

Complete Streets Commission



REGULAR MEETING AGENDA

Date: 11/12/2025
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 the 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

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Regular Session

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 Oct. 8, 2025 ([Attachment](#))
- E2. Receive and file the 2025-2026 Work Plan ([Attachment](#))
- E3. Discuss and Appoint 2025-26 ad-hoc subcommittees
- E4. Review results of Nealon Park and Blake Street Pilot Projects and provide feedback ([Staff Report #25-006-CSC](#))

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. 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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REGULAR MEETING MINUTES – DRAFT



Date: 10/8/2025
Time: 6:30 p.m.
Location: Teleconference and
City Council Chambers
751 Laurel St., Menlo Park, CA 94025

A. Call To Order

Chair Ierokomos called the meeting to order at 6:33 p.m.

B. Roll Call

Present: Bailey, Cebrian, Rennie, Herscher, Rascoff, Ierokomos
Absent: Cole
Staff: Transportation Manager Joanna Chan, Senior Transportation Planner Catrine Machi

C. Reports and Announcements

The Commission received reports on City Council actions since the Sept. 10, Complete Streets Commission meeting.

D. Public Comment

- Ken Kershner spoke on the El Camino Real bikeway gap.

E. Regular Business

- E1. Accept the Complete Streets Commission minutes for September 10 (Attachment)

ACTION: Motion and second (Cebrian/ Rascoff), to accept the Complete Streets Commission minutes for Aug. 13, 2025, passed 6-0-1 (Cole absent).

- E2. Accept the Ad-Hoc Sub-Committee Bike Rack Recommendations (Presentation)

The Commission received a report from the ad-hoc sub-committee on the bike rack survey and resulting recommendations.

ACTION: Motion and second (Cebrian/ Rascoff), to accept the Ad-Hoc Sub-Committee Bike Rack recommendations, passed 6-0-1 (Cole absent).

F. Informational Items

- F1. Update on major project status

Staff provided an update on the general project report out timeline.

The Commissioner received clarification on Caltrans timeline planned for El Camino Real resurfacing.

G. Committee/Subcommittee Reports

None.

H. Adjournment

Chair Ierokomos adjourned the meeting at 7:39 p.m.

Senior Transportation Planner Catrine Machi

Complete Streets Commission work plan

Public Works Department
701 Laurel Street, Menlo Park CA 94025
Approved September 30, 2025



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, the Transportation Master Plan, Vision Zero, and the Climate Action Plan. The Complete Streets Commission also evaluates proposals or projects relating to transportation issues from neighboring jurisdictions and regional entities.

1. Advise the City Council on the implementation of the Transportation Master Plan (TMP):
 - a) Annually evaluate and propose transportation projects from the TMP and to address urgent needs to include in the 5-Year Capital Improvement Plan (Fall).
 - b) Advise and make recommendations for new and ongoing projects including:
 - i. Middle Avenue/El Camino Real intersection improvements, Middlefield Road Safe Streets Project, Santa Cruz Avenue Safety Improvements, Willow Road Pedestrian and Bicycle Safety Project
 - ii. New and ongoing pilots Nealon Park frontage parking, Blake Street temporary closure, and Coleman Avenue Traffic Calming Measures
2. Advise and provide input to the City Council on transportation policies/programs:
 - Make recommendations to City Council on citywide bike rack inventory
 - Advice on Vision Zero strategies and program implementation including applying Vision Zero's data driven approach to the development of the Slow Streets program
 - Evaluate driveway stopping sight distance policy to designate no parking zones as per the municipal code
 - Support the implementation of safe routes infrastructure improvements and strategies:
 - a) Advocate for community engagement and education, program continuity and design implementation such as or including:
 - i. Advocate for safety improvements in school zones
 - ii. Participate in the Safe Routes to School task force
 - iii. Make recommendations for improving City's – Public Works website content to residents with regards to transportation programs and policies. Include recommendations for outreach topics on projects and educational content for safe riding and walking.
 - iv. Develop an outreach strategy to increase public awareness of how and why to report near misses and collisions and create a feedback loop.
 - b) Advocate for projects that support safe routes to community and regional-based destinations (e.g., schools, work, shop and recreation)
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.
 - City Staff, Chair and Vice Chair will select two development projects to review as a pilot, to be delivered to the City Council as informational items
4. Support the Council's initiatives to improve access to Downtown and support downtown businesses.
 - Review bike lanes on El Camino Real
5. Support Climate Action Plan Strategy No. 4 - Reduce vehicle miles traveled (VMT) by 25% or an amount recommended by the Complete Streets Commission
 - Evaluate metric to measure progress and set specific long term and annual goals
 - Recommend and evaluate projects and policies that expand access to safe biking, walking, transit, and zero-emission vehicle infrastructure
 - Prioritize recommendations that reduce vehicle miles travelled in the transportation sector through increased use of active, shared and electric mobility options
 - Participate in an ad hoc subcommittee of the Complete Streets Commission comprised of both Complete Streets and Environmental Quality Commissioners to evaluate metrics to measure progress on and set specific long term and annual goals. The subcommittee shall consist of no more than three EQC commissioners and no more than three CSC commissioners so as not to violate the Brown Act.

Work plan history

Action	Date	Notes
Work plan recommended to CSC	June 11, 2025	Discussed changes to the draft work

Work plan recommended to CSC	August 13, 2025	Made changes to the draft work plan
Work plan recommended to CSC	September 10, 2025	Commission approved
Work plan recommended to City Council	September 30, 2025	City Council approved



STAFF REPORT

Complete Streets Commission

Meeting Date: 11/12/2025
Staff Report Number: 25-006-CSC

Regular Business: Review results of Nealon Park and Blake Street Pilot Projects and provide feedback

Recommendation

Staff recommends the Complete Streets Commission (Commission) Review results of Nealon Park and Blake Street Pilot Projects (Projects) and provide feedback.

Policy Issues

The Projects are consistent with policies and programs stated in the General Plan Circulation Element (e.g., CIRC-1.7, CIRC-1.8, CIRC-2.7, etc.), Vision Zero Action Plan and Complete Streets Policy. These policies seek to maintain a safe, efficient, attractive, user-friendly circulation system that promotes a healthy, safe and active community and quality of life throughout Menlo Park. It also supports Safe Routes to School objectives and the City's Climate Action Plan Strategy 4 (Shift Away from Single-Occupancy Vehicle Travel).

Background

In early 2022, through a petition submitted to the City by residents, safety concerns at the intersection of Middle Avenue and Blake Street were shared. Issues included concerns regarding drivers not yielding to pedestrians in the marked crosswalk, frequent cut-through traffic entering from Blake Street, and a lack of a safe route for bicyclists and pedestrians to Nealon Park.

In September 2022, a rectangular flashing beacon (RRFB) was installed at the existing crosswalk at Middle Avenue and Blake Street as part of a citywide initiative to improve pedestrian access at selected locations throughout the City. This enhancement was partially funded by a grant from the San Mateo County Transportation Authority's Bicycle and Pedestrian Program.

In October 2022, Council approved a temporary closure of Blake Street at Middle Avenue to address these concerns. These efforts coincided with the broader Middle Avenue Complete Streets project, a City Council approved effort aimed at enhancing multimodal safety and connectivity between El Camino Real and University Drive. This corridor is a key part of the City's transportation network, providing critical access to Nealon and Jack Lyle Parks, Hillview Middle School, Oak Knoll Elementary School, and nearby residential neighborhoods.

In February 2023, Council approved removal of parking on both sides of Middle Avenue to implement buffered bicycle lanes. Concurrently with the addition of bike lanes, a project was initiated along Middle Avenue at Nealon Park to redesign the frontage parking configuration of the bike path and on-street parking. A parallel parking configuration was piloted for six months. During public outreach, concerns were raised about reduction of 32 on-street spaces and the potential conflict between vehicles unloading with the bike lane. In response to this feedback and to improve safety for all users, staff and the Commission

recommended modifying the frontage parking at Nealon Park to a back-in angled parking configuration. This parking reconfiguration shifted the bike lane between the parking spaces and roadway, instead of between the sidewalk and parking. It also positioned vehicle trunks towards Nealon Park, allowing loading and unloading to occur away from the roadway and bike lane. This design eliminated car doors opening into the bike lane, improved driver visibility when exiting parking spaces, which improved safety for bicyclists. Additionally, this change increased the number of parking spaces (Table 1). The City Council subsequently approved this pilot modification, and it was implemented in December 2024.

In late December of 2023, the City implemented a temporary full closure of Blake Street at Middle Avenue in response to neighborhood concerns about high vehicle speeds, limited pedestrian visibility, poor motorist yield compliance to pedestrians in the marked crosswalk, and high traffic volumes on Middle Avenue.

Both Projects were installed in coordination with Vision Zero Action Plan strategies, and the broader Middle Avenue safety improvements, which included new striping, signage, crosswalk enhancements, and traffic calming. Parking inventory of the different configurations are shown in Table 1. Images of the Projects and various parking configurations are shown in Attachment A.

Table 1 – Nealon Park frontage parking inventory		
Parking configuration	Total spaces	Total accessible spaces
Perpendicular parking (Pre-pilot)	46	3
Parallel parking (first pilot configuration)	14	3
Back-in angle parking (current configuration)	26	3

Analysis

To evaluate the effects of the Blake Street closure and the Nealon Park back-in angled parking pilot, staff collected traffic speed, volume, and collision data within the surrounding Allied Arts neighborhood. These data were used to compare conditions before and after implementation of the Projects and to assess whether the outcomes aligned with the Projects' goals and the City's adopted Vision Zero Action Plan and Complete Streets Policy, which prioritize safety, accessibility, and comfort for all roadway users. These Projects were initiated to address community-identified concerns related to safe routes for bicyclists and pedestrians crossing to Nealon Park and along the park's frontage.

The analysis focuses on understanding how the Projects influenced neighborhood circulation, travel speeds, and safety while maintaining appropriate access for residents, park visitors, and service vehicles. The following sections summarize collision history, speed and volume trends, and public feedback collected during the evaluation period.

Collision data

Between 2020 and 2024, three collisions were recorded in the vicinity of Blake Street and Middle Avenue. In May 2023, one collision occurred at Blake Street and College Avenue involving a driver striking a parked vehicle. In fall 2023, two additional collisions took place within the Nealon Park parking lot behind the park and did not occur on the roadway frontage. No collisions were reported along the segment of Middle Avenue adjacent to Nealon Park.

Speed and volume data

Speed and volume data are shown in Table 2 for Middle Avenue and many of the cross streets in the Allied Arts neighborhood. The study area encompasses the segment of the Allied Arts neighborhood that is bounded by El Camino Real to the east, Middle Avenue to the north, Creek Drive to the south, and Arbor Road to the west. This area includes the local residential streets most directly affected by the Blake Street closure and the Nealon Park back-in angled parking pilot. The time periods shown represent traffic in 2023 before the implementation and in 2025 after the implementation of the Projects. Data was not collected after August 2025 due to the construction activity on Middle Avenue.

Local streets typically experience vehicle volumes of less than 1,000 vehicles a day. In the study area, traffic volumes increased by approximately 12% between 2023 and 2025 across, with the most notable increases observed along Middle Avenue and Cambridge Avenue (Table 2). For Middle Avenue, it's important to note that the street is not local, but a neighborhood collector designed to carry higher volumes. Several adjacent local streets, including University Drive, College Avenue, and Partridge Avenue, experienced moderate volume increases vehicles per day, suggesting only minor shifts in neighborhood circulation patterns. In contrast, Blake Street experienced a substantial decrease, consistent with its closure to through movements.

While overall traffic volumes increased, the data primarily indicates a redistribution of traffic activity following the Blake Street closure. Middle Avenue and Cambridge Avenue saw the largest increases, while Blake Street showed a clear decrease in daily traffic after the closure. Because this analysis is based only on traffic counts and not on where trips begin or end, it cannot confirm whether drivers were rerouted from Blake Street or if the changes reflect normal neighborhood variation. The effect of these changes also depends on the street: small increases on lower-volume residential streets, such as Cambridge Avenue, are likely to feel more noticeable to residents than similar increases on a busier corridor like Middle Avenue.

The 85th percentile speed is defined as the speed at or below which 85% of vehicles are observed to travel. Traffic volumes are measured as average daily traffic, which refers to the mean or average number of vehicles traveling along a roadway segment in a 24-hour period over the specified data collection period. Most neighborhood streets exhibited stable speeds that were either the same or slightly reduced, with the 85th percentile speed generally decreasing by 1 to 2 miles per hour.

Table 2: Table 2 – Speed and volume data						
Street name	2023 Average daily traffic (Jan-Dec)	2025 Average daily traffic (Jan-Aug)	Volume change	2023 85th Speed percentile (Jan-Dec)	2025 85th Speed percentile (Jan-Aug)	Speed change
Middle Avenue	5742	6504	762	32	31	-1
Cambridge Avenue	762	961	199	21	20	-1
University Drive	711	801	90	22	22	0
College Avenue	249	329	80	22	20	-2
Partridge Avenue	145	205	60	22	21	-1
Arbor Road	345	381	36	23	23	0
Princeton Road	28	26	-2	19	19	0
Yale Road	61	50	-11	18	18	0
Harvard Avenue	169	156	-13	25	23	-2
Cornell Road	76	59	-17	16	16	0
Creek Drive	125	73	-52	23	21	-2
Blake Street	166	28	-138	19	19	0
Total	8579	9573	994			

Public feedback

Public engagement for the Projects were solicited through an online public survey that was conducted in May–June 2025. The survey was advertised through on-site park signage, email notifications, door hanger distribution, and local schools' and recreation programs' newsletters. The outreach strategy was designed to encourage participation from a diverse range of potentially impacted stakeholders, including nearby residents, park visitors, and members of the broader Menlo Park community. The survey received 169 responses. Most respondents reported visiting Nealon Park regularly, with many identifying as nearby residents, park users, or parents participating in activities at the site. Respondents reached the area primarily by car, bicycle, or on foot, reflecting a mix of travel modes consistent with park and neighborhood activity. The feedback reflects insights into the safety, comfort, and accessibility of the back-in angled parking and Blake Street closure Projects.

Back-in Angled Parking Pilot:

Feedback on the new parking configuration was mixed, with a noticeable split in public opinion. Of those who responded:

- Seventy-two (72) respondents stated they do not support keeping the configuration.
- Forty-seven (47) respondents indicated support for keeping the back-in angled parking as currently designed.
- Thirty-six (36) respondents were unsure or requested modifications.

Comments reflected a clear divide between users who appreciated the added parking supply and improved visibility when backing out, and those who expressed concerns about backing in to the parking spaces, conflicts with the bike lane, and impacts to cyclists along a key school route.

Blake Street Closure Pilot:

The Blake Street closure pilot received much stronger support overall. Of those who responded:

- Eighty-seven (87) respondents expressed support for making the closure permanent.
- Twenty-four (24) respondents opposed maintaining the closure.
- Ten (10) respondents were undecided but noted specific conditions or design adjustments that could influence their position.

Supportive comments frequently cited improved safety, reduced cut-through traffic, and a calmer street. Those opposed referenced rerouting of vehicles onto nearby streets and access considerations for service vehicles such as Recology trucks.

Travel Behavior and Experience Changes:

Several respondents indicated that their travel routes shifted because of the closure and pilot configuration. Many noted that walking and biking conditions felt calmer on Blake Street, while others raised concerns about increased vehicle activity being redirected to adjacent streets. Cyclists using Middle Avenue reported a generally improved experience with the addition of dedicated bike lanes.

Attachment B provides a compilation of the online survey results and all feedback.

Evaluation summary

As part of the original scope to improve bicycle facilities along Middle Avenue, including the reconfiguration of parking at the Nealon Park frontage, staff also sought to address safety concerns related to poor driver yield compliance to pedestrians in the marked crosswalk, limited pedestrian visibility due to roadway geometry, and high vehicle speeds along Middle Avenue, which led to the temporary closure of Blake Street. These issues have now been effectively addressed through the substantial completion of the Middle Avenue Complete Streets project, which was not fully in place during the pilot phase and initial survey collection. Key improvements include the addition of buffered bike lanes, new crosswalk striping, and traffic calming features to further lower speeds and enhance pedestrian visibility.

Evaluation of the Projects indicate that several objectives have been achieved. Speeds remained stable or slightly reduced, no new collision patterns were identified along the segment of Middle Avenue adjacent to Nealon Park, and survey feedback indicated that the Projects created more comfortable conditions for all users near the park frontage and reduced traffic volume on Blake Street. At the same time, community responses noted operational challenges for large service vehicles such as Recology trucks and mixed experiences with the back-in angled parking maneuver and circulation on Middle Avenue.

Each of the parking configurations—back-in angled parking, parallel parking, and front-in perpendicular parking—presents distinct trade-offs between access, parking supply, and safety for all roadway users. The back-in angled parking design provides improved sight lines for drivers when exiting spaces, enhancing safety for cyclists traveling in the adjacent bike lane, and it increases overall parking supply compared to the previous parallel layout. However, it requires drivers to perform a less familiar maneuver, which some users find challenging, and may contribute to occasional circulation conflicts on Middle Avenue. Returning to parallel parking would make parking more familiar to drivers but would reduce available parking capacity by approximately 12 spaces and may not fully resolve prior visibility and loading concerns along the park frontage. Conversely, front-in perpendicular parking could increase parking supply and improve

convenience for entering spaces but would create significant safety risks for bicyclists in the bike lane, as vehicles would need to back out with limited visibility on a heavily used school route. There is not adequate space between the sidewalk curb and the bike lane to return to front-in perpendicular parking without a redesign of the park frontage and sidewalk.

Similarly, the Blake Street closure has reduced turning movements and traffic volumes onto the street, improving bicycle and pedestrian safety at the Middle Avenue intersection. However, it has created access challenges for residents and service vehicles, with Recology trucks required to perform multi-point turns or back along Blake Street to complete collection service. Survey responses also noted concerns about rerouting of vehicles onto nearby neighborhood streets. The traffic calming improvements along Middle Avenue—including buffered bike lanes, new crosswalk striping, and enhanced pedestrian visibility—are expected to maintain these safety benefits and continue supporting slower travel speeds, even if the Blake Street closure is modified or removed.

Overall, these findings demonstrate improved safety, visibility, and comfort for people walking and biking near Nealon Park but the Projects introduced trade-offs related to access and circulation. The results provide information for the Commission to consider in determining the preferred long-term configuration of the Nealon Park frontage and Blake Street intersection.

Next Steps

Staff is asking the Commission to review the results of the Nealon Park and Blake Street Pilot Projects and provide feedback to the City Council on the preferred design alternatives for each location.

1. Nealon Park frontage parking (back-in angled parking)
2. Blake Street intersection access at Middle Avenue.

Other updates

Staff will also continue to advance the following efforts:

- Nealon Park back parking lot resurfacing and restriping
- Signal operation analysis and geometric design for El Camino Real/Middle Avenue (e.g., protected left turns for Middle Avenue, no right turns on red operation, conceptual protected geometric design)
- Grade separation project at Middle Plaza under the Caltrain tracks

Impact on City Resources

Resources to remove the Blake Street closure would be considered part of restoring the City's baseline circulation operations. Changes to the back-in angled parking or a permanent closure of Blake Street would require additional funding for design and implementation.

Environmental Review

A Notice of Exemption was filed on February 27, 2023 for the Middle Avenue complete street project.

The project is statutorily exempt as identified by Public Resource Code Section 21080.25 which defines the California Environmental Quality Act as not applicable to "pedestrian and bicycle facilities that improve safety, access or mobility, including new facilities, within the public right-of-way."

Public Notice

Public notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting.

Attachments

- A. Pilot Project Images
- B. Public survey results

Report prepared by:
Catrine Machi, Senior Transportation Planner

Report reviewed by:
Joana Chan, Transportation Manager
Azalea A. Mitch, Public Works Director

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Figure 1 Blake Street Closure



Figure 2 Perpendicular Parking (before Oct 2023)



Figure 3 Parallel Parking (Oct 2023 – Dec 2024)

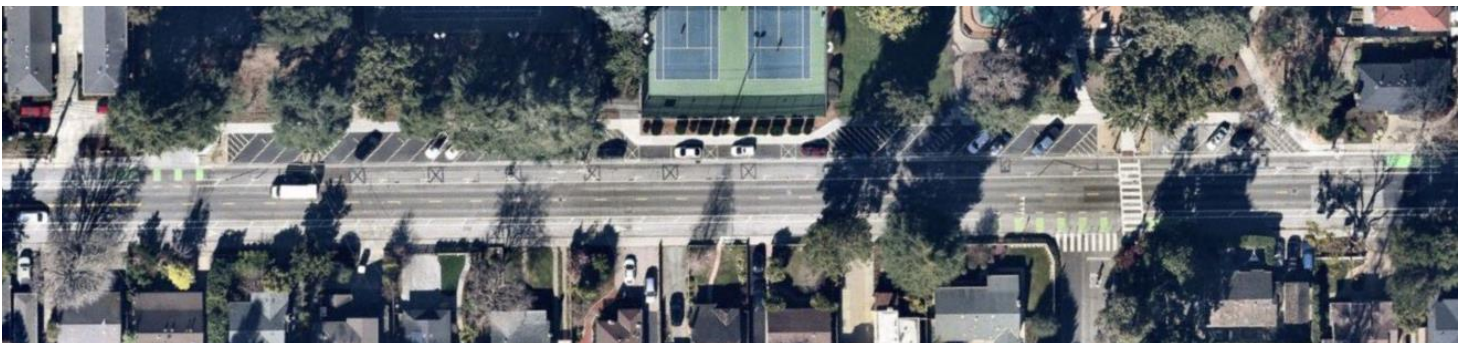


Figure 4 Back-In Angled Parking (Dec 2024 - Current)

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Nealon Park Parking and Blake Street Closure Pilots

Project Engagement

VIEWS

849

ARTICIPANTS

172

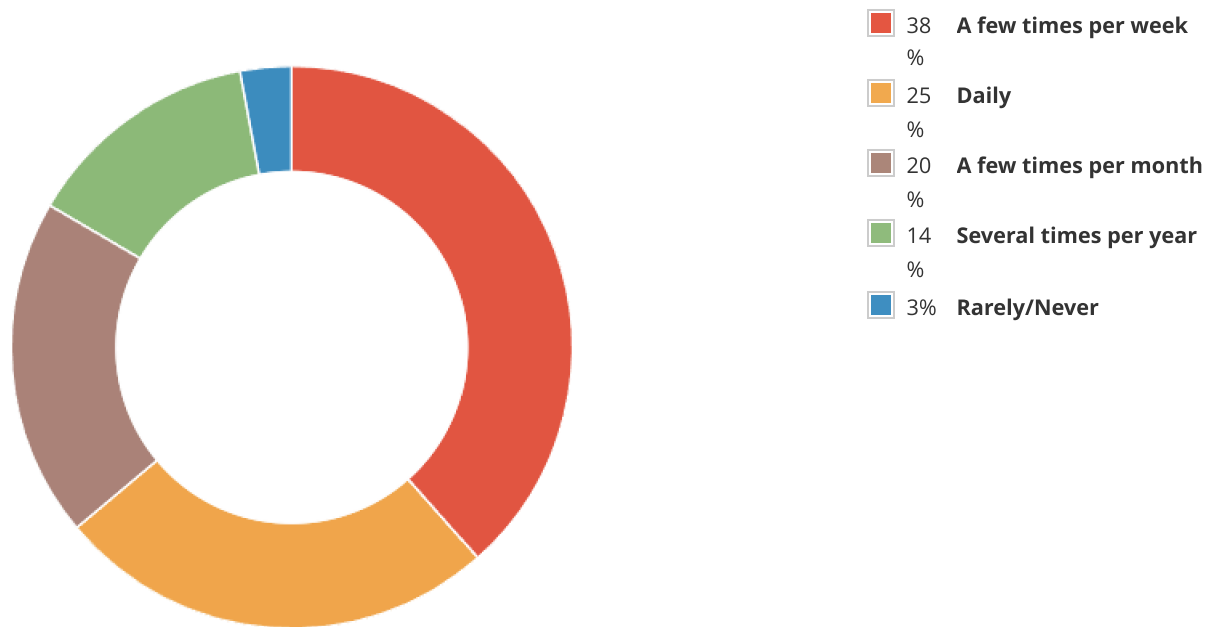
RESPONSES

2,368

COMMENTS

190

How often do you visit Nealon Park?



169 respondents

What was your primary mode of travel to Nealon Park today?

60%	Walking	98 ✓
41%	Driving	67 ✓
21%	Biking	35 ✓
1%	Other	1 ✓
0%	Transit	0 ✓
0%	Ride-hailing (e.g., Uber, Lyft)	0 ✓

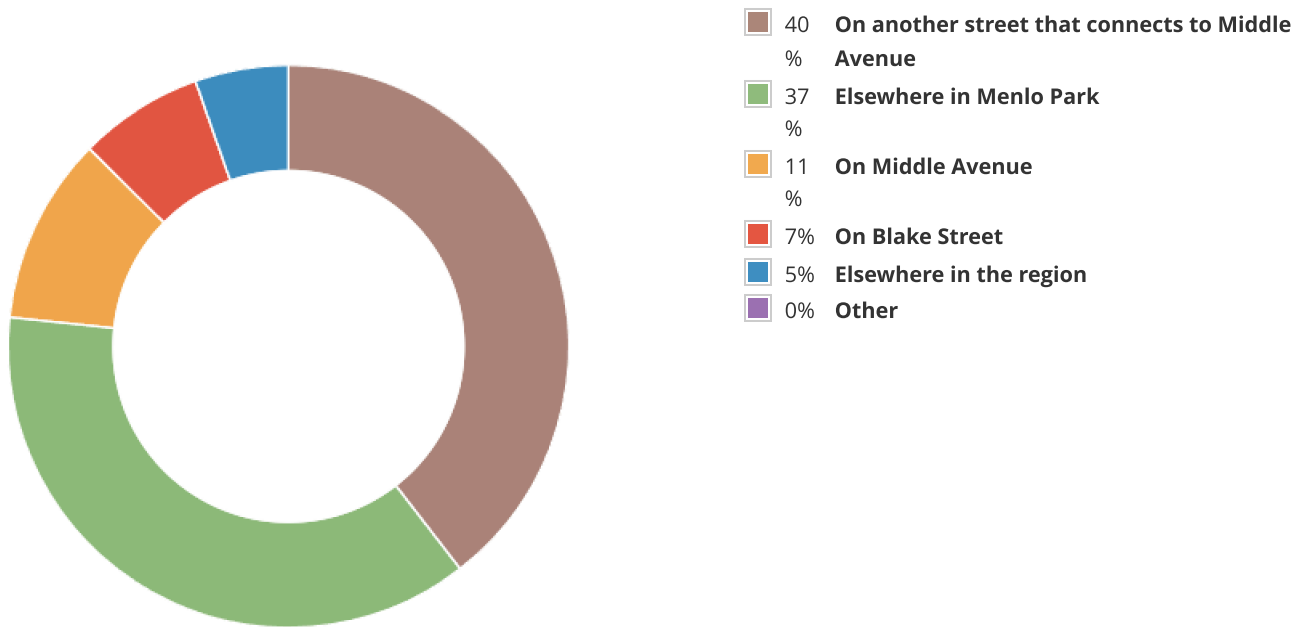
163 Respondents

What is your relationship to the area?

92%	I live here	150 ✓
7%	I travel through this area	12 ✓
6%	I visit	9 ✓
2%	I own/manage a business nearby	4 ✓
2%	I work here	3 ✓
1%	Other	1 ✓

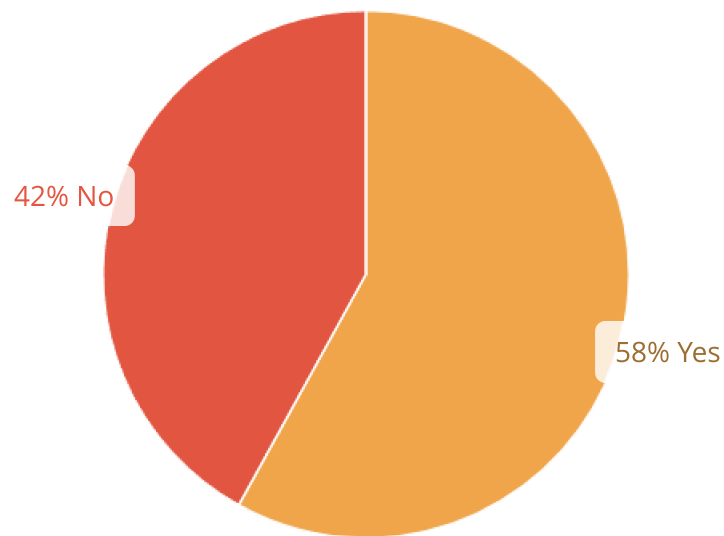
163 Respondents

Tell us about where you live:



167 respondents

Did you use the previous parallel parking spaces along this section of Middle Avenue at Nealon Park?



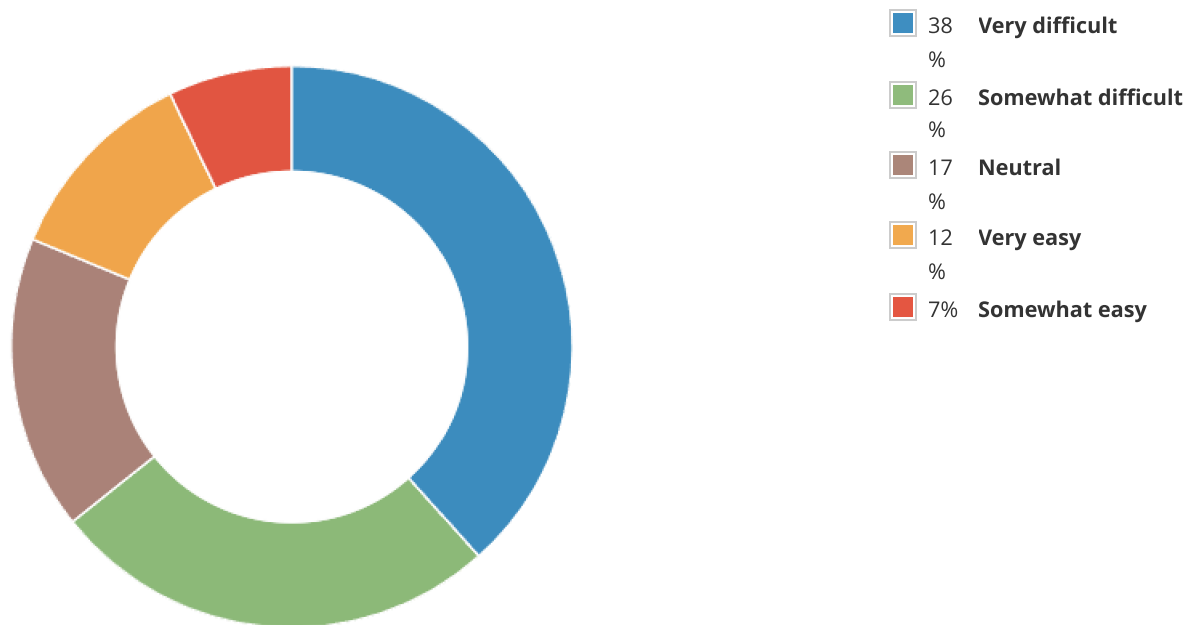
162 respondents

Have you used the new back-in angled parking spaces during the pilot?

50%	Yes, I have parked there	83 ✓
33%	I have seen them, but have not parked	54 ✓
18%	No	30 ✓

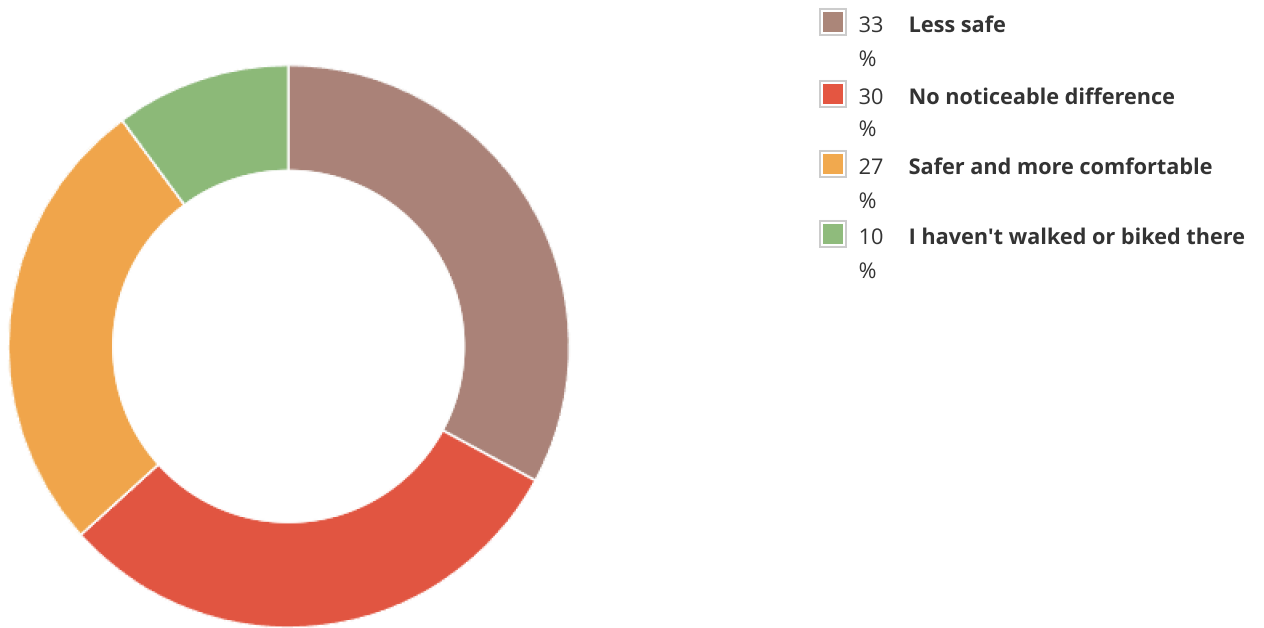
165 Respondents

If yes, how easy or difficult was it to use the back-in angled parking?



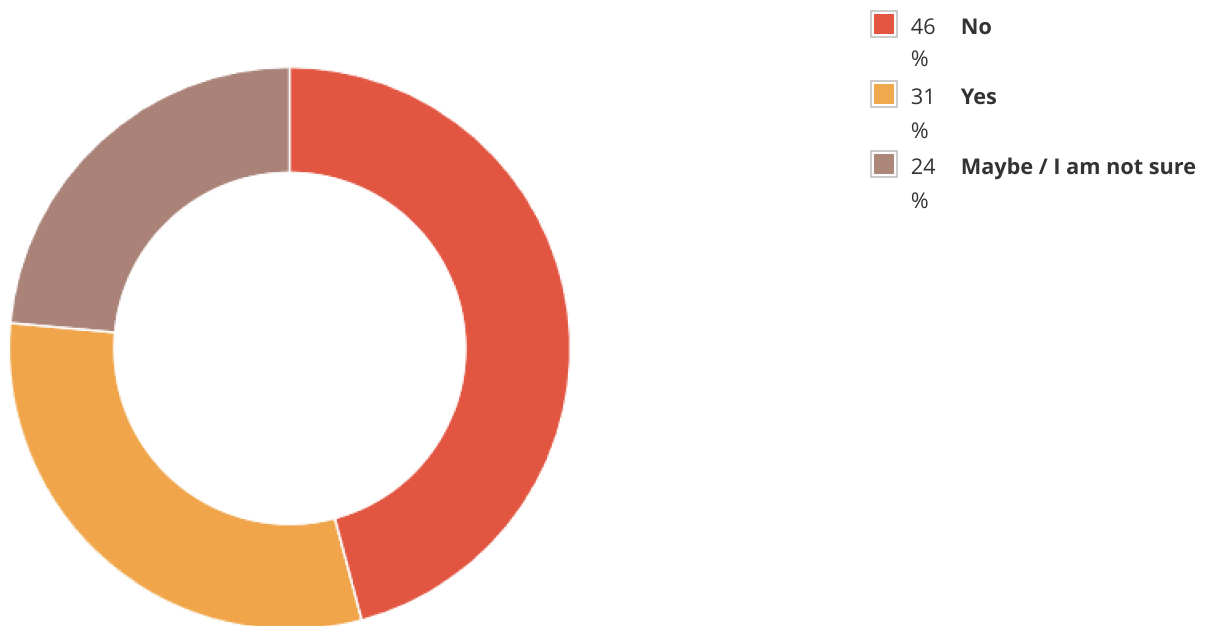
112 respondents

As someone biking or walking in the area, how has the new parking configuration affected your experience?



158 respondents

Do you support keeping the back-in angled parking as currently designed?



157 respondents

What suggestions or concerns do you have about the parking layout or its impact on access, visibility, or safety?

I am concerned that it takes longer to back in and that causes more traffic back up on Middle. I do very much appreciate having Blake blocked. It is so much safer to walk and bike to and from Nealon and to cross Middle without people turning right at the crosswalk. I am also concerned that cut through traffic into Allied arts is not being addresses as part of the Middle Ave. project. These quiet streets without sidewalks are heavily used by pedestrians and cyclists including residents who don't live in the neighborhood, but go there to walk, take their kids to the creek, and access the bike bridge.

5/17/2025

👍 11 Agree

Big fan of the Blake closure and the improved crosswalk. Also appreciate the middle Ave bike lane. I am able to bike with my daughter to school from downtown MP going through Nealon to Blake and through Allied Arts, which has less traffic and feels much safer for a beginning rider. Not sure about the back in parking one way or the other form personal experience but friends have expressed concerns. I usually enter Nealon from the back side.

5/16/2025

👍 9 Agree

People mostly do not know how to do this parking maneuver; the difficulty of this maneuver results in congestion and cars driving into incoming traffic and the bike lanes to get around people parking; it's hard to park in these spots if you were driving east on Middle (people do U-turns now, but they don't seem safe); despite the theory, I don't see it improving bike or pedestrian safety in practice.

5/17/2025

👍 7 Agree

Crazy to try to back-end park when driving east bound on Middle. It may be less safe that previous configurations and has nothing to do with "back-in parking experience of the driver". It is only possible for west bound traffic to maneuver legally and safely back-in park. Re-opening Blake street will only greatly compound the risk .

Emphasize parking in the lot behind Nealon. It is far safer for everyone and frequently , even during weekends, the lot is open.

Increasingly, Middle backs up to the Nealon area frustrating drivers such that both Nealon area becomes less safe as well as parallel side streets to Middle. Adding to this congestion are challenging maneuvers to back-end park, u-turns-to-park, and back-end parking itself . Seasoned drivers are increasingly driving through Allied Arts, at high speed, to avoid Middle congestion.

5/17/2025

👍 5 Agree

Please keep Blake Street closed. Closing Blake encourages Allied Arts residents to walk and bike to the park. Reopening the street would invite more car traffic, increasing the risk of dangerous encounters between drivers and pedestrians or cyclists. Keeping Blake closed does not increase danger on Middle Avenue—it simply prevents traffic-related risks from spreading into Blake, College, and Allied Arts. Let's prioritize safety and community well-being by keeping this street closed to vehicles.

5/17/2025

👍 5 Agree

Back in parking is something that's new for a lot of people because that pattern doesn't seem very common in the area, so I think it's really important to remove any ambiguity in how it's supposed to work. For that reason, I think it's essential to keep Blake St closed at Middle. Doing so eliminates the extra confusion people turning onto Middle while others are simultaneously trying to navigate back in parking.

5/17/2025

👍 5 Agree

Back in angle parking is a crazy maneuver that very few people can do well. While people are attempting to park that way, cars zoom around them into incoming lanes of traffic and create aggressive driving situations that make cyclists and pedestrians less safe. As near as I can tell they are backing up through the bike lane??

5/17/2025

👍 4 Agree

The back in parking is confusing everyone. Simpler parking would be safer. I'm very concerned about cut through traffic on Arbor and College as a result of the upcoming Middle Ave changes and alarmed this is not being addressed as part of the project.

5/17/2025

👍 4 Agree

I will prefer the Blake street closed to middle Ave. It make bikers/walkers feel much safer and good for kids/parents as well!

5/21/2025

👍 3 Agree

Please keep the Blake street closed. It is safer for both pedestrians and drivers.

5/20/2025

👍 3 Agree

Please keep Blake St closed. People are not familiar with back in parking and that causes delays. It also is more difficult if you are biking out of the Nealon Park parking lot since it is more difficult to tell whether a car is about to back out since you can't see their tail lights. Also if you are biking out of the Nealon Park parking lot and want to turn left onto Middle to then turn left onto University to eventually get to the bike bridge you have to wait for gaps in the traffic as most cars on Middle want to turn left at University. They need to be warned about the traffic coming out of the driveway.

5/20/2025

👍 3 Agree

Blake closure is one of the strongest proactive safety measures I've seen Menlo Park take in years. It removes a side stop controlled intersection that was a huge safety hazard. The only people inconvenienced by it are people trying to do cut-through driving in the neighborhood. Blake and College residents have been overwhelmingly vocal about how it has improved safety on their streets for all of the pedestrians and bikers who use that route to get to Nealon and downtown menlo.

5/17/2025

👍 3 Agree

Extremely dangerous configuration, and only possibly convenient for cars coming from El Camino. But drivers with little kids and belongings have a difficult, and downright dangerous maneuver as they are coming from south and west of Nealon Park to have to go up to Morey, and double back. An accident waiting to happen. City's risk of liability by this change is outrageous, and never should have been changed. Just because Behroozi made a big deal about the way it is on Stanford Ave by the Dish Walk crossing of Junipero Serra just demonstrates that city doesn't get the distinction between that Stanford Ave installation (for grownups) vs. Nealon (for young families)

5/17/2025

👍 3 Agree

Much less safe than before, especially for toddlers and small children arriving by car. Some cars back into the spaces, while others front-in. Most of the bikes on Middle ride in the car lane, ignoring the special bike lane. Some cars enter the bike lane in front of the park, thinking that it's a drop-off lane for cars. Then they get stuck at the far end and can't exit, so they back out. This is VERY unsafe. Put it back the way it was before please.

5/17/2025

👍 3 Agree

I would suggest you keep Blake Street blocked off. That has been helpful for safety reasons.

5/22/2025

👍 2 Agree

I feel much safer biking on middle ave with the bike lane being blocked off

5/22/2025

👍 2 Agree

Keep Blake closed! I walk everyday to the park with my baby and Blake street is such a nice space where I don't have to be worried about cars whipping right or left off Middle.

5/21/2025

👍 2 Agree

Very unsafe on Middle when drivers are backing in. It is difficult for cars that are backing in to pay attention to the backing process (which many have a problem with) and paying attention to traffic and pedestrians while doing this. It also causes traffic blockages on Middle, which is already suffering from a traffic flow problem because of the housing development on El Camino.

5/20/2025

👍 2 Agree

especially in congested times it is really hard to back into the spots.

5/20/2025

👍 2 Agree

I've only done it once or twice, but backing into those spots when coming eastbound on Middle avenue can be really tricky. I do love the middle ave bike lane. It's been great for commuting to Oak Knoll.

5/20/2025

👍 2 Agree

The only way one can use this parking, if you live on the west side of El Camino, is to drive to El Camino and turn right onto Middle or somehow make a legal u-turn through the Safeway parking lot! Since this park is in west Menlo, that does not make any sense at all! I have stopped trying to bring my granddaughter there due to this situation. I haven't ridden my bicycle there since I injured my knee the last time I went there.

5/20/2025

👍 2 Agree

Remove the ugly, graffiti infested cement planters by the pickleball courts. They're an eyesore and take up a parking space.

Watching people try to back in on Middle is entertaining but going to cause accidents. Get rid of that ridiculous parking.

5/19/2025

👍 2 Agree

Many people don't know how to back in. When they do, they block the intersection as they maneuver.

5/19/2025

👍 2 Agree

Backing into the spots is difficult- can only be done "safely" from one direction on the street, which is also arduous, and backing into an area with you g small children all around seems nerve wracking and dangerous.

5/18/2025

👍 2 Agree

Backing in is less common so people are less used to it and less good at it. That makes it less safe for pedestrians and bikers.

5/17/2025

👍 2 Agree

Dangerous to park from eastbound. No left or u turn

5/17/2025

👍 2 Agree

There is no viable way to park going eastbound toward el camino. There is no left or u turn. How are you supposed to back in???

Back in also causes headlights to shine into our home

5/17/2025

👍 2 Agree

Reopen Blake. If the very few spots in front of Nealon are full, it's the safest option. Losing it created an amazing private courtyard for those 4-6 houses, but it makes nothing safer nor easier for the rest of the community.

Also terrible back in parking often means a car takes up 1.5 spaces because they're at the wrong angle and the next space becomes unusable.

5/17/2025

👍 2 Agree

No one actually backs in to the spot. People always illegally cross the double yellow lines to park. This makes it unsafe too.

5/17/2025

👍 2 Agree

I use the tennis courts and approach Nealon Park from Lemon & Middle. There is no safe way to u-turn on Middle so that I can park in the back-in angle spots in the opposite lane. Every time I make a u-turn I do it from a different spot based on traffic and feel unsafe about it everytime as I have to pull into the bike lanes to make it work.

5/17/2025

👍 2 Agree

There is great, safe off-street parking on the back of Nealon Park. Having parking next to Middle only adds congestion and makes harder the access to the park.

5/17/2025

👍 2 Agree

Lots of people do NOT back in because no one gets ticketed.

5/17/2025

👍 2 Agree

Unconventional and so that alone makes it dangerous. Day over day clumsy and uncertain driving and parking makes it even more obvious. The blizzard of signs in the area is not the solution either. There are so many I think folks just don't look at them in normal course. Here, less is more.

5/17/2025

👍 2 Agree

If I am driving west toward el Camino from University/creek, how do I get into those parking spaces if I can't do a u turn, use Blake street and have to reverse in?

5/17/2025

👍 2 Agree

I live on middle Ave and ever since we lost parking we have had to park on side streets. The neighbors on the side streets have not been kind about this and will regularly report our cars if we park in front of their houses, including the day after Christmas. Bring back full parking on middle Ave. no more large bike lane. It was safe before and the parking was easier to access the park. Both the backing in and the side parking are difficult and not plentiful enough in peak season.

5/17/2025

👍 2 Agree

I liked the previous configuration where cars didn't back in across the bike lane
Have had a few close calls, especially on weekends.

5/16/2025

👍 2 Agree

Parking with bike traffic (especially e-Bikes) is sketchy

5/25/2025

👍 1 Agree

Very inconvenient and unsafe. If traveling eastbound on Middle, need to find a side street to turn around to be traveling in the correct direction to park

5/24/2025

👍 1 Agree

People have difficulty maneuvering into the parking spots

5/24/2025

👍 1 Agree

The maneuver is difficult to do cars are going back-and-forth and scaring oncoming traffic, causing lots of breaking on middle Avenue in addition traffic coming from the other side of the road cannot access this parking easily because just heading head first is illegal resulting in dangerous U-turns. Overall, a big negative.

5/21/2025

👍 1 Agree

Backing into spots makes it more dangerous to pedestrians and bikers because you're focused on traffic, backing in, straightening out, etc - not looking for people. Let alone kids.

5/21/2025

👍 1 Agree

I filled out this survey a week ago noting how dangerous it is to make a u-turn to get to the parking if headed on Middle toward El Camino. Today there are FOUR signs up saying no u-turns. They weren't there before this survey... it feels like a trap. Also - if you can't u-turn... HOW DO YOU GET TO THE PARKING IF IN THE OTHER LANE HEADED TOWARD EL CAMINO?? It's not like it's a small city block you can just circle. You can't add restrictions with no solutions. Ridiculous.

5/21/2025

👍 1 Agree

People who park the wrong direction on Middle take longer to pull out because of reduced visibility. This is less safe as well. They cannot see all traffic or the bike lane they cross.

5/21/2025

👍 1 Agree

Bring back protected bike lanes

5/21/2025

👍 1 Agree

The parking on the tennis courts is also backing up. Between perpendicular parking and the logs nervous drivers are only driving down the middle blocking all oncoming vehicles.

Utility vehicles block access to the parking lot and slow traffic as well.

5/21/2025

👍 1 Agree

While backing in traffic does not stop. This requires you to wait and back in during a gap.

Drivers block the bike lane while waiting to back in.

Drivers don't check the bike lane before pulling out.

I'm concerned that some people will/do have neck difficulty when checking on traffic before pulling out.

5/21/2025

👍 1 Agree

This new parking is Dangerous. Leads to reverse working cars go on forward and backward to make the parallel parking scars on coming traffic. Disallows opposite road from parking overall all negative

5/21/2025

👍 1 Agree

The closure from Blake Street to middle is great from a pedestrian standpoint and I support that becoming permanent!

5/21/2025

👍 1 Agree

I see tons of cars traveling east on Middle, crossing the double yellow line and parking head-in. I don't currently use the park, but drive past several times a day. I detest the whole project in one major way: the excessive street furniture -- signs, paint, bollards, etc) gives the area an aggressive look and make this section of MP feel very unwelcoming and exclusive. I oppose the street closure for the same reason: traffic is a community nuisance and no one neighborhood should be insulated from it while the others carry the brunt of it, funding the tranquillity of that one street. It feels once again exclusive and undemocratic.

5/20/2025

👍 1 Agree

-
1. It's difficult to have to pull in front of on coming traffic to back in, esp during rush hour.
 2. For the people coming from the west, it makes my very awkward approach for them as they have to be oncoming traffic or pulling the street which I frequently.

5/20/2025

👍 1 Agree

There is plenty of safe and accessible parking in the lot behind the park. The parking in front should be designed to maximize efficiency getting into and out of the spaces, given that cars are pulling off of a busy road (Middle) and causing congestion. The fastest way to park in these spaces, if you're coming from either direction, is pulling in to a normal perpendicular parking spot, which used to be there and worked perfectly fine. There were likely other causes of bicycle safety issues in this congested area before, which we've already treated effectively by adding flashing beacons, closing Blake St, adding wider more continuous bike lanes, and soon adding a speed hump. This current bike lane and back-in parking configuration is so confusing it's likely more dangerous to the cyclists because the drivers are confused, annoyed, and delayed. Switch back to normal perpendicular spots!

5/18/2025

👍 1 Agree

Traffic on Middle does not yield to cars back in and blocking the bike lane because traffic won't pause is ridiculous

5/18/2025

👍 1 Agree

Return to standard head-in parking! I never had trouble here, with DECADES of walking (with a stroller) and bicycling here. My son is now 32. We went to the park every weekend when he was little.

5/17/2025

👍 1 Agree

Return to standard head in parking. I have bicycled and walked on this stretch of Middle Avenue for DECADES and never had a problem. This was true when my son, now 32, was a toddler and elementary schooler and we came here in a stroller or by bicycle. The rear angle parking is unnecessary and probably causes more accidents and unfair tickets.

5/17/2025

👍 1 Agree

Keep Blake closed, we need traffic down

5/17/2025

👍 1 Agree

Who are 'we' in this comment? Blake St residents? I suspect the Blake closure led to an increase in traffic on Kenwood and Morey.

5/20/2025

👍 1 Agree

We need to keep traffic down because middle street is a disaster otherwise. Keeping Blake closed helps a lot

5/17/2025

👍 1 Agree

Closing Blake street has made a huge positive difference in safety

5/17/2025

👍 1 Agree

I live west of Nealon Park and travel eastbound to get to the park. There are signs that state no left turn and no U-turn. One of the signs is right next to the parking lot entrance and one is farther down closer to the playground. How am I supposed to get to the park? That doesn't seem right. I believe the placement of the western-most sign is in the wrong spot and needs to be relocated, as it indicates one can't turn into the parking lot - or is that the intention? If that is how it is intended to be, then I need to drive by the park, go to Morey Dr. and make a U-turn.

5/17/2025

👍 1 Agree

It is outrageously dangerous and difficult to park, backing in diagonally. This is the absolute worst example of city planning I could ever imagine.

5/17/2025

👍 1 Agree

Agreed!

5/25/2025

as someone who on occasion drives to the park I would like to see the addition of EV charging station. A good location for the charging stations (which are sorely lacking west of El Camino) would be along the entrance to the park off Middle, i.e., along the entry way, or right field of the baseball park or pickle ball courts

5/17/2025

👍 1 Agree

Too much maneuvering happening for cars to back in now. Most people are driving on the opposite side of the road to get to Nealon and either attempt a U-turn or have to go to Safeway to turn around and travel back to the parking lot. It was fine the way it was before!

5/17/2025

👍 1 Agree

Separate back-in parking from bike lanes.

5/17/2025

👍 1 Agree

Agreed. The angled parking is extremely dangerous for kids in the bike lane.

5/25/2025

Difficult for me to Back-in parking

5/17/2025

👍 1 Agree

I appreciate that the emphasis is for greater visibility and safety, and also has the added bonus of additional parking slots as Nealon gets very busy.

The difficulty is that with Blake blocked and no U-turns, people who live in Allied Arts have no way to park without progressing far past the park and turning into other streets or the Safeway parking lot. U-turns should be allowed.

5/17/2025

👍 1 Agree

How do I park there if I cannot do a u turn, use Blake street and have to reverse in? I live in allied arts.

5/17/2025

👍 1 Agree

Not a good plan, difficult to navigate. Could cause more accidents. Bad decision by the city council.

5/17/2025

👍 1 Agree

I don't really understand why Blake Street got a closure vs other streets that are also very busy. I am still concerned about the impact of cut through traffic from the middle avenue calming measures. Please address this issue.

5/17/2025

👍 1 Agree

The Blake closure benefits the residents on Blake Street and College Ave at the expense of everyone else.

6/5/2025

How many pedestrians or bicyclists have been hit crossing Middle Ave at Blake Street in the last 5 years vs any other feeder street onto Middle Ave? I would bet 10X more pedestrians and bicyclists have been hit at the intersection of Olive and Middle. Using the Blake St argument, Middle Ave should be closed at Olive St.

6/4/2025

The angled parking is terrible and extremely inconvenient if you are traveling towards El Camino on Middle Ave, especially since parking on the south side of Middle is not allowed and no U-Turns are allowed on Middle Ave at Nealon Park. Since Blake St. is closed, I have to drive past Nealon Park, turn left into the Safeway parking lot, then make a right on Middle Ave. from the Safeway parking lot, then park at Nealon park.

If Blake St were open, I could just make a left turn from Blake St. to Nealon Park.

6/4/2025

Everyone thinks that new bike lanes are automatically better. Not in this case. The reasons the original plan was better is:

- 1) parallel parking leaves more room for bicyclists and passing vehicles.
- 2) parallel parking leaves more room for parents to get kids in/out of car seats.

6/4/2025

The reverse diagonal is better than the previous experiment. (The previous was not safe for people getting their kids in/out of car seats). Why not forward diagonal?

This survey may not be regarding the parking lot, but now that the spaces next to the pickleball court are perpendicular, we have seen 2 near misses, where seniors who use the dog park have difficulty making a perpendicular turn. Diagonal would be better. Please don't take away the empty space near the pickleball door. That is heavily used parking and works really well.

6/4/2025

Parking Layout

I'm coming to Nealon from Fremont street, so I have to drive down the Middle and have to make a turn on Morey Dr and then drive back to park. A bit of a change fore me. But then after I am done with parking the exit back to Middle is faster and easier. Used to take me up to 5 min to leave the park because of reversing and cross traffic and now it's super easy and fast to leave. I also see people don't know how to so back in parking. So there is always a spot for me and I like that.

Blake closure

But I love the Blake street closure. That part should remain closed because it feels safer for everything.

5/30/2025

none

5/30/2025

Back in angled parking seems difficult and I wouldn't want to do it myself. And it does slow down traffic on Middle

5/30/2025

I'm worried I will hit someone

5/29/2025

No comment

5/29/2025

Back-in angled parking is MUCH BETTER than the parallel parking trial which required drivers to unload their children in a narrow strip of pavement between a moving lane of car traffic and a moving lane of bike traffic. Unfortunately the back- angled parking provides no legal access for eastbound cars which is leading drivers to make illegal U-turns and perform other unsafe maneuvers. The unusual design and very inadequate signage from the eastbound direction are causing understandable driver confusion.

In order to make the parking accessible to cars from both directions, I think going back to the original front-in spaces would be best overall. Every configuration has potential safety issues, but I think safety for bikers could be improved with front-in spaces by installing large signs in front of parking spaces cautioning drivers to watch for bikers as they back out.

Going back to front-in parking would improve safety by significantly reducing driver confusion over how to access the parking spaces. Also front-in parking would maximize the number of spaces available at a busy parking location.

5/26/2025

Clear and prominent signage will help people park correctly

5/26/2025

The angled parking is extremely unsafe for bicyclists. Many drivers ignore the rule about backing in, crossing the double-yellow line to park, and backing into oncoming traffic to depart. Worse for pedestrians, the back-in parking spaces required the sidewalk to be lengthened requiring pedestrians to walk around the parking cars. Please eliminate the dangerous angled parking, and modify the existing parking lot instead. Golden, Colorado had the highest accident rate in the state until they eliminated their angled parking.

5/25/2025

The new parking layout appears to be more compact and organized, which helps make better use of the available space. It also improves visibility and enhances safety for both drivers and pedestrians. I would prefer to keep this new layout, as it seems to be the most convenient and efficient option.

5/25/2025

Please go back to the mix of parallel parking spots and perpendicular pull forward parking spots.

5/24/2025

Childcare persons may not have great skills for backing into these places, and at certain days or times of day, that is the majority of adults present.

5/23/2025

Too many people cannot back-in park and scratch cars including mine. Not to mention large portion of people just park head in and later cannot take out safely their cars!

5/22/2025

I have seen multiple people u turn to back into the spots, as there is no good turnaround if you were heading down middle towards El Camino. This feels significantly less safe, especially as a pedestrian taking Blake Street to Nealon.

The original configuration with parking perpendicular to middle seemed best and allotted far more spaces than either parallel parking or the angled back in spots.

5/21/2025

It is so difficult that many park forward, rather than backing in. This means no one knows what to expect, which is scary.

5/20/2025

Holds up traffic, doesn't allow cars from opposite direction to pull into spaces. Parking changes to this park have been horrible. Go back to the old straight in parking which allows for many more people to enjoy the park.

5/20/2025

There's ample space for bikes which is great.

5/20/2025

We all want to be understood. To be acknowledged. To be loved.

5/20/2025

No concerns

5/19/2025

No comments

5/19/2025

Many people are doing U turns on Middle Avenue to fit into a parking space. Could you use signage to suggest people parking near the baseball field but also include speed bumps in that parking lot to slow people down who are just using it as a turnaround.

5/19/2025

Not a practical solution for parking on Middle Avenue in front of Nealon Park. This typifies the thinking of the Menlo Park city staff. You come up with solutions that result difficulty and unsafe conditions. The back-in parking configuration is only beneficial to those entering Middle Avenue from El Camino, and not from the majority of drivers traveling east from west Menlo. Return to head-in parking! As far as the closure of Blake Street, again another bad idea. There should be no closure of Blake Street at the Middle Ave intersection. This has resulted in a benefit to Blake Street homeowners and to the detriment of all who drive and live in west Menlo. Some parallel parking should be returned to all of Middle Avenue, at least on one side of the street.

5/18/2025

I have a child that goes to MA Coop so I use the back in parking spots several times a week. I really dislike that I have to block the bike lane and wait for traffic to pass before I can back in. That always feels very dangerous. There is not enough room for a proper back-in since you have to wait for traffic. I recommend switching to pull-in for a safer experience. Or move the bike line so cars don't have to use it as a waiting area to back in. On the other hand, having Blake blocked off and the pedestrian crosswalk is much safer. I love that when I walk to the park with my child.

5/18/2025

N/A

5/18/2025

None

5/18/2025

The parking layout is not intuitive, and the many signs are not deterring drivers coming up Middle Avenue on the opposite side from turning left to park head-in. I have seen other drivers go past Nealon to turn left at Morey and do a U-turn there, which is probably annoying for those who live on Morey. Opening Blake would provide better access to the parking spots in front of Nealon and also restore better traffic flow in Allied Arts. When driving up Middle Avenue toward El Camino, there is no way to turn right into Allied Arts in the long stretch between University and El Camino. The current arrangement benefits the few houses on Blake at the cost of inconveniencing others who live in Allied Arts and just pushes traffic to other streets.

5/18/2025

Parking is confusing. Havoc in streets closer to Safeway as only place to turnaround. Blake cut-off feels like it only benefits Blake residents. It is inconvenient for the rest of Allied Arts. Can't get through safely. Can't visit friends in the area coming from Middle-no parking.

5/18/2025

Agreed. The Blake closure benefits the residents of Blake at the expense of the rest of the community.

5/20/2025

I, too, support Blake Street Closure.

I noticed that, on the opposite side of Nealon park on Middle Avenue, quite many cars are parked smack in the middle of the new bicycle lane. As a cyclist, I'm forced to ride on the car lane. Having a bicycle lane is nice, but what's the point if cyclists cannot ride on it.

5/18/2025

Front in angled parking
MUCH preferred.

5/18/2025

Front in angle

5/18/2025

Traffic on Middle does not yield to cars back in and blocking the bike lane because traffic won't pause is ridiculous. This parking option is great in theory but over complicates things in actuality

5/18/2025

Fwd parking not back in

5/17/2025

Back in parking is easy

5/17/2025

I do think that reversing the angle of the pull in parking would be best.

5/17/2025

People coming from the other direction are parking head-in.

5/17/2025

- 1) bike lane needs to be painted green/made more visible
- 2) the initial design with the bike lane fully against the curb and no parking is better than the back in parking.
- 3) a truly curb protected bike lane is needed in front of Nealon Park and the full length of Middle in both directions

5/17/2025

How do I reverse into a spot if I'm driving towards el Camino??

5/17/2025

Please DO NOT allow downtown parking lots to be developed into housing! Every bit of parking is needed and currently heavily used. Developers who have submitted proposals have demonstrated no interest or plan to increase parking, and dense housing will enormously contribute to parking scarcity.

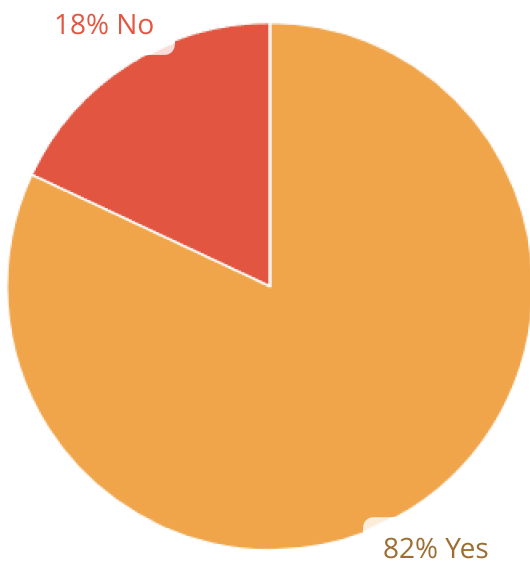
5/17/2025

Please put more obvious instructions to guide people new to the area on how to use the parking lot. It is not always intuitive, in particular to people not familiar with the area.

Please also put little surface bumps in between lanes for the whole stretch of road to act as clear division between the two lanes, making it a bit more clear that turning left into the parking from middle is forbidden.

5/17/2025

Have you visited or traveled to Blake Street between Middle Avenue and College Avenue during the pilot?



122 respondents

How did you typically travel on Blake Street before the closure? (Select all that apply)

70%	Walking	86 ✓
53%	Driving	65 ✓
45%	Biking	55 ✓
10%	I did not use Blake Street before	12 ✓
1%	Transit	1 ✓
1%	Ride-hailing (e.g., Uber, Lyft)	1 ✓
1%	Other	1 ✓

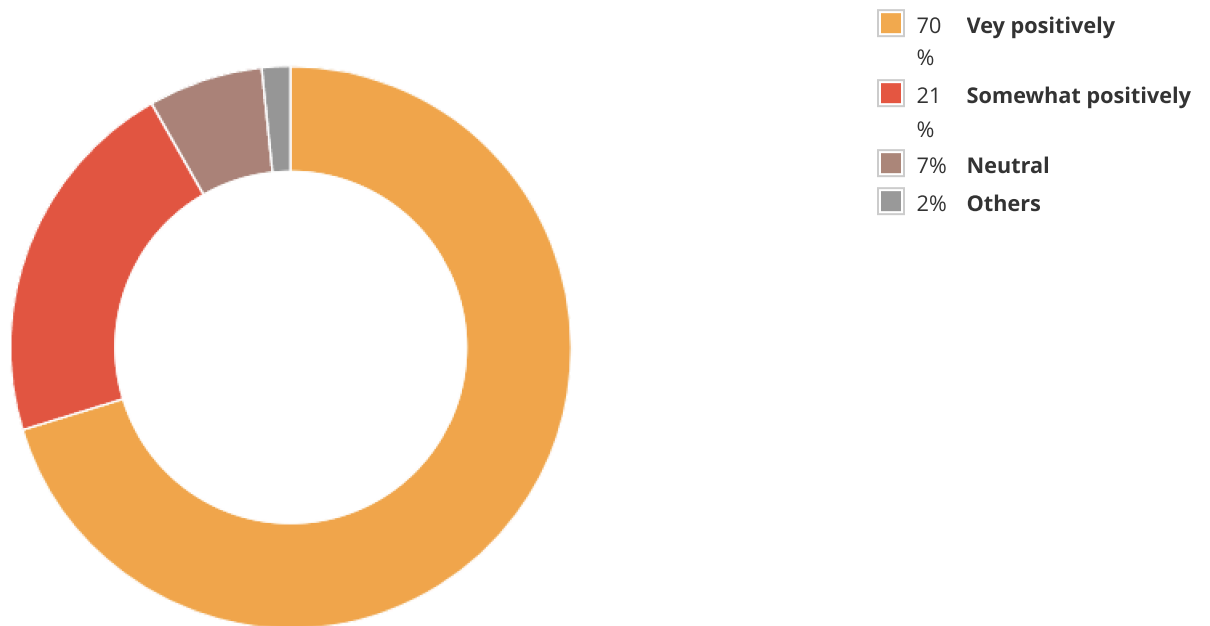
122 Respondents

How do you currently travel to or through the Blake Street closure area? (Select all that apply)

79%	Walking	91 ✓
50%	Biking	57 ✓
25%	Driving	29 ✓
6%	Other	7 ✓
2%	Ride-hailing (e.g., Uber, Lyft)	2 ✓
0%	Transit	0 ✓

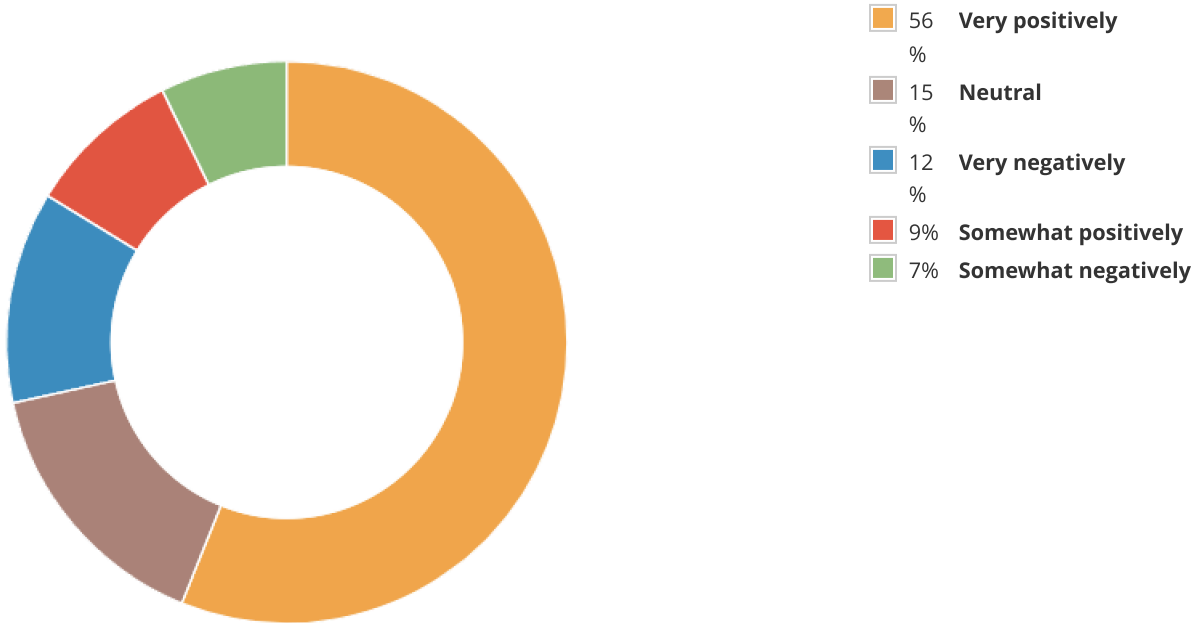
115 Respondents

Did the installation of the Rapid Rectangular Flashing Beacon (see above image) improve the crossing at Middle and Blake?



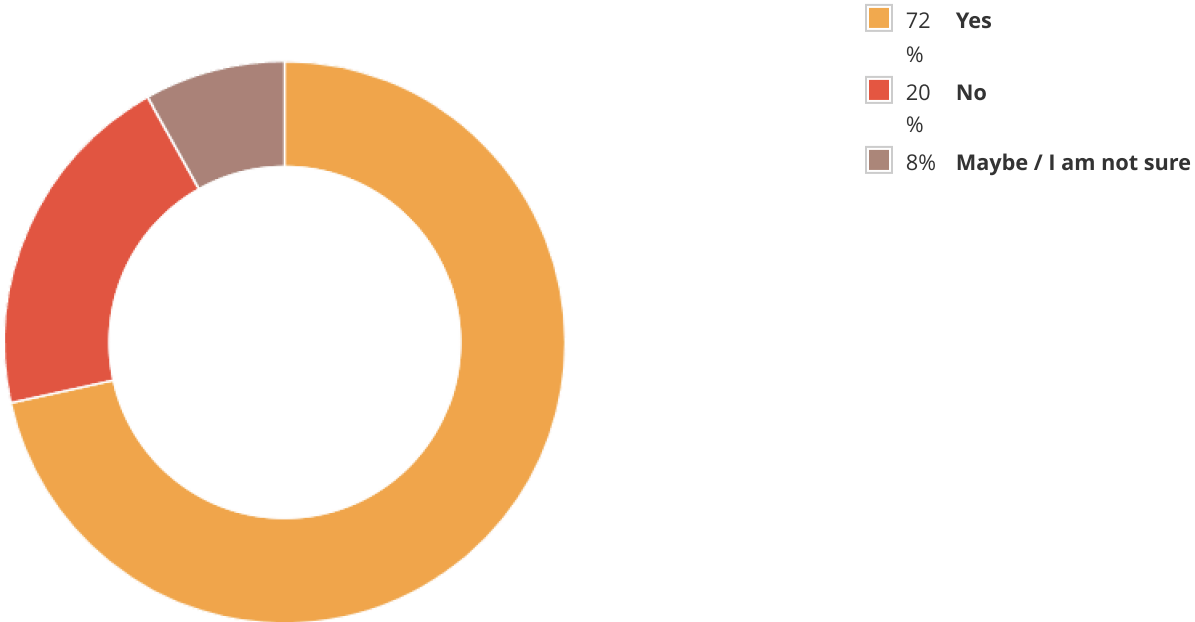
121 respondents

How has the Blake Street closure impacted your experience in the area?



123 respondents

Do you support making the Blake Street closure permanent?



123 respondents

What benefits or concerns have you experienced or observed with the Blake Street closure?

Safer intersections and streets with closure

5/17/2025

👍 5 Agree

I think it is safer for folks to cross the street.

5/17/2025

👍 5 Agree

It makes Nealon parking area more safe

5/18/2025

👍 3 Agree

Much safer to cross middle at that spot!

5/18/2025

👍 3 Agree

It seems much safer for the community using the cr

5/18/2025

👍 3 Agree

Makes it much safer for pedestrians. Pls keep!

5/18/2025

👍 3 Agree

It's so much safer now

5/17/2025

👍 3 Agree

Closing Blake St is so much safer for pedestrians.

5/17/2025

👍 3 Agree

so much better with blake closed!

5/17/2025

👍 3 Agree

Safer for ped/bikes & prevents unsafe cut-through

5/17/2025

👍 3 Agree

So much safer for our kids

5/17/2025

👍 3 Agree

Much safer for kids walking to the park!

5/17/2025

👍 3 Agree

The closure makes it safer for pedestrians.

5/17/2025

👍 3 Agree

Closure improves safety for bikers and pedestrians

5/17/2025

👍 3 Agree

Safer for bikes, walkers: families and elderly	5/17/2025	⬆ 3 Agree
Encourages more walking, biking, + safer for kids!	5/17/2025	⬆ 3 Agree
much safer with the closure, no downsides	5/17/2025	⬆ 2 Agree
Hugely safer	5/17/2025	⬆ 2 Agree
Less traffic backup Middle, safer access - Nealon	5/17/2025	⬆ 2 Agree
Please keep it up, I really like it!	5/17/2025	⬆ 2 Agree
MUCH safer for a highly trafficked pedestrian area	5/17/2025	⬆ 2 Agree
This is amazing and much much safer	5/17/2025	⬆ 1 Agree
A safer corridor with many pedestrians and bikes	5/16/2025	⬆ 1 Agree
Much safer for my kids biking or walking there	5/16/2025	⬆ 1 Agree
Middle is less safe now as people traveling on Middle toward El Camino frequently make u-turns to position themselves for the angled parking (despite the No U turn signs). I have witnessed several near collisions with pedestrians, bikers and oncoming cars as a result of this. Closing Blake has displaced traffic onto Morey and Kenwood	6/5/2025	
Many cars traveling towards El Camino on Middle Ave making illegal u-turns at Nealon so they can park in the ridiculous reverse angle parking spots.	6/4/2025	

Not being able to turn on Blake forces us to go all the way down to El Camino, which is often congested near Safeway. This goes against the goal of mitigating congestion at 500 ECR. I don't see it in the comments, so perhaps other neighbors have not taken the survey, but I know neighbors who hate the closure bc it makes them go around. If it wasn't broke, please do not fix it!

6/4/2025

Just benefits, no concerns.

It feels safer.

When you are are sown the Middle it's great not to have another "variable" (meaning fast cars) coming from Blake.

5/30/2025

I am able to walk more safely on Blake St now.

5/30/2025

Cars were using it as a cut through, and meanwhile it's also a pedestrian street with access to get to the park. This seems much safer.

5/30/2025

Safer to bike

5/29/2025

A quiet and comfortable way to get to Nealon park without walking too much on Middle itself.

5/26/2025

I was crossing Middle at Blake after activating the flashing beacons, and a bald male Menlo Park police officer in a pickup truck ran through the crosswalk and flashing beacons right in front of me. After I gestured, he stopped half a block later, and just stared. Other cars routinely ignore the flashing beacons, too.

5/25/2025

Not sure

5/25/2025

Not an issue for me either way.

5/24/2025

Safer intersection now that cars are not suddenly turning in from middle

5/23/2025

Hello, thank you for providing more space to provide a comment. Although I now have older teens and did not have the benefit of having Blake closed or of the flashing lights at the Nealon crossing, when they were young, I am thrilled that it is now so much safer. About a month after moving to College Ave. I walked by 4 and 6 year olds down Blake to the Middle crossing to go to the park. They were on little scooters and instructed to stay close. Blake was tricky because cars turned quickly onto Blake from Middle from both East bound and west bound lanes, focused on finding a gap in traffic and not expecting pedestrians in the street, but with no sidewalks, that is where they are. As I looked away from the kids for moment to check for cars turning left from Middle to Blake, so we could safely cross Blake, my 4 year old started jetting across Middle, right in front of a large oncoming white van. I lunged, picked her up and swung her and the scooter she was holding, out of the path of the van. It was terrifying and thankfully there was not a tragedy, but I know there have been others at that crossing. I know I didn't take my kids to Nealon nearly as often as I would have because of what happened and understanding that danger. I don't want anyone else to go through that or worse.

5/22/2025

Benefits: Much much safer and easier to cross Middle as pedestrian. Allied Arts neighbors along Blake and nearby College AND others walking through Blake to/from Middle with and without kids/dogs often socialize. I've gotten to know many that I wouldn't have met without the easy feel of being on a closed street.

Concerns: Still far too many people turn into Blake from College without realizing there is no outlet and wind up making U-turns. Need better signage.

5/22/2025

It makes the street much safer for all pedestrians who traverse or have traversed the street. Blake Street used to be a busy cut through, which people used to skip the long traffic light at the end of Middle. They usually sped down the street with little to no regard for possible pedestrians or children doing chalk art in the street. Now, however, Blake Street is quiet and safe, making it an ideal place for families that live nearby to cross over to Nealon Park.

5/22/2025

Walking to the park with my baby every day makes it so much nicer having Blake closed!

5/21/2025

No.

5/21/2025

it's WAY safer to walk to the park

5/21/2025

Public streets should be kept public. With the beacon lights, the intersection is considerably safer.

5/20/2025

I think it would have been better if the beacon allowed you to cross to the west side of Blake Street and not the east side because most people are coming from closer to there and the current configuration means more navigating around the picnic tables if you are coming from the playground

5/20/2025

More vehicles go down college. More difficult for cars that are leaving Safeway to get to El Camino if they don't wanna make a left-hand turn out of the parking lot. More congestion at university and middle.

5/19/2025

No cut through traffic, safer for the kids

5/19/2025

So much better and safer.

5/18/2025

It's a lot safer to get to Nealon via Blake.

5/18/2025

Safer for families

5/18/2025

Sidewalks would be better, otherwise keep closed

5/18/2025

Much safer crossing to Nealon

5/18/2025

Disrupts traffic flow and very inconvenient

5/18/2025

Very inconvenient, only benefits Blake residents

5/18/2025

Very inconvenient, only

5/18/2025

It only seems to

5/18/2025

Blake open to traffic for equitable access for all

5/18/2025

Blake street is safe for pedestrians with closure.

5/18/2025

created safe passage for walker/bikers, kids.

5/17/2025

Cars still drive too fast on Middle Ave.

5/17/2025

More clutter and uncertainty for all. Elitist.

5/17/2025

Makes it difficult for overflow parking like befor

5/17/2025

Absence of fast UPS trucks cutting through.

5/17/2025

Benefits Blake St instead of other Allied Arts sts

5/17/2025

Should be returned to the way it previously was.

5/17/2025

I don't why they got a closure.

5/17/2025

Safer for everyone

5/17/2025

Please reopen Blake street.

5/16/2025

Feedback box needs to be more than 50 characters.

5/16/2025

Cuts off Allied Arts all the way from Univ to ECR.

5/16/2025

Closure causes more traffic on Morey/Kenwood

5/16/2025

Closure causes more illegal u-turns on Middle.

5/16/2025

Please open Blake back up.

5/16/2025
