Maybell Avenue 2nd Meeting Minutes

Maybell Avenue Pedestrian Pathway and Road Maintenance
February 28, 2007 Meeting Summary

Attendees:

City Staff

- Murdo Nicolson
- Elizabeth Ames
- Young Tran
- Gayle Likens
- Matt Brunnings

Introductions

Young Tran introduced himself and Murdo Nicholson. He asked for a show of hands for who was not at the previous meeting and no one in the audience was at the previous meeting.

Presentation of the plan

This project combines street resurfacing, storm drain installation, traffic calming, and pedestrian safety into one project. A new pedestrian pathway will be installed along the North side of Maybell Avenue from Juana Briones Elementary School to Pena Court. The goal of the pathway is pedestrian safety, it is not meant to be a bike path. Maybell Avenue will be resurfaced from Juana Briones Elementary School to Thain Way. The remaining section will be repaved following a scheduled gas main project. The new drainage system will be mostly new valley gutter on both sides of Maybell Avenue except for traditional curb and gutter on the South side of the street between Clemo and Baker. The traffic calming portion of the project consists of mid block speed tables along Maybell and Stop sign median islands for the crosswalks at Maybell and Amaranta. The new street alignment will vary because the property lines don't line up for the length of the street. In addition, power poles and fire hydrants cause variations in the path's alignment.

Public Questions & Answers

Why not concrete sidewalks or a concrete pathway?
Both the increased cost of the sidewalks and the Barron Park Guidelines prevent the city from installing sidewalks.

Where will there be street parking?
There will be street parking along the entire length of Maybell Avenue along the south side of the street.

On the North side of the street there will be off street parking available between Juana Briones School and Pena Court, excluding the block between Amaranta Avenue and Abel Avenue where there will be no parking allowed at this location and at spot locations due to fire hydrant, utility pole and public right-of-way constraints.

What will happen on the South side of the street?
Currently there is non-standard curb and gutter in front of some properties. All this will be removed and replaced with City of Palo Alto Standard curb and gutter from Clemo Avenue to Baker Avenue. North of Baker the drainage will become a valley gutter and match the opposite side of the street.

Will this project add light poles on Maybell?
No, light poles are not part of this project. However, if the City Utilities Department determines that the street is unsafely lit; luminaries will be added to the existing poles that do not have lights.
Will Maybell Ave become a Bike Boulevard?
Yes, this project will begin an 8 month trial for traffic calming along Maybell Ave. The intent is to slow traffic and create a calm environment where bikes and cars can coexist. This will be accomplished with speed tables along Maybell and median islands with stop signs at Amaranta. These improvements, along with the new pathway will create a safer environment for pedestrians.

What is the time schedule for this project?

_Tentative Schedule:_

- **Design Completed, project out to bid:** April, 2007
- **Contract Awarded:** Early July 2007
- **Construction Begins:** Mid July 2007
- **Construction Completed:** Late August 2007

Why not convert Maybell Ave to a one way street?
The City is not considering making such a drastic change to any of its neighborhoods. This idea would simply shift the traffic away to other residential streets in the neighborhood.

Why not add more trees in between the path and the valley gutter? The street is already barren as it is and this project will be removing more trees.
The City does not have the funds to install and maintain additional trees on Maybell Ave. In addition, the roots from these trees could damage the new pedestrian walkway and the valley gutter and impede available parking. Also, the City would contact Canopy, a Palo Alto based tree planting organization, to see what this organization could plant on private property. Residents were also encouraged to contact Canopy as well.

Why not get rid of on street parking?
The City cannot simply deny public access to public right of way. One of the uses of public streets is for vehicle parking.

What will the new path be made of?
It is an asphalt path with a colored slurry overlay. The purpose of the colored slurry is to differentiate between the pathway and the asphalt parking area beside it. This color contrast and “No Parking on Path” signs will be used to keep parked cars off the path.

Where will new trees go? In the parking area?
No, any new trees would be planted between the new pedestrian path and the properties due to maintenance concerns and limited public right-of-way along Maybell.

How many trees will be removed as part of this project?
4 to 6 trees will need to be removed. The City will make every effort to replace any trees that are removed.

How will you evaluate the traffic calming effectiveness?
The Transportation Division will take speed and volume counts before and after the improvements. Neighborhood feedback and accident analysis will also be used to determine if the measures implemented in the 8 month trial period will remain permanently. The evaluation process will start approximately 5 months after the completion of the installation.

Will there be more stop signs added?
No. Other signs related to the speed tables, new pathway and parking constraints will be installed at various locations.

How will it be better for bikers after this project?
The speed tables will have the effect of both lowering the speed of automobiles and routing unnecessary traffic out of the neighborhood and onto major arterial streets.
Why are you not installing speed tables on the block in front of the school?

*Stop signs on that block are used to regulate the flow of traffic. The other blocks on Maybell Avenue without stop signs will get the speed tables.*

Prepared by Matt Brunnings
3/5/2007