The purpose of this survey is to **get feedback on** the Hopkins Avenue Traffic Safety Pilot Project. The survey results, final technical evaluation of the project, and any revised design will be presented to the community and posted on the project’s webpage in early 2020. *Once that information is compiled and presented to the community, a follow-up survey will ask whether or not the pilot project should be made permanent.*

The Hopkins Traffic Safety Pilot Project is the result of requests from residents and analyses by the City to increase the safety of the street by reducing speeding and improving driver behavior (e.g. yielding to pedestrians, driving in the center turn lane, unsafe passing). Of particular concern is the safety of people crossing Hopkins Avenue, such as students going to Sequoia High School and people walking to Stafford Park.

This survey can also be completed online on the project website [www.redwoodcity.org/hopkins](http://www.redwoodcity.org/hopkins)

**Please return your survey by 1/12/2020**

1. **What is your address?**

2. **How would you rate the overall effectiveness of this pilot project in reducing speeding?** (please circle your choice - “1” is not effective and “5” is highly effective)

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3. **How would you rate the overall effectiveness of this pilot project in improving driver behavior?** (please circle your choice - “1” is not effective, and “5” is highly effective)

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4. **How would you rate the overall effectiveness of this pilot project in increasing pedestrian safety?** (please circle your choice - “1” is not effective, and “5” is highly effective)

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5. **Please provide feedback on the following elements of the pilot project**

   **Median Islands**
   **Purpose/Benefits:**
   - Prevent people from using the two-way left-turn lane (center lane) as a through or passing lane
   - Reduce speeding by visually narrowing the width of the street and providing a vertical element (trees) in the middle of the street
   - Allow planting of more trees (reduce street temperature, improve the look of the street, absorb water and carbon dioxide)
Concerns raised during the pilot:
- Some drivers don’t fully pull into the turn lane, partially blocking the through lane (shorter medians would address this concern but could limit the speed reduction and potentially limit the ability to plant trees)
- Drivers and cyclists aren’t able to use the center turn lane to bypass queues of cars in the through lane when making a left turn
- Desire for longer medians and more trees

Do you want to change the number of median islands?  ☐ Yes  ☐ No
If yes, please specify the location(s) and whether you want to add or remove the island

Add/Remove at ________________________________

Add/Remove at ________________________________

Add/Remove at ________________________________

Do you want to change the size of a median island?  ☐ Yes  ☐ No
If yes, please specify the location(s) and whether you want to shorten or lengthen the island

Shorten/Lengthen at ________________________________

Shorten/Lengthen at ________________________________

Shorten/Lengthen at ________________________________

Bulb-out (curb extension)
Purpose/Benefits:
- Reduce distance people walking have to cross the street
- Reduce the speed of turning cars
- Increase visibility of people walking

Concerns raised during the pilot:
- Narrow the intersection too much
- Reduce the amount of space for people riding bikes

Do you want to change the size of any of the bulb-outs?  ☐ Yes  ☐ No
Bulbouts are installed at Hillview Avenue, Opal Avenue, Nevada Street, Lowell Street, King Street, Hudson Street, Fulton Street, and Birch Street.
If yes, please specify the location(s) below and how you would change the bulbouts.

Bigger/Smaller at ________________________________

Bigger/Smaller at ________________________________

Bigger/Smaller at ________________________________
Do you prefer to keep the bulb-outs at Hudson Street?  ☐ Yes  ☐ No
Due to the stop signs, there is no need to slow the turning movements of drivers at Hudson. The primary purpose of the bulb-outs at Hudson Street is to increase visibility of people walking and to reduce crossing distances.

Speed hump/raised crosswalk (King Street and Fulton Street)
Purpose/Benefits:
• Reduce vehicle speeds to the posted speed limit
• When installed at an intersection, increase visibility of people crossing the street
Concerns raised during the pilot:
• Some people drive in the bike lane to avoid going over the speed hump (a permanent installation would not have a gap between the sidewalk and the speed hump)
• Difficult for drivers on cross streets to predict whether they will have enough time to safely cross Hopkins Avenue
• Due to accessibility requirements, if installed at the intersection as a raised crosswalk, a permanent installation would not be as tall – reducing its effectiveness
• If the speed hump is moved to a midblock location – its design can be similar to the speed hump used in the pilot

Do you prefer to change the location of the speed humps to mid-block?  ☐ Yes  ☐ No, keep as a raised crosswalk at the intersection

Do you want to add speed humps in other locations?  ☐ Yes  ☐ No
If yes, where?

Flashings beacons (Lowell Street and King Street)
Purpose/Benefits:
• Increase safety for people walking by increasing driver awareness of them
• Increase the number of drivers yielding to people in the crosswalk
Concerns raised during the pilot:
• None have been raised to date

How would you rate the overall effectiveness of the flashing beacons (Lowell Street and King Street)? (please circle your choice - “1” is not effective and “5” is highly effective)

1   2   3   4   5

Raised buffer next to the bike lane  (El Camino Real to Clinton Street)
Purpose/Benefits:
• Discourage drivers from driving in the buffer area and/or bike lane
Concerns raised during the pilot:
• Noisy if cars drive over the raised buffers

Do you prefer to keep the raised buffer next to the bike lane?  ☐ Yes  ☐ No
1-way Connector to Alameda De Las Pulgas

Purpose/Benefit:
- Reduce conflicts between cars on the connector, coming off Alameda de las Pulgas with cars on Hopkins Avenue (both directions)

Concerns raised during the pilot:
- None have been raised to date

Do you want to make any changes to the one-way connector? □ Yes □ No
If yes, how?

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Hopkins Avenue / Alameda De Las Pulgas Intersection

Purpose/Benefit:
- Left-turn lane on southbound Alameda de las Pulgas adds intersection capacity to accommodate vehicles that can no longer use the Hopkins connector

Concerns raised during the pilot:
- Some left-turning cars encroach in the westbound Hopkins lane (a center-line stripe is being added to discourage this)
- Some drivers do not follow the right-of-way rules

Do you want to lengthen the left-turn lane? □ Yes □ No

6. Please answer the following questions regarding project costs, should the project be made permanent:

Should the City primarily consider safety/effectiveness or cost in determining whether to make the project permanent? □ Safety/Effectiveness □ Cost

If cost is a concern, how much of a concern is it to you?
(please circle your choice - “1” is not concerned and “5” is very concerned)

1   2   3   4   5

7. Please add any other comments about the pilot design below

Thank you for participating in this survey!
Please return your completed survey by 1/12/20 to:
City of Redwood City - Transportation Engineering
P.O. Box 391
Redwood City, CA 94064-0391
or by email to ezhen@redwoodcity.org