

# Complete Streets Commission



## REGULAR MEETING AGENDA

**Date:** 9/13/2023  
**Time:** 6:30 p.m.  
**Location:** [Zoom.us/join](https://zoom.us/join) – ID# 845 2506 8381 and  
City Council Chambers  
751 Laurel St., Menlo Park, CA 94025

Members of the public can listen to the meeting and participate using the following methods.

### How to participate in the meeting

- Access the meeting, in-person, at City Council Chambers
- Access the meeting real-time online at:  
[Zoom.us/join](https://zoom.us/join) – Meeting ID 845 2506 8381
- Access the meeting real-time via telephone at:  
(669) 900-6833  
Meeting ID 845 2506 8381  
Press \*9 to raise hand to speak

Subject to Change: The format of this meeting may be altered or the meeting may be canceled. You may check on the status of the meeting by visiting the city website at [menlopark.gov](http://menlopark.gov). The instructions for logging on to the Zoom webinar and/or the access code is subject to change. If you have difficulty accessing the Zoom webinar, please check the latest online edition of the posted agenda for updated information ([menlopark.gov/agendas](http://menlopark.gov/agendas))

### Regular Meeting

#### A. Call To Order

#### B. Roll Call

#### C. Reports and Announcements

Under “Reports and Announcements,” staff and Commissioners may communicate general information of interest regarding matters within the jurisdiction of the Commission. No Commission discussion or action can occur on any of the presented items.

#### D. Public Comment

Under “Public Comment,” the public may address the Commission on any subject not listed on the agenda. Each speaker may address the Commission once under public comment for a limit of three minutes. You are not required to provide your name or City of residence, but it is helpful. The Commission cannot act on items not listed on the agenda and, therefore, the Commission cannot respond to non-agenda issues brought up under public comment other than to provide general information.

## **E. Regular Business**

- E1. Accept the Complete Streets Commission minutes for August 24, 2023 ([Attachment](#))
- E2. Adopt a resolution to install no parking zones on El Camino Real to facilitate a new bus stop for SamTrans route ECR ([Staff Report #23-013-CSC](#))
- E3. Evaluate Commission subcommittees to support City Council and Commission priorities

## **F. Informational Items**

- F1. Update on major project status

## **G. Committee/Subcommittee Reports**

## **H. Adjournment**

At every Regular Meeting of the Commission, in addition to the Public Comment period where the public shall have the right to address the Commission on any matters of public interest not listed on the agenda, members of the public have the right to directly address the Commission on any item listed on the agenda at a time designated by the Chair, either before or during the Commission's consideration of the item.

At every Special Meeting of the Commission, members of the public have the right to directly address the Commission on any item listed on the agenda at a time designated by the Chair, either before or during consideration of the item. For appeal hearings, appellant and applicant shall each have 10 minutes for presentations.

If you challenge any of the items listed on this agenda in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City of Menlo Park at, or prior to, the public hearing.

Any writing that is distributed to a majority of the Commission by any person in connection with an agenda item is a public record (subject to any exemption under the Public Records Act) and is available by request by emailing the city clerk at [jaherren@menlopark.gov](mailto:jaherren@menlopark.gov). Persons with disabilities, who require auxiliary aids or services in attending or participating in Commission meetings, may call the City Clerk's Office at 650-330-6620.

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**SPECIAL MEETING MINUTES – DRAFT**

**Date:** 8/24/2023  
**Time:** 6:30 p.m.  
**Location:** Teleconference and  
City Council Chambers  
751 Laurel St., Menlo Park, CA 94025

**A. Call To Order**

Chair Cebrian called the meeting to order at 6:35 p.m.

**B. Roll Call**

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

**C. Reports and Announcements**

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

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

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

**D. Regular Business**

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

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

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

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

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

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

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

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

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

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

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

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

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

Staff Chen introduced the item (Attachment).

The Commission discussed next steps and subcommittee assignments.

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

**E. Informational Items**

E1. Update on major project status

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

**F. Committee/Subcommittee Reports**

None.

**G. Adjournment**

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

Kevin Chen, Senior Transportation Engineer

# Coleman and Ringwood Avenues Transportation Study

Menlo Park Complete Streets Commission  
August 24, 2023



OFFICE OF  
SUSTAINABILITY  
COUNTY OF SAN MATEO





# PRESENTATION OVERVIEW

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



# PURPOSE OF STUDY

## Need

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

## Goal

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

# STUDY AREA MAP



# STUDY PROCESS AND TIMELINE





OFFICE OF  
SUSTAINABILITY  
COUNTY OF SAN MATEO

# COMMUNITY ENGAGEMENT GOALS

## Main Goal

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

## Specific Goals

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



# ENGAGEMENT AND OUTREACH ACTIVITY

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



# PHASE I KEY TAKEAWAYS

## Priority Values

Children's safety

Dedicated space to comfortably and safely walk/bike

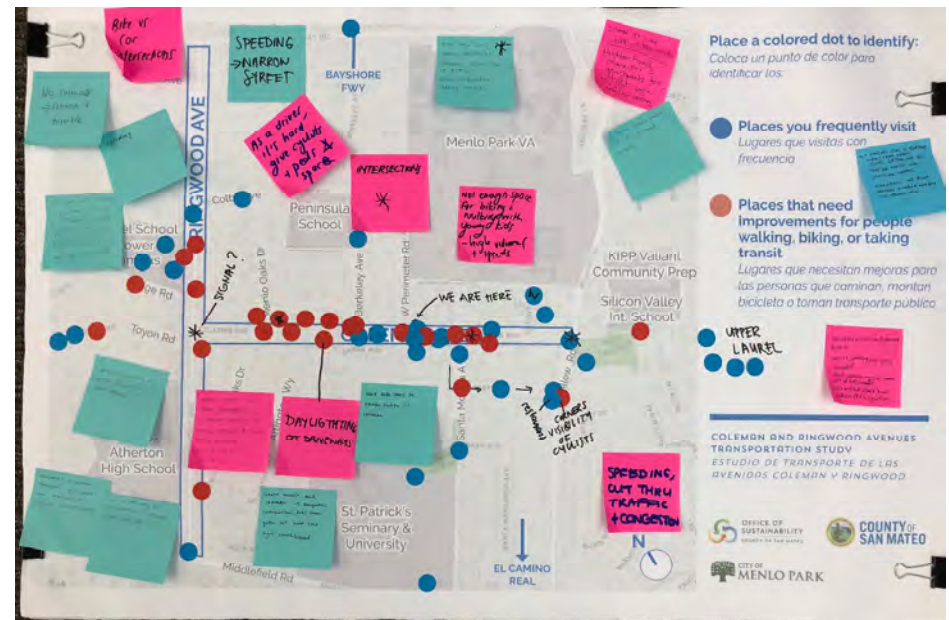
Preservation of neighborhood character (trees, greenery, circulation, etc.)

## Top Concerns

Lack of pedestrian and bicycle facilities

Speeding issues and dangerous driving behavior

Illegal parking and lack of crossing opportunities



# PHASE 2 KEY TAKEAWAYS

## Ringwood Avenue

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

Support for separate facilities for bikes and pedestrians

Division over retaining or removing right turn lane at MA High

Desire for new pedestrian crossing in front of MA High

## Coleman Avenue

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

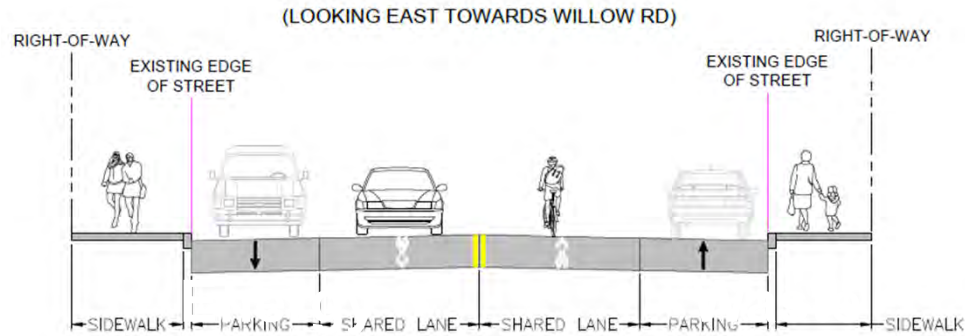
Initial support for one-way street decreased after discussing circulation impacts

Concern with parking removal within the City

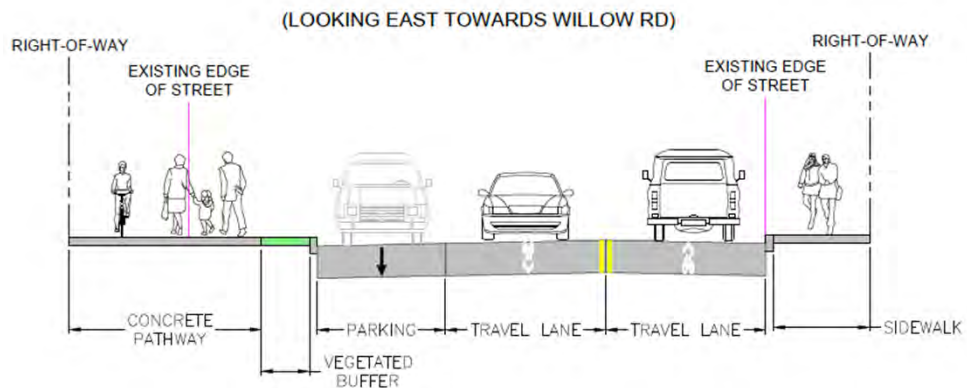
Mixed feelings about traffic circles in the County



# COLEMAN AVENUE (CITY) ALTERNATIVES



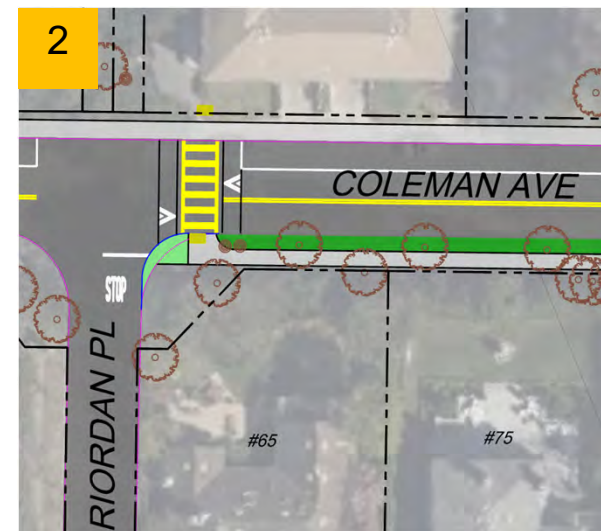
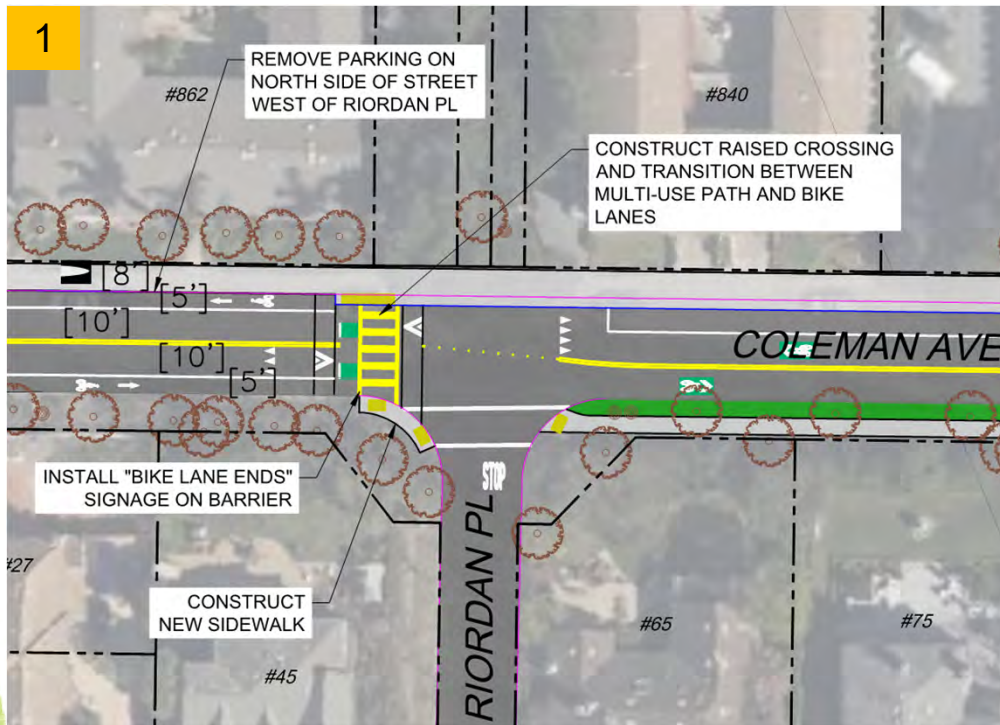
**Bike Boulevard with Parking on Both Sides**



**Bike Boulevard with Concrete Pathway and Parking on One Side**

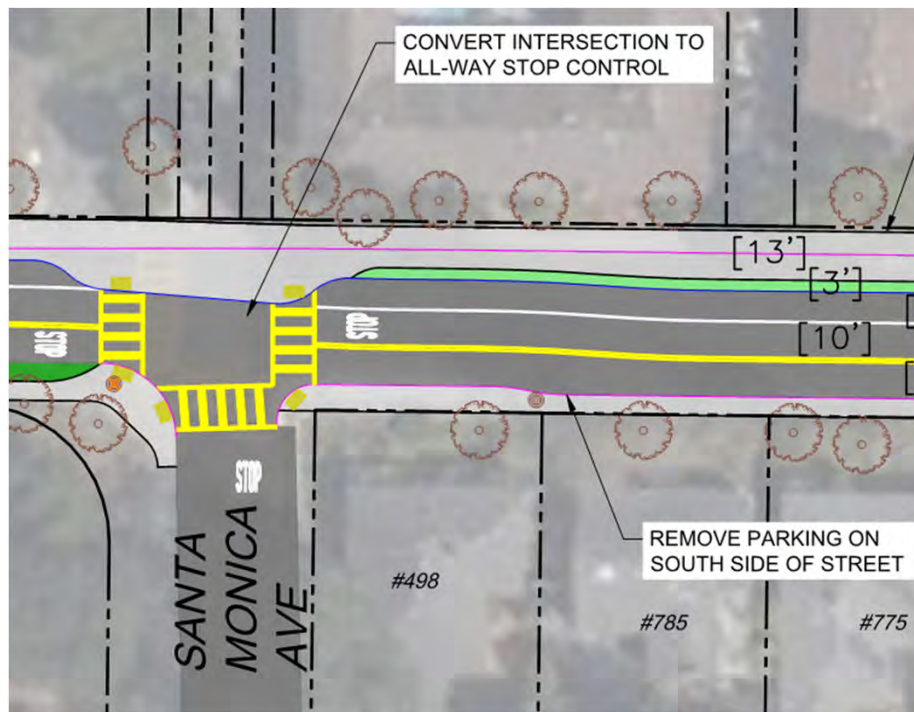
# COLEMAN AVENUE (CITY) ALTERNATIVES – DETAILS

## Riordan Place

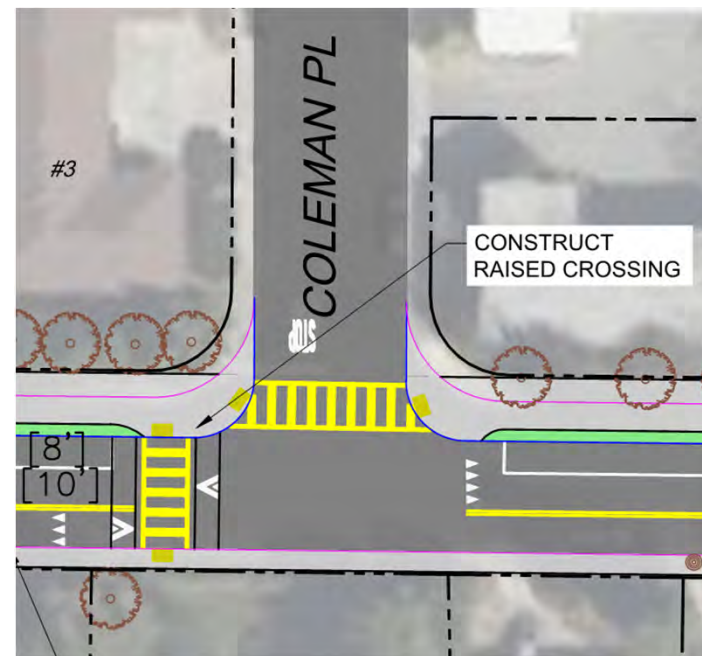


# COLEMAN AVENUE (CITY) ALTERNATIVES – DETAILS

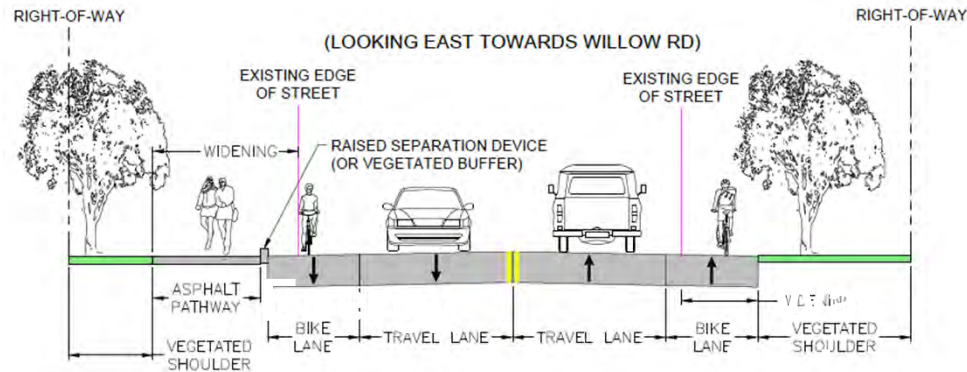
Santa Monica Avenue



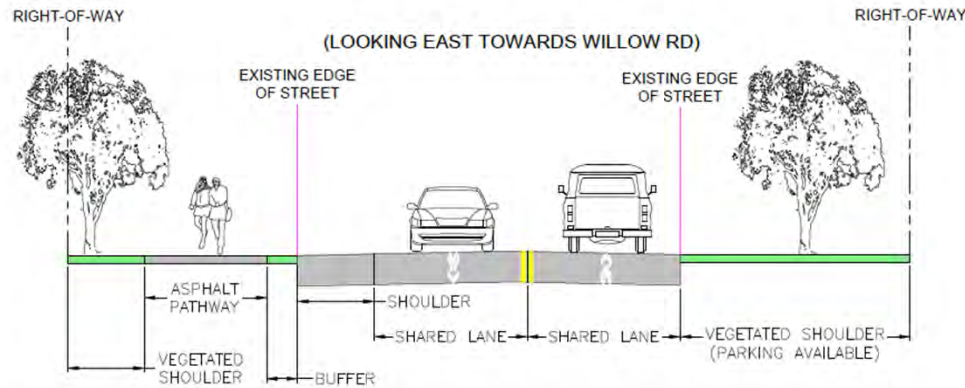
Coleman Place



# COLEMAN AVENUE (COUNTY) ALTERNATIVES

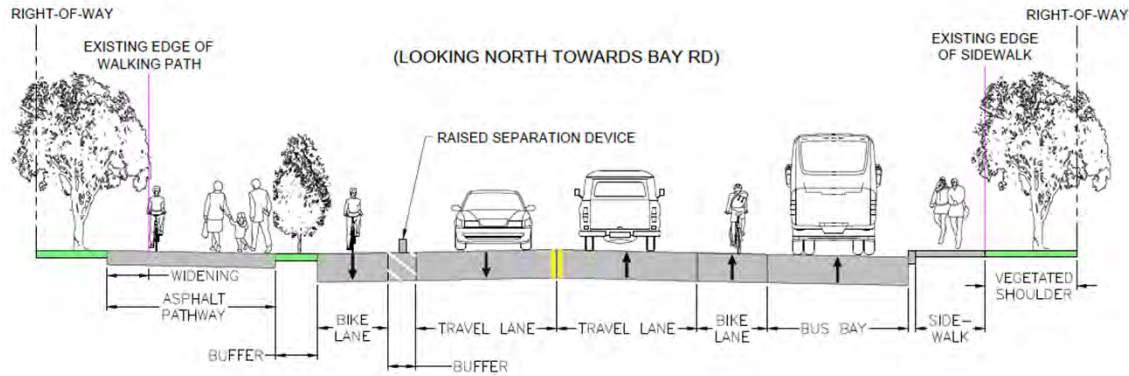


**Bike Lanes with Narrower Asphalt Pathway**

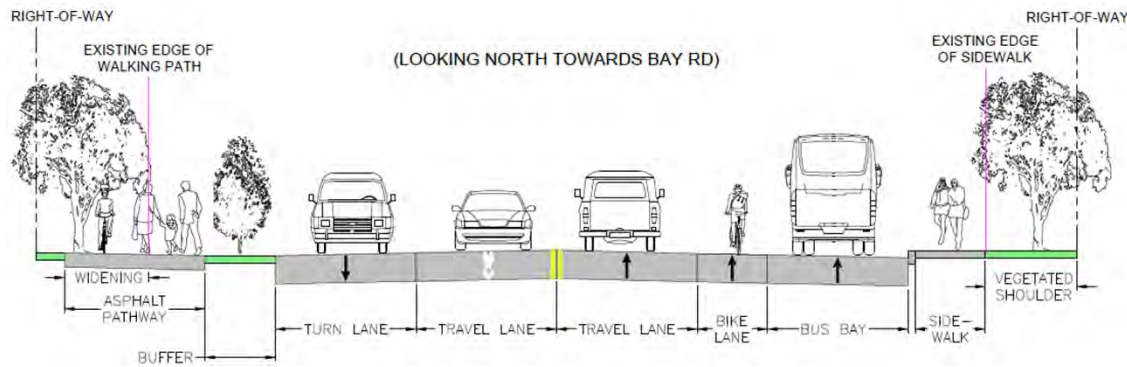


**Bike Boulevard with Wider Asphalt Pathway**

# RINGWOOD AVENUE ALTERNATIVES



**Bike Lanes with Raised Separation Device and Asphalt Pathway**



**Combination Bike and Shared Lanes with Asphalt Pathway**



# NEXT STEPS

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



QUESTIONS?  
THANK YOU



OFFICE OF  
SUSTAINABILITY  
COUNTY OF SAN MATEO





Photo Source: City of Menlo Park

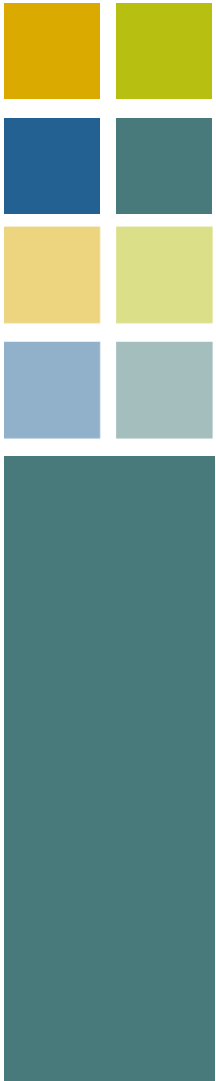


FEHR & PEERS

Menlo Park Complete  
Streets Commission

August 24, 2023

# City of Menlo Park Vision Zero Action Plan

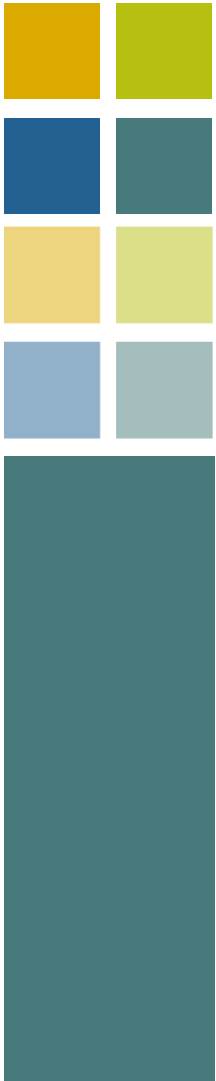


# Agenda

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



# Project Overview



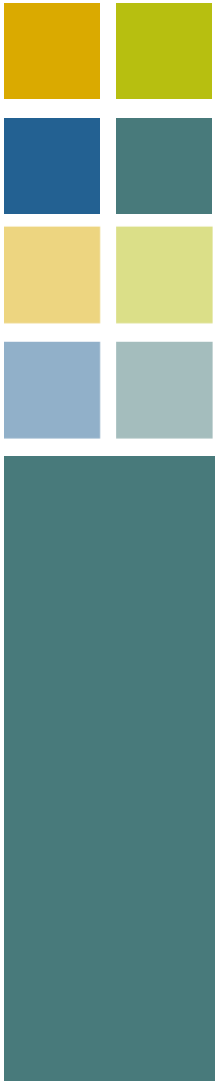
PROJECT OVERVIEW

# Menlo Park's Commitment to Safety

## Policy CIRC-1.1

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

CITY OF MENLO PARK GENERAL PLAN  
CIRCULATION ELEMENT  
ADOPTED 2016



PROJECT OVERVIEW

# What is Vision Zero?

## TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**

**PERFECT** human behaviour

Prevent **COLLISIONS**

**INDIVIDUAL** responsibility

Saving lives is **EXPENSIVE**

VS

## VISION ZERO

Traffic deaths are **PREVENTABLE**

Integrate **HUMAN FAILING** in approach

Prevent **FATAL AND SEVERE CRASHES**

**SYSTEMS** approach

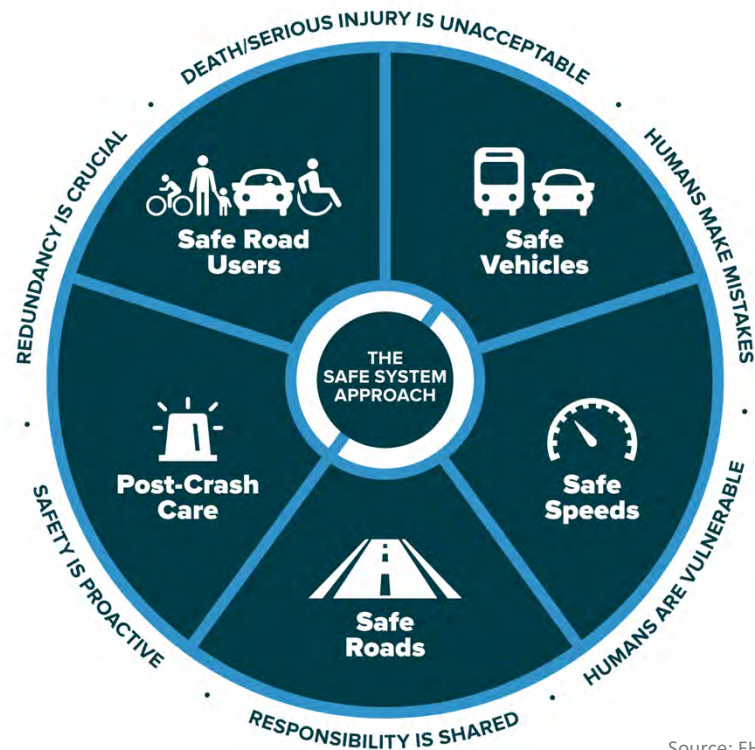
Saving lives is **NOT EXPENSIVE**

Source: Vision Zero Network



PROJECT OVERVIEW

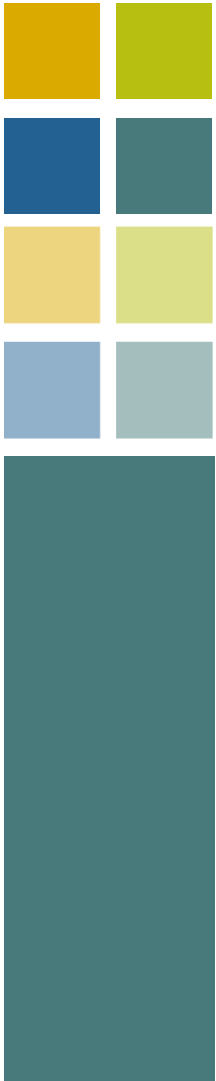
# Safe System Approach



Source: FHWA



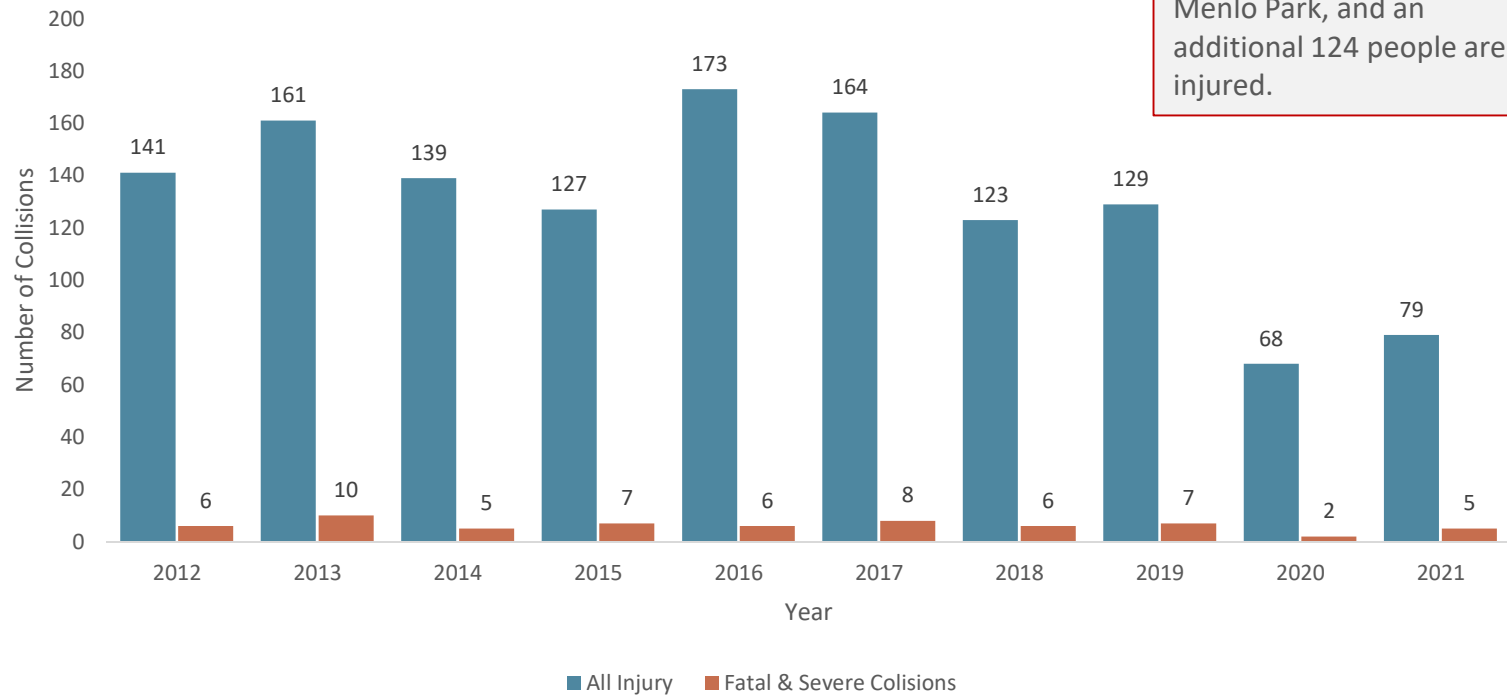
# State of Safety in Menlo Park



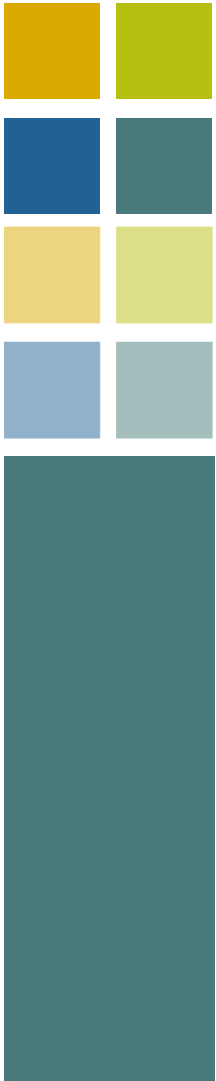
SAFETY IN MENLO PARK

# Roadway Safety in Menlo Park: Quantitative Analysis

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



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



SAFETY IN MENLO PARK

# Roadway Safety in Menlo Park: Quantitative Analysis

## Key Collision Themes

### Movement-Based Themes

Collisions involving unsafe speeds

Bicycle and pedestrian collisions involving left and right turns

Vehicle collisions involving left turns

Midblock bicycle collisions

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

Broadside collisions

### Age-Based Themes

Collisions involving pedestrians 65 and older

Collisions involving bicyclists 15 and under

### Location-Based Themes

Collisions in Downtown

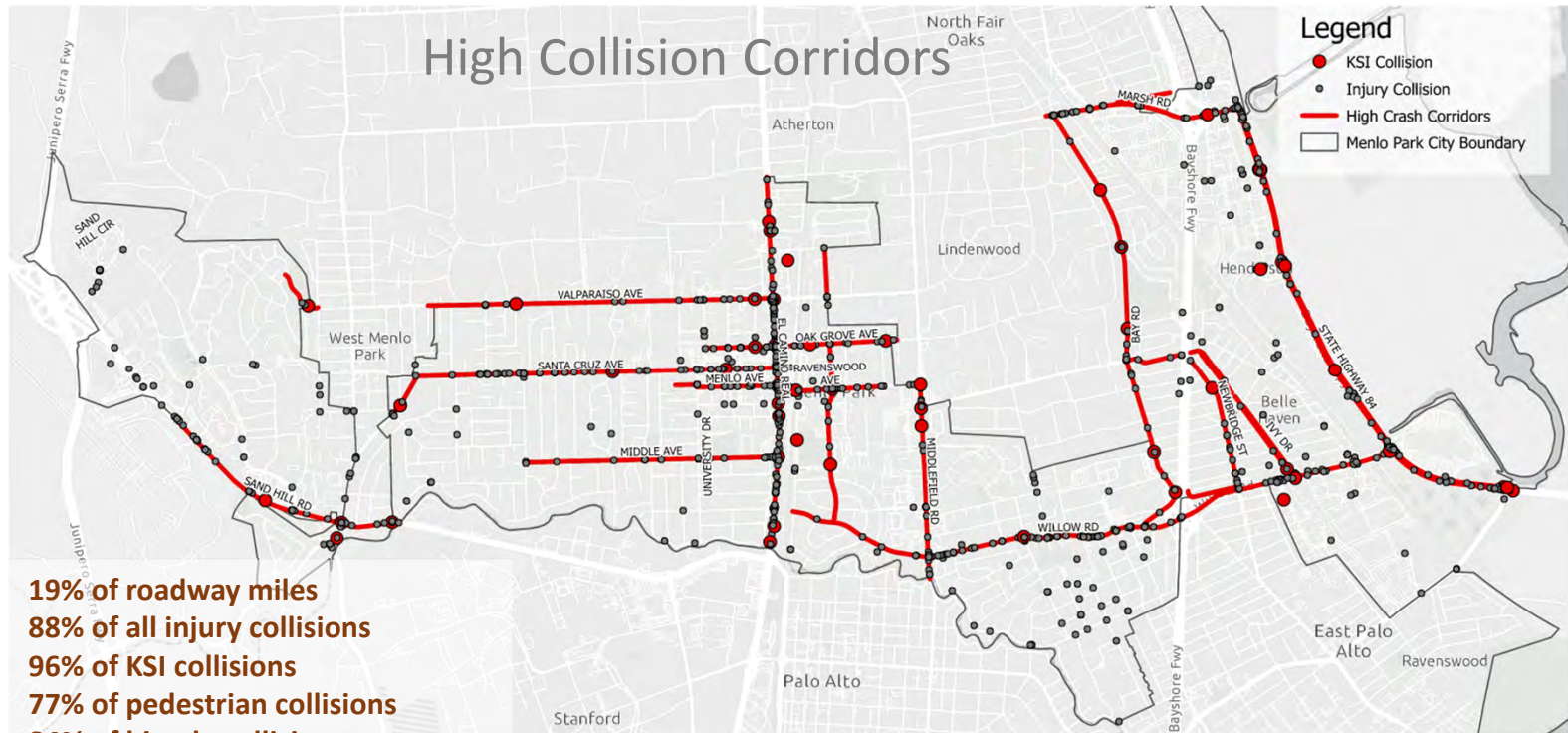
Collisions in Belle Haven neighborhood

Collisions on state-owned roadways



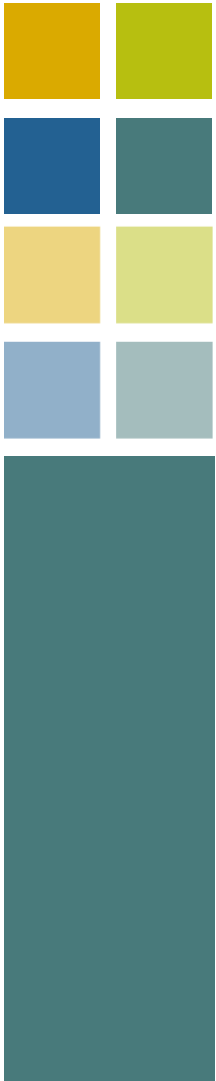
PROJECT OVERVIEW

# Roadway Safety in Menlo Park: Quantitative Analysis





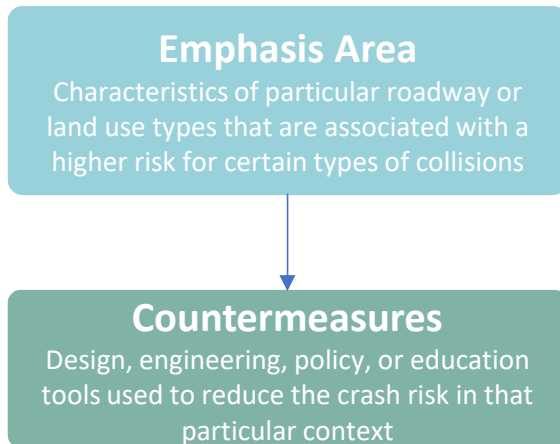
## City-wide Safety Emphasis Areas

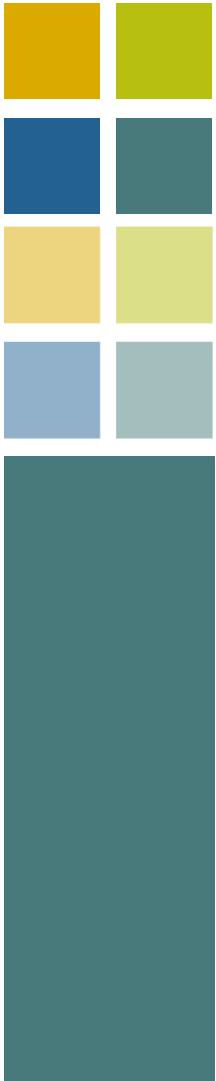


EMPHASIS AREAS & STRATEGIES

# What Is an Emphasis Area?

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



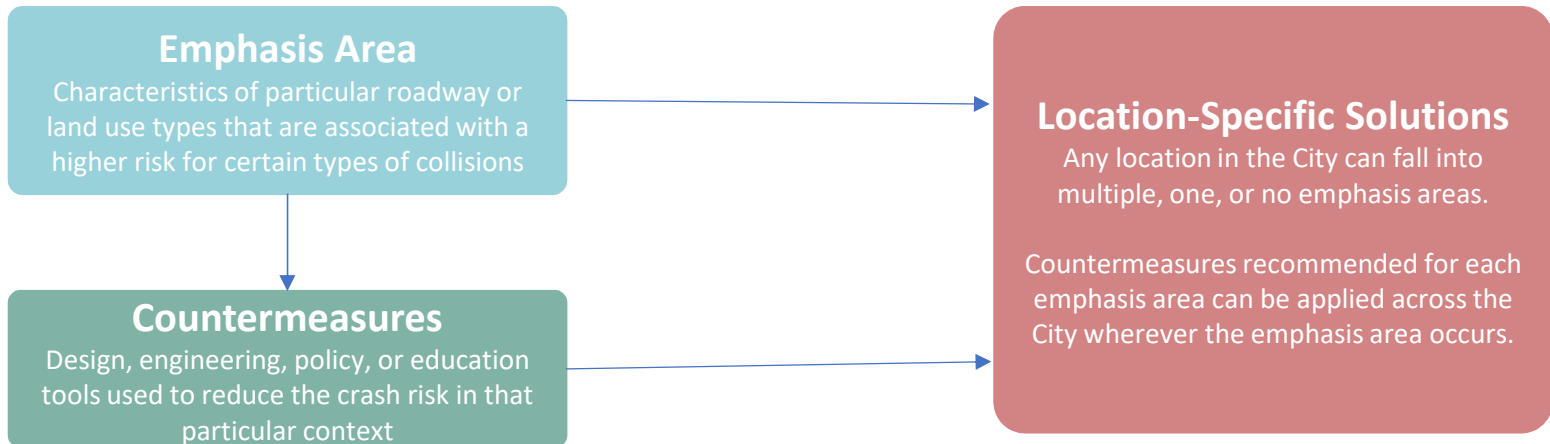


EMPHASIS AREAS & STRATEGIES

# Draft Safety Emphasis Areas

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

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





EMPHASIS AREAS & STRATEGIES

# Menlo Park Draft Safety Emphasis Areas

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



EMPHASIS AREAS & STRATEGIES

# Menlo Park Draft Safety Emphasis Areas

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

**Question for Complete Streets Commission:**

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



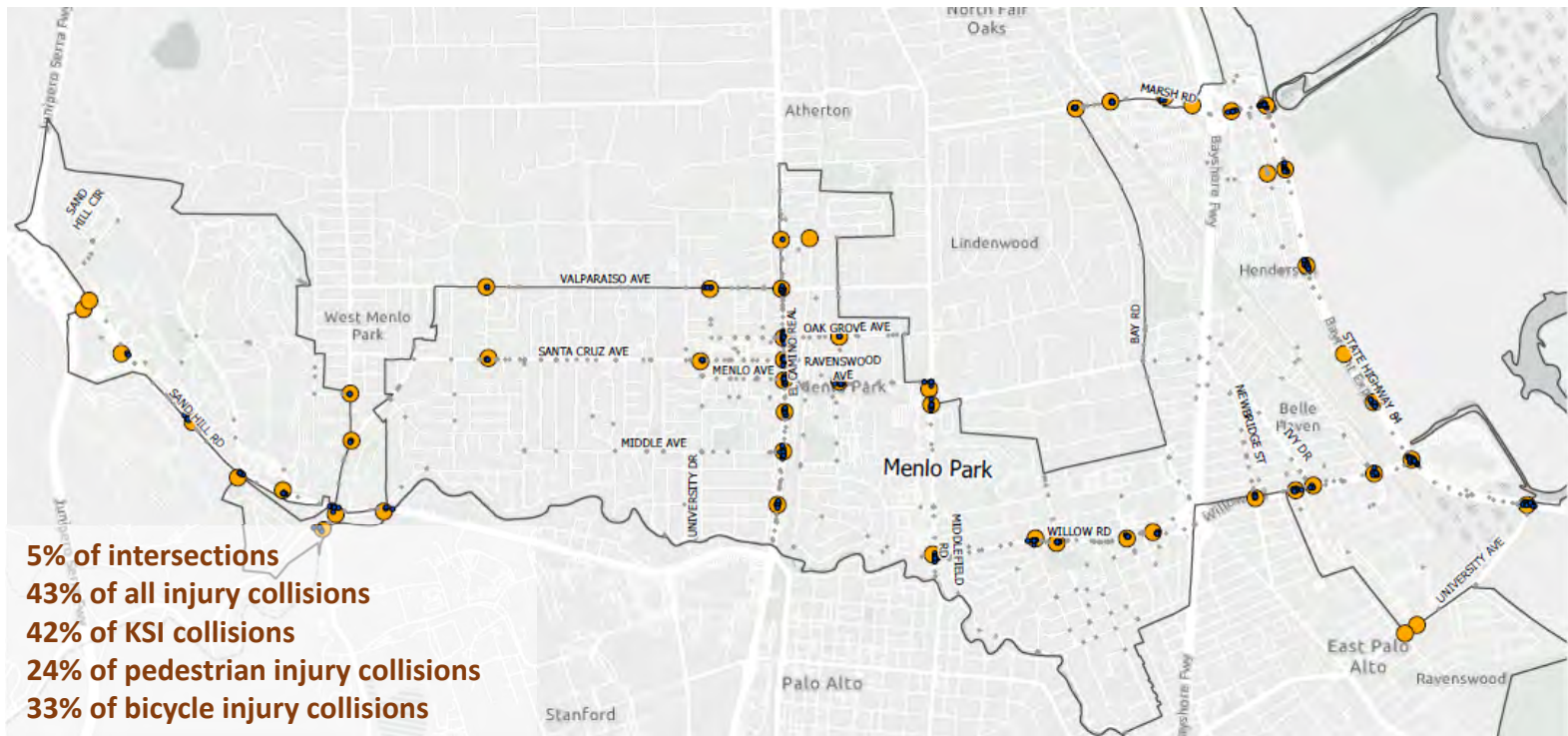
# Systemic Safety Strategies

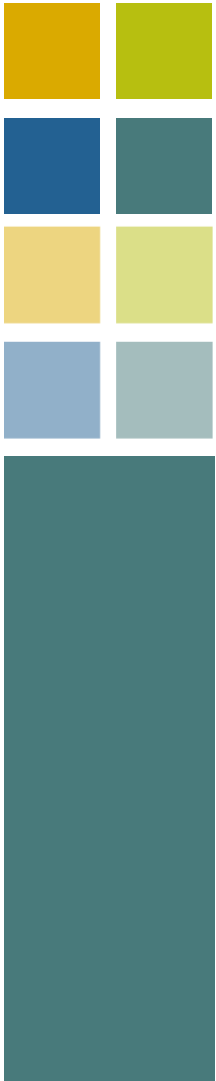


EXAMPLE EMPHASIS AREAS & STRATEGIES

# Collisions in Emphasis Area

## Signalized Intersections





EMPHASIS AREAS & STRATEGIES

# Candidate Systemic Safety Strategies

Recommended strategies are dependent on the roadway context:



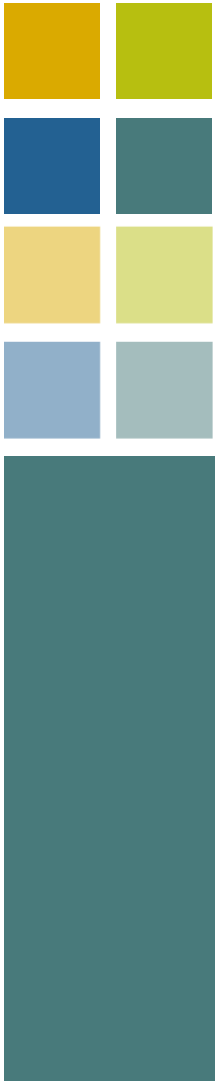
Signalized Intersections



Unsignalized Intersections



Corridors



EMPHASIS AREAS & STRATEGIES

# Candidate Systemic Safety Strategies

## Signalized Intersections

Leading pedestrian intervals, extended pedestrian crossing time

Pedestrian scrambles

Bicycle signals

Protected left turns

Red light cameras

Prohibited left or right turns

No right turn on red

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

Tightened curb radii, slip lane removal





EMPHASIS AREAS & STRATEGIES

# Candidate Systemic Safety Strategies

## Unsignalized Intersections

Roundabouts or mini traffic circles

Rectangular Rapid Flashing Beacons (RRFBs)

Pedestrian Hybrid Beacons (PHBs)

Protected intersections

Curb extensions

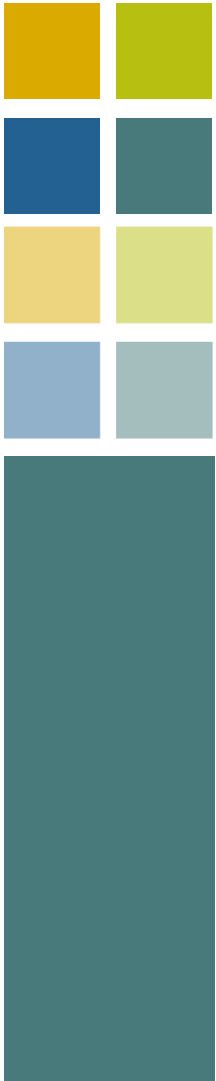
Pedestrian refuges

Raised crosswalks or intersections

High visibility striping

Turn pocket removal





EMPHASIS AREAS & STRATEGIES

# Candidate Systemic Safety Strategies

## Corridors

Road diets – fewer lanes

Lane narrowing – narrower lanes

New/wider sidewalks or shared use paths

Separated bikeways

Bicycle boulevards

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

Directional medians

Traffic diverters

Speed limit reductions





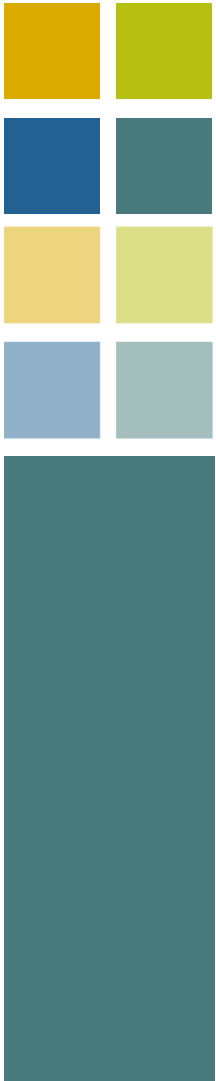
# Community Engagement



NEXT STEPS & COMMUNITY ENGAGEMENT

## Goals of Community Engagement

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



NEXT STEPS & COMMUNITY ENGAGEMENT

# Engagement Events

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



# Feedback from Complete Streets Commission



NEXT STEPS & COMMUNITY ENGAGEMENT

## Questions and Feedback

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



NEXT STEPS & COMMUNITY ENGAGEMENT

## Next Steps

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



Thank you!

# Complete Streets Commission

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



## Work plan goals

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

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

## Work plan history

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

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**STAFF REPORT**

**Complete Streets Commission**

**Meeting Date:** 9/13/2023  
**Staff Report Number:** 23-013-CSC

**Regular Business:** Adopt a resolution to install no parking zones on El Camino Real to facilitate a new bus stop for SamTrans route ECR

**Recommendation**

Staff recommends that the Complete Streets Commission adopt a resolution (Attachment A) to install no parking zones on El Camino Real fronting 1081 El Camino Real, for a total removal of one on-street parking space, to facilitate a new bus stop for SamTrans route ECR.

**Policy Issues**

The recommendation is consistent with Section 11.24.026 of the Menlo Park Municipal Code, which authorizes the Complete Streets Commission to designate a “No Parking Zone” (i.e. red curb) adjacent to driveways, intersections and crosswalks under specific criteria for safety concerns.

**Background**

SamTrans route ECR is a major north-south bus route beginning in Daly City and ending in Palo Alto. This bus route primarily travels along El Camino Real connecting various Peninsula cities, their downtowns, and Caltrain and Bay Area Rapid Transit (BART) stations in San Mateo County. However, the sheer length of this bus route means an end-to-end trip takes approximately two hours to complete. Additionally, the connections to rail transit vary by city, with the ECR offering an easy connection at some stations and requiring a short walk at others.

In order to improve route ECR, SamTrans recently completed the El Camino Real Bus Speed & Reliability Study which identified ways to improve speed, connectivity, and the passenger experience along the corridor. One method that SamTrans is using to speed up the ECR is to use bus stop balancing and placement. Stops are currently spaced unequally or there is a superfluous amount of stops throughout its route. The goal is to make stops equidistant, from about ¼ mile to ½ mile spacing between stops, in order to allow for less stopping and an overall faster trip while also improving transit connections at transit hubs.

The Menlo Park Caltrain station is an important local transit hub, offering commuters various transit connections including Caltrain train service along the Peninsula, SamTrans buses in San Mateo County and to Palo Alto, and City shuttles to business parks and around the local community. Over the last year, additional bicycle parking in the form of secure lockers and racks were installed at the station to offer bicyclists additional ways to access these transit modes. However, by being located on El Camino Real, SamTrans route ECR does not optimally facilitate an easy transfer to these transit services.

SamTrans route ECR currently connects to the Menlo Park Caltrain station via a short walk from El Camino Real, in contrast to stations like Redwood City where the bus enters the station to directly connect with Caltrain. Route ECR has two northbound stops on El Camino Real for the Menlo Park Caltrain station, the closest being between Santa Cruz Avenue and Ravenswood Avenue, with the other on the northeast corner at Oak Grove Avenue. Conversely, route ECR has one southbound stop on El Camino Real for the Menlo Park Caltrain station at southwest corner at Oak Grove Avenue. Using the historic station house as a point reference, it is an approximately 750-foot walk from the closest northbound stop and about a 900-foot walk from the southbound stop. As part of its study, SamTrans has identified moving the southbound Oak Grove Avenue bus stop to the southwest corner at Santa Cruz Avenue to improve access to the Menlo Park Caltrain station and to better balance the spacing of route ECR stops in Menlo Park.

## Analysis

In coordination with SamTrans, staff is recommending red curb installation on the southwest corner of El Camino Real at Santa Cruz Avenue to facilitate moving route ECR's southbound stop from Oak Grove Avenue. The bus stop relocation to Santa Cruz Avenue will allow SamTrans to better balance stops in Menlo Park, where time savings in each city will add up to corridor-wide speed improvements for route ECR. The other benefit will be improving the passenger experience for those connecting to the Menlo Park Caltrain station.

The new southbound bus stop at Santa Cruz Avenue will be an approximately 550-foot walk from the historic station house at the Caltrain station, a savings of about 350 feet from the 900-foot walk from the existing southbound bus stop. Additionally for those transferring to/from route ECR, the northbound and southbound stops will be paired in a more logical fashion at the same cross street. This bus stop relocation will facilitate transfers between SamTrans route ECR and the many connections at the Caltrain station:

- Caltrain
- City of Menlo Park M1-Crosstown, M3-Marsh Road, and M4-Willow Road Shuttles
- SamTrans routes 82, 83, 86, 296

In order to achieve this new bus stop at Santa Cruz Avenue, approximately 80 feet of red curb is necessary to accommodate both 40-foot and 60-foot buses operated by route ECR. An 80-foot bus stop is consistent with what currently exists at the southbound Oak Grove Avenue stop. Currently, 40 feet of red curb exists in front of Peabody Fine Art Gallery & Framing. The 80-foot bus stop will be achieved by installing red curb in front of the Mama Coco restaurant, where two parking spots currently exist (Exhibit A).

Currently, a marked buffer exists between the two parking spaces in front of Mama Coco and the two parking spaces in front of the Entre Nous Aesthetics spa. This buffer is the same length as a parking space, and it is proposed that this buffer in front of Trellis restaurant be converted to a parking space. This would create three consecutive parking spaces from the Mama Coco to the other marked buffer in front of Entre Nous Aesthetics spa. Overall a net loss of one parking space will occur, with the two parking spaces removed in front of Mama Coco and the creation of a new parking space in front of Trellis. This will minimize impacts to local businesses while accommodating the new SamTrans route ECR bus stop.

## Recommendation

Staff recommends that 40 feet of red curb be installed in front of Mama Coco, creating 80 feet of continuous red curb in front of Peabody Fine Art Gallery & Framing and Mama Coco for the new SamTrans bus stop. However, with the addition of the new parking space, only one parking space will be removed from this red curb installation.

### Next steps

Per Section 11.24.028 of the Municipal Code, if approved, any Menlo Park resident, business owner, or property owner may appeal to the City Council in writing within fifteen (15) days after the decision, by September 28, 2023.

### **Impact on City Resources**

Installation of the red curbs will be funded by the City's signing and striping program.

### **Environmental Review**

The installation of red curb is categorically exempt under Class 1 (Section 15301(c)) of the California Environmental Quality Act. Class 1 allows for minor alterations of existing facilities, including highways and streets, sidewalks, gutters, bicycle and pedestrian access, and similar facilities, as long as there is negligible or no expansion of use.

### **Public Notice**

Public notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting. Additional public outreach was achieved by reaching out to the three businesses – directly fronting current red curb and the proposed red curb installation – to notify them of the proposed parking restrictions and the September 13, 2023 Complete Streets Commission meeting. In addition, posters with the meeting information were placed on A-frames at the proposed red curb installation location.

### **Attachments**

A. Resolution No. 2023-6

Report prepared by:

Nicholas Yee, Associate Transportation Planner

Report reviewed by:

Kristiann Choy, Senior Transportation Engineer

Hugh Louch, Assistant Public Works Director - Transportation

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**RESOLUTION NO. XXXX**

**RESOLUTION OF THE COMPLETE STREETS COMMISSION OF THE CITY OF MENLO PARK AUTHORIZING THE INSTALLATION OF NO PARKING ZONES ON EL CAMINO REAL FRONTING 1081 EL CAMINO REAL**

WHEREAS, the City of Menlo Park promotes transportation demand management measures such as the use of transit; and

WHEREAS, SamTrans is San Mateo County's transit agency serving Menlo Park, connecting it to other cities and transit services such as Caltrain, VTA, and shuttles; and

WHEREAS, SamTrans' El Camino Real Bus Speed & Reliability Study is investigating bus stop balancing as ways to improve its route ECR between Daly City and Palo Alto; and

WHEREAS, the removal of one on-street parking space on El Camino Real and consolidation of existing red curb areas enables SamTrans to move its southbound ECR bus stop at Oak Grove Avenue closer to the Menlo Park Caltrain station to facilitate better transit connectivity; and

WHEREAS, California Vehicle Code Section 22506 authorizes local jurisdictions to install parking restrictions on state highways where that authority has been designated to the local jurisdiction; and,

WHEREAS, the City's Maintenance Agreement with Caltrans authorizes the City to manage the parking on State Highway 82 (El Camino Real); and,

WHEREAS, Section 11.24.026 of the Menlo Park Municipal Code authorizes the Complete Streets Commission to designate no parking zones for up to three spaces in areas within the "Downtown/Station Area" as designated in the El Camino Real and Downtown Specific Plan; and

WHEREAS, the City of Menlo Park, acting by and through its Complete Streets Commission, having considered and been fully advised in the matter and good cause appearing therefore; and

NOW, THEREFORE, BE IT RESOLVED, that the Complete Streets Commission of the City of Menlo Park does hereby authorize the installation of no parking zones on El Camino Real fronting 1081 El Camino Real as shown in Exhibit A.

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I, Kevin Chen, City staff liaison to the Complete Streets Commission of Menlo Park, do hereby certify that the above and foregoing Commission Resolution was duly and regularly passed and adopted at a meeting by said Commission on the thirteenth day of September, 2023, by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of said City on this \_\_\_ day of September, 2023.

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Kevin Chen  
Complete Streets Commission Liaison

Exhibits

A. El Camino Real no parking zones

Red Curb Installation on El Camino Real



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