

## REGULAR MEETING MINUTES



**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 Kersner 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



# 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

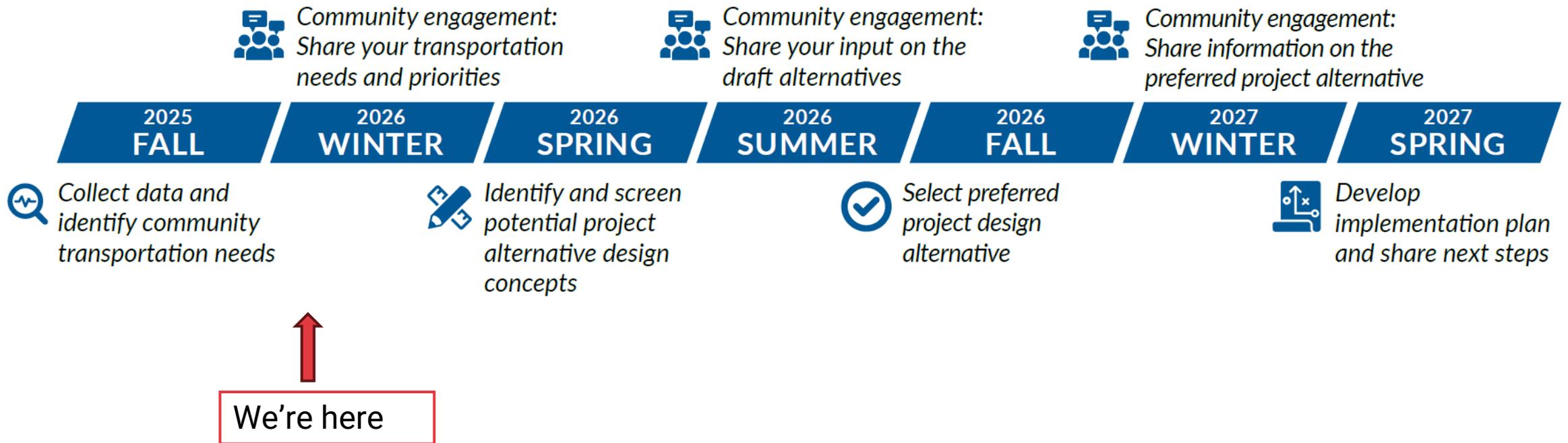
The Reimagine Dumbarton project envisions converting the Dumbarton rail corridor into a bus rapid transit line, with additional pedestrian & bicycle connections along and across the corridor.

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



# 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/diverse/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

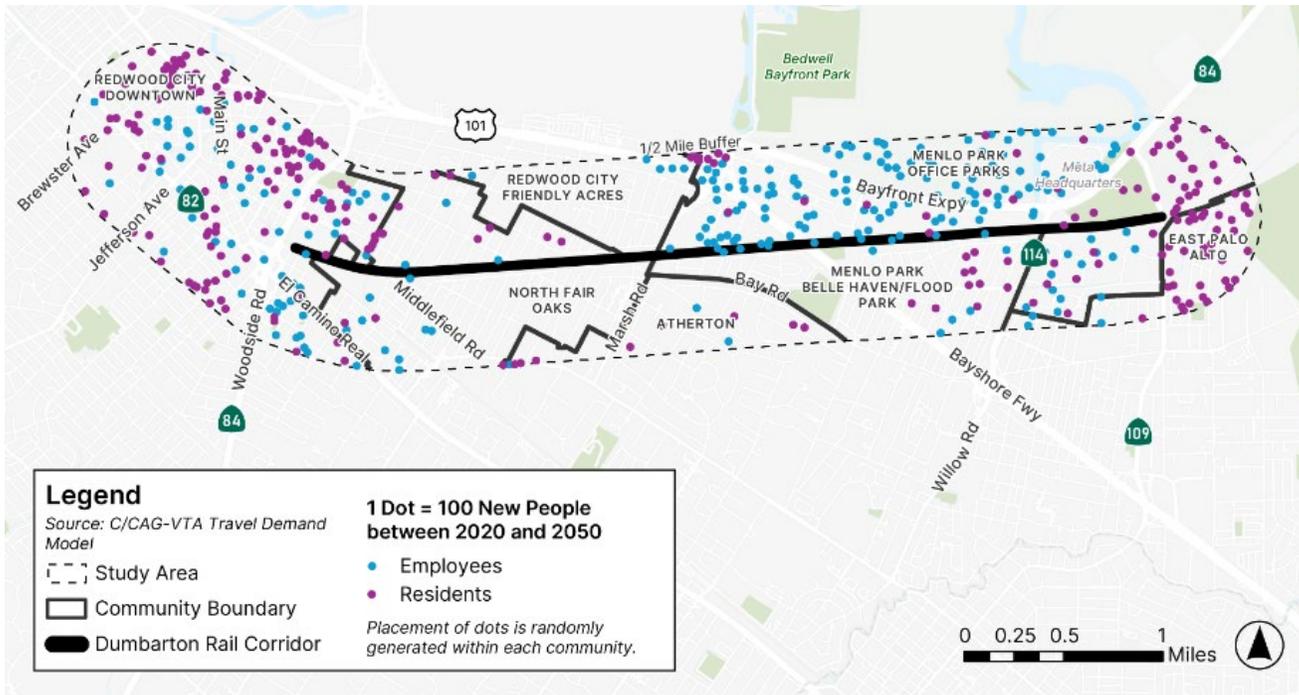
# Why a Busway?

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

- 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](http://www.samtrans.com/dumbarton)

Email Us:  
[Dumbarton@samtrans.com](mailto:Dumbarton@samtrans.com)



*This project is made possible by local transportation sales tax dollars from the San Mateo County Transportation Authority and Regional Measure 3 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

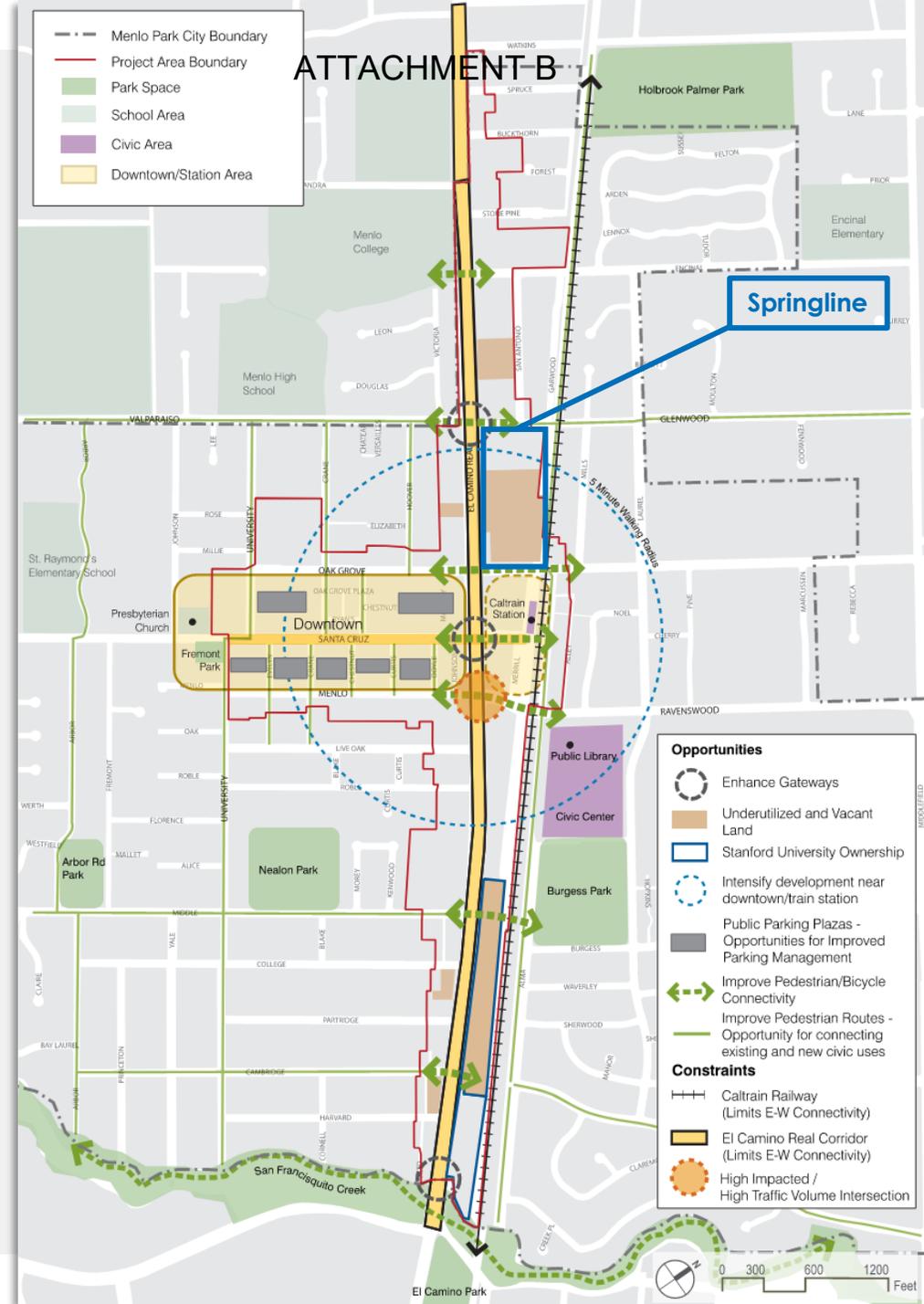


# Agenda

- 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