



REGULAR MEETING MINUTES

Date: 5/12/2021

Time: 7:00 p.m.

Special Meeting Location: [Zoom.us/join](https://zoom.us/join) – ID# 959 6579 2741

Regular Meeting ([Zoom.us/join](https://zoom.us/join) – ID# 959 6579 2741)

A. Call to Order

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

B. Roll Call

Present: Cebrian, Kirsch, Lee, Levin, Meyer

Absent: Behroozi, Cromie

Staff: Engineering Technician Patrick Palmer, Senior Transportation Engineer Kevin Chen

Other: SamTrans Director of Planning Christy Wegener, SamTrans Government and Community Affairs Specialist Ryan McCauley

C. Reports and Announcements

Staff Chen reported on City Council actions related to transportation since the April 14, 2021 Commission meeting.

Commissioner Kirsch requested clarification on the Middle Avenue pedestrian and bicycle rail crossing project.

D. Public Comment

None.

E. Regular Business

Chair Levin noted both meeting minutes will be voted together.

E1. Approve the Complete Streets Commission regular meeting minutes of March 10, 2021 ([Attachment](#))

E2. Approve the Complete Streets Commission regular meeting minutes of April 14, 2021 ([Attachment](#))

ACTION: Motion and second (Lee/ Cebrian), to approve the Complete Streets Commission regular meeting minutes of March 10 and April 14, 2021, passed 5-0-2 (Behroozi and Cromie absent).

E3. Receive an update from SamTrans on their Comprehensive Operational Analysis – Reimagine SamTrans

SamTrans staff Christy Wegener and Ryan McCauley made the presentation (Attachment).

Chair Levin led a discussion about project alternatives and timeline.

- E4. Receive an update and provide feedback on the Ravenswood Avenue bike lane gap closure project as part of the Ravenswood Avenue Resurfacing project ([Staff Report #21-003-CSC](#))

Staff Chen made the presentation (Attachment).

ACTION: Motion and second (Levin/ Lee), to support staff's recommendation and advised staff to explore 1) bicycle marking including sharrows and other treatments for the westbound direction and; 2) a pedestrian median refuge, passed 4-1-2 (Kirsch dissenting, Behroozi and Cromie absent).

F. Informational Items

- F1. Update on major project status

Staff Chen provided an update on the Transportation Management Association feasibility study.

Commissioner Lee and Chair Levin provided notes on Ringwood Avenue and Van Buren Road
Chair Levin provided notes on transportation management associations.

G. Committee/Subcommittee Reports

- G1. Update from Climate Action Plan Subcommittee

None.

- G2. Update from Downtown Access and Parking Subcommittee

None.

- G3. Update from Multimodal Metrics Subcommittee

None.

- G4. Update from Multimodal Subcommittee

None.

- G5. Update from Safe Routes to School Program Subcommittee

Commissioners Lee and Cebrian reported on school vaccination and in-person sessions.

Commissioner Cebrian reported on upcoming San Mateo County led Belle Haven school walk audit.

- G6. Update from Transportation Master Plan Implementation Subcommittee

None.

G7. Update from Zero Emission Subcommittee

None.

H. Adjournment

Chair Levin adjourned the meeting at 9:48 p.m.

Kevin Chen, Senior Transportation Engineer

NOVEL CORONAVIRUS, COVID-19, EMERGENCY ADVISORY NOTICE On March 19, 2020, the Governor ordered a statewide stay-at-home order calling on all individuals living in the State of California to stay at home or at their place of residence to slow the spread of the COVID-19 virus. Additionally, the Governor has temporarily suspended certain requirements of the Brown Act. For the duration of the shelter in place order, the following public meeting protocols will apply.

Teleconference meeting: All members of the Complete Streets Commission, city staff, applicants, and members of the public will be participating by teleconference. To promote social distancing while allowing essential governmental functions to continue, the Governor has temporarily waived portions of the open meetings act and rules pertaining to teleconference meetings. This meeting is conducted in compliance with the Governor Executive Order N-25-20 issued March 12, 2020, and supplemental Executive Order N-29-20 issued March 17, 2020.

- How to participate in the meeting
 - Access the special meeting real-time online at:
[Zoom.us/join](https://zoom.us/join) – Regular Meeting ID# 959 6579 2741
 - Access the regular meeting real-time via telephone (listen only mode) at:
(669) 900-6833 Regular Meeting ID # 959 6579 2741

Subject to Change: Given the current public health emergency and the rapidly evolving federal, state, county and local orders, the format of this meeting may be altered or the meeting may be canceled. You may check on the status of the meeting by visiting the City's website www.menlopark.org. The instructions for logging on to the Zoom webinar and/or the access code is subject to change. If you have difficulty accessing the Zoom webinar, please check the latest online edition of the posted agenda for updated information (menlopark.org/agenda).



Reimagine SamTrans Bus Network Alternatives

Menlo Park Complete Streets Commission

May 12, 2021



www.reimaginesamtrans.com



reimagine@samtrans.com



1-800-660-4287



Agenda

- Project Goals and Timeline
- Introducing the Alternatives
 - South County
 - ECR
- Public Input
- Questions/Discussion





Revisiting Our Project Goals

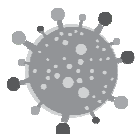
The goals of Reimagine SamTrans are to ...

Improve the experience for existing SamTrans customers

Grow new and more frequent ridership on SamTrans

Build SamTrans' efficiency and effectiveness as a mobility provider

How does Covid-19 impact our project purpose?



More important than ever

Now is harder than before — uncertainty around this market

More frequent still possible SJ1

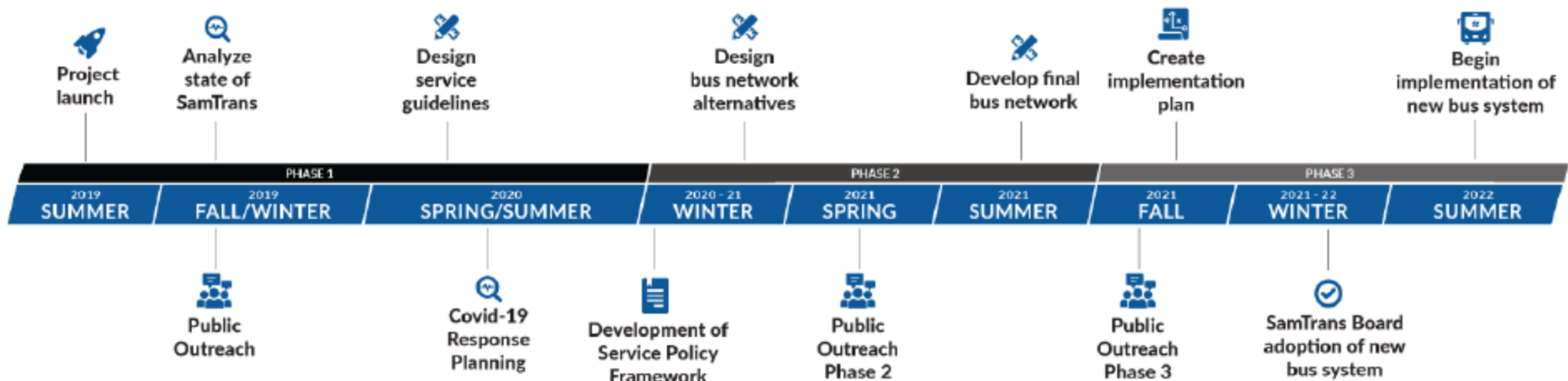
More important to be efficient and effective with resources — has effectiveness changed?

Slide 3

SJ1 We believe it is still possible to increase rider frequency and gain new riders.
Steketee, Jonathan, 4/13/2021



Project Timeline



We're here



THE ALTERNATIVES

- Informing the alternatives
- Shared objectives
- Alternatives Discussion
 - South County
 - ECR



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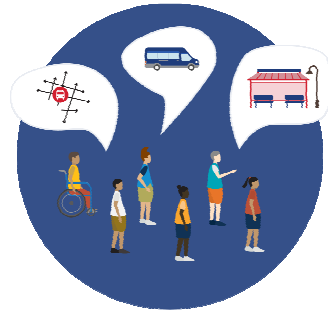


Informing the alternatives



Existing conditions

What's working and not working for SamTrans?



Public outreach

What are the community's priorities for SamTrans?



Market research

What are rider and non-rider perceptions and desires?



Alternatives

Three bus network alternatives for the public to comment on



What are the objectives of **all three alternatives**?

Scheduling

More efficient scheduling to reduce costs and maximize resources

Equity

Add or improve service in high-need areas

Efficiency

More efficient resource allocation, such as using all capacity on school-related routes

Reliability

Address reliability and on-time performance

Connections

Improve connections at county and regional hubs

Less Duplication

Reduce route duplication within our system



What are the themes of our **three alternatives**?

- **Alternative 1:** Emphasize direct, high frequency access to places within the county
- **Alternative 2:** Improve connections to rail and the region
- **Alternative 3:** Retain geographic coverage of service within the county



Alt 1: Direct, high-frequency service within the county

Implications by service type...

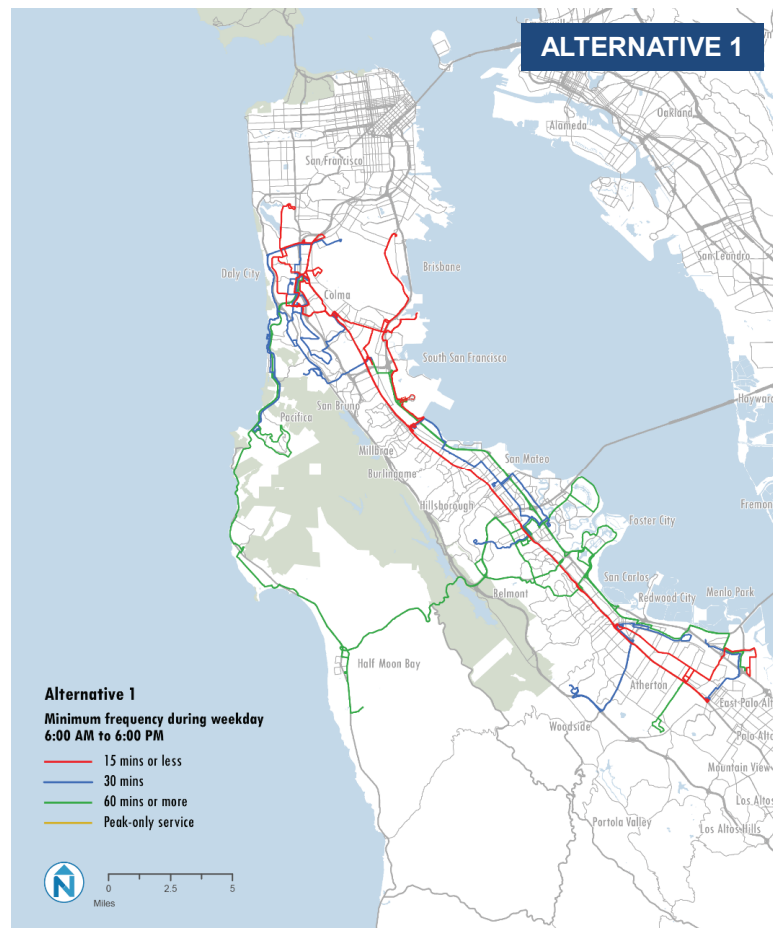
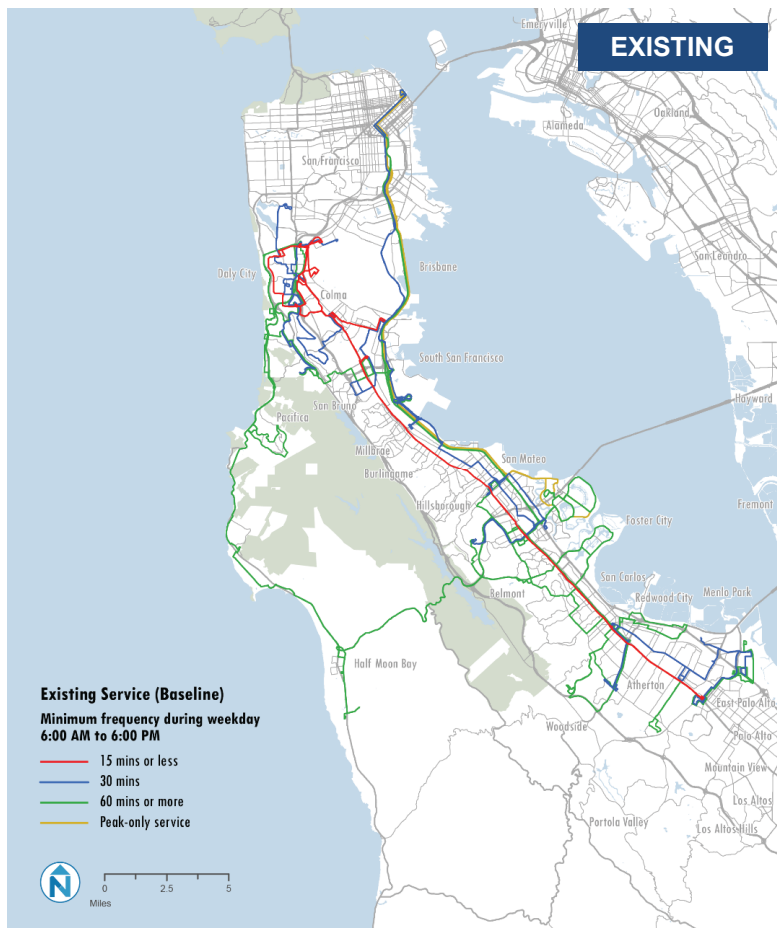
- ↓ School-related service: Modest reduction
- ↓ Local service: Neutral – modest reduction
- ↑ Frequent service: Moderate increase
- ↓ Express service: Neutral – moderate reduction

Overall Changes:

- Seven routes with service every 15 minutes all day, seven days a week
- Service into Oyster Point from Daly City, SSF, San Bruno
- East Palo Alto to SFO/San Bruno BART limited stop route
- All service into downtown SF truncated near county line
- Routes 292 and ECR split into two routes to improve reliability and increase frequency in busiest areas
- Areas with low ridership targeted for service reductions



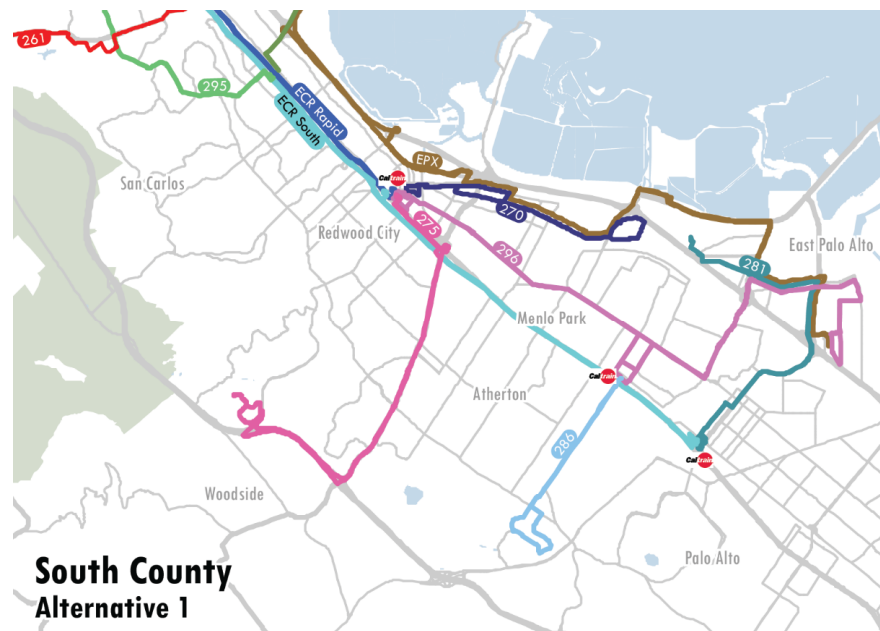
Alt 1 | System Map Comparison





South County Summary – Alt. 1

- Routes 296 and ECR South run every 15 minutes, seven days a week
- New limited stop route connects East Palo Alto, Redwood City, SFO and San Bruno BART
- Consolidated routes 280 and 281 operate more frequently
- Consolidated routes 270 and 276 operates more frequently
- Reduced service/stops on Routes 286, 295, and 398





Alt 2: Expanded connections to rail and the region

Implications by service type...

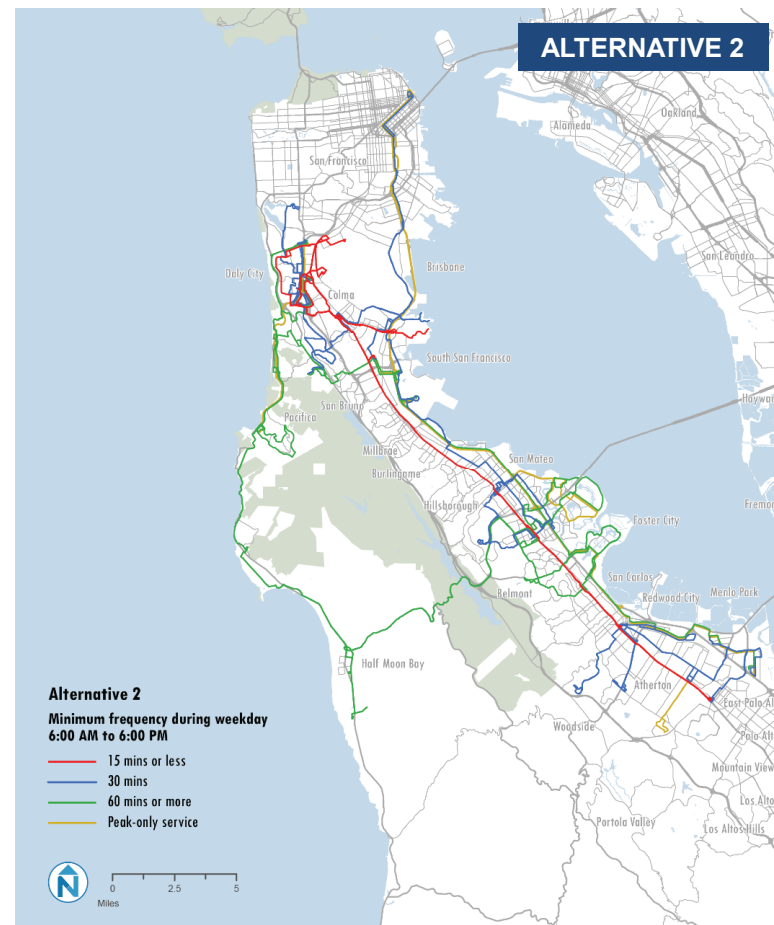
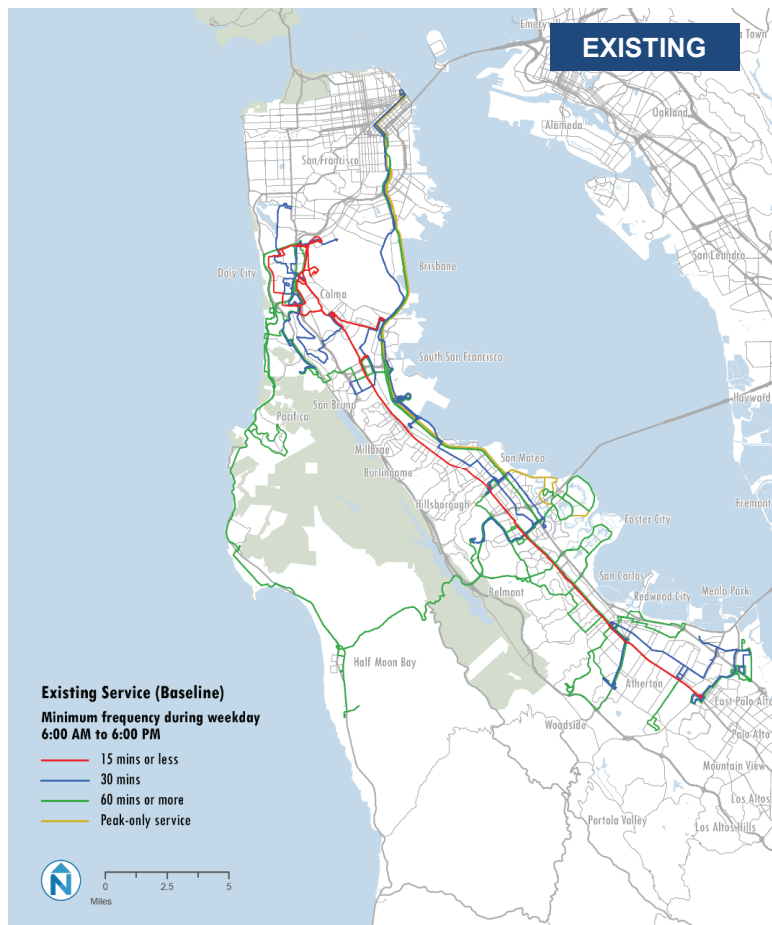
- ↓ School-related service: Modest reduction
- ↑ Local service: Moderate – significant increase
- Frequent service: Neutral
- ↑ Express service: Moderate - significant increase

Overall Changes:

- Expanded service to Colma BART, Millbrae BART/Caltrain, Hillsdale Caltrain, Redwood City Station
- Two new routes into Oyster Point
- Expanded service to community colleges
- Three routes into downtown SF – Route 292 and two express routes from San Mateo and Foster City (FCX)
- Areas with low ridership targeted for service reductions



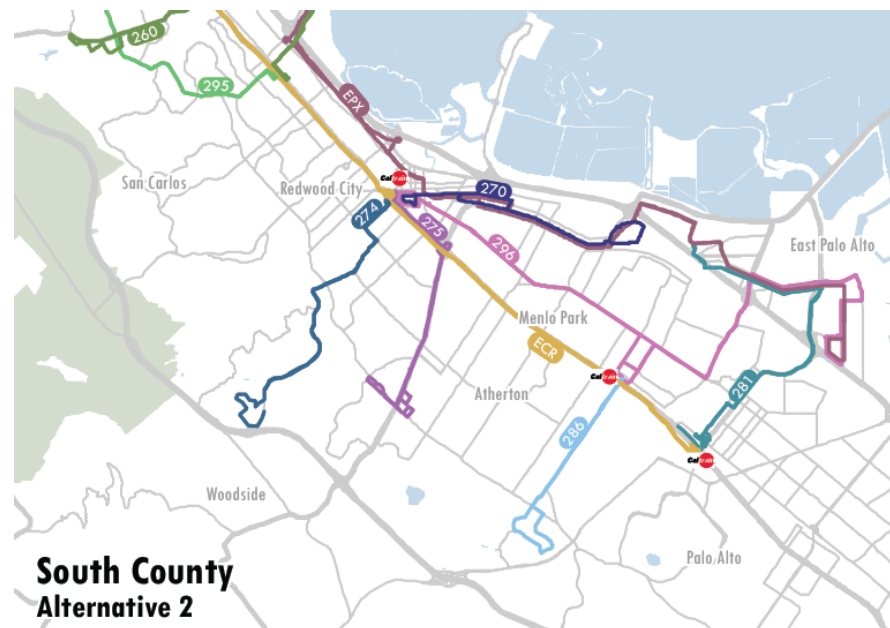
Alt 2 | System Map Comparison





South County Summary – Alt. 2

- New limited stop route connects East Palo Alto, Redwood City, SFO and San Bruno BART
- Consolidated routes 280 and 281 operate more frequently
- Consolidated routes 270 and 276 operate more frequently
- Reduced service/stops on routes 286, 295, and 398





Alt 3: Retain geographic service coverage

Likely implications by service type...

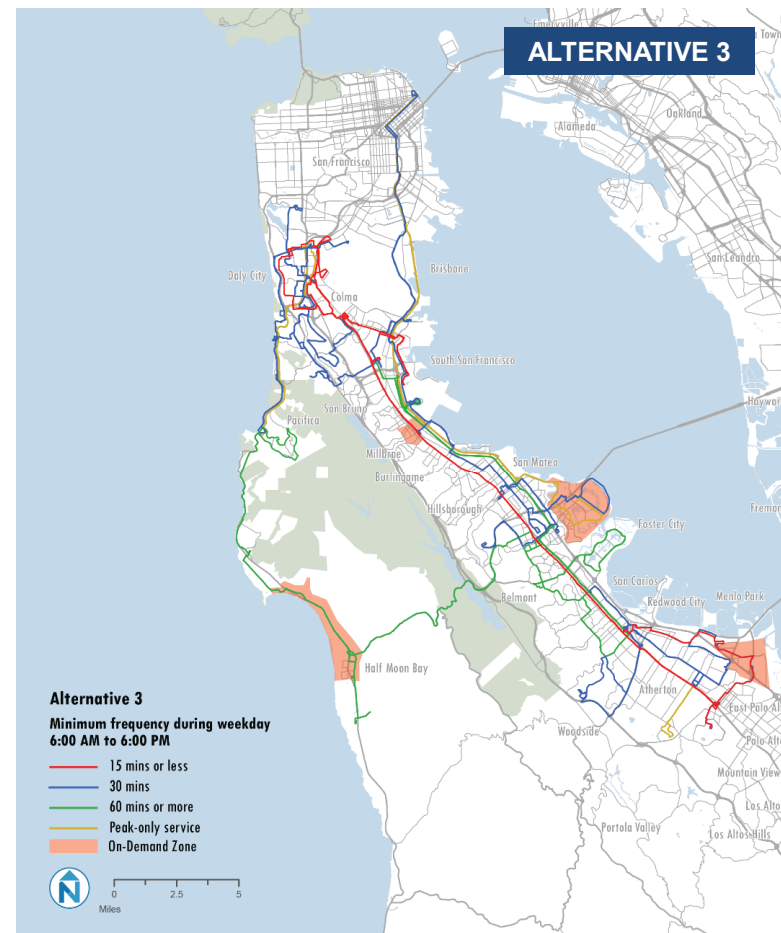
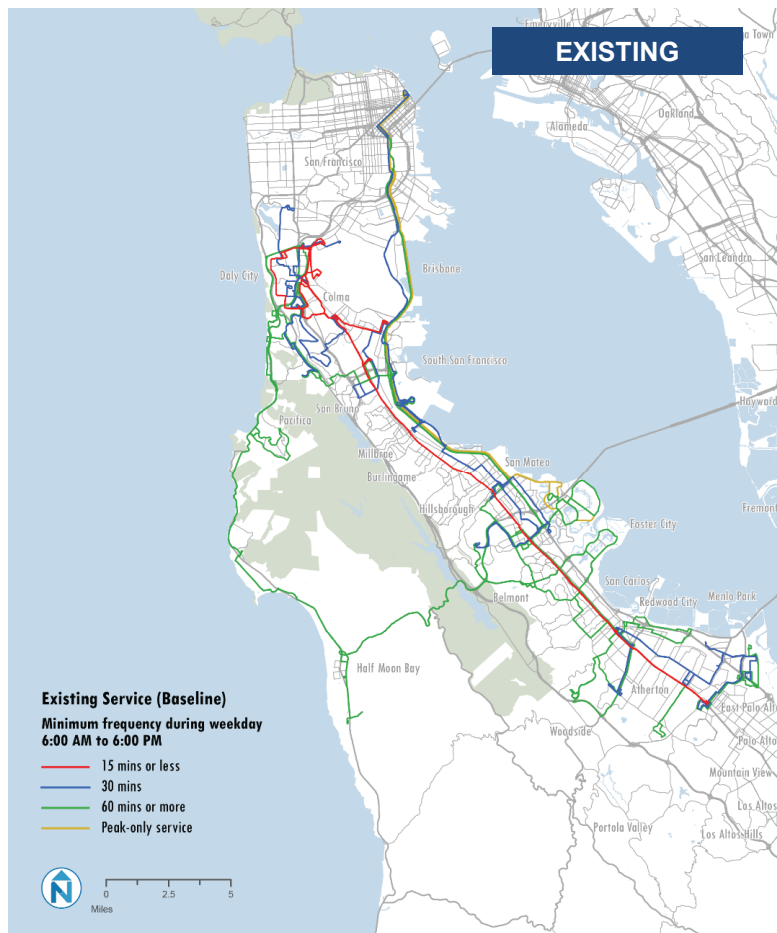
- ↓ *School-related service: Modest reduction*
- ↑ *Local service: Neutral – moderate increase*
- *Frequent service: Neutral*
- ↓ *Express service: Significant reduction*

Overall Changes:

- Eleven routes with better midday and weekend service
- Better connections between East Palo Alto and Stanford, Daly City and SFO
- Microtransit zones for East Palo Alto, Foster City, Millbrae and mid-Coast/Half Moon Bay
- Fully restore FCX express
- Fewer transfers, more one-seat rides to key destinations



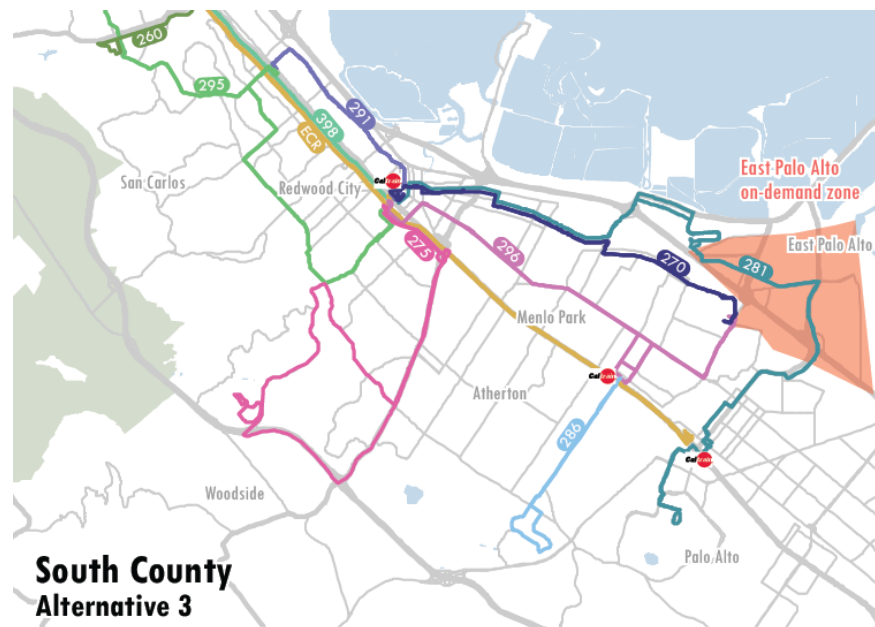
Alt 3 | System Map Comparison





South County Summary – Alt. 3

- Consolidated routes 280 and 281 operate more frequently and extend to Redwood City and Stanford Oval
- End Route 296 at Menlo Park VA and serve East Palo Alto with new on-demand service
- Consolidated Routes 270 and 276 operate more frequently
- Consolidated Routes 274 and 275 serve the highest ridership areas
- Expanded Sunday service on Routes 270, 291, and 295
- Reduced service on Route 286





ROUTE ECR FOCUS

Palo Alto to Daly City



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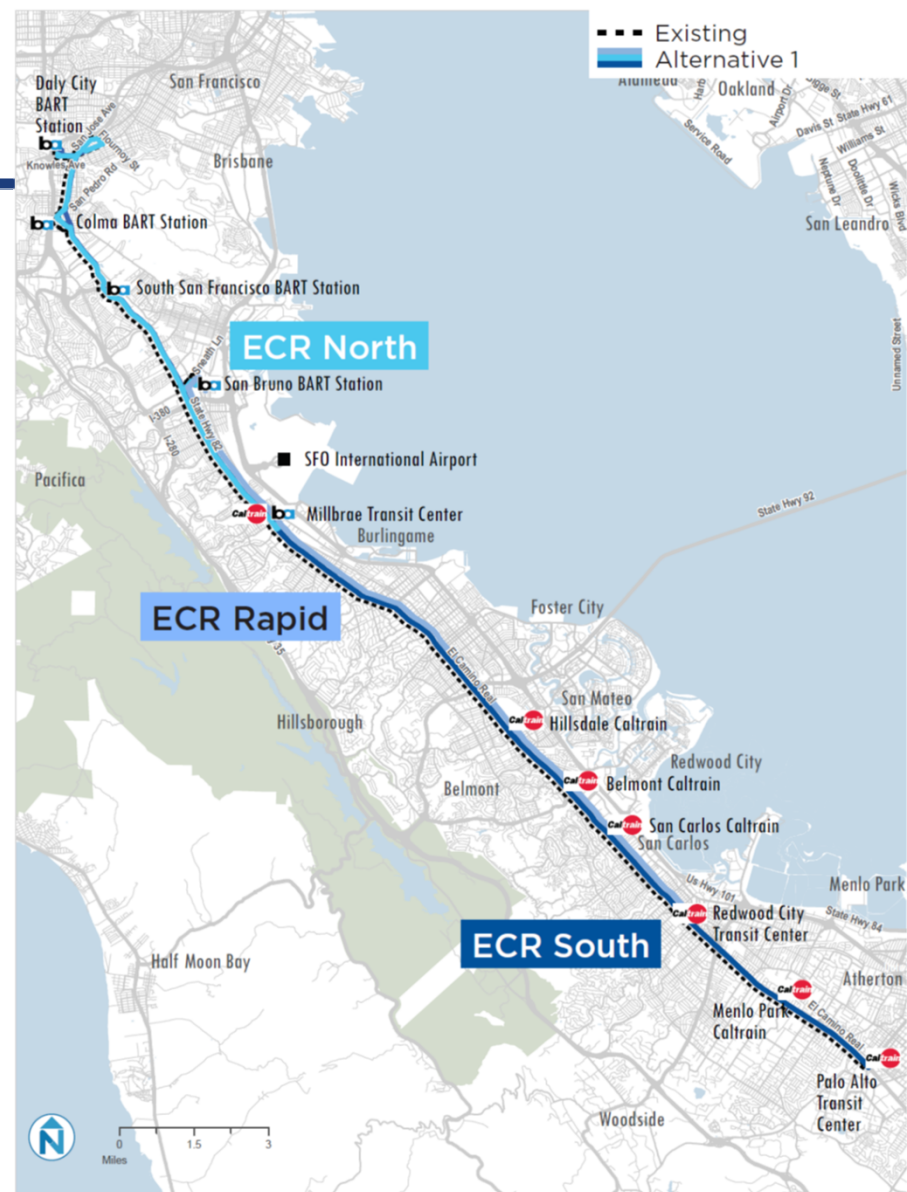


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Route ECR – Alt. 1

- Split into two routes - ECR North and ECR South - at the Millbrae Transit Center
- Route ECR North would operate every 10 min on weekdays and every 15 min on weekends
- Route ECR South would operate every 15 minutes, seven days a week
- Shorten route in Daly City by using Flourney Street
- Reintroduce ECR Rapid service between Redwood City and San Bruno BART





Route ECR – Alt. 2

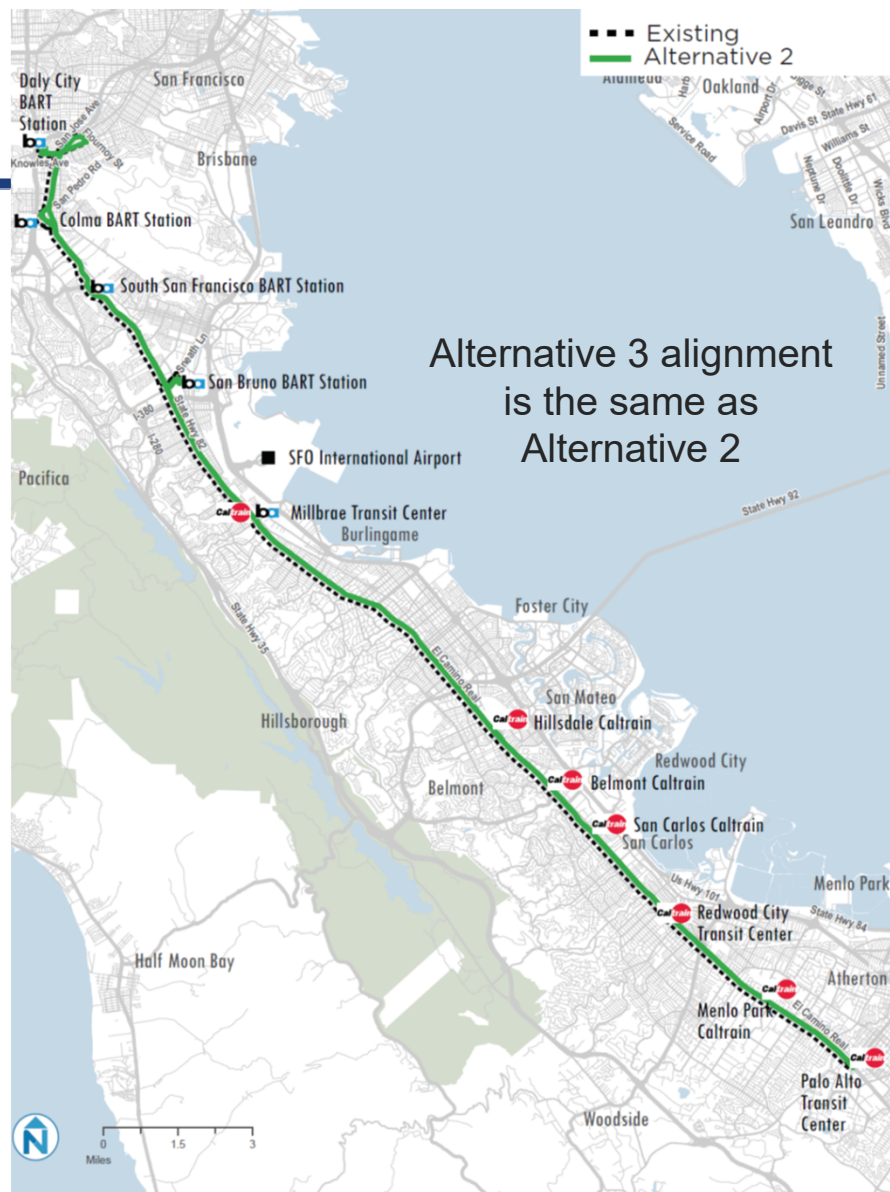
- Reduce the number of stops on route to improve speed and reliability
- Up to 30% of stops could be consolidated, which reduce travel times between Daly City and Palo Alto by 10-15 minutes during peak times
- About 10% of riders would need to walk further to a new stop but all riders would have faster, more reliable service
- Shorten route in Daly City by using Flourney Street









Route ECR – Alt. 3

- Reschedule route to better reflect actual travel speeds
- Hours of service and frequency would not change
- Shorten route in Daly City by using Flourney Street





How do the alternatives compare?

Does the alternative ...		1	2	3
 Customer Focus	Address key themes of rider feedback	●●○	●●○	●●○
	Add more midday and weekend service	●●○	●○○	●●●
	Add frequency	●●●	●●○	●○○
 Workforce Delivery	Reduce pressure on peak service delivery	●●●	●○○	●●○
	Reduce split shifts	●●●	●○○	●●○
 Effective Mobility	Have the potential to increase ridership	●●●	●●○	●○○
	Leverage other transportation investments (101 Managed Lanes, BART, Caltrain)	●○○	●●●	●○○
	Add faster routes with fewer stops	●●○	●●○	●○○
	Provide service to new areas	●○○	●●○	●●●
 Social Equity	Increase percentage of people with access to high-frequency bus service	●●●	●○○	●○○
	Increase access to places within 45 minutes on transit from equity zones	●●○	●●○	●○○
	Increase share of residents in equity zones with high frequency service	●●●	●●○	●○○



PUBLIC INPUT



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Public Input through May 31, 2021

- Ways to participate:
 - Visit www.reimaginesamtrans.com
 - Review route alternatives and take a survey
 - Talk to staff during a live social media event or virtual Q&A session
 - Meetings with stakeholder groups
 - Limited in-person pop-up events





Attend a Virtual Public Meeting

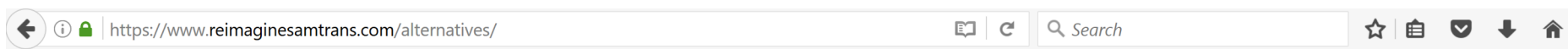
- Mid-County: Thurs, April 29 – 5:30-6:30 PM
– Languages: Spanish and Mandarin
- Coastside: Wed, May 5 – 5:30-6:30 PM
– Languages: Spanish, Mandarin, and Cantonese
- South County: Wed, May 12 – 5:30-6:30 PM
– Languages: Spanish and Mandarin
- North County: Tues, May 18 – 5:30-6:30 PM
– Languages: Spanish, Mandarin, and Cantonese
- Get all meeting information at

www.reimaginesamtrans.com/get-involved



Review and Comment on Proposals

Visit www.reimaginesamtrans.com/alternatives



Reimagine SamTrans > Alternatives



What are the three network alternatives?

The project team designed three new options for bus service. These are known as “bus system alternatives.” Each bus system alternative sets a different vision for future bus service in San Mateo County, and each has benefits and trade-offs.

Click here

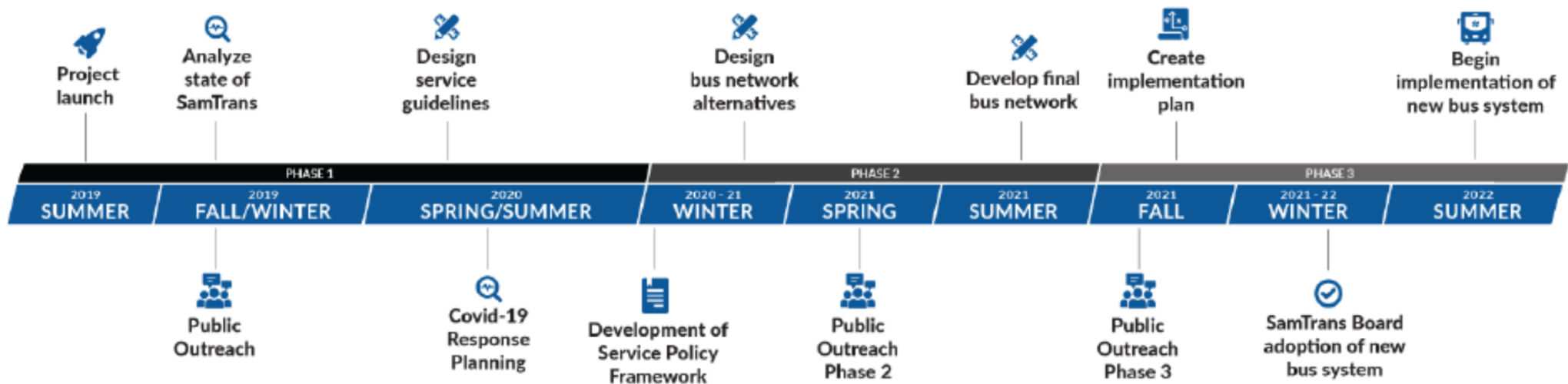


Give Us Your Feedback





What comes next?



We're here



Thank you!

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A close-up photograph of a yellow excavator bucket filled with dark asphalt. The bucket is positioned on a street, and a traffic cone is visible in the background. The scene is part of a construction project for resurfacing and bike lane gap closure.

RECEIVE UPDATE ON RAVENSWOOD AVE. RESURFACING AND BIKE LANE GAP CLOSURE

Complete Streets Commission: May 12, 2021



AGENDA

- Background
- Transportation study
- Study results
- Recommendation
- Next steps

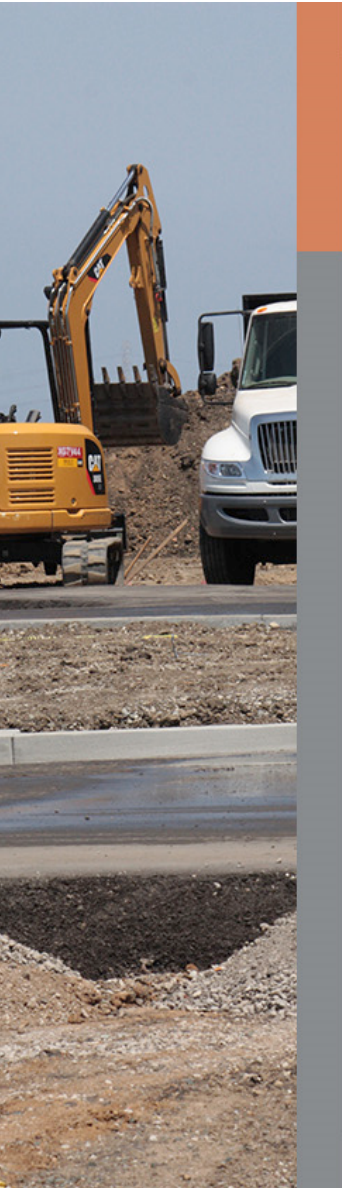


BACKGROUND

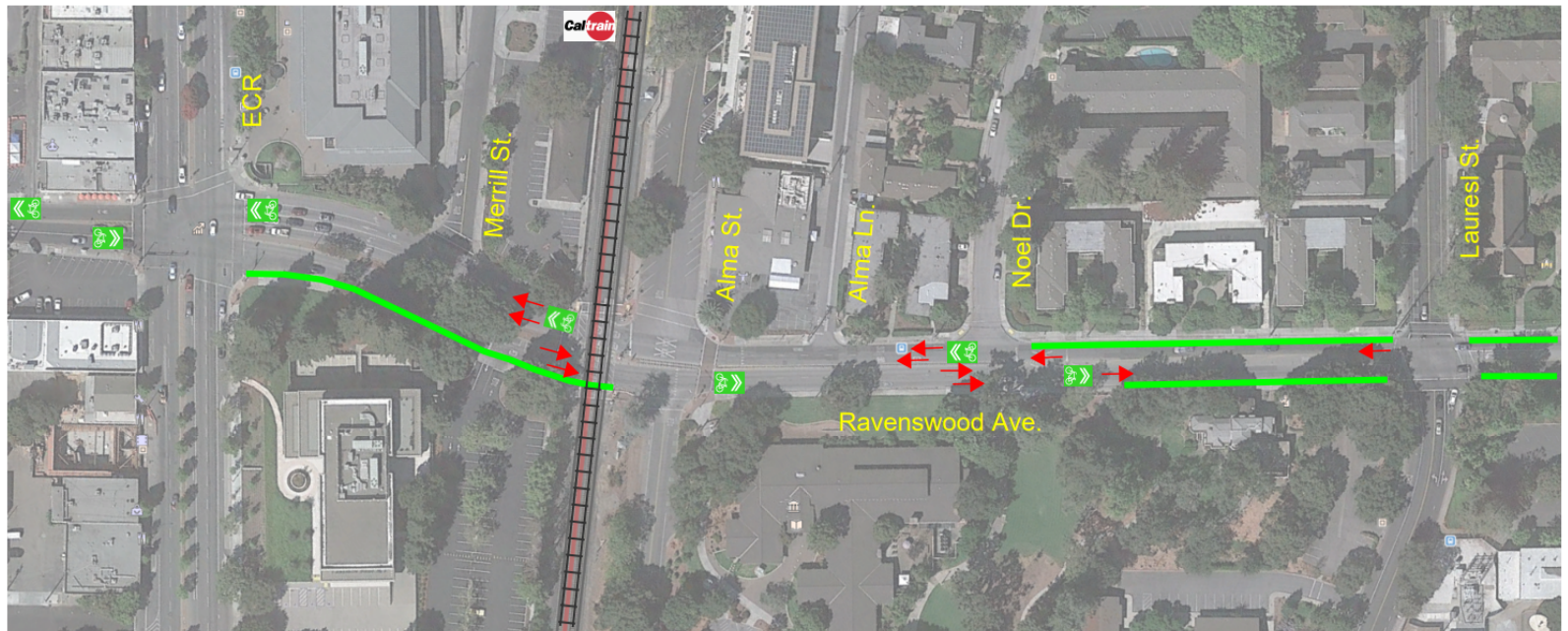
- Ravenswood Ave. resurfacing
 - Capital Improvement Program: fiscal year 2020-2021
 - Alma St. to Marcussen Dr.

- Ravenswood Ave. bike lane project
 - Transportation Master Plan No. 78
 - El Camino Real (ECR) to Noel Dr.






- Ravenswood Ave. bike lane gap closure (Project)
 - Alma St. to Noel Dr.



BACKGROUND



Legends:

 Bike lane	 Bike routes	 Railroad tracks	 Caltrain station	 Travel lanes
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EXISTING CONDITIONS
RAVENSWOOD AVENUE



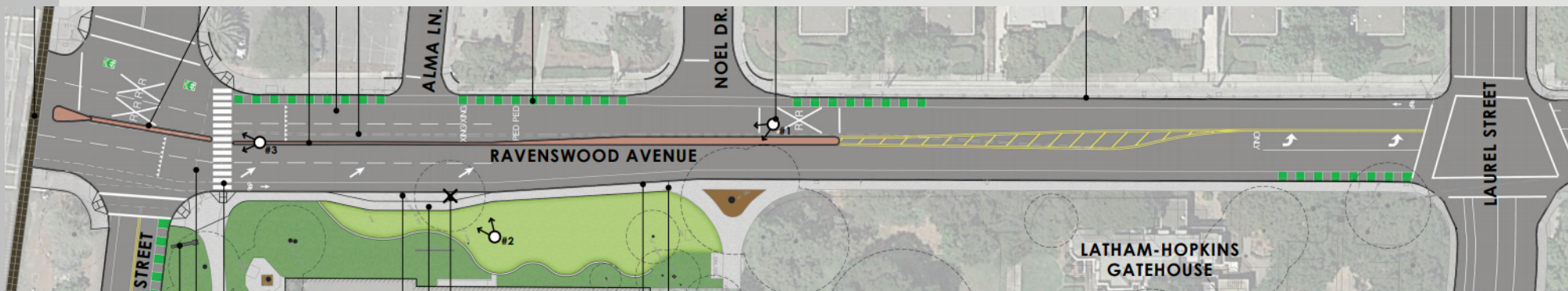
TRANSPORTATION STUDY

- Study area: Ravenswood Ave. from ECR to Laurel St.
- Study concepts: Ravenswood Ave. from Alma St. to Noel Dr.
 - “No project”
 - Concept A: bike lanes w/ two travel lanes in each direction
 - Concept B: bike lanes w/ two travel lanes in eastbound and one travel lane in westbound
- Study metrics:
 - Level of service (LOS)
 - Queue length

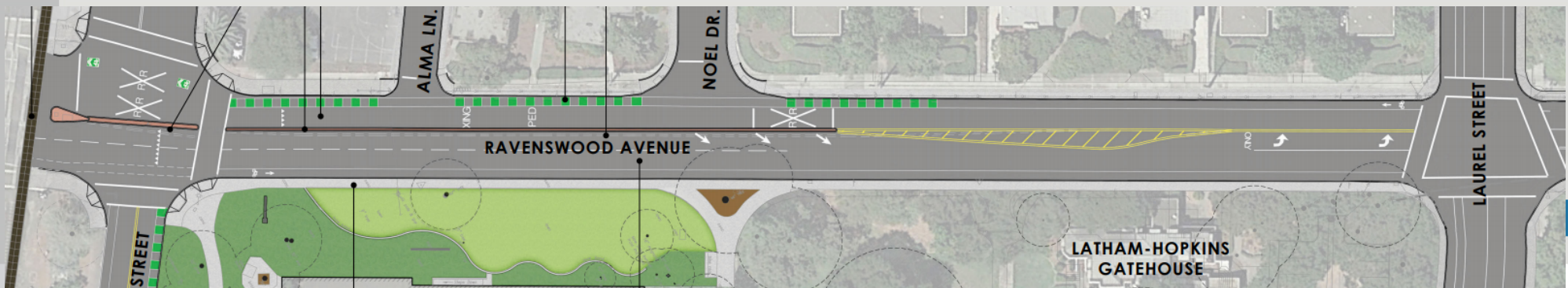


TRANSPORTATION STUDY

Concept A



Concept B





STUDY RESULTS – EXISTING (2019)



AM peak hour



PM peak hour



LEGEND

AM Peak Hour Queuing (ft)

- = No Build
- = Concept A
- = Concept B



STUDY RESULTS – FUTURE (2040)



AM peak hour



LEGEND

AM Peak Hour Queuing (ft)

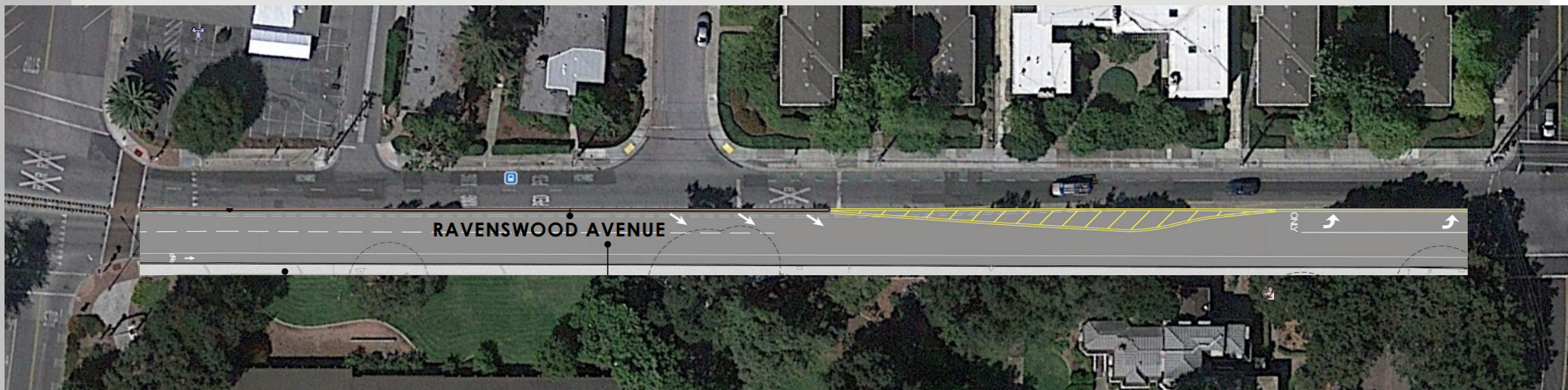
- = No Build
- = Concept A
- = Concept B

PM peak hour



STAFF RECOMMENDATION

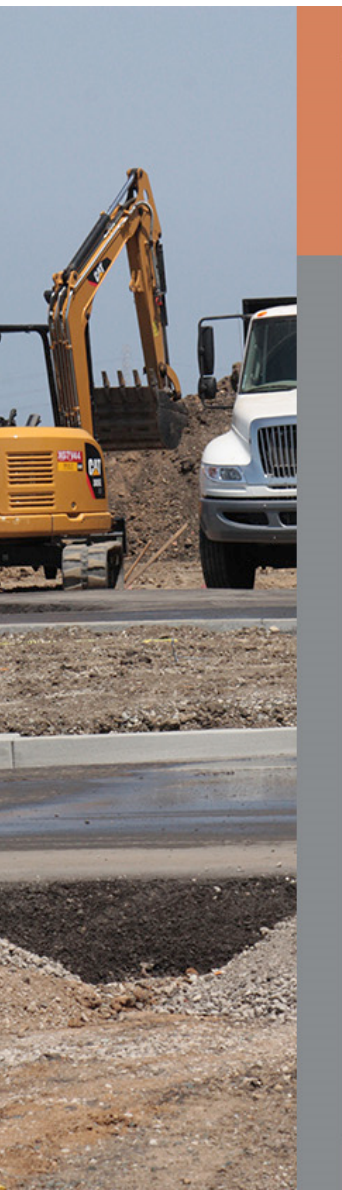
Concept B (MOD) – Eastbound only





NEXT STEPS

- Incorporate commission feedback
- Design phase
- Tentative resurfacing schedule: Summer 2021





THANK YOU /
QUESTIONS



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