REGULAR MEETING MINUTES

Date: 11/12/2025
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 6:34 p.m.

B. Roll Call

Present: Bailey, Cebrian, Cole, Herscher, Rascoff, Ierokomos
Absent: Rennie
Staff: Public Works Director Azalea Mitch, Transportation Manager Joanna Chan and Senior Transportation Planner Catrine Machi

C. Reports and Announcements

The Commission received a report on the Alpine Trail closure.

D. Public Comment

- Ken Kershner spoke on concerns related to staffing the El Camino Real ad hoc subcommittee.
- Ron Zolezzi spoke on concerns related to the height and visibility of the no outlet signs at College Avenue and Blake Street.

E. Regular Business

E1. Accept the Complete Streets Commission minutes for October 12, 2025 (Attachment)

ACTION: Motion and second (Bailey/ Rascoff), to accept the Complete Streets Commission minutes for October 12, 2025,passed 5-1-1 (Cole abstaining, Rennie absent).

E2. Receive and File the 2025-2026 Work Plan (Attachment)

Commissioner Cole requested adding **"**within a year**"** to clarify expected timeframes associated with the work plan.

E3. Discuss and Appoint 2025-26 ad hoc subcommittees

The Commission made selections and defined purpose and deliverables for the following new ad hoc subcommittees:

Safe Routes to School (SRTS)
Members: Cole, Bailey, Rascoff

Purpose: Develop outreach strategy to increase awareness, advocate for safety improvements in school zones, report out on work on SRTS program and SRTS task force.
Deliverable: Report out to the Complete Streets Commission (CSC) after each quarterly SRTS task force meeting.

El Camino Real
Members: Ierokomos, Rennie, Herscher
Purpose: Evaluate quick-build options along El Camino Real.
Deliverable: Report out summarizing review and recommendations.

Transportation Master Plan Monitoring
Members: Cole, Rascoff
Purpose: Provide list of projects and identify potential implementation opportunities.
Deliverable: Report out summarizing recommended yearly project focus areas.

The existing ad hoc subcommittees were reviewed:

Bike Rack Inventory
Members: Ierokomos, Bailey
Purpose: Review and report findings of survey and formulate recommendations for citywide bike racks.
Deliverable: Report out to CSC summarizing recommendations on citywide bike rack inventory.
Dissolved: Oct. 8, 2025

Climate Action Plan
Members: Ierokomos, Rennie
Purpose: Determine methods and metrics to measure and track progress in advancing Climate Action Plan Strategy #4.
Deliverable: Report out to CSC summarizing methods and metrics to measure and track progress in advancing Climate Action Plan Strategy #4.

E-Bike Policies and Guidelines
Members: Herscher, Cebrian, Bailey
Purpose: Review and recommend safety and education elements as they relate to e-bike policies and guidelines
Deliverable: Report out to CSC summarizing findings from the review and make recommendations.

ACTION: Motion and second (Cebrian / Bailey) to select the new ad hoc subcommittees, passed 6-0-1 (Rennie absent).

E4: Review Nealon Park and Blake Street Pilot Projects and Recommend Preferred Design Alternatives (Staff Report #25-006-CSC)

Staff Machi made the presentation (Attachment).

- Janet spoke on concerns regarding the need for clearer and more visible signage directing

drivers to the back parking lot and noted delivery vehicles entering Blake Street from Middle Avenue.
- Jeff spoke on concerns regarding changes in average daily traffic (ADT) on nearby streets and stated that increases may reflect general traffic growth rather than the Blake Street closure.
- Laura Mehlan spoke on concerns regarding neighborhood traffic levels and expressed support for keeping Blake Street closed to through-traffic.
- Lily spoke on concerns regarding insufficient parking availability with parallel parking and the distance of the back parking lot for families with young children, emphasizing a need for safe and adequate parking along Middle Avenue.
- Chase spoke on concerns regarding neighborhood traffic patterns and the importance of evaluating street closure impacts.

The Commission discussed the Nealon Park frontage parking, how survey results might differ if the choice were limited to back-in angled parking versus parallel parking, creating a more appealing walking route between the back parking lot and the co-op, the possibility of converting the Nealon frontage to timed parking only and placing it between the sidewalk and the parking, providing a few parallel spaces for limited drop-off and pick-up, the need for additional signage directing users to the back parking lot and the option of having limited timed drop-off parking in front of the co-op.

The Commission discussed the Blake Street closure, Recology trucks driving over the bollards, similar local traffic calming treatments, the potential for a raised crosswalk on Blake Street at Middle Avenue and the relationship between the Blake Street closure and circulation on Middle Avenue, including operations for large service vehicles.

ACTION: Motion and second (Rascoff / Herscher), to direct staff to develop 2 – 3 Nealon Park frontage parking concepts incorporating the following elements:
- One option to consider full removal of parking along the Nealon Park frontage,
- Mixture of parallel and timed parking options in configurations that support short-term drop-off and pick-up needs,
- Improved utilization of the back parking lot, including enhanced signage and evaluation of a potential loading zone designation,
- Evaluation of optimal bike lane placement along Middle Avenue, considering separation, visibility, and user comfort,
- Continued data collection on the current back-in angled parking operation during development of the new design concepts,

passed 6-0-1 (Rennie absent).

ACTION: Motion and second (Herscher/ Rascoff) to recommend maintaining the Blake Street closure with bollards as a permanent configuration, passed 5-1-1 (Cole dissenting, Rennie absent).

F. Informational Items

F1. Update on major project status

Staff provided updates on future CSC agenda topics, including a public works department overview and Slow Streets Program.

G. Committee/Subcommittee Reports

None.

H. Adjournment

Chair Ierokomos adjourned the meeting at 9:40 p.m.

Senior Transportation Planner Catrine Machi

Nealon Park / Blake Street Pilot – Complete Streets Commission November 2025

Catrine Machi, Senior Transportation Planner

Agenda

- Introduction
- Background
- Analysis
- Evaluation Summary
- Commission Feedback

Introduction

- Blake Street Closure
  - Early 2022 petition expressed safety concerns
    - Drivers not yielding to pedestrians
    - Cut-through traffic entering Blake Street
    - Unsafe routes for pedestrians and bicyclists to Nealon Park
- Nealon Park Parking
  - Number of parking spaces
  - Pedestrians and bicyclists' safety at the park frontage (e.g., Nursery school drop-off).

Blake Street Closure Pilot Project History

March 2022
Residents submitted a petition for a partial closure of Blake Street

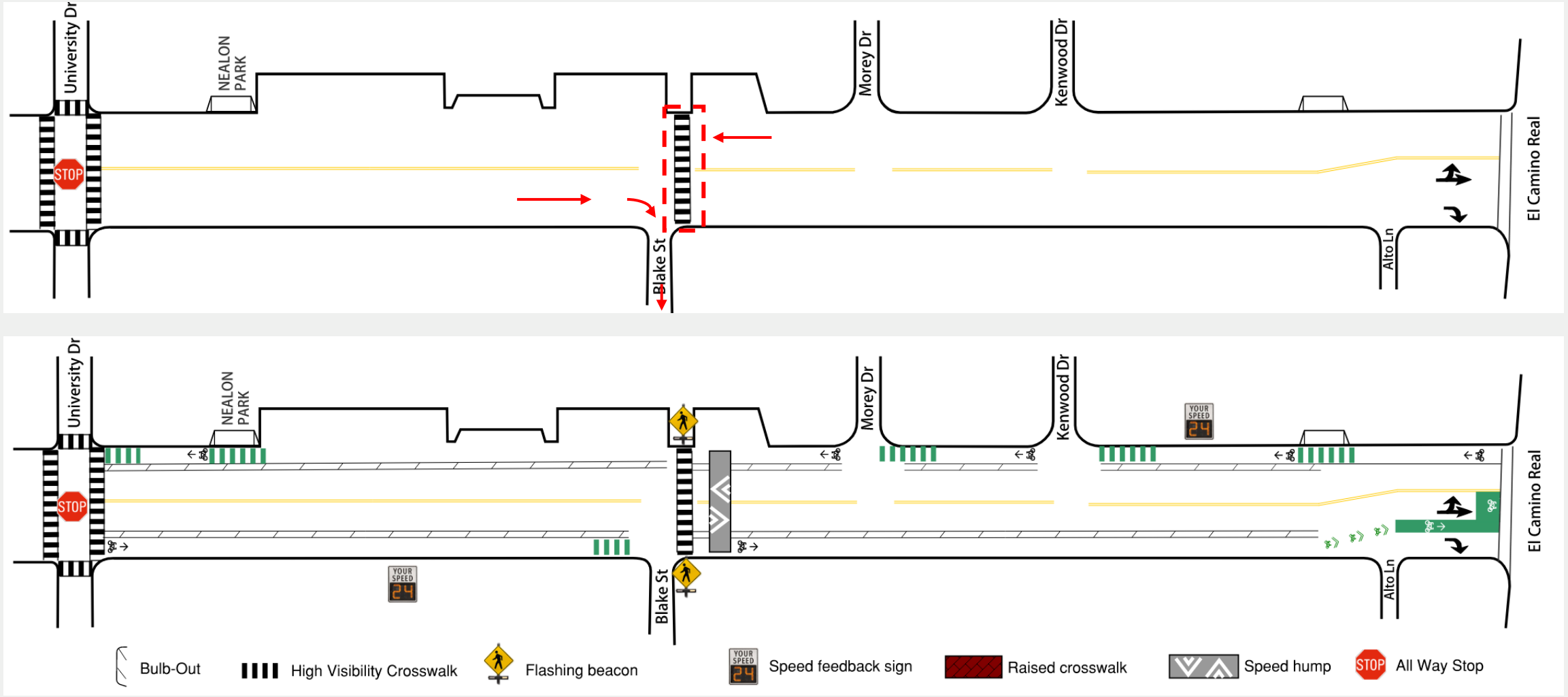
Fall 2022
Blake Street temporarily closed (no access to/from Middle Avenue)

End of 2023
RRFB was added to Middle Crosswalk at Blake Street

Summer 2025
Middle Avenue Complete Streets Project

Blake Street closure (no access to/from Middle Avenue)

Blake Street Closure Pilot Project History



Nealon Park Parking Pilot Project History

Before Oct 2023 Perpendicular Parking (No Bike Lane)

Oct 2023 Parallel Parking Pilot (Buffered Bike Lane)

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

Why Back-In Angled Parking?

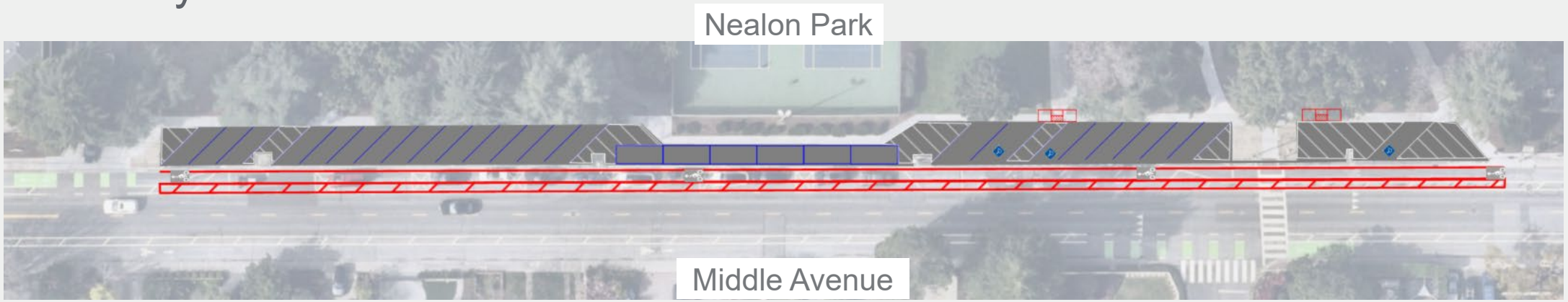
Nealon Park frontage back-in angle parking

Why Back-In Angled Parking?

- Improved children loading/unloading conditions for park users and nursery families.

Why Back-In Angled Parking?

Angled parking allowed the addition of more parking spaces and addressed the safety concerns with the bike lane.



Parking configuration	Total regular spaces	Total accessible spaces	Compatible with a bike lane
Perpendicular parking (Pre-pilot)	46	3	No
Parallel parking (Buffered bike lane pilot)	14	3	Yes
Back-in angle parking (Current configuration)	26	3	Yes

Analysis

- Collision Data
- Traffic Speed and Volume Data
- Survey Results Summary

Collision History

Near Blake Street and Middle Avenue, 2020-2024

- May 2023: One collision on Blake Street and College Avenue that involved a driver hitting a parked vehicle.
- Fall 2023: Two collisions occurred; However, they occurred in the back Nealon Park Parking lot and were coded to the nearest intersection which was Middle Avenue and Blake Street.
- There is no collision history from 2020-2024 along the segment of Middle Avenue that is adjacent to Nealon Park.

Average Daily Traffic Before/After

Volume Data			
Street Name	2023 Average Daily Traffic (Jan-Dec)	2025 Average Daily Traffic (Jan-Aug)	Volume Change
Middle Avenue	5742	6504	762
Cambridge Avenue	762	961	199
University Drive	711	801	90
College Avenue	249	329	80
Partridge Avenue	145	205	60
Arbor Road	345	381	36
Princeton Road	28	26	-2
Yale Road	61	50	-11
Harvard Avenue	169	156	-13
Cornell Road	76	59	-17
Creek Drive	125	73	-52
Blake Street	166	28	-138
Total	**8579**	**9573**	**994**

Average daily traffic is the mean, or average, number of vehicles traveling along a roadway segment in a 24-hour period over the specified data collection period.

Typical neighborhood collectors carry between 3,500 – 5,000 vehicles per day, and local streets typically carry 1,000 per day.

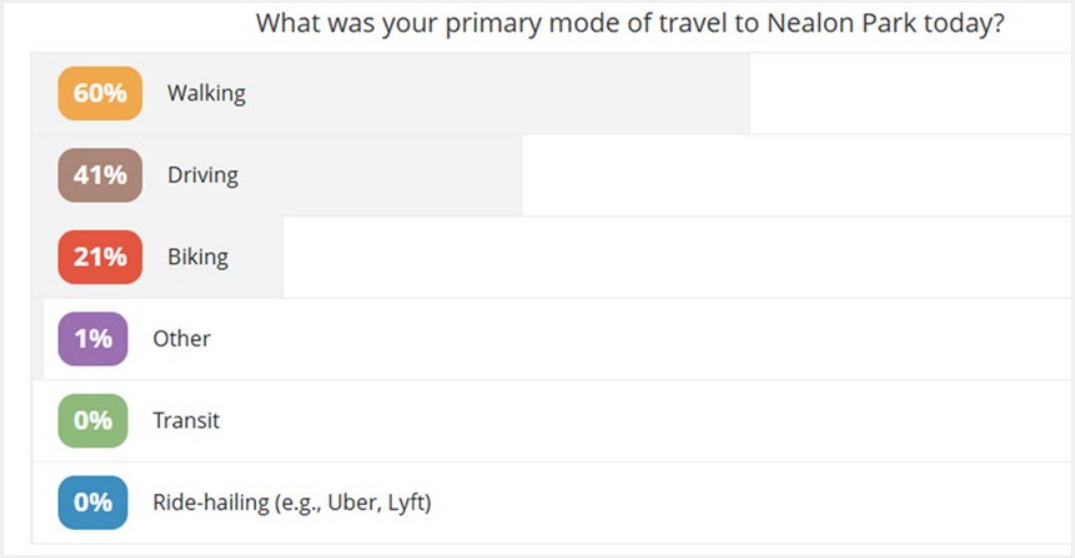
Speed Data Before/After

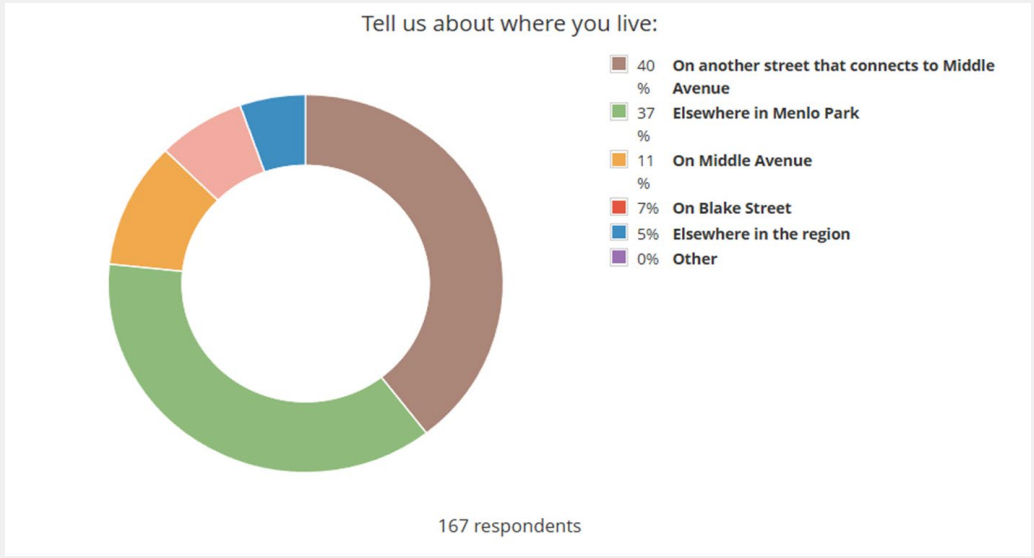
Speed Data			
Street Name	2023 85th Speed Percentile (Jan-Dec)	2025 85th Speed Percentile (Jan-Aug)	Speed Change
Middle Avenue	32	31	-1
Cambridge Avenue	21	20	-1
University Drive	22	22	0
College Avenue	22	20	-2
Partridge Avenue	22	21	-1
Arbor Road	23	23	0
Princeton Road	19	19	0
Yale Road	18	18	0
Harvard Avenue	25	23	-2
Cornell Road	16	16	0
Creek Drive	23	21	-2
Blake Street	19	19	0
Total			

The 85th percentile speed is defined as the speed at or below which 85% of vehicles are observed to travel.

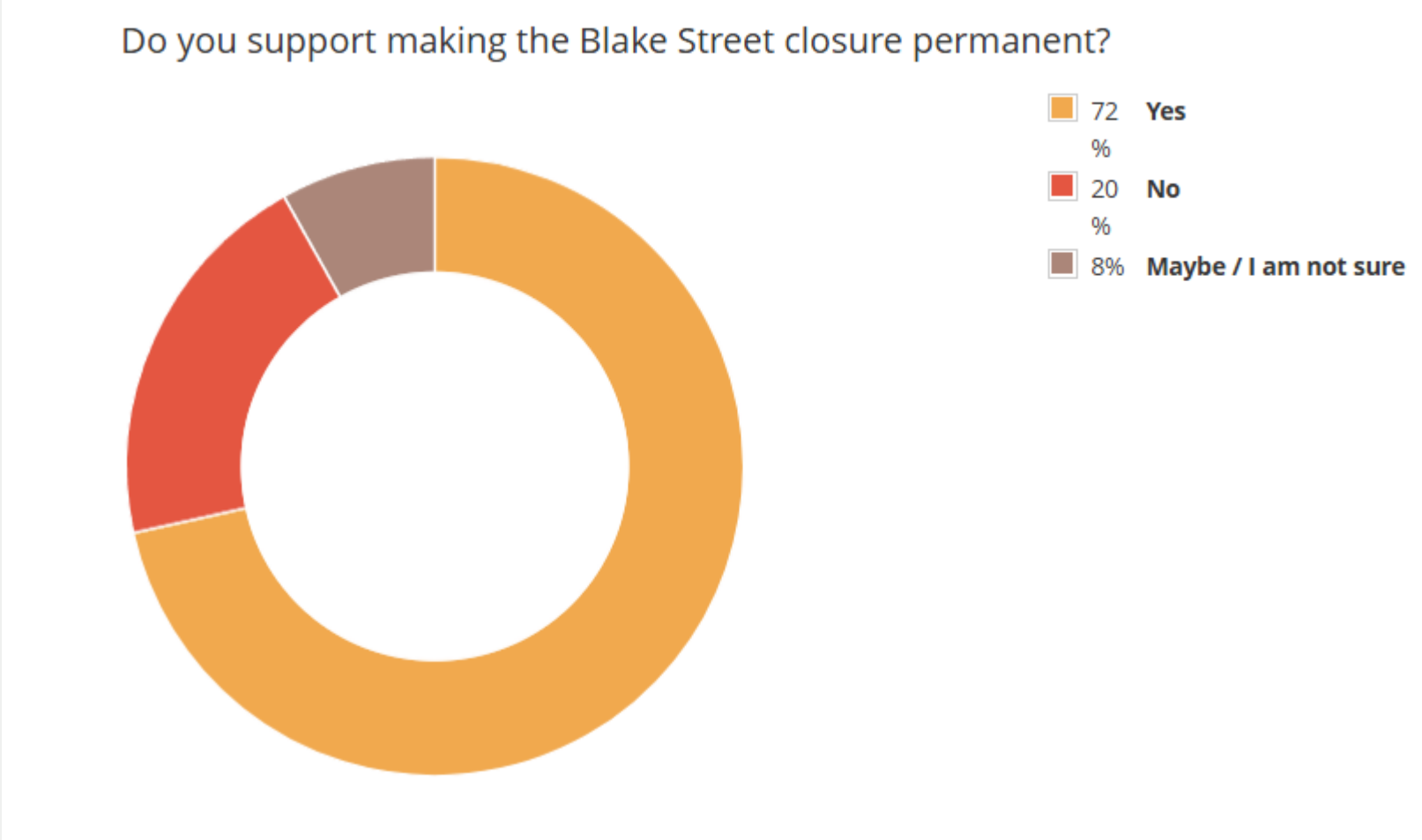
Survey Overview

- Survey was open from May 12 – June 4, 2025 to solicit the feedback of the pilots from the community.
- Distributed via park signage, community emails, stakeholder outreach and door hangers.
- 167 Respondents: even distribution between near Blake Street/Nealon Park and elsewhere in Menlo Park, with multi-modal representation.





Blake Street Closure Feedback



Survey Results: Support for Blake Street Closure

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

- Improved Safety:
  - Safer crossing at Middle Ave, less cut-through traffic
- Enhanced Pedestrian/Bike Experience:
  - Promotes walking/biking, quieter environment
- Positive Personal Impacts:
  - Safer for children, increased park use, community bonding

Survey Results: Concerns about the Blake Street Closure

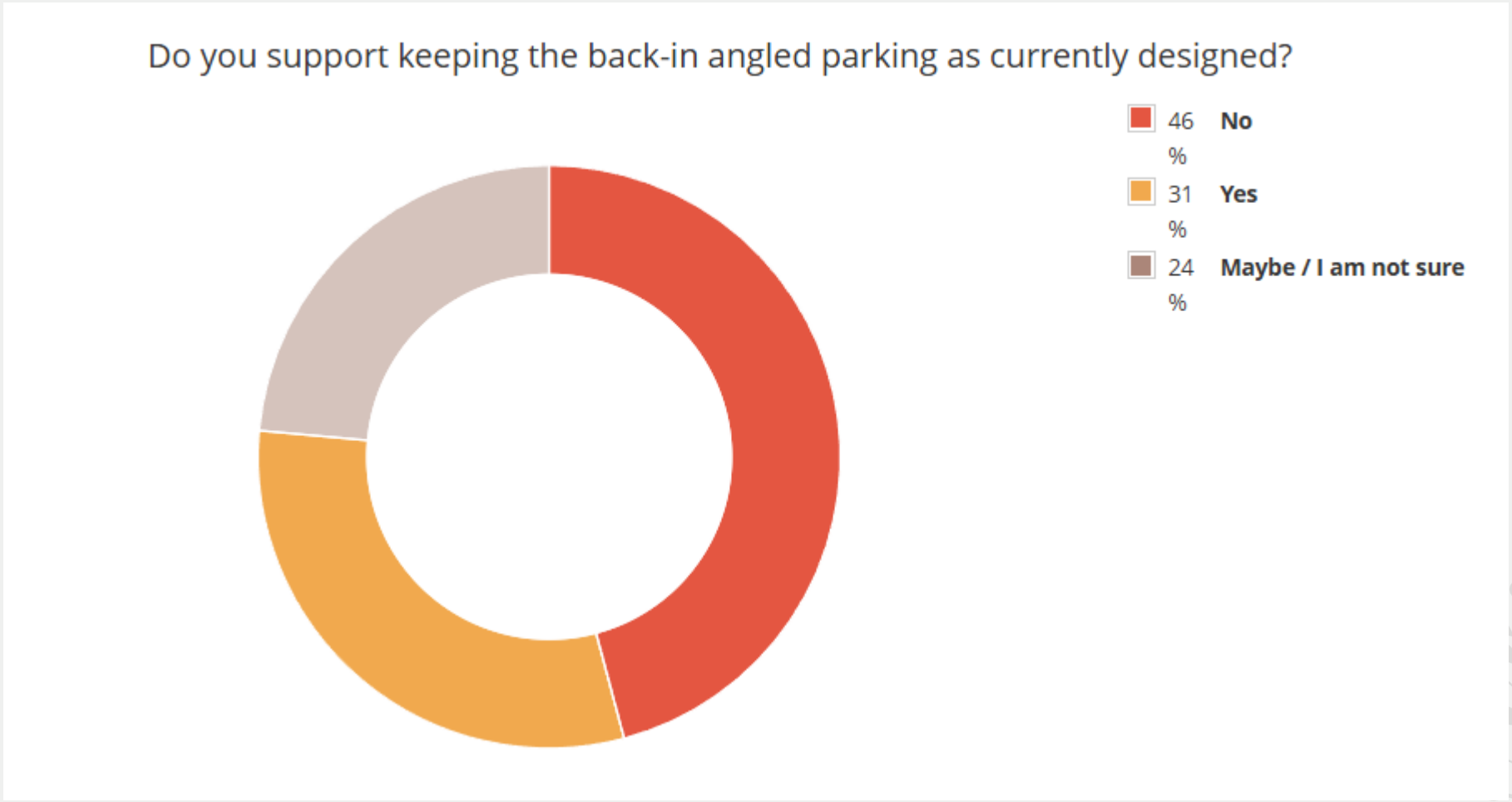
What benefits or concerns have you experienced or observed with the Blake Street closure?

- Circulation & Access Issues:
  - Concerns about diversion of traffic to other neighborhood streets
- Equity & Fairness:
  - Perceived benefit for few at cost to many
- Mixed Feedback:
  - Interest in adding sidewalks, desire for improved traffic calming

Safety Concern for Large Service Vehicles

The current configuration requires large trucks, like weekly garbage trucks, to back out of Blake Street.

Back-in Angled Parking Feedback



Survey Results: Support for Back-In Angled Parking

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

- Improved Visibility:
  - Back-in position offers better sight lines when exiting
- Increased Parking Capacity:
  - Angled layout allow more spaces compared to parallel
- Safer than Parallel (per some comments):
  - Some found it better than prior parallel design near bike lanes
- Availability:
  - Spots are often open and easy to access

Survey Results: Concerns regarding the Back-In Angled Parking

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

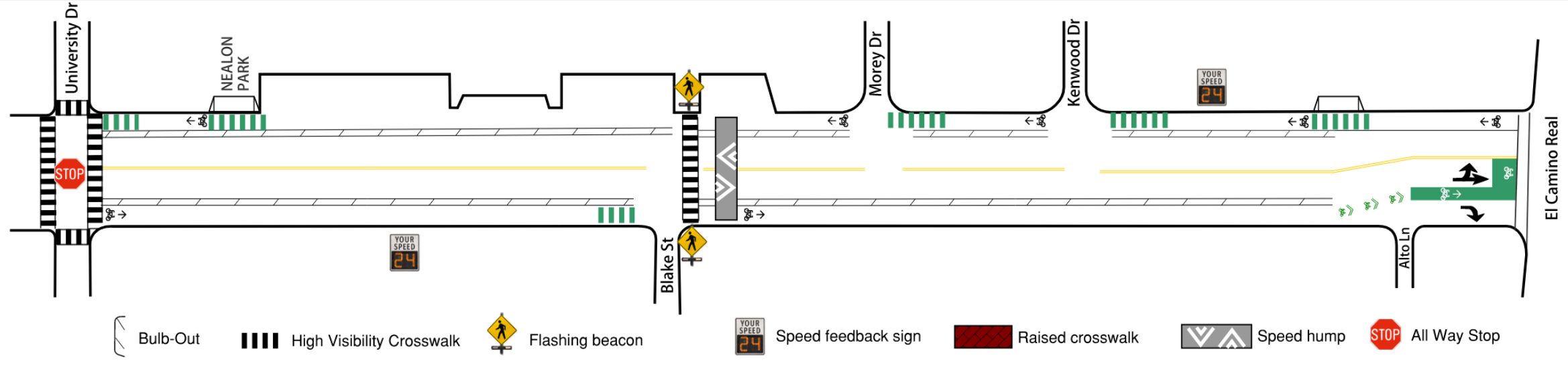
- Safety Risks & Maneuvering Difficulties:
  - Unfamiliar maneuver, blocked bike lanes, reduced visibility
  - Risk to pedestrians and cyclists
- Circulation Challenges:
  - No legal eastbound access, frequent illegal U-turns
- Congestion:
  - Delays on Middle Avenue, traffic on side streets
- Suggested Improvements:
  - Restore head-in/parallel parking, improve signage, promote rear lot

Evaluation Summary

Blake Street Closure Pilot

- Summary of concerns, Pre-Pilot
  - Drivers not yielding to pedestrians
  - Cut-through traffic entering Blake Street
  - Unsafe routes for pedestrians and bicyclists to Nealon Park
- Data, Post-Pilot
  - Speeds on local streets remained stable or slightly reduced
  - No new collision patterns
  - Flashing beacon improved crossing at Blake St.
  - Changes to neighborhood traffic circulation
  - Recology trucks are required to perform a multi-point turn or back up
  - Post August 2025
    - Substantial completion of traffic calming measures on Middle Avenue Complete Streets Project, includes speed humps and raised crosswalks.
    - Improved safety on corridor.

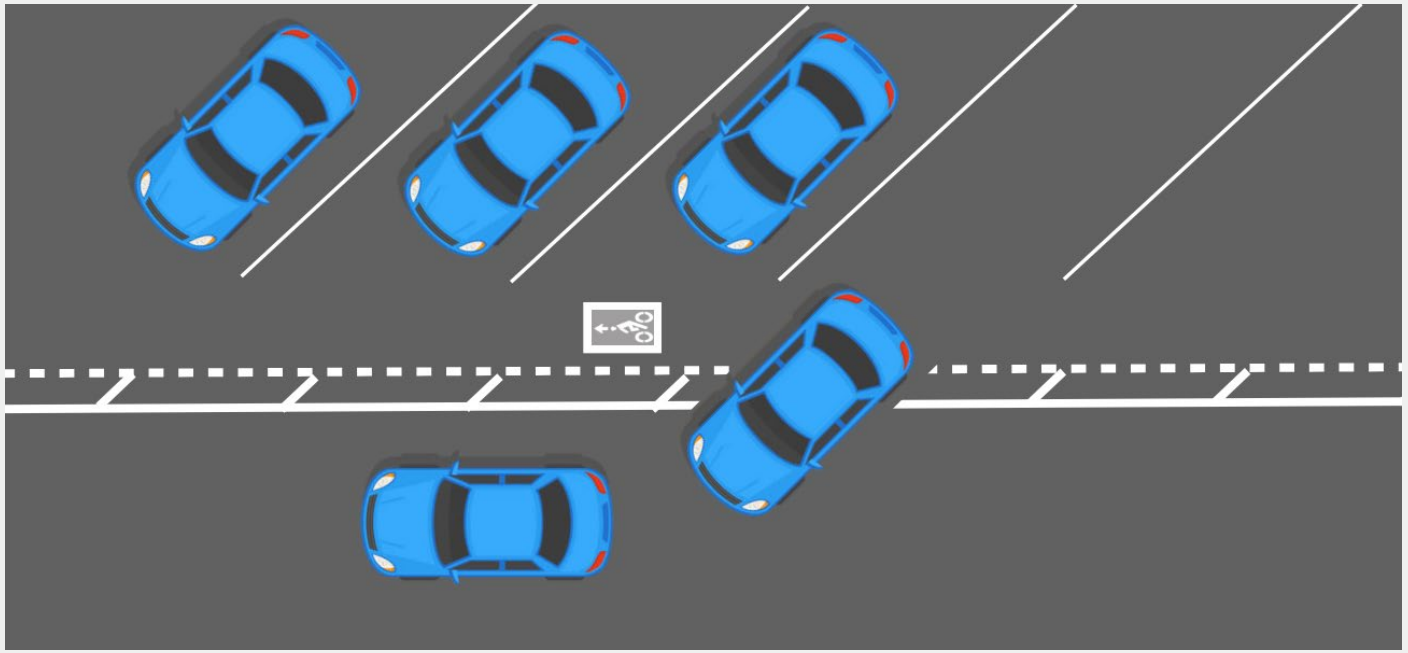
Evaluation Summary



Nealon Park Back-in angled parking

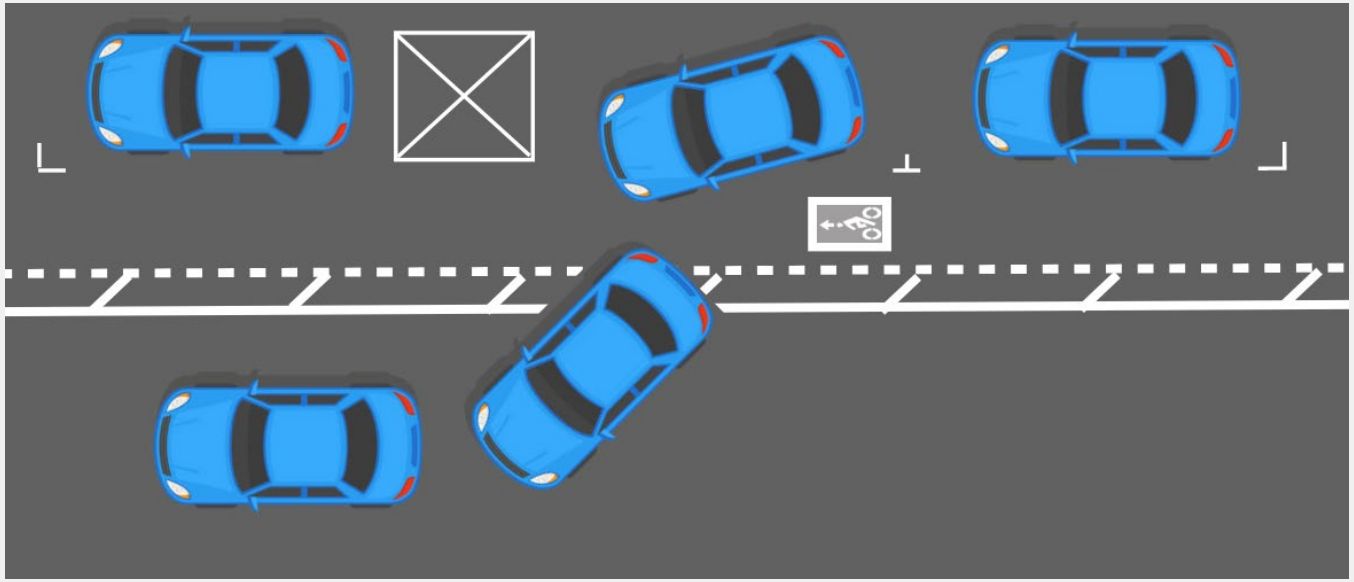
- Back-In Angled Parking improves sight visibility when drivers pull out of the parking space
- 26 + 3 accessible spaces
- Passengers exit onto sidewalk, not traffic
- Trunks accessible from sidewalk—safer loading/unloading

Back-in angled parking



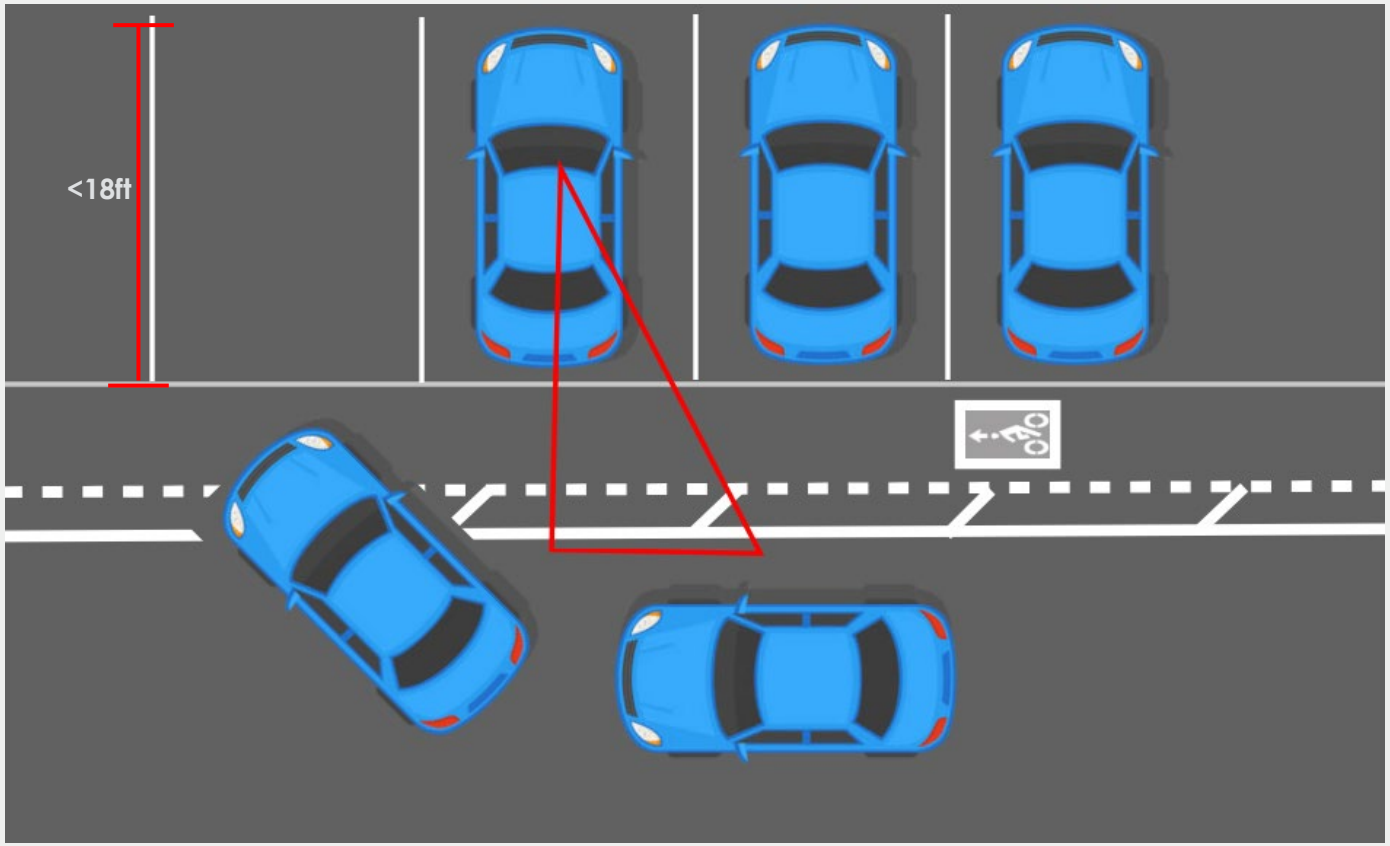
- 26 + 3 accessible spaces
- **Enhanced visibility when exiting - Safer for all roadway users**
- Passengers exit onto sidewalk, not traffic
- Trunks accessible from sidewalk—safer loading/unloading

Parallel Parking



- 22 + 3 accessible spaces
- Potential conflicts with cyclists – ‘dooring’
- Difficult traffic-side loading/unloading
- Less efficient use of space

90° Head-in (Perpendicular)



- 46 + 3 accessible spaces
- **Drivers reverse into travel lane and bike lane —limited visibility**
- Potential conflicts with cyclists and pedestrians
- Parking spaces would be the minimum standard length (~18') and may not accommodate larger vehicles

Commission Feedback

Next Steps

- Provide feedback to the City Council for pilots:
  1) Blake Street closure
  2) Nealon Park frontage parking (back-in angled parking)