REGULAR MEETING MINUTES

Date: 11/13/2019
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 (arrived at 7:08 p.m.), Goldin, Kirsch, Lee, Levin (arrived at 7:13 p.m.), Weiner
Absent: Meyer
Staff: Acting Senior Transportation Engineer Kevin Chen
Consultant: Streetlight Data

C. Reports and Announcements

Staff Chen announced upcoming City events and a summary of City Council actions on transportation related items since the October 9 Commission meeting.

D. Public Comment

- Jen Wolosin spoke about the upcoming Ruby Bridges Walk to School Day (Attachment).

E. Regular Business

E1. Approve the Complete Streets Commission regular meeting minutes of October 9, 2019 (Attachment)

ACTION: Motion and second (Lee/ Cebrian) to approve the Complete Streets Commission regular meeting minutes of October 9, 2019 with the Climate Action Plan Subcommittee commissioner name corrected from "Lee" to "Levin" on item E3, passed (7-0-2, Levin and Meyer absent).

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

Staff Chen made the presentation (Attachment).

ACTION: By acclamation, the Commission voted to include a summary of the discussion to the next Commission update to the City Council in early 2020.

F. Informational Items

F1.   Receive presentation from Streetlight Data

Consultant Teresa Tapia made the presentation (Attachment).

- Jen Wolosin spoke about using the data for access to schools and downtown, and a need to validate Streetlight Data for credibility.

The Commission expressed support to explore continuing the existing six-month subscription with Streetlight Data.

F2.   Update on City's Online Open Data Portal

Staff Chen made the presentation (Attachment).

F3.   Update on major project status

Staff Chen provided updates on the neighborhood traffic management program projects, citywide speed survey study, and Willows neighborhood temporary turn restrictions.

G.   Committee/Subcommittee Reports

G1.   Update from Active Transportation Network Subcommittee

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

G2.   Update from Climate Action Plan Subcommittee

Commissioners Goldin and Levin reported meeting with Menlo Spark on policy that connects transportation with climate action plan updates.

G3.   Update from Downtown Access and Parking Subcommittee

Commissioners Behroozi and Levin reported attending an educational panel on downtown access and parking.

G4.   Update from Multimodal Subcommittee

Commission Levin reported attending a stakeholder group meeting on the Dumbarton Corridor.

G5.   Update from Safe Routes to School Program Subcommittee

Commission Lee reported that the next Safe Routes to School Task Force Meeting is on December 4.

G6.   Update from Transportation Master Plan Subcommittee

None.

G7.   Update from Zero Emission Subcommittee

Commissioner Goldin reported on e-scooter pilot program progresses made by neighboring cities.

H.   Adjournment

Chair Behroozi adjourned the meeting at 9:23 p.m.

Kevin Chen, Acting Senior Transportation Engineer

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RUBY BRIDGES WALK TO SCHOOL DAY

At the tender age of six, Ruby Bridges advanced the cause of civil rights on November 14, 1960 when she became the first African American student to integrate an elementary school in the South.

Come join the community and Menlo Park Mayor Pro Tem, Cecilia Taylor, as we celebrate the legacy of Ruby Bridges. Come be part of this community event and help walk our local children to school, as we break up into groups for Belle Haven Elementary and Beechwood. Light breakfast and drinks will be provided.

November 14, 2019 7:30 am

Karl E. Clark Park

San Mateo County
SAFE ROUTES TO SCHOOL
Healthy Kids • Green Communities • Safe Journeys

Stanford
Children's Health

SAFE KIDS
SANTA CLARA/
SAN MATEO

SAN MATEO COUNTY OFFICE OF EDUCATION

Parents for Safe Routes

C/CAG
City/County Association of Governments
of San Mateo County

Día de Caminar a la Escuela de Ruby Bridges

A la edad de seis años, Ruby Bridges avanzó la causa de los derechos civiles el 14 de noviembre de 1960 cuando se convirtió en la primera estudiante afroamericana en integrar una escuela primaria en el sur.

Únase a la comunidad y a la vicealcaldesa de Menlo Park Pro Tem, Cecilia Taylor, para celebrar el legado de Ruby Bridges. Sea parte de este evento comunitario y acompañe a estudiantes de las escuelas Belle Haven y Beechwood a caminar a la escuela. Se proporcionará un desayuno ligero y bebidas.

14 de noviembre, 2019
7:30 AM en el parque Karl E. Clark

SAN MATEO COUNTY OFFICE OF EDUCATION

SAFE KIDS SANTA CLARA/ SAN MATEO

San Mateo County SAFE ROUTES TO SCHOOL
Healthy Kids • Green Communities • Safe Journeys

Stanford Children's Health

Parents for Safe Routes

C/CAG City/County Association of Governments of San Mateo County

COMMISSION MEETING DURATIONS

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 past twelve meetings.			
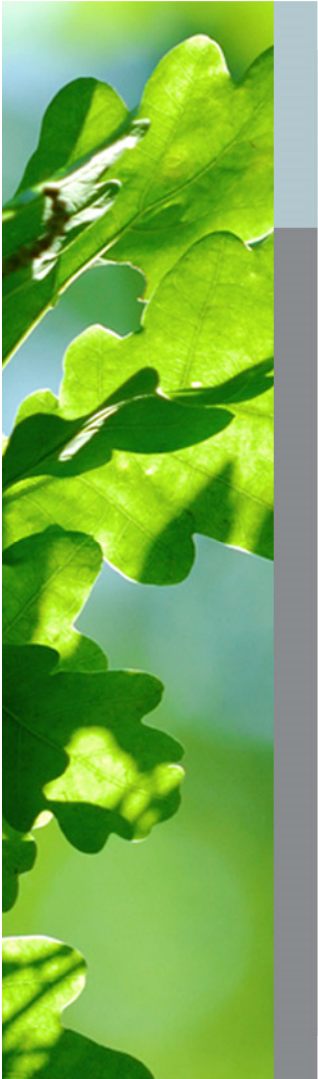
COMMISSION WORK PLAN

- May 21, 2019: 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

City of Menlo Park Subscription:

Overview of StreetLight Data

Teresa Tapia, Customer Manager

11/13/19

Agenda

1. StreetLight Data Overview

2. How does it work?

3. Menlo Park Case Studies

4. Other City Case Studies

5. Q/A

We process trillions of geospatial data points to measure how pedestrians, bikes, and vehicles interact.
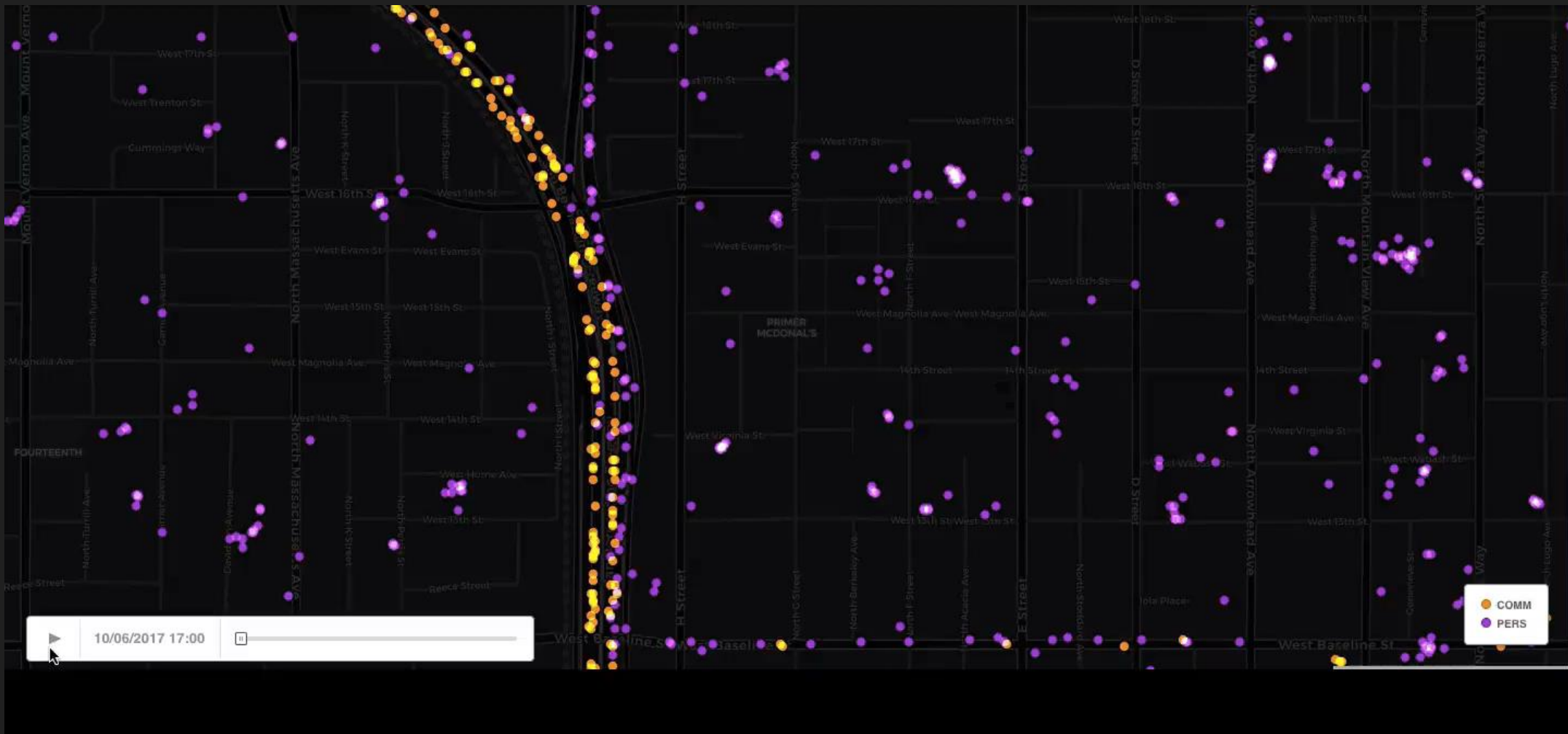
StreetLight InSight turns Big Data into actionable mobility analytics on demand
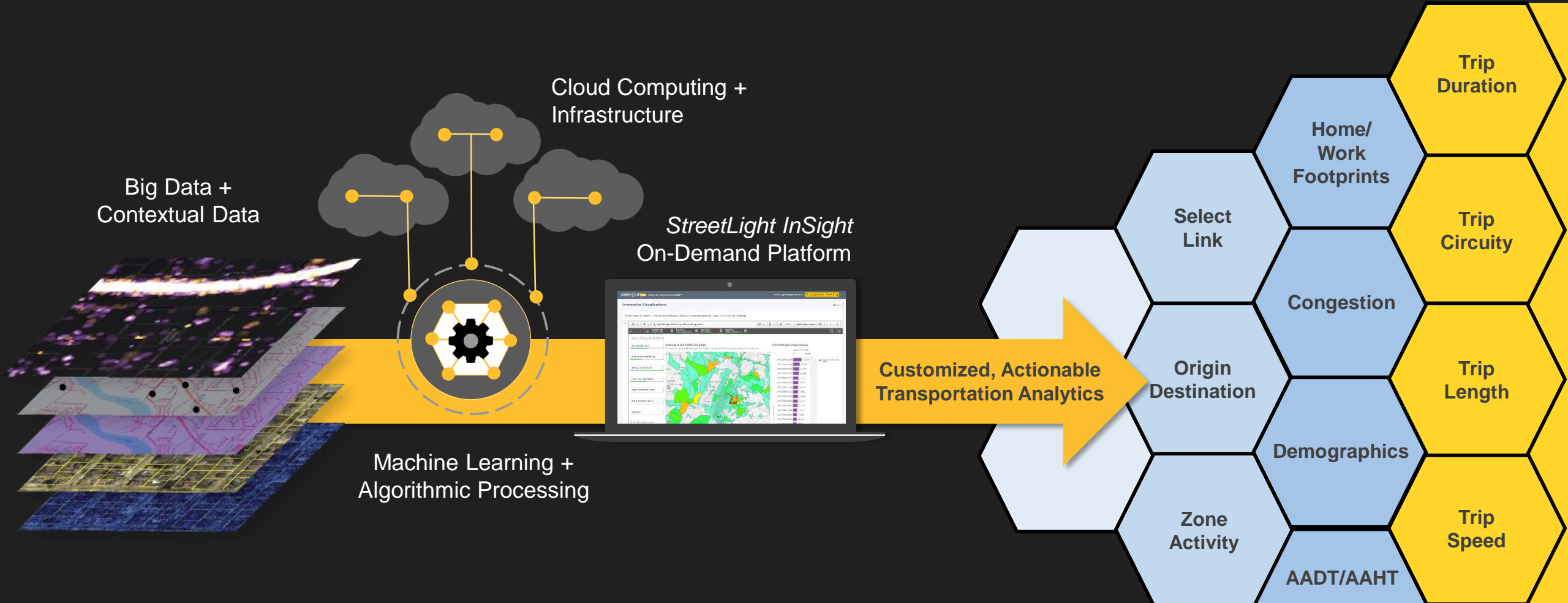
Faster, better answers to your biggest problems
Industry Use Cases:
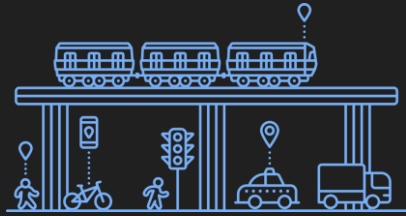
TRANSPORTATION PLANNING:

- Active Transportation
- Before & After Studies
- Congestion Studies
- Event & Tourism Studies
- Freight Studies
- Last Mile Studies
- Travel Demand Management

TRAFFIC ENGINEERING & OPERATIONS:

- Congestion Studies
- Corridor Studies
- Travel Time
- Turning Movements
- Safety
- Circuity

SMART CITIES & NEW MOBILITY:

- Before & After Studies
- Greenhouse Gas Emissions & VMT
- Ride Hailing & Delivery Studies
- Social Equity
- Travel Demand Management

The Fundamentals

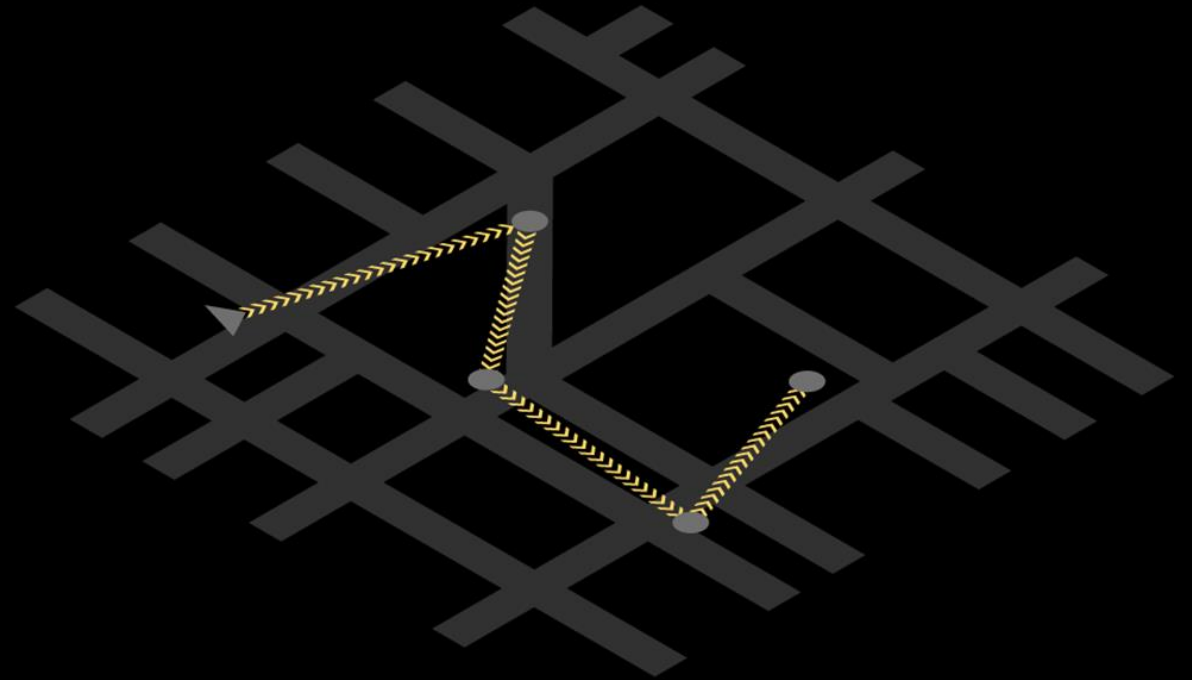# **StreetLight Trips**

HOW DO WE DEFINE A TRIP?

Points

We gather "pings" from cellular devices (Location-Based Services data) or vehicular navigation systems (Navigation-GPS data).
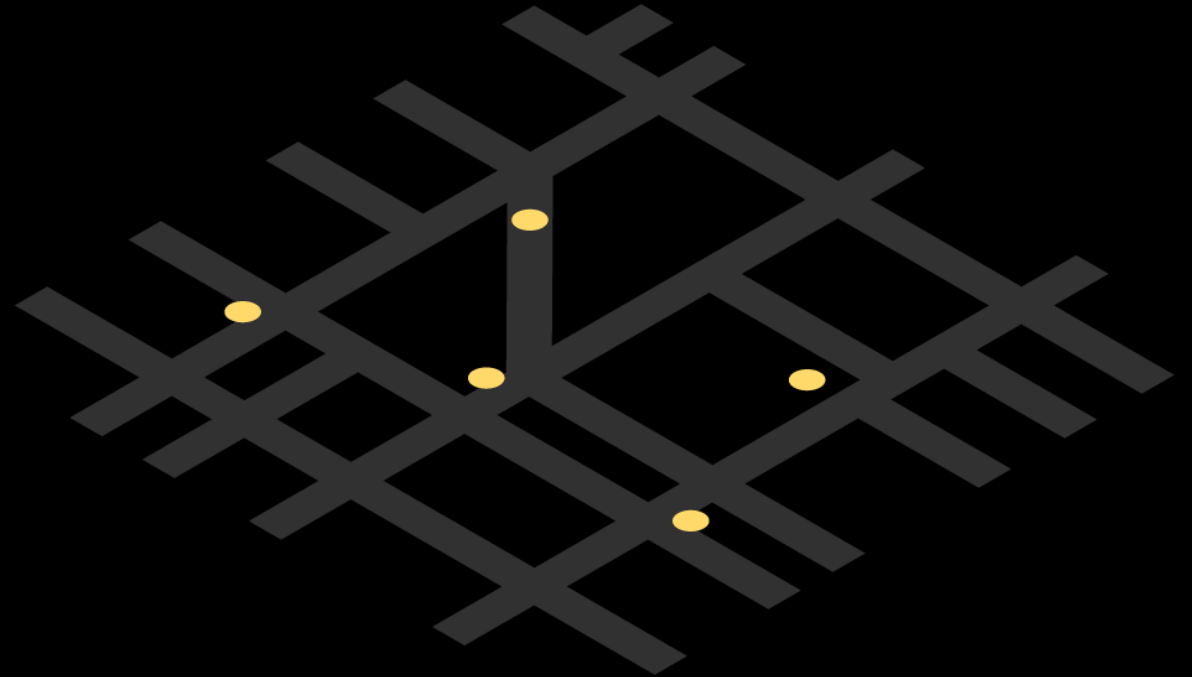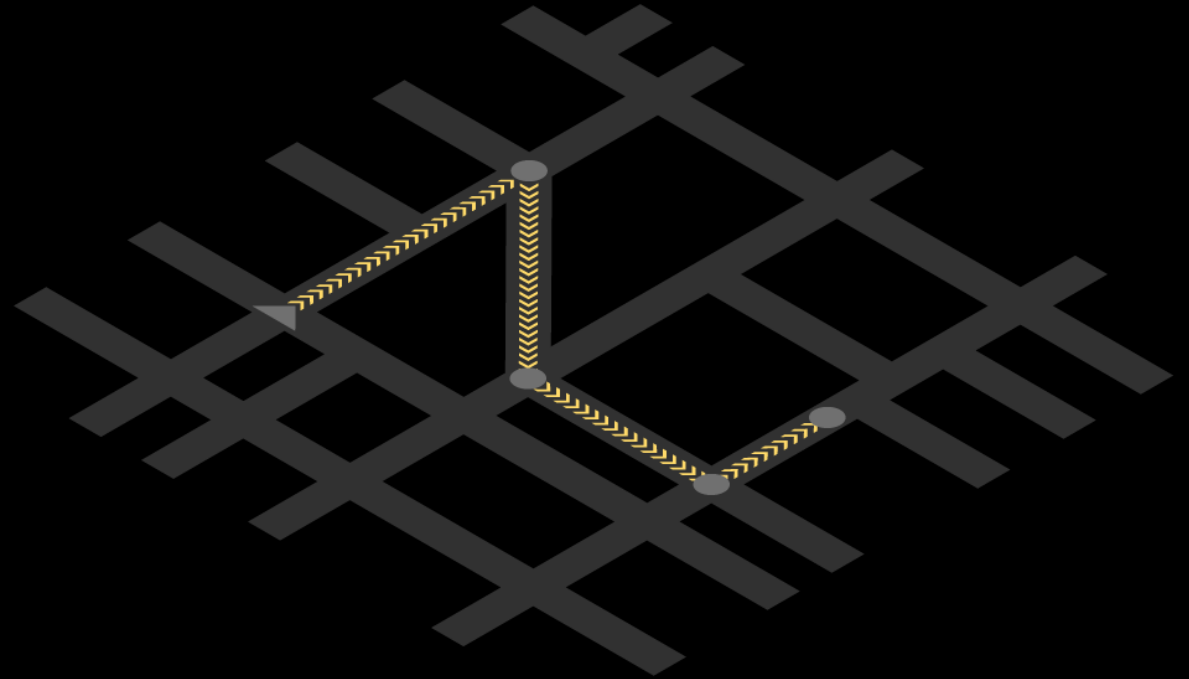
Trips

We aggregate points into trips using timestamps and device IDs from each "pings." Trips start or end based on a 5 min/5 meter rule.
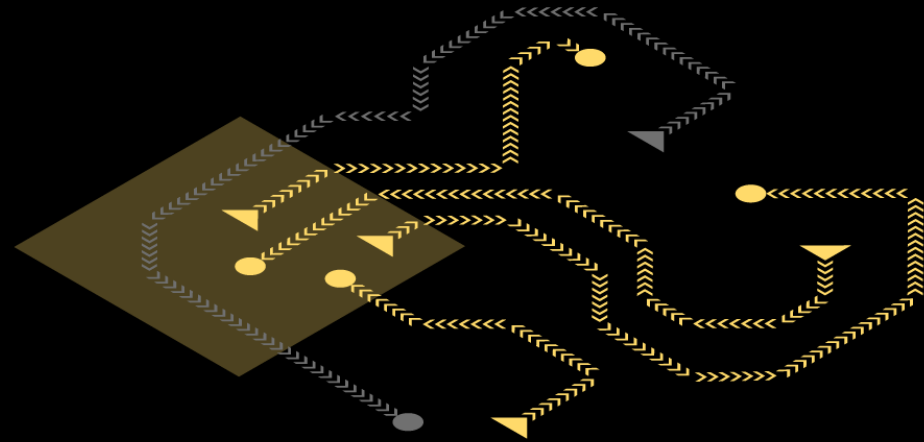
Locked Trips

We lock trips to the underlying network using OpenStreetMap layers so that we can infer the most likely path.

Analyze Trips (start or end) in a place

Trips are Aggregated; so you can Analyze Trips that start in a zip code or travel between neighborhoods.

Analyze Trips on a Road by setting up a gate

Analyzing trips on a roadway or path is similar to laying a permanent tube counter across a road, lane, or path.

City of Menlo Park:
Case Studies

# Evaluating Cut-Through Traffic

Challenge

Difficult to understand cut-through traffic analysis and how it's impacting the Willows neighborhoods.

Big Data-Driven Solution

City is currently working on an analysis to travel "back in time" to measure traffic before the restrictions and roadway changes were in place, to understand cut-through traffic. An after analysis, will also be completed.

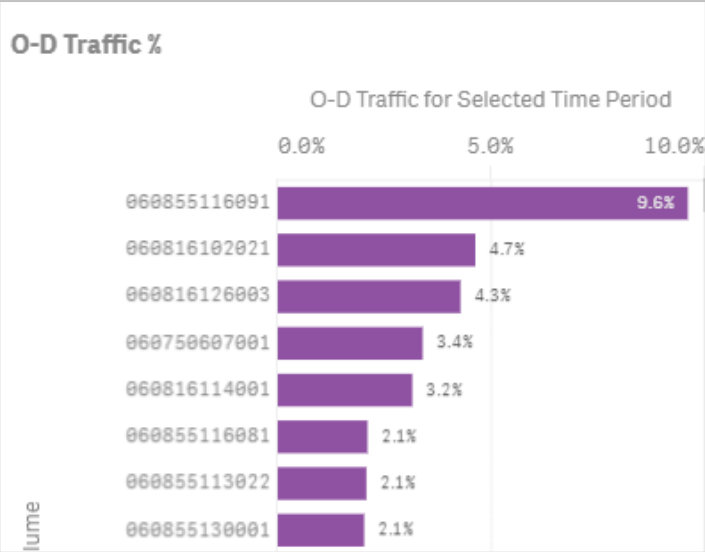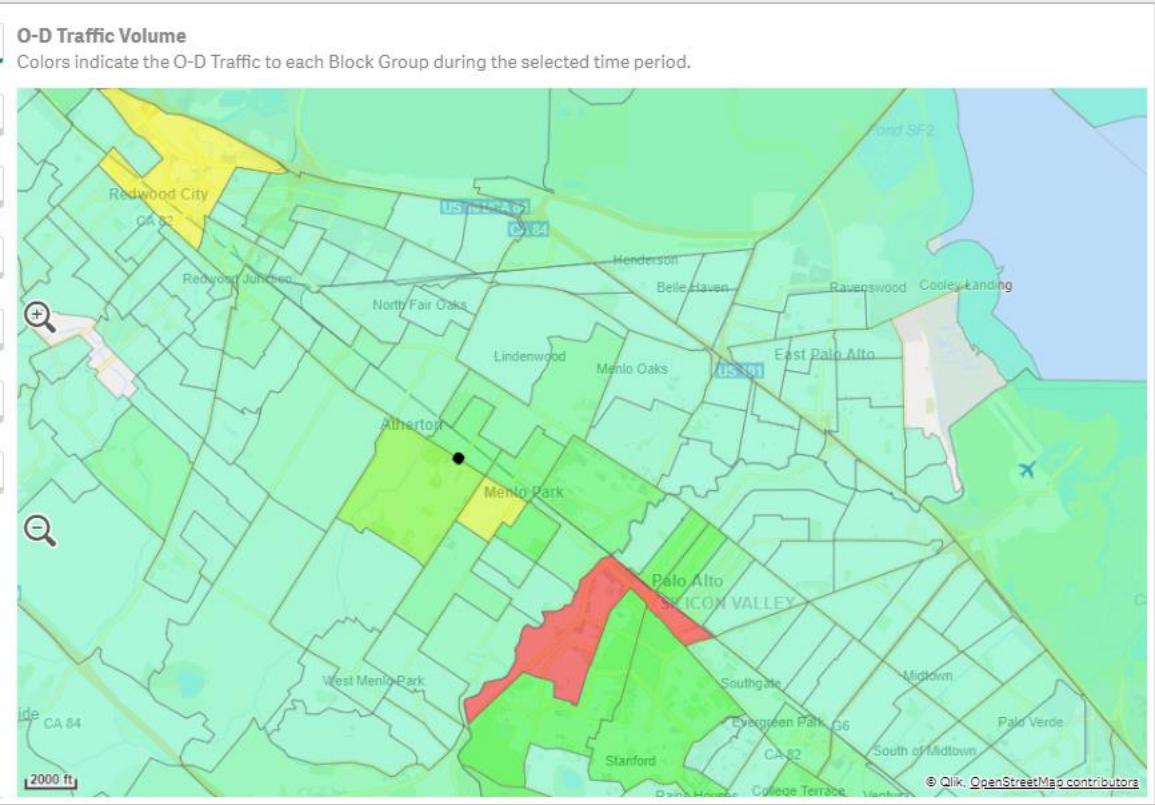Routes analyzed for cut-through traffic
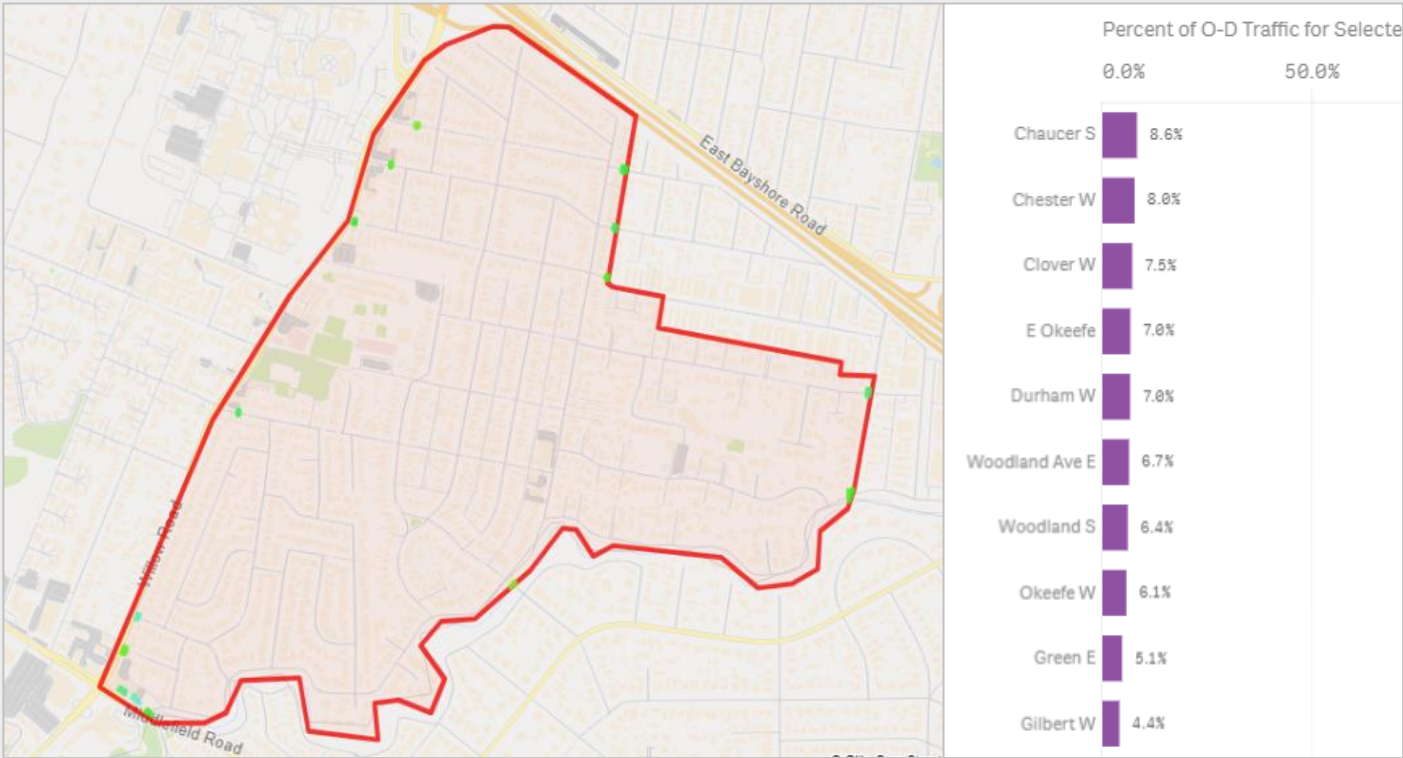
Understanding Travel Demand on El Camino Real Corridor

Challenge

Difficult to understand who is using a roadway, and where are trips going once they finish their trip.

Big Data-Driven Solution

City is currently working on an analysis to understand road ODs. For example, there is an El Camino Real road carries many trips that are ending in Palo Alto, Menlo Park and Redwood City.

O-D Traffic Volume
Colors indicate the O-D Traffic to each Block Group during the selected time period.

O-D Traffic %

O-D Traffic for Selected Time Period

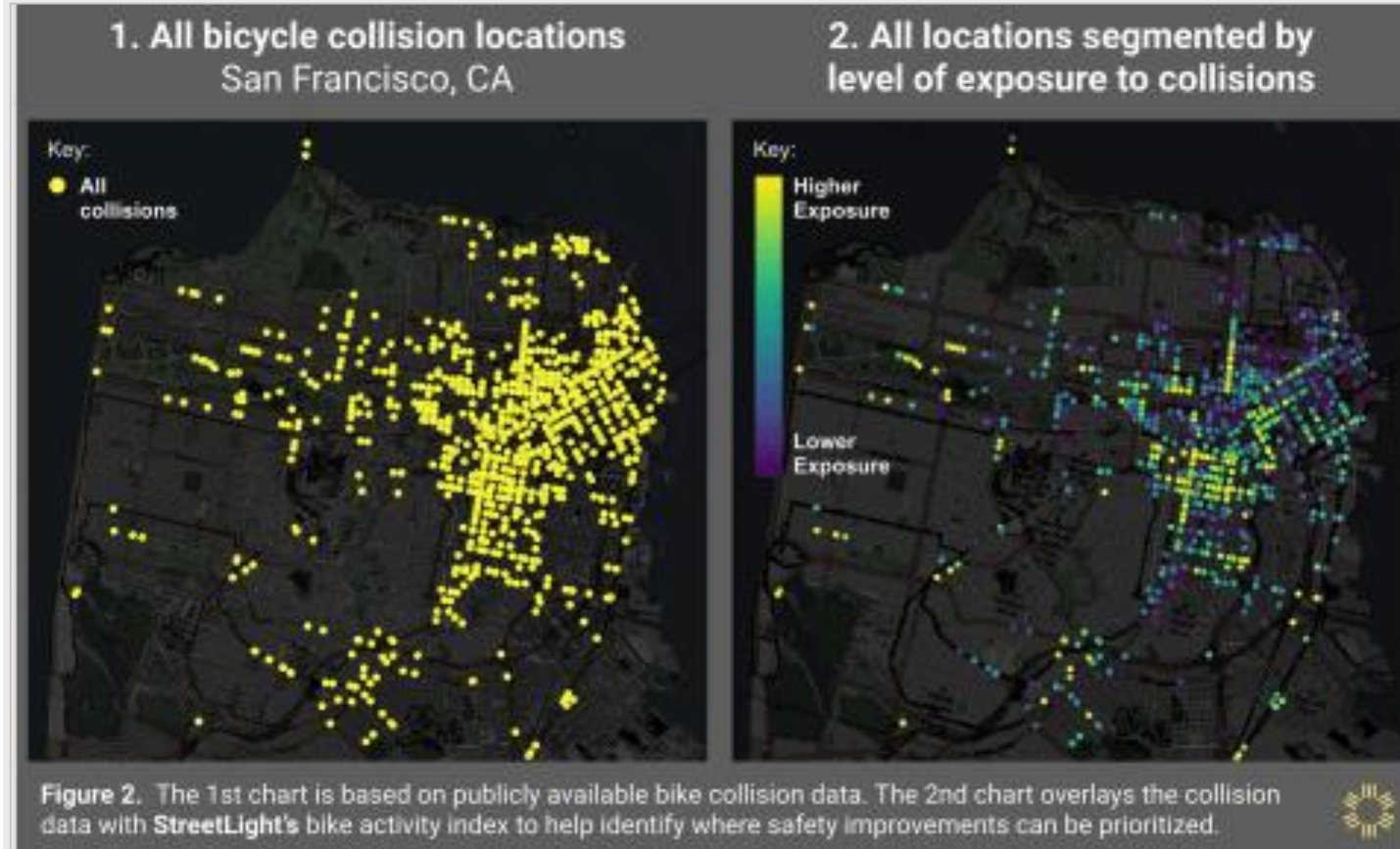| Block Group	O-D Traffic %
060855116091	9.6%
060816102021	4.7%
060816126003	4.3%
060750607001	3.4%
060816114001	3.2%
060855116081	2.1%
060855113022	2.1%
060855130001	2.1%

Bike Exposure Map

Challenge

Currently many cities have collision data, but they don't have a good sense of biking activity in a comprehensive way because bike counters are limited and expensive.

Big Data-Driven Solution

With StreetLIght Bike Metrics, Menlo Park can understand level of exposure for collisions in order to identify areas where you have high collisions, but not a lot of activity. This means that these areas are a greater safety concern than others.

Routes analyzed for cut-through traffic

1. All bicycle collision locations
San Francisco, CA

Key:
● All collisions

2. All locations segmented by level of exposure to collisions

Key:
Higher Exposure

Lower Exposure

Figure 2. The 1st chart is based on publicly available bike collision data. The 2nd chart overlays the collision data with **StreetLight's** bike activity index to help identify where safety improvements can be prioritized.

Other Cities:
# Case Studies

Transit Planning in Toronto

Challenge

Toronto needed areawide travel data to create accurate projections and estimate demand for new transit infrastructure connecting neighborhoods to the urban core.
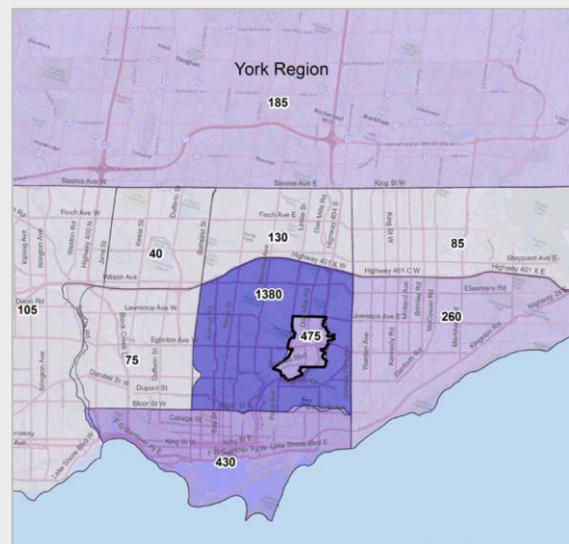
Big Data-Driven Solution

Big Data helped planners model the potential impact transit could have on mitigating personal and commercial congestion, and on connecting neighborhoods with key activity centers.
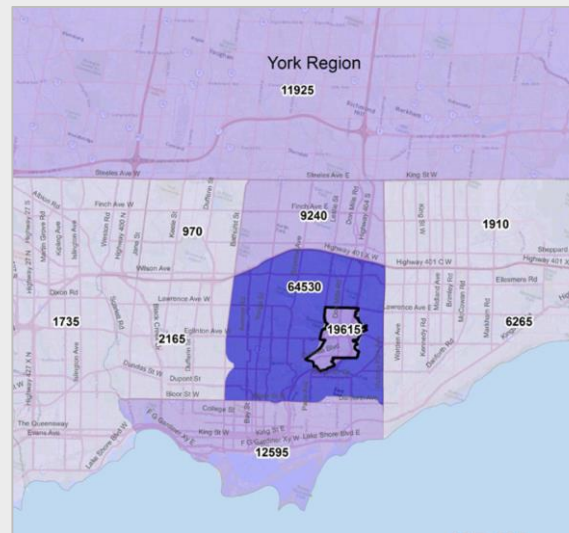
Volume and destination zones of outbound personal vehicle trips

Commercial truck trip analysis to model impact on goods movement

"Traditional data provides information for peak hours and key streets only – but cities run around the clock on all streets. StreetLight provides highly accurate 24/7/365 data to understand mobility patterns anytime and anywhere in the city"

DEWAN KARIM
City of Toronto

City of Ann Arbor Measured the Performance of ITS Technology
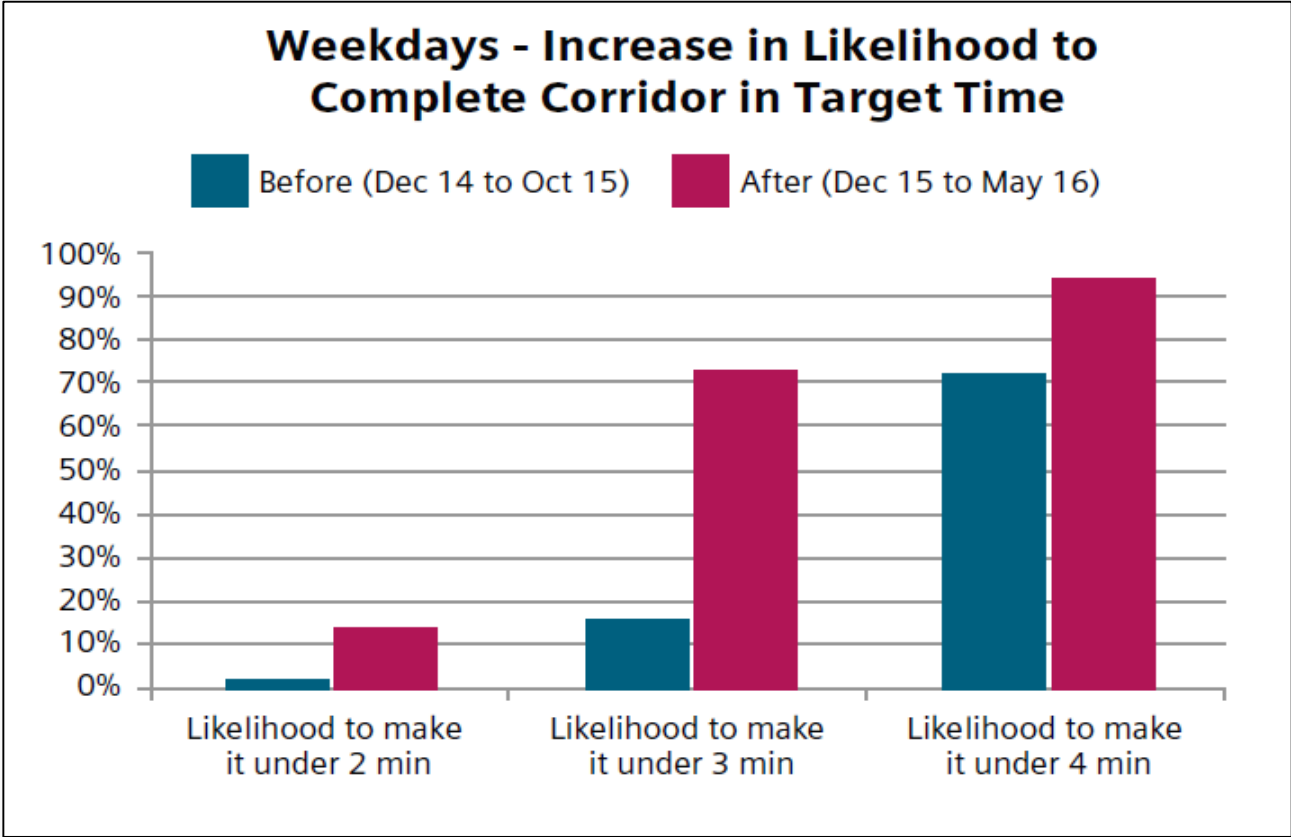
- **Challenge**

Siemens wanted to measure whether it's SCOOT adaptive signal technology was effective in Ann Arbor, but lacked "before" data and any data about cross-traffic.

- **StreetLight InSight Solution**

Siemens "time traveled" to measure the impact, and proved that SCOOT made corridor travel times much more reliable.

Study Results: Weekday Travel Time Reliability

Example Use Case: What Roads Are Best for New Bike Lanes in a Richmond, Virginia?

Identifying Opportunities for Bike Infrastructure in Richmond, Virginia

Need: Address wide-ranging complaints from a bike advocacy group about unsafe road conditions by creating new bike lanes; meet planning objectives for expanding multimodal options in Richmond.

Question: Which roads can accommodate new bike lanes? What roads have the most "bike-able" vehicle trips?

Challenge: Lack of data for vehicle trip volumes and vehicle trip lengths, especially on the smaller roads that seem to be the best candidates.

Solution: Use *StreetLight InSight* to identify the roads with sufficient capacity for bike lanes by running congestion Metrics; identify and quantify "bikeable" trips by measuring the number of vehicle trips under 5 miles on each road.
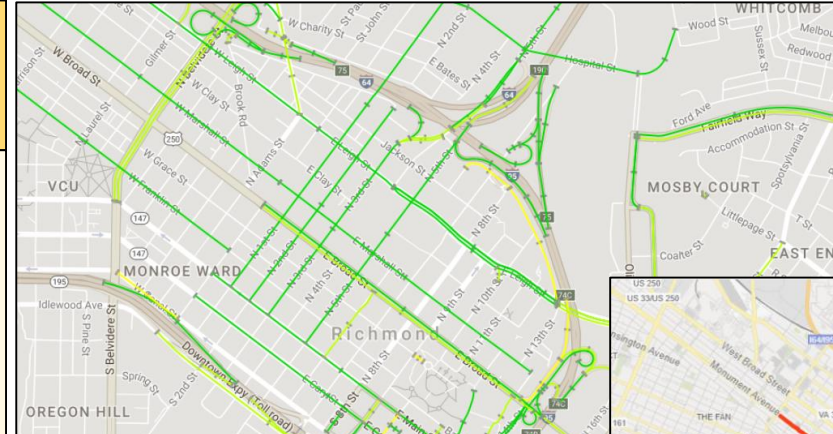
1: Least Congested Roads
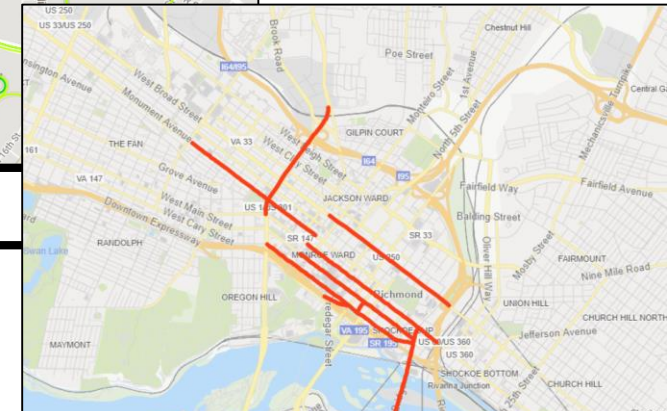
2: Most "Bikeable" Trips

Sample StreetLight InSight Output: By running our Segment Analysis with Premium Add-on Trip Attributes Metrics, you can quickly identify the least congested roads in the city of Richmond, then drill down on the subset of those roads with the most short vehicle trips. Using that short list as a data-driven starting point for discussions, you then work with stakeholders to select the best option for the community.

STREETLIGHT DATA

Big Data for Mobility
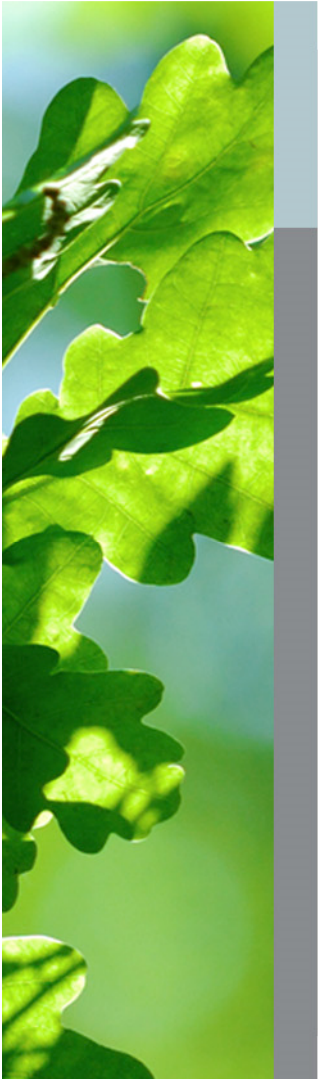
info@streetlightdata.com

ONLINE OPEN DATA PORTAL

Complete Streets Commission
November 13, 2019

BENEFITS OF SHARING DATA

- Builds community trust
- Transparency
- Accountability
- Mutual understanding
- Data-driven enforcement requests
- Public Records Act Requests
- Ad hoc analysis

AVERAGE DAILY TRAFFIC DATA

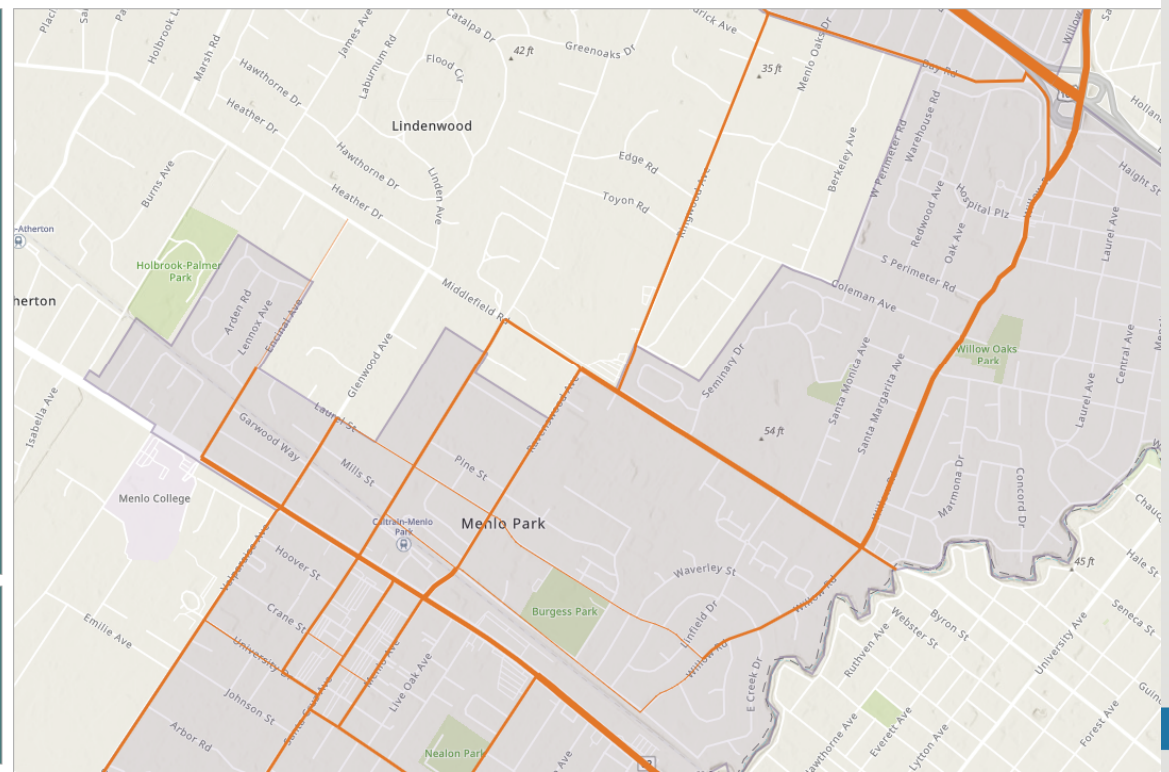**Average Daily Traffic Counts** for 2006, 2009, 2012, 2014, 2017, and 2040 (Projected)

2017 ADT

2017 ADT

- > 150,000 – 221,000
- > 100,000 – 150,000
- > 50,000 – 100,000
- > 20,000 – 50,000
- > 5,000 – 20,000
- 1,800 – 5,000

City Limits

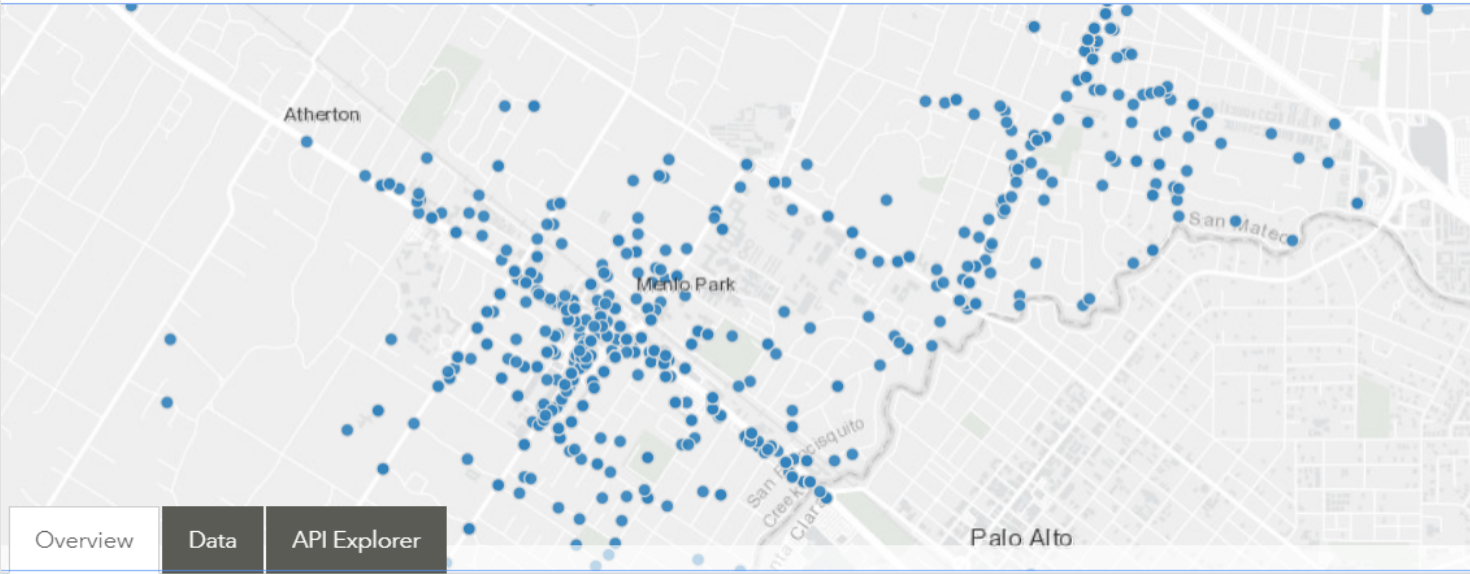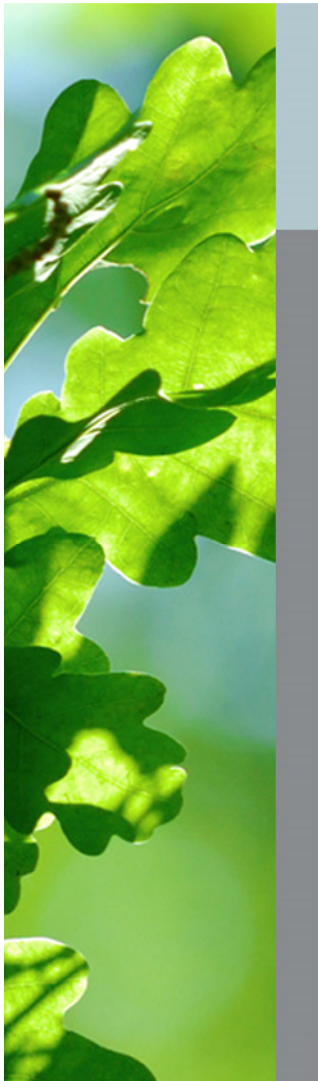Select a highlighted street on the map to view Average Daily Traffic volumes.

POLICE COLLISION & CITATION DATA

HOW WE USE DATA - TMP

Projects by travel mode

- All
- Transit
- Drive
- Pedestrian
- Multimodal
- Bike

Projects by priority

- Tier 1
- Tier 2

All other projects

- All
- Regional
- Straightforward
- Funded

☐ Five-Year Vehicle Collisions (2012 - 2017) ⓘ
☑ Five-Year Pedestrian Collisions ⓘ
☐ Five Year Bicycle Collisions ⓘ
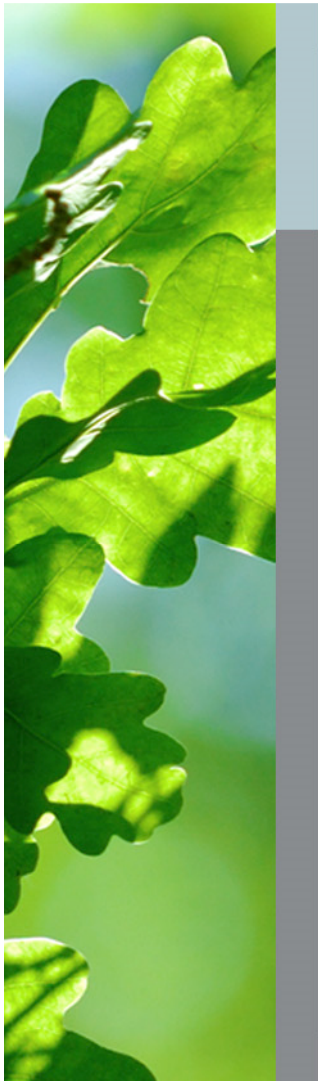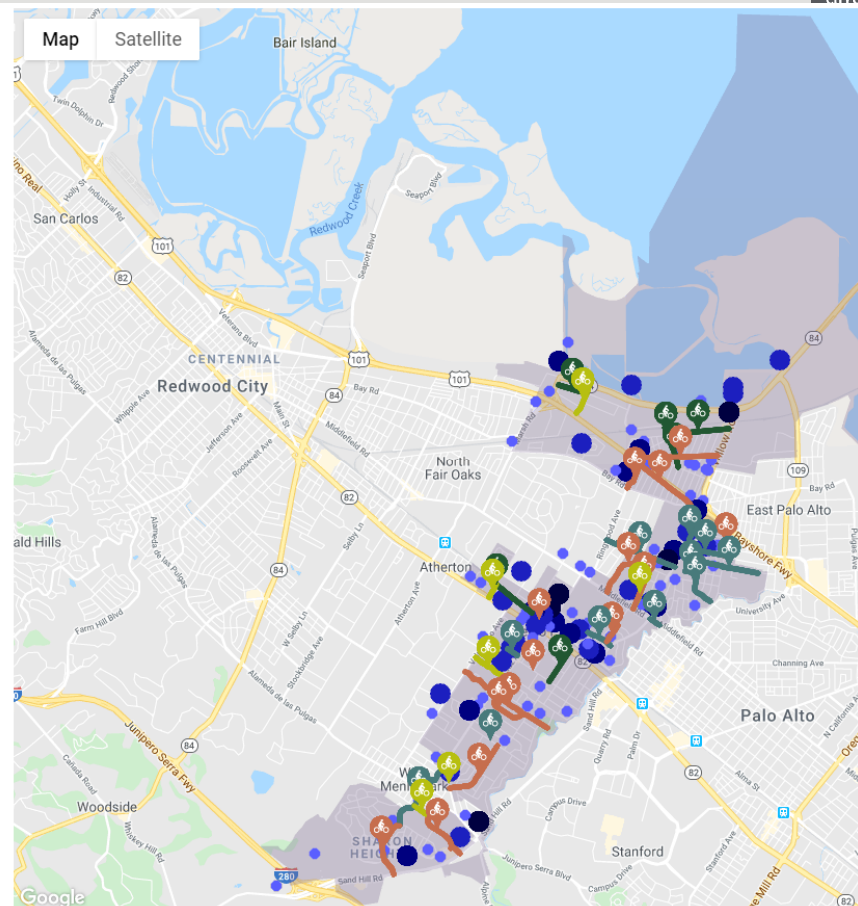☐ Existing Bike Network ⓘ
☐ Bicycle Level of Traffic Stress ⓘ
☐ Deficient Intersections ⓘ

Explore sample bike routes +

Pedestrian and Bike Accessibility Maps +

HOW WE USE DATA - TMP

HOW WE USE DATA –
SAFE ROUTES TO SCHOOL PROGRAM

- Enforcement and education
- Infrastructure improvement

City of Menlo Park

Safe Routes to School Strategy
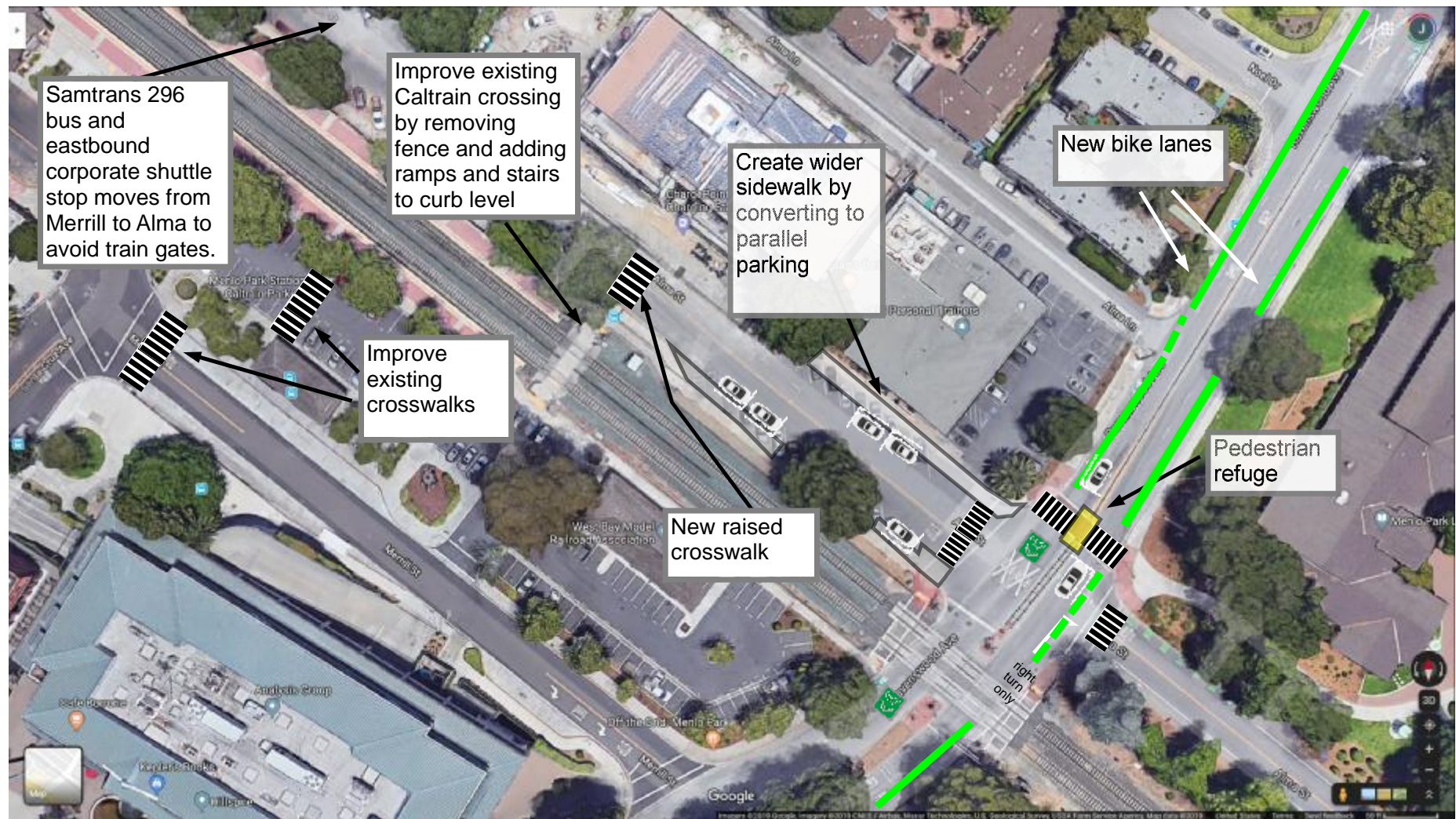
August 2019

HOW WE USE DATA

- Yearly comparison
- Street markings, signs and signals
- Enforcement needs
- Infrastructure improvement
- Public education

THANK YOU

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Caltrain crossing improvements

Samtrans 296 bus and eastbound corporate shuttle stop moves from Merrill to Alma to avoid train gates.

Improve existing Caltrain crossing by removing fence and adding ramps and stairs to curb level

Create wider sidewalk by converting to parallel parking

New bike lanes

Improve existing crosswalks

New raised crosswalk
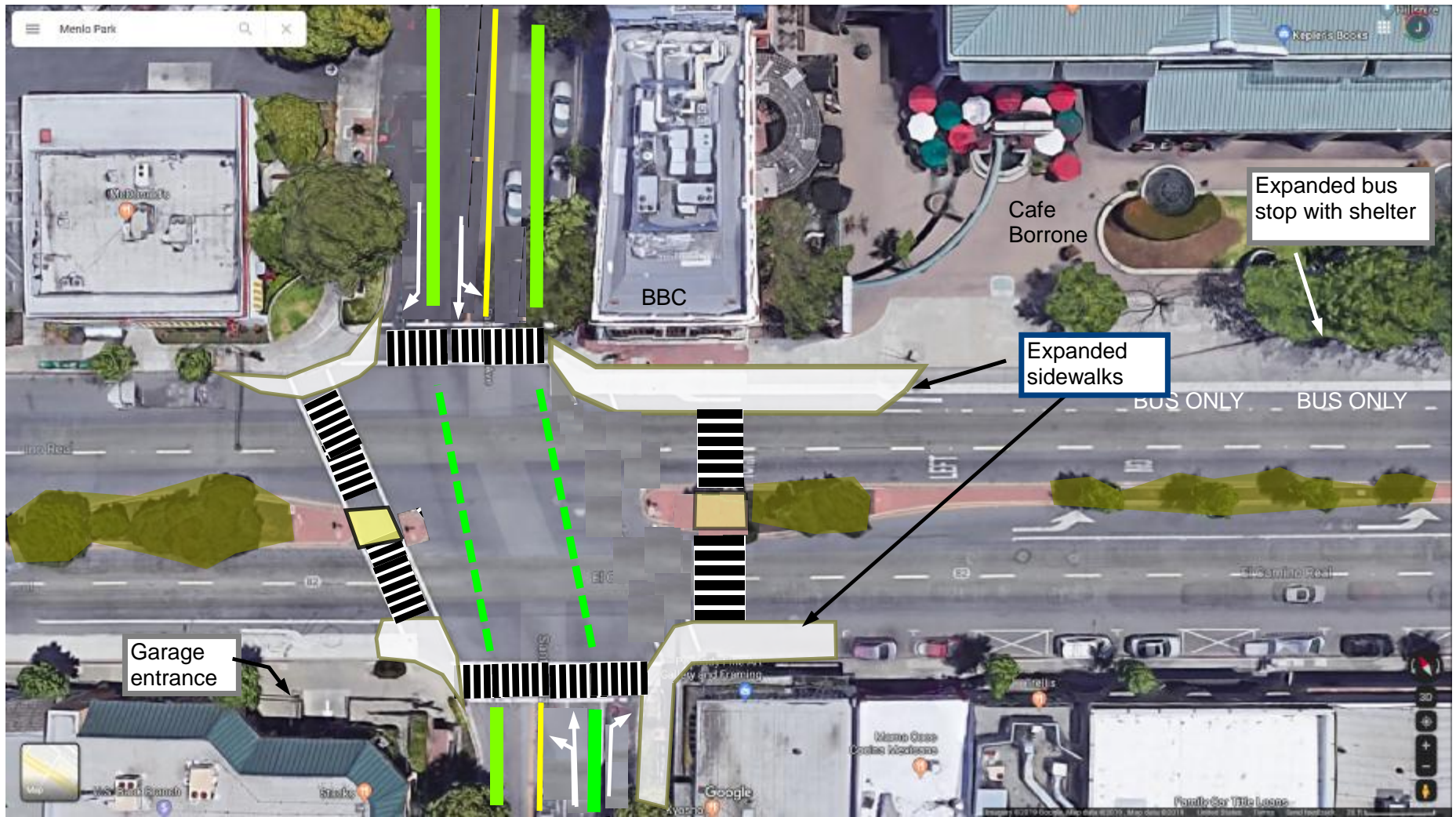
Pedestrian refuge

right turn only

Busiest pedestrian intersection in Menlo Park.
Reduce speed limit to 25. Allows shorter eastbound merge.
Ravenswood eastbound traffic merges to one lane west of tracks.
Ravenswood westbound traffic stays single lane until west of tracks.
Use resulting space for pedestrian refuge and bike lanes
Possible dedicated right-turn Ravenswood to Alma

Santa Cruz Ave at El Camino existing

Turn lanes are underutilized. Read lane volumes as (AM peak hour cars, PM peak hour cars)

Santa Cruz Ave at El Camino proposed

Cafe Borrone

BBC

Expanded bus stop with shelter

Expanded sidewalks

BUS ONLY   BUS ONLY

Garage entrance

Pedestrians crossing ECR have refuges with signal buttons.
Expand sidewalks into underutilized turn lanes
Create bike lanes on Santa Cruz from Merrill to Doyle using
existing road space more efficiently.

Convert 3 eastbound lanes to 2

Well-defined path for peds and bikes connects downtown to Burgess via Caltrain station.
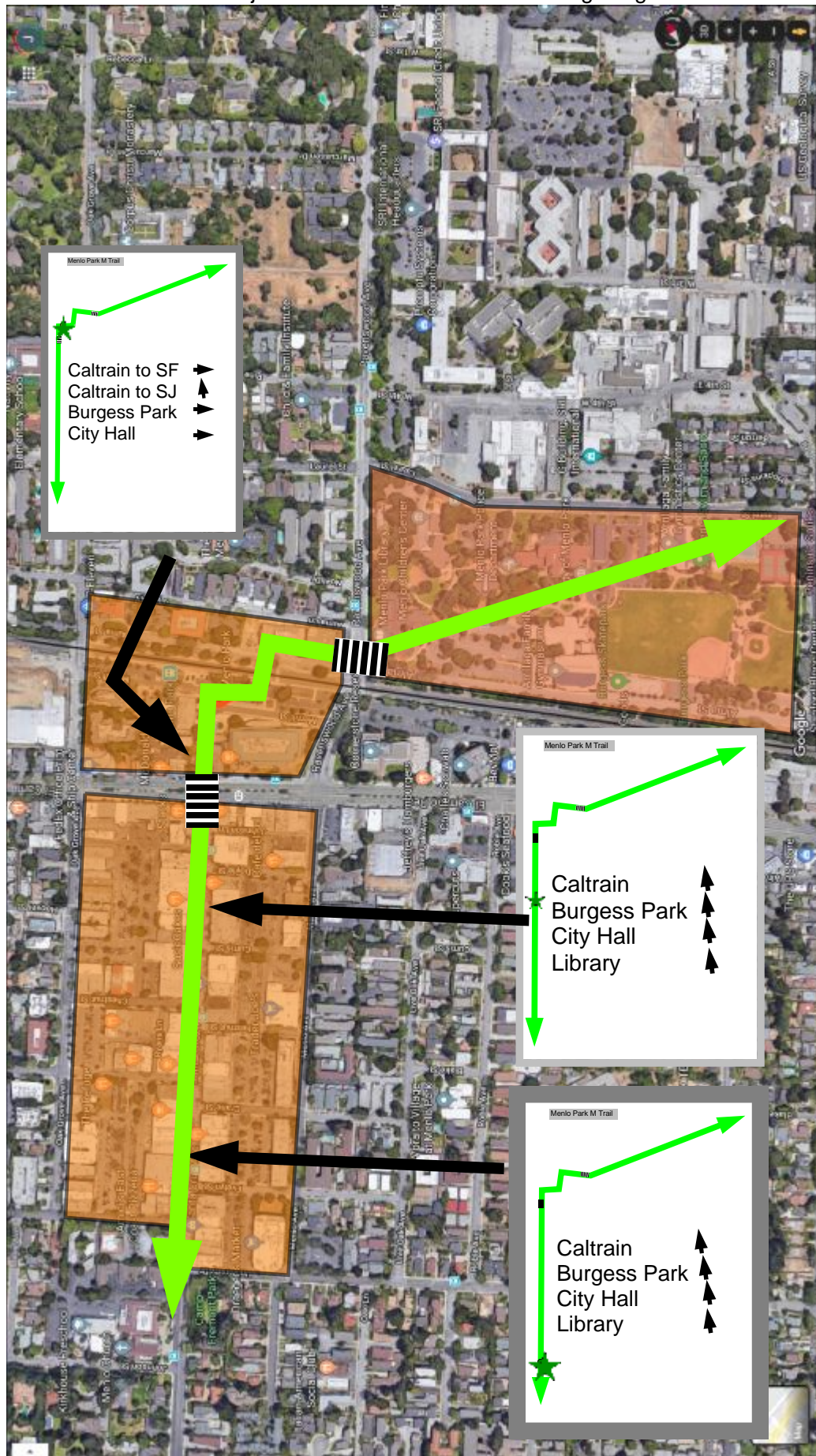

bike route
ped route

Path traverses both Caltrain platforms, bus stations, Borrone/Keplers

Well-defined path for peds and bikes connects downtown to Burgess via Caltrain station. Includes new bike lanes on Santa Cruz across ECR

bike route
ped route
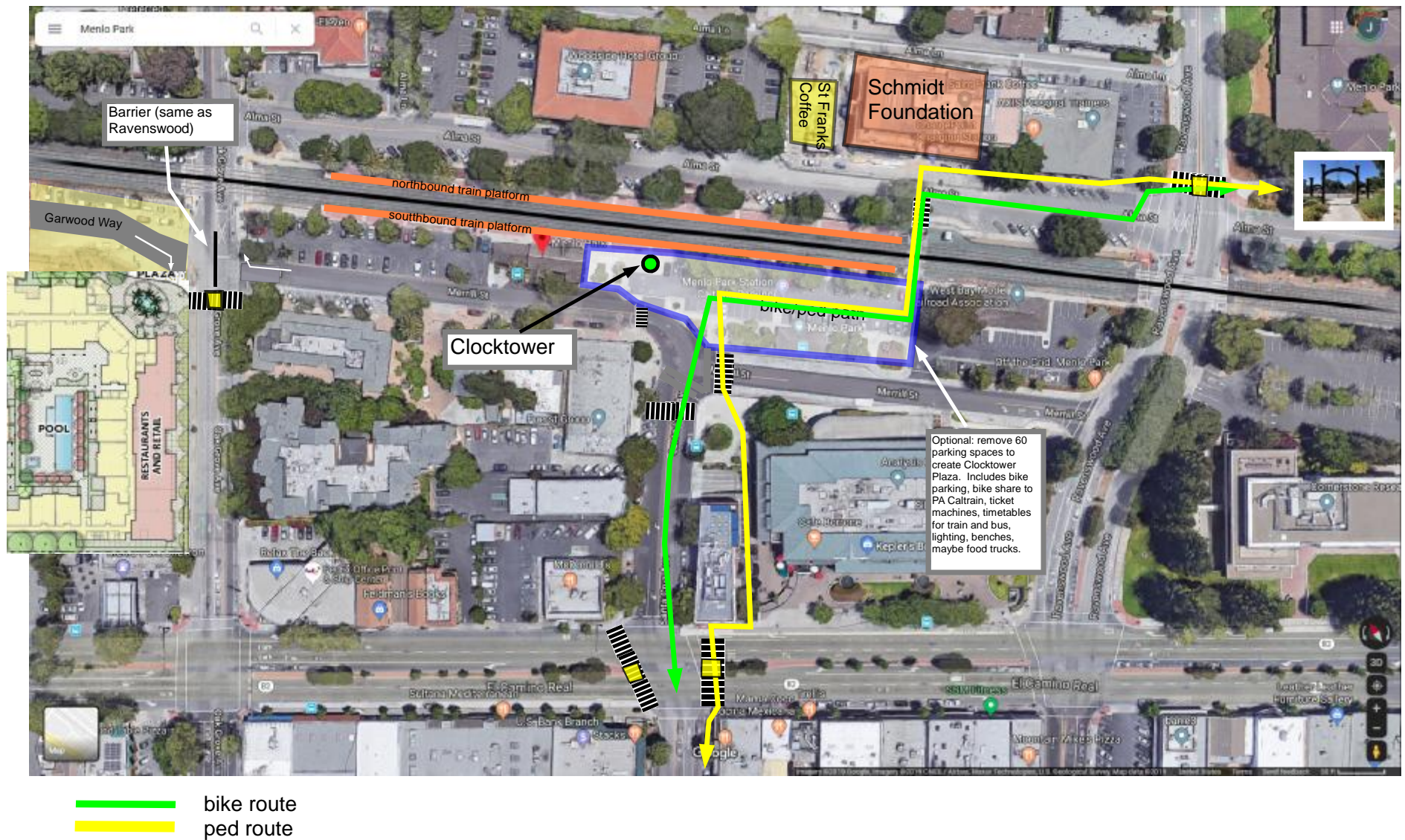
Path traverses both Caltrain platforms, bus stations, Borrone/Keplers

M Trail unites all three major MP downtown areas into a single logcical unit with seamless access.

Menlo Park M Trail

Caltrain to SF
Caltrain to SJ
Burgess Park
City Hall

Menlo Park M Trail

Caltrain
Burgess Park
City Hall
Library

Menlo Park M Trail

Caltrain
Burgess Park
City Hall
Library

M Trail
branded
wayfinding