



REGULAR MEETING MINUTES

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.

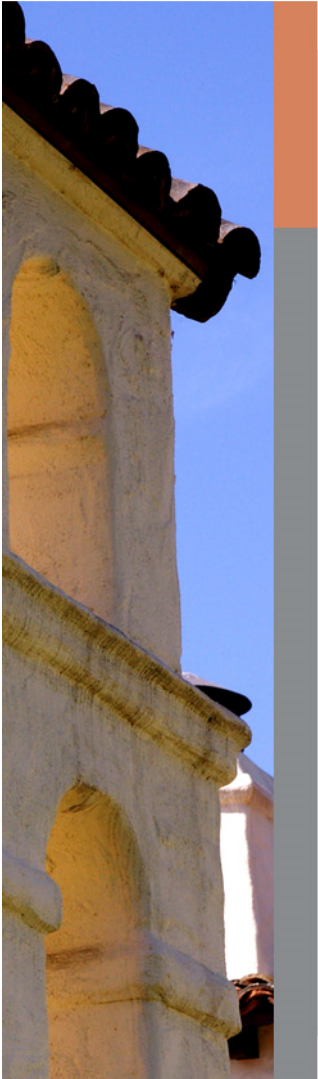
H. Adjournment

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 red brick and features a prominent portico with dark wooden beams. Warm interior lights are visible through the windows and under the eaves, contrasting with the deep blue twilight sky. 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

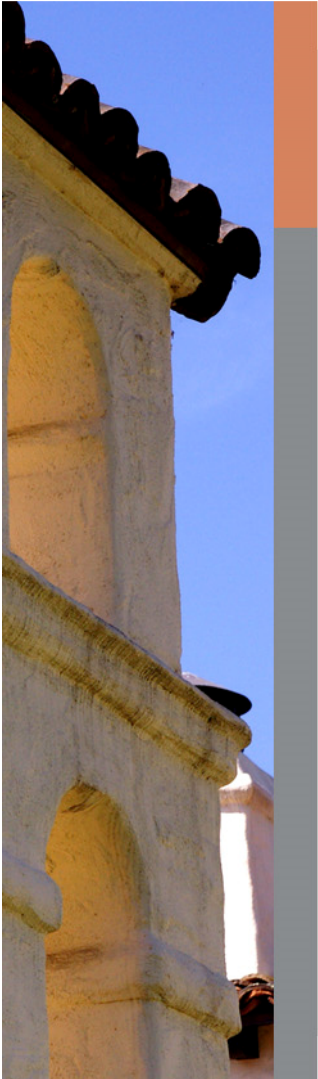
- Background
- Data collection
- Recommendations
- Implementation
- Next steps





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

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Figure 6: Public Transit Ridership

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Figure 8: Neighborhood Travel Patterns – Mid-Day Peak Hour

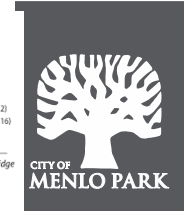
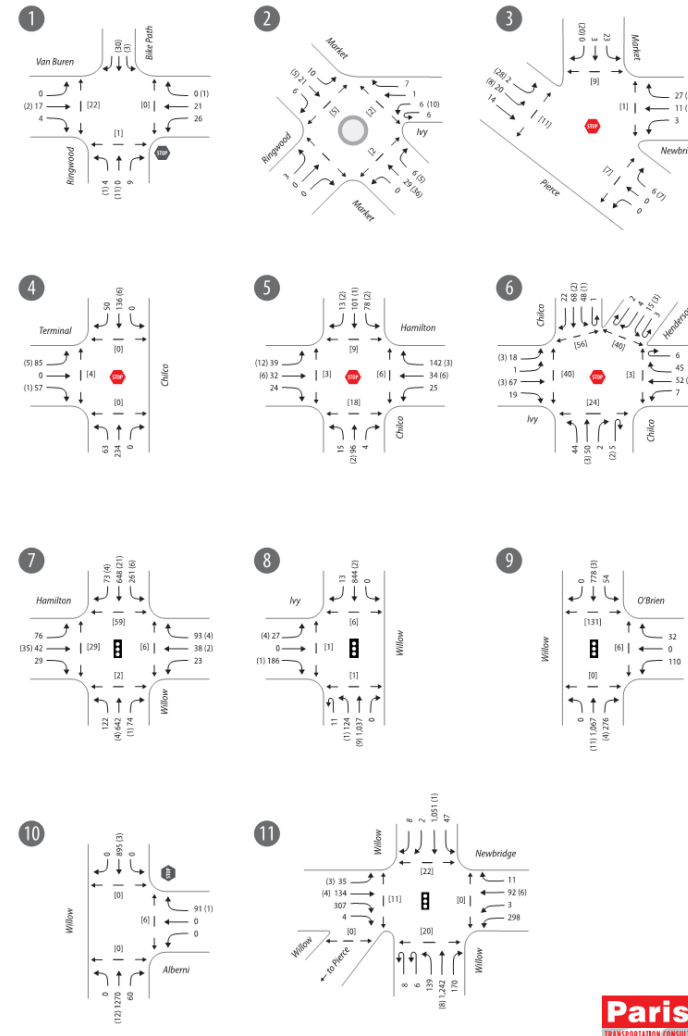
Figure 9: Neighborhood Travel Patterns – PM Peak Hour

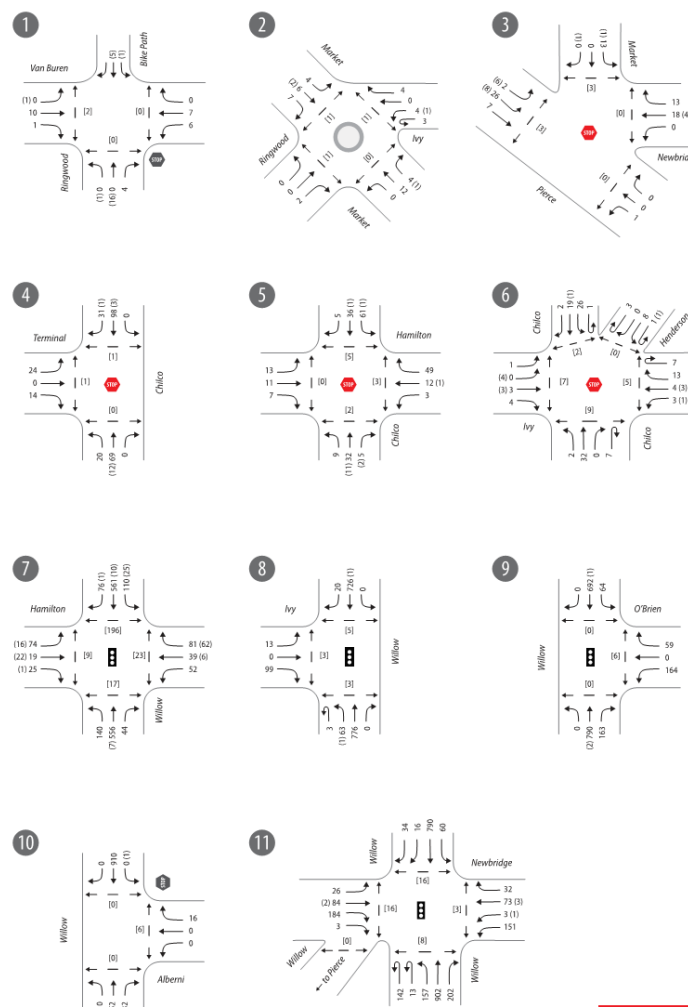
Figure 10: Vehicle Classification Surveys – AM Peak Hour

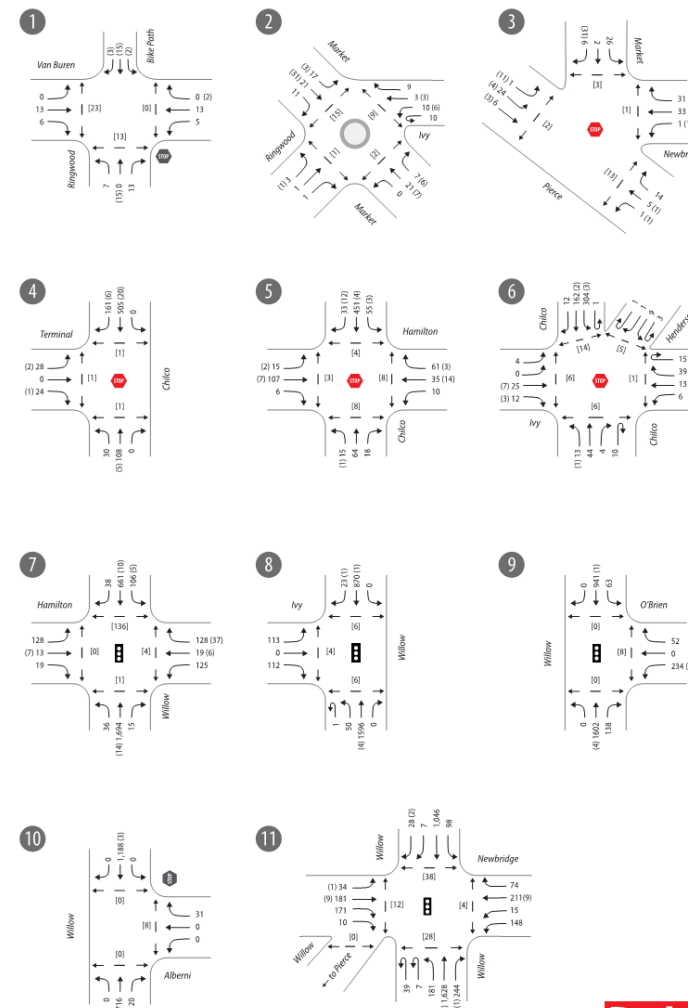
Figure 11: Vehicle Classification Surveys – Mid-Day Peak Hour

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
				Total	520	240	600	5,800
B	Chilco Street	Hamilton Avenue	Ivy Drive	NB	110	50	90	1,100
				SB	120	70	430	2,200
				Total	230	120	520	3,300
C	Hamilton Avenue	Hazel Street	Sage Street	EB	100	80	160	1,600
				WB	180	80	70	1,500
				Total	280	160	230	3,100
D	Newbridge Street	Hollyburne Avenue	Windermere Avenue	EB	230	130	290	2,900
				WB	150	120	210	2,300
				Total	380	250	500	5,200
E	Pierce Road	Hollyburne Avenue	Windermere Avenue	EB	60	20	20	300
				WB	20	10	30	200
				Total	80	30	50	500
F	Hamilton Avenue	Carlton Avenue	Madera Avenue	EB	130	100	160	2,000
				WB	170	120	90	1,900
				Total	300	220	250	3,800
G	Carlton Avenue	Hamilton Avenue	Ivy Drive	NB	20	20	40	500
				SB	90	30	30	600
				Total	110	50	70	1,100
H	Willow Road	Hamilton Avenue	Ivy Drive	NB	750	850	1,200	15,300
				SB	330	720	870	11,500
				Total	1,080	1,570	2,070	26,800
I	Ivy Drive	Carlton Avenue	Willow Road	EB	170	100	280	2,300
				WB	110	60	70	1,200
				Total	280	160	350	3,500
J	Carlton Avenue	Ivy Drive	Newbridge Street	NB	30	30	80	700
				SB	110	20	40	800
				Total	140	50	120	1,500
K	Willow Road	Ivy Drive	Newbridge Street	NB	1,070	880	1,300	17,400
				SB	680	900	1,100	15,700
				Total	1,750	1,780	2,400	33,100
L	Newbridge Street	Carlton Avenue	East of Carlton Avenue	EB	370	260	360	5,000
				WB	250	260	420	5,000
				Total	620	520	780	10,000



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
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



Nighborhood 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
	Total	0	0	0	0	0	0	0	3	636	639
II. Hamilton	In	0	1	0	0	0	0	0	3	310	314
	Out	0	0	0	0	0	0	0	2	335	337
	Total	0	1	0	0	0	0	0	5	645	651
III. Ivy	In	0	0	0	0	0	0	0	1	143	144
	Out	0	0	0	2	0	1	0	1	330	334
	Total	0	0	0	2	0	1	0	2	473	478
IV. Newbridge	In	1	0	11	1	0	0	1	0	389	403
	Out	1	2	12	1	0	0	1	1	586	604
	Total	2	2	23	2	0	0	2	1	975	1,007
V. Pierce	In	0	1	0	0	0	0	1	0	122	124
	Out	--	--	--	--	--	--	--	--	--	--
	Total	0	1	0	0	0	0	1	0	122	124
Total		2	4	23	4	0	1	3	11	2,851	2,899

NOTES:

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

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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
	Total	6	0	1	8	0	0	1	12	2,004	2,032
II. Hamilton	In	1	0	0	0	0	0	0	3	611	615
	Out	0	0	0	1	0	0	3	1	376	381
	Total	1	0	0	1	0	0	3	4	987	996
III. Ivy	In	1	0	0	0	0	0	0	1	221	223
	Out	3	2	0	0	0	0	3	8	742	758
	Total	4	2	0	0	0	0	3	9	963	981
IV. Newbridge	In	10	1	6	1	0	1	0	1	550	570
	Out	9	2	7	0	0	1	0	1	757	777
	Total	19	3	13	1	0	2	0	2	1,307	1,347
V. Pierce	In	0	0	0	0	0	0	0	0	154	157
	Out	1	1	0	0	0	0	0	1	--	--
	Total	1	1	0	0	0	0	0	1	154	157
Total		31	6	14	10	0	2	7	28	5,415	5,513

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

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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

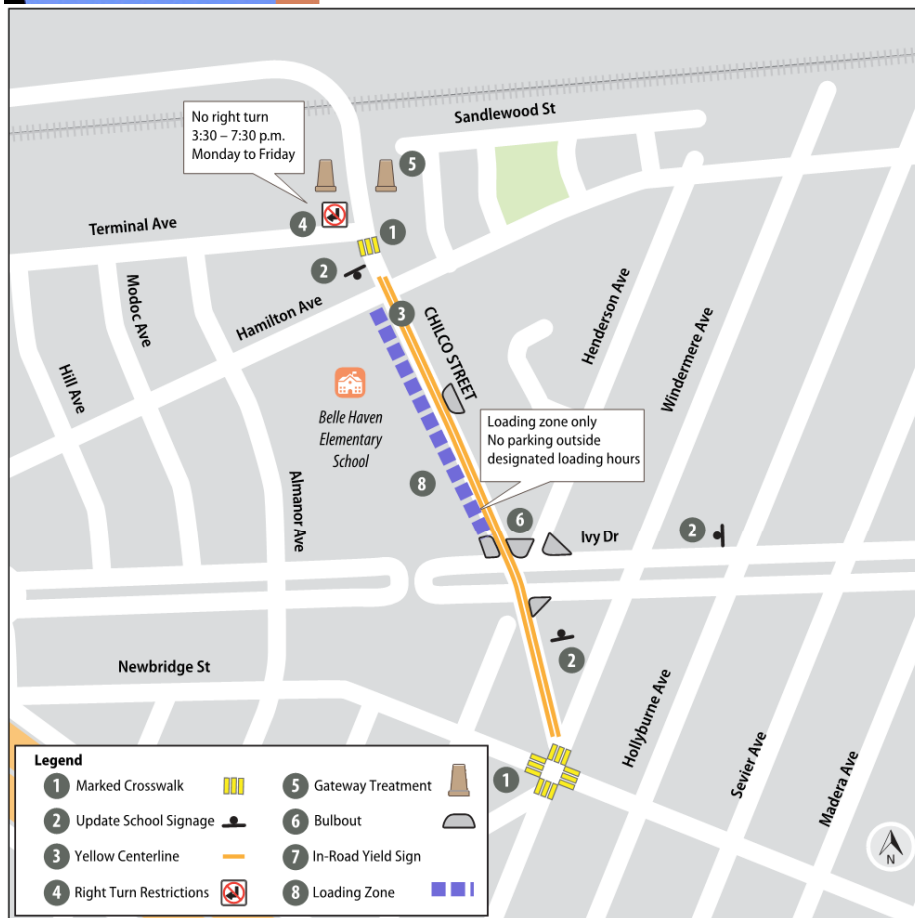


Bulbout on Chilco St only



Sharrows





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

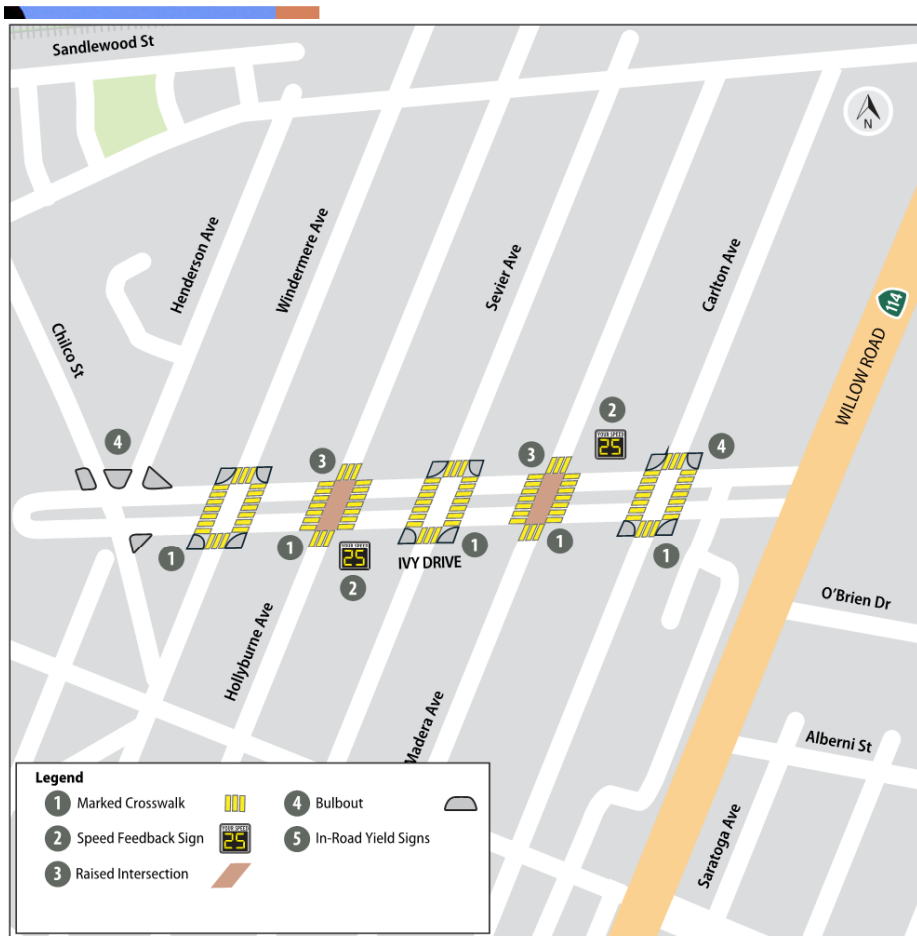


Loading Zone prohibit on-street parking outside of designated school pick-up/drop off hours



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

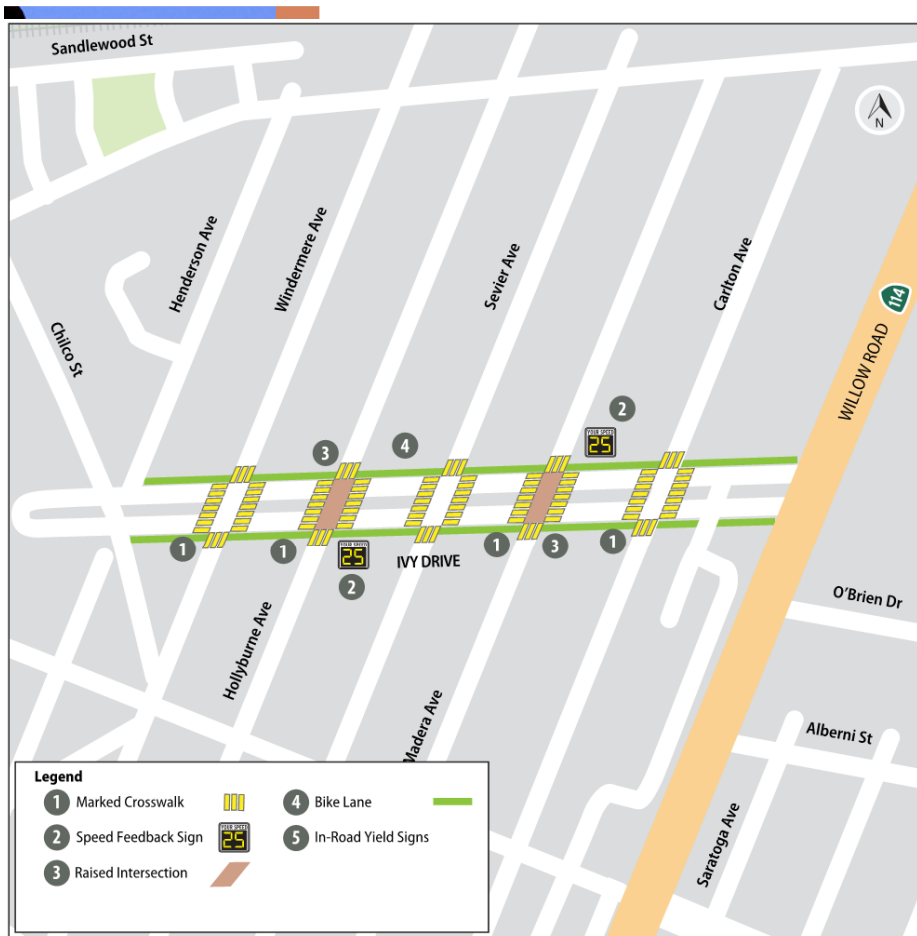


Speed Feedback Sign



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

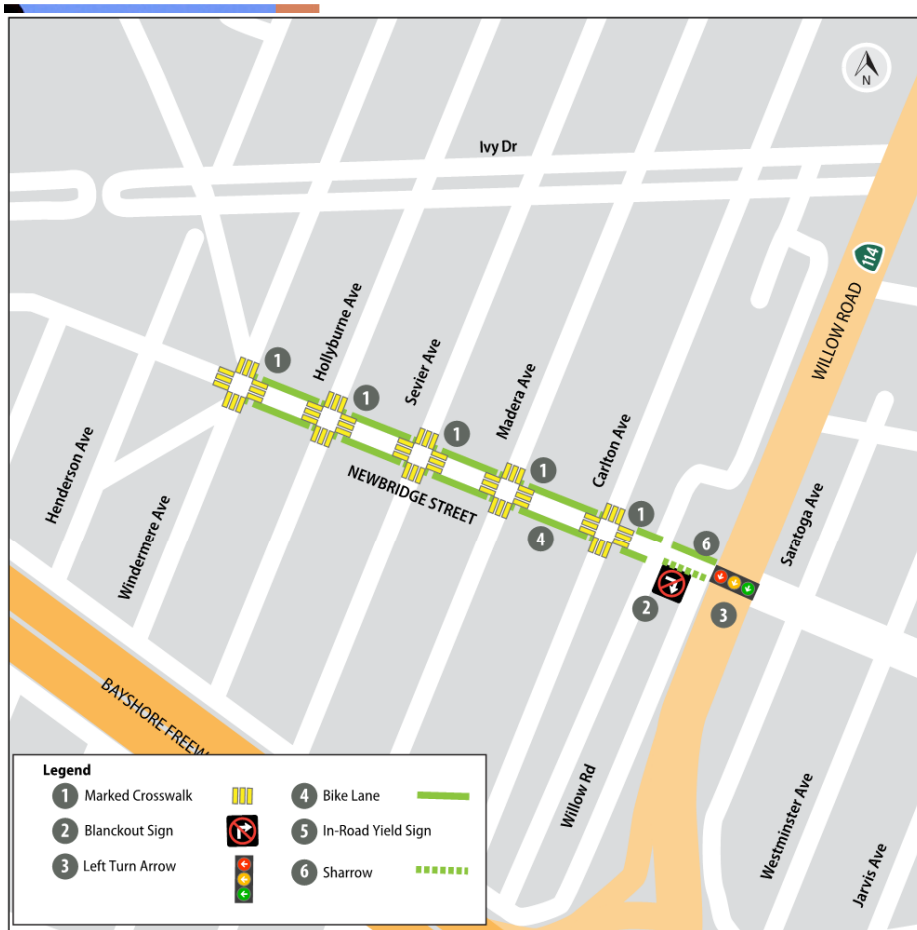


No Right Turn Blankout Sign Concurrent with Northbound Left Turn



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

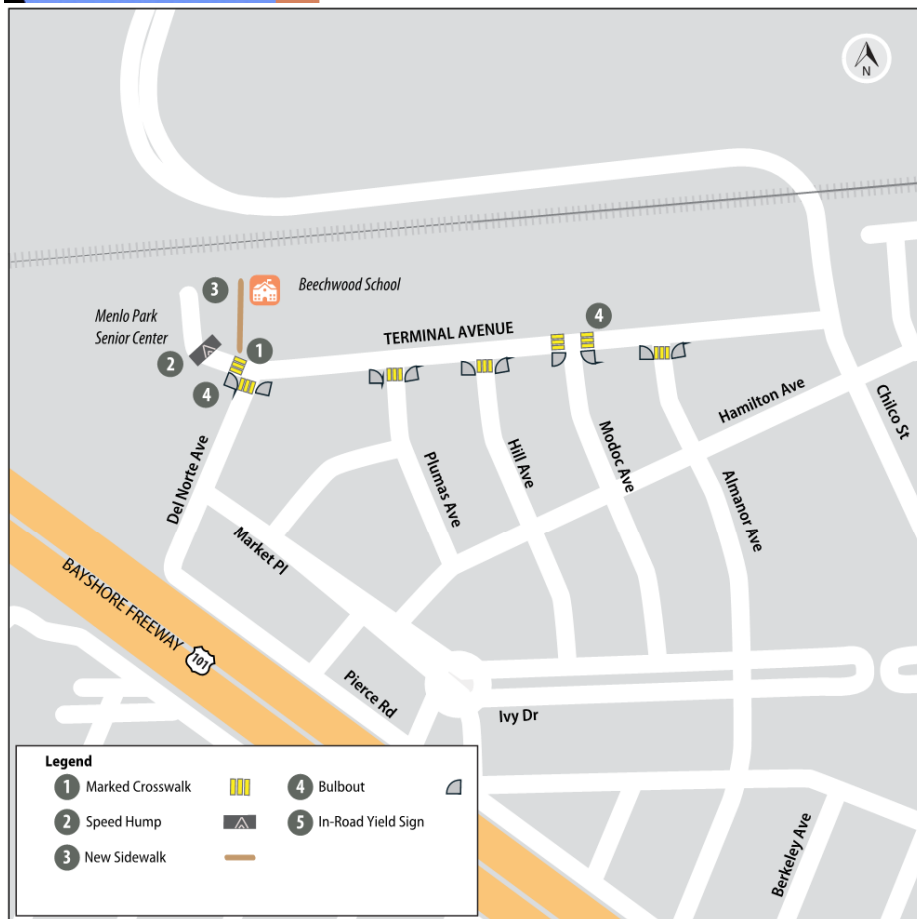


Sharrow

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