

Vision Goals for Connectivity+Traffic

1. Vision Plan Area Character: Maintain a village character unique to Menlo Park.
2. East-West Connectivity: Provide greater east-west, town-wide connectivity.
3. El Camino Real Circulation: Improve circulation and streetscape conditions on El Camino Real.
4. Neighborhood Context: Ensure that El Camino Real development is sensitive to and compatible with adjacent neighborhoods.
5. Vacant and Underutilized Parcels on El Camino Real: Revitalize underutilized parcels and buildings.
6. Train Station Area: Activate the train station area.
7. Santa Cruz Avenue Pedestrian Character: Protect and enhance pedestrian amenities on Santa Cruz Avenue.
8. Downtown Vibrancy: Expand shopping, dining and neighborhood services to ensure a vibrant downtown.
9. Housing: Provide residential opportunities in the Vision Plan Area.
10. Open Space: Provide plaza and park spaces.
11. Pedestrian and Bicycle Circulation: Provide an integrated, safe and well-designed pedestrian and bicycle network.
12. Parking: Develop parking strategies and facilities that meet the commercial and residential needs of the community.

Connectivity + Traffic

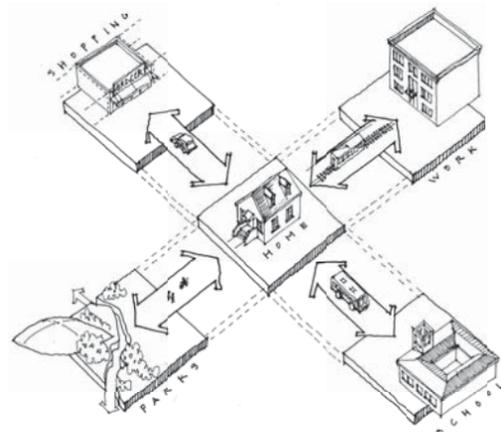
April 16, 2009

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Travel Choices and Connectivity

Improved connectivity through travel choices - vehicular, transit, biking and walking - reduces total number of car trips and improve traffic flow.

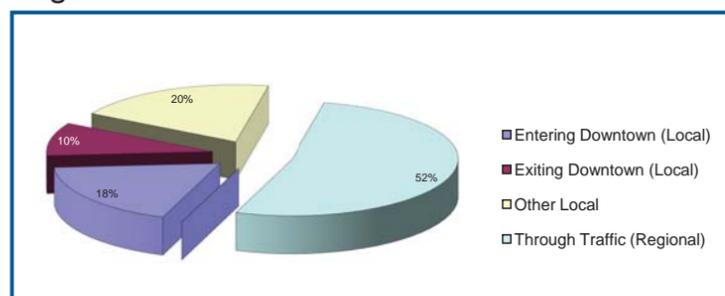
Source: Cervero R., Duncan M., MCP, Walking, Bicycling, and Urban Landscapes: Evidence From the San Francisco Bay Area, American Journal of Public Health September 2003, Vol 93, No. 9



Did You Know ... !

- The average time Menlo Park residents spend commuting to work is approximately 25 minutes. This compares to an average commute time of 27 minutes for residents in San Mateo County and the US and 29 minutes for residents in California. Source: Census 2000 & Fehr and Peers
- Only 20% to 30% of household trips are related to commutes. Source: National Household Travel Survey, 2001

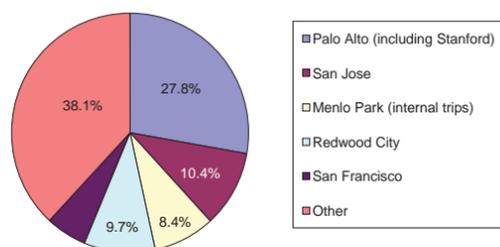
Regional vs. Local Vehicle Traffic on El Camino Real



Source: 2006 CMP Monitoring Traffic Counts on El Camino Real and Fehr & Peers

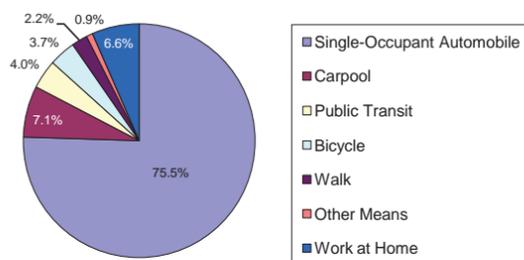
Menlo Park Residents Work Travel Characteristics

Where do Menlo Park residents Work?



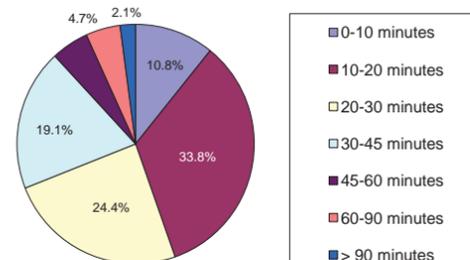
Source: Census 2000 and Fehr & Peers

How do Menlo Park residents get to work?



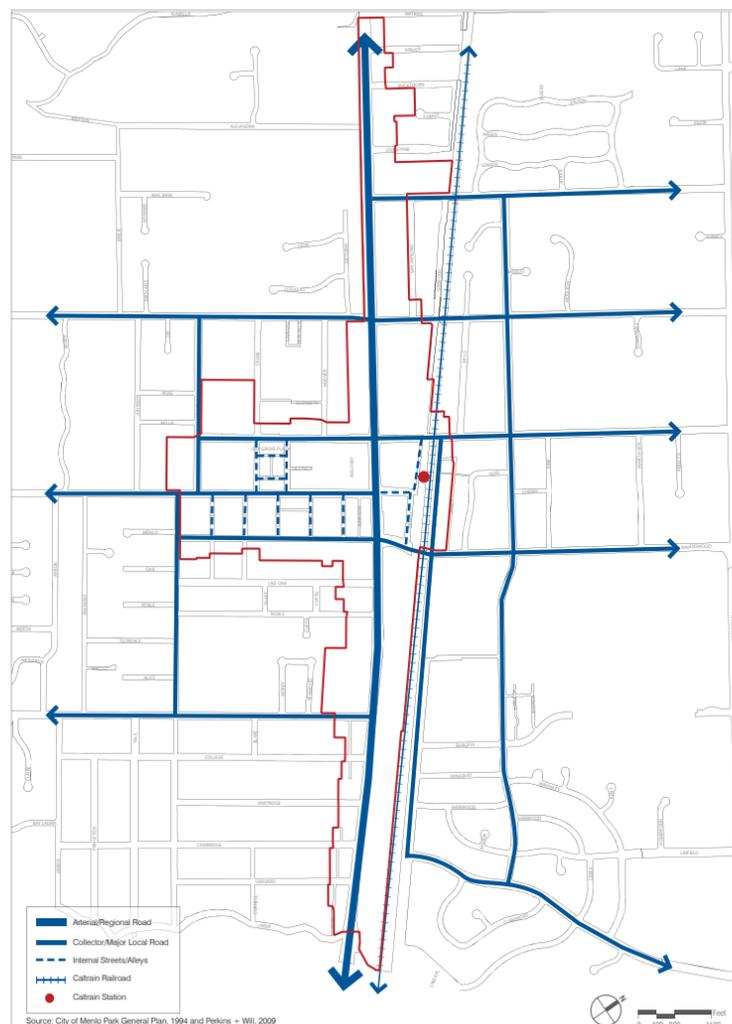
Source: Census 2000 and Fehr & Peers

How long do they commute?



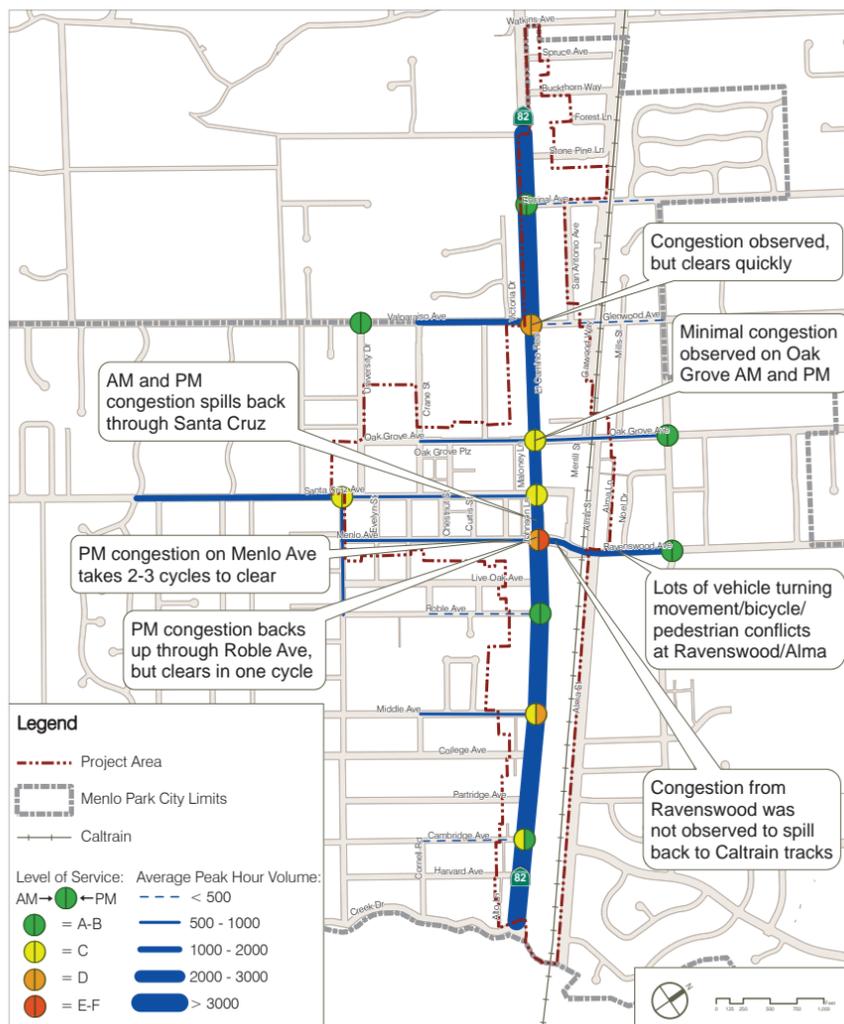
Source: Census 2000 and Fehr & Peers

Hierarchy of Streets



Source: City of Menlo Park General Plan, 1994 and Perkins + Will, 2009

Intersections and Level of Service



Source: City of Menlo Park General Plan, 1994 and Perkins + Will, 2009

Pedestrian Realm and Connectivity

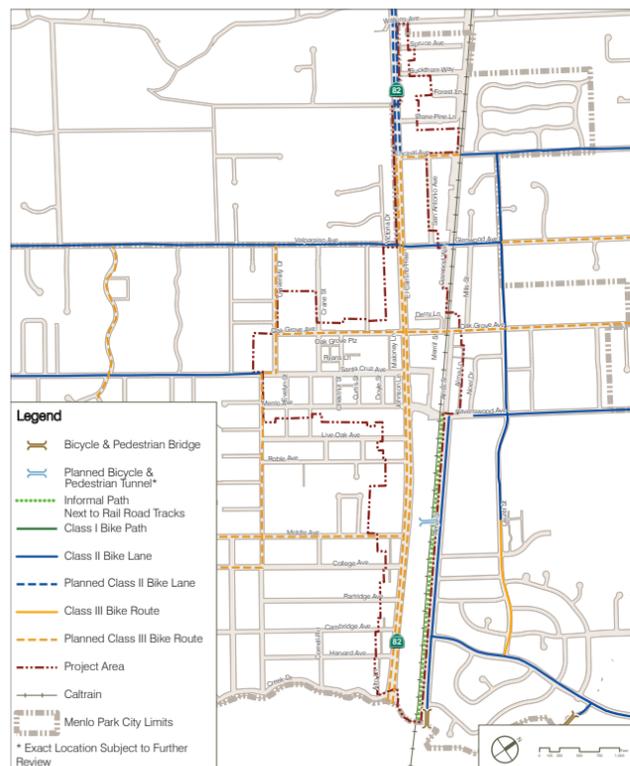
The reason great intersections work is because of the creation of a pedestrian realm that is clearly visible and apparent to motorists. When streets become unsafe, it is almost always when the pedestrian realm is minimal or does not exist.

Did You Know ... !

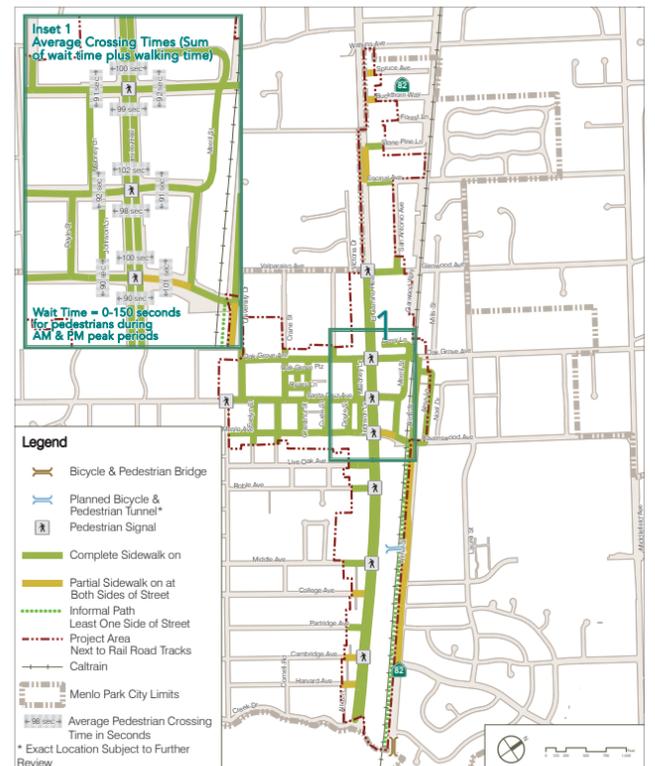
- The maximum waiting time for pedestrians to cross El Camino Real in Menlo Park ranges from **0-150 seconds** (Source: Fehr and Peers)

- Bike Paths (Class I) are paved pathways separated from roadways that are designed for the exclusive use of bicycles and pedestrians.
- Bike Lanes (Class II) are lanes for bicyclists adjacent to the outer vehicle travel lanes. These lanes have special land markings, pavement legends and signage.
- Bike Routes (Class III) are generally located on low traffic volume streets. They are signed for bike use, but have no separated bike right-of-way or lane striping.

Existing Bicycle Facilities



Existing Pedestrian Facilities



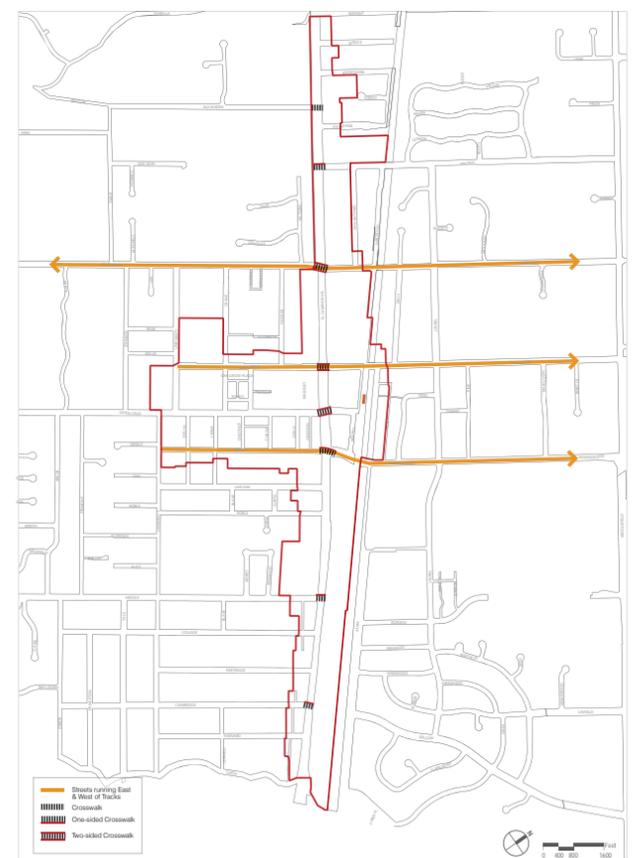
Pedestrian Realm on Santa Cruz Avenue, Menlo Park



Pedestrian Realm on El Camino Real in Menlo Park



Existing east west connections across El Camino Real and Caltrain tracks



Pedestrian Realm and Connectivity

Connectivity across Caltrain Tracks



At-grade crossing at Oak Grove Avenue, Menlo Park



E. San Carlos Ave, San Carlos

Underpass crossing in San Carlos (raised rail line)



San Carlos

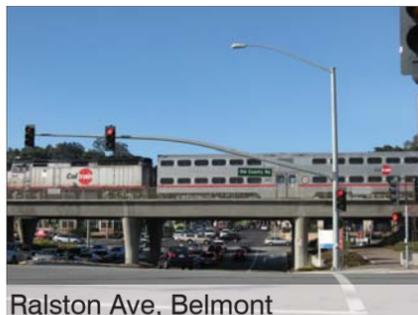


Holly Street, San Carlos



Jefferson Avenue, Redwood City

Underpass crossing in Redwood City (depressed roadway)



Ralston Ave, Belmont

Underpass crossing in Belmont (raised rail line with depressed roadway)



Ralston Ave, Belmont

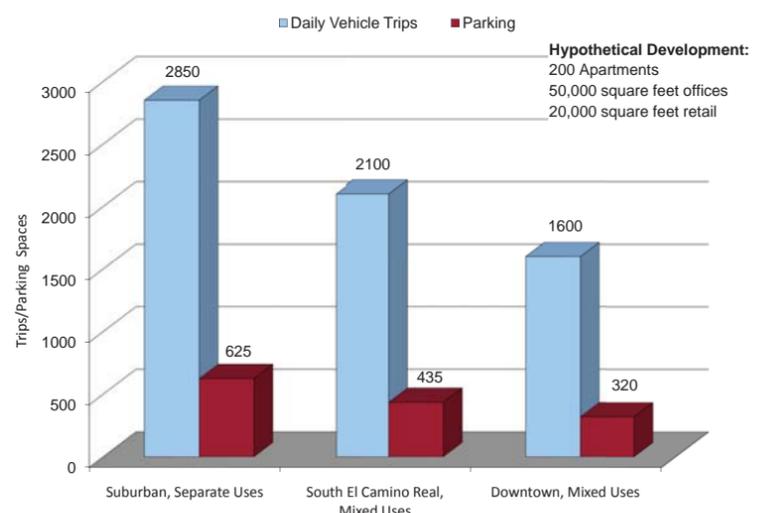


Ralston Ave, Belmont

Development Intensity and Traffic Generation

The combination of development intensity, mix of uses and access to transit increases the percentage of trips on foot and bike and reduces the relative number of car trips

Traffic and Parking for a Hypothetical Development in Different Locations



Source: Kitamura, R., Mokhtarian, P.L., & Laidet, L. (1997). A Microanalysis of Land Use and Travel in Five Neighborhoods in San Francisco Bay Area. *Transportation*, 24, 125-158.

Lee, C & Vernez Moudon, A. (2006). The 3Ds + R: quantifying land use and urban form correlates of walking. *Transportation Research Part D*, 11, 204-215.

Source: *Traffic Generated by Mixed-Use Developments -- A Six-Region Study Using Consistent Built Environment Measures*, forthcoming Transportation Research Board Paper, Fehr & Peers.

Shared Parking, Urban Land Institute, 2nd Edition

Record Your Thoughts ...

1. Would you be willing to increase vehicular delay on El Camino Real to improve conditions for pedestrians?

Yes

No

2. What would get you to use alternative means to get downtown ?