REGULAR MEETING MINUTES

Date: 2/12/2020
Time: 7:00 p.m.
City Council Chambers
701 Laurel St., Menlo Park, CA 94025

A. Call to Order

Vice Chair Levin called the meeting to order at 7:04 p.m.

B. Roll Call

Present: Cebrian, Cromie, Kirsch, Lee, Levin, Meyer, Weiner
Absent: Behroozi
Staff: Acting Senior Transportation Engineer Kevin Chen and Associate Transportation Engineer Rene Baile

C. Reports and Announcements

Staff Chen announced upcoming City events and a summary of City Council actions on transportation related items since the January 8, 2020, Commission meeting.

D. Public Comment

- Ken Kershner shared concern that City Council wants to retain level of service as a local transportation study metric in additional to using vehicle miles travel as the new state required study metric.

E. Regular Business

E1. Approve the Complete Streets Commission regular meeting minutes of January 8, 2020 (Attachment)

ACTION: Motion and second (Meyer/Weiner) to approve the Complete Streets Commission regular meeting minutes of January 8, 2020, passed (4-3-1, Cebrian, Kirsch, and Lee abstained, Behroozi absent).

E2. Consider recommendation to City Council to approve the permanent neighborhood traffic management plan for Baywood Avenue, Clover Lane, Blackburn Avenue, McKendry Drive and Marmona Drive (Staff Report #20-001-CSC)

Staff Baile made the presentation (Attachment).

- Susu Ribaudo spoke in support of the project and expressed frustration with the long process.
- Mary Ratner spoke in support of the project and inquired about the voting process.
- Jen Wolosin spoke in support of the project and asked the commission to recommend to City Council to revisit the process.

ACTION: Motion and second (Kirsch/Lee) to recommend to City Council to approve the permanent neighborhood traffic management plan, passed (6-0-1, Behroozi absent).

E3. Review the final intersection design at Ravenswood Avenue and Laurel Street (Staff Report #20-002-CSC)

Staff Baile made the presentation (Attachment).

- Jen Wolosin inquired about the final placement of bike box, restriction for right turning vehicles, and consideration of a Dutch intersection design.

Commissioners Kirsch and Weiner presented illustrations (Attachment).

ACTION: Motion and second (Kirsch/Cebrian) to recommend design alternative 2 and consider the additional of bike boxes and bulbouts as recommended, passed (6-0-1, Behroozi absent).

F. Informational Items

F1. 2020-21 capital improvement plan (CIP) budget development (Memorandum)

Staff Chen provided update on upcoming City Council meeting schedule relating to CIP.

F2. Update on major project status

Staff Chen provided updates on the transportation management association feasibility study and Willows neighborhood temporary turn restrictions.

G. Committee/Subcommittee Reports

G1. Update from Active Transportation Network Subcommittee

Commissioner Weiner reported on the need for wider bike lanes at the intersection of Ravenswood Avenue and Laurel Street.

G2. Update from Climate Action Plan Subcommittee

Commissioner Levin reported on the current status of the climate action plan.

G3. Update from Downtown Access and Parking Subcommittee

None.

G4. Update from Multimodal Subcommittee

Commission Levin reported on the current status of the Dumbarton Corridor study.

G5. Update from Safe Routes to School Program Subcommittee

Commission Lee reported on the school walk and roll maps.

G6. Update from Transportation Master Plan Subcommittee

None.

G7. Update from Zero Emission Subcommittee

None.

H. Adjournment

Vice Chair Levin adjourned the meeting at 9:02 p.m.

Kevin Chen, Senior Transportation Engineer

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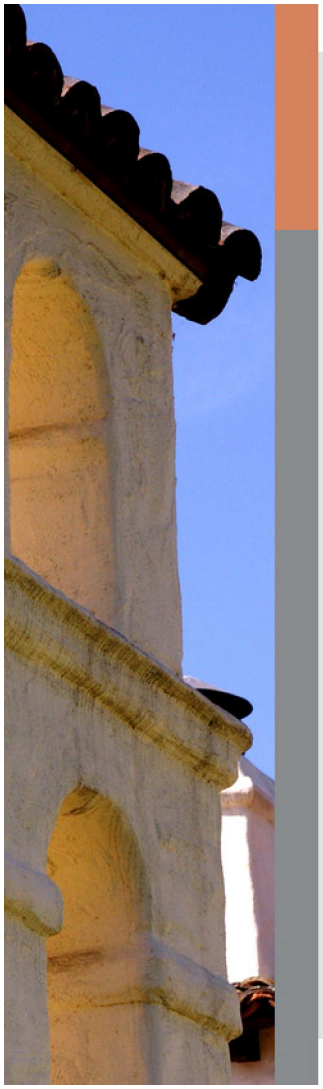
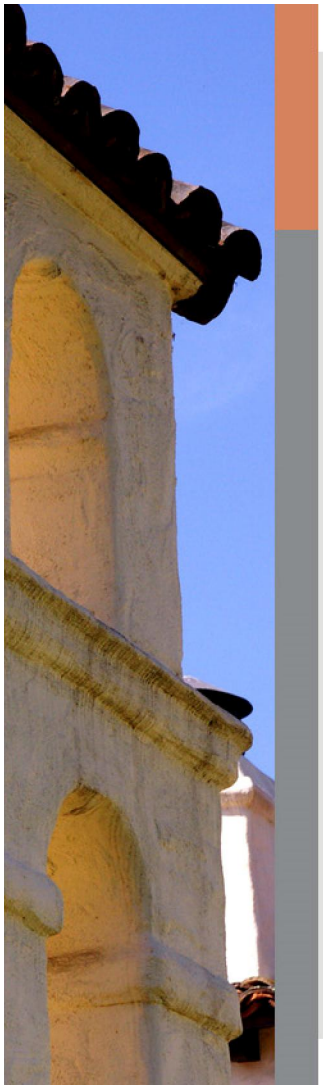
CONSIDER RECOMMENDATION TO CITY COUNCIL TO APPROVE THE PERMANENT NEIGHBORHOOD TRAFFIC MANAGEMENT PLAN FOR BAYWOOD AVENUE, CLOVER LANE, BLACKBURN AVENUE, MCKENDRY DRIVE AND MARMONA DRIVE (NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM)

FEBRUARY 12, 2020

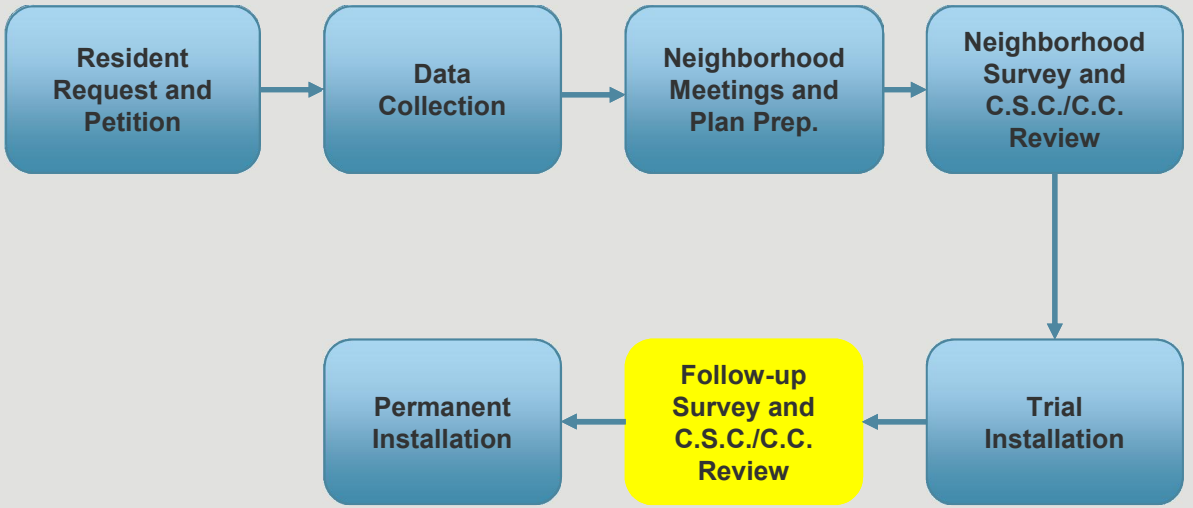


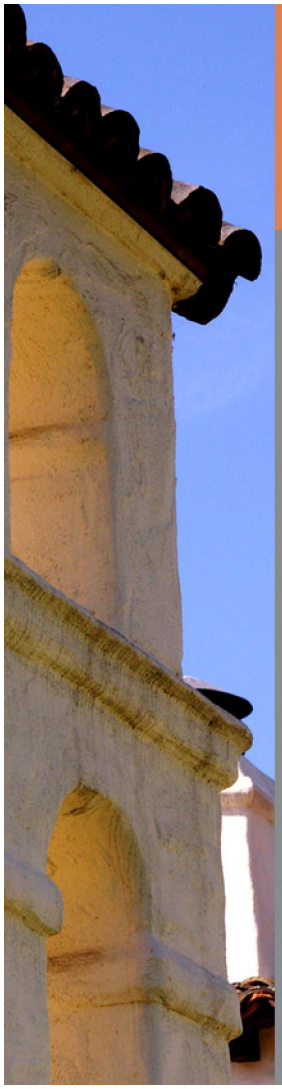
RECENT NTMP STEPS

- September 11, 2018 – Approval by City Council to install the traffic plan for a six-month trial period.
- March 31, 2019 – Completion of installation
- September 30, 2019 – End of trial Installation



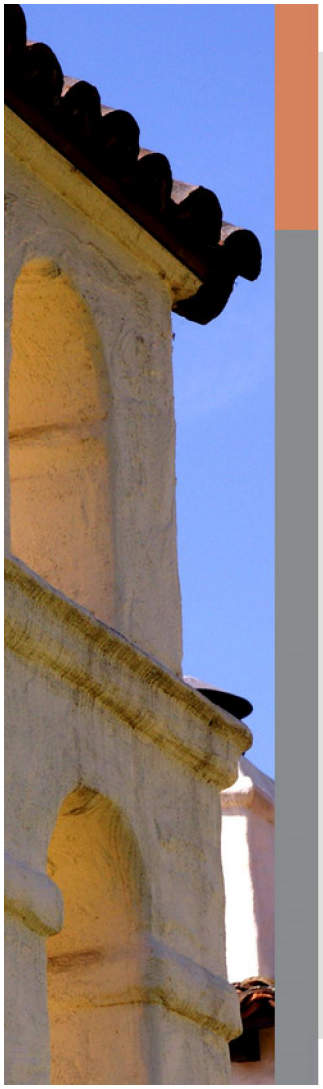
LEVEL II MEASURES (NTMP)





NTMP STEPS AFTER END OF TRIAL INSTALLATION

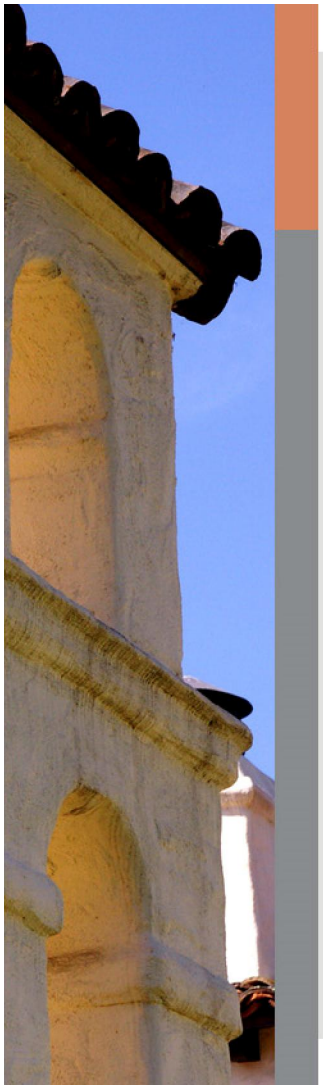
- Traffic data collection to determine effectiveness
- Resident survey to determine support
- Complete Streets Commission review and recommendation
- City Council Approval



PURPOSE OF THIS MEETING

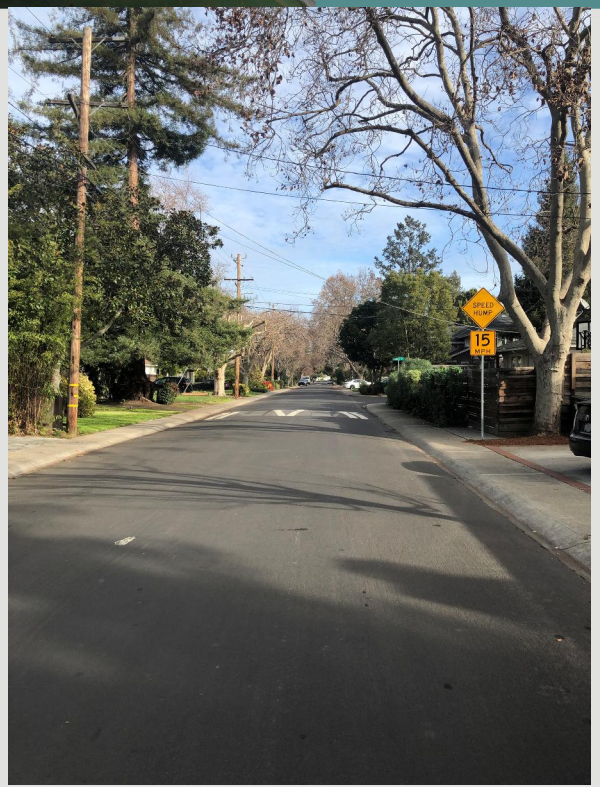
Commission - review the results of the resident survey for permanent installation; review the traffic plan as it was currently installed

Commission - recommend either plan revisions, or Council approval for traffic plan measures to be made permanent .

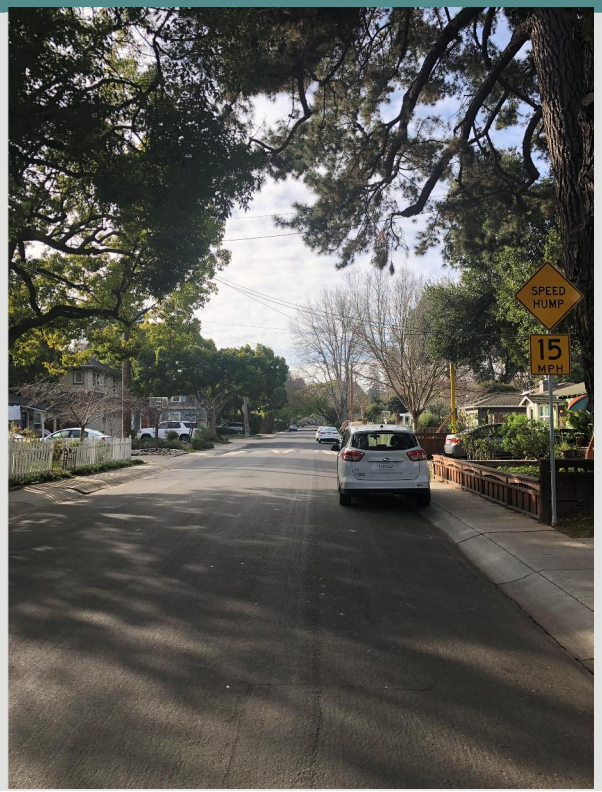


NEIGHBORHOOD TRAFFIC PLAN

PERMANENT SPEED HUMPS



@McKendry Dr



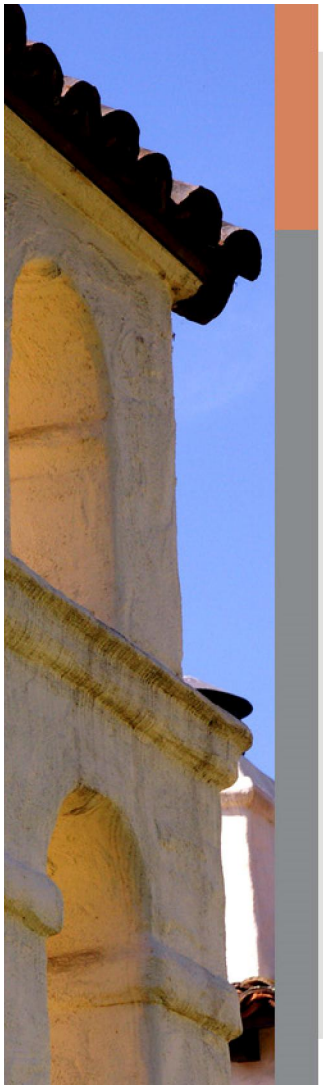
@Marmona Dr

ROADWAY CLOSURE ON CLOVER LANE NEAR WILLOW ROAD

CITY OF MENLO PARK

TEMPORARY ROADWAY CLOSURE

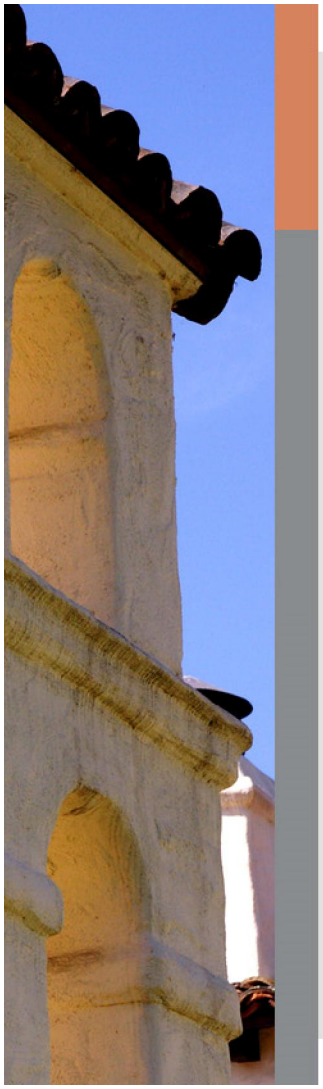
PARKING STOP (3 ½ INCH HIGH)



SURVEY FOR PERMANENT INSTALLATION

November 14, 2019, December 10, 2019 and January 13, 2020 – City staff circulated the survey for permanent installation of traffic plan

NTMP requirement – 51% yes on supporting the plan

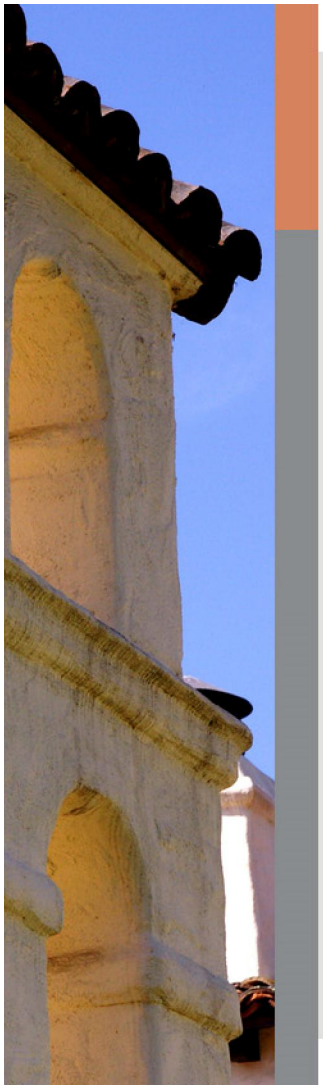


TRAFFIC SPEEDS

On McKendry Drive and Marmona Drive - Traffic speeds were significantly reduced with reductions ranging from 0.8 mph to 8.3 mph

On Baywood Avenue, where yield control was installed at its intersection with Blackburn Avenue, traffic speeds were also significantly reduced.

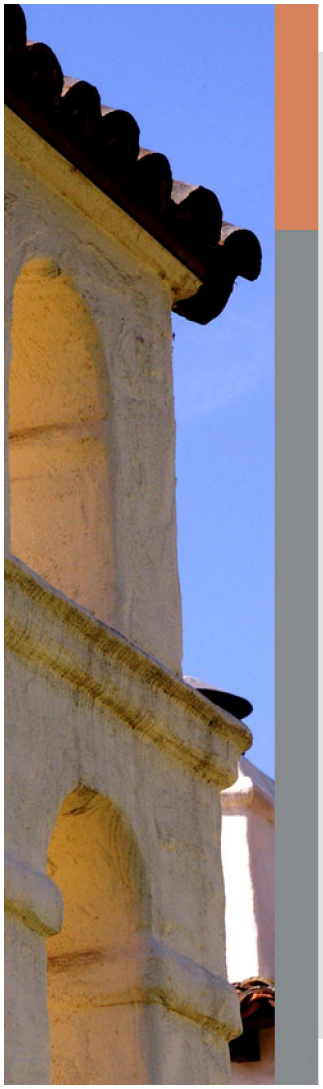
Blackburn Avenue - a very slight increase in traffic speeds for the NB direction but a decrease in traffic speeds for the SB direction.



TRAFFIC VOLUMES

Turn restrictions in the Willows neighborhood plus speed humps and full roadway closure on Clover Lane - reductions in the total traffic volumes on all five roadways.

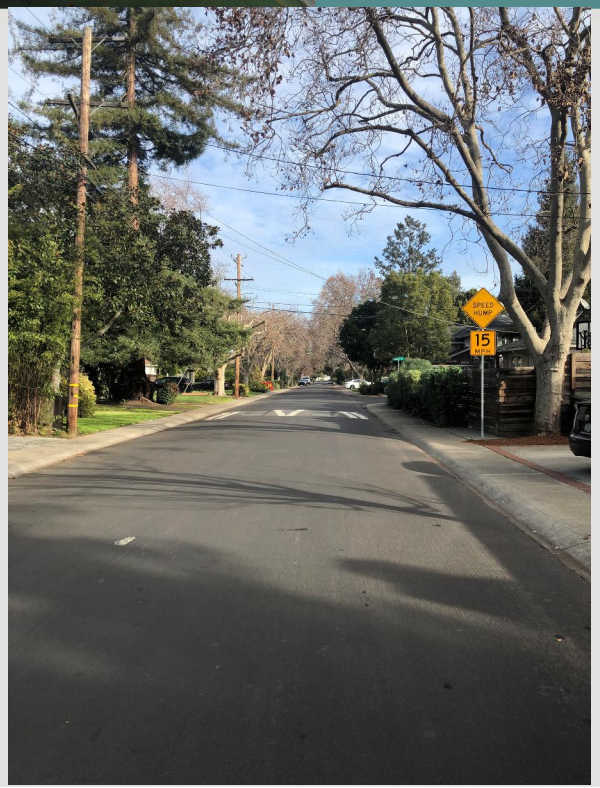
Full roadway closure on Clover Lane - traffic volumes increased on Blackburn Avenue and on Clover Lane.



RESULTS OF THE SURVEY

- Yes, I support the plan – 101 votes or 58.0%
- No, I do not support the plan – 11 votes or 6.3%
- No response – 62 or 35.7 %

PERMANENT SPEED HUMPS



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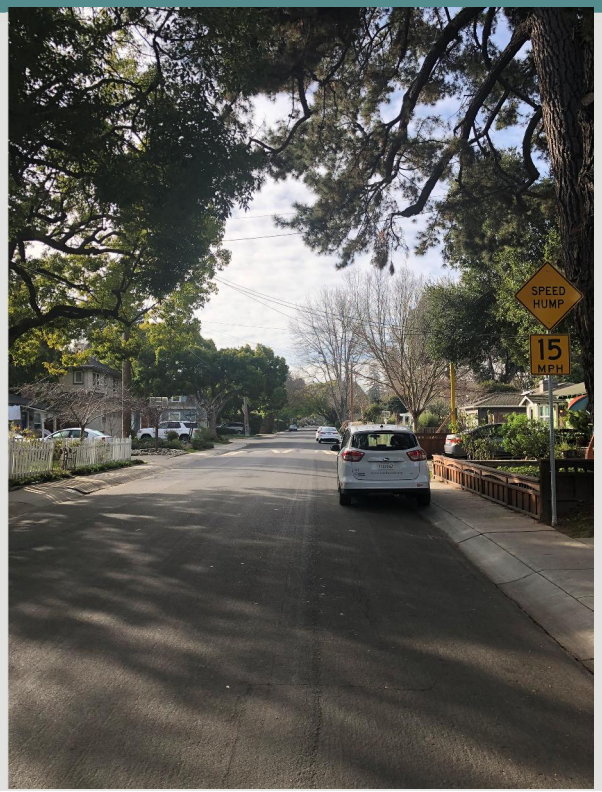

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ROADWAY CLOSURE ON CLOVER LANE NEAR WILLOW ROAD

CITY OF MENLO PARK

TEMPORARY ROADWAY CLOSURE

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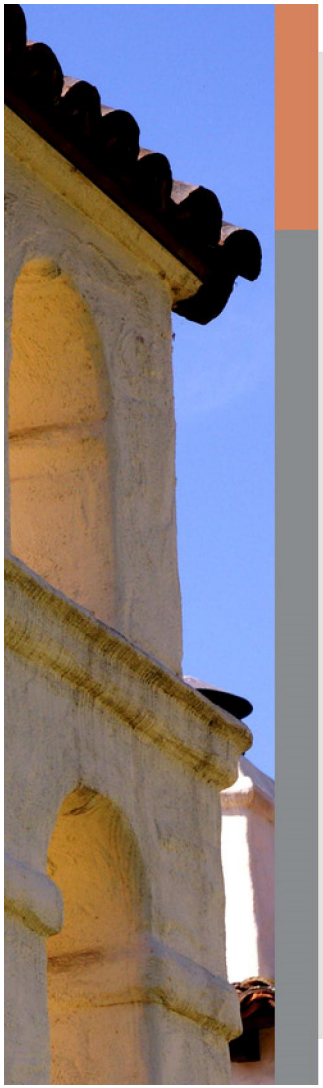


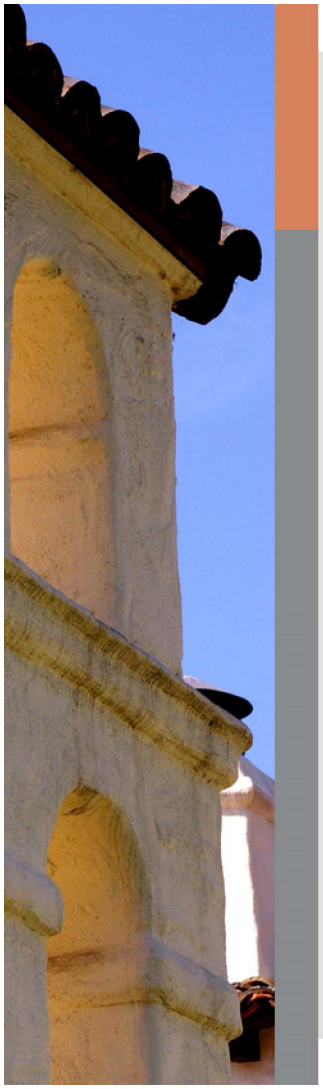
NEXT NTMP STEPS

- City Council – review this traffic plan and results of the survey for permanent installation
- City Council – either deny, recommend plan revisions, or approve traffic plan to be made permanent
- City– after approval by Council will modify the roadway closure for NB Clover Lane near Willow Road

THANK YOU

REVIEW THE FINAL DESIGN LAYOUT OF THE INTERSECTION OF RAVENSWOOD AVENUE AT LAUREL STREET

FEBRUARY 12, 2020

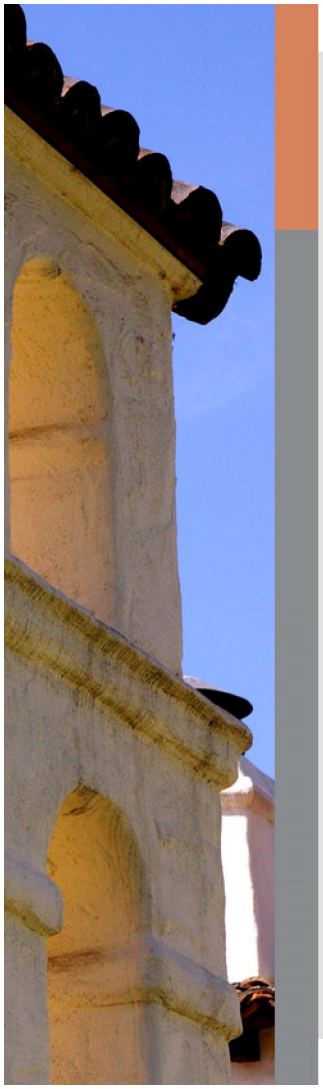


Ravenswood Avenue

- 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

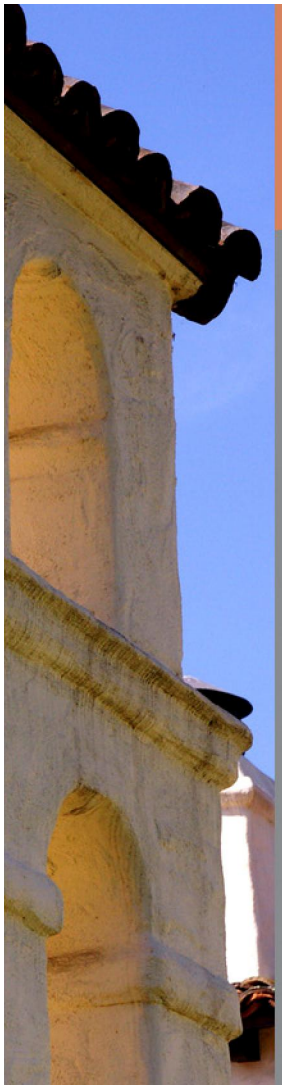
Laurel Street

- Neighborhood Collector
- 25 mph posted speed limit
- 4,300 vehicles per day
- Bike lanes on both sides; provide connections to Encinal School, Nativity School, and Trinity School



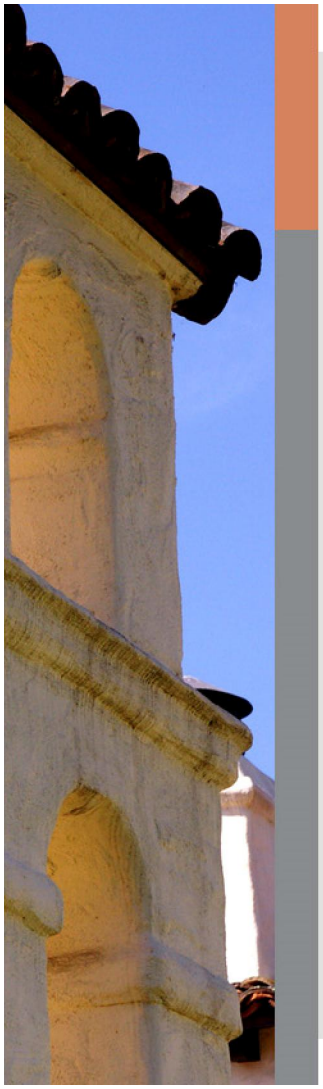
Ravenswood Avenue & Laurel Street

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



Station 1300 Project

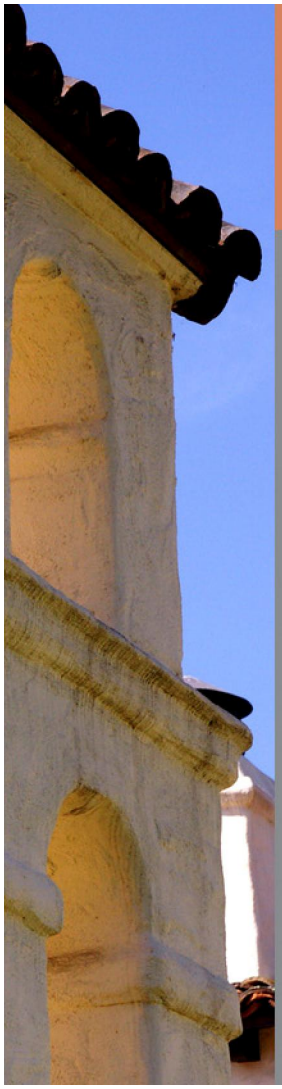
- Mixed-use project located at 1300 El Camino Real near Caltrain
- Construction commenced in spring 2018 and will be completed in 2021
- Environmental Impact Report (EIR) - potentially significant impact on the intersection of Ravenswood Avenue and Laurel Street
- Requirements need to be met prior to occupancy such as completing the mitigation measures



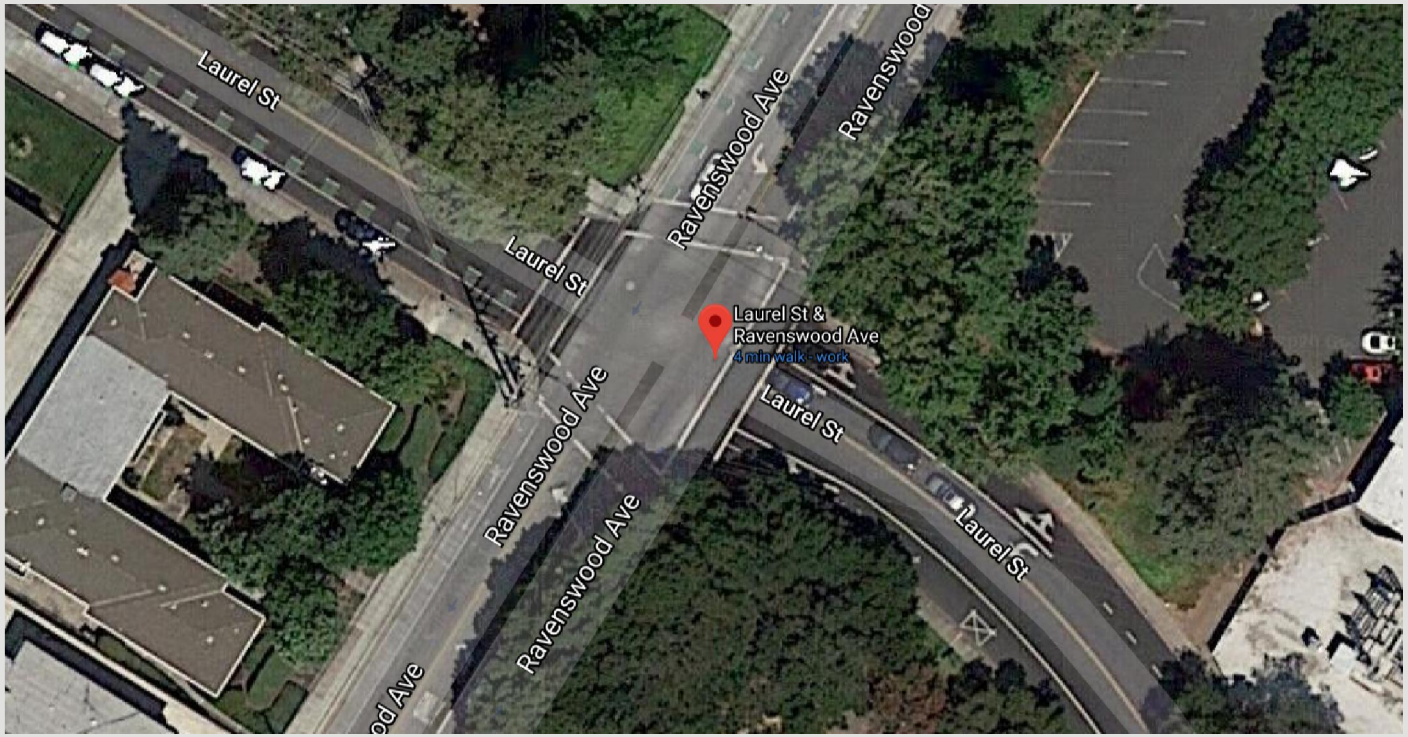
STATION 1300 EIR MITIGATION MEASURE

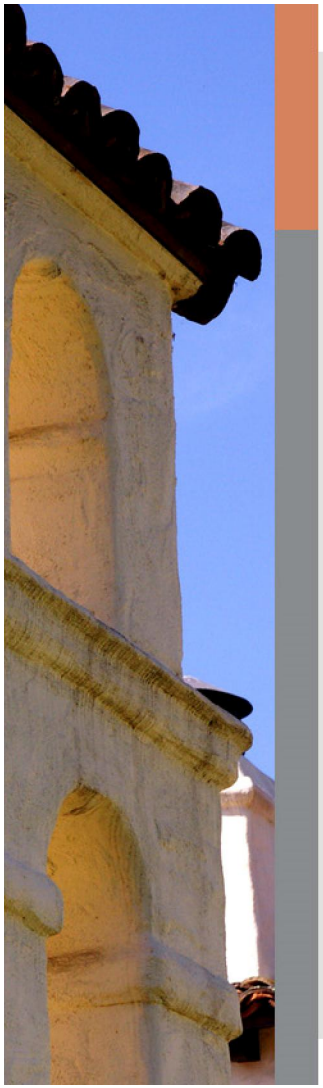
TRA-1.1 Improvements to Address Near-Term 2020 plus-Project Effects. Operations at Ravenswood Avenue/Laurel Street (#11) could be improved by reconfiguring the southbound Laurel Street approach to have a left-turn lane and a shared through/right-turn lane.

NEAR TERM (2020) PLUS PROJECT CONDITIONS
CUMULATIVE (2040) PLUS PROJECT CONDITIONS
RAVENSWOOD AND LAUREL



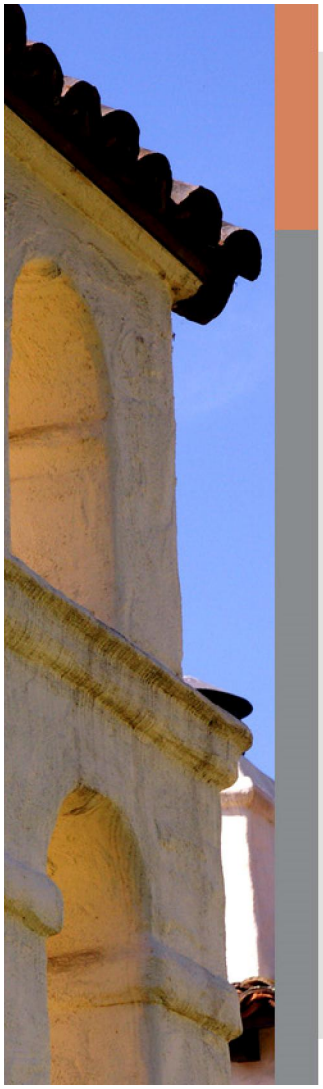
EXISTING INTERSECTION LAYOUT





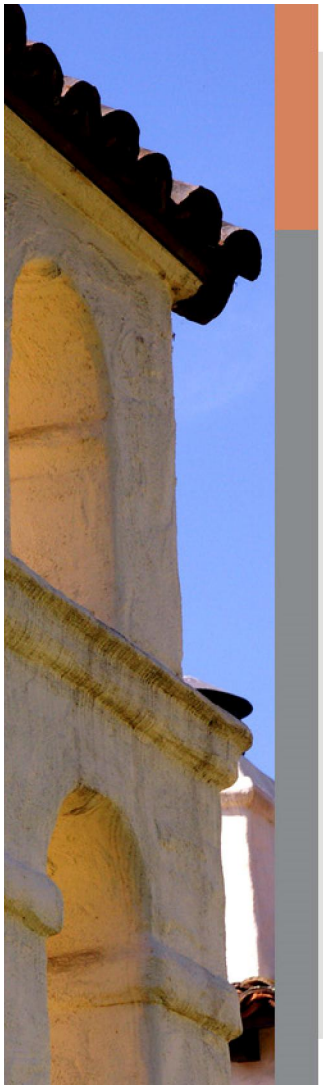
PEAK HOUR VOLUMES

Peak hour Volumes		
	Northbound traffic volumes	
	AM	PM
Left turning vehicles (vph)	185	240
Through vehicles (vph)	71	124
Right turning vehicles (vph)	20	35

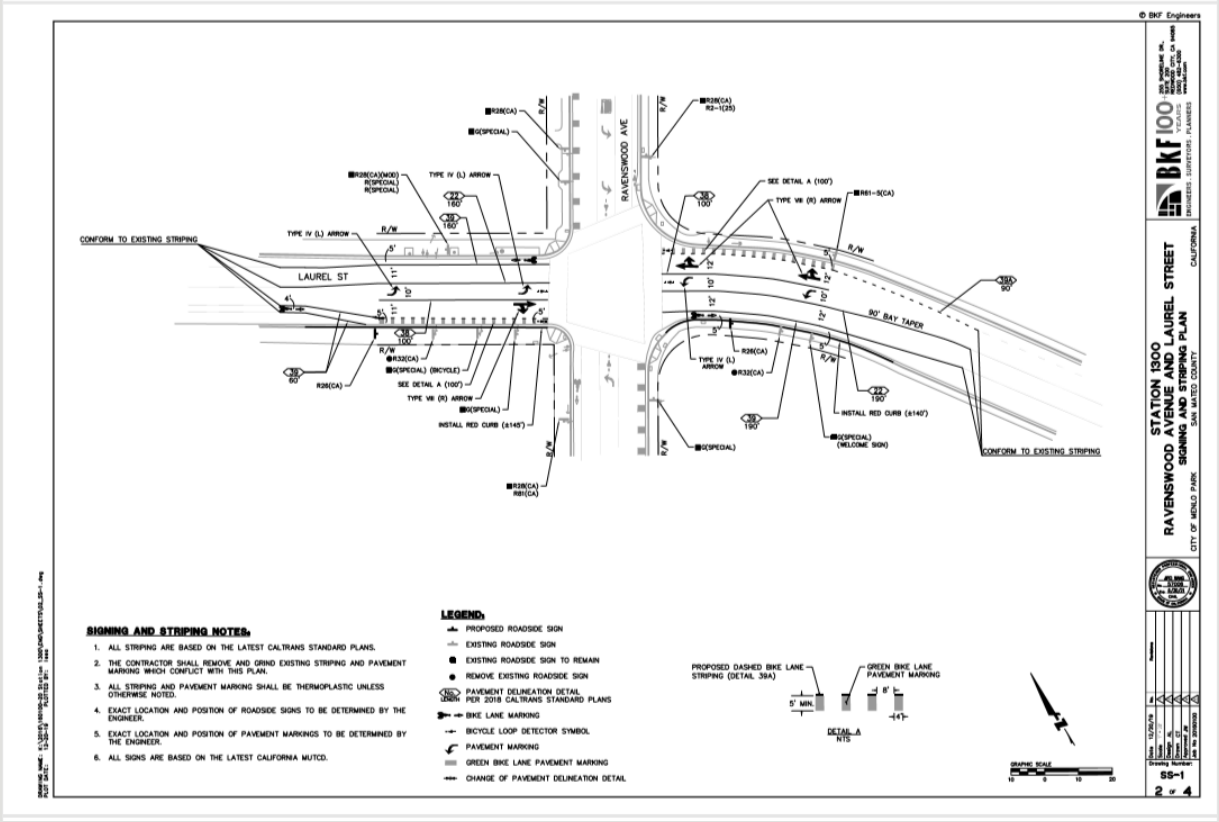


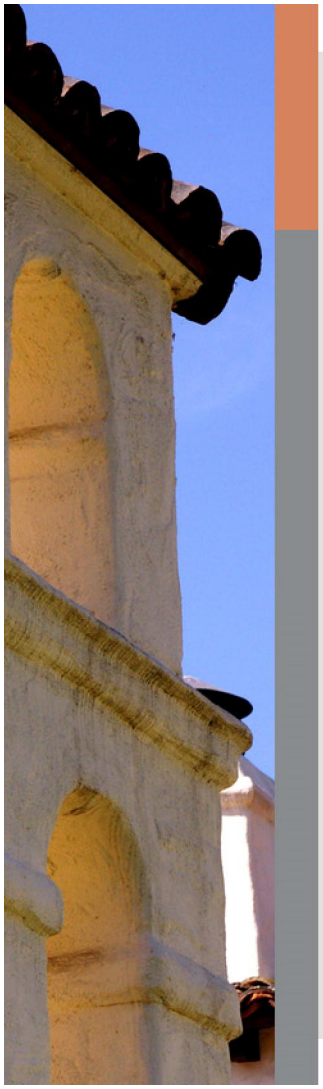
LEVEL OF SERVICE ANALYSIS

Level of Service Analysis				
	Alternative I		Alternative II	
	Periods		Periods	
	AM	PM	AM	PM
Intersection delay (seconds)	29.0	30.9	31.3	37.3
Intersection level of service	C	C	C	D
Queue length (ft) worst case	158	273	250	410
Vehicle length, 20 ft. long	8	13	12	20



FINAL DESIGN INTERSECTION LAYOUT





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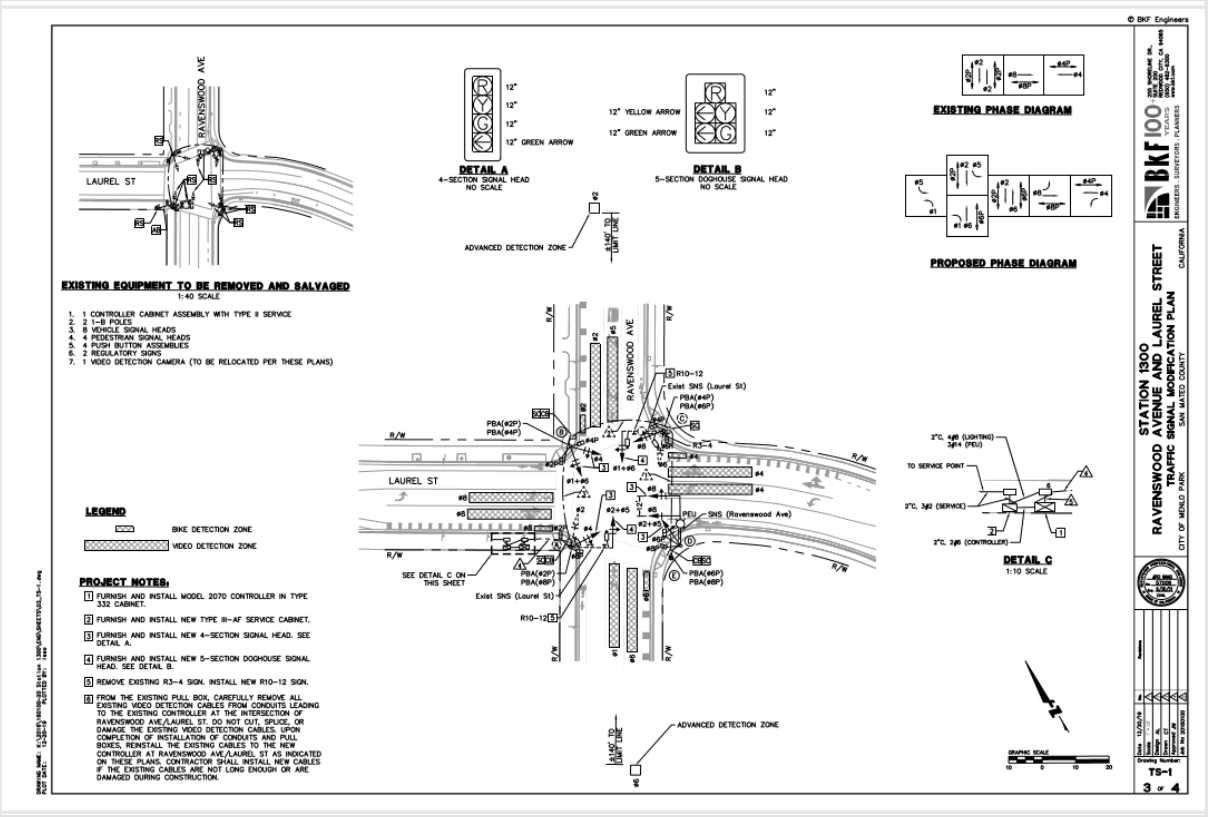
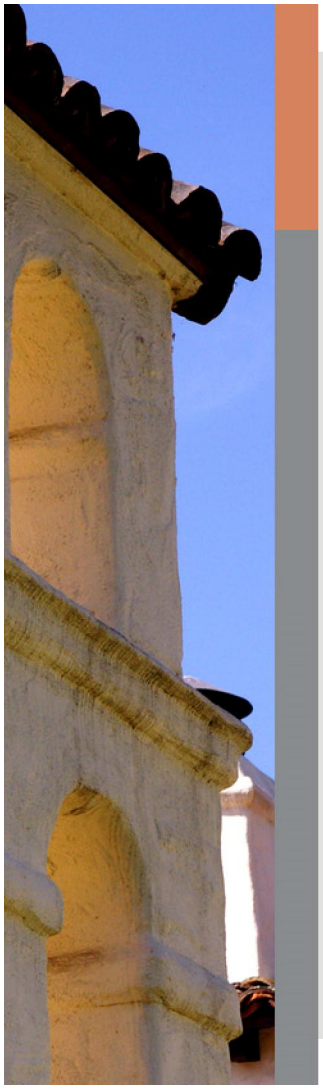


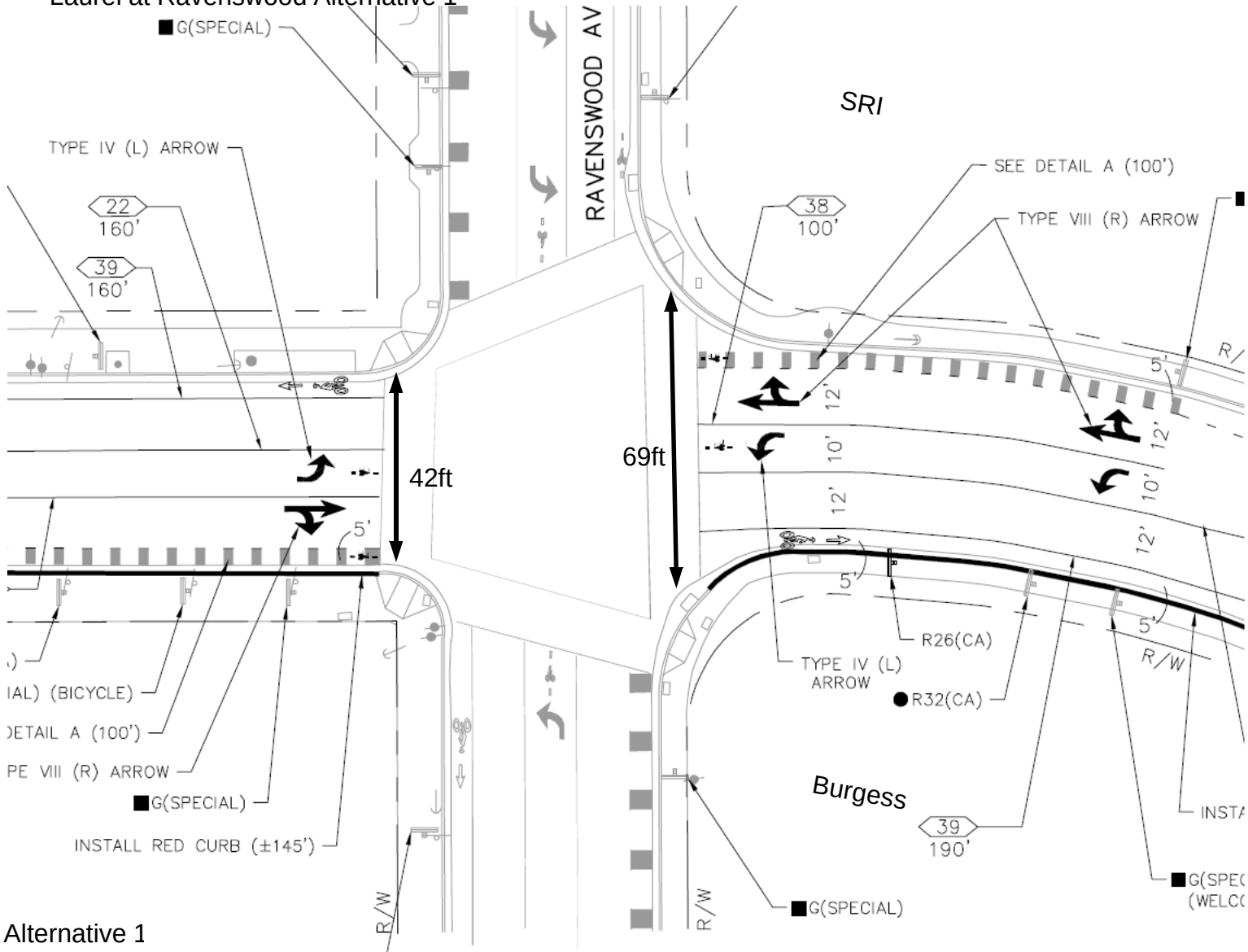


Next Steps

- Complete the PS&E
- City Council approval of the agreement with Station 1300 Project developer (Greenheart) and on-street parking removal.
- City Council award of construction contract

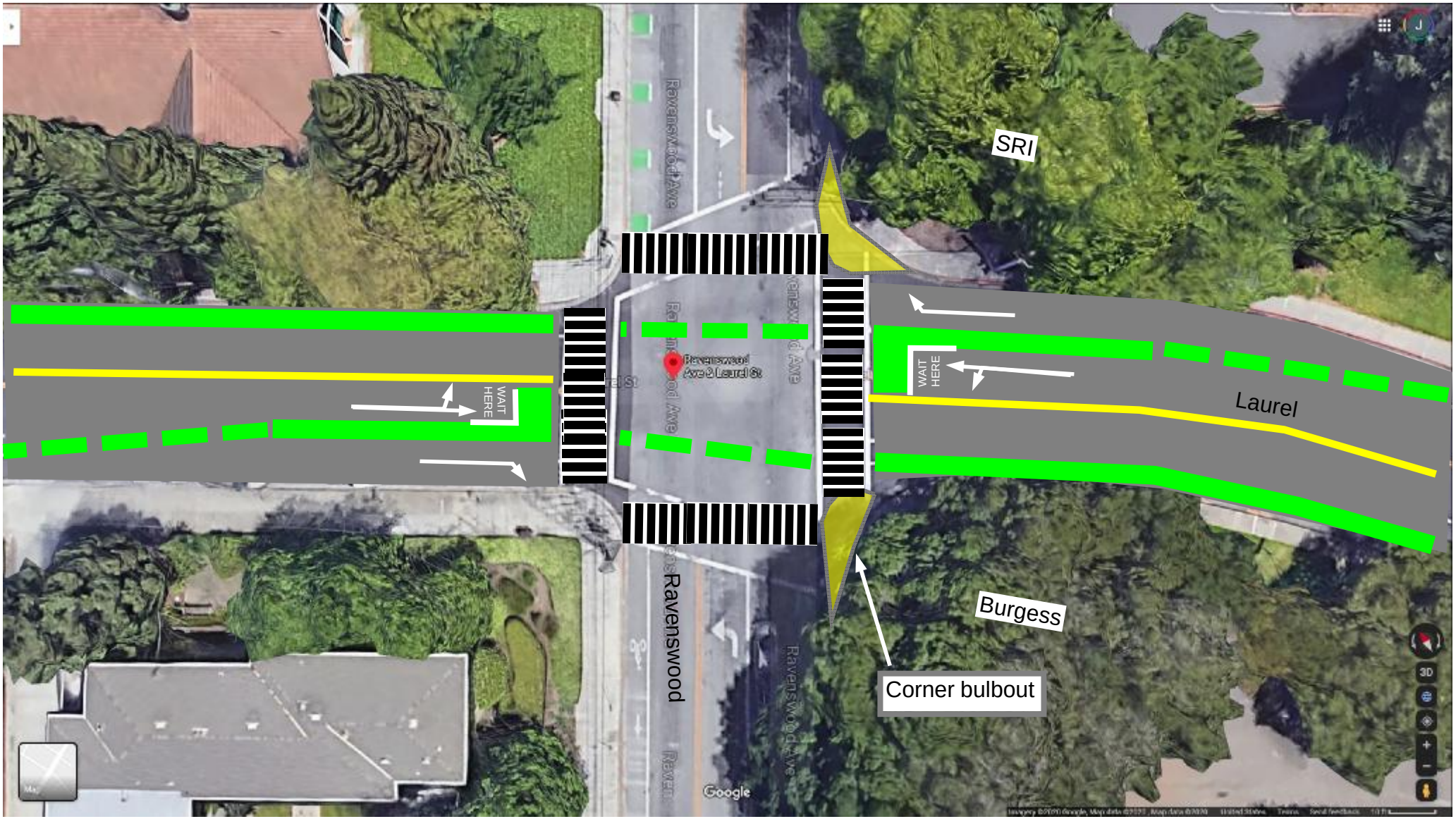
THANK YOU

Laurel at Ravenswood Alternative 1



Alternative 1
This option endangers cyclists by creating confusion with right turning cars.
California law requires right turning cars to merge into the bike lane.
If cars do this they will block the bike lane and partially block the through/right lane.
If they do not, bikes and cars will line up at the light in separate lanes with bikes to the right of right turning cars which increases collision likelihood.
Note the longer pedestrian crossing distance on Laurel southside. Cars are able to make high speed right turns onto and off of Laurel.

Laurel at Ravenswood Alternative 2



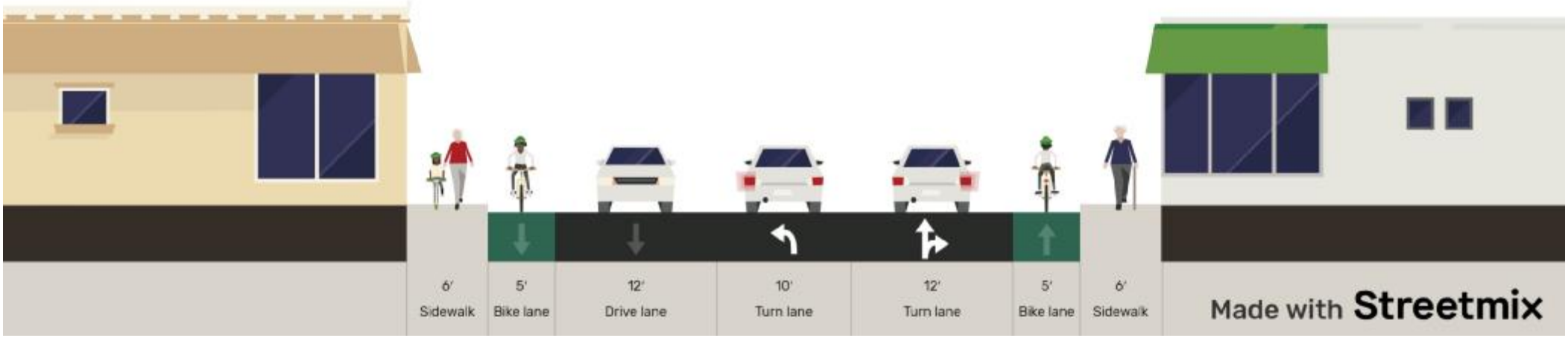
Includes:

1. Bike boxes
2. Corner bulbouts (pilot implementation using paint and plastic bollards)
3. Ladder crosswalks
4.. Countdown clocks with leading pedestrian interval
5. Dashed bike lane markings across intersection

Alternative 1 Laurel at Ravenswood looking North

City Hall

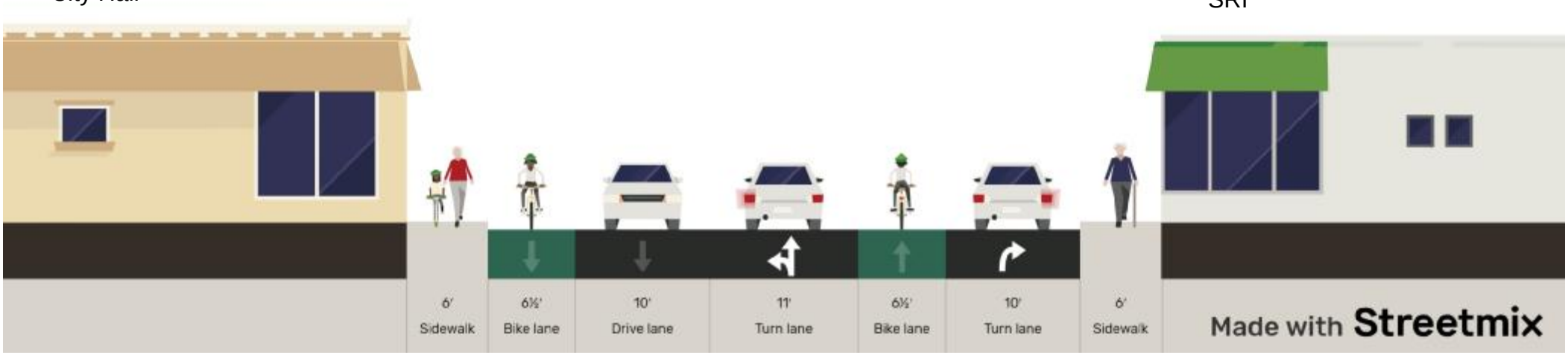
SRI



Alternative 2 Laurel at Ravenswood looking North

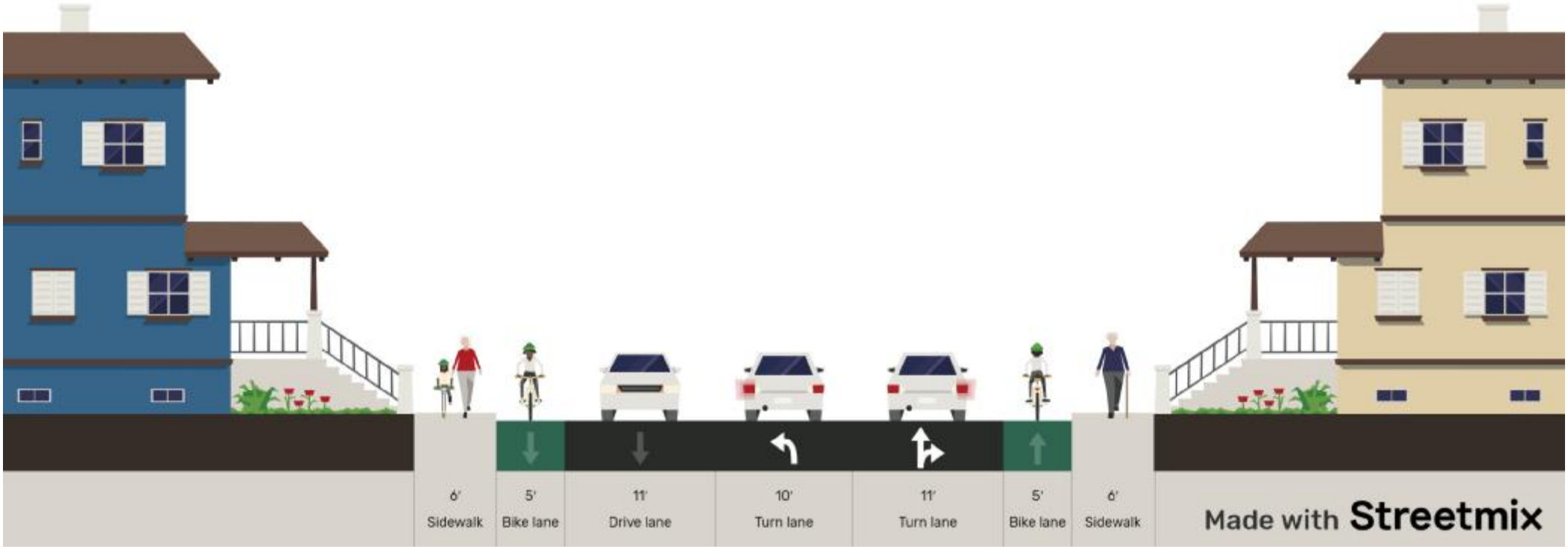
City Hall

SRI



Alternative 1: Laurel at Ravenswood looking South

Same as northbound with 42' ROW instead of 44'



Alternative 2 Laurel at Ravenswood looking South

Same as northbound with 42' ROW instead of 44'