

Complete Streets Commission



REGULAR MEETING AGENDA

Date: 6/14/2023
Time: 6:30 p.m.
Location: [Zoom.us/join](https://zoom.us/join) – ID# 845 2506 8381 and
City Council Chambers
751 Laurel St., Menlo Park, CA 94025

Commissioner Silverstein will be participating from:
Carrer de Sant Valero 5
Valencia, Spain

Members of the public can listen to the meeting and participate using the following methods.

How to participate in the meeting

- Access the meeting, in-person, at City Council Chambers
- 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: 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 website at menlopark.gov. 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.gov/agendas)

Regular Meeting

- 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. You are not required to provide your name or City of residence, but it is helpful. 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. Accept the Complete Streets Commission minutes for May 10, 2023 ([Attachment](#))
- E2. Adopt resolutions to install no parking zones on Campbell Avenue and Valparaiso Avenue ([Staff Report #23-007-CSC](#))

F. Informational Items

- F1. Update on major project status

G. Committee/Subcommittee Reports

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 Commission 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.gov. Persons with disabilities, who require auxiliary aids or services in attending or participating in Commission 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.gov/agendas and can receive email notification of agenda and staff report postings by subscribing to the “Notify Me” service at menlopark.gov/subscribe. Agendas and staff reports may also be obtained by contacting City Clerk at 650-330-6620. (Posted: 6/8/2023)



REGULAR MEETING MINUTES – DRAFT

Date: 5/10/2023
Time: 6:30 p.m.
Location: Teleconference and
City Council Chambers
751 Laurel St., Menlo Park, CA 94025

A. Call To Order

Chair Cole called the meeting to order at 6:36 p.m.

B. Roll Call

Present: Altman, Cebrian, Cole, King, Silverstein (remote – Traditional Brown Act)
Absent: Behroozi, Kollmann
Staff: Assistant Public Works Director – Transportation Hugh Louch, Engineering Technician Patrick Palmer, Senior Transportation Engineer Kevin Chen

B1. Welcome commissioners – Ross Silverstein and Jacqui Cebrian

Chair Cole made remarks.

C. Reports and Announcements

Staff Chen reported on City Council actions related to transportation since the April 17 Commission meeting.

The Commission requested information on Caltrain Quiet Zone Implementation Plan and Menlo Avenue and University Drive crosswalk improvement.

D. Public Comment

- Adina Levin requested information on pedestrian detour route for Ravenswood Avenue construction.

E. Regular Business

E1. Accept the Complete Streets Commission minutes for April 17, 2023

ACTION: Motion and second (King/ Cebrian), to accept the Complete Streets Commission minutes for April 17, 2023, including an update to item D4., passed 4-0 (Behroozi and Kollmann absent, Silverstein abstaining).

E2. Receive an update from SamTrans on new Ride Plus microtransit services in East Palo Alto and Belle Haven neighborhood (Attachment)

Staff Chen and SamTrans staff Charlsie Chang and Kate Christopherson made the presentation (Attachment).

- Adina Levin spoke on outreach opportunities and requested information on evaluation metrics, shuttle options and fee structures.

The Commission discussed the service areas, expansion opportunities for new residential developments, ridership evaluation and challenges, service status, fee structures and outreach.

E3. Recommend to the City Council the draft Menlo Park Community Campus parking management plan (Staff Report #23-006-CSC)

Staff Chen made the presentation (Attachment).

- Adina Levin spoke in support on utilizing the Ride Plus program, kiosks to monitor shuttle ride information and a future pedestrian bridge serving the Menlo Park Community Campus (MPCC).

The Commission discussed priority parking sign verbiage and enforcement, vehicular and bicycle parking quantities, wayfinding signs, overnight parking, loading zones, future MPCC program operations, and project timeline.

ACTION: Motion and second (Cole/ Cebrian), to recommend to the City Council to adopt the parking management plan, and

- Include “school days only” on school priority parking signs,
- Evaluate bicycle parking quantity for anticipated and future demands,
- Continue to monitor existing and future wayfinding signs after MPCC programs are more developed,

passed 5-0 (Behroozi and Kollmann absent).

E4. Selection of chair and vice chair

Staff Chen introduced the item.

ACTION: By acclamation, the Commission selected Jacqui Cebrian to serve as chair and Sally Cole as vice chair.

F. Informational Items

F1. Update on major project status

Staff Chen provided updates on citywide all-way stop sign installation and the Comprehensive Shuttle Program evaluation.

Chair Cebrian provided updates on the County’s Ringwood/Coleman Avenues study and City Council’s Bike Month Proclamation.

- Adina Levin spoke in support on the Ravenswood Avenue and Laurel Street intersection bicycle improvements.

G. Committee/Subcommittee Reports

None.

H. Adjournment

Vice Chair Cole adjourned the meeting at 8:36 p.m.

Kevin Chen, Senior Transportation Engineer

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SamTrans Ride Plus



Menlo Park Complete Streets Commission
May 10, 2023

Agenda

- Background
- Features of SamTrans' Ride Plus
- Route Changes Coming with Ride Plus
- Outreach & Marketing
- Timeline
- Questions

Implementing *Reimagine SamTrans*

- The *Reimagine SamTrans* network includes:
 - More direct and frequent routes
 - Streamlined services and some reduction in coverage
 - Consolidated routes
- *Reimagine SamTrans* is being implemented in phases.
 - Phase 2, which includes microtransit & changes to SamTrans routes, will occur in June 2023. Additional phases will follow in the future.



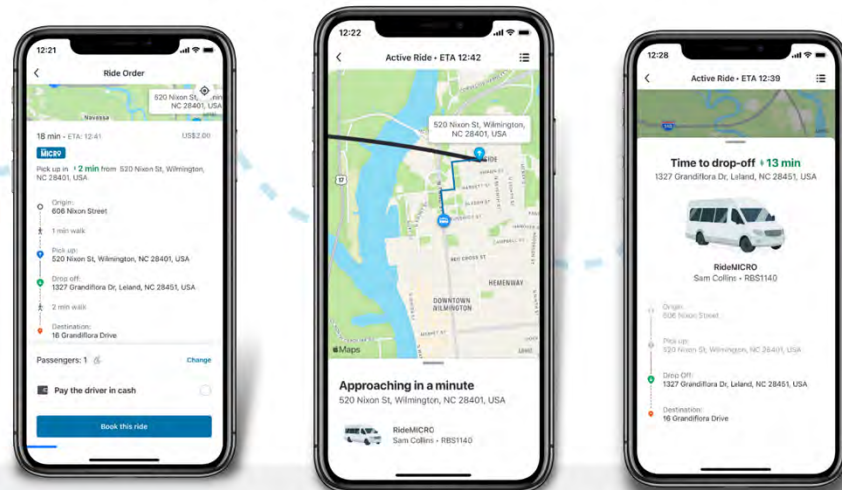
Implementing *Reimagine SamTrans*

- Final recommended network included two microtransit zones to complement fixed routes.
 - East Palo Alto and Half Moon Bay
- These areas have historically been harder to serve with fixed route transit.
- SamTrans' new microtransit service will be called **Ride Plus** and will **launch June 18, 2023**.



What is microtransit?

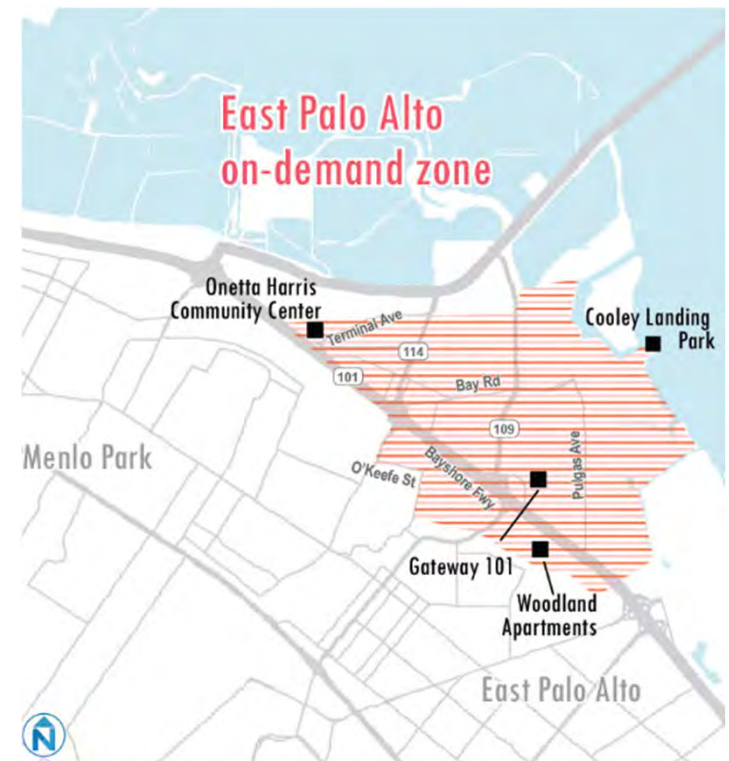
- On-demand curb to curb transit that is dynamically routed based on trip requests
- Pick-up arrival time is provided in real-time, just like ride-hailing apps
- Trips must start and end in the defined zone



Example from Wave Transit from Cape Fear, NC

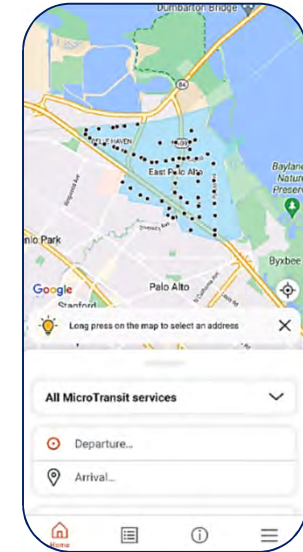
Ride Plus in East Palo Alto

- **Service Area**
 - City of East Palo Alto, plus Menlo Park's Belle Haven neighborhood
- **Hours of Operation**
 - 6:00 AM – 10:00 PM, 7 days a week
- **Accept all current SamTrans fare types**



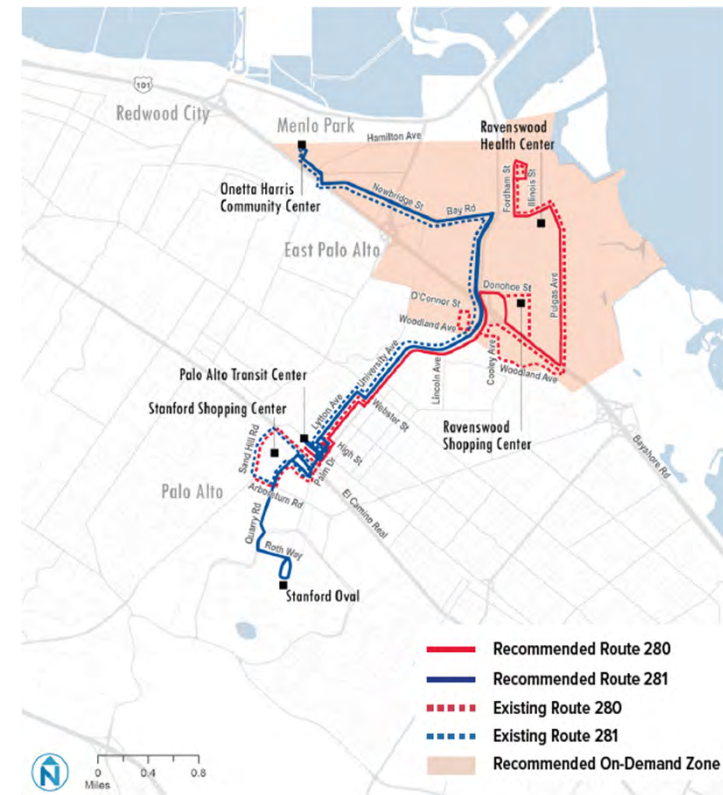
Features of Ride Plus

- **How to book a ride:**
 - Accessible branded smartphone app
 - Website
 - Phone call
- **Accessible Options** - Wheelchair accessible vehicles available.
- **Automated communications** - App users will have automated messages to inform them about their trip.
- **Shared rides** - Algorithm creates efficiencies by grouping multiple riders traveling in the same direction.



Route Changes Coming with Ride Plus

Route	Route Changes	Frequency Changes
280	<ul style="list-style-type: none"> Will no longer serve Woodland, Cooley, or Clarke Avenues Will no longer serve Stanford Shopping Center 	Frequency reduced to every 60-75 mins
281	<ul style="list-style-type: none"> Extended to Stanford University and Hospital area 	Frequency improved to every 20 mins on weekdays and every 30 min on weekends



Outreach & Marketing

Customer Communications & Marketing

- Webpage – samtrans.com/rideplus
- Print and digital marketing collateral
- Custom app branding
- Vehicle branding
- Free fares for the first six weeks!

Outreach

- In-person multilingual outreach
- Distribute materials to local businesses and community centers
- Partnership with local community organizations
- Social media campaign

How should we get the word out in Belle Haven?

Timeline

We are here



samTrans

Thank You!

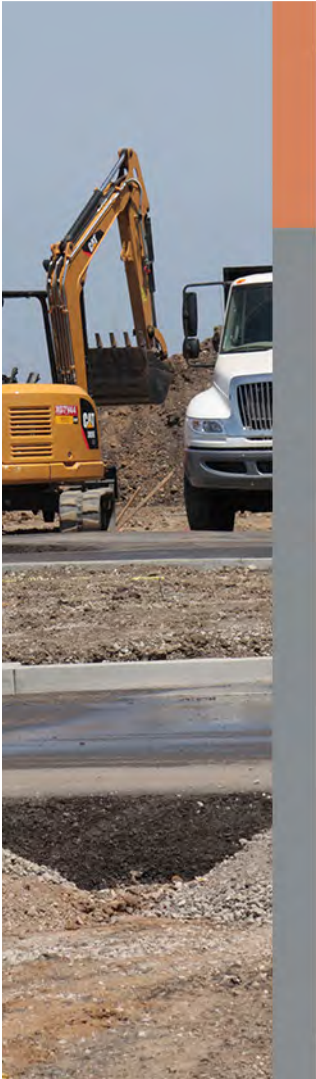


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The background of the slide is a photograph of a construction site. It shows a wooden frame structure with vertical rebar (steel reinforcement) protruding from it. Two construction workers are visible: one in the foreground wearing a yellow hard hat and an orange safety vest, and another slightly behind them wearing a white hard hat and an orange safety vest. The sky is clear and blue. A semi-transparent blue banner is overlaid across the middle of the image, containing the title text. On the left side of the slide, there is a vertical yellow bar and a grey rectangular area at the bottom left.

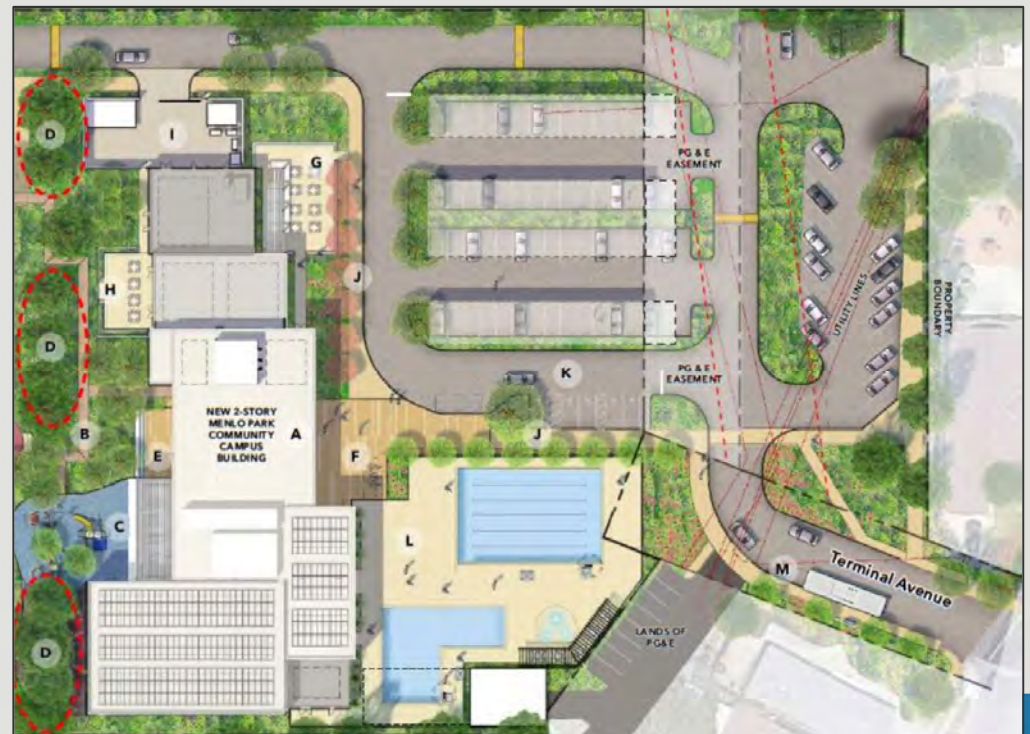
RECOMMEND TO CITY COUNCIL THE MENLO PARK COMMUNITY CAMPUS PARKING MANAGEMENT PLAN

Complete Streets Commission | May 10, 2023



AGENDA

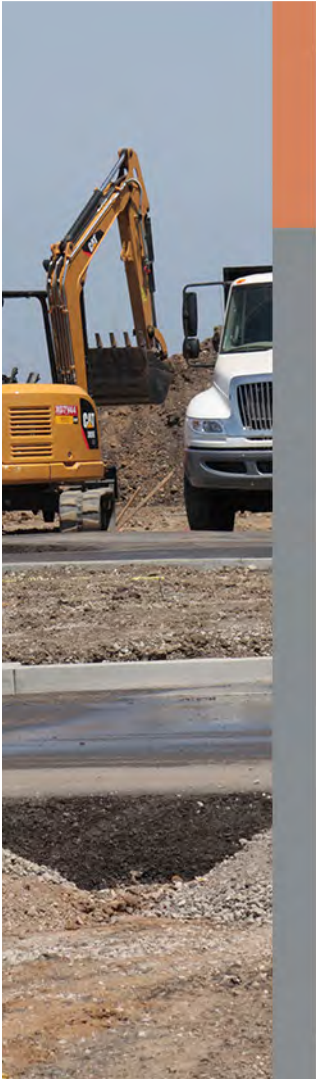
- Background
- Evaluation
- Recommendation





BACKGROUND

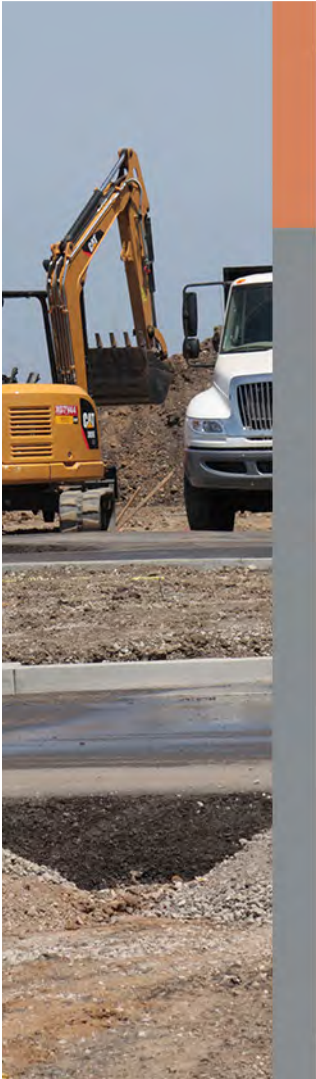
- Dec. 16, 2019 – META submitted MPCC proposal
- Jan. / Feb. 2021 – City Council approved MPCC / pool
- Nov. 2021 to 2024 – Construction





BACKGROUND (CON'T)

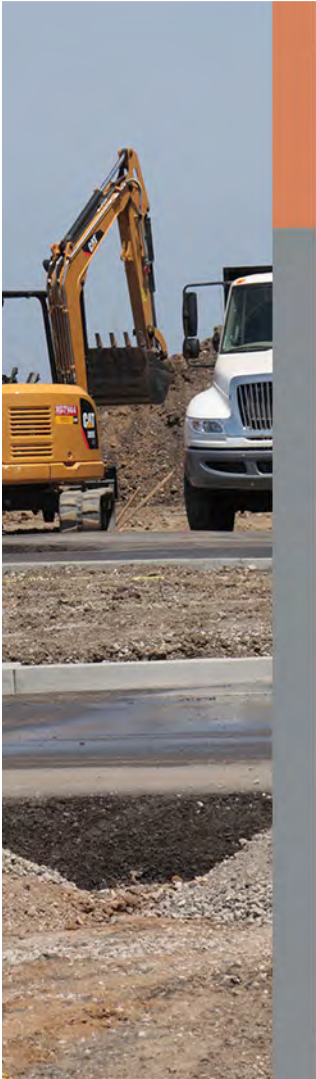
- Dec. 14, 2022 – Complete Streets Commission
 - Evaluate PG&E sub-station driveway for sight visibility
 - Explore bike wayfinding and loading zone signage
 - Shorten time restricted parking duration
 - Return in the future with policies to address overnight parking demands at city owned facilities (e.g., MPCC, Nealon Park)



EVALUATION – DRAFT MANAGEMENT PLAN

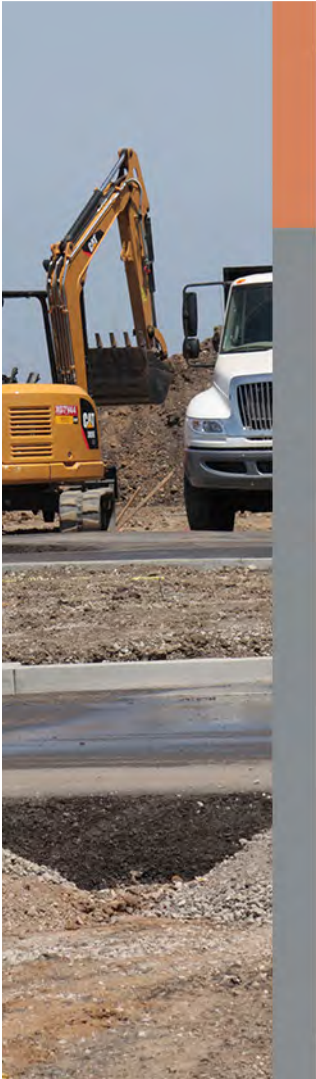


Topic	Commission direction (December 14, 2022)	Final draft recommendation
Priority Beechwood school parking	Supported designation	26 spaces, 8 a.m. to 3 p.m.
Time restricted parking	Suggested shorter duration	4 spaces, 15-minute, 8 a.m. to 6 p.m.
Priority parking for seniors	Supported designation	To be evaluated, including consultation with seniors, after programs are well established
Loading zone	Supported designation	To be evaluated after use patterns are well established
PG&E sub-station driveway	Suggested sight visibility evaluation	Shift Terminal Avenue entrance center line to provide more sight visibility and continue to monitor after opening



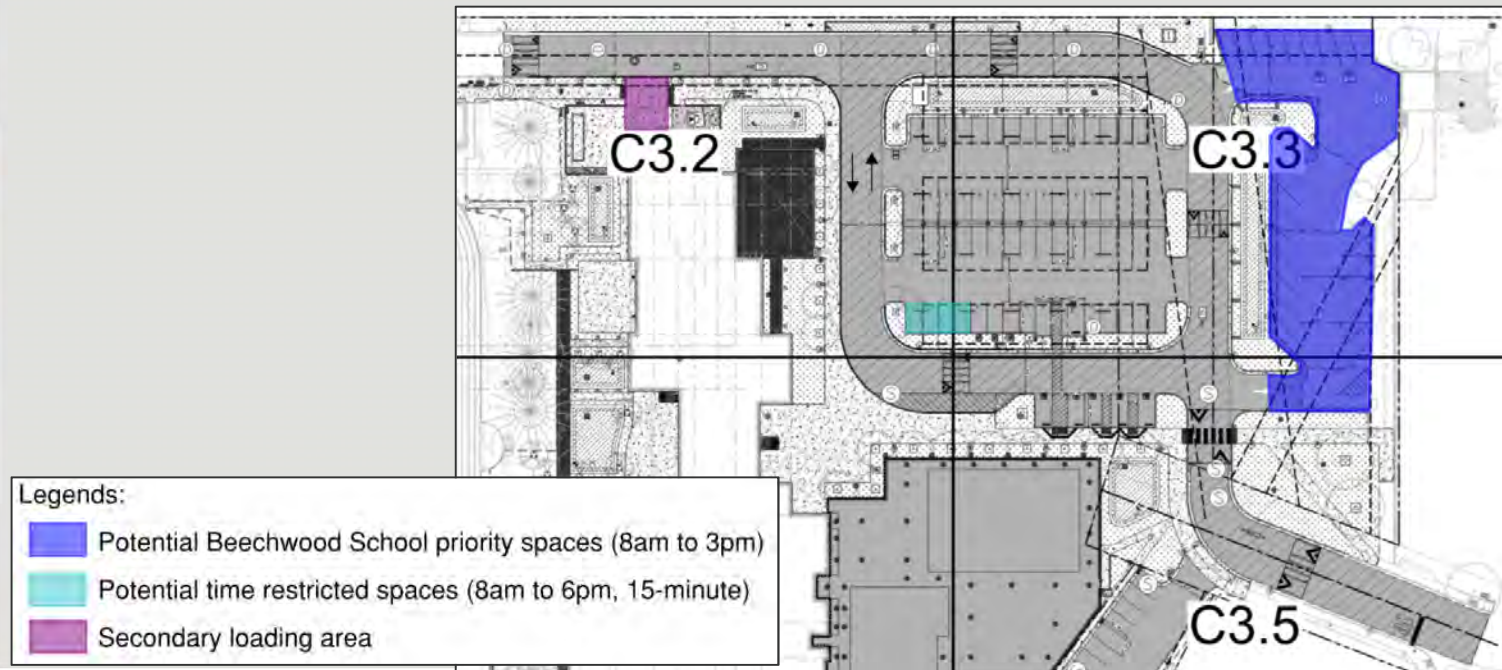
EVALUATION – OVERNIGHT PARKING

- To be addressed as a future item
- Consistent across city owned facilities
- Topics:
 - Daytime operation impact
 - Recreational vehicle use
 - Hours of operation and enforcement
 - Eligibility and fee structure



RECOMMENDATION

- Draft MPCC parking management plan to City Council





**THANK YOU &
QUESTIONS**



STAFF REPORT

Complete Streets Commission

Meeting Date: 6/14/2023
Staff Report Number: 23-007-CSC

Regular Business: Adopt resolutions to install no parking zones on Campbell Avenue and Valparaiso Avenue

Recommendation

Staff recommends that the Complete Streets Commission (Commission) adopt resolutions to install no parking zones by eliminating on-street parallel parking spaces next to the following driveways:

- 4085 Campbell Avenue: three space to the east and one space to the west (Attachment A)
- 737/739 Valparaiso Avenue: two spaces to the west (Attachments B)
- 827 Valparaiso Avenue: one space to the east and one space to the west (Attachments C)

Policy Issues

These alterations are consistent with policies CIRC-1.1, CIR-4.4 in the 2016 General Plan Circulation Element. These policies 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

Staff received four independent requests to evaluate the adequacy of driveway sight distance, to turn onto the main road. Table 1 summarizes the locations and their existing conditions.

Table 1: Driveway sight distance requests		
Locations	Existing conditions	Existing red curb
4085 Campbell Ave. (Two-way driveway)	<ul style="list-style-type: none"> • Commercial building • Roadway curves near driveway • Local access road¹ • 25 mph 	Eastside: 32 feet Westside: none
737/739 Valparaiso Ave. (one-lane, two-way driveway)	<ul style="list-style-type: none"> • Two single-family homes • Avenue - Neighborhood¹ • 25 mph² 	Eastside: adjacent property driveway Westside: 6 feet
827 Valparaiso Ave. (one-lane, two-way driveway)	<ul style="list-style-type: none"> • Multi-family building • Avenue - Neighborhood¹ • 25 mph² 	Eastside: 6 feet Westside: 6 feet
1220 University Dr. (one-lane, exit-only driveway)	<ul style="list-style-type: none"> • Commercial/residential building • Neighborhood collector¹ • 25 mph 	Northside: adjacent property driveway Southside: 6 feet
Notes: mph = miles per hour		
1. See Attachment D for street classification definitions.		
2. Valparaiso Ave. is a 30 mph neighborhood avenue but this section is part of a 25 mph designated school zone.		

According to the American Association of State Highway and Transportation Officials' (AASHTO) Policy on Geometric Design of Highway and Streets, a minimum of 155 feet of stopping sight distance is required for a 25 mph roadway.

Analysis

Based on field investigations, to get a clear view of approaching vehicles on the main road, vehicles exiting these driveways have to cross beyond the edge of parked vehicles before receiving a clear line of sight. As a result, additional no parking zones could be recommended to improve line of sight.

Previous relevant City Council action

On March 28, the City Council considered an appeal of the addition of no parking zones at 660 Roble Avenue to improve driveway sight distance. The project was approved by the Commission on September 14, 2022 and appealed within the time period allowed by the Municipal Code.

During the meeting, the City Council noted several factors that led to their decision to uphold the appeal and directed staff to return at a future time with other mitigations and solutions:

- Roble Avenue is a local access road with relatively low volumes and posted speed limit
- The large number of apartment buildings on Roble Avenue and similar streets warrants a more considered approach to driveway sight line evaluation given the potentially significant impact that consistent application of AASHTO sight distance guidance would have on available parking on similar streets
- A Cypress tree or hedge adjacent to the driveway may be impacting line of sight and should be removed or trimmed first

Based on City Council's directions on Roble Avenue, staff re-evaluated the four recent requests for similar factors and characteristics. Table 2 summarizes staff's evaluations and recommendations.

Table 2: No parking zone recommendations		
Locations	Proposed additional red curbs	Justifications
4085 Campbell Ave.	Eastside: 32' existing + 52' new (i.e., 3 spaces) Westside: 0' existing + 27' new (i.e., 1 space)	Located in an commercial area and leading into a horizontal curve
737/739 Valparaiso Ave.	Eastside: no action needed Westside: 6' existing + 36' new (i.e., 2 spaces)	Street classified as Avenue – Neighborhood (FHWA: Minor Arterial), used for through traffic; higher volume and speed
827 Valparaiso Ave.	Eastside: 6' existing + 25' new (i.e., 1 space) Westside: 6' existing + 22' new (i.e., 1 space)	Street classified as Avenue – Neighborhood (FHWA: Minor Arterial), used for through traffic; higher volume and speed
1220 University Dr.	Conducted evaluation but defer action until further Commission and City Council direction on general no parking zone policy	Near downtown business district with similar characteristics as Roble Avenue but higher volumes
Note: FHWA = Federal Highway Administration		

Next steps

Per Municipal Code Section 11.24.028, if the Commission approves these alterations, 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 June 29, 2023.

Per City Council direction on March 28, staff will return to the Commission at a future time with a recommended citywide policy to address driveway sight line visibility requests.

Impact on City Resources

If approved, these low cost alterations will be implemented either through the City's signing and striping maintenance program or the City's Maintenance Division.

Environmental Review

The installation of red curb is categorically exempt under Class 1 (Section 15301(c)) 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 residents/property owners within 500 feet of the proposed "No Parking Zone". In addition, posters with the alterations and meeting information were placed on A-frames at the site.

Attachments

- A. Resolution – 4085 Campbell Avenue
- B. Resolution – 737/739 Valparaiso Avenue
- C. Resolution – 827 Valparaiso Avenue
- D. Street Classifications

Report prepared by:
Phu Nguyen, Senior Engineering Technician

Report reviewed by:
Kevin Chen, Senior Transportation Engineer

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RESOLUTION NO. XXXX

**RESOLUTION OF THE COMPLETE STREETS COMMISSION OF THE CITY OF
MENLO PARK AUTHORIZING THE INSTALLATION OF NO PARKING ZONES
AT 4085 CAMPBELL AVENUE**

WHEREAS, the City of Menlo Park received a request to evaluate the adequacy of sight distance at 4085 Campbell Avenue; and,

WHEREAS, a field investigation revealed limited sight distance due to adjacent parked vehicles; and,

WHEREAS, to achieve at least 155 feet stopping sight distance, additional no parking zones adjacent to both sides of the driveway are recommended (i.e., 52 feet of new red curb with 32 feet of existing red curb to the east, 27 feet of new red curb to the west); and,

WHEREAS, California Vehicle Code section 22507 authorizes local jurisdictions to install parking restrictions on local streets; and,

WHEREAS, Section 11.24.026 of the Menlo Park Municipal Code authorizes the Complete Streets Commission to designate no parking zones of up to five spaces outside of the "Downtown/Station Area" in the El Camino Real/Downtown Specific Plan; 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.

NOW, THEREFORE, BE IT RESOLVED, that the Complete Streets Commission of the City of Menlo Park does hereby authorize the installation of no parking zones at 4085 Campbell Avenue, as depicted on Exhibit A.

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 fourteenth day of June, 2023, by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

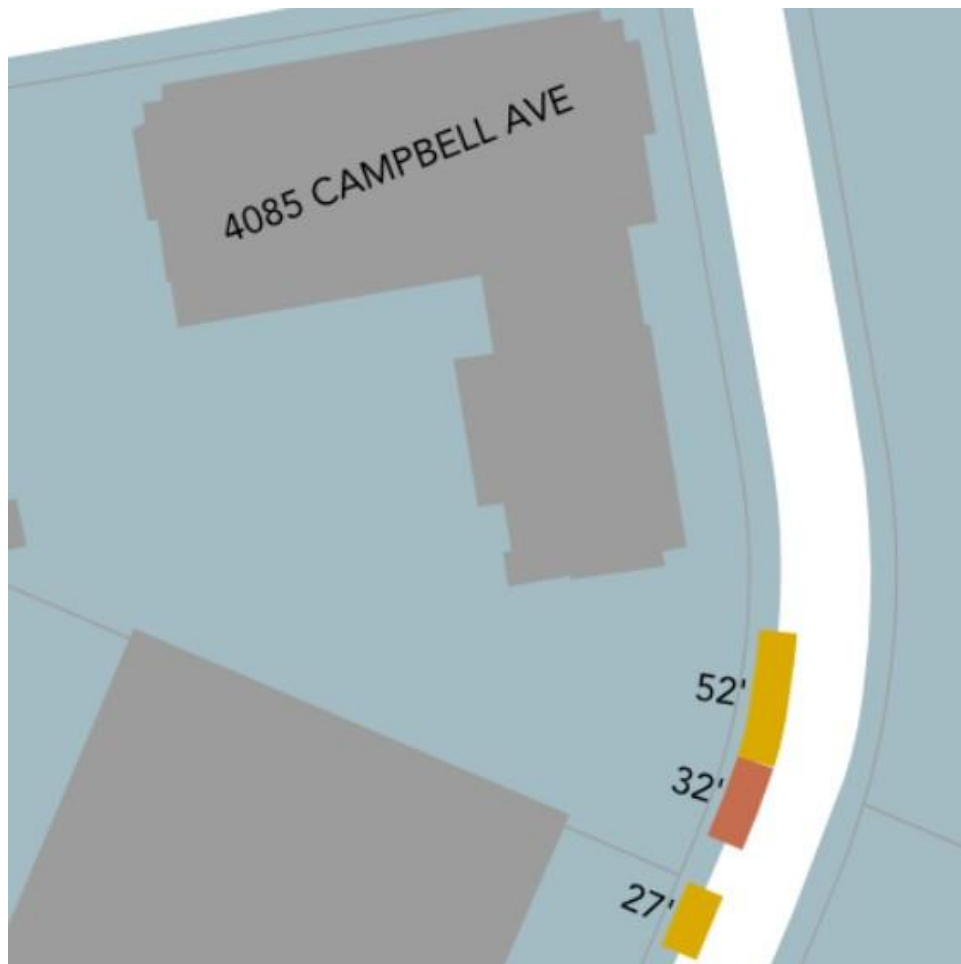
IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of said City on this ___ day of June, 2023.

Kevin Chen
Complete Streets Commission Liaison

Exhibit
A. Proposed no parking zones at 4085 Campbell Avenue



Existing condition at 4085 Campbell Avenue



Proposed work

RESOLUTION NO. XXXX

**RESOLUTION OF THE COMPLETE STREETS COMMISSION OF THE CITY OF
MENLO PARK AUTHORIZING THE INSTALLATION OF NO PARKING ZONE
WEST OF 737/739 VALPARAISO AVENUE DRIVE**

WHEREAS, the City of Menlo Park received a request to evaluate the adequacy of sight distance at 737/739 Valparaiso Avenue; and,

WHEREAS, a field investigation revealed limited sight distance due to adjacent parked vehicles; and,

WHEREAS, to achieve at least 155 feet stopping sight distance, extending the existing no parking zone west of the driveway is recommended (i.e., 36 feet of new red curb with 6 feet of existing red curb to the west); and,

WHEREAS, California Vehicle Code section §22507 authorizes local jurisdictions to install parking restrictions on local streets; and,

WHEREAS, Section 11.24.026 of the Menlo Park Municipal Code authorizes the Complete Streets Commission to designate no parking zones of up to five spaces outside of the "Downtown/Station Area" in the El Camino Real/Downtown Specific Plan; 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.

NOW, THEREFORE, BE IT RESOLVED, that the Complete Streets Commission of the City of Menlo Park does hereby authorize the installation of a no parking zone, west of 737/739 Valparaiso Avenue, as depicted on Exhibit A.

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 fourteenth day of June, 2023, 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 June, 2023.

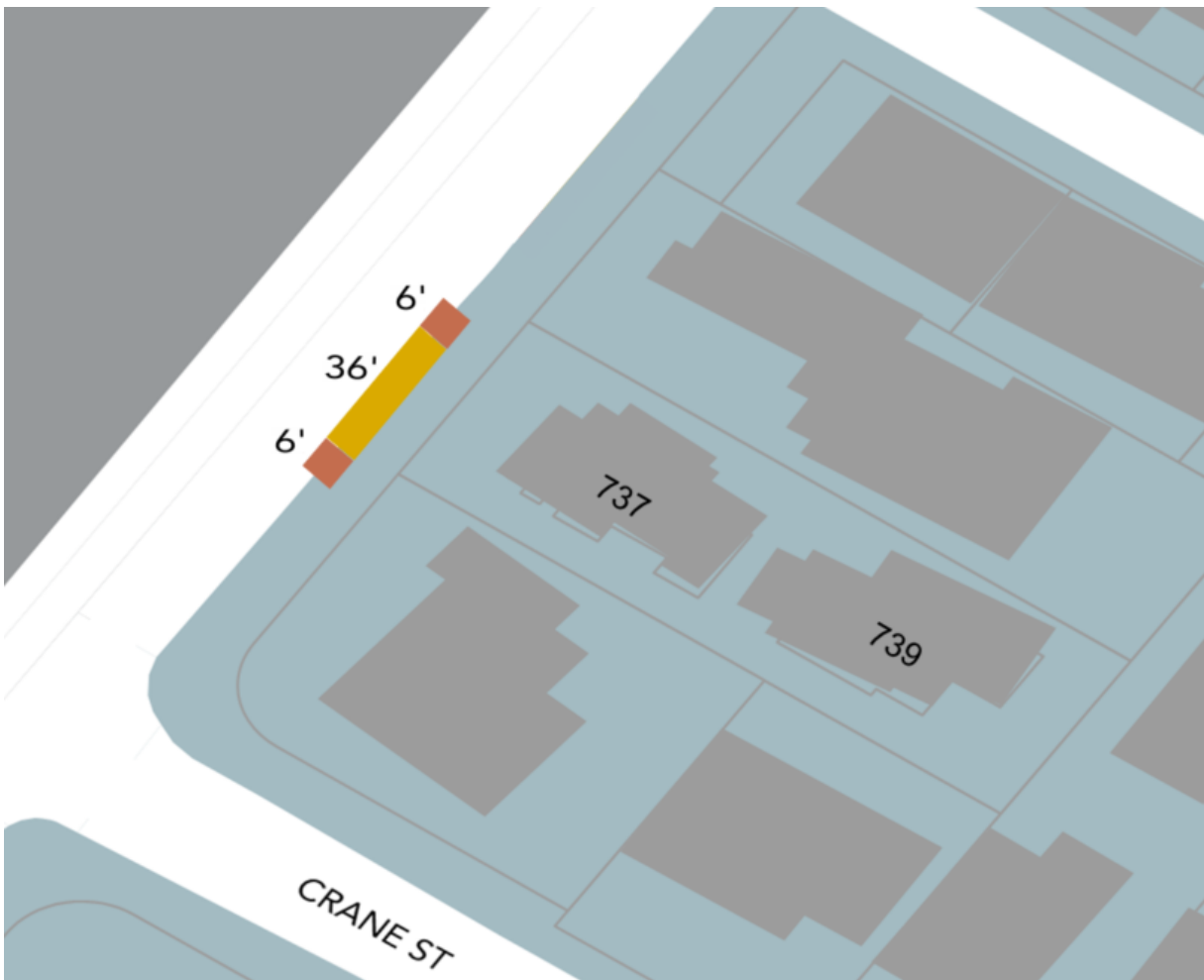
Kevin Chen
Complete Streets Commission Liaison

Exhibit

A. Proposed no parking zone west of 737/739 Valparaiso Avenue



Existing condition at 737/739 Valparaiso Avenue



Proposed work

RESOLUTION NO. XXXX

**RESOLUTION OF THE COMPLETE STREETS COMMISSION OF THE CITY OF
MENLO PARK AUTHORIZING THE INSTALLATION OF NO PARKING ZONES
AT 827 VALPARAISO AVENUE DRIVE DRIVEWAY**

WHEREAS, the City of Menlo Park received a request to evaluate the adequacy of sight distance at 827 Valparaiso Avenue; and,

WHEREAS, a field investigation revealed limited sight distance due to adjacent parked vehicles; and,

WHEREAS, to achieve at least 155 feet stopping sight distance, additional no parking zones adjacent to both sides of the driveway are recommended (i.e., 25 feet of new red curb with 6 feet of existing red curb to the east, 22 feet of new red curb with 6 feet of existing red curb to the west); and,

WHEREAS, California Vehicle Code section §22507 authorizes local jurisdictions to install parking restrictions on local streets; and,

WHEREAS, Section 11.24.026 of the Menlo Park Municipal Code authorizes the Complete Streets Commission to designate no parking zones of up to five spaces outside of the "Downtown/Station Area" in the El Camino Real/Downtown Specific Plan; 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.

NOW, THEREFORE, BE IT RESOLVED, that the Complete Streets Commission of the City of Menlo Park does hereby authorize the installation of no parking zones at 827 Valparaiso Avenue, as depicted on Exhibit A.

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 fourteenth day of June, 2023, by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

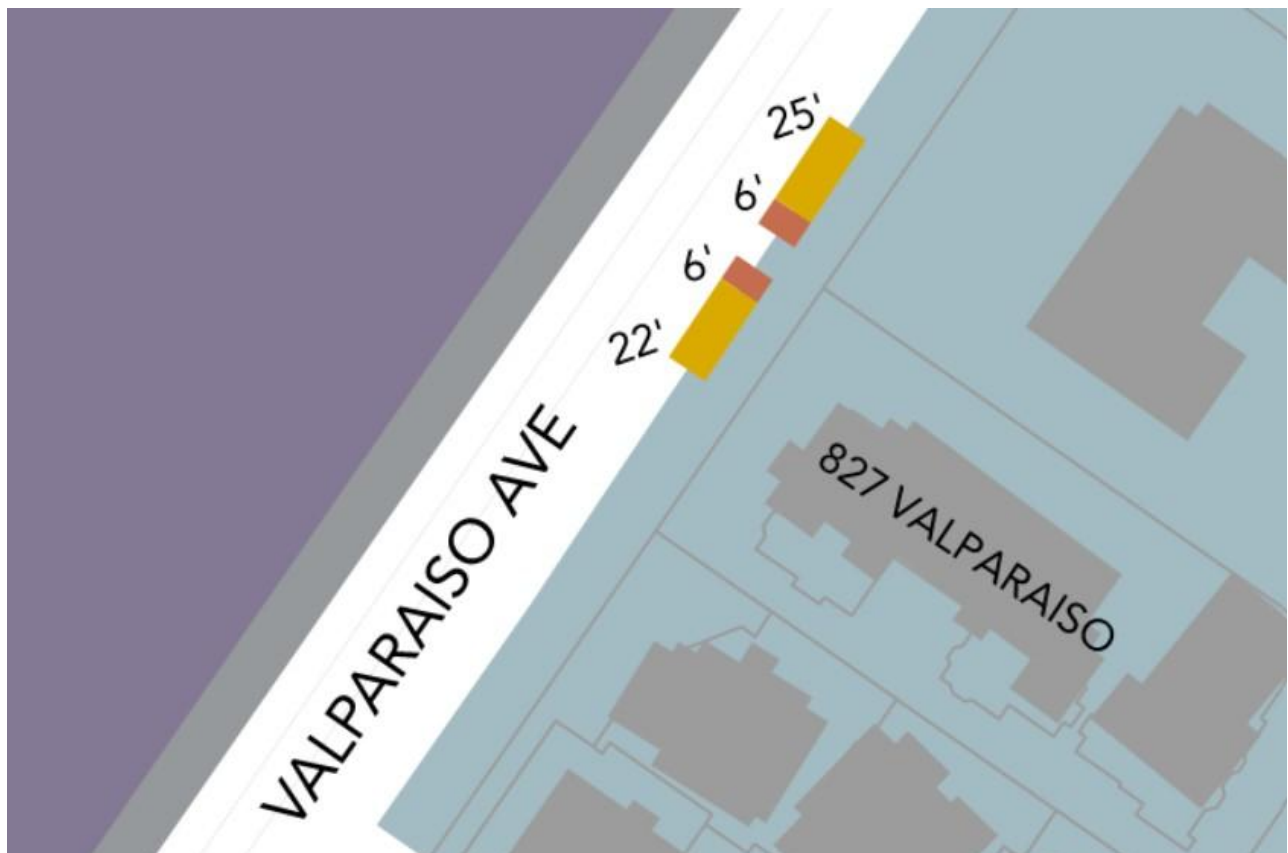
IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of said City on this ___ day of June, 2023.

Kevin Chen
Complete Streets Commission Liaison

Exhibit
A. Proposed no parking zone at 827 Valparaiso Avenue



Existing condition at 827 Valparaiso Avenue



Proposed work

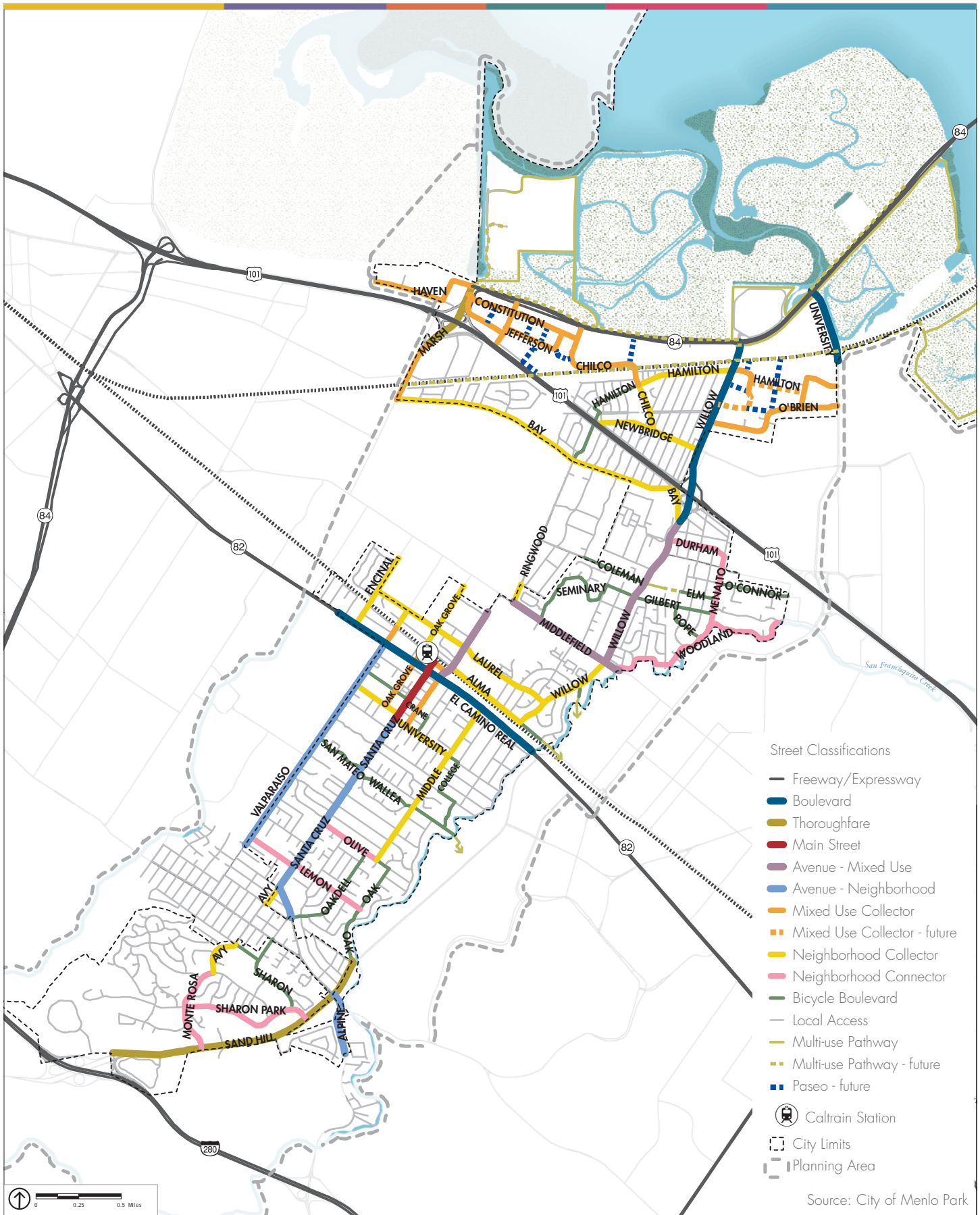


FIGURE 2: STREET CLASSIFICATIONS
 Page E-2.11

TABLE 1 DESCRIPTION OF STREET CLASSIFICATIONS

Classification	Mode Priority	Description and Guidelines	Examples	FHWA Category
Freeway/ Expressway	Vehicle: ● Other modes: N/A	<i>Limited access, major regional freeways and expressways that are part of the state and regional network of highways and subject to state design standards.</i>	Bayfront Expressway	Expressway
Boulevard	Bicycle: ● Pedestrian: ● Transit: ● Vehicle: ●	<i>Major thoroughfare with higher frequency of transit service and mixed commercial and retail frontages.</i> Provides access and safe crossings for all travel modes along a regional transportation corridor. Emphasizes walking and transit and accommodates regional vehicle trips in order to discourage such trips on nearby local roadways, through collaborations with other cities and agencies. In areas of significant travel mode conflict, bicycle improvements may have lower priority if appropriate parallel corridors exist.	El Camino Real	Primary Arterial
Thoroughfare	Bicycle: ● Pedestrian: ● Transit: ● Vehicle: ●	<i>Major thoroughfare, limited mixed commercial frontages.</i> Provides access and safe crossings for all travel modes along a regional transportation corridor. Emphasizes regional vehicle trips in order to discourage such trips on nearby local roadways, through collaborations with other cities and agencies.	Marsh Road, Sand Hill Road	Primary Arterial
Main Street	Bicycle: ● Pedestrian: ● Transit: ● Vehicle: ●	<i>High intensity, pedestrian-oriented retail street.</i> Provides access to all travel modes in support of Downtown, includes on-street parking. Service to pedestrian-oriented retail is of prime importance. Vehicle performance indicators may be lowered to improve the pedestrian experience. Bicycle priority may be lower where appropriate parallel bicycle corridors exist.	Santa Cruz Avenue	Minor Arterial
Avenue – Mixed Use	Bicycle: ● Pedestrian: ● Transit: ● Vehicle: ●	<i>Streets with mixed residential and commercial frontages that serve as a main route for multiple modes.</i> Distributes trips to residential and commercial areas. Provides a balanced level of service for vehicles, transit, bicycles, and pedestrians, wherever possible. Bicycle priority is greater along identified bicycle corridors. Pedestrian improvements are comfortable to walk along, and provide safe crossings at designated locations.	Willow Road (south of Bay), Middlefield Road	Minor Arterial
● = High Priority ● = Medium Priority ○ = Low Priority				

TABLE 1 DESCRIPTION OF STREET CLASSIFICATIONS (CONTINUED)

Classification	Mode Priority	Description and Guidelines	Examples	FHWA Category
Avenue – Neighborhood	Bicycle: ● Pedestrian: ● Transit: ● Vehicle: ●	<i>Streets with residential frontages that serve as a main route for multiple modes.</i> Distributes trips to residential areas. Provides a balanced level of service for vehicles, transit, bicycles, and pedestrians, wherever possible. Bicycle priority is greater along identified bicycle corridors. Pedestrian improvements are comfortable to walk along, and provide safe crossings at designated locations.	Santa Cruz Avenue (south of University Drive), Valparaiso Avenue	Minor Arterial
Mixed-Use Collector	Bicycle: ● Pedestrian: ● Transit: ● Vehicle: ●	<i>Mixed-use street that serves a significant destination.</i> Prioritizes walking and bicycling. Accommodates intra-city trips while also distributing local traffic to other streets and areas.	Chilco St (north of rail corridor), O'Brien Drive, Haven Avenue	Collector
Neighborhood Collector	Bicycle: ● Pedestrian: ● Transit: ● Vehicle: ●	<i>Primarily residential street that serves a significant destination.</i> Prioritizes walking and bicycling. Accommodates intra-city trips while also distributing local traffic to other streets and areas. Accommodating vehicle traffic while ensuring a high quality of life for residents is a key design challenge.	Bay Road, Laurel Street, Hamilton Avenue	Collector
Neighborhood Connector	Bicycle: ● Pedestrian: ● Transit: ○ Vehicle: ●	<i>Low-medium volume residential through street.</i> Primarily serves residential neighborhoods. Provides high quality conditions for walking and bicycling and distributes vehicle, pedestrian, and bicycle trips to and from other streets.	Monte Rose Avenue, Woodland Avenue	Local
Bicycle Boulevard	Bicycle: ● Pedestrian: ● Transit: ○ Vehicle: ●	<i>Low volume residential street, serving mostly local traffic, connecting key bicycle facilities.</i> Provides access primarily to abutting uses. These streets should offer safe and inviting places to walk and bike.	San Mateo Drive, Hamilton Avenue	Local
Local Access	Bicycle: ● Pedestrian: ● Transit: ○ Vehicle: ●	<i>Low volume residential street, serving mostly local traffic.</i> Provides access primarily to abutting uses. These streets should offer safe and inviting places to walk and bike.	San Mateo Drive	Local
Multi-Use Pathway	Bicycle: ● Pedestrian: ● Transit: N/A Vehicle: N/A	<i>Pedestrian and bicycle pathway.</i> Provides priority access to pedestrians and bicycles only, per Caltrans pathway minimum standards. Multi-use pathways feature high-quality crossings where they traverse major roadways.	Bay Trail	N/A
● = High Priority ● = Medium Priority ○ = Low Priority				