

Complete Streets Commission



REGULAR MEETING AGENDA

Date: 5/8/2019
Time: 7:00 p.m.
City Council Chambers
701 Laurel St., Menlo Park, CA 94025

A. Call To Order

B. Roll Call

Welcome new Complete Streets Commissioners – Jacquie Cebrian and John Cromie

C. Reports and Announcements

Under “Reports and Announcements,” staff and Commission members may communicate general information of interest regarding matters within the jurisdiction of the Commission. No Commission discussion or action can occur on any of the presented items.

D. Public Comment

Under “Public Comment,” the public may address the Commission on any subject not listed on the agenda. Each speaker may address the Commission once under Public Comment for a limit of three minutes. Please clearly state your name and address or political jurisdiction in which you live. The Commission cannot act on items not listed on the agenda and, therefore, the Commission cannot respond to non-agenda issues brought up under Public Comment other than to provide general information.

E. Regular Business

- E1. Approve the Complete Streets Commission regular meeting minutes of April 10, 2019 ([Attachment](#))
- E2. Select chair and vice chair
- E3. Recommend to City Council to approve the removal of on-street parking on sections of O’Brien Drive between Willow Road and University Avenue ([Staff Report #19-007-CSC](#))
- E4. Recommend to City Council updates to the City’s rail policy to consider the Dumbarton transportation project and Caltrain business plan efforts ([Staff Report #19-008-CSC](#))

F. Informational Items

- F1. Update on City Council work plan and capital improvement program ([Memorandum](#))
- F2. Update on major project status

G. Committee/Subcommittee Reports

- G1. Update from Active Transportation Network Subcommittee (Kirsch/Weiner)

- G2. Update from Downtown Access and Parking Subcommittee (Behroozi/Goldin/Levin)
- G3. Update from Multimodal Subcommittee (Levin/Walser)
- G4. Update from Safe Routes to School Program Subcommittee (Lee/Meyer)
- G5. Update from Transportation Master Plan Subcommittee (Behroozi/Levin)
- G6. Update from Zero Emission Subcommittee (Goldin/Meyer/Walser)

H. Adjournment

At every Regular Meeting of the Commission, in addition to the Public Comment period where the public shall have the right to address the Commission on any matters of public interest not listed on the agenda, members of the public have the right to directly address the Commission on any item listed on the agenda at a time designated by the Chair, either before or during the Commission's consideration of the item.

At every Special Meeting of the Commission, members of the public have the right to directly address the Commission on any item listed on the agenda at a time designated by the Chair, either before or during consideration of the item.

Any writing that is distributed to a majority of the Commission by any person in connection with an agenda item is a public record (subject to any exemption under the Public Records Act) and is available for inspection at the City Clerk's Office, 701 Laurel St., Menlo Park, CA 94025 during regular business hours.

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Complete Streets Commission



REGULAR MEETING MINUTES - DRAFT

Date: 4/10/2019
Time: 7:00 p.m.
City Council Chambers
701 Laurel St., Menlo Park, CA 94025

A. Call to Order

Chair Kirsch called the meeting to order at 7:02 p.m.

B. Roll Call

Present: Behroozi, Goldin, Kirsch, Meyer, Walser, Weiner
Absent: Lee, Levin
Staff: Assistant Engineer Rich Angulo, Associate Transportation Engineer Rene Baile, Associate Transportation Engineer Kevin Chen
Consultant: Alta Planning + Design, Inc.

Chair Kirsch led the celebration of outgoing Complete Streets Commissioner Bianca Walser.

C. Reports and Announcements

Staff Chen announced upcoming City events and a summary of City Council actions on transportation related items since the March 13, 2019, Commission meeting.

Chair Kirsch announced deferring Agenda Item F1 to the next Complete Streets Commission meeting.

D. Public Comment

- Jen Wolosin spoke about Commissioner Walser, the need for intersection safety data, and additional enforcement due to the removal of the red light photo enforcement program.

E. Regular Business

- E1. Approve the Complete Streets Commission regular meeting minutes of March 13, 2019 (Attachment)

ACTION: Motion and second (Behroozi/Goldin) to approve the Complete Streets Commission regular meeting minutes of March 13, 2019, passed (5-1-2, Meyer abstained, Lee and Levin absent).

- E2. Recommend to City Council to approve the removal of on-street parking on Middle Avenue between Olive Street and San Mateo Drive to install a preferred bike lane alternative (Staff Report #19-003-CSC)

Staff Angulo and consultant Carlos Valadao provided a presentation (Attachment).

- Brendan Visser spoke in support of protected bike lanes and the need for sidewalk and lower speed on Middle Avenue.
- Janet Gilmore spoke in opposition of removing parking on both sides and the need to address all safety concerns such as improving speeding and the crosswalk at San Mateo Drive. Gilmore asked for an evaluation of timed parking restrictions during school rush hours.
- Kathy Kane spoke about the need for additional parking utilization study, to consider all users on Middle Avenue, and proper directional marking on bike lanes.
- Doug Alburger spoke in opposition of removing parking on the south side of Middle Avenue.
- Stuart Jacobson spoke about the need to reach out to side street residents, the lack of justification for eleven feet buffered bike lanes, the impact of parking removal to property value, service and construction vehicles, and future rental units and higher density developments. Jacobson voiced support for timed parking restrictions during the morning commute.
- Anthony Enerio spoke in support of removing parking on one side of Middle Avenue instead of both sides but preferred timed parking restriction. He suggested lower speed limits, speed humps, and more stop signs on Middle Avenue.
- Susan Traversat spoke in support of timed parking restriction instead of the project recommendations. Traversat suggested lower speed limits on Middle Avenue and a stop sign at San Mateo Drive.
- Jen Wolosin spoke in support of removing parking on both sides of Middle Avenue and more traffic calming measures for Middle Avenue.
- Bernard Traversat spoke in support of bike lanes on Middle Avenue. Traversat suggested signal controls at key crossing locations, sidewalk on the south side of Middle Avenue and lower speed limits.
- Michael Lambert spoke in support of parking removal on one side of Middle Avenue. Lambert suggested lower speed limits and reduction of street cross section crown.

ACTION: Motion and second (Weiner/Behroozi) to recommend to City Council to approve the removal of on-street parking on both sides of Middle Avenue between Olive Street and San Mateo Drive to install Alternative 1 bike lanes and to explore conditions to lower speed limits to 25 miles per hour, passed (6-0-2, Lee and Levin absent).

- E3. Recommend to City Council to approve the removal of on-street parking on Santa Cruz Ave between Olive Street and Avy Avenue - Orange Avenue to install sidewalks and bike lanes (Staff Report #19-004-CSC)

Staff Angulo and consultant Carlos Valadao provided a presentation (Attachment).

- Nikita Sethi spoke in support of sidewalks but oppose parking removal. Sethi suggested a parking utilization study and timed parking restriction for school needs.
- Doug Strauss spoke in support of removing parking in front of Hillview School. Strauss suggested improving the existing crosswalk at N. Lemon Avenue, adding sidewalks at Avy Avenue and Cloud Avenue, and wider bike lanes on Santa Cruz Avenue west of Hillview School.

ACTION: Motion and second (Weiner/Meyer) to recommend to City Council to approve the removal of on-street parking on Santa Cruz Avenue between Olive Street and Avy Avenue – Orange Avenue to install Alternative 1B bike lanes, to explore additional traffic calming measures for the N. Lemon Avenue crosswalk, to encourage the County to extend the proposed improvements to Cloud Avenue, and to explore conditions to lower speed limits to 25 miles per hour, passed (6-0-2, Lee and

Levin absent).

- E4. Recommend to City Council to approve the removal of on-street parking on the west side of Laurel Street at Ravenswood Avenue to install an exclusive southbound left turn lane and to extend the northbound bike lane to the intersection (Staff Report #19-005-CSC)

Staff Baile provided a presentation (Attachment).

- Jen Wolosin spoke about potential bicycle safety concerns from the proposed intersection improvements.

ACTION: Motion and second (Meyer/Weiner) to recommend to City Council to approve the removal of on-street parking on the west side of Laurel Street at Ravenswood Avenue to install intersection improvements, to maintain existing time restriction between the Menlo Park Childcare Center and City Hall Buildings, and to return to the Commission with the final intersection design layout, passed (6-0-2, Lee and Levin absent).

- E5. Provide feedback and recommend to City Council the Middle Avenue project on a page

Chair Kirsch led a discussion (Attachment).

- Jen Wolosin asked about the City process for selecting potential projects.

ACTION: Motion and second (Weiner/Behroozi) to recommend to City Council the Middle Avenue project on a page, passed (6-0-2, Lee and Levin absent).

- E6. Approve the Commission's quarterly report to the City Council tentatively scheduled for May 7, 2019

Chair Kirsch led a discussion.

- City Council liaison Betsy Nash suggested including the Commission's current charges and past accomplishments.

ACTION: Motion and second (Kirsch/Meyer) to discuss the following topics at the next Commission quarterly report to the City Council:

- Promote Complete Streets policy, vision zero, and multi-modal access
- Promote the Middle Avenue rail crossing project
- Promote the Middle Avenue project on a page
- Invite City Council to a future walking/biking tour with the Complete Streets Commission

- E7. Recommend to City Council to approve the Commission goals and priorities for 2019-2020 (Staff Report #19-006-CSC)

Chair Kirsch led a discussion.

ACTION: Motion and second (Kirsch/Goldin) for the Chair and Vice-Chair to work with Staff to include verbiage for the Commission to review development projects with transportation impacts, passed (6-0-2, Lee and Levin absent).

- E8. Provide feedback on the Caltrain business plan

Chair Kirsch deferred item to the next meeting.

F. Informational Items

- F1. Update on City Council work plan and capital improvement program

Chair Kirsch deferred item to the next meeting.

- F2. Update on major project status

Staff Chen provided updates on the neighborhood traffic management program projects, transportation master plan, middle avenue pedestrian and bicycle rail crossing, Willow Road and U.S. highway 101 interchange construction, and Oak Grove/University/Crane Bicycle improvement project construction.

G. Committee/Subcommittee Reports

- G1. Update from Active Transportation Network Subcommittee

None.

- G2. Update from Downtown Access and Parking Subcommittee

None.

- G3. Update from Multimodal Subcommittee

None.

- G4. Update from Safe Routes to School Program Subcommittee

None.

- G5. Update from Transportation Master Plan Subcommittee

None.

- G6. Update from Zero Emission Subcommittee

None.

H. Adjournment

Chair Kirsch adjourned the meeting at 10:10 p.m.



STAFF REPORT

Complete Streets Commission

Meeting Date: 5/8/2019
Staff Report Number: 19-007-CSC

Regular Business: Recommend to City Council to approve the removal of on-street parking on sections of O'Brien Drive between Willow Road and University Avenue

Recommendation

Recommend to City Council to approve the removal of on-street parking on sections of O'Brien Drive between Willow Road and University Avenue. The removal of on-street parking would allow the installation of bicycle lanes as follows. The cross section diagrams for the proposed configuration in various sections of O'Brien Drive are shown on Attachment B.

- Section A: remove parking on west side of the road and install 5-foot bicycle lanes on both sides of the road
- Section B: remove parking on both sides of the road and install 6-foot bicycle lanes with 3-foot buffers on both sides of the road

Policy Issues

O'Brien Drive is included in the City's 2018-2019 capital improvement program (CIP) as part of the annual resurfacing program. The project is also consistent with policies stated in the 2016 general plan circulation element, which seeks to maintain a safe, efficient, attractive, user-friendly circulation system that promotes a healthy, safe and active community and quality of life throughout Menlo Park.

Background

O'Brien Drive is a north-south street with one lane in each direction and a 30 mph posted speed limit. It is classified as a mixed use collector in the 2016 general plan circulation element. It currently has a daily traffic volume of approximately 6,800 vehicles between Willow Road and Kavanaugh Drive and approximately 3,500 vehicles between Kavanaugh Drive and University Avenue. Establishing Class II bicycle lanes on O'Brien Drive from Willow Road to University Avenue is listed in the Menlo Park Comprehensive bicycle development plan as a project that would provide a designated bicycle facility connecting East Palo Alto and Menlo Park and would connect the existing Class II bicycle lanes on Willow Road with those on University Avenue in East Palo Alto. The Menlo Park comprehensive bicycle development plan was adopted by City Council in January 2005. The draft transportation master plan also lists the installation of Class II bicycle lanes on O'Brien Drive as proposed project 32.

O'Brien Drive is currently zoned predominantly LS, life sciences. Permitted uses in the life sciences district are as follows: (1) Light industrial and research and development and accessory uses; (2) Administrative and professional offices in buildings; (3) Retail sales establishments, excluding the sale of beer, wine and alcohol; (4) Eating establishments, excluding the sale of beer, wine, and alcohol or live entertainment, and/or establishments that are portable; (5) Personal services, excluding tattooing, piercing, palm-reading or similar services; (6) Privately operated recreational facilities; and (7) Community education/training center

that provides free or low-cost educational and vocational programs to help prepare local youth and adults for entry into college and/or the local job market.

Currently, on-street parking restrictions exist on O'Brien Drive as illustrated on Attachment A:

- Two-hour timed parking restriction, Monday to Friday, except holidays and weekends:
 - East and west side of O'Brien Drive between Willow Road and Kavanaugh Drive (there are intermittent red curbs on both sides adjacent to driveways)
- Unrestricted parking:
 - East side of O'Brien Drive, between approximately 115-feet south of Casey Court and approximately 650 feet north of Adams Drive
- No Parking Any Time:
 - West side of O'Brien Drive between Kavanaugh Drive and University Avenue
 - East side of O'Brien Drive between approximately 650-feet north of Adams Drive and University Avenue

Between Willow Road and Kavanaugh Drive, there are approximately 45 on-street timed parking spaces on the east side and 40 on-street timed parking spaces on the west side. Between Kavanaugh Drive and Adams Drive, there are approximately 16 unrestricted parking spaces available on the east side. Approximate parking space quantities were calculated by measuring the available curb space that is not painted red and dividing by City standard parking space lengths (22 feet for internal and 20 feet for external spaces.)

Analysis

The pavement on O'Brien Drive between Willow Road and Casey Court is scheduled to be resurfaced as part of the City's street resurfacing program and the limits of work are shown in Attachment A. Since new striping installation is included as part of the resurfacing project and budget, staff is bringing forward this proposal at this time to leverage this opportunity to modify the existing striping and implement installation of bicycle lanes along the entire length of O'Brien Drive.

Collision Data

Staff gathered collision data for the five-year period from July 1, 2012, to June 30, 2017, for O'Brien Drive between Willow Road and University Avenue and the results are as follows:

- Total - 41 reported collisions
- One pedestrian-related collision
- Zero bicycle-related collisions
- Sixteen of the 41 collisions or approximately 40 percent had speeding as the primary collision factor

Parking utilization study

Staff performed field observations of parking utilization at three sections on O'Brien Drive where on-street parking is allowed on different times and dates. The morning period was selected as the anticipated periods when parking demand would be the busiest based on the types of businesses in this area and their normal working hours. The Parking Utilization Study map defining these three sections is shown on Attachment C. As shown in the table below, the majority of the parked vehicles are located in Section 2, while very few parked cars were found on Section 1.

Table 1: Number of parked vehicles			
Roadway section	8:15 a.m. Thursday, April 25	9:30 a.m. Tuesday, April 30	9:30 a.m. Wednesday, May 1
1	1	2	2
2	17	13	13
3	6	5	5

Staff recommendation

Based upon the evaluation described above, staff recommends Section A for the segment of O'Brien Drive between Willow Road and 1130 O'Brien Drive, which is located at the beginning of the roadway curve immediately south of Kavanaugh Drive. This will remove approximately 40 on-street parking spaces from the east side of the street to accommodate parking on the west side and installing two-5 foot bicycle lanes and two 11-foot travel lanes.

For the segment between 1130 O'Brien Drive and University Avenue, staff recommends Section B. This will remove the 18 on-street timed parking spaces on both sides of the street between 1130 O'Brien Drive and Kavanaugh Drive and all 16 of the unrestricted parking spaces on the east side, south of Kavanaugh Drive, to accommodate two 6-foot bicycle lanes and 3-foot buffers on both sides of the street and two 11-foot travel lanes. The employees and workers that currently park here would be able to park on the west side of O'Brien Drive where parking is not removed in Section A. The proposed limits of Section A and Section B are shown on Attachment A.

Planned long-term improvement

The City's zoning ordinance requires properties within the Bayfront area to install frontage improvements (e.g., sidewalks, bicycle facilities, lighting and trees) as properties redevelop, if the planned improvements are over a certain cost. The planned long-term improvements for O'Brien Drive would adjust the existing curb line to widen the roadway on O'Brien Drive between Willow Road and University Avenue to allow for the installation of sidewalks, trees, lighting and buffered bicycle lanes. Funding for these improvements is currently being collected as properties redevelop so that the construction can be phased in the future.

Public outreach

On April 24, staff sent out a letter to tenants and owners along O'Brien Drive between Willow Road and University Drive; along Kelly Court, Casey Court, and Adams Drive and along Kavanaugh Drive and Kirkwood Court, Clarence Court and Gertrude Court between O'Brien Drive and Hazelwood Way to inform them of the project and the striping modification to allow for bicycle lanes, which would require parking removal and advising them to contact staff with any questions. As of May 1, staff has received no comments on the project.

Project schedule

Below is the proposed project schedule summarizing the anticipated next steps and installation timing:

Table 2: Project schedule	
Task	Schedule
Complete Streets Commission review and recommendation to the City Council	8-May-19
Complete conceptual designs and cost estimates	Jun-19
City Council review and approval of alternative for project	Jul-19
Completion of resurfacing and permanent striping	Sep-19

Impact on City Resources

Funds for staff time and to complete construction of this project are available as part of the annual street resurfacing program in the City's Capital Improvement Program.

Environmental Review

The project is categorically exempt under Class 1 of the California Environmental Quality Act. Class 1 allows for minor alterations of existing facilities, including highways and streets, sidewalks, gutters, bicycle and pedestrian access, and similar facilities, as long as there is negligible or no expansion of use.

Public Notice

Public notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting. Staff also sent out a letter to the tenants and owners that front the street as well as those within the connecting courts and the adjacent 1,300 feet of Kavanaugh Drive, notifying them of the project and the May 8 Complete Streets Commission meeting.

Attachments

- A. Map of project area –O'Brien Drive resurfacing project and on-street parking
- B. Sections A and B– typical cross sections on O'Brien Drive
- C. Parking utilization study map

Report prepared by:

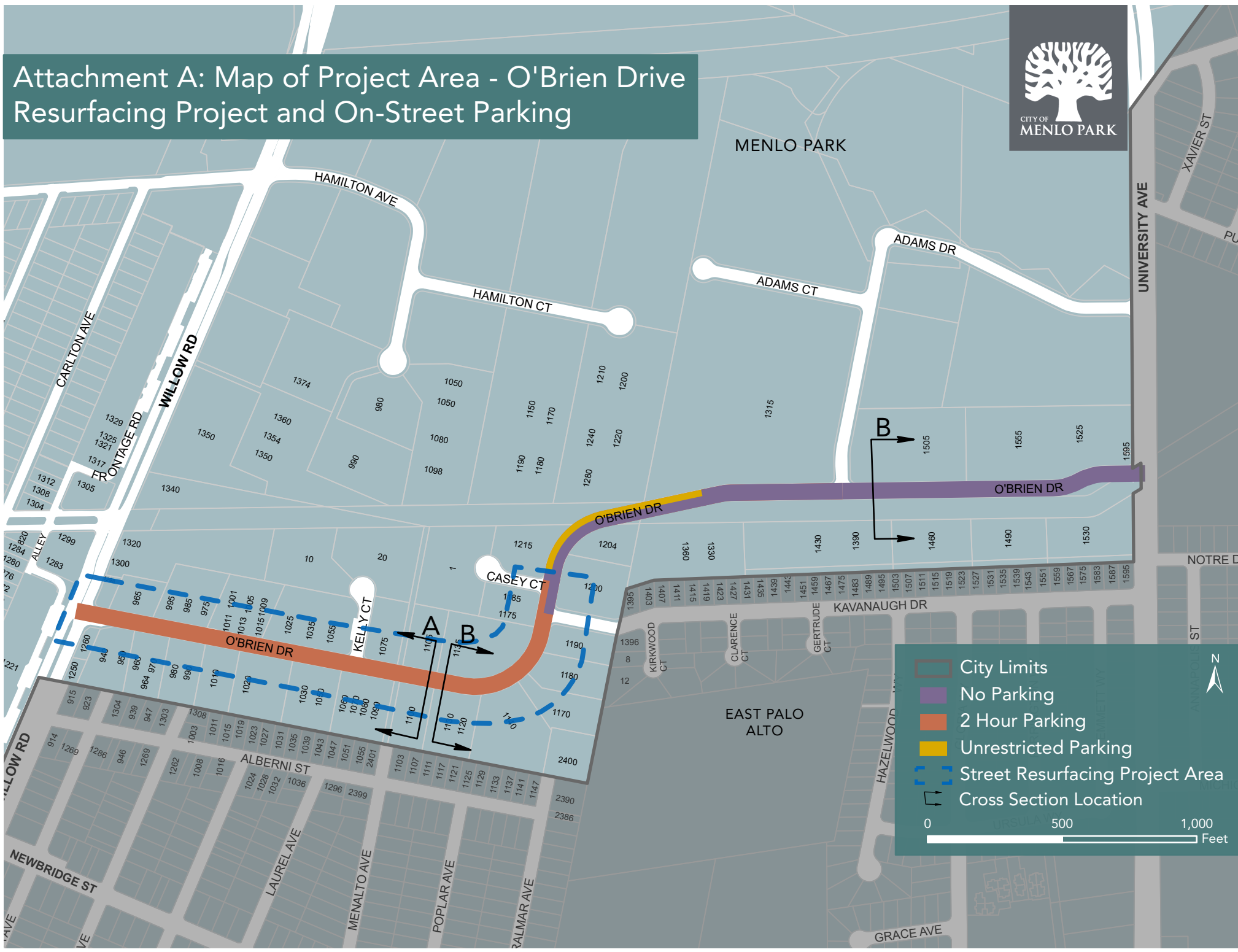
Rene C. Baile, Associate Transportation Engineer

Angela R. Obeso, Senior Transportation Engineer

Report reviewed by:

Nikki Nagaya, Assistant Public Works Director

Attachment A: Map of Project Area - O'Brien Drive Resurfacing Project and On-Street Parking



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O'Brien Drive w/Parking

40' (Curb to Curb)

ATTACHMENT B

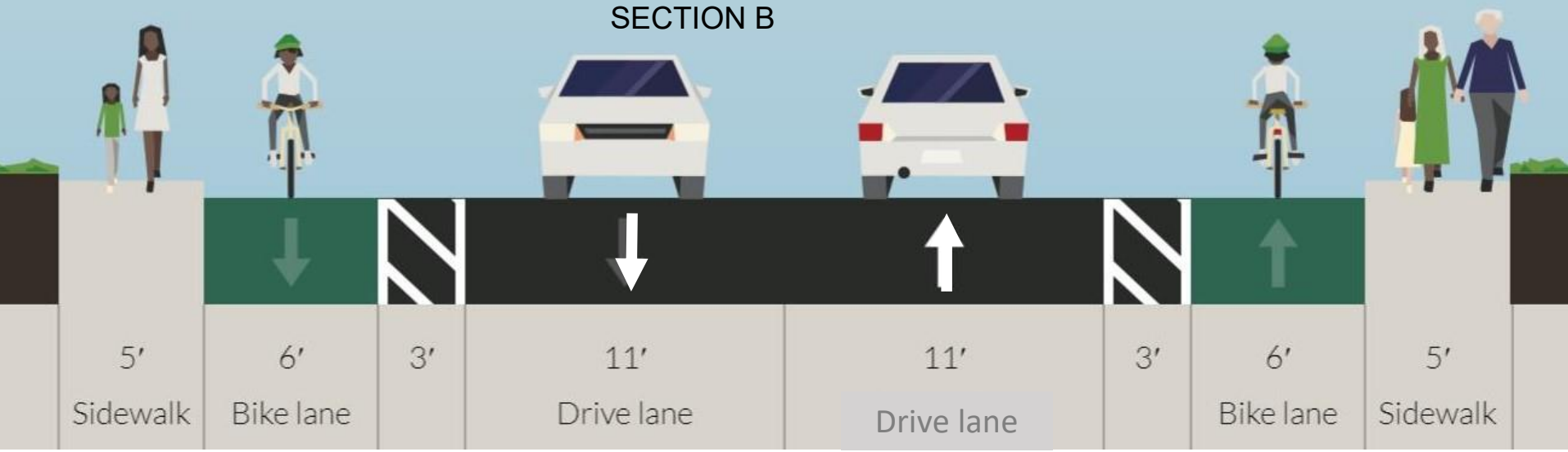
SECTION A



O'Brien Drive w/Buffers

40' (Curb to Curb)

SECTION B

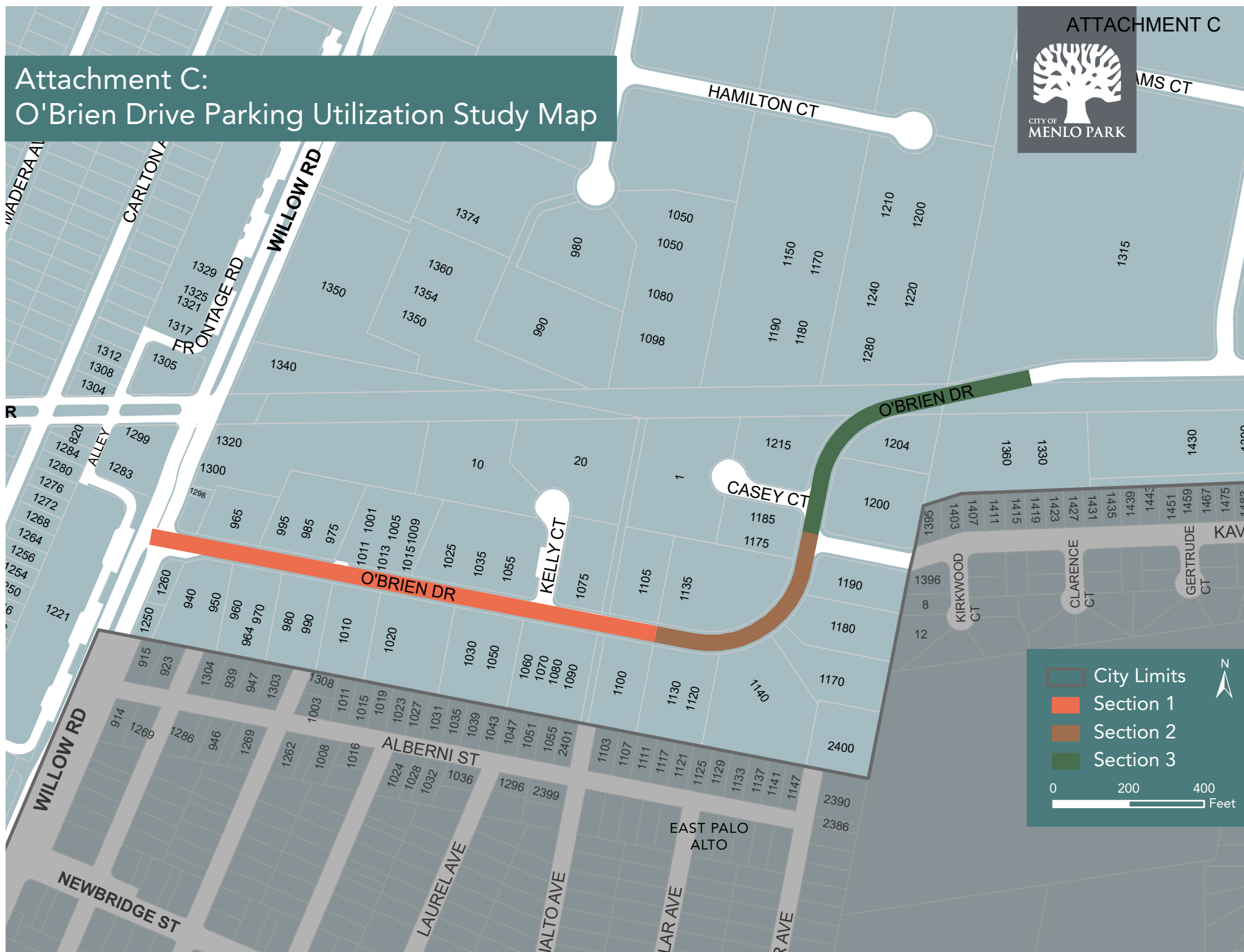


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Attachment C: O'Brien Drive Parking Utilization Study Map



ATTACHMENT C



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STAFF REPORT

Complete Streets Commission

Meeting Date: 5/8/2019
Staff Report Number: 19-008-CSC

Regular Business: Recommend to City Council updates to the City's rail policy to consider the Dumbarton transportation project and Caltrain business plan efforts

Recommendation

Staff is requesting the Complete Streets Commission recommend to the City Council updates to the City's rail policy and Position Statement (Attachment A) to consider the Dumbarton transportation project and Caltrain business plan efforts.

Policy Issues

This action is consistent with Circulation Element Policies:

- CIRC-5.3 (rail service). Promote increasing the capacity and frequency of commuter rail service, including Caltrain; protect rail rights-of-way for future transit service; and support efforts to reactivate the Dumbarton Corridor for transit, pedestrian, bicycle and emergency vehicle use.
- CIRC-5.4 (Caltrain enhancements). Support Caltrain safety and efficiency improvements, such as positive train control, grade separation (with a priority at Ravenswood Avenue), electrification, and extension to Downtown San Francisco (Transbay terminal), provided that Caltrain service to Menlo Park increases and use of the rail right-of-way is consistent with the City's rail policy.
- CIRC-5.5 (Dumbarton Corridor). Work with SamTrans and appropriate agencies to reactivate the rail spur on the Dumbarton Corridor with appropriate transit service from Downtown Redwood City to Willow Road with future extension across the San Francisco Bay.

The City Council first adopted a rail policy and position statement in 2012 to outline the mission of the Rail Subcommittee and the City's policy and position on rail. Amending this policy would require City Council action.

Background

On October 30, 2012, the City Council adopted the Rail Subcommittee mission statement, statement of principles and the City Council position statement on rail issues. These documents were prepared and adopted in response to high speed rail and Caltrain blended system preliminary planning concepts at that time. The City Council has updated the rail policy and position statement twice since 2012. The first update occurred in May 2015 to consider elevated rail options to be studied in the Ravenswood railroad crossing study. The current rail policy (Attachment A) was adopted in May 2018 to clarify the City's position on the number of tracks within Menlo Park and make other grammatical corrections to improve readability. The policy is specific to considerations to the Caltrain corridor, and does not currently provide a position on rail service along the Dumbarton corridor. A map of the rail corridors is included as Attachment B.

Analysis

Since May 2018, two significant regional planning efforts are underway to consider future rail service needs in the area. Caltrain is currently preparing a business plan to develop a future service vision and the infrastructure and business needs to achieve it. Development of the business plan began in 2018, and adoption of the service vision by the Caltrain Joint Powers board is anticipated in late 2019. Adoption of the business plan is anticipated in 2020. Several elements of the business plan may affect Menlo Park, including train service frequency, infrastructure needed to support increased train service (such as passing tracks), grade separations and crossing improvements, and the amount of time that trains stopping in or passing through Menlo Park interrupt traffic flow. More information on the Caltrain business plan is available in Attachment C.

The Dumbarton transportation project is evaluating transit service in the Dumbarton corridor connecting Redwood City and Union City. On December 6, 2017, the San Mateo County Transit District (SamTrans) board of directors approved the Dumbarton transportation corridor study, which assessed various improvements to the highway and railroad alignments, including reactivation of rail service. On June 6, 2018, the SamTrans board of directors entered into an agreement with a development team, Cross Bay Transit Partners LLC, to form a public-private partnership to explore alternatives for a high-capacity public transit system along the Dumbarton Corridor. Cross Bay Transit Partners is a partnership between Plenary Group and Facebook Inc. Cross Bay Transit Partners is currently completing early project planning, and recently hosted a series of community outreach meetings in February and March. One of the meetings was held at the Menlo Park Senior Center and was attended by several residents and City staff. Cross Bay Transit Partners' current schedule shows the environmental analyses, technical feasibility studies, and financial analyses are being initiated, with an anticipated completion in mid to late 2020, environmental certification in 2021, and construction in 2022. Several elements of the project may affect Menlo Park, including reactivation of rail service, transit stop locations, the type of transit service provided, service frequencies, noise and vibration impacts, grade separations and crossing improvements, and interruption of traffic flow. More information about the Dumbarton transportation project and Cross Bay Transit Partners is available in Attachment D.

Given the context of these two ongoing efforts, staff sought direction from the City Council Rail Subcommittee to consider a process to update the City's rail policy and position statement. On April 22, 2019, the Rail Subcommittee met and confirmed the approach to update the rail policy to address both Caltrain and Dumbarton corridors so that all rail issues are addressed in a single document. This should facilitate and improve community access to the relevant information, and ensure a consistent approach is taken to both corridors.

Draft rail policy and position statement modifications

A draft of the suggested rail policy and position statement modifications is included in Attachment E. These modifications are based on feedback and public comment received at the April 22 Rail Subcommittee meeting and staff's recommendations based on feedback provided during prior community meetings on the Caltrain business plan and Dumbarton transportation project. In summary, staff recommends the following modifications for consideration:

- Amend the statement of principles for rail (Page 2) to incorporate:
- Quality of life in residential neighborhoods in the definition of the character of Menlo Park
- Reference to Dumbarton corridor under the definition of economic vitality, long-term potential of the rail corridor, and in the implied "decision criteria"
- The addition of implied "decision criteria" to consider sustainability in accordance with the City's climate

action plan goals, improving safety in accordance with the 2016 circulation element goals and policies, and preservation of quality of life in residential neighborhoods

- Amend the City Council position summary (Page 3) to establish two summaries; one for the Caltrain corridor and one for the Dumbarton corridor
- For the Caltrain City Council position summary:
 - Add a position statement that supports maximizing the number of Caltrain trains that stop within Menlo Park (as opposed to passing through Menlo Park)
- For the Dumbarton City Council position summary, add position statements that support Dumbarton Rail, under the following conditions:
 - Rail service is provided by electric trains, minimizing emissions, noise and vibration impacts on adjacent residential neighborhoods
 - Minimal right-of-way acquisition is needed for the project
 - Railroad/roadway grade separations should be provided as part of the project:
 - At Marsh Road, Willow Road and University Avenue
 - Minimizing local circulation and access impacts
 - Provide an opportunity for improved bicycle and pedestrian access and connections
 - Best practice at-grade crossing safety improvements to the rail crossing at Chilco Street should be provided as part of the project
 - Transit service is limited to rail within the existing right-of-way owned by SamTrans along the Dumbarton corridor
 - A bicycle and pedestrian pathway along the existing right-of-way is fully explored as part of the project and is not precluded unless adequately disclosed through the project development process
 - A transit stop is provided within Menlo Park, with the preferred location on the east side of the Willow Road intersection with the Dumbarton rail, as shown in Attachment B
 - Advocate for maximizing the number of trains that stop within Menlo Park (as opposed to passing through Menlo Park)

Staff is seeking the Complete Streets Commissions feedback on the amendments to the proposed policy, and a recommendation to advance recommendations to the Rail Subcommittee and the City Council later this summer, in advance of environmental review of the Dumbarton project and before the Joint Powers (Caltrain) board's adoption of a service vision for the Caltrain business plan.

Next Steps

A summary of next steps and schedule milestones is provided below:

Table 1: Table 1: Rail policy update milestones	
Task	Date
Rail Subcommittee: provided feedback on approach	22-Apr-19
Complete Streets Commission: review and recommend draft policy modifications	8-May-19
Rail Subcommittee: review and recommend draft policy modifications	Jun-19
City Council: adopt updated rail policy	July/August 2019

Impact on City Resources

No additional funding or resources are being requested at this time.

Environmental Review

The Complete Streets Commission recommendation to amend the City's rail policy is not a project under the California Environmental Quality Act Guidelines. Any future project actions will comply with environmental review requirements under the California Environmental Quality Act.

Public Notice

Public notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting.

Attachments

- A. Hyperlink – Rail policy and position statement: menlopark.org/railpolicy
- B. Map of Caltrain and Dumbarton rail corridors within Menlo Park
- C. Hyperlink – Caltrain business plan: www.caltrain2040.org/
- D. Hyperlink – Cross Bay Transit: <https://crossbaytransit.com/>
- E. Draft rail policy and position statement modifications

Report prepared by:

Nicole H. Nagaya, Assistant Public Works Director

Report reviewed by:

Justin C. Murphy, Deputy City Manager

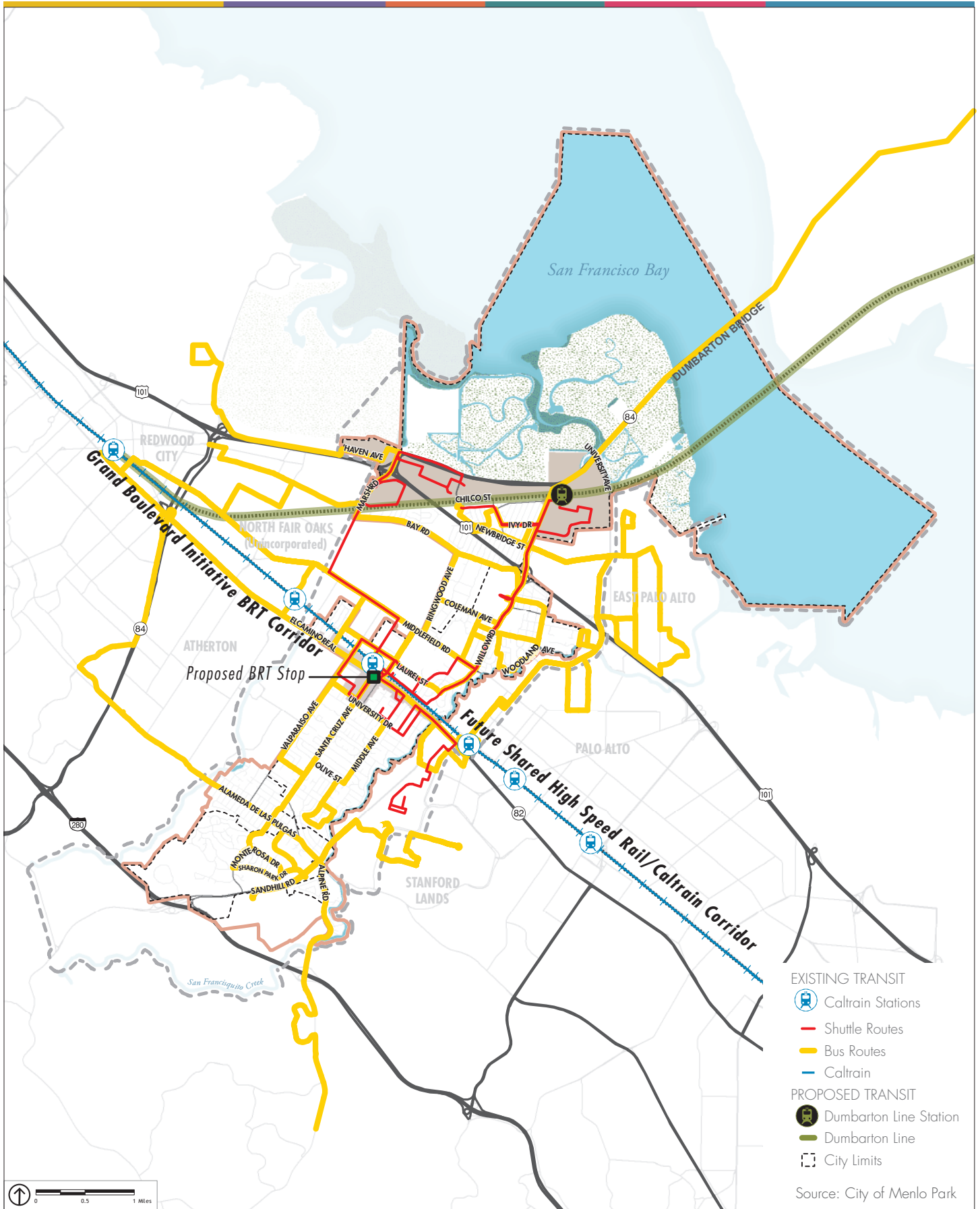


FIGURE 4: TRANSIT INFRASTRUCTURE - EXISTING AND PROPOSED

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**City Council Rail Subcommittee
Mission Statement**

The City Council Rail Subcommittee will advocate for ways to reduce the negative impacts and enhance the benefits of Rail in Menlo Park. The Subcommittee will ensure all voices are heard and that thoughtful ideas are generated and alternatives vetted. It will collaborate with other local and regional jurisdictions in support of regional consensus of matters of common interest related to Rail. Additionally, the subcommittee will support City Council planning efforts and decision making on Rail-related issues with information, research and other expertise.

City of Menlo Park Statement of Principles for Rail

The City of Menlo Park City Council Rail Subcommittee works to protect and enhance the character of Menlo Park and the community's economic vitality while supporting the conditions needed to maximize the local benefits and the long-term potential of rail.

- The character of Menlo Park includes:
 - Our connected, walkable, bikeable, safe and accessible neighborhoods, parks, commercial areas and civic center
 - Our vision and specific plan for:
 - the downtown and El Camino Real including improved east-west mobility for all modes of travel as detailed in the El Camino Real/Downtown Specific Plan
 - The Bayfront area as outlined in the General Plan Land use and Circulation elements
 - Preservation of the quality of life in residential neighborhoods throughout the City
- The community's economic vitality includes:
 - The continued success of our small and large businesses
 - The maintenance of our property values
 - Rail agencies responsibly mitigating impacts of rail, including but not limited to, HSR, Caltrain, Cross Bay Transit Partners, and freight
- The conditions needed to maximize the long-term potential of ~~the City's~~ rail corridors in the City include:
 - Improvements to ~~east/west~~ connectivity; rail unifies rather than divides
 - Improvements to local transit
 - The negative physical and social impacts of rail are minimized and the positive impacts are enhanced by using context sensitive design solutions
 - Consider all reasonable alternatives including those discussed previously by Menlo Park

Implied "decision criteria" from these principles might include:

Does the alternative align with or support:

- The goals and policies of the Circulation Element?
- The vision and policies of the El Camino Real/Downtown Specific Plan?
- The sustainability goals of the Climate Action Plan?

Whether the alternative protects or enhances:

- ~~Does the alternative protect or enhance e~~Connectivity to additional modes of travel/ accessibility to city locations?
- ~~Does the alternative protect or enhance w~~Walk-ability?
- ~~Does the alternative protect or enhance b~~Bike-ability?
- ~~Does the alternative protect or enhance T~~he economic vitality of businesses?

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City of Menlo Park

- Quality of life in residential neighborhoods?
- Does the alternative protect or enhance property values?
- Safety along and across the rail corridors?

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- Does the alternative align with/support the El Camino Real/ Downtown Specific Plan?

- Does the alternative protect or enhance local transit opportunities?

- Does the alternative enhance the level of transit service?

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City of Menlo Park Council Position Summary

The following bullet points clarify the Council's position on ~~high-speed rail on the Caltrain corridor~~ through Menlo Park.

Caltrain and High Speed Rail corridor

- The City opposes any exemption or elimination of any part of the CEQA review for the High Speed Rail Project environmental review process;
- The high speed rail within Menlo Park should be in a two-track envelope system, and stay within the existing Caltrain right-of-way (with very minor exceptions such as for Caltrain electrification equipment, and in very limited locations);
- No Environmental Impact Report should go forward which increases the rail corridor to greater than two tracks in Menlo Park;
- The City approves of the currently approved blended system but opposes passing tracks located in Menlo Park;
- The City is interested in quiet zones for the rail corridor in Menlo Park;
- The City intends to pursue a grade separation project with a focus on the Ravenswood Avenue crossing that can be constructed independent of the blended system, High Speed Rail and any passing track scenario; ~~and~~
- Our strategy is to work cooperatively with the blended system planning efforts while preventing an at-grade or elevated 3 or 4 track system through Menlo Park;
- Support maximizing the number of Caltrain trains that stop within Menlo Park (as opposed to passing through Menlo Park)

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Dumbarton corridor

The City supports Dumbarton Rail, under the following conditions:

- Rail service is provided by electric trains, minimizing emissions, noise and vibration impacts on adjacent residential neighborhoods and freight service levels do not increase over existing levels
- Minimal right-of-way acquisition is needed for the project
- Railroad/roadway grade separations should be provided as part of the project:
 - At Marsh Road, Willow Road and University Avenue
 - Minimizing local circulation and access impacts
 - Provide an opportunity for improved bicycle and pedestrian access and connections
- Best practice at-grade crossing safety improvements to the rail crossing at Chilco Street should be provided as part of the project
- Transit service is limited to rail within the existing right-of-way owned by Samtrans along the Dumbarton corridor
- A bicycle and pedestrian pathway along the existing right-of-way is fully explored as part of the project and is not precluded unless adequately disclosed through the project development process
- A transit stop is provided within Menlo Park, with the preferred location on the eastern side of Willow Road at the intersection with the Dumbarton rail, as shown in the City's Circulation Element (Figure 4)
- The project does not preclude a future direct rail connection to the southern end of the

May 8~~22~~, 2019~~8~~

City of Menlo Park

Caltrain line at the wye junction near Middlefield Road in Redwood City

- The City supports maximizing the number of trains that stop within Menlo Park (as opposed to passing through Menlo Park)

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**MEMORANDUM**

Date: 3/18/2019
To: Commission Members
From: Nick Pegueros, Assistant City Manager
Re: City Council Work Plan Transmittal and Capital Improvement Program (CIP) process update

The City Council established its 2019 work plan earlier this month. The work plan is the guiding document for the initiatives and projects staff will be working on throughout the next 12-18 months.

CIP budget project prioritization

The CIP contains nearly 80 distinct capital improvement projects; many carried over from prior years that are underway. New for 2019, staff categorized the approved projects in relative priority based on several factors as outlined in Attachment A. Tier 1 indicates that a project will receive the highest relative priority for staff and consultant resources. Tiers 2 and 3, respectively, indicates that a project will receive significant resources only after the higher tier projects have received the necessary resources. Tier N/A indicates that a project is not currently competing for resources. Staff is committed to completing the projects outlined in the CIP budget, regardless of tiers.

2019 top priorities

As part of the annual goal setting process, the City Council identified its top priorities for the year. As a “top priority” project, staff will strategically realign all available resources necessary to achieve the milestones outlined in the project description. If there is a challenge meeting major milestones for a top priority project, staff may choose to strategically defer work on other projects to keep the top priority project on schedule, to the greatest extent possible. While the focus will be on the top priority projects, staff will continue to work diligently on all the projects included in the work plan. Also, staff will continue to work on the CIP and deliver daily services to the community. The City Council’s top priority projects are as follows:

- Transportation master plan (lead department: public works)
- Chilco Street improvement project (lead department: public works)
- Middle Avenue pedestrian and bicycle rail crossing (lead department: public works)
- Heritage tree ordinance update (lead department: city manager’s office)
- Belle Haven Branch library (lead department: library)

2019 work plan

In addition to the top priorities, the annual goal setting process identifies a number of other projects of importance to the City Council for work in 2019. The 2019 work plan contains of the following projects:

- Formation of a transportation management association
- El Camino Real/ Downtown specific plan update

- Market affordable housing preservation
- Short-term rental ordinance
- Single-Family residential design review
- Develop and implement near-term downtown parking and access strategies
- Zero waste implementation
- Implement the information technology master plan (year 2; land management)

CIP process update

As part of the annual budget development process, the City updates its Five-Year Capital Improvement Plan (CIP), even though only the first year of CIP is funded by Council. The CIP typically represents recommendations for short- and long-range public investment in infrastructure development, maintenance, improvement and acquisition. The CIP provides a link between the City's various master planning documents, and various budgets and funding sources, and provides a means for planning, scheduling, funding and implementing capital projects over the next five years. Typically, a capital project is defined as a project costing more than \$75,000.

At this time, we do not intend to add additional items to the CIP for funding beyond those identified during the 2019 work plan development. The focus for the year is the Council approved work plan. It is important to note that some of the items in the work plan are not currently funded and they will be proposed as part of the upcoming budget for Fiscal Year 2019-20. There may be a few CIP items added for funding in FY 2019-20, but they will mainly be based on legal requirements. Other items that were previously listed in the CIP for FY 2019-20 and not included in the Council work plan may be shifted to the next fiscal year.

Commission considerations

The CIP process should be a continuous discussion. It is important for the commissions to continually think about projects throughout the year and to discuss the merits of those projects including how they fit into the overall master plans within the City. The Council will be provided regular updates on the work plan items throughout the year. These updates can serve as an opportunity and check in for the commissions to discuss any future projects that might be important to the City in the context of master plans and issues that arise.

Thank you, as always, for your valuable support of the Council's efforts to meet their goals of responsible fiscal management of the City's resources and infrastructure.

Attachments

- City Council adopted Capital Improvement Project Prioritization for 2019
- City Council adopted fiscal year 2019-20 budget principles and 2019 priorities and work plan Web link:
<https://www.menlopark.org/DocumentCenter/View/20838/G3---20180312-Work-plan-SR-CC>
- City Budget Web Link:
<https://www.menlopark.org/ArchiveCenter/ViewFile/Item/8539>



MEMORANDUM

Date: 2/21/2019
To: Starla Jerome-Robinson, City Manager
From: Justin Murphy, Public Works Director
Re: CIP Prioritization

This memo is a follow up item outlined in the January 29, 2019 staff report regarding the 2019 Council policy priorities and work plan (Staff Report #19-018-CC). This memo transmits a comprehensive listing of how staff is prioritizing almost 80 City Council adopted Capital Improvement Program (CIP) projects. The attachment includes annotated tables excerpted from the City Council adopted fiscal year 2018-19 budget for the 5-Year CIP.

Funding for particular CIP projects can be traced back as far as Fiscal Year 2003-2004. Many CIP projects are annual or biannual programs (e.g., Street Resurfacing), and the CIP Budget serves as the tool for funding those programs. Other CIP projects involved multiple phases with funding allocated over multiple years (e.g., Emergency Water Storage/Supply). Assuming that every project that is currently funded is considered a priority, it is then a matter of relative priority. In order to communicate the relativity to help inform the Council's goal setting, staff established a system with three tiers – 1, 2, and 3 – with 1 being the highest relative priority and 3 being the lowest relative priority. Priority considerations are generally based on the following along with available staffing:

- Regulatory compliance
- Public safety
- Preservation of city assets
- Improved efficiencies
- Grant funding timelines
- First in, first out

Staff applied these prioritization tiers to each currently funded projects within the seven established subject matter categories in the CIP Budget. Each category serves as a good proxy for the availability of eligible funding sources and staff skill sets that are required to execute on applicable projects. Projects that are complete as of February 2019 or have not yet been funded are labeled as not applicable (N/A) for terms of the prioritization. The following table summarizes how many projects are in the various tiers for each category and the applicable pages in the CIP Budget for project descriptions and funding sources.

At the February 2, 2019 goal setting session, staff sought the City Council's confirmation that the prioritization outlined in this memo reflects the City Council's priorities. As a result of that meeting and follow up considerations, tiers for three projects were modified: Chrysler Pump Station Improvements (moved from Tier 2 to Tier 1), Welcome to Menlo Park Monument Signs (moved from Tier 3 to Tier 2), and Downtown Parking Structure Study (moved from Tier 2 to Tier 3 to accommodate development of near-term parking strategies and advancing the monument signs).

Table 1: Project summary							
Category	CIP budget	Priority			Subtotal	N/A	Total
		Tier 1	Tier 2	Tier 3			
City buildings and systems	113-121	4	3	4	11	5	16
		36%	27%	36%	100%		
Environment	123-126	2	2	1	5	0	5
		40%	40%	20%	100%		
Parks and recreation	127-134	3	3	3	9	5	14
		33%	33%	33%	100%		
Stormwater	135-139	1	4	1	6	1	7
		17%	67%	17%	100%		
Streets and sidewalks	141-148	3	4	3	10	3	13
		30%	40%	30%	100%		
Traffic and transportation	149-158	4	6	6	16	1	17
		25%	38%	38%	100%		
Water	159-163	2	2	1	5	2	7
		40%	40%	20%	100%		
Total		19	24	19	62	17	79

City Buildings & Systems



CITY BUILDINGS & SYSTEMS

The City's aging facilities require both regular maintenance and more substantive system replacements. Projects included under the City Buildings and Systems CIP category focus on improvements to existing City-owned facilities and the construction of new buildings. These improvements allow the City to continue to maintain and enhance services to the community.

This category also includes funding for upgrades to the City's systems such as information technology. This category of the CIP is least likely to be eligible for outside funding, with the exception of donations, and therefore is fully funded by transfers from the General Fund.

			2018-19 NEW FUNDS	Future Funding Needs (unfunded)			
Projected Carryover				2019-20	2020-21	2021-22	2022-23
CITY BUILDINGS & SYSTEMS	Priority						
Belle Haven Youth Center Improvements	Tier 1	-	\$200,000	-	-	-	
Burgess Pool Lobby Renovation	N/A	-	-	-	125,000	-	-
City Buildings (Minor)	Tier 2	642,930	500,000	500,000	500,000	500,000	500,000
City Buildings HVAC Modifications	Tier 3	125,000	420,000	-	-	-	-
Corporation Yard Master Plan	N/A	-	-	-	-	100,000	-
Cost of Service/Fee Study	N/A	48,187	-	-	-	100,000	-
Facilities Maintenance Master Plan	Tier 3	150,000	-	-	-	-	-
Fire Plans and Equipment Replacement for City Buil	Tier 1	60,442	115,000	-	-	-	-
Furniture Replacement	Tier 3	-	400,000	-	-	-	-
Gate House Fence Replacement	Tier 3	120,000	-	-	-	-	-
Information Technology Master Plan and Implementation	Tier 1	2,940,809	-	1,250,000	1,250,000	1,250,000	1,250,000
Library System Improvement: Belle Haven Branch Li	Tier 1	36,807	450,000	-	-	-	-
Library System Improvement: Main Library	Tier 2	140,220	-	-	-	-	-
Onetta Harris Community Center Gymnasium Floor Replacement	N/A	-	-	300,000	-	-	-
Onetta Harris Community Center Multipurpos Room Renovation	N/A	-	-	150,000	-	-	-
Police Parking Lot Security	Tier 2	31,027	-	-	-	-	-
Subtotal		\$4,295,422	\$2,085,000	\$2,200,000	\$1,875,000	\$1,950,000	\$1,750,000

Environment



ENVIRONMENT

The Environment CIP provides for a variety of projects and programs to further the City's environmental sustainability initiatives, including those in the City Council adopted Climate Action Plan. This category of the CIP is primarily supported by the General Fund. However, initiatives pertaining to solid waste are funded through refuse rates.

			2018-19 NEW FUNDS	Future Funding Needs (unfunded)			
Projected Carryover		2019-20		2020-21	2021-22	2022-23	
ENVIRONMENT	Priority						
Climate Action Plan	Tier 2	\$203,057	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Electric Vehicle Chargers at City Facilities	Tier 2	-	200,000	400,000	-	-	-
Heritage Tree Ordinance Program Evaluation	Tier 1	63,338	-	-	-	-	-
Sea Level Rise Resiliency Plan	Tier 3	-	150,000	-	-	-	-
Trash and Recycling Strategic Plan	Tier 1	59,764	-	-	-	-	-
Subtotal		\$326,159	\$450,000	\$500,000	\$100,000	\$100,000	\$100,000

Parks & Recreation



PARKS & RECREATION

The Parks & Recreation CIP provides for a variety of projects and programs to meet the recreational needs of the community. In fiscal year 2018–19, the City anticipates conclusion of a comprehensive Parks & Recreation Master Plan. Based on public input, the Plan will recommend improvements and initiatives to the City's parks and recreation facilities to continue to meet the needs of the community and program users.

This category of the CIP is primarily supported by the General Fund. However, voter approved Measure T General Obligation authority permits the City to issue a third tranche of debt to help finance the Parks & Recreation Master Plan initiatives. In addition, certain capital projects may qualify to use Recreation In-Lieu impact fees imposed on new development. Finally, due to the relationship of the Bedwell Bayfront Park and the former landfill, certain projects may have access to funds collected through refuse rates to maintain the landfill.

		Projected Carryover	2018–19 NEW FUNDS	Future Funding Needs (unfunded)			
				2019-20	2020-21	2021-22	2022-23
PARKS & RECREATION		Priority					
Aquatic Center Maintenance (annual)	Tier 2	\$99,068	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000
Bedwell Bayfront Park Collection and Leachate Systems Repair	Tier 1	4,174,123	-	-	-	-	-
Bedwell Bayfront Park Master Plan Implementation	N/A	-	-	4,000,000	-	-	-
Belle Haven Pool Master Plan Implementation	N/A	-	-	370,000	-	-	-
Civic Center Campus Improvements	Tier 3	100,000	-	500,000	500,000	500,000	-
Jack Lyle Park Restroom	N/A	588,146	-	-	-	-	-
Library Landscaping	N/A	436,743	-	-	-	-	-
Park Improvements (Minor)	Tier 2	129,294	200,000	200,000	200,000	200,000	200,000
Park Pathways Repairs	Tier 3	-	200,000	500,000	500,000	500,000	500,000
Park Playground Equipment	Tier 1	1,000,000	-	500,000	550,000	-	-
Parks and Recreation Master Plan Update	Tier 1	187,263	-	-	-	-	-
Sport Field Renovations	N/A	-	-	300,000	300,000	300,000	300,000
Tennis Court Maintenance	Tier 2	120,000	120,000	120,000	120,000	120,000	120,000
Willow Oaks Park Improvements	Tier 3	536,481	375,000	-	-	-	-
Subtotal		\$7,371,118	\$1,295,000	\$6,890,000	\$2,570,000	\$2,020,000	\$1,520,000

Stormwater



STORMWATER

The Stormwater CIP consists of projects and programs required to address the impacts of flooding in the watershed and stormwater water quality. These projects involve improvements that address localized drainage issues and larger interagency efforts to address flooding concerns associated with San Francisquito Creek, the Bayfront Canal and the Atherton Channel. In addition, projects in this category may be required to meet National Pollution Elimination Discharge

System (NPDES), an unfunded mandate to minimize debris and pollutants discharged to San Francisco Bay. This category of the CIP is solely supported by the General Fund and future demand for funds is unknown. Other possible funding strategies for these projects include grants, as well as the development of benefit assessment districts that can pay for improvements in specific sections of the City where more investment needs have been identified.

			2018-19 NEW FUNDS	Future Funding Needs (unfunded)			
Projected Carryover				2019-20	2020-21	2021-22	2022-23
STORMWATER	Priority						
Bayfront Canal and Atherton Channel Flood Protection	Tier 2	\$442,309	-	-	-	-	-
Chrysler Pump Station Improvements	Tier 1	6,027,976	-	-	-	-	-
Green Infrastructure Plan	Tier 1	142,598	100,000	-	-	-	-
San Francisquito Creek Flood Reduction and Restoration	Tier 2	250,000	-	-	-	-	-
San Francisquito Creek Upstream of 101 Flood Protection	Tier 2	120,007	-	-	-	-	-
Stormwater Master Plan	Tier 3	-	350,000	-	-	-	-
Willow Place Bridge Abutment Repairs	N/A	-	-	250,000	-	-	-
Subtotal		\$6,982,890	\$450,000	\$250,000	-	-	-

Streets & Sidewalks



STREETS & SIDEWALKS

The Streets and Sidewalks CIP projects maintain and improve the City's roadways, City-owned parking plazas, and sidewalks. This category of the CIP is supported by a variety of sources including

funds from the State of California, impact fees, parking permit sales, special gas tax levies, and countywide sales tax levies.

			2018-19 NEW FUNDS	Future Funding Needs (unfunded)			
		Projected Carryover		2019-20	2020-21	2021-22	2022-23
STREETS AND SIDEWALKS	Priority						
Chilco Street and Sidewalk Installation	Tier 1	\$43,120	-	-	-	-	-
Downtown Parking Structure Study	Tier 3	720,718	-	-	-	-	-
Downtown Parking Utility Underground	Tier 3	-	200,000	500,000	-	5,000,000	-
Downtown Streetscape Improvement	Tier 3	303,288	-	100,000	-	-	-
Oak Grove Safe Routes to School and Green Infrastructure	Tier 1	615,000	-	-	-	-	-
Parking Plaza 7 Renovations	N/A	-	-	200,000	2,000,000	-	-
Parking Plaza 8 Renovations	N/A	-	-	200,000	-	2,000,000	-
Santa Cruz and Middle Avenues Resurfacing	Tier 2	212,533	-	2,300,000	-	-	-
Sharon Road Sidewalk Installation	Tier 2	-	935,000	-	-	-	-
Sidewalk Repair Program	Tier 2	7,371	500,000	500,000	500,000	500,000	500,000
Street Resurfacing Project	Tier 1	2,899,424	4,200,000	1,100,000	6,500,000	1,100,000	6,500,000
Welcome to Menlo Park Monument Signs	Tier 2	-	180,000	400,000	-	-	-
Willow Oaks Park Bicycle Connector	N/A	-	-	500,000	-	-	-
Subtotal		\$4,801,454	\$6,015,000	\$5,800,000	\$9,000,000	\$8,600,000	\$7,000,000

Traffic & Transportation



TRAFFIC & TRANSPORTATION

The Traffic and Transportation CIP provides for projects that improve multi-modal access and safety and manage the flow of traffic on City streets. Regional projects for which the City is an active partner, such as the Willow Road and US Highway 101 interchange, are also included. This category of the Capital Improvement Plan is supported by a variety of sources including funds from the State of California, impact fees, special gas tax levies, and countywide sales tax levies.

Many of these projects are also supported by funds in the annual operating budget for routine maintenance of traffic signals, signs, and street markings, and for transportation planning efforts, such as the Safe Routes to Schools program. This category is also heavily supported by local, regional and state grant funding opportunities, such as competitive programs for bicycle and pedestrian improvements, railroad safety improvements, and traffic management strategies.

	Projected Carryover	2018-19 NEW FUNDS	Future Funding Needs (unfunded)				
			2019-20	2020-21	2021-22	2022-23	
TRAFFIC & TRANSPORTATION		Priority					
Bayfront Expressway, Willow Road & Marsh Road Adaptive Signal	Tier 2	\$266,046	-	-	-	-	-
Carlton Ave, Monte Rosa Dr, & N. Lemon Ave Traffic Calm	Tier 3	125,000	-	-	-	-	-
Dumbarton Rail Corridor Planning Support	Tier 3	20,219	-	-	-	-	-
El Camino Real Crossings Improvements	Tier 3	324,650	-	-	-	-	-
Haven Avenue Streetscape Improvement	Tier 2	706,138	-	-	-	-	-
Middle Avenue Caltrain Crossing Study Design & Construction	Tier 1	463,725	1,100,000	-	9,900,000	-	-
Middlefield Road and Linfield Drive Santa Monica Avenue Crosswalk Improvements	N/A	-	-	80,000	880,000	-	-
Oak Grove, University, Crane Bicycle Improvement Project	Tier 2	66,691	-	-	-	-	-
Pierce Road Sidewalk and San Mateo Drive Bike Route Installation	Tier 2	-	1,007,000	-	-	-	-
Ravenswood Avenue/Caltrain Grade Separation	Tier 1	33,605	-	-	25,000,000	-	-
Traffic Signal Modifications	Tier 3	290,000	350,000	350,000	350,000	350,000	350,000
Transit Improvements	Tier 2	84,577	-	-	-	-	-
Transportation Master Plan	Tier 1	54,157	-	-	-	-	-
Transportation Projects-Minor	Tier 2	75,000	150,000	150,000	150,000	150,000	150,000
Willow Road Transportation Study	Tier 3	159,692	-	-	-	-	-
Willow/101 Interchange	Tier 1	101,721	-	-	-	-	-
Willows Neighborhood Complete streets	Tier 3	300,000	-	-	-	-	-
Subtotal		\$3,071,221	\$2,607,000	\$580,000	\$36,280,000	\$500,000	\$500,000

Water



WATER

Water CIP projects improve the delivery of safe drinking water to those residents served by the City's municipal water service. This category of the CIP is supported by water ratepayers and capacity charges paid by new connections to the water system. Other possible funding strategies for these projects include grants,

the issuance of water revenue bonds, State low interest loans, as well as the development of benefit assessment districts that can pay for improvements in specific sections of the City where more investment needs have been identified.

			2018–19 NEW FUNDS	Future Funding Needs (unfunded)			
Projected Carryover				2019-20	2020-21	2021-22	2022-23
WATER	Priority						
Automated Water Meter Reading	Tier 3	\$500,000	\$600,000	\$1,800,000	\$1,200,000	\$400,000	-
Emergency Water Storage / Supply	Tier 1	4,195,359	2,000,000	2,800,000	2,800,000	-	-
Fire Flow Capacity Improvements	N/A	-	-	1,000,000	1,000,000	1,000,000	1,500,000
Reservoir No. 2 Roof Replacement	Tier 2	1,490,686	2,650,000	-	-	-	-
Reservoirs #1 & #2 Mixers	Tier 2	114,949	-	-	-	-	-
Urban Water Management Plan	N/A	-	-	140,000	-	-	-
Water Main Replacement Project	Tier 1	1,240,053	600,000	2,050,000	3,600,000	1,800,000	1,800,000
Subtotal		\$7,541,047	\$5,850,000	\$7,790,000	\$8,600,000	\$3,200,000	\$3,300,000