



REGULAR MEETING MINUTES

Date: 1/26/2021
Time: 5:00 p.m.
Location: GoToWebinar

Regular Session

A. Call To Order

Mayor Combs called the meeting to order at 5:05 p.m.

B. Roll Call

Present: Combs, Mueller, Nash, Taylor, Wolosin
Absent: None
Staff: City Manager Starla Jerome-Robinson, Interim City Attorney Cara Silver, City Clerk Judi A. Herren

C. Report from Closed Session

No reportable actions.

D. Public Comment

- Sally Cole spoke in support of increased safety on Valparaiso Avenue (i.e., Valpo Hill).
- Rich Moen spoke in support of increased safety on Valparaiso Avenue (i.e., Valpo Hill).
- Ron Snow spoke in support of expediting the 25-mph (miles per hour) speed limit on Santa Cruz Avenue.

E. Presentations and Proclamations

E1. Proclamation: Recognizing Katherine Strehl (Attachment)

Mayor Combs read the proclamation.

F. Consent Calendar

F1. Accept the City Council meeting minutes for January 8 and 12, 2021 (Attachment)

The City Council updated the action language for item G1. on the January 12, 2021 minutes to "... amend the fiscal year 2020-21 budget to include only the nonpersonnel requests and clerical adjustments (with the exception of the Climate Action Plan Implementation amendment of \$155,000) ...".

F2. Adopt Resolution No. 6608 approving the final map for a condominium project located at 661-687 Partridge Avenue; accepting dedication of public utility easements, emergency vehicle access easements; authorizing the city clerk to sign the final map; and authorizing the city manager to sign the agreements required to implement the conditions of project approval (Staff Report #21-012-CC)

- F3. Adopt Resolution No. 6609 initiating the Menlo Park landscape assessment district proceedings for fiscal year 2021-22 (Staff Report #21-015-CC)

The City Council discussed including Citywide standards in the engineering report.

ACTION: Motion and second (Nash/Wolosin), to approved the consent calendar, passed unanimously.

G. Regular Business

- G1. Identify a preferred conceptual design for the Sharon Road sidewalk project and adopt Resolution No. 6610 restricting parking hours along Sharon Road and establishing a 15 miles per hour zone at La Entrada Middle School (Staff Report #21-017-CC) (Presentation)

Web form public comment received on item G1. (Attachment).

Assistant Public Works Director Chris Lamm made the presentation (Attachment).

- Ron Snow proposed an alternative (Attachment).
- Jennifer Johnson spoke in support of increased outreach and on safety concerns.
- Heather Hopkins spoke in support of Option B.
- Judi Rocchio spoke in support of Option A.
- Brigid Roberts spoke in support of Option B.
- Peter Edmonds spoke in support of Option A.
- Ingrid Rogers spoke in support of Option B.
- David Weiss spoke in support of Option B.
- Laurie Sobel spoke in support of Option B.
- Tina Messerlian spoke in support of Option B.
- Ann Latta spoke in support of Option A.
- Pat Connolly spoke in opposition to Option B.
- Harry Bird spoke in support of Option A.
- Tiffany Lee spoke in support of Option B.
- Neil Barman provided support and concerns related to both Options A and B.
- Matt Barman commented on safety concerns without sidewalks on Sharon Road.
- Anica Barman commented on safety concerns without sidewalks on Sharon Road.
- Katie Behroozi spoke in support of Option B.
- Randy Avalos spoke in support of Option A.
- Marci Coggins spoke in support of Option A.
- Dorothy Conroy spoke in support of Option A.
- Marty Smith spoke in support of Option A.
- Christine Tomomatsu spoke in opposition of the project.
- Adina Levin spoke in support of Option B.
- Allison Bird spoke in support of Option B and concerns with ADA (Americans with Disability Acts) accessibility.

The City Council discussed the history of the project and other sidewalk projects in Menlo Park (e.g., Santa Cruz Avenue), alternatives to Options A and B, and CEQA (California Environmental Quality Act) requirements. The City Council received clarification on safety, ADA compliance, speed zone, impact to trees, enforcement issues with timed parking, and the amount of parking spaces proposed

to be removed.

Recess

The City Council took a recess at 8:05 p.m.

The City Council reconvened at 8:23 p.m.

ACTION: Motion and second (Wolosin/Mueller), to approved Option B (concrete sidewalk) with the additional direction: 1) to make travel lanes as close to 10' as feasible with excess width split with property owner and additional sidewalk space up to a 6' wide sidewalk; 2) authorize the use of all available budget funds (up to \$850,000); 3) when installing signage pole to place them in the right-of-way outside the sidewalk to maximize continuous walking space; 4) twenty-four/seven restricted parking along the north-side; 5) consideration of a bulb out at Sharon Road and Altschul Avenue; 6) maximize ADA accessibility where feasible; 7) preserve and protect heritage trees; 8) establish a 15-mph school zone 9) direct staff to meet and confer with residents on Sharon Road within the proposed timeline and incorporate outreach to residents regarding sewer lateral repairs and irrigation; and 10) project exemption under CEQA classes 1 and 4, passed unanimously.

Mayor Combs reordered the agenda.

G3. Consideration of design elements for the Menlo Park Community Campus pool (Staff Report #21-014-CC) (Informe de Personal #21-014-CC) (Presentation)

Deputy City Manager Justin Murphy made the presentation (Attachment).

- Jennifer Johnson spoke in support of increased accessibility.

The City Council received clarification on proposed ADA compliance and considerations for increased accessibility. The City Council directed staff to meet with Jennifer Johnson and the City Council Menlo Park community campus subcommittee to discuss a redesign of the pool with increased accessibility and to return the item at a future special meeting.

ACTION: By acclamation, the City Council extended the meeting past 11 p.m.

G2. Consider modifications to the Downtown street closure and temporary outdoor use permit pilot program and adopt urgency Ordinance No. 1075 reopening all travel lanes on Santa Cruz Avenue (Staff Report #21-019-CC)

Deputy City Manager Justin Murphy introduced the item.

The City Council received clarification on businesses impacted by the proposed reopening. The City Council requested this item be returned at the February 23, 2021 City Council meeting.

H. Informational Items

H1. City Council agenda topics: February 2021 to March 2021 (Staff Report #21-013-CC)

H2. Update on temporary outdoor dining grant program (Staff Report #21-018-CC)

The City Council discussed prioritization of the grant awardees.

H3. January 30 annual goal setting workshop (Staff Report #21-016-CC)

Web form public comment received on item H3. (Attachment).

I. City Manager's Report

None.

J. City Councilmember Reports

City Councilmember Wolosin reported out on the League of California Cities new city councilmember training.

City Councilmember Mueller reported on the Bay Area Water Supply and Conservation Agency meeting.

City Councilmember Taylor reported out on the Menlo Park community center subcommittee, Triangle Task Force for homelessness in Bayfront, upcoming SFO Round Table meetings, and South Bayside Waste Management Authority orientation.

K. Adjournment

Mayor Combs adjourned the meeting at 11:43 p.m.

Judi A. Herren, City Clerk

These minutes were approved at the City Council meeting of February 9, 2021.

NOVEL CORONAVIRUS, COVID-19, EMERGENCY ADVISORY NOTICE

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

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

- How to participate in the meeting
 - Submit a written comment online:
menlopark.org/publiccommentJanuary26*
 - Record a comment or request a call-back when an agenda topic is under consideration:
Dial 650-474-5071*
 - Access the regular meeting real-time online at:
joinwebinar.com – Regular Meeting ID 378-335-195
 - Access the regular meeting real-time via telephone (listen only mode) at:
(415) 930-5321
Regular Meeting ID 861-863-885 (# – no audio pin)
*Written and recorded public comments and call-back requests are accepted up to 1-hour before the meeting start time. Written and recorded messages are provided to the City Council at the appropriate time in their meeting. Recorded messages may be transcribed using a voice-to-text tool.
- Watch regular meeting:
 - Cable television subscriber in Menlo Park, East Palo Alto, Atherton, and Palo Alto:
Channel 26
 - Online:
menlopark.org/streaming

Note: City Council closed sessions are not broadcast online or on television and public participation is limited to the beginning of closed session.

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. The instructions for logging on to the webinar and/or the access code is subject to change. If you have difficulty accessing the webinar, please check the latest online edition of the posted agenda for updated information (menlopark.org/agenda).



SHARON ROAD PROJECT PRESENTATION

City Council Meeting January 26, 2021



AGENDA

- Introduction / Actions Requested
- Existing Conditions
- Public Outreach
- Design Options
- Conclusion and Action





SHARON ROAD PROJECT INTRODUCTION



- The Project is in the capital improvement program (CIP) and Safe Routes to School map (SRTS).
- Project proposes a walking path from Alameda de las Pulgas to Altschul Avenue in addition to drainage and traffic improvements.
- Presentation will provide a narrative of design and outreach efforts to date.



Approximate project limits



SHARON ROAD PROJECT ACTIONS



- Identify a preferred conceptual design for the Sharon Road project
 - Option A – An asphalt strip design with restricted day time parking along the North side of Sharon Road from Alameda de las Pulgas to Altshcul Avenue. (Staff Recommendation)
 - Option B – A raised concrete sidewalk with restricted parking along the North side of Sharon Road from Alameda de las Pulgas to Altshul Avenue (Complete Streets Commission Recommendation)

- Adopt Resolution 6610 to establish a “no stopping” on-street parking zone and a 15 miles per hour speed (mph) zone at La Entrada Middle school per Vehicle Code Section 22358.4



EXISTING CONDITIONS



Sharon Road Profile:

- Two lane, residential street with no continuous walking path on either side
- Shared parking, walking path with residential frontages beyond the edge of pavement
- Last collision resulting in minor injuries in 2008



Sharon Road and Sharon Court



Frontage features include parking strips, heritage trees, walls, and poles



EXISTING CONDITIONS



Sharon Road Profile:

- Intersections lack features such as curb ramps and ADA compliant walkways
- Improvements at Alameda de las Pulgas pending coordination with San Mateo County
- Ponding after rain due to lowpoints and insufficient drainage structures



Sharon Road and Alameda de las Pulgas



Sharon Road and Altschul Avenue



DESIGN DEVELOPMENT



Staff developed two design options for public feedback

- Asphalt strip (Option A): includes valley gutter and retains restricted parking
- Concrete sidewalk (Option B): includes raised six-inch curb and eliminates parking
- Both designs are common features in Menlo Park neighborhoods and adopted City Standards

Key criteria assessed during design development

- Public safety, impacts to parking, and impact to existing site features
- Project cost, drainage improvements, and intersection upgrades

Options A and B share the following improvements

- Northern alignment with ramps at intersections for ADA compliance
- Class III bike striping (sharrows) and 15mph speeds at La Entrada Middle School
- Gutters at both sides of Sharon Road to correct ponding



PUBLIC OUTREACH



Public Meeting: January 15, 2020

- Staff shared Options A and B with SRTS advocates, residents, and community members
- 19 total comments: 12 for Option A, 5 for Option B, and 2 for either
- Commenters supported drainage improvements and speed reduction limits

Complete Streets Commission (CSC): September 09, 2020

- Staff recommended Option A (with restricted parking) and a 15 mph speed reduction zone
- CSC selected Option B based on raised curb and concerns over parked vehicles impeding travel
- CSC also requested the following for the Council's consideration:
 - Maintenance costs for asphalt and concrete
 - Third design option for a concrete sidewalk with parking lane (Option C)

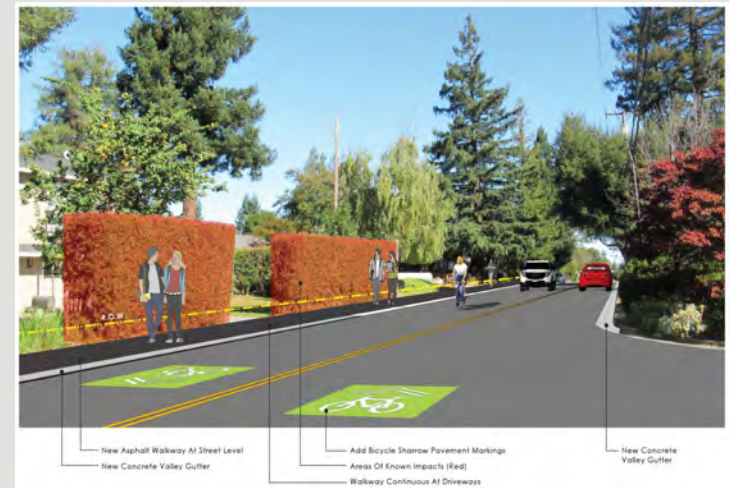


DESIGN OPTION A ASPHALT STRIP



Key Features:

- 4' to 8' path flush with edge of pavement
- 24" gutter with signing and striping as roadway separator
- Parking in select areas (restricted during school hours)
- Least impact to site features, mimics existing aesthetic
- Preliminary estimate: **\$610,000**
- Annual maintenance: **\$0.40 per square foot**



Conceptual rendering at Sharon Court



FMG1



DESIGN OPTION B CONCRETE SIDEWALK



Key Features:

- 4' to 5' wide path with concrete driveways
- 6" raised curb separating foot and roadway traffic
- Eliminates parking on northern Sharon Road
- Greater impact to site features due to grading conform
- Preliminary estimate: **\$700,000**
- Annual maintenance: **\$0.30 per square foot**



Conceptual rendering at Sharon Court



Slide 10

FMG1

Fu, Michael G, 1/5/2021

FMG1



DESIGN OPTION C SIDEWALK WITH PARKING LANE



Key Features:

- 8' parking lane with 5' sidewalk
- Greatest impact to site features
- Preliminary estimate:
\$1,200,000



Frontage impact at 2140 Sharon Road (aerial)



Frontage impact at 2140 Sharon Road (level)



Slide 11

FMG1

Fu, Michael G, 1/5/2021



CONCLUSION AND ACTION



Comparison of Design Options

Category	Option A: Asphalt Strip	Option B: Concrete Sidewalk	Option C: Sidewalk with Parking Lane
Heritage Tree Removal	0	0	5
Street Tree Removal	1	1	14
Planting Replacement (SF)	800	1,000	2,400
Wall and Gate Replacement (LF)	50	50	400
Utility Pole Relocation	0	0	1
Total Project area (SF)	8,000	10,000	14,000
Width (LF)	4' to 8'	4' to 5'	13' (8' lane with 5' sidewalk)
Preliminary Estimate	\$610,000	\$700,000	\$1,200,000
Available Budget	\$850,000	\$850,000	\$850,000
Appropriation	-	-	\$350,000



CONCLUSION AND ACTION



Identify a preferred conceptual design for the Sharon Road project

- Option A – An asphalt strip design with restricted day time parking along the North side of Sharon Road from Alameda de las Pulgas to Altshcul Avenue. (Staff Recommendation)
- Option B – A raised concrete sidewalk with restricted parking along the North side of Sharon Road from Alameda de las Pulgas to Altshul Avenue (Complete Streets Commission Recommendation)

Adopt Resolution 6610 to establish a “no stopping” on-street parking zone and a 15 miles per hour speed (mph) zone at La Entrada Middle school per Vehicle Code Section 22358.4



	From	To
Morning	25 min before bell	Varies. 5 min after bell
Afternoon	20 min before 1 st bell	15 min between bells & 25 min after 2 nd bell



NEXT STEPS

Tentative project schedule pending City Council Approval

- Spring 2021: Advertise project for construction bidding
- Summer 2021: Finish construction prior to school opening

Questions? Thank you for your time and consideration





THANK YOU



Agenda item G1 Karen Reis, Resident

Dear Menlo Park City Council Members-

It seems some members of the La Entrada School PTA leadership may have been the victims of some well-intentioned, but misguided, and perhaps misleading, misinformation. As we have witnessed on a national level these past weeks, it is better to study the facts when working toward a mutually beneficial goal.

In this case, in a letter from the school PTA, the expressed goal was to have a "continuous accessible walking path." As you are aware, many residents in our community use wheelchairs and strollers. Based on those with whom I spoke who used wheelchairs (and from personal experience with strollers) an ASPHALT path was much easier to use; this also would meet the goal identified by the La Entrada School PTA Officer .

As we all know, concrete is much more likely to present dangerous tripping hazards (as shown in the image below) because concrete is poured in rigid slabs. Ground settling after (drainage) pipes are installed can often create uneven blocks that must be repaired or replaced. Tree roots grow in predictable ways, and need a compatible walking surface. Tree City USA Menlo Park was honored with the Arbor Day Foundation's Growth Award, and we know trees are symbols of Menlo Park for their many attributes, including the removal of emissions/environmental contaminants, absorption of excess groundwater, buffering of sound/noise, and calming beauty.

Asphalt walking surfaces are more compatible with trees. Because asphalt consists of aggregate matter bound together with asphalt and compacted, it is flexible, and has no seams (unlike concrete) to become uneven. In the worst case, tree root "bumps" are far less hazardous than "lips" from uneven concrete slabs.

Wilson-street-lifted.jpg

Asphalt is much easier to fix if cracks occur! Existing sidewalks have often been patched with asphalt, after the raised concrete areas have been removed.

Wilson-Street-before-and-after.jpg

The PTA Officer who wrote the letter to the council may not be aware that a public meeting was held at La Entrada on January 15, 2020 to request community input on the two design options presented by the professional staff research study. Staff explained the pros and cons of each option, and posted the ideas to the PTA's Newsletter with an online comment box. The results were that 15% preferred concrete, 10% had no preference, and 64% PREFERRED ASPHALT.

narrow_residential_streets_daisa.png

The professional engineering study from the Menlo Park Staff specifically mentions LOW VOLUME TRAFFIC. I have taught middle school students for more than 30 years, and during my career my adjunct duties have included emergency training and traffic supervision before and after school hours, on and off campus. I understand the emotions behind the perceived need for heightened student safety. Incidentally, I have ridden my bike 3X a week to and from my classroom for decades and Sharon Road has never presented a problem.

On a national scale, asphalt pathways (or brick/paver surfaces) are overwhelmingly the current preferred material in cities across the United States who are serious about creating livable, sustainable, and attractive urban landscapes for current and future generations.

Hopefully, this information will provide encouragement to you and the council to adopt the ASPHALT PATHWAY resolution in order to make the best decision for the well-being of Menlo Park as we move forward.

Respectfully submitted - Karen Reis

Agenda item G1 Ron Snow, Resident

Menlo Park City Council,

My suggestions below are concepts that could greatly improve safety on Sharon Rd while still keeping in the bounds of the options presented in this agenda item. My observations are based on my efforts for improved traffic safety in the community and along the Santa Cruz/Alameda corridor. The thinking was influenced by various traffic calming advocacy groups, safe routes, complete streets, vision zero, safety guidelines and recommendations from a wide spectrum of government traffic and transportation agencies.

I support the lower speed limits proposed in Resolution No. 6610; however, I hope the council will include a modification to the resolution to accept additional safety considerations that have been recently received by City Council (including these discussed below). These suggestions advance safety on all proposed options by incorporating key traffic calming and safety practices to yield safety achievements for all users of this section of road: Students, cyclists, motorists, and residents. The suggestions are in concert with the recommended lower speeds.

The tendency of using really wide traffic lanes needs to be reconsidered. For example, the new Santa Cruz lanes between Avy Ave (@cemetery) and Lemon, including the whole length of Hillview School uses 9' wide travel lanes. The rest of Santa Cruz Ave uses about 9'3" lanes, and Oak Grove downtown has even narrower lanes. So while I can't see the exact width of the proposed travel lanes by using the project report's Options graphics because the lack lane definition lines, it appears they are near 11' - 12+' wide (more and less). Re-thinking that extra wide allocation to be the same 9' widths as other heavily used MP streets, allows for calmer traffic, as narrower lanes are proven to slow traffic speed and increase motorist awareness.

Narrower traffic lanes also free up valuable pavement for other uses - in this case it could be a bike lane one direction or it could reduce the impact on residences as they would not need to lose much of their frontage, or it could provide wider sidewalks — or, with a bit of thinking outside of the box, all of the above.

Link to animated graphic of Sharon-Rd-Modified-Option---9ft-lanes-w-bike lane:

<https://univpark.org/sites/default/files/custom/Sharon-Rd-Modified-Option---9ft-lanes-w-bike.gif>

Please notice in the above animated GIF that the pavement area has not changed - its the same area as proposed (A and B), just reallocated by painting the travel lanes to 9' widths and using the remainder width for a dedicated westbound 4' to 5' bike lane. A bit of engineering needs to be applied (obviously), yet with engineering incentive this could be accomplished and refined to yield a slower, calmer, and yield a safer route for everyone.

Notice that the NE corner of Altschul/Sharon in the proposals seem inappropriate and unnecessarily unsafe: It has an extra long crosswalk, the design doesn't take into consideration that Altschul is one way, and the arc of the corner curve is extremely wide. Making this a sharper corner and shortening the crosswalk by 20+' should be considered as it has major safety benefits for the high volume of school kids that use this corner.

Link to animated graphic of NE Corner of Sharon/Altschul:

<https://univpark.org/sites/default/files/custom/Ashtul-Sharon-Corner.gif>

I am hoping that these suggestions are helpful and can be considered, especially in that they aren't making major changes to options A or B. I think the concepts here could be applied to Option C.

Cheers,

Ron

Menlo Park, CA 94025-6325 USA

Direct: [REDACTED] Re: staff report: https://menlopark.org/DocumentCenter/View/27212/G1-20210126-CC-Sharon-Rd-sidewalk-project?fbclid=IwAR084TcBEvo6s-xRbuu5DnfN-dPNUb6Qu55dDOM5o7tE8nic_DBd1o8ZQ8

Agenda item G1

Richard Wilkolaski, Resident

My wife and I bought our home at 2150 Sharon Road almost 50 years ago and raised our two daughters there. All of us walked, jogged, biked and drove on the 2100 block of Sharon Road with no accidents, close calls or injuries. We literally saw thousands of kids traveling to and from La Entrada Middle School over the years and didn't see any incidents with passing traffic. This block of Sharon Road is short and narrow dictating slower traffic, especially during school commute hours. A reduction to 15 MPH speed limit should further assist street safety for children/everybody.

The main issue with kids walking/biking in the street is because of water puddling after rain storms. The Staff Report addresses this by the installation of a 24-inch concrete valley gutter and asphalt pathway. We believe the Staff Report recommendations are the best, safest and least costly option for our block of Sharon Road. The asphalt pathway is the widest alternative and will be street level which allows both walkers and bikers to use instead of forcing bikers into the street to avoid the walkers. Option B, raised concrete sidewalk, will force bikers into the street and we don't think that option is a good alternative. Option C has the same problems as Option B plus removable of 19 big trees, 5 of which are heritage trees. The trees are very important to us, our neighbors and the broader community. Additionally Option C is substantially more expensive with no better/maybe worse result. The city saving money especially during these difficult times seems like a good thing.

Thank you in advance for your diligent and thoughtful discussions and deliberations.

Agenda item G1 Don Zulaica, Resident Jacquie Steiner, Resident Sharon Road residents, Resident

To Whom It May Concern,

Am submitting the following on my own, and Jacquie Steiner's, behalf; it reflects our thoughts and is not intended to speak for the collective residents on Sharon Road.

After the September 9 Complete Streets Zoom meeting, I emailed Kevin Chen and said I thought the entire process felt predestined to push the more invasive sidewalk plan along Sharon Road. That after years of meetings with neighbors (dating back to former mayor Ray Mueller), after that hour-and-a-half Zoom and a paraphrased attitude of, "Okay how wide can we make the street how much land can we take *oh let's just vote on sidewalks now*," that it actually felt like bullying.

Kevin's perfunctory "I'm sorry you feel that way" reminded me of corporate jobs I escaped in the 1990s.

I am a Santa Clara University graduate, 1991. Menlo-Atherton, 1987. La Entrada, 1983. Have traversed Sharon Road and surrounding streets on foot and Mongoose bike more times than all but a very few natives that are left here. For those who don't know, decades ago the Las Lomitas school bus used to stop directly in front of our house, since there is a sidewalk. (My late mother happily offered.)

Like my good, longstanding neighbors, and even though I am aware of the longstanding outstanding safety record of this portion of Sharon Road, I share everyone's desire to build a safer pathway for pedestrians and cyclists along this route. Particularly during the school year.

My problem with this process is the fact that the residents, including myself, have spent copious time and felt that we had already reached a compromise that satisfied all parties. Namely, the option of asphalt paths, with concrete divots, a slower speed limit, and repaired drainage infrastructure. No heritage trees removed. Few or no property encroachments. No upsetting the neighborhood feel. Furthermore, significantly, less expensive, so leftover funds could be used for other pressing city issues. Simple. Safe. Done.

Of course, the Zoom call was anything but simple.

Generally speaking, the Complete Streets commissioners seemingly did no homework on the street at all. Questions were asked which were already clearly answered in the City Engineer report. Also, if you're going to appropriate \$1M in capital to alter a neighborhood block for the next century (give or take), you'd think a routine visit to said block would be in order— it sounded like no one bothered. One commissioner complained about difficulty cycling up a hill on Sharon Road. Only, it wasn't this block. It wasn't even in the city of Menlo Park, it was in the county.

The first comment during the open mic portion of the program, a woman basically said we have to ban single drivers in gas-powered cars. Frankly it felt planted, and I fail to see what that has to do with child safety, let alone the street's issues at hand.

After various homeowners, including myself, made comments, the CSC went into a discussion (available on the Menlo Park web site) which could basically be summed up as (again, paraphrasing), "Boy I hate all those old, decrepit homeowners. Who cares if they've been there for decades? How do we streamline this process to take away their voices?" Commissioner Katie Behroozi seemed offended that she even had to listen to us at all.

Am no lawyer, but it kind of sounded like age-discrimination. Perhaps other kinds of discrimination, too. Actionable? Will leave that to those better equipped to say.

Agenda item G1
Don Zulaica, Resident
Jacquie Steiner, Resident
Sharon Road residents, Resident
(continued)

More recently I learned of a third alternative from CSC, a “sidewalk-plus” option that will remove nine heritage trees, several more non-heritage, and encroach several properties. Really? Perhaps I understated “bullying” when I emailed Kevin Chen before.

Is this a negotiation? Falling out of bed and razing nine heritage trees doesn’t sound like the start of a negotiation. Doesn’t sound environmentally friendly, either.

There are other questions to be noted about the process, such as a consistent lack of transparency with residents, conflicts of interest between the City Council and CSC (if Jen Wolosin has been actively supporting CSC, maybe she should recuse herself?), the lack of arborist or environmental-impact reports, and eminent domain issues that CSC seems all too eager to exploit– as in, if you encroach my property, what do I get in return? Lowered property taxes? What would you expect if I took some of your square footage?

Which brings me to an aside I think is applicable to the CSC’s apparent disdain of residents: a cursory perusing of the “Green New Deal” illuminates a movement not really about the environment, but capital. Or more specifically, control of capital and its redistribution. It is exactly this type of pernicious thinking that allows people the hubris to think they have the right to tell everyone else how to live. Am ashamed that it has infected the town I grew up in and love. Have been saying for years, Menlo Park and the bay area in general was more diverse when I was a kid. Oh, we’ve got “diversity” now, but everyone is the same.

For these and many other reasons, in a few months I will be an ex-Californian.

So even though this City Council decision will not affect me directly, I am concerned about a non-engineering-savvy activist group’s desire to make sweeping neighborhood changes as a matter of setting a precedent for what they want to do elsewhere. Especially after longtime residents, who did the homework when CSC didn’t, already thought they had reached a compromise in good faith.

I would implore the City Council to respect the work everyone did to reach that compromise. Anything else sends a profoundly negative signal to not only all Menlo Park residents, but other communities as well. Our street isn’t the end of CSC’s agenda, and we see it.

Be fair. Voters with long memories are paying attention.

Thank you for the space and consideration,
DZ & JS

Don Zulaica
Jacquie Steiner
Sharon Road residents
(Don’s family home since 1979)

Agenda item G1 John Reis, Resident

Dear Councilmembers

I am writing to you on the subject of Menlo Park Resolution No. 6610 in support of the Menlo Park City staff engineer's proposal of an "at-grade" asphalt pathway based on Sharon Road's profile as a low-volume residential street. I believe that given the various considerations relative to pedestrian connectivity, bicycle safety, drainage, parking retention, impacts to trees and existing site features, the asphalt pathway recommended by the city engineering staff is by far the best option for all.

By way of background, my wife and I have lived on Sharon Road for nearly four decades and -- God willing -- we would like to remain on Sharon Road for another few decades! My parents (who both lived in to their 90's) formerly lived around the corner from us so I certainly appreciated the value of comfortably and safely "aging in place" in our community. In the final chapter of both my parent's lives (during which time I was a caregiver) they were wheelchair-bound, so I am certainly sensitive to the challenges of navigating a community with a disability. Fortunately, in front of their home (just off Sharon Road) the city planners wisely installed an asphalt walkway and NOT a concrete sidewalk.

The asphalt pathway proposed for Sharon Road would seem to offer such a superior solution for the disabled members of the community whose voices seemed to be rarely heard. If you have ever tried navigating many of the local raised sidewalks -- which have so many slopes because of provision for driveways -- you know that anyone in a wheelchair or mobility scooter has a much greater safety risk than a pedestrian. While we are certainly supportive of the safety of students biking or walking to school, we also think it's very important to consider those with disabilities and those desiring to live at home independently and safely. We believe that an at-grade asphalt pathway recommended by the city's engineering professionals offers our community the safety needed.

Sincerely,

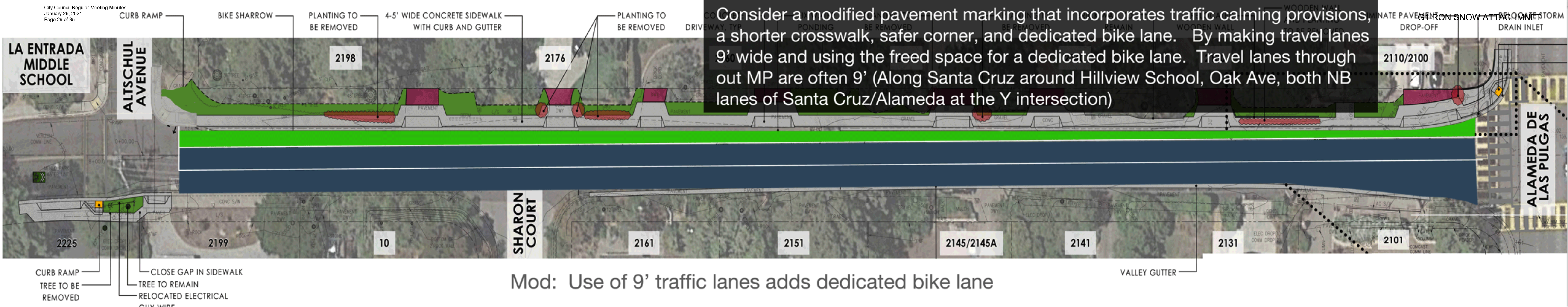
-John Reis

LA ENTRADA MIDDLE SCHOOL

ALTSCHUL AVENUE

SHARON COURT

ALAMEDA DE LAS PULGAS



Consider a modified pavement marking that incorporates traffic calming provisions, a shorter crosswalk, safer corner, and dedicated bike lane. By making travel lanes 9' wide and using the freed space for a dedicated bike lane. Travel lanes through out MP are often 9' (Along Santa Cruz around Hillview School, Oak Ave, both NB lanes of Santa Cruz/Alameda at the Y intersection)

Mod: Use of 9' traffic lanes adds dedicated bike lane

CURB RAMP
TREE TO BE REMOVED
CLOSE GAP IN SIDEWALK
TREE TO REMAIN
RELOCATED ELECTRICAL CUY WIRE

VALLEY GUTTER



CITY COUNCIL MEETING

Menlo Park community campus project pool layout





AGENDA ITEM

Council action on the following :

- Approve the revised pool layout for the Menlo Park community campus (MPCC) located at 100-110 Terminal Avenue



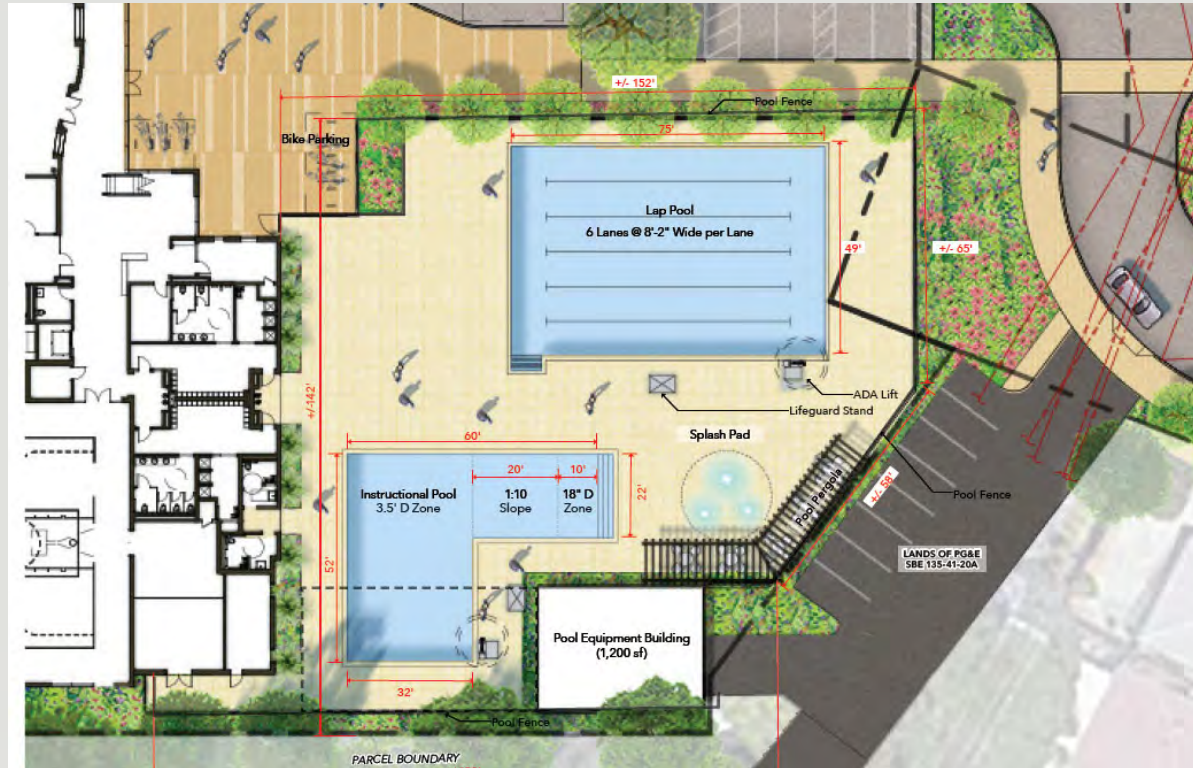


POOL LAYOUT





POOL LAYOUT – JANUARY 12 CITY COUNCIL





THANK YOU

Agenda item H3
Sandy Napel, Resident

Dear Menlo Park City Council,

I am a resident of Menlo Park, living in the Allied Arts neighborhood. I am one of the 300 residents who has signed a Change.org petition to ban gas powered leaf blowers in Menlo Park.

In this time of climate emergency, I urge you to consider banning gas leaf blowers within our city. Although they do not account for a significant amount of CO2 Greenhouse Gas when compared with all the cars on our roads, their fossil fuel emissions do create smog and dust pollution that is detrimental to our health.

Moreover, it has become evident during these many months of staying at home due to the pandemic that these machines create very disturbing noise pollution. People working from home and children trying to learn online can lose focus with the constant drone of gas leaf blowers. Electric blowers are much quieter than gas powered blowers.

Electric leaf blowers have become much more powerful and efficient as battery technology has improved and there is no reason that an electric blower could not be used to accomplish the same tasks that gas blowers now do. While there may be equity issues in requiring landscapers to purchase new equipment, this is not a problem that cannot be solved with some creative thinking.

Sandy Napel