REGULAR MEETING MINUTES

Date: 9/9/2026
Time: 6:30 p.m.
Location: Teleconference and City Council Chambers 751 Laurel St., Menlo Park, CA 94025

A. Call To Order

Chair Cole called the meeting to order at 6:32 p.m.

B. Roll Call

Present: Bailey, Cebrian, Cole, Herscher, Ierokomos, Rascoff (remote, exited at 7:35 p.m.), Rennie
Absent: None
Staff: Public Works Director Azalea Mitch, Senior Transportation Planner Catrine Machi, Associate Transportation Planner Casandra Cortez

C. Reports and Announcements

The Commission received updates on upcoming City Council agenda items and the award of funding for improvements to Ringwood Avenue by the San Mateo County Bicycle and Pedestrian Advisory Committee (SMC BPAC).

D. Public Comment

- Ken Kershner spoke on concerns related to a quick build project on El Camino Real.
- Katie Behroozi spoke on concerns related to a bike and car collision and in support of a roundabout at Middlefield Road and Woodland Avenue.

E. Regular Business

E1. Accept the Complete Streets Commission minutes for August 27, 2026 (Attachment)

ACTION: Motion and second (Cebrian/ Bailey), to accept the Complete Streets Commission minutes for August 27, 2026, passed 6-0-1 (Ierokomos abstaining).

E2. Receive the results of the 2026 Slow Streets Program analysis (Staff Report #26-008-CSC)

Senior Transportation Planner Machi introduced the item (Attachment).

- Shannon Garrow spoke on concerns related to potential impacts to Hobart Street from future Olive Street traffic calming.
- Joy Phison spoke on concerns related to potential impacts to Hobart Street from future Olive Street traffic calming.

The Commission discussed impacts to neighboring streets of implemented Slow Streets projects

and program outreach.

The Commission requested clarification on budget sources and totals, when reports and summaries will be presented to the Commission and City Council and when there will be opportunities for public comment.

ACTION: Motion and second (Cole/ Cebrian), to recognize staff for quick turnaround following City Council adoption, consider publicizing the program more and increasing resident awareness, consider consolidating requests on future website improvements, track impacts on the street and surrounding streets, consider reinforcing awareness of designation of slow streets including signage and police enforcement and consider publishing annual results, including rank of projects and status, on the website when reporting out, passed 6-0-1 (Rascoff absent).

E3. E-Bike Policy Ad Hoc Subcommittee report out

Commissioners Cebrian, Herscher and Bailey made the presentation (Attachment).

- Jeff Schmidt spoke on concerns related to next steps and timeline for recommendations on a city ordinance.
- Katie Behroozi spoke on concerns related to the report from the Mineta institute and working with the police department to identify the classification of e-bikes in collision reports.

The Commission discussed the next step to create a new hoc subcommittee to work on drafting an E-conveyance city ordinance based on the County ordinance.

E4. Discuss and appoint ad hoc subcommittees

Chair Cole introduced the item.

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

Safe Routes to School (SRTS)
Members: Bailey, Rascoff
Purpose: Serve as an access point to the SRTS Program, provide input and guidance.
Deliverable: Report out to the Complete Streets Commission (CSC) after each quarterly SRTS task force meeting, August – June.

Climate Action (with the Environmental Quality Commission)
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, date to be determined (TBD).

Coleman Parking
Members: Bailey, Rennie, Ierokomos
Purpose: Determine extent of impact on surrounding streets, explore possibilities for alternate parking.

Deliverable: Report out to CSC Jan/Feb 2027

Assembly Bill 382 School Zone Speed Limits
Members: Rascoff, Rennie
Purpose: Produce maps to show where applicable streets exist, implementation requirements
Deliverable: TBD

City Website Feedback
Members: Cole, Herscher
Purpose: Reporting citizen feedback, simple interface for resident input
Deliverable: TBD

E-conveyance City Ordinance
Members: Cebrian, Cole, Rascoff
Purpose: Look at San Mateo County Ordinance, Look at C/CAG guidance and sample ordinances
Deliverable: Make recommendations Oct. 22 (tentative date for a special meeting)

The Commission retired the Transportation Master Plan Monitoring Ad Hoc Subcommittee and acknowledged the report outs and end of the Bike Rack Inventory, El Camino Real Pilot and E-bike Policies and Guidelines Ad Hoc Subcommittees.

ACTION: Motion and second (Cole/ Herscher), to make selections to the six ad hoc subcommittees, passed 6-0-1 (Rascoff absent).

F. Informational Items

F1. Update on major project status

The Commission received an update on ongoing construction on Sand Hill Road and the recent completion of a traffic garden at Las Lomitas Elementary School (Attachment).

F2. Tentative agenda list (Attachment)

The Commission received an update on upcoming agenda items, construction news updates and matters related to the Capital Improvement Program budget and vehicle license fee funding.

G. Adjournment

Chair Cole adjourned the meeting at 9:22 p.m.

Senior Transportation Planner Catrine Machi

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Slow Streets Program 2026 Analysis Results

Complete Streets Commission
Wednesday, September 9, 2026

Catrine Machi, Senior Transportation Planner

Agenda

- Background & Program overview
- Scoring Evaluation
- Implementation

Slow Streets Program Overview

- Successor to NTMP, Adopted by Council 4/28/26
- Neighborhood streets
  - Per General Plan: Neighborhood Connector, Bicycle Boulevard and Local Access
- Objectives
  - Encourage safe speeds on neighborhood streets and maintain neighborhood circulation
  - Use data-driven and equitable approach to prioritize projects
- Key Changes
  - Removal of the petition requirement
  - Batched review process
  - Data-driven scoring

2026 Evaluation

- 42 requests –existing requests while NTMP was on hold and other requests for traffic calming or traffic control devices
  - list published on Slow Streets Website (menlopark.gov/slowstreets)

Resident requests –

As requests that were relevant (under review for eligibility) to the Slow Streets program were received while the program was on hold, staff added them to the list below. Some items represent multiple requests. This will be the first batch evaluated as part of the Slow Streets Program.

Active Requests

Location	Cross Street	Request	Date of first request
Sherman Avenue	Santa Cruz Avenue to Avy Avenue	Speed hump	February 2019
Monte Rosa Drive	Avy Avenue to Sharon Park Drive	Speed humps	November 2019
Cambridge Avenue	El Camino Real to Cornell Road	Additional speed hump	December 2019
Cotton Street	Santa Cruz Avenue to Middle Avenue	Speed humps	January 2020

Program Process – Point-Based System

Metric	Data	Threshold	Scoring
Speed - 85th Percentile	StreetLight Data, 2025, M-Th, all day	every mph over the speed limit	+1 point
Injury Collisions	2023-2025 UC Berkeley SafeTREC TIMS	every collision on the segment	+2 points
Volume – Annual Average Daily Traffic	StreetLight Data, 2025, M-Th, all day	every 500 above 750	+1 point
Underserved community	EJ Element	In or Out	+1 point
Community activity center(s)	City reference data	Adjacent or not	+1 point
Sidewalks	City reference data	Yes/No/Partial	No points
Speed – 95th Percentile	StreetLight Data, 2025, M-Th, all day		No points

Scoring

Street	Limits	Council District	Street Classification	85th % Speed	Speed Points	ADT	Volume Points	Injury Collisions	Collision Points	Activity Center	Underserved Community	Total Score
Elder Ave	Santa Cruz Ave to Valparaiso Ave	4	Local	30	5	1430	2	4	8	Yes	No	16
Olive St	Oak Ave to Santa Cruz Ave	5	Neighborhood Connector	28	3	2603	4	3	6	Yes	No	14
Orange Ave	Santa Cruz Ave to Croner Ave	4	Local	29	4	3462	6	1	2	No	No	12
Gilbert Ave	Willow Rd and Menalto	2	Bicycle Boulevard	24	0	2504	4	3	6	Yes	No	11
Monte Rosa Dr (west)	Avy Ave to Sharon Park Dr	5	Neighborhood Connector	29	4	2774	5	1	2	No	No	11
Johnson St	Santa Cruz Ave to Valparaiso Ave	4	Local	28	3	1598	2	2	4	No	No	9
Roble Ave	El Camino Real to University Dr	4	Local	24	0	1082	1	4	8	No	No	9
Terminal Ave	Del Norte Ave and Chilco St	1	Local	22	0	1513	2	2	4	Yes	Yes	8
Market Pl	Alpine Ave to Ringwood Ave	1	Bicycle Boulevard	22	0	242	0	2	4	Yes	Yes	6
O'Keefe St	Menalto Ave to Laurel Ave	2	Local	18	0	2335	4	1	2	No	No	6
Cotton St	Santa Cruz Ave to Middle Ave	5	Local	22	0	593	0	2	4	No	No	4
Linfield Dr	Middlefield to Waverly	3	Local	27	2	1421	2	0	0	No	No	4
Marcussen Dr	Ravenswood Ave to Oak Grove Ave	3	Local	20	0	486	0	2	4	No	No	4
Menalto Ave	Chester to Okeefe	2	Neighborhood Connector	20	0	1588	2	1	2	No	No	4
San Antonio St	Glenwood Ave to Encinal Ave	3	Local	21	0	464	0	2	4	No	No	4
San Mateo Dr	Santa Cruz Ave to Valparaiso Ave	4	Bicycle Boulevard	22	0	783	1	1	2	Yes	No	4
Stanford Ave	Edgewood Ln and Doris Dr	5	Local	29	4	685	0	0	0	No	No	4
Woodland Ave	Lexington Dr to Concord Dr	2	Neighborhood Connector	19	0	1602	2	1	2	No	No	4
Monte Rosa Dr (east)	Avy Ave to Sharon Park Dr	5	Local	25	0	848	1	1	2	No	No	3
Cambridge Ave	El Camino Real to Cornell Rd	4	Local	20	0	1779	3	0	0	No	No	3
Blackburn Ave	Woodland Ave to Willow Rd	2	Local	18	0	447	0	1	2	No	No	2
Willow Rd (access)	Pierce to Newbridge	1	Local	26	1	535	0	0	0	No	Yes	2
Partridge Ave	El Camino Real to University Dr	4	Local	22	0	432	0	1	2	No	No	2

ADT: Average Daily Traffic

Program Process

- Projects that are on an emergency route will require further study and coordination
- Remaining requests: locations that receive points for speeds or collisions will be carried over to the following batch for reevaluation in the next budget cycle
- Projects with no points for speed or collisions will not be further evaluated or prioritized (unless resubmitted) but will be reported to City Council per their request

2026 Implementation Projects

- Elder Av – Council District 4 - speed humps, to be installed in September
- Olive St – Council District 5 - speed humps – timing TBD, emergency response route

Program Process – Implementation

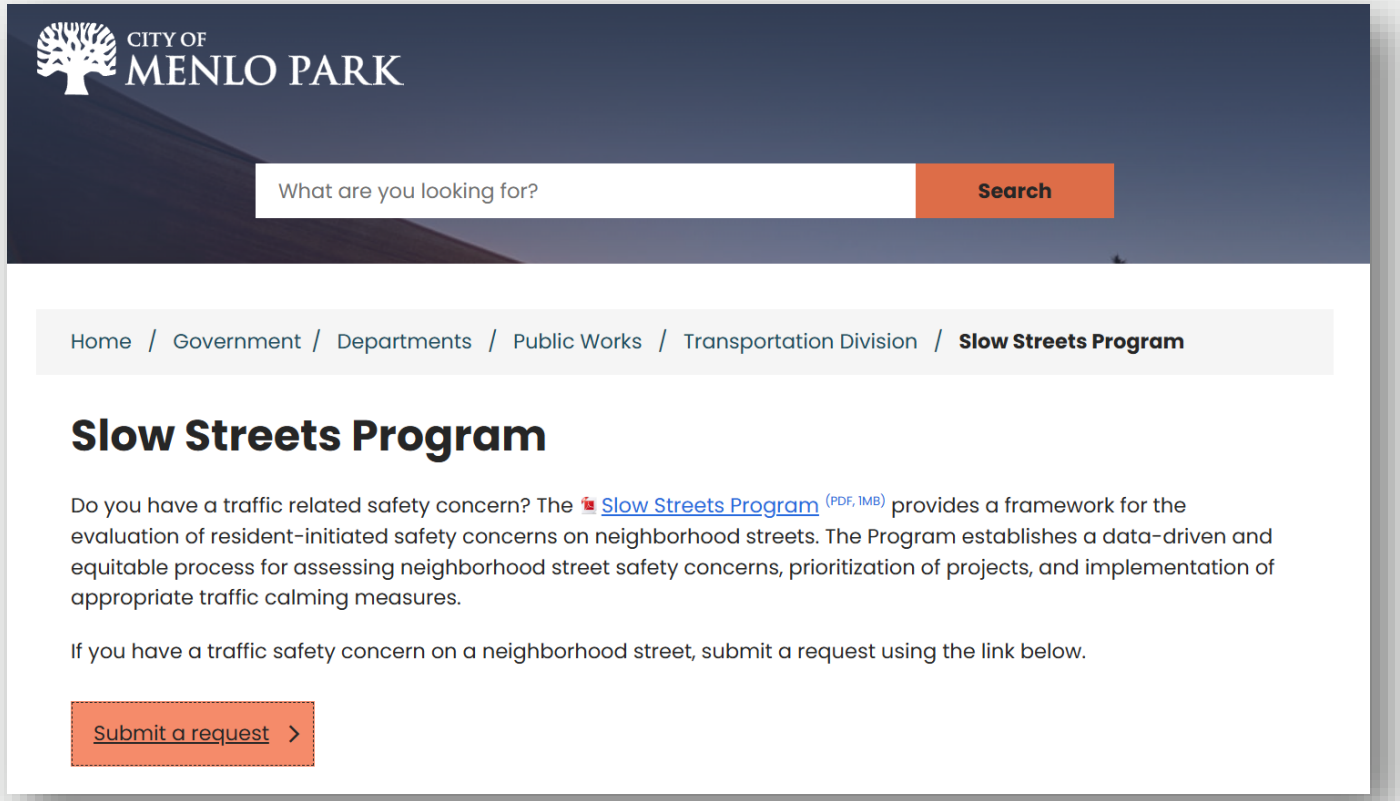
- Projects may be advanced through three delivery pathways, depending on project location, scale and available budget
  - **Quick Build – Smaller-scale projects that can be implemented with limited design and resources and implemented within the fiscal year**
  - Capital Improvement Plan – Added to the projects in the next 2-3 years (e.g., Street Maintenance Program)
  - Larger or more complex projects that may be incorporated into the City's 5-Year CIP (e.g., Coleman Ave. Pilot)
- Following design finalization and resource allocation, approved projects will proceed to construction or installation

To Come

- Staff is working on a comprehensive list of recent (past 3 years) Transportation Safety Projects by district
- Since we've taken on an integrative approach to our projects (street resurfacing and other CIP projects) a lot of our work is not provided in a centralized list

2027 Batch

www.menlopark.gov/SlowStreets





Thank You

E-Bikes + Menlo Park

Micromobility is clean and quiet

EVs are booming but electric bikes are really cutting emissions

7 Environmental benefits of riding an e-bike

Effect of environmental awareness on electric bicycle users' mode choices

Environmental Benefits of Electric Bikes: The Future of Green Travel

Menu THE CONVERSATION Sign in

GREAT!



AAP

The world's 280 million electric bikes and mopeds are cutting demand for oil far more than electric cars

Published: November 16, 2023 5.38pm EST

Muhammad Rizwan Azhar, Waqas Uzair, *Edith Cowan University*

---AND---

COULD BE BETTER!



Flood Triangle · 18 hr ago ·

Monday 3:00pm Three boys riding towards downtown on University Ave, turned left onto Santa Cruz Ave on an overloaded e-bike. Looked [illegible] than 13 years old. No helmets, ran the [illegible]gn at University and Oak Grove, and the [illegible] at University and Santa Cruz. If you [illegible] child on this bike, please review [illegible]fety with them.

[illegible]ike Comment Share

42 reactions 45 comments

[illegible] · West Menlo - Sharon Rd t...

Why I avoid downtown between 3 and 4

Like Reply Share 5

[illegible] Selby Lane

Kevyn And 8 in the morning.

Like Reply Share

[illegible] 17h · Centennial

I almost got hit by one on a sidewalk, he was going full speed and was maybe 8 years old. He looked scared.

Add a comment...

E-Bikes and Schools

Last year, MPCSD became the first school district in the country to ban Class 2 and 3 e-bikes.

“When it comes to middle schoolers, there’s often a mismatch between adolescent development and the speed of e-bikes…The police officers also explained that many kids are “jail-breaking” their bikes to go much faster than the built-in speed limits.” - Francesca Segre, School Board member

“Our rationale was informed by data, trends, and serious concerns about student safety. The rising popularity of e-bikes and e-motos among our student population has unfortunately been accompanied by an increase in unsafe student riding behaviors. With hundreds of students walking and riding traditional bicycles amidst heavy car traffic, **this dynamic setting is not conducive to the safe operation of motorized vehicles by students**. While the district has consistently **worked to educate students and partner with law enforcement, it has become clear these measures alone are not sufficient.** Therefore, this policy is a necessary step to directly safeguard the physical safety of our MPCSD students, who are all under the age of 16.” - Letter from MPCSD Superintendent Gracia

Other Local School Districts

Burlingame School District: on-bike training via “E-Bike Sense” + registration for micromobility transportation devices to ensure they are legal (pilot program)

San Mateo - Foster City School District: Foster City’s City Council reached out to the school district to ask to work together on an e-bike education program. Some pushback from the community about infrastructure being more of a priority. No final decision made.

Portola Valley School District: Full web page just on e-bikes. No ban.

PAUSD: could not find a district-wide policy, just that conversations are ongoing.

Los Altos School District: nothing specific

Bike Shops

- Bike shops tend to sell pricier e-bikes thus their customers tend to be older
  - The shops see the positive side of e-bikes generally, e.g. adults being able to either start or continue biking later in life.
- Kids are generally getting e-bikes (and e-motos) online (Amazon etc) or stores like Costco.
  - Two Palo Alto Bicycles employees have sold a grand total of 2 e-bikes to kids (or rather to parents of the kids) in the last two years.
  - They do however see a lot of e-bikes come in for repair that were purchased online.
  - Stores like Costco don't generally have the same kind of expertise dedicated bike stores do.
- Interest in California e-bike legislation is high
  - Difficult to keep track of the different policies from county to county and city to city

Bike Shops (Cont)

- Whose fault is it when accidents happen?
- Bike shops say they shouldn't be solely responsible for educating younger riders.
  - Parents
  - State law
- DA of Orange County sends formal letter warning OC bike store owners of duties regarding the sale of e-bikes and e-motos.
- Shops won't sell e-bikes to or for kids
  - "We will not sell e-bikes to minors nor will we sell an e-bike to an adult if we know it's being purchased for a minor." (Marblehead Cycles, Marblehead MA)
  - "...if you haven't bought one for a kid, just rethink that decision and don't." (Moore's Bike Shop, Hattiesburg MS)
- The Wild, Wild West
  - Legislation has not caught up.

Upcoming and Existing Policies

Nationwide: H.R. 727, **2002,** established that the regulation for **"low speed electric bicycles"** would fall under **Consumer Product Safety Act** instead of National Highway Traffic Safety Administration because its maximum speed was **20 mph or less.**

Statewide: California has established 3 classes of electric bicycle (e-bike):

1: ≤20mph, NO throttle, 750W (or less) motor. Pedal assist only.	2: ≤20mph, throttle, 750W (or less) motor. Pedal assist also.	3: <28mph, NO throttle, 750W (or less) motor. Riders must be 16 and bike must have speedometer. Pedal assist only.

E-Bike specific legislation - New since January 1, 2026

***Safety standards for batteries** (SB 1271) *E-bikes must have **front and rear lights** visible up to 500 ft at all hours of operation.(CVC Section 21201) * **Prohibits software applications** that **increase the speed of an e-bike** to exceed its classification. Devices and apps were previously prohibited. (CVC Section 24016) ***Prohibits selling a Class 3 e-bike to a person under 16,** adding to the rule prohibiting those under 16 from riding them (AB965) * **Officers may seize an e-bike** if it is being **operated** by a person **under 16 OR** is a **throttle e-bike** modified to **exceed 20 mph**, thus falling outside the classification system, and **lacks the appropriate licensing** for that vehicle (AB 875).

Local and Upcoming Policy

San Mateo County: **E-micromobility** devices/riders are **prohibited from doing the following**:

- **Stopping, parking**, or leaving an e-micromobility device in front of **public or private driveway**.
- Operating or riding on an e-micromobility device without a proper fitting **helmet** when the rider or operator is under 18 years of age.
- Operating an e-bike at a **speed** greater than is reasonable and prudent given the: (weather, pedestrian, vehicular traffic, surface and width of the roadway)
- Operating an electric bicycle in an **unsafe** manner.
- Carrying anything that keeps the rider from having at least **one hand on the handlebars**,
- Operating a bicycle while wearing **anything covering or inserted in the ears**.
- **Exceeding 5 mph** on public **sidewalks** (appears to only apply to e-micromobility devices).

E-bike riders must provide a **clear, audible signal** when overtaking or passing others.

Applies only to unincorporated portions of San Mateo County

Pending legislation: AB 2595 establishes a pilot program in San Mateo county authorizing local jurisdictions to **restrict the use of class 1 and 2 electric bicycles to people 12 years and older**; AB 2346 establishes **10 mph speed limit** on all sidewalks

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Traffic Garden




STOP