



Complete Streets Commission

REGULAR MEETING AGENDA

Date: 2/9/2022
Time: 7:00 p.m.
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.

- 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 January 12, 2022 regular meeting (Attachment)
- E2. Receive an update and provide feedback on the Bayfront area pedestrian circulation plan (Staff Report #22-003-CSC)

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: 2/3/2022)



Complete Streets Commission

REGULAR MEETING MINUTES - DRAFT

Date: 1/12/2022
Time: 7:00 p.m.
Location: Zoom

A. Call To Order

Chair Levin called the meeting to order at 7:07 p.m.

B. Roll Call

Present: Altman, Behroozi, Cebrian, Cromie, Jensen, Lee, Levin
Absent: Cole, King
Staff: Assistant Public Works Director Hugh Louch, Engineering Technician Patrick Palmer, Engineering Technician Phu Nguyen, Senior Transportation Engineer Kevin Chen, Senior Transportation Engineer Kristiann Choy

C. Reports and Announcements

Staff Chen reported on City Council actions related to City organization and transportation since the November 10, 2021 Commission meeting.

D. Public Comment

None.

E. Regular Business

- E1. Approve minutes for the Complete Streets Commission's November 10, 2021 regular meeting (Attachment)

ACTION: Motion and second (Behroozi/ Cebrian), to approve minutes for the Complete Streets Commission's November 10, 2021 regular meeting, revising item E2. Commission discussion summary verbiage by adding "..., and a need to develop a strategic plan to address this type of concern citywide.", passed 6-0 (Jensen abstaining, Cole and King absent).

- 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)

Staff Nguyen made the presentation (Attachment).

- Randy Avalos requested clarity on the project process and public outreach.

The Commission discussed the project approach, public outreach, and reiterated the need for a citywide strategic plan for similar concerns.

ACTION: Motion and second (Behroozi/ Cebrian), to adopt Resolutions Nos. 2022-1 and 2022-2 to remove parallel on-street parking spaces on University Drive at Millie Avenue and at Rose Avenue, passed 7-0

- 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)

Staff Choy made the presentation (Attachment).

- Chaya Donne spoke in support for on-street parking in front of Stanford Park Hotel for large buses.
- Peter Cook spoke about potential parking impacts to the Allied Arts neighborhood and a lack of parking enforcement.
- Avi Haksar spoke in opposition of the removal of on-street parking and impact to Stanford Park Hotel parking lot.
- Michael Simon provided information on the origin of large buses in front of Stanford Park Hotel.

The Commission discussed on-site parking supply for impacted businesses, nearby on-street parking options, parking wayfinding signs, parking time limits, parking enforcement for the Allied Arts neighborhood, and next steps.

ACTION: Motion and second (Lee/ Cebrian), to recommend to City Council to approve the no parking restrictions on El Camino Real, and suggest the following:

- Investigate nearby parking availabilities, including shared parking in the Safeway parking lot,
 - Consider timed parking on College Avenue,
 - Provide parking wayfinding signs, and
 - Conduct parking occupancy observations,
- passed 7-0 (Cole and King absent).

- E4. Evaluate commission subcommittees to support City Council priorities

Staff Chen introduced the item.

The Commission assigned the Neighborhood Traffic Management Program update to the Transportation Master Plan Implementation Subcommittee.

F. Informational Items

- F1. Update on major project status

Staff Chen provided updates on the Caltrain quiet zone feasibility study, El Camino Real pedestrian crossing project, Middle Avenue Complete Streets Project, and Belle Haven traffic calming plan.

Chair Levin provided an update on COVID-19 case rates and impacts to outdoor events.

G. Committee/Subcommittee Reports

- G1. Update from Climate Action Plan Subcommittee

None.

G2. Update from Downtown Access and Parking Subcommittee

Commissioner Behroozi provided updates on a new stop sign on Curtis Street in Downtown and complimented staff for the quick action.

G3. Update from Multimodal Metrics Subcommittee

Commissioner Behroozi provided updates on City Council direction on future multimodal metrics.

Chair Levin reiterated the timing of implementing multimodal metrics for future developments.

G4. Update from Multimodal Subcommittee

Chair Levin provided updates on regional transit news and the governor's proposed budget for transportation projects.

G5. Update from Safe Routes to School Program Subcommittee

Commissioner Lee provided updates about the Hillview Middle School walk audit in December 2021.

Commissioner Behroozi provided updates about the Safe Routes to School Task Force meeting.

G6. Update from Transportation Master Plan Implementation Subcommittee

Chair Levin provided updates on the Subcommittee charges and solicited staff assistance for future efforts.

G7. Update from Zero Emission Subcommittee

Commissioner Cromie provided updates on electric and air taxi policies.

H. Adjournment

Chair Levin adjourned the meeting at 9:52 p.m.

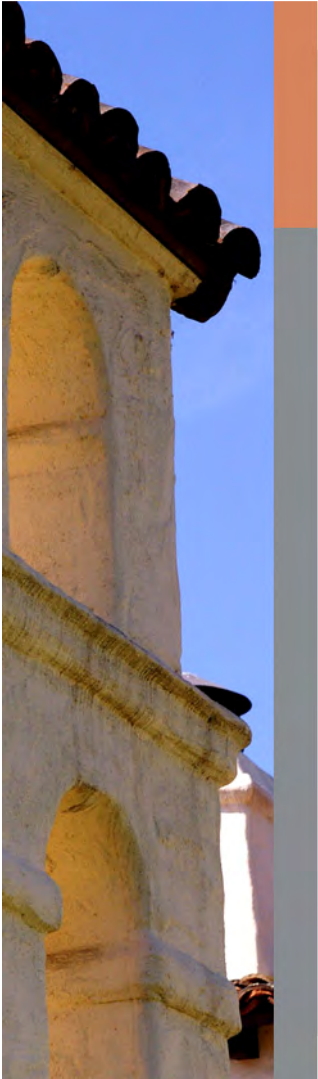
Kevin Chen, Senior Transportation Engineer

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PARKING REMOVAL ON UNIVERSITY DRIVE AT MILLIE AVENUE AND AT ROSE AVENUE

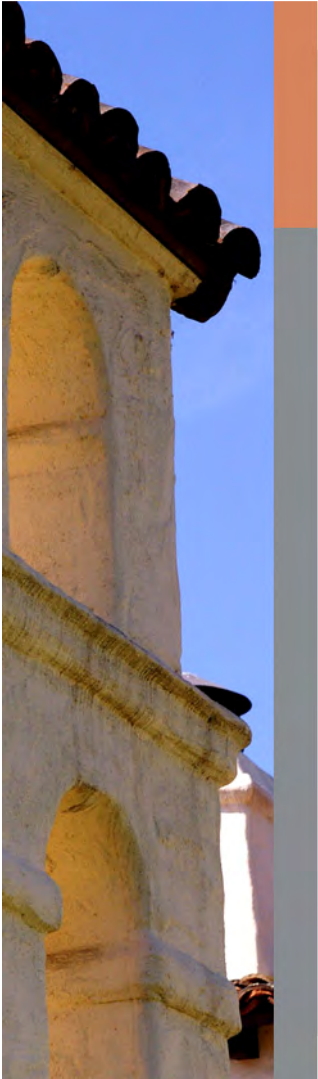
Complete Streets Commission Meeting: January 12, 2022



AGENDA

- Background
- Evaluation
- Recommendations





BACKGROUND



At Millie Avenue



At Rose Avenue

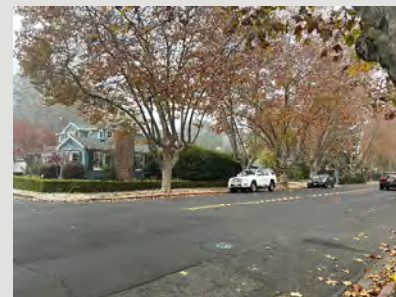
Locations: intersection of University Drive/Millie Avenue and intersection of University Drive/Rose Avenue

EVALUATION

- Inadequate line of sight as drivers turn onto University Drive from Rose Avenue or Millie Avenue



At Millie Avenue

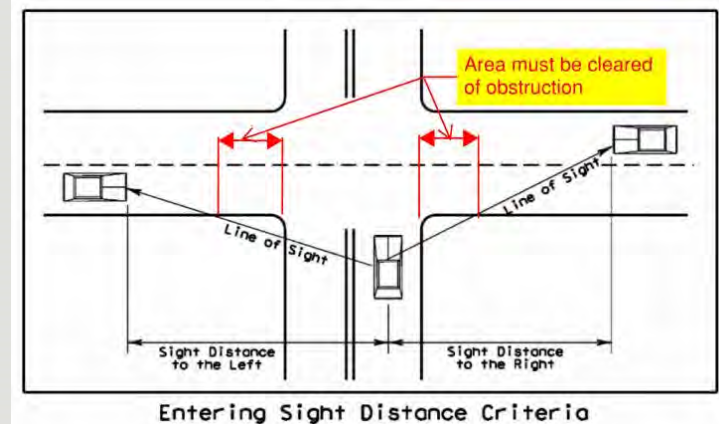


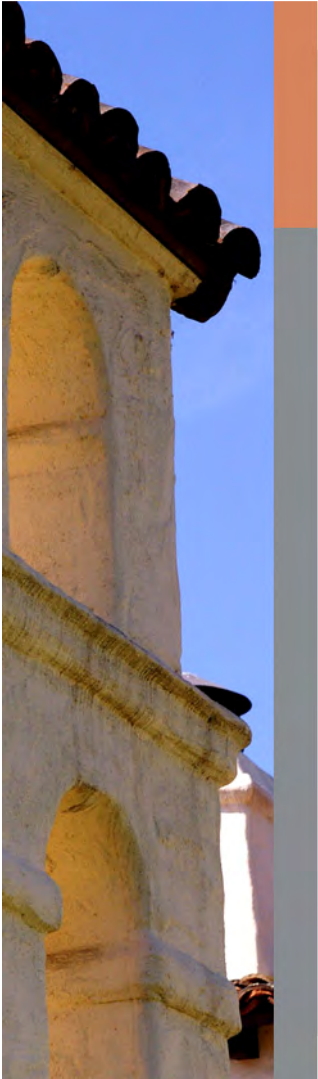
At Rose Avenue

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

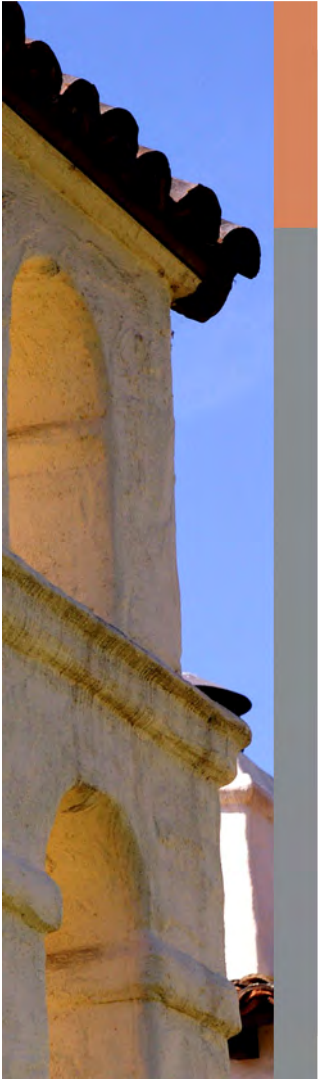




RECOMMENDATION (AT MILLIE AVENUE)

- Remove 2 parking spaces (on each side) to have 43 feet of new red curb from 7 feet existing

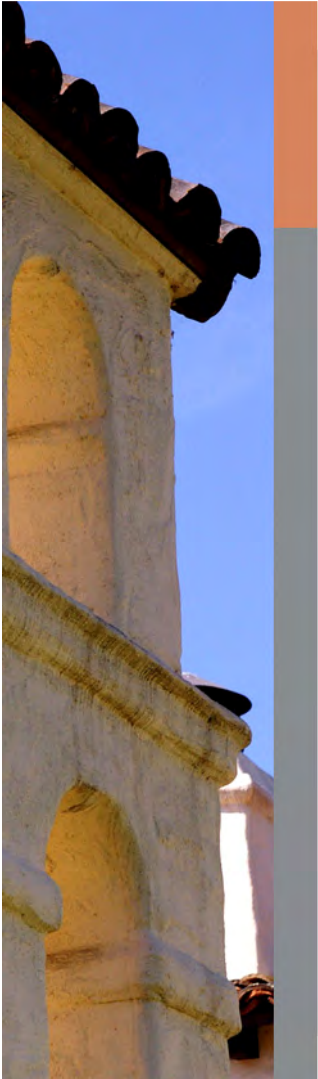




RECOMMENDATION (AT ROSE AVENUE)

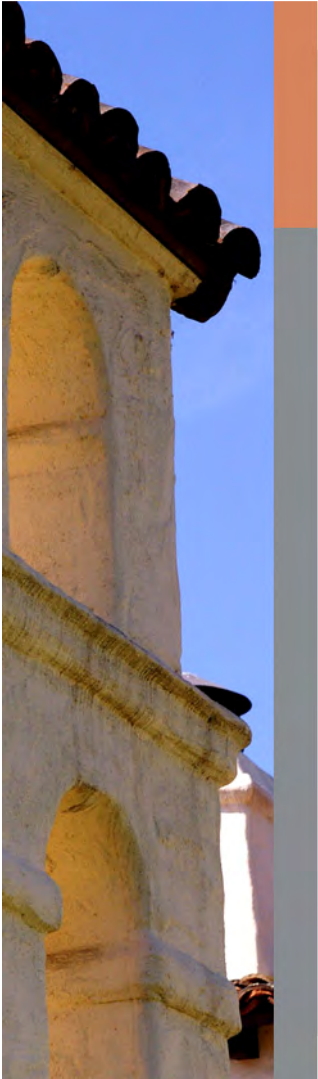
- On the south side, remove 1 parking space to have 43 feet new red curb from 14 feet existing
- On the north side, remove 1 parking space to have 41 feet of new red curb from 25 feet existing



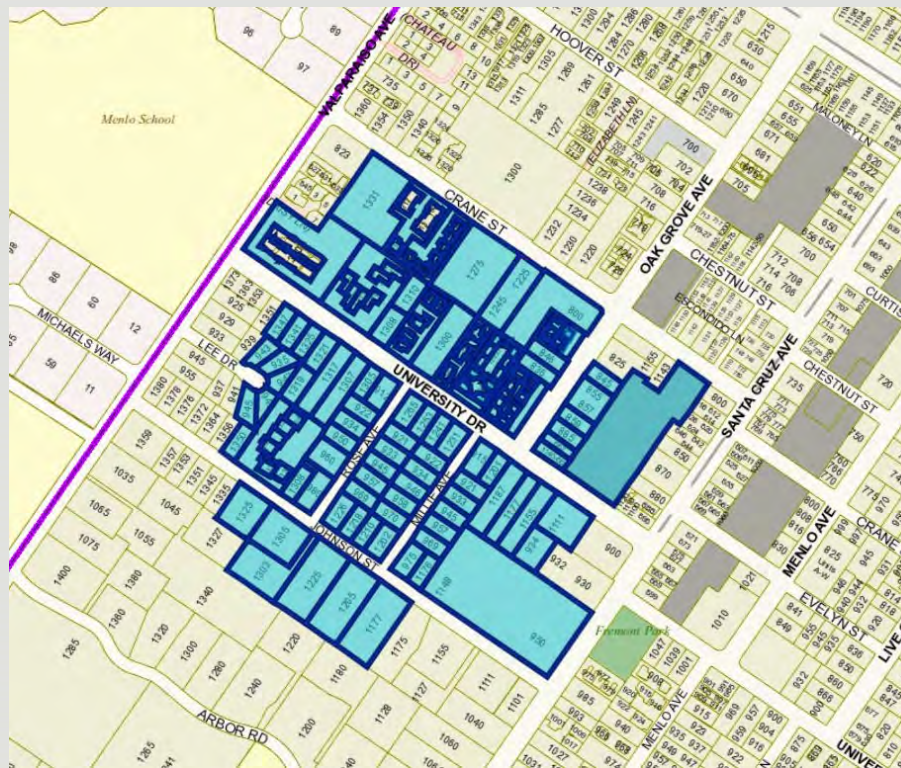


CONCLUSION

- To remove total of 4 parallel parking spaces at the intersection of University Drive/Millie Avenue
- To remove total of 2 parallel parking spaces at the intersection of University Drive/Rose Avenue.



NOTIFICATION BOUNDARY MAP



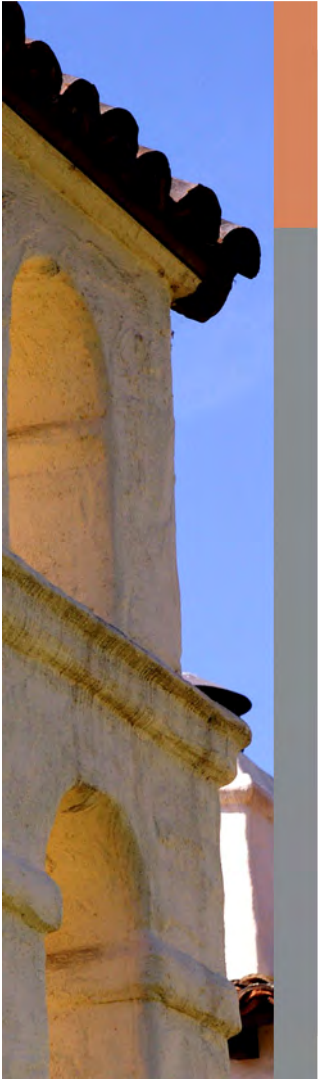


**THANK YOU &
QUESTIONS**

The background of the slide is a photograph of the Arroyo Plaza Family Gymnasium at dusk. The building is constructed of red brick and features a prominent dark wooden pergola structure over the entrance. Warm interior lights are visible through the glass panels of the pergola, and the sky is a deep blue. A semi-transparent green banner is overlaid across the middle of the image, containing the title and meeting information.

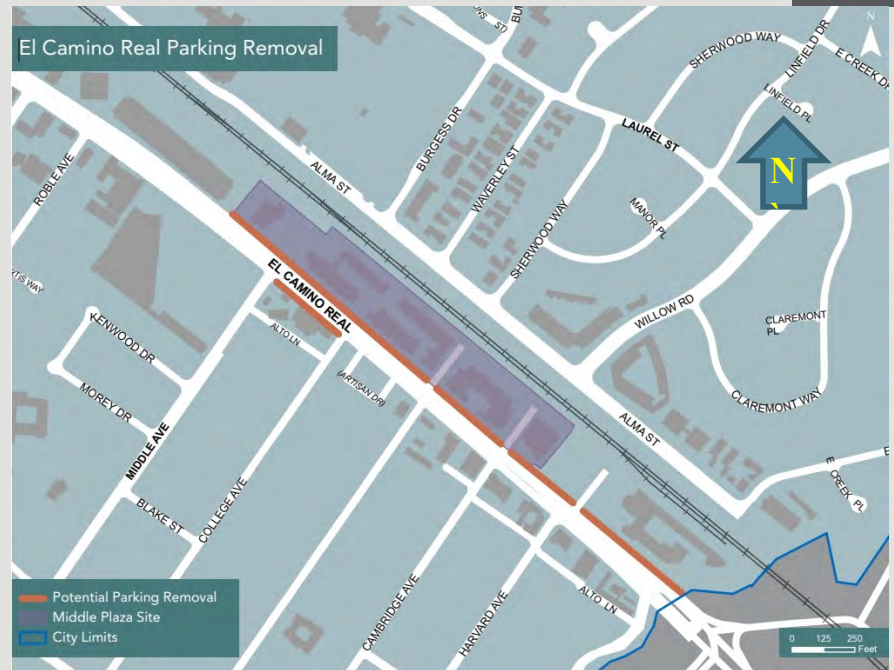
NO PARKING RESTRICTIONS ON A PORTION OF EL CAMINO REAL

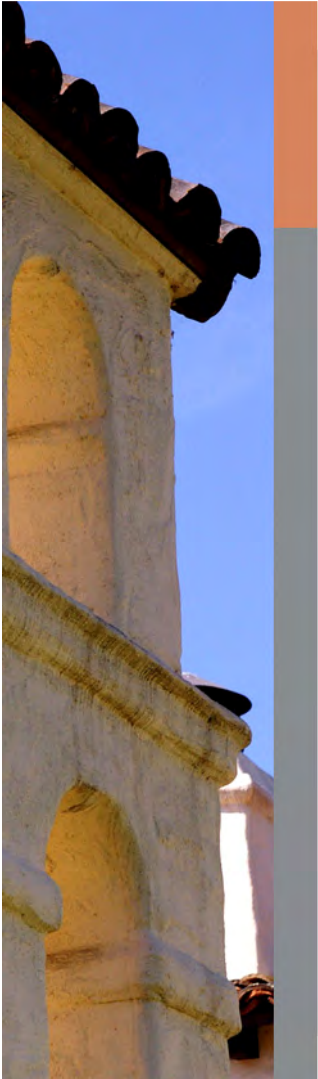
Complete Streets Commission Meeting: January 12, 2022



AGENDA

- Background
- Evaluation
- Recommendations

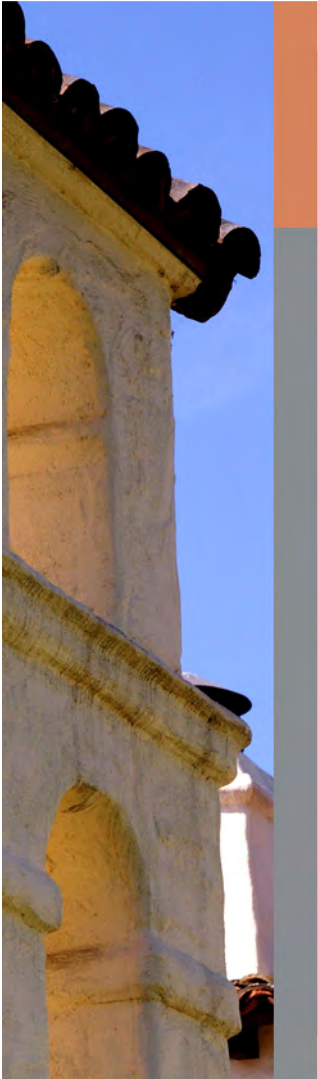




BACKGROUND

Middle Plaza at 500 El Camino Real Project

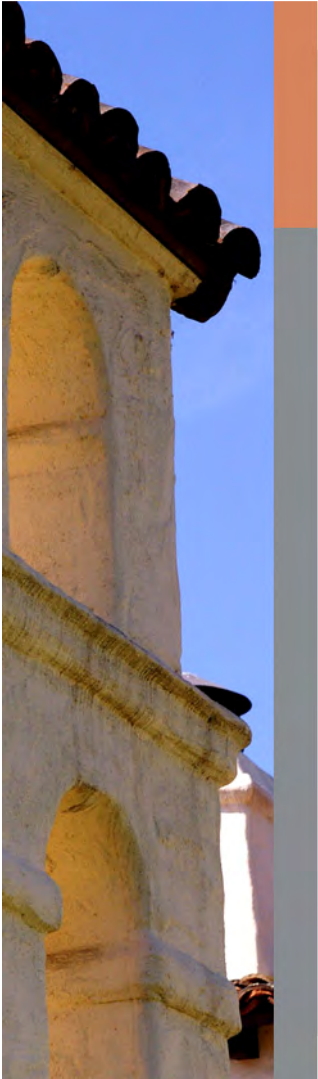
- Stanford University redevelopment consisting of 10,286 square feet of retail/restaurant uses, 142, 840 square feet of non-medical office use, and 215 residential units
- Currently project is under construction with anticipated completion date in 2022
- Required off-site improvements including the intersection of El Camino Real and Middle Avenue



BACKGROUND

Future Bicycle Facilities

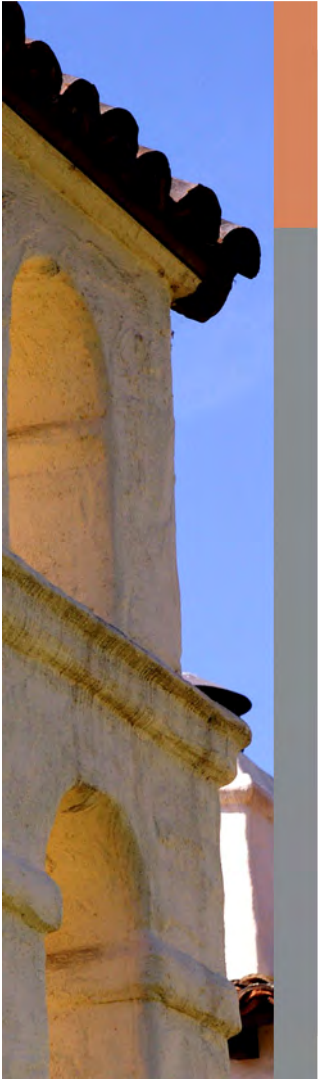
- El Camino Real Corridor Study – undertaken by the City in 2015 to develop community consensus around a conceptual plan for El Camino Real. Ultimately, City Council accepted this study and identified buffered bicycle lanes as the preferred alternative
- Transportation Master Plan (TMP) – projects developed included buffered bike lanes on El Camino Real within the city limits
- Peninsula Bikeway Study – identified El Camino Real as preferred alternative for low stress, separated bikeway



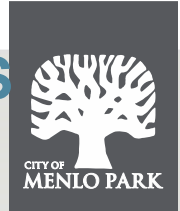
EVALUATION

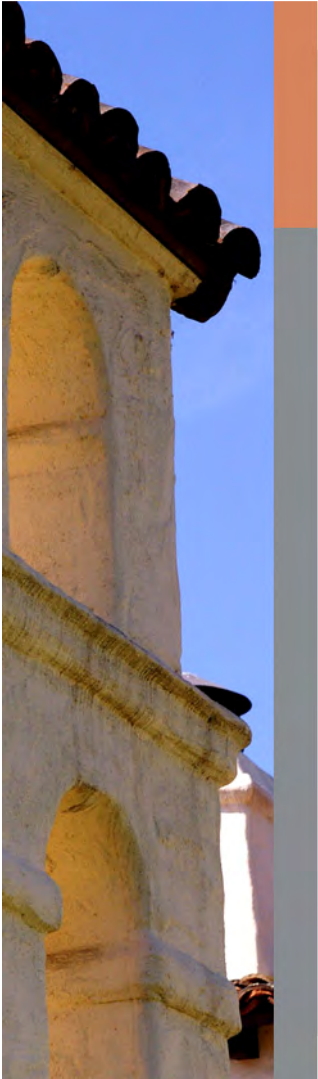
No parking restriction on the west side of El Camino Real between Middle Avenue and College Avenue

- Off-site improvements (El Camino Real at Middle Avenue): add crosswalk on southerly leg of the intersection and install 2-foot raised concrete median between Middle Avenue and College Avenue
- Approx. 8 on-street parking spaces between Middle Avenue and College Avenue



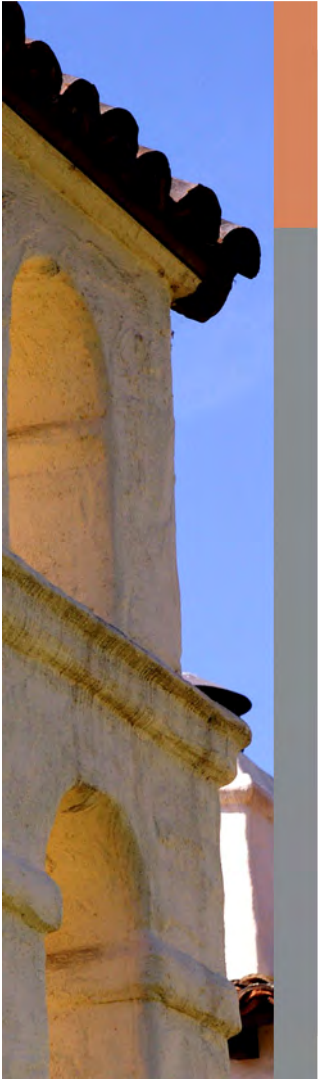
EVALUATION (EX. INTERSECTION CONDITIONS ON EL CAMINO REAL AT MIDDLE AVENUE)



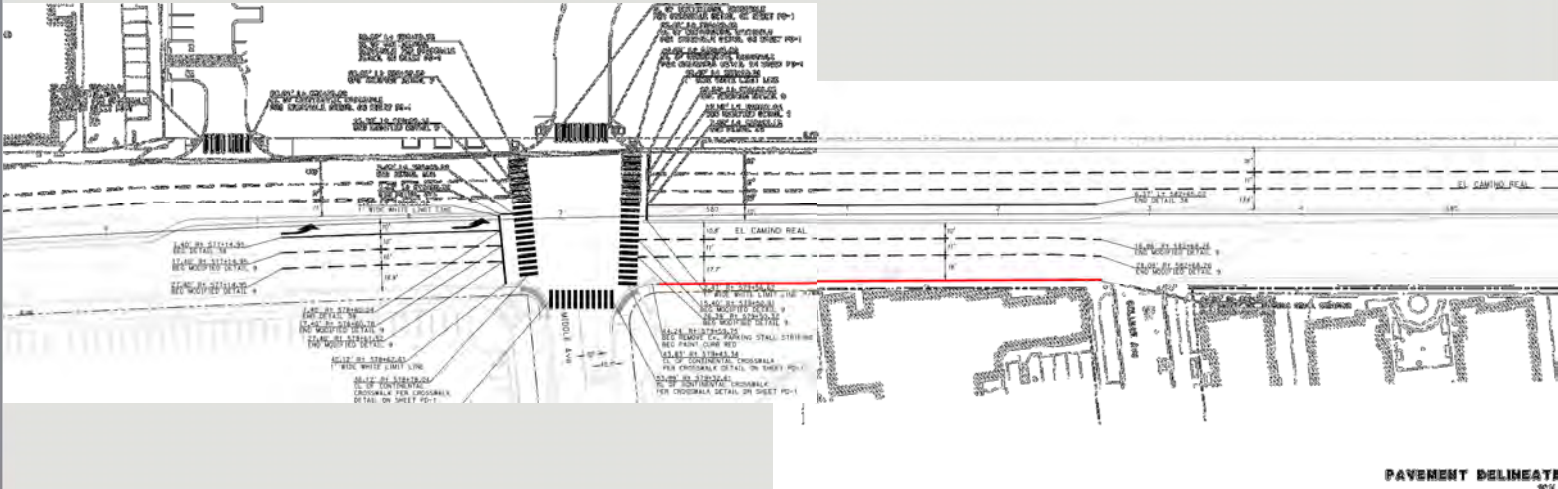


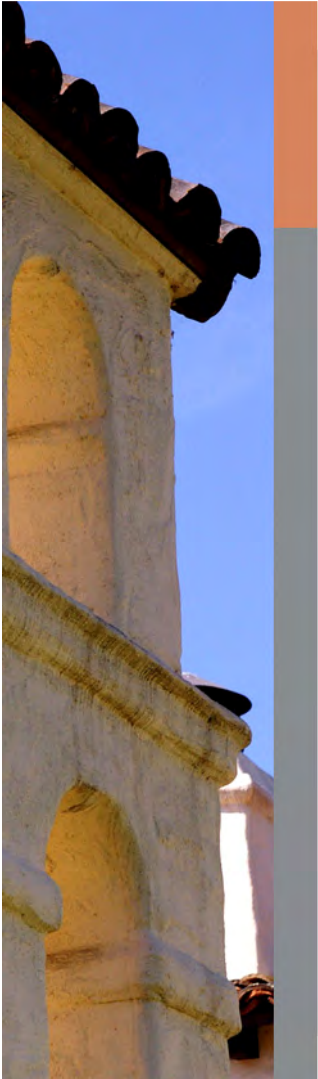
EVALUATION (EX. STRIPED MEDIAN ISLAND WITH FLEXIBLE VERTICAL POSTS)





EVALUATION (OFF-SITE IMPROVEMENTS)

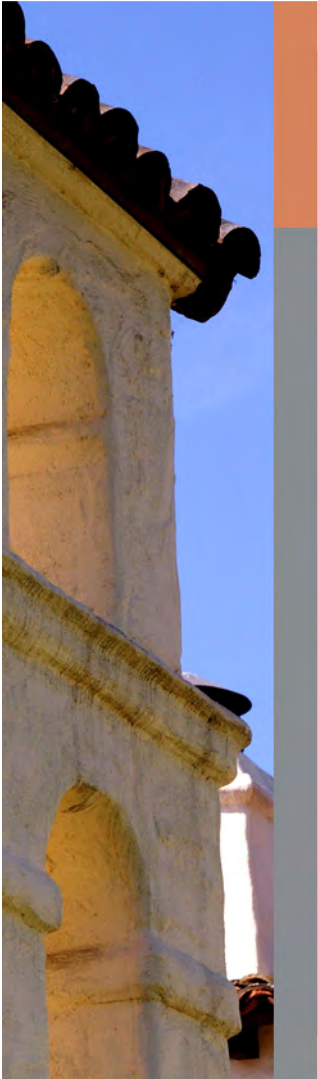




EVALUATION

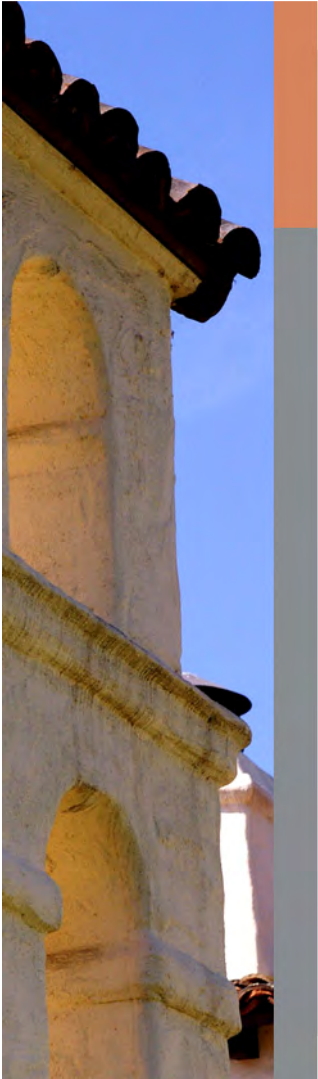
No parking restriction on the east side of El Camino Real between the southerly driveway of 700 El Camino Real and Menlo Park/Palo Alto city limit

- Future buffered bike lanes and on-street parking removal on El Camino Real within city limits identified in the El Camino Real Corridor Study, TMP, and Peninsula Bikeway Study
- Approx. 8 on-street parking spaces between southerly driveway of 700 El Camino Real and Middle Avenue
- Approx. 25 on-street parking spaces between Middle Avenue and Cambridge Avenue
- Approx. 34 on-street parking spaces between Cambridge Avenue and city limit



EVALUATION (CONT'D)

- Stanford University – is providing underground parking structures and surface parking lots to meet project's parking requirements
- Stanford Park Hotel – has surface parking lots for its workers and hotel guests



RECOMMENDATIONS

Recommend to City Council to approve the following:

- Removal of approx. 8 on-street parking spaces on the west side of El Camino Real between Middle Avenue and College Avenue
- Removal of approx. 67 on-street parking spaces on the east side of El Camino Real between the southerly driveway of 700 El Camino Real and Menlo Park/Palo Alto city limit



**THANK YOU &
QUESTIONS**



STAFF REPORT

Complete Streets Commission

Meeting Date: 2/9/2022
Staff Report Number: 22-003-CSC

Regular Business: Receive an update and provide feedback on the Bayfront area pedestrian circulation plan

Recommendation

Staff recommends that the Complete Streets Commission receive an update and provide feedback on the Bayfront area pedestrian circulation plan (Attachment A).

Policy Issues

This project is consistent with policies stated in the 2016 General Plan circulation element (e.g., CIRC-1.7, CIRC-1.8, CIRC-2.1, CIRC-2.11, etc.). 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

The Bayfront area is generally bounded by Marsh Road to the north, Bayfront Expressway to the east, Chilco Street to the south, and US 101/Dumbarton rail tracks to the west. The area is generally divided into several industrial quadrants by four main roadways (i.e., Constitution Drive, Jefferson Drive, Independence Drive, and Chrysler Drive). On-street parking is prohibited on most streets in favor of bike lanes, except for a small section of Chrysler Drive, west of Independence Drive.

On September 8, 2021, the Complete Streets Commission considered a developer's request to remove an existing left turn restriction on its driveway located on Constitution Drive (~ 425 feet from Marsh Road). The left turn restriction removal would provide a more direct access route for their private commuter shuttles. The Commission voted to recommend approval by City Council and requested that staff conduct a comprehensive review of pedestrian circulation in the Bayfront area, in anticipation of ongoing and future developments.

On October 26, 2021, the City Council approved the left turn restriction removal and supported the Commission's suggestion. The City Council requested that staff return within six months to provide a plan for pedestrian circulation improvements in the Bayfront area.

Attachment A illustrates the Bayfront area's existing pedestrian and bicycle infrastructure.

Analysis

Upcoming Bayfront Area developments

Since the City's 2016 General Plan – Land Use Element update, which rezoned the Bayfront area to allow for residential developments to help address regional housing demands, the City has received several

development proposals in the area including residential developments. Table 1 summarizes these developments.

Table 1: Approved and proposed Bayfront area developments		
Project name/address	Development size	Review status
111 Independence Drive	105 multi-family units 713 s.f. community serving retail	Approved
(Menlo Portal) 104 & 110 Constitution Drive, 115 Independence Drive	335 multi-family units 34,500 s.f. office 1,600 s.f. child care	Approved
(Menlo Uptown) 180-186 Constitution Drive, 141 Jefferson Drive	483 multi-family units 2,940 s.f. urgent care center	Pending
123 Independence Drive	432 multi-family units	Pending
(Menlo Flat) 165 Jefferson Drive	158 multi-family units	Pending
162 – 164 Jefferson Drive	249,500 s.f. office	Pending
Note: s.f. = square foot		

Consistent with the City General Plan Land Use Element, these developments will also provide publicly accessible outdoor spaces/paseos, in order to create a safe, convenient and welcoming multi-modal environment for new residents and employees.

Appendix A illustrates the existing pedestrian and bicycle networks and future public spaces/paseos in the Bayfront area.

Roadway geometrics

The north-south roadways in the Bayfront area (e.g., Constitution Drive, Independence Drive, and Jefferson Drive) have long blocks (1,500 to 2,000 feet long) with no mid-block pedestrian crossings. The addition of paseos as part of current and upcoming development will create a more urban pedestrian circulation pattern. The combination of increased density, long blocks, and new pedestrian circulation patterns will likely induce mid-block crossings when future residents and employees visit local businesses or take part in their leisure activities. Table 2 shows the length of these roadway segments.

Table 2: Bayfront area roadway segments		
Street	Segment	Distance
Independence Drive	Constitution Drive to Chrysler Drive	1,650 ft.
Constitution Drive	Marsh Road to Chrysler Drive	1,400 ft.
	Chrysler Drive to Chilco Street	2,100 ft.
Jefferson Drive	Chrysler Drive to Constitution Drive	2,100 ft.

Transit services

The Bayfront area is currently served by the City's M3 Marsh Road Shuttle with seven stops. Attachment B illustrates the M3 shuttle route map, stops, and schedules.

Along the area boundary, only Marsh Road is currently served by SamTrans's Route 270 via Haven

Avenue. However, the nearest stop is located on Haven Avenue approximately 0.15 miles from the intersection of Marsh Road and Bayfront Expressway.

SamTrans, through their Reimagine SamTrans effort, has recommended a new limited-stop route connecting East Palo Alto to San Francisco international airport (i.e., Route EPX). If approved, the new route will pass through the Bayfront area via Bayfront Expressway and Chilco Street.

In anticipation of the new developments, staff has begun engaging SamTrans on potential future route changes and will continue to advocate for bus services inside the Bayfront area.

Attachment C includes SamTrans' existing and recommended bus routes service information.

The area is also served by private company shuttles, accessible only by their employees.

As illustrated in Attachment A, the Bayfront area prohibits on-street parking in favor of bike lanes on most streets. Under existing conditions, shuttles would generally pull into these bike facilities to serve passengers.

Circulation plan progress

Proposed crosswalk improvements

After evaluating the existing transportation infrastructures and proposed development public spaces / paseos, staff has identified six new mid-block crosswalks and two new intersection crosswalks as shown in Attachment A for the Bayfront area. Two mid-block crosswalks are already in the planning / design phase as part of current development projects:

- Constitution Drive fronting the Menlo Portal development
- Jefferson Drive near a proposed META wellness center at 193 Jefferson Drive

Mid-block crosswalk enhancement

Because long roadway segments are more likely to induce speeding, staff is recommending to enhance the proposed mid-block crosswalks. Available enhancements include: high visibility crosswalk striping, rectangular rapid flashing beacons (RRFB), raised crosswalks (traditional or simplified modified design). Attachment D illustrates the enhancement options and Table 3 summarizes their advantages and disadvantages:

Table 3: Mid-block crosswalk enhancements		
Type	Advantages	Disadvantages
RRFB	<ul style="list-style-type: none"> • Higher vehicle yield rate to pedestrian than basic crosswalk • No impact to emergency vehicles 	<ul style="list-style-type: none"> • No secondary traffic calming effect • Higher construction cost
Raised crosswalk (Traditional)	<ul style="list-style-type: none"> • Crossing height matches sidewalk for an even level crossing • Less impactful to bicyclists 	<ul style="list-style-type: none"> • Increased maintenance required for storm water drainage system • Potential Impact to emergency vehicles
Raised crosswalk (Simplified)	<ul style="list-style-type: none"> • No impact to existing storm water drainage system 	<ul style="list-style-type: none"> • Crossing will slope down near the crosswalk curb ramps for unlevelled crossing • More impactful to bicyclists • Potential Impact to emergency vehicles

Staff is current working with other City Public Works divisions to evaluate each design option.

Future transit stops

As mentioned above, the Bayfront area is currently served by the City's M3 shuttle with seven stops, including one fronting TIDE Academy. As staff continues to engage SamTrans for potential future bus services in response to future new developments, some existing stops would likely be shared between City and SamTran services. A majority of the stops are directly fronting or near these new developments.

Commission feedback

In summary, staff is seeking Commission feedback on the following topics:

- Mid-block crosswalks
 - The proposed locations (e.g., sufficient amount or suggest modifications)
 - Type of enhancement (e.g., basic crosswalk, raised crosswalk, RRFB, or other enhancement)
 - For raised crosswalk, proposed design option (e.g., select a preferred design or suggest key selection criteria)
- Transit stops
 - The locations (e.g., sufficient options or suggest modifications)
 - Layout options (e.g., existing conditions or construct pull outs as illustrated in Attachment E)
- Other general / specific feedback

Next steps

Staff will incorporate Commission feedback and develop a draft final Bayfront area circulation plan for City Council review prior to May 2022.

Impact on City Resources

Project planning efforts are part of the City's baseline service levels. Design and construction of final improvements will be funded through future development projects and/or the City's Transportation Impact Fee.

Environmental Review

Project recommendations are categorically exempt under the California Environmental Quality Act Article 19, § 15301 Existing Facilities - Class 1. 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. Individual outreach to key stakeholders were conducted.

Attachments

- A. Existing and proposed Bayfront area circulation plan
- B. M3 Marsh Road shuttle service information
- C. SamTrans existing and proposed bus routes service information
- D. Mid-block crosswalk enhancement options
- E. Shuttle/bus stop layout options

Staff Report #: 22-003-CSC

Report prepared by:
Kevin Chen, Senior Transportation Engineer

Report reviewed by:
Hugh Louch, Assistant Public Works Director - Transportation

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Bayfront Area Bicycle and Pedestrian Facilities

Existing

- Sidewalk
- Crosswalks
- Class I Shared Use Path
- Class II Bike Lane
- Class III Bike Route
- Class IV Separated Bikeway

Proposed

- Proposed CIP Sidewalk
- Proposed Standard Crosswalk
- Proposed Enhanced/Raised Crosswalk
- Proposed Class I Shared Use Path
- Proposed Class II Bike Lane

Development Projects

- Under Review Development Projects
- Under Construction Development Project
- Approved Development Projects
- Recently Completed Development Project

Map Labels:

- 3723 Haven Ave. (Hotel Moxy)
- 111 Independence Dr.
- 115 Independence Dr./ 104 & 110 Constitution Dr. (Menlo Portal)
- 110-155 Constitution Dr. (Menlo Gateway - Phase II)
- 123 Independence Dr. (Sobrato)
- 100-200 Independence Dr. (Menlo Gateway)
- 141 Jefferson Dr./ 180-186 Constitution Dr. (Menlo Uptown)
- 165 Jefferson Dr. (Menlo Flats)
- Chilco St. & Bayfront Expwy (CitizenM Hotel)
- 301-309 Constitution Dr. (Facebook Campus Expansion)
- 162-164 Jefferson Dr. (Sobrato)
- TIDE Academy
- COMMONWEALTH DR.
- CHILCO ST.
- 84
- 101

Scale: 0 125 250 500 Feet

111 Independence Dr.

115 Independence Dr./
104 & 110 Constitution
Dr. (Menlo Portal)

110-155 Constitution
Dr. (Menlo Gateway
- Phase II)

141 Jefferson Dr./
180-186 Constitution
Dr. (Menlo Uptown)

165 Jefferson
Dr. (Menlo Flats)

Chilco St. &
Bayfront Expwy
(CitizenM Hotel)

301-309 Constitution
Dr. (Facebook
Campus Expansion)

162-164
Jefferson Dr.
(Sobrato)

Public Space/Paseo

 Driveway Existing Shuttle Stops

Existing

 Sidewalk

Crosswalks

 Class I Shared Use Path

 Class II Bike Lane

 Class III Bike Route

— Class IV Separated Bikeway

Proposed

Proposed CIP Sidewalk

Proposed Standard Crosswalk

Proposed Enhanced/Raised Crosswalk

Proposed Class I Shared Use Path

Proposed Class II Bike Lane

Under Review Development Projects

Approved Development Projects

Under Construction Development Project

Recently Completed Development Project

0 125 250 500 Feet

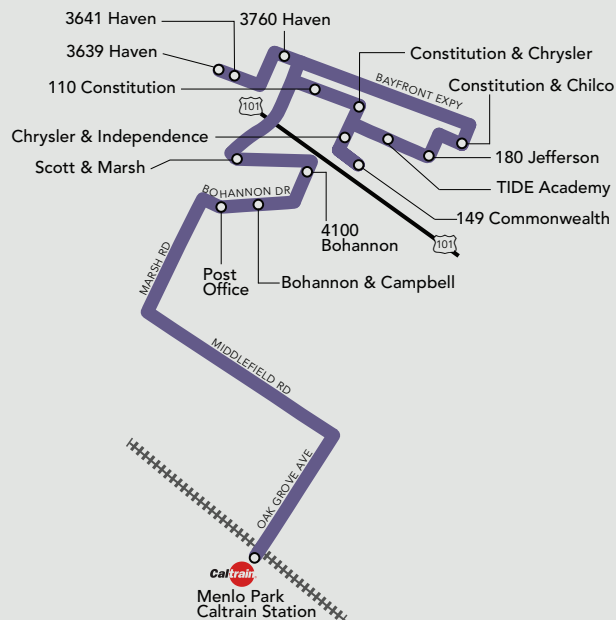
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MARSH ROAD SHUTTLE

Menlo Park Caltrain to Marsh Road Business Parks

Effective August 30, 2021



The M3-Marsh Road Shuttle is FREE and open to everyone. Stanford Health Care's Bohannon Line also provides all day service to the Bohannon Drive area.

FOR MORE INFORMATION

Menlo Park Shuttles
650-330-6770
menlopark.org/shuttles

Caltrain
800-660-4287
caltrain.com

Regional Transit
Dial 5-1-1
511.org

Stanford Health Care
650-736-8000
stanfordmedicinetransportation.org/shuttles

Sign up for text alerts: smctd.com/shuttles/shuttle_text_alerts
Live Shuttle Tracker: peninsulashuttles.com

The M3-Marsh Road Shuttle is funded through generous grants from our partner agencies:



Morning Schedule

	RUN 1	RUN 2	RUN 3	RUN 4
Menlo Park Caltrain (Depart)	6:41	7:41	8:41	9:43
Post Office	6:49	7:49	8:51	9:51
Bohannon & Campbell	6:50	7:50	8:52	9:52
4100 Bohannon	6:51	7:51	8:53	9:53
Scott & Marsh	6:52	7:52	8:54	9:54
110 Constitution	6:55	7:55	8:59	9:58
Constitution & Chrysler	6:56	7:56	9:00	9:59
Chrysler & Independence	6:57	7:57	9:01	10:00
149 Commonwealth	6:58	7:58	9:02	10:01
TIDE Academy	7:00	8:00	9:04	10:03
180 Jefferson	7:00	8:00	9:04	10:03
Constitution & Chilco	7:02	8:02	9:06	10:05
3641 Haven (Elan Menlo)	7:09	8:09	9:13	10:11
3639 Haven (Anton Menlo)	7:09	8:09	9:13	10:11
3760 Haven (Quicken)	7:11	8:11	9:15	10:13
Menlo Park Caltrain (Arrive)	7:25	8:25	9:27	--

Caltrain Arrivals in Menlo Park

From San Francisco	From San Jose	Shuttle Connection
#104: 6:36	#105: 6:34	Run 1 Dep. 6:41
#106: 7:36	#107: 7:34	Run 2 Dep. 7:41
#108: 8:36	#109: 8:34	Run 3 Dep. 8:41
#110: 9:38	#111: 9:33	Run 4 Dep. 9:43

Afternoon Schedule

	RUN 1	RUN 2	RUN 3
Menlo Park Caltrain (Depart)	--	4:27	5:27
110 Constitution	3:54	4:50	5:50
Constitution & Chrysler	3:55	4:51	5:51
Chrysler & Independence	3:56	4:52	5:52
149 Commonwealth	3:57	4:53	5:53
TIDE Academy	3:59	4:55	5:55
180 Jefferson	3:59	4:55	5:55
Constitution & Chilco	4:01	4:58	5:58
3641 Haven (Elan Menlo)	4:05	5:04	6:04
3639 Haven (Anton Menlo)	4:05	5:04	6:04
3760 Haven (Quicken)	4:07	5:06	6:06
Scott & Marsh	4:12	5:13	6:13
4100 Bohannon	4:14	5:15	6:15
Bohannon & Campbell	4:15	5:16	6:16
Post Office	4:16	5:17	6:17
Menlo Park Caltrain (Arrive)	4:27	5:27	6:27

Caltrain Departures from Menlo Park

Shuttle Connection	To San Jose	To San Francisco
Run 1 Arr. 4:27	#124: 4:36	#125: 4:34
Run 2 Arr. 5:27	#126: 5:36	#127: 5:34
Run 3 Arr. 6:27	#128: 6:36	#129: 6:34

The M3-Marsh Road Shuttle operates Monday to Friday. No service on federal holidays or their observed days. Exceptions: service on Columbus Day and Veterans Day; no service on the Friday after Thanksgiving.

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Route 270 & 276

Redwood City Transit Center Loop // Florence / 17th — Redwood City Transit Center



Service Change Description

Existing Service

Routes 270 and 276 provide service every 60 minutes to similar areas of Redwood City. Neither route has high ridership, even though they serve important communities and growing job areas. Both routes compete with free shuttles connecting the Redwood City Caltrain station with jobs on Broadway Street.

Route 270 runs weekdays and Saturdays. Route 276 runs on weekdays.

Recommended Changes

Coverage (Where it goes)

Route 270 would have no route changes.

In the recommended network, Route 276 would serve Redwood City Caltrain station from Winslow Road, on the northeast side of the tracks, and then run along Marshall Street, Broadway, and Bay Road, with a loop at Marsh Road, to Scott Drive and Bohannon Drive.

Frequency (How often it runs)

Route 270 would operate every 60 minutes.

Route 276 would operate more often, running every 30 minutes during the weekday peak and midday, as well as all day on Saturdays. On weekday evenings and all day on Sundays, the bus will run every 60 minutes.

Hours of Service (When it runs)

Route 270 would operate the same hours on weekdays and Saturdays as today.

Route 276 would operate later on weekdays, until 9 p.m., and on weekends until 7 p.m.

Route 270 & 276

Route 270 Hours of Service

	Weekday	Saturday	Sunday
Existing	6:30 AM-7:30 PM	7:30 AM-7:30 PM	—
Recommended	6:30 AM-7:30 PM	7:30 AM-7:30 PM	—

Route 270 Frequency

	Day	Peak (minutes) (6-9am, 3-7pm)	Midday (minutes) (9am-3pm)	Evening (minutes) (7pm-12am)
Existing	Weekday	60	60	—
	Saturday	60	60	—
	Sunday	—	—	—
Recommended	Weekday	60	60	—
	Saturday	60	60	—
	Sunday	—	—	—

Route 276 Hours of Service

	Weekday	Saturday	Sunday
Existing	6:30 AM-6:30 PM	—	—
Recommended	6:30 AM-9:00 PM	7:30 AM-7:00 PM	7:30 AM-7:00 PM

Route 276 Frequency

	Day	Peak (minutes) (6-9am, 3-8pm)	Midday (minutes) (9am-3pm)	Evening (minutes) (8pm-12am)
Existing	Weekday	60	60	—
	Saturday	60	60	—
	Sunday	—	—	—
Recommended	Weekday	30	30	60
	Saturday	30	30	—
	Sunday	30	60	—

Route EPX

East Palo Alto — Redwood City — SFO — San Bruno BART



Hours of Service

	Weekday	Saturday	Sunday
Existing	—	—	—
Recommended	5:00 AM- 9:30 AM, 2:30 PM- 7:30 PM	—	—

Service Change Description

Coverage (Where it goes)

Route EPX would be a new limited-stop route connecting East Palo Alto and Redwood City to San Francisco International Airport. Some trips will terminate in the northern end at San Bruno BART Station, while some limited service may be provided on this route to downtown San Francisco. This route was identified in the US-101 Express Bus Feasibility Study and replace some connections currently offered by SamTrans Route 398 (SamTrans, November 2018).

Frequency (How often it runs)

Route EPX will operate every 60 minutes during peak hours.

Hours of Service (When it runs)

Route EPX will run during peak periods on weekdays.

Recommended Frequency

	Day	Peak (minutes) (6-9am, 3-7pm)	Midday (minutes) (9am-3pm)	Evening (minutes) (7pm-12am)
Existing	Weekday	—	—	—
	Saturday	—	—	—
	Sunday	—	—	—
Recommended	Weekday	60	—	—
	Saturday	—	—	—
	Sunday	—	—	—

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Rectangular rapid flashing beacons (Oak Grove Ave. – Menlo Park)



Traditional raised crosswalk (Steiner St. & Waller St. – San Francisco)



Simplified raised crosswalk (Laurel St. – Menlo Park)



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Existing conditions: non-pull out option (Willow Rd. – Menlo Park)



Pull out option (Ringwood Ave. – Menlo Park)



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