

# Crescent Park

## Traffic Survey Report

### 2018

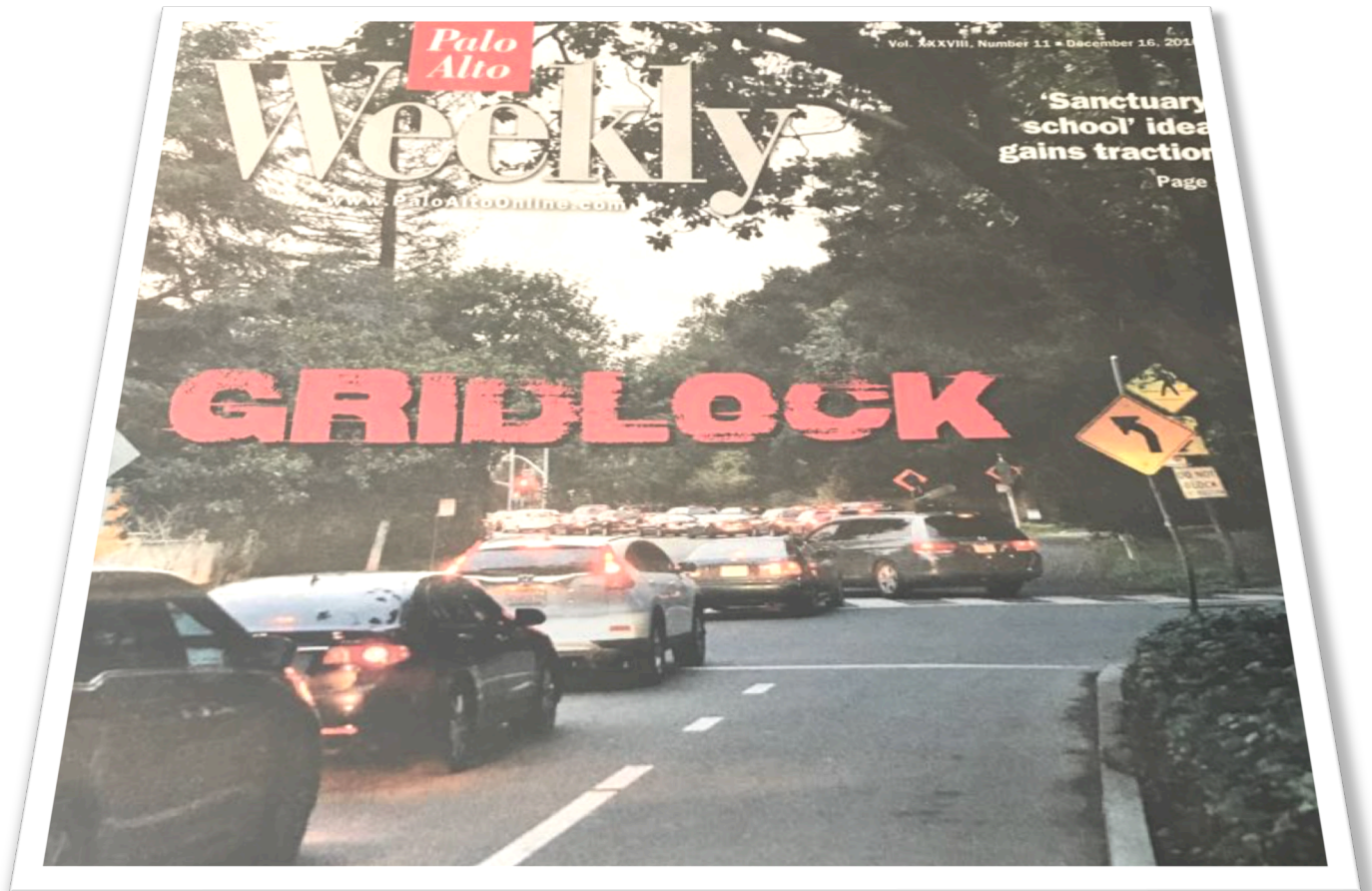


Photo courtesy of the Palo Alto Weekly

# Introduction

Economic growth in Palo Alto has brought increasing pressures on our city's infrastructure and is highly visible in the ways traffic issues impact residents on a daily basis. Traffic congestion in Palo Alto and all of its impacts – safety, parking, pollution, driver behavior, etc. – has been studied for decades. Unfortunately solutions have been elusive or problematic.

Some traffic projects are undertaken only after a long push by residents, demanding the city take action, e.g. Residential Preferential Parking (RPP), Middlefield North. Even then some projects suffer from a deeply flawed implementation and the lack of clear and consistent guidelines, e.g. RPP. And still other projects leave residents questioning both the design and impact of the city's efforts, e.g. Ross Road. All Palo Alto traffic projects would benefit from more sophisticated data collection and analysis, improved communications and clearly established metrics to monitor results.

On July 30, 2018 Mayor Kniss made a statement at City Council session that surprised some and aggravated many by questioning whether we have real traffic issues.

The Mayor said:

***“Traffic is not as overwhelming as you might think.”***

(Mayors full comments at <https://seattle.cbslocal.com/video/3917500-palo-alto-mayor-apologizes-after-dismissing-resident-complaints-about-traffic-during-meeting/>)

These comments drew a flood of angry responses from residents who did not share the Mayor's views. Mayor Kniss has since issued an apology for her comments and promised a Town Hall Meeting to discuss traffic issues, now scheduled for October 22, 2018.

Additionally, the residents of Crescent Park, a neighborhood near Palo Alto's downtown core, initiated a survey of residents about their experiences with traffic congestion and safety with the goal of better informing city leadership of the daily reality of traffic in their neighborhood. This report provides the results from the survey.

# Executive Summary

The Crescent Park 2018 Traffic Survey was conducted using Survey Monkey. The survey was open from September 29, 2018 and through October 10, 2018.

The survey questions were drafted by a group of residents with the help of people familiar with large survey design and analysis. We recognize that no survey is perfect and comments from residents were solicited as part of the survey distribution and will influence future surveys.

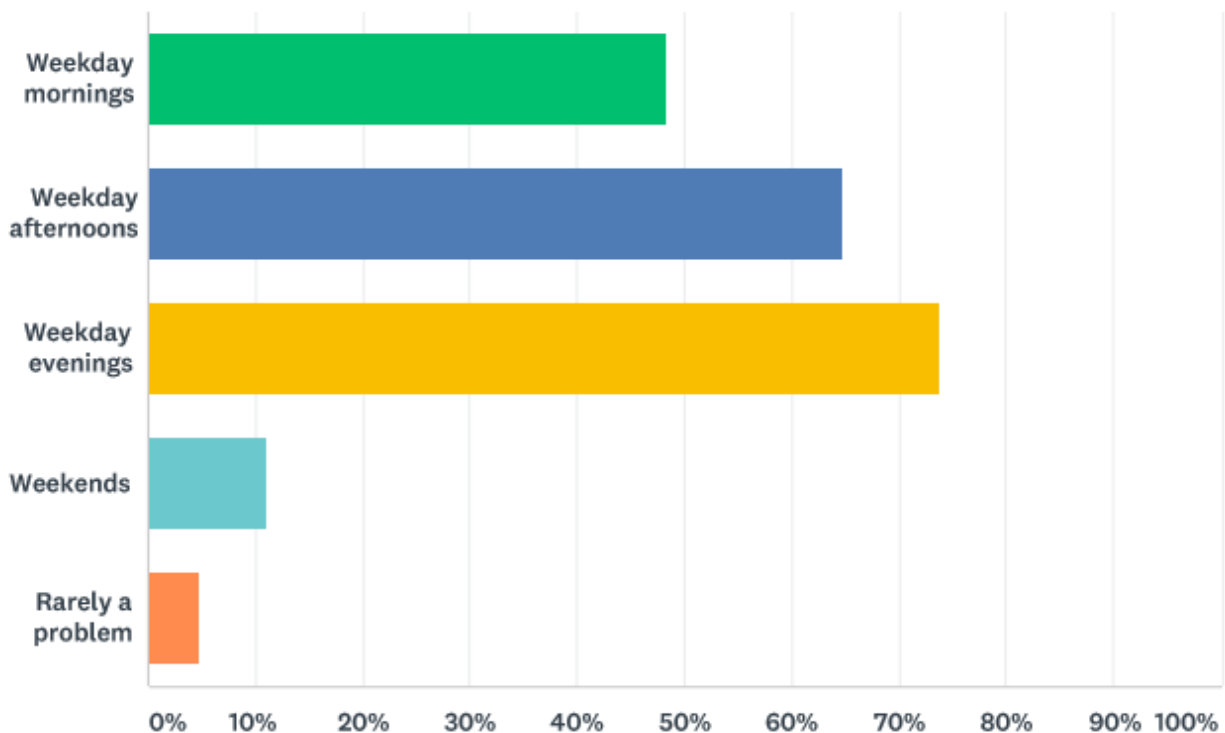
The survey consisted of nine questions. The survey link was emailed to approximately 850 residents of Crescent Park who belong to the Crescent Park Neighborhood Association (CPNA). Responses were received from 189 residents (22%). Those who responded self-selected to respond, and the results were not weighted to attempt to statistically represent all Crescent Park residents. (As a comparison, the National Citizens' Survey conducted by Palo Alto in 2017 received 614 responses from 3,000 surveys distributed for a 20% response rate.)

## Key Results

- **88%** say traffic is a significant issue that negatively impacts their quality of life
- **94%** say the city is not doing enough to address traffic problems

- Asked when they experience traffic problems, 188 respondents said:

Weekday mornings	48%	91
Weekday afternoons	65%	122
Weekday evenings	74%	139
Weekends	11%	21
Rarely	5%	9

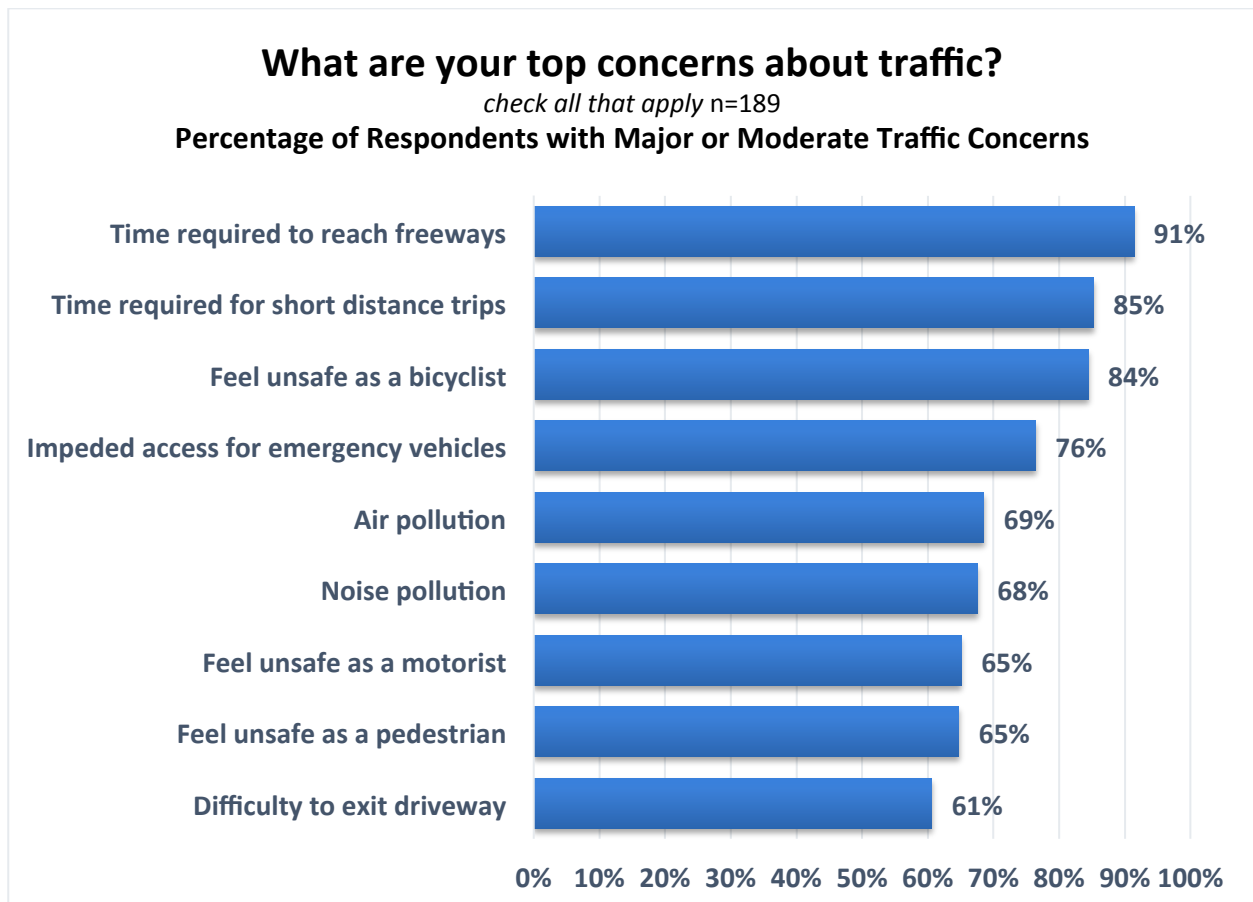


## Additional Results

1. An overwhelming majority of Crescent Park resident responders see traffic as creating significant problems and negatively impacting their quality of life. **More than 60% of all respondents** rated the following as **major or moderate** concerns (ranked order):

Answered: 189

Skipped: 0



2. We asked for **two or three actions** residents would like the city to take to address traffic problems. Examples of frequent responses include:

Most common recommendation:

- **Freeze development**

Other common recommendations include:

- **Enforce existing traffic laws**
- **Put cameras on traffic signals**
- **Add public transit and shuttles**
- **Stop cut-through traffic**
- **More police presence and ticketing**
- **Fix timing of traffic lights**
- **Install traffic calming measures**

The complete list of recommendations is in the full report below.

## Conclusions

It is unquestionable that Crescent Park residents see traffic as a significant problem. Many feel frustrated by the lack of action taken by the city to address their long-standing concerns. Current staffing vacancies will only exacerbate this problem. Even in cases where the city is seen as responsive, solutions take a long time to be implemented and traffic continues to worsen, potentially overwhelming any infrastructure modifications.

Survey responders frequently identified the source of traffic problems as commuter traffic. Residents' reported that the worst traffic problems occur during the workweek, most noticeably during evening commute hours, reinforcing this view.

Traffic issues are complex and the city must engage with residents to find the most appropriate solutions. The city must also establish priorities and a process for equitably sharing traffic burdens.

Some residents offered solutions they would like to see implemented on their street. One of the challenges with these responses is that some residents proposed solutions that only address the immediate problems near their home. They may understandably lack a comprehensive view of how a change at one location may impact safety and congestion at other locations. We believe/hope no one would take the approach of "shift the problem from my street to some other street." In the long term that would be a no win approach since we are inevitably all in this together.

We hope the results of this survey and the October Town Hall Meeting on Traffic ensure we move beyond any debate about whether traffic is an issue that must be addressed. Going forward, our city leaders must step up to the difficult task of developing solutions that will improve quality of life for residents of Palo Alto, provide convenient and safe options for people visiting Palo Alto, and work with Palo Alto businesses to encourage their substantial participation in funding solutions.

Many survey responders clearly said that the logical immediate step is to **stop increasing the traffic burden**. Below we outline some straightforward actions the City Council can take to this end. This will require perseverance and courage. The City Council must involve residents in creating, implementing and testing solutions.

## Key Actions for City Leadership

- Pause commercial development in our business cores.
- Establish realistic, fact-based traffic impact estimates for any new development.
- Make traffic safety a top priority.
- Revise and enforce our zoning laws: no in lieu fees, no exemptions.
- Select and implement modern systems for data collection and analysis.
- Look for an equitable distribution of traffic burdens.
- Develop additional enforcement capabilities.
- Create an open and transparent process that engages residents in addressing all traffic-related challenges.

# Supplemental Material

***California Transportation by the Numbers: Meeting the state's need for safe, smooth and efficient mobility*** August 2018 [www.tripnet.org](http://www.tripnet.org)

## **THE HIDDEN COSTS OF DEFICIENT ROADS**

Driving on California roads that are deteriorated, congested, and that lack some desirable safety features costs California drivers a total of \$61 billion each year. TRIP has calculated the cost to the average motorist in the state's largest urban areas in the form of additional vehicle operating costs (VOC) as a result of driving on rough roads, the cost of lost time and wasted fuel to congestion, and the financial cost of traffic crashes.

The **Key Transportation Facts** table on page 3 of the report shows the San Jose urban area (including Palo Alto) trails only Los Angeles and San Francisco in the **average annual costs to individual motorists due to congestion = \$1,475 in vehicle operating costs (VOC)**. Statewide, this amounts to \$29.1 Billion.

Link to the report on San Jose Urban Area: [TRIP Traffic Report for San Jose 2018](#)

*\*Founded in 1971, TRIP of Washington, DC, is a nonprofit organization that researches, evaluates and distributes economic and technical data on surface transportation issues.*

# Full Report of Survey Results

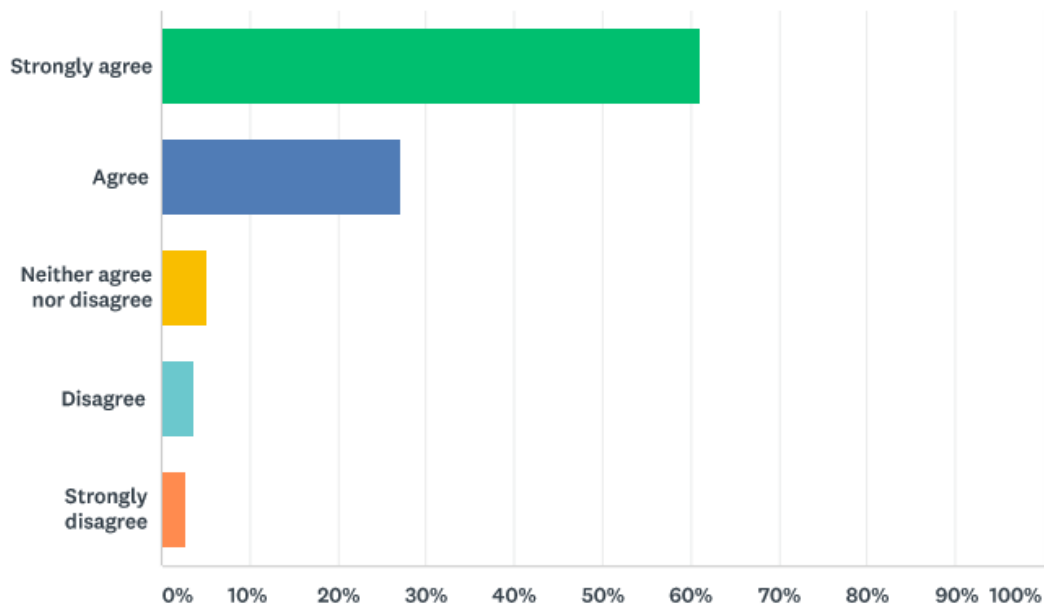
**Q1 Please provide your block # and street name. For example: 900 block Hamilton Ave.**

Answered: 189 Skipped: 0

Answer Choices	Responses	n=
Block #	96.8%	183
Street name	100.00%	189

**Q2 Traffic in my neighborhood is a significant issue that negatively impacts my quality of life.**

Answered: 188 Skipped: 1

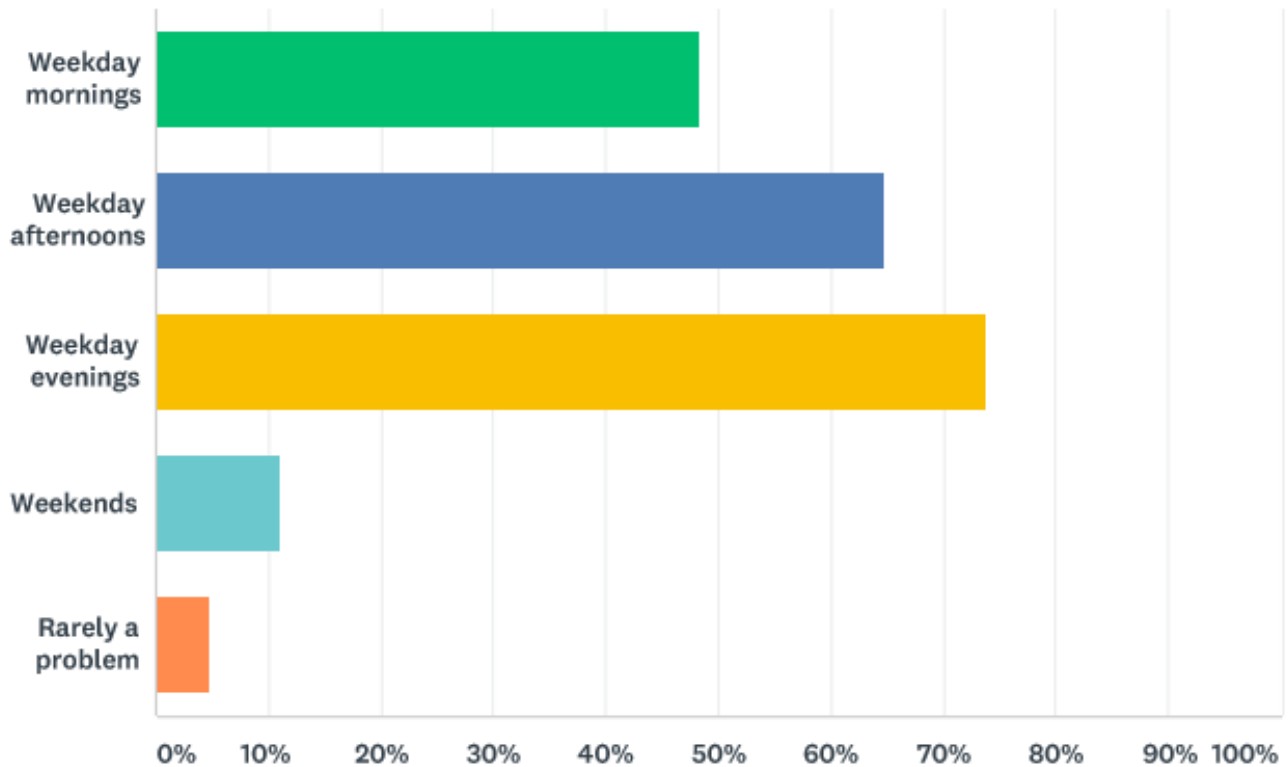


Answer Choices	%	n=
Strongly agree	61%	115
Agree	27%	51
Neither agree nor disagree	5%	10
Disagree	4%	7
Strongly disagree	3%	5
Total	100%	188

**Q3 If you find traffic to be a problem, when do you experience traffic issues?** *Check all that apply*

Answered: 188

Skipped: 1

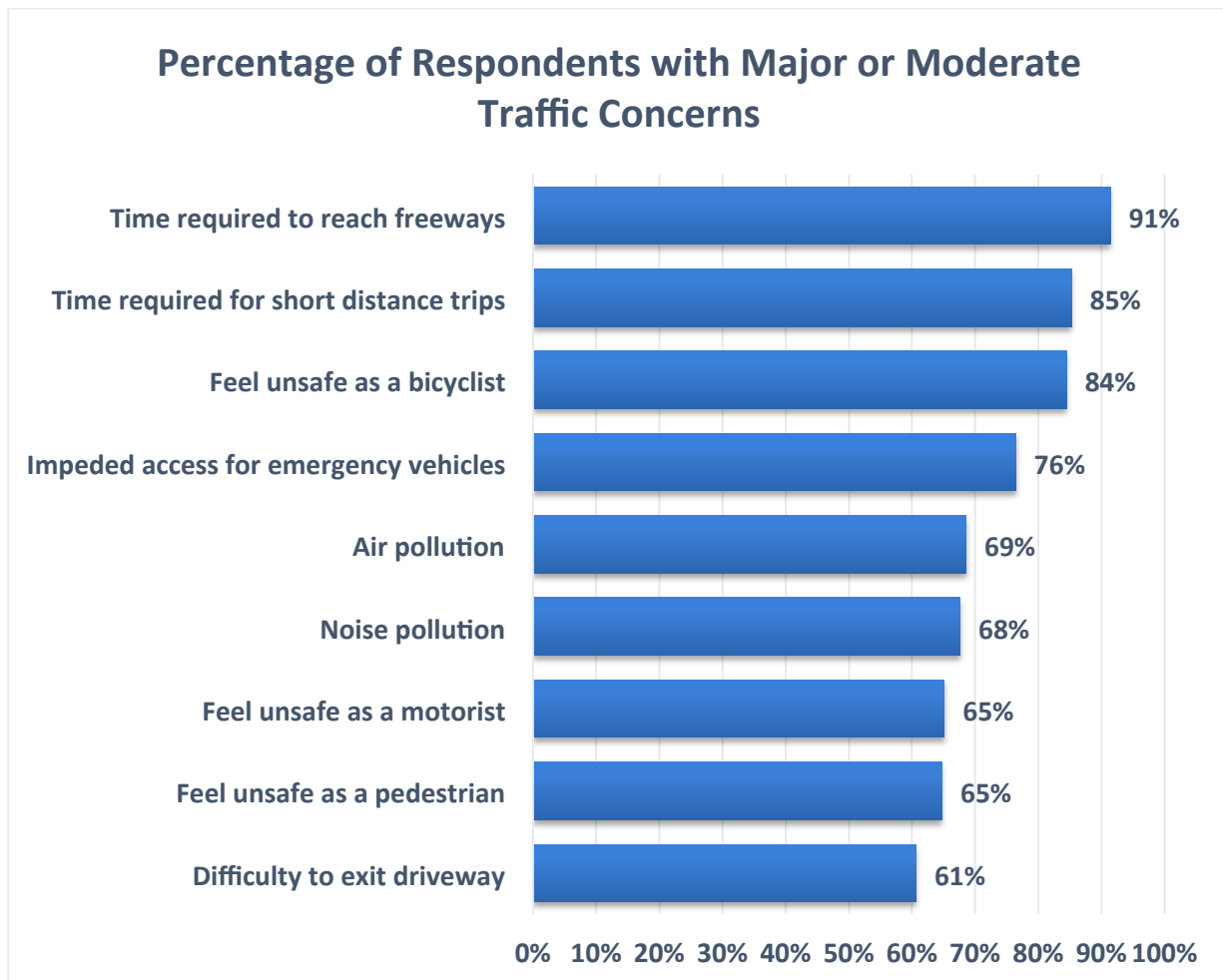


Answer Choices	%	n=
Weekday mornings	48%	91
Weekday afternoons	65%	122
Weekday evenings	74%	139
Weekends	11%	21
Rarely a problem	5%	9
Total	100%	188

**Q4 What are your top concerns about traffic?** *Check all that apply*

Answered: 189

Skipped: 0



Top Concerns About Traffic	Major Concern	Moderate Concern	Minor Concern	Not a Concern	% Major or Moderate Concern	Total <i>excludes Does Not Apply</i>	Does Not Apply
Time required to reach freeways	74.2%	17.2%	3.2%	5.4%	<b>91%</b>	100.0%	
	138	32	6	10	170	186	1
Time required for short distance trips	57.4%	27.9%	8.2%	6.6%	<b>85%</b>	100.0%	
	105	51	15	12	156	183	3
Feel unsafe as a bicyclist	51.6%	32.8%	9.8%	5.7%	<b>84%</b>	100.0%	
	63	40	12	7	103	122	59
Impeded access for emergency vehicles	50.0%	26.4%	14.0%	9.6%	<b>76%</b>	100.0%	
	89	47	25	17	136	178	3
Air pollution	36.0%	32.6%	20.8%	10.7%	<b>69%</b>	100.0%	
	64	58	37	19	122	178	1
Noise pollution	32.4%	35.2%	20.7%	11.7%	<b>68%</b>	100.0%	
	58	63	37	21	121	179	3
Feel unsafe as a motorist	28.5%	36.6%	22.7%	12.2%	<b>65%</b>	100.0%	
	49	63	39	21	112	172	6
Feel unsafe as a pedestrian	28.9%	35.8%	22.0%	13.3%	<b>65%</b>	100.0%	
	50	62	38	23	112	173	9
Difficulty to exit driveway	46.7%	13.9%	17.0%	22.4%	<b>61%</b>	100.0%	
	77	23	28	37	100	165	14

## Q5 What do you see as the primary cause(s) of traffic congestion? All Responses

Answered: 184

Skipped: 5

(1) Too many cars (2) Synchronizing lights on University would be a great help. It take take me 15 minutes to reach 101 from my house via University which is about about 8/10 mile from my house from 3:30 pm to around 7:00 pm on weekdays. It is about the same distance to Embarcadero. That takes about the same going north. It is little bit faster to get on 101 going south. It used to take around 5 minutes.	Cars parked on narrow side streets, backup on university heading towards highway 101 I find all of the no left turns and local measures to redirect traffic make it hard for me to go relatively short distances in my own neighborhood because it is so restricted
1) Insufficient personal and mass transit alternatives to single occupancy car trips. 2) Insufficient housing alternatives near Stanford and Downtown.	Cars trying to get to and from 101.
1. Cut-through traffic on Edgewood drive, from 101 to Newell. 2. Rush hour traffic avoiding University Ave and using less-crowded streets as a short cut. Apps, like Waze, make this worse. 3. Uber drivers go very fast on residential streets.	Commute to and from south and east bay
101/University interchange and Dumbarton back ups	Commute traffic
Accidents on 101, Stanford traffic on University in the mid-late afternoon, people using residential streets to try and get to University more quickly, lack of public transportation, lack of parking in EPA, growth of office space	Commute traffic trying to find short cuts.
Back up from traffic going to 101. Once University slows to a crawl, traffic cuts through along residential streets, frequently resulting in grid-lock	Commuter Traffic
Backed up traffic on University.	Commuter traffic coming from downtown toward highway 101. Too many commuters, too many cars, only one way to get to 101, (or two ways, if you count Embarcadero).
Backup on 101 that causes University backup that causes backup on Southwood Drive	Commuter traffic on side streets. Getting to 101 on weekday afternoons and evenings. The traffic lights are not meant to move traffic. Too many vehicles.
Backup on University Ave	Commuters
bottle necks at critical points	commuters coming and going and people using our street to park their cars leaving no spaces for residences
Business congestion, lack of alternatives to driving	commuters cutting through our neighborhood streets to get to the 101 freeway, by avoiding university ave. I heard that the East Palo Alto traffic light controllers have sequenced the Willow road light in a way that hinders afternoon/evening commute traffic- stops the faster flow of traffic leaving PA. Basically, there are too many cars leaving PA or Stanford through University Av.to 101. The city has allowed too much growth without considering the reality of traffic on the neighborhood streets.
Cars back up on University Avenue due to the arrangement of streets and lights at the East Palo Alto border.	Commuters going and leaving work -- driving down University Ave to 101
CARS GOING AND COMING FROM FREEWAY	Commuters headed home from Stanford and PA businesses

Commuters want avoid University Ave from downtown to 101, so they take Hamilton and turn at the last possible left onto Crescent Drive which can only sustain one-way traffic as parked cars don't allow room for traffic in both directions.	Drivers are cutting through Crescent Park to avoid traffic on University and Middlefield. Drivers are in a hurry, so tend to drive aggressively.
congestion at the 101 interchange that backs up into neighborhoods	Drivers cutting through residential neighborhoods to avoid University
Congestion in East Palo Alto and the freeway	East Palo Alto's traffic lights, Dumbarton Bridge traffic, narrowing of freeway on 101
Congestion-- not just regular traffic, but sometime gridlock -- no movement. Perhaps due to lights-- the people turning out of the Four Seasons office complex fill University Avenue between Woodland and the Freeway overpass, so when the University light turns green-- only a few cars can get through on the green-- the lanes are occupied by the traffic that emerged from the office complex. I have seen 8-15 cars be able to turn on to University from Woodland, whereas during the green light for cars continuing on University only 3 cars can cross the intersection. Not sure if this is clear-- there is no space for the cars continuing on University toward freeway to move forward.	Employees coming into town to work.
Cut through commuters using University and Waze sending them into the Crescent Park neighborhood	Employees going to and from work
Cut through traffic to Stanford Industrial Park, downtown businesses, non-synchronized traffic lights, too many people trying to use our streets	Employees leaving work at the same time; lots of moms driving their kids to after school activities; timing of traffic lights (or the lack thereof); back-ups on the freeway; backups at the metering lights for 101; and occasionally traffic incidents on University or the freeway.
Cut-through traffic	everybody cutting through crescent park to avoid University Ave traffic. could also be Waze directing people through the neighborhoods instead of on University
Desirability of visiting downtown Palo Alto; failure to build the Willow Expressway means cars must transit San Francisquito Creek residential neighborhoods to get from to Stanford 101 and points north.	Everyone cutting down Hamilton to avoid traffic and back ups on University
Downtown business access	excess downtown office development
Downtown business? Stanford? I have no idea where all of the cars are going or coming from that stack up down University Avenue and Hamilton. I am so worried that Dana Avenue will be next.	Exit congestion onto 101, University Ave. leading to Dumbarton, etc.
Downtown development	Facebook and Stanford and a lack of infrastructure to handle their growth
Downtown PA. Stanford	Freeway access and certain Apps that are rerouting traffic.
	Great increase in commuters. Also failure of the Willow Road corridor many years ago. Too few west/east routes.
	Hamilton Ave acts as a bypass for University Ave
	Heavy daytime traffic to/from US101, bottleneck where four lane traffic in EPA narrows to two lanes in PA, poor/no signalization coordination, media apps that direct through traffic onto residential side streets.

I believe that in the instances when there are traffic issues in other parts of our larger neighborhood they are likely the result of the work that is being done on the Willow intersection with 101 which has caused backups up and down the peninsula and particularly on University Ave. When this work on Willow is completed the traffic leaving Palo Alto on those instances when it is bad will improve.	Increasing traffic trying to get on and off the 101 freeway and travel to work or home in the morning and afternoon.
Improper access at 101 and university going south. Too many cars for too few streets. East Palo Alto and Facebook add tremendous amount of traffic	Influx of non residents and ride share vehicles
Inability of the City Council and Mayor, in particular, to even recognize the City has a major problem...!!	Insufficient access to freeway entrances.
Inadequate roadways to major destinations (Stanford, downtown, Stanford Industrial Park, Dumbarton Bridge, 201, etc.). Need other options (shuttles, buses, car pool incentives, etc.).	Insufficient access to Highway 101
Incoming employees	jobs-housing imbalance for Palo Alto (aggravated by lack of housing for Stanford staff and service workers)
Increase in numbers of apartments and townhouses in our community—puts more people on the streets in cars. This is exacerbated by the increase in new companies and large new office buildings close to our neighborhood. It is compounded by all the construction projects going on that detour traffic in the neighborhood or reduce large streets to one lane (Alma) or close sections off entirely (University and several smaller streets in the residential neighborhoods.	Lack of grade separations and overpasses. Pedestrian overcrossing for 101 at Newell Clark could have been auto capable. Newell SF creek bridge progress?? Woodland Ave EPA improvement?
increase number of Job in PA/Stanford	Lack of traffic funneling to major streets
Increase of companies in downtown means more cars trying to reach freeway during evening rush hour. Lights need synchronizing with EPA to make it easier for cars to enter 101 or continue on University into EPA to reach Dumbarton bridge	Limited access to Highway 101 and the Dumbarton Bridge, exacerbated by uncoordinated traffic lights and multiple jurisdictions responsible for traffic control.
increase of the numbers of cars trying to reach the Dumbarton bridge in the evening	Lot of people who don't live here come for work and drive , private school events and drop off , stanford traffic has increased , paly zone for kids coming from has also increased
Increase office buildings	Main arteries signals not coordinated
Increased commercial and Stanford jobs; poor light synchronization at University&Woodland, and University &101 (2 lights).	mainly due to too many employees commuting & partially to school drop-offs and pick-ups
	Multiple causes. Lack of alternative transportation, totally uncoordinated unsmart traffic signals (all over town- university, alma, page mill/oregon/embarcadero, WILLOW ROAD, no traffic police, lack of apts downtown. caltrans projects that are painfully slow with no local political pressure on Caltrans to accelerate projects.
	Newell Rd. is a secondary feeder to 101
	No smooth flow on Southwood to Center and / or E Crescent - make them one way during peak hours? no entrance "7am to 9am" and "3pm to 7pm" to create a loop? Also better signage to remind drivers of children/school nearby
	Non aligned traffic lights, too many cars backed up access to 101– get rid of metering lights, align traffic lights

Not enough corridors for all the cars to get in and out of Palo Alto.	Palo Alto and nearby cities have more jobs than places to live.
Not sure - probably too many cars on University - too many cars on side streets (i.e. Center Dr.)	People are driving fast and cutting through the residential neighborhood to reach their destination.
Not sure about the primary cause, but do feel the infrastructure is not good, not well designed. One example: University ave, it's hard to turn left and also block the traffic. Need better design to make the flow better.	People backed up on University Ave and they come to Palo Alto Ave to avoid the backup.
Office space building has outpaced parking space availability	people commuting to and from work. going through neighborhoods. huge back up getting onto freeways.
Office workers, and others trying to get to the Dumbarton Bridge, and 101.	People cutting through Edgewood to get to Newell bridge to bypass traffic. The issue is because it is a windy road - it is very unsafe for pedestrians (especially due to parked cars blocking line of sight)
On ramp to 101 in evening is awful	People cutting through Newell to reach East Palo Alto and Dumbarton bridge.
Ore expressway in AM caused by commuters. Noon hour parking in downtown - lunch people	People getting from the freeway to Stanford for school, work and games
Over building of downtown offices. Poor design of 101/University Avenue offramp and on ramp.	People go on side streets, so us who are residents here actually take longer to get to our homes.
Over commercial development in downtown Palo Alto. Silicon Valley high level of business activity Failure of city and other governments to recognize and address issues promptly and in some cases coordinate response (e.g. University and 101 lights with 3 agencies unable to generate a prompt coordinated solution).	People looking for a shortcut to 101 at rush hour. University Ave. is only one lane in each direction. Parking should not be allowed at rush hour..
over development lack of coordination of traffic lights	poor light control. Too many commuter cars coming into Palo Alto
Over development of office space all over Palo Alto, especially downtown. Over expansion of Stanford University with no account of the impact of that expansion.	poor management of traffic on roads that lead to 101and acknowledgement of city official of a problem they long ago addressed
Overbuilding at Stanford and in downtown Palo Alto. Because workers live outside Palo Alto and there is inadequate public transportation, they use University Ave.	Roads overloaded with cars
over-development - lack of enforcement of zoning regulations - council prioritizing business interests over residents	Rush hour gets heavy, but I know my way around it
Overloaded streets leading to and from the Dumbarton Bridge into and out of downtown Palo Alto and Stanford.	Rush hour traffic to and from Highway 101.
Overwhelming auto traffic volume during commute hours and Stanford special events.	Short cut to 101 and East Palo Alto high density apartments
	Stanford University and Mall employees, students, visitors and employers in Palo Alto. Most traffic is not from Palo Alto residents in my humble opinion.
	Street light timing at Middlefield and Embarcadero, and around University and 101

That's obvious. Over development, both downtown and Stanford.
The buoyant economy Too many people Poor public transit
The City Council's permissive policy in granting commercial building permits. Workers from outside the area in, excessive numbers, are rude and destroying the quality of life in Crescent Park and City in general. The need for residents to "purchase" parking hang tags for themselves and the people they employ--REALLY!!! Punishment for the residents who are faced with the ill-conceived, un- educated decisions forced upon us by an inept City Council.
the increase in people working downtown
the lights on University and the creek trying to enter the freeway or going over the freeway to get to the Dumbarton bridge. It only allows a few cars at a time.
There seems to be no synching of lights from the west side of 101 to the east side of 101 on University. Also, the construction both north and south of University on 101 seem to have made traffic worse. Finally, there seems to be more traffic in general on University than in the past - likely due to overdevelopment in downtown. All of the above have made traffic on University come to a standstill many days (it can take me 45 minutes or more to go 3 blocks from my house to 101), which ends up creating overflow traffic congestion on Hamilton, West Crescent, East Crescent, Center, and other streets.
Three things: Cars trying to get to (and onto) Highway 84, especially if there is an accident or some sort of tie-up on 84. Cars trying to get to (and onto) Highway 101. And the large number of cars filling up 101, 84, and 85 during peak commute hours.
thru traffic in neighborhoods due to back up on larger thru streets (like University and Middlefield)
To many people who work here and live far away
too many cars

Too many cars are using residential streets as a short cut to get on University Avenue.
Too many cars at the same time.
Too many cars cutting through the neighborhood to get to the highway
Too many cars exiting and entering Palo Alto at the same time of day. Poor traffic management...major corridors into and out of town not sufficient to accommodate traffic demands. Poor management of stoplight synchronization along corridors. Freeway entrances and exits overwhelmed by traffic demands.
Too many cars for the streets. Root cause is too many jobs in Downtown and Stanford but no affordable nearby housing so people don't have to drive to work.
Too many cars on too narrow roads with unsynchronized lights
Too many cars parked on the street! Resident cars should be parked in garages or on private property NOT on public streets. Public streets are for visitor parking, bicycles, traffic, emergency vehicles, other PUBLIC use!
Too many cars that should be diverted to Embarcadero that already has 4 lanes.
Too many cars trying to get across Palo Alto. Too many cars parking on streets, narrowing lanes.
Too many cars trying to use University Avenue, Embarcadero Road and feeder/overflow streets to get out of Palo Alto, particularly when there is an incident on the Dumbarton or 101.
Too many cars!
Too many cars, bicyclists, and pedestrians all at once
too many cars, not enough reliable public transportation
Too many cars, obviously, but I have no idea why.
Too many cars, timing of lights on University, entrances to and exits from 101 at both University and Embarcadero

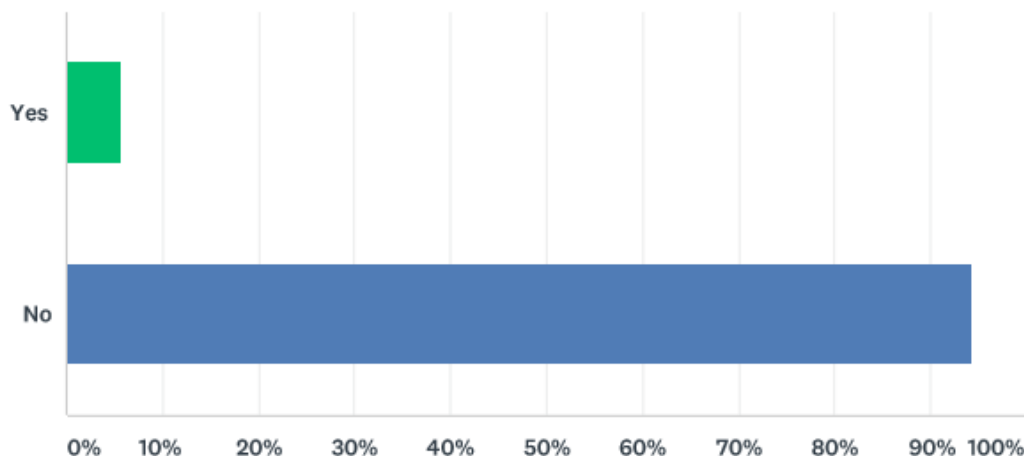
Too many cars. In my opinion, caused by runaway building downtown. Hamilton and other streets such as Dana and Forest are used by overflow traffic from University. Sometimes our entire street is completely lined up with cars at a dead stop. That never happened before this last year in the 30 years that we have lived here. Also--really hard to find a place to park downtown.	Too many people using the few main arteries to get into the downtown on roads that are not equipped to handle such volume. I am primarily concerned with speeding on side roads (I expect partially a byproduct of congestion) at times of peak traffic when those roads are shared with kids walking and biking to school. Center Dr is dangerous!!!
Too many commuters to downtown office space and Stanford	Too many vehicles for street and uncoordinated traffic lights
Too many commuters trying to get to 101 or to Dumbarton Bridge. Not enough roadway.	Too many vehicles for too little space
TOO MANY DRIVERS FROM OUT OF TOWN	Too many workers driving to and from and between offices across Palo Alto. Palo Alto has become a semi industrial park. Parked cars in Crescent make driving there dangerous. Plus, for University Avenue, the configuration of the lanes east bound just before the creek is absurd. Lanes should be reconfigured to make two lanes a little further back.
Too many employees in Palo Alto and Stanford who live outside of Palo Alto. Too many Palo Alto residents who work in other cities. Too many students driven to school.	Too many workers for the roads (and for every other resource). The lack of parking makes the problem significantly worse.
Too many motorist passing through Palo Alto; Motorist attempting to bypass major streets by driving through neighboring streets; Poorly programmed traffic lights.	too many workers making their way to and from work in the downtown area. sporting events at stanford concert events at shoreline freeway at capacity with drivers trying to enter freeway
Too many office buildings downtown plus Stanford expansions for school and hospitals.	Too much commercial development
too many offices downtown with commute traffic. poor signal coordination. waze redirect of traffic.	Too much development for existing roads to handle
Too many people commuting into Palo Alto	Too much office building downtown, not enough parking downtown that is convenient and Stanford growth
Too many people due to increased housing and offices with no expansion of congestion mitigation such as park and take shuttle, public transport options and disincentives to drive.	Too much traffic for infrastructure
TOO MANY people in TOO MANY CARS,	Toooooooo many people in toooooo many cars
too many people trying to get downtown and to Stanford...they are cutting through neighborhoods because the main roads are clogged	Traffic flow out of downtown Palo Alto during the evening commute home. Begoas early as 4 pm.
Too many people trying to use the University Ave corridor between the freeway and Menlo Park / North Palo alto	Traffic from workers who live out of town.
	Traffic headed to the East Bay across the Dumbarton bridge
	Traffic lights not coordinated, and too many commuters.
	Traffic lights on Middlefield need to be adjusted.
	traffic to enter the Dumbarton Bridge

Traffic trying to avoid University Ave. Plus the lack of parking allowed in Menlo Park across the Pope St Bridge, so they flood our street. Plus large commuter buses using our street for the commute, and the bend by the dog park is narrow and dangerous due to the above.	Volume and speed of cars racing through neighborhood streets to beat other cars getting to 101 and Dumbarton Bridge after the workday and to downtown /hospital/University/menlo Park in the mornings.
University ave has become a major access to freeway	Volume of cars from downtown PA and Stanford.
University Ave. back-up	waze and more people in town
University is a main corridor to enter and exit Palo Alto for employees/workers. Primary cause of traffic congestion is 1. corporation overgrowth/too many businesses, 2. no incentives to carpool or use public transportation, 3. no large parking structures near the 101 exits for commuters to park, then take shuttles into PA, 4. non-synchronized traffic lights, 5. no other corridor to/from the highways.	Waze and other apps are redirecting people down our block to get on University. More traffic coming from down town down Hamilton. Road construction is rerouting people. More construction vehicles in neighborhoods.
Unregulated business development in Palo Alto, huge spike in cars traveling in and out of the City, and poorly coordinated lights on University Avenue	Waze directing traffic through our neighborhood, Uber and Lyft, confusion 4-way stop and the. 2-way stop signs. No clear paths for bicyclist, sidewalks filled with vegetation and nowhere to walk. Dump trucks going exactly at the same time as school drop off as though they cannot go any other time. No police on duty people speeding through know that.
Unrestrained office development. Failure to enforce traffic demand management measures.	When school is not in session the traffic is clearly not as bad in town.....so driving to school and picking up and careless bicyclist create part of the problem. Morning and evening commuters cause the majority of the problem. Getting to 101 at 4:30 pm or later often takes over 3/4 hour to go 1-1/2 miles.
Use of cut through route ms because Univ. Ave is blocked	work hours, commute, traffic AM and PM, with the PM stretching from ca. 2:30 at times to 6 plus or minus.
Using neighborhood streets as arterial throughways	Workers arriving and leaving Palo Alto.
Vehicles coming into or through Palo Alto and the reverse. Too few freeway crossings.	Workers commute

## Q6 Is Palo Alto City government doing enough to address traffic problems?

Answered 176 No response 13

- **No 94%**
- **Yes 6%**



### Other comments:

Adding housing without requiring off-street parking at minimum 2 spaces per structure is crowding cars onto PUBLIC streets!

ALLOWING TOO MUCH DEVELOPMENT

Appears not; Ms. Kniss comments, if indicative, also imply disconnect with reality on the part of PA City government

Building more places for more people to work.

City council too often takes a pro-development stance. Some members (e.g. Mayor Kniss) fail to recognize a problem exists. Staff often seems to work without regard for past experience or normal human behavior.

City government has made it worse by turning large parts of Crescent Park and other residential areas in and around downtown in a parking lot.

Continuing commercial development and Stanford expansion continue unchecked.

Described in the answer of question 5 above.

Do NOT make bumps that reduce traffic to under 25 mph

Doing odd things like roundabouts that speed up traffic

Doing some (TMA, for example) for certain areas in the city and bicycle corridors, etc., however more needs to be done

Don't know

Enforce laws

finding a way to make sure traffic lights on University are lined up and efficient very needed

From pushing parking from downtown to residential streets, thus making streets more congested, and homes harder to exit, to ignoring the increasing time it takes to get to the freeway for commuting the are blithely undermining the day to day quality of life here.

I am concerned about access for emergency vehicles

I don't see any change.	It is hard to know - I think there is only so much that can be done before the fixes start to cause more problems - in some ways this is to be expected given the needs of our area
I don't know	
I don't know	
I don't know what they are doing	It needs to be one of the top priorities.
I have been to meetings, asked for several with my neighbors, etc. It's a big problem and there are no great solutions except for limiting the commuters in and out of PA by creating an offsite parking area with 15 minute buses to take people into downtown or through to Stanford. Parking along the Bayshore side would make sense. Companies should have to pay for this and incentivize their employees to use this system. many are already used to the concept of the Google bus, etc.	It's just grow, grow, grow! It almost feels as though they want PA to get bigger so that their resumes will look better!
	Keeps giving inadequate parking requirements to developers
	Make all signals 'smart signals'
	Mayor Kniss's statement that there is no problem indicates the attitude
	More enforcement would be appreciated, particularly crosswalk violations.
I see nothing they have done to correct the problem except place pots on the streets and the plants are dying. There are too many people trying to get out of town at the same time.	Need shuttles from commute parking in Baylands.
	need to include Stanford housing on Stanford lands instead of aggravating the jobs-housing imbalance
I think there is a limit to what they can influence	no enforcement and lack of a coordinated plan. Also lots of haves and have nots. Residential streets in College Terrace and Downtown North have residential street closures and limits access which sends more cars through Crescent Park
I would like to see more enforcement on speeding restrictions on Center Dr. and Middlefield. I have yet to see anyone pulled over. Actually, I have yet to see a single police car even just parked on the side of these roads as a warning to speeding drivers	no opinion
I'm not aware of any specific actions the city is taking. Furthermore, I called the city to inquire about traffic counting they were apparently doing elsewhere on Lincoln, and despite leaving voicemail messages with the people identified as responsible, nobody ever called me back.	Not clear what they are doing or how aware of the situation they are. Perhaps they are doing more than we know?
In one respect this is an area where Palo Alto is more impacted than the cause. I do not agree with those that speak to our "growth" as the driver, but rather see regional traffic impacting our community.	Not sure
It has been years since there has been any traffic enforcement on Hamilton Ave. Cars now travel at 40 to 60 mph in the 25 mph zones.	Nothing at all
	Nothing has happened accepts for few meetings
	Palo Alto City Council only cares about office developers and not residents
	Please try and do something to get cars out of our playberhoods (neighborhoods). I honestly don't think you need a survey to know that it is really back in Crescent Park. Just come and take a look for yourself and you'll understand!
	Push grade separation investments for PA and Menlo Park.
	see above

Should not be allowing cars to backup onto side streets where people can't get out of the driveways and emergency vehicles cannot get through.

Speed bumps could be installed on Hamilton, don't narrow road like by Ross Road YMCA so that bikes and cars are trying to get over the same bumps. Veery dangerous

Stop new traffic causing developments in Palo Alto

Surely hope synchronization of traffic lights on University Ave. will help.

Synchronizing lights will help but we need to improve public transit options and get people out of cars. We can't handle growth at Stanford, Castelleja, etc until this is achieved.

The changes on Middlefield are great.

The City could have satelight parking areas on the east side of 101 and run shuttle busses from there to down town.

The City Council should be working to coordinate with East Palo Alto and Fremont the stop lights on University Avenue and after the bridge; should require businesses to provide car parks on the fringes of the City; and insist that businesses provide free shuttle service from the car parks into Palo Alto.

The cut through traffic is pervasive through out town -

The government has turned a blind eye to the safety concerns in Crescent Park

The opposite. PA govt. is increasing the congestion and competition of traffic with increasing office/commercial development and decreasing parking spaces. And with residential construction permitting 4 or more bedroom homes with a single car garage is greatly increasing the danger to pedestrians, bicyclists as pulling out of driveways with obstructed views has become the norm.

The Palo Alto City government is and has always been owned by a small group of development oriented interests.

The tone deafness of Liz Kniss (and her inadvertent suggestion to through motorists to use our smaller streets which further endanger our children) regarding traffic concerns was absolutely appalling. I have multiple photographs showing traffic backed up for multiple blocks on every street radiating from the intersection I live near.

There are not enough stop signs or police present to help manage traffic laws.

There is not much they can do, all cities have problems during rush hour

They are approving lot of high density homes and not implementing parking restrictions properly

They clearly are trying, though

This has been an issue for a long time now and the City does not seem to care.

This is a failure of this City Council and most of their predecesors. They all say take public transportation but ignore the lack of connections that must be made to run this efficiently, lack of bikes on trains, ageing of the population that are no longer able to ride bikes everywhere.

This is a hard problem to solve because the traffic is a result of increased population at Stanford University and increased use of office space in downtown Palo Alto. As long as University Avenue is a major arterial and there is no alternative (e.g., the originally planned Willow road freeway/expressway in the 1960s, which had its own problems), this will be tough.

this problem has existed for many years and the City has done absolutely nothing

Too little to late!

University Avenue is overwhelmed with traffic in the morning and evening, overflow spills into adjacent streets limiting ability to exit or enter a residence

Unsure - new to PA

We do not even have approved ride sharing or scooters.

We have a planning dept. that wants to urbanize Palo Alto

We have options available. Enhance our shuttle system, have satellite parking at the Badlands, basic strategies to limit the number of trips into downtown.

We keep adding more and more offices.

We need parking permit signs on our block, they are everywhere else in the neighborhood

We need to see more traffic enforcement; please don't dig up our streets and intersections to experiment with new "traffic calming" ideas.

when pushed by neighbors they get involved

Work to synchronize lights should happen at once since PA, EPA AND CAL TRANS agree that it would help.

**Q7 Please suggest two or three actions you want the city to take to address traffic concerns. Please take your time and be as specific as possible.**

- All of the responsible governmental bodies and city governments should work together to address this issue. - We need to seriously look at new public transportation options and, possibly, incentivize the private sector to come up with solutions. Growth can't, and shouldn't, be stopped in a healthy economy, so changing the way people commute is the only healthy option.

- clear up University Ave traffic flow which is already in progress. - require Stanford to build direct access to 280 (not via clogged Page Mill and Sand Hill) and additional routes to 101 that go through MENLO Park as part of GUP - think through bike sharing from a systemic perspective. don't take away traffic lanes without understanding the science of how traffic works overall, but figure out a way to add miles of biking only lanes, so that local traffic can enjoyably bike rather than drive.

- Consider signage to stop cut through driving (aka Menlo Park's actions) - Have Palo Alto communications monitor traffic buildup or gridlock and dispatch police and advise fire for emergency services. - Encourage more bicycle usage inside Palo Alto. Many of the neighbors who complain do not appreciate how a bicycle makes the traffic problems not be a burden.

- Remote parking with shuttles for commercial orgs with more than a threshold number of employees downtown. Remote parking would be located to make it easier for employees to get on/off freeway

(1) Partner with Google / Apple / Uber etc. to get a comprehensive \*statistical\* understanding of traffic issues. Enough of ad-hoc and unscientific characterizations. (2) Think seriously about park and ride options on East Embarcadero

\*no overnight parking unless a resident or guest of resident \*no all day parking by commuters \*non-residents parking their cars overnight and often for several days taking up spaces from residents or guests of residents and feeling very "entitled to do so"! \*cars speeding down our street - we have many young children playing during the day!!!

???

1) In concert with East Palo Alto, adjust the light timing on University between Middlefield and the Dumbarton Bridge access road 2) Limit new office space downtown to reduce further traffic burden

1) More enforcement - running stop signs. Thank you for the stepped up enforcement 2) Road closures on certain cut through streets - like exist of Bryant. This will make these cut through routes not beneficial

1) Office space must be capped at the current number of employees, with no further increase in total employee headcount at all. 2) If employee headcount growth is stopped, then numerous other measures will have a chance to be effective. With more employees, all other solutions will fail. 3) Parking is a large related problem. Inadequate parking contributes to traffic congestion. There is no need to incentivize new developments by allowing them to be under-parked, because there should be no new developments (other than headcount-neutral building replacements that must be required to be over-parked).

1) possibly one-way on Lytton and Hamilton

1) Prevent cars from using the crescent park streets as a cut through. 2) install speed bumps on Edgewood drive 3) reduce the traffic that goes down Newell street to cut through into East Palo Alto as a means of getting to the 101

1) Soften zoning restrictions to allow increased housing density along commercial and mass transit corridors. 2) Significantly increase bike lanes and safe routes to work

1) The traffic signal synchronization that has been proposed for University Avenue seems like a good start. 2) I have always felt that an elevated section of road (called a fly-over?) over the most problematic section of University Avenue could allow "thru" drivers to get to the highways more quickly, while freeing residential streets and smaller intersections for use by local traffic. 3) Crescent Drive is an area that really needs help. I avoid driving anywhere during commute hours, as much as I can, but I have seen that street during commute hours and even tried to travel it once. Never again. Those poor people. When I first moved to Palo Alto, my daughter's classmate lived on that street and I thought it was so charming. Now all I think is, "Thank God I don't live on that horrible street." During the evening hours, if someone on Crescent Drive had a medical emergency that required an ambulance, they'd probably die. In the case of a fire, their house would almost certainly burn down before a firetruck could get to it.

1) Traffic congestion charges to keep cars out of the downtown area? 2) Parking lots on 101 with shuttle buses for commuters?

1). Require two off-street parking spaces with each home, apartment AND ADU/JADU! 2). Restrict parking to permit only, charge for permits and allow only 1 permit per address. Permits should be electronically tracked and only allow street parking for 2 consecutive days or 4 days/calendar week whichever is least.

1)See #6, 2) consider asking employers to vary start and end times at work in Industrial Park to alleviate 8-10am and 3-6 or 7pm clogs 3) DISCOURAGE further growth in businesses in Palo Alto. Start-ups, once they grow to a certain size should move to a less congested area of the state or nation where jobs are needed, housing, cost of living and transit are more affordable.

1)Stop cars from stacking up down Center Avenue and Southwood Avenue (E.Crescent), especially in the late afternoon making it almost impossible to get onto University Avenue to get onto the freeway. Please don't let your plan be to divert them down the 1200/1300 block of Dana Avenue either. I don't have a suggestion unless it's signs that prohibit traffic down these roads at certain times of day. Could University be widened? That sounds like a terrible idea to those who live there. How about ride share incentives if you come from other cities and commute together? Some sort of parking lot with a shuttle bus? I don't have answers. The traffic should never have been allowed to ever get this bad.

1. Better crosswalk safety at Crescent Dr. and University 2. Make Crescent Drive one-way to discourage drivers from racing through this narrow curved street trying to get ahead of the line of cars on University Ave.

1. Fix the light synchronization between Middlefield and across 101. 2. Limit the amount of office space that can be occupied by a single entity--e.g., AWS and Palantir.

1. Limit growth of downtown office complexes. 2. Develop remote parking areas and shuttle service for downtown employees. One parking area near Dumbarton Bridge, for eastbound commuters, one near Willow Road (for northbound commuters), a third for southbound traffic (but not sure where to locate).

1. Maintain limits on further downtown development. 2. Insist on realistic and adequate parking as part of any new construction. 3. Coordinate lights/traffic planning with agencies responsible for 101, EPA, and other neighboring jurisdictions. 4. Explore blocking WAZE on residential streets.

1. Restrict office development in Palo Alto until current traffic issues can be resolved. 2. Demand that Stanford provide mitigation for the added traffic its new development will impose on Crescent Park.

1. SYNCHRONIZE LIGHTS ON UNIVERSITY, HAMILTON & LYTTON!!!! 2. Allow through traffic to Stanford and other large companies through existing large thoroughfares, like Embarcadero and Willow. Make this large enough to incent drivers to use it. 3. Build huge parking lots on the East side of 101 and enough shuttles/buses at all hours to destinations in Palo Alto, Stanford, SRP and other big employer/shopping centers.

1. Use of cameras to better control traffic lights. I often sit for several minutes at a light with no competing traffic. 2. Better and more bike lanes so I don't always have to drive.

1. A moratorium on new office buildings in Palo Alto. 2. A **\*\*viable\*\*** shuttle service to and from a parking area in an area such as around the PA airport. 3. Any new construction, whether commercial or residential, must have adequate off-street parking. No ADUs, for instance, unless the lot has extra off-street parking.

1. Build large commuter parking structures at all of the Hwy 101 exits, and offer shuttles to get to Palo Alto. 2. Palo Alto businesses need to incentivize employees to carpool.

1. Coordinate the traffic lights on University as it goes into East Palo Alto. They create a terrible jam AM and PM. 2. Allow only residential traffic on neighborhood streets during rush hour. 3. Allow one side of the street "No Parking" at rush hour and use 2 lanes in the rush direction. Allow bikes on sidewalks from 3-6 PM where there are n bike lanes.

1. Forbid left turns on Hamilton toward University during afternoon commute hours beyond Middlefield. 2. Coordinate stop lights on University to improve traffic flow. 3. Block signals to traffic apps that currently suggest Hamilton as a bypass route.

1. Freeze development. 2. Freeze development. 3. Freeze development.

1. Implement a moratorium on development downtown 2. Enforce zoning laws 3. Make businesses pay a fair share for the burden they put on our infrastructure

1. Limit downtown office building 2. Limit Stanford expansion 3. Redesign 101/University Avenue on and off ramps; restore to state before 4 Seasons complex was built. Southbound exit off 101 should have a direct offramp and not have to cross eastbound traffic. This halves the capacity of the intersection.

1. Limit growth of businesses in Palo Alto. 2. Provide parking in Baylands area and provide shuttles to and from downtown. 3. Make Crescent Dr and center both one-way, at the very least in the late-afternoon and evening hours.

1. Purchase parking lots at outskirts of town where workers would use shuttle buses to downtown & Stanford. 2. Draconian limits on building, elimination of extra square footage for "benefits", no substitution of fees for insufficient parking spots.

1. Recognize the City has a major problem. 2. Convene a task force to find a solution 3. Report back to the City Council with a tangible action plan in 90 days. 4. Accept the fact tough choices have to be made and some constituents will be unhappy. 5. Implement the recommendations.

1. reduce traffic in neighborhoods 2. reduce employee parking in neighborhoods 3. continue to improve safe bike lanes (preferably protected from autos

1. Speed bumps or Stop sign on some residential streets. 2. Have traffic officer at E Crescent & Southwood from 4-7pm. 3. Put up those digital screens that show vehicle speed vs speed limit, on Edgewood.

1. Stop Menlo Park residents from flooding our street with their parked cars just over the Pope St Bridge. 2. Prohibit commuter buses and vans from using Palo Alto Ave during commute hours.

1. traffic calming measures in neighborhoods (plans already underway for key Crescent Park areas) 2. enforcement of speed limits 3. more synchronization of traffic signals - especially Middlefield and Embarcadero (already planned for University)

1. Discourage cars from driving through our neighborhood streets (traffic flow control measures) 2. Fund alternative public transit measures 3. Limit downtown commercial expansion

1. work with Menlo Park to get Willow Road to absorb more thru traffic from West to East 2. institute a business surcharge for businesses located downtown based on # of employees living outside of Palo Alto... this should be easy to document... and use funds to supplement traffic management.. this is not intended to hurt low-wage workers

1/ improve university ave's traffic flow, e.g. make space for left turn so it doesn't block the flow.

1/ Install speed bumps on Lincoln between Channing and University to slow traffic. 2/ Be ready to deploy traffic police to help alleviate complete gridlock when something goes wrong (e.g. accident or traffic signal out)

1/make cut through driving illegal 2/add large speed bumps on dana 3/our traffic cameras to fine people for speeding

A round about near Hamilton and Lincoln just like on Bryant Street to stop traffic from speeding. #2 designated bike lanes along side walks like in Europe if you really want kids to be safe while going to school or make it biking only zone on school times for certain roads. #Cops showing up as a deterrent to randomly stop and give tickets # signs saying residential zone traffic fine doubled # get Waze to not make residential streets in Palo Alto speeding lanes for Uber and lyft drivers # create "real" parking for residents taking Caltrain or sync bus service that actually works (fast and reliable)

Above; parking areas in Baylands with frequent shuttles. Shuttles and major parking areas off of 280. Coordinate with other cities/county.

Add parking garages downtown.

add shuttle routes and frequency during peak hours, tequire companies to payfor train passes,

Back 4 lane Newell bridge at SFQ creek, improved Woodland Ave, consider 101 auto overcrossing to Clark Ave,

Be responsive. Consider returning citizens' phone calls.

Better coordination of signals (I am aware there is already a grant for this); more visible police enforcement of traffic regulations, particularly on residential/side streets; encourage employees of large employers to take alternate means of transportation to work in the downtown/Stanford areas.

Better management of signal sequencing; better lane stripping and use of street space

better timed traffic lights. limit further office development development park and ride lots with shuttle to downtown

Bumps should not reduce traffic flow under 25 mph

Cameras on traffic signals. More police presence/ticketing. Nike and scooters shares.

CAP ON DEVELOPMENT=====REALIGN EXIT FROM FREEWAY AT UNIVERSITY

Cars should not be allowed to cut through neighborhoods. It is dangerous for kids as people are in a hurry.

Close one end Crescent Drive. Crosswalk pedestrian lights. Bussing downtown and Stanford traffic from parking lots.	eastbound light on University @ 101 seems to stay on red too long during back up times; If traffic is flowing so heavily in one direction can this be changed based on time of day? On days when there is significant back up due to an accident on 101 or Dumbarton, get police presence to manage traffic on University, Hamilton, Lincoln to make way for people getting into their homes and for emergency vehicles to get through
Coordinate all lights at University and hwy 101 so cars can move. Maybe put a traffic policeman there to direct traffic from 3:30 to 7:00pm on weekdays	Enforce existing laws speed and others Sync stoplights
Coordinate signals, Work with EPA, Cal Trans, Cal Train	Enforce existing traffic laws. Stop increasing density - housing and office.
Coordinate street construction projects so that there are not so many happening at the same time. Stop building new extra- large apartment and office buildings so close to the city center. Absolutely stop the Castilleja project proposal from moving forward—it will definitely affect my direct neighborhood in regards to traffic. Take them BACK to previous more reasonable enrollment levels and tell them they will have to build an extension campus elsewhere, in a more appropriate area (I. E. NOT in the middle of a residential neighborhood). Several other private schools have already done this.	Enforce speed limits and other traffic regulations. The speeds on Embarcadero, for example, are consistently well above the limit despite their being multiple schools on that street. Provide dedicated left turn lanes where appropriate, for example intersections on University and elsewhere that have traffic lights (Lincoln, Chaucer, etc.) A single driver wanting to turn left can block the road for a dozen or more other motorist. Strongly discourage through traffic from using narrow residential streets. Post signs "No Left Turn Except for Local Access" at, for example, Fulton and University and Fulton and Hamilton (and many other examples.)
Coordinate traffic lights to Dumbarton, stop expanding office space in PA, and require Stanford to provide adequate parking for all expansion.	Forbid traffic to enter neighbors during rush hour. Enlarge traffic corridors, synchronize stoplights, stagger office hours, provide large parking structures from which employees can be bused to businesses. Pay for employees use of mass transit as part of job benefit.
co-ordinate traffic lights...run the shuttle more often and earlier in the am and later in the afternoon	Force all employers to make sure each added job does not result in another vehicle passing through PA. Cap the number of new jobs now.
Coordinate with East Palo Alto and county to time lights better. It's obvious.	Get companies (especially those who took over retail space downtown) to provide public transportation for employees. Increase cost of parking to drive people out of their cars. Consider establishing a parking lot near freeways with shuttles into downtown, corporate areas. Add more safe biking routes.
Coordinated traffic lights Reduce options for parking to increase use of mass transit	Get traffic to stay on major streets
Create a city-wide plan to determine appropriate population and infrastructure required to support it.	Halt building permits for new buildings.
decrease the number of parking permits to encourage car pooling.	I don't have any good ideas, shirt of blocking residential streets as thoroughfares
Develop office park east of Hwy 101, and divert office spaces in downtown area to this new office park area.	
Do not allow Castileja expansion. Lower amount of office building/expansions. Discourage diversion of traffic through residential neighborhoods.	

I don't have the training to recommend, the new roundabouts seem dangerous to me with little kids going to school. (2) the median strip on Embacadero between St. Francis and Greer can be very scary especially during rush hours - people going left to Wildwood or right to N. Ca end up facing each other- don't always use blinkers and then it is a "dance" to get around each other	Keep commuters off neighborhood streets
I think we are building too much office space without adequate public transportation. Can the city do anything about that?	Legally stop the apps (Wazed, Google, etc) from being able to access those neighbourhoods, consider one way streets and speed bumps / roundabout to slow drivers down
I would not necessarily limit development but instead explore new ideas to more efficiently move traffic in and out of the City. Could University Avenue switch to two lanes in one direction (using the bike lane and bikes move to Hamilton) during rush hours?	Limit commercial development. Buy parking lots off Dumbarton Bridge and shuttle busses for employees.
If reports are true that the city is allowing downtown businesses to grow and hire many more people who need to get to work without allowing for both traffic and parking, then this needs to be addressed.	Make Hamilton one way towards downtown. Traffic light coordination on University Ave (know it is in process but should be top priority). Moratorium on Downtown development until a traffic management plan is developed and in place.
Implement the test traffic calming project proposed by residents' committee	Make some streets one way.....Center and East Crescent from the Hamilton/Southwood intersection. Not traffic related but safety related....paint all corners at University red so no parking is allowed at least 50 feet. Visibility at corners is very bad at many intersections. Make more stop signs, particularly at Lincoln and Channing. It should be a four way stop. It is difficult for drivers but nearly impossible for pedestrians to cross Channing several times a day. I have seen many near accidents at this intersection. Speed bumps don't help at all. Also very difficult to cross Middlefield at any intersection without a light. Add some lights on Middlefield.
Improve flow of traffic on University Ave Reduce cars using side streets instead of main roads	Make sure all new developments have parking as required by code, no exceptions. Enforce codes as to zoning of commercial property
In crease number of parking spaces per thousand square feet of building — both for commercial and residential structures. Coordinate traffic signals on all major commute routes in and out of Palo Alto during morning and evening commute hours to increase volume of traffic flow and push for as much coordination with authorities of federal and state roads and with surrounding towns.	Make sure the lights sync from the west side of 101 to the east side. Halt any further development projects that will add more commuters going to downtown Palo Alto (while you dream that they will take Caltrain, too many end up driving).
increase housing	make sure traffic lights on University Avenue are lined up and efficient at key hours 4-7:30pm...
Install traffic calming measures on streets like ours (Fulton) to eliminate much of the 'cut through' traffic. Do NOT approve ANY developments with limited parking.	Moratorium on new office spaces Build more downtown parking
Keep all parking permits Residents Only while increasing the allocated time to 4 hours so social gatherings are not impacted. Create a shuttle system from Stanford and downtown to and from lots by the Baylands or other non-residential or downtown area	

Moratorium on office building in downtown core, require developers to build exactly the number of spaces they need for their employees (no community benefits crap), make all the neighborhoods adjacent to core 2 hr parking and offer discounts or free passes to those who can't afford the permits. Require Stanford to have employees park off campus and provide buses to campus (a la Google).

More crosswalk enforcement. Reinstate Downtown North Traffic Calming Project. Charge residents for parking permits.

More police presence

More police presence to enforce stopping at stop signs and speeding on residential streets. I would also be open testing making Hamilton near Middlefield a one-way street (towards downtown)

More stop signs are needed on Channing Ave. More police to enforce traffic laws.

need to do something to cut the flow of traffic thru crescent park. it is especially bad from 4:30pm - 6:30 pm

Negotiate strongly with East Palo Alto and Caltrans to improve signaling of intersections between Palo Alto and the Dumbarton bridge. The current signaling scheme gives preference to EPA traffic.

No more office space developments. Buy land in EPA and make commuters park out there and shuttle in on electric shuttled

No through traffic signs to discourage Waze, Opening Sand Hill, North Downtown Streets and College Terrace so we all share the pain! Limit commercial development until solutions are in place. Verify number of commuters using public transportation when commuting to Stanford. Hold Stanford accountable for mid afternoon traffic on University. Treat all neighborhoods fairly with a comprehensive plan.

Not letting private schools expand beyond there capacity Parking issues for employees to be addressed Company should provide for parking otherwise they should not keep the office here Not promoting high density high rise building for office or home

One way street on East Crescent to be flow in from 101, not flow out Fine for gridlocking intersctions

Our streets are not equipped to handle the number of cars that go downtown and leave downtown. Also there is inadequate parking for these cars.

PA could have a big parking facility in the Bay Lands with frequent running shuttles into town (e.g., the Santa Margarita shuttle from the train.) We could stop adding so may offices downtown. Remember, each room can have along table with many works with their own computers. There are not so many single offices or cubicles anymore, so the worker numbers per space is greatly increased.

Park in lots built closer to freeway and take shuttle to work and Stanford Increase public transport options for all including residents Better traffic management by City

Penalize speeding cars Encourage carpooling with discounts on parking

Please end the over night parking program in Crescent Park. It is a privatization of the public right of way and I believe it is elitist as well.

Please look into timing of lights around University and 101, during morning and evening rush hours, especially when it is impacted by freeway and Dunbarton bridge traffic. Separately, the concerns about traffic from Castilleja seem largely unfounded to me. Traffic is down 25% from the school. Perhaps there is more traffic from Stanford, Paly, and Town & Country but Castilleja. Would it possible to help validate and communicated this to neighbors whom, it feels to me, are unfairly blaming Castilleja.

Please provide parking structures close to Dumbarton bridge with frequent free shuttles to downtown. Improve public transit.

<p>Please! no more new PA Committees !! that will "study" problem ad infinitum/nauseam, nor, please, expensive outside consultants that drag out "solutions" forever. 1. Assess other communities' problems/solutions to date 2. See if lights could be synchronized and at higher speeds during commute times to allow for faster movement 3. Paint new "merge" lanes (where possible,) onto traffic mains from residential side streets so residents are not trapped, kept from merging onto mains. 4. Consider eliminating timed freeway red light/green light merging controls at freeway onramps. Wastes fuel, time and traffic still bunches up too often - my observation.</p>	<p>Require staggered work hours for businesses or other traffic abatement measures that businesses must adhere to. Also, increased public transport innovation and affordable housing.</p>
<p>Prohibit traffic through the neighborhoods and widen main arteries For commuters to get out.</p>	<p>Reroute to Embarcadero Improve timing traffic lights</p>
<p>Provide parking lots at major freeway exits and bus people to town</p>	<p>Restrict the use of side streets/neighborhood streets as drive throughs by non-residents or unauthorized personnel.</p>
<p>Public transit and shuttle services No residential streets allow during traffic hours</p>	<p>Satellite parking for downtown &amp; Stanford employees. Fix flow on University Ave to 101 &amp; beyond. Cooperate with Stanford on housing for employees.</p>
<p>Put a halt on more business development in downtown. Work to fix problem with lights in EPA to help cars from University Ave in PA getting onto freeway</p>	<p>satellite parking lots with frequent shuttle buses to/from downtown incentivize commuters/employers to use buses enforcement of traffic laws more capacity on Caltrain on runs during peak commute times</p>
<p>Put parking permit signs up in our neighborhood. Time the lights getting on to highway 101 Do not allow commuters to cut through neighborhoods</p>	<p>see above</p>
<p>Put up a sign that through traffic is not allowed on Center Dr or Crescent Dr. Periodically station a police office on those streets and give people tickets who are stuck unable to move on Center Dr.</p>	<p>See above suggestion. Also, limit commuter neighborhood traffic without making it difficult for the home owners to get around. That's why I think requiring commuters to park outside or on the boundaries of PA and then get bused in makes the most sense because then we don't have to change our neighborhood streets with adding blockades, speed bumps, one way streets, etc.</p>
<p>Put up signs to get people to slow down. Kids are at play. Maybe speed bumps. Provide bus options from freeway parking lot areas to downtown. Both from 280 and 101.</p>	<p>See above, re efforts to curb speeding. I think the problem is particularly acute on longer road segments where between stop signs or traffic lights (see e.g., Middlefield near Addison intersection, Center between Pitman and Channing).</p>
<p>recalibrate signals for major exit traffic in afternoons and evenings. limit office development downtown.</p>	<p>See previous answer</p>
<p>Redirect traffic to Embarcadero, Oregon &amp; San Antonio. Flexible time for workers. Drive mid day.</p>	<p>See the "create a loop" suggestion above - with Center and ECrescent to University. Make sure Newell and Dana are well enforced by traffic officials, especially in times of children walking to school (crossing guards are not enough) Enforce parking - many times I see several large construction trucks staying overnight / blocking drivers clear view of corners and forcing traffic to alter from safest path.</p>
<p>Remove yellow poles and dividers between Everett and Hawthorne on Middlefield.</p>	<p>Short term: restrict parking in 1200 block of Lincoln Avenue to one side. Long Term: set up parking areas and shuttle service into and out of</p>
<p>Replace CalTrain line with BART.</p>	

downtown Palo Alto.	The city needs to engage Santa Clara County and San Mateo County to convince Menlo Park to participate in traffic solutions.
Shuttles from large remote parking lots (east of 101?) to major destinations; car pool incentives.	The City needs to put up signs like Menlo Park did. Other measures like Speed bumps, electronic speed signs, online apps waze, google should not be allowed to divert traffic through residential neighborhood, etc. would help
Simple, stop development. Too many cars.	Time the traffic lights on University Ave; have traffic police directing traffic if the situation is dire; and if it were possible (I can't imagine it is), finding a way to prevent through traffic on Hamilton Ave which exacerbates so many of the issues we are having. If all of the traffic were made to take University Ave, perhaps people would take public transportation, change their work hours, or find some other way to avoid the peak traffic.
Slow down downtown growth Manage traffic light more efficiently Convert some of the streets to one-way	timing of lights to 101 exchanges into East Palo Alto needs to be improved.
Speed bumps on streets like Hamilton to prevent speed and discourage through traffic. Synchronize lights on University. Building parking areas that bus people in to Stanford, Facebook and downtown PA. No more office until problems are solved.	timing of lights; create a large traffic circle at 101 and University (I know it's East Palo Alto). Create peripheral lots with jitneys.
stop allow companies to build downtown or if allowed require employees park off site	Traffic calming measures. Caps on office building. Work on shuttle service to reduce traffic flow through our neighborhoods. Police presence.
Stop commercial development in Palo Alto. Start charging underparked commercial buildings per-worker fees. Build a garage near Dumbarton Bridge offramp and put in bus service to local offices (this should be paid for by businesses with fees per employee from out of town).	Use a more realistic, lower square footage number to calculate the number of employees in a building/work space. Slow down development until PA has a much reduce job imbalance.
Stop cut through traffic in Crescent Park. Everyone tries to avoid University Avenue so all the residents on the side streets suffer with traffic.	Very much improve public transport
Stop more businesses from locating in already dense locations. Require businesses to subsidize public transportation. Enforce parking in uninhabited areas and provide shuttle service to job locations.	Work on adjusting the lights so that the Woodland traffic is not given preference to jam the entering intersection. If there is an accident or traffic light malfunction that leads to gridlock (was 1 hour to go 2 blocks on at least 2 occasion, could a police officer be sent to direct vehicles?
Stop sign on Channing and Alister is often ignored by drivers People park over driveways	Work with East Palo Alto to ease congestion at our common border. Light timing/durations?
stop taking surveys and fix the problem	Work with EPA to get a better route to the Dumbarton Bridge that goes around the lights on University
Stop with all the new buildings downtown. Improve mass transit so that fewer vehicles can serve more people.	Work with other cities along the Peninsula to ease the flow of traffic through East Palo Alto and across the Dumbarton.
Synchronize signals from University to the freeway. Enforce traffic laws in residential areas	
Synchronize traffic lights on University. No more commercial growth downtown without parking. Incentivize public transportation.	
That is something that we have government for. You need to come up with the solutions	

Zero new office development. Vigorous requirements for use of alternative commute arrangements. Employee head tax. Satellite parking lots with shuttles.

1.) Use political pressure to urgently accelerate projects on 101 and connectors to ease traffic. Silicon Valley produces all the tax revenue but is a poor stepchild to S. Cal when it comes to infrastructure improvements. 2.) Implement smart traffic light controls immediately across Palo Alto and into E. Palo Alto, and on Willow Rd. Why do we need to wait for a year for something that should have been done years ago. Traffic engineering needs to be out on the street instead of in an office. Zero advocacy for a problem that is increasing air pollution and noise pollution. No accounting for the wasted time and increase in accidents that occur due to stupid signalling. 2.) Increase traffic police patrols on University, Embarcadero, Alma, Crazy speeding is endangering children every day. 3.) Increase the cost of permits dramatically for downtown workers to encourage companies to provide for alternative transportation. Make it expensive to drive a car downtown and park all day. This will encourage retail parking which is desperately needed. 4. Eliminate overnight street parking citywide (a la Menlo Park) without a permit. This will encourage people to have less vehicles and free up streets for residential rather than commercial use

as intended. 5.) Mandate Stanford increase shuttles from the E. Bay to campus at early hours for the medical center employees and for campus employees. Should have frequent stops at BART and other bus transport hubs.

**Q8 From the National Citizen Survey Please rate each of the following characteristics as they relate to Palo Alto as a whole.**

	Excellent	Good	Fair	Poor	Do not know	n=
Ease of public parking	2.75% 5	15.38% 28	46.15% 84	35.16% 64	0.55% 1	182
Ease of travel by car in Palo Alto	0.55% 1	16.94% 31	45.36% 83	37.16% 68	0.00% 0	183
Ease of travel by public transportation in Palo Alto	1.08% 2	4.84% 9	17.74% 33	45.70% 85	30.65% 57	186
Ease of travel by bicycle in Palo Alto	7.61% 14	32.61% 60	27.17% 50	9.78% 18	22.83% 42	184
Ease of walking in Palo Alto	26.20% 49	55.61% 104	14.97% 28	1.60% 3	1.60% 3	187
Availability of paths and walking trails	15.05% 28	44.62% 83	23.12% 43	6.45% 12	10.75% 20	186
Air quality	7.65% 14	44.26% 81	35.52% 65	9.29% 17	3.28% 6	183
Cleanliness of Palo Alto	15.22% 28	51.63% 95	25.54% 47	7.61% 14	0.00% 0	184
Overall appearance of Palo Alto	18.58% 34	52.46% 96	25.68% 47	3.28% 6	0.00% 0	183
Public parks where people want to spend time	33.87% 63	48.39% 90	13.98% 26	0.54% 1	3.23% 6	186
Variety of housing options	4.35% 8	16.30% 30	30.98% 57	37.50% 69	10.87% 20	184
Availability of affordable quality housing	0.53% 1	4.81% 9	13.90% 26	69.52% 130	11.23% 21	187
Fitness opportunities (exercise classes, trails, etc.)	28.11% 52	45.95% 85	18.38% 34	2.16% 4	5.41% 10	185
Recreational opportunities	31.72% 59	46.77% 87	14.52% 27	0.54% 1	6.45% 12	186
Availability of affordable quality food	16.48% 30	43.41% 79	28.57% 52	10.44% 19	1.10% 2	182
Availability of affordable health care	14.29% 26	32.97% 60	25.82% 47	14.29% 26	12.64% 23	182
Availability of affordable services	6.67% 12	27.22% 49	34.44% 62	17.78% 32	13.89% 25	180
Availability of affordable quality mental health care	3.93% 7	11.80% 21	17.98% 32	17.98% 32	48.31% 86	178

## Q9 As a resident of Palo Alto, what one change could the City make that would make you happier?

There were responses from 159 of the 189 who took the survey. Following the methodology of the National Survey, those 159 open-ended comments were categorized by topic. A total of 382 comments were captured in the categories below as some responses were split to cover multiple topics.

Traffic concerns	63	40%
Traffic congestion	46	29%
Development (other than housing)	33	21%
Traffic safety and/or enforcement	28	18%
Limit office buildings and/or large tall apt complexes	28	18%
Parking concerns	24	15%
General government operations	17	11%
Put residents first	14	9%
Housing (amount, affordability/cost of living)	13	8%
Public transportation	12	8%
Code enforcement	10	6%
Reduce noise	9	6%
Safety	8	5%
Downtown improvements	8	5%
Other	8	5%
Airplane noise	7	4%
Air Quality	6	4%
Improvements for walking and biking	6	4%
Crime related safety	6	4%
City spending - budget concerns	5	3%
Address homelessness	5	3%
City cleanliness	5	3%
City infrastructure maintenance	3	2%
Sense of community/community activities	3	2%
Beautification (natural beauty)	3	2%
Improve street tree maintenance	3	2%
Lower taxes and/or utility costs	3	2%
Retail/shopping options	3	2%
Parks and recreation amenities/services	1	1%
Schools	1	1%
Nothing (to do)	1	1%

## **Q9 As a resident of Palo Alto, what one change could the City make that would make you happier?**

- There were responses from 159 of the 189 who took the Crescent Park survey.
- Following the methodology of the National Survey, those 159 open-ended comments were categorized by topic, with some responses covering multiple categories.
- Categories highlighted in green are in the Crescent Park results only to better delineate the responses. For example, Traffic Concerns was broken down to *Traffic Congestion*, and *Traffic safety and/or enforcement*.
- Where *Airplane Noise* was specified, it was counted under both *Reduce Noise*, and under *Airplane Noise*. Other comments about Reduce Noise related to traffic and were counted under *Traffic Concerns* and *Reduce Noise*.
- The differences in the results between the Crescent Park survey in 2018 and the Palo Alto National Citizen Survey in 2017 could be due to
  - Changes in concerns from 2017 to 2018 as there has been increased awareness about traffic concerns and the associated development
  - Differences in concerns between residents in Crescent Park compared to residents across Palo Alto
  - Differences in sampling methodology since the Crescent Park survey was a convenience sample, where all Crescent Neighborhood Association members (850+ email addresses) were invited to respond to the survey, and 22% chose to respond.