



STAFF REPORT

City Council
Meeting Date: 7/10/2019
Staff Report Number: 19-011-CSC

Regular Business: **Recommend to the City Council to approve the installation of a No Stopping zone on Chrysler Drive between Constitution Drive and Commonwealth Drive and on Jefferson Drive between Chrysler Drive and Constitution Drive and to install bicycle lanes**

Recommendation

Recommend to City Council to approve the installation of a No Stopping zone on Chrysler Drive between Constitution Drive and Commonwealth Drive and on Jefferson Drive between Chrysler Drive and Constitution Drive and to install bicycle lanes.

Policy Issues

The installation of Class II bicycle lanes on Chrysler Drive and Jefferson Drive is proposed in the draft Transportation Master Plan. The project is also consistent with policies stated in the 2016 General Plan Circulation Element. This policy seeks 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.

Per the City's municipal code (Section 11.24.009), City Council has the authority to establish parking and stopping restrictions or prohibitions. The Complete Streets Commission is authorized (Section 11.24.026) to designate no parking zones adjacent to driveways, intersections and crosswalks at up to five (5) spaces per location or up to three (3) within of the "Downtown/Station Area", if the commission determines that parked vehicles are obstructing visibility, interfering with reasonable ingress and egress or obstructing safe bike lane travel. The transportation manager is authorized (Section 11.24.025) to designate a no parking zone and to paint the curbs red within six (6) feet of a driveway if determined that cars parked are causing an obstruction of the driveway or are interfering with reasonable ingress and egress.

Background

General Plan and Transportation Master Plan (TMP)

In 2016, the City Council approved the ConnectMenlo General Plan Land Use and Circulation Elements. The General Plan serves as the City's comprehensive and long range guide to land use and infrastructure development in the City and provided a vision for potential land use changes.

Transportation challenges, including multi-modal safety, traffic congestion, neighborhood quality of life and regional coordination are significant concerns to the City of Menlo Park. The Circulation Element includes a number of forthcoming transportation-related programs, including those to encourage multi-modal transportation, provide opportunities for active transportation to encourage health and wellness, minimize cut-through traffic on residential streets and consider changes to the transportation impact metrics the City uses to evaluate development proposals. High priority transportation-related programs are the development

of a Transportation Master Plan and updates to the Transportation Impact Fee (TIF). Chrysler Drive and Jefferson Drive are listed in the Transportation Master Plan as roadways where the installation of Class II bicycle lanes would enhance the bicycle network in the area.

TIDE Academy

The TIDE Academy, located at 150 Jefferson Drive as shown in Attachment A, is under construction and expected to be open in August 2019. It is a small high school with capacity for 400 students and 35 faculty and staff. Due to the school’s location near Facebook and other technology company campuses, the school’s curriculum will include career technical education (CTE) classes. The new school will be open to all Sequoia Union High School District (SUHSD) students; however, the SUHSD anticipates the school will primarily serve students from Redwood City, Menlo Park and East Palo Alto. Much of this area is within a five-mile bicycle commute distance. The initial enrollment in the 2019-2020 school year is anticipated to be approximately 100 students in its freshman class, with the school reaching full capacity by the 2022-2023 school year. Attachment B provides an illustration of the frontage of the school including the proposed bus pullout area on Jefferson Drive.

Bayfront Area Projects Overview

ConnectMenlo identified a vision for a live/work/play environment that fosters economic growth, increased sustainability, housing opportunities and improved transportation and mobility options in the City of Menlo Park. ConnectMenlo was a long-range planning process that culminated in the adoption of an update to the general plan, which was intended to guide development through 2040. ConnectMenlo affirmed an amount of remaining development potential throughout the city and added new development potential in the Bayfront area (former M-2 zone). With the adoption of the general plan in 2016, the City expanded development potential in the Bayfront area and created three new zoning districts - office (O), life science (LS) and residential mixed use (R- MU). The Bayfront area zoning map illustrating these new districts is included as Attachment C.

Since the adoption of the general plan, multiple projects have been proposed in the Bayfront area and are either completed, in construction, or in the approval pipeline. Recent City Council discussions have presented possible changes in the zoning or proposed development in the future, therefore this staff report focuses on summarizing the current proposals and potential projects that may impact travel patterns and modes on Chrysler and Jefferson drives.

Completed and currently in construction projects in the Bayfront area are shown in Attachment D. Attachment E shows locations of the currently proposed projects in the Bayfront area adjacent to Chrysler and Jefferson drives. The table below summarizes these projects.

Table 1A: Completed Projects						
#	Address/Project	Project Description	Status	Office SF	Residential Units	Hotel Rooms
1	3639 Haven Ave	Residential	Complete		394	
2	3645 Haven Ave	Residential	Complete		146	
3	Menlo Gateway	Office/Hotel	Complete	241,251		250
4	162-164 Jefferson Dr	Office	Complete	259,920		
5	777 Hamilton Ave	Residential	Complete		195	
6	1200 Willow Rd	Residential	Complete		90	

Table 1B: Proposed Projects - Western							
#	Address/Project	Project Description	Status	Office SF	Commercial SF	Residential Units	Hotel Rooms
1	3723 Haven Ave	Hotel	Study Session				167
2	105-155 Constitution Dr	Office	Under Construction	495,052			
3	111 Independence Dr	Residential	Design Review			106	
4	104-110 Constitution 115 Independence Dr	Office Residential Commercial	Design Review	34,700	1,600	330	
5	141 Jefferson Dr 180-186 Constitution Dr	Residential Commercial	Study Session		2,000	483	
6	162-164 Jefferson Dr	Office	Design Review	249,500			

There are additional proposed projects on the Facebook campus that are not immediately adjacent to the TIDE Academy. These are summarized in the table below. Additional exhibits of proposed projects in the Bayfront area can be found on the City’s website linked as Attachment F.

Table 1C: Proposed Projects - Facebook Building 20-23							
#	Address/Project	Project Description	Status	Office SF	Commercial SF	Residential Units	Hotel Rooms
4A	Facebook	Hotel	Study Session				240
4B	Facebook	Office	Completed	180,108			
4C	Facebook	Office Hotel	Under Construction	1,137,200		106	200
4D	Facebook	Office Hotel	Completed	433,555	1,600	330	

Facebook Transit Hub

On August 17, 2018, Facebook submitted plans to the City of Menlo Park Planning Department for a Chilco Campus Bus Stop/Transit Hub. The transit hub would be located in the parking lot of 180, 190 and 200 Jefferson Drive. This hub along with the bus stop located in the parking lot of 105-155 Constitution Drive would serve as the main stops for the Facebook buses. Jefferson Drive, Chrysler Drive, Constitution Drive and Chilco Street are proposed to be used as the primary bus routes for this area. Currently there are approximately 290 buses a day using Chrysler Drive and Jefferson Drive to transport Facebook employees to the campus. The currently proposed transit hub location and bus routes are shown in Attachment G.

Facebook Employee Bicycle Routes and Bicycle Corrals

Attachment H shows the current primary bicycle routes and existing and proposed bicycle corrals also submitted to the City in August 2018. Currently Facebook campuses in the area have the capacity for over 1000 bicycles. Facebook buildings 62 and 63 are scheduled to be completed in September of 2019 and are to have two additional bicycle corrals. Although the primary routes shown in Attachment H do not include Jefferson Drive, it is expected that increased locations of Facebook occupied buildings and bicycle corrals

will increase the overall bicycle usage in the Bayfront area. For example, the bicyclists traveling between future Facebook buildings 62 and 63 and the proposed transit hub could likely utilize a Constitution Drive - Chrysler Drive - Jefferson Drive route. This exhibit illustrates the various possible origins and destinations of bicycles throughout the day.

Analysis

The Transportation Master Plan (TMP) provides a bridge between the policy framework adopted within the Circulation Element and project-level efforts to modify the transportation network within Menlo Park. Broadly, it provides the ability to identify appropriate projects to enhance the transportation network, conduct community engagement to ensure such projects meet the communities’ goals and values and prioritize projects based on need for implementation.

Chrysler Drive and Jefferson Drive are listed in the Transportation Master Plan as roadways where the installation of Class II bicycle lanes would enhance the bicycle network in the area (Attachment I). The planned opening of TIDE Academy in August 2019 will generate additional bicycling traffic, especially between local neighborhoods and the campus. The current uses in the Bayfront area generate bicycle traffic throughout the day and proposed future uses will increase those volumes. These occurrences therefore justify consideration of installing Transportation Master Plan identified bicycle facilities at this time.

The consideration of installing these bicycle facilities included evaluation of a number of factors. A discussion of these factors is included below.

Collision history

Over the period of January 2016 through December 2018, a total of 40 collisions were reported on the City streets in the Bayfront area, three involving bicycles, nine involving a collision with a fixed object or parked vehicle and no fatalities. A total of 19 of these collisions occurred on Chrysler Drive, six on Jefferson Drive and one at the intersection of Chrysler and Jefferson drives. The table below lists the collisions with locations and collision type. Bayfront Expressway is a Caltrans owned facility intended for large volumes and high speeds of regional traffic and is therefore not included in this evaluation.

Location	Bicycle	Moving Vehicle	Fixed Object or Parked Vehicle	Total
Jefferson Drive	1	3	3	7
Chrysler Drive	2	15	2	19
Commonwealth Drive*	0	0	0	0
Constitution Drive	0	6	3	9
Independence Drive	0	4	1	5
Total	3	28	9	40

* = One collision reported under Chrysler Drive was located at the intersection at Commonwealth Drive.

Many of these collisions were reported with the primary collision factors of speeding or unsafe lane change. These could be related to limited sight distance due to vehicles parked on both sides of the streets.

With the introduction of additional bicycles on these streets, the addition of bicycle facilities would clarify right-of-way for the various transportation modes, thereby increasing safety of all roadway users.

On-Street Parking

There is existing on-street parking on both sides of Chrysler and Jefferson drives. The spaces are not marked, but based on City standard stall dimensions, Chrysler Drive has approximately 37 parking spaces and Jefferson Drive has approximately 128.

The existing width of both streets cannot accommodate bicycle lanes and maintain the existing on-street parking. To install bicycle lanes along Chrysler Drive and Jefferson Drive, on-street parking would need to be removed on both sides of the road. Staff conducted site studies on three separate occasions and observed the number of vehicles parked for each roadway. The parking observations are shown in the table below.

Table 3: Number of parked vehicles				
Roadway section	11:00 am Thursday, June 20, 2019	2:45 pm Tuesday, June 25, 2019	1:00 pm Thursday, June 27, 2019	Total number of spaces
Jefferson Drive	125 (98%)	73 (57%)	112 (88%)	128
Chrysler Drive	35 (95%)	19 (51%)	26 (70%)	37

From the field observations, it is noted that mornings and midday have the highest utilization of on-street parking and after 2:30 p.m., the demand drops considerably. Presently there are multiple projects under construction in the nearby vicinity, most notably TIDE Academy. It is presumed that many of the vehicles parking on the street are construction employees who will no longer be parking here after the high school construction is complete.

In order to outreach to the on-street parking users and confirm if parking removal will have impacts after completion of construction, on two of the site visits, staff placed postcards on parked vehicles notifying the recipients of the project and the requirement for parking removal. The postcard also notified the recipients that the project would be brought before the Complete Streets Commission on July 10, 2019, and the City Council on August 20, 2019, and invited attendance and public comment. As of noon on Wednesday, July 3, 2019, staff has received no comments.

Staff Recommendation

With the various new land uses, additional origins and destinations for bicyclists and the existing high demand for bicycling facilities in this area, it is anticipated that bicycle volumes will continue to increase. The policies set in the ConnectMenlo effort and the draft Transportation Management Plan seek to accommodate these additional future demands with an expanded bicycle network. Therefore, staff is recommending the installation of a No Stopping zone on both sides of Chrysler Drive between Constitution Drive and Commonwealth Drive and on both sides of Jefferson Drive between Chrysler Drive and Constitution Drive and to install class II bicycle lanes in these same areas, based upon the following:

- TIDE Academy is anticipated to generate student bicycling volumes from East Palo Alto, Menlo Park and Redwood City;
- Completed and proposed projects have and will continue to increase bicycle usage between offices,

- commercial buildings, hotels and residential buildings;
- Facebook employees are currently and will continue to be commuting between campus buildings via bicycle; and
- Current and future volumes of buses transporting TIDE Academy students and Facebook employees to the area create narrow travel lanes and reduced sight distance if on-street parking remains

Impact on City Resources

Measure A funds to complete this project are available in the adopted FY2019-20 operating budget.

Environmental Review

This action is not a project within the meaning of the California Environmental Quality Act (CEQA) Guidelines §§ 15378 and 15061(b)(3) as it will not result in any direct or indirect physical change in the environment.

Public Notice

Public Notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting. Staff also sent out postcards to the businesses in the area as well as placing postcards on vehicles parked along both streets on June 25 and June 27, 2019.

Attachments

- A. Location map of TIDE Academy
- B. Illustration of TIDE Academy frontage on Jefferson Drive
- C. Bayfront area zoning map
- D. Bayfront area completed and in construction projects exhibit
- E. Bayfront area proposed projects exhibits
- F. Hyperlink - Bayfront Area Projects Overview:
menlopark.org/1396/Bayfront-Area-projects-overviewme
- G. Proposed Facebook Transit Hub
- H. Proposed Facebook employee bicycle routes
- I. Transportation Master Plan, Citywide Bicycle Facilities Map and Project Area

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