



STAFF REPORT

City Council
Meeting Date: 3/26/2019
Staff Report Number: 19-055-CC

Regular Business: Reaffirm the Transportation Master Plan goals and approve the prioritization strategy for projects identified as part of the Transportation Master Plan

Recommendation

Staff recommends that the City Council reaffirm the Transportation Master Plan goals and approve the prioritization strategy for projects identified as part of the Transportation Master Plan.

Policy Issues

The development of a Transportation Master Plan was included as one of the top six priority projects in the City Council's adopted 2018 work plan and was included again as one of the top five priorities in the 2019 Work Plan. It was also one of the highest priority implementation programs in the 2016 general plan circulation element.

Background

The Transportation Master Plan (TMP) and Transportation Impact Fee (TIF) Program is the highest priority program following the adoption of the ConnectMenlo general plan land use and circulation elements in November 2016. The circulation element was last updated in 1994, although several modal- or area-specific plans (e.g., comprehensive bicycle development plan; sidewalk master plan; El Camino Real/Downtown specific plan) were created since then. The circulation element has seven goals (Attachment A) and 86 policies and programs that establish the framework for the City's priorities related to multi-modal transportation. The TMP builds from the policy context of the circulation element to identify infrastructure projects and strategic programs, then prioritize them for implementation. The TIF Program will assess the responsibility of new development to help fund the infrastructure projects identified in the TMP, and allow the City to update the fee program, which was last updated in 2009.

TMP initiation and current status

The TMP process was kicked off in June 2017 and started with outreach events during the summer and fall of 2017 to collect community feedback on transportation issues within the City. City Council also appointed the 11-member Oversight and Outreach Committee (Committee) in August 2017 to:

- Provide advisory input and recommendations to the consultant and staff regarding the outreach process and draft Master Plan materials and submittals
- Guide and keep the project process on track to meet the key milestones
- Reach out to community members to share content and encourage participation at community engagement activities such as workshops/meetings and other planning activities

Staff has met with the Committee seven times from October 2017 to December 2018, reviewing the goals, prioritization criteria and most recently, the draft strategies and recommendations. At their meeting

December 6, 2018, the Committee requested additional time to regroup the list of projects so that they were easier to understand and prioritize while not delaying the updated to the TIF update program. On February 12, 2019, City Council approved a contract amendment to:

- Separate the TIF Program update from the TMP approval process and beginning the update earlier including preparing cost estimates for the proposed improvements
- Regroup and reorganize the list of projects prior to prioritization
- Add one additional Committee meeting with additional outreach activities for the community
- Prepare additional analyses to respond to questions on traffic flow, vehicle miles traveled (VMT) projections and net new trip generation from future development

Since approval of the contract amendment, the consultant team has started preparing the cost estimates for the projects to include in the TIF program, and staff has met with the Complete Streets Commission (CSC) TMP subcommittee to get feedback on the regrouping and reorganizing of the project list. The CSC subcommittee also provided additional feedback on bicycle routes and how they would connect various destinations within the city which staff is incorporating into the prioritization criteria.

Materials, including staff reports, presentations, and outreach materials from the prior meetings are available at the City's project website (Attachment D.)

Analysis

When the City Council made their commission and committee appointments for 2019, Mayor Mueller and City Councilmember Nash were appointed to serve as the City Council representatives to the Transportation Master Plan Oversight and Outreach Committee (Committee.) As new members to the Committee, staff met with the two City Councilmembers to brief them on the Committee's work. To ensure that the final recommendation from the Committee is consistent with the current City Council's goals and confirm that the Committee and staff continue to head in the direction desired by the City Council, staff was asked to present this report regarding the TMP project prioritization process and TMP goals to the City Council for a policy discussion and approval prior to the next Committee meeting.

Goals

City staff and the W-Trans team initiated work on the project with collecting input from the community on how the City should prioritize transportation improvements. Feedback was collected through various methods, attending community events such as the Downtown block party and Summer Concert Series at Kelly Park, hosting a project online open house, and convening three walking workshops held in different parts of the City. From these various mechanisms for feedback and engagement, the top priorities from the community were identified to include:

- Safer bike and pedestrian crossings
- Reducing delays and travel time
- Safe and convenient bicycle connectivity
- Minimizing cut-through traffic on residential streets

Lesser priorities were related to regional and local transit service.

As a result of this feedback and other policies identified through ConnectMenlo and the climate action plan, three key goals focused around safety, sustainability, and mobility choice were identified for the TMP:

1. Safety: Vision Zero – Eliminate traffic fatalities and reduce the number of non-fatal collisions by 50 percent by 2040.
2. Sustainability: Enable the City to meet the goals of the climate action plan, including a 27 percent greenhouse gas emission reduction.

3. Mobility choice: Design transportation projects to accommodate all modes and people of all abilities. Encourage the use of lower emission modes such as walking, biking and transit.

Staff has met with the City Council representatives Mueller and Nash about the goals of the TMP, and received feedback from Mayor Mueller that the goals should include a congestion relief/management goal. Although to-date, congestion relief has not been identified as a TMP goal, it is included as one of the prioritization criteria to rank the projects and was considered as projects were identified to be included in the TMP. It is reflected in one of the seven goals in the ConnectMenlo circulation element under sustainable transportation by increasing mobility options to reduce traffic congestion, greenhouse gas emissions and commute travel time (Attachment A), which in turn are related to two of the TMP goals, sustainability and mobility choice. The Circulation Element also included several policies that are aimed at reducing congestion, minimizing cut-through traffic on neighborhood streets and discouraging the use of city streets as alternatives to, or connectors of, State and federal highways (Attachment A).

Staff would like to confirm that the City Council agrees with the three identified goals of the TMP. Staff recommends the City Council consider the following options, with draft language provided for each:

1. Reaffirm goals as currently stated above.
2. Revise current goals to incorporate reference to congestion management:
Mobility choice: Increase mobility options to accommodate people of all abilities by reducing traffic congestion and travel time by encouraging the use of lower emission modes such as walking, biking and transit.
3. Add a new goal:
Congestion management: Manage traffic congestion to reduce travel time on city streets and minimize cut-through traffic on neighborhood streets.

If the City Council decides to add a congestion management goal, staff recommends increasing the point value for that prioritization criteria as described in the next section, but does not anticipate that the proposed project list would be modified at this time.

Prioritization strategy

The draft strategies and recommendations identified by staff and the consultant team included more than 190 projects. The updated project lists were included in the staff report at the December 6, 2018 Committee meeting and are included as Attachment B. Because there are a large number and some extremely complex projects, it has been challenging for community members to review the project list, and staff anticipates it would continue to be difficult to prioritize them without additional context or a framework to further categorize them. Following TMP adoption, the City's 5-year Capital Improvement Program (CIP) would be used to execute on project planning, design and construction phases for implementation of each project. To improve transparency between the TMP and future CIP programming efforts, staff has grouped the projects into five categories as described in Table 1 based on implementation timing and cost. A detailed list of the projects in each category is included in Attachment C.

Table 1: Implementation groups		
Category	Description ¹	Approximate number of projects
Relatively straightforward projects	Projects that are easy to implement and lower in costs	35
Design-complex projects	Projects that require more design, but cost less than \$1 million	42
Outreach-complex projects	Projects that require more outreach due to on-street parking removal	29
Large infrastructure projects	Projects that require more design and outreach and cost more than \$1 million	15
Regional projects	Projects where the City would not be the Lead Agency	4
¹ More detailed cost estimates for each project will be developed in the future.		

The projects in each of these categories can then be prioritized against each other. By prioritizing projects within each implementation group, there would no competition for resources across projects that can be implemented quickly (e.g., repainting a crosswalk) versus those that will need more dedicated staff time or significant financial resources.

Based on community input during the initial outreach phase of the TMP in summer and fall 2017 and Committee feedback, staff and the consultant team identified nine prioritization criteria. These criteria would be used to rank and prioritize the projects identified in the master plan and include the following:

Table 2: Prioritization criteria	
Safety	Congestion relief/management
Ease of implementation*	Transportation sustainability
Greenhouse gas reduction/person throughput	Location of school
Opportunities for green stormwater infrastructure	Sensitive populations (daycares, senior centers, communities of concern)
Cost*	
*These criteria were used to develop project Implementation Groups, assess feasibility and to develop the TIF. However, they will not be scored for each project since generally projects within each Implementation Group will have a similar cost and ease of implementation.	

Each prioritization criteria would be given a numerical value. A few of the criteria including safety, transportation sustainability, greenhouse gas reduction, schools and congestion management/relief were given additional weight based on the TMP goals and feedback we received from the Committee. Each project could receive a maximum score of 70 points. Should the City Council decide to add a congestion management goal as described in the prior section, staff recommends increasing the potential points for that criteria to correspond to its importance as a TMP goal (see Table 3 below.)

Table 3: Proposed scoring system		
Criteria	Description	Potential points
Safety	Improves safety and closes gaps in pedestrian and bicycle infrastructure	20 points
Transportation sustainability	Promotes the use of bicycle, pedestrian and transit modes	10 points
Greenhouse gas reduction	Promote fewer emissions and helps to achieve climate action plan goals	10 points
Schools	Improves access and accommodates all modes to schools	10 points
Congestion relief/management ¹	Manages congestion and minimizes cut-through traffic	10 points ¹
Sensitive population	Located near daycares, senior centers or communities of concern	5 points
Green stormwater infrastructure	Provide ways to include green stormwater infrastructure	5 points
Subtotal		70 points ²
¹ Staff recommends increasing the points attributed to this criterion if it is added as a modification to the existing Mobility Choice goal to 15 points. If it is added as a new goal (option 3), increasing to 20 points. ² The modifications described in footnote 1 would increase the total points to 75 or 80, respectively.		

Each individual project’s total score would be calculated based on this scoring system and then ranked against each other in their respective categories. Staff is seeking City Council confirmation regarding the prioritization criteria and the relative importance of each of the criteria as defined by the maximum number of points for that criteria. If the City Council agrees with this methodology, staff will score the projects within each implementation group and share the results with the Committee at their next meeting for their feedback prior to the next round of community engagement.

Next steps and schedule

Following this City Council meeting, staff plans to meet with the Committee April 23, 2019. An online survey and community open house would follow in May/June 2019. It is critical to meet this May/June 2019 community meeting milestone to provide the community a chance to weigh in on projects under consideration in the TMP prior to summer, when it is more challenging to schedule community meetings.

Below is the proposed project schedule which includes advancing the TIF Program update in parallel:

Table 4: Revised project schedule	
Task	Schedule
City Council review of prioritization process	March 26, 2019
Committee meeting No. 8 review of project groupings and prioritization process	April 23, 2019
Community workshop and online open house	May/June 2019
City Council study session of draft TIF Program update	Summer 2019
City Council adoption of TIF Program update	Fall 2019
Committee meeting No. 9 and CSC review of draft TMP	Fall 2019
City Council review and adoption of TMP	End of 2019

Impact on City Resources

No additional funding or resources are being requested at this time.

Environmental Review

The City Council’s authorization to reaffirm the goals and approve the prioritization strategy for projects amend the agreement for the TMP is not a project under the California Environmental Quality Act Guidelines. Future project actions will comply with environmental review requirements under the California Environmental Quality Act.

Public Notice

Public notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting. An update was distributed to the Transportation Master Plan email list Friday, March 22, 2019, to notify interested stakeholders about this agenda item.

Attachments

- A. Circulation Element Goals and Policy Excerpts
- B. Hyperlink – Transportation Master Plan Committee staff report: menlopark.org/DocumentCenter/View/19083/SR-D2---OOC-Feedback-on-Updated-MP-recommendations
- C. Project groupings by implementation timing and cost
- D. Hyperlink – City’s project website: menlopark.org/TMP.

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The Circulation Element adopted in 2016 has seven goals, as summarized below, with references to traffic congestion underlined for emphasis.

Table 1: Goals of the Circulation Element	
1. Safe Transportation System	Provide and maintain a safe, efficient, attractive user-friendly circulation system that promotes a healthy, safe and active community and quality of life throughout Menlo Park
2. Complete Streets	Increase accessibility for and use of streets by pedestrians, bicyclists and transit riders.
3. Sustainable Transportation	Increase mobility options to reduce <u>traffic congestion</u> , greenhouse gas emissions, and commute travel time.
4. Health and Wellness	Improve Menlo Park's overall health, wellness, and quality of life through transportation enhancements.
5. Transit	Support local and regional transit that is efficient, frequent, convenient and safe.
6. Transportation Demand Management	Provide a range of transportation choices for the Menlo Park community.
7. Parking	Utilize innovative strategies to provide efficient and adequate vehicle parking.

Policy references to congestion relief, management, and reduction of cut-through traffic occur in the Circulation Element as follows, with sections underlined for emphasis:

- CIRC-2.5: Neighborhood Streets. Support a classification system with target design speeds that promotes safe, multimodal streets, and minimizes cut-through and high-speed traffic that diminishes the quality of life in Menlo Park's residential neighborhoods.
- CIRC-2.6: Local Streets as Alternate Routes. Work with appropriate agencies to discourage the use of City streets as alternatives to, or connectors of, State and federal highways; to encourage improvement of the operation of US 101; and to explore improvements to Bayfront Expressway (State Route 84) and Marsh Road (and its connection to US 101), with environmental protection for adjacent marsh and wetland areas, to reduce regional traffic on Willow Road (State Route 114).
- CIRC-2.15: Regional Transportation Improvements. Work with neighboring jurisdictions and appropriate agencies to coordinate transportation planning efforts and to identify and secure adequate funding for regional transportation improvements to improve transportation options and reduce congestion in Menlo Park and adjacent communities.

	LOCATION	PROJECT	PROJECT DETAILS	COST
REGIONAL PROJECTS (City not Lead Agency)				
9	Bayfront Expy	Bayfront Expy Multimodal Corridor Project	<ul style="list-style-type: none"> Install shoulder-running peak hour bus lane on Bayfront Expy Install TSP at signalized intersections 	PP
11	Bayfront Expy	Dumbarton Corridor Project	<ul style="list-style-type: none"> Implement Dumbarton Transportation Corridor Study alternative with improved mixed flow and managed lane connections, including grade separations with revised access at University Ave, Willow Rd, Chilco St, Marsh Rd, and Chrysler Dr 	PP
12	Dumbarton Rail	Dumbarton Corridor Project	<ul style="list-style-type: none"> Support reactivation of Dumbarton Rail service between East Bay and Peninsula 	PP
13	Dumbarton Rail Corridor Trail from Marsh Rd to University Ave	Dumbarton Corridor Project	<ul style="list-style-type: none"> Construct Class I Multi-Use Path 	PP
LARGE INFRASTRUCTURE PROJECTS (\$\$\$ OR MORE)				
1	Haven Ave from Marsh Rd to Haven Court	Bayfront Expy Multimodal Corridor Project	<ul style="list-style-type: none"> Construct Class I Multi-Use Path from Marsh Rd to Atherton Channel Establish Class II Bicycle Lanes from Haven Court to Atherton Channel Install Bicycle and Pedestrian crossing upgrades 	\$\$\$
2	Bayfront Expy & Marsh Rd	Bayfront Expy Multimodal Corridor Project	<ul style="list-style-type: none"> Modify southbound Haven Ave to left turn, shared through-right and right-turn lane Install Bicycle and Pedestrian crossing upgrades 	PF
8	Bayfront Expy & Willow Rd	Bayfront Expy Multimodal Corridor Project	<ul style="list-style-type: none"> Install bike signals across north Bayfront Expy leg and west Willow Rd leg Install high-visibility crosswalks and cross-bike markings Reconstruct eastbound Willow Rd right-turn channelizing island to improve pedestrian access and provide space for shoulder-running bus lane Remove southbound Bayfront Expy channelizing island to provide space for shoulder-running bus lane and restripe with a right-turn lane and add right-turn overlap phase Modify traffic signal to accommodate channelized right turn modifications Install Transit Signal Priority (TSP) for queue jumps by shoulder-running buses on northbound and southbound Bayfront Expy approaches 	\$\$\$
14	Marsh Rd from Bay Rd to Scott Dr	Marsh Rd Bicycle Network Improvement	<ul style="list-style-type: none"> Bay Rd to Florence St: Establish Class II Buffered Bicycle Lanes in both directions (requires removal of parking on the north side of street) Florence St to Scott Dr: Establish Class II Buffered Bicycle Lanes in both directions. Remove or modify existing median to allow the eastbound bike lane to be transitioned to the left of the right-most eastbound through lane at Scott Dr 	\$\$\$
37	Willow Rd b/w Bayfront Expy & US 101 (long-term)	Willow Rd Corridor Improvement Project – Alternative C	<ul style="list-style-type: none"> Install eastbound Willow Rd one-way Class IV separated bikeway between Hamilton Ave and Us 101 Willow Rd interchange Install westbound Willow Rd one-way Class IV separated bikeway between Dumbarton Rail Corridor and US 101 Willow Rd interchange 	\$\$\$\$
47	Willow Rd & Middlefield Rd	Willow Rd Corridor Improvement Project	<ul style="list-style-type: none"> Remove westbound Willow Rd channelized right turn, and modify signal to include westbound right-turn overlap Modify traffic signal to included protected northbound and southbound left-turn phasing. Restripe northbound Middlefield Rd approach to include one left-turn lane, one through lane, one bike lane, and one right-turn lane. Restripe southbound Middlefield Rd approach to include one left-turn lane, one through lane, one through-right turn lane, and one bike lane. Extend bike box on northbound Middlefield Rd approach to encompass both the left-turn lane and the through lane. Install bike boxes on the eastbound and westbound Willow Rd approaches. Construct pedestrian facilities on east side of Middlefield Rd between Woodland Ave and Willow Rd 	\$\$\$

	LOCATION	PROJECT	PROJECT DETAILS	COST
78	Ravenswood Caltrain Crossing	Downtown Mobility Improvements	<ul style="list-style-type: none"> Safety improvement to separate Ravenswood Ave from Caltrain tracks and Alma St to eliminate at-grade vehicle, pedestrian, and bicycle crossings Alternative A, which would bring Ravenswood Ave below the Caltrain tracks, was selected as the preferred alternative, though additional study is being conducted to explore other options Establish Class II Bicycle Lanes from Caltrain Railroad tracks to Noel Drive Coordinate with future potential Peninsula Bikeway planning efforts PP 	PP
81	Middle Ave Caltrain Crossing	Downtown Mobility Improvements	<ul style="list-style-type: none"> Construct pedestrian and bicycle crossing at El Camino Real/Middle Ave intersection Connect to future plaza, to be funded and constructed via private development (Middle Plaza) Install pedestrian crossing improvements across Alma St from Caltrain Crossing to Burgess Park 	PP
84	El Camino Real within City Limits	El Camino Real Corridor Improvement Project	<ul style="list-style-type: none"> Encinal Ave to Valparaiso Ave-Glenwood Ave: Remove parking along east side of El Camino Real. Remove rightmost southbound travel lane on El Camino Real, no parking lane present southbound. Valparaiso Ave-Glenwood Ave to Oak Grove Ave: Remove parking along both sides of El Camino Real. Oak Grove Ave to Santa Cruz Ave: Remove parking along both sides of El Camino Real. Santa Cruz Ave to Ravenswood Ave-Menlo Ave: Remove parking along west side of El Camino Real. Designate Class III Bicycle Route northbound along segment due to right-of-way constraints in lieu of Class II Buffered Bicycle Lane. Ravenswood Ave-Menlo Ave to Roble Ave: Remove median for entire length of segment. Widen sidewalk facility on east side of El Camino Real to 15 feet for a Class I Multi-Use Path in lieu of Class II Buffered Bicycle Lane. Roble Ave to Middle Ave: Remove parking along east side of El Camino Real. Middle Ave to Cambridge Ave: Remove parking along both sides of El Camino Real. Cambridge Ave to Creek Dr: Remove parking along both sides of El Camino Real. Creek Dr to Sand Hill Rd: Widen existing bridge over San Fransquito Creek or construct a pedestrian and bicycle bridge to install a Class 1 Multi-Use Path west of El Camino Real to connect from Sand Hill Rd to Creek Dr. 	PP
85*	El Camino Real & Encinal Ave	El Camino Real Corridor Improvement Project	<ul style="list-style-type: none"> Transition bicycle lane into bicycle route and install green-backed sharrows on right-turn lane and green conflict striping approaching the right-turn lane Install crosswalk on south El Camino Real leg Upgrade all crosswalks to high-visibility Replace existing southbound El Camino Real shared thru-right turn lane with right-turn lane 	\$\$
86*	El Camino Real & Glenwood Ave-Valparaiso Ave	El Camino Real Corridor Improvement Project	<ul style="list-style-type: none"> Restripe crosswalk on south El Camino Real leg to straighten Upgrade all crosswalks to high visibility Transition bicycle lane into bicycle route and install green-backed sharrows in right-turn lane and green conflict striping approaching the right-turn lane on northbound El Camino Real Remove median on north El Camino Real leg for a distance of approximately 300 feet Install bicycle lane line extensions through intersection in the eastbound Valparaiso Ave and westbound Glenwood Ave directions 	\$\$\$
87*	El Camino Real & Oak Grove Ave	El Camino Real Corridor Improvement Project	<ul style="list-style-type: none"> Lengthen existing medians to install pedestrian refuge islands on El Camino Real legs Upgrade crosswalks on all legs to high-visibility Transition bicycle lane into bicycle route and install green-backed sharrows on right-turn lane and green conflict striping approaching the right-turn lane on northbound and southbound El Camino Real 	\$\$
88*	El Camino Real & Santa Cruz Ave	El Camino Real Corridor Improvement Project	<ul style="list-style-type: none"> Transition bicycle lane into bicycle route and install green-backed sharrows on right-turn lane and green conflict striping approaching the right-turn lane on southbound El Camino Real Install green-backed sharrows on right-turn lane on northbound El Camino Real 	\$\$

	LOCATION	PROJECT	PROJECT DETAILS	COST
89*	El Camino Real & Ravenswood Ave-Menlo Ave	El Camino Real Corridor Improvement Project	<ul style="list-style-type: none"> Widen sidewalk facility to 15 feet to provide a Class I Multi-Use Path on east side of El Camino Real Install northbound El Camino Real right-turn overlap and bike signal and prohibit right-turn on red movements Remove median on south leg of El Camino Real and install an additional northbound El Camino Real right-turn lane Transition bicycle lane into bicycle route and install green-backed sharrows on right-turn lane and green conflict striping approaching the right-turn lane on southbound El Camino Real Establish Class II Bicycle Lanes on westbound Ravenswood Ave approach (requires fire hydrant relocation and widening) 	\$\$\$\$
90*	El Camino Real & Live Oak Ave	El Camino Real Corridor Improvement Project	<ul style="list-style-type: none"> Install bicycle lane line extensions through intersection in the southbound El Camino Real directions Install high-visibility crosswalk across Live Oak Ave 	\$
91*	El Camino Real & Roble Ave	El Camino Real Corridor Improvement Project	<ul style="list-style-type: none"> Install bicycle lane line extensions through intersection in the northbound and southbound El Camino Real directions Install high-visibility crosswalk on north El Camino Real leg 	\$\$
92*	El Camino Real & Middle Ave	El Camino Real Corridor Improvement Project	<ul style="list-style-type: none"> Continue buffered bicycle lane striping through intersection Install bicycle crossing improvements in the eastbound and westbound Middle Ave directions 	PF
95*	El Camino Real & Cambridge Ave	El Camino Real Corridor Improvement Project	<ul style="list-style-type: none"> Continue buffered bicycle lane striping through intersection 	PF
97	El Camino Real & Creek Dr	El Camino Real Corridor Improvement Project	<ul style="list-style-type: none"> Install "bulb-outs" and curb ramps on northwest and southwest corners of intersection Install high-visibility crosswalk on west Creek Dr leg Install ADA compliant curb ramp for southbound bridge crossing 	\$\$\$
111	Santa Cruz Ave between El Camino Real and University Dr	Downtown Mobility Improvements	<ul style="list-style-type: none"> Convert all angled parking to parallel on-street parking Install parklets on each block Designate at least 60 feet toward flexible curb use on each block face for passenger loading and commercial loading with complementary time restrictions for each activity Widen sidewalks and update streetscape design standards 	\$\$\$
133	Santa Cruz Ave & Orange Ave-Avy Ave	West Menlo Mobility Improvements	<ul style="list-style-type: none"> Install traffic signal Reduce curb radius at southeast corner of intersection Bring bicycle lane to the left of the northbound Santa Cruz Ave right-turn lane 	\$\$\$
152	Sand Hill Rd & I-280 Northbound Ramps	Sand Hill Rd Corridor Project	<ul style="list-style-type: none"> Modify the signal-timing plan during the p.m. peak hour to increase the maximum allocation of green time to the westbound Sand Hill Rd approach Add northbound right-turn lane on the I-280 northbound off-ramp 	\$\$\$
178	Marsh Rd between Independence Dr to Scott Dr	Marsh Road Corridor Mobility Project	<ul style="list-style-type: none"> Establish Class II Bike Lanes Support Caltrans District 4 Bike Plan Project Number SM-101-X14 that calls for the construction of an additional bicycle and pedestrian bridge over US 101 north of Marsh Road. 	\$\$\$
185	Dumbarton Rail Corridor	Dumbarton Corridor Project	<ul style="list-style-type: none"> Construct pedestrian and bicycle crossing over the Dumbarton Rail Corridor at the Onetta Harris Community Center from Chilco St to Terminal Ave 	\$\$\$

OUTREACH-COMPLEX PROJECTS (LESS THAN \$\$\$)

19	Constitution Dr from Independence Dr to Chilco St	Constitution Dr Pedestrian Network Improvement	<ul style="list-style-type: none"> Install sidewalk on both sides of the roadway, to be completed in phases as the properties on Constitution Dr are redeveloped 	\$\$
20	Jefferson Dr from Chrysler Dr to Constitution Dr	Jefferson Dr Multimodal Network Improvement	<ul style="list-style-type: none"> Install sidewalk on both sides of the roadway, to be completed in phases as the properties on Jefferson Dr are redeveloped Establish Class II Bicycle Lanes (requires removal of on-street parking) 	\$\$
30	Adams Dr from O'Brien Dr to University Ave	Adams Dr Pedestrian and Bicycle Network Improvement	<ul style="list-style-type: none"> Install sidewalk on both sides of the roadway, to be completed in phases, as the properties are redeveloped Establish Class II Bicycle Lanes 	PF
32	O'Brien Dr from Willow Rd to University Ave	O'Brien Dr Pedestrian Network Improvement	<ul style="list-style-type: none"> Install sidewalk on both sides of the roadway, to be completed in phases, as the properties are redeveloped Establish Class II Bicycle Lanes (requires the removal of on-street parking) 	PF

	LOCATION	PROJECT	PROJECT DETAILS	COST
45	Willow Rd & Coleman Ave	Willow Rd Corridor Improvement Project	<ul style="list-style-type: none"> • Install right-turn lane on southbound Coleman Ave approach (requires removal of on-street parking for 150 feet along the west side of Coleman Ave) • Refresh decorative crosswalk • Install bike detection on the southbound Coleman Ave approach • Evaluate protected-permitted left-turn phasing on Willow Road 	\$\$
46	Willow Rd & Gilbert Ave	Willow Rd Corridor Improvement Project	<ul style="list-style-type: none"> • Install a painted median and vertical traffic control device (e.g. planters, bollards) around heritage oak on Gilbert Ave 150 feet north of Willow Rd • Prohibit parking for a distance of 40 feet to the north and south of the oak tree on the east side of Gilbert Ave • Restrict on-street parking on Gilbert Ave South of Willows Rd during school hours • Evaluate protected-permitted left-turn phasing on Willow Road 	\$
61	Coleman Ave from Ringwood Ave to Willow Rd	Menlo Oaks Bicycle Network Improvement	<ul style="list-style-type: none"> • Establish Class II Bicycle Lanes from Willow Rd to City Limits (requires removal of parking on one side of the street) • Coordinate with San Mateo County between City Limits and Ringwood Ave regarding bicycle facilities 	\$
71	Laurel St from Encinal Ave to Glenwood Ave	Laurel St Corridor Improvement Project	<ul style="list-style-type: none"> • Install sidewalk or asphalt pathway on western side of Laurel St 	\$\$
74	Ravenswood Ave & Laurel St	Laurel St Corridor Improvement Project	<ul style="list-style-type: none"> • Remove parking south of Ravenswood Ave on west side of Laurel St for a distance of 150 feet and shift northbound Laurel St lanes to add bicycle lane to the left of right-turn lane • Widen and modify eastbound Ravenswood Ave to shared thru-left lane and a right turn lane with the bicycle lane transitioning to the left of the right turn lane • Upgrade existing crosswalks to high-visibility 	PF
75	Laurel St from Burgess to Willow	Laurel St Corridor Improvement Project	<ul style="list-style-type: none"> • Establish Class II Bicycle Lanes (requires removal of parking on both sides of the street) 	\$
77	Alma St from Oak Grove Ave to Ravenswood Ave	Downtown Mobility Improvements	<ul style="list-style-type: none"> • Convert angled on-street parking on both sides of street to parallel parking, designate some parking spaces as passenger loading zones from 6:30 a.m. to 7:30 p.m. weekdays, 9 a.m. to 4 p.m. Saturdays and Sundays, unrestricted time limit parking otherwise, with at least three unrestricted ADA spaces • Remove duplicate driveway curb cuts • Designate Class III Bicycle Route 	\$\$
82	Encinal Ave from Garwood Wy to El Camino Real	Downtown Mobility Improvements	<ul style="list-style-type: none"> • Establish Class II Bicycle Lanes (requires removal of parking on both sides of the street) 	\$
107	Oak Grove Ave from Middlefield Rd to Crane St	Downtown Mobility Improvements	<ul style="list-style-type: none"> • Establish Class II Bicycle Lanes on Oak Grove Ave between Crane St and University Dr (requires parking removal on the north side of the street) 	\$\$
108	Oak Grove Ave & Hoover St	Downtown Mobility Improvements	<ul style="list-style-type: none"> • Remove on-street parking space located on Oak Grove Ave in the middle of the intersection on the south side of Oak Grove Ave • Install high-visibility crosswalk on north Hoover St leg 	\$
110	Oak Grove Ave & University Dr	Downtown Mobility Improvements	<ul style="list-style-type: none"> • Evaluate the installation of a westbound Oak Grove Ave left turn lane during Bicycle Lane design process • Install high-visibility crosswalks on all three legs of intersection 	\$
118	Middle Ave from University Dr to Olive St	Middle Ave Mobility Improvements	<ul style="list-style-type: none"> • Establish Class II Bicycle Lanes (requires removal of on-street parking on one side of the street) • Install new sidewalk or replace existing asphalt pathway on both sides of Middle Ave, to be completed in phases 	\$
128	Elder Ave from Valparaiso Ave to Elder Ct	West Menlo Mobility Improvements	<ul style="list-style-type: none"> • Restrict on-street parking on the north side of Elder Ave during school hours to provide a clear walkway 	\$
129	Olive St from Oak Ave to Santa Cruz Ave	West Menlo Mobility Improvements	<ul style="list-style-type: none"> • Establish Class II Bicycle Lanes between Santa Cruz Ave and Middle Ave (requires parking removal on at least one side of the street) • Designate Class III Bicycle Route between Middle Ave and Oak Ave • Implement Bicycle Boulevard design features • Install High visibility crosswalk across the north leg of the intersection at Stanford Ave and Olive Ave 	\$\$
134	Avy Ave from Santa Cruz Ave to Monte Rosa Dr	West Menlo Mobility Improvements	<ul style="list-style-type: none"> • Establish Class II Bicycle Lanes (parking removal required) • Coordinate with County on bicycle facility connectivity 	\$\$

	LOCATION	PROJECT	PROJECT DETAILS	COST
136	Sharon Rd from Altschul Ave to Alameda de las Pulgas	West Menlo Mobility Improvements	• Install sidewalk on the north side of Sharon Rd (requires parking removal on one side of the street)	F
140	Sharon Park Dr from Klamath Dr to Eastridge Ave	West Menlo Mobility Improvements	• Restrict on-street parking on Sharon Park Dr during school hours to provide a clear walkway	\$
142	Oak Ave from Oak Knoll Ln to Sand Hill Rd	West Menlo Mobility Improvements	• Restrict on-street parking on the east side of Oak Ave during school hours to provide a clear walkway	\$
179	Encinal Ave between Middlefield Ave and Train Tracks	Encinal Ave Corridor Mobility Project	• Install sidewalk or pathway on the north side of the street (requires removal of parking and landscaping)	\$
182	Sharon Rd & Eastridge Ave	Sharon Road Corridor Mobility Project	• Stripe east curb face red • Install bulb-out on northeast corner extending into Sharon Rd • Install high visibility crosswalk across the west leg	\$
184	Marsh Rd between Page St and Florence St	Marsh Rd Pedestrian Network Improvement	• Install sidewalk on north side of Marsh Rd (requires the removal of parking and existing landscaping.	\$\$
186	Chrysler Dr between Constitution Dr and Commonwealth Dr	Chrysler Dr Bicycle Network Improvement	• Establish Class II Bicycle Lanes (requires removal of parking)	\$
189	University Dr between Oak Grove Ave and Santa Cruz Ave	Downtown Mobility Improvements	• Establish Class II Bicycle Lanes on University Dr (requires removal of parking on at least one side of University Dr)	\$\$
190	O'Connor St between Elliot Dr and City Limits	The Willows Pedestrian Network Improvement Project	• Construct sidewalk on the east and west side of O'Connor St (requires removal of parking and landscaping)	\$\$
191	Menalto Ave between O'Connor St and Haight St	The Willows Pedestrian Network Improvement Project	• Construct sidewalk on the south side of Menalto Ave (requires removal of parking and landscaping)	\$\$
193	Menlo Ave between University Dr and El Camino Real	Downtown Mobility Improvements	• Establish Class II Bicycle Lanes on Menlo Ave (requires the removal of on-street parking on one side of the street)	\$\$

DESIGN-COMPLEX PROJECTS (LESS THAN \$\$\$)

16	Constitution Dr & Chrysler Dr	Menlo Gateway Mitigation	• Install westbound Chrysler Dr left turn lane (widening of Chrysler Dr west of Constitution Dr may be required pending final design) • Install crosswalks across all legs	PF
17	Chrysler Dr & Jefferson Dr	Chrysler Ave Intersection Improvements	• Install traffic signal	\$\$
18	Chrysler Dr & Independence Dr	Chrysler Ave Intersection Improvements	• Install traffic signal	\$\$
27	Ivy Dr from Willow Rd to Chilco St	Ivy Dr Pedestrian Network Improvement	• Widen sidewalks on both sides of Ivy Dr and narrow existing median • Coordinate with San Francisco Public Utilities Commission	\$\$
28	Newbridge St from Market Pl to Carlton Ave	Newbridge St Pedestrian Network Improvement	• Widen sidewalks on both sides of the roadway by narrowing the travel lanes	\$
31	University Ave & Adams Dr	University Ave & Adams Dr Intersection Improvements	• Install traffic signal • Coordinate with City of East Palo Alto and Caltrans	\$\$
38	Willow Rd & Hamilton Ave	Willow Rd Corridor Improvement Project	• Modify southbound Hamilton Ave to shared left-thru lane and time of day right turn lane • Implement evening peak period parking restriction on west side of southbound Hamilton Ave for 400 feet to increase right-turn storage • Modify northbound and southbound Hamilton Ave to split phase	\$\$
39	Willow Rd & Ivy Dr	Willow Rd Corridor Improvement Project	• Install right-turn overlap on southbound Ivy Dr and restrict eastbound Willow Rd U-turns • Widen pedestrian refuge island to match crosswalk width on east Willow Rd leg • Convert existing crosswalks to high-visibility crosswalks • Extend pedestrian crossing time	\$\$
40	Willow Rd & O'Brien Dr	Willow Rd Corridor Improvement Project	• Install curb ramps at all corners of intersection • Install high-visibility crosswalks on all legs and add pedestrian signals (including new crosswalks crossing Willow Rd) • Install bulb-outs into O'Brien Dr on northeast and southeast corners	\$\$

	LOCATION	PROJECT	PROJECT DETAILS	COST
41	Willow Rd & Newbridge St	Willow Rd Corridor Improvement Project	<ul style="list-style-type: none"> Convert existing crosswalks to high-visibility crosswalks Modify signal timing to lead-lag operation on Newbridge St with the leading left-turn phase on the southbound Newbridge St approach and lagging left-turn phase on the northbound Newbridge St approach 	\$
43	Willow Rd & Bay Rd	Willow Rd Corridor Improvement Project	<ul style="list-style-type: none"> Modify southbound Bay Rd to two left turn lanes and a right-turn lane Narrow existing median on north Bay Rd leg Install westbound Willow Rd right-turn lane Install high-visibility crosswalk on east Willow Rd leg with curb ramps Install pedestrian signals 	\$\$
44	Willow Rd from Bay Rd to O'Keefe St	Willow Rd Corridor Improvement Project	<ul style="list-style-type: none"> Establish Class II Bicycle Lane on eastbound Willow Rd from O'Keefe St to Bay Rd, connecting to US 101 Willow Rd interchange bicycle facilities Establish Class II Bicycle Lane on westbound Willow Rd from Bay Rd to Durham St Remove or reconstruct existing median to allow for Class II Bicycle Lanes where right-of-way is insufficient 	\$\$
51	Bay Rd from Del Norte Ave to Ringwood Ave	Flood Park Triangle Improvement Project	<ul style="list-style-type: none"> Install sidewalk along east side of Bay Rd to provide access to Flood County Park 	PF
53	Bay Rd & Ringwood Ave-Sonoma Ave	Flood Park Triangle Improvement Project	<ul style="list-style-type: none"> Convert the west legs Sonoma Ave and Ringwood Ave to one-way couplets with Ringwood Ave serving eastbound traffic and Sonoma Ave serving westbound traffic Bay Rd/Ringwood Ave becomes a four-legged intersection Add left-turn lanes, as deemed necessary during design phase, on eastbound Ringwood Ave and northbound Bay Rd approaches (requires full use of public right-of-way and this would require the removal of existing landscaping and the relocation of existing utilities) Install traffic signal 	\$\$
56	Bay Rd from Van Buren Rd to Willow Rd	Flood Park Triangle Improvement Project	<ul style="list-style-type: none"> Upgrade existing off-street path to Class I Multi-Use Path along west side of Bay Rd and integrate into proposed bicycle improvements on Willow Rd Coordinate with Veterans Administration Medical Center 	\$\$
59	The Willows	The Willows Bicycle Network Improvement Project	<ul style="list-style-type: none"> Designate Class III Bicycle Route Implement Bicycle Boulevard design features on Gilbert Ave, Pope St, Walnut/O'Connor streets, O'Keefe St, and O'Connor St Construct Class I Multi-Use Path from Willow Oaks Park to Pope Street (coordinate with Ravenswood School District) 	\$\$
63	Middlefield Rd & Ravenswood Ave	Menlo-Atherton High School Safe Routes to School	<ul style="list-style-type: none"> Remove eastbound Ravenswood Ave channelized right-turn lane, install right-turn overlap phase, modify signal timing Install crosswalk and cross-bike markings on north Middlefield Rd leg, install bike signal Construct "jughandle" bicycle left-turn on east side of Middlefield Road to allow bicycle left-turns onto Ravenswood Ave Install "bicycle leaning rail" with push button for bicycles to initiate crossing phase on "jughandle" left-turn Coordinate with Town of Atherton 	\$\$
64	Middlefield Rd & Ringwood Ave-D St	Menlo-Atherton High School Safe Routes to School	<ul style="list-style-type: none"> Remove southbound Middlefield Rd channelized right turn Reconstruct curb ramp and reduce curb radius on northwest corner Replace crosswalks on north and west legs Install Two-Stage Left-Turn Queue Boxes for cyclists traveling from Middlefield Rd to Ringwood Ave 	\$\$
65	Middlefield Rd & Linfield Dr-Santa Monica Ave	Middlefield Rd Safety Improvements	<ul style="list-style-type: none"> Install Pedestrian Hybrid Beacon (HAWK) or traffic signal with emergency pre-emption on Middlefield Rd at Linfield Dr-Santa Monica Ave Install "Keep Clear" striping at Menlo Fire Protection District Station No. 1 Close sidewalk/pathway gap on eastern side of Middlefield Rd between Linfield Dr and Santa Monica Ave Coordinate with Menlo Fire Protection District 	\$\$
66	Santa Monica Ave from Middlefield Rd to Nash Ave	Santa Monica Ave Pedestrian Network Improvement	<ul style="list-style-type: none"> Install sidewalk or asphalt pathway on the north side of Santa Monica Ave 	\$\$
69	Middlefield Rd from Willow Rd to Palo Alto Ave	Middlefield Rd Multimodal Improvements	<ul style="list-style-type: none"> Establish Class II Bicycle Lanes (City has a plan line to allow for widening as properties are redeveloped) Coordinate with future potential Peninsula Bikeway planning efforts 	\$\$

	LOCATION	PROJECT	PROJECT DETAILS	COST
70	Middlefield Rd & Woodland Ave	Middlefield Rd Multimodal Improvements	<ul style="list-style-type: none"> • Install a traffic signal • Install crosswalks on all intersection approaches • Install bicycle crossing improvements to connect Woodland Ave, Middlefield Rd, and Palo Alto Ave 	\$\$
72	Laurel St & Glenwood Ave	Laurel St Corridor Improvement Project	<ul style="list-style-type: none"> • Install traffic signal • Coordinate with Town of Atherton 	\$\$
79	Alma St from Ravenswood Ave to Burgess Dr	Downtown Mobility Improvements	<ul style="list-style-type: none"> • Install sidewalk on the east side of Alma St to connect to Burgess Park path • Upgrade crosswalks to high-visibility • Ensure project is consistent and provides connectivity to Middle Ave Pedestrian and Bicycle Rail Crossing • Construct green infrastructure 	\$\$
80	Burgess Park	Downtown Mobility Improvements	<ul style="list-style-type: none"> • Widen existing path to meet current Class I Multi-Use Path design standards 	\$\$
112	Santa Cruz Ave & University Dr (North)	Downtown Mobility Improvements	<ul style="list-style-type: none"> • Install traffic signal • Install a bike boxes on the north and west legs 	\$\$
113	University Dr & Menlo Ave (South)	Downtown Mobility Improvements	<ul style="list-style-type: none"> • Remove westbound Menlo Ave right turn lane • Install bulb-out at northeast corner into Menlo Ave • Replace crosswalk with straightened crossing 	\$
120	Blake St from Middle Ave to College Ave	Allied Arts Neighborhood Project	<ul style="list-style-type: none"> • Install sidewalk or asphalt pathway on at least one side of Blake St 	\$
123	Arbor Rd from Valparaiso Ave to Santa Cruz Ave	West Menlo Mobility Improvements	<ul style="list-style-type: none"> • Install asphalt pathway on the north side of Arbor Rd 	\$\$
125	Santa Cruz Ave & San Mateo Dr	West Menlo Mobility Improvements	<ul style="list-style-type: none"> • Install more prominent wayfinding signage for bike bridge • Install bulb-out on southwest corner into San Mateo Dr • Install high-visibility crosswalk on south San Mateo Dr leg 	\$
127	San Mateo Dr & Middle Ave	West Menlo Mobility Improvements	<ul style="list-style-type: none"> • Install bulb-outs on the northwest and northeast corners into Middle Ave • Install a high visibility crosswalk across the east leg • Install curb ramps on the northeast and southeast corners • Move existing curb ramp into extended area. Restripe existing high-visibility crosswalk to reduce crossing distance 	PF
130	Santa Cruz Ave & Sharon Rd-Oakdell Dr	West Menlo Mobility Improvements	<ul style="list-style-type: none"> • Evaluate relocation of existing crosswalk 	\$\$
132	Santa Cruz Ave from Olive St to Orange Ave	West Menlo Mobility Improvements	<ul style="list-style-type: none"> • Install new sidewalk or replace existing asphalt pathway on both sides of Santa Cruz Ave 	\$
135	Harkins Ave from Altschul Ave to 170 feet east of Altschul Ave	West Menlo Mobility Improvements	<ul style="list-style-type: none"> • Close pedestrian infrastructure gap on northern side of Harkins Ave with sidewalk or asphalt pathway 	\$
137	Altschul Ave & Harkins Ave	West Menlo Mobility Improvements	<ul style="list-style-type: none"> • Install curb ramp at southeast corner with extended curb into Altschul Ave • Extend curb into Altschul Ave at existing ramp at southwest corner such that resulting path of travel is 24 feet across south leg of Altschul Ave 	\$
138	Altschul Ave from Avy Ave to Sharon Rd	West Menlo Mobility Improvements	<ul style="list-style-type: none"> • Designate southbound Class III Bicycle Route • Establish contraflow Class II Bicycle Lane northbound (may require additional pavement) 	\$
143	Sand Hill Rd & Oak Ave	Sand Hill Rd Corridor Project	<ul style="list-style-type: none"> • Reconstruct northwest corner and move pedestrian signal pole and signal • pole for westbound traffic to meet ADA requirements • Increase pedestrian crossing time • Convert existing north Oak Ave leg crosswalk to high-visibility • Install wayfinding signage to trail • Install high-visibility crosswalks on west Sand Hill Rd leg • Remove finger median located within intersection • Install two-stage left-turn boxes on westbound Sand Hill Rd and southbound Oak Ave • Install two-way bicycle signals on northwest and southwest corners • Prohibit southbound Oak Ave and westbound Sand Hill Rd right-turns on red 	\$\$

	LOCATION	PROJECT	PROJECT DETAILS	COST
144	Sand Hill Rd & Santa Cruz Ave	Sand Hill Rd Corridor Project	<ul style="list-style-type: none"> • Install high-visibility crosswalks • Install LED sign for southbound Santa Cruz Ave right-turn on red restriction • Coordinate with San Mateo County 	\$\$
145	Sand Hill Rd & Santa Cruz Ave Pedestrian Network Improvements	Sand Hill Rd Corridor Project	<ul style="list-style-type: none"> • Repair existing asphalt path along the south side of Sand Hill Rd for a length of 400 feet west of Santa Cruz Ave • Reconstruct path east of Santa Cruz Ave, south of Sand Hill Rd to meet current Class I Multi-Use Path design standards 	\$\$
146	Sand Hill Rd & Sharon Park Dr	Sand Hill Rd Corridor Project	<ul style="list-style-type: none"> • Upgrade existing crosswalks to high-visibility • Install high-visibility crosswalk and pedestrian signal heads on west leg of Sand Hill Rd • Would require construction of curb ramps and reconstruction of existing median on west Sand Hill Rd leg • Reconstruct nose in front of traffic signal on east Sand Hill Rd leg to provide clear crosswalk 	\$\$
180	Encinal Ave & Laurel Way	Encinal Ave Corridor Mobility Project	<ul style="list-style-type: none"> • Install a bulb-out on the southwest corner extending into Encinal Ave 	\$
188	El Camino Real between Creek Dr and Cambridge Ave	El Camino Real Corridor Improvement Project	<ul style="list-style-type: none"> • Widen existing sidewalk on east side of El Camino Real (requires relocation of existing landscaping) 	\$\$

STRAIGHTFORWARD PROJECTS

19	Constitution Dr from Independence Dr to Chilco St	Constitution Dr Pedestrian Network Improvement	<ul style="list-style-type: none"> • Install sidewalk on both sides of the roadway, to be completed in phases as the properties on Constitution Dr are redeveloped 	\$\$
25	Ivy Dr from Willow Rd to Market Pl	Belle Haven Bicycle Network Improvement Project	<ul style="list-style-type: none"> • Designate Class III Bicycle Route 	\$
36	Willow Rd b/w Bayfront Expy & US 101 (short-term)	Willow Rd Corridor Improvement Project - Alternative B	<ul style="list-style-type: none"> • No widening • Buses allowed to use existing right turn lane at O'Brien location for queue jump with TSP • Bicycle lanes would remain 	\$\$
49	Willow Rd	Willow Rd Corridor Improvement Project	<ul style="list-style-type: none"> • Install new green bike paint treatments from Bayfront Expy to Bay Rd and refresh existing green bike paint treatments from Bay Rd to Middlefield Rd at interaction zones on Willow Rd 	\$
50	Willow Rd between Bayfront Expy & Newbridge St	Willow Rd Corridor Improvement Project	<ul style="list-style-type: none"> • Work with Caltrans to modify signal timing at Caltrans intersections to include All-Red clearance time 	\$
52	Sonoma Ave & Oakwood Pl	Flood Park Triangle Improvement Project	<ul style="list-style-type: none"> • Install compact roundabout or neighborhood traffic circle (or other vertical delineator) around existing tree to increase visibility 	\$
54	Ringwood Ave from Bay Rd to Van Buren Rd	Flood Park Triangle Improvement Project	<ul style="list-style-type: none"> • Designate Class III Bicycle Route • Implement Bicycle Boulevard design features 	\$\$
55	Van Buren Rd from Iris Ln to Bay Rd	Flood Park Triangle Improvement Project	<ul style="list-style-type: none"> • Designate Class III Bicycle Route 	\$
57	Menalto Ave from US 101 to O'Keefe St	The Willows Bicycle Network Improvement Project	<ul style="list-style-type: none"> • Designate Class III Bicycle Route • Implement Bicycle Boulevard design features 	\$\$
58	Durham St from Willow Rd to Menalto Ave	The Willows Bicycle Network Improvement Project	<ul style="list-style-type: none"> • Designate Class III Bicycle Route • Implement Bicycle Boulevard design features 	\$\$
62	Seminary Dr from Middlefield Rd to Santa Monica Ave	Menlo Oaks Bicycle Network Improvement	<ul style="list-style-type: none"> • Designate Class III Bicycle Route 	\$
67	Santa Monica Ave from Coleman Ave to Middlefield Rd	Santa Monica Ave Bicycle Network Improvement	<ul style="list-style-type: none"> • Designate Class III Bicycle Route 	\$
68	Linfield Dr from Waverley St to Laurel St	Linfield Oaks Bicycle Network Improvements	<ul style="list-style-type: none"> • Designate Class III Bicycle Route 	\$
83	Merrill St from Ravenswood Ave to Oak Grove Ave	Downtown Mobility Improvements	<ul style="list-style-type: none"> • Designate Class III Bicycle Route 	\$
93	El Camino Real & College Ave	El Camino Real Corridor Improvement Project	<ul style="list-style-type: none"> • Install high-visibility crosswalk across College Ave 	\$
94	El Camino Real & Partridge Ave	El Camino Real Corridor Improvement Project	<ul style="list-style-type: none"> • Install high-visibility crosswalk across Partridge Ave 	\$

	LOCATION	PROJECT	PROJECT DETAILS	COST
96	El Camino Real & Harvard Ave	El Camino Real Corridor Improvement Project	• Install high-visibility crosswalk across Harvard Ave	\$
109	Oak Grove Ave & Chestnut St	Downtown Mobility Improvements	• Install high-visibility crosswalk across south Chestnut St leg	\$
114	University Dr & Valparaiso Ave	Downtown Mobility Improvements	• Convert existing crosswalks to high-visibility crosswalks	\$
115	University Dr & Florence Ln	Downtown Mobility Improvements	• Install high-visibility crosswalk	\$
116	University Dr & Middle Ave	Downtown Mobility Improvements	• Convert existing crosswalks to high-visibility crosswalks	\$
124	San Mateo Dr from Valparaiso Ave to City Limit	West Menlo Mobility Improvements	• Designate Class III Bicycle Route	\$
126	Wallea Dr from San Mateo Dr to San Mateo Dr	West Menlo Mobility Improvements	• Designate Class III Bicycle Route	\$
131	Oakdell Dr from Olive St to Santa Cruz Ave	West Menlo Mobility Improvements	• Designate Class III Bicycle Route • Implement Bicycle Boulevard design features	\$\$
139	Sharon Rd from Sharon Park Dr to Alameda de las Pulgas	West Menlo Mobility Improvements	• Designate Class III Bicycle Route	\$
141	Monte Rosa Dr from Avy Ave to Sharon Park Dr	West Menlo Mobility Improvements	• Designate Class III Bicycle Route	\$
147	Sand Hill Rd & Branner Dr	Sand Hill Rd Corridor Project	• Widen pedestrian refuge islands to match crosswalk widths on north and south Branner Dr legs • Reconstruct nose in front of traffic signal on east Sand Hill Rd leg to provide clear crosswalk • Upgrade crosswalks to high-visibility	\$\$
148	Sand Hill Rd & Saga Wy	Sand Hill Rd Corridor Project	• Widen pedestrian refuge islands to match crosswalk widths on north and south Saga Wy legs • Reconstruct nose in front of traffic signal on west Sand Hill Rd leg to provide clear crosswalk • Reduce curb radius of southwest and southeast corners and reconstruct curb ramps • Upgrade existing crosswalks to high-visibility	\$\$
149	Sand Hill Rd & Monte Rosa Wy	Sand Hill Rd Corridor Project	• Reconstruct channelizing island to match pedestrian refuge area to width of crosswalk on Monte Rosa Dr leg • Upgrade crosswalks to high-visibility	\$
150	Sand Hill Rd & 2725-2775 Sand Hill Rd	Sand Hill Rd Corridor Project	• Upgrade crosswalks to high-visibility	\$
151	Sand Hill Rd & 2882-2884 Sand Hill Rd	Sand Hill Rd Corridor Project	• Upgrade crosswalks to high-visibility	\$
181	Santa Cruz Ave & University Ave (South)	Santa Cruz Ave Corridor Mobility Project	• Add a leading pedestrian phase at the intersection	\$
183	Sharon Rd & Sharon Park Dr	West Menlo Mobility Improvements	• Install high visibility crosswalks on all legs • Install curb ramps at all corners	\$
187	Ringwood Ave & Arlington Wy	Menlo-Atherton High School Safe Routes to School	• Evaluate location for the construction of a new crosswalk across Ringwood Ave	\$
192	Valparaiso Ave & Pulitzer Dr	West Menlo Mobility Improvements	• Install high visibility crosswalk on Valparaiso Ave • Install RRFB and advanced yield striping	\$\$