



STAFF REPORT

City Council

Meeting Date:

2/24/2026

Staff Report Number:

26-023-CC

Regular Business:

Consider and adopt a resolution authorizing the installation of a no stopping zone on the south side of Pierce Road between Carlton Avenue and Del Norte Avenue

Recommendation

Staff recommends that the City Council adopt a resolution (Attachment A) authorizing the installation of a no stopping zone on the south side of Pierce Road between Carlton Avenue and Del Norte Avenue (Attachment B).

Policy Issues

The project is consistent with policies and programs stated in the General Plan Circulation Element (CIRC-1.7 and CIRC-2.7), the 2020 Transportation Master Plan and 2024 Vision Zero Action Plan. These policies seek to maintain a safe, efficient, attractive, user-friendly circulation system that promotes a healthy and active community in the City.

Background

The Transportation Master Plan (TMP) is a City Council adopted planning document that provides a detailed vision for the City's transportation network. The TMP includes recommended projects based on the City's previous plans and existing conditions which were identified through a robust community and stakeholder engagement process. Projects were evaluated based on prioritization criteria and categorized as Tier 1 or Tier 2 projects. Tier 1 projects are anticipated to have the greatest impact and benefit to the transportation network, while Tier 2 projects help achieve the goals of the TMP but do not fully meet all prioritization criteria and are to be implemented over time as opportunities arise.

Pierce Road is defined as a Local Access street according to Menlo Park's 2016 General Plan Circulation Element. This is a low-volume residential street serving mostly local traffic and primarily provides access to abutting uses while supporting safe and inviting conditions for walking and biking. Pierce Road is a two-lane street with speed humps that provides access to local and civic destinations including the Belle Haven Community Campus, Boys and Girls Club of the Peninsula, and Belle Haven School. It also provides connections to regional corridors, such as Willow Road, Bayfront Expressway, U.S. 101, and the U.S. 101 Ringwood bicycle and pedestrian overcrossing, creating an important east-west active transportation connection through a major barrier.

Additionally, Pierce Road provides parallel routes to Newbridge Street and Ivy Drive that are identified as

High Collision Corridors in the Menlo Park Vision Zero Action Plan. It serves as a low-volume and low-speed alternative for local access. Currently, Pierce Road has unstriped parking on both the north and south sides of the street from Carlton Avenue to Del Norte Avenue, typical of a local residential street. Sidewalks are present on the north side, and the south side is adjacent to the U.S. 101 sound wall with no sidewalks. The street has no designated facilities for bicyclists.

The TMP includes improvements for bicyclists on Pierce Road as a Tier 2 project. It recommends the removal of a general-purpose travel lane and reconfiguration of Pierce Road from a two-way street to a one-way street. Additionally, the TMP identifies the installation of separated bike lanes to calm traffic and enhance connections to the U.S. 101 Ravenswood bicycle and pedestrian overcrossing.

Analysis

Pierce Road is scheduled for resurfacing in 2026 as part of the City's five-year street maintenance program. As projects are identified for resurfacing, improvements recommended through the TMP are incorporated. While the TMP identifies reconfiguration of Pierce Road to a one-way street with the installation of separated bike lanes, such a change would require extensive evaluation and updates to local circulation patterns. As part of the resurfacing effort, staff proposes parking removal on the south side to allow for sufficient roadway space to install a bicycle lane. Based on the City's standard parking dimensions, an estimated 160 parking spaces would require removal on the south side of Pierce Road from Carlton Avenue to Del Norte Avenue to accommodate the bicycle lane.

Staff conducted parking observations on two separate occasions and observed the number of vehicles parked on Pierce Road. The parking observations are shown in Table 1 below.

Table 1: Number of parked vehicles		
Roadway section	5:30 a.m. Tuesday, Dec. 16, 2025	4:15 p.m. Wednesday, Dec. 17, 2025
North	15	23
South	13	25

Apartment buildings that lack adequate off-street parking spaces (less than two spaces per unit) and are zoned R3 (Apartment Zoning District) qualify for an annual overnight parking permit, including the apartments on Pierce Rd. On Pierce Road between Carlton Avenue and Del Norte Avenue, at the time of this staff report, there were 12 annual overnight parking permits for 2025. The north side of Pierce Road has approximately 110 parking spaces. The parking capacity on the north side of Pierce Road should be sufficient to meet the observed daytime and overnight parking demand.

On Jan. 14, the Complete Streets Commission (CSC) received a presentation and recommended the installation of a no stopping zone on the south side of Pierce Road between Carlton Avenue and Del Norte Avenue (Attachment C). The CSC directed staff to explore the use of flexible posts or bollards between the bike lane and speed humps, instead of extending the speed hump into the bike lane as a pilot to prevent vehicle encroachment into the bike lane.

Staff evaluated this direction in the context of the City's design standards and site conditions. The City's speed hump standard detail consists of a segmented design that includes gaps designed to allow for faster travel of emergency vehicles, which have wider axle widths. The speed humps extend up to the edge of the roadway across the bike lane to prevent regular vehicles from driving between the gaps to avoid the speed hump. Shortening the speed humps and adding bollards or flexible posts present maintenance challenges. Street sweeping of the street would be difficult, as the sweepers would have to drive around the bollards. Debris would accumulate in the bike lane and the areas between the bollards and curb would need to be cleared by maintenance staff. Replacement of damaged or visually degraded bollards would also add to the maintenance needs. For these reasons, staff do not recommend the shortening of the speed hump and the installation of bollards.

Next steps

Pierce Road is scheduled for resurfacing in summer 2026. Staff recommend that City Council adopt a resolution authorizing the installation of a no stopping zone on the south side of Pierce Road between Carlton Avenue and Del Norte Avenue for the installation of bicycle facility (Attachment A).

Impact on City Resources

There are sufficient funds in CPS014 Annual Street Resurfacing Program for the installation of the bicycle facility.

Environmental Review

The project is statutorily exempt as identified by Public Resource Code Section 21080.25 which defines the California Environmental Quality Act as not applicable to "pedestrian and bicycle facilities that improve safety, access or mobility, including new facilities, within the public right-of-way."

Public Notice

Public notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting. To ensure residents are aware of the proposed removal of parking, staff mailed postcards to residents of Pierce Road to provide notice of this City Council meeting. Staff also deployed A-frames on Pierce Road notifying the public of this meeting.

Attachments

- A. Resolution
- B. Project map
- C. Hyperlink – Jan. 14 Staff report #26-001-CSC:
www.menlopark.gov/files/sharedassets/public/v/1/agendas-and-minutes/complete-streets-commission/2026-meetings/agendas/20260114-csc-agenda.pdf#page=35

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RESOLUTION NO. XXXX

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MENLO PARK
AUTHORIZING THE INSTALLATION OF A NO STOPPING ZONE ON THE
SOUTH SIDE OF PIERCE ROAD BETWEEN CARLTON AVENUE AND DEL
NORTE AVENUE**

WHEREAS, the Transportation Master Plan (TMP) includes addition of bike facilities on Pierce Road to calm traffic and enhance connections to the U.S. 101 Ringwood bicycle and pedestrian overcrossing; and,

WHEREAS, Pierce Road is scheduled to be resurfaced in 2026; and,

WHEREAS, the installation of a no stopping zone on the south side of Pierce Road between Carlton Avenue and Del Norte Avenue is necessary for the installation of a dedicated bicycle facility due to the limited roadway width; and,

WHEREAS, parking observations show the on-street parking on Pierce Road is underutilized; and,

WHEREAS, California Vehicle Code Sections 22506 and 22507 and Menlo Park Municipal Code §11.24 authorizes the City Council to establish by resolution restrictions on parking on local streets and state highways in Menlo Park as necessary; and,

NOW, THEREFORE BE IT RESOLVED, that the City of Menlo Park, acting by and through its City Council, having considered and been fully advised in the matter and good cause appearing therefore do hereby authorize the installation of a no stopping zone on the south side of Pierce Road between Carlton Avenue and Del Norte Avenue.

I, Judi A. Herren, City Clerk of Menlo Park, do hereby certify that the above and foregoing City Council Resolution was duly and regularly passed and adopted at a meeting by said City Council on the twenty-fourth day of February, 2026, 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 ___ day of February, 2026.

Judi A. Herren, City Clerk

Project Map

