

Complete Streets Commission



REGULAR MEETING AGENDA - **AMENDED**

Date: 11/13/2019
Time: 7:00 p.m.
City Council Chambers
701 Laurel St., Menlo Park, CA 94025

This event may constitute a special meeting of the Menlo Park City Council if a majority of city councilmembers attend the event. The city councilmembers will not take any action, make any decisions or engage in any deliberations as the City Council at this event. This notice is provided in accordance with the Brown Act in the event that a majority of city councilmembers are in attendance.

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 October 9, 2019 ([Attachment](#))

E2. Recommend to City Council the preferred Complete Streets Commission member count ([Staff Report #19-016-CSC](#))

F. Informational Items

F1. Receive presentation from Streetlight Data

F2. Update on City's Online Open Data Portal

F3. Update on major project status

G. Committee/Subcommittee Reports

- G1. Update from Active Transportation Network Subcommittee (Goldin/Kirsch/Weiner)
- G2. Update from Climate Action Plan Subcommittee (Cromie/Goldin/Lee/Meyer)
- G3. Update from Downtown Access and Parking Subcommittee (Behroozi/Goldin/Levin)
- G4. Update from Multimodal Subcommittee (Cebrian/Levin)
- G5. Update from Safe Routes to School Program Subcommittee (Cebrian/Lee/Meyer)
- G6. Update from Transportation Master Plan Subcommittee (Behroozi/Levin)
- G7. Update from Zero Emission Subcommittee (Cromie/Goldin/Meyer)

H. Adjournment

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

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

For appeal hearings, appellant and applicant shall each have 10 minutes for presentations.

If you challenge any of the items listed on this agenda in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City of Menlo Park at, or prior to, the public hearing.

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.

Agendas are posted in accordance with Government Code §54954.2(a) or §54956. Members of the public can view electronic agendas and staff reports by accessing the City website at menlopark.org/agenda and can receive email notification of agenda and staff report postings by subscribing to the "Notify Me" service at menlopark.org/notifyme. Agendas and staff reports may also be obtained by contacting City Clerk at 650-330-6620. (Posted: 11/7/2019)

Complete Streets Commission



REGULAR MEETING MINUTES - DRAFT

Date: 10/9/2019
Time: 7:00 p.m.
City Council Chambers
701 Laurel St., Menlo Park, CA 94025

A. Call to Order

Chair Behroozi called the meeting to order at 7:01 p.m.

B. Roll Call

Present: Behroozi, Cebrian, Cromie, Goldin, Kirsch, Lee, Levin (arrived at 8:03 p.m.), Meyer, Weiner
Absent: None
Staff: Associate Transportation Engineer Kevin Chen, Interim Public Works Director Nikki Nagaya

C. Reports and Announcements

Chair Behroozi reordered the agenda: G1, G2, and G6 discussed prior to E4.

Staff Chen announced upcoming City events and a summary of City Council actions on transportation related items since the September 11 Commission meeting.

Commissioner Kirsch reported conversing with a City Council member to consider lowering citywide speed limit to 25 mile per hour and the Complete Streets Commission to agendize this topic at a future meeting for consideration.

D. Public Comment

- Steve Taffee spoke on the importance of a complete streets program where vehicles are not emphasized over pedestrian and bicyclists on street facilities shared by all users.
- Ken Kershner spoke about the recently completed Chilco Street bike lane pop-up and the possibility of a new policy to pair renewable energy with an electric vehicle charging program.

E. Regular Business

- E1. Approve the Complete Streets Commission regular meeting minutes of September 11, 2019 (Attachment)

ACTION: Motion and second (Kirsch/Weiner) to approve the Complete Streets Commission regular meeting minutes of September 11, 2019, passed (8-0-1, Levin absent).

- E2. Recommend to City Council to implement time limited parking zones on Alma Street, East Creek Drive, and East Creek Place (Staff Report #19-015-CSC)

Staff Chen made the presentation (Attachment).

- William D. Pflaum spoke in support of the time limited parking zones and recommended more red curbs to improve visibilities.
- Julie Ahern spoke in support of the time limited parking zones and suggested a residential permit for apartment complexes.
- Adam Nielander spoke in opposition of the time limited parking and in support of a residential permit program.

ACTION: Motion and second (Lee/Meyer) to recommend to City Council to implement time limited parking zones on Alma Street, East Creek Drive, and East Creek Place with the following requests,:

- Determine the number of negatively impacted residents and explore solutions, including a residential permit program.
- Monitor the street segments and intersection for safety issues after implementation, through manual or video observations.

passed (7-1-1, Weiner dissenting, Levin absent)

E3. Receive a presentation on the Climate Action Plan (CAP) update from the Environmental Quality Commission (EQC) CAP subcommittee

Environmental Quality Commissioners (EQC) Josie Gaillard and Tom Kabat made the presentation (Attachment).

ACTION: Motion and second (Cromie/Meyer) to form a CAP subcommittee with Commissioners Cromie, Goldin, Lee, and Meyer, passed unanimously.

G. Committee/Subcommittee Reports

G1. Update from Active Transportation Network Subcommittee

Commissioners Goldin, Kirsch, and Weiner made the presentation (Attachment).

G2. Update from Downtown Access and Parking Subcommittee

Commissioners Behroozi and Levin recommended the following topics for future consideration to encourage higher usage of active transportation modes:

- Parking management program
- Transportation demand management program

G6. Update from Zero Emission Subcommittee

Commissioner Meyer recommended the following topic for future consideration

- E-scooter sharing program and policy

E. Regular Business

- E4. Review and approve the Chair's quarterly update to the City Council and potential amendments to the Complete Streets Commission's annual work plan

Staff Nagaya made the presentation (Attachment).

- Betsy Nash spoke in favor of allocating transportation resources to assist with the ongoing climate action plan (CAP) update and suggested utilizing street resurfacing projects and public right-of-way widths to design for complete streets.

ACTION: By acclamation, the Commission designated Chair Behroozi to update the City Council by:

- Identify commission work plan tasks being completed currently
- Express desire to participate in the EQC's CAP update effort
- Express desire to modify the commission work plan based on current City efforts in the future

F. Informational Items

- F1. Update on major project status

Staff Chen provided updates on the neighborhood traffic management program projects and Oak Grove sidewalk project.

G. Committee/Subcommittee Reports

- G3. Update from Multimodal Subcommittee

None.

- G4. Update from Safe Routes to School Program Subcommittee

None.

- G5. Update from Transportation Master Plan Subcommittee

None.

H. Adjournment

Chair Behroozi adjourned the meeting at 10:20 p.m.

Kevin Chen, Associate Transportation Engineer

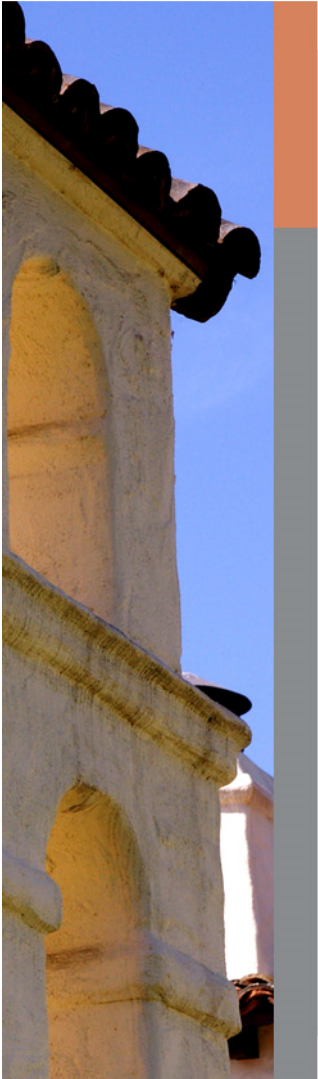
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ALMA STREET AND EAST CREEK DRIVE PARKING RESTRICTIONS

OCTOBER 9, 2019

ARRIAGA FAMILY
GYMNASIUM



AGENDA

- Background
- Evaluation
- Action

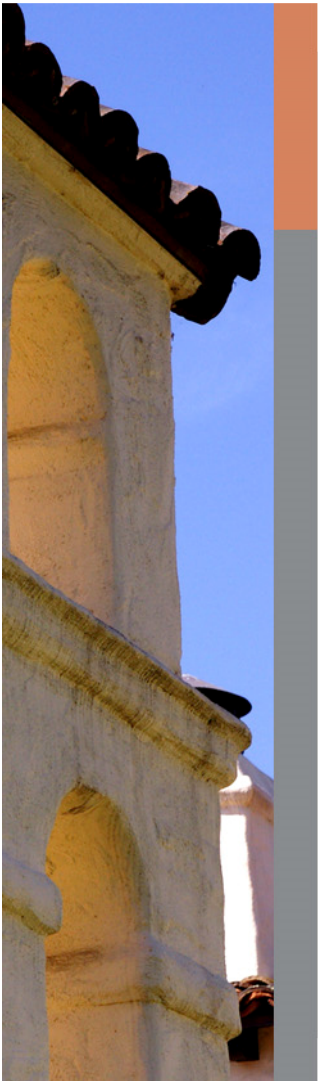




RESIDENT REQUESTS - ROADWAY TIME LIMITED PARKING ZONES

- Basis: inadequate on-street parking
- Request: 4-hour limit, 9am to 6pm, weekdays





TIME LIMITED PARKING ZONES EVALUATION



- Field Observations
 - Occupancy Rate & Duration
 - Destination
- Community Consensus

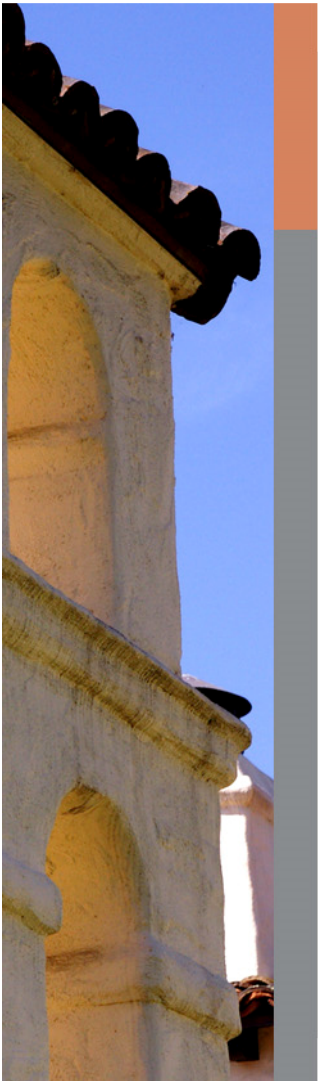




COMMISSION ACTION

- Recommend to City Council to implement time limited parking zones (4-hour between 9am to 6pm on weekdays) on Alma St, E. Creek Dr., and E. Creek Pl.





OTHER POTENTIAL EVALUATIONS

CSC feedback	
Stop control at the intersection of Alma St and E Creek Dr	A stop warrant analysis will be conducted in the future, independent of this project
Red curbs at intersection corners to improve sight distance	Evaluation will be conducted, independent of this project
Parking evaluation for Alma St	The 500 El Camino Real development is expected to conduct a parking study that includes Alma St for overflow parking, within six months after opening of the Middle Avenue pedestrian and bicycle rail crossing
Establish a pilot implementation period to evaluate effectiveness	Staff will monitor the project effectiveness three months after its implementation



NEXT STEPS

- City Council Approval
- Implementation and Monitoring





THANK YOU



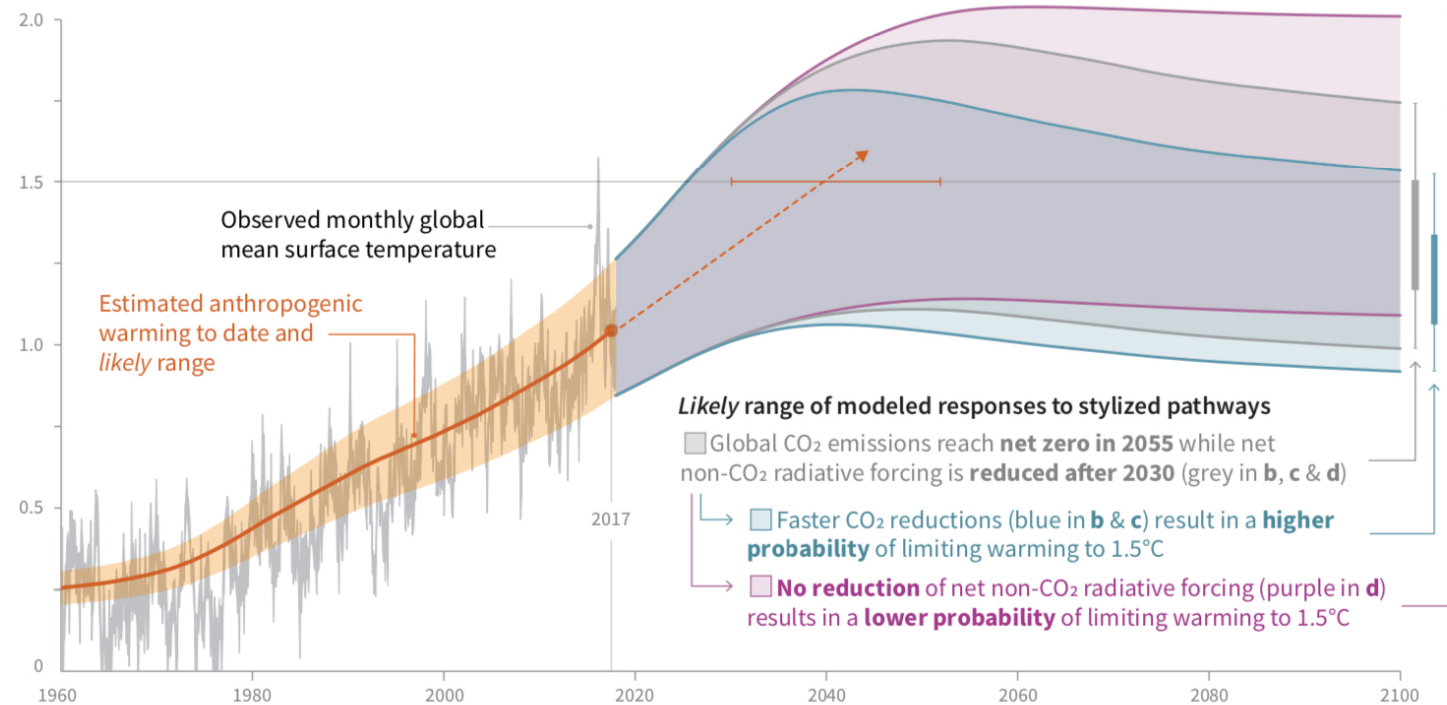
UPDATE: CLIMATE ACTION

Menlo Park Complete Streets Commission Meeting
October 9, 2019

Cumulative emissions of CO₂ and future non-CO₂ radiative forcing determine the probability of limiting warming to 1.5°C

a) Observed global temperature change and modeled responses to stylized anthropogenic emission and forcing pathways

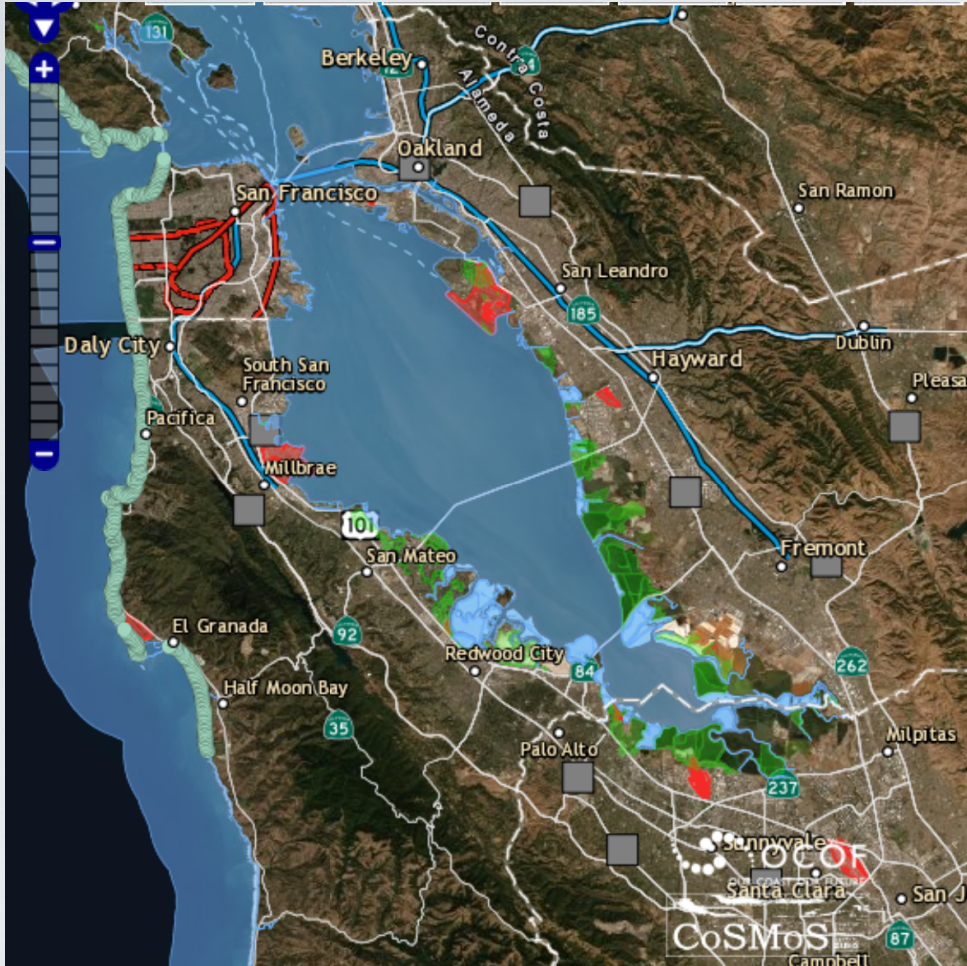
Global warming relative to 1850-1900 (°C)



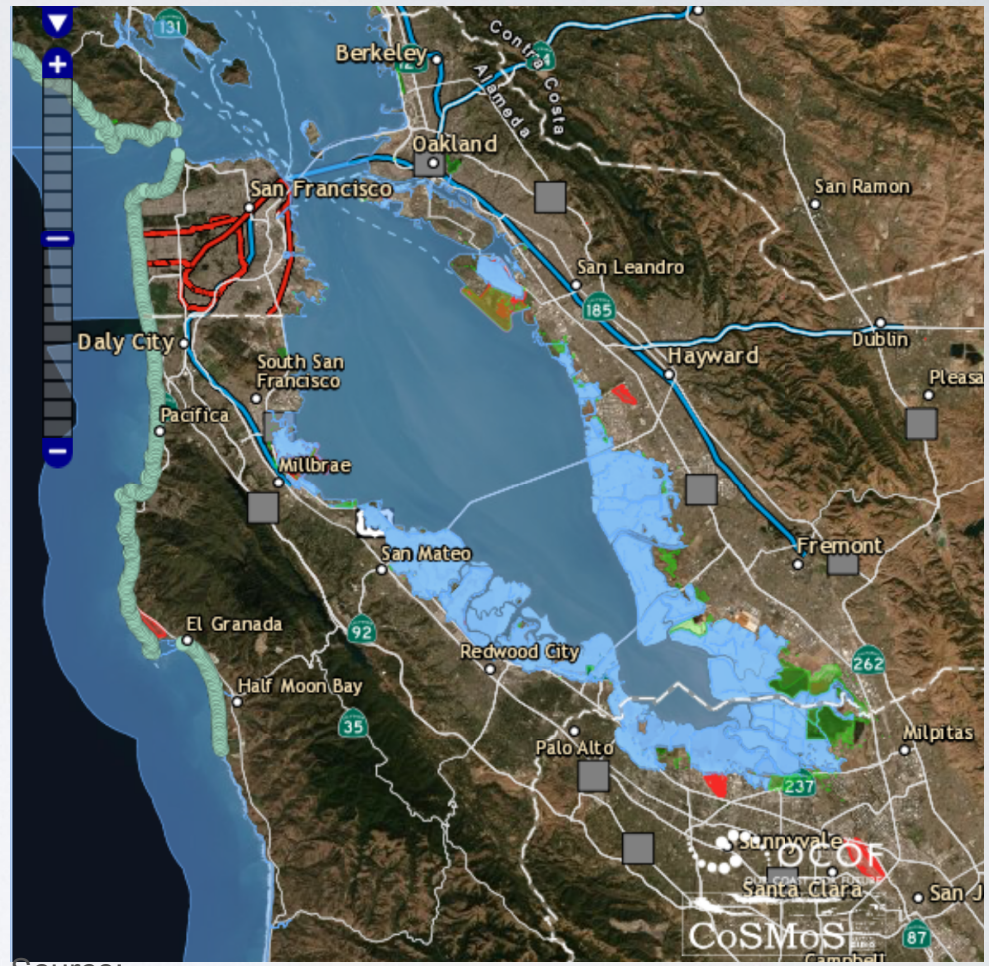
Source: https://www.ipcc.ch/site/assets/uploads/2018/10/SR15_SPM_version_stand_alone_LR.pdf

2018 Report:
Intergovernmental Panel on Climate Change (IPCC)

THE BAY IS RISING



TODAY



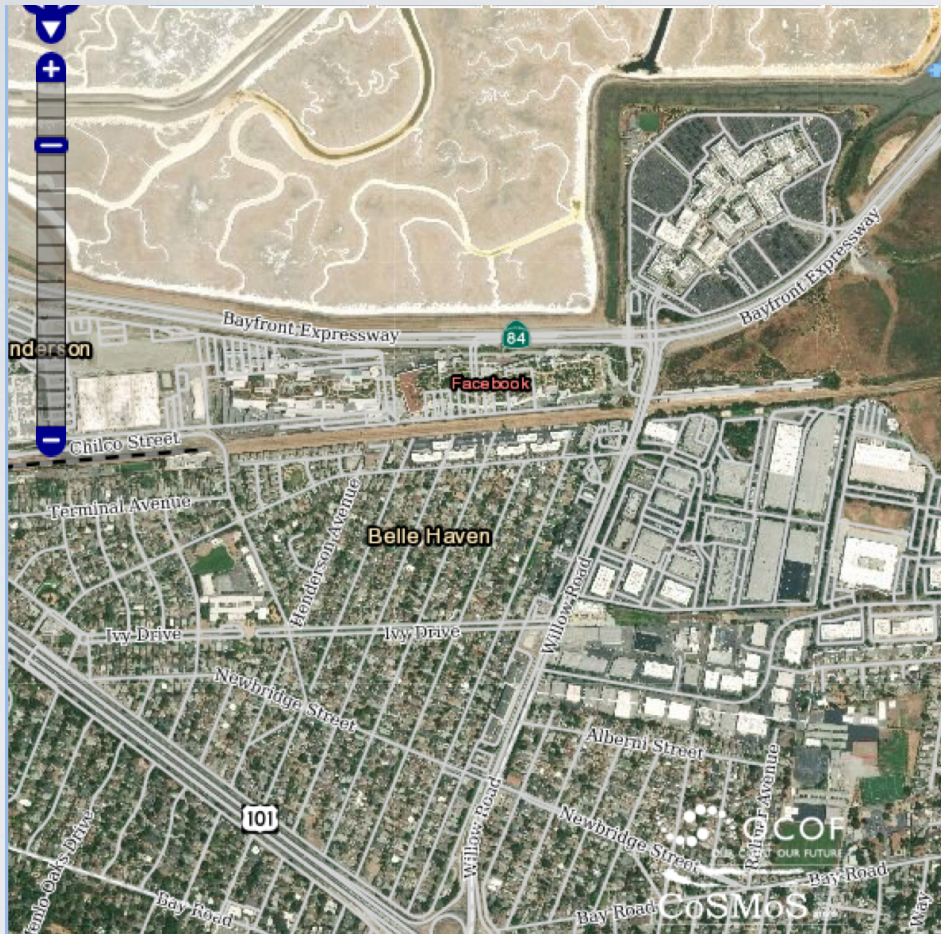
Source:

<http://data.pointblue.org/apps/ocof/cms/index.php?page=flood-map>

YEAR: 2060-2100

the Bay is projected to rise 3.3 feet

MENLO PARK WILL SUFFER



TODAY



Source: <http://data.pointblue.org/apps/ocof/cms/index.php?page=flood-map>

YEAR: 2060-2100

the Bay is projected to rise 3.3 feet

REGIONAL MOBILITY WILL SUFFER



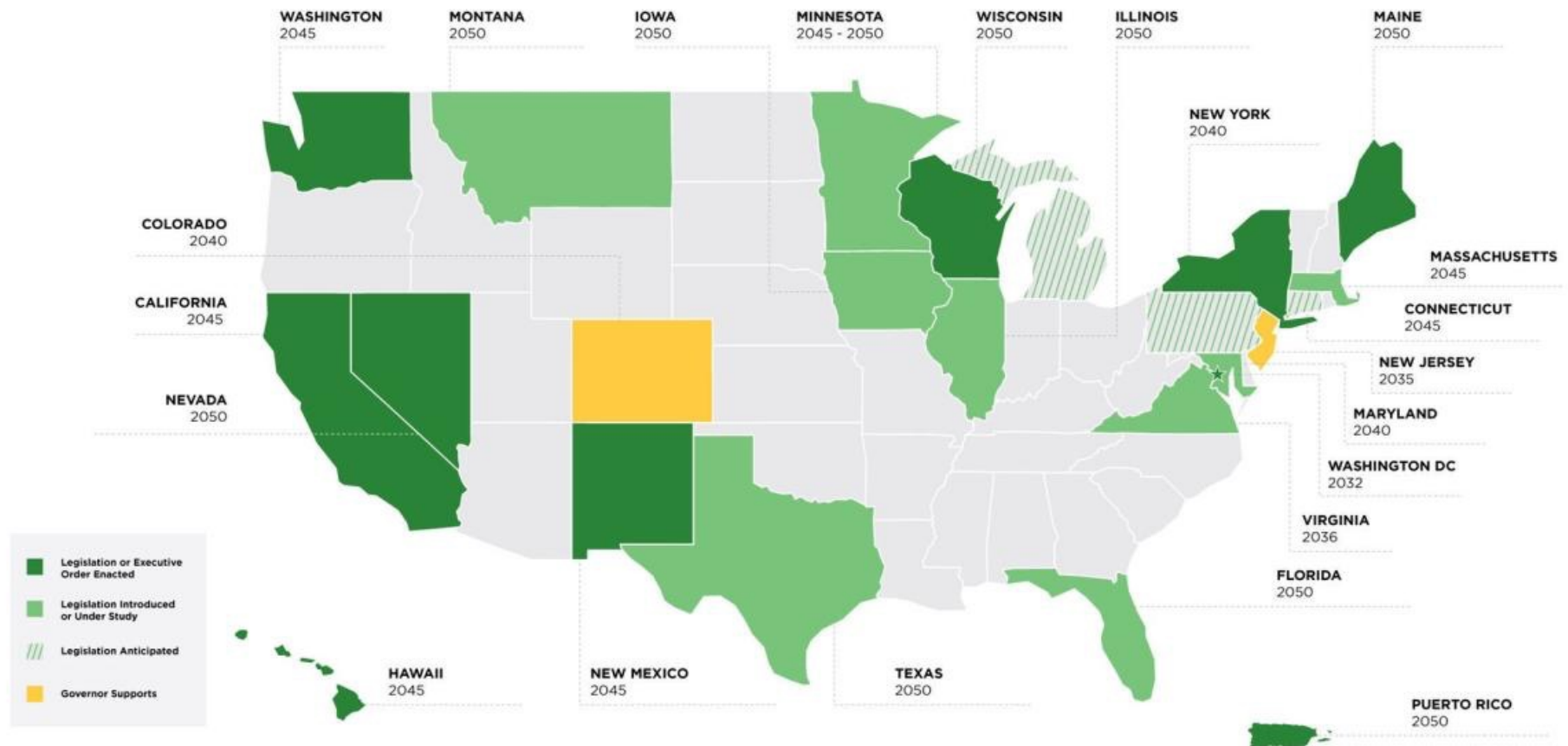
Source: <http://data.pointblue.org/apps/ocof/cms/index.php?page=flood-map>

YEAR: 2060-2100
route 101 projected to be under water

BOLD ACTION REQUIRED

- Our community is at risk
- Property at risk = \$ billions
- Our response must match the magnitude of the problem in scale and speed
- Goal: reduce greenhouse gas emissions in Menlo Park to zero (or below) as soon as possible, setting targets by year
- Keep the focus simple: eliminate the use of 1) natural gas and 2) gasoline in Menlo Park
- Show leadership and set stage for broader, collective action at state and federal level
- Catalyzing broader action is the only way to link our local actions to successful mitigation of climate threats like sea level rise

STATES WITH 100% CLEAN ENERGY STANDARDS



Source: EQ Research Policy Vista™ Legislative Tracking Database as of March 15, 2019, California Energy States Alliance.

Leadership Matters:
California's policies copied by other states

LEADERSHIP MATTERS

“San Jose set to become largest U.S. city to enact natural gas ban

...San Jose joins Berkeley and Menlo Park in enacting natural gas bans.”

— Mercury News, September 17, 2019

OUR SOLUTION

Enact a bold update to Menlo Park's Climate Action Plan (CAP) that appropriately addresses the threat of climate change

2009: Menlo Park's first CAP

2015: Update to CAP

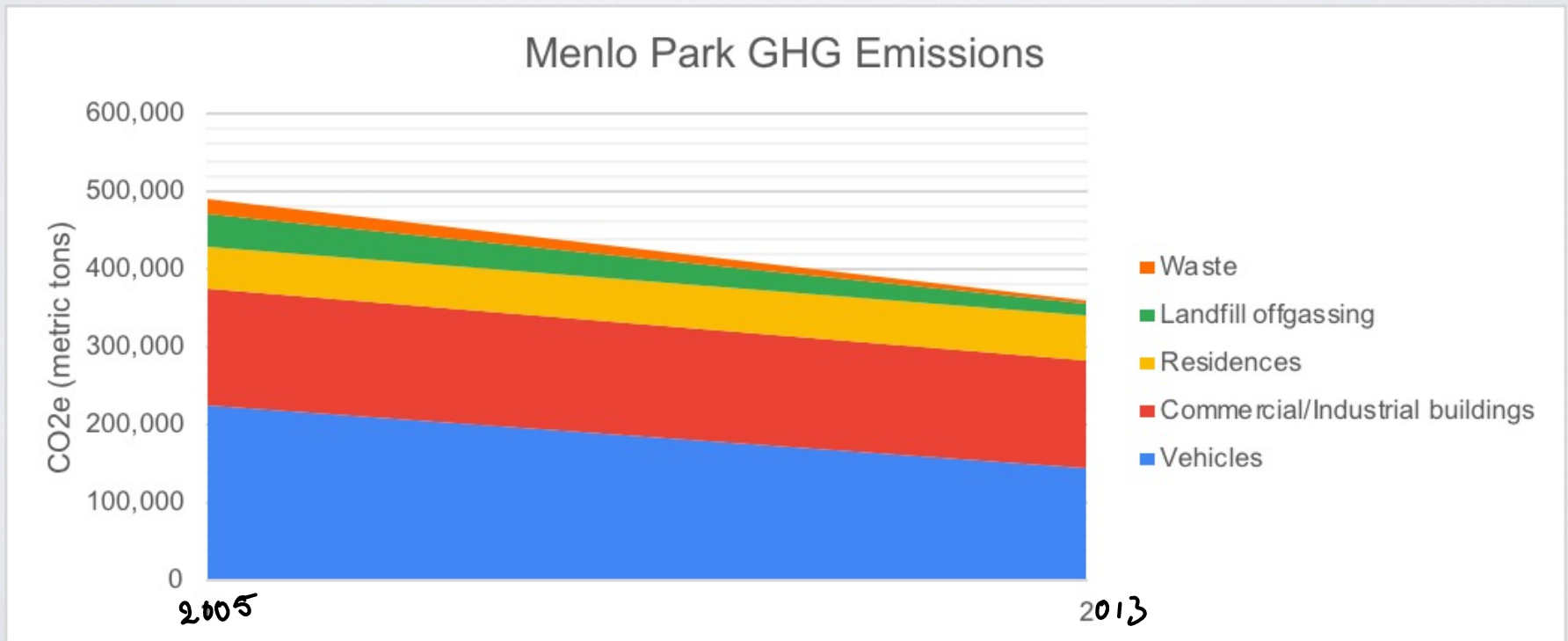
2020: New CAP due

SCOPE OF PAST CAP_s

- Greenhouse Gas (GHG) emissions from:
 - Electricity generation
 - Natural gas usage
 - Gasoline and diesel fuels x combustion **VMT**
 - Waste collection
 - Marsh Road Landfill emissions

GHG INVENTORY

Menlo Park Community Greenhouse Gas Emissions						
	2005	2013		2018	2030	2050
Vehicles	225,885	144,171	-36%			
Commercial/Industrial buildings	147,316	140,567	-5%			
Residences	54,016	57,668	7%			
Landfill offgassing	44,195	14,417	-67%			
Waste	19,642	3,604	-82%			
Total Emissions (metric tons of CO₂e)	491,054	360,427	-27%			

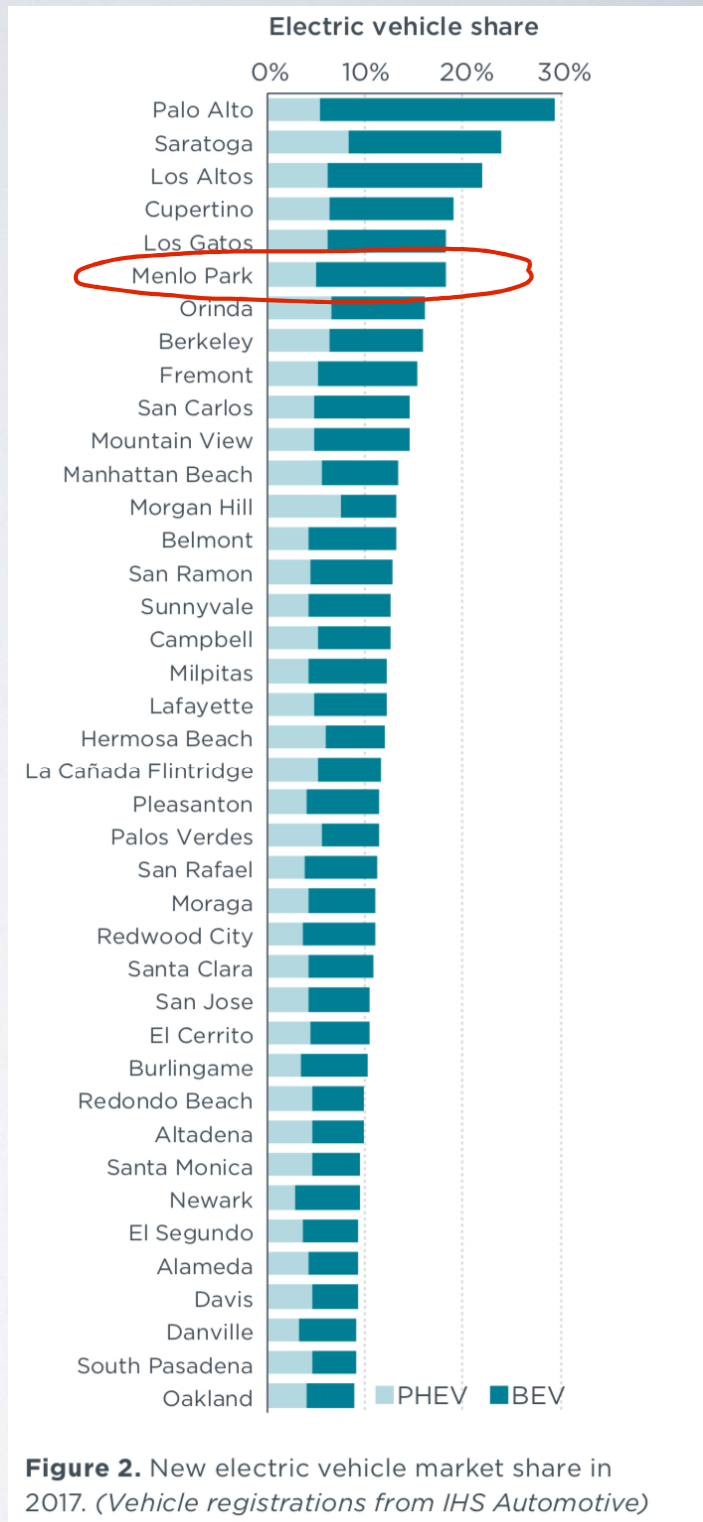


TRENDS IN MOBILITY-RELATED EMISSIONS

- Vehicle miles traveled (VMT) is growing as job growth occurs
- Miles per gallon (MPG) is growing as EVs and PHEVs grow
- Active Transportation gets some attention
- Electric bike technology is advancing
- Daytime EV charging reduces emissions and rates

FORCES ENCOURAGING ELECTRIFICATION

- Increasing coordination among state agencies: CEC, CPUC, CARB
- Community Choice Energy (CCE) interest in expanding offerings to cut GHGs
- California's new building code providing low cost solar energy and no longer fighting electrification
- Reach Codes encouraging electrification
- EVs showing strong growth
- Advancements in Autonomous Vehicles



TECHNOLOGY ADVANCING

- Solar costs 1/3 as much as “not-solar”
- Heat pumps are 300-500% efficient (variety is improving, refrigerants are improving)
- EVs are fun and more economic than CVs (combustion vehicles)
- Induction outperforms gas cooking
- E-bikes are increasingly popular
- Ride hailing is improving, so is AV
- Batteries are improving RAPIDLY

CSC INPUT

- A vision for reducing VMT and increasing Active Transportation in Menlo Park
- An estimate of the VMT reductions possible
- An estimate of the budget and headcount required to achieve those reductions
- Other areas where CAP and CSC work overlaps

POTENTIAL ROADBLOCKS

- Resistance to change from stakeholders
 - Denial and shame
 - Fear and related feelings of hopelessness
- Misinformation, knowledge gaps
- Cost
- Know-how
- Time and hassle factor related to change

THE CHALLENGE

- How do we maximize greenhouse gas emissions reductions per \$ spent?
- How do we meet the scale of the challenge with as little disruption to peoples' lives as possible?
- Information can only get us so far with key stakeholders
 - Emotions run high and can get in the way of reason and facts
 - We must find a way to bridge the gap between 1) awareness that there is an issue and 2) willingness to act at the scale and speed required
 - 95% of our challenge will be addressing psychological barriers to change

OTHER CITIES' CAPS

- What can we learn?
 - Many different formats
 - Becoming more readable for average citizens
 - Level of detail varies
 - More recent CAPs much bolder
 - Low hanging fruit now gone, next actions require more \$
 - Some include: water conservation, adaptation measures

OTHER CITIES' CAPS

- Good examples:
 - Santa Monica
 - Vancouver
 - Salt Lake City
 - San Jose



CAPs now written for public consumption

ACTIONS

A NEW MODEL OF MOBILITY

SM1: Adopt a New Mobility Strategy

Develop and adopt policies to govern local mobility services, designate underutilized street space, adapt to technology innovations, implement pricing strategies and foster regional integration.

Carbon Reduction
Potential



Cost
to City

\$

Community
Benefits



Lead

MD

Partners

Status or
Timeframe

Near Term

SM2: Expand & Diversify Mobility Services & Devices

Diversify Breeze fleet to include electric bicycles and offer options for people with different access and functional needs. Partner with operators of dockless devices to expand mobility options that are safe, convenient and affordable, and provide options for people with different needs. Improve shared-mobility services through open marketplace opportunities, permitting systems, dedicated infrastructure and payment platforms that integrate multimodal planning.



\$



MD

Business

Near Term

SM3: Expand Mobility Infrastructure

Develop strategies and projects to use curb space as mobility hubs that can serve mobility-service providers. Integrate smart-sensing and smart-charging technologies to monitor, inform and enable activities, like congestion pricing. Create tools to maximize street capacity and efficiency for people.



\$\$\$



MD

Business

Near to M
Term

SM4: Implement Parking Policies & Pricing

Continue to actively review and adjust parking prices citywide as market rates change, and revisit parking management and construction policies to encourage sharing existing resources. Analyze financial impacts and develop alternatives to decreased revenue from parking fees.



\$



MD

Near Term

SM5: Sustainable Goods Movement & Delivery Services

Example: Santa Monica

APPROVED 5-YEAR CAPITAL IMPROVEMENT PROGRAM BUDGETS

CLIMATE ACTION & ADAPTATION SECTOR	SUB-SECTOR	FY 16/18	FY 18/20	TOTAL
Zero Net Carbon Buildings	Municipal Energy	\$11,033,075	\$108,663,560	\$119,696,635
Sustainable Mobility	Bike & Pedestrian Improvements	\$15,541,828	\$31,131,412	\$47,583,240
	Roadway & Transit Improvements	\$1,552,247	-	\$1,552,247
	Affordable Housing	\$10,507,954	-	\$10,507,954
	Low Emission Buses	\$21,116,000	\$432,837,726	\$53,953,726
	Electric Vehicles	\$186,690	\$3,127,300	\$3,313,990
Low Carbon Food & Ecosystems	Urban Forest	\$2,330,000	\$2,250,000	\$4,580,000
Water Self-Sufficiency	Local Water Production	\$70,858,500	\$65,318,436	\$136,176,936
Coastal Flooding Preparedness	Pier Hardening	\$2,124,000	\$3,835,000	\$5,959,000
TOTAL		\$135,160,294	\$248,163,434	\$383,323,728

Example: Santa Monica, population ~100,000 people

CAP BUDGETS

- Survey of other cities' CAPs reveals that financial commitments have significantly increased in the last 1-2 years, as cities face the dire reality of scientists predictions
- Attitude is: “Low hanging fruit” projects are done...now the hard work begins

GOAL AND TARGETS	INDICATOR	BASELINE	2018	CHANGE FROM BASELINE	IMPROVED OVER BASELINE	2020 TARGET
CLIMATE AND RENEWABLES						
Target: Reduce community-based greenhouse gas emissions by 33% from 2007 levels by 2020.	Total tonnes of community CO ₂ e emissions from Vancouver	2,765,000 tCO ₂ e (2007)	2,440,000 tCO ₂ e	-12%	Yes	1,865,000 tCO ₂ e
GREEN BUILDINGS						
Target 1: Require all buildings constructed from 2020 onward to be carbon neutral in operations.	Kilograms of CO ₂ e per square metre of newly built floor area	20.7 kg CO ₂ e/m ² (2007)	11.8 kg CO ₂ e/m ² (2017)	-43%	Yes	carbon neutral
Target 2: Reduce energy use and GHG emissions in existing buildings by 20% over 2007 levels.	Total tonnes of CO ₂ e from all community buildings	1,585,000 tCO ₂ e (2007)	1,415,000 tCO ₂ e	-11%	Yes	1,270,000 tCO ₂ e
GREEN TRANSPORTATION						
Target 1: Make the majority of trips (over 50%) by foot, bicycle and public transit.	Per cent mode share by walk, bike and transit	40% ¹	53% of trips	+13%	Yes	50% of trips
Target 2: Reduce average distance driven per resident by 20% from 2007 levels.	Total vehicle km driven per person	5,950 km (2007)	3,690 km	-38%	Yes	4,760 km
ZERO WASTE						
Target: Reduce total solid waste going to the landfill or incinerator by 50% from 2008 levels.	Annual solid waste disposed to landfill or incinerator from Vancouver ²	480,000 tonnes (2008)	347,000 tonnes (2017)	-28%	Yes	240,000 tonnes
ACCESS TO NATURE						
Target 1: Ensure that every person lives within a five-minute walk of a park, greenway or other green space. ³	Per cent of city's land base within a five-minute walk to a green space	92.6% (2010)	92.7%	+0.1%	Yes	95%
Target 2: Plant 150,000 additional trees.	Total number of additional trees planted	- - (2010)	122,000 trees	+122,000	Yes	150,000 trees
Target 3: Restore or enhance 25 hectares of natural areas between 2010 and 2020.	Total hectares of natural areas restored or enhanced	- - (2010)	27 hectares	+26	Yes	25 hectares
Target 4: Increase canopy cover to 22% by 2050.	Per cent of city's land area covered by tree-leaf canopies	18% (2013)	Survey results available in 2020	- -	- -	22% (2050)
CLEAN WATER						
Target 1: Meet or beat the most stringent of British Columbian, Canadian and appropriate international drinking water quality standards and guidelines.	Total number of instances of not meeting drinking water quality standards	0 instances (2006)	0 instances	0	Yes	0 instances
Target 2: Reduce per-capita water consumption by 33% from 2006 levels.	Total water consumption per capita	583 L/person/day (2006)	456 L/person/day	-22%	Yes	390 L/person/day
LOCAL FOOD						
Target: Increase city-wide and neighbourhood food assets by a minimum of 50% over 2010 levels.	Total number of neighbourhood food assets ⁴ in Vancouver	3,344 food assets (2010)	4,960 food assets	+49%	Yes	5,016 food assets
CLEAN AIR						
Target: Meet or beat the most stringent air quality guidelines from Metro Vancouver, BC, Canada, and the World Health Organization.	Total number of instances of not meeting of air quality standards for ozone, particulate matter (PM _{2.5}), nitrogen dioxide and sulphur dioxide from both the Kits and Downtown stations combined ⁵	27 instances (2008)	227 instances	+200	No	0 instances

Example: Vancouver

Low-Carbon Growth Milestones



INDICATORS	CARBON REDUCTIONS	ZNE HOMES	ALL-ELECTRIC HOMES	HOUSEHOLD ENERGY USE
METRICS	Emissions reduction from this strategy	Number of ZNE homes	Percentage of homes that are all-electric	Household energy use (gas and electricity)
PROGRESS MILESTONES	Thousands of tons of carbon reduced per year	Number of ZNE homes	Percentage of homes that are all-electric	Household energy consumption (kWhe and kWhth)
TODAY	-	<100	0%	14,988
2030	389	37,975	47%	10,626
2040	663	71,800	95%	6,547
2050	701	90,650	100%	5,704

Example: San Jose

OTHER CITIES' GHG TARGETS

Table 3-2. Summary of Selected GHG Reduction Goals

Target Year	Goal	City
2025	40% below 1990 levels	San Francisco
2030	50% below 2008 levels	Seattle
	80% below 1990 levels	Palo Alto
2040	Net zero GHG emissions	Seattle
2050	80% below 1990 levels	Santa Cruz
	80% below 2000 levels	Berkeley
	83% below 2005 levels	Oakland

EXCELLENT RESOURCES

- GHG Data: <https://ourworldindata.org/co2-and-other-greenhouse-gas-emissions>
- Rocky Mountain Institute:
<https://rmi.org/insight/the-carbon-free-city-handbook/>
- Center for Climate and Energy Solutions:
<https://www.c2es.org/document/mayors-leading-the-way-on-climate-2018/>

ADDITIONAL ADVICE FOR US

- Advice?
- Requests?
- Guidance?

2022 projects include 500 ECR, 1300 ECR and electrified Caltrain.

In order to meet the needs of these projects, all five tunnel connection projects should be delivered as along with the tunnel itself.

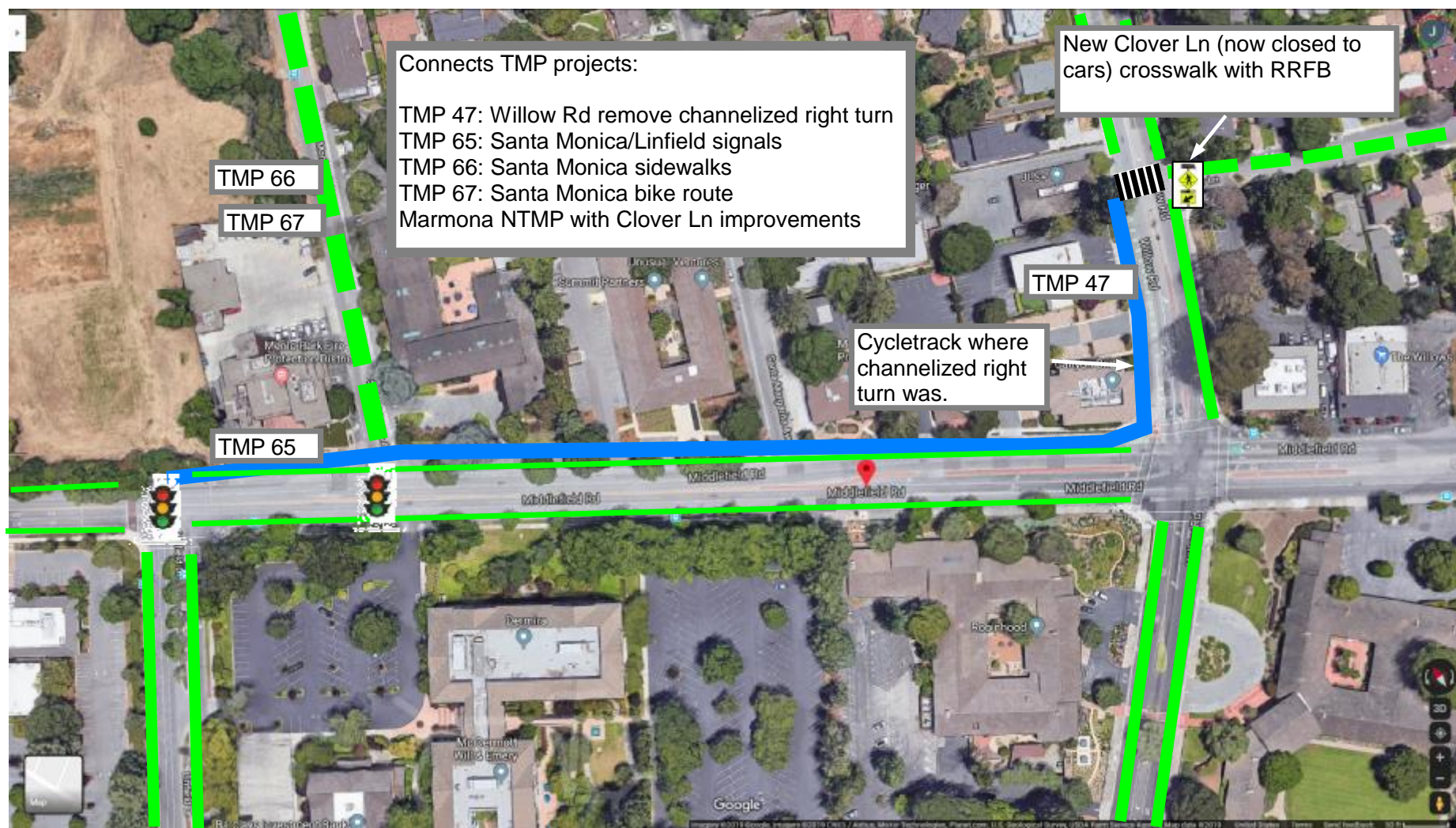
Projects:

- 1. Tunnel
- 2. Middle Ave
- 3. Menlo Gates
- 4. Willows Connector
- 5. Stanford Connector

Connections:

- MP Caltrain
- PA Caltrain
- Stanford
- Six parks
- 500 ECR
- 1300 ECR
- Downtown MP
- Downtown PA





Cycletrack connecting Clover Ln to Linfield/Santa Monica signals.
Provides alternative to high stress Middlefield bike lanes.
Does not replace existing bike lanes.

- existing bike lane
- - - - - existing shared route
- proposed cycletrack
- existing cycletrack

-  new crosswalk
-  new traffic signal
-  new RRFB

5 Stanford Connector



Connects 500 ECR/tunnel to existing Palo Alto cycletrack network through El Camino Park, Caltrain, downtown PA, Town & Country, Stanford University. Will become part of full ECR bike lane project.

- Project 5 area
- existing bike lane
- existing shared route
- proposed cycletrack
- existing cycletrack

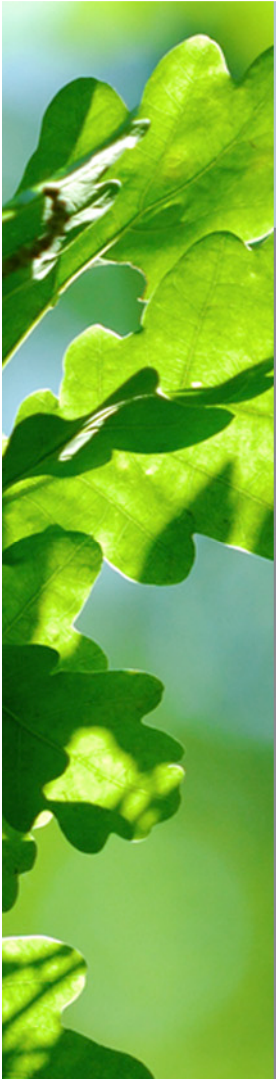
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QUARTERLY WORK PLAN UPDATE

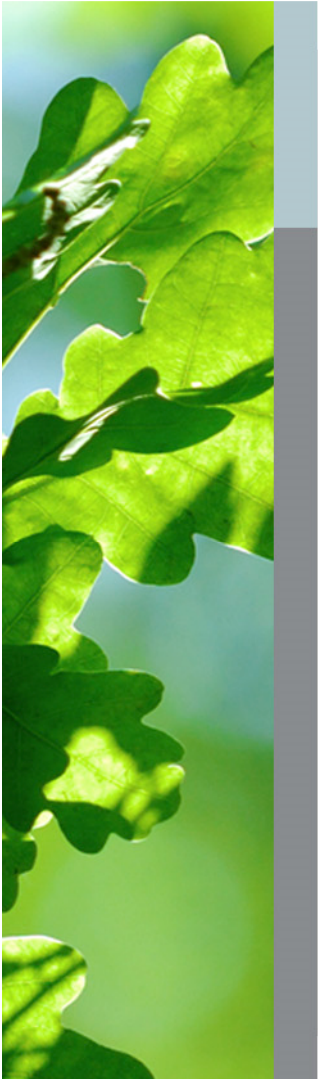
Complete Streets Commission

October 9, 2019



SUGGESTED DISCUSSION FRAMEWORK

- Staff presentation
- Commission questions
- Public comment
- Commission discussion
- Recommended action:
Approve the Chair's quarterly update on Commission's work plan



RESOURCE PRIORITIZATION





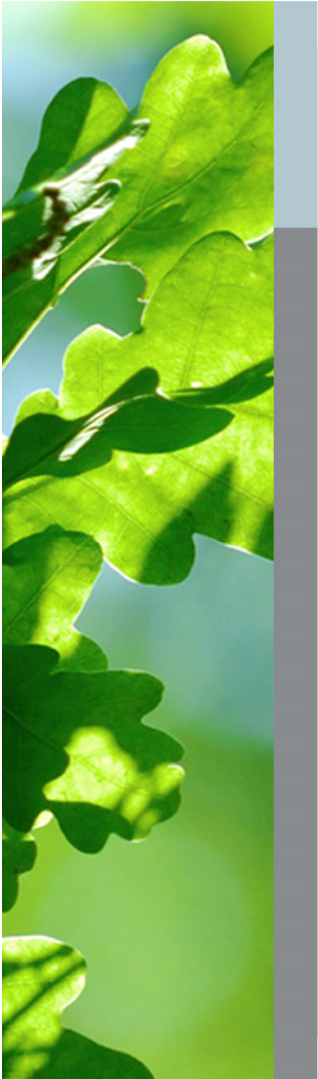
2019 COUNCIL PRIORITIES & WORK PLAN



- Top priority projects

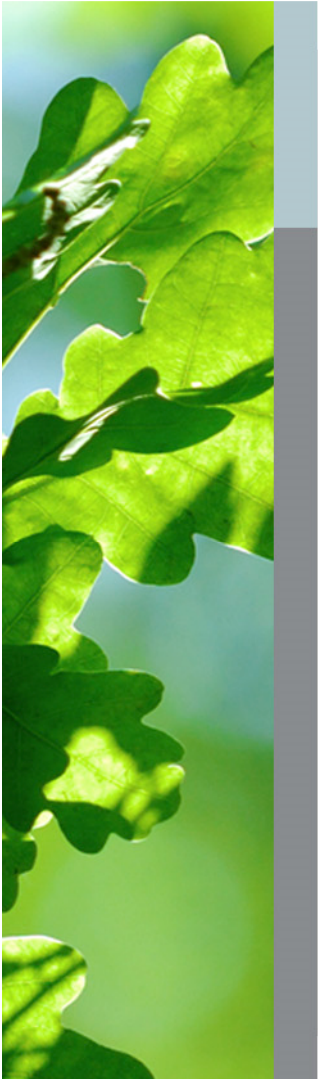
2019-20 City Council Priorities and Work Plan September 30, 2019 update

Ref #	Priority projects	Lead Department	10 20 30 40 50 60 70 80 90 100									
			0	--	% Complete						--	100
1	Transportation master plan (TMP)	Public Works	█	█	█	█	█	█	█	█	█	
2	Chilco Street improvement project	Public Works	█	█	█	█	█	█	█	█	█	
3	Middle Avenue pedestrian & bicycle rail crossing planning	Public Works	█	█	█	█	█	█	█	█	█	█
4	Heritage tree ordinance update	City Manager's Office	█	█	█	█	█	█	█	█	█	
5	Belle Haven Branch Library site selection	Library	█	█	█							



COMMISSION WORK PLAN

- May 21: Adopted by Council
- Middle crossing and Middle-Olive corridor
- Safe Routes to School implementation support
- Regional transportation project support
- Active transportation routes through the Master Plan
- Policies to encourage zero emission transportation
- Education to improve downtown access through parking management and equitable & sustainable transportation



COMMISSION WORK PLAN ADOPTION PROCESS

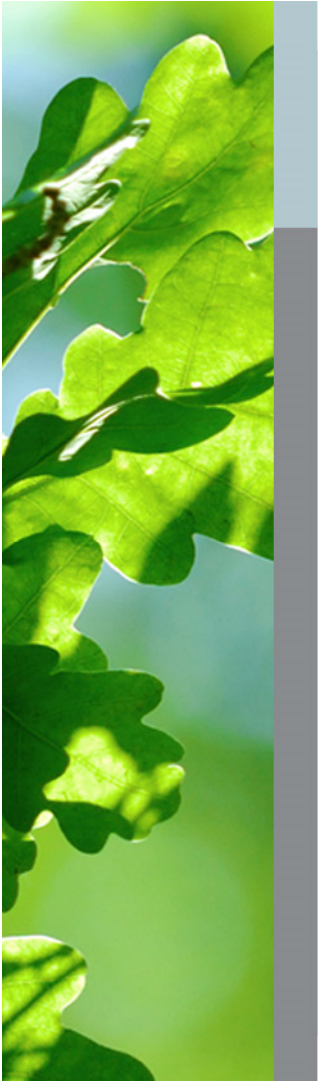


Council Goals
& Work Plan:
Early 2019

- Commission
Work Plan: May
2019



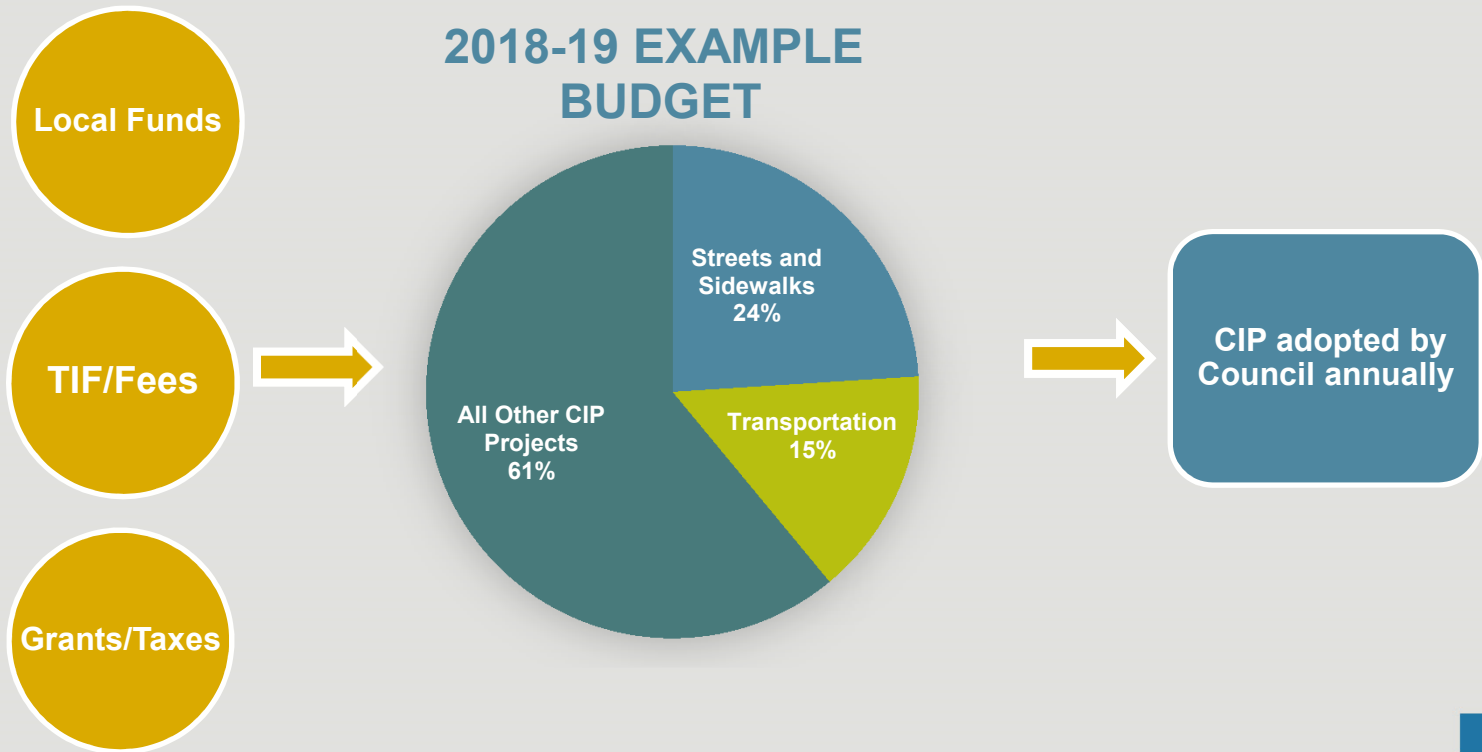
Budget & CIP
Adoption:
June 2019



CAPITAL IMPROVEMENT PROGRAM 101



2018-19 EXAMPLE BUDGET





WHAT'S IN THE CIP?



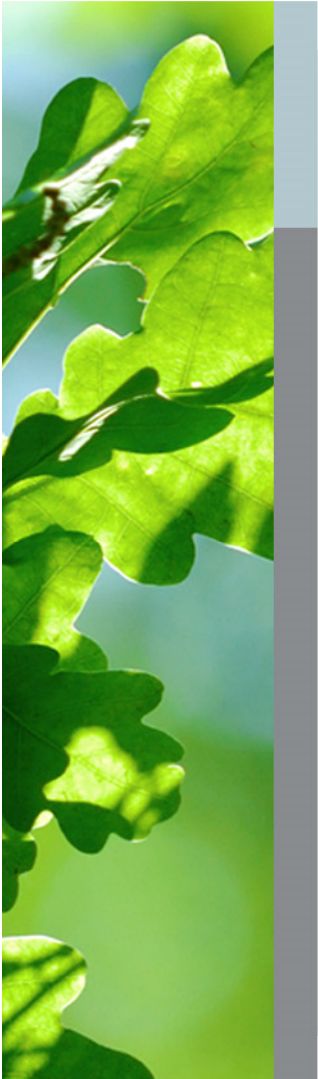
Streets Projects	Priority	Streets Projects	Priority
Chilco Streetscape	1	Santa Cruz/Middle resurfacing	2
Downtown Parking Structure Study	3	Sharon Rd sidewalks	2
Downtown Parking Utility Undergrounding	3	Sidewalk repair program	2
Downtown Streetscape	3	Street resurfacing program	1
Oak Grove Ave sidewalks	1	Streetlight conversions	3
Parking Plaza 7/8 renovations	3	Monument signs	2
Pierce Road sidewalk	2	Willow Rd resurfacing	3
Ravenswood resurfacing	3		



WHAT'S IN THE CIP?

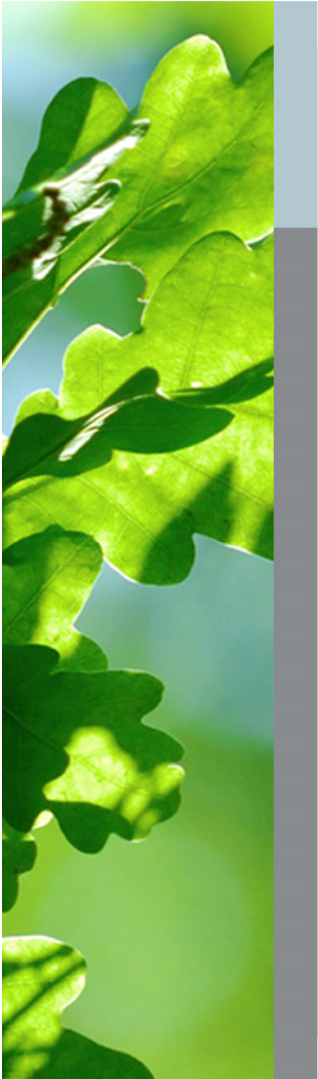


Transportation Projects	Priority	Transportation Projects	Priority
Bayfront/Willow/Marsh Signal Timing	2	Traffic Signal Modifications	3
Dumbarton Rail Support	3	Transit Improvements	2
El Camino Real Crossings	3	Transportation Master Plan	1
Haven Streetscape	2	Transportation Projects (Minor)	2
Middle Ave Rail Crossing Study	1	Willow Rd Transportation Study	3
Middlefield/Linfield-Santa Monica Crosswalk Improvements	3	Willow/101 Interchange	1
Oak Grove Bike Improvements	2	Willows complete streets study	3
Ravenswood Ave Caltrain Grade Separation	1		



WHAT'S NEXT?

- CSC update to City Council on work plan status
 - Work on projects within the work plan
 - Request Council consider an amendment to the work plan
- Given constraints of time and project backlog, staff recommends Commission consider:
 - Several upcoming paving projects are planned for next few years
 - Commission could take up developing policy recommendations for Council consideration
 - How to approach paving projects? When to include planned infrastructure?



COMMISSION WORK PLAN

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THANK YOU



STAFF REPORT

Complete Streets Commission

Meeting Date: 11/13/2019
Staff Report Number: 19-016-CSC

Regular Business: Recommend to City Council the preferred Complete Streets Commission member count

Recommendation

Staff recommends the Complete Streets Commission discuss and recommend to City Council the preferred Complete Streets Commission member count.

Policy Issues

The proposed action is consistent with City Council Policy CC-19-0004, Commissions/Committees policies and procedures and roles and responsibilities.

Background

On February 28, 2017, the City Council adopted a resolution (No. 6377) to merge the former Transportation Commission and Bicycle Commission to form the Complete Streets Commission, as a pilot program. Additionally, the City Council elected to defer the development of a new Commission mission statement and work plan after a full evaluation of the program. Meetings are to be held on every second Wednesday of the month at the City Council Chambers at 7 p.m.

The first Complete Streets Commission meeting occurred on May 10, 2017, with ten commissioners. Following the resignation of one of the ten commissioners in late August 2017, all meetings thereafter were held with up to nine commissioners.

On December 12, 2018, the Complete Streets Commission considered and recommended to the City Council to continue the Complete Streets Commission permanently as a 9-member body.

On March 5, 2019, the City Council adopted a resolution (No. 6477) to continue the Complete Streets Commission permanently as a 9-member body, with a request to return to the City Council in the future to further discuss the size of the Commission.

On March 13, 2019, the Complete Streets Commission held an extensive discussion on the Commission's mission statement and goals and priorities. Additionally, the commission identified near-term actionable tasks for each of the goals and priorities.

On April 10, 2019, the Complete Streets Commission recommended to the City Council to approve the Commission's 2019 – 2020 Work Plan, including a mission statement and goals and priorities.

On May 21, 2019, the City Council approved the Complete Streets Commission's work plan, including mission statement and goals and priorities (Attachment A).

Analysis

Since the formation of the Complete Streets Commission, the commission has discussed and provided recommendations to many transportation topics over approximately 30 regular and special meetings, these topics include:

- Pedestrian and bicycle infrastructure projects,
- Safe Routes to School program,
- Neighborhood traffic management programs,
- Transportation Master Plan,
- Rail grade separation project,
- Streetscape improvement projects,
- On-street parking re-designation,
- Grant application submittals, etc.

On average, the past twelve Complete Streets Commission meetings lasted approximately 2 hours and 42 minutes. The shortest meeting took approximately 2 hour and 09 minutes and the longest meeting took approximately 3 hours and 34 minutes.

By contrast, the average meeting duration for the past twelve former Bicycle Commission and Transportation Commission meetings were 2 hours and 15 minutes and 2 hours and 26 minutes, respectively.

Typically, staff works with the commission Chair and Co-chair to ensure a balanced agenda to account for meeting substance and duration.

The table below summarizes the finding:

Table 1: Commission meeting durations			
Duration ¹	Complete Streets Commission	Former Bicycle Commission	Former Transportation Commission
Average	2:42	2:15	2:26
Shortest	2:09	1:24	1:55
Longest	3:34	2:36	3:55
Note:			
1. Based on the last twelve meetings.			

Impact on City Resources

Resources expended for staff support of the City's Commissions is considered part of baseline operations.

Environmental Review

This action is not a project within the meaning of the California Environmental Quality Act (CEQA) Guidelines §§ 15378 and 15061(b)(3) as it will not result in any direct or indirect physical change in the environment.

Public Notice

Public notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting.

Attachments

A. Complete Streets Commission 2019-2020 work plan

Report prepared by:

Kevin Chen, Acting Senior Transportation Engineer

Report reviewed by:

Kristiann Choy, Acting Transportation Manager

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**MEMORANDUM**

Date: 5/21/2019
To: City Council
From: Complete Streets Commission
Re: Complete Streets Commission 2019-2020 Work Plan

Mission Statement:

"The Complete Streets Commission shall advise the City Council on realizing the City's adopted goals for Complete Streets, Vision Zero, clear air and carbon reduction, and provide input on major land use and development projects as it relates to transportation."

Goals/Priorities (and near-term actionable tasks):

1. Continue to advocate for and advise the Council on the planning and installation of the Middle Avenue crossing, and safe cycling/pedestrian infrastructure connecting the Burgess complex to the Middle corridor to Olive, and north on Olive to Hillview School.
 - Submit to City Council a project on a page (PoP) outlining the Middle Avenue scope and next steps.
 - Recommend a preferred design alternative for the Middle Avenue crossing to the City Council.
 - Recommend preferred design alternative on Middle Ave from San Mateo Drive to Olive Street including community outreach in anticipation of the tentative 2020 repaving of the same street segment
2. Continue to support the implementation of the Safe Routes to School strategy and advocate for community engagement, program continuity and engineering implementation.
 - Provide guidance to the city's temporary Safe Routes to School Coordinator and advocate to the Council to institutionalize the role.
3. Support City Council's role as a stakeholder with regard to regional multi-modal projects and to increase sustainable transportation for Menlo Park.
 - Advise City Council on the continuing development of the Dumbarton Corridor projects and Caltrain modernization through its Business Plan development and construction of the Peninsula Corridor electrification project.
4. Support City Council in developing a network of active transportation routes, and prioritize segments for future development.
 - Advise City Council on the development of the Transportation Master Plan (TMP), including:
 - Work with staff and consultants to frame the planning in a way that will foster robust and productive community input – e.g. grouping individual projects in terms of bike routes and/or multimodal corridors.
 - Support council/community outreach efforts around effective, safe, and

- sustainable multimodal transportation.
 - Review design standards in TMP and provide input.
5. Support City Council in developing policy to encourage alternative transportation modes that encourage zero emission.
 - Advise City Council in developing alternative transportation mode sharing programs.
 6. Support City Council and provide community education in developing plans to improve access to downtown through improved parking management and increased use of equitable and sustainable transportation.
 - Advise City Council in developing and implementing near-term downtown parking strategies.