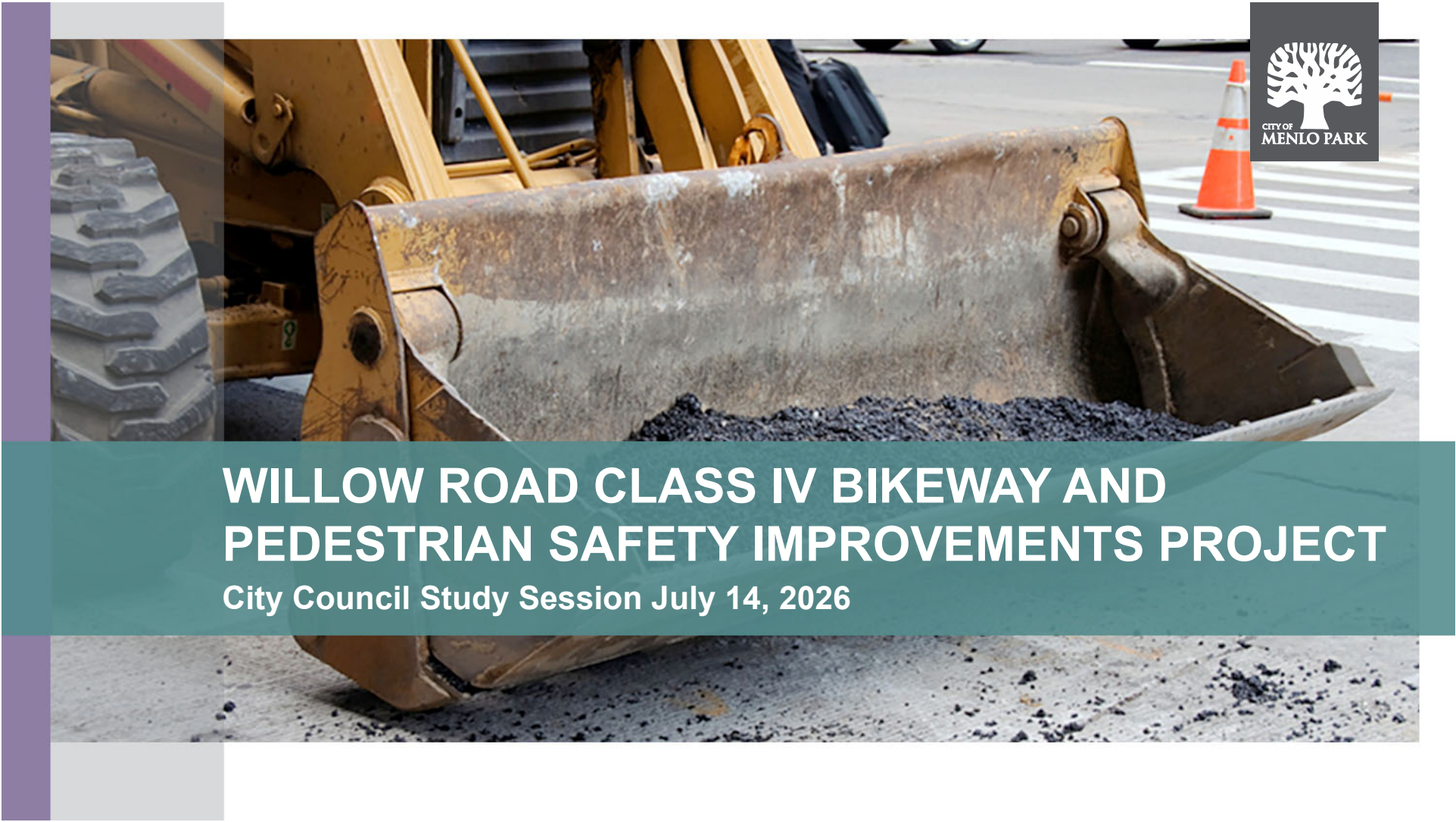




WILLOW ROAD CLASS IV BIKEWAY AND PEDESTRIAN SAFETY IMPROVEMENTS PROJECT

City Council Study Session July 14, 2026

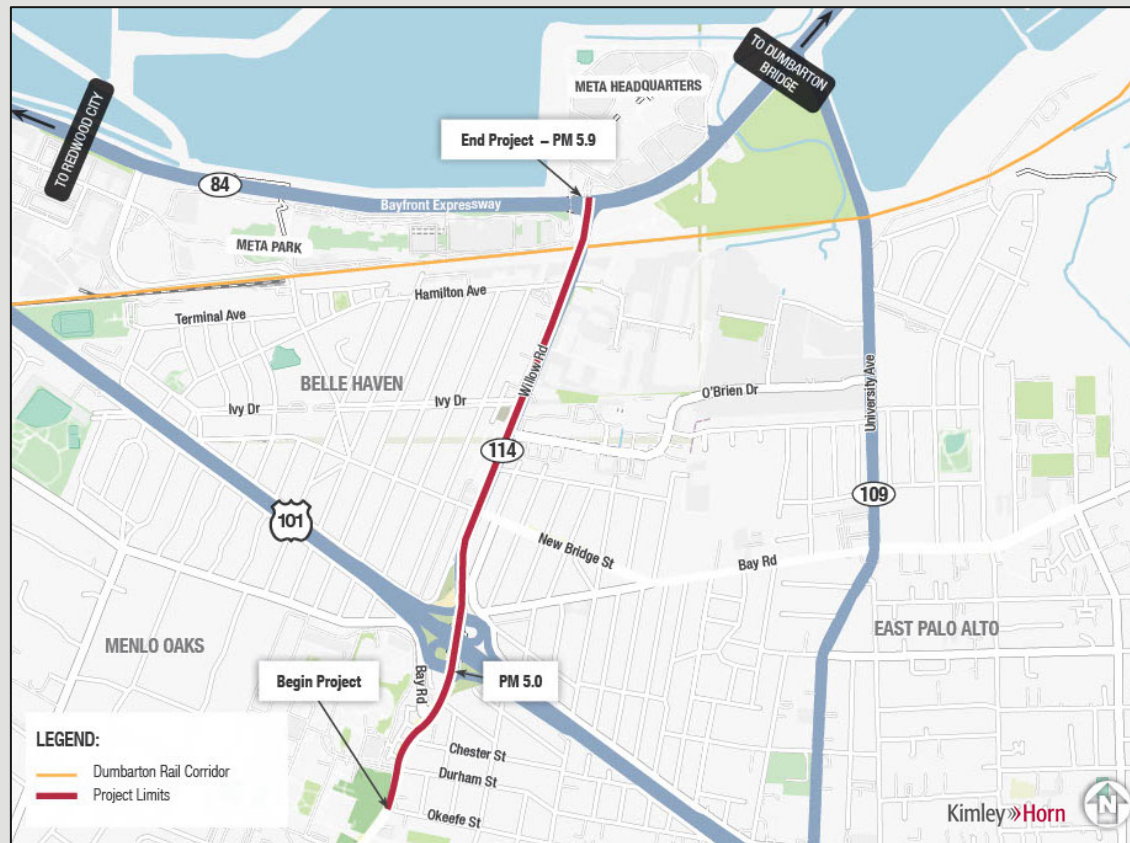


AGENDA

- Project location and existing conditions
- Project history and prior community engagement
- Proposed project design
- Additional community engagement
- Project cost estimate and funding strategy
- Alternatives
- Schedule
- Direction requested



PROJECT LOCATION



AM2
AM7



EXISTING CONDITIONS AM1



- Caltrans facility from Chester Street to Bayfront Expressway
- 30,000 to 50,000 vehicles per day
- Buffered Class II bike lanes from Newbridge Street to Hamilton Avenue
- Class II bike lanes and Class IV bikeways on the US 101 overpass
- No separate bicycle facilities between O'Keefe Street and Bay Road
- High-stress Class II bike lanes given high-speed and high-volume traffic and too few crossings in a 1.3 mile stretch.





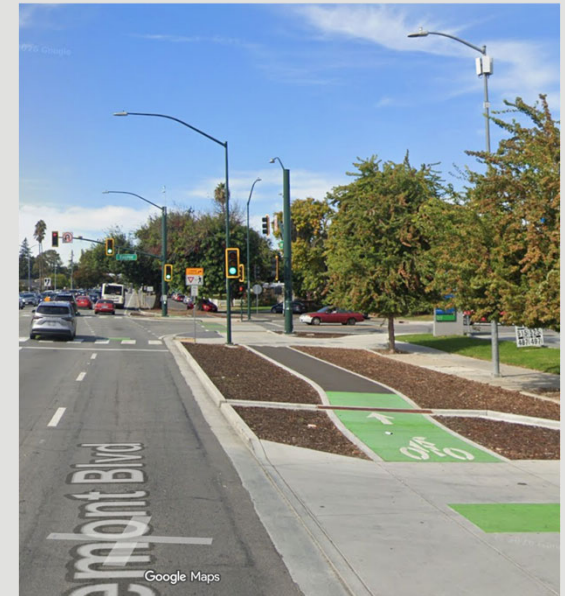
BICYCLE FACILITIES



Buffered Class II Bike Lanes



At-Grade Class IV Bikeway



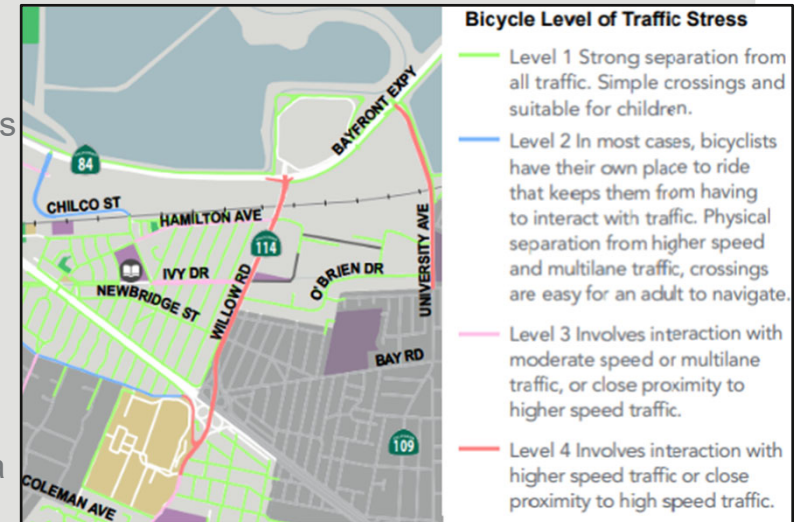
Raised Class IV Bikeway



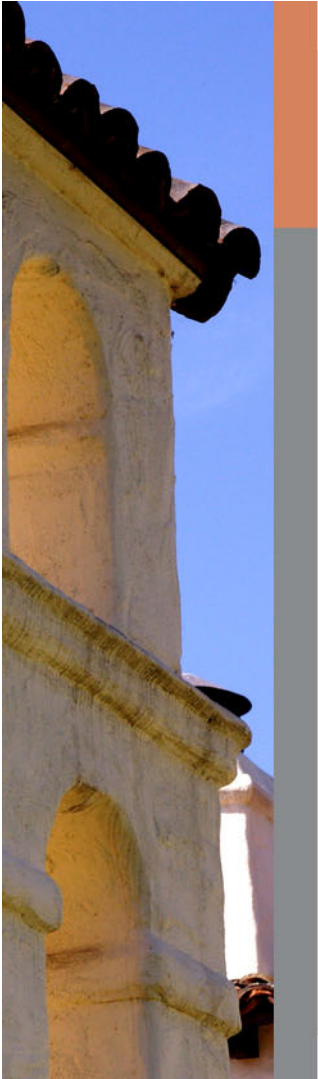
PROJECT HISTORY



- The Caltrans District 4 Bike Plan includes Class IV bikeways from SR 84 to U.S. 101 as a top-tier priority.
- The City's 2020 Transportation Master Plan identifies Willow Road as "Stress Level 4" given the existing Class II bike lane's proximity to high-speed traffic.
- Willow Road is a countywide backbone bikeway network that links regionally significant destinations across local jurisdictions - C/CAG Bicycle and Pedestrian Plan (2021).
- Caltrans completed a Project Initiation Document in 2023.
- The City's Vision Zero Action Plan identified Willow Road as a high collision corridor.
- Project Approval/Environmental Documentation Phase started in December 2023 and is nearly complete



Source: City of Menlo Park Transportation Master Plan, November 2020.



PROJECT EVOLUTION PRIOR COMMUNITY ENGAGEMENT



- Initially considered at-grade Class IV Bikeway
 - Original limits – Bay Road to Bayfront Expressway
- Prior grant application in 2022
- Hosted community engagement pop up events
 - Soleska Market
 - Belle Haven Elementary School
- Online survey



FEEDBACK RECEIVED



- Overall support for bicycle and pedestrian improvements
- Concerns about high vehicle travel speeds on Willow Road
- Concerns about crossing Willow Road as a pedestrian
- Concerns about poor pedestrian lighting
- Need for low-stress bikeway for all ages and ability
- Request for continuous bike facility
- Merging and weaving issues at the interchange



PROPOSED PROJECT DESIGN



- Raised Class IV bikeway
 - Willow Village frontage would be at-grade, to be raised with completion of that development
 - Narrow width areas will also be at-grade
- New crosswalks at O'Brien Drive and Bay Road
- New refuge islands at Ivy Drive
- Interchange improvements
- Class II bike lanes between O'Keefe Street and Chester Street
- Narrow lane widths
- In-lane transit boarding



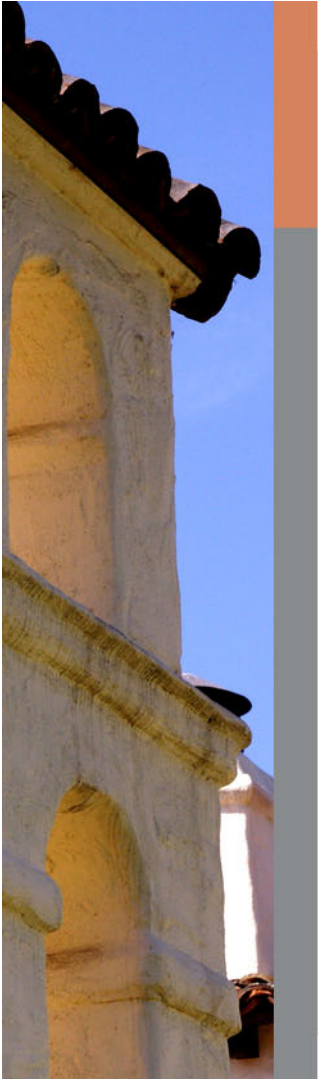
WILLOW ROAD EXISTING AND PROPOSED RENDERING



EXISTING



PROPOSED



ADDITIONAL COMMUNITY ENGAGEMENT



- Complete Streets Commission Meeting
- Attended community meetings/events
 - Gateway Rising resident meeting
 - Belle Haven Community Resource Fair
 - Belle Haven Neighborhood Association meeting
- Feedback received, overall positive
 - People preferred raised Class IV bikeway over existing buffered bike lanes
 - Residents would use the project to walk and bike to community destinations including schools, parks and convenience/grocery stores



PROJECT COST ESTIMATE



MILESTONE	COST	CITY FUNDS	SMCTA GRANT	FUNDING GAP
PA & ED	\$915K	\$915K	N/A	N/A
Design (PS&E)	\$2.6 M	\$1 M	\$1.6 M	\$0
Right of Way	\$50K	\$25K	\$25K	\$0
Construction	\$12.8 M	\$2.4 M	\$3 M	\$7.3 M
Total	\$16.3 M	\$4.4 M*	\$4.7 M	\$7.3 M

* City currently has \$1.7M remaining in the CIP budget to complete design phase and some preliminary construction work. Funding source(s) will need to be identified for the remaining matching funds

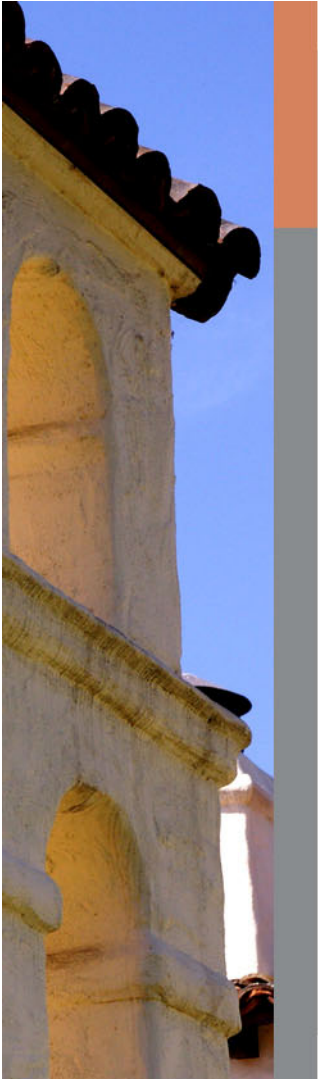


CITY FUNDS NEEDED



MILESTONE	COST
Prior Work	\$915 K
CIP Budget Remaining	\$1.7 M
Total City Matching Funds	\$4.4 M
Matching Funds Needed*	\$1.7 M

* Should the City be successful in obtaining the \$7.3 M grant funds, this funding source will also need to be identified as the grant programs are reimbursement funds



FUNDING STRATEGY



- Recently submitted grant application for ATP Cycle 8
 - Requested full construction funding gap
 - No match required
- Apply for MTC Safe Routes to Transit and Bay Trail grant due in October
 - Received highest ranking on the non-funded project list
 - Plan to request full construction funding gap
 - No match required
- Future SMCTA Highway Grant cycle
 - Received highest ranking for the last two cycles
 - Requires 25% local match



ALTERNATIVES – TO REDUCE COSTS



Alternative	Elements Included
Alternative 1 – At grade Class IV, no pedestrian improvements	At-grade Class IV bikeway (install posts or delineators in existing two-foot wide painted buffers)
Alternative 2 – limited pedestrian improvements	- At-grade Class IV bikeway (install posts or delineators in existing two-foot wide painted buffers) - New crosswalk at O'Brien Drive - New refuge island at Ivy Drive
Alternative 3 – limited pedestrian improvements, short bike lane segment	- At-grade Class IV bikeway (install posts or delineators in existing two-foot wide painted buffers) - New crosswalk at O'Brien Drive and Bay Road - New refuge island at Ivy Drive - Class II bike lanes between O'Keefe Street and Bay Road



POTENTIAL AT GRADE TREATMENTS





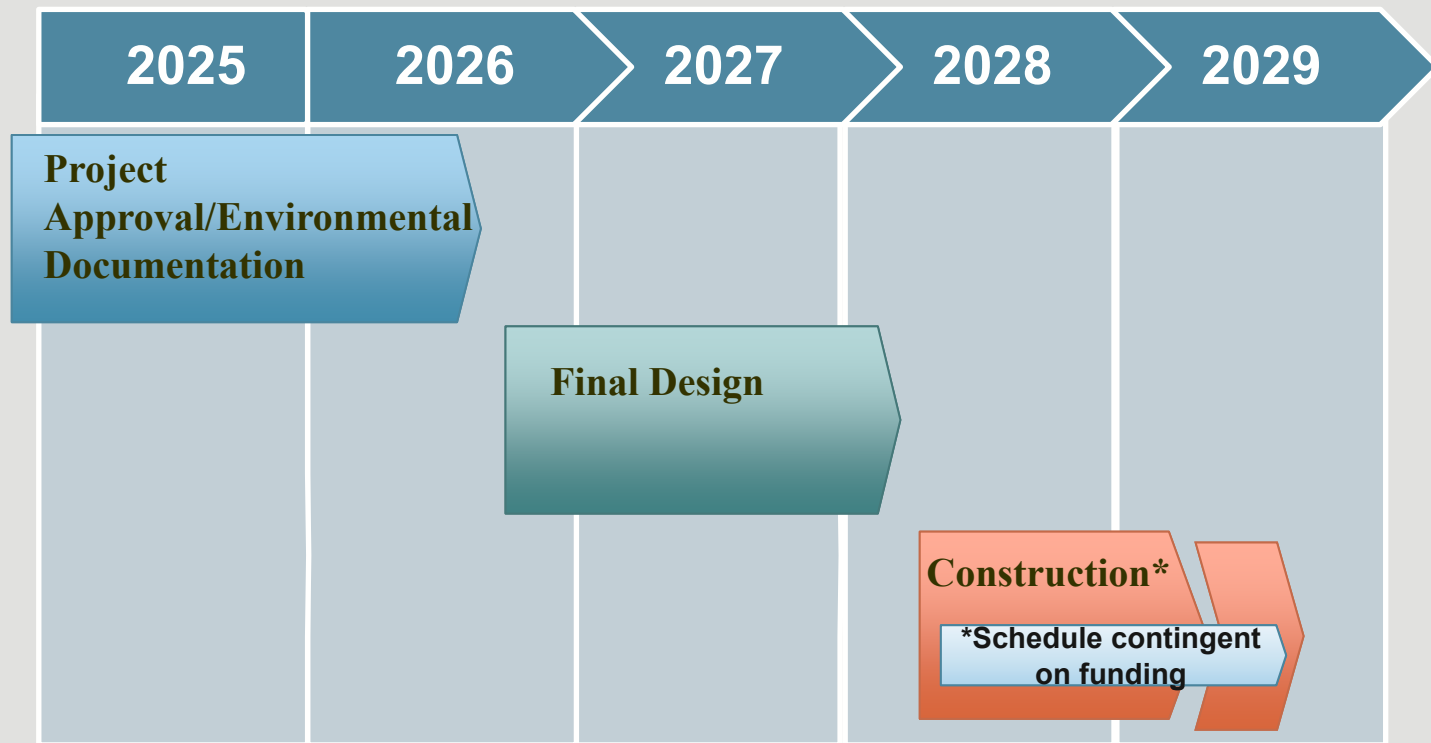
ALTERNATIVES

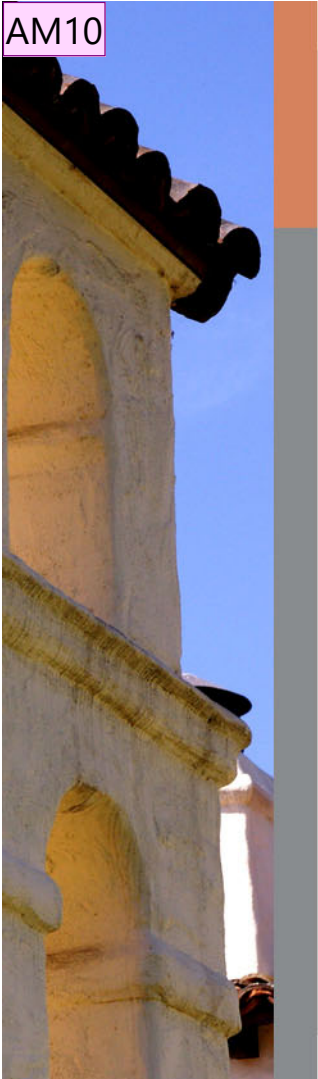


Alternative	Cost
Current design – Raised Class IV with pedestrian improvements	\$15.4 million (\$3.5 million funded by the City)
Alternative 1 – At grade Class IV, no pedestrian improvements	\$650,000 (anticipated to be funded by the City)
Alternative 2 – Alternative 1 + limited pedestrian improvements	\$1.4 million (anticipated to be funded by the City)
Alternative 3 – Alternative 2 + limited pedestrian improvements + short bike lane segment	\$3.1 million (anticipated to be funded by the City)



PROPOSED SCHEDULE





PROVIDE DIRECTION

- Option 1: Continue current design and advance the design phase and continue to pursue grant funding
 - Currently fully funded for design
 - More competitive for grant funding
- Option 2: Pause design phase pending ATP funding decision
 - May require current grant extension
 - Delay may result in additional costs
- Option 3: Revise project scope and design with a lower cost alternative
 - Less competitive for grant funds
 - Likely need to return previously awarded grant funds
 - Pending Caltrans approval



THANK YOU