

Complete Streets Commission



REGULAR MEETING AGENDA

Date: 3/11/2026
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

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

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 February 11, 2026 ([Attachment](#))
- E2. Recommend conclusion of the Nealon Park Parking Pilot Project to City Council ([Staff Report #26-004-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.

Agendas are posted in accordance with Government Code §54954.2(a) or §54956. Members of the public can view electronic agendas and staff reports by accessing the City website at www.menlopark.gov/agendas and can receive email notification of agenda and staff report postings by subscribing to the "Notify Me" service at www.menlopark.gov/subscribe. Agendas and staff reports may also be obtained by contacting City Clerk at 650-330-6620. (Posted: 3/6/2026)

REGULAR MEETING MINUTES – DRAFT



Date: 2/11/2026
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 6:30 p.m.

B. Roll Call

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

C. Reports and Announcements

The Commission received updates on upcoming City Council agenda items including slow streets March 10 and Pierce Road parking removal Feb. 24.

D. Public Comment

- Robert Kornin spoke on concerns related to the Midde Avenue undercrossing.
- Ken Kershner spoke on concerns related to a quick build protected bike lane project along El Camino Real.

E. Regular Business

E1. Accept the Complete Streets Commission minutes for January 14, 2026 (Attachment)

ACTION: Motion and second (Bailey/ Cebrian), to accept the Complete Streets Commission minutes for January 14, 2026, passed 5-0-2 (Cole and Rascoff absent).

E2. Receive an update on Reimagine Dumbarton (Attachment)

Director of Planning for San Mateo County Transit District Millie Tolleson made the presentation (Attachment).

The Commission received clarification on past studies, including the consideration of rail.

- Ken Kershner spoke in support of the protected bicycle and pedestrian elements of the project.

The Commission discussed the importance of a protected or separated multi-use path, two-way travel, coordination with stakeholders along the corridor, pedestrian and bicycle access to transit, improving neighborhood connectivity, implementation and trail stewardship.

No action.

- 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)

Associate Transportation Planner Cassandra Cortez made the presentation (Attachment).

The Commission received clarification on the origin of the request and how deliveries currently occur at Springline on El Camino Real and on Garwood Way.

- Ken Kershner spoke in support of the parking removal.

The Commission discussed converting more parking spaces to loading zone spaces, improving awareness of the Springline public parking spaces and the potential impact parking conversion might have on future El Camino Real projects.

ACTION: Motion and second (Ierokomos/ Cebrian), to approve a timed parking restriction for a loading zone and no parking zones at 1300 – 1302 El Camino Real and Garwood Way, passed 5-0-2 (Cole and Rascoff absent).

- E4. Establish a charge for the ad hoc subcommittee on El Camino Real Complete Street

Chair Ierokomos introduced the item.

The Commission discussed developing a plan for a quick build project, considering parking removal needed and determining the best method to present their recommendations to the City Council.

- Ken Kershner spoke in support of a quick build and phase 2 project to align with Caltrans State Highway Operation and Protection Program (SHOPP) project timeline.

No action.

F. Informational Items

- F1. Update on major project status

The Commission received an update on a San Mateo County Transportation Authority grant awarded for the Willow Road Pedestrian and Bicycle Safety project and the kickoff of the Middlefield Road Safe Streets Project.

G. Committee/Subcommittee Reports

None.

H. Adjournment

Chair Ierokomos adjourned the meeting at 7:54 p.m.

Senior Transportation Planner Catrine Machi

THIS PAGE INTENTIONALLY LEFT BLANK



REIMAGINE DUMBARTON

*Menlo Park Complete Streets Commission
February 11, 2026*

In Partnership with

Kimley»Horn

- 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

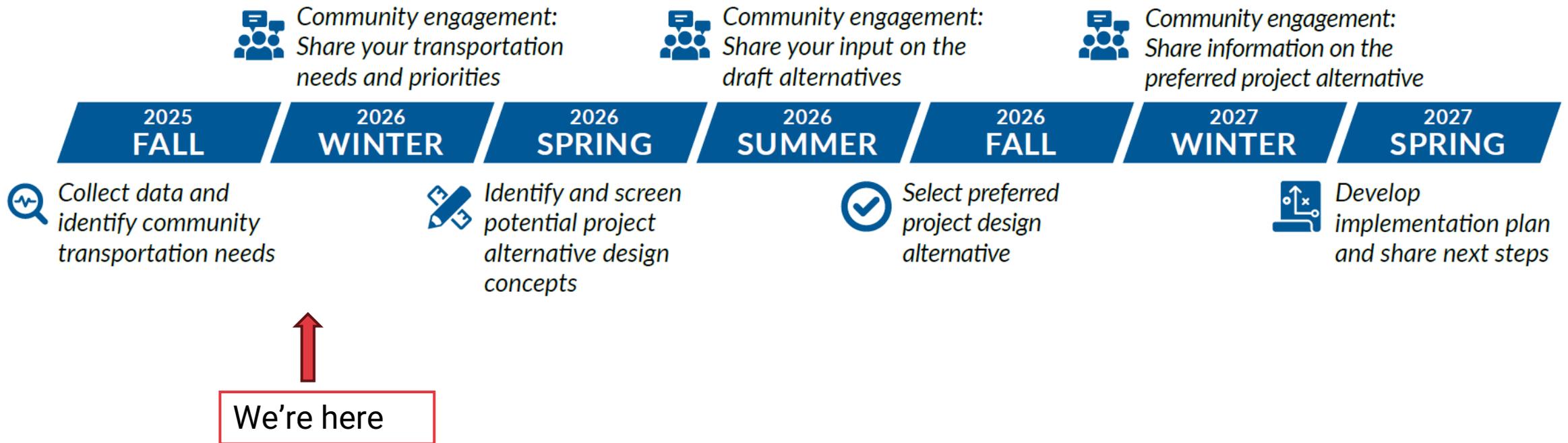
The Reimagine Dumbarton project envisions converting the Dumbarton rail corridor into a bus rapid transit line, with additional pedestrian & bicycle connections along and across the corridor.

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

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

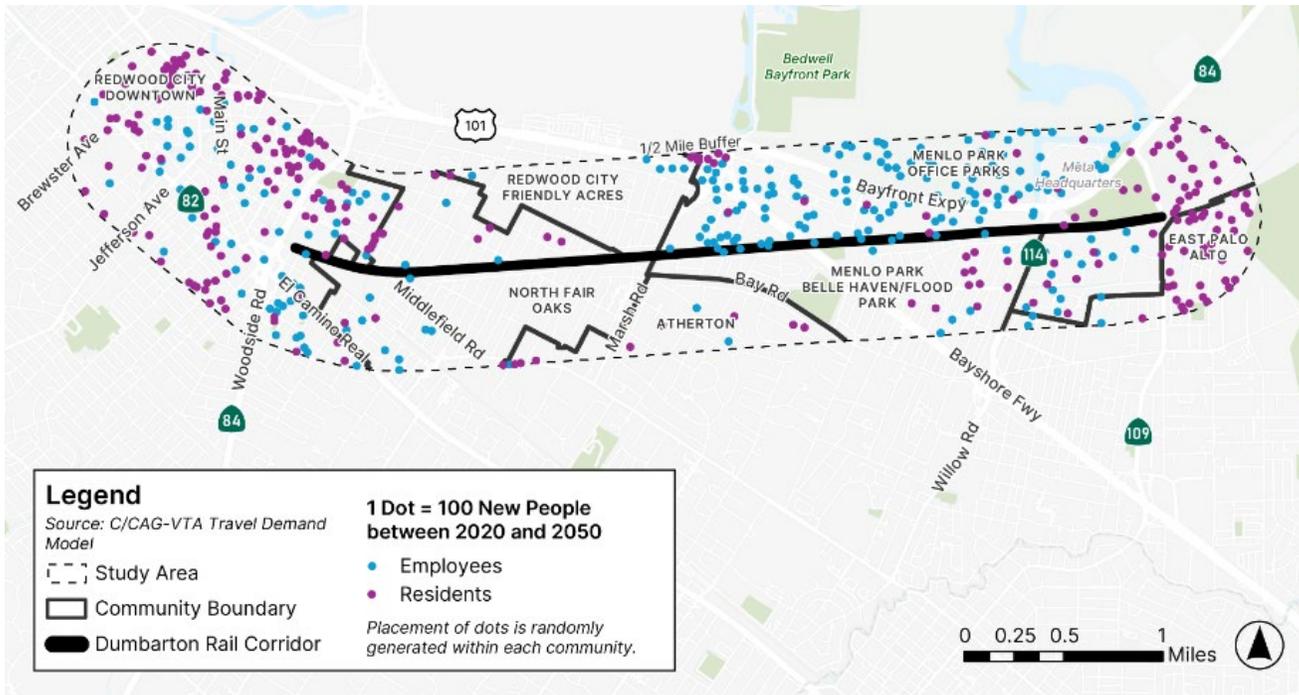
Why a Busway?

- 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



This project is made possible by local transportation sales tax dollars from the San Mateo County Transportation Authority and Regional Measure 1203 funds through the Metropolitan Transportation Commission.



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

Complete Streets Commission
February 11, 2026

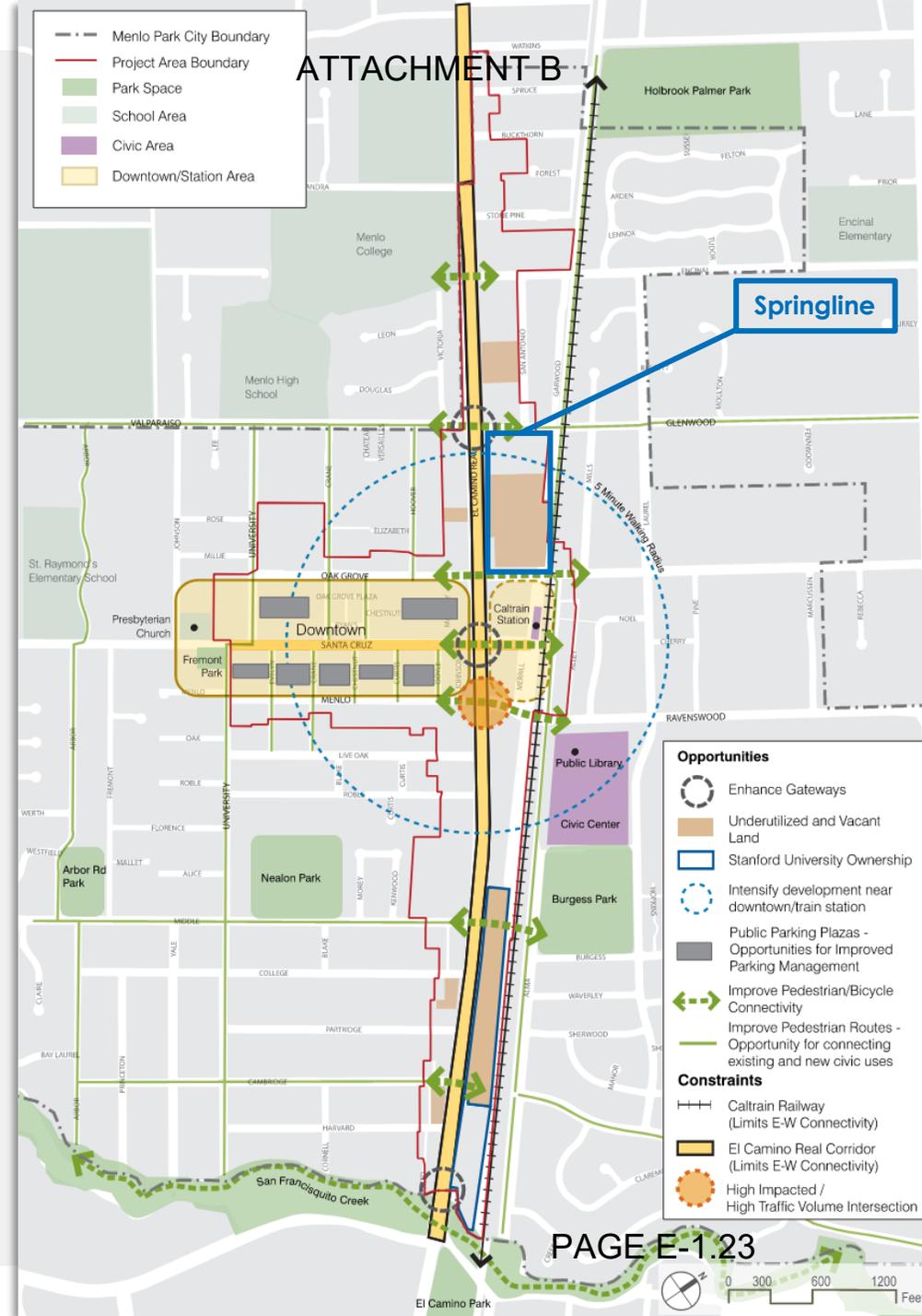


Agenda

- CSC curb designation authority
- Project background - Springline
- Parking modification request from Springline
- Staff analysis
- Recommendation
- Next steps

CSC curb designation authority

- The Complete Streets Commission is authorized to designate no parking zones (i.e., red curb) and timed parking restrictions (i.e., yellow curb) for up to five spaces outside the “Downtown/Station Area” in the El Camino Real/Downtown Specific Plan
 - Menlo Park Municipal Code 11.24.026 and 11.24.027



Project background - Springline

- Springline is a 6.4-acre mixed-use development located at 1300-1302 El Camino Real
 - Office, residential, restaurants, and community uses
- Development opened in 2023
- Underground parking garage beneath the site
 - One driveway entrance on El Camino Real
 - Two driveway entrances on Garwood Way





Parking modification - Request

Location	Number of parking spaces	Description
1300-1302 El Camino Real	3	Designate a timed parking restriction for a loading zone (i.e., yellow curb)
1300-1302 El Camino Real	1	Designate a no parking zone at the south side of the parking garage entrance on El Camino Real (i.e., red curb)
Garwood Way	1	Designate a no parking zone at the north side of the parking garage entrance on Garwood Way (i.e., red curb)



Overview of parking modification request from Springline



Parking modification - Analysis

- Staff observed delivery trucks double parking on El Camino Real and blocking a northbound travel lane, safety concerns from double parking on northbound travel lane
- Police Department confirmed in 2024, there were 8 calls for service. In 2025, there were 21 calls
- A timed parking restriction for a loading zone (i.e., yellow curb) would improve traffic flow and safety



Proposed loading zone on El Camino Real



Proposed loading zone on El Camino Real



Parking modification - Analysis

- To improve visibility for drivers existing the garage at each location:
 - Staff conducted a sight analysis and recommends 25' of new red curb (i.e., 1 parking space)
 - A no parking zone at the south side of the parking garage driveway on El Camino Real and the north side of the parking garage driveway on Garwood Way (i.e., red curb)



 = parking garage driveway



Recommendation

- Staff recommends CSC approve to:
 - Designate three existing parking spaces on El Camino Real to establish a timed parking restriction for a loading zone
 - Install one no parking zone at the south side of the parking garage entrance on El Camino Real
 - Install one no parking zone at the north side of the parking garage entrance on Garwood Way



Next steps

- Per Menlo Park Municipal Code Section 11.24.028, if the CSC approves the proposed changes on 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
- If there is no appeal, Springline will be responsible for implementing the changes via encroachment permit process

THIS PAGE INTENTIONALLY LEFT BLANK



STAFF REPORT

Complete Streets Commission

Meeting Date: 3/11/2026
Staff Report Number: 26-004-CSC

Regular Business: **Recommend conclusion of the Nealon Park Parking Pilot Project to City Council**

Recommendation

Staff recommends the Complete Streets Commission (Commission) recommend conclusion of the Nealon Park Parking Pilot Project (Project) with the existing back-in angled parking configuration.

Policy Issues

The Project is consistent with the policies and programs stated in the General Plan Circulation Element (e.g., CIRC-1.7, CIRC-1.8, CIRC-2.7, etc.), the Vision Zero Action Plan, and the 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, which aims to reduce vehicle miles traveled.

Background

Early in the Middle Avenue Complete Streets planning process, the Commission recommended a conceptual design that included removing most on-street parking along Middle Ave. while converting the existing front-in parking in front of Nealon Park to parallel parking with a buffered bicycle lane located behind the parking. This recommendation was forwarded to the City Council, which in turn directed staff on September 13, 2022 (Attachment A) to implement the pilot design to accommodate multimodal improvements as part of the Middle Avenue Complete Streets pilot in October 2023. This pilot was installed in October 2023, and the parallel parking configuration was later evaluated and reported to the Commission on April 10, 2024 (Attachment B), and subsequently to the City Council on May 7, 2024 (Attachment C), where the Commission's recommendation and pilot findings were presented.

Public feedback on the parallel parking configuration identified significant and recurring safety and operational concerns, including encroachment of parked vehicles into the bike lane, limited driver sight lines when exiting parallel spaces, an insufficient number of parking spaces, and increased conflict points between vehicle doors, park users, and bicyclists, particularly during peak school travel periods. Bicyclists were observed riding in the new bicycle path positioned between the parallel parking and the sidewalks as well as continuing straight adjacent to the vehicle travel lane. This behavior resulted in unpredictable bicyclist movements and a significant increase in potential conflict points between passing cyclists and park users exiting and entering their parked vehicles.

In response to these concerns, staff refined the pilot design by converting the Nealon Park frontage to back-in angled parking. This layout improved forward visibility for drivers re-entering the travel lane and positioned vehicle doors away from the bike lane, thereby reducing dooring conflicts and enhancing predictability of movements for all users and increased the number of parking spaces from 14 to 31. The

bike lane was repositioned to be in line with the remainder of the buffered bike lane along Middle Ave, providing a consistent and predictable path for cyclists. The revised parking configuration was approved for pilot implementation by City Council in May 2024 and subsequently installed in late 2024, addressing the identified safety issues while maintaining parking access and advancing the City's Complete Streets and Vision Zero objectives.

On November 12, 2025, the Commission reviewed the Nealon Park Parking Pilot Project (Attachment D) and requested the evaluation of additional design concepts. Commissioners discussed pilot performance, community feedback through the survey, and multimodal safety considerations, and directed staff to develop two to three concept alternatives for the Nealon Park frontage parking incorporating the following elements:

- Evaluation of optimal bike lane placement along Middle Ave., considering separation, visibility, and user comfort;
- One option that considers full removal of parking along the Nealon Park frontage;
- A mixed configuration of parallel and timed-limited parking that supports short-term drop-off and pick-up activities;
- Strategies to improve utilization of the back parking lot, including enhanced signage and evaluation of a potential loading zone designation for short-term drop-off and pick-up activities; and
- Continued data collection on the current back-in angled parking operation to inform development of the new design concepts.

Analysis

This section provides an evaluation of parking options along the Nealon Park frontage, considering park user needs, safety, operational constraints, and lessons learned since the 2023 parallel parking pilot.

Bike lane configuration

The Commission directed staff to re-evaluate the placement of the bike lane along Middle Ave., considering separation, visibility, and user comfort. Public feedback and staff observations from the 2023 parallel parking pilot indicated that a configuration shifting the bike lane between the parking and the sidewalk did not achieve the intended safety goals and created additional safety and operational concerns. Bicyclists were observed to continue riding in the travel lane instead of using the shift alignment, reducing the effectiveness of the configuration. The layout also created unpredictable conflicts with vehicle doors, loading and unloading, and bicyclist and pedestrian movements on either side of the parallel parking spaces. Staff recommend that the bike lane along Nealon Park remain in the roadway right-of-way, in line with the entire bike lane along Middle Ave.

Nealon Park Frontage Parking Configuration Options

Table 1 presents the parking configuration options. Each parking configuration (back-in angled, no parking, and parallel) presents distinct trade-offs between access, parking supply, and safety for all roadway users. Attachment E provides high-level conceptual layouts of each configuration, and the analysis below discusses the details of each design.

Back-in angled parking provides the safest condition for bicyclists traveling in the bike lane and retains the existing parking supply of 31 spaces. The no parking option would remove 28 spots and eliminate most conflicts between drivers, bicyclists, and pedestrians. Parallel parking would remove 15 spaces and increase the potential for bicycle and vehicle conflicts when compared to back-in angled parking. Like the no parking option, this alternative also reduces the number of parking spaces in direct proximity to the playground and preschool user groups. Under all the options, parking access for vehicles traveling eastbound would be limited to the off-street parking available in the side and back parking lots, or drivers

must make a legal turn to travel westbound along Middle Ave. to access the Nealon Park frontage parking.

Table 1 – Parking Configurations		
Design	Number of spaces	Discussion
Back-in angled parking (existing condition)	28 (+3 ADA Spaces)	Provides direct sight lines for drivers exiting spaces, enhancing safety for bicyclists traveling in the bike lane. This configuration allows drivers to reenter the travel lane facing forward with clear visibility of approaching traffic, reducing conflict risk.
No-Parking (ADA parking only)	3 ADA Spaces	Removes vehicle entry and exit maneuvers along the frontage, eliminating most conflicts between drivers, bicyclists, and pedestrians. ADA parking would remain to ensure accessibility. This option reduces the number of parking spaces in direct proximity to the playground and preschool user groups.
Parallel Parking	13 (+3 ADA Spaces)	This configuration reduces the number of parking spaces and reintroduces prior visibility and loading concerns along the park frontage, requiring drivers to enter and exit across the bicycle lane. This increases the potential for bicycle and vehicle conflicts when compared to back-in angled parking.

Park Users and Parking Access

Park users include visitors to Nealon Park’s playground, fields, recreational facilities, a nursery school, and senior center services. Parking demand varies by facility, time of day, and duration of stay. Short-term parking is typically associated with nursery school drop-off and pick-up, while longer-duration parking occurs during organized activities such as park visits, baseball games, and tennis or pickleball play (Table 2). The parking supply in the back parking lot is prioritized for Peninsula Volunteers, Inc. to support their programs.

Overall, the existing parking supply at the park is sufficient to serve current uses and typical demand patterns. Staff has received feedback from some users expressing a desire for parking in closer proximity to specific destinations, such as the preschool and playground. Several of the design options evaluated would reduce the number of parking spaces along the park frontage, resulting in fewer spaces available near these uses and limiting their proximity. The existing configuration with the back-in-angled parking provides the most number of spaces in close proximity to the specific park destinations.

The Commission requested an evaluation of time-restricted parking. Time-restricted parking is a management tool used to increase turnover when there is insufficient parking supply. Observations of current parking supply and demand patterns indicate that parking demand does not exceed available capacity. In addition, implementing time-restricted parking could create unnecessary time pressure for the park users. Enforcement of time-restricted parking would also be necessary and require additional City resources.

User group / facility	Typical time of use	Duration of stay	Parking characteristics
Playground & park users	Midday, afternoons, weekends	30–90 minutes	High turnover
Menlo-Atherton Cooperative Nursery School	Weekday mornings & afternoons	15–90 minutes	Short stays, drop-off and pick-up
Baseball games	Weekday evenings, weekends, seasonal	2–3 hours	High, concentrated demand at seasonal, scheduled times
Tennis / pickleball	Mornings, afternoons, weekends, year-round	1–2 hours	Moderate turnover; overlapping arrivals

Recommendations

Staff recommend the following:

- Retaining the bike lane along Nealon Park in the roadway right-of-way, in line with the entire bike lane along Middle Ave. The current layout offers the most continuous and predictable configuration.
- Maintaining the existing back-in angled parking configuration. Back-in angled parking provides improved visibility when exiting, compared to parallel and front-in angle parking configurations. Since installation of the pilot configuration, there have been no recorded injury collisions or documented safety incidents. The existing condition demonstrates the lowest relative exposure to potential conflicts among the alternatives evaluated, particularly with respect to driver visibility when exiting spaces and reduced conflict points in multimodal interactions. Staff observations also indicate that driver compliance with the back-in parking has improved over time.
- Given the adequate overall existing supply, staff do not recommend options that would reduce the total number of parking spaces. Removing parking spaces would make it more difficult to meet the diverse parking demand at the park.
- Not implementing time-restricted parking.

Next Steps

Following Commission review and recommendation, staff will return to City Council for consideration. Upon City Council approval, staff will proceed with implementing back-in angled parking as the permanent parking configuration. Staff will continue to monitor parking utilization and operational conditions at Nealon Park and will adjust signage, public outreach, and education as needed to support safe and effective operation of the frontage parking area.

Impact on City Resources

There are sufficient funds to make back-in-angled parking configuration a permanent installation. Modifications to the current configuration 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 streets project.

The project is statutorily exempt as identified by Public Resources 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. Hyperlink – September 13, 2022 Staff Report #22-174-CC:
menlopark.gov/files/sharedassets/public/v/2/agendas-and-minutes/city-council/2022-meetings/agendas/20220913-city-council-agenda-packet.pdf
- B. Hyperlink – April 10, 2024 Staff Report #24-004-CSC:
menlopark.gov/files/sharedassets/public/v/5/agendas-and-minutes/complete-streets-commission/2024-meetings/agendas/20240410-csc-agenda.pdf
- C. Hyperlink -- May 7, 2024 Staff Report #24-073-CC:
menlopark.gov/files/sharedassets/public/v/1/agendas-and-minutes/city-council/2024-meetings/agendas/20240507/n1-20240507-cc-no-parking-middle-ave.pdf
- D. Hyperlink – November 12, 2025 Staff Report #25-006-CSC:
menlopark.gov/files/sharedassets/public/v/1/agendas-and-minutes/complete-streets-commission/2025-meetings/agendas/20251112-csc-agenda_original.pdf
- E. Nealon Park Frontage Parking Configuration Options

Report prepared by:

Catrine Machi, Senior Transportation Planner

Report reviewed by:

Joanna Chan, Transportation Manager

Azalea A. Mitch, Public Works Director

THIS PAGE INTENTIONALLY LEFT BLANK

Nealon Park Frontage Parking Configuration Options

CONCEPTUAL DESIGN FOR COORDINATION PURPOSES ONLY

EXISTING CONDITION



OPTION 1: REMOVE PARKING



OPTION 2: INSTALL PARALLEL PARKING



THIS PAGE INTENTIONALLY LEFT BLANK