



## REGULAR MEETING AGENDA

**Date:** 5/11/2022  
**Time:** 7:00 p.m.  
**Location:** [Zoom.us/join](https://zoom.us/join) – ID# 845 2506 8381

### NOVEL CORONAVIRUS, COVID-19, EMERGENCY ADVISORY NOTICE

Consistent with Government Code section 54953(e), and in light of the declared state of emergency, and maximize public safety while still maintaining transparency and public access, members of the public can listen to the meeting and participate using the following methods.

- How to participate in the meeting
  - Access the meeting real-time online at:  
[Zoom.us/join](https://zoom.us/join) – Meeting ID 845 2506 8381
  - Access the meeting real-time via telephone at:  
(669) 900-6833  
Meeting ID 845 2506 8381  
Press \*9 to raise hand to speak

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# 845 2506 8381)

#### A. Call To Order

#### B. Roll Call

B1. Welcome new Commissioner Christopher Kollmann

#### 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. Accept the Complete Streets Commission minutes for April 13, 2022 ([Attachment](#))
- E2. Receive a summary of community engagement effort for Middle Avenue Complete Streets Project and provide feedback on selection process for preferred improvement options for Middle Avenue ([Staff Report #22-0008-CSC](#))
- E3. Selection of vice chair

## **F. Informational Items**

- F1. Update on major project status

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

- G1. Update from Climate Action Plan Subcommittee (none)
- G2. Update from Downtown Access and Parking Subcommittee (Altman/Behroozi/Cole)
- G3. Update from Multimodal Metrics Subcommittee (Altman/Behroozi)
- G4. Update from Multimodal Subcommittee (Cebrian)
- G5. Update from Safe Routes to School Program Subcommittee (Behroozi/Cebrian/King)
- G6. Update from Transportation Master Plan Implementation Subcommittee (Altman/Behroozi/Cebrian)
- G7. Update from Zero Emission Subcommittee (Jensen)

## **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.

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# Complete Streets Commission

## REGULAR MEETING MINUTES - DRAFT

**Date:** 4/13/2022  
**Time:** 7:00 p.m.  
**Location:** Zoom

### A. Call To Order

Chair Levin called the meeting to order at 7:05 p.m.

### B. Roll Call

**Present:** Altman, Behroozi, Cebrian, Cole, Cromie, Jensen, King, Lee, Levin  
**Absent:** None  
**Staff:** Engineering Technician Patrick Palmer, Senior Transportation Engineer Kevin Chen

### C. Reports and Announcements

Staff Chen reported on regional actions related to transportation since the March 9, 2022 Commission meeting.

### D. Public Comment

- Evan Goldin expressed thanks to outgoing Commissioners Levin and Lee.
- Chair Levin read a letter from Pam Jones (Attachment).

### E. Regular Business

E1. Accept the Complete Streets Commission minutes for March 9, 2022 (Attachment)

**ACTION:** Motion and second (Cebrian/ Lee), to accept the Complete Streets Commission minutes for March 9, 2022, passed 7-0 (Jensen and King abstaining).

E2. Recommend to City Council a preferred evaluation methodology for multi-way stop sign requests (Staff Report #22-006-CSC)

Staff Chen made the presentation (Attachment).

- Eduardo Pelegi-Llopart spoke in support of adding stop signs on Gilbert Avenue at Pope Street.
- Amit Paka spoke in support of adding stop signs on Gilbert Avenue at Pope Street.
- Sarav Bhatia spoke in support of adding stop signs on Gilbert Avenue at Pope Street.
- Dan Muriello spoke on collision criterion.

The Commission discussed collision criterion threshold, definition of “major travel route”, daily distribution of pedestrian/bike volumes, other possible improvements, advantages and disadvantages of stop signs, and next steps for the request list.

**ACTION:** Motion and second (Levin/ Behroozi), to recommend to City Council to adopted the recommended changes as outlined for immediate evaluations, with the following added suggestions:

- Replace the evaluation of “user group” with “daily ped/bike volume distribution”; and,
  - Set a collision criterion threshold more appropriate for Menlo Park,
- passed unanimously.

E3. Recommend to City Council a preferred neighborhood traffic management program process (Staff Report #22-007-CSC)

Staff Chen made the presentation (Attachment).

- Eduardo Pelegi-Llopert spoke in support of the recommendations and noted challenges to measure collisions.
- Amit Paka spoke in support of the recommendations.

The Commission discussed minimum community survey submittal threshold, flow chart formatting, real vs. perceived safety requests, usage of “quality of life”, future evaluation of policy changes, and next steps for this request.

**ACTION:** Motion and second (Levin/ Behroozi), to recommend to City Council to adopted the recommended program process changes as outlined, with the following added suggestions:

- Establish a minimum community survey submittal threshold; and,
  - Reconsider “quality of life” terminology; and,
  - Evaluate the program effectiveness after a sufficient period of time,
- passed unanimously.

E4. Selection of chair and vice chair

Staff Chen introduced the item.

**ACTION:** Motion and second (Behroozi/ Levin), to select Sally Cole as Chair, passed unanimously.

The Commission continued the selection of Vice Chair to a future meeting.

Chair Cole deferred to Commissioner Levin to continue the meeting.

**F. Informational Items**

F1. Update on major project status

Staff Chen provided updates on the El Camino Real pedestrian crossing project and Belle Haven traffic calming plan.

**G. Committee/Subcommittee Reports**

G1. Update from Climate Action Plan Subcommittee

None.

G2. Update from Downtown Access and Parking Subcommittee

None.

G3. Update from Multimodal Metrics Subcommittee

None.

G4. Update from Multimodal Subcommittee

Commission Levin provided updates on Ravenswood rail grade separation and Metropolitan Transportation Commission Fare Integration Task Force's all-agency pass pilot project.

G5. Update from Safe Routes to School Program Subcommittee

Commissioner Behroozi provided an update on the County's Ringwood/Coleman Avenue Study and the Commission selected Commissioner Cebrian as an alternative to the project community advisory group.

Commissioner Cebrian provided an update on Menlo-Atherton High School's upcoming schedule.

Commissioner Lee provided an update on bike education.

G6. Update from Transportation Master Plan Implementation Subcommittee

Commissioner Levin received an update on the City's capital improvement program.

G7. Update from Zero Emission Subcommittee

None.

**H. Adjournment**

Commissioner Levin adjourned the meeting at 10:26 p.m.

Kevin Chen, Senior Transportation Engineer

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Chair Levin, Vice-Chair Cole Commissioners Altman, Behroozi, Cebrian, Cromie, Jensen, King and Lee, and staff,

There are times when we can not accommodate all things or people. We have removed parking on two blocks of Chilco Street to accommodate bicycles. Without on street parking, it was assumed that people could park in driveways. Unfortunate this is a hardship for residents that have a driveway that can only accommodate one car. This home is occupied by long-time residents, who are now elderly and have some disabilities. Their family and guest must park a block away.



Blue is the cross-walk to access the park.

The red oval is the fire station and street that should be repainted

I would like to offer the following solution:

1. Remove no parking signs,
2. Add sharrows to the center of the street indicating bicycles,
3. Reduce speed to **15** miles per hour and **25** miles per hour on the other side of the railroad tracks,
4. Re-paint the street in front of the fire station.

These 4 steps will offer relief for the residents, safety for bicycles, and pedestrians crossing Chilco Street to access the new park.

Many employees have physically returned to their places of work. Soon we will have pre-pandemic traffic with intermittent stop and go traffic on Chilco Street and significant cut-through traffic. Properly painting the appropriate symbols to keep traffic from being stopped in front of the fire station.

At a minimum, residents should have adequate parking for family and guests.

Respectfully,

Pam D Jones, resident

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# RECOMMEND A PREFERRED EVALUATION GUIDELINES FOR MULTI-WAY STOP SIGN REQUESTS

Complete Streets Commission Meeting: April 13, 2022



## AGENDA

- Background
- Evaluation methodologies
- Recommendations
- Next steps





## BACKGROUND

- Request
- Data collection/  
Evaluation
- CSCommission  
feedback
- City Council  
approval

Ref #	Requested location	Crossing street <sup>1</sup>
1	Van Buren Rd.	Ringwood Ave.
2	Central Ave.	Elm St.
3	Middle Ave.	San Mateo Dr.
4	Walnut St.	Pope St. – Beacon St. <sup>2</sup>
5	Bay Rd. <sup>3</sup>	Menlo Oaks Dr.
6	Newbridge St.	Hollyburne Ave.
7	Gilbert Ave.	Pope St.
8	Terminal Ave.	Del Norte Ave.

Notes:

1. Currently stop controlled unless otherwise noted.
2. Pope St. is uncontrolled, Beacon St. is stop-controlled.
3. See Attachment B for recently implemented existing crosswalk improvements.



## EVALUATION METHODOLOGIES

- Current practice - MUTCD (Section 2B.07)
  - Quantitative criteria: collision, volumes, delay
  - Qualitative criteria: transition phase, left-turn conflict, veh./ped. conflict, sight distance, traffic operation
- Upcoming FHWA MUTCD updates
  - Late 2020: released a notice of proposed amendments
  - Early 2021: public comment period
  - Late 2022: anticipated adoption date



# EVALUATION METHODOLOGIES

Criteria	Current – minimum required traffic conditions	FHWA Recommendations
As an interim measure	<ul style="list-style-type: none"> <li>Transition phase to approved signal controls</li> </ul>	<ul style="list-style-type: none"> <li>No change</li> </ul>
Collision history (reported crashes) <sup>1, 2</sup>	<ul style="list-style-type: none"> <li>≥ 5 in 12 months</li> </ul>	<ul style="list-style-type: none"> <li>4-leg: ≥ 5 in 12 months, ≥ 6 in 36 months</li> <li>3-leg: ≥ 4 in 12 months, ≥ 5 in 36 months</li> </ul>
Volumes (For any 8 hours of an average day) <sup>2</sup>	<ul style="list-style-type: none"> <li>300 veh/hr entering from major street and 200 veh/ped/bike from minor street, or</li> <li>210 veh/hr entering from major street and 140 veh/ped/bike from minor street (70% of first bullet), if major street exceeds 40 mph</li> </ul>	<ul style="list-style-type: none"> <li>No change</li> </ul>
Delay (highest hour of avg. day)	<ul style="list-style-type: none"> <li>30 sec/minor street</li> </ul>	<ul style="list-style-type: none"> <li>35 sec/minor street</li> </ul>
Qualitative criteria	<ul style="list-style-type: none"> <li>Control left-turn conflicts</li> <li>Control vehicle/pedestrian conflicts near high pedestrian generators</li> <li>Resolve inadequate sight distance</li> <li>Improve traffic operation</li> </ul>	<ul style="list-style-type: none"> <li>Current, plus</li> <li>Improve ped/bike movement</li> </ul>

**Notes:**

- Crashes that are susceptible to correction by installation of multi-way stop control.
- Where no single criterion is satisfied, 80% of "Collision history" and first bullet of "Volumes" could be considered.



## RECOMMENDATIONS

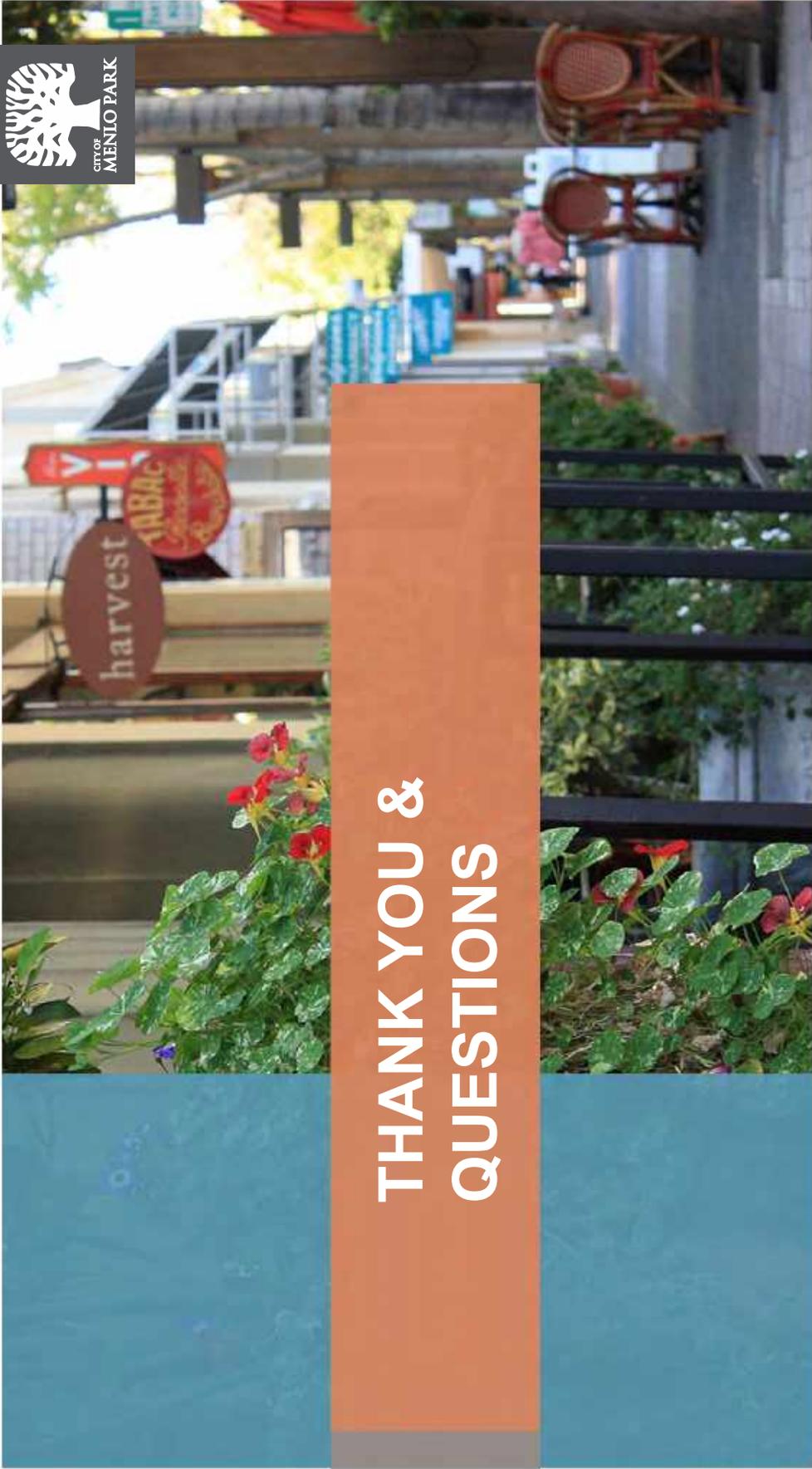
- Select preferred multi-way stop control evaluation guidelines:
  - Continue current guidelines
  - Adopt recommended amendments for immediate implementation
- If new guidelines are preferred (i.e., improve ped./bike movement)
  - More than one user group present (i.e., students, seniors, commuters, etc.) in substantial numbers
  - If one single user group is present, the movement occurs on a primary route



## NEXT STEPS

- Community feedback
- Incorporate Commission feedback
- Review draft final recommendations with City Council
- If new guidelines are adopted
  - Re-evaluate the current list





**THANK YOU &  
QUESTIONS**



# RECOMMEND A PREFERRED NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM PROCESS

Complete Streets Commission Meeting: April 13, 2022



## AGENDA

- Background
- Evaluation methodologies
- Recommendations
- Next steps





## BACKGROUND

- NTMP (adopted in 2014) goals:
  - Correct unsafe conditions
  - Provide protection and relief from disproportionate traffic increases
- NTMP objectives:
  - Involve residents in identifying issues and solutions
  - Establish a process
  - Discourage cut-through traffic
- NTMP criteria:
  - Collision: 36 month collision rate > citywide average
  - Speed: 85<sup>th</sup> percentile speed > posted speed + 5 mph
  - Volume: Local streets > 1,500 ADT | Collector streets > 3,000 ADT





## BACKGROUND

- June 28, 2021 – City Council directed Commission to evaluate NTMP process
- October 12, 2021 – City Council approved Commission work plan
- March 9, 2022 – Commission requested examination of NTMP process

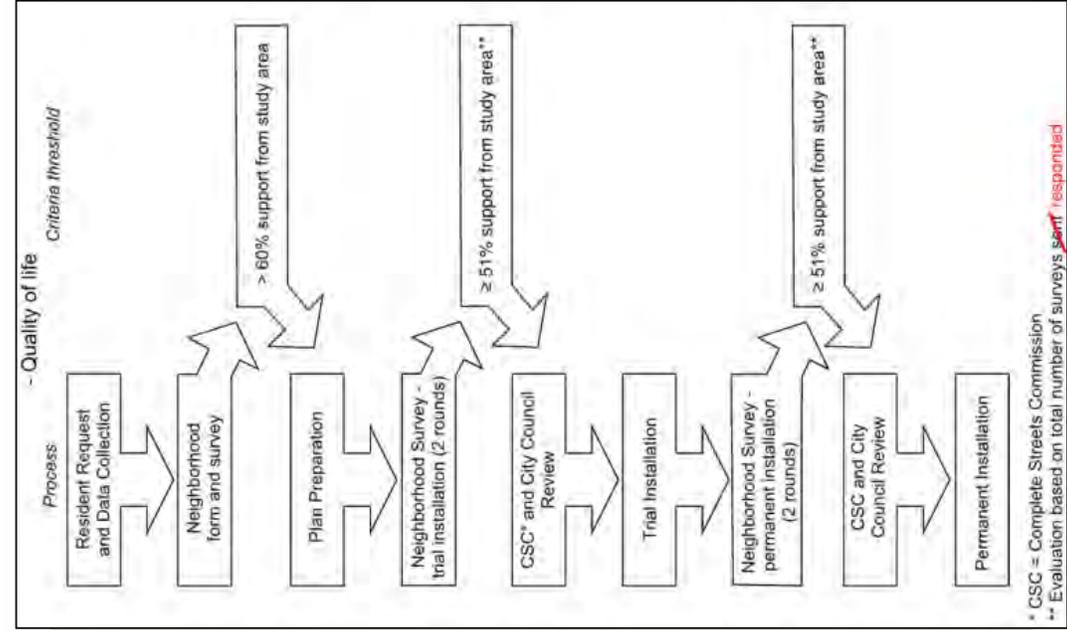
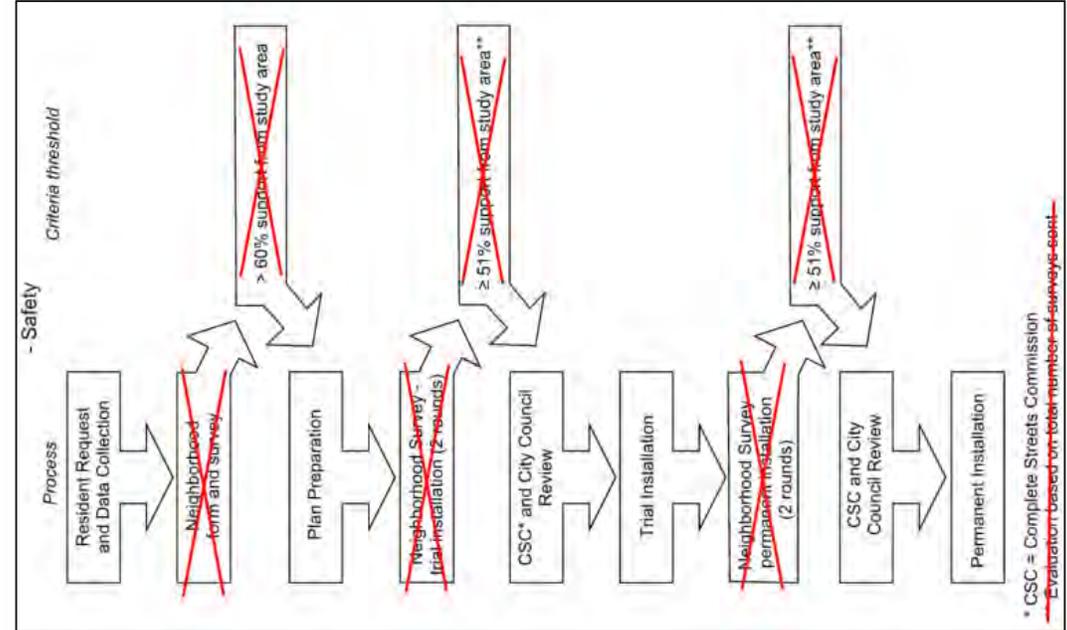


# EVALUATION METHODOLOGIES

Criteria	Existing NTMP	Recommended NTMP – Safety	Recommended NTMP – Quality of life
Collision	<ul style="list-style-type: none"> <li>36 month collision rate &gt; citywide average for similar locations</li> </ul>	<p>60-month collision severity<sup>1</sup>:</p> <ul style="list-style-type: none"> <li>≥ 1 fatal / major injury, or</li> <li>≥ 5 collisions, include:               <ol style="list-style-type: none"> <li>&gt; 50% minor injuries and</li> <li>&gt; 50% ped/bike involvement</li> </ol> </li> </ul>	<p>60-month collision severity:</p> <ul style="list-style-type: none"> <li>&lt; 0 fatal / major injury, or</li> <li>&lt; 5 collisions, or</li> <li>≥ 5 collisions, non-safety qualifying</li> </ul>
Speed	<ul style="list-style-type: none"> <li>85<sup>th</sup> percentile speed &gt; posted speed +5 mph</li> </ul>	<ul style="list-style-type: none"> <li>85<sup>th</sup> percentile speed &gt; posted speed +3 mph</li> </ul>	<ul style="list-style-type: none"> <li>85<sup>th</sup> percentile speed ≤ posted speed +3 mph</li> </ul>
Volume	<ul style="list-style-type: none"> <li>Local streets &gt; 1,500 ADT</li> <li>Collector streets &gt; 3,000 ADT</li> </ul>	<ul style="list-style-type: none"> <li>Local access &gt; 1,350 ADT</li> <li>Bicycle boulevard, Neighborhood connector &gt; 4,000 ADT</li> <li>Neighborhood Collector &gt; 9,000</li> </ul>	<ul style="list-style-type: none"> <li>Local access ≤ 1,350 ADT</li> <li>Bicycle boulevard, Neighborhood connector ≤ 4,000 ADT</li> <li>Neighborhood Collector ≤ 9,000</li> </ul>

**Notes:**

- MPPD severity designation = No injury, minor injury, major injury, fatal injury





## RECOMMENDATIONS

- Should the City separate the NTMP by request type?
- Are the recommended qualifying criteria adequate?
- Should the City streamline the safety and quality of life evaluation processes?
- Are there any types of requests that should not be contemplated?

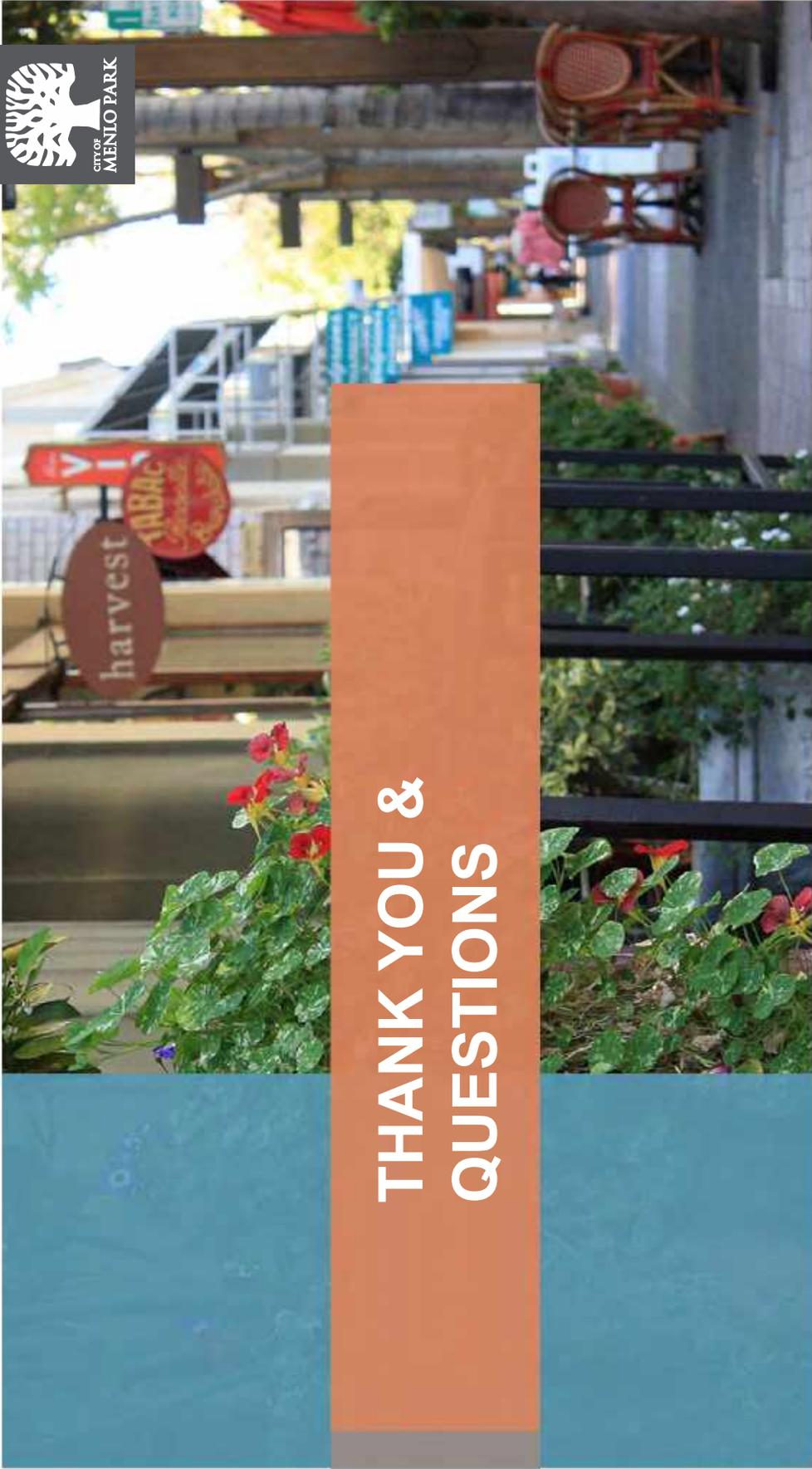




## NEXT STEPS

- Incorporate Commission feedback
- Review draft final recommendations with City Council





**THANK YOU &  
QUESTIONS**

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## STAFF REPORT

### Complete Streets Commission

**Meeting Date:** 5/11/2022  
**Staff Report Number:** 22-008-CSC

**Regular Business:** Receive a summary of community engagement effort for Middle Avenue Complete Streets project and provide feedback on selection process for preferred improvement options for Middle Avenue

### Recommendation

Staff recommends the Complete Streets Commission provide feedback on the selection process for preferred improvement options for Middle Avenue and direction on implementation process for segment between El Camino Real and University Drive.

### Policy Issues

This project is consistent with the policies and programs stated in the 2016 General Plan Circulation Element (eg, CIRC-1.7, CIRC-1.8, CIRC-2.7, etc). These policies seek to maintain a safe, efficient, attractive, user-friendly circulation system that promotes a healthy, safe and active community and quality of life throughout Menlo Park.

This project is adopted under the 2021 City Council priorities and work plan.

Implementation of bicycle facilities on Middle Avenue between El Camino Real and University Drive fulfill "Mitigation Measure TRA-2.1" of the Mitigation Monitoring and Reporting Program (MMRP) established in the 500 El Camino Real Project Final Environmental Impact Report (FEIR) approved in 2017.

### Background

Middle Avenue, in the Allied Arts neighborhood, is a two-lane Neighborhood Collector road, according to the street classification system defined in the 2016 General Plan Circulation Element. The City's right-of-way is approximately 65 feet wide and the roadway between the curbs is about 42 feet with parking on both sides of the street.

Middle Avenue is an important part of the transportation network in the City of Menlo Park as it fronts Safeway Plaza, Nealon and Lyle Parks, senior centers, a preschool and other community amenities. Children on bicycle use Middle Avenue as a route to Hillview and Oak Knoll Schools while others use it to the bicycle bridge at the south end of San Mateo Drive to reach Stanford University. Middle Avenue is currently a Class III bicycle route for shared use with vehicles and a removal of parking on one or both sides of the street is required to establish Class II bicycle lanes.

The speed limit is 25 mph between El Camino Real and University Drive and 30 mph between University Drive and Olive Street. The City recently established 15 mph school zone (when children are present) between Windsor Drive and Kenwood Drive around New Beginnings Preschool and Little House Activity

Center. With the completion of Nealon Park Pedestrian and Intersection Improvement project, there will be a continuous sidewalk along the north side of the street.

On September 26, 2017 and October 10, 2017, the City Council certified the FEIR and approved the Development Agreement for the Middle Plaza at 500 El Camino Real project. The FEIR concluded that the proposed development would generate several significant and adverse environmental impacts. As a part of required mitigation measures, Stanford University is responsible for the development, design and implementation of Class II or Class III bicycle lanes between El Camino Real and University Drive on Middle Avenue. This project is intended to provide a connection to the future pedestrian and bicycle separated rail crossing near the Middle Plaza, connecting Alma Street near Burgess Park to the intersection at El Camino Real.

In anticipation of the completion of Middle Plaza, the City Council had directed staff to study the traffic calming options along Middle Avenue with the goal of improving safety, comfort and access for all users, consistent with the City’s Vision Zero policy. Table 1 provides a list of Council actions taken leading up to the complete streets project initiation.

Date	Description	Action taken
October 2017	500 El Camino development: responsible for bicycle facility design/implementation from El Camino Real to University Drive	City Council approved the development project also known as Middle Plaza
October 2020	Speed limit survey: El Camino Real to University Drive- reduced from 30 to 25 mph; University Drive to Olive Street – remained 30 mph	City Council directed staff to return with options for traffic calming on Middle Avenue to achieve a 25 mph zone
November 2020	Transportation Master Plan proposed bicycle facility: El Camino Real to Olive Street – Class II bicycle lanes	City Council adopted the Transportation Master Plan
March 2021	City Council discussed yearly work plan and priorities, including various projects on Middle Avenue	City Council directed staff to add Middle Avenue traffic calming project as a complete street project
March 2022	Virtual and in-person community meeting: launched an online survey to collect feedback on the project	

On March 3, 2022, the City staff simultaneously held in-person and virtual public meetings engaging over 40 attendees at each event and conducted an online public surveys receiving over 600 individual respondents. Public engagement for the Middle Avenue Complete Streets project aimed to achieve the following goals:

- Inform residents about the project and opportunities to get involved;
- Gather feedback from the community to shape potential bicycle lane and parking options;
- Identify community needs and priorities for traffic calming measures along Middle Avenue;
- Solicit input on current issues, opportunities, and barriers for walking and bicycling at the intersection at El Camino Real and Middle Avenue.

City Staff presented existing conditions and draft concepts for bicycle improvements and traffic calming elements. The attendees at both online and outdoor meetings were given opportunities to choose preferred options and discuss each topic. Additional feedback was captured using an online survey on the project website.

## **Analysis**

### Public Meetings

An outdoor community meeting was held at 6pm at Nealon Park tennis courts. Approximately 40 people attended under rainy weather and the group discussion and feedback sessions lasted for more than 90 minutes. An online community meeting was held simultaneously using Zoom and 59 community members attended. Staff received nearly 100 comments and questions from the online session alone (Attachment A). Attachment B provides additional public comments received via e-mail prior to and following the meeting on March 3rd.

### High level findings from the in person and online public meetings included

- Overall support for the bicycle and pedestrian improvements with some specific suggestions on how to improve certain intersections and locations
- Concerns about the number of construction vehicles and larger trucks using Middle Avenue
- General opposition to back-in angle parking along the Nealon Park frontage
- Concerns about bicycling safety, especially for children, and support for providing buffered bicycle lanes
- Concerns about removal of street parking, with suggestions for partial restrictions
- Concerns about speeding vehicles and the lack of traffic calming to slow down vehicles, with a particular interest in adding stop signs along the corridor
- Online meeting attendees were polled on their interest in parking options. Of the 31 polled participants, nine attendees selected Option 1 (removal of parking on both sides), 19 attendees selected Option 2 (removal of parking on one side), and 3 attendees chose the 'Other'.

### Online Survey

Of the 616 survey respondents, about 10 percent are residents on Middle Avenue and close to 80 percent indicated that they live nearby. Over 50 percent use Middle Avenue to visit parks and about two-thirds of the respondents use Middle Avenue to commute and/or get to and from school. Overwhelming number of the respondents indicated that they frequently use Middle Avenue (59 percent travel daily and 29 percent travel a few times a week). The majority also responded that they travel on Middle Avenue not only by driving (95 percent), but also by riding a bicycle (59 percent) and on foot (63 percent). Attachment C provides a summary of the online survey results and Attachment D includes all feedback from the online surveys.

Key takeaways on bicycle facility and parking improvements:

- The majority (86 percent) of respondents preferred removal of parking on either one or both sides of the street. Forty-seven percent supported parking removal from both sides of the street, 39 percent supported parking removed from one side only, 12 percent did not want parking removed, 2 percent suggested other solutions.
  - Notably, there was more preference for removing parking on both sides in all user groups
  - A small number of respondents (about 2 percent) indicated support for partial restrictions such as time of day by school commute direction or removing parking near intersections
- Other parking related feedback included:
  - Many oppose back-in angle parking at Nealon Park frontage
  - About 10 percent of the comments support removal or reconfiguration of existing parking at Nealon Park frontage to avoid conflicts with bicyclists
  - Implement measures to attract drivers to utilize the rear parking at Nealon Park instead
  - Support no parking only during rush hours
  - Support removal of parking only in the busy ends of the street (i.e. near Olive Street and El Camino Real)

- Implement resident-parking only on the neighboring streets near Nealon Park
- There was broad support for improvements that create dedicated space for bicyclists

Key takeaways on traffic calming measures:

- The majority indicated that speed of traffic, visibility of pedestrian crossings, and sidewalk availabilities are all concerns along Middle Avenue, with safety of pedestrian crossings noted as the most significant concern.
- Many indicated a need for safe crossing for pedestrians through use of traffic calming features such as flashing beacons and raised crossings. Lyle Park/Arbor Road, San Mateo Drive, University Drive, and Blake Street were frequently mentioned as locations for these treatments.
- Respondents were most interested in sidewalks (almost 70 percent) and flashing beacons (67 percent) and somewhat less interested in raised crosswalks (44 percent), for speed humps (22 percent) and bulb-outs (16 percent). Respondents suggested other traffic calming measures, including:
  - Chicanes/Islands
  - Additional speed limit signs
  - More stop signs/stop lights at major intersections
- About 10 percent of the responses indicated that no change is necessary and that some traffic calming features are not a good solution for Middle Avenue
- Other feedback includes:
  - Need for traffic enforcement
  - Need for bicycle education
  - Need for transportation study on feeder streets

Key takeaways on El Camino Real Intersection Improvements:

- Major concern for the community is the safety of pedestrians and bicyclists crossing, especially against turning vehicles
- Majority supported separate/protected paths for pedestrians, bicyclists and vehicles at the intersection
- Somewhat fewer thought wayfinding or congestion were key priorities, but a majority thought each issue was important or very important
- Many also expressed concern for traffic delays and safety issues at the Safeway and Shell driveways on Middle Avenue and El Camino Real. People are generally concerned that traffic flow and collisions will increase at the intersection and these driveways as activities increase at Middle Plaza
- Other feedback for the intersection are:
  - Need for visible crossing marking for pedestrians and bicyclists
  - Need for a leading pedestrian interval and sufficient pedestrian signal time for children and seniors to safely cross El Camino Real

Commission Feedback

Based on the survey results, here are the key takeaways:

- Bicycle facility and parking: the majority support (86 percent) a removal of parking from at least one side of the street, with slightly more support towards Option 1- removal of parking on both sides (47 percent).
- Traffic calming measures: the majority support having traffic calming measures on Middle Avenue (e.g., flashing beacons, raised crosswalks, speed humps, bulbouts, chicanes/islands, speed feedback signs, stop signs)

To further assist on the selection process for a preferred improvement design, staff recommends the Commission discuss and provide feedback on the following:

- Bicycle facility and parking
  - Should staff bring forward two options for consideration, one with parking removed on one side and one with parking removed on both?
  - Besides the survey results, what other metrics/criteria to consider for both options before making the final selection? (e.g., parking occupancy rate, distance to next available parking spaces, etc.)
- Traffic Calming measures:
  - Staff intends to bring forward a set of recommended traffic calming improvements, potentially including a raised crosswalk at Blake Street and a stop sign at San Mateo Drive. Are there any other specific locations or treatments that staff should consider?
- Others:
  - Should the City consider removing or reconfiguring to parallel parking at Nealon Park frontage as a design option?
  - Should the City explore changing the striping of westbound Middle Avenue at University Drive and Olive Street to remove the separate right turn lanes?
- Staff has received a petition from residents of Blake to close the street at Middle to through traffic (Attachment E). Should staff incorporate this concept or an alternate approach into a design option?

#### Next Steps

Staff will incorporate Commission feedback on the process to develop design options and return in the summer to review these options.

If the design is approved by the Commission, Staff will present final recommendations to the City Council.

#### **Impact on City Resources**

Resources expended for project evaluation and improvement design are considered part of the City's baseline operations. Design and construction for improvements along Middle Avenue between El Camino Real and University Drive would be funded by Stanford.

#### **Environmental Review**

Environmental review is categorically exempt under the California Environmental Quality Act Article 19, § 15301 Existing Facilities - Class I since it involves minor construction on a public street. No additional vehicle miles traveled or roadway capacity will be added as a result of implementation of future bicycle lanes and traffic calming measures.

#### **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 public outreach was achieved by sharing meeting information on the project website and sending email blasts to the project interest list.

#### **Attachments**

A. Questions and Comments from the online public meeting

Staff Report #: 22-008-CSC

- B. Public comments received by e-mail
- C. Online survey questionnaire and quantitative results (Questions 1-7)
- D. Online survey open ended comments (Questions 8-9)
- E. Resident petition to close Blake Street to through traffic

Report prepared by:

Esther Jung, Associate Transportation Engineer

Report reviewed by:

Kevin Chen, Senior Transportation Engineer

Hugh Louch, Assistant Public Works Director - Transportation

Questions and Comments from the Online Public Meeting

Topic Middle Avenue Complete Streets Project Community Meeting  
 Webinar ID 847 8450 3280

Actual Start Time  
 3/3/2022 17:50

Actual Duration (minutes)  
 136

#	Question	Asker Name	Answer
1	Is this project fully funded?	Randy Ferrando	The project design phase is funded. Construction, depending on the scope of the improvements, may require additional funding. The feedback we hear tonight will be used to determine the scope of the improvements.
2	Will lighted crosswalks be part of this project, and if so, how many and where?	Randy Ferrando	They could be. We are also beginning construction in the next few weeks on two crosswalks with flashing beacons at San Mateo Dr and Blake St. Please let us know if there are other crossings you'd like to see enhanced.
3	Will sidewalks be installed on both sides of the the entire project location?	Randy Ferrando	They could be. We would like to hear tonight if that is a high priority. If so, we could also consider phasing construction to complete a walkway on one side of the street. This helps with the cost of the project, as sidewalk construction can be quite expensive.
4	what happened to the pedestrian tunnel under el comino to connect to middle plaza?	Mahshid Saadat	There has been a tunnel proposed under the Caltrain tracks as part of the El Camino Real/Downtown Specific Plan. It would connect from Alma Street to the new plaza under construction at Middle Avenue. There is not a tunnel proposed under El Camino Real.
5	Where did this new school come from or where is it located?	Mark	Hi, I'm sorry - I did not hear the reference to a new school. There are no new schools in the area that I'm aware of. Perhaps this was the reference in the presentation to the pre-schools on the corridor?
6	A third location for a lighted crosswalk would be Arbor and Middle (mid block at Jack Lyle Park crosswalk)	Randy Ferrando	Thank you for your feedback!
7	Can we please request a lighted crosswalk for Arbor at Middle? The number of people who cross to go to the park or who use Arbor to get to the bike bridge warrants something beyond just a standard crosswalk.	Amanda	Thank you for your feedback!
8	I agree with Randy about a lighted crosswalk at Arbor and Middle.	Nancy Larocca Hedley (she/her)	Thank you for your feedback!
9	And the intersection at Middle and El Camino is a mess for the combo of pedestrians and cars. It would be nice to find a way for the turning left onto El Camino from Middle to be better for both cars and pedestrians.	Nancy Larocca Hedley (she/her)	Thanks for this feedback. As part of the Middle Plaza project under construction, Stanford is also constructing improvements to this intersection, including new high visibility crosswalks (on all four legs, including a new crosswalk across El Camino on the south side of the intersection), turn lanes, and new signal equipment.
10	Also +1 to crosswalk at arbor and middle!	Geoff Winegar	Thank you for your feedback!
11	'+1 for the lighted crosswalk also. What about protected bike lanes?	Misha Silin	Thanks for your feedback! We can consider that, though it can be challenging to construct protected bike lanes and still provide access to driveways along the corridor. There are some cities in the south bay experimenting with options too that we are tracking.
12	What is the timeline for the tunnel? Why is there a funding shortfall, wasn't the construction project supposed to fund the tunnel?	Jessica Gronski	Construction would be expected in 2024 and beyond, but we need to continue to coordinate with Caltrain - as the ongoing construction efforts on electrifying Caltrain need to be factored into our schedule. Stanford has contributed funding towards the project, as part of their agreements with the City. Their contribution is \$5 million.

13	In the original design a tunnel under el camino was proposed which would be helpful to ease traffic at that intersection. Why was it not included in the final design?	Mahshid Saadat	Sorry for the confusion, as far back as I can recall from 2012 when the Downtown Specific Plan was adopted, the tunnel has only been under Caltrain, not El Camino.
14	How do we plan to control for speed? Both now, and in the future. It's clear from the data that speeds exceed those which we would consider safe for a heavily used school bike route? And maybe if speeds were reduced, more bikes might use it.	Jacqui Cebrian	We can bring up some info about possible traffic calming options shortly.
15	I saw a flyer saying that the middle plaza construction was supposed to fund the tunnel project	Jessica Gronski	Stanford has contributed funding towards the project, as part of their agreements with the City. Their contribution is \$5 million.
16	I would second Randy's proposal of lighted crosswalk at Arbor and Middle. In my experience, this one is used often.	Bryan Shepherd	Thank you for your feedback!
17	Will there be sidewalks on both sides of Middle?	Jack	They could be. We would like to hear tonight if that is a high priority. If so, we could also consider phasing construction to complete a walkway on one side of the street. This helps with the cost of the project, as sidewalk construction can be quite expensive.
18	I am also in favor of a lighted crosswalk at Arbor and Middle. This is a heavily trafficked crossing, with Lyle Park on one side and the route to the Bike Bridge on the other end (most bikers cut down Arbor, to Bay Laurel, instead of San Mateo). Crossing the road here is like a game of chicken. The cars drive way too fast and do not stop unless you step out into traffic.	Paul	Thanks for your feedback!
19	Will there be changes to Nealon Park parking that is on Middle Avenue (between Morey Dr and University Dr)? We've heard the street parking may be eliminated to make the crosswalk safer.	Erika Caruso	live answered
20	I'd like to 2nd everything Bill just said.	Nancy Larocca Hedley (she/her)	Thanks for your feedback!
21	This is not a question, but a comment. Your map (if I can see it correctly) shows Blake St as running from Middle to Partridge. In reality, it is only half as long, from Middle to College. This may have a bearing on what is the best way to handle the Blake/Middle intersection.	Ole Agesen	Thank you. We'll double check the maps.
22	I also believe strongly that there needs to be an overhead lighted crosswalk at Jack Lyle crosswalk. I've witnessed soo many close calls.	Francesca Martin-Kelly	Thanks for your feedback!
23	Sidewalks on both sides of the street are needed for pedestrian safety.	Randy Ferrando	Thank you for your feedback!
24	Could the sidewalks and bike lanes on Santa Cruz serve as a model for Middle?	Anonymous Attendee	Potentially. They have a lot of similarities between the streets.
25	Agree completely with his comment. For those of us who live on Middle need some access to additional parking.	Anonymous Attendee	Thanks for your feedback!
26	Please remove a few parking spots along Nealon frontage at Blake to allow cyclists easy access to Nealon Park.	Anonymous Attendee	Thanks for your feedback!
27	Also - attention could be made to cyclists going single file as opposed to 2-3 bikes across.	Anonymous Attendee	Thanks for your feedback!
28	Agree with idea about limiting parking only during school mornings/afternoons but otherwise leaving open for the other times.	Anonymous Attendee	Thanks for your feedback!
29	There is a new school zone just signed on Middle. What school justifies this new zone?	Mark	I see, thank you for clarifying. It is for a preschool.
30	Will Middle Ave be repaved (from ECR to San Mateo Drive) as part of this project?	Randy Ferrando	Yes, we will be looking at paving options too. We recently repaved from San Mateo to Olive, so that section would not be paved again.
31	option 2 is definitely preferred	Mahshid Saadat	Thank you for your feedback!

32	Option 2 seems a bit scary for bicyclists, and as a driver I'm not sure how comfortable I would feel crossing a buffer and a bike lane in order to park. Are there any precedents for Option 2 around the city?	Lydia Lee	Thanks, Lydia. Are you looking for precedent for the back in angled parking in option 2? Or generally for option 2?
33	Does the option with buffer and bike lane look like Oak Grove by the post office (north of Santa Cruz)?	Veenu Prashar	Yes. Santa Cruz Avenue is another good example, similiar case.
34	Is the buffer in the cross-section a painted line?	Jessica Gronski	Yes. But we can sometimes consider other treatments too in that space, like bollards.
35	I seems to me that there needs to be a balancing act to meet the needs of all constituencies. For example there is not a need for sidewalks on both sides. Walkers can use a one sided sidewalk. (This will not walk for cyclists). By eliminating one sidewalk there can be space for one sided parking.	Dan Feier	Thanks for your feedback! This would require moving a curb, but is something we can look at further.
36	Where do we vote for the options?	Dan Feier	There are poll questions that ask for your vote, or you can also leave feedback about them here.
37	I think it would be good to explain to the public the difference between buffered bike lanes vs regular bike lanes. Also, what part of the cost of the bike tunnel will Stanford be paying and can that contribution be increased?	Cynthia Harris	Thanks for your feedback! Stanford has contributed funding towards the project, as part of their agreements with the City. Their contribution is \$5 million. The total project cost is estimated to be \$15-20 million at this time.
38	What can be done to lessen the amount of car collisions and traffic near the entrance to the parking lot of Little House? Right now, cars are trying to bypass the cars trying to turn left into the parking lot creating danger for bicycles?	Anonymous Attendee	live answered
39	I love the angled parking option.	Jacqui Cebrian	Thanks for your feedback!
40	How will the beacons be activated? Will the presence of a bicycle activate the light or can it only be activated by hand? I don't anticipate that cycids are going to dismount their bikes to get to the signal.	Catherine McMillan (she/her)	live answered
41	If you did the back in, angled parking at Nealon, Morey and Kenwood Drive will get a huge influx in traffic making u-turns at peak times. The parking lot behind Nealon is underutilized - is there any way to direct more traffic there?	Erika Caruso	live answered
42	Would you please clarify the speed limit change mentioned in the slide? It said 15MPH during school hours. Is that to be implemented on all of Middle Ave?	Mr Cook	live answered
43	One additional safety issue at the intersection of SMD and Middle are the trees that were planted (much too closely) in the recent past at the NW corner and severely hamper visibility, forcing bikes and cars to inch forwards in the path of westbound cyclists	Catherine McMillan (she/her)	Thanks for this feedback. We'll take a look at the trees for visibility.
44	100% sir. Parked cars can be worse than moving cars	Jessica Gronski	Thanks for your feedback!
45	Agree that bike line between sidewalk and parking sounds like a good idea	Geoff Winegar	Thanks for your feedback!
46	How does the city's need to increase housing density overlay and impact parking adjustments on Middle and side streets?	Anonymous Attendee	live answered
47	Have protected bikeways been considered? Example- <a href="https://www.sfmta.com/projects/valencia-bikeway-improvements">https://www.sfmta.com/projects/valencia-bikeway-improvements</a>	Francesca Martin-Kelly	live answered
48	Just a comment. I worry with the angled back in parking it will push tons of people to use Kenwood/Morey to turn around in order to access that parking.	jon b	Thank you for raising this concern. We'll think about this as part of our next steps.
49	(1) will the sidewalks be completed and extended from Olive to El Camino?	Steve Bitler	live answered
50	(2) have you considered moving bikes off Middle onto side streets where side streets could have bike lanes -- I am an avid cyclist and I do not use Middle preferring side streets	Steve Bitler	live answered

51	<p>As a cyclist, riding in the bike lane on Alpine Rd, I feel *much* safer than riding on Middle or Santa Cruz. Alpine has no parked cars. Life is simple. A painted strip separates moving cars and moving bicycles. We all get along, even when cars are moving at 35 mph.</p> <p>On Middle or Santa Cruz, cycling is much more complicated. Parked cars in a wide lane that is not designated as a bicycle lane but rather is "multiple use" makes it necessary to frequently navigate in and out of traffic to keep safe distance from the "door prize" (car door suddenly opening in front of cyclist).</p> <p>I'm not drawing a recommendation from this observation, but just wanted to point out that car speed isn't the only issue for bicycling safety. The faster Alpine Rd seems safer to me than the cluttered Middle.</p>	Ole Agesen	Thanks for your feedback!
52	Most of the accidents seem to happen near El camino. What design elements can be used to make it safer?	Anonymous Attendee	live answered
53	Perhaps 15 mph speed limit at Nealon would slow traffic from ECR to University.	Anonymous Attendee	
54	Just adding that me and my friends didn't know about parking inside the park. More signage showing there is parking inside will be great!	Philip	
55	In my experience, the back-in parking on Stanford Ave. is exactly as the commenter described: far too difficult, and very often taking more than one "try" or with cars not actually within the lines.	Anne	
56	Hi, middle ave resident here . I cycle, walk with my young children and witness people crossing and walking daily. I don't see any argument that supports why we need any parking on middle considering the risk to residents including children. A crossing guard in the east bay was killed by a negligent driving near a school. I have seen many accidents on middle , many close calls, and I don't think more parking is worth a child's life . Thanks	R M	
57	Not a question but totally agree with Ms Saadat's comment regarding enforcement of speed limits. In 2020 MP defunded Traffic and daytime parking enforcement from the police. We need an enforcement plan in conjunction with the planning being discussed.	Mr Cook	
58	If they insist on keeping parking on Middle ave , especially by the park, at a minimum it will need to be outside a bike lane. We should also have a painted bike lane with poles . Thanks	R M	
59	Agree with Tom !!!	R M	
60	I used to think that angled backed parking was good, but am now liking the no parking option	Jessica Gronski	
61	I am a driver that didn't know there was parking in the park.	Jessica Gronski	
62	I love the idea of pushing the bike lane to the other side of parking in front of Nealon Park. In my experience many people are terrible at the back-in angled parking so it creates just as much distraction for the driver.	jon b	
63	Lack of speed enforcement is an issue. Drivers respect speed limit on Embarcadero in PA for decades because of enforcement.	Anonymous Attendee	
64	For what its worth- I have not noticed that drivers drive particularly dangerously. Instances of reckless driving are minimal, or what I would assume to be average.	Bryan Shepherd	

65	<p>Menlo Park has a Climate Action Plan with ambitious goals for 2030. Is it fair to ask that the CAP's goals will be factored in when finalizing plans for this project? For example, the recommended CAP action #4 is:</p> <p>Reduce VMT, especially by gasoline vehicles, through a two-pronged approach:</p> <ol style="list-style-type: none"> <li>1) Change zoning to encourage higher density (esp. for housing) near transit</li> <li>2) Make the City easier to navigate without a car by accelerating implementation of the Transportation Master Plan with an emphasis on developing a clear network of protected pedestrian/bike paths throughout town</li> </ol>	Ole Agesen	<p>Thanks for this question. We do seek to reference City policies as we make recommendations to City Council.</p>
66	<p>I wish I could revote and vote for option #3. NO PARKING on middle</p>	Jessica Gronski	<p>You can submit a survey like is on the screen with an updated vote!</p>
67	<p>Could we consider adding speed bumps or something similar on Arbor Road, College Ave and Cambridge Ave and elsewhere in Allied Arts? When Middle Avenue is backed up, the drivers (often DoorDash, Uber, delivery drivers) speed through these residential streets dangerously. I'm concerned that slowing down Middle Avenue will push more traffic onto these residential streets. Thank you.</p>	Paul	
68	<p>Where can we email our comments or suggestions for this project if we don't get to make them all during this meeting?</p>	Mark	<p>Hi Mark, You will be directed to a survey to share any input you may have when the meeting ends. Additionally, we will be uploading the same poll questions from this meeting to our website in the next week.</p>
69	<p>Just posting speed limit will not make drivers go slower. Police presence and a few hefty fines for speeding may be needed.</p>	Mahshid Saadat	<p>Thanks for your feedback.</p>
70	<p>Sand Hill Rd and Pasteur Dr has an (optical?) bicycle detector. The cyclist doesn't need to clip out of her/his pedals, step up the curb and push a "pedestrian button" to request a green light. S/he can just wait in the bike lane and look at the "pedestrian button" that lights up with "bicycle detected."</p>	Ole Agesen	<p>We can look at that. I have only seen these deployed at traffic signals, not at beacons. But we can check into this more.</p>
71	<p>Would we want to consider using this system in Menlo Park as a value-add-on to pedestrian buttons?</p>	Jacqui Cebrian	<p>live answered</p>
72	<p>Is there a plan to reduce the speed limit on Middle Ave?</p>	R M	<p>Thanks for your feedback!</p>
73	<p>I agree we need sidewalks</p>	Misha Silin	<p>Thanks for your feedback!</p>
74	<p>Even with the breaks for driveways, protected bike lanes would be very good! And the cars should park on the street side of the bike lane. I've seen this in San Jose for example.</p>	Catherine McMillan (she/her)	<p>live answered</p>
75	<p>Everyone knows some regular elderly walkers (sometimes multiple times/day) who are unable to cross Middle and are forced to walk up and down in the "bicycle" lanes. Are homeowners permitted to use the public right of way to extend their yards? The south side is not usable for a large section of Middle.</p>	R M	<p>We will have the same information available on our website.</p>
76	<p>I have missed some of the polls as well</p>	Catherine McMillan (she/her)	<p>Thanks for your feedback!</p>
77	<p>One objection to parking on one side only is that it exposes service workers, such as gardeners, housecleaners, carpet cleaners, delivery people ... to greater danger as they cross the street with packages and heavy equipment</p>	Anonymous Attendee	<p>Thanks for your feedback!</p>
	<p>I agree with those who want to eliminate parking entirely in front of Nealon Park. There is no safe option for parking along with a bike lane. There is plenty of space in the existing parking lot.</p>		<p>Thanks for your feedback!</p>

78	I cannot over emphasize what a disaster the confluence of Middle, Blake, and Nealon is 10-4 every weekend for pedestrians, cyclists, and motorists - and parking is the major cause for it. Back in angled parking is not going to fix this and (miraculously) there is a huge empty parking lot available right behind Nealon! Please consider removing the middle parking altogether and a raised walkway to slow traffic.	Anonymous Attendee	Thanks for your feedback!
79	Can we consider painting a double yellow line all along Middle. I came close to being hit by a young driver passing a line of cards on the wrong side of the road. I've seen people passing on the left side several times.	Catherine McMillan (she/her)	
80	I hope sidewalks will dip across the whole sidewalk (similar to Santa Cruz sidewalks) at cutouts for egress to driveways or cross walks? On old sidewalks only half the sidewalk dips so it is difficult for two to walk abreast.	Anonymous Attendee	Thanks for this feedback. We like that design best too, and will try to do so.
81	Given the increased housing planned in the area, can you please start thinking about long term plans of widening middle road?	Philip	live answered
82	Thank you all for your time and helpful graphics.	Jacqui Cebrian	

#### Additional feedback from Online Session

1	Please remove all parking on middle ave. There is ample parking behind the park and street parking across from park is dangerous. Speed bumps and addtl crosswalks on middle would be welcome There is also a very loud ATT junction box in the park on middle that creates noise pollution. Can anything be done?		
2	I live on Middle and Hobart. I am for increased safety for all. Suggest the following: A. Maintain parking on one side for Middle residents and to leave side streets unclogged. B. Sidewalk on one side only is sufficient. No need for both. C. Need speed reducing D. Do not touch city property that is street frontage. 42' should be enough		
3	I really appreciate your efforts to get input from the community on how to make Menlo Park safer for everyone. I really like the idea of eliminating the parking in front of Nealon Park, and redirecting traffic over to the off-street parking. I think that would be a great option for everyone. I am also a fan of all the ways we can make Middle crossings more pedestrian friendly. Finally, I spent a month in Amsterdam a few years back and having buffers between bikes and cars was AWESOME. I'd love to see us do more of that. i.e. house/pedestrian walkway/bikeway/buffer/car traffic. Thanks again for everything!		
4	I sadly agree that back-in parking might be better than the status quo but is unlikely to be comfortable during peak traffic periods. We need full sidewalks and bike lanes on both side of Middle, similar to what we have on Santa Cruz. I agree that crossings are challenging and while the raised crosswalk concept is likely to raise some hackles from the MPFD, I think in a residential neighborhood with so much cross-traffic, they ought to be seriously considered. I'm also wondering if there's a more effect traffic management device to consider @ University and Middle, given traffic increases projected from the 500 ECR project (a light, even?) Thanks, team.		
5	Raised crosswalks on Middle like they have around Burgess are a must - I am perplexed why they are not in any of the options?! Given the high density of pedestrians, Nealon, and Lyle Park, plus the increased traffic heading our way when the finish the Stanford Project on El Camino, I cannot fathom why they are not an obvious solution. I heard no 'traffic calming' measures that would actually assure cars slow to the speed limit. The parking in front of Nealon is unnecessary given the large and empty parking lot directly behind it. Back-in, angled parking is not going to fix the problem - as cars stop to back in, others will pass them on their left to increase danger to pedestrians crossing the road at Blake. And cars will be pulling U-turns in Morey and Kenwood (or more likely, in the middle of the road) to get into them. This is not a light traffic road like some of the comparable sites displayed in the presentation (like at the Dish/Stanford Ave). The amount of traffic going past Nealon is only going to increase, and it is vital to remove all parking in front of Nealon. The majority of people parking there are from out of town anyway, so I fail to see why we should even consider creating a dangerous situation for our community when a viable alternative - the parking lot behind Nealon - is available. Please Please Please provide a third option on the survey of no street parking for Nealon. Also - the 4 way stop at Middle and University could benefit from lighted stop signs and bulb out cross walks.		
6	Really informative. Slides were great and staff answered all the questions.		
7	Please eliminate parking along Middle ave at Nealon Park, and direct users to the ample parking lot. Also please provide raised crosswalks (with cutouts for emergency vehicles, so that families in Allied Arts that would prefer to walk to Nealon can cross Middle at Black without the fear of speeding cars. Thank you		
8	Traffic enforcement and calming with raised crossings and/or speed humps makes sense. Lots of cars accelerate like a drag strip out of the University Ave/Middle Ave intersection heading west on Middle causing excessive noise and danger.		
9	Keeping cost to a low and realistic level is also important. We cannot make everyone happy but we should be aware of the budget.		

Great session and I hope we'll have a chance to chime in through a full survey. I'd love to see a holistic approach that brings together the police department, as someone suggested, and the people planting trees. I've lived on San Mateo for 25 years and have biked across to the bike bridge for the past 8. I don't feel that the city is giving adequate consideration to sight lines for people trying to cross the street when planting trees. When I had that near-miss with the driver racing down Middle to ECR on the wrong side of the street, a car had stopped to let me cross on my bike (biking to work across Middle toward the bike bridge). The driver came upon another car going the other way, forced his way between two cars, moved to the bike lane and sped down the bike lane for a few car lengths. People were in shock. People then posted on NextDoor that they had seen that behavior several times around that same time by a similar vehicle. I wrote to the PD to ask for someone to be posted around school hours. They didn't want to do anything without the license plate number! Everyone was frozen in place and I was on my bike, didn't have my phone in hand. The PD can be very uninterested. This is why I'd like to see a double yellow line at the minimum, just to make it clear that you may not pass. Earlier in the late '90s, I witness cars passing other cars (like on a country lane). I assume passing is not allowed but the road markings do not make that clear. Thank you for all your work on this and for proposing many solutions while resisting calls for endless stoplights and stop signs, with the resulting pollution and noise, and are measures that appear incommensurate with usage.

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# ATTACHMENT B

## Public Comments received by E-mail

Date	Comments
2/10/2022	<p>I was so excited to pass these details on to my neighbors that I completely forgot to thank you for sharing them! We have had much discussion already on our street about these plans and will most definitely attend the session on March 3rd. Everyone on Blake is grateful that the city of Menlo Park is prioritizing this stretch of Middle Ave for safety improvements. With so much recent change in the area -- from Nealon Park becoming such a huge draw to the El Camino project -- it seems like the perfect time for reassessing the traffic patterns in this area. We are looking forward to being in conversation with the city to share what we have observed having a front row seat to the comings and goings in this area.</p> <p>Thanks again</p>
2/10/2022	<p>Thank you for creating the online information on the Middle Avenue Complete Street Project.</p> <p>My husband and I have lived on Garland Drive, just a block from the intersection of Cotton Street and Middle Avenue, for nearly 35 years. We love the neighborhood and its quiet, shady streets.</p> <p>I frequently bicycle along the entire length of Middle Avenue, and my husband and I walk many times a week along the sections of Middle Avenue closest to Cotton Street.</p> <p>We like Middle Avenue just the way it is today. We are grateful for the beautiful repaving project a year or so ago, and want to keep the street looking attractive and being easy to drive, cycle, and walk upon.</p> <p>I rarely encounter any difficulty bicycling along Middle Avenue, unless there are construction vehicles, tree trimming vehicles, or the like blocking part of the roadway. I don't see why we need more bicycle lanes.</p> <p>My husband and I have no difficulty crossing Middle Avenue as pedestrians. There are plenty of pedestrian crosswalks. Some cars fail to stop when we are standing at the end of the crosswalk, looking to cross, but this is a driver education issue, not a street redesign issue.</p> <p>We have used Middle Avenue for years with a 30 mph speed limit, and have no problem with it. Yes, some drivers go faster than 30 mph, but some people will exceed the speed limit on any road or highway. This is a traffic enforcement issue, not a street redesign issue. 30 mph seems an appropriate speed limit for this arterial east/west roadway.</p> <p>Please do NOT put "street furniture" (chicanes, bulb-outs, speed bumps) on Middle Avenue. This impedes the smooth flow of traffic, increases the transit time for emergency vehicles, and makes bicycling MORE dangerous. These things were disastrous when placed on Santa Cruz Avenue some years ago and had to be removed, at considerable expense to the city. Do not repeat this error!</p> <p>Thank you very much for your consideration</p>
2/11/2022	<p>Good day, I received in the mail the notice about the meeting to discuss the Middle Ave project. I will attend.</p> <p>I live on Middle so I am requesting that you send me a summary of what the city is planning to do on Middle Ave. A couple of years ago there was discussion about eliminating parking on Middle which would be disruptive to residents. Please send me whatever you can on this matter</p> <p>Thank you</p>

2/14/2022	<p>New homeowner in the area [REDACTED], though have lived nearby for several years.</p> <p>Just got the mailer soliciting feedback for the Middle Avenue project and saw the link to the pedestrian crossing under the trains, so I hope this is appropriate feedback.</p> <p>Very excited that there will be another crossing close to Burgess Park and to read about the cycling improvements on Middle.</p> <p>But why is the path way so long and indirect on the El Camino side? People really tend to avoid taking the path that is even a little bit more work. Is it really necessary to do it this way? It looks like it is designed to deter people from actually using it.</p> <p>Thanks,</p>
2/16/2022	<p>I plan to be at the meeting. I've advocated for this project for many years.</p> <p>I continue to be upset that the project separates the RR underpass, the ECR-to-University-Drive, and the rest of Middle. I insist that the presentation March 3 discuss that total solution.</p> <p>I realize the City may require this separation of projects, but what is presented to the public MUST be a unified solution - "A Complete Street"</p> <p>Example, the last set of public drawings (5 years ago?) had an impossible solution getting from RR underpass to past Safeway parking lot. That is, impossible for kids, who are the target users going to/from school and to/from recreation at Burgess.</p> <p>In my opinion, adults bicycling to Safeway shopping complex are not worth the cost of the RR underpass.</p>
2/20/2022	<p>I live off of Middle Ave and frequently walk along it. I oppose decreasing the speed limit. It seems logical that lower speeds mean more safety but the data doesn't support the idea. I don't know what speed mitigation measures you're considering but islands make people swerve and some people take bumps as an invitation to accelerate. I speak from experience as I was that person in my youth. Please don't mess up our nice Middle Ave. A good bike lane and sidewalks are great. Any more is overkill. Thanks!</p> <p>Please don't reduce the speed limit below 30. I'd love to see consistent sidewalks on both sides, good bike lanes, and better lane markings but please don't get fancy. It's a simple street with simple needs.</p> <p>We don't need drivers swerving to avoid blocks in the middle or sides of the road. I don't know why anyone thinks that increases safety.</p> <p>Thanks!</p>

2/27/2022	<p>I live at [REDACTED] and am unavailable to attend the "Complete Streets meeting"</p> <p>I had a few thoughts.</p> <p>I don't feel that Middle Ave has a bad traffic problem. I know neighbors who have suggested speed bumps, and that's a horrible idea, even to try to slow down traffic.</p> <p>I'm not against a stop sign at San Mateo drive, though. I cross the street once or twice a day as a pedestrian and 90% of the time cars stop for me. (I make myself visible.... I usually don't really give them a choice by bravely walking off sidewalk into the street).</p> <p>I do not have a problem cutting off street parking. I live on a corner and understand some folks would park in front of my house, but I like the idea of a nice side bike path without bikers having to swing around parked cars.</p> <p>Parking removed from one side would be good but that sounds like it only solves problem in one direction.</p> <p>I really don't like the idea of closing down the street parking during school commute times. That just seems confusing.</p> <p>My family home was on Oak Knoll lane. Years ago (maybe 30) a group of concerned parents took street parking off the sidewalks to make it safer to walk to and from school.... rather than dart around parked cars as parents were picking up kids from school. My Mother managed to work around it when she had day time entertaining but the safety issue made it worth it.</p> <p>I've lived most of my 70 years in MP. Appreciate those who are attempting to make it a safer town.</p>
3/1/2022	<p>I'm sure many will weigh in. I will not be sending hearings because I don't care enough to do that.</p> <p>However, I want to go on record that over and over again, the citizens of MP over-prioritize, in my opinion, safety and bicycles and no one fights for convenience, time efficiency, and cars. Some would have us out stop signs on every corner, speed bumps on every block, and big walking lanes to inconvenience drivers.</p> <p>The reality is this - movement by automobile dominates in terms of miles traveled, people using cars, etc. I think there needs to be a voice that for every bike lane created, every speed bump added, every tree not cut down even if it's in the road way, there's a cost to it in terms of our time and people don't seem to properly evaluate time and convenience.</p> <p>I live near Middle and Olive. I do not want improvements in Middle that will make Middle slower for cars. Maybe we need one or two better crosswalks for walkers and bikers to cross Middle. But I'm against turning an important cross street into some slow driving zone.</p> <p>Thank you for reading.</p>
3/4/2022	<p>I attended last night's meeting at Nealon Park. Thank you for setting up the event, despite the weather. I have several questions regarding the project:</p> <ol style="list-style-type: none"> <li>1. Is there a design that shows all of the elements for Middle Ave from the east side of El Camino to Olive Street?</li> <li>2. Are the options to remove parking for all of Middle or for a specific stretch? If the latter, please identify the boundary streets and explain why that section was chosen.</li> <li>3. Will the proposed bike lanes run the entire stretch of Middle or for a specific stretch? If the latter, please identify the boundary streets and explain why that section was chosen.</li> <li>4. What will the bike lane painting look like? Can you provide an existing street with the same type of painting?</li> <li>5. Where are stop signs proposed?</li> <li>6. Where are flashing beacons at crosswalks proposed?</li> <li>7. What other types of traffic calming features are being considered?</li> <li>8. When was the speed study conducted on Middle between Olive and University and what was the duration?</li> </ol> <p>Thank you,</p>

3/4/2022

I was happy to have the chance to discuss Middle Ave with the three Council members attending last night's meeting. I'm also glad I had the chance to meet you face to face.

I did not fill out the questionnaire then, so permit us to put our comments in writing now.

First, this is our only chance this century to solve a problem that probably started when Camp Fremont was here. So we have to find a long-term solution.

The most difficult section for new bike lanes is University to the Railroad underpass, which means solving El Camino Real too.

We are in favor of using the City's full 65 foot right of way. We understand this will impact a few residential single-family home landscaping/fencing, but there is a 'greater good' factor here. Perhaps the City can pay the cost of re-landscaping for the 6 homes on the north side of Middle.

The crossing at El Camino Real needs to focus on the biking school kids who are far below driving age and therefore not aware of all the safety issues when mixing with heavy traffic in that last block. Just witness the number who bike to school through downtown Santa Cruz Avenue holding their helmets, using the sidewalks, etc. (no matter how many times their parents tell them otherwise). We favor a second pedestrian/bike crossing on ECR. We also suggest a physical barrier near the intersection, such as vertical posts, to separate a bike lane from the vehicles on Middle where traffic is very dense from the Safeway exit to ECR.

The parking at Nealon Park has been very dangerous for the 40+ years we have biked and driven on Middle from our home on Arbor Road. At the meeting last night there was a proposal to push all that parking into the existing parking on the driveway to Little House. We favor that.

The rest of Middle Avenue (University to Olive) is relatively easy. The 2019 study of Middle showed a couple intersections that needed attention, but those can be solved with a user activated flashing beacon. We know the fire department really does not like raised crossings and speed humps on main roads because it slows their response time.

Finally, please do not wait for the RR underpass to be completed. Please put this often-delayed project on a tight schedule. Once the kids cross ECR they can use existing empty sidewalks and parking lots to get over to Ravenswood until the underpass is finished.

3/5/2022

I appreciated being able to attend the tennis court meeting the other night and talk over some of the issues.

This is a copy of some of the ideas and questions that have emerged from my neighbors and myself. The first idea here was well outlined by [redacted] and [redacted].

"Hi neighbors,

After attending the Middle Avenue Complete Street meeting last night, I am very worried about the proposed option that requires people to BACK INTO all of the parking spaces for Nealon Park. This would require all cars heading TOWARD El Camino Real to make some kind of U turn in order to back into what would be the newly angled spaces. We live on the obvious U turn option which would make the traffic on Kenwood and Morey increase greatly. Please check out the options the city is placing forward for Middle Avenue carefully. I hope that you see the problems that could be created for our neighborhood and let the city council and city staff know how much this would negatively affect our daily lives.

Additionally, on Tuesday morning, I saw the Park Services supervisor talking with three men while standing underneath the extremely loud "shuttle or zip line" feature inside the playground. This worries me that someone is thinking of re-opening that too loud feature."

Dear Neighbors:

[redacted] (see above) has very well described the impact of this BACK IN system proposed for Nealon park in front of the playground. One of the representatives of the Middle Ave. Project saw such a system used up near the DISH. I think the idea was not well thought out for our particular Nealon Park situation. Some added reflections:

- 1) In order to back in, drivers would have to stop traffic going to the West, toward University Ave.
- 2.) A certain number of drivers do not know how to back in quickly and might need several attempts. This suggestion could be even more dangerous than the current system.
- 3). Drivers heading down in the direction of El Camino, would not be able to turn left into the parking slots, and, as Paul described, they would use our streets as a way to turn around.

Alternative parking:

- 1)Some drivers would more frequently use our streets as the above planned parking suggestion would be too frustrating. Do we want that?
- 2) More parking could be made available and posted in the large lots to the side and back of the park.
- 3) What is your opinion on NOT having parking in front of the park?
- 4) Do you have an opinion about increasing the length of the parking spaces( straight forward, as now) so children and parents are in less danger when they exit and enter the cars? Many cars are SUV's with tail gates frequently opened. This solution would involve pushing the sidewalk further into the park.

Traffic control:

- 1). Speed Limit: Should the traffic speed be reduced to 25MPH (as on the Embarcadero)? Remember this street is basically residential with nursery schools, two senior centers, another park and a church. Many drivers often give themselves 5PMH over the speed limit.
2. Stop Signs. It is my opinion that once the project at Middle and El Camino is completed, that we will have trouble getting out of our streets in the mornings and evenings and during the weekend. Should a stop sign be placed at one of our streets?  
----There is only one stop sign between University and Olive. I think this encourages people to pick up their speed. Research studies by the City may not show this, however.
4. Flashing Light for pedestrians crossing to the park. What about this idea?(similar to the crossing on Ravenswood and Alma). This could be combined with an elevated, striped cross walk.

3/6/2022

Thanks so much for hosting the meeting last week. Many of my neighbors joined either in person or online. One of my neighbors pointed out that the maps of Blake Street in the materials shared are incorrect. Blake only connects Middle Ave and College Ave, and does not go all the way through to Partridge. That definitely changes the flow of traffic in the area so is an important distinction.

All the neighbors are planning to provide input into the process, but this error seemed worth pointing out immediately since it would impact any side street planning related to the project.

3/7/2022	<p>Thanks for attending the info briefing at Nealon Park on Thursday night. Many of my neighbors from Morey Ave and Kenwood Drive attended. They have shared suggestions with you about a lighted crosswalk and more.</p> <p>I just wanted to comment on the back-in parking idea. It has so many negatives, that I hope it is not on the table for long. The back-in parking at Stanford Dish, Stanford Ave, doesn't work very well, speaking as a frequent user. It seems to make an already-complicated parking task more complicated. I have seen people struggle to correctly park the car, all the while stopping traffic. Furthermore, that will force people onto side streets in order to make their U-turns for a correct approach. Although backing out onto the road from front-in parking seems dangerous, I think back-in parking will cause far more disruption and problems. Middle is such a busy road – if a parker comes to a stop and puts their car in reverse, likely another car will already be behind them, annoyed and not understanding why the car stopped and is backing up. Perhaps he's already blocking the open space and the car in front can no longer back into it. If a stack of cars is backed up behind the backing-up driver, he'll have no choice but to go around and hope for another chance to back in. We've all been in that position, trying to back into a parking space while the car on your bumper is confused and blocking your path.</p> <p>Anyway, I dearly hope this does not happen. It would create more congestion on Middle as a stack of cars coming from the green traffic light stop a line of traffic to perform their timid back-up into a space. Backing out onto the street is much less disruptive and dangerous, when you have the luxury to wait for a large opening in traffic, and there is nothing to hit as you move onto the street. It's so much easier to back out, than to back in.</p> <p>Thanks for collecting and considering the inputs. Much appreciated!</p>
3/7/2022	<p>We talked at the recent Middle Ave. bike lanes project, and I wanted to make sure you had my input on the project.</p> <p>First, I'd like to see an alternative which does not change parking south of University Ave. That alternative could include features such as:</p> <ul style="list-style-type: none"> <li>- speed limit at 25 mpg</li> <li>- restriping of bike lane/parking indicating a boundary to the traffic lanes</li> <li>- signage indicating No Parking during school commute hours, e.g. 7-9am, 3-5pm, or whatever makes sense, school days only</li> <li>- additional pedestrian crossings as appropriate</li> <li>- any other relevant features the Transportation Division sees as appropriate for this kind of approach</li> </ul> <p>Second, for all alternatives, please call out detailed parking changes, especially Sunday church parking at Arbor, often involving 2-3 dozen cars now utilizing Middle Ave and side streets, principally Arbor. Please also clearly indicate any changes to residential front yards following from new sidewalks.</p> <p>Thanks very much for your help and the meeting last week in spite of the rain.</p>

3/8/2022

Thank you. I filled in the survey. I have provided some additional comments below. While the survey provided space for comments on Middle at El Camino Real, it did not allow for any elsewhere. Also the two options in Question 1 are far too limited as I note below. I tried to enter something under Other for Question 1, but it is not evident from the Survey that it was accepted.

I am a resident of Menlo Park off of Oak Avenue, near Middle. My wife and I use Middle almost every day, most often we drive but occasionally we walk or bicycle.

Generally the speed of traffic seems okay. It would make sense to have a consistent 25 mile hour speed limit on the road if there is not one already.

When we walk, we enjoy having a continuous sidewalk on one side of the street. We have little or no interest in seeing a continuous sidewalk added to the other side (at least between Olive and University where we walk). Any money spent on sidewalks that limits how other parts of the project are implemented would be a poor use of funds.

We have generally avoided riding bikes on Middle because of the need to go around cars parked on either side of the road. When going downtown we ride on Santa Cruz, which does not seem to be plagued with such problems. Bike lanes in either direction could help but not if they displace parking. We biked down Middle at noon today. There were a few cars parked on the street in each direction, which need to be circumvented, but the number was low. Rather than Option 1 or 2 on Question 1, another Option is to keep a combined parking/bike lane in place on each side but restrict parking one side at a time during weekdays (for example, restrict parking 7:30am to 9:00am for side heading to Oak Knoll and during afternoon hours for side departing from Oak Knoll). A parking/bike lane would be acceptable until or unless daytime parking habits should change dramatically. No parking all of the time on one or both sides is draconian and would be an unreasonable burden to place on residents and others who use the street. I do not recall seeing an extensive parking restriction on Santa Cruz nor should it happen on Middle.

Street crossings are an issue. A mix of Flashing Beacons or Raised Crossings could make sense where more crossing visibility is needed. I would be strongly opposed to Speed Humps and Bulb Outs, which is a sentiment that I was unable to convey on the Survey. If there is some lifting of the pavement for visibility, it would help to have some bike-size gaps to pedal through. By the way, this should be done on Speed Humps elsewhere in Menlo Park.

- Crossing at Middle at Olive is a constant concern when we bike or walk since drivers tend to slow for a right turn but not necessarily stop at the intersection.
  - We often cross at Cotton where we have greater visibility both ways and can plan our crossing with a safety cushion. It might help if there were additional crossing visibility at that intersection.
  - Crossing Middle at San Mateo is a concern. It is hard as a driver to see or figure out if a pedestrian or bicyclist wants to cross. Drivers on the road often do not slow for those seeking to cross. A roundabout might help. This intersection might deserve a flashing red light (not just a flashing caution yellow), which can be activated when someone wants to cross. Activation needs to be bike-friendly if that is the case. Even a more visible, slightly-raised crosswalk could help although it would be more beneficial for pedestrians than bicycles (and there are probably more bicycles than pedestrians that need assistance crossing the road).
  - Crossing at Arbor into Jack Lyle is a concern. There are many pedestrians, often including young children, who cross here. This area needs substantially more crossing visibility.
  - Crossing Middle at University seems okay when we bike. The intersection is a bit of a mess -- narrow with multiple lanes on Middle. Probably needs some rethink, especially since AT&T is often accessing the underground from the intersection.
- Good luck with Middle at El Camino Real. Traffic to and from Safeway entrance is a nightmare for driving, walking, or biking. Please make sure that the lights are designed so they are aware when bicyclists are at intersection. We do not see the need for separate cross paths for pedestrians and bicyclists. Middle at intersection is too narrow today for three lanes. Any chance of widening it? Fancy calming and laning just adds to distractions for all. Keep design simple please. Oh, and let the green light for Middle run a bit longer so traffic has a chance to clear out

3/8/2022

I live on Kenwood Drive and like many of my neighbors I am very concerned about the proposed back in parking option in front of Nealon Park, it will create a lot of chaos and delays. Also, cars will turn into Morey and Kenwood and look for parking there just to avoid parking on Middle Ave.

There is ample parking available along and around the tennis courts that park users can go to and maybe additional signs should be posted encouraging people to park there.

I also believe that a lighted cross walk is necessary on Middle Ave. by the park.

Thank you for taking our opinions and suggestions into consideration.

3/9/2022	<p>Some neighbors have made the following suggestions :</p> <ol style="list-style-type: none"> <li>1. Parking in front for Nealon on Middle should only be for handicapped.</li> <li>2. The “no parking” striping in front of each entrance path to the park must be renewed with the addition of an upright “no parking” sign.</li> <li>3. Have people park in the plentiful spaces at the back. Parking on the side near the tennis courts and dog park might be more appealing for people. Put large, clear signage directing folks to the park/ playground. ( Maybe only on the one side because of the narrow drive and apartments backing up to the park on the other side)</li> <li>4. Crosswalk at Middle and Nealon Park : Put a flashing yellow light which pedestrians can turn to red with a button ( like in PA at El Camino near Stanford Ave. )</li> </ol> <p>Thanks Esther. I appreciated your response from several days ago.</p>
3/9/2022	<p>Thanks so much for taking the time to thoughtfully improve Middle Ave. I enjoyed meeting some of you and your team at the meeting at Nealon Park last week. My family lives at [REDACTED] the corner of Middle Ave and Blake St across from Nealon Park. We are happy to assist, gather feedback from neighbors, and generally be useful to you in the process. Our kids bike to school every day to M-A, Hillview, and Oak Knoll. My husband, [REDACTED] is an avid cyclist. We’ve practically raised our kids at Lyle, Nealon, and Burgess Parks. We use Nealon Park daily and walk and bike the neighborhood streets regularly. We have the benefit of observing the practices and patterns of the residents, commuters, pedestrians, and bikers regularly and are happy to be of service to your efforts.</p> <p>As a side note, we know and love our neighbors on Blake and Middle and greater Allied Arts/West Menlo. Our family moved from Santa Cruz Ave to Middle Ave in October of 2020 and grafted into a tradition of cheering nightly for the essential workers during the pandemic. Blake St now approaching our 2nd anniversary of this tradition. Our Blake St neighbors still come out at 6:30 pm most evenings to cheer, but also to share stories and connect as friends. This tradition has evolved to welcome neighbors from Morey/Kenwood Dr, College Ave, and other neighbors in Allied Arts and greater West Menlo. On Friday nights we frequently share a glass of wine, appetizers, and friendship. Kids and dogs run up and down Blake St, neighbors we’ve never met stop and stay to be a part of the sweet human connection. If you want to experience the friendliest block in town, you are welcome to join us for one of our Friday evenings. Especially in light of the past two years, this has been a real gift. Our family chose to live in Menlo Park because we love the people we meet and connect with here. We love that our kids can safely bike to school on their own, walk to downtown, and play at the local parks. We chose Menlo Park so we could have these rich layers of a neighborhood.</p> <p>Here is a summary of my thoughts from the survey. I hope it is helpful. Please reach out if there is anything we can do to assist you in your process.</p> <ol style="list-style-type: none"> <li>1. Which option would you recommend to City Council? I don’t prefer taking away parking on one or both sides of the street. Taking away parking adversely affects residents on Middle Ave. As someone who lives on Middle Ave and has three children who bike on Middle to school every day, I value bike safety. I think adding bike lanes between the traffic lane and parking is very reasonable. What I notice from living here, is that the heavy parking on Middle Ave is not necessarily the same time as heavy bike traffic. At 8-9 am when most students and commuters are biking there are few cars parked on Middle Ave. To restrict it would do little to make biking to school/work any safer. After school and work bike traffic is more spread out because the end of the day for school and work differs. It is not particularly unsafe for my 5th grader to bike around the few cars parked on Middle Ave on her way to Oak Knoll. Not having parking in front of residents’ homes would create a daily inconvenience and if parking is only on one side of the street it will encourage more pedestrians to cross the street randomly. This seems like trading one safety issue for another. Note: this will not affect us personally. I do think the intersections, especially at University and Olive, could use more strategic bike safety lanes/markings.</li> </ol> <p>I walk the neighborhood frequently and usually choose to walk on the quieter streets. When I do walk on Middle Ave I use the sidewalk on the north side and cross the street when necessary. I’m not certain adding a sidewalk on the south side of Middle Ave is worth removing parking for the residents.</p>

6. Are there any particular complete streets features that you feel are needed?

College Ave to Blake St is a major walking and biking route for Allied Arts/West Menlo to get to Nealon Park. Because there isn't a sidewalk on College or Blake St (except for 5 houses or so) people walk in the street. Dog walkers, strollers, little kids on bikes, etc. all cross at the crosswalk at Middle/Blake. Bike commuters frequently travel from Stanford area over the bike bridge at San Mateo, down Bay Laurel to College Ave, and then to Blake St. They then cross at the crosswalk at Blake/Middle to travel through Nealon Park to get to downtown Menlo Park. Many pedestrians and bikers prefer using the quieter streets in Allied Arts/Downtown rather than Middle and University to avoid cars. It is quieter and more enjoyable. We should be thinking about ways to make these streets protected with less car traffic. With the increased population and traffic due to the new buildings on El Camino, cars will more frequently cut through Blake St/College Ave. I think it would be wise to close Blake St to car traffic at the end near Middle Ave making this a safe bike and pedestrian route. It will also prevent excessive traffic from using College and Blake as a shortcut. Many will benefit from this adjustment.

9. Please provide any additional feedback on the project in general.

I'm concerned we will over-engineer the biking/parking/driving design on Middle Ave and not necessarily make it any safer. As a resident who lives at the corner of Blake St and Middle Ave, I get to witness the traffic and pedestrian patterns on a daily basis.

In my opinion, the best things we can do to help all (traffic, bikers, park users, and pedestrians) are the following.

1. Improve the crosswalks and intersections. Especially at El Camino, Nealon Park, University Ave, Lyle Park, San Mateo crosswalk, and Olive.
2. Leave parking on Middle Ave
3. Paint bike lanes down Middle Ave
4. Repave from El Camino to University
5. Close off Blake St to cars to create a safe route for pedestrians and bikers at the Middle Ave end
6. Improve and increase parking within the parking lot at Nealon Park

Specific ideas:

- Crosswalk and intersection safety: Bright colored crosswalks (not white), maybe raised? Avoid the middle of the road signs, they just get knocked down by cars. Make clear routes for bikers in intersections.
- Move the trash/recycling cans away from the crosswalk entrance to Nealon park. This forces pedestrians and bikers into the parked cars. Easy fix.
- Think about removing some of the 7 parking spots on Middle Ave near the crosswalk in front of Nealon Park (on the El Camino side) to improve visibility as cars approach the park. This is the area between Morey Dr to the other side of the crosswalk at Blake St, on the park side of the street. Maybe no parking at all between Morey Dr and the crosswalk. Just an idea and worth getting feedback from the residents on Morey Dr/Middle Ave (north side)
- Increase the number of parking spots within the parking lot at Nealon Park. To reduce the number needed on Middle Ave in high use times.
- I'm concerned the back-in parking design will create more trouble rather than less. The back-in parking is only helpful to cars approaching from El Camino. To park in these new spots, I'm concerned many of the drivers approaching from West Menlo will either use College Ave to Blake St (increasing traffic in a heavily used pedestrian/bike route) making this less safe, or they will pull a U-turn and create more chaos. The back-in design may create more traffic rather than less as people try to find parking.
- Improve the entrance to the parking lot at Nealon to encourage more to park there. The transition is currently bumpy and not very visible. The whole lot could be improved and solve a lot of the issues on Middle Ave.
- The good thing about the parking right now is that cars generally slow down near the park because there's so much action. The weak point is the crosswalk.
- There simply aren't very many cars parked on Middle Ave or at Nealon Park during the morning rush hour. Maybe we shouldn't overly design our bike lanes and parking when the higher levels of park use don't necessarily compete with the heavier bike traffic times.
- Please keep in mind the many narrow driveways on Middle Ave. It can be difficult for residents to get in and out of their narrow driveways on Middle Ave. Unlike Santa Cruz Ave, we don't have a turning lane, so it is important we don't design Middle Ave to be like Santa Cruz Ave with no parking and all bike lanes and car traffic. If we remove the parking, we will create more chaos for bikers and drivers. People would be forced to park illegally to make deliveries and pick-ups. For example, delivery trucks would end up blocking bike lanes regularly creating a less safe route for bikers. When I asked my kids, who bike down Middle every day, they said it feels safe the way it is designed now, and only at the intersections does it get confusing. I think adding marked bike lanes, leaving the parking on most of Middle Ave, and improving the intersections and crosswalks is the best of all worlds.
- Middle Ave between University and El Camino is overdue for repaving. The road is in bad condition and repaving would make it safer for bikers.

Thanks for your time.

3/10/2022

Thank you for engaging the community with regard to traffic upgrades in the vicinity of Nealon Park. I was unable to attend your outreach session on that Thursday night, as I was assisting a neighbor with a medical emergency at exactly that time. (The neighbor is fine.) I moderate an email group for residents on Kenwood and Morey Drives, and there has been considerable discussion there about the project. My message below is based on comments I have made in the email conversation, with clarity provided for my communication to you, which I feel is of primary importance.

Middle Avenue is ever-so-slightly too narrow to have lane lines. I know this from earlier work I did with the County while on the BPAC. This is why there is no striping, for example, in the last block from Kenwood to El Camino Real, even though it makes logical sense to have two lanes heading in the El Camino direction. It can't be striped to state and ASHTO standards, but people self-sort into right and left turning lanes. This is why Middle Avenue has a broken yellow line down the center instead of other lane striping. This is important to know when we look at the area near Nealon Park.

I believe that Middle Avenue should be re-striped to double yellow line down the middle, from Morey Drive to University Avenue. (Of course, residents should be able to turn into their driveways, as well as the entrance to Nealon Park/Little House.) Having a double yellow line would probably reduce the dangerously high incidence of people "passing" cars stopping for the crosswalk. I have both experienced myself and heard too many stories of cars stopping for pedestrians in the crosswalk, only to have a following car swing around to pass. Several children have very nearly been hit in this scenario. So, a double yellow line should indicate that passing is NOT permitted in these circumstances. This may be augmented by adding signage, designating a "no passing" zone.

I understand the concept behind the angled back-in parking, and I've seen it work in other places. However, I have no confidence at all in peoples capability (or willingness) to be able to pull off angled back-in parking. Take a look at Draeger's parking lot on any day and see how poorly people align with front-in angled parking! I think people will continue to pull in, regardless of the striping. Further, the back-in angled parking can only be addressed directly by cars heading southwest from the El Camino Real side of the park, and this will create new levels of confusion, u-turns, and non-standard traffic configurations, resulting in a net reduction of safety. I'm sure that you've also already gotten feedback from neighbors concerned about Kenwood and Morey being used as a turnaround route to approach the proposed new parking.

I do not want to create a scenario where park users begin to park on Morey drive, in an effort to avoid the back-in angled parking. There is a huge amount of parking in the lot near the ball field, and this is rarely even near full. There is additional parking along the tennis courts, although I don't believe families taking children to the playground would use these. I do think it would be useful to have additional signage indicating that there is a LOT of parking inside the park near the ball field. This is where people should park if they can't use the Middle Avenue spots. Another resident has suggest that the Middle Ave parking be restricted to either handicap or temporary load-in parking, and I think that warrants consideration as well.

I don't think moving the parking farther into the playground area from Middle Ave is a viable solution. It would require a complete reworking of the sidewalk/path, and also interfere with the few remaining trees along that path. And again, people do not park skillfully, so it will just shift the problem a few feet.

I also support a reduced speed limit, and I would be willing to endure the incredible annoyance of a speed bump should the City choose to install one on either side of the park. I've seen cars travel at very high speeds in the southwestbound direction on Middle Avenue.

And finally, I feel very strongly that the MOST IMPORTANT improvement in the area would be the installation of a lighted crosswalk to alert drivers to pedestrians in the crosswalk. I've seen many installations of these, and they really work to alert drivers and slow traffic when the lights flash.

I further support installing a bollard or set of bollards (perhaps removable for Fire Department access) on Blake Street, preventing high-speed turns onto that street. Blake street is a small, quiet street with a vibrant resident community which often has residents visiting and children playing in the street. Closing it to through traffic makes a lot of sense, both in current and future traffic scenarios (where we will see new routes spring up when the new housing on El Camino Real gets populated.)

So my main points regarding this project are:

- 1) A lighted crosswalk at Nealon. This should be the TOP priority for this area.
- 2) Double-yellow striping, reduced speed, and "no passing" signage on Middle from Morey to University
- 3) Leave the parking as is on Middle (a vote of "no confidence" in the angled back-in striping), and provide signage indicating the available parking inside the park
- 4) Installation of a removable bollard on Blake Street, eliminating cut-through traffic directly at the crosswalk/park area.

Thank you for your attention and continued efforts on our behalf. I would be happy to meet with you or any other planning staff regarding this project, at your convenience.

3/13/2022	<p>I was pleased to hear about the two new light up crosswalks on Middle Avenue, but I wanted to also express my concern about the need for an additional light up crosswalk or three way stop at Arbor Road and Middle Avenue.</p> <p>We live right near this intersection and witness so many close calls with cars speeding through at 40+ mph not stopping for the many people trying to go to and from the park or access the San Mateo bike bridge.</p> <p>I am afraid it's just a matter of time before something terrible happens at this intersection and would hope we can add additional safety measures there. Thank you for all of your hard work!</p>
3/13/2022	<p>I'm writing to you to express my family's great concern regarding the dangerous crosswalk at Middle Avenue &amp; Arbor (the crosswalk leading directly to Jack Lyle Park). We live just across the street from the park and there have been far too many times that my husband and I have had to wave down speeding cars before crossing with our young children. Sometimes three cars go by before it's safe to cross. It honestly feels like a game of chicken.</p> <p>In attending the March 3rd meeting, where many of us voiced our concerns around this crosswalk, I'd like to know what actions will be taken to resolve this issue? An overhead light would be a welcomed safety feature and would make those of us with little ones feel that much safer crossing at this very important path to our beloved and highly frequented park.</p> <p>Thank you for your time</p>
3/14/2022	<p>I am a Menlo Park parent who takes my children to Jack Lyle park by foot. As you might know, the crossing at Arbor and Middle is extremely dangerous. I attended the public zoom meeting about upgrades to Middle Ave few days back where they talked about putting flashing lights at this crosswalk. It was a relief to hear steps were being taken to make this crossing safer. I heard from a neighborhood group today that it won't be happening. Is that true? If so, would it be possible for you to tell me why this was not considered a good option? And whether there are any other steps being taken instead to make this crossing safer.</p> <p>Thank you!</p>
3/14/2022	<p>I am writing in response to the recent announcement that there have been two pedestrian upgrades approved to add flashing lights on Middle Ave. Unfortunately the pedestrian crossing that I believe poses very dangerous levels of risk to pedestrians has not been included on this upgrade.</p> <p>The crossing at Middle and Arbor, which makes for direct access to Jack Lyle Park from Allied Arts area is incredibly dangerous - it has low visibility, cars either don't care or don't see it, and the speed at which they approach is very dangerous. I live three doors down from this crossing on Middle, and have 3 young children. Over the past four years I have had numerous near misses, and have now resorted to waving down cars to stop before I allow my children to take even a step onto the crosswalk - its just too much of a risk.</p> <p>I have contacted the city in the past to raise this issue, as when we first moved to the area the crossing did not even have crosswalk signs. Signs were then installed, but I strongly believe this is not enough - they are hardly visible in their location, and with Middle having such wide bike lanes it seems the signs are not noticed by drivers. I know of many neighbors who feels the same way, and hoped/assumed with the Middle Ave upgrades happening this would automatically be fixed. I did not expect that other crossings were already under approval for upgrade - this one has been grossly overlooked.</p> <p>Please consider adding flashing lights to the crosswalk at Middle and Arbor for access to Jack Lyle Park. The crossing as it stands is an accident waiting to happen.</p> <p>Thank you for your time. I look forward to hearing any updates on the matter.</p>

3/15/2022	<p>My name is [REDACTED] and I reside at [REDACTED] Avenue (we are at the corner of Middle Avenue and San Mateo Drive). I am very interested in the Middle Avenue Complete Street project for many reasons (speed limits, crosswalks/signals, speed bumps, parking, bike lanes, etc.) as you can imagine, but there is an additional reason that I would like to discuss with you and get more information because it will be unique to me. I have familiarized myself with the information on the website and while I was unable to attend the community meeting, I watched the you tube recording of the meeting and found it very informative. Thank you and your colleagues for that!</p> <p>My unique situation: We have approved plans for a new home build on our existing property at [REDACTED] Avenue. Firstly, I am wanting to learn more about the construction timeline. What is the proposed start date for the work to be done between University Avenue and Olive Street? Next, as this project moves forward, can there can be some coordination with the City before, during and after both of our projects. I am certain that both projects will be disturbing existing infrastructure and it would be great from a cost, timing, planning, etc. perspective to coordinate so that no one is having to spend money to re-do or undo work already done, re-imagine, or spend unnecessary additional time and money. I think we all have the same goals and would be very interested to work together as both projects move forward.</p> <p>Please let me know when you have time to discuss. I am happy to start an email dialog on this and involve others as needed. Thank you so very much for all your hard work and I look forward to talking and working with you.</p>
3/15/2022	<p>I would like to echo my neighbors who are very concerned about Pedestrian safety at the cross of Middle Ave at Arbor Rd in Menlo Park. Please consider this:</p> <ol style="list-style-type: none"> <li>1) Many outdoor community activities take place at Jack Lyle park. Due to COVID and prior - a lot of classes/practices are held outdoor there. Both on the blacktop, the grass and within the park gates. Too many moving parts are looking to cross here as well as on Sundays for Church at the New Church. Parents carrying children who are also responsible for the safety of young ones as well as elders cross as multi generational families here. They need time to cross. if you are lucky to wave down a driver, you can never get enough time to cross.</li> <li>2) Rosener House Day guests need a safe crossing - extremely save</li> <li>3) Bus stop The bus stop for our schools is just one block down. The driver doesn't walk those children across the crosswalk and people can't see the little kids darting from the bus. I've seen people slow down and get out of their car to act as a crossing guard to help. Put flashing lights at Arbor so kids can walk two houses and safely cross, Please!!</li> </ol>
3/16/2022	<p>Thanks for working on the Nealon Park and Middle Ave projects. I wanted to reach out because my family lives on Morey Drive and our backyard abuts Nealon Park. I wanted to write in support of removing parking in front of Nealon Park to make a safer bike route, but with a big caveat. Morey Drive has turned into a parking street for families who can't find parking in front of Nealon Park. Would it be possible to turn Morey Drive into a residential parking street? Most weekends and afternoons our house has cars parked for Nealon Park so that our friends and family cannot park there. It is particularly difficult for our family because my mom has a disability parking permit but often is unable to park in front of our house since the park was redone. It has really become a destination park. Thank you,</p>
3/19/2022	<p>Thanks for working on the Nealon Park and Middle Ave projects. I wanted to reach out because my family lives on Morey Drive and our backyard is adjacent to the park. As part of this process, we wanted to bring this most important issue to your attention. As things stand, Morey Drive has become a parking street for families who can't find parking in front of Nealon Park. So as part of this process we would like the city to turn Morey drive into a residential parking street. Most weekends and afternoons our house has cars parked for Nealon Park so that our friends and family cannot park there. It is becoming really difficult for us to invite friends and family over on the weekends. So please include this in your plans for middle ave revamp. Thank you</p>

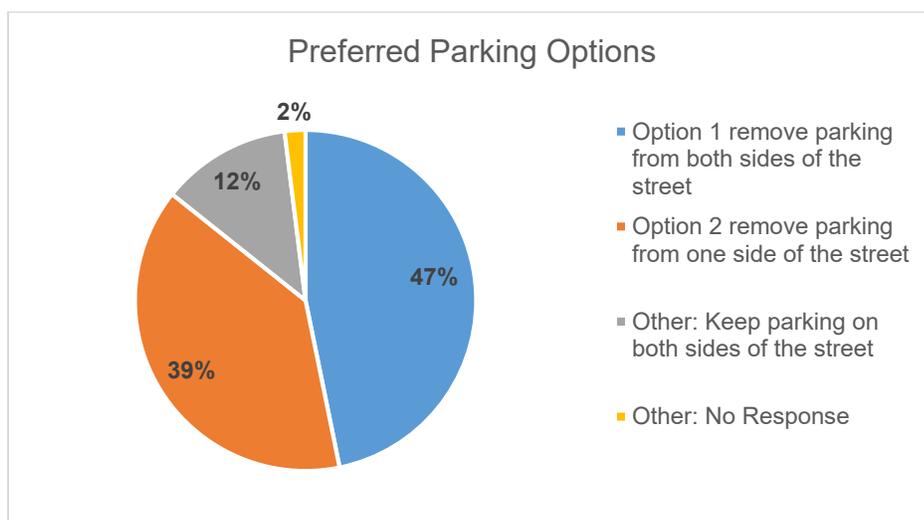
3/20/2022	<p>I am a resident of Allied Arts and our home is right off Middle Ave. on Arbor Rd. Our children cross Middle Ave. frequently to get to Lyle Park, as all children in our neighborhood do, given this is the main and ONLY artery to Lyle Park from our neighborhood. We have witnessed countless near accidents of cars who fail to yield to children crossing the street, and I fear it will be a matter of time before a fatal accident occurs if we do not put in a proper lighted crossing on this street. I've heard about the move to place the crossing at Middle and San Mateo, which makes zero sense to me. We will still have the dangers to the kids crossing from Allied Arts to Lyle Park.</p> <p>In addition to being a mom of two kids, I run the Menlo Park and Palo Alto Homeschoolers group of 25 families, which meets at Lyle Park every week. We are all terrified of Middle Ave and the car crossing situation. I am also founder of companies in the kids space and actively advocate for children on social media.</p> <p>I'm happy to discuss this further with you if you'd like and hope you're able to advocate for the kids in our neighborhood.</p> <p>Thanks,</p>
3/22/2022	<p>Thank you for replying to my message. It is very heartening to see the dedication and attention to detail you are applying to this project. I will answer your question about the parking and bike lanes, and thank you for asking for the clarification.</p> <p>I have been a bicycle commuter since 1991, and I have been very engaged in the transportation issues of cyclists for much of that time. I also have substantial bike handling skills in traffic. That said, I still find navigating through the portion of Middle Avenue in front of Nealon Park a challenge. However given the activity level at Nealon, the entrance to the parking lot near Little House, and the split into straight and turn lanes southwest bound on Middle, I don't think there is a good design solution as a complete street. It's just a hazardous layout, and the most significant improvements would be A) reducing speeds, and B) increasing awareness of the part of drivers, cyclists, and pedestrians alike. So I do mean to suggest leaving the frontage parking at Nealon Park alone (albeit with my earlier stipulations about striping, speed limits, and signage). I recommend that southwest bound cyclists share the travel lane with cars (the only safe option, in my opinion). This can be augmented either with "sharrows" (which I don't particularly care for, but they do seem to work), and/or signage stating "bicycles may use entire lane". I think that's the safest way to travel southwest on Middle Avenue in front of Nealon Park. The opposite direction (northeast), may be improved with a striped bike lane, or the sharrow/signage option.</p> <p>With that said, I feel very strongly that I want to see proper ASHTO-compliant bike lanes in BOTH directions on Middle Avenue from University Avenue all the way to Olive. As a long-term resident, I can tell you that at one point (1990s? 2000s?) there actually WAS bike lane striping in both directions. However, when Middle Avenue was repaved, the bike lanes were never replaced. This was something of an outrage to the cycling community, but that artifact is lost to history. I want them back, and I think they are completely appropriate for that stretch of roadway, in both directions.</p> <p>I do not see any compelling reason to remove or restrict parking, though. I walk through the neighborhood frequently, and there are often cars parked in the first block southwest of University, generally on the northeast side. There are multiple-unit apartments there, and it's possible there is not adequate parking on premises. However, I do not see this as a hazardous condition, as it does not appear to be recirculating traffic. Also, I have rarely, if indeed ever, seen cars parked farther southwest than Fremont Street (really only halfway to Fremont). I think it's fine to allow residents along Middle Avenue to have parking options for visitors, landscaping companies, servicepeople, and I don't see this as a hazard to cyclists, particularly if the proper Bike Lane striping is replaced along both sides of Middle Avenue.</p> <p>I hope my explanations were clear enough to answer your query. As always, I am completely at your service if you would like to inquire further or meet/talk with me. I check this email daily, and my cell phone number is [REDACTED]. Feel free to call or text.</p> <p>Again, thank you for your high level of engagement on this important improvement project.</p>

4/21/2022	<p>I spoke with Ray Mueller a few weeks ago while standing at the corner of Blake St and Middle Ave. He encouraged me to gather signatures from residents who live on Blake St in support of adding bollards to the Nealon Park side of Blake St. Here is our list of signatures from every home on Blake St plus a few Middle Ave residents.</p> <p>Please let me know if there is anything else that would be helpful.</p> <p>Thank you</p>
4/26/2022	<p>I hope you are both doing well. I understand from my neighbor [REDACTED] that you received the letter that our neighbors all signed about making Blake more pedestrian friendly. Unfortunately it sounds like there was a little delay with that letter getting to you so I hope that we haven't missed an important window!</p> <p>We really appreciate your consideration on this issue in advance of the Stanford El Camino Real project opening. As that project has come together, it's even more obvious that it's going to have a huge impact on traffic in Allied Arts on our neighborhood streets. To that end, I have a quick question. Was there a study done on the traffic / walkability impact on side streets in Allied Arts? Or is there a plan for that to happen as part of the Stanford El Camino Real work? From the Complete Streets meeting in March, it's clear that there was a lot of study and thoughtful planning done on the impact on Middle Ave. But understanding the potential side-street impact is also an important piece of the puzzle and I was curious what the plans were there.</p>
4/30/2022	<p>I've lived in the downtown for at least 30 years and often walk down Middle and in the nearby neighborhoods.</p> <p>Traffic calming doesn't work—it actually backfires, because once cars go over the bump, they speed up and go faster than they would have without a bump there.</p> <p>And we don't need special bike lanes on Middle. We've lived with both cars and bikes on Middle, as well as pedestrians, for decades.</p> <p>Putting bike lanes in will cost us parking spaces, which are important for residents and visitors to our parks, etc.</p> <p>If it's not broke, don't fix it! Thanks so much</p>

## Online Survey Questionnaire and Quantitative Results (Questions 1-7)

Question 1: Which parking options would you recommend to City Council?

Preferred Parking Options	Respondents
Option 1 remove parking from both sides of the street	285
Option 2 remove parking from one side of the street	237
Other: Keep parking on both sides of the street	75
Other: No Comment	12



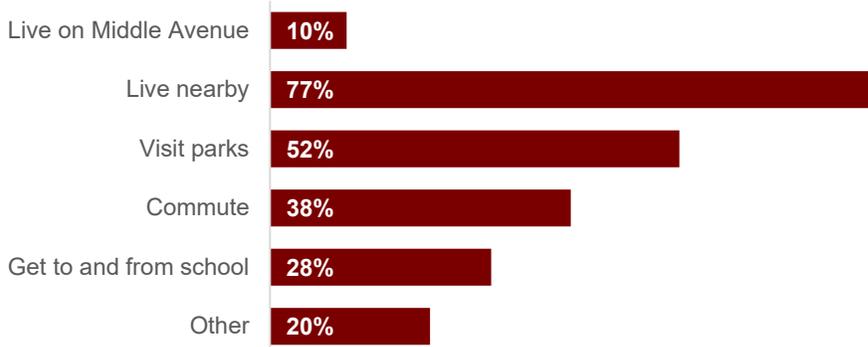
Question 2: How do you use Middle? (multi-select question)

How do you use Middle Avenue today?	Respondents
Live on Middle Avenue	60
Live nearby	472
Visit parks	320
Commute	235
Get to and from school	173
Other	125

Other responses include:

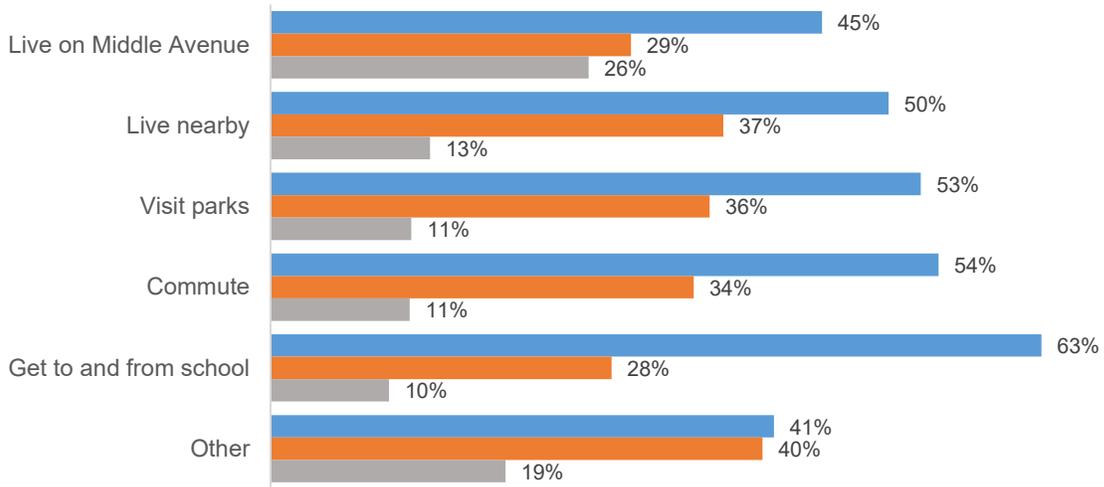
- To Bike
- To Exercise
- To Shop
- To visit family and/or friends

### How do you use Middle Avenue today?



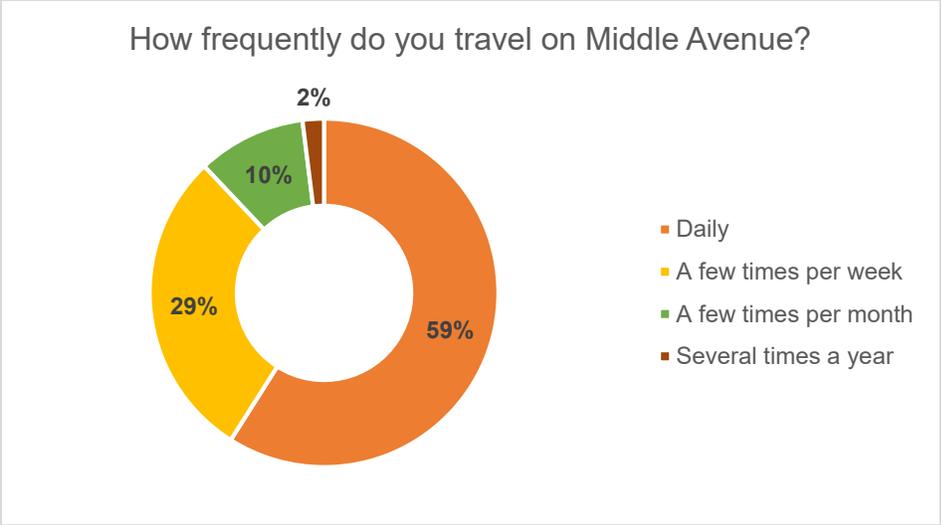
### Parking Removal Preference by User Group

■ Remove both sides   ■ Remove one side   ■ Do not remove or Partial removal



Question 3: How frequently do you travel on Middle?

How frequently do you travel on Middle Avenue?	Respondents
Daily	387
A few times per week	190
A few times per month	66
Several times a year	13

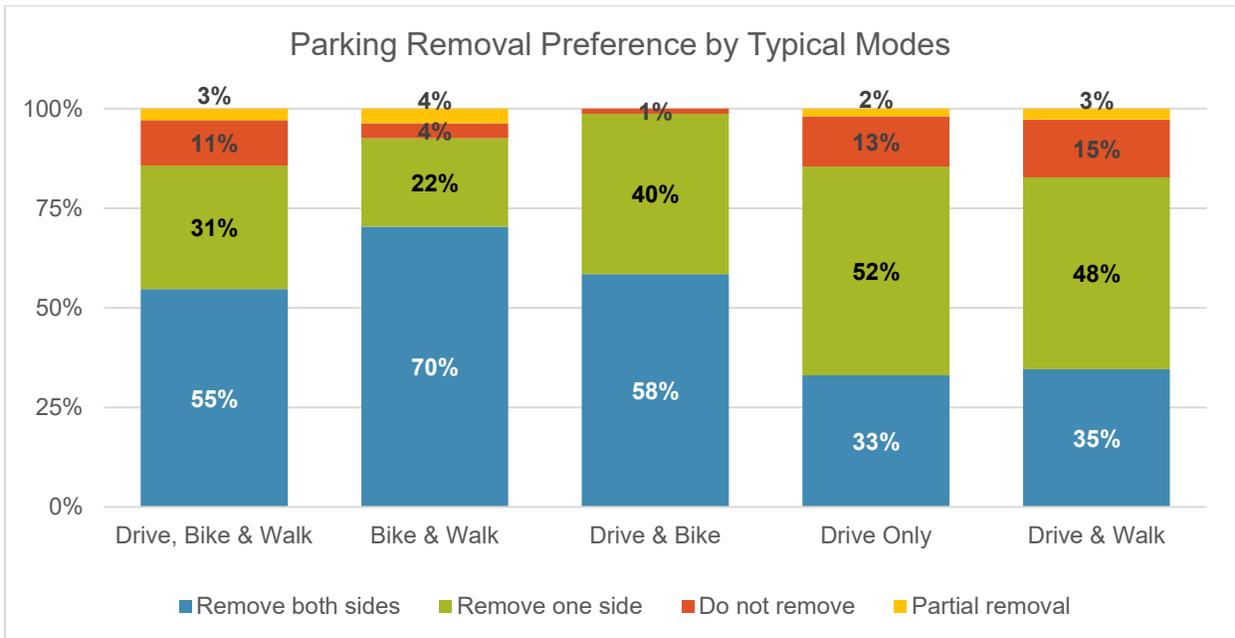
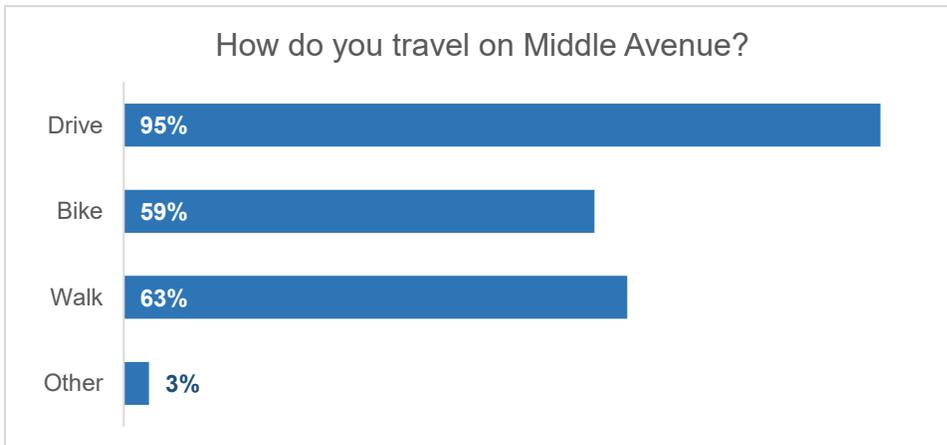


Question 4: How do you travel on Middle? (multi-select question)

How do you travel on Middle Avenue?	Respondents
Drive	598
Bike	372
Walk	398
Other	20

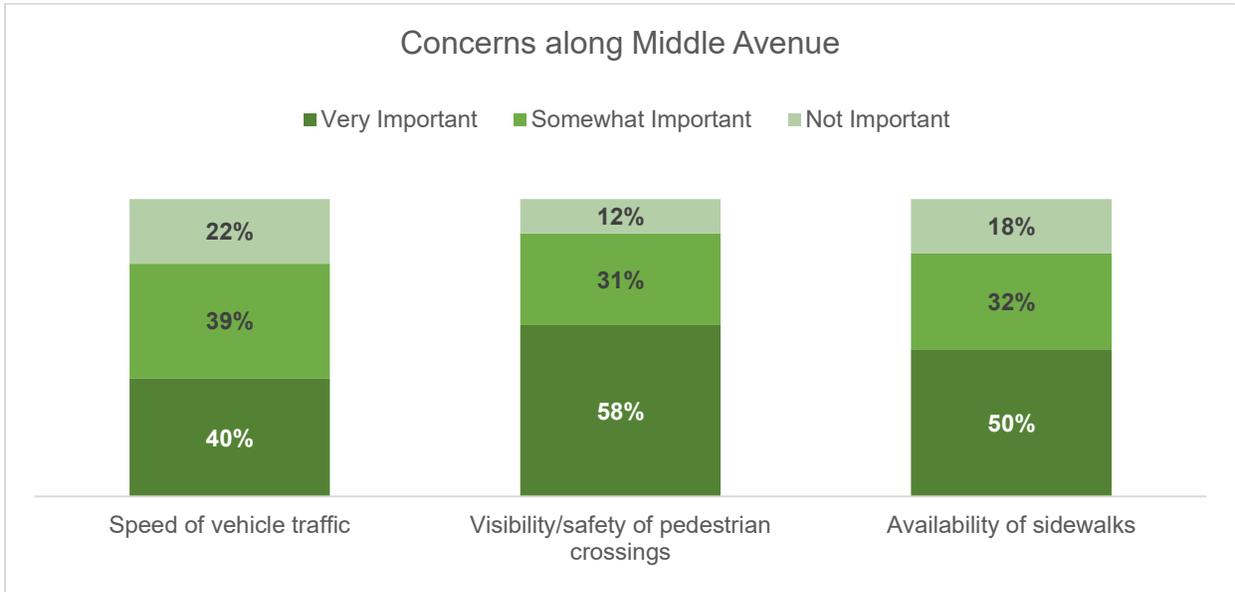
Other responses includes:

- Run/Jog
- Scooter
- With Stroller



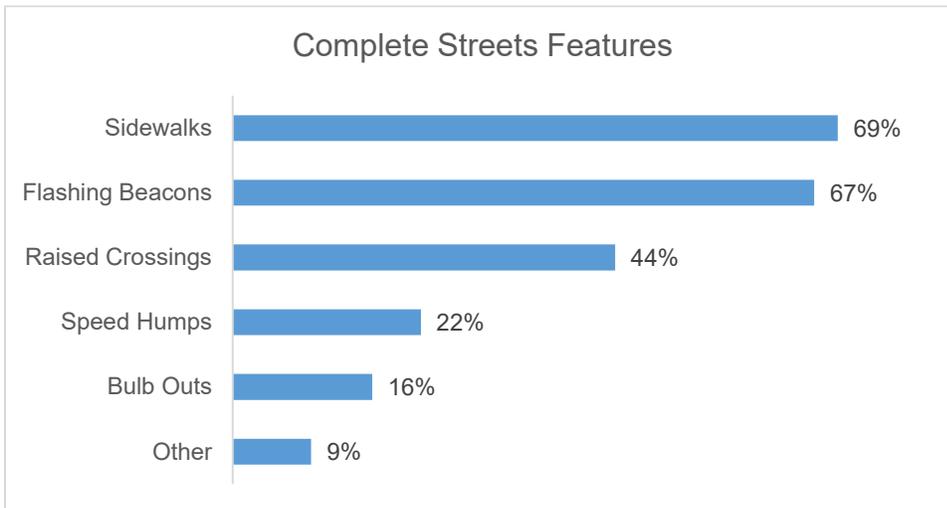
Question 5: In addition to bike lanes, we are considering potential complete streets features to reduce speeds and provide more space and visibility for pedestrians. How concerned are you about the following issues along Middle Avenue?

Concerns along Middle Avenue	Very Important	Somewhat Important	Not Important
Speed of vehicle traffic	253	245	138
Visibility/safety of pedestrian crossings	367	196	74
Availability of sidewalks	313	203	116



Question 6: Are there any particular complete streets features that you feel are needed? (multi-select question)

Complete Streets Features	Respondents
Sidewalks	386
Flashing Beacons	371
Raised Crossings	244
Speed Humps	120
Bulb Outs	89
Other	50

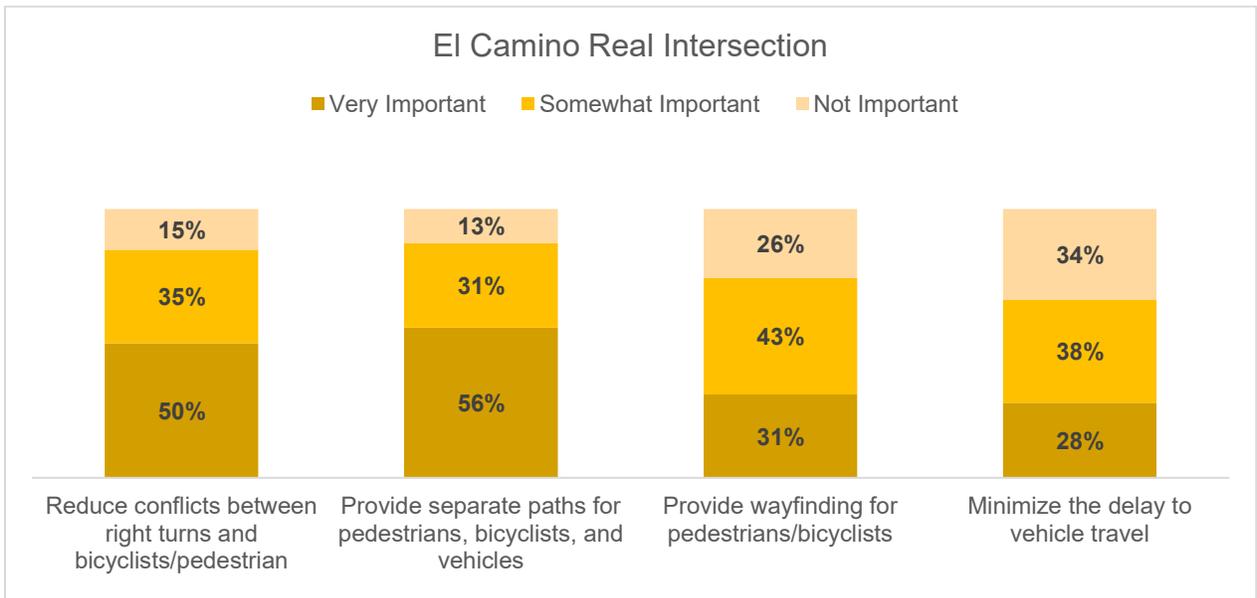


Other responses include:

Other Complete Streets Features	Respondents
Protected bike lanes	8
No new features	4
Chicanes/Islands with Trees	4
Speed Limit Signs/ Lower Speed Limit	4
Traffic Enforcement	3
No bulb out	2
Narrow traffic lanes	2
Speed Dips	1
Stop signs at major crossings	1
Roundabout	1

Question 7: How important are each of the following issues to address at the El Camino intersection?

<b>El Camino Real Intersection</b>	Very Important	Somewhat Important	Not Important
Reduce conflicts between right turns and bicyclists/pedestrian	299	208	90
Provide separate paths for pedestrians, bicyclists, and vehicles	330	186	75
Provide wayfinding for pedestrians/bicyclists	173	242	143
Minimize the delay to vehicle travel	160	220	194



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<b>8. Please provide any additional feedback about the El Camino Real intersection.</b>	
1	I am most concerned about the Safeway entrance on to Middle which causes confusion and congestion and risk of accidents. I am also totally against the proposal for "back in parking" on Middle at Nealon Park. I use the back in parking at the Stanford Dish regularly; I believe that is a horrible option for Middle Ave for a number of reasons.
2	Traffic to and from Safeway entrance is a nightmare for driving, walking, or biking. Please make sure that the lights are designed so they are aware when bicyclists are at intersection. We do not see the need for separate cross paths for pedestrians and bicyclists. Middle at intersection is too narrow today for three lanes. Any chance of widening it? Fancy calming and lanes just adds to distractions for all. Keep design simple please. Oh, and let the green light for Middle run a bit longer so traffic has a chance to clear out.
3	The back in angle parking idea is not going to make anyone's life better, only worse!!
4	Diagonal back-in parking is not necessary in front of Nealon Park. It's less convenient, since a parking space can be entered when traveling west. I park there regularly to play tennis. Backing out doesn't feel unsafe.
5	The street is primarily for autos. Cycling has become very popular, but the use of autos and pedestrians should remain the priority. A bike lane is great, but cyclists need to obey the laws, and they need to ride single file while in the bike lane.
6	anything to improve bike and vehickle traffic would be a plus
7	I am very concerned about the safety of bicyclists crossing El Camino in both directions. Much thought and community discussion should be put into where the opposing lanes of bike traffic split up/come together as bikes come out of/go into the bike tunnel. I would hate to see a solution that is as bad as the one on Homer Ave. in Palo Alto for bicycles. I also worry about bike safety in front of the Middle Ave. entrance to the Safeway parking lot (north side) and the Gas Station (south side).
8	It is very scary to drive when all the children are biking to and from school
9	Make it safe for Peds please
10	El Camino biking much worse than on middle
11	None
12	do not add speeding bumps
13	None
14	With all of the development in the area and added commuters, need to make the area more safe pedestrians, bicyclists and park goers.
15	Cars pulling out of the gas station on the corner cause a fair amount of risk to bicyclists and other vehicles. Consider restricting egress to El Camino.
16	More trees and landscaping. Improved "Welcome to Menlo Park" sign.
17	When turning onto ECR from Middle, the signal takes a very long time between greens.
18	Middle is a major arterial. Our neighborhood depends on keeping the traffic flowing. DO NOT ADD BULBOUTS, RAISED CROSSWALKS, SPEED BUMPS OR STOP SIGNS. Remember the fiasco that was tried on Santa Cruz a few years ago. The most important additions should be sidewalks on both sides of the street. An optional pedestrian operated crosswalk light at San Mateo could work but DON'T ADD a STOP SIGN. It is not justified.
19	This intersection is already unsafe (11 bike/ped accidents over a ~10-yr period) and adding an additional leg + turning movements will make it more complicated. Consider Dutch-style intersection and other features to help pedestrians. Also please consider how to reduce some of the turning movements into the gas station and Safeway off of Middle.
20	More worried about increased car traffic on Cambridge. What is being done about this? When are you going to make speed bumps more effective on Cambridge, they are worn down.
21	I think pedestrian safety is just as important, if not more important, than bicyclist safety. Somehow pedestrian safety always seems to be secondary to bicyclist safety all over Menlo Park. Pedestrians get little respect in M.P.; Please keep pedestrian safety in mind.
22	Once the new buildings are occupied, there will be a lot more pedestrian traffic, slowing left turns onto El Camino from Middle. It might be necessary to move the pedestrian crosswalk to the other side (where the Shell station is) - this will slow right turns but cause less backup than the current left turn situation.
23	I am most concerned about the traffic that will overflow to the surrounding residential streets. We already get a fair bit of traffic from other neighborhoods and even other cities using Arbor Road to avoid El Camino Real.

24	Its our lives - important!
25	I bike a lot and have never used that intersection for biking. I don't know how it could be done to safely get a biker to the Alma Street turn to head to Palo Alto. The only suggested route is to go through the neighborhoods and turn out of Cambridge and go to the next intersection to cross. If that is the only way for now, then I suppose that is how it has to be.
26	The addition of the new Stanford development has significant impacts on traffic patterns for Menlo Park residents, especially those who live along the Middle/Santa Cruz corridor. As someone who walks, bikes, and drives through those stretches of town DAILY, I see so many infractions that endanger residents it scares me. It will only get worse. The middle/el camino intersection is horrendous. All those cars exiting Safeway, turning left or right on El Camino - are ill prepared or incredibly rash when they cut into traffic. Add some pedestrians and a few bikers and it's a dangerous combo. I fear we are going to turn into Willow Rd residents, who cannot leave their driveways because of backed up traffic. But that's what MP City Council agreed to when they signed a deal with the devil and neglected to extract proper payment for their citizens. That's why city council members - who have no expertise - should not be in charge of negotiating deals with behemoths like Stanford et al.
27	Once the underpass is built to connect middle and burgess park and other areas (like MA and beyond, I think bicycle traffic will increase greatly on that northern section of middle and the middle - el Camino intersection. Ideally the underpass would go under el camino and the tracks to eliminate the cyclist ped interactions, although I understand that may not be practical. But without that I think it is extremely important that the cross walks and turning traffic are not having uncontrolled interactions that lead to fatalities like the youth cyclist killed at California and El Camino at a very similar intersection type. I worry that right on red and left turns allowed when crosswalks are active lead to far too many ped / motorist interactions and the tunnel, which should be a great asset to the community may have the unintended consequence of a fatality at middle and el camino.
28	Consider how it could be easier to exit Safeway onto Middle traveling towards El Camino
29	I'm assuming (perhaps incorrectly, perhaps not) that the traffic congestion due to the new building along El Camino in the vicinity of Middle will be unbearable. Supposedly there were many studies regarding this, but I, like many Menlo folks I know, are extremely skeptical. I certainly hope the city has a plan to alleviate the new traffic jams.
30	Something needs to be done about Roble Ave ... as it's traffic speed is off the charts. Multiple almost accidents w/ kids in past 3 months . It's a VERY narrow road & parking on street should be prohibited. People constantly park overnight & no tickets are being issued. We need speed bulbs desperately
31	Getting cyclists across ECR safely is one thing -- can you make ECR safer for cyclists? As it, it feels very unsafe.
32	This will get worse when the new development opens up. We especially need to to protect pedestrians crossing el Camino from west to east when cars are making left turns from middle onto el camino northbound
33	The Safeway parking lot entrance on middle also is an issue. It creates more congestion as people exiting often pull into intersection without enough space. Consider putting a light there?
34	Given the construction occurring the pedestrian access and how the construction team has handled it is inadequate. Until that goes away it's hard to assess what's truly needed. That being said, there shouldn't be a pedestrian crossing only signal. Currently it's shared with the left turn (from middle onto El Camino) which is not safe.
35	Also, reduce conflicts between left turns from Middle and bicyclists/pedestrians.  On a related topic, I would love to see us find another parking answer that isn't on El Camino south of Middle for the businesses in those couple of blocks. We regularly travel in the right land of El Camino since we live on Partridge and having cars parked on El Camino makes for treacherous driving. I'm not sure how to solve for the business owners and their customers and I want to honor their concerns as well.  Finally, I'd love to see Menlo Park have a clear and safe bike route that connects Palo Alto to Atherton and beyond. Right now one can bike all the way through Palo Alto and then you cannot safely bike to, say, Cafe Borrone. We need an answer to this.  Thanks!; Thanks for asking for our input!
36	More lanes for cars

37	The left turn from middle onto El Camino tends to back up past the Safeway entrance. Perhaps the Safeway entrance can get shifted further back (away from El Camino)
38	Flashing lights at Arbor and Middle near the mail box. Cut hedge across the street. Remove obstacles blocking visibility like power pole and mail box
39	Not enough time for left-turns from Middle onto El Camino when pedestrians are crossing. this will become a bigger problem as people move into the building.
40	I expect that crossing will become busier when the new development opens . I hope some planning was does as part of the development process.
41	Please provide an update on the Middle Ave bike/ped overpass over El Camino Real. Even if it's not part of your project, the community is very interested in updates. This would provide the biggest quality of life improvement for our family, and for the Meno Park community in general. Think about the number of car trips to Burgess Park that would be avoided!
42	The exit and entry in and out of the Safeway parking lot onto Middle when turning left to get the el camino is dreadful. It's dangerous and leads to great frustration by motorists. Once those new condos on el Camino are inhabited, it will only get worse. I don't have a solution but I have seen many dangerous moves here.
43	we really need a bike/pedestrian overpass or tunnel across the train tracks to connect the town
44	It is very difficult to get out of the Safeway parking lot, especially turning left. This needs to be addressed so everyone can be safe. If you added a U-turn option at the intersection for people heading south along El camino (so they could turn north) that might help mitigate the congestion at the Safeway exit along Middle. Then people could exit Safeway along El Camino and make a u-turn to head north
45	The Caltrain underpass at across from Middle and el Camino is a key project to enable complete streets and East-west connectivity in Menlo Park.
46	It all depends on the impact once the Stanford project is up and running.
47	Honestly?! I found the choice of words used in HOW the questions were written to be less than the standard I would have liked. The good news, for me, is that I was invited to participate-thank you. Bottom line- I do not live on Middle, though as a local I drive on the road 2--3 a week . I feel the NEED should be on the the people who LIVE on the street period; I hope my feedback is read by a human!
48	El Camino and the entrance to Safeway parking lot is a joke. Why was this ever approved? It makes it much more dangerous and blocks traffic having the current setup. There needs to be a dedicated lane to turn into parking lot on middle AND move it further from El Camino to reduce congestion. Or make an enter only and an exit only further down the street.
49	Better crossing information and lane designations. Currently I avoid this intersection and drive through Allied Arts
50	Dangerous as is. I won't go near that intersection on bike or on foot.
51	Knowing that the bicycle path under the tracks has been on the works many years and before the Stanford development, someone in the City (planning staff, planning commissions, or council) about how to design to prepare for this to finally come to fruition.
52	We need sidewalks on both sides of Middle, preferably wider than the 1950's standard. Overgrowth of hedges, fences built right up to the sidewalk edge, as well as power poles and utility boxes encroach on the existing sidewalk, making it too narrow for two people to walk side by side in many places and impossible for people to pass without someone stepping into a driveway or (more often) out into the street. ; This is a mess. Having the entrances to the gas station and Safeway so close to this busy intersection means there are cars turning, changing lanes and crossing lanes. Drivers turning right onto El Camino southbound rarely check for pedestrians or bicyclists, making this a very dangerous intersection. All car traffic should have red lights when pedestrians and bicyclists are crossing El Camino once the pedestrian underpass is installed.; I avoid this intersection as much as possible, in fact, I've stopped shopping at Safeway because I hate this intersection.
53	Light timing on ALL Menlo Park El Camino Real intersections needs to be redone. (1) Menlo Park light timing is not synchronized to Palo Alto's, so traffic between Sand Hill and Cambridge is either completely zero or backed up for half a mile. Also, moving traffic off of Santa Cruz is nice, but now it all takes Menlo and backs up 6 blocks (really!). Construction work street work is managed by idiots, or worse. The City of Menlo Park refused to pay any attention to this chronic problem. FINALLY, GET RID OF THE D*** TRAIN HORNS. They are unnecessary and unsafe. So says the Fed Gov't. Over 400 CA cities have eliminated train horns. Where ARE you guys on this. It is a total no-brainer.
54	The parking at Nealon could be improved.

55	the light is not long enough for pedestrians to cross we should not have cars moving when pedestrians are crossing -- it is just too dangerous
56	Olive x Santa Cruze is much more in need of attention. Get a light up there!!!
57	Traffic from the shopping center and gas station is challenging. Going east on Middle to turn on El Camino is bad. Will get worse with new developments on El Camino.
58	It is CURRENTLY unusable and unsafe for pedestrians because installation of handicap bumps or something on the Safeway corner has been going on FOR 9 MONTHS!!! Can someone focus on getting that project done so people are not walking in the streets BEFORE you plan the future?
59	Something has to be done about the entrance exit at Safeway
60	middle ave is not a pass through road for out of town traveler's trying to gain speed. it is a local road for people coming to our small community. it should be FIRST bicycle and walker friendly it is very dangerous. we need raised crosswalks, sidewalks or bike paths and NO PARKING at nealon park street side, there is a lot!
61	Make option to go to Sandhill much more convenient to new area businesses and residences to direct them AWAY from Middle cut through
62	Middle is a residential street. The speed limit should be 25MPH and they shouldn't allow passing in the bike lanes when cars are turning onto side streets. I would suggest sidewalks be completed on both sides, cross walks clearly marked, with flashing lights, etc. Maybe Safeway should eliminate the Middle entrance, it causes lots of traffic issues.
63	When traffic begins exiting the new development we will have conflict with left turns. Already difficult for Safeway shoppers to exit onto Middle to head east, and that will multiply to the extreme. Then they want to turn left on El Camino and pedestrians use up all the time on the light to get through the intersection, leaving autos backed up for several lights. Maybe pedestrians should only be allowed to cross El Camino from the Shell Station corner, so as not to hold up left turning autos. Right turn much easier because can also turn on red. It is going to be crazy. I live on Kenwood and use the intersection every day. Careful study and change is necessary!
64	Ensure correct timing of intersection lights. Optimized timing of the protected left turns.
65	N/A
66	Perhaps the traffic flow into and out of the Safeway parking lot can be adjusted to lesson the gridlock and near misses that occurs from those turning left out of the parking lot onto Middle
67	drivers turning right consistently look left for oncoming traffic and ignore/don't see pedestrians crossing on their right
68	Really excited for the bike underpass but how long will it take?!
69	Don't add a crosswalk from Shell side to Middle Plaza. A lot of commute traffic makes a right turn there and it would back up.
70	It fills me with anxiety to share the road with bicycles, they behave so badly. We need more tickets for bad bicycle driving.
71	It is very unsafe to cross El Camino at Middle. The left turn arrow onto el Camino aligns with the walk sign. I am amazed I have not heard of anyone getting hit yet.
72	The right turn lane from Middle to El Camino is frequently blocked by trucks that are parked opposite the Safeway parking lot entrance and, recently, a "Construction Ahead" sign placed in the street (instead of on the sidewalk). It is important to keep this lane clear, so that cars turning right onto El Camino do not get stuck behind cars waiting for the light to turn green.
73	Crossing El Camino on foot at the Middle Ave. intersection is a nightmare. Cars don't see pedestrians as they are in a rush to get through the intersection, esp. cars turning from Middle onto El Camino. The wait time for pedestrians to cross El Camino is also very long due to waiting for the car traffic lights -- would be great to have an overpass / underpass to avoid being on the road and waiting for the light.
74	We would really like the underground or other very safe bike passage for kids trying to bike down Middle to the high school
75	Question #1 could not be completed with Other: Leave as is.
76	I don't use that intersection, so I don't have any education opinion.; I don't use that intersection, so I don't have any educated opinion (correcting a typo).

77	oh my god, that farking construction across el camino makes the turn onto middle so bad--they had barriers out making the turn hard for months. Messed up the road too with all the burrowing underground. But hopefully all that will be over soon. I worry more now for all the kids biking on the street. I drive very slowly during the school commute hours. The other ways kids on my side of town (Willows) use to get to Hillview all are awful -- Santa Cruz, Oak Grove? Terrible! Valparaiso is a mess because of Menlo School and Sacred Heart. It's so hard for our kids on the eastern side of town to bike to school. I've been driving my kid because I see so many kids not paying attention on their bikes and so many drivers in a hurry. It's a mess. Middle could be a really good safe route for the bikes.
78	The Safeway entrance on Middle will be a major bottleneck when bike lanes are added to this area, especially with cars entering and leaving Safeway. In addition, Fire Dept engines park on the Middle while they shop at Safeway. Hopefully the plan is to connect Middle bike and pedestrian traffic to easily access the future ped tunnel under the Caltrain tracks.
79	There is probably not enough pavement, but a bike pocket lane between the left and right turn lanes on Middle would be nice for bikes turning left. Bikes turning right should just take the lane.
80	Menlo.park should be concerned with parking garages before they take away more parking; Menlo Park should be more concerned with adding parking garages and more parking before removing more parking spaces
81	The signaling for El Camino at Middle Ave has always been unsafe for pedestrians and cyclists crossing El Camino. As the crossing signal appears motorists also have a signal to turn left and they do, often very aggressively and impatiently. This is the only intersection I have ever seen where pedestrians and cyclists are signaled to cross into oncoming traffic. This has gone on for years and I have wondered every day why the signaling for this intersection was so poorly planned and why it has never been corrected for this many years.
82	At some point, El camino corridor from Valparaiso to Sand Hill would benefit from a dedicated bike lane in both directions.
83	I have no idea how MP will handle the increased traffic along el Camino once the homes and businesses are complete. El Camino is already a nightmare that I avoid at all costs
84	Where the underground connection from the El Camino to the train tracks ..we voted for
85	The pedestrian crossing across El Camino while those on Middle Avenue are turning left (north) onto El Camino is not a good combination. Put flashing crosswalk lights there and allow a walk sign for pedestrians before a green light for vehicles.
86	are we going to get the tunnel that goes under the tracks?
87	I ride through there regularly with no issue. As a bicyclist who actually obeys traffic rules I feel safer 9n my bike than my car. Bikes ignoring traffic rules are the biggest fear as they create an atmosphere where drivers do crazy stuff to avoid them or trying to anticipate what the bike is going to do
88	Do not do it. Get Stanford out of our town
89	Divert traffic as a most of the traffic is used by non residents.
90	I avoid this intersection by bike; it's dangerous to cross onto Middle and for lack of bike lanes on El Camino, dangerous to cross onto El Camino. Insufficient waiting space on the sidewalk for bikes on El Camino and on Middle.
91	Currently, the light does not allow enough time for cars to empty from Middle when there is a pedestrian. Light pattern allows for 3 cycles of the pedestrian walk sign for ECR traffic, but barely enough time for built up traffic to clear when the light is green for Middle. Also, it's not super clear for bikes where they should be at that intersection. Can't we just reduce ECR to two lanes since that is how many lanes it is before and after that section?
92	Too many drivers running red lights
93	I'm part of a neighborhood group who worked with then Mayor Ray Mueller to put together a petition back in 2019 when the issue of removing parking came up all of sudden. The petition was submitted to City Council for consideration.
94	Left turn lane and arrow/light from Middle to ECR extremely important; Left turn lane/signal extremely important from Middle to ECR
95	Much will depend on traffic/bike/pedestrian use changes once the Stanford project is complete.
96	middle with parking is a MESS. everyone has driveways and garages, use them

97	It may be impossible to predict what will happen at the Safeway intersection when the Stanford construction is complete.
98	Cars turning right often roll through sidewalk before stopping. that's a problem with all the right turns onto Santa Cruz avenue also
99	The main problems are right hand turns conflicting with pedestrian crossing, right hand turns conflicting with cars making a U-turn onto El Camino and cars driving into and out of the Chevron gas station on the corner.
100	<p>It's a great thing that we're putting real consideration into this intersection. By also putting a bike tunnel to Burgess park here we will make this the main road intersection connecting for bike and pedestrian traffic going across town. This means we are implicitly (or explicitly) encouraging this as the preferred route for adults, families, and (maybe most importantly) Hillview students riding without parents to cross here on bikes. Because of the less predictable nature of car traffic, the road crossing here will be many times more dangerous for bikes and pedestrians than a standard (non-tunnel) rail crossing. It's important that we don't actively create a crossing here that can put kids in the same kind of danger as the California Ave. crossing in Palo Alto. If we're putting in the time and money to get the rail crossing right, let's make sure we do an even better job with the road crossing. If our town can afford (and has the will for) an underpass / overpass for pedestrians and bikes, this is clearly the place. If not, we'll need to design a very clearly marked, bike designated crossing that's centered around the responsibility level and patience of a middle school student as it's user.</p> <p>Again, we're making this kid's route across town. Let's make it a safe one for them.</p>
101	Through traffic of all types on El Camino should be optimized for throughput. However, simultaneously, use and access to Middle needs to be made as safe as possible. Transitioning to/from Middle to El Camino can have delay but must be safe.
102	<p>1) students ride side by side and often three abreast, so you diagrams should reflect the need for this space.</p> <p>2) We have to use the City's right of way to widen the space to create double-bike lanes AND add vertical rubber poles to separate the bike lane from the vehicle lane along the stretch from Safeway exit to ECR.</p>
103	MARK CAR LANES MORE CLEARLY ON MIDDLE APPROACH TO EL CAMINO. WIDEN APPROACH ON MIDDLE TO EL CAMINO INTERSECTION TO IMPROVE ACCESS FOR PEDESTRIANS, BICYCLISTS AND CARS.
104	It sure would be helpful to have a pedestrian / bicycle underpass to allow people to safely cross from the Middle Ave / El Camino Real intersection to Alma & the other streets to NE & NW of El Camino Real.
105	A shared 2-way bike/pedestrian bike path could run along the Safeway side of Middle from El Camino to University
106	Safeway entrance/exit paths need to be redone. Shell Gas station should possibly be moved away.
107	A tunnel under El Camino for bikes and pedestrians would help a lot. I remember in one of the original designs, it was proposed.
108	The biggest problem for me is the speed cars go down Middle Ave. Making drivers slow down will increase safety for residents and encourage people to bike and walk more in the neighborhood.
109	We need to SLOW the traffic as a primary goal. Speed kills and cars are speeding down Middle Avenue. A concern is that if parking is eliminated on one or both sides drivers might view the Avenue as a Highway and increase their speed.
110	I have witnessed many near-accidents with cyclists and cars at the Middle/El Camino Intersection (and along Middle in general where there is often not sufficient room to bike). There are a lot of children who bike there and I have seen many aggressive cars getting close to cyclists or even bumping into them. There is no obvious lane for bikes. Also, there will be significantly more traffic once the Stanford housing on El Camino opens and there will be many pedestrians and cyclists who will be biking to Stanford. It makes sense to invest in safe ways for people to use bikes as a mode of transportation.
111	In addition to concerns about ECR x Middle, the entry/exit to Safeway on Middle Ave. is pretty stressful to navigate even as a driver. Making a left out of the parking lot can be tricky. It would be great to figure out some way to separate bike/ped traffic since drivers have a lot to pay attention to without adding them to the mix.

112	We live on Middle Avenue at the west end. We have been there for over 20 years. We see the safety issues everyday. The primary issue is traffic speed. There are virtually no stop signs and the roadway is perceived to be wide. As a result cars build up speed--excessive speeds. This creates a very dangerous enviroment--cars can't safely back out of driveways, kids on bikes, strollers going to school, drag racing down the street, lots of cut through traffic during worst times of day re school etc. If we did more to protect our neighborhood like Palo Alto either through reducing speed to 25 MPH, adding intersections with stop signs and speed humps we would address the issue. Marked Bicycle lanes will help and reduced parking limitation during school hours is helpful. But, parking by itself will NOT address the fundamental issue and may--by itself--make it worse
113	None
114	The crosswalk at Jack Lyle park is very dangerous. I have almost been hit several times in the past year and witnessed others in similar situations.
115	Too congested around Safeway. Too much new development on El Camino: Vehicle Roads on side streets of off olive and middle such as garland dr. needs repaving and pot hole repair!! City office for roads does not return or respond to messages.
116	Traffic lights should be responsive to waiting traffic and avoid green lights for empty lanes. Walk signal should have two options - short signal for most, longer walk signal option for strollers, support walkers.
117	I am very concerned because it was in the plan to have a tunnel that went under Middle and the RR tracks to Burgess Park. That got scrapped after being approved. Currently, with all the construction workers parking at Safeway and walking across El Camino, only about 4 cars are able to make that left turn in the morning. I don't even try anymore, I go to Roble. I can only imagine how much harder it is going to be to make that left turn once those buildings are complete and occupied and you have a ton of pedestrians and cyclists going to Safeway and the park, it becomes dangerous!! I guess the city will reconsider putting a tunnel after we have a couple of pedestrian and bike accidents at that intersection, mark my words, it will happen, I pray it does not, but I have almost hit one of the workers when he darted out as I was making the left so he could make the light to cross the street. Before we start reconfiguring Middle to make it more pedestrian and bike friendly, we need to make the crossing more friendly to them and cars!
118	Although I would love to see many improvements made to the walkability and bike-ability of middle, I think the real problems with this intersection is difficult to address with el camino in its current state. I think in order for el camino to feel like a more human-focused space rather than car-centric thoroughfare of pain and misery it needs a protected bikelane and more pleasant sidewalks for its entire Menlo Park stretch. As a driver who knows (and occasionally gets frustrated by) traffic woes of el camino, I would happily sacrifice lanes of traffic and parking areas if it meant we could have safe, pleasant, and protected bike lanes and walkways along el camino.  With that said I think that a protected bike lane along the entirety of middle would be good but would be especially nice near safeway and the gas station. Specific bike crossing markings on the road would also be useful.
119	Reduce length of time for cars making left turn on to Middle Ave
120	What ever happened to the bike crossing OVER El Camino Real that the City has talked about for decades now. Having a way for peds and bikes to get to Burgess Park/Pool/Library after school would eliminate tons of traffic on El Camino. Any changes to Middle Avenue to that do not include that bridge over really misses the point.
121	Once the development opens, pedestrians crossing ECR with cars turning will become an issue. Currently no issues.
122	I drive this every day but still think worried about delaying vehicle traffic should not be a priority. We have very unsafe conditions for bicyclists in MP
123	Traffic light stops can often be ridiculously long. Why?
124	With the increase in housing and people, we will also get more traffic in cars. We need to address this issue also, and not just assume everyone can walk/bike everywhere. When drivers get frustrated by delays they make poor swift choices that can impact peds and bikes. Vehicle traffic needs to remain important, especially for first responders, fire trucks, ambulances, police, etc...
125	the new developments are very concerning in terms of the increase in traffic that will result
126	Once the buildings on the east side of ECR are complete the traffic will require more safety features
127	Traffic calming is an urgent need on Middle, University, and other through streets in this area of Menlo Park.

128	none
129	Please take into account and mitigate the frequent and dangerous conflicts that occur when northbound cars on ECR make a legal U-turn at the Middle Ave intersection, while cars on Middle Ave are in a hurry to enter ECR by making a right-turn-on-red. Also, cars entering into and exiting from the Shell station, located right at the corner, can also cause sudden slowdowns.
130	I am not concerned about the foot traffic on El Camino as the current traffic system seems to be working. However, I would like to see flashing beacons to be installed on the crosswalk between the library and the railroad. It seems very dangerous for the (approx.) the third car behind stuck waiting on the railroad not knowing that the car couple spots in front having to stop for a pedestrian.
131	Trying to make a left turn from Middle Avenue onto El Camino Real is limited to maybe a handful of cars if there are pedestrians walking. Having a leading pedestrian access to the walkway will assist with this, but there also needs to be adequate time on that light to allow the congestion on Middle to get onto El Camino otherwise it blocks the gas station, access to the Safeway shopping center, etc.
132	Many cars on ECR turn into Safeway via Middle Ave, backing up cars on Middle into the ECR intersection. Find a better way to ease entry to Safeway from Middle.
133	At El Camino and Middle, on South bound side of El Camino those 6 parking spots are necessary and should not be removed.
134	Eastwood down middle Avenue at El Camino needs to have specific lines for left-hand turn only, right hand turn only, and if there is an entrance to the Stanford project, a direct line for that we have traffic. Also, the left-hand turn from El Camino North onto middle needs to be longer so that more traffic can turn left and not back up on elcamino.
135	It is hard to know what this intersection will feel like when there is traffic coming from the new side and it becomes a 4 way intersection, but I'd be more concerned about how it affects the driveway into Safeway which is already a very hazardous intersection. People exiting that driveway seem to think they have a right-a-way (almost like its a stop sign intersection for Middle Ave drivers). I travel this street daily and almost every time I pass by during the day there are cars causing confusion. With the increased traffic heading West on Middle Ave (expected to come from the new development) I'd worry this intersection gets worse. If there is a way to divert traffic from using Middle or encouraging those exiting the the new development to turn right or left onto El Camino, that could reduce the issues bound to happen at this intersection and also the amount of traffic increasing down the length of Middle.
136	There is not enough time for pedestrians to cross ECR and they can only do that as Middle Avenue traffic turning left onto ECR is waiting (if they do). Could there be a timing change to have all traffic on red so that pedestrians have some time to cross safely?
137	Today as I was leaving the Safeway exit on Middle to attempt to turn left onto El Camino Real, I gave up because there was a line of cars on Middle trying to do the same thing onto ECR. Can there be a light to help cars exit Safeway? Too many cars don't signal their intent to turn into Safeway, so I end up waiting for them to pass only to have them turn. Can you put up signs reminding drivers to use their turn signals? This would be for both directions on Middle. I can just imagine how congested this will be when the new construction is opened. Oh my goodness!
138	I'm in favor of a protected intersection / dutch junction.
139	It will be important to find a good balance here between cars, pedestrians and cyclists - this intersection can cause a lot of delays for road traffic, which isn't good for anyone. Perhaps worth considering a bike/pedestrian bridge or tunnel?
140	As a biker the only real section of Middle ave that feels unsafe is the area between El Camino and the Safeway entrance. With the proposed new pedestrian rail crossing there is likely to be substantial increased bike and pedestrian traffic on that block. What can be done to make it safer / prioritize pedestrian use?
141	This is a tricky intersection and care should be made to insure safe crossing for pedestrians, those on bikes, and cars turning. Make sure the crossing light is of sufficient length to allow children to seniors to cross.; n/a
142	El Camino is a completely separate issue from Middle Ave. El Camino is terribly dangerous for bicyclists and would require a complete overhaul over its length for it to become useful to bicyclists. Fixing el Camino for bikes in Menlo Park is not enough so please don't make it more difficult for cars to drive through than you already have. If you can work with Palo Alto, Atherton and Redwood City, I'm in favor of improvements for bike riders. Until then, lay off it.
143	I don't use it on a bike because it looks like suicide lol, biking on elcamino is *not* fun, at all. plus i live on the west side of el camino anyway so i don't need to use that intersection

144	The construction on the corner of Middle and El Camino has gone on too long. There aren't even working on it
145	We need to prevent people from using the neighborhood streets as a cut-through to 280. Must take measure to keep commuters from speeding down the residential streets between Middle and Santa Cruz (i.e. Hermosa, Cotton, Hobart) to avoid traffic/stop signs.
146	The circulation in and out of the Safeway parking lot will be a big challenge to coordinate bike/ped traffic around.
147	Red light running is a problem and allowing right turn on red at this intersection greatly increases danger to people walking and bicycling through the intersection. Many kids ride bike on Middle and cross El Camino to get to and from school, home and activities.
148	nightmare
149	The biking lane school should go through bay laurel to avoid the middle / olive intersection which the most dangerous for bike and cars
150	I frequently see issues with cars turning into/out of the Safeway parking lot.
151	That's a very busy corner and we don't walk or bike that far down Middle. Generally we only go as far as San Mateo drive. Only drive to cross ElCamino but this is really busy especially with Safeway and the gas station.
152	needs better bicycle support. this is dangerous and lots of kids use this intersection. I am very concerned about the influx of many cars / traffic once the large complex is complete. How will these people all get to 280? obviously via middle and the neighborhood. very worried about the safety of our kids biking to Oak Knoll and Hillview when we add many cars trying to get to El Camino. also the turn into/out of safeway /gas station / into the line on middle near el camino is DANGEROUS. accidents here frequent. I don't have a perfect solution for this, but between cars using this as 2 lanes moving toward middle, bikes on the side, parked cars and people frustrated trying to make left turns, this is a problem spot. This may become impossible once you add more people using middle to access the huge complex on el camino. also NEED bike / pedestrian access from middle across train tracks to Burgess. can they do and underpass (like exists near pamf in palo alto) while they are digging giant holes and tearing apart the terrain on El Camino? Would you considering limiting access to the new complex to / from Middle? Just like Palo Alto does not allow people to make a left onto Sand Hill from El Camino (and then they go to Cambridge and make a U turn)? If people could only turn right or left out of that compex at Middle and Cambridge, this may limit some people from using Middle and the neighborhood as a cut through. ; could benefit from dedicated bike lanes without cars parked within and speed humps.
153	You could make the crosswalk more visible
154	It will be helpful to provide a direct walking path between the new developments and the Safeway shopping center, enabling residents and workers to shop locally. This should include a gap in the low decorative wall and sidewalk paths to the stores.
155	Would love flashing lights and/or speed humps at the crosswalk crossing Middle from Jack Lyle to Arbor. I never feel comfortable crossing this with my son/stroller and hear other parents talking about how dangerous it is to cross there.
156	It will be so hard to turn left with the new building projects and added population. I hope that thought and research goes into improving this!
157	For our children's safety we need a bicycle/pedestrian overpass from Middle Ave across El Camino, train tracks, and Alma. It is so unsafe to get from West Menlo to Burgess the way it is now and MANY kids cross over to get to Hillview and to M-A. I fear for my kids' safety every day because of how dangerous it is. When I bike down Middle and I turn left onto El Camino, the whole thing is so dangerous so I end up riding on the sidewalk on the Safeway side of Middle which is illegal and unsafe but not as safe as Middle. I hope it doesn't take the death of a child bicyclist to create a safe passage from Central Menlo to West Menlo. Middle Ave is the place to do it. What happened to the underpass or overpass plan? Many more would bike and this would help climate change if we could bike safely across town. I hope Menlo Park will be a leader in prioritizing bike and pedestrian travel routes.
158	Doing all of this s now after approving the massive Developments on El Camino Real rings of supervisory negligence.
159	Trees at the intersection for shade when pedestrians and bikers are waiting for light change -- it swelters in the summer, and it's a rather ugly intersection to begin with...
160	Overall vehicle speed on Middle Avenue, particularly in the current 30mph region, is a real concern. Figuring out how to reduce overall traffic to no more than 25mph should be a high priority so bikers and pedestrians are as safe as possible.

161	Ensure bikes can trigger signals by themselves hands free
162	what about parking at Nealon park? I don't think the "back in only" parking I've heard is on the table is safe for all the bikes and pedestrians crossing.
163	It is extraordinarily unsafe on a bike and we should make protected and safe infrastructure for all ages and abilities so this important corridor is accesible to all people without the use of a car
164	The left turn out of the shopping center is a problem for safety and visibility. I would recommend that vehicles be right turn only from the shopping center there.
165	Slow left turn
166	We should incentivize people to bike more. We could become a biking community. The new housing right on El Camino/Middle or El Camino/Oak Grove will mean more cars unless we incentivize biking more now. I bike approximately 30 miles per week for work -- it's faster than driving, no parking fees, etc.
167	the cars entering/exiting the safeway parking lot are a huge nuisance and danger. that area is always clogged up, cars trying to come out of safeway onto middle, taking a left. cutting across traffic. cars trying to get in and out of gas station. the whole interchange is a mess. just accident waiting to happen all day long.
168	Rework the entrance to Safeway on Middle so that flow isn't backlogged there. A dedicated turn lane to enter the Safeway parking? Making it one way in, and exit onto El Camino? Whatever creates the least log-jam and safety issues.
169	Drivers departing the Safeway parking lot and turning left onto Middle cause disruptions at all hours of the day. They frequently blow the stop sign, nudge out into the road (disrupting southwestbound traffic, then attempt to cross three or four lanes of fast-moving traffic. That exit should be right-turn-only.
170	I am concerned about the value of traffic at middle and el camino...it's already horrible and gets really backed up. And that's without all the new housing/tenants that will be moving in to the new development at El Camino. What is being done to reduce traffic build up on El Camino through Menlo Park?!
171	Thank you for making our streets safer for children, students, and families. Cars travel extremely quickly on their way to and from El Camino. We live on Partridge Avenue and people cut through our street (filled with young families) to zip to El Camino.
172	We need safe routes to cross El Camino. We also need safe routes along side El Camino or you can't get to Middle to use it as a safe east/west passage through MP from Linfield Oaks. I have tried numerous times to bike to Safeway from linfield oaks— There's not enough space on the sidewalk along El Camino; El Camino street is too scary for bikes; crossing El Camino is difficult.
173	It will be important to make sure that vehicles making turns from Middle to ECR stop for pedestrians and bicyclists. With Safeway and a gas station at that corner, there is much activity and drivers are often in a hurry to get through the intersection.
174	My kids bike to MA. They say people are mostly respectful in the mornings but afternoons can be more dangerous.
175	Too many cars running the light! Pedestrian foot traffic is going to increase significantly with the new construction and it's becoming very difficult to manage.
176	Menlo Park police are conspicuously absent from Middle and Sand Hill intersections, allowing drivers to make right turns on red without stopping, endangering bicyclists and pedestrians
177	Much wider sidewalks at the corners would be helpful, both to improve pedestrian and bike visibility and to accommodate what will be quite a lot of pedestrian traffic starting with the completion of the project.
178	I really want to maintain the quiet neighborhood feel.; I really want to maintain the quiet neighborhood feel and increase safety for kids and others on bikes.
179	Left turns out of the Safeway lot create a lot of traffic trouble/frustration for cars, but also for cyclists as drivers are overly focused on turning onto Middle Avenue and not paying attention to pedestrians and cyclists.; There needs to be a pathway for pedestrians and cyclists to get to Burgess. There are too many risks involved to walk/cycle at that intersection without potentially being hit by cars. ; Cars turning left from Middle Ave onto El Camino Real don't seem to expect pedestrians/cyclists which creates dangerous situations when cars turn left without focusing.
180	My belief is that we need to take the very long term view here and evolve Middle as the best example of a safe connected thoroughfare in Menlo Park. Especially with the plans to connect to Burgess, Middle is the most important such opportunity we have at the moment. Absolute safety for bikers --- particularly school children -- and pedestrians is critical and street parking and car speed will need to be impacted for the long term benefit. Let's not do it halfway!

181	vehicle traffic needs to move - this must be facilitated
182	My children bike to Oak Knoll along with their friends, usually a group of six to ten kids. The two most dangerous spot for them to get to school from Arbor/Fremont is to make a left turn from Middle to San Mateo (to Bay Laurel to Olive) and left turn from Middle to Olive. Of the two, Middle and Olive is safer to turn as it is a three way stop, but to get there is on a faster road with more traffic, while Bay Laurel route has less and slower traffic. If get rid of street parking, then possible to put a left turn lane at Middle and San Mateo. If not, then a flashing beacon or turning it into a four way stop would help. The intersection has heavy bike traffic, especially during commute hours especially with Stanford students and employees.
183	We need a bike tunnel at the intersection and under the RR tracks to Alma. No parking on El Camino and protected right and left turns on Middle as well as protected bike lanes
184	No right turn on red.
185	none
186	Please consider the domino effects of whatever features you consider. There will be more pedestrians once the undercrossing is completed, and we need to plan for that, but this intersection is also likely to become a major choke point for ECR, given the new offices and residents, plus Safeway. The crossing needs to work for everyone, including ECR drivers, which often are not prioritized by the complete streets commission.
187	This intersection is incredibly dangerous for pedestrians and cyclists! Cars turning in every direction regularly blow through crosswalks. This problem will only get worse as the projects on the east side of ECR come online.
188	None
189	We would like to remove the parking by tennis courts and park as it is dangerous to have cars backing into street given bikes and traffic and there is ample parking off street in lots. We also saw an old proposal to add public art along the frontage like they have on Embarcadero now - we love that for safety and ambiance
190	Anything you can do to make it more pedestrian and bike friendly should be considered. If you make it easier to walk and ride bikes, then more people will do it.
191	I hope that the priority will be on safety of bikes and pedestrians to cross El Camino Real and access the underpass that will connect to the Burgess area.
192	clearly marked turn lane on south bound el camino would help. Not allowing the existing construction to obstruct the Safeway corner for excessive amounts of time and when no actual construction is happening. They have made it significantly more dangerous for everyone.
193	IT'S FINE AS IT IS!

9. Please provide any additional feedback on the project in general.	
1	Eliminating parking or cutting into sidewalks are not necessary. There isn't that much foot, bike or auto traffic. Accidents are caused by carelessness. Problem can be solved by adding some speed humps, raised crosswalks and flashing beacons.
2	<p>The intersection of Middle and Blake Street should be re-thought. Turning left onto Middle from Blake is difficult because of the two way traffic, and the cars now parked head-in at Nealon. Turning left onto Blake from west bound Middle is dangerous because of the crosswalk. Westbound traffic routinely skirts around stopped left-turners and risk hitting pedestrians in the crosswalk. Blake Street and the crosswalk funnel many families with kids, bikes, and strollers at all times of the day to and from Nealon. A great solution would be to close Blake to through-traffic at Middle. This would serve the safety of pedestrians, bikes, and cars.</p> <p>And the crosswalk itself should be push button-illuminated to force traffic to stop when someone wants to cross.</p> <p>Finally, this form is really limited and buggy. My "Add Other" comment on question #1 was not saved. It was : "Leave parking on both sides of Middle, except near Nealon on the north side of the street. There should be no parking directly in front of the park (north side) and visitors should be directed to the parking lot behind tennis courts."</p>
3	<p>Back-in parking. I just wanted to comment on the back-in parking idea. It has so many negatives, that I hope it is not on the table for long. The back-in parking at Stanford Dish, Stanford Ave, doesn't work very well, speaking as a frequent user. It seems to make an already-complicated parking task more complicated. I have seen people struggle to correctly park the car, all the while stopping traffic. Furthermore, that will force people onto side streets in order to make their U-turns for a correct approach. Although backing out onto the road from front-in parking seems dangerous, I think back-in parking will cause far more disruption and problems. Middle is such a busy road – if a parker comes to a stop and puts their car in reverse, likely another car will already be behind them, annoyed and not understanding why the car stopped and is backing up. Perhaps he's already blocking the open space and the car in front can no longer back into it. If a stack of cars is backed up behind the backing-up driver, he'll have no choice but to go around and hope for another chance to back in. We've all been in that position, trying to back into a parking space while the car on your bumper is confused and blocking your path.</p> <p>Anyway, I dearly hope this does not happen. It would create more congestion on Middle as a stack of cars coming from the green traffic light stop a line of traffic to perform their timid back-up into a space. Backing out onto the street is much less disruptive and dangerous, when you have the luxury to wait for a large opening in traffic, and there is nothing to hit as you move onto the street. It's so much easier to back out, than to back in.</p> <p>Thanks for collecting and considering the inputs. Much appreciated!</p>
4	It would seem like a center divider with landscaping would increase the appeal of Middle.
5	Need more sidewalks
6	None
7	I am most concerned about the way traffic Zooms through the whole neighborhood at night and that the drivers pay NO attention to people in the crosswalks (I think that the crosswalks are not very visible) Drivers come so close to me and my dogs -like inches sometimes
8	None
9	There needs to be attention paid to the crosswalk at the allied arts side of arbor across middle. Traffic speeds and does not stop for pedestrians at all. I have been in the crosswalk and cars have simply not stopped. There needs to be at minimum a stop sign and preferably a traffic light. In addition the street light at that crosswalk has been out for MONTHS and it has been reported multiple times but has not been fixed. This intersection/cross walk is a fatality waiting to happen and we have the city on notice.
10	What street improvements are next in roachmap and where do I find the plan?
11	I'd love to see a longer no-parking zone on Middle at the Olive intersection—during school traffic, it is hair-raising to deal with both cars and bikes getting in (or out of) the right turn lane while navigating around parked vehicles. Half a block should be off limits during key morning commute times, in my opinion!
12	Questions seemed slanted, want vehicle priority on Middle - it is a major street! Could not change options on question 1.
13	This traffic plan should not focus solely on Middle Ave. It needs to address the streets that feed Middle as well.
14	Please do not reduce available street parking. Seriously. It is hard enough to park in Menlo. If you truly want to improve the street, get the utilities underground so we have fewer outages.
15	On Middle Avenue, people waiting to cross as pedestrians can't always be seen because they are in the shadows on one side of the street.

16	Middle Avenue has always been a quiet street. In the last 2 years, it's turned into a new Santa Cruz - busy, annoying, rude drivers speeding along a straight corridor to get to 280. I seriously hope MP does something now to stem the tide and retain our neighborhoods so we don't turn into another Willow Rd.
17	I have been riding my children to and from Oak Knoll on Middle avenue for 6 years. I have been witness to multiple bike accidents, though thankfully nobody seriously hurt yet. The parking on Middle creates extremely dangerous situations, whether it due to squeezing cyclist towards the car traffic, or worse opening car doors risking direct collision with cyclist or secondary collisions. People are in a hurry on middle, and are willing to pass cyclists in tight gaps, and it is only a matter of time before someone is seriously injured. Only recently I was behind a youth cyclists that swerved into the vehicle lane to avoid a car door opening into the bike lane. The overtaking vehicle honked at the cyclist which spooked him and he served back losing control of his bicycle and went over his handlebars into the bike lane, abrading his face and cracking his helmet. Thank god he did not go over the handlebars into the vehicle lane and get run over. But these interactions will lead to a severe injury or death in time, it is only a matter of whether the community takes preventative measures before or after a death.
18	If it is not possible/practical to remove parking along the current allowed area for parking on Middle between El Camion to Olive consider removing it along the busiest portions at both ends.
19	I have major traffic concerns. I've been a resident of Menlo Park for 53 years and the current traffic along El Camino is horrendous. The corner of Middle and El Camino will be even more of a night mare with the new buildings. For Middle, I would hope that any new additions on that street (for bicycles, etc.) will not create more traffic congestion on that street.
20	I see people running through stop signs on Middle and on many other streets in West Menlo. It is like stopping is optional. I NEVER see the police positioned to cite these drivers and have never seen such a driver get a ticket. It has gotten much worse since the pandemic. This is something that needs attention before someone is seriously hurt.
21	There should be a no parking zone (i.e., red curb) on the eastbound side of middle between Olive and Hobart. Currently cars (especially construction vehicles) park on that side of the street during school commute times and it makes for incredibly unsafe traffic conditions. I would advise you send someone to observe so you can see what I mean (7:45 am to 8:15 am)
22	Do not install bulb -outs. They are a hazard to bicyclists. Also no new street furniture. Just remove parking on north side near Jack Lyle. And put flashing lights on crosswalk where people enter the park by crossing Middle at Arbor.
23	This survey isn't working properly. I tried to put in an option for question #1 to allow parking on both sides. this option should have been a choice. The survey would now allow me to add an optional choice.; There is currently plenty of room for bicyclists, and plenty of sidewalk for pedestrians on the north side of Middle. It ain't broke, so don't fix it.
24	Overall we feel like Middle ave should have safer pedestrian sidewalks + bike lanes that do not conflict with parked cars (especially dangerous for kids biking as they avoid the parked cars and then get closer to the driving ones) and we'd love more speed bumps abs crosswalks.
25	I commute daily to SU... hardest section for me and the kids I see heading to and from school is the crosswalk btw both parks and the other side of middle. Cars just don't stop. So a speed bump might help. In terms of parking on middle, it seems like it would effect the church and their day care the most. Not sure if side streets help them. And their needs are so contained to small windows of time that may not be an issue even with bike lane
26	Please provide an update on the Middle Ave bike/ped overpass over El Camino Real. Even if it's not part of your project, the community is very interested in updates. This would provide the biggest quality of life improvement for our family, and for the Meno Park community in general. Think about the number of car trips to Burgess Park that would be avoided!
27	Bike lanes shared with parked vehicles along Middle avenue are not safe at all. The unbroken biking/parking lane marker is actually hurting safety. Many drivers do not leave state law 3ft minimum space to cyclists when they are trying to squeeze into the tight space between parked cars and the lane marker. A bus almost swiped my arm off last year. It is also inevitable that a driver at an inattentive moment will open the door of a parked car and hit a cyclist into traffic, causing a death just like what happened in SF last year. Right now, the sign posts calling Middle Ave a safe school biking route is false advertising.
28	The road needs to be made safe for kids to bike to Ok Knoll with out the use of speed humps
29	Menlo Park should do nothing to change Middle until SB9 is implemented and we have enough data to understand how best to manage traffic at that point. Any solution now will be nothing more than a stop gap, while at the same time adversely impacting the homeowners who live in the affected portion of Middle. ; If bike lanes are proposed, what studies have been done to determine how many people ride their bike on the affected portion of Middle? In the 13 years I have owned my home there, I maybe see one biker every two or three days ride past my home, so bike lanes are unnecessary. Taking away parking in favor of bike lanes is ridiculous.

30	With the current enforcement by MPPD to not cite kids who keep making traffic infractions we are missing some data.
31	Please put sidewalks in on both sides of the street for the full length of the road. And please plant a tree lawn in between the sidewalk and the road! Would be beautiful and climate friendly. Also, Please consider a barrier between the road and bike lane. The lanes for cars should be as narrow as possible for speed calming and to allow more beautiful and beneficial uses for the street
32	YES, this feedback design not user friendly
33	Sidewalks already exist. Turning into Nealon Park and Safeway from Middle are extremely dangerous. Need to remove parking and have a turn out for Nealon.
34	It would be really helpful to add a stop sign on College Avenue at the College and Arbor intersection off of Middle!
35	Please please please do NOT remove parking on Middle Ave. I live in an apartment on Middle Ave with only one parking spot and no visitor parking. If parking was removed on Middle Ave, we would have no place for visitors to park, nor would we have any place for my wife or I to park one of our cars.  Most bikes travel on alternate streets in the area, which are much less trafficked with cars and are much nicer streets to bike down (beauty wise). Do not make changes just because a few bikers might complain. We do not need to make things difficult for residents.
36	I live in an apartment complex on Middle Ave and it would be difficult to remove parking as our complex doesn't haven't enough off-street parking for all residents.  The cross walk at Middle And University is busy with pedestrians and is not well lit at night.  It's hard to see young kids crossing the street at Nealon Park. It would be great to have flashing lights. There's all parking spots right at the cross walk making it more difficult to see small kids.
37	Put the utility wires underground so the poles don't take up pedestrian space and the trees can grow to provide shade. I'm looking forward to having sidewalks on both sides of the street. Middle also has a lot of bicyclists going to school and it would help them if the city forbade construction and yard maintenance trucks from using school routes until after 8:30am. I'm all for eliminating parking on Middle to make room for sidewalks and dedicated bike lanes...but I don't live on that street.
38	Light timing on ALL Menlo Park El Camino Real intersections needs to be redone. (1) Menlo Park light timing is not synchronized to Palo Alto's, so traffic between Sand Hill and Cambridge is either completely zero or backed up for half a mile. Also, moving traffic off of Santa Cruz is nice, but now it all takes Menlo and backs up 6 blocks (really!). Construction work street work is managed by idiots, or worse. The City of Menlo Park refused to pay any attention to this chronic problem. FINALLY, GET RID OF THE D*** TRAIN HORNS. They are unnecessary and unsafe. So says the Fed Gov't. Over 400 CA cities have eliminated train horns. Where ARE you guys on this. It is a total no-brainer.
39	There should be regular parking away from Morey drive and middle ave but please do not implement backing up into the parking on middle. That approach will result in lots of issues for drivers and residents whose streets will be used much more heavily for u-turns, etc.
40	My primary concern is the impact on surrounding streets, the use of cut-throughs, and the safety of those streets. I live on Blake Street and do not want the burden of park traffic, the new Stanford development traffic, or the University ave stop sign to have people speeding down College or Blake. Our ideal is to simply end Blake as a through street. Direct access to Middle is not necessary for us or anyone in the neighborhood and this would ensure this high pedestrian area stays safe for
41	Do not add stoplights on Middle!
42	Consider having grade separation between bicycle paths and motor vehicle way to increase safety
43	Wish there was a way to limit the trash cans and construction trucks blocking bike lane. That is when I see kids swerving into traffic and terrifies me. And why I don't let my daughter ride her bike on middle.
44	Please keep speed limit at 30mph. This is a main artery through west Menlo. Your study clearly shows that people are generally doing the speed limit now, and it is a reasonable speed for that street - even moreso if you add wider bike lanes so the bikes can be further from the cars.
45	Too minor of options given magnitude of problem.
46	my children could have been killed playing in my front yard on middle and university. the police said they couldn't do anything. there have been multiple accidents at that intersection in the few years we've lived here. we need to make crosswalks,sidewalks safer and reduce vehicle speed

47	As a resident of Blake St, I am very concerned about pedestrian safety on our street. I am very happy to hear about the focus on the safety of Middle Ave, but think that there should be more consideration given to the flow of traffic onto/off of the side streets that feed into Middle Ave. Our short block is a major pedestrian thoroughfare for local residents to access the park and we regularly get cut through traffic speeding down the street to avoid congestion on Middle. Some of the changes being recommended, coupled with the increase in traffic due to the Stanford project, will only amplify this pattern. I would like to see the City Council study the impact on Blake St and consider measures that would keep Blake Street pedestrian friendly. I am in favor of blocking off the street entirely at Middle Ave to eliminate cut through traffic and preserve safe pedestrian routes to/from Nealon Park from the local neighborhood.
48	Bump out only at Olive. Again, do everything you can to make it less attractive to drive down Middle from new construction on El Camino. Bike lanes and no parking give indication of easier through-street and we need a residential look with parking.
49	Please don't spend a bunch of time and money making a mountain out of a smaller issue. Middle is important for cars
50	Please improve the safety of the crosswalk opposite Nealon Park on Middle Ave/Blake St. It's so dangerous, cars never see pedestrians and speed through. Additionally all the garbage bins on the park side block the view of kids trying to cross. It's a mess.
51	current speed limits are good - do not lower them
52	Please minimize construction.
53	N/A
54	Intersections at University and Olive at Middle are pretty dangerous, especially for kids on bikes. I think you should get rid of the separate right hand turn lanes on Middle at those intersections. I realize it will slow traffic down, but the cars turning right, especially at Olive and Middle do not stop and they do not look to their right (for pedestrians or possibly kids on bikes who sometimes ride the wrong way on the street) at all before turning.
55	Ease of travel (bikes and cars) on Middle is critical for access to Palo Alto and to avoid congestion and street closures on Santa Cruz. ; the small homes close to ElCamino have small, sub-standard driveways. Do not remove street parking here. Please consider seniors, who often use walkers which need to be removed from cars, which need to be parked. Also, please allow enough time for pedestrians with canes and walkers to cross slowly. El Camino at Santa Cruz leaves pedestrians with walkers in the middle of the street.
56	I like the idea of using the tennis courts for public comment but 6pm was a tough time to attend
57	Need flashing beacon crosswalks at Arbor and Jack Lyle. Angled back-in parking is much safer for Nealon. We don't have to make everyone park so far from the play structure. Signage for rear parking should be added.
58	The Olive intersection is a bit dangerous for kids turning left onto Olive to get to Oak Knoll school in the mornings. Would recommend revamping this intersection so it is clear what the kids should do. I.e. get into the left turn lane, walk their bikes across the two crosswalks, or turn left from the right lane.
59	Those doing this project fail to realize that the more marks and indicators on the street, the less attention each one gets and hence the less effective they are. The streets of Menlo Park are getting so gunked up with instructions that few are meaningful.
60	The crossings at both Nelson and Lyle are not safe enough. Traffic often does not stop. It is a dangerous bike commute with parked cars forcing children into the street. When making a right turn onto middle from Blake, cars parked on the south side of middle block view and then there is a cross walk right at the turn. Should be no working there.,
61	Would like to see the average speed of cars on Middle be slower. Many people speed on the road given the long, straight stretch with no controls.
62	Middle Avenue, with its new repaving, is almost ideal as it is now. Perhaps some additional sidewalks would be helpful, and occasional speed enforcement would make vehicles slow down, but an array of new street furniture is NOT what is needed.; Middle Avenue, with its recent repaving, is fine as is. Perhaps some additional sidewalks would be helpful, and more traffic enforcement to ensure speed limit compliance, but that is all that should be changed. No street furniture, please!
63	I live on Middle Ave. My visitors must be able to park along the street
64	The crosswalk on Middle and Arbor is my biggest concern, as I've seen on multiple occasion cars driving 2-3x the speed limit without regard for the pedestrians. With kids crossing that street everyday to get to the park, I fear this is an accident waiting to happen. We live on Arbor and Middle and would really like to see a proper crosswalk with street lights and a walk sign.
65	glad you're looking into this, I've felt quite unsafe biking on Middle recently.

66	Nealon Parking on Middle: Need to pay extra attention to how bike lane and the parking can co-exists as it is a ripe area for possible conflicts. Have also noticed that during heavy rains the water flows and from University down Middle towards ECR. Any changes should take that into consideration as not to cause flooding.
67	0. Elimination of Middle Ave parking at Nealon along with clear signage to the back parking lot 1. Raised crosswalk at Blake 2. Reduced speed limits on the entire corridor 3. Crosswalks to Lyle Park 4. Development of walking corridor from Middle to Roble via Nealon Park 5. Restored park frontage landscaping options resulting from parking removal on Middle Ave such as expanded sidewalks and bike parking. 6. South side sidewalk plan 7. Detailed intersection plans particularly at ECR
68	The number one danger on Middle Avenue is both mindless speeding (I think a lot of people don't realize that they are driving too fast) and malicious speeding (intentional and "I'm the most important person on the road" driving).
69	Needs better lighting to see pedestrians at crosswalks.
70	I have biked to work and for daily activities for the last 20+ years. I have had no issues nor has my kid who bikes to high school.
71	Residents on Middle will need parking for guests/visitors
72	I worry that slowing the traffic on Middle just means impenetrable lines of traffic—yes it'll discourage some cars, but increase the density of cars. I biked Middle as an elementary school commute. The elephants in the room is the unsafe pedestrian crossing at Nealon park and at Lyle park. Cycling Middle isn't bad from Arbor to Olive. On the El Camino side of Arbor, Middle is iffy. Between University and El Camino, cycling Middle is dangerous and I avoid it.
73	It is very difficult to cross Middle as a pedestrian - the cars travel fast and the parked cars block your vision of the oncoming traffic. Actually the same is true crossing Middle in a car. The parked cars (sometimes big trucks) prevent seeing oncoming traffic and you creep out, creep out and then go for it because by the time you can see the cars coming on the right you have committed to the cars on the left.
74	Speed speed speed. I do not understand how in good conscience, we can put up School Bike Safety Route signs on a road where the speed limit is 30 (which we know cars are routinely exceeding) and there isn't a single drop of green paint to be found and no bike markings on the road. Seems like an oxymoron. If we do not do something about the speeding in our town, we will fail our goal of zero fatalities.
75	The sidewalks on Santa Cruz are fabulous...do the same approach
76	Cars drive really fast on middle, it's important to slow them down, but also critical that traffic does not get redirected to smaller side streets like Yale, Cambridge etc.
77	Anything to make biking safer and encourage biking over car use is a huge benefit for the quality of life in our community and should be a priority. Separating bikes from cars is important - the "share the road" signs do not work.
78	I walk and drive Middle Avenue every day and cannot identify any serious issues of concern regarding safety other than the El Camino intersection as described above.
79	I appreciate the work and feel that bike lanes the full length of middle, along with reduction of vehicle speeds are both critical aspects to add for our community.
80	If Middle ends up with one or two separated bike lanes we'll need to create a mechanism that these are not blocked by garbage cans and service provider vehicles. Bikes (particularly low to the ground elementary school bike riders) unpredictably swerving in an out of the car traffic lane are likely more dangerous than just having bikes fully in the car traffic lane where they're more visible.  Clearly the other element of this is speed differentials. We're probably not going to be able to get the elementary school kids to ride much faster, so the best alternative is likely reducing the perceived size of the road to drivers to get them to slow down. For this it's important that the road not look big, open, and straight (like a highway). To make it look smaller we can use user islands, trees, and even parked cars if needed (the last one just means considering additional space for car doors opening).
81	Large parts of the Middle Avenue sidewalks are overgrown with landscaping, making them very narrow. There needs to be some community education to get people to gradually prune back the bushes and flowers.; When you send out emails claiming the web has been updated, PLEASE list what to look for, OR put a NEW flag on the web site
82	You are creating a problem that doesn't exist. Leave Middle the way it is.

83	One important reason that I am strongly in favor of removing the parking from BOTH sides of Middle is that visibility for turning out onto Middle from the residential cross streets is extremely limited (sometimes nonexistent, depending on the size of the vehicle that is parked!) when there are cars parked along the sidewalk close to the intersection where you are turning. This makes turning onto Middle very dangerous. I live on Kenwood Drive, and I have to turn onto Middle every single time I leave my house, and often I am forced to drive slowly out into traffic completely blind to oncoming cars, due to vehicles parked along Middle blocking my line of sight. Thank you very much for gathering community input about this project!!
84	The parking spaces on Middle next to Nealon Park seem very poorly designed, cars drive way too fast for backing out of parking spaces into traffic with little room for error or ability to even see what you're doing when boxed in by larger vehicles. I would hope that the design style of spaces set perpendicular to high traffic roads is not being considered in any of these improvements, it always feels dangerous to back out of these spaces or ride past them on a bike
85	With all the additional housing planned for Menlo Park, I think it is extremely important to make it as safe & easy as possible for people to move around by means other than by individual car.
86	good idea save for the bulb outs

Not sure if my notes from the first question was recorded.

1. OTHER: Taking away parking adversely affects residents on Middle Ave. As someone who lives on Middle Ave and has three children who bike on Middle to school every day, I value bike safety. I think adding bike lanes between the traffic lane and parking is very reasonable. What I notice from living here, is that the heavy parking on Middle Ave is not necessarily the same time as heavy bike traffic. At 8-9 am when most students and commuters are biking there are few cars parked on Middle Ave. To restrict it would do little to make biking to school/work any safer. After school and work bike traffic is more spread out because the end of the day for school and work differs. It is not particularly unsafe for my 5th grader to bike around the few cars parked on Middle Ave on her way to Oak Knoll. Not having parking in front of residents' homes would create a daily inconvenience and if parking is only on one side of the street it will encourage more pedestrians to cross the street randomly. This seems like trading one safety issue for another. I do think the intersections, especially at University and Olive, could use more strategic bike safety lanes/markings.

In Addition: I'm concerned we will over-engineer the biking/parking/driving design on Middle Ave and not necessarily make it any safer. As a resident who lives at the corner of Blake St and Middle Ave, I get to witness the traffic and pedestrian patterns on a daily basis.

In my opinion, the best things we can do to help all (traffic, bikers, park users, and pedestrians) are the following.

1. Improve the crosswalks and intersections. Especially at Nealon Park, Lyle Park, University, San Mateo crosswalk, and Olive.
2. Leave parking on Middle Ave
3. Paint bike lanes down Middle Ave
4. Repave from El Camino to University
5. Close off Blake St to cars to create a safe route for pedestrians and bikers at the Middle Ave end
6. Improve and increase parking within the parking lot at Nealon Park

Specific Ideas:

- Move the trash/recycling cans away from the crosswalk entrance to Nealon park. This forces pedestrians and bikers into the parked cars. Easy fix.
- Think about removing some of the 7 parking spots on Middle Ave near the crosswalk in front of Nealon Park (on the El Camino side) to improve visibility as cars approach the park. This is the area between Morey Dr to the other side of the crosswalk at Blake St on the park side of the street. Maybe no parking at all between Morey Dr and the crosswalk. Just an idea and worth getting feedback from the residents on Morey Dr/Middle Ave (north side)
- Increase the number of parking spots within the parking lot at Nealon Park. To reduce the number needed on Middle Ave in high use times.
- I'm concerned the back-in parking design will create more trouble rather than less. The back-in parking is only helpful to cars approaching from El Camino. To park in these new spots, I'm concerned many of the drivers approaching from West Menlo will either use College Ave to Blake St (increasing traffic in a heavily used pedestrian/bike route) making this less safe, or they will pull a U-turn and create more chaos. The back-in design may create more traffic rather than less as people try to find parking.
- Improve the entrance to the parking lot at Nealon to encourage more to park there. The transition is currently bumpy and not very visible. The whole lot could be improved and solve a lot of the issues on Middle Ave.
- The good thing about the parking right now is that cars generally slow down near the park because there's so much action. The weak point is the crosswalk.
- There simply aren't very many cars parked on Middle Ave or at Nealon Park during the morning rush hour. Maybe we shouldn't overly design our bike lanes and parking when the higher levels of park use don't necessarily compete with the heavier bike traffic.
- Please keep in mind the many narrow driveways on Middle Ave. It can be difficult for residents to get in and out of their narrow driveways on Middle Ave. Unlike Santa Cruz Ave, we don't have a turning lane, so it is important we don't design Middle Ave to be like Santa Cruz Ave with no parking and all bike lanes and car traffic. If we remove the parking, we will create more chaos for bikers and drivers. People would be forced to park illegally to make deliveries and pick-ups. For example, delivery trucks would end up blocking bike lanes regularly creating a less safe route for bikers. When I asked my kids, who bike down Middle every day, they said it feels safe the way it is designed now, and only at the intersections does it get confusing. I think adding marked bike lanes, leaving the parking on most of Middle Ave, and improving the intersections and crosswalks is the best of all worlds.
- Middle Ave between University and El Camino is overdue for repaving. The road is in bad condition and repaving would make it safer for bikers.

88	Our three young children use Middle Ave multiple times a day to get to and from multiple schools. We also bike and walk on Middle to get to Jack Lyle and Nealon parks. The lack of sidewalks and bike lanes makes it feel unsafe for our family. I'd also add the consistency look of sidewalks and bike lanes would be aesthetically better than the piecemeal look the street currently has.
89	Only Physically separated bike lanes can be safe for bicyclists El Camino and ONLY IF the design allows them to SAFELY cross 50+ driveways without impeding passing traffic.
90	The traffic speed needs to be monitored. Middle should not be used for a path to 280. There should be a real plan to prohibit non-local traffic through Middle.
91	Please include stop signs in the solution at at least two intersections. Currently there are very few cars parking on Middle Avenue during school and commuting hours so there may be no need to eliminate parking on one or both sides. In fact, if cars are prohibited from parking on Middle Avenue drivers might find it easier to accelerate as they travel down Middle Avenue. Every effort should be made to reduce speed on Middle Avenue. Please add STOP SIGNS and all other measures available to reduces speed.; PLEASE ADD STOP SIGNS at two intersections.
92	I am particularly worried about the parking proposed next to Nealon Park. I think it will make an unsafe parking area even less safe for cyclists. The back-in option is too hard for the average driver and would actually defeat the purpose of having a safe biking area for cyclists along the rode. These days it is SO important to start investing in bike routes given that oil and gas are expensive, and that Menlo Park is one place where people can bike nearly year round! It's so exciting that the city of MP is prioritizing bike lanes and safety so that more families feel comfortable biking instead of driving. I know MANY families who have talked about biking for transportation if it felt safer.
93	This is a heavily used road by bikers, runners and walkers. It is a main route used by Elementary and Middle School kids in the mornings and afternoons. There is a also a LOT of crosswalk traffic as people go to Allied Arts, Stanford or the Creek.
94	The overall design of the Safeway shopping center is pretty unfriendly to bicyclists. I never feel very comfortable biking over there because of all the car traffic. I would love to know if anyone else has figured out how to design a similar shopping center that does a good job welcoming people arriving by bike (and carrying groceries by bike trailer or cargo bike). Perhaps a bike path around the whole periphery?
95	We have collected signatures from all the residents on Middle Avenue regarding the need tor traffic calming measures. I am happy to again submit this list and or update it. Appreciate the attention to this critical issue
96	Many children commute by bike to Oak Knoll school along Middle. Construction parking is a hazard to them, particularly during morning rush. I have ridden this commute with a first grader. No parking on North side from Fremont to Oak Knoll would be great safety help. Less needed on Southside as less traffic when school lets out.
97	I don't believe there should be parking on middle in front of nealon park. There's plenty of parking on the lot attached to nealon and parking there causes unnecessary delays in traffic and potential hazards to bikers and pedestrians
98	If there are more cars depending on Middle than bicycles, road design should prioritize those users. (Sorry if that's obvious!)
99	Again, put in the underground crossing tunnel for bikes and pedestrians, or an over-crossing.
100	A stop sign at san mateo dr. would be very good and add safety for those commuting across the bike bridge. Some drivers really speed through that intersection, many all ignore the crosswalk when there are walkers, and I have been biker and seen other bikers have to wait a long time for traffic to cross. I am skeptical that painted bike lanes will really make middle much safer and much prefer physical barriers that protect bikers from cars.
101	My wife bikes this street daily and I worry deeply for her safety. The parking is horribly underutilized. Our neighbors and our children shouldn't have to risk their lives to bike safely, just because someone needs no only their garage parking, not only their driveway parking, but on-street parking immediately in front of their home. Those cars can park around the corner.
102	The language in question 7 was POOR and made it difficult to respond. I did not attend the meeting and perhaps I'd understand better if I had. I don't know what "wayfinding" specifically refers to. Exactly where might you separate paths for pedestrians, bikes and cars --- is in crossing El Camino from Middle Ave or for walking/traveling along El Camino? I believe we already have sidewalks for the peds.
103	Do not allow cars to back into parking, spots by the park. Require greater use of the current parking that exists in the park.
104	Biggest concern on Middle during school commute hours: 1) speed of some traffic; 2) oversized parked vehicles (SUVs, pickups, construction) forcing bikes to enter traffic; 3) anything parked in the right lane on middle approaching olive. Would love a crossing guard there during school hours.; Question 1 isn't allowing entry for "Other Option", so I'm putting it here: No parking on the school commute side (towards Olive St in the morning 7-9a; towards ECR in the afternoon 2-4p).

105	Menlo Park is a diverse city in many ways, including different neighborhood needs. One plan cannot and does not work for the whole city. Each neighborhood and corridor needs to be researched. Alameda got wider to move traffic and now the vehicle speeds are too fast so they want to narrow it again. Learn from past mistakes, one plan does not fit the whole city.
106	our children need additional safety features. speeding is rampant, and drivers are impatient. this is a major school and recreation route for children, and their safety must take priority
107	Eager for more equal consideration of non driver users of our streets.
108	none
109	Great idea. Middle is super dangerous to cross. Drivers rarely stop at cross walks. Even when crossing with my two young (1 and 6 year old) sons. More stop lights or stop signs to slow down traffic would be helpful.
110	Please avoid bulb-outs. They are hated by drivers and make bicycling more dangerous. Less is more. Please do not fix what is not broken.
111	We use Middle Ave. often but haven't noticed the heavy traffic to warrant any modification. We walk, bike, and drive through that often. I think that the city had done a great job improving the overall safety of Santa Cruz Ave. The amount of traffic on Middle Ave. is light in comparison and I don't want to see our tax dollars spent on unnecessary projects. ; We walk, bike, and drive through Middle Ave often and haven't noticed the heavy traffic to warrant major modification. I think that the city had done a great job improving the overall safety of Santa Cruz Ave. However, the traffic on Middle Ave. is light in comparison. I believe that our tax dollars should be spent on other areas like improving the flow of traffic on El Camino instead.
112	Most people, including Menlo Park residents, are not aware of the large parking lot behind the tennis courts/ball field at Nealon Park. That lot could hold all of the existing or proposed parking spots and still provide easy access to all the Nealon Park facilities. Improving the signage for the parking lot would be a very cost effective way of solving the parking problem, providing more street space for bike lanes and buffers.
113	The pedestrian crossing on Middle and Arbor is very dangerous. It is the main access crossing for Jack Lyle Park and is used frequently by families with children. I myself use the crossing daily with 3 young children. I cannot count the number of times I have narrowly missed being hit by a car who does not seem to even notice there is a crosswalk there. Speeds are too fast and the signage is minimal. I now walk by myself 1/4 the way across, to ensure all cars will stop, then I return to collect my children who wait for me to ensure its safe. This is not acceptable. This crossing needs flashing lights and a speed hump to ensure safety.
114	At El Camino and Middle, on South bound side of El Camino those 6 parking spots are necessary and should not be removed.
115	So many children (including my own) bike and walk to school along Middle Ave. It would be wonderful to have a designated no parking timeframe during the morning and afternoon commuting times so it is safe for kids to bike along Middle Ave. Thank you!
116	El Camino Has been repaved because of the Stanford project. I do not know if that repaving is temporary or permanent. If it is permanent, it's the worst street paving job in the world. The street is irregular and bouncy and needs to be repaved in the normal fashion. This affects drivers on El Camino and I have seen drivers do stupid things to avoid that Rodeway
117	We are surprised not to see any questions relating to Nealon Park parking and access on this survey. I feel this is probably one of the riskiest areas of the Middle Ave redesign, as this is where we see the most traffic activity (stops, starts, turns, U-turns, people crossing the street in the designated crosswalk, people crossing the street outside of the designated crosswalk) whereas the rest of Middle is mostly cars/bikes going up or down the length to get through town. We are very concerned as a neighborhood how impacting the parking situation will affect our neighborhoods. We already have people driving through Morey/Kenwood/Blake at speeds unsafe for our children with people trying to either get through to downtown, turning around to park at Nealon, speeding through our streets to avoid some traffic delay on El Camino (which will get worse once the new division is finished AND people start commuting to work again). parking on our streets to go to the park, plus parking across the street from Nealon and walking across the busy street holding small children. If you put in backend parking, we feel strongly not only will this drastically increase people using the neighborhood streets but make it an even more confusing area for drivers and pedestrians alike. In places where backend parking has been implemented they have some very strict guidelines to try and help success. They limit the ability to make a u-turn on that street, they limited the ability to use nearby streets to make a u-turn, they remove parking on the other side of the street, the neighborhood streets are limited to residential permits, this is all clearly marked and most importantly they enforce all these rules. It would be a huge strain on the menlo park traffic division to enforce this (have you seen how many people are at Nealon on weekends). Plus the backend parking was created in other locations to make more parking spaces - in the Nealon drawings it seems to just be changing the direction of the parking versus creating new space - so in essence it is only solving the issue of loading/unloading a trunk - not the unsafe traffic conditions which already existing when mixing, drivers, bikers and pedestrians and likely making that aspect worse. I'd ask they reconsider this backend parking suggestion.

118	Sidewalks are needed on both sides of the street. This project appears focused mainly on bicycle safety/travel, while pedestrian safety appears to be a secondary concern. This project should give equal weight to both pedestrians and bicyclist. More traffic enforcement is need by our police department who are absent from this road/area.
119	Additional crosswalk at Fremont/Middle, and a lit or raised crosswalk at Arbor/Middle would be helpful
120	There are many crosswalks and pedestrians and cyclists. While there is need for at least some on street parking, parked cars make it difficult to see when pedestrians are attempting to cross the street, and sometimes force cyclists dangerously close to car traffic. I especially worry about school children on bikes. Anything that would make it easier for cars and bikes to see when people are trying to cross the street would be a big help.
121	In general, I'd prefer to see minimal changes that focus on the spots with more interaction between foot traffic, bike traffic, and cars (ie. Nealon Park). Too many changes to the existing flow are often more aggravating than helpful, and I'd rather see the traffic budget spent elsewhere.
122	Pedestrian education should be a part of this.
123	I would like to advocate for protected bike lanes in Menlo Park.
124	Crosswalk on San Mateo and Middle is on the wrong side of the street
125	So many kids biking to school in the morning! The un-separated bike lanes are so nerve-wracking, as a driver and as a cyclist with kids. And the intersection of Middle @ San Mateo needs help; that one is very busy due to the walkers/bikers from the bike bridge.
126	Thank you very much for the efforts to make Middle safe for pedestrians and cyclists. We live in an amazing area for walking and biking - near perfect weather! - but safety concerns are a significant issue for people of all issues, especially children. Improving Middle is an important aspect of creating an environment in our community that is conducive and safe for all means of transportation.
127	This survey does not discuss the parking proposal in front of Nealon park. I am extremely opposed to the idea of back in diagonal parking. It will not work and will definitely make traffic worse. Plus it will add confusion and invite lots of opportunities for mistakes that could result in bad accidents.
128	Please leave Middle Ave in peace. 30 mph is a great, slow speed limit for it. If cars are going too fast, it is an issue of enforcement, not speed limit.
129	This is very good. I don't bike there so often anymore since I've graduated oak knoll and hillview, but there are hordes of children before and after school and their safety is very important. These are much needed improvements, and promotion of regular folks biking who don't seem to have a lycra suit grafted to their skin and don't bike at 45mph with piston calves is important. cars are noisy and don't let you enjoy the beautiful neighborhood!
130	When will the pedestrian tunnel or bridge over the tracks be complete to access Burgess? This would decrease car traffic significantly as an entire set of neighborhoods would have easier access to the high school and all of the activities at Burgess via bike or foot
131	Yay more complete streets! Middle is overdue for better infrastructure.
132	The crosswalk on Middle at San Mateo is on the wrong side of the street.
133	I don't support traffic calming up front because if you narrow the street it will slow down. If that doesn't work, THEN you could experiment with it. I strongly support wide bike lanes for groups of children riding to school. And it would be nice if these sidewalks (as opposed to most MP sidewalks) actually accommodate wheelchair users. Keep the street trees out of them.
134	Thank you for improving Middle Ave for everyone.
135	Since there is room, remove the current heads-in parking and put in parallel parking at Nealon Park. There are three slots there like that already. There would be room there for maybe 12 cars or so. The existing piece of pavement there could'nt be used for any other purpose anyway ( like the tennis courts or play structure area) .You could then put in a bike lane and refurbish the existing sidewalk. A new sign could be installed pointing to "additional parking" past the tennis courts, where Little House is. Also how about a sign for walkers that there is access from this lot, to Roble Street down the alleyway. Not many folks know that it is there. Another suggestion is to convert the parking spaces for cars, to bike racks for bicycles.
136	Please do not put back-in parking at Nealon Park - it would severely negatively affect traffic patterns on Middle Ave.
137	Thank you for working on this. I do think sidewalks on both sides would help. The ones in place are not great at least between Olive and San Mateo where we walk.
138	Thank you for being proactive about this project.
139	Bikers need more space, because the cars are parking in the bike lane and it is dangerous
140	Should keep some parking on Middle for apartments

141	Please, no bulb-outs or speed bumps — speed on Middle Avenue is not an issue. The most glaring issue is the lack of complete sidewalks on each side. The constant disregard by drivers of the stop signs at the University Avenue intersection is also a problem, which regular police enforcement could address.
142	When the new developments open up and especially when the Caltrain undercrossing is built this will be an even more important route to get across the city, to schools, stores, recreation and civic activities. It is important to substantially improve safety for all road users by slowing vehicles and providing better infrastructure for people walking and bicycling. With regard to car parking, all of the houses on the street have driveways. The safety of people walking and bicycling should be a higher priority than the inconvenience of having to park in one's driveway. With regard to car parking for Nealon Park - there are over 80 parking spaces at the side and rear of the park that are never fully utilized. Any safety improvements that reduce the number or convenience of the smaller number of spaces on middle should be compensated by clear signage of the availability of plentiful parking at the site.
143	Cars frequently do not yield to pedestrians the entire stretch of Middle (Blake, Arbor, San Mateo, etc.)
144	I travel on Middle Ave every day. I do not think that vehicular speed of travel is a problem. I'm pleasantly surprised that speeds are consistently close to the listed limit.
145	A lot of kids bike to school on this path so props to making it bike only! Thanks for considering
146	Please build a bike/pedestrian overpass or underpass from Middle Ave to Burgess Park.
147	I have observed kids riding their bikes on sidewalks in the opposite direction of vehicle traffic, passing other cyclists out of the bike lanes, a general either ignorance of bike laws or flaunting of same. To encourage bike, pedestrian and auto utilization of the same infrastructure requires refocusing on basic rules and courtesies required for the privilege of using Middle Ave! I am seeing way too many bike violations to ignore their impacts on safety.
148	We think it is important to think about how drivers will actually use the parking next to Nealon Park. Many people cannot easily do the back in parking. We think it would be better to remove all parking in front of Nealon Park and allow the space for pedestrians. However, we live on Morey Drive which abuts Nealon Park and we are concerned that many people coming to the park will start parking on our street. Is there a way to keep our street as residential parking only? The park has become a major destination park with people coming from far north and south and ultimately it would be best to ensure the streets remain for residents and their guests and that park patrons can park in the ample parking area next to Little House and the Nealon Park tennis court.
149	Will use much more if improvements made including daily, biking, and walking
150	I do have some concerns about the back-in parking proposed for Nealon Park—i.e. I wonder if drivers (like me) who are less confident in their ability to reverse would want to use them. But otherwise, I'm very pleased to see this "complete streets" project move forward. I'm extremely in favor of making streets safer for people who use sidewalks and ride bikes!
151	Middle is only going to become more congested with traffic given El Camino construction - it will be a major through fair for traffic accessing that development. Have you considered shifting cycle route to an adjacent street - e.g. Santa Cruz and have cars on Middle
152	Make the bike lanes protected! This will make it much safer for cyclists as well as making driving less stressful.
153	Quiet off-street parking spaces near Little House and the Nealon baseball field/dog park are plentiful throughout the day. Visitor parking in those areas is an easy walk to the playground, and far, far safer than loading/unloading young children in such close proximity to the speeding cars on Middle Avenue!
154	Please do not remove parking
155	We have an opportunity to lead the Bay Area, the region, and the world with biking. We could easily change to be like Amsterdam -- but with year round weather that allows us to bike approximately 350 days per year! We need to change our mindset, and these structural adjustments will allow us to do that. I am not an expert in city planning so i dont know enough about the unintended consequences of many of these proposed changes. Has anyone reached out to major cities (Portland, Amsterdam) that have made these changes and have a biking culture? That's what I would recommend.
156	We used to ride our bikes down to Nealon Park, but with cars parked on the street, it is too dangerous; having to ride into the car lane and out of the car lane is confusing to the young bicyclist and drivers. Also, walkers who cross Middle often don't pause at Middle, and instead continue to walk across the street. I've been startled many times, and have had to slam on my brakes because people abuse the rule "pedestrians have the right-of-way". Bulbs and/or crossing lights would be very helpful.
157	Please don't do any bulbouts.

158	<p>This is greatly needed and long overdue. As someone who crosses Middle multiple times a day, I am frequently concerned about the fast-moving traffic and worried about the safety of my children. In addition to very fast speeds--especially closer to Olive--drivers approaching Middle from side streets rarely stop AT the stop signs and instead pull through them to see oncoming traffic, endangering pedestrians and others on the sidewalks. Greater stop sign enforcement is badly needed (though bulb-outs may help with this).</p> <p>I generally think raised crosswalks and speedhumps are less useful because drivers then just accelerate dangerously between those raised areas.</p>
159	<p>Middle Ave is a critical route for children to get to school, parks, day cares, etc. as well as bikers getting to and from the bike bridge. The current speed of traffic on Middle is terrifying. I would love to see not only sidewalks on both sides of the street on the entirety of the street, but also physical barriers to protect biking lanes as they have in Europe and other cities. I have no concerns re the delay of vehicle traffic, we need to slow drivers down!</p>
160	<p>We would like safety measures for slower traffic on Partridge Avenue as well, as it is used as a cut through to El Camino.</p>
161	<p>It would be great to have an alternative route for kids to bike to Hillview that feels safer than Santa Cruz or oak grove. With improvements to Middle, I think this could be a good route. However for kids from East of el Camino, there needs to be a way to Linfield Oaks.</p>
162	<p>Next time, consider including a map and information on the planned project across the Caltrain tracks. Also, not many people may be familiar with bulb outs, flashing beacons. The pictures could use specific call outs. Thank you for the survey and this project!!</p>
163	<p>Enforcing the speed limit would be most helpful. Taking away parking on Middle is not helpful to apartments residents . Some apartments only have one car parking space. In order to afford the the high rent in Menlo Park there are mostly 2 people who work in the household. Those people who work usually have cars.</p>
164	<p>Middle Ave is a congested nightmare most of the time now that we have significantly added more traffic of all sorts with more to come upon completion. The ingress/egress for Safeway is a disaster. Middle/San Mateo is one of the worst crossing areas in town between cars/bikes/pedestrians. Consider blocking through traffic at the Bay Laurel/San Mateo intersection to prevent excess auto traffic. In addition, would like to see a shut down the U-turn options between Sandhill and Cambridge forcing all u-turns back to Palo Alto to go to Middle Ave. This should help pressure Palo Alto/Stanford into opening up the ability for eastbound traffic to enter Alma from Sandhill intersection.</p>
165	<p>In addition to bike lanes on Middle, Olive toward San Mateo doesn't have adequate sidewalk for walking and enabling bikes to get out of the way of parked cars. I'm nervous for my child to maneuver around parked cars on both sides. Also a blinking light at pedestrian crossing of Middle + San Mateo Dr. would help kids cross South to North. I've seen a little kid wait while 7 cars zoomed by completely not stopping for him- so perhaps a raised cross-walk and light would accomplish that. I think a traffic light would cause way too much back-up. I'd like ti feel my 5th grader could ride safely next year by herself- but I go with her because I'm more visible and want to increase her safety. I also stop riding in the winter because of visibility issue and all of the construction vehicles making it awkward to drive around. I'd like to save gas and bike more.</p>
166	<p>Do not use traffic calming. Post the speed limit, and enforce both it and vehicles staying out of bike lanes, using sensors and automatic ticketing.</p>
167	<p>Add signs to alert park users of the large off-street parking lot</p>
168	<p>There was Option2 in the video presentation that had parking on both sides. I do not feel parking should be lessened.</p>
169	<p>better speed limit signage (avoid the Santa Cruz Ave problem where there is no speed limit sign for almost half a mile after downtown). Also be sure to install no parking/stopping signs frequently (NOT every 100'; NOT in the sidewalks!)</p>
170	<p>bicycles and pedestrians are a tiny to nearly unmeasurable portion of the traffic on Middle Avenue</p>
171	<p>With Stanford's project at Middle and ECR set to be completed soon, most likely traffic will increase on Middle for those trying to get to/from 280. What street calming initiatives are anticipated and bike/pedestrian safety measures? especially between University and ECR on Middle? There are no bike lanes, lots of impatient drivers at both intersections, a heavily used playground are recipe for possible future accidents.</p>
172	<p>I look forward to safer bicycling. I felt very safe riding my bicycle around Copenhagen, despite being a visitor speaking a foreign language. Excellent designs.</p>

173	Please look at the data in terms of number of accidents/issues before deciding to implement drastic changes. Also, consider what the effects will be of making Middle less driver-friendly. These cars will instead zoom down nearby neighborhood streets, which are narrower and windier. We cannot force these people to drive safely; we can only influence where they do so. This might sound dismal, but it is just recognizing reality.
174	Please incorporate physical barriers along Middle Ave to separate car traffic from bike and pedestrian traffic. Paint is not infrastructure.
175	None; None
176	Will they replace the decommissioned play structures on the Nealon playground?
177	Thank you council for considering these options. If we can make the city more bike and pedestrian-friendly it WILL drive business to our communities.
178	While I own a vehicle and live near downtown, I prefer to walk and bike in Menlo Park. I'm a frequent user of Nealon Park, and would love to see Middle Ave become more safe for pedestrians and bikers.
179	Good luck with this thankless job.
180	Please consider lowering the speed limit to 25 mph along all of Middle Avenue from Olive to El Camino (not just the end closer to El Camino), in addition to the lower school zone speed limits. Bikes lanes should be clearly demarcated--even if not completely protected, at least putting some small bumps/reflectors to keep cars from veering into the bike lane would be helpful. In the public Zoom meeting, the city representatives mentioned the possibility of back-in parking in front of Nealon Park, which I would strongly oppose (given the dangers/difficulties of this arrangement at the Stanford Dish). Instead, I would eliminate all of the street parking in front of Nealon Park and have visitors use the large and underutilized parking lot.
181	Please consider extending the red curb at Maywood Lane. (It currently spans a few feet from Maywood Lane toward San Mateo Drive.) When cars are parked in this section of Middle Ave. it is impossible to make a safe turn off Maywood. It is especially bad on Sundays due to church parking.
182	I feel like this no parking plan is being steamrolled on the residents on Middle Ave. The effects on them and the side streets is being glossed over. The additional parking on side streets near the intersection with Middle will make it dangerous for drivers entering and exiting these streets and particularly bad for bike and pedestrian traffic. Additionally I feel it will create bad-will between neighbors on side streets and those on Middle. It will also effect those on Middle differently based on how far they are from a side street. This effects older residents particularly hard. I also haven't heard how things such as deliveries and construction parking etc would be handled in a no parking plan.
183	Disband the CSC & stop trying to fix what isn't broken just to pretend you've "accomplished something."

## **Resident petition to close Blake Street to through traffic**

### **Middle Ave Development, Menlo Park, CA**

March 2022

Signatures support a partial street closure at Blake St at Middle Ave using removable bollards.

Partial street closures access to or from a street is prohibited at one end, with a no-entry sign and barrier restricting traffic in one direction. The street remains two-way, but access from the closed end is permitted only for bicyclists and pedestrians. The closed-end would be at the intersection of Middle Ave and Blake St adjacent to the crosswalk for Nealon Park.

Closing off car traffic to and from Middle Ave onto Blake St with removable bollards will accomplish the following:

- Create a safe route to Nealon Park for pedestrians and bicyclists from the greater Allied Art neighborhood.
- Prevent large volumes of through-traffic or “short-cut” maneuvers that create unsafe conditions in a residential environment.
- Maintain emergency access for police and fire departments.
- Encourages more residents to bike or walk to Nealon Park rather than drive.
- Increase pedestrian safety.

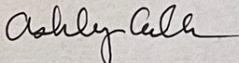
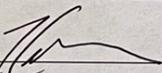
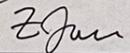
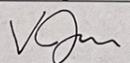
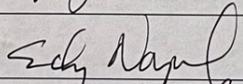
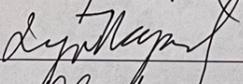
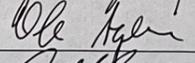
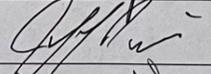
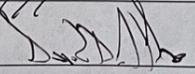
Middle Ave Development, Menlo Park, CA  
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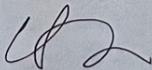
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- Maintain emergency access for police and fire departments.
- Encourages more residents to bike or walk to Nealon Park rather than drive.
- Increase pedestrian safety.

Printed Name	Signature	Resident's Address
1. Ashley Callahan		759 Middle Ave (corner at Blake St)
2. Kurt Keilhacker		440 Blake St, Menlo Park, CA
3. Zach Jones		805 Middle Ave, MP <sup>at</sup> <del>the</del> Corner at Blake St
4. Veena Jones		805 Middle Ave, Menlo Park
5. SANDY NAPEL		445 BLAKE ST, H.P.
6. Lyn Napel		445 Blake St, MP
7. OLE AGESEN		435 Blake St, MP
8. Jeff Piper		450 Blake St, MP
9. DAVID ALFANO		650 Kenwood Dr, MP

Elle age 11!

Kate Piper



450 Blake St, MP

Additional Sign 

Mary Gulezzi 500 College Ave. Newark NJ

10. Ron Gulezzi 500 College Ave

11. Scott Soltys ~~743 Middle Ave~~ 743 Middle Ave

12. Clara Choi ~~743 Middle Ave~~ 743 Middle Ave

13. Lucia Caprani ~~430 Blake St. MP.~~ 430 Blake St. MP.

14. Andrew Smyth ~~430 Blake St. MP.~~ 430 Blake St. MP.

17. ~~ALFRED~~ Callahan ~~759 Middle Ave~~ 759 Middle Ave

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