



REGULAR MEETING MINUTES

Date: 5/8/2019
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 7:03 p.m.

B. Roll Call

Present: Behroozi, Cebrian, Cromie, Goldin, Kirsch, Lee, Levin, Meyer, Weiner
Absent: None
Staff: Assistant Public Works Director Nikki Nagaya, Associate Transportation Engineer Rene Baile, Associate Transportation Engineer Kevin Chen

Chair Kirsch led a round of introduction to welcome the two new Commissioners - Jacquie Cebrian and John Cromie.

C. Reports and Announcements

Staff Chen announced upcoming City events and a summary of City Council actions on transportation related items since the April 10 Commission meeting.

D. Public Comment

- Jordan Smith spoke about the difficulty of getting onto Willow Road from the U.S. 101 freeway using the current off-ramp configuration and asked to speak with City staff with potential solutions.

E. Regular Business

- E1. Approve the Complete Streets Commission regular meeting minutes of April 10, 2019 (Attachment)

ACTION: Motion and second (Behroozi/Levin) to approve the Complete Streets Commission regular meeting minutes of April 10, 2019, passed (5-0-4, Cebrian, Cromie, Lee and Levin abstained).

- E2. Select chair and vice chair

Chair Kirsch provided remarks and asked for nominations.

ACTION: Meyer nominated Behroozi as Chair, by acclamation Behroozi was selected as Chair. Behroozi nominated Levin as Vice Chair, by acclamation Levin was selected as Vice Chair.

- E3. Recommend to City Council to approve the removal of on-street parking on sections of O'Brien Drive

between Willow Road and University Avenue (Staff Report #19-007-CSC)

Staff Baile and Nagaya provided a presentation (Attachment).

- Arturo Aria, representing Eternal Life Church, spoke about the church's need for on-street parking during church events and against the removal of on-street parking.
- Steven Schmidbauer, representing JobTrain, spoke against removal of on-street parking on both sides of the street but would potentially support parking removal on one side.
- Skip Hilton spoke in concurrence with previous speakers on the need for the existing on-street parking to serve existing occupants.
- Matt Todd spoke in support of maintaining wide travel lanes for the existing large trucks traversing on O'Brien Drive and the need for additional analyses to reflect existing pedestrian, bicycle and parking demands.

ACTION: Motion and second (Levin/Kirsch) to recommend to City Council removal of on-street parking on O'Brien Drive per staff recommendation, with the following additions:

- Coordinate with JobTrain and Eternal Life Church to address their existing on-street parking demand, solutions may include: shared parking with adjacent developments, time restricted on-street parking, etc.
- Examine the existing speed and develop cost effective traffic calming opportunities to reduce excessive speeding and safety issue

Motion passed (7-2-0, Cromie and Meyer dissented).

E4. Recommend to City Council updates to the City's rail policy to consider the Dumbarton transportation project and Caltrain business plan efforts (Staff Report #19-008-CSC)

Staff Nagaya provided a presentation (Attachment).

- Maria Amundson shared suggested edits with the Commission (Attachment).
- Camille Pataki spoke in support of adding one more Dumbarton Rail station near the Onetta Harris Community Center.
- Matt Todd spoke in support of the rail project but shared concern about noise level. He also spoke in support of grade separating Caltrain rail crossings for all crossings and recommended connecting Willow Road to El Camino Real.

ACTION: Motion and second (Levin/Cromie) to recommend to City Council the proposed staff recommendations with the following additions:

- Increase ridership and maximize traffic benefit
- Modify service patterns for weekday off-peak and weekend hours
- Provide feeder service for first and last miles
- Consider feasibility of a second Dumbarton Rail station in the Belle Haven Neighborhood
- Encourage moderate fares for both high ridership and accessibility for people across the income spectrum

Motion passed (9-0-0).

F. Informational Items

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

Kirsch received no additional feedback from the Commission.

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, Oak Grove/University/Crane Bicycle improvement project construction and the safe routes to school program.

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

Lee reiterated the importance of soliciting comments on the draft walk and roll maps and other relevant program documents on the City webpage.

G5. Update from Transportation Master Plan Subcommittee

None.

G6. Update from Zero Emission Subcommittee

None.

H. Adjournment

Kirsch adjourned the meeting at 10:01 p.m.

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REGULAR MEETING MINUTES - DRAFT

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

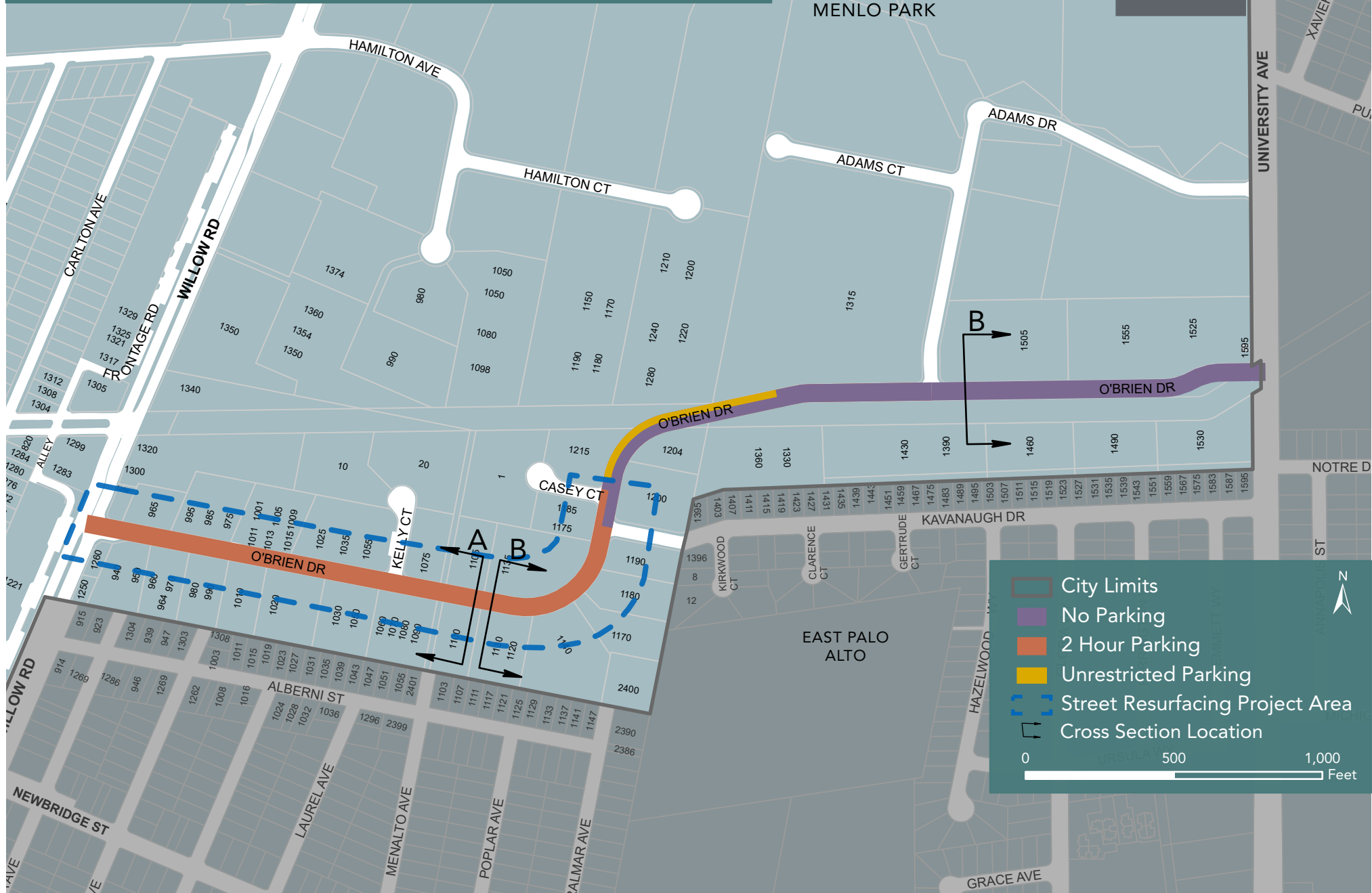
None.

H. Adjournment

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



Attachment A: Map of Project Area - O'Brien Drive Resurfacing Project and On-Street Parking



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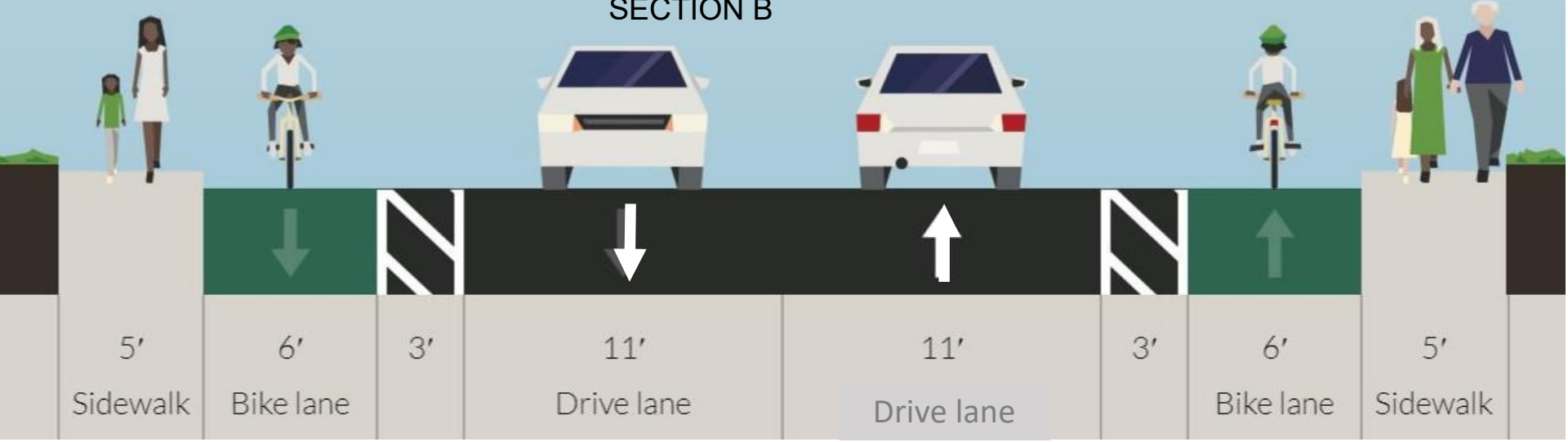
O'Brien Drive w/Parking
40' (Curb to Curb)

SECTION A



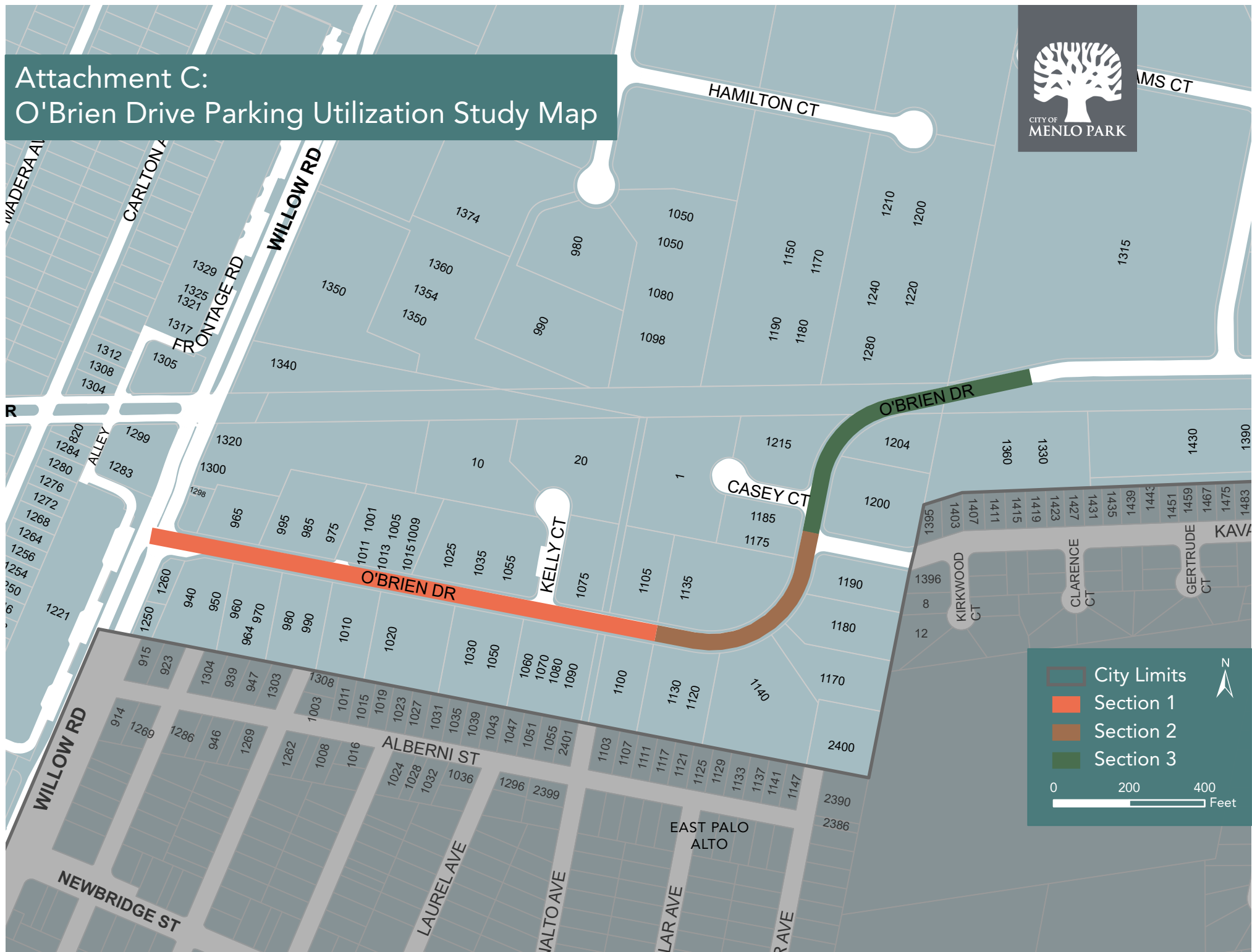
O'Brien Drive w/Buffers
40' (Curb to Curb)

SECTION B



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Attachment C: O'Brien Drive Parking Utilization Study Map



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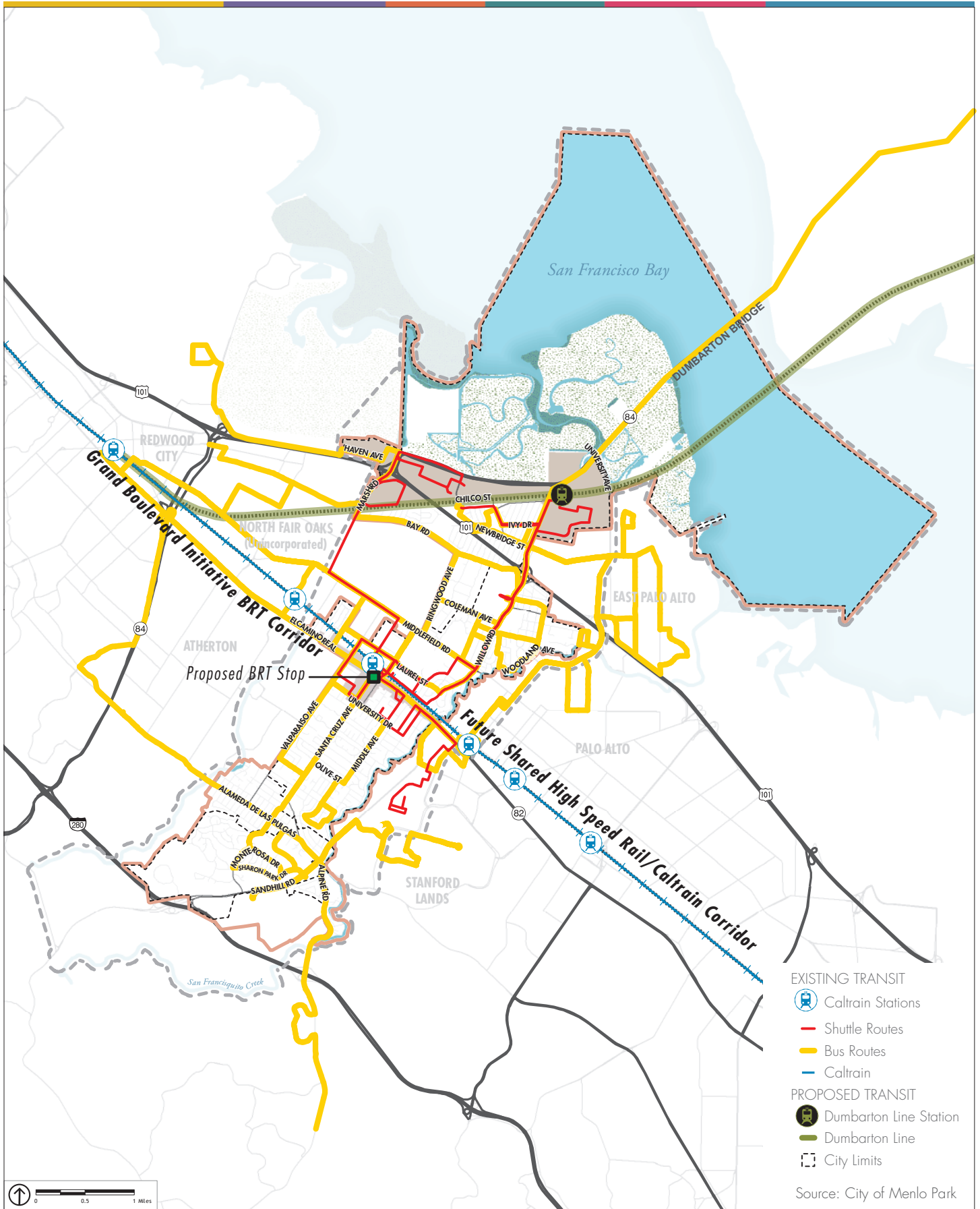


FIGURE 4: TRANSIT INFRASTRUCTURE - EXISTING AND PROPOSED

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City of Menlo Park

**City Council Rail Subcommittee
Mission Statement**

The City Council Rail Subcommittee will advocate for ways to reduce the negative impacts and enhance the benefits of Rail in Menlo Park. The Subcommittee will ensure all voices are heard and that thoughtful ideas are generated and alternatives vetted. It will collaborate with other local and regional jurisdictions in support of regional consensus of matters of common interest related to Rail. Additionally, the subcommittee will support City Council planning efforts and decision making on Rail-related issues with information, research and other expertise.

City of Menlo Park Statement of Principles for Rail

The City of Menlo Park City Council Rail Subcommittee works to protect and enhance the character of Menlo Park and the community's economic vitality while supporting the conditions needed to maximize the local benefits and the long-term potential of rail.

- The character of Menlo Park includes:
 - Our connected, walkable, bikeable, safe and accessible neighborhoods, parks, commercial areas and civic center
 - Our vision for:
 - the downtown and El Camino Real including improved east-west mobility for all modes of travel as detailed in the El Camino Real/Downtown Specific Plan
 - The Bayfront area as outlined in the General Plan Land use and Circulation elements
 - Preservation of the quality of life in residential neighborhoods throughout the City
- The community's economic vitality includes:
 - The continued success of our small and large businesses
 - The maintenance of our property values
 - Rail agencies responsibly mitigating impacts of rail, including but not limited to, HSR, Caltrain, Cross Bay Transit Partners, and freight
- The conditions needed to maximize the long-term potential of rail corridors in the City including:
 - Improvements to connectivity; rail unifies rather than divides
 - Improvements to local transit
 - The negative physical and social impacts of rail are minimized and the positive impacts are enhanced by using context sensitive design solutions
 - Consider all reasonable alternatives including those discussed previously by Menlo Park

Implied "decision criteria" from these principles might include:

Does the alternative align with or support:

- The goals and policies of the Circulation Element?
- The vision and policies of the El Camino Real/Downtown Specific Plan?
- The sustainability goals of the Climate Action Plan?

Whether the alternative protects or enhances:

- Connectivity to additional modes of travel/ accessibility to city locations?
- Walk-ability? Bike-ability?
- The economic vitality of businesses?
- Quality of life in residential neighborhoods? Property values?
- Safety along and across the rail corridors?
- Local transit opportunities? The level of transit service?

City of Menlo Park Council Position Summary

The following bullet points clarify the Council's position on rail through Menlo Park.

Caltrain and High Speed Rail corridor

- The City opposes any exemption or elimination of any part of the CEQA review for the High Speed Rail Project environmental review process
- The high speed rail within Menlo Park should be in a two-track envelope system, and stay within the existing Caltrain right-of-way (with very minor exceptions such as for Caltrain electrification equipment, and in very limited locations)
- No Environmental Impact Report should go forward which increases the rail corridor to greater than two tracks in Menlo Park
- The City approves of the currently approved blended system but opposes passing tracks located in Menlo Park
- The City is interested in quiet zones for the rail corridor in Menlo Park
- The City intends to pursue a grade separation project with a focus on the Ravenswood Avenue crossing that can be constructed independent of the blended system, High Speed Rail and any passing track scenario
- Our strategy is to work cooperatively with the blended system planning efforts while preventing an at-grade or elevated 3 or 4 track system through Menlo Park
- Support maximizing the number of Caltrain trains that stop within Menlo Park (as opposed to passing through Menlo Park)

Dumbarton corridor

The City supports Dumbarton Rail, under the following conditions:

- Rail service is provided by electric trains, minimizing emissions, noise and vibration impacts on adjacent residential neighborhoods and freight service levels do not increase over existing levels
- Minimal right-of-way acquisition is needed for the project
- Railroad/roadway grade separations should be provided as part of the project:
 - At Marsh Road, Willow Road and University Avenue
 - Minimizing local circulation and access impacts
 - Provide an opportunity for improved bicycle and pedestrian access and connections
- Best practice at-grade crossing safety improvements to the rail crossing at Chilco Street should be provided as part of the project
- Transit service is limited to rail within the existing right-of-way owned by Samtrans along the Dumbarton corridor
- A bicycle and pedestrian pathway along the existing right-of-way is fully explored as part of the project and is not precluded unless adequately disclosed through the project development process
- A transit stop is provided within Menlo Park, with the preferred location on the eastern side of Willow Road at the intersection with the Dumbarton rail, as shown in the City's Circulation Element (Figure 4)
- The project does not preclude a future direct rail connection to the southern end of the Caltrain line at the wye junction near Middlefield Road in Redwood City
- The City supports maximizing the number of trains that stop within Menlo Park (as opposed

May 8, 2019

City of Menlo Park
to passing through Menlo Park)