

## REGULAR MEETING MINUTES



**Date:** 5/13/2026  
**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 6:36 p.m.

### B. Roll Call

Present: Bailey, Cebrian, Cole, Herscher, Ierokomos, Rascoff, Rennie  
Absent: None  
Staff: Transportation Manager Joanna Chan, Senior Transportation Planner Catrine Machi

### C. Reports and Announcements

The Commission received updates on City Council Capital Improvement Program study session and upcoming events.

### D. Public Comment

None.

### E. Regular Business

E1. Accept the Complete Streets Commission minutes for April 8, 2026 (Attachment).

**ACTION:** Motion and second (Cebrian/ Ierokomos), to accept the Complete Streets Commission minutes for April 8, passed 4-0-3 (Bailey, Rascoff and Rennie abstaining).

E2. Receive an update on the 101 Corridor Connect Program (Attachment)

Chief Officer with the San Mateo County Transportation Authority (TA) Peter Skinner made the presentation (Attachment).

The Commission received clarification regarding possible candidates for the mini-grant offered by the TA

- Pam Jones spoke on concerns related to Willow Road overpass challenges.

E3. Selection of Chair and Vice Chair (Attachment)

**ACTION:** By acclamation, the Commission selected Commissioner Cole as the Chair and Commissioner Bailey as Vice Chair and for Commissioner Ierokomos to chair the remainder of the meeting.

**E4. Provide feedback on the 2026-27 work plan (Attachment).**

Senior Transportation Planner Machi introduced the item.

The Commission directed staff to make the following changes to the workplan:

- Keep the introduction text in the first paragraph to match the City Council directive on Commission duties.
- Overall, shorten the workplan so that it includes less time-sensitive items and project specific details and focuses more on long-term, ongoing content.
- Include language from other workplans that covers the encouragement of public involvement and onboarding new commissioners.
- Keep a separate list of projects and programs the Commission is likely to cover in the upcoming fiscal year, for record-keeping purposes only, and do not include it as part of the formal workplan.
- Draft a general statement on core work.

**F. Informational Items**

**F1. Update on major project status**

The Commission received an update on the 2026 resurfacing project schedule.

**G. Committee/Subcommittee Reports**

The El Camino Real Bike Lanes Ad Hoc Subcommittee made a presentation (Attachment).

**H. Adjournment**

Chair Ierokomos adjourned the meeting at 8:18 p.m.

Senior Transportation Planner Catrine Machi



# 101 Corridor Connect Program Update

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City of Menlo Park



# WHAT IS 101 CORRIDOR CONNECT?

- A collaborative program to identify and prioritize **congestion management** projects along US 101 in San Mateo County.
- It looks **beyond just highway infrastructure** and considers the mobility needs of the corridor as a whole.
- **Program partners** include Caltrans, cities, transit agencies, San Mateo County, and C/CAG.

# Program Goals



## Safe

Enhance safety for users of the transportation network.



## Connected

Connect people to the places they need to go.



## Sustainable

Improve air quality and reduce emissions.



## Inclusive

Increase access for underserved communities.



# MULTIMODAL STRATEGIES

North County | Mid County | **South County**

# What is a Multimodal Strategy?

The Multimodal Strategies are planning documents that identify and prioritize needed projects in San Mateo County.

Multimodal Strategies were developed for the entire 101 corridor as the first initiative of 101 Corridor Connect.

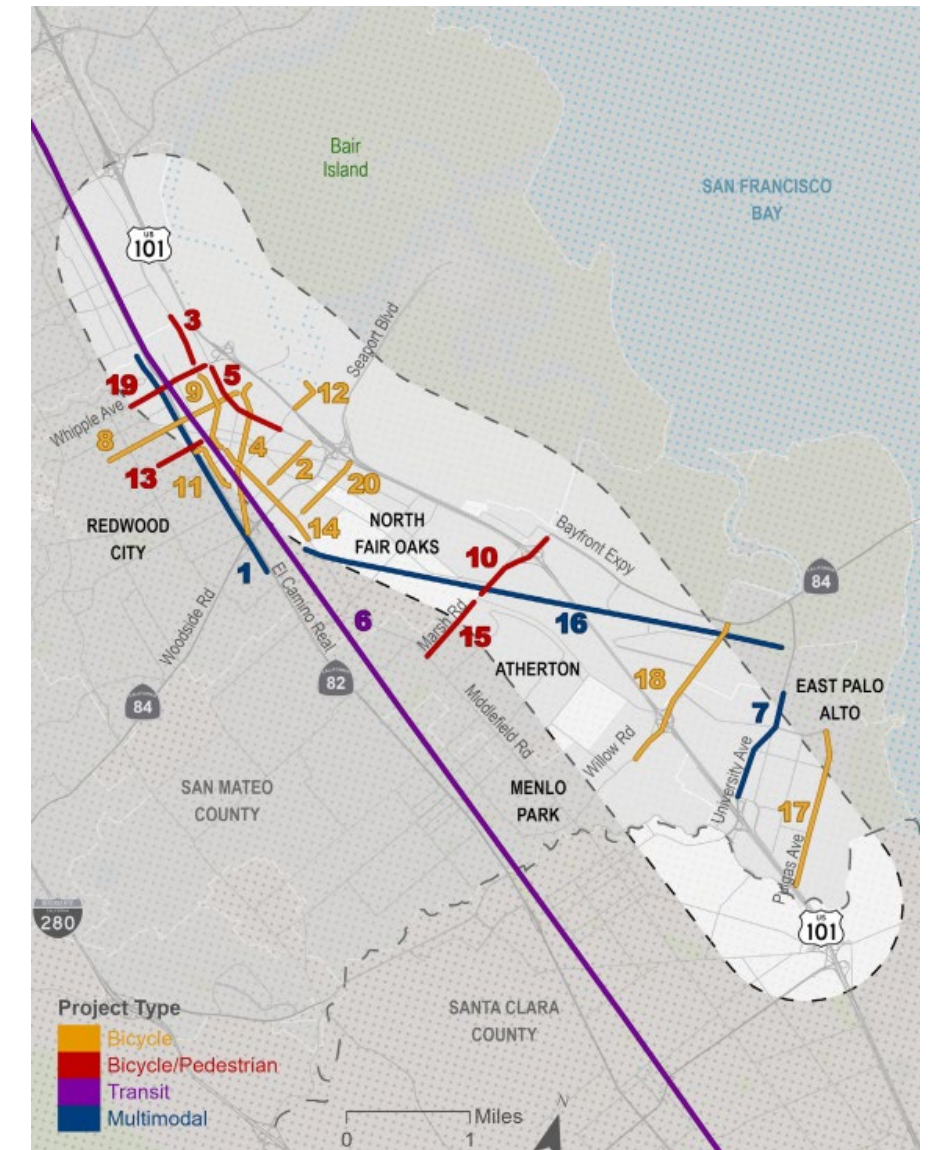
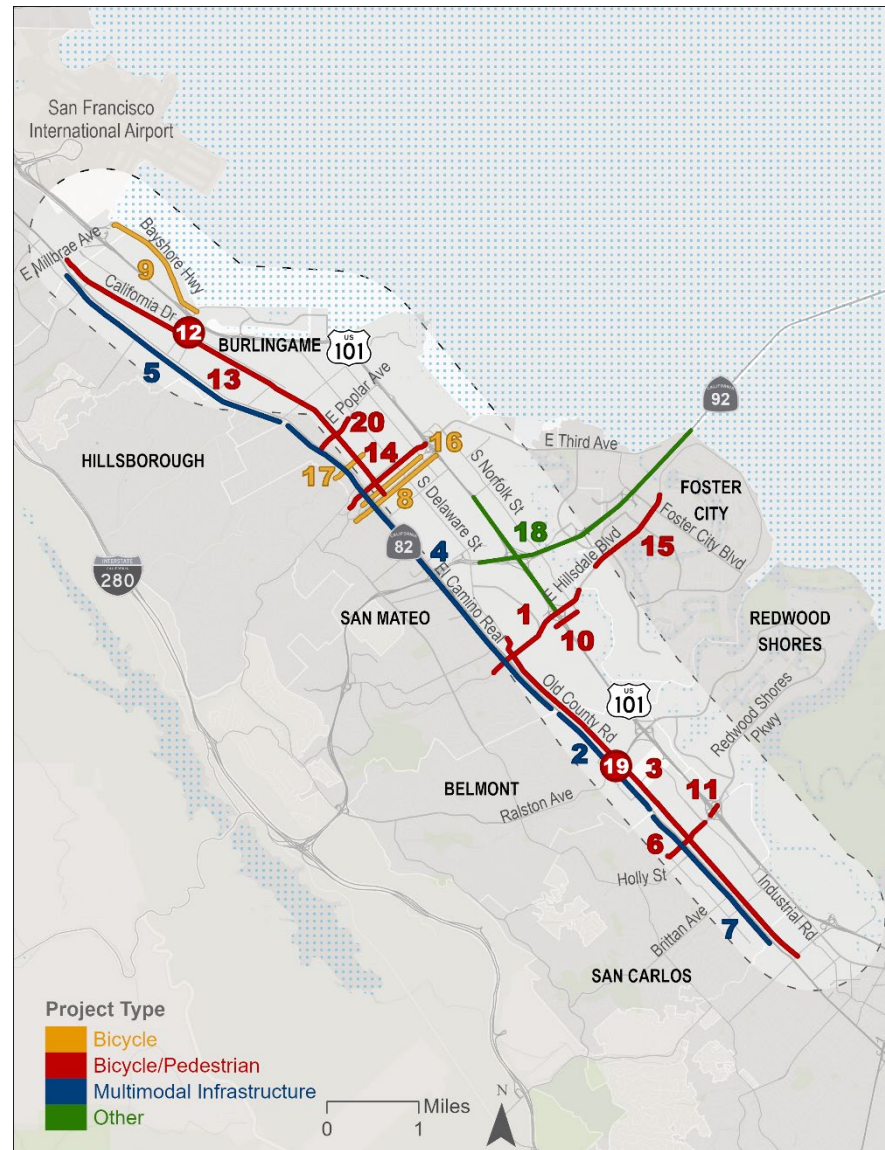
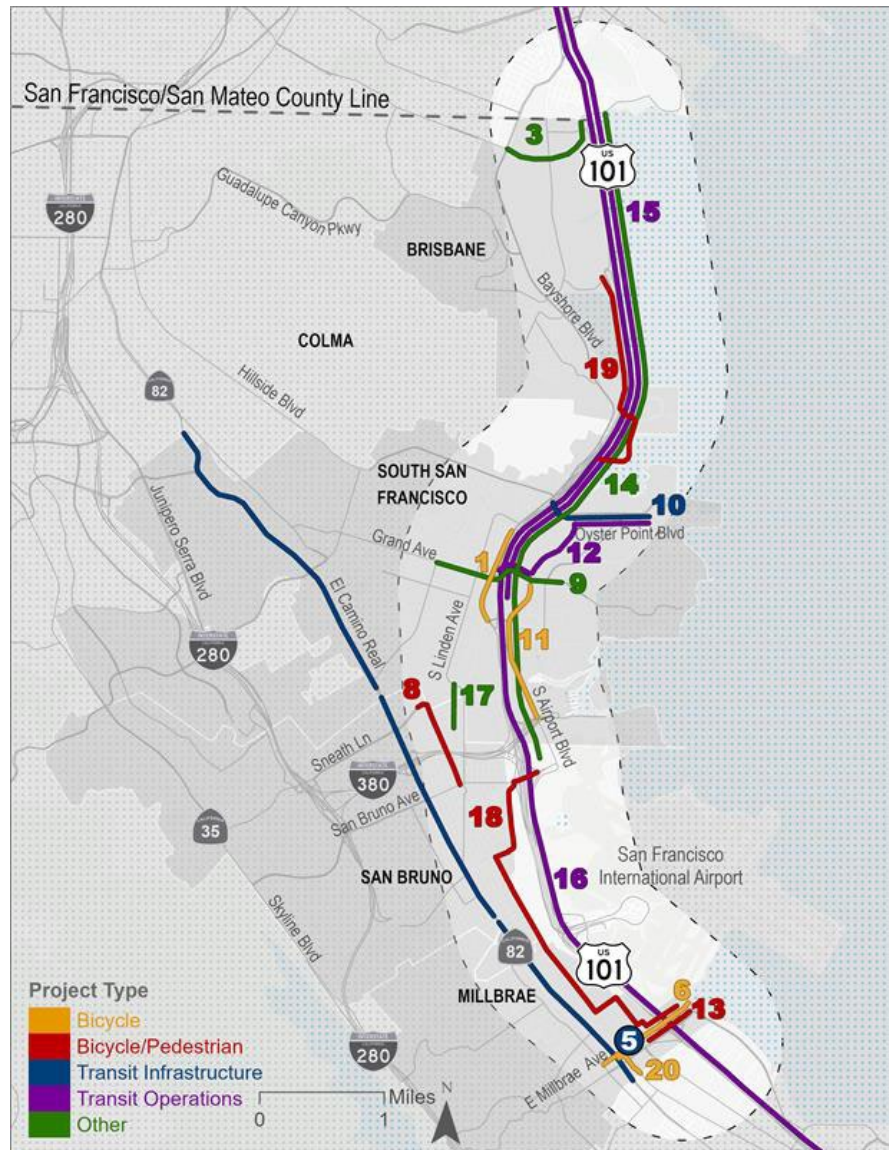
Projects include highway, active transportation, transit, other types of improvements.

# Community/ Stakeholder Engagement Components

- Project webpage
- Multilingual factsheet and Frequently Asked Questions document
- Press release
- Online survey
- Interactive recorded presentation
- Interactive mapping (available online and at in-person events)
- Pop-up activities at local events
- Small group meetings with community-based organizations
- Temporary signs at bus stops


# Multimodal Strategies Engagement Statistics





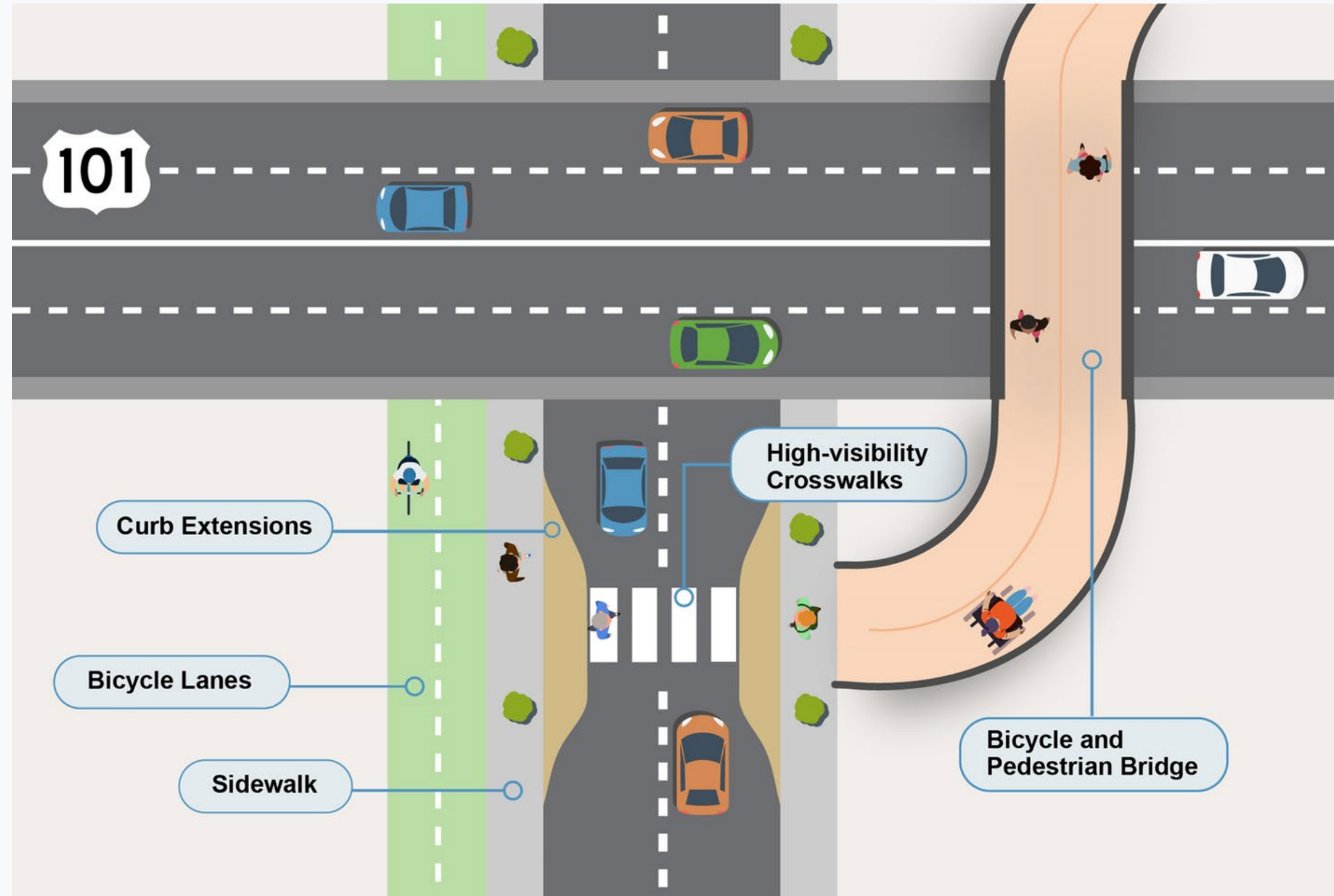
# Priority Projects

After the scoring and weighting, projects were ranked with the **top 20 highest scoring projects.**

The background features a large, faint '101' and a circular arrow graphic in a lighter blue shade, set against a dark blue background.

# ACTIVE 101: US 101 SAN MATEO COUNTY CROSSINGS IMPROVEMENT PLAN

# WHAT IS ACTIVE 101?



# FALL 2024 COMMUNITY ENGAGEMENT



6

Multilingual  
Pop Up Events



26

Presentations To  
Stakeholders



270+

Responses To The  
Online "Fund It"  
Activity

# Active 101 Priority Network: Key Benefits at Full Build Out

The Active 101 Priority Network consists of a system of existing and proposed bicycle and pedestrian projects along and across US 101 that create a contiguous north-south corridor and east-west crossings. Once fully connected, the Priority Network will include:

- Approximately **42 total miles** of access for people walking, biking, and rolling
  - Approximately **7.5 miles** of critical east-west connections
- Approximately **26.6 miles** of new or upgraded bicycle infrastructure

**Safety**  
Approximately **7.5 miles** of the **pedestrian** High Injury Network (HIN) and **6 miles** of the **bike** HIN are included in the Priority Network and will be improved through its implementation.

**Connectivity**  
**16** US 101 crossings will be improved or constructed for people walking, biking, and rolling.

**Sustainability**  
Vehicle miles traveled (VMT) is estimated to decrease by **12.7 million** miles over the project lifetime. **Greenhouse gas emissions** are estimated to reduce by **4,377** metric tons of CO<sub>2</sub>e.

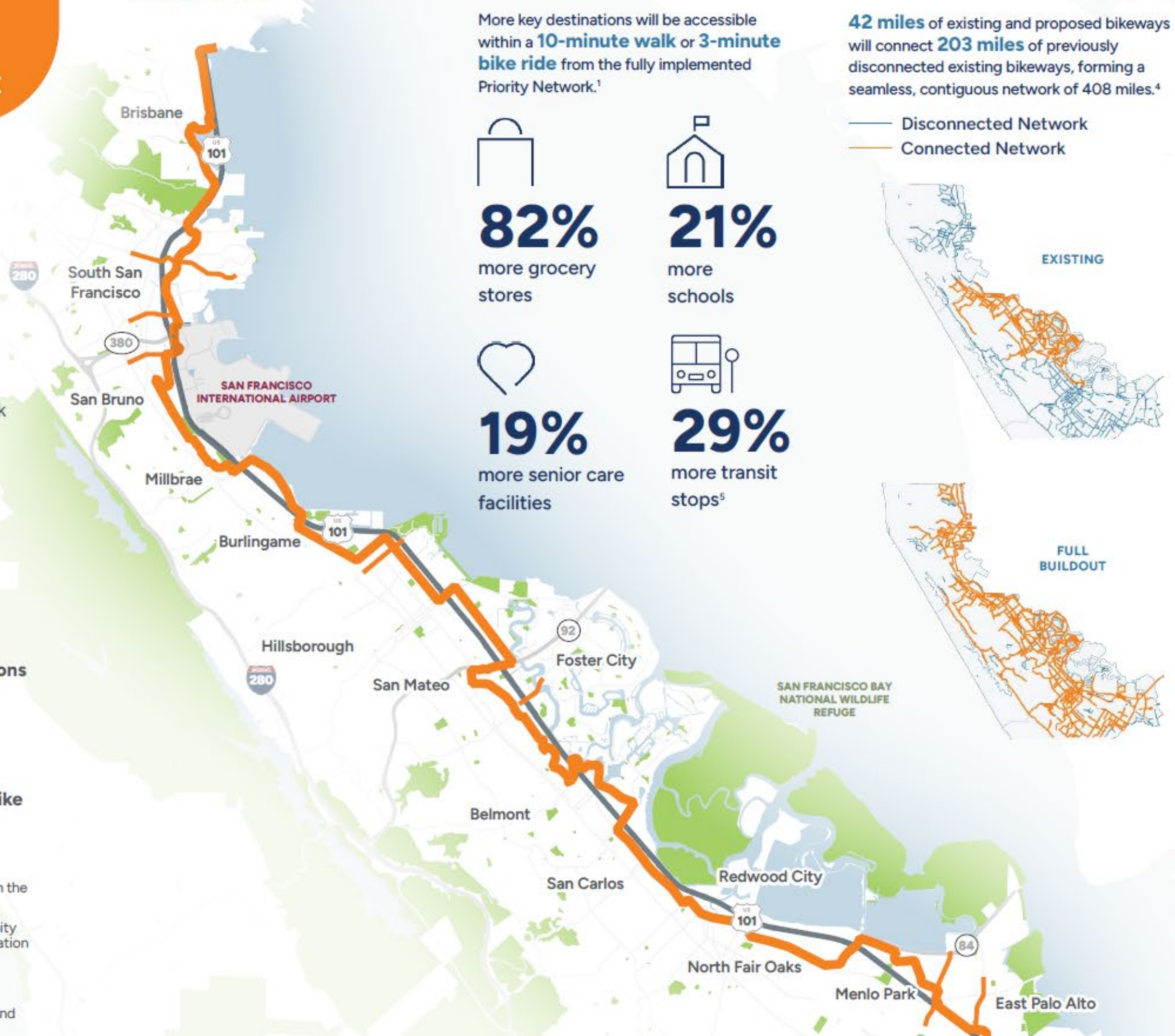
**Inclusivity**  
**>138k** more people,<sup>1</sup> including **>50k** living in **disadvantaged communities**,<sup>2</sup> will be within a **10-minute walk** or a **3-minute bike ride** to a high-quality bike facility<sup>3</sup> along the Priority Network.

<sup>1</sup> Calculated using a 1/2-mile buffer (approximately a 10-minute walk or 3-minute bike ride) from the Priority Network. Increases are relative to existing conditions.

<sup>2</sup> Disadvantaged communities include Equity Priority Communities (EPCs) and Caltrans Equity Index (EQI) communities. EPCs are census tracts identified by the Metropolitan Transportation Commission as areas that have a significant concentration of underserved populations. Caltrans Equity Index (EQI) communities are census tracts identified by Caltrans as experiencing transportation-based disadvantages.

<sup>3</sup> For analysis purposes high-quality bicycle facilities are defined as Class I (shared-use paths) and Class IV (protected bike lanes).

Active 101  
Priority Network



More key destinations will be accessible within a **10-minute walk** or **3-minute bike ride** from the fully implemented Priority Network.<sup>1</sup>

**82%**  
more grocery stores

**21%**  
more schools

**19%**  
more senior care facilities

**29%**  
more transit stops<sup>5</sup>

**42 miles** of existing and proposed bikeways will connect **203 miles** of previously disconnected existing bikeways, forming a seamless, contiguous network of 408 miles.<sup>4</sup>



# 101 Corridor Connect Program Next Steps

# Priority Multimodal Safety and Congestion Relief Projects Menlo Park

- Multimodal Strategy
  - Marsh Road Interchange and Overcrossing
  - Willow Road
- Active 101
  - Marsh Road
  - Chilco Street
  - Newbridge Street



# 101 Corridor Connect Mini-Grants (\$4M available)



## Funding for priority projects

Multimodal corridor study  
Conceptual design alternatives  
Community engagement



## Available Funding

\$750,000 per project  
Up to \$1M for multi-jurisdictional projects  
No local match required



## Streamlined Application

Letter of Interest including confirmation of staff availability or technical assistance request  
Site Walk (if selected, must include at least one City Council member)

# 101 Corridor Connect Mini-Grants



# Key Action Items

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Talk with staff and SMCTA about projects

Apply to mini-grant program

Participate in site walk if selected

SMCTA CBO Bench for engagement



# Questions?

Sue-Ellen Atkinson

Manager, Planning and Fund Management

[atkinsons@samtrans.com](mailto:atkinsons@samtrans.com)



# Selection of Chair and Vice Chair

Catrine Machi, Senior Transportation Planner

# Agenda



- Overview of Chair and Vice Chair duties
- Recommendation



# Roles of the Chair and Vice Chair

- The Chair works with the staff liaison to set the agendas for CSC meetings and presides over those meetings – with a script!
- The Chair typically delivers the CSC’s annual updates to the City Council.
- The Vice-Chair serves as Chair in the Chair’s absence.
- The Chair and Vice Chair are sometimes called upon to represent the Commission at ceremonial events.

# Recommendation

- Select a Chair and Vice Chair by nominating individuals for these positions and voting.





# El Camino Real bike lanes



# Outline

- Motivation
- Bike lane proposal
- Considerations for implementation

# El Camino Bike Lanes

- “The Grand Boulevard Initiative (GBI) seeks to transform El Camino Real into a safe and vibrant street where people of all ages and abilities can travel comfortably“
  - Including separated bikeways along the route
- Palo Alto and Redwood City have constructed separated bike lanes along sections of ECR in their cities
  - Atherton is in the planning stages

# Residents use El Camino with bikes even in current unsafe conditions



# Proposed bike lanes—North bound

- Proposal from Creek to Middle
- Parking has been completely removed on NB in this section
- Lane widths are sufficient for Class IV bike lanes throughout this segment



# Proposed Bike Lanes—South bound

- Minimum lane width limits ability to have protected bike lanes
- Proposal for Middle to Creek
- Red sections have lane width of 11', wide enough for only Class III
- Remaining sections have width  $>13'$ , enough for Class II or Class IV



# Parking removal

- College to Partridge 360' parking removal = maximum 6 parking spaces
- South of Harvard Ave —
  - 4 parking spaces (1hr parking)
  - 4 parking spaces (yellow curb)



# Summary

- Northbound can accommodate Class IV bike lanes for nearly the entire segment
- Southbound lane width varies significantly
  - Removal of up to 15 parking spaces
  - Class II/IV bike lane possible for 1300'
  - Remaining two blocks can be Class III bike lane