



SPECIAL AND REGULAR MEETING MINUTES

Date: 7/14/2026
Time: 5:30 p.m.
Locations: Teleconference and
City Council Chambers
751 Laurel St., Menlo Park, CA 94025

Special Session

A. Call To Order

Mayor Nash called the meeting to order at 5:35 p.m.

B. Roll Call

Present: Combs, Nash, Taylor, Wise
Absent: Schmidt
Staff: City Manager Justin Murphy, City Attorney Nira Doherty, Assistant City Manager Stephen Stolte (arrived at 6:50 p.m.), Assistant to the City Manager/ City Clerk Judi A. Herren

C. Closed Session

- C1. Conference with labor negotiators
Government Code Section 54957.6
Labor negotiations with Service Employees International Local 521 and Service Employees International Union Local 521 – Temporary Employees Unit

Agency designated representatives: City Manager Justin I.C. Murphy, Assistant City Manager Stephen Stolte, City Attorney Nira Doherty, Administrative Services Director Brittany Mello, Legal Counsel Charles Sakai

- Sokny Sy spoke in support of fair contracts for the Service Employees International Local 521 and Service Employees International Union Local 521 (SEIU).
- Cesar Sanchez requested the City Council adjust wages to competitive market compensation to the 75th percentile level and create a path to permanent positions for temporary employees.
- Brandon Bond spoke on labor negotiations, their role during union strikes and working in a union.
- Matt Pruter spoke on the need to recognize the workload of employees and in support of retaining the city's workforce.
- Alyssa Allen requested wages and benefits that keep up with the economic situation.

Regular Session

D. Call To Order

Mayor Nash re-called the meeting to order at 6:50 p.m.

E. Report from Closed Session

No reportable actions.

F. Agenda Review

The City Council opened the first public comment period for the informational items after G. Public Comment.

G. Public Comment

- Brian Schmidt spoke on the City of Burlingame adopting Menlo Park's flex path reach codes.

H. Presentations and Proclamations

H1. Proclamation: Park and Recreation Month (Attachment)

Mayor Nash introduced the proclamation.

Parks and Recreation Commission Vice Chair Justin Van Buren accepted the proclamation (Attachment).

H2. Proclamation: SamTrans 50th anniversary (Attachment)

Mayor Nash introduced the proclamation.

SamTrans Government & Community Affairs Officer Charlsie Chang accepted the proclamation (Attachment).

H3. Presentation: Annual Complete Streets Commission work plan report out (Attachment)

Complete Streets Commissioner Athena Ierokomos made the presentation (Attachment).

H4. Presentation: SamTrans 101 Corridor Connect Program (Attachment)

San Mateo County Transportation Authority Manager of Planning and Fund Management Sue-Ellen Atkinson made the presentation (Attachment).

- Katie Behroozi spoke in support of the 101 Corridor Connect Program, prioritizing Marsh Road and submitting the grant application.
- Kevin Rennie spoke in support of prioritizing Ringwood Avenue.
- Pam D. Jones spoke in support of prioritizing Marsh Road and not adding additional housing in the Bayfront area.

The City Council received clarification on grant application deadlines.

H5. Presentation: Update from Caltrain (Attachment)

Caltrain Executive Director Michelle Bouchard and Caltrain Chief of Staff Casey Fromson made the presentation (Attachment).

- Charles Chapa spoke in support of improving the area around Menlo Park's train station.

The City Council received clarification on the 75% farebox recovery rate, reducing costs and maintaining level of services, funding models and the regional funding measure on Nov. 3 ballot.

I. Consent Calendar

- I1. Accept the City Council meeting minutes for June 9, 2026 (Attachment)
- I2. Consider and adopt a resolution amending City Council Policy #CC-26-030 Public Meeting Accessibility (Staff Report #26-123-CC)
 - Pam D. Jones spoke in support of the policy and services.
- I3. Consider and adopt a resolution dedicating a Public Utility Easement adjacent to 100 Terminal Ave. (Staff Report #26-115-CC)
- I4. Award a construction contract to SCC Electric, Inc. for the Belle Haven Child Development Center Electrification project, approve an appropriation from the unassigned funds in the General Capital fund (Staff Report #26-124-CC)
- I5. Consider and adopt a resolution authorizing the city manager to execute the second amendment to the Urban County Cooperation Agreement with the County of San Mateo for the Community Development Block Grant program (Staff Report #26-116-CC)
 - Pam D. Jones requested a presentation on the Block grant process, background and funding.
- I6. Consider and adopt a resolution rescinding Resolution No. 6704 and adopting City Council Procedure No. CC-26-024 updating the City's purchasing policy (Staff Report #26-121-CC)
- I7. Authorize the city manager to execute an amended memorandum of understanding with Caltrain to complete the design and environmental clearance documents for the Middle Avenue Caltrain Crossing project (Staff Report #26-125-CC)
 - Peter Colby spoke on concerns related to the cost of the project.
 - Michael Barclay spoke on concerns related to the cost of the project.

The City Council discussed funding for the underpass.

ACTION: Motion and second (Nash/ Combs), to approve the consent calendar, passed 4-0-1 (Schmidt absent).

J. Study Session

- J1. Provide direction on the Willow Road Bicycle and Pedestrian Safety Improvements Project (Staff Report #26-119-CC) (Presentation)

Senior Transportation Engineer Kristiann Choy made the presentation (Attachment).

- Robin Severns spoke in support of allowing bike traffic through the Veterans Affairs (VA)

Hospital.

- Athena Ierokomos spoke in support of bike lanes and pedestrian safety measures.
- Pam D. Jones requested clarification on the Willow Road traffic signal timing aimed at making the intersections safer for bikes and pedestrians.
- Miyko Harris-Parker requested clarification on pursuing Option 3 and the need for an additional environmental impact report (EIR).
- Sally Cole spoke in support of the project and not deferring the pedestrian improvements.

The City Council received clarification on the current scope and cost of phasing the project, data from previous projects and grant funding and timelines.

The City Council discussed front loading with the pedestrian improvements and using the Bayfront Mitigation Fund.

The City Council directed staff to continue the current project design, to pursue grant funding and to use the Bayfront Mitigation Fund up to \$1.75 million.

The City Council went to recess at 8:40 p.m.

The City Council reconvened at 8:55 p.m.

K. Public Hearing

- K1. Consider and adopt a resolution to deny an appeal and uphold the Planning Commission's approval of 1) a use permit to determine the floor area limit on a lot less than 5,000 square feet in area, and to construct a new two-story, single-family residence on a vacant substandard lot with regard to minimum lot width, depth, and area in the R-1-U (Single Family Urban Residential) zoning district, at 305 Haight St. and 2) six variance requests to reduce the interior side setback to three feet where five feet is required, reduce the corner side setback to six feet where 12 feet is required, reduce the rear setback to 13 feet where 20 feet is required, reduce the number of required off-street parking spaces to one compliant space where two compliant spaces are required, increase the maximum building coverage from 722 square feet to 729.4 square feet, and increase the height of the daylight plane to approximately 23 feet, 11 inches where 19 feet, six inches is required (Staff Report #26-120-CC) (Staff Presentation) (Appellant Presentation)

Associate Planner Matt Pruter made a presentation (Attachment).

Applicant Attorney Charlie Bronitsky made a presentation.

Appellant Naveena Ganta made a presentation (Attachment).

Applicant Attorney Charlie Bronitsky made a rebuttal.

Mayor Nash opened the public hearing.

- Rajesh Shetty spoke in favor of upholding the appeal and on concerns related to impacts to heritage trees and to neighbors.
- Siva Yeruva spoke in favor of upholding the appeal.
- John Brady Barksdale spoke in favor of upholding the appeal.
- Robin Severns spoke in favor of upholding the appeal.

- Joey Huang spoke in favor of upholding the appeal.
- Noopur Gupta spoke in favor of upholding the appeal and on concerns related to impacts to property values and the number of variances.

Mayor Nash closed the public hearing.

The City Council discussed parking, modifications to the Planning Commission recommendations and maintenance of the property.

The City Council received clarification on Planning Commission discussion of Senate Bill 9 (SB 9), average accessory dwelling unit (ADU) square footage, the number of variances for this project and the removal of a heritage tree on the property.

The City Council directed staff to return with a resolution to uphold the appeal and deny the Planning Commission's decision.

ACTION: Motion and second (Combs/ Taylor), to uphold the appeal and deny the Planning Commission's approval of 1) a use permit to determine the floor area limit on a lot less than 5,000 square feet in area, and to construct a new two-story, single-family residence on a vacant substandard lot with regard to minimum lot width, depth, and area in the R-1-U (Single Family Urban Residential) zoning district, at 305 Haight St. and 2) six variance requests to reduce the interior side setback to three feet where five feet is required, reduce the corner side setback to six feet where 12 feet is required, reduce the rear setback to 13 feet where 20 feet is required, reduce the number of required off-street parking spaces to one compliant space where two compliant spaces are required, increase the maximum building coverage from 722 square feet to 729.4 square feet, and increase the height of the daylight plane to approximately 23 feet, 11 inches where 19 feet, six inches is required, passed 4-0-1 (Schmidt absent).

- K2. Consider and adopt a resolution amending the City's comprehensive master fee schedule to revise gymnastic program fees in library and community services (Staff Report #26-117-CC) (Presentation)

Library and Community Services Director Nick Szegda made the presentation (Attachment).

Mayor Nash opened the public hearing.

Mayor Nash closed the public hearing.

The City Council discussed phased options and private contractor fees.

The City Council received clarification on resident versus non-resident enrollment.

ACTION: Motion and second (Wise/ Combs), to adopt a resolution amending the City's Master Fee Schedule to increase gymnastics program fees in library and community services by 10% above the currently adopted rates at the start of fall 2026 and spring 2027, passed 4-0-1 (Schmidt absent).

L. Regular Business

- L1. Consider and adopt a resolution to make back-in angled parking permanent at Nealon Park frontage and seek direction on vehicular access to Blake Street at Middle Avenue (Staff Report #26-126-CC) (Presentation)

Senior Transportation Planner Catrine Machi made the presentation (Attachment).

- Michael Barclay spoke in support of retaining the back-in angled parking at Nealon Park.
- Julia spoke in support of the permanent closure on Blake Street.
- Ashley Callahan spoke in support of the permanent closure on Blake Street.
- Agesen spoke in support of the permanent closure on Blake Street.

The City Council discussed making back-in angled parking permanent at Nealon Park and the resource needs for Blake Street closure.

The City Council directed staff to retain the temporary vehicle access restriction on Blake Street and to return in a year to revisit the resources needed to consider permanently closing Blake Street.

ACTION: By acclamation, the City Council extended the meeting past 11 p.m.

ACTION: Motion and second (Nash/ Taylor), to adopt a resolution as recommended by the Complete Streets Commission to make back-in angled parking permanent at Nealon Park, passed 4-0-1 (Schmidt absent).

M. Informational Items

- M1. City Council agenda topics: August 2026 (Staff Report #26-127-CC)
- M2. Update on the City of Menlo Park's internal controls assessment report (Staff Report #26-118-CC)
- M3. Update on Housing Element Regional Housing Needs Allocation capacity and progress, and tentative project schedule for development on Parking Plazas 1, 2 and 3 (Staff Report #26-122-CC)
- M4. City Council fiscal year 2026-27 work plan (Staff Report #26-128-CC)

N. City Manager Report

None.

O. City Councilmember Reports

- O1. Mayor Nash report (Attachment)

Vice Mayor Wise reported out on the July 4 event.

Mayor Nash reported out on the annual advisory body training and appreciation event and a West Light Energy (formerly Peninsula Clean Energy) meeting.

P. Adjournment

Mayor Nash adjourned the meeting at 11:08 p.m.

Assistant to the City Manager/ City Clerk Judi Herren

These minutes were approved at the City Council meeting August 25, 2026.

Proclamation

PARKS AND RECREATION MONTH JULY 2026

WHEREAS, parks and recreation are an integral part of the Menlo Park community, promoting wellness, belonging, togetherness and celebration while improving physical and mental health for residents of all ages and walks of life; and

WHEREAS, park and recreation programming and education activities, such youth sports, summer and afterschool enrichment and extracurricular activities, are critical to childhood development; and

WHEREAS, parks and recreation encourage physical activities by providing space for sports, hiking, swimming, skating, celebrating and many other activities designed to promote active lifestyles; and

WHEREAS, parks and recreation increase a community's economic prosperity through increased property values, expansion of the local tax base, increased tourism, the attraction and retention of businesses and crime reduction; and

WHEREAS, parks and recreation are essential and adaptable infrastructure that help our communities be resilient in the face of natural disasters and climate change; and

WHEREAS, parks and recreation professionals foster a sense of belonging in their community by providing welcoming and inclusive programs, essential services for all ages and abilities and safe, accessible spaces to build meaningful connections; and

WHEREAS, as we have more multi-family housing and the number of our city residents increases, parks and recreation facilities become ever more important; and

WHEREAS, the City of Menlo Park appreciates the dedicated efforts of the Parks and Recreation Commission, Youth Advisory Committee, City staff and community volunteers who support and maintain our parks, as well as the residents and community members who visit them;

NOW, THEREFORE, BE IT PROCLAIMED, that I, Betsy Nash, Mayor of the City of Menlo Park, on behalf of the City Council and City, do hereby proclaim and celebrate July 2026 as Parks and Recreation Month in Menlo Park.

Betsy Nash, Mayor
July 14, 2026

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Proclamation

CELEBRATING 50 YEARS OF SAMTRANS

WHEREAS, SamTrans began service on Thursday, July 1, 1976, when several local bus systems in San Mateo County were consolidated into one agency serving the Peninsula, creating a clearer and more consistent public transit system with a focus on countywide mobility; and

WHEREAS, in its earliest years, SamTrans moved quickly to expand what transit could offer the region. By 1977, the agency launched service along El Camino Real stretching the length of the county, strengthening a corridor that remains central to SamTrans service today; and

WHEREAS, around the same time, SamTrans introduced paratransit service, 14 years before it became a federal requirement under the Americans with Disabilities Act; and

WHEREAS, as communities and travel patterns changed, SamTrans continued to evolve. The agency modernized routes, expanded service and invested in new ways to make transit more convenient and flexible. Most recently, SamTrans completed the Reimagine SamTrans project, a systemwide effort focused on improving reliability, access and ease of use; and

WHEREAS, over the past 50 years, SamTrans has provided approximately 750 million rides across San Mateo County; and

WHEREAS, SamTrans' role has also grown beyond bus operations. The San Mateo County Transit District (SamTrans) now serves as the administrative home for key transportation partners, including shared services that support Caltrain and the San Mateo County Transportation Authority (TA). Together, the District provides what the community has relied on for five decades — a transit system built to connect people, neighborhoods and opportunities, operating 74 bus routes and serving more than 10 million riders annually as of 2026; and

WHEREAS, SamTrans' mission to revolutionize mobility and create a more equitable and sustainable region is a worthy one that deeply benefits Menlo Park, San Mateo County and the entire San Francisco Bay Area; and

NOW, THEREFORE, BE IT PROCLAIMED, that I, Betsy Nash, Mayor of the City of Menlo Park, on behalf of the City Council and City, do hereby recognize and celebrate SamTrans' 50th anniversary.

Betsy Nash, Mayor
July 14, 2026

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Complete Streets Commission 2025-26 Report Out

Agenda

- 2025-2026 work plan
- Project highlights



March 11, 2026 - Complete Streets Commission meeting



2025-26 work plan

- 1) Advise the City Council on the implementation of the Transportation Master Plan (TMP)
- 2) Advise and provide input to the City Council on transportation policies/programs
- 3) Provide input and recommendations, as it relates to transportation, to the City Council and/or Planning Commission on the City's major land use and development projects that are not subject to SB 330 for which a TIA and Environmental Impact Report (EIR) are required.
- 4) Support the Council's initiatives to improve access to Downtown and support downtown businesses
- 5) Support Climate Action Plan Strategy No. 4 - Reduce vehicle miles traveled (VMT) by 25% or an amount recommended by the Complete Streets Commission

Pilot Projects

- Nealon Park frontage parking
- Blake Street temporary closure
- Coleman Avenue Traffic Calming Measures



Development Review

1005 O'Brien Drive & 1320 Willow Road Menlo Park

04/08/2026

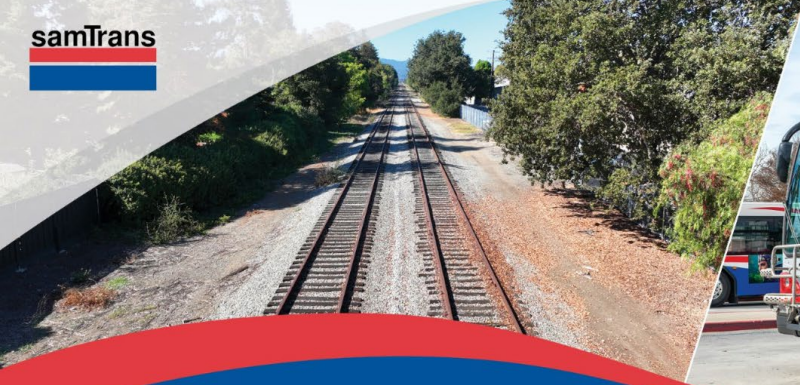




Regional Initiatives

- Grand Boulevard Initiative
- Reimagine Dumbarton
- Active 101 and 101 Corridor Connect





AGENDA ITEM E-2

REIMAGINE DUMBARTON

Menlo Park Complete Streets Commission
February 11, 2026

In Partnership with
Kimley»Horn

PAGE E-2.1



Project and Program Review

- Slow Streets Program
- Pierce Road

The screenshot displays the City of Menlo Park website header with the logo and a search bar. Below the header is a breadcrumb trail: Home / Government / Departments / Public Works / Transportation Division / **Slow Streets Program**. The main heading is "Slow Streets Program". The text below reads: "Do you have a traffic related safety concern? The [Slow Streets Program](#) ^(PDF, IMB) provides a framework for the evaluation of resident-initiated safety concerns on neighborhood streets. The Program establishes a data-driven and equitable process for assessing neighborhood street safety concerns, prioritization of projects, and implementation of appropriate traffic calming measures." Below this is a link: "If you have a traffic safety concern on a neighborhood street, submit a request using the link below." followed by a button "Submit a request >". The section "What streets are eligible" follows, stating: "Neighborhood streets eligible under the Program include neighborhood connectors, local access roadways, and bicycle boulevards as identified in the City's [General Plan Circulation Element Street Classification Map](#)." and "Requests on arterials and collectors are not eligible for the Program and are evaluated through other City processes."



2025 Ad-Hoc Subcommittees

E-Bike Policies and Guidelines

Safe Routes and Community Outreach

El Camino Real Complete Street

Transportation Master Plan Monitoring

Bike Rack Inventory

Climate Action Plan

The background of the slide is a scenic landscape photograph. In the foreground, there is a rustic wooden fence made of vertical posts and horizontal rails, situated in a lush green field. The middle ground shows a rolling green hill with scattered trees and shrubs. The background is filled with a dense forest of tall trees under a bright, slightly hazy sky. The overall tone is peaceful and natural.

Thank you!

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101 Corridor Connect Program Update

City of Menlo Park

San Mateo County Transportation Authority (SMCTA)

- **Plans, funds, and delivers** transportation programs and projects throughout San Mateo County
- **Manages funding** from voter-approved local sales tax (Measure A and Measure W)



Highways



Local Streets
and Roads



Grade
Separations



Transit



Pedestrian
and Bicycle



Transportation
Demand
Management



WHAT IS 101 CORRIDOR CONNECT?

- A collaborative program to identify and prioritize **congestion management** projects along US 101 in San Mateo County.
- It looks **beyond just highway infrastructure** and considers the mobility needs of the corridor as a whole.
- **Program partners** include Caltrans, cities, transit agencies, San Mateo County, and C/CAG.

Program Goals



Safe

Enhance safety for users of the transportation network.



Connected

Connect people to the places they need to go.



Sustainable

Improve air quality and reduce emissions.



Inclusive

Increase access for underserved communities.

101 Corridor Connect Working Groups

North County	Mid County	South County
Local Jurisdiction Staff Brisbane, South San Francisco, San Bruno, Millbrae, San Mateo County Transit Agency Partners Caltrain, BART, SamTrans, San Francisco Bay Ferry Stakeholders Commute.org, Caltrans, C/CAG, MTC, SFO	Local Jurisdiction Staff Burlingame, San Mateo, Foster City, Redwood City, Belmont, San Carlos, San Mateo County Transit Agency Partners Caltrain, SamTrans Stakeholders Commute.org, Caltrans, C/CAG, MTC	Local Jurisdiction Staff San Mateo County, Menlo Park, Redwood City, East Palo Alto, Atherton Transit Agency Partners Caltrain, SamTrans Stakeholders Commute.org, Caltrans, C/CAG, MTC

MULTIMODAL STRATEGIES

North County | Mid County | **South County**

What is a Multimodal Strategy?

The Multimodal Strategies are planning documents that identify and prioritize needed projects in San Mateo County.

Multimodal Strategies were developed for the entire 101 corridor as the first initiative of 101 Corridor Connect.

Projects include highway, active transportation, transit, other types of improvements.

1 North County

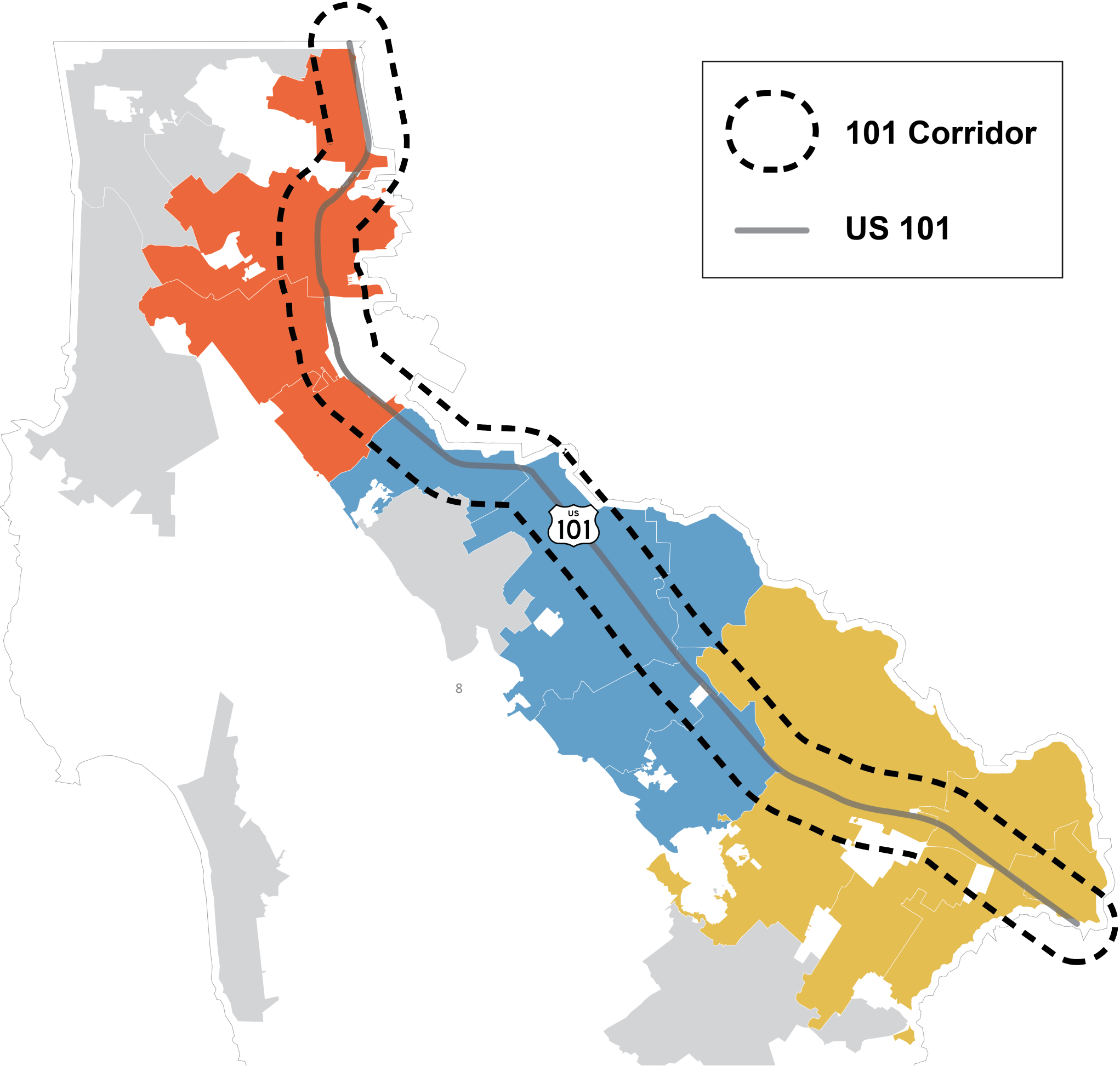
Brisbane, Millbrae, San Bruno,
South San Francisco

2 Mid County

Belmont, Burlingame, Foster
City, San Carlos, San Mateo,
Redwood Shores

3 South County

Atherton, East Palo Alto,
Menlo Park, Redwood City

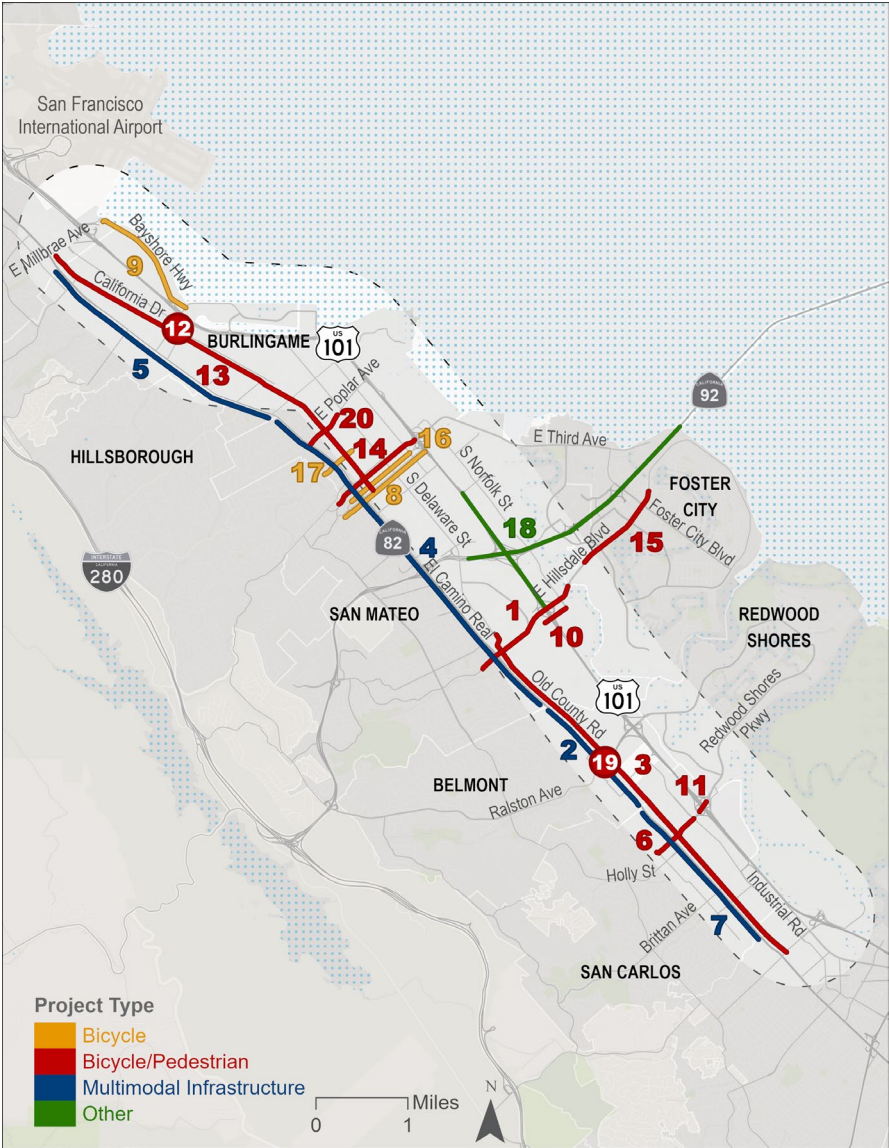
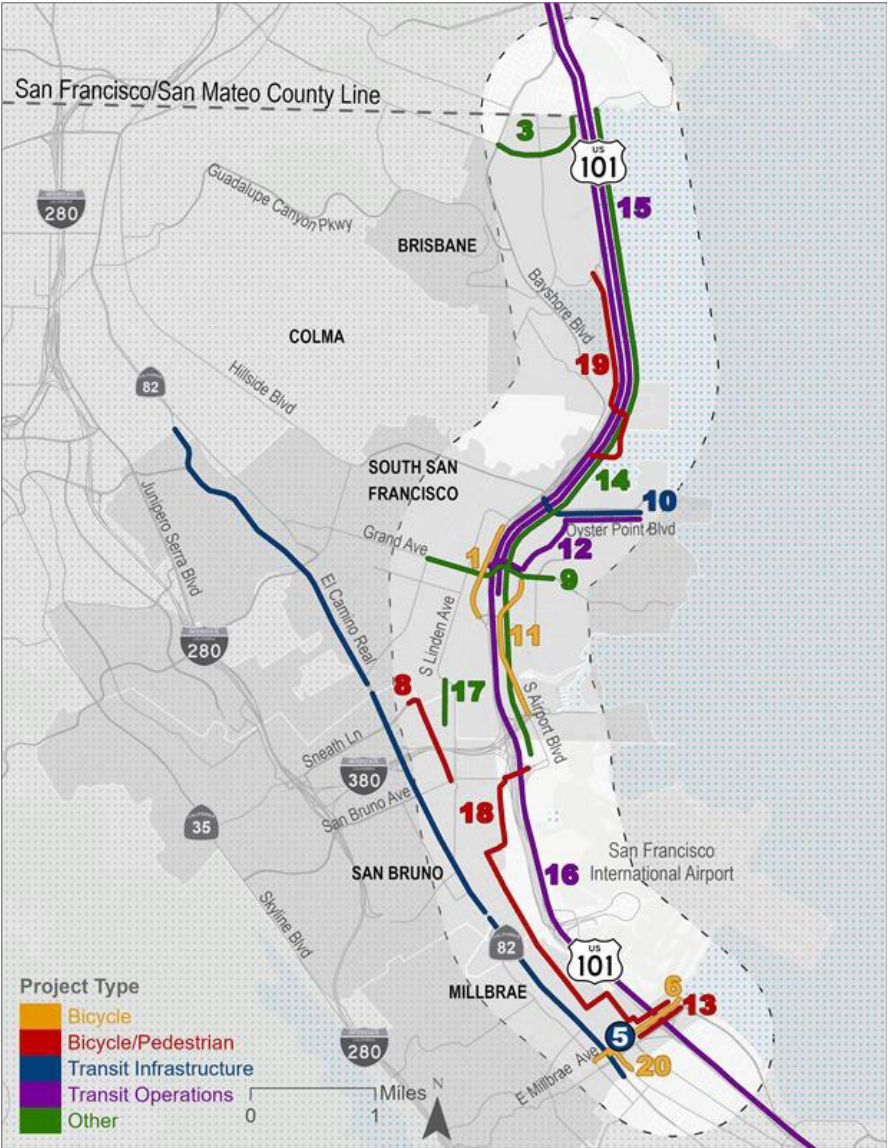


Community/ Stakeholder Engagement Components

- Project webpage
- Multilingual factsheet and Frequently Asked Questions document
- Press release
- Online survey
- Interactive recorded presentation
- Interactive mapping (available online and at in-person events)
- Pop-up activities at local events
- Small group meetings with community-based organizations
- Temporary signs at bus stops

Multimodal Strategies Engagement Statistics





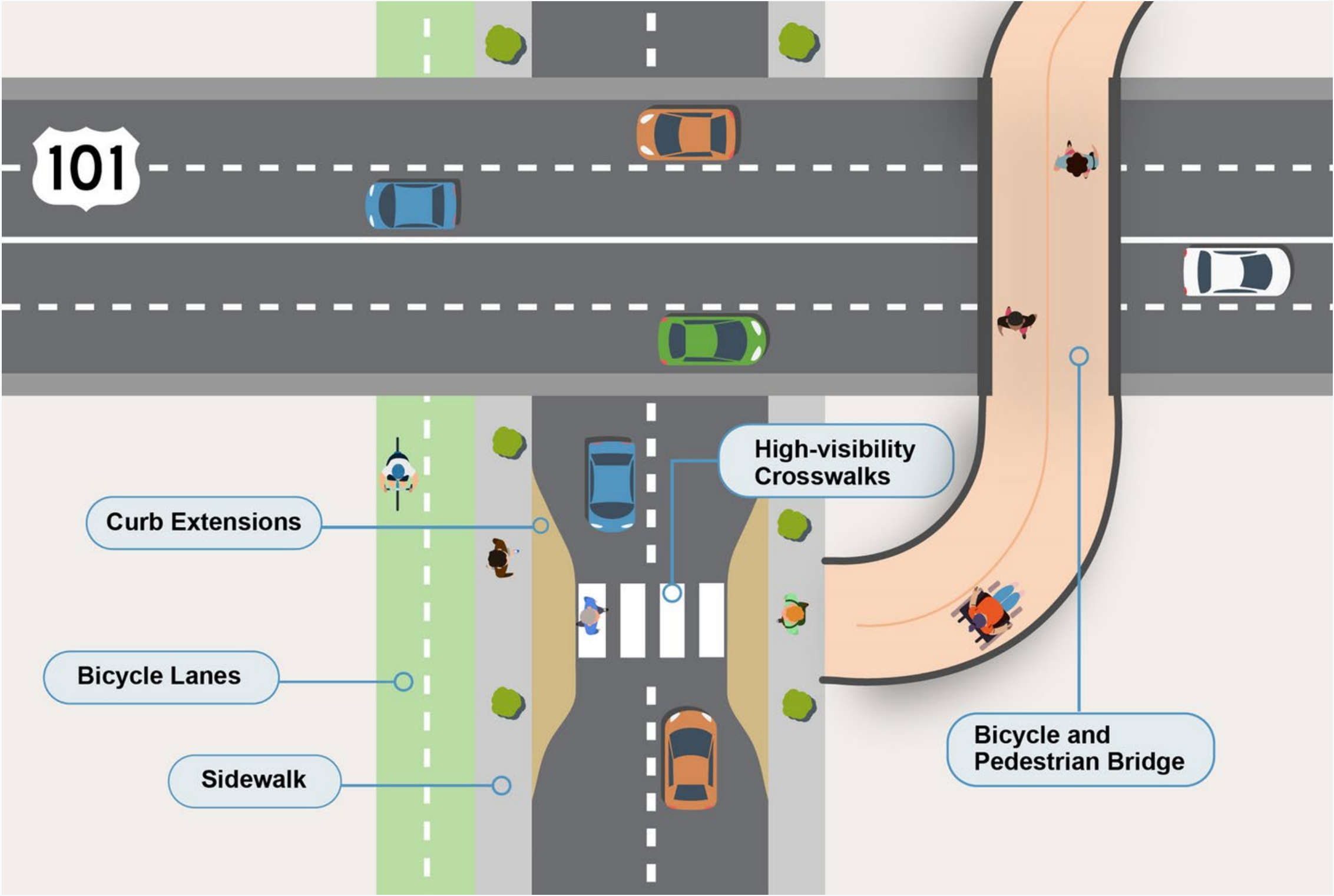
Priority Projects

After the scoring and weighting, projects were ranked with the **top 20 highest scoring projects.**

ACTIVE 101: US 101 SAN MATEO COUNTY CROSSINGS IMPROVEMENT PLAN



WHAT IS ACTIVE 101?



FALL 2024 COMMUNITY ENGAGEMENT

6

Multilingual
Pop Up Events

26

Presentations To
Stakeholders

270+

Responses To The
Online “Fund It”
Activity



Active 101 Priority Network: Key Benefits at Full Build Out

The Active 101 Priority Network consists of a system of existing and proposed bicycle and pedestrian projects along and across US 101 that create a contiguous north-south corridor and east-west crossings. Once fully connected, the Priority Network will include:

- Approximately **42 total miles** of access for people walking, biking, and rolling
 - Approximately **7.5 miles** of critical east-west connections
- Approximately **26.6 miles** of new or upgraded bicycle infrastructure



Safety

Approximately **7.5 miles** of the **pedestrian** High Injury Network (HIN) and **6 miles** of the **bike** HIN are included in the Priority Network and will be improved through its implementation.



Connectivity

16 US 101 crossings will be improved or constructed for people walking, biking, and rolling.



Sustainability

Vehicle miles traveled (VMT) is estimated to decrease by **12.7 million** miles over the project lifetime. **Greenhouse gas emissions** are estimated to reduce by **4,377** metric tons of CO₂e.



Inclusivity

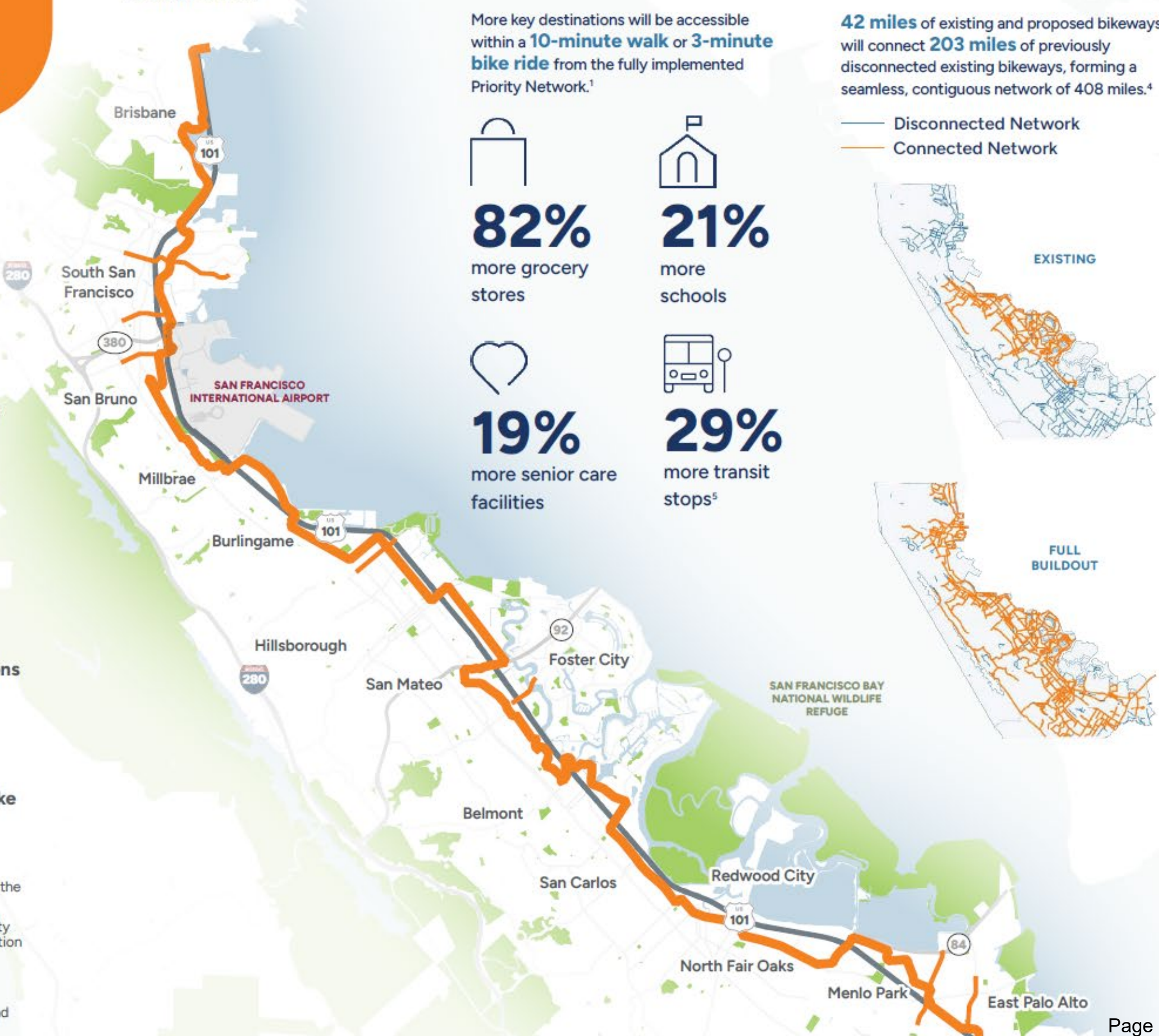
>138k more people,¹ including **>50k** living in **disadvantaged communities**,² will be within a **10-minute walk** or a **3-minute bike ride** to a high-quality bike facility³ along the Priority Network.

¹ Calculated using a ½-mile buffer (approximately a 10-minute walk or 3-minute bike ride) from the Priority Network. Increases are relative to existing conditions.

² Disadvantaged communities include Equity Priority Communities (EPCs) and Caltrans Equity Index (EQI) communities. EPCs are census tracts identified by the Metropolitan Transportation Commission as areas that have a significant concentration of underserved populations. Caltrans Equity Index (EQI) communities are census tracts identified by Caltrans as experiencing transportation-based disadvantages.

³ For analysis purposes high-quality bicycle facilities are defined as Class I (shared-use paths) and Class IV (protected bike lanes).

Active 101
Priority Network



101 Corridor Connect Program Next Steps

Priority Multimodal Safety and Congestion Relief Projects Menlo Park

- Multimodal Strategy
 - Marsh Road Interchange and Overcrossing
 - Willow Road
- Active 101
 - Marsh Road
 - Chilco Street
 - Newbridge Street



Mini Grant Program

\$4M Available



101 Corridor Connect Mini-Grants



Funding for priority projects

Multimodal corridor study
Conceptual design alternatives
Community engagement



Available Funding

\$750,000 per project
Up to \$1M for multi-jurisdictional projects
No local match required



Streamlined Application

Letter of Interest including confirmation of staff availability or technical assistance request

Site Walk (if selected, must include at least one City Council member)

101 Corridor Connect Mini-Grants



Key Action Items

Talk with staff and SMCTA about projects

Apply to mini-grant program

Participate in site walk if selected

SMCTA CBO Bench for engagement



Questions?

Sue-Ellen Atkinson

Manager, Planning and Fund Management

atkinsons@samtrans.com

Caltrain Overview and Budget

Menlo Park July 14, 2026

AGENDA ITEM H-5



Caltrain Connects

- 77 miles connecting San Francisco, San Mateo, and Santa Clara counties
- 31 stations across 20 communities
- Over 160 years of continuous rail service
- 82% favorability rating voters
- 91% favorability with riders



Caltrain is Part of Everyday Life



- Helps millions of people get to work, school, and events
- Reduces traffic on major highways like US-101
- Connects communities across the Peninsula
- Supports access to jobs and opportunities

Every Day, Caltrain provides regional benefits



Less Traffic:

Removes the equivalent of ~3 freeway lanes of traffic at peak times * US-101 traffic is 93% of pre-pandemic levels at rush hour.**



Stronger Economy:

Today, 2.9 million people, or 37% of the 9-County Bay Area's population, live in the 20 cities served by Caltrain. Corridor economic driver of the state and country.

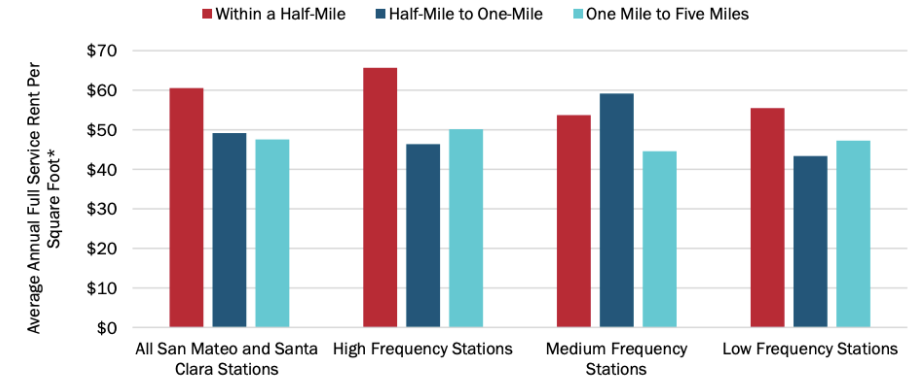


Cleaner Air

- Reduces greenhouse gas emissions with 100% renewable electric service
- Improves local air quality and reduces noise

*Based on Caltrain's average weekday ridership for Tuesdays. **Caltrans most recent AADT available for 2023. ***2025 Triennial Survey.

FIGURE 2-4. AVERAGE OFFICE RENTS, SAN MATEO AND SANTA CLARA COUNTIES



Caltrain is Supporting Local Economies

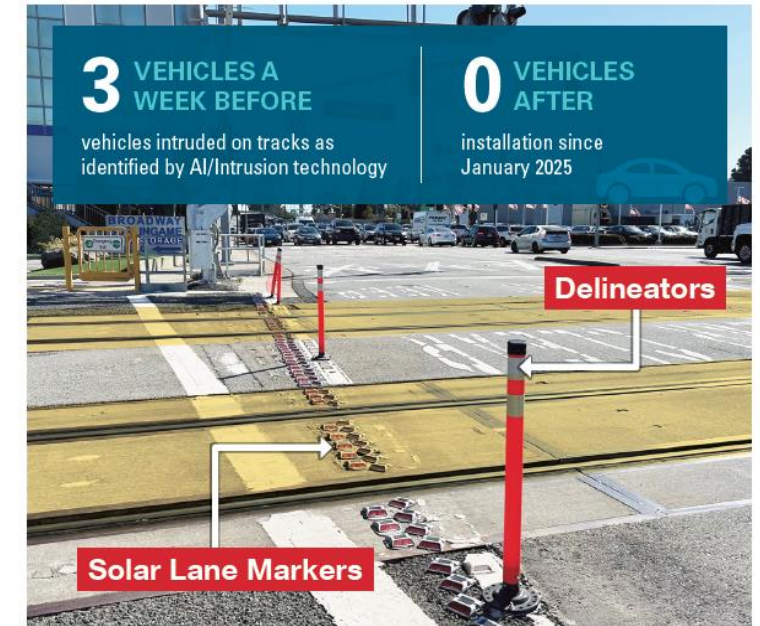
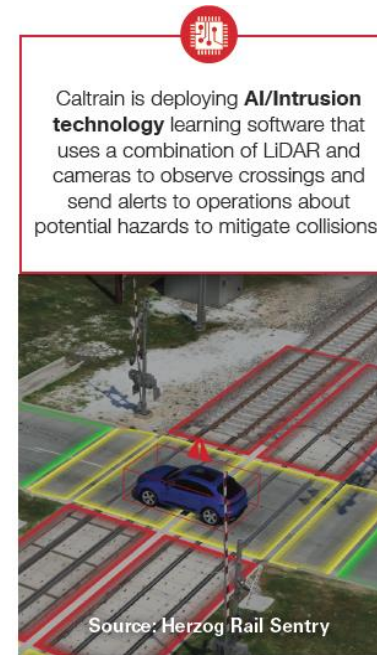
- Higher property values near stations
- Increased business activity and office demand
- Supports downtowns and local development
- Contributes to local tax bases across the corridor

Average rent per square foot refers to annual full service gross rents per square foot weighted by the building's rentable building area.
Source: Costar, 2018; Strategic Economics, 2019.

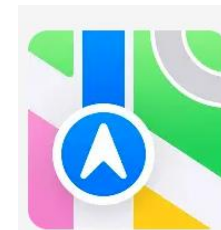
Partnerships on Major Initiatives

- Corridor Crossing Strategy
- Transit Oriented Development
- Redwood City Transit District
- Battery Electric Multiple Unit Train
- Diridon Station Business Case
- Portal (SF Downtown Extension)

Innovative, Cost Effective: Safety Enhancements



Worked with technology providers to improve audio and visual directions by tracks





Improved Service

- **Faster:** Express and local trains
- **More Frequent:**
 - Every 15-20 mins weekday rush hour
 - Every 30 mins, every station, 7 days a week (compared to once an hour)
 - 20% more service (26% equity priority stations)
- **Better Experience:** Free wi-fi, outlets at every seat, bathrooms, digital displays, quieter inside and outside the trains
- **On-Time Performance:** over 95%



Growing Ridership

- **Since electrification: fastest growing transit system US** (APTA); over 50% growth year over year; weekend highest ever; Giants/Sharks/Warriors 30%-50%+ increase from previous season
- **Diversified ridership: 50%** moderate or above income and **37%** low income; **10%** youth, seniors, or people with disabilities

Caltrain Ridership Trends by City

City	August 2024 (Pre-electrification)	May 2026 (Post-electrification)	% Increase
San Francisco	170,414	320,863	88.3%
South San Francisco	11,561	26,329	127.7%
San Bruno	8,034	14,982	86.5%
Millbrae	33,852	57,917	71.1%
Burlingame	13,809	28,024	103.0%
San Mateo	62,519	111,358	78.1%
Belmont	12,811	23,480	83.3%
San Carlos	13,168	23,291	76.9%
Redwood City	41,422	69,036	66.7%
Menlo Park	17,633	30,992	75.8%
Palo Alto	97,382	184,788	89.8%
Mountain View	46,936	76,978	64.0%
Sunnyvale	32,051	65,798	105.3%
Lawrence	12,824	26,663	107.9%
Santa Clara	17,001	38,527	126.6%
San Jose	46,090	81,581	77.0%
Blossom Hill	1,237	1,730	39.8%
Morgan Hill	1,985	3,100	56.1%
San Martin	451	933	106.8%
Gilroy	1,978	2,602	31.5%
Total	643,158	1,118,972	74.0%

Welcome City Partnerships

- Go Pass Program: City benefits economic, parking and traffic relief, GHG reductions
- Creative partnership, example: Downtown destinations



**FIRST-CLASS COMMUTING.
ECONOMY-CLASS PRICING.**

Introducing GoPass, a discounted and unlimited annual Caltrain pass that businesses can offer to employees. Make commuting easier while lowering your carbon footprint on Caltrain's electric fleet.

PROGRAM	CRITERIA*	ANNUAL PRICE PER PERSON
GoPass All-in	All site employees must be enrolled	\$275
GoPass Tiered	SMALL: 14-100 headcount	\$399 - \$449
	MEDIUM: 101-500 headcount	\$449 - \$499
	LARGE: 501+ headcount	\$449 - \$549

*Minimum enrollment required

PASS VALUE
\$1,152¹

¹Based on adult monthly pass price annualized within one board fare.

WHY GOPASS?

- Valuable benefit to retain and attract employees.
- Tiered pricing offers flexibility for any workplace.
- Participating in GoPass and donating unused passes can qualify for tax benefits.
- Frequent service every 15-20 minutes during peak hours and every half hour during off-peak and weekends.
- Special offers with GoPass Perks.

Learn more: caltrain.com/gopass | b2b@caltrain.com





San Mateo

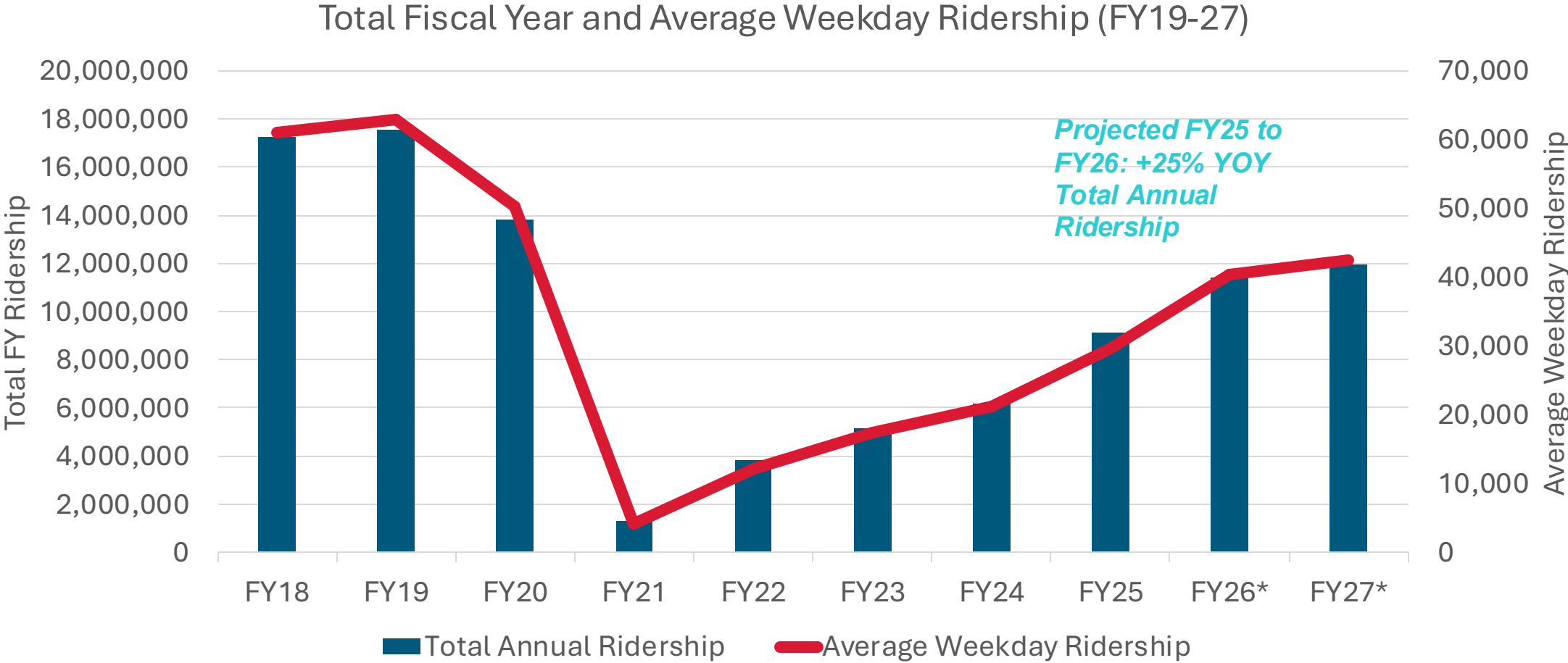
Discover Central Park, local shops, and waterfront dining. Hop off at San Mateo station for an afternoon adventure.

EXPLORE SAN MATEO

Caltrain Fiscal Outlook and Ridership

Caltrain Ridership Trends

- Ridership demand continues to grow in response to Caltrain’s electrified service improvements.



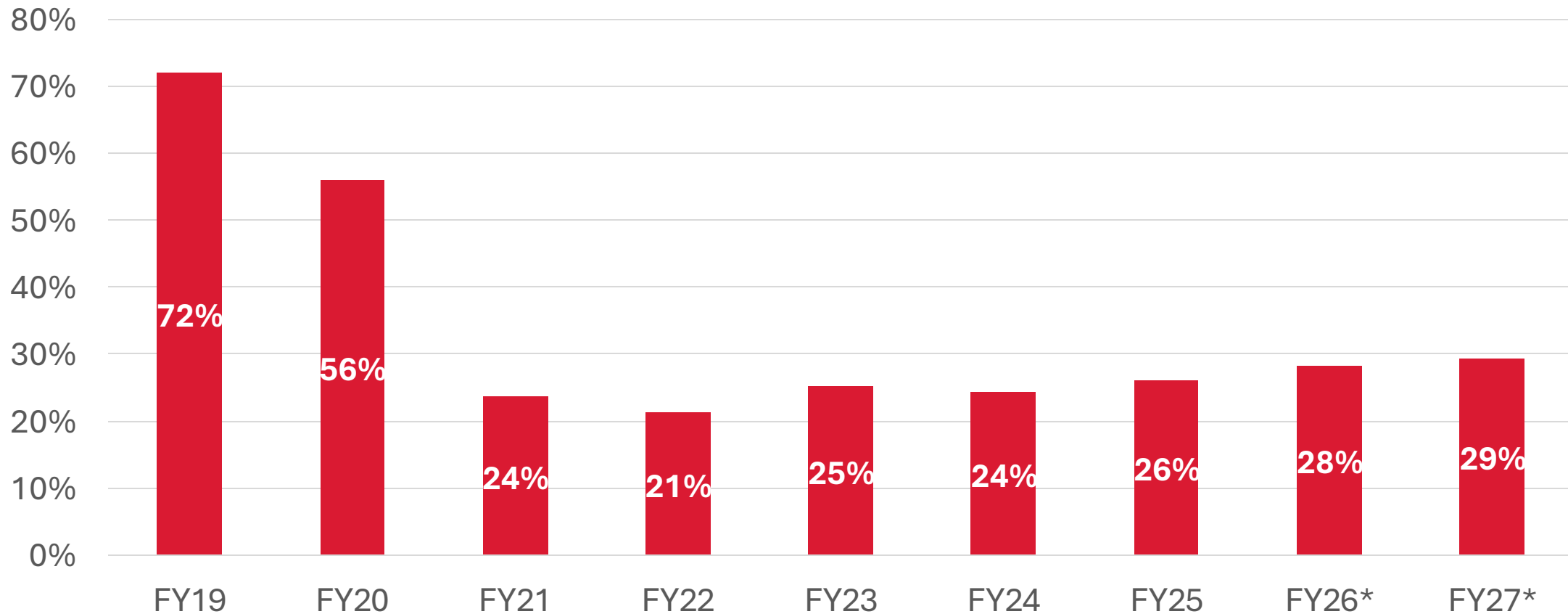
Sources: Caltrain Annual Ridership Reports; Caltrain Fare Media-Based Ridership Estimates.

*FY26 and FY27 projected.

Fares No Longer Cover the Same Share of Costs

- 2019, **fare revenue comprised over 70% (\$100M)** of operating revenue
- Today, while still nation leading, **fare revenue accounts for ~30% (\$43M)** of operating revenue.

Caltrain Farebox Recovery Ratios (FY19-27)



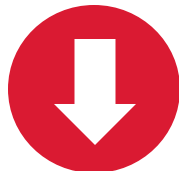
Notes: FY19-25 Actuals; FY26-27 projected.

Why Does Caltrain Have a \$75M Annual Operating Deficit?



Commute Patterns Shifted

Sustained, significant changes in work patterns across San Francisco and Silicon Valley since the pandemic.



Ridership & Revenue Less Than Before

Fewer riders meant lower fare, parking, rental, and advertising income.



Costs Rose With Inflation

Operating costs grew faster than revenue across the transit industry.



Electrification Raised Fixed Costs

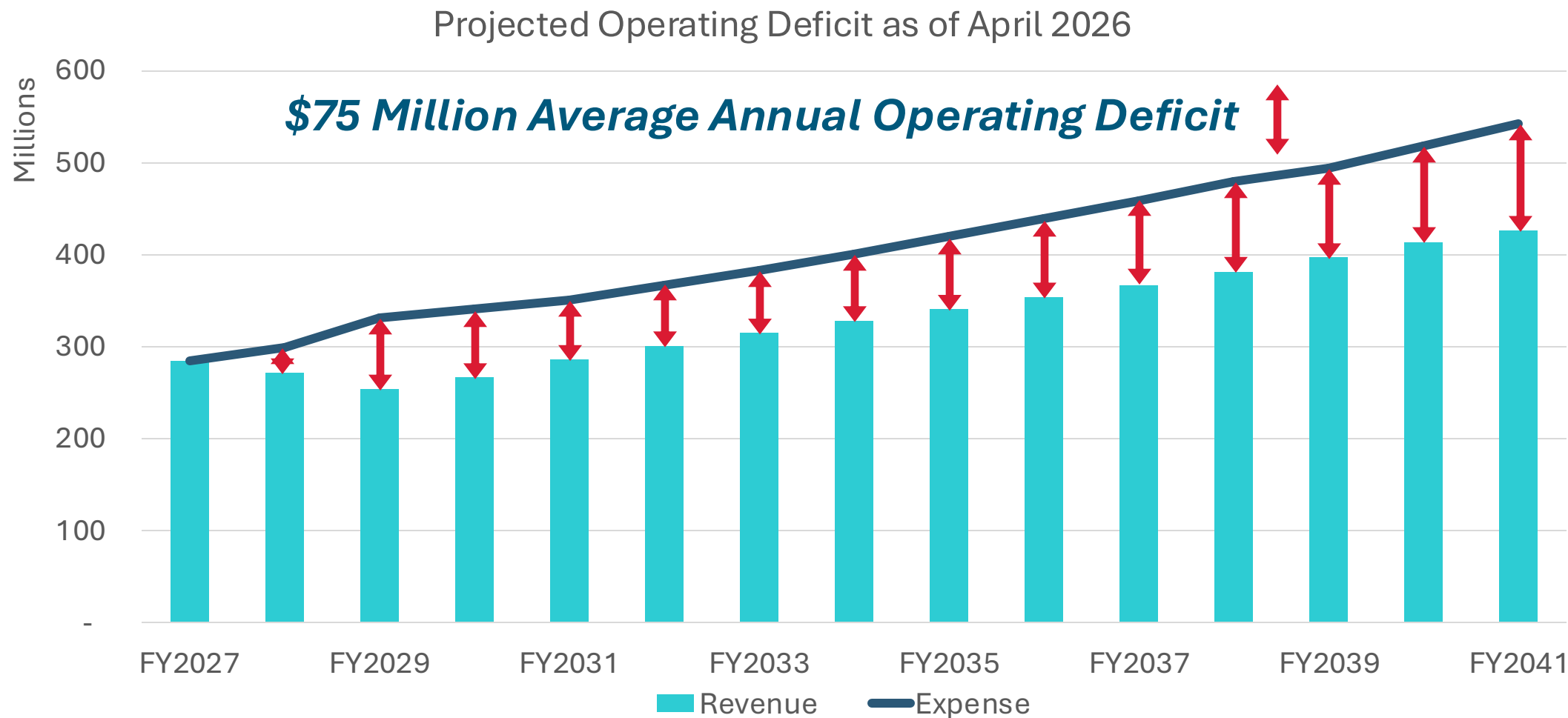
51 miles of new 25KV electrical infrastructure to maintain.



Combined result: These factors and the exhaustion of one-time COVID related funding sources have compounded to create a structural operating deficit that cannot be resolved through cuts or self-generated revenue alone.

15-Year Operating Budget

Baseline Forecast Without External Funding



Cost Containment Strategies

- Strategic hiring freeze
- Comprehensive cost reduction efficiency program
- FY27: Line by line review, held operator contract to previous level
- Implemented crew scheduling efficiencies
- Recouping costs for electricity returned to the grid through regenerative braking
- Develop and evaluate Battery Storage Plan



Non-Fare Revenue Strategies

Exploring new revenue sources



Special Events

*Private car
Charter train
Sport events*



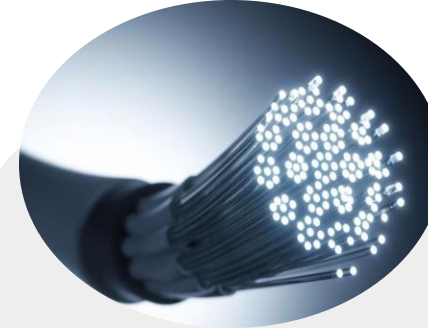
Advertising and Naming Rights

*Expand advertising & media package
train wrapping
naming rights of rolling stock and station assets*



Solar, Energy Storage Systems, EV Charging Leasing

Solar farm, energy storage facility for traction power and station energy needs



Fiber Optic Cable and Telecommunications Leasing

Cell tower leasing, fiber leasing



TOD and Commercial Leasing

*Property conveyance lease
commercial leasing
Transit-Oriented Development*

1-2 Year Short Term

2-5 Year Medium Term

5-20 Year Long Term
Page H-5.17

Schedule



Continue FY26 Service Levels

Maintain current service level using one-time State Loan funds through FY27.

Continue FY26 Service Levels

Plan and Prepare for Service Cuts

Service Cuts

Fiscal Year 28+

Current Service vs. Potential Cuts in a No External Funding Scenario

Today: Frequent Service 7 days a week



Frequent Weekday Service

Trains every 15 minutes peak; every 30 off-peak



Weekend Service

Trains every 30 minutes Saturday and Sunday



Long Hours of Service

Trains from ~5 AM to ~1 AM



Special Event Service

Extra trains support concerts, games and more

Potential Service Cuts (FY28+)



Hourly Weekday Service

Once per hour all day



No Weekend Service

All Saturday and Sunday trains eliminated



Early Shutdowns

End operations by 9 PM



No Special Event Service

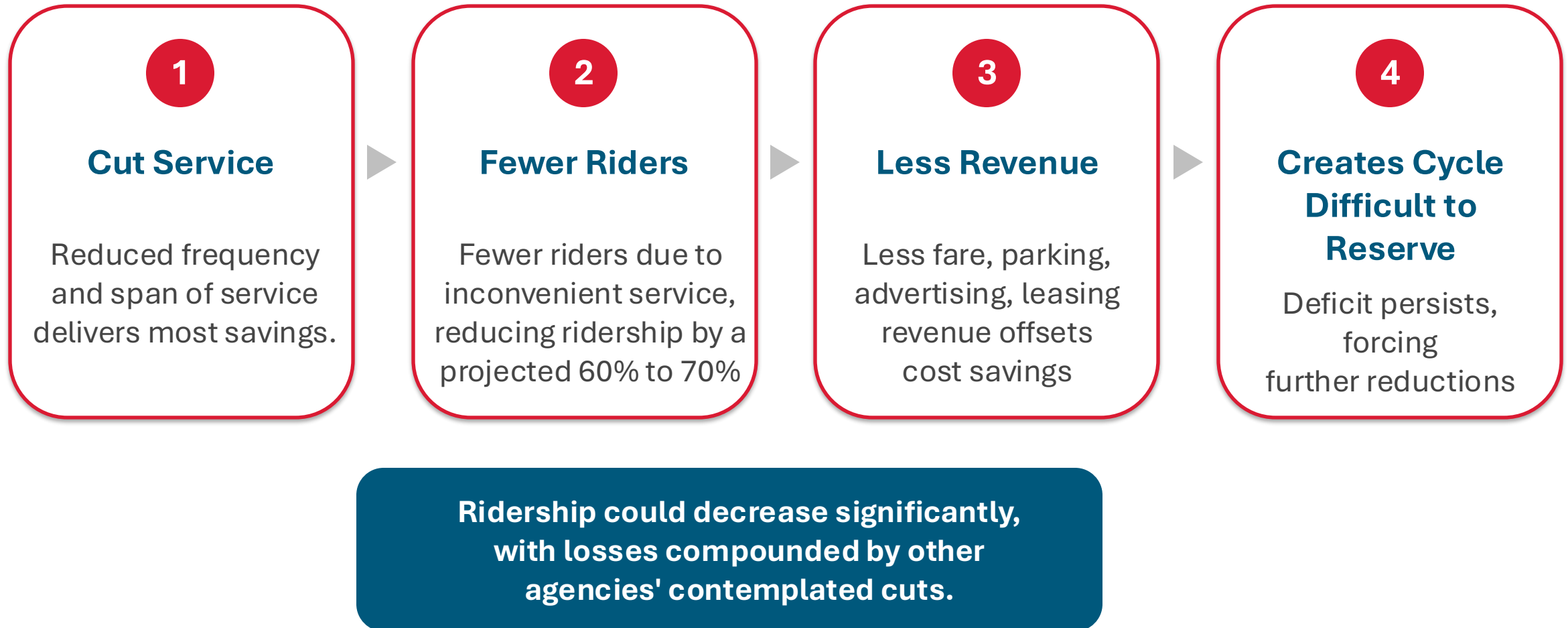
Eliminate all special event trains



Station Closures

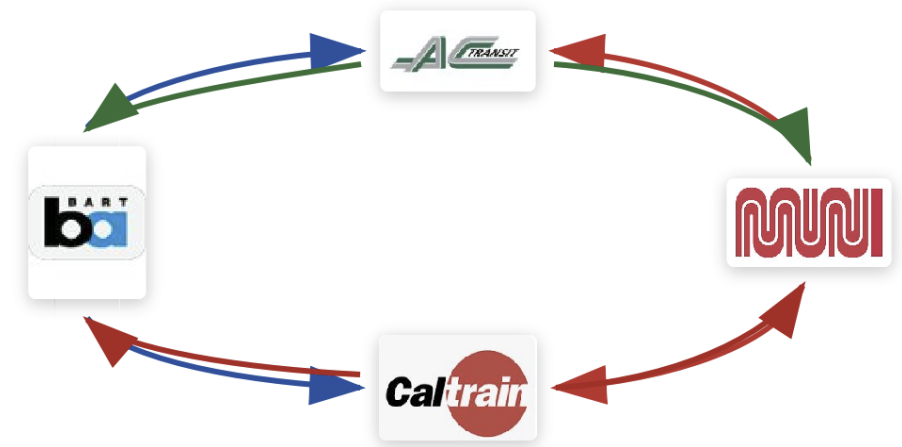
Close more than one-third of all stations. Potential for full service suspension if no external funding continues.

Why Cuts Make the Problem Worse (Downward Spiral)



Regional Transit – Connected Implications

- Specific cuts are not certain yet.
- Contemplated cuts other agencies in conjunction would increase Caltrain's ridership loss.
- If no external funding, could stop passenger service, and focus exclusively on maintenance and safety of the corridor and assets.
- Once shut down, minimum 2-4 years to resume Caltrain passenger service.



Critical Inflection Point



No External Funding Scenario

- ✗ Reduce to hourly service
- ✗ Eliminate weekend service
- ✗ End service at 9:00 PM
- ✗ Close ~1/3 of stations
- ✗ Cut segments of service
- ✗ Cuts to administrative costs
- ✗ Eliminate special event service
- ✗ Suspend all Caltrain service



Ridership & Revenue Are Growing

Caltrain will continue to grow ridership, generate revenue, and find cost savings — but growth and cuts cannot close the gap.



Even Significant Cuts Won't Solve the Deficit

Cutting service drives away riders, reducing operating revenue in a downward spiral, offsetting much of the savings from cuts. Significant deficit remains.

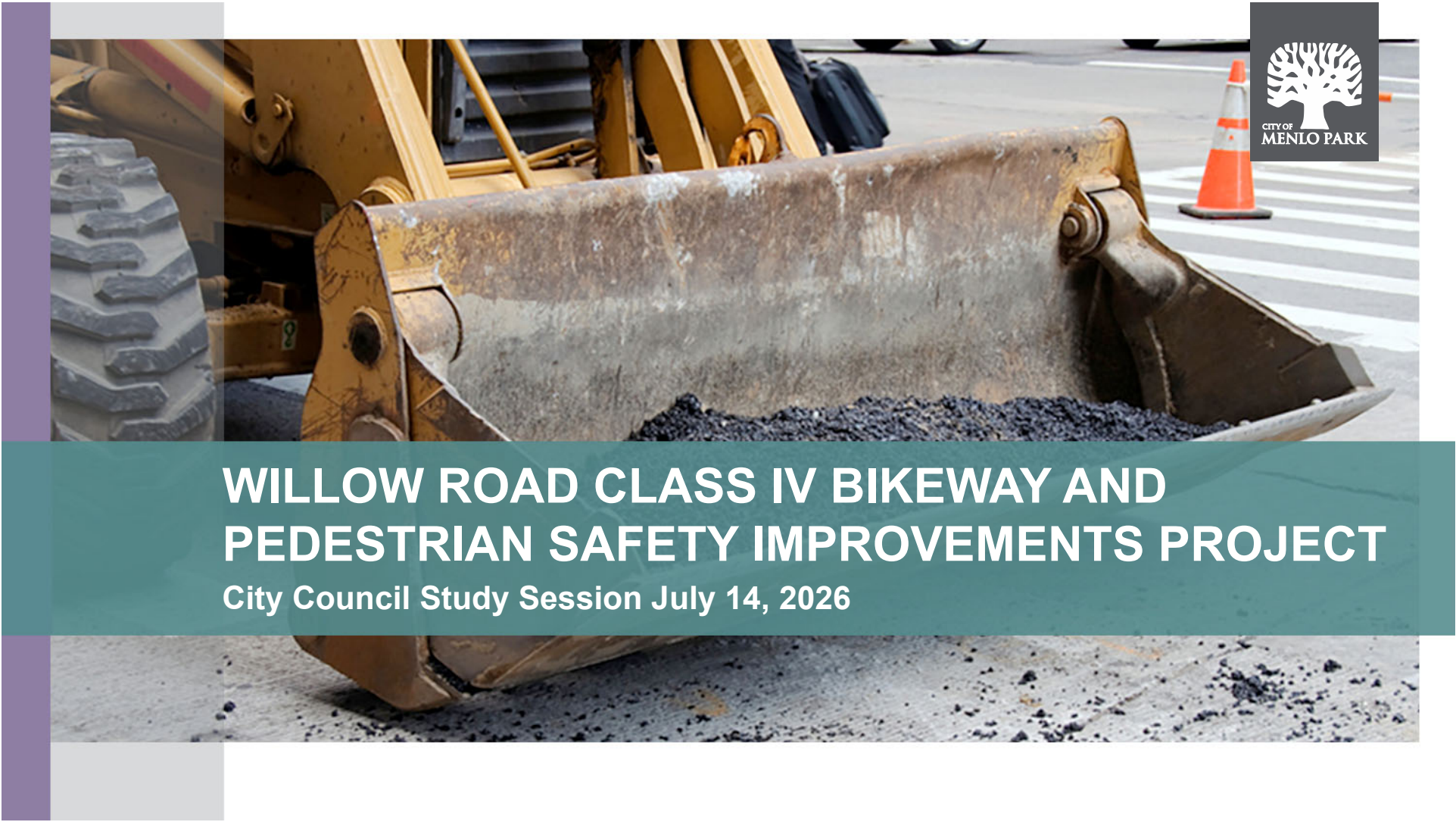
Important Crossroads



FOR MORE INFORMATION

WWW.CALTRAIN.COM

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WILLOW ROAD CLASS IV BIKEWAY AND PEDESTRIAN SAFETY IMPROVEMENTS PROJECT

City Council Study Session July 14, 2026

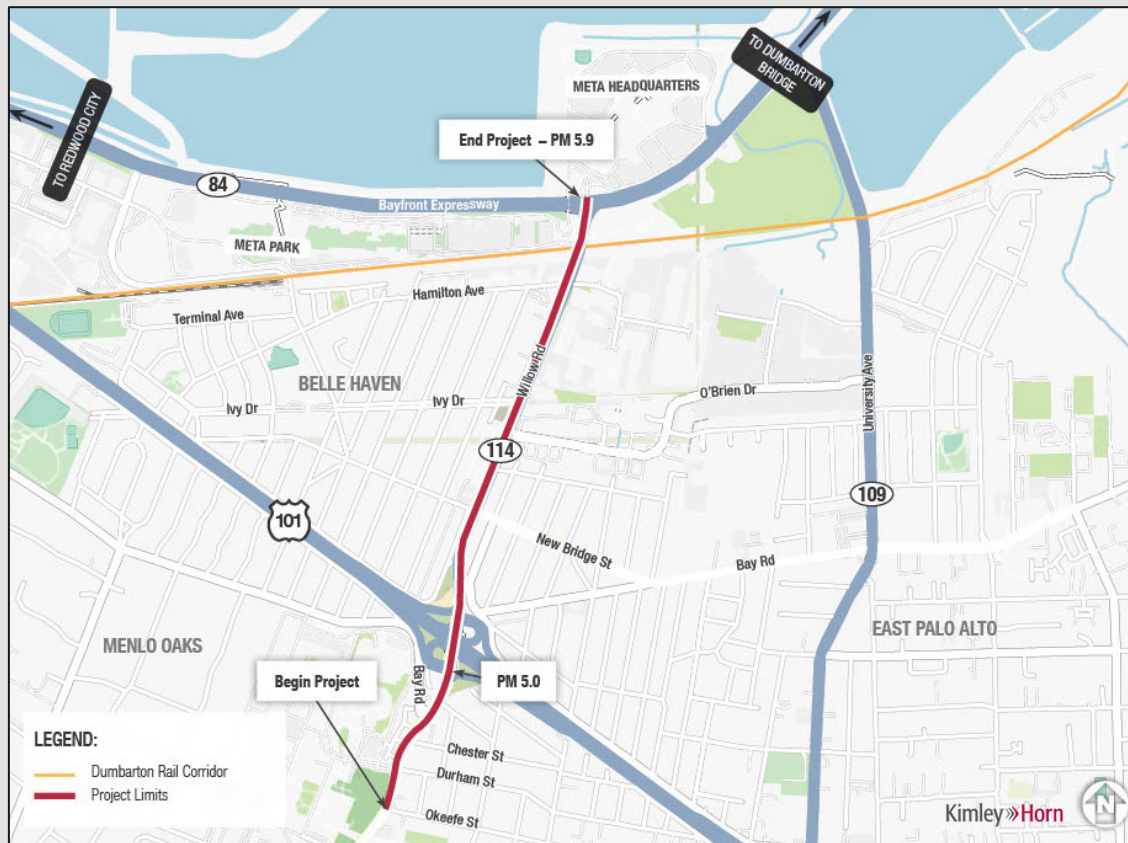


AGENDA

- Project location and existing conditions
- Project history and prior community engagement
- Proposed project design
- Additional community engagement
- Project cost estimate and funding strategy
- Alternatives
- Schedule
- Direction requested



PROJECT LOCATION



AM2
AM7



EXISTING CONDITIONS

AM1



- Caltrans facility from Chester Street to Bayfront Expressway
- 30,000 to 50,000 vehicles per day
- Buffered Class II bike lanes from Newbridge Street to Hamilton Avenue
- Class II bike lanes and Class IV bikeways on the US 101 overpass
- No separate bicycle facilities between O'Keefe Street and Bay Road
- High-stress Class II bike lanes given high-speed and high-volume traffic and too few crossings in a 1.3 mile stretch.





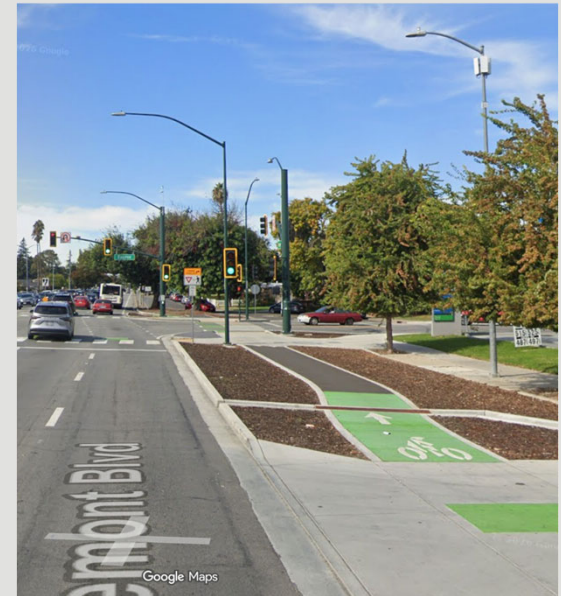
BICYCLE FACILITIES



Buffered Class II Bike Lanes



At-Grade Class IV Bikeway



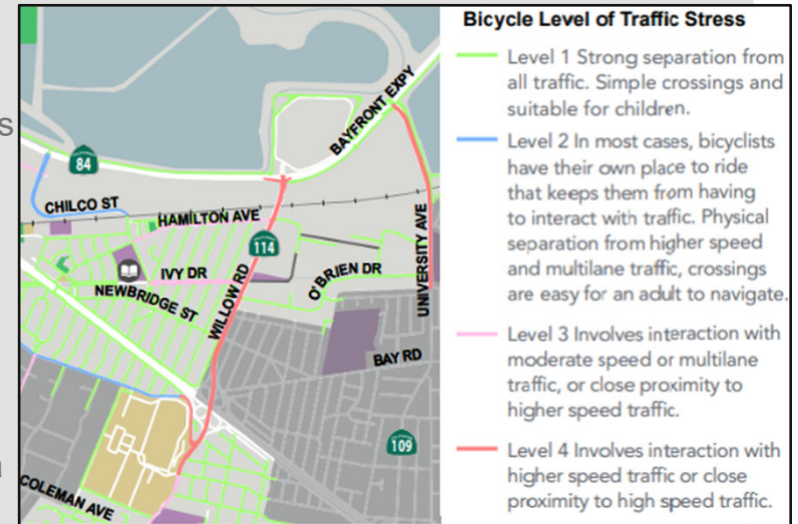
Raised Class IV Bikeway



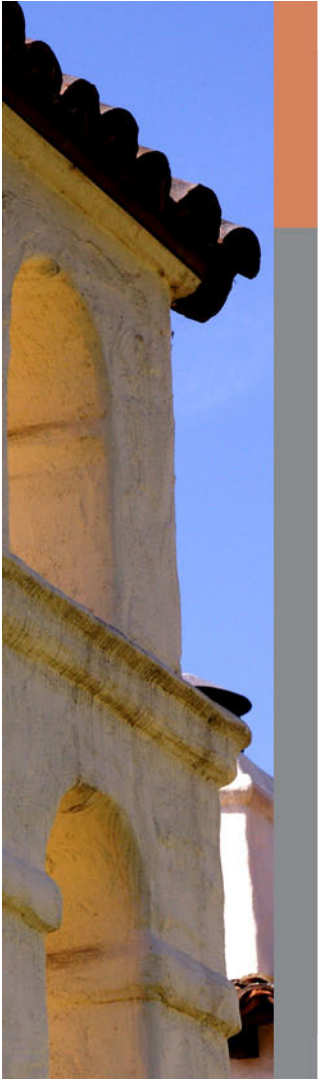
PROJECT HISTORY



- The Caltrans District 4 Bike Plan includes Class IV bikeways from SR 84 to U.S. 101 as a top-tier priority.
- The City's 2020 Transportation Master Plan identifies Willow Road as "Stress Level 4" given the existing Class II bike lane's proximity to high-speed traffic.
- Willow Road is a countywide backbone bikeway network that links regionally significant destinations across local jurisdictions - C/CAG Bicycle and Pedestrian Plan (2021).
- Caltrans completed a Project Initiation Document in 2023.
- The City's Vision Zero Action Plan identified Willow Road as a high collision corridor.
- Project Approval/Environmental Documentation Phase started in December 2023 and is nearly complete



Source: City of Menlo Park Transportation Master Plan, November 2020.

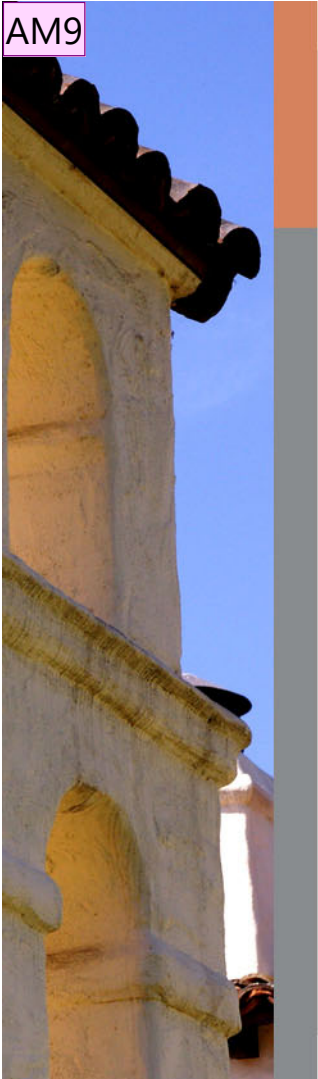


PROJECT EVOLUTION PRIOR COMMUNITY ENGAGEMENT



- Initially considered at-grade Class IV Bikeway
 - Original limits – Bay Road to Bayfront Expressway
- Prior grant application in 2022
- Hosted community engagement pop up events
 - Soleska Market
 - Belle Haven Elementary School
- Online survey

AM9



FEEDBACK RECEIVED

- Overall support for bicycle and pedestrian improvements
- Concerns about high vehicle travel speeds on Willow Road
- Concerns about crossing Willow Road as a pedestrian
- Concerns about poor pedestrian lighting
- Need for low-stress bikeway for all ages and ability
- Request for continuous bike facility
- Merging and weaving issues at the interchange





PROPOSED PROJECT DESIGN



- Raised Class IV bikeway
 - Willow Village frontage would be at-grade, to be raised with completion of that development
 - Narrow width areas will also be at-grade
- New crosswalks at O'Brien Drive and Bay Road
- New refuge islands at Ivy Drive
- Interchange improvements
- Class II bike lanes between O'Keefe Street and Chester Street
- Narrow lane widths
- In-lane transit boarding

AM4



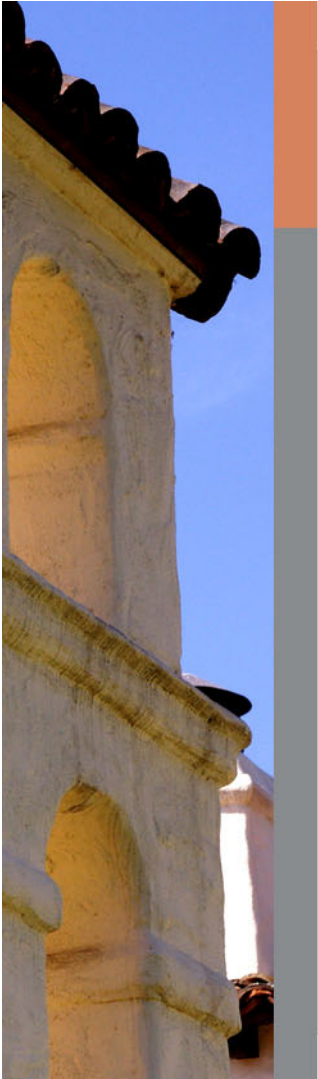
WILLOW ROAD EXISTING AND PROPOSED RENDERING



EXISTING



PROPOSED



ADDITIONAL COMMUNITY ENGAGEMENT



- Complete Streets Commission Meeting
- Attended community meetings/events
 - Gateway Rising resident meeting
 - Belle Haven Community Resource Fair
 - Belle Haven Neighborhood Association meeting
- Feedback received, overall positive
 - People preferred raised Class IV bikeway over existing buffered bike lanes
 - Residents would use the project to walk and bike to community destinations including schools, parks and convenience/grocery stores

AM8



PROJECT COST ESTIMATE



MILESTONE	COST	CITY FUNDS	SMCTA GRANT	FUNDING GAP
PA & ED	\$915K	\$915K	N/A	N/A
Design (PS&E)	\$2.6 M	\$1 M	\$1.6 M	\$0
Right of Way	\$50K	\$25K	\$25K	\$0
Construction	\$12.8 M	\$2.4 M	\$3 M	\$7.3 M
Total	\$16.3 M	\$4.4 M*	\$4.7 M	\$7.3 M

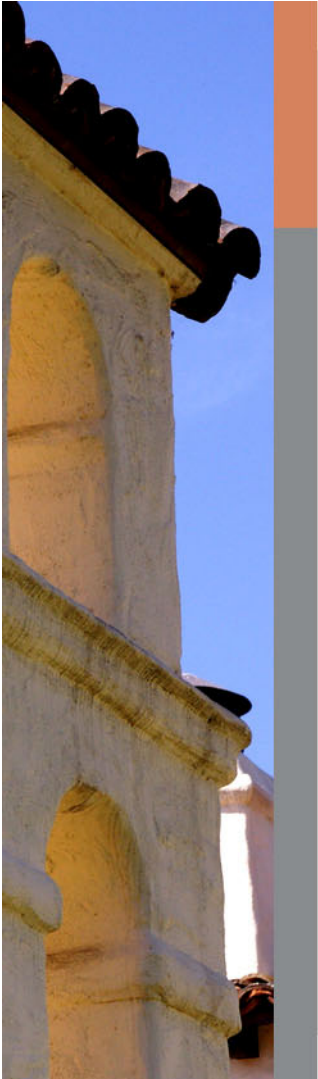
* City currently has \$1.7M remaining in the CIP budget to complete design phase and some preliminary construction work. Funding source(s) will need to be identified for the remaining matching funds



CITY FUNDS NEEDED

MILESTONE	COST
Prior Work	\$915 K
CIP Budget Remaining	\$1.7 M
Total City Matching Funds	\$4.4 M
Matching Funds Needed*	\$1.7 M

- * Should the City be successful in obtaining the \$7.3 M grant funds, this funding source will also need to be identified as the grant programs are reimbursement funds



FUNDING STRATEGY



- Recently submitted grant application for ATP Cycle 8
 - Requested full construction funding gap
 - No match required
- Apply for MTC Safe Routes to Transit and Bay Trail grant due in October
 - Received highest ranking on the non-funded project list
 - Plan to request full construction funding gap
 - No match required
- Future SMCTA Highway Grant cycle
 - Received highest ranking for the last two cycles
 - Requires 25% local match

AM5



ALTERNATIVES – TO REDUCE COSTS



Alternative	Elements Included
Alternative 1 – At grade Class IV, no pedestrian improvements	At-grade Class IV bikeway (install posts or delineators in existing two-foot wide painted buffers)
Alternative 2 – limited pedestrian improvements	- At-grade Class IV bikeway (install posts or delineators in existing two-foot wide painted buffers) - New crosswalk at O'Brien Drive - New refuge island at Ivy Drive
Alternative 3 – limited pedestrian improvements, short bike lane segment	- At-grade Class IV bikeway (install posts or delineators in existing two-foot wide painted buffers) - New crosswalk at O'Brien Drive and Bay Road - New refuge island at Ivy Drive - Class II bike lanes between O'Keefe Street and Bay Road



POTENTIAL AT GRADE TREATMENTS





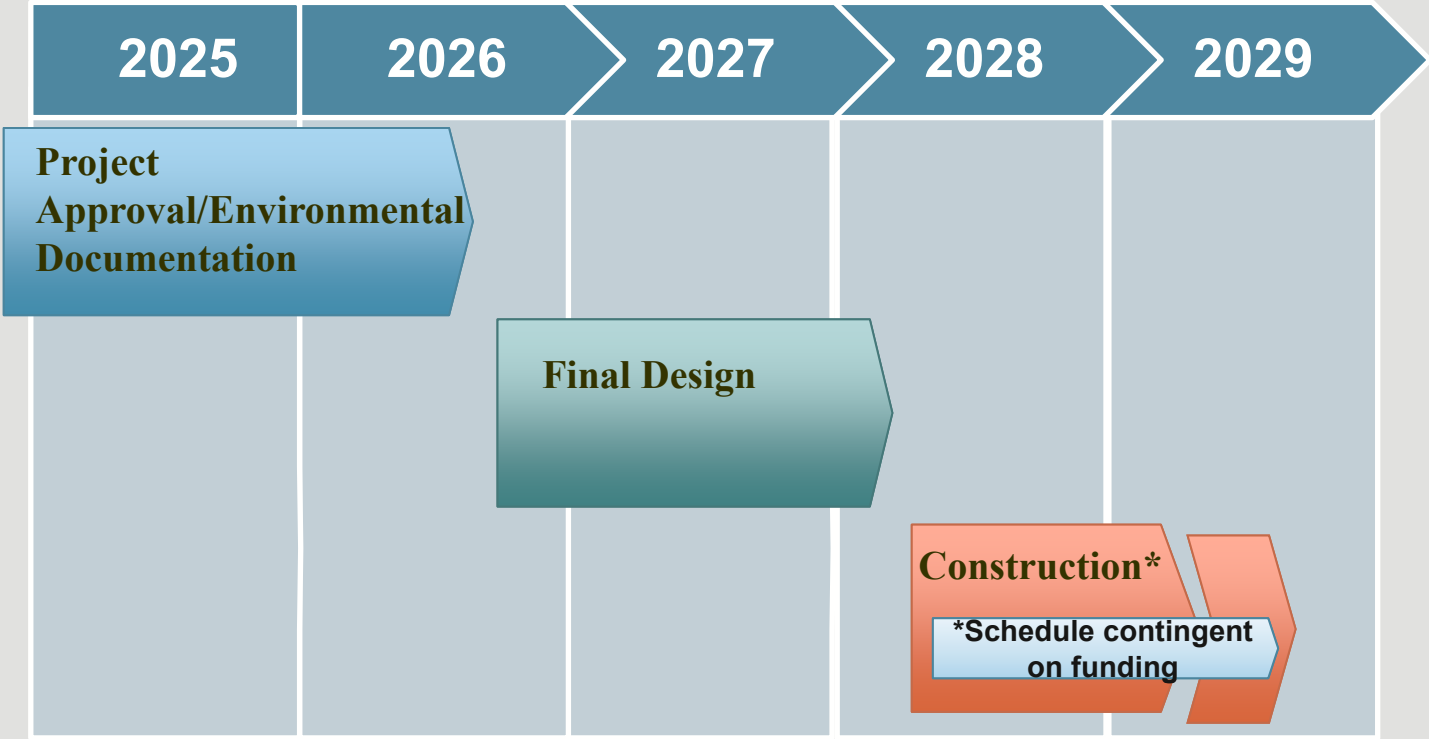
ALTERNATIVES



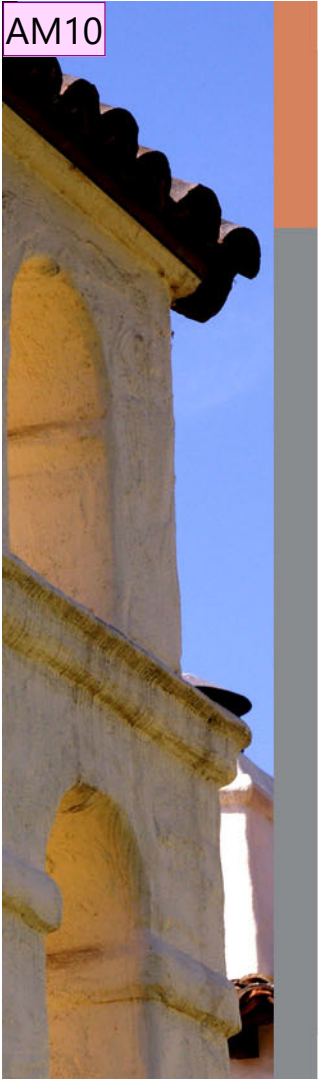
Alternative	Cost
Current design – Raised Class IV with pedestrian improvements	\$15.4 million (\$3.5 million funded by the City)
Alternative 1 – At grade Class IV, no pedestrian improvements	\$650,000 (anticipated to be funded by the City)
Alternative 2 – Alternative 1 + limited pedestrian improvements	\$1.4 million (anticipated to be funded by the City)
Alternative 3 – Alternative 2 + limited pedestrian improvements + short bike lane segment	\$3.1 million (anticipated to be funded by the City)



PROPOSED SCHEDULE



AM10



PROVIDE DIRECTION

- Option 1: Continue current design and advance the design phase and continue to pursue grant funding
 - Currently fully funded for design
 - More competitive for grant funding
- Option 2: Pause design phase pending ATP funding decision
 - May require current grant extension
 - Delay may result in additional costs
- Option 3: Revise project scope and design with a lower cost alternative
 - Less competitive for grant funds
 - Likely need to return previously awarded grant funds
 - Pending Caltrans approval





THANK YOU

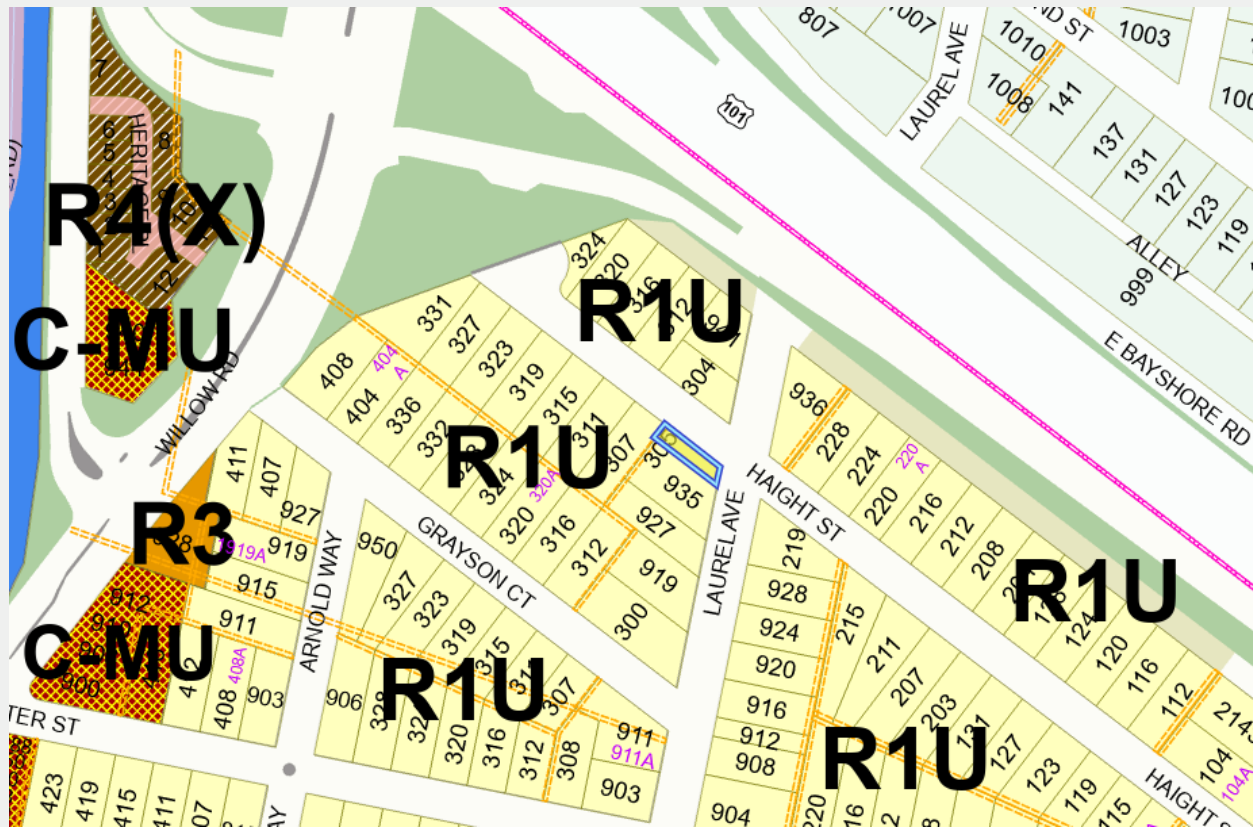


305 Haight St. Appeal

Matt Pruter, Associate Planner



Background





Background (cont.)

- Currently undeveloped lot
- R-1-U (Single Family Urban Residential) zoning
- Substandard with regard to:
 - Lot width (21.7 feet where 65 feet is required)
 - Lot depth (95.3 feet where 100 feet is required)
 - Lot area (2,064 sq. ft. where 7,000 feet is required)





Proposed project

- Use permit requested:
 - To construct two-story, single-family residence on substandard lot
 - To establish floor area limit (FAL) for a lot < 5,000 sq. ft. (1,333.1 sq. ft.)
- Six variances requested:
 - 1) Reduce interior side setback from five feet to three feet
 - 2) Reduce corner side setback from 12 feet to six feet
 - 3) Reduce rear setback 20 feet to 13 feet
 - 4) Reduce required off-street compliant parking spaces from two to one
 - 5) Exceed maximum building coverage of 722 sq. ft. (729.4 sq. ft.)
 - 6) Increase height of daylight plane from 19 feet, six inches to 23 feet, 11 inches



May 4, 2026 – Planning Commission meeting

- Approved 5-2, with two Commissioners opposed
- Factors Planning Commissioners considered:
 - Unusually small lot width and lot area
 - Consistency in applying zoning regulations
 - Design in relation to flood zone, daylight plane, and maximum height
 - Fire safety and public safety
 - Visibility near the subject property and the intersection of Laurel Avenue and Haight Street





May 12, 2026 – Appeal filed

- Appeal included the following concerns:
 - Legal defectiveness of hardship
 - Senate Bill (SB) 9 inapplicability
 - Fire apparatus access not supported for public health and safety
 - Special privilege and precedent
 - There is no guaranteed right to build
 - Impairment of light and air to 935 Laurel Avenue





City Council options for action

- Deny appeal, uphold Planning Commission approval (staff recommendation)
- Uphold appeal, deny Planning Commission approval
- Modify Planning Commission approval





Staff recommendation

- Deny appeal, uphold Planning Commission approval:
 - Compatible with neighborhood and meets R-1-U zoning intent
 - Alignment with Housing Element policies H4.2 and H4.3 and Land Use Element policy LU-2.1
 - Proposed FAL provides adequate livable space for the size of the lot
 - Unique hardship exists and the findings for all six variances can be made





Recommended public hearing format

- After staff presentation, staff recommends the following steps:
 - Remarks by applicant team – Charlie Bronitsky (10 minutes)
 - Presentation by appellant team – Naveena Ganta (10 minutes)
 - Rebuttal by appellant team – Naveena Ganta (5 minutes)
 - Optional rebuttal by applicant team – Charlie Bronitsky (5 minutes)
 - Public comment
 - City Council discussion and action



The background of the slide is a photograph of orange poppies. A semi-transparent yellow rectangular overlay covers the middle portion of the image, creating a layered effect. The text "Thank you" is centered within this yellow area.

Thank you

Appeal of PLN2025-00005: 305 Haight Street

Seeking Proportionate and Compatible Development

Agenda Item K1 | Staff Report #26-120-CC

City Council Hearing: July 14, 2026

Appellants: Siva Raja Sekhar Reddy Yeruva & Naveena Ganta (935 Laurel Avenue)

305 Haight Street Compatibility Study

Key Takeaway: We support building a home on this site, but it must be proportionate to the substandard lot to ensure public safety and neighborhood compatibility.

Currently, **standard residential properties** surround this block. The proposed 21-foot-wide, flat-roofed two-story box is highly incompatible with the established neighborhood character.

Rather than fitting the logical constraints of the lot, this design shifts the burden of **six simultaneous variances** onto a **single neighbor**.

We seek a **cooperative solution** that respects local planning guidelines and guarantees long-term public safety and architectural compatibility.

2,064 SF

Substandard Lot Size

Less than 30% of the 5,000 SF R-1-U minimum

6

Variances

Simultaneous Requests

Shifting development burdens onto one neighbor

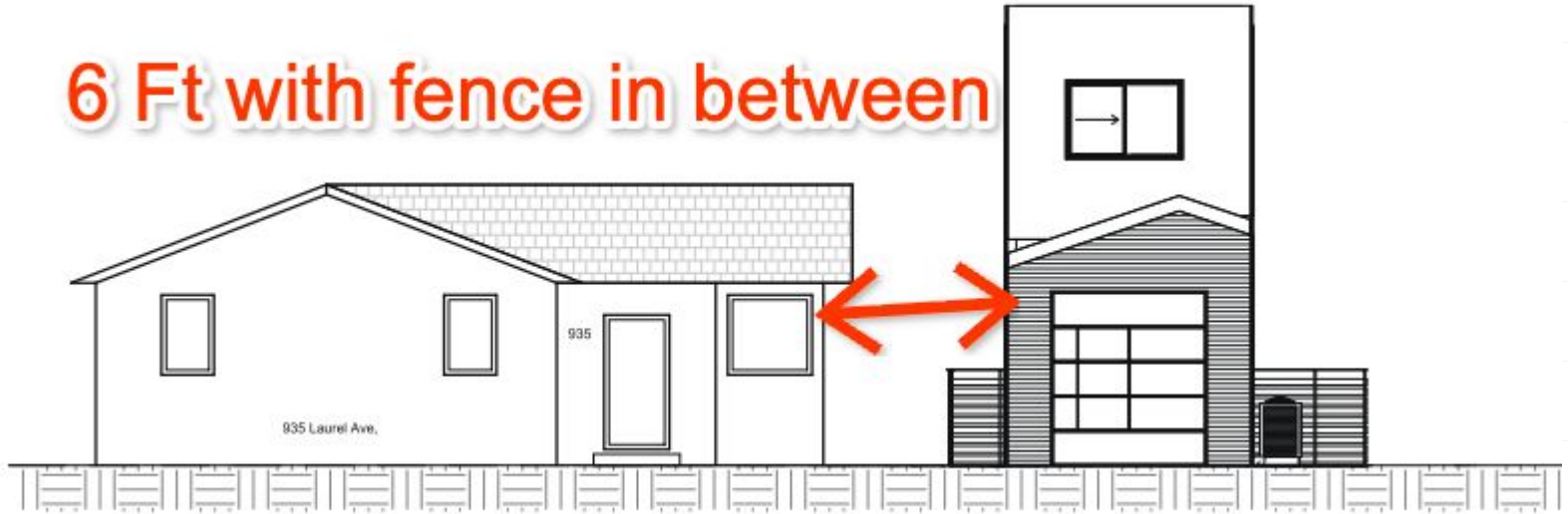
305 Haight Street - History

- The property was acquired by the current owner approximately two years ago.
- The lot's pre-existing constraints and development limitations were matters of public record and knowable at the time of purchase.
- The Planning Commission's approval appears to have been influenced by references to SB-9, despite the fact that the project does not qualify for SB-9 provisions, particularly those concerning lot splits.
- A key requirement for lot splits under SB-9 is a signed affidavit from the applicant attesting to their intent to occupy one of the units as a principal residence for at least three years. This condition doesn't exist for this project although being approved based on SB-9 reference.
 -

305 Haight Street - 6 Variances

1. Reduce the interior side setback from 5 feet to 3 feet;
2. Reduce the corner side setback from 12 feet to 6 feet;
3. Reduce the rear setback 20 feet to 13 feet;
4. Reduce the number of required off-street parking spaces from two compliant spaces to one compliant covered space;
5. Exceed the maximum building coverage of 722 square feet with a total of 729.4 square feet; and
6. Increase the height of the daylight plane from 19 feet, six inches to 23 feet, 11 inches.

305 Haight Street - Current design



General Plan Consistency & Neighborhood Character

Menlo Park's General Plan directs the City Council to protect **residential character** and ensure strict **neighborhood compatibility**.

The Willows neighborhood boasts a **75-year heritage** of homes with conventional proportions, pitched roofs, and standard setbacks. In contrast, the proposed **two-story, flat-roofed box** rises nearly 24 feet at a mere 3-foot property line, rendering it completely out of scale and incompatible with the existing housing stock.

"Protect the character, variety, and stability of established residential neighborhoods."

— Menlo Park General Plan | Goal LU-2 & Policy LU-2.1

Cumulative Impact: Concentrated Variance Requests

Six simultaneous variances on a single property line create severe, disproportionate impacts

6

Simultaneous Variances

64.6%

Floor Area Ratio (FAR)

40%

Side Setback Cut (5' to 3')

Key Takeaway: Over-concentrating variances results in an outsized 64.6% FAR footprint (1,333.1 sq ft FAL), far exceeding the 40-56% FAR allowed for conforming lots.

-50%

Corner Side Setback

-35%

Rear Setback
Reduction

-50%

Off-Street Parking Cut

+22%

Daylight Plane
Envelope

35.3%

Exceeded Building Coverage

Zoning Standard: Self-Created Hardship

Menlo Park Municipal Code

Explicitly **excludes** "loss of prospective profits" as a qualifying hardship for obtaining a variance.

Planning Commission Record

"The buyer could have known that the zoning code wouldn't guarantee anything to be built on this lot."

— Commissioner Sillen

Voluntary Investment Risk

A variance requires a hardship **not created by the owner**. Under established standards, the loss of prospective profit does not qualify as a hardship.

The applicant **voluntarily purchased** this known-substandard investment lot approximately two years ago, with all development constraints fully recorded in public databases.

SB9 Ineligibility & Public Safety Analysis



Fire Access & Public Safety

California Fire Code Section 503 apparatus access is distinct from wall fire ratings. With only 5–6 feet of clearance, written MPFPD verification is required.



No Variances Under SB9

The SB9 context does not legally support or permit variances. Actual, physical fire apparatus access must be verified on-site rather than bypassed.

Legislative & Dimensional Rules

Lot Split Mathematically Ineligible

- This 2,064 sq ft lot cannot be split under SB9. A split would create parcels of 1,032 sq ft, which is **168 sq ft below** the statutory 1,200 sq ft floor.

Mandatory SB9 Setbacks

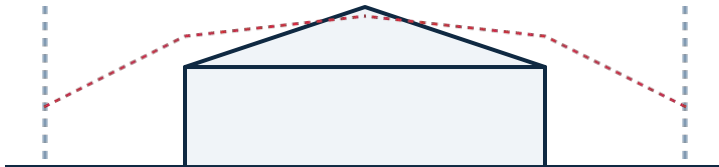
- SB9 explicitly requires a **4-foot setback**. This statutory mandate is more generous and restrictive than the currently approved 3-foot setback.

Two Code-Compliant Paths for Development

Appellants offer two reasonable, code-compliant paths that allow development while protecting adjacent properties.

✓ Option A: Preferred Single-Story

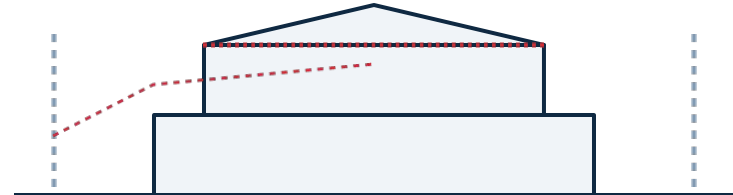
A single-story alternative allowed under code at **40% coverage (825 sq ft footprint)**. This functional home requires no variances, creating zero second-story impact or daylight plane issues.



Preferred Path: 40% Coverage | No Second-Story Impact

✓ Option B: Two-Story Compromise

If a two-story is approved, requires restoring the **5-foot interior side setback**, a 2-foot second-floor stepback, capping the daylight plane at 21 feet, and mandating a certified shadow study alongside MPFPD access documentation.



Compromise Path: 5' Setback + 2' Stepback + 21' Height Cap

Thank You

We Appreciate Your Time and Consideration

Build on this lot — but build proportionately, safely, and in a way that respects the 75-year character of the Willows neighborhood and the one neighbor who bears the full weight of these variances.

Appeal of PLN2025-00005 | 305 Haight Street | Agenda Item K1

Appellants: Siva Raja Sekhar Reddy Yeruva & Naveena Ganta



Gymnastics program fee adjustment

Nick Szegda, Library and Community Services Director



Agenda

- Gymnastics fees background
- Updates since June 23 Master Fee Schedule and budget adoption
- Proposed fees
- City Council direction



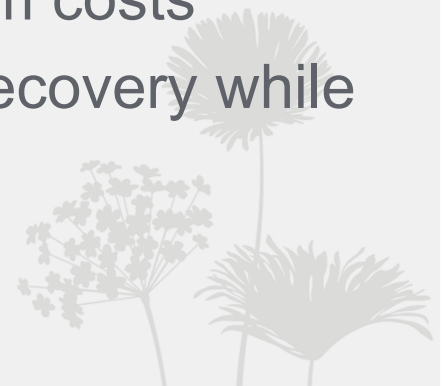


Gymnastics fees background



Background

- April 28, City Council adopted a comprehensive update to the Master Fee Schedule (effective July 1)
- Update followed a citywide cost-of-recovery study by Government Consulting Partners
- Gymnastics fees were increased as part of the update
- Current fees recover approximately 51% of program costs
- City Council expressed interest in improving cost recovery while maintaining affordability





Updates since Master Fee Schedule and budget adoption

- Move gymnastics fees closer to the cost of service over time
- A phased fee structure
 - Increase gymnastics fees by 5% over four consecutive program seasons, resulting in a cumulative 20% increase above the currently adopted rates (fall 2026 to fall 2027)
 - Two 10% increases implemented over two program seasons (fall 2026 and spring 2027, or any two seasons as directed)
 - A single 20% increase implemented at once (effective fall 2026)





Proposed fees



Proposed fees – Option 1

- 5% increase at the start of each of four consecutive seasons
- Applies to class registration fees, private lessons, and birthday parties

Class (per hour/per week)	Current	Fall 2026 (+5% from current)	Winter 2027 (+10% from current)	Spring 2027 (+15% from current)	Summer 2027 (+20% from current)
1-2 hours	\$18.00	\$18.90	\$19.80	\$20.70	\$21.60
3 hours	\$17.00	\$17.85	\$18.70	\$19.55	\$20.40
6 hours	\$14.00	\$14.70	\$15.40	\$16.10	\$16.80
9 hours	\$13.00	\$13.65	\$14.30	\$14.95	\$15.60
12 hours	\$12.00	\$12.60	\$13.20	\$13.80	\$14.40



Proposed fees – Option 2

- 10% increase at the start of fall 2026 and spring 2027
 - Could also start with fall 2026 and winter 2026/2027

Class (per hour/per week)	Current	Fall 2026 (+10% from current)	Spring 2027 (+20% from current)
1-2 hours	\$18.00	\$18.90	\$21.60
3 hours	\$17.00	\$17.85	\$20.40
6 hours	\$14.00	\$14.70	\$16.80
9 hours	\$13.00	\$13.65	\$15.60
12 hours	\$12.00	\$12.60	\$14.40





Proposed fees – Option 2

- 20% increase at the start of fall 2026

Class (per hour/per week)	Current	Fall 2026 (+20% from current)
1-2 hours	\$18.00	\$21.60
3 hours	\$17.00	\$20.40
6 hours	\$14.00	\$16.80
9 hours	\$13.00	\$15.60
12 hours	\$12.00	\$14.40





City Council direction

- Staff recommends that City Council adopt resolution to increase gymnastics fees by up to 20%
- Implement any of the presented options





Nealon Park Parking and Blake Street Pilot Projects – City Council July 14, 2026

Catrine Machi, Senior Transportation Planner



Agenda

- History
- Analysis – Blake Street
- Analysis – Parking
- Staff recommendation
- Next steps



Introduction

As part of the Middle Avenue Complete Streets project, the City implemented pilot changes at Nealon Park and on Blake St.

- Back-in angled parking replaced parallel parking along the Nealon Park frontage
 - Done to increase parking and address bike / ped conflicts.
- Vehicular access to Blake Street at Middle Avenue was restricted at the Blake St / Middle Av. Intersection
 - In response to a community petition to address safety concerns





Nealon Park Parking Pilot Project History

Before Oct 2023
Perpendicular
Parking
(No Bike Lane)



Oct 2023
Parallel Parking
Pilot
(Buffered Bike Lane)



2024 to present
Back-In Angled
Parking Pilot
(Buffered Bike Lane)





Analysis – Nealon Park Parking Pilot Project

- Collision data
 - There is no collision history along the segment of Middle Avenue that is adjacent to Nealon Park.
- Survey results
 - Feedback was mixed, concerns focused on the difficulty backing into parking spaces
- This configuration presents the lowest relative exposure to multimodal conflicts among the alternatives evaluated.
- Observed driver compliance with the configuration has improved over time.



Nealon frontage parking recommendation

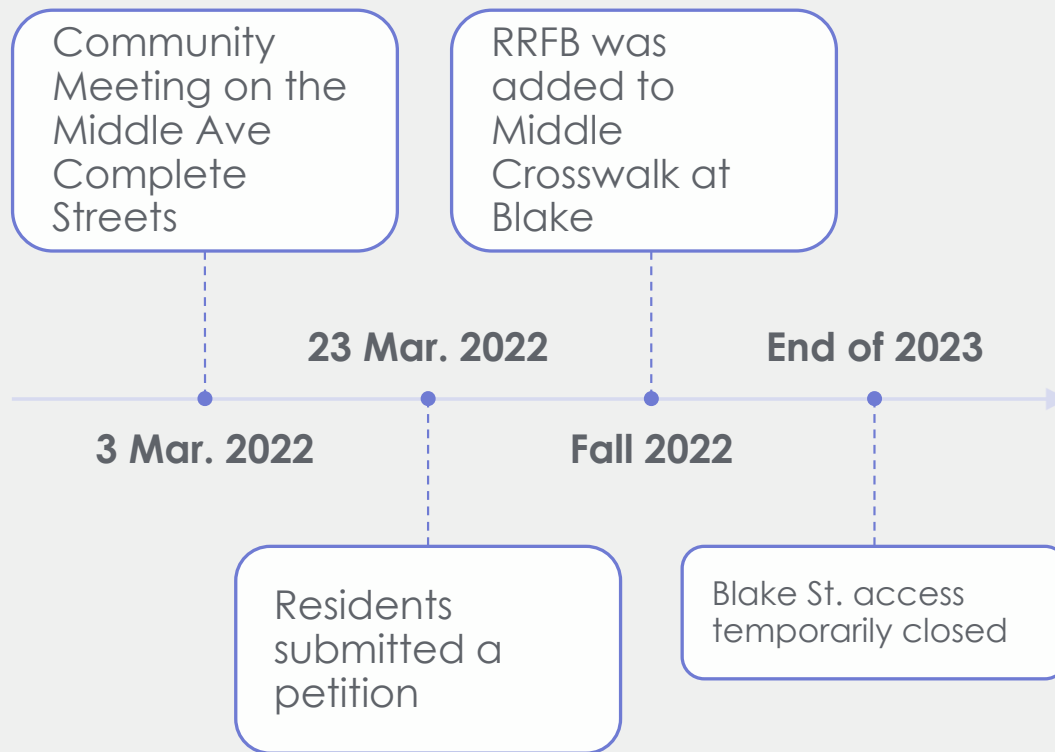
- Keep the reverse back-in angled parking
 - CSC evaluated multiple design concepts and recommended retaining the existing back-in angled parking configuration.



Nealon Park frontage back-in angle parking



Blake Street Pilot Project history and timeline



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



Analysis – Blake Street Pilot

- **Vehicle volume data**
 - Volumes have increased on nearby neighborhood streets.
- **Traffic speed**
 - Speeds have either stayed the same or reduced on nearby streets.
- **Collision data**
 - May 2023: One collision at Blake and College involving a driver and parked vehicle



Analysis – Blake Street Pilot

- Survey results
 - Residents were supportive of vehicular access restriction.
- CSC recommendation
 - Recommended Blake Street temporary vehicular access restriction to be made permanent.
- Overall findings:
 - Pedestrian crossing conditions have been improved with the RRFB and traffic calming (speed tables and cushions, speed feedback signs, crosswalks) on Middle Ave.
 - Speeds have reduced on several nearby local streets.
 - Circulation is impacted by the vehicular access restriction.
 - Recology pick up is impacted by the vehicular access restriction.
 - Based on current conditions, maintaining vehicle access restriction is more intensive than the types of traffic-calming measures that would typically be considered.



Next steps and City Council feedback

- Staff recommends that City Council adopt a resolution to make back-in angled parking permanent at Nealon Park frontage
- Staff seek direction on one of the following options for Blake Street:
 - Option 1 – Restore vehicular access
 - Option 2 – Retain the temporary vehicle access restriction and conduct a circulation study
 - Option 3 – Restore vehicular access and conduct a circulation study