



CONNECTMENLO
menlo park land use & mobility update

Recommended Circulation Element Goals, Policies, and Programs (as of June 24July 6, 2015)
Goal 1
CIRC1 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.
Policies
CIRC1.1 Utilize measurements of safety (e.g. collision rates) and efficiency (e.g. vehicle miles traveled (VMT) per capita) for all travel modes to guide the classification and design of the circulation system, with an emphasis on providing “complete streets” sensitive to neighborhood context.
CIRC1.2 Collaborate with Caltrans to achieve and maintain travel efficiency along Caltrans rights-of-way in Menlo Park consistent with the San Mateo County Congestion Management Plan.
CIRC1.3 Require new development to mitigate its impacts on the safety (e.g., collision rates) and efficiency (e.g., vehicle miles traveled (VMT) per capita) of the circulation system, by minimizing cut-through <u>vehicle</u> traffic on residential streets and speeding traffic; reducing the number of vehicle trips, providing bicycle, pedestrian, and transit <u>connections</u> , amenities and improvements in proportion with the scale of proposed projects; and facilitating appropriate or adequate response times and access for emergency vehicles.
CIRC1.4 Work with Caltrans to ensure they use appropriate modern technology traffic signal equipment on State routes with the objective of meeting Caltrans’ adopted performance metrics for state-controlled facilities in conjunction with good fiscal planning.
CIRC1.5 Support a street classification system and the Neighborhood Traffic Management Program that together promote safe, multi-modal streets, and minimize cut-through and high-speed traffic that diminishes the quality of life in Menlo Park’s residential neighborhoods.
CIRC1.6 Work with the County Congestion Management Agency to implement the Countywide Congestion Management Program and Deficiency Plans for City and State facilities, and avoid adding any Menlo Park streets or intersections to the Countywide Congestion Management Program.
CIRC1.7 Provide for the safe, efficient, and equitable use of streets by pedestrians and bicyclists through appropriate roadway design and maintenance, effective traffic law enforcement, and implementation of the City’s Comprehensive Bicycle Development Plan and the El Camino Real/Downtown Specific Plan.
CIRC1.8 Work with neighboring jurisdictions and appropriate agencies to identify and secure adequate funding for regional transportation improvements to improve transportation options and reduce congestion in Menlo Park and adjacent communities.
CIRC1.9 Work with regional agencies and neighboring jurisdictions to identify opportunities for coordination of transportation system planning and improvements.
CIRC1.10 Work with appropriate agencies to discourage use of city streets and Willow Road (State Route 114) 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 (such as extension to Seaport Boulevard and its connection to US 101), with environmental protection for adjacent marsh and wetland areas, <u>to reduce traffic on Willow Road (State Route 114)</u> .
CIRC1.11 Support Caltrain safety and efficiency improvements, such as positive train control, grade separation (with priority at Ravenswood Avenue), and electrification, provided that Caltrain service to Menlo Park increases and use of the rail right-of-way is consistent with the City’s Rail Policy.

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CIRC1.12 Work with Caltrain and appropriate agencies to reactivate the rail spur on the Dumbarton Corridor from downtown Redwood City to Willow Road with future extension across the San Francisco Bay.
CIRC1.13 Ensure that transportation projects preserve and improve the aesthetics of the city and balance access for all modes, including pedestrians, bicyclists, transit riders, motorists, and emergency vehicles.
<u>CIRC1.14 Identify and prioritize emergency response routes in the citywide circulation system.</u>
Programs
CIRC1.A Ensure data regarding travel patterns for all modes is updated periodically to review and update the circulation system efficiency (e.g., vehicle miles traveled per capita) and safety (e.g., collision rates) standards.
CIRC1.B Review and update the Transportation Impact Analysis (TIA) Guidelines, as needed.
CIRC1.C Annually update the Capital Improvement Program to reflect City and community priorities for physical projects related to transportation for all travel modes.
CIRC1.D Adopt the National Association of City Transportation Officials (NACTO) Urban Street Design Guide and Urban Bikeway Design Guide as supplements to the California Manual for Uniform Traffic Control Devices to enhance safety for users of all travel modes and improve aesthetics.
CIRC1.E Require new and expanded development to pay a transportation impact fee, and update the fee periodically to ensure that development is paying its fair share of circulation system improvement costs <u>for all modes of transportation.</u>
CIRC1.F Establish objectives for the City’s Transportation Management Program, and periodically assess progress toward meeting those City objectives.
CIRC1.G Develop a signage and pavement marking inventory. Prepare and periodically update design details for transportation improvements.
CIRC 1.H Periodically adjust traffic signal timing to support efficient and safe travel for all modes and emergency vehicles, including in conjunction with Caltrans on its rights-of-way.
CIRC1.I Review all “plan lines” indicating where City-owned rights-of-way exist but have not been constructed to determine whether those alignments should be maintained, modified, or abandoned, and identify locations where additional right of way is needed to accommodate roadway or bicycle/pedestrian improvements.
<u>CIRC1.J Adopt a map of emergency response routes that considers alternative options, such as the Dumbarton Corridor, for emergency vehicle access.</u>
Goal 2
CIRC2 Increase transit and mobility options to reduce traffic congestion, greenhouse gas emissions, and commute travel time.
Policies
CIRC2.1 Ensure that new nonresidential, mixed use, and multiple-dwelling residential development provides associated needed transit service, improvements and amenities in proportion with demand attributable to the type and scale of the proposed development.

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CIRC2.2 Promote the clustering of as many activities as possible within easy walking distance of transit stops, and locate any new transit stops as close as possible to housing, jobs, shopping areas, open space, and parks.
CIRC2.3 Promote improved public transit service and increased transit ridership, especially to employment centers, commercial destinations, schools, and public facilities.
CIRC2.4 Promote increasing the capacity and frequency of commuter rail service, <u>including Caltrain</u> ; protect rail rights-of-way for future transit service; and support efforts to reactivate the Dumbarton e Corridor for transit, pedestrian, bicycle, and emergency vehicle use.
CIRC2.5 Work with appropriate agencies to agree on long-term peninsula transit service that reflects Menlo Park's desires and is not disruptive to the city.
Programs
CIRC2.A Work with SamTrans to provide appropriate community-serving transit service <u>and coordination of schedules and services with other transit agencies.</u>
Goal 3
CIRC3 Provide a range of transportation choices for the Menlo Park community.
Policies
CIRC3.1 Encourage employers and schools to promote walking, bicycling, carpooling, shuttles, and transit use.
CIRC3.2 Coordinate Menlo Park's transportation demand management efforts with other agencies providing similar services within San Mateo and Santa Clara Counties.
CIRC3.3 Continue to leverage potential funding sources to supplement City and private monies to support transportation demand management activities of the City and local employers.
CIRC3.4 Encourage increased shuttle service between employment centers and the Downtown Menlo Park Caltrain station.
<u>CIRC3.5 Support emerging technological advancements in intelligent transportation systems, including connected and autonomous vehicles and innovative transit options.</u>
Programs
CIRC3.A Provide information to assist employees and districts in forming Form a Transportation Management Association, and to assist <u>local residents, employees,</u> students and other community members in identifying <u>and taking advantage of</u> travel options.
CIRC3.B Work with employers and transportation agencies to form a Transportation Management Association that provides <u>transit options for</u> commuters shuttle service between employment centers and rail connections, and Downtown, <u>and nearby cities.</u>
CIRC3.C Consider joining the Peninsula Traffic Congestion Relief Alliance ("commute.org") to assist local employers with increasing biking and walking, transit, carpool, and vanpool and shuttle use for their employees.
CIRC3.D Update the City's Transportation Demand Management Guidelines to require new nonresidential, mixed use and multiple-dwelling development to provide facilities and programs intended to ensure that the majority of associated travel can occur by walking, bicycling, and/or transit, <u>and to include vehicle trip reduction reporting goals and requirements.</u>

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CIRC3.E Work with local employers to develop programs and encourage walking, bicycling, and transit use.
Goal 4
CIRC4 Increase the safety and use of bicycling for commuting, daily activities, and recreation.
Policies
CIRC4.1 Support and improve bicyclist safety through roadway maintenance and design efforts.
CIRC4.2 Expand the citywide bikeway system through appropriate roadway design, maintenance, effective traffic law enforcement, and implementation of the City’s Comprehensive Bicycle Development Plan, and the El Camino Real/Downtown Specific Plan.
CIRC4.3 Consider bicyclist safety in the design of streets, intersections, and traffic control devices.
CIRC4.4 Encourage transit providers within San Mateo County to provide improved bicycle amenities to enhance convenience, including access to transit including bike share programs, secure storage at transit stations and on-board storage where feasible.
Programs
CIRC4.A Pursue funding for improvements identified in the Comprehensive Bicycle Development Plan and El Camino Real/Downtown Specific Plan.
CIRC4.B Review the citywide bikeway system pursuant to the Comprehensive Bicycle Development Plan and El Camino Real/Downtown Specific Plan, and other recent planning efforts every five years and update as necessary.
CIRC4.C Establish Zoning Ordinance requirements for new development to provide secure bicycle storage facilities or bike-sharing facilities.
CIRC4.D Establish Zoning Ordinance requirements for new development to include public easements for shared-use pathways.
CIRC4.E Remove debris on roadways and pedestrian/bike facilities, monitor intersection sight clearance, and repair pavement along all roadways and sidewalks; prioritize improvements along bicycle routes.
CIRC4.F Work with local and regional organizations to develop and implement a citywide bike sharing program.
Goal 5
CIRC5 Increase safety and accessibility for pedestrians.
Policies
CIRC5.1 Require new development to incorporate design that prioritizes safe pedestrian travel and accommodates senior citizens, people with disabilities, and children.
CIRC5.2 Maintain and create a connection of safe sidewalks and walkways within the public right of way.
CIRC5.3 Ensure that appropriate facilities, traffic control, and street lighting is provided for pedestrian safety and convenience, including for sensitive populations.
CIRC5.4 Support full pedestrian access across all legs of signalized intersections.
CIRC5.5 Support Safe Routes to School programs to enhance the safety of school children who walk and bike to school.
Programs

**Recommended Circulation Element Goals, Policies, and Programs
(as of ~~June 24~~ July 6, 2015)**

CIRC5.A Work with schools to develop, implement and periodically update Safe Routes to School programs. Schools that have not completed a Safe Routes to Schools plan should be prioritized before previously completed plans are updated.

CIRC5.B Establish Municipal Code requirements for all new development to incorporate safe and attractive pedestrian facilities, including continuous shaded sidewalks, pedestrian lighting, and other amenities.

CIRC5.C Add sidewalks or walkways where appropriate and desired by the community through the prioritization process established by the Sidewalk Master Plan.

CIRC5.D Prepare a citywide Bicycle and Pedestrian Master Plan that combines and updates the existing Bicycle Plan, includes provisions for ~~pedestrian facilities~~ overcoming barriers, and replaces the existing Sidewalk Master Plan with a section that identifies areas in Menlo Park where the community and neighborhood have expressed a desire for sidewalk improvements.

Goal 6

CIRC6 Utilize innovative strategies to provide efficient and adequate vehicle parking.

Policies

CIRC6.1 Ensure new development provides appropriate parking levels, including application of appropriate minimum and/or maximum ratios, unbundling, shared parking, electric car charging, car sharing, and Green Trip Certified strategies to accommodate employees, customers and visitors.

CIRC6.2 Prioritize allocation of short-term retail customer parking in Downtown parking plazas. Locate long-term employee parking in such a manner that it does not create a shortage of customer parking adjacent to retail shops.

CIRC6.3 Work with the Joint Powers Board to improve bicycle and pedestrian access to Caltrain stations while providing adequate parking at the Menlo Park Caltrain station ~~that which is adequate and~~ does not negatively impact nearby uses.

Programs

CIRC6.A Evaluate parking requirements, including bicycle and electric vehicle spaces, and update the Parking Stall and Driveway Guidelines.

CIRC 6.B Explore adoption of a parking in-lieu fee to fund public parking structures and to support a reduction in parking demand.

NOTE: As part of the July 23, 2015 General Plan Advisory Committee materials, the Circulation Element will be restructured from goals by travel mode, as currently written based on the 1994 Circulation Element, to goals for safety, efficiency, etc. After June 30, consider reorganizing goals by safety, efficiency, etc. instead of travel mode, with goals for complete streets and vision zero (under safety), policies prioritizing pedestrian safety above all else and encouraging use of emerging transportation technologies, and programs specifying timing for updates of traffic counts/travel times on key routes (every 2 years), collision review and prioritization (annually), bike/pedestrian plan (5 years), and TIF.