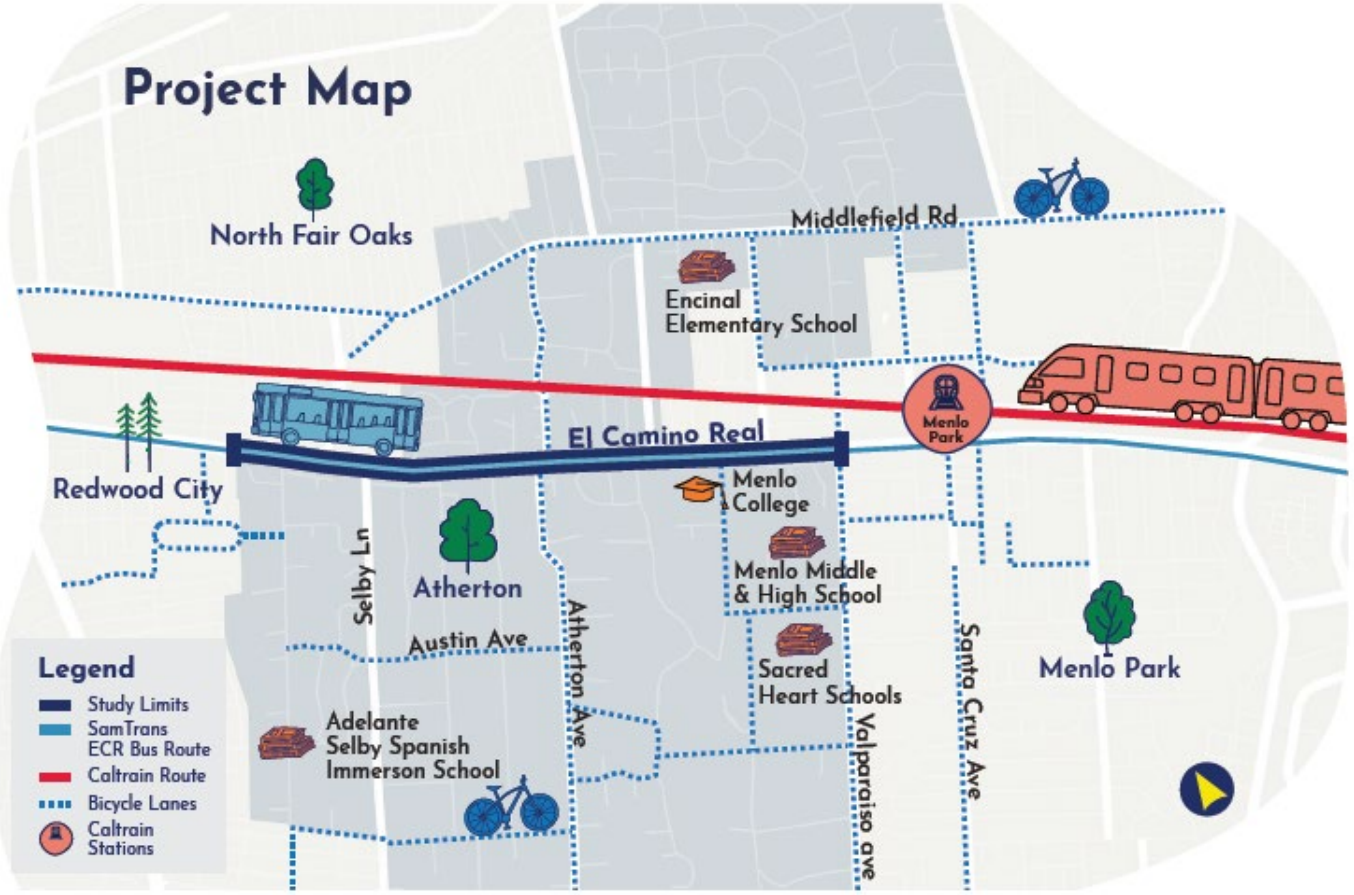
# El Camino Real Complete Streets Study

## North Fair Oaks Community Council

February 27, 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

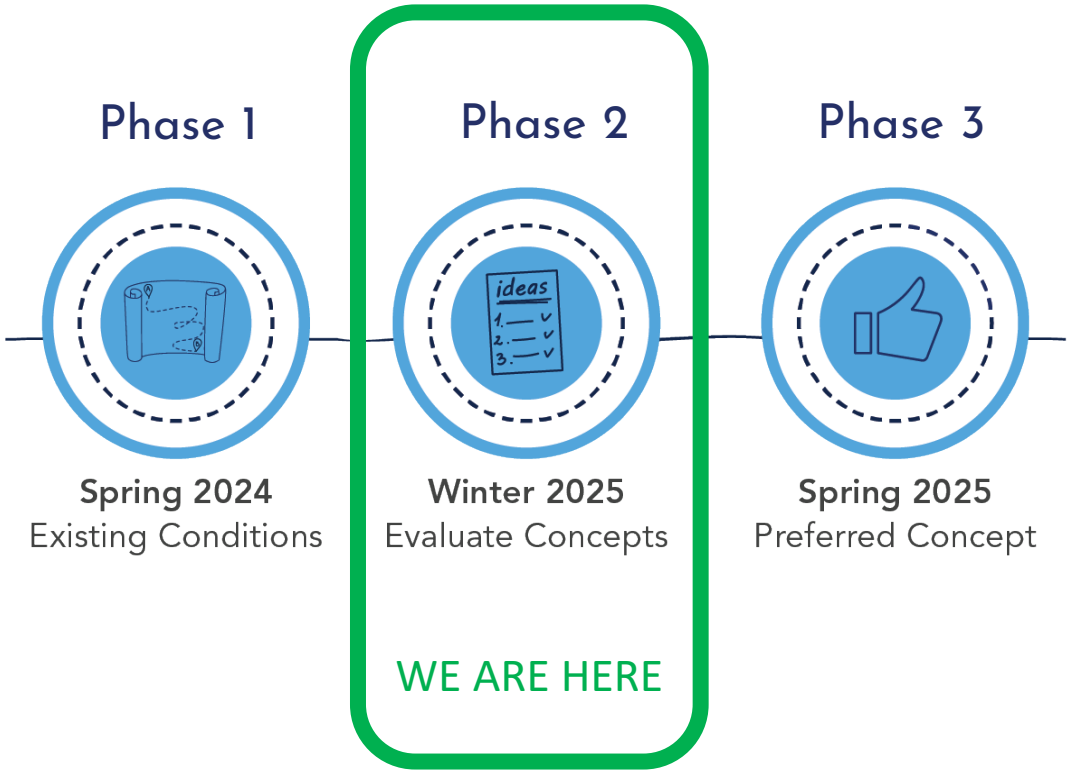
## Funding Sources:

- 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

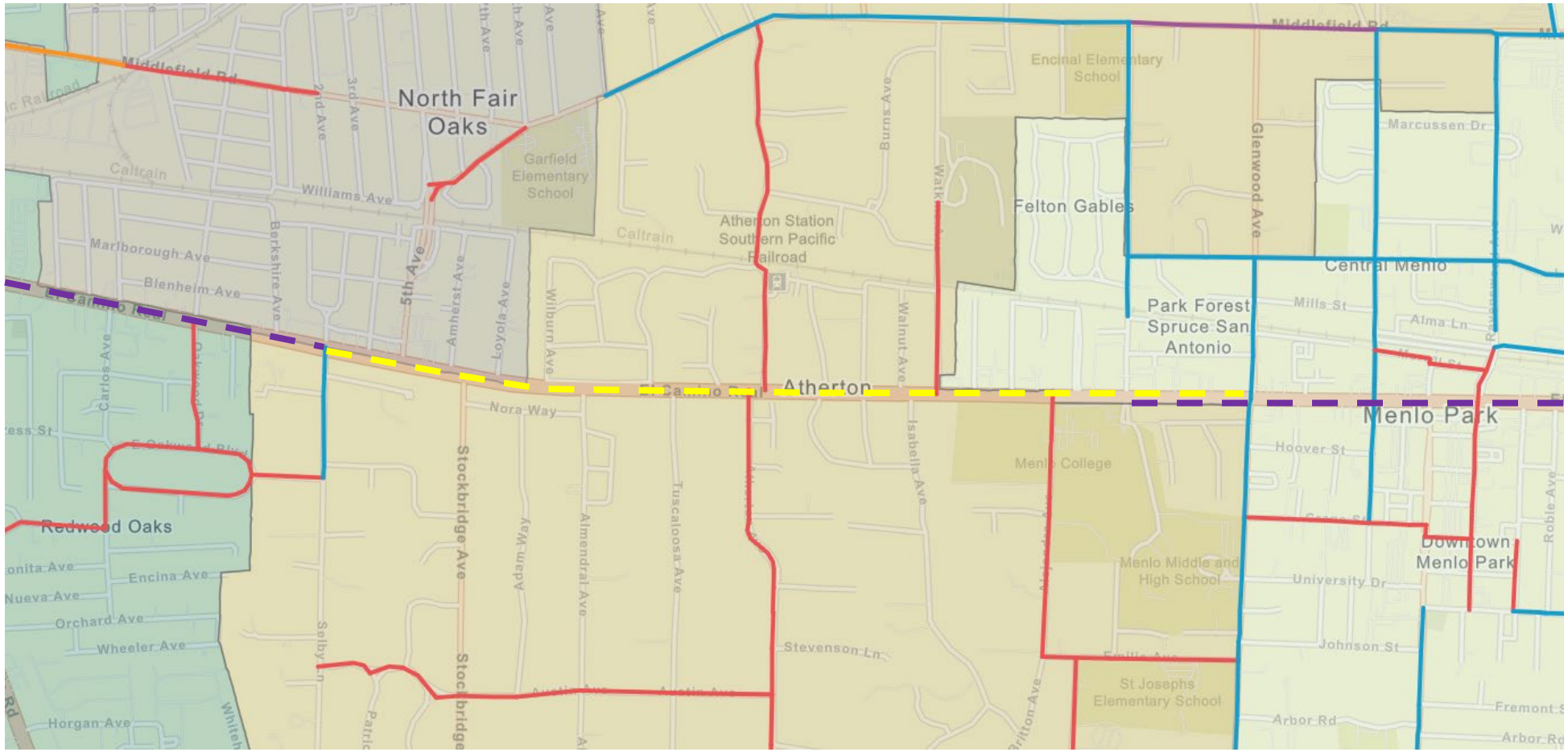
**Regional**

- MTC Active Transportation Network

**State**

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

# Existing/Proposed Bikeway Network



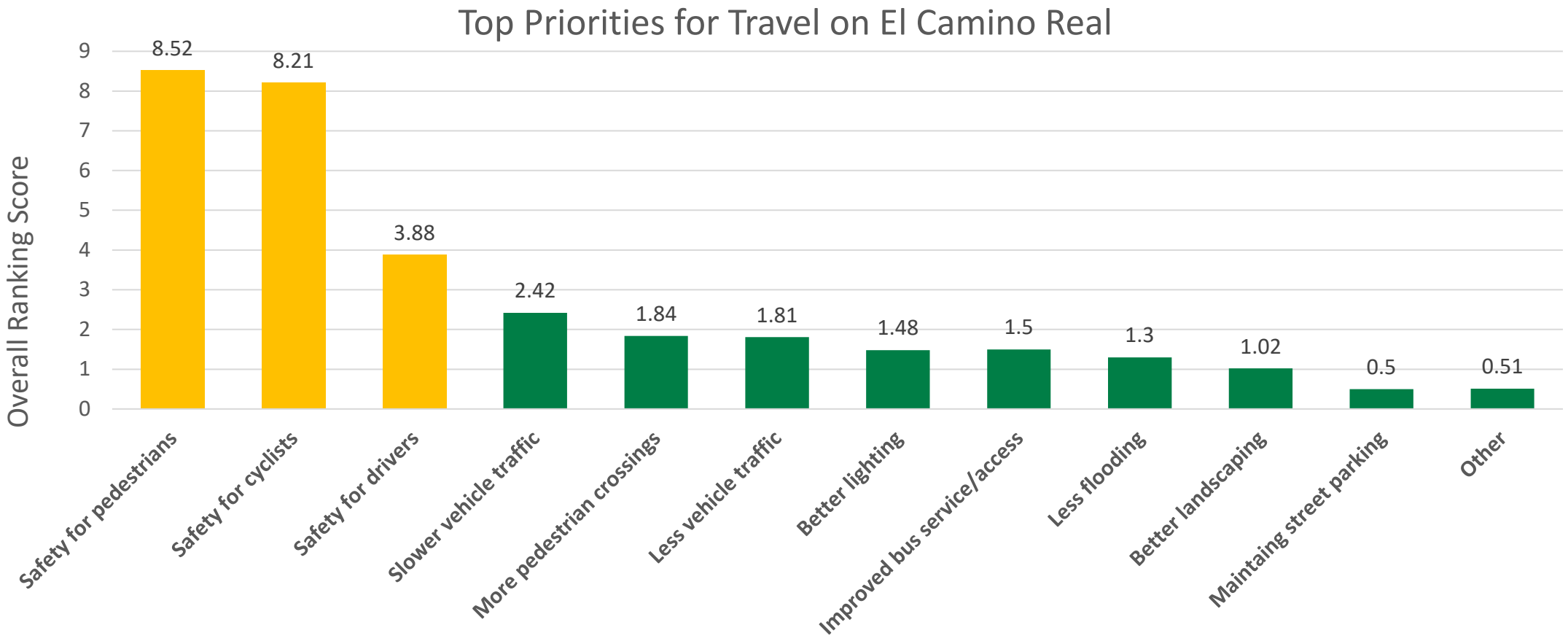

- Class 2 Bike Lane
- Class 3 Bike Route
- Atherton Study Limits
- Buffered Bike Lanes

# 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)

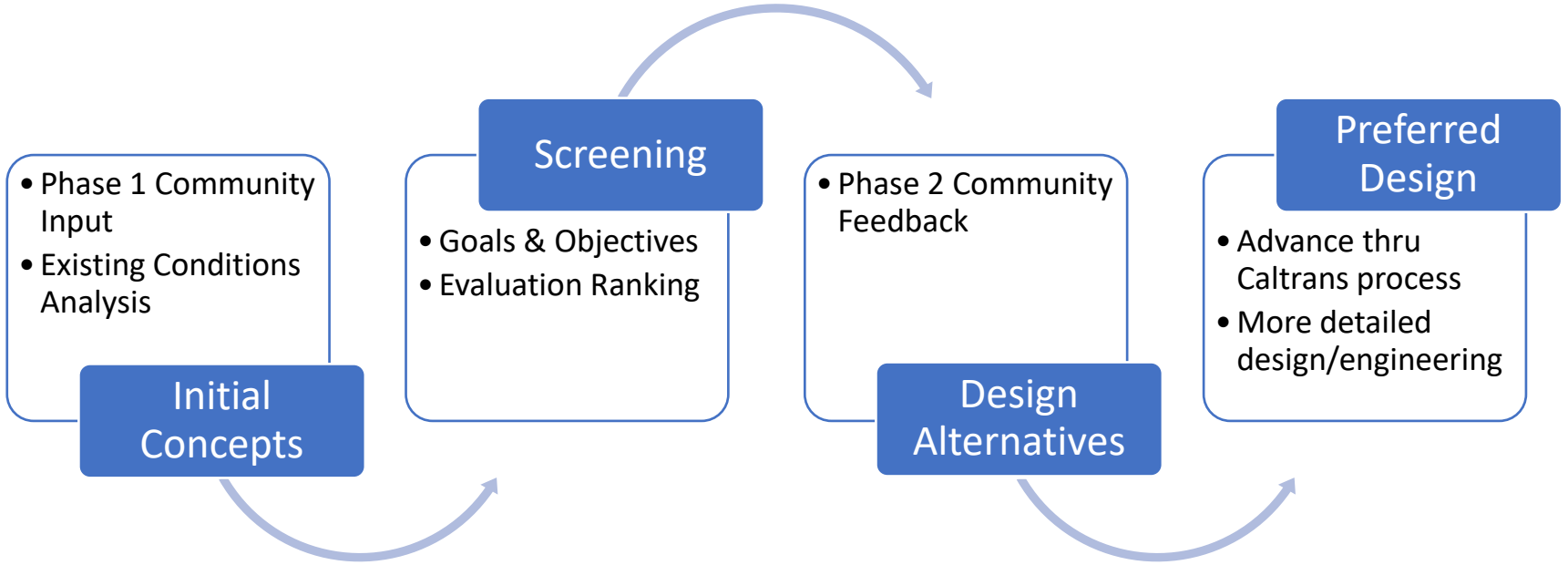
# Community Survey Results

**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

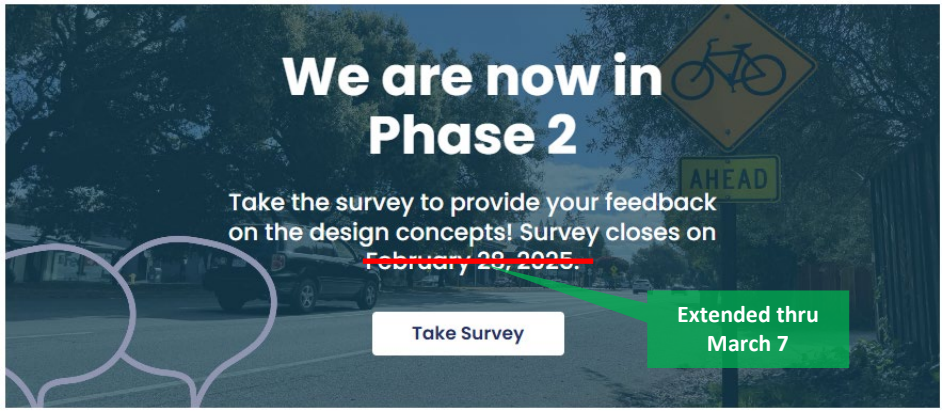
## Convert 1 Vehicle Lane

- 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~~ March 5, 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~~March 7
  - 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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