



REGULAR MEETING MINUTES

Date: 4/10/2024
Time: 6:30 p.m.
Location: Teleconference and
City Council Chambers
751 Laurel St., Menlo Park, CA 94025

A. Call To Order

Chair Cebrian called the meeting to order at 6:37 p.m.

B. Roll Call

Present: Altman, Behroozi, Cebrian, Cole, King
Absent: None
Staff: Assistant Engineer Matthew Hui, Senior Transportation Engineer Kevin Chen

C. Reports and Announcements

Staff Chen reported out on City Council actions since the March 13, 2024, Complete Streets Commission meeting, complete streets safety assessment and Assembly Bill 413.

Vice Chair Cole provided an overview of the upcoming complete streets safety assessment effort.

D. Public Comment

- None.

E. Regular Business

E1. Accept the Complete Streets Commission minutes for March 13, 2024

- Adina Levin spoke in support of non-drive-alone mode share goals.

ACTION: Motion and second (Altman/ King), to accept the Complete Streets Commission minutes for March 13, 2024, with revisions to item E2., passed 4-0-1 (Behroozi abstaining).

E2. Recommend a preferred design for the Middle Avenue Complete Streets project to the City Council (Staff Report #24-004-CSC)

Staff Chen made the presentation (Attachment).

- Michael Barclay spoke in support of Option B for Middle Avenue/Olive Street and in opposition of no right turn on red at Middle Avenue/El Camino Real.
- Adina Levin spoke in support of staff recommendations, traffic calming measures and Nealon Park parking lot demands.
- Steve P. spoke in support of accommodating Middle Avenue residents and suggested allowing

- parking at night.
- Jan Barker spoke in support of new Nealon Park frontage parking and requested parking supply data and parking accommodation for seniors.
 - Peter Olsen spoke in support of new Nealon Park frontage parking and requested more parking accommodations for seniors at Peninsula Volunteers - Rosener House.
 - Ken Kershner spoke in support of elements of the project, more protected design citywide, outreach effort and the Middle Avenue Caltrain undercrossing project.

The Commission discussed project goals, parking demands and supplies, vehicular and pedestrian circulation, design alternatives, public feedback, traffic calming measures, the Blake Street temporary closure and safety elements associated with staff recommendations.

ACTION: Motion and second (Cole/ Behroozi), to recommend to City Council staff's recommendations as outlined in the staff report, plus the following feedback:

- Support Option A design for the intersection of Middle Avenue/Olive Street, and
- Support continued monitoring of the Yale Road crosswalk and Blake Street temporary closure, and
- Maximize separation between back-in angle parking and bike lane and monitor Americans with Disabilities Act (ADA) parking demand, and
- If feasible, implement certain traffic calming measures as early as possible to provide additional safety benefits (e.g., speed feedback signs, flashing beacons), and
- Explore removing the landscaping separating the two tennis courts and the six parallel parking spaces, to create more back-in parking spaces, passed unanimously.

F. Informational Items

F1. Update on major project status

Staff Chen provided updates on the Belle Haven Traffic Calming Plan construction.

G. Committee/Subcommittee Reports

None.

H. Adjournment

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

Kevin Chen, Senior Transportation Engineer

The background of the slide is a wide landscape photograph. It shows 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 in the foreground is a deep blue. The entire image is overlaid with a semi-transparent blue horizontal band that contains the main title text.

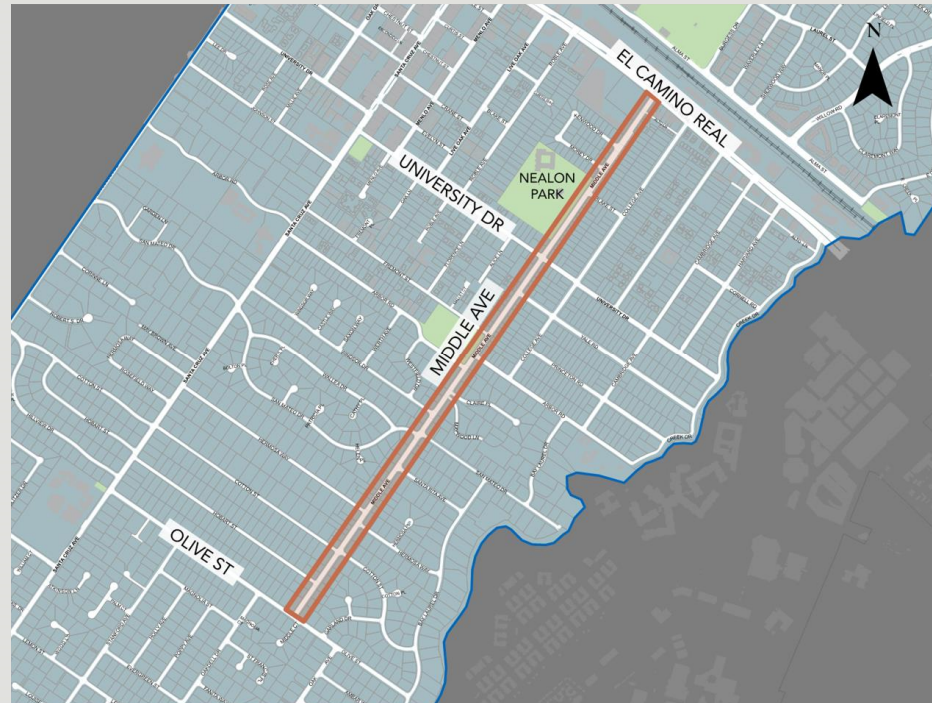
RECOMMEND PREFERRED MIDDLE AVENUE COMPLETE STREETS PROJECT

April 10, 2024



AGENDA

- Project goals
- Background
- Project summary
- Data summary
- Recommendations
- Other considerations
- Project schedule





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

- March 3, 2022 – Conducted community kick-off meeting
- Oct. 18, 2022 – City Council approved traffic calming measures
- Feb. 14, 2023 – City Council approved the bike lane pilot
- July 2023 – Installed pilot from Olive St. to University Dr.
- Oct. 2023 – Installed pilot from University Dr. to El Camino Real





PROJECT SUMMARY (BUFFERED BIKE LANE PILOT)



- Olive St. to University Drive

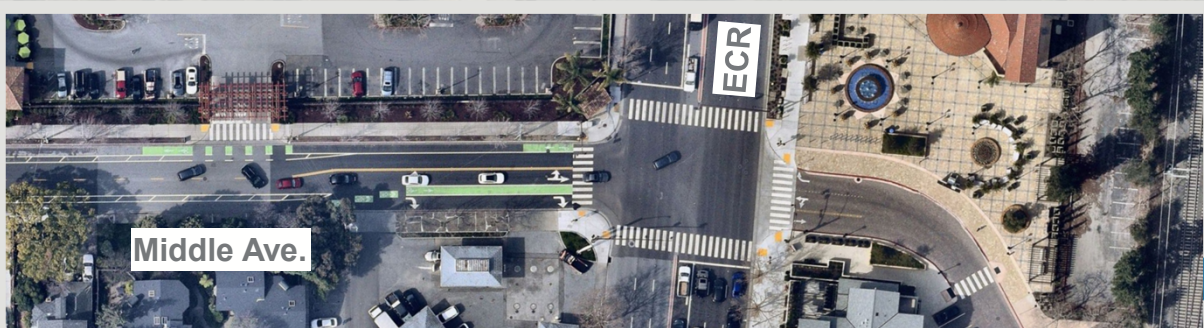




PROJECT SUMMARY (BUFFERED BIKE LANE PILOT)



- University Drive to El Camino Real





PROJECT SUMMARY (OTHERS)



- Traffic calming measures





PROJECT SUMMARY (OTHERS)

- Signal analysis and geometric design @ ECR / Middle Ave
 - Protected left turn on Middle Ave.
 - No right turn on red phase on Middle Ave.
 - Partial protected intersection on the western side of ECR
- Street resurfacing (San Mateo Dr. to ECR)





DATA COLLECTION

- Roadway volumes (vehicle/ bike)
- Roadway speed
- Intersection volumes (vehicle/ bike/ pedestrian)
- Reported collisions
- Parking occupancy
- Public feedback survey (March 15th – April 7th)

- Data collection timelines
 - Before pilot: February - April 2023
 - With pilot: March - April 2024



ADDITIONAL STAKEHOLDER OUTREACH

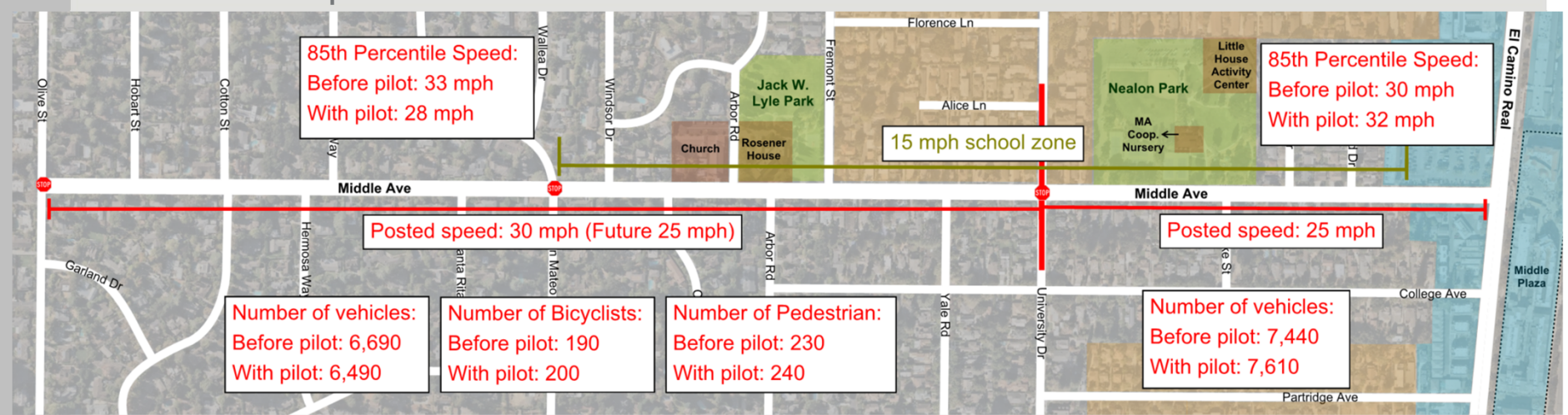
- Two community meetings (virtual and in-person)
- PVI - Little House / Rosener House
- New Community Church / New Beginning Preschool
- MA Cooperative Nursery
- Schools



DATA SUMMARY



Volume / speed



Before Pilot Data Collection: February to April, 2023
 With Pilot Data Collection: March, 2024



DATA SUMMARY (COLLISIONS)



Before pilot (Oct. 2020 - Sept. 2023)



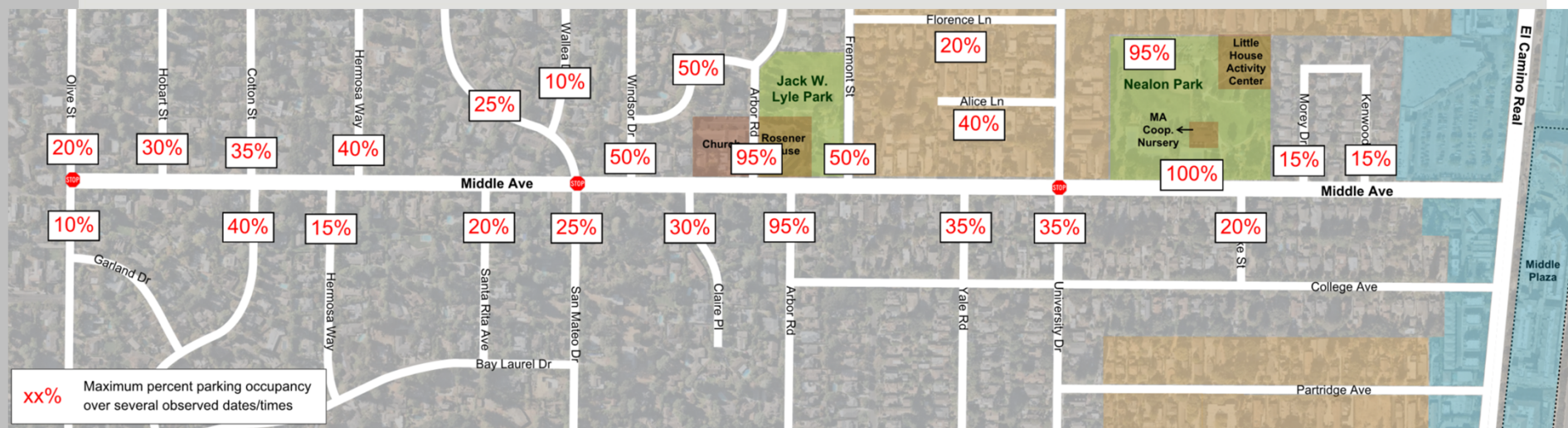
After pilot (Oct. 2023 - current)



All collisions resulted in no injury/minor injury. All ped/bike resulted in minor injury.



DATA SUMMARY (PARKING OCCUPANCY)



xx% Maximum percent parking occupancy over several observed dates/times

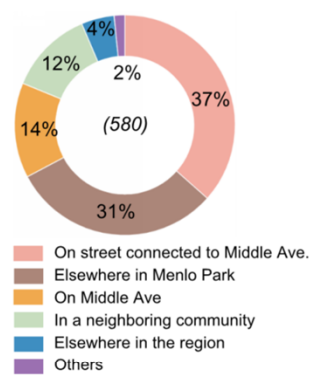
Data Collection Period: March/April, 2024



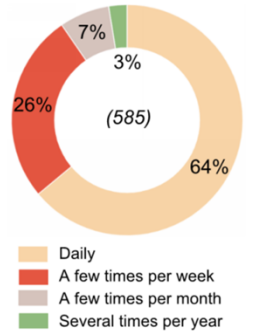
DATA SUMMARY (PUBLIC SURVEY)



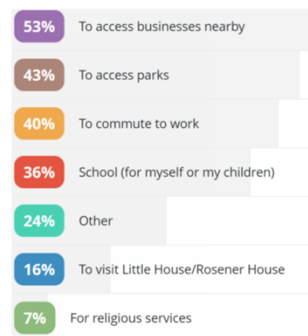
Where do you live? (580)



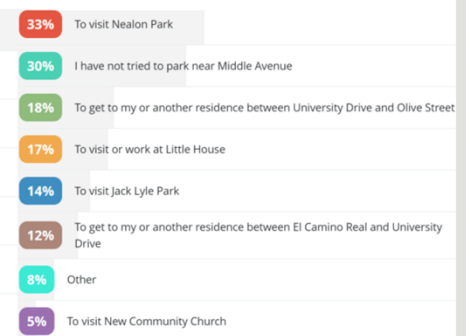
How often do you travel on Middle Ave? (585)



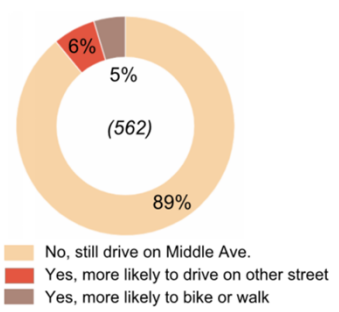
Primary purposes for traveling on Middle Ave. (576)



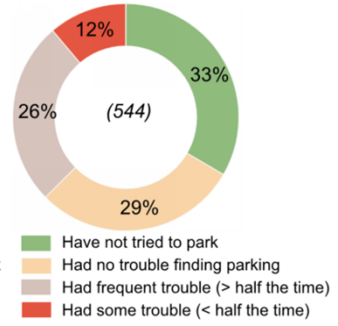
If you have driven, where have you parked? (538)



Have you changed your route? (562)



Parking experience near Middle Ave. (544)



Finding (bicycle):

- Have ridden bike/e-bike/scooter? Yes = 50%, No = 50% (545)
- Bike more? Yes = 31%, No = 69% (488)
- Bicycle experience: safer = 60%, No change = 26%, less safe = 14% (370)
- Key concerns: illegal parked cars, Middle Ave. / Olive St., speeding

Finding (pedestrian):

- Have walked or use other mobility device to cross Middle? Yes = 52%, No = 48% (531)
- Pedestrian experience: safer = 36%, No change = 50%, less safe = 14% (459)
- Key concerns: Crossing ECR, poor yield rates, speeding

Demographics:

- Age: >65 = 24%, 46-65 = 35%, 31-45 = 32%, 18-30 = 8%, Others = 1% (515)
- Gender: male = 40%, female = 52%, Others = 8% (514)



RECOMMENDATIONS (OLIVE ST. TO UNIVERSITY DR.)



- (Permanent) Buffered bike lanes - no parking zone on both sides



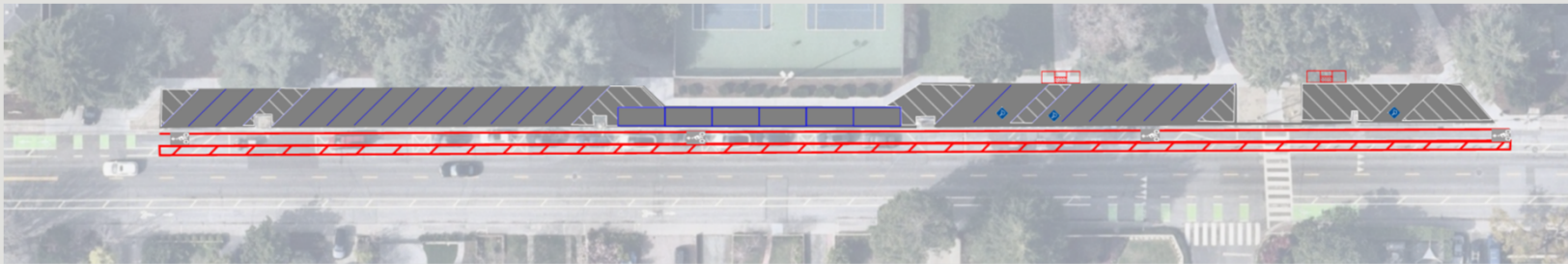
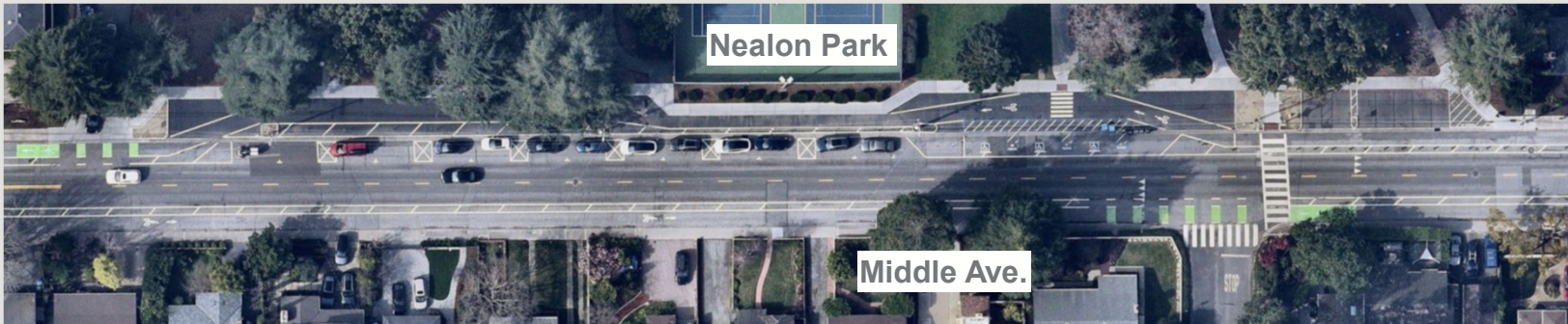
- Arbor Rd. reached ≥ 95 percent parking occupancy on Sundays
- Maximum parking occupancy on other cross streets: ≤ 50 percent



RECOMMENDATIONS (UNIVERSITY DR. TO ECR)

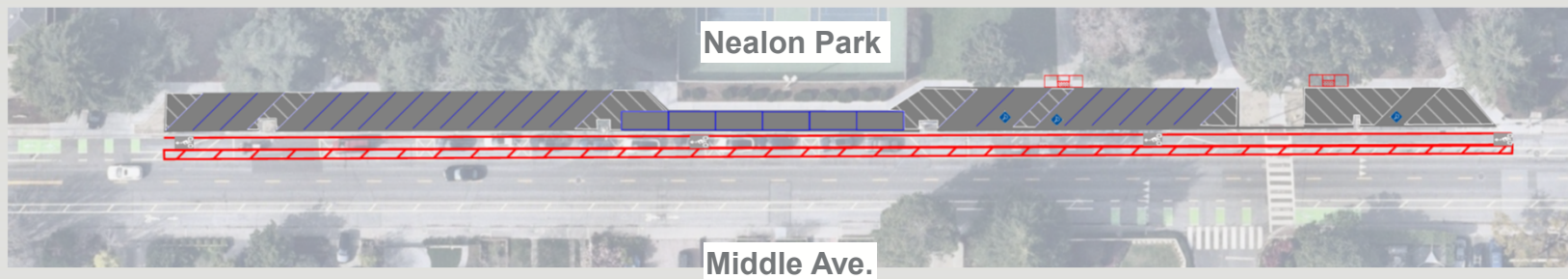


- (Pilot) Nealon Park frontage: back-in angle parking, shift buffered bike lanes (fall 2024)
- (Permanent) Buffered bike lanes - no parking zone on both sides





RECOMMENDATIONS (UNIVERSITY DR. TO ECR)



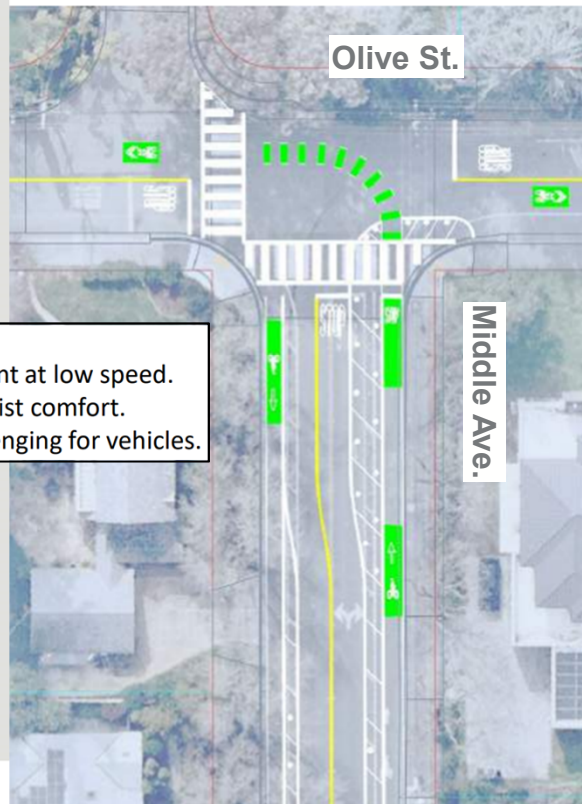
- Alleviate Nealon Park parking lot and frontage parking demand (i.e., occupancy reached ≥ 95 percent)
- Improve children loading/unloading conditions for park users and nursery families
- Improve sight visibilities



OTHER CONSIDERATIONS (AT OLIVE ST.)



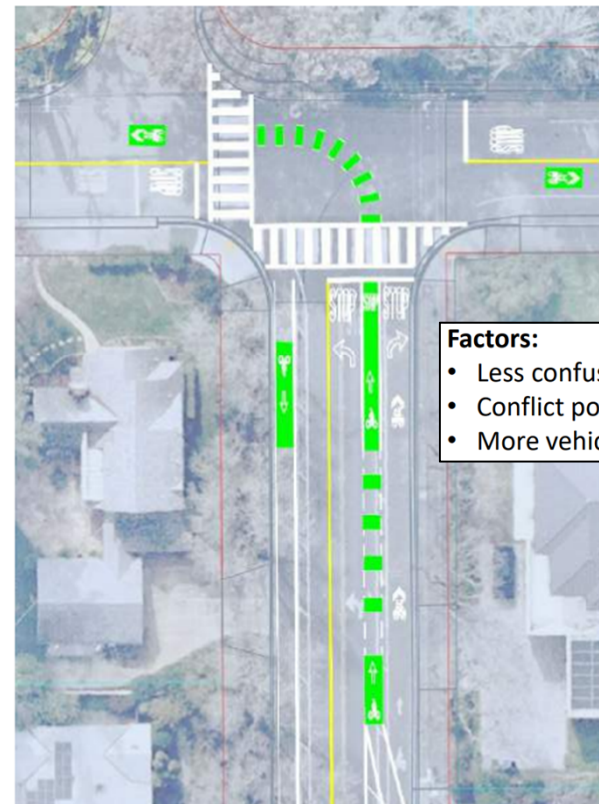
Option A: Protected Intersection



Factors:

- Conflict point at low speed.
- More bicyclist comfort.
- More challenging for vehicles.

Option B: Bend Out + Right Turn Pocket



Factors:

- Less confusion at stop sign.
- Conflict point at higher speed.
- More vehicle capacity.



OTHER CONSIDERATIONS (CROSSING SAFETY / CIRCULATION)





PROJECT SCHEDULE

- April 10: Complete Streets Commission meeting
- May 7 (tentative): City Council meeting

- Pilot decision: spring 2024
- Design: fall/winter 2024
- Construction: summer 2025



THANK YOU

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