



REGULAR MEETING MINUTES

Date: 7/10/2019
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 7:04 p.m.

B. Roll Call

Present: Behroozi, Cromie, Goldin, Lee, Levin, Meyer
Absent: Cebrian, Kirsch, Weiner
Staff: Assistant Engineer Rich Angulo, Assistant Public Works Director Nikki Nagaya, Associate Transportation Engineer Kevin Chen, Senior Transportation Engineer Angela Obeso

C. Reports and Announcements

Staff Chen announced upcoming City events and a summary of City Council actions on transportation related items since the May 8 Commission meeting.

D. Public Comment

None.

E. Regular Business

- E1. Approve the Complete Streets Commission regular meeting minutes of May 8, 2019 (Attachment)

ACTION: Motion and second (Cromie/Meyer) to approve the Complete Streets Commission regular meeting minutes of May 8, 2019, passed (6-0-3, Cebrian, Kirsch and Weiner absent).

- E2. Recommend to City Council to select concepts 1 and 3 to advance for the Middle Avenue pedestrian and bicycle rail crossing project (Staff Report #19-009-CSC)

Staff Obeso provided a presentation (Attachment).

- Jen Wolosin spoke in support of a design with a comfortable ramp width and safety. Wolosin suggested a safety-risk assessment study for the design alternatives.

ACTION: Motion and second (Meyer/Levin) to recommend to the City Council concepts 1 and 3 to advance for the Middle Avenue pedestrian and bicycle rail crossing project and appointed Commissioners Goldin and Cromie to an ad-hoc subcommittee to summarize Commission feedback in a document for future reference, passed (6-0-3, Cebrian, Kirsch and Weiner absent).

- E3. Recommend to City Council to remove on-street parking on Jefferson Drive and Chrysler Drive for installation of bike lanes (Staff Report #19-011-CSC)

Staff Angulo provided a presentation (Attachment).

- Jen Wolosin spoke on the need to assess bicycle interaction with the future bus-parking cutout, additional traffic calming measures on Jefferson Drive, and other alternative travel modes to connect local residents with services.
- Cecilia Taylor spoke on the need for essential services and alleviation of traffic congestion for the area.

The Commission encouraged staff to share the idea of shared parking between adjacent private parking lots to new developments.

ACTION: Motion and second (Goldin/Levin) to recommend to the City Council the removal of on-street parking at Jefferson Drive and Chrysler Drive for installation of bike lanes, passed (5-1-3, Meyer dissenting, Cebrian, Kirsch and Weiner absent).

- E4. Evaluate Commission subcommittees

After discussions with staff and other Commissioners, Chair Behroozi continued the item to a future meeting.

F. Informational Items

- F1. Update on Commission/Committees Policies and Procedures, Roles and Responsibilities (Staff Report #19-010-CSC)

Staff Nagaya made a presentation. Chair Behroozi invited the Commission to provide input and questions. Levin received clarifications on the level of effort staff can provide for future subcommittee meetings.

- F2. Update on conflict of interest regulation (Memorandum)

Staff Chen provided a presentation (Attachment). Chair Behroozi invited the Commission to provide input and questions. The Commission collectively agreed that both staff and commissioners should take a proactive approach in identifying potential conflicts in the future.

- F3. Update on major project status

Staff Chen provided updates on the neighborhood traffic management program projects 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

Commissioner Levin announced potential upcoming educational events, with additional event information to follow in future meetings.

G3. Update from Multimodal Subcommittee

None.

G4. Update from Safe Routes to School Program Subcommittee

Commissioner Lee requested the subcommittee review the final draft school walk and roll maps.

G5. Update from Transportation Master Plan Subcommittee

None.

G6. Update from Zero Emission Subcommittee

None.

H. Adjournment

Chair Behroozji adjourned the meeting at 9:50 p.m.

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Middle Avenue Pedestrian & Bicycle Rail Crossing Complete Streets Commission

July 10, 2019

Middle Avenue Pedestrian & Bicycle Rail Crossing Study



Goals For Tonight's Meeting

- Provide project update
- Obtain input regarding:
 - Three Concepts
 - Alma Street/Burgess Park Connections
 - Ramp and Stair Layouts
- Answer questions
- Obtain recommendation to City Council

Background/History

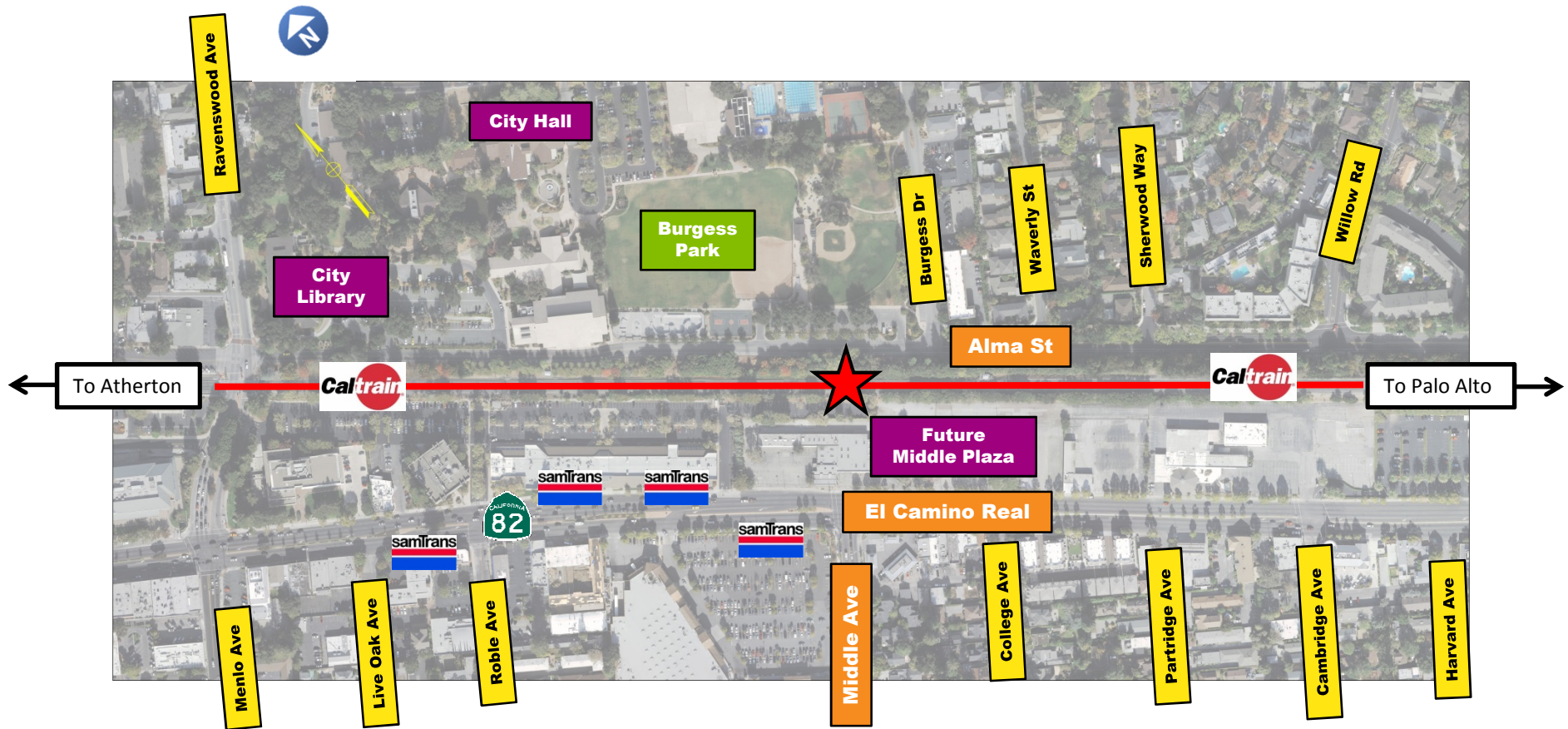
2009: Middle Avenue selected as preferred crossing location

2012: Middle Avenue crossing location adopted by City Council in the El Camino Real/Downtown Specific Plan

2016: San Mateo County Transportation Authority (SMCTA) programmed funds for the project

March 14, 2017: Scope approved by City Council

Project Area Map



Middle Avenue Pedestrian & Bicycle Rail Crossing Study



Project Goals

- **Improve Mobility**
 - Reduce travel times
 - Improve east/west bicycle and pedestrian connectivity
- **Enhance Safety**
 - Provide alternative to busy streets

→ *Encourage Other Modes of Travel*

Community meeting #1

May 4, 2017

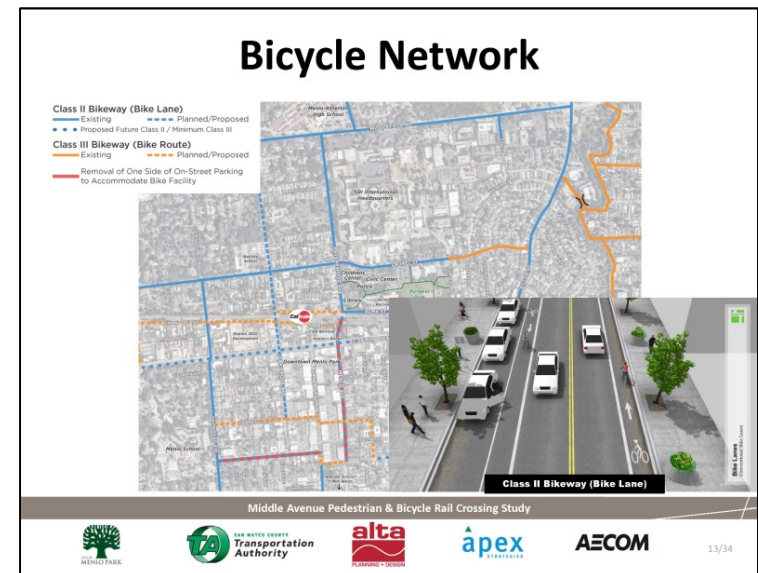
- **Crossing Types**

- Undercrossing
- Overcrossing
- Majority support undercrossing



- **Feedback Received**

- New Crossings on Alma Street
- Bike Lane on Middle Avenue
- Improvements to El Camino Real/ Middle Avenue Intersection

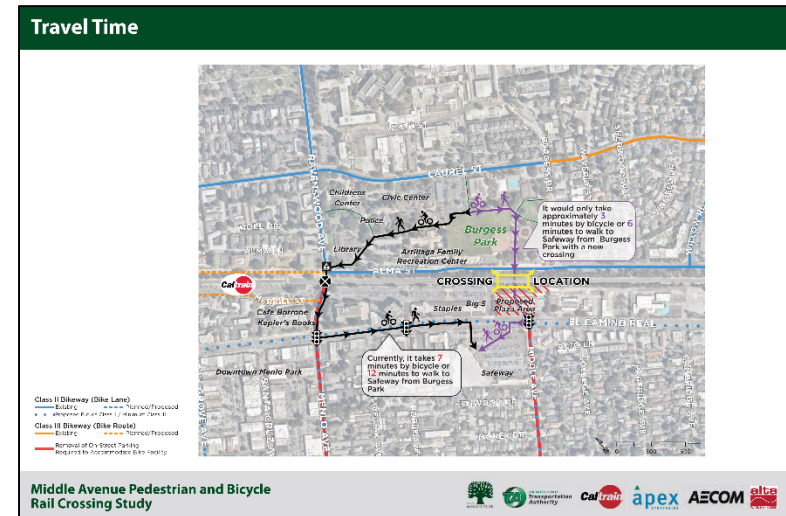


Middle Avenue Pedestrian & Bicycle Rail Crossing Study



May 13, 2019

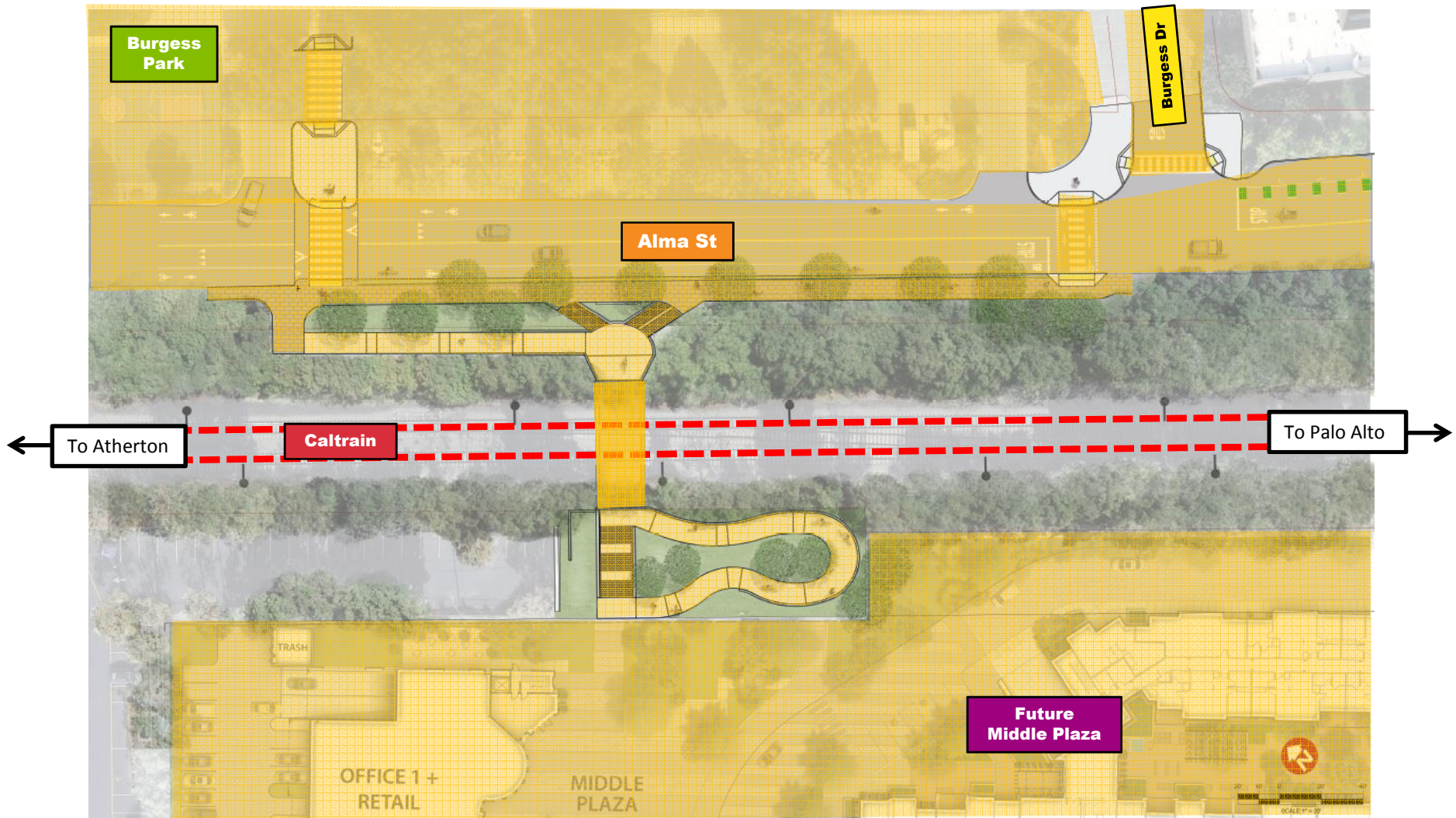
- **Undercrossing concepts**
 - Construction methods
 - Tunnel location
 - Stair and ramp layouts
- **Feedback Received**
 - Preference for shallower tunnel
 - Ensure bike and pedestrian safety on ramps
 - Connections on both sides



Design Constraints/Considerations

- Accessibility
- Right-of-Way Impacts
- Utility Impacts
- Geometric Design Requirements
- Constructability
- Railroad Operations
- Trees/Landscaping
- Cost

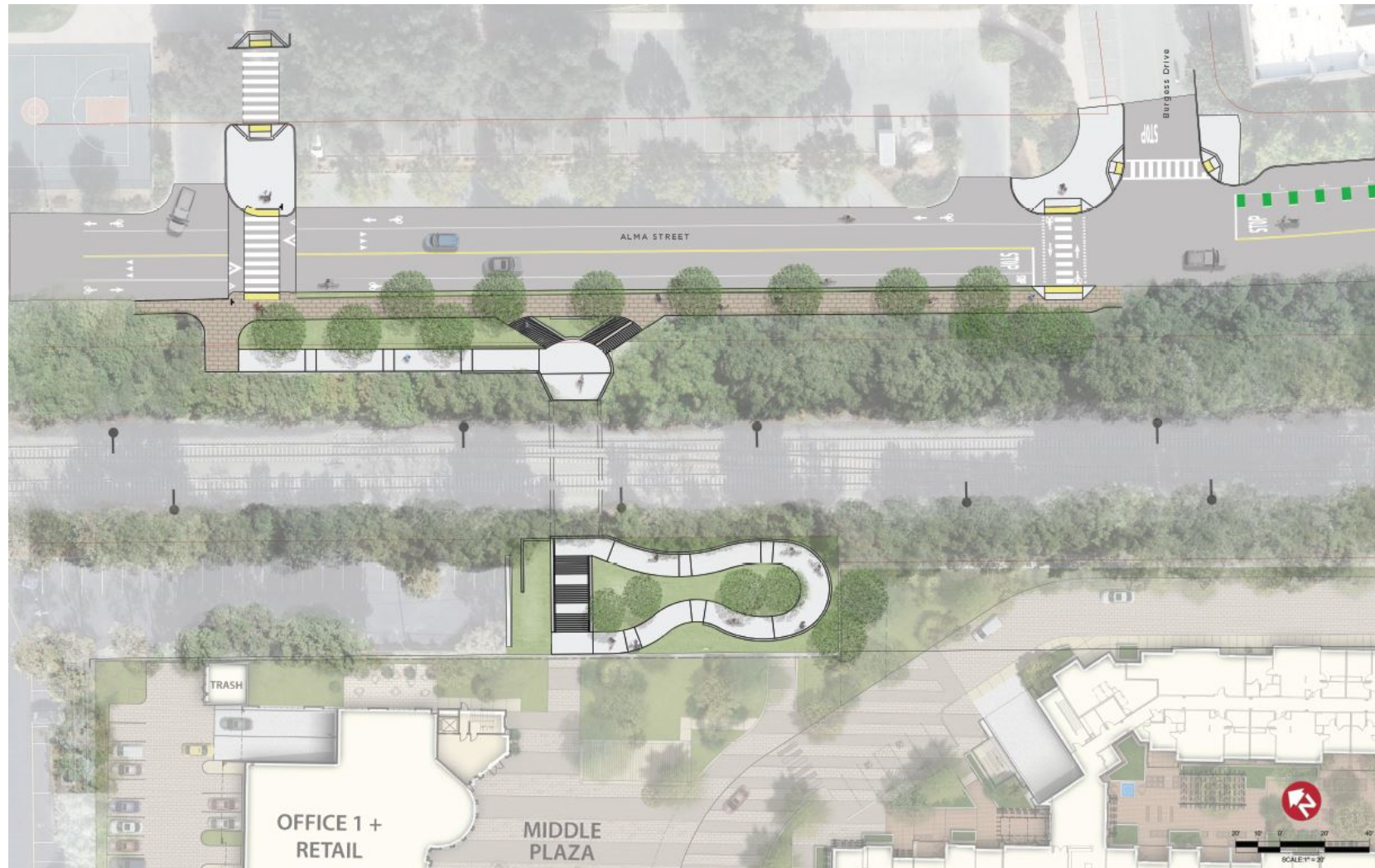
Concept 1 – Plan View



Middle Avenue Pedestrian & Bicycle Rail Crossing Study



Concept 1 – Plan View



Middle Avenue Pedestrian & Bicycle Rail Crossing Study



Concept 1 – 3D Rendering

(West side - looking south)

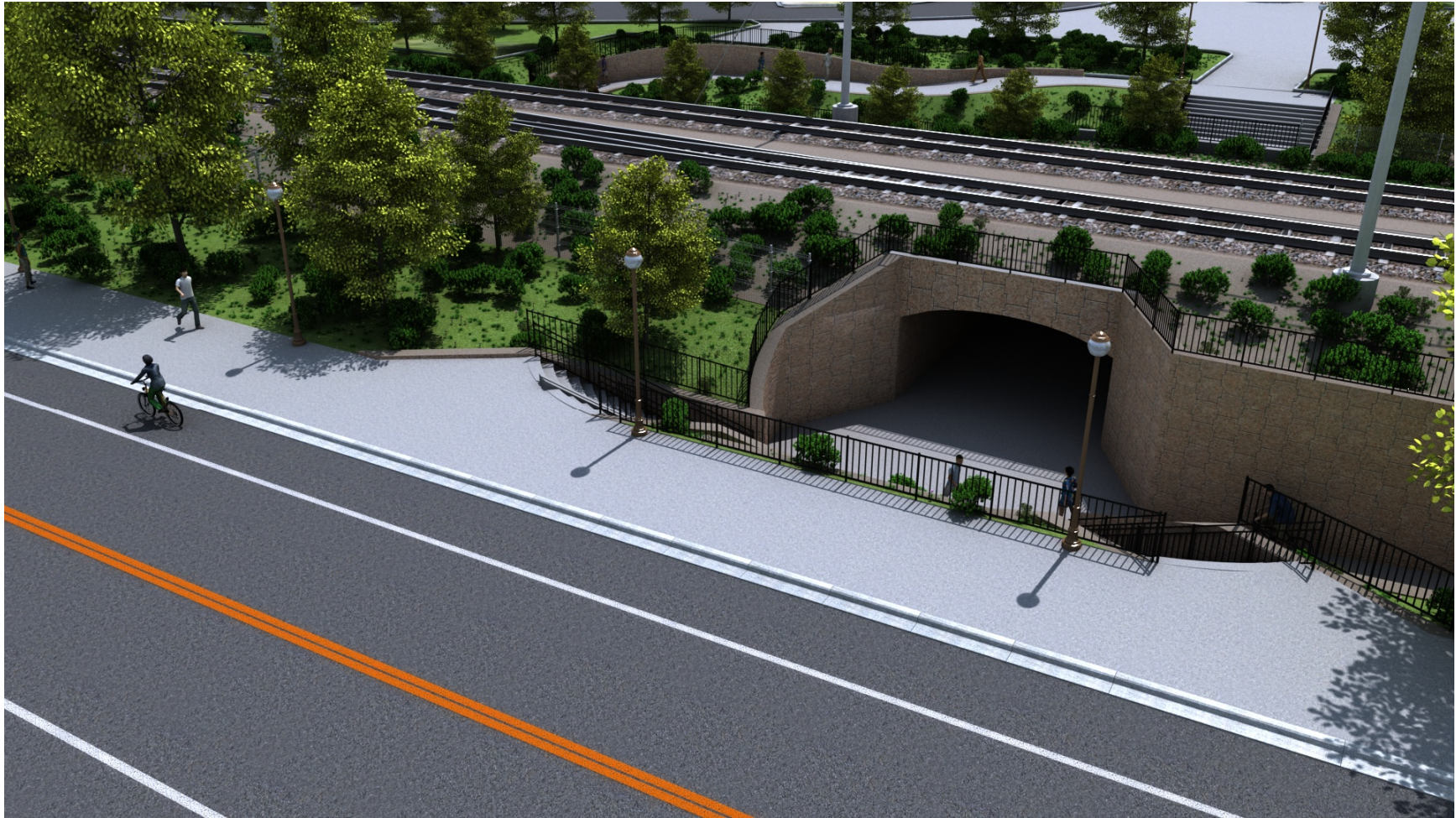


Middle Avenue Pedestrian & Bicycle Rail Crossing Study



Concept 1 – 3D Rendering

(East side - looking west)



Middle Avenue Pedestrian & Bicycle Rail Crossing Study



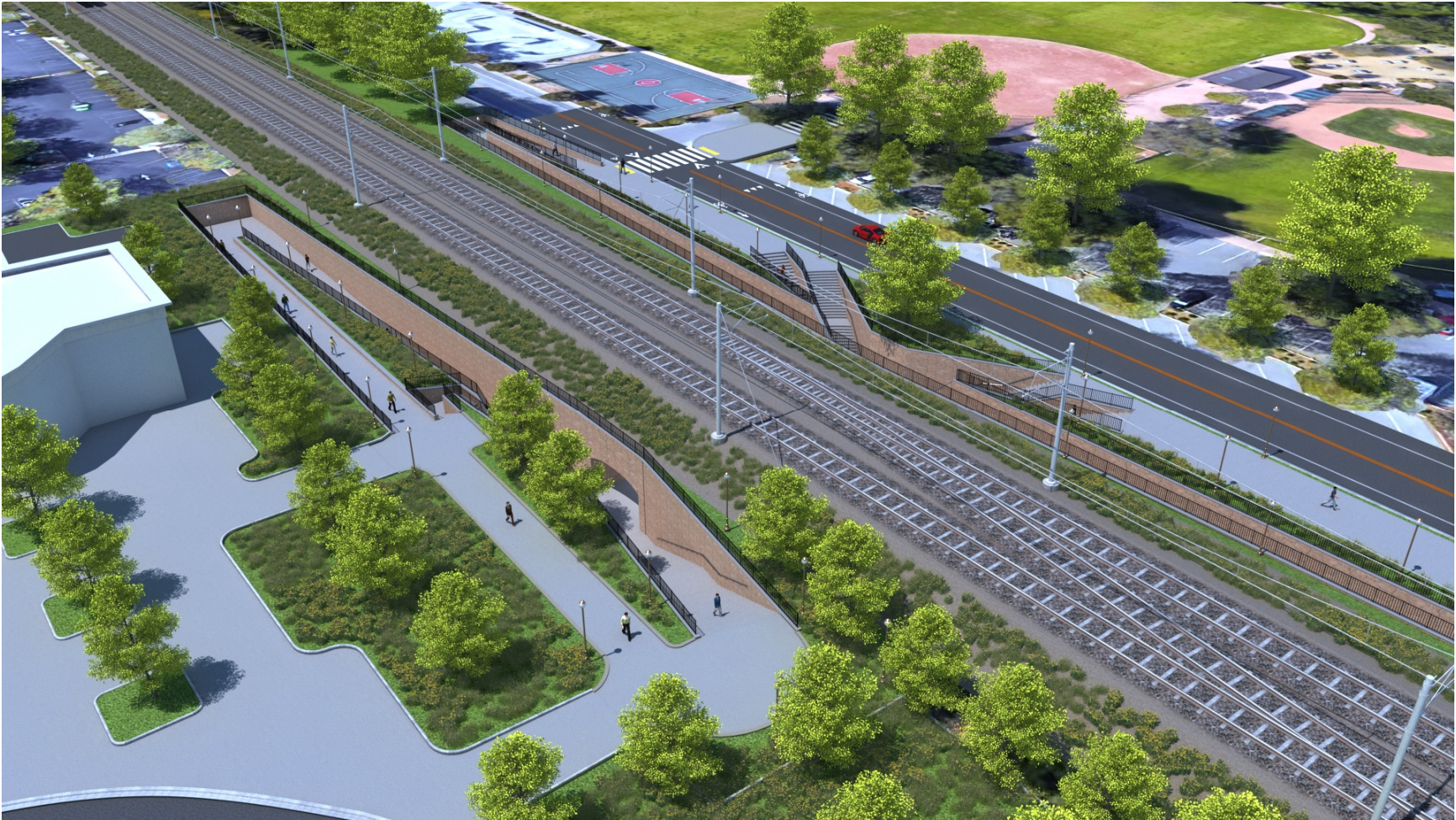
Concept 2 – Plan View



Middle Avenue Pedestrian & Bicycle Rail Crossing Study

Concept 2 – 3D Rendering

(West side - looking north)

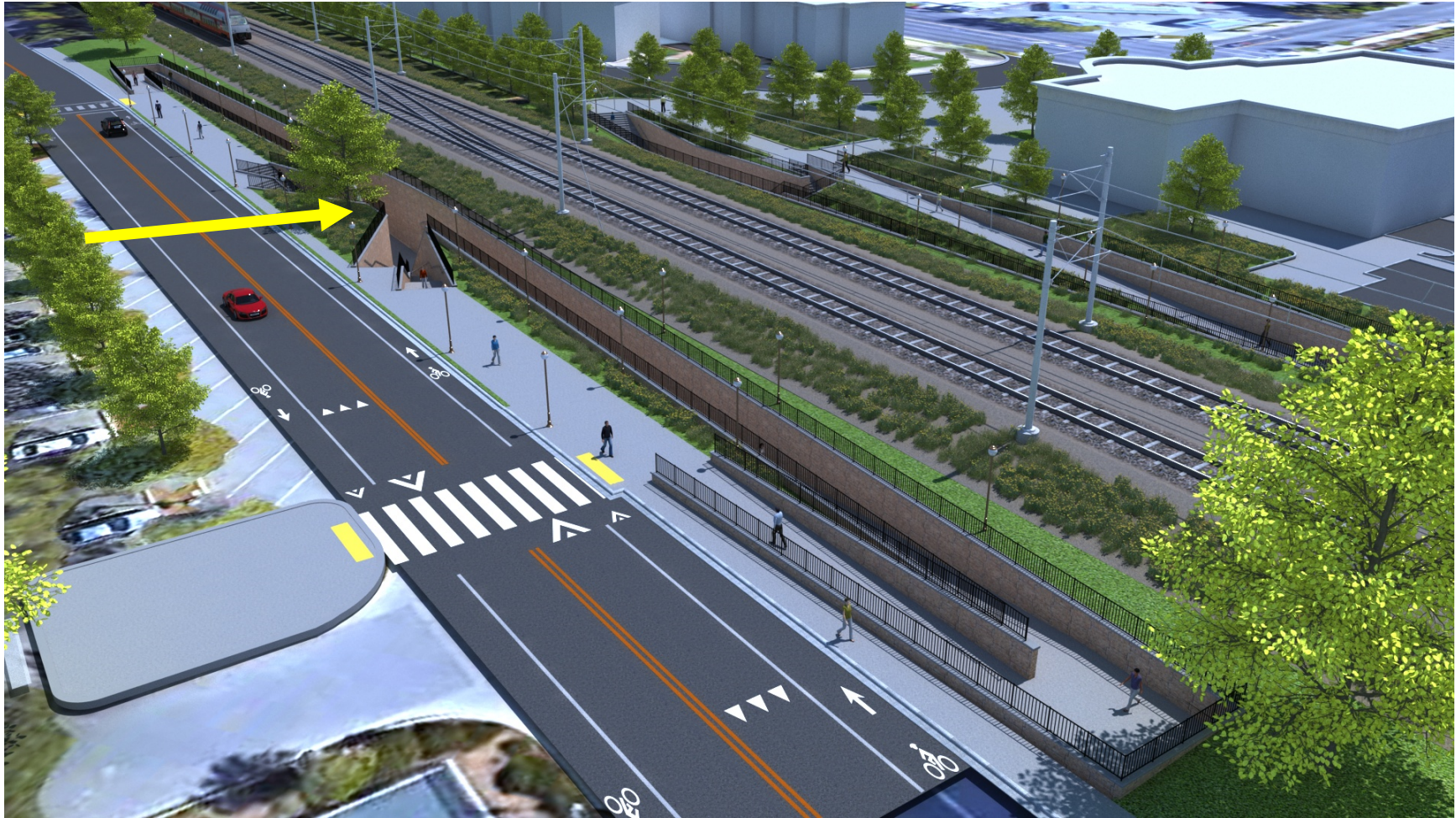


Middle Avenue Pedestrian & Bicycle Rail Crossing Study



Concept 2 – 3D Rendering

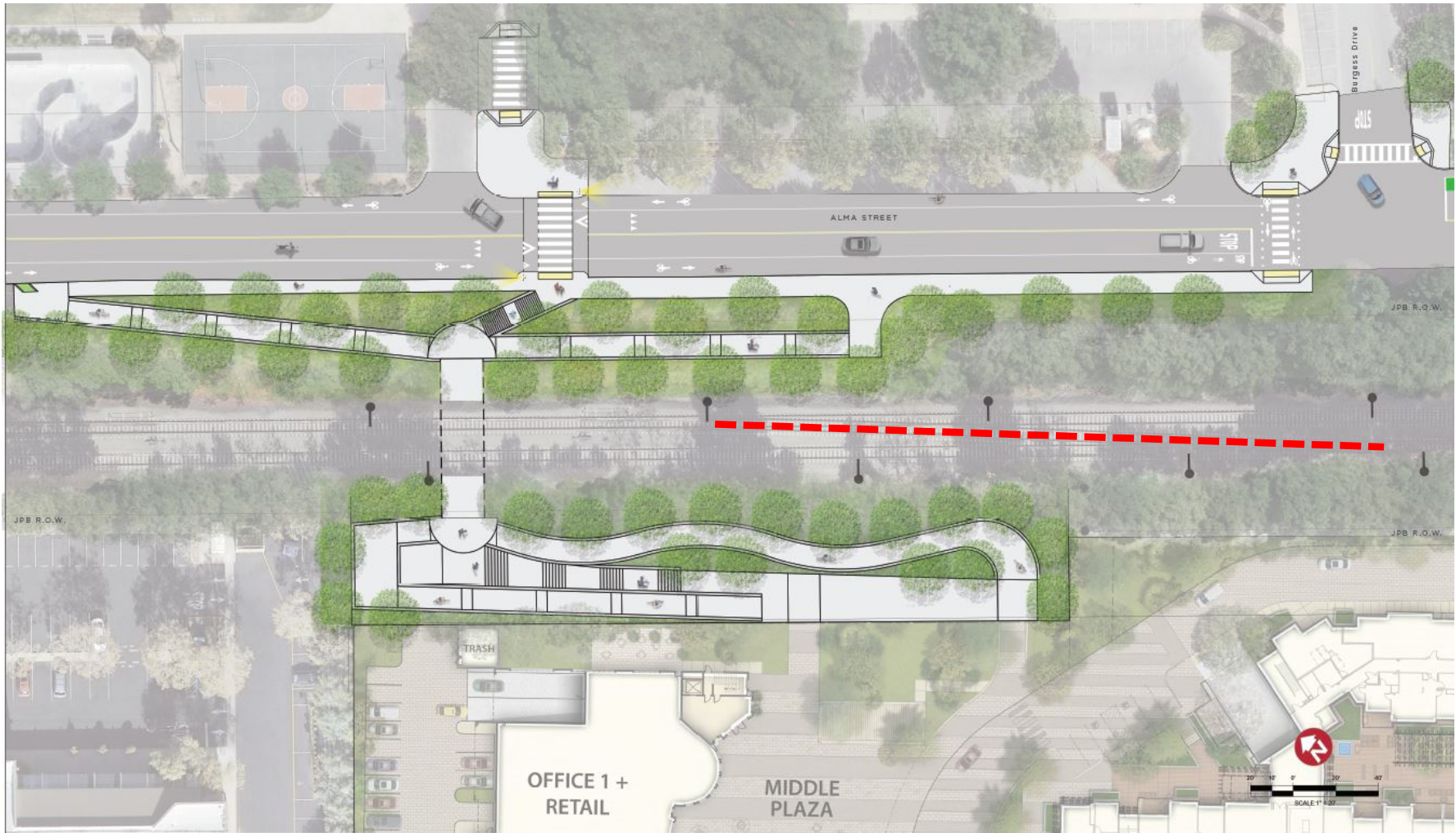
(West side – looking south)



Middle Avenue Pedestrian & Bicycle Rail Crossing Study



Concept 3 – Plan View



Middle Avenue Pedestrian & Bicycle Rail Crossing Study



Concept 3 – 3D Rendering

(West side - looking north)

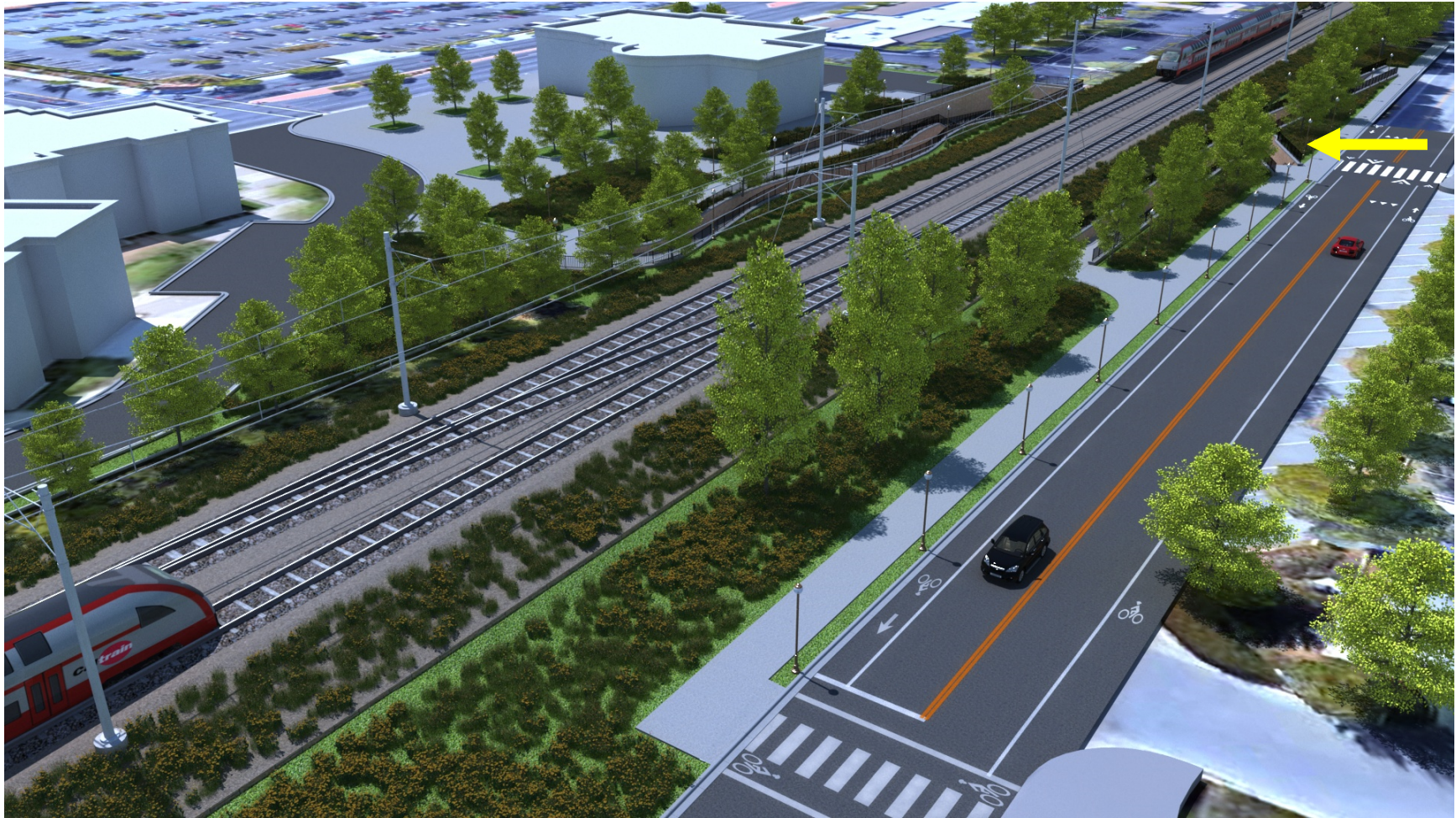


Middle Avenue Pedestrian & Bicycle Rail Crossing Study



Concept 3 – 3D Rendering

(East side - looking north)



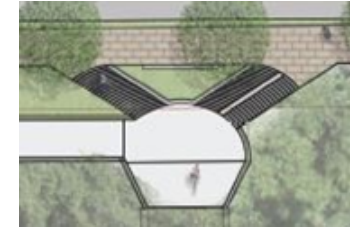
Middle Avenue Pedestrian & Bicycle Rail Crossing Study



Stair and Ramp Options

Stairs

- On Diagonal
- Straight
- 90 or 180 degree Turns



Ramps

- Curvilinear
- Straight
- 90 or 180 degree Turns



Middle Avenue Pedestrian & Bicycle Rail Crossing Study



Cost Estimate Summary

Concept	Cost
1	\$20-25M (\$14-18M)
2	\$35-40M
3	\$20-25M

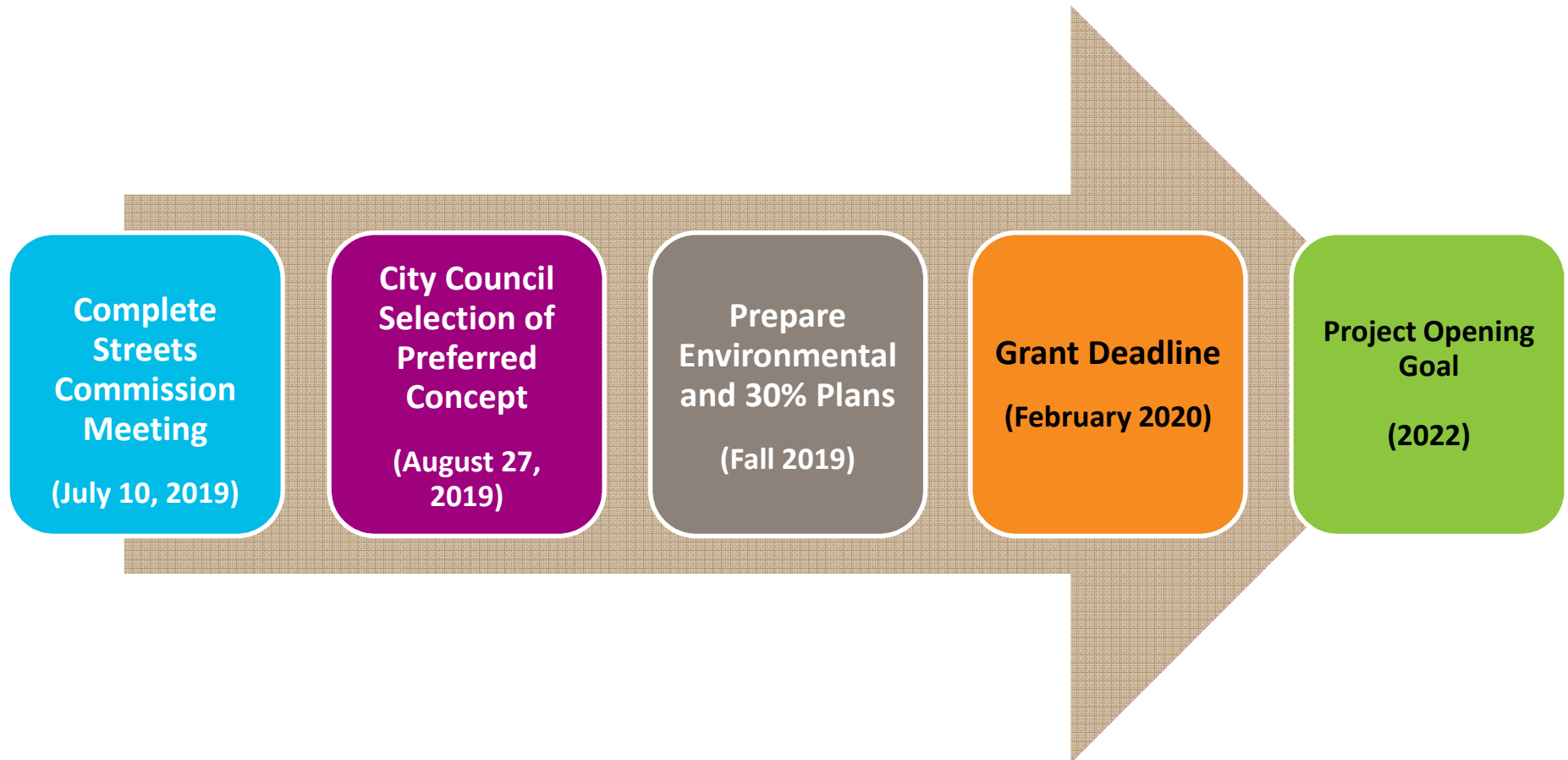
Cost Includes:

- Construction
- Utility Relocations
- Right-of-Way Acquisition
- Support Costs for:
Design Services & Construction Management
- Escalation to 2022
- Red costs are after Value Engineering

Middle Avenue Pedestrian & Bicycle Rail Crossing Study



Next Steps



Middle Avenue Pedestrian & Bicycle Rail Crossing Study



Commission Actions

- Provide feedback
 - Stairs and ramps, locations and quantity
 - Tunnel location
 - Other considerations
- Make recommendation to City Council
 - Staff recommendation: select concepts 1 and 3 to advance

Questions?

For More Information:

Visit Us at: <http://www.menlopark.org/MiddleCrossing>

Email Us at: transportation@menlopark.org

Middle Avenue Pedestrian & Bicycle Rail Crossing Study



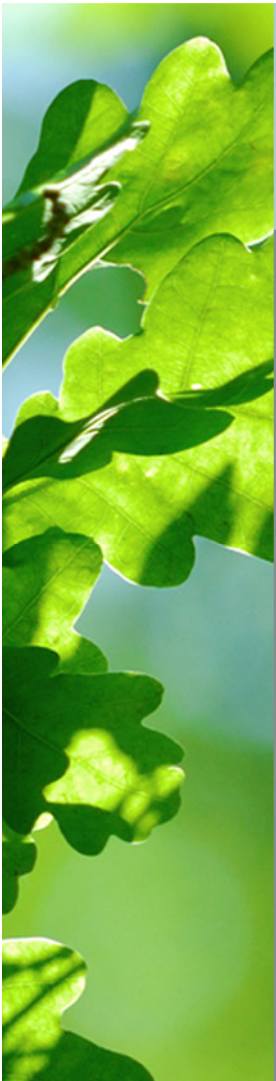
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CHRYSLER DRIVE AND JEFFERSON DRIVE BIKE FACILITY IMPROVEMENTS

July 10, 2019



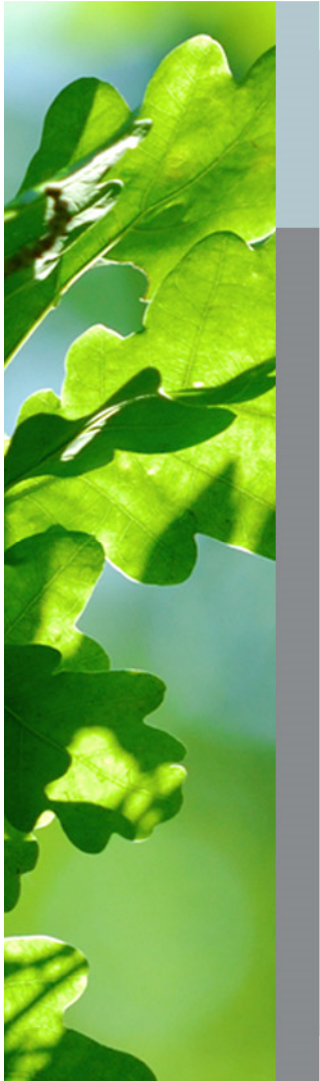


BIKE ROUTES (PROPOSED AND EXISTING)



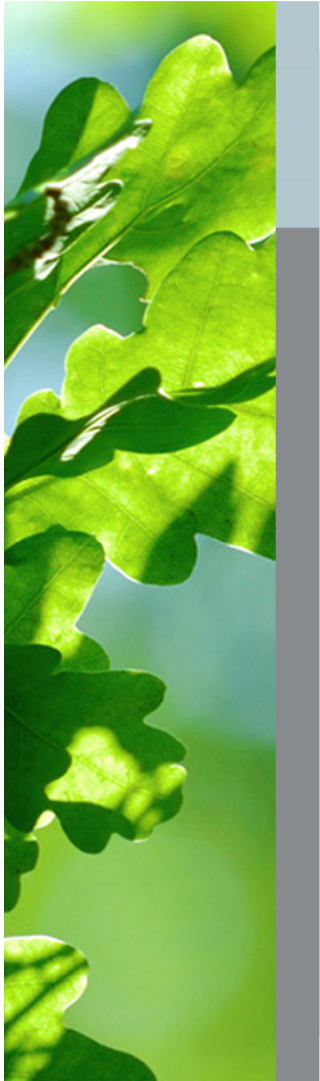
Proposed Bike Network

- Bike Bridge
 - Rail Crossing
 - Class I Bike Path
 - Class II Bike Lane
 - Class III Bike Route
 - Class IV Separated Bikeway
 - Paseo
- ### Existing Bike Network
- Bike Crossing
 - Class I Bike Path
 - Class II Bike Lane
 - Class III Bike Route
 - Class IV Separated Bikeway



CHRYSLER DRIVE



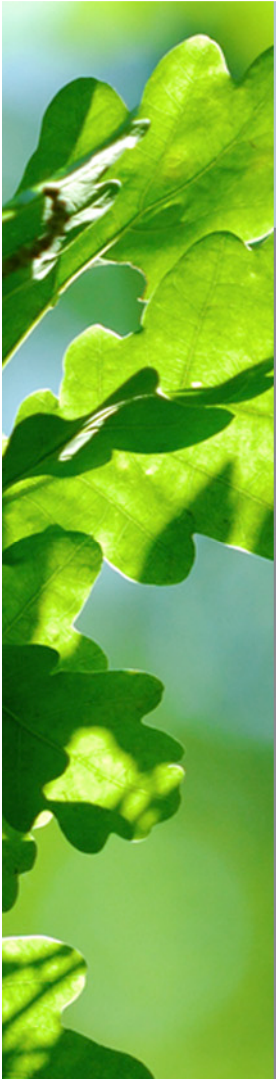


JEFFERSON DRIVE

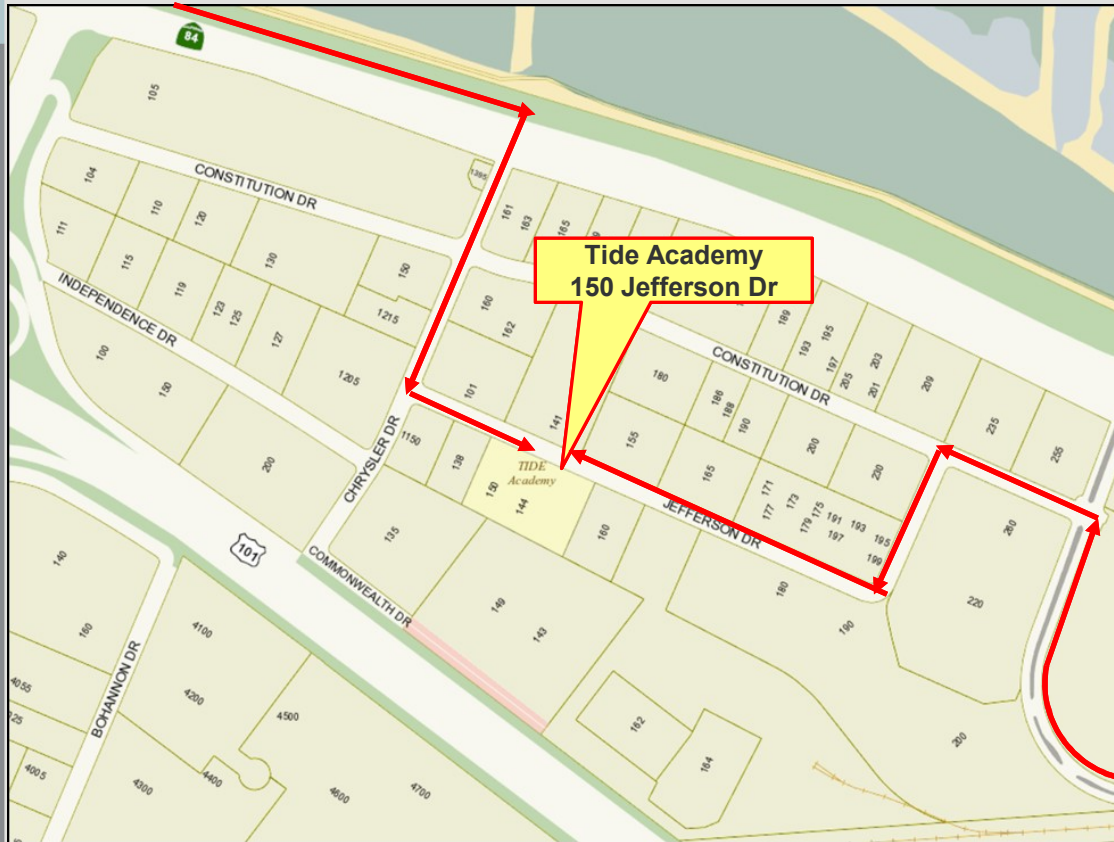




TIDE ACADEMY

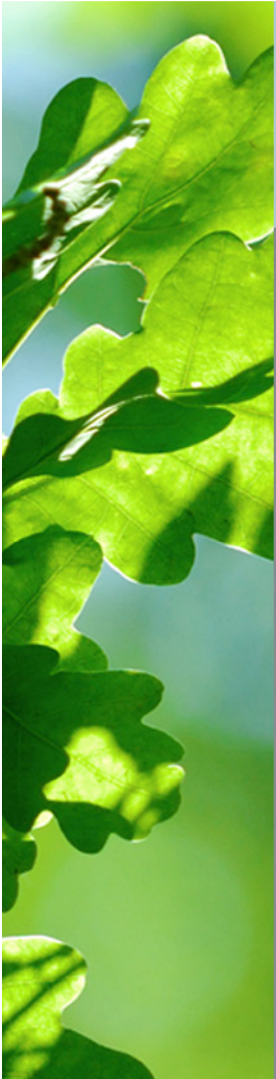


TIDE ACADEMY

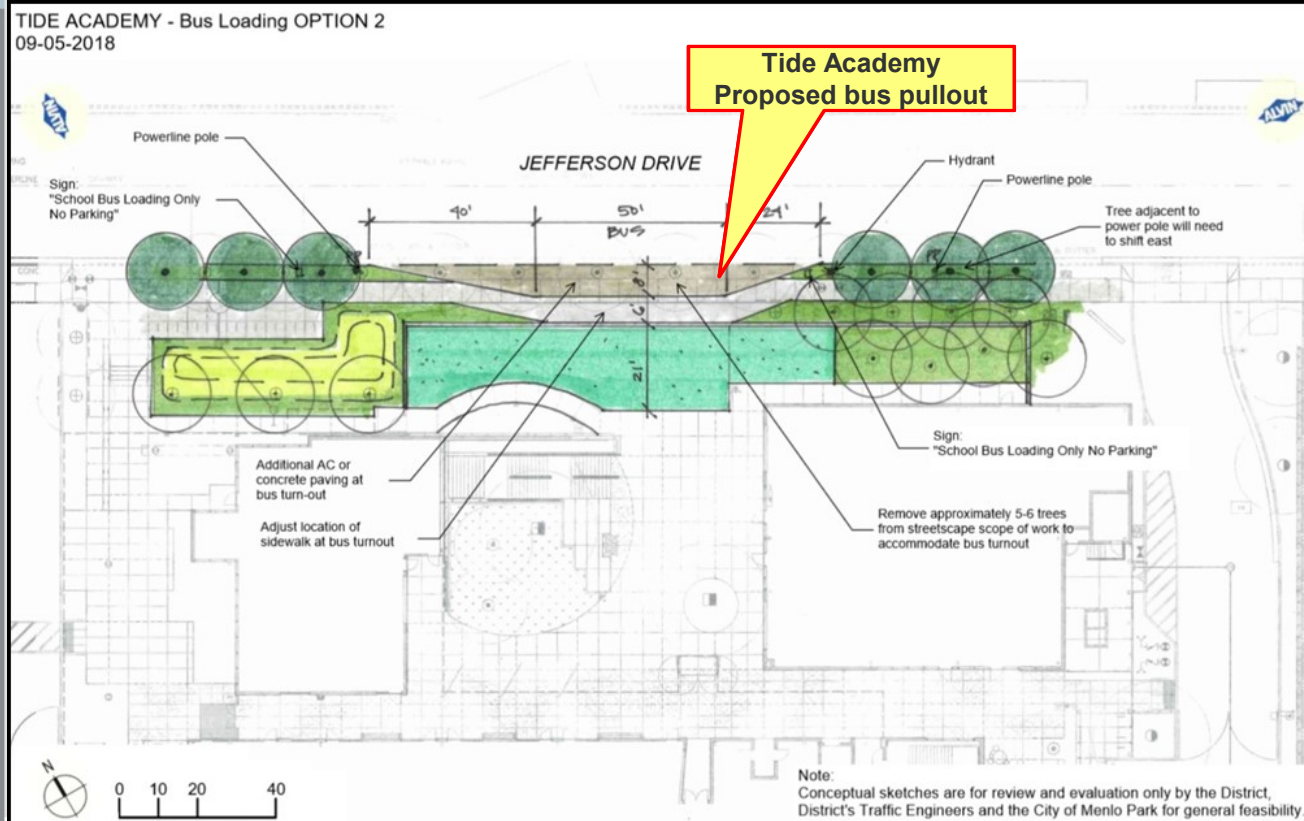


- Opens August 10
- 400 students and 35 faculty
- 100 freshmen in 2019
- Full capacity in 2022-23

Anticipates students from Redwood City, Menlo Park and East Palo Alto

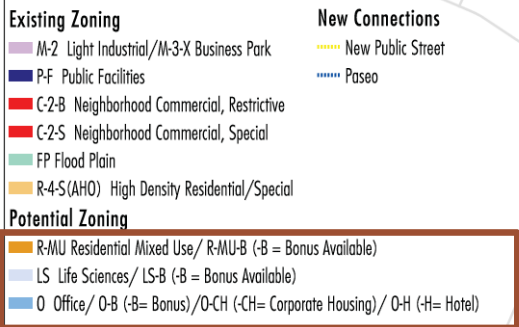


TIDE ACADEMY





BAYFRONT AREA PROJECTS OVERVIEW



BAYFRONT AREA – COMPLETED PROJECTS



BAYFRONT AREA DEVELOPMENT PROJECTS

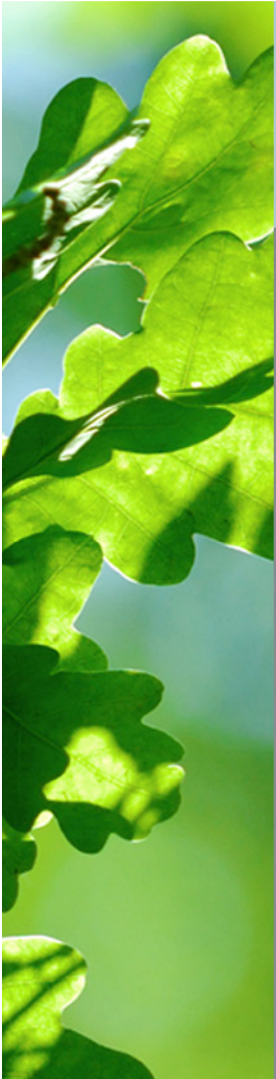


Completed Projects Summary

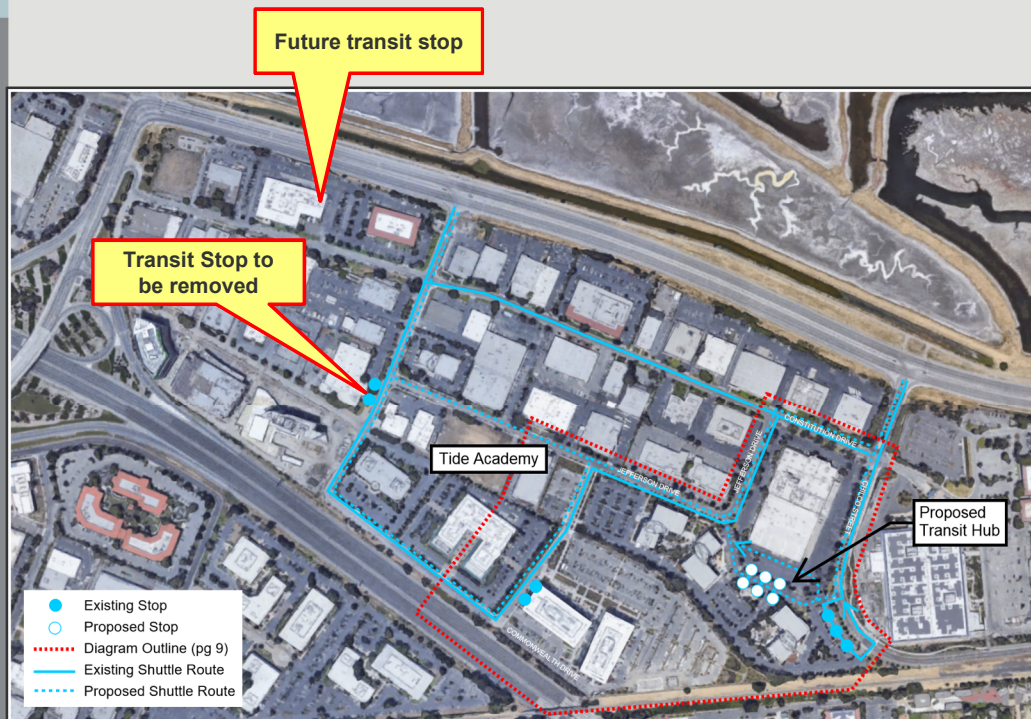
- 735 Residential Units
- 250 Hotel Rooms
- 501,171 sf Office Space



FACEBOOK



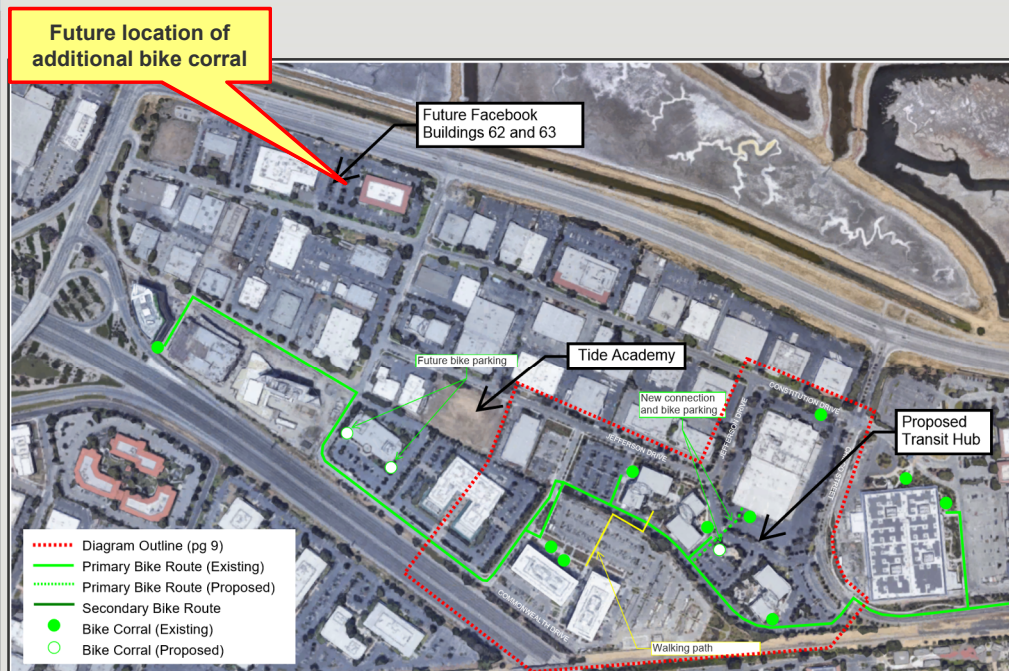
FACEBOOK TRANSIT HUB



Transit Hub

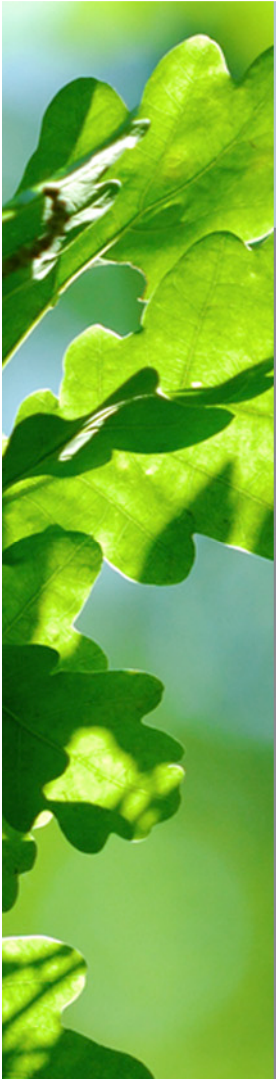
- To begin construction in late 2019/early 2020
- Buses will be entering and exiting using Jefferson
- Currently approximately 290 shuttles use Jefferson and Chrysler daily

CURRENT FACEBOOK EMPLOYEE BICYCLE ROUTES

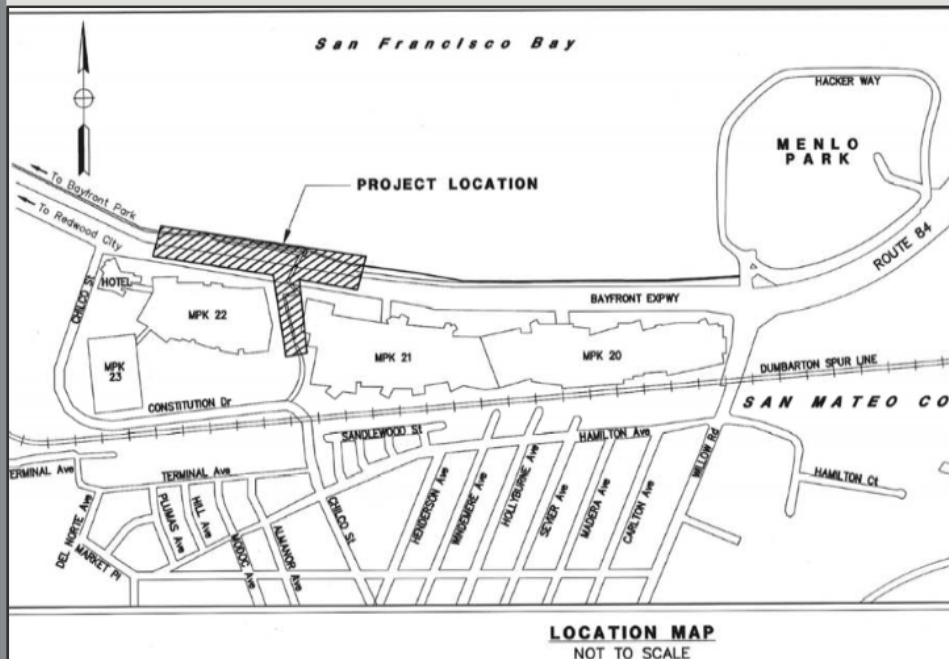


Bicycle Routes

- Currently corrals to accommodate for over 1,000 bicycles in the area
- Routes to change once MPK 63 and 64 are completed



FACEBOOK BIKE-PED OVERCROSSING



Bike-Ped Overcrossing

- To be completed in 2020



ANALYSIS



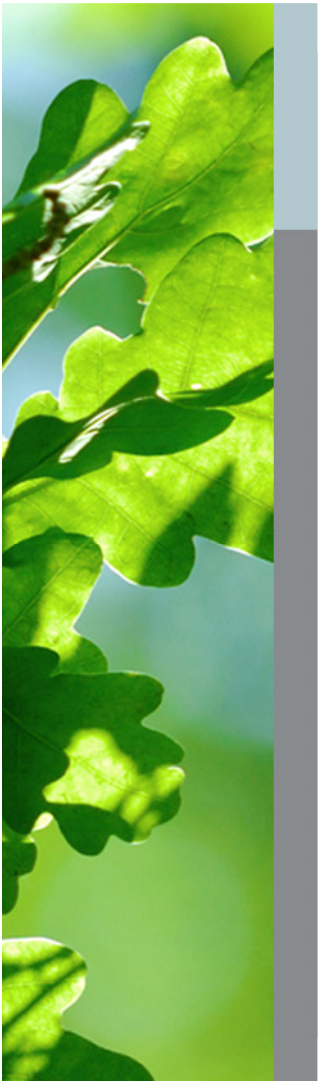
AVERAGE DAILY TRAFFIC (ADT)

Marsh T is closed



ADT Counts

- Marsh T was closed when the counts were conducted
- Conducted in March 2019
- 24 hour volumes



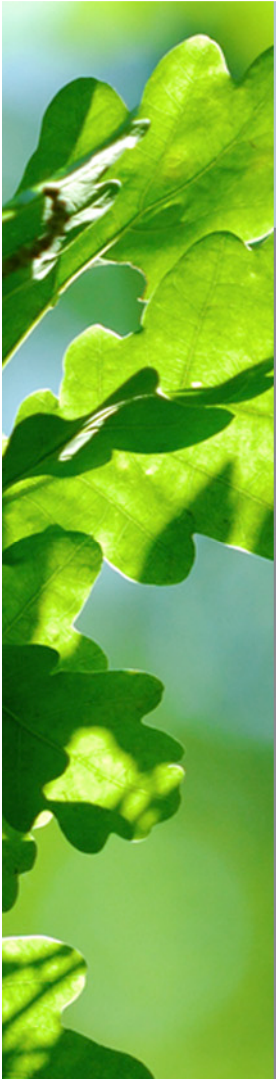
COLLISION HISTORY



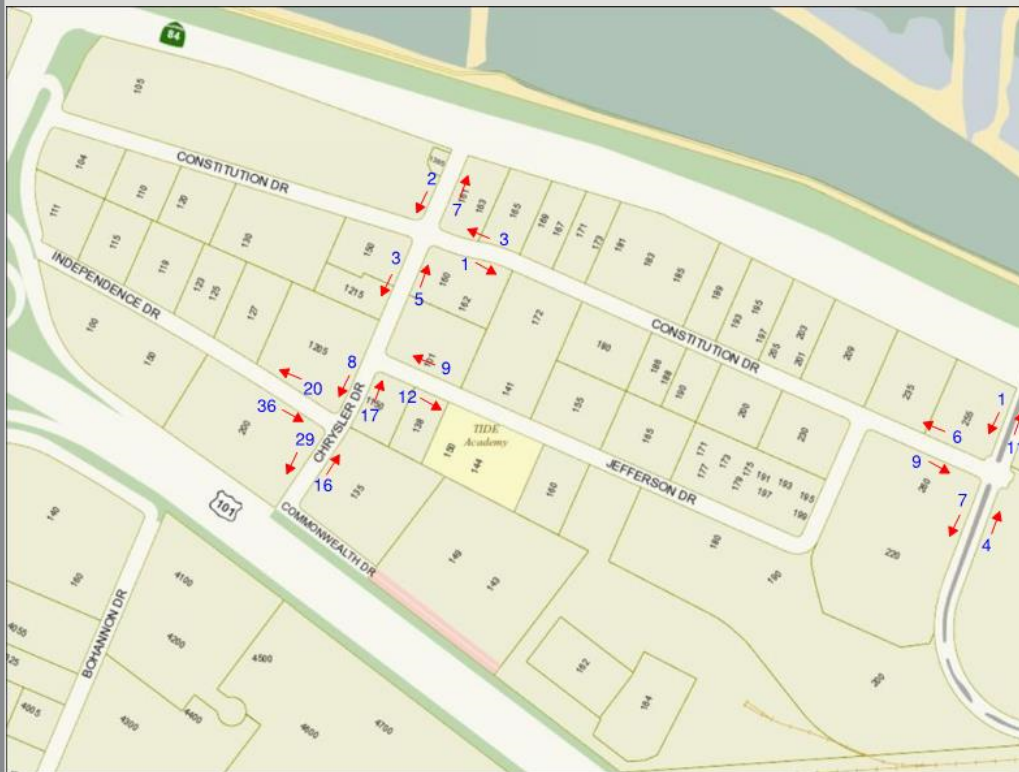
Table 2: Collision Type History				
Location	Bicycle	Moving Vehicle	Fixed Object or Parked Vehicle	Total
Jefferson Drive	1	3	3	7
Chrysler Drive	2	15	2	19
Commonwealth Drive*	0	0	0	0
Constitution Drive	0	6	3	9
Independence Drive	0	4	1	5
Total	3	28	9	40
* = One collision reported under Chrysler Drive was located at the intersection at Commonwealth Drive.				

Collision History

- 3 bike collisions
- Unknown
 - Unsafe lane change
 - Speeding

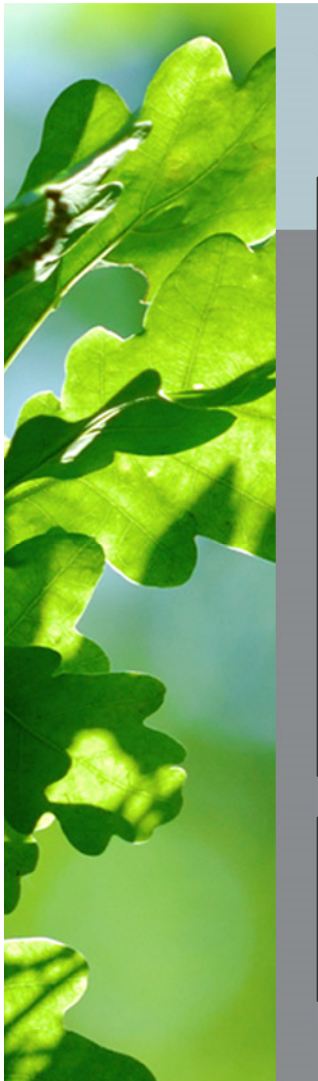


BIKE COUNTS 4:00-5:00PM

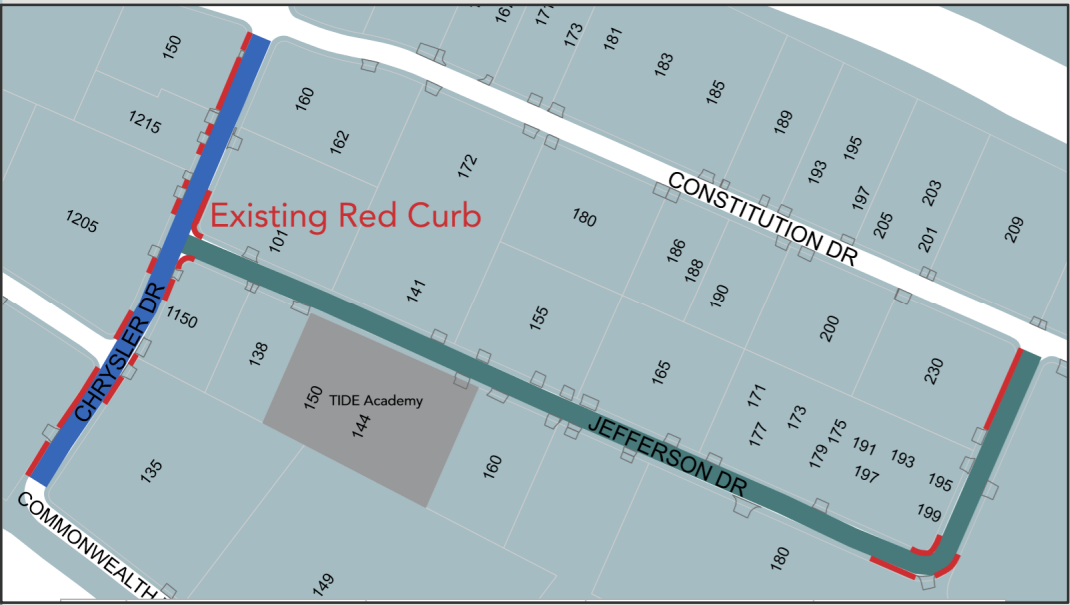


Bike Counts

- PM Peak Only
- Conducted in March 2019
- Counts were conducted on different days



ON-STREET PARKING



On-Street Parking

- Studied parking on 3 occasions
- Volumes drop after construction workers leave

Street Widths

- Chrysler and Jefferson are both 40 feet wide

Sidewalks

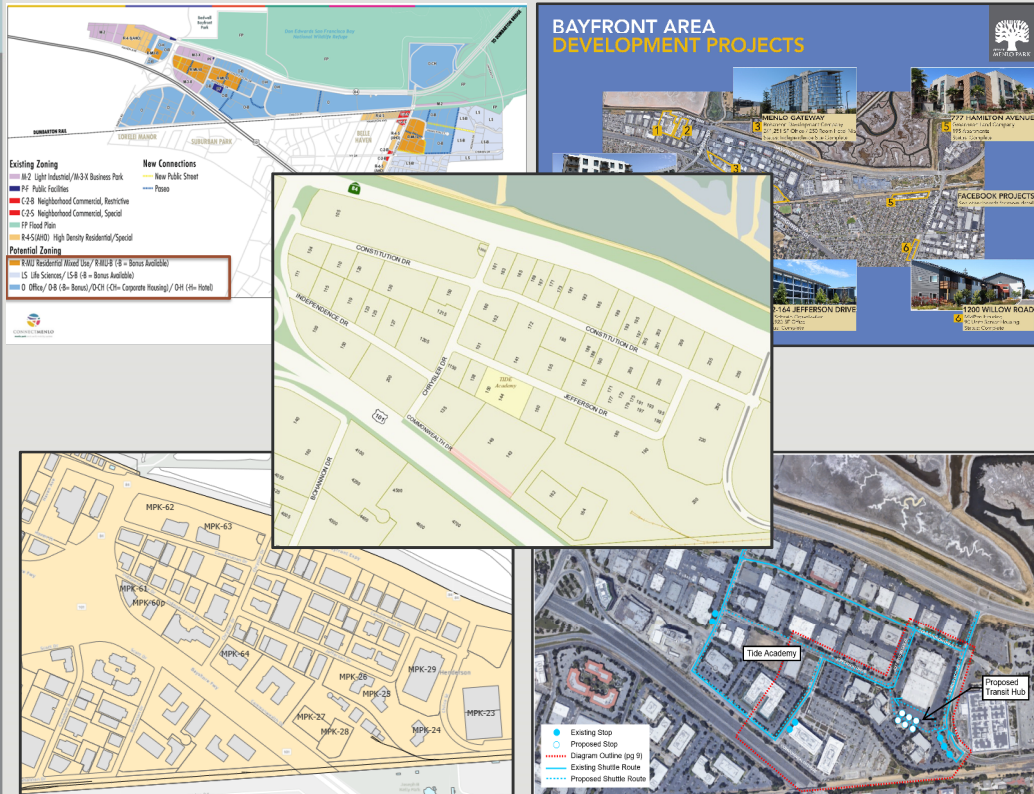
- There are no existing sidewalks on the east side of Jefferson and on the north side of Chrysler

Table 3: Number of parked vehicles				
Roadway section	11:00 am Thursday, June 20, 2019	2:45 pm Tuesday, June 25, 2019	1:00 pm Thursday, June 27, 2019	Total number of spaces
Jefferson Drive	125 (98%)	73 (57%)	112 (88%)	128
Chrysler Drive	35 (95%)	19 (51%)	26 (70%)	37



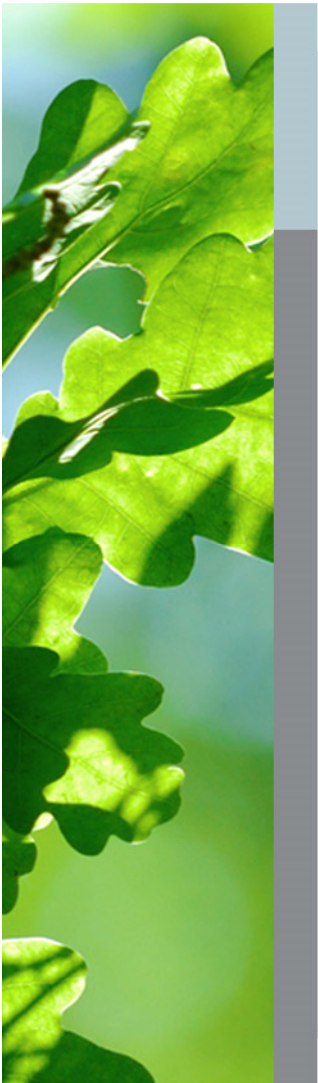
RECOMMENDATION

STAFF RECOMMENDATION

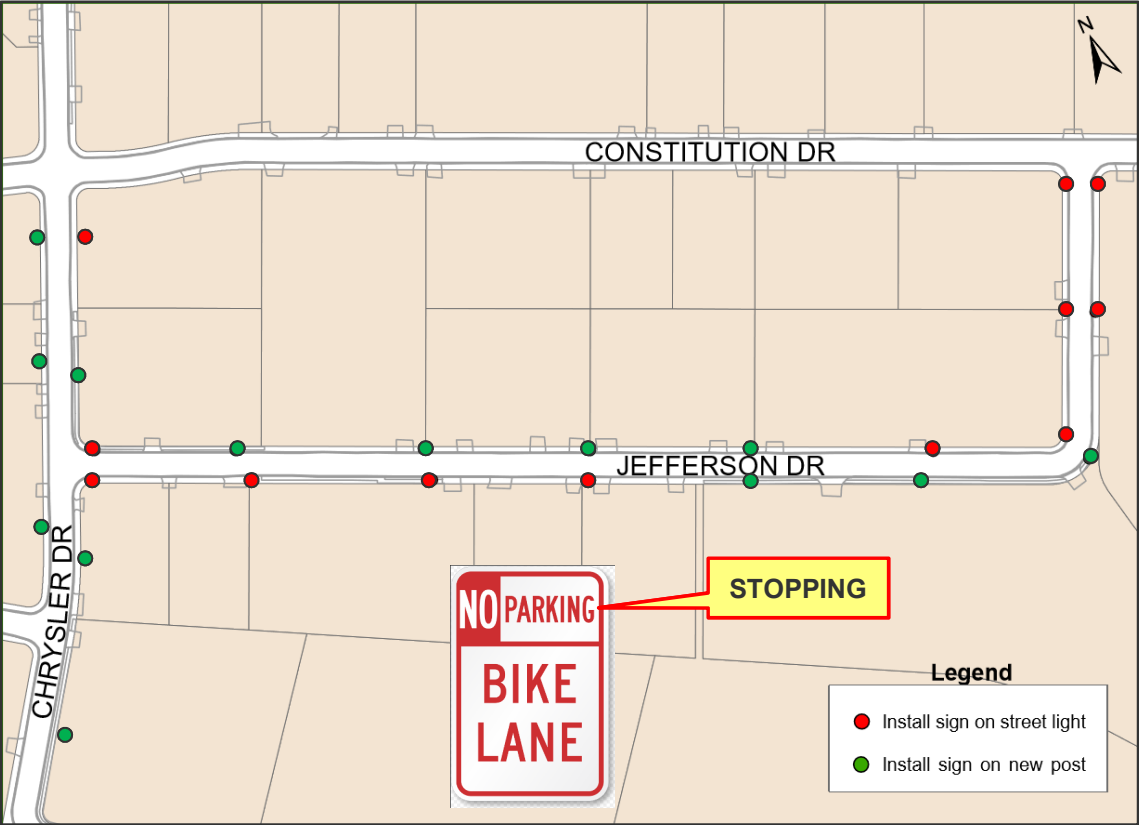


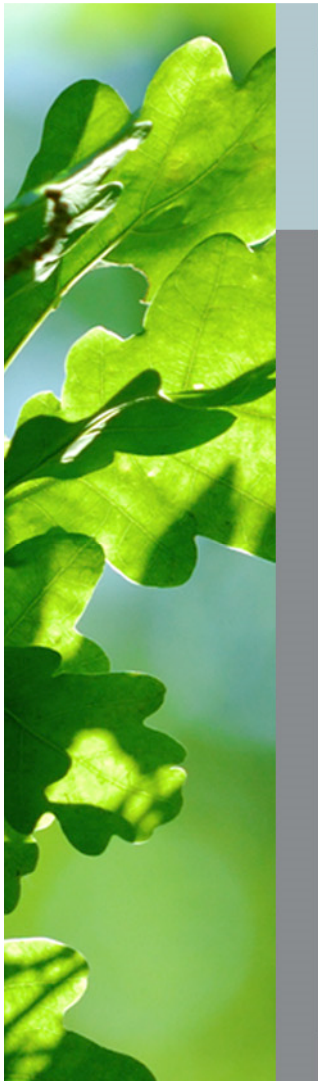
Recommendation

- Various new land uses
- Completed and proposed projects
- Facebook Campus, Buses and Bikes
- Tide Academy Students Commuting



STAFF RECOMMENDATION





RECOMMENDED CROSS-SECTION



Recommendation

- 6 ft Bike Lanes
- 2 ft Buffers
- 11 ft Travel Lanes
(Due to large buses)

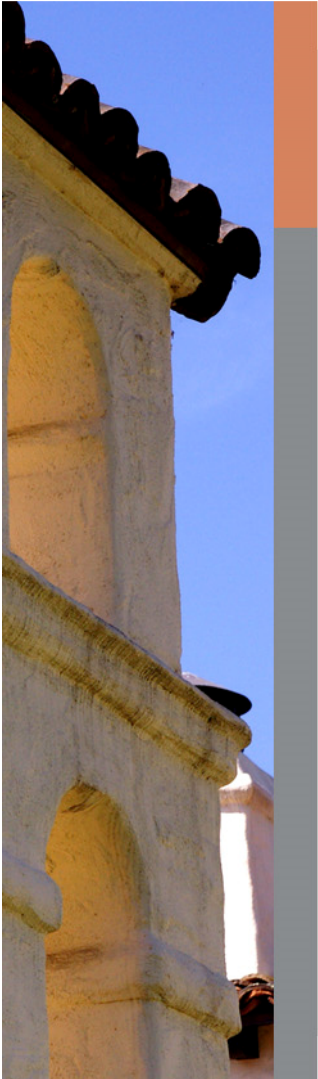


DISCUSSION / QUESTIONS



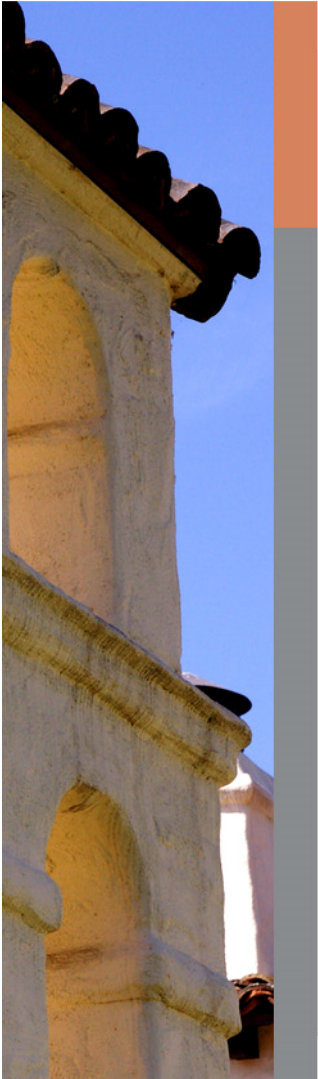
NEW OWNERSHIP STANDARD

- Within 500 ft.
- Between 500 ft. to 1,000 ft.
 - change the parcel’s development potential, income-producing potential, highest and best use, market value, or
 - change the parcel’s “character by substantially altering traffic levels, intensity of use, parking, view, privacy, noise levels, or air quality.”
- Outside 1,000 ft.



LEASEHOLD STANDARD

- Month-to-month leaseholds
- Standard leaseholds
 - Changes the termination date of lease,
 - Increases or decreases the potential rental value of the property,
 - Changes the official's actual or legally allowable use of the property, or
 - Impacts the officials' use and enjoyment of the property.



EXCEPTIONS TO RECUSAL

- The decision solely concerns repairs, replacements or maintenance of existing streets, water, sewer storm drainage or similar facilities
- The decision solely concerns the adoption or amendment of a general plan and the decision only relates to policy and further action is needed to implement such policy
- The decision does not concern an identifiable parcel or development project
- The decision does not concern the agency's prior, concurrent, or subsequent action on a permit, license, zoning action or land use ordinance or specific plan.



PUBLIC GENERALLY EXCEPTION

1. The decision must affect a “significant segment” of the public in the jurisdiction of the public agency, and
 2. The decision’s effect on the financial interest must not be unique as compared to the effect on the “significant segment”.
- A “significant segment” of the public is “at least 25 percent of” any of the following:
 - All businesses or non-profit entities within the City;
 - All real property, commercial real property, or residential real property within the City; or
 - All individuals within the City.