

Pj No.	Location	Comment	Respond Notes	Edits to the Project Lists
Comments collected from TMP OOC Meetings #4 to #6				
2	Bayfront Expy & Marsh Rd	This entire intersection needs to be examined to ensure that bikes/peds can safely cross/pass through here given the volume and speed of drivers. The people living on Haven need to be connected to the rest of the city.	Noted.	New project will be added, #178.
3/4/6/7	Bayfront Expy	The suggestions along Bayfront Expressway must be illustrated so the public can understand the impact to cyclists. It is not clear from these descriptions what is being proposed	Additional analyses are being conducted and illustrations of the improvements will be provided.	None.
5	Bayfront Expy Multimodal Corridor Project	The latest design of the bike/ped crossing looks like it has many sharp turns that may be difficult for bikes to navigate.	Design intended to slow down bike speed due to the bridge's mode sharing nature. However, the turns meets standard design guidelines.	None.
8	Bayfront Expy/Willow Rd	It is unclear what is being proposed. A drawing of the proposed configuration is needed. In general, we are in favor of changes that improve ped/transit safety/mobility.	Noted.	Illustration will be provided.
9	Bayfront Expy	Yes. We support this option.	Noted.	None.
9	Bayfront Expy	This is the preferred option. I'm assuming we can find some way to bring this queue jumping shoulder bus all the way from the reversible Willow median bus lane. Is that still possible at this stage of overpass construction	To be explored during design phase.	None.
10	Willow Rd from Dumbarton Rail to Hamilton	How does this fit in with bike lanes on Willow?	Details will be evaluated during design phase.	None.
11	Bayfront Expy	This is undesirable. Interchanges encourage an increase in the number of vehicles and counter the goals of sustainability	Additional analyses are being conducted to determine the degree of improvement on traffic flow on Bayfront and connecting streets.	None.
11	Bayfront Expy/Willow Rd	No, this is not desirable. Interchanges that encourage an increase the number of vehicles run counter to the goals of sustainability. Also if the expressway can accommodate more cars, this will result in more congestion at the destinations. For example Downtown Palo Alto will have difficulty accommodating more cars and parking demand. The fact that the on/off ramps could not be accommodated at both University and Willow Road due to proximity also makes this problematic.	Additional analyses are being conducted to determine the degree of improvement on traffic flow on Bayfront and connecting streets.	None.
11	Bayfront Expy/Willow Rd	The Belle Haven neighborhood has 5 exits that feed into three channels. Reducing access to any one of these exits could have detrimental effects on neighborhood ingress and egress. No to this option, thank you.	Additional analyses are being conducted to determine the degree of improvement on traffic flow on Bayfront and connecting streets.	None.
12	Dumbarton Rail	Yes	Noted.	None.
13	Dumbarton Rail Corridor Trail from Marsh Rd to University Ave	Is this the long dreamed of bike/ped path along the Dumbarton rail lines? I think a trail like this could have the ability to make biking to work more practical for more people who are currently traffic. It would have a relatively low Level of Stress (except for when the trains start sharing the ROW. Yes!!	Noted.	None.
13	"Dumbarton Rail Corridor Trail from Marsh Rd to University Ave"	Yes	Noted.	None.
14	Marsh Rd from Bay Rd to Scott Dr	Thank You!	Noted.	None.
14	Marsh Rd from Bay Rd to Scott Dr	Yes. We must build proper bicycle infrastructure to places people want/need to go (schools, stores, office parks).	Noted.	None.
14	Marsh Rd from Bay Rd to Scott Dr	I worry that those residents on North Marsh might really object to losing their parking and that may derail bike paths. Of course the Dumbarton rail bike path would help here.	Noted.	None.

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N/A	Marsh Rd	The project list is missing the entire stretch of Marsh Road. Three items should be added here. A) Bike connection from Marsh Manor (Starbucks) to Bay Road (near Suburban Park). AND B) Bike connection from the Bay Trail (Haven and Marsh) to Starbucks. AND C) Pedestrian improvements all along Marsh Road. The existing overpass at 101 is a death trap for pedestrians (blind curves, uphill, no signage, etc.) and the sidewalk along Marsh is incomplete to Starbucks.	Sidewalk along north side of Marsh will be added. Will require parking and landscaping removals and coordination with San Mateo County residents and Caltrans.	Projects added #178 & #182.
N/A	Haven	The area along Haven, between the RWC border (near the trailer park) all the way to Marsh. The new Haven Street apartments have impressive buffered bike lanes, but they lead to nowhere. Even worse, the ending of the bike lanes on both sides of the apartments are blind curves. While Project List Item #1 addresses a piece of this area, it doesn't go far enough. Bicycle facilities need to provide complete safe routes to connect people from their homes to their destinations. In addition, it is unclear from Project Item #2 how bikes are supposed to get from Haven Street across Marsh (on the hill side of the road), or turn right on Marsh, safely. We also have concern for pedestrian safety there.	Connection from bike lane to Marsh Rd has been designed and approved by Caltrans, awaiting funding to construct. The City has expressed support for connection at the other end with Redwood City and County of San Mateo, which in their jurisdiction.	Project added #178
16	Constitution Dr/Chrysler Dr	This is not clear. Please elaborate/draw it for us.	Noted.	Illustration will be provided.
17/18	Chrysler Dr & Jefferson Dr, Chrysler Dr & Independence Dr	I really like roundabouts. I seek to understand how they would work with the gridlock happening now at peak afternoon times. If cars can't exit out the other side because they can't get onto Bayfront, won't that begin to clog the roundabout? If not, great.	Noted.	Roundabout will be removed from list due to right-of-way constraints.
20	Jefferson Dr from Chrysler Dr to Constitution Dr	The new TIDE school will be built on this street. This road needs sidewalks and bike lanes. In addition, to complete the connection to the school, at a minimum a bike lane must extend to the part of Constitution between Jefferson and Chilco.	Recommendations are either built or already identified.	None.
20	Jefferson Dr from Chrysler Dr to Constitution Dr	Definitely need bicycle lanes over on-street parking because of the high school going in. We should prioritize bike lanes over street parking in all parts of this office community.	Noted.	None.
21	Chilco St & Constitution Dr	As this striping and signaling is going through, please please look at the demands placed upon the local (and often counter-commute) traffic, so that locals don't need to lane shift to go straight on Chilco from Bayfront, through Constitution and around Instagram corner.	Noted.	None.
N/A	Chrysler	Bike lanes on Chrysler. Someone coming from Haven Street or down Marsh must have a way to get to this area.	Noted.	Bike lanes on Chrysler will be added to the Detailed Project List, #186.
N/A	OVERALL COMMENT RE: THE OFFICE PARK AREA (#15-20)	This area is being redeveloped and the new developments should have TDM programs and onsite parking. This area should NOT prioritize on street parking over bike safety. There is also a new apartment complex (94 units) planned for Independence Drive. This people will need safe options get around that do not require driving.	All projects in the area will be required to have a TDM plan that reduces 20 percent of their trips. Bike lanes have been recommended on most of the streets in this area.	None.
23-26	Belle Haven Neighborhood	If sharrows are to be installed here, ensure that the speed limits and road conditions are conducive to bicyclists and drivers sharing the road. Additional traffic calming features may be necessary.	Noted.	None.
26	Hamilton Ave from Willow Rd to Chilco St	How would it be different from Sharrows? This is a good bike thru-way right now from the bike bridge.	Noted. Sharrows are installed to indicate class III bicycle routes	None.
27	from Willow	More information is required to make a decision about this. How much wider, how much more narrow? If you look along the center medium curb you'll see rubber markings of cars that are trying to squeeze by parked cars. The devil is in the details here.	Noted.	None.
28	Newbridge St. from Market Pl to Carlton Ave	Yes, and this may also help slow traffic.	Noted.	None.

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29	Pierce Rd from Market Pl to Carlton Ave	Yes	Noted.	None.
30	Adams Dr from O'Brien Dr to University Ave	Yes	Noted.	None.
31	University Ave & Adams Dr	Yes	Noted.	None.
32	Rd to Chilco	YES! We'd also like to see how this whole area relates with the plans for Facebook village and other known development projects.	Noted.	None.
33	Menalto Ave from O'Brien Dr to US 101	This is not a sufficient alternative route to Willow Road for bicycles.	Recommendation will be removed	None.
34	Menalto Ave & US 101	We are not in support at this time of a parallel bicycle route via Menalto. The new Willow/101 interchange is being built especially for safer biking. This road must be prioritized. If all other infrastructure is built first (including a better crossing for bikes/peds at Marsh/101), then we'd like this additional route.	Recommendation will be removed	None.
35	Willow Rd between Bayfront Expy & US 101	NO widening of Willow Road. Belle Haven residents are supposed to shop at the Willow Village. Widening roads makes streets longer and less safe to cross, less hospitable for pedestrians, and goes against the Connect Menlo goal of having the road serve local residents, not only people driving through.	Recommendation will be removed	None.
35	Willow Rd between Bayfront Expy & US 101	Willow is wide enough. I would rather take a lane of traffic and turn it into a protected class I trail and make biking look like an awesome choice. It's already too much of a thoroughfare.	Recommendation will be removed	None.
36	Willow Rd between Bayfront Expy & US 101	We don't understand how this would work safely for people using bicycles...how could a bus lane (queue jump) be provided while and maintaining the bike lane without widening. Please show diagrams.	The concept of a queue jump lane is for buses to use the existing exclusive right turn lane to continue down the main corridor. No widening necessary.	None.
37	Willow Rd between Bayfront Expy & US 101	At this cost range, need cost benefit analysis.	A benefit-cost analysis of the alternatives will be conducted	None.
37	Willow Rd between Bayfront Expy & US 101	We are leaning towards this option.	Noted.	None.
37	Willow Rd between Bayfront Expy & US 101	I like this option.	Noted.	None.
35,36,37	Willow Rd between Bayfront Expy & US 101	See Citywide comment below 172 – all avenues to restrict cut-through commute traffic should be explored. Moving to widening the road and removing the median only will add more traffic, still be congested and will make it unsafe for pedestrians and bikes. Maintain bike lanes, make it as passable as possible for buses, safe for pedestrians.	Further evaluation will be conducted.	None.
38	Willow Rd & Hamilton Ave	Totally support southbound and northbound Hamilton each having their own light cycle. Does time of day right turn mean that outside peak hours, there might be right on red possibility? I do support that. I think people cut through the gas station to skip the wait.	The "no right on red" restriction originated from the bike boxes and the City is coordinating with Caltrans to further evaluate its operation. The "time of day right turn lane" refers to an unofficial right turn lane being created by restricting on-street parking during the evening peak period and does not effect the "no right on red" operation.	None.
39	Willow Rd & Hamilton Ave	Extended crossing time should be provided by a second separate button, clearly marked as such. It is not always necessary to hold traffic for extended time crossing.	Pedestrian crossing time is reasonably calculated using the speed of the slower users.	None.
39	Willow Rd & Ivy Dr	I support all of this.	Noted.	None.
40	Willow Rd & O'Brien Dr	Bulb outs are especially dangerous to bicyclists. They force bikes into vehicle lanes. And for those not attentive, less skillful or being passed cause impact on curb. Bad idea wherever bikes are present. San Mateo is removing the new bulb out on 28th Ave at Mason after complaints.	The bulbout design will be modified to address this comment during design phase.	None.
41	Willow Rd & Newbridge St	Program left turn arrow to flash (left turn after full stop/ yield to oncoming) when no opposing traffic. Ref. Middlefield Rd at Willow (RC Costco.) Option to imbed loop to trigger flashing in absence of approaching vehicles. Failsafe is that stop is required.	Further evaluation will be conducted. Approval from Caltrans will be needed for implementation.	None.

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41	Willow Rd & Newbridge St	If I understand this right, southbound Newbridge would get a left and straight light first, then switch to just straight along with northbound newbridge. Then southbound would be all red and northbound would be all green for the rest of that cycle. I think that would be better. It would be really helpful if there could be two right turn lanes from southbound Newbridge onto eastbound Willow.	Roadway widening unlikely due to severe design and right of way constrains.	None.
45	Ivy Dr	Willow Road and Coleman Avenue: No. We are not in favor of making it less safe for bicycles on Coleman Avenue. Adding a dedicated right turn line would prioritize cars, not people.	The right turn lane is intended to delineate existing operations.	None.
46	Willow Road and Gilbert Avenue	Willow Road and Gilbert Avenue: The real problem with Willow and Gilbert is south of Willow, on both the east and west sides of the street. Parking needs to be removed, at least during peak school commute hours, so that cyclists don't need to weave in and out of parked cars.	Noted.	Comment regarding parking restriction will be reflected.
46	Willow Road and Gilbert Avenue	What Priority is this?	Safety. This recommendation is intended to address safety around the existing tree.	None.
46	Willow Road and Gilbert Avenue	What problem is this trying to solve? The parking works to slow traffic, which is good. The tree is huge and has identification. Are people running into it with their cars? Seems like the least cost way to make sure the tree is seen is the best way to go here.	This recommendation is intended to address safety around the existing tree.	None.
47	Willow Rd & Middlefield Rd	Willow and Middlefield: Does not go far enough. This should become a Dutch intersection.	Noted. Dutch intersection would require capacity reduction or roadway expansion.	Additional improvements and illustration will be provided.
47	Willow Rd & Middlefield Rd	As currently outlined in the project list does not address the issue getting to the SE corner safely by bike. See below: Biking TO the Middlefield & Willow Southeast Corner - Safe biking *TO this SEC corner is a must. See below - Safe biking FROM this corner, westbound on Willow is a must - Safe biking FROM this corner westbound on Willow is a must	Noted.	Additional improvements and illustration will be provided.
47	Willow Rd & Middlefield Rd	Do not remove pork chop, it helps maintain traffic flow, overall public's long-stated priority. Add quick-response walk signal for island-to-sidewalk interval; confirm island as refuge.	Recommendation is intended to reduce pedestrian crossing time, safer interaction with right turning cars, without significant capacity reduction.	Additional improvements and illustration will be provided.
47	Willow Rd & Middlefield Rd	This should be a dutch junction.	Noted. Dutch intersection would require capacity reduction or roadway expansion.	Additional improvements and illustration will be provided.
48	Willow Rd b/w Durham St- Hospital Pz & Middlefield Rd	Willow Bus Lane: We need more information to evaluate this option. How will people get on and off the bus? Will parking remain? How will this work?	Noted.	Illustration will be provided.
48	Willow Rd b/w Durham St- Hospital Pz & Middlefield Rd	I understand the need/interest in bus access, but this doesn't seem well thought out for pedestrian access or how it fits with the whole stretch of road. Needs more looks at other options.	Noted.	None.
48	Willow Rd b/w Durham St- Hospital Pz & Middlefield Rd	This is the preferred option.	Noted.	None.
49	Willow Road	Yes.	Noted.	None.
49	Willow Road	Use paint for treatments, not heat transfer. Bikes avoid heavy transfer stencils. (Poor Peninsula pavement is rough enough as it is.)	Noted.	None.
50	Willow Rd between Bayfront Expy & Newbridge St	Yes!	Noted.	None.

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53	Bay Rd & Ringwood Ave-Sonoma Ave	Ringwood-Bay-Sonoma: The options presented are not clear. That being said, do not add lanes at this intersection. Prioritize people, not cars. Regarding the one-way west Sonoma and one-way east Ringwood, this could work under the following circumstances: <ul style="list-style-type: none"> The one-way only extended to the end of the island and did not go all the way to 101. The island would then essentially become a large-ish roundabout. Paint (or other treatments) were used to narrow the stretch from Bay to the end of the island. This could include striping for parking, bike lanes and the rest of the road. Traffic calming must be achieved here, or a wide one-way stretch will encourage speeding. 	Noted.	Illustration will be provided.
53	Bay Rd & Ringwood Ave-Sonoma Ave	If signal is for peak hour, should default to flashing yellow/flashing red at all other times	Signal is not intended for peak hours only, it's for all hours. A functional signal is typically more efficient than a flashing red signal (ie, all-way stop)	None.
53	Bay Rd & Ringwood Ave-Sonoma Ave	I support the simplification of this intersection. I wonder what the bikes would really end up doing at this intersection. It's a well traveled bike thoroughfare.	Noted.	Illustration will be provided.
54	Ringwood from Bay to Van Buren	Looking at Figure 23, there is no proposed connectivity between Ringwood and Hamilton/Ivy. Is there one in reality?	Noted and figure to be updated.	None.
54	Ringwood from Bay to Van Buren	This intersection should be a three-way stop. The cars all stop on the other side for easy bike exit. It should be that way on the south side of the bridge also.	Noted.	None.
54	Ringwood from Bay to Van Buren	. Ringwood from Bay to Van Buren: Children/youth use this route as an important commute route to school and after-school programs, and visibility is poor for drivers and cyclists. If we are designating this as a bike boulevard, we need to add a two-way stop sign on Van Buren, giving right of way to the steady stream of cyclists heading to and from the Ringwood bike bridge (similar to the stop signs on the other side of the freeway.) 51-55. We were unable to adequately look at this area.	Noted.	None.
N/A	Suburban Park - Lorelei Manor - Flood Park Triangle	There needs to be a safe way for cyclists/pedestrians to get between from Van Buren to Bay Road. If someone crosses at the Ringwood bridge and then wants to get to Willow Road they will cross Bay Road. Need a safe crossing here.	Ringwood is Class III that provides the connection.	None.
N/A	Encinal Ave	Sidewalks on Encinal Ave. between Middlefield and Caltrain tracks. Encinal has become a route for cut-through traffic b/c it has a light on Middlefield. It has bike lanes but no sidewalks, causing pedestrians to walk in the bike lane. Cars often cut into the bike lane to get around backed-up traffic during afternoon pick-up time.	Noted.	New project will be added, #179.
57	Menalto Ave from US 101 to O'Keefe St	What are the Bicycle Boulevard design features? Do they impact other modes? Please clarify for OOC	A bicycle boulevard is a low-speed street which has been "optimized" for bicycle traffic. Features are typically meant for traffic calming effect.	None.
57	Menalto Ave from US 101 to O'Keefe St	See comments re: Menalto for North (#'s 33 & 34). That being said, Menalto on this side of 101 is heavily used by school kids getting to/from Menlo-Atherton High School, Willow Oaks and Upper Laurel. Priority should definitely go to kids needing to cross and travel along Menalto on bike and foot (particularly between O'Keefe and Gilbert).	Noted.	New project will be added, #192.
57-60	The Willow Neighborhood	THE WILLOWS - There are a variety of options being explored here. How will the Willows Neighborhood Complete Streets (formerly the Upper Laurel Safe Routes to School Study) relate to these proposals? This isn't clear. We have a lot to say about this area, but we want to understand how these projects are interconnected.	Willow Complete Streets study would develop a traffic calming plan for the area which the TMP does not address.	None.
58	The Willows Bicycle Network Improvement Project	Depending on speed and volume and how much this street factors in to Safe Routes to Schools, may want to consider removing parking on one side and adding bike lanes.	Noted.	None.
59	The Willows Bicycle Network Improvement Project	We are not comfortable with this being a one-line item here. This neighborhood must be evaluated carefully to determine how the streets are being used and where people are going. Class III/sharrows should be not be the standard for Safe Routes to Schools.	Noted. Evaluating the network as one would allow for determining how the streets are being used and where people are going, and make the proper recommendations.	None.

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60	Menalto Ave from Durham St to Woodland Ave	Menalto Avenue between Durham and Woodland: The parking for the shops at Menalto and Gilbert must be taken into account when proposing a bike boulevard here. How will the backing out of cars affect this?	Noted.	Project is removed.
61	Coleman Ave from Ringwood Ave to Willow Rd	Coleman between Ringwood and Willow Bike Boulevard: No. The level of stress during peak commute hours on Coleman is way too high. A larger discussion of Coleman Avenue [City portion] is needed. There are 3 options: a. Keep Coleman as is, prioritized for cars and extremely stressful for cyclists, especially vulnerable ones (school kids). At a minimum a stop sign is needed at Santa Monica Ave. b. Engineer the road design on Coleman to be safer/less stressful for cyclists. This would involve removing parking on at least one side of the street to install a bike lane. This could be difficult given the number of apartments with many car-owning residents. c. Reduce the volume of cars traveling on Coleman to make it less stressful. This can be accomplished by turn restrictions during peak hours or even closing Coleman at the County line.	Noted.	Recommendations will be revised.
63	Middlefield Rd & Ravenswood Ave	Ravenswood-Middlefield: Yes. If we understand the jughandle correctly, this sounds like a huge improvement. Removing the channelized right turn should also improve safety for both cyclists and pedestrians.	Noted.	Illustration will be provided.
64	Middlefield Rd & Ringwood Ave-D St	Middlefield-Ringwood-D Street: This sounds like it would help cyclists but we need clarification on how this works for pedestrians. This might also be a place to explore an innovative left turn solution (e.g. jughandle), given the stress for cyclists of merging across two lanes of Middlefield traffic to access the left hand turn box.	Noted.	None.
64	Middlefield Rd & Ringwood Ave-D St	Ringwood from MA to the bike bridge. This area is a little crazy after school and I feel like high schoolers will follow only the easiest paths if possible. What if we put in a giant crosswalk between the entrance/exit to the parking lot and the entrance to the gym parking lot. It could be light controlled for walkers/bikers and have them all crossing at one spot. It would also eliminate a problem pick-up spot, which is good.	Noted. M-A is leading in evaluating Ringwood and the City will continue to monitor.	None.
63/64	Middlefield Rd & Ravenswood Ave, Middlefield Rd & Ringwood Ave-D St	I love this plan. This section is my least favorite part of both directions.	Noted.	None.
N/A	Ringwood in front of M-A School	We think that Menlo Park should take a position regarding Ringwood, especially regarding safe routes for MA students. M-A kids need better facilities to get to the Ringwood bridge. Now, they head out of the bike rack area and either cross Ringwood with no protection, or head down Ringwood in the wrong direction on the shoulder/bike lane. There also needs to be a complete safe route for those traveling up Ringwood towards Middlefield. The additional protected crosswalk in the direction heading toward downtown is welcome and essential. However the bike lanes near downtown disappear just when they are needed the most. This is not ok. Finally, bike lanes are only bike lanes when vehicles are not allowed to park in them. If we are serious about Ringwood becoming a bike route, we need to work with other jurisdictions to ensure that cars aren't parking in the bike lanes (which happens frequently around high school events).	Noted. M-A is leading in evaluating Ringwood and the City will continue to monitor.	New project will be added within City limit, #187.
65	Middlefield Rd & Linfield Dr-Santa Monica Ave	Middlefield-Linfield-Santa Monica: This entire intersection needs to be looked at thoroughly. This may need a full signal and the consideration of how people will be able to travel both ways across Middlefield on bikes and as pedestrians is critical. Additional traffic calming in Linfield Oaks may be necessary.	Noted. A full signal is part of the recommendation.	None.
65	Middlefield Rd & Linfield Dr-Santa Monica Ave	I completely agree about the road diet for Middlefield. As it stands right now, Menlo Park is practically begging people to speed. Drivers are pent up on one lane through Atherton before it opens to two wide lanes with little traffic compaction. Palo Alto slows them back down. The same thing happens when traveling north. It's like Atherton's section of El Camino. Put Middlefield on a road diet with one lane each direction and a turn lane down the center	Further evaluation will be needed.	None.

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69	Middlefield Rd from Willow Rd to Palo Alto Ave	Middlefield between Willow and Palo Alto Avenue: A protected bike lane is preferred.	Noted.	Illustration will be provided.
70	Middlefield Rd & Woodland Ave	Repaint keep clear pavement markings. riding to the Corner from Baywood, then onto Woodland, then onto and along Middlefield Option 1: ...Crossing in front of the Service Road and then a protected bike land along Middlefield in FRONT of the 40 Middlefield and Willow Market. Service Road: -Crossing striping in front of Service Road -Signage for folks coming out of service road that there are merging bike -Bike lane on Woodland that connects to Middlefield -Protected bike lane in front 40 Middlefield and in front of Willow Market. -more protection for bikers going north on middlefield, and thru the intersection.	Noted.	Illustration will be provided.
70	Middlefield Rd & Woodland Ave	Option 2: riding to the Corner from Baywood, then onto Woodland, then onto Service Road, and thru parking lots to the Corner ... Turning the wrong way into the one-way Service Road and continuing BEHIND 40 Middlefield ..and getting to the corner either thru -riding thru the Willow Market parking areas against traffic and onto the sidewalk or into a bike land that has cars crossing it to make a right on red - riding behind Willow Market against traffic and thru the 90 Middlefield building parking areas, and then the wrong way on the sidewalk	Noted.	Illustration will be provided.
70	"Middlefield Rd & Woodland Ave"	-Traffic Signal at Intersection of Woodland and Middlefield that regulates flow at peak times of the day and/or whenever cars are present. -Signage telling Middlefield traffic which has poor visibility of cars coming out of woodland that cars are coming out of Woodland. And be nice to them -This corner is basically a blind turn. -Cars are shooting north on Middlefield at high speeds to turn right on Willow. -Palo Alto road diet seems to have decreased the natural breaks in traffic flow at peak times. -The turn lane at Middlefield onto Woodland blocks driver's vision of oncoming cars -Cars going south may be merging into an occupied lanes. -Pressure on drivers to to merge at speed because cars -No signage to slow down or alert cars on Middlefield that cars are coming out of Woodland -Bikers must merge onto fast moving Woodland with no bike lane -Bikers turn down the wrong way on a Service Road which has traffic from adjoining businesses. -Bikers have no good options for getting to the corner from here. -Any route involves Willow Market parking areas, or merging in to a hazardous Middlefield lane with cars turning right on red onto willow, or through 90 Middlefield parking areas, or the wrong way on the side walk. -Cars turning right on red from Middlefield onto Willow travel at high speeds crossing the bike lane to turn right, making this dangerous for bikers in a middlefield bike lane -Car turning right on red are not being attentive to bikers who populate the Corner, effectively creating a non-stop turn situation.	Noted.	Illustration will be provided.

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70	"Middlefield Rd & Woodland Ave"	Option 3: riding to the Corner from Baywood, then onto Clover, and then thru office parking lot and sidewalk -riding thru 90 Middlefield office building parking lot and along their ADA access ramp and wrong way on the willow sidewalk - riding the wrong way up the Willow sidewalk from Clover-Protected Bike Lane that starts at Clover and proceeds up the wrong way on willow as a protected double bike lane to the Corner -Protected space at the Corner for bike and ped to co-exist. -Signage to cars crossing into 90 Middlefield from Willow that a bike lane is commencing there and bikers are present -Crossing onto the sidewalk from Clover is deceptively dangerous in that cars use the front part of Clover as their vehicular access to the 90 Middlefield office parking lot, and Willow market, and the service road. -Bikes are traversing the parking lot and ADA ramps and then merging onto the sidewalk -Bikes are riding the wrong way up the sidewalk, or riding the wrong way in the bike lane.	Noted.	Illustration will be provided.
70	Middlefield Rd & Woodland Ave	Middlefield-Woodland: This does not go far enough. This intersection needs some type of Dutch intersection to allow bikes and pedestrians to move in all directions. This should be squared off as much as possible. Traffic calming efforts/signage is greatly needed between Middlefield and Baywood since there is not enough room for a proper bike lane and bikes must share the road here (unless some land acquisition along the vacant lot is possible). The City should also work with Palo Alto to trim trees to improve visibility.	Noted.	Illustration will be provided.
N/A	Middlefield north of willow	-Get rid of the "pork chop" -Install protected corner -Install protected bike lane down Middlefield to M-A	Would require a road-diet and more analyses.	None.
N/A	Middlefield between Palo Alto and Woodland	Menlo Park should encourage Palo Alto to convert the poor-condition sidewalk between Palo Alto Ave and Woodland into a proper multi-use trail. This is a significant safety hazard.	Noted.	None.
N/A	Laurel and Encinal	The corner of Laurel and Encinal needs to have a bulb out on the southwest corner. Drivers cut the corner here, putting many children and pedestrians in danger.	It will be part of Project #71. Coordination with Atherton will be required.	None.
N/A	Encinal Ave	Menlo Park should encourage Atherton to install a multi-use trail along the south side of Encinal Avenue (as their standard is to use trails instead of sidewalks). Encinal is a major route to school and the lack of a facility for parents and children walking and bicycling is very unsafe.	Noted.	None.
N/A	Middlefield Rd	Middlefield Rd between Ravenswood and the Palo Alto border is designed like an expressway, with a 35 mph speed limit (similar to El Camino Real) and four lanes. The bike lanes along this section are an essential component of the north-south Peninsula network, not to mention important for students biking to Encinal—but they are too narrow/unbuffered. Middlefield Rd. in Menlo Park is a prime candidate for a road diet, similar to that on Alameda de las Pulgas (bike lanes, center turn lane, one travel lane in each direction). We should also be looking at buffers and/or protection for bike lanes in any section of roadway where drivers routinely travel faster than 25 mph.	A road-diet will require additional analyses.	None.
74	Ravenswood Ave & Laurel St	Ravenswood and Laurel: Some of these improvements benefit cyclists; others are harmful. The changes proposed on the south side of Ravenswood are good. On the north side—eliminating a bike lane and installing sharrows—are not acceptable—in fact, they basically recreate the existing problematic scenario from the northbound side. Laurel is a significant north/south cycling route. Also, the safety issues will be exacerbated if the current grade separation recommendation is completed (Ravenswood only) and/or if the library is built on Laurel. These changes would add many more cars to Laurel.	Will confirm if bike lane removal is needed.	Illustration will be provided.
74	Ravenswood Ave & Laurel St	If I understand this correctly, bicycles are going to switching sides with cars as a practice at a really busy right turn corner where people are parenting and driving at the same time. I think this would ramp up the level of stress for parents letting their kids ride independently. That makes some sense on Laurel because it's just not as high traffic of a right.	The bike transition will occur prior to the intersection, where right turning vehicles are merging.	Illustration will be provided.

Pj No.	Location	Comment	Respond Notes	Edits to the Project Lists
75	Laurel St from Burgess to Willow	Laurel between Burgess and Willow: No. This is a safe route to school and to a major recreation center. Given the projected increase in traffic (grade separation, library, etc.) along this corridor, we should be looking at bike lanes, e78. Ravenswood Grade Separation: Alternative A was a bad political compromise, and is not the right choice for grade separation. More than one crossing must be grade separated. Too much traffic will come to Laurel Street. Whatever is done, bike lanes on Ravenswood must extend at a minimum to the bike lanes that will be included in grade separation (to El Camino).	Noted.	Project modified to include bike lanes
77-79 & 83	Ravenswood Grade Separation	This entire area will be dependent on the grade separation alternative (once again, we are very much against only separating at Ravenswood - more needs to be separated). In the meantime, the intersection of Alma and Ravenswood must be improved. If you stand out there and watch bicyclists it is terrifying. There is no safe and comfortable way to get people where they need to go.	Noted.	None.
80	Burgess Park	It would be great if this path were striped to separate modes so bike and pedestrians don't collide.	Noted.	None.
82	Encinal Ave from Garwood Wy to El Camino Real	Class II bike lanes on Encinal. The new Marquis development has two large concrete blocks they just installed in the road. How is this conducive for sharing the road? This must have been approved in the development plans, but how can we ensure that something like this doesn't happen again?	Noted. The concrete blocks are bulbouts to shorten pedestrian crossing distance. Will not have impact on future bike lane implementation if warranted.	Comment will be reflected.
84	El Camino Real within City Limits	Bike lanes on El Camino must be protected, not buffered. It is not appropriate to only have paint as a safety measure. Look to Redwood City for the treatments being considered	Project is consistent with Council's preferred alternative from the El Camino Corridor study.	None.
85-97	El Camino Real	We didn't have time to consider these, with the exception of 92.	Noted. Further evaluation will be required.	None.
92	El Camino Real & Middle Ave	A synchronized traffic signal or other creative solution must be considered at the Safeway/gas station entrance/exit on Middle (restrict left turns coming out?). Bike lanes that pass by these dangerous locations are a major concern. Perhaps Safeway can reconfigure their entrance/exit. In addition, the current pillars at the Safeway entrance hamper visibility for people driving, walking, and bicycling. These should be modified, if possible.	Noted. Further evaluation will be required.	None.
106	Downtown	Absolutely! We need Parking Management BEFORE we need parking garages.	Noted.	Parking Plaza related projects will be moved to the Citywide Project List.
N/A	University Avenue between Santa Cruz and Oak Grove	University Avenue between Santa Cruz and Oak Grove needs bike lanes and/or parking restrictions for school commute times. This is a missing chain in the network (along with the final stretch of Oak Grove between Crane and University)	Noted.	New project will be added, #189.
107	Oak Grove Ave from Middlefield Rd to Crane St	Yes	Noted.	None.
107	Oak Grove Ave from Middlefield Rd to Crane St	Oak Grove Bike Route. From Figure 35, it's pretty obvious that University Ave. is the missing link that would connect up Oak Grove, Ravenswood/Menlo Ave, Santa Cruz. We may talk about this in relation to the city's work plan, but as it stands there is a gaping hole in the route for Hillview students to get to and from school via Santa Cruz Ave., which is the main road there.	Noted.	New project will be added, #189.
110	Oak Grove Ave & University Dr	Oak Grove and University: No. We are not in favor of adding a lane for left turns. Many kids use University to get to Hillview and this will make the intersection much more dangerous. We see driving slowly downtown as a good thing...downtown should be safe for people walking. We are actually in favor of extending the Oak Grove bike lane all the way to University, and if possible, to have bike lanes on University.	Noted.	Comment will be reflected.
111	Santa Cruz Ave between El Camino Real and University Dr	Ok.	Noted.	None.

Pj No.	Location	Comment	Respond Notes	Edits to the Project Lists
111	Santa Cruz Ave between El Camino Real and University Dr	Explore options that would eliminate more or all parking, restrict traffic flow and allow for more pedestrian and storefront utilization of this space – vibrancy that has been created in other Bay Area communities.	Noted.	None.
112	Santa Cruz Ave & University Dr (North)	University-Santa Cruz: Yes. Also add a bike box or other way for bikes to turn left here. We recommend removing 4 parking spaces here, between the 2 legs of University to make it safer for cyclists. Also add more bike parking here.	Noted.	Comment will be reflected.
N/A	Santa Cruz and University (south)	There needs to be a red right turn arrow at Santa Cruz and University (south) for cars making a right towards Draeger’s. Drivers often try to beat the pedestrians here on a green light.	Noted. Will be evaluated.	None.
N/A	Downtown	Complete streets through downtown. We are lacking any sort of bike treatment on Santa Cruz Avenue between University and El Camino Real, which induces kids to ride on the sidewalk. We are also lacking a connection between the Oak Grove bike lanes and the Santa Cruz bike lanes--critical for students biking to and from school along this route.	Noted. Can be evaluated during design phase.	None.
113	University Dr & Menlo Ave (South)	Yes. This also makes a case for not putting the loading zone on Menlo. This intersection also need a “wait here” marking on the ground/sign.	Noted.	None.
117	Middle Ave from El Camino Real to University Dr	Yes. Of course.	Noted.	None.
118	Middle Ave from University Dr to Olive St	The traffic is moving too quickly. While bike lanes should help traffic calm the street, additional traffic calming measures should also be considered, to bring driving speed lower than the currently signed 30mph, which is too high for the neighborhood use. In addition, on the corner of Middle and Olive, there should only be 1 lane so that the bike lane can remain. This is where separation between cars and bikes is most important.	Noted.	None.
119	Middle Ave & Blake St	RRFB vs. Hawk vs. High Visibility crosswalks - could you explain the differences?	"Rectangular Rapid Flashing Beacons (RRFB) enhance pedestrian crosswalk signs with perimeter LED lights that are activated by a pedestrian push-button. When actuated, the LED lights flash to alert motorists to a pedestrian crossing. Sometimes called a “HAWK” signal, pedestrian hybrid beacons use yellow warning and red stop lights similar to a traffic signal. After pedestrian actuation, the yellow light will flash and then turn solid to warn motorists to slow for a queued pedestrian phase. A solid red light follows, requiring motorists to come to a full stop, and a pedestrian WALK phase is triggered. High visibility crosswalk measures encourage drivers to slow down, especially when pedestrians are present. Higher visibility can be achieved through paint, lighting, signage, and traffic calming features." The descriptions of the RRFB, HAWK and High Visibility crosswalks are also included in the Appendix D Transportation Master Plan toolkit of the Draft Working Paper.	None.
N/A	Santa Cruz Avenue between Orange and University.	Identify streets that could use a stop sign/light and better crossings. It is very difficult to make turns off of Santa Cruz Avenue when there is heavy traffic. Now that the street is beautifully paved the cars are speeding too quickly. Santa Cruz Avenue should also be traffic calmed. Cars are choosing Santa Cruz over Sand Hill because it moves so quickly. Tons of kids and adults bike here with only a painted white line to protect them. Must be safer.	Noted. Will be evaluated.	None.

Pj No.	Location	Comment	Respond Notes	Edits to the Project Lists
N/A	Santa Cruz Avenue	We witness many people riding the wrong way in the bike lane between University Avenue and approximately Windsor drive. We think people do this because there is no safe way for cyclists heading west on Santa Cruz to turn left under heavy traffic conditions. More safe crossings are needed along Santa Cruz. This would also help people from these side streets trying to turn onto Santa Cruz.	Noted. Will be evaluated.	None.
124	San Mateo Dr from Valparaiso Ave to City Limit	San Mateo drive is a major bike throughway to/from Stanford, etc. Not sure if Class III is enough here.	Noted.	None.
125	Santa Cruz Ave & San Mateo Dr	Most important part of San Mateo Drive is crossing with Santa Cruz. Many school kids use this intersection and crosswalk to get across Santa Cruz. Flashing yellow lights are not enough. Need a stop light or a four way stop sign.	Noted. Will be evaluated.	None.
124/126	San Mateo Dr from Valparaiso Ave to City Limit/Wailea Dr from San Mateo Dr to San Mateo Dr	Confusion in having both San Mateo Ave. and Wailea bike routes. I thought we went through this already and decided on San Mateo Ave, in which case do we still need Project 126? Project 124 is also missing the addition of a crosswalk on Valparaiso x. San Mateo.	Project #124 will cover areas outside of Project #126.	None.
127	San Mateo Dr & Middle Ave	A four-legged crossing should be considered here.	Noted.	Comment will be reflected.
N/A	Valparaiso and Elder,	The crossing at Valparaiso and Elder is not effective. Kids are NOT crossing here. The lighted crosswalk should be moved to Politzer. Complete Streets Commissioner, Lydia Lee, has persistently advocated for improvements here.	Noted.	New project will be added, #193.
128	Elder Ave from Valparaiso Ave to Elder Ct	Yes. There also needs to be a crosswalk on Elder that crosses Politzer.	Noted.	None.
129	Olive St from Oak Ave to Santa Cruz Ave	No. Olive is a major school commute route and the speed and volume during commute/peak times require more aggressive safety measures. Olive should have proper bike lanes and sidewalks. Class III does not go far enough here. There should also be more crosswalks along Olive (at Stanford and Olive for example [crossing Stanford]). Olive, at least near Santa Cruz, should also be 25mph, not 30mph. Might we be able to take advantage of rules about being able to lower speed limits near schools?	Noted.	Comment will be partially reflected.
N/A	Stanford Avenue	Stanford Avenue is a wide, open street. It may require sidewalks and traffic calming.	Noted. Will be evaluated.	None.
130	Santa Cruz Ave & Sharon Rd-Oakdell Dr	This intersection needs a major overhaul. It likely needs a signal, possibly a HAWK beacon. The placement of the crosswalk is poor and doesn't promote walking. The speed along Santa Cruz and erratic movements at that location demand aggressive safety engineering. Note: many residents have voiced that moving the crossing isn't sufficient; more substantial change is needed.	Noted.	None.
131	Oakdell Dr from Olive St to Santa Cruz Ave	Depending on speed and volume, a class 2 should be considered. This is a major route for bikes through the Oak Knoll-adjacent area, and it would be an even bigger one if there were bike lanes on Santa Cruz and a safer crossing at Santa Cruz/Sharon/Oakdell (again, this intersection MUST be fixed).	Noted.	None.
132	Santa Cruz Ave from Olive St to Orange Ave	Real sidewalks vs. asphalt should be installed. This would encourage more residents to walk.	Noted.	None.
133	Santa Cruz Ave & Orange Ave-Avy Ave	Does signalizing solve the problems here. What about other measures without signalizing?	A roundabout was ruled out due to right-of-way constraints.	None.
133	Santa Cruz Ave & Orange Ave-Avy Ave	While a signal could be a good option, please also examine a roundabout here (mentioned by residents). This intersection definitely needs improvement.	A roundabout was ruled out due to right-of-way constraints.	None.
134	Avy Ave from Santa Cruz Ave to Monte Rosa Dr	Yes. This would be great. Must pay attention to how people are pulling in and out of commercial spaces here. Sidewalk improvements are also needed along Avy between Alschul and Monte Rosa (the current sidewalks are crumbling and inadequate).	Noted.	None.

Pj No.	Location	Comment	Respond Notes	Edits to the Project Lists
135	Harkins Ave from Altschul Ave to 170 feet east of Altschul Ave	ok	Noted.	None.
136	Sharon Rd from Altschul Ave to Alameda de las Pulgas	Yes, absolutely. Parking removal should be considered on both sides of Sharon Road along this stretch to make room for bike lanes or even sidewalks on both sides. Traffic calming on Sharon (speed bumps or other treatments) should also be considered. The City should also encourage the County to include bike lanes and sidewalks on Sharon Road between Alameda de las Pulgas and Santa Cruz Ave	Noted.	None.
137	Altschul Ave & Harkins Ave	not clear	Curb ramps and extending the curb will shorten the crossing distance for pedestrians making the intersection safer.	None.
138	Altschul Ave from Avy Ave to Sharon Rd	This stretch of road is too wide, with poor visibility and lots of activity (school). Drivers speed up to go over the hill and during peak hours there is high volume. This should have bike lanes, on both sides (or a dual-direction cycle track) (the newly installed path on the campus of La Entrada is insufficient). At a minimum, traffic calming measures need to be installed along this stretch and parking restrictions during school hours. There are also significant gaps in the sidewalk network along this stretch. The City should also consider making this entire stretch one-way (part of it is). Drivers heading east on Sharon can't turn left (north) onto Altschul anyway, so it's unclear the purpose of keeping this street two way. Use the space for bike lanes--which the City should encourage the County to create/extend all the way down Altschul. The County should also create a bike opening in the gate at Altschul and Avy (the current design requires bikes to cycle head-on into cars [said knowing that bikes legally should not ride against the traffic, but in real life this is a major cycle route for school kids. The infrastructure should be designed to follow the most convenient route]).	Noted. Coordinating with County for improvements on Altschul Ave.	Comment will be reflected.
139	Sharon Rd from Sharon Park Dr to Alameda de las Pulgas	Depending on speed and volume, a class 2 bike path should strongly be considered. Again, this is an area where kids are trying to get to school and parents are dropping off. At a minimum parking restrictions during school hours should be enacted.	Noted.	None.
140	Sharon Park Dr from Klamath Dr to Eastridge Ave	Possibly consider parking restrictions outside of school hours.	Noted.	None.
141	Monte Rosa Dr from Avy Ave to Sharon Park Dr	This should be Class 2.	Not enough roadway width to install minimum bike lanes.	None.
142	Oak Ave from Oak Knoll Ln to Sand Hill Rd	This is confusing. There is no parking currently allowed on the "west" side of Oak Ave between Oak Knoll and Sand Hill (except for a short strip between the school and the corner, which also has parking restrictions). This is a stretch of sidewalk in front of three houses. Do they mean the east side?	Noted.	Comment will be reflected.
143	Sand Hill Rd & Oak Ave	Big issue here is the inability of northbound cyclists to cross over into Menlo Park from campus. These changes *should* fix that. The sidewalk on Sand Hill and the crosswalk on the east side of the intersection are critical.	Noted.	Comment will be reflected.
N/A	Sharon Road at Sharon Park Drive (in front of Safeway).	This intersection should be a four legged crosswalk. According to residents, people cross here currently without a crosswalk. The right turn through lane on Sharon Park Drive should also be eliminated. This current intersection is currently designed primarily for cars and the area has people walking to the shopping center from nearby homes.	Noted.	New project will be added, #183.
N/A	Sand Hill Rd to Safeway	There should be a pedestrian entrance to the Safeway shopping center from the the corner of the shopping center along Sand Hill	Not part of this scope, private land.	None.
N/A	Sharron Rd and EastRidge	This needs a possible bulb out, though per resident feedback, the school bus may have a hard time navigating the turn. At a minimum, parking restrictions at this intersection should be implemented. Another crosswalk should also be installed along Sharon Rd.	Noted.	New project will be added, #182.

Pj No.	Location	Comment	Respond Notes	Edits to the Project Lists
N/A	Sharon Road and Eastridge.	This intersection needs improvement. Tons of kids cross here during school hours and after school/on weekends. If a crossing guard is not present (there is only one for very limited moments), the infrastructure fails. This may need to be a 4-way stop or a lighted intersection. The City is also supposed to be installing bollards here to prevent parents from illegally dropping off their kids.	Noted.	New project will be added, #182.
N/A	Private Property	The City should talk to the Safeway complex about the quality of their bike racks. They are antiquated - they only lock the tire to the rack. These are not theft-proof.	Noted.	None.
N/A	Santa Cruz Avenue between Avy and the "Y"	Santa Cruz Avenue between Avy and the "Y" is a speedway. The speed limit is 30mph but drivers go much faster. The speed limit should be 25mph. The volume is also substantial. This is also a major route that cyclists use, and the County is currently considering adding bike lanes to their part of Santa Cruz (and Alameda de las Pulgas). While there are some bike lanes in front of the cemetery, they should extend through this entire corridor and be on both sides (they really should be protected given the speed and volume). Sharrows are absolutely NOT appropriate here. There also should be sidewalks along here, if space allows. According to residents, kids walk along here daily	Noted.	None.
158	Citywide	What is an Adaptive Traffic Control System ?	Adaptive Traffic Control utilizes intersection sensors to evaluate and improve signal timing in real time, as opposed to traditional time-of-day signal timing. Adaptive traffic control systems are typically deployed on specific corridors or areas of a City.	None.
162	Citywide	What is Signal Phasing and timing?	Signal phasing refers to the sequence of movements vehicles perform at an intersection, ie. through, right, and left. Timing refers to the allotted time provided to each movement.	None.
163	Citywide	What are bluetooth Readers and how do they relate to transportation?	Bluetooth readers would allow the City to collect anonymous data and feed it into a intelligent transportation system. The system has the potential to measure density, speed, and flow, as well as longitudinal and comparative traffic analysis.	None.
164	Citywide	What is a transportation data hub?	A Transportation Data Hub would allow city staff to more accurately track projects and there impacts. The data hub would also provide decision makers with context.	None.
165	Citywide	This is a high priority. The current system is also arbitrary and confusing for residents. Given that traffic and related concerns will only increase in difficulty in the next decade, this should explore a standing committee that reports to the city council for recommendations (using the current Commission for example like EQC hears heritage tree appeals). This and much more thinking should be devoted to this section, which is a good start.	Noted.	None.
172	Citywide	Green infrastrubture - In addition to stormwater, there are many other green opportunities for infrastructure projects – for example, pavement that allows water to move through it rather than just being shed into drainage systems. This should be researched more fully and expanded more fully. It should also not be an add on, but included in assessing each individual project under consideration.	Noted.	None.
N/A	Citywide	The recent experience in the Willows to use turn restrictions during the evening rush hour has massively improved traffic flow, congestion and safety in the Willows. Congestion apps like Waze no longer route cars through the neighborhood and the restrictions were thoughtfully placed to not disrupt movement of residents of the Willows. In other neighborhoods, this type of 'cut through' restriction should be considered to reduce traffic volume/speeds along smaller roads that were never designed for cut through traffic.	Noted.	None.

Pj No.	Location	Comment	Respond Notes	Edits to the Project Lists
N/A	Citywide	We need an explicit Citywide item that mandates exploration of the city taking over the section of Willow Road that is now managed by CalTrans and also in conjunction with EPA community, looking at the same for University Ave. Having this control would allow the city to install traffic restrictions during rush hour or in other ways – such as no turns onto Bayfront during evening commute and off of Bayfront during morning commute. This needs to be fully explored and presented as a potential alternative. This type of change would massively reduce congestion along Willow Road – much more than any other consideration in this entire TMP.	Noted.	New project will be added, #176.
N/A	Citywide	Full exploration of other communities that have worked to reduce cut-through commute traffic to learn what tactics can work, including resident stickers or passes, so that the city council and community understands all available options and implications for reducing traffic volume.	Noted.	None.
N/A	Valparaiso Ave & Politzer Ave.	Install lighted crosswalk on Valparaiso x. Politzer Ave. (Lighted crosswalk on Valparaiso x. Elder is not being used) for student bicyclists going to Hillview.	Noted.	New project will be added, #193.
N/A	Menlo Ave to ECR to University	Bike lanes and removal of on-street parking for at least north side of Menlo Ave. because of the safety concerns for both cars and bicyclists.	Noted.	None.
N/A	Willow Rd between Bayfront Expy & US 101	I am for Alternative C, three lanes in both directions on Willow Rd. between US HWY 101 and Bayfront EXPWY, with the median removed allowing for bicycle lanes in both directions.	Noted.	None.
Section 2.13.4.4	Working Paper	This is the only place that e-scooters are mentioned and e-bikes not at all. Missing from this upfront section of the document is putting in place a policy NOW that will be clear on how the city will handle e-bikes and e-scooters, whether in a share program or privately owned. These modes of transportation may be an opportunity to address congestion, however they are also 'halfway' between a bike/scooter and a car, so need to be clear about how they should be treated on the road and on sidewalks. All of this should be done so the city encourages and not discourages use that is safe and fits with the community given the potential to get people out of cars.	Noted.	None.
Section 3.1.1.3	Working Paper	One of the goals of the entire Transportation Master Plan is with congestion relief. However, the focus and metrics are not on reducing the demand for single-occupancy vehicles but only on the supply of alternatives. Given the massive pent up demand for SOVs to use Menlo Park to cut through for commutes north/south and East Bay, this is a massive oversight. Every project should be considered and understood for whether it will relieve congestion given that for every reduction in commute time or in a SOV on the road, there are other SOVs ready to fill the gap. In addition, not all SOVs may be of the same importance to Menlo Park residents and businesses. Anyone who lives in the city or any business who has employees coming to the city wants to be sure SOVs are considered thoughtfully. However, any SOV that is only coming through this city is an entirely different story. All of the specific projects considered – especially those that have very high costs associated – have to be assessed for this type of congestion relief/impact if the city council and public can fairly and fully consider the impact on our community	Noted.	None.
37	Willow Rd. between US HWY 101 and Bayfront EXPWY.	Not in favor of exclusive bus lanes in Alternative C on Willow Rd. between US HWY 101 and Bayfront EXPWY. It would be unfair to commuters crossing the Bay, Menlo Park and East Palo Alto who can not take this service and write it off as an expense. The fact that buses would naturally use this lane in order not to be changing lanes during heavy traffic is obvious. On the East Palo Alto side these exclusive bus lanes would be in the turning lanes to Newbridge St. and Alberrni St. If the busses would enter the far right lane after Newbridge St. in the east bound direction East Palo Alto resident would complain less.	Noted.	None.
41	Newbridge St. & Willow Rd.	Please make a no right turn, until a green light, on Newbridge St. from the Menlo Park side, so the far right lane in the west bound direction on Willow Rd., entrance to north bound US HWY101, is not totally filled with cars when East Palo Alto Newbridge St. traffic has its turn to enter Willow Rd.	Noted.	Signal operation changes will be recommended.
11	Willow Rd. between US HWY 101 and Bayfront EXPWY.	Please no managed lanes or toll road on Willow Rd. from US HWY101 to Bayfront EXPY.	Noted.	None.

Pj No.	Location	Comment	Respond Notes	Edits to the Project Lists
9	Willow Rd. between US HWY 101 and Bayfront EXPWY.	Please no buses on the shoulder on Willow Rd. between US101 Hwy and Bayfront EXPY.	Noted.	None.
N/A	Adams Ct & Adams Dr.	Please open a bicycle gate next to UPS on Adams C. Helps to keep bicycles off busier street.	Noted.	None.
N/A	Kavanaugh Dr. & O'Brian Dr.	No right turn on Kavanaugh Dr. at the intersection of O'Brian Dr. in order to keep traffic to Facebook #3 off Kavanaugh Dr.	Noted. Will be evaluated.	None.
30	O'Brian Dr. & Adams Dr.	No change to University Ave. intersections and signal lights at O'Brian Dr. and Adams Dr. in order to keep traffic to Facebook #3 from impacting east bound University Ave. traffic. Enhancements to these intersections would create bottle necks like University Ave. and Donohoe St.	Noted.	None.
N/A	University Ave.	There is a weight limit of three tons for vehicles on University Ave. When Willow Rd. and University Ave. were rebuilt in 1997 between from US HWY101 and Bayfront EXPY, Willow Rd. was rebuilt down 22 inches the entire length and University Ave. 14 inches down at the intersections only. Caltrans determined Willow Rd. to be the truck route for the Dumbarton Bridge and University Ave. for regular car traffic.	Noted.	None.
N/A	University Ave. turn off from Bayfront EXPY	Please leave signage space for East Palo Alto to install weight limit signs of three tons between University Ave. turn off from Bayfront EXPY to O'Brian Dr.	Noted.	None.
N/A	University Ave.	Please keep TDM busses off University Ave. Willow Rd. is the designated roadway for the TDM busses due to their weight.	Noted.	None.
N/A	University Ave. between Kavanaugh Dr. and Rail Road crossing	Please include a sidewalk between Kavanaugh Dr. and rail road crossing on University Ave. on the Menlo Park side. This is the area facing University Ave. at the Menlo Business Park.	Outside of Menlo Park city limit.	None.
42	Willow Rd./US101 HWY overpass and East Bayshore Rd. in East Palo Alto	Please find space to make up for lost street parking at the Willow Rd. US101 HWY overpass and East Bayshore Rd. in East Palo Alto due to the new overpass. This would buffer Menlo Park residents parking in East Palo Alto overnight.	Noted.	None.
171	Citywide	We would like the TMP to also include TDM (transportation demand management) programs. We saw many areas around town, separate from Bayfront, Downtown and Sand Hill, that could benefit from a TDM/more robust shuttle program. Some of these include: <ul style="list-style-type: none"> • Coleman apartments (near Willow bus routes connecting to downtown/Caltrain and Palo Alto) • Middlefield office buildings (near Caltrain) • Apartments surrounding downtown 	Noted.	Comment will be reflected.
N/A	Van Buren Rd. & Ringwood Ave.	2-way stop on Van Buren, Ringwood	Noted. Recommendation made in the Belle Haven Traffic Calming Plan.	None.
N/A	Downtown	all should be Class II	Noted. Will be evaluated.	None.
N/A	Santa Cruz Ave. and Oak Grove Ave.	Concern around access to Hillview Middle School, and on Oak Grove Ave, Santa Cruz Ave?	Noted.	None.
N/A	Santa Cruz Ave. and Ravenswood Ave	LTS on Santa Cruz and Ravenswood	Noted.	None.
N/A	Citywide	Kids need help and aren't safe	Noted.	None.
N/A	Citywide	Why Class III vs Class II?	Roadway classification, volume and speed.	None.
N/A	University Ave.	Need to look at University-what would a loss of parking mean	Noted.	None.
N/A	Citywide	Induced demand will occur	Noted.	None.
89	El Camino Real & Ravenswood Ave.	ECR/Ravenswood NB right turn – has this been resolved?	Ongoing.	None.
112	University Ave./Santa Cruz Ave.	Look at leading ped signal at University/Santa Cruz with no turn red arrow	Noted.	New project will be added, #181.
N/A	Oak Grove Ave. Maloney St	Oak Grove Ave -Maloney St at Plaza 1 cars use bike lane or back into ECR, How about no lefts?	Noted. Will continue to evaluate.	None.

Pj No.	Location	Comment	Respond Notes	Edits to the Project Lists
N/A	Citywide	Scooters, e-bikes, trade-offs – look forward	Noted.	None.
2	Bayfront Expressway to Haven Ct.	Bayfront to Haven – unsafe, chaotic	Connection from bike lane to Marsh Rd has been designed and approved by Caltrans, awaiting funding to construct. The City has expressed support for connection at the other end with Redwood City and County of San Mateo, which in their jurisdiction.	None.
N/A	Coleman Ave.	Coleman is an issue	Noted. See Project #61.	None.
N/A	San Hill Rd. & Oak Creek Dr	(TMP project #143) Sand Hill Rd/Oak needs help	Noted.	Additional improvements will be provided.
N/A	Citywide	Speed limits need to be addressed	Noted.	None.
N/A	Citywide & Middle Ave	Neighborhood streets should be less than 25 mph, i.e. Middle Ave	Noted. A citywide speed survey will be conducted this year.	None.
N/A	Citywide	Look at street classification map, sharrows are inadequate for higher streets (with 35 mph or higher). Street higher than 35 mph need a protected bike lane.	Noted.	None.
84	El Camino Real	ECR – council said buffered bike lanes, but this isn't enough	Noted.	None.
69	Middlefield Rd.	Middlefield – consider a road diet	A road-diet will require additional analyses.	None.
70	Coleman Ave.	Coleman – how is this LTS 1?	Noted. See Project #61.	None.
116	Middle Ave. & University Ave	Bike lane on Middle – put on north side to go around parked cars	Noted.	None.
N/A	University between Menlo Ave and Santa Cruz Ave	University how is this LTS 1? Between Menlo and Santa Cruz	Noted.	None.
116	Middle Ave. & University Ave	Middle/University – difficult intersection oshared ride pick up spots should not block bike lanes	Noted.	None.
N/A	Citywide	There is space for people in non-auto modes – increase throughput	Noted.	None.
N/A	Citywide	Safety is a criteria? It should be a requirement	Noted.	None.
110	Oak Grove Ave. & University Ave	Oak Grove/University needs crosswalk	Noted. Comment is addressed.	None.
N/A	Santa Cruz Ave. and Middle Ave.	On Santa Cruz and on Middle – some intersections need stop signs	Noted.	None.
N/A	San Mateo Dr.	San Mateo – bike bridge issue in the morning; young kids on bikes	Noted.	None.
N/A	Santa Cruz Ave.	LTS – Santa Cruz is not the same as Middlefield which is not the same as ECR	Noted.	None.
N/A	Citywide	Look at widths of traffic lanes	Noted.	None.
84	El Camino Real	ECR pursue crossings separate from bike lanes	Noted.	None.
N/A	Pedestrian Bridge & Creek Dr.	Bridge over creek should be combined with Creek Dr	Noted. Complexity of bridge could hinder schedule for Creek Dr.	None.
N/A	Middle Ave.	Middle Ave – 2 parks; RRFBs – add raised crosswalks	Noted.	None.
80	Burgess park	Widen Burgess Park paths – this is good but also need to straighten to avoid parking lots	Noted.	None.
116	Middle Ave. & University Ave	Middle Ave – make this 25 mph	Noted. A citywide speed survey will be conducted this year.	None.
82	Encinal Ave from Garwood Wy to El Camino Real	TMP project #82 should be Class II?	Noted.	Comment will be reflected.
82	Encinal Ave.	Encinal is a busy cut-through route with no sidewalks	Noted.	Comment will be reflected.
126	Wallea Dr.	Wallea Class III or II?	Class III.	None.
N/A	San Mateo Dr. & Valparaiso Ave	San Mateo Ave – crosswalks at Valparaiso should be looked at	Noted.	None.
N/A	Valparaiso Ave & Elder Ct	Hillview School – Valparaiso/Elder is not used-- Lighted crosswalk is headed at Colter	Noted.	New project will be added, #193.

Pj No.	Location	Comment	Respond Notes	Edits to the Project Lists
N/A	Citywide	All crosswalks should be raised, at least the busiest ones	Noted.	None.
25	Santa Cruz Ave. & San Mateo Dr.	Stop sign needed on Santa Cruz Ave at San Mateo perhaps	Noted. Evaluation will be needed.	None.
Citywide	Citywide	Lower speed limits, promote active transportation; how do we make this happen?	Noted. A citywide speed survey will be conducted this year.	None.
81	Middle Ave.	Middle undercrossing – is this in the TMP? ((TMP project #81?)	This project is included in the TMP Under project 81.	None.
81	Middle Ave.	Middle Ave – people need to get to the crossing	Noted.	None.
78	Ravenwood Caltrail Crossing	Ravenswood needs bike lanes to Alma --Do we need 2 lanes on Ravenswood? Make one lane a bike lane	Noted.	None.
84	El Camino Real to Downtown	ECR to downtown access – is it safe for bike/peds?	Noted.	None.
36	Citywide	What are queue Jump lanes	A queue jump lane is a short stretch of bus lane combined with traffic signal priority. The idea is to enable buses to bypass waiting queues of vehicles and by getting an early green signal.	None.

Resident comments collected during TMP OOC Meetings #4 to #6

N/A	Belle Haven Neighborhood	TMP should connect to the Belle Haven Traffic Calming Plan	Noted.	None.
N/A	citywide	important to find a direct correlation between the location of a development that would be subject to the TIF program, and the improvements funded by the program.	Noted.	None.
N/A	citywide	All forms of traffic calming measures should be deployed equitably by the TMP.	The TMP does not provide specific traffic calming measure recommendations, which require more localized focus and are therefore set aside for individual projects.	None.
N/A	Belle Haven Neighborhood	Safe Routes to School program improvements have not been proposed in Belle Haven.	Recommendations have been made in the Belle Haven neighborhood.	None.
N/A	citywide	Share the TMP strategies and recommendations to East Palo Alto.	Communication with East Palo Alto Public Works Department has been initiated.	None.
N/A	University Ave and Willow Rd	Emphasized the importance of discussing the recommendations on University Avenue and Willow Road with East Palo Alto city staff and residents	Communication with East Palo Alto Public Works Department has been initiated.	None.
N/A	citywide	East Palo Alto should be informed and Caltrans needs to be present.	Noted.	None.
N/A	citywide	Caltrans needs to be present.	Noted.	None.
N/A	Willow Rd	Opposes to the recommendation to remove the median on Willow Road, as this is a residential street and should not be subject to increased traffic.	Noted.	None.
N/A	citywide	Disagrees with the concept of too much risk being associated with slowing cars down. Streets should be designed so that everyone can use them safely	Noted.	None.
N/A	Downtown	expressed concern about downtown access. There is a gap in bike access – the bike lane that ends at Crane Street and Oak Grove Avenue should be continued to Hillview Middle School. Bike infrastructure improvements are needed in and around downtown	Noted.	Comment will be reflected to #107. New project will be added, #189.
N/A	citywide	Where applicable, lane widths can be reduced to accommodate bike lanes.	Noted.	None.
N/A	Altschul Ave	Altschul Ave is dangerous for people walking and biking, would like to see the city step up and implement a bike boulevard for kids coming home from school.	Noted.	Comment will be reflected to #138.
N/A	citywide	There are some streets that are key routes for people to get to and from school that have different characteristics throughout the day. During some periods of day they are completely quiet, while in peak periods they are crazy. Olive Street is one of these – this is 30 mph wide street with no center line, and at peak periods there are kids walking and biking in both directions to and from schools plus parents driving. Evaluations of streets should consider these unique periods of the day.	Noted.	Comment on Olive will be reflected to #129.

Pj No.	Location	Comment	Respond Notes	Edits to the Project Lists
N/A	citywide	There is an alternative to prohibit a right on red at all times. In Palo Alto at the intersection of Alma Street and Homer Ave there is a button that triggers a no right turn sign, which is lit-up and very clear. When the button is not pressed, then the sign remains off and cars are free to turn right.	Noted.	None.