Hopkins Traffic Safety Community Meeting Summary

Date/Time: December 8, 2015, 6:30 pm

Location: Unitarian Universalist Fellowship of Redwood City, 2124 Brewster Avenue

Staff: Jessica Manzi, Senior Transportation Coordinator, City of Redwood City
Janice Spuller, TJKM Transportation Consultants
Diane Howard, Redwood City Council Member

Number of attendees: 40

Jessica Manzi, Senior Transportation Coordinator for the City of Redwood City led the meeting and provided a slide presentation covering the agenda and key points:

- Welcome and Introductions
- Background
- Presentation
- Feedback and Discussion
- Next Steps

Background

In response to 1) community concerns about excessive speeds and 2) vehicle-related collisions, Redwood City is evaluating options to increase safety on Hopkins Avenue. An initial neighborhood meeting was held on Aug. 19, 2015 with a small group of residents. Staff member Manzi provided a brief summary of that meeting and asked for additional input and concerns (responses listed below):

- Extend limits of the study (beyond King and Arch Streets)
- The increase of development downtown will make traffic worse on Hopkins over time
- Commuter buses/private transportation travel along Hopkins (also a bus route)
- Need better/more lighting
- There are only two stop signs along Hudson and no one (vehicles) stops
  - Poor visibility of signs
  - Numerous collisions/speeding
- Vehicles use the Circle K Gas Station to cut through
- The Hopkins-Broadway-Duane area is confusing and fast (speed); there is poor traffic control
  - Recommendation to install speed humps or dots
- Need better access to the park for pedestrians
- Drivers are not yielding to people walking in crosswalks
- Consideration for runners
  - Runners use bike lanes (need education)
Poor lighting

- Overgrown vegetation leads to visibility problems
  - Visibility of sign at Birch/Hopkins
- Elwood Crosswalk
- Hudson/Hopkins
  - Need "stop ahead" warnings [staff confirmed that these signs are in place on Hopkins]
  - Poor visibility
- Poor visibility from cross streets
- Farm Hill Boulevard improvements increased traffic on Hopkins
- Accessible spots at the park - too many? Maybe only one is necessary.
- Vehicles pass in the center turn lane

**Hopkins Road Statistics**

Staff member Manzi provided a summary of data collected. Residents asked for data on the average speed outside of peak commute hours; staff will follow up.

Of the 33 collisions between 2011 and 2015 recorded by the Police Department, the most common violations contributing to crashes were failure to yield after a stop and failure to stop at a stop sign.

**Traffic Calming**

Staff member Manzi reviewed options for traffic calming devices to slow down traffic along Hopkins, including median islands and traffic circles. The overall goal is to increase safety for people driving, walking, and riding bicycles.

- Medians address passing in the turn lane
  - Most cost effective and very effective at increasing safety
  - Tradeoff – they would limit where cars can turn (some residents would have to pass their driveways and turn around at the next intersection)
- Traffic circles
  - Keep the traffic moving but slow it down
    - At Hudson drivers stop and go without looking for conflicting vehicles
  - At Hudson/Hopkins, streets are not wide enough for a full roundabout
  - Example of traffic circles: McGarvey Avenue, Bair Island Road (roundabout), Elm Street in San Carlos, Stanford University (new roundabouts on Campus Drive)

**Proposed Concept Plan**

Staff member Manzi reviewed the proposed concept plan showing installation of median islands and traffic circles along Hopkins Road between King and Arch Streets. Audience members provided the following comments, questions, and concerns:
**Operations Related**

- Traffic circles are confusing - what makes the traffic slow down?
- Removal of the left turn lane will create a backup
  - Install median down to the intersection (except Hudson) – turning volumes are quite low, there is more benefit to having the median extend to the intersection than providing a turn pocket
  - Place trees to maintain visibility
- How do you get out of driveways (residents)?
  - It is already difficult to back out

**Pedestrian / Bicycle Related**

- Crosswalks
  - Need reflective crosswalks
  - Only mark some legs of the crosswalk instead of all of them, to concentrate people into one crossing – reduces impact on through traffic
  - Use flashing lights - in pavement or beacons - (i.e. Massachusetts at Henry Ford School) as an alternative to traffic circles
- With longer walks jaywalking is a potential
- Turn pockets make it difficult for pedestrians to cross
- Bicyclists will share the lane through the intersections with traffic circles

**General Suggestions and Comments**

- Phased in (temporary) installation options
  - Flashing stop signs
- Stop signs at Elwood and near the mini park will slow cars down
  - Hope that cars will avoid Hopkins
- Improve visibility - red curbs
  - Large vehicles/trucks obscure visibility when trying to cross the street
- Make Hopkins a one-way street
- Use traffic signals instead of traffic circles; would be safer
- Want more than just engineering improvements – desire for aesthetic design
- There needs to be more enforcement and ticketing so drivers are more cautious and will slow down or use another street
- The City’s revenue should pay for this [improvements]
Funding

Staff member Manzi noted that funding is not currently available to implement traffic calming, but some funding could come from developers’ transportation impact fees or grants. Specific projects can be recommended for the City’s Capital Improvement Program budget.

City Council Member Diane Howard noted that with the new development being completed, adjustments must be made to accommodate the new traffic. More town hall meetings are needed. With budget meetings coming up she encouraged residents to let City Council know of their concerns and requests for solutions to more traffic in their neighborhood.

Next Steps

Staff member Manzi briefly described the schedule and funding required based on general consensus of the concept plan. However, based on the lack of consensus, a concept plan could not be finalized at this time. A future meeting will be held incorporating the comments received during this evening’s meeting.

Vote

An informal vote was conducted via hand tally to gauge general opinions of the concept plan:

<table>
<thead>
<tr>
<th>Category</th>
<th>Votes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Do Nothing</td>
<td>0</td>
</tr>
<tr>
<td>Back to the drawing board</td>
<td>9</td>
</tr>
<tr>
<td>The concept is okay, but refine</td>
<td>11</td>
</tr>
<tr>
<td>Do not include traffic circles in the concept</td>
<td>7</td>
</tr>
<tr>
<td>Include traffic circles</td>
<td>8</td>
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</tbody>
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Immediate Actions

The following immediate actions were discussed:

- Trim trees to increase sign visibility
- Increase visibility of stop signs
- Install red curbs at the intersections
Post Meeting Survey/Evaluation

A post-meeting survey/evaluation was distributed during the meeting. Fourteen completed surveys were received and the results varied. The following is a brief summary:

1. The presentation by City staff was clear and understandable.

On a scale of 1-5, meaning 1 is extremely satisfied and 5 not satisfied, the survey average was about a 3.

2. I have a good understanding of the Hopkins Traffic Safety Concept Plan.

On a scale of 1-5, meaning 1 is extremely satisfied and 5 not satisfied, the survey average was about a 3.

3. Would you support a Community Assessment District to fund landscaping and maintenance of the medians?

Only four of the 14 surveys received would support a Community Assessment District (28%).

4. What are your comments about the Hopkins Traffic Safety Concept Plan?

The comments received ranged from an overall like for the concept, to a dislike for traffic circles and medians, to the request for cameras, more work on the concept, better lighting, and a strong opposition to paying for landscaping.

5. How did you hear about the meeting and what additional outreach should the City do to reach community members?

Most members of audience received a mailer or notification via nextdoor.com.

6. What suggestions do you have for improving future meetings?

Many audience members requested a time limit for speakers, better structure, and sticking to an agenda.