

Complete Streets Commission

REGULAR MEETING MINUTES



Date: 11/13/2024
Time: 6:30 p.m.
Location: Teleconference and
City Council Chambers
751 Laurel St., Menlo Park, CA 94025

Regular Session

A. Call To Order

Chair Cole called the meeting to order at 6:36 p.m.

B. Roll Call

Present: Altman, Bailey, Cole, Ierokomos, King
Absent: Cebrian, Rascoff
Staff: Senior Transportation Engineer Kevin Chen, Senior Transportation Engineer Kristiann Choy

C. Reports and Announcements

The Commission received reports on City Council actions since the Oct. 9 Complete Streets Commission meeting.

D. Public Comment

None.

E. Regular Business

- E1. Accept the Complete Streets Commission minutes for October 9, 2024 (Attachment)

ACTION: Motion and second (Cole/ Altman), to accept the Complete Streets Commission minutes for October 9, 2024, passed 5-2 (Cebrian and Rascoff absent).

- E2. Receive an update on the San Mateo County US 101 Crossing Improvement Plan – Active 101 (Presentation)

Staff Chen and San Mateo County Transportation Authority staff Charlsie Chang and Peter Skinner.

The Commission discussed the outreach process, evaluation metrics, project prioritization process, incorporation between Active 101 projects and connecting local projects, other actionable requests (e.g., street cleaning, extend survey deadline), funding sources and overall project schedule.

- E3. Provide feedback and recommend that the City Council Accept the Comprehensive Shuttle Study Report (Staff Report #24-011-CSC)

Staff Choy and Nelson/ Nygaard consultant Marvin Ranaldson made the presentation (Attachment).

The Commission discussed benefits of local shuttle services, service costs per rider, major differences between the three plan options, service awareness and outreach process, bus stop amenities, wheel chair and disability accommodations, services from nearby public agencies and private companies and next steps.

ACTION: Motion and second (Cole/ Altman), to accept the Comprehensive Shuttle Study report and highlight the following information in the report to City Council:

- Data about ridership, by type of shuttle.
- Data about cost per ride, by type of shuttle.
- Flag that the three comparison cities in the Study operate their Commuter Shuttle through a TSA which is funded in part by an assessment on property owners and businesses.
- Flag that an increase in ridership would likely require the City to invest in marketing and outreach, since the public survey found a lack of awareness of the Shuttle Program.
- State that the Commission did not support the termination of the free Shuttle Service to people with accessibility needs, unless information was provided to demonstrate that existing services will fulfill these residents' needs,
passed 5-0-2 (Cebrian and Rascoff absent).

F. Informational Items

F1. Update on major project status

The Commission received updates on ongoing grant status, Nealon Park parking construction, San Mateo County-led Alpine Road Corridor project and upcoming citywide activities/ events.

F2. Tentative Complete Streets Commission agenda

G. Committee/Subcommittee Reports

None.

H. Adjournment

Chair Cole adjourned the meeting at 9:25 p.m.

Kevin Chen, Senior Transportation Engineer



101



Active 101

US 101 San Mateo County Crossing Improvements Plan Phase 1 (Fall 2024)

*City of Menlo Park
Complete Streets Commission
November 13, 2024*

Have You Experienced Traffic Like This on US 101?



What is 101 Corridor Connect?



- A collaborative program to identify and prioritize **congestion management** projects along US 101 in San Mateo County.
- It looks **beyond just highway infrastructure** and considers the mobility needs of the corridor as a whole.
- **Program partners** include C/CAG, Caltrans, cities, transit agencies, and San Mateo County.

Reducing Congestion



Goals of 101 Corridor Connect



Safe

Enhance safety for users of the transportation network.



Connected

Connect people to the places they need to go.



Sustainable

Improve air quality and reduce emissions.



Inclusive

Increase access for underserved communities.

Would You Walk or Bike Here?



Working Toward Improved Connections



What is Active Transportation?



Foot



Bicycle



Wheelchair



Scooter

Pedestrian & Accessible Bridge

101

Curb Extensions

Sidewalk

Bicycle Lanes

High-Visibility Crosswalks



Why Active Transportation?



56% of trips

**in San Mateo County
are under 3 miles**

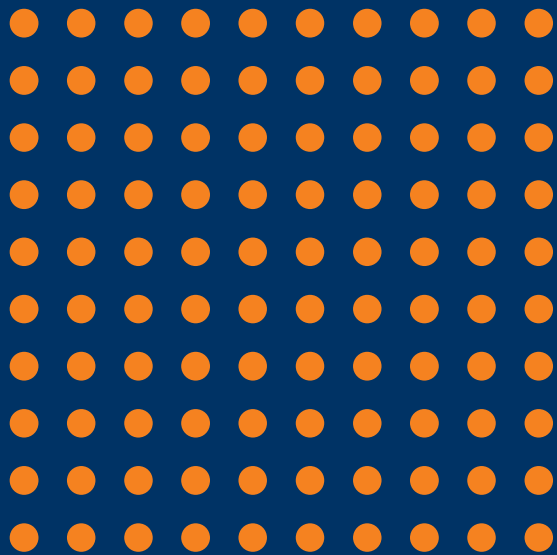
How Will Active 101 Do This?



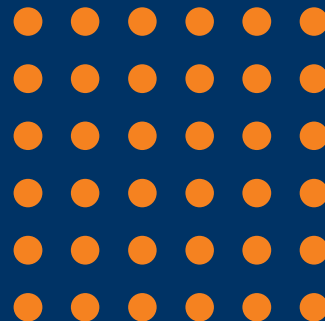
Active 101 Phase 1



How Will Active 101 Do This?



148 Projects



75 Prioritized Projects: Active 101 Phase 1



8-10 Preliminary Designs: Active 101 Phase 2

Get Involved



www.smcta.com/SMCactive101

How to Participate



The screenshot shows a web browser displaying the '101 corridor connect' website. The page features a navigation menu with 'Home', 'North County', 'Mid County', and 'South County' options, along with a search bar and a language dropdown set to 'English'. A banner image shows a person walking on a path next to a road. Below the banner, the 'Active 101' section is highlighted. The main content area is titled 'US 101 San Mateo County Crossings Improvement Plan' and includes a paragraph explaining the plan's goal to improve crossings and travel conditions. A section titled 'Explore Proposed Projects' is divided into three columns: North County (blue), Mid County (orange), and South County (green). Each column contains a brief description of the projects and a 'Support Projects >' link.

Active 101

US 101 San Mateo County Crossings Improvement Plan

US 101 is the busiest corridor in San Mateo County. However, the freeway itself can also act as a barrier for people walking, biking, and taking transit. The Active 101 plan aims to identify crossing and corridor improvement projects and enhance travel conditions within near US 101.

Explore Proposed Projects

North County	Mid County	South County
<p>Support the projects in north county that you would like to see advance to Phase 2!</p> <p>Brisbane, South San Francisco, San Bruno, Millbrae</p> <p>Support Projects ></p>	<p>Support the projects in mid county that you would like to see advance to Phase 2!</p> <p>Burlingame, Belmont, Hillsdale, Hillsborough, San Mateo, San Carlos</p> <p>Support Projects ></p>	<p>Support the projects in south county that you would like to see advance to Phase 2!</p> <p>Redwood City, North Fair Oaks, Menlo Park</p> <p>Support Projects ></p>

How Will Feedback Be Used?



Share your ideas by visiting
www.smcta.com/SMCactive101

And don't miss your chance
to win a \$250 gift card!



What Have You Heard?



- How does 101 act as a barrier in your community/for the members of your community?
- What would the ideal Active Transportation connections near 101 look like in your community?
- If you had a magic wand to fix anything for people walking, biking or rolling near 101 what would you fix?

Thank You

For any questions, please contact:

Sue-Ellen Atkinson

Manager, Planning and Fund Management

atkinsons@samtrans.com

Amy C. Linehan

Government and Community Affairs Officer

LinehanA@samtrans.com



MOVING THE PENINSULA FORWARD

Menlo Park Shuttle Study

Complete Streets Commission Service Recommendations

November 13, 2024



Caltrain

Menlo Park Station





Agenda

- 1 **Background**
- 2 **Project Overview**
- 3 **What We Have Learned**
- 4 **Service Recommendations**
- 5 **Funding Considerations**
- 6 **Next Steps**

1

Background

BACKGROUND

Current Shuttle Program

- **Two commuter routes**
 - Marsh, Willow connect Caltrain with business parks
- **Two community routes**
 - Crosstown is a fixed route connecting residents with retail, medical, and recreation destinations
 - Shoppers' Shuttle is curb-to-curb route supplementing Crosstown
 - Shoppers' Shuttle must be reserved at least one day in advance



BACKGROUND

Shuttle Vehicles

- Seat 20 to 28 passengers
- Wheelchair-accessible
- Front-mounted rack for two bicycles



Program Details

▪ Administration

- Joint contract with SamTrans, Commute.org
- Vehicles and drivers provided by MV Transportation

▪ Funding

- Combination of grants, City Measure A funds, developer fees
- Grant agencies: SMCTA, C/CAG, MTC
- FY23-25: ~\$1,500,000 in grant funding



CITY OF
MENLO PARK



BACKGROUND

Shuttle Study

- Comprehensive shuttle study launched in 2023
- Funded by \$153,000 Caltrans Sustainable Communities Transportation Planning grant
- Consultant-led shuttle study looked at ways to increase ridership, serve desired destinations, and improve cost efficiency



2

Project Overview

Study Objectives

- Analyze riders' travel patterns and needs that were impacted by COVID-19
- Identify innovative solutions, such as microtransit or ride-hailing partnerships, that are feasible in the complex fiscal environment
- Provide recommendations that reflect the changes that have occurred in Menlo Park and serve large and small businesses, people with disabilities, older adults, low-income residents, and commuters



Study Elements

Primary Tasks:

- Existing Conditions
- Current and Future Travel Analysis
- Service Alternatives
- Community Outreach and Input Summary
- Service Recommendations

Supporting Tasks:

- Shuttle Fee Assessment
- Funding Opportunities and Partnerships



EXISTING SERVICES

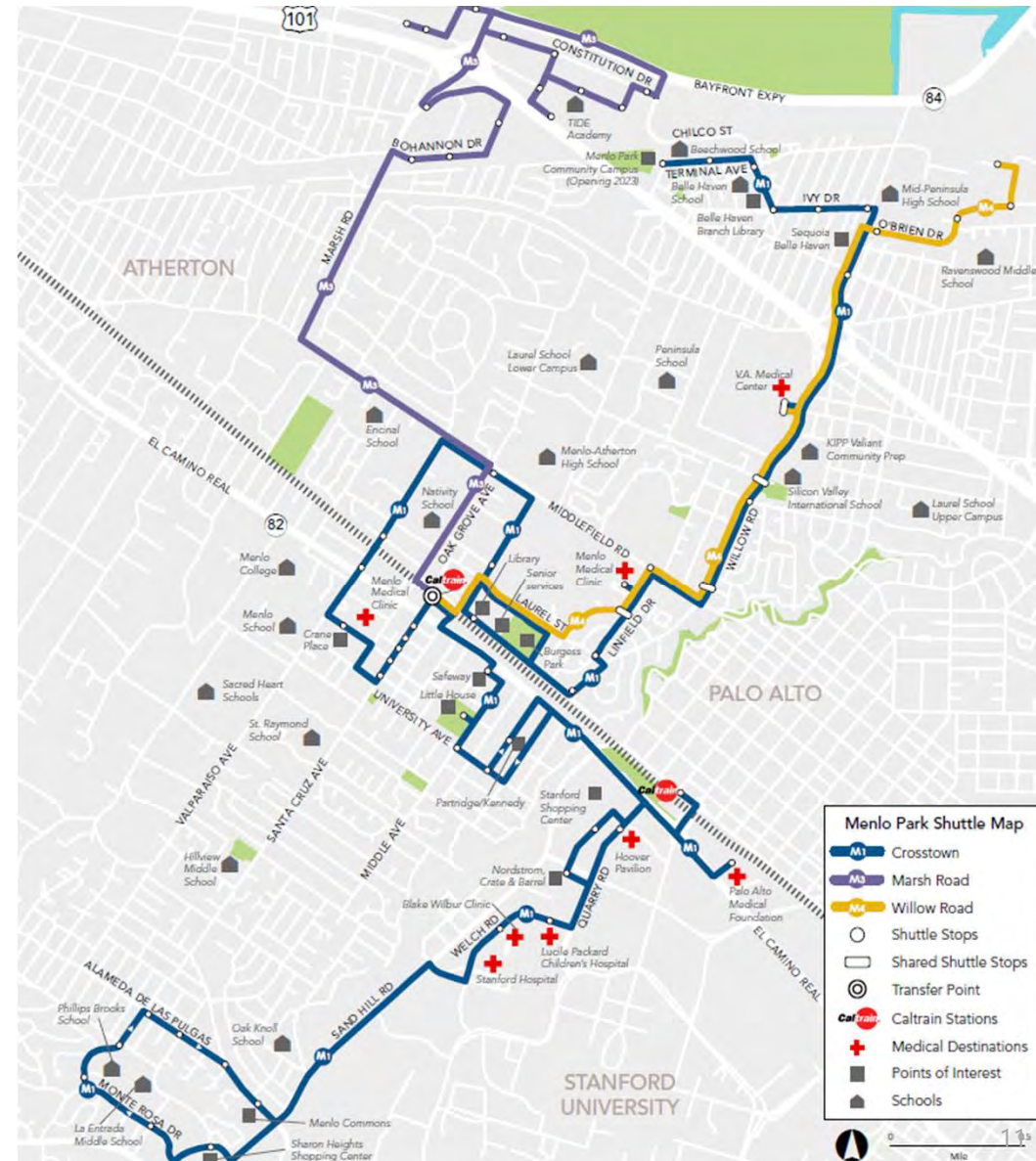
Shuttle System Today

Shuttle System Goal:

- Complement existing transit services, while offering mobility to vulnerable populations such as older adults and individuals in low-income communities or with limited English proficiency

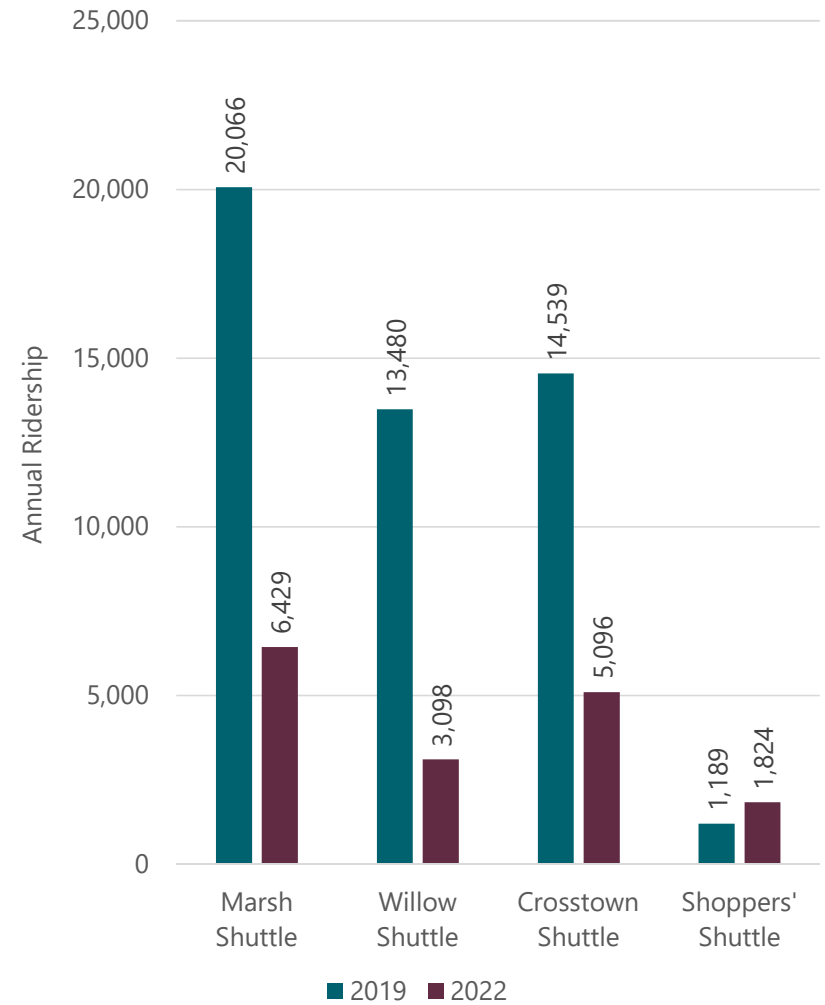
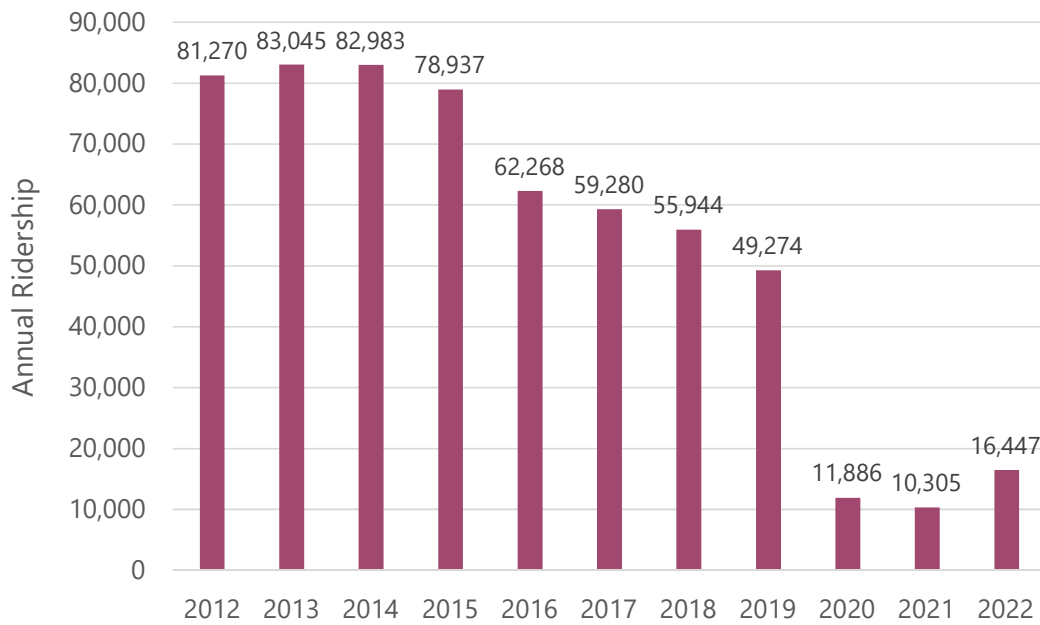
Ridership

- In recent years has decreased due to
 - COVID-19 pandemic
 - Increase in work from home
 - Increased use of private company shuttles
 - Changing travel patterns

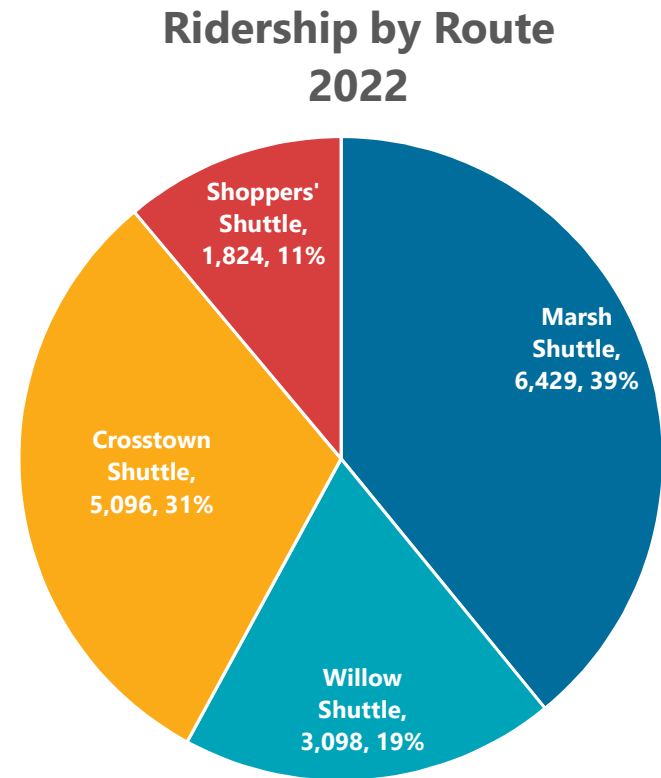
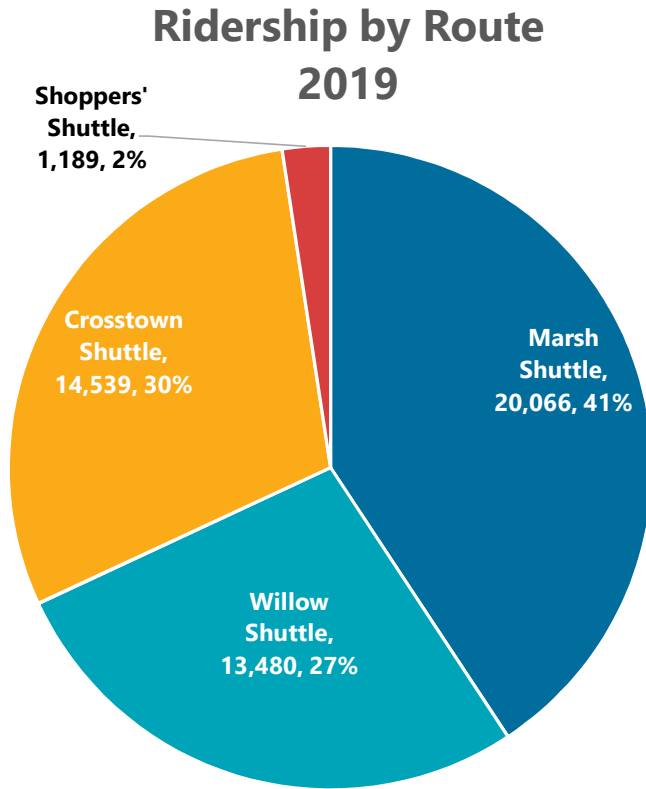


EXISTING SERVICES

Ridership Trends



Ridership Trends



3

What We Have Learned

Community Outreach

- Strategic Communications Plan based on project team research, Menlo Park experience, and stakeholder input
 - Identify target audiences and preferred channels
 - Focus on equitable engagement
 - Flexible and implementable
- Outreach at key milestones throughout the project
 - Clear, consistent, and tailored information
 - Show how each phase builds upon input received from previous outreach

Project Phases

1. Existing conditions
2. Alternatives development
3. Recommendations

Outreach Tools

1. Pop-ups
2. Virtual Workshops
3. Co-Creation Sessions
4. Websites
5. Surveys

Engagement Schedule

Legend & Month	2023					2024						
	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar - Aug	Sep	Oct	Nov	Dec
 Technical Advisory Group												
 Virtual Workshop												
 Pop Up Events												
 Co Creation Sessions												
 Community Survey												
 On-Board Passenger Survey												
 Social Media												
 Board Review /Approval												

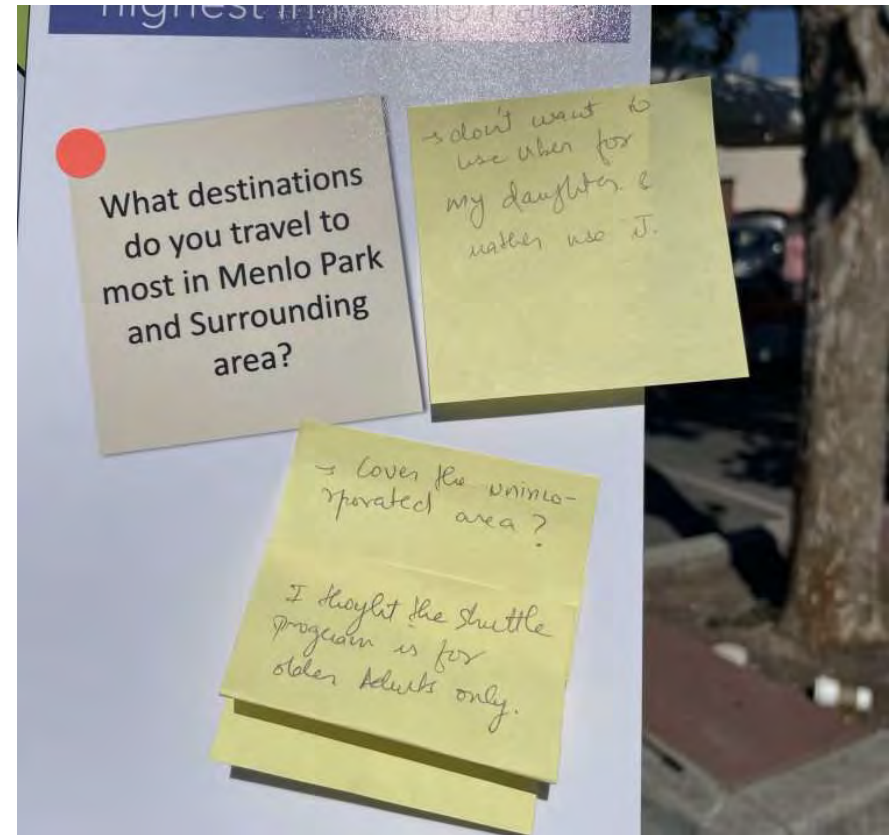
Summary of Phase 1

Event	Date
Technical Advisory Committee (TAC) Meeting	July 24, 2023
Phase 1 – Existing Conditions	
Menlo Park Farmer’s Market	Sept 10, 2023
Belle Haven Elementary School	Sept 12, 2023
Virtual Kick-off Meeting	Sept 14, 2023
Co-Creation session	Oct 12, 2023
Onboard surveys	Oct 12, 2023



Summary of Engagement - Main Themes

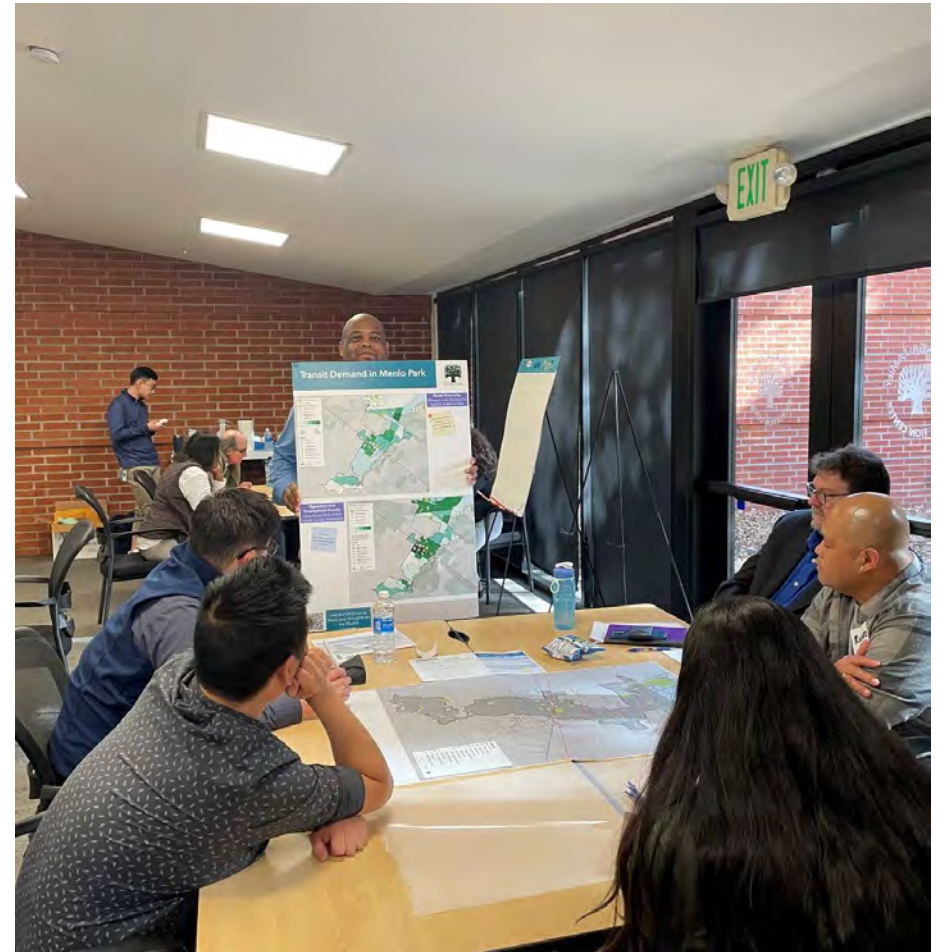
1. **Improving Shuttle Services:** The input emphasizes the need to enhance shuttle services by increasing frequency, accessibility, and visibility
2. **Education and Information Dissemination:** The input discusses the importance of raising awareness about the shuttle program
3. **Visibility:** The shuttle program needs to be more visible to the public
4. **Integration with Other Services:** Suggestions were made to combine the shuttle service with Transit Pass and Bay Pass and partner with SamTrans or microtransit
5. **Use of Technology:** Users have requested an app allowing them to input their location and destination and receive directions on how to use the shuttle
6. **Inclusivity:** There is concern that unincorporated areas are not being considered and a desire for these areas to be included in the shuttle service



Co-Creation Session #1

Simulated service planning exercise

- **Stakeholders** were tasked to design a public transportation network for Menlo Park
- **The process** allowed participants to develop goals and create a shuttle network that stayed within their budget
- **Constraints** were similar to the real world, the network design must fit within a set of financial limitations



Summary of Phase 2

Event	Date
Service Scenarios: Phase 2	
TAC Meeting	Feb 16, 2024
Mi Tierra Linda	Jan 29, 2024
Menlo Park Farmers Market	Jan 28, 2024
Survey Timeline:	Jan – Mar 2024



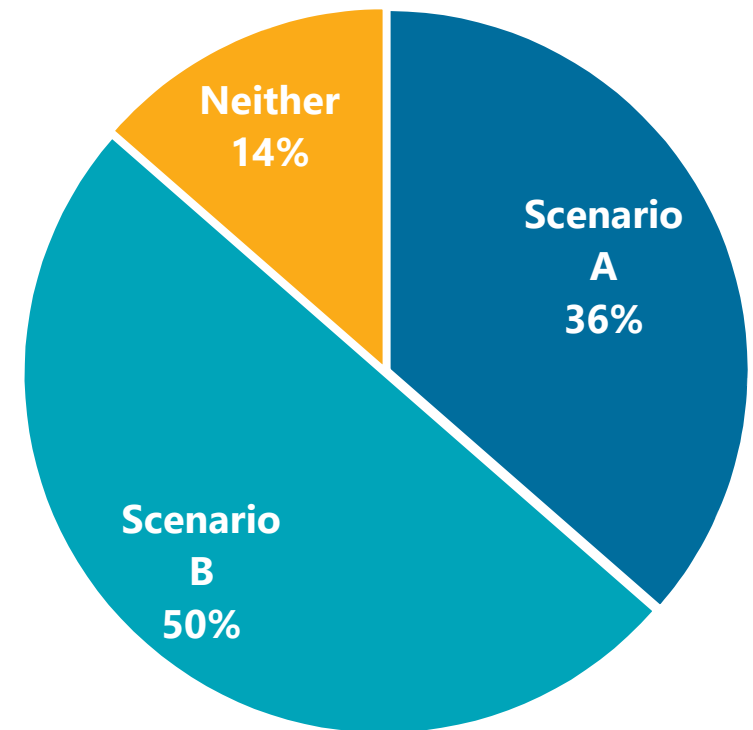
Service Scenarios - Recap

Based on the feedback received during Phase 1 of the Community Feedback project, two conceptual service scenarios were developed:

SCENARIO A	SCENARIO B
<ul style="list-style-type: none"> • Focuses on providing access to all city residents 	<ul style="list-style-type: none"> • Focuses on maximizing ridership
<ul style="list-style-type: none"> • Commuter shuttle service from Caltrain is maintained and enhanced with a 40-minute frequency during peak hours 	<ul style="list-style-type: none"> • More direct routing for fixed route shuttle service to reduce travel time between major destinations and improve frequency throughout the day
<ul style="list-style-type: none"> • Microtransit service as the primary service mode 	<ul style="list-style-type: none"> • Citywide on-demand TNC/rideshare service for older adults and people with disabilities supplements the shuttle service in lower density areas

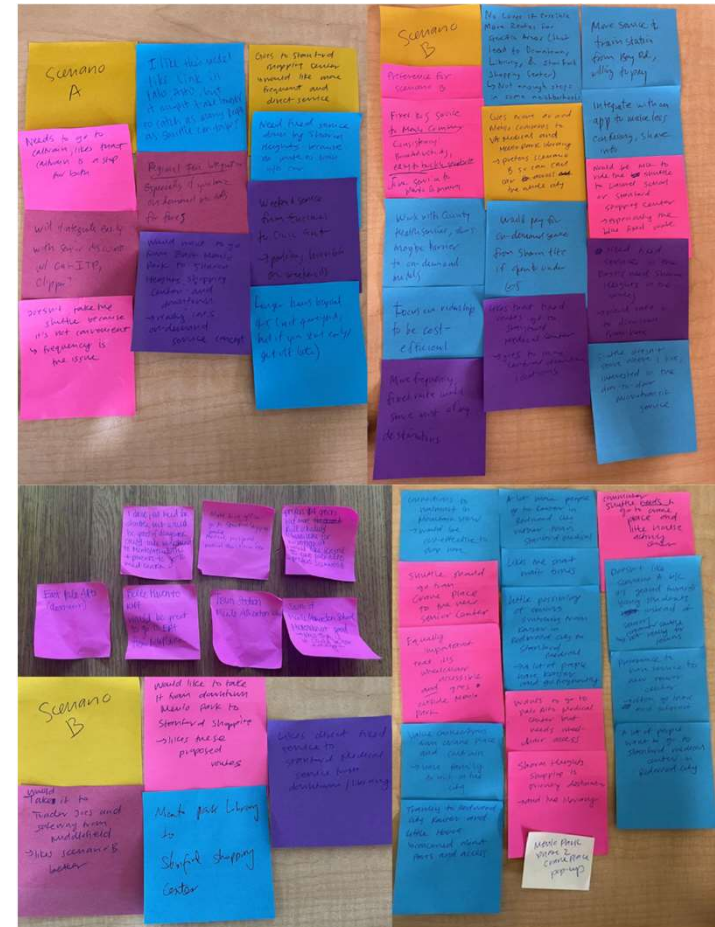
Key Takeaways

- **Scenario B was Preferred Over Scenario A:** More than half of respondents preferred Scenario B over Scenario A, with a few concerns. There were concerns about the span of service and reduced service to Sharon Heights and Palo Alto Transit Center
- **Respondents Had Concerns About Both Scenarios:** Consistent feedback was provided on the limitations of both scenarios regarding service span and access to community amenities and destinations
- **Respondents Desired an Increased Span of Service:** Members of the TAC and the public commented about expanding service in the evenings and weekends



Key Takeaways

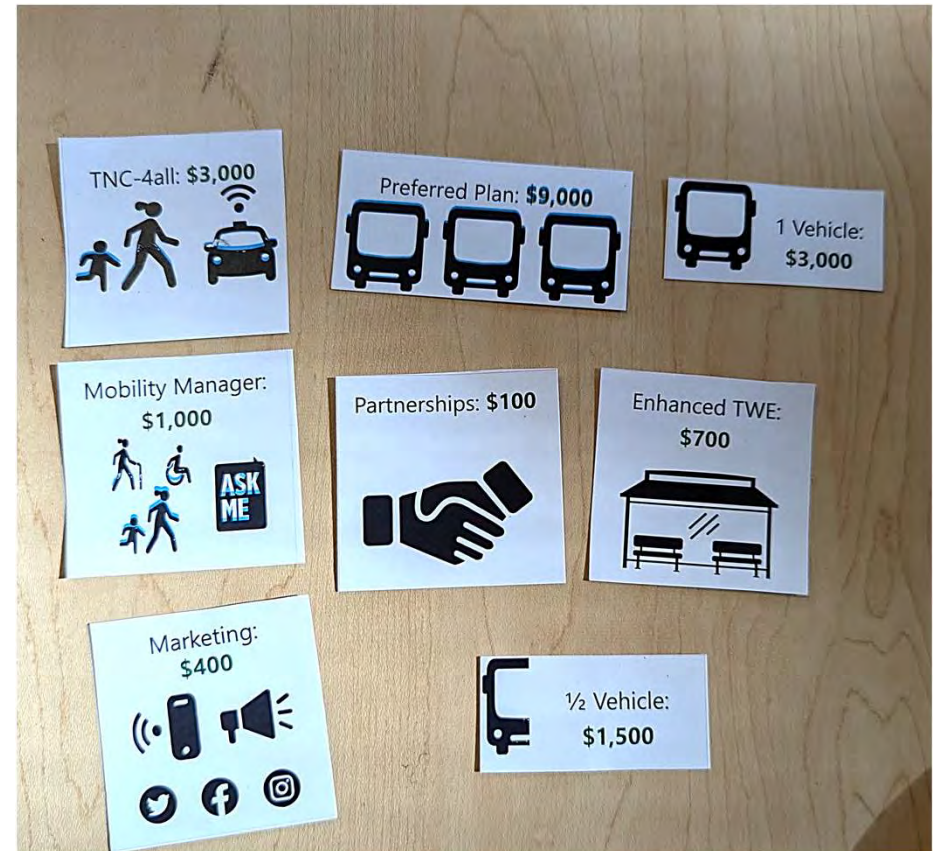
- Fares for TNC service were Less Important than Fares for Microtransit:** Survey respondents were more concerned about the affordability of Microtransit fares than the cost of TNC service.
- Major Concerns for Reduced Service to West Menlo Park:** The reduction of service to Sharon Heights and West Menlo Park was noted as a concern in both scenarios.
- Community Members Supported Expansion for TNC Service:** Members of the TAC and the public supported expanded TNC service for the people with disabilities and older adults. Comments supported expanding that service to all residents.



Summary of Phase 3

For this phase, the project team presented recommendations to the public online at the study website and at a virtual public meeting

Event	Date
Service Recommendations: Phase 3	
TAC Meeting	Sep 20, 2024
Co-Creation Session #2	Oct 14, 2024
Virtual Public Meeting	Oct 15, 2024



Key Takeaways

- **Community Members Supported the Recommendations:** Members of the TAC and the public supported the changes to the Midday Community shuttles. There were concerns about the changes to the Commuter Shuttle especially for users accessing the Marsh Road area.
- **Concerns About Service to the Marsh Road Area:** There were concerns about the changes to the Commuter Shuttle especially for users accessing the Marsh Road area, due to an increase in travel time for those users.
- **The Lack of Accessible On-Demand Options:** Participants in the public meeting had concerns about the lack of accessible on-demand options due to the lack of wheelchair accessible TNC vehicles in the area.
- **Support for Changes to Shuttle funding and Governance:** Participants in the Co-Creation session supported the concept of a Transportation Management Association (TMA) to manage the shuttle program and an expansion of Shuttle funding to enable additional mobility programs and investments.



4

Service Recommendations

Service Recommendations

1.

The **Preferred Service Plan** was developed to operate with existing financial resources but to better align existing service with demographic and travel changes in Menlo Park.

2.

In the medium-term, the service improvements identified in the **Future Service Plan** are recommended if additional financial resources can be identified.

3.

A **Reduced Service Plan** is also provided if funding or cost increases require a reduction in service.

Service Considerations



Focus on bidirectional service. The existing shuttle routes have one-way service to either expand geographic coverage or to ensure long routes can effectively connect back to Caltrain. However, one-way routes also force round-trip travel for most trips to be longer than necessary. The preferred service plan focuses on service where it is highest and creates bidirectional routes that serve the same corridor in both directions and is easier for passengers to understand



Minimize non-productive route segments. Several route segments serve areas that generate very little or no ridership – either because of land use or because they operate non-stop on some corridors. The preferred service plan reduces the number of these segments so that valuable resources can be focused on areas that will generate ridership



Streamline service and reduce duplication. The shuttle routes that serve Menlo Park share some segments and stops with SamTrans and AC Transit routes. It is important that the Shuttle Service complements existing transit service and has a narrower focus than the larger transit operators in the City

Service Considerations



Provide new transportation options. A new TNC/Rideshare program fills the transportation gap for Menlo Park older adults and people with disabilities by providing access to medical care and shopping in neighboring communities. This service model has been successful in other communities, improving mobility of older adults within and outside of their community



Modify service to more effectively serve Belle Haven and the Bayfront. One of the top desires of community members was to offer better service to Belle Haven and the Bayfront to reduce car trips and improve access to opportunities for low to moderate-income workers. Belle Haven is currently served by SamTrans Fixed Route and Microtransit service. The Preferred Service Plan improves service to Caltrain, Central Menlo Park, Stanford Medical Center, and Stanford Shopping Center

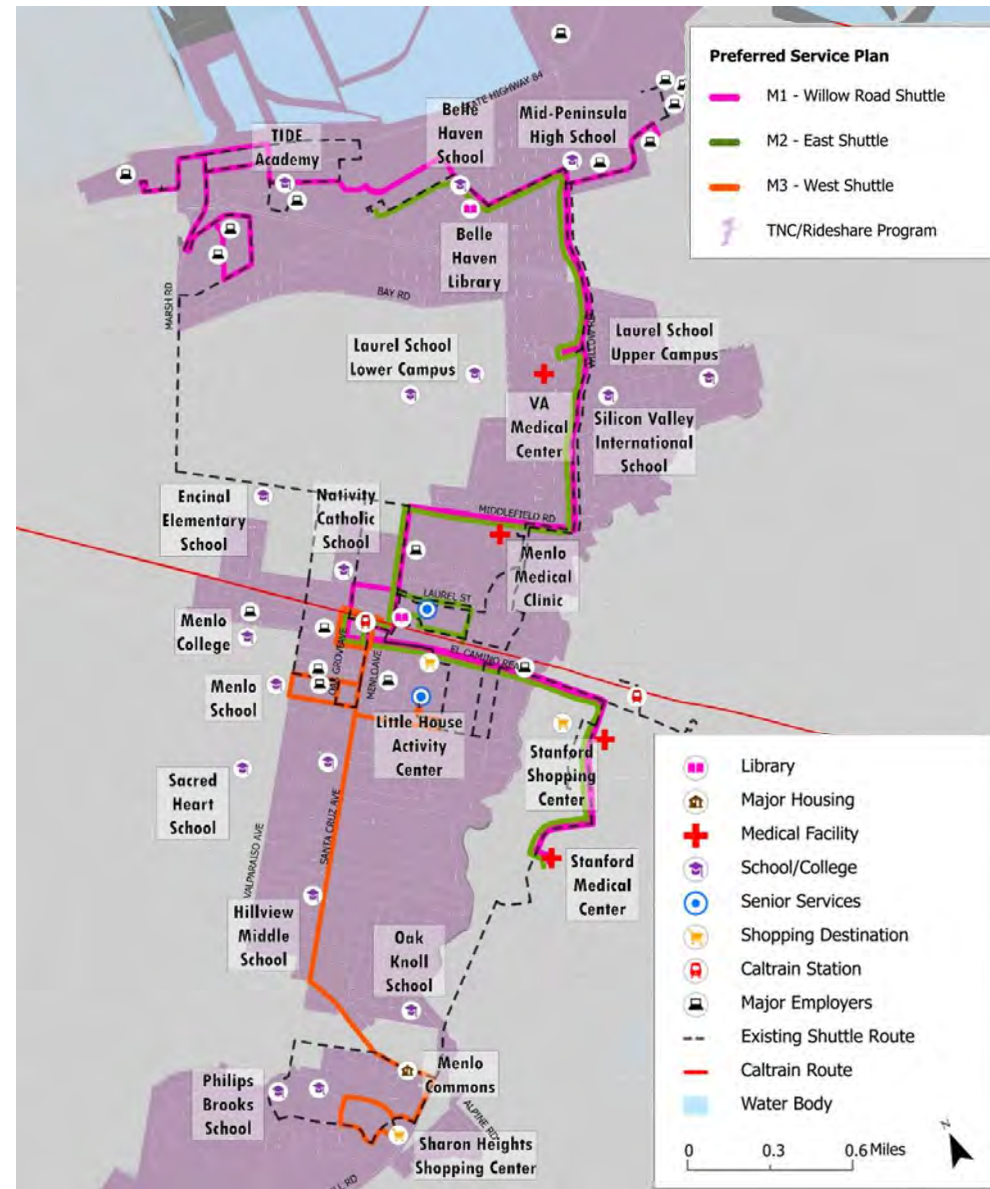


Improved frequency and span of service. The top desire among existing riders was to improve frequency and hours of service. The preferred service plan recommends increased frequencies with clockface scheduling and expanded service hours

SERVICE RECOMMENDATIONS

1. Preferred Service Plan

- Service is focused on locations that generate ridership (Belle Haven, Downtown, Stanford Shopping Center, and Stanford Medical Center)
- 30-minute frequency commuter shuttle, with more direct routing to reduce travel times, replaces Willow and Marsh Shuttles
- Coordination with electrified Caltrain schedule
- Midday Hourly service with an East and West Shuttle between Caltrain and Belle Haven and Caltrain and Sharon Heights and Stanford Medical Center to replace the Crosstown Shuttle
- Timed connection at Caltrain for the Midday shuttle



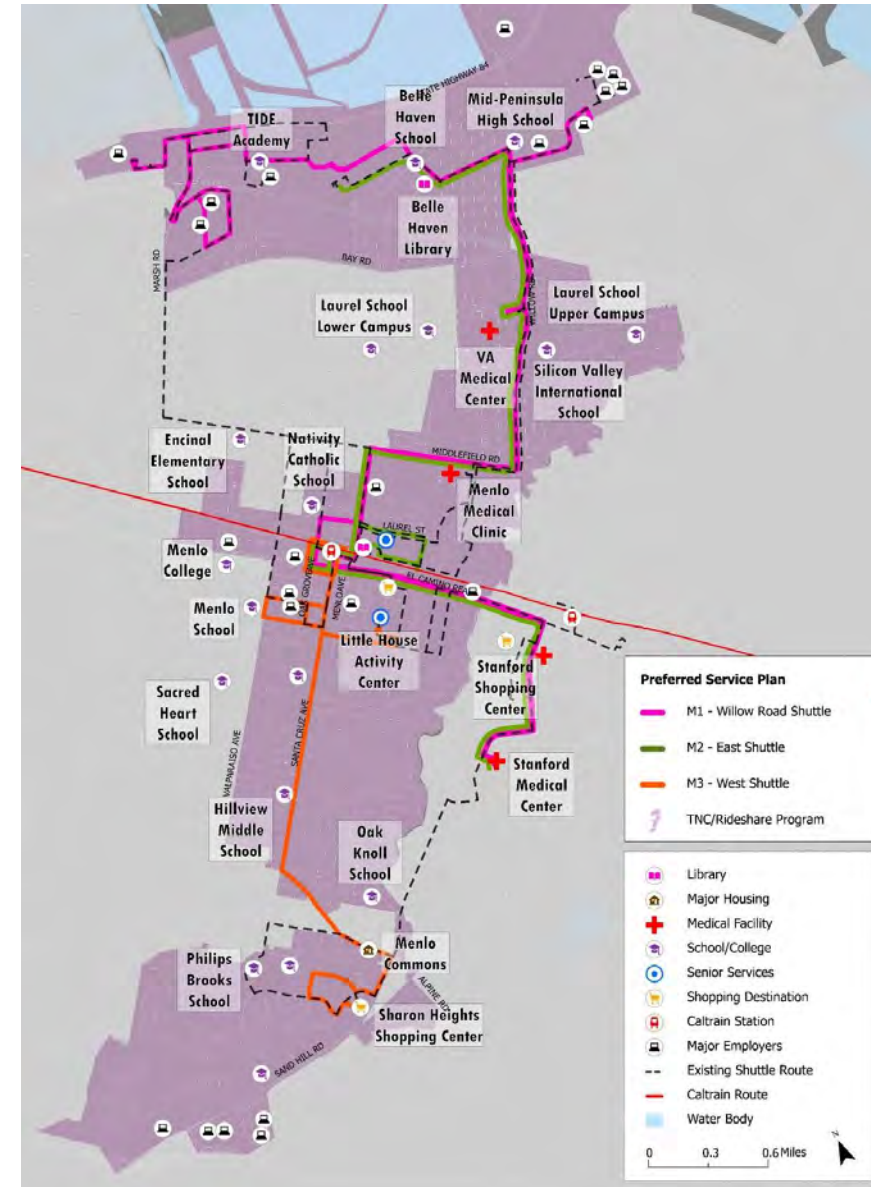
1. Preferred Service Plan

Benefits

- More frequent peak service to Belle Haven, the Bayfront, and Stanford Medical Center
- Faster service to Caltrain for Belle Haven and Sharon Heights
- Direct Service on Santa Cruz Ave Corridor
- Subsidized TNC/rideshare service is available to more residents

Disadvantages

- Longer travel times for commuters
- Revised routing may require a longer walk to access stops



M1

Willow Road Shuttle

Stanford Medical Ctr – Menlo Park Caltrain – Bayfront

Targeted User:

- Commuter and General Public

Frequency

- Every 30 Minutes

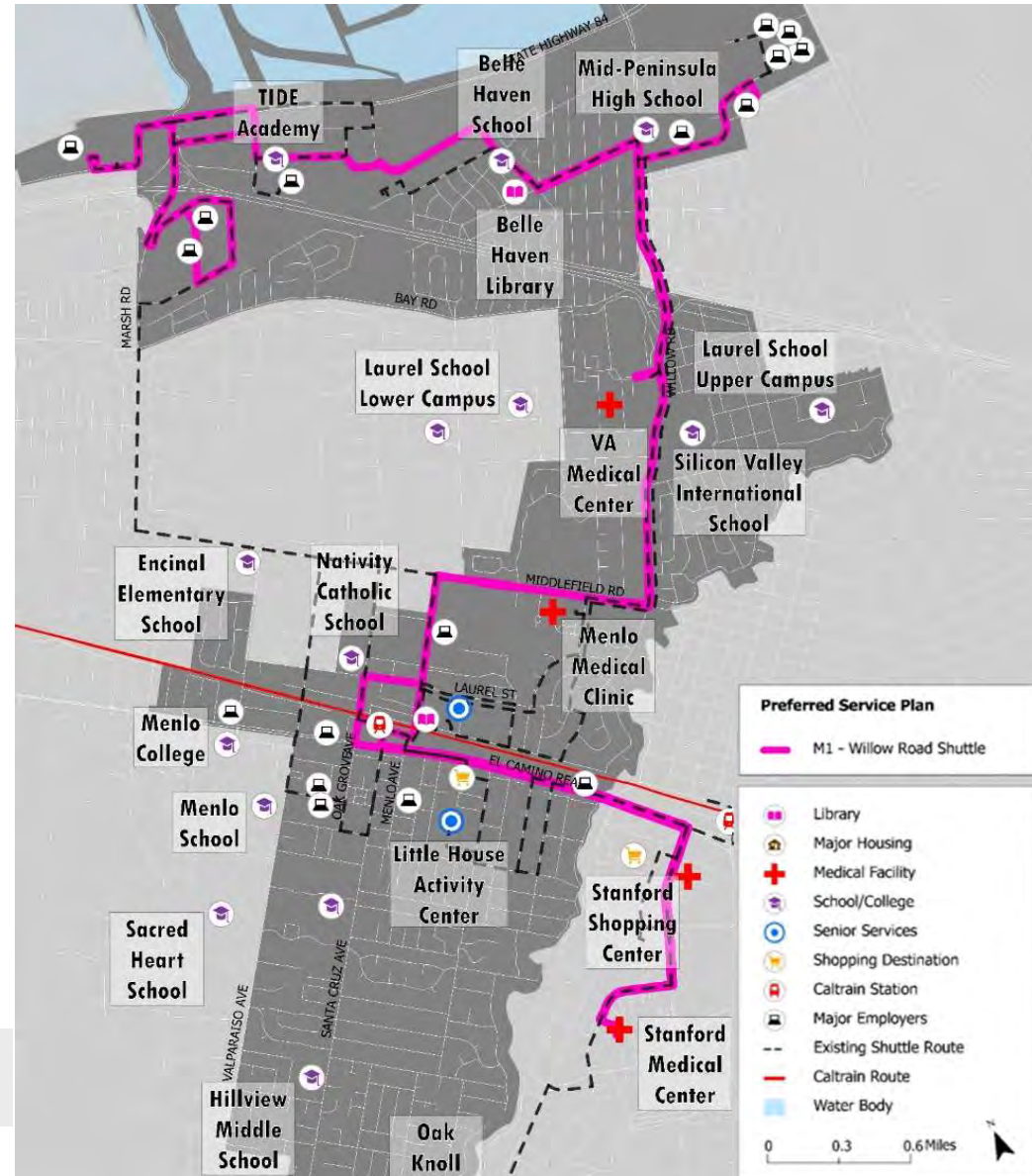
Hours of Operation

- Weekdays from 6:00 a.m. to 10:00 a.m. and 4:00 p.m. to 8:00 p.m.

Markets Served

- Stanford Medical Center
- Menlo Park Caltrain
- Belle Haven
- Willow and Marsh Road Business Parks

Service Type: Fixed-Route Shuttle



M2

East Shuttle

Stanford Medical Ctr – Menlo Park Caltrain – Belle Haven

Targeted User:

- People with Disabilities and Older Adults, and General Public

Frequency

- Every 60 Minutes

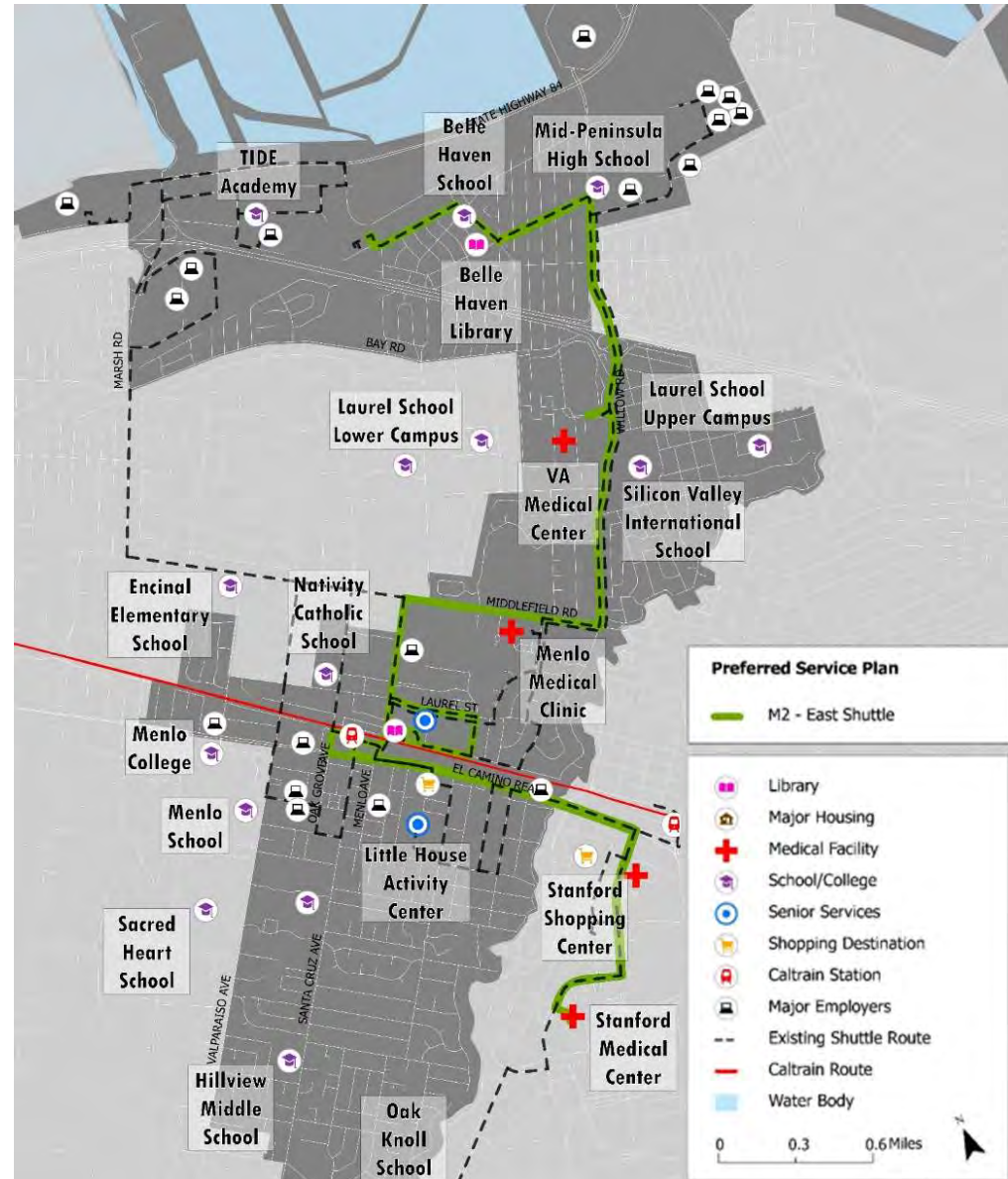
Hours of Operation

- Weekdays from 8:30 a.m. to 3:00 p.m.

Markets Served

- Stanford Medical Center
- Menlo Park Caltrain
- Belle Haven

Service Type: Fixed-Route Shuttle



M3

West Shuttle

Sharon Heights – Central Menlo Park – Menlo Park C

Targeted User:

- Seniors and Disabled Residents, and General Public

Frequency

- Every 60 Minutes

Hours of Operation

- Weekdays from 8:30 a.m. to 3:00 p.m.

Markets Served

- Sharon Heights
- Central Menlo Park
- Menlo Park Caltrain

Service Type: Fixed-Route Shuttle



PREFERRED SERVICE PLAN

Service	Destinations:	Service Span	Frequency
Commuter Shuttle Willow/Stanford/Bayfront	<ul style="list-style-type: none"> Stanford Medical Center Stanford Shopping Center Downtown Menlo Park Caltrain Belle Haven Bayfront Area 	Weekdays: Peak: 6-10 am, 4-7 pm	Every 30 mins
East Shuttle Caltrain/Belle Haven	<ul style="list-style-type: none"> Stanford Medical Center Stanford Shopping Center Caltrain Civic Center VA Medical Center Belle Haven 	Weekdays: Midday: 9 am- 4 pm	Every 60 mins
West Shuttle Caltrain/Sharon Heights	<ul style="list-style-type: none"> Sharon Heights West Menlo Park Santa Cruz Ave Downtown Menlo Park Caltrain 	Weekdays: Midday: 9 am- 4 pm	Every 60 mins

Travel Times

Commuter Shuttle Willow/Stanford/Bayfront



East Shuttle Caltrain-Belle Haven



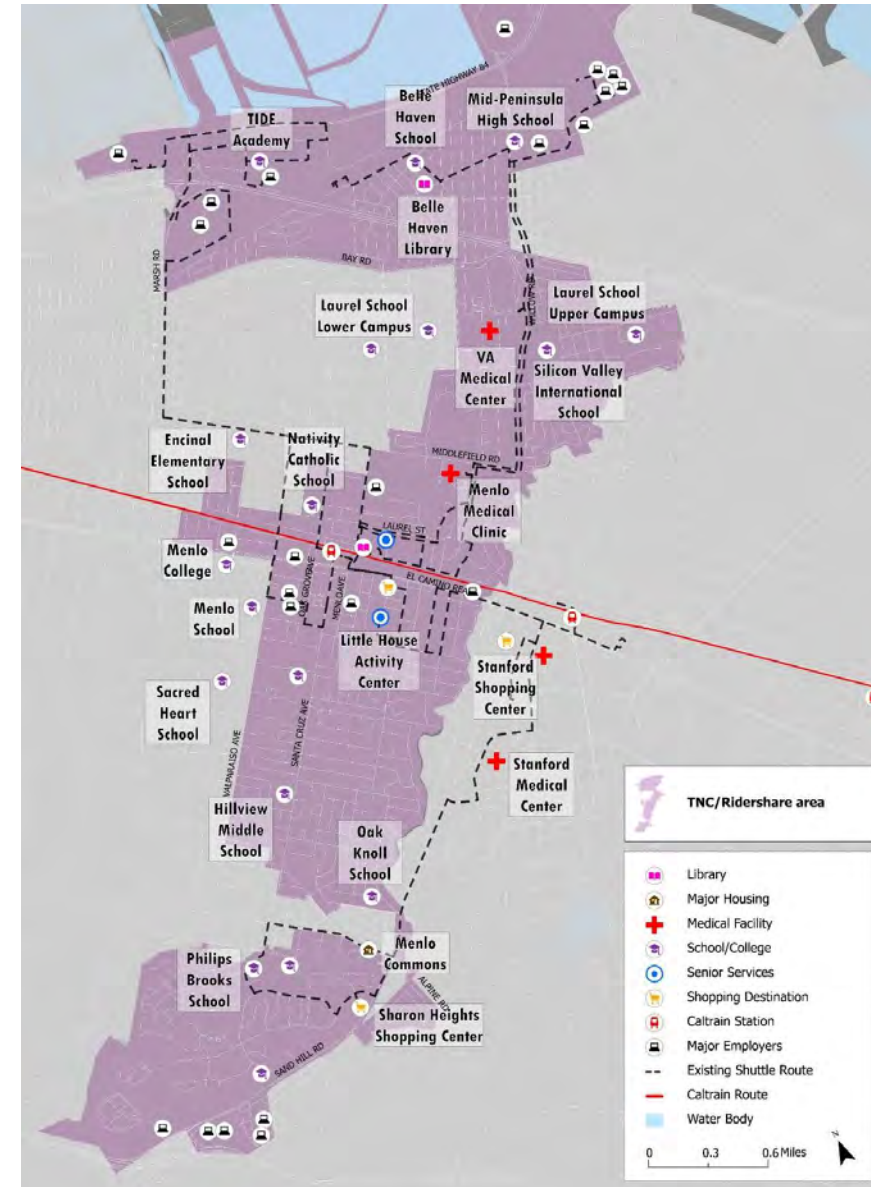
West Shuttle Sharon Heights - Caltrain



TNC/Rideshare Program

TNC/Rideshare fills the transportation gap for Menlo Park Seniors and Disabled. Riders would request a ride through a smartphone app or by phone.

- TNC/rideshare replaces Shoppers Shuttle **for residents over 65 years old**
- Service fills the need for Medical Transportation
- Service would extend to surrounding communities for registered users
- **Proposed Fare of \$4**, City covers the remaining ride cost up to \$20. Rider is responsible for a cost above \$24.



TNC/Rideshare program

Program Recommendations

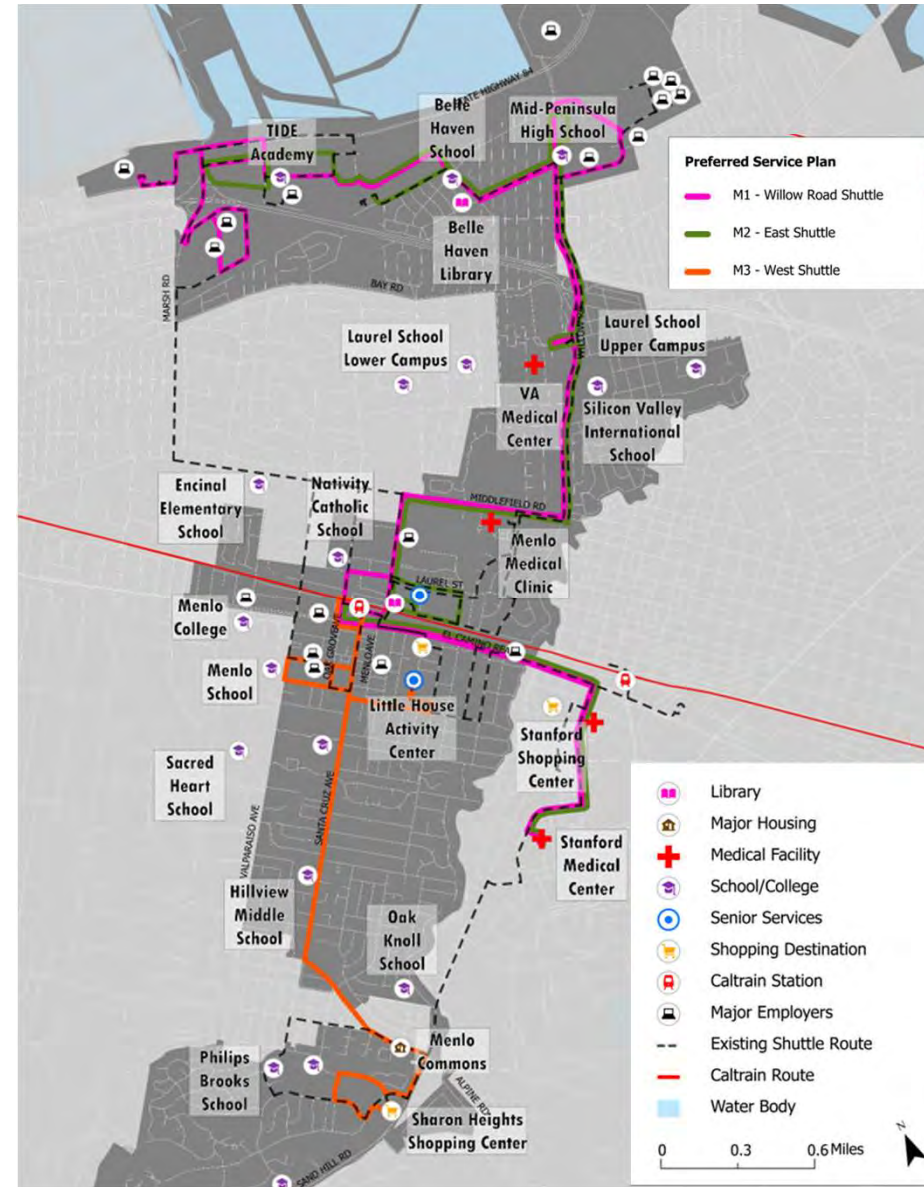
- The ability to schedule trips via concierge program
- Trip limits based on available funding
- Open to all trip purposes for registered users
- Development of a fare subsidy program for low-income users



SERVICE RECOMMENDATIONS

2. Future Service Plan

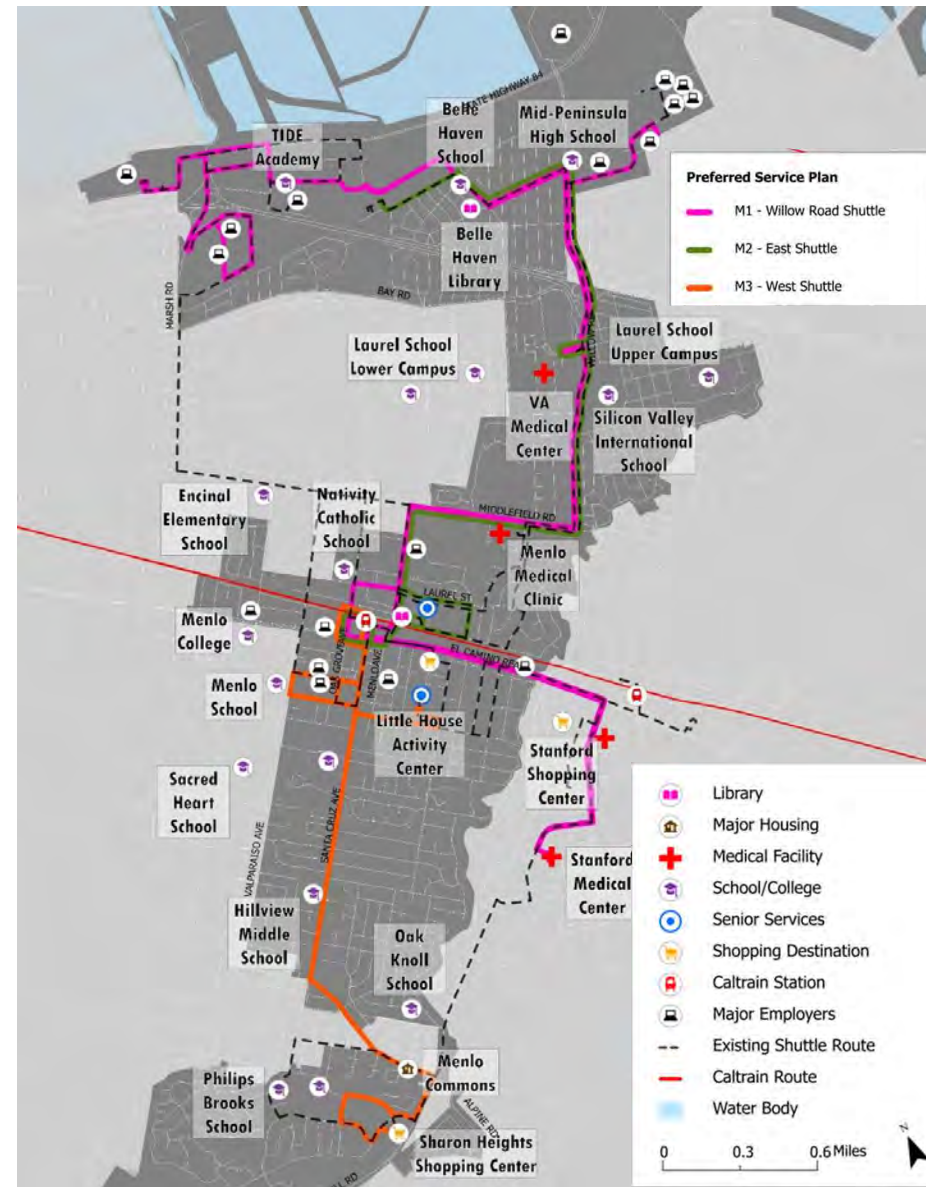
- Expanded service to new development in the Bayfront Area including Willow Village, and developments on Independence and Constitution Drive
- Commuter and Midday shuttles are rerouted to better serve Willow Village
- Midday Shuttle is extended to serve North Bayfront developments on Constitution/Independence Drive



SERVICE RECOMMENDATIONS

3. Reduced Service Plan

- Service is focused on locations that generate ridership (Belle Haven, Downtown, Stanford Shopping Center, and Stanford Medical Center) at the expense of more coverage
- Midday hourly service with an East and West Shuttle between Caltrain and Belle Haven and Caltrain and Sharon Heights to replace the Crosstown Shuttle
- **45-minute frequency** commuter shuttle, with more direct routing to reduce travel times, replaces Willow and Marsh Shuttles
- TNC/rideshare replaces Shoppers Shuttle **for residents over 65 years old**
- TNC/rideshare wouldn't be wheelchair accessible and has an estimated **fare of \$4**



Other Recommendations

SamTrans – Transit Provider	Business Community	City of Menlo Park
<ul style="list-style-type: none"> ▪ Proposed SamTrans service extensions from Belle Haven to new northern developments will improve access for those area. 	<ul style="list-style-type: none"> ▪ Businesses near shuttle stops should collaborate with the City to improve waiting areas with shelters, benches, signage, and other amenities to enhance the shuttle experience. 	<ul style="list-style-type: none"> ▪ Invest in transit infrastructure like bus lanes, signal priority, and queue jumps to improve service in high-congestion areas. ▪ Partner with community organizations to create a mobility management program, connecting residents to local transportation resources and addressing mobility gaps.
<p><u>Recommendations</u></p> <ul style="list-style-type: none"> ▪ Extend Route 281 to Marsh Rd via Belle Haven. ▪ Extend Ride Plus service Area to Marsh Rd. ▪ Modify EPX Routing to include Constitution Drive 	<p><u>Recommendations</u></p> <ul style="list-style-type: none"> • Improved transit waiting environment • Dedicated mobility/commute manager for the Bayfront Area 	<p><u>Recommendations</u></p> <ul style="list-style-type: none"> • Improved marketing to increase program awareness, engagement, and visibility • Investments in transit-priority infrastructure • Mobility management program

5

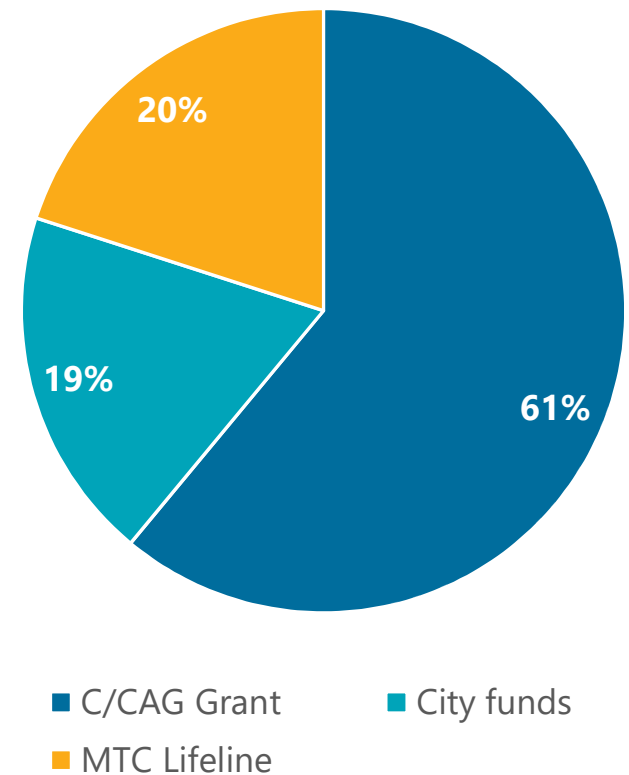
Funding Considerations

Shuttle Funding Sources

- **Federal DOT**
 - Federal Transit Administration (FTA).
- **Federal Non-DOT**
 - Department of Health and Human Services (DHHS)
 - Department of Veterans Affairs
- **State**
 - California Department of Transportation (Caltrans)
- **Regional**
 - San Mateo County Measure A,
 - Caltrain and SamTrans grants
 - Metropolitan Transportation Commission (MTC)
 - Bay Area Air Quality Management District (BAAQMD).
- **Private Sector**
 - Employers, property managers, owners' associations, and transportation management associations

Current Funding Sources and Budget of the Program

Shuttle	Funding Sources	Current Budget FY2023-2025
Crosstown Shuttle	60% C/CAG Grant 40% MTC Lifeline Grant	\$874,000
Shoppers' Shuttle	100% City funds	\$150,400
Marsh Road Shuttle	75% C/CAG Grant 25% City funds (Measure A and Developer fees)	\$379,000
Willow Road Shuttle	75% C/CCAG Grant 25% City funds (Measure A and Developer fees)	\$341,900
Total		\$1,746,200



Peer Review

The Consultant team examined three peer city programs to inform **how the City of Menlo Park could adjust its fee structure**. These programs were chosen based on their funding sources, organizational models, and budget sizes.

- **Mountain View**

- MVgo and Mountain View Community Shuttle

- **Emeryville**

- Emery Go-Round

- **San Leandro**

- San Leandro LINKS

Key Themes

- All programs were **based around a non-profit TMA**
- This structure enables cities to **bridge the gap between local government and business communities**. Collaboration was crucial in all the examples cited
- Forming a TMA helps facilitate the creation of improvement districts that fund transportation programs, such as Mountain View
- MVgo operates without directly assessing property owners. This reflects the concentration of large employers within the city
- Emeryville has the most expansive assessment program; it applies to all property owners within the city

6

Next Steps

Action Requested

- Provide Feedback on Shuttle Recommendations
- Recommend Acceptance of the Comprehensive Shuttle Study to City Council



Next Steps:

- Present recommendations to **City Council**
- Finalize **Recommendations** and **Final Report**

Visit us at:

menlopark.gov/shuttlestudy

Questions?



Marvin Ranaldson, Nelson\Nygaard

mransaldson@nelsonnygaard.com

Thank you

Comparison of Preferred Service Plan and Existing Service

Shuttle	Existing Service	Preferred Service Plan	Key Changes
Commuter	Marsh and Willow Shuttles with 60-minute headways in the commute peak periods, with one-directional service	One route with 30-minute headways and bi-directional service	Combined route that allows for stops on the return trips but longer routes for riders destined for the business areas along Marsh Road
Community	Crosstown with 90-minute headways, all day service	Midday East Midday West	Two shuttle routes with a transfer at Caltrain and 60-minute headways
Community Door to Door	Shopper's Shuttle operates on four days ¹ a week in the morning	Transportation Network Companies (TNC) such as Uber, Lyft	Operates more days and hours but includes a fare. Vehicles are not wheelchair accessible

¹ Shoppers' Shuttle operates on Tuesday, Wednesday, Saturday and Sunday