FARM HILL IMPROVEMENT PILOT PROJECT

Community Meeting

November 17, 2015 | 6-8pm
Peninsula Covenant Church – Fellowship Hall
3560 Farm Hill Boulevard

MEETING PURPOSE
Receive feedback from the community on what is and is not working with the pilot project

Welcome + Presentation | Open House | Report Out
6:00pm - 6:30pm | 6:30pm - 7:30pm | 7:30pm - 8:00pm

For more information: www.redwoodcity.org/farmhill
Group Agreements

- Speak one at a time
- Speak/write respectfully
- Listen for understanding
- Speak/write from your own experience
- Let the facilitator guide the process
Overview of Presentation

- Pilot Project Description
- Community Process
- Goals + Expected Results
- Feedback Received
- Enforcement Results
- Monitoring Goals
- Questions
Typical Layout
OVERALL GOAL: Vehicle, Ped and Bike Safety

- Fewer conflict points = fewer crashes
- Slower traffic speeds = fewer + less severe crashes
- Increases safety for people crossing the street (on foot or in cars)
- Increases the predictability of bicyclists by providing bicycle lanes
- Provides buffer space between traffic and parked cars and driveways - maneuvering space to enter and exit traffic
Fewer Mid-Block Conflicts

Two types of crashes can be avoided with the 3-lane configuration

Four-lane undivided  Conflict Point  Three-lane

Courtesy of Michael Ronkin, Oregon DOT.
Speed Kills

If hit by a person driving at:

- **20 MPH**
  - **Person Survives the Collision** 90%
  - **Results in a Fatality** 10%

- **30 MPH**
  - **Person Survives the Collision** 60%
  - **Results in a Fatality** 40%

- **40 MPH**
  - **Person Survives the Collision** 20%
  - **Results in a Fatality** 80%

http://www.nhtsa.gov/About+NHTSA/Traffic+Techs/current/Literature+Reviewed+On+Vehicle+Travel+Speeds+And+Pedestrian+Injuries
Average Annual Collisions, Before and After Road Conversion in Redwood City

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Before</th>
<th>After</th>
<th>Reduction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jefferson</td>
<td>25</td>
<td>14</td>
<td>41%</td>
</tr>
<tr>
<td>Industrial</td>
<td>8</td>
<td>3</td>
<td>68%</td>
</tr>
<tr>
<td>Brewster</td>
<td>11</td>
<td>8</td>
<td>30%</td>
</tr>
<tr>
<td>Winslow</td>
<td>10</td>
<td>2</td>
<td>77%</td>
</tr>
</tbody>
</table>
# Community Process

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Outcome</th>
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</thead>
<tbody>
<tr>
<td>June 12, 2012</td>
<td>Community meeting</td>
<td>Proceed with developing an alternative design for the corridor</td>
</tr>
<tr>
<td>September 25, 2012</td>
<td>Community open house</td>
<td>Feedback incorporated into refined concept</td>
</tr>
<tr>
<td>October 3, 2012</td>
<td>Community open house</td>
<td>Feedback incorporated into refined concept</td>
</tr>
<tr>
<td>October 22, 2012</td>
<td>City Council meeting</td>
<td>Accept analysis, do not implement pilot, explore options that don’t reconfigure lanes</td>
</tr>
<tr>
<td>January 26, 2015</td>
<td>City Council meeting</td>
<td>Proceed with advertising the pilot for construction, input on evaluation plan</td>
</tr>
<tr>
<td>June 22, 2015</td>
<td>City Council meeting</td>
<td>Approve evaluation plan, approve contract award</td>
</tr>
<tr>
<td>September 21, 2015</td>
<td>City Council meeting</td>
<td>Hold community meeting - what’s working and not, return to Council with update</td>
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</tbody>
</table>
Lessons Learned

- **Outreach**: Utilize direct mailings to much larger areas and signage along the corridor to advertise meetings for projects of citywide importance
- **Communication**: Reengage the community when there is a long gap in time between project development and construction
- **Timing**: Restripe when schools aren’t in session
- **PD Support**: Include police support from the start of major construction to help with traffic, instead of bringing them in as needed
## Feedback Received

<table>
<thead>
<tr>
<th>Oppose Project</th>
<th>Support Project</th>
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</thead>
<tbody>
<tr>
<td>Alternatives would do a better job:</td>
<td>Worth continuing the pilot to collect data on its performance</td>
</tr>
<tr>
<td>• Extensive/permanent enforcement</td>
<td></td>
</tr>
<tr>
<td>• Speed humps</td>
<td></td>
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<tr>
<td>• Stop signs</td>
<td></td>
</tr>
<tr>
<td>Diversion onto narrow side streets - less safe</td>
<td>Need more walkable, bikable streets that are community oriented</td>
</tr>
<tr>
<td>Inadequate notification during project development</td>
<td>Traffic flowing better since the first week</td>
</tr>
<tr>
<td>Large volume of commuters and minimizing their delay should be the priority</td>
<td>Fewer speeding cars, feels safer</td>
</tr>
<tr>
<td>Difficult to get onto Farm Hill/Jefferson from side streets</td>
<td>Haven’t had issues accessing Farm Hill/Jefferson from side streets</td>
</tr>
<tr>
<td>Feel unsafe at merges</td>
<td>Feel safer with the bike lane providing a buffer between parked cars and travel lane</td>
</tr>
<tr>
<td>Frustrated by longer commute</td>
<td>Difference in commute time not significant/worth the trade-off</td>
</tr>
<tr>
<td>Harder to get out of driveway</td>
<td>Easier to get out of driveway, like center turn lane as a place to wait before turning</td>
</tr>
<tr>
<td>Bike lanes not needed/used</td>
<td>People who bike along the corridor feel safer and more comfortable using the bike lanes now</td>
</tr>
<tr>
<td>Congestion worse on Edgewood &amp; Woodside</td>
<td>Improved sightlines around hills and curves</td>
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<tr>
<td>Poor use of public funds</td>
<td>Feel safer walking kids to Roy Cloud</td>
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</tbody>
</table>
Enforcement Results

- 30 days of targeted enforcement
- 628 citation issued
  - 426 moving violations
    - 63% speeding
    - 29% stop sign violations
    - 6% red light violations
  - 202 other violations
    - 22% cell phone use
- Cited drivers primarily from Redwood City
  - 38% 94062
  - 15% 94061
  - 6% 94063
Data has been and will continue to be collected on:

- Overall traffic volume
- Peak and off-peak travel times (does average peak travel time increase more than 60-90 seconds)
- Traffic diverting into neighboring residential streets
- Increased traffic on Edgewood and Woodside
- Traffic light timing changes that might be necessary
- Driving speed, collisions and driver behavior