



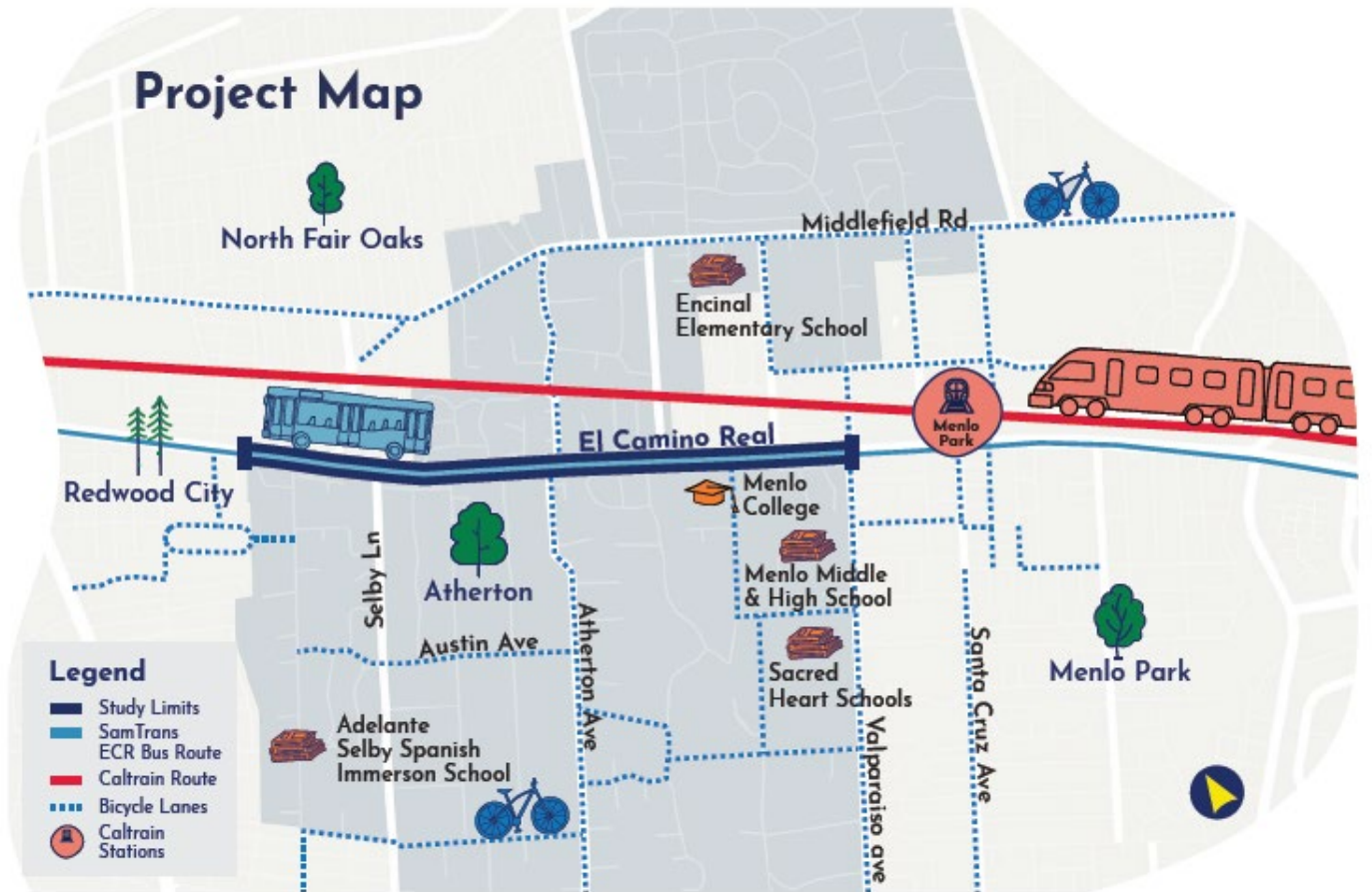
El Camino Real Complete Streets Study

County of San Mateo Bicycle & Pedestrian Advisory
Committee

February 20, 2025

Background

- El Camino Real through Atherton has safety issues and lacks dedicated pedestrian and bicycle facilities
- Town of Atherton awarded funding from TA Cycle 6 Pedestrian & Bicycle Program
- TA partners with Town to provide technical assistance
- ECR is a State Highway under the purview of Caltrans
- Plan will lead into Caltrans' Project Initiation Document (PID) phase



Project Overview

Funding Sources:

- Measure A funding through 2022 SMCTA Pedestrian and Bicycle Program
- Town of Atherton
- City of Menlo Park
- SamTrans

In coordination with:

- San Mateo County
- Caltrans
- Redwood City

Timeline:



Phase 1 Findings



Relevant Plans

2014 Town of Atherton Bike and Pedestrian Master Plan

- Convert outer southbound lane on ECR to a Class 1 trail.
- Install Class II bike lanes on Selby Lane.
- A traffic study to determine the feasibility of removing one or both outside travel lanes for dedicated pedestrian and bicycle facility.
- Identify locations for traffic signals, pedestrian hybrid signals, other crossing improvements.

Local

- Menlo Park El Camino Real Corridor Study
- San Mateo County C/CAG Comprehensive Bicycle and Pedestrian Plan
- Countywide Transportation Plan
- Reimagine SamTrans initiative
- Grand Boulevard Initiative

Regional

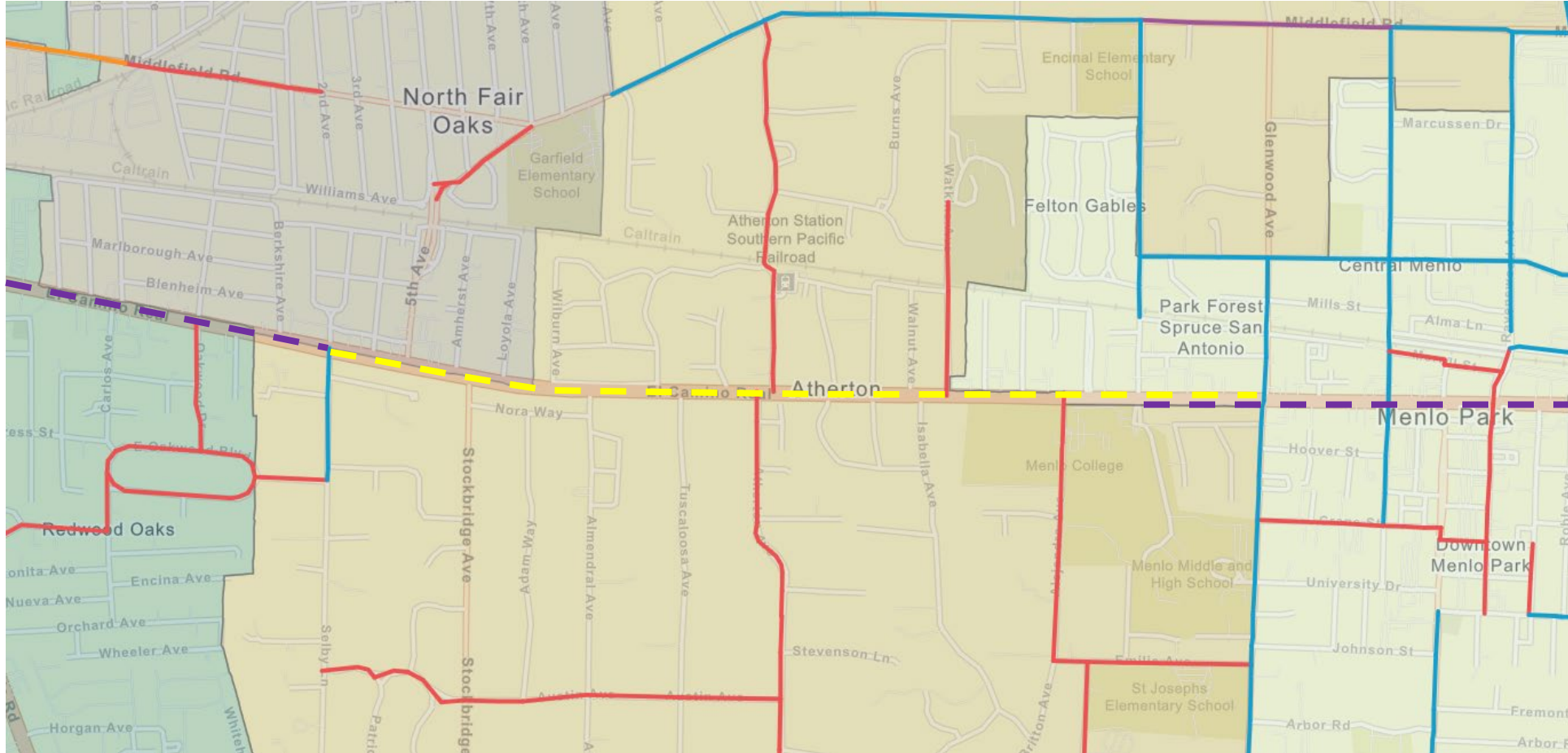
- MTC Active Transportation Network

State

- Caltrans SHOPP Project #1W130
- Caltrans District 4 Bike Plan (Top Tier Class I and IV)



Existing/Proposed Bikeway Network



- Class 2 Bike Lane
- Class 3 Bike Route
- Atherton Study Limits
- Buffered Bike Lanes



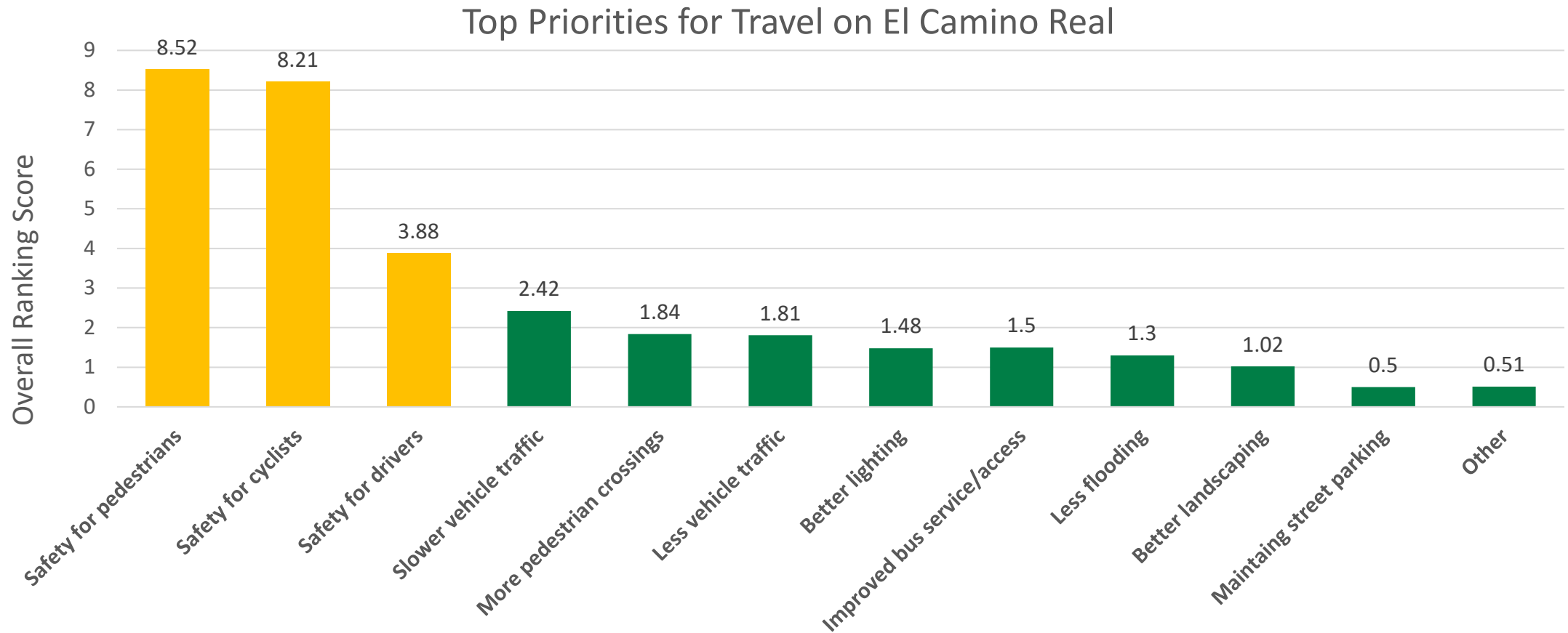
Existing Conditions Summary

- Corridor Users
 - School-aged and senior population served
 - 5-9% persons with disabilities
- Travel Modes
 - 8.5% transit+walk+bike mode share
 - Over 50% of vehicle trips < 5 miles
 - Designated High Injury Network
- Traffic
 - 36,000 Average Daily Vehicle Trips
 - Higher delay at: Atherton/Fair Oaks, Valparaiso Ave (signalized) & Selby, Tuscaloosa, Watkins (unsignalized)



Community Survey Results

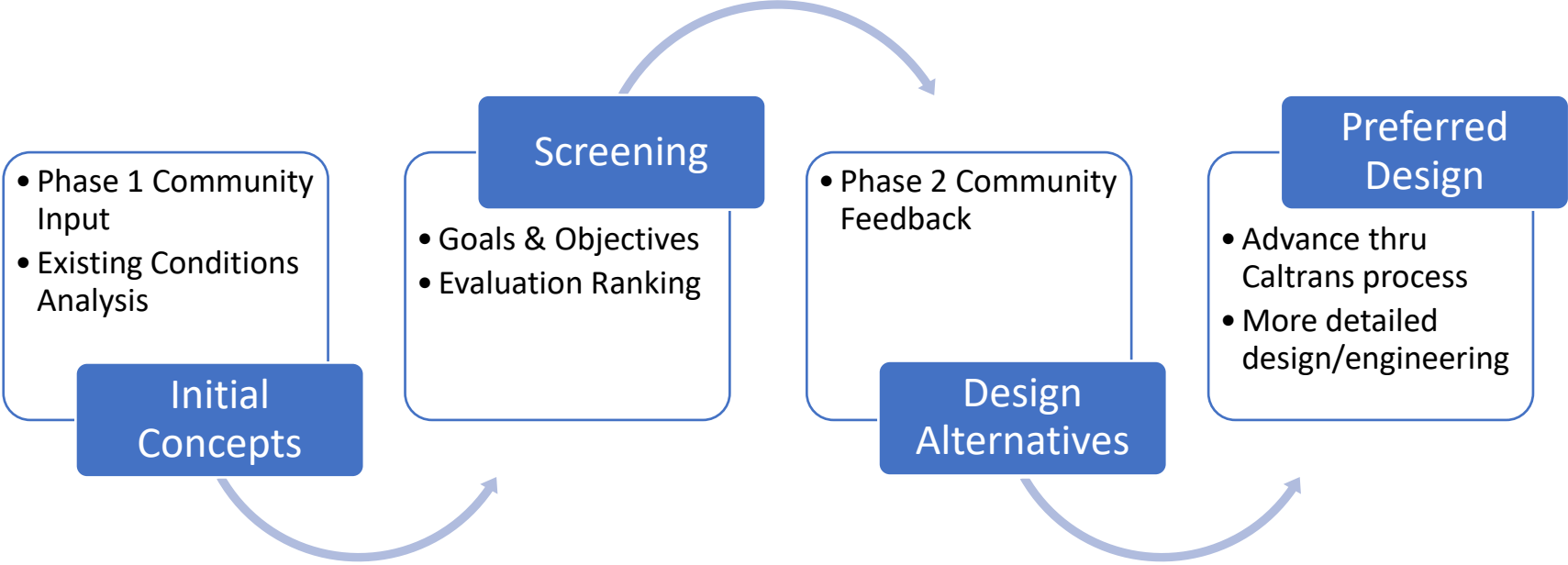
Total : 320 surveys completed



Proposed Design Concepts



Conceptual Design Process



Current Roadway Design



Design Tradeoffs

Cyclist Comfort	Retains Travel Speed
Pedestrian Safety	Addresses Flood Impacts
Maintains Street Parking	Minimize Traffic Diversion to Local Streets

Photos of Existing Infrastructure



Common Elements

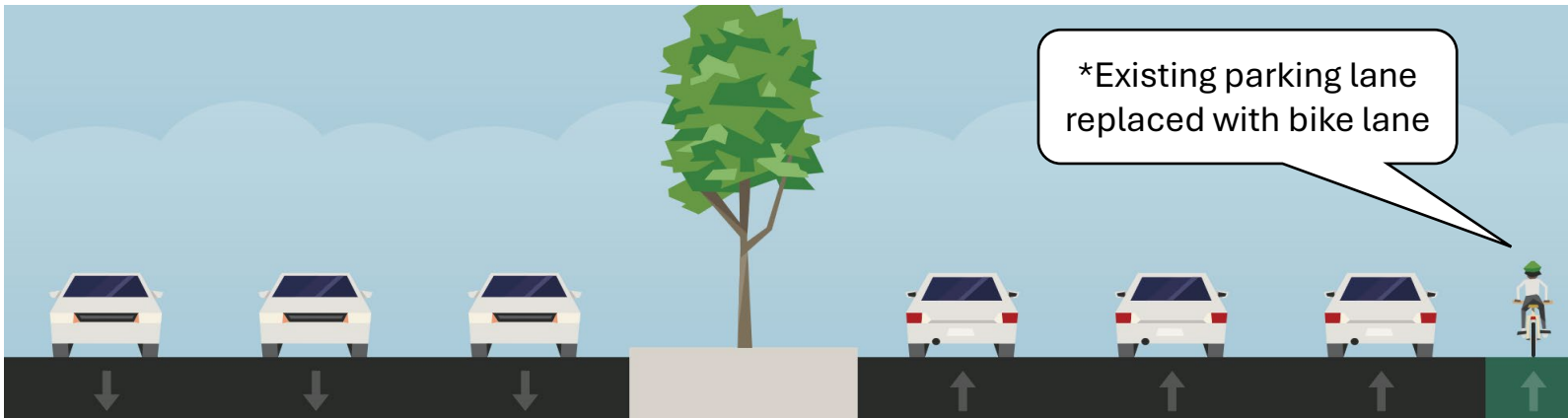
All proposed design concepts will incorporate the following common elements and features to address safety and quality of life:

- Enhanced pedestrian/bicycle crossings at key intersections (high visibility crosswalks, hybrid beacons, etc.)
- Better lighting
- Improved bus stops access



Design Concept #1: Added Sidewalks and Striped Bike Lanes

- Add continuous sidewalks on both sides of the street to improve pedestrian safety.
- Uniform sidewalk width, share space with bus stops and utilities at some locations.
- One-way painted Class 2 bike lane on both sides of the street.
- No vehicle lanes are removed.



Cyclist Safety	LOW	Retains Travel Speed	HIGH
Pedestrian Safety	LOW	Addresses Flood Impacts	MED
Maintains Street Parking	MED*	Minimize Traffic Diversion to Local Streets	HIGH



Design Concept #2: Wider Sidewalks & Buffered/Protected Bike Lanes

Convert 2 Vehicle Lanes

- Convert the outer vehicle lane in each direction
- Add wider continuous sidewalks on both sides.
- One-way separated bike lane on both sides of the street
- Cyclists buffered from traffic by a 3-foot wide median that could include a physical barrier.
- One vehicle lane in each direction (2 total) is converted.



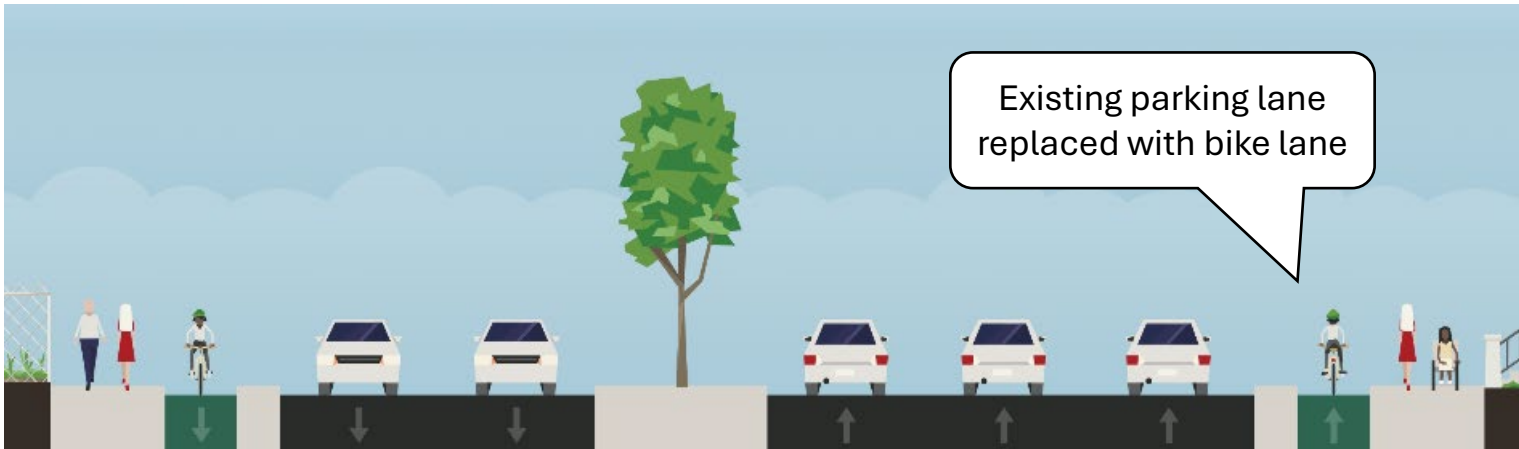
Cyclist Safety	HIGH	Retains Travel Speed	MED
Pedestrian Safety	HIGH	Addresses Flood Impacts	MED
Maintains Street Parking	LOW*	Minimize Traffic Diversion to Local Streets	MED



Design Concept #3: Wider Sidewalks & Partial Buffered/Protected Bike Lanes

Convert 1 Vehicle Lane

- Add wider continuous sidewalk on both sides of the street.
- One-way separated bike lane on both sides of the street in wider sections of the corridor.
- Cyclists buffered from traffic by a 3-foot wide median that could include a physical barrier.
- Bikeway would transition to a striped bike lane in narrower sections
- Center median shifted in some places to accommodate the conversion of one lane in either direction.

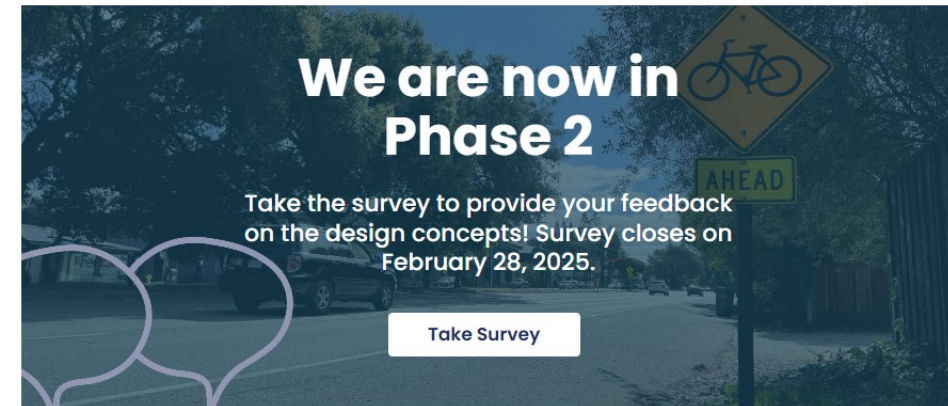


Cyclist Safety	MED	Retains Travel Speed	MED-HIGH
Pedestrian Safety	MED	Addresses Flood Impacts	MED
Maintains Street Parking	LOW	Minimize Traffic Diversion to Local Streets	MED-HIGH



Phase 2 Community Engagement Activities

- Online Survey
- Community Pop Up Events
- Stakeholder Listening Sessions
- Community Organization Meetings
- Virtual Community Meeting
- Business Mailers
- Newsletter and social media
- Committee & Council Presentations (“road show”)



Virtual Community Meeting:

Date: Thursday, February 27, 2025

Time: 6:30 PM - 8:00 PM

Location: Zoom Meeting. Visit <https://www.ci.atherton.ca.us/682/El-Camino-Real-ECR-Complete-Streets-Corr> to call in or join online.



Next Steps

- Seek community/stakeholder feedback to finalize conceptual designs
 - Phase 2 public outreach through February 2025
 - Public survey open, promoted through Athertonian/email blasts/social media
- Refine selected concepts, including layouts for each alternative
- Continue coordination with neighbors/Grand Boulevard Initiative
- Considering technical constraints, public feedback, and overall performance, recommend preferred preliminary design in March 2025
- City Council consideration April 2025





Thank You!

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