

# Complete Streets Commission



## REGULAR MEETING AGENDA

**Date:** 7/8/2020

**Time:** 7:00 p.m.

**Regular Meeting Location:** [Zoom.us/join](https://zoom.us/join) – ID# 959 6579 2741

NOVEL CORONAVIRUS, COVID-19, EMERGENCY ADVISORY NOTICE On March 19, 2020, the Governor ordered a statewide stay-at-home order calling on all individuals living in the State of California to stay at home or at their place of residence to slow the spread of the COVID-19 virus. Additionally, the Governor has temporarily suspended certain requirements of the Brown Act. For the duration of the shelter in place order, the following public meeting protocols will apply.

Teleconference meeting: All members of the Complete Streets Commission, city staff, applicants, and members of the public will be participating by teleconference. To promote social distancing while allowing essential governmental functions to continue, the Governor has temporarily waived portions of the open meetings act and rules pertaining to teleconference meetings. This meeting is conducted in compliance with the Governor Executive Order N-25-20 issued March 12, 2020, and supplemental Executive Order N-29-20 issued March 17, 2020.

- How to participate in the meeting
  - Access the special meeting real-time online at:  
[Zoom.us/join](https://zoom.us/join) – Regular Meeting ID# 959 6579 2741

Subject to Change: Given the current public health emergency and the rapidly evolving federal, state, county and local orders, the format of this meeting may be altered or the meeting may be canceled. You may check on the status of the meeting by visiting the City’s website [www.menlopark.org](http://www.menlopark.org). The instructions for logging on to the Zoom webinar and/or the access code is subject to change. If you have difficulty accessing the Zoom webinar, please check the latest online edition of the posted agenda for updated information ([menlopark.org/agenda](http://menlopark.org/agenda)).

### Regular Meeting ([Zoom.us/join](https://zoom.us/join) – ID# 959 6579 2741)

#### A. Call To Order

#### B. Roll Call

Welcome new/re-appointed Complete Streets Commissioners: Katie Behroozi, Petrice Espinosa and Isaac Wyatt

#### C. Reports and Announcements

Under “Reports and Announcements,” staff and Commission members may communicate general information of interest regarding matters within the jurisdiction of the Commission. No Commission discussion or action can occur on any of the presented items.

## **D. Public Comment**

Under “Public Comment,” the public may address the Commission on any subject not listed on the agenda. Each speaker may address the Commission once under public comment for a limit of three minutes. Please clearly state your name and address or political jurisdiction in which you live. The Commission cannot act on items not listed on the agenda and, therefore, the Commission cannot respond to non-agenda issues brought up under public comment other than to provide general information.

## **E. Regular Business**

- E1. Approve the Complete Streets Commission regular meeting minutes of February 12, 2020 ([Attachment](#))
- E2. Consider recommendation to City Council to make permanent the temporary turn restriction measures installed in the Willows neighborhood ([Staff Report #20-003-CSC](#))
- E3. Selection of chair and vice chair

## **F. Informational Items**

- F1. Update on major project status

## **G. Committee/Subcommittee Reports**

- G1. Update from Active Transportation Network Subcommittee (Kirsch)
- G2. Update from Climate Action Plan Subcommittee (Cromie/Levin/Meyer)
- G3. Update from Downtown Access and Parking Subcommittee (Behroozi/Levin)
- G4. Update from Multimodal Subcommittee (Cebrian/Levin)
- G5. Update from Safe Routes to School Program Subcommittee (Cebrian/Lee/Meyer)
- G6. Update from Transportation Master Plan Subcommittee (Behroozi/Levin)
- G7. Update from Zero Emission Subcommittee (Cromie/Meyer)

## **H. Adjournment**

At every Regular Meeting of the Commission, in addition to the Public Comment period where the public shall have the right to address the Commission on any matters of public interest not listed on the agenda, members of the public have the right to directly address the Commission on any item listed on the agenda at a time designated by the Chair, either before or during the Commission’s consideration of the item.

At every Special Meeting of the Commission, members of the public have the right to directly address the Commission on any item listed on the agenda at a time designated by the Chair, either before or during consideration of the item.

For appeal hearings, appellant and applicant shall each have 10 minutes for presentations.

If you challenge any of the items listed on this agenda in court, you may be limited to raising only those issues you or

someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City of Menlo Park at, or prior to, the public hearing.

Any writing that is distributed to a majority of the City Council by any person in connection with an agenda item is a public record (subject to any exemption under the Public Records Act) and is available by request by emailing the city clerk at [jaherren@menlopark.org](mailto:jaherren@menlopark.org). Persons with disabilities, who require auxiliary aids or services in attending or participating in City Council meetings, may call the City Clerk's Office at 650-330-6620.

Agendas are posted in accordance with Government Code §54954.2(a) or §54956. Members of the public can view electronic agendas and staff reports by accessing the City website at [menlopark.org/agenda](http://menlopark.org/agenda) and can receive email notification of agenda and staff report postings by subscribing to the "Notify Me" service at [menlopark.org/notifyme](http://menlopark.org/notifyme). Agendas and staff reports may also be obtained by contacting City Clerk at 650-330-6620. (Posted: 7/2/2020)

# Complete Streets Commission



## REGULAR MEETING MINUTES - DRAFT

**Date:** 2/12/2020  
**Time:** 7:00 p.m.  
**City Council Chambers**  
**701 Laurel St., Menlo Park, CA 94025**

### A. Call to Order

Vice Chair Levin called the meeting to order at 7:04 p.m.

### B. Roll Call

**Present:** Cebrian, Cromie, Kirsch, Lee, Levin, Meyer, Weiner  
**Absent:** Behroozi  
**Staff:** Acting Senior Transportation Engineer Kevin Chen and Associate Transportation Engineer Rene Baile

### C. Reports and Announcements

Staff Chen announced upcoming City events and a summary of City Council actions on transportation related items since the January 8, 2020, Commission meeting.

### D. Public Comment

- Ken Kershner shared concern that City Council wants to retain level of service as a local transportation study metric in addition to using vehicle miles travel as the new state required study metric.

### E. Regular Business

- E1. Approve the Complete Streets Commission regular meeting minutes of January 8, 2020 (Attachment)

**ACTION:** Motion and second (Meyer/Weiner) to approve the Complete Streets Commission regular meeting minutes of January 8, 2020, passed (4-3-1, Cebrian, Kirsch, and Lee abstained, Behroozi absent).

- E2. Consider recommendation to City Council to approve the permanent neighborhood traffic management plan for Baywood Avenue, Clover Lane, Blackburn Avenue, McKendry Drive and Marmona Drive (Staff Report #20-001-CSC)

Staff Baile made the presentation (Attachment).

- Susu Ribaldo spoke in support of the project and expressed frustration with the long process.
- Mary Ratner spoke in support of the project and inquired about the voting process.
- Jen Wolosin spoke in support of the project and asked the commission to recommend to City Council to revisit the process.

**ACTION:** Motion and second (Kirsch/Lee) to recommend to City Council to approve the permanent neighborhood traffic management plan, passed (6-0-1, Behroozi absent).

E3. Review the final intersection design at Ravenswood Avenue and Laurel Street (Staff Report #20-002-CSC)

Staff Baile made the presentation (Attachment).

- Jen Wolosin inquired about the final placement of bike box, restriction for right turning vehicles, and consideration of a Dutch intersection design.

Commissioners Kirsch and Weiner presented illustrations (Attachment).

**ACTION:** Motion and second (Kirsch/Cebrian) to recommend design alternative 2 and consider the additional of bike boxes and bulbouts as recommended, passed (6-0-1, Behroozi absent).

## **F. Informational Items**

F1. 2020-21 capital improvement plan (CIP) budget development (Memorandum)

Staff Chen provided update on upcoming City Council meeting schedule relating to CIP.

F2. Update on major project status

Staff Chen provided updates on the transportation management association feasibility study and Willows neighborhood temporary turn restrictions.

## **G. Committee/Subcommittee Reports**

G1. Update from Active Transportation Network Subcommittee

Commissioner Weiner reported on the need for wider bike lanes at the intersection of Ravenswood Avenue and Laurel Street.

G2. Update from Climate Action Plan Subcommittee

Commissioner Levin reported on the current status of the climate action plan.

G3. Update from Downtown Access and Parking Subcommittee

None.

G4. Update from Multimodal Subcommittee

Commission Levin reported on the current status of the Dumbarton Corridor study.

G5. Update from Safe Routes to School Program Subcommittee

Commission Lee reported on the school walk and roll maps.

**G6. Update from Transportation Master Plan Subcommittee**

None.

**G7. Update from Zero Emission Subcommittee**

None.

**H. Adjournment**

Vice Chair Levin adjourned the meeting at 9:02 p.m.

Kevin Chen, Senior Transportation Engineer

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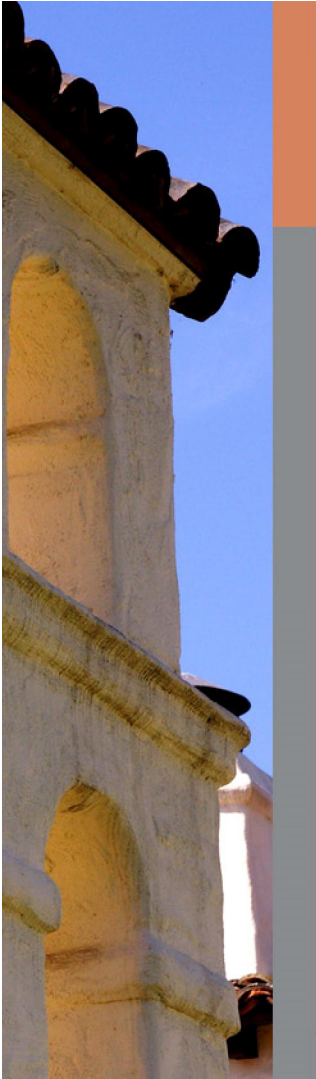


**CONSIDER RECOMMENDATION TO CITY COUNCIL TO  
APPROVE THE PERMANENT NEIGHBORHOOD TRAFFIC  
MANAGEMENT PLAN FOR BAYWOOD AVENUE, CLOVER LANE,  
BLACKBURN AVENUE, MCKENDRY DRIVE AND MARMONA  
DRIVE (NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM)**

**FEBRUARY 12, 2020**

ARRIAGA FAMILY  
GYMNASIUM



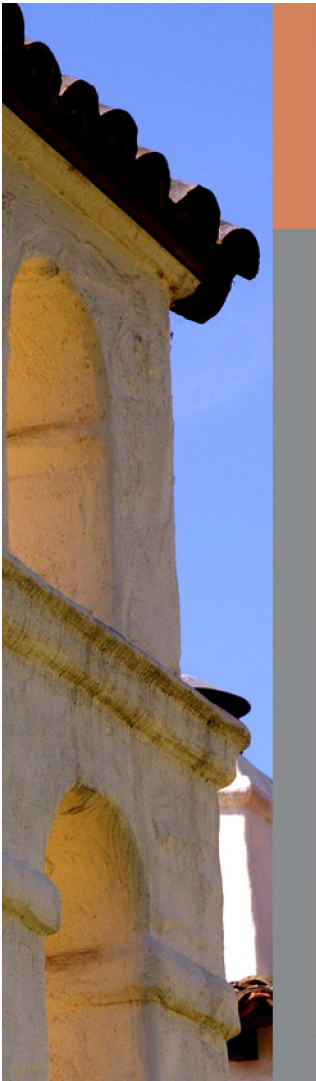


## RECENT NTMP STEPS

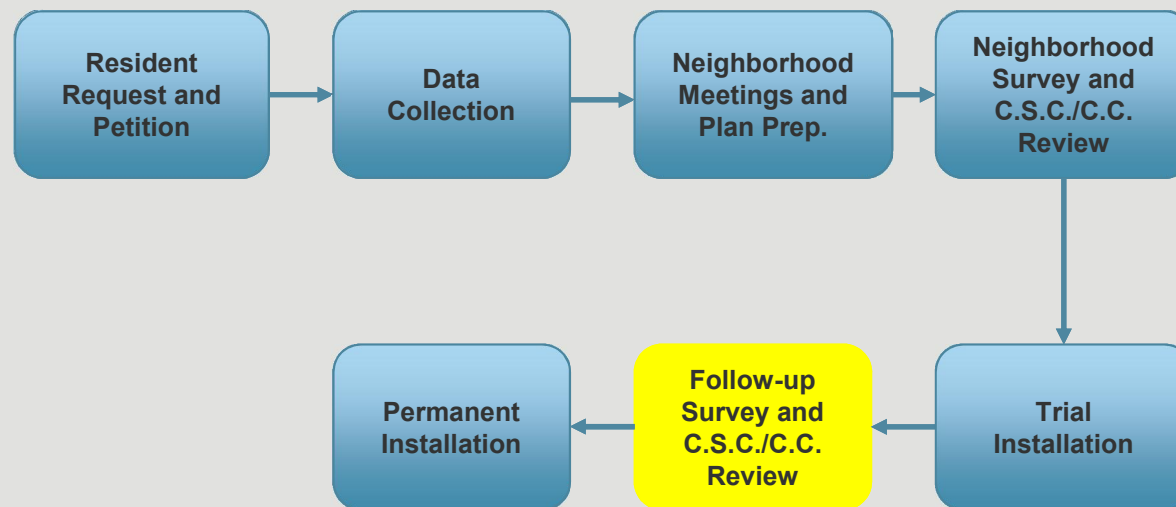
September 11, 2018 – Approval by City Council to install the traffic plan for a six-month trial period.

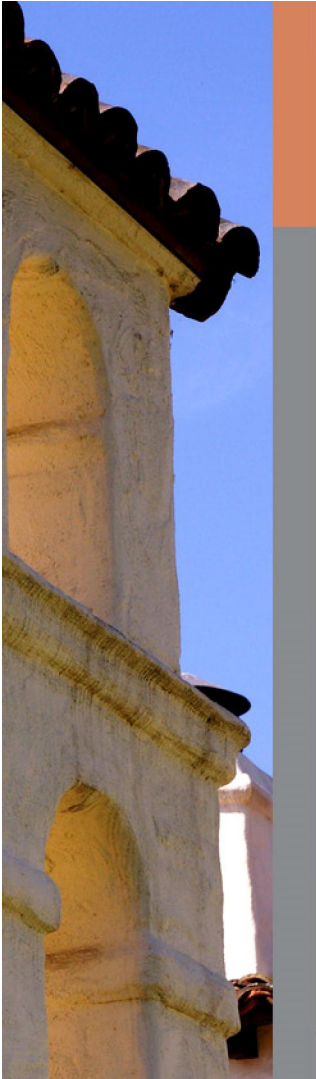
March 31, 2019 – Completion of installation

September 30, 2019 – End of trial Installation



## LEVEL II MEASURES (NTMP)





## NTMP STEPS AFTER END OF TRIAL INSTALLATION

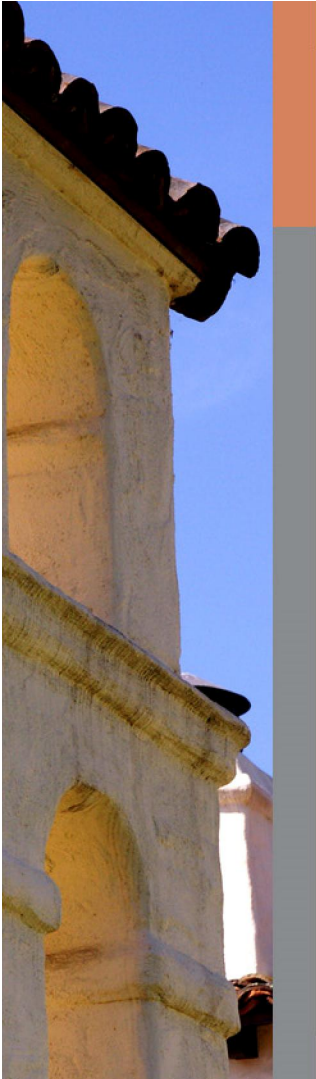


Traffic data collection to determine effectiveness

Resident survey to determine support

Complete Streets Commission review and recommendation

City Council Approval

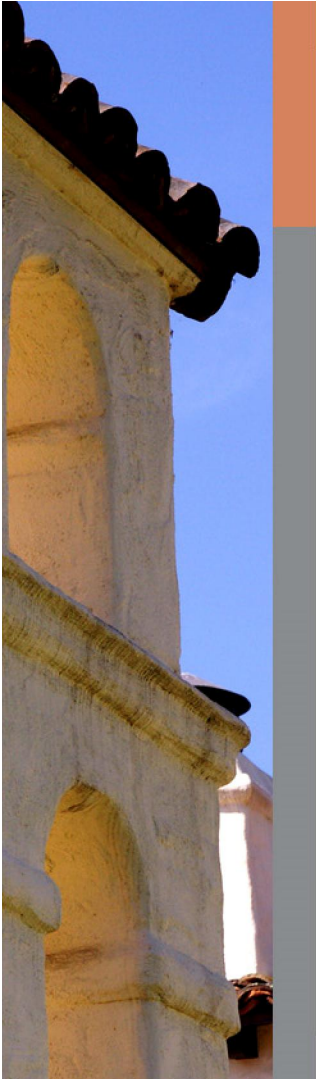


## PURPOSE OF THIS MEETING

Commission - review the results of the resident survey for permanent installation; review the traffic plan as it was currently installed

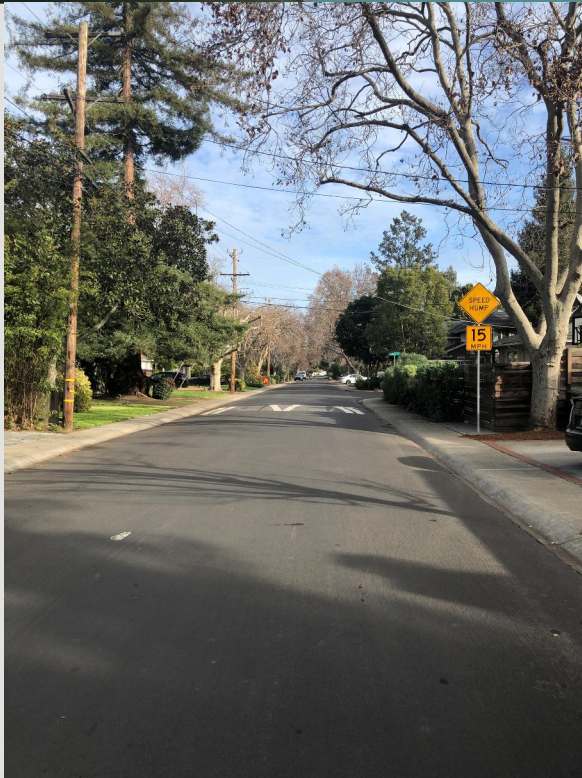
Commission - recommend either plan revisions, or Council approval for traffic plan measures to be made permanent .

# NEIGHBORHOOD TRAFFIC PLAN

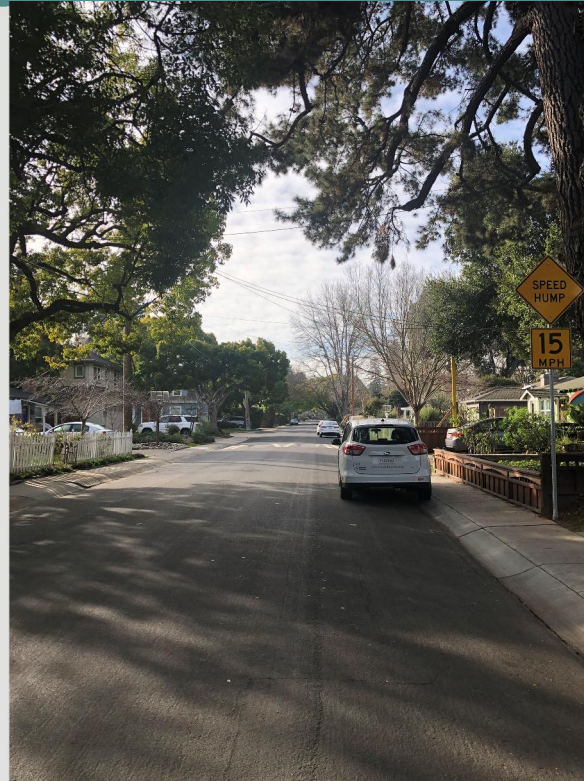




# PERMANENT SPEED HUMPS



**@McKendry Dr**



**@Marmona Dr**



# ROADWAY CLOSURE ON CLOVER LANE NEAR WILLOW ROAD

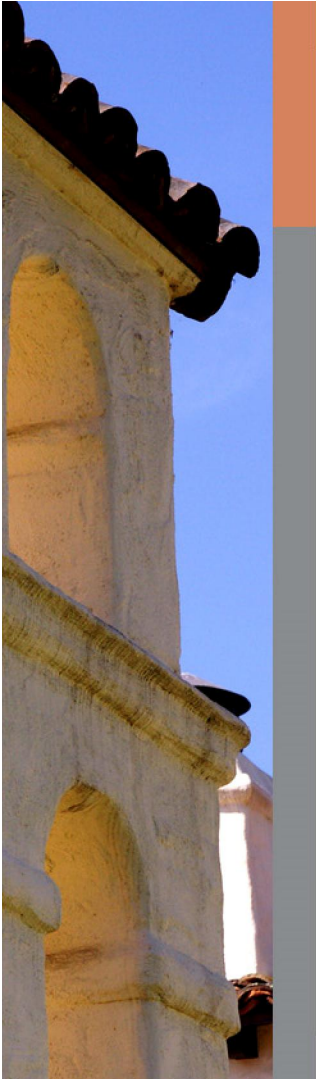


TEMPORARY ROADWAY CLOSURE



PARKING STOP (3 ½ INCH HIGH)



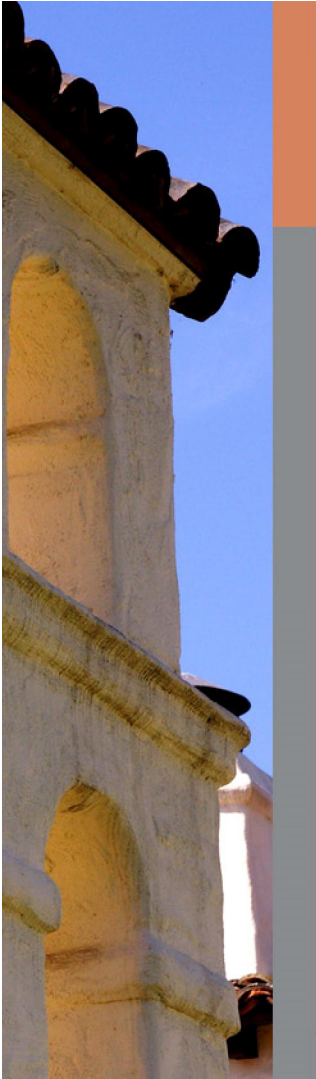


## SURVEY FOR PERMANENT INSTALLATION

November 14, 2019, December 10, 2019  
and January 13, 2020 – City staff  
circulated the survey for permanent  
installation of traffic plan

NTMP requirement – 51% yes on  
supporting the plan



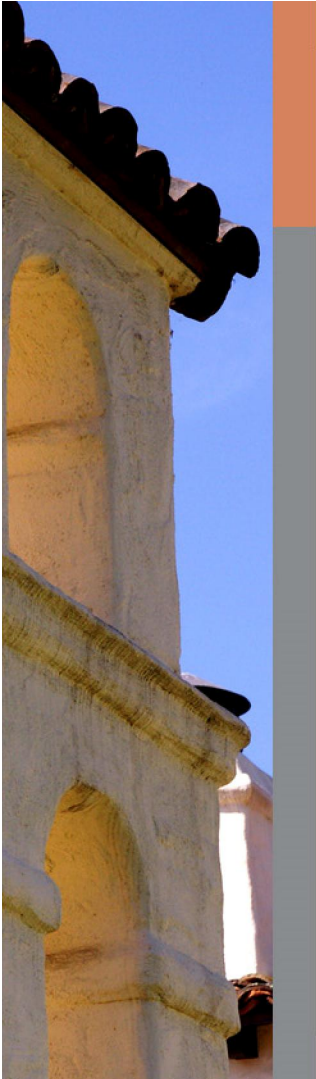


## TRAFFIC SPEEDS

**On McKendry Drive and Marmona Drive - Traffic speeds were significantly reduced with reductions ranging from 0.8 mph to 8.3 mph**

**On Baywood Avenue, where yield control was installed at its intersection with Blackburn Avenue, traffic speeds were also significantly reduced.**

**Blackburn Avenue - a very slight increase in traffic speeds for the NB direction but a decrease in traffic speeds for the SB direction.**

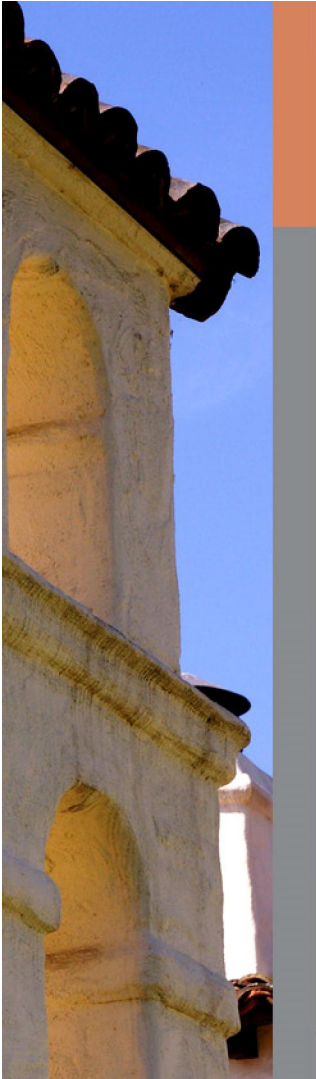


## TRAFFIC VOLUMES



Turn restrictions in the Willows neighborhood plus speed humps and full roadway closure on Clover Lane - reductions in the total traffic volumes on all five roadways.

Full roadway closure on Clover Lane - traffic volumes increased on Blackburn Avenue and on Clover Lane.



## RESULTS OF THE SURVEY

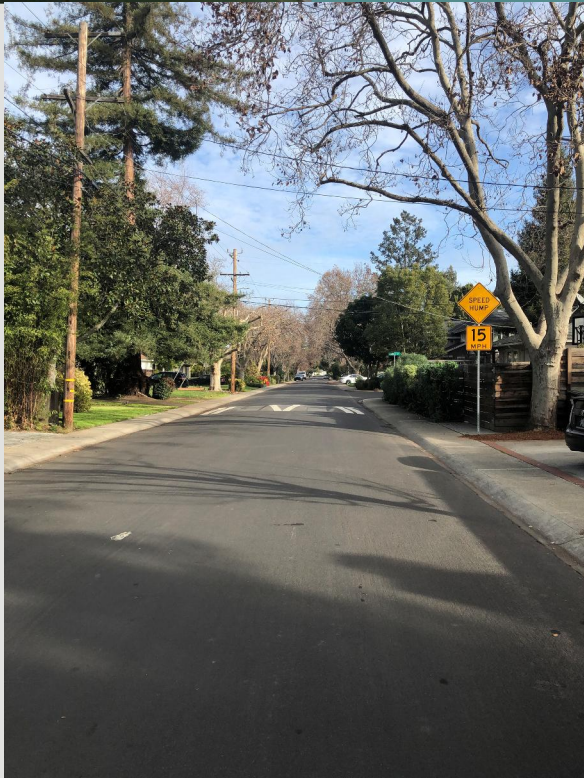
Yes, I support the plan – 101 votes or 58.0%

No, I do not support the plan – 11 votes or 6.3%

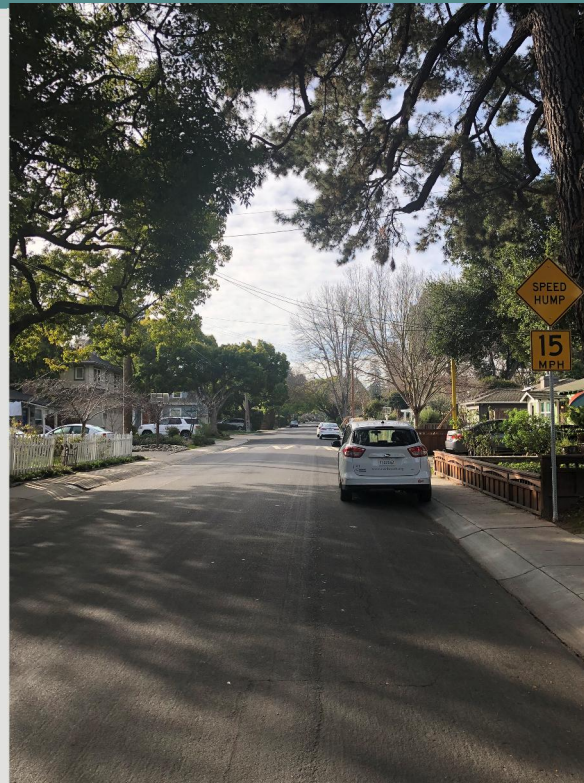
No response – 62 or 35.7 %



# PERMANENT SPEED HUMPS



**@McKendry Dr**



**@Marmona Dr**



# ROADWAY CLOSURE ON CLOVER LANE NEAR WILLOW ROAD

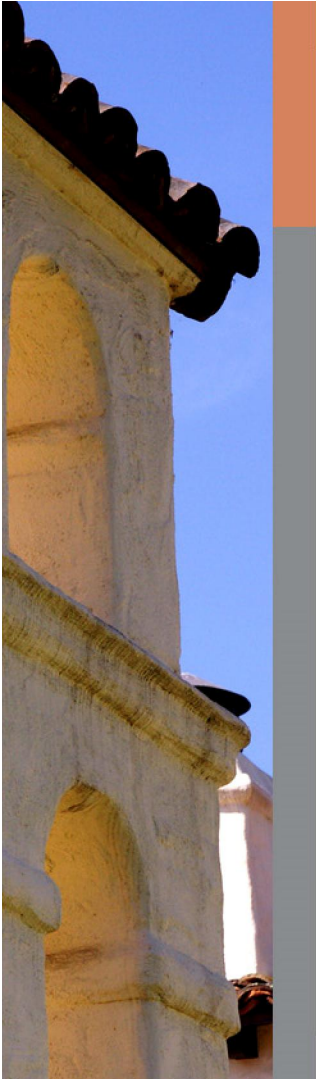


TEMPORARY ROADWAY CLOSURE



PARKING STOP (3 ½ INCH HIGH)





## NEXT NTMP STEPS

City Council – review this traffic plan and results of the survey for permanent installation

City Council – either deny, recommend plan revisions, or approve traffic plan to be made permanent

City– after approval by Council will modify the roadway closure for NB Clover Lane near Willow Road



**THANK YOU**

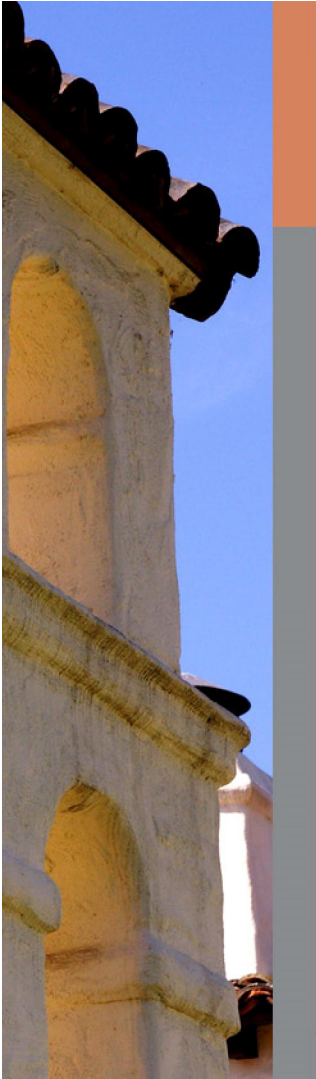


**REVIEW THE FINAL DESIGN LAYOUT OF THE INTERSECTION  
OF RAVENSWOOD AVENUE AT LAUREL STREET**

**FEBRUARY 12, 2020**

ARRIAGA FAMILY  
GYMNASIUM



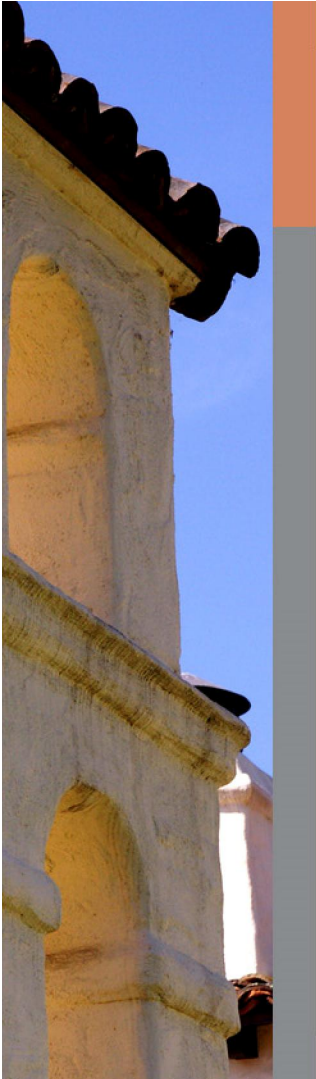


## Ravenswood Avenue

- Avenue-Mixed Use – access to commercial and residential uses
- 30 mph posted speed limit
- 19,000 vehicles per day
- Bike lanes on both sides; provide connections to MA High School, SRI, Burgess Park Campus

## Laurel Street

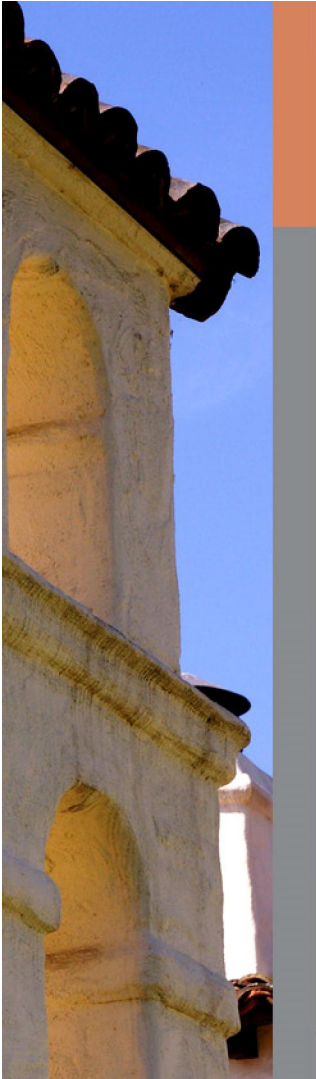
- Neighborhood Collector
- 25 mph posted speed limit
- 4,300 vehicles per day
- Bike lanes on both sides; provide connections to Encinal School, Nativity School, and Trinity School



## Ravenswood Avenue & Laurel Street

- Signalized and running free through demand actuations
- 12 reported collisions for the period between 2015 and 2017; low accident rate

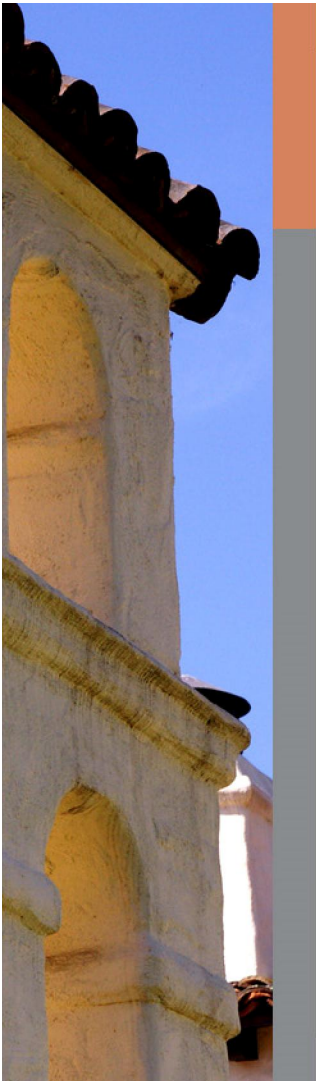




## Station 1300 Project

- Mixed-use project located at 1300 El Camino Real near Caltrain
- Construction commenced in spring 2018 and will be completed in 2021
- Environmental Impact Report (EIR) - potentially significant impact on the intersection of Ravenswood Avenue and Laurel Street
- Requirements need to be met prior to occupancy such as completing the mitigation measures





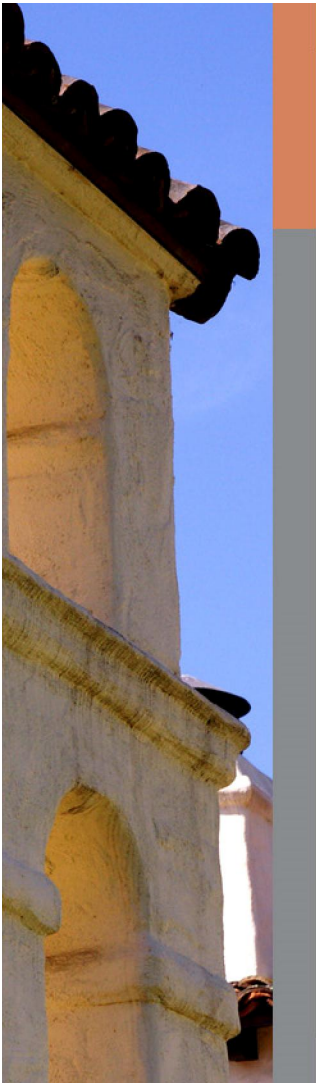
## STATION 1300 EIR MITIGATION MEASURE



TRA-1.1 Improvements to Address Near-Term 2020 plus-Project Effects. Operations at Ravenswood Avenue/Laurel Street (#11) could be improved by reconfiguring the southbound Laurel Street approach to have a left-turn lane and a shared through/right-turn lane.

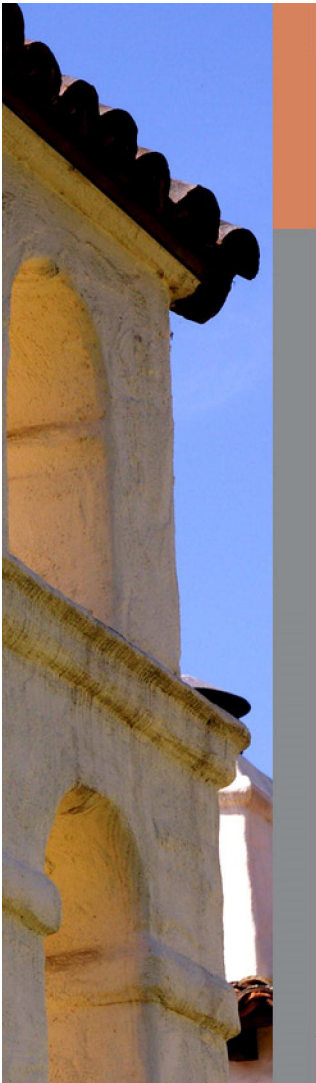


NEAR TERM (2020) PLUS PROJECT CONDITIONS  
CUMULATIVE (2040) PLUS PROJECT CONDITIONS  
RAVENSWOOD AND LAUREL



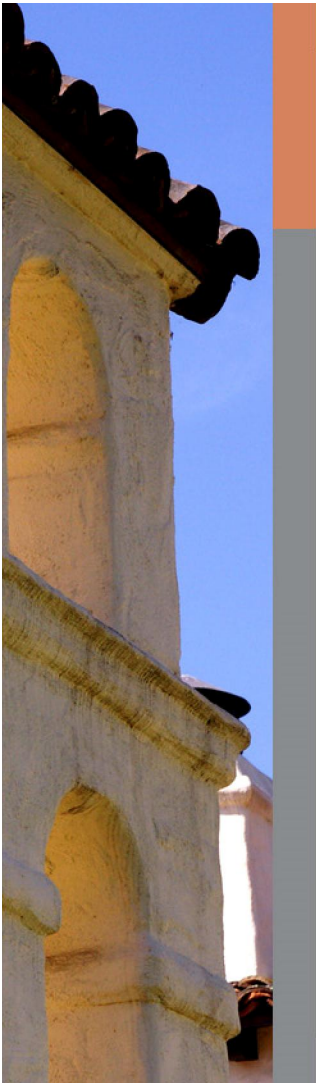
## EXISTING INTERSECTION LAYOUT





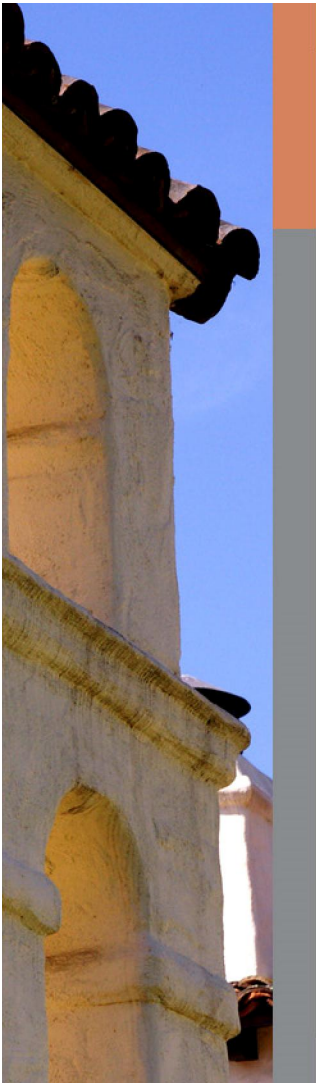
## PEAK HOUR VOLUMES

Peak hour Volumes		
	Northbound traffic volumes	
	AM	PM
Left turning vehicles (vph)	185	240
Through vehicles (vph)	71	124
Right turning vehicles (vph)	20	35

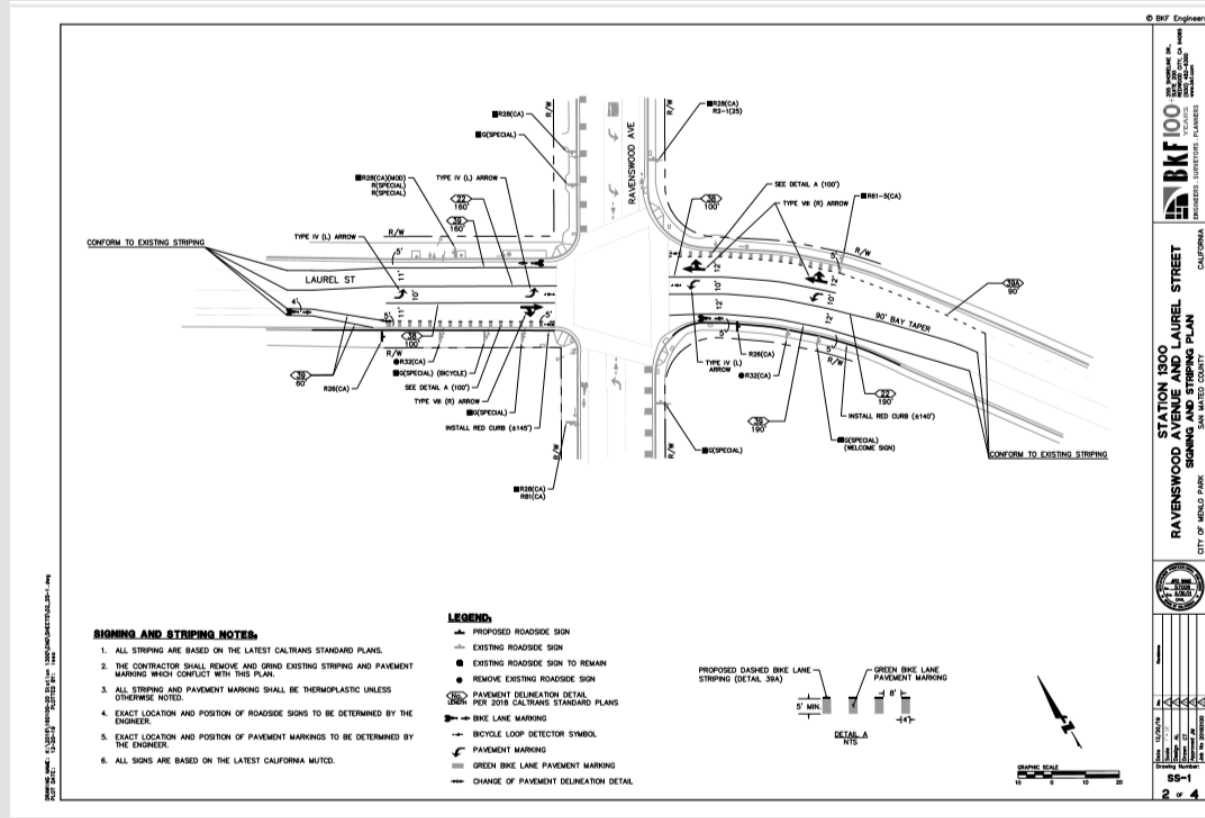


## LEVEL OF SERVICE ANALYSIS

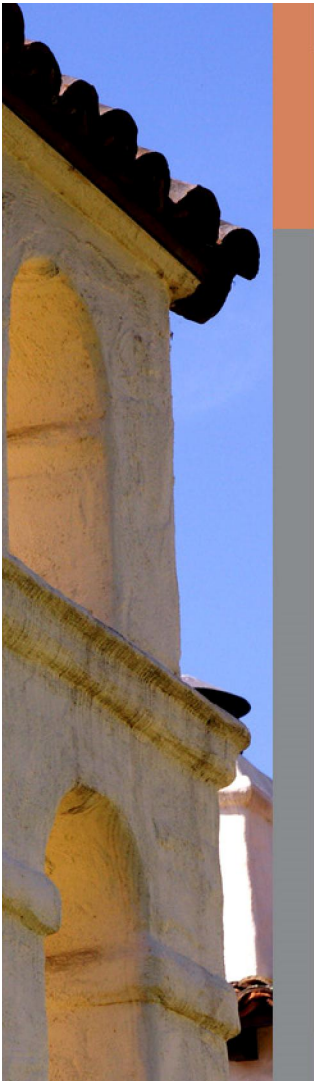
Level of Service Analysis				
	Alternative I		Alternative II	
	Periods		Periods	
	AM	PM	AM	PM
Intersection delay (seconds)	29.0	30.9	31.3	37.3
Intersection level of service	C	C	C	D
Queue length (ft) worst case	158	273	250	410
Vehicle length, 20 ft. long	8	13	12	20



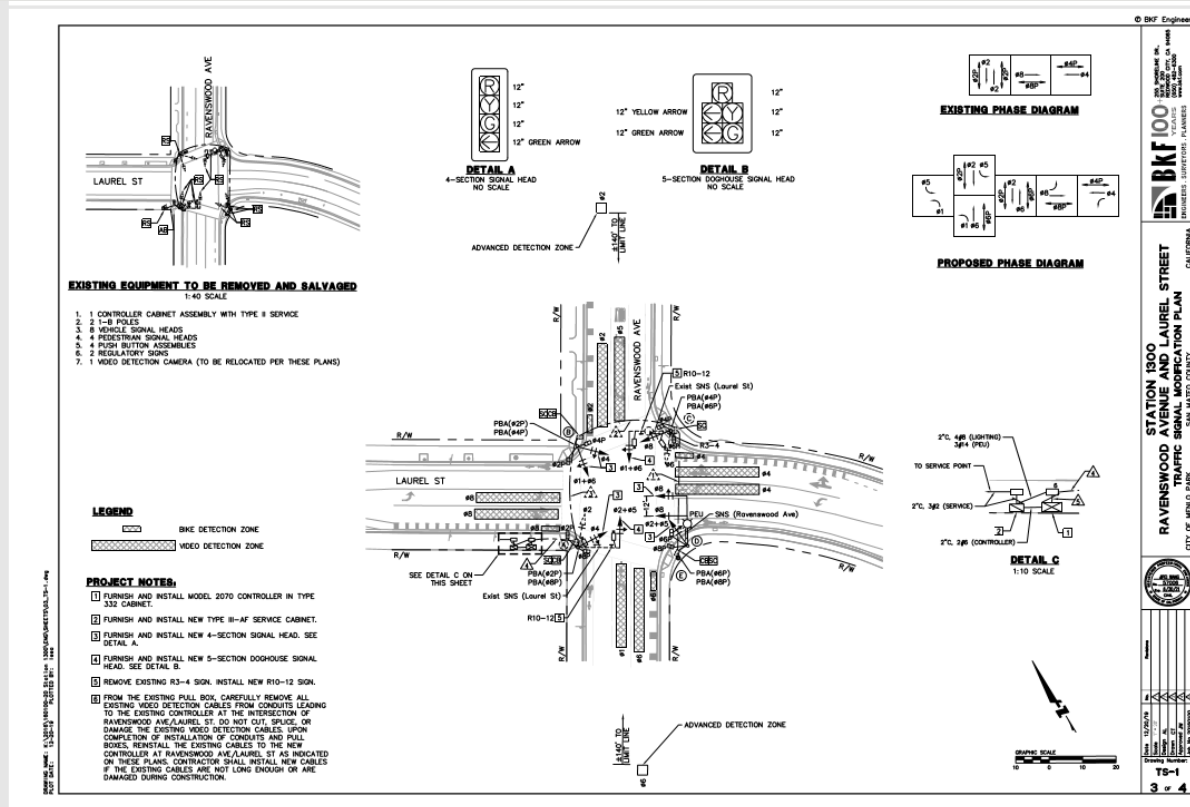
# FINAL DESIGN INTERSECTION LAYOUT

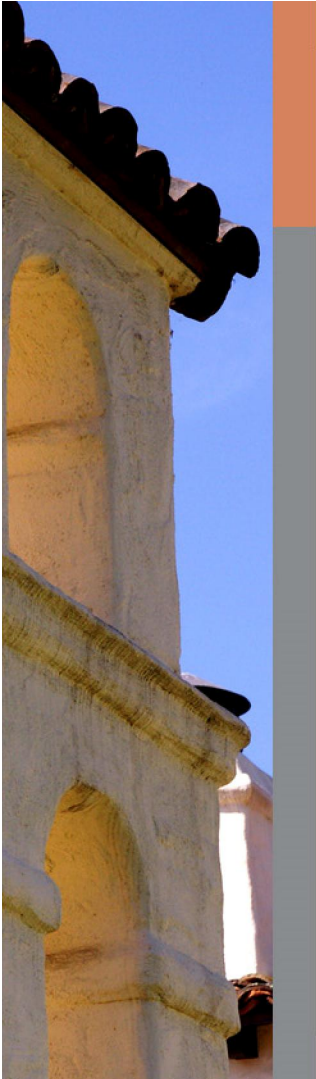






# FINAL DESIGN INTERSECTION LAYOUT



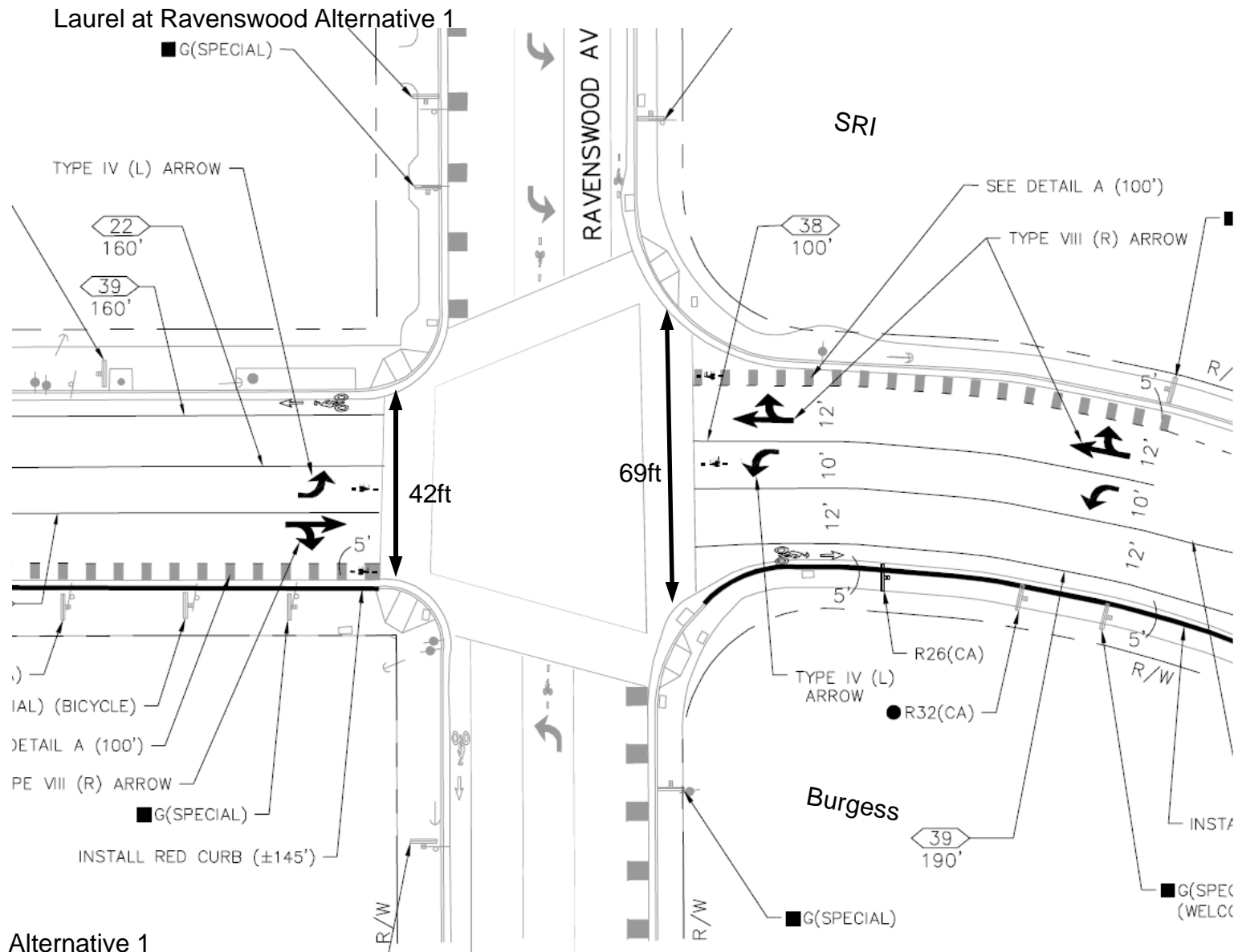


## Next Steps

- Complete the PS&E
- City Council approval of the agreement with Station 1300 Project developer (Greenheart) and on-street parking removal.
- City Council award of construction contract



**THANK YOU**



**Alternative 1**

This option endangers cyclists by creating confusion with right turning cars.

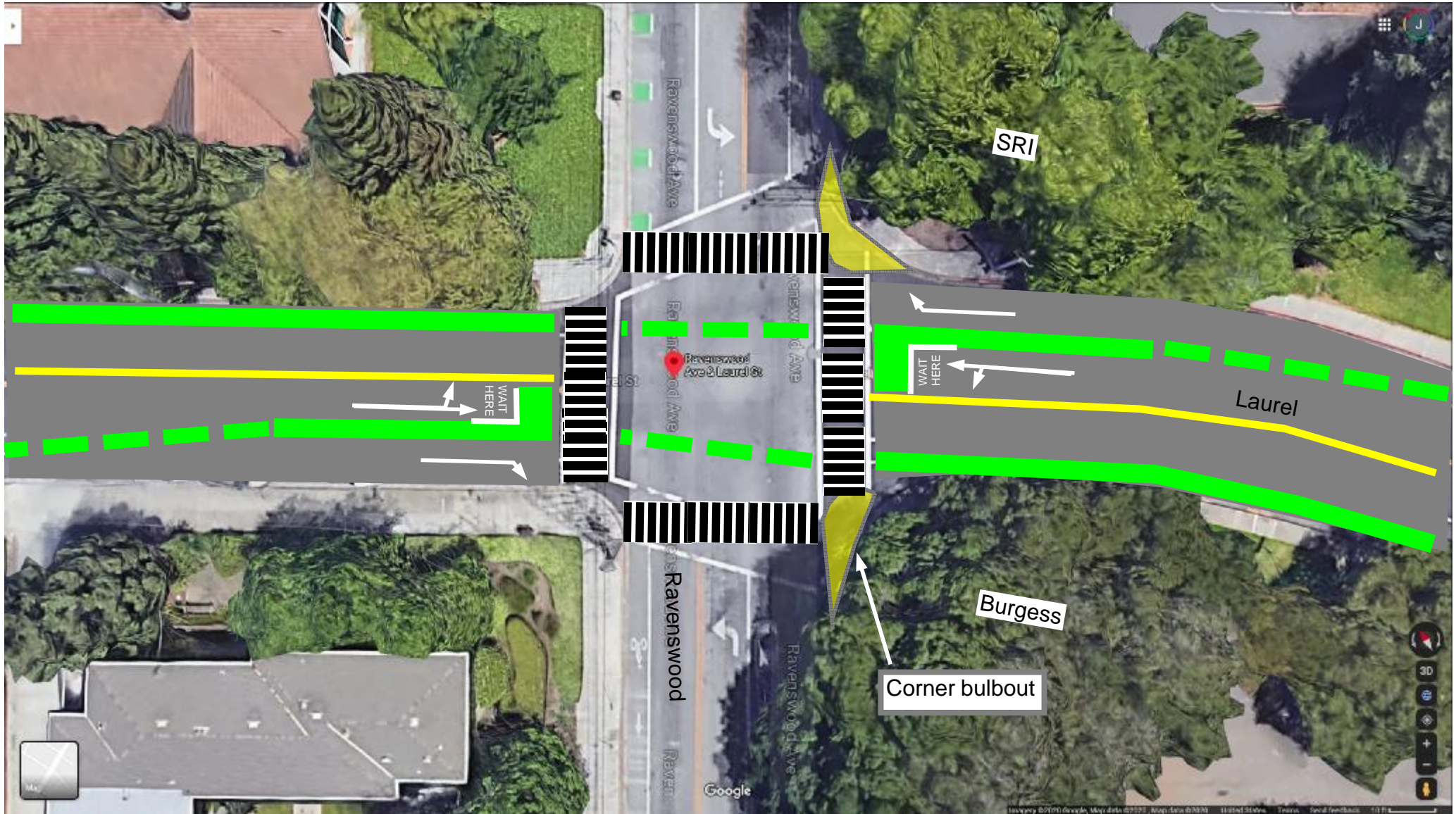
California law requires right turning cars to merge into the bike lane.

If cars do this they will block the bike lane and partially block the through/right lane.

If they do not, bikes and cars will line up at the light in separate lanes with bikes to the right of right turning cars which increases collision likelihood.

Note the longer pedestrian crossing distance on Laurel southside. Cars are able to make high speed right turns onto and off of Laurel.

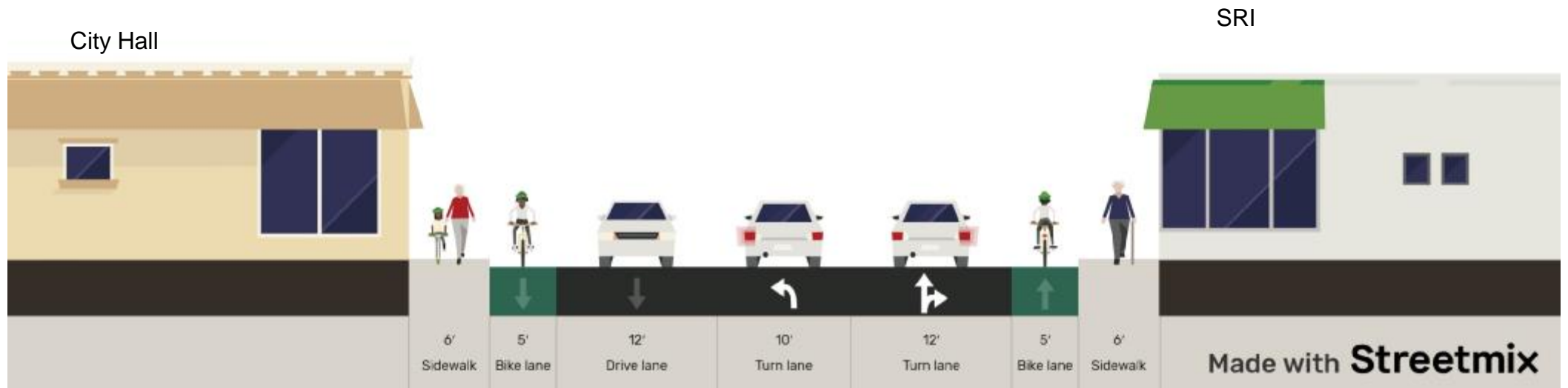
## Laurel at Ravenswood Alternative 2



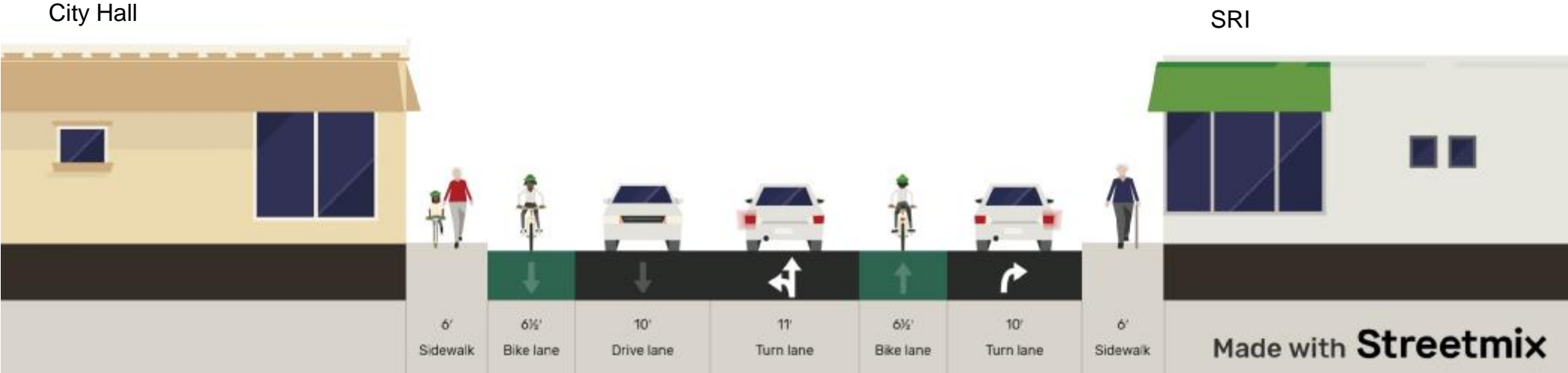
Includes:

1. Bike boxes
2. Corner bulbouts (pilot implementation using paint and plastic bollards)
3. Ladder crosswalks
4. Countdown clocks with leading pedestrian interval
5. Dashed bike lane markings across intersection

Alternative 1 Laurel at Ravenswood looking North

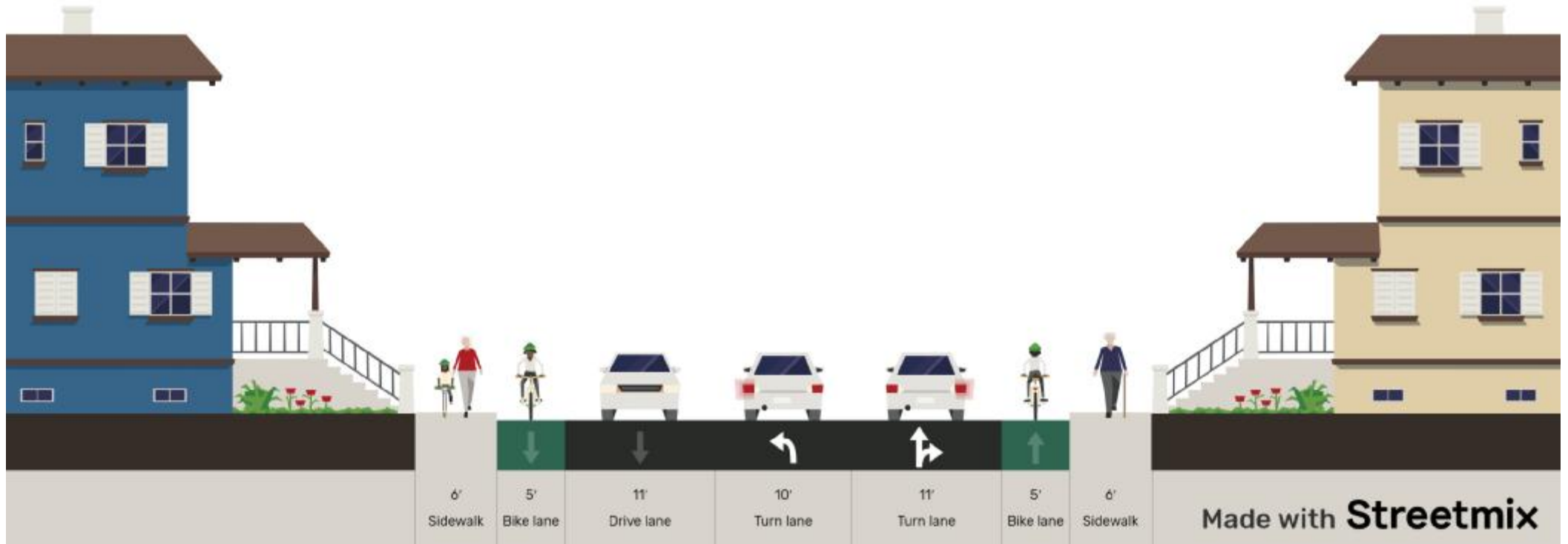


Alternative 2 Laurel at Ravenswood looking North



Alternative 1: Laurel at Ravenswood looking South

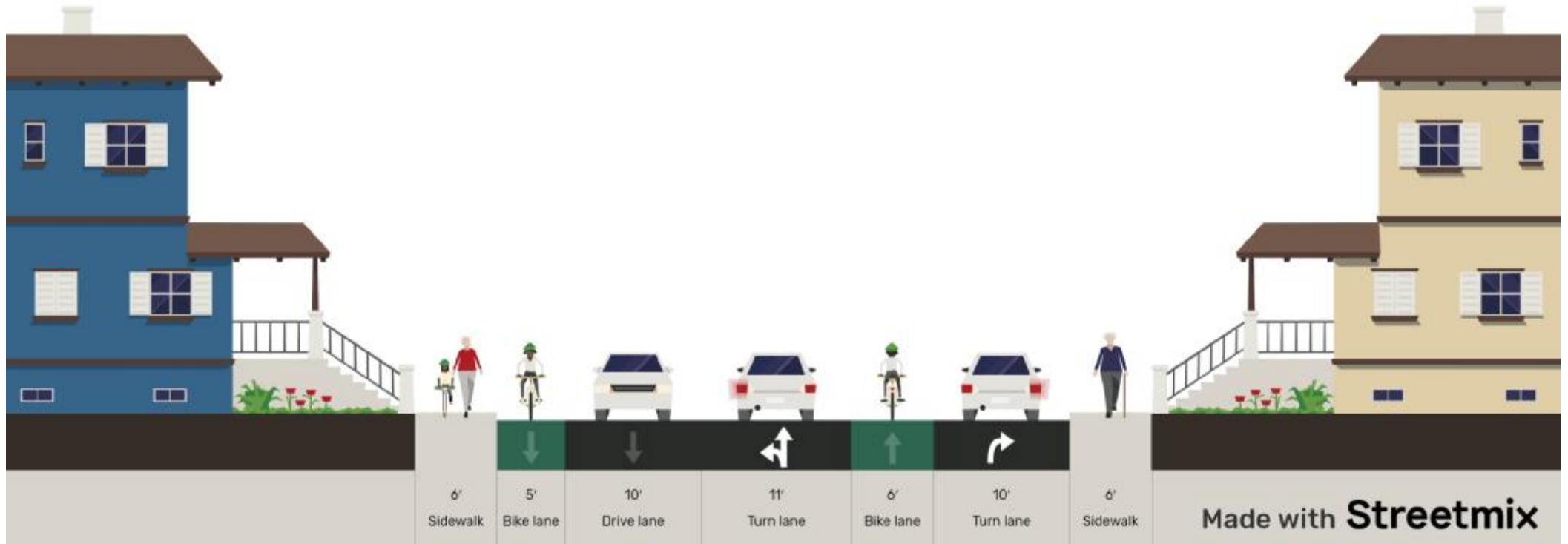
Same as northbound with 42' ROW instead of 44'





Alternative 2 Laurel at Ravenswood looking South

Same as northbound with 42' ROW instead of 44'





## STAFF REPORT

### Complete Streets Commission

**Meeting Date:** 7/8/2020

**Staff Report Number:** 20-003-CSC

**Regular Business:** Recommend to City Council to approve the temporary turn restriction measurements installed in the Willows neighborhood be made permanent

### Recommendation

Recommend to City Council to approve the temporary turn restriction measurements installed in the Willows neighborhood in 2017 be made permanent (Attachment A). The installations included:

- No right turns from Chester Street, Durham Street and O'Keefe Street to Willow Road, 3-7p.m. on weekdays (except Sam Trans and school buses)
- No left turn from Woodland Avenue to Baywood Avenue, 3-7 p.m. weekdays

### Policy Issues

This project is consistent with the City's Circulation Element (CIRC-2.5), adopted in 2016, which includes goals of promoting safe, multimodal streets, and minimizing cut-through and high-speed traffic that diminishes the quality of life in Menlo Park's residential neighborhoods.

### Background

In 2017, Caltrans began construction on a reconfiguration of the U.S. 101/Willow Road interchange in Menlo Park in addition to other construction projects along the U.S. 101 corridor.

In December 2017, staff prepared a report to City Council giving an update on the U.S. 101/Willow Road interchange construction and the impacts it was having on the neighborhood. At that time, the City Council directed staff to implement vehicle turn restrictions at four intersections during the afternoon peak hours, on a trial base, to discourage cut-through traffic in the Willows neighborhood. The City Council also directed staff to return with a final recommendation after construction is completed and the effectiveness of the turn restrictions is evaluated. The U.S. 101/Willow Road interchange was completed in August of 2019. This staff report is to give an update on the effectiveness the turn restrictions have had on discouraging cut-through traffic in the Willows neighborhood.

### Analysis

In September 2019, staff contracted Parisi Transportation Consulting (Parisi) to conduct an analysis and evaluate the effectiveness of the temporary turn restrictions installed in the Willows Neighborhood.

As part of this exercise, Parisi compared traffic volume and turning movement count data in key areas of the Willows neighborhood and administered a public survey to gauge public opinion on the vehicle turn restrictions. The following is a summary of their report. Their complete report, including comments from the public survey, is included as Attachment B.

### Summary of Traffic Volume Changes and Data Collection

Based on the data collected before and after the implementation of the turn restrictions, the turn restrictions have reduced the numbers of vehicles in the PM period driving through the Willows neighborhood en route to Willow Road.

Data from the 2017 and 2019 intersection turn movement counts indicate that prior to the implementation of the turn restrictions, more than 200 vehicles turned right from Durham Street onto Willow Road during the PM peak hour. This single movement in the PM peak period accounted for approximately 16% of total daily volume on Durham Street between Willow Road and Laurel Avenue. After the turn restrictions were put in place, fewer than 20 drivers were observed making this movement during the PM peak hour, suggesting a compliance rate of over 90%.

Total daily traffic volumes in the northbound direction toward Willow Road decreased between 2017 and 2019 on Chester and Durham Streets with a corresponding increase of daily traffic volumes in the southbound direction. However, daily northbound and southbound volumes on O'Keefe Street increased. By comparison, Gilbert Avenue, which does not currently have right-turn turn restrictions and which runs parallel to the three streets that do, experienced a 66% increase in the numbers of vehicles in the PM peak hour turning right onto Willow Road. That said, only a total of 58 vehicles made this movement in the PM peak hour in 2019, which represents an increase of 23 vehicles from 2017. This increase represents approximately 12% of the 201 vehicles that no longer make this PM peak hour movement from Durham Street to Willow Road between 2017 and 2019.

There is not enough data to conclusively indicate whether the left turn restriction from Woodland Avenue to Baywood Avenue reduced the numbers of vehicles traveling through the Willows neighborhood. However, data suggests that the turn restrictions may have been effective in reducing vehicle volumes in the Willows neighborhood from Willow Road: Prior to the turn restrictions being installed, about 330 vehicles turned right from Willow Road onto Middlefield Road during the PM peak hour. After the turn restrictions were installed, about 200 vehicles were observed making this movement during the PM peak hour.

Additionally, the numbers of vehicles turning right from Willow Road on to Durham Street and Gilbert Avenue are relatively small.

### Summary of Public Survey

An online survey was conducted between January 17th and February 3rd, 2020 to gauge public opinion on the turn restrictions. Postcards advertising the survey were mailed to residents in the neighborhood and notifications were posted to official City social media platforms, including NextDoor, Twitter, and Facebook. A total of 417 responses were received. Nearly all the respondents stated that they lived in the neighborhood (96%), and in the 94025 ZIP code (93%). Approximately 80 percent of respondents expressed positive feedback to the turn restrictions and 73 percent want them to remain permanently.

#### A summary of public responses to key survey questions are presented below:

*Are you aware of the turn restrictions that were installed in December 2017?*

- All but one (>99%) of the respondents stated they were aware of the turn restrictions.

*Did you change your typical traveling patterns as a result of the turn restrictions?*

- About two-thirds (64%) of respondents stated that they had changed their typical traveling patterns as a result of the turn restrictions, while about one-third (34%) stated that they hadn't.

*Prior to the installation of the turn restrictions, you thought cut-through traffic in the Willows neighborhood was: [A serious problem] [A moderate problem] [A minor problem] [Not a problem].*

- A strong majority (88%) of respondents stated they thought cut-through traffic in the Willows Neighborhood was a “Serious Problem” (76%) or “Moderate Problem” (13%) prior to the installation of the turn restrictions.

*I think the turn restrictions have resulted in a [very/somewhat] [neutral] [positive/negative] impact on the neighborhood.*

- A strong majority (81%) stated they thought the turn restrictions had resulted in a “Very Positive” (63%) or “Somewhat Positive” (18%) impact on the neighborhood.

*I think the turn restrictions provide [significantly/slightly] [about the same amount of] [more/less] benefits than drawbacks for vehicle circulation.*

- A strong majority (79%) stated they thought the turn restrictions provide “Significantly More” (66%) or “Slightly More” (13%) benefits than drawbacks for vehicle circulation.

*Do you think the turn restrictions should remain in place permanently?*

- A strong majority (73%) stated that they thought the turn restrictions should remain in place permanently.

*“Please describe how the turn restrictions changed your typical traveling patterns or provide any other thoughts you have on the turn restrictions.”*

A total of 326 respondents provided written responses to this open-ended question. The main themes from responses to this question were:

- The turn restrictions have improved quality of life for neighborhood residents, reduced perceived cut-through traffic, and improved safety for people walking and biking.
- Turn restrictions have increased individual daily travel times to and from Highway 101 for some respondents. Of these responses, roughly half reported that the inconvenience is a worthy trade-off for the reduced traffic volumes in the neighborhood. The remaining responses indicated that the added time and inconvenience is frustrating for them.
- The turn restrictions are not adequately enforced by Menlo Park Police.
- Exemptions should be made from the turn restrictions for neighborhood residents and/or bicyclists.
- The intersection of Woodland Avenue and Blackburn Avenue has poor visibility:
- There is an existing 15 MPH advisory speed sign southbound, but not northbound.
- It’s likely that a higher volume of vehicles now turn left from Woodland Avenue to Blackburn Avenue during the PM peak hour.
- Intersections on Willow Road are frequently blocked.

Staff has taken note of all the additional survey comments that are beyond this project scope and will be reviewing them separately.

### Conclusion

After the evaluation of vehicle volume changes throughout the Willows neighborhood and the results of the public opinion survey, staff recommends that the Complete Streets Commission:

- Recommend to City Council to approve the temporary turn restriction measurements installed in the Willows neighborhood in 2017 be made permanent.

### **Impact on City Resources**

Implementation of this project will be funded through the City's signing and striping maintenance program. Ongoing monitoring efforts will require resources from the City's police department.

### **Environmental Review**

The recommendation is categorically exempt under Class 4 (minor modifications) of the current State of California Environmental Quality Act Guidelines.

### **Public Notice**

Public Notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting.

Additional outreach to the community was achieved by sending out a postcard to all the residents that were included in the survey (Over 2000 postcards).

### **Attachments**

- A. Installed temporary turn restrictions
- B. Parisi memorandum

Report prepared by:  
Richard F. Angulo, Assistant Engineer

Report reviewed by:  
Kevin Chen, Senior Transportation Engineer

# Turn Restrictions in the Willows Neighborhood

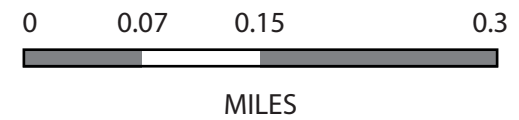


No right turns from Chester Street, Durham Street and O'Keefe Street to Willow Road, 3–7 p.m. Weekdays (except Sam Trans and school buses)

No left turns from Woodland Avenue to Baywood Avenue, 3–7 p.m. Weekdays

## LEGEND

-  No Right Turn
-  No Left Turn
-  Schools
-  Parks
-  Commercial Area
-  Veterans Hospital
-  City Limits



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# Memo

To: Rich Angulo and Kevin Chen, City of Menlo Park  
From: Josh Handel and Patrick Golier, Parisi Transportation Consulting  
Date: February 26, 2020  
**Subject: Menlo Park Willows Neighborhood – Recommendations on Permanency of Four Turning Restrictions**

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The purpose of this memo is to evaluate the effectiveness of four vehicle turning restrictions that were installed at intersections in the Willows neighborhood in Menlo Park in late 2017, and to provide a recommendation as to whether those turn restrictions should remain in place permanently or be removed.

As part of this exercise Parisi Transportation Consulting (Parisi) compared traffic volume and turning movement count data in the Willows neighborhood collected in February, March, as well as in April of 2017, and March and April of 2019, and administered a public survey to gauge opinion on the vehicle turn restrictions.

Maps and tables that summarize the 2017 and 2019 traffic volume data and the survey data are provided in the Appendix.

## EXECUTIVE SUMMARY

Vehicle volumes throughout the Willows neighborhood and the results of a public opinion survey were evaluated to determine the effectiveness of the existing afternoon intersection turn restrictions and make recommendations on the permanency of the restrictions. Based on the changes in traffic volumes and the positive survey response, it is recommended that the existing turn restrictions remain in place permanently.

The changes in traffic volumes between 2017 and 2019 show overwhelming compliance with the restrictions with minimal impacts on other neighborhood streets. Additionally, a strong majority of survey respondents feel that the turn restrictions have had a positive impact on the neighborhood, that volumes of cut-through traffic had been a serious problem prior to the installation of the turn restrictions, and that the turn restrictions should remain in place permanently.



## BACKGROUND

In May 2017 Caltrans began construction on a reconfiguration of the U.S. 101/Willow Road interchange in Menlo Park in addition to other construction projects along the U.S. 101 corridor. The traffic congestion and neighborhood impacts related to the project resulted in the implementation of vehicle turn restrictions at four intersections by the City of Menlo Park during the afternoon peak hours to discourage cut-through traffic in the Willows neighborhood. Traffic counts collected in 2017 data took place prior to the installation of the turn restrictions in the neighborhood and before construction had begun on the U.S. 101 interchange. The 2019 data was collected after the turning restrictions were installed, toward the end of the interchange construction project.

The restricted turns (illustrated on Appendix A) included:

- No right turns from Chester Street, Durham Street and O'Keefe Street to Willow Road, 3–7 p.m. on weekdays (except Sam Trans and school buses)
- No left turns from Woodland Avenue to Baywood Avenue, 3–7 p.m. on weekdays

## CHANGES IN VEHICLE VOLUMES, 2017 TO 2019

The following section provides a summary of the changes in daily vehicle volumes on selected streets within the Willows neighborhood (illustrated in Figure 2) and vehicle turn volumes at four intersections (illustrated in Figure 3). In addition, daily traffic volumes are summarized in Table 1, and PM peak-hour intersection volumes are summarized in Table 2.

### ***Chester Street, Durham Street, and O'Keefe Street***

Table 1 provides details of daily (24-hour weekday) traffic volumes on Chester, Durham and O'Keefe Streets, and Table 2 provides intersection turn movement data at the Durham Street/Willow Road intersection in the weekday afternoon peak hour.

**Table 1: Daily Traffic Volumes on Chester, Durham and O'Keefe Streets**

	Northbound			Southbound			Total		
	2017	2019	% ▲	2017	2019	% ▲	2017	2019	% ▲
Chester St. (Willow to Laurel)	1,293	930	-28%	1,455	1,362	-6%	2,748	2,292	-17%
Durham St. (Willow to Laurel)	926	799	-14%	413	454	+10%	1,339	1,253	-6%
O'Keefe St. (Willow to Laurel)	992	1,087	+10%	972	984	+1%	1,964	2,071	+5%

Source: City of Menlo Park

**Table 2: PM Peak Hour Intersection Traffic Volumes at Durham Street/Willow Road**

	Northbound or Eastbound			Southbound or Westbound			Total		
	2017	2019	% ▲	2017	2019	% ▲	2017	2019	% ▲
Durham Street (at Willow Road)	236	44	-81%	64	34	-47%	300	78	-74%
Right-turn from Durham Street to Willow Road (prohibited in 2019 data)	218	17	-92%	-	-	-	218	17	-92%
Willow Road (at Durham Street)	470	1,042	+122%	694	569	-18%	1,164	1,611	+38%
Right-turn from Willow Road to Durham Street	5	4	-20%	-	-	-	5	4	-20%

Source: City of Menlo Park

Chester, Durham and O'Keefe Streets provide access to/from Willow Avenue and represent the locations where right-turn restrictions were implemented. Between 2017 and 2019, total daily vehicle volumes decreased on Chester Street and Durham Street, but volumes increased on O'Keefe Street, including in the northbound direction.

Intersection turn movement data indicates that the turn restrictions were successful in reducing PM peak hour traffic on Durham Street, the only street with turn restrictions where intersection turn movement data was collected. Data also indicates that traffic did not divert to parallel Gilbert Avenue as a result of the implementation of the turn restrictions, as shown in Table 3.

More specifically (volumes have been rounded to nearest 100):

- Northbound volumes on **Chester Street** (towards Willow Road) decreased by 28% from approximately 1,300 per day in 2017 to 900 per day in 2019. Southbound volumes remained stable (observed volumes were within 10% of 2017 count). Total daily volume on Chester Street decreased as well, from approximately 2,700 vehicles per day in 2017 to 2,300 in 2019. Intersection turn movement counts were not taken at the Chester Street/Willow Avenue intersection so numbers of drivers who comply with the existing turn restrictions is unknown at this time.
- Northbound volumes on **Durham Street** decreased by 14% from 900 per day in 2017 to 800 per day in 2019. Volumes in the southbound direction did not change (observed volumes were within 10% of 2017 count). Total daily volume in both 2017 and 2019 was approximately 1,300.
- Vehicles turning right from **Durham Street** to Willow Road in the PM peak hour decreased from approximately 200 to 20. This movement is currently prohibited from 3-7pm, suggesting that roughly 90% of drivers comply with the turn restrictions.

- Northbound volumes on **O’Keefe Street** rose 10% from approximately 1,000 to 1,100 per day. Southbound volumes remained stable at approximately 1,000 vehicles per day. Total daily volume in 2019 was approximately 2,100 versus 2,000 in 2017. Intersection turn movement counts were not taken at the O’Keefe Street/Willow Avenue intersection so numbers of drivers who comply with the existing turn restrictions is unknown at this time.

### **Gilbert Avenue**

Table 3 provides details of daily (24-hour weekday) traffic volumes on Gilbert Avenue, and Table 4 provides intersection turn movement data at the Gilbert Avenue/Willow Road intersection in the weekday afternoon peak hour.

**Table 3: Daily Traffic Volumes on Gilbert Avenue**

	Northbound			Southbound			Total		
	2017	2019	% ▲	2017	2019	% ▲	2017	2019	% ▲
Gilbert Ave (Willow to Pope)	2,044	2,148	+5%	1,619	1,937	+20%	3,663	4,085	+12%

Source: City of Menlo Park

**Table 4: PM Peak Hour Intersection Traffic Volumes at Gilbert Avenue/Willow Road**

	Northbound or Eastbound			Southbound or Westbound			Total		
	2017	2019	% ▲	2017	2019	% ▲	2017	2019	% ▲
Gilbert Avenue (at Willow Road)	211	183	-13%	87	50	-43%	298	233	-22%
Right-turn from Gilbert Avenue to Willow Road	35	58	+66%	-	-	-	35	58	+66%
Right-turn from Willow Road to Gilbert Avenue	37	63	+70%	-	-	-	37	63	+70%
Willow Road (at Gilbert Avenue)	285	722	+153%	699	721	+3%	984	1443	+47%

Source: City of Menlo Park

Gilbert Avenue, which runs parallel to Chester, Durham and O’Keefe Streets but does not restrict right-turns to Willow Avenue, experienced a 12% increase in daily vehicle volumes between 2017 to 2019, from approximately 3,700 vehicles per day to 4,100. This represents a smaller percentage increase of daily vehicle volumes than on parallel O’Keefe Street.

- While northbound traffic volumes on Gilbert Avenue increased only slightly between 2017 and 2019, southbound volumes increased by 20%.
- In addition, the numbers of vehicles making a right turn from Gilbert Avenue to Willow Road in the PM peak hour increased by 66%, though this only represents a total of 58

vehicles in 2019, versus 35 in 2017. This indicates that large numbers of drivers may not have changed their route to bypass the turn restrictions on the parallel streets.

- With this said, daily vehicle volumes on Gilbert Avenue are substantially higher than on parallel Chester, Durham and O’Keefe Streets. For example, Gilbert Avenue currently carries almost 226% more vehicles per day than Durham Street, 97% more than on O’Keefe Street and 78% more than on Chester Street.

**Woodland Avenue**

Table 5 provides details of daily traffic volumes on Woodland Avenue. Intersection turn movement counts were not conducted at an intersection on Woodland Avenue.

**Table 5: Daily Traffic Volumes on Woodland Avenue**

	Northbound or Eastbound			Southbound or Westbound			Total		
	2017	2019	% ▲	2017	2019	% ▲	2017	2019	% ▲
Woodland Ave. (Middlefield to Pope)	790	1198	+52%	439	947	+116%	1,229	2145	+75%

Source: City of Menlo Park

Woodland Avenue is another street that provides access to the Willows neighborhood from the surrounding collector and arterial road networks. A left-turn restriction was implemented on Baywood Avenue from Woodland Avenue as part of the Highway 101 construction mitigation project, though turn movement counts at this intersection was not collected.

- Total vehicle volume per day on Woodland Avenue between Middlefield Road and Pope Street increased by 75% between 2017 and 2019, from approximately 1,200 to 2,100 per day.
- Northbound volumes on Woodland Avenue, toward Willow Road via Middlefield Road, increased by 52% between 2017 and 2019, and southbound volumes increased by 116%.

**Willow Road**

Table 6 provides details of daily traffic volumes on Willow Road, and Table 7 provides intersection turn movement data at the Middlefield Road intersection with Willow Road.

**Table 6: Daily Traffic Volumes on Willow Road**

	Northbound or Eastbound			Southbound or Westbound			Total		
	2017	2019	% ▲	2017	2019	% ▲	2017	2019	% ▲
Willow Rd. (Middlefield to Gilbert)	9,122	11,043	+21%	11,748	11,919	+1%	20,870	22,962	+10%
Willow Rd. (Gilbert to Coleman)	13,455	12,139	-10%	13,588	11,886	-13%	27,043	24,025	-11%
Willow Rd. (Coleman to Durham)	10,872	12,446	+14%	13,040	13,108	+1%	23,912	25,554	+7%
Willow Rd. (Durham to Bay)	14,841	14,621	-1%	11,823	14,243	+20%	26,664	28,864	+8%

Source: City of Menlo Park

**Table 7: PM Peak Hour Intersection Traffic Volumes at Willow Road/Middlefield Road**

	Northbound			Southbound			Total		
	2017	2019	% ▲	2017	2019	% ▲	2017	2019	% ▲
Middlefield Road (at Willow Road)	761	724	-5%	659	707	+7%	1420	1431	+1%
Willow Road (at Middlefield Road)	400	431	+8%	813	735	-10%	1213	1166	-4%
Right-turn from Willow Road to Middlefield Road	334	203	-39%	-	-	-	334	203	-39%

Source: City of Menlo Park

Willow Road is an arterial road running east/west within the City of Menlo Park and that provides access to U.S. Highway 101 and the Dumbarton Bridge, among other destinations. Total weekday daily volume on Willow Road ranges from approximately 23,000 near Middlefield Road to 29,000 near the Highway 101 interchange. Traffic volumes along the corridor remained largely unchanged between 2017 and 2019.

The numbers of vehicles turning off Willow Road to some of the key side streets either decreased (at Middlefield Road) or represent a relatively small number of vehicles. This indicates that congestion on Willow Road may not be a factor for drivers in seeking a shorter route through the Willows neighborhood:

- Vehicles turning right from Willow Road to Middlefield Road in the PM peak hour decreased 39% between 2017 and 2019, from approximately 300 to 200.
- Vehicles turning right from Willow Road to Gilbert Avenue in the PM peak hour (Table 4) increased 70%, from 37 to 68.

- The number of vehicles turning right from Willow Road to Durham Street in the PM peak hour (Table 2) is minimal; only 4 vehicles were observed making this movement in 2019 versus 5 in 2017.

## **SUMMARY OF TRAFFIC VOLUME CHANGES AND DATA COLLECTION RECOMMENDATIONS**

Based on the data collected before and after the implementation of the turn restrictions, the turn restrictions have reduced the numbers of vehicles in the PM peak time period driving through the Willows neighborhood en route to Willow Road.

- Data from the 2017 and 2019 intersection turn movement counts indicate that prior to the implementation of the turn restrictions, more than 200 vehicles turned right from Durham Street onto Willow Road during the PM peak hour. This single movement in the PM peak period accounted for approximately 16% of total daily volume on Durham Street between Willow Road and Laurel Avenue. After the turn restrictions were put in place, fewer than 20 drivers were observed making this movement during the PM peak hour, suggesting a compliance rate of over 90%.
- Total daily traffic volumes in the northbound direction toward Willow Road decreased between 2017 and 2019 on Chester and Durham Streets with a corresponding increase of daily traffic volumes in the southbound direction. However, daily northbound and southbound volumes on O'Keefe Street increased.
- By comparison, Gilbert Avenue, which does not currently have right-turn turn restrictions and which runs parallel to the three streets that do, experienced a 66% increase in the numbers of vehicles in the PM peak hour turning right onto Willow Road. That said, only a total of 58 vehicles made this movement in the PM peak hour in 2019, which represents an increase of 23 vehicles from 2017. This increase represents approximately 12% of the 201 vehicles that no longer make this PM peak hour movement from Durham Street to Willow Road between 2017 and 2019.

There is not enough data to conclusively indicate whether the left turn restriction from Woodland Avenue to Baywood Avenue reduced the numbers of vehicles traveling through the Willows neighborhood. However, data suggests that the turn restrictions may have been effective in reducing vehicle volumes in the Willows neighborhood from Willow Road:

- Prior to the turn restrictions being installed, about 330 vehicles turned right from Willow Road onto Middlefield Road during the PM peak hour. After the turn restrictions were installed, about 200 vehicles were observed making this movement during the PM peak hour.
- Additionally, the numbers of vehicles turning right from Willow Road on to Durham Street and Gilbert Avenue are relatively small.

We recommend the City collect PM peak-hour turning movement counts at the intersection of Baywood Avenue and Woodland Avenue. While no data is available at this location prior to the turn restriction being installed, the volume of vehicles entering the neighborhood here from both northbound and southbound Woodland Avenue could be informative. Additionally, there may be merit in conducting additional traffic counts throughout the neighborhood now that construction of the interchange is complete, and more drivers in the area may have resumed using their previous routes.

## **SUMMARY OF PUBLIC SURVEY**

An online survey was conducted between January 17<sup>th</sup> and February 3<sup>rd</sup>, 2020 to gauge public opinion on the turn restrictions. Postcards advertising the survey were mailed to residents in the neighborhood and notifications were posted to official City social media platforms, including NextDoor, Twitter, and Facebook. A total of 417 responses were received. Nearly all the respondents stated that they lived in the neighborhood (96%), and in the 94025 ZIP code (93%).

Respondents were asked the following questions:

### ***Are you aware of the turn restrictions that were installed in December 2017?***

- All but one (>99%) of the respondents stated they were aware of the turn restrictions.

### ***Did you change your typical traveling patterns as a result of the turn restrictions?***

- About two-thirds (64%) of respondents stated that they had changed their typical traveling patterns as a result of the turn restrictions, while about one-third (34%) stated that they hadn't.

### ***Prior to the installation of the turn restrictions, you thought cut-through traffic in the Willows neighborhood was: [A serious problem] [A moderate problem] [A minor problem] [Not a problem].***

- A strong majority (88%) of respondents stated they thought cut-through traffic in the Willows Neighborhood was a "Serious Problem" (76%) or "Moderate Problem" (13%) prior to the installation of the turn restrictions.

### ***I think the turn restrictions have resulted in a [very/somewhat] [neutral] [positive/negative] impact on the neighborhood.***

- A strong majority (81%) stated they thought the turn restrictions had resulted in a "Very Positive" (63%) or "Somewhat Positive" (18%) impact on the neighborhood.

### ***I think the turn restrictions provide [significantly/slightly] [about the same amount of] [more/less] benefits than drawbacks for vehicle circulation.***

- A strong majority (79%) stated they thought the turn restrictions provide "Significantly More" (66%) or "Slightly More" (13%) benefits than drawbacks for vehicle circulation.

### **Do you think the turn restrictions should remain in place permanently?**

- A strong majority (73%) stated that they thought the turn restrictions should remain in place permanently.

### **“Please describe how the turn restrictions changed your typical traveling patterns or provide any other thoughts you have on the turn restrictions.”**

A total of 326 respondents provided written responses to this open-ended question. The responses are provided in Appendix G. The main themes from responses to this question were:

- The turn restrictions have improved quality of life for neighborhood residents, reduced perceived cut-through traffic, and improved safety for people walking and biking.
- Turn restrictions have increased individual daily travel times to and from Highway 101 for some respondents. Of these responses, roughly half reported that the inconvenience is a worthy trade-off for the reduced traffic volumes in the neighborhood. The remaining responses indicated that the added time and inconvenience is frustrating for them.
- The turn restrictions are not adequately enforced by Menlo Park Police.
- Exemptions should be made from the turn restrictions for neighborhood residents and/or bicyclists.
- The intersection of Woodland Avenue and Blackburn Avenue has poor visibility:
  - There is an existing 15 MPH advisory speed sign southbound, but not northbound.
  - It's likely that a higher volume of vehicles now turn left from Woodland Avenue to Blackburn Avenue during the PM peak hour.
- Intersections on Willow Road are frequently blocked.

## **RECOMMENDATIONS FOR SIGNAGE IMPROVEMENTS BASED ON SURVEY FEEDBACK**

In order to address some of the feedback received by survey respondents, the following signs are recommended to be installed:

- Install R10-7 (DO NOT BLOCK INTERSECTION) signage on Willow Road at the intersections of Willow Road and Gilbert Avenue, Willow Road and Coleman Avenue, and Willow Road and Durham Street.
- Install R118 (EXCEPT BIKES) signage below the four existing turn restrictions signs at Chester Street, Durham Street, O'Keefe Street, and Baywood Avenue.
- Install W1-5 and W13-1P (curve advisory and advisory turning speed) of 15 MPH on Woodland Avenue 200' east of Blackburn Avenue (similar to the existing signage south/west of the intersection).



## CONCLUSION

Evaluation of the changes in vehicle volumes throughout the Willows neighborhood and the results of the public opinion survey indicates that the intersection turn restrictions should remain in place permanently.

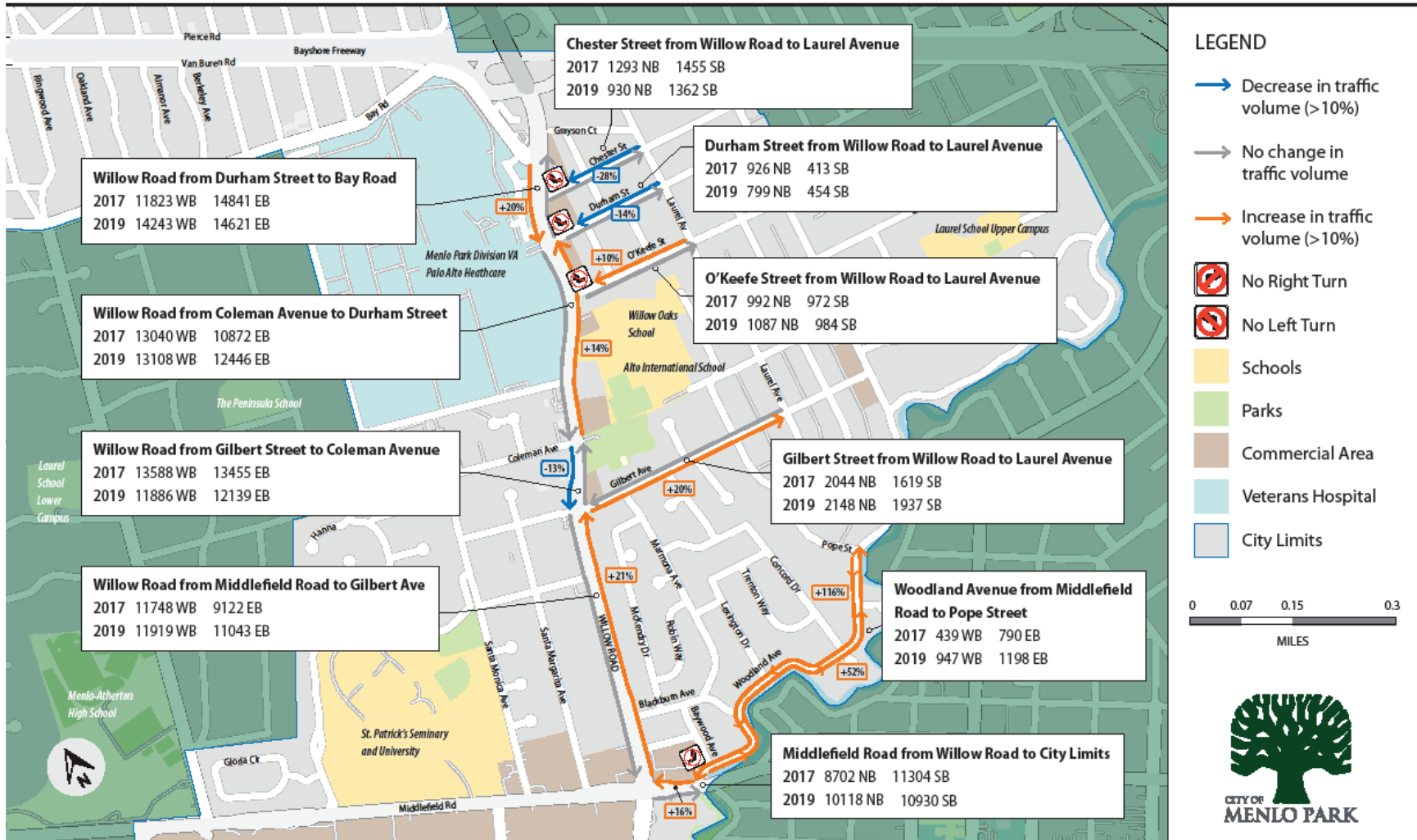
Additionally, the following has been recommended:

- To provide continued insight into the rate of compliance with the restrictions, we recommend the City collect PM peak-hour turning movement counts at the intersection of Baywood Avenue and Woodland Avenue. While no data is available at this location prior to the turn restriction being installed, the volume of vehicles entering the neighborhood here from both northbound and southbound Woodland Avenue could be informative. Additionally, there may be merit in conducting additional traffic counts throughout the neighborhood now that construction of the interchange is complete, and more drivers in the area may have resumed using their previous routes.
- To help address a variety of issues identified by comments from the survey, additional supplemental signage is recommended to be installed at several locations throughout the Willows neighborhood.

## **Appendices A-G**

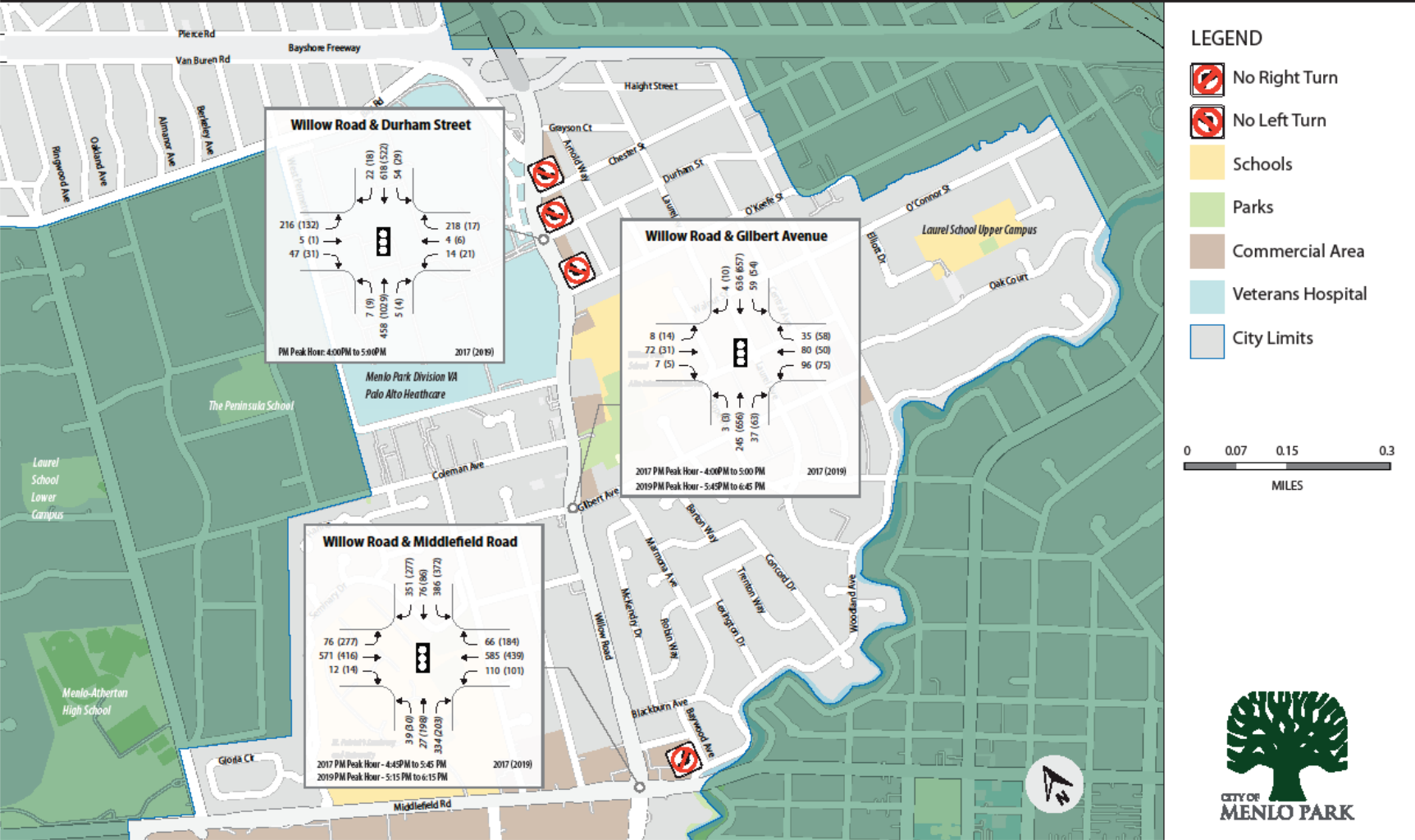


# The Willows Neighborhood: Change in Daily Traffic Volumes (2017 – 2019)



Appendix B: Change in Daily Traffic Volumes

# The Willows Neighborhood: PM Peak Hour Traffic Volumes (2017 & 2019)



Appendix C: PM Peak Hour Traffic Volumes

## Appendix D: Daily Traffic Volumes

	N/B or E/B			S/B or W/B			Total		
	2017	2019	% ▲	2017	2019	% ▲	2017	2019	% ▲
Chester St. (Willow to Laurel)	1,293	930	-28%	1,455	1,362	-6%	2,748	2,292	-17%
Durham St. (Willow to Laurel)	926	799	-14%	413	454	+10%	1,339	1,253	-6%
O'Keefe St. (Willow to Laurel)	992	1,087	+10%	972	984	+1%	1,405	2,071	+47%
Gilbert St. (Willow to Pope)	2,044	2,148	+5%	1,619	1,937	+20%	3,663	4,085	+12%
Middlefield Rd. (Willow to City Limit)	8,702	10,118	+16%	11,304	10,930	-3%	20,006	21,048	+5%
Willow Rd. (Middlefield to Gilbert)	9,122	11,043	+21%	11,748	11,919	+1%	20,870	22,962	+10%
Willow Rd. (Gilbert to Coleman)	13,455	12,139	-10%	13,588	11,886	-13%	27,043	24,025	-11%
Willow Rd. (Coleman to Durham)	10,872	12,446	+14%	13,040	13,108	+1%	23,912	25,554	+7%
Willow Rd. (Durham to Bay)	14,841	14,621	-1%	11,823	14,243	+20%	26,664	28,864	+8%
Woodland Ave. (Middlefield to Pope)	790	1,198	+52%	439	947	+116%	1,229	2,145	+75%

Source: City of Menlo Park

**Appendix E: PM Peak Hour Intersection Traffic Volumes**

	N/B or E/B			S/B or W/B			Total		
	2017	2019	% ▲	2017	2019	% ▲	2017	2019	% ▲
Durham Street (at Willow Road)	236	44	-81%	64	34	-47%	300	78	-74%
Right-turn from Durham Street to Willow Road (prohibited in 2019 data)	218	17	-92%	-	-	-	218	17	-92%
Willow Road (at Durham Street)	470	1042	+122%	694	569	-18%	1164	1611	+38%
Right-turn from Willow Road to Durham Street	5	4	-20%	-	-	-	5	4	-20%
Gilbert Avenue (at Willow Road)	211	183	-13%	87	50	-43%	298	233	-22%
Right-turn from Gilbert Avenue to Willow Road	35	58	+66%	-	-	-	35	58	+66%
Right-turn from Willow Road to Gilbert Avenue	37	63	+70%	-	-	-	37	63	+70%
Willow Road (at Gilbert Avenue)	285	722	+153%	699	721	+3%	984	1443	+47%
Middlefield Road (at Willow Road)	761	724	-5%	659	707	+7%	1420	1431	+1%
Willow Road (at Middlefield Road)	400	431	+8%	813	735	-10%	1213	1166	-4%
Right-turn from Willow Road to Middlefield Road	334	203	-39%	-	-	-	334	203	-39%

Source: City of Menlo Park

## **Appendix F: Survey Data**





## Willow Road Turn Restriction Survey

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**416**  
Total  
Responses

416 Completed Responses

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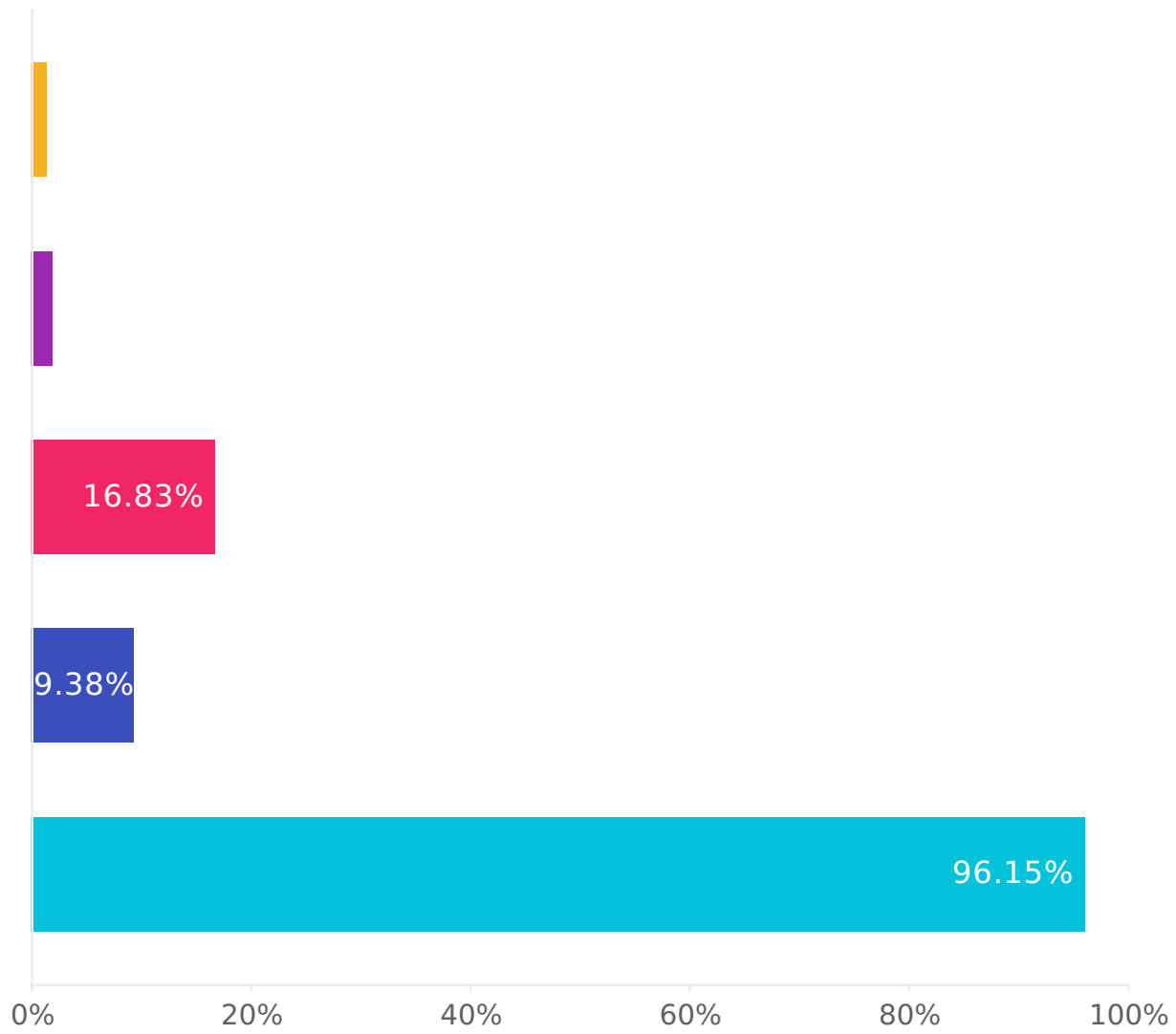
0 Partial Responses

**1086**  
Survey Visits

Q1

Check all that apply:

Answered: 416 Skipped: 0



- I live in the neighborhood
- I work in the neighborhood
- My child goes to school in the neighborhood
- I do not live in the neighborhood, but I patronize businesses, services, or parks there, or visit friends or family there
- Other (Please specify):

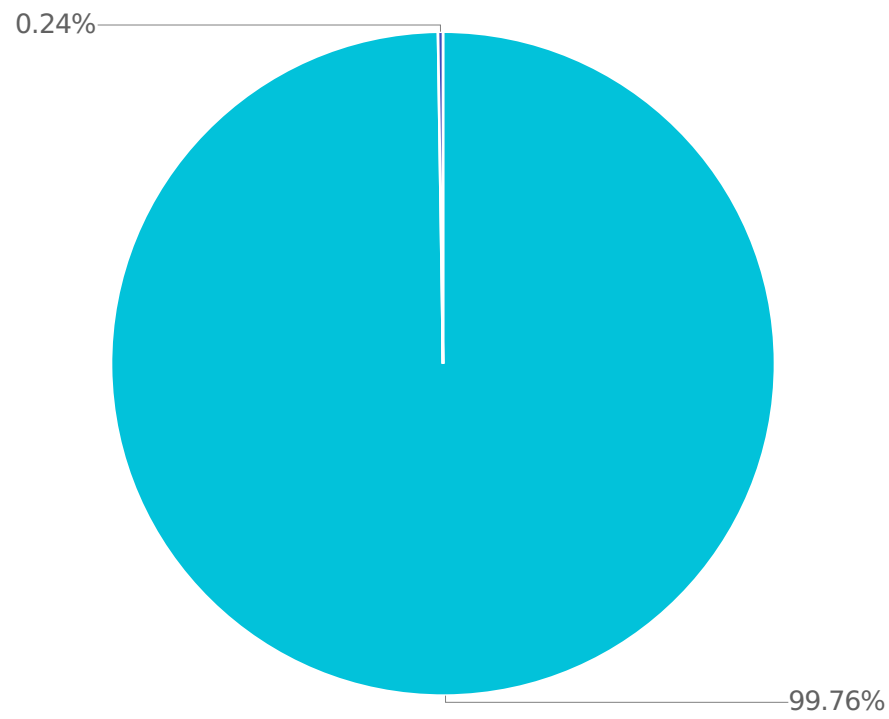
Choices	Response percent	Response count
I live in the neighborhood	96.15%	400
I work in the neighborhood	9.38%	39
My child goes to school in the neighborhood	16.83%	70
I do not live in the neighborhood, but I patronize businesses, services, or parks there, or visit friends or family there	1.92%	8
Other (Please specify):	1.44%	6

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Q2

Are you aware of the turn restrictions that were installed in December 2017?

Answered: 416 Skipped: 0



● Yes ● No

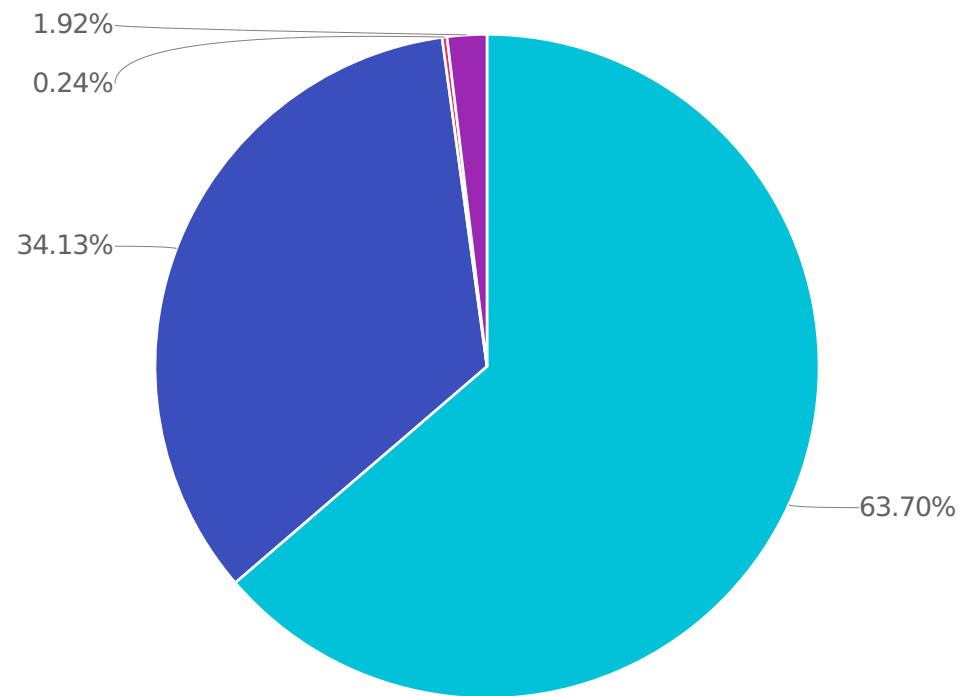
Choices	Response percent	Response count
Yes	99.76%	415
No	0.24%	1

---

Q3

Did you change your typical traveling patterns as a result of the turn restrictions?  
(describe using question #8)

Answered: 416 Skipped: 0



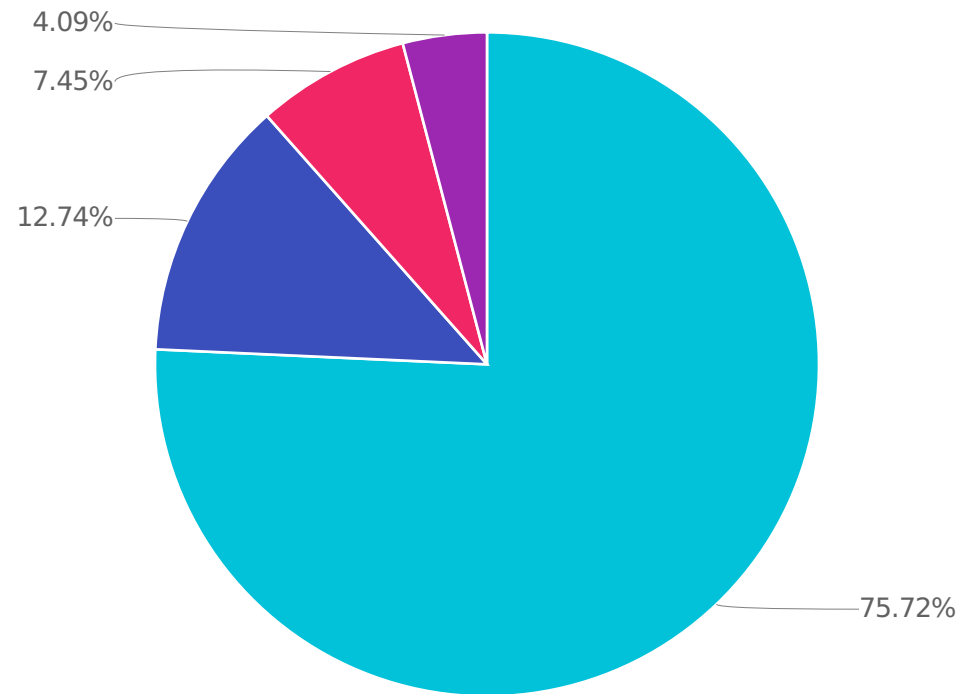
● Yes ● No ● I don't know ● I don't drive

Choices	Response percent	Response count
Yes	63.70%	265
No	34.13%	142
I don't know	0.24%	1
I don't drive	1.92%	8

Q4

Prior to the installation of the turn restrictions, you thought cut-through traffic in the willows neighborhood was:

Answered: 416 Skipped: 0



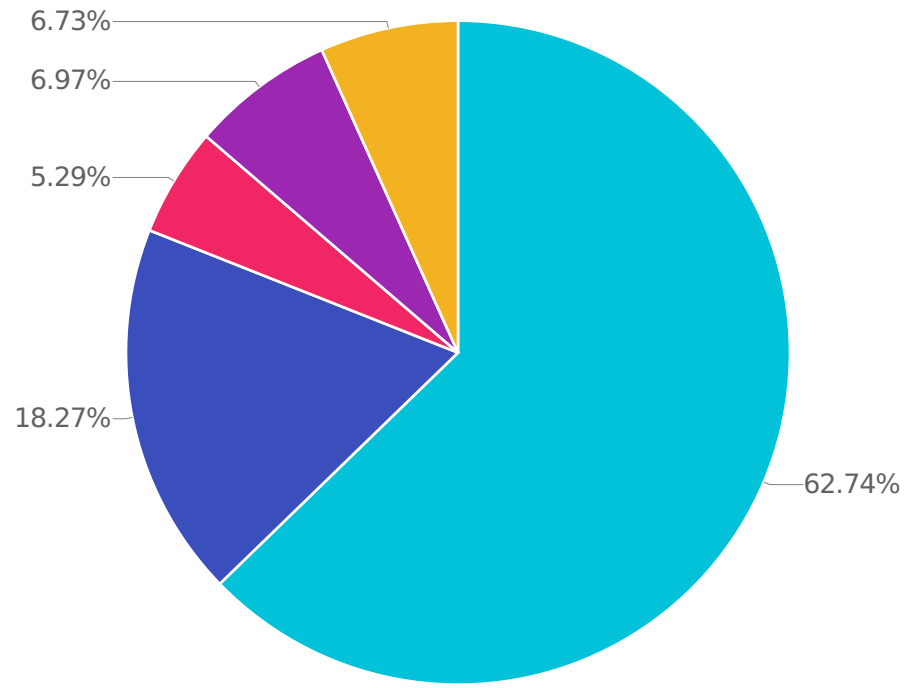
- A serious problem
- A moderate problem
- A minor problem
- Not a problem

Choices	Response percent	Response count
A serious problem	75.72%	315
A moderate problem	12.74%	53
A minor problem	7.45%	31
Not a problem	4.09%	17

Q5

I think the turn restrictions have resulted in a \_\_\_\_ impact on the neighborhood.

Answered: 416 Skipped: 0



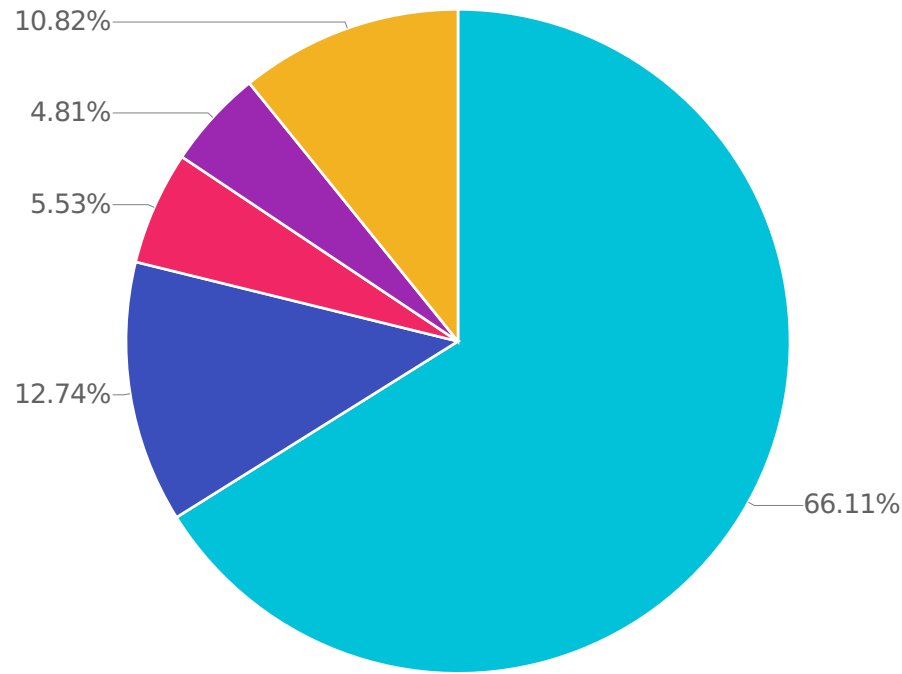
- Very positive
- Somewhat positive
- Neutral
- Somewhat negative
- Very negative

Choices	Response percent	Response count
Very positive	62.74%	261
Somewhat positive	18.27%	76
Neutral	5.29%	22
Somewhat negative	6.97%	29
Very negative	6.73%	28

Q6

I think the turn restrictions provide \_\_\_\_\_ benefits than drawbacks for vehicle circulation.

Answered: 416 Skipped: 0



- Significantly more
- Slightly more
- About the same amount of
- Slightly less
- Significantly less

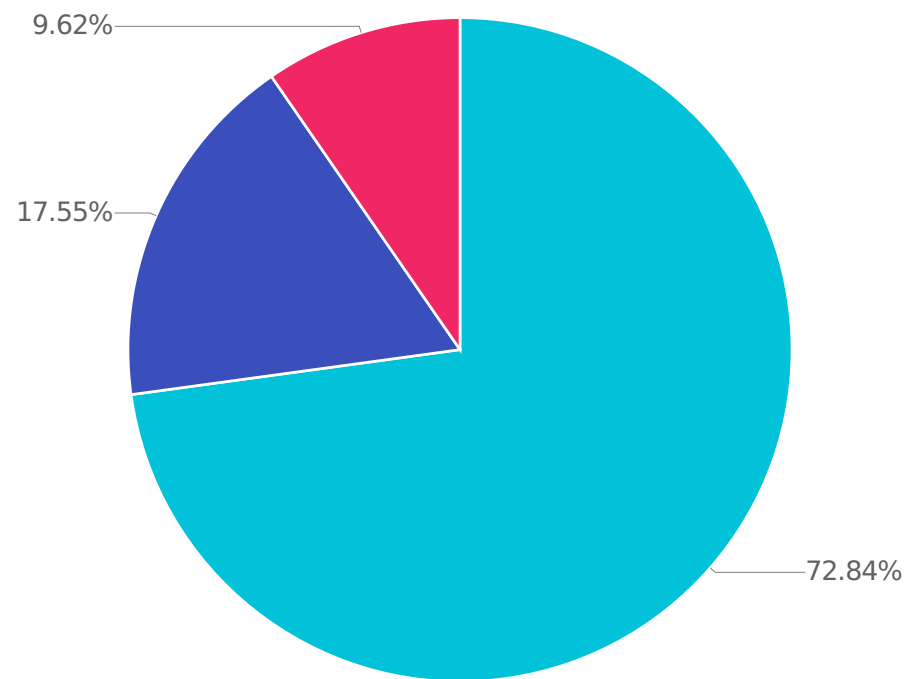
Choices	Response percent	Response count
Significantly more	66.11%	275
Slightly more	12.74%	53
About the same amount of	5.53%	23
Slightly less	4.81%	20
Significantly less	10.82%	45



Q7

Do you think the turn restrictions should remain in place permanently?

Answered: 416 Skipped: 0



● Yes ● No ● Some should stay, some should go (describe using question #8)

Choices	Response percent	Response count
Yes	72.84%	303
No	17.55%	73
Some should stay, some should go (describe using question #8)	9.62%	40

Q8

Please describe how the turn restrictions changed your typical traveling patterns, or provide any other thoughts you have on the turn restrictions:

Answered: 325 Skipped: 91

Q9

What is your home ZIP code?

Answered: 413 Skipped: 3

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Please describe how the turn restrictions changed your typical traveling patterns, or provide any other thoughts you have on the turn restrictions:

Answered: 325 Skipped: 91

1. They have dramatically improved quality of life in the Willows! Please make them permanent!
2. When construction was going on at willow and 101 it was crazy how much traffic went through the neighborhood. Once the construction ended, it was back to normal and I think that the signs should be removed at this point.
3. A pain to have to go to Gilbert to make a right turn after 3:00 but worth it to the neighborhood.
4. Majority of the problem was during the 101 construction. The benefits need to be re-evaluated. Congestion on Willow Road is still impacted. Problem is due to traffics from PA. We don't want the cut thru in the Willows neighbors. But we don't want Willow Road to bare all the burden. Please perform a vehicle count and use data to evenly distribute the traffic wisely now that construction is complete.
5. I live on Central Ave and before the turn restrictions were in place my street was like a freeway with cut through cars sometimes driving 50mph making it very dangerous. Since the turn restrictions went in that cut through traffic has been significantly reduced. The few times I have been inconvenienced in the afternoon by not being able to turn right on Willow from the three streets with the turn restrictions are a small price to pay for the safety of my kids and family and the other families in the neighborhood. Please keep the turn restrictions in place and make them permanent!
6. I feel trapped in my neighborhood due to the restrictions. I do not leave after 3:00 because I can not get back to my house on Central Av without having to sit on Willow Rd in traffic. There should be a sticker or some ID for the people living in the Willows to be able to still make left turns into the Willows without getting included in the traffic issue on Willow Rd from 3-7 pm
7. I will go to University to get onto 101s or give myself a few extra minutes to drive to Gilbert to turn onto willow when getting onto 101N.
8. N/A. Did not change normal pattern.
9. I work from home, but it is much better now on Central Avenue, it was crazy before ...
10. I avoided driving into/ leaving the neighborhood during those times.
11. Turn restrictions have significantly reduced speeds in our neighborhood. In addition, cut thru traffic has been MUCH MUCH less.
12. I live in the willows and have had to make several changes to my travel patterns when going anywhere on 101 in the afternoon/early evening. I now go to university if I'm going south, and have to get creative if I'm going north, depending on the traffic.
13. The real problem is that there is no good routes from El Camino to 101 or 280 in Menlo Park or Palo Alto. All the new construction around Kepler's, etc will make the problem worse. Bite the bullet and widen Willow? The turn restrictions are a not going to solve the gridlock.
14. I just try to do errands before 3 pm or go out by 3 pm. If Willows traffic is very bad I go out the back way and return that way. It has been wonderful. We got our neighborhood back with our organizing efforts and the efforts of the MP City Council and the MP Police Department. Please KEEP THE CHANGES. Before, traffic jammed every street as late as 9 pm, we couldn't get in or pull out of our driveways, horns honked and blared continuously, people yelled at and swore at each other, cars drove on sidewalks to try to get by, they ignored stop signs, bicyclists' rights were ignored, children walking home were endangered, and, finally, a gun was drawn when drivers of two cars at the Chester-Willow intersection got into a road rage fight. We are on that corner and it was brutal. All of it was upsetting and frightening and especially troubling; and I was home with pneumonia for that entire period. The signs and their enforcement and the deflector signs have done wonders; and Waze has apparently reprogrammed so that vehicles no longer cut through the neighborhood. But if you take them down, Waze will reprogram again and it will all return. That will lead to more complaints, housing depreciation, people selling up and moving, and public disturbance. It is the difference between night and day, and we all thank the City Council and the P.D. SO MUCH!! Keep the signs up!!

15. I have to drop down to Gilbert to get to Willow to go right now BUT it is absolutely worth it It takes hardly any more time and the benefit of traffic not stacked up in front of our home or cars racing down our street when it's not clogged are HUGE Please keep these They work!
16. They haven't. I'm on the other side of the Willows, and they're not in my commute direction.
17. I live on Bay Road so we need to make a right on Willow to take my son home when picking him up from Laurel Upper Campus. Now that the construction is complete, I don't see why the restriction needs to remain in place.
18. My wife and I were not sure if the restrictions applied to Willows residents or just through traffic. The only bad situation I can think of is having been in stand still traffic, backed up past the Marmona stop sign for about 5 minutes on Gilbert Street, right when school gets out, (3:20PM) but other than that, it has not seemed difficult or a hardship to use the required streets to get to Willow Road. It might have put more traffic onto Woodland heading toward University though. As a resident, I would never try to get to the 101 by using O'Connor/Woodland between 4:30-5:30.
19. I believe the turn restrictions onto Willow Rd and leaving the neighborhood should remain, but the "No left turns from Woodland Avenue to Baywood Avenue, 3-7 p.m. weekdays" should go. The "No Left" from Woodland to Baywood restricts movement into the neighborhood, which forces residents to find round-about ways get home. We have to choose between 1) getting caught up in and worsening Willow Rd. rush hour traffic or 2) creating more traffic on Woodland and then having to make often blind left turns back into the neighborhood. Either way, we then have to snake around the neighborhood to get to our houses. With less people needing to cut through and the "No Right" limitations deterring it even further, cutting off just one entrance to the neighborhood seems unnecessary.
20. The congestion in the Willows neighborhood prior to the turn restrictions made it nearly impossible for to reach my home on Arnold Way during peak commute times. After the restrictions were put in place, I was able access my home and travel safely around the neighborhood.
21. This is difficult to evaluate without any further empirical evidence. We have no serious traffic problems now but if removed, what will happen? Did Waze change to create the improvement? Will they change back? How much enforcement is happening? If made permanent, will the signage be made better?
22. The turn restrictions have truly eliminated cut-through traffic. It used to be that we could not drive to our house due to traffic. We had to park a block or two away and walk home with groceries, etc. The only bummer is that as Willows residents, we also cannot make a left hand turn from Durham or Chester between 3:00 and 7:00pm. If there is any way we could retain that choice as residents (perhaps a special sticker on our inside windshield or rear window?), that would be really good. Thank you
23. If we are traveling out of home during the restricted hrs, we had to take slight detour. But this slight inconvenience totally outweighs the trouble.
24. Travel time increased, fuel consumption increased, local traffic density did not get affected. Current restrictions are not obeyed by other drivers and are not enforced by police.
25. I worry that traffic will still cut through over time as enforcement may not be strong
26. It is not right that I may not turn right out of my own neighborhood during the week. I am forced to take traffic patterns that are out of my way and laborious.
27. It has been frustrating a few times to have to change my commute path, however I live on Woodland and it's really frustrating how many people use it for cut through. Sometimes it gets so blocked up I can't even go home in my car without waiting 15-20 min. The restrictions help especially when people zoom through at high speeds in a neighborhood with many families and young children.

28. Hi. I've lived on the corner of Arnold Way at Durham (the Arnold Way closer to Willow) since 2008 and the turn restrictions have made a huge difference. Before the turn restrictions, there were often evenings when I couldn't get in/out of my driveway. The idling cars, the honking, the headlights all negatively impacted our family in our own home. Although drivers believed they were taking a "short cut" some would end up getting so frustrated by the long lines that they'd start driving on the wrong side of the street to find another "short cut." There was one night in particular that was especially scary: my daughter and I were standing on the corner of Arnold and Durham and a driver on Durham was so angry he peeled out and turned on to Arnold so fast he came up and over the curb and almost hit us. I have photos that I will forward. Please please keep the restrictions in place, from both safety standpoint and to help ensure quality of life in our neighborhood.
29. I live on OKeefe so need to drive West several blocks before I can enter Willow to travel East to enter highway. It does add time to the trip (especially if Willow is busy) however, I believe that occasional inconvenience is acceptable especially when seeing the tremendous reduction of traffic congestion in our neighborhood as a result of the turn restrictions. I hope we make permanent.
30. On Friday evenings, when I want to go from my home to 101, I have to travel south to the University on ramps. This is difficult enough to make me not want to even go out Friday nights. However, I am willing to bear the cost as neighborhood traffic on Durham, O'Keefe and Chester look nightmarish on a daily basis for residents that lived on those streets.
31. Life was a nightmare here before the no turn signs were installed. We were prisoners here during evening commute. PLEASE keep the signs!
32. I occasionally drive from Woodland to Baywood between the hours of 3 and 7pm. During those restricted hours, I go beyond Baywood and take a left on the next street. It's not a big deal at all.
33. It costs me more time and money to get the kids from daycare. And it is not good for the environment since I have to drive more miles, longer time. And it is still impossible to turn right on green light on Gilbert since it is so packed by cars there.
34. Have to go 1/2 block away from the highway to be able to go on the highway.
35. I would consider it ok to make the current restrictions the plan of record, then have a trial with them removed now that the construction is complete.
36. I live on Chester St. right near Willow Rd., so the traffic in front of my house before the restrictions was AWFUL; obviously I was really grateful for the turn restrictions- THANK YOU! However it is inconvenient for me to drive all the way south to the University on-ramp to get on 101, especially if am headed north...So perhaps you could try removing the restrictions on a trial basis. Since the construction is done, maybe the cut-through traffic won't be such a problem...Then if the cut-through traffic problem recurs, you could re-start the turn restrictions. Thank you so much for listening to the Willows residents and instituting the restrictions, and for asking for our input now!!
37. I no longer turn right onto Willow off of any street other than Gilbert during the posted hours. Frankly, though, I just try not to go on Willow during commute hours anyways. It would be nice if Willows residents could make the right turns anytime.
38. we live in the neighborhood and while they were good during construction of the overpass, they are no longer needed. we did have to change our normal driving patterns from our neighborhood to get to 101 and that was an inconvenience.
39. Turn restrictions help a great deal during the congested/rush hours. I do not see any cut-through traffic in the Willows outside rush hours. I believe having the restrictions outside current times would only give negative impact to the neighborhood traffic without the benefit of lowering the amount of traffic. On the contrary - it will make Gilbert#Willow crossing much more congested. Thank you
40. I live on Chester St. If I need to get onto 101 south I go to University Ave along Green St, West Bayshore, to Woodlawn. This is okay. If I need to go to 101 north or MP Post Office I have to go all the way to Gilbert and then Willow Rd - this requires me to backtrack - okay. I try to leave before 3 pm if I need to do this. When I enter my neighborhood I either enter through Woodlawn from Middlefield (Menlo Park) or Chaucer from Palo Alto. Both okay. I rarely use Willow Rd anymore.

41. The majority of my driving is not impeded by the restrictions. I have noted that at times the traffic still is backed up.
42. There should also be a "no left turn" from Middlefield Rd onto Woodland 3-7pm Mon-Fri. It would help if the turn restrictions were actually enforced. The heaviest traffic impact came from the use of the Waze App to route drivers through the neighborhood to avoid Willow and University. Our household still tries to avoid entering or exiting the Willows neighborhood on a car or bike at this time because the traffic is so horrendous.
43. I live in the neighborhood. When I come home from Willow Market, I turn left on Woodland, then immediately left on Baywood. Except now I don't since it is restricted from 3-6, which is no problem, I just continue on Woodland. Thank you for setting up these restrictions. I live on Gilbert and the kids that go to Upper Laurel campus walk/ride their bike down my street on their way to/from school. I think the restrictions (in addition to their general benefits of tamping down through traffic in the neighborhood) have made it safer and more congenial for the children going to school.
44. Please enable willows residents to bypass the No Right Turn restrictions onto Willow, or at least enable one street (near 101) for north willows residents to turn right to get out. Where this is most problematic is getting kids to after school activities. There are lots of parents/kids living in this neighborhood and times are quite rushed and this restriction makes it more difficult/rushed for parents.
45. When I go out in the evening, it is easier to use the University on-ramp. Please make these modifications permanent, or at least ensure that mapping programs like Waze and googlemaps THINK they are permanent. (Unrelated to traffic patterns: You would have gotten slightly better data if you allowed the plus-4 in the zip code field.)
46. The no left turn on Baywood is probably the most inconvenient but this is also where I saw a lot of cut through traffic coming into the Willows.
47. Residence living closer to 101 have to drive up to Gilbert to make a right turn on Willow Road. Willow Road is often backed up and during peak hours and school hours Gilbert backups too with drivers trying to make a right onto Willow towards 101. This causes cars to backup on Gilbert blocking the left and straight turn lane. This adds significant time to get out of the neighborhood.
48. I rarely need to go that way at the times when the turn restrictions are in place. My biggest challenge has been remembering them on the odd day I do head that direction. So, while I am a fan and do think they should stay, I have a feeling this is going to bite me and I am going to get a ticket someday.
49. Occasionally I have to alter my driving. I drive straight through rather than turning. I would prefer if willows residents could have a pass that allows them to turn.
50. If necessary. They helped the cut-through traffic which was a problem, though have also made it inconvenient for me to leave my home in the evening. If there were alternative ways to reduce cut-through traffic without making it hard for residents to get out of the neighborhood that would be even better.
51. During rush hour, the current turn restrictions force me to use Gilbert for right turns onto Willow Road rather than using Okeefe. Enforcement of right turn restrictions onto Willow Road is non-existent. Over the last 12 months there has been a significant increase in traffic making right turns onto Willow Road despite the turn restrictions. Once again, there are cars lining up to make right turns onto Willow Road prior to 7PM M-F. The issue is most often seen at Chester and Willow Road.
52. The turn restrictions made an incredible difference in quality of life in the Willows neighborhood: - Reduced cut through traffic - Less noise and pollution - People on affected streets now able to get in and out their driveway during rush hour - Less speeding on streets like Marmona and Central - Safer streets for kids biking from school - Being able to walk your neighborhood safely at night without having to pass long line of commuter cars, trucks and delivery vans with idling engines trying to get to 101 - Less incidence of road rage
53. the restriction help keep commuter traffic out of neighborhood and helps relieve congestion

54. I live in the neighborhood on O'Keefe Street. My work hours require that I leave the neighborhood to travel on Highway 101 at 6pm. The left turn restrictions add time and frustration to my commute attempting to exit onto Willow Road to enter Highway 101. My experience is that the Left Turn Restrictions haven't reduced cut-through traffic, they have merely moved the traffic to other streets. This enhances the quality of life for those who live on Chester Rd. near Willow, from 3-7pm, but causes increased frustration for those of us who need to access Willow Rd. during those times from within the neighborhood. I now have to backtrack to Gilbert Rd. and sit in much longer traffic to make my way to Highway 101. It can add up to 8-10 minutes to my modest commute some evenings! I feel like I am getting trapped in the Willows neighborhood during commute hours -- it is suffocating!
55. I live on O'keefe and Central. To get out of the neighborhood and go towards the 101 during the turn restriction I have to drive in the opposite direction to Gilbert which adds time to my trip, adds unnecessary greenhouse gasses because of the extra distance, and seems to add to the overall traffic on Willow. Please remove the turn restrictions.
56. Result from temporary turn restrictions was too much traffic and too much speeding on Gilbert.
57. the high cut through traffic posed a significant danger to the children getting home from school in the willows neighborhood. In addition there was a significant impact on air quality in the willows. Also the first responder response time was much longer as they could not get through traffic.
58. I live near Walnut and Laurel. If I want to go north on 101 during 3-7 pm, I rarely try to access 101 via Willow. Generally, I cross Willow at Gilbert, drive on Ringwood and Bay, and try to get on 101 at Marsh.
59. I think we should wait to make them permanent until the Chaucer/Pope street bridge work is complete. These turn restrictions brought significantly more traffic to the southern part of the Willows along Woodland and O'Connor/Walnut. Just last week, we had traffic backed up in front of our house for 3 nights, once until nearly 7:00 pm. We may need additional or different signage during the bridge construction, and patterns may change again when it is finished. I vote to keep the current restrictions as TEMPORARY until we see the final flow-through in this neighborhood. Also, you may get many votes to make them permanent now because the number of folks in the neighborhood who are still having traffic problems is fewer, basically for those who live south of Pope and west of Durham. And what about a No Right Turn for the intersection of Woodland and Pope? We only had a No Thru Traffic sign, and that only for a short amount of time. A No Right Turn would keep drivers on Willow and University, which are supposed to be the main thoroughfares in this area anyway. Please don't ignore this section of the Willows. Thanks.
60. I live on Central Ave and had to drive further to get to my 7PM soccer games across the freeway via Willow because I could not turn onto Willow from O'Keefe.
61. I continue on Woodland instead of turning left on Baywood.
62. I live in the Willows, for context. Change: I sometimes try to leave before 3pm so I can turn onto Willow if I know I need to go out toward 101. Honestly, sometimes I still make the right turn onto Willow Rd if I'm short on time with fingers crossed and the rationale that I live here and should be able to get in and out efficiently. Some Stay/Go: I'm not sure picking stay/go streets is helpful for the people who live on the "stay" streets, we have friends on all the Willow outlet streets. I wish that for people who live in the Willows, we can have a direct way out without risk of penalty. I live on Elm St and I typically take Laurel up to Chester to get onto Willow toward the 101. I'm not sure if at this point it's the signs, or that construction is done, or that Waze and Google Maps doesn't seem to route people through the neighborhood anymore that resulted in less traffic through the neighborhood. Without being able to attribute the reduced traffic to the signs, I would do a test without the signs for a period long enough to compare results now (that construction is done and Waze/Google issue seems resolved), and then decide whether they should be permanent or not.
63. I'm mainly impacted by the Woodland Baywood restriction- have to go a little further to get onto my street (Marmona). It seems to help.
64. Right turn from Chester into Willow should be allowed.
65. Should allow turns on Durham as it has a traffic light. Restrictions on all three streets just moves traffic down to Gilbert. Doesn't reduce any traffic just transfers it to another street.

66. I'm typically coming into the neighborhood at that time of day, not leaving it. So, with a few exceptions, I haven't had to change my driving patterns at all. It has GREATLY reduced both the volume and speed of traffic that, pre- turn restrictions, would barrel down Central, barely stopping at the 2 way intersection at Central and O'Keefe. I would see daily, near collisions at this intersection. With the turn restrictions in place, I've seen an aprox 90% reduction in traffic. These turn restrictions need to remain permanent, at least until the next big downturn in the economy, which generally decimates traffic volumes.
67. I am forced to use Gilbert to make my right turn on to Willow if I head that way during rush hour. That takes me a little longer. Being retired I usually avoid that during rush hour.
68. Significantly reduced my commute home on days I work outside of the neighborhood as cut through traffic is re-routed Less aggressive driving on neighborhood streets Less congestion in the neighborhood. All very positive benefits!
69. I avoid travel on or across Willow Rd between 3 and 7. If I have to travel north on 101, I turn onto Willow at Gilbert. To travel south on 101, I take Bay Rd to University. Both could take 15+ minutes to reach 101 if traffic is bad. Immediately after 7 pm, traffic turning right onto Willow from Chester sometimes backs up 3 or 4 blocks. Not as bad as before turn restrictions, but a sign that such backups would resume starting at 3 pm if restrictions were lifted. I don't know if the temporary "No Thru Traffic" sign at Chaucer St bridge is enforced. It does seem to have an effect, or backups on Gilbert would be worse.
70. We don't turn right onto Willows from O'Keefe & Durham on weekdays 3-7pm anymore. It is a minor inconvenience that is COMPLETELY WORTHWHILE for the better safety for all children walking these neighborhood + yes adults too + and we have seen better flow of traffic instead of worsening if traffic on Willows. Based on what we observed closely last 18 months, this household believes that making these signs permanent is a win-win for all. Please do make them permanent!
71. I live on Central Ave., and before the restrictions, cut-through traffic was a huge problem, not just in terms of traffic, but more importantly, in terms of public safety due to speeding, not stopping at stop signs, etc. The turn restrictions have made things MUCH better, and the benefits definitely outweigh any cost.
72. In the evenings, I commute from South San Francisco back to the Willows. Before the turn restrictions went into place it was very difficult to drive south on Laurel St to my house because of the wall of cars heading north. When I needed to get around a parked car I had to wait for someone heading north to stop and let me move into their lane since the street is not wide enough for two lane traffic when cars are parked at the curb.
73. They made a big improvement in reducing traffic.
74. I don't actually follow the turn restrictions. I rarely turn onto Willows during 3-7pm on weekdays since I come from the other direction to and from work. But on the occasional time that I have to make a turn there, I do it anyway despite the restrictions. I'm not convinced that the restrictions have reduced traffic through the neighborhood during rush hour
75. We live on Baywood Avenue, so we can no longer turn left onto our own street in the afternoon on weekdays, so during the time the turn restrictions are in effect, we need to drive around the block to reach our home. We have mostly gotten used to this arrangement, and the inconvenience is better than the previous cuthrough traffic. However, there is still a big need for enforcement. We witness many cars turning left where it is prohibited, and we believe that many of these cars are owned by people who live in the Willows (ironically). Please send us some enforcement during the hours that the "no turn" is in effect. Thank you.
76. before the turn restrictions, we had some significant traffic jams (!! ) in our street due to all social media apps like waze (non-local traffic / cut-through traffic). Also, rush hour afternoon traffic was speeding like maniacs, etc. Non of this was really due to the willow/101 construction project, but due to social media apps directing the traffic through the Willows. Since the restrictions have been put in place, traffic has dramatically improved (reduced). It has sometimes an impact on me as I can not take a right turn out of my street. However, I am more than happy to exit my neighborhood via a different route. The positives of these restrictions far outweigh the negatives and therefore I am strongly supporting making these turn-restrictions permanent!



77. I ignore them on occasion. I live in East Palo Alto, but it is sometimes necessary to eschew the University Ave access in favor of Willow Road. The Willow Road interchange may have provided more benefit than the turn restrictions. The primary culprits are the commuters from across the bridge and they seem to bring very bad driving habits to the area. Turn restrictions are a workaround, not a solution. The solutions are to reduce the number of single driver cars, enhance the transit options to serve communities rather than pocketbooks, bring jobs closer to affordable housing, and more.
78. I think all streets should share the burden of the cut through traffic, so all streets should have the restrictions removed
79. Safer for kids in the area.
80. I live on Chester St, first block off of Willow, the last turn before the 101 interchanges. Before the restrictions were in place, we'd have traffic back up past our house, making it impossible to access our driveway without sitting and waiting in line for 20 minutes. This was not every day before the interchange construction started. After construction started, it was backed up every day, sometimes two or three blocks long. The only change I would make to make things easier for people in the neighborhood would be to officially exempt residents from the turn restrictions - which may be hard to implement. Failing that, I'd leave them in place.
81. The turn restrictions have brought the neighborhood back to an actual neighborhood where you can cross the street, get in and out of the driveway without fear of getting in an accident, and cars are not idling in front of the house or speeding through. It has brought peace and comfort back to living here in the Willows. I am very happy with the turn restrictions and definitely want to keep them in place!
82. Before the turn restrictions, I had to park 3-7 blocks from my home, and walk the rest of the way, then retrieve my car late at night. This significantly impacted my ability to spend time with my family. If I didn't do this, I would spend an extra 30-45 minutes driving the last mile to my home. I live at 820 Laurel Avenue in Menlo Park. The traffic was also terrible before the construction began, only then it was bad about once every week or two, not every night. Still not acceptable. With the restrictions, we've sometimes had to go the long way when we needed to travel out of the neighborhood during the hours the restrictions are in effect. But this is far better than having to fight the cut through traffic every night. My children have also nearly been hit by angry drivers making erratic U turns and trying to avoid the traffic while biking home from school or to a friend's home. Please, please keep the turn restrictions in place.
83. There should be an option to make a right turn on Willow for those coming from the neighborhood that does not require people living close to 101 to go back all the way to Gilbert.
84. My life is defined from the time I get up until 3:00pm. I don't drive at night and need all business hours to come and go before dark. I live at Chester and Menalto, 3 blocks from the freeway exits. Driving an extra mile to Gilbert and sitting there for 20 minutes just to get back to where I started is a waste of gas and time because there is nothing at Gilbert to prevent cars, buses and trucks from sitting in the intersection. When the light changes, no one goes anywhere because the intersection is blocked. Making a left turn at Gilbert requires driving in wrong way traffic to get in the turn lane to Middlefield; even then, there's no guarantee you can turn left. We are landlocked from 3:00 - 7:00 and I have no confidence that emergency vehicles could even get to my street because they would be blocked at the Gilbert intersection. If Gilbert is the only way out of the neighborhood, traffic should not be allowed to sit in the intersection. The no turn on Chester should be changed to no through traffic like the signs at Pope. Preventing the cut through traffic has eliminated quality of life for people who live here and pay property taxes. The current solution has favored traffic passing through on Willow over the rights of homeowners who also need to use the freeway. Please give seniors their life back with access to the freeway at least until 5:00PM and post signage at Gilbert to relieve the blockage.
85. We live on Marmona Drive. On weekdays between 3pm and 7pm, I do not turn on Baywood from Woodland, rather turning on one of the subsequent streets to get to Marmona Drive. This is a slight inconvenience but totally worth it. I would say this turn restriction SIGNIFICANTLY REDUCED cut-through traffic BEFORE the speed bumps were implemented. I like the turn restriction. I really dislike the speed bumps.
86. I use alternate roads or walk, less traffic going through the area is a positive, that I support
87. To pickup my kid from school I'm now using Gilbert to cross willow

88. In order to respect the no left turn rule, I enter Willow road from Gilbert, which only adds a few minutes. The turn restrictions have made such a difference!! I do not think the cut through traffic increase was a result of the Willow interchange construction. I the restrictions they will always be necessary as people will do anything to avoid traffic jams on 101. Cut through traffic has always been a problem but it has gotten worse because of apps like Waze Please put dividers in the center of the 101 exit ramps so that people going east to Dumbarten Bridge don't block the lanes when they use the west bound exit lane to try and cut into the east bound lane.
89. I usually turn on to Baywood and then Marmona when driving home but during the restricted hours I now need to continue on Woodland. On the rare occasion where I need to head east on Willow between 3-7pm, I do have to go out of my way and backtrack to Gilbert to make a right hand turn on Willow. But I feel the benefits to the neighborhood with the new turn restrictions far outweigh the minor inconvenience. Please keep these turn restrictions permanent and ensure they are enforced!!
90. It was dangerous crossing the street and i had to park my car 2 blocks away so that i could leave easily after work
91. I just drove down to the streets where I could make a legal turn took all of 3 minutes When we had no signals I COULD NOT EVEN GET OUT OF MY DRIVEWAY and at times could not GET INTO MY DRIVEWAY so 3 minutes is a small price to pay
92. I live on Baywood Ave. Instead of coming down Baywood Ave from Woodland, I circled around Woodland to Blackburn then turned left onto Baywood to get home. It took about 1 more minute. The minimal extra time is definitely worth the reduction of traffic and speed of cars coming down Baywood Ave. that I've noticed. Definitely keep the no left turn sign, but if we can move the no left hand turn sign down a bit lower, then more cars would see the sign. Some of the cars that do still turn left don't see the sign. Or can we possibly illuminate the sign or make it more visible? It has definitely been effective in reducing both the amount of cars and speed of cars driving on our street. Very happy with the sign.
93. Unsure about #7. The largest problem for me is that the restrictions prevent my typical route for leaving the neighborhood (any one of the three right turns onto Willow) if I'm going out for the evening. Having only University Avenue as a way to get to 101 can lead to 20 minutes or more to get out of the neighborhood. If my destination doesn't require 101, I go through the neighborhood (last thing my neighbors want!) to then go through Menlo or Palo Alto on city streets.
94. Coming from south, I used to turn left on woodland into neighborhood. Now I need to go to willow and turn right at Gilbert, which is a bit more congested.
95. I live on Chester St. and could not get home sometimes due to lines of cars. I don't normally go out after I arrive home from work, but when I do I try to wait for 7 PM so I can turn right on Willow to get to 101. For the most part our neighborhood traffic has diminished greatly. I am happy. In recent time I have noticed some drivers returning to their old habits. I feel the signs should stay. Now if could stop all the drivers that use our driveway to make u-turns that would be terrific. Please leave the restrictions.
96. As a devoted bicycle rider my one concern is when coming from Palo Alto across Middlefield and onto Woodland. Between 3 and 7 on weekdays it is illegal for me to turn left onto Baywood. It is also very unsafe for me to continue further on Woodland until I can legally make a left turn to enter the neighborhood at Blackburn. I live on Trenton and prefer to take the "side streets" rather than Woodland when on my bike. Could a sign be added to the no left turn at Baywood that bicycles are excepted? This is already the case on Clover Lane when entering from Willow Road and it is very nice to get off Willow as soon as possible.
97. the streets are safer for the kids since the turn restrictions
98. I would like to see tags for affected residents to exempt them from these restrictions. Question # 6 is confusing. The point is the restrictions have significantly improved The traffic problem.
99. Week nights I used to come home down Baywood. I'm happy to make the accommodation to eliminate the cut through traffic.
100. With right turns restricted and cut through traffic reduced, I am able to turn left from O'Keefe or Durham to get to local Menlo Park destinations on days when rush hour is backed up.

101. When I need to get to 101 after 3 p.m., I have to go over to Gilbert to make the right, instead of doing it from one of the streets with the turn restrictions. It has not been a big deal at all to make that change. And it sure beats having tons of cars speeding down Central (where I live) and backing up traffic on those side streets.
102. Thank you! I live on Durham and it's wonderful. Pls make it permanent.
103. I live on O'Keefe and the turn restrictions has significantly decreased crazy cut through traffic on my street. Thank you, thank you, thank you for doing this. We appreciate it.
104. The no left turns from Woodland Avenue is a huge inconvenience. Our entire family travels that route back and forth (multiple times a day during 3pm - 7pm) from our home and now we have to risk turning left on Blackburn (which is situated near a blind curved area and people speed on Woodland). Extremely dangerous alternative routing for the neighborhood. The only other option is to continue waiting in traffic until we can turn right on Willow and then right on Blackburn which adds additional commute time and a huge inconvenience with four children. If we had known that the neighborhood would prevent home owners from driving back and forth from their homes during certain times of the day, we would have probably taken that information into consideration before purchasing our home. This specific turn restriction has been a painful experience and a huge inconvenience.
105. I am not inconvenienced much by the turn restrictions to the point that I want them removed. They keep the commute traffic from overrunning our neighborhood.
106. The turn restrictions changed my travel patterns slightly when occasionally leaving my house between 3-7. I am willing to adjust to the change. Keeping the restrictions in place has and will keep streets free of traffic congestion, enabling residences to drive to their home instead of parking and walking for blocks. Also It will enable emergency vehicles to enter our neighborhood when residency need fast and swift help! I strongly support the restrictions to stay in place!!!
107. The turn restrictions have not had any material impact on my typical traveling pattern. However, the turn restrictions have significantly reduced the volume of traffic during commute hours in our neighborhood. When comparing the June 2017 traffic data to the May 2018 data, the reduction in the number of cars on Baywood, Clover and Marmona is dramatic. The speeds on these streets have also come down dramatically. In a nutshell, the solution worked and should be made permanent. It is a cost-effective, low impact solution to a significant quality of life and safety issue for the neighborhood. The data is clear and indisputable. Make the signage permanent.
108. We could not even reach home after picking up kids (from school) in the afternoon due to the cut through traffic. My wife routinely had to park our car several blocks away and walk the kids home. We had to go back in the night to get our car back. I find the turn restrictions do not cause a problem for us when we leave home in the afternoons as we can drive down to University Ave. This has helped immensely and I hope the city council makes the turn restrictions permanent.
109. It would be better if Willows resident's were allowed to make turns onto Willow road by displaying a sticker that could be provided to residents. Also, the cut-thru traffic was not caused by the construction project. It was caused by Waize and other traffic routing apps. When the restrictions went in, Waize no longer directed traffic through the neighborhood streets. If the restrictions are lifted, the traffic crisis will undoubtedly return.
110. Left turn from Woodland Ave to Baywood Ave has never been an issue from my observation.
111. I reside in the Willows. Sometimes carrying capacity is reduced, and commuters will have to queue for the bridge. I was astonished to find that some evenings there is simply no way to traverse local roads to my home, due to bridge traffic spreading out to queue on all minor roads as well as major arteries. The turn restrictions encourage rational queueing. Menlo Park cannot increase bridge capacity, but it can ensure the orderly flow of traffic through its jurisdiction, so the roads adequately serve both local and pass-through traffic.
112. keep restrictions only during certain hours. 4pm-7pm

113. Previous to the restriction I would routinely drive along Chester and turn right onto Willow. Now I must drive through the neighborhood back up as far as Gilbert to get onto Willow, adding distance and contributing to more local traffic, but this is not the real problem. The flow of extra traffic flow into Willow Rd upstream (west) from the 101 interchange causes significant extra congestion along the section of Willow heading East, so a 15 min jam forms there at times. There are other ways to prevent a pile up at the end of Chester, and presumably other streets. For instance the traffic lights across at Bay street, and even the VA could be extended to include a turn filter into and out of Chester. Anyway much of the time there is no queue there, but there are still the turn restrictions. Feeding traffic in close to the interchange would help prevent the back up along Willow. The turn restrictions should be eliminated or at least modified for local traffic, and some other methods of restricting/calming cut through traffic employed. On a related topic, also note the signage and lane marking for the new signals at the interchange are somewhat confusing and I see people making mistakes all the time. People turn right from the 101S off ramp onto Willow on red despite the small and distant "no right turn on red" sign on the far side traffic lights. Similarly when turning from Willow heading East onto 101N people cross the red traffic lights on Willow, because they see the green right turn filter arrows for the right turn onto the 101S ramp, and they think it applies to the next lane over for the right turn onto the northbound ramp also, which I believe is not intended.
114. I cannot get across Willow Road or to the freeway without a significant increase in travel time after I return home from work. I believe residents of the willows should have a sticker on their car that allows them to turn right during those hours.
115. The turn restrictions gave us the neighborhood back. Prior to the restrictions, I could not get out of my driveway (I live on Chester) during commute hours. I would park my car on another street and set appointments for the morning or mid-morning hours. It was so miserable. Once the restrictions were in place and periodic enforcement took place, traffic went away. It is slightly inconvenient to find a way out when the restrictions are in place but I will live with it!
116. Now traffic is better on Willow rd so take the signs off!
117. we like the no turn signs and the speed bumps and the yield sign at Blackburn and Baywood. thank you.
118. This change really sucked
119. I do think the restrictions helped neighborhood gridlock tremendously, however I would not be averse to a trial without them now that the 101 interchange construction is complete.
120. The cut through traffic caused a Danville based man to have road rage and get out of his car and wave a gun around. He was approximately 1 1/2 blocks from an after school care facility. We cannot allow traffic back in our neighborhood again resulting in violent behavior in neighborhood with so many young children around. The right turn restrictions on Chester, O'Keefe and Durham have brought peace back into the neighborhood and residents now feel safe enough to allow the children to ride their bikes and walk their dogs. Please do not allow this neighborhood's atmosphere to change by allowing the commute traffic again.
121. In order to pick my child up from after-school sports in RWC, I have to drive on Laurel Avenue from Chester street all the way to Gilbert and then all the way down Willow to get to the freeway to get to 101. Now there is no traffic back-up on Willow, so the turn restrictions are unnecessary. And they prevent neighbors from getting to the freeway. Also, can we PLEASE get rid of the right turn restrictions onto and off the freeway at Willow! The lights are really long and we all sit there like sheep waiting for them to change and NO ONE is going through the intersection to prevent a right turn. Furthermore, the paving on 101 is horrible. Does the contractor think they are finished? Please get the paving smoothed out. Also the construction debris at the end of Laurel has been sitting there forever. Can they take it away?
122. Unsure about Woodland - Baywood Chester - Willow and O'keefe - Willow: very good and should remain. Since there is no light protected turns at these intersections the backups can be very detrimental to these streets. Durham - Willow: Likely good and should remain, but this turn is protected by the stoplight and so should be investigated for removal from the program. Recommend quietly removing the restriction and monitoring the result. There needs to be a way for residents to access 101 in the afternoon without backtracking all the way to Gilbert - Willow. The restrictions will need to be revisited in the future if the University Circle additional office building and if the Woodland Park Apartment rebuilds take place, as the traffic impact on Woodland - University will be staggering and will lead to pattern shifts, perhaps back into this area.

123. The cut through traffic makes it unsafe for neighborhood drivers and our children. It also makes it extremely difficult for us to drive in/out of our own neighborhood during the peak traffic hours. We need traffic measures to restrict non-residents driving through the Willows neighborhood.
124. I think the turn restrictions have been very beneficial. They were essential during the overpass construction. But I believe they have continued to provide a lot of value since the construction has completed. I believe the turn restrictions have kept pass-through traffic through our neighborhood low, which I am happy about. That lets neighborhood residents drive to and from their home more easily during afternoon rush hour. But in addition, pass-through drivers often drive fast and in an unsafe manner. I have young children and think about their safety when it comes to cars driving down our street. I feel that my children are much safer without the pass-through drivers.
125. Please leave the turn restrictions in place, also would be nice if menlo PD would enforce at least once a week
126. If going North, I try to leave before 3. If it's between 3-6, I go to Gilbert to access Willow Road. It's a small inconvenience and worth it.
127. I have to drive extra 20 to 30 minutes because of the no left turn It is causing traffic where I join back again
128. I live on Chester St. and I love the new turn restrictions. Prior to the restrictions, there were times I could not enter or exit my driveway. It was not safe for my kids to be in front of the house - cars were racing by to get to Willow Rd. THANK YOU for finding a solution.
129. I live on Okeefe Street. It effected my pattern highly - in negative way. I have to go to use Gilber Street = I spend more time on the road, spend more gas and create more pollution. If I see the effect of the no right turn sign? NO. There are still cars ignoring the signs, cut-through the neighborhood. So overall, people cutting-through still do it and I am being PUNISHED to live here. This is what you were looking for? Well done!! And what about Menlo Park police and cars turning right during week between 3-7? Well, police car parks at Chester and Willow, police man stands in the intersection (Wednesday at 5:30pm). There are (2) cars on Chestnut, turning right. And policeman is doing what? Standing there. Again, well done. Should I also ignore the turn restriction because cut-through traffic do it? Why there is no exception for local traffic? Buses and school buses are not using most of those no right turn roads anyway.
130. While the turn restrictions onto Willow actually impact me negatively (I have to go to Gilbert and backtrack on Willow towards 101, which is ridiculous), I avoid travel around the area between 3 and 7 as much as possible. I am fortunate to work from home, though, and know it is a luxury many don't have. In general, the traffic this area is out of control and there needs to be an area-wide, drastic makeover of transportation. Tinkering around the edges results in solutions that benefit some at a cost to others, and will do nothing to help with the overall frustrations peninsula residents have with commuting.
131. We decreased our use of Baywood road to get into the neighborhood. We feel that the restrictions have been helpful, but there has not been enough enforcement to make a huge difference. Our recommendation is to keep them but to do serious enforcement, especially on Baywood. That is where we have seen consistent violations. Thank you.
132. I live on Clover Lane. To get home from Middlefield, I turn onto Woodland and then continue past Baywood to Blackburn. Residents on the Marmona-Woodland portion of Blackburn have seen a massive uptick in traffic of Willows residents. I don't believe the no left turn on Baywood is needed any longer because restricting the output at the 101 end of the neighborhood has forced vehicles to drive elsewhere.
133. These turn restrictions offer slightly better traffic flow on the designated streets. But no attention given to Woodland to University or O'Connor to Woodland, to exit neighborhood to University and 101. Perhaps that is work in progress, if so please advise ?! We are facing added congestion with the EPA development that includes Manhattan and University Circle.

134. My 'non-restricted time' / old route of travel to get on the freeway was along Chester and make a right on Willow to 101. Since the restriction, when I go to pick up my son in RWC at daycare I have to either take Middlefield past MA H.S. or travel up to Gilbert and deal with the entire Willow traffic jam. (A 30-45 min travel when it normally takes 2 min to get on 101 from my house) I understand the traffic nightmare that use to be present along Chester prior and during the overpass construction and am happy to see that alleviated, but the current restriction becomes a pain for the residents more than the people who cut through just to avoid traffic along Willow. I wish there was some way to give out parking permits/ resident tags that would allow local residents in the area to bypass the restriction. I understand it only takes seeing one person do it to make everyone think it is ok. I think a 6 month trial run without the turn restriction along Willow should be done. This would give an the city and residents time to see if the Willow construction has fixed the problem, or if the bypass traffic comes back to the area. I do however believe the no left from Woodland to Baywood should stay in place. It discourages the 'cut-the-corner' mentality there which creates considerable more traffic at the start of the Willow commute.
135. We live at the corner of Blackburn and Woodland -- so we are only affected by the no left on Baywood. Instead of turning on Baywood, I just keep going on Woodland. We have no problem with the restriction to not turn left on Baywood. We also appreciate the new YIELD sign at Baywood and Marmona. People have used that awkward street intersection as a through-way, speeding through without looking left or right. I know the traffic in other sections of the Willows has been much worse.
136. I now have to use Gilbert to get to the freeway during the restricted hours. I don't have to do this very often, so it has little impact on me. 1) It would be good if there was some way of letting Willows residents turn while still making it illegal for others. 2) People still turn from Durham, Chester or O'Keefe during the no-turn hours. Has there ever been any enforcement of the restrictions or is it only signage?
137. I hate having to exit the neighborhood via University when heading North on 101 between 3 and 7.
138. N/A
139. I work at the corner of Chester and Willow Road. Due to the restrictions, I have to drive way out of my way to be able to get back on Willow or drive through back road all the way to University to be able to get back on the 101
140. There is an unavoidable amount traffic that needs to move via University Ave. and Willow Rd. during commute times. That traffic flows in such a way as to attempt to maximize the amount of flow, which means some of it comes through the Willows. The entrances onto Willow and from Woodland to University act like valves on that flow. The current restrictions close the valve onto Willow, which has to result in more traffic on Woodland. This was reasonable during construction of the interchange at Willow and 101, but since that is complete, the Willow valve should be reopened, if only to create a more fair distribution of traffic. Also, the requirement to use University to get to 101 North during 3-7pm is a significant aggravation when leaving my house during that time.
141. I had to alter my "get to 101 n/s plans during peak hours when no right turn is allowed onto Willow; I either drive a few blocks up to Gilbert to enter Willow there, or I drive over to University via Bayshore if traffic isn't backed up there.
142. Before they were out in place I couldn't turn into my driveway because of the traffic, my kids were not allowed outside, and it made the neighborhood louder and more dangerous.
143. I live near the Okeefe/Willow intersection, and it took me 45min to get from Willow Rd back to my house every night. This caused serious issues for me and my family. Please keep these turn restrictions for our quality of life in the neighborhood.
144. I think all turn restrictions should apply to everyone with the exception of neighborhood traffic (neighbors should be able to make turns if their house is right there).
145. I usually turn left onto Baywood from Woodland. Did not change because I assumed the restrictions did not apply to local residents who live in that immediate area (which I do). I would maintain the restriction at Baywood but allow passage for local residents.
146. Just had to be thoughtful about my route between 3-7. Not a big deal for me as I don't drive often from my home during those hours.

147. remove durham restriction maybe?
148. I live on Durham st and prior to the turn restrictions, I couldn't even get into my drive way during rush hour. I had to wait in 20 minute traffic just to drive three blocks to get to my own home. Instead, I would have to park 3 blocks away, carry my 2.5 year old, while pregnant all the way home. It was atrocious. Not to mention unsafe. If there had been an emergency, there is no way an ambulance or firetruck would have had access.
149. I live on Durham and the cut through traffic when the Willow interchange lights were added was devastating - every evening I had to park 3-4 blocks from my home and then carry my toddler (and anything else, groceries, etc) the rest of the way. I would set an alarm at 9PM for when the traffic died down to go back out and put my car in the driveway. I witnessed numerous incidents of road rage, including a woman who would not let me back out of my own driveway to pick my kid up from daycare. The benefits of people cutting through the Willows are zero - it does not allow more cars onto the 101; rather, it worsens traffic for those vehicles who stay on Willow Road. Thank you for keeping the right turn restrictions intact!
150. In order to reach 101 I would normally take Chester to Willow. Now I can't do that any longer and I have to go on Menalto to Gilbert and then take Willow -- where I'm stuck in traffic - to 101. It would be great if residents could get out of their neighborhood via Durham and Chester. May be have a sticker on the car? After all stickers work for "residential" parking in many communities, where residents get treated differently than the rest of the world. Why not have the same for right-turns out of our neighborhood?
151. Residents in Willow should have a placard in vehicle that allows them as exceptions to make the turn.
152. Hasn't changed my traveling pattern and it hasn't changed the traffic flow noticeably at all.
153. Change for me: I cannot turn left onto Baywood from Woodland when driving home to our house near the intersection of Baywood and Blackburn. Thoughts on restrictions: I have noticed fewer cars speeding down Baywood towards our house at rush hour and am pleased with the change.
154. It required me to take a longer route to my own home, but the drastic reduction in traffic is well worth the extra drive for me during traffic hours.
155. We live on O'Connor and our afternoon commute now takes significantly longer due to have to go all the way back to Gilbert in order to turn on Willow eastbound. These temporary traffic regulations hurt residents, which are now locked into our neighborhood. There's got to be a way to fix the traffic issue on a more holistic level, e.g. by studying the larger flows and choke points and working with Palo Alto. For instance, the "Willows cut-through" is a consequence of traffic on University being blocked by traffic not draining fast enough onto Dumbarton Bridge, thus blocking traffic heading north on 101. Synchronizing traffic lights to maximize drain across Dumbarton Bridge, would likely solve the problem to a significant extent. Reducing the speed limit on Dumbarton Bridge and its tributaries as traffic increases could help increase the flow rate/capacity over the bridge. (Autobahns in Bavaria do this with great success, for instance. The reason slower uniform speeds result in better flow is because drivers brake faster than they accelerate, thus exacerbating jams.)
156. I'd like to see the window changed to 4-7pm.
157. Prior to the restrictions it became a nightmare with people blocking garage driveways while waiting to access Willow. Many times my daughter who is now living in my house had to call the police to get out or into her own home on Durham Street. Palo Alto has created a variety of conveniences for Palo Alto residents in blocking access to 101 at the expense of Menlo Park. It is time for the MP City Council to likewise protect our residents in this formerly lovely neighborhood.
158. #3-When the turn restrictions were implemented, I began to pay attention so as not to drive during the restricted hours. #6-While it is true that there is less cut through traffic, travel by residents is negatively affected. #7-I'd like to suggest that the turn restriction at Willow and Durham (at the light at the entrance to the VA Hospital) be removed.
159. I have to time my travel out of the neighborhood. Would like to have sticker (or equivalent) for Willows residence.

160. There seems to be minimal enforcement, so there is some "cheating", particularly at the Chester turn. But overall they've seemed very effective at preventing what we used to refer to as "carmageddon" when the entire neighborhood would be backed up with cars (preventing residents from reaching their homes) whenever the Dumbarton had an issue.
161. as a cyclist, the traffic was a severe problem, and these rules in place are incredibly important
162. I just went down one more street to turn onto Blackburn, then onto McKendry where I live.
163. We take a karate class in Belle Haven and missed the class more than once because it took us over an hour to get over 101 from our house. After the turn restrictions, traffic has been better and we are able to leave our neighborhood most times of the day. I still anticipate long waits on Willow but at least our neighborhood isn't full of cars and lines of cars at every corner. Our residential street had turned into what looked like a freeway before the restrictions.
164. I mostly turn right on Willow Road from Blackburn. If I need to go to Middlefield Road I go to Baywood and turn right.
165. I think the neighborhood--my neighborhood--should be protected from cut-through traffic. I don't drive much, preferring to get around on a bike almost all the time so the restrictions didn't really affect me, but I don't like all the idling cars lining up, especially on Woodland Avenue. The signs that declare no through traffic are a complete joke. I would support blockages on Woodland Ave to stop evening commuters from using that street to avoid University Avenue to get to the bridge from Palo Alto. Palo Alto needs to take responsibility for all the traffic impacts from its jobs centers. It shouldn't be Menlo Park neighborhoods that have to relieve the load from Palo Alto.
166. It provides little benefits to the back streets of Willow Rd and drove more congestion to the already busy Willow Rd.
167. To get to 101 South, sometimes I enter the freeway at University Ave. Since University is often jammed up, I frequently take residential streets through Palo Alto to get to the Oshman JCC. Occasionally I have had to go to Gilbert from my house near O'Keefe to get to the Dumbarton or 101 North. One time I took Gilbert to Ringwood to Bay Road to Marsh to get to 101 North when Willow was a parking lot (maybe from an accident). The turn restrictions are at most a minor inconvenience for me. While I expect the cut-through traffic was primarily related to the construction, traffic within the neighborhood is fine now. I don't see a reason to remove the restrictions. It ain't broke, don't "fix" it. It would probably take considerable work (by the public) to bring them back if they were removed.
168. When traveling to soccer practice @ Kelly Park, for example, we'll go out Gilbert, instead of going down to O'Keefe. Traffic was insanely bad before these turn restrictions were put in. It wasn't unusual to see 5 cars backed up at the stop sign at Central @ Gilbert, and there was a constant stream of traffic in the hours around rush hour. I never would have guessed what a huge difference the turn restrictions have made. It's amazing.
169. Not really answering your question, I'd like you to consider more cut through traffic/cars from Palo Alto Way-Chaucer in Palo Alto. May be work with Palo Alto to increase signs on Chaucer/Palo Alto Way. There is a "no right turn on red" sign as cars exit the 101 onto Willow Road. Could that sign be enlarged, so car drivers can't miss it?
170. I ned to drive several blocks from my home to Laurel Avenue to Gilbert to turn onto Willow Road (between 3-7 pm). Te only change I would recommend is either give Willows residents stickers allowing right turn lane turns during restricted hours. Also, change the time restrictions from 3-7 to 4-7 PM.
171. I live on Clover Lane. To access my home from Middlefield, I turn left (from Woodland) on Blackburn now. So, the impact of my traffic was diverted from Baywood to Blackburn. I don't know how the neighbors on Blackburn feel about the additional traffic. My observation is that the No Left Turn sign at Baywood is frequently ignored. I don't know how much of that is through traffic to bypass the Willow/Middlefield intersection, versus people who live in the Willows' immediate neighborhood who are impatient with the redirect. If we leave the sign, I would like to see more enforcement of the No Left Turn sign. Thanks for the survey and the ability to give feedback.
172. Remove the temp. on ground signs.



173. I would appreciate an exception to the no left turn from Woodland to Baywood for residents of nearby streets. I live on McKendry, and the restriction requires an unwelcome detour to get home if I am coming from Middlefield.
174. The turn restrictions have made the willows a much safer place to walk and live. I am highly support keeping them in place.
175. I live on Chester. There are regular times I leave the house to take my child to practice around 6 pm. I have to travel to the University/101 on ramp instead of using Chester/Willow to get to 101. Although this is an inconvenience I believe it's worth it since we no longer have traffic backups on Chester. Thanks.
176. Before the signs there was a complete back up of cars in my neighborhood. I couldn't even get to my house. I would often need to park outside my neighborhood, walk in to my house and then go back late at night to get my car. The back up was so bad I couldn't even get to my house
177. I live on Menalto, between O'Keefe and Durham. If I need to get to 101 (or even just to Bay Road to drive home my son's friends who live near Flood Park), I have to drive all the way up Central to Gilbert. Then I cross Willow, drive down Santa Monica to Coleman, then to Ringwood, and finally to Bay. This is quite an inconvenience. I believe it would make sense for all -- residents and potential "commuters" who might be tempted to cut through the Willows -- to remove the turn restriction on ONLY Durham (where there is a traffic light). It makes sense to keep the restrictions on Gilbert and O'Keefe. Another option is to give local residents bumper stickers to allow them to make the turns (someone mentioned that this was discriminatory, but I can't understand why/how this might be the case. People who live in SF have special parking passes, which does not seem discriminatory -- seems like the same type of issue in my eyes.)
178. I live in the Willows and typically head west toward Menlo Park and not East so it does not impact me and my family much. It is a hassle when I do need to head that direction but I am willing to allow extra time so I can go a different way.
179. Need to restrict left turn from EPA to Oconor
180. I find the signs offensive, as if we live in a privileged, gated community. Excess traffic is a byproduct of poor urban planning (not enough access to Dumbarton, not enough convenient public transportation, lots of corporate growth driving commuters into the area. By restricting turn access we're just pushing the burden into another neighborhood. Neighbors may say the restrictions have reduced traffic but the construction is also complete, so how do we determine the impact of one vs. the other?
181. When going east on Willow I now need to travel to Gilbert where before I would use O'Keefe or Durham. However this is better that not being able to get into our out of my house for hours each afternoon or having my vehicle damaged when parked on the street by cars trying to squeeze through streets narrowed by stopped traffic trying to turn East on Willow. I also believe this has had the benefit of reducing speeding and stop sign running on Central and Laurel by cars sprinting to get to the dumbarton bridge as fast as they can and disregarding safety to do so.
182. Drive out of the neighborhood from Gilroy
183. Not a big deal. We've seen much less traffic.
184. The turn restrictions need to be enforced on a regular basis. Cut through traffic still makes these turns. I regularly see right turns between 3-7pm at the intersection of Durham and Willow — I use the light to make a left hand turn to get to Coleman to pick my daughter up at Laurel lower campus. It's a joke that so many vehicles each day get away with still cutting through. Same is true at the 76 gas station and O'Keefe. People are regularly making the right hand turn or worse — just pulling through the gas station to avoid the stop sign and make the right hand turn. Additionally, the No Thru Traffic signs should be made permanent and expanded to the other entrances to the Willows — particularly at the East Palo Alto border on O'Connor and Woodland.
185. when I have to leave the neighborhood in the evening, I have to go to University, but that only happens about once a week.

186. I occasionally have to find alternative ways out of the neighborhood due to the turn restrictions. But I am happy to have that occasional inconvenience in exchange for the lack of congestion in front of our house. Prior to the changes there were many days when I couldn't get to my house on Chester street when driving home during the afternoon commute and had to park up to half a mile away on the street, walk home, and then walk back to get my car and drive it home hours later when the traffic in front of my house dissipated. There were also many occasions when I couldn't leave my driveway during the afternoon commute because of the traffic that was backed up on Chester street in front of my house. Life is MUCH better with the new turning restrictions!
187. Prior to the restrictions, there were days that we could not get to our house on Chester. There was traffic on our street backed onto and down Menalto with people trying to turn onto Willow. Some days we were trapped and could not back out of our driveway. The traffic was so bad, I did not let my daughter ride her bike or scooter during commute times. People were frustrated and often ignoring pedestrians walking in the neighborhood. There was this hectic chaotic energy during that time and it definitely felt less safe. On bad traffic days, our daughters bus from Hillview Middle School could take 90 min. One day, it took almost two hours. Since the restrictions, there have been almost no traffic issues in our neighborhood. You get the occasional person trying to turn but never more than a couple cars. I also noticed the flow of traffic on Willow is much better. Normally, it would start getting backed up at Middlefield around 4. Now, it's usually flowing normally most days. Even when there is an accident, it still moves much better than before. The restrictions have really changed our quality of life. We have lived in the Willows for 17 years and the traffic was making us want to move. You have us our neighborhood back. Please do not remove them.
188. When I am rarely at home during the day I have to proceed up to Middlefield to get on Willow to access 101 versus being able to get on right from my street. That being said, having reduced traffic through neighborhood far outweighs this impact. Do not remove the turn restrictions!
189. A little pain for a lot of gain
190. The only change to travel pattern is need to 'backtrack' to Gilbert in order to get onto Willow Rd heading toward 101 during the restriction times. Living in the so-called 'lower Willows', this is a very minor change. The traffic changes have allowed me to get to my home during heavy rush-hour traffic because congestion is reduced. I guess this is another change in my travel patterns – I'm no longer reluctant to commute to my own home during rush hour periods.
191. The turn restrictions haven't changed my driving patterns that much as I avoid going east on Willow during rush hour as much as possible since the traffic is ridiculous. They have kept the neighborhood from all the cut through traffic that occurred before the restrictions and which became more and more of a nuisance and very dangerous.
192. No turn from O'Keefe should stay since it is a somewhat major and busy street. Allow turn from either Chester or Durham and keep the other a no turn. Although traffic can begin at 3:00 p.m. on some days, it seems too early to start the no turn restrictions. I believe 4 to 7 p.m. is a better compromise.
193. Traffic on willow road is a huge issue, but is not new. Trying to cross willow road on Gilbert going towards Santa Monica can be difficult because of cars turning right toward 101 from Gilbert. We think that the lights at Willow and Gilbert need better regulation. Many cars run the red light on Willow and are stopped in the intersection preventing any Gilbert traffic from crossing the intersection or turning right. Even buses have gotten caught in the intersection and no one can go anywhere. This has gotten worse since the no right turn restrictions on the other streets.
194. It takes me 10 minutes longer to get to 101 northbound from my house on Chester during restrictions. There are less delays in general since the construction completed. The restrictions may not be needed.
195. We live on Oak Court so the turn restrictions do not affect us much. We think they should stay in place and have seen how they benefit the neighborhood overall. However the amount of cut through traffic on Woodland during the evening commute last week meant it took 20 minutes for us to get from our home, onto the freeway which is normally a one or two minute drive if we catch the light or not.

196. I live on Central Avenue. Before the turn restrictions were implemented, I used to travel to Willow Road heading east via O'Keefe, Durham or Chester. I now use Gilbert to get to Willow Road during the weekday 3-7pm hours.
197. Most importantly I have people dropping off and picking up young kids at my house at peak eve traffic time. If the restrictions came off, Chester st would be blocked as before and people wouldn't be able to pick up their kids near my house. I myself used to have to park 6 blocks away coming home from work and walk home. I am handicapped and obviously that's a burden.
198. Was a major inconvenience as someone living in the neighborhood when i needed to go East on Willow.
199. I don't think people followed the restrictions
200. I live near Baywood & Blackburn and don't mind driving a little extra to get home in late afternoon. I've seen much less traffic in our neighborhood. I also like the speed bumps as people drive slower.
201. I live on the corner of Blackburn & Marmona. When I go to Woodland & Blackburn and I have to make a left turn into Blackburn I have to pray that there is not a car coming around the curve. There is not a clear view from the on coming cars. It is right on a blind view because of all the trees and bushes right on that curve. Please send some one over to check out what I am talking about. This way you can see what I am talking about. Maybe they can have some of the trees removed so we can have a better view of the on coming cars.
202. I think these restrictions work best when enforced.
203. I live on Durham Street. The traffic before was horrendous and I think the restrictions should stay in place. However, I think residents who live on the affected streets should be exempt. We should be given a placard to display from our rear-view mirror, or some such option, so that we can turn from our own street onto Willow.
204. As a near 50 year resident I feel the restrictions have little effect on cut through traffic. Our street, Menalto, continues to be busy. For me, obeying the restriction just makes things more difficult.
205. The Baywood Turn restriction is causing us to go to woodland Rd to turn into our neighborhood. It's a dangerous turn at a blind spot. Only other option is to go on willow road and risk spending 10+ minutes to go 1000 feet.
206. The next step should be to address the backup on Woodland Ave during evening commute hours.
207. A large part of the traffic that would be on these streets are people that want to cut ahead of the traffic on willow. Not fair to the people stuck on Willow all the way back to Middlefield, but those streets near the interchange would act as a reservoir to make it less of a nightmare at Middlefield. Which scenario is worse for everybody? I don't have enough info. Menlo's desire to have single lane streets on Willow and Sand Hill were not forward thinking enough to handle today's traffic and now there are no good solutions. And it is going to get worse.
208. When possible rescheduled trips to times that did not coincide with restrictions. Became more aware of behavior of other drivers.
209. The impact was minimal. We couldn't make a left on Baywood but could in Blackburn. I just drove one more block up and turned. I think it helped calm traffic quite a bit.
210. I now have to drive west to go east. Depending on the day it can add 15-30 min to my drive to Kelly field. I prefer this to a constant flow of cut thru traffic. The drivers speed and are aggressive when the traffic builds. It's not safe for pedestrians and residents.
211. I live just off Chester, so when I want to go south on 101 during the restrictions, I either have to drive to a legal right turn in the Willows, or go over the the University Ave entrance to 101. This is a VERY minor inconvenience for the ability to actually get to my home. Prior to the restrictions, traffic in the Willows (close to 101) was SO bad that I would sometimes have to park 5-6 blocks away and walk home due to backups. The backup would often go from Willow Rd all the way to Menalto on Chester, Durham, and more. It was insane to have to deal with that.

212. The signs cut off traffic wanting to go in different ways
213. Oh I hate that they start at 3pm! Normally if I go to 101 from my home near the end of Menalto at Woodland, I drive up Central to Durham to Willow. I go occasionally around 3. If I am one minute after, I have to go to Gilbert, and take Willow all the way to 101. But I am just being selfish. I try to avoid commute times entirely, as they are a nightmare anywhere close to Willow or University. The no turn restrictions need to stay in place for the residents who live on those streets - so they can get to their own homes. Even if there were no cut through drivers, just the residents having to turn onto Willow from the Willows - or worse, from Woodland onto University, it is awful for residents who can't get home. My daughter gets stuck in the Woodland traffic often going home to her place. If I need to travel southbound, I take Chaucer then Channing through downtown Palo Alto, up to Alma, and avoid 101 entirely. As they plan on demolishing the Pope/Chaucer bridge, and rebuilding it to be more "flood safe" - I hope to move to the Coast for a couple years and miss that mess entirely. There will be no back way out of the Willows then, until the new (ugly but required) bridge is in.
214. It sometimes takes several minutes to get up (from down near 101/Durham) to Gilbert (which is also backed up), and then to sit in Willow traffic just to get back to Durham, and that's before getting to 101 as needed! I hated the cut through traffic but I hate adding in 15-20 mins to get 101 as well.
215. I live on Woodland between Menalto and University Circle. I need to drive NORTH to San Mateo at 5:30pm on weekdays. Because of the "no right turn" restrictions onto Willow from Chester etc, my choices are: 1- take Gilbert to Willow, and then sit in backed up traffic on Willow to get to the freeway on ramp = 20 minutes 2- take Woodland towards University Ave/University Circle, and then sit in backed up traffic on Woodland to get to the 101 on ramp = 20 minutes 3- take Menalto to Chester to Willow and hope I don't get caught = 5 minutes
216. I think the one at Woodland and Baywood should go
217. I live on Clover Lane and commute from across Menlo Park. Previously I would turn from Middlefield onto Woodland Ave. then left on Baywood Ave and left onto Clover, where I live. Now between 3-7pm I turn from Middlefield onto Woodland, then go past Baywood then left on Blackburn, left on Baywood and right on Clover. It probably adds 1 minute to my commute home and I'm happy to make the minor detour. Alternatively, on some occasions from 3-7pm I'll go down Willow, turn aright on Blackburn, Right on Baywood and right on Clover.
218. The turn restrictions haven't significantly impacted my commute, but I see less traffic in the neighborhood. Specifically on Marmona because of the turn restriction on Middlefield, and on to Willow Road near 101 because of the turn restriction that prevents 101 bound traffic from traversing the neighborhood.
219. It would be good if willows residents could be allowed to make the right turn so we can leave our homes to take kids to activities etc. It doesn't need to be a formal program, just an understanding with police and city that residents (cars registered in willows neighborhood or drivers has drivers license with willows address) would not be ticketed or tickets would be dismissed.
220. I very much appreciate and value these new turn restrictions and believe they help protect our neighborhood. I do think it's cut down on the cut through traffic. I hope they remain.
221. Stay off willow unless must go to 101
222. I live close to the turn restrictions and it was impossible to get to my home before the turn restrictions. Please DO NOT remove them.

223. This was installed when the overpass was being worked on which closed lanes and as a result during that time traffic was backing up in the neighborhoods, it should have been temporary from the start, it is stupid that someone who has lived in the area for over 35 years has to take a longer route to get somewhere due to this... This turn restriction was needed at a time, but not now, but to have no right turn at THREE INTERSECTIONS ON WILLOW (Durham, Okeefe, and Chester) is stupid. Durham has a light and should allow right turn traffic no matter the time of day. ALSO the traffic problem is still a issue, wonder if it was really worth doing that overpass and adding two extra stop lights? I'll tell you what the real issue is, some of the damn traffic lights along Willow are out of sync between the 101 overpass and Bayfront Expy allowing not enough cars to go through at a time. Also those two turn signals on the overpass that are on the overhang pole confuse a lot of people as they think there are two turn lanes... Anyway, if two had to stay keep the ones at Okeefe and Chester, and get rid of the one at Durham as it has a traffic light there. I remember people where grateful when those went in saying how it helped, but guess what? Schools had just gotten out at the time for summer so thus there where a lot less cars on the road and school events. Sincerely, a very annoyed residence.
224. The left turn from Woodland to Baywood is no longer taken during hours of restriction. We make most trips by bike and largely avoid car trips during commute hours. A positive step would be square the corner of Central & Pope, now a large radius curve that encourages high-speed right turns onto Central. That entire intersection back to the Pope Chaucer bridge is too wide. Expanding the boulevard strips and planting more trees would be welcome. Consider closing P/C permanently, which would eliminate the need for turn restrictions, is another possibility
225. Turn restrictions are fine and I plan my time around them. I am more concerned now about Pope Chaucer bridge being closed for a year. It would be nice to have a temporary pedestrian and bike bridge in place as trike is mostly how I go to Palo Alto. In fact I would be fine if it were removed and no driving bridge replacement. But pedestrian/bike would be a great improvement and our flood risk would be positively impacted.
226. I have to drive an extra two blocks but it feels much safer in our neighborhood without all the traffic cutting through.
227. We are willing to go out of our way to keep these restrictions. Before their installation, Central Ave had heavy and fast traffic. The stop sign at Gilbert has helped. The traffic now increases at 7pm because drivers have adapted to the restrictions. Speed bumps may no longer be necessary on Central but the curb radius at central and Pope should be square to slow down RT hand turns.
228. It is not often I have to leave the house and turn right on Willow between 3-7pm on weekdays, but I occasionally go up to Gilbert to turn right onto Willow or, less commonly, over to Woodland to turn left onto University. While the turn restrictions are a slight hassle on those occasions, they have significantly reduced cut-through traffic in the neighborhood. I do note, however, that they have not eliminated it - I do see a steady trickle of cars breaking the law and turning right every time I pass Chester, Durham, and O'Keefe on the way to pick up my child at Laurel Elementary.
229. I had to slightly change where I turned on the way home and my route but well worth it to help this neighborhood from the terrible traffic. I will add that I think there is a much larger problem here that Menlo Park needs to address which is traffic congestion overall and allowing Menlo Park to be Stanford and Facebooks' playgrounds...
230. It has significantly reduced cut-through traffic on narrow streets that can't handle large amount of traffic or people leaving Willow to drive through the Willows to cut back into Willow further down. As someone who turns off Willow Road unto Chester between 4-6 it has made my life easier. Now how to do resolve the backup on Willow Road every night?
231. Not a big deal for me to go a little out of the way. Appreciate less traffic in the neighborhood, especially as my child bikes to/from Laurel Upper Campus.
232. Minor inconvenience to me and I see the benefits of much less traffic.
233. I have to travel one block out of my way to get home now and don't mind as this has severely improved the amount of cut-through traffic in the neighborhood. I hope these can just be made permanent!

234. Willow Road is congested enough, eliminating these cut through would increase traffic even more so. And enforcing these turns would be a nightmare. Specifically turning right and cutting out of the neighborhood onto willow from Chester and the other two streets there. How would you pull somebody over once they turn and are already on the highway ramp, especially during rush hour?
235. There used to be long lines of cars but now the throughout in the Willows is much better
236. I live closer to Middlefield, so my regular turn to Willow road East was always at Gilbert.
237. In the couple of months before the turn-restrictions were put in place t cut-through traffic got so bad that the neighborhood was simply not livable. During that time I once spend about 20 minutes waiting in traffic to go about half a block, from the corner of Central and Durham to my home at 216 Durham. I seriously wondered if I would be able to sell my house. Make no mistake, the turn restrictions are inconvenient, but compared to the existential threat for the neighborhood due to the cut-through traffic before the restrictions were adopted, the truncates restrictions are without a doubt much, much, much the lesser "evil."
238. I must use University. And get stuck in the Woodland traffic .
239. We live near Durham and Willow. We frequently go out in the evening, and are prevented from turning right from Durham onto Willow (our most efficient way to get to 101.) Getting around this restriction is a very big problem and a severe delay. The object of these restrictions is to curtail cutting through the neighborhood, which caused terrible gridlock in the Willows neighborhood during overpass construction. Now that constructions is finished, perhaps the gridlock would not recur. On the other hand, completion of the new overpass does nothing to reduce the backup on Willow Rd that occurs as a result of traffic congestion around the Facebook area and the backup of cars trying to cross the Dumbarton Bridge. If the turn restrictions are to remain, I suggest that "neighborhood" car stickers be created and issued to all residents north of Gilbert Ave to show that rather than cutting through, they are initiating journeys from within the neighborhood. Cars displaying the neighborhood stickers would be exempt from tickets for violating the Willows turn restrictions.
240. I swim at Belle Haven pool weekday afternoons after 3pm. I now leave before 3 pm to go to the pool. Works for me!! My home is on the 600 block of Central Avenue. Traffic used to be just awful prior to turn restriction. Now, traffic is tolerable!
241. We live on the 700 block of Laurel Ave, and I work from home. With the turn restrictions, it is very inconvenient getting from our home to 101 during the restricted hours, which I frequently need to do. Instead of driving down Laurel, taking a left onto Chester and then a right onto Willow, I have to either go through the neighborhood all the way over to University (which is often very backed up) to get to 101 to go south, or I have to go back down through the Willows to Gilbert to take a right onto Willow and then sit in Willow traffic to get to 101 going north. The restrictions made a hugely positive impact in virtually eliminating cut-through traffic in the Willows. But I'd like to see an exception made for those who live in the neighborhood so we can get out of our neighborhood more easily. How about a "Willows resident" sticker for our cars that will allow us to be exempted from these turn restrictions, while leaving them in place for non-residents?
242. Obviously the congestion on willow road is the main problem and the cut through traffic is just a symptom. I would love to see Menlo Park attempt to solve the main problem.
243. I mostly changed my travel times because the right turn onto Willow at Gilbert around 3 pm meant a lineup to enter Willow road thus a longer commute. Before the turn restrictions the backup in front of our house lasted for hours and we couldn't even get in or out of the driveway unless one of the adults in the house was willing to play traffic cop to the lineup of cars out front (Laurel Avenue). We would have to park blocks away. The cars cutting through the neighborhood were going super fast. I would hear the cars zip by while I was inside my house with the doors and windows closed! I was just waiting to hear a loud crash or hear of an accident. My sons drive now and they do mention the right turn limitations onto Willow times to be an inconvenience. They would prefer the turn limitations would start at 4pm instead of at 3 pm.
244. Traffic patterns have returned to acceptable conditions for residential streets in a residential neighborhood.

245. If I need to go southbound 101 in late afternoon, I illegally turn right from Chester onto Willow. Since the turn restrictions went into effect, I have not seen the horrendous lines of cars in the neighborhood. However, now that construction is complete I'm leaning toward lifting them.
246. East Palo Alto neighbor (Donohoe St.) here. Since the turn restrictions went in, a bumper-to-bumper stream of traffic has funneled down Woodland and out via University during evening rush time. This has made it (literally) impossible to exit the neighborhood in less than half an hour. Except for a brief period at their inception, right turn restrictions on O'Keefe, Durham, and Chester have never been enforced. It is particularly infuriating when we follow the rules, drive eleven blocks out of our way (down to Gilbert from Menalto x Durham vs straight out on Chester) and -- on our way down twenty minutes of gridlock to the freeway -- encounter literally dozens of cars making illegal right turns in front of us.
247. Dumbarton corridor traffic conditions continue to put pressure on neighborhood traffic. Just on Friday, January 17 evening Woodland and merging streets like Manhattan and Euclid were completely clogged. Keeping the turn restrictions would at least have Waze and other map apps comply and avoid showing alternate routes through the neighborhood. The main concerns are: Delays in reaching a medical emergency in the neighborhood Bad air quality from idling cars
248. I couldn't get home before the restrictions. My driveway was blocked daily. People in their cars were distraught and angry which made unsafe for children and any pedestrian.
249. Willow road traffic to 101 is bad during peak hours The city council should continue to find solutions to this problem
250. Instead of turning right on the restricted streets to get onto Willow between 3-7 I drive to Gilbert to turn right at the light. It may take awhile but the wait is nothing compared to waiting an hour some days to just get from the freeway to my home.
251. The turn restrictions did not change my traveling patterns, but they did have an immediate beneficial effect on the traveling patterns of drivers cutting through the Willows to avoid congestion on Willow Road and University Avenue. That congestion still occurs, as was evident this past Friday evening (January 17, 2020). While the expansion of the 101 Interchange at Willow Road has helped reduce backup, it certainly has not eliminated those backups. And nothing appears to have eliminated backups on University, which on Friday 1/17 produced a convoy of private shuttle buses coming through the Willows neighborhood from University.. Development on El Camino will obviously make this much worse and more dangerous. We need to do more, not less - stop signs and speed bumps on Central, Menalto, Laurel and Pope would instantly change the routing algorithms of WAZE and Google Maps, which are obviously causing this problem.
252. 1) For question #3: We don't turn left from Woodland onto Baywood (between 3-7pm). Not a big deal. 2) I still see cars turn onto Baywood from Woodland (during the restricted hours) and then onto Blackburn so they can turn right onto Willow Rd to avoid the Middlefield-Willows intersection.
253. The new forced turn onto Blackburn is dangerous. Cars come whipping around that corner and someone turning onto Blackburn is going to get seriously hurt. I don't want to keep putting myself in danger because someone thinks the traffic pattern is slightly alleviated.
254. Longer wait at Gilbert to turn right onto Willow. I support keeping the restrictions on turning right to Willow from Durham during the peak commute times of 3 PM to 7 PM. The temporary signs for no cut-through are helpful but unenforceable. I see tech shuttles cut through from Chaucer to Gilbert all the time. If there is a way to get Waze to not route drivers through the neighborhood that would be the most important step.
255. Harder to get to 101 from the neighborhood — but that is significantly better than being completely grid-locked in the neighborhood and unable to go anywhere. It would be nice to have an exception from the right-turn restrictions for locals or something.
256. We ignore the restrictions when we need to leave our house to turn right onto Willow Rd, regardless of time of day (for good or for bad....) so we admit to flaunting the policy. Now we can leave our house any time of day whereas, we could not leave our neighborhood during commute hours prior to the restrictions as our street was blocked. As thankful retirees our traffic demands are quite small and flexible. Willow Road is a busy commute artery and we have the luxury now of avoiding the worst times. It would be interesting to see the changes if the restrictions were removed now that the 101 interchange construction is complete.

257. these restrictions have completely changed our lives for the positive. before, we could not even get out of our neighborhood (and sometimes even our own driveway). it was a nightmare and we felt like prisoners. once we had to park more than 6 blocks away and walk home with small children. please make these restrictions permanent!
258. The turn restrictions have had little impact on me; I simply don't turn left onto Baywood from Woodland during the 3-7pm hours. (I continue on Woodland and turn at Blackburn to get to Marmona Drive.) I have noticed that the left turn restriction is largely ignored (walking toward Willow Road a couple of days ago I saw every second or third car turn left onto Baywood from Woodland at about 4pm). Local residents possibly assume that the restriction doesn't apply to them and others clearly ignore the sign. If this restriction is made permanent, which I hope it will be, the sign should be larger, notice should be sent to Willows residents that the restriction DOES apply to us, and it should be enforced. Otherwise the restriction won't continue to be useful in lessening cut through traffic. I would click on Very Positive above if this restriction were actually enforced.
259. It is hard to tell until the restrictions are lifted. Maybe a 3 month trial with no restrictions. If we keep them in place, I suggest adjusting the time to 4-7pm not on holidays.
260. Traffic is everybody's problem. The more neighborhoods cut themselves off from the rest of the world, the harder it is for everyone to get around. Trying to shut off cross-traffic through the Willows like this feels like more than a little bit of NIMBY-ism to me.
261. They seemed to have lessened the problems in our neighborhood. Although without regular enforcement they start to be ignored. It would be nice to have some restrictions on the University side of the Willows as well. O'Connor St. and Woodland are inundated with cut through traffic trying to get onto 101 or across the bridge. At times it makes it impossible to return home. Residents have taken to driving in the opposite lane and cutting into their driveways.
262. I'm typically at work in San Jose during the restricted hours, so I'm not currently affected. However, I am near retirement age, and as such will be affected after I retire and I want to leave the neighborhood via Willow for any evening activities. My only current option is to leave via University Ave. It has taken me over 20 minutes at times to get to 101 from my house on O'Connor St. It stands to reason that the turn restrictions force more traffic onto Woodland towards University. The turn restrictions were ostensibly put in place due to the bottleneck created by the interchange construction at Willow and 101. Since that project is now completed, balance should be restored between traffic exiting the neighborhood at Willow and University.
263. Frequently need to leave the neighborhood to access 101 during the turn restriction hours. it requires driving through the neighborhood and making multiple turns to access a right turn area. We also sometimes illegally turn right. My perception is that the construction didn't account for the issues related to cut through traffic but rather online map systems like ways that encouraged people to cut through the neighborhood. if we can get those online services to redirect traffic I think that is a better solution to the problem.
264. They help with the cut through traffic.
265. As a resident, I very much appreciate being able to get to my home after work in a timely manner. It is a bit of a pain to be unable to leave the neighborhood easily between 3 and 7. Consider allowing right turns at Durham possibly?
266. No change, reduced cut-through traffic



267. I live on Arnold, a block off Willow and close to 101. I believe that the turn restrictions are a solution to a problem that no longer exists. I'm also worried that by the way you've worded the survey you're encouraging people to think about the initial traffic that caused the problem, not the situation as it exists now. The initial conditions that prompted the installation of the no-right-turn signs on Willow definitely merited action. There were days when I couldn't get out of my driveway. On the other hand, as a software contractor working out of my home who sometimes needed to get to San Francisco in the evenings, the signs created a different problem. I live - quite intentionally - near the on ramp to 101. In order to legally get to 101 I'd have to drive 3/4 of a mile to Willow and Gilbert, and then deal with 20-30 minutes of traffic on Willow to essentially drive past my house to get on to 101. Fucking nightmare. When people initially said 'oh, the traffic on Willow is just everyone figuring out the new traffic patterns on the bridge and it will sort itself out', I was skeptical. But I noticed that as the months wore on, traffic on Willow did seem to subside. I now work on-site and am no longer around to see what's happening on Willow in the evenings, but the question remains - if Willow is no longer generating the kind of traffic that caused the need for the signs, why do the people who live and work in the area still have to deal with the problems they cause?
268. Have definitely noticed a lot less cut through traffic. Much happier with the restrictions in place.
269. The turn restrictions were put in place by the city council in response to a grassroots neighborhood effort. The neighborhood lobbied the city council almost unanimously due to the IMPOSSIBLE conditions that resulted for residents from the traffic congestion and the flood of CUT THRU traffic that completely clogged willows neighborhood streets. As a result of the turn restrictions, it is now possible to drive into the neighborhood after work. As a result of the turn restrictions, one no longer has to park in the V.A. and walk home. As a result of the turn restrictions, one can take ones children to after school events and actually return home afterwards. As a result of the turn restrictions, road rage incidents have not occurred. As a result of the turn restrictions, Facebook buses travelling to/from Caltrain no longer traverse the neighborhood streets. SEVERE congestion occurs when there is a blockage (e.g. accident) on 101 North or South, or on the eastbound Dumbarton corridor. The intersection works at 101 and Willow have done NOTHING to address this root cause of congestion on Willow Rd -- and the neighborhood congestion is latent for this reason. If the turn restrictions are removed, GOOGLE, WAYS, etc will again direct large volumes of traffic onto neighborhood streets. Please leave the turn restrictions in place. Don't mess with something that is working.
270. Before the restrictions the number of cars coursing through the neighborhood was at time staggering. I assume many of them were using Waze, which led them through the neighborhood as a way to avoid the Willow back-up. By having the restrictions in place, I think Waze does not show the route as an option. When I travel through the Willow intersections close to 101, I don't see a police presence discouraging drivers to make right turns on Willow, I think it's that people rely on Waze, and it isn't leading people through the area any longer. If for no other reason, maintaining the restriction will probably keep people out of The Willows due to the Waze factor alone. I strongly support keeping the restrictions in place. Thank you for asking our opinion.
271. There was a serious concern that if there was an emergency and emergency vehicles needed to get down our street, they would not be able to. Before the turn restrictions were in place there would be days where we would need to park two blocks away and walk home because of the traffic backed up on my street. Please keep these turn restrictions in place.....
272. I live on okeefe and am directly impacted. The inconvenience of going to Gilbert to turn right on willow is 100% worth it. The streets are safer for our kids with the reduced cut through traffic. The no right turns keeps the traffic on the highways and main roads as they should. Before the restrictions the cut through traffic was so bad I could not even get in or out of my driveway without waiting several minutes and then barely eking between parked cars. It would be ridiculous to remove the restriction.
273. Need to go farther up Woodland to come back around into Chester.
274. Not being able to turn out of my own neighborhood is very frustrating. It's important to eliminate cut-through traffic. The traffic prior to this restriction was horrible. I couldn't get to my own home. However, residents should not have to endure this limitation. I think residents should have placards that allow for turning. CAR PLACARDS would be fair.
275. after the first year of construction I have not seen a traffic issue. I'm retired and I have been making illegal turns to reach 101 from my house regularly.

276. They were needed initially when construction was underway. Now that the bridge is finished, they are no longer needed.
277. Before the restrictions, Central Ave was a dangerous road -- commuters driving very fast, gridlock for hours so people drove in the wrong lane, and the commuters were nasty -- I had trouble getting out of my driveway. Since the restrictions, there are very few problems, although traffic is heavier than it was say 10 years ago.
278. The left turn restrictions create big back-logs on Willow Street and Middlefield Ave. They do not alter the amount of traffic going to and from Hwy 101 and Hwy 84. They are seldom enforced and thus drivers ignore them. They create more problems for people traveling on Willow and Middlefield.
279. I used to turn left on Baywood in the afternoon, now I go down to Blackburn, Lexington, or Concord—It's not a problem for me. The restrictions appear to have significantly reduced cut-through traffic which was a big problem given the now terrible backup on Willow Road.
280. The "turn restrictions" have posed very minor inconveniences. Planning my errands via 101 prior to 3 p.m. has been NO problem. Prior to the restrictions, the gawkers, the honking horns and exhaust fumes - for 2+ hours, several times a week - was extremely unpleasant and stressful. If there is a reason why these restrictions cannot be made permanent, I would like to know.
281. Have to travel farther to Gilbert to turn right on to Willow during restricted hours. Frequently inconvenienced by restriction at Woodland/Baywood as well
282. I think that some provision should be made for resident to be able to navigate out of impacted zone..... but the traffic is significantly less than before. prior to changes there would be long lines of cars on Central, Laurel and Pope Streets. But residents should be held prisoners. PLEASE! Perhaps a sticker or other identifying label could be employed.
283. Noticeably less rush hour traffic in front of our house on Woodland Avenue.
284. I have been driving on woodland ave more than driving through the Willows. I also take Woodland to the Chaucer bridge to get to Palo Alto instead of trying to make a left turn out of Woodland onto Middlefield Rd. due to so much traffic.
285. Leaving my home for an afternoon/evening outing is horrible. I am forced to travel toward Chaucer then get on Willow or University as I am not allowed to use my neighborhood street of Chester to turn right onto Willow. Local traffic should be permitted to use local streets.
286. They returned quiet to our streets. We no longer have speeders down marmona and cut through traffic on woodland.
287. before the turn restricctions, more than once I just parked blocks from my house and walked home since the traffic was backed up so far.
288. I bike and noticed less traffic
289. Even though I live in the neighborhood (on Willows Rd) I paid attention to the restrictions and stopped cutting through the neighborhood when traffic was backed up on Willow Rd. I used to come in via the Chaucer bridge or turn on Woodland just before the Willow Market and make my way to Gilbert. I can watch the backup building on Willow out of my home office window every afternoon and evening and I am thankful that its not backing up into the neighborhood streets where children play and bile to and from the schools in the area. It was more dangerous before the restrictions were put in. - Steve Taffee
290. Late afternoon access to 101 had to be modified. Problem I see is no police enforcement leads to scofflaws
291. Consider removing the turn restriction from the light at Durham. It's a HORRIBLE intersection that could seriously benefit from the restriction, but it is essentially ignored. Unfortunately, because there is only extremely rare enforcement here (or at Chester, for that matter, though the scofflaws are less frequent at Chester), it seems ridiculous to leave it in place for Durham (unless, even better, if police enforcement happened on a very regular basis, at least 3-4 times a month, preferably even more).

292. Unless you police it's not working I go 6 blocks from Haight to be able to turn right to get to Willow when I see cars driving thru from Chester Durham to get to Willow I have seen cop cars on Willow see cars turn onto Willow at times I a resident is restricted and nothing has been done Give the people living in the neighborhood a pass and not inconvenience us Even worse the keep clear areas are not obeyed You need to give the people who pay property taxes and ticket the out of towners I avoid travel during these times and if I have to cut thru the donut shop to get to Willow We need to take the restriction off
293. I avoid turning into willows from Chester during the forbidden hours but would prefer letting people from the Willows neighborhood turn right on Willow road still.
294. It hasn't affected my driving patterns. Getting out and back into the neighborhood using Willow Road remains a very serious problem from about 3pm - 7pm on weekdays but often on weekends as well.
295. Before the turn restrictions (particularly those pertaining to right turns onto Willow Road) were put in place, life in the Willows neighborhood had become a nightmare. After the restrictions were implemented, it took a while for traffic through the Willows neighborhood to calm down. Once traffic did calm down, normal life in this neighborhood resumed. I am grateful that Menlo Park instituted the restrictions and strongly recommend that the restrictions remain in place.
296. Once the restrictions were provided my Central Ave. no longer experienced hundreds of cars using it as a cut-through. The bulk of the cars came in the morning and then again beginning in the early afternoon for 5-6 hours. Yes, please continue to implement the restrictions. If I need to travel to Hwy. 101 after 3:00 I use Gilbert to Willow and join the other cars moving slowly.
297. I have altered my traffic pattern for driving as a result of the turn restrictions. It has made simple trips throughout the afternoon more difficult and to take longer than needed. Majority of our travel needs in the afternoon involve heading in the East Bound direction on Willow Rd. Having the opportunity for residents to be granted permit exceptions to the restriction could be beneficial. I do feel that the restrictions have had tremendous positive impacts for the neighborhood. Small adjustments to the program and minor improvements or modifications to the restrictions would help to make the turn restrictions stronger and better. A permit for residents closest to Willow Rd would be welcome to help allow for improved travel during the from 3-7pm restriction period.
298. One minor drawback is that residents of the Willows have a harder time accessing 101 from their home because of turn restrictions. I understand we cannot have restrictions that only apply to non-residents. I live on Chester St and have to drive to Gilbert Avenue to make a right turn Willow Road and assume Gilbert Avenue residents see a higher volume of traffic. However, I want to stress out that there was 1 hour traffic jam in on my street every night before the turn restrictions were enforced, and I wouldn't want to go back to that situation again. Regarding my own travel patterns, I now feel like I can drive home from Palo Alto through regular neighborhood streets (Pope/Central mainly) whereas this was never an option during evening commute hours because of the constant traffic congestion on my street. Chester St is particularly targeted by non-Willows resident because it's the access to Willows closest to the freeway. I would actually support closing off access to Menalto from Chester St but I figure this proposal would not go anywhere, the traffic would simply move to another street.
299. Before the restrictions on a few days traffic was backed up so far on O'Keefe St and was so slow to move that we were unable to reach our own driveway (traveling West towards Willow. We parked our car blocks away and walked the remainder. It was bad and then got to absurd proportions.
300. I changed my travel patterns by using Gilbert during restricted hours instead of turning right onto Willow Rd from Durham or O'Keefe. I also don't turn left onto Woodland/Baywood from Middlefield during the restricted hours. These have not been an inconvenience and are well worth the benefit of reduced cut-through traffic. Please make all the existing turn restrictions permanent. Yes, there are still people who cut-through and who illegally turn where they aren't supposed to, so it would be great to have more enforcement, but overall it's been a very positive change.
301. Traffic is still terrible, but at this point, anything has to be better than nothing. I live on Pope Street and there are times of the day I have difficulty backing out of my driveway onto Pope. I think the people that live on Gilbert have it worse...

302. I work on Willow if I want to go to 101 I have to take the streets to the south and take University. The four season hotel traffic light give the employees preference sometimes I have to wait 30 minutes just to take 101 south or north and drive about 10 blocks instead 2 blocks cause I can't take Willow rd. I work in a retail store and the customer say they don't want to come to Willow cause they can get a ticket and they rather go to University ave. After the bridge construction the traffic goes faster. I don't think the city have to keep the restrictions to Willow.
303. I live on Durham St. at the junction with Central. Prior to the turn restrictions, there was gridlock in front of our house at about 4-6 pm. At peak rush hour, it was even difficult to get a car out of our driveway, and could take literally more than 30 minutes to escape to Willow Road. The turn restrictions solved this problem completely. Please keep them in place, this is a remarkable example of big success of a simple idea in government!
304. Huge impact for cut-through traffic. Minor inconvenience.
305. On Friday 1/17 at 5 pm I saw fifteen cars lined up on Chester to make the illegal right turn onto Willow Road. I can't tell if the restrictions are working, since I don't see any inforcement of the "no turn" signs. I am assuming WAYZ is still routing people through the Willows neighborhood, over our protests, and in violation of the "no cut thru traffic" signs. Traffic is still bad in the Willows, especially in the afternoon due to cut-thru commuters.
306. The restricted left turn on Baywood prevents people speeding down Baywood and crossing the centerline if Blackburn as they continue speeding on Marmona.
307. I live on O'Connor Street which also receives a lot of cut through traffic. However, the traffic restrictions definitely lessened the "carmagedon" we sometimes experience on our street.
308. We had cars backed up for 3-4 blocks to turn on willow road before these restrictions were put in place. It has been very effective in retaining our quality of life in the Willows! Thank you!
309. Rather than turning right from Okeefe St or Durham Street onto Willow Rd, we use the intersection at Gilbert Street, or do not drive during the 3-7 timeframe. We have however noticed that the majority of the traffic that drives down Okeefe Street and Durham Street during the 3-7 timeframe DOES turn right into Willow Road, and this restriction is not currently being enforced.
310. My only concern is that I still see many people making right turns during the restricted times. I believe there should be more enforcement. That said, I think the improvement is still substantial and I strongly approve.
311. willow Rd commuters are finally \*NOT\* cutting through Marmona Dr. Please KEEP such turning restriction. As a side note, POLICE should enforce more such turn restrictions as I am observing a lot of violators that are not resident of Marmona or neighboring streets.
312. I live on O'Keefe Street between Arnold and Laurel. Getting home after work had become hugely problematic with backups that sometimes were blocks long on O'Keefe. Since cars have become accustomed to the turn restrictions there have been no backups. PLEASE MAKE THEM PERMANENT!
313. I love the turn restrictions! And your analysis of WHY they were installed is incorrect. I spoke at counsel along with my neighbors at the time because there was 5 plus hours of traffic circulating around my home on the corner of Arnold and Chester causing a big safety issue for my children and health issue due to the hours of idling car exhaust pumped into the air and into the homes in our neighborhood. This was not because of the overpass construction it was due to the years of cut through traffic that was ALLOWED to persist due to our city not limiting it appropriately and failing to protect our families and children. We actually moved because of it. So sad.
314. THIS CITY NEEDS TO ADDRESS THE ENTIRE WILLOWS TRAFFIC CUTTHROUGH PROBLEM. WOODLAND AVENUE MAX TRAFFIC LOAD IS SUPPOSED TO BE 1250 VPD, NOW IS DOUBLE THAT. GET TO WORK ON FIXING THE PROBLEMS ON WHAT SHOULD BE A LOCAL STREET, BUT WHICH HAS BEEN TURNED INTO A MAJOR THOROUGHFARE!!! WHAT ARE PLANS TO COMBAT EVEN MORE TRAFFIC WHEN LOWER WOODLAND APARTMENTS ARE RAZED TO MAKE ROOM FOR HIGH DENSITY DEVELOPMENT??? STOP PROPOSING EX-POST-FACTO SOLUTIONS AND GET TO WORK FIXING REAL PROBLEMS AND ANTICIPATED ONES!!! DOES THIS CITY SERVE DEVELOPERS & ABAG, OR THE RESIDENTS?? YOU CAN CONTACT ME AT rswilson1@att.net.

315. Reading signs makes drivers react to that sign and make impulsive turns which could be more dangerous than they were supposed to do.
316. It is very inconvenient. . . . I often have to drive east on Woodland Road past Baywood (where I normally turn) to take the Blackburn left hand turn. After living on my street for 37 years, if I do not make an intentional choice to focus on the sign, my habit of making a left onto Baywood kick's in. I have had to stop suddenly to avoid making the left turn and instead proceed along Woodland to Blackburn. I have only actually turned 2 or 3 times onto Baywood since the sign went up. However, Woodside to Baywood to my street is my everyday, multiple times a day route home. I have still not completely adjusted even with all the time that has passed since sign went up. I will support keeping the sign if you believe it is a significant deterrent to speeding/cross-cut traffic. Letting you know that from my perspective the benefits do not significantly out-pace the inconveniences.
317. Since I live in the neighborhood, I'm not sure if I'm allowed to turn left from Woodland to Baywood. During rush hour, it can be a difference of 5 minutes or more to get to my house if I can't make that turn. Maybe it could say "local traffic only" or something like that? Also, since I don't drive very often, I don't really know how much impact the restriction made, but it subjectively seems that there is less car traffic on my street (McKendry Dr)
318. Traffic in my neighborhood was a nightmare before the restrictions. Rude and downright dangerous driving became a big problem. It was difficult to cross Woodland, even at crosswalks, because of the steady stream of commute traffic. I was unable to visit friends in the 400 block of O'Keefe because of gridlock in the area. The traffic count on Woodland remains high, but tolerable. The gridlock on Chester, Durham, and O'Keefe has been largely eliminated. I can not imagine in going back to the gridlock conditions that existed before the turn restrictions. Please no retreat from the existing restrictions!
319. The turn restrictions have been positive to the neighbor. Streets are now free of traffic, for the most part, and it is safer to enjoy the neighborhood without the commuting traffic affecting outdoor activities.
320. Turn restrictions are part of the larger apparent effort to frustrate the ability of drivers to move through areas as expeditiously as possible. To the extent these efforts are curtailed, traffic on major arterials becomes increasingly bottlenecked. This results in increased driver frustration and the consequent greater likelihood that drivers will run lights, fail to completely stop at stop signs, become involved in road rage incidents as well as have to endure a longer commute. All the people own the streets, not just residents in a neighborhood. I live on Woodland which has the greatest amount of cut through traffic in the Willows, but it lasts for only a short time during maximum commute time. Having worked in law enforcement for over 40 years, I've seen constant calls by neighborhoods for traffic calming, road diets and other impediments to the free movement of traffic. Because traffic flows like water seeking the path of least resistance, cut through traffic actually mitigates traffic overall. Efforts to thwart that flow does just the opposite. And as an aside, no, people are not going to take the bus.
321. I can no longer take the most direct route to my home from Middlefield from 3 to 7. The new route probably takes about 2 minutes longer, maybe less. It's worth it for the deterrent effect that it has on cut-through traffic.
322. Very noticeable positive impact in traffic, based on informal observations on Gilbert, Central, Laurel and Pope. Very little impact in my own personal travel patterns. Occasionally I have to change how to approach Willow from Gilbert, but that's about it. Please make the changes permanent.
323. The turn restrictions have reduced cut through traffic. This cut through traffic sometimes causes gridlock in front of my Woodland Ave. home.
324. I can't use Willow to get to 101 when traffic congested on Willow— during evening commute and when M-A students leave school. I now use Woodland to access 101 at University or Embarcadero during peak traffic. However, it has made a significant difference to the many residents of those 3 streets that feed onto Willow. I find the no left turn off Woodland at Baywood to be useless, as it only benefits a very few homes since you have directed traffic onto the next left turn taking traffic back to Marmona. Therefore, you have just moved the traffic to the next street, made it way more difficult for legitimate neighborhood traffic, and you have not impacted the traffic using Marmona to get to Gilbert, which seemed to be the reason you did it. And there are no more than 10 homes that benefit from that.

325. I don't have strong feelings on the turn restrictions, since I'm not affected by them - but question 7 doesn't offer a "don't know" or "don't care" option; so I had to use an answer that doesn't quite fit. I see an increase in what I assume is cut-through traffic on Gilbert - interestingly, crossing from north (seminary side) to south rather than the other way around. Traffic on Willow is still a mess at commute times, and those times are becoming ever longer; but the now-finished construction of the overpass seems to have done some good.

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