

# Complete Streets Commission



## REGULAR MEETING AGENDA

**Date:** 8/8/2018  
**Time:** 7:00 p.m.  
**City Council Chambers**  
**701 Laurel St., Menlo Park, CA 94025**

### **A. Call To Order**

### **B. Roll Call**

### **C. Reports and Announcements**

Under “Reports and Announcements,” staff and Commission members may communicate general information of interest regarding matters within the jurisdiction of the Commission. No Commission discussion or action can occur on any of the presented items.

### **D. Public Comment**

Under “Public Comment,” the public may address the Commission on any subject not listed on the agenda. Each speaker may address the Commission once under Public Comment for a limit of three minutes. Please clearly state your name and address or political jurisdiction in which you live. The Commission cannot act on items not listed on the agenda and, therefore, the Commission cannot respond to non-agenda issues brought up under Public Comment other than to provide general information.

### **E. Regular Business**

- E1. Approve the Complete Streets Commission regular meeting minutes of July 11, 2018 ([Attachment](#))
- E2. Approve a modified time parking restriction zone on south side of Hamilton Avenue between Carlton Avenue and Willow Road ([Staff Report #18-007-CSC](#))
- E3. Assess Complete Streets Commission Pilot Program and designate one Commission representative to deliver quarterly report to City Council

### **F. Informational Items**

- F1. Update on the Willow Road and U.S. Route 101 interchange construction, upcoming traffic changes and planned weekend roadway closure in mid-September ([Staff Report #18-008-CSC](#))
- F2. Update on major project status

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

- G1. Update from Active Transportation Network Subcommittee (Behroozi/Kirsch/Nash/Weiner)
- G2. Update from Electric Vehicle Subcommittee (Meyer/Nash/Walser)

- G3. Update from Downtown Access and Parking Subcommittee (Behroozi/Levin/Nash)
- G4. Update from Multimodal Subcommittee (Levin/Walser)
- G5. Update from Placemaking and Outreach Subcommittee (Lee/Meyer)
- G6. Update from Safe Routes to School Program Subcommittee (Lee/Mazzara/Walser/Meyer)
- G7. Update from Transportation Master Plan Subcommittee (Behroozi/Levin/Nash)

## **H. Adjournment**

At every Regular Meeting of the Commission, in addition to the Public Comment period where the public shall have the right to address the Commission on any matters of public interest not listed on the agenda, members of the public have the right to directly address the Commission on any item listed on the agenda at a time designated by the Chair, either before or during the Commission's consideration of the item.

At every Special Meeting of the Commission, members of the public have the right to directly address the Commission on any item listed on the agenda at a time designated by the Chair, either before or during consideration of the item.

Any writing that is distributed to a majority of the Commission by any person in connection with an agenda item is a public record (subject to any exemption under the Public Records Act) and is available for inspection at the City Clerk's Office, 701 Laurel St., Menlo Park, CA 94025 during regular business hours.

Persons with disabilities, who require auxiliary aids or services in attending or participating in Commission meetings, may call the City Clerk's Office at 650-330-6620.

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# Complete Streets Commission



## REGULAR MEETING MINUTES - DRAFT

**Date:** 7/11/2018  
**Time:** 7:00 p.m.  
**Senior Center**  
**110 Terminal Ave., Menlo Park, CA 94025**

### A. Call to Order

Chair Kirsch called the meeting to order at 7:10 p.m.

### B. Roll Call

**Present:** Behroozi, Kirsch, Lee, Levin, Mazzara, Nash, Walser  
**Absent:** Meyer, Weiner  
**Staff:** Associate Transportation Engineer Kevin Chen  
**Consultant:** Parisi Transportation Consulting

### C. Reports and Announcements

Staff Chen provided a summary of City Council actions on transportation related items since the June 13, 2018, Complete Streets Commission meeting.

### D. Public Comment

- David Gildea spoke in favor of the newly installed green bike lanes on Sand Hill Road between interstate 280 highway ramps.

### E. Regular Business

- E1. Approve the Complete Streets Commission regular meeting minutes of June 13, 2018 (Attachment)

**ACTION:** Motion and second (Behroozi/Mazzara) to approve the Complete Streets Commission regular meeting minutes of June 13, 2018. The motion passed (7-0-2, Meyer and Weiner absent).

- E2. Provide feedback on the draft Belle Haven Neighborhood Traffic Calming Plan and implementation process to be recommended to the City Council for approval (Staff Report #18-006-CSC)

Staff Chen and consultant David Parisi provided a presentation (Attachment).

Chair Kirsch invited the public to provide questions and feedback to staff, followed by a discussion by the Commission.

**ACTION:** Motion and second (Mazzara/Behroozi) to recommended to continue to work with the neighborhood to develop a final draft plan with one set of recommendations and present it at a future Complete Streets Commission meeting. The motion passed (7-0-2, Meyer and Weiner absent).

## **F. Informational Items**

### **F1. Update on major project status**

Staff Chen provided updates on the Safe Routes to School Program, Oak Grove, University, Crane Bicycle Improvement Project, and ongoing Neighborhood Traffic Management Program projects. The Commission inquired about the recently completed Downtown Parking Plaza 4 restriping and the Santa Cruz Avenue mid-block crosswalk, between Sherman Avenue and Sharon Road, safety equipment upgrade.

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

### **G1. Update from Active Transportation Network Subcommittee**

The Subcommittee reported completing a walking/biking tour to several locations to identify key infrastructure needs and a desire for more future walking/biking tours with schools and City Council members. The Subcommittee also shared with the Commission its anticipated review schedule for the citywide pedestrian and bicycle network recommendations from the draft Transportation Master Plan.

### **G2. Update from Electric Vehicle Subcommittee**

There was no report.

### **G3. Update from Downtown Access and Parking Subcommittee**

There was no report.

### **G4. Update from Multimodal Subcommittee**

There was no report.

### **G5. Update from Placemaking and Outreach Subcommittee**

There was no report.

### **G6. Update from Safe Routes to School Program Subcommittee**

The Subcommittee reported that a kick off meeting with the consultant will be held on July 18, 2018, at City Hall.

### **G7. Update from Transportation Master Plan Subcommittee**

There was no report.

## **H. Adjournment**

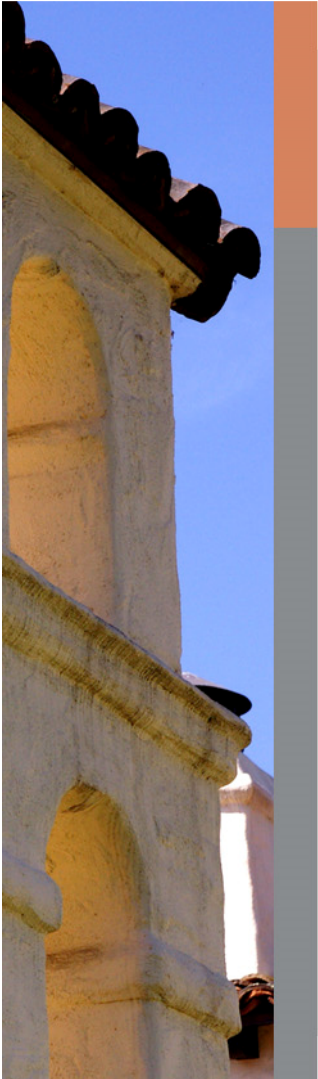
Chair Kirsch adjourned the meeting at 9:43 p.m.



The background of the slide is a photograph of the Arroyo Plaza Family Gymnasium at dusk. The building is constructed of brick and features a prominent portico with dark wooden beams. Warm interior lights are visible through the glass panels of the portico, and the sky is a deep blue. A semi-transparent green banner is overlaid across the middle of the image, containing the event title and date.

## **PROVIDE FEEDBACK ON THE DRAFT BELLE HAVEN NEIGHBORHOOD TRAFFIC CALMING PLAN AND IMPLEMENTATION PROCESS**

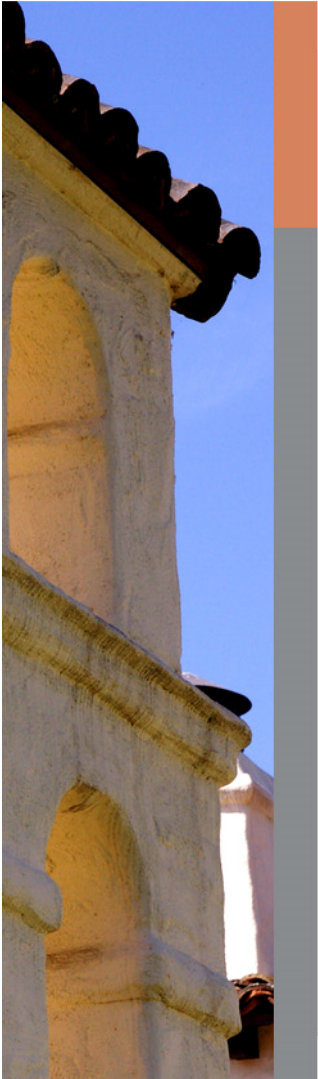
**JULY 11, 2018**



## AGENDA

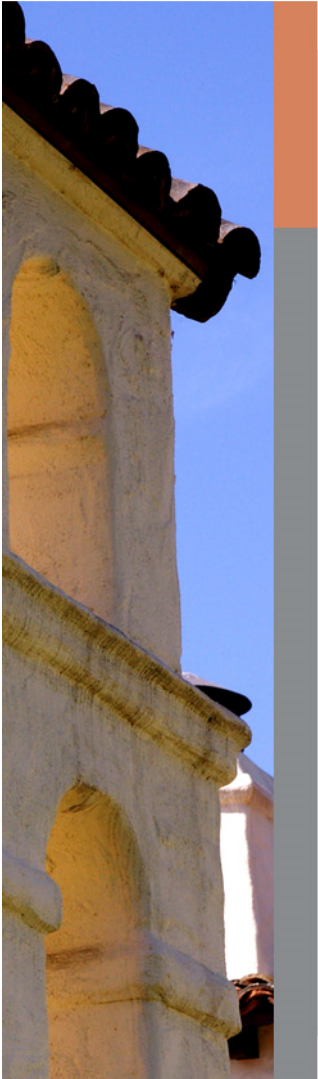
- Background
- Data collection
- Recommendations
- Implementation
- Next steps





## BACKGROUND

- November 15, 2016 – City Council approved Facebook Campus Expansion Project FEIR
- October 17, 2017 - City Council approved draft scope of work
- June 19, 2018 – City Council authorized “no through traffic” signs at four critical neighborhood entry points



## DATA COLLECTION





# Belle Haven Neighborhood Traffic Management Plan

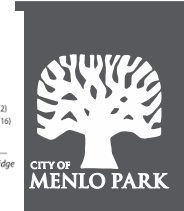
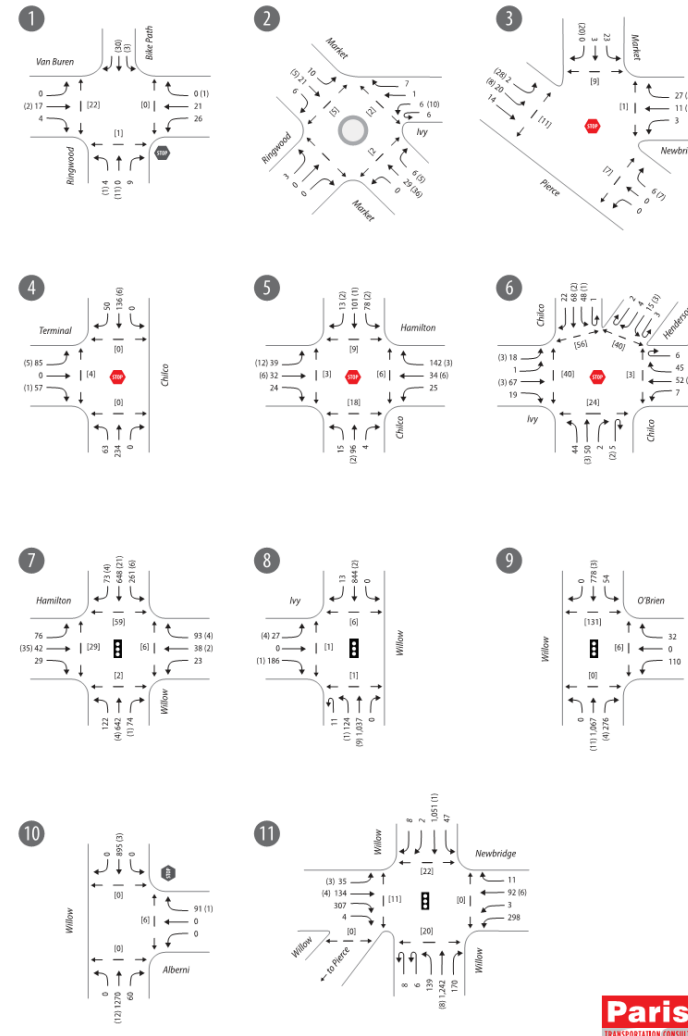
## BEFORE STUDY

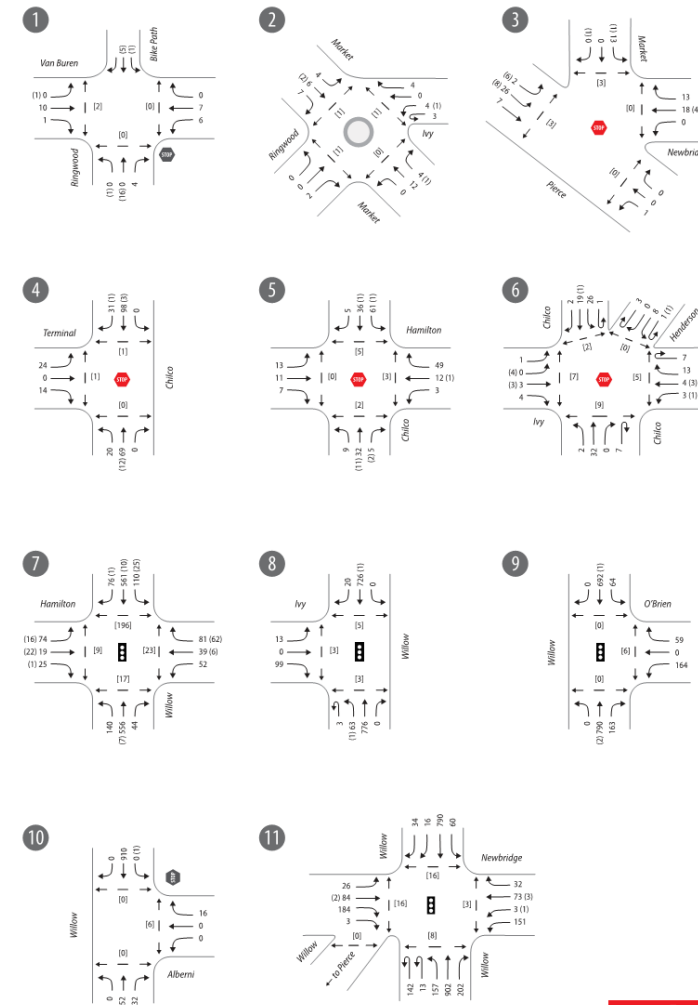
### TABLE OF CONTENTS

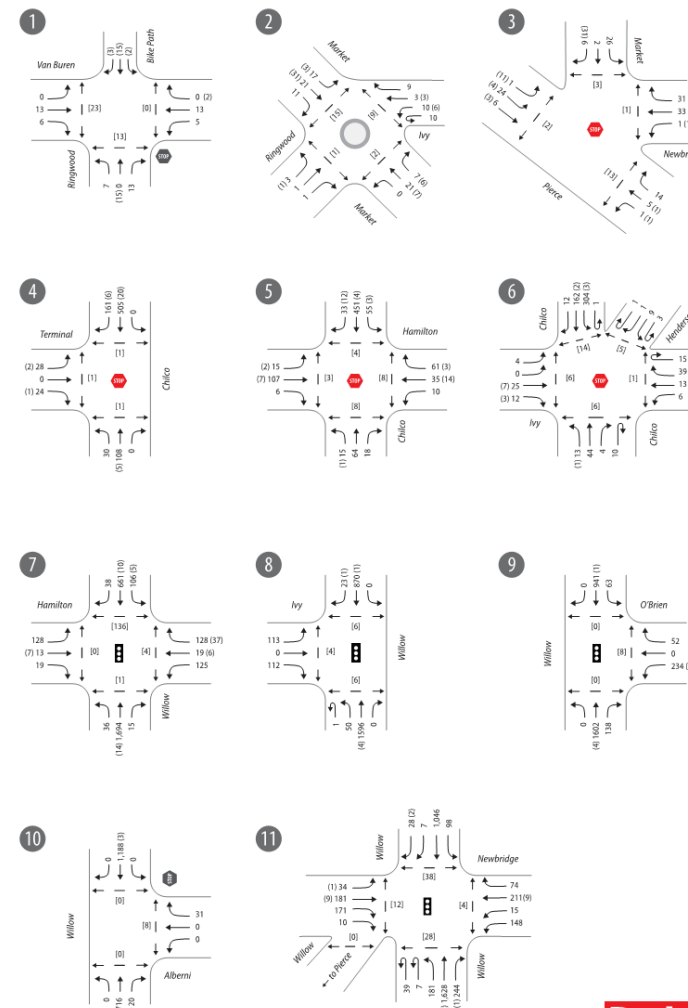
- Figure 1: Intersection Counts – AM Peak Hour
- Figure 2: Intersection Counts – Mid-Day Peak Hour
- Figure 3: Intersection Counts – PM Peak Hour
- Figure 4: Average Vehicular Volume – Peak Hours and Daily Counts
- Figure 5: Vehicular Travel Speeds
- Figure 6: Public Transit Ridership
- Figure 7: Neighborhood Travel Patterns – AM Peak Hour
- Figure 8: Neighborhood Travel Patterns – Mid-Day Peak Hour
- Figure 9: Neighborhood Travel Patterns – PM Peak Hour
- Figure 10: Vehicle Classification Surveys – AM Peak Hour
- Figure 11: Vehicle Classification Surveys – Mid-Day Peak Hour
- Figure 12: Vehicle Classification Surveys – PM Peak Hour















ROADWAY SEGMENT				VEHICULAR TRAFFIC VOLUME				
Location	Street	Segment		Approach	Peak Hour			Daily
		From	To		AM	MD	PM	
A	Chilco Street	Terminal Avenue	Railroad Crossing	NB	340	120	170	2,500
				SB	180	120	430	3,300
				<b>Total</b>	<b>520</b>	<b>240</b>	<b>600</b>	<b>5,800</b>
B	Chilco Street	Hamilton Avenue	Ivy Drive	NB	110	50	90	1,100
				SB	120	70	430	2,200
				<b>Total</b>	<b>230</b>	<b>120</b>	<b>520</b>	<b>3,300</b>
C	Hamilton Avenue	Hazel Street	Sage Street	EB	100	80	160	1,600
				WB	180	80	70	1,500
				<b>Total</b>	<b>280</b>	<b>160</b>	<b>230</b>	<b>3,100</b>
D	Newbridge Street	Hollyburne Avenue	Windermere Avenue	EB	230	130	290	2,900
				WB	150	120	210	2,300
				<b>Total</b>	<b>380</b>	<b>250</b>	<b>500</b>	<b>5,200</b>
E	Pierce Road	Hollyburne Avenue	Windermere Avenue	EB	60	20	20	300
				WB	20	10	30	200
				<b>Total</b>	<b>80</b>	<b>30</b>	<b>50</b>	<b>500</b>
F	Hamilton Avenue	Carlton Avenue	Madera Avenue	EB	130	100	160	2,000
				WB	170	120	90	1,900
				<b>Total</b>	<b>300</b>	<b>220</b>	<b>250</b>	<b>3,800</b>
G	Carlton Avenue	Hamilton Avenue	Ivy Drive	NB	20	20	40	500
				SB	90	30	30	600
				<b>Total</b>	<b>110</b>	<b>50</b>	<b>70</b>	<b>1,100</b>
H	Willow Road	Hamilton Avenue	Ivy Drive	NB	750	850	1,200	15,300
				SB	330	720	870	11,500
				<b>Total</b>	<b>1,080</b>	<b>1,570</b>	<b>2,070</b>	<b>26,800</b>
I	Ivy Drive	Carlton Avenue	Willow Road	EB	170	100	280	2,300
				WB	110	60	70	1,200
				<b>Total</b>	<b>280</b>	<b>160</b>	<b>350</b>	<b>3,500</b>
J	Carlton Avenue	Ivy Drive	Newbridge Street	NB	30	30	80	700
				SB	110	20	40	800
				<b>Total</b>	<b>140</b>	<b>50</b>	<b>120</b>	<b>1,500</b>
K	Willow Road	Ivy Drive	Newbridge Street	NB	1,070	880	1,300	17,400
				SB	680	900	1,100	15,700
				<b>Total</b>	<b>1,750</b>	<b>1,780</b>	<b>2,400</b>	<b>33,100</b>
L	Newbridge Street	Carlton Avenue	East of Carlton Avenue	EB	370	260	360	5,000
				WB	250	260	420	5,000
				<b>Total</b>	<b>620</b>	<b>520</b>	<b>780</b>	<b>10,000</b>



ROADWAY SEGMENT					VEHICULAR SPEED	
Location	Street	Segment		Approach	85th Percentile	Daily Average
		From	To			
A	Chilco Street	Terminal Avenue	Railroad Crossing	NB	27	25
				SB	24	21
B	Chilco Street	Hamilton Avenue	Ivy Drive	NB	29	25
				SB	29	25
C	Hamilton Avenue	Hazel Street	Sage Street	EB	27	23
				WB	27	23
D	Newbridge Street	Hollyburne Avenue	Windermere Avenue	EB	25	21
				WB	25	21
E	Pierce Road	Hollyburne Avenue	Windermere Avenue	EB	23	19
				WB	25	20
F	Hamilton Avenue	Carlton Avenue	Madera Avenue	EB	27	23
				WB	27	23
G	Carlton Avenue	Hamilton Avenue	Ivy Drive	NB	26	22
				SB	27	21
H	Willow Road	Hamilton Avenue	Ivy Drive	NB	35	34
				SB	37	36
I	Ivy Drive	Carlton Avenue	Willow Road	EB	25	21
				WB	25	21
J	Carlton Avenue	Ivy Drive	Newbridge Street	NB	25	22
				SB	25	22
K	Willow Road	Ivy Drive	Newbridge Street	NB	31	31
				SB	29	30
L	Newbridge Street	Carlton Avenue	East of Carlton Avenue	EB	21	20
				WB	21	19



JULY 3, 2018



### Belle Haven Shuttle

#### Daily Average Ridership

	Boardings	Alightings	Total
Senior Center	7	0	7
Belle Haven Library	6	1	7

Source: City of Menlo Park 2017

### SamTrans Bus Routes

#### Monthly Average Ridership

	Boardings	Alightings	Total
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#### Route 281

Newbridge / Del Norte	176	806	982
Newbridge / Alpine	82	4	86
Newbridge / Hamilton	15	155	170
Newbridge / Market Pl	72	180	252
Newbridge / Almanor	198	168	366
Newbridge / Windermere	184	17	201
Newbridge / Hollyburn	229	361	590
Newbridge / Carlton	450	527	977
Newbridge / Willow	606	278	884
Newbridge / Saratoga	134	635	769

#### Route 296 \*

Newbridge / Willow	710	2,440	3,150
Newbridge / Saratoga	2,800	713	3,513

#### Route 297 \*

Newbridge / Willow	45	125	170
Newbridge / Saratoga	65	105	170

Source: SamTrans 2017

### Dumbarton Express

#### Monthly Average Ridership

	Total
DB	470
DB1	495

Source: SamTrans 2017

\* Starting January 2018, Routes 296 and 297 were merged and became Route 296. Data collection took place before the routes merged.





### Neighborhood Travel Patterns Weekday Morning Peak Period

One-Hour Peak Period: 7:45 a.m. to 8:45 a.m.

Peak Hour		Outbound Vehicles				Total
		I. Chilco	II. Hamilton	III. Ivy	IV. Newbridge	
Inbound Vehicles	I. Chilco	11	4	12	30	57
	II. Hamilton	1	23	2	6	32
	III. Ivy	17	2	15	17	51
	IV. Newbridge	16	0	7	32	55
	V. Pierce	0	0	0	9	9
TOTAL		45	29	36	94	204

Three-Hour Peak Period: 7:00 a.m. to 10:00 a.m.

Three-Hour Total		Outbound Vehicles				Total
		I. Chilco	II. Hamilton	III. Ivy	IV. Newbridge	
Inbound Vehicles	I. Chilco	25	6	29	63	123
	II. Hamilton	5	46	7	14	72
	III. Ivy	30	3	30	31	94
	IV. Newbridge	27	1	11	62	101
	V. Pierce	0	0	2	18	20
TOTAL		87	56	79	188	410



JULY 3, 2018

## Neighborhood Travel Patterns Weekday Midday Peak Period

One-Hour Peak Period: 12:00 p.m. to 1:00 p.m.

Peak Hour		Outbound Vehicles				Total
		I. Chilco	II. Hamilton	III. Ivy	IV. Newbridge	
Inbound Vehicles	I. Chilco	3	6	8	11	28
	II. Hamilton	2	29	4	4	39
	III. Ivy	2	0	9	7	18
	IV. Newbridge	7	1	5	18	31
	V. Pierce	3	0	1	23	27
TOTAL		17	36	27	63	143

Three-Hour Peak Period: 11:00 a.m. to 2:00 p.m.

Three-Hour Total		Outbound Vehicles				Total
		I. Chilco	II. Hamilton	III. Ivy	IV. Newbridge	
Inbound Vehicles	I. Chilco	15	16	14	34	79
	II. Hamilton	5	70	7	8	90
	III. Ivy	7	2	17	19	45
	IV. Newbridge	12	6	10	49	77
	V. Pierce	5	3	3	49	60
TOTAL		44	97	51	159	351



## Neighborhood Travel Patterns Weekday Evening Peak Period

One-Hour Peak Period: 4:15 p.m. to 5:15 p.m.

Peak Hour		Outbound Vehicles				Total
		I. Chilco	II. Hamilton	III. Ivy	IV. Newbridge	
Inbound Vehicles	I. Chilco	8	3	154	74	239
	II. Hamilton	2	19	3	10	34
	III. Ivy	1	4	11	6	22
	IV. Newbridge	3	0	8	36	47
	V. Pierce	0	0	1	16	17
TOTAL		14	26	177	142	359

Three-Hour Peak Period: 4:00 p.m. to 7:00 p.m.

Three-Hour Total		Outbound Vehicles				Total
		I. Chilco	II. Hamilton	III. Ivy	IV. Newbridge	
Inbound Vehicles	I. Chilco	13	7	353	191	564
	II. Hamilton	2	41	5	27	75
	III. Ivy	3	5	16	13	37
	IV. Newbridge	12	5	20	56	93
	V. Pierce	0	2	3	33	38
TOTAL		30	60	397	320	807





## Vehicle Classification Surveys

Weekday Morning Peak Period: 7:00 a.m. to 10:00 a.m.

Location	Direction	School		Public Transit		Vanpool	Private Transportation		Delivery Trucks	Private Vehicle	Total
		Bus	Other	SamTrans	Other		Charter Bus	Other			
I. Chilco	In	2	0	0	1	0	1	0	0	315	319
	Out	6	0	0	1	0	0	0	3	651	661
	Total	8	0	0	2	0	1	0	3	966	980
II. Hamilton	In	1	0	0	1	1	0	0	6	352	361
	Out	0	0	0	0	0	0	0	1	341	342
	Total	1	0	0	1	1	0	0	7	693	703
III. Ivy	In	3	1	0	0	0	0	0	0	189	193
	Out	1	0	0	3	0	0	0	1	493	498
	Total	4	1	0	3	0	0	0	1	682	691
IV. Newbridge	In	13	2	11	3	0	1	2	0	295	327
	Out	14	7	11	0	0	2	3	1	873	911
	Total	27	9	22	3	0	3	5	1	1,168	1,238
V. Pierce	In	0	1	0	0	0	0	1	0	68	70
	Out	--	--	--	--	--	--	--	--	--	--
	Total	0	1	0	0	0	0	1	0	68	70
Total		40	11	22	9	1	4	6	12	3,577	3,682

### NOTES:

Other School Transportation = Ravenswood City and Menlo Park City School District vans

Other Public Transportation = Menlo Park Shuttle Buses

Charter Buses = Small Unmarked shuttle buses

Private Transportation = Large transportation and "Bauer" buses / vans





## Vehicle Classification Surveys

Weekday Midday Peak Period: 11:00 a.m. to 2:00 p.m.

Location	Direction	School		Public Transit		Vanpool	Private Transportation		Delivery Trucks	Private Vehicle	Total
		Bus	Other	SamTrans	Other		Charter Bus	Other			
I. Chilco	In	0	0	0	0	0	0	0	2	312	314
	Out	0	0	0	0	0	0	0	1	324	325
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>636</b>	<b>639</b>
II. Hamilton	In	0	1	0	0	0	0	0	3	310	314
	Out	0	0	0	0	0	0	0	2	335	337
	<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>645</b>	<b>651</b>
III. Ivy	In	0	0	0	0	0	0	0	1	143	144
	Out	0	0	0	2	0	1	0	1	330	334
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>473</b>	<b>478</b>
IV. Newbridge	In	1	0	11	1	0	0	1	0	389	403
	Out	1	2	12	1	0	0	1	1	586	604
	<b>Total</b>	<b>2</b>	<b>2</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>975</b>	<b>1,007</b>
V. Pierce	In	0	1	0	0	0	0	1	0	122	124
	Out	--	--	--	--	--	--	--	--	--	--
	<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>122</b>	<b>124</b>
<b>Total</b>		<b>2</b>	<b>4</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>11</b>	<b>2,851</b>	<b>2,899</b>

### NOTES:

Other School Transportation = Ravenswood City and Menlo Park City School District vans

Other Public Transportation = Menlo Park Shuttle Buses

Charter Buses = Small Unmarked shuttle buses

Private Transportation = Large transportation and "Bauer" buses / vans







## Vehicle Classification Surveys

Weekday Evening Peak Period: 4:00 p.m. to 7:00 p.m.

Location	Direction	School		Public Transit		Vanpool	Private Transportation		Delivery Trucks	Private Vehicle	Total
		Bus	Other	SamTrans	Other		Charter Bus	Other			
I. Chilco	In	1	0	0	8	0	0	1	10	1,767	1,787
	Out	5	0	1	0	0	0	0	2	237	245
	<b>Total</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>2,004</b>	<b>2,032</b>
II. Hamilton	In	1	0	0	0	0	0	0	3	611	615
	Out	0	0	0	1	0	0	3	1	376	381
	<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>987</b>	<b>996</b>
III. Ivy	In	1	0	0	0	0	0	0	1	221	223
	Out	3	2	0	0	0	0	3	8	742	758
	<b>Total</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>9</b>	<b>963</b>	<b>981</b>
IV. Newbridge	In	10	1	6	1	0	1	0	1	550	570
	Out	9	2	7	0	0	1	0	1	757	777
	<b>Total</b>	<b>19</b>	<b>3</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1,307</b>	<b>1,347</b>
V. Pierce	In	0	0	0	0	0	0	0	0	154	157
	Out	1	1	0	0	0	0	0	1	--	--
	<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>154</b>	<b>157</b>
<b>Total</b>		<b>31</b>	<b>6</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>28</b>	<b>5,415</b>	<b>5,513</b>

### NOTES:

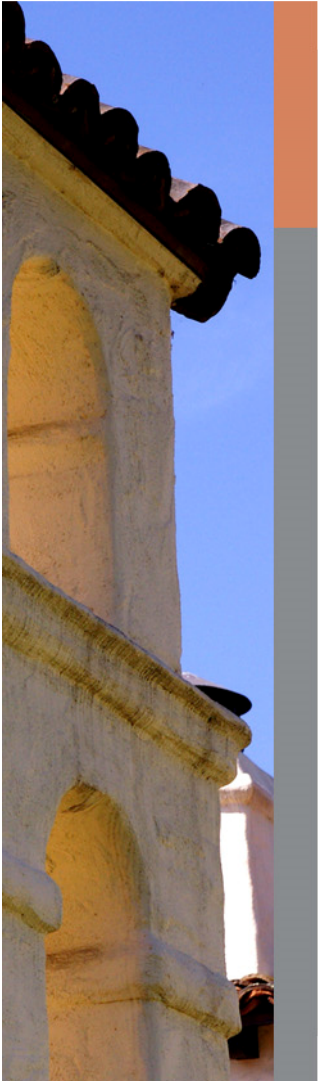
Other School Transportation = Ravenswood City and Menlo Park City School District vans

Other Public Transportation = Menlo Park Shuttle Buses

Charter Buses = Small Unmarked shuttle buses

Private Transportation = Large transportation and "Bauer" buses / vans





## RECOMMENDATIONS





# Belle Haven Neighborhood Traffic Management Plan

## ALTERNATIVE ENHANCEMENTS

### TABLE OF CONTENTS

- Figure 13: Chilco Street Enhancements Option A
- Figure 14: Chilco Street Enhancements Option B
- Figure 15: Ivy Drive Enhancements Option A
- Figure 16: Ivy Drive Enhancements Option B
- Figure 17: Newbridge Street Enhancements Option A
- Figure 18: Newbridge Street Enhancements Option B
- Figure 19: Terminal Avenue Enhancement Options
- Figure 20: Additional Enhancements





## Belle Haven Neighborhood Traffic Management Plan

Figure 13: Chilco Street Enhancements Option A



Marked Crosswalk



Yellow Centerline



Gateway Treatment



In-Road Yield Signs

**ADDITIONAL ENHANCEMENTS INCLUDE:**  
• Refresh existing crosswalk markings



Update School Signage



Right Turn Restrictions



Bulbout on Chilco St only



Sharrows



**Parisi**  
TRANSPORTATION CONSULTING

JULY 3, 2018



## Belle Haven Neighborhood Traffic Management Plan

Figure 14: Chilco Street Enhancements Option B



Marked Crosswalk



Yellow Centerline



Gateway Treatment



In-Road Yield Signs

**ADDITIONAL ENHANCEMENTS INCLUDE:**

- Refresh existing crosswalk markings



Update School Signage



Right Turn Restrictions



Bulbout on Chilco St only



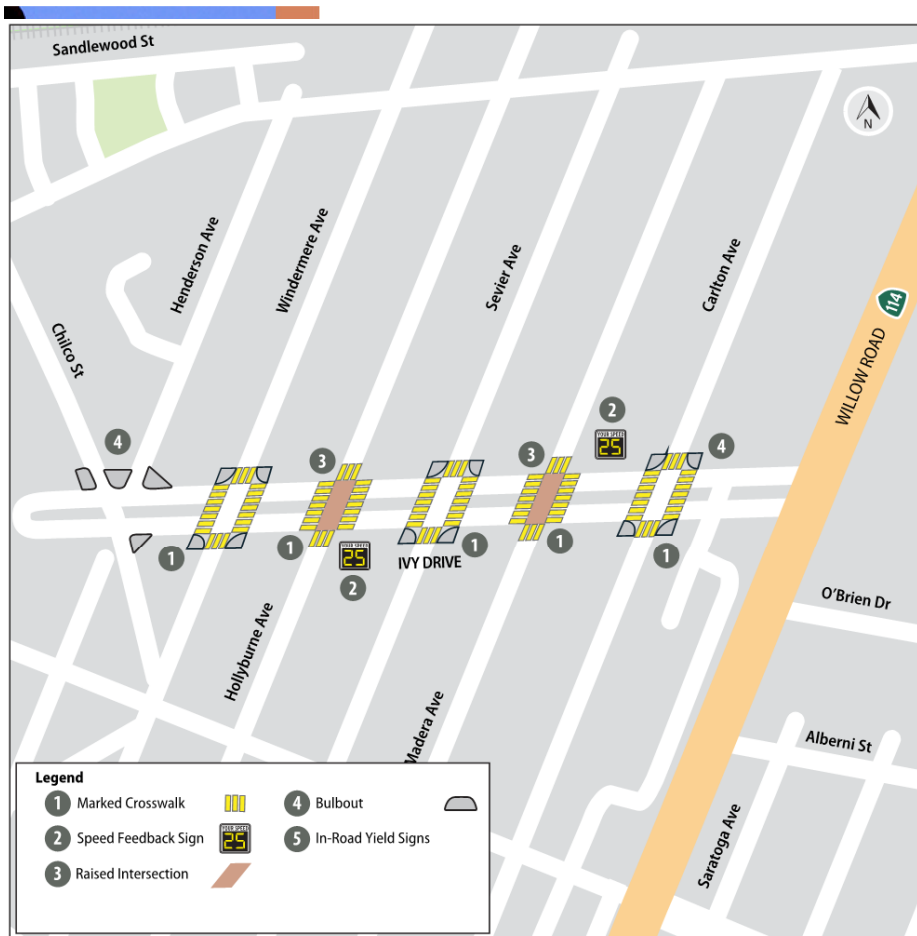
Loading Zone prohibit on-street parking outside of designated school pick-up/drop off hours



**Parisi**  
TRANSPORTATION CONSULTING

JULY 3, 2018





## Belle Haven Neighborhood Traffic Management Plan

Figure 15: Ivy Drive Enhancements Option A



Marked Crosswalk



Raised Intersection



In-Road Yield Signs

### ADDITIONAL ENHANCEMENTS INCLUDE:

- Refresh existing striping
- Install edge lines

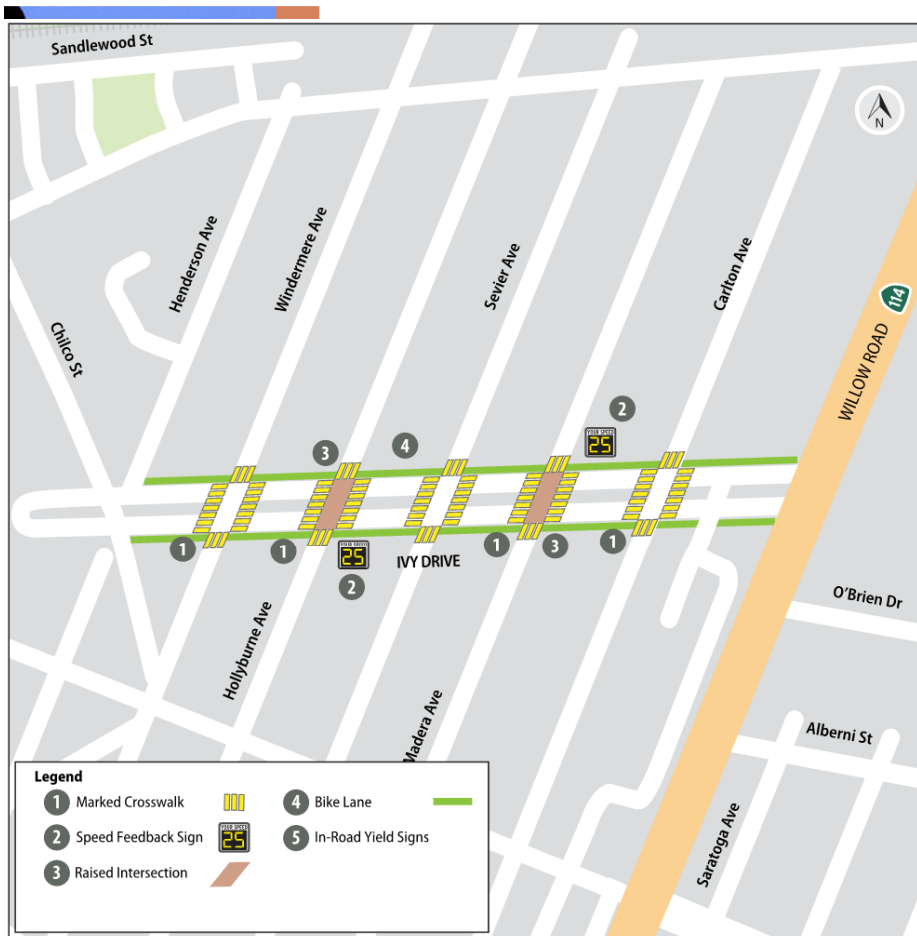


Speed Feedback Sign



Bulbout on Ivy Dr only





## Belle Haven Neighborhood Traffic Management Plan

Figure 16: Ivy Drive Enhancements Option B



Marked Crosswalk



Raised Intersection



In-Road Yield Signs



Speed Feedback Sign



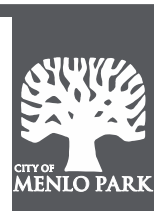
Bike Lane

### ADDITIONAL ENHANCEMENTS INCLUDE:

- Refresh existing striping

### NOTES:

- Installing bike lanes on Ivy Dr would require prohibition of on-street parking
- Recent parking survey found 10 cars parked on Ivy Drive at 9:30 p.m., when night time is generally considered the peak period for parking demand on residential streets.
- If parking to remain, shoulder stripes could be an alternative.





## Belle Haven Neighborhood Traffic Management Plan

Figure 17: Newbridge Street Enhancements Option A



Marked Crosswalk



Left Turn Arrow to Emphasize Split Signal Phase



In-Road Yield Sign

### ADDITIONAL ENHANCEMENTS INCLUDE:

- Refresh existing striping



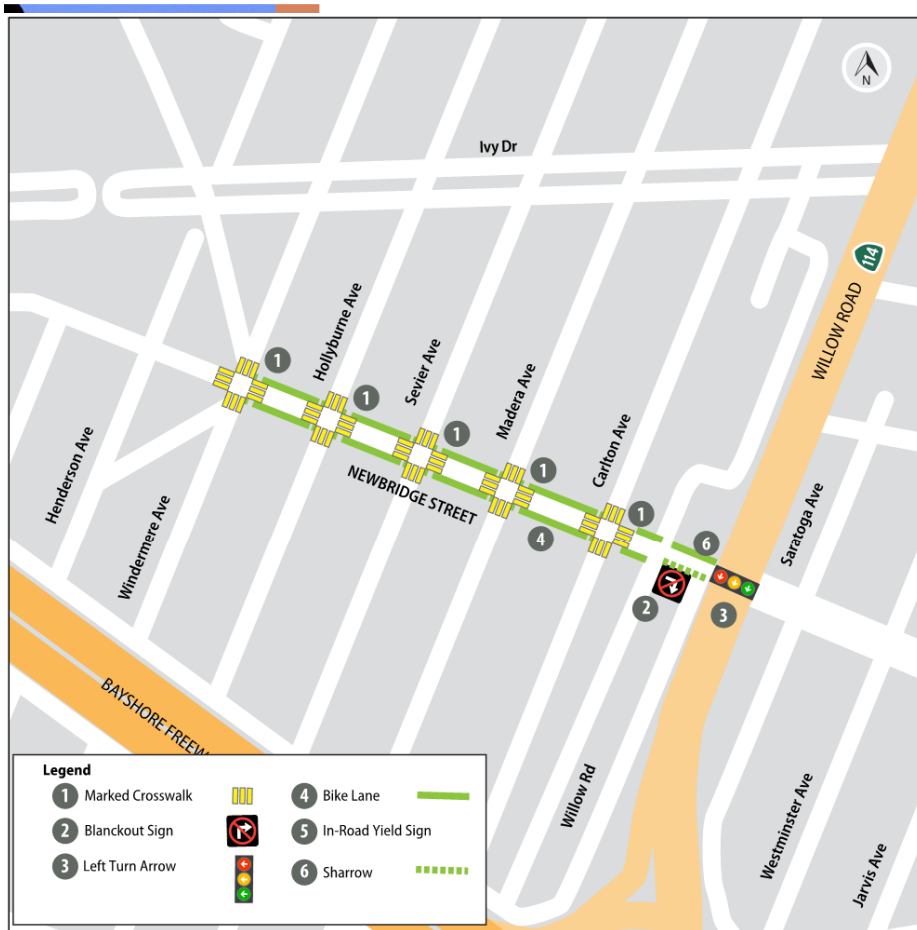
No Right Turn Blankout Sign Concurrent with Northbound Left Turn



Bulbout on Newbridge St only







## Belle Haven Neighborhood Traffic Management Plan

Figure 18: Newbridge Street Enhancements Option B



Marked Crosswalk



Left Turn Arrow to Emphasize Split Signal Phase



In-Road Yield Sign



No Right Turn Blankout Sign Concurrent with Northbound Left Turn



Bike Lane



Sharrow

### ADDITIONAL ENHANCEMENTS INCLUDE:

- Refresh existing striping





## Belle Haven Neighborhood Traffic Management Plan

Figure 19: Terminal Avenue Enhancements Options



Marked Crosswalk



New Sidewalk



In-Road Yield Sign



Speed Hump



Bulbout

### NOTES:

- Upgrade existing Terminal Avenue speed humps to latest design standards.
- Install one new speed hump per drive aisle in Beechwood School parking lot.





## Belle Haven Neighborhood Traffic Management Plan

Figure 20: Additional Enhancements



Marked Crosswalk



Raised Crosswalk

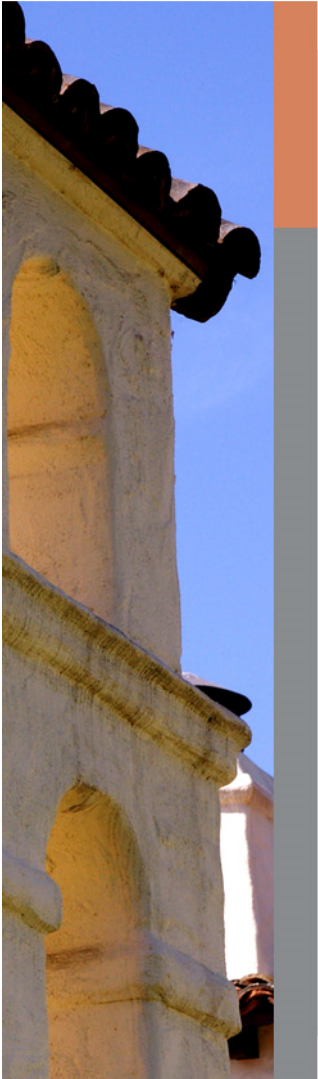


Split / Approach Signal Phase



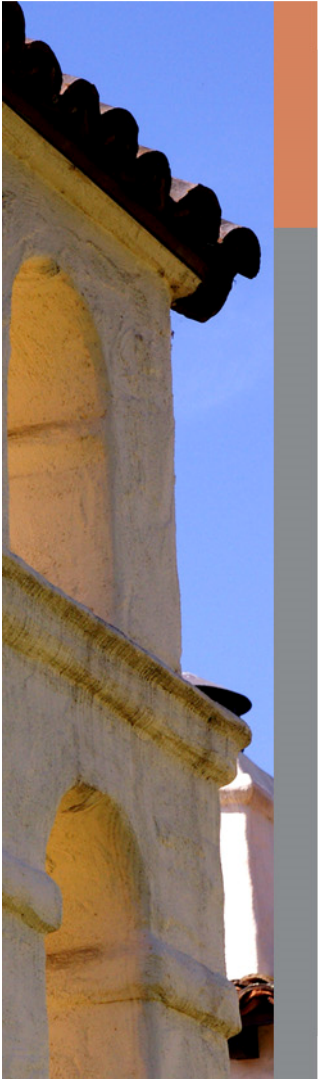
Speed Hump





## IMPLEMENTATION PROCESS

- City Council considers approval of plans.
- Develop 6-month trial. Bypass neighborhood voting process.
- Implement measures within City jurisdiction, including crosswalks. Measures requiring stakeholder approvals will be implemented as approvals are reached.
- Collect new transportation data and community feedback for after study.
- Develop permanent designs. Bypass neighborhood voting process.
- Implement approved permanent measures.



## NEXT STEPS

- Finalize Plan and Implementation
- Seek City Council adoption
- Implement recommendations (trial/permanent)





**THANK YOU**



## STAFF REPORT

### Complete Streets Commission

**Meeting Date:** 8/8/2018  
**Staff Report Number:** 18-007-CSC

**Regular Business:** Approve a modified time parking restriction zone on south side of Hamilton Avenue between Carlton Avenue and Willow Road

### Recommendation

Staff recommends that the Complete Streets Commission approve the installation of a modified time parking zone on the south side of Hamilton Avenue between Carlton Avenue and Willow Road as following:

- Extend the existing evening time parking restriction end time, on south side of Hamilton Avenue between Willow Road and the Chevron driveway, from 6:00 P.M. to 7:00 P.M.
- Lengthen the new proposed evening time parking restriction, weekdays from 4:00 P.M. to 7:00 P.M., to include the south side of Hamilton Avenue between the Chevron driveway to Carlton Avenue, which is approximately 90 feet in length or four car lengths.

### Policy Issues

The proposed project is consistent with policies stated in the City's 2016 General Plan Circulation Element, which was adopted in November 2016. 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.

The approval of this project is consistent with Section 11.24 of the City of Menlo Park ordinance, which allows the Complete Streets Commission to designate timed parking restrictions for up to five spaces at locations outside of the Downtown area.

### Background

Hamilton Avenue is designated as a City owned "Neighborhood Collector" in the 2016 General Plan Circulation Element, with a posted speed limit of 25 miles per hour (mph). Willow Road, from Bay Rd to Bayfront Expressway, is Caltrans owned and designated as "Boulevard" with a posted speed limit of 40 mph. Hamilton Avenue provides on-street parking and has one travel lane serving all vehicles to Willow Road.

In early 2016, the City received complaints of unsafe vehicular movements on Hamilton Avenue near Willow Road. Specifically, the complaints involved vehicles traveling eastbound Hamilton Avenue turning onto southbound Willow Road.

In response, staff conducted field investigation of Hamilton Avenue, generally between Willow Road and Carlton Avenue, during a March 2016 weekday midday and evening peak periods and observed the following:

- During the evening peak period, long queues were observed on eastbound Hamilton Avenue. This was

primarily due to vehicles wanting to make a left not able to get onto northbound Willow Road as a result of excessive queueing accumulated from Bayfront Expressway. Vehicles were observed to queue as far back as Madera Avenue (approximately 700 feet or 28 car lengths).

- Due to a predominantly foodservice based neighborhood retail area on the northwest corner of Hamilton Avenue and Willow Road, a high on-street parking demand was observed during the midday peak period and a moderate on-street parking demand during the evening peak period.
- Whenever long queues were formed on eastbound Hamilton Avenue, vehicles wanting to make a right turn onto southbound Willow Road had to wait in the queue due to on-street parked vehicles. One such vehicle was observed to cross the double yellow stripe and traveled in the wrong direction to bypass the long queue to make the right turn.

On August 30, 2016, in an attempt to shorten the wait time for those right turning vehicles on Hamilton Avenue and supported by the former Transportation Commission through a motion at the June 8, 2016, Commission meeting, the City Council authorized the installation of a time-limited no parking zone, between 4 P.M. and 6 P.M. on weekdays, on the south side of Hamilton Avenue between Willow Road and the Chevron driveway, or approximately 135 feet in length or six car lengths.

More recently, the intersection of Hamilton Avenue and Willow Road received infrastructure improvements. These improvements includes:

- All four approaches – straightened and replaced existing standard crosswalks with high visibility crosswalks, to enhance their visibility to drivers.
- All four approaches – upgraded existing signal head equipment to the latest standard, to enhance their visibility to drivers.
- Hamilton Avenue – installed bike boxes, to designated areas at the front of a vehicle travel lane for bicyclist to navigate through the intersection safely and visibly.
- Hamilton Avenue – installed two-stage turn queue boxes, to designated areas for bicyclist to navigate left turns from Willow Road to Hamilton Avenue in two phases. These are generally installed near or inside an intersection.

Staff also received feedback of worsening congestion on eastbound Hamilton Avenue, including longer queues and prolonging congestion period during the evening peak hour.

## Analysis

In response, staff conducted evening peak period field investigations in July 2018 and observed the following:

- Long queues were observed on eastbound Hamilton Avenue. This was primarily due to vehicles wanting to make a left not able to get onto northbound Willow Road as a result of excessive queueing accumulated from Bayfront Expressway. One resident mentioned queueing as far back as Sevier Avenue, or approximately 1,000 feet. Two separate staff observations indicated vehicle queue as far back as Madera Avenue, similar to March 2016 observations.
- Similar to March 2016 observations, a moderate on-street parking demand was observed during the evening peak period. The neighborhood retail area also has available parking capacity.
- Vehicles were observed to use the gas station parking lot to bypass the signal to make a right turn onto Willow Road, or cross the double yellow stripe and traveled in the wrong direction to bypass the long queue to get into the neighborhood retail area.

As a result, staff recommends that the Complete Streets Commission approve the following:



- Extend the existing evening time parking restriction end time, on south side of Hamilton Avenue between Willow Road and the Chevron driveway, from 6:00 P.M. to 7:00 P.M.
- Lengthen the new proposed evening time parking restriction, weekdays from 4:00 P.M. to 7:00 P.M., to include the south side of Hamilton Avenue between the Chevron driveway to Carlton Avenue, which is approximately 90 feet in length or four car lengths.

If approved, these recommendations would allow additional right turning vehicles to separate from the queue and proceed to the intersection.

In addition, the City made the following requests to Caltrans regarding their signal operation at the intersection of Hamilton Avenue and Willow Road:

- Hamilton Avenue – convert existing permitted signal phase to split signal phasing. Permitted phase allows opposing direction to go at the same time while split phase only allows one direction to go at one time. This change would eliminate conflicts between left turning vehicles and straight crossing pedestrians/bicyclists/vehicles.
- Hamilton Avenue – convert existing “no right turn on red” operation to “no right turn when bikes are present” operation. This change could reduce vehicle queue length by allowing vehicles to turn right on red when no bikes are present at the intersection.

Note Caltrans has approval authority for the two requests above and will thus influence the implementation schedule.

### **Impact on City Resources**

Sufficient funds for this project are available in the operating budget for the City’s signing and striping program. Signal operation changes will be implemented by developer and/or Caltrans.

### **Environmental Review**

The project is categorically exempt under Class 1 of the California Environmental Quality Act. Class 1 allows for minor alterations of existing facilities, including highways and streets, sidewalks, gutters, bicycle and pedestrian access, and similar facilities, as long as there is negligible or no expansion of use.

### **Public Notice**

Public Notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting. Additional public outreach was achieved by sending notification postcards to the residents/property owners within 500 feet of the proposed parking restriction areas.

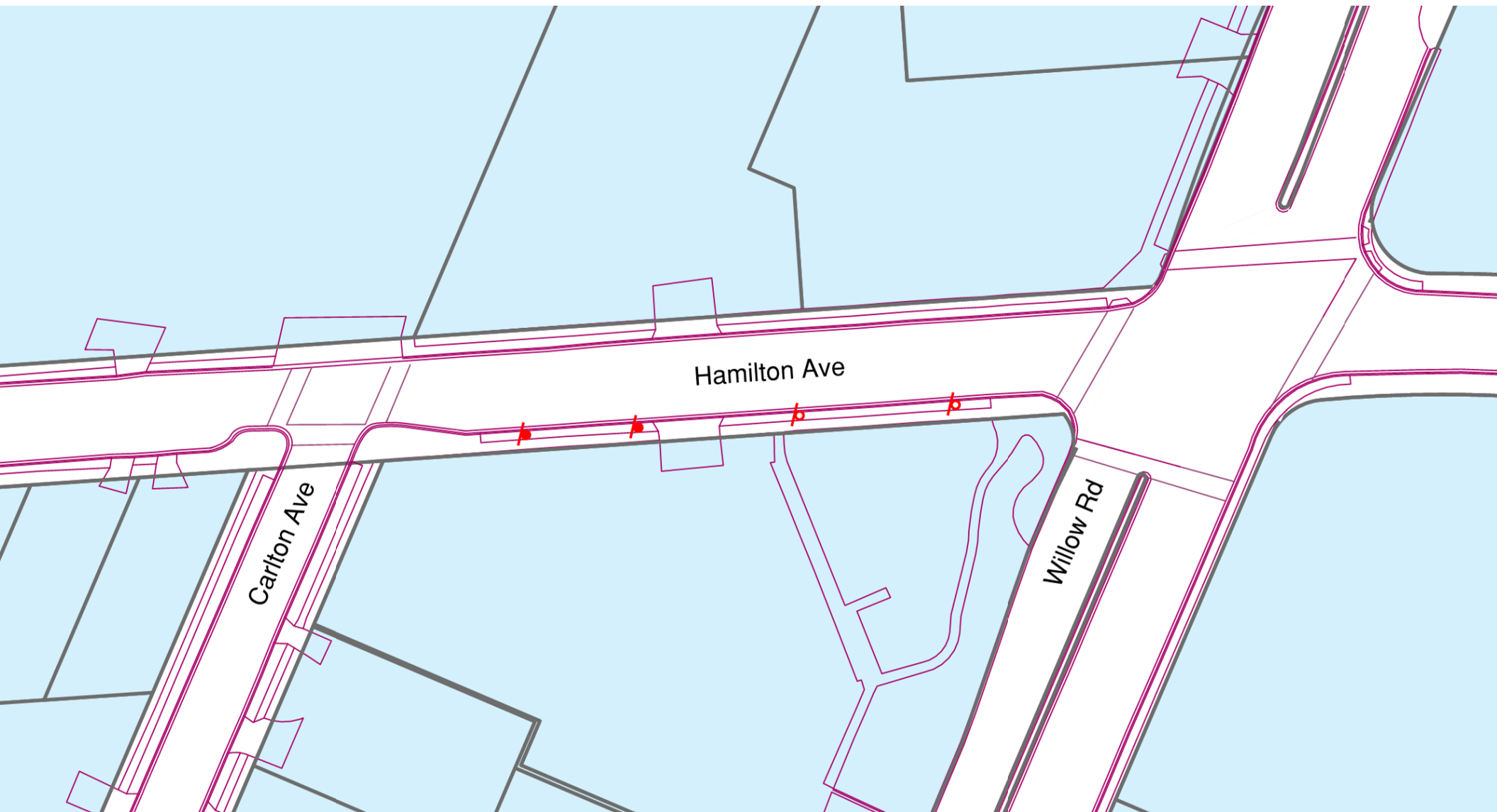
### **Attachments**

A. Proposed Changes at Hamilton Avenue north of Willow Road

Report prepared by:  
Kevin Chen, Associate Transportation Engineer

Report reviewed by:  
Nicole H. Nagaya, Assistant Public Works Director

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## STAFF REPORT

### Complete Streets Commission

**Meeting Date:** 8/8/2018

**Staff Report Number:** 18-008-CSC

**Informational Item:** Update on the Willow Road and highway 101 interchange construction, upcoming traffic changes and planned weekend roadway closure

### Recommendation

This is an informational item and does not require City Council action.

### Policy Issues

The Willow Road Interchange Project was included in the City's 2012-13 Capital Improvement Program and is included in the 2018 City Council Work Plan. While not a City project, as a Caltrans project it has significant impacts on Menlo Park. The project is currently in construction and this report is intended to provide an update on the construction staging, upcoming traffic changes and planned weekend roadway closure.

### Background

Caltrans is modifying the interchange at Willow Road and highway 101 from its former "full cloverleaf" style to a "partial cloverleaf" style similar to the Marsh Road and highway 101 interchange. This will eliminate the short merge weaves both on Willow Road and the freeway. The project is replacing the existing interchange with a new, wider bridge; adding sidewalks, bicycle lanes and separated bicycle lanes on both sides of Willow Road; and adding two signalized intersections. Caltrans awarded the construction contract in February 2017, and construction began in May 2017. Construction is expected to last approximately two years.

The Caltrans construction of the Project is being performed in four stages.

#### Stage 1

Site preparation and early demolition and was completed at the end of October 2017.

#### Stage 2

Installation of two temporary traffic signals on Willow Road at the freeway ramps, change in ramp locations, construction of sound walls, demolition of outside bridge structure, construction of new outside portion of bridge structure and construction of new ramp locations and associated storm drainage. Stage 2 began in early November 2017 and is anticipated to be complete in mid-September 2018.

As a result of the community reports of increased neighborhood traffic upon the commencement of Stage 2, coordination with Caltrans and direction from the City Council, several measures were implemented in December 2017, ranging from the addition of "no thru traffic" signs around the neighborhood to addition of turn restrictions at four locations, all to address the additional congestion from neighborhood cut-through traffic. The specific measures were listed in the Informational Item staff report from the January 16, 2018,

City Council meeting. Based on ongoing staff observations and community feedback, these changes have been effective in reducing cut through traffic in this neighborhood. Staff will continue to make field observations for the duration of the construction.

### Stage 3

Scheduled to begin in mid-September 2018 and will include tasks such as completion of bridge construction, completion of new ramp location installations, pavement restoration and street lighting installation. The beginning of Stage 3 includes a change in lane locations across the bridge, change in ramp locations, change in temporary traffic signals and a 54 hour weekend closure of Willow Road to make the switch. Stage 3 is anticipated to last approximately eight months.

### Stage 4

The contractor will install all final signing, striping and traffic signals to prepare the interchange for opening the final structure.

## **Analysis**

The Willow Road interchange project is scheduled to begin Stage 3 of the construction schedule in mid-September. This marks a milestone in that outside portions of the new bridge structure will be completed and opened to traffic and the demolition of the remaining portion of the existing bridge structure will begin. In order to transition the roadways from the current stage of construction into Stage 3, Willow Road must be completely closed to all traffic over a weekend for a period of 54 hours. This work is tentatively scheduled to start on Friday, September 14, 2018, at 10 p.m. and open back up to traffic by 4 a.m. Monday, September 17, 2018. Preparation of outreach materials began the week of July 23, 2018, and distribution will begin the week of August 13, 2018. Detours will be in place during this closure of Willow Road

Activities happening during full closure include:

- Construction of pavement to connect Willow Road and new bridge structure
- Construction of pavement to connect new ramp locations and new bridge structure
- Modification of traffic signals at both ramp locations

When Willow Road is reopened early Monday, traffic patterns and interchange layout will be different from the current stage of construction. Attachment A shows the Stage 3 layout including open lanes, traffic signal locations, ramp locations and traffic patterns. Notable differences include:

- All turns from Willow Road onto the freeway will be right turns with dedicated right turn lanes
- Off-ramp locations from both northbound and southbound highway 101 onto Willow Road will be moved to the opposite side of Willow Road from where they are now
- Traffic lanes on Willow Road will be moved to the outside of the construction area and work will begin in the middle of the Willow Road bridge

At the beginning of Stage 3, Caltrans is considering performing nighttime demolition work on the existing bridge.

Caltrans Public Information Office will be performing extensive outreach regarding the weekend closure of Willow Road including the following activities:

- Notifications to local news media including radio, television and printed news outlets
- Mailers to local residents and businesses
- Notifications to local elected officials



- Updates to the Caltrans project webpage
- Placement of portable changeable message signs at least one week in advance of full closure weekend

Additionally, City staff has been performing outreach activities to supplement Caltrans' outreach work, including this informational item, as well as the following:

- Coordination with Police Department and Menlo Park Fire Protection District
- Notifications to local schools
- Article in City Council Weekly Digest
- Notices to the Almanac and Daily Post
- Public Works e-mail blast
- NextDoor post
- Posts on City's various social media, including Facebook and Twitter
- Updating City project webpage
- Informational Item to Complete Streets Commission
- Submitting updated mapping information to Waze, Google Maps and Apple Maps

Typically, traffic changes to lanes and/or traffic signals can take one to three months for driver behaviors to normalize after a significant change in patterns. City and Caltrans staff will continue to monitor traffic conditions through the construction process.

### **Impact on City Resources**

City funds and staff resources are available to continue to coordinate with Caltrans for the anticipated construction remaining. Funding for construction is provided to Caltrans by the San Mateo County Transportation Authority.

### **Public Notice**

Public Notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting. Additional outreach to the community is being done through a variety of methods including the following:

- Notifications to Bay Area news media outlets
- Mailers to local residents and businesses
- Portable changeable message signs
- Notifications to Police Department and Fire Protection District
- Notifications to local schools
- City Council Digest article
- Notices to local news media (Almanac and Daily Post)
- Public Works e-mail blast
- NextDoor post
- City social media posts
- Maintaining City's project webpage
- Informational Item to Complete Streets Commission
- Submitting updated mapping information to Waze, Google Maps and Apple Maps

**Attachments**

A. Map of Willow Road and highway 01 Interchange Project, Stage 3 traffic layout

Report prepared by:

Angela R. Obeso, Senior Transportation Engineer

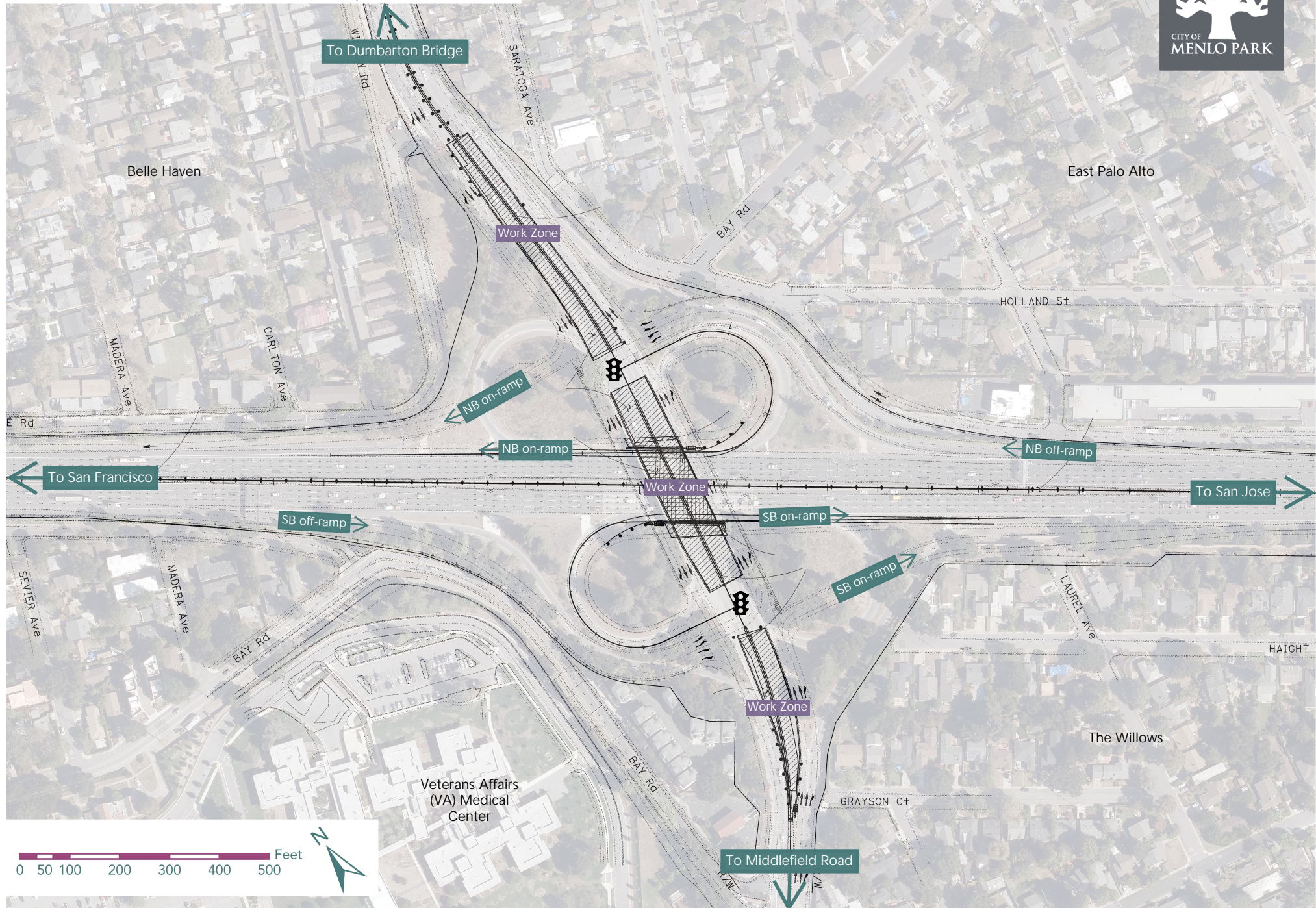
Report reviewed by:

Nicole H. Nagaya, Assistant Public Works Director





WILLOW ROAD - U.S. 101 INTERCHANGE PROJECT  
TEMPORARY CONSTRUCTION LAYOUT (TENTATIVE  
START DATE MID-SEPTEMBER 2018)





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