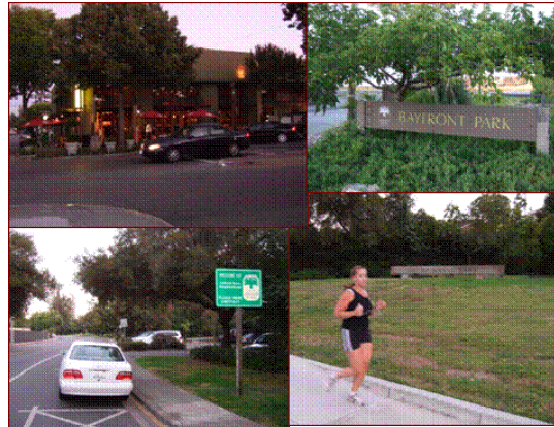


City of Menlo Park Sidewalk Master Plan



Prepared by:

Dowling Associates, Inc.

Transportation Engineering • Planning • Research • Education



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January 28, 2009



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Chip Taylor, Transportation Manager
City of Menlo Park
701 Laurel Street
Menlo Park, CA 94025-3483
(650) 330-6770

Subject: City of Menlo Park Sidewalk Master Plan P07-099

Dear Mr. Taylor,

Dowling Associates is pleased to submit the Sidewalk Master Plan for the City of Menlo Park. We hope that you find the report useful as you move forward to make Menlo Park a more walkable city.

We would like to thank the work done by you, Randolph Craig, members of the public, the Transportation Commission and City Council on this project. We would also like to thank National Data and Surveying Services (NDS), who conducted the field work associated with this project. Finally, we want to acknowledge the work done on this project by other employees of Dowling Associates, especially John Dowden, the Principal-in-Charge, and Ka-Fai Wong, who provided the primary GIS work.

It's been a great experience working on this project and look forward to working with you again in the near future.

Sincerely,

Dowling Associates, Inc.

A handwritten signature in black ink that reads 'B. Appleyard'.

Bruce S. Appleyard
Project Manager
(510) 839-1742 extension 128

A handwritten signature in blue ink that reads 'Kamala Parks'.

Kamala L. Parks
Associate Planner & Engineer
(510) 839-1742 extension 107

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Executive Summary

This Sidewalk Master Plan is a first step towards establishing safe and convenient walking routes throughout to enhance the livability for residents and visitors of the City of Menlo Park. Its primary focus is to prioritize sidewalk installation by inventorying gaps in the City's existing walkway network and identifying opportunities and constraints to close gaps in the network. Given its limited scope, this plan does not address intersection or roadway crossing issues.

Purpose of Sidewalk Master Plan

This Sidewalk Master Plan and future updates should serve as the primary guide in the allocation of capital, maintenance, administrative, and matching funds. The Plan is also designed to provide staff and the public with flexibility as opportunities and needs arise.

This Sidewalk Master Plan:

- Inventories existing sidewalk facilities and needs;
- Embodies our outreach efforts with key community stakeholders to establish criteria and a project/program prioritization process;
- Prioritizes pedestrian capital improvements;
- Provides recommendations for programs and staffing; and
- Lists funding mechanisms for capital projects

Development of Prioritization Process for Menlo Park

The prioritization process was developed with input from City Staff, residents of Menlo Park, the Transportation Commission, and the City Council. It was developed in three steps and focused on roadways within Menlo Park's jurisdiction, as follows:

The first step identified important community destinations (i.e. schools, parks, downtown shops, etc.).

The second step identified Priority Streets, which were roadways chosen for their access and importance to the connectivity of the City's overall pedestrian network.

The third step developed the Prioritization Criteria and Process. This became a ranking system based on five major weighted criteria. These criteria were applied to segments where there are no standard walkways or only partial standard walkways.

Segments containing continuous sidewalks on both sides of the roadway were not the focus of the prioritization process, as the goal of this plan was to identify those streets that seriously lacked pedestrian facilities. Nevertheless, ALL roadways in the City of Menlo Park were inventoried.

Priority Destinations and Streets

Priority Streets were identified as those roadways that provide network connectivity and access to important pedestrian destinations, such as schools, parks, and downtown. The Priority Streets make up over a third of the roadways under Menlo Park's jurisdiction. The identification of these destination and streets was born out of input from citizens of Menlo Park, City Staff, and City Council. Figure ES-1 shows the final Priority Streets map.

Priority Criteria

This walkway prioritization process, designed specifically for the Menlo Park community, proactively identifies areas in need of improvements and uncomfortable pedestrian environments. The reason for such a system is multifold: 1) vehicle/pedestrian "near misses" are almost never reported; 2) vehicle /pedestrian collisions are also rarely reported, and there are few such collision records in Menlo Park; and finally 3) pedestrians, being much more vulnerable to catastrophic consequences from collisions with automobiles, are much more averse to risk than a driver encased in an car, and generally avoid intersections with a higher potential for accidents, which masks the accurate identification of intersections in need of improvement.

The prioritization process used a weighted system based on five main Priority Criteria, which were applied to each side of all roadway segments under Menlo Park's jurisdiction lacking continuous standard walkway facilities (such as sidewalks or pathways). Segments containing continuous sidewalks were not

evaluated. The total possible ranking was 100 for each side of the roadway, or 200 for each roadway segment.

These criteria are as follows:

- Vehicle Volumes
- Destinations and Priority Streets
- Pedestrian Opportunity Areas
- Ease of Implementation
- Cost/Benefit Analysis

Given the sparse data on pedestrian volumes and pedestrian-involved collisions for Menlo Park, “Vehicle volumes” are used as the primary proxy for pedestrian safety and risk exposure. The ranking created an initial assessment of walkway conditions and needs in Menlo Park. The Prioritization Process and Criteria and weighting system are summarized in Figure ES-2. Detailed explanations are contained in the Prioritization Process and Criteria section on Page 12.

Figure ES-1: Menlo Park Priority Streets

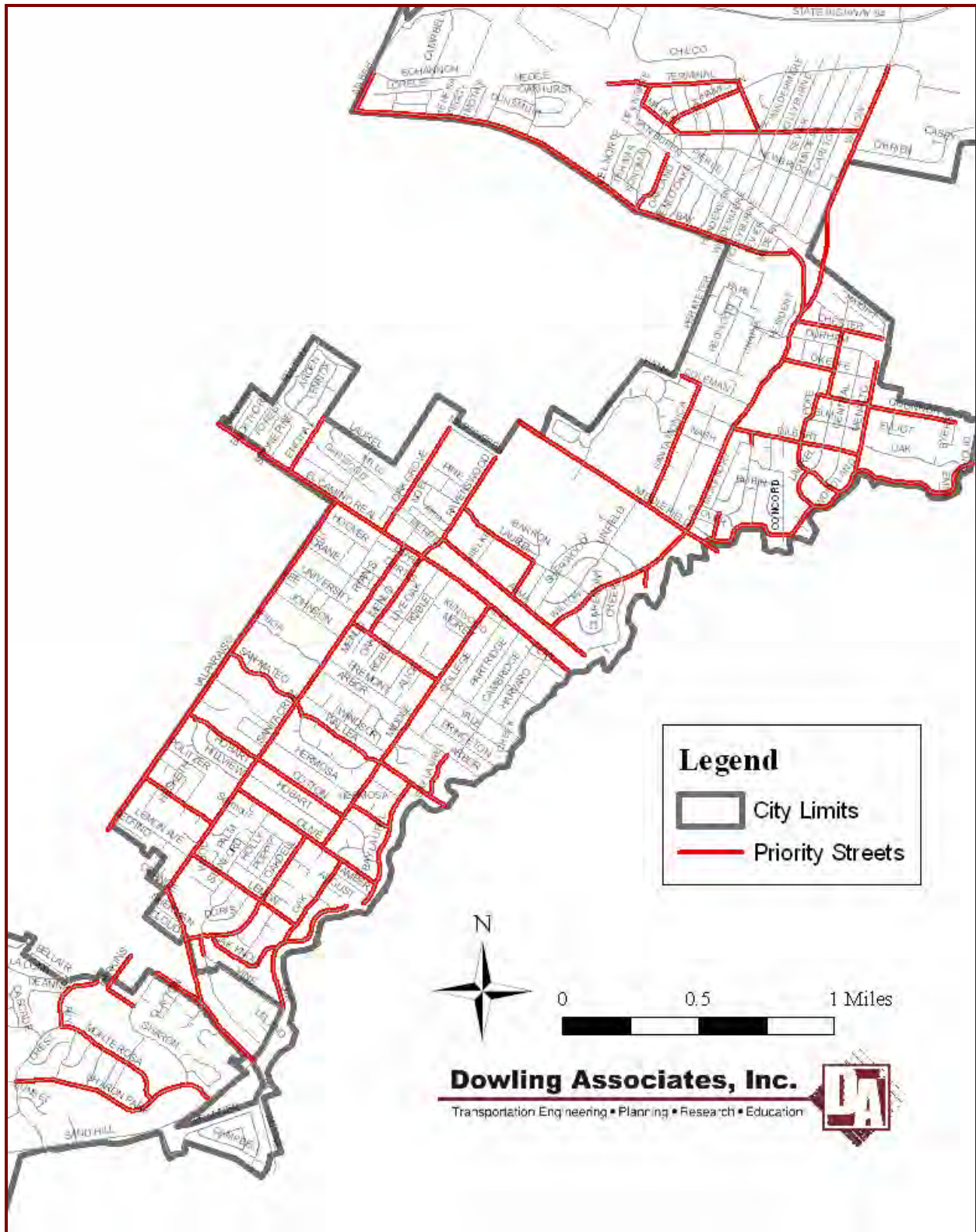
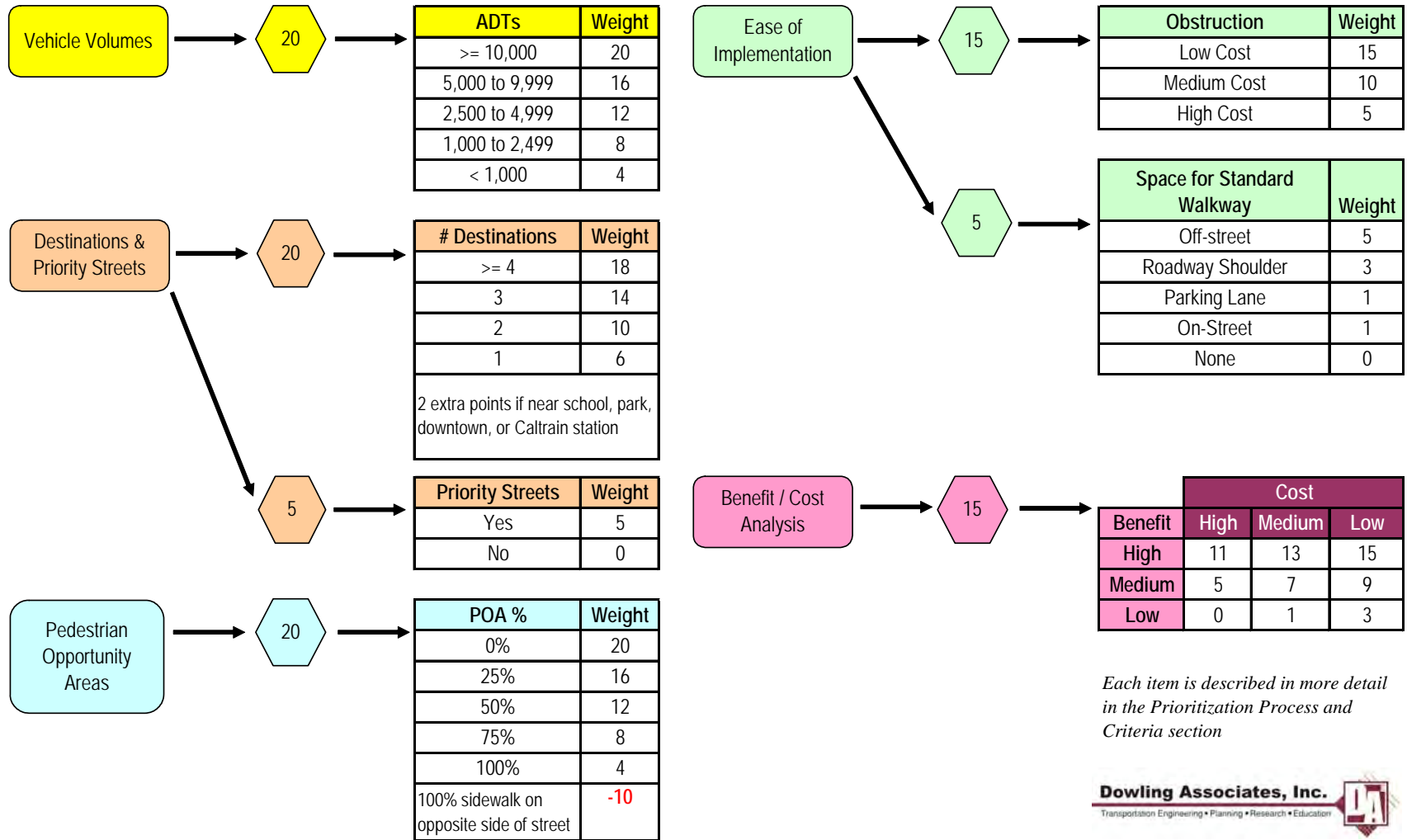


Figure ES-2: Summary of Priority Criteria



Each item is described in more detail in the Prioritization Process and Criteria section



Rankings and Costs

Each roadway segment was ranked using the prioritization process, as detailed previously. It was found that segments ranked from as low as 8 to as high as 153. Each segment was placed into one of three groups: high ranking (100 to 153), medium ranking (50 to 99), and low ranking (8 to 49).

Citywide Cost Estimates

Cost estimates were calculated assuming five-foot wide sidewalks and vertical curb with gutter will be installed on both sides of the street wherever there are currently no sidewalks. Additionally, it was estimated that diagonal curb ramps with truncated domes would need to be installed on at least two intersection corners for each segment requiring sidewalks. Wider sidewalks, buffers, perpendicular curb ramps, obstruction removal and relocation, and other amenities such as pedestrian-scaled lighting may be installed on roadways with more pedestrian volumes, which would increase project costs. The total cost to install sidewalks citywide is estimated at approximately \$45,000,000.

Introduction

Menlo Park strives to improve walking conditions throughout the city. Several communities in Menlo Park, typically areas that were formerly unincorporated areas, lack pedestrian facilities. Other areas have sidewalks that suffer from missing segments, discontinuity, or numerous obstructions in the pedestrian right-of-way. The obstructions are discussed in detail on page 28. One of the greatest challenges facing the city is enhancing its pedestrian system with a limited budget.

This Sidewalk Master Plan is a first step towards establishing a comprehensive network of safe, convenient walking routes throughout the City. Its primary focus is to prioritize sidewalk installation by inventorying the most serious gaps in the City's existing walkway network and identifying opportunities to close gaps in the network. Because of the limited scope of this effort, this plan does not address intersection or roadway crossing issues.

Purpose of Sidewalk Master Plan

This Sidewalk Master Plan:

- Inventories all existing standard walkway facilities;
- Inventories all segments with no standard walkway or discontinuous walkway facilities;
- Identifies opportunities and constraints for future walkway facilities;
- Recommends changes and additions to existing programs, policies, and municipal codes;
- Develops prioritization criteria and procedures for installing standard sidewalks;
- Applies the prioritization criteria to establish rankings and group segments into high, medium, and low categories; and
- Identifies potential funding sources.

Existing Policies and Plans

Documents that support pedestrian circulation were reviewed to assess current plans and policies in the City of Menlo Park and in neighboring jurisdictions. A sampling of Sidewalk Master Plans and Pedestrian Master Plans in other jurisdictions was conducted to determine an appropriate project prioritization methodology for Menlo Park.

Menlo Park

Policies, several plans, and ordinances that support pedestrian circulation were found in adopted documents. Additionally, Menlo Park has an existing sidewalk repair program detailed in the municipal codes. A summary of these policies, plans, and ordinances follows.

*General Plan*¹

Goal II-E in the Circulation and Transportation Element of Menlo Park's General Plan is "to promote walking as a commute alternative and for short trips." The six policies in support of this goal are as follows:

- Policy II-E-1: The City shall require all new development to incorporate safe and attractive pedestrian facilities on-site.
- Policy II-E-2: The City shall endeavor to maintain safe sidewalks and walkways where existing within the public right of way.
- Policy II-E-3: Appropriate traffic control shall be provided for pedestrians at intersections.
- Policy II-E-4: The City shall incorporate appropriate pedestrian facilities, traffic control, and street lighting within street improvement projects to maintain or improve pedestrian safety.
- Policy II-E-5: The City shall support full pedestrian access across all legs of an intersection at all signalized intersections which are City-controlled and at the signalized intersection along El Camino Real.

- Policy II-E-6: The City shall prepare a safe school route program to enhance the safety of school children who walk to school.

Additionally, the Circulation and Transportation Element of Menlo Park’s General Plan contain two policies that support facilities for walking, one in the Roadway Network Goal (II-A) and the other in the Public Transit Goal (II-B), which are as follows:

- Policy II-A-12: The City shall endeavor to provide for the safe, efficient, and equitable use of streets by pedestrians and bicyclists through good roadway design, maintenance, and effective traffic law enforcement.
- Policy II-B-2: As many activities as possible should be located within easy walking distance of transit stops, and transit stops should be convenient and close to as many activities as possible.

***Municipal Codes*²**

The City’s sidewalk repair program is detailed in Chapter 13.08 of its Municipal Codes. Walkways are defined as public right-of-way located between the property line and the curb and it is incumbent upon the property owner to provide and repair walkways that are adjacent to their properties. According to this code, the City may order the property owner to conduct walkway repairs “when any portion of the walkway is unimproved or in disrepair or in such a condition that it:

1. Is dangerous to persons or property using the public right-of-way, or
2. Interferes with the public convenience and necessity in the use of such walkway.”

Absent an effective appeal on the part of the property owner, repairs to the walkway may be conducted by the city and billed to the property owner.

***Zoning Ordinances*³**

The provision of sidewalks for new construction does not appear to be required for all areas of the city. Two zoning types require site plans that include sidewalk improvements. These are:

- C-2-S Neighborhood Commercial District, Special, indicated by ordinance 16.37.030
- P-D, a district that is within the area bounded by El Camino Real, Watkins Avenue, Southern Pacific Railway tracks, and San Francisquito Creek, indicated by ordinance 16.57.030

Zoning ordinances do require the generalized maintenance of landscaping such that foliage does not interfere with the walkways (16.64.060) and outdoor advertising signage to be placed at a minimum height above walkways (16.92.110).

Sidewalk Repair and Sidewalk Accessible Programs⁴

These ongoing programs consist of two projects, respectively: 1) replacing sidewalk sections made hazardous by City tree roots and 2) removing sidewalk offsets that are trip hazards. The 2007-08 Sidewalk Repair Program will include only the sidewalk replacement project, which has a large inventory of areas to address. Conversely, the Sidewalk Accessible Program is a year ahead of its five-year schedule to cover the City.

Neighborhood Traffic Management Program (NTMP)⁵

The NTMP was developed in response to growing concerns about cut-through vehicles and increases in vehicle volumes and speeds on local, neighborhood streets. The existence of walkway facilities is one of many criterion used to assess the need for traffic calming measures. Additionally, calming traffic may encourage residents to walk in their neighborhoods and for routine tasks, such as running errands or accessing neighborhood parks, schools, and other recreational facilities. Requested traffic management improvements, which are initiated by local residents, must get approval from at least 60% of households in the affected area in order to be considered.

SamTrans

The San Mateo County Transit District (SamTrans) developed a plan to address senior citizen mobility in San Mateo County.

Senior Mobility Action Plan⁶

This plan identifies existing conditions and strategies to improve senior mobility in San Mateo County. In Menlo Park, the highest concentration of seniors (those citizens who are 65 years

or older) is found along the western side of the El Camino Real corridor. With regard to pedestrians and sidewalks, the plan calls for local jurisdictions to ensure the provision and adequacy of walkway facilities in areas where there are high concentrations of seniors, especially where residences are found in close proximity to retail, transit stops, and community centers.

Sidewalk Programs in Adjacent Communities

Cities located adjacent to Menlo Park, as well as the County of San Mateo, were contacted to determine the existence and substance of sidewalk repair programs. This was done to ensure walkway connectivity to other jurisdictions and to compare project prioritization methodologies. None had Sidewalk Master or Pedestrian Master Plans.

Palo Alto

The City of Palo Alto has been delineated into twenty-three Sidewalk Districts. The Sidewalk Replacement Program is focused on repairing and replacing sidewalks as well as improving access for disabled people. There are currently about ten Sidewalk Districts in the current cycle. Most of the City has existing sidewalks, except in the Barron Park neighborhood where there are sidewalks or plans for sidewalks only on major roadways and school routes. The City also has a “Hot Spot” program for damaged pedestrian facilities that are not included in the Sidewalk Replacement Program, the repair of which are prioritized based on the damage severity and date reported. The annual budget for both the Sidewalk Replacement and “Hot Spot” programs is \$1.62 million. For sidewalks not included in the current Sidewalk Replacement Program, residential property owners and commercial developers are asked to make sidewalk repairs and/or provide new sidewalks when major redevelopment projects are undertaken. A new policy is currently being drafted to clarify that property owners are responsible for sidewalk damage that is not caused by tree roots.

7

Mountain View

Mountain View does not currently have a program in place for installing new sidewalks in developed areas of the City. However, it does have a Sidewalk Replacement Program. Replacement of sidewalks is prioritized based on the level of

deterioration and damage and fully funded by the City. This program replaced the City's previous policy of only replacing sidewalks sections that were damaged by City trees or utility ditch failure and requiring property owners to pay the full cost of replacing deteriorating sidewalks. For sidewalks not on the prioritized replacement list, a voluntary cost-sharing program is in place at a block-by-block level whereby property owners pay 50% of the replacement costs and the City covers the other half.⁸ Currently, the Sidewalk Replacement Program is funded at about \$500,000 annually from its Capital Improvement Program.⁹

Redwood City

Redwood City does not currently have a program in place for installing new sidewalks in its developed areas. However, it does have a Tree Preservation and Sidewalk Repair Program to address issues with existing sidewalks. The program covers about 1/20th of the City's sidewalks per year and is focused on the western and eastern portions of the City. For sidewalks not on the program's boundaries, a 50-50 voluntary cost-sharing program with the City is available to individual property owners.¹⁰

East Palo Alto

East Palo Alto does not currently have a program in place for installing new sidewalks in its developed areas. Property owners must maintain existing sidewalks, which cover about half of the City. Citizen complaints of damaged or deteriorated sidewalks are used to notify property owners. Developers must provide sidewalks for any new construction.¹¹

Los Altos

Los Altos does not currently have a program in place for installing new sidewalks in its developed areas. About 20% of the City has sidewalks. Developers and property owners must supply existing sidewalks, but it is the City's responsibility for maintaining them, for which the annual budget is \$50,000. Identification of projects comes from citizen complaints of damaged and deteriorated sidewalks, as well as from a survey of concrete facilities done by the City every couple of years. Sidewalk repairs are prioritized in busy pedestrian areas, such as downtown.¹²

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County of San Mateo

The County of San Mateo currently has no Sidewalk Master Plan. The County's current road standards for areas near Menlo Park do not include sidewalks. However, the County is currently re-evaluating its sidewalk maintenance procedures as well as responsibilities for areas where there are sidewalks, but no planning documents had been finalized as of the beginning of 2008.¹³

Sidewalk and Pedestrian Master Plans

Sidewalk and Pedestrian Master Plans from other jurisdictions were reviewed to gather and develop an appropriate project prioritization methodology for the City of Menlo Park.

Sunnyvale

The City of Sunnyvale recently adopted its *Pedestrian Safety and Opportunities Study* on December 11, 2007, which prioritized walkway improvements by focusing its efforts on Pedestrian Opportunity Districts (PODs). PODs were chosen based on the following:

- Pedestrian activity generators, such as schools, retail centers, employment, and public facilities;
- Transit centers, such as Caltrain stations, the Santa Clara Valley Transportation Authority (VTA) light rail stations, and high-pedestrian activity bus stops;
- Existing pedestrian and transit activity, calculated by using the United States census tracts for the highest walking and transit rates for the journey to work;
- Land uses, locating those that tend to generate significant pedestrian activity, such as medium-to-high density housing, commercial areas and retail centers; and
- The number of pedestrian-involved collisions.

Prioritization efforts primarily focus on arterial and collector streets. Most of Sunnyvale's PODs already contain sidewalks, so most improvements recommendations address roadway crossing issues, traffic calming, sidewalk repair, and updating pedestrian curb ramps.¹⁴

County of Alameda, California

The County of Alameda adopted its *Pedestrian Master Plan for Unincorporated Areas* in July 2006. Like Menlo Park, several roadways in the unincorporated areas of Alameda County lack useable walkway facilities for pedestrians. The plan identified a pedestrian route network and used the following criteria to prioritize projects:

- Proximity of trip generators, such as schools, transit routes, and key land uses
 - Does the project provide access to schools or parks, particularly on a suggested route to school or within ¼ mile?
 - Does the project provide access to a facility serving seniors?
 - Does the project lie on the Pedestrian Activity Corridors in a civic area or commercial district?
- Safety and Access
 - Does the project improve a street with a history of pedestrian collisions?
 - Does the project improve a pedestrian crossing?
 - Does the project complete a missing sidewalk on the Pedestrian Activity Corridors?
- Transportation connections to BART or bus service or part of Bicycle Master Plan network
 - Is the project located within 1/2 mile of a BART station?
 - Does the project improve access to bus stops and is it within ¼ mile?
 - Is the project located on the Bicycle Master Plan network?
- Project readiness and feasibility
 - Is there local support for this project?
 - Does the project have outside funding?
- Social and Geographic equity

- Does the project enhance access and/or remove barriers for persons with disabilities?
- Is the project located in a community that has been under-served by previous transportation investments or has health disparities when compared to the rest of the County?

Potential projects could earn up to 15 points based on these criteria. ¹⁵

Berkeley, California

The City of Berkeley is in the process of developing a Pedestrian Master Plan. ¹⁶ According to the Public Review Draft, the following items were used to rank pedestrian projects:

- **Community Access:** Is the project located near key pedestrian generators or attractors, such as civic buildings, neighborhood commercial centers, parks, senior centers, schools, or where land use densities are high?
- **Transit Connectivity:** Is the project located near key transit access points, such as BART and Amtrak connections, AC Transit trunk lines, and AC transit local lines?
- **Usage and Demand:** How many people are walking in the project area? Census Journey to Work data, Space Syntax forecasted volumes were used as measurements.
- **Safety:** Will the project improve safety? Collisions, pedestrian exposure, traffic volumes and speeds were used as measurements.
- **Support and Need:** Is there an identified need for the project, such as already identified in an existing plan or from public comment?

Hillsborough County, Florida

Hillsborough County developed a Sidewalk Master Plan. Candidate projects were prioritized highest if they were in close proximity to pedestrian attractors, such as schools, shopping districts, and transit. Schools were prioritized above all other pedestrian attractors and categorized separately from the other attractors. Subsequently, an addendum to the plan allowed schools to opt-out of sidewalk installation projects. Additionally, a Benefit/Cost ratio was used to score projects. Calculated

benefits included safety improvements, latent pedestrian demand due to attractors, and public input. ¹⁷

Steamboat Springs, Colorado

The Sidewalks Master Plan for the City of Steamboat Springs prioritized new sidewalk and trail facilities. The plan contains weighted criteria, which are listed below and taken directly from page 7 of their document. ¹⁸

Factor	Weight
Along an arterial roadway	3
Along a collector roadway	2
Along a local access roadway	1
Provides access to a school	3
Provides access to a park	3
Provides access to other civic facility	2
In a commercial area	1
In Downtown Pedestrian District	3
In Pine Grove or Curve Pedestrian District	3
In Mountain Base Pedestrian District	3
Completes a missing link	3
Addresses a safety issue	3
Provides access to transit	3
No potential to be funded by adjacent development	2
Serves more than recreational users	1
Matching funds may be available	2
No sidewalk on the other side of the street	2

Source: *City of Steamboat Springs Sidewalks Master Plan*, July 20, 2006, Pg 7.

Champaign, Illinois

In the Sidewalk Master Plan for the City of Champaign, sidewalk gaps are funded without requiring cost sharing from adjacent property owners according to certain criteria. ¹⁹ These criteria, found on pages 4 to 5 in the document, include:

- Gaps within one block of schools
- Gaps that are less than one block face when supported by adjacent property owners
- Other safety problems,

- On arterial streets on one side of the roadway if no sidewalk exists and there are no policies or agreements that contradict.

Prioritization Process and Criteria

The overarching goal of this prioritization process was to create a decision-making apparatus in order to allocate scarce funds on an annual basis. As such, it sought to identify locations with the greatest needs and those that would benefit the greatest number of people to make Menlo Park a safe, comfortable, and walkable community.

Development of Prioritization Process for Menlo Park

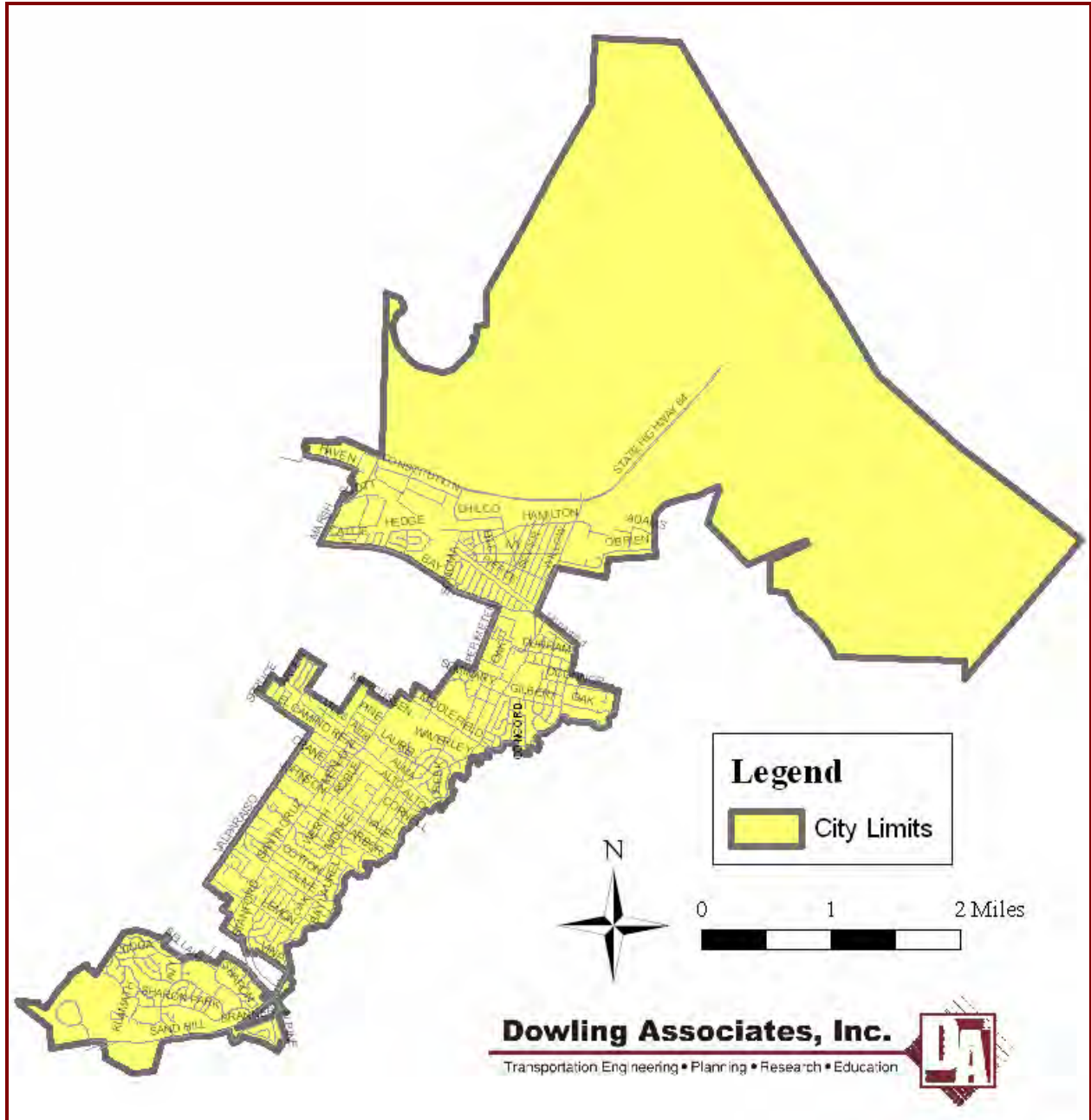
The prioritization process was developed with input from City Staff, residents of Menlo Park, the Transportation Commission, and the City Council. It was developed in two steps and focused on roadways within Menlo Park's jurisdiction, as shown in Figure 1.

- The first step identified Important Community Destinations (i.e. schools, parks, downtown shops, etc.).
- The second step was to identify Priority Streets, which were roadways chosen for their access and importance to the connectivity of the City's overall pedestrian network.
- The third step developed the Prioritization Criteria and Process. This became a ranking system based on five major weighted criteria. These criteria are applied to segments where there are no standard walkways or only partial standard walkways. Priority Streets fed into the Priority Criteria. While all roadways were inventoried, only those with partial sidewalks or no sidewalks were subject to the prioritization process. Segments with continuous sidewalks on both sides of the roadway were not subject to the prioritization process, as the focus of this effort was on identifying the most seriously inadequate pedestrian facilities.

Identification of Priority Streets began with input from City Staff using a satellite photographs and maps labeled with Important Community Destinations, such as schools, parks, retail centers, and so forth. This map, overlaid with the initial Priority Streets, was then presented at a Community Workshop and further refined with input from attendees. Minor

adjustments to the Priority Street system were then recommended by the Transportation Commission and incorporated, where appropriate.

Figure 1: Menlo Park City Boundary and Roadways



Development of the Priority Criteria began with input from the public at the Community Workshop and from a voluntary survey that was made available on the internet from the City of Menlo Park's website. City Staff worked together with Dowling Associates to transform the Priority Criteria into a weighting system and present it to the Transportation Commission. Transportation Commission members formed a subcommittee to review a sample of pilot-tested results using the Priority Criteria and then made recommendations for further refinement. The final Priority Criteria were presented to City Council and approved.

Priority Streets

As stated, Priority Streets were identified as those roadways that provide network connectivity and access to important pedestrian destinations, such as schools, parks, and downtown. The Priority Streets make up over a third of the roadways under Menlo Park's jurisdiction. The identification of these Streets was born out of input from citizens of Menlo Park and City Staff. Figure 2 shows the final Priority Streets map.

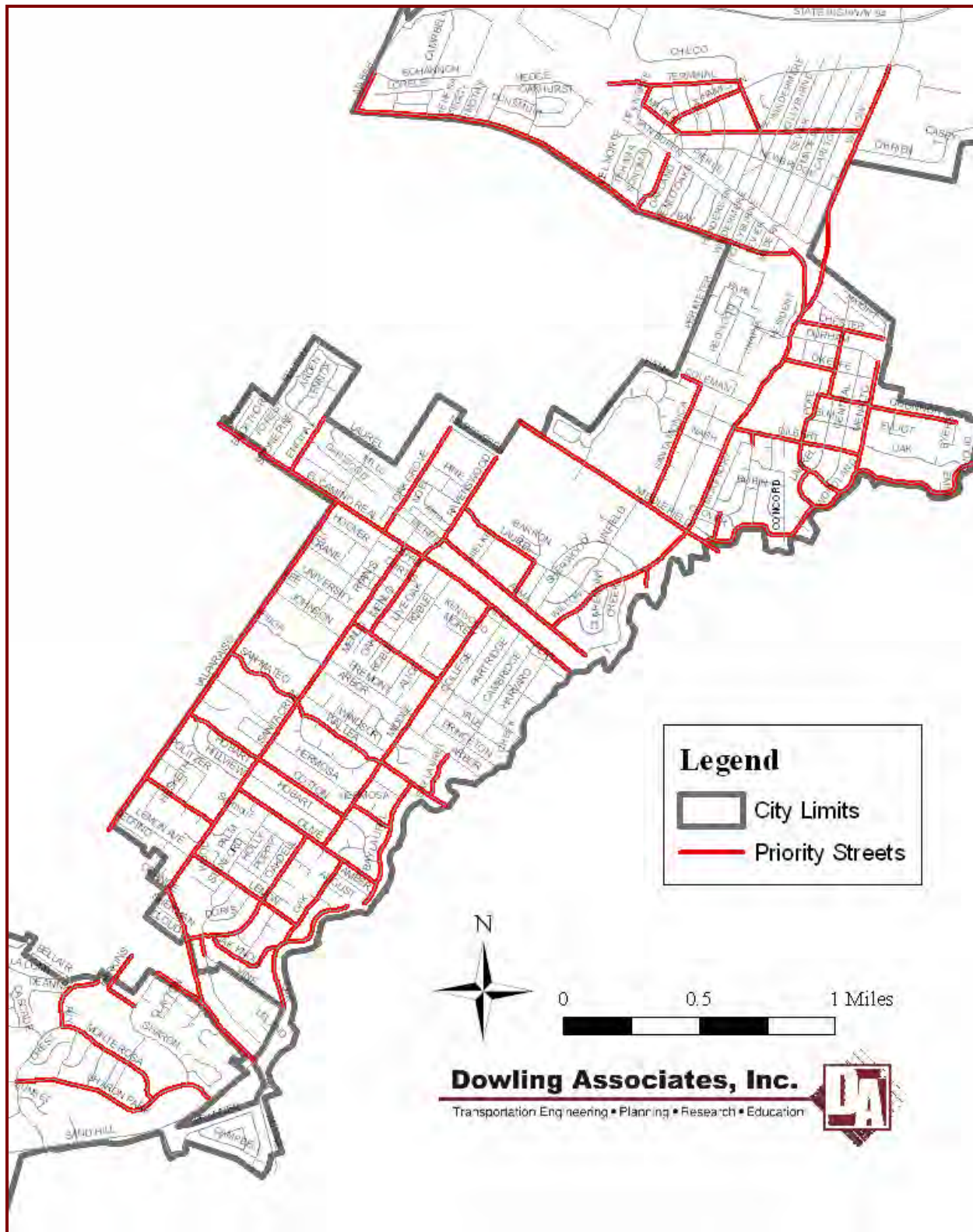
Future Considerations

The City of Menlo Park has current studies that may have an impact on the rankings in this report; The El Camino Area Visioning Project and The Willows area neighborhood traffic study results may recommend non-standard sidewalks or other options.

Railroad-related projects, such as high-speed rail and grade separation at crossings, may also influence the rankings in this report.

Some of the inventoried segments are within the City of Menlo Park boundaries, however other agencies have jurisdiction. El Camino Real, sections of Marsh Road, Willow Road, and Sand Hill Road are under the jurisdiction of California Department of Transportation (Caltrans).

Figure 2: Menlo Park Priority Streets



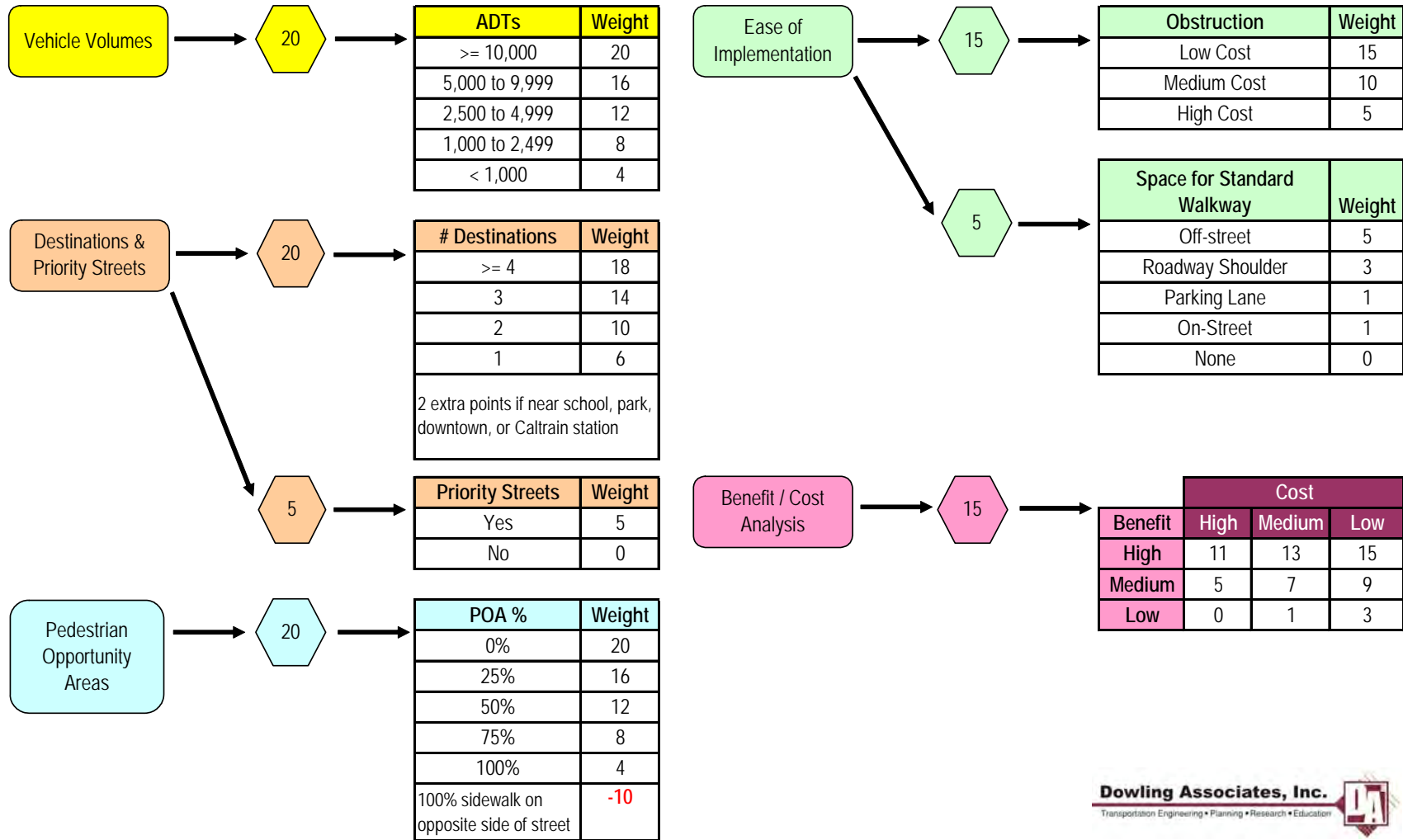
Priority Criteria

The prioritization process used a weighted system of five Priority Criteria. The prioritization process was applied to each side of the roadway of all segments in Menlo Park that lacked continuous standard walkway facilities, such as sidewalks or pathways. Segments containing continuous sidewalks were not evaluated. The total possible ranking was 100 for each side of the roadway, or 200 for each roadway segment. These criteria are as follows:

- Vehicle Volumes
- Destinations and Priority Streets
- Pedestrian Opportunity Areas
- Ease of Implementation
- Cost/Benefit Analysis

The ranking created an initial assessment of walkway conditions and needs in Menlo Park. The Priority Criteria and weighting system are discussed in more detail below and summarized in Figure 3.

Figure 3: Summary of Priority Criteria



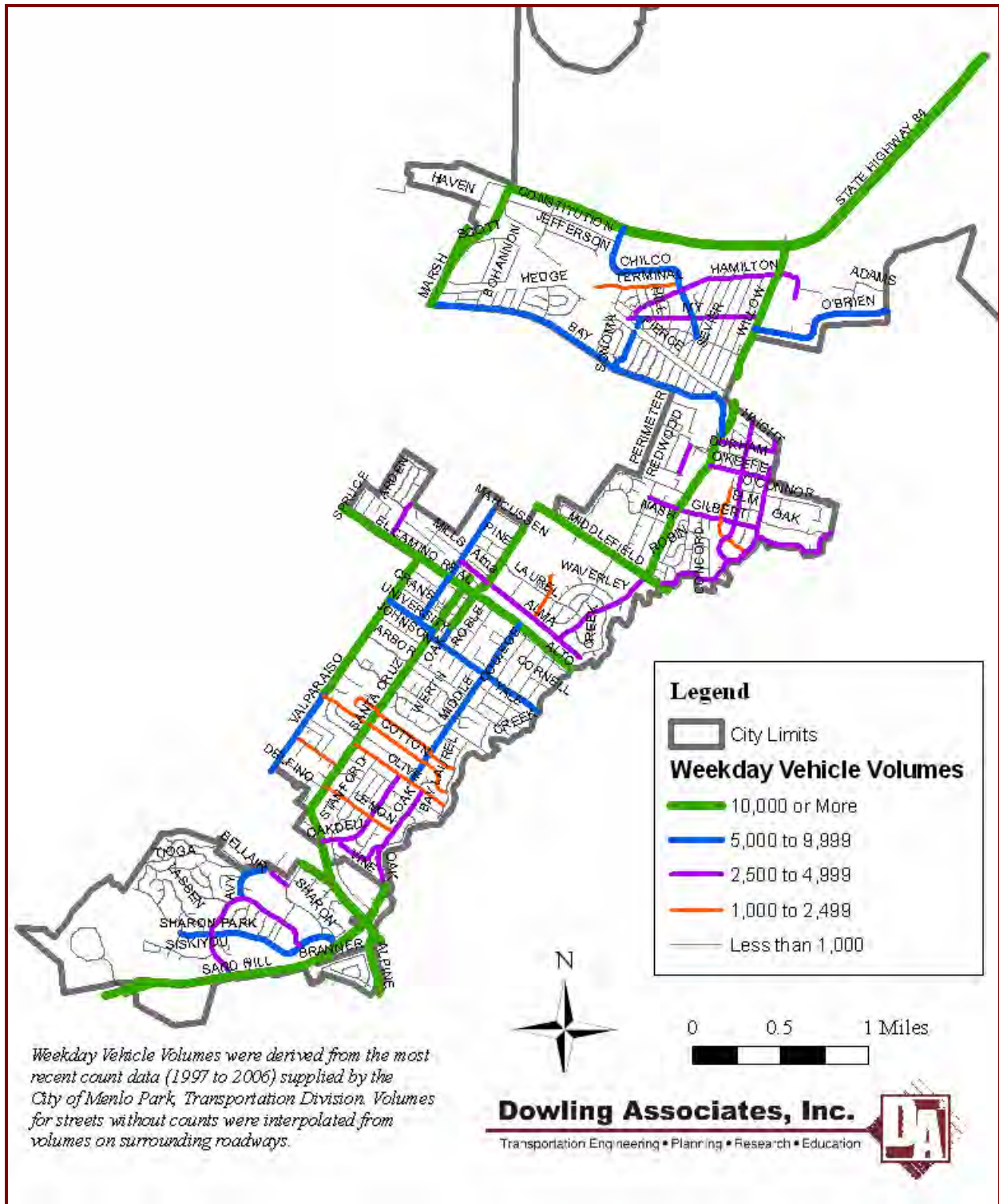
Vehicle Volumes

Higher vehicle volumes tend to create more issues for pedestrians in terms of safety and comfort. Therefore, the lack of standard walkway facilities on higher volume roadways was ranked higher than those on lower volume roadways. This criterion had a maximum of 20 points and ranked potential walkways on segments as follows:

Average Daily Traffic (ADT)	Weighting
≥ 10,000	20
5,000 to 9,999	16
2,500 to 4,999	12
1,000 to 2,499	8
< 1,000	4

While the overall goal of this prioritization system is geared towards proactively identifying hazardous and uncomfortable pedestrian environments, “vehicle volumes” served as a primary proxy for “safety” as well as discomfort. Why do we need such a proxy? The reason for this is that pedestrian volumes and pedestrian-involved collision records are sparse in Menlo Park. Thus, it would be difficult to rely solely on vehicle collision records to develop a weighting system based on safety, especially absent pedestrian volume information. Additionally, vehicle collision records do not capture pedestrian comfort levels. Therefore, vehicle volumes, viewed in relation to the other criteria representing the quality of the pedestrian facilities, were used to capture potential safety issues and pedestrian discomfort. A summary of vehicle volumes is shown in Figure 4.

Figure 4: Vehicle Volumes



Destinations and Priority Streets

Prioritizing pedestrian access to a number of destinations and on the Priority Streets were important goals. Sidewalk rankings were weighted so that roadways containing numerous destinations and/or identified as Priority Streets received higher rankings. Additionally, roadways near schools, parks, downtown, or the Caltrain station received higher priority.

This criterion had a maximum of 25 points and was evaluated using two sub-categories, proximity to destinations and priority streets.

Proximity to Destinations

Segments were analyzed to determine if they were within ¼-mile of the following destinations:

- Schools
- Parks
- Downtown
- Caltrain station
- Community centers
- Major retail centers
- Food and neighborhood commercial centers
- Employment centers
- Churches/ religious institutions

Most of these destinations are shown in Figure 5. Additionally, marked bus stops were considered a destination for the roadway segment on which they were located.

The weighting calculated the number of destinations as follows:

Number of Destinations	Weighting
4 or more destinations	18
3 destinations	14
2 destinations	10
1 destination	6
Near schools, parks, downtown, and/or the Caltrain station	2 extra points

Roadways within ¼ -mile of schools, parks, downtown, and/or the Caltrain station will receive an additional 2 extra points.^a

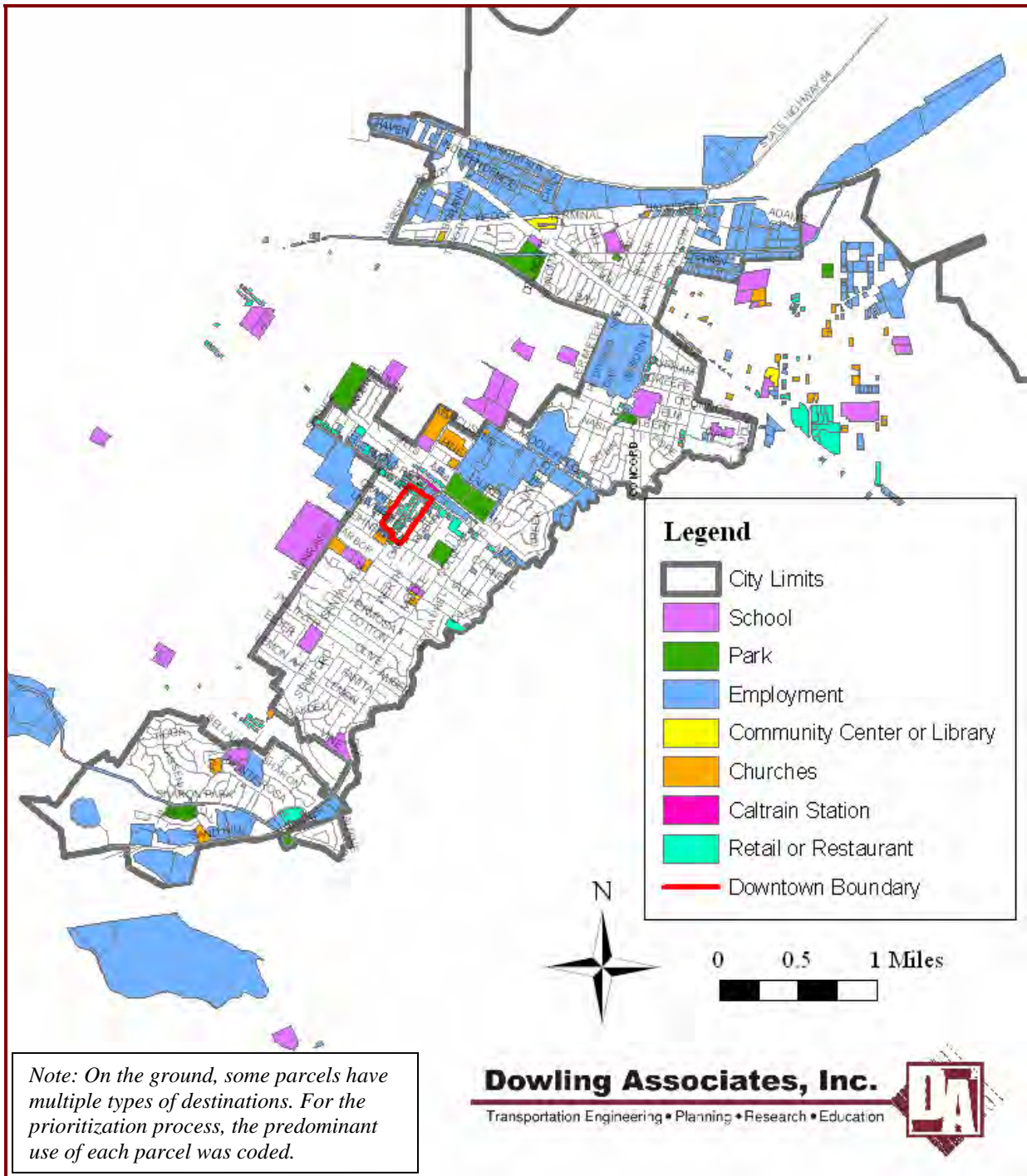
Priority Street

Missing walkways on the Priority Street network, as pictured in Figure 2, received higher ratings, as follows:

Priority Street	Weighting
Yes	5
No	0

^a For example, a roadway within ¼ mile of a school, park, and retail center will receive a rating of 16 (14 points for 3 destinations plus 2 points total for the school and park). A roadway segment containing a bus transit stop and within ¼ mile of a church and a library will receive a weighting of 14 points (for 3 destinations).

Figure 5: Destinations in or near Menlo Park



Pedestrian Opportunity Areas

This criterion prioritized roadways for which there was a lack of continuous standard walkway facilities. The data collection determined the existence of Pedestrian Opportunity Areas (POAs). POAs are informal places to walk off-street that may consist of gravel, grass or compacted dirt. This criterion had a maximum of 20 points and was collected for each side of the roadway.

Segments lacking sidewalks and POAs received higher rankings, but the existence of standard walkways on the opposite side of the street subtracted points. Segments sides lacking sidewalks and with 0% POA received the full 20 points because it was assumed that pedestrians on that side are forced to walk in the roadway and are thus exposed to more hazardous conditions. For calculation purposes in the prioritization process, partial sidewalks were calculated as POAs.^b The weighting system is as follows:

Presence of Pedestrian Opportunity Area (Informal walking area off-street)	Weighting
0%	20
25%	16
50%	12
75%	8
100%	4
100% Standard walkway on opposite side of street	Minus 10

Ease of Implementation

This criterion was used to rate the existence of physical barriers and/or obstructions and availability of off-street space for a standard walkway. Lower cost obstructions and the availability of space for a standard walkway resulted in a higher rating.

This criterion had a maximum of 20 points and was evaluated using two sub-categories, obstruction costs and availability of space for standard walkway.

^b For example, a roadway segment with 25% sidewalk and 25% POA on one side of the street was calculated for this criterion as being 50% POA. Another example, a roadway segment with 75% sidewalk and 0% POA was calculated for this criterion as being 75% POA.

Obstruction Costs

The first sub-category was obstruction costs, which were based on the types of obstructions found off-street where pedestrians may walk and where a standard walkway might be located. The quantities of each obstruction were not collected as this level of detail was deemed unnecessary for the prioritization process. The rankings were assigned as follows:

Obstruction Cost	Obstruction Type	Weighting
Low Cost	Parked cars, grass/ivy/loose dirt	15
Medium Cost	Formal landscaping, fencing/gates, street furniture, bus shelter	10
High Cost	Utility poles, utility boxes, culverts/storm drain, mature trees	5

In cases where off-street areas had multiple obstruction types, the highest cost obstructions were used for the prioritization process.

Availability of Space for Standard Walkway

The second sub-category was availability of space for standard walkway. It captures potential locations along the roadway where standard sidewalks could possibly be installed. The minimum width needed for a standard sidewalk is five feet, with no less than three feet allowed at intermittent locations. The rankings were assigned as follows:

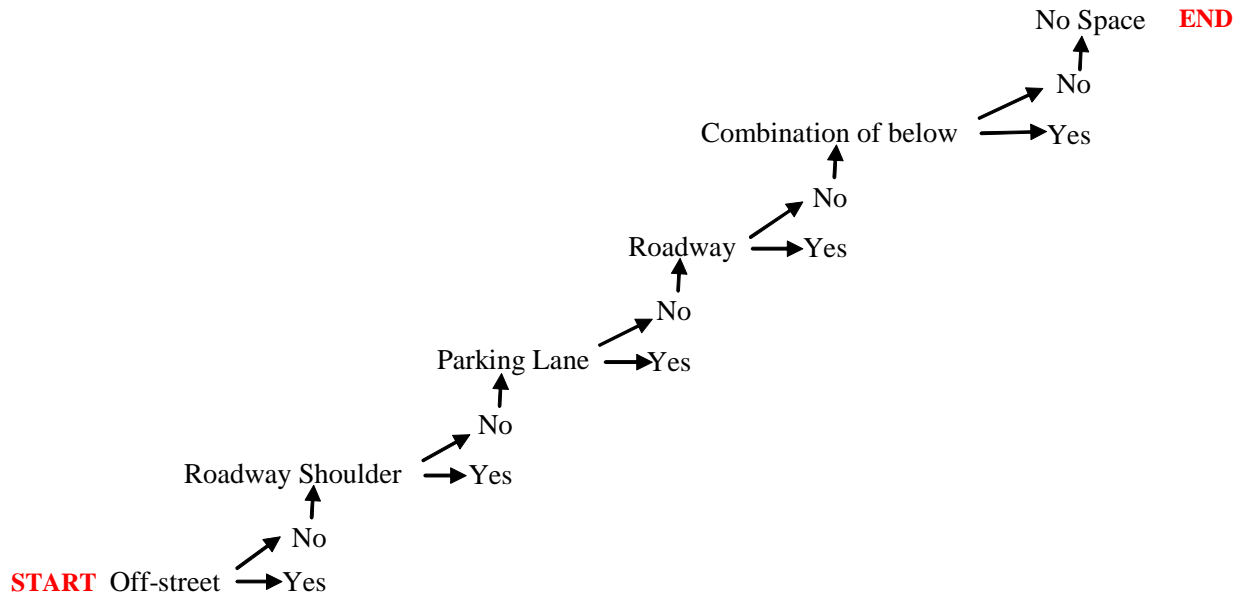
Availability of Space for Standard Walkway	Weighting
Yes, off-street	5
Yes, on roadway shoulder	3
Yes, on-street (wide roadway – no changes to travel lanes or on-street parking)	1
Yes, removal of permanent parking	1
No	0

The process was evaluated as a hierarchy, meaning that availability of space was assessed for the highest weighted category. Figure 6 shows the data collection process.

There was potential for adequate width to only be available with a combination of two or more categories. For example, there may have been two feet available off-street and two feet available in the parking lane. For combinations, the

prioritization process would use the lowest weighted category to rank. In the example presented, the parking lane would determine the weight assigned.

Figure 6: Availability of Space for Walkway Hierarchy



Benefit/Cost Analysis

A generalized benefit / cost analysis was performed to rate this criterion. Costs were assessed as High, Medium, or Low and Benefits were assessed similarly. Costs generally implied construction costs of a project and were determined from the previous sub-category of obstruction costs. Benefits were also ascertained generally using proximity to certain types of destinations as a proxy for pedestrian volumes. This criterion was used to rate the ratio between costs and benefits and assigned higher points for segments with larger benefits. This criterion had a maximum of 15 points and was weighted as follows:

	High Cost	Medium Cost	Low Cost
High Benefit	11	13	15
Medium Benefit	5	7	9
Low Benefit	0	1	3

Descriptions of benefits and costs are as follows:

Benefits

High Benefit – Residents from all areas of Menlo Park and school children will make use of the walkway facilities, providing pedestrian access to schools, parks, the Caltrain station, and the downtown area within ¼ mile.

Medium Benefit – These segments provide pedestrian access to bus stops, or are within ¼ mile of libraries, community and senior centers, major retail centers, neighborhood commercial centers, employment centers, or religious institutions.

Low Benefit – Only residents in close proximity will make use of the walkway facilities. The roadways are not within ¼ mile of destinations and do not contain bus stops.

Costs

High Cost – Requires the relocation of utility poles and boxes, mature trees, and/or storm drains.

Medium Cost – Requires the removal or relocation of street furniture, bus shelters, fencing, and/or formal landscaping.

Low – Requires removal of grass, ivy, or other informal foliage and will prevent cars from parking in the pedestrian right of way.

Data Collection and Inventory

An inventory of walkway facilities on all roadways in Menlo Park, which consisted of 1,203 segments, was conducted. Off-road trails and paths were not surveyed. The field data collected was based on the Priority Criteria, as already detailed above.

Data Collection

Equipment

Field data was collected using GIS-enabled mobile handheld devices, which provided direct transference from data collection units to the City of Menlo Park's GIS database.²⁰ Surveyors entered information into the handheld devices on every roadway segment for each side of the roadway.

Data Collected

Data was collected February and March of 2008. Surveyors noted the following for each side of the roadway:

- Existence of bike lanes
- Existence of marked bus stops
- Presence of sidewalk or standard walkway, which was only noted if a facility looked as if it were intentionally provided for pedestrian circulation. The following details were collected:
 - Percent walkway;
 - Curb type (vertical, rolled, gutter/valley, none);
 - Material type (concrete, asphalt, brick);
 - Walkway buffers (hardscape or softscape); and
 - Address locations of small gaps in sidewalk or standard walkway when standard walkway was at least 75%, wherever possible.

It should be noted that obstructions in sidewalks or standard walkways **were not** collected.

- Presence of Pedestrian Opportunity Areas (POA), which provide pedestrians with an informal place to walk off-street. Typically, these were asphalt, gravel, or compacted dirt areas that did not appear to be

intentionally created for pedestrian circulation. The following details were collected:

- Percent POA;
 - Curb type (vertical, rolled, gutter/valley, none);
 - Material type (compacted dirt, gravel, asphalt);
 - Obstructions in POA and off-street areas; and
 - Availability of space for standard walkway (off-street, in roadway shoulder, in on-street parking lane or on roadway).
- The type of obstructions found in POAs and off-street areas were identified to help ascertain costs and availability of space for installing standard walkways. These included the following:
 - Utility poles
 - Utility boxes
 - Mature trees
 - Formal landscaping
 - Fencing or gates
 - Culverts or storm drain
 - Street furniture
 - Bus shelter
 - Parked cars
 - Grass, ivy, or loose dirt (foliage)

Inventory

Upon completion of data collection, the information was transferred into GIS for analysis. Other data, such as daily vehicle volumes and destinations, were provided by City Staff. Of the 1,203 Menlo Park segments surveyed, under half (46%) have continuous (100%) sidewalks on both sides of the roadway. These locations are shown in Figure 7. Partial sidewalks were found on at least one side of the roadway on some segments, as shown in Figure 8. Figure 9 displays the segments that have no sidewalk on at least one side of the roadway.

Figure 7: 100% Sidewalk on Both Sides of Roadway

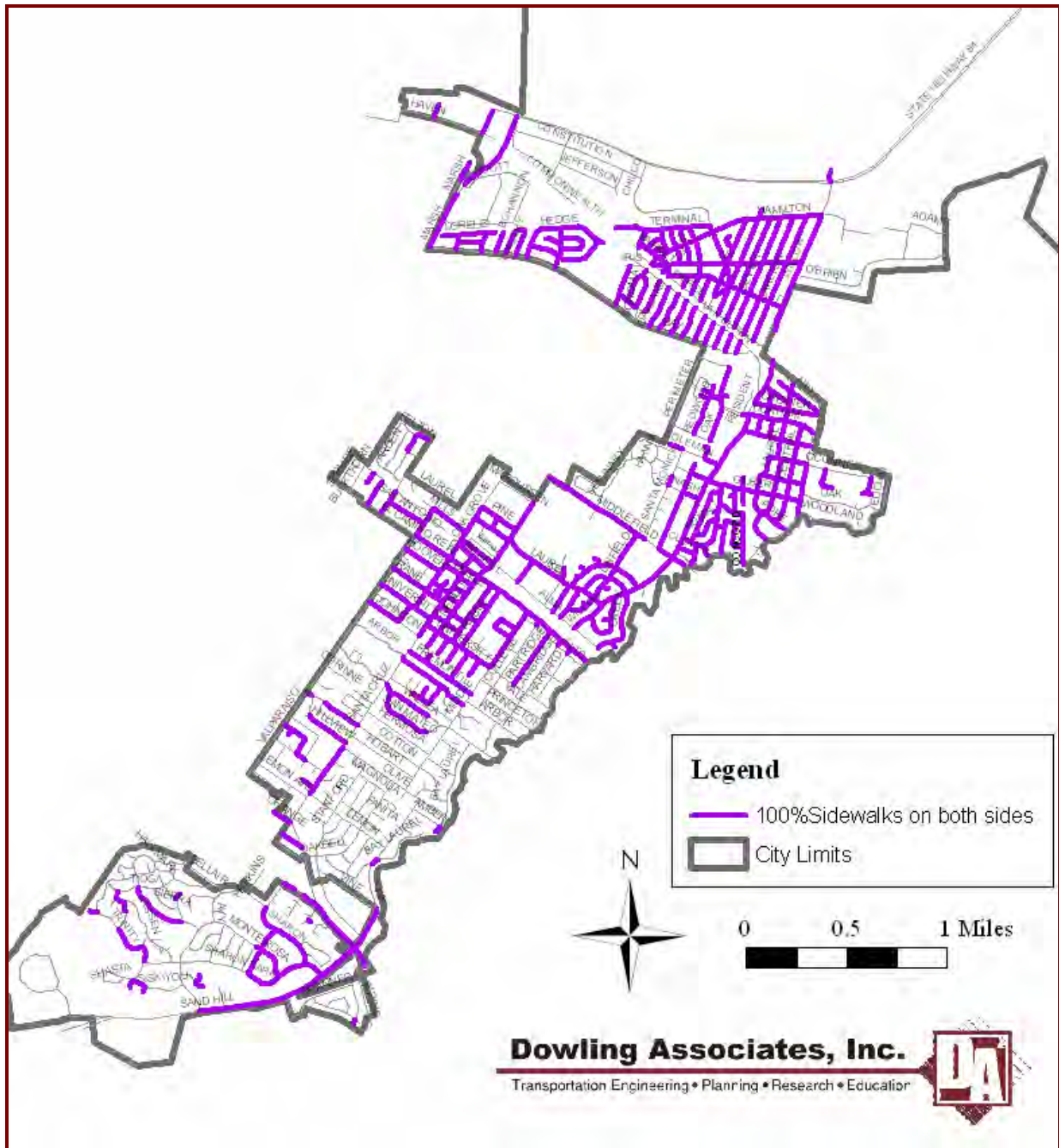


Figure 8: Partial Sidewalks – At Least One Side of Roadway

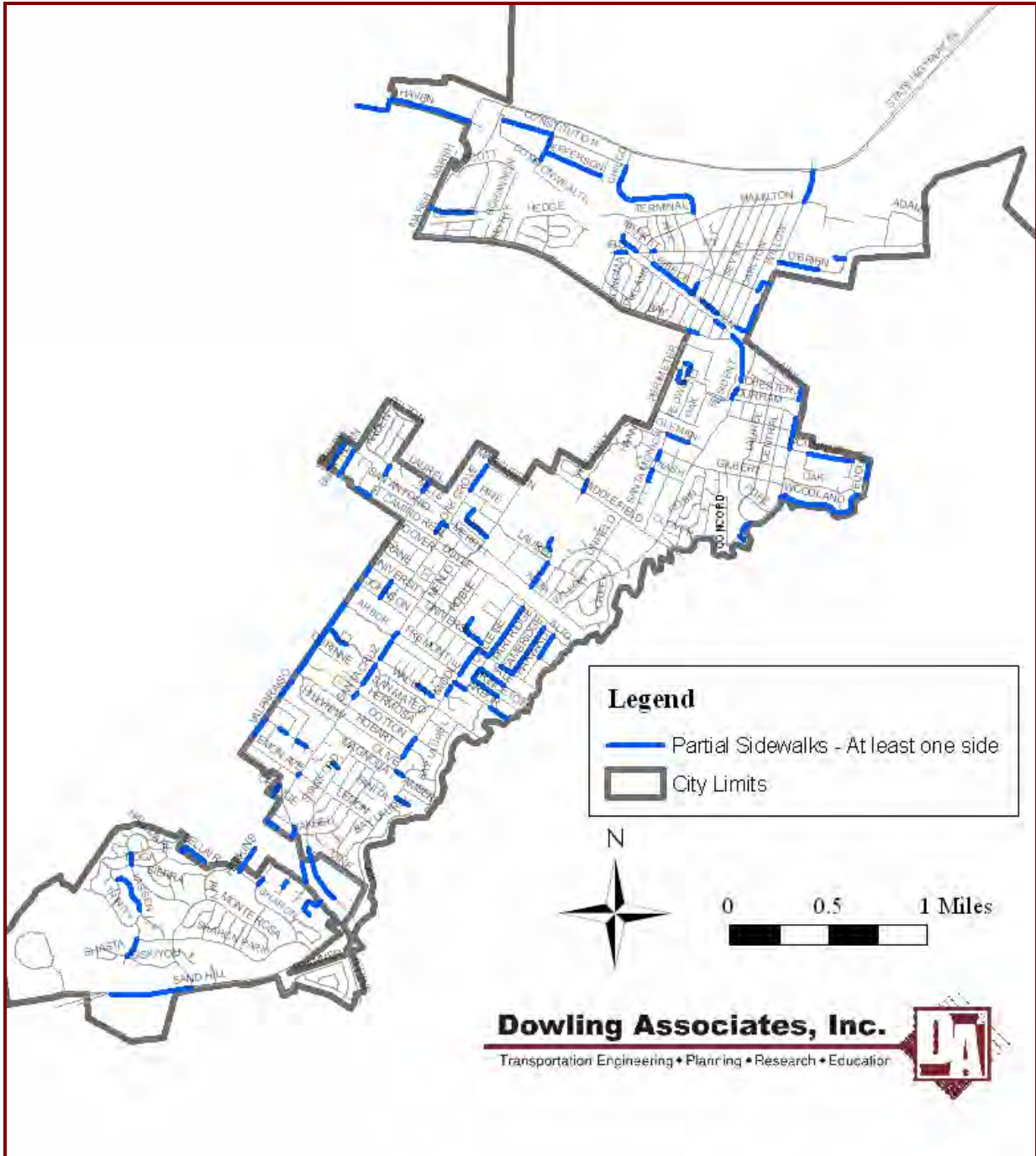
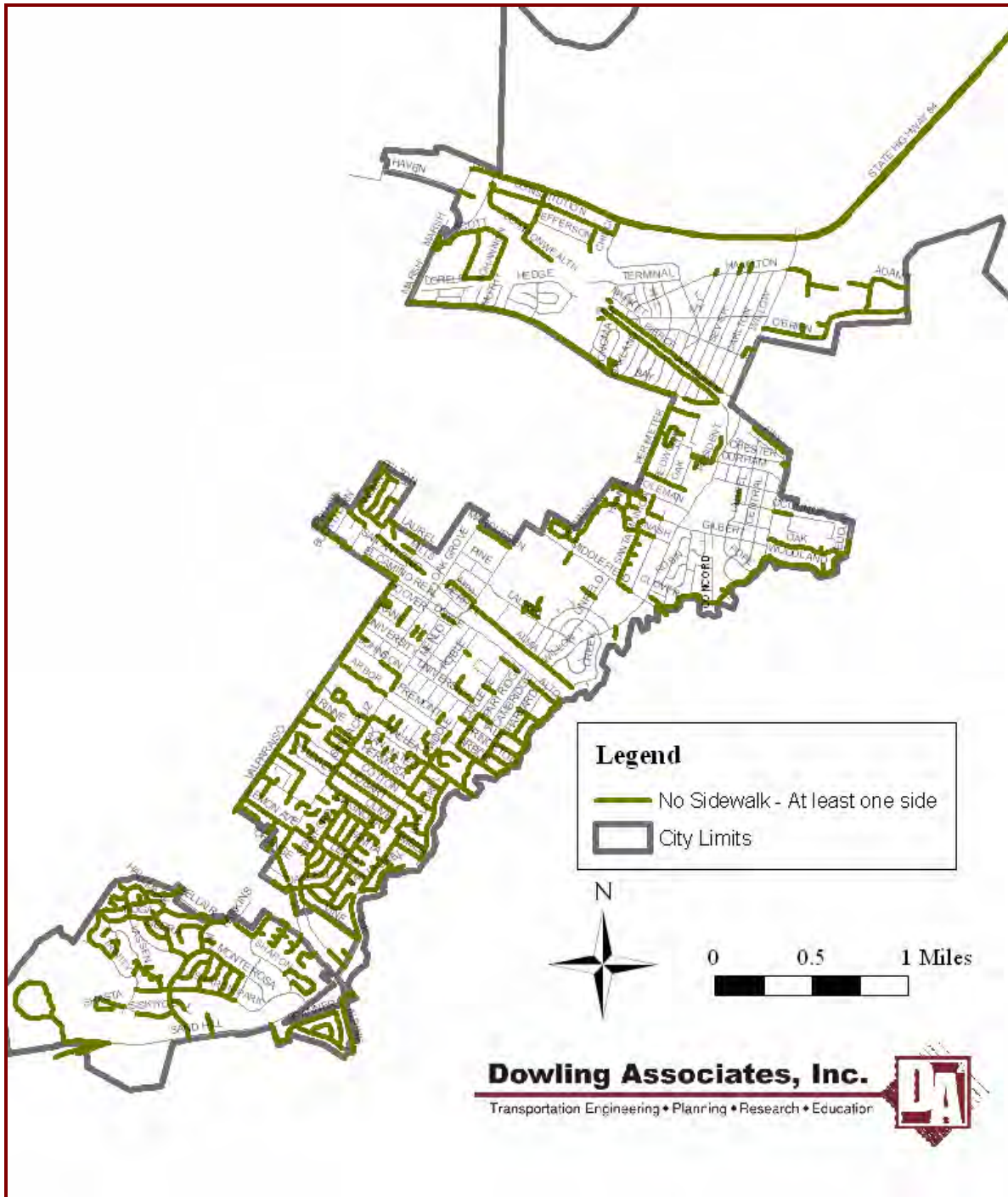


Figure 9: No Sidewalk – At Least One Side of Roadway



Action Plan

This section focuses on implementation and funding for Menlo Park's Sidewalk Master Plan.

Rankings Overview

Each roadway segment was ranked using the prioritization process, as detailed previously. It was found that segments ranked from as low as 8 to as high as 153. Each segment was placed into one of three groups: high ranking (100 to 153), medium ranking (50 to 99), and low ranking (8 to 49).

Due to fiscal constraints, physical obstructions, and politics, standard sidewalk installations may not be possible or desirable on every roadway. This may be the case on streets with low vehicle volumes and limited access, such as cul-de-sacs or dead-end roadways. In other instances, standard sidewalks may be installed in spite of property owner objections because of overriding considerations for the importance of implementing a cohesive pedestrian network.

Below are descriptions of standard sidewalk projects and "Home Zones", which is an alternative to standard sidewalk projects.

Standard Sidewalk

Generally, sidewalks shall be provided on at least one side of the roadway, preferably on both sides wherever possible. Sidewalks must generally provide four-feet of clear width for pedestrian circulation. Although the City standard of five feet is recommended, three feet of clear width is allowed at choke points where there are obstructions, such as trees or utilities. On roadways with high vehicle volumes or a preponderance of obstructions, a buffer zone between the sidewalk and roadway is recommended. Sidewalks may consist of concrete, asphalt, brick, or some combination of these materials. Generally, vertical curbs and gutters are recommended to dissuade vehicles from parking in the pedestrian right-of-way, which tends to occur with rolled and gutter/valley curbs. Sidewalk installations at intersections will also require pedestrian curb ramps with

high-contrast, detectable warnings, as per the Americans with Disabilities Act (ADA).

Home Zones

There are many streets in Menlo Park where it may prove difficult to construct an off-street walkway, due to the presence of many fixed obstructions or property owner objections. Nevertheless, efforts can still be made to improve the sense of comfort and livability of the street environment for pedestrians and residents. One strategy is to designate certain local neighborhood streets as “Home Zones”, where the street is redesigned so drivers share the road safely with pedestrians.

Home Zones (HZ) are residential streets and spaces designed to slow traffic, creating safe places for residents, pedestrians, children at play, bicyclists, placing priority of the needs of community walkers, strollers or rollers, over vehicle traffic. For more information, go to <http://www.activeliving.org/node/574>.

Unique design features and environmental cues, such as planter boxes, special entryways, narrow lanes and lower speed limits, encourage drivers slow down and share the road. One of the key design principles of Home Zones is to create a sense that the streets belong to residents and pedestrians, and drivers are made to feel like guests and that it is natural to drive under ten miles per hour. This is achieved by such physical and visual measures as:

- Creating clear and distinct gateways that celebrate and enhance the neighborhood’s identity, announcing to drivers that they are "guests" in community space.
- Using features that slow traffic while serving the needs of residents, such as benches, play equipment, landscaping.
- Adding curves to the travel lane to break up the driver’s sight line.

Installing traffic calming measures can also contribute to creating an effective “Home Zone”. For more information, see the City’s policy on traffic calming at http://www.menlopark.org/departments/trn/ntmp_final.pdf. A photo of a Home Zone residential street is contained in the Glossary.

Rankings on Priority Streets

Sidewalks are planned to be installed on Santa Cruz Avenue as part of a project slated for implementation in fiscal year 2008/2009. The future project will cover the segment on Santa Cruz Avenue between Johnson Street and Olive Street.

Rankings

Each roadway segment was ranked and grouped into three categories: High Ranking (100 to 153), Medium Ranking (50 to 99) and Low Ranking (8 to 49). Figure 10 shows sample rankings for four different street segments. Figures 11 through 13 display High, Medium, and Low ranking street segments, respectively. Detailed rankings for each segment are contained in the appendices.

Figure 10: Sample Street Segment Rankings

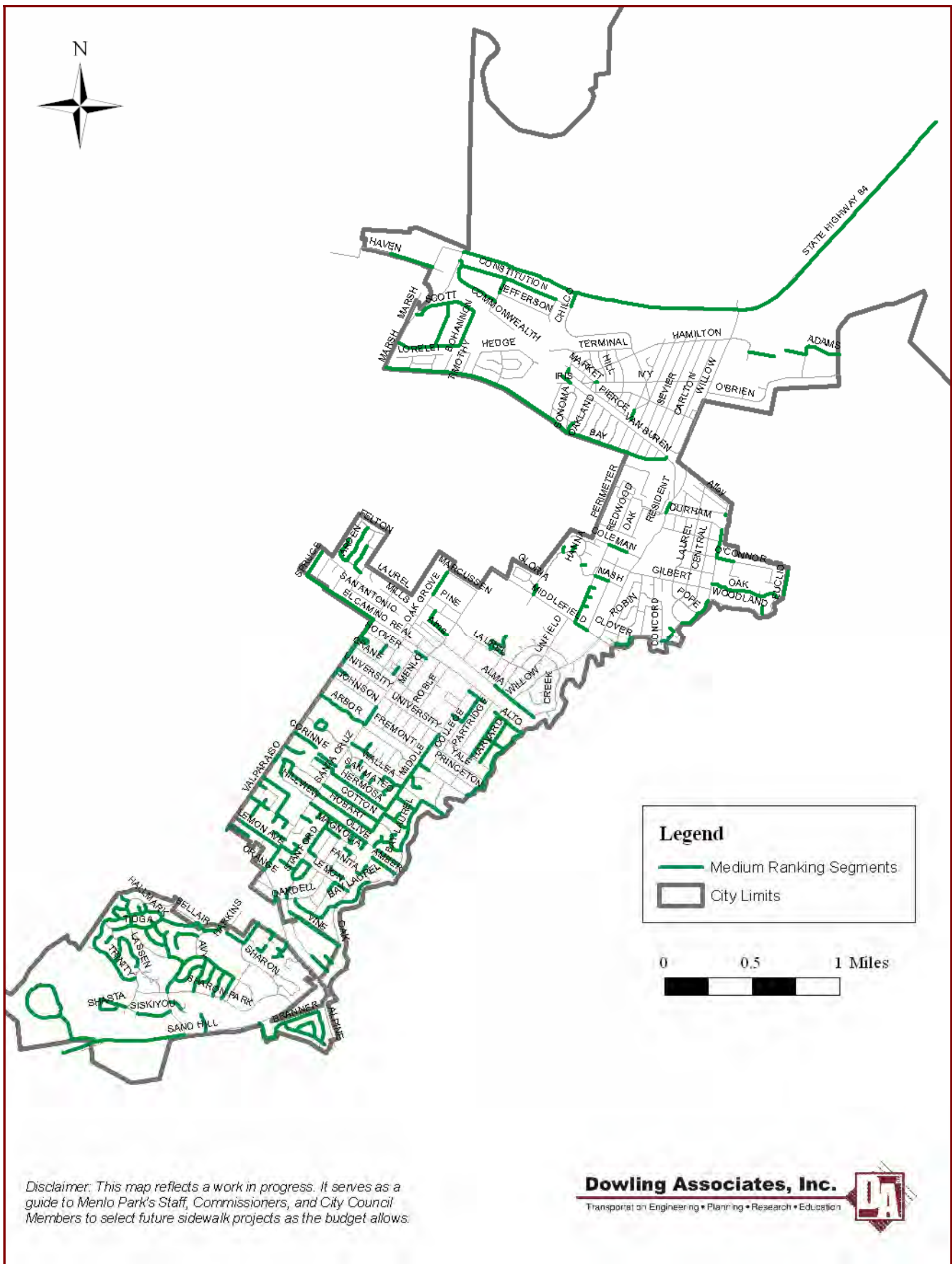
SANTA CRUZ AVE		Johnson to Arbor			
Category	Max Points	Description		Points	
		North Side	South Side	North	South
Vehicle Volumes	20	Over 10,000 vehicles per day		20	20
Destination	20	4 destinations (18 points) plus bonus (2 points)		20	20
Priority Street	5	extra 5 points		5	5
Pedestrian Opportunity Area	20	100% POA (with sidewalk on opposite side of street)	Existing Sidewalk	-6	0
Ease of Implementation	15	High cost to move obstructions	N/A	5	0
Space for Standard Walkway	5	off street space available	N/A	5	0
Cost/Benefit	15	High Cost/Med Benefit	N/A	5	0
Side Totals				54	0
Grand Total				54	

SANTA CRUZ AVE		San Mateo to May Brown			
Category	Max Points	Description		Points	
		North Side	South Side	North	South
Vehicle Volumes	20	Over 10,000 vehicles per day		20	20
Destination	20	2 destinations (10 points) plus bonus (2 points)		12	12
Priority Street	5	extra 5 points		5	5
Pedestrian Opportunity Area	20	50%	50%	12	12
Ease of Implementation	15	High cost to move obstructions	High cost to move obstructions	5	5
Space for Standard Walkway	5	No space available	Roadway shoulder	0	3
Cost/Benefit	15	High Cost/Med Benefit	High Cost/Med Benefit	5	5
Side Totals				59	62
Grand Total				121	

BAY LAUREL		Arbor to San Mateo			
Category	Max Points	Description		Points	
		North Side	South Side	North	South
Vehicle Volumes	20	Less than 1000 vehicles per day		4	4
Destination	20	4 destinations (18 points) plus bonus (2 points)		20	20
Priority Street	5	extra 5 points		5	5
Pedestrian Opportunity Area	20	25%	25%	16	16
Ease of Implementation	15	High cost to move obstructions	High cost to move obstructions	5	5
Space for Standard Walkway	5	No space available	No space available	0	0
Cost/Benefit	15	High Cost/Med Benefit	High Cost/Med Benefit	5	5
Side Totals				55	55
Grand Total				110	

WOODLAND AVE		Menalto to Emma			
Category	Max Points	Description		Points	
		North Side	South Side	North	South
Vehicle Volumes	20	2,500 to 4,999 vehicles per day		12	12
Destination	20	4 destinations (18 points) plus bonus (2 points)		20	20
Priority Street	5	extra 5 points		5	5
Pedestrian Opportunity Area	20	0%	100%	20	4
Ease of Implementation	15	High cost to move obstructions	High cost to move obstructions	5	5
Space for Standard Walkway	5	No space available	Roadway Shoulder	5	5
Cost/Benefit	15	High Cost/Med Benefit	High Cost/Med Benefit	5	5
Side Totals				72	56
Grand Total				128	

Figure 12: Medium Ranking Segments



Next Steps

Street segments prioritized and listed above should serve as a platform for discussion. However, there may be other considerations to take into account that the prioritization process didn't cover, such as property owner agreement. The next steps may include re-ordering prioritized rankings due to overriding considerations, developing detailed design plans and cost estimates for proposed projects each fiscal year, and conducting surveys to gauge community support.

Program Recommendations

Education and enforcement work together to inform all road users of their rights, responsibilities, and transportation options.

Education and Awareness

One strategy to create a more walkable community is to employ programs that educate all road users of their rights and responsibilities as pedestrians, bicyclists, and motorists. Additionally, programs that reinforce the benefits of and provide incentives for walking may be promoted.

For the Kindergarten through Eighth-grade school level, several programs may be promoted. Participation in International Walk to School Week, visits by police officers, incorporation of material and contests into the education curriculum, and walking school buses can be used to extol the benefits walking safely. The National Center for Safe Routes to School website has numerous recommendations for communities and schools. <http://www.saferoutesinfo.org/>

The Mobility Education Foundation targets high school students and seeks to reform driver education classes for a more holistic approach to transportation education. Mobility education makes sure that all new drivers understand the experience of people on foot, bike, and transit and works to afford greater respect to those modes. Additionally, topics such as economics and environment are folded into the curriculum. The Mobility Education Foundation website has some useful information at <http://www.mobilityeducation.org/>

The City of Menlo Park may use its website, public meetings, and circulars to remind motorists, pedestrians, and bicyclists of

their responsibilities as road users. Such information can be based on primary collision factors, typical moving violations, and reminders to obey the speed limits. The City may also choose to target information in certain areas, such as where parked vehicles are found in the pedestrian rights-of-way, to remind residents about keeping walkways clear. Finally, The City may decide to conduct an awareness campaign to inform property owners of their responsibilities for maintaining and repairing sidewalks bordering their property and to ensure that landscaping and foliage does not impede pedestrian circulation.

Enforcement

The City of Menlo Park may choose to target enforcement activities, such as pedestrian sting operations, to warn or cite motorists who violate pedestrian right-of-way laws. The City may also want to clearly prohibit parking in pedestrian rights-of-way, a common problem where rolled and gutter/valley curbs are found, and provide enforcement by issuing tickets and towing cars away. Additionally, The City may decide to assign a staff person whose primary concerns are to ensure that new pedestrian facilities are built to current standards and that existing pedestrian facilities are maintained.

Zoning Recommendations

A great way to help create a more walkable community is to ensure that pedestrian facilities are included in all future development and redevelopment. Changes to Menlo Park's zoning are recommended to ensure the construction and developer funding of sidewalks. In cases where there are no existing sidewalks adjacent to a development, the City of Menlo Park may choose to establish a sidewalk fund into which the developers pay their fair share for future walkway installations along the roadway. For an example see Charlottesville Zoning ordinance in the appendix.

Inter-Departmental Staff Team Recommendations

We recommend the City of Menlo Park create an Inter-department staff team to respond in a timely manner to repair and construction issues related pedestrian facilities, including meeting ADA requirements. There should be at least one staff person who would be primarily concerned with ADA compliance in existing and new pedestrian facilities, as well as addressing

pedestrian-related complaints. While the majority of staff may come from the Public Works Department, there should also be a member of staff involved in development review to ensure coordination with current and future development plans and ordinances.

Capital Improvement Program

Pedestrian projects and enhancements identified in this Sidewalk Master Plan and in future revisions should be included in the Menlo Park's Capital Improvement Program. This may be accomplished by a combination of funding capital and maintenance efforts, providing matching monies for competitive grants, and/or integrating pedestrian features into larger public projects. Menlo Park Staff should continue to evaluate pedestrian complaints and make recommendations for improvements. Menlo Park should also continue the Sidewalk Repair and Sidewalk Accessible Programs. These ongoing programs consist of two projects, respectively: 1) replacing sidewalk sections made hazardous by City tree roots and 2) removing sidewalk offsets that are trip hazards. The 2007-08 Sidewalk Repair Program will include only the sidewalk replacement project, which has a large inventory of areas to address. Conversely, the Sidewalk Accessible Program is a year ahead of its five-year schedule to cover the City.

Cost Estimates

All cost estimates are based on 2007 dollars and are at a planning level. Amounts are subject to further refinement once feasibility and engineering work has been completed, or as budget conditions change within the City. Furthermore, as time goes on, adjustments should be made for increases in construction due inflation and the rising cost of materials. As a benchmark, the City of Portland considers an 8% per year increase in project cost estimates.

Pedestrian unit costs are presented in Table 1 below. These costs are the basis for the planning-level cost estimates used in the following tables.

Table 1: Walkway Basic Unit Costs

Item	Unit	Unit Cost
Sidewalk - 10' Wide	LF	\$90
Sidewalk - 5' Wide	LF	\$45
Curb & Gutter	LF	\$35
Curb Ramp (Diagonal, per corner)	Each	\$2,000
Curb Ramp (Perpendicular, per corner)	Each	\$5,000
Detectable Warning/Truncated Domes	Each	\$400
Resurface Sidewalk - 5' Wide	LF	\$40
Sidewalk Widening	LF	\$46

LF = Linear Foot; 2007 cost estimates

Citywide Cost Estimates

Cost estimates were calculated assuming five-foot wide sidewalks and vertical curb with gutter will be installed on both sides of the street wherever there are currently no sidewalks. Additionally, it was estimated that diagonal curb ramps with truncated domes would need to be installed on at least two intersection corners for each segment requiring sidewalks. Home Zones may be installed in place of sidewalks on neighborhood streets, which may cost less money. Wider sidewalks, buffers, perpendicular curb ramps, obstruction removal and relocation, and other amenities such as pedestrian-scaled lighting may be installed on roadways with more pedestrian volumes, which would increase project costs. The total cost to install sidewalk citywide is estimated at \$45,000,000.

Funding

This section covers optional funding sources, from federal to the local level that may be used to fund sidewalk installations. These funding sources are described below and summarized in a table at the end of this section.

Federal Funding Sources

SAFETEA-LU

The primary federal source of surface transportation funding, including pedestrian facilities, is **SAFETEA-LU**, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. SAFETEA-LU is the fourth in a series of Federal transportation funding bills. The \$286.5 billion SAFETEA-LU bill, passed in 2005, authorizes federal surface transportation programs for the five-year period between 2005 and 2009.

SAFETEA-LU funding is administered through the State (Caltrans and Resources Agency) and The San Francisco Metropolitan Transportation Commission (MTC). Most, but not all, of these funding programs are oriented toward transportation rather than recreation, with an emphasis on reducing auto trips and providing inter-modal connections. Specific funding programs under SAFETEA-LU include:

- **Congestion Mitigation and Air Quality (CMAQ)** — Funds projects that are can show a nexus towards attaining national ambient air quality standards in areas that have been designated in non-attainment or maintenance for ozone, carbon monoxide or particulate matter. Since the Bay Area is in “attainment” of national air quality standards for all pollutants except ozone, future Bay Area eligibility for CMAQ allocations is currently being determined.
- **Recreational Trails Program** — \$370 million nationally through 2009 for non-motorized trail projects.
- **Safe Routes to School Program** — A new program with \$612 million nationally through 2009.

- **Transportation, Community and System Preservation Program** — \$270 million nationally over five years (2006-2011) reserved for projects that improve the efficiency of the transportation system, reduce the impact on the environment, and provide efficient access to jobs, services and trade centers, including such projects related to transit oriented developments, calming traffic, etc.
- **Federal Lands Highway Funds** — Federal Lands Highway funds may be used to build pedestrian facilities in conjunction with roads and parkways at the discretion of the department charged with administration of the funds. The projects must be transportation-related and tied to a plan adopted by the State and MTC. Approximately \$1 billion is available nationally for Federal Lands Highway Projects through 2009. [[are their federal lands in MP]]

SAFETEA-LU: www.fhwa.dot.gov/safetealu/index.htm

Pedestrian and Bicycle Information Center

The Pedestrian and Bicycle Information Center (PBIC), publishes a listing of project types and corresponding potential funding sources. The matrix lists 35 different types of pedestrian and bicycle projects and identifies the federal funds that are most appropriate for each type of project. More information can be found at www.walkinginfo.org and the matrix is found at www.walkinginfo.org/pp/funding/gov/popups/matrix.htm. The PBIC is not a funding source.

Statewide Funding Sources

The State of California uses both federal sources (such as the Recreational Trails Program) and its own budget to fund pedestrian projects and programs. In some cases, such as Safe Routes to School, Office of Traffic Safety, and Environmental Justice grants, project sponsors apply directly to the State for funding. In others, such as Bay Trail grants, sponsors apply to a regional agency.

Recreational Trails Program (RTP)

In California, RTP funds are administered by the California State Parks Department. Recreational Trails Program funds may be used for the following:

- Maintenance and restoration of existing trails;
- Purchase and lease of trail construction and maintenance equipment;
- Construction of new trails;
- Acquisition of easements or property for trails; and
- Operation of educational programs to promote safety and environmental protection related to trails (limited to five percent of a State's funds).

\$5.3 million statewide was recommended for fiscal year 2008/2009.

Federal Highway Administration, RTP Program:

www.fhwa.dot.gov/environment/rectrails/index.htm

California State Parks, RTP Guide:

<http://www.parks.ca.gov/pages/1008/files/rtpguide.pdf>

Land and Water Conservation Fund

The Land and Water Conservation Fund is a federal program that provides grants for planning and acquiring outdoor recreation areas and facilities, including trails. The Fund is administered by the California State Parks Department and has been reauthorized until 2015.

Cities, counties and districts authorized to acquire, develop, operate and maintain park and recreation facilities are eligible to apply. Applicants must fund the entire project, and will be reimbursed for 50 percent of costs. Property acquired or developed under the program must be retained in perpetuity for public recreational use. The grant process for local agencies is competitive, and forty percent of grants are reserved for Northern California.

In 2007, approximately \$1.27 Million was available for projects in California.

**California State Parks Department, Land and Water
Conservation Fund Guide: www.parks.ca.gov/?page_id=21360**

Federal Safe Routes to School (SRTS) and California Safe Routes to School (SR2S)

Caltrans administers funding for Safe Routes to School projects through two separate and distinct programs: the state-legislated Program (SR2S) and the federally-legislated Program (SRTS). Both programs competitively award reimbursement grants with the goal of increasing the number of children who walk or bicycle to school. The programs differ in some important respects.

California Safe Routes to School Program expires January 1, 2013, requires a 10% local match, is eligible to cities and counties and targets children in grades K-12. The fund is primarily for construction, but up to 10% of the program funds can be used for education, encouragement, enforcement and evaluation activities. \$52 million are available for Cycle 7 (FY 06/07 and 07/08).

The State Safe Routes to School Program expires September 30, 2009, reimburses 100%, is eligible for cities, counties, school districts, non-profits, and tribal organizations, and targets children in grades K-8. Program funds can be used for construction or for education, encouragement, enforcement and evaluation activities. Construction must be within 2 miles of a grade school or middle school. \$46 million dollars are available for Cycle 2 (FY 08/09 and 09/10).

Caltrans, SR2S and SRTS Programs:

www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm

Environmental Justice: Context Sensitive Planning Grants

The Caltrans-administered Environmental Justice: Context Sensitive Planning Grants Program funds planning activities that assist low-income, minority, and Native American communities in becoming active participants in transportation planning and project development. Grants are available to transit districts, cities, counties, and tribal governments. This grant is funded by the State Highway Account at \$1.5 million annually statewide. Grants are capped at \$250,000.

Caltrans, Environmental Justice Program:
www.dot.ca.gov/hq/tpp/offices/opar/titleVIand%20EJ.htm

Office of Traffic Safety (OTS) Grants

The California Office of Traffic Safety distributes federal funding apportioned to California under the National Highway Safety Act and SAFETEA-LU. Grants are used to establish new traffic safety programs and to expand ongoing programs to address deficiencies in current programs. Pedestrian safety is included in the list of traffic safety priority areas. Eligible grantees include governmental agencies, state colleges and state universities, local city and county government agencies, school districts, fire departments, and public emergency services providers. Grant funding cannot replace existing program expenditures, nor can traffic safety funds be used for program maintenance, research, rehabilitation, or construction. Grants are awarded on a competitive basis, and priority is given to agencies with the greatest need. Evaluation criteria to assess need include: potential traffic safety impact, collision statistics and rankings, seriousness of problems, and performance on previous OTS grants. OTS awarded \$66 Million to 153 agencies statewide for FY 2008/09.

California Office of Traffic Safety, Grants Program:
www.ots.ca.gov/grants/default.asp

California Center for Physical Activity Grant Program

The California Center for Physical Activity runs several programs related to walking and it offers small grants to public health departments. Grants are in the amount of \$4,999 dollars or less and are offered intermittently.

California Center for Physical Activity:
www.caphysicalactivity.org/our_projects.html

Regional Funding Sources

Regional pedestrian grant programs come from a variety of sources, including SAFETEA-LU, the State budget, vehicle registration fees and bridge tolls. Although most regional funds are allocated by regional agencies such as the Metropolitan Transportation Commission (MTC), the Bay Area Air Quality Management District (BAAQMD) and the Association of Bay Area Governments (ABAG), some (such as a portion of the

regional Bicycle and Pedestrian Program) flow to county congestion management agencies, such as the San Mateo County Congestion Management Agency (SMCCMA), which allocate funds to project sponsors.

Safe Routes to Transit (SR2T)

Regional Measure 2 (RM2), approved in March 2004, raised the toll on seven state-owned Bay Area bridges by one dollar for 20 years. This fee increase funds various operational improvements and capital projects, which reduce congestion or improve travel in the toll bridge corridors.

Twenty million dollars of RM2 funding is allocated to the Safe Routes to Transit Program, which provides competitive grant funding for capital and planning projects that improve pedestrian and bicycle access to transit facilities. Eligible projects must be shown to reduce congestion on one or more of the Bay Area's toll bridges. The competitive grant process is administered by the Transportation and Land Use Coalition. Competitive funding is awarded in five \$4 million grant cycles. The first round of funding was awarded in December 2005. Cycle 3 will be in 2009, with other cycles in 2011 and 2013.

Transportation and Land Use Coalition, SR2T Program:
www.transcoalition.org/c/bikeped/bikeped_saferoutes.html

Transportation Fund for Clean Air Program (TFCA)

TFCA funds are generated by a four-dollar surcharge on automobile registration fees in the nine-county Bay Area. Approximately \$20 million is collected annually, which funds two programs: 60 percent of the TFCA monies go to the Regional Fund and 40 percent go to the County Program Manager Fund. For Fiscal Year 2006/2007, \$1.1 Million was allocated to agencies within San Mateo County.

The Regional Fund is administered by the Bay Area Air Quality Management District (BAAQMD). In San Mateo County, the Program Manager Fund is administered by the County. Pedestrian infrastructure improvements are eligible for TFCA funds through the Smart Growth funding category.

BAAQMD, TFCA Program:
www.baaqmd.gov/pln/grants_and_incentives/tfca/

Regional Bicycle and Pedestrian Program (RBPP)

The RBPP was created in 2003 as part of the long range Transportation 2030 Plan developed by the Bay Area Metropolitan Transportation Commission. The program—currently funded with Congestion Mitigation and Air Quality (CMAQ) funds—can be applied to regionally significant pedestrian and bicycle projects, and bicycle and pedestrian projects serving schools or transit. \$200 million is committed to this program over the 25-year period. Seventy-five percent of the total funds are allocated to the county congestion management agencies (CMAs) based on population. The remaining 25 percent of funds is regionally competitive, with the county CMAs recommending the projects to be submitted to MTC for funding consideration.

Metropolitan Transportation Commission, RBPP Program:

www.mtc.ca.gov/planning/bicyclespedestrians/regional.htm#bikepedpr og

Transportation for Livable Communities (TLC)

MTC offers two kinds of assistance through the TLC program: capital and planning. TLC funds small-scale transportation improvements that are designed to make a big difference in a community's vitality. Eligible projects include streetscape improvements, and transit/pedestrian-oriented developments. Successful projects bring new vibrancy to downtown areas, commercial cores, and neighborhoods, making them places where people want to live, work and visit. Within the TLC funds is the Housing Incentive Program (HIP), these funds are allocated to capital transportation projects that support increasing the housing supply in the Bay Area where there is existing infrastructure, locating new housing near non-automotive transportation options, and establishing residential density near public transportation to support the service.

\$27 million is the annual allocation to the TLC Program.

Metropolitan Transportation Commission, TLC Grant

Program: www.mtc.ca.gov/planning/smart_growth/tlc_grants.htm

The Bay Trail Project

The Bay Trail Grant program offers competitive grants to local governments, special districts and qualified nonprofit groups to build or design new Bay Trail segments. The program is structured to speed Bay Trail construction by targeting high-priority, ready to build sections and closing critical gaps; leverage state dollars with significant matching funds and in-kind contributions; foster partnership by encouraging cooperative partnerships and creative design solutions; and employ the California Conservation Corps for construction, landscaping and maintenance where possible. The amount of available funding varies, depending on State bonds and grants to the Bay Trail Project.

Bay Trail Project Grant Program:

http://baytrail.abag.ca.gov/grants_2003.htm

Local Funding Sources

TDA Article 3

Transportation Development Act (TDA) Article 3 funds are available for transit, bicycle and pedestrian projects in California. According to the Act, pedestrian and bicycle projects are allocated two percent of the revenue from a ¼ cent of the general state sales tax, which is dedicated to local transportation. These funds are collected by the State, returned to each county based on sales tax revenues, and typically apportioned to areas within the county based on population. Eligible pedestrian projects include construction and engineering for capital projects and development of comprehensive pedestrian facilities plans. A city or county is allowed to apply for funding for pedestrian plans not more than once every five years. These funds may be used to meet local match requirements for federal funding sources.

\$1.8 million of TDA Article 3 funds were estimated for San Mateo County in 2007/08.

Metropolitan Transportation Commission, TDA Funding Program: www.mtc.ca.gov/funding/STA-TDA/index.htm

San Mateo County Transportation Authority (SMCTA) Measure A Funds

The SMCTA has allocated nearly 2 percent of Measure A dollars to fund alternative congestion relief programs to encourage alternate forms of commuting, which can include walking and bicycling, as well as carpooling and shuttling. The SMCTA has funded organizations that share this mission including the Peninsula Traffic Congestion Relief Alliance, city of Menlo Park, San Francisco International Airport, the Bicycle Advisory Committee, and the Peninsula Traffic Congestion Relief Alliance:

The Alliance was formed through a merger of the Multi-City and Inter-City Transportation Management agencies. It provides a coordinated program for 20 cities and the County: The SMCTA has channeled the majority of this program budget to the Alliance. Approximately one-third of the Alliance's annual budget is funded directly by Measure A.

The Menlo Park Transportation Management Program is an example of the application of Measure A funds, which have been awarded to the city of Menlo Park for its own alternative congestion relief programs, which are the responsibility of the Public Works Department. The city also works in partnership with the Alliance to carry out these programs. Menlo Park's transportation mission is to develop a more functional and efficient roadway network for the effective movement of people and goods. The department promotes the use of public transit, ride sharing, bicycling and walking as commuting alternatives to single occupant vehicles. The department also coordinates the downtown parking plazas, the Menlo Park free shuttle, traffic safety education and neighborhood traffic calming programs.

\$675,000 was awarded to Menlo Park for the Local Share funds in Fiscal Year 2006/ 2007.

SMCTA Measure A Funds: <http://www.smcta.com/tatsm.asp>

Other Funding Sources

Integration into Larger Projects

The State of California's "routine accommodation" policy requires Caltrans to design, construct, operate, and maintain transportation facilities using best practices for pedestrians.

Local jurisdictions can begin to expect that some portion of pedestrian project costs, when they are built as part of larger transportation projects, will be covered in project construction budgets. This applies to Caltrans and other transportation facilities, such as new BART stations and Bus Rapid Transit stops.

Community Development Block Grants

The CDBG program provides money for streetscape revitalization, which may be largely comprised of pedestrian improvements. Federal Community Development Block Grant Grantees may use CDBG funds for activities that include (but are not limited to) acquiring real property; building public facilities and improvements, such as streets, sidewalks, and recreational facilities; and planning and administrative expenses, such as costs related to developing a consolidated Plan and managing CDBG funds. In Oakland, CDBG funds have also been used to fund crossing guards, called “Safe Walk to School Monitors.”

\$39 million in CDBG funds were distributed statewide in Fiscal Year 2008/ 2009.

CDBG program:

www.hud.gov/offices/cpd/communitydevelopment/programs/index.cfm

Menlo Park's Sidewalk Repair Program

Menlo Park has a sidewalk repair program in which property owners are required to provide and maintain sidewalks. Where there is 75% to 100% sidewalk coverage on a side of a street, the address of the properties closest to the gaps were generally collected. The City of Menlo Park may contact the property owners and request they repair these gaps in the existing sidewalk system.

Cost-Sharing

Property owners on streets who have general consensus about wanting sidewalks installed and who would like to their sidewalk projects prioritized higher than it is currently may want to work with the City of Menlo Park to do a 50-50 cost-sharing agreement for installing sidewalks. Approval and funding may be modeled after Menlo Park's Traffic Calming Program.

Requirement for New Developments

With the increasing support for “routine accommodation” and “complete streets,” requirements for new development, road widening, and new commercial development provide opportunities to efficiently construct pedestrian facilities.

Impact Fees

One potential local source of funding is developer impact fees, typically tied to trip generation rates and traffic impacts produced by a proposed project. A developer may attempt to reduce the number of trips (and hence impacts and cost) by paying for on- and off-site pedestrian improvements designed to encourage residents, employees and visitors to the new development to walk rather than drive. Establishing a clear nexus or connection between the impact fee and the project’s impacts is critical for avoiding a potential lawsuit.

Mello-Roos Community Facilities Act

The Mello-Roos Community Facilities Act was passed by the Legislature in 1982 in response to reduced funding opportunities brought about by the passage of Proposition 13. The Mello-Roos Act allows any county, city, special district, school district, or joint powers of authority to establish a Community Facility Districts (CFD) for the purpose of selling tax-exempt bonds to fund public improvements within that district. CFDs must be approved by a two-thirds margin of qualified voters in the district. Property owners within the district are responsible for paying back the bonds. Pedestrian facilities are eligible for funding under CFD bonds.

Mello-Roos Fact Sheet: <http://mello-roos.com/pdf/mrpdf.pdf>

Summary of Funding Sources

Table 2 on the next pages summarizes funding sources detailed above. Beside each source is the corresponding application deadline, the allocating agency, the amount available, matching requirements, eligible applicants, eligible projects and comments, including agency contact information.

Table 2: Funding Sources

<p><u>Acronyms:</u> AQMD - Air Quality Management District Caltrans - California Department of Transportation CMAQ - Congestion Management and Air Quality CTC - California Transportation Commission FHWA - Federal Highway Administration RTPA - Regional Transportation Planning Agency State DPR - California Department of Parks and Recreation (under the State Resources Agency) SAFETEA-LU - Safe, Accountable, Flexible, Efficient Transportation Equity Act</p>	<p><u>Jurisdictions for City of Menlo Park, California:</u> Caltrans - Caltrans District 4 ABAG—Association of Bay Area Governments SMCTA —San Mateo County Transportation Authority MTC—Metropolitan Transportation Commission</p>
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Grant Source	Application Deadline	Agency	Program Funds Available	Matching Requirement	Eligible Applicants	Commute	Recreation	Safety/Education	Comments/Contact Information
Federal Funding									
Congestion Mitigation and Air Quality (CMAQ)		FHWA	\$8.6 billion nationwide under SAFETEA-LU (2005-2009)	20% local match	State DOTs, MPOs, transit agencies	X	X		MTC requires that the project sponsor adopt and submit a resolution of local support through its respective congestion management agency. MTC Contact: Craig Goldblatt, 510.817.5837, cgoldblatt@mtc.ca.gov Federal Information: http://www.fhwa.dot.gov/environment/cmaqpgs/
Federal Lands Highway Funds		FHWA	\$1 billion total nationwide through 2009	None	State	X	X	X	Project must appear in STIP. Contact California Division, FHWA http://www.fhwa.dot.gov/cadiv/directory.htm

Grant Source	Application Deadline	Agency	Program Funds Available	Matching Requirement	Eligible Applicants	Commute	Recreation	Safety/Education	Comments/Contact Information
Recreational Trails Program (RTP)	October 1	FHWA	(\$5.5 to California)	At least 12%	State, local, regional agencies, and nonprofit organizations		X		Administered by California State Parks: Jean Lacher, Manager, Office of Grants and Local Services 1416 Ninth St, Room 918 Sacramento CA 94814 Mail: PO Box 942896 Sacramento CA 94296-0001 916-653-6160; Fax 916-653-6511
Federal Safe Routes to Schools Program	February	Caltrans	\$46 million in Cycle 2 (FY09/10)	None	State, local, regional agencies; cities and counties; non-profit organizations; school districts; & federally-recognized Native American Tribes			X	http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm
Transportation and Community and System Preservation Program (TCSP)	Varies	FHWA	\$61.25 million annually nationwide through 2008/09	20% local match	state, local, MPOs	--	--	--	Projects that improve system efficiency, reduce environmental impacts of transportation, etc. Contact Kenneth Petty TCSP Program Officer, Office of Planning phone: (202) 366-6654 http://www.fhwa.dot.gov/tcsp/pi_tcsp.html
State Funding									
California Center for Physical Activity Grant Program	Ongoing	Department of Health Services	Up to \$4,999 per grantee	None	Public Health Departments			X	For pedestrian encouragement programs Contact: Lisa Cirill, Acting Chief lcirill@dhs.ca.gov 916.552-9943

Grant Source	Application Deadline	Agency	Program Funds Available	Matching Requirement	Eligible Applicants	Commute	Recreation	Safety/Education	Comments/Contact Information
Coastal Conservancy Non-Profit Grants Program	Ongoing	Coastal Conservancy	Grants range from \$10,000 to several million	Not required but favored	California non-profit 501 (c) 3 organizations		X		Funds for trail planning and construction and restoration of coastal urban waterfronts. Contact Janet Diehl jdiehl@scc.ca.gov
Environmental Enhancement and Mitigation Program (EEMP)	Currently suspended (as of mid-2006)	State Resources Agency, Caltrans	\$10 million statewide	Not required but favored	local, state and federal government non-profit agencies	X	X	X	Projects that mitigate environmental impacts of planned transportation projects; can include acquisition or development of roadside recreational facilities. Contact Carolyn Dudley, State Resources Agency, (916) 653-5656
Environmental Justice Grants: Context Sensitive Planning	October 14	Caltrans	\$1.5 million statewide	10% local	MPA, RPTA, city, county, tribal nations, transit districts	X	X	X	Funds activities that include low-income and minority communities in transportation planning and project development. Contact Norman Dong at norman_dong@dot.ca.gov or (916) 651-6889.
Land & Water Conservation Fund (LCWF)	May 1	California DPR	\$480,000 in Northern California (2006)	50% match	Cities, counties, park districts		X		Recreational trails are eligible for funding. Applicants must fund the entire project, and will be reimbursed for 50% of costs.

Grant Source	Application Deadline	Agency	Program Funds Available	Matching Requirement	Eligible Applicants	Commute	Recreation	Safety/Education	Comments/Contact Information
Office of Traffic Safety Grants	Jan. 31	Office of Traffic Safety	\$56 million statewide (FY 2006/07)	None	Government agencies, state colleges, and universities, local city and county government agencies, school districts, fire depts., and public emergency services providers			X	Grants are used to mitigate traffic safety program deficiencies, expand ongoing activity, or develop a new program. Grant funding cannot replace existing program expenditures, nor can traffic safety funds be used for program maintenance, research, rehabilitation, or construction. Contact OTS Regional Coordinator Lisa Dixon at, (916) 262-0978 or ldixon@ots.ca.gov
Recreational Trails Program (RTP)	Oct. 1	State DPR	\$3.3 million statewide (FY 2006)	20% match	Jurisdictions special districts, non profits with mgmt responsibilities over land		X		For recreational trails to benefit bicyclists, pedestrians, and other users; contact State Dept. of Parks & Rec. , Statewide Trails Coordinator, (916) 653-8803
Federal Safe Routes to Schools Program (SRTS)	February	Caltrans	\$46 million in Cycle 2 (FY09/10)	None	State, local, regional agencies; cities and counties; non-profit organizations; school districts; & federally-recognized Native American Tribes	X	X	X	http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm

Grant Source	Application Deadline	Agency	Program Funds Available	Matching Requirement	Eligible Applicants	Commute	Recreation	Safety/Education	Comments/Contact Information
California Safe Routes to School (SR2S)	May 31	Caltrans	\$52 million in Cycle 7 (FY 06/07 and 07/08)	10%	city, county	X	X	X	http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm
OTS Grants	January 31	Office of Traffic Safety	Statewide in 2006, OTS gave \$98 million in grants	None	State, local city and county government agencies, school districts, fire departments,			X	Programs should increase safety awareness for pedestrians, including near schools. Alameda County OTS Coordinator Lisa Dixon, (916) 262-0978 ldixon@ots.ca.gov
Regional Funding									
The San Francisco Bay Trail Project	Varies	The San Francisco Bay Trail Project/ ABAG	Total available varies from year to year		Public Agencies, Land Trusts, Non-profits	X	X		Funds trail planning and construction projects to complete gaps in the Bay Trail. Contact Lee Huo leeh@abag.ca.gov
Regional Bicycle and Pedestrian Program (RBPP) – Local Pass-Through	Varies	ACCMA, MTC	\$6 million annually region-wide	11.5%	Cities, school districts, transit districts	X		X	Constructing regionally significant pedestrian projects and bicycle/pedestrian projects serving schools or transit.
Regional Bicycle and Pedestrian Program (RBPP)	Varies	ACCMA, MTC	\$2 million Annually region-wide	11.5%	Cities, school districts, transit districts	X		X	Constructing regionally significant pedestrian projects and bicycle/pedestrian projects serving schools or transit.

Grant Source	Application Deadline	Agency	Program Funds Available	Matching Requirement	Eligible Applicants	Commute	Recreation	Safety/ Education	Comments/Contact Information
Safe Routes to Transit	Varies	MTC, Administered by TALC	\$4 million annually region-wide	None required, but scoring preference given to projects with outside match	Public agencies in all 9 Bay Area counties. Non-profits must partner with a public agency	X			Applications must demonstrate bridge congestion reduction on at least one state-owned Bay Area bridge. Contact the Transportation and Land Use Coalition or Dave Campbell (East Bay Bicycle Coalition) sr2t@transcoalition.org dcampbel@lmi.net
Transportation Fund for Clean Air (TFCA), Program Manager Fund	January in Alameda County, varies in other counties	ACCMA, BAAQMD	Approx. \$8 million annually region-wide	None	Cities, counties, school districts, transit districts	X			Smart growth projects: Physical improvements that support development projects and/or calm traffic, resulting in the achievement of motor vehicle emission reductions.
Transportation Fund for Clean Air (TFCA), Regional Fund	May 1 st	BAAQMD, ACCMA	Approx. \$10 million annually region-wide	10% for requests greater than \$150,000	Cities, county, school and transit districts	X			Smart growth projects: Physical improvements that support development projects and/or calm traffic, resulting in the achievement of motor vehicle emission reductions. www.baaqmd.gov/pln/grants_and_incentive/tfca/regional_fund.htm
Transportation for Livable Communities Program	June	MTC	\$27 million annually region-wide	Local match of 11.5% is required	Public Agencies. Non-profits and other CBOs may partner with public agencies	x		x	Funds for transportation projects that revitalize downtown areas, commercial cores, neighborhoods, and transit corridors. www.mtc.ca.gov/planning/smart_growth/tlc_grants.htm

Grant Source	Application Deadline	Agency	Program Funds Available	Matching Requirement	Eligible Applicants	Commute	Recreation	Safety/Education	Comments/Contact Information
Local Funding									
SMCTA Measure A Funds	Various	SFMTA			Jurisdictions in San Mateo County				http://www.smcta.com/tatasm.asp
Transportation Development Act (TDA) Article 3	January	MTC/Alameda County PWA	\$1.4 million in Alameda County (2006/07)	--	Alameda County	X		X	Contact Ruben Izon rubeni@acpwa.org
Nontraditional Sources									
Community Development Block Grants	Varies	HUD	\$526 million statewide (2004/05)	None, but may be used as evaluation criteria	Public entities and 501(c)(3) non-profits and tax-exempt faith-based religious orgs				Primarily for community revitalization, but may be used to fund streetscape improvements, to eliminate slum and blight in low- and moderate-income areas.
Mello-Roos Community Facilities Act	None	Various Public Agencies	Varies	None		X	X	X	Primarily used to fund public services such as libraries and fire depts., but may fund pedestrian infrastructure.

Glossary

Roadway segment Typically, a segment is a section of roadway between two cross streets or between one cross street and its terminus. For example, in the picture to the right, Waverly Street between Waverly Court and Kent Place is a segment. Kent Place between Waverly Street and its northern terminus is a segment.



GIS Geographic Information Systems. It is a mapping software program used by City of Menlo Park. It allows a variety of data to be stored and analyzed, and was used in this project for the prioritization process.

ADT Average Daily Traffic over a 24 hour period usually taken during a weekday between Tuesday and Thursday.

POA Pedestrian Opportunity Area. These are informal places for pedestrians to walk along a roadway, either off-street or on a roadway shoulder. They do not appear to have been intentionally built as a walkway. POAs may consist of asphalt, gravel, or compacted dirt. Grass and loose dirt are not considered to be POA materials.



Buffer Areas that provide separation between the walkway and roadway, and often contain fixed objects, such as utility poles or street furniture. Buffers may be softscape (grass strips, bushes, trees), hardscape (stone, gravel, brick), or a combination.



- Curb** A dividing line between the roadway and the walkway or off-street area. Curbs may be vertical (at a 90 degree angle to the roadway and generally 6 inches high), rolled (at less than 90 degree angle to the roadway), or gutter/ valley (typically a concrete pan at roughly the same level as the roadway).
- Standard walkway** An area intentionally provided for pedestrian circulation. These are typically sidewalks or pathways and generally consist of concrete, asphalt, or brick.
- Street furniture** Fixed objects that are used by the public. Generally, benches and refuse cans are considered street furniture.
- Home Zones** Home Zones (HZ) are residential streets and spaces designed to slow traffic, creating safe places for residents, pedestrians, children at play, bicyclists, placing priority of the needs of community walkers, strollers or rollers, over vehicle traffic. Unique design features and environmental cues, such as planter boxes, special entryways, narrow lanes and lower speed limits, encourage drivers slow down and share the road. One of the key design principles of Home Zones is to create a sense that the streets belong to residents and pedestrians, and drivers are made to feel like guests and that it is natural to drive under ten miles per hour.



Source: Pedestrian and Bicycle Information Center. Germany. Photographer Michael Cynecki

Acknowledgements

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<http://archive.ci.champaign.il.us/archive/dsweb/Get/Document-4199/Sidewalk%20Master%20Plan.pdf>

²⁰ Surveyors used Trimble® GeoXM™ handheld devices. The devices were enabled with TerraSync™ software, which provided GIS data collection capabilities, and GPS Pathfinder™ Office software for global positioning information.

Appendices

- **Alphabetical List of Priority Streets**
- **On-Line Survey Form**
- **On-Line Survey Form Results**
- **Charlottesville, Virginia Zoning Ordinance**
- **Ranked Street Segments**

Alphabetical List of Priority Streets

ALAMEDA DE LAS PULGAS	MENLO AVE
ALBERNI ST	MIDDLE AVE
ALMA ST	MIDDLEFIELD RD
ALTSCHUL AVE	MONTE ROSA DR (Sharon Park to Avy)
AVY AVE	OAK AVE
BAY RD	OAK GROVE AVE
BAY LAUREL DR	OAK KNOLL LN
BAYWOOD AVE	OAKDELL DR
BURGESS DR (Alma to Laurel)	O'CONNOR ST
CHESTER ST	O'KEEFE ST
CHILCO ST	OLIVE ST
COTTON ST	POPE ST
DEL NORTE AVE	RAVENSWOOD AVE
EL CAMINO REAL	RINGWOOD AVE (Bay to US-101)
ELDER AVE	SAN MATEO DR
ENCINAL AVE	SANTA CRUZ AVE
GILBERT AVE (Willow to Menalto)	SANTA MONICA AVE
HAMILTON AVE	SHARON PARK DR (Sand Hill to Monte Rosa)
HARKINS AVE	STANFORD AVE
HERMOSA WY	TERMINAL AVE
IVY DR	UNIVERSITY AVE (Santa Cruz to Middle)
LAUREL AVE	VALPARAISO AVE
LEMON ST (Oakdell to Oak)	WALLEA DR
MARKET PL	WILLOW RD
MARMONA DR	WILLOW PL
MARSH RD	WOODLAND AVE
MENALTO AVE	

On-Line Survey Form

The On-line survey was available through the City of Menlo Park's website from November 2007 through January 2008. These were the questions that were asked.

1. Please indicate the intersection closest to your home:
2. What is your age?
3. One of our first tasks will be to identify important pedestrian destinations. Of the following list, please check the three most important to you (choose your top three choices), and feel free to list additional ones.
4. Please rate your concerns about walking in your neighborhood.
5. Focusing on the walkway network, indicate the problem and location where there are problems for pedestrians. Please locate as accurately as possible (e.g., street address or intersection).
6. Focusing only on gaps in the walkway network, indicate the problem and location where there are problems for pedestrians. Please locate as accurately as possible (e.g., street address or intersection).
7. Focusing only on gaps in the walkway network, indicate the problem and location where there are problems for pedestrians. Please locate as accurately as possible (e.g., street address or intersection).
8. What are your attitudes towards walking? Please check all that apply.
9. What criteria is important to you when prioritizing completion of sidewalk gaps?
10. Please feel free to use the space below to provide us with any additional information to help us fill in the important gaps in Menlo Park's walkway network.

On-Line Survey Form Results

104 surveys were completed. Here is a summary of the results.

#1 Please indicate the intersection closest to your home:

Cleland/Woodland	Woodland - Menalto
Menalto and Oak Court	okeefe and regal ct
Woodland Ave & Menalto	OConnor and Menalto
Oak/Woodland and Oak/Menalto	marmona
Oak Crt and Woodland Ave	O'Keefe and Arnold Way
Woodland and Emma Lane	Willow and East Creek Drive
Willow and Gilbert	Concord & Woodland
Lexington/Concord	Barton and Concord
Nash and Santa Monica	Laurel Ave/ Durham
Central & Elm	Elm St and Central Ave
Woodland/Pope	Marmona and Robin
Menalto and Elm	Laurel Ave/O'Keefe
clover and baywood	menalto and elm
woodland and pope	Gilbert/Marmona
Woodland and Menalto	Woodland/Emma
Walnut and Pope	Gilbert and Nova Lane
Menalto and Woodland Aveune	Woodland Ave. and Laurel Ave.
Falk Court and Byers Drive	Blackburn & Robin
Pope & Central	Woodland Avenue and Emma Lane
Walnut	Woodland and Menalto
willow and middlefield	Laurel and Elm
oak and oak knoll	Central and Walnut
central and pope	O'Connor Street and Menalto
menalto	Woodland and Lexington
Laurel Ave x Chester	Durham and O'Keefe
Gilbert and Laurel	Menalto
Laurel Avenue and Elm Street	O'Connor and Byers Drive
Gilbert and Central Avenue	Haight and Laurel
Euclid and O'Connor	Menalto
Woodland and Concord	Menalto and O'Keefe
Willow Rd and Nash Ave	Woodland/Oak
oak and menalto	Gilbert and Santa Monica
Woodland and Baywood	Bay at Almanor
Gilbert & Central	Oconnor & Menalto
Emma Lane and Woodland	O'Connor/Menalto
O'Keefe and Central	Woodland/Menalto

Woodland and Menalto
Okeefe Street & Regal Court
Woodland and Menalto
Lexington & Concord
Central/O'Keefe
Menalto O'Connor
Elm
Middlefield
Woodland Ave. & Menalto
Woodland Ave /Menalto Ave
Oak court/Menalto
Woodland Avenue and Menalto Avenue
Central & Walnut
Woodland - Menalto
Okeefe and Regal Court

Arnold x Chester
Menalto and Woodland Avenue
O'Connor-Menalto
Menalto and Woodland
woodland and concord
Menlo Oaks & Van Buren
Woodland and Emma Lane
Woodland & Menalto Aves
Luarel and Gilbert
gilbert ave/barton way
Robin and Lexington
trenton way and lexington
Elliott & O'Connor
menalto/woodland
Menlo Oaks Dr and Van Buren
Cotton/Garland

#2 What is your age:

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#3 One of our first tasks will be to identify important pedestrian destinations. Of the following list, please check the three most important to you (choose your top three choices), and feel free to list additional ones.

- Visit neighbors
- Dog walking
- Nativity Church
- burgess rec center
- recreational walking in the neighborhood
- Just being able to go for a walk safely in my neighborhood
- Downtown PA
- neighborhood streets
- Friends Homes
- walking around the neighborhood
- Neighbors' homes
- Downtown Palo Alto
- Work
- downtown palo alto
- Menalto businesses
- I dislike sidewalks--what's wrong with a natural footpath? Are they dangerous??
- Daily running/walking around neighborhood (Willows)

#4 Please rate your concerns about walking in your neighborhood.

- The sidewalk is missing on woodland all the way from Cleland to Middlefield. The road is curvy and very dark at night making it unsafe for walking.
- Pedestrians should not have to compete with traffic. Menlo Park should have sidewalks, separated from the road by a hard curb and a strip of grass, for maximum protection for kids and adults.
- I live on Clover Lane and although it is marked no entry from Willow, cars continually cut through the do not enter side from Willow, often times speeding excessively down our one block street.
- I wasn't sure if missing walkways meant they were there once and now they are not there or whether it meant parts of a walkway were never installed. On O'Connor and Menalto the walkways are partially installed which means you have to cross over midway down the street to stay on the walkway. On Woodland there are limited walkways on one side and none on the creek side. All of these streets are used by my family including 2 kids to go to the retail center on Menalto, to walk between parents' homes, to walk to babysitting jobs, to walk the dog and to walk to friends' homes.

- 300 block of central is like a freeway some times of the day!
- I walk the Willows often and am happy with the situation as it is. However, Gilbert is often very busy but I know the drivers and they live in the Willows.
- Through much of our neighborhood, the walkways are in excellent shape. On Woodland & O'Connor, however, they are hazardous to non-existent. Even more importantly to me, it is important to have safe routes to Laurel Elementary from the Willows.
- poorly lit areas along Woodland Ave, intermittently VERY DARK.
- No street light at night makes it very unsafe for pedestrians and bikers. Because of the creek and surrounding trees along the creek, lighting is very poor compared to other neighborhood streets.
- Most cars do not come to a complete stop at all intersections with stop signs. Many drivers, especially ones dropping off their kids at school, will speed in the neighborhood *even* around other kids walking to school! Many drivers use Okeefe as a pass-through to Palo Alto, often driving well above the posted speed limit.
- There are NO sidewalks or safe passages on Woodland where we walk to see the creek; the sidewalks in most of the neighborhood are impossible to navigate with my mom's wheelchair (or a double stroller) including curbing that is not wheelchair friendly!!! and there are several very dangerous intersections where the sight lines for pedestrians, bikes and cars are significantly impeded by landscaping (my family was almost struck by a truck on a cross street of Gilbert because there are overgrown bushes that make it impossible to see cars coming).
- Construction along Linfield drive diverts pedestrian s into the street. The city should not allow this. We walk our dogs past there every day.
- Generally okay but not on Woodland.
- I never walk down Woodland because cars go too fast, there are no sidewalks, there is no place to walk, and with all the turns, it is very dangerous.
- No Cross walk at Woodland and Middlefield to Palto Alto
- lack of sidewalk along Woodland, from Lexington to Middlefield, makes it impossible to ride our bikes or walk (sometimes with a stroller) on this stretch of road, which is the most direct route out of our neighborhood and to the local market
- Woodland currently has virtually no sidewalks for kids and others to safely walk along this windy road. Speeding cars make this area especially dangerous.
- personal safety
- Very poor or non-existent pedestrian access due to inconsistent sidewalks, encroaching shrubbery, and other obstacles on a block

with over 25 children age 11 and under. It's EXTREMELY dangerous!

- Many people in our neighborhood park their cars in their driveways, with the cars extending ONTO the sidewalk. This causes many pedestrians to walk onto the street to get around. Many times, I have seen the pedestrians walk in front of moving vehicles, creating dangerous situations for both parties.
- I worry that spending money on sidewalk projects is not the best use of city funds - we may face budget deficits that threaten the provision of emergency services in the future if we don't first start accounting fully for rising pension obligations of retiring city employees. We shouldn't spend major energy on sidewalk issues until we get our fiscal house in order.
- Woodland need a sidewalk on one side
- Muddy or old gravel side of street, power and light poles in path, holes in dirt or gravel walkways
- There are many people on my block who park with their cars crossing the walkway, forcing us to walk in the street.
- no light when walking or riding at dusk
- overgrown bushes encroaching onto sidewalk
- Too many cars in the driveway so that they spill over onto the sidewalk (width & obstruction)
- No more sidewalks. Let's not opave paradise. I want my kids to know what dirt is!
- overgrown hedges/landscaping obstructing walkways

#5 Focusing on the walkway network, indicate the problem and location where there are problems for pedestrians. Please locate as accurately as possible (e.g., street address or intersection). Street Name or Intersection

- Woodland/Middlefield to Woodland/Cleland
- Woodland and Oak Court
- Woodland Ave between Oak Court and Menalto
- Woodland between Oak Ct. and Menalto
- Woodland between Oak Crt and Menalto
- Woodland from Menalto to Oak Court
- Coleman between Gilbert and Ringwood
- Coleman
- Woodland, west of Pope all the way to Middlefield
- Coleman between Willow and Ringwood
- woodland
- Woodland Avenue
- Woodland, before it connects with Middlefield

- Woodland Avenue
- O'Connor
- Woodland Ave west of Laurel Ave to Middlefield Rd
- Woodland Ave. between Menalto and University Ave (PA)
- oak and oak knoll
- woodland
- Menalto and Durham
- on Laurel, Chester, Arnold, and other streets, lots of overgrowth in front yards
- Coleman Avenue
- My kids start school next yr -- does Coleman have adequate walkways?
- O'Connor Street near intersection of Menalto
- Woodland at Concord
- Coleman between Santa Monica Ave and Ringwood
- woodland Ave to Menalto
- Woodland between Baywood and Blackburn
- Woodland b/w Menalto & University
- Woodland between oak and Emma
- Woodland
- Woodland avenue
- woodland
- Laurel and Ravenswood - confusing and dangerous
- Woodland
- Woodland
- Woodland Ave
- Gilbert Ave and Willow Rd
- Woodland
- Woodland Ave
- Woodland Avenue From Pope to Middlefield
- woodland from menalto to university
- Woodland btwn Middlefield and Euclid
- Woodland and Menalto to Middlefield
- Woodland -- all along from end at University to Middlefield
- Crosswalk at Woodland and Middlefield
- Woodland between Menalto and Oak
- 1103-1121? Woodland Ave
- Most of Menalto
- Menalto around Walnut and O'Keefe, Woodland between Menalto and University
- O'Connor St and Menalto
- Woodland, from Middlefield to well beyond Lexington
- Woodland Ave

- Woodland at Menalto
- Coleman near Ringwood
- Woodland
- Woodland Ave between Menalto and Oak Court
- Woodland in the Willows
- Woodland between Concord and Baywood
- 700 Block of Gilbert Ave
- Bay Road between Ringwood and Madera on residential side
- Oconor St
- Corner Menalto/O'Connor
- Woodland Ave. between Menalto and Oak Ct.
- Woodland Ave and Menalto
- from 1185 Woodland to intersection of Woodland and Menalto
- Coleman
- Woodland
- South side of O'Connor
- Woodland Avenue (between Lexington and Baywood)
- on Woodland Ave between Menalto and University
- Woodand Ave
- Woodland
- Woodland Avenue between Ejuclid Avenue/Menalto avenue
- Central & Walnut
- 1000 - 1500 Woodland
- 700 block of Laurel, a utility pole blocks half the sidewalk when walking with a stoller
- Woodland Avenue from University Ave to Menalto
- Menalto-O'Connor (Walking on left side of O'Connor towards intersection with Menalto is dangerous with cars making a right turn from Menalto into O'Connor and no sidewalk on either street to direct the cars around pedestrians - this is a terrible accident waiting to happen)
- Woodland from Menalto to Emma
- upper woodland
- Bay Road and van Buren Road from Willow to Ringwood
- on Woodland btwn Emma and Menalto
- Woodland Ave from Menalto to University Ave, Palo Alto
- woodland
- Woodland Avenue
- Woodland Ave
- woodland. from Emma Lane to Menalto ave
- Menlo Oaks Dr
- Santa Cruz

#6 Focusing only on gaps in the walkway network, indicate the problem and location where there are problems for pedestrians. Please locate as accurately as possible (e.g., street address or intersection).

Street Name or Intersection

- Woodland in general
- Coleman Ave between Riodan Pl and Ringwood Ave
- Woodland between Oak Ct. and Menalto
- Woodland between Emma ln and Menalto
- Woodland from Menalto to Oak Court
- 700 Block of Gilbert Ave
- Woodland between Middlefield and Pope
- Sections of Woodland
- Coleman avenue, between Ringwood and Willow
- Woodland
- coleman
- Woodland Avenue
- Woodland and Laurel
- Menalto
- Coleman Ave. between Willow Rd and Ringwood
- oak ave southbound between oak knoll and sand hill
- 300 block of central - just speeding
- Woodland
- Woodland going toward Middlefield
- Ringwood, between Coleman and Edge Road
- 1391 woodland, 1343 to 1277 woodland, 1277 to 1205 woodland
- Coleman b/w Willow & Ringwood
- Woodland between Menalto and Emma
- O'Connor
- Woodland avenue
- RR and Ravenswood - confusing and dangerous
- Woodland & Middlefield
- Middlefield and Woodland going to PA no light/crosswalk
- Woodland Ave
- Coleman Ave betw Willow Rd and Ringwood Ave
- Woodland and Middlefield
- Coleman Ave
- Woodland btwn Middlefield and Euclid
- Pedestrian path to Willow Oaks park from Gilbert
- Coleman St. -- all along it, so walking to school very hard
- Woodland near Middlefield

- Woodland between Menalto and Oak
- pretty much all along Woodland Ave and the creek
- All of Woodland
- Menalto around Walnut and O'Keefe, Woodland between Menalto and University
- O'Connor St and Menalto
- Coleman
- Woodland
- Woodland near Menalto
- Coleman
- Woodland Ave between Menalto and Oak Court
- Menalto Avenue
- Woodland/Menalto
- Coleman between Santa Monica and Ringwood
- Shrubs are over grown in front of some house and on Van Buren Road
- Walnut
- Northside of OConnor across from Elliott
- Woodland Ave. between Menalto and Oak Ct.
- Woodland Ave and Oak Ct
- from 1205 Woodland heading toward take 101 intersection; there are several areas of missing sidewalk where there is gravel, but the gravel is hard to walk on, push a stroller on or ride a bike.
- Woodland Avenue
- O'Connor
- South side of O'Connor
- on Woodland Ave between Menalto and University
- Woodland Ave
- Menalto between Walnut and O'Keefe
- 1000 - 1500 Woodland
- Entering the park from Pope & Elm, perhaps it is school property but the sidewalk ends
- 105 O'Connor - 3xx O'Connor
- Woodland from Menalto to Emma
- Van Buren near Madera
- Woodland btwn Laurel and Middlefield
- East side of Middlefield btwn Woodside & Palo Alto
- woodland. from Emma Lane to Menalto ave
- Coleman near Menlo Oaks Dr
- Middle

#7 Focusing on the walkway network, indicate the problem and location where there are problems for pedestrians. Please locate as accurately as possible (e.g., street address or intersection).

Street Name or Intersection

- Coleman Avenue in general
- Woodland between Oak Ct. and Menalto
- Woodland from Menalto to Oak Court
- Coleman Ave on the way to Laurel School
- Woodland Avenue
- Woodland, between Laurel and Middlefield!
- Woodland Avenue
- Woodland
- Ringwood between Coleman Ave and Bay Rd.
- El Camino
- Woodland closest to University
- O'Connor
- Woodland between Menalto and University
- 1391 woodland
- Corner of Woodland and Menalto
- Ramp from school parking lot to walking path at Willow/Oaks Park
- Woodland avenue
- El Camino and Ravenswook - confusing and dangerous
- Woodland & Concord
- Woodland Ave
- Ringwood Ave
- Woodland btwn Middlefield and Euclid
- Woodland between Menalto and Oak
- O'Connor near Menalto
- Woodland Ave between Menalto and Oak Court
- Woodland near Oak
- Ringwood near Laurel
- Woodland Ave. between Menalto and Oak Ct.
- Middlefield between Woodland and Palo Alto
- path through the park is narrow- ramp into school parking lot
- Woodland Ave
- all Oak Court
- 1000 - 1500 Woodland

- Walking past Seminary Oaks park to the Fire station, there is no longer a path to walk safely. I have seen many families walking this route with their young children
- Woodland
- Woodland btwn Middlefield and Euclid
- Tight turn on Woodside approx 0.1 mile from Middlefield
- woodland. from Emma Lane to Menalto ave
- Ringwood Ave
- El Camino

#8 What are your attitudes towards walking? Please check all that apply.

- Use bicycle for longer trips - same for car and when I have to carry large amounts
- I also enjoy bicycling
- I also enjoy bicycling
- I have to walk twice a day to exercise my dog.
- Most of my shopping is in downtown Menlo Park, so I use my car, but around the neighborhood I walk.
- I enjoy walking, but don't always have time to do so. Obviously it depends how far I'm travelling, too. If it's in the neighborhood, we usually walk or bike.
- we also enjoy biking
- I prefer walking and need to walk some days as primary mode of transportation.
- I need SAFE even walkways that are also well light. I will age, so will my cohort and we need to walk!
- I also ride to school with my 3 children
- I run every day in the neighborhood.
- we also enjoy biking in the neighborhood and do so frequently
- Having walking as an option to get kids to/from school.
- we walk our dog
- My wife and I often walk with our toddler
- would like my children to be able to walk/bike safely around the neighborhood
- I also enjoy bicycling
- I run in the neighborhood frequently
- I would love to ride bikes with my three kids-- and a safer street on Woodland would allow me to ride to school safely-- so I'd be likely to do it more often.
- I want my elementary aged children to be able to safely walk down the street to their friends' houses.
- I bike alot with and without my kids

- I walk almost every day around many neighborhoods of Menlo Park.
- Walking children and for exercise and pleasure
- I have 3 kids that bike to school
- I like to walk to work as much as possible.
- I like to jog in the neighborhood
- I love to walk for errands instead of taking the car -- I wish we had more tree-shaded streets for walking in the summer.
- I enjoy running, often times in the early or late hours with little light

#9 What criteria is important to you when prioritizing completion of sidewalk gaps?

- Visibility on roadway: not having sidewalks on a windy road makes it extra dangerous for pedestrians.
- Consider time of day as well -- avg traffic may be light on some roads, but at school time it is very heavy.
- we desperately need safe routes for kids going to school; we also need to encourage pedestrian traffic for environmental as well as general health benefits . moreover, it creates a great community.
- Routes within 1/2 mile and including my home.
- walking along areas with more natural elements (i.e. creek & parks) rather than streets with traffic whenever possible
- # of families that request a certain area is investigated
- Transit considerations of lower income residents, e.g., from MAHS to east Menlo Park (crossing Willow and especially 101)
- Again, I think these are important but I feel the area has sufficient sidewalks.
- Location of bike lanes that feed the Library area.
- Some streets are more dangerous than others by design (for instance, Woodland has some sharp turns which makes it difficult to see oncoming traffic sometimes).
- number of children estimated to use the street in question
- O'Connor is a major walking route for children getting to school and they deserve to have a safe way to get there - without cars whizzing by an inch from their ears. Woodland needs a place for everyone to walk!! it would be a really nice place to just go for a walk, but there's no way to do it when there's no sidewalk and there are so many cars going way to fast on the street.
- Creating a consistent path on commonly used walk routes such as Woodland. I have to go from walking in the street, to walking on very bumpy gravel, to limited sidewalk. With a baby and a dog, this can prove very hazardous, especially during the evening hours.

- As a driver of Woodland Avenue, heading home I am always very concerned about driving especially at night, I have turned one of those blind corners and found two kids on bikes talking off of a major bend, homeless people coming out of the creek, couples walking their children. It is as scary to drive on Woodland as it is to walk on Woodland because of the lack of sidewalks. I live on Woodland Avenue and am overly sensitive to this issue, someday soon someone who is passing through on Woodland Avenue, and isn't as aware of what a family community this is, is going to hit one of those children.
- Woodland is a problem . also routes to Laurel school from Willows is a disaster - the last half mile along o'connor - kids waiting to be killed on bikes and walking as you go to school. See it every day. No sidewalks. Very serious - 15 years and nobody is doing anything about it is our underatnding
- Don't allow homeowners to plant vegetation right up to the curb and leave no walkway (or just stepping stones and mud). Don't allow new home construction to build gutters but no sidewalks. Don't allow parking (i.e., NO PARKING signs) on narrow areas of Woodland. Folks park on the sidewalk so that pedestrians need to go into the street to walk by a home. This is a particular problem in the 1300 block of Woodland where several pickup trucks frequently park on the sidewalk instead of parking further doewn the street where there is more room.
- Area for viewing nature (e.g., around the creek) and area where folks want to move across the neighborhood.
- I really think we need safe routes to school. I know that Coleman is not in Menlo Park proper, but efforts need to be made to help the problem there so kids can walk to school.
- Route to Downtown Palto Alto
- Most enjoyable places to walk or jog for recreation
- Add bike lanes so that bikes to not have to ride on the sidewalk.
- Our streets should be safe for pedestrians-- regardless of destination. We need to be able to walk, bike, stroller, run/jog, walk our dogs, pull wagons and ride scooters in our neighborhood without having to compete with cars for space due to inconsistent sidewalks, obstructed pedestrian access and blind areas. Destination, as asked above, is far less important than general pedestrian safety-- particularly in areas with many young children.
- Drivers are speeding on Woodland Ave, which could cause a concern if there are more pedestrians walking.
- Woodland is a winding road with poor site lines
- Rush hours a.m. and p.m. and school walking to bus stops

- I am very concerned about the pedestrian overpass at Ringwood & van Buren as it tends to be a hangout for homeless and young miscreants. Security measures such as camera and gate should be installed.
- Traffic goes very fast on Woodland, despite the speed bumps. Drivers are still jumping the curbs, and in many places there is not curb. Huge safety hazard. Few people walk with their children in our neighborhood although I can think of at least 20 kids in this Woodland neighborhood from Menalto to Euclid. In most cases, there is definitely room for a sidewalk.
- Visibility on adjacent roadway

#10 Please add any other Criteria that you feel should be considered

- Visibility on roadway: not having sidewalks on a windy road makes it extra dangerous for pedestrians.
- Consider time of day as well -- avg traffic may be light on some roads, but at school time it is very heavy.
- we desperately need safe routes for kids going to school; we also need to encourage pedestrian traffic for environmental as well as general health benefits . moreover, it creates a great community.
- Routes within 1/2 mile and including my home.
- walking along areas with more natural elements (i.e. creek & parks) rather than streets with traffic whenever possible
- # of families that request a certain area is investigated
- Transit considerations of lower income residents, e.g., from MAHS to east Menlo Park (crossing Willow and especially 101)
- Again, I think these are important but I feel the area has sufficient sidewalks.
- Location of bike lanes that feed the Library area.
- Some streets are more dangerous than others by design (for instance, Woodland has some sharp turns which makes it difficult to see oncoming traffic sometimes).
- number of children estimated to use the street in question
- O'Connor is a major walking route for children getting to school and they deserve to have a safe way to get there - without cars whizzing by an inch from their ears. Woodland needs a place for everyone to walk!! it would be a really nice place to just go for a walk, but there's no way to do it when there's no sidewalk and there are so many cars going way to fast on the street.
- Creating a consistent path on commonly used walk routes such as Woodland. I have to go from walking in the street, to walking on very bumpy gravel, to limited sidewalk. With a baby and a dog, this can prove very hazardous, especially during the evening hours.

- As a driver of Woodland Avenue, heading home I am always very concerned about driving especially at night, I have turned one of those blind corners and found two kids on bikes talking off of a major bend, homeless people coming out of the creek, couples walking their children. It is as scary to drive on Woodland as it is to walk on Woodland because of the lack of sidewalks. I live on Woodland Avenue and am overly sensitive to this issue, someday soon someone who is passing through on Woodland Avenue, and isn't as aware of what a family community this is, is going to hit one of those children.
- Woodland is a problem . also routes to Laurel school from Willows is a disaster - the last half mile along o'connor - kids waiting to be killed on bikes and walking as you go to school. See it every day. No sidewalks. Very serious - 15 years and nobody is doing anything about it is our underatnding
- Don't allow homeowners to plant vegetation right up to the curb and leave no walkway (or just stepping stones and mud). Don't allow new home construction to build gutters but no sidewalks. Don't allow parking (i.e., NO PARKING signs) on narrow areas of Woodland. Folks park on the sidewalk so that pedestrians need to go into the street to walk by a home. This is a particular problem in the 1300 block of Woodland where several pickup trucks frequently park on the sidewalk instead of parking further doewn the street where there is more room.
- Area for viewing nature (e.g., around the creek) and area where folks want to move across the neighborhood.
- I really think we need safe routes to school. I know that Coleman is not in Menlo Park proper, but efforts need to be made to help the problem there so kids can walk to school.
- Route to Downtown Palto Alto
- Most enjoyable places to walk or jog for recreation
- Add bike lanes so that bikes to not have to ride on the sidewalk.
- Our streets should be safe for pedestrians-- regardless of destination. We need to be able to walk, bike, stroller, run/jog, walk our dogs, pull wagons and ride scooters in our neighborhood without having to compete with cars for space due to inconsistent sidewalks, obstructed pedestrian access and blind areas. Destination, as asked above, is far less important than general pedestrian safety-- particularly in areas with many young children.
- Drivers are speeding on Woodland Ave, which could cause a concern if there are more pedestrians walking.
- Woodland is a winding road with poor site lines
- Rush hours a.m. and p.m. and school walking to bus stops

- I am very concerned about the pedestrian overpass at Ringwood & van Buren as it tends to be a hangout for homeless and young miscreants. Security measures such as camera and gate should be installed.
- Traffic goes very fast on Woodland, despite the speed bumps. Drivers are still jumping the curbs, and in many places there is not curb. Huge safety hazard. Few people walk with their children in our neighborhood although I can think of at least 20 kids in this Woodland neighborhood from Menalto to Euclid. In most cases, there is definitely room for a sidewalk.
- Visibility on adjacent roadway

Charlottesville, Virginia Zoning Ordinance

The following is from the Charlottesville, VA Zoning Ordinance for pedestrian walkways, to use as a model for future Menlo Park zoning changes.

Sec. 34-897. Pedestrian walkways.

(a) A pedestrian access and circulation system shall be provided for every development, and shall be designed so as to provide for safe, attractive and convenient pedestrian travel. Provision shall be made for sidewalks and pedestrian walkways which will enable pedestrians to walk safely and conveniently between buildings on the site, and from the site to adjacent property. When feasible, pedestrian underpasses or overpasses are encouraged in conjunction with major vehicular routes. Provision shall be made, where appropriate, for pedestrian walkways in relation to private and public areas of recreation and open space, such as schools, parks, gardens, hiking trails, and areas of similar nature. Connection shall be made wherever possible of walkways, hiking trails and bicycle ways with similar facilities on adjacent property.

(b) All sidewalks, curbs and gutters proposed to be accepted for maintenance by the city shall be built in accordance with construction standards established by the city.

(c) Where curbs are required, curb ramps shall be constructed at intersections for use by persons with mobility impairments. The curb ramps shall comply with Virginia Department of Transportation's Road and Bridge standards. Variation or waiver of this requirement is prohibited.

(d) All sidewalks and walkways shall be of materials, specifications and design approved by the city engineer. Within residential developments of a proposed density of two (2) or more dwelling units per acre, and in mixed-use, commercial, and industrial developments, sidewalks and pedestrian walkways may be required on one (1) or both sides of internal streets, as well as along any part of a property or development that fronts on a public street, to the reasonable satisfaction of the director or commission, pursuant to a determination by the director or commission that the same are reasonably necessary to protect the public health, safety and welfare and that the need therefore is substantially generated by the proposed development.

(e) The following standards shall apply to all nonresidential and mixed use developments:

(1) The pedestrian access and circulation system must connect all public rights-of-way to the main entrance(s) of the buildings within a development, and to one (1) another (for instance, if there is a public right-of-way along the front of the property, and one (1) along the rear of the property, then the pedestrian access and circulation system shall connect those two (2) public rights-of-way).

(2) The pedestrian access and circulation system must connect all buildings within the project, and must provide connections between all buildings and other

- activities/uses within the project (such as vehicle parking, bicycle parking, outdoor recreation areas, outdoor open spaces, pedestrian amenities, etc.).*
- (3) The pedestrian access and circulation system must be hard-surfaced.*
- (4) The pedestrian access and circulation system must be of a width specified within the city's subdivision regulations.*
- (5) Where the pedestrian access and circulation system crosses any driveway, parking area, or loading zone, the crossing must be clearly identifiable through the use of lawful elevation changes, different surfacing material, or other similar methods. Striping shall not meet this requirement.*
- (6) Where the pedestrian access and circulation system is parallel and adjacent to an automobile travel lane, the system must either be a raised path or be separated from the travel lane by raised curb, bollards, landscaping or some other, physical barrier. If a raised path is used, the ends of the raised portions must be equipped with curb ramps.*
- (7) The pedestrian access and circulation system must be adequately lighted, so as to be safely usable at night by pedestrians.*

Ranked Street Segments

Segments lacking sidewalks were ranked according to the prioritization process detailed in the report. Each roadway segment was ranked and grouped into three categories: High Ranking (100 to 153), Medium Ranking (50 to 99) and Low Ranking (8 to 49). Figures 11 through 13 in the Sidewalk Master Plan display High, Medium, and Low ranking street segments, respectively. Detailed rankings for each segment are contained below.

Roadways Lacking Continuous Walkways on Both Sides of Street

High Ranking Segments (100 or more) in Alphabetical Order							
GIS Street ID	Street Name	Type	From	To	Totals		
					North or West Side	South or East Side	Grand Total
231999	ADAMS	DR	Adams	O'Brien	50	50	100
232116	ALEXIS	CT	Lassen	end of court	50	50	100
232087	ALMA	LN	Ravenswood	Oak Grove	54	54	108
2396	ALPINE	RD	Stowe	Rural	60	60	120
232110	ALPINE	RD	Junipero Serra	Rural	64	53	117
23840	ARBOR	DR	College	Bay Laurel	54	54	108
23837	ARBOR	DR	Bay Laurel	Cambridge	56	56	112
232097	ARBOR	DR	Cambridge Ave	Creek Dr	57	54	111
23691	ATKINSON	LN	Atkinson	Santa Cruz	50	50	100
231314	AVY	AVE	Deanna	Bellair	53	53	106
23430	AVY	AVE	Zachery	Deanna	53	53	106
232212	AVY	AVE	Monte Rosa	Zachary	53	53	106
23426	AVY	AVE	Bellair	Altschul	53	53	106
23414	AYRES	LN	Clayton	end of court	50	52	102
23697	BARBARA	LN	Olive	end of court	50	50	100
232375	BAY	RD	Willow	Van Buren	72	73	145
232123	BAY LAUREL	DR	San Mateo	Arbor	50	50	100
11790	BELLAIR	WY	Laloma	La Loma	61	54	115
232119	BRENT	CT	Lassen Dr	Lassen Dr	50	50	100
23877	CAMBRIDGE	AVE	Yale	University	50	50	100
23872	CAMBRIDGE	AVE	Princeton	Yale	54	54	108
23839	CAMBRIDGE	AVE	Princeton	Arbor	54	54	108
232118	CARTER	WY	end of court	Lassen	50	50	100
231993	CASEY	CT	O'Brien	end of court	51	55	106
231271	CASTLE	WY	Saxson	Windsor	53	51	104
231432	CHILCO	ST	Terminal	Constitution	66	66	132
231225	CHRYSLER	DR	Independent	Jefferson	52	59	111
23413	CLAYTON	DR	end of court	Ayers	47	54	101
23881	COLLEGE	AVE	Yale	University	61	59	120
23870	COLLEGE	AVE	Princeton	Yale	56	54	110
23879	COLLEGE	AVE	Arbor	Princeton	54	54	108
23945	COLLEGE	AVE	University	Blake	54	54	108
231431	CONSTITUTION	DR	Chilco	Jefferson	50	50	100
232095	CRANE	ST	Crane	end of court	56	56	112
23683	CRONER	AVE	Orange	N. Lemon	57	50	107
231281	CURTIS	WY	end of court	Roble	61	61	122
231023	DERRY	LN	Oak Grove Ave	end of court	54	54	108
232198	EL CAMINO REAL		Watkins	Spruce	75	71	146
232364	ELMWOOD	PL	Hannah	end of court	50	50	100
23213	ENCINAL	AVE	Felton	Garwood	60	70	130
231296	ENCINAL	AVE	Felton	Laurel	56	67	123
232265	FELTON	DR	Felton	end of court	52	59	111
231050	FELTON	DR	Arden	Lennox	55	55	110
231083	FELTON	DR	Arden	Felton	71	48	119
231678	FRENCH	CT	Oak	end of court	52	52	104
231704	GILBERT	AVE	Santa Monica	Santa Margarita	51	51	102
231777	GREEN	ST	Poplar	Menalto	55	60	115
23253	HALLMARK	CIR	Valpariso	Oliver	52	48	100
232078	HAMILTON	AVE	Willow	Hamilton Ct.	55	55	110

Roadways Lacking Continuous Walkways on Both Sides of Street

High Ranking Segments (100 or more) in Alphabetical Order							
GIS Street ID	Street Name	Type	From	To	Totals		
					North or West Side	South or East Side	Grand Total
231982	HAMILTON	AVE	Willow	Hamilton	57	57	114
232427	HARKINS	AVE	Alameda de las Pulgas	Altschul	59	66	125
232247	HERMOSA	WY	Hermosa	Rosefield	53	53	106
232042	JEFFERSON	DR	Chrysler	Constitution	50	50	100
23159	JEFFERSON	DR	Constitution	Chrysler	54	54	108
232022	JEFFERSON	DR	Chrysler	Constitution	50	50	100
232109	JUNIPERO SERRA	BLVD	Alpine	city limits	60	60	120
231967	KELLY	CT	O'Brien	end of court	54	54	108
232238	LASSEN	DR	Mansion	Trinity	48	53	101
23212	LAUREL	ST	Glenwood	Bassett	54	54	108
231089	LAUREL	PL	Laurel	Laurel	54	54	108
231297	LAUREL	ST	Laurel Pl	Encinal	50	54	104
231364	LEMON	ST	Edgewood	Doris	60	46	106
23886	MALLET	CT	Fremont	Mallet	54	54	108
232117	MANSION	CT	end of court	Lassen	50	50	100
231110	MARCUSSEN	DR	Oak Grove	Ravenswood	55	55	110
231299	MILLS	CT	end of court	Glenwood	54	54	108
2367	MONTE ROSA	DR	Sunset	Sharon Park	53	53	106
2378	MONTE ROSA	DR	Siskiyou	Sunset Ln	53	53	106
23141	MONTE ROSA	DR	Sand Hill	Siskiyou	53	53	106
231395	NANCY	WY	Orange	end of court	66	56	122
232453	NEALON PARK		Middle	end of court	68	40	108
231350	OAK	AVE	Lemon	Pembroke	57	57	114
23386	OAK HOLLOW	WY	end of court	Santa Cruz Ave	57	50	107
23643	OAKDELL	DR	Oakfield	Lemon	61	57	118
23653	OAKDELL	DR	Oak Knoll	Oakfield	55	62	117
23659	OAKDELL	DR	Stanford	Oak Knoll	55	55	110
23664	OAKDELL	DR	Santa Cruz	Stanford	70	70	140
231394	OAKDELL	DR	Lemon	Grace	57	57	114
23646	OAKFIELD	LN	Oak Knoll	White Oak	51	51	102
232433	O'BRIEN	DR	O'Brien	University	64	62	126
232080	O'BRIEN	DR	Kavanaugh	Casey	64	62	126
231966	O'BRIEN	DR	Willow	O'Brien	63	67	130
231965	O'BRIEN	DR	Kelly Ct.	Kavanaugh	66	66	132
231989	O'BRIEN	DR	Casey	Adams	62	62	124
231996	O'BRIEN	DR	Adams	University	66	66	132
231681	O'CONNOR	ST	Euclid	Elliot	55	78	133
231390	PALM	CT	Palm Ct	end of court	50	50	100
231391	PALM	CT	Palm	Stanford	55	55	110
231351	PEMBROKE	PL	Oak	end of court	50	50	100
231870	PIERCE	RD	Alpine Ave	Del Norte Ave	54	55	109
231875	PIERCE	RD	Almanor Ave	Menlo Oaks Dr	54	53	107
231874	PIERCE	RD	Berkeley	Almanor	54	73	127
231818	PIERCE	RD	Henderson	Berkeley	54	73	127
231815	PIERCE	RD	Windermere	Henderson	54	61	115
231467	PIERCE	RD	Hollyburne	Windermere	54	66	120
231814	PIERCE	RD	Hollyburne	Sevier	54	73	127
231799	PIERCE	RD	Carlton Ave	Newbridge St	60	48	108
232214	PIERCE	RD	Menlo Oaks	Newbridge	54	73	127

Roadways Lacking Continuous Walkways on Both Sides of Street

High Ranking Segments (100 or more) in Alphabetical Order							
GIS Street ID	Street Name	Type	From	To	Totals		
					North or West Side	South or East Side	Grand Total
23871	PRINCETON	DR	Cambridge Ave	College Ave	54	61	115
23875	PRINCETON	DR	Creek	Cambridge	54	54	108
23799	ROSEFIELD	WY	Santa Cruz	Hermosa	51	51	102
23856	SAN MATEO	DR	Garden Ln	Valparaiso Ave	48	66	114
232232	SAN MATEO	DR	Laurel	Middle	50	56	106
23249	SANTA CRUZ	AVE	Hermosa	May Brown	65	58	123
231330	SANTA CRUZ	AVE	Rosefield	Hermosa	64	60	124
231331	SANTA CRUZ	AVE	Cotton	Rosefield	56	56	112
23722	SANTA CRUZ	AVE	Hobart	Hobart	75	71	146
23207	SANTA CRUZ	AVE	Hillview	Hobart	62	56	118
232204	SANTA CRUZ	AVE	Olive	Hillview	56	63	119
231267	SANTA CRUZ	AVE	May Brown	San Mateo	63	62	125
231270	SANTA CRUZ	AVE	Windsor	Arbor	83	70	153
23219	SANTA CRUZ	AVE	San Mateo	Windsor	60	74	134
232222	SANTA CRUZ	AVE	Sherman	Avy	72	69	141
232270	SANTA CRUZ	AVE	Windsor	Arbor	62	76	138
231362	SANTA CRUZ	AVE	Crocus Pl	Oakdell Dr	64	62	126
231332	SANTA CRUZ	AVE	Cotton	Hobart	68	68	136
231496	SANTA MONICA	AVE	San Luis	Nash	72	52	124
232233	SCHWIE	AVE	Clayton	end of court	54	54	108
232203	SCHWIE	AVE	end of court	Clayton	52	52	104
23181	SEMINARY	DR	end of court	Middlefield	57	50	107
23417	SHARON	CT	end of court	Sharon Rd	54	54	108
23350	SHARON OAKS	DR	Sharon Rd	Sharon Rd	50	50	100
23283	SHARON PARK	DR	Warner Ridge	Monte Rosa	61	61	122
23287	SHARON PARK	DR	Monte Rosa	Lassen	61	61	122
23282	SHARON PARK	DR	Olympic	Warner Ridge	61	61	122
23279	SHARON PARK	DR	Blueridge	Olympic	61	61	122
232235	SHARON PARK	DR	Eastridge	Blueridge	61	61	122
23286	SHARON PARK	DR	Lassen	Klamath	61	61	122
232099	STANFORD	CT	Stanford Ave	end of court	50	50	100
232208	STANFORD	AVE	Palo Alto Way	Vine St	55	51	106
232129	SUSSEX	PL	Felton	end of court	61	61	122
23221	TUDOR	DR	Lennox	Encinal	54	56	110
232231	UNIVERSITY	AVE	Middle	College	67	68	135
232230	UNIVERSITY	AVE	College	Partridge	66	66	132
23200	UNIVERSITY	AVE	Harvard	Creek	56	56	112
23242	UNIVERSITY	AVE	Partridge	Cambridge	67	62	129
23950	UNIVERSITY	AVE	Cambridge	Harvard	56	56	112
23914	VALPARAISO	AVE	Lee	University	64	78	142
232273	VALPARAISO	AVE	Emelie	Johnson	64	64	128
231006	VALPARAISO	AVE	San Mateo	Arbor	64	75	139
23855	VALPARAISO	AVE	Corinne	San Mateo	56	58	114
231333	VALPARAISO	AVE	Cotton	Robert S.	69	53	122
232152	VALPARAISO	AVE	Park	Santiago	54	63	117
23727	VALPARAISO	AVE	Camino Por Los Arboles	Atherton Oak	52	59	111
232159	VALPARAISO	AVE	N. Lemon	Camino Por Los Arboles	52	56	108
231401	VALPARAISO	AVE	Delfino	Corcoran	46	57	103
23853	VALPARAISO	AVE	Robert	Elena	72	56	128

Roadways Lacking Continuous Walkways on Both Sides of Street

High Ranking Segments (100 or more) in Alphabetical Order							
GIS Street ID	Street Name	Type	From	To	Totals		
					North or West Side	South or East Side	Grand Total
23899	VALPARAISO	AVE	Arbor	Emelie	64	68	132
232111	VALPARAISO	AVE	Altschul	Hallmark	57	54	111
231472	VAN BUREN	RD	Madera	Sevier	67	50	117
23841	WESTFIELD	DR	Middle	Werth	54	50	104
231359	WHITE OAK	CT	White Oak	White Oak	51	51	102
231358	WHITE OAK	DR	Oak Knoll	Oakfield	51	51	102
23624	WHITE OAK	DR	Oakfield	White Oak	51	51	102
231437	WILLOW	RD	Bayfront Expy	Hamilton	57	57	114
231276	WINDSOR	DR	Westfield	Werth	57	57	114
231277	WINDSOR	DR	Westfield	Middle	52	54	106
231592	WOODLAND	AVE	Cleland	Woodland	49	55	104
231659	WOODLAND	AVE	Oak	Emma	82	52	134
231657	WOODLAND	AVE	Emma	Menalto	72	64	136
231603	WOODLAND	AVE	Laurel	Cleland	62	49	111
231579	WOODLAND	AVE	Russel	Lexington	64	57	121
231574	WOODLAND	AVE	Lexington	Blackburn	59	49	108
231665	WOODLAND	AVE	Euclid	Oak	70	68	138
23882	YALE	DR	College	Middle	54	54	108
23880	YALE	DR	Cambridge	College	61	66	127
23876	YALE	DR	Creek	Cambridge	50	50	100
232221	ZACHARY	CT	end of court	Avy	50	50	100
GIS Street ID refers to the street identification number used in Menlo Park's Geographic Information Systems.							
Street orientation was determined by persons collecting field data.							
Scores of zero (0) imply that there is a continuous formal walkway on one side of the roadway.							
The scoring applies to street segments that lack continuous walkway facilities on both sides of the roadway. Sidewalks may or may not be installed, based on the discretion of Menlo Park Staff, Commissioners, and City Council members, and as the budget allows.							

Roadways Lacking Continuous Walkways on Both Sides of Street

Medium Ranking Segments (more than 49 and less than 100) in Alphabetical Order							
GIS Street ID	Street Name	Type	From	To	Totals		
					North or West Side	South or East Side	Grand Total
232003	ADAMS	DR	Adams	University Ave	46	46	92
232083	ADAMS	CT	Adams	end of court	46	46	92
231319	ALAMEDA DE LAS PULGAS		Clayton Dr	Harrison Wy	0	56	56
232284	ALDER	PL	Seminary	end of court	48	46	94
23197	ALMA	ST	East Creek Dr	Willow Rd	50	0	50
231119	ALMA	ST	Willow Rd	Sherwood Wy	50	0	50
231121	ALMA	ST	Sherwood Wy	Waverley St	50	0	50
23954	ALTO	LN	Creek Dr	Harvard Ave	44	44	88
23958	ALTO	LN	Harvard Ave	Cambridge Ave	44	44	88
23964	ALTO	LN	Cambridge Ave	end of court	44	46	90
23970	ALTO	LN	end of court	College Ave	44	44	88
23977	ALTO	LN	College Ave	Middle Ave	44	44	88
23267	ALTSCHUL	AVE	Sharon Rd	Avy Ave	0	53	53
231356	AMBER	WY	Oak	end	41	41	82
23112	ANDERSON	WY	Campbell	Campbell	45	45	90
23900	ARBOR	DR	Valpariso	Santa Cruz Ave	43	47	90
231288	ARBOR	DR	Collete Ave	Middle Ave	56	0	56
231080	ARDEN	RD	Felton Dr	Felton Dr	46	46	92
23426	AVY	AVE	Bellair	Altschul	0	52	52
23696	BARBARA	LN	Barbara Ln	end of court	50	48	98
231407	BARBARA	LN	Olive St	Barbara Ln	39	32	71
232357	BARRON	ST	Thurlow St	end of court	40	40	80
232358	BARRON	ST	Burgess Dr	Thurlow St	46	44	90
23228	BAY	RD	Marsh	Christopher	59	0	59
231162	BAY	RD	Hedge	Timothy	61	0	61
231166	BAY	RD	Theresa	Peggy	57	0	57
231167	BAY	RD	Timothy	Peggy	61	0	61
231168	BAY	RD	Harmon	Theresa	51	0	51
231191	BAY	RD	Christopher	Harmon	55	0	55
231466	BAY	RD	Oakland	Ringwood	53	0	53
231473	BAY	RD	Madera	Van Buren	58	0	58
231810	BAY	RD	Sevier	Medera	52	0	52
231811	BAY	RD	Hollyburne	Sevier	55	0	55
231812	BAY	RD	Windermere	Hollyburne	59	0	59
231813	BAY	RD	Henderson	Windermere	55	0	55
231822	BAY	RD	Berkeley Ave	Berkeley	55	0	55
231823	BAY	RD	Berkeley	Almanor	60	0	60
231824	BAY	RD	Menlo Oaks	Almanor	51	0	51
231825	BAY	RD	Oakland	Menlo Oaks	62	0	62
231854	BAY	RD	Del Norte	Ringwood	57	0	57
232133	BAY	RD	Hedge	Greenwood	61	0	61
232165	BAY	RD	Henderson	Berkeley	55	0	55
232248	BAY	RD	Del Norte	Greenwood	61	0	61
23607	BAY LAUREL	DR	Oak Ave	Brandon	44	44	88
23707	BAY LAUREL	DR	Cotton	Hermosa	33	33	66
23764	BAY LAUREL	DR	Hermosa Wy	Santa Rita Ave	37	37	74
23825	BAY LAUREL	DR	San Rita	San Mateo	47	50	97
11789	BELLAIR	WY	Avy	La Loma	45	45	90

Roadways Lacking Continuous Walkways on Both Sides of Street

Medium Ranking Segments (more than 49 and less than 100) in Alphabetical Order							
GIS Street ID	Street Name	Type	From	To	Totals		
					North or West Side	South or East Side	Grand Total
23546	BILTMORE	LN	Trinity Dr	Hallmark Cir	29	29	58
23949	BLAKE	ST	College Ave	Middle Ave	44	44	88
23346	BLUERIDGE	AVE	Sharon Park	Monte Rosa	49	49	98
231230	BOHANNON	DR	Campbell Ave	Scott Dr	50	46	96
231248	BOHANNON	DR	Marsh Rd	Campbell Ave	44	44	88
23794	BOLTON	PL	San Mateo	end	45	45	90
232278	BRADY	PL	Seminary	end of court	48	46	94
2369	BRANNER	DR	Sand hill	Campbell	45	45	90
23101	BRANNER	DR	Campbell	end	45	45	90
231158	BURGESS	DR	Barron St	W 4th St	44	44	88
23944	CAMBRIDGE	AVE	Cornell Dr	Alto Ln	44	44	88
23963	CAMBRIDGE	AVE	University	Cornell Dr	44	46	90
2395	CAMPBELL	LN	Anderson	Branner	45	45	90
23108	CAMPBELL	LN	Anderson	Anderson	45	45	90
23109	CAMPBELL	LN	Branner	Anderson	45	45	90
23155	CAMPBELL	LN	Branner	end	45	45	90
231240	CAMPBELL	AVE	Bohannon Ave	Scott Dr	44	44	88
23401	CAMPO BELLO	LN	Sunrise	end	39	39	78
23407	CAMPO BELLO	LN	Alameda de las Pulgas	Campo Bello Ct	39	39	78
232114	CAMPO BELLO	CT	Campo Bello Ln	end	39	39	78
232253	CAMPO BELLO	LN	Campo Bello Ct	Sunrise	39	39	78
232115	CARRIAGE	CT	Lessen Dr	end of court	46	46	92
23454	CASCADE	DR	Sierra	Continental	45	45	90
23508	CASCADE	DR	Cascade Ct	Sierra	45	45	90
23514	CASCADE	DR	Tioga	Cascade Ct	45	45	90
231309	CASCADE	DR	Tioga	end	45	45	90
232120	CASCADE	CT	Cascade Dr	end	45	45	90
231266	CATHY	PL	Wallea	end	45	45	90
232091	CHATEAU	DR	Versailles Dr	Valparaiso Ave	44	42	86
23788	CHERYL	PL	Wallea	end	45	45	90
232250	CHILCO	ST	Constitution	Bayfront Expwy	59	0	59
231259	CHRYSLER	DR	Jefferson	Constitution Dr	40	40	80
23270	CLAYTON	DR	Ayers		44	42	86
231318	CLAYTON	DR	Alameda de las Pulgas	Ayers	43	50	93
231593	CLELAND	PL	Woodland Ave	end of court	29	29	58
231416	COLEMAN	AVE	Santa Monica Ave	Coleman Pl	59	0	59
23971	COLLEGE	AVE	Blake St	Alto Ln	44	49	93
23193	CONSTITUTION	DR	Chrysler Dr	Jefferson	44	44	88
231258	CONSTITUTION	DR	Independent	Chrysler	44	44	88
232269	CONSTITUTION	DR	Marsh Rd	Constitution Dr	42	42	84
23313	CONTINENTAL	DR	Tioga	Monte Rosa	45	45	90
23529	CONTINENTAL	DR	Tioga Dr	Trinity Dr	47	26	73
23854	CORINNE	LN	Valparaiso	end	45	45	90
23952	CORNELL	DR	Cambridge Ave	Harvard Ave	48	50	98
23953	CORNELL	DR	Harvard Ave	Creek Dr	44	44	88
23704	COTTON	ST	Laurel Dr	Garland	47	47	94
23715	COTTON	ST	Garland	Cotton Pl	41	41	82
23732	COTTON	ST	Santa Cruz Ave	Middle Ave	44	44	88

Roadways Lacking Continuous Walkways on Both Sides of Street

Medium Ranking Segments (more than 49 and less than 100) in Alphabetical Order							
GIS Street ID	Street Name	Type	From	To	Totals		
					North or West Side	South or East Side	Grand Total
23758	COTTON	ST	Valparaiso	Santa Cruz	49	49	98
231344	COTTON	PL	end of court	Cotton St	31	31	62
23199	CREEK	DR	University Dr	Cornell Rd	37	46	83
23873	CREEK	DR	Princeton Rd	Yale Rd	40	44	84
23874	CREEK	DR	Yale Rd	University Dr	51	44	95
232122	CREEK	DR	Arbor Dr	Princeton Rd	28	42	70
232125	CREEK	DR	Cornell Rd	Alto Ln	37	44	81
23321	CREST	LN	Monte Rosa	Warner Range	49	49	98
23436	DEANNA	DR	Avy	end	41	41	82
231872	DEL NORTE	AVE	Piece Rd	Market Pl	0	56	56
231399	DELFINO	WY	end of court	Valparaiso Ave	35	35	70
23673	EDGEWOOD	LN	Lemon St	Stanford Ave	49	49	98
231037	EL CAMINO REAL		Valparaiso	Encinal	72	0	72
231038	EL CAMINO REAL		Stonepine	Alejandra	61	0	61
231047	EL CAMINO REAL		Encinal	Stonepine	74	0	74
231048	EL CAMINO REAL		Buckthorne	Spruce	61	0	61
232151	EL CAMINO REAL		Alejandra	Buckthorne	61	0	61
23694	ELDER	AVE	William Ct	Whitaker Wy	0	52	52
23728	ELDER	AVE	Hesketh Dr	Pineview Ln	50	0	50
23729	ELDER	AVE	Pineview Ln	Valparaiso Ave	50	0	50
231336	ELDER	AVE	Hesketh Dr	Elder Ct	57	0	57
231338	ELDER	CT	Hillview	end	45	45	90
232096	ELIZABETH	LN	Crane Wy	Hoover St	38	54	92
232044	EMMA	LN	Woodland Ave	end of court	48	46	94
232430	EUCLID	AVE	Woodland Ave	O'Connor St	50	46	96
232431	EUCLID	AVE	Woodland Ave	O'Connor St	51	46	97
231373	EVERGREEN	ST	Stanford	Holly	41	41	82
231053	FELTON	DR	Encinal Ave	Lennox Dr	46	50	96
231057	FELTON	DR	Arden Ave	Felton Dr	47	47	94
23859	GARDEN	LN	San Mateo Dr	San Mateo Dr	30	30	60
23706	GARLAND	DR	Garland Pl	Cotton St	43	43	86
23712	GARLAND	DR	Olive St	Garland Pl	43	43	86
231343	GARLAND	PL	Garland Dr	end of court	31	43	74
23634	GRACE	DR	end of court	Oakdell Dr	37	39	76
23548	HALLMARK	CIR	Trinity Dr	Biltmore Ln	35	30	65
23579	HALLMARK	CIR	Trinity Dr	Valparaiso Ave	50	46	96
231308	HALLMARK	CIR	Biltmore Ln	Oliver Ct	40	48	88
232077	HAMILTON	CT	Hamilton	end of court	47	47	94
23951	HARVARD	AVE	University Dr	Cornell Dr	44	44	88
23955	HARVARD	AVE	Cornell Dr	Alto Ln	51	47	98
23222	HAVEN	AVE	Haven Ave	E. Bayshore Rd	49	40	89
23770	HELEN	PL	San Mateo	end	45	45	90
231887	HENDERSON	AVE	Pierce Rd	Howard St	63	0	63
23721	HERMOSA	WY	Hermosa Pl	Laurel Dr	42	42	84
23765	HERMOSA	PL	Hermosa Wy	end of court	33	33	66
23767	HERMOSA	WY	Hermosa Pl	Middle Ave	38	40	78
23801	HERMOSA	WY	Rosefield Wy	Santa Cruz Ave	41	53	94
23803	HERMOSA	WY	Middle Ave	Santa Cruz Ave	42	42	84

Roadways Lacking Continuous Walkways on Both Sides of Street

Medium Ranking Segments (more than 49 and less than 100) in Alphabetical Order							
GIS Street ID	Street Name	Type	From	To	Totals		
					North or West Side	South or East Side	Grand Total
231339	HESKETH	DR	Elder	Valparaiso	41	41	82
23679	HIDDEN OAKS	DR	Santa Cruz	end	41	41	82
23750	HILLVIEW	DR	Santa Cruz	Cotton	41	41	82
23723	HOBART	ST	Middle Ave	Santa Cruz Ave	39	39	78
23740	HOBART	ST	Santa Cruz	Cotton	45	45	90
232360	HOPKINS	ST	Thurlow St	end of court	50	48	98
232361	HOPKINS	ST	Burgess Dr	Thurlow St	40	42	82
231227	INDEPENDENCE	DR	Chrysler Dr	Constitution Dr	40	40	80
232251	IVY	DR	Market Pl	Hill Ave	0	71	71
231000	JOHNSON	LN	Menlo Ave	Santa Cruz Ave	54	38	92
23515	LA LOMA	DR	Tioga Dr	Bellair Wy	45	45	90
23264	LASSEN	DR	Carriage Ct	Whitney Dr	46	46	92
23463	LASSEN	CT	Lassen Dr	end of court	33	33	66
23915	LEE	DR	Valparaiso	end of court	54	45	99
232216	LELAND	AVE	Sand Hill Rd	Perry Ave	46	46	92
231360	LEMON	ST	Oak Ave	White Oak Dr	46	46	92
231385	LEMON	ST	Wood Ln	Santa Cruz Ave	46	50	96
231392	LEMON	ST	Stanford	Edgewood	41	41	82
231400	LEMON AVE	AVE	Santa Cruz Ave	Croner Ave	37	37	74
231403	LEMON AVE	AVE	Croner Ave	Valparaiso Ave	35	35	70
231072	LENNOX	AVE	Felton Dr	Tudor Dr	46	46	92
23329	LOMA PRIETA	LN	Monte Rosa	Warner Ridge	49	49	98
231380	LOMITAS	AVE	end of court	St. Francis Pl	30	30	60
231393	LOUISE	ST	Stanford Ave	end of court	42	38	80
231369	MAGNOLIA	ST	Poppy Ave	Holly Ave	37	37	74
231370	MAGNOLIA	ST	Holly Ave	Stanford Ave	51	37	88
231383	MAGNOLIA	CT	end of court	Oakdell Dr	29	29	58
23804	MAY BROWN	AVE	Santa Cruz Ave	end of court	42	42	84
23822	MAYWOOD	LN	end of court	Middle Ave	46	46	92
231746	MENALTO	AVE	Walnut St	East O'Keefe	0	68	68
231747	MENALTO	AVE	East O'Keefe	Donohoe St	0	60	60
231770	MENALTO	AVE	Green St	Chester St	0	51	51
23585	MIDDLE	AVE	Fremont St	Yale Rd	0	59	59
23629	MIDDLE	CT	end of court	Olive St	29	29	58
23698	MIDDLE	AVE	Hobart St	Cotton St	0	52	52
23766	MIDDLE	AVE	Santa Rita Ave	San Mateo Dr	0	59	59
23883	MIDDLE	AVE	Yale Rd	University Dr	0	52	52
23884	MIDDLE	AVE	Arbor Rd	Fremont St	0	62	62
231278	MIDDLE	AVE	San Mateo Dr	Windsor Dr	0	64	64
231283	MIDDLE	AVE	Hermosa Wy	Santa Rita Ave	0	70	70
231285	MIDDLE	AVE	Arbor Rd	Arbor Dr	0	64	64
231286	MIDDLE	AVE	Claire Pl	Arbor Rd	0	64	64
231287	MIDDLE	AVE	Windsor Dr	Maywood Ln	0	64	64
231347	MIDDLE	AVE	Cotton St	Hermosa Wy	0	51	51
231552	MIDDLEFIELD	RD	San Maggarita Ave	Santa Monica Ave	0	62	62
23302	MONTE ROSA	DR	Sharon Park	Crest	49	49	98
23303	MONTE ROSA	DR	Crest	Continental	49	49	98
23328	MONTE ROSA	DR	Avy	Warner Range	49	49	98

Roadways Lacking Continuous Walkways on Both Sides of Street

Medium Ranking Segments (more than 49 and less than 100) in Alphabetical Order							
GIS Street ID	Street Name	Type	From	To	Totals		
					North or West Side	South or East Side	Grand Total
23340	MONTE ROSA	DR	Warner Range	Loma Prieta	49	49	98
23348	MONTE ROSA	DR	Olympic	Blueridge	49	49	98
231310	MONTE ROSA	DR	Contintental	Avy	49	49	98
231315	MONTE ROSA	DR	Loma Prieta	Olympic	49	49	98
232050	NASH	AVE	Santa Margarita	Santa Monica Ave	49	47	96
231101	NOEL	DR	Ravenswood Ave	Laurel St	56	0	56
231354	OAK	AVE	Brandon Wy	August Cir	37	39	76
231667	OAK	CT	Woodland	French	47	38	85
232138	OAK	CT	Menalto	end of court	47	47	94
231106	OAK GROVE	AVE	Pine St	Marcussen Dr	50	0	50
23597	OAK KNOLL	LN	White Oak	Oak	49	49	98
23598	OAK KNOLL	LN	Bay Laurel	Oak Knoll	41	41	82
23651	OAK KNOLL	LN	White Oak	Oakdell	0	52	52
23205	OAKDELL	DR	Magnolia	Olive	37	39	76
23639	OAKDELL	DR	Grade Dr	Evergreen	37	44	81
232224	O'CONNOR	ST	Menalto	Elliot	0	56	56
23695	OLIVE	ST	Stanford Ave	Barbara Ln	46	46	92
23699	OLIVE	ST	Middle Ct	Middle Ave	38	51	89
231346	OLIVE	ST	Bay Laurel Dr	Oak Ave	33	33	66
231375	OLIVE	ST	Oakdell Dr	Stanford Ave	46	46	92
231384	OLIVE	ST	Middle Ave	Oakdell Dr	32	35	67
231406	OLIVE	ST	Barbara Ln	Santa Cruz Ave	46	46	92
23584	OLIVER	CT	Hallmark Cir	end of court	48	48	96
23334	OLYMPIC	AVE	Sharon Park	Monte Rosa	49	49	98
23692	PALM	CT	Palm	Stanford	41	41	82
231252	PATRICIA	PL	San Mateo	end	45	45	90
232287	PEPPERWOOD	CT	Seminary	end of court	48	46	94
23726	PINEVIEW	LN	end of court	Elder Ave	41	41	82
23730	POLITZER	DR	Elder Ave	Valparaiso Ave	37	37	74
231352	RANDALL	PL	Oak Ave	end of court	30	30	60
23782	REYNA	PL	San Mateo	end	45	45	90
232186	RINGWOOD	AVE	Bay Rd	Oakwood Pl	50	0	50
23805	ROBERT	DR	Valparaiso	end	45	45	90
23990	RYAN'S	LN	Escondido Ln	Chestnut St	38	38	76
23992	RYAN'S	LN	Crane St	Escondido Ln	38	38	76
23125	SAGA	LN	Sand Hill Rd	end of court	41	41	82
232053	SAN ANDREAS	DR	end of court	Santa Monica Ave	40	40	80
232052	SAN CLEMENTE	DR	end of court	Santa Monica Ave	47	40	87
232051	SAN LUIS	DR	end of court	Santa Monica Ave	35	35	70
23248	SAN MATEO	DR	Garden Ln	Garden Ln	49	47	96
23773	SAN MATEO	DR	Wallea	Wallea	41	41	82
23810	SAN MATEO	DR	Middle Ave	Wallea Dr	52	0	52
23823	SAN MATEO	DR	end of court	Bay Laurel Dr	42	42	84
23824	SAN MATEO	DR	Bay Laurel Dr	Bay Laurel Dr	48	48	96
2318	SAND HILL	CIR	Sand Hill Rd	Sand Hill Rd	40	36	76
2380	SAND HILL	RD	Sand Hill Rd	Sand Hill Cir	40	40	80
232353	SAND HILL	RD	I-280 NB offramp	I-280 NB onramp	0	60	60
232367	SAND HILL	RD	Sand Hill	Sand Hill	52	0	52

Roadways Lacking Continuous Walkways on Both Sides of Street

Medium Ranking Segments (more than 49 and less than 100) in Alphabetical Order							
GIS Street ID	Street Name	Type	From	To	Totals		
					North or West Side	South or East Side	Grand Total
232368	SAND HILL	RD	Addison-Wesley	I-280 NB offramp	0	68	68
232434	SAND HILL	CIR	Lawler Panch Rd	I-280	40	40	80
232449	SAND HILL	RD	Sand Hill Rd	I-280 ramps	0	60	60
23251	SANTA CRUZ	AVE	Oakdell Ave	Sharon Rd	68	0	68
23912	SANTA CRUZ	AVE	Arbor	Fremont	60	0	60
23913	SANTA CRUZ	AVE	Johnson	Arbor	54	0	54
231265	SANTA CRUZ	AVE	Windsor	Arbor	0	63	63
231409	SANTA CRUZ	AVE	Sharon Rd	Sherman Ave	0	55	55
232369	SANTA CRUZ	AVE	Orange	N. Lemon	0	62	62
231625	SANTA MONICA	AVE	San Clemente Dr	San Andreas Dr	36	42	78
231634	SANTA MONICA	AVE	San Luis Dr	San Clemente Dr	36	48	84
231705	SANTA MONICA	AVE	Middlefield Rd	San Andreas Dr	36	50	86
23769	SANTA RITA	AVE	Bay Laurel Dr	Middle Ave	49	43	92
231234	SCOTT	DR	Bohannon Ave	Campbell Ave	40	40	80
231235	SCOTT	DR	Campbell Ave	Marsh Rd	40	40	80
232276	SEMINARY	DR	Middlefield Rd	Gloria Dr	56	0	56
232148	SEYMOUR	Ln	end of court	Santa Cruz Ave	48	48	96
23269	SHARON	RD	Sharon Ct	Alameda De Las Pulgas	43	43	86
23425	SHARON	RD	Altschul Ave	Sharon Ct	46	51	97
232243	SHARON	RD	Cloud Ave	Sherman Ave	51	32	83
2339	SHASTA	LN	Siskiyou	end	33	33	66
23505	SIERRA	DR	Tioga	Cascade	41	41	82
2344	SISKIYOU	DR	Shasta	end	41	41	82
23137	SISKIYOU	DR	Monte Rosa	Siskiyou Pl	41	41	82
23151	SISKIYOU	DR	Klamath	Shasta	41	41	82
232150	SISKIYOU	DR	Shasta Ln	end of street	45	45	90
232128	SPRUCE	AVE	El Camino Real	end of court	43	47	90
231381	ST FRANCIS	PL	Lomitas Ct	Oakdell Dr	33	33	66
23204	STANFORD	AVE	Evergreen St	Palm Ct	44	37	81
23206	STANFORD	AVE	Edgewood Ln	Louise St	29	29	58
23668	STANFORD	AVE	Oakdell Dr	Doris Dr	37	35	72
231365	STANFORD	AVE	Louise St	Lemon St	37	37	74
231376	STANFORD	AVE	Palm Ct	Stanford Ct	37	37	74
231405	STANFORD	AVE	Magnolia St	Olive St	39	41	80
232225	STANFORD	AVE	Sand Hill Rd	Palo Alto Way	42	35	77
232257	STANFORD	AVE	Stanford Ct	Magnolia	41	41	82
232012	STATE HIGHWAY 84		Chilco St	Willow Rd	61	0	61
232016	STATE HIGHWAY 84		Willow Rd	City Limit	0	57	57
232385	STATE HIGHWAY 84		Marsh	Chrysler	53	0	53
232388	STATE HIGHWAY 84		Chrysler Dr	Chilco St	53	0	53
231317	SUNRISE	CT	Bello	end	39	39	78
23148	SUNSET	LN	Sunset ct	end	41	41	82
23578	SUSAN GALE	CT	Hallmark Cir	end of court	48	48	96
232294	THURLOW		Hopkins St	Barron St	40	42	82
232359	THURLOW		Laurel St	Hopkins St	46	46	92
23489	TIOGA	DR	Lassen Dr	Continental Dr	45	45	90
23494	TIOGA	DR	Continental	Sierra	45	45	90
23499	TIOGA	DR	Sierra	Cascade	45	45	90

Roadways Lacking Continuous Walkways on Both Sides of Street

Medium Ranking Segments (more than 49 and less than 100) in Alphabetical Order							
GIS Street ID	Street Name	Type	From	To	Totals		
					North or West Side	South or East Side	Grand Total
23518	TIOGA	DR	Cascade	La Loma	45	45	90
23441	TRINITY	DR	Whitney	Lassen	41	41	82
23464	TRINITY	DR	Trinity Ct	Whitney	41	41	82
23468	TRINITY	DR	Tioga	Trinity Ct	41	41	82
23520	TRINITY	DR	Tioga	Biltmore	40	40	80
23530	TRINITY	DR	Continental	Tioga	41	41	82
23553	TRINITY	DR	Halmark	Susan Gale	29	29	58
23554	TRINITY	DR	Hallmark	Continental	41	41	82
23557	TRINITY	DR	La Loma	Hallmark	41	41	82
11773	VALPARAISO	AVE	Victoria Dr	El Camino	65	0	65
11774	VALPARAISO	AVE	Hoover St	Victoria Dr	70	0	70
23923	VALPARAISO	AVE	University	Crane	54	0	54
231002	VALPARAISO	AVE	Crane St	Chateau Dr	70	0	70
231334	VALPARAISO	AVE	Hillview	Santiago	60	0	60
232084	VALPARAISO	AVE	Michael	Lee	54	0	54
232160	VALPARAISO	AVE	Corcoran	American	46	41	87
232240	VALPARAISO	AVE	Chateau Dr	Versailles	70	0	70
232241	VALPARAISO	AVE	Versailles	Hoover St	70	0	70
232274	VALPARAISO	AVE	Johnson	Michael	54	0	54
231907	VAN BUREN	RD	Iris Ln	end of court	43	54	97
232092	VERSAILLES	ST	Chateau Dr	Valparaiso Ave	40	40	80
232100	VINE	ST	Oak Ave	Perry Ave	46	46	92
232205	VINE	ST	Leland Ave	Stanford Ave	53	43	96
232209	VINE	ST	Palo Alto Way	Leland Ave	38	34	72
232210	VINE	ST	Perry Ave	Palo Alto Way	42	46	88
23774	WALLEA	DR	Santa Cruz	Middle	41	41	82
23284	WARNER RANGE	AVE	Sharon Park	Loma Prieta	49	49	98
23316	WARNER RANGE	AVE	Loma Prieta	Crest	49	49	98
23326	WARNER RANGE	AVE	Crest	Monte Rosa	49	49	98
231408	WHITAKER	WY	Elder Ave	end of court	48	46	94
23627	WHITE OAK	DR	White Oak Ct	Lemon St	44	51	95
23449	WHITNEY	DR	Whitney	Trinity	41	41	82
23458	WHITNEY	DR	Lassen	Whitney	41	41	82
231387	WILLIAM	CT	Elder Ave	end of court	48	48	96
231783	WILLOW	RD	Durham St	Chester St	75	0	75
23849	WINDSOR	DR	Castle Wy	Windsor Wy	39	49	88
23850	WINDSOR	DR	Windsor Wy	Santa Cruz Ave	39	39	78
231268	WINDSOR	WY	Windsor Dr	end of court	51	47	98
23686	WOOD	LN	Lemon St	end of court	50	48	98
231566	WOODLAND	AVE	Baywood	Blackburn	49	49	98
231586	WOODLAND	AVE	Russel	Woodland	27	39	66
231604	WOODLAND	AVE	Pope	Laurel	51	0	51
231646	WOODLAND	AVE	Woodland	Pope	60	0	60

GIS Street ID refers to the street identification number used in Menlo Park's Geographic Information Systems.

Street orientation was determined by persons collecting field data.

Scores of zero (0) imply that there is a continuous formal walkway on one side of the roadway.

The scoring applies to street segments that lack continuous walkway facilities on both sides of the roadway. Sidewalks may or may not be installed, based on the discretion of Menlo Park Staff, Commissioners, and City Council members, and as the budget allows.

Roadways Lacking Continuous Walkways on Both Sides of Street

Low Ranking Segments (49 or less) in Alphabetical Order							
GIS Street ID	Street Name	Type	From	To	Totals		
					North or West Side	South or East Side	Grand Total
231116	ALMA	ST	Burgess Dr	Mielke Dr	46	0	46
231120	ALMA	ST	Waverley St	Burgess Dr	36	0	36
232229	ALMA	ST	Mielke Dr	Ravenswood Ave	41	0	41
231355	AUGUST	CIR	end of court	Oak Ave	0	25	25
23610	BAY LAUREL	DR	Brandon	end of court	22	22	44
23619	BAY LAUREL	DR	Ambar Wy	Olive St	8	0	8
23703	BAY LAUREL	DR	Olive St	Cotton St	14	0	14
232140	BEACON	ST	Walnut St	end of court	0	44	44
23614	BRANDON	WY	Bay Laurel Dr	Oak Ave	24	18	42
23230	BUCKTHORN	WY	El Camino Real	StonePine Ln	48	0	48
231122	BURGESS	DR	Alma St	Laurel St	0	42	42
231223	CHRYSLER	DR	Commonwealth Dr	Independence Dr	45	0	45
231242	CHRYSLER	DR	Constitution Dr	Bayfront Expy	30	0	30
23826	CLAIRE	PL	end of court	Middle Ave	0	47	47
23201	CLOUD	AVE	Sharon Rd	Liberty Park Ave	27	0	27
232161	CLOUD	AVE	Sharon Rd	Liberty Park Ave	27	0	27
232162	CLOUD	AVE	Liberty Park Ave	Avy Ave	42	0	42
231224	COMMONWEALTH	DR	end of court	Chrysler Dr	44	0	44
23716	COTTON	ST	Cotton Pl	Middle Ave	0	37	37
232124	CREEK	DR	Alto Ln	El Camino Real	0	34	34
23658	DORIS	DR	Standford Ave	Lemon St	25	0	25
23693	ELDER	AVE	Santa Cruz Ave	William Ct	0	48	48
231371	EVERGREEN	ST	Oakdell Dr	Poppy Ave	18	31	49
231372	EVERGREEN	ST	Poppy Ave	Holly Ave	27	0	27
231378	FANITA	WY	end of court	Oakdell Dr	24	19	43
231060	FELTON	DR	Felton Dr	Felton Dr	40	0	40
231084	FELTON	DR	Lennox Dr	Arden Ave	42	0	42
231027	GARWOOD	WY	end of court	Glenwood Ave	0	44	44
231031	GARWOOD	WY	Glenwood Ave	Encinal Ave	0	36	36
231298	GLENWOOD	AVE	Mills Ct	Laurel St	44	0	44
232291	GLORIA	CIR	Gloria Cir	Seminary Dr	42	0	42
232292	GLORIA	CIR	Gloria Cir	Gloria Cir	0	40	40
232280	HANNA	WY	Riordan Pl	end of court	0	36	36
232281	HANNA	WY	Elmwood Pl	Riordan Pl	36	0	36
232285	HANNA	WY	Seminary Dr	Elmwood Pl	30	0	30
231245	HAVEN	CT	end of court	Haven Ave	0	30	30
231247	HAVEN	AVE	E. Bayshore Rd	Haven Ave	34	0	34
232379	HAVEN	AVE	Haven Ave	Marsh Rd	0	30	30
231429	HENDERSON	AVE	Hamilton Ave	end of court	46	0	46
23746	HILLVIEW	DR	Hillview Dr	end of court	34	0	34
231367	HOLLY	AVE	Evergreen St	Magnolia St	27	0	27
232144	HOLLYBURNE	AVE	Hamilton Ave	end of court	41	0	41
231534	HOMWOOD	PL	Linfield Dr	end of court	39	0	39
231459	IRIS	LN	Del Norte Ave	Van Buren Rd	43	0	43
231909	IRIS	LN	Del Norte Ave	end of court	49	0	49
23918	JOHNSON	ST	Santa Cruz Ave	Millie Ave	41	0	41
2351	KLAMATH	DR	Siskiyou Dr	Sharon Park Dr	47	0	47
23478	LASSEN	DR	Brent Ct	Brent Ct	47	0	47

Roadways Lacking Continuous Walkways on Both Sides of Street

Low Ranking Segments (49 or less) in Alphabetical Order							
GIS Street ID	Street Name	Type	From	To	Totals		
					North or West Side	South or East Side	Grand Total
23479	LASSEN	DR	Brent Ct	Carter Wy	42	0	42
23480	LASSEN	DR	Sharon Park Dr	Carter Wy	40	0	40
232236	LASSEN	DR	Brent Ct	Alexis Ct	40	0	40
232237	LASSEN	DR	Alexis Ct	Mansion Ct	42	0	42
232255	LASSEN	DR	Trinity Dr	Carriage Ct	0	30	30
231361	LEMON	ST	White Oak Dr	Oakdell Dr	0	38	38
231363	LEMON	ST	Oakdell Dr	Doris Dr	0	36	36
231389	LEMON	ST	Stanford Ave	Wood Ln	40	0	40
231368	MAGNOLIA	ST	Oakdell Dr	Poppy Ave	0	8	8
283509	MARSH	RD	Page St	Scott Dr	0	39	39
283513	MARSH	RD	Scott Dr	Frwy 101	0	48	48
283521	MARSH	RD	Page St	Hoover St	46	0	46
231480	MENALTO	AVE	Chester St	Haight St	0	39	39
231778	MENALTO	AVE	Haight St	end of court	0	46	46
23768	MIDDLE	AVE	Hermosa Wy	Hermosa Wy	0	48	48
231348	MIDDLE	AVE	Olive St	Hobart St	0	38	38
231553	MIDDLEFIELD	RD	Palo Alto Ave	Woodland Ave	0	44	44
23600	OAK	AVE	Bay Laurel Dr	Lemon St	47	0	47
23622	OAK	AVE	Pembroke Pl	Randall Pl	0	47	47
231349	OAK	AVE	Ambar Wy	Olive St	0	32	32
231353	OAK	AVE	Randall Pl	Brandon Wy	0	27	27
231357	OAK	AVE	August Cir	Ambar Wy	0	32	32
232107	OAK	AVE	Vine St	Oak Knoll Ln	47	0	47
23989	OAK GROVE PLAZA		Escondido Ln	Chestnut St	42	0	42
23994	OAK GROVE PLAZA		Crane St	Escondido	42	0	42
23203	OAKDELL	DR	Fanita Wy	St. Francis Pl	0	25	25
231374	OAKDELL	DR	Magnolia St	Magnolia Ct	0	32	32
231379	OAKDELL	DR	Evergreen St	Fanita Wy	0	27	27
231382	OAKDELL	DR	St. Francis Pl	Magnolia St	0	32	32
231465	OAKWOOD	PL	Ringwood Ave	Sonoma Ave	36	0	36
23621	OLIVE	ST	Oak Ave	Garland Dr	17	0	17
231345	OLIVE	ST	Garland Dr	Middle Ct	29	0	29
231464	PIERCE	RD	Ringwood Ave	Alpine Ave	44	0	44
231468	PIERCE	RD	Carlton Ave	Madera Ave	38	0	38
231805	PIERCE	RD	Madera Ave	Sevier Ave	38	0	38
231876	PIERCE	RD	Market Pl	Ringwood Ave	44	0	44
231366	POPPY	AVE	Evergreen St	Magnolia St	8	0	8
232279	RIORDAN	PL	Hanna Wy	Riordan Pl	0	36	36
232282	RIORDAN	PL	end of court	Riordan Pl	0	44	44
232363	RIORDAN	PL	Riordan Pl	Coleman Ave	0	42	42
23922	ROSE	AVE	Johnson St	Universtiy Dr	0	47	47
23860	SAN MATEO	DR	Santa Cruz Ave	Garden Ln	31	0	31
232366	SAND HILL	RD	Sand Hill Rd	Sand Hill Rd (main st.)	46	0	46
23677	SANTA CRUZ	AVE	North Lemon Ave	Hidden Oaks Dr	0	48	48
231635	SANTA MONICA	AVE	Seminary Dr	Gilbert Ave	0	44	44
231700	SANTA MONICA	AVE	Gilbert Ave	Coleman Ave	0	36	36
232275	SEMINARY	DR	Gloria Cir	Brady Pl	0	40	40
232277	SEMINARY	DR	Alder Pl	Brady Pl	30	0	30

Roadways Lacking Continuous Walkways on Both Sides of Street

Low Ranking Segments (49 or less) in Alphabetical Order							
GIS Street ID	Street Name	Type	From	To	Totals		
					North or West Side	South or East Side	Grand Total
232283	SEMINARY	DR	Hanna Way	Alder Pl	32	0	32
232286	SEMINARY	DR	Pepperwood Ct	Hanna Way	30	0	30
232288	SEMINARY	DR	Santa Monica Ave	Pepperwood Ct	44	0	44
232145	SEVIER	AVE	Hamilton Ave	end of court	0	38	38
232192	SONOMA	AVE	Bay Rd	Oakwood Pl	0	36	36
23631	ST FRANCIS	PL	end of court	Lomitas Ct	26	18	44
23591	STANFORD	AVE	Vine St	Oakdell Dr	0	41	41
23670	STANFORD	AVE	Doris Dr	Edgewood Ln	25	0	25
231377	STANFORD	AVE	Lemon St	Evergreen St	0	27	27
231041	STONE PINE	LN	El Camino Real	Forrest Ln	0	42	42
232268	STONE PINE	LN	Forrest Ln	Buckthorn Wy	0	42	42
23490	TIOGA	DR	Trinity Dr	Lassen Dr	0	37	37
23296	TRINITY	DR	Klamath Dr	Lassen Dr	36	0	36
231340	VALPARAISO	AVE	Park Lane	Politzer Dr	44	0	44
231342	VALPARAISO	AVE	Atherton Oak Ln	Hesket Dr	42	0	42
232272	VALPARAISO	AVE	Delfino Wy	North Lemon Ave	36	0	36
232365	VALPARAISO	AVE	Elma Ave	Cornie Ln	46	0	46
231802	VAN BUREN	RD	Bay Rd	Madera Ave	0	38	38
231803	VAN BUREN	RD	Sevier Ave	Hollyburne Ave	0	40	40
231806	VAN BUREN	RD	Hollyburne Ave	Windermere Ave	0	44	44
231807	VAN BUREN	RD	Windermere Ave	Henderson Ave	0	46	46
231808	VAN BUREN	RD	Berkeley Ave	Almanor Ave	0	44	44
231809	VAN BUREN	RD	Henderson Ave	Berkeley Ave	0	46	46
231831	VAN BUREN	RD	Almanor Ave	Menlo Oaks Dr	0	46	46
231832	VAN BUREN	RD	Menlo Oaks Dr	Oakland Ave	0	46	46
231847	VAN BUREN	RD	Oakland Ave	Ringwood Ave	0	46	46
231869	VAN BUREN	RD	Ringwood Ave	Sonoma Pl	0	46	46
231901	VAN BUREN	RD	Sonoma Pl	Iris Ln	0	44	44
23450	WHITNEY	CT	Whitney Dr	end of court	37	0	37
231544	WILLOW	PL	end of court	Willow Rd	0	39	39
231562	WOODLAND	AVE	Baywood Ave	Middlefield Rd	0	47	47
231594	WOODLAND	CT	end of court	Woodland Ave	20	0	20

GIS Street ID refers to the street identification number used in Menlo Park's Geographic Information Systems.

Street orientation was determined by persons collecting field data.

Scores of zero (0) imply that there is a continuous formal walkway on one side of the roadway.

The scoring applies to street segments that lack continuous walkway facilities on both sides of the roadway. Sidewalks may or may not be installed, based on the discretion of Menlo Park Staff, Commissioners, and City Council members, and as the budget allows.