



SPECIAL MEETING MINUTES

Date: 8/24/2023
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 6:35 p.m.

B. Roll Call

Present: Behroozi, Cebrian, Cole, Silverstein
Absent: Altman, King, Kollmann
Staff: Assistant Engineer Matthew Hui, Assistant Public Works Director – Transportation
Hugh Louch, Senior Transportation Engineer Kevin Chen

C. Reports and Announcements

Staff Chen reported out on City Council actions related to transportation since the July 12 Commission meeting.

Commissioner Behroozi reported out on the new bicycle infrastructure through the downtown Santa Cruz Avenue closure.

Chair Cebrian reported out on Vision Zero Action Plan community meeting and Middle Avenue complete streets project.

D. Regular Business

D1. Accept the Complete Streets Commission minutes for July 12, 2023

ACTION: Motion and second (Behroozi/ Cole), to accept the Complete Streets Commission minutes for July 12, 2023, passed 4-0 (Altman, King, Kollmann absent).

D2. Review Proposed Alternatives for the Coleman and Ringwood Avenues Transportation Study (Staff Report #23-010-CSC)

Staff Louch and W-trans consultant Cameron Nye made the presentation (Attachment).

- Speaker spoke on concerns related to bus stops on Coleman Avenue.
- Kevin Rennie spoke on concerns related to bicycle and driveway conflicts, Gilbert Avenue as a bicycle detour, connection from Ringwood Avenue to Burgess Drive, and in support of a bicycle lane.
- Adina Levin spoke on concerns related to parking issues and roadway safety along Coleman Avenue.
- Jenny Michel spoke in support of working with nearby businesses to address parking needs.

- Alan spoke on concerns related to bicycle and driveway conflicts, parking removal and other parking availabilities, and in support of traffic calming measures.

The Commission discussed bicycle design alternatives advantages and disadvantages, Coleman Avenue user groups and priorities, daytime and overnight parking demands, parking removal options, parking alternatives, pedestrian crossing at Coleman Avenue and Ringwood Avenue, community meetings and project timeline.

The Commission requested that staff provide additional parking analyses for the next meeting.

D3. Provide feedback on Vision Zero Action Plan (Staff Report #23-011-CSC)

Staff Louch and Fehr & Peers consultant Johnathan Kupfer made the presentation (Attachment).

- Adina Levin spoke in support of a comprehensive approach and on impacts to the City's neighborhood traffic management program and its process.

The Commission discussed connections to the City's neighborhood traffic management program, inclusion of "near miss" and police calls, challenges of achieving vision zero, jurisdictional boundaries, potential intersection improvements, recent roadway safety improvements and community outreach efforts.

D4. Recommend to City Council to approve the Complete Streets Commission 2023-2024 work plan (Staff Report #23-012-CSC)

Staff Chen introduced the item (Attachment).

The Commission discussed next steps and subcommittee assignments.

ACTION: Motion and second (Cole/ Behroozi), to recommend the work plan to the City Council and select Chair Cebrian to speak at future City Council meetings, passed 4-0 (Altman, King, Kollmann absent).

E. Informational Items

E1. Update on major project status

Staff Chen provided updates on the Caltrain quiet zone implementation plan, outreach at an upcoming Menlo Park farmers market and the Middle Avenue Caltrain crossing.

F. Committee/Subcommittee Reports

None.

G. Adjournment

Chair Cebrian adjourned the meeting at 9:21 p.m.

Kevin Chen, Senior Transportation Engineer

Coleman and Ringwood Avenues Transportation Study

Menlo Park Complete Streets Commission
August 24, 2023



OFFICE OF
SUSTAINABILITY
COUNTY OF SAN MATEO



COUNTY OF
SAN MATEO



PRESENTATION OVERVIEW

- Study Purpose, History and Process
- Community Engagement
- Design Alternatives
- Next Steps

PURPOSE OF STUDY

Need

- Stakeholder safety and access concerns
- Priority project in the County's ATP and City TMP
- Expand on/reconcile past planning efforts
- Multiple schools located on the corridors

Goal

- Develop a community-driven preferred plan to improve mobility for active modes of transportation and safety for all roadway users

STUDY AREA MAP



STUDY PROCESS AND TIMELINE





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COMMUNITY ENGAGEMENT GOALS

Main Goal

- Facilitate engagement with a diverse range of people who live, work, study, and/or travel along the two corridors

Specific Goals

- Identify and gather feedback
- Better understand transportation issues, barriers, and opportunities
- Build compromise and consensus
- Build momentum and support



ENGAGEMENT AND OUTREACH ACTIVITY

- In-Person Events (15)
- Community Surveys (2)
- Ongoing Collaboration with Community Based Organizations
- Online Engagement



PHASE I KEY TAKEAWAYS

Priority Values

Children's safety

Dedicated space to comfortably and safely walk/bike

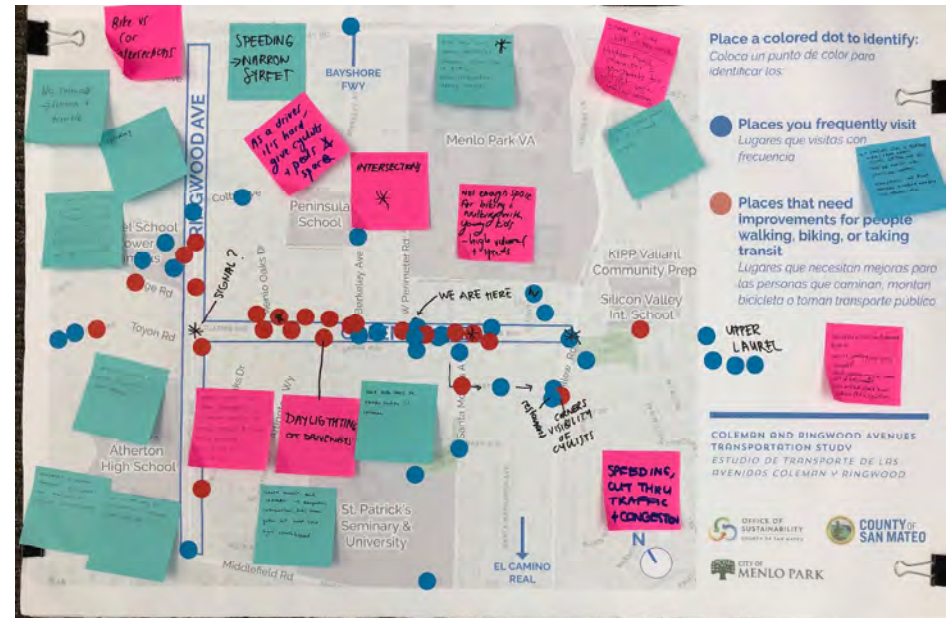
Preservation of neighborhood character (trees, greenery, circulation, etc.)

Top Concerns

Lack of pedestrian and bicycle facilities

Speeding issues and dangerous driving behavior

Illegal parking and lack of crossing opportunities



PHASE 2 KEY TAKEAWAYS

Ringwood Avenue

Desire for vertical separation between bike and travel lanes near the schools

Support for separate facilities for bikes and pedestrians

Division over retaining or removing right turn lane at MA High

Desire for new pedestrian crossing in front of MA High

Coleman Avenue

Strong preference for bike lanes over a bike boulevard on County portion

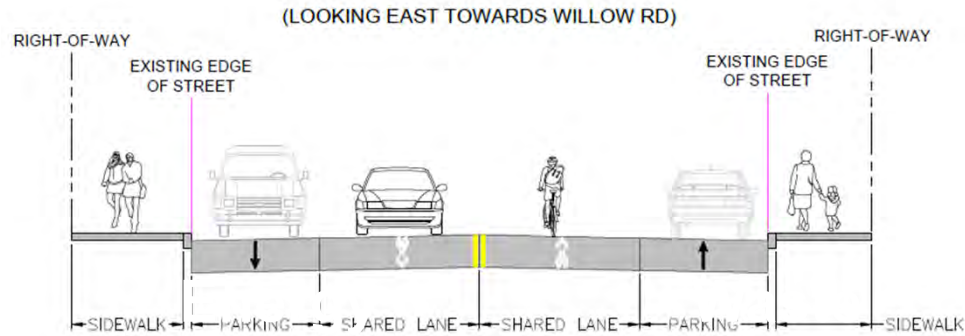
Initial support for one-way street decreased after discussing circulation impacts

Concern with parking removal within the City

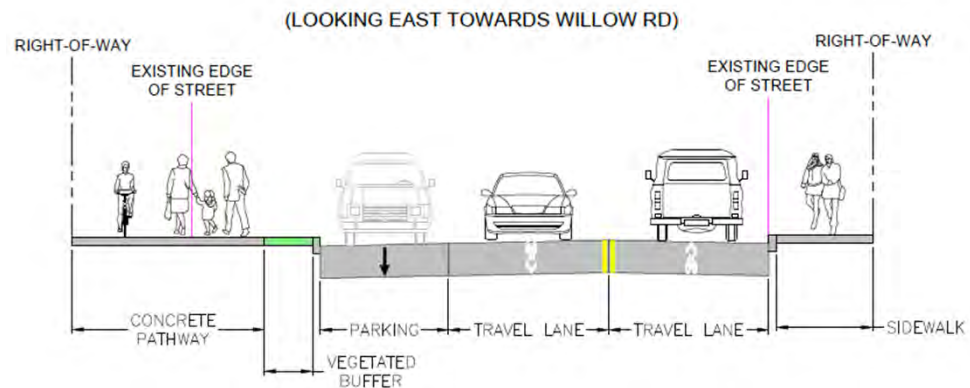
Mixed feelings about traffic circles in the County



COLEMAN AVENUE (CITY) ALTERNATIVES



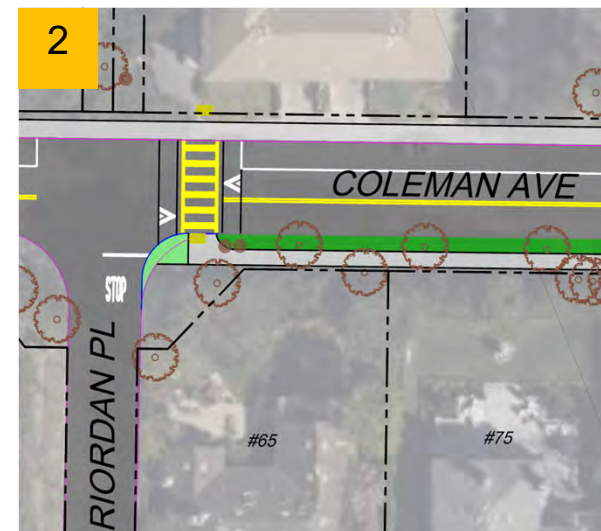
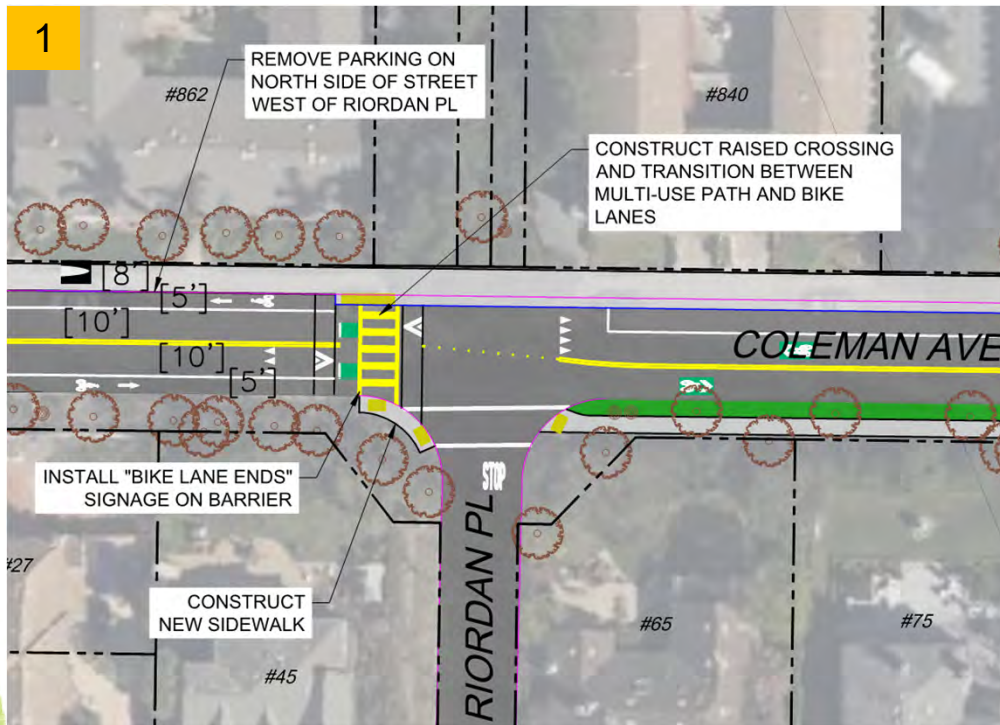
Bike Boulevard with Parking on Both Sides



Bike Boulevard with Concrete Pathway and Parking on One Side

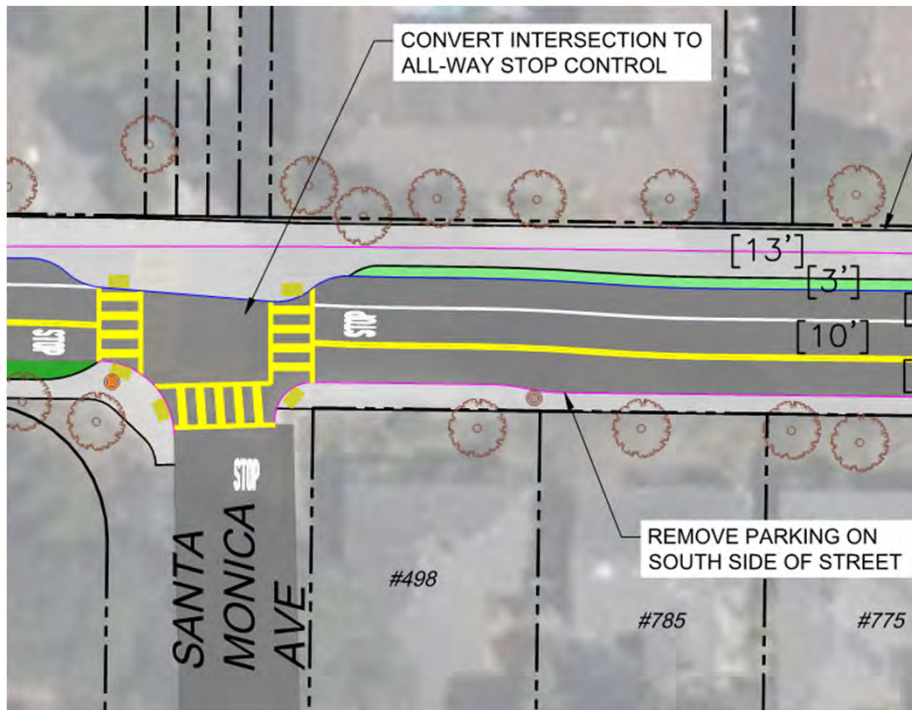
COLEMAN AVENUE (CITY) ALTERNATIVES – DETAILS

Riordan Place

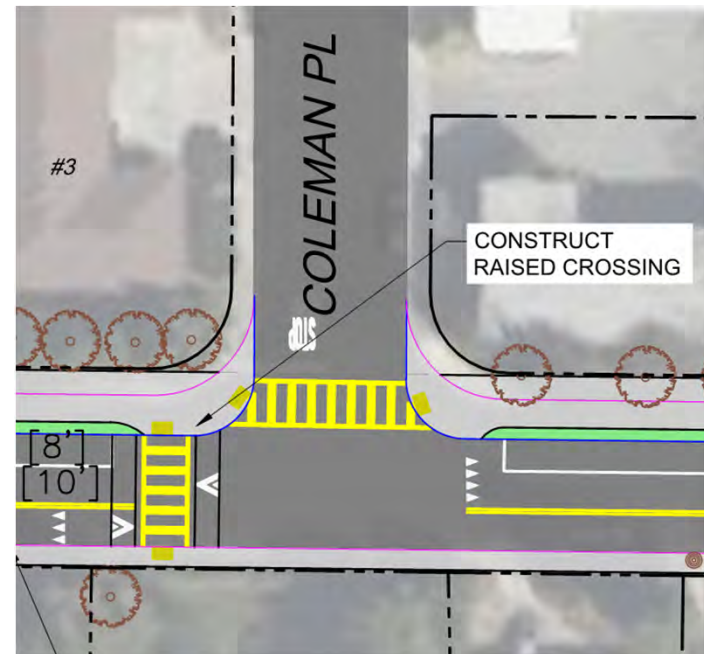


COLEMAN AVENUE (CITY) ALTERNATIVES – DETAILS

Santa Monica Avenue



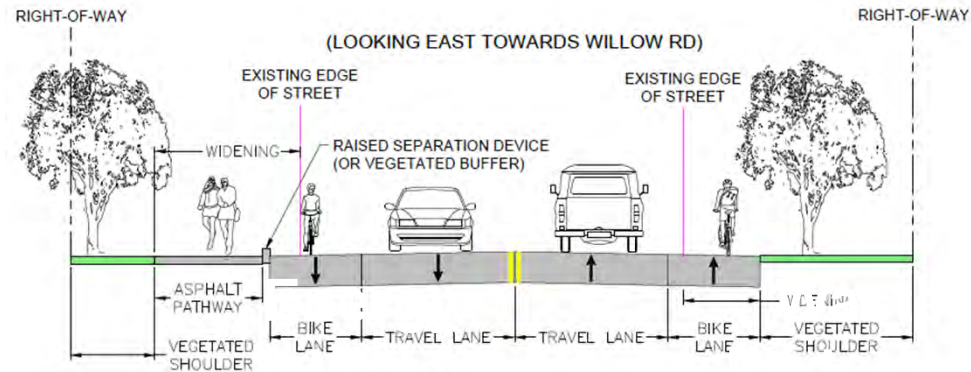
Coleman Place



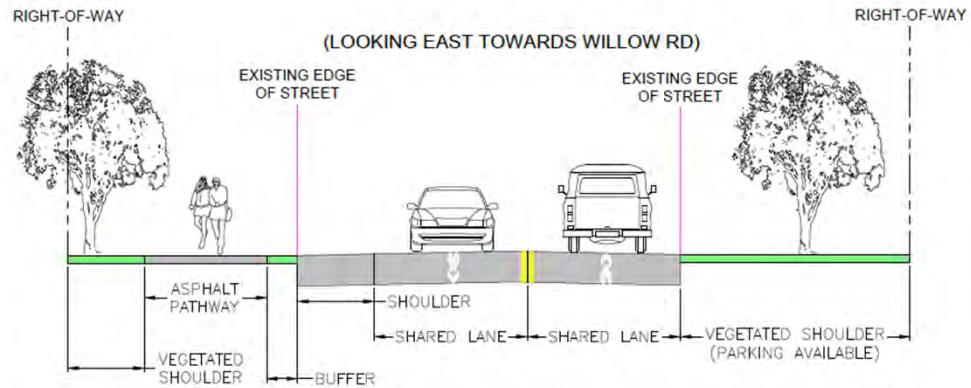


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COLEMAN AVENUE (COUNTY) ALTERNATIVES



Bike Lanes with Narrower Asphalt Pathway

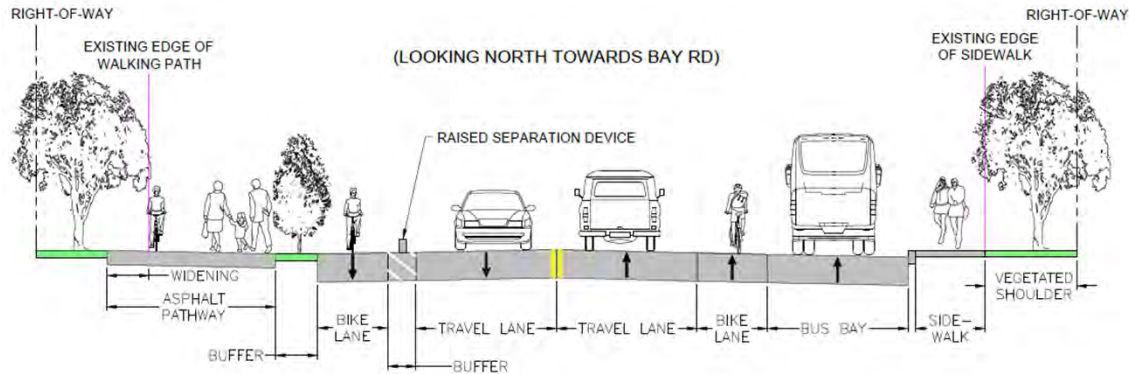


Bike Boulevard with Wider Asphalt Pathway

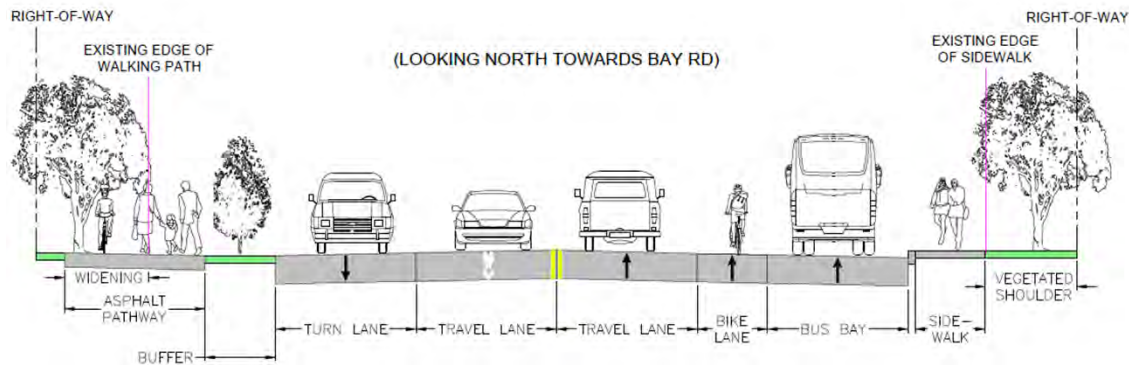


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RINGWOOD AVENUE ALTERNATIVES



Bike Lanes with Raised Separation Device and Asphalt Pathway



Combination Bike and Shared Lanes with Asphalt Pathway



NEXT STEPS

- **August 2023** – Refine preferred alternatives
- **September 2023** – Prepare Draft Study
- **October 2023** – Complete Final Study
- **Winter 2023** – Presentations to Board and Council to approve the community-driven preferred plans



QUESTIONS?
THANK YOU



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SAN MATEO



Photo Source: City of Menlo Park

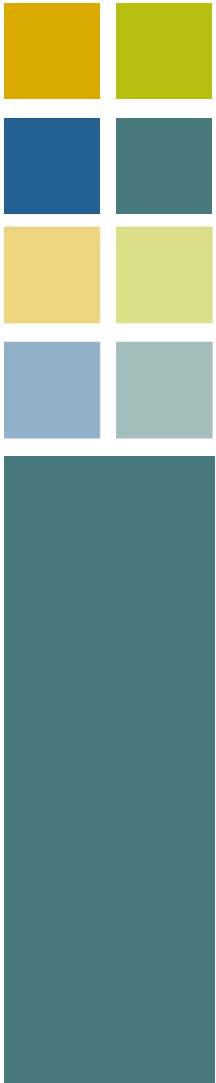


FEHR & PEERS

Menlo Park Complete
Streets Commission

August 24, 2023

City of Menlo Park Vision Zero Action Plan



Agenda

- Project Overview
- State of Safety in Menlo Park
- City-wide Emphasis Areas
- Systemic Safety Strategies & Discussion
- Next Steps & Engagement Plan



Project Overview



PROJECT OVERVIEW

Menlo Park's Commitment to Safety

Policy CIRC-1.1

Vision Zero. Eliminate traffic fatalities and reduce the number of non-fatal collisions by 50 percent by 2040.

CITY OF MENLO PARK GENERAL PLAN
CIRCULATION ELEMENT
ADOPTED 2016



PROJECT OVERVIEW

What is Vision Zero?

TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**

PERFECT human behaviour

Prevent **COLLISIONS**

INDIVIDUAL responsibility

Saving lives is **EXPENSIVE**

VS

VISION ZERO

Traffic deaths are **PREVENTABLE**

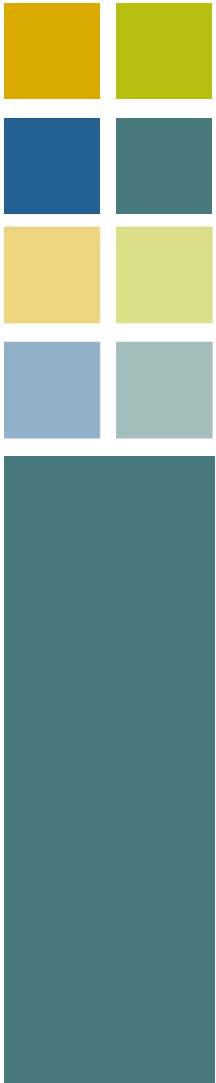
Integrate **HUMAN FAILING** in approach

Prevent **FATAL AND SEVERE CRASHES**

SYSTEMS approach

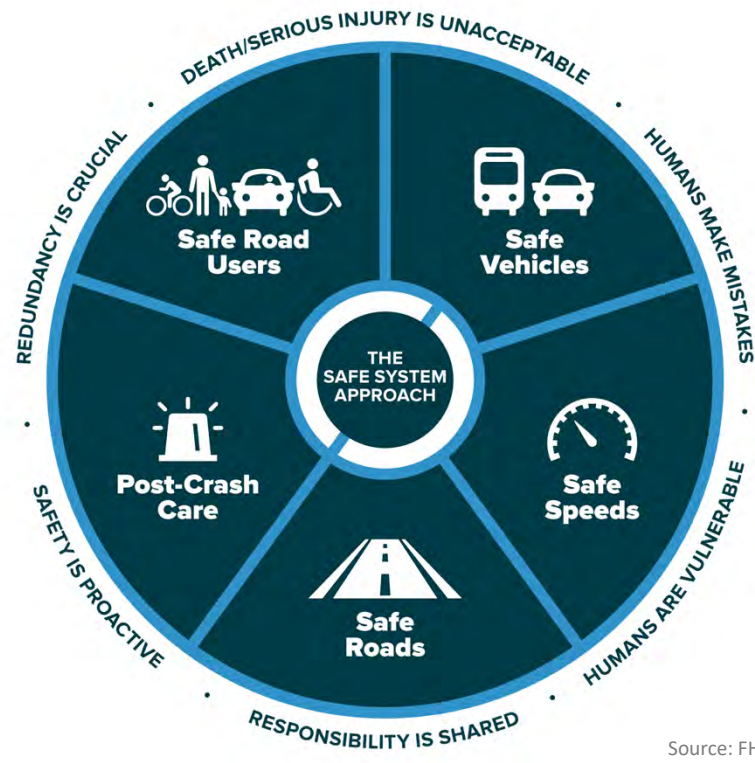
Saving lives is **NOT EXPENSIVE**

Source: Vision Zero Network



PROJECT OVERVIEW

Safe System Approach



Source: FHWA



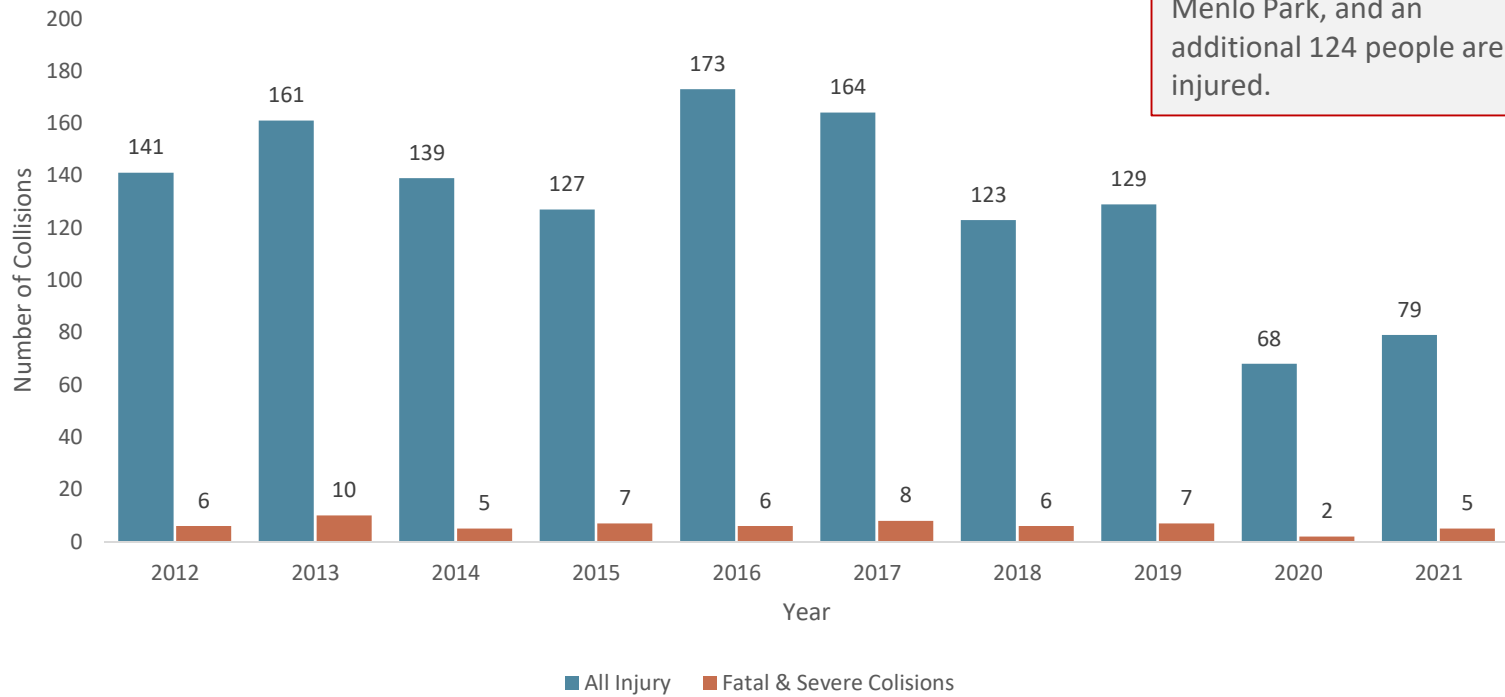
State of Safety
in Menlo Park



SAFETY IN MENLO PARK

Roadway Safety in Menlo Park: Quantitative Analysis

On average, 6 people per year are killed or severely injured in collisions in Menlo Park, and an additional 124 people are injured.



Source: Transportation Injury Mapping System (TIMS) 2012-2021



SAFETY IN MENLO PARK

Roadway Safety in Menlo Park: Quantitative Analysis

Key Collision Themes

Movement-Based Themes

Collisions involving unsafe speeds

Bicycle and pedestrian collisions involving left and right turns

Vehicle collisions involving left turns

Midblock bicycle collisions

Vehicle collisions involving driver failure to yield to another vehicle when entering roadway

Broadside collisions

Age-Based Themes

Collisions involving pedestrians 65 and older

Collisions involving bicyclists 15 and under

Location-Based Themes

Collisions in Downtown

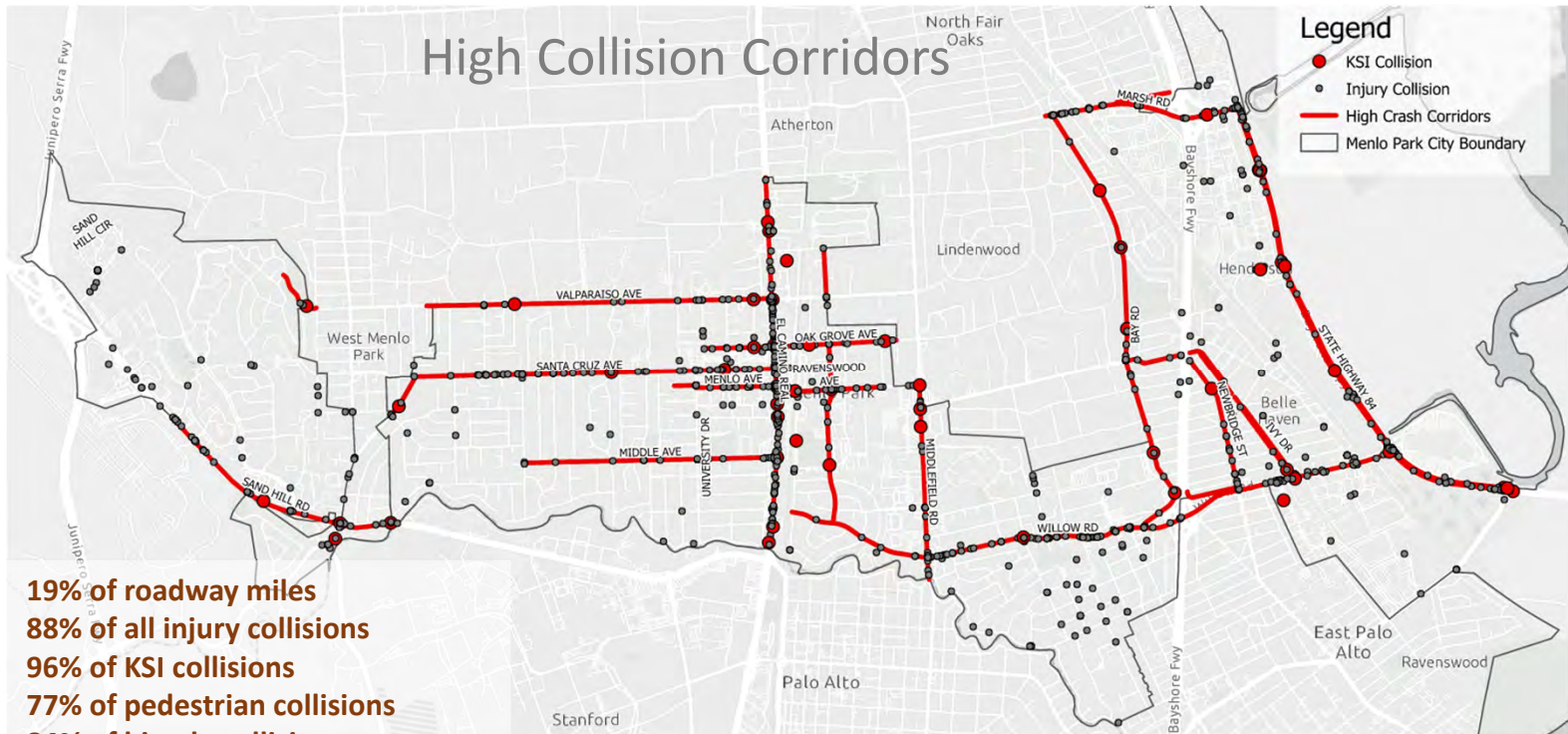
Collisions in Belle Haven neighborhood

Collisions on state-owned roadways



PROJECT OVERVIEW

Roadway Safety in Menlo Park: Quantitative Analysis





City-wide Safety
Emphasis Areas



EMPHASIS AREAS & STRATEGIES

What Is an Emphasis Area?

Each emphasis area has a set of countermeasures that reduce the risk or severity of collisions seen in the emphasis area.

Emphasis Area

Characteristics of particular roadway or land use types that are associated with a higher risk for certain types of collisions



Countermeasures

Design, engineering, policy, or education tools used to reduce the crash risk in that particular context

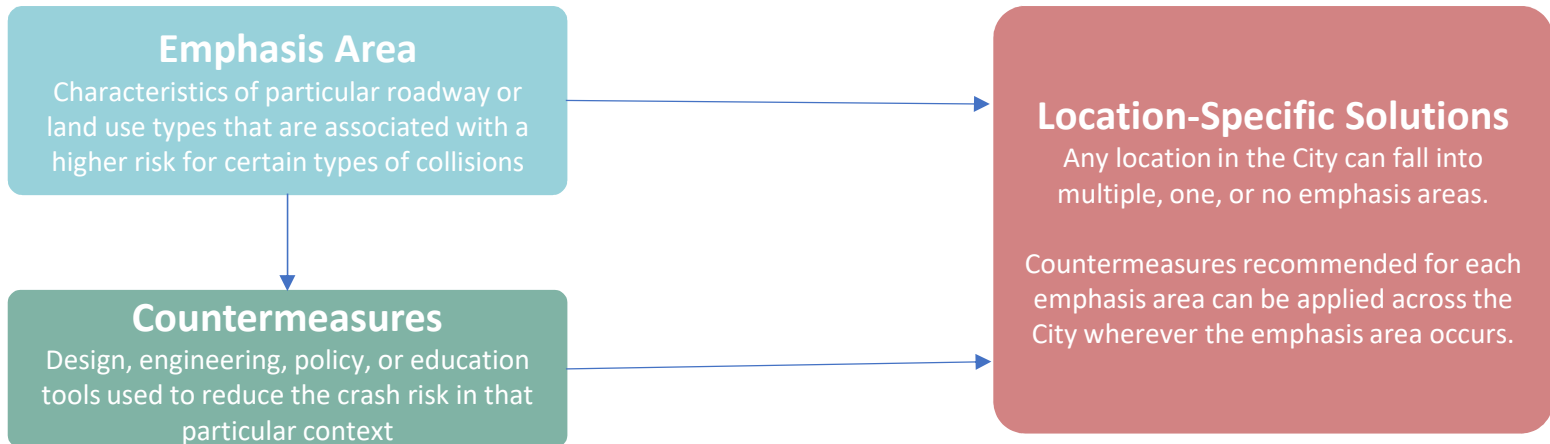


EMPHASIS AREAS & STRATEGIES

Draft Safety Emphasis Areas

Each emphasis area has a set of countermeasures that reduce the risk or severity of collisions seen in the emphasis area.

The treatments recommended for a given location in the City will depend on which emphasis area(s) the location is in.





EMPHASIS AREAS & STRATEGIES

Menlo Park Draft Safety Emphasis Areas

1. State-owned roadways
2. City-owned higher-speed roadways
3. Lower-speed roadways
4. Intersections
5. School zones (within 1000' of school)



EMPHASIS AREAS & STRATEGIES

Menlo Park Draft Safety Emphasis Areas

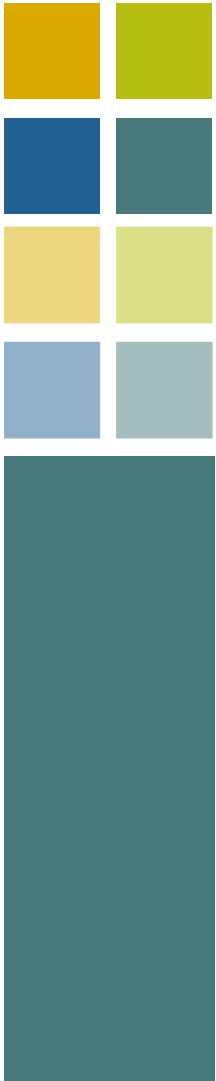
1. State-owned roadways
2. City-owned higher-speed roadways
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4. Intersections
5. School zones (within 1000' of school)

Question for Complete Streets Commission:

How do these emphasis areas sit with your understanding of the City?



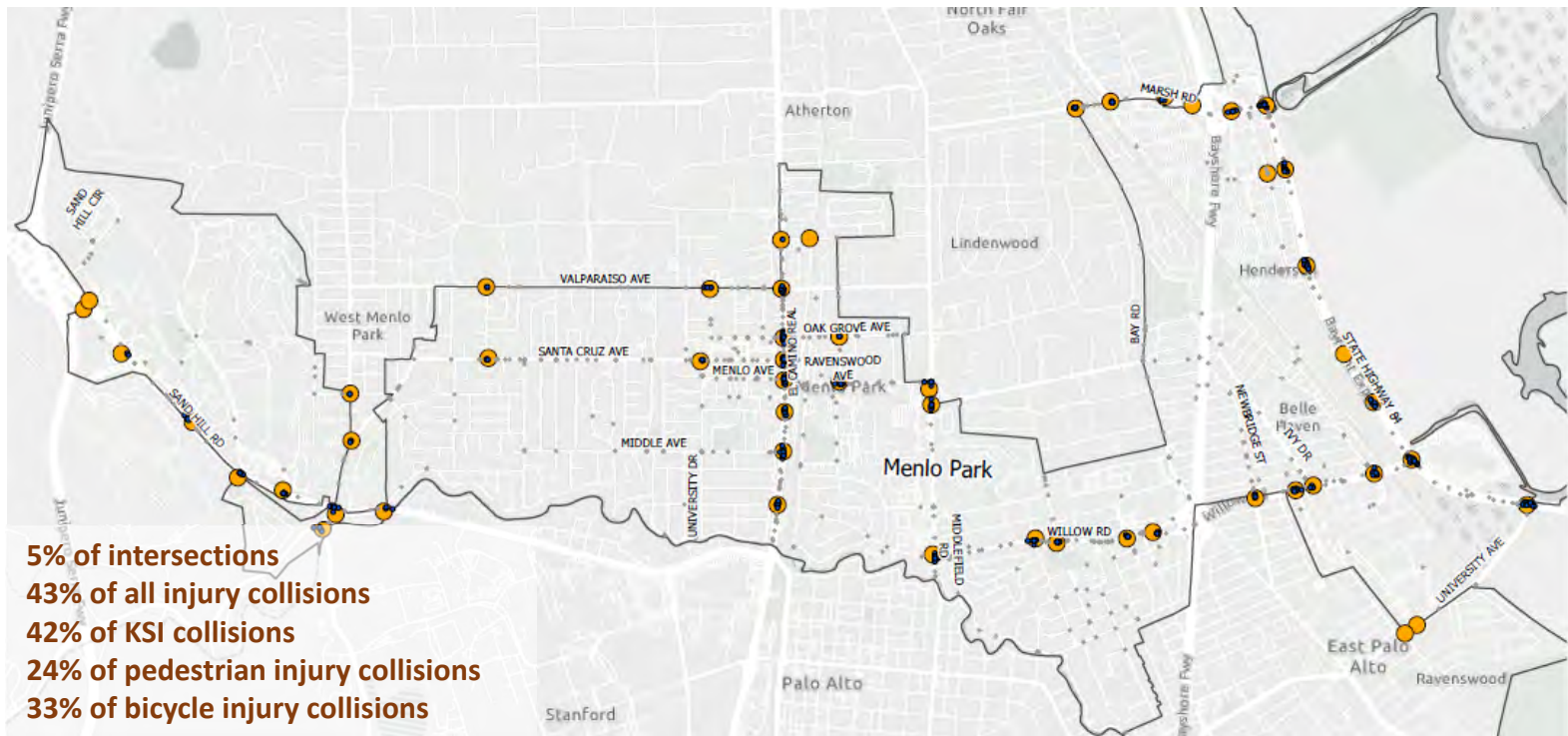
Systemic Safety Strategies



EXAMPLE EMPHASIS AREAS & STRATEGIES

Collisions in Emphasis Area

Signalized Intersections





EMPHASIS AREAS & STRATEGIES

Candidate Systemic Safety Strategies

Recommended strategies are dependent on the roadway context:



**Signalized
Intersections**



**Unsignalized
Intersections**



Corridors



EMPHASIS AREAS & STRATEGIES

Candidate Systemic Safety Strategies

Signalized Intersections

Leading pedestrian intervals, extended pedestrian crossing time

Pedestrian scrambles

Bicycle signals

Protected left turns

Red light cameras

Prohibited left or right turns

No right turn on red

Bicycle striping (e.g., bike box, green conflict striping)

Tightened curb radii, slip lane removal





EMPHASIS AREAS & STRATEGIES

Candidate Systemic Safety Strategies

Unsignalized Intersections

Roundabouts or mini traffic circles

Rectangular Rapid Flashing Beacons (RRFBs)

Pedestrian Hybrid Beacons (PHBs)

Protected intersections

Curb extensions

Pedestrian refuges

Raised crosswalks or intersections

High visibility striping

Turn pocket removal





EMPHASIS AREAS & STRATEGIES

Candidate Systemic Safety Strategies

Corridors

Road diets – fewer lanes

Lane narrowing – narrower lanes

New/wider sidewalks or shared use paths

Separated bikeways

Bicycle boulevards

Traffic calming (e.g., speed humps, chicanes)

Directional medians

Traffic diverters

Speed limit reductions





Community Engagement



NEXT STEPS & COMMUNITY ENGAGEMENT

Goals of Community Engagement

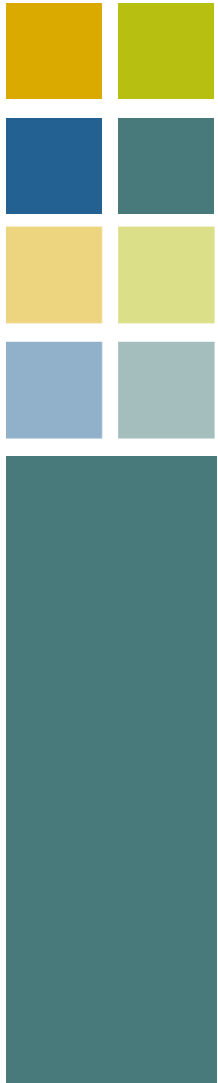
1. Reach residents and community members who are most impacted by traffic violence
2. Stakeholders know what the VZAP is and understand the goals and potential impacts of the Plan
3. Engagement activities reach and celebrate the voices of populations that represent the demographics of the community and key stakeholders
4. Stakeholders see their input in the final plan



NEXT STEPS & COMMUNITY ENGAGEMENT

Engagement Events

1. Stakeholder workshops (April, July, September/October)
2. Focus groups and public workshops (August)
3. Pop-up events (September)
 - Farmers Market
4. Presentations
 - City Council
 - Complete Streets Commission



Feedback from
Complete Streets
Commission



NEXT STEPS & COMMUNITY ENGAGEMENT

Questions and Feedback

- Overall feedback on the process for the Vision Zero Action Plan
- Do the collision locations and high collision corridors resonate with members of the commission?
- How do the emphasis areas sit with your understanding of the City?
- Are there strategies that you think are particularly important for staff to consider?



NEXT STEPS & COMMUNITY ENGAGEMENT

Next Steps

- Development of Priority Projects and Action Plan (August - November)
- Plan Adoption (December/January)
- Community Engagement Throughout



Thank you!

Complete Streets Commission

Public Works Department
701 Laurel Street, Menlo Park CA 94025
Adopted August 24, 2023



Work plan goals

The Complete Streets Commission provides advice and recommendations to the City Council on realizing the City's adopted goals for Complete Streets, Vision Zero, and the Climate Action Plan. It provides transportation-related input on major land use and development projects, to promote safe transportation infrastructure and alternative modes of transportation.

1. Advise the City Council on the implementation of the Transportation Master Plan:
 - Evaluate and propose key transportation corridors for project prioritization
 - Advise and make recommendations on the Middle Avenue Complete Streets Project and the pedestrian and bicycle rail crossing
2. Provide input and recommendations on the City's major development projects by evaluating them based on impact on public streets, safety, and transportation accessibility, especially bicycle/pedestrian/public transportation accessibility.
3. Advise and provide input to the City Council on citywide transportation policies/programs:
 - Evaluate driveway stopping sight distance policy
 - Update the transportation impact analysis guidelines to include multimodal study metrics
4. Support the Council's ongoing initiatives to improve access to Downtown and support downtown businesses.
5. Support the implementation of the Safe Routes to School strategy and advocate for community engagement, program continuity and design implementation:
 - Evaluate the current state of the Safe Routes to School program
6. Advise on the City Council's role as a stakeholder with regard to regional multimodal and transportation demand management programs projects to increase sustainable transportation for Menlo Park.

Work plan history

Action	Date	Notes
Work plan recommended	August 24, 2023	Recommended (e.g., "Commission approved")

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