



## PLEASE PARTICIPATE IN THE TRAFFIC CALMING PROJECT SURVEY

City Survey and Background were mailed to your home May 6<sup>th</sup>  
*Mail or Deliver Postcard to the City with Your Return Address*  
**DEADLINE is MAY 29<sup>th</sup>**

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### **ISSUE 1 – Retention of Speed Tables on Stanford and California Avenues**

- This is a vote to make all 6 speed tables installed in 2007 permanent.
- Your neighbors on the CTRA Board and on the Project Advisory Committee (PAC) support this proposal, and resident feedback on the tables has been favorable.
- Why? City measurements show the tables have reduced excessive speeds along these busy collector streets (85<sup>th</sup> percentile speeds down by 8-10%). Drivers report safer gaps merging onto Stanford and California Avenues near the speed tables.

### **ISSUE 2 – Six Month Trial of the “Modified Plan” for College Avenue and Yale**

- This is a vote for a trial of the hybrid plan described in detail in the city’s mailing, with a clear six month time limit.
- The existing circles at Columbia and Oberlin would be removed and replaced by median islands with stop signs plus strategically placed speed humps on College Avenue near Wellesley, Princeton, Harvard and Dartmouth.
- Where speed humps with the same gradual rise were installed in other Palo Alto neighborhoods, residents have found them helpful in deterring non-resident traffic without causing issues with safety or noise often found with the older “bump” design.
- The median islands along College are expected to increase compliance with stop signs, reduce the speed of left-turning traffic, and make crossing the street safer during the school commute rush.
- This plan includes keeping the two circles along Yale, while adding curb extensions to slow the flow of traffic around the circles. Many residents living nearby like these circles. Volumes and speeds have both declined near these circles.
- A new speed table would be added on upper California Avenue, to address speed and cut-through concerns related to coming development in this area.
- The City has committed to surveying residents on whether to permanently retain or remove the modifications six months after the trial period begins.
- The CTRA Board and your neighbors on the Project Advisory Committee support this six month trial. The PAC helped create the Modified Plan after exploring dozens of options.

### **ISSUE 3 – Alternatives to the Trial of the Recommended “Modified Plan”**

- For anyone voting NO on Issue 2, this offers a choice between making all 4 existing traffic circles on College and on Yale permanent, or removing all of them and returning to 2007 conditions.
- Neither the CTRA Board nor the PAC support these options, because they do not meet the original project goals of improving safety and reducing cut-through traffic.

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For maps, data, background and links to the city’s project website, see **www.cttc.info**.  
Questions or comments? Email **board@ctra.org** or contact Andrew Fetter at 843-0131.