

Complete Streets Commission

REGULAR MEETING MINUTES



Date: 12/11/2024
Time: 6:30 p.m.
Location: Teleconference and
City Council Chambers
751 Laurel St., Menlo Park, CA 94025

Regular Session

A. Call To Order

Chair Cole called the meeting to order at 6:32 p.m.

B. Roll Call

Present: Altman, Bailey, Ierokomos, Cole, King, Rascoff
Absent: Cebrian
Staff: Senior Transportation Engineer Kevin Chen, Senior Transportation Planner Catrine Machi

C. Reports and Announcements

The Commission received reports on City Council actions since the Nov. 13 Complete Streets Commission meeting.

D. Public Comment

- Bill Kirsch spoke in support of implementing traffic calming measures and signage on Partridge Avenue and in the Allied Arts neighborhood.

E. Regular Business

E1. Accept the Complete Streets Commission minutes for November 13, 2024 (Attachment).

ACTION: Motion and second (Cole/ Ierokomos), to accept the Complete Streets Commission minutes for November 13, 2024, with revisions to item E3, passed 5-0 (Cebrian absent and Rascoff abstaining).

E2. Provide feedback on Middle Avenue and El Camino Real intersection signal and conceptual geometric improvements (Staff Report #24-012-CC)

Staff Chen presented options for the Middle Avenue and El Camino Real intersection signal and conceptual geometric improvements.

The Commission discussed the different intersection signal options, resulting traffic queues and potential cut through traffic.

The Commission requested an additional variation to be considered for the signal operations and acknowledged the significant crash history of the intersection and future importance of this

intersection when the Caltrain undercrossing at Middle project is implemented.

The Commission discussed the geometric improvement benefits and constrains.

ACTION: Motion and second (Rascoff / Ierokomos), to move forward with further study and evaluation of both Alternative 3 (a protected left turn phase operation, and a dedicated bike signal phase with no right turn on red) and a new Alternative 2B (a protected left turn phase operation, and dynamic no right turn on red phases when pedestrians or bicyclists have activated the signal); and, to move forward with further study and evaluation of geometric improvements, including intersection corner improvements where pedestrians and bicyclists would have a dedicated area while waiting to cross the intersection.

passed 6-0 (Cebrian absent).

F. Informational Items

F1. Update on major project status

The Commission received updates on ongoing El Camino Real and Ravenswood Avenue Crossing improvements, the completion of the Willow Road and Newbridge Street signal construction and the Haven Avenue streetscape improvements.

F2. Tentative Complete Streets Commission agenda

G. Committee/Subcommittee Reports

Commissioners Bailey and Ierokomos provided an update on a resident survey regarding bicycle rack needs.

H. Adjournment

Chair Cole adjourned the meeting at 8:34 p.m.

Catrine Machi, Senior Transportation Planner



MIDDLE AVENUE AND EL CAMINO REAL SIGNAL AND CONCEPTUAL GEOMETRIC IMPROVEMENTS

December 11, 2024

ARRIENGA FAMILY
GYMNASIUM



AGENDA

- Background
- Evaluation
- Feedback
- Next Steps



Middle Ave. and ECR (view from eastbound Middle Ave.)



BACKGROUND (PERMANENT IMPROVEMENTS)

- Mar. 2021: Middle Avenue complete streets project
- Oct. 2022: traffic calming measures approved
- May 2024: permanent buffered bike lanes approved





BACKGROUND (PILOT PROJECTS)

- Jan. 2024: Blake St. closure (no access to/from Middle Ave.)
- Nov. 2024: Nealon Park frontage parking (back-in angle parking)



Nealon Park frontage parking
(back-in angle parking)

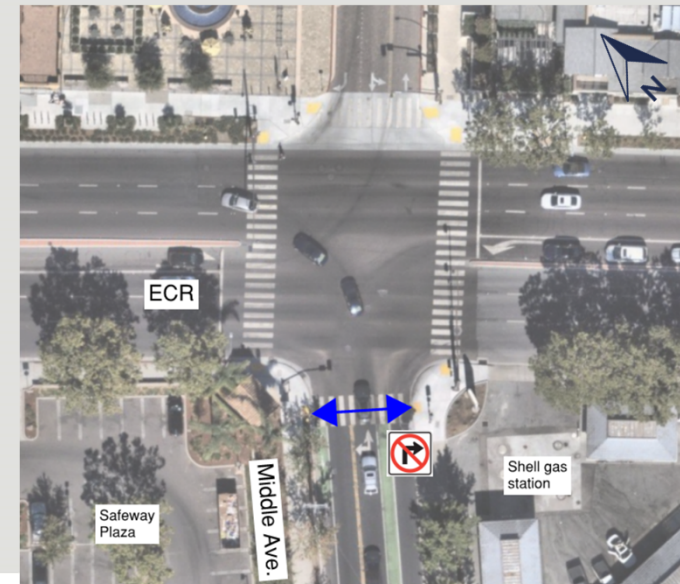
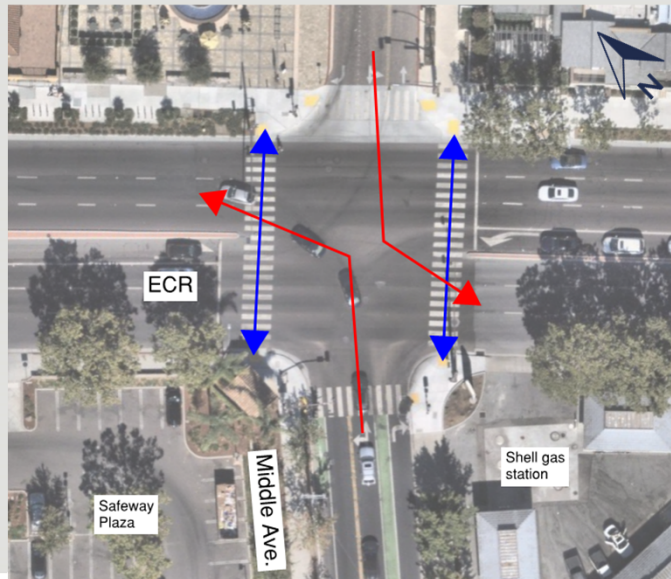


Blake St. closure (no access to/from Middle Ave.)



INTERSECTION EVALUATION (SIGNAL OPERATION)

- Remove conflict b/t left turning vehicles from Middle Ave. onto ECR and oncoming traffic/ pedestrians/ bicyclists crossing ECR
- Implement no right turn on red (RTOR) from Middle Avenue





INTERSECTION EVALUATION (SIGNAL OPERATION)

Alternatives	Lane configuration ¹	Signal phasing ²
Existing	LT + R	Permissive
Alt 1 – Existing with no RTOR	LT + R	Permissive
Alt 2 – Protected left with no RTOR	L + TR	Protected
Alt 2A – Protected left with RTOR	L + TR	Protected
Alt 3 – Dedicated bike signal phase	L + TR	Protected

Notes: RTOR = right turn on red
 1. LT = shared left & through lane, L = left turn only lane, TR = shared through & right lane, R = right turn only lane.
 2. Permissive = left turning vehicles yield to oncoming traffic and crossing pedestrian/bicyclists. Protected = left turning vehicles have no conflict.



Existing



Alternatives



INTERSECTION EVALUATION (SIGNAL OPERATION)

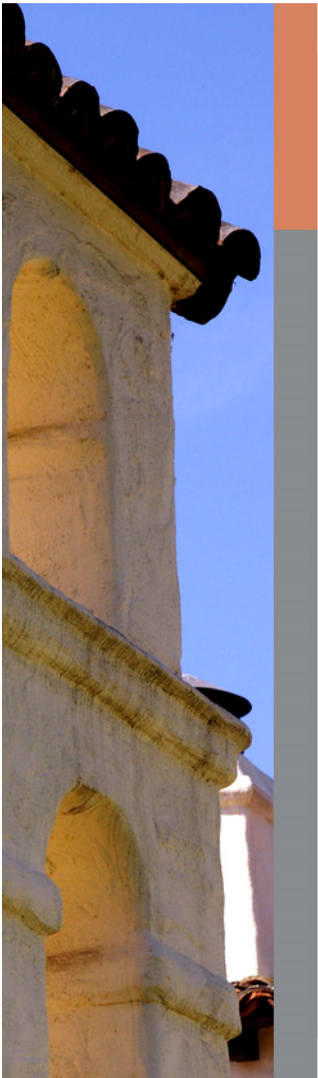
Alternatives	Lane configuration ¹	Signal phasing ²	Key takeaway (compared to existing conditions)
Existing	LT + R	Permissive	<ul style="list-style-type: none"> Con: left turning vehicles from Middle Ave. conflict with oncoming traffic/ pedestrians/ bicyclists crossing ECR.
Alt 1 – Existing with no RTOR	LT + R	Permissive	<ul style="list-style-type: none"> Pro: most likely to be approved by Caltrans due to minimal impact to ECR. Con: left turning vehicles from Middle Ave. conflict with oncoming traffic/ pedestrians/ bicyclists crossing ECR. Con: right turn queue on Middle Ave. will worsen.
Alt 2 – Protected left with no RTOR	L + TR	Protected	<ul style="list-style-type: none"> Pro: resolve left turning vehicles from Middle Ave. conflict with oncoming traffic/ pedestrians/ bicyclists crossing ECR. Con: right turn queue on Middle Ave. will worsen. Con: ECR queue will worsen due to reduced green time.
Alt 2A – Protected left with RTOR	L + TR	Protected	<ul style="list-style-type: none"> Pro: resolve left turning vehicles from Middle Ave. conflict with oncoming traffic/ pedestrians/ bicyclists crossing ECR. Con: ECR queue will worsen due to reduced green time.
Alt 3 – Dedicated bike signal phase with no RTOR	L + TR	Protected	<ul style="list-style-type: none"> Pro: resolve left turning vehicles from Middle Ave. conflict with oncoming traffic/ pedestrians/ bicyclists crossing ECR. Pro: dedicated bike phase crossing El Camino Real Con: require more signal time and impact signal coordination. Con: least likely to be approved by Caltrans due to significant impact to ECR. Con: right turn queue on Middle Ave. will worsen.

Notes: RTOR = right turn on red
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INTERSECTION EVALUATION (SIGNAL OPERATION)

Approach	Lane storage (ft)	Existing (ft)	Alt 1 – Ex. w/ no RTOR (ft)	Alt 2 – Prot. Left w/ no RTOR (ft)	Alt 2A – Prot. Left w/ RTOR (ft)	Alt 3 – Dedicated bike phase w/ no RTOR (ft)
Northbound Middle Ave.						
NBL	150 turn lane & 980 to Blake St.	390 (420)	+1,110 (+310)	+880 (+180)	+330 (+0)	+1,110 (+0)
NBT				+30 (+90)	+50 (+20)	+0 (+50)
NBR		340 (290)	+30 (+110)			
Southbound Middle Ave.						
SBL	80 turn lane & 250 to garage entrance	100 (190)	+0 (+0)	-20 (-80)	-30 (-60)	-20 (-70)
SBT				+60 (+110)	+40 (+90)	+50 (+95)
SBR		40 (70)	+0 (+30)			
Westbound ECR						
WBL	280 turn lane & 1070 to Cambridge Ave.	260 (410)	+10 (+0)	+110 (+0)	+60 (+0)	+160 (+0)
WBT		330 (710)	+0 (+100)	+80 (+500)	+0 (+530)	+600 (+660)
Eastbound ECR						
EBL	220 turn lane & 830 to Roble Ave.	130 (170)	+30 (+10)	+120 (+10)	+90 (+0)	+70 (+0)
EBT		450 (510)	+0 (+0)	+20 (+20)	+70 (+0)	+0 (+0)
Notes: ## (##) = morning (evening) commute hour						
1. Results represent the 95 percentile queue length.						





INTERSECTION EVALUATION (SIGNAL OPERATION – MORNING COMMUTE HOUR 95% QUEUE)





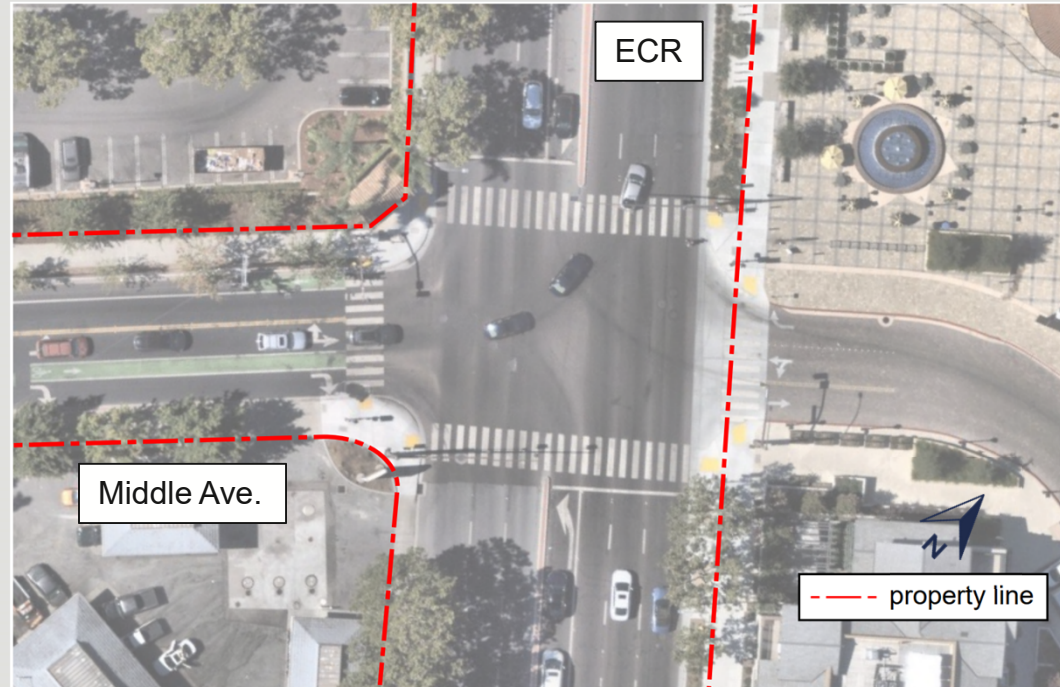
INTERSECTION EVALUATION (SIGNAL OPERATION – EVENING COMMUTE HOUR 95% QUEUE)





INTERSECTION EVALUATION (GEOMETRY)

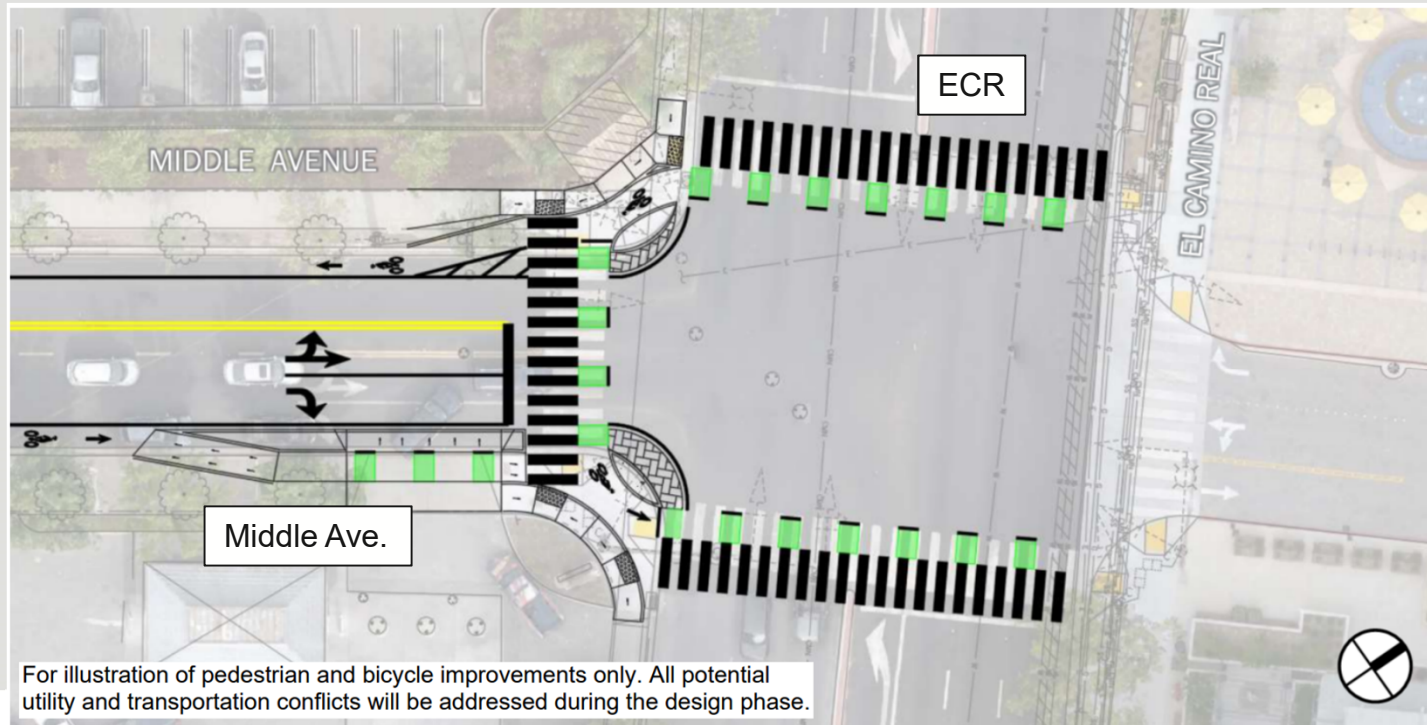
- Improve pedestrian/bicycle conditions





INTERSECTION EVALUATION (GEOMETRY)

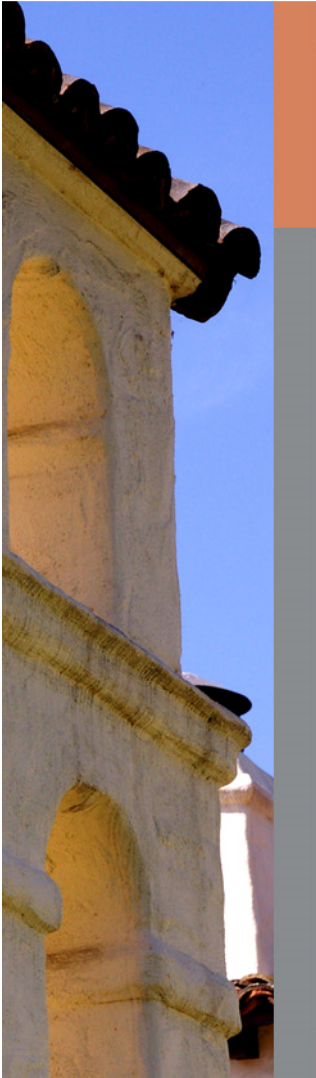
- Potential impacts (right of way, utility conflicts, budget & schedule)





FEEDBACK

- Signal – which alternative for further analysis?
- Geometry – is there consensus to continue or pause design due to constrains (utility relocation, ROW acquisition)?



NEXT STEPS

- Incorporate CSC feedback
- Present to City Council





THANK YOU



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