

b. El Camino Real (ECR) Complete Streets Project Update by Douglas Kim



Item No. XX Town of Atherton

TRANSPORTATION, BICYCLE AND PEDESTRIAN SAFETY COMMITTEE STAFF REPORT

TO: TRANSPORTATION, BICYCLE AND PEDESTRIAN SAFETY COMMITTEE MEMBERS

FROM: ROBERT OVADIA, PUBLIC WORKS DIRECTOR

DATE: JANUARY 28, 2025

SUBJECT: EL CAMINO REAL COMPLETE STREETS STUDY

RECOMMENDATION:

It is recommended that the Committee receive an update on the El Camino Real Complete Streets Gap Closure Study and provide feedback regarding current status and next steps.

BACKGROUND

The Town was awarded a grant from the San Mateo County Transportation Authority (TA) through their Pedestrian & Bicycle Program (Cycle 6) to evaluate the 1.5-mile segment of El Camino Real from north of Selby Lane to Valparaiso Avenue. With its lack of pedestrian and bicycle infrastructure, the need for improvement has been outlined in the Town's Bicycle and Pedestrian Master Plan, the San Mateo County City/County Association of Governments (C/CAG) Comprehensive Bicycle and Pedestrian Plan, Caltrans District 4 Bicycle and Pedestrian Plan, Reimagine SamTrans initiative, and the Grand Boulevard Initiative.

The study includes the following goals:

- **Improved Safety and Quality of Life:** Create a plan that prioritizes and enhances safety for all road users, particularly for the most vulnerable (i.e., people walking, riding bicycles), avoiding traffic diversion and impacts to side streets, while addressing seasonal flooding along the corridor.
- **Improved Connectivity:** Improve connections between key destinations along El Camino Real and create a consistent experience for all modes (i.e., pedestrians, cyclists, drivers).
- **Enhanced Equity & Access:** Prioritize equity and access for all road users and for people of all ages and abilities.

- Expanded Travel Options: Expand active transportation (i.e., walking, cycling) facilities and improve transit access to make it easier or more convenient for people to travel without a car.

On July 23, 2024, the Committee reviewed existing conditions and initial public outreach efforts regarding needs, issues and concerns regarding the roadway, traffic and bicycle and pedestrian mobility. Phase 1 of the study was completed in Fall 2024 and included a safety data assessment, infrastructure inventory, and potential needs grounded in stakeholder input and conversations with the local community.

The City Council received a presentation on the El Camino Real Complete Streets Study and provided feedback on the various alternative cross-sections developed and the alternatives proposed for further evaluation at their November 6, 2024 Study Session.

The second phase of public engagement has been kicked off.

ANALYSIS

In Phase 2, the Town will collect input from the community on an enhanced design for El Camino Real to determine the best design for transportation improvements on El Camino Real. Based on the study's objectives and public outreach, the study's consultant, WSP, has developed conceptual designs for bicycle and pedestrian facilities along this stretch of El Camino Real. Three design concepts are proposed that would serve a variety of corridor users including people walking, riding bikes or other devices, riding the bus, and driving. This segment of El Camino Real is generally 100-foot wide. The preferred design must be feasible within the existing right-of way and consider traffic/parking impacts, technical constraints and requirements, and construction costs. For example, adding sidewalks and bicycle lanes to improve safety will require more space. The design concepts explore the tradeoff of elements that can fit within the right-of-way for each design.

Design Concept #1: Added Sidewalks and Striped Bike Lanes

This design concept will add continuous sidewalks on both sides of the street to improve pedestrian safety. The width of the sidewalk will remain uniform and share space with bus stops and utilities at some locations.

Design concept #1 provides a one-way painted Class 2 bike lane on both sides of the street to provide a dedicated lane for cyclists. No vehicle lanes are removed.



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

This design concept will convert the outer vehicle lane in each direction to add wider continuous sidewalks on both sides of the street to improve pedestrian safety.

Design concept #2 provides a one-way separated bike lane on both sides of the street to provide a dedicated lane for cyclists. Cyclists are 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 to make room for these improvements.



Design Concept #3: Wider Sidewalks & Partial Buffered/Protected Bike Lanes Convert 1 Vehicle Lane

This design concept will add wider continuous sidewalk on both sides of the street to improve pedestrian safety.

Design concept #3 provides a one-way separated bike lane on both sides of the street to provide a dedicated lane for cyclists in wider sections of the corridor. In these wider sections, cyclists are buffered from traffic by a 3-foot wide median that could include a physical barrier. In narrower sections, the bikeway would transition to a striped bike lane. The center median would be shifted in some places to accommodate the conversion of one lane in either direction for these improvements.



An online survey is available on the Project's home page (<https://ecrcompletestreets.com/>) to gather feedback from the public on these potential solutions. Community input will be considered along with the Phase 1 findings and technical requirements to select a preferred design concept for El Camino Real to advance through the project development process.

At the end of this study, the Town Council will select a preferred design concept for El Camino Real and pursue funding to design the enhancements and move the project towards implementation. The preferred design and input gathered from the community will set the foundation to advance the project through the Caltrans project development process once funding is secured.

The project team is seeking feedback on the design alternatives and using this venue to raise awareness of the on-line survey that has been opened for public input.

FISCAL IMPACT

None at this time.

GOAL ALIGNMENT

This Report and its contents are in alignment with the following Council Policy Goals:

- Goal Area B – Preserve Small Town Character and Quality of Life
Goal Area D – Manage Circulation and Improve Safety
- Goal Area F – Be Forward-Thinking, Well-Managed, and Well-Planned

POLICY FOCUS

Policy focus should be on mobility needs and challenges associated with El Camino Real.

ATTACHMENTS

1. Draft El Camino Real Draft Conceptual Plans