Welcome!

FARM HILL BLVD/ JEFFERSON AVE

STREET IMPROVEMENT PROJECT

OPEN HOUSE
Refine conceptual design for Farm Hill Blvd. and Jefferson Ave. This design could be implemented as a pilot before streets are resurfaced in 2013.

The City Council will decide if we should pilot the alternative design, or keep the street as it is today.
**WHO ARE YOU?**

(Please put your response as a mark in the appropriate box)

**Did you attend the June 12, 2012 meeting?**

<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
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**If you didn’t attend, have you seen background info on the Web?**

<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
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**Where do you live?**

- **On Farm Hill/Jefferson:**
- **Just off of Farm Hill/Jefferson:**
- **Other Redwood City locations:**
- **Outside Redwood City:**

**How do you travel on Farm Hill/Jefferson?** (Mark all that apply)

- [ ] Walking
- [ ] Biking
- [ ] Bus
- [ ] Car

**How often do you use Farm Hill/Jefferson?**

- **Weekdays**
- **Daily**
- **Weekly**
- **Monthly**
FARM HILL BLVD/JEFFERSON AVE STREET IMPROVEMENT PROJECT

PROJECT MOTIVATION

Community vision from the General Plan states that Redwood City is a safe, healthy, sustainable community. The overarching transportation goal is to establish a balanced, multi-modal transportation network that gets us where we want to go safely and minimizes environmental and neighborhood impacts.

COMMUNITY CONVERSATION TIMELINE

<table>
<thead>
<tr>
<th>Year</th>
<th>Events</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>General Plan outreach &amp; development</td>
</tr>
<tr>
<td>2010</td>
<td>General Plan adoption</td>
</tr>
<tr>
<td>2012</td>
<td>March 2012: Analysis - is it technically feasible to remove any travel lanes?</td>
</tr>
<tr>
<td>2012</td>
<td>June 2012: Community meeting - Is there an interest in changing the configuration? What should it look like?</td>
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<tr>
<td>2012</td>
<td>August 2012: Develop design alternative</td>
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<tr>
<td>2012</td>
<td>Sept 2012: Community meeting - Review conceptual design. Any changes?</td>
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<tr>
<td>2012</td>
<td>Oct 2012: Refined design City Council</td>
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<tr>
<td>2012</td>
<td>Winter 2012: Install pilot (Dependent upon Council decision)</td>
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<tr>
<td>2013</td>
<td>Spring 2013: Evaluate pilot</td>
</tr>
<tr>
<td>2013</td>
<td>Summer 2013: Street resurfacing - Make pilot permanent, or return to current design</td>
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</tbody>
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“Safety for walking school buses”

“Walking to school with my friend is great!”

“I love riding to school”

“I wish there was a bike lane”

“I can’t get out of my driveway”

“My car keeps getting sideswiped”

“Car are driving too fast - it’s not safe”
ROADWAY CONVERSIONS

3-lane configurations are important for traffic safety

Reduces pedestrian exposure and vehicle speeds

Lane reduction allows space for bike lanes

SAFER FOR DRIVERS

SAFER FOR PEDESTRIANS

SAFER FOR CYCLISTS
REDWOOD CITY EXAMPLES

Local streets that have been reconfigured

Hopkins Avenue
7,100 ADT
(Average Daily Traffic)

Middlefield Road
11,000 ADT

Alameda De Las Pulgas
15,000 ADT
If the City Council approves the pilot of an alternative roadway configuration, how should the pilot be evaluated?

Percent Speeding
- Any excess over the speed limit
- 10 mph over speed limit

Traffic Counts
- Vehicle
- Bicycle
- Pedestrian

Travel Time

Community Feedback

What Else?
NEXT STEPS

1. Summarize feedback
2. Refine design
3. City Council decides whether to pilot

YES

NO
(No project)

Install Pilot
ESTIMATED NOV/DEC 2012

Evaluate
ESTIMATED APRIL/MAY 2013

City Council Decision
ESTIMATED MAY/JUNE 2013

Street Repaved
ESTIMATED SUMMER 2013

Thank you for participating!