow down, the lane widths need to be reduced. With the reduction of number of lanes and the reduction of lane widths, both bike lanes and slightly wider sidewalks can be accommodated.	I only commute thru this corridor	
		1			I live in the area and commute by bike very often. Going North on Sta Cruz and having to turn left at the fork into Alameda is extremely dangerous. Also, when on a bike going North on Sta Cruz between Sand Hill and the Y you have to ride on the right of the road and cars seem to not like bikes there, as there is no space for them to stay in the right lane and pass the bikes.	I only commute thru this corridor	
				1	Care must be taken that traffic on Sand Hill is not impeded by any "improvements" on the Santa Cruz corridor. It already can take 20 minutes to get from Branner/Sand Hill to El Camino or 280. Additional backups caused by narrowing or reducing lanes on Santa Cruz could exacerbate this problem.	I only commute thru this corridor	
		1			The last forced ranking did not include speed of traffic, only safety. Safety is not an issue, in my opinion. The speed of traffic should be increased, and the provision for safe bicycle riding improved.	I only commute thru this corridor	
1					I reject "not important to me" as the least important option description. Let me be clear: I bike/drive through here, but I prioritize safety of the most vulnerable users: kids, cyclists, pedestrians, seniors. Sidewalks, crosswalks, bike lanes, and whatever it takes to reduce actual driving speeds to 25 mpg -- these should all be part of the solution. None of these is unimportant.	I only commute thru this corridor	

Speed	Ped	Bike	Road	NIA	Comments	User	Location
				1	n/a	I only commute thru this corridor	
	1	1			Alameda is not very safe for pedestrians and cyclists (including kids riding to school) because of all of the turning car traffic -- i.e. cars turning onto and off of Alameda. Safety improvements are needed.	I only commute thru this corridor	
	1	1			In general, I believe communities should make improvements to support any mode of transportation other than cars. Improvements to traffic flow without improving walking/biking infrastructure is irresponsible. In its current form, this stretch of road is dangerous for both cyclists and pedestrians. More people might choose to walk or bike if they felt safer on the road or sidewalk.	I only commute thru this corridor	
1		1			I only drive through this corridor because I think it's too dangerous to bike. As a driver it is also annoying when a slower-moving bicycle moves into my lane. Dedicated (separated?) bike lanes, please!	I only commute thru this corridor	
		1			Using green bike lane paint is the best ever, if there are no physical separations of bikes from cars. Even green lane line paint for making lanes is better than white. Green dashed blocks also help cars to know when to drive over bike lanes (and when not to). Please, this is not such a difficult request and might also become a global green color for bike lanes everywhere! Drivers would soon feel safer, just understanding where bikers were going to be, on the road. Thank you for asking us for our opinions and then doing the work!!	I only commute thru this corridor	
			1		if parking was reduced/eliminated along the streets in this area that would likely allow for a dedicated bicycle lane while maintaining the current number of traffic lanes. Bicycle lanes should be buffered or some form of physical barrier from autos (such as soft-hit posts).	I only commute thru this corridor	
				1	Thank you! This is very important work	I only commute thru this corridor	
		1			Who are the members of the task force? Who picked them? Highest priority should be for safety of cyclists n/b & w/b at the Santa Cruz/Alameda "Y". Why does my screen show "blocked plug-in" when I try to view minutes?	I only commute thru this corridor	
	1	1			I go from Oakdell to Sharon Road and back twice a day--that is, I negotiate that short trip on Santa Cruz Avenue 4 times per day. It is dangerous and time consuming.	I only commute thru this corridor	
1					I travel through this area at different times of the day and seem to be the only one following the 25 mile per hour speed limit. Other vehicles pass me every day and I have not seen any enforcement of the speed limit. Cars were going over 40 mph when the "your speed" equipment was placed along the corridor.	I only commute thru this corridor	
				1	Please use a public or web forum to share your usage and count data. I rarely see pedestrians.	I only commute thru this corridor	

Speed	Ped	Bike	Road	NIA	Comments	User	Location
1	1	1	1		<p>I am a biker and a driver. This is a safe bike corridor if, as a biker, you don't ride side by side and you don't attempt to impose your will on the passing cars - always a bad idea.</p> <p>In general, the car, bike, and foot traffic all seem fine to me; therefore I am against any significant changes.</p> <p>If there are going to be changes, then I propose there be no parking from 6 AM till 9AM on Santa Cruz between Sand Hill Rd and Alameda de las Pulgas. I definitely think there needs to be 2 lanes for cars; and, as I also ride my bike, I would like a bike lane next to the sidewalk. What seems to limit the space "curb to curb" are the cars parked on the side of the road during peak commuting times.</p> <p>Also, the flow of traffic is good right now. I am strongly against any actions that would cause more car traffic or slow down the cars in the specified area.</p>	I only commute thru this corridor	
		1			Suggest that you consider routing bike traffic around the corridor.	I only commute thru this corridor	
	1	1			I often go out of my way to avoid this corridor when I commute by bike, due to poor biking infrastructure. When auditing the number of pedestrian and bicycle users of this corridor, please consider that potential users may be actively avoiding these roads due to safety concerns. This can make the number of cyclist and pedestrian users appear lower than it actually would be if the corridor was safer for us.	I only commute thru this corridor	
		1			<p>This is a missing link for bike commuters, as there are bike lanes for many miles in both directions, but this gap is stressful and dangerous enough to act as a barrier. Adding bike lanes would significantly improve the bike lane network. This would help so many cyclists, including both students and folks commuting to work.</p> <p>Over thousands of rides through this area, I've experienced lots of abuse from drivers, some quite dangerous, just because I'm riding in "their" road. The reduction in speed limit has helped, but has not eliminated these problems. A bike lane is sorely needed, in both directions.</p> <p>Thank you very much!</p>	I only commute thru this corridor	
1	1				Get rid of the pedestrian crossings between the junction of Alameda/Santa Cruz and Sandhill....if you have to have a crosswalk put a light in for pedestrians( which will plug the traffic. Crossing 4 lanes of traffic is not safe...cross at Sandhill or at the light at Santa Cruz and Alameda. The 25 MPH speed limit is absurd...no one will travel at 25MPH and 35 is a safe speed.....unless the plan is to make a speed trap....	I only commute thru this corridor	
		1	1		In addition to the vital need of bike lanes on the portion of Santa Cruz between Sand Hill and Alameda de las Pulgas, some changes to Santa Cruz by the cemetery would be appreciated. Specifically a change in the markings of the paint lines at the right turn at Santa Cruz Ave. and Avy Ave. Traffic in the right lane (a right turn only lane) often slides over to the right and pinches off access to the bike lane. The ride side lane marking is currently dashed in this area. Making that lane marker solid and adding bicycle markings may help deter traffic from sliding over to the right (there's no reason to slide right, the whole lane is a right turn only lane.).	I only commute thru this corridor	
1	1				Car traffic is snarled and affects many more people than those that want to cross a street. 25 MPH is too low. Keep at 30 or higher. Yes, we should have safe crossing zones, but not at the area highlighted in yellow. Move crossing lanes to areas of less traffic.	I only commute thru this corridor	

Speed	Ped	Bike	Road	NIA	Comments	User	Location
		1			<p>For the past four years this route is part of my daily bicycle commute (from San Carlos to VMware and back) and it is *harrowing* as vehicles come flying down Sand Hill and then race to get ahead of each other before the Alameda de las Pulgas/Santa Cruz Avenue split.</p> <p>On my southbound (morning) commute, one of my survival tactics is to press the cross walk button at Campo Bello Lane in order to (intentionally) stop the flow of southbound cars so I can safely sprint my bike to the light at Sand Hill.</p> <p>On my northbound (evening) commute, I have to sprint my bike (cycle as fast as I can) in order to take a lane and force my way over onto Alameda de las Pulgas without getting run over by the cars racing to cut each other off onto Santa Cruz Avenue.</p> <p>While I appreciate the recent addition of sharrows and applaud the 25 mph speed limit, I rarely see vehicles comply with that speed limit and I don't see enough enforcement. In addition to radar road signage, it would be great to get a swarm of enforcement there, both morning and night, and reinforce the limit through citations.</p> <p>Serious reconsideration should be made around the idea of on-street parking in this stretch. By limiting/restricting/banning on-street parking, road users (cars, bikes, and pedestrians alike) would have more room to navigate safely.</p> <p>Thanks for considering my input.</p> <p>Best, Rich</p> <p>Rich Schwerin San Carlos, CA rich.schwerin@gmail.com</p>	I only commute thru this corridor	
1		1			<p>The recently reduced speed limit seems like an odd decision. A better choice would have been a moderate speed reduction (to 30 mph, rather than 25 mph) and increased crosswalk protection. The reduced speed limit doesn't help bicycle safety much, improved bicycle lanes will be required for that. Reducing on street parking on this stretch (not addressed in this survey) would greatly increase bicycle safety.</p>	I only commute thru this corridor	
				1	<p>Is it possible to plan collectively with the five jurisdictions: Redwood City, Atherton, County of San Mateo/Unincorporated Menlo Park, City of Menlo Park and Palo Alto Roads and transportation. These five jurisdictions share traffic of motorists, bikers and pedestrians from Woodside Road and Sandhill Road on the Alameda. By adding a signal light on Camino Al Lago in front of a school and a paddle sign on an Alameda/Manzanita intersection are we solving flow of traffic, speeding, joggers and pedestrians? In 2014/2015 Ray Muller from the City of Menlo Park conducted a meeting with Board of Supervisor Don Horsley and the Mayor of Atherton with respective law enforcing agencies and first responders for concerned residents on Altschul which is parallel to the Alameda. Please consider ramifications of any location of lights, crosswalk signs and bike signs.</p>	I only commute thru this corridor	
		1			<p>I frequency cross Santa Cruz, from Oakdell to Sharon, on my bike. This crossing should be make safer. Lots of bikers cross there.</p>	I only commute thru this corridor	
		1			<p>When riding northbound on Santa Cruz Avenue just past the intersection with Sand Hill Road, I freeze up every time. First, room for a bike shrinks down to just about nothing. The parked cars make it worse. And - I don't trust the "sharrows" to protect me because not everybody sees them, let alone heeds them. It only takes one "non-complying" vehicle to ruin everything. Thanks for listening!</p>	I only commute thru this corridor	

Speed	Ped	Bike	Road	NIA	Comments	User	Location
		1	1		1)To make room for bike lanes, ban street parking on Santa Cruz from Alameda to the Santa Cruz/Avy/Orange intersection. Cycling is more dangerous than it need be due to parked cars. 2) Corner bump-outs @ Alameda-Avy intersection are actually more dangerous than regular intersections were. Removing them & making a right-turn lane would expedite car traffic, which is terrible now. 3) Put in a traffic signal @ Atherton Ave & Alameda. It's currently a bad bottleneck, slows Alameda progress unnecessarily & bikes blow through without stopping @ 4-way stop signs anyway. A signal would control the cyclists better & make the road safer for everyone.	I only commute thru this corridor	
				1	There are only four north/south roads through Menlo Park. Routs 101 and 280 are saturated and getting worse very quickly. El Camino is a huge bottleneck and will get worse when the Stanford buildings across from Middle are added. That leaves only this road as a "reasonable" north/south road. If improvements hinder car traffic, Menlo Park will be chocked -- especially during the commute hours.	I only commute thru this corridor	
		1			I commute by bike from Redwood City to Palo Alto along the Alameda/Junipero/ Foothill corridor multiple times a week. The only segment of my commute where I've had multiple near misses and have actually collided which a car is at the intersection of Santa Cruz/Alameda and Sand Hill/Alameda. The Sand Hill intersection is extremely dangerous for cyclists heading south, as they have to transition from the right side bike line across multiple lanes of traffic in the Sand Hill intersection to the left hand turn lane to continue heading south. Likewise, heading north, cyclists must transition from the right side bike lane across a lane of fast moving traffic to continue heading north on Alameda at Santa Cruz.	I only commute thru this corridor	