

Menlo Park General Plan & M-2 Area Zoning Update



CONNECTMENLO
menlo park land use & mobility update

Focus Group 2: Transportation

October 16, 2014



Background

Slide 2

- Opportunities
 - Rapidly growing high-tech sector in M-2 Area
 - More balanced “live-work-play” environment
 - Opportunities for local-serving retail + lodging
 - Community benefits from new development
 - Parks/plazas; retail services; amenities; other
- Issues and constraints
 - FAR allowances
 - Traffic

Transportation Concerns

Slide 3

- Key corridors in/out of northern Menlo Park operate at capacity
 - Willow
 - Marsh (still has some capacity)
 - University
- Regional through-traffic
- Balance between driving, other modes and green infrastructure in the right-of-way



What's Important Depends on Perspective

Slide 4



Traffic engineer:

F

A

Economist:

A

F

Induced and Latent Demand

Congestion

More People
Drive



Widen
Roadway

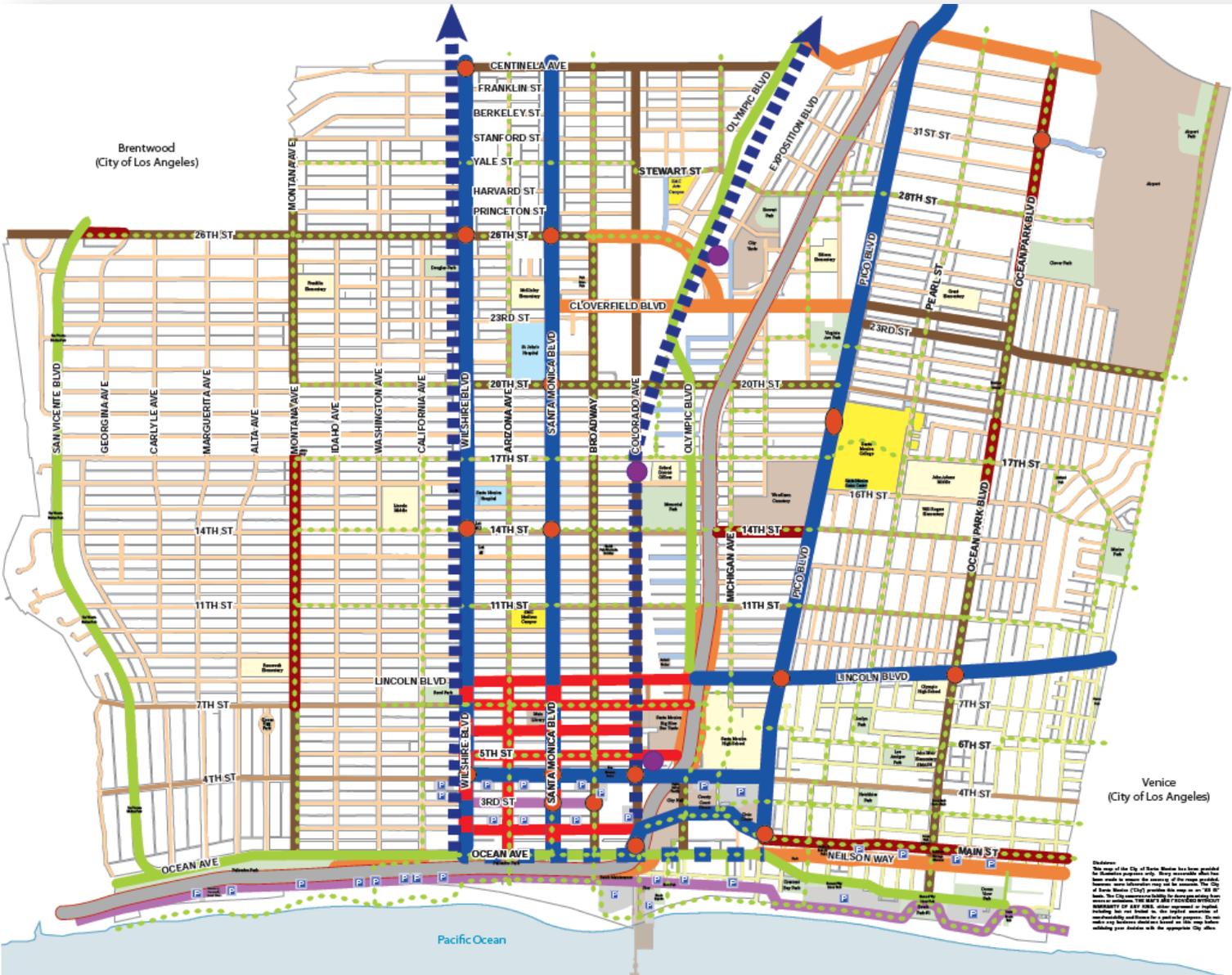
Faster Driving

Senate Bill 743 – LOS Reform

Slide 6

- California Office of Planning and Research (OPR) to develop alternatives for CEQA impacts
- Once guidelines adopted in 2015-16, LOS (mostly) replaced with another metric
- Cities can choose to keep or remove LOS for Non-CEQA purposes
 - However, we can't build our way out of traffic congestion

Santa Monica Street Typology



Street Network

City of Santa Monica
Land Use and Circulation Element

- Boulevard**
Regional transportation corridor with continuous mixed use and commercial land uses. Provides access for all forms of transportation, but emphasizes transit and walking. Regional auto traffic is accommodated here in order to minimize regional traffic on parallel streets.
- Special Streets**
Unique and ceremonial streets requiring special consideration, such as the Third Street Promenade.
- Commercial: Downtown**
Provides access for all transportation and supporting downtown.
- Commercial: Neighborhood**
Provides access for all transportation and supporting neighborhood retail.
- Avenue: Major**
Serves regional automobile trips and provides access for all modes of transportation. Designed to discourage regional auto traffic from using Secondary or Minor Avenues.
- Avenue: Secondary**
Distributes auto trips onto Minor Avenues and Neighborhood Streets, often serving regional bicycle trips by providing signalized crossings at Boulevards and Major Avenues.
- Avenue: Minor**
Serves local auto and bicycle trips.
- Avenue: Industrial**
Minor street serving industrial area.
- Neighborhood Street**
Provides access primarily to abutting uses. Autos travel slowly enough to stop for people in the street.
- Shared Street**
Serves as area where autos travel slowly enough to mix safely with people walking or bicycling. May not be wide enough to accommodate separate zones for people walking, bicycling, parking or drinking.
- Parkway**
Serves as linear park incorporating continuous landscaping, recreational bikeways and pedestrian paths.
- Pathways**
Pedestrian-only streets
- Bikeway - Lane/Path/Bicycle Boulevard**
Bicycle lanes, bicycle paths and streets designed so that cars and bicycles can mix comfortably.
- Transit Investment**
Priority underway for rail service, including subway and light rail with regional connections.
- Highway**
Serves regional and interstate auto traffic.
- Alley**
Provide local property access.
- Light Rail Stop**
- Major Bus Stop**

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Updated 10-30-2009



Transportation Opportunities

Slide 8

- Physical improvements
 - Bus priority, reversible lanes
 - Provides emergency vehicle access
 - Cycle tracks
 - Signal timing coordination
- Transportation Management Association (TMA)
- Better transportation choices for existing employees and residents
- Trip limit
 - We can't add (many) more vehicular trips
- Monitoring

Today's Discussion

Slide 9

- M-2 specific issues and opportunities
- Citywide
 - City vs. regional trips
 - Safe routes to school, transit, destinations
 - Street Classification System
 - Performance metrics

For More Information



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Citywide Context



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