



REGULAR MEETING MINUTES

Date: 7/13/2022
Time: 7:00 p.m.
Location: Zoom

A. Call To Order

Chair Cole called the meeting to order at 7:02 p.m.

B. Roll Call

Present: Altman, Behroozi, Cebrian, Cole, Jensen, Kollmann
Absent: King
Staff: Assistant Public Works Director – Transportation Hugh Louch, Associate Transportation Engineer Esther Jung, Engineering Technician Patrick Palmer, Senior Transportation Engineer Kevin Chen

C. Reports and Announcements

Staff Chen reported on City Council actions related to transportation since the June 8, 2022 Commission meeting.

Commissioners Behroozi and Jensen reported debris on the Willow Road and U.S. Highway 101 overpass.

D. Public Comment

- Bill Kirsch requested an update on the Middle Avenue pedestrian and bicycle rail crossing project.
- Terry Barton spoke in support of the reevaluation of the proposed tunnel under Willow Road and the SamTrans railroad tracks.

E. Regular Business

E1. Accept the Complete Streets Commission minutes for June 8, 2022 (Attachment)

- Bill Kirsch spoke about the City's vision zero, complete streets, and climate action goals.

ACTION: Motion and second (Cole/ Cebrian), to accept the Complete Streets Commission minutes for June 8, 2022, including edits to item E2.: removal of "...traffic flow efficiency..." and adding "...to prioritize pedestrian and bicycle safety...", passed 5-0 (Altman abstaining and King absent).

E2. Recommend preferred conceptual designs for Middle Avenue to the City Council (Staff Report #22-010-CSC)

Staff Jung made the presentation (Attachment).

- John Donahoe spoke in favor of moving this project forward and its influence to the opening of the Middle Plaza project.

- Randy Ferrando spoke about sidewalk gaps and requested clarification on the operation of a mini-roundabout.
- Sandy Napel spoke about vehicular circulation at Blake Street, parking needs for Nealon Park, and in opposition to restricting the left turn out of the Safeway driveway on Middle Avenue.
- David Alfano expressed concerns about Safeway driveway operation on Middle Avenue and signal operation at El Camino Real and Middle Avenue.
- Adina Levin spoke in support of Nealon Park parking survey, Safeway driveway relocation, sidewalk gap closure, and expressed concern about two-way bike lanes.
- Susan Erhart spoke in opposition of restricting the left turn out of the Safeway driveway.
- Bill Kirsch spoke in support of the project for pedestrian and bicycle safety, reconfigure Nealon Park frontage parking, speed tables, all-way stop at San Mateo Drive, and parking removal for the entire corridor.
- Ashley Callahan spoke in support of Option 1, expressed concerns about the Nealon Park parking survey accuracy, and suggested postponing the mini-roundabout and speed humps.

The Commission discussed the following advantages and disadvantages of each bicycle lane and parking removal option, two-way bike lanes and proposals for the Safeway driveway, sidewalk gaps on the south side of Middle Avenue, traffic operation and transportation mode interactions at a mini-roundabout and the possibility of a trial phase, signal operation at El Camino Real and Middle Avenue, and proposed traffic calming measures.

ACTION: Motion and second (Behroozi/ Jensen), to recommended the following to City Council:

- Support some level of parking removal and to explore where on-street parking is critical to preserve. Incorporate bus stops and shared pedestrian/bicycle space into final design. Defer final parking design retention decision to staff.
- Support recommended corridor traffic calming measures and the trial Blake Street closure.
- Support trial of mini-roundabout at Middle Avenue/ University Drive, and if infeasible, replacing the Middle Avenue right turn lane at University Drive with a new bulbout.
- Support leading pedestrian interval as a short term improvement at Middle Avenue/ El Camino Real. Evaluate a dedicated intersection design, no right turn on red signal operation on eastbound Middle Avenue, and protected left turn phases on Middle Avenue as long term improvements.
- Support replacing the Middle Avenue right turn lane at Olive Street with a new bulbout.
- Continue to monitor Safeway driveway but take no action. Support Shell gas station driveway closure.
- Support continuous sidewalk on the south side of Middle Avenue.

E3. Recommend to City Council a new Complete Streets Commission meeting start time

Staff Chen introduced the item.

The Commission discussed varying start times.

ACTION: Motion and second (Cole/ Behroozi), to recommend 6:30 p.m. as the new regular commission meeting start time, passed 6-0 (King absent).

E4. Evaluate commission subcommittees to support City Council priorities

The Commission continued this item to a future meeting.

F. Informational Items

F1. Update on major project status

Staff Chen provided updates on the County's Ringwood Avenue/ Coleman Avenue transportation study and the high-speed rail project.

G. Committee/Subcommittee Reports

G1. Update from Downtown Access and Parking Subcommittee

None.

G2. Update from Multimodal Metrics Subcommittee

None.

G3. Update from Safe Routes to School Program Subcommittee

None.

G4. Update from Transportation Master Plan Implementation Subcommittee

None.

G5. Update from Zero Emission Subcommittee

None.

H. Adjournment

Chair Cole adjourned the meeting at 10:01 p.m.

Kevin Chen, Senior Transportation Engineer

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A wide-angle landscape photograph showing a river or stream winding through a green, hilly area. The sky is filled with large, white and grey clouds, suggesting a bright but slightly overcast day. The water reflects the sky and the surrounding greenery.

MIDDLE AVENUE COMPLETE STREETS PROJECT

Complete Streets Commission | July 13, 2022

A close-up photograph of a riverbank. The foreground is dominated by green grass and several small, light purple flowers. The river water is visible on the right side of the frame, showing a slight ripple.

AGENDA

- Project Goals
- Background
- Conceptual Design Alternatives:
 1. Bikeway Facility Design
 2. Intersection Treatments
 3. Traffic Calming Measures
- Next Steps

PROJECT GOALS

- Enhance bicyclist and pedestrian visibility and improve safety of all users
- Provide safe and comfortable cycling and pedestrian infrastructure and encourage sustainable mode of transportation
- Increase accessibility of the corridor by supporting improvements related to Middle Plaza and ongoing study of the grade-separated pedestrian and bicycle crossing

BACKGROUND

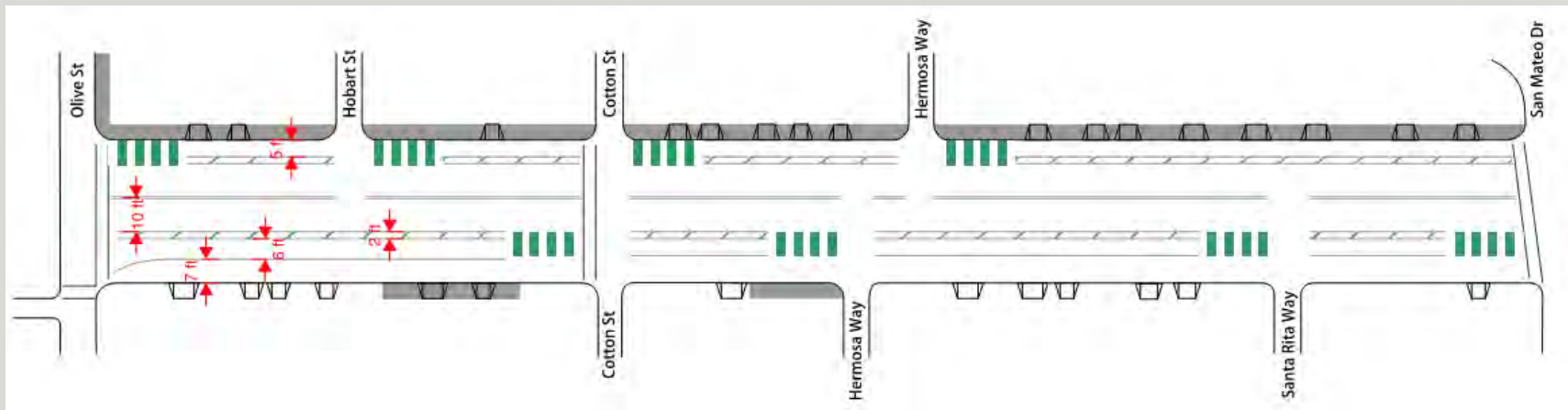
- Existing Conditions
 - 65' City right-of-way
 - 42' wide curb to curb
- Public Meetings and Online Surveys
 - Overall support for bicycle and pedestrian improvements
 - Concerns about bicycling safety, especially for children
 - Support for a removal of parking from at least one side of the street
 - Concerns about speeding vehicles and the lack of traffic calming to slow down vehicles

COMMISSIONER FEEDBACK MAY 11, 2022

- Bicycle infrastructure and on-street parking
- Traffic calming measures
- Others
 - Conduct a parking demand evaluation at Nealon Park and propose frontage parking configuration
 - Explore the possibility of eliminating westbound right turn lanes at University Drive and Olive Street
 - Explore a temporary trial phase for Blake Street closure
 - Evaluate circulation from Safeway and gas station driveways near El Camino Real

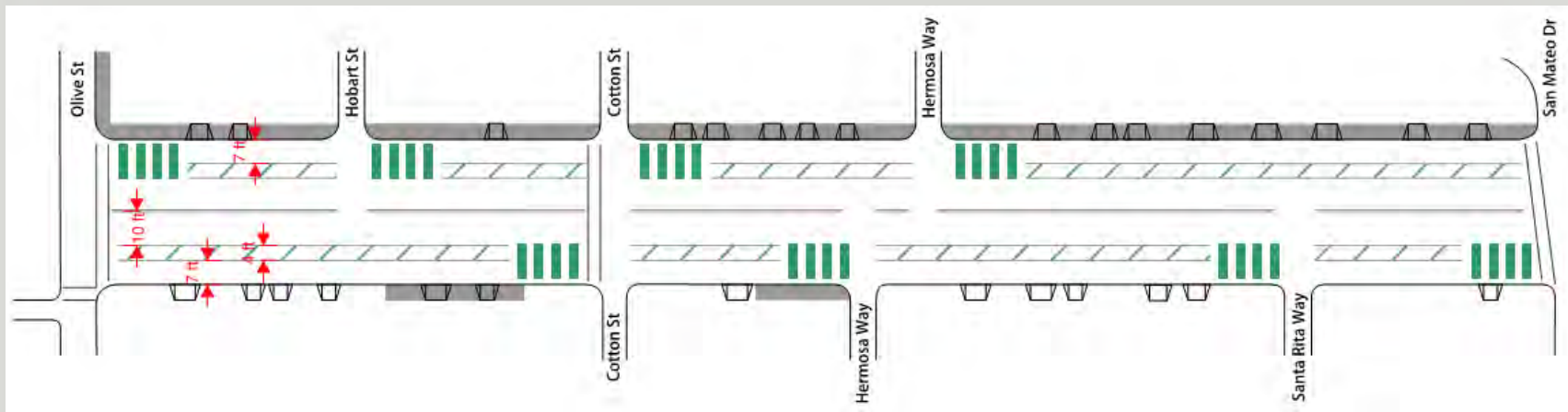
BICYCLE FACILITY DESIGN

OPTION 1 : CLASS II BIKE LANES WITH PARKING



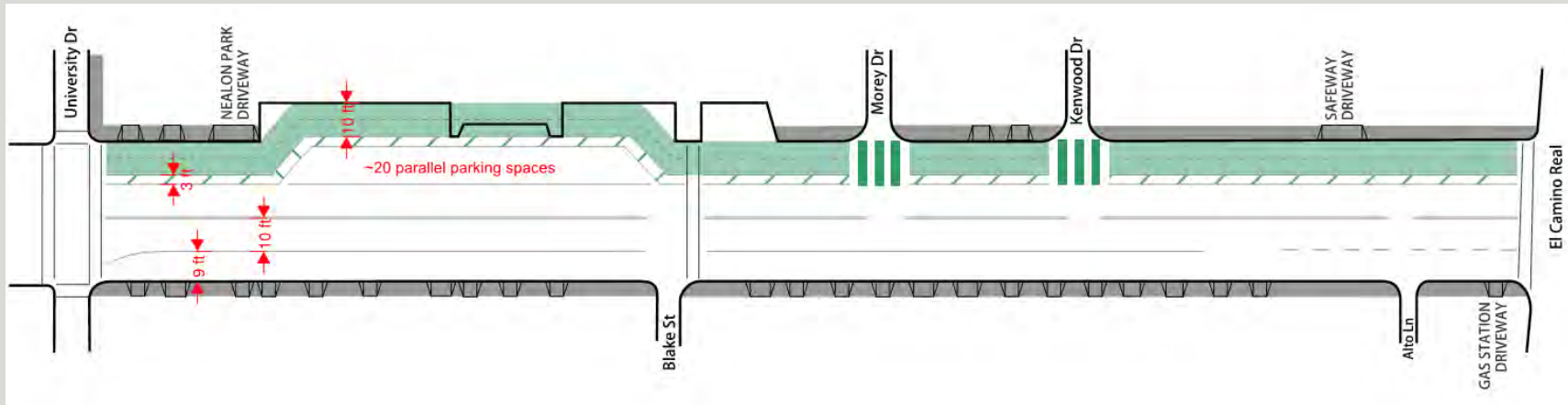
BICYCLE FACILITY DESIGN

OPTION 2 : CLASS II BUFFERED BIKE LANES NO PARKING



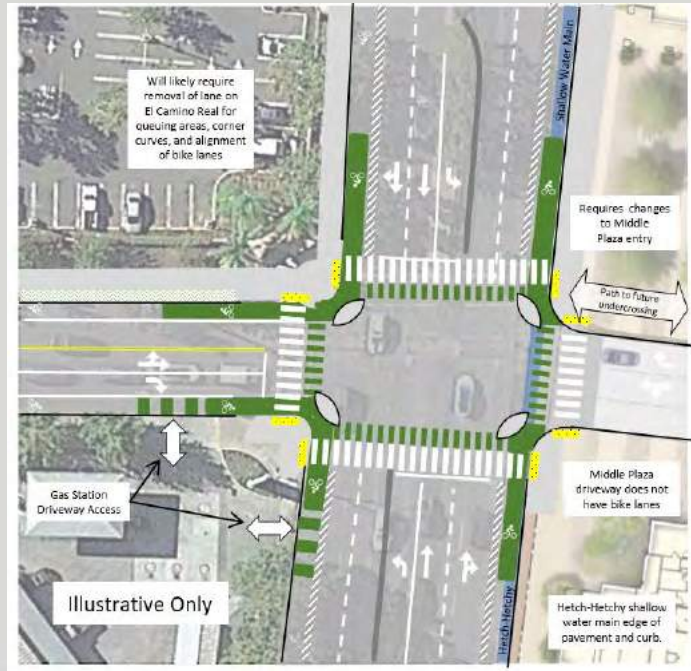
BICYCLE FACILITY DESIGN

OPTION 3 : CLASS IV SEPARATED BIKE LANES W/ OR W/O PARKING

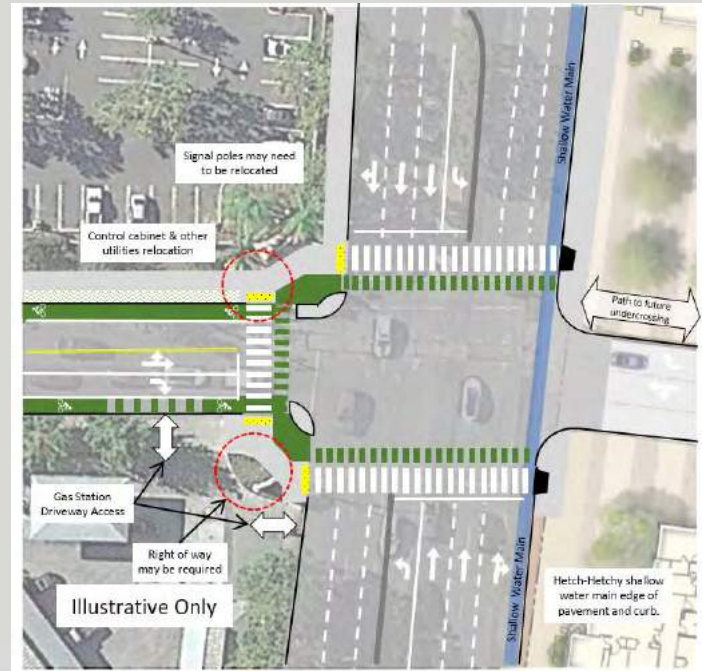


INTERSECTION DESIGN – EL CAMINO REAL

Protected Intersection

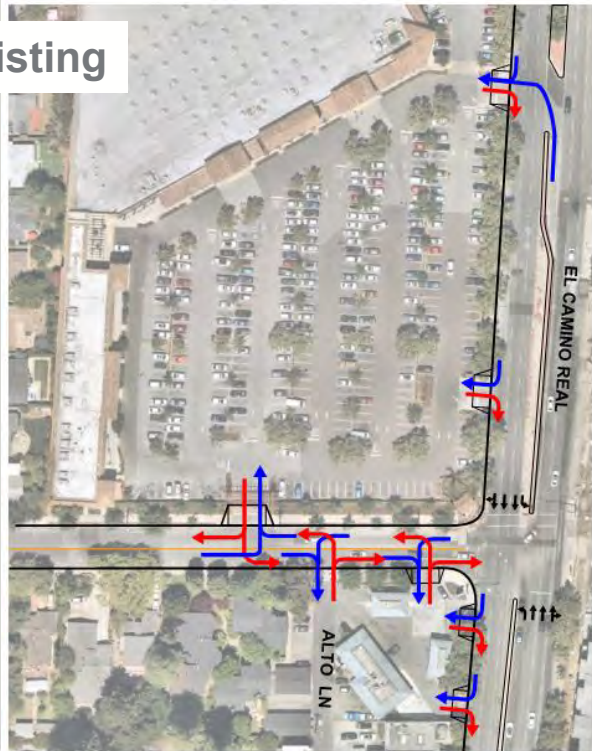


Dedicated Intersection

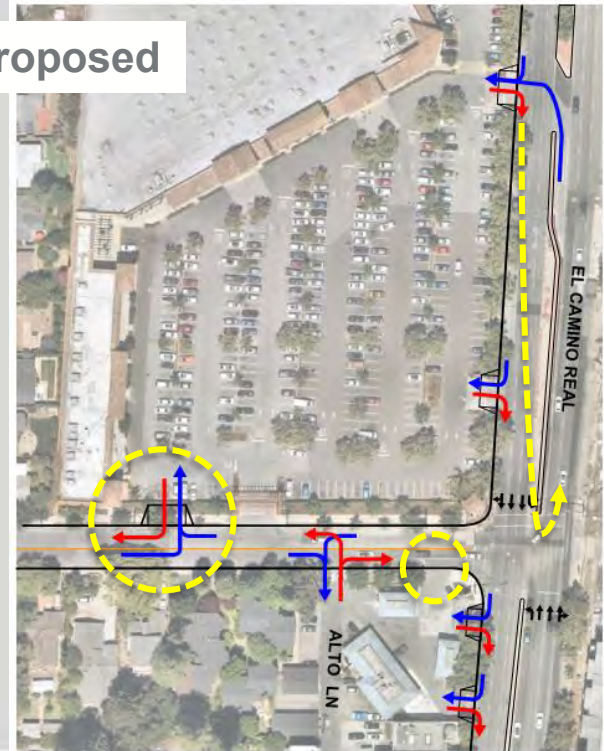


INTERSECTION DESIGN – EL CAMINO REAL

Existing

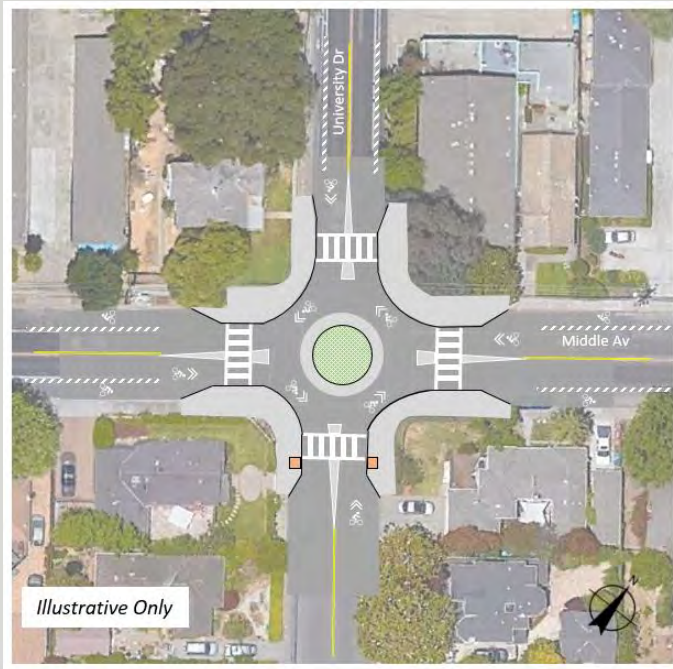


Proposed

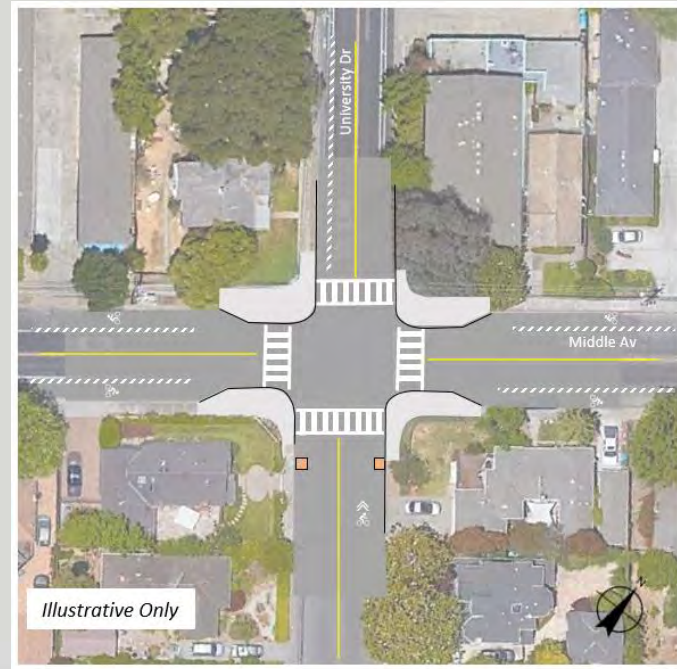


INTERSECTION DESIGN – UNIVERSITY DR & OLIVE STREET

Mini-Roundabout

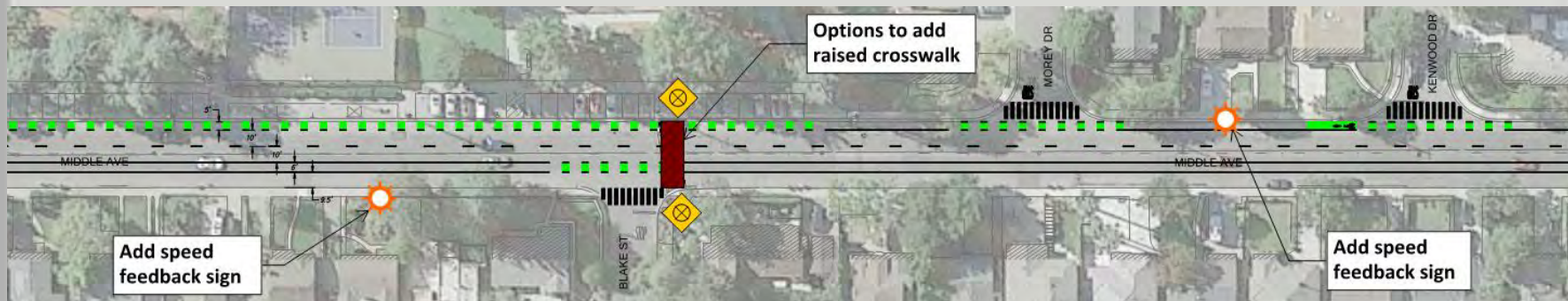


Bulb-Out / Curb Extension



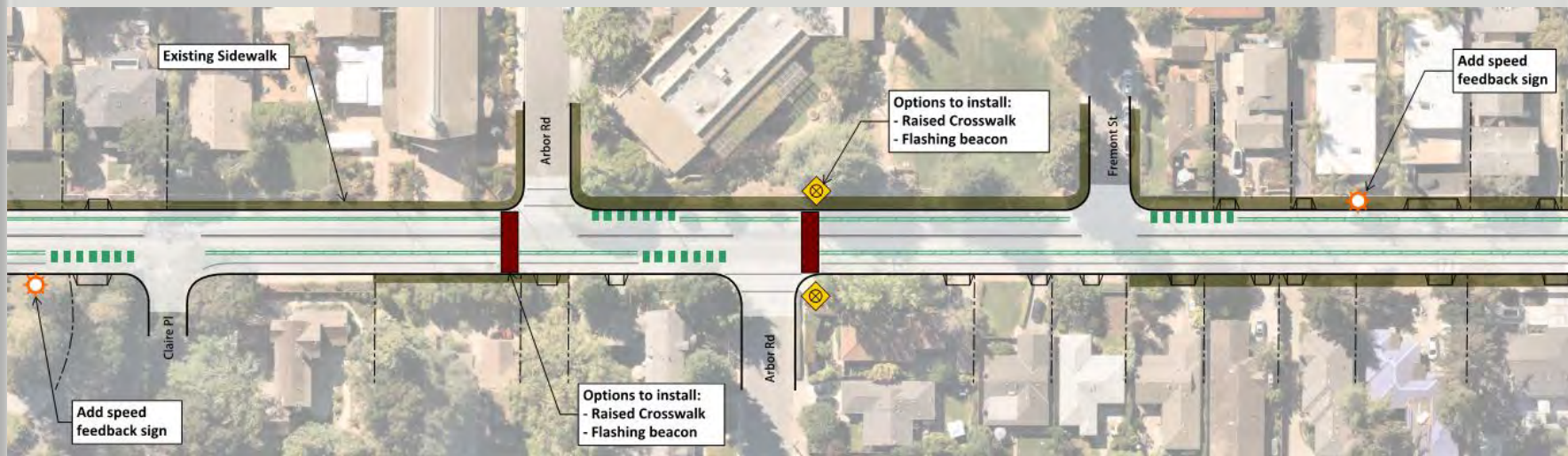
TRAFFIC CALMING MEASURES

Blake Street



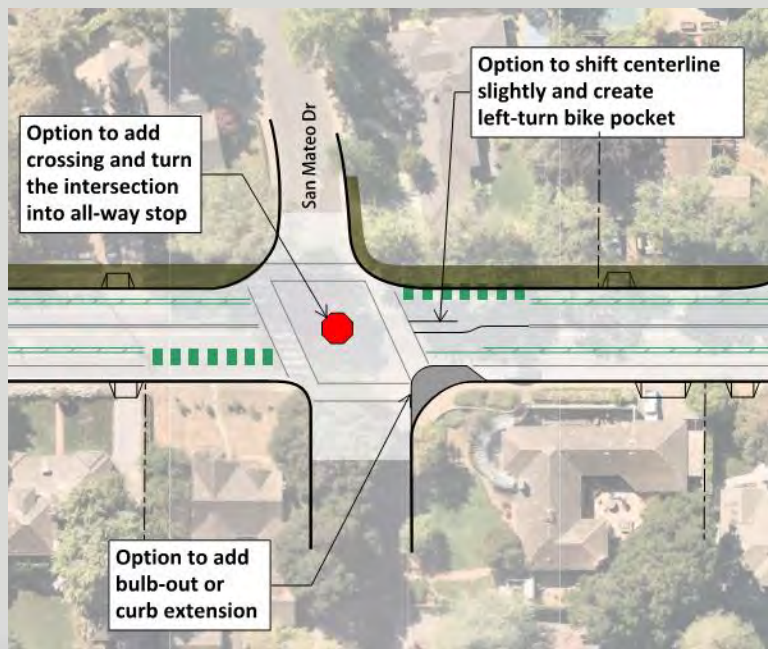
TRAFFIC CALMING MEASURES

Arbor Road

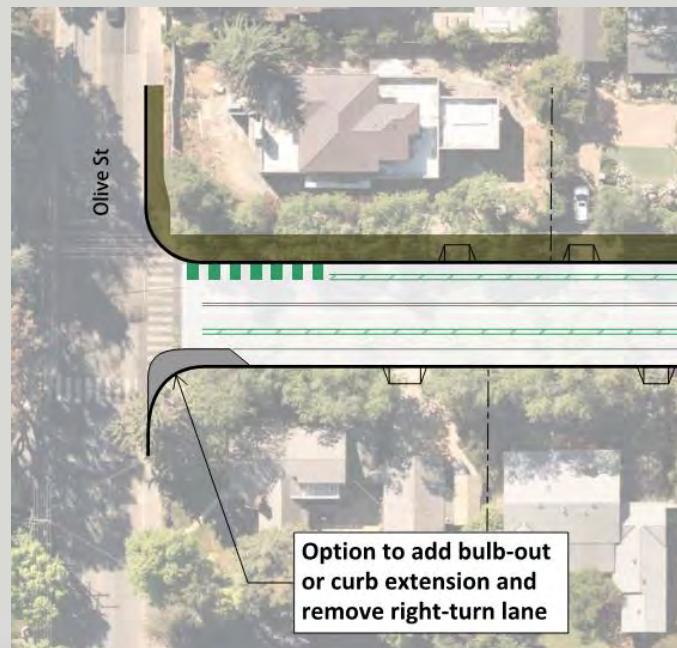


TRAFFIC CALMING MEASURES

San Mateo Drive



Olive Street



BLAKE STREET

- Trial phase of street closure through signs and removable bollards

- Two Options:
 1. Local traffic accessible to/from both ends
 2. Local traffic accessible to/from one end

- Pedestrian and bicyclists space

SUMMARY

OPTIONS	ADVANTAGES	DISADVANTAGES
<p>OPTION 1: Remove parking on one side</p>	<ul style="list-style-type: none"> Accommodates bicyclists traveling between neighborhoods, schools, and other common destinations Maintains on-street parking on the south side Retains space for delivery vehicles 	<ul style="list-style-type: none"> Higher risk of bicycle collisions with opening car doors Limited space for bicyclists to pass other bicyclists without encroaching into the travel lane
<p>OPTION 2: Remove parking from both sides</p>	<ul style="list-style-type: none"> Greater distance between vehicles and bicyclists Without parking, risk of “dooring” accidents is eliminated 	<ul style="list-style-type: none"> No on-street parking along Middle Ave. Package delivery vehicles likely to use bike lane for deliveries Wide space (10’ or more) for bicycle lane and buffer may lead to vehicles passing other vehicles using the bike lane University Drive to El Camino Real would be more impacted due to fewer cross streets
<p>OPTION 3: Separated bikeway El Camino Real to University Dr</p>	<ul style="list-style-type: none"> Improves comfort and safety for bicyclists due to separation from traffic and limited conflict points Improves access to and circulation around Nealon Park and community center 	<ul style="list-style-type: none"> Potential for complicated transition from separated bikeway to bike lanes at University Dr. Requires vertical separation between the bikeway and travel lane (bollards or concrete islands), increasing cost Potential to increase conflicts between drivers and bicyclists in front of Safeway shopping center

SUMMARY

INTERSECTION TREATMENTS	
El Camino Real Intersection Design	Dedicated Intersection*
El Camino Real Safeway	Right-out only at driveway on Middle*
	Relocate driveway further down on Middle*
El Camino Real Gas Station	Close the driveway on Middle*
University Drive	Remove right-turn pocket
	Mini-roundabout
Olive Street	Remove right-turn pocket

**condition on mutual agreement with private parties*

SUMMARY

TRAFFIC CALMING MEASURES	
Blake Street	Raised crosswalk
	Flashing Beacons*
University Drive	Bulb-out/curb extension on Middle
Arbor Road	Raised crosswalk
	Flashing Beacons
San Mateo Drive	All-way stop signs
	Left-turn bike pocket
	Bulb-out/curb extension on Middle
Olive Street	Bulb-out/curb extension on Middle
Additional Measures	Speed tables
	Speed feedback signs

Installed as part of the Nealon Park sidewalk project

NEXT STEP

- Incorporate commission feedback
- Present final recommendation to the City Council for approval
- If approved, staff will proceed with final design of improvements for Middle Avenue
- Middle Plaza by fall 2022

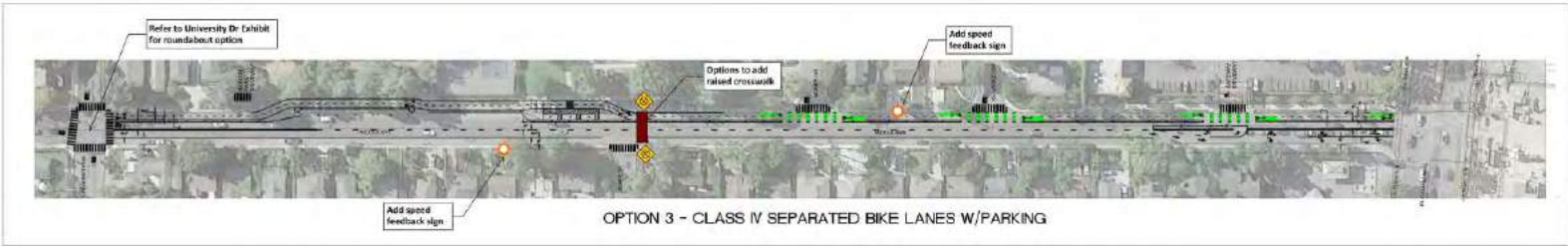
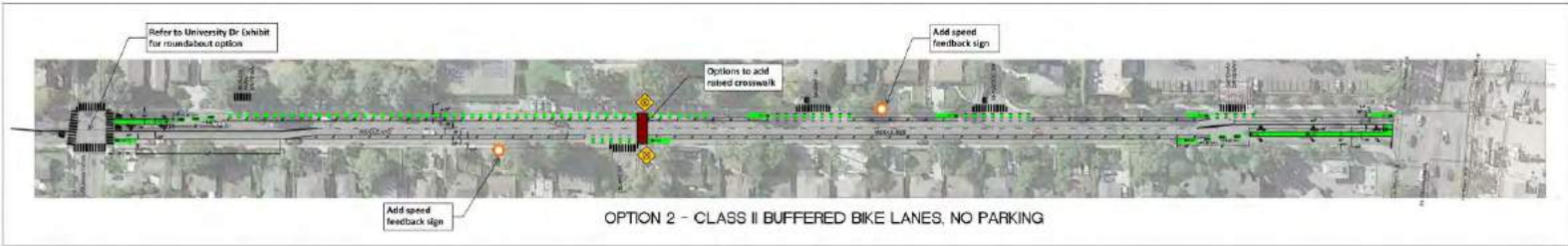


THANK YOU

El Camino Real - University Drive

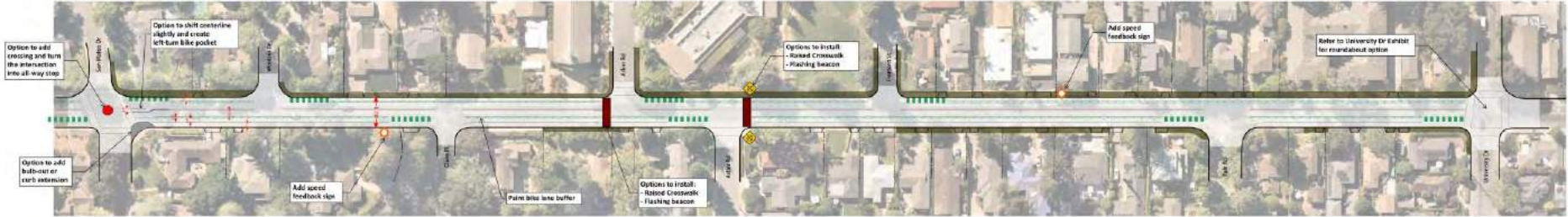


- Flashing beacon
- Raised Crosswalk
- Speed table
- Speed feedback sign
- Curb extension / Bulb-out
- Stop sign

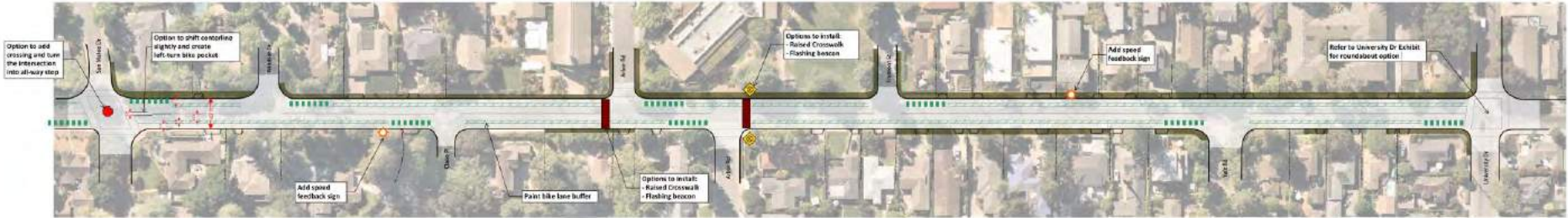


University Drive - San Mateo Drive

Flashing beacon Raised Crosswalk Speed table Speed feedback sign Carb extension / Bulb-out Stop sign



OPTION 1 : CLASS II BIKE LANES W/ PARKING



OPTION 2 : CLASS II BUFFERED BIKE LANES, NO PARKING

San Mateo Drive - Olive Street

◆ Flashing beacon
 ■ Raised Crosswalk
 ■ Speed table
 ⊙ Speed feedback sign
 Curb extension / Bulb-out
 ● Stop sign



OPTION 1 : CLASS II BIKE LANES W/ PARKING



OPTION 2 : CLASS II BUFFERED BIKE LANES, NO PARKING

◆ Flashing beacon
 ■ Raised Crosswalk
 ■ Speed table
 ⊙ Speed feedback sign
 Curb extension / Bulb-out
 ● Stop sign

Table 1: Parking Counts at Nealon Park - Weekdays

		Wednesday, 5/18/22				Thursday, 5/19/22				
		1pm	2pm	4pm	6pm	2pm	4pm	5pm	6pm	7pm
Handicapped	Occupied	4	5	1	1	3	1	0	0	0
Non-Handicapped	Occupied	72	58	49	29	61	55	63	63	69
Unmarked Spaces	Occupied	10	2	7	6	15	8	7	8	9
Total	Occupied	86	65	57	36	79	64	70	71	78
	Vacant	39	52	65	85	51	59	52	52	46
On-street: Middle		4	3	2	2	7	4	4	5	4
On-street: Blake		0	0	1	0	1	0	0	0	0
On-street: Morey		1	1	1	1	5	3	4	2	1

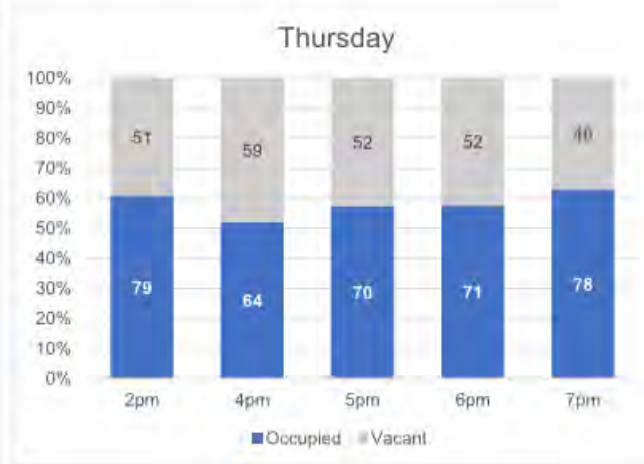
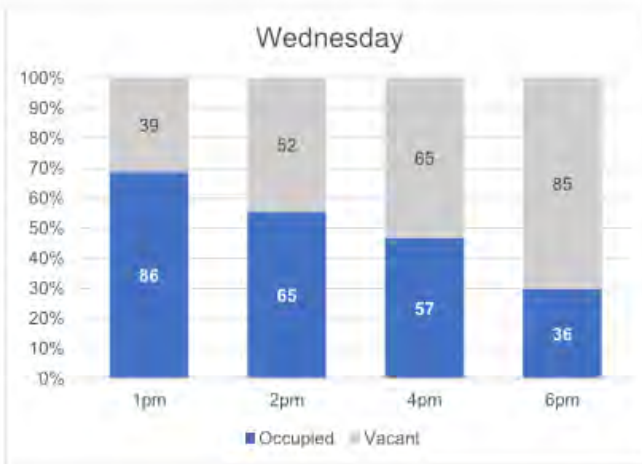


Table 2: Parking Counts at Nealon Park - Weekend

		Saturday, 5/20/22			Sunday 5/21/22		
		10am	12pm	2pm	10am	12pm	2pm
Handicapped	Occupied	1	0	0	0	2	2
Non-Handicapped	Occupied	89	65	78	54	71	47
Unmarked Spaces	Occupied	6	11	12	15	9	6
Total	Occupied	96	76	90	69	82	55
	Vacant	25	50	37	61	42	66
On-street: Middle		5	12	8	5	7	6
On-street: Blake		0	0	1	0	2	2
On-street: Morey		0	2	1	3	0	2

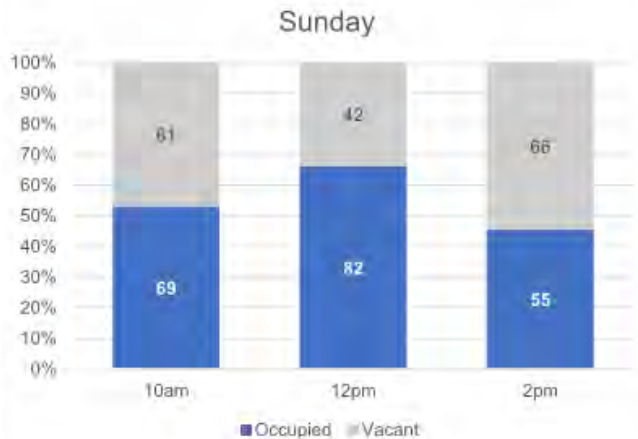
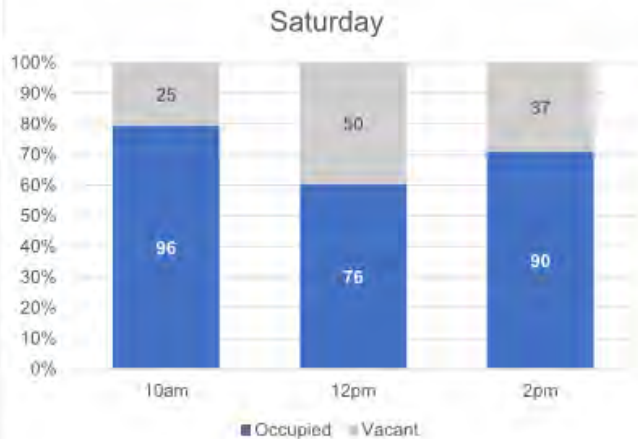


Table 3: Driveway and Garage Capacity

Segment		Number of SFH ¹	Average SFH Garage Size	Average SFH Driveway Capacity
Olive Street – San Mateo Drive	North	21	1.6	2.7
	South	17	1.9	2.9
San Mateo Drive – University Drive²	North	9	1.8	2.1
	South	22	1.7	2.9
University Drive – El Camino Real	North	5	1.0	2.2
	South	26	1.4	2.9

¹ Not including multi-unit housing (i.e. duplex, fourplex, condominiums, etc.)

² Church, preschool, community center, and 10 additional parcels with multi-unit housing are located on the north side of the segment between San Mateo Drive and El Camino Real

Table 4: Cross Streets

Segment		Number of Cross Streets
Olive Street – San Mateo Drive¹	North	4
	South	4
San Mateo Drive – University Drive²	North	4
	South	4
University Drive – El Camino Real³	North	3
	South	2

¹ cross street includes Olive Street, excludes San Mateo Drive

² cross street includes San Mateo Drive, excludes University Drive

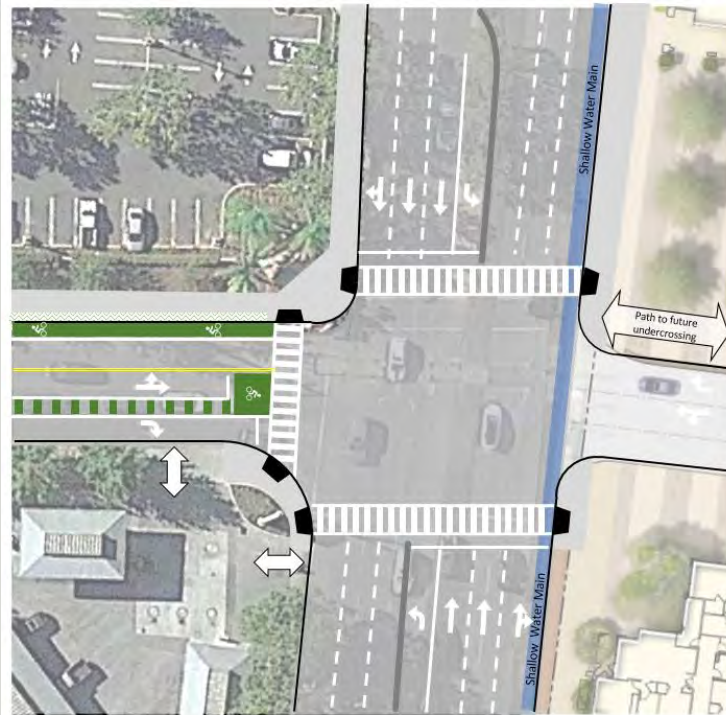
³ cross street includes University Drive. Parking is not allowed on El Camino Real

Traffic Calming Features

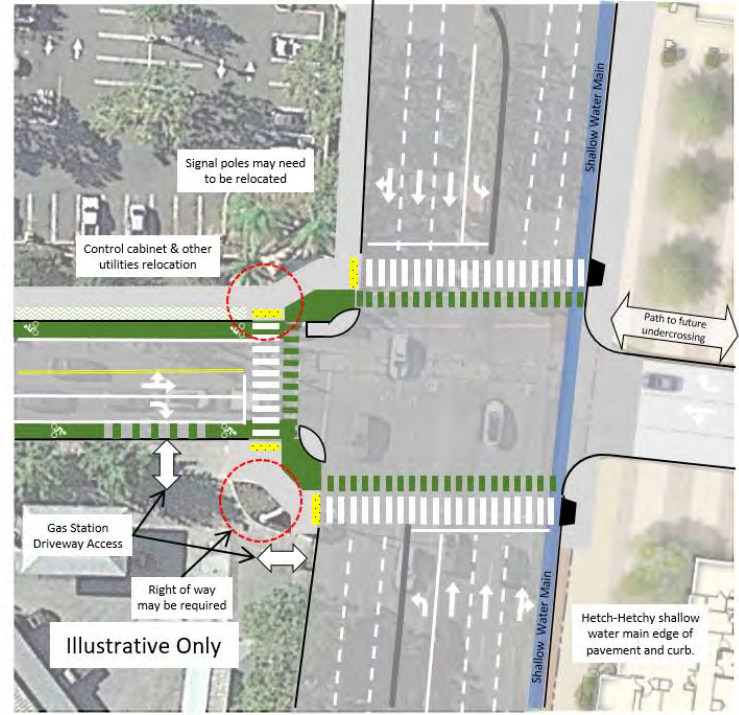


Feature	Pros	Cons	Location		Typical Cost
			Intersection	Street Segment	
Flashing beacons (RRFB)	<ul style="list-style-type: none"> Higher vehicle yield rate to pedestrians No impact to emergency vehicles 	<ul style="list-style-type: none"> No secondary traffic calming effect Higher construction cost 	x	x	Medium
Speed tables or speed humps	<ul style="list-style-type: none"> Reduces speed Speed tables are preferred by Menlo Fire 	<ul style="list-style-type: none"> May increase noise Driver discomfort if immediate adjacent to driveways 		x	Low
Raised crosswalks	<ul style="list-style-type: none"> Improve safety for both vehicles and pedestrians Effective in reducing speeds, though not to the extent of speed bumps 	<ul style="list-style-type: none"> Potential impact to drainage Impact to emergency vehicle 	x		Medium
Speed feedback signs	<ul style="list-style-type: none"> Visually remind drivers of speed and alerts violators without affecting normal traffic 	<ul style="list-style-type: none"> Effectiveness may be reduced over time as regular drivers become desensitized Some drivers may ignore knowing that the signs do not include automated enforcement 		x	Low
Bulb-out/ Curb extension/ Corner Radius Reduction	<ul style="list-style-type: none"> Reduces speeds of turning vehicles Shortens pedestrian crossing distance Prevents street parking near intersection 	<ul style="list-style-type: none"> Makes right-turns more difficult for large vehicles May result in loss of street parking 	x		Medium
All-way stop signs	<ul style="list-style-type: none"> Requires vehicles to stop Prioritizes pedestrian crossings 	<ul style="list-style-type: none"> Effectiveness may be reduced if drivers do not stop Not effective in situations with limited cross-traffic or pedestrian and bicycle volumes 	x		Low
Roundabout	<ul style="list-style-type: none"> Reduce number of conflicts between transportation modes Better traffic flow 	<ul style="list-style-type: none"> May require more intersection space to implement Relatively new feature for Menlo Park 	x		Medium
Left-turn bike pocket	<ul style="list-style-type: none"> Provides dedicated space for turning bicyclists 	<ul style="list-style-type: none"> Relatively new feature for Menlo Park 	x		Low
Turn restrictions	<ul style="list-style-type: none"> Limits specific turning movements especially where volume control is desired Does not limit emergency vehicles from accessing sites 	<ul style="list-style-type: none"> May divert traffic problem onto another street or intersection May increase trip lengths for some drivers or limit access for local homeowners/businesses 	x		Low
Reduce Travel Lane Width	<ul style="list-style-type: none"> Allows inclusion of other facilities, such as bicycle lanes and medians Reduces travel speeds 	<ul style="list-style-type: none"> May not be appropriate for higher volume streets with significant numbers of large vehicles 		x	Low
Traffic Enforcement	<ul style="list-style-type: none"> Produces immediate results and can be effective where streets experience excessive speeding or stop sign violations Can be deployed on short notice and during specific hours when problem occurs 	<ul style="list-style-type: none"> Takes considerable staff time and there are limited resources Effectiveness typically does not last beyond enforcement period 	x	x	Medium

INTERSECTION DESIGN – EL CAMINO REAL



Standard Intersection Treatment



Dedicated Intersection



CITY COUNCIL AND COMMISSIONS MEETING START TIME

- City Council – 6:00 pm
- Complete Streets Commission – 7:00pm
- Environmental Quality Commission – 6:00 pm
- Housing Commission – 6:30 pm
- Library Commission – 6:30 pm
- Park and Recreation Commission – 6:30 pm
- Planning Commission – 7:00 pm

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