



STAFF REPORT

City Council

Meeting Date:

5/7/2024

Staff Report Number:

24-073-CC

Regular Business:

Adopt a resolution to establish “no parking” zones on Middle Avenue, make buffer bike lanes permanent, and continue Nealon Park frontage parking as a pilot for the Middle Avenue Complete Streets project

Recommendation

Staff and the Complete Streets Commission (CSC) recommends that City Council conclude the Middle Avenue Complete Streets pilot project (Project) by adopting a resolution (Attachment A) to:

- Affirm the parking removal on Middle Avenue between Olive Street and El Camino Real to allow for the continued presence of buffered bike lanes on both sides, except:
 - Continue the Nealon Park frontage parking as a pilot by replacing the parallel parking configuration included in the original pilot to a back-in angle parking design; the buffered bike lane would be placed adjacent to the westbound vehicular travel lane (Attachment B). If approved, the new configuration will be implemented in the fall of 2024 along with a public education component and piloted until summer 2025. Staff will return to the City Council with a final recommendation at the conclusion of the pilot.
 - Continue the Blake Street temporary closure to continue monitoring circulation to College Avenue.

Further, staff recommends City Council provide confirmation or other direction on the following:

- Middle Avenue at Olive Street – Staff plans to select and implement one of two design alternatives proposed (Attachment C) based on feedback from Oak Knoll Elementary School and Hillview Middle School representatives/students, which is tentatively scheduled for the end of May due to school examination periods.
- Middle Avenue at Yale Road – Continued monitoring of the crossing after street light related safety improvements have been completed (particularly during nighttime).

Policy Issues

This Project is consistent with policies and programs stated in the General Plan Circulation Element (e.g., 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 also identified as one of the top priority safety projects in the City’s Vision Zero Action Plan (Plan). The Plan affirms the City’s goal to eliminate all traffic fatalities and serious injuries by 2040.

Background

The Project includes buffered bike lanes, pedestrian crossing safety improvements, and traffic calming measures and has the following objectives:

- Enhancement of bicyclist and pedestrian visibility to improve the safety of all street users.
- Encourage the use of sustainable modes of transportation by providing safe and comfortable cycling and pedestrian infrastructure.
- Increase accessibility of the corridor by supporting improvements at Middle Plaza and future efforts to build a pedestrian and bike crossing beneath the Caltrain tracks, connecting Middle Avenue and Alma Street.

On Oct. 18, 2022, the City Council approved traffic calming measures on Middle Avenue. The design is currently underway, and is expected to be constructed in summer 2025, pending conclusion of the pilot Project. A hyperlink to the City Council staff report and the adopted resolution are included as Attachment D.

On Feb. 14, 2023, the City Council selected one of three proposed alternatives and approved the installation of the Project components as a pilot. In October 2023, the buffered bike lanes were implemented by:

1. Removing parking on both sides of Middle Avenue; and,
2. Reconfiguring the Nealon Park frontage parking that resulted in the net reduction of 32 on-street parking spaces (Attachment E).

A hyperlink to the City Council staff report and the adopted resolution from the Feb. 14, 2023 meeting are included as Attachment F.

On Nov. 8, 2023, the CSC provided feedback on the pilot evaluation methodology, including data collection and a general evaluation timeline.

The pilot data collection and final evaluation timeline included:

- Transportation data collection in the month of March/April (e.g., vehicle/bike volumes, vehicular speed, reported collisions, parking occupancy, online public survey).
- Two community meetings: virtual meeting March 19 and in-person meeting March 28.
- CSC meeting – April 10: to solicit feedback and recommendation of a preferred permanent design.
- Park and Recreation Commission meeting – April 24: Intention to solicit feedback on recommendations fronting Jack Lyle Park and Nealon Park. However, the meeting was canceled due to a lack of quorum.
- City Council meeting – May 7: to seek approval of next steps.

Analysis

Data collection

At this time, the pilot Project has been in place for approximately six months. Transportation data collected included vehicle/bike volumes, vehicular speed, reported collisions and parking occupancy. An online public survey was also issued. Single day volume/speed data were collected in March 2024 and multiday parking occupancy and collision data were collected on Middle Avenue and on all cross streets within approximately 500 feet of Middle Avenue.

In general, no significant changes in vehicle, pedestrian, or bike volumes or vehicle speeds were observed on Middle Avenue since the implementation of the pilot Project. Parking occupancy surveys indicated 50%

or less occupancy rates during peak times on most cross streets, as parking demand shifted from Middle Avenue. However, the results indicated that the parking lot and frontage parking area at Nealon Park, and approximately 750 feet of Arbor Road (i.e., from Middle Avenue to Werth Avenue) were full at times. With respect to collisions, Table 1 below summarizes the data on Middle Avenue for the last three years. While fewer collisions have been recorded since the pilot Project was implemented compared to the prior two years, the duration is too short to indicate a trend. Illustrations and summaries of the data are included in Attachment G.

Year	Total collisions ¹	Involving pedestrian/bicyclist ²
October 2020 – September 2021	6	2
October 2021 – September 2022	12	1
October 2022 – September 2023	11	1
October 2023 – present	4	1

1. All collisions had no or minor injuries.
2. All pedestrian/bicyclist collisions had minor injuries.

Community meetings

Two community meetings were held to solicit feedback, one virtual and one in-person. Each meeting had approximately 30 people in attendance. While positive effects from the pilot for bicyclists were acknowledged, concerns were also shared by attendees at both meetings. Details of the concerns raised were included in the April 10 CSC Staff Report (Attachment H). In summary, the comments included:

- Desire for increased enforcement to prevent vehicles parking in bike lanes.
- Safety concerns over loading / unloading from the parking spots along the Nealon Park frontage due to the location of the bike lane, particularly for nursery school families.
- Need for additional parking at Nealon Park and other areas serving more vulnerable users such as seniors.
- Need for improved visibility to the entrance of the Nealon Park parking lot.
- Inconvenience due to parking removal and loss of quality of life for cross street residents due to increased street parking.
- Concern over residents having to walk in the street due to a lack of sidewalks (e.g., Yale Road) with increased parking on cross streets.

Public survey

An online public survey soliciting feedback on the pilot Project was made available from March 14 to April 5. The survey results from 585 respondents is included in Attachment I. Key findings from the survey are summarized by user group as follows:

- Drivers: 89% indicated no change to their driving patterns, 6% more likely to drive on other streets such as Santa Cruz Avenue and Bay Laurel Drive, and 5% more likely to travel by bike or foot.
- Parking experience: 29% had no trouble finding parking, 38% had trouble finding parking, and 33% had not tried to park on Middle Avenue.
- Bikers: 60% felt safer, 26% felt no change, and 14% felt less safe
- Pedestrians: 36% felt safer, 50% felt no change, and 14% felt less safe

Other feedback and comments from the survey include:

- Majority positive feedback on new stop signs at San Mateo Drive.
- Concern about Safeway driveway, relative to the traffic signal at El Camino Real.
- Observation of longer vehicle queue lengths at University Drive and at Olive Street.
- Continue to allow right turn on red at El Camino Real signal.
- Desire to explore other parking options, such as timed restricted parking, instead of no parking.

Stakeholder meetings

In addition to the public survey and community meetings, staff held one-on-one meetings with representatives of other key stakeholders including:

- Peninsula Volunteers Inc. - Little House / Rosener House
- New Community Church / New Beginning Preschool
- Menlo-Atherton Cooperative Nursery School

These stakeholders generally echoed concerns similar to those made at the two community meetings and the public surveys, with a focus on parking demands and loading zone safety.

Complete Streets Commission

On April 10, the CSC reviewed the transportation data, public survey results, listened to comments from five public in-person/virtual speakers, and received staff's recommendations on a preferred bike lane design. The CSC discussed project goals, parking demand, circulation, design alternatives, public feedback, traffic calming measures, and other safety concerns associated with each element of the design. They voted unanimously to support staff's recommendations as outlined in detail in the next section, with the following feedback:

- Removal of parking on Middle Avenue between Olive Street and University Drive to allow for the continued presence of buffered bike lanes on both sides.
- Continue the Nealon Park frontage parking as a pilot by replacing the parallel parking configuration included in the original pilot to a back-in angle parking design.
- Maximize separation between back-in angle parking and bike lane and monitor Americans with Disabilities Act (ADA) parking demand.
- If feasible, implement certain traffic calming measures as early as possible to provide additional safety benefits (e.g., speed feedback signs, flashing beacons).
- Explore removing the landscaping separating the two tennis courts and the six parallel parking spaces, to create more back-in parking spaces.

Recommendations

From Olive Street to University Drive: Based on the transportation data and survey results, observed parking occupancy was generally less than 50% on Middle Avenue and side-streets between Olive Street and University Drive. While approximately 750 feet of Arbor Road (i.e., from Middle Avenue to Werth Avenue) did reach 95% parking occupancy on Sundays during New Community Church services, additional capacity is available on Westfield Drive, Fremont Street and Windsor Drive. Therefore, staff recommends making this segment of the current pilot design permanent.

From University Drive to El Camino Real: The data and survey results indicate primary concerns with the Nealon Park frontage parking. These concerns include a need for more parking spaces, the need for improved loading/unloading area especially for children, and parking lot driveway visibility. In response to community feedback and to improve the safety of all users, staff recommends modifications to the pilot bike lane and parking configuration along this section of Middle Avenue. The modifications include the replacement of the Nealon Park frontage parallel parking configuration included in the pilot to a back-in

angle parking design and the placement of the buffered bike lane adjacent to the westbound vehicular travel lane (Attachment B). Under this configuration, loading and unloading, especially for families with children accessing the playground and Menlo-Atherton Cooperative Nursery School, would be improved. The trunk of the vehicle would be adjacent to the sidewalk adjacent to Nealon Park and there would be no interference with car doors, as they would open away from the roadway and bike lane. The back-in angle parking also enhances the safety of bicyclists, as it would provide the driver with greater visibility as they exit onto Middle Avenue. The back-in angle parking modifications would be implemented in the fall of 2024 along with a public education component and piloted until summer 2025. Table 2 summarizes the Nealon Park frontage parking inventory from the various configurations.

Parking configuration	Total regular spaces	Total accessible spaces
Perpendicular parking (Pre-pilot)	46	3
Parallel parking (current configuration)	14	3
Back-in angle parking (proposed configuration)	26	3

Additionally, staff is finalizing a plan for the reconfiguration of the Nealon Park parking lot, which will increase the supply by 11 parking spaces. Staff is conducting additional stakeholder outreach and this reconfiguration (Attachment J) is also expected to be completed in fall 2024.

Middle Avenue at Olive Street: To address the concern over the interaction between left turning bicyclists and right turning vehicles from westbound Middle Avenue at the stop sign, staff developed two alternatives as shown on Attachment C. Staff is currently reaching out to Oak Knoll Elementary School and Hillview Middle School representatives and students for additional feedback and field visits. The CSC reviewed and expressed preference for Option A. Staff requests any additional feedback from City Council regarding the two options, and anticipates selecting a design following the field visits with students and school representatives. After a design is selected and implemented, staff will implement the selected design and continue to monitor its operation and make necessary adjustments.

Crossing safety at Yale Road: The concern is due to an increase in pedestrian traffic to/from side streets that do not have sidewalks or could benefit from crossing enhancements. After the community meetings, staff addressed a reported street light outage at this intersection and is working with an adjacent property owner to trim a tree that is obstructing the light. Staff recommends continued monitoring of Yale Road for other safety concerns.

Circulation to College Avenue: Primary concern is a lack of alternative vehicular connections to College Avenue with the Blake Street temporary closure. Blake Street is one of the primary Nealon Park access points for pedestrians and bicyclists from the Allied Arts neighborhood. On Oct. 18, 2022, the City Council approved the temporary closure of Blake Street to provide a safer environment for those pedestrians and bicyclists. Restoring Blake Street vehicular access could address the concern about the lack of alternative vehicular connections. Staff recommends continued monitoring of the temporary closure of Blake Street at Middle Avenue until summer 2025.

Next steps

If approved, staff will:

- Proceed with the installation of the back-in angle parking modifications and relocation of the bike lane in

the fall of 2024, which would include a public education component. The new parking configuration would be piloted until summer 2025.

- Completion of the final Project design of the traffic calming measures, permanent bike lane striping, and street resurfacing by fall 2024. The Project would be advertised in winter 2024-25, for a construction start in summer 2025. Due to staffing resource constraints, advancing certain traffic calming measures under an earlier schedule as suggested by the CSC would require additional rounds of design preparation and construction administration which would impact the delivery of other projects. As such, staff will advance with the bidding of all the improvements as one comprehensive construction project.
- Finalize the Nealon Park parking lot reconfiguration and implement it along with the back-in angle parking modification in the fall of 2024.
- Continue the signal operation analysis and geometric design for El Camino Real / Middle Avenue (e.g., protected left turns for Middle Avenue, no right turn on red, conceptual protected geometric design)

In addition, based on other public feedback, staff has begun assessing other aspects of Nealon Park, including: pedestrian circulation, parking lot pavement conditions, and the condition of the Roble Avenue pathway connection. Improvements will be incorporated into the City's capital improvement program for budgeting and implementation in future years. It is anticipated that this work may be phased over several fiscal years.

Impact on City Resources

The estimated Project design and construction cost is approximately \$1.4 million. Funding for the Project is provided through the San Mateo County Transportation Authority Measure W Pedestrian and Bicycle Program Fund (\$1.2 million) with local matching funds from Transportation Impact Fees of \$0.2 million.

Environmental Review

The Project is statutorily exempt as identified by Public Resource Code §21080.25 which defines the California Environmental Quality Act as not applicable to "pedestrian and bicycle facilities that improve safety, access or mobility, including new facilities, within the public right-of-way." A Notice of Exemption was filed Feb. 27, 2023 for the Project.

Public Notice

Public notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting. Notification of the City Council meeting was also included on postcards that were mailed to properties located on Middle Avenue and within 500 feet of the Project site March 15. Changeable message signs with the City Council meeting details were deployed on Middle Avenue, the Project website was updated, and an email with the meeting information was sent to the Project interest list.

Attachments

- A. Resolution
- B. Nealon Park frontage conceptual back-in angle parking design
- C. Middle Avenue / Olive Street conceptual designs
- D. Hyperlink – Oct. 18, 2022 Staff Report #22-198-CC:
menlopark.gov/files/sharedassets/public/v/3/agendas-and-minutes/city-council/2022-meetings/agendas/20221018-city-council-agenda-packet.pdf#page=161

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- E. Nealon Park frontage conceptual parallel parking design
- F. Hyperlink – Feb. 14, 2023 Staff Report #23-032-CC:
menlopark.gov/files/sharedassets/public/v/2/agendas-and-minutes/city-council/2023-meetings/agendas/20230214-city-council-regular-agenda-packet.pdf#page=172
- G. Transportation data boards
- H. Hyperlink – April 10 Staff Report #24-004-CSC: menlopark.gov/files/sharedassets/public/v/5/agendas-and-minutes/complete-streets-commission/2024-meetings/agendas/20240410-csc-agenda.pdf#page=5
- I. Public survey results
- J. Nealon Park parking lot reconfiguration

Report prepared by:
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Report reviewed by:
Azalea A. Mitch, Public Works Director

RESOLUTION NO. XXXX**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MENLO PARK
AUTHORIZING THE INSTALLATION OF “NO PARKING” ZONES ON MIDDLE
AVENUE NECESSITATED BY THE MIDDLE AVENUE COMPLETE STREETS
PROJECT**

WHEREAS, on October 10, 2017, the City Council certified the Final Environmental Impact Report and approved the Development Agreement for the Middle Plaza at 500 El Camino Real project, which, as a part of mitigation measures, requires Stanford University to develop, design and implement of Class II or Class III bicycle lanes between El Camino Real and University Drive on Middle Avenue; and,

WHEREAS, on October 13, 2020, the City Council approved the citywide engineering and traffic survey to established recommended speed limits and directed staff to return with traffic calming options on Middle Avenue to achieve a desired speed of 25 miles per hour;

WHEREAS, on March 9, 2021, the City Council discussed yearly work plan and priorities and directed staff to develop Middle Avenue Complete Streets project (Project) conceptual design options, for the entire corridor, with the following objectives:

- Enhance bicyclist and pedestrian visibility and improve safety of all street users.
- Provide safe and comfortable cycling and pedestrian infrastructure and encourage sustainable mode of transportation.
- Increase accessibility of the corridor by supporting improvements related to Middle Plaza and ongoing study of the grade-separated pedestrian and bicycle crossing; and,

WHEREAS, in March 2022, staff held in-person and virtual public meetings to inform residents about the Project and gather feedback from the community to shape potential bicycle improvements and traffic calming options; and

WHEREAS, nearly 100 people attended the public meetings and 600 people responded to a public survey, providing comments on current issues, needs, and priorities for the corridor; and,

WHEREAS, on July 13, 2022, the Complete Streets Commission recommended to the City Council a preferred conceptual design that includes, among other design elements:

- Establishment of “no parking” zones on one side of Middle Avenue for bicycle lane installation and additional “no parking” zones on the other side of the street where feasible.
- Installation of a new all-way stop sign on at Middle Avenue and San Mateo Drive.
- Development of a temporary closure of Blake Street at Middle Avenue; and,

WHEREAS, on January 10, 1995, the City Council adopted Resolution No. 4604 authorizing the establishment of 2-hour time limited parking zones on Middle Avenue between approximately El Camino Real and Nealon Park; and,

WHEREAS, on October 18, 2022, the City Council adopted resolution 6781 authorizing the installation of an all-way stop at Middle Avenue and San Mateo Drive and the temporary closure of Blake Street at Middle Avenue; and,

WHEREAS, on February 14, 2023, the City Council adopted resolution 6814 authorizing the establishment of “no parking” zones on both sides of Middle Avenue and the reconfiguration of

Nealon Park frontage parking to parallel parking spaces, for the installation of buffered bike lanes as a pilot Project; and,

WHEREAS, in October 2023, the pilot Project was installed; and,

WHEREAS, in April 2024, staff held in-person and virtual public meetings, stakeholder meetings and a public survey to gather feedback from the community on the pilot Project; and,

WHEREAS, nearly 60 people attended the two public meetings and 590 people responded to a public survey, providing comments on the pilot Project; and,

WHEREAS, on April 10, 2024, the Complete Streets Commission recommended to the City Council a preferred bike lane design that include:

- Make current pilot between Olive Street and University Drive permanent.
- Continue the Nealon Park frontage parking as a pilot by reconfiguring from a parallel to back-in angle parking design with the placement of the buffered bike lane adjacent to the westbound vehicular travel lane.
- Make rest of pilot between University Drive and El Camino Real permanent; and,

WHEREAS, the City of Menlo Park, acting by and through its City Council, having considered and been fully advised in the matter and good cause appearing therefore.

NOW, THEREFORE, BE IT RESOLVED, the City Council of the City of Menlo Park does hereby find the project statutorily exempt under the California Environmental Quality Act pursuant to Public Resources Code section 21080.25.

NOW, THEREFORE, BE IT FURTHER RESOLVED, the City Council of Menlo Park does hereby affirm the establishment of “no parking” zones on Middle Avenue, make buffer bike lanes permanent, and continue Nealon Park frontage parking as a pilot with reconfiguration as shown on Exhibit A.

I, Judi A. Herren, City Clerk of Menlo Park, do hereby certify that the above and foregoing City Council Resolution was duly and regularly passed and adopted at a meeting by said City Council on the seventh day of May, 2024, by the following votes:

AYES:

NOES:

ABSENT:

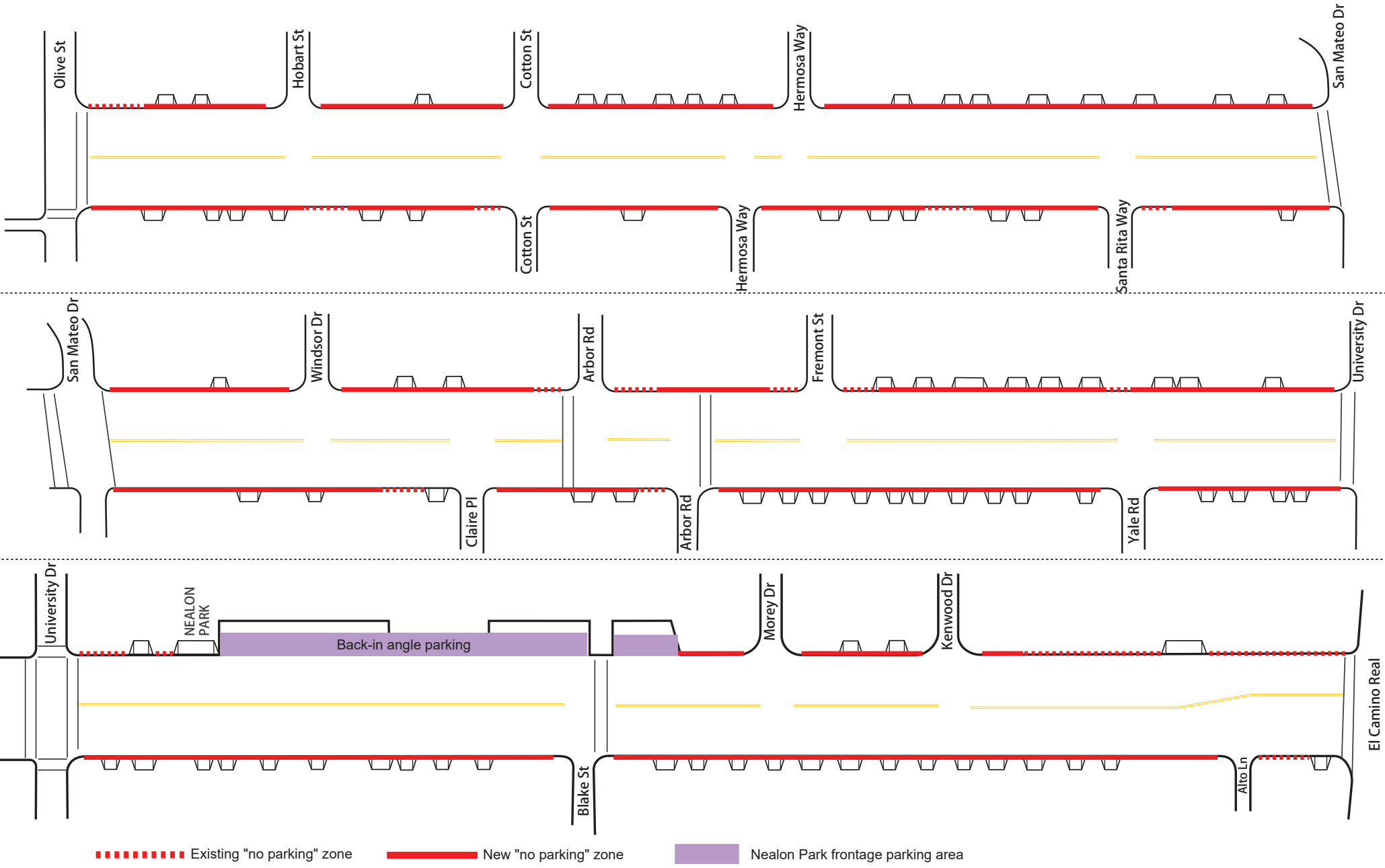
ABSTAIN:

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of said City on this ___ day of May, 2024.

Judi A. Herren, City Clerk

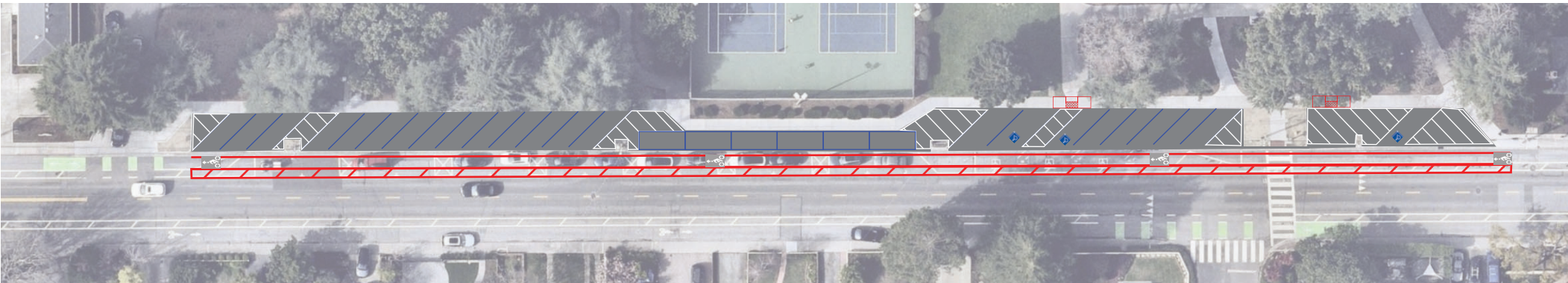
Exhibits

- A. Proposed no parking zones on Middle Avenue





With current pilot: 17 parking spaces (3 ADA + 14 regular)



Back-in angle parking: 29 parking spaces (3 ADA + 26 regular)

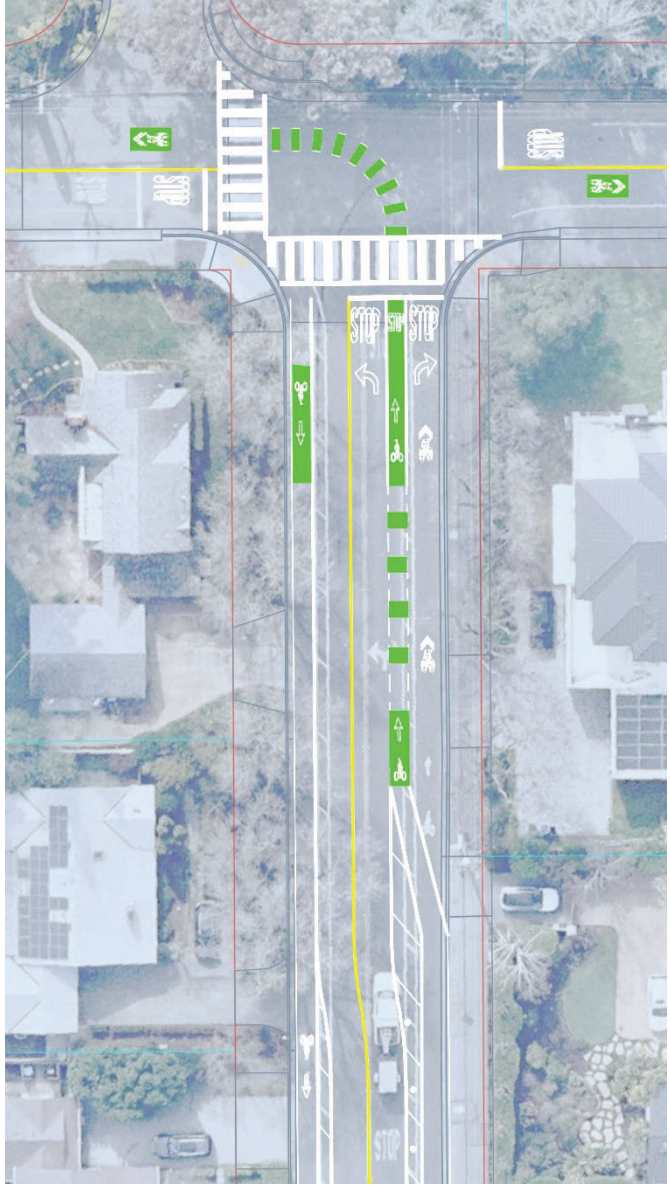
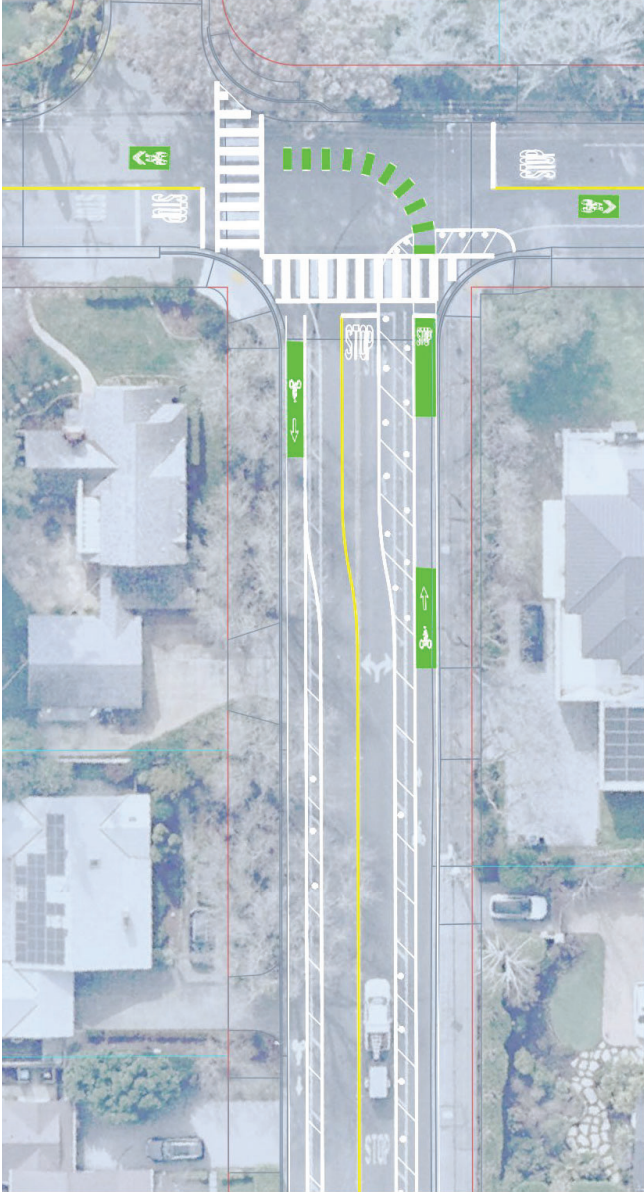
Legend

 buffered bike lane

Scale: 0.3006" = 20'

**Option A:
Protected Intersection**

**Option B:
Bend Out + Right Turn Pocket**



The conflict point between left-turning bikes and right-turning cars is:

At the intersection

Factors:

- Conflict point at low speed.
- More bicyclist comfort.
- More challenging for vehicles.

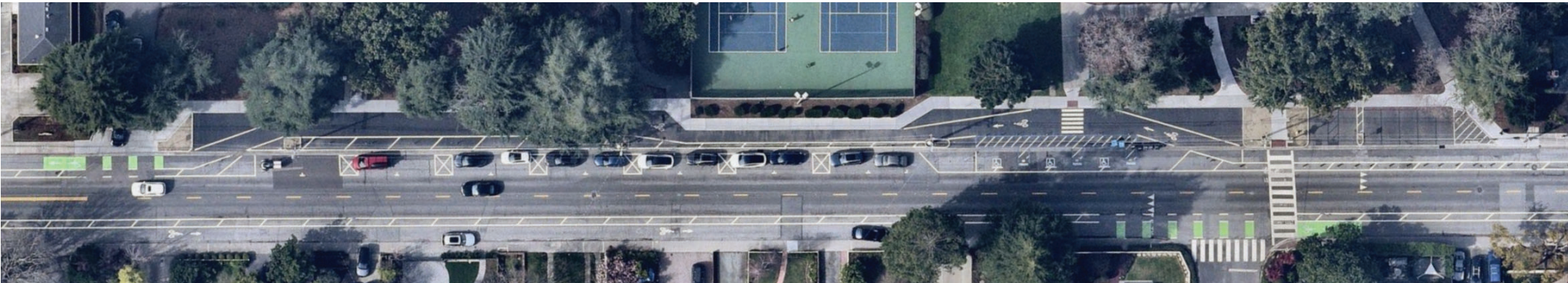
Before the intersection

Factors:

- Less confusion at stop sign.
- Conflict point at higher speed.
- More vehicle capacity.



Before pilot: 49 parking spaces (3 ADA + 46 regular)



With pilot: 17 parking spaces (3 ADA + 14 regular)

MIDDLE AVENUE COMPLETE STREETS STUDY (TRANSPORTATION DATA)

Roadway conditions

Before pilot

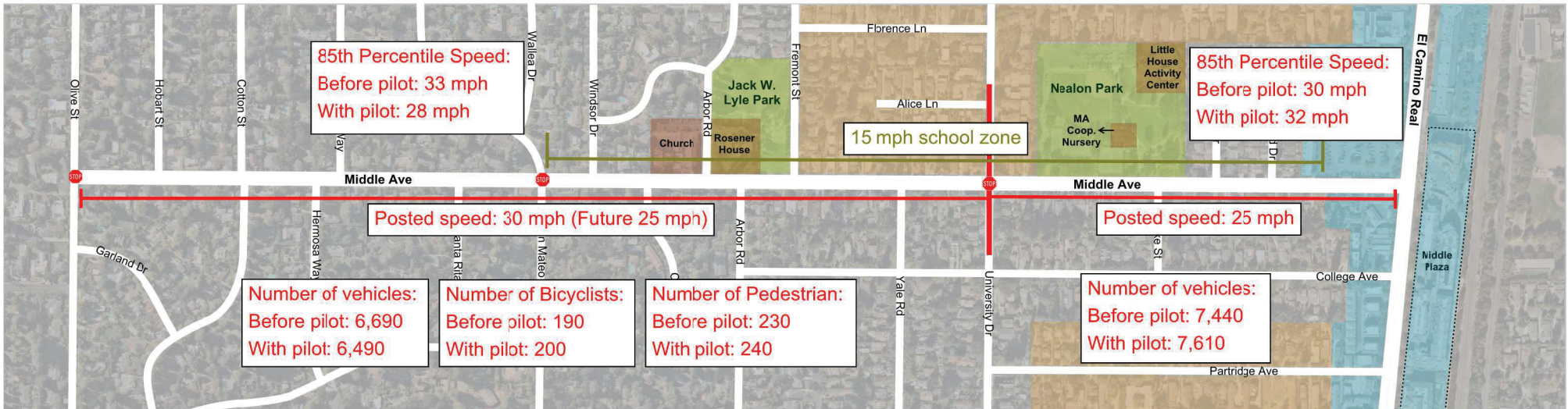


65' City Right-of-Way
 42' wide with 2 vehicle lanes
 Edge lanes with parallel parking
 No separation for bicyclists

With pilot



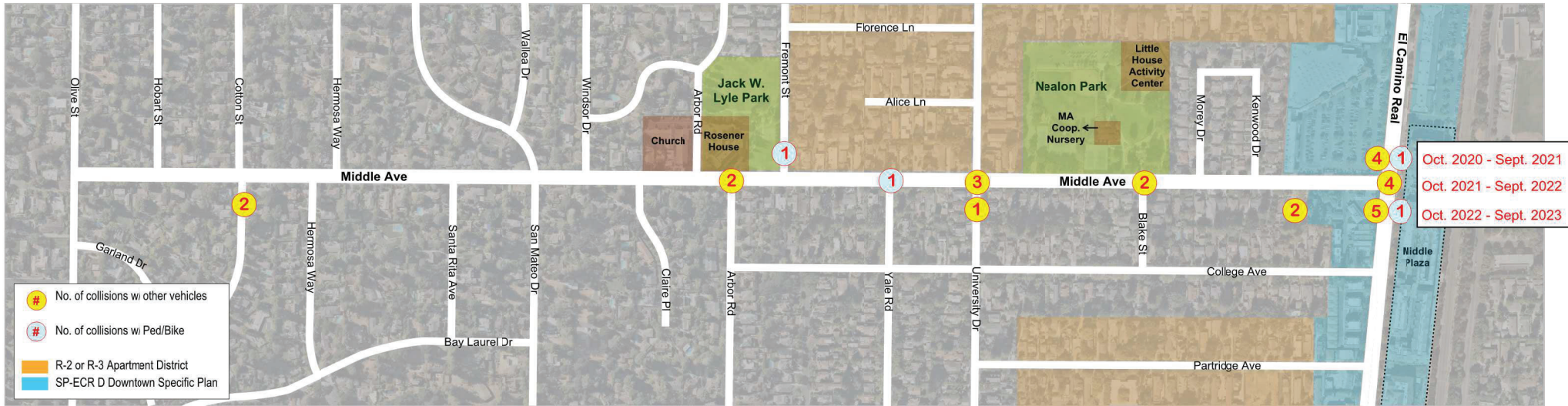
65' City Right-of-Way
 2 x 10' travel lanes
 2 x 7.5' bike lanes + 3.5' buffer zone
 No on-street parking



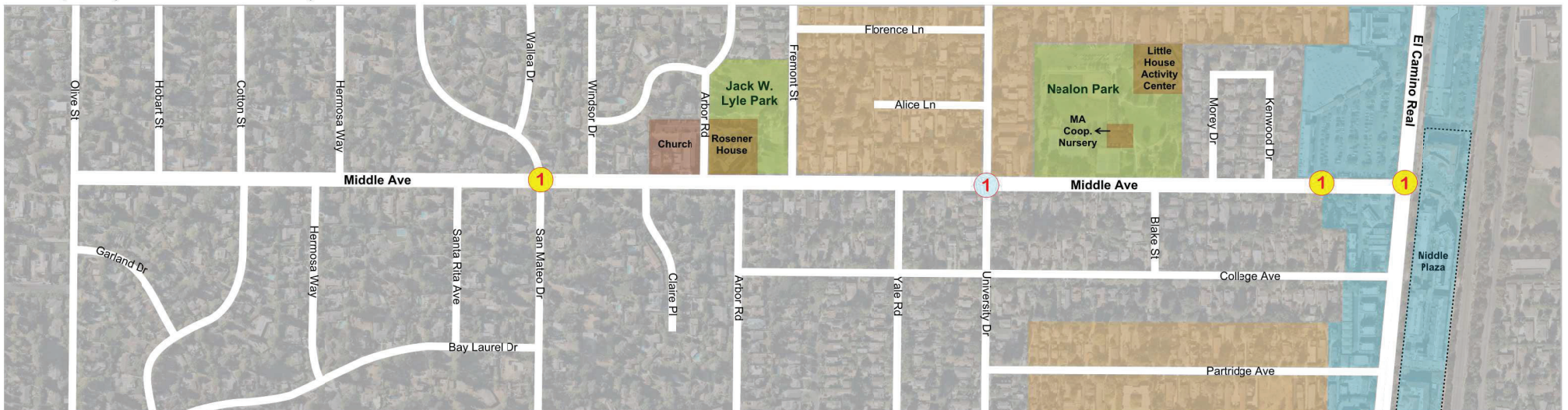
Before Pilot Data Collection: February to April, 2023
 With Pilot Data Collection: March, 2024

MIDDLE AVENUE COMPLETE STREETS STUDY (COLLISION)

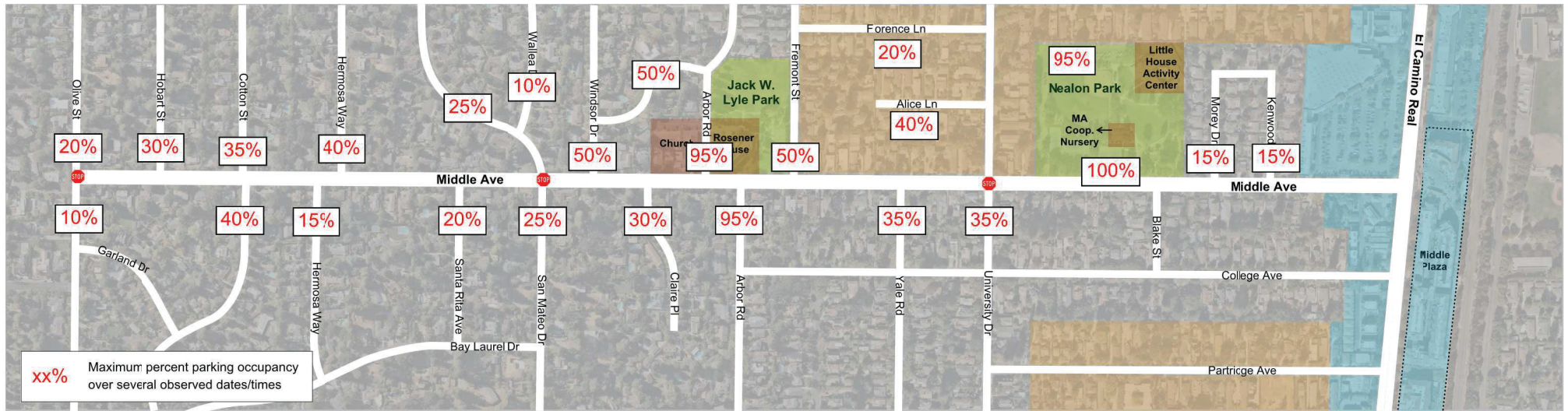
Before pilot (Oct. 2020 - Sept. 2023)



After pilot (Oct. 2023 - current)



MIDDLE AVENUE COMPLETE STREETS STUDY (PARKING OCCUPANCY)



Data Collection Period: March/April, 2024

Middle Avenue Bike Lane Pilot

Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS	SUBSCRIBERS
1,223	592	8,979	1,179	144

How often do you typically travel on Middle Avenue?



585 respondents

Tell us where you live?



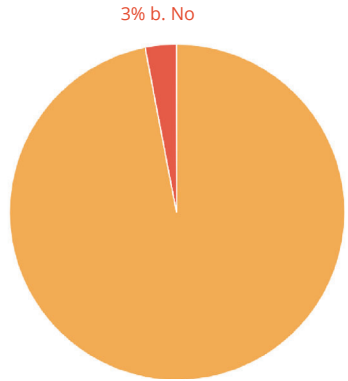
580 respondents

What are your primary purposes for traveling along Middle Avenue? (select all that apply)

53%	To access businesses nearby	306 ✓
43%	To access parks	247 ✓
40%	To commute to work	232 ✓
36%	School (for myself or my children)	207 ✓
24%	Other	141 ✓
16%	To visit Little House/Rosener House	92 ✓
7%	For religious services	41 ✓

576 Respondents

Since the implementation of the pilot, have you driven or been a passenger in a car on Middle Avenue?



97% a. Yes

566 respondents

No data to display...

Have you changed your driving route since the pilot?



562 respondents

No data to display...

What route do you use instead of Middle Avenue?

N/a

3 days ago

??

3 days ago

Santa Cruz to downtown menlo park, but still Middle to Little House

3 days ago

Santa Cruz Ave

3 days ago

Oak, Santa Cruz and El Camino

4 days ago

I said that I have continued my same route. Why does this survey make me leave a comment?

4 days ago

Santa Cruz Ave

4 days ago

That's the only route I take

4 days ago

foothills

4 days ago

none

4 days ago

Continue to use Midfle sv

4 days ago

None

4 days ago

University

4 days ago

I use middle to connect to el camino "southbound" (towards palo alto)

4 days ago

Everybody speeds down Roble Ave since it has no stop signs.

5 days ago

We live on Middle, so no alternate route possible !

5 days ago

el camino

5 days ago

n/a

5 days ago

No choice. I must use the Middle Avenue to get where I am going.

5 days ago

I cannot re-route because my street connects to Middle Avenue

5 days ago

I really don't drive much, and am not in a rush when I do - walking and biking for me!

5 days ago

Still using Middle Ave, but biking instead of driving because route is safer/protected.

5 days ago

There is no other way to get to Little House except on Middle Avenue~

5 days ago

NONE to get to Little House SO I USE MIDDLE aVENUE!

5 days ago

NONE!

5 days ago

None

5 days ago

There are none to get to Little House which is on the back side of the park!

5 days ago

I go down El Camino but have to take Middle to get to Little House where I volunteer at front desk.

5 days ago

I live on Middle so unfortunately I can't avoid it

5 days ago

Santa Cruz and other side streets

6 days ago

College

6 days ago

santa cruz av

6 days ago

Santa Cruz Ave

6 days ago

I feel safer biking

6 days ago

Santa Cruz and other side streets including bay laurel

6 days ago

None

6 days ago

N/a

6 days ago

Santa Crus

6 days ago

E

6 days ago

Menlo Avenue or oak grove

6 days ago

Valparaiso, but rarely

6 days ago

NA

6 days ago

Santa Cruz and street between the two.

6 days ago

None

7 days ago

I often take ECR to Sand Hill and turn on Oak to access Vine st. parking lot. And because I can't turn left off of Vine street, I take Sand Hill home as well. If I'm not traveling during peak morning commute times, I take Middle Ave.

7 days ago

Santa Cruz

7 days ago

n/a

7 days ago

My alternate route is Santa Cruz, depending on where I'm going. I haven't changed my route because of the pilot project on Middle.

8 days ago

Santa cruz

8 days ago

None

9 days ago

Santa Cruz Ave.

9 days ago

Santa Cruz or sand hill

9 days ago

continue to use middle

9 days ago

Roble or others near by Cambridge...

9 days ago

I continue to use Middle

10 days ago

i use middle

10 days ago

Oak Grove

10 days ago

I suggest they narrow bike lane on park side and make the parking diagonal instead of parallel to allow more cars and safer entry and exit from vehicles.

10 days ago

n/a

10 days ago

University

10 days ago

I can't. I'm trying to access Nealon Park's tennis court.

10 days ago

N/A

10 days ago

Still drive middle ave

10 days ago

College Ave

11 days ago

What choices do I have?

12 days ago

Santa cruz

12 days ago

Bay Laurel

12 days ago

Side streets in Allied Arts

12 days ago

Several due to long lines at Middle/San Mateo stop signs

12 days ago

now I travel to Middle via University vs ECR bc there is no parking on Middle for Nealon Park

12 days ago

Bay Laurel

12 days ago

None

12 days ago

I am appalled that Blake was closed. There are very few people crossing to Nealon at Blake and it just makes Middle even more congested by creating one last way to get off middle. It is like you are trying to cram all the cars onto middle instead of alleviating some of that traffic.

13 days ago

Menlo Ave and Valparaiso

15 days ago

Menlo Ave or Valparaiso

15 days ago

I use Santa Cruz more often

15 days ago

side streets and Sant Cruz

15 days ago

None, as I only occasionally drive via Middle

15 days ago

University to Menlo

17 days ago

How can I use another route when I live on Middle Avenue????

17 days ago

Hey, the survey has a bug. I said I haven't changed my driving.

17 days ago

No, have not changed my driving

17 days ago

n/a

17 days ago

Santa Cruz Avenue, Bay Laurel Dr.

19 days ago

Bay Laurel

19 days ago

Sometimes take Sand Hill to get to 280

19 days ago

University and other streets nearby

19 days ago

College Ave

19 days ago

My children bike down bay laurel. IF I am driving I will sometimes take Santa Cruz instead

19 days ago

To clarify, I have been in a car once or twice, but bicycled 100s of times.

19 days ago

Driving through West Menlo Park neighborhoods

19 days ago

Since the destination is a house on Middle Ave, I do not use an alternate route

19 days ago

Santa Cruz

19 days ago

Allied Arts side streets

19 days ago

Santa Cruz

19 days ago

Santa Cruz Ave

19 days ago

Primarily Middle Avenue

19 days ago

Menlo Ave, University Ave, Santa Cruz Ave, Roble Ave, Valparaiso Ave

19 days ago

Menlo Ave, Roble Ave, Santa Cruz Ave, Oak Grove Ave

19 days ago

I used Middle Avenue. The changes have made the driving experience much safer and seamless

19 days ago

SANTA CRUZ AVE

19 days ago

I have no alternative

19 days ago

Santa cruz ave

19 days ago

Santa Cruz Avenue

20 days ago

n/a

21 days ago

I still drive on Middle Ave. I don't really have another choice.

21 days ago

Valparaiso and Santa Cruz

21 days ago

other parallel streets

21 days ago

Valparaiso Avenue or Bay Laurel Avenue

21 days ago

i live on middle ave, but sometimes use sand hill to get to 280

21 days ago

Bay Laurel

21 days ago

I continue to use Middle, but more likely by bicycle

22 days ago

Cutting through College or Cambridge or around Bay Laurel

22 days ago

None. I live on Middle Avenue.

22 days ago

Santa Cruz or ECR

22 days ago

When going to Palo Alto, I sometimes cut over on University to Cambridge.

22 days ago

No other route

22 days ago

No change

23 days ago

I live on Middle Avenue

23 days ago

Sometimes I will use Cambridge if Middle is backed up between University & El Camino

24 days ago

My house is on Middle. What other street do you think I could use?

24 days ago

Roble, College, Middle

24 days ago

Santa Cruz av

24 days ago

A lot because it's a mess in front of the tennis courts and kid's park.

24 days ago

Cambridge ave

24 days ago

Side, residential streets

24 days ago

Santa Cruz Avenue

24 days ago

Santa Cruz

24 days ago

when I bicycle I use the path into Little House parking area from Roble St

24 days ago

Have you parked a vehicle near Middle Avenue since the start of the pilot? If so, where have you tried to park?

33%	To visit Nealon Park	177 ✓
30%	I have not tried to park near Middle Avenue	161 ✓
18%	To get to my or another residence between University Drive and Olive Street	98 ✓
17%	To visit or work at Little House	90 ✓
14%	To visit Jack Lyle Park	74 ✓
12%	To get to my or another residence between El Camino Real and University Drive	66 ✓
8%	Other	42 ✓
5%	To visit New Community Church	26 ✓

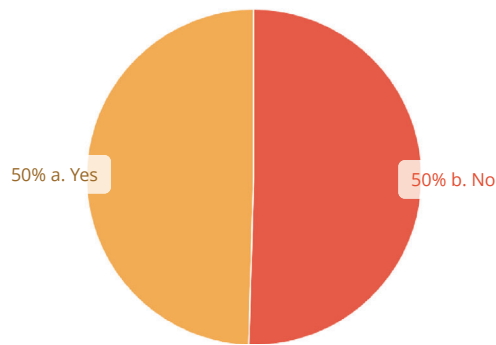
538 Respondents

Since the pilot, what is your experience of parking near Middle Avenue?



544 respondents

Since the pilot was installed, have you ridden a bike, electric bicycle or scooter, or similar device on Middle Avenue?



545 respondents

No data to display...

How has your bicycling experience changed on Middle Avenue since the addition of bicycle lanes ?



370 respondents

Please tell us why?

I think cars are driving more slowly, I don't have to worry about parked cars opening their doors while I am riding by, and I don't have to worry about parked cars starting up and moving into traffic without looking.

2 days ago

Frequent cars parking in the bike lane near nealonn park push cyclists into traffic lanes. Making the much safer bike lane redundant.

3 days ago

Don't ride bike

3 days ago

Too confusing! cars don't know where to be, bicycles are badly behaved

3 days ago

Cars continue to go on the bike lane, big concerns in middle and university and middle and olive

3 days ago

The part of Middle Ave by Safeway is still very dangerous for bikes. It doesn't matter what improvements are made at the western end if that dangerous eastern end of Middle isn't addressed.

3 days ago

Dedicated bike lane

3 days ago

I just had to pick something since there was no option for someone who does not bike. I am from Belmont and it would take me a very long time to bike to work. Even if I did live close, I would likely not bike to work since I do not like to bike on the same road as cars in general.

4 days ago

There are not that many cars typically parked on Middle Avenue between University Dr and Olive

4 days ago

I ride my bike on side streets. Unless you outlaw driving cars on Middle Avenue, it's going to always be preferable to ride on the quiet side streets. It never felt particularly dangerous to bike on Middle Avenue as long as I was cautious, but it's noisier and busier than side streets.

4 days ago

more awareness of bicycles, traffic calming measures

4 days ago

Middle Avenue is a busy street. Unless you plan to get rid of the Safeway complex and Shell gas station and force everyone to stop driving cars who have children in the Co-op and/or use Nealon Park, and who live in the surrounding neighborhood, I don't see that changing.

4 days ago

I don't bike around Middle but I feel as if the bike lanes help create a safe environment for alternative modes of transportation.

4 days ago

I don't ride bikes on Middle Ave

4 days ago

I think it is not safe for bikes on Middle Ave. Also, I live on Middle Ave and have not seen any people riding bikes. I think they are not interested in Middle Ave

4 days ago

Guard rails prevent cars from failing to see you

4 days ago

No cars parked in bike lane, trash cans are not as scary to dodge.

4 days ago

I'm an 80 plus year old person ; biking is not a safe option for me.

4 days ago

I'm driving but being aware of any cyclists/ haven't seen any

4 days ago

Not using bike in Menlo

4 days ago

Increased visibility with no parked cars on Middle.

4 days ago

The only real difference is the original mixed parking/"shoulder" lane sometimes had parked cars, and then you had to watch for moving cars as you passed the parked cars. There never were many parked cars, so it wasn't that bad for an experienced cyclist. for kids going to school or the novice, the new configuration is much better.

4 days ago

Drivers don't look for bikes

5 days ago

A lot of bikers, including most of the kids nowadays, are burning the stop signs and some of them are also speeding on electric bikes. They think that they own the bike lane which provides a wrong feeling of safety. They are no longer ready to stop because of unexpected events such as other bikers stopping on the stop sign or even cars turning and blocking the bike lane to reach a drive way. Practically, this setup is the perfect recipe for another accident and disaster ! At least before the bike lanes, bikers were much more aware of the dangers and were more ready to share the road with others.

5 days ago

City council in a 3-2 vote made a half baked so called "Traffic Calming, Safe Routes to School No Parking Pilot Program" What they cluelessly created is a virtual Le Mans Racetrack, with excessive speeding free of visually narrowing travelway previously with parked cars on Middle. Now with only a stop sign at Middle, and remaining 30mph signs between San Mateo Drive and Olive, cars speed in excess of 40 mph, since drivers figure the 30mph and no parked vehicles on Middle gives them a speedway to make up the lost time between University and San Mateo Drive. Then, when they turn on Olive to Oak, they increase their speed heading out to Sand Hill Rd. via Oak, endangering the residents and many pedestrians and cyclists using the narrow part of Oak Ave near Oak Knoll school. This is once again typical Menlo Park half baked, counter productive attempt to mollify the "vocal bike lobby" that pushed this pilot without looking at the "false sense of security" that cyclists and speed sign law abiding drivers are dealing with every day. You have created a speedway, and encouraged even more cut through traffic avoiding the stop and go of 9 stoplights on Sand Hill Road. There is no indication of speed survey equipment ever placed on Middle, Olive and Oak during the Pilot study, nor any effort by staff to make a sound, comprehensive traffic safety and engineering solution on the Middle, Olive and Oak corridor. It has greatly jeopardized the safety of residents, cyclists, pedestrians in the Oak Knoll School neighborhood. Adjacent communities of Palo Alto, Atherton, San Mateo County (unincorporated) and Redwood City have historically made comprehensive, sound traffic engineering and traffic calming safety measures on their streets, not the typical counter productive, counter intuitive "political engineering by public input" that defeats the goal of making Menlo Park residential streets safer. The blame goes on the engineering staff, their high paid and unnecessary outside consultants, and the clueless city council. Council was given 3 options for the pilot study by staff...What the heck....Let's Make a Deal with Monty Hall...Door No. 1, No. 2, or No. 3....how myopic and ill advised...but that's your staff, and your lack of sound judgment to demand from staff to define the problem, with data, and propose sound engineering based on successful programs in nearby and adjoining communities.

5 days ago

Buffer from cars increases safety

5 days ago

If implemented well the bike lane will be great. But there are still people parking in the bike lane, the area near Nealon is confusing, and I have seen cars using the bike lane at Middle/Olive to turn right despite the lane divider there. The backup at that stop sign gets really long with the right turn lane at certain times of day, and some drivers don't wait and go through the bike lane

5 days ago

Same

5 days ago

The bicycle lane is Horrible and Dangerous for every one on Middle Ave. I have not seen one bicycle on that lane, and it took away too many parking place for no reason at all. It should go back to the old way with more logical parking places.

5 days ago

I dont use a bike

5 days ago

I feel visible, and I feel protected. I additionally think car traffic has been successfully calmed, and like the cars pass more carefully now!

5 days ago

Protected bike lanes and traffic calming are the only way to incentivize cycling and protect kids going to school on their bikes.

5 days ago

Protected bike lanes near park makes it less likely for me to get hit by a car opening doors or leaving a spot, biking to and from Safeway feels safer with bike lane between El Camino and the Park

5 days ago

Not swerving into the travel lane to pass parked vehicles is much more comfortable.

5 days ago

I do not ride a bicycle. I am 83 years old and handicapped- have to use a handicapped placard

5 days ago

I feel that cars are trying to find parking on the other side of the Protected area and wish to remoe me and my vehicle!

5 days ago

It is not safe as a driver because the bikes do not stop at the stop sign

5 days ago

With the addition of the stop sign at San Mateo and Middle, cars actually go faster after the stop. Confusing lane adjustments near El Camino intersection, including bringing bike traffic into car traffic.

6 days ago

Traffic seems faster and stops less at crosswalks.

6 days ago

I dont bike there

6 days ago

I am an 89 year old female and do not bike.

6 days ago

There aren't as many cars parked. The area near Nealon was especially dangerous with cars backing out. It was so scary. I much prefer the new parking restrictions. Nealon has plenty of parking in the large lot. No need to park right next to the playground.

6 days ago

I tried bicycling all the way from live to the El Camino on Middle. Until University things are great. But from University to the El Camino it's a DISASTER! The crossover bike lane near the ElCamino is a fatal accident waiting to happen! In addition, where should one go after crossing the ElCamino? There is no safe place for bicycling on the El Camino!

6 days ago

With barriers at stop signs, cars are more likely to speed after stop signs and/or cut through neighborhood side streets to avoid traffic backed up where barriers are now blocking traffic from turning right.

6 days ago

I do not bike

6 days ago

Do not bike

6 days ago

I haven't tried riding my bike on the route

6 days ago

I drive only--am a senior citizen.

6 days ago

The clearly marked separation from cars makes riding on Middle Avenue feel safer, but this doesn't work whenever cars are (frequently) parked in the bike lane, forcing bikes to enter the car lane.

6 days ago

I have RARELY seen cyclist on the bike lanes on Middle Ave. With this pilot project there is NO parking available to the citizens of our community in this area. That lack of parking impacts other vital businesses and the residents of the area.

6 days ago

I don't bike on Middle Avenue

6 days ago

NA

6 days ago

Better separation from cars, but have to weave a bit.

6 days ago

I feel unsafe in a car when the bicyclist zoom past a stop sign

6 days ago

Not applicable, since i don't ride a bike.

6 days ago

Not myself on a bicycle but sometimes difficult to see bicycles and especially if they are going fast.

6 days ago

Biking is safer but closing off Blake St. is completely unfair to those of us living on College Ave. Menlo Park made a cul-de-sac out of Blake at the expense of more traffic on College.

6 days ago

Residents still need parking in front of their houses for gardeners, maintenance personnel, etc. Now other neighbors in the side streets are furious that we are clogging up the parking in front of their residences.

6 days ago

The visual and physical indicators that 'this is bike space' feels amazing

7 days ago

Not having to calculate whether I can merge into traffic on my bike ride makes for a much smoother ride. Not having to worry what right turners will try to cut me off at Middle/Olive has been a huge improvement. Having a bike lane all the way down middle has made me change my riding route to just stay on middle instead of turning on University and taking Roble. I love the bike paint at the Middle/ECR intersection.

7 days ago

The new buffered bike lane provides additional safety but the previous set up was also quite safe, with a substantial shoulder for a bike to use.

7 days ago

n/a

7 days ago

On the safer side, I no longer need to weave into traffic to go around parked cars.... but cars sometimes pass in the bike lane when the car in front of them is turning left.

8 days ago

Intersection of olive and middle very confusing for cars and thus more dangerous for bikes.

8 days ago

The stupid part that goes between parked cars and the sidewalk is dangerous to bikes and pedestrians

8 days ago

Bigger bike lanes

8 days ago

Large bike lanes

8 days ago

There is a lot of traffic on Avenue and the cars are speeding more.

8 days ago

Feels like I shouldn't be using the road anymore. Trash cans are often put in the bike lane at Nealon park. The bike lane isn't straight and curves unexpectedly. People still park in the bike lane as there is no street parking for residences there. The shoulder was already very safe, as someone who bikes down middle ave daily.

9 days ago

Bike lane without cars!

9 days ago

Clear lines for bikers and auto through out middle, especially safer near Nealon (pilons) and at Olive where bikers have a much safer route when crossing into Olive and without fear of cars creeping in from behind and unsafely crowding out bikers / scooters

9 days ago

Addition of Stop signs seems to slow down vehicles. Wide bike lanes put more distance from cars.

9 days ago

Cars still park at Nealon. Delivery vehicles and construction trucks park on middle. Please find a way for everyone to coexist. Allow parking and stopping while keeping it safe.

9 days ago

Don't have to continuously duck out of the bike lane because of parked vehicles. Also I think there's a new stop sign.

9 days ago

dedicated bike lane is good - but it does not need to take so many parking spaces.

9 days ago

Appreciate the added bike lanes but they are regularly blocked by parked cars both near Lyle Park and Nealon Park. Also there is no actual barrier between the bike lane and car lane.

9 days ago

With parking removed, cars tend to speed more on middle ave

9 days ago

Because there are no cars parked, people tend to speed more down middle

9 days ago

na

9 days ago

I ride my bike on middle at least once a week. I usually need to cross el Camino. There have always been close to a dozen cars in the bike lane. Also the bike lane design before the stoplight by Safeway has made it more dangerous than before. I now go multiple blocks out of my way for a safer crossing of el Camino which shocker has no marked bike lane

10 days ago

wider bike lanes

10 days ago

Cars don't know what to do at intersections. And the parking near the park is confusing.

10 days ago

Dedicated bike lanes on both sides. The only problem is a big one--a lot of cars still park on middle, and bikers have to go around them, and sometimes they open the door into a biker. The people who park there--primarily on weekends--should be ticketed. I just found out that you cannot cross a bike lane unless turning right, but everyone parked inside the bike lane is breaking that law. It is really disappointing that people in this healthy, vibrant community cannot walk from the back parking lot--and that is lazy too. It is not far from the back parking lot to the playground. There is no need to park on middle and endanger the bicyclists. Please do something to stop this.

10 days ago

Because people still park in the bike lane and cars and looking for parking

10 days ago

Clear separation for cars and bikes

10 days ago

the added space and lack of parked cars that force me into traffic are the main reasons. I also think the bike lane just makes people more conscious of bikers.

10 days ago

I suggest they narrow bike lane on park side and make the parking diagonal instead of parallel to allow more cars and safer entry and exit from vehicles.

10 days ago

Bigger bike lane

10 days ago

I

10 days ago

I don't bike so I cannot answer.

10 days ago

Car is park in parallel

10 days ago

People stand all the time in the bike lane when going to and from their car parked on middle, especially with little kids, and are unaware of cyclists. Lots of near misses with children & bikes. During preschool hours or weekends at the park are bad. Cars are distracted on the road because of the parking situation. Sometimes they try to pass a car that is parking and drive into the bike lane while I am traveling towards el Camino.

10 days ago

I usually ride down Middle to the Safeway with my cargo bike on weekends. The bike lane across from Nealon Park is typically completely blocked by parallel parked cars despite the markings.

10 days ago

Na

10 days ago

Less weaving into traffic to avoid parked cars.

10 days ago

I am a resident of Middle Ave and hope the bike lane has improved the overall safety experience for bikers, which I do support. Should this bike lane become permanent, there's another safety issue when it comes to street cleaning vehicle not being able to fit inside the bike lane.

Currently, the weekly street cleaning vehicle is not able clean the bike lane at the intersection of Middle and Olive, which poses a large safety issue when the leaves from the city trees fall on directly onto the bike lane. In Fall 2023, the leaves were piled in the bike lane for over a month creating a dangerous hazard for bikers and pedestrian crossing to slip on the wet leaves. Workers ended up manually sweeping the debris but there's constantly leaves, debris and unfortunately litter that gets piled up causing an obstruction for bikers especially if bikers are moving at higher speeds.

10 days ago

Not applicable to me

10 days ago

Bicycle is exposed no matter what precautions one takes.

10 days ago

Don't have parked cars moving in to the bike lane unexpectedly/ without looking

10 days ago

The cars seem to be driving at the same speed or even faster than before the installation of the bike lanes.

10 days ago

Too many construction vehicles parked in bike lane. Too much construction debris in lanes.

10 days ago

I no longer worry about being struck by an errant driver. The bike lane makes me feel safe and makes my kids feel safe too.

10 days ago

It is not necessary to bike into the car lane to go around parked cars

11 days ago

Traffic calming measures and lowered speed limit seem to result in more careful driving behavior.

11 days ago

There was a shoulder before the pilot. Cars still overtake on the shoulder before and cars still over take on the bike lane during the pilot. Unsafe before and unsafe now

11 days ago

The lanes are great for most of the length of Middle however there are some problem spots. The intersection with Olive and Middle needs work with bikes turning left and cars turning right.

Also the configuration of the lane by Nealon Park feels less than ideal. having cars park on the other side of the bike lane means car doors open into the bike lane from the opposite side of most of the block. the zig zag pattern also reduces visibility for both bikers and drivers around the entrance to the parking lot. also I've seen trash bins put directly in the bike lane making it further complicated. in this area it feels like the solution might be worse than the problem. personally, I would be fine if the parking went back to how it was and the bike lane stayed next to the road in a more traditional configuration.

11 days ago

There are so many cars coming in and out of the one driveway that leads to Nealon Park parking that cars are backing up there trying to get in and out, which obstructs the bike lane.

11 days ago

Bike lane passing Nealon Park is poorly designed and feels unsafe

12 days ago

Cars are faster on middle now

12 days ago

visibility isn't blocked by parked cars; not afraid someone will open their door and hit me or my kids on our bikes; no longer need to drive around parked cars by veering into the street.

12 days ago

Mauch safer not to have to ride around cars into traffic lane

12 days ago

I moved to Menlo Park and have only known the bike lanes, which I use every single day. I could not imagine the road without the bike lanes! That would be terrible

12 days ago

The increased buffer between me and the cars makes me feel that my chances of dying as a result of being hit by a car are smaller. Also, I am no longer worried that someone will kill me by opening their car door in front of me (except when someone is illegally parked in the bike lane).

12 days ago

Cars are driving frantically at times into the bike lanes to pass cars at Middle/San Mateo Drive

12 days ago

Feel like there is much of a demarcation between bikes and cars and cars are more patient.

12 days ago

Cars are still driving by along with bikes

12 days ago

Cars are traveling faster and with less care now that the road looks wide like a freeway

12 days ago

Cars are speeding more now on Middle because parking was removed.

12 days ago

Cars go faster on middle.

12 days ago

I walk down Middle at least three times per week and drive down two to four times per week. There are not a lot of bikers on Middle Avenue. Many of the bikers continue to travel in the car lane and a certain number do not stop at San Mateo Drive. I never see MP Police issuing tickets to either bikers or car drivers. Where are they?

12 days ago

I bike with my kids and the extra buffer provides a better sense of security

12 days ago

I don't bike

12 days ago

Because it wasn't an issue for me before these changes were made, the bike lanes were huge.

12 days ago

The turning at Middle and Olive is absolutely insane. I have NEVER seen a bike lane on the right of a lane of cars that is forced to make a left in front of right-turning cars. I can find no other example of this anywhere. Every single morning, children are forced to go left on bikes to get to Oak Knoll at this intersection while cars are forced to go right to get to Oak Knoll. This is EXTREMELY dangerous. Some little child will be killed here without a doubt. I am documenting this abhorrent deviation of standard every chance I get in case it is my child who is killed. The standard is to have a left and right turning lanes for cars with a bike lane between them like you will see everywhere else in town (Sandhill and El camino, Middle and El Camino...). The current set up is simply not acceptable and you, the city, everyone will be held accountable when you cause harm to a child with this ridiculous intersection.

13 days ago

Many cars park in the bike lane which makes it hard to stay in and feels dangerous for my kids. It's a step in the right direction but needs some work. More signage that says no parking, enforcement with tickets, big signs directing people to park behind Nealon. It's not obvious to people that you can use the driveway to Little House for Nealon Parking. The bike lane cuts off what used to be parking (at Blake St) and it feels like wasted space. Having the bike lane on the inside and making more parallel parking there would add some spots.

At the end of Middle Ave where it meets Olive the intersection is very tricky when bikers are turning left in front of cars that need to turn right. School commute times are the worst here.

13 days ago

Difficult when riding southwest on Middle Ave on a bicycle to turn left onto College Ave.

Staying on Middle Ave to University brings me into and out of sight of auto vehicular traffic. Merging with traffic at Little House driveway is dangerous due to sight lines.

13 days ago

I don't have to swing around parked cars, and I'm in a proper bike lane between University and El Camino.

13 days ago

Traffic is often more "frustrated" (an assumption) and moving faster; intersecting cars (by far the greatest risk to cyclists -- see safety data on Bryant Bicycle Boulevard) often do not stop or look both ways before pulling onto Middle and there is MUCH more cross traffic. As an cyclist on Middle prior to the current trial, I NEVER saw anyone at risk due to an opening door, but cyclists are much more likely to survive a collision with an open door than they are to survive a collision with a moving vehicle.

13 days ago

I feel that it is far less likely that I will be hit by a car

14 days ago

There is a lot of traffic on Middle Avenue and now that parking is not allowed on Middle Avenue, the cars are speeding more. The street is wide open and I don't see many bicyclists on the street for the cars to exercise caution.

14 days ago

Protected lanes are great however there are still cars that park in the lane and joggers and pedestrians in the lane sometimes because only one side of the street has a sidewalk.

14 days ago

I ride my children to school at Oak Knoll, and go up middle ave. My oldest child rides himself to Hillview via Middle Ave everyday. I feel like my family is MUCH safer with the bike lanes on middle Ave. I would love it if the bike lanes would be made permanent .

15 days ago

I have not biked on Middle, but it looks much safer to cyclist.

15 days ago

There are almost always cars parked in the bike lane at Nealon Park, and almost always other obstacles elsewhere in the bike lanes all of which force me to have to ride in the street. The net effect is the same level of safety as prior to the bikelanes.

15 days ago

There are often pedestrian walking in the bike line, cars parked, construction parked, garbage cans, etc and there seems to be forcing you into the driving area frequently.

15 days ago

It feels safer between Olive and University because of the bike lane. It feels somewhat safer between University and ECR because there are cars parked in the bike lane. Please enforce the no parking in the bike lane!

15 days ago

It would feel safer with a raised barrier or flexible posts between the cars and bikes.

15 days ago

Bike lanes have done nothing except create more parking problems

16 days ago

More space in which to bike (bike lane), designated space for bikes

16 days ago

Cars still parked on bike lane, cars still speeding, two bike lanes is an overkill, one bike lane on one side of the street is good enough and will still allow some safe parking and is good compromise of sharing resources like this street.

16 days ago

Less parked cars to move around (into car lane.)

17 days ago

There's delivery vehicles and construction vehicles that pull over and block the bike lane, forcing us to weave into traffic. It was a shortsighted decision to allow no stopping on both sides of the road. The safest thing for bikes would be to have a planned place for vehicles to stop, while also providing safe passage for bikes. Please bring back stopping on one side of the street, using "Door Zones" and other ways to make it safe for bikes.

17 days ago

Cars drive more slowly. There are fewer obstacles in the bike lane. However there continue to be a few cars and trucks that park in the bike lane.

17 days ago

- 1) cars continue to park in the bike lane constantly
- 2) trash cans in bike lane
- 3) bike lanes are not curb protected

17 days ago

no cars parked in bike lane

17 days ago

If, as the question abover shows, I have not ridden a bike on Middle Ave, then the above question is not relevant.

17 days ago

I've traveled by bike on Middle for decades.

17 days ago

Fewer cars parked in bike lane

17 days ago

Having a dedicated bike lane and no park cars allows me to stay in a safe bike lane. My kids are so much safer and you don't have to swerve out into the road to go around the car that's parked. You don't have to worry about somebody pulling into that bike lane to turn right at Olive. I also live on Cotton Street and driving is not impacted and it's so much safer for everyone.

17 days ago

There was very little space between parked cars and moving vehicles especially if it was a bus or truck passing by and was very dangerous if someone opened the door suddenly.

17 days ago

We live on San Mateo Drive and the new stop sign has greatly improved the safety of crossing the street with a bike. In addition there is more space between the bikers and auto traffic as you travel on the Ave.

17 days ago

The bike lane addition actually leads to noticeably more speeding, making it harder to turn left when in a bike lane. To the point I just get off my bike while in the bike lane and cross the street on foot.

18 days ago

Though there are still too many vehicles that park in the bike lanes, it feels like speeding has been reduced and motorists are more aware of bicyclists!

18 days ago

Having a dedicated bike lane, without weaving in and out of parked cars makes it much safer.

18 days ago

The intersection at Olive and Middle is much less safe. We take that route to school and turning left from Middle onto Olive from the bike lane is now quite dangerous and scary. Drivers turning right don't always check for bikers. Drivers going straight on Olive (driving north) can't see bikers if there is a car next to them.

19 days ago

There are less parked cars, so it's slightly safer but delivery trucks and other vehicles still need to stop on the road and they have no safe space to do this. It creates a dangerous situation. Instead of finding a solution to allow cars to exist, you created a more dangerous one by giving them nowhere to go. This hybrid ends up not being safer. Please find a way to allow cars to stop on one side of the road. Otherwise my ability to bike is not safer

19 days ago

There still is some drivers who do not check their right side well enough when they make right.

19 days ago

The buffer between the car lane and the bicycle lane makes me feel safer as cars are passing farther away.

The STOP sign at San Mateo helps A LOT.

The barrier bollards at the intersection of Olive and Middle took some time to get used to, but they seem to work and that intersection now feels safer too.

19 days ago

No need to enter the roadway to pass a parked car

19 days ago

I love the new bollards on the lower part of middle. I think it's super important that we invest more in physical barriers between cars and bicycles given the unsafe driving behavior and very large cars all over Menlo Park. Every day I see cars use the bike lanes as turn lanes, unwilling to wait until they get to a stop sign, they try to bypass any line and to that end drive in the bike lane. We need physical barriers to prevent that type of dangerous driving that is so prevalent. Further, the car of choice in Menlo Park is a very large, heavy SUVs, with limited visibility. These massive cars, some more like tanks, are deadly to any bicyclist and particularly young children. We need to do more.

19 days ago

Fewer cars parked

19 days ago

Bike lane is wider and more visible for drivers

19 days ago

Have not bicycled

19 days ago

Ever since the pilot was installed, it has been difficult for me to ride a bicycle due to the amount of accidents that occurred. I don't enjoy the pilot as a driver due to the amount of waiting time by the time I reach the stop sign. Cyclists don't follow the rules regardless.

19 days ago

clear bike lanes and no cars or car doors to obstruct the lane

19 days ago

Having a more dedicated bike lane provides a clear destination for the bikes, vs. just staying to the right as much as possible, trying to avoid cars. Especially helpful for children to know where to bike.

19 days ago

My kids attend oak knoll and before this extra space was added I was very worried about them on this main road. Since implantation they have felt more safe. There are so many people on their phones and not paying attention that one driver swaying a little off onto side of street could be incredibly dangerous and catastrophic .

19 days ago

When heading to the intersection of Middle and University from El Camino - I don't like how cars turn into the bike lane to turn right on University. There should be more of those pylons/barricades up to the crosswalk.

19 days ago

I feel like there is ample space for myself and the cars to be on the street. I love the intersection of middle and olive- where there is one lane to go left or right. It feels like bikes won't get run over!

19 days ago

Clear separation from cars. My children feel safer on their bikes. Also, love the new stop sign on San Mateo Dr. it helps bikers be able to cross the street.

19 days ago

Bigger (painted) buffer b/w the car lane & bike lane. Fewer (but not zero) cars parallel parked along the sidewalk.

19 days ago

The parking situation has not settled down yet. Too many drivers confuse the bike lane (on the eastbound side of Middle) for parking spaces. This situation will surely improve over time (and with more enforcement).

On the Nealon side of middle, passengers jump out of parked cars into the bike lane, substantially negating the improved safety that resulting from separation from moving traffic. There are also many people unloading cars or entering cars from within the bike lane.

19 days ago

n/a- I do not feel comfortable biking on Middle avenue before or after the pilot program

19 days ago

The lack of parked cars allows me to travel in the bike lane the whole way. Previously my child and I needed to merge in and out of traffic multiple times due to parked cars. In addition the lack of parked cars reduces the chance someone will open a door in front of me or my child when we navigate around the car.

19 days ago

It is dangerous to have to move around parked cars into the lane of traffic, especially with so many distracted drivers.

19 days ago

Cars don't seem as surprised that there are bikers on the road, there is clearer space for the bicyclists, I like the barriers, I even let my kids bike on this road now.

19 days ago

Especially near Nealon Park, I'm not worried about being hit by a car.

19 days ago

not worried about going around cars parked.

19 days ago

I love the dedicated bike lane and the fact that cars aren't allowed to park in it. I still get nervous at intersections, particularly where middle intersects with Olive because bike traffic has to cross regular traffic in a few directions. I'm most nervous for my daughters who will use this route to bike to Oak Knoll from our house on Fremont.

19 days ago

Wide bike lanes keeping cars clearly further away

19 days ago

I always felt like the bike lanes were quite wide, and thus quite safe. I don't notice a change.

19 days ago

It would feel 'much' safer if cars would stop parking in the 'No Parking/bike lane' areas

19 days ago

Having the separate lane at the intersection of Middle and Olive has been a huge relief for biking safety, particularly for the kids.

19 days ago

there are still cars parked on the sides randomly and there is a lot of construction blocking and parking

19 days ago

The change of the stop-sign configuration at Middle and Olive has been fantastic. I feel like cars now see me and my kids much more easily -- and my kids know when it is their turn to go.

I also like the stop sign at San Mateo.

19 days ago

While I love the bike lane being there, enforcement of the "no stopping anytime" signs has been a joke. I commute to and from work by bike and each and every day there are cars parked in the bike lane on Middle Ave forcing me to pull out into traffic to get around them. The construction sites along Menlo Park are particularly egregious and the folks working at those sites have 0 regard for the signs and the bike lane. You really do need to enforce the rule for the bike lane to be effective.

19 days ago

It is safer for both bikers and car drivers as the bikes have their clear unimpeded lanes. For smaller kids going to school this is even more important

19 days ago

Because it's more protected

19 days ago

Wish protective cones/lane from university to Olive both sides

19 days ago

More space and the extra stop sign slows people down

19 days ago

No Parked cars!! Huge impact on my oak knoller going to school, because of this project by herself!! She used to take allied arts neighborhood - but that seemed less safe as many Amazon trucks and drivers who were not used to seeing bikers

19 days ago

The bike lanes are a wonderful addition to Middle Ave. However, cars and construction vehicles continue to park in the bike lane and impede the use of the lane. This forces the bike rider to swerve into the car lane to get around the vehicle.

The bike lane lines are also faint and worn out. They should be green or at least bright white so they will be extremely visible to the car driver and the bicyclist.

19 days ago

I have three young children and used to make them bike on the sidewalks to be safe but that presented challenges too. On the street previously some cars used to Zoom by with very little margin between them and the bike. The lanes also help guide my children exactly where it is safe to bike ("stay inside the lines")!

19 days ago

allows distance from vehicles; permanent cones at middle/olive intersection forces cars to slow down. Also the bike path off the main street near Nealon park is MUCH safer.

19 days ago

The parked cars on Middle were dangerous for bikers who had to go into the driving lanes. My children bike on Middle every day and I feel like they are much safer not having to cross into the driving lane and having their own dedicated lane.

19 days ago

The stop sign on San Mateo naturally slows traffic. The no car parking on Middle Ave makes it much safer because you don't have to get into the car lane to bypass a parked car

19 days ago

Bike lanes are not separated from cars, trash cans left in bike lane, cars parked in bike lane

19 days ago

I really enjoy the new format from a bicyclist perspective. Driving, the extra stop sign installed feels like it is not needed and I feel bad for the people who live on middle Ave where they park (or guests park). From a cycling perspective I love it.

19 days ago

Have no idea what cars are supposed to do or bikes when turning right off of middle to olive - I don't think the cars do either.

19 days ago

Cars are now going much faster

19 days ago

My kids bike daily to school via Middle. They feel a bit safer especially at Middle/Olive intersection. However, when I drive them to school on rainy days, that intersection is now a bottleneck b/c the right turn lane is gone.

19 days ago

I usually don't go all the way to El Camino. My route takes me on Middle to University

19 days ago

There is ample space for cyclists and even on garbage days, sufficient space to navigate without having to move into traffic lanes. In addition, the road markings and buffer do a better job of keeping vehicle traffic directed in the middle of the road where it should be. There are still some issues with vehicle right turns merging into the bike lane, but that has been resolve on Olive, perhaps worth resolving on University as well as that is another problem area

19 days ago

Not protected so drivers can still be careless.

19 days ago

Fewer cars parked, less risk of dooring or cars pulling out. The stop sign near the bike bridge also helps. The extra signage and lights at the crosswalk in front of Nealon helps too. The bollards at Middle/Olive are somewhat helpful but also confusing.

19 days ago

More protection from cars, bigger area for bikes

19 days ago

Don't worry about "dooring."

19 days ago

There are not cars trying to pull out near Nealon, it is makes hoping on my bike to get to Safeway more appealing. I live off of Windsor Ave.

19 days ago

I feel more protected from cars.

20 days ago

Many many fewer cars parked that force me closer to the center of the road to avoid worries about a car door opening.

20 days ago

No parked cars pushing bikes into traffic, and no concerns about car doors.

20 days ago

More space between me and the cars makes me feel safer

20 days ago

I have not ridden on Middle but as a driver I feel better about biker safety

20 days ago

It is so much easier to turn left from Hermosa to Middle because there are no trucks parked on middle to block our view. Lots of cars in front of my house right now since I live on corner of Middle and Hermosa, but when the nearby construction is complete it will be drastically reduced.

20 days ago

No parked cars to go around

20 days ago

No parked cars , door swinging into bike lane

20 days ago

Because there is more room for bikers and much safer..

20 days ago

Having the cars parked outside the bike lane obstructs the view coming out of the Nealon Park driveway on a bike.

And coming up the bike lane and then wanting to go left at University can be difficult because there is such a short distince after the Nealon Park driveway/end of protected bike lane

20 days ago

protected bike lane super impt

21 days ago

More space from cars.

21 days ago

Less anxiety & slower traffic

21 days ago

I am answering for my child who bikes to school. They no longer need to swerve around cars into the street

21 days ago

I am answering for my child who bikes to school. They no longer need to swerve around cars into the street.

21 days ago

Clearer spacing and markings. Less confusion around turns.

21 days ago

Less likely to have to leave the bike lane to avoid a parked car

21 days ago

I live on Yale Rd, and since this pilot program started more cars/strangers park on my side of the street making it awfully unsafe inside our homes, let alone walking and biking what used to be lovely neighborhood streets. Nighttime is more intimidating...

21 days ago

There were quite adequate bike lanes before the changes on Middle Avenue.

21 days ago

the no parking isnt being enforced at all on south side - there are constantly cars parked in lane

21 days ago

- There is not enough enforcement - cars often parked in the lane between University and ECR
- The intersections still need improvement.

21 days ago

I no longer have to bike into the car lane due to parked cars. However, there are still parked cars occasionally, and cars still drive well above the speed limit on middle.

22 days ago

I encountered individuals now on e-bikes in the bike lane traveling faster than a bike. Additionally, there have been several instances where individuals are not stopping at either the stop sign at San Mateo or University. This is disruptive to the area

22 days ago

Now you have e-bikes in the bike lane tht are traveling faster than a bike. I have witnessed youth not stopping at middle and san mateo - or even middle and university. They ignore the stop signs.

22 days ago

Lanes near safeway and nealon park i are narrow and very bumpy. The new curbs near nealon have dangerous corners (not angled) and recycle bins get into the bike lane

22 days ago

The cars are speeding more on Middle Avenue since it is a lot wider now that there is no parked or stopped cars.

22 days ago

Don't need to go around parked cars and worry about somone opening a door. More room between me and moving traffic.

22 days ago

Avoiding pylons and parallel parking of cars at Nealon feels less safe as a car driver on Middle Ave

22 days ago

Idiots.... since I answered no, I don't ride a bike. Why should I answer this question.

22 days ago

Although I'm not on a bicycle, I have observed (primarily children) riding 2 and 3 abreast in the bike lanes and often wobbling into the safety zone.

23 days ago

It felt safe before

23 days ago

Bike lanes feel safe

23 days ago

I ride 3 to 4k miles a year. No bike lane feels 100% safe.

23 days ago

I have been a driver and a bicyclist trying to ride on Middle Avenue. It is one of those through street that doesn't feel safe to ride especially right at Nealon Park where cars were parked. I feel that there's plenty of parking most of the time at the parking lot. I really like how these spots are now allocated for bike lanes. Bicycles should always be on the right hand side of cars not in between car lanes.

23 days ago

I feel like there is more - or at least better delineation of - separation between cars and bikes

24 days ago

Without parking on Middle, particularly on the south side of Middle, cars have more space to create two lanes of traffic near El Camino, effectively a left turn lane and a right turn lane. To use the "buffered bike lane", you have to position yourself between those two lanes of cars. If that makes you feel safer, I probably don't want to ride with you.

24 days ago

The stop sign at Olive and Middle used to be fine for turning left or right. Now the dividers are confusing- I've seen cars go into the "bike lane" thinking it's a right turn lane. And in front of Safeway is a grand mess. I ride my bike on the sidewalk to get to the Safeway parking lot or to get to el Camino.

24 days ago

Cars/construction vehicles park in the bike lane and people have broken glass bottles in the bike lane.

24 days ago

cars aren't zooming in behind me and i can ride on the side of the street

24 days ago

Because of the protective bike lines

24 days ago

I rarely bike on middle bc too many cars

24 days ago

Cars still park in the bike lane, cars use the bike line to turn, people block bike lane with trash cans, etc.

24 days ago

It is confusing, and many cars are still parked in the bike lane.

24 days ago

The new design between University Ave and ECR isn't working. People still park on Middle Ave every day and block the bike lanes. It is less safe than it was before. People are confused by the design.

24 days ago

Stop sign at San Mateo drive helpful. Buffered bike lane less likely to overlap with traffic and no parked cars

24 days ago

I have less worries parked cars will pull out and hit me.

24 days ago

Vehicle speeds are seem HIGHER and use of lane to pass other vehicles worse.

24 days ago

There are lines but the changes made it confusing to know where I'm supposed to be.

24 days ago

I don't bicycle on Middle Aveune

24 days ago

i don't have to swing by parked cars

24 days ago

I have not bicycle there but in general I'm a proponent of separated bicycle lanes.

24 days ago

Good separation from moving vehicles and no parked car doors opening in my path, I would answer much safer if there were a physical barrier between the bike and traffic lanes.

24 days ago

Encountering obstructions in bike lanes - parked cars, delivery / construction vehicles, trash cans, etc. Also some of the crossings, especially el camino and university, do not feel safe.

24 days ago

separation and barriers between car lanes is a big plus

24 days ago

Elimination of most parking along Middle;

24 days ago

The bike lane extends for all of Middle Ave so I dont' need to worry about parked cars as much.

25 days ago

Ideally, there are no parked cars on Middle Ave to block the bike lane, so I have a large bike lane to ride in. Unfortunately, many folks still park illegally on Middle Ave, causing bikes to have to go into the car lane to pass. Otherwise, this configuration is much safer.

25 days ago

The distance to the cars has increased which is great. But some cars are still scary at intersections as they either don't see me or don't respect me.

25 days ago

I love the buffered bike lanes! Since they've been added, I have changed my commute to bike down Middle Avenue. I feel like they make bikers more visible.

25 days ago

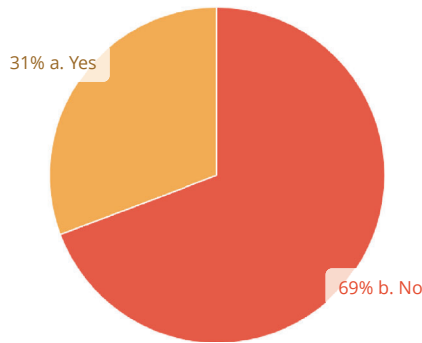
The route for bicycles feels more separated from traffic, and the Olive/Middle intersection, although it takes slightly longer, is much more organized and safer.

25 days ago

When I ride out of the Nealon Park parking lot, I usually want to turn right onto Middle so I can then almost immediately turn left onto University. Because I am on Middle for not even half a block, I want to go directly into the car lane, but with the parked cars now outside the bike lane, they block the view of oncoming traffic, so I always have to take a chance when I turn right and hope there is not vehicle that is coming up the lane. This is very dangerous for bikers. Also on my way back, although I used to repeat this in reverse, since they repaved the Nealon Park driveway, the lip of the driveway seems a bit higher from the street than it used to be so a bike turning into the parking lot from Middle really gets bounced going over it.

25 days ago

Do you bike on Middle Avenue more now that there are bike lanes on the street?



488 respondents

How frequently do you encounter vehicles parked in the bicycle lane?

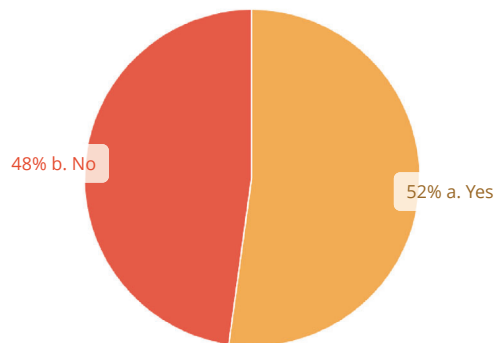
Average



I never have to go around cars parked in the bicycle lane

I have to go around cars multiple times on most rides

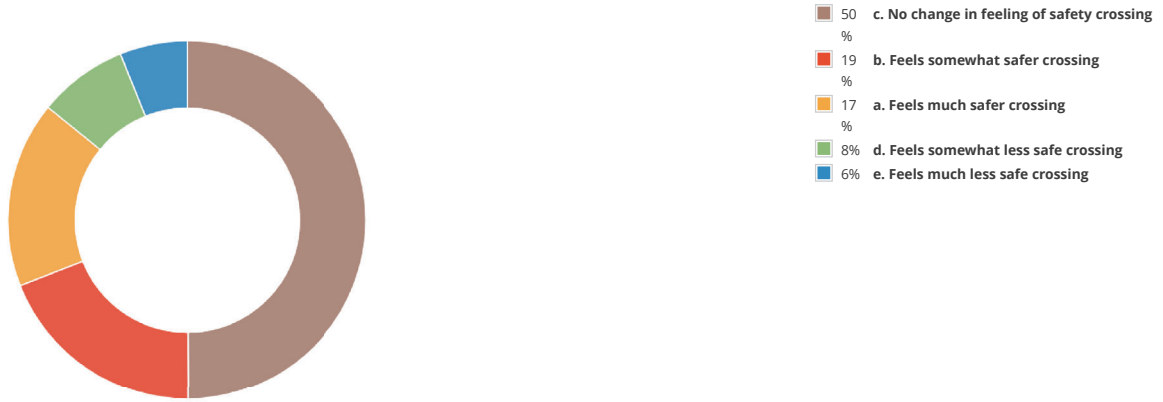
Since the installation of the pilot, have you walked or used a wheelchair or other mobility device to cross Middle Avenue?



531 respondents

No data to display...

How has your pedestrian crossing experience changed crossing Middle Avenue?



459 respondents

MOVE

FILTER BY SEGMENT OPTIONS

Please tell us why?

I can SEE MUCH BETTER! I cross at Blake to go to nealon Park. Prior, it was hard to see up and down the intersection; cars often do not stop at the crosswalk.
2 days ago

Don't walk on Middle Avenue
3 days ago

too confusing! cars don't know where to go, bicycles don't know where to go, pedestrians are less visible due to more distractions
3 days ago

With the new stop sign cars don't go as fast. Also the new marked pedestrian crossing at Cotton makes it easier to cross Middle since it's signaled
3 days ago

Cars go in bike lane near Safeway, the shell and the stops on university and olive
3 days ago

We need a sidewalk or dirt path on the south side of Middle Avenue. Then pedestrians wouldn't have to cross the street. The city has the right to the easement. They should use it. If adding a sidewalk is a cost issue, make it a dirt path instead. But the city should take the easement it owns.
3 days ago

Too many barriers. Speed bumps would be a better option
4 days ago

I don't think the pedestrian experience has changed much.
4 days ago

Don't cross at cross walk area/stop sign. Middle is not that busy most of the time. It might take 30 seconds waiting until there are no cars to cross safely.
4 days ago

I use the crosswalks. And I look before crossing the street. Do parents not teach this to their kids anymore?
4 days ago

slower traffic
4 days ago

I use the crosswalks and look both ways before crossing the street, as I learned when I was growing up. Seems like common sense.
4 days ago

N/A
4 days ago

cars are less careful or cautious with empty streets. stop sign at San Mateo causes traffic to be more steady with less breaks in flow to cross.
4 days ago

I don't walk around since I mainly drive but I support the newly implemented bike lanes as it does help decrease the chances of accidents with pedestrians and bikers.
4 days ago

with the bike lanes it seems more confusing and less safe, especially for those on bikes and am more anxious worrying about hitting someone on a bike.

4 days ago

crowded sidewalk
awkward pedestrian access near Nealon
reduced visibility as a pedestrian

4 days ago

Still

Hold my breath crossing middle field at pedestrian walks. Many times you are in the shade and drivers don't see you.

4 days ago

I don't walk on Middle Ave

4 days ago

Not walking here

4 days ago

Crossing Middle Avenue in certain locations has been and continues to be extremely unsafe, especially at night. My family and I most often cross at the Middle/Arbor crosswalk across from Jack Lyle Park. Pedestrians are virtually invisible to cars, day or night, unless you're standing in the street. The existing yellow stationary pedestrian sign is not nearly enough. At a minimum, that sign needs to have flashing lights that can be activated so cars understand that someone is trying to cross, slow down, and allow pedestrians to pass. A curb extensions or bulb-out would also go a long way to increase visibility. I can't tell you how many times drivers don't even look up to notice that someone is trying to cross. There are countless young children and elderly residents who cross at this location. It needs to be made safer before someone is tragically killed in an accident due to a distracted driver or a driver who can't see that someone is trying to cross the street. Please do the right thing and at a minimum install a lighted sign immediately. Thank you.

4 days ago

There really are two different sections on middle, the more complex section by the park, and the much more open section between Olive to University. Crossing near the park is important for the playground, senior stuff, etc. On the open part it was and remains pretty easy with long sight lines.

4 days ago

Cars are not backing out. That is safer. But waling across the weird bike lane at Nealon feels unsafe now if bikes are coming.

5 days ago

Drivers are not paying attention

5 days ago

Somewhat confusing.

5 days ago

Often drivers are getting stressed out because of the extra wait time at the red light to go on El Camino because of the single lane in front of the Safeway. This makes them impatient and unfriendly when looking to cross Middle.

5 days ago

Quite often, drivers are now stressed out by the long lines waiting at the lights on the El Camino Real because of the single lane in front of the Safeway which makes them impatient and unfriendly.

5 days ago

With only the new 4 way stop at Middle San Mateo Drive, speeding drivers rarely slow down and stop for pedestrians crossing at the crosswalks at Middle Arbor and Middle Cotton. You should have put a stop sign at Middle Cotton, as well as Middle Arbor, as you have senior centers, parks, and a resident senior care facility at Middle Santa Rita, which would allow reduced posted speed signs of 15 mph under state law, without the stupid 85th percentile that was developed from dated rural roadway photo radar technology decades ago, and city staff still promulgates it's so called requirement to lower speed limits. You've still got 30 mph speed signs on Middle between San Mateo Drive and Olive, so drivers will go 40+ knowing they won't get caught.

5 days ago

Same

5 days ago

The bike lane has crwoded the area. There are hardly any bikes using the bike lane but there are always cars trying to make a U turn to secure parking or stopped in the street with flashing lights

5 days ago

Nothing feels like it's changed as a pedestrian

5 days ago

Visibility is great. Without parked cars and trucks blocking my view I can time my crossing safely.

5 days ago

the posts that light up when pedestrians go to walk are most helpful. this pilot did not seem to impact that.

5 days ago

driving only and parking with handicapped placard only

5 days ago

I don't feel safe!!!!

5 days ago

You refused to accept my response!

5 days ago

I feel that cars snare at me for being on a bicycle taking up THEIR space.

5 days ago

I keep thinking cars are trying to force me off the road to get to a parking area.

5 days ago

Cars do not stop at the stop sign. I have almost been hit multiple times

5 days ago

Again cars sometimes go faster at San Mateo stop sign...or don't stop at all. There was a more natural flow to things before. Now stopped traffic backs up and creates more confusion.

5 days ago

Traffic doesn't yield for pedestrians. I have to wait until it's clear before crossing on my bicycle.

6 days ago

same as before

6 days ago

Stop sign at San Mateo slows down cars.

6 days ago

Cars now race on Middle especially during morning and afternoon school/work rush hour. Cars don't want to slow down and are much more reckless. Middle Ave is NOT safer for pedestrians. I walk every single day on Middle and feel that it is much less safer today than ever before. The bike lanes have only made that worse

6 days ago

One less lane of cars

6 days ago

One less lane to follow

6 days ago

Too many bicycles

6 days ago

With the way the cones are set and with the bike lane the drivers seem faster

6 days ago

It's very dark. Cars are still driving fast and cyclists are still running the stop sign at University intersection

6 days ago

I see the lights, but don't walk

6 days ago

Bicyclist does not follow rules

6 days ago

Drivers are constantly making dangerous U turns on Middle

6 days ago

Please eliminate the barriers at Blake and Middle.

6 days ago

Middle Ave is busy. Having to park in other side streets and then having to lug our grocery's, belongings, etc and then crossing over to our residence is ridiculous when we had parking in front of where we lived. Now the neighbors in the side streets are upset with us parking in front of their homes. We want our parking back in front of where we live. Instead of catering to the 1% of people that would ride a bike why don't we cater to the 99% of people who actually use the goads every day. We might save one cyclist, compared to losing dozens of pedestrians now that we have to cross the street every day.

6 days ago

Still need to look for traffic and be safe when crossing.

7 days ago

Pedestrian space feels highlighted and spotlighted

7 days ago

Cars still drive too fast and come in considerable volume so ,rossing the street is not simple. Also, there are only a few designated pedestrian crossing points. For example, there is only one pedestrian walkway between El Camino and University. The new buffered bike lane did not address any of these concerns. I would consider adding more stop signs, speed bumps, or designated walkways on Middle Avenue.

7 days ago

Cars parked on Middle at Nealon Park, south side of Middle, force pedestrians into traffic

7 days ago

cars parked at Nealon Park on South side of Middle block sidewalks and force pedestrians into traffic lane

7 days ago

The stop sign at Middle and San Mateo has helped, but I don't think that was part of this pilot. Other than that, I haven't noticed a difference trying to cross Middle.

8 days ago

Stop signs at Middle and San Mateo Drive are good for both pedestrians and bicyclists

8 days ago

The 4-way stop sign at San Mateo & Middle is 100% the right solution. Long overdue

8 days ago

Intersection of San Mateo and middle safer.

Intersection of olive and middle the same, sometimes less safe as cars are in the bike lane!

8 days ago

Traffic I'd better aligned and slower

8 days ago

Stop signs and cross walks

8 days ago

Stop sign and cross walks

8 days ago

The cars are speeding more since the road is wide and clear now. The cars don't stop for the crosswalk most of the time unless there is a stop sign.

8 days ago

Drivers can more clearly see me and my family crossing Middle.

9 days ago

more Stop signs. Cars slowed down.

9 days ago

Walking to the perpendicular streets is more dangerous now that all the cars in middle are parking there. No sidewalks on those streets means we walk in the middle of the street and nearly get hit every time.

9 days ago

Stop signs at Middle and San Mateo are WONDERFUL.

9 days ago

Cars still speed on Middle Ave as well as Fremont St and Arbor Road. I wish more would be done to stop speeding. I see kids and dogs accidentally go into the road especially near parks and drivers won't have time to stop if speeding. It is a big problem

9 days ago

As mentioned before when parking removed, cars are speeding more on middle ave

9 days ago

Many don't stop at the stop signs at San Mateo. Many right turners onto El Camino do not stop for a red light or even look to the right for pedestrians. I would suggest no right on red at that intersection.

9 days ago

Many do not stop at stop signs, e.g at San Mateo and to a lesser extent at University. Crossing at El Camino is very dangerous due to right turners onto El Camino not stopping or even looking to the right on a red light.

9 days ago

You reduced parking to such an extent at Nealon park that there are now cars parked on the sidewalk in the bike lane. So now even where there are sidewalks they aren't passable if you have a stroller which I normally do. If you can find a spot to park at Nealon on Middle Ave you need to exit and unload kids from car seats while standing in the road which is very dangerous. Also if you need to park on a side street and walk to a destination on Middle there are no sidewalks. I feel much less safe then before the pilot as a pedestrian on Middle

10 days ago

na

10 days ago

On multiple occasions by both parks and arbor cars have just gone through - at least 3x in recent memory while I was actually in the crosswalk

10 days ago

This new setup has been a disaster for pedestrian and vehicle safety.

10 days ago

The added stop sign makes cars much slower and more aware and as a consequence more likely to see a pedestrian. The lack of parked cars means cars driving have an easier time seeing me. I also have that experience as a driver I feel more aware of pedestrians

10 days ago

I suggest they narrow bike lane on park side and make the parking diagonal instead of parallel to allow more cars and safer entry and exit from vehicles.

10 days ago

I walk with my eyes watching the street and car, not my phone

10 days ago

Cars don't stop.

10 days ago

Crossed middle between Olive and University where it is better marked

10 days ago

The zebra at Nealon Park makes a big difference. Cars are more likely to stop now.

10 days ago

The cars parked outside the bike lane near Nealon Park impede visibility. The nursery school in Nealon Park leaves its bins in the bike lane -- or they get left there by Recology

10 days ago

Please see comment from previous page regarding lack of street cleaning due to not being able to get inside bike lane at Middle and Olive. The fallen leaves, debris and unfortunately litter have become a safety concern for slips and falls.

10 days ago

There is now a visible crosswalk at the corner

10 days ago

Since the bike lanes were put up and the "No Stopping Anytime" signs were installed, cars seem to be traveling at the same speed or even faster.

10 days ago

Bicyclists traveling too fast down Middle and ignoring stop signs. Can see cars coming, yet bicyclists appear out of nowhere at a high rate of speed.

10 days ago

Drivers seem more likely to stop when I cross

11 days ago

more visible crosswalks and flashing pedestrian crossing signs

11 days ago

more crosswalks and pedestrian lights to signal to cars about someone crossing street

11 days ago

i cross at the university/middle intersection, that has not changed during this project

11 days ago

Cars over take other cars waiting for me to cross and almost hit me before and almost hit me now. Cars and bikes still speed though the stop signs or crossing even when people are crossing the road. Still don't understand how the city, by putting in bike lanes, are helping people cross middle

11 days ago

It feels somewhat safer crossing Middle because it is easier to see cars coming on Middle without parked cars blocking the sight lines.

11 days ago

we usually cross by nealon park and there was already a flashing sign (thank you for this) here. i notice though that cars do not begin to slow down in this area until the flashing lights go on, and even then its 50/50% if cars zoom by. I like the idea of raised crosswalks that will also act as speed bumps. Its possible that some better painting/stripping of the road to show where cards are supposed to slow down and stop well in advance of the walkway would also be useful.

11 days ago

It was easier to park right in front of Nealon Park than to park on University and have to cross over

11 days ago

Cars don't stop at marked crosswalks anyway

12 days ago

Cars are faster. Parking should on middle makes traffic less fast, there has never been a problem of cars and bikes

12 days ago

crosswalk with stop sign at San Mateo drive makes it much safer; cars seem to be more aware of bikes and pedestrians overall

12 days ago

Less occlusion from parked cars, cars slow down and pedestrians are more visible

12 days ago

Because cars have to stop now vs speeding up

12 days ago

Crossing the street we still stop and look both ways, that will never change

12 days ago

Cars don't pay any attention to pedestrians or bicyclists now that the road appears wider due to no cars parked on Middle

12 days ago

I live on middle and we have elderly visitors who have a hard time walking (wheelchair, walkers, etc) . Now that they can not safely walk from a parked car to our house on middle. My suggestion is to keep the bike commuting hours (M- Fri 7:30-9:30am and 2pm - 4:30pm) for no parking on middle only. Parking on middle should be available outside of commuting hours, in the evening and on the weekends.

12 days ago

Again, cars are still speeding down on middle ave.

12 days ago

Middle Avenue does not have that much traffic and most cars are driven very carefully. I find no problems crossing the street safely.

12 days ago

I have witnessed numerous vehicles running stop signs on middle.

12 days ago

Unless cars are parked in the bike lanes illegally—and illegal parking does still occur. The NO parking signage is not adhered to 100% of the time nor is it regularly enforced—but the times there aren't any parked cars, I can see oncoming traffic easily. Cars are much more likely to stop when I'm visible, too, and additionally they're way more likely to stop for the flashing-lighted pedestrian crosswalk at Nealon Park x Blake Street.

12 days ago

I don't use a mobility vehicle

12 days ago

Because it was not a problem before. How many people are having trouble with this?! Are there statistics/metrics here that show this was needed, or are we just going by feeling here?

12 days ago

- Crossing Middle at El Camino is a test of survival. If you do not recognize this, just go try.
- Crossing at Nealon is tricky because cars are pulling U turns in the middle of the road looking for parking now that you have a whole row of empty spots. The bike lane should have been next to the side walk so that those spots could have remained. Plus some sort of raised crosswalk is definitely needed to slow down cars.

13 days ago

The added crosswalks have definitely helped. Raised and lit crosswalks would be even better for slowing cars down. The intersection at University and Middle still feel sdangerous.

13 days ago

Lighted crosswalk at Nealon Park is very helpful, and most (not all) traffic stops for pedestrians.
Locations of the switches for the lighted crosswalk at Nealon Park is not convenient. At Blake St, it should be on the other side (SW) of the pole. The switch on the park side is far from the road.

13 days ago

The flashing lights pedestrian crosswalks work well.

13 days ago

The cars are speeding more and there is just a lot of traffic on Middle Avenue.

14 days ago

Cars still speed down the street over 30 mph, even during school times.

14 days ago

Even with the crosswalks and stop sign at San Mateo Drive, cars often go through the intersection/crosswalk without fully stopping or looking for pedestrians/bikes. Also the cars and trucks that still park on Middle (even though they are not supposed to) make it difficult to see oncoming traffic.

14 days ago

I now cross at the stop sign at middle Ave and San Mateo Dr and appreciate that the cars have to stop at the stop sign.

15 days ago

I don't usually cross Middle.

15 days ago

Crossing at San Mateo is safer.

15 days ago

Middle Avenue was relatively safe before the pilot started

15 days ago

It feels (and I think is) safer when I don't have to look around parked cars to see oncoming traffic when crossing.

15 days ago

Cars speed down Middle Ave

15 days ago

eliminating all the parking has just made cars block other areas. Traffic & parking is like water it just will clog up other areas when diverted. It was a terrible mistake to eliminate all parking on middle ave.

16 days ago

No bump on the road and cars are still speeding and since traffic is worse than before the rework (one lane near El Camino and Safeway exit is a real mess), drivers are even more aggressive !!!

16 days ago

stop signs at San Mateo drive.

16 days ago

The speed limit on Middle Ave is too high. Please lower it to 25 mph. There are not enough pedestrian cross walks across Middle. There are none between Olive and San Mateo!

16 days ago

Why would it change?

17 days ago

Warning Light at Blake

17 days ago

Parked cars on Yale, San Mateo, and Arbor require walking in the middle of the road to get around them since there are no sidewalks. It would be safer if those cars moved back to Middle where there were sidewalks, bike lanes and other safety mitigations. Please also install sidewalks on the side streets as soon as possible

17 days ago

I am having to cross the street more frequently to get to my residence.

17 days ago

Cars continue to not slow down or come to a complete stop at the crosswalk if Middle and University Ave

17 days ago

Gives more buffer between the cars and the pedestrians/sidewalk.

17 days ago

4 way stop sign at san Mateo and middle

17 days ago

The pedestrian light in front of Nealon Park

17 days ago

Pedestrians now use the bike on the south side of Middle as a better walk way. But it's less safe than being on the curb without additional marking or widening.

17 days ago

bollards and striping near university; stop sign at San Mateo crosswalk

17 days ago

My kids bike to school every day and I ride with them. I've been doing it with them every day for five years. it is night and day how much safer it is with all the new bike lane stuff. The Markers at the end of middle before you get to Olive are also incredibly helpful to keep a car by from turning right into a kid biking. Before all this stuff was in I've had some close calls with cars but since being in everybody is much more aware. Both the kids on bikes and drivers

17 days ago

More visibility when crossing the street at Lyle Park crosswalk.

17 days ago

Specifically the cross at San Mateo Drive is much safer. Cars are stopping and in my own experience as a biker/walker and as a driver the whole intersection is calmer and less stressful. We have 2-kids who also bike and they have explicitly stated that it is now safer for them.

17 days ago

the cross walk on san mateo dr

17 days ago

While overall the cross walks are great, the one crossing Middle Ave to Yale Rd is the most poorly positioned crosswalk I have ever used. Having it on the left side as you exit Yale for Middle Ave is counter to the street design. There is a crosswalk only on the west side of Middle Ave, and no crosswalk on the east or on any of Yale ave. Since pedestrians would intuitively walk on the right side of the road, not the left where the crosswalk is, it forces people to cross to the left to then have to cross to their right on the other side of the street. In addition, because there is no sidewalk on Yale ave, pedestrians are walking in the street, which means when they cross to the left to cross Middle Ave, they are more likely to get hit by a car turning right into Yale Rd. This has happened to me 2x now. Honestly, the positioning of this crosswalk is one of the poorest urban planning choices I have ever seen, clearly designed by someone who never uses the intersection.

18 days ago

Cars generally have lower speeds given the additional stop sign at Middle and San Mateo.

18 days ago

I perceive that cars are speeding less and more aware of me as a pedestrian.

18 days ago

The additional crosswalks are better. There are often still vehicles parked in the bike lane, especially areas near the park. There are a lot of construction vehicles that don't drive safely. I've seen many construction vehicles run stop signs myself. The speed limit could be lower. Also bikes are unpredictable. Some respect road signs, and some do not stop for stop signs or follow traffic patterns.

18 days ago

At Arbor and Freemont... cars are going a bit slower now due to the stop at San Mateo. However both crossings are hard to see when driving.. there are no flashing lights and the crossing signs are either hidden by trees or not visible until the last minute. Often cars do not see the pedestrians waiting and just zoom by.

18 days ago

More cars are parked on the side streets like Yale and Arbor, which have no sidewalks. As a result, walking on these side streets is much more dangerous. I have to walk in the middle of the road where it's easier to get hit. Please let cars back on middle where there's sidewalks and is safe for us to coexist.

19 days ago

I mostly use the crosswalk at Jack Lyle park and that has not changed.

19 days ago

Traffic is moving slower

19 days ago

People still drive too fast down Middle and do not adhere to the speed limits. I am so glad a 4-way stop was introduced at San Mateo because it's really helped curtail some of that excessive speed. We need cars to stop rolling through stop signs, using bike lanes as turn lanes, and respecting the designated pedestrian crosswalks. Many cars are obeying these rules, but far too many are not.

19 days ago

Stop sign at San Mateo Drive

19 days ago

Because people are always in a hurry and I don't walk. Only if I have to.

19 days ago

Cars tend to stop more when there is a marked crosswalk.

19 days ago

Slower traffic due to stop at San Mateo.

19 days ago

Traffic is two way only, now that Blake has been closed at Middle. It simplifies the intersection at Nealon Park.

19 days ago

There is not a crosswalk at my residential intersection

19 days ago

I like the added cross walk, and the barrier for the right turn on Middle to University. But cars are still not paying enough attention to pedestrians

19 days ago

Safer crossing at San Mateo Dr.

19 days ago

I like the flashing pedestrian crossing by Nealon park.

19 days ago

cars dont stop for people waiting at the cross walks

19 days ago

I still feel nervous using crosswalks from one side of middle to another because cars don't always stop and they're traveling quickly at times. Having flashing lights would be helpful, especially when kids are crossing!

19 days ago

I very much appreciate the new crossing support to Nealon Park, as well as at San Mateo Ave

19 days ago

When crossing Middle at Olive, you only have to pay attention to one lane of cars and they are paying more attention to pedestrians since the right turn is not automatic.

19 days ago

it doesn't seem any different. The whole project feels to be a total waste of tax payor money with no tangible gains. Bikers are not any safer.

19 days ago

The stop sign at San Mateo makes a big difference. No change at any other crossing.

19 days ago

Because unfortunately regardless of what you put in place rules-wise, cars can and will continue to ignore. To include watching cars drive between the bollards at the end of middle near Olive.... To use as a right turn lane. I've seen cars go through the stop sign at San Mateo, and I've seen them go through the flashing lights at nealon. It's disappointing

19 days ago

Middle at nealon is great with the lights.

However middle and olive is not great — it is very tricky to turn left during morning school commute towards oak knoll from the bike lane, as cars are also turning right from middle of street towards car line drop off designated route!!

It would be great to add another parallel crosswalk on middle and olive (north side of olive)

19 days ago

The crosswalks on Middle are still not safe. Cars are still traveling too fast and don't always stop. I think having crosswalk midblocks would force cars to slow down and provide a safe place for walkers.

19 days ago

Much better crossing at San Mateo

19 days ago

Cars seem to be more cognizant of traffic, especially by San Mateo where there is now a stop sign. But I did once see a car nearly hit a biker there once as the car didn't really look around when they stopped.

19 days ago

Cars drive more slowly with the stop sign at San Mateo and it's easier to cross there and at other crosswalks.

19 days ago

I love the closure of Blake Street near melon park. It is great being with my kids there and feel so much safer at that crossing

19 days ago

The whole lack of crosswalks there.

19 days ago

Cars going faster now don't pay attention to the crosswalks.

19 days ago

The main change is at San Mateo Dr and Middle. I run along Middle and when need to access the ped/bike bridge, it is easier to cross middle at this point. However, more cars seem to yield less often to pedestrians at crosswalk at Arbor.

19 days ago

I usually cross at the San Mateo/Middle intersection with the stop sign, so that's now safer. I also cross Middle at Olive, which is mostly terrifying because drivers don't stop all the way.

19 days ago

Great visibility of markings and in general, the visuals seem to provide some sense of traffic calming, particularly around Nealon park area.

19 days ago

Car drivers cannot be trusted.

19 days ago

Crosswalk in front of Nealon is better. Stop sign near the bike bridge to PA is also better.

19 days ago

Crossing at San Mateo Avenue is MUCH MUCH safer with the stop sign

19 days ago

Cars speed through crosswalks. A kid a week ago got hit on the one by saint Raymond schools.

19 days ago

Because of the stop sign at Middle and San Mateo. Most cars are now stopping.

19 days ago

I love the new crosswalk at Yale, I use it daily while walking 2 dogs... I would never cross there before! Also the stop sign at San Mateo is brilliant and 22 years over due!

19 days ago

I love the new crosswalk at Yale, that was always very dodgy, I cross with two dogs daily! Also the stop sign at San Mateo is brilliant!! Thank you

19 days ago

Better visibility without parked cars

20 days ago

I mostly cross as a pedestrian at Middle and University and nothing has changed at that intersection.

At Middle and El Camino there is a significant conflict between pedestrians and cars keen to turn left onto El Camino. If pedestrians are crossing both ways it inhibits cars ability to turn left, creating a long back-up down Middle Ave. Something definitely needs to be done about that intersection.

20 days ago

The extra stop sign on San Mateo Drive means cars are slowing down more

20 days ago

Intersection of Middle and University unsafe. As configured the bollards on westbound Middle are confusing to motorists and cyclists. Motorists don't know where to move to the right to turn. Also, traffic calming measures need to be installed on University at this intersection. Motorists at University see the bollards on Menlo and just assume they have the right of way and sometimes just barely stop to allow traffic on Middle to proceed.

20 days ago

I don't cross, I drive into the parking lot, which is always overcrowded.

20 days ago

New stop sign at San Mateo. I love this.

20 days ago

Stop sign added at Middle and San Mateo Dr is a big safety booster. Cars are forced to stop and are more likely to see pedestrian at the crosswalk.

20 days ago

The 4-way stop at Middle Ave and San Mateo Dr makes crossing Middle Ave, much safer.

20 days ago

Cars still go to fast on Middle Ave. It would help to have the crosswalks with lighted markings in the crosswalks.

20 days ago

With the new stop sign at San Mateo Ave and Middle Ave. traffic has been slowed down. The cars still have a tendency to go to fast on Middle. It would greatly help to have lighted cross walk crossings on Middle Ave.

20 days ago

I feel that the crosswalk by the Nealon Park playground is badly positioned for those not using the playground. The other crosswalks are not changed by having the bike lane.

The one improvement is the stop sign at San Mateo drive.

20 days ago

less cars

21 days ago

The Middle crosswalk at Arbor and Middle (at the entrance to Jack Lyle Park) is VERY unsafe and more often than not, drivers do not see the pedestrians waiting to cross. I have witnessed many close calls here. We need something that calls attention to this crosswalk, in-ground crosswalk lights perhaps.

21 days ago

The Blake/Middle intersection feels a lot safer. I actually now feel comfortable letting my kids cross by themselves at that intersection whereas before the pilot I would never have let them do that.

21 days ago

The crossing to Nealon was a serious safety issue. With two clear lanes and the extra crosswalk support, cars see me and stop.

We allow our kids to go to Nealon alone much more frequently now too.

21 days ago

Additional street signs and banners adds to the drivers agitation. On average, K-12 schools will be in session close to 180days, less than 50% of the time, and yet, this program is heavily taxing the entire town of not parking along Middle 24/7/365. This pilot program should seriously consider permitting parking after 5pm, also weekends and holidays.

21 days ago

The problem with Middle Avenue crossings is the speed of cars, often exceeding the posted speed limit. This has not changed.

21 days ago

there are a lot more cars now on middle ave due to increased businesses and apartments in the area. for example, cars routinely back up at university ave stop sign now during rush hour, sometime to nealon park.

i also think the old pull in parking was safer than the the new parallel parking on the north side

21 days ago

- Crosswalk near Nealon with flashing lights is helpful

- Other parts of Middle are still too fast. Needs speed reduction, as promised by City Council

21 days ago

the stop sign at San Mateo and Middle makes a big difference in being able to cross the street (both on bike, and as a pedestrian)

22 days ago

Cars have actually sped up traveling up/down Middle since they have a clearer path. Interesting that as much as I am on Middle - I rarely see people using the Bike Lane no matter what time I am on it...even more rare to see children...more teenagers and adults

22 days ago

Crossing light (press button) in front of park

22 days ago

Cars slow down

22 days ago

If I visit my friend on Middle Avenue, I have to park on Santa Rita and cross a busy street.

22 days ago

The cars are speeding more and ignores the new crosswalk on Yale Road. They rarely stop when I am trying to cross at the crosswalk.

22 days ago

I don't have to peer out between parked cars to assess the traffic flow

22 days ago

N/A I did not walk

22 days ago

Cars slow but do not stop at stop signs at Middle and San Mateo Dr.

22 days ago

Cars are still speeding as before and I have to wave at them to get them to stop at a crosswalk.

22 days ago

We love that it's much easier to cross El Camino now along Middle.

22 days ago

I live on Middle Ave. There were not too many cars that parked on Middle Ave close to my home in the first place.

23 days ago

Cars often ignore the bike lane and try to turn right. In general cars are often rushing though the 4-way stop intersections

23 days ago

Cars still blow through the new stop sign at Middle and San Mateo even though it is no longer "new."

23 days ago

I used to be able to park next to my apartment and safely get inside. Now I have to park far away on Yale and cross a busy street (middle). I've almost been hit while walking on Yale and I've almost been hit crossing middle. It would be much safer to park on middle and avoid dangerous streets that don't have crosswalks, Yale, or have to cross a street. Please find way to mix resident safety with transiting bikes

23 days ago

Many people are not actively driving their cars now. I have almost been hit 2 times in the exact same fashion by 2 Tesla S cars being driven in auto-pilot mode, (I was on a bike at the intersection of Middle and University with full lights at night for the first scary incident and then during the day on the second incident.) I feel very unsure of my safety crossing as a pedestrian as well at the same intersection. Many drivers are very aware and let you cross but many more increasingly are also not..

23 days ago

No change

23 days ago

The street is dark and even in daylight, the crosswalk is often ignored

23 days ago

The crosswalk is not visible enough or is a surprise to cars driving by.

23 days ago

Nothing has changed. You have to watch out for your life when crossing any street.

23 days ago

I cross Middle at San Mateo and am equally careful doing that now as before the four way stop pilot.

23 days ago

The crossing on Blake always felt unsafe with cars able to go through that street. The fact that it is blocked makes it feel a lot safer and I am sure the community on Blake St. likes the safety of less cars are going through their street.

23 days ago

I cross at San Mateo Drive and like that traffic has to stop at the stop sign

24 days ago

When parking was permitted on Middle, either I or my guests could park in front of my house and didn't have to cross the street at all. With parking prohibited, there is no place to park anywhere close to my house, with the Safeway parking lot probably the closest. Then someone coming to my house has to cross the street, usually by jaywalking. The more times I have to walk across Middle, the higher my risk that something will go wrong. Prohibiting my guests and me from parking in front of my house was likely the most ridiculously bad decision I've seen from this city council.

24 days ago

I never felt unsafe crossing

24 days ago

With all the cone dividers and multiples lines and lanes and area between EC and Univ is chaotic at best.

24 days ago

Better visibility

24 days ago

I do not walk across Middle, so no opinion

24 days ago

The crosswalks to get to Nealon are safer because of the flashing light and the bollards on Blake St.

24 days ago

The bollards at Blake St make crossing to Nealon much safer. THANK YOU! They have calmed traffic on College and Blake, so walking to Nealon is 100% better!

24 days ago

Stop sign at San Mateo drive very helpful when crossing middle Ave to get to bridge. Crossing middle Ave at Blake street now safer with flashing lights and closure of Blake.

24 days ago

Because the bike lane and bikers don't stop for cross walkers

24 days ago

Stop sign at San Mateo helps for crossing

24 days ago

Vehicle speeds higher; somewhat better sightline

24 days ago

We live by Lyle Park and it is still terrifying to cross at Arbor. I cross with my three year old and seven month old and on a daily basis, multiple cars whiz right through. It's terrifying to think that young kids try to do this on their own. I can't imagine letting my kids bike in Menlo Park with the way people currently drive.

24 days ago

It's confusing to know where bikes and cars will be coming from. And bikes often don't stop when they're supposed to.

24 days ago

I look both ways before crossing. That will never change.

24 days ago

I walk on San Mateo drive towards pedestrian bridge. its great knowing cars will stop at stop sign.

24 days ago

More marked crosswalks

24 days ago

More often than not cars are not stopping for people crossing Middle

24 days ago

Crossing near lyle park still feels unsafe since there is no stop sign or obstruction for cars. I've had a few instances of cars ignoring the flashing yellows at Nealon crossing. The El Camino crossing is terrible and cars constantly block the pedestrian crossing. I really like the Blake pilot though, that is great, and the San Mateo stop sign is great as well.

24 days ago

Bollards across Blake make it much safer to cross in the crosswalk to/from the park. Also, the pedestrian actuated crosswalk absolutely stops traffic to cross

24 days ago

Cars still travel above the speed limit, stop signs don't help as much as other traffic calming measures (lane narrowing, speed bumps, roundabouts).

24 days ago

Love the stop sign at San Mateo. Love the flashing light cross walk at Nealon Park

25 days ago

There are a few more crosswalks across Middle Ave, including the one with flashing lights to get to Nealon Park. I feel this is much safer than it used to be.

25 days ago

Also here, a bigger distance to walkway makes me more visible. But on evenings, it is still very dark and the visibility seems to be very poor for the cars. I recommend brighter street lights.

25 days ago

Although crossing at other places feels more or less the same, crossing at Olive is much more organized. the addition of the bollards to prevent cars passing on the left was key.

25 days ago

Cars frequently do blind U-turns on Middle in search of parking.

25 days ago

Please provide any additional feedback you have about the pilot bike lane.

I bike to work everyday and middle ave is the busiest street I have to bike on. The addition of the bike lane protectors has made my ride feel 1000% safer and I hope to see the city make this a permanent installation

2 days ago

I really think the pilot bike program is a great idea and I hope people appreciate how much more visibility there is on middle for bikers, walkers and drivers.

2 days ago

It is extremely hard to find parking within a block or two of New Community Church and the park. We have a lot of elderly members who attend our church. I myself have had mobility issues as a result of surgeries and cannot walk multiple blocks. The amount of bicycle traffic on Sunday mornings is almost non-existent. I have seen no bicyclists any time I am driving to church or home from church.

2 days ago

Removing so much of the parking for people going to the park is stupid. Forces people with small kids to go further and further away, and load kids into car seats with cars blowing by.

3 days ago

There are too many bike lanes and most bikers i see are riding on the sidewalk

3 days ago

it feels like a really bad idea. As opposed to the barriers at University and Menlo, which did seem to slow down traffic there.

3 days ago

Moving the bike lane at Nealon Park has probably make it safer for bikers, but changing the way car parks there makes more traffic when cars try to park, and it is less safer specially for kids to get out of the cars. Other than that I think bikers must feel safer ridding on Middle since there's no cars obstructing the bike lane.

3 days ago

The parking design on Nealon Park is confusing and cars parallel parking invade both the car and bike lane

The Curb on the corner of middle and el Camino is high and all cars hit the curb this needs to be fixed
No green bike lane on el Camino

3 days ago

I think the pilot bike lane is a misuse of resources. Middle Ave will never be a bike boulevard. And it doesn't need to be. Bay Laurel works for biking and most people bike on Bay Laurel anyways because it's closer to the bike bridge. If I lived at the new Stanford development on El Camino, I would cross El Camino at Cambridge and bike on Bay Laurel.

3 days ago

Kids need to obey the bike rules and safety rules drilled into them the school curriculum. Take the money that it costs to put in barriers and put it into providing school buses like the city provided the 80s and 90s.

4 days ago

Here's what homes are going to look like on Middle Avenue in the future - parking lots. Take a look at a new home at/around 1262 Middle Avenue in the area used as the "poster" photo for the Middle Ave bike project, directly across from the speed limit sign and hidden from view in the photo. Why not show this view and the impact it has on homeowners instead of the idyllic road with no cars and two cyclists?

4 days ago

I think someone needs to proof read this survey. Some of the answer selections to the questions did not match etc.

4 days ago

Two comments. The first is to ask why the rules are so onerous if the focus is on children's bike safety? Kids bike to school in one direction in the morning - yet parking is blocked on the other side of the street. Kids bike home in one direction in the afternoon - yet parking is blocked on the other side of the street. Parking is blocked at nights and on weekends as well. For what? Middle Avenue is not Canada Road! Even Canada Road is one Sunday! The second issue is that homeowners on Middle Avenue should have greater say in this project. This project should not be driven by those who don't live on Middle Avenue. For those who live on Middle this disruption impacts their ability to enjoy their property - making many turn their front yards into parking lots, making it harder for household workers to reach the property, making it harder to build friendships and community by disincentivizing visitors. The City Council has allowed the City and larger population to usurp control over the Middle Avenue homeowners, who have no special say in the matter. Under somewhat similar circumstances, when a City decides to build a highway through a town, they at least compensate the homeowners because the RECOGNIZE and ACKNOWLEDGE they have inconvenienced the homeowners. But the City of Menlo Park doesn't care. Why do we have to have bike lanes on both sides of the road at nights and on weekends? Especially in the area between University and Olive, there are typically very few cars parked. If cyclists can't navigate these, how can you conceivably expect these same cyclists to be safe on El Camino, or Sand Hill Road, or if they are enthusiasts, in Woodside, Highway 84, 92, Kings Mountain Road, etc? The steps taken on Middle Avenue are unfair to homeowners who lose parts of their property as front yards are increasingly parking lots (at the same time demanding even more Heritage Trees on the property than before!!!!) causing these homes to lose curb appeal and value. Putting in a stop sign at San Mateo was sensible. The rest is much more than needed to ensure bike safety for children going/coming to school. Ease up on the requirements for parking hours (much like schools have restricted parking at times). If/when the rest of Menlo Park starts to catch up to become "bicycle heaven" then one can make a stronger argument for the severe restrictions currently in place on Middle. As it stands, the current rules are simply over the top and harming Middle Ave residents. Drive by and see how multimillion dollar properties are now being apportioned as parking lots. Grossly unfair.

4 days ago

Overall, this project is attempting to solve a problem that the data do not support exists. On the flip side, it has caused significant inconvenience and hardship for my block that is around the corner from Middle Avenue. If I had wanted to live on a busy street, I wouldn't have bought a house in Allied Arts. But now it feels like I live in an apartment on Middle Avenue. Every day we have a steady stream of different cars coming and going in front of our houses. Sometimes they block our driveways, our mailboxes, our gardeners can't park in front of our houses, we can't put out our trash cans, or the street doesn't get swept because cars are parked in front of our houses. This never happened before the pilot. How is this fair? I rarely saw bikers on Middle Avenue before the pilot, and I have rarely seen them during the pilot. The data presented at a meeting I went to showed 2 accidents in the area before the pilot, only 1 after. Two accidents do not make a street hazardous. Is this being driven by parents who just want to change Middle Avenue for their kids? Do we know who was at fault in these accidents? Were children involved or was the cyclist an adult? Now I notice that people who visit Nealon Park have to walk across the bike lane. That seems very dangerous. They also have to open their doors into oncoming traffic, which definitely makes me concerned when I drive by. Cars are parked so close to the roadway now. That was never a problem before. It's also very unattractive to look at the visual mess of the bollards in front of the park and the way Blake Ave is now closed off. It's such a shame that this is happening to our once lovely city. I wonder why did the city resurface the parking spaces in front of Nealon Park just a few years ago? Isn't that a waste of taxpayer money? We need city leaders to be able to plan carefully and think through all of the angles before making decisions like this. The pilot has had an outsized impact on residents who live immediately off of Middle Avenue's side streets. I have seen no change to parking availability in the blocks further down my street. It's only the first block off of Middle Avenue that's being negatively affected. This is hugely unfair. No one would want this if it was impacting their daily life as it has mine and my neighbors. I'm absolutely certain you can come up with a balanced solution to keep bicyclists safe on Middle Avenue while also being considerate of all of the many taxpayers who live on and near Middle Avenue.

4 days ago

Two comments. The first is to ask why the rules are so onerous if the focus is on children's bike safety? Kids bike to school in one direction in the morning - yet the other side of the street is blocked from parking. Kids bike home in one direction in the afternoon - yet the other side of the street is blocked from parking. Parking is blocked at nights and on weekends as well - for what? Middle Avenue is not Canada Road! Even Canada road is blocked one Sunday for cyclists. Second issue is that the Menlo Park population and City Council have usurped power beyond what they should. Dictating to those who live on Middle Avenue by virtue of an "equal vote" among all Menlo Park residents is no different than a city deciding that it wants to put a highway through a neighborhood - at least in that instance the homeowners are compensated because the usurping city/population knows it has inconvenienced the homeowners who are affected. The lack of respect for homeowners on Middle Avenue is egregious. The bicycle laws are well intention ed but o

4 days ago

I urge you not to rush into something that will have a far reaching negative impact on thousands of people who live in the area. You simply must consider the needs of the entire community. There simply must be a compromise that doesn't cause undue hardship for the many hundreds of people who live on Middle Avenue and the nearby cross streets. We had this forced on us and it has been a daily inconvenience, irritant, and yes, safety hazard for those living right off of Middle Avenue. Now that Middle Avenue residents have been forced to park on side streets, every day there are multiple cars parked at the corner of Middle and Yale. It's a sharp turn to get on to Yale, and if the approaching car is driving fast and is close to the center of the street it causes a close call. Nearly every time I drive by Nealon Park, I see someone doing something risky in order to park—e.g. opening the driver's door into traffic, making an abrupt U-turn across Middle Avenue to pull into a parking space. Neither of these incidents ever happened before the pilot. I'm astonished that no one considered the impact of the pilot on the many families who take their children to the Co-op preschool within Nealon Park. The entire pilot seems like it needed far more thought and planning time before trying to implement it. People have not thought through the myriad impacts something this significant would have on this community. The data presented at the meeting I attended does not in any way justify removing all parking on Middle Avenue! The aesthetics of the changes along Nealon Park have marred the beauty of the neighborhood. It feels like I'm driving through a construction zone instead of a pretty, open residential area.

4 days ago

Strongly in favor! Middle works best as a bike boulevard parallel to sand hill or for light, local car traffic. More connectivity across San francisquito Creek would improve the experience for cycling and driving, but traffic calming measures are helpful for this road!

4 days ago

I'm very much displeased with eliminating all parking on Middle in the residential areas. I think it is very unfair to senior citizens and doesn't address their needs at all. I think it mostly moves (increases) the danger to bikes and pedestrians to the smaller side streets near their intersection with Middle. I am amazed with how little bike traffic we see on Middle every day. I think there are much better and more fair solutions (limited by time, one side of the road, sharing adequately wide parking/bike lane on one side. even with the obscenely wide bike lanes bikers still ride next to the car lane and very often ride 2 or 3 abreast while ignoring all traffic rules. I don't understand why Middle was singled out when the roads closer to the schools have more concentration of bikes at school times and are narrower yet there are no restrictions. I disagree that there was a serious problem unique to Middle. I'm in favor of safety but I don't believe the state can eliminate all risk and I believe there is an obligation for individuals (including Bicyclist) to share that responsibility. Residents and seniors are stake holders in this concern and I feel their needs are being trampled.

4 days ago

Causes more traffic

4 days ago

There should be an exception for service people. My cleaning lady and gardner each received \$50 tickets which they cannot afford. The idea of having ONE bike lane would be a less crowded situation, Also with the assistance Little House gives to the community, it would be better to have NO bike lanes ,as they need the parking space. The people taking children to the park need parking spaces as well The FAMILY, both young and old make our country a stronger place which we need to be to hold our own in a competitive world In the long run it makes our world a SAFER place for all.

4 days ago

right turn access onto University very short, seems abrupt and hazard as driver

4 days ago

My daughter bikes to school Dailey using the bike lane. Likes that there are less cars parked on the road and less obstacles. Biggest problem is traffic doesn't understand bike hand signals, especially when making a left from Middlefield to University. Drivers don't let her over to make left, and many times have almost got her. She says people cruise through the stop sign at that intersection not coming to a complete stop. She also wants to know if she is the only cyclist in town to get a warning for not coming to a complete stop at stop sign. She failed to put both feet down, but says cars frequently run the new stop sign on Middlefield.

4 days ago

Why can't we have multi level parking structures like Palo Alto and everyone will be happy?

4 days ago

I never travel on Middle Ave. and rarely Menlo Park.

4 days ago

Have ClearLarge signage about cyclists on road

4 days ago

None

4 days ago

Reflectors in the bike lane and at crosswalks would be helpful. The more you can do to increase visibility for drivers, the better. Too many drivers are distracted by too many things. Rumble strips leading up to crosswalks would also help make drivers aware that people are crossing on foot or bicycle.

4 days ago

Over the years it has been important to improve this section on middle, will be even more important as the bike tunnel is developed under the tracks. The width of the road and possible configuration could allow parking on 1 side with two legal but narrower bike lanes. however, given the fact every household has to have off street parking, and any guests or workers could simply park at most a block away on a crossing street , I don't think the parking complaints " My gardener has to park in front of my house" are that significant. I think the use of middle as connector through the upcoming tunnel means make it as focused on cycling use as possible, to encourage more use. Homeowners can park in their driveways or garages.

4 days ago

Wonder if the new look was worth it Haven't seen many bikes on Middle using the bike lane.

5 days ago

Not enough car parking in front of park, and it's more challenging to parallel park. The bike lane seems bigger than it needs to be. Even as the parent of a child who will start biking to Hillview soon, I would prefer revisions to enable slanted parking spots.

5 days ago

A lot of bikers, including most of the kids nowadays, are burning the stop signs and some of them are also speeding on electric bikes. They think that they own the bike lane which provides a wrong feeling of safety. They are no longer ready to stop because of unexpected events such as other bikers stopping on the stop sign or even cars turning and blocking the bike lane to reach a drive way. Practically, this setup is the perfect recipe for another accident and disaster ! At least before the bike lanes, bikers were much more aware of the dangers and were more ready to share the road with others.

5 days ago

In the Safe Routes to School quarterly conference meeting at City Hall conference room in January, the police officer from traffic division weighed in on Zoom that the police dept only has 4 traffic officers assigned for the entire city....and they have to pull off when they get a call for assistance from police dispatch to respond to a more urgent situation somewhere in the city. Very poor traffic control management by the Chief, City Manager and Council... Just over the last few days have noticed motorcycle Officer Lopez at the corner of Menlo Ave and Crane Street patrolling drivers in the late afternoon who don't make a complete stop at that 4 way stop. Why is he assigned there, which is hardly an unsafe crossing area in the downtown office district, instead of being out by Oak Knoll School, where he would chase after numerous stop sign runners at Oak/Oak Knoll Lane? There's little danger at the Menlo/Crane 4 way stop, as few pedestrians cross Menlo at that time of day weekdays....

5 days ago

The effort is great but the implementation is not quite right yet

5 days ago

I cannot avoid Middle Avenue. The bike lane has made the area much more crowded (visually too) and unsafe because the cars have less room . The speeds are still high and the drivers are impatient. Sometimes it is hard to cross the street on Middle.

5 days ago

Absolutely love that the city is seriously about complete streets. It makes a real difference in my stress/belonging. I particularly appreciate the protection near the park!

5 days ago

Really like the pilot and really appreciate that the city is trying out infrastructure improvements that make cycling easier and helps Menlo Park contribute to California's climate goals.

5 days ago

I think it is too bad that homeowners can't have visitors park in front of their houses - perhaps during non school commute hours?

5 days ago

Bumping out the parking near Nealon park takes away visibility when pulling out of the driveway from Little House. It feels very unsafe to pull into traffic blindly. Even though the stop sign is very close by cars are still driving fairly fast because they also dont see the cars pulling out.

5 days ago

It takes up useless space that is NOT being used by anything other than empty space!

5 days ago

*they think they don't have to stop

5 days ago

The bike lanes and stop sign have made Middle Ave. much more unsafe. A lot of divers do not stop at the stop sign. Bikes do not stop now at the stop signs because they they don't have to stop. With no parking on Middle, homeowners with small driveways are forced to back out of their driveways multiple times a day and it is dangerous because cars are going fast. I have almost been hit multiple times because drivers do not want to let me out of my driveway. I have seen the same happen with my neighbors. It is extremely dangerous.

5 days ago

For the church on Sundays and during preschool drop off and pick upend for residents between San Mateo and Olive, the bikes lanes are a fix for a problem that does not exist. Essentially it is a taking of needed parking for service providers and residents and given the amount of bike traffic on that stretch, the new lanes are totally unnecessary.

5 days ago

As a renter, I would like to have parking on Middle Avenue. Probably the north side close to my apartment so I don't have to cross the road. The south can prohibit parking for the bicyclists.

6 days ago

My son almost got hit crossing Middle. A car stopped for him to cross at the stop sign at Cotton and the car behind the stopped car went into the bike lane to pass and nearly hit my son. I've seen similar close calls. I would like to see those flexible poles separating the bike lane from the cars so cars can't use the bike lane to pass, especially where there are crosswalks. Also, I really hope there's an under or overpass from Middle to Alma as promised. Middle is such an important bike thoroughfare for kids. We need to keep them safe. Thanks.

6 days ago

I haven't discussed the bike lane from the El Camino to University because I think the Safeway exit makes bicycling (and walking) extremely unsafe.

6 days ago

It is hard to turn into the driveway for Little House, across a bike and pedestrian lane, if there are bikers and walkers.

6 days ago

Haven't noticed it

6 days ago

I have observed more than four bike lane additions to streets in different cities the past 5 years. Without a doubt it has caused problems with traffic. As a 77 year old woman I can assure you that so few people travel by bike regardless of the wishful thinking of city staff. Not in the rain, not in the dark, so very few people use their bikes it makes losing the parking a much more important issue. No matter how hard you try you are not going to make people use bikes. They feel dangerous to me and are a hazard to cars.

6 days ago

Visibility exiting the Little House parking has been significantly impaired. Street parking blocks view of cars who are moving from El Camino to University.

6 days ago

Terrible idea

6 days ago

The bike lane is a big improvement over the previous design of Middle Avenue, and is a critical part of the local bicycle network. I hope that the bike lane will continue to be improved with physical protection from cars in order to prevent parking in the bike lane, which negates all the good work done to install the bike lane in the first place when it occurs.

6 days ago

I feel it was quite unnecessary and an excessive expense to the tax payer. There are very few bikers on Middle Ave.

6 days ago

The change in parking has impacted parking available at Little House and Rosener House. Residents using Nealon Park, playing fields, pickleball etc. now take up much of the parking at Little House. LH clients are elderly and cannot walk several blocks if they cannot park in the parking lot, so often simply go home even if they have a previously-scheduled class or event. I have not noticed any elevation in bike traffic since the pilot started.

6 days ago

Entering and exiting to get to Little House is worse -- can't see when exiting (have to stick out far to check traffic), drive curb is high and often damages my car. New system doesn't seem good.

6 days ago

Helps in one direction. OK in the other (park side)

6 days ago

I rarely see bikes on Middle Ave. The installed bike lane has made traffic more difficult and parking for seniors at the Park has been reduced.

6 days ago

Coming out from the Parking lot of Nealon Park, there is blind spot in the left side of the incoming traffic, which driver tends to panic or stop and back up, because of the vehicles that are parked on the outer side of the bike lane.

6 days ago

The reduced parking for Little House and Nealon Park are a problem, it is too far to the park from the parking lot (when we've experienced being able to park right in front of the park previously) and it has occurred on a couple of occasions there were no available spots in the parking lot.

6 days ago

The barriers at Blake and Middle are causing more traffic on College Ave. A well organized group of Blake St. residents convinced the Council that it was unsafe there without any supporting data. It's unfair to make a cul-de-sac and possibly raise property values on Blake at the expense of traffic and safety on College Ave.

6 days ago

A complete waste of our tax dollars.

6 days ago

When you take street parking away you need to provide additional parking some place else.

7 days ago

So far it doesn't look like there is enough bike traffic to justify the inconvenience to residents and park goers

7 days ago

I hope other major roads in MP adopt this strategy of ensuring safety. Especially roads heavily used by students.

7 days ago

Car behavior has definitely worsened in the 5 years since I started bike commuting. Having clearly marked bike lanes gives me a noticeably safer feeling as I ride across town every school day. If we could do this same work on Ringwood, that would be awesome.

7 days ago

I strongly preferred having parking available on Middle Ave. Parking for church and for the park is much more challenging and I worry about safety for kids needing to cross the street or walk from farther away.

7 days ago

Area by Nelson park is just confusing and crazy. Also so many construction workers park in the bike lanes. Need more patrolling during school commute times

7 days ago

Worried about getting out of the car with traffic zooming by

7 days ago

The buffeted bike lane next to Nealon Park makes parking for attendees of the preschool and Nealon Park much less safe. Those are small children who are now much closer to traffic on Middle Avenue because of the parallel type parking. I also volunteer frequently at Little House and have heard that the reduction of parking along Middle has caused shortages and challenges in parking for visitors at Little House.

7 days ago

I live on Middle Avenue and find the complete banning of parking or stopping too much. There is nowhere near my home for visitors or workers to park if they want or need to access my house. I think there is enough room in the buffered bike lanes to also allow parking, at least from sundown to sunrise. Also, the number of bikers is not so great (and I am a bicyclist) to justify designating so much space for their use only. Finally, the no parking/stopping rule is not being enforced by the police so what's the point?

7 days ago

I think this is a solution in search of a problem. I had no issues with the way things were before this stupid project, and now that we cannot park in front of our houses it is a pain in the neck for both residents and visitors.

7 days ago

As I mentioned earlier, there still remains the issue of cars passing in the bike lane to go around cars that are turning left off of Middle. I would like to see some sort of physical deterrent to that.

8 days ago

Good to ask for feedback!

Thank you

8 days ago

Parking around Nealon Park seems ok, probably better than the way it was before

8 days ago

I think it is very difficult for service providers like gardeners or construction to access houses.

No on both sides of the street at all times is too restrictive.

How about just during school commute hrs.

Parking at Nealon park is ridiculous and very dangerous! Now children are exiting cars into traffic or an active bike lane! Very dangerous layout!!!

Scrap the pilot! Go back to the way it was.

8 days ago

It is terribly designed at the El Camino intersection. I have also been in a line of cars backed up all the way to Olive St. in the mornings. The second stop sign is making traffic much worse. I have also witnessed many people not understanding the division of lanes at Olive and Middle and therefore going into the bike lane to make a right turn. Not safe at all.

8 days ago

The bike lane is good

8 days ago

I was at the meeting in Nelson park and looking at the numbers that were discussed, it does not make sense to have no parking or stopping all the time for an increase of 10 bikers since the pilot. Please consider limiting the restrictions to certain hours for the school children and also reconfigure the parking for Nelson park.

8 days ago

The pilot bike lane greatly reduced the number of parking spaces available at Nealon Park. There are days when I planned to go to Nealon Park and had to go to Jack Lyle Park instead because there was no parking available.

8 days ago

As someone who lives on Middle Ave and bikes/drives on it daily, there is no need for the bike lane as the shoulder was extremely wide, safe, and did not have many cars parked on it. By adding the bike lane you removed 1/2 or more of the parking at Nealon park while giving a bad bike lane (curbs that were angled and hard to see at night), made the Middle Ave/university Ave intersection much lower throughput for cars and bikers, and removed street parking for residents on Middle so now there's unexpected cars parked there.

9 days ago

Terrific change!

9 days ago

I think the bike lane has been needed for a long time. It has now provided bikers and families safer routes

9 days ago

Walking to the perpendicular streets is more dangerous now that all the cars in middle are parking there. No sidewalks on those streets means we walk in the middle of the street and nearly get hit every time.

Please find a way to allow cars to park, and stop on one side of the street, and then allow bikes and pedestrians to be safe too. We need to get parked cars off the perpendicular streets, which have no sidewalks. You made this more dangerous for pedestrians. When I get hit, I know who to blame (Betsy Nash!).

9 days ago

New bike lane is great - would definitely keep it and even add in more barriers at major intersections.

9 days ago

The bike lane is too wide. Please make it smaller and have the cars park diagonally so that more people can park there.

9 days ago

Make it narrower.
Make parking spaces diagonal again

9 days ago

Please do not put the sign advertising this survey in the bike lane...

Also the current bike lanes are not obviously bike lanes at some points (such as between El Camino and Nealon Park). I believe this leads to people parking in them since there is no bike decal and potentially no enforcement on keeping the lane clear of parking.

It would also be very helpful if no parking in the bike lane was enforced especially on Sundays. The Santa Cruz bike lane (which is used very frequently) is blocked every Sunday by church goers near Johnson. This makes a busy traffic day more dangerous for all users.

9 days ago

I love having more bike lanes, thank you

9 days ago

Pulling onto Middle Ave from the Little House parking lot is very scary. Visibility is horrible.

9 days ago

Enforcement of no stopping in bike lane needs to be more consistent. And trash cans also block the bike lane on collection day. Even the city's sign announcing this survey was placed squarely in the bike lane, forcing bikers to go into the traffic lane to avoid it.

9 days ago

The pilot did not increase my feeling of safety when I bike however it added frustration to me as a driver!!!

9 days ago

You have reduced parking at nealon park by over 50 percent while making it more dangerous. More people use the park and little house than anything else on middle ave. It feels like more people have had a decrease in safety than those who have had an improvement. I also want to add that closing Blake street has has negative safety implications for all nealon park users and is clearly designed to mitigate effects from this pilot from the wealthier areas of the neighborhood. Closing a public street across from probably the busiest public park in the city is wrong

10 days ago

na

10 days ago

As someone who lives on Middle, this has added a lot of congestion and inconvenience. Traffic gets much more backed up. I don't have flexibility when needing to maneuver my cars out of my driveway and don't have good parking options for family or visitors since I live near el Camino. It's a mess. We also bike (and have children who bike) so this is not a car vs bike thing - it just has added a lot more inconvenience and nothing perceptible re: safety

10 days ago

Removing the parking you just made ADA compliant at Nealon Park before the pilot was a huge waste of government resources, particularly given the changes to Middle are neutral to negative in improving bicycle and pedestrian safety, particularly given lax enforcement.

10 days ago

Parking near Nealon Park feels so much more dangerous. Should return to allow people to park diagonally as opposed to parallel parking. The previous set up felt safer.

10 days ago

I coach tennis for Hillview Middle School students at Nealon Park. There is no close or safe place for me to unload equipment important to our sessions. Student dropoff has been very problematic and dangerous since parking is so scarce.

10 days ago

Love it. Keep it.

10 days ago

as someone who has lived most of my 21 year long life on middle I think the bike lane is very swag and I appreciate it because I bike to work every weekend on it. There are usually cars across from nealon park every weekend that both force me into traffic and ive had a couple scares of people opening their doors on me.

10 days ago

I suggest they narrow bike lane on park side and make the parking diagonal instead of parallel to allow more cars and safer entry and exit from vehicles.

10 days ago

I like the bike lane a lot, but it interferes with parking. I think it would be safer to have the bike lane on the opposite side of Middle, where it doesn't interfere with park/tennis/pickle parking spots. It's more difficult (but not impossible) to find parking now; I would like some more spots added in the 'entrance' parking lot -- where the caution tape currently is.

10 days ago

Diagnol parking so more cars can park.

10 days ago

The side next to the park should be narrower to allow more parking on middle for cars. Make it diagonal parking instead of parallel and for more cars. Also safer to exit. I have almost been hit getting out of my car on the driver side. It's not safe for families.

10 days ago

Feel it has shrunk street inward! Corner of olive and. Middle too crowded, particularly turning right from middle onto d southbound olive . One must swing out out around bumper and into southbound coming cars on olive. This causes confusion and waiting. For backup and try again and frustrated others at stop sign to go around each other with honking. This causes additional morning backups as mst traffic goes to the right.. maybe move bumper on middle back a bit.

Seems like pedestrians and wheelchair use is always second to bike use and cars as shown by this questionnaire. Their safety has been delayed or compromised for bikes, not a balance for all uses of all citizens.

10 days ago

Please, please keep it.

10 days ago

I previously submitted a response, but I had additional feedback after thinking further.

I ride a bike almost daily on Middle from Nealon Park going away from El Camino. I realize that I find making left turns (e.g. to go to the bike bridge) difficult because I find it hard to move from the bike lane to the car lane before making the turn because of the other traffic. For that reason I tend to get off Middle as soon as possible and ride my bike through Allied Arts. Similarly, coming back from the bike bridge, I tend to avoid Middle, as I don't want to make a left turn at University Avenue. By going through Allied Arts, I can get onto University Avenue from College and then cross Middle, keeping on University without making a left turn.

The other place which is even more difficult is making a left turn from Middle into the Safeway driveway (going on Middle towards El Camino). I don't even try to do that anymore, but cross Middle a block or so before Safeway and walk my bike into the Safeway parking lot from the stores. More often, I just do not combine going to Safeway with errands on my bike and walk there from home.

10 days ago

Nothing more to add - really appreciate the city provide safety precautions.

The leaves from the city trees and debris/litter piled in the bike lane is a safety concern and potential liability. If the weekly street cleaning can resume operations inside the bike lane, this would be a successful pilot.

10 days ago

What accommodations are made for service providers (e.g., cleaners, repair providers, etc.). If one can't stop on Middle Avenue how is one expected to get disabled or older people into and out of vehicles?

10 days ago

Had a very aggressive driver pass me on the left down Middle Ave while I was slowing down to yield to a car that was parallel parking on the road near Nealon Park. Recommend making the street solid yellow not dashed yellow lines

10 days ago

A waste of taxpayer Money! I travel the whole length of Middle often and I never see bicyclists. Moreover the blockage of the entering sidestreet in my neighborhood has added to the traffic on my street and to my inconvenience because we all have to take another route out to Middle. Additionally I think it is a travesty to take away parking from the church congregations who need it Sundays, pushing traffic onto other sidestreets.

10 days ago

I thought one of the purposes of the entire project was to slow cars down. It has not happened.

10 days ago

I think the whole project was a waste of money and just added to the inconvenience of getting on to Middle especially where access has been cut off completely in favor of bicycles. I drive the whole length of Middle fairly often and have almost never even seen a person on a bicycle. It was and unneeded boondogle! (And I say that as a bicyclist!)

10 days ago

I love it, my kids love it, please don't remove it! Thank you for all the stellar work you're doing.

10 days ago

Intersection at Middle Avenue and University Ave: traveling west on Middle toward University. What was the right hand turn lane onto University, and currently is striped green for bikes — has drivers uncertain if can move to that section of the roadway once past the pylons marking the bike lane. Have witnessed the following scenario multiple times— a car in the "left" lane nearest the center of Middle attempts a right turn on University at the same time another car that had moved into the right hand bike lane also tried to attempt a right turn onto University. Collisions barely avoided and much horn honking. Needs signage that it is either OK to move into the right lane to turn right OR signage on the roadway indicating both a straight ahead arrow and a right turn arrow. Drivers are confused.

10 days ago

I was very skeptical about this project and now very happy about what was done. I live in Allied Arts and cross Middle by car and foot several times a day (including with our dogs). I really like the visible cross walks and flashing pedestrian lights, please add one to intersection of Arbor and Middle to get to Jack Lyle park.

11 days ago

It's confusing approaching ECR from middle having the bike lane going straight into middle plaza. I appreciate having lanes, i feel like the street parking here was not heavily used.

11 days ago

Due to the Stop sign at Middle and San Mateo, there is now a back log of traffic on Middle in the morning. Because of this I, and it would seem others, changed my driving route using the neighborhood streets which I feel now makes these streets less safe for the many kids biking to school. Moreover, I found the Middle/San Mateo Stop sign frustrating as I saw so few bikes crossing to/from San Mateo, yet the cars were so backed up. I wish I had a better solution, as I am all for safer biking.

11 days ago

Removing the parking near Nealon park has been really disturbing and makes it hard to arrive and park there.

11 days ago

Please keep it that way, it's much safer for bikes. You should enforce the law and give tickets to cars that park or stop in the bike lane.

11 days ago

I am in favor of the bike lanes, but not in favor of blocking off Blake Street. Blocking off Blake Street has caused a lot more issues on Middle Ave. Cars are consistently making u-turns when trying to park in the new parallel parking on Middle because there is almost no other way to turn around on Middle between University and El Camino. Blake was the only side street on the south side of Middle from the entire stretch between University and El Camino. I have also heard that traffic has increased on Morey/Kenwood since the Blake Street closure, and that street isn't even designed to be a through street - Blake street was. I have seen near accidents caused by the cars u-turning on Middle Ave, and I have also almost been hit by a car making a u-turn while I was walking on the sidewalk on the south side of Middle. I want Middle to be safer for bicyclists, and I support the bike lanes (as long as the no parking is enforced between University and El Camino), however, I believe closing off Blake Street has made Middle Ave less safe for drivers and pedestrians. Let's make Middle Ave safe for all!

11 days ago

Unsafe before, unsafe now but with spreading cars but now without parking

11 days ago

A sidewalk (or flat packed-dirt pedestrian path) on the south side of Middle Ave all the way from University to Olive would improve safety greatly for pedestrians, bikes and other road users. As it is now, if you want to walk along the south side of Middle, you have to walk in the bike lane in front of many properties. Having walkers (often with dogs) walking in the bike lane is a hazard for the pedestrians, the bikers and the cars (due to bikes suddenly entering the car lane to avoid pedestrians).

Also, the new pilot parking and bike lane configuration in front of Nealon Park is much LESS SAFE than the previous configuration. The loss of parking is causing hazards in other places. Also, it is very dangerous to have children being unloaded from cars so close to the moving lane of car traffic on the one side and the moving bikes on the other. Restoring the parking in front of Nealon Park to its previous configuration would be MUCH SAFER.

11 days ago

The negative side effects of having the bike lane are: 1) less access for parents with young children to access Nealon Park and 2) closing off Blake impacts drivers significantly. How many bikers actually bike from Nealon Park down towards El Camino? I never see bikers using it as most of the bike traffic goes from Nealon westward.

11 days ago

Regarding crossing on Middle at lighted cross walk. Some drivers continue to ignore the flashing lights. The pilot bike lanes has had some positive impact but also negative. Since Blake has been blocked off to vehicles not more people are parking on Morey and Kenwood which is annoying.

11 days ago

The Nealon Park section of the bike lane needs to be redesigned. It should take a more direct line, have rounded rather than squared curbs, have better visibility near the Little House driveway, and possibly be painted green as is common for bike lanes now. Parking near the playground and closer to the preschool should be restored. Please also direct maintenance personnel to place refuse carts somewhere that does not in any way block the bike lane. I witnessed this when I attended the meeting at Nealon Park on 3/28/24.

12 days ago

My friend who lives in apartments on Middle has lost her street parking and has to park a block away. A burden on the already less advantaged of Menlo Park.

12 days ago

With less parking for Nealon Park we now have lots of people parking on our Street everyday and increased traffic. (On Morey/Kenwood.)

12 days ago

As a homeowner on middle avenue despite the inconvenience of not being able to park in front of my house I know we are all better off as a community when we prioritize safety for everyone--bikers, pedestrians and drivers. Convenience should never trump safety. I am disappointed to hear neighbors complain that their guests have to walk a block to park on a side street. I am disappointed to hear neighbors on the side streets complain that people are now parking in front of their houses on a public road. The pilot began in October when the weather begins to be less favorable for biking. The volume of bikes throughout the day, and especially at school start and end times, is dramatically higher in the better weather months--proof of this are the bike racks at Oak Knoll which are filled to capacity in the early Fall and Spring because of the hundreds of bikes being ridden each day.

12 days ago

Such a positive improvement. I hope it is continued

12 days ago

The bike lanes are excellent and I use them multiple times daily. I don't own a car and this is my only way to get to Stanford as a grad student. I wish there were more lights along the street, and I wish residents would not put their trash cans in the middle of the bike lane. I also find people parking in the bike lane -- usually two per day. It is frustrating to see that and I wish it was better enforced that they should stay out of the lane. But, there is little marking to indicate that it is a bike lane in the first place. Some more paint would likely help

12 days ago

As a Stanford student who uses the bike lane every day to go to work, the bike lane has made me feel infinitely times safer. I really appreciate all of the work that has gone into it and really hope it stays. I also want to point out that Stanford puts a lot of pressure on its students not to drive to work (via high parking permit prices) as a result of pressure from neighboring cities to reduce traffic. It seems only fair that neighboring cities make accommodations for safe bike lanes in exchange.

12 days ago

I think the pilot bike lane was an unnecessary idea. I don't see any more bikers than I did before the pilot. The people that are suffering are those that are in the apartments and other housing on Middle that have family/friends that have to park far away just to come visit.

12 days ago

I strongly recommend that we keep this program. It is much needed.

12 days ago

The no parking is a huge inconvenience to the residents on or near middle that doesn't add a whole lot to the safety.

12 days ago

It is not safe or appropriate to remove parking and make the road appear like a freeway crossing a neighborhood. Also some of our elderly vans sick neighbors have struggled being dropped off and picked up by friends and caregivers with parking removed in front of their houses.

12 days ago

Could you provide specific data on how removing parking on Middle Ave has improved safety?

12 days ago

removing parking permanently on middle ave is not fair to the residents and not needed. As a resident of Middle Ave, I feel that our concerns were not heard and ignored by most of the council members and city staff members. my neighbors and I proposed a compromise to then Mayor Ray Mueller but was completely ignored by the current council members. I would rather see parking time restrictions on Middle during weekday commute hours rather than a full removal of parking.

12 days ago

I live on middle. I support the bike lines but only during commuting hours. Parking on middle should be restored outside of the commuting times.

12 days ago

I use Middle Avenue to access the Safeway Shopping Center at Middle / El Camino. Since the changes to the street, it is much more difficult to exit Safeway onto Middle (especially heading East towards El Camino) due to the long line of cars waiting for the light at El Camino / Middle Ave. There's often a significant backup of cars awaiting exit from the parking lot. It seems the light at El Camino needs to cycle for longer to clear the traffic that is waiting on Middle Avenue.

12 days ago

It was a waste of money. The Stop sign at San Mateo Drive is fine. The bike lanes around Nealon Park are a disaster. So many parking places were removed that parents going to the playground must park on the opposite of the street and heard their children across the street. This is not safe. Little House patrons can find no place to park because some playground parents have moved to the Little House spots. BTW why was the time for the March 28 meeting not published? Once I found out the time, I discovered that it was scheduled at the same time that Christians celebrate the Holy Thursday at their churches. Holy Thursday is one of Christianity's holiest days and the early evening is when the liturgy is celebrated. Your scheduling should not bias against any religion.

12 days ago

The lack of enforcement of NO parking along Middle Ave. is a mistake. People won't take it seriously. Illegally parked cars attract even more parking of cars. Or maybe this situation is support for just certain hours of NO parking during school commute hours? Anyway, it's great to ask for feedback at this point but I hope the pilot continues into the warmer, sunnier months of spring when there likely will be more school commuters, more people generally out riding bikes, skateboarding, running and walking. I think it would be premature to make any conclusive decisions about whether the pilot is working or not when it hasn't been tested during peak usage of late Spring through the Fall. Thanks!

12 days ago

Construction workers now have to park on the sidewalk that pushes walkers out into the street. What we really need is to lower the speed limit and ENFORCE IT! We need cameras everywhere so our police force can deal with crime not write tickets that a camera could handle. In addition to the speeders, we need cameras to ticket the MANY, MANY, MANY people that roll through the stop signs. They endanger, walkers, bikers and cross traffic. Ironically, the electric bike riders (often children) are among the biggest culprits for not obeying the traffic laws. I think we should lower the speed limit and try vigorously enforcing the already existing laws before impeding on the rights of the homeowners on Middle. Seems to me that we never tried this more obvious solution.

12 days ago

The pilot program has caused construction trucks to park on the sidewalk and it makes pedestrians have to go into Middle. The inconvenience for guests, gardeners and handicapped people is ridiculous. How about more traffic control to stop speeding (including Santa Cruz Ave) which is a much greater concern.

12 days ago

The non parallel parking was much safer for everyone it seems. Quicker getting in and out. A problem for bikers. Could the bike lane just be on one side of the street on that block (two way bike traffic)!?!

12 days ago

1) What you did to Nealon parking situation is a crime: stops traffic for people parallel parking, is MORE dangerous to get kids out of the car and ascetically is horrendously ugly (bollards, come on!). 2) With no cars on Middle, driver speeding has dramatically increased: park a cop on Yale when high schools let out. 3) Those of us with single wide driveways have been completely ignored. 4) If this is a school thing why are we enforcing on weekends? 5) The newly installed signs are an eye sore: go look down Middle from University or Olive, its a joke how many signs you have installed. I cant wait to vote those who agreed to this out. Go fix the pot holes on Middle.

12 days ago

I am very disappointed in:

- Closure of Blake, forcing more cars onto Middle which creates a less safe road.
- Bike lane in front of Nealon that could have been placed along the sidewalk to preserve more parallel spots.
- Bike lane at Middle and Olive that is unbelievably worse for morning bikers forced to turn left to get to Oak Knoll in front of cars that are forced to turn right. I'm surprised this is even legal.
- Crossing Middle at El Camino is no improvement at all - Walk light comes on at the same time as green light for cars..?!
- The pavement in the bike lane is very bumpy and hard to ride on in areas. Plus cars park in it all the time.

13 days ago

We appreciate the efforts to make biking safer but feel this project still needs more time dedicated to it. The bike lane was painted over cracked, raised pavement in some parts (especially between Kenwood and Morey) which is tricky and dangerous to ride over, esp for kids. The bike lanes need better signage so people don't park in them. The bollards are potentially helpful but drivers don't see them well and they make the right turns out of Little House and out of Morey Drive a little harder. Biking and walking across El Camino at Middle Ave (from Safeway toward Middle Plaza) is not safe when the WALK light comes on at the SAME TIME as the left turn signal for cars. It's a dangerous race against the cars and the walk timer before the light changes. The timing there needs to be reevaluated. People (esp kids) think the walk sign means they are protected from cars but that is not the case here and drivers don't realize the walk sign is giving pedestrians and bikers the okay to cross.

13 days ago

I am a seasoned cyclist (commuter, sport rider) as well as a pedestrian and automobile driver. I also have more than a decade of experience on the C/CAG Bicycle and Pedestrian Advisory Committee. While there is some improvement overall, there are several aspects of the pilot that do not improve safety. Cyclists such as myself who travel southwest on Middle and wish to turn onto Blake street have an uncertain path, due to the bollards all the way up to the crosswalk. This is a minor inconvenience, and has not left me stranded. However, farther southwest, near the tennis courts, there are two very dangerous situations. My wife and I witnessed a near incursion between a cyclist and an SUV at this point. The very last parallel parking spot near the tennis courts should be removed. Cyclists riding in the bike lane are brought quickly toward the travel lane at that point, and cars intending to turn into the Little House driveway have a blocked sight line right at this point if a car is parked in the last space. This was the location of the near incursion, which was a very close call. The last parallel parking space must be removed. Signage indicating bikes merging would also be helpful. Additionally, the bike lane twists and turns with the path of the previous parking prior to the pilot. The curb lines have several acute angles on them, and they should at a minimum be painted with high visibility paint, or else reconstructed as rounded or otherwise straightened. Also, as a car driver, I find the placement of bollards southwest of the Little House driveway confusing to drivers. I understand the intention of maintaining separation between bikes and cars, but there is built-in conflict between cars turning west onto University Ave and bikes continuing straight on Middle. I believe it would be better to remove the bollards southwest of the Little House driveway and let cars turning right merge with bikes in the bike lane per normal California vehicle code. There is a similar issue at the end of Middle, where cyclists turning left (e.g. toward Oak on the way to Oak Knoll School) have to cross in front of cars which may be turning right. The alternative there is a box turn on a bike. Aside from what I see as serious deficiencies in the design from Morey Drive to University, the bike lanes along Middle form a nice travel lane in both directions. If cars can be prevented from parking on Middle for Nealon Park, even riding Northeast on Middle would be safe and convenient. With cars intermittently parked on Middle, however, there is a danger to cyclists regarding visibility. (I also watched a father and young child on bikes get "stranded" on the south side of Middle due to a combination of parked cars and traffic.)

13 days ago

We should be sure to remind people that the University to El Camino lanes are likely to be used by a wider swath of Menlo Park once the undercrossing is in place. I've been told we need better signage for the off-street parking next to Nealon (and maybe restriping to fit more cars there.) I'm curious about whether the Blake closure is making circulation around the park dicier. Let's keep an eye on that.

13 days ago

The City Council's approach here was ill-conceived "cure" for a problem that didn't exist, based upon the data analysis I've done using the Berkeley bicycle data. It was also patently unfair to our neighbors who rent (typically those with a less powerful voice), to young families who are dropping children off at the pre-school, and to older couples who are seeking close parking for religious services and weeknight activities at the 400 member New Community Church.

It seems a few members of the Council are using the banner of "safety" to make Middle less accessible in order to install a "Competing" Streets program that most of the residents either oppose or are agnostic about, adding almost nothing to the safety of cyclists and creating real hazards and access issues for renters, elders, young families and people of faith.

I know there are a few very vocal Oak Knoll families. But I promise to organize the wrath of the silent majority if this project proceeds in its current configuration. (Check your safety data!)

13 days ago

I love the pilot bike lane. I feel much safer biking, and when I drive, I don't find increased traffic or problems parking.

14 days ago

It does not make sense to have a dedicated bike lane on Middle Avenue. Like the bike lanes near schools, there should be set hours for the school children. I am not sure what study has been done but I have not seen too many bicyclists on the lane. As a bicyclist myself, I avoid Middle Avenue even with the dedicated lane. There is too much traffic to be safe especially where it connects to El Camino. Also, the parallel parking near Nealon Park is not safe for kids. They open the car door towards the oncoming traffic, and I have also seen parents parking across the street and trying to run across the street with little kids in tow since there are now limited parking spaces.

I am not opposed to the dedicated bike lane but please consider limiting it to school hours. There are a lot of residences on Middle Avenue that are affected and please consider the some of the delivery workers who will need to stop on the lane occasionally. Also, some of the streets off Middle Avenue has now become a parking lot for the temporary workers and rental apartments.

14 days ago

I'm a YIMBY. I appreciate the bike lane implementation and movement towards increasing safety on this road. To encourage pedestrian and biking use in a safer environment, sidewalks on both side of the street are incredibly important. I would also like to see greater enforcement efforts and signage for people who just drive through Middle Ave as a thoroughfare to understand this community is serious about safety.

14 days ago

The blocking off of Blake Street, combined with the parking configuration in front of Nealon Park, has made it difficult to navigate around that area. With Blake closed off, there is no way to access Allied Arts off Middle Avenue between University and El Camino. And cars are often doing unsafe U-turns on Middle to get into spots in front of Nealon because the spots must be approached from the direction of El Camino. I appreciate the bike lanes and no parking on Middle from University to Olive, although I do still see cars and trucks parked in the bike lane—often close to the intersections, since there is not red curb paint—which can make it difficult/unsafe to turn onto Middle Avenue from one of the side streets. And when I'm stopped to turn left onto one of the side streets from Middle, impatient drivers behind me will get around my car by driving into the bike lane which is very unsafe.

14 days ago

While the increased safety to cyclists is good and important, consideration needs to be given to the residents. Eliminating parking also means reduced access for service vehicles and personnel providing services to the residents. Instead of eliminating all parking, it would be better to eliminate parking increments and/or remove a travel lane to accommodate the cyclists. I often bike in Menlo Park and appreciate the importance of safe street design for cyclists. However, isolating residents in order to preserve traffic flow is not a good design—better to alter traffic flow with a system of one way streets and use the freed traffic lane for the bikes.

14 days ago

My children ride bikes on middle ave everyday to school. My children are much safer with the bike lanes on middle ave. PLEASE keep the bike lanes! Thanks

15 days ago

Please keep the buffered bike lane. It is much safer for my three children who bike to Oak Knoll and Hillview on Middle Ave.

15 days ago

The bike lanes are somewhat pointless since there are almost always obstacles forcing a rider into the street and there are no bike lanes at either end of Middle that are linked to the lanes on Middle.

15 days ago

I think it is very bad. Parking at Little House and Nealon Park has been dramatically affected. Families taking little children to the park use the Little House parking lot and the children have to walk the equivalent of a block to get to the park. Users of the park have been greatly inconvenienced and it is dangerous for children to get out of a car on the traffic side. Parents have to use whatever side of the car the car seat is on and they are stuck bringing children into the traffic lane. The use of the pickleball courts has increased dramatically, all adding to the parking problems.

15 days ago

Please keep the bike lanes and make improvements (parking enforcement and traffic calming) to make the street safer for everyone.

15 days ago

I think it is ridiculous to have both sides of the street blocked off from parking all day long. It would make more sense to block the lane going toward Olive in the morning during school commute, and the lane going toward El Camino in the afternoon during the school commute, but it makes no sense to have them both blocked 24/7 and on the weekends. There aren't that many cyclists besides the school commute. Also, Santa Cruz and Oak are bigger problems. There is nothing on Oak to block parking. Furthermore, there is talk that there might be bollards put up? That is also ridiculous. If the city is going to do this, they have to make sure there is enough space from driveways so people don't hit them pulling out of their driveways. It is a hazard. The whole plan is ridiculous and does not take into consideration what the real needs are.

16 days ago

Two bike lanes is a waste of space and money ! One bike lane is a great improvement but two is ridiculous. Almost no bikers, especially near El Camino, and the lack of parking near the parks makes the life of parents of young children miserable.

16 days ago

Parking violations across from Nealon Park will be reduced if the path between the baseball and tennis is given more publicity and signage. The bicycle-pedestrian Railroad under-crossing at Middle Plaza needs more publicity AND forward progress.

16 days ago

I see very few bicyclists using Middle Ave generally speaking. It is more important to lower the speed limit to improve safety for everyone including but not limited to bicyclists

16 days ago

You have illuminated parking on Middle and have not provided additional parking.

17 days ago

It is inconvenient to the minority of residents living on Middle. There is minimal bike traffic from El Camino to University. For school hours, a parking restriction makes sense; but, outside of school hours, it's inconvenient.

17 days ago

Mark them MUCH MORE clearly as bike lanes. Enforce No Parking! Make it harder for cars to park in bike lane.

17 days ago

Not sure that closure of Blake increases safety. I do like the added light for pedestrians

17 days ago

People now have to park and walk on the side streets which have no side walks which is not safe. My guests have to park and cross the street at night which is dark, again unsafe.

Cars are parked on the street opposite Nealon Park. This is unfair as everybody else seems to have complied, even though inconvenient and unsafe.

I know there is discussion about a no right on red from middle onto el Camino. This will make traffic even worse. Traffic has already gotten really bad at the stop signs at San Mateo during school rush. Right now the sidewalk extends so far out, you have to pull up even further onto el Camino to turn. Again unsafe. Have you thought of a recessed crosswalk so the car turning right is in front of the crosswalk?

17 days ago

This was a poorly thought out plan that focused so much on dooring that our leaders failed to recognize the problems that would be introduced by removing parking on both sides. The best solution would find a safe space for cars to park, pull over and stop along Middle, while also making it safer for bikes. A true hybrid. There are simply not enough bikes on Middle to warrant these drastic changes. You've made something that was already quite safe into something that is now less safe because there's no where for necessary vehicles to stop. Surely there's better solutions that allow stopping

17 days ago

I think it has been a huge success, especially for improving the safety of my children who are students at Oak Knoll and Hillview who bike to school every day.

17 days ago

No parking needs to be enforced. I've reported multiple times on the app and there has been no enforcement

17 days ago

I don't know where trades people, gardeners, etc are supposed to park. Trash containers are still put in bike lane. While we have to have safe streets, I daily see unsafe biker riders. Running stop signs, red lights, cutting in front of cars, riding wrong way on the street, riding on sidewalks. A girl shot through the red light at the intersection of University and Santa Cruz last week, just as I was making a left turn. There is going to be a tragedy.

17 days ago

I love the stop sign at san mateo. I appreciate the lack of parking on middle, but could live with only being in effect during the day say until 5-6pm daily

17 days ago

Speed is always a big problem. It seems not quite as bad now in the El Camino to University section. The stop at San Mateo helps. This racing seems to be after about 4:00 and seems to involve young people--especially young men. I hope the police will sometimes be present at those hours.

17 days ago

I noted that trucks for construction have parked in the bike lanes. One construction site on Middle (by de Matteo) across from Morey, finally moved its trucks off Middle. Twice, I went into the project and told them that on Morey Dr. they were parking on the pedestrian/bike lane at the corner. One of my protests was when a truck parked in the green marked access for bikes that starts on Middle just after the Morey Dr. intersection. After these two complaints, the company began safe and legal practices.

All construction sites using bike lanes MUST have visible markers along the non-parking/bike areas AND permission from the City

17 days ago

The plan to disallow homeowners to be denied the opportunity to use the parking spot in front of their house, in order to accommodate the biking community is more unfair than you realize.

17 days ago

I suggest making the lane on the south side of Middle from University to Olive shared bike-pedestrian. Possibly it could be widened a foot, and the north side narrowed a foot if necessary.

17 days ago

Consider painting bike lane green where cars park most often (block with parks on them); this will remind drivers that it is a bike lane. Hand out informational cards under wipers of parked cars (not tickets at first) to inform drivers they should not park in bike lanes. BTW do this on Santa Cruz Ave for Sunday Menlo Press parishioners who park in the bike lane. Paint that bike lane, too.

17 days ago

The bike lanes on Middle are helpful. Another consideration would be for some type of traffic control on Oak Ave between Olive and Oak Knoll lane as this roadway can become full with bikers (children) and vehicles. Some of the vehicles do not slow down on this road but instead maintain speed and just swerve around the children on bikes. I hope this is helpful.

17 days ago

Please enforce the no-parking policy on the bike lane. If police dept or city does not believe that making this road safer, especially for school kids, is worth spending any resources, please designate a towing company that residents can call in to have the illegally parked vehicles removed.

17 days ago

I feel it is making the street safer and calmer. I feel the street will be even more used by bikers and walkers as people use the new businesses and residences on El Camino AND the new tunnel is built under the railroad. I have not seen any appreciable downside as a driver on the street.

17 days ago

I think it's absolutely wonderful and much needed. Keep it and add similar to other Menlo Park streets

18 days ago

I own a car, but bike into work every day on Middle Ave, so have both the experience of both no longer being able to park my car by my house and also appreciating the intent for greater public safety. However, I have been really disappointed in the implementation.

1. Cars are going much faster, making it harder much harder to turn left when in the bike lane. I never trust a car can see me.
2. There are still plenty of bikers biking 2+ side by side, which makes the bike lane irrelevant since they spread out into the road. I have noticed this quite a bit at night, with teenagers biking without lights in groups. Yes, they shouldn't be doing this in general, but if the goal was to make biking safer for younger kids, this clearly isn't making a difference.
3. No parking on Middle forces cars of residents but also of non-residents to drive/park on more side streets. As someone who often uses side streets, who lives in the neighborhood can easily be identified based on how they drive on Cambridge or Arbor. Those familiar with the area are great at slowing down when needed and know when to check for bikes/pedestrians. Those not familiar tend to speed, make sharper turns, and not realize that Menlo, and especially the area between Creek and Middle Ave are very pedestrian friendly and frequently used. So the move of cars off Menlo has forced higher traffic in primarily pedestrian/resident areas, making those more dangerous.
4. The parking restrictions are constantly ignored by delivery people and work crews. This is fine, they need to work/deliver, but again makes the restrictions seem like a waste of taxpayer money if there is not much of a difference between when we could park and when we couldn't.
5. I've oftener wondered, what would happen if I was injured and needed to be able to get to my car. Would the city expect me to constantly make the trek to where I parked on another road, only because I cannot afford a home with a driveway? And what if I needed to move? Could I not park my car in order to load it up with my things, when neighbors wealthy enough to afford a home here can use their driveway or ignore the rules and have a moving truck outside?

This regulation has little impact on safety (if anything, with the increase in speeding makes it less safe), and unintentionally has the greatest impact on those who do not live in homes with a driveway or have those with accessibility issues. So who is this taxpayer funded project really serving?

What I would recommend instead is to get rid of bike lanes and add more stop signs. They actually slow cars down, allow bikes to safely pass, would have no impact on parking.

Overall, I have tried to open and was exited at the beginning, but have been very disappointed, especially at who the policy disproportionately impacts.

18 days ago

We really like having the additional safety of the bike lane, but would also encourage the development of a side walk on the south side of the street (on the side towards the creek). Having sidewalks on both sides of the street would make Middle MUCH safer for our young children and would feel similar to the amazing improvement on Santa Cruz Ave.

18 days ago

Thanks for the pilot. Please keep making progress for safer walking and cycling throughout the entire city but especially Santa Cruz Ave.

18 days ago

The changes are an overall improvement and would like to see continued improvements for safety of all modes of travel on Middle.

18 days ago

I am not a fan. The lack of parking near Nealon is terrible. The closure of Blake is particularly frustrating. Cars at Olive and Middle think to the right of the cones is a turn lane and will squeeze their cars in there. Adding the San Mateo stop sign is the only thing that has been useful as that actually slows traffic down. Everything else has created more of a mess.

18 days ago

See comments about left turn onto Olive. Bike this way daily with two young kids to school and it felt safer when we could turn left from the center lane.

18 days ago

Please find a way to balance function (being able to park close to Nealon, to your residence, or a delivery vehicle to pull over), with bike safety and pedestrian safety. You may have made biking on Middle slightly safer, but as a whole you've made everything more dangerous. The side streets which we use daily are more dangerous and they don't have the infrastructure like sidewalks to allow safe mixed use. Figure out a way for bikes, pedestrians and parked cars to coexist on Middle.

19 days ago

I appreciate the work done on the pilot and think it's definitely made a positive improvement. I'd love to encourage the city to do more to make Menlo Park a SAFE place to bike and walk. More drivers need to be held accountable to their dangerous driving. And we can do more physical barriers and other engineering changes to help force better behavior.

19 days ago

The right turn lane at the University intersection is dangerous for bikers. People continue to park along Middle.

19 days ago

The pilot bike lane has made it hard for the rest of us to park over night at Nealon Park. Now we have to buy overnight permits. The pilot bike lane has made it difficult for drivers to follow the rules. Bikers don't stop and think they have the right of way. It becomes quite frustrating to come to Menlo Park after a long vacation and find Lego pieces on the road. By Lego I mean because they look like Lego pieces. I missed the old Menlo and how open it was. Another thing I want to add is how uncomfortable it is to drive by the parallel parking spaces. I a ways afraid I am going to hit a little kid even at a speed of 25 miles per hour. The parking is inconvenient. Absolutely risky for little ones.

19 days ago

Love the closure at Blake street as my middle and elementary school age children have a direct bike route through the allied arts neighborhood and across to the park, without negotiating turning traffic on Blake, while also trying to navigate safely via the crosswalk across the traffic on middle.

19 days ago

We need to keep this lane in place as sooo many kids use this road to get to both oak knoll and Hillview. It shouldn't take another accident to keep our kids safe. We should continue to act to protect them.

19 days ago

I like how when approaching Olive on middle, when using the bike lane, that cars cannot turn into the bike lane to turn right. I would like to see a public education campaign about how to drive a car in relation to bike lanes. It is all too often that I avoid being hit when commuting to work and bringing my kids to school on a bike.

19 days ago

Overall I feel less safe, there is no parking, and I worry about risk of accidents entering my driveway during high traffic times.

19 days ago

I think we should take more steps like these to keep our bikers and pedestrians safe. Most of those bikers are children

19 days ago

My kids bike to/from school on Middle. The pilot bike lane has been a huge improvement.

19 days ago

Love it!

19 days ago

Eastbound should be fine once cars no longer park in the bike lane. I'm more concerned about cycling past Nealon park, as explained above. I don't see improvement over time.

19 days ago

survey states "no PARKING zones on both sides of Middle Avenue", but the signs state " no STOPPING" at anytime. If the intention is to protect children biking to school, please note that I have seen Amazon, Fed Express, mail delivery, tree trimming, West Bay Sanitary, and other trucks parked on the street, however short the duration. Since children would not be biking during the 7-9AM or 2-5PM hours, the restriction seems excessive.

19 days ago

I strongly support the permanent adoption of the bike lane. This is a commuter route for children who should be better protected from cars.

19 days ago

The bike lane doesn't seem to be used much the closer you get to El Camino. I think it would have been more useful if they had ended up making the underground passage. Without that I'm not sure a bike lane is needed for all of Middle.

19 days ago

it's frustrating to live on middle with no street parking

19 days ago

Love it

19 days ago

Based on neighborhood feedback, I wonder if one option could be no parking on Middle between 7am and 5pm. Then that still allows for dinner/evening events and avoids the busiest bike times.

19 days ago

As a driver, I see traffic incredibly backed up during school commute times given the new stop sign at San Mateo and the single lane at Olive. If we could retain the stop sign at San Mateo and find a way to bring back the right vs left turn lanes for Middle at Olive, it would make traffic during school commute hours smoother. I am not sure how much safer the current single lane design is for bikers at the moment -- when biking during that hour, I would never use that intersection with my child (we would take the lengthier path up Bay Laurel and cross Olive by turning onto Oak) -- so I'm inclined to request that it be reconsidered.

19 days ago

It will only feel like a safe bike lane if we strictly enforce the No Parking

19 days ago

Blocking both lanes from parking has made it much more difficult to park and now creates more cars on side streets. One lane blocked would be more reasonable.

19 days ago

I have seen cars drive over into the protected bike lane on the wrong side of the bullards approaching Olive on Middle. This seemed like an honest mistake a couple times, but was someone deliberately racing to cut another car off in one occasion. At any rate, I've seen it multiple times, the intersection is very strange and different from any other in Menlo Park, and could benefit from some additional signage or traffic control.

19 days ago

Stop wasting money on projects that don't make much difference. Deal with traffic issues by Trader Joes. Hope you don't make turning right on El Camino on Red illegal. That will make traffic worse on all parallel streets and all streets in Allied Arts.

19 days ago

Bikes are often riding in the "no man" zone next to the bike lane rather than in the bike lane (when heading east on middle). The setup around Nealon park is wasteful of space and much less convenient for biking and parking.

19 days ago

I wonder if there would be a solution that would enable safe bike lanes, but also provide more parking around the church, Nealon Park and Lyle park in particular? I don't attend the church, but perhaps parking could be allowed in bike lanes on Sunday mornings? Or on weekends parking was allowed, but not weekdays? While I really love the new bike lanes, I also worry that it may not be meeting the needs of all residents.

19 days ago

The bike lane is great. But you absolutely must start enforcing the no stopping rule via tickets and towing if needed.

19 days ago

My main comments are to make sure that people understand that at the end of Middle Avenue where all of it is that there is no right-hand turn Lane now. It is for bikes only now and I have seen a couple of cars squeeze in there. Also regardless of the bike Lanes people have been parking on middle especially towards Safeway. I think it has slowed traffic significantly which helps but I think some police cars could occasionally watch the stop signs and crosswalks for people ignoring these signs.

19 days ago

I have seen a car wedge itself into the bike lane to turn right from Middle on to Olive. It was shocking and impressive the driver got her car to fit and also dangerous as I was making a right from the correct lane at the same time. I haven't frequented Nealon Park during this time, but have wondered where are all of those cars are parking to visit the park now? I carpool a child who lives on Blake Street and they are very happy with the closure of that street at Middle.

19 days ago

Not perfect, but a hopeful start. Would love to see more safe bike lanes, especially for kids commuting to / from school.

19 days ago

Wish more lane with cones from Nealon to Olive both sides and never parking

19 days ago

See my other comments - biggest concern is turning left on bike from middle bike lane onto olive (have to pass unaware cars turning right from middle towards school drop off) - please add another crosswalk there to make it easier for bikes commuting toward oak knoll. Super busy (and somewhat unsafe) intersection in the morning Mon-Fri! But definitely an improvement from last year!

Thanks so much for making our city more bike friendly

19 days ago

The city should focus on policing the bike lanes especially during the morning and afternoon commute for the elementary, middle and high school students. Additionally, the bike lane needs to be repainted in bright white or green paint to remind cars not to park. Lastly, each crosswalk should have lights and midblocks to protect crossers.

19 days ago

Largest concern I have is specific to kids on e-bikes, at times moving *faster* in the bike lane than the cars. Perhaps without helmets, perhaps with another passenger on the bike (who also may or may not have a helmet). Certainly a manner of time due to the speed of these bikes before incident, unfortunately (likewise on Santa Cruz)

19 days ago

I think a 24/7 ban on parking on middle is a bit extreme and would have liked to see this be only during school commute hours, but it is safer overall.

19 days ago

Can we at least remove the bike lane interfering with Nealon Park. I assume not many people use this section anyway.

19 days ago

Please keep this bike lane; much safer for children, anything to force cars (particularly workers who do not live in the neighborhood) to slow down is NEEDED!

19 days ago

Please keep the pilot bike lane for the sake of the children in the community.

19 days ago

How do bikes who are traveling west, who need to get to oak knoll, use the right side of the street to get up there and then need to cross do it? Do they go across olive? Do they cross middle and then olive? It very unclear.

19 days ago

It's been a very negative experience for me

19 days ago

Would be nice to have hourly parking vs no parking

19 days ago

Unfair for the renters who live on Middle. Have to walk much farther to park and harder to have friends over.

19 days ago

With the removal of parking spots on Middle. I see more vehicles parked in bike lanes, especially around Nealon park and throughout Middle when gardeners are servicing yards. I hardly see anyone use the bike paths on the Nealon park side. It is wide and grand but few bikes. Congestion is also now worse at safeway entrance on middle and university intersection. Less cars can get through that intersection onto El Camino.

19 days ago

This pilot has been a disaster. The bike lanes on both sides of the street make cycling and pedestrians less safe. Traffic on the street is often busy and it is really hard for a vehicle to enter and exit their driveway (one direction of which has to be done in reverse) during commute times, but there is often no other parking options available. I have kids who bike on Middle Ave and there is way higher risk of being hit by a driver backing out of a driveway during busy traffic times than there was if that same car were parked on the road and we could just go around it. Every weekend soccer and other activities at Jack Lyle and around Nealon leave no parking options nearby, forcing residents to try to reverse out of a driveway in high traffic scenarios. It's conclusively less safe.

19 days ago

Would like some attention to the middle/Olive intersection. With the bollards, making a lefthand turn is difficult. When the cars coming from Middle are going right, they don't always see us. This leads to delays and carefulness, then the cars coming in from Olive get confused about whether we are going clockwise or not. It isn't safe to assume the car turning right sees us, so it is risky to just go first. On the other hand, if we wait and let the car go, then the cars on Olive will often go without waiting for us. I have had quite a few near misses here.

19 days ago

It's a wonderful thing and should be kept. Keeping our community - kids and bikers - safe is of utmost importance. Safety overrides the inconvenience of having to walk for anyone who parks on a side street.

19 days ago

I have observed lots of construction and landscaping trucks parking in the bike lanes, all day long, between University and El Camino Real. It is not safe for bicyclists to be forced to go around them and into the car lanes. The only way this is going to stop is if there are large fines (\$250) imposed for parking in the bike lanes and those tickets/fines are handed out regularly. Can we start issuing tickets please?

19 days ago

Put more bike lanes please!!! And try to put some at Santa Cruz ave

19 days ago

I don't bike on Middle past University Ave. The area between University and El Camino is unsafe. Other routes are safer. I still believe timed no parking would be a better compromise to all residents, especially those who live in the apartments. Most of the bikers are school children. Regarding traffic calming measures, please be judicious in selecting the number and types. Middle Ave is still a residential street and I don't want to see a lot of visual clutter. Raised crosswalks and pedestrian crossing beacons would help with slowing the speed and pedestrian safety with minimal visual clutter. Finally, reduce the speed to 25 mph on Middle between Olive and University!!

19 days ago

The bike lane where it meets Olive has become very confusing. I saw a car go into the bike lane to turn right.

20 days ago

In my reply I meant "... Middle at Olive..."

20 days ago

It's hard to understand why anyone would dispute having a bike lane on middle Avenue. It's a very wide road with cars going way too fast and so many cyclist and pedestrians. The bike lane should be protected so that cars can't have the option of parking. Really the same should be instituted immediately on Santa Cruz Ave.. My daughter was recently killed by a drunk driver in another community. I am hyper aware as I walk the streets of West Menlo Park, that we are always inches away from tragic loss. Let's protect our kids and our community and make it safe to bike. Please Also consider having police officers more present, especially during school commute hours, to enforce these rules.

20 days ago

Please keep the bike lanes. Improve the signage and enforcement to protect the bike lane near Nealon Park.

20 days ago

While not entirely certain what the issues might be, I don't see any need to prevent right turns on red at the ECR/Middle intersection.

20 days ago

Eliminating the most parking on Middle at Nealon has made the use of the playground and playing courts much less convenient, especially for families with very young children. Eliminating parking spaces on Middle This change should not have been made BEFORE park users had been carefully surveyed during the months the park is most popular - spring, summer and fall. Also, a bypass design could have been installed without eliminating most parking.

Eliminating all parking at ALL TIMES between Olive and El Camino is unnecessary and harmful to the more than 100 households on Middle. Eliminating parking on one side would still allow the city to provide safe STANDARD 7-foot wide, buffered bike lanes. The piloted wider ones are draconian.

20 days ago

Do you have bicycle use data? Rarely do I see bikes on this road during the days/times I travel which is several times a week. I'm sure there are periods of use by bikes. However enforcing these restrictions 24/7 seems unwarranted.

20 days ago

Poorly thought out. During the work day many construction vehicles parked in bike lanes. (Where else are they going to park.). Also do not prohibit right turns on red at El Camino and Middle...many Safeway shoppers, when done shopping, exit onto Middle and then turn right onto southbound El Camino Prohibiting a right hand turn on red wii cause even longer traffic congestion exiting Safeway Add to this people going to work. Now you'd really have traffic congestion and unhappy people

20 days ago

The bike lanes have greatly helped with the safety of the biker's, especially for the children riding their bikes to school.We strongly urge you to make them a permanent fixture on Middle Ave. Thank you

20 days ago

The Coop Nursery at Nealon Park puts its trash/recycling bins out on Middle Ave to be emptied (probably 6-8 large bis) near where the playground ends and the tennis course begin. I have found them obstructing the bike lane. I don't know if the school staff has put them there or Recology has left them there after emptying them, but this is a safety hazard.

20 days ago

please continue to expand bike safety. my kids bike to school and a child was just hit by a car in menlo park biking to school

21 days ago

I have noticed that a lot of cars still park on Middle Ave on the weekends around Nealon Park, even at times that there is a lot of open parking in the lot behind Nealon. I think it would be helpful if there were more signage at Nealon to guide people to park in back instead of on the street. I think many people are just not aware that it's there.

I like the closure at Blake Street and hope that it becomes permanent. That street and the intersection at Blake/Middle feel much safer now. Instead of being a cut through for cars driving too fast, it's a nice pedestrian corridor from Allied Arts to Nealon Park.

21 days ago

It's a big step forward. I'd recommend some changes.

- I'd like to see more parking signage. The lots behind Nealon are empty but people complain about spots. They aren't aware of the options.
- I live in allied arts and feel we don't need parking restrictions. These can be removed to help the situation.
- I really like the Blake pedestrian path and would like this to be permanent.
- parking enforcement on middle would help. There needs to be more signage and enforcement. Also, I heard fines were over \$400. I feel a warning, then a smaller fine, like \$50 , would quickly send the message without being punitive.
- alternatively, allow parallel parking in front of residences between university and El Camino on the south side. This seems to be the most in demand parking area.

21 days ago

I see improvement in how drivers drive. The one area that could be reviewed again is the right turn lane from Middle Ave onto University Ave. The green poles make it difficult for cars to enter the right turn lane. This makes it more dangerous for cars and bicycle users.

21 days ago

Put parking back.

21 days ago

Please don't ignore the benefits of allowing parking on the street outside of the school hours. The pilot for the large part was targeting kids biking to school (noble cause), but the community as a whole has its needs where parking on Middle is extremely useful. For example, there are few multi-unit apartments and parks along Middle where parking on the side of the street provides relief and safety to the entire neighborhood. A win win situation would be to consider restricting parking only during schools hours.

21 days ago

The bike lane is great.

I do not understand why Blake Ave should be blocked to car traffic.

21 days ago

The bike lanes and parking prohibition have done nothing but create problems for people with parking. They have not made bicycling or walking on Middle Avenue any safer. I do like the San Mateo Avenue stop signs. That has slowed traffic and provided safer crossing for bicyclists and walkers. But there was NO NEED to prohibit parking. Worse still are the posts along Middle at Nealon Park. Those make visibility MUCH LESS when coming out of the park/Little House driveway. The parallel parking in front of the park is MORE dangerous for cars driving and parking. There is LESS visibility everywhere around these posts. They do nothing for bicyclists either. I bicycle multiple times a week on Middle Avenue. I NEVER had difficulty with parked cars. There are still garbage cans, which cause precisely the same problem as parked cars! The parking prohibition at all times and days of the week is a totally unnecessary annoyance. The real issues are car speed (helped by the stop signs at San Mateo Drive) and foolish, poorly trained children riding two or three abreast on the street.

21 days ago

the parallel parking on north side has made it substantially more difficult to pull cars in/out of our driveway. the cars are now closer to the south side houses and we are backing into a "wall of cars" now. .

it is also considerably harder for guests and contractors to park when visiting our home given no parking on south side and fewer spots on north side. Permit should be made available for residents to temporarily park on south side.

21 days ago

I support the bike lanes 100 percent. But we need to coordinate with Police to support enforcement of the no-parking rules, especially between University and ECR. The speed limit needs to be reduced, as voted by City Council. And the intersections need to be redesigned for pedestrian and bike safety.

21 days ago

The bike lane has made it possible for us to safely bike with the kids to school. We used to drive to school because biking into the car lane along with all the other cars going to the school felt so risky, especially with elementary-age kids. The intersection at Olive and Middle is also much better than it used to be.

22 days ago

While I appreciate the effort to improve bicycle safety, the amount of parking removed near Nealon Park (including access for wheelchair vans with ramps) and hook turns caused by double white line bicycle lanes are problems.

22 days ago

You have taken a major road artery and crippled it all the while s you consider adding more homes (which we need) and more traffic. How do you envision Menlo Park in 5 years when you are making it more difficult for us to get around our neighborhoods

22 days ago

I am very disappointed in the number of cars that still park on Middle Ave between University and El Camino opposite Nealon park. I live on that side of Middle Ave, and not only are people parking all of the time in the "No stopping anytime" zone, which is also a bike lane, they are also parking in front of and blocking my driveway. It seems like there is almost zero parking enforcement. I would either prefer the parking on Middle between University and El Camino to go back to the way it was, or the city actually needs to enforce the parking rules. It is very common that I come home on the weekend, and I cannot pull my car into my driveway because there are cars parked and blocking my driveway. When my driveway is blocked, a lot of the time the Nealon park parking is full, so I have to park blocks away from my house until the car in front of my driveway is moved.

22 days ago

The parking is much less convenient and less safe with children to access the park and school now. The bike lane is barely used- in fact I have never seen a bike use it and we walk past 4x a day

22 days ago

The intersections at Kenwood and Morey still flood after rains making them almost impassable on foot and bicycle

22 days ago

It is only needed a couple hours during the week for kids going to school. not on weekend or holidays or summers.

Seems like a radical solution.

22 days ago

Turning from a side street onto Middle Ave now MUCH safer. I no longer have to edge out gingerly in front of parked cars to be able to see the cross traffic

22 days ago

I prefer having the parking in front of the park. It was the closest and safest place to park when taking kids to the park

22 days ago

The dedicated bike lanes are great. The changes in front of Safeway are an improvement too. The Nealon Park changes are kind of hard to navigate (and what a waste of our money - we only recently finished putting in those nice street parking spaces!). However, the non-standard solution where Middle meets Olive is confusing and dangerous and I hope you come up with something better. There is 1 lane for cars on Middle to make left/right turns. And to the right of that lane is a bike lane, where bikes also make left and right turns. During commute/school hours (and other times, but not as frequently), no one stopped at that intersection (in any direction) knows who is going next, who has the right of way (bikes?), and even who is required to stop (many bikes just roll right into the intersection and I've seen more than 1 almost get hit by someone making a right from Middle, who didn't see them). A solution with dedicated left and right turn lanes from Middle, that uses green painted sharrow markers to indicate that bikes MERGE with vehicle traffic to make turns (which is the legal way for a bike to execute a turn), seems like the best solution. Please, please don't leave the current solution - it is a real hazard.

22 days ago

The real problem with the bike lanes and the stop signs at intersections is that bike riders will sometimes ride in the wrong direction in the bike lanes or not ride in the bike lanes and they rarely stop at the intersection stop signs. I live at the intersection of Middle and San Mateo and bike riders will almost never stop at the stop signs at this intersection. It is almost as if the rules don't apply to them. Then there is the issue of enforcement or should I say the gross lack of it. And what about the speed limit change from 30 to 25 on the Olive to University segment? FYI, the very first "Safe Routes to School" panel made that recommendation over 30 years ago. I was on that panel!

22 days ago

Biking on Middle feels much safer now. I also like the improvement by the Shell gas station, much more orderly now.

22 days ago

The changes and stop sign have created increased traffic on Middle Ave.

23 days ago

I had not seen cars parked all the time on Middle Ave in the vicinity of my house in the first place. Having no parking at all on Middle Ave is an inconvenience for me. Whenever a visitor comes to my house, they end up parking on Santa Rita Ave (across my house) in front of a neighbor's house and they have to cross the street which makes me sometimes uneasy. Outside of school hours, weekends, I do not understand why "no parking" on Middle Ave. I hope the city changes no parking on Middle Ave to a restricted time parking.

23 days ago

Bike lane is often not in used and has caused drivers to be more impatient when looking for parking due to significant reduction in street parking. Cars frequently use bike lane when turning right even with solid line markings.

23 days ago

People park at the church and at Nealon Park in the bike lanes in areas clearly marked with no parking signs. Is "no parking" optional??

At Nealon Park, the new configuration wastes a lot of space, and in the newly defined parking areas, people do not consistently park close to the gutter, so when they open their driver-side door(s) the doors swing into the driving lane causing passing traffic in that lane to veer over the line into oncoming traffic - causing some of the oncoming cars to drift into the bike lane to avoid collision.

I would like to see parking reinstated on one side of Middle and more parking at Nealon/better use of that space.

23 days ago

This pilot has made it much less safe for pedestrians using the side streets. These streets don't have sidewalks and the parked cars that are now on the side streets require me to walk in the middle of the road. I've nearly been hit multiple times. And when I could have parked on middle to get to my residence, I now have to cross a street, which is dangerous even with a cross walk and a nearby stop sign. Please immediately add side walks to the side streets to improve safety. Please also consider allowing parking on one side of Middle, which will be a good middle ground. It will get the cars off the side streets but also have bike lanes for bike safety. You can even install "door zone" markers like we have downtown to mitigate the chance of dooring.

Additionally, cars continue to park on the south side of middle across from Nealon park, despite no parking signs. Why is no parking not enforced? To date I don't believe anyone has been doored despite cars continuing to park. It only proves that dooring was not a significant problem. You invented this problem at the sacrifice of safety for pedestrians and at the sacrifice of convenience to neighbors using the facilities. Please find a way to balance bike safety with the rest. This hybrid is a poorly thought out plan that swung a pendulum in the wrong direction rather than exploring solutions that could work for all users or Middle ave

23 days ago

How about not just making a more "dumbed-down" version of "let's make things safer" but actively promote and enforce a community of responsible safer automobile drivers.

23 days ago

I don't feel it is necessary to prohibit parking

23 days ago

I have sent an email with my concerns to your transportation director, who replied and to Betsy Nash, who did not. My book group is changing location because of the 'no parking' on Middle inconvenience.

23 days ago

The bike lane is too wide: Riding double predominates, and riding triple is common. Also, the Nealon Park area treatment is confusing to drive and too busy with bumpers. The bike lane needs to be straightened and painted green. It should also be narrowed on both sides of Middle to indicate that single file riding is expected, like on University Ave. between Santa Cruz and Middle.

The right turn lane on Middle at El Camino needs to be significantly lengthened so that drivers do not get frustrated and drive into the bike lane prior to the indication to move into the right lane, and also to more efficiently move the cars making the left turn onto El Camino.

The crosswalk across Middle at San Mateo should be repainted and also should be on both sides of Middle at San Mateo, as that will better signal to drivers and bicyclists that they are expected to watch for pedestrians and also stop at the intersection.

23 days ago

I really love this pilot and would love to see similar pilots implemented on biking and walking access to public schools in the area. All five MPCSD school sites lack a safe access and to do so would prevent future accidents. Thank you.

23 days ago

I hope that it become permanent. Timing of the semaphore at Middle & University needs to be adjusted during commute hours because traffic can get very backed up heading to El Camino.

24 days ago

The most critical question was not asked: How often is that bike lane actually used. I've got a security camera that sees the street in front of my house. By my count, the maximum number I've seen use the bike lane in front of my house IN AN ENTIRE DAY is five, and most days it is considerably less. In other words, the council has made banned parking for those who reside on Middle just so a handful of bikers can have a bike lane that doesn't add to safety. This is the classic [bad] solution in search of a [nonexistent] problem. The faster the council abandons this ill-considered decision, the better.

24 days ago

Please remove the closure at Blake Street. It is unnecessary and I never see bikers along that side of the street. It causes increased and faster traffic on middle Avenue and College Avenue.

24 days ago

My son attends preschool at Menlo Atherton Cooperative Nursery School. It is very hard to park in the mornings now as there are so few spaces. I don't feel safe parallel parking along Middle as getting him out of the car takes a while and I would be in the street. There are not many spaces along the courts and field, they are often taken by people at the dog park. The parking lot in the back is only for Little House. I admit I had to park there once as there were no other spaces near the park, and (rightfully) got yelled at by a senior. It shouldn't be this hard to park for preschool! There used to be plenty of spaces along middle.

24 days ago

Since I drive Middle daily, I rarely see bicyclists between University Dr. And El Camino. Removing parking spaces along Nealon Park, in my opinion, was a bad decision. What I do see are bicyclists using University Dr. and turning right on to Middle.

24 days ago

As a daily bicyclist, I fell that we need more lights at the crosswalks or more police on Santa Cruz Ave. People drive way too fast on Santa Cruz Ave.

24 days ago

It has made finding parking and parking itself more difficult.

24 days ago

I read the rational for blocking Blake St. from vehicle traffic and it makes NO sense. With all the safety improvements for bicyclists on Middle, the bicyclists can certainly continue riding on University to Middle, and then ride IN the bike lane on Middle. We do not need to make further adjustments for this minimal group by blocking off Blake. The city has already taken away numerous parking spaces on Middle for families and individuals trying to use the park, and now you've taken away the spaces on Blake by prohibiting vehicles from easily turning from Middle onto Blake. The city continually makes amends for the bike riders, but it seems to be out of proportion to the number of people who actually need to be driving their cars.

In addition, I was driving west on Middle and turning right into Nealon Park, and the way the bicycle lane ends at that driveway entrance is an accident waiting to happen.

24 days ago

I now have cars parked in front of my house because there is no parking on Middle ave. Also the barriers at the end are dangerous. There was a sign installed to stall inb your lane. I assume this is because it looks like a turn lane. You also have to make a wide turn which is not safe because you end up in on coming traffic.

24 days ago

I really like the new set up. As a pedestrian who frequently walks along Middle (still hoping for sidewalks on both sides of Middle) I feel safer crossing Middle with the improved visibility afforded by not having vehicles parked on the street. As I driver, I can see bicycles better and never fear having a bike swerve into my lane to pass parked vehicles.

I really like the new setup!

24 days ago

I think the bike lane design at Nealon is weird. Cars are parking in the bike lanes on both sides of the street. I think it was better before.

24 days ago

Thank you for trying to make Menlo Park better! I especially appreciate the stop sign at San Mateo and the Bollards at Blake St. Total wins!

24 days ago

Helpful change to middle Ave.

24 days ago

Waste of space. More cars than bicycles and there's a nursery school there! Parents need to park! Between the tennis courts, dog park visitors, and park folks-parking for nursery school parents has become challenging. Absolutely unnecessary waste of space when it can be used for people who need to be at Nealon Park.

24 days ago

Parking is terrible now, it's not safe getting your kid out of the car because bikers just fly by

24 days ago

The bike lane is great, except parking spots were removed without changing the parking lot for Nealon park. Now on weekday mornings around 9am when the weather is nice you have pickleball, tennis, dog park, playground, school, and Little House all trying to park at once. There are not enough spots on those days. The Nealon parking lot just needs repainted with spots along the trees and the problem would be solved.

24 days ago

Parking for visitors to both Menlo Coop and Nealon Park has become both difficult (and a lot less spaces) and more dangerous.

24 days ago

The idea is good but it is resulting in a lot more car traffic on the streets connecting to middle, which are not as wide or prepared for that level of traffic making them far less safe. Additionally these streets don't have sidewalks like middle, making the changes on Middle much more dangerous for pedestrians nearby

24 days ago

Street frankly looks like a combination of a plastic junkyard, a signage lot sale and a desolate tumbleweed zone visually. Way too much clutter--needs to be toned down AT LEAST 75%. At same time, no vibrancy or life too it. Sterile plastic and paint, with way way too many signs. Some signs seem illegal too, like school zone signs nowhere near a school.

24 days ago

Given how many handicap spots there are in the lot behind the park, do we need all the spots on Middle by Nealon Park to be handicap?

24 days ago

It feels like the people getting into cars by Nealon Park are about to get hit but cars every time they open their doors. I wouldn't feel comfortable parking in any of the spaces on Middle in front of Nealon.

24 days ago

1. This is terrible in two places:

-- at Nealon Park, there are far fewer parking spaces than there used to be, and the remaining spaces are almost always full

-- at the corner of Middle and Olive, the tall posts impede a right turn from westbound Middle to northbound Olive. I come close to hitting cars turning left from southbound Olive on to Middle. If you just removed the westernmost post that would be a big help

2. I don't see any safety improvements resulting from this pilot.

24 days ago

Having no cars in menlo park sounds cool but we're very far from that. I need a place to park!

24 days ago

It does not make sense to have no parking 24/7 on Middle. There is only light bike traffic other than for school kids. I would support no parking during school commute hours. The no parking is causing people to park just off of Middle which negatively impacts the houses near Middle. It also hurts people who need to visit houses on Middle. This includes visitors, service people, and delivery trucks. I live on the corner of Hobart and Middle and the way things are now is not good.

24 days ago

Early morning (before 7am) many vehicles do not stop at the new stop sign at San Mateo and Middle. It would be nice if the Police Department would have more of a presence on this street.

24 days ago

Access to Safeway off Middle is a huge congestion nightmare and poorly planned it causes huge backup both ways on Middle and causes dangerous situations on El Camino.

Huge lack of parking for Nealon park!!!

24 days ago

Overall I think we are headed in the right direction and really appreciate all of the new changes. Would like to see a lot more signage and enforcement of cars parking in the bike lane by Nealon. Would like to see a significant re-do of the el camino intersection since so many inattentive drivers are focused on all the cars and not bikes / pedestrians. And a stop sign or raised crosswalk near Lyle park.

24 days ago

Bollards and lane restrictions on middle at Arbor are confusing and , I think unsafe.

24 days ago

Signage on the street isn't prominent or severe enough to discourage parking in the bike lanes.

24 days ago

Please keep the bike lane!!! Particularly at the end of Middle Ave, kids on bikes were having a LOT of trouble making the left turn safely to get to Oak Knoll. With the protected bike lane, it is much safer for the kids.

25 days ago

I really like it and hope that we keep it this way. Kids biking to Oak Knoll are much safer this way.

25 days ago

I strongly support these bike lines and think that many more should be planned.

25 days ago

I love the bike lanes, especially the one beside Nealon park. My only complaint is that I've noticed when it rains, the rainwater collects in the south-lane bike lanes to the point where it's impossible to bike through them. Not sure if this is a solvable issue, but wanted to mention it in case it is!

25 days ago

Please remove the bike lane. I almost never see the lane being used (bikers are still on the sidewalk) and it significantly reduces parking in a high traffic area. It seems like all cost and little benefit.

25 days ago

I think these changes were fantastic and would like to see further ones extended to other areas.

25 days ago

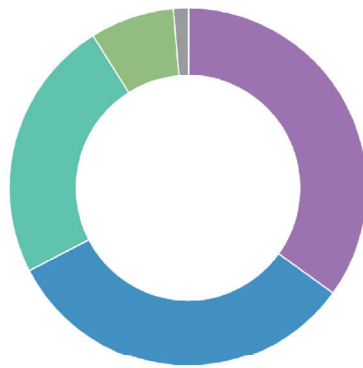
I wish the crosswalk by the Nealon Park playground were shifted a bit towards University so it hit Blake on the other side of the street.

25 days ago

If you would like to be notified about upcoming meetings for this project, please provide your contact information.

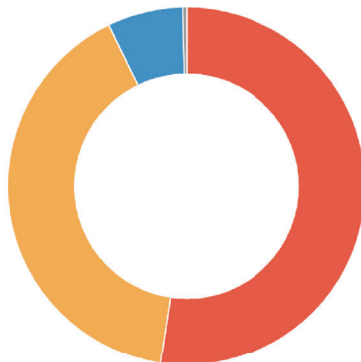
No data to display...

What is your age?



515 respondents

What is your gender?



514 respondents

How did you learn about this survey?

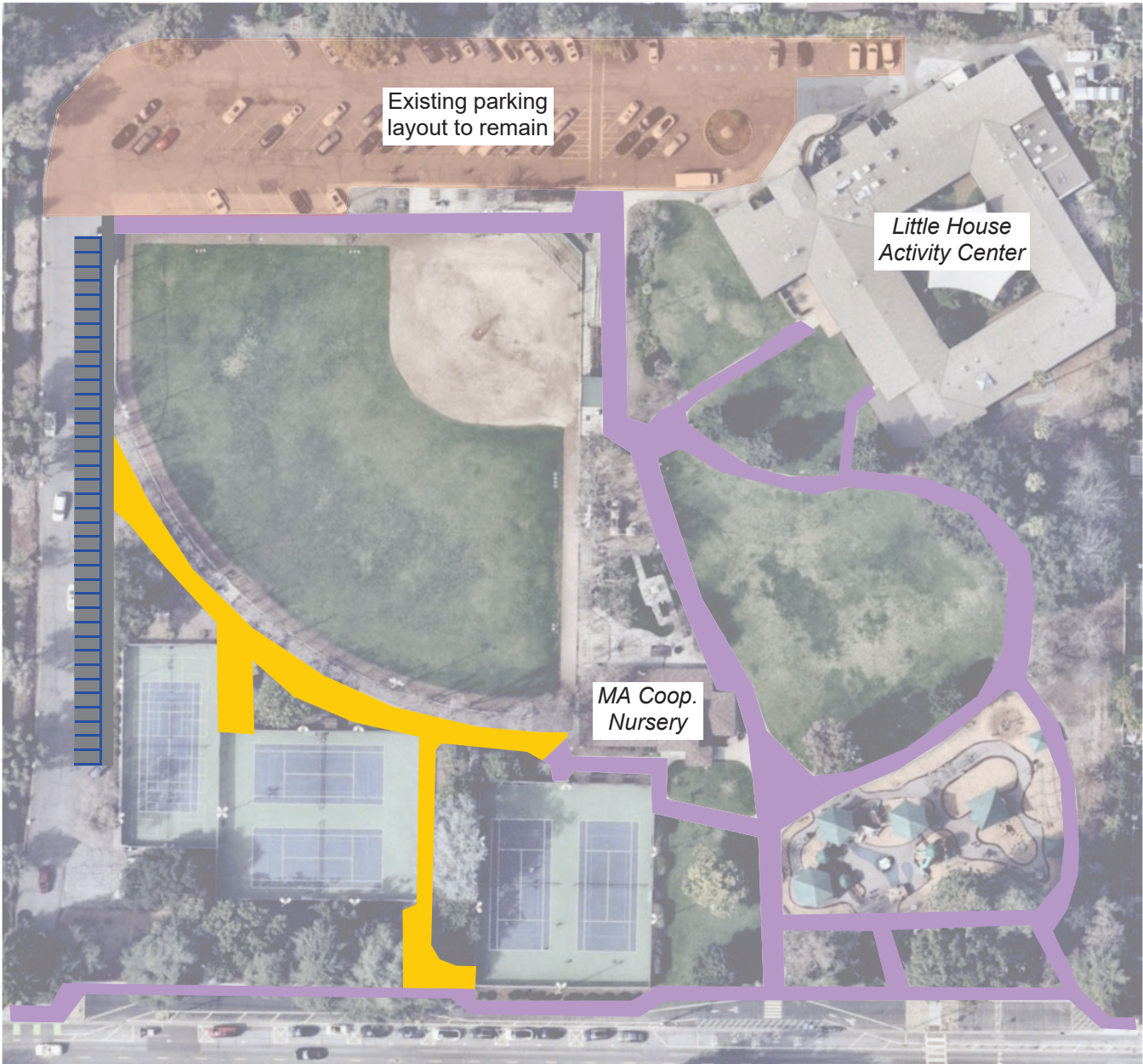


416 respondents

How has your driving experience changed on Middle Avenue since the installation of the pilot?

No data to display...

Loading more report objects...



Existing: 26 diagonal spaces
Proposed: 37 perpendicular spaces

Legends:

-  Existing asphalt path
-  Existing concrete path
-  Proposed parking layout / path