



SPECIAL MEETING MINUTES

Date: 4/17/2023
Time: 6:30 p.m.
Location: Teleconference and
City Council Chambers
751 Laurel St., Menlo Park, CA 94025

A. Call To Order

Chair Cole called the meeting to order at 6:34 p.m.

B. Roll Call

Present: Altman, Behroozi, Cebrian, Cole, King
Absent: Kollmann
Staff: Assistant Public Works Director – Transportation Hugh Louch, 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 March 8 Commission meeting.

D. Regular Business

D1. Accept the Complete Streets Commission minutes for March 8, 2023

ACTION: Motion and second (Behroozi/ Cebrian), to accept the Complete Streets Commission minutes for March 8, 2023, passed 5-0 (Kollmann absent).

D2. Provide feedback on the Caltrain quiet zone study (Staff Report #23-003-CSC)

Staff Louch and Consultant Peter Meyerhofer of Kimley-Horn and Associates made the presentation (Attachment).

- Adrian Brandt spoke in support of quiet zone implementation at two crossings.
- Maria Amundson spoke in support of quiet zone implementation at two crossings.
- Ezio Alviti spoke in support of quiet zone implementation.

The Commission discussed the quiet zone boundary, project timing with Caltrain grade separation and high-speed rail projects, median extension on Oak Grove at Merrill Street, other potential noise concerns, funding opportunities, project phasing, and project timeline.

The Commission supported:

- Developing an agreement with Caltrain to advance the design, and;
- Extending the median on Oak Grove Avenue, removing left turns onto Merrill Street and Garwood

Way, and;

- Prioritizing four quadrant gates at Ravenswood Avenue and Oak Grove Avenue if able to expedite timeline.

D3. Provide direction on Ravenswood Avenue bike lane pilot (Staff Report #23-004-CSC)

Staff Louch made the presentation (Attachment).

- Robert Cronin requested clarification on the project scope, design, and timeline.

The Commission discussed potential improvement options, vehicular queuing impact, signal detection issues, online survey access, bicyclist behavior, pedestrian safety evaluation, and project timeline.

ACTION: Motion and second (Behroozi/ Cebrian), to recommend to the City Council to make the pilot permanent, and report back on final pedestrian crossing improvements, passed 5-0 (Kollmann absent).

D4. Update on El Camino Real pedestrian and bicycle improvements (Staff Report #23-005-CSC)

Staff Louch made the presentation (Attachment).

- Robert Cronin spoke in support of keeping exclusive right turn lanes on Oak Grove Avenue at El Camino Real.

The Commission discussed impacts of a Menlo Avenue bulbout for right turning trucks from ECR, right hook auto/bike collisions at Oak Grove Avenue, pedestrian audible signals, potential conflict with future El Camino Real bike lanes, and other pedestrian improvements.

E. Informational Items

E1. Update on major project status

Staff Chen provided updates on the Terminal Avenue and Del Norte Avenue all-way stop and the Comprehensive Shuttle Program evaluation.

Staff Louch provided updates on the County's Coleman Avenue and Ringwood Avenue transportation study.

F. Committee/Subcommittee Reports

None.

G. Adjournment

Chair Cole adjourned the meeting at 9:14 p.m.

Kevin Chen, Senior Transportation Engineer

City of Menlo Park / City of Palo Alto
Quiet Zone Study

Kimley»Horn



Overview

1. Quiet zone basics
2. Quiet zone process
3. Study area
4. Proposed safety improvements
5. Next steps

Why do trains sound their horns?

- Railroads are regulated by the Federal Railroad Administration (FRA)
- Train horns are required by the FRA
- Decibel level requirements for horns
- Advance notice (20 seconds)



What is a Quiet Zone?

- A Quiet Zone exists where a train horn does not need to sound
- The crossings need to be upgraded to be safer without horns than they are in current state with horns.
- Achieved via:
 - Supplemental Safety Measures (SSM) at every crossing; or
 - Proposed design's Quiet Zone Risk Index (QZRI) qualifying for Quiet Zone



Most crossings, as they exist today, would not meet the safety thresholds to implement a Quiet Zone.



Quiet Zone Study The Process

PHASE I Study (CURRENT)

- Agency Coordination
- Conceptual Design / Safety Analysis
- Public Outreach
- Final Report

PHASE II Implementation (FUTURE)

- Permitting (CPUC, Caltrain)
- Final Design
- Funding
- Construction
- FRA Certification

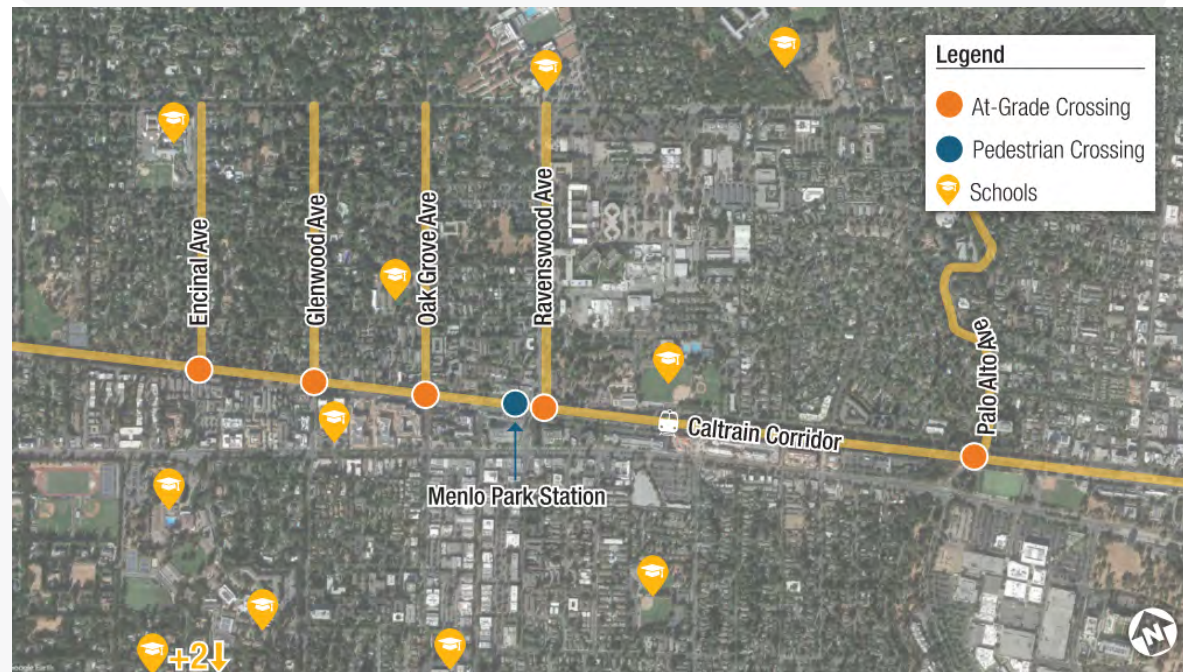
The Menlo Park / Palo Alto Quiet Zone Study Area

Menlo Park Study Area

- Encinal Ave
- Glenwood Ave
- Oak Grove Ave
- Menlo Park Station (pedestrian crossing)
- Ravenswood Ave

Palo Alto Study Area

- Palo Alto Ave





DESIGN FOCUS AREAS

Safety
Improvements

- Four-quadrant gates
- Raised medians
- Sidewalk realignment
- Refreshed roadway striping and updated signage

DESIGN FOCUS AREAS

Safety
Improvements

- Four-quadrant gates

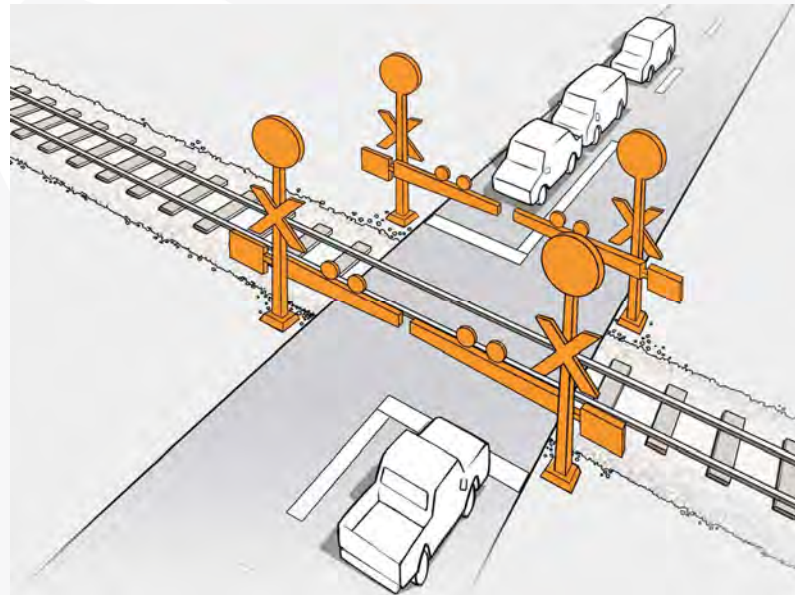
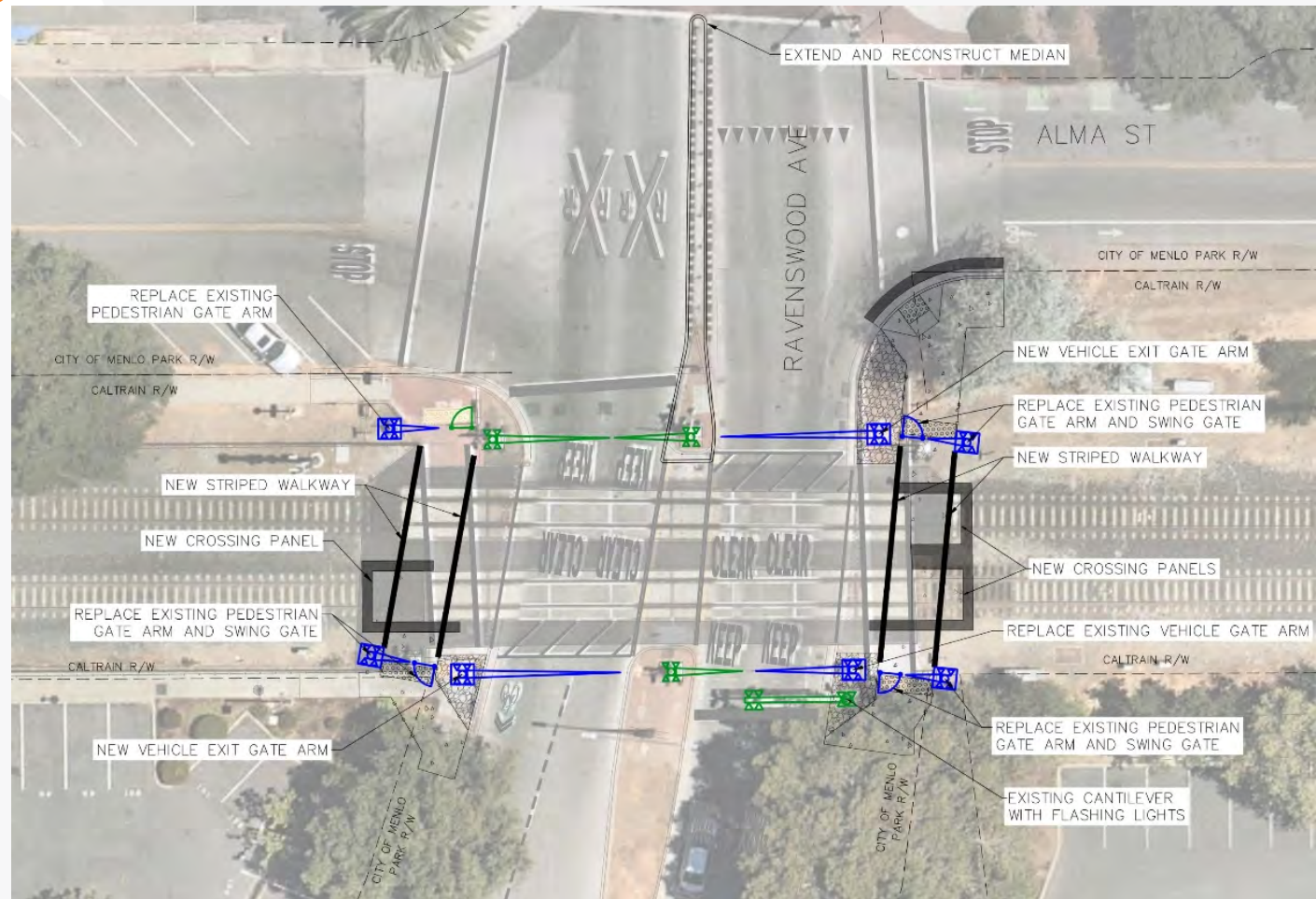


Image: <https://hsr.ca.gov/about/safety/quad-gates/>

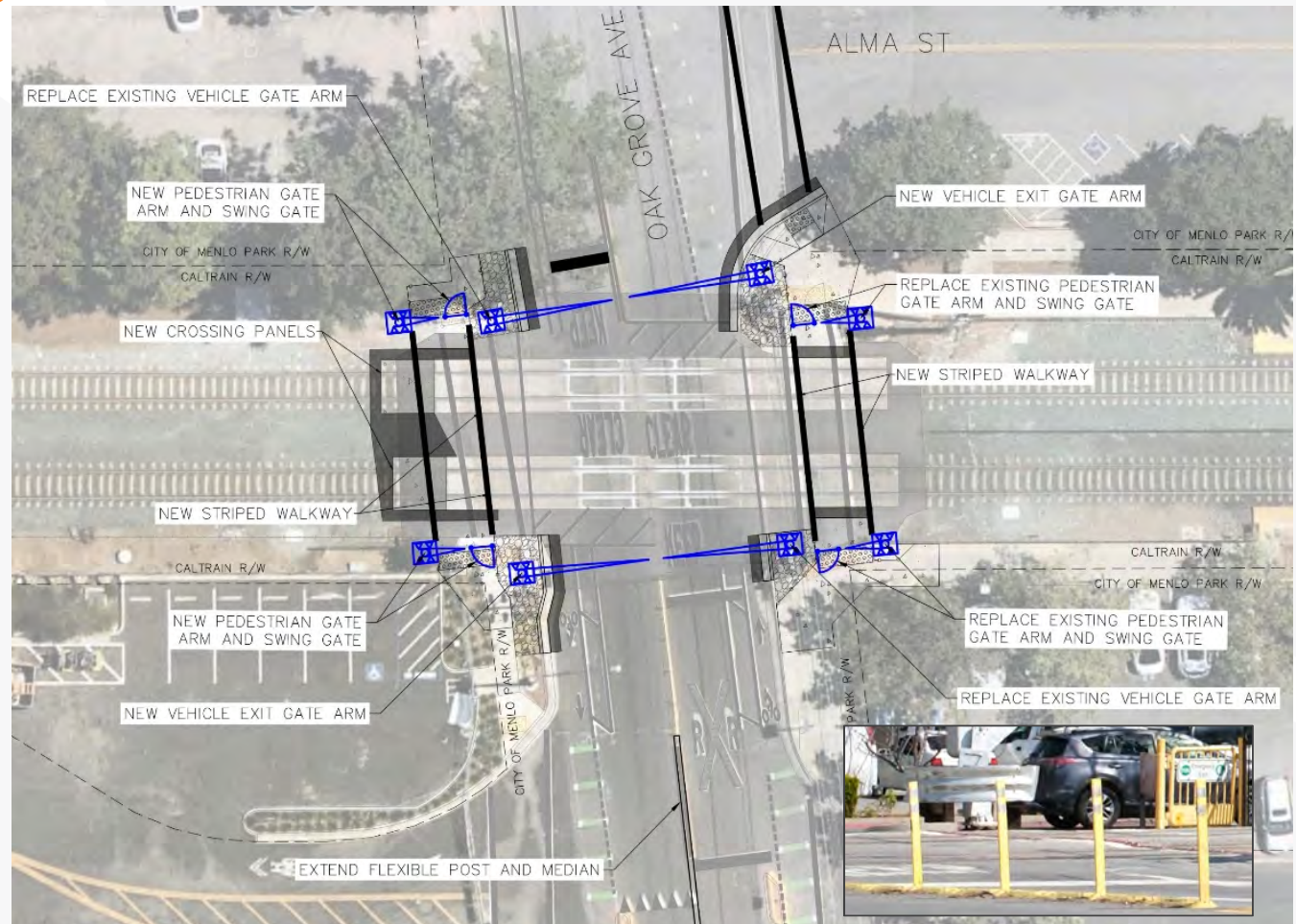
Ravenswood Ave

- Four-quadrant gates
- Sidewalk realignment
- Refreshed striping and signage



Oak Grove Ave

- Four-quadrant gates
- Sidewalk realignment
- Refreshed striping and signage
- Extend median



FUTURE Next Steps

- Permitting (CPUC, Caltrain)
- Final Design
- Funding
- Construction

Crossing/scenario	Cost estimate
Ravenswood Avenue	\$1,900,000
Oak Grove Avenue	\$2,100,000
Glenwood Avenue	\$2,100,000
Encinal Avenue	\$2,100,000
<i>Risk method – Ravenswood + Oak Grove</i>	<i>\$4,000,000</i>
<i>SSM method – all four crossings</i>	<i>\$8,500,000</i>

The logo for Kimley»»Horn is displayed in white text on a dark red background. The word 'Kimley' is followed by three right-pointing chevrons (»») and the word 'Horn'. Below the main text is the tagline 'Expect More. Experience Better.' in a smaller font. The background of the slide features abstract, overlapping shapes in orange, light grey, dark red, lime green, and blue.

Expect More. Experience Better.

Questions?



RAVENSWOOD BIKE LANE PILOT

Complete Streets Commission – April 17, 2023

ANN BERGA FAMILY
GYMNASIUM



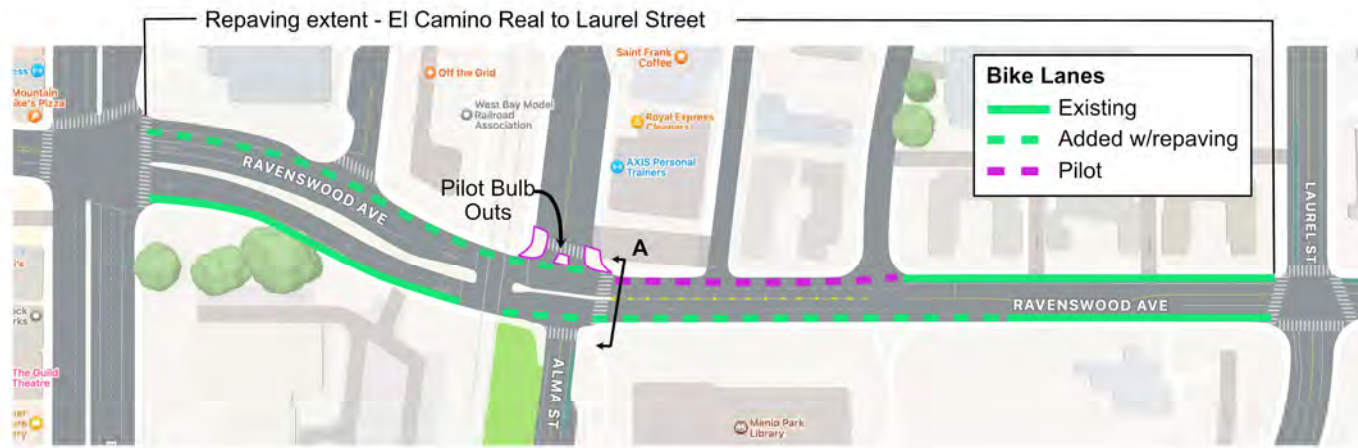
AGENDA

- Project description and background
- Queuing analysis
- Public survey
- Commission feedback

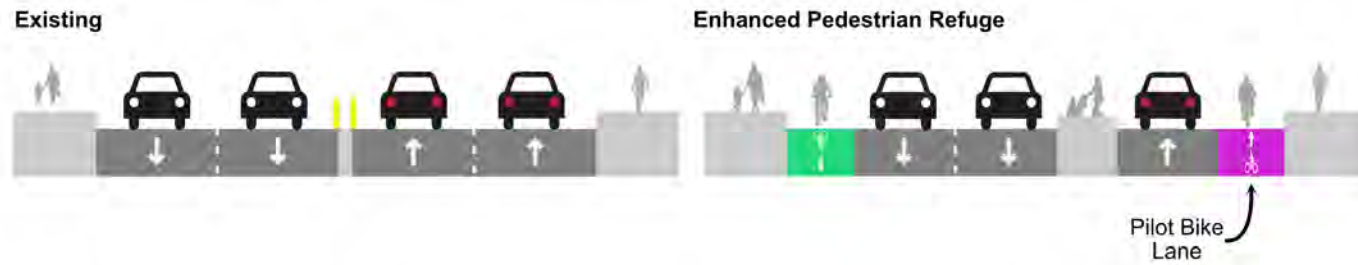




PROJECT DESCRIPTION



A - Cross Section At Pedestrian Crossing of Ravenswood





PROJECT BACKGROUND



- Spring 2022 – Complete Streets Commission recommended and City Council directed staff to pursue the pilot as part of resurfacing
- Resurfacing project – late April to June 2023
- Staff installed pilot in advance of resurfacing – a March 2, 2023
- Notifications – City Digest, flyers, social media, CSC and City Council announcements



EVALUATION METRICS

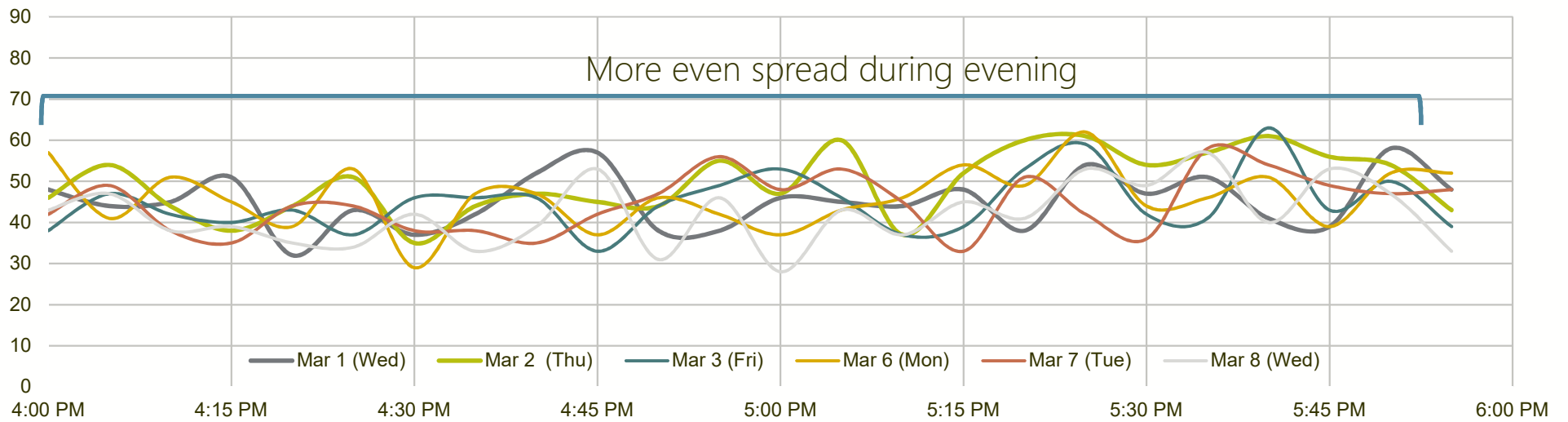
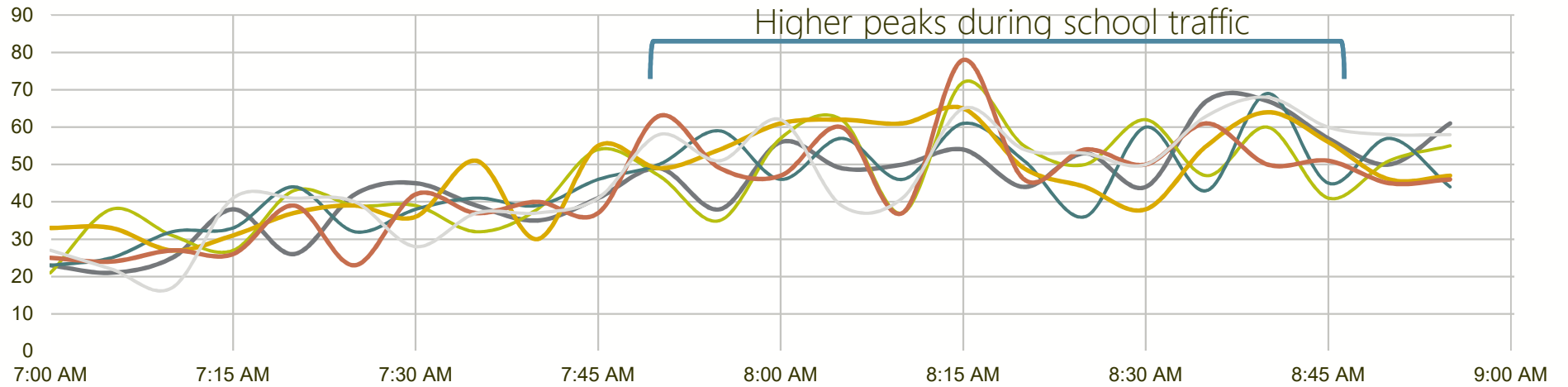
Metric	Source	Variables
Morning / evening peak hour vehicular queues	Observations	Queue distance relative to Laurel Street
Pre- and post- pilot vehicular volumes (on Ravenswood Ave and Oak Grove Ave)	Observations	Change in vehicular volumes
Pre- and post- pilot bicycle volumes	Observations	Change in bicycle volumes Pedestrian crossings at Alma St
Community feedback survey	Online survey	Percent support Perceived safety/comfort
Bicycle and pedestrian collisions	Police Department	Number of collisions



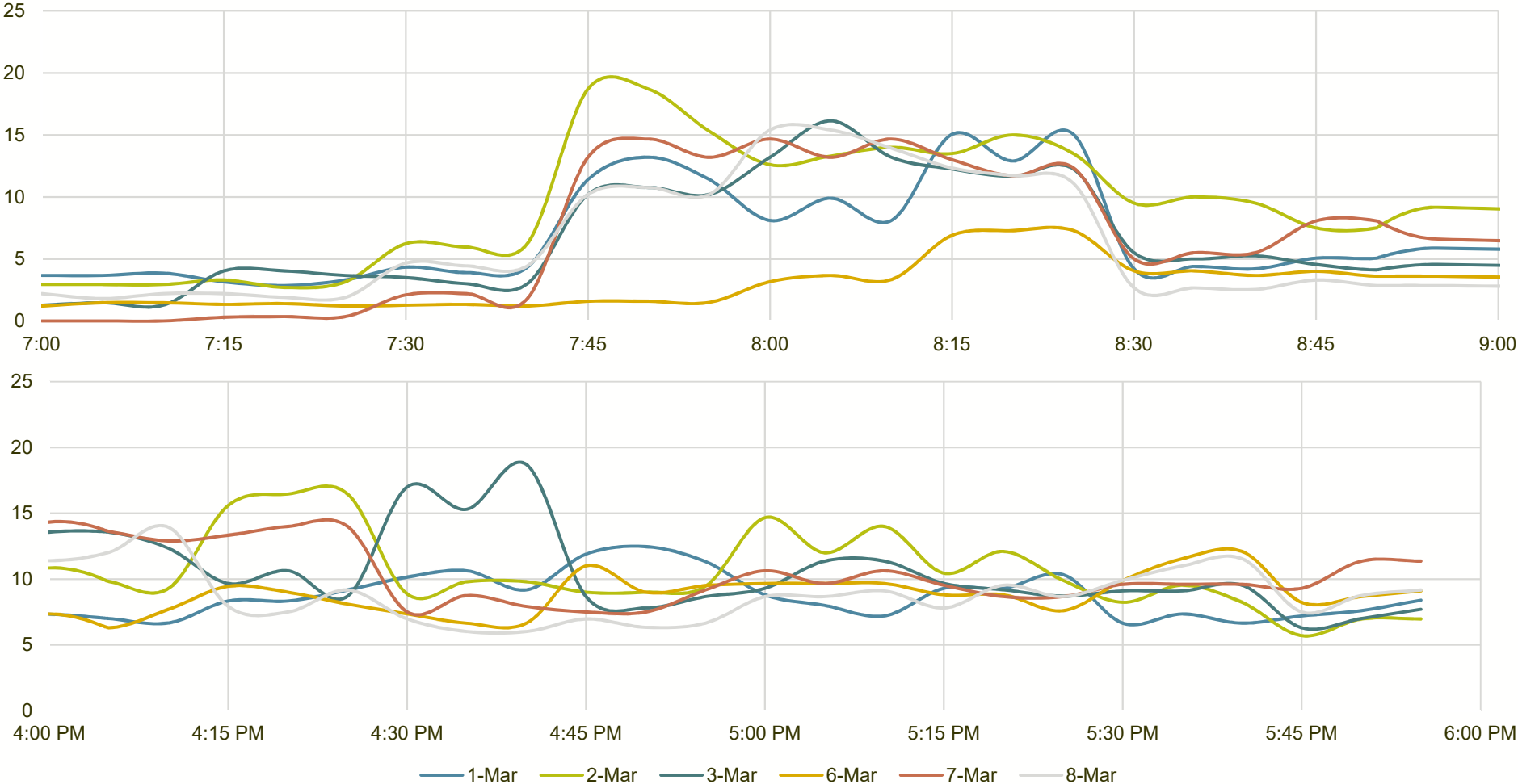
QUEUING STUDY

- Collected data for 6 weekdays between 3/1 and 3/8
 - 3/1 – before pilot started
 - 3/2 – pilot installed
 - 3/3 – 3/8 – pilot installed
- Notes
 - Some signal detection at Ravenswood/Laurel due to storm
- Data items collected
 - Queuing
 - Caltrain gates down
 - Pedestrian/bicycle crossings of Ravenswood
 - Vehicle volumes (westbound)

Vehicle Volumes by Day (top=AM, bottom=PM)

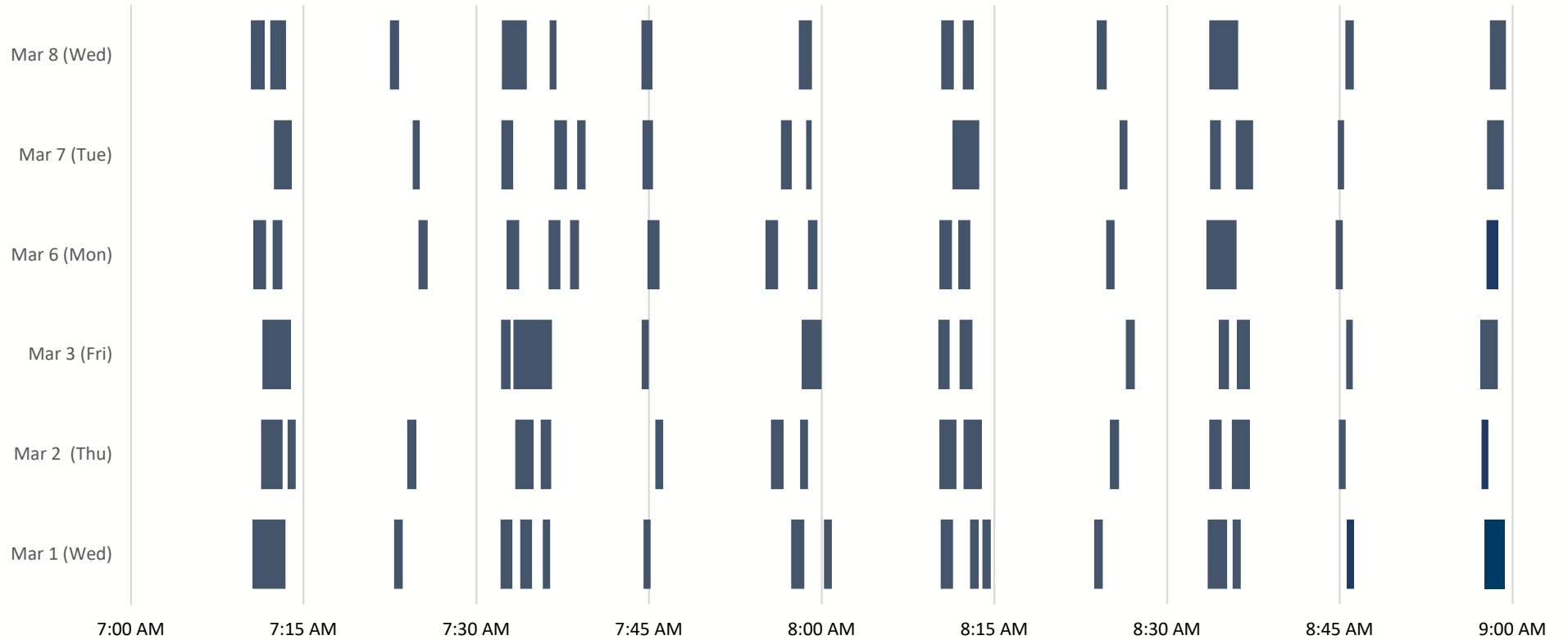


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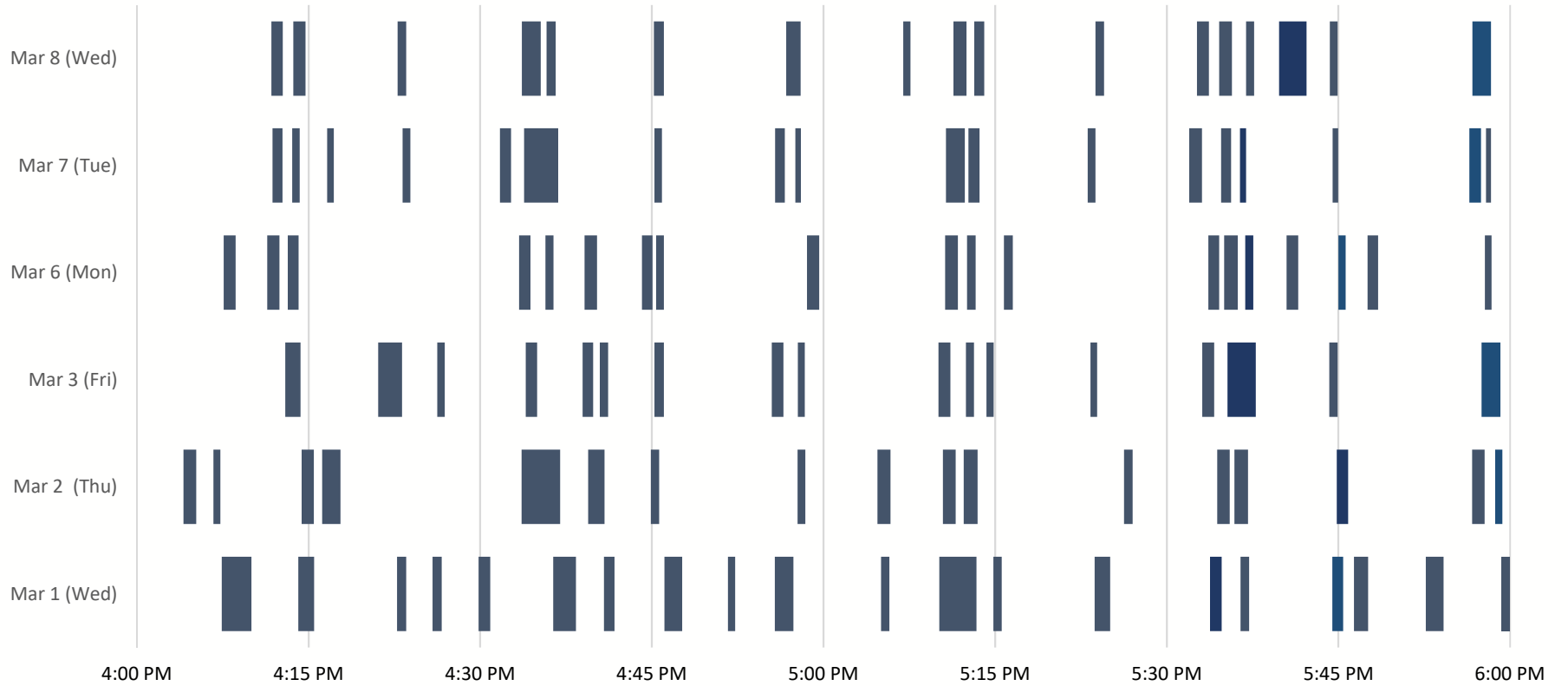


CALTRAIN GATE DOWN AT RAVENSWOOD

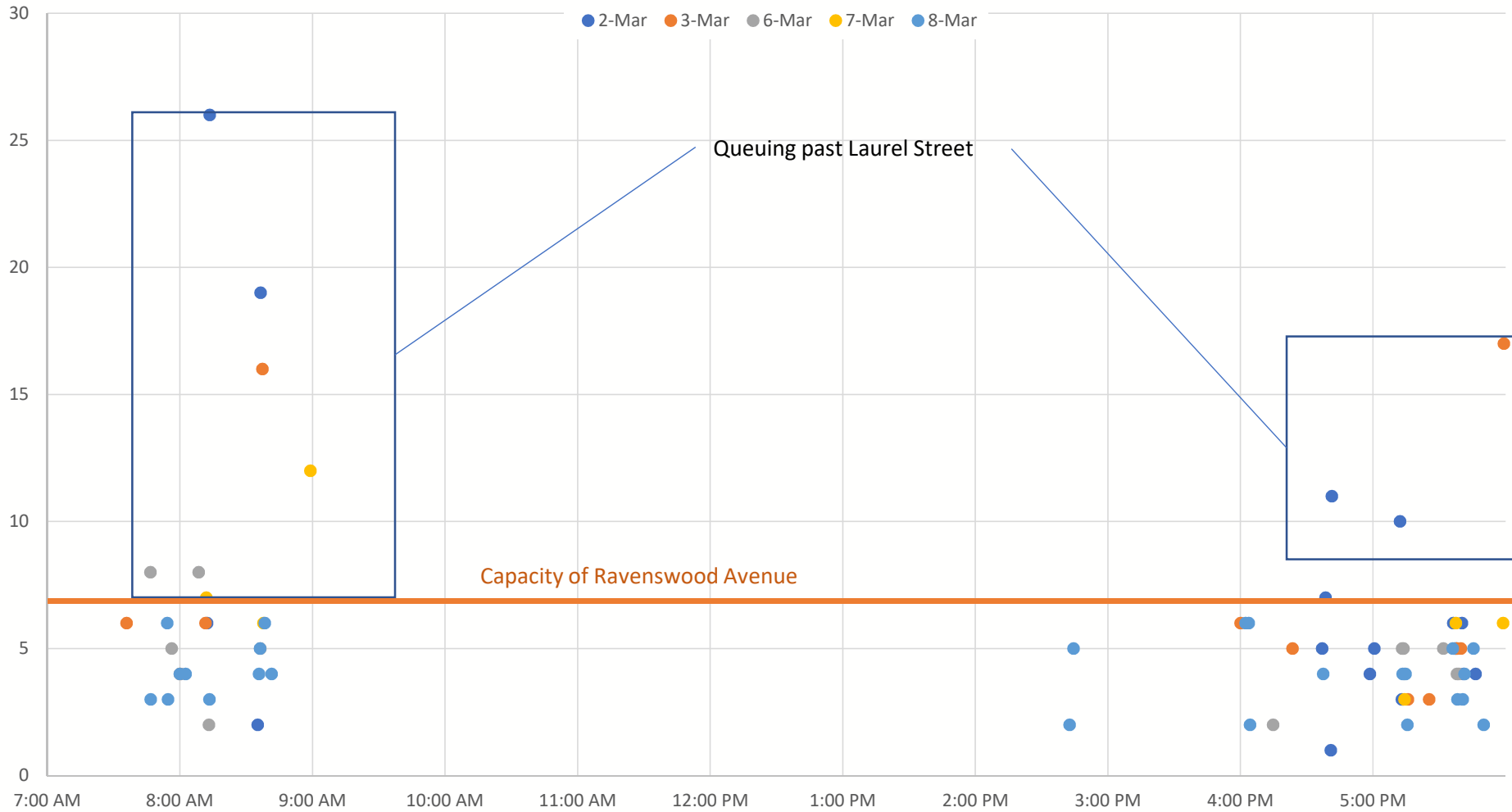




CALTRAIN GATE DOWN AT RAVENSWOOD

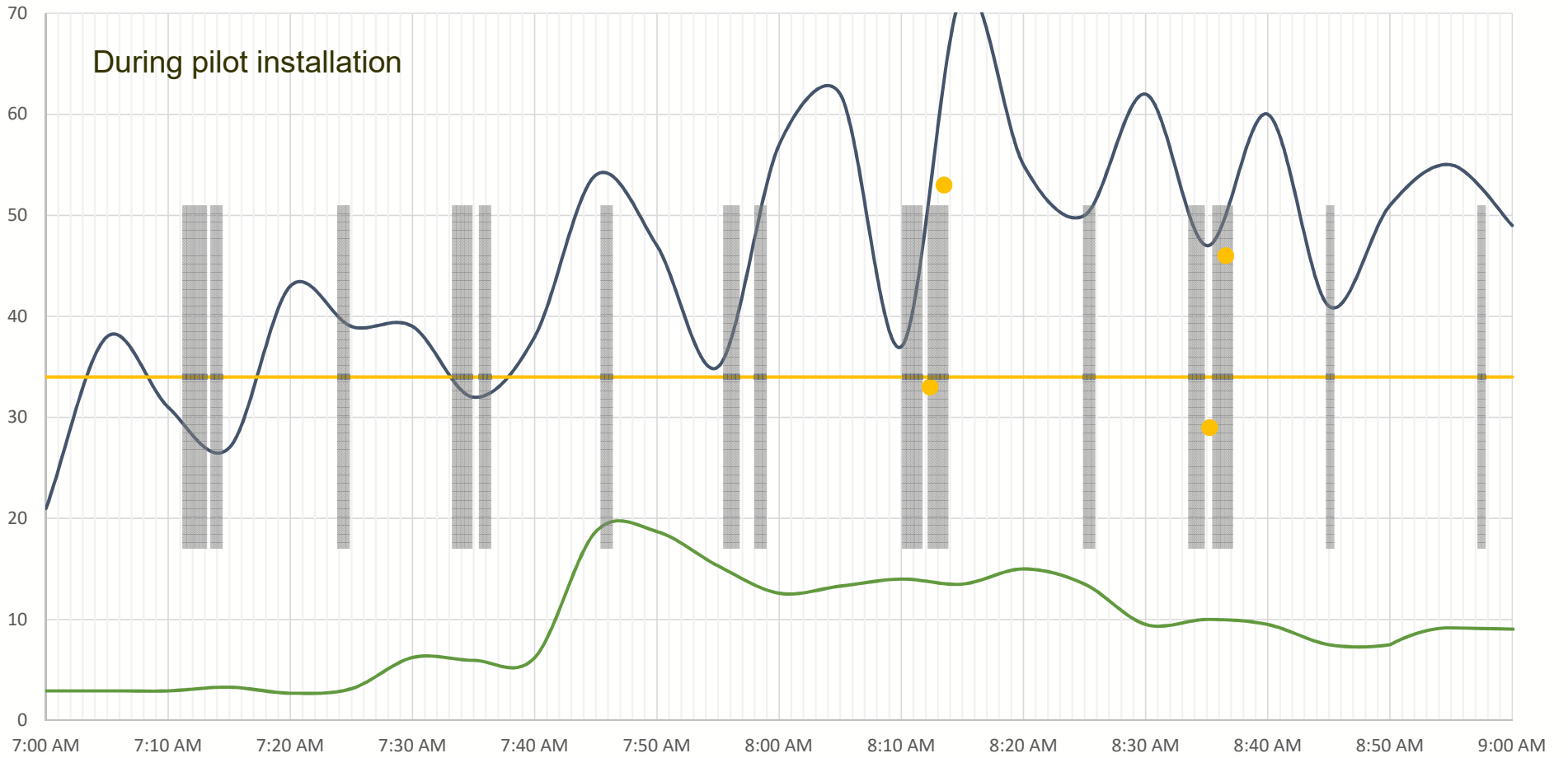


Queuing past Noel Drive (# of vehicles) - All Days



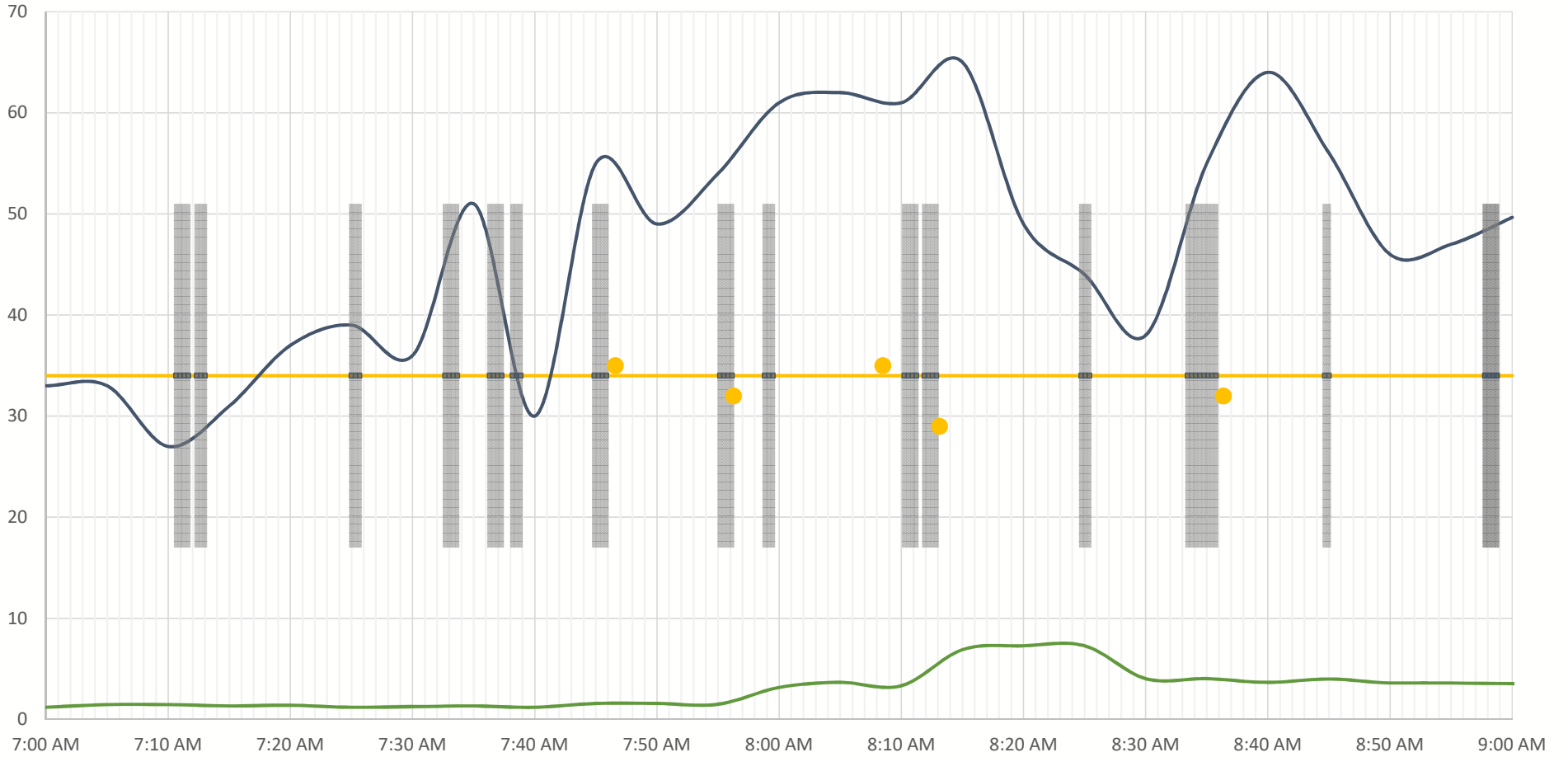
Queuing on Ravenswood - 3/2 (Thu) AM Peak

Peds/Bikes in Crosswalk Vehicle Volumes Queuing Ravenswood Capacity Gates Down



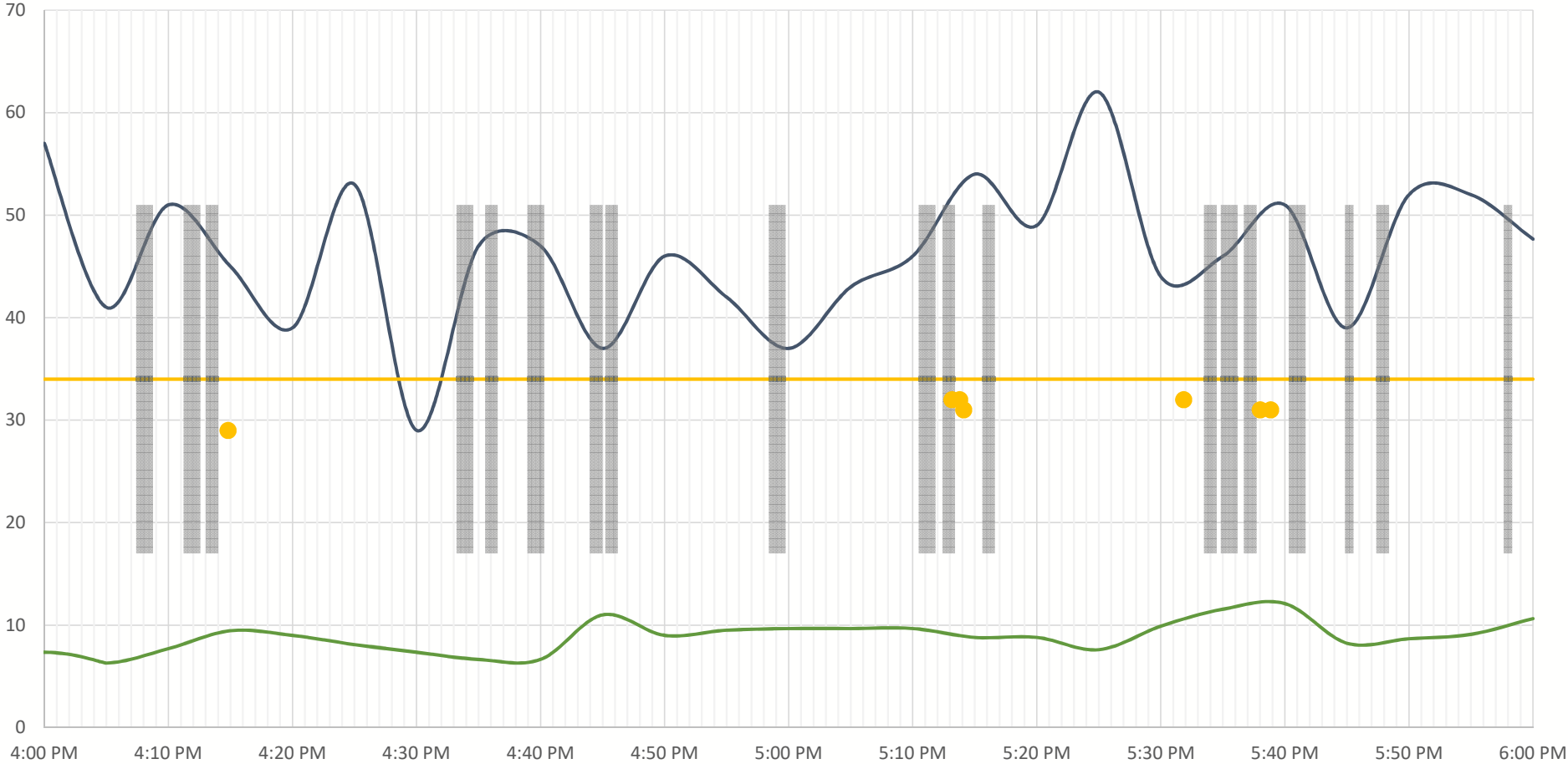
Queuing on Ravenswood - 3/6 (Mon) AM Peak

Ravenswood Capacity Peds/Bikes in Crosswalk Vehicle Volumes Queuing Gates Down



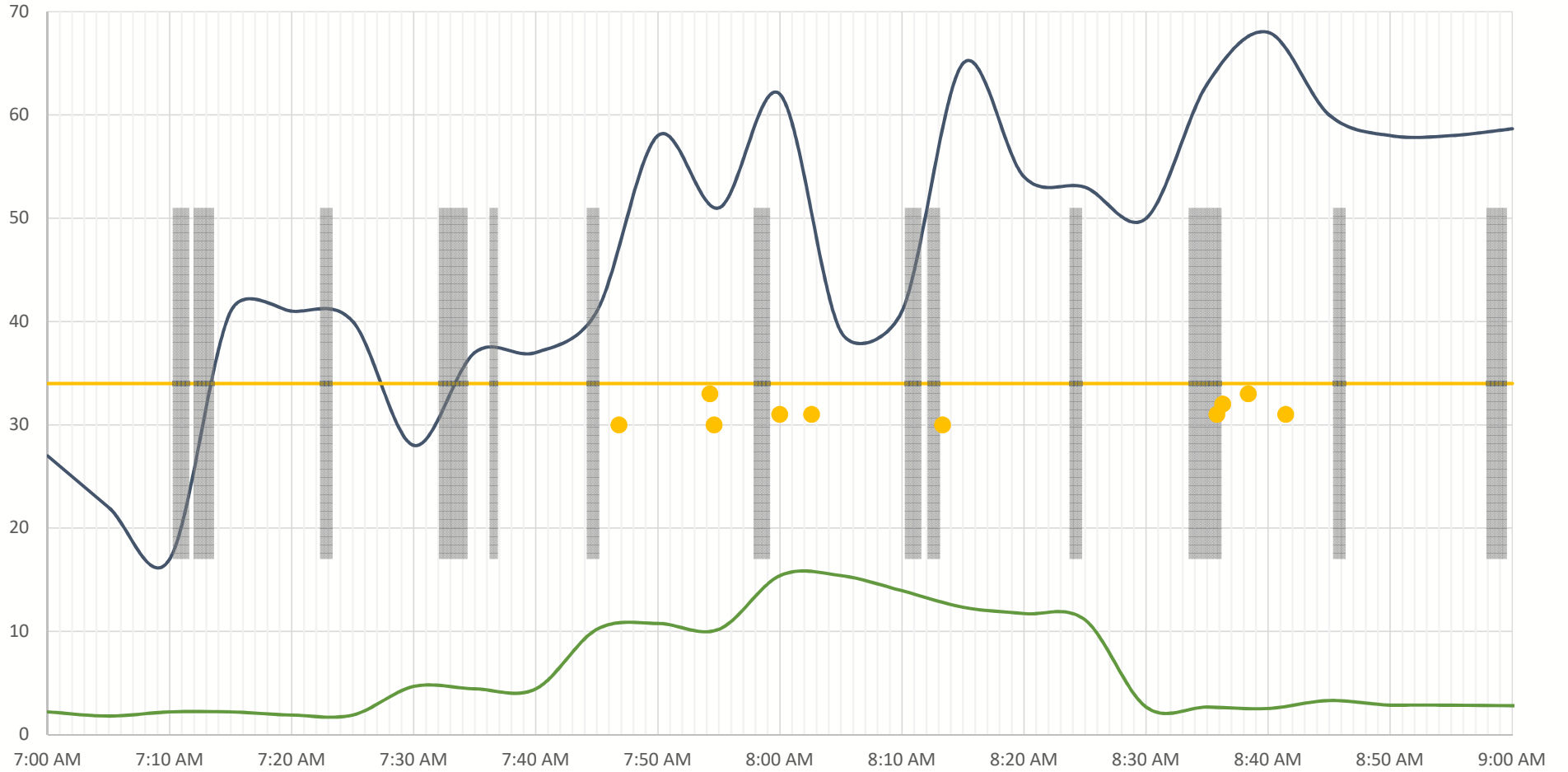
Queuing on Ravenswood - 3/6 (Mon) PM Peak

Peds/Bikes in Crosswalk Vehicle Volumes Queuing Ravenswood Capacity Gates Down

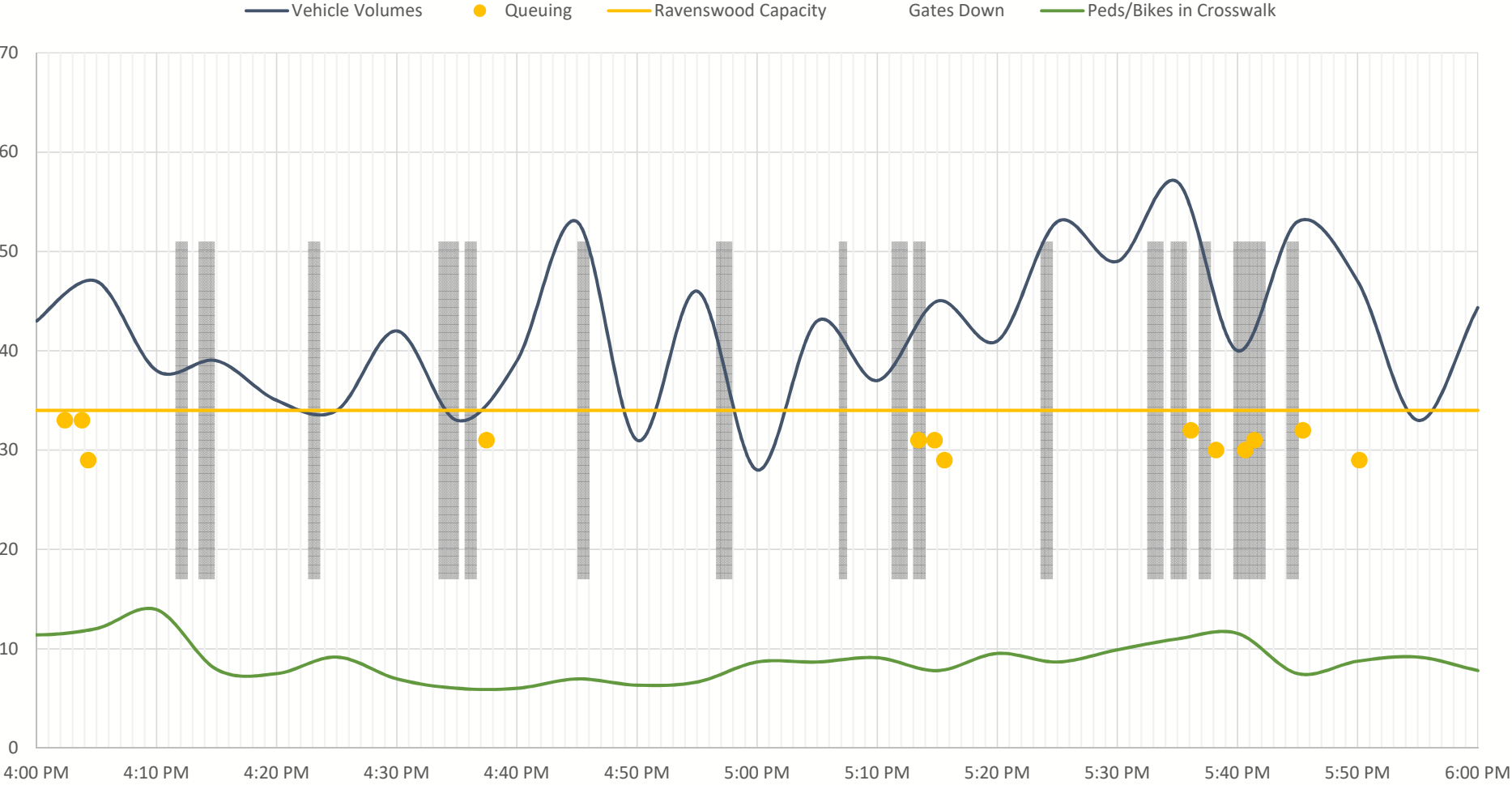


Queuing on Ravenswood - 3/8 (Wed) AM Peak

Peds/Bikes in Crosswalk Vehicle Volumes Queuing Ravenswood Capacity Gates Down



Queuing on Ravenswood - 3/8 (Wed) PM Peak





QUEUING FINDINGS



- Removing the travel lane did not create sustained, constant queuing in the peak periods.
- Most peak periods shows one or two incidents with queues past Laurel Street
- Queuing issues are most common when the Caltrain gates are down for 2 or more minutes (typically 8:30-8:45 AM and 5:30-5:45 PM).
- When there is queuing, vehicles turning from northbound Laurel Street to westbound Ravenswood Avenue sometimes have to wait for a signal cycle to make the turn
- Staff have observed a decline in overall traffic speed during this period.



PUBLIC SURVEY



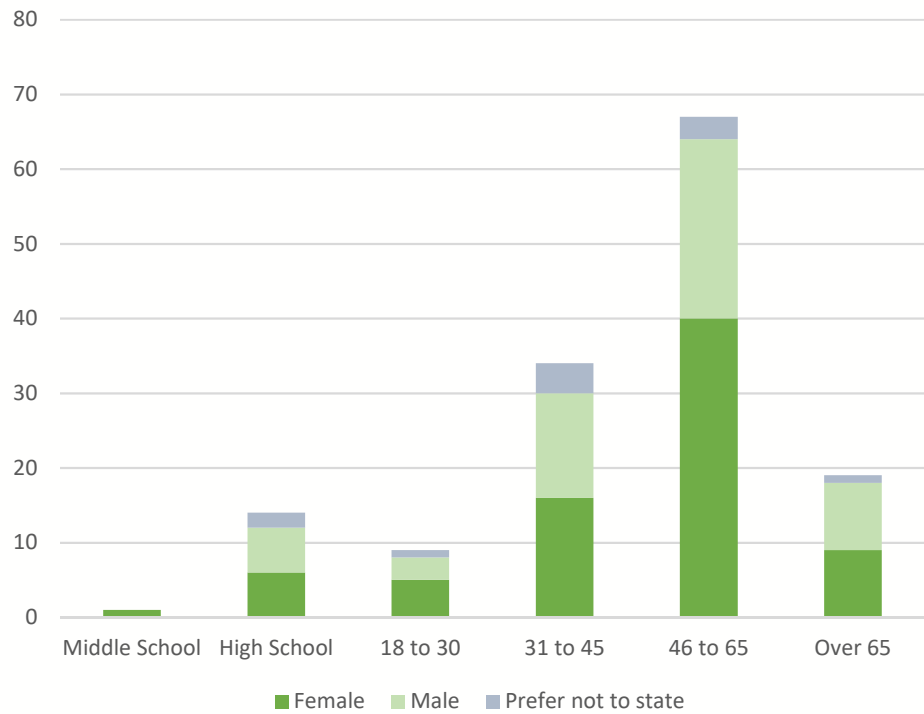
- Launched 3/15
- 184 responses as of today
- Current data shown, but not substantially different from what was provided in the report



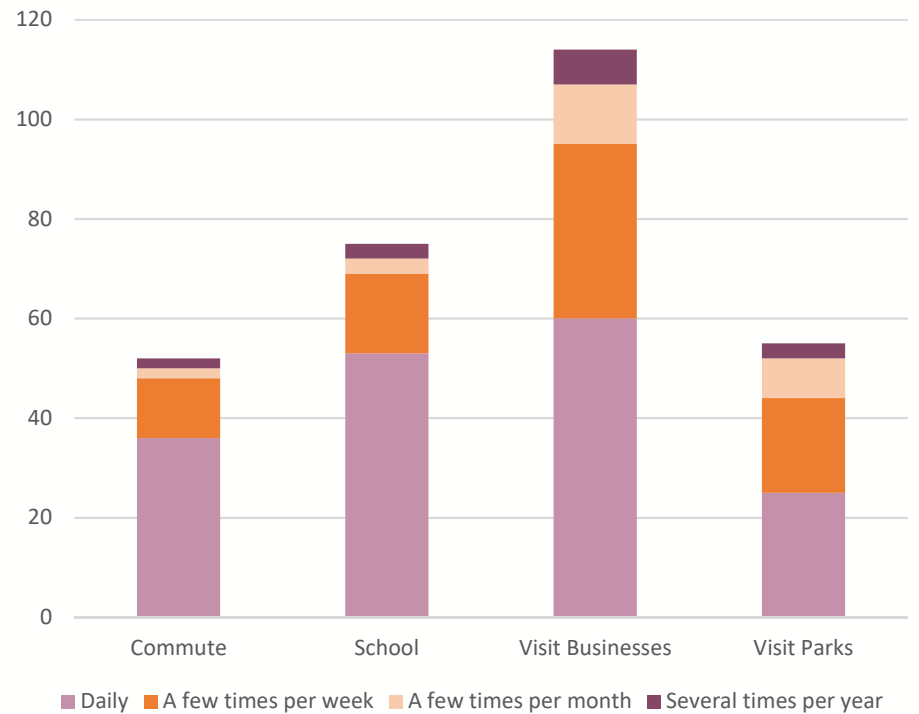
SURVEY – WHO TOOK THE SURVEY?



Respondent Age and Gender



Trip purpose and frequency

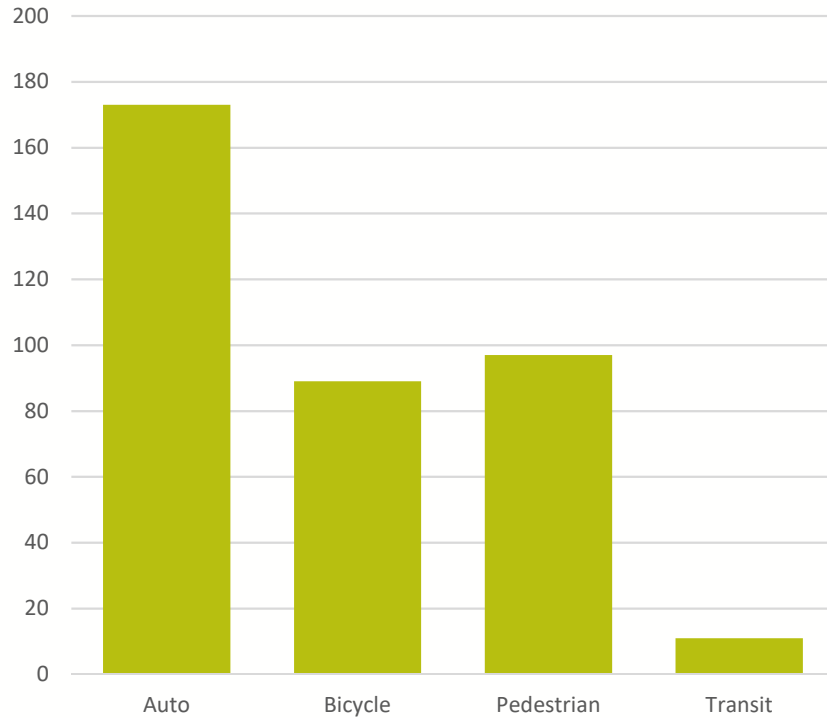




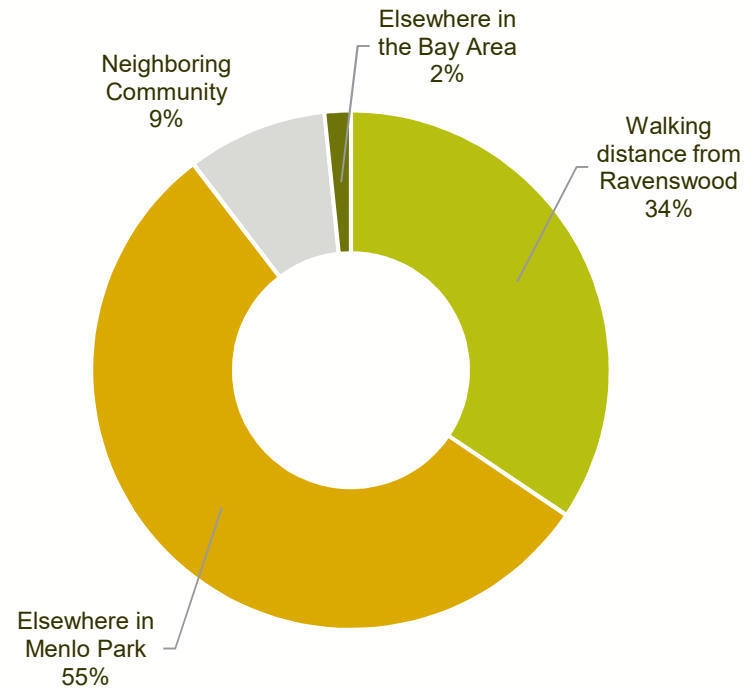
RESIDENTIAL LOCATION AND MODE OF TRAVEL



Mode of Travel

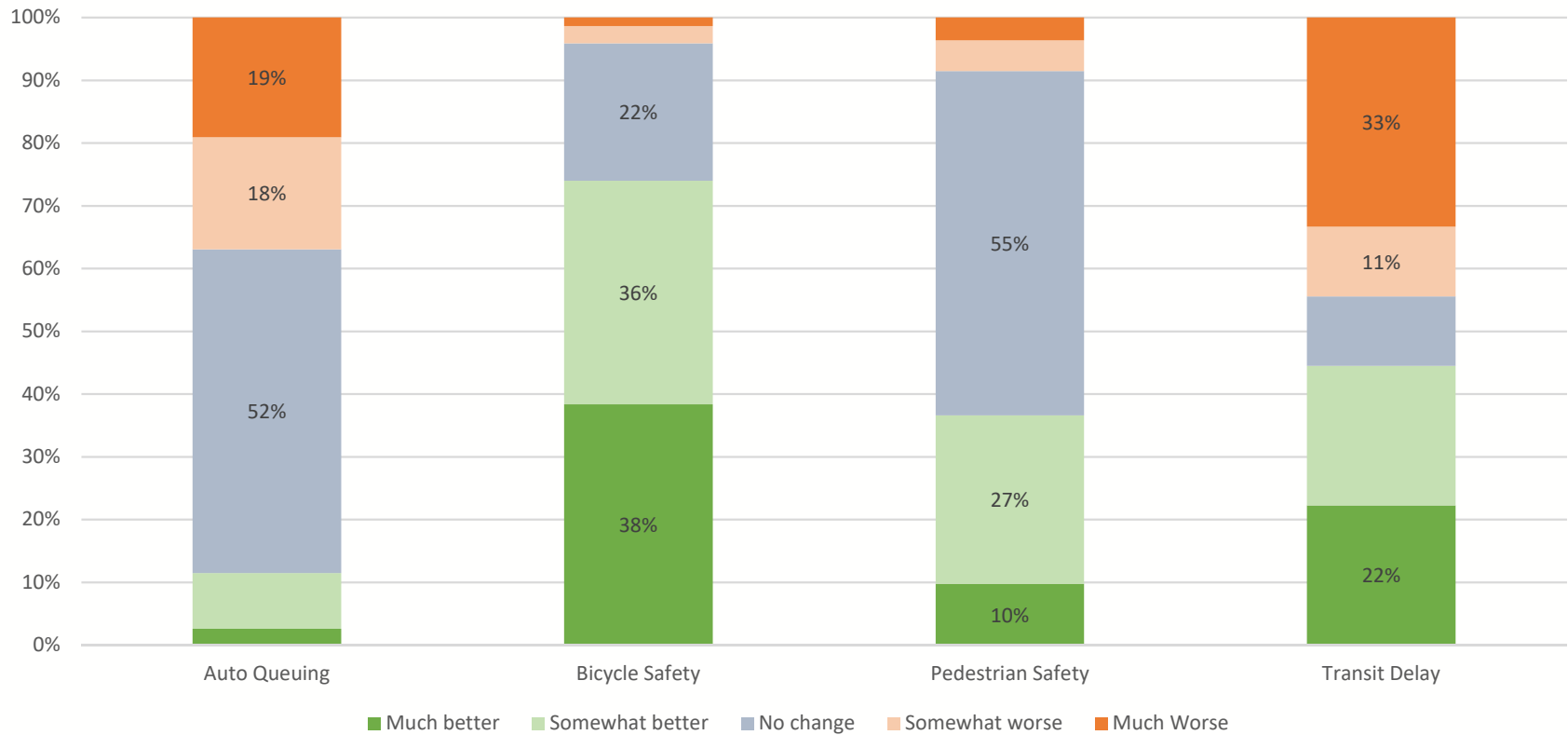


Location of Respondents



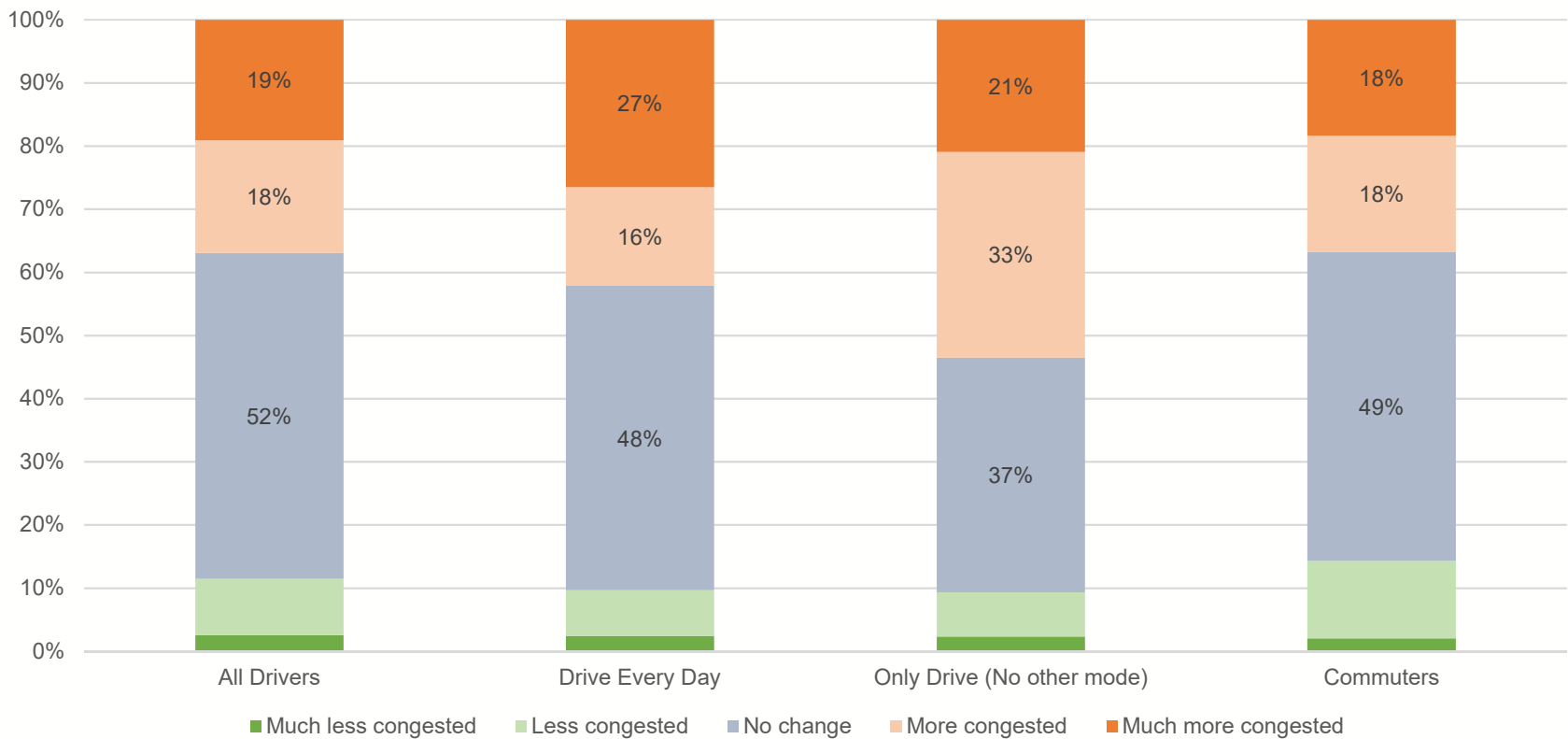


SURVEY – OVERALL REACTIONS



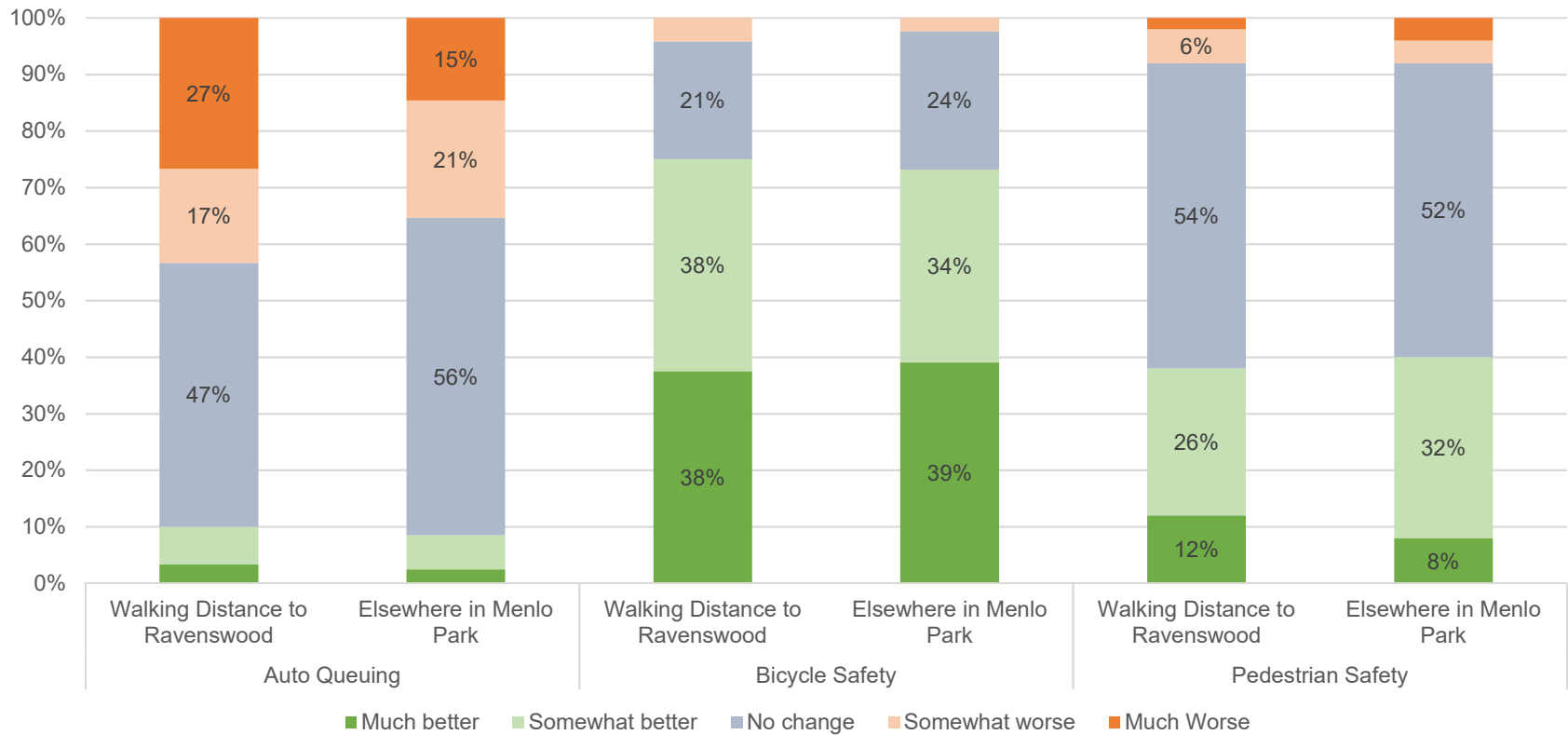


SURVEY – AUTO QUEUING BY USER GROUP





SURVEY – REACTIONS BY LOCATION





OPTIONS FOR COMMISSION FEEDBACK

- Make pilot permanent

- Continue pilot and collect additional data
 - Additional queuing analysis
 - Multimodal counts on Ravenswood and Oak Grove
 - Extended or additional public survey

- Restore prior condition

- Plan to bring recommendation to City Council on 5/9



THANK YOU

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EL CAMINO REAL CROSSINGS

Complete Streets Commission – APRIL 17, 2023

ANNBERGA FAMILY
GYMNASIUM



AGENDA

- Background
- Pedestrian/bicycle crossing needs
- Ravenswood Avenue new crosswalk
- Santa Cruz pedestrian enhancements
- Oak Grove Avenue bicycle enhancements





BACKGROUND

- General Plan CIRC 2.8 – Pedestrian Access at Intersections
- El Camino Real Corridor study – 2015
- Managers Mobility Partnership – Peninsula Bikeway Study
- Middle Plaza development
- Middle Avenue complete streets project



EL CAMINO REAL – PEDESTRIAN & BICYCLE CROSSING NEEDS





RAVENSWOOD CROSSWALK DESIGN

- Adding missing crosswalk on south side of intersection
 - 95% design documents complete

- City applied for and received a grant from SMCTA to help fund improvements

- Proposed improvements include:
 - New crosswalk
 - Curb ramp upgrades
 - Median refuges where feasible
 - Small bulbout from SB El Camino Real to Menlo Avenue



SANTA CRUZ AND OAK GROVE CONCEPTS



- Preliminary concepts developed to enhance pedestrian and bicycle crossings

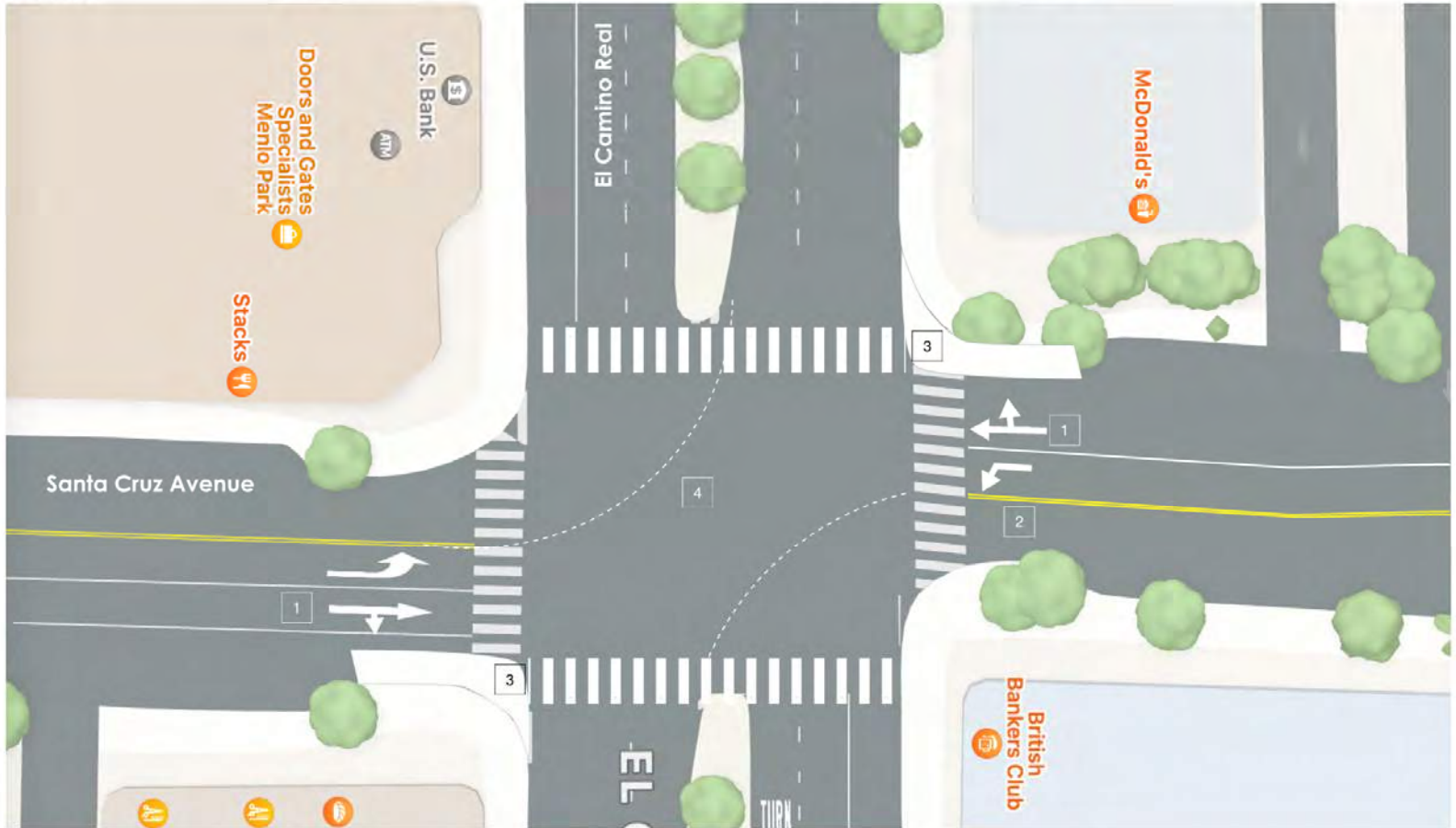
- Santa Cruz Avenue
 - Potential signal operations improvements
 - Pedestrian bulb outs complement proposed City Council direction on streeteries/partial closure

- Oak Grove Avenue
 - Create more direct/ less skewed crossing for bicyclists and vehicles

Santa Cruz Avenue Crossing improvement concept

- 1 Combine through and right turn lanes
- 2 Shift centerline, allow left turns in same signal phase

- 3 Bulb outs on two corners, straighten crosswalks
- 4 Provide guide markings for left turns



Oak Grove Avenue crossing improvement concept

- 1 Combine through and right turn lanes
- 2 Shift centerline on to allow left turns in the same phase
- 3 Align bikeway crossings for clearer travel across the intersection
- 4 Install separation on Oak Grove bike lanes at intersection, add R10-15 sign, potential bike signal





THANK YOU