

The focus group reconvened to discuss the results of the consultant's alternatives analysis. Three sets of alternatives with a total of nine different variations were presented with expected changes in traffic patterns and evaluation based on study objectives. Nine of the ten focus group members overwhelmingly supported one alternative - the full closure alternative. Consensus was not achieved because one focus group member felt strongly that full closure of five streets connecting Menlo Park with East Palo Alto would disrupt neighborhood cohesiveness, antagonize neighboring cities, and pose an inconvenience to residents. Despite the objections of one focus group member, a clear majority gave direction to the consultant to analyze and describe one alternative - the Preferred Plan.

### The Preferred Plan

The Preferred Plan refers to a full closure of five Menlo Park streets just inside the border from East Palo Alto. The Preferred Plan also includes installation of additional STOP signs, a diagonal diverter at one intersection, and construction of a cul-de-sac at another location. These are depicted on Figure 1-1.

Barriers which allow unencumbered passage by all emergency service vehicles, pedestrians, and bicyclists would be constructed on City of Menlo Park right-of way just inside the border from East Palo Alto on the following streets:

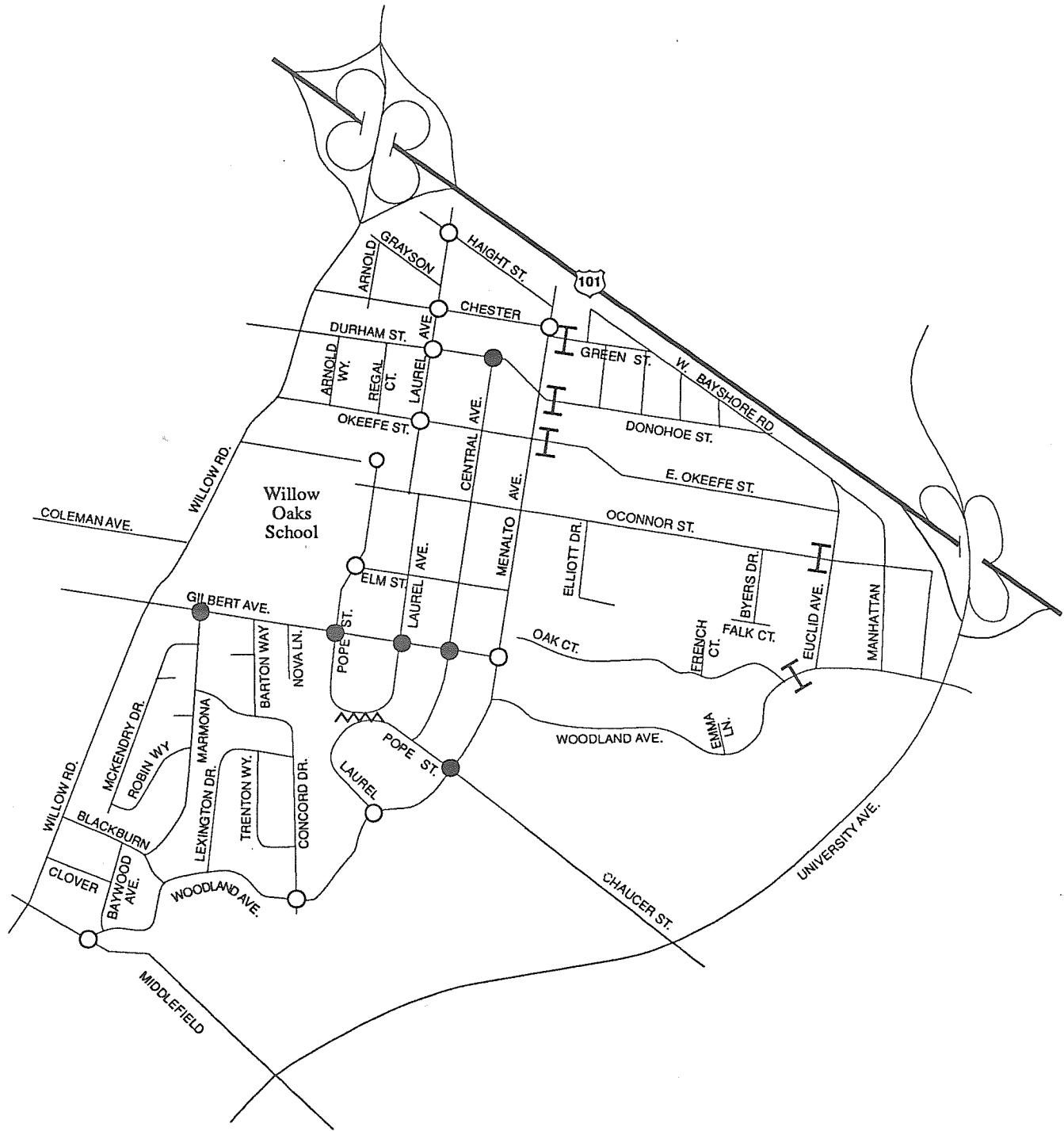
- Woodland Avenue (west of Euclid Avenue)
- O'Connor Street (west of Euclid Avenue)
- East O'Keefe Street (just east, but at the intersection of Menalto Avenue)
- Donohoe Street (just east, but at the intersection of Menalto Avenue)
- Green Street (just east, but at the intersection of Menalto Avenue)






These devices would prohibit passage in both directions of all private motorized vehicles. Violation of these restrictions will be physically possible although not readily obvious. Regulatory signs are recommended to indicate to motorists that passage is not permitted. Passage by police vehicles and the fire chief's vehicle will require crossing a mountable curb. Passage by fire trucks and ambulances with high-axle mountings can be done at speeds of 25 to 35 mph.

The Preferred Plan also includes installing STOP signs at four locations along Gilbert Avenue and changing the intersection of Woodland Avenue and Pope Street to a four-way stop. These changes are intended to reduce through traffic along Gilbert Avenue to the Pope Street bridge.

An intersection modification is included in the Preferred Plan along Pope Street at Laurel Avenue. These two streets intersect at an odd angle creating a large open space in the middle of the intersection. To reduce through traffic destined for the Pope Street bridge from Gilbert Avenue, a partial closure could be constructed. This would create two loop roadways with no advantages for through traffic and only minor inconveniences for local residents. No changes to existing driveway access would be necessary. As an added benefit, the landscaped median would be enlarged which, along with a significant reduction in passing traffic volume, may attract recreational users.

The cut-through volume on this route is not stated. The total cut-through (both ways) at the Pope bridge was 35 veh. (2hrs AM) and 32 veh. (3hrs PM). So they would block these streets for 17 Veh/hr AM and 11 veh/hr PM



-  Cul-de-Sac
-  Diagonal Diverter
-  Existing Stop Controlled Intersections
-  New Stop Controlled Intersections
-  Full Barriers (Traversable by Emergency Vehicles)



Menlo Park - Willows Neighborhood Traffic Study  
**Preferred Plan**

Prepared By		FIGURE
		1-1

Through traffic during the morning and afternoon peak hours on neighborhood streets is estimated based on license plate surveys conducted in November 1991. Gateways to the Willow Neighborhood were selected to cordon off the study area. These gateway locations are shown on Figure 2-6. Results are summarized in Tables 2-3 and 2-4 described in the following section. Conclusions regarding through traffic affecting the Willow Neighborhood are documented in the next section of this chapter.

### Summary of Existing Conditions

Average daily traffic volumes on neighborhood streets are compared in this section with City of Menlo Park guidelines for maximum desirable volumes of daily traffic in residential areas. Also summarized in this section are a discussion of neighborhood streets carrying through traffic. License plate surveys conducted in November 1991 indicate through routes and percentage of vehicles considered as through traffic.

#### Average Daily Traffic Volumes

Of the 22 segments of Menlo Park neighborhood streets counted, 10 segments exceeded 1,500 vehicles per day. These are, in descending ADT order:

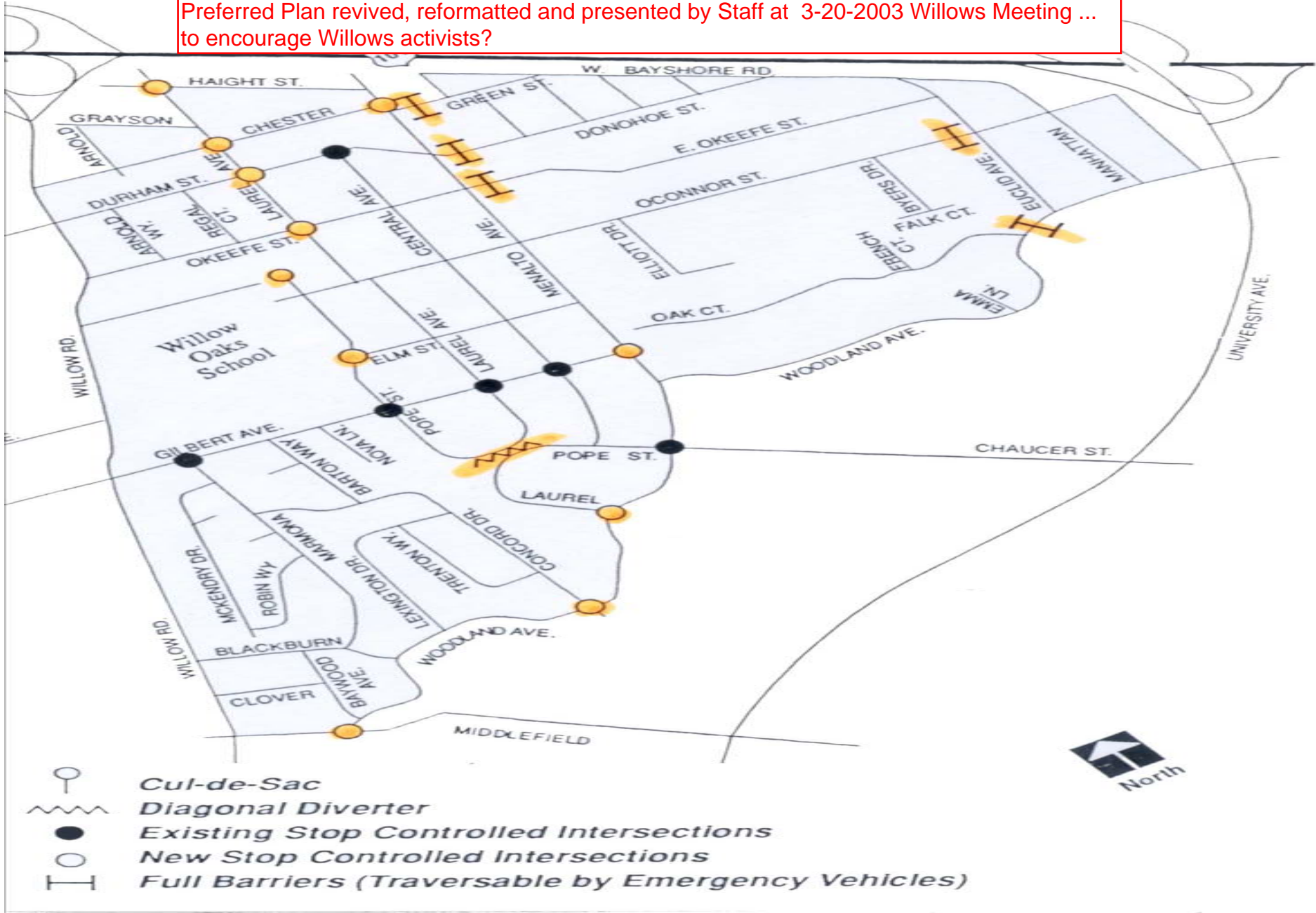
1. Pope Street Bridge	3,480 vehicles per day (vpd)
2. Gilbert Avenue east of Willow Road	3,135 vpd
3. Woodland Avenue west of Pope Street	2,620 vpd
4. Gilbert west of Pope Street	2,525 vpd
5. Chester Street east of Willow Road	2,460 vpd
6. Woodland Avenue east of Middlefield	2,435 vpd
7. Menalto Avenue north of Elm Street	2,170 vpd
8. O'Connor Street east of Menalto Ave.	2,100 vpd
9. O'Keefe Street east of Willow Road	1,885 vpd
10. O'Connor Street west of Euclid Avenue	1,750 vpd

In accordance with one objective of this study, these roadways should receive the focus of efforts to reduce traffic. An important consideration, however, is the study objective of not diverting excess traffic to other Menlo Park neighborhood streets, even if they are currently carrying less than 1,500 vehicles per day.

Another important factor is the separation of "through" traffic from neighborhood traffic. Comments made by Menlo Park residents who live in the Willows Neighborhood show a strong sense of community within their neighborhood and city limits. There is little or no sense of community, however, with neighbors to the east in the University Circle area of East Palo Alto. For this reason, traffic with an origin or destination in East Palo Alto is considered "through" traffic for the purposes of this study.

Two methods of determining through traffic were used in this study. These are the license plate matching computer program and the Department of Motor Vehicles registration address listing.

Preferred Plan revived, reformatted and presented by Staff at 3-20-2003 Willows Meeting ...  
to encourage Willows activists?



Menlo Park - Willows Neighborhood Traffic Study  
**Preferred Plan**

Prepared By  
**TJKM**

FIGURE  
**4-3**