



REGULAR MEETING MINUTES

Date: 4/10/2019
Time: 7:00 p.m.
City Council Chambers
701 Laurel St., Menlo Park, CA 94025

A. Call to Order

Chair Kirsch called the meeting to order at 7:02 p.m.

B. Roll Call

Present: Behroozi, Goldin, Kirsch, Meyer, Walser, Weiner
Absent: Lee, Levin
Staff: Assistant Engineer Rich Angulo, Associate Transportation Engineer Rene Baile, Associate Transportation Engineer Kevin Chen
Consultant: Alta Planning + Design, Inc.

Chair Kirsch led the celebration of outgoing Complete Streets Commissioner Bianca Walser.

C. Reports and Announcements

Staff Chen announced upcoming City events and a summary of City Council actions on transportation related items since the March 13, 2019, Commission meeting.

Chair Kirsch announced deferring Agenda Item F1 to the next Complete Streets Commission meeting.

D. Public Comment

- Jen Wolosin spoke about Commissioner Walser, the need for intersection safety data, and additional enforcement due to the removal of the red light photo enforcement program.

E. Regular Business

- E1. Approve the Complete Streets Commission regular meeting minutes of March 13, 2019 (Attachment)

ACTION: Motion and second (Behroozi/Goldin) to approve the Complete Streets Commission regular meeting minutes of March 13, 2019, passed (5-1-2, Meyer abstained, Lee and Levin absent).

- E2. Recommend to City Council to approve the removal of on-street parking on Middle Avenue between Olive Street and San Mateo Drive to install a preferred bike lane alternative (Staff Report #19-003-CSC)

Staff Angulo and consultant Carlos Valadao provided a presentation (Attachment).

- Brendan Visser spoke in support of protected bike lanes and the need for sidewalk and lower speed on Middle Avenue.
- Janet Gilmore spoke in opposition of removing parking on both sides and the need to address all safety concerns such as improving speeding and the crosswalk at San Mateo Drive. Gilmore asked for an evaluation of timed parking restrictions during school rush hours.
- Kathy Kane spoke about the need for additional parking utilization study, to consider all users on Middle Avenue, and proper directional marking on bike lanes.
- Doug Alburger spoke in opposition of removing parking on the south side of Middle Avenue.
- Stuart Jacobson spoke about the need to reach out to side street residents, the lack of justification for eleven feet buffered bike lanes, the impact of parking removal to property value, service and construction vehicles, and future rental units and higher density developments. Jacobson voiced support for timed parking restrictions during the morning commute.
- Anthony Enerio spoke in support of removing parking on one side of Middle Avenue instead of both sides but preferred timed parking restriction. He suggested lower speed limits, speed humps, and more stop signs on Middle Avenue.
- Susan Traversat spoke in support of timed parking restriction instead of the project recommendations. Traversat suggested lower speed limits on Middle Avenue and a stop sign at San Mateo Drive.
- Jen Wolosin spoke in support of removing parking on both sides of Middle Avenue and more traffic calming measures for Middle Avenue.
- Bernard Traversat spoke in support of bike lanes on Middle Avenue. Traversat suggested signal controls at key crossing locations, sidewalk on the south side of Middle Avenue and lower speed limits.
- Michael Lambert spoke in support of parking removal on one side of Middle Avenue. Lambert suggested lower speed limits and reduction of street cross section crown.

ACTION: Motion and second (Weiner/Behroozi) to recommend to City Council to approve the removal of on-street parking on both sides of Middle Avenue between Olive Street and San Mateo Drive to install Alternative 1 bike lanes and to explore conditions to lower speed limits to 25 miles per hour, passed (6-0-2, Lee and Levin absent).

- E3. Recommend to City Council to approve the removal of on-street parking on Santa Cruz Ave between Olive Street and Avy Avenue - Orange Avenue to install sidewalks and bike lanes (Staff Report #19-004-CSC)

Staff Angulo and consultant Carlos Valadao provided a presentation (Attachment).

- Nikita Sethi spoke in support of sidewalks but oppose parking removal. Sethi suggested a parking utilization study and timed parking restriction for school needs.
- Doug Strauss spoke in support of removing parking in front of Hillview School. Strauss suggested improving the existing crosswalk at N. Lemon Avenue, adding sidewalks at Avy Avenue and Cloud Avenue, and wider bike lanes on Santa Cruz Avenue west of Hillview School.

ACTION: Motion and second (Weiner/Meyer) to recommend to City Council to approve the removal of on-street parking on Santa Cruz Avenue between Olive Street and Avy Avenue – Orange Avenue to install Alternative 1B bike lanes, to explore additional traffic calming measures for the N. Lemon Avenue crosswalk, to encourage the County to extend the proposed improvements to Cloud Avenue, and to explore conditions to lower speed limits to 25 miles per hour, passed (6-0-2, Lee and

Levin absent).

- E4. Recommend to City Council to approve the removal of on-street parking on the west side of Laurel Street at Ravenswood Avenue to install an exclusive southbound left turn lane and to extend the northbound bike lane to the intersection (Staff Report #19-005-CSC)

Staff Baile provided a presentation (Attachment).

- Jen Wolosin spoke about potential bicycle safety concerns from the proposed intersection improvements.

ACTION: Motion and second (Meyer/Weiner) to recommend to City Council to approve the removal of on-street parking on the west side of Laurel Street at Ravenswood Avenue to install intersection improvements, to maintain existing time restriction between the Menlo Park Childcare Center and City Hall Buildings, and to return to the Commission with the final intersection design layout, passed (6-0-2, Lee and Levin absent).

- E5. Provide feedback and recommend to City Council the Middle Avenue project on a page

Chair Kirsch led a discussion (Attachment).

- Jen Wolosin asked about the City process for selecting potential projects.

ACTION: Motion and second (Weiner/Behroozi) to recommend to City Council the Middle Avenue project on a page, passed (6-0-2, Lee and Levin absent).

- E6. Approve the Commission's quarterly report to the City Council tentatively scheduled for May 7, 2019

Chair Kirsch led a discussion.

- City Council liaison Betsy Nash suggested including the Commission's current charges and past accomplishments.

ACTION: Motion and second (Kirsch/Meyer) to discuss the following topics at the next Commission quarterly report to the City Council:

- Promote Complete Streets policy, vision zero, and multi-modal access
- Promote the Middle Avenue rail crossing project
- Promote the Middle Avenue project on a page
- Invite City Council to a future walking/biking tour with the Complete Streets Commission

- E7. Recommend to City Council to approve the Commission goals and priorities for 2019-2020 (Staff Report #19-006-CSC)

Chair Kirsch led a discussion.

ACTION: Motion and second (Kirsch/Goldin) for the Chair and Vice-Chair to work with Staff to include verbiage for the Commission to review development projects with transportation impacts, passed (6-0-2, Lee and Levin absent).

- E8. Provide feedback on the Caltrain business plan

Chair Kirsch deferred item to the next meeting.

F. Informational Items

- F1. Update on City Council work plan and capital improvement program

Chair Kirsch deferred item to the next meeting.

- F2. Update on major project status

Staff Chen provided updates on the neighborhood traffic management program projects, transportation master plan, middle avenue pedestrian and bicycle rail crossing, Willow Road and U.S. highway 101 interchange construction, and Oak Grove/University/Crane Bicycle improvement project construction.

G. Committee/Subcommittee Reports

- G1. Update from Active Transportation Network Subcommittee

None.

- G2. Update from Downtown Access and Parking Subcommittee

None.

- G3. Update from Multimodal Subcommittee

None.

- G4. Update from Safe Routes to School Program Subcommittee

None.

- G5. Update from Transportation Master Plan Subcommittee

None.

- G6. Update from Zero Emission Subcommittee

None.

H. Adjournment

Chair Kirsch adjourned the meeting at 10:10 p.m.



REGULAR MEETING MINUTES

Date: 3/13/2019
Time: 7:00 p.m.
City Council Chambers
701 Laurel St., Menlo Park, CA 94025

A. Call to Order

Chair Kirsch called the meeting to order at 7:06 p.m.

B. Roll Call

Present: Behroozi, Goldin, Kirsch, Lee, Levin, Walser, Weiner
Absent: Mazzara, Meyer
Staff: Associate Civil Engineer Michael Fu, Associate Transportation Engineer Kevin Chen

Chair Kirsch announced the reordering of agenda, hearing Information Item F1 before the Regular Business items.

C. Reports and Announcements

Staff Chen announced upcoming City events and a summary of City Council actions on advisory commissions/committee organizational and transportation related items since the February 13 Commission meeting.

Commissioner Lee announced that Encinal Elementary School and the Town of Atherton are exploring safety improvements on Encinal Avenue within the Town of Atherton. Commissioner Levin summarized the City Council's objectives related to downtown parking and announced an upcoming Caltrain Vision 2040 community meeting in the City of Redwood City. Commissioner Behroozi suggested to the City Clerk's Office to reach out to past unselected applicants for the upcoming Commission vacancies.

D. Public Comment

- Ken Kershner asked the Commission to expand the Safe Routes to School Program to include a focus for work trips and to encourage private partnership for implementation.

F. Informational Items

- F1. Receive a status update on the development of the City's Green Infrastructure Master Plan (Staff Report #19-002-CSC)

Staff Fu provided a presentation (Attachment).

Chair Kirsch led a discussion.

E. Regular Business

- E1. Approve the Complete Streets Commission regular meeting minutes of February 13, 2019 (Attachment)

ACTION: Motion and second (Levin/Lee) to approve the Complete Streets Commission regular meeting minutes of February 13, 2019, passed (7-0-2, Mazzara and Meyer absent).

- E2. Recommend to City Council to approve the Commission goals and priorities for 2019-2020

Chair Kirsch led a discussion.

ACTION: By acclamation, the Commission directed staff to refine the content based on Commission feedback.

F. Informational Items

- F2. Update on major project status

Staff Chen provided updates on the Neighborhood Traffic Management Program projects, Transportation Master Plan, Middle Avenue pedestrian and bicycle rail crossing, Willow Road and U.S. Highway 101 interchange construction, Downtown to Bay Trail bicycle wayfinding signs, and the Safe Routes to School Program.

G. Committee/Subcommittee Reports

- G1. Update from Active Transportation Network Subcommittee

Commissioner Weiner shared the Middle Avenue project on a page (PoP) and asked the Commission to provide feedback offline through staff (Attachment).

- G2. Update from Downtown Access and Parking Subcommittee

Commissioner Levin reported that the City Council is exploring downtown parking and access strategies and will be evaluated in a future City Council meeting.

- G3. Update from Multimodal Subcommittee

Commissioner Levin reported on the Caltrain Business Plan and received support from the Commission to bring it back in a future Complete Streets Commission meeting for further discussion (Attachment).

- G4. Update from Safe Routes to School Program Subcommittee

Commissioner Lee reported the hiring of the new Safe Routes to School Coordinator, the releasing of the draft Safe Routes to School Strategy, and the soon-to-be released Safe Routes to School maps. Commissioner Behrooz expressed interest for the Commission to provide feedback on the maps at a future meeting.

G5. Update from Transportation Master Plan Subcommittee

Commissioners Behroozi and Levin reported on the Subcommittee's suggested mapping strategies for community feedback on projects proposed in the draft Transportation Master Plan Working Paper and asked the Commission to provide feedback offline through staff (Attachment).

G6. Update from Zero Emission Subcommittee

None.

H. Adjournment

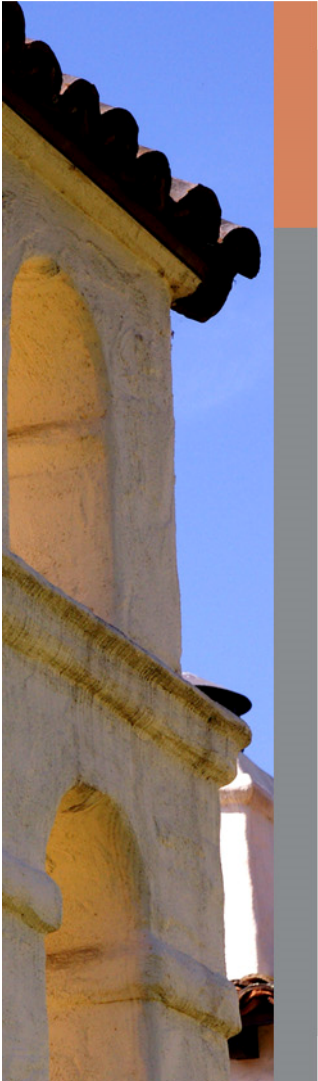
Chair Kirsch adjourned the meeting at 9:37 p.m.

THIS PAGE INTENTIONALLY LEFT BLANK

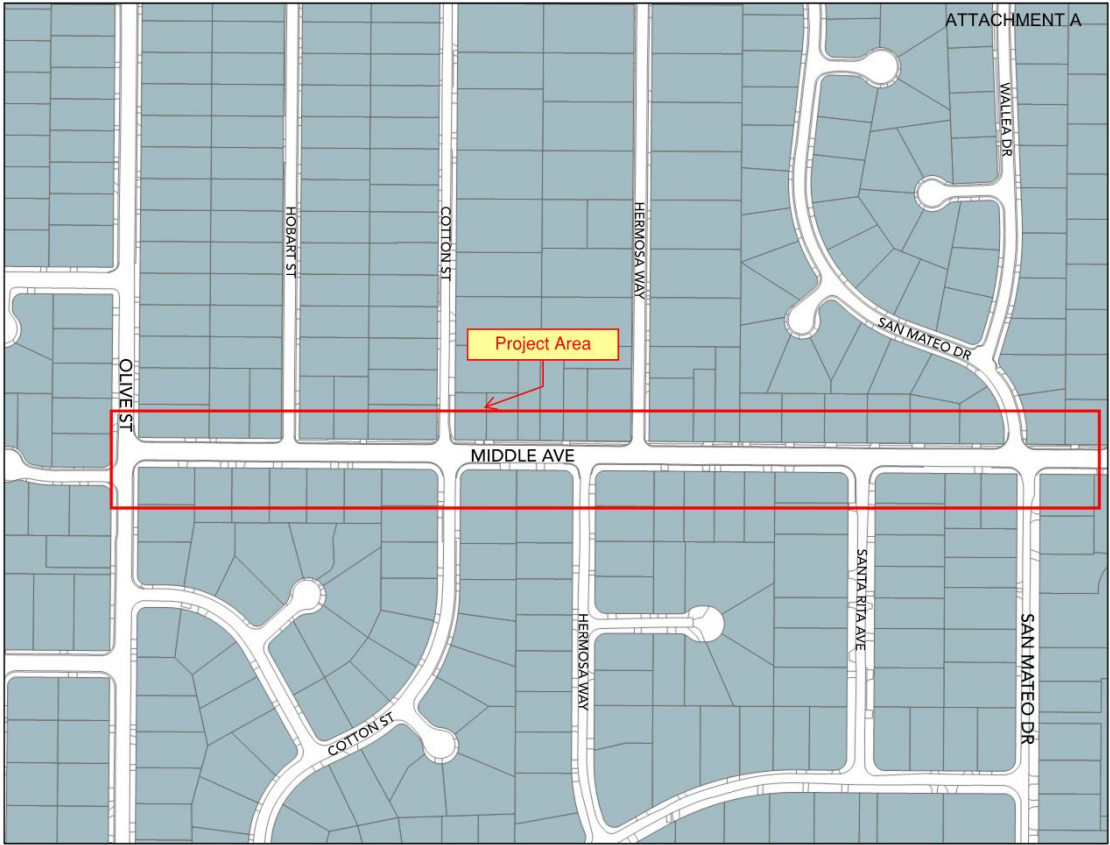
The background of the slide is a photograph of the Arroyo Plaza Family Gymnasium at dusk. The building is constructed of red brick and features a prominent portico with dark wooden beams. Warm interior lights are visible through the glass doors and windows, contrasting with the deep blue twilight sky. A green semi-transparent banner is overlaid across the middle of the image, containing the project title and date. The left side of the slide is decorated with vertical teal and grey bars.

MIDDLE AVENUE RESURFACING PROJECT- BIKE FACILITY IMPROVEMENTS

April 10, 2019



PROJECT AREA MAP

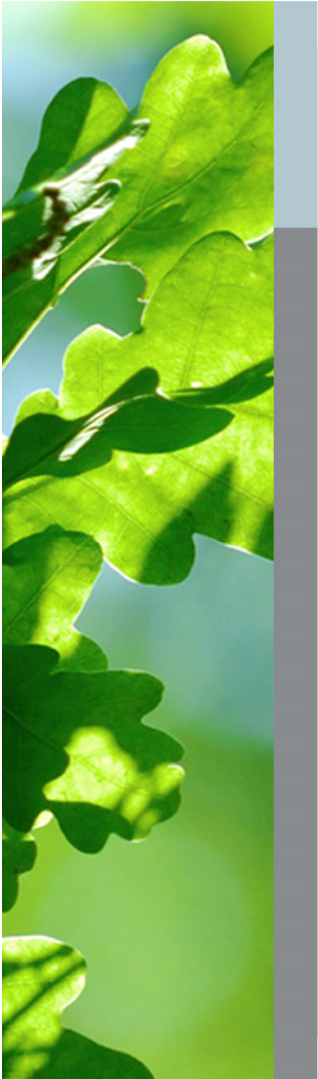




BACKGROUND



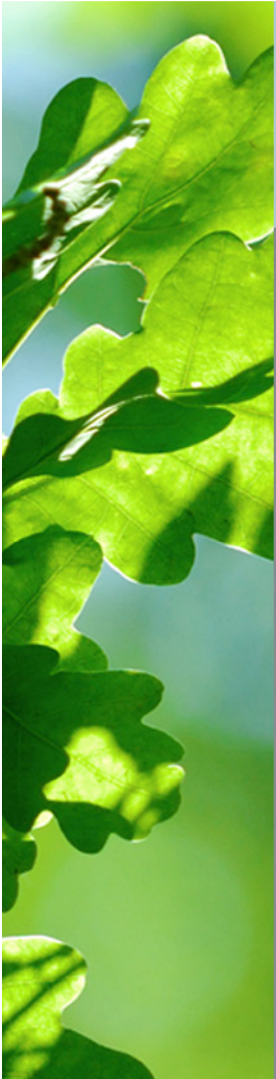
- Early 2017, City applied and received One Bay Area Grant (OBAG)
- Grant focuses on PDAs:
 - Local street and road maintenance
 - Streetscape enhancements
 - Bicycle and Pedestrian improvements
 - Transportation planning and
 - Safe routes to school projects
- El Camino Real/Downtown was designated as a Priority Development Area (PDA) in 2013
- Middle Avenue and Santa Cruz Ave were chosen do to
 - Proximity to access the City's PDA
 - Need for repaving (Low Pavement Condition Index (CPI))
 - Proximately to local schools



BACKGROUND (CONTINUED)

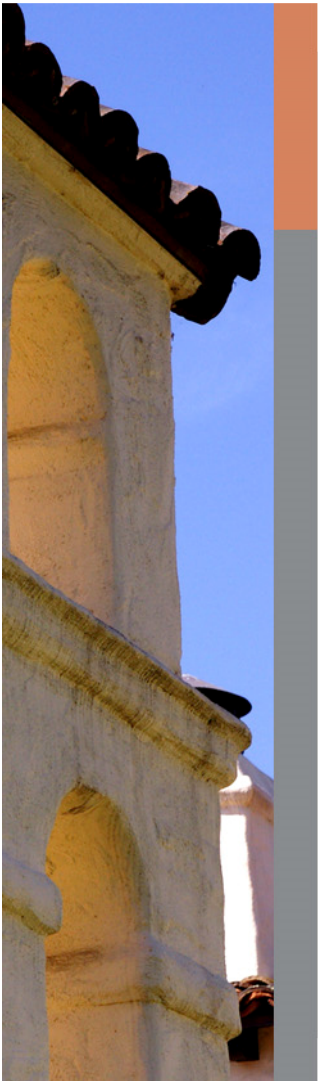
- Santa Cruz Avenue and Middle Avenue were chosen due to
 - Their proximity to and role in providing access to the City's PDA
 - Need for repaving (Low Pavement Condition Index (CPI)
 - Provide access to local schools, including students at Hillview Middle School and Oak Knoll Elementary School.
- Funds available in fiscal year 2019-2020



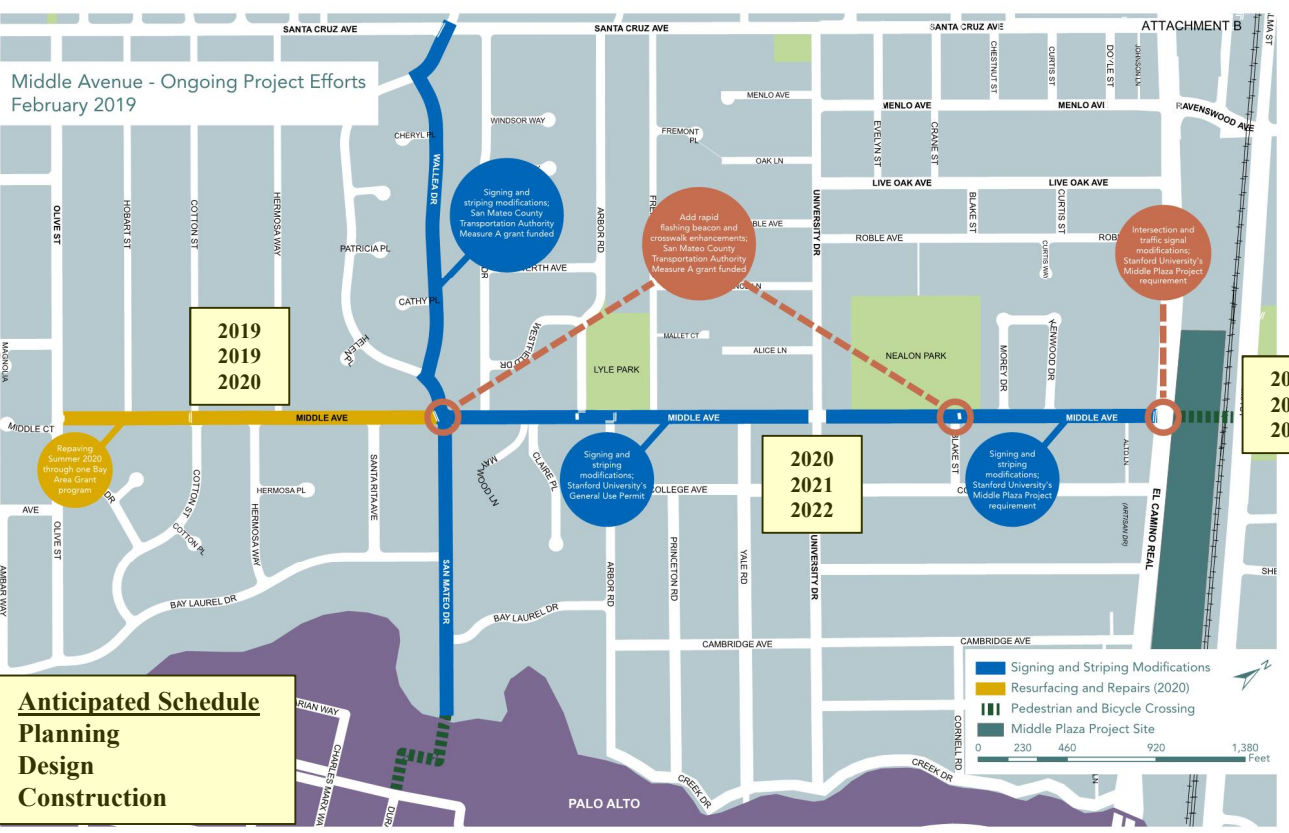


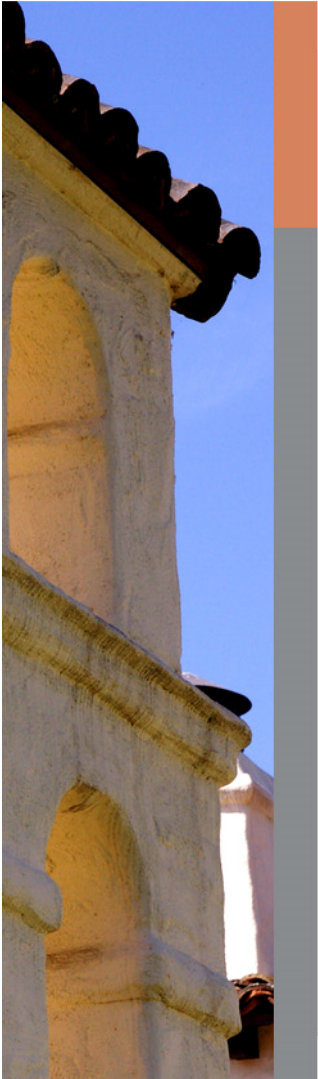
MIDDLE AVENUE-EXISTING





ONGOING COMPLEMENTARY PROJECTS

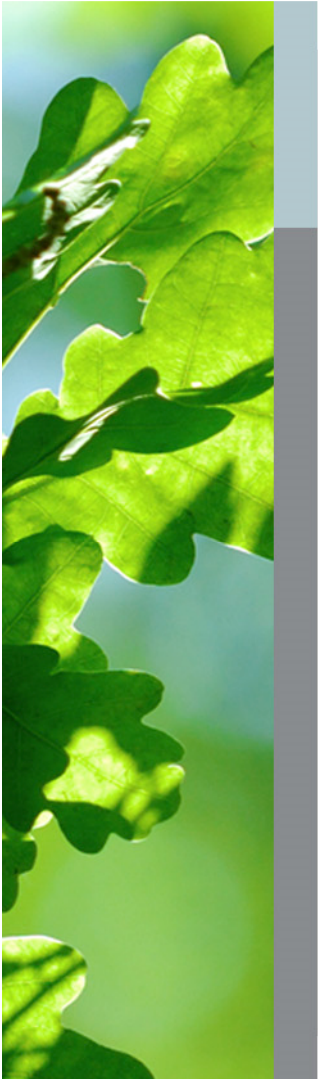




RESURFACING PROJECT SCOPE

- Resurfacing between Olive Street and San Mateo Avenue
- Existing curb and gutter to remain
- No new sidewalks at this time
- New ramps where sidewalks exist
- Striping modifications to include bike facilities

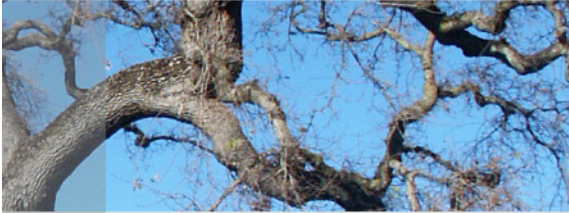




ANALYSIS-RESTRIPING ALTERNATIVES



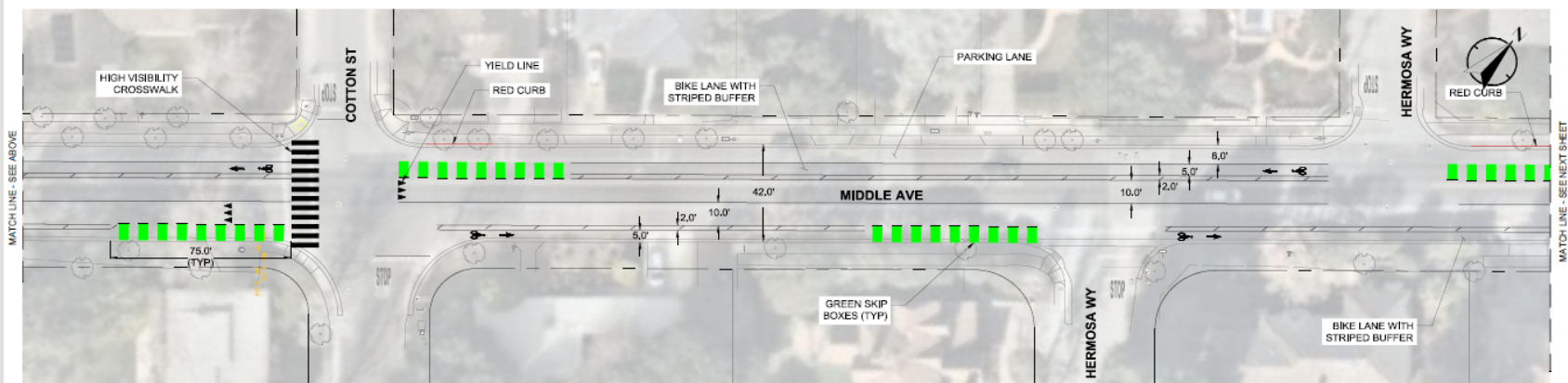
- 2 Alternatives
 - 1: Parking Removal on one side of Middle Avenue
 - 2: Parking Removal on both sides of Middle Avenue
- Existing Parking Count
 - 67 Spaces on North Side
 - 51 Spaces on South Side
- Observed Utilized Parking
- Keeping Turn Lanes at Middle Ave/Olive Street
 - Removing Parking on South Side made most sense



ALTERNATIVE 1: REMOVE PARKING ON ONE SIDE OF ROAD



- 42 Foot Roadway (Curb to Curb)
- Two 10 Foot Travel Lanes
- Two 5 Foot Bike Lanes
- Two 2 Foot Buffers
- One 8 Foot Parking Lane (46 North Side Parking Spaces Remain)

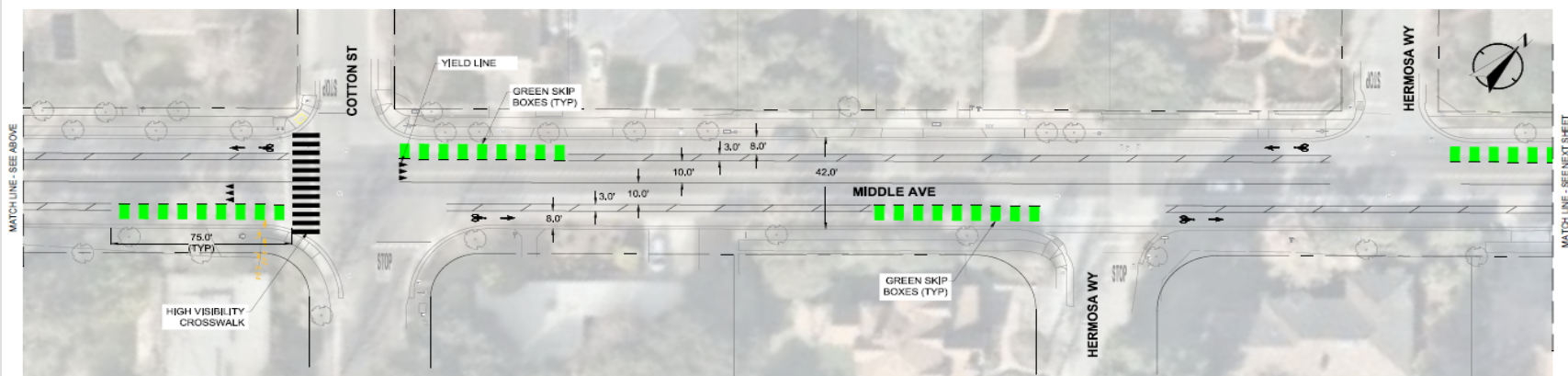




ALTERNATIVE 2: REMOVE PARKING ON BOTH SIDES OF ROAD

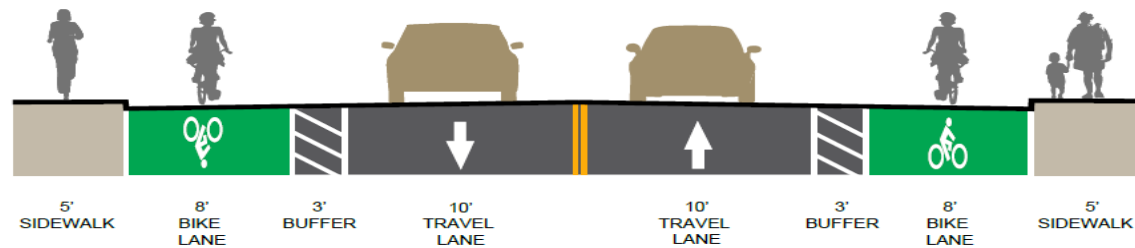


- 42 Foot Roadway (Curb to Curb)
- Two 10 Foot Travel Lanes
- Two 8 Foot Bike Lanes
- Two 3 Foot Buffers
- Remove All Parking

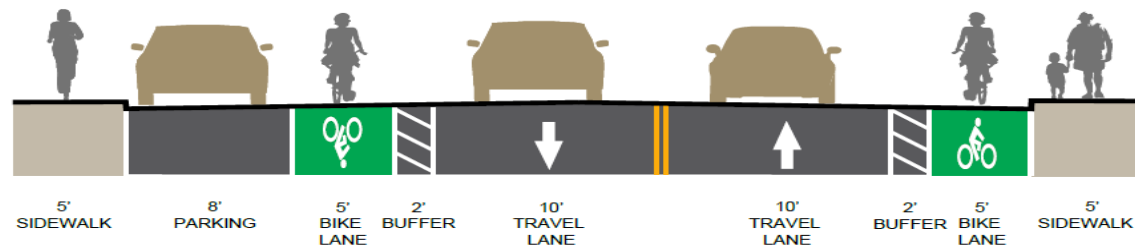




CROSS-SECTION ILLUSTRATION ALTERNATIVE 1 & 2



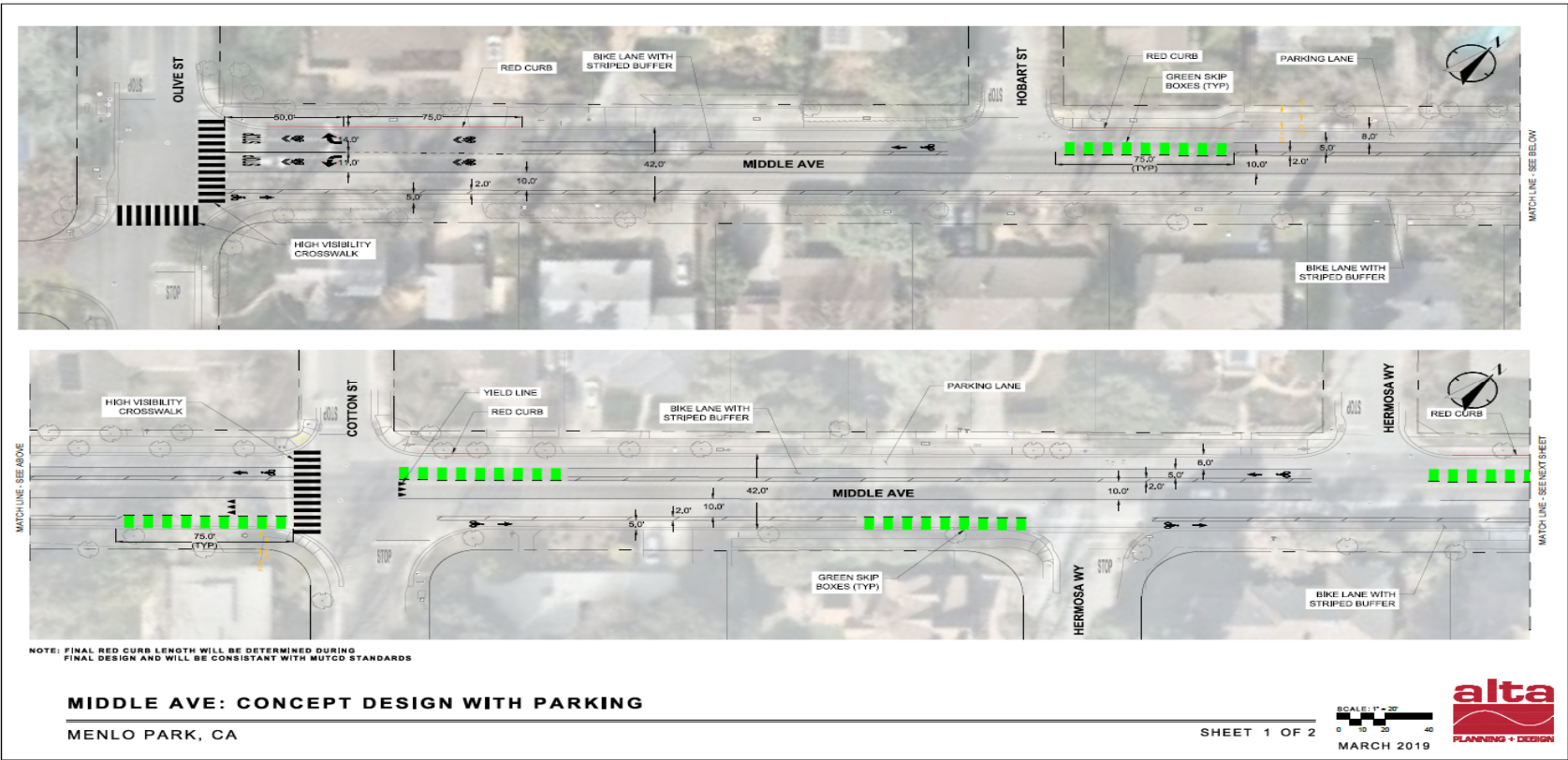
WITHOUT PARKING
42' (CURB TO CURB)



WITH PARKING
42' (CURB TO CURB)

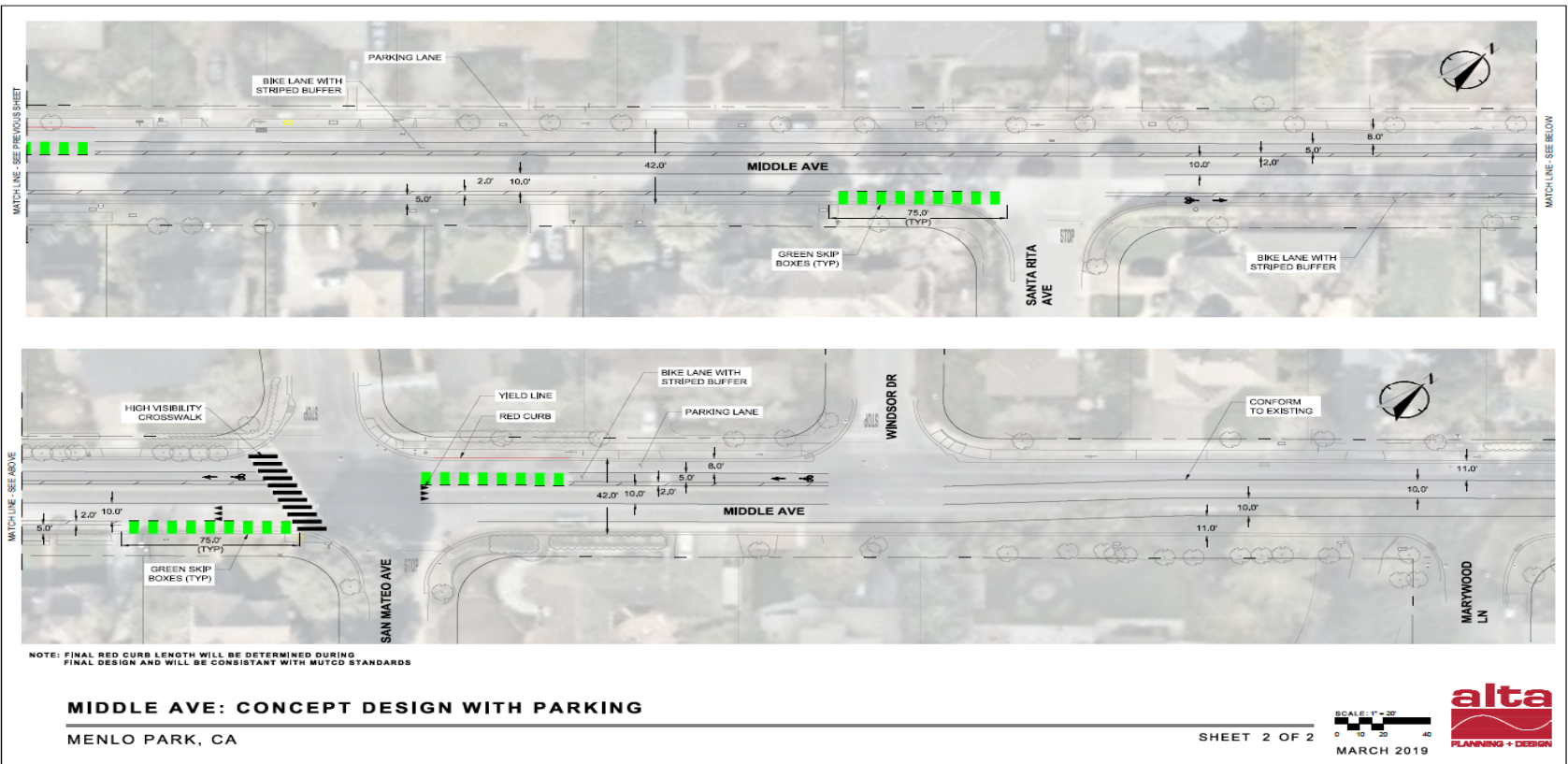


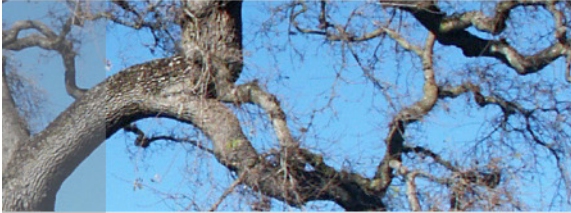
ALTERNATIVE 1 CONCEPTUAL STRIPING PLAN



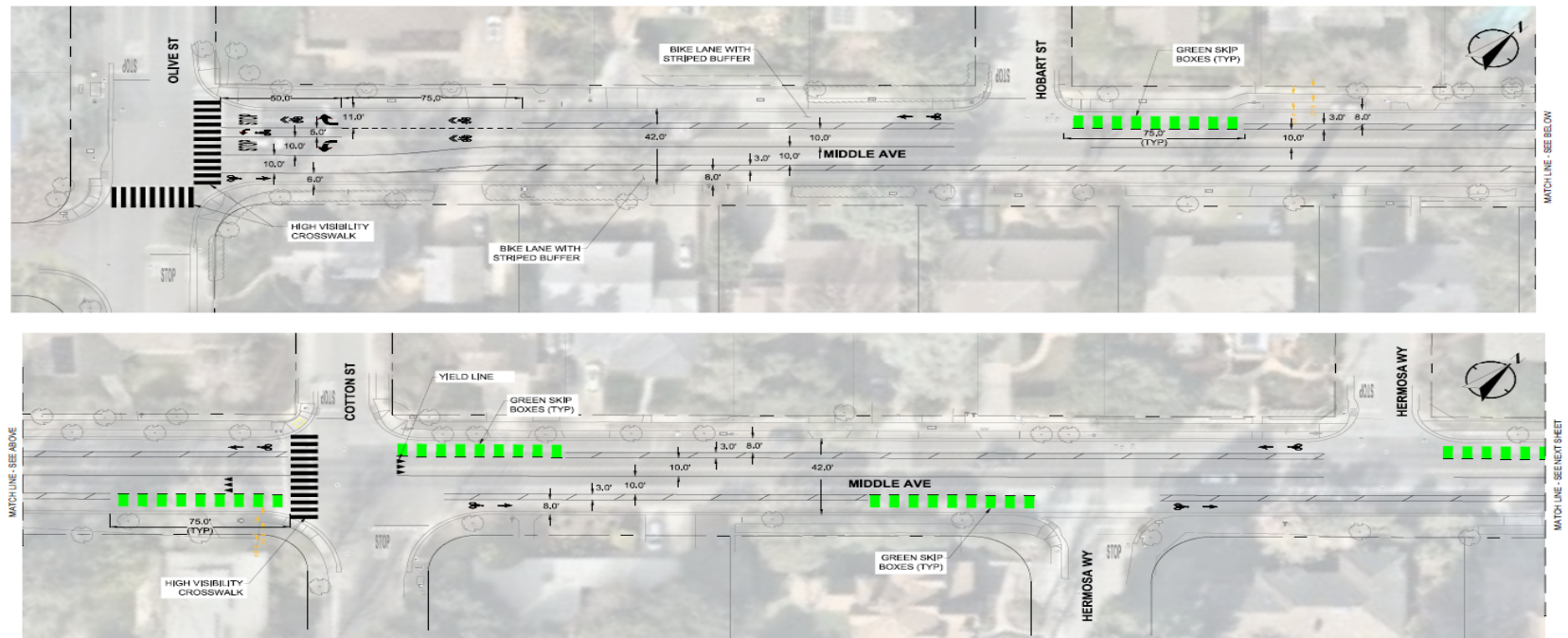


ALTERNATIVE 1 CONCEPTUAL STRIPING PLAN





ALTERNATIVE 2 CONCEPTUAL STRIPING PLAN



MIDDLE AVE: CONCEPT DESIGN WITHOUT PARKING
MENLO PARK, CA

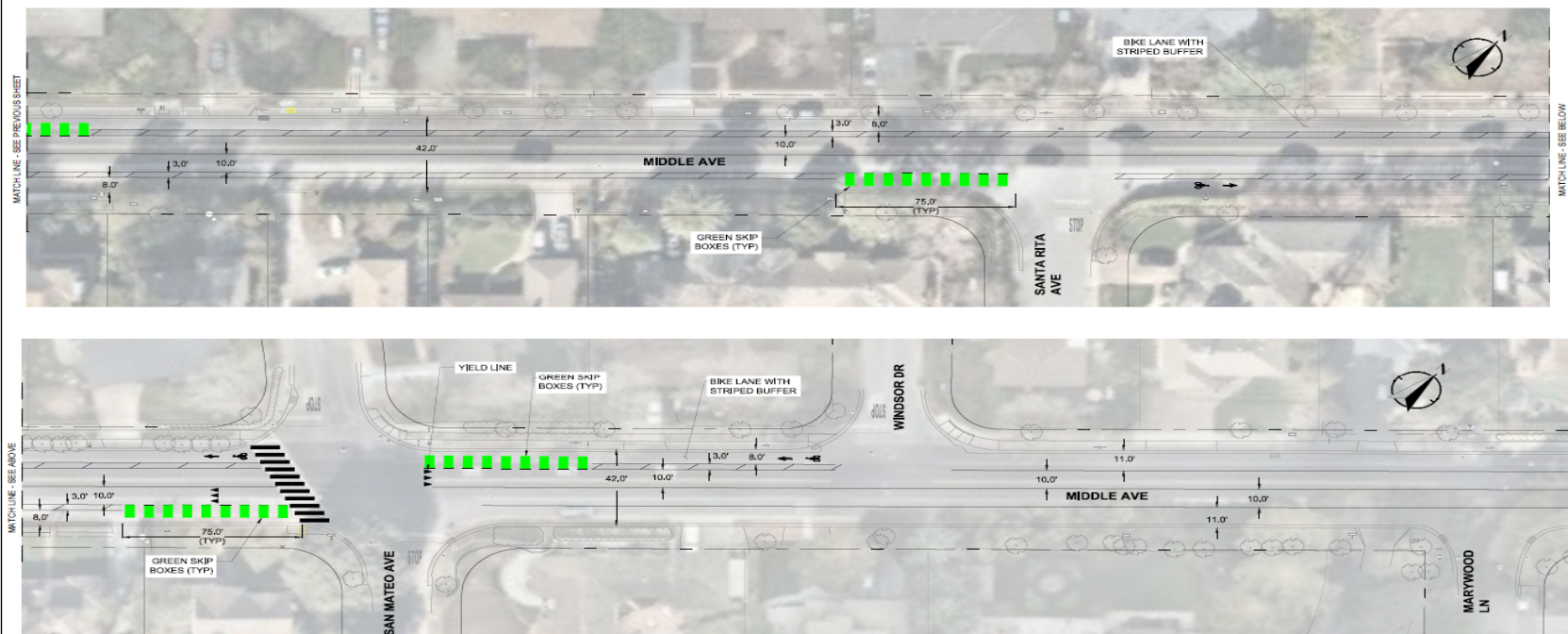
SHEET 1 OF 2

SCALE: 1" = 20'
0 10 20 40
MARCH 2019





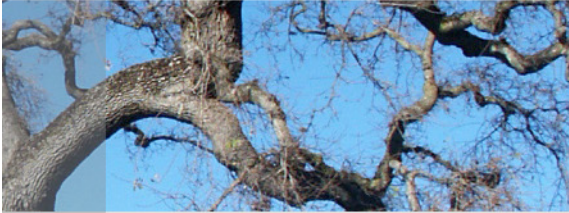
ALTERNATIVE 2 CONCEPTUAL STRIPING PLAN



MIDDLE AVE: CONCEPT DESIGN WITHOUT PARKING
MENLO PARK, CA

SHEET 2 OF 2
SCALE: 1" = 20'
0 10 20 40
MARCH 2019





ALTERNATIVE 1 & 2 PROS AND CONS



Alternative 1: North Side Parking

Pros:

- Buffered bikes lanes
- Preserves parking on north side
- Less likely to be used for vehicles passing
- Vehicles have room to pull over for emergency vehicles

Cons:

- Eliminates parking on south side

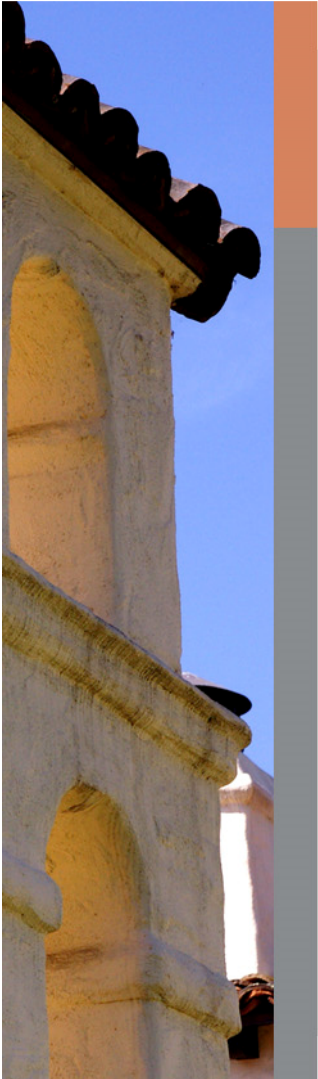
Alternative 2: No Parking

Pros:

- Wider buffered bikes lanes
- No conflicts between cars parking and bicyclists
- Vehicles have more room to pull over for emergency vehicles

Cons:

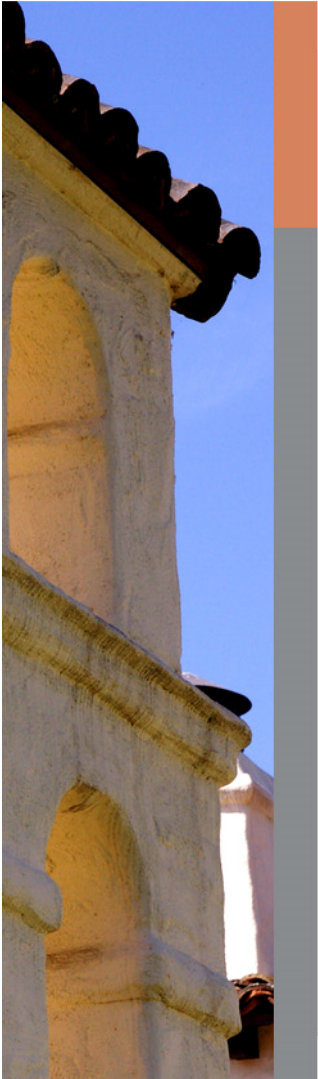
- Eliminates all parking
- Roadway is visually wider without parking, may increase speeds
- Wide bicycle lanes/buffer more likely to be used for passing



COMMUNITY OUTREACH



- March 21, 2019-Staff sent out initial letter to residents on Middle Avenue
- April 5, 2019-Staff sent out second letter with conceptual plans of alternatives
- April 8, 2019-Staff conducted door-to-door outreach



STAFF RECOMMENDATION

After taking into consideration:

- The benefits versus the impacts of removing all on-street parking
- Ongoing Complimentary Middle Avenue projects
- Public responses (email, telephone and one-on-one conversations)

Staff is recommending Alternative 1B, removal of on-street parking on the south side of the street and installing 5 foot bike lanes with 2 foot buffers





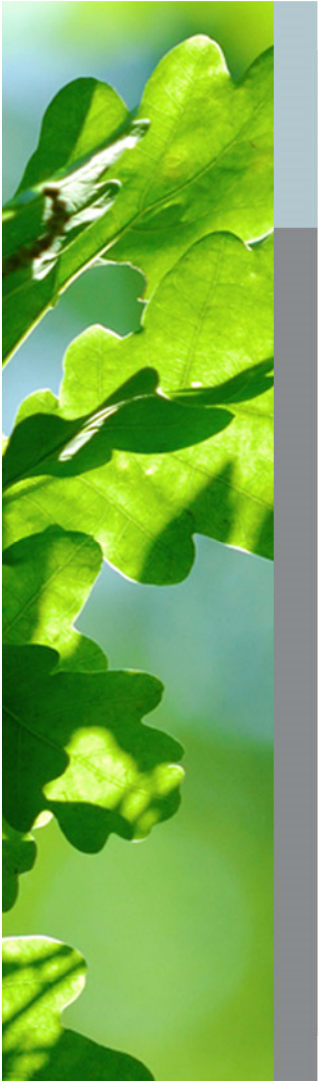
DISCUSSION / QUESTIONS

THIS PAGE INTENTIONALLY LEFT BLANK

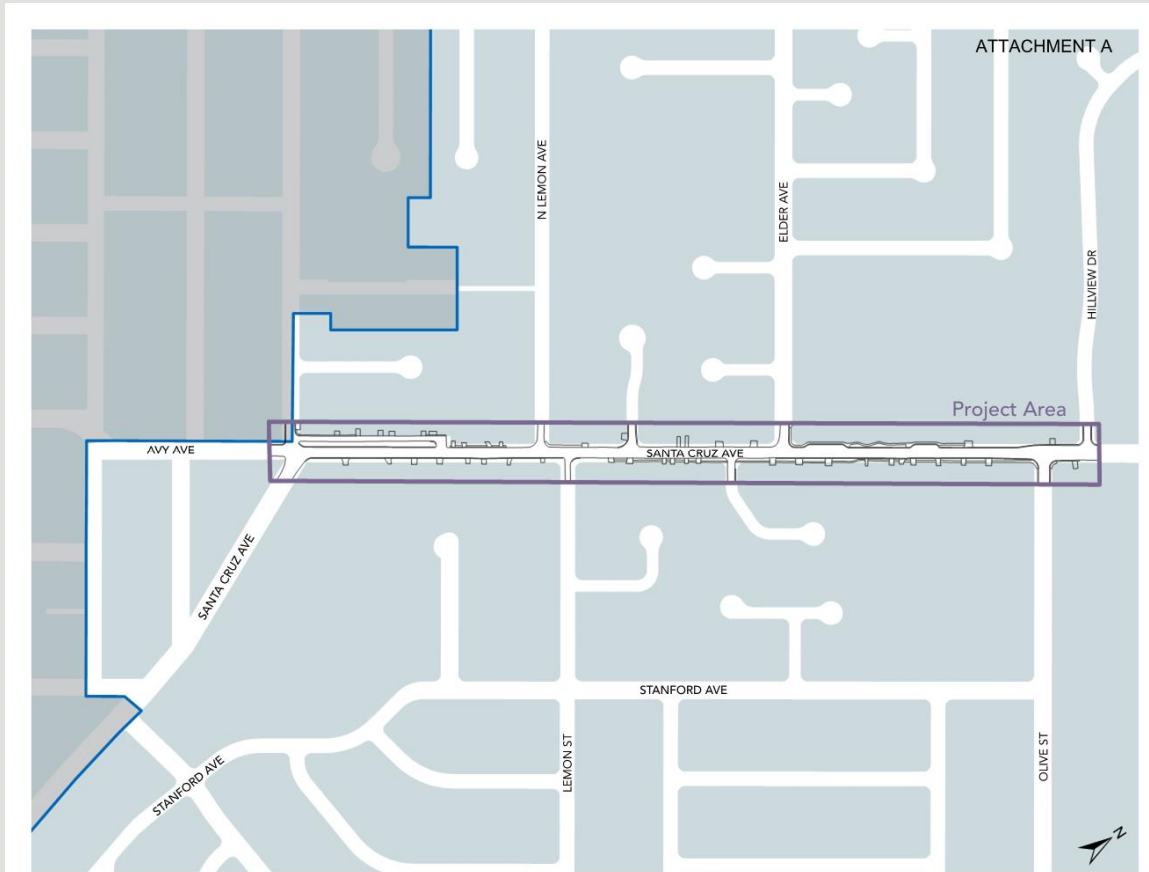


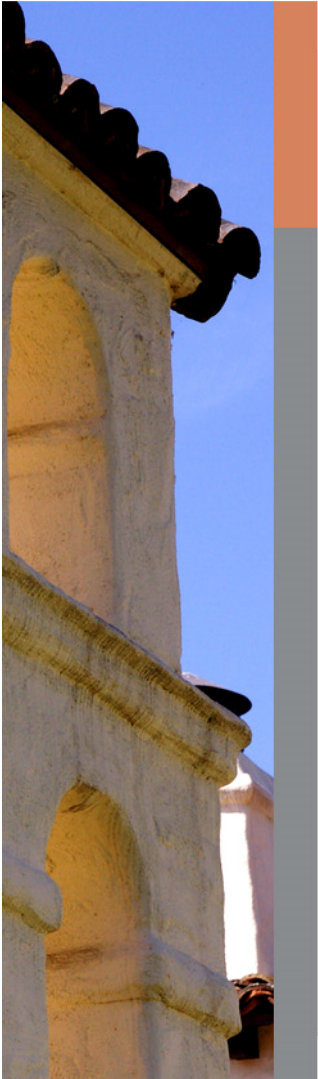
SANTA CRUZ AVENUE REHABILITATION PROJECT- PEDESTRIAN AND BIKE FACILITY IMPROVEMENTS

April 10, 2019



PROJECT AREA MAP

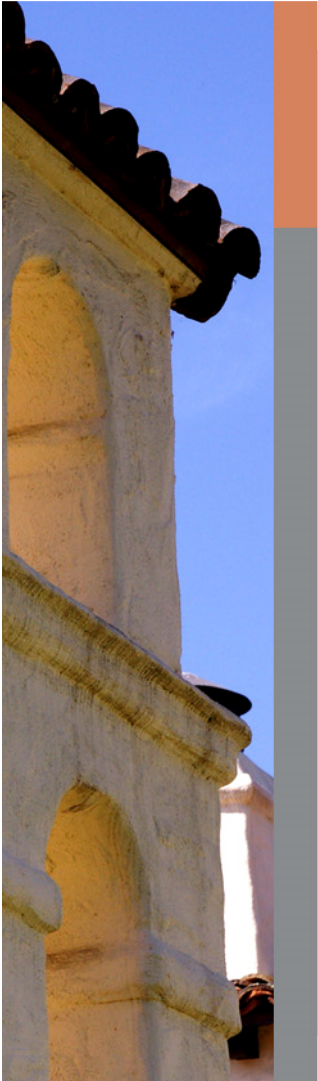




BACKGROUND

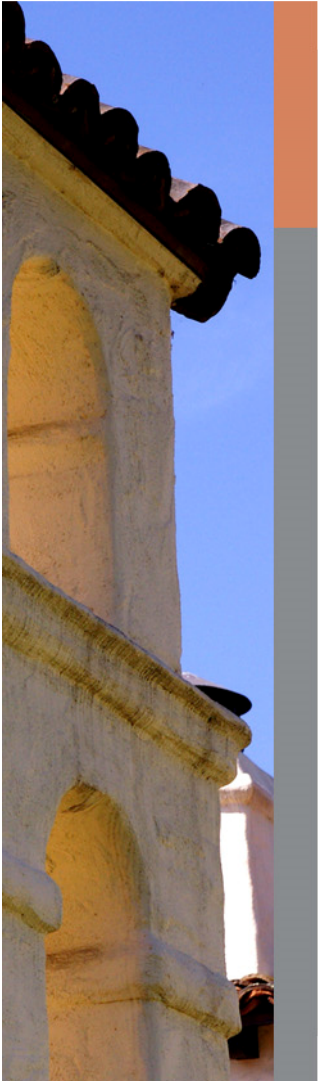


- Early 2017, City applied and received One Bay Area Grant (OBAG) Funds available in fiscal year 2019-2020
- Grant focuses on PDAs:
 - Local street and road maintenance
 - Streetscape enhancements
 - Bicycle and Pedestrian improvements
 - Transportation planning and
 - Safe routes to school projects
- El Camino Real/Downtown was designated as a Priority Development Area (PDA) in 2013
- Middle Avenue and Santa Cruz Ave were chosen do to
 - Proximity to access the City's PDA
 - Need for repaving (Low Pavement Condition Index (CPI))
 - Proximately to local schools



SANTA CRUZ AVENUE-EXISTING





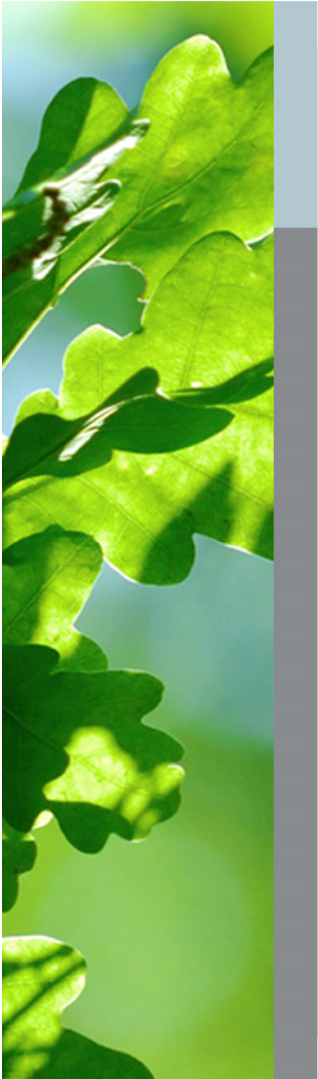
SANTA CRUZ AVENUE-EXISTING





SANTA CRUZ AVENUE-EXISTING

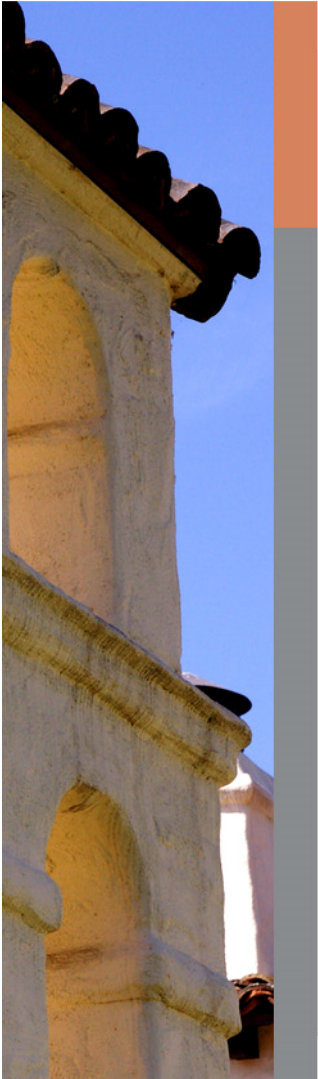




PROJECT APPROACH

- Vehicle Travel Lanes
 - Preserve one lane each direction plus turn pockets at intersections
- Bicycle Lanes
 - Class II bike lanes with buffers where feasible
 - Add green treatment
- Tree Preservation
 - Heritage trees preserved
 - 1095 Santa Cruz Ave trees evaluated in design phase
- Private Landscaping
 - Preserve significant landscaping (e.g., hedges) and monuments as feasible
- Utility Coordination
 - Cal Water and West Bay Sanitary

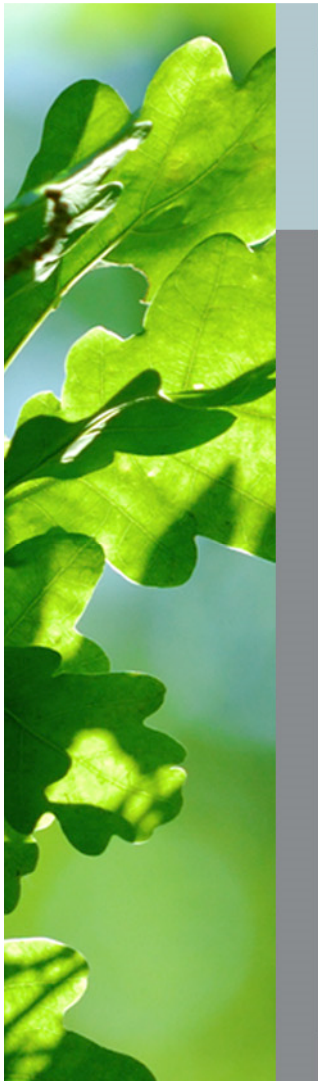




CONSULTING ASSISTANCE

- Wilsey-Ham
 - Prepare topography of project area (Mark Thomas)
 - Define potential roadway alternatives for curb, gutter and sidewalks
 - Call out possible impacts and key challenges for 40 foot and 42 foot roadway designs
- Alta Planning + Design
 - Review possible roadway alternatives
 - Prepare conceptual designs for bicycle safety improvements





ANALYSIS



Table 2A: Project Alternative 1A- 40 ft. curb-to-curb, moving Southern curb
Possible Impacts
Relocate 10 PG&E poles (Not feasible to be completed in timeframe of project)
Relocate 1 Communication pole
Possible removal of 5 trees
Relocate 5 signs

Table 2B: Project Alternative 1B – 40 ft. curb-to-curb, moving Northern curb
Possible Impacts
Relocate 1 Anchoring pole
Relocate 4 signs
re-grade 6 driveways

Table 2C: Project Alternative 2 – 42 ft. curb-to-curb
Possible Impacts
Relocate 10 PG&E poles (Not feasible to be completed in timeframe of project)
Relocate traffic signal poles at Elder Avenue
Removal of trees
Re-grading of driveways
Redesign of bus stops
Relocation of signs



ALTERNATIVE 1: CONCEPTUAL 40 FEET CURB TO CURB



- With turn pockets (Avy/Orange, N. Lemon, Elder)
 - 10 foot travel lanes
 - 10 foot left turn pocket
 - 5 foot bike lanes

- Without turn pockets
 - 10 foot travel lanes
 - 7 foot bike lanes
 - 3 foot buffers

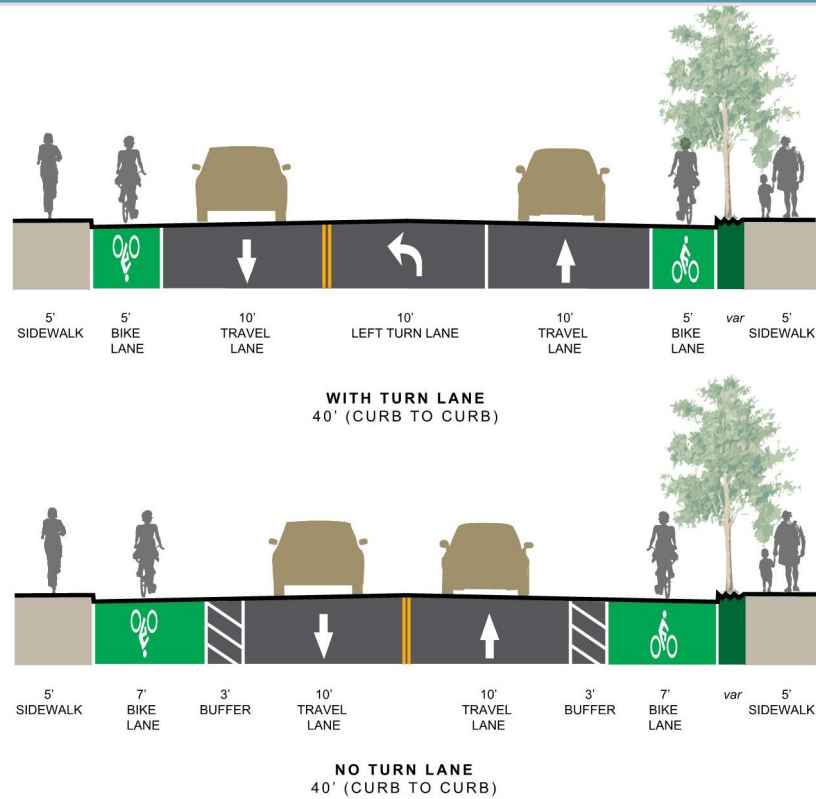


CROSS-SECTION ILLUSTRATION ALTERNATIVE 1A & 1B



ATTACHMENT B

SANTA CRUZ AVE
40' CROSS SECTIONS | 1"=5'





ALTERNATIVE 2-CONCEPTUAL 42 FEET CURB TO CURB



- With turn pockets (Avy/Orange, N. Lemon, Elder)
 - 10 foot travel lanes
 - 11 foot left turn pocket
 - 5.5 foot bike lanes

- Without turn pockets
 - 10 foot travel lanes
 - 7 foot bike lanes
 - 4 foot buffers

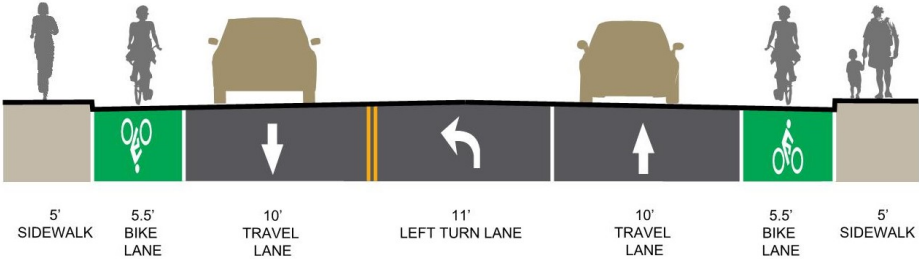


CROSS-SECTION ILLUSTRATION ALTERNATIVE 2



ATTACHMENT C

SANTA CRUZ AVE
42' CROSS SECTIONS | 1"=5'



WITH TURN LANE
42' (CURB TO CURB)



STAFF RECOMMENDATION

After considering the following severe impacts and challenges it would have on trees, bushes, utility poles and traffic signals to install a 42 foot curb-to-curb roadway with sidewalks, staff is recommending Alternative 1B.





DISCUSSION / QUESTIONS

THIS PAGE INTENTIONALLY LEFT BLANK

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 green semi-transparent banner is overlaid across the middle of the image.

**CONSIDER RECOMMENDATION TO CITY COUNCIL TO
APPROVE THE REMOVAL OF ON-STREET PARKING AND TIME
RESTRICTED PARKING SPACES ON LAUREL STREET**

APRIL 10, 2019



BACKGROUND

Ravenswood Avenue

- Avenue-Mixed Use – access to commercial and residential uses
- 30 mph posted speed limit
- 19,000 vehicles per day
- Bike lanes on both sides; provide connections to MA High School, SRI, Burgess Park Campus

Laurel Street

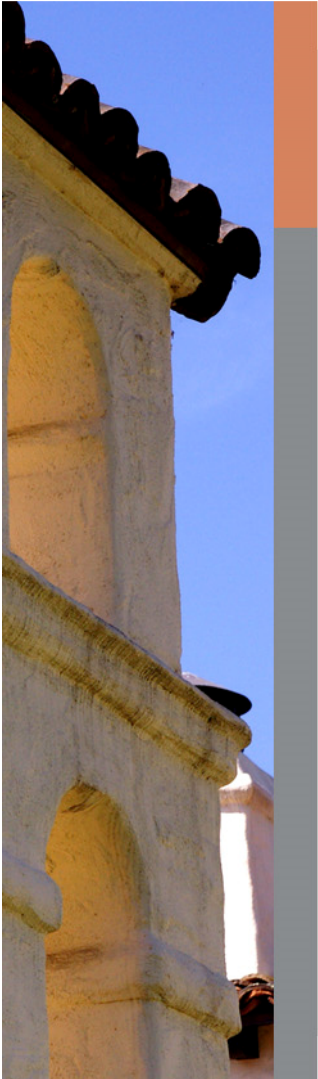
- Neighborhood Collector
- 25 mph posted speed limit
- 4,750 vehicles per day
- Bike lanes on both sides; provide connections to Encinal School, Nativity School, and Trinity School



BACKGROUND

Ravenswood Avenue & Laurel School

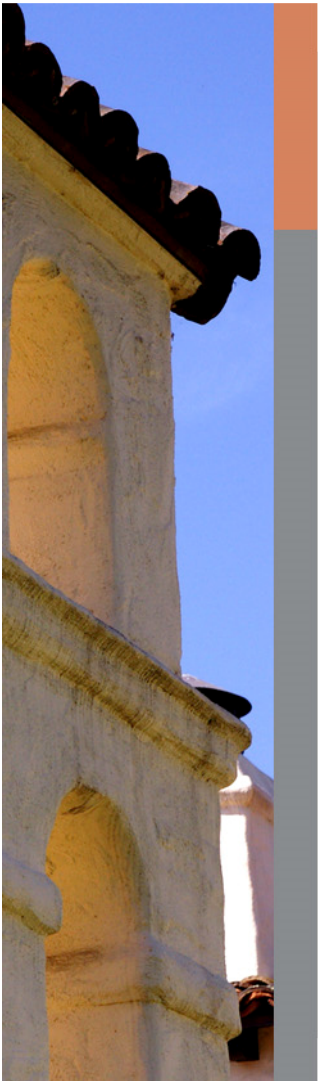
- Signalized and running free through demand actuations
- 12 reported collisions for the period between 2015 and 2017; low accident rate



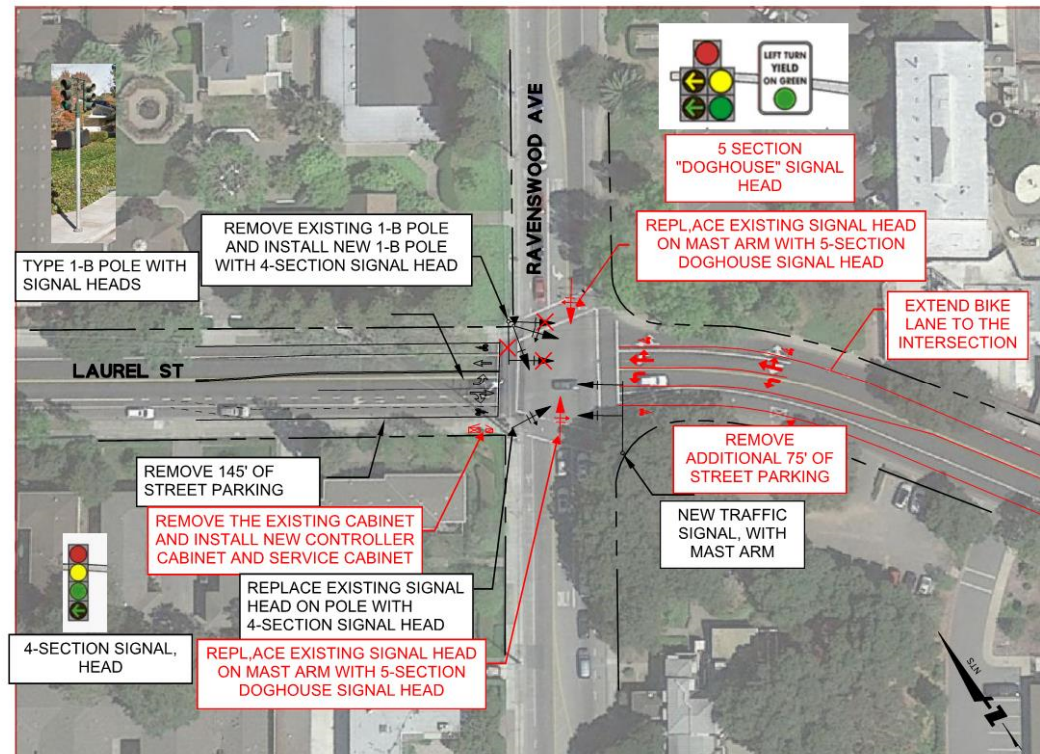
BACKGROUND

Station 1300 Project

- Mixed-use project located at 1300 El Camino Real near Caltrain
- Construction commenced in spring 2018 and will be completed in 2020
- Environmental Impact Report (EIR) - potentially significant impact on the intersection of Ravenswood Avenue and Laurel Street
- Requirements need to be met prior to occupancy such as completing the mitigation measures



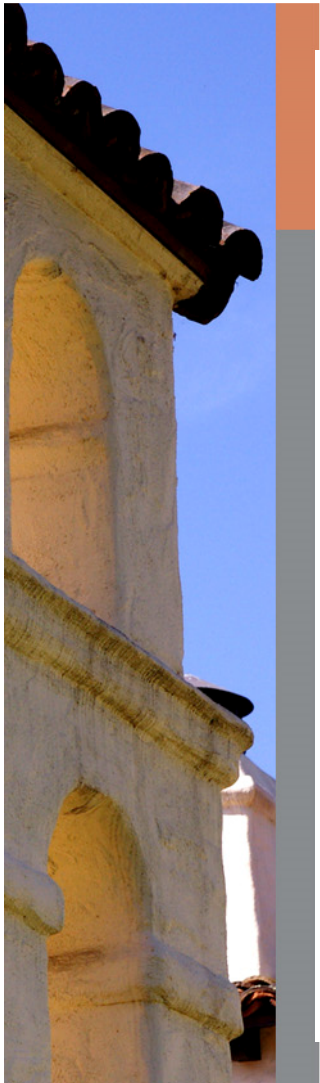
CONCEPTUAL PLAN OF IMPROVEMENTS AT THE INTERSECTION OF RAVENSWOOD AVENUE AND LAUREL STREET



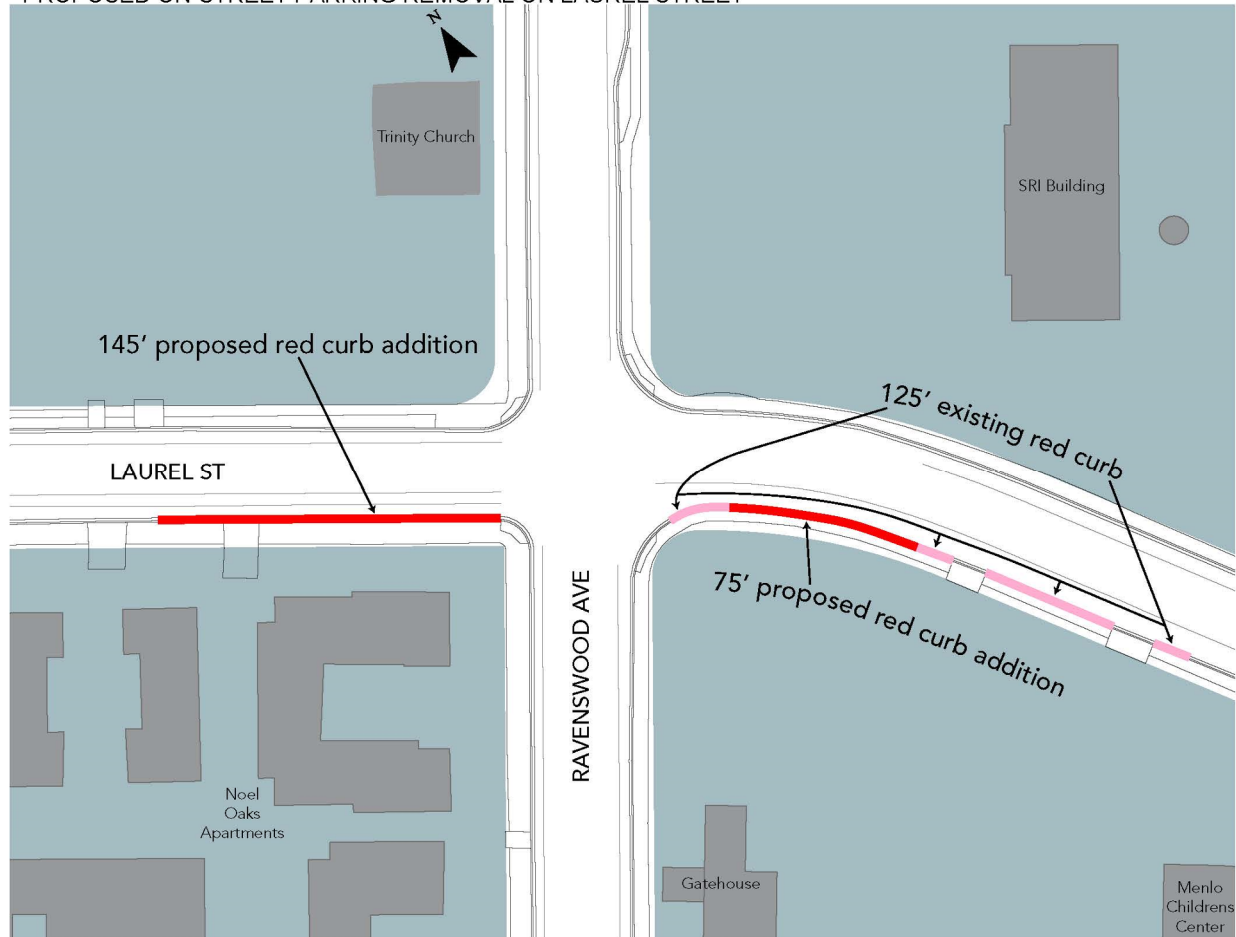
LEGEND

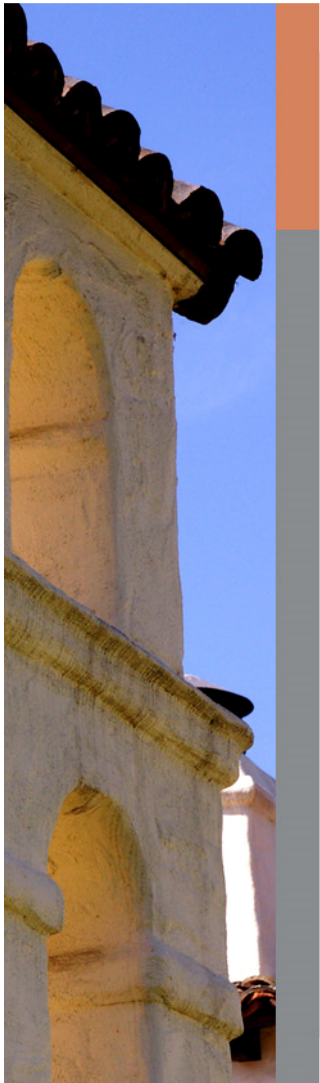
- WORK TO BE PERFORMED PER STATION 1300 PROJECT ENTITLEMENT
- ADDITIONAL WORK PROPOSED BY THE CITY OF MENLO PARK



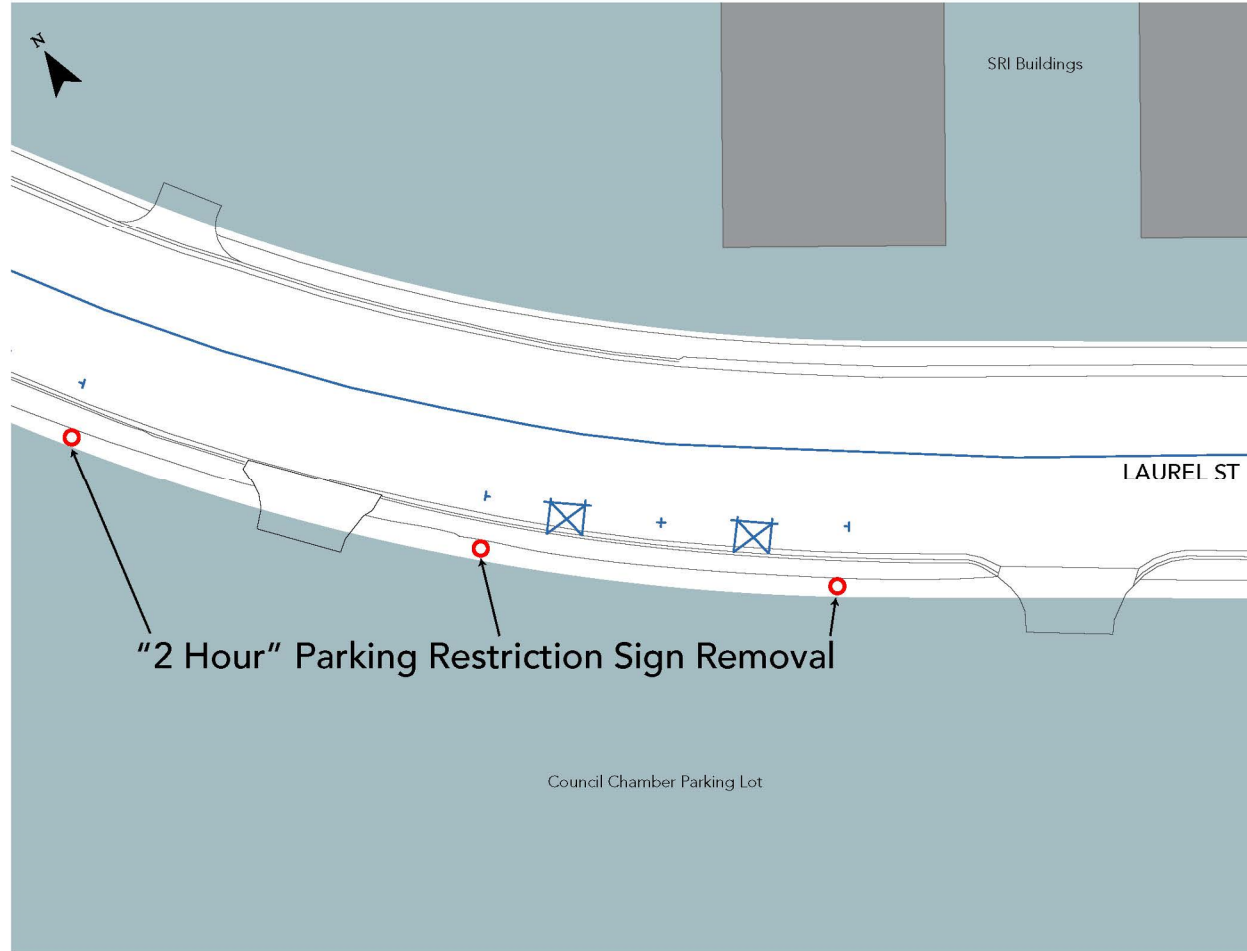


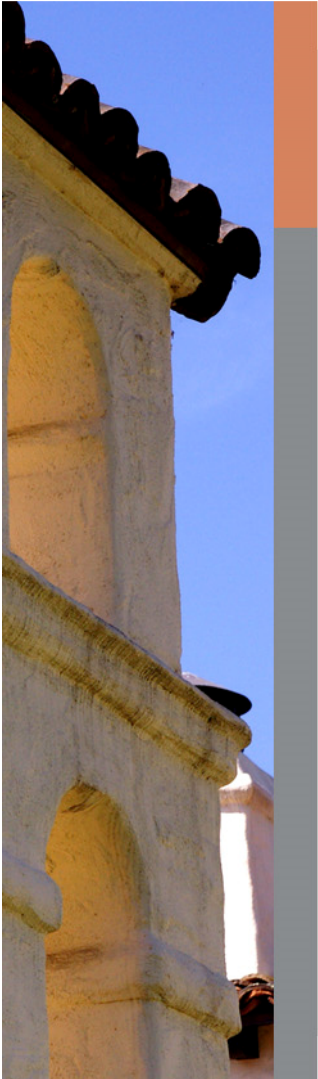
PROPOSED ON-STREET PARKING REMOVAL ON LAUREL STREET





PROPOSED TIMED PARKING RESTRICTION REMOVAL ON LAUREL STREET





NEXT STEPS

City Council – approve the removal of approximately 220 feet of street parking and removal of the six time restricted parking spaces on the west side of Laurel Street per staff's recommendation.

City– meet with the Station 1300 Project owners to establish the next steps for the intersection improvements at the intersection of Ravenswood Avenue with Laurel Street.



THANK YOU

THIS PAGE INTENTIONALLY LEFT BLANK

MIDDLE AVENUE & OLIVE STREET BIKE IMPROVEMENTS

Public Works Department
 701 Laurel St., Menlo Park, CA 94025
 Nikki Nagaya, Assistant Public Works Director - Transportation
 nhnagaya@menlopark.org
 tel 650-330-6770

**Project Summary**

Middle Ave is an important part of the transportation network as it fronts Safeway Plaza, Nealon and Lyle Parks, two senior centers, a preschool and other community amenities. Bicyclists use Middle Ave as a route to Hillview School and to the bike bridge at the south end of San Mateo Dr. The Stanford project at 500 El Camino Real, recent capital investments in both Nealon and Lyle Parks and the eventual construction of the Caltrain undercrossing will make Middle Ave even more critical to a well-functioning transportation system for the city. The Complete Streets Commission has developed a proposal (see attached concepts) which includes:

- Improved access to Safeway Plaza for cyclists and pedestrians
- Improved bike/pedestrian crossings to Nealon Park at Blake and Roble entrances
- Improved bike/pedestrian crossing to Lyle Park at Arbor Rd
- Improved bike/pedestrian crossing to the San Mateo bike bridge at San Mateo Ave
- Continuous standard, buffered or protected bike lanes along the entire length of Middle Ave, with at least one side of street parking to be removed
- Continuous bike lanes along Olive St to Santa Cruz Ave and Hillview Middle School, with potential parking restriction or removal
- Parking safety improvements along Nealon Park frontage
- Improved El Camino Real crossing to Middle Plaza at 500 ECR
- Sidewalk improvements along south side of Middle Ave

Key Project Activities and Timeline

1. Complete Streets Commission to evaluate and recommend preferred design alternative on Middle Ave from San Mateo to Olive in anticipation of the tentative 2020 repaving of the same street segment (spring 2019)
2. Complete Streets Commission to support improvements related to the completion and occupancy of 500 ECR and ongoing study of the Middle Avenue Caltrain crossing (ongoing)
3. City Council to identify resources for evaluation, design, and implementation of remaining project elements (pending City Council direction)

Related Existing Policies, Programs, Future Projects

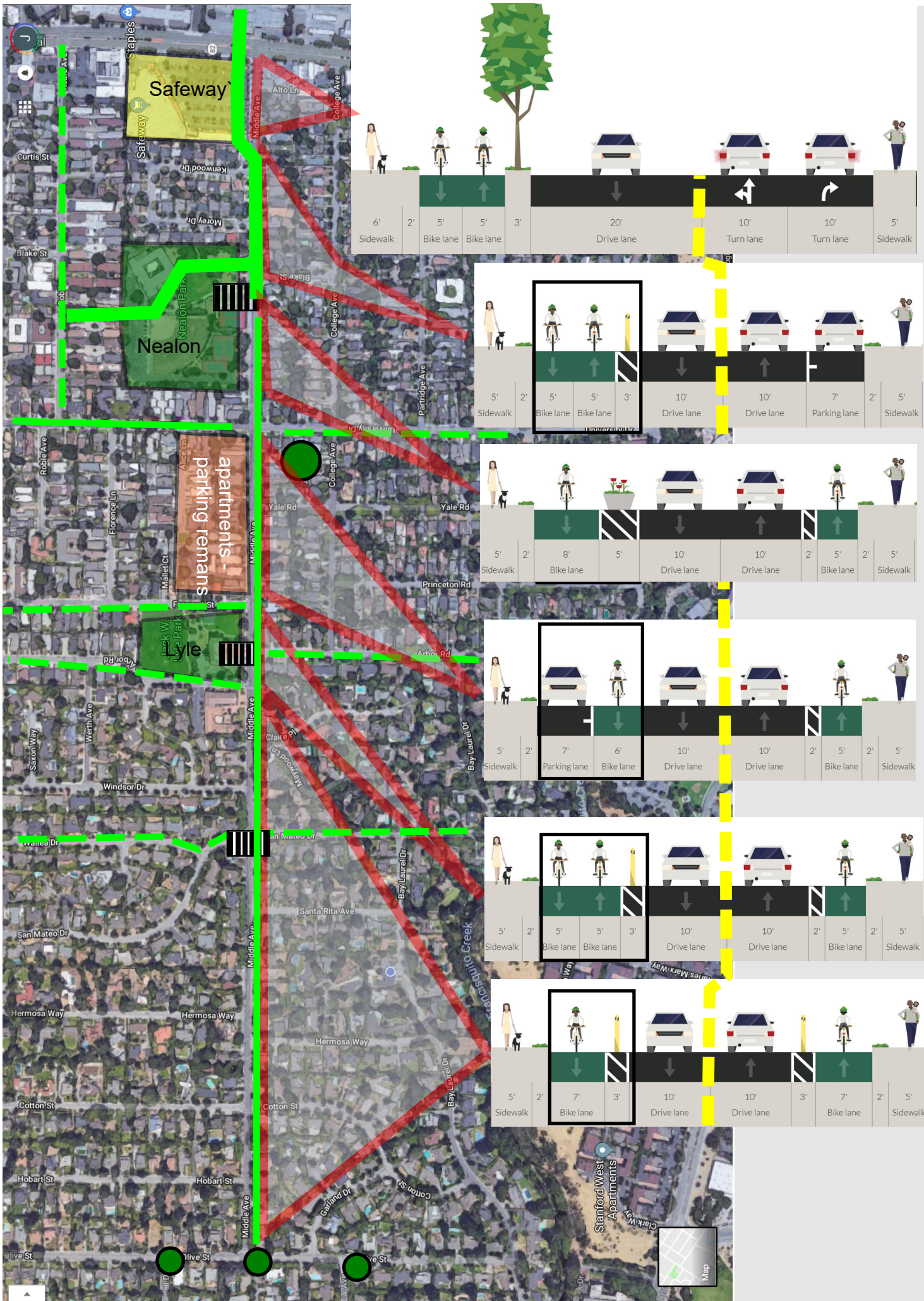
Connect Menlo General Plan, Transportation Master Plan, Safe Routes to School Program, El Camino Real/Downtown Specific Plan, Middle Plaza redevelopment, Middle Avenue Pedestrian and Bicycle Rail Crossing

Project Summary


City Council to prioritize and allocate resources for the initiation of this project. It would require a traffic study due to proposed turn restrictions and parking removal. Interdepartmental and community engagement throughout the development of this project is vital to the meaningful and successful completion of this project. An initial assessment of the project has identified the following key people:

Project Team	Internal Stakeholders	Community Engagement
Transportation staff, TBD Engineering staff, TBD Consultant, TBD	Nikki Nagaya, Assistant PW Director Justin Murphy, PW Director Chris Lamm, Assistant PW Director Derek Schweigart, Community Services Director	City Council Complete Streets Commission Community (residents and businesses) Public and Private Schools Chamber of Commerce Safe Routes to School Program

Middle Ave proposal



 traffic circle

 raised crosswalk

THIS PAGE INTENTIONALLY LEFT BLANK