REGULAR MEETING MINUTES

Date: 1/16/2018
Time: 7:00 p.m.
City Council Chambers
701 Laurel St., Menlo Park, CA 94025

A. Call to Order

Mayor Ohtaki called the meeting to order at 7:03 p.m.

B. Roll Call

Present: Cline, Keith, Ohtaki, Mueller, Carlton
Absent: None
Staff: City Manager Alex McIntyre, City Attorney Bill McClure, Deputy City Clerk Jelena Harada

C. Pledge of Allegiance

Mayor Ohtaki led the Pledge of Allegiance.

D. Public Comment

- Maria Amundson spoke about the railroad crossing on Encinal.
- Marcy Abramowitz spoke about the railroad crossing on Encinal.
- Andrew Boone spoke about local minimum wage and local rent control ordinances.
- Pamela Jones spoke about the Karl E. Clark Park dedication.
- Osnat Loewenthal spoke about potential impacts to the Menlo Children's Center from the Library project.
- Gary Lauder spoke about the Willow Road/U.S. 101 interchange project. (Attached)
- Kathleen Daly spoke about Willows neighborhood traffic.
- Annika McClure, Silicon Valley Leadership Group, spoke about the upcoming 2018 Washington, D.C. Advocacy trip.
- Shani Rodell spoke about traffic issues on Bay Road.
- Tom Caldecott spoke about traffic in the Willows neighborhood.
- Brie Cioffi spoke about traffic in the Willows neighborhood.

E. Presentations and Proclamations

E1. Presentation of the 2017 City Satisfaction Survey results

City Manager Alex McIntyre introduced the item. Charles Hester, from Godbe Research, Inc., provided the presentation (Attached).

- Jen Wolosin spoke about the survey questions.

F. Commissioner Reports

F1. Consider applicants and make appointments to fill three public vacancies and two City Councilmember seats on the Belle Haven Neighborhood Library Advisory Committee (Staff Report #18-014-CC)

Interim City Clerk Clay Curtin introduced the item.

Veronica Gonzalez (nominated by Carlton, appointed by the majority vote Carlton, Mueller, Ohtaki)

Pushpinder Lubana (nominated by Kirsten Keith, vote from Kirsten Keith)

L.J. Anderson (nominated by Rich Cline, vote from Rich Cline)

Tiffanie Lai (nominated by Carlton, appointed by the majority vote Carlton, Cline, Keith, Ohtaki)

Michelle Boire (nominated by Carlton, appointed by the majority vote Carlton, Cline, Keith, Ohtaki)

G. Consent Calendar

Mayor Ohtaki announced that Item G6 was being continued to the January 23, 2018, meeting.

City Manager McIntyre recused himself from hearing Item G7 due to proximity of his residence to the subject location.

Councilmember Cline recused himself from hearing and voting on Item G8 due to proximity of his residence to the subject location.

G1. Accept the City Council meeting minutes for December 12, 2017

G2. Introduce an ordinance adding Chapter 2.55 to the Menlo Park Municipal Code requiring electronic filing of campaign statements and statements of economic interest (Staff Report #18-013-CC)

G3. Receive and file the Comprehensive Annual Financial Report for the fiscal year ended June 30, 2017 (Staff Report #18-005-CC)

G4. Review of the annual report on the status of the transportation impact, storm drainage, recreation in-lieu, below market rate housing in-lieu, and building construction road impact fees collected as of June 30, 2017 (Staff Report# 18-001-CC)

G5. Approve a third amendment to the current lease agreement with Team Sheeper Inc. for operation of the Burgess and Belle Have pools to extend the term through March 31, 2018, and continue modifications approved by City Council on September 26, 2017 (Staff Report #18-010-CC)

G6. Approve the design for the relocated connection of Marsh Road to Independence Drive (Staff Report #18-011-CC)

G7. Adopt a resolution of intention to abandon a Public Utility Easement within the property at 1049 Almanor Avenue (Staff Report #18-003-CC)

G8. Approve installation of traffic management plan for North Lemon Avenue between Valparaiso

Avenue and Santa Cruz Avenue for a six-month trial period; and appropriate $30,000 from the Measure A fund for construction, contract administration and inspection (Staff Report #18-004-CC)

Councilmember Mueller pulled items G2 and G5. Mayor Pro Tem Ohtaki pulled item G1.

ACTION: Motion and second (Cline/Keith) to approve items G1 through G7, with the exception of G6, on Consent Calendar, passed unanimously. Item G6 was continued to the meeting of January 23, 2018.

ACTION: Motion and second (Keith/Carlton) to approve item G8, passed (4-0-1; Cline recused)

H. Regular Business

H1. City Clerk's random selection of first three Advisory Districting Committee members, input on City's community outreach and engagement plan for transitioning to district elections and appropriation of additional funds for the districting project (Staff Report #18-002-CC)

Interim City Clerk Clay Curtin introduced the item and provided the presentation (Attachment).

- Charles Jameson expressed interest in serving on the Committee.
- Fran Dehn spoke about the formation of the Advisory Districting Committee.
- Steve Chessin spoke about requirements for districting.
- John Kadvany spoke about requirements for districting and district sizing.

ACTION: Motion and second (Cline/Ohtaki) to direct City Clerk to select the first 3 Advisory Districting Committee members by random draw from the pool of approved candidates; and to appropriate additional funds for the districting project, passed unanimously.

Interim City Clerk Clay Curtin administered the random draw. Honor Huntington, Michael Hoff, and Mark Heim were selected as the three initial members, out of 9, to serve on the Advisory Districting Committee.

H2. Provide direction regarding placement of a city charter on the ballot and discussion of the scope and timing of a possible charter vote (Staff Report #18-006-CC)

Assistant City Attorney Cara Silver introduced the item and provided the presentation (Attached).

- John Kadvany spoke about the charter timeline and the preference to adopt the charter by 2020.
- Pamela Jones spoke about the charter timeline and voting systems.
- Steve Chessin spoke about the charter timeline and the ranked-choice voting system.
- Jen Wolosin spoke about alternative electoral process and voiced the preference to vote for the charter in 2020.

After the discussion, the City Council directed staff to table the charter discussion for the Goal Setting session on January 29, 2018. The City Council asked for a report on how becoming a charter city would affect not only the election system but also the quality of life of Menlo Park residents.

I. Informational Items

I1. Update on the temporary traffic calming modifications to the Willows neighborhood due to construction impacts of the Willow Road/U.S. 101 interchange (Staff Report #18-009-CC)

- Sam Perry spoke about the impacts of the project.
- Daniel Hom spoke about neighborhood traffic.
- Tracy Morris spoke about the neighborhood traffic relief.

I2. Update on 2017 City Council Work Plan and City Council 2018 Work Plan preparation (Staff Report #18-012-CC)

I3. Hello Housing quarterly update (Staff Report #18-008-CC)

I4. Update on the Ravenswood Avenue railroad crossing (Staff Report #18-007-CC)

J. City Manager's Report

Menlo Park City School District announced its cooperation with the Sequoia High School District by allowing night-time school activities, 5:30 p.m. to 7:30 p.m., on the Hillview sports fields through the month of February. The fields' lights will be on during the activities. SamTrans announced a negotiation process with Facebook for the programing of the Dumbarton Rail Corridor. City Council Goal Session is scheduled for January 29, at 1 p.m. in the Arrillaga Family Recreation Center.

K. Councilmember Reports

Mayor Pro Tem Mueller reported that the design for the Little League snack shack has been approved by the Parks and Recreation Commission and will be presented to the City Council.

Mayor Ohtaki noted that on January 23, he and Assistant Public Works Director Nicole Nagaya will attend the Santa Clara Board of Supervisors meeting to present during the appeal of the Stanford CAM project on Querry Road to present the impacts and mitigations on Menlo Park.

L. Adjournment

Mayor Ohtaki adjourned the meeting at 11:55 p.m.

Jelena Harada, Deputy City Clerk

These minutes were approved at the City Council meeting of March 13, 2018.

Willow Rd./101 Interchange Fiasco

Why 4-Leaf Clovers are Luckier

Presentation to the Menlo Park City Council

January 16, 2018

by Gary Lauder

=Atherton resident who saw this movie @Marsh Rd.

Intro

- I'm a venture capitalist (VC), not a traffic engineer
- Lifelong fascination with traffic congestion…
  - …and why governments often fail to rectify it
- This is not my main pursuit, nor even main hobby
- I work out of my home, so this barely affects me
  - Used to commute via 101 to MV, so lots of experience
- Seeking someone else to take up the cause
- Can't stand to see peoples' lives wasted (when avoidable)

Willow/101 => Hypothesis: Traffic woes ƒ(human design errors)

- If spending $70M makes traffic & safety worse than it would have been w/o such spending…
  - and if this is common, not rare,…
  - Then no amount of money will save us.
  - Fixing the bad thinking is the only solution.
- My goal is to not only mitigate this fiasco, but to prevent the ongoing tragedy nationwide.

My Journey

- Circa 2002, MP & CalTrans replaced Marsh Rd. interch.
  - That's the main interchange that I use
  - Cloverleaf to partial cloverleaf (parclo) conversion similar to Willow
  - It made things MUCH worse
  - Was baffled as to why, but was fait accompli
- 13 years later, in 2015, Mr. RoadShow's article on plan for this
  - Looked into reasons and received baffling nonsensical answers
  - It was already clear that the experts (our government) had failed us
  - Hypothesis was that it was mistake, but I sought valid reasons
    - Even after a 5 hour meeting at CalTrans, rationale remains flawed

Flawed Premises

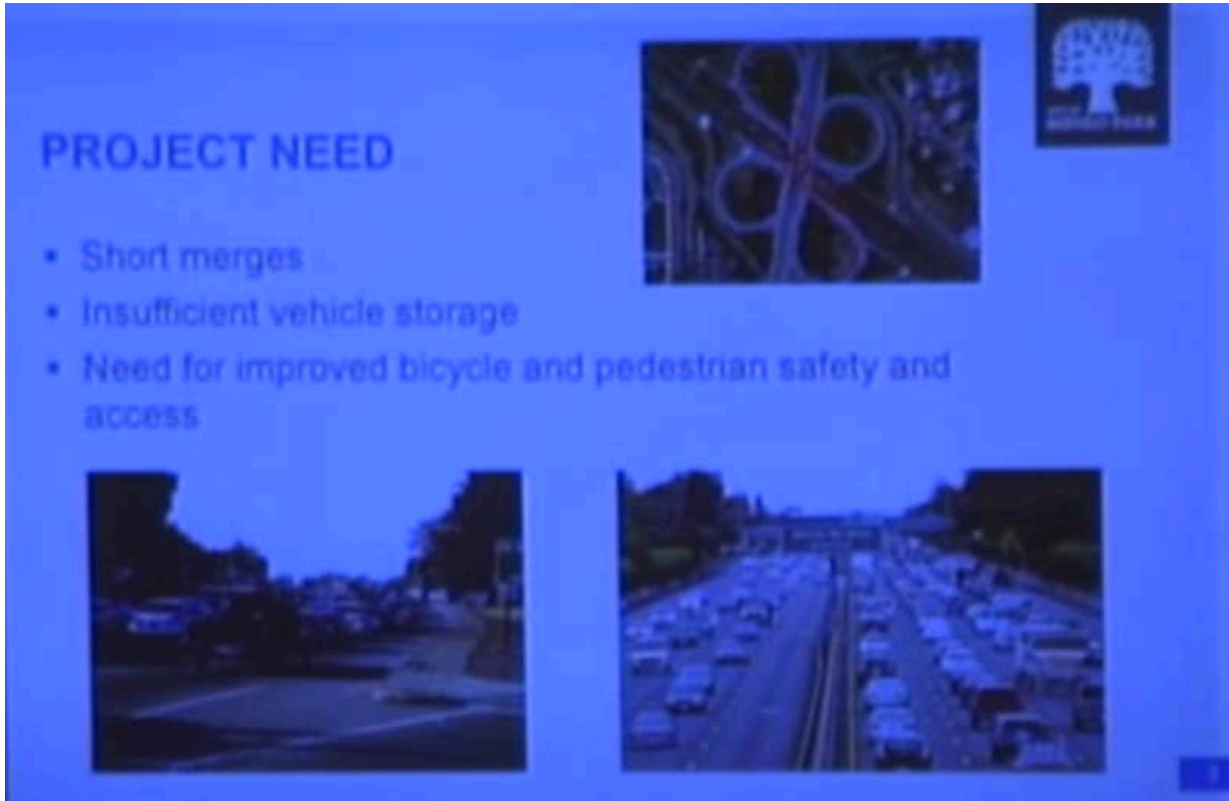
From 12/5/17 MPCC Meeting:

“Project Need”

•Short Merges

•Insufficient vehicle storage

•~Bike & ped…



Flawed Premises

From East Palo Alto's web site:

"The project will address deficiencies impacting motorists, bicyclists, and pedestrians by eliminating traffic weaves and providing adequate space for vehicles to stack on freeway off-ramps."

- You may ask yourself: WTF?

Short Weaving Segments

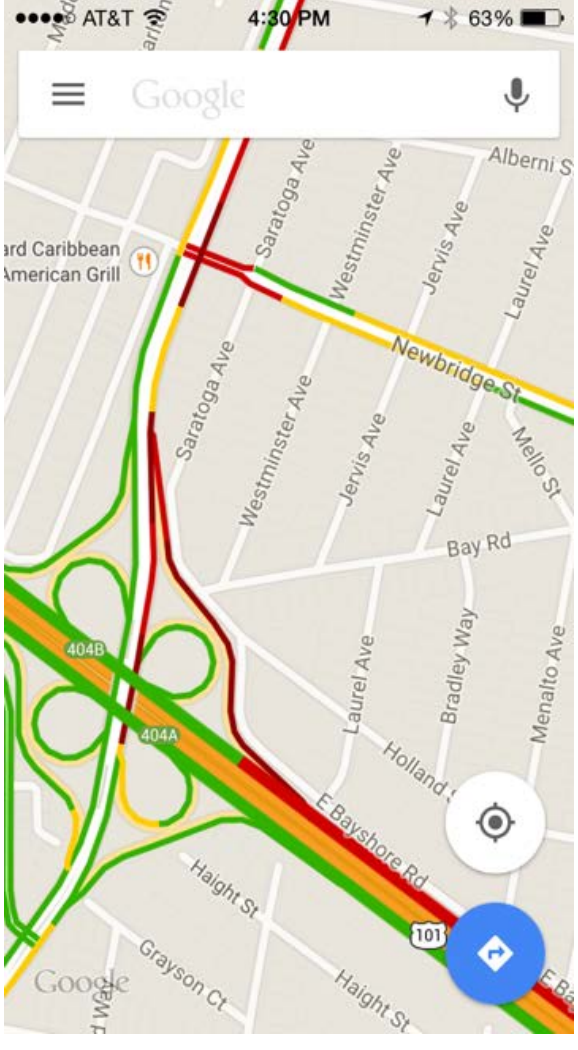
- The entering traffic from entrance loop crosses over with exiting traffic to exit loop
- Scary
- Some accidents result
- In some interchanges, the congestion to an exit loop can cause the entering traffic to be delayed by crossing the queue
  - This does not appear to be a problem here…but it's the main premise!

Causing congestion on 101?

- Can be mitigated by adding auxiliary lane
- Reduced throughput of ParClo won’t improve it

Have a look

"You can observe a lot by just watching."
–Yogi Berra
Delay is not from short weaving segm.



Willow ParClo Similar to Hillsdale

- NB 101 traffic headed for San Mateo bridge takes Hillsdale Blvd. east as shortcut
- 2-lane queue spills way back onto 101
- Westbound traffic must wait in EB queue
- Conversion was in 2002.
- I suggested repainting road to solid line
- CalTrans: “We don’t have a process for that.”

My name for it: “Hogging”

- The term “gridlock” explains a complex behavior with a single word. Same idea.
- Both Hogging & Gridlock = problems at Marsh
- Both cause enormous frustration and stress
  - Elevated cortisol levels are unhealthy
- Cloverleaf immune to both
- Aerial views…

Video with more detail on YouTube

“Aerial video of Hillsdale NB exit from 101 example of 'hogging'”

https://www.youtube.com/watch?v=kRfbY1Prjnw&t=1s

Bicycle Safety?

Those who cannot remember the past are condemned to repeat it.

— George Santayana, The Life of Reason

- Hillsdale Blvd. converted to ParClo in 2002
- Currently planning to put in bike/ped bridge…
- Why?

Not so safe after all

- “Someone is hit by a car while walking or biking across the interchange at least once every four months, according to collision data summarized in the report”
- “68-year-old Palo Alto resident Theodore Hinzte was struck and killed by the driver of a California Department of Transportation (Caltrans) vehicle in December 2009, while Hinzte was bicycling on Hillsdale…”

Also from that 2014 article:

"The key thing is that this should've been done twelve years ago!" exclaimed resident Jim Whittemore at last week's community meeting, referring to the interchange's partial cloverleaf reconstruction in 2002. "Safety for pedestrians and cyclists got a lot worse, and it still hasn't been fixed."

https://sf.streetsblog.org/2014/08/28/san-mateos-hillsdale-pedbike-bridge-moves-onto-final-regulatory-hurdle/

ParClo Throughput Reduction

- My memo to MPCC 22 month ago cited it.
- On 2/28/17 CalTrans made presentation here
- Sean Nozzari attempted to rebut my claim of reduced safety from ParClo's by citing data from a single conversion they did: Tully Rd.
- Why cherry-pick a single interchange?
- His data showed how many miles driven
  - Throughput cut almost in half! (by 46%)

Similar Project Accident Data
US 101/Tully Road, Santa Clara County

Accident data 2/21/2017

US 101/ Tully Road Interchnage, Santa Clara County

(Preliminary Only)

Condition	DATES	OFF-RAMPS ONLY			ALL RAMPS		
		# OF ACCIDENTS	MILLION VEHICLES (MV)	ACCIDENT RATES (/MV)	# OF ACCIDENTS	MILLION VEHICLES (MV)	ACCIDENT RATES (/MV)
PRE-PROJECT PROJECT REPORT & TOAR	7/1/00-6/30/03 (3 years)	*Total* 144	43.36	*Total* 3.32	*Total* 226	87.58	*Total* 2.58
		Injury 36		*Injury* 0.83	*Injury* 64		*Injury* 0.73
PRE-CONSTRUCTION (FULL CLOVERLEAF)	3/10/08-11/9/10 (32 months)	*Total* 95	39.91	*Total* 2.38	*Total* NA	NA	*Total* NA
		Injury 23		*Injury* 0.58	*Injury* NA		*Injury* NA
POST CONSTRUCTION (PARTIAL CLOVERLEAF)	10/31/12-6/30/15 (32 months)	*Total* 35	21.99	*Total* 1.59	*Total* 73	41.85	*Total* 1.74
		Injury 12		*Injury* 0.54	*Injury* 24		*Injury* 0.57

Source: Caltrans Traffic Accidnt Surveillance and Anlaysis System (TASAS)

29MV/yr.->16MV/yr. = 46% reduction

Accident data

2/21/2017

US 101/ Tully Road Interchnage, Santa Clara County

(Preliminary Only)

Condition	DATES	OFF-RAMPS ONLY			ALL RAMPS		
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		Injury 12		*Injury* 0.54	*Injury* 24		*Injury* 0.57

Source: Caltrans Traffic Accidnt Surveillance and Anlaysis System (TASAS)

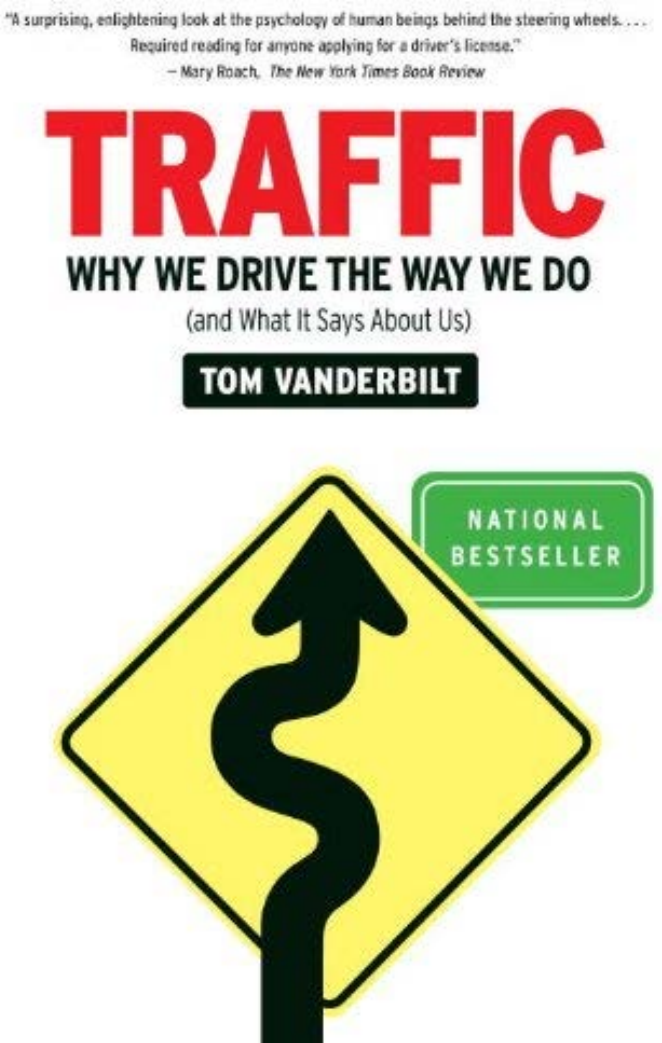
What about safety?

- MPCC member Peter Ohtaki opined on 12/5/17:

  “that short merge is not safe in my opinion”

- Counterintuitive conclusion of wonderful book: Traffic:

  What makes us scared makes us safe & vice-versa



Car Safety?

- This was not the first conversion of cloverleaf to PC
- Surely there must be studies that compare safety
- I have not been able to find >1, nor has CalTrans
- 1999 study by Virginia Transportation Research Council

"A smaller percentage of angle accidents [T-bones] occur at full cloverleafs (2%) than at partial cloverleafs (24%)…probably due to the absence of turning movements at the full cloverleafs."

Car Safety

- T-Bones & head-on collisions much more dangerous than side-swipes
- Could not find safety studies that counted injuries or total accidents
- Filed CPRA request to CalTrans
  - No response after many requests until pressured from governor's office and state senator
  - Response not really useful, but found some data…

Did my own safety analysis

- CalTrans had sent me the Traffic Operations Analysis Report (TOAR)
- I found the relevant data buried on p.131

My analysis: Willow Rd. (Cloverleaf)

	A	B	C	D	E	F	G	H	I	J	K	N	O	P
1	**Analysis of Accident Data From CalTrans's Traffic Operations Analysis Report (TOAR) Analyzing Only Willow Rd. and Marsh Rd. Interchanges**													
2	From: Route 101/Willow Road Interchange Improvements Traffic Operations Analysis Report (TOAR). Analysis by Gary@LauderPartners.com													
3	From Table 4 US 101 Mainline and Ramp Accident Rate on P.131. Data are accidents per million miles driven.													
4														
5	Locations	Actual Accident Rate			Statewide Avg Accident Rate			Actual minus Average Statewide				(Negative means safer)		
6	Willow = Cloverleaf	Fatal	F+Injury	Total	Fatal	F+Injury	Total	F+Injury	Total	F+I (%)	Total(%)			
7	NB off to NB Willow	0	0.18	0.27	0.005	0.15	0.45	0.03	-0.18	20%	-40%			
8	NB on from NB Willow	0	0	0.22	0.003	0.19	0.65	-0.19	-0.43	-100%	-66%			
9	NB off to SB Willow	0	0.29	0.86	0.004	0.21	0.75	0.08	0.11	38%	15%			
10	NB on from SB Willow	0	0	0	0.003	0.11	0.35	-0.11	-0.35	-100%	-100%			
11	SB off to SB Willow	0	0	0.19	0.004	0.26	0.85	-0.26	-0.66	-100%	-78%			
12	SB on from SB Willow	0	0	0	0.004	0.2	0.7	-0.2	-0.7	-100%	-100%			
13	SB off to NB Willow	0	0.18	0.7	0.006	0.34	1.2	-0.16	-0.5	-47%	-42%			
14	SB on from NB Willow	0	0	0.1	0.003	0.2	0.65	-0.2	-0.55	-100%	-85%		Total	
15	Average for Willow	0	0.08	0.29	0.004	0.21	0.70	-0.13	-0.41	-61%	-58%	<---Note the lower accident rates		
16	Total	0	0.65	2.34	0.032	1.66	5.6	-1.01	-3.26	-61%	-58%			
17	Types of Accidents %ages	0%	28%	100%	0.6%	30%	100%							
18					Statewide average ÷ Willow's actual equals					255%	239%	!!!!!! (Something is very special		
19				i.e.	Statewide average exceeds Willow's actual by					155%	139%	about this interchange)		

Marsh Rd. (Partial Cloverleaf)

	A	B	C	D	E	F	G	H	I	J	K	N	O	P
21	Marsh Rd. (Partial Cloverleaf (parclo))													
22	NB off to Marsh Rd	0	0.81	2.23	0.004	0.42	1.2	0.39	1.03	93%	86%			
23	NB on from NB Marsh Rd	0	0	0.44	0.004	0.2	0.7	-0.2	-0.26	-100%	-37%			
24	NB on from SB marsh Rd	0	0.08	0.16	0.003	0.2	0.65	-0.12	-0.49	-60%	-75%			
25	SB off to Marsh Rd	0	0.43	1.1	0.004	0.42	1.2	0.01	-0.1	2%	-8%			
26	SB on from SB Marsh Rd	0	0	0.73	0.004	0.2	0.7	-0.2	0.03	-100%	4%			
27	SB on from NB Marsh Rd	0	0.22	0.54	0.003	0.2	0.65	0.02	-0.11	10%	-17%			
28	Average for Marsh	0	0.26	0.87	0.004	0.27	0.85	-0.02	0.02	-6%	2%	<--About the same as statewide avg.		
29	Total	0	1.54	5.2	0.022	1.64	5.1	-0.1	0.1	-6%	2%			
30	Types of Accidents %ages	0%	30%	100%	0.4%	32%	100%							
31														
32	Comparison of actual data between Marsh and Willow					(This is done due to the fact that statewide averages normalize for type of interchange)								
33	Marsh exceeds Willow by		0.18	0.57	(This is a subtraction of Willow Average from Marsh Average)									
34			216%	196%	(This takes the above and divides it by the Willow Average)									
35	Willow's rate as % of Marsh's		32%	34%	**The cloverleaf at Willow Rd. is MUCH MUCH safer than the partial cloverleaf of Marsh Rd.**									
36					**This raises the obvious question: why change Willow to be more like Marsh?**									
37	Less obvious question: if CalTrans, SMCTA and Menlo Park (the project sponsor) missed this issue, isn't it possible they are also missing congestion issues?...													

FAQ: Why challenge this so late?

- This has been challenged since 2013, but…
  - Nobody was reacting to the bogus non-answers
- My challenging it started in 2015. Same story.
- I was not the first to question this:
- During public comment period in 2013, there was an insightful comment posted

On p.112 of the Final Environmental Document (which is P.10 of 83 in the below PDF)

http://www.dot.ca.gov/dist4/envirodocs/rt101willow/willowFEDchapter3thruappendices.pdf

COMMENT CARD

Name (Please Print) Nancy Edelson

Address (Home) 1051 Alberni St city E. Palo Alto state CA zip code 94303

Authorized Representative (Name of organization or agency) ~~Palo Alto Public Works and~~ East Transportation Commission

Address (Business) _____ city _____ state _____ zip code _____

Comments: This project is a mistake. For the most part ~~the overpass~~ the present overpass configuration works as is. People in cars cooperate and weave smoothly. The cyclist and pedestrian problem can be solved by a separate overpass.

For more comments use reverse side.

Caltrans

What Nancy Edelson said

(Member of EPA Public Works and Transportation Commission)

“This project is a mistake. For the most part the present overpass configuration works as is. People in cars cooperate and weave smoothly. The cyclist and pedestrian problem can be solved by a separate overpass.”

CalTrans's non-responsive response

"Department's Response to Nancy Edelson

Please refer to the Purpose and Need sections of Chapter 1 (section 1.2) as well as discussion of future traffic conditions with and without the project in the Traffic and Transportation section of Chapter 2 (section 2.5). The purpose of the project is to reduce operational deficiencies and congestion for motorists, bicyclists and pedestrians caused by short weaving segments between the off- and on-loop ramps within the interchange that substantially contribute to localized backups and upstream queuing on US 101."

CalTrans's non-answer answer

- They did not address the suggestion that they leave it as is and just make a bike/pedestrian bridge
- This is standard for all of my interactions with CalTrans and Menlo Park's transportation people
- Q: Do they not understand the questions?

Maybe they just don’t have answers

- If so, then likely that questioners’ questions were the right ones and still need to be answered.
- The absence of good answers means that the best course of action would be to revert it to a cloverleaf
- At least it needs to be properly analyzed ASAP

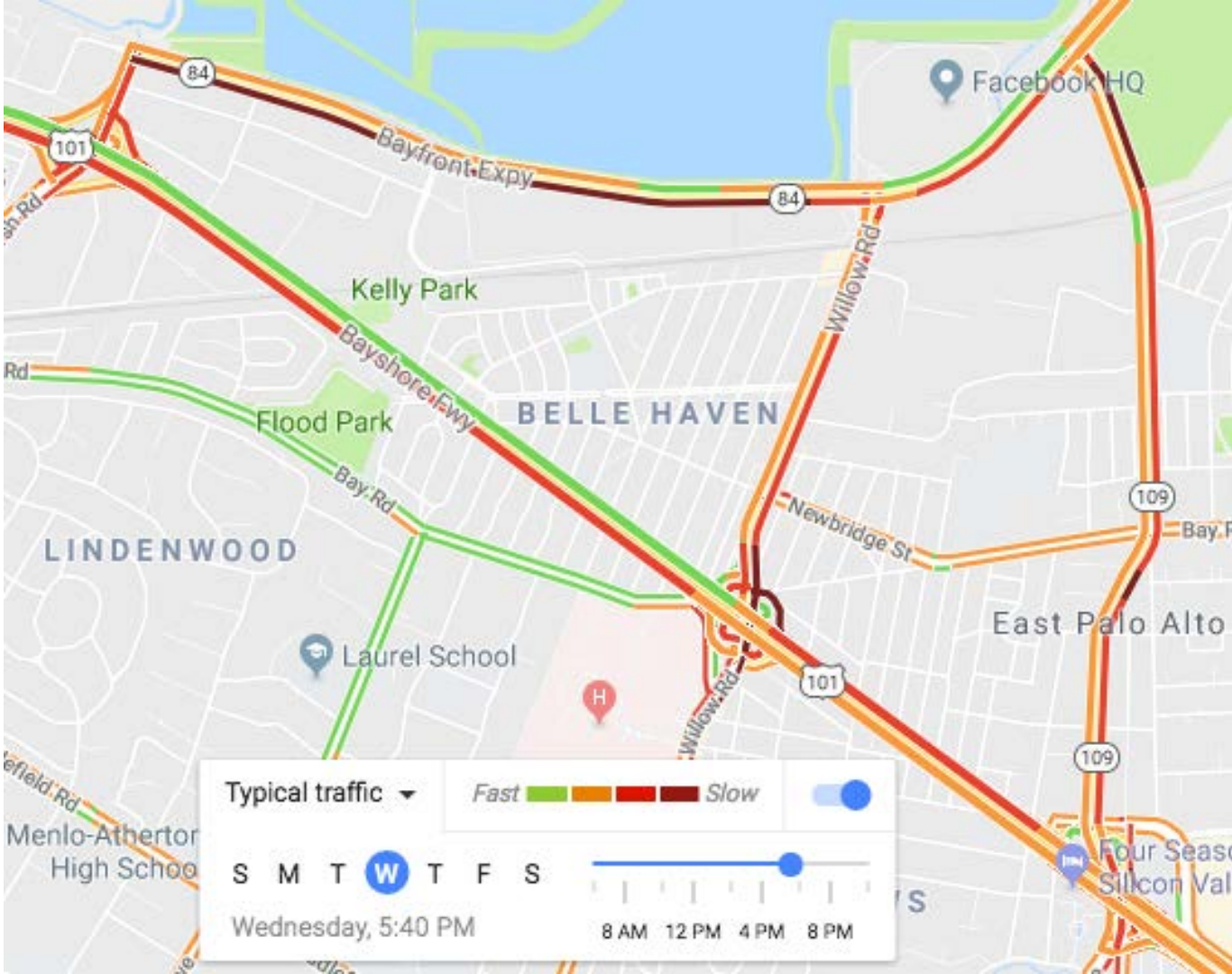
What would help here?

- Reversion to cloverleaf
  - Emotionally difficult to accept it was all for naught
- Add back exit loop for NB 101 for MP residents to return home faster
- Create 2 exit lanes on 101N for EB and segregate exit lane for WB

What would solve the problem?

- Look at the region and focus on the bottlenecks (DUH!)
- Address them in the correct order (for PM):
  - Bayfront Expressway (84) & University Ave.
  - Bayfront Expressway (84) & Willow Rd.

Orange after University. Red after Willow. Maroon prior.



Consequence of no Willow Expressway

- That was the 1970's plan to connect Willow to Sand Hill Rd.
- NIMBY problem has finally hit the fan
- Potential solution: tunnels paid via tolls
- Cost of tunneling has declined
- EZPass & License Plate Readers ease X-actions

Not so crazy

- Elon Musk has formed a company to pursue tunneling: The Boring Company
- Never too soon to think about the entrance and exit locations on El Camino.
- NB: I suggest in front of new Stanford Development

Self-driving cars/Automated Vehicles

- They are around the corner
- Would benefit from continuous flow & minimal accelerations
- Larger turning radii allow maintaining momentum while minimizing nausea
- Much more energy efficient to not have to stop

We are entering the asymptote

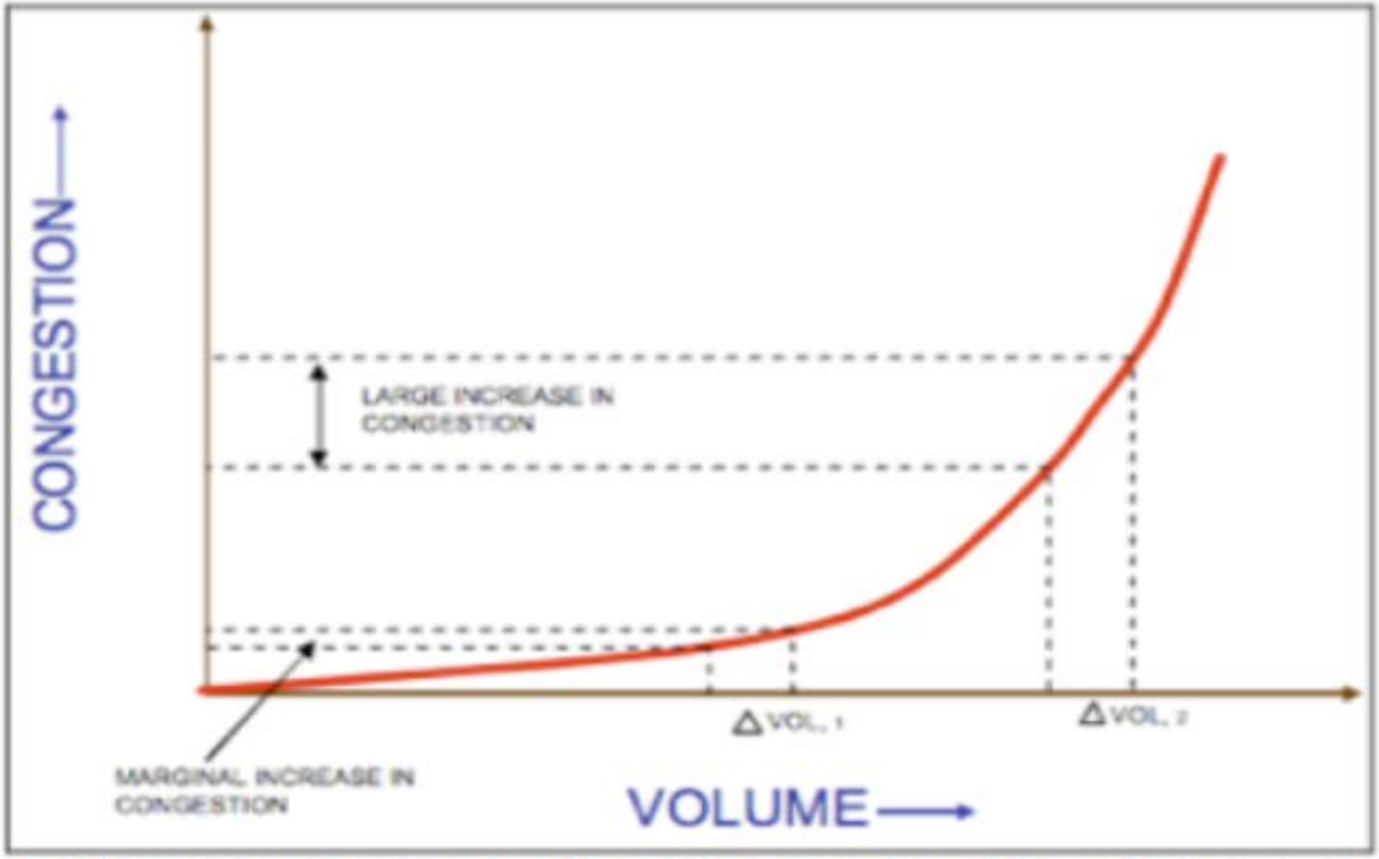


Figure 1: Illustration showing the effect of incremental vehicle volume on congestion.

Another hypothesis

- That it would be in the best interest of Menlo Park residents for the city manager and the 3 members of the MPCC who like this project to return GML's e-mails or phone calls. They are:
- Peter Ohtaki
- Rich Cline
- Kirsten Keith

Thank you

Gary@Lauder Partners.com

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Stuff that did not make it into presentation

EIR Should have included

- Pollution & cost of time of stop & go from 2 additional lights
- Effects on drivers outside of the peak periods
- Consequences to MP residents of long-term
- Construction consequences
- World of automated vehicles (AV's)

GODBE RESEARCH
Gain Insight

City of Menlo Park:
2017 City Satisfaction Survey

January 16, 2018

Overview and Research Objectives

GODBE RESEARCH
Gain Insight

The City of Menlo Park commissioned Godbe Research to conduct a survey of its residents to gauge community satisfaction and priorities, with the following research objectives:

- Track against 2015 baseline data survey results;
- Gauge the overall quality of life in Menlo Park;
- Identify the resident satisfaction with various City issues and services such as, the Downtown area, parks and recreation, public libraries, public safety, and public works;
- Assess potential voter support for a bond measure or an utility users tax rate increase to replace the aging Menlo Park and Belle Haven library system with 21st century libraries that meet earthquake and fire codes with funding that cannot be taken by the State;
- Prioritize projects and programs to be funded with the proceeds;
- Determine the impact and preferred sources of City communications; and,
- Identify any differences due to demographic characteristics.

Methodology Overview

GODBE RESEARCH
Gain Insight

➢ Data Collection	Landline (90), cell phone (50), text to online (419), and email to online (249) interviewing
➢ Universe	24,916 adults ages 18 and older in the City of Menlo Park, with a subsample of those likely to vote in the November 2020 election (16,150)
➢ Fielding Dates	November 29 through December 5, 2017
➢ Interview Length	22 minutes
➢ Sample Size	808 Adult residents ages 18+ 710 Likely November 2020 voters
➢ Margin of Error	± 3.39% Adult residents ages 18+ ± 3.60% Likely November 2020 voters

Note: The data have been weighted by respondent age and ethnicity to reflect the actual population characteristics of the adult residents and likely November 2020 voters in the City of Menlo Park (Based on 2016 ACS (American Community Survey).

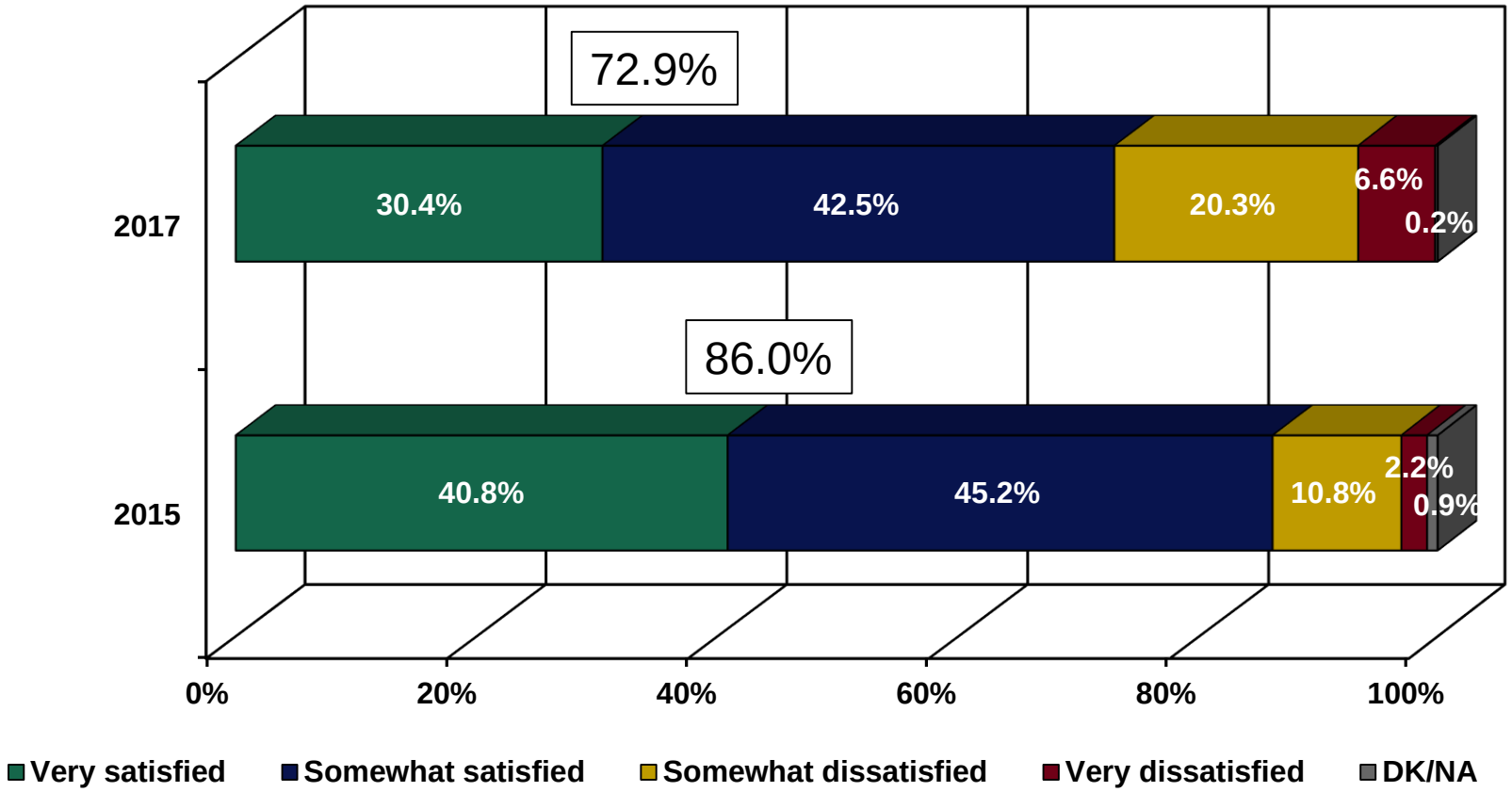
GODBE RESEARCH
Gain Insight

Key Findings

Q1. Satisfaction With Overall Quality of Life in Menlo Park

Adults 18+

GODBE RESEARCH
Gain Insight

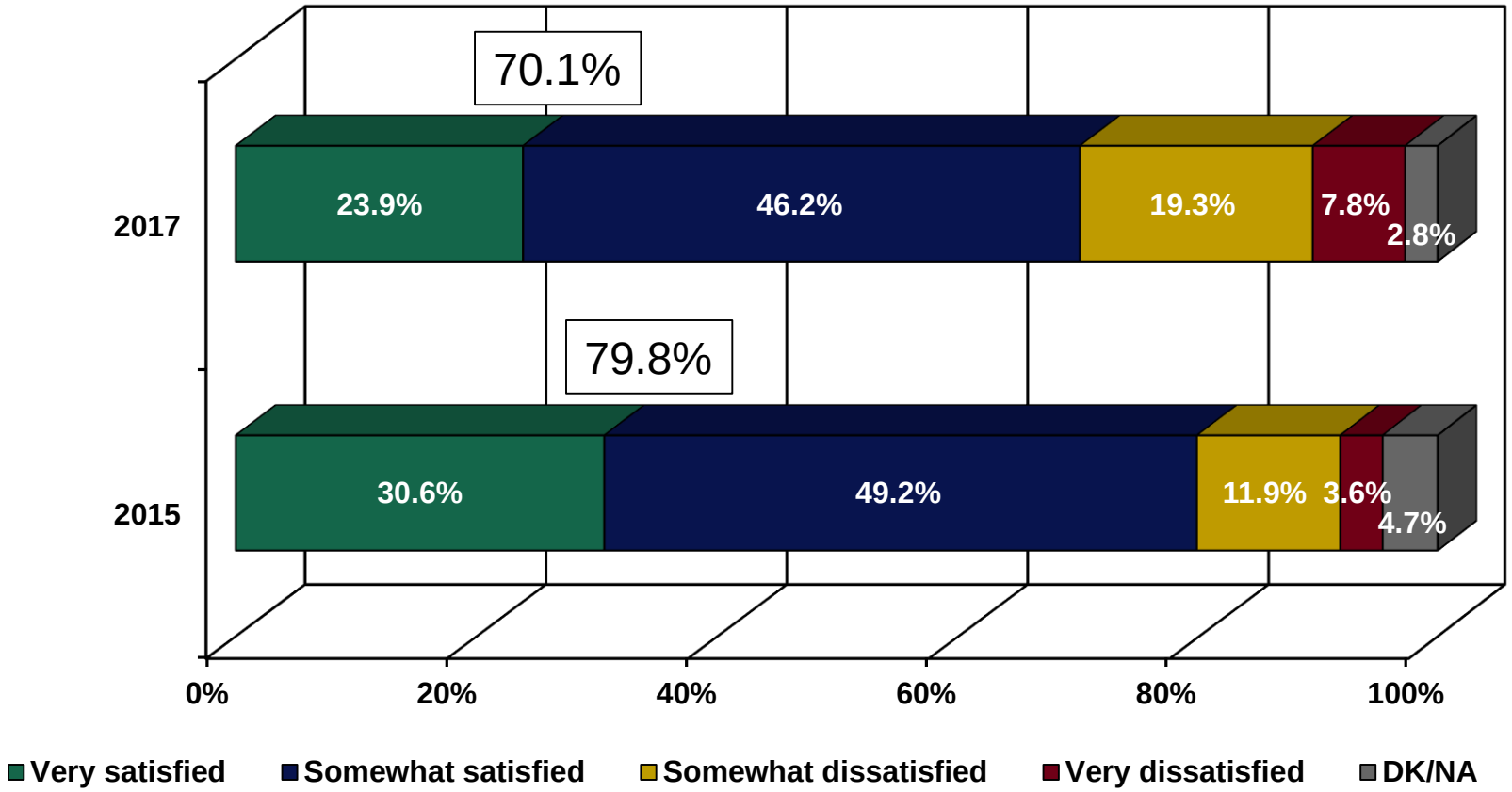


2017
Total Satisfied = 72.9%
Total Dissatisfied = 26.8%
Ratio Sat to Dissat = 2.7 to 1

Q2. Satisfaction with Job the City is Doing to Provide Services

Adults 18+

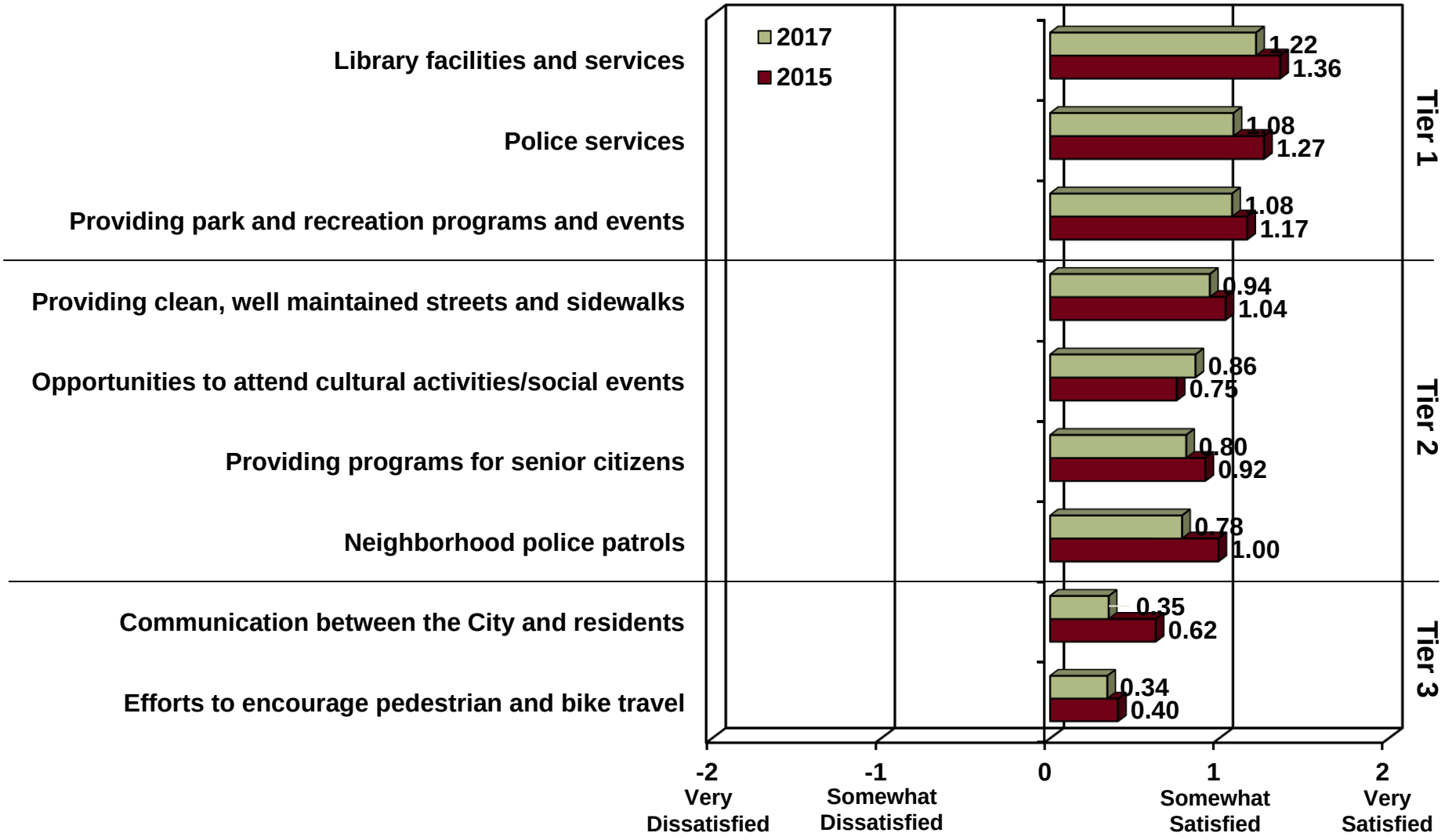
GODBE RESEARCH
Gain Insight



2017
Total Satisfied = 70.1%
Total Dissatisfied = 27.1%
Ratio Sat to Dissat = 2.6 to 1

Q3. Satisfaction with City Services
Adults 18+

GODBE RESEARCH
Gain Insight



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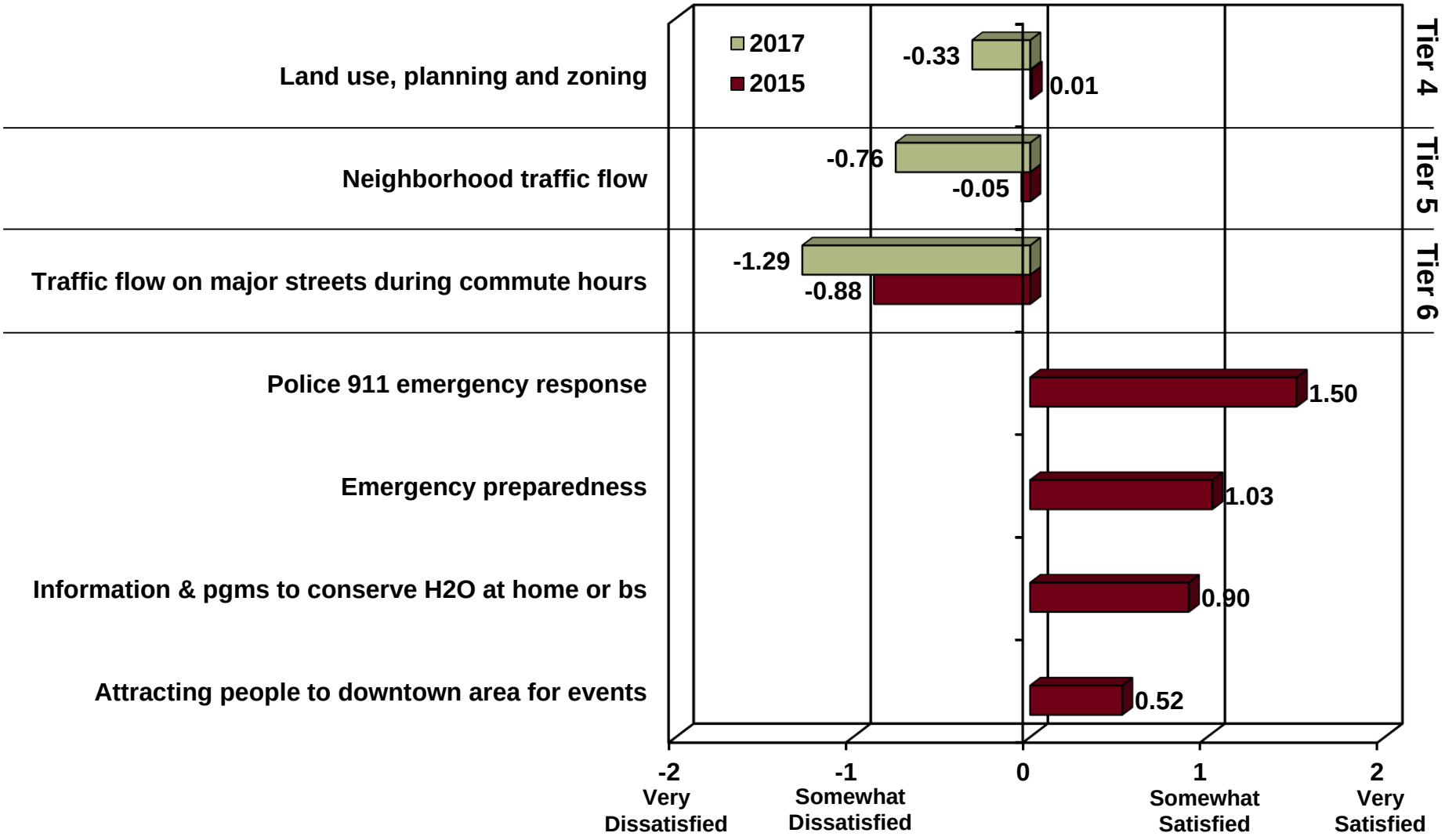
Q3. Satisfaction with City Services
Adults 18+ Continued

GODBE RESEARCH
Gain Insight



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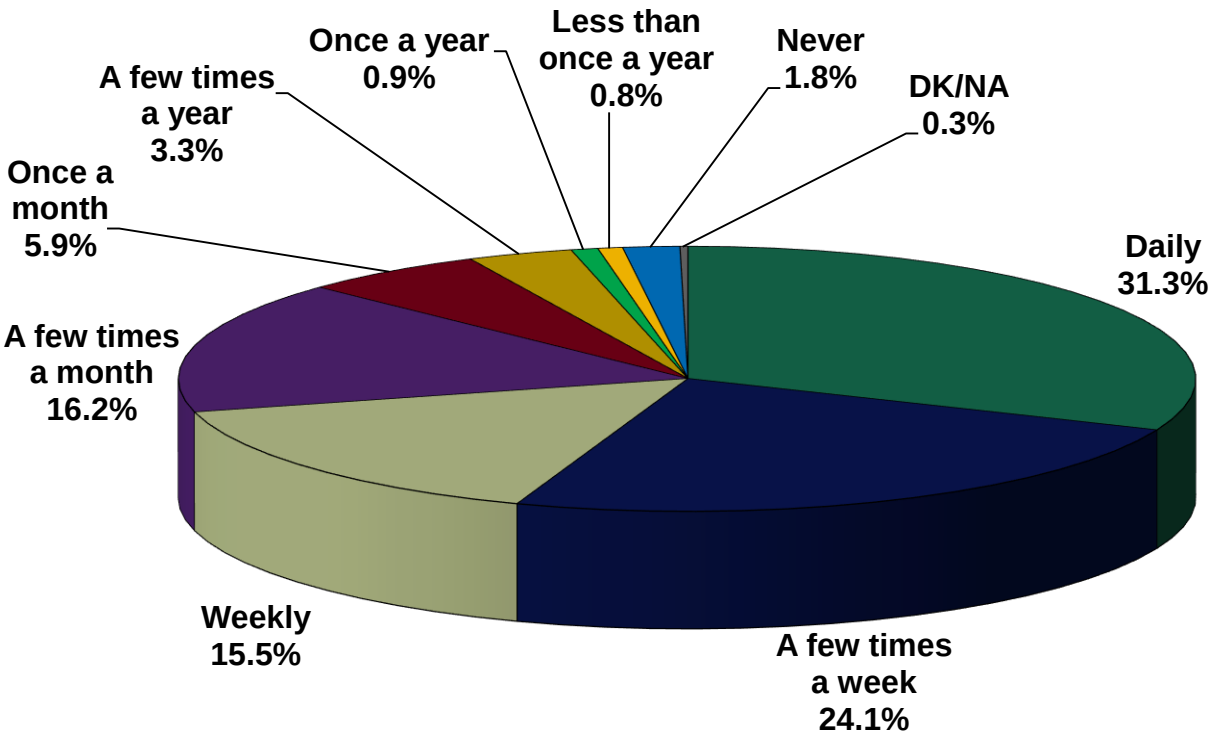
Q4. Frequency of Visiting Downtown Menlo Park

Adults 18+

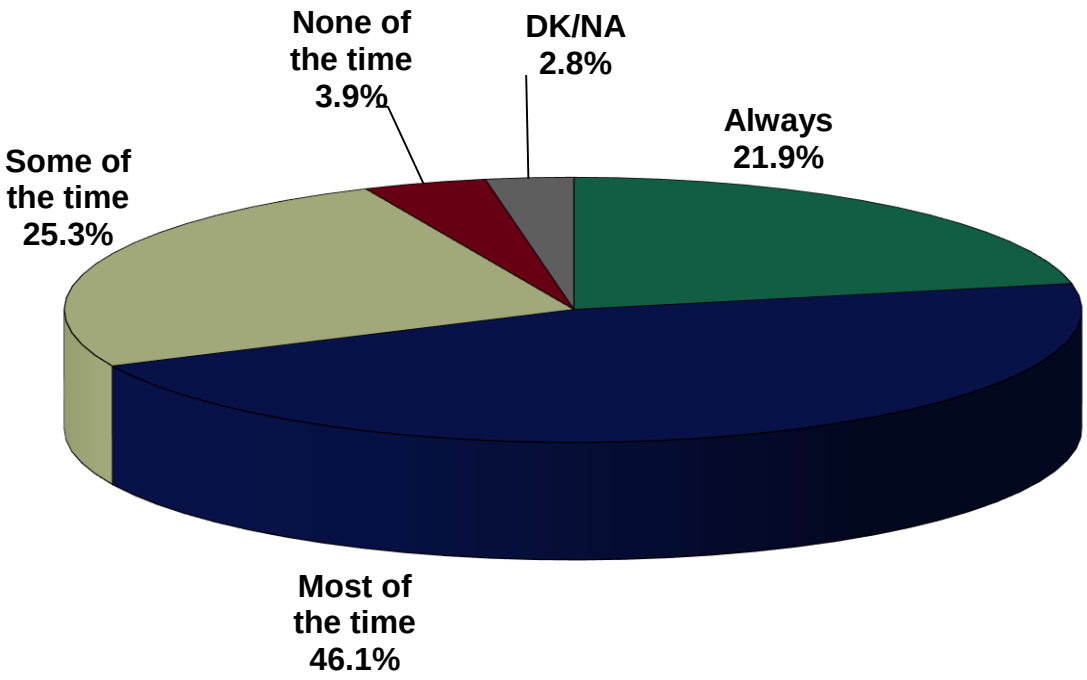
GODBE RESEARCH
Gain Insight



Q5. Able to Find Parking Downtown in Reasonable Amount of Time

Adults 18+

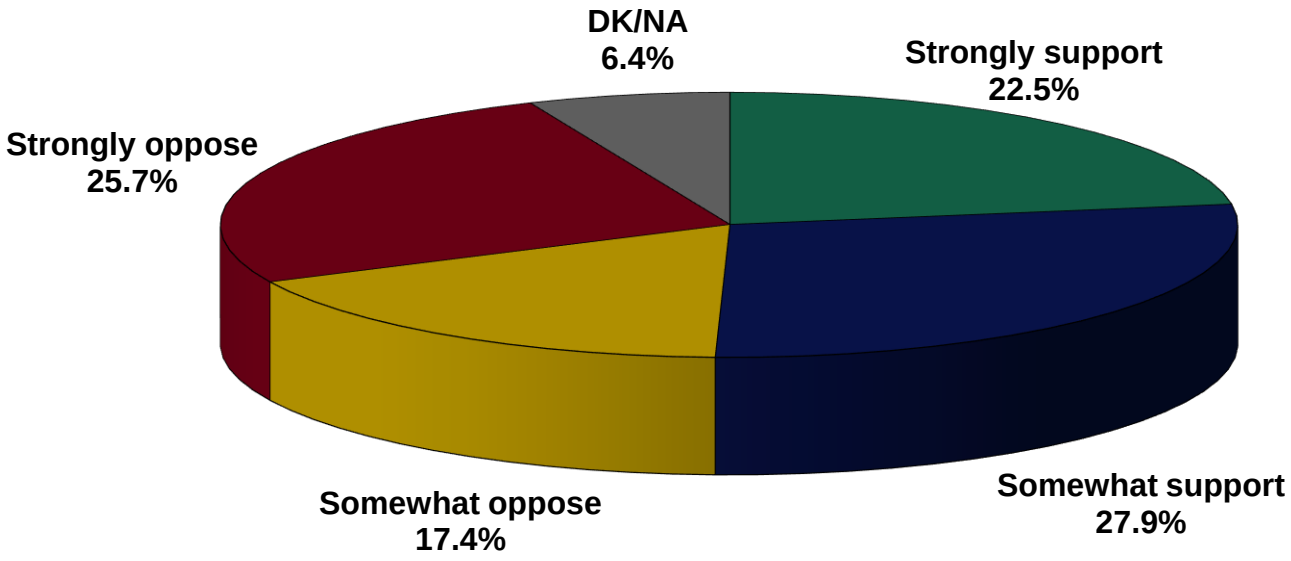
GODBE RESEARCH
Gain Insight



Q6. Support for 7-Story, Multi-use Parking Structure

Adults 18+

GODBE RESEARCH
Gain Insight

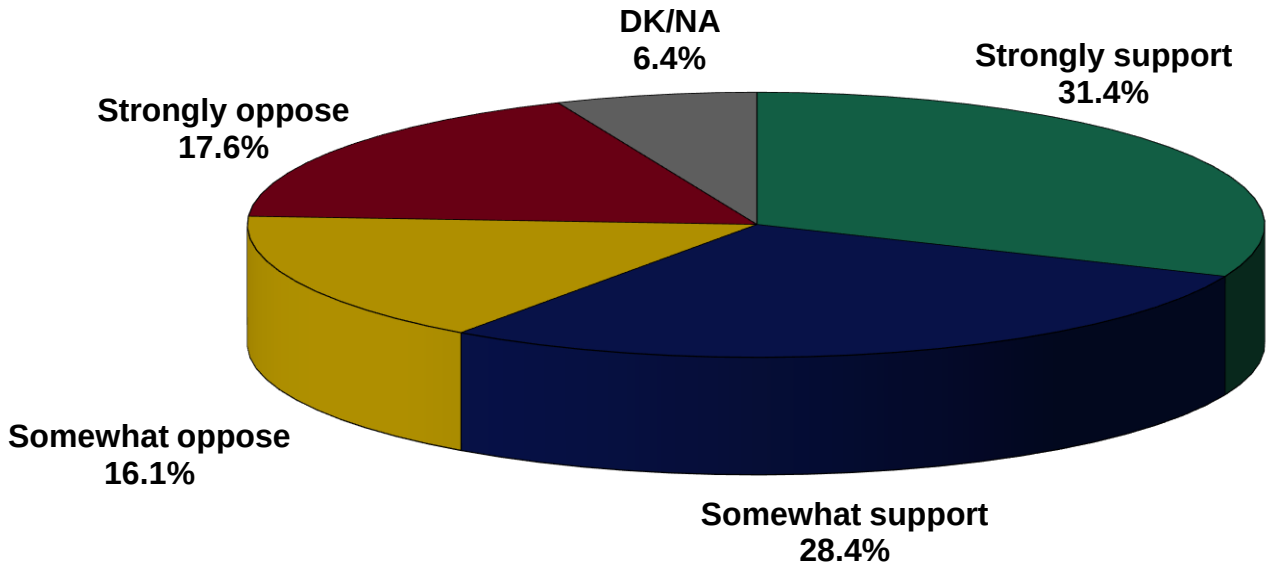


Support = 50.5%
Oppose = 43.1%

Q7. Support for Alternative 5-Story, Multi-use Parking Structure

Adults 18+

GODBE RESEARCH
Gain Insight

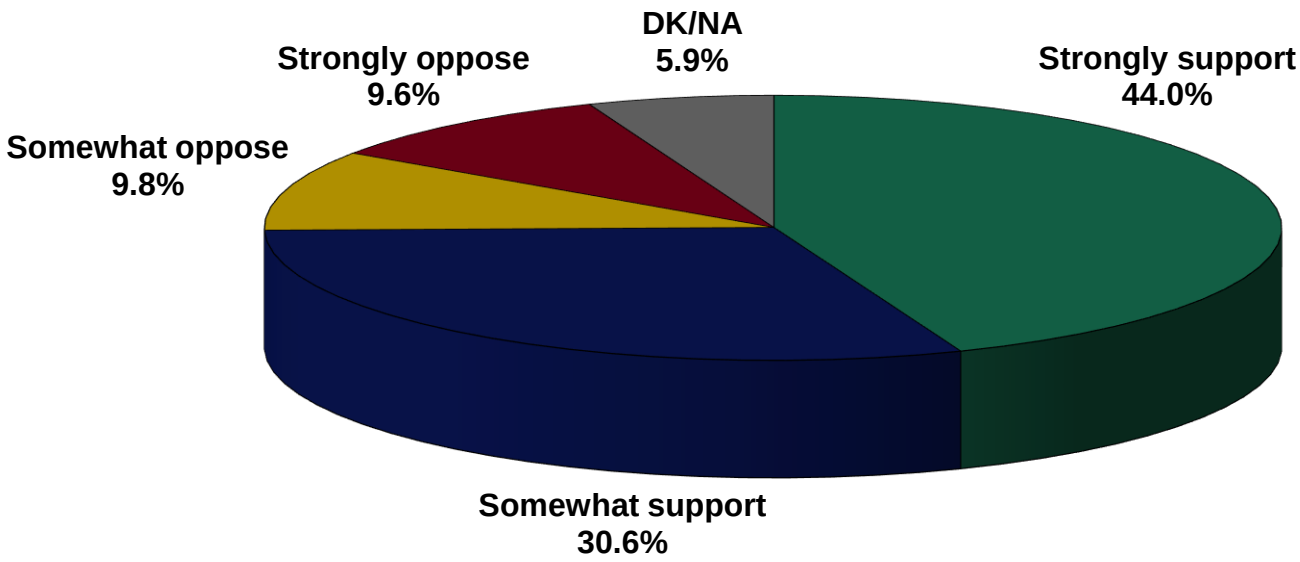


Support = 59.8%
Oppose = 33.8%

Q8. Support for Alternative 3-Story, Multi-use Parking Structure

Adults 18+

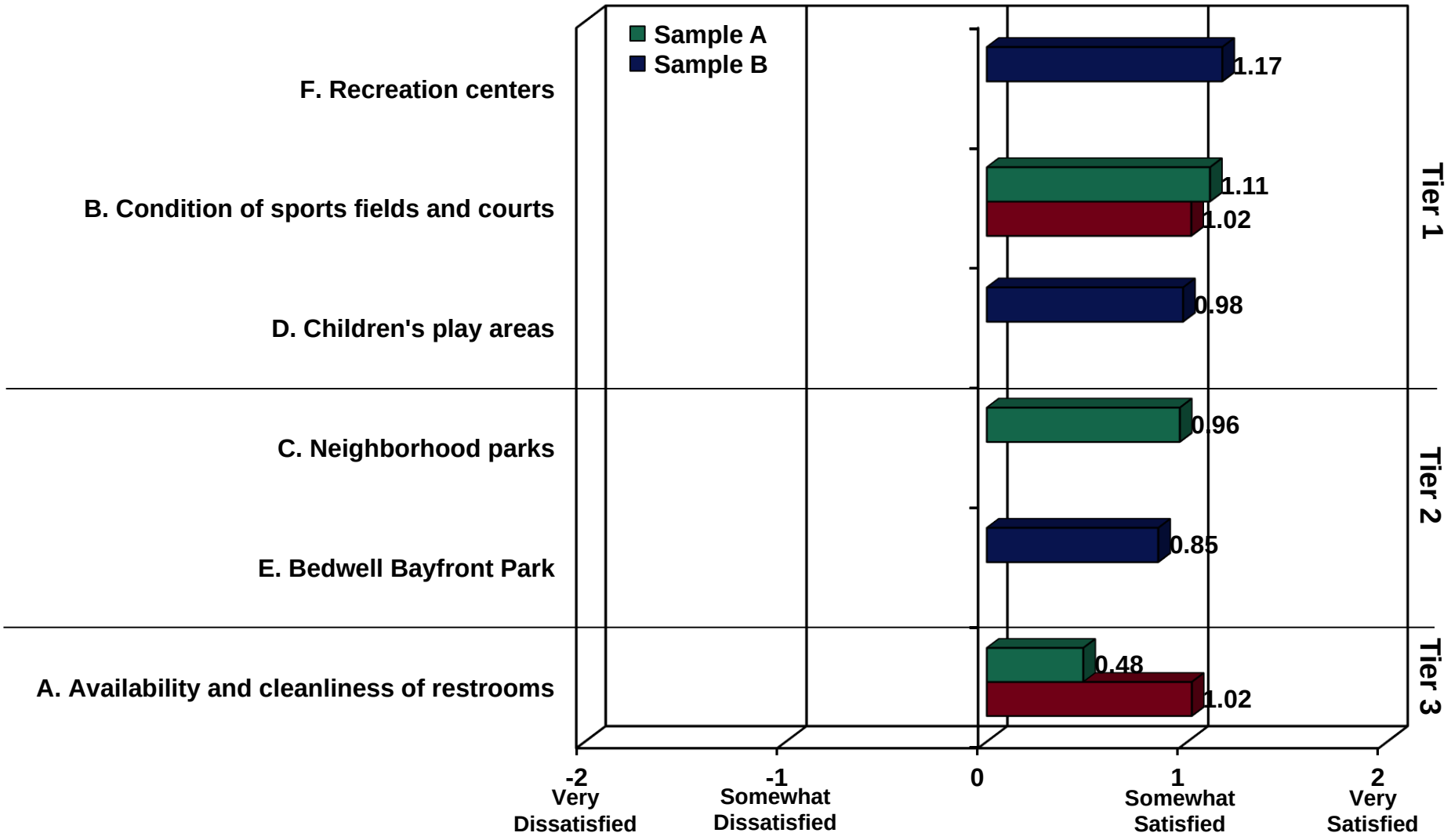
GODBE RESEARCH
Gain Insight



Support = 74.7%
Oppose = 19.4%

Q9. Satisfaction with Parks and Recreation
Adults 18+

GODBE RESEARCH
Gain Insight



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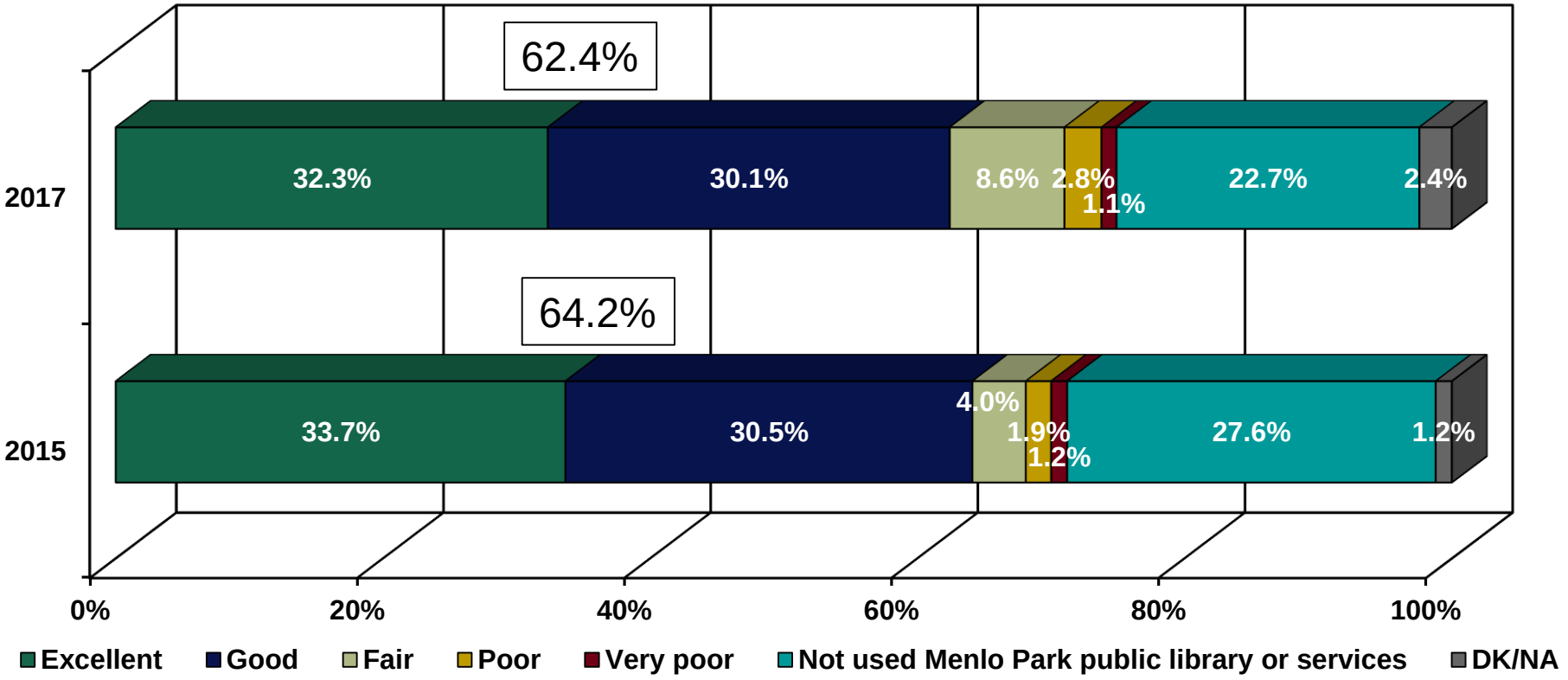
Q10. Used Menlo Park Public Libraries or Services in Past 12 Months

Adults 18+

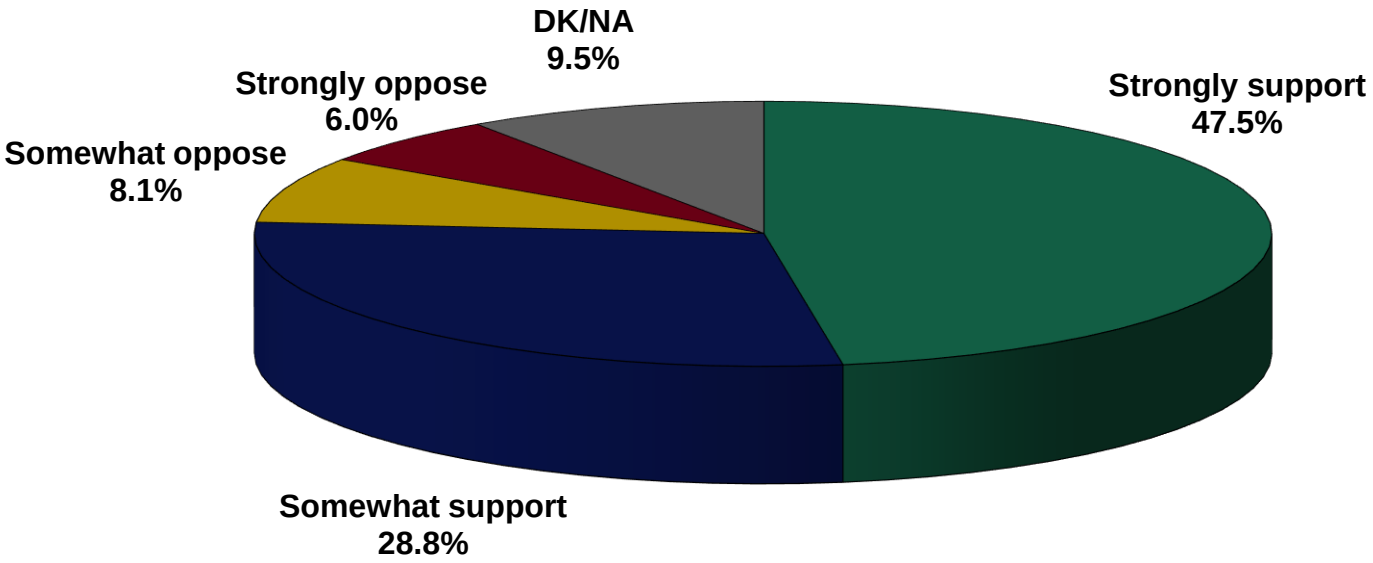
GODBE RESEARCH
Gain Insight



Users Only	
2015	2017
Ex = 46.5%	Ex = 42.1%
Good = 42.1%	Good = 39.0%
Fair = 5.5%	Fair = 10.4%
Poor = 2.6%	Poor = 4.0%
Very Poor = 1.7%	Very Poor = 1.5%
Not sure = 1.7%	Not sure = 3.1%

Q11. Support for Improving the Library System
Adults 18+

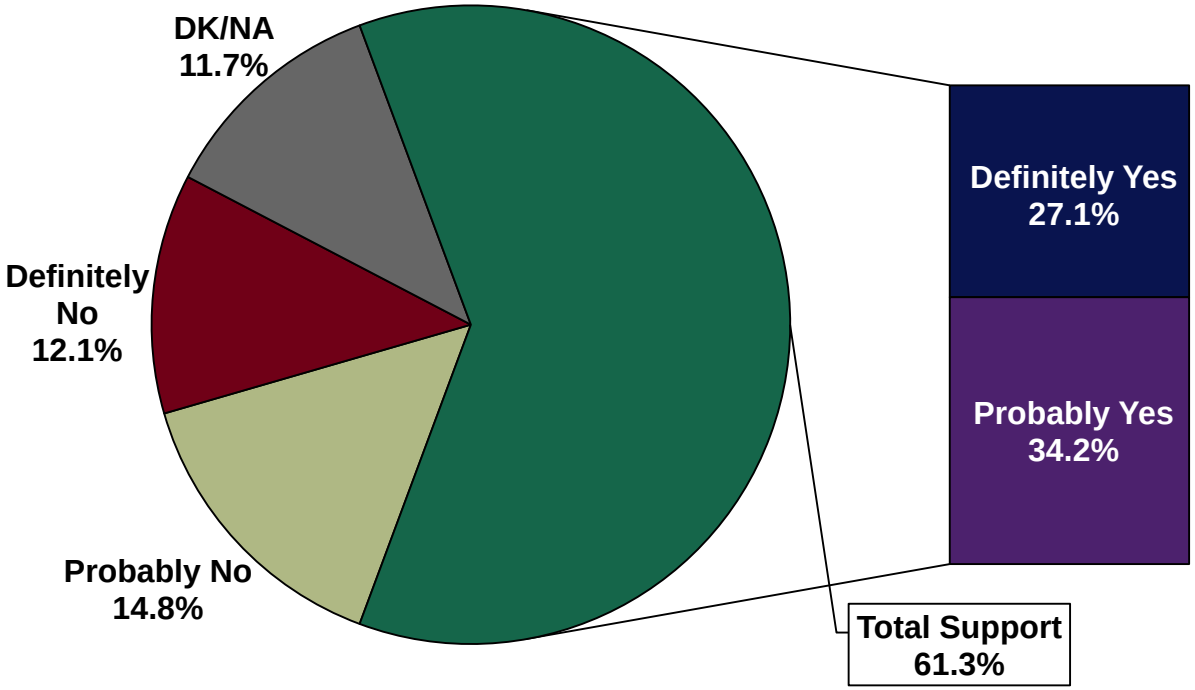
GODBE RESEARCH
Gain Insight



Support = 76.4%
Oppose = 14.1%

Q12. Support for Bond Measure
Split Sample C (n=365)

GODBE RESEARCH
Gain Insight



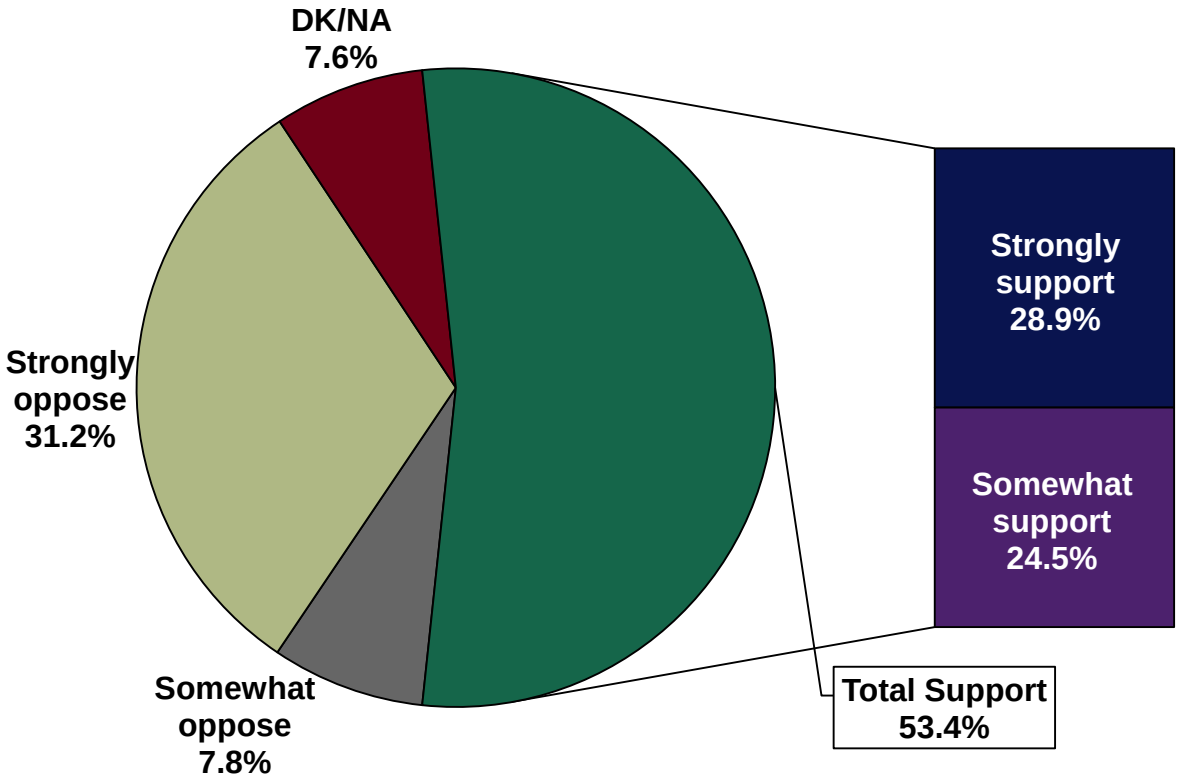
To replace the aging Menlo Park and Belle Haven library system with 21st century libraries that meet earthquake and fire codes with space for:

- **children's books and story times;**
- **homework centers;**
- **computer workstations for software training;**
- **up-to-date book and resource collections;**
- **quiet reading; and**
- **improved senior and disabled access;**

shall Menlo Park issue $50 million dollars in bonds at legal rates for 30 years, as the Voter Guide describes, requiring independent citizen oversight, and all funds for Menlo Park libraries?

Q13. Support for Utility Users Tax
Split Sample D (n=345)

GODBE RESEARCH
Gain Insight



In order to replace the aging Menlo Park and Belle Haven library system with 21st century libraries that meet earthquake and fire codes with space for:

- **children's books and story times;**
- **homework centers;**
- **computer workstations for software training;**
- **up-to-date book and resource collections;**
- **quiet reading; and**
- **improved senior and disabled access;**

would you support or oppose the city council increasing the current utility users tax rate to the 2006 voter approved 3.5 percent?

Q14. Features of the Measure
November 2020 (n=710)

GODBE RESEARCH
Gain Insight

A. Two-thirds of the cost of the new main library would be paid for by a private donation, meaning the city taxpayers would only need to pay for one-third of the cost

J. The new Belle Haven Branch Library would continue to work closely with local schools

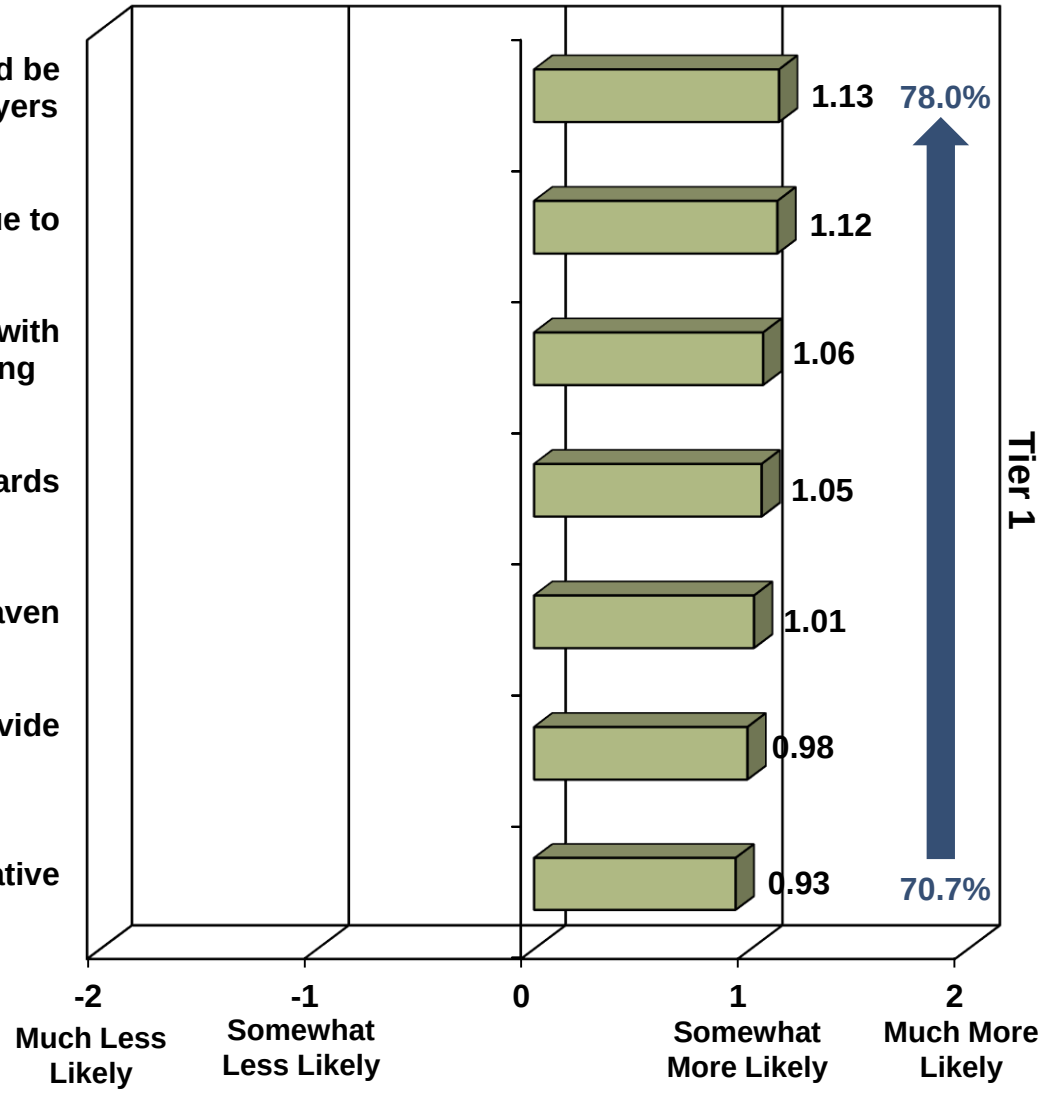
C. Updated libraries would provide children's areas with space for children's story times, parent/child reading space, and children's book collections

G. Updated libraries would be built to modern standards and for life-long learning

B. Updated libraries would include a new Belle Haven Branch Library

E. Updated Belle Haven Branch Library would provide more space for reference materials, books, audio-visual materials, and periodicals

L. Updated libraries would include creative or collaborative space for youth and students



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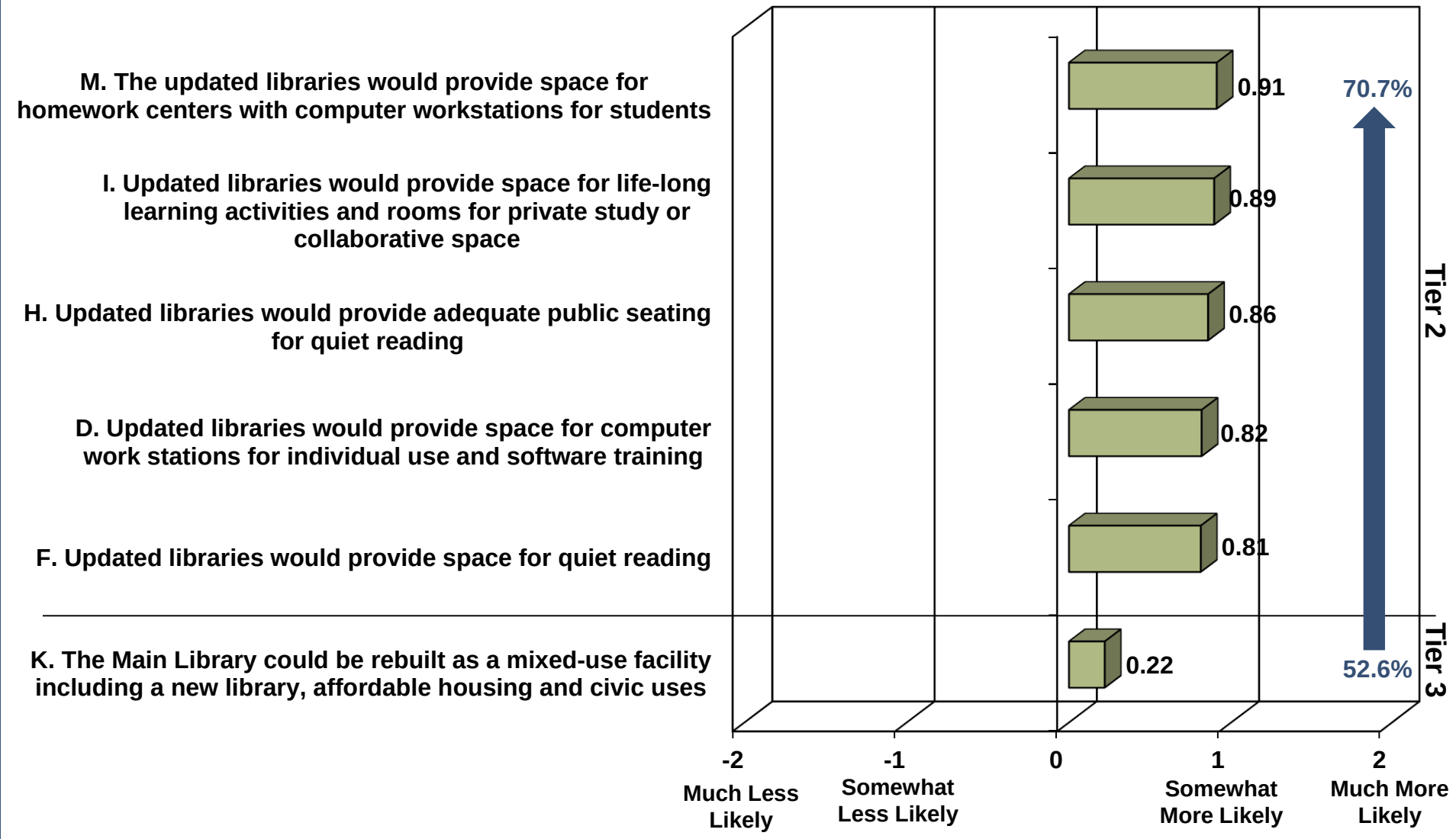
Q14. Features of the Measure
November 2020 (n=710) Continued

GODBE RESEARCH
Gain Insight



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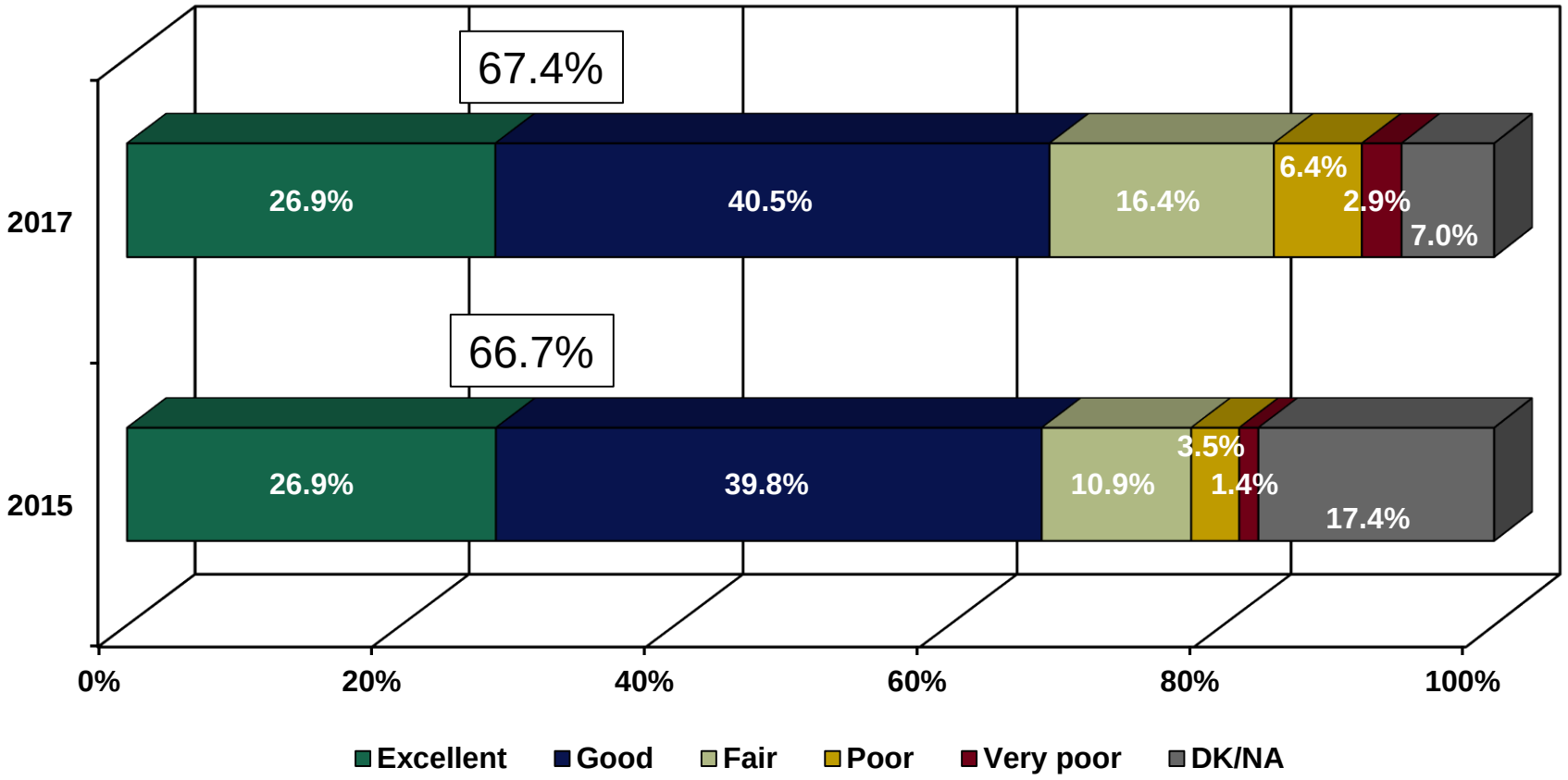
Q15. Opinion on Effectiveness of Police Dept. Addressing Neighborhood Concerns

Adults 18+

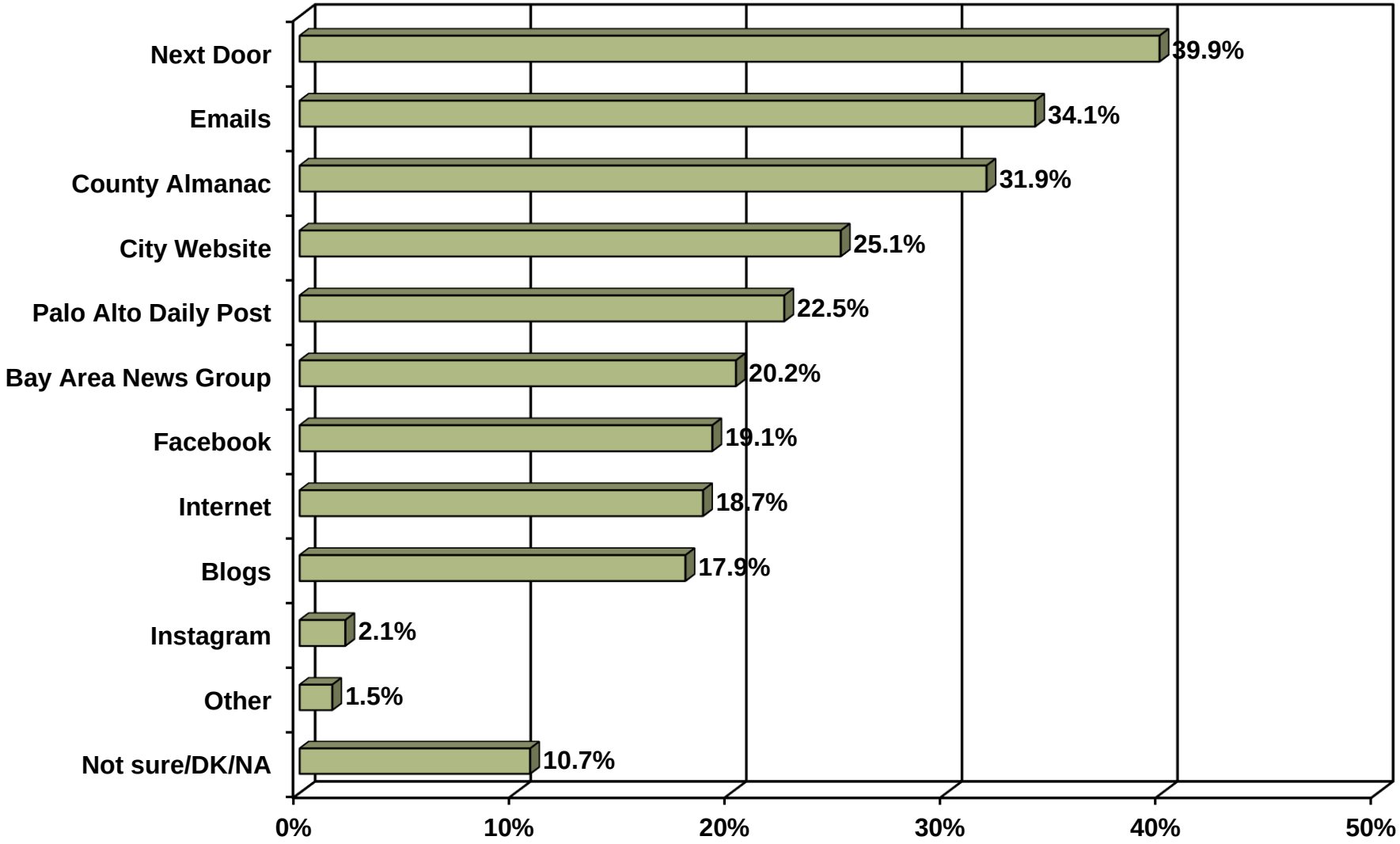
GODBE RESEARCH
Gain Insight



Q16. Preferred Online Sources for Community News and Info

Adults 18+

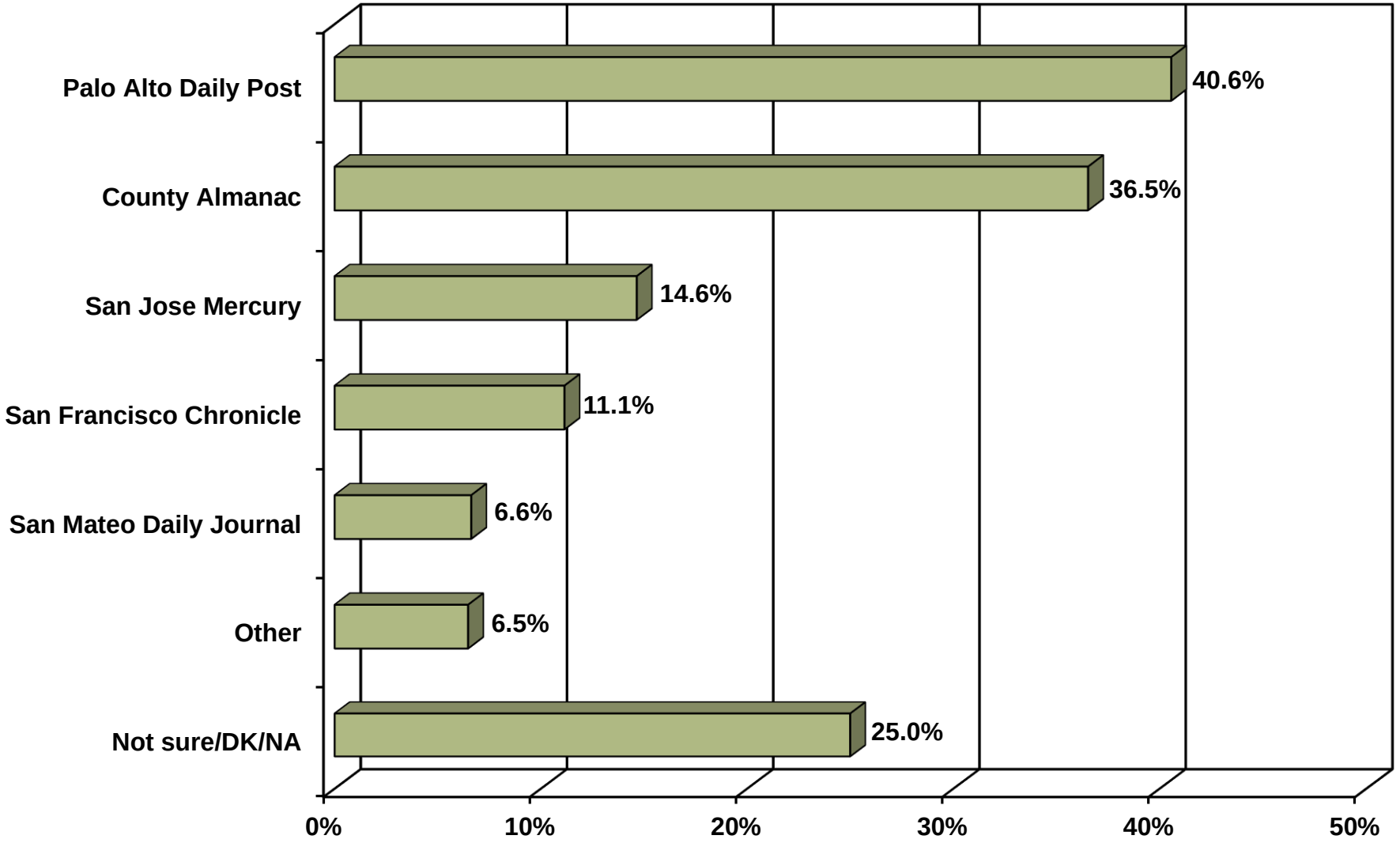
GODBE RESEARCH
Gain Insight



Q17. Preferred Newspaper Sources for Community News and Info

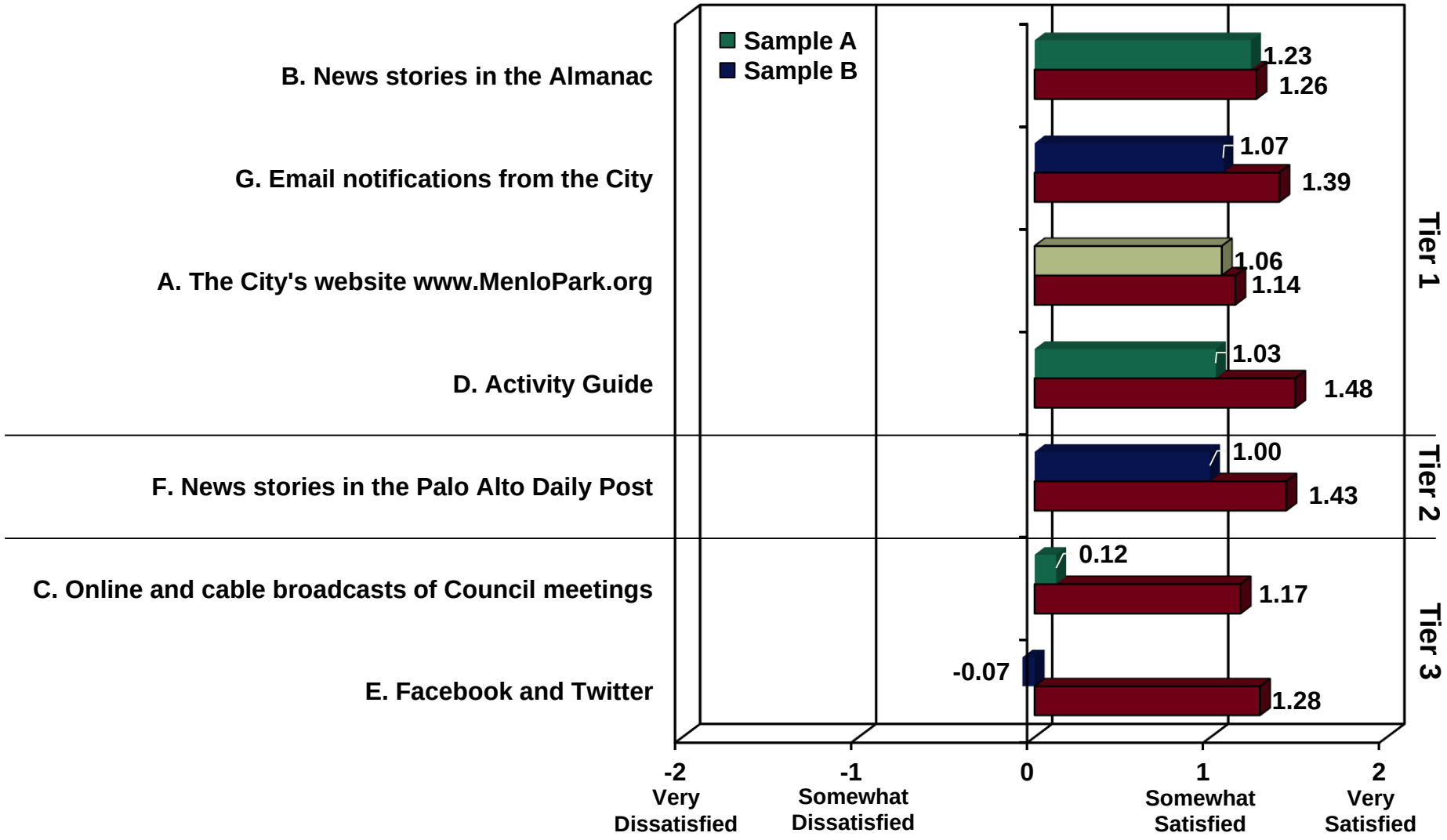
Adults 18+

GODBE RESEARCH
Gain Insight



Q18. Satisfaction With City Communications
Adults 18+

GODBE RESEARCH
Gain Insight



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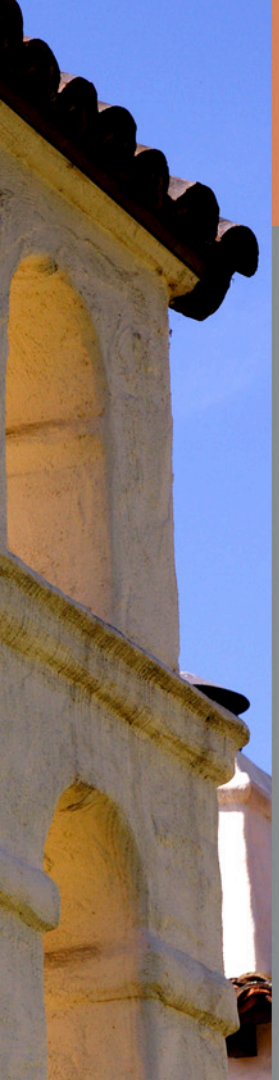
Bellevue, WA 98004

AGENDA ITEM H-1

ADVISORY DISTRICTING COMMITTEE SELECTION



DECEMBER 12, 2018
CITY COUNCIL DIRECTION

- Resolution established an Advisory Districting Committee, with the following additions:
  - Schedule (Option 2): Committee final recommendation due February 23, 2018
  - Requirement for an affirmative vote of two-thirds of the seated Committee members to recommend district boundaries map and election sequencing
  - Added Section 14 which states it is the City Council's intention to approve the Committee's recommendation
- This established the criteria for applicants modeled on the same criteria used for independent districting commissions

ELIGIBILITY REQUIREMENTS

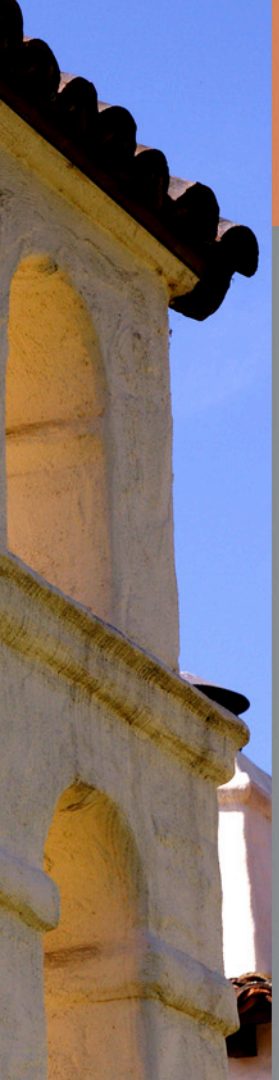
- Must be a Menlo Park and resided in the city for at least the last 5 years
- Must be a registered voter
- Must have voted in two of the last three local Menlo Park elections (age or citizenship exemptions apply)
- Pre-service requirements (explained further)

PRE-SERVICE REQUIREMENTS

- A person, or the family member of a person, who has done any of the following in the preceding 8 years, shall not be appointed:
  - Been elected or appointed to, or a candidate for, an elective office of Menlo Park
  - Served as an officer of, employee of, or paid consultant to, a campaign committee or a candidate for elective office of Menlo Park
  - Served as an officer of, employee of, or paid consultant to, a political party or as an elected or appointed member of a political party central committee
  - Served as a staff member of, consultant to, or contracted with, a currently serving elected officer of Menlo Park
  - Been registered to lobby in Menlo Park
  - Contributed five hundred dollars ($500) or more in a years to any candidate for elective office of Menlo Park

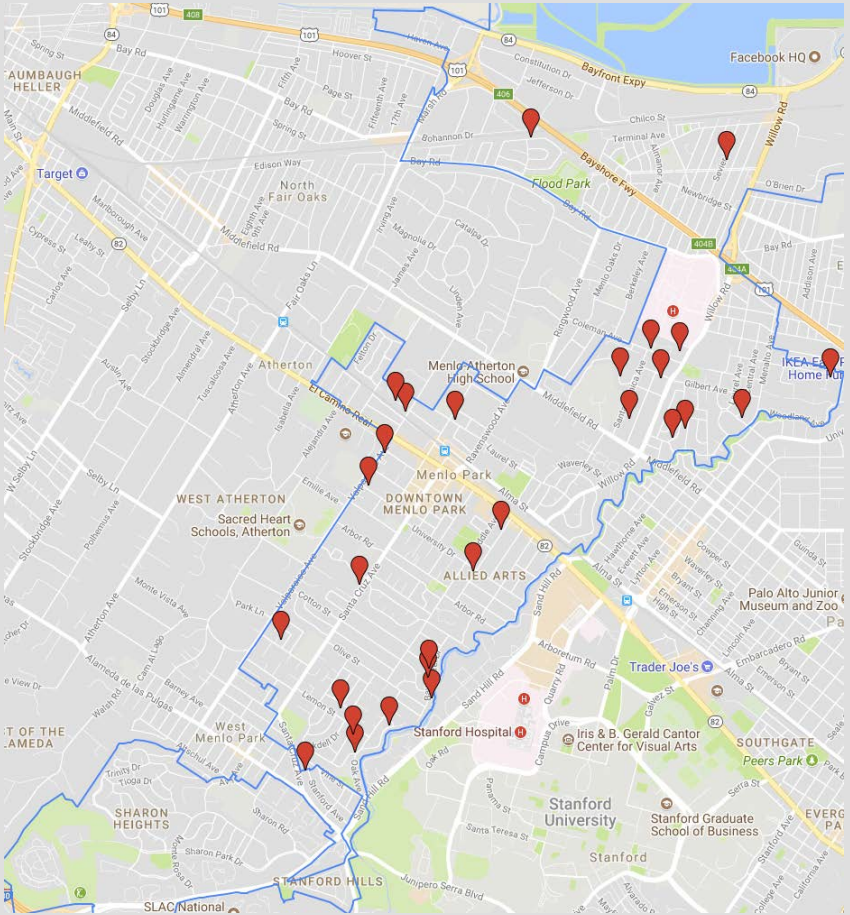
OUTREACH TIMELINE AND EFFORTS

- Resolution adopted December 12, 2017
- Outreach began that week and lasted through January 8, 2018
  - Community groups and neighborhood leaders
  - Anyone who had contacted the City Clerk's Office or spoke on the topic at our meetings
  - Mass email to NotifyMe subscribers from the City website
  - Nextdoor, Facebook, Instagram and Twitter
  - Stories in Almanac, Daily Post, InMenlo.com, Patch.com
  - Advertisements in the Almanac for two weeks
  - Postcards mailed to all properties in the city



OUTCOME

- 29 applications received
- 1 withdrew
- 1 is not eligible based on the 5 year residency requirement
  - Applicant is requesting a waiver

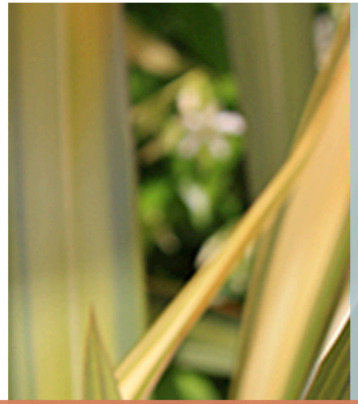


CITY COUNCIL ACTION NEEDED TONIGHT

- Motion directing the City Clerk to conduct the random draw
- Provide input on the continuing public outreach and engagement plan
- Motion to appropriate $45,000 in additional funds to support the Advisory Districting Committee

NEXT STEPS

- First 3 Committee members will meet this week to select the final 6 Committee members (no later than Saturday, January 20, 2018)
  - Shall reasonably reflect Menlo Park's diverse geography and reside in diverse areas throughout the city
  - Race/ethnicity may be considered without using formulas, quotas or ratios
  - Gender, age, economic class, sexual orientation and party registration may be considered (Committee may not be comprised of 1 political party)
  - Shall be impartial, know city neighborhoods, appreciate diversity, work well with others
- First meeting of the full Advisory Districting Committee is Monday, January 22, 2018, at 7 p.m.
- Final Committee recommendations on maps and sequencing are due no later than February 22, 2018



QUESTIONS

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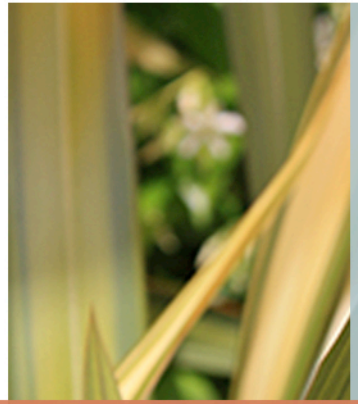
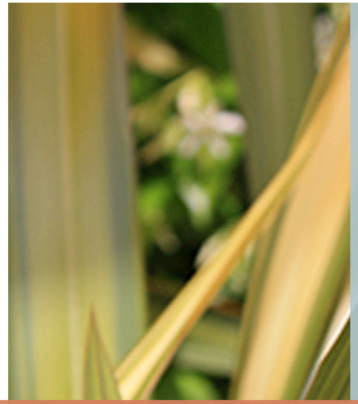


QUESTIONS



QUESTIONS

APPLICANT DIVERSITY

- 21 Democrats; 6 No Party Preference; 1 Republican
- 15 Males; 13 Females
- 25 White; 1 Black; 1 Other; 1 Decline to state
- 19 Heterosexual; 9 Decline to state
- 5 over $250,000;
  6 $125,000-$250,000;
  2 $75,000-$124,999;
  2 $35,000-$74,999;
  13 Decline to state

CHARTER CITY : FORMATION AND TIMELINE

What is a Charter City?

- Two types of cities: general law and charter
- General law cities receive governing power from the State Legislature
- Charter cities receive governing power from Charter.
- A “Charter” is voted on by the residents and is similar to a Constitution.

Benefits of a Charter

- **In theory charter cities have more authority in areas of “municipal affairs” than general law cities.**

- **Can better govern to local conditions**

Disadvantages of a Charter

- **Changes must be voted on by voters.**
- **Voters can limit local authority through charter amendments**
- **Tension with State over scope of “municipal affair”**

Municipal Affairs vs. Statewide Issues

- **Charter cities' powers preempt State laws only in areas of municipal affairs.**

- **List of common municipal affairs:**
  - **Construction contracting**
  - **Land Use**
  - **City Finances**
  - **Government structure (elections)**

Limited Charter for Election Matters

- **Council interested in pursuing other voting methods**

- **Charter needed for**
  - **Cumulative Voting**
  - **Ranked Choice Voting**
  - **Hybrid “at large”/by district**

Process for Adopting Charter

- **Charter can only be adopted during GME**
- **Must go through public hearing process prescribed by State law**
- **Must be approved by majority of voters**

Drafting Charter – Three Ways

- Council can draft
- Advisory Charter Committee
- Elected Charter Commission
  - 15 members
  - Unlimited purview
  - Given two years to draft charter

Policy Considerations

- **Pro: Currently, this is the only way to implement new voting methods**
- **Con: Does not automatically shield City from CVRA claim**

Proposed Schedule

February 6, 2018	Council consideration of committee criteria
February 7 – March 7	Recruitment of Advisory Charter Committee
March 13	Council appointment of Committee
March 14 – May 14	Committee meetings
June 5	First Council public hearing on charter proposal
July 17	Second Council public hearing on charter proposal
August 8	Special Council meeting to vote on charter proposal
August 10	Submit charter ballot measure to County for vote
November 7	Election on charter adoption

City Council Direction:

1. Whether to pursue city charter?

If the Council desires to pursue a charter:

2. Input on scope of proposed charter
3. Input on whether to establish an advisory or elected charter committee
4. Input on timing of charter vote.

Willow Rd./101 Interchange Fiasco

Why 4-Leaf Clovers are Luckier

Presentation to the Menlo Park City Council

January 16, 2018

by Gary Lauder

=Atherton resident who saw this movie @Marsh Rd.

Intro

- I'm a venture capitalist (VC), not a traffic engineer
- Lifelong fascination with traffic congestion…
  - …and why governments often fail to rectify it
- This is not my main pursuit, nor even main hobby
- I work out of my home, so this barely affects me
  - Used to commute via 101 to MV, so lots of experience
- Seeking someone else to take up the cause
- Can't stand to see peoples' lives wasted (when avoidable)

Willow/101 => Hypothesis: Traffic woes ƒ(human design errors)

- If spending $70M makes traffic & safety worse than it would have been w/o such spending…
  - and if this is common, not rare,…
  - Then no amount of money will save us.
  - Fixing the bad thinking is the only solution.
- My goal is to not only mitigate this fiasco, but to prevent the ongoing tragedy nationwide.

My Journey

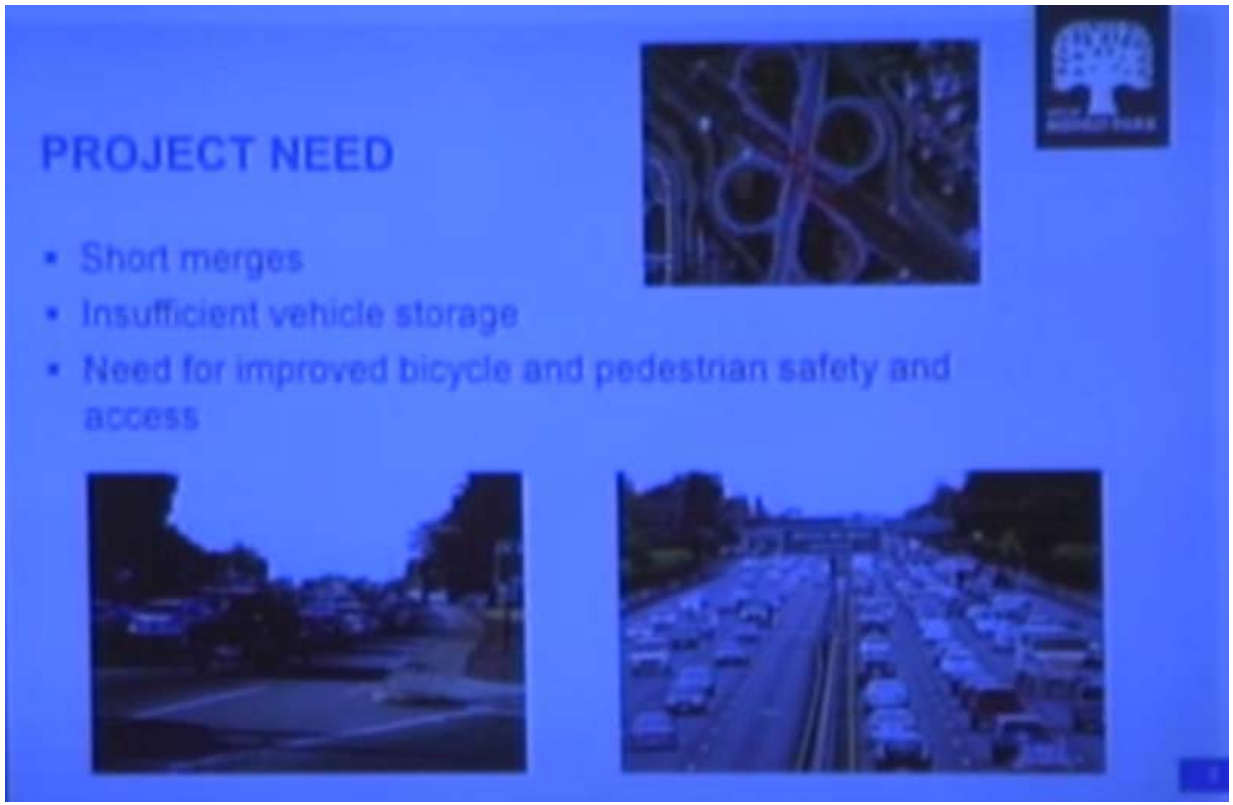
- Circa 2002, MP & CalTrans replaced Marsh Rd. interch.
  - That's the main interchange that I use
  - Cloverleaf to partial cloverleaf (parclo) conversion similar to Willow
  - It made things MUCH worse
  - Was baffled as to why, but was fait accompli
- 13 years later, in 2015, Mr. RoadShow's article on plan for this
  - Looked into reasons and received baffling nonsensical answers
  - It was already clear that the experts (our government) had failed us
  - Hypothesis was that it was mistake, but I sought valid reasons
    - Even after a 5 hour meeting at CalTrans, rationale remains flawed

Flawed Premises

From 12/5/17 MPCC Meeting:

"Project Need"

- Short Merges
- Insufficient vehicle storage
- ~Bike & ped…



Flawed Premises

From East Palo Alto's web site:

"The project will address deficiencies impacting motorists, bicyclists, and pedestrians by eliminating traffic weaves and providing adequate space for vehicles to stack on freeway off-ramps."

- You may ask yourself: WTF?

Short Weaving Segments

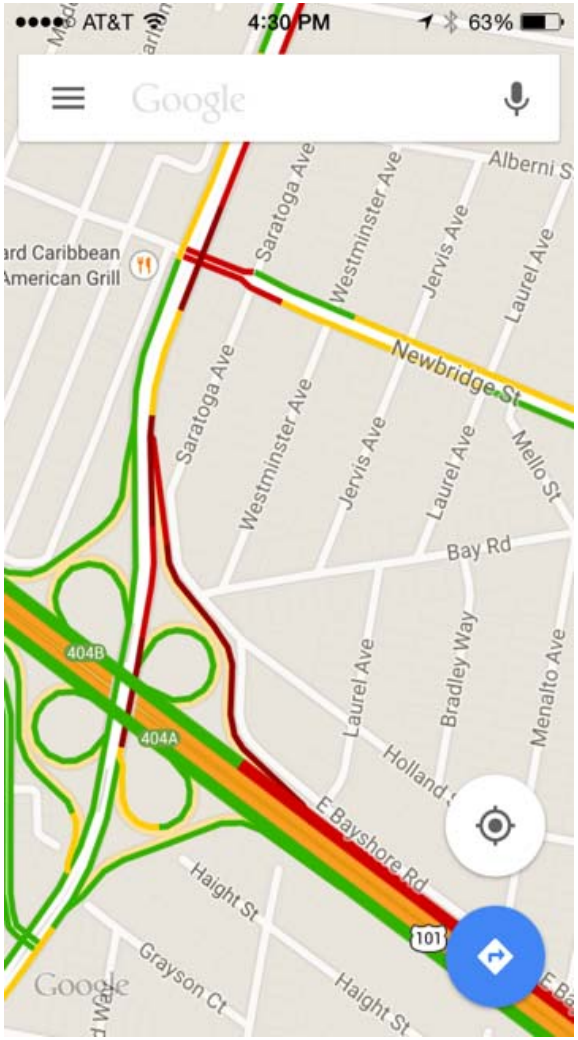
- The entering traffic from entrance loop crosses over with exiting traffic to exit loop
- Scary
- Some accidents result
- In some interchanges, the congestion to an exit loop can cause the entering traffic to be delayed by crossing the queue
  - This does not appear to be a problem here…but it's the main premise!

Causing congestion on 101?

- Can be mitigated by adding auxiliary lane
- Reduced throughput of ParClo won’t improve it

Have a look

"You can observe a lot by just watching."
–Yogi Berra
Delay is not from short weaving segm.



Willow ParClo Similar to Hillsdale

- NB 101 traffic headed for San Mateo bridge takes Hillsdale Blvd. east as shortcut
- 2-lane queue spills way back onto 101
- Westbound traffic must wait in EB queue
- Conversion was in 2002.
- I suggested repainting road to solid line
- CalTrans: “We don’t have a process for that.”

My name for it: “Hogging”

- The term “gridlock” explains a complex behavior with a single word. Same idea.
- Both Hogging & Gridlock = problems at Marsh
- Both cause enormous frustration and stress
  - Elevated cortisol levels are unhealthy
- Cloverleaf immune to both
- Aerial views…

Video with more detail on YouTube

“Aerial video of Hillsdale NB exit from 101 example of 'hogging'”

https://www.youtube.com/watch?v=kRfbY1Prjnw&t=1s

Bicycle Safety?

Those who cannot remember the past are condemned to repeat it.

— George Santayana, The Life of Reason

- Hillsdale Blvd. converted to ParClo in 2002
- Currently planning to put in bike/ped bridge…
- Why?

Not so safe after all

- “Someone is hit by a car while walking or biking across the interchange at least once every four months, according to collision data summarized in the report”
- “68-year-old Palo Alto resident Theodore Hinzte was struck and killed by the driver of a California Department of Transportation (Caltrans) vehicle in December 2009, while Hinzte was bicycling on Hillsdale…”

Also from that 2014 article:

"The key thing is that this should've been done twelve years ago!" exclaimed resident Jim Whittemore at last week's community meeting, referring to the interchange's partial cloverleaf reconstruction in 2002. "Safety for pedestrians and cyclists got a lot worse, and it still hasn't been fixed."

https://sf.streetsblog.org/2014/08/28/san-mateos-hillsdale-pedbike-bridge-moves-onto-final-regulatory-hurdle/

ParClo Throughput Reduction

- My memo to MPCC 22 month ago cited it.
- On 2/28/17 CalTrans made presentation here
- Sean Nozzari attempted to rebut my claim of reduced safety from ParClo's by citing data from a single conversion they did: Tully Rd.
- Why cherry-pick a single interchange?
- His data showed how many miles driven
  - Throughput cut almost in half! (by 46%)

Similar Project Accident Data
US 101/Tully Road, Santa Clara County

Accident data 2/21/2017

US 101/ Tully Road Interchnage, Santa Clara County

(Preliminary Only)

Condition	DATES	OFF-RAMPS ONLY			ALL RAMPS		
		# OF ACCIDENTS	MILLION VEHICLES (MV)	ACCIDENT RATES (/MV)	# OF ACCIDENTS	MILLION VEHICLES (MV)	ACCIDENT RATES (/MV)
PRE-PROJECT PROJECT REPORT & TOAR	7/1/00-6/30/03 (3 years)	*Total* 144	43.36	*Total* 3.32	*Total* 226	87.58	*Total* 2.58
		Injury 36		*Injury* 0.83	*Injury* 64		*Injury* 0.73
PRE-CONSTRUCTION (FULL CLOVERLEAF)	3/10/08-11/9/10 (32 months)	*Total* 95	39.91	*Total* 2.38	*Total* NA	NA	*Total* NA
		Injury 23		*Injury* 0.58	*Injury* NA		*Injury* NA
POST CONSTRUCTION (PARTIAL CLOVERLEAF)	10/31/12-6/30/15 (32 months)	*Total* 35	21.99	*Total* 1.59	*Total* 73	41.85	*Total* 1.74
		Injury 12		*Injury* 0.54	*Injury* 24		*Injury* 0.57

Source: Caltrans Traffic Accidnt Surveillance and Anlaysis System (TASAS)

29MV/yr.->16MV/yr. = 46% reduction

Accident data

2/21/2017

US 101/ Tully Road Interchnage, Santa Clara County

(Preliminary Only)

Condition	DATES	OFF-RAMPS ONLY			ALL RAMPS		
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		Injury 12		*Injury* 0.54	*Injury* 24		*Injury* 0.57

Source: Caltrans Traffic Accidnt Surveillance and Anlaysis System (TASAS)

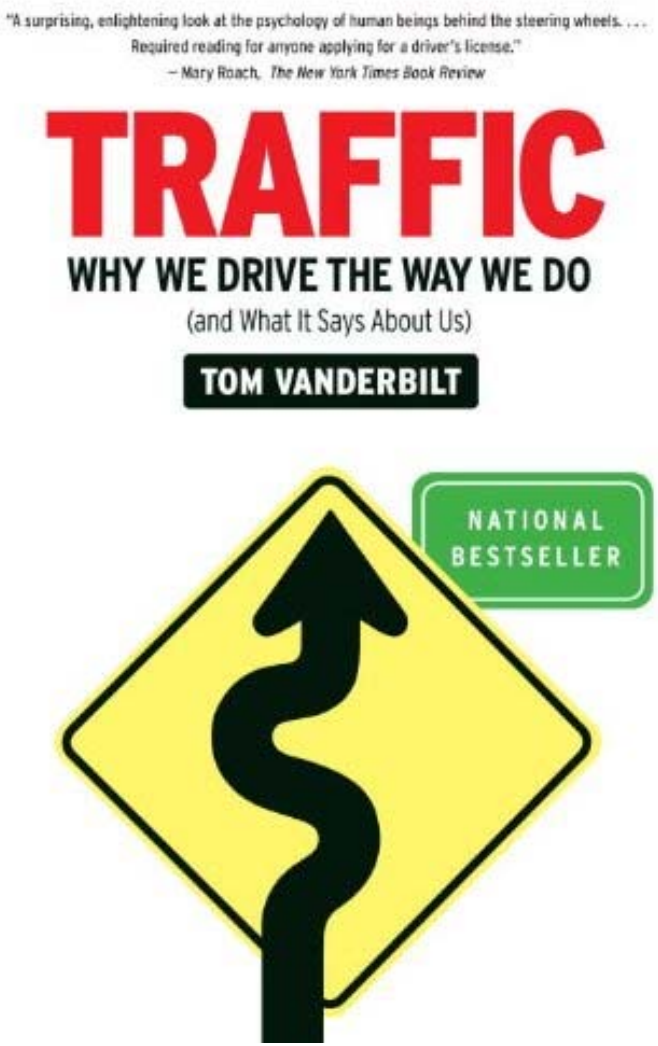
What about safety?

- MPCC member Peter Ohtaki opined on 12/5/17:

  "that short merge is not safe in my opinion"

- Counterintuitive conclusion of wonderful book: Traffic:

  What makes us scared makes us safe & vice-versa



Car Safety?

- This was not the first conversion of cloverleaf to PC
- Surely there must be studies that compare safety
- I have not been able to find >1, nor has CalTrans
- 1999 study by Virginia Transportation Research Council

"A smaller percentage of angle accidents [T-bones] occur at full cloverleafs (2%) than at partial cloverleafs (24%)…probably due to the absence of turning movements at the full cloverleafs."

Car Safety

- T-Bones & head-on collisions much more dangerous than side-swipes
- Could not find safety studies that counted injuries or total accidents
- Filed CPRA request to CalTrans
  - No response after many requests until pressured from governor's office and state senator
  - Response not really useful, but found some data…

Did my own safety analysis

- CalTrans had sent me the Traffic Operations Analysis Report (TOAR)
- I found the relevant data buried on p.131

My analysis: Willow Rd. (Cloverleaf)

	A	B	C	D	E	F	G	H	I	J	K	N	O	P
1	**Analysis of Accident Data From CalTrans's Traffic Operations Analysis Report (TOAR) Analyzing Only Willow Rd. and Marsh Rd. Interchanges**													
2	From: Route 101/Willow Road Interchange Improvements Traffic Operations Analysis Report (TOAR). Analysis by Gary@LauderPartners.com													
3	From Table 4 US 101 Mainline and Ramp Accident Rate on P.131. Data are accidents per million miles driven.													
4														
5	Locations	Actual Accident Rate			Statewide Avg Accident Rate			Actual minus Average Statewide				(Negative means safer)		
6	Willow = Cloverleaf	Fatal	F+Injury	Total	Fatal	F+Injury	Total	F+Injury	Total	F+I (%)	Total(%)			
7	NB off to NB Willow	0	0.18	0.27	0.005	0.15	0.45	0.03	-0.18	20%	-40%			
8	NB on from NB Willow	0	0	0.22	0.003	0.19	0.65	-0.19	-0.43	-100%	-66%			
9	NB off to SB Willow	0	0.29	0.86	0.004	0.21	0.75	0.08	0.11	38%	15%			
10	NB on from SB Willow	0	0	0	0.003	0.11	0.35	-0.11	-0.35	-100%	-100%			
11	SB off to SB Willow	0	0	0.19	0.004	0.26	0.85	-0.26	-0.66	-100%	-78%			
12	SB on from SB Willow	0	0	0	0.004	0.2	0.7	-0.2	-0.7	-100%	-100%			
13	SB off to NB Willow	0	0.18	0.7	0.006	0.34	1.2	-0.16	-0.5	-47%	-42%			
14	SB on from NB Willow	0	0	0.1	0.003	0.2	0.65	-0.2	-0.55	-100%	-85%		Total	
15	Average for Willow	0	0.08	0.29	0.004	0.21	0.70	-0.13	-0.41	-61%	-58%	<---Note the lower accident rates		
16	Total	0	0.65	2.34	0.032	1.66	5.6	-1.01	-3.26	-61%	-58%			
17	Types of Accidents %ages	0%	28%	100%	0.6%	30%	100%							
18					Statewide average ÷ Willow's actual equals					255%	239%	!!!!!! (Something is very special		
19				i.e.	Statewide average exceeds Willow's actual by					155%	139%	about this interchange)		

Marsh Rd. (Partial Cloverleaf)

	A	B	C	D	E	F	G	H	I	J	K	N	O	P
21	Marsh Rd. (Partial Cloverleaf (parclo))													
22	NB off to Marsh Rd	0	0.81	2.23	0.004	0.42	1.2	0.39	1.03	93%	86%			
23	NB on from NB Marsh Rd	0	0	0.44	0.004	0.2	0.7	-0.2	-0.26	-100%	-37%			
24	NB on from SB marsh Rd	0	0.08	0.16	0.003	0.2	0.65	-0.12	-0.49	-60%	-75%			
25	SB off to Marsh Rd	0	0.43	1.1	0.004	0.42	1.2	0.01	-0.1	2%	-8%			
26	SB on from SB Marsh Rd	0	0	0.73	0.004	0.2	0.7	-0.2	0.03	-100%	4%			
27	SB on from NB Marsh Rd	0	0.22	0.54	0.003	0.2	0.65	0.02	-0.11	10%	-17%			
28	Average for Marsh	0	0.26	0.87	0.004	0.27	0.85	-0.02	0.02	-6%	2%	<--About the same as statewide avg.		
29	Total	0	1.54	5.2	0.022	1.64	5.1	-0.1	0.1	-6%	2%			
30	Types of Accidents %ages	0%	30%	100%	0.4%	32%	100%							
31														
32	Comparison of actual data between Marsh and Willow				(This is done due to the fact that statewide averages normalize for type of interchange)									
33	Marsh exceeds Willow by		0.18	0.57	(This is a subtraction of Willow Average from Marsh Average)									
34			**216%**	**196%**	(This takes the above and divides it by the Willow Average)									
35	Willow's rate as % of Marsh's		**32%**	**34%**	**The cloverleaf at Willow Rd. is MUCH MUCH safer than the partial cloverleaf of Marsh Rd.**									
36					**This raises the obvious question: why change Willow to be more like Marsh?**									
37	Less obvious question: if CalTrans, SMCTA and Menlo Park (the project sponsor) missed this issue, isn't it possible they are also missing congestion issues?...													

FAQ: Why challenge this so late?

- This has been challenged since 2013, but…
  - Nobody was reacting to the bogus non-answers
- My challenging it started in 2015. Same story.
- I was not the first to question this:
- During public comment period in 2013, there was an insightful comment posted

On p.112 of the Final Environmental Document (which is P.10 of 83 in the below PDF)

http://www.dot.ca.gov/dist4/envirodocs/rt101willow/willowFEDchapter3thruappendices.pdf

COMMENT CARD

Name (Please Print) Nanny Edelson

Address (Home) 1051 Alberni St city E. Palo Alto state CA zip code 94303

Authorized Representative (Name of organization or agency) ~~Palo Alto Public Works and~~ East Palo Alto Transportation Commission

Address (Business) _____ city _____ state _____ zip code _____

Comments: This project is a mistake. For the most part ~~this love~~ the present overpass configuration works as is. People in cars cooperate and weave smoothly. The cyclist and pedestrian problem can be solved by a separate overpass.

For more comments use reverse side.

Caltrans

What Nancy Edelson said

(Member of EPA Public Works and Transportation Commission)

"This project is a mistake. For the most part the present overpass configuration works as is. People in cars cooperate and weave smoothly. The cyclist and pedestrian problem can be solved by a separate overpass."

CalTrans's non-responsive response

"Department's Response to Nancy Edelson

Please refer to the Purpose and Need sections of Chapter 1 (section 1.2) as well as discussion of future traffic conditions with and without the project in the Traffic and Transportation section of Chapter 2 (section 2.5). The purpose of the project is to reduce operational deficiencies and congestion for motorists, bicyclists and pedestrians caused by short weaving segments between the off- and on-loop ramps within the interchange that substantially contribute to localized backups and upstream queuing on US 101."

CalTrans's non-answer answer

- They did not address the suggestion that they leave it as is and just make a bike/pedestrian bridge
- This is standard for all of my interactions with CalTrans and Menlo Park's transportation people
- Q: Do they not understand the questions?

Maybe they just don’t have answers

- If so, then likely that questioners’ questions were the right ones and still need to be answered.
- The absence of good answers means that the best course of action would be to revert it to a cloverleaf
- At least it needs to be properly analyzed ASAP

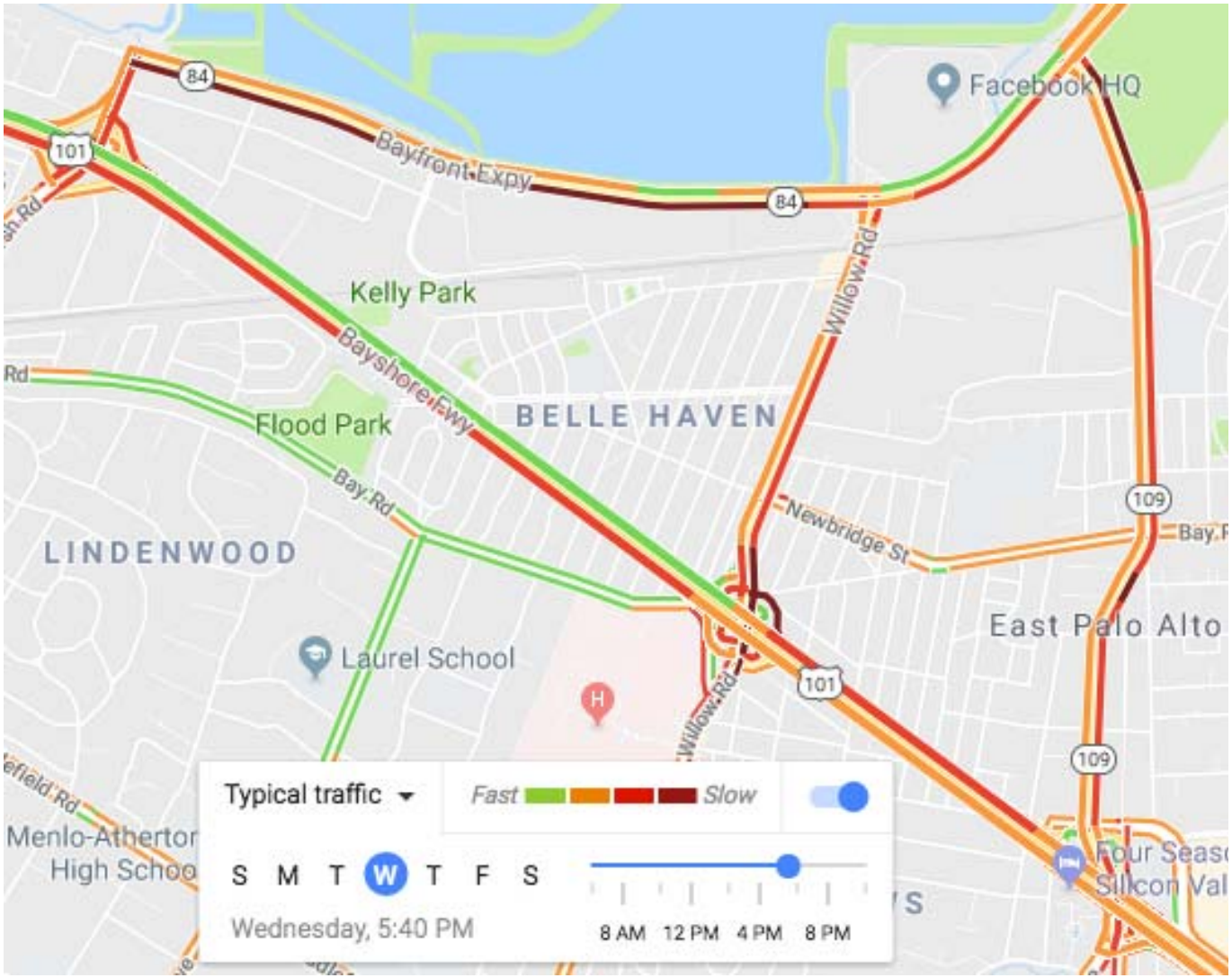
What would help here?

- Reversion to cloverleaf
  - Emotionally difficult to accept it was all for naught
- Add back exit loop for NB 101 for MP residents to return home faster
- Create 2 exit lanes on 101N for EB and segregate exit lane for WB

What would solve the problem?

- Look at the region and focus on the bottlenecks (DUH!)
- Address them in the correct order (for PM):
  - Bayfront Expressway (84) & University Ave.
  - Bayfront Expressway (84) & Willow Rd.

Orange after University. Red after Willow. Maroon prior.



Consequence of no Willow Expressway

- That was the 1970's plan to connect Willow to Sand Hill Rd.
- NIMBY problem has finally hit the fan
- Potential solution: tunnels paid via tolls
- Cost of tunneling has declined
- EZPass & License Plate Readers ease X-actions

Not so crazy

- Elon Musk has formed a company to pursue tunneling: The Boring Company
- Never too soon to think about the entrance and exit locations on El Camino.
- NB: I suggest in front of new Stanford Development

Self-driving cars/Automated Vehicles

- They are around the corner
- Would benefit from continuous flow & minimal accelerations
- Larger turning radii allow maintaining momentum while minimizing nausea
- Much more energy efficient to not have to stop

We are entering the asymptote

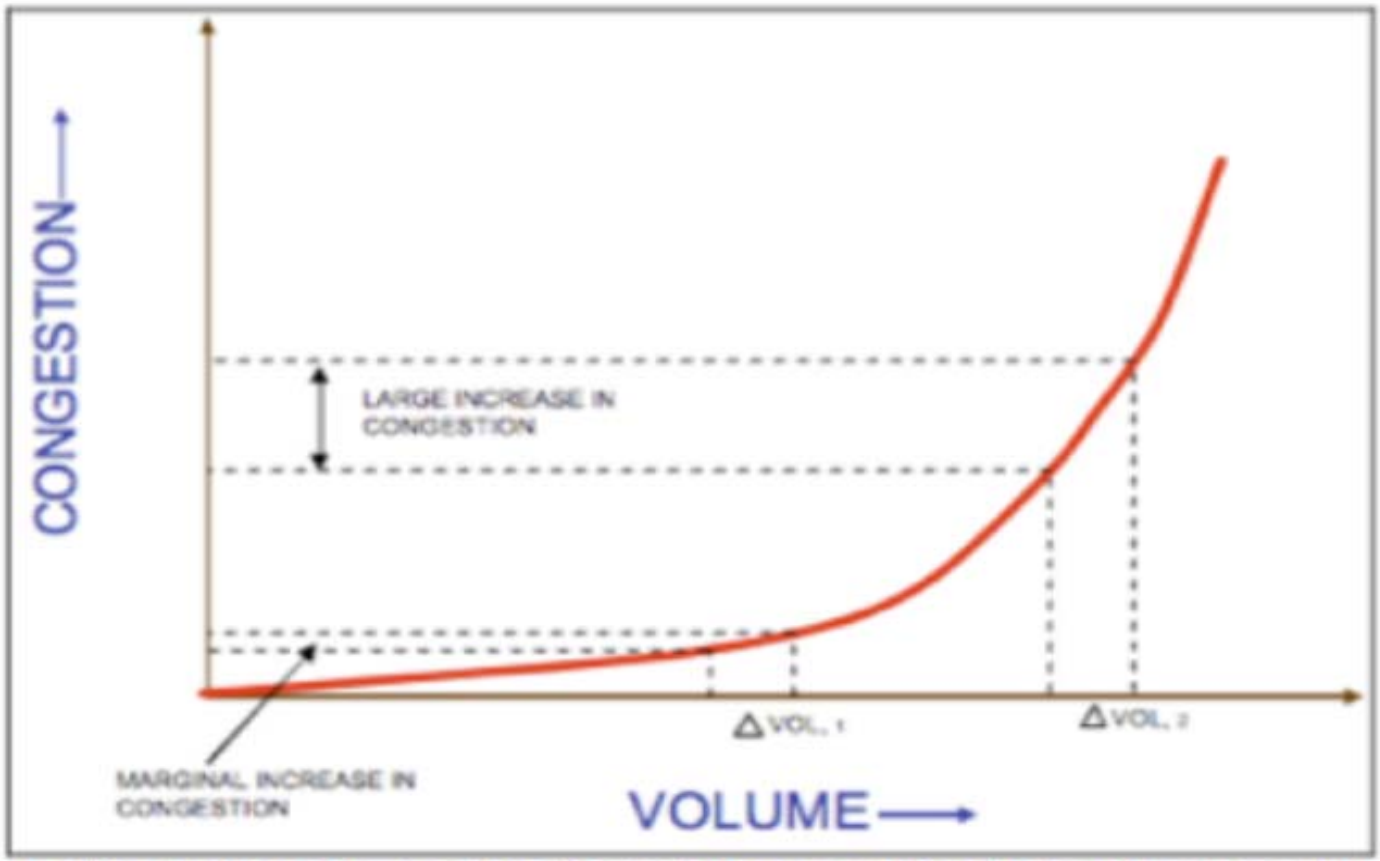


Figure 1: Illustration showing the effect of incremental vehicle volume on congestion.

Another hypothesis

- That it would be in the best interest of Menlo Park residents for the city manager and the 3 members of the MPCC who like this project to return GML's e-mails or phone calls. They are:
- Peter Ohtaki
- Rich Cline
- Kirsten Keith

Thank you

Gary@Lauder Partners.com

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Stuff that did not make it into presentation

EIR Should have included

- Pollution & cost of time of stop & go from 2 additional lights
- Effects on drivers outside of the peak periods
- Consequences to MP residents of long-term
- Construction consequences
- World of automated vehicles (AV's)