

Complete Streets Commission



REGULAR MEETING AGENDA

Date: 2/11/2026
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 January 14, 2026 ([Attachment](#))
- E2. Receive an update on Reimagine Dumbarton ([Attachment](#))
- E3. Approve a timed parking restriction for a loading zone and no parking zones at 1300 – 1302 El Camino Real and Garwood Way ([Staff Report #26-003-CSC](#))
- E4. Establish a charge for the ad hoc subcommittee on El Camino Real Complete Street

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: 1/14/2026
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, Rascoff, Rennie, Ierokomos
Absent: Herscher
Staff: Public Works Director Azalea Mitch, Transportation Manager Joanna Chan, Senior Transportation Planner Catrine Machi, Associate Transportation Planner Casandra Cortez

C. Reports and Announcements

The Commission received an update on the January 13, 2026, City Council agenda items including the Middle Avenue Undercrossing and Shuttle Update.

D. Public Comment

None.

E. Regular Business

- E1. Accept the Complete Streets Commission minutes for December 10, 2025 (Attachment).

ACTION: Motion and second (Bailey/ Cebrian), to accept the Complete Streets Commission minutes for December 10, 2025, passed 6-0-1 (Herscher absent).

- E2. Receive an update on the San Mateo County Transportation Plan (Attachment).

The Commission clarified the agenda title from San Mateo County Bike Plan to San Mateo County Transportation Plan.

City/County Association of Governments of San Mateo (C/CAG) Deputy Director Kaki Cheung made the presentation (Attachment).

The Commission received clarification on federal funding requirements and coordination with C/CAG, post-pandemic travel trends, survey methodology and interpretation, e-bike (electric bicycle) safety initiatives, upcoming consultant work, commute shuttle ridership trends and the development of future metrics and goals.

The Commission discussed network connectivity, protected bikeways, pedestrian and bicycle access to Caltrain, closing sidewalk and bikeway gaps, quantifying mode shift, improving regional trail and frontage road connections and prioritizing high-quality bicycle and pedestrian facilities.

No action.

- E3. Recommend to City Council to approve the installation of a no stopping zone on the south side of Pierce Road between Carlton Avenue and Del Norte Avenue

The Commission received clarification on the distinction between no parking and no stopping regulations, enforcement and signage requirements, existing parking utilization, speed limit considerations, jurisdictional constraints near U.S. Highway 101, the usage of bollards for a protected bike lane, the usage of bollards to protect the bike lane at speed humps and community outreach efforts.

ACTION: Motion and second (Cebrian/ Rennie), to recommend to the City Council, approval of a no stopping zone on the south side of Pierce Road between Carlton Avenue and Del Norte Avenue, with direction to explore the use of flexible bollards as a pilot to prevent vehicle encroachment into the bike lane, passed 6-0-1 (Herscher absent).

- E4. Provide direction on the Slow Streets Program process.

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

- Laura Mehlan spoke on concerns regarding proactive versus reactive screening of neighborhood streets and made a request to screen all neighborhood streets.

The Commission received clarification on collision data sources, injury reporting limitations, use of average daily trip (ADT) thresholds, StreetLight data sources, near-miss analysis, emergency route considerations, activity centers and methods for sharing results with the public.

The Commission discussed recommending the inclusion of high pedestrian and bicycle usage as part of the scoring criteria, as well as the use of a non-linear scoring approach for speed.

ACTION: Motion and second (Ierokomos/ Rascoff), to provide direction on the Slow Streets Program process with amendments to consider additional weighting for high pedestrian and bicycle usage and a non-linear scoring approach for speed in relation to risk, passed 6-0-1 (Herscher absent).

F. Informational Items

- F1. Update on major project status

None.

G. Committee/Subcommittee Reports

None.

H. Adjournment

Chair Ierokomos adjourned the meeting at 10:36 p.m.

Senior Transportation Planner Catrine Machi



REIMAGINE DUMBARTON

Menlo Park Complete Streets Commission
February 11, 2026

In Partnership with

Kimley»Horn

Agenda

- Project Overview
- Why a Busway?
- Upcoming Community Engagement

Project Overview

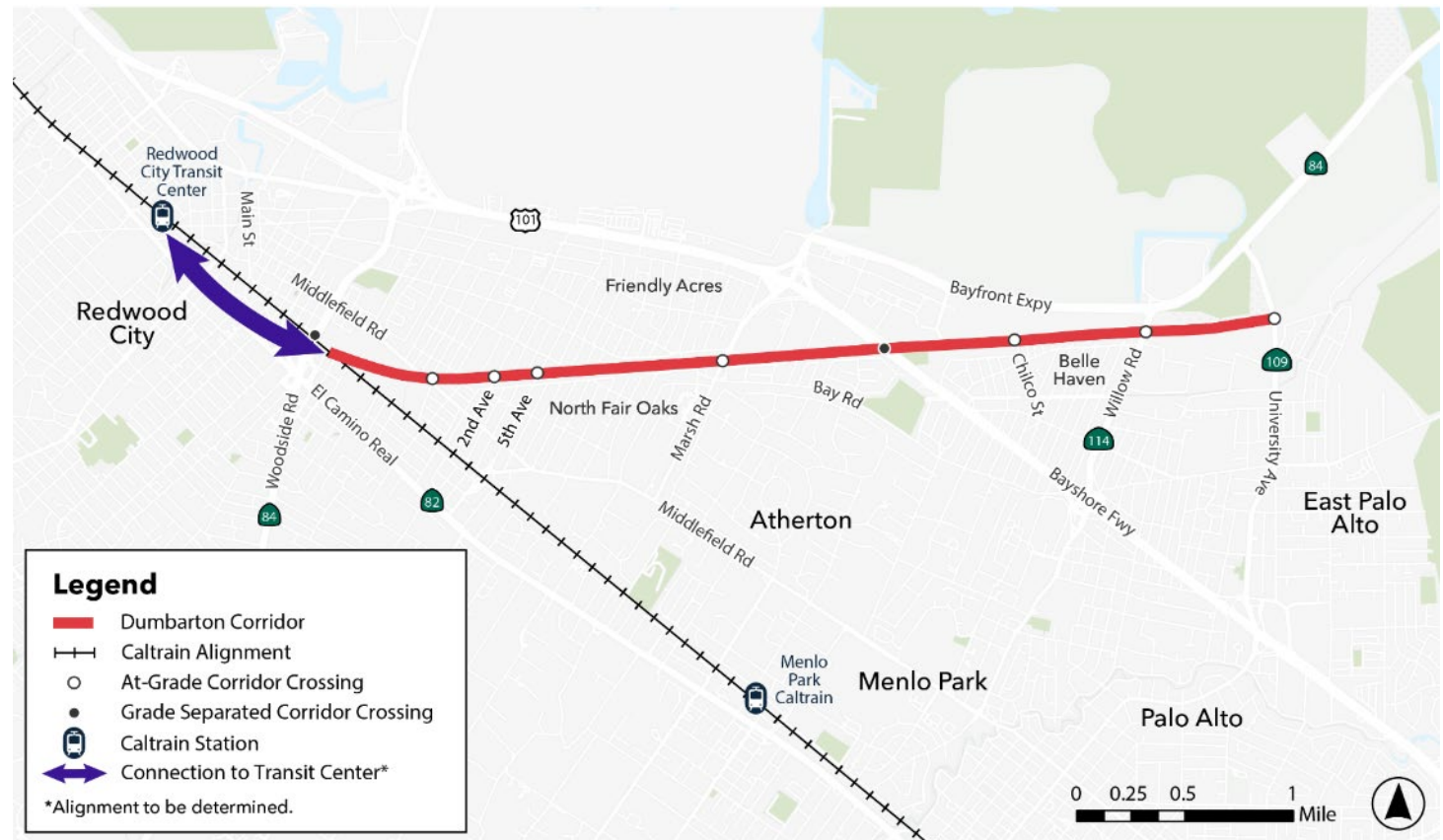
- The Dumbarton Rail Corridor (DRC) (Peninsula side) is a 5-mile inactive rail corridor that currently creates a barrier between communities in Southeast San Mateo County
- Since its acquisition by the District in the early 1990s, the DRC has been the subject of numerous studies to revive the corridor
- Previous studies and outreach consistently highlighted the need for:
 - Better local connectivity, including safer walking and biking
 - Improved crossings
 - Faster, more reliable transit for everyday trips
 - Near-term, cost-effective solutions

Project Overview and Study Area

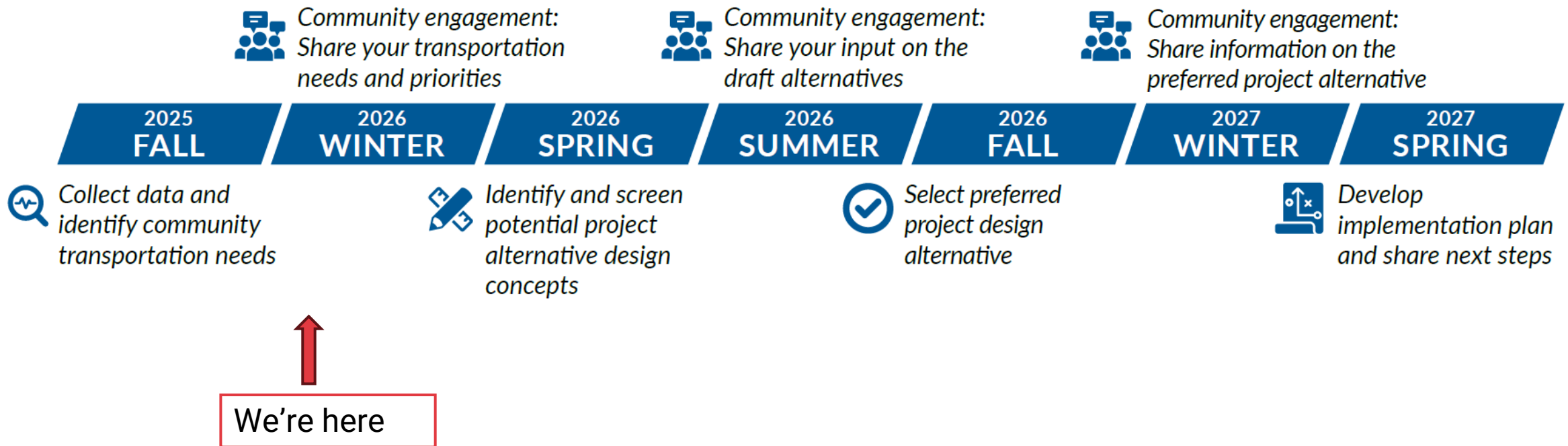
The Reimagine Dumbarton project envisions converting the Dumbarton rail corridor into a bus rapid transit line, with additional pedestrian & bicycle connections along and across the corridor.

Project purpose:

- Assess feasibility and community interest
- Refine the vision to address community needs and technical constraints
- Develop a project to move forward into further design and construction phases



Feasibility Study Schedule



Reimagine Dumbarton is guided by the following principles:

- **Fundable** – rooted in realities of current funding landscape
- **Implementable** – delivering improvements in the near-term
- **Responsive** – building on what we have heard from the community
- **Effective** – able to meet current and future travel demand needs

An aerial photograph of a transit station area. In the center, a set of tracks runs vertically. To the left of the tracks is a green and red tennis court. To the right is a large, modern building with a glass facade and a parking lot. The area is surrounded by trees and greenery. The image is overlaid with a blue wavy graphic.

Why a Busway?

What is a Busway?

G Line (Los Angeles)



Wikipedia - [https://en.wikipedia.org/wiki/G_Line_\(Los_Angeles_Metro\)](https://en.wikipedia.org/wiki/G_Line_(Los_Angeles_Metro))

- 18 miles with 17 stations
- **Uses part of Southern Pacific Railroad's former Burbank Branch Line**
- Connects to other rail services and includes parallel **bike path**

U of M Transitway (Minneapolis)



flickr - <https://www.flickr.com/photos/diversey/43898973432/in/photostream/>

- 2.6-mile busway between University of Minnesota's Minneapolis and St Paul campuses
- **Limited to buses, bicycles, and emergency vehicles**

SURF! (Monterey)



MST - <https://mst.org/2020-annual-report/surf-busway-plans/>

- In construction now: **6-mile, bus only roadway along Monterey Branch Line right-of-way**
- **Preserving tracks for future rail use**
- Expected to start service in early 2028

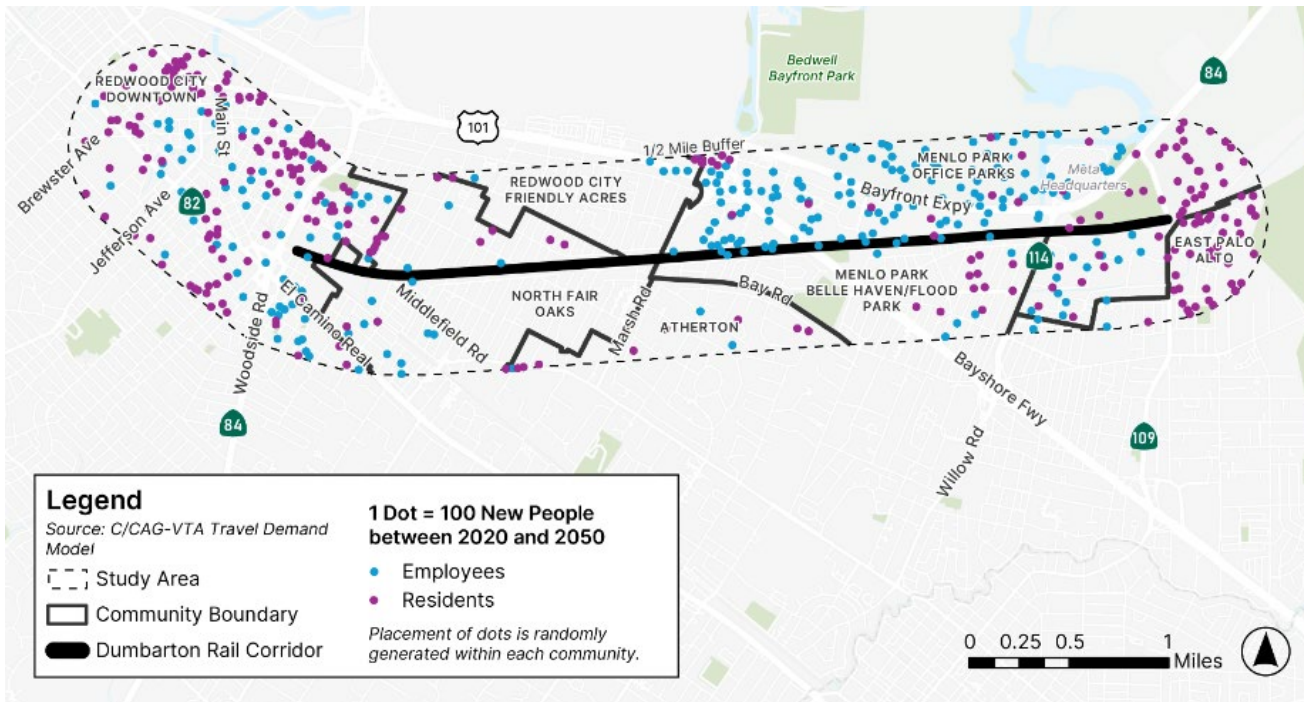
Why a Busway?

- Enhanced Transit Service
- Improved Accessibility and Advances Equity
- Potential for Near-Term Implementation
- Flexible and Compatible with Multimodal Projects
- Cost-Effective Project Design
- Environmentally Sustainable Components
- Funding and Partnership Readiness



Why is SamTrans pursuing this?

Forecast Population and Employment Growth between 2020 and 2050 (C/CAG-VTA's Travel Demand Model)



- **High growth corridor**
 - Forecasts show both employment and residential growth
- **Increasing demand for more local trip**
 - Average daily travel between Redwood City and East Palo Alto increased by more than 30% since 2019
- **Efficient transit connections**
 - A dedicated busway could efficiently serve these emerging travel markets while improving connectivity to regional destinations

Community Engagement

Phase	Timing	Purpose
Phase I – Broad Engagement	Jan-Mar 2026	<ul style="list-style-type: none">• Raise awareness and confirm community needs and priorities• Use input to shape evaluation criteria and initial alternatives
Phase II – Deep Engagement	Summer – Fall 2026	<ul style="list-style-type: none">• Present draft design alternatives• Gather detailed feedback on trade-offs and preferences
Phase III – Information Sharing	Winter 2027	<ul style="list-style-type: none">• Share final Feasibility Study and preferred alternative• Close the loop with communities and decision-makers

- Community meetings and pop-up events at community centers, transit hubs, and local gatherings
- Community-based organization (CBO) partnerships to co-lead outreach and host events
- “Roadshow” presentations to commissions and partner agencies
- Social media and e-newsletter updates, FAQs and factsheets
- Project webpage as the central information and feedback hub
- Multilingual surveys (online and paper)
- Briefings to elected officials and stakeholders
- Outreach summaries after each round, showing how community input informed Project decisions

- Upcoming in-person community meetings:
 - Wednesday, February 18 – Fair Oaks Community Center
 - Thursday, February 26 – East Palo Alto YMCA
- Upcoming community pop-ups:
 - 2/13 - North Fair Oaks Food Distribution Event
 - 2/15 - Menlo Park Farmers Market
 - 2/19 - Atherton Library Musical Jamboree & Lunar New Year
 - 2/21 - El Concilio's Mercadito clothing pop-up
 - 2/28 - Redwood City Lunar New Year

Thank You!

Contact us here

Website:
www.samtrans.com/dumbarton

Email Us:
Dumbarton@samtrans.com





STAFF REPORT

Complete Streets Commission

Meeting Date: 2/11/2026

Staff Report Number: 26-003-CSC

Regular Business: Approve a timed parking restriction for a loading zone and no parking zones at 1300-1302 El Camino Real and Garwood Way

Recommendation

Staff recommends that the Complete Streets Commission approve to designate three existing parking spaces on El Camino Real to establish a timed parking restriction for a loading zone, and to install no parking zones on the south side of the parking garage entrance at 1300-1302 El Camino Real and the north side of the parking garage entrance on Garwood Way (Attachment A).

Policy Issues

This recommendation is consistent with policies in the 2016 General Plan Circulation Element. 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.

Additionally, this recommendation is in accordance with Sections 11.24.026 and 11.24.027 of the City of Menlo Park Municipal Code, which authorizes the Complete Streets Commission to designate a “no parking zone” (i.e., red curb) and “timed parking restriction” (i.e., yellow curb) adjacent to driveways, intersections, and crosswalks under specific criteria for safety concerns.

Background

Springline at 1300-1302 El Camino Real

Springline is a 6.4-acre mixed-use development located at 1300-1302 El Camino Real, bounded by Oak Grove Avenue and Garwood Way. The project opened in 2023 and consists of non-medical offices, residential units, and community-serving uses. Co-working spaces, restaurants, and cafes are located along El Camino Real and residential units front Oak Grove Avenue and Garwood Way. Springline includes a central plaza, other office uses, and a publicly accessible dog park along the Garwood Way frontage. The site includes an underground parking garage under the site with one driveway on El Camino Real and two on Garwood Way.

Staff received a request from Springline for parking modifications on El Camino Real and Garwood Way to improve safety at site access points and support business operations. The parking modification request is within the Complete Streets Commission’s purview, as the number of requested spaces does not exceed five outside the “Downtown/Station Area” of the El Camino Real/Downtown Specific Plan. The locations are within the specific plan area, but not within the “Downtown/Station Area.”

El Camino Real existing conditions

El Camino Real (State Route 82) is a major transportation corridor, carrying approximately 30,000 to 45,000 daily vehicles, buses, and serving local business and school traffic. The corridor is a major thoroughfare with frequent transit service. In front of Springline, El Camino Real is a four-lane boulevard with a speed limit of 35 mph, as defined in the City of Menlo Park General Plan Circulation Element. The frontage features mixed commercial, and retail uses that require delivery trucks to serve local businesses. This portion of El Camino Real contains no designated bicycle facilities and has sidewalks on both sides of the street.

Garwood Way existing conditions

Garwood Way, in front of Springline, is a two-lane local access roadway with a speed limit of 25 mph, as defined in the City of Menlo Park General Plan Circulation Element. It is a low-volume street, serving mostly local traffic and provides access primarily to abutting uses. Garwood Way contains a shared lane for people biking and driving, with a sidewalk on the west side, and the Caltrain tracks along the east side of the street.

Analysis

Table 1 provides an overview of the parking modification request, including the designation of a timed parking restriction for a loading zone near businesses and designation of no parking zones at two garage driveway entrances.

Table 1: Parking removal and modification request by location		
Location	Number of parking spaces	Parking modification request
1300-1302 El Camino Real	3	Designate a timed parking restriction for a loading zone in front of 1300-1302 El Camino Real
1300-1302 El Camino Real	1	Designate a no parking zone at the south side of the parking garage entrance on El Camino Real
Garwood Way	1	Designate a no parking zone at the north side of the parking garage entrance on Garwood Way

Loading zone designation

Currently, there are three on-street parking spaces with a 1-hour timed parking restriction (see Attachment A, Figure 2). When these parking spaces are occupied, delivery trucks have been parking in the northbound general-purpose travel lane on El Camino Real, blocking through traffic. People biking, other vehicles, and transit buses are required to maneuver around the double-parked commercial delivery trucks.

Staff reviewed data from the Police Department (PD) for calls regarding double parking on El Camino Real specific to Springline. In 2024, PD received eight calls, and in 2025, there were 21 calls.

Designating a timed parking restriction for a loading zone would improve safety by providing a specific area for commercial delivery trucks. According to Menlo Park Municipal Code 11.08.030, a yellow curb marking means no stopping, standing or parking at any time between nine a.m. and six p.m. of any day

except for freight or passengers; provided, that the loading or unloading of passengers shall not consume more than three minutes, nor the loading or unloading of freight more than 20 minutes.

No parking zones

Springline includes a parking garage available to visitors, residents, and employees. Garage driveways are located on El Camino Real and Garwood Way. Based on field investigations, staff determined that when a vehicle is parked in the southern parking space immediately adjacent to the El Camino Real driveway and the northern space immediately adjacent to the Garwood Way driveway, it reduces visibility for vehicles exiting these driveways.

Staff conducted a site analysis at the two proposed no parking zones. To improve visibility for drivers existing the garages at each location, staff evaluated the required stopping distance to allow drivers to exist the driveway without requiring vehicles to encroach beyond the edge of parked vehicles. Table 2 summarizes staff's recommendation to achieve the minimum required driveway sight distance. Installation of a 25' no parking zones would achieve the recommended sight distance for visibility. This would result in removal of one 1-hour parking space on El Camino Real and one parking space on Garwood Way.

Table 2: Parking removal request by location		
Location	Stopping sight distance ¹	Proposed additional red curbs
1300-1302 El Camino Real	250' for 35 mph	25' new red curb (i.e., 1 parking space)
Garwood Way	155' for 25 mph	25' new red curb (i.e., 1 parking space)

Springline contains an underground parking garage that would ensure continued parking availability for visitors, residents, and employees if the CSC approves the establishment of a timed parking restriction for a loading zone within the three existing parking spaces and the removal of two parking spaces for no-parking zones.

Next steps

Per Municipal Code Section 11.24.028, if the Complete Streets Commission approves the recommendation for El Camino Real and Garwood Way, any Menlo Park resident, business owner, or property owner may appeal to the City Council in writing to the City Clerk within fifteen (15) days after the decision.

Impact on City Resources

If approved, Springline would be responsible for implementing these alterations through an encroachment permit

¹ Stopping sight distance is in accordance with the AASHTO "A Policy on Geometric Design of Highways and Streets"

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 no 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. Public notification also consisted of publishing a notification by mail and A-frames of owners and occupants within a 500-foot radius of the subject property.

Attachments

A. Proposed parking modifications for 1300-1302 El Camino Real and Garwood Way

Report prepared by:

Cassandra Cortez, Associate Transportation Planner

Report reviewed by:

Kristiann Choy, Senior Transportation Engineer

Joanna Chan, Transportation Manager

Proposed parking modifications for 1300-1302 El Camino Real and Garwood Way



Figure 1: Aerial view of proposed parking removal on Garwood Way

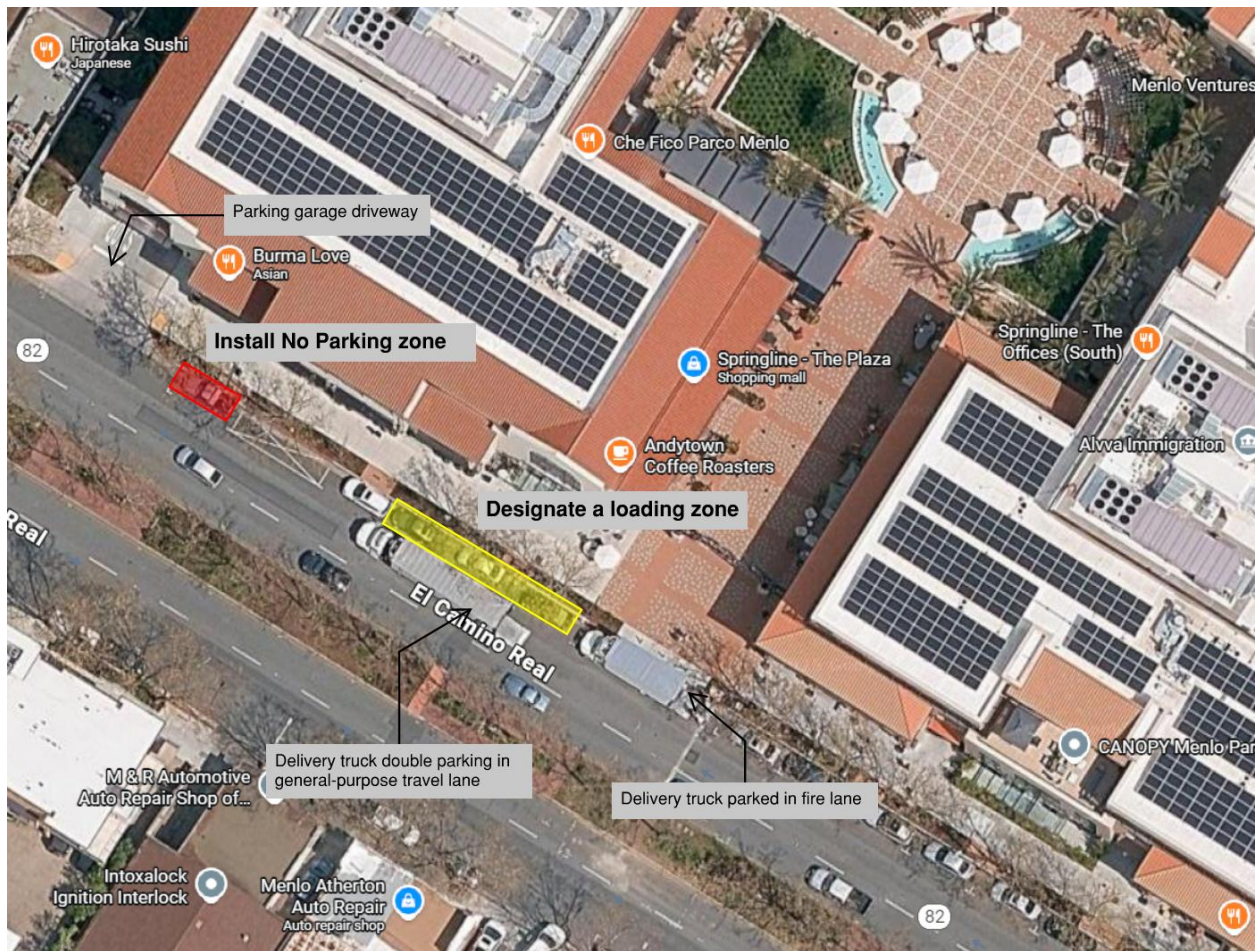


Figure 2: Aerial view of proposed parking removal on El Camino Real and time restricted loading zone

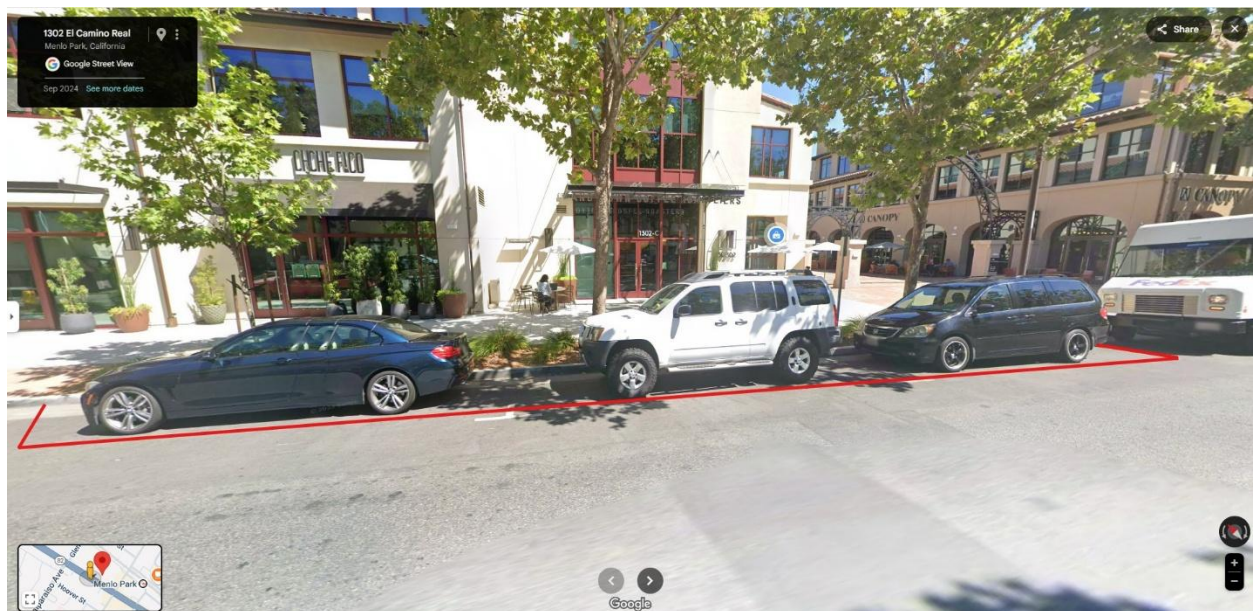


Figure 3: Proposed time restricted loading zone on El Camino Real