



REGULAR MEETING AGENDA

Date: 1/12/2022

Time: 7:00 p.m.

Regular Meeting Location: [Zoom.us/join](https://zoom.us/join) – ID# 845 2506 8381

NOVEL CORONAVIRUS, COVID-19, EMERGENCY ADVISORY NOTICE

On March 19, 2020, the Governor ordered a statewide stay-at-home order calling on all individuals living in the State of California to stay at home or at their place of residence to slow the spread of the COVID-19 virus. Additionally, the Governor has temporarily suspended certain requirements of the Brown Act. For the duration of the shelter in place order, the following public meeting protocols will apply.

Teleconference meeting: All members of the Complete Streets Commission, city staff, applicants, and members of the public will be participating by teleconference. To promote social distancing while allowing essential governmental functions to continue, the Governor has temporarily waived portions of the open meetings act and rules pertaining to teleconference meetings. This meeting is conducted in compliance with the Governor Executive Order N-25-20 issued March 12, 2020, and supplemental Executive Order N-29-20 issued March 17, 2020.

- How to participate in the meeting
 - 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: Given the current public health emergency and the rapidly evolving federal, state, county and local orders, 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's website www.menlopark.org. 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 (menlopark.org/agenda).

Regular Meeting ([Zoom.us/join](https://zoom.us/join) – ID# 845 2506 8381)

A. Call To Order

B. Roll Call

C. Reports and Announcements

Under "Reports and Announcements," staff and Commission members 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. Please clearly state your name and address or political jurisdiction in which you live. 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. Approve minutes for the Complete Streets Commission’s November 10, 2021 regular meeting (Attachment)
- E2. Recommend the adoption of Resolutions No. 2022-1 and No. 2022-2 to remove parallel on-street parking spaces on University Drive (Staff Report #22-001-CSC)
- E3. Recommend that the Complete Streets Commission recommend to City Council to approve the no parking restrictions on El Camino Real (Staff Report #22-002-CSC)
- E4. Evaluate commission subcommittees to support City Council priorities

F. Informational Items

- F1. Update on major project status

G. Committee/Subcommittee Reports

- G1. Update from Climate Action Plan Subcommittee (Lee/Levin)
- G2. Update from Downtown Access and Parking Subcommittee (Altman/Behroozi/Cole)
- G3. Update from Multimodal Metrics Subcommittee (Altman/Behroozi/Levin)
- G4. Update from Multimodal Subcommittee (Cebrian/Levin)
- G5. Update from Safe Routes to School Program Subcommittee (Behroozi/Cebrian/King/Lee)
- G6. Update from Transportation Master Plan Implementation Subcommittee (Altman/Behroozi/Cebrian/Levin)
- G7. Update from Zero Emission Subcommittee (Cromie/Jensen)

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 City Council 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.org. Persons with disabilities, who require auxiliary aids or services in attending or participating in City Council 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 menlopark.org/agenda and can receive email notification of agenda and staff report postings by subscribing to the "Notify Me" service at menlopark.org/notifyme. Agendas and staff reports may also be obtained by contacting City Clerk at 650-330-6620. (Posted: 1/6/2022)

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Complete Streets Commission

REGULAR MEETING MINUTES - DRAFT

Date: 11/10/2021

Time: 7:00 p.m.

Location: [Zoom.us/join](https://zoom.us/join) – ID# 959 6579 2741

A. Call To Order

Chair Levin called the meeting to order at 7:02 p.m.

B. Roll Call

Present: Altman, Behrooz, Cebrian, Cromie, Lee, Levin

Absent: Cole, Jensen, King

Staff: Assistant Public Works Director Hugh Louch, Engineering Technician Patrick Palmer, Engineering Technician Phu Nguyen, Senior Transportation Engineer Kevin Chen

C. Reports and Announcements

Staff Chen reported on City Council actions related to transportation since the October 13, 2021 Commission meeting.

D. Public Comment

- Pam Jones spoke in support of flashing stop signs.
- Bill Kirsch spoke in support of other funding source opportunities for the Middle Avenue pedestrian and bicycle rail crossing project.

E. Regular Business

- E1. Approve minutes for the Complete Streets Commission's October 13, 2021 regular meeting (Attachment)

ACTION: Motion and second (Behrooz/ Lee), to approve minutes for the October 13, 2021 Complete Streets Commission meeting, passed 4-2 (Cebrian and Cromie abstaining, Cole, Jensen, and King absent).

- E2. Recommend the adoption of Resolution No. 2021-5 to remove five parking spaces fronting 2225 Sharon Road (Staff Report #21-009-CSC)

Staff Nguyen made the presentation (Attachment).

- Randy Avalos spoke in support of increased data accuracy, public outreach for this and future projects, and requested a copy of the presentation.

The Commission discussed the City's procedure and approach to handling this type of request, public outreach process, and project advantages and disadvantages.

ACTION: Motion and second (Behrooz/ Cebrian), to adopt Resolution No. 2021-5 to remove five parking spaces fronting 2225 Sharon Road, passed 6-0 (Cole, Jensen, and King absent).

- E3. Recommend the adoption of Resolution No. 2021-6 supporting the City's application for a C/CAG Transportation Development Act Article 3 Grant for a pedestrian and bicycle crossing improvement at Van Buren Road and Ringwood Avenue (Staff Report #21-010-CSC)

Staff Louch made the presentation (Attachment).

- Bill Kirsch spoke in support of additional bike safety measures.

The Commission discussed improvements to the selection process, other potential safety improvements (e.g., speed humps), the grant schedule, and next steps.

ACTION: Motion and second (Behroozi/ Cebrian), to adopt Resolution No. 2021-6 supporting the City's application for a C/CAG Transportation Development Act Article 3 Grant for a pedestrian and bicycle crossing improvement at Van Buren Road and Ringwood Avenue, and suggested the following improvements after the grant application:

- Add treatments to improve driver visibility of bicyclists coming from the Ringwood Avenue pedestrian and bicycle overcrossing over U.S. 101, and
- Convert this intersection to an all-way stop controlled intersection, passed 6-0 (Cole, Jensen, and King absent).

- E4. Evaluate commission subcommittees to support City Council priorities

Staff Chen introduced the item.

The Commission discussed next steps for the Neighborhood Traffic Management Program update.

F. Informational Items

- F1. Update on major project status

Staff Chen provided an update on the Caltrain quiet zone feasibility study and the Garwood Way turn restrictions at Oak Grove Avenue project.

G. Committee/Subcommittee Reports

- G1. Update from Climate Action Plan Subcommittee

Chair Levin provided a summary of subcommittee charges, including a near term task to explore citywide climate action goals.

- G2. Update from Downtown Access and Parking Subcommittee

Chair Levin provided updates on City of Mountain View's recently approved downtown parking and access strategy, including paid parking, and transportation demand managements.

- G3. Update from Multimodal Metrics Subcommittee

Commissioner Behroozi provided a meeting summary on multimodal safety and access analysis metrics, including project prioritization metrics and development metrics related to multi-modal travel

modes such walking and biking.

G4. Update from Multimodal Subcommittee

Chair Levin provided some potential policy recommendations for the housing element update and federal funding opportunities for local projects.

G5. Update from Safe Routes to School Program Subcommittee

Commissioner Lee provided updates on a potential bike education program for middle schools.

Commissioner Behroozi provided updates on a field visit in the Willows neighborhood with neighborhood residents, Mayor Combs, and City staff.

G6. Update from Transportation Master Plan Implementation Subcommittee

None.

G7. Update from Zero Emission Subcommittee

Commissioner Cromie provided updates on potentially recovering previous Commission efforts on a Citywide scooter policy.

H. Adjournment

Chair Levin adjourned the meeting at 9:53 p.m.

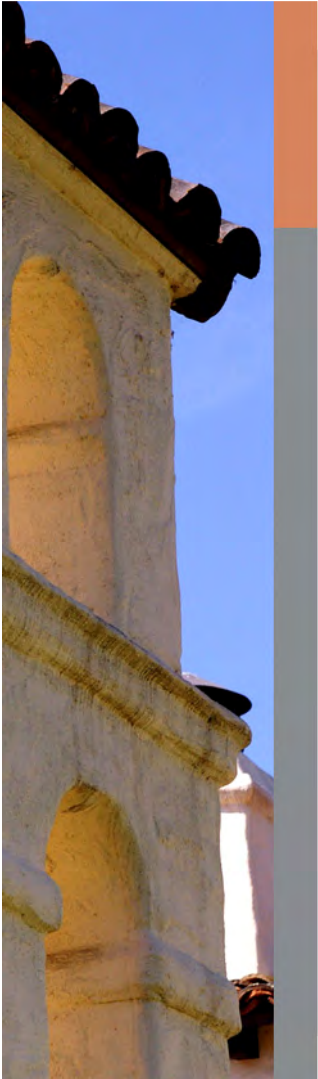
Kevin Chen, Senior Transportation Engineer

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The background of the slide is a photograph of the Arroyo Valley Community Center at dusk. The building is constructed of red brick and features a prominent portico with dark wooden beams. Warm interior lights are visible through the windows and under the eaves, contrasting with the deep blue twilight sky. A semi-transparent green banner is overlaid across the middle of the image, containing the title and meeting information.

PARKING REMOVAL AND INSTALLATION OF RED CURB FRONTING 2225 SHARON ROAD

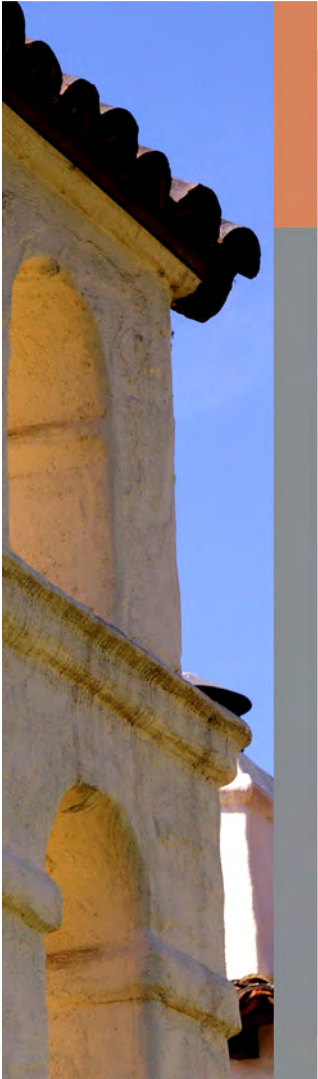
Complete Streets Commission Meeting: November 10, 2021



AGENDA

- Background
- Evaluation
- Recommendations





BACKGROUND



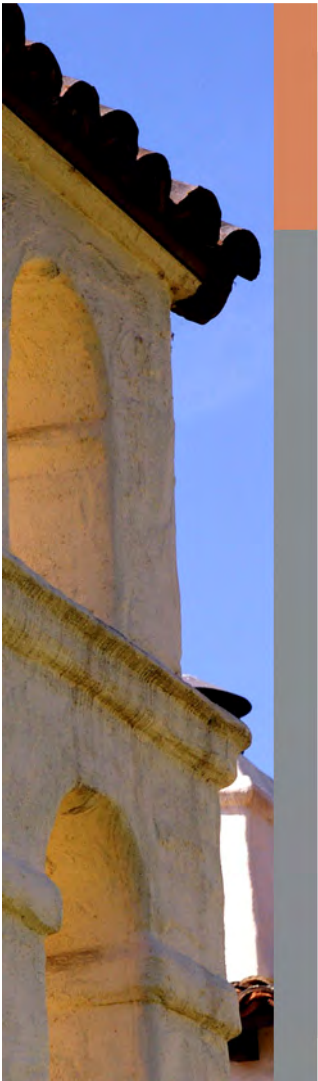
Location: frontage of 2225 Sharon Rd. apartment complex



EVALUATION

- Not enough line of sight
- The right side of the driveway is at the end of the curve roadway, therefore, the sight distance would also become even less, which could increase the potential of collisions

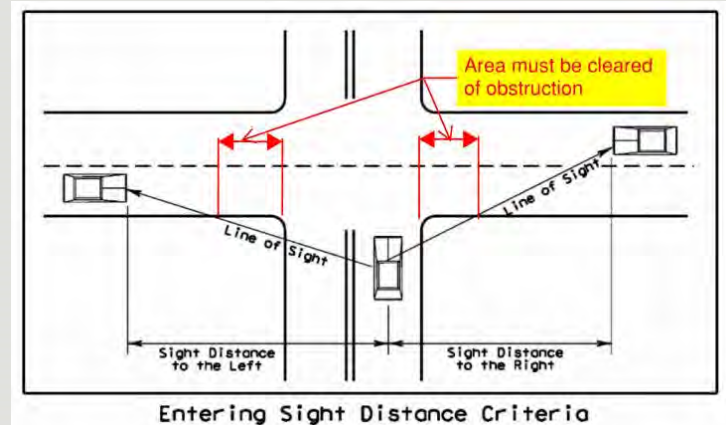


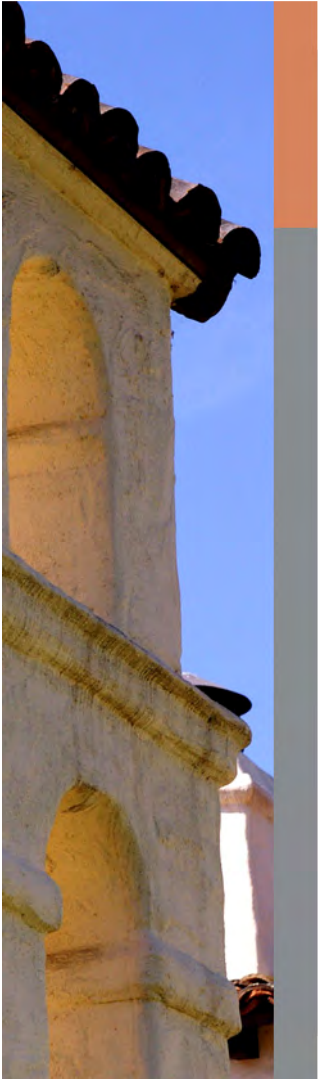


EVALUATION

- Current posted speed 25 mph
- 155 feet of stopping sight distance needed

US Customary				
Design speed (mph)	Brake reaction distance (ft)	Braking distance on level (ft)	Stopping sight distance	
			Calculated (ft)	Design (ft)
15	55.1	21.6	76.7	80
20	73.5	38.4	111.9	115
25	91.9	60.0	151.9	155
30	110.3	86.4	196.7	200
35	128.6	117.6	246.2	250
40	147.0	153.6	300.6	305
45	165.4	194.4	359.8	360
50	183.8	240.0	423.8	425
55	202.1	290.3	492.4	495
60	220.5	345.5	566.0	570
65	238.9	405.5	644.4	645
70	257.3	470.3	727.6	730
75	275.6	539.9	815.5	820
80	294.0	614.3	908.3	910





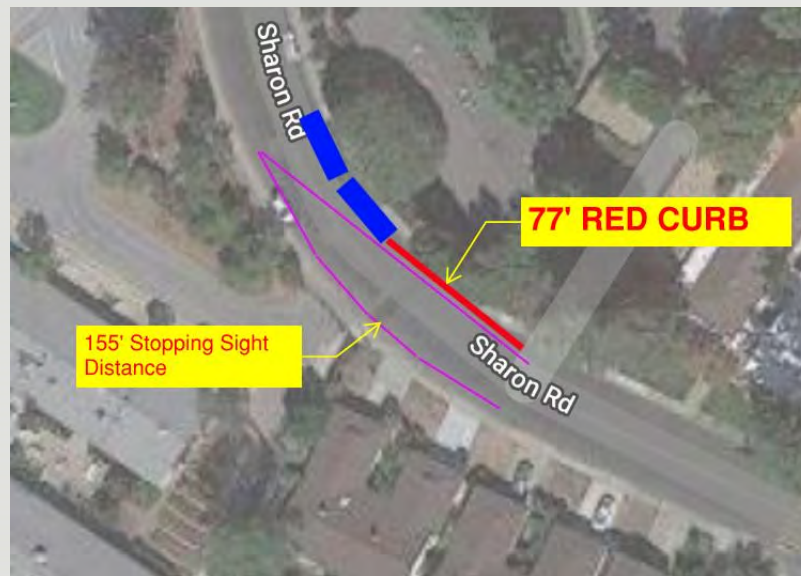
RECOMMENDATION

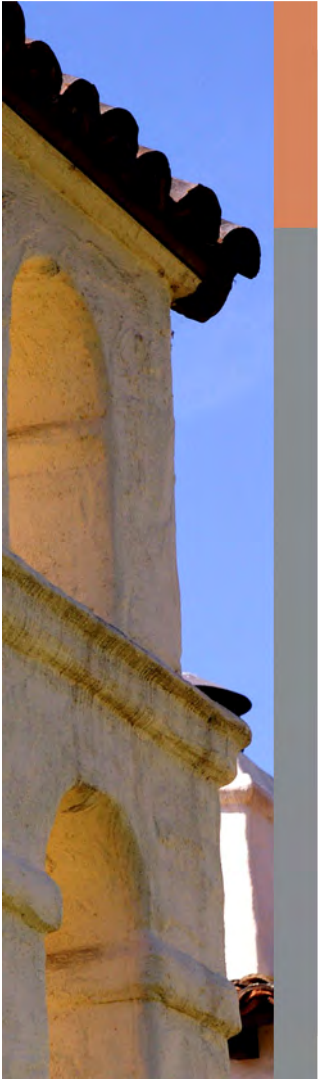
- Remove two parking spaces (new: 30 feet red curb, existing: 15 feet red curb)



RECOMMENDATION

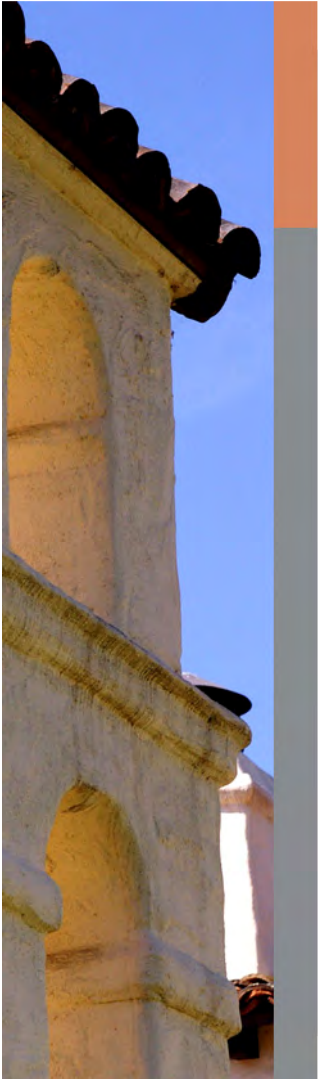
- Remove three parking spaces (new: 60 feet red curb, existing: 17 feet red curb)





CONCLUSION

- To remove total of 5 parallel parking spaces
- Install total of 90' of new red curb, (30' to the right, 60' to the left)



NOTIFICATION BOUNDARY MAP





**THANK YOU &
QUESTIONS**

The background of the slide is a photograph of a yellow construction bucket filled with dark asphalt. To the left, a portion of a large tire is visible. In the background, an orange and white traffic cone stands on a paved surface. A semi-transparent teal banner is overlaid across the middle of the image, containing the title text.

RESOLUTION NO. 2021-6 SUPPORTING THE CITY'S APPLICATION FOR A C/CAG TDA ARTICLE 3 GRANT

Complete Streets Commission: November 10, 2021



AGENDA

- Background on TDA Grant
- Proposed Grant Application
- Recommendation
- Next steps

BACKGROUND

- TDA Article 3 – funds projects that encourage and improve bicycling and walking conditions
- Eligible Capital Projects
 - Construct bike/ped infrastructure – design and construction only
 - Quick build projects
 - Restriping bike lanes
 - Maintenance of multi-use paths
- Requirements
 - 10% local match
 - Approved by City BPAC or equivalent committee
 - Consistent with Caltrans, MTC requirements

PROPOSED GRANT APPLICATION

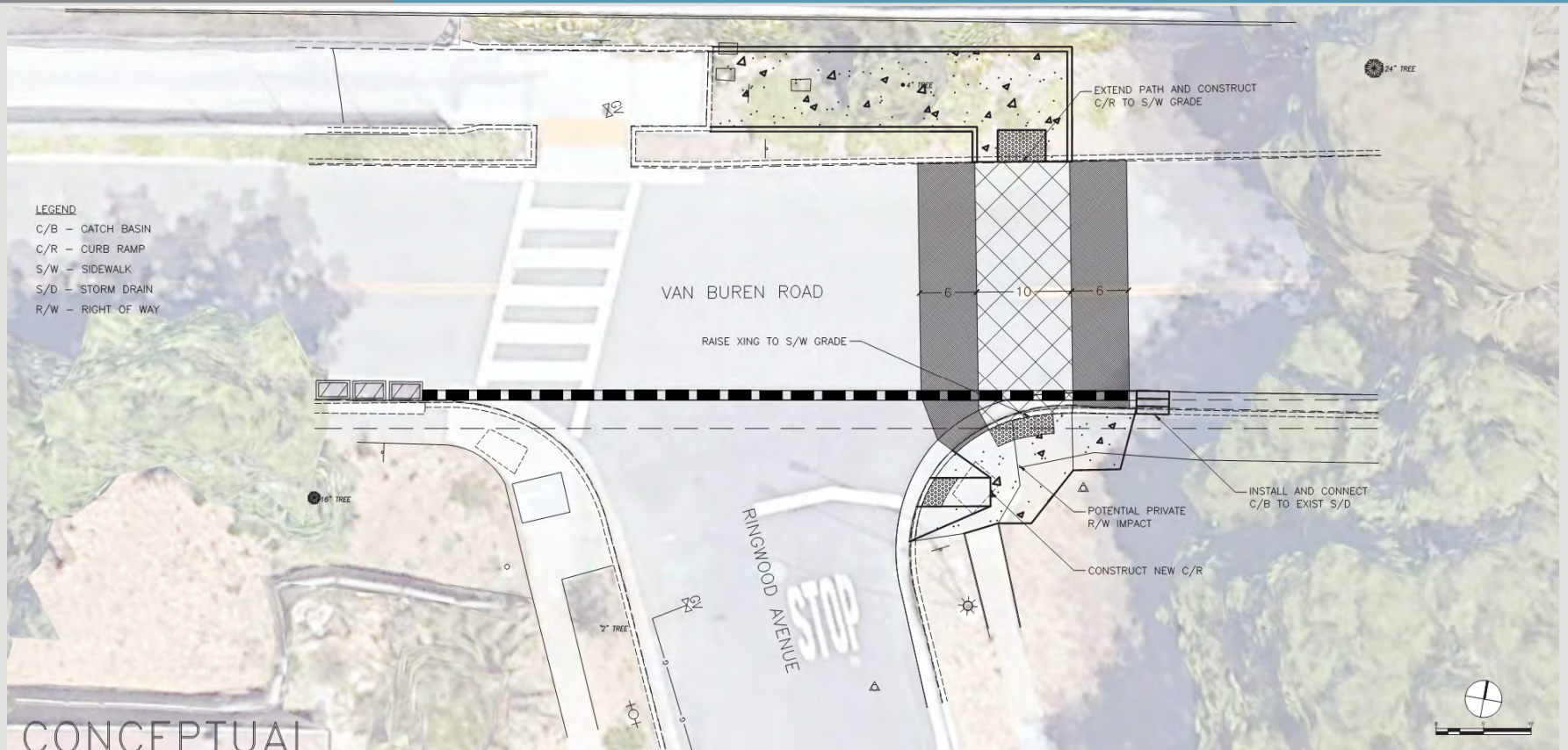




PROPOSED GRANT APPLICATION

- Why Van Buren
 - Part of a neighborhood route connecting downtown to Belle Haven and the Bay
 - Safe Routes to School Route
 - Multiple bicycle injury crashes
 - Project readiness

PROPOSED GRANT APPLICATION





RECOMMENDATIONS

- Approve resolution supporting grant application





THANK YOU /
QUESTIONS



STAFF REPORT

Complete Streets Commission

Meeting Date: 1/12/2022

Staff Report Number: 22-001-CSC

Regular Business: **Recommend the adoption of Resolutions No. 2022-1 and No. 2022-2 to remove parallel on-street parking spaces on University Drive**

Recommendation

Staff recommends that the Complete Streets Commission adopt Resolutions No. 2022-1 (Attachment A) and No. 2022-2 (Attachment B) to approve the removal of parallel on-street parking spaces on the west side of University Drive that runs north-south, immediately adjacent to two T-intersections crossing the following east-west local streets (Attachment C):

- At Millie Avenue: two spaces to the north and two spaces to the south
- At Rose Avenue: one space to the north and one space to the south

The purpose of these two projects is to address resident concerns by improving existing lines of sight for drivers merging onto University Drive.

Policy Issues

Section 11.24.026 of the City Municipal Code authorizes the Complete Streets Commission to designate “No Parking Zone” (i.e., red curb) adjacent to driveways, intersections, and crosswalks under specific criteria for safety concerns.

These projects are also consistent with the policies and programs (i.e., CIRC-1.1, CIR-4.4) stated in the 2016 General Plan Circulation Element. These policies and programs seek to maintain and improve a circulation system through the Street Classification System that provides safe and efficient movement of people and goods throughout Menlo Park for residential and commercial purposes.

Background

On two separate occasions, staff received resident feedback concerning inadequate lines of sight for drivers turning onto University Drive from Millie Avenue and Rose Avenue. The residents stated that, due to parked vehicles on the west side of University Drive immediately adjacent to these T intersections, drivers are forced to encroach beyond the stop bar onto University Drive before they can clearly see approaching vehicles from both directions.

The University Drive intersections with Millie Avenue or Rose Avenue are T intersections with only cross street stopped controlled.

Currently, there is 7 feet of red curb on University Drive at Millie Avenue. At Rose Avenue, there is 14 feet of red curb to the north and 25 feet of red curb to the south.

University Drive has a posted speed limit of 25 miles per hour (mph). According to the American Association of State Highway and Transportation Officials' (AASHTO) Policy on Geometric Design of Highway and Streets, 155 feet of stopping sight distance is required for 25 mph roadways.

Analysis

Based on field investigation, when vehicles are fully parked on the west side of University Drive immediately adjacent to Millie Avenue and Rose Avenue, current lines of sight fall below the minimum 155 feet. To get a clear view of approaching vehicles, drivers exiting Millie Avenue and Rose Avenue must cross beyond the stop bars by approximately seven to eight feet before proceeding.

To achieve at least 155 feet stopping sight distance in each direction, a total of 43 feet of red curb is needed on each corner of University Drive:

- Millie Avenue: there is 7 feet of red curb on each side of University Drive. To reach 43 feet on each corner, approximately four parking spaces need to be removed (two each side).
- Rose Avenue: there is 14 feet of red curb to the south and 25 feet to the north on University Drive. To provide 43 feet on each corner, approximately two parking spaces need to be removed (one each side).

Next steps

Per Section 11.24.028 of the Municipal Code, if these projects are approved, any Menlo Park resident, business owner, or property owner may appeal to the City Council in writing within fifteen (15) days after the decision, by January 27, 2022.

Impact on City Resources

If approved, the Project will be implemented through the City's signing and striping program.

Environmental Review

The installation of red curb is categorically exempt under Class 1 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 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. Additional public outreach was achieved by sending notification postcards to the residents/property owners within 500 feet of the proposed "No Parking Zone". In addition, posters with the Project and meeting information were placed on A-frames at the site.

Attachments

- A. Resolution No. 2022-1
- B. Resolution No. 2022-2
- C. Proposed red curb installation

Report prepared by:
Phu Nguyen, Engineering Technician II

Report reviewed by:

Kevin Chen, Senior Transportation Engineer

Hugh Louch, Assistant Public Works Director – Transportation

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RESOLUTION NO. 2022-1**RESOLUTION OF THE COMPLETE STREETS COMMISSION OF THE
CITY OF MENLO PARK AUTHORIZING THE INSTALLATION OF NO
PARKING ZONES ON UNIVERSITY DRIVE AT THE INTERSECTION OF
MILLIE AVENUE**

WHEREAS, the City of Menlo Park received a resident request to evaluate inadequate sight distance issue at the intersection of University Drive and Millie Avenue; and,

WHEREAS, a field investigation revealed limited sight distance due to vehicles park very close at the intersection; and,

WHEREAS, to achieve 155 feet stopping sight distance, extending the existing red curb zones adjacent to the intersection of University Drive/Millie Avenue (i.e., 36 feet of new red curb with 7 feet of existing red curb for a total of 43 feet on both the north side and the south side); and,

WHEREAS, Section 11.24.026 of the Menlo Park Municipal Code authorizes the Complete Streets Commission to designate no parking zones as described in the Municipal Code; and,

WHEREAS, the City of Menlo Park, acting by and through its Complete Streets Commission, having considered and been fully advised in the matter and good cause appearing therefore; and,

NOW, THEREFORE, BE IT RESOLVED, that the Complete Streets Commission of the City of Menlo Park does hereby authorize the installation of red curb zones on University Drive at the intersection of Millie Avenue.

I, Kevin Chen, City staff liaison to the Complete Streets Commission of Menlo Park, do hereby certify that the above and foregoing Commission Resolution was duly and regularly passed and adopted at a meeting by said Commission on the twelfth day of January, 2022, by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of said City on this twelfth day of January, 2022.

Kevin Chen
Complete Streets Commission Liaison

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RESOLUTION NO. 2022-2

**RESOLUTION OF THE COMPLETE STREETS COMMISSION OF THE
CITY OF MENLO PARK AUTHORIZING THE INSTALLATION OF NO
PARKING ZONES ON UNIVERSITY DRIVE AT THE INTERSECTION OF
ROSE AVENUE**

WHEREAS, the City of Menlo Park received a resident request to evaluate inadequate sight distance issue at the intersection of University Drive and Rose Avenue; and,

WHEREAS, a field investigation revealed limited sight distance due to vehicles park very close at the intersection; and,

WHEREAS, to achieve 155 feet stopping sight distance, extending the existing red curb zones adjacent to the intersection of University Drive/Rose Avenue (i.e., 29 feet of new red curb with 14 feet of existing red curb in junction with 9 feet No Parking box for a total of 43 feet to the south side, 18 feet of new red curb with 25 feet of existing red curb for a total of 43 feet on the north side; and,

WHEREAS, Section 11.24.026 of the Menlo Park Municipal Code authorizes the Complete Streets Commission to designate no parking zones as described in the Municipal Code; and,

WHEREAS, the City of Menlo Park, acting by and through its Complete Streets Commission, having considered and been fully advised in the matter and good cause appearing therefore; and,

NOW, THEREFORE, BE IT RESOLVED, that the Complete Streets Commission of the City of Menlo Park does hereby authorize the installation of red curb zones on University Drive at the intersection of Rose Avenue.

I, Kevin Chen, City staff liaison to the Complete Streets Commission of Menlo Park, do hereby certify that the above and foregoing Commission Resolution was duly and regularly passed and adopted at a meeting by said Commission on the twelfth day of January, 2022, by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of said City on this twelfth day of January, 2022.

Kevin Chen
Complete Streets Commission Liaison



Existing conditions at University Drive and Millie Avenue



Proposed conditions



Existing conditions at University Drive and Rose Avenue



Proposed conditions



STAFF REPORT

Complete Streets Commission

Meeting Date: 1/12/2022

Staff Report Number: 22-002-CSC

Regular Business:

Recommend that the Complete Streets Commission recommend to City Council to approve no parking restrictions on a portion of El Camino Real

Recommendation

Staff recommends that the Complete Streets Commission recommend to City Council to approve no parking restrictions on El Camino Real on the west side from Middle Avenue to College Avenue and on the east side from the southerly driveway of 700 El Camino Real and Menlo Park/Palo Alto city limit as shown on Attachment A.

Policy Issues

This project is consistent with policies stated 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.

Background

Middle Plaza at 500 El Camino Real project

Stanford University is redeveloping an 8.4-acre site, currently addressed 300 through 550 El Camino Real, with approximately 10,286 square feet of retail/restaurant uses, 142,840 square feet of non-medical office, and 215 residential units.

This project is fully approved and adheres to the El Camino Real/Downtown Specific Plan's (Specific Plan) "Base" level standards, which were established to achieve inherent public benefits, such as redevelopment of underutilized properties, the creation of more vitality and activity, and the promotion of healthy living and sustainability. This project is currently under construction and is anticipated to be completed this year.

Future Bicycle Facilities

El Camino Real is a major transportation corridor in the region, carrying approximately 30,000 – 45,000 daily vehicles, buses, and serving local business and school traffic. It is a historic asset for the region, but also a barrier to east-west travel in Menlo Park. In 2015, the City undertook the El Camino Real Corridor Study to develop consensus around a conceptual design for El Camino Real. Through the community engagement process, the highest priorities for desired improvements heard from the community included:

- Enhanced pedestrian safety and crossings
- Inclusion of bicycle lanes on El Camino Real
- More bicycle parking closer to downtown
- More landscaping along El Camino Real
- Timing of traffic signals to favor continuous north-south flow on El Camino Real

On May 3, 2016, the City Council passed a motion to accept the El Camino Real Corridor Study, identifying buffered bicycle lanes as the preferred alternative with additional study of potential solutions for the northbound traffic bottleneck at Ravenswood Avenue; to advance east-west connectivity improvements as recommended by staff into design and environmental clearance phase in advance of any further work on future north-south El Camino Real bicycle facilities; and, to reallocate the construction funds for the additional northbound through-lane at Ravenswood Avenue to the balance of the Transportation Impact Fee fund to be used for future projects identified by the Council.

Subsequent to the Corridor Study, the City developed a citywide Transportation Master Plan (TMP). This plan included buffered bike lanes on El Camino Real within the city limits as project 84 and part of projects 85-92 and 95. The TMP prioritized these projects as Tier 1 higher priority projects.

Menlo Park has also been a participant in the Peninsula Bikeway Study, a joint effort of the cities of Mountain View, Palo Alto, Menlo Park, and Redwood City, as well as Stanford University and Joint Venture Silicon Valley. This study has identified El Camino Real as the preferred alternative for a low stress, separated bikeway.

Analysis

No parking restriction on the west side of El Camino Real between Middle Avenue and College Avenue

As part of the off-site improvements for the Middle Plaza at 500 El Camino Real project, Stanford University is modifying the intersection of Middle Avenue and El Camino Real to improve access to the project site. As part of this improvement, a new crosswalk is being added to the south leg of the intersection to complete the pedestrian crossings at this intersection. In addition, a 2-foot raised concrete median island would be installed on El Camino Real between Middle Avenue and College Avenue, consistent with other parts of the corridor. This median island would replace the existing striped median island with flexible vertical posts as shown on Attachment B. The raised median island would provide better separation between the two directions of travel as well as provide a small refuge for pedestrians. In addition, the raised median would eliminate the need to replace the flexible posts after they have been hit, run over, and damaged by vehicles. Per Attachment C, in order to install the 2-foot raised concrete median island, on-street parking needs to be removed between Middle Avenue and College Avenue. The total length of on-street parking to be removed is approximately 200 feet or 8 parking spaces.

No parking restriction on the east side of El Camino Real between the southerly driveway of 700 El Camino Real and Menlo Park/Palo Alto city limit

Staff is recommending the removal of on-street parking between the southerly driveway of 700 El Camino Real and the Menlo Park/Palo Alto city limit for the future implementation of a buffered bike lane on El Camino Real as identified in the TMP project 84. Between the southerly driveway of 700 El Camino Real and Middle Avenue, there are approximately 8 parking spaces. Between Middle Avenue and Cambridge Avenue, there are currently red curbed or no parking areas and approximately 25 parking spaces. Between Cambridge Avenue and the Menlo Park/Palo Alto City limit, there is approximately 750 feet of curb or approximately 34 parking spaces. Since the Middle Plaza at 500 El Camino Real project would provide underground parking structures and surface parking areas for its residents, office workers, and retail customers, removing these parking spaces would not impact Middle Plaza's parking needs. The Stanford Park Hotel provides surface parking areas for its workers and hotel patrons and, consequently, removing the parking spaces between Cambridge Avenue and the Menlo Park/Palo Alto city limit would not impact the Hotel's parking needs.

Impact on City Resources

The no parking restriction (i.e. no parking signs and/or red curb painting) on the west side of El Camino Real between Middle Avenue and College Avenue would be installed by Stanford University at its expense and the east side of El Camino Real between the southerly driveway of 700 El Camino Real and the Menlo Park/Palo Alto city limit would be installed by the City. Funding for this work is budgeted from the Transportation Division's annual signing and striping budget.

Environmental Review

The proposed installation of the no parking restrictions on El Camino Real (Attachment A) is categorically exempt under Class 1 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 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. Postcards were also mailed to property owners and businesses located within of 500-foot radius of the project location. In addition, posters with the meeting information were placed on A-frames along the west side of El Camino Real between Middle Avenue and College Avenue.

Attachments

- A. No Parking Restriction Layout on El Camino Real
- B. Existing Striped Median Island with Flexible Vertical Posts on El Camino Real
- C. Signing and Striping Plan – 500 ECR Project

Report prepared by:

Rene Baile, Associate Transportation Engineer

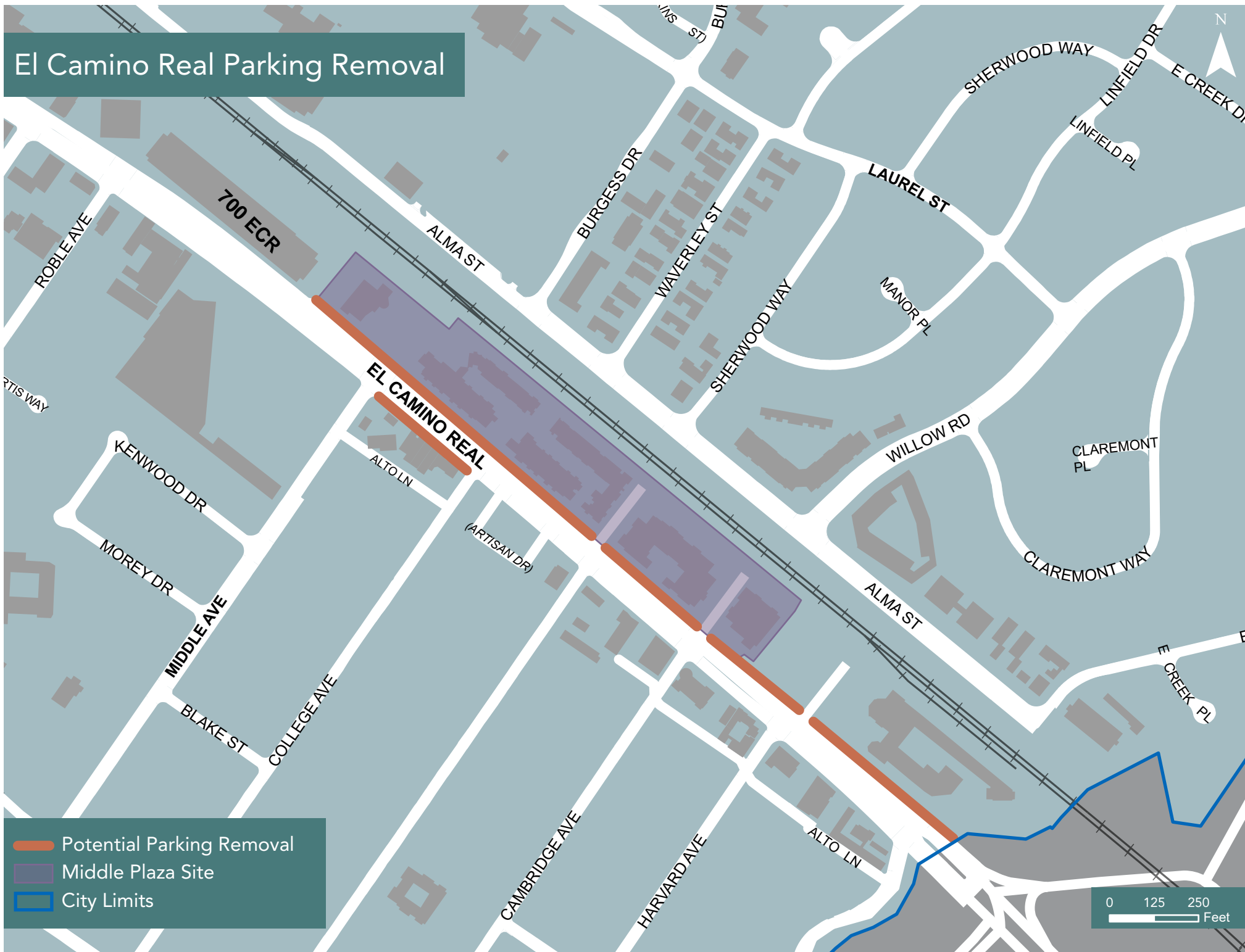
Report reviewed by:

Kristiann Choy, Senior Transportation Engineer

Hugh Louch, Assistant Public Works Director - Transportation

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El Camino Real Parking Removal



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EXISTING STRIPED MEDIAN ISLAND WITH FLEXIBLE VERTICAL POSTS

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	82	0	43	81

04-29-19
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

CHAD J. BROWNING
No. 68315
Exp. 09-30-19
CIVIL
STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS
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SANDIS CIVIL ENGINEERS
SURVEYORS PLANNERS

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SILICON VALLEY TRI-VALLEY CENTRAL VALLEY EAST BAY/SF

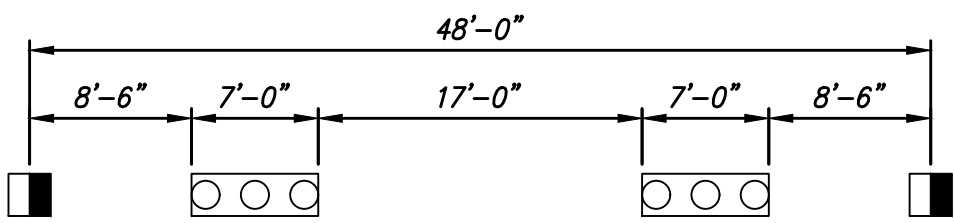
NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT
OF WAY ENGINEERING AT THE DISTRICT OFFICE.

GENERAL NOTES

- CONTRACTOR SHALL REMOVE ALL STRIPING/MARKINGS THAT
CONFLICT WITH THE PROPOSED STRIPING/MARKINGS IN
THESE PLANS.
- STRIPING, SIGNS, AND METHODS AND MATERIALS SHALL
ADHERE TO SECTION 2,3 AND 9 OF THE 2014 CALIFORNIA
MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CAMUTCD).
- STRIPING SHALL BE THERMOPLASTIC.

LEGEND

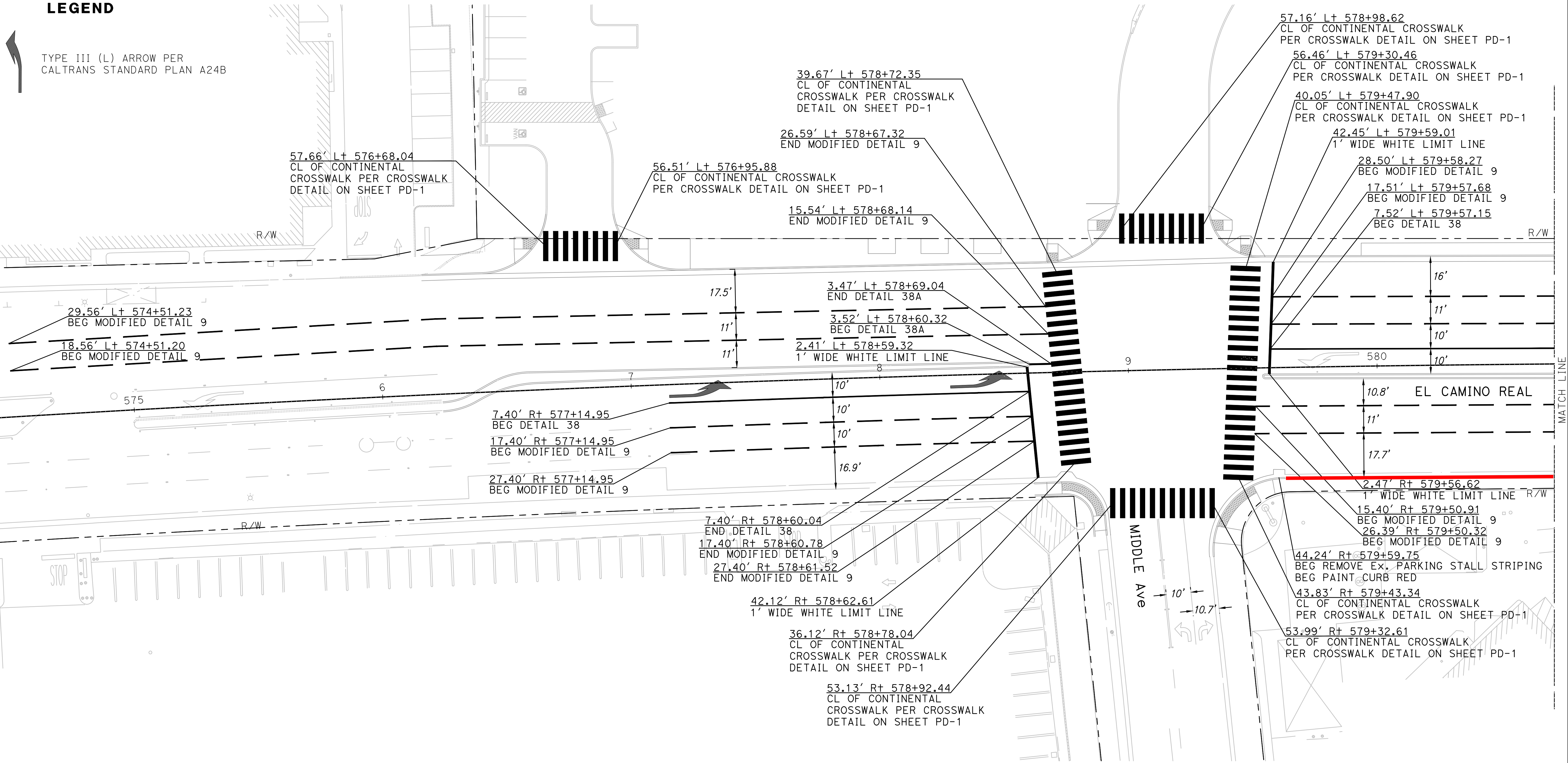
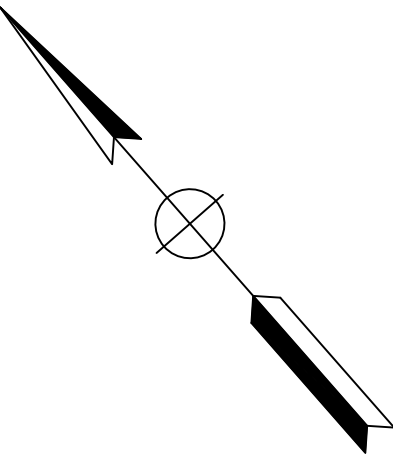
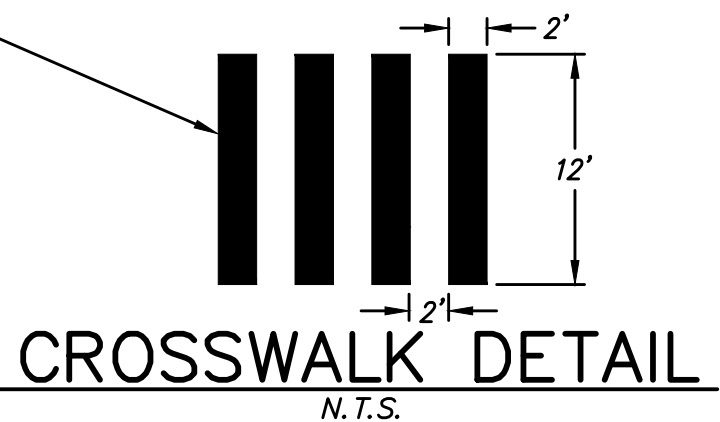
TYPE III (L) ARROW PER
CALTRANS STANDARD PLAN A24B



- LEGEND**
- TYPE A WHITE NON-REFLECTIVE MARKER
 - TYPE G ONE-WAY CLEAR RETROREFLECTIVE MARKER

MODIFIED DETAIL 9
N.T.S.

CONTINENTAL CROSSWALK PER
CALTRANS STANDARD PLAN A24F.



PAVEMENT DELINEATION AND SIGN PLAN

SCALE: 1"=20'

PD-1

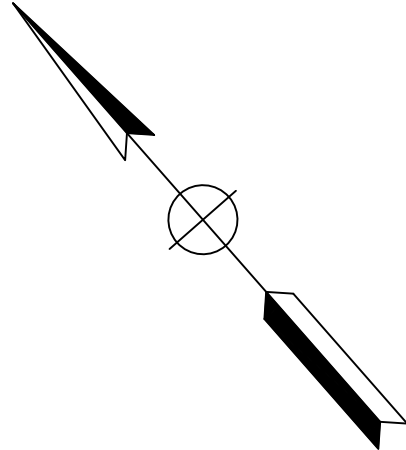
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT
OF WAY ENGINEERING AT THE DISTRICT OFFICE.

04-29-19 REGISTERED CIVIL ENGINEER PLANS APPROVAL DATE _____	DATE CHAD J. BROWNING No. 68315 Exp. 09-30-19 CIVIL
--	---

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BORDER LAST REVISED 7/2/2010

DATE PLOTTED =>	26-Apr-2019
TIME PLOTTED =>	14:55

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USERNAME =>
DGN FILE => XXXXXXXXXXXX.dgn

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RELATIVE BORDER SCALE
IS IN INCHES



PROJECT NUMBER & PHASE