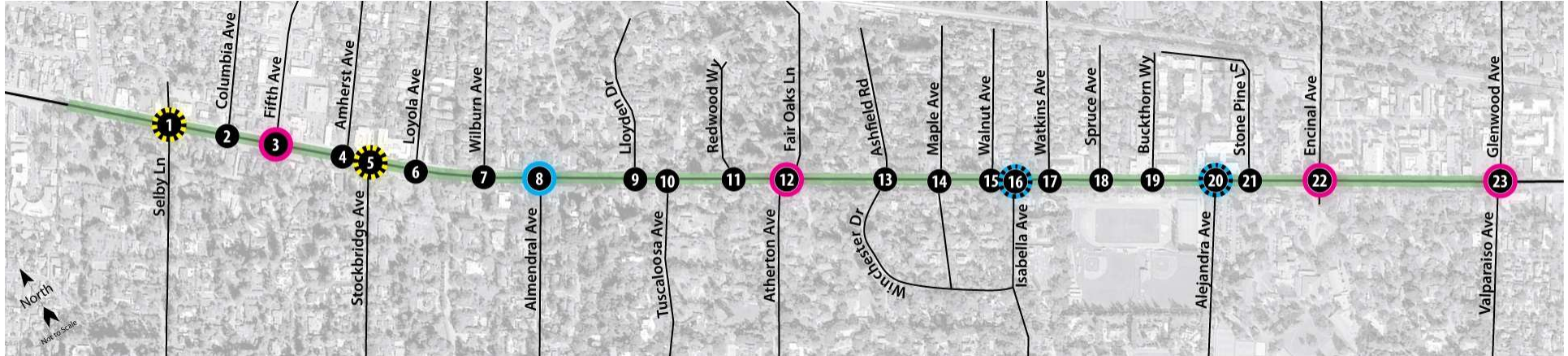








EL CAMINO REAL COMPLETE STREETS GAP CLOSURE
SMCTA Grant Application
August 2022



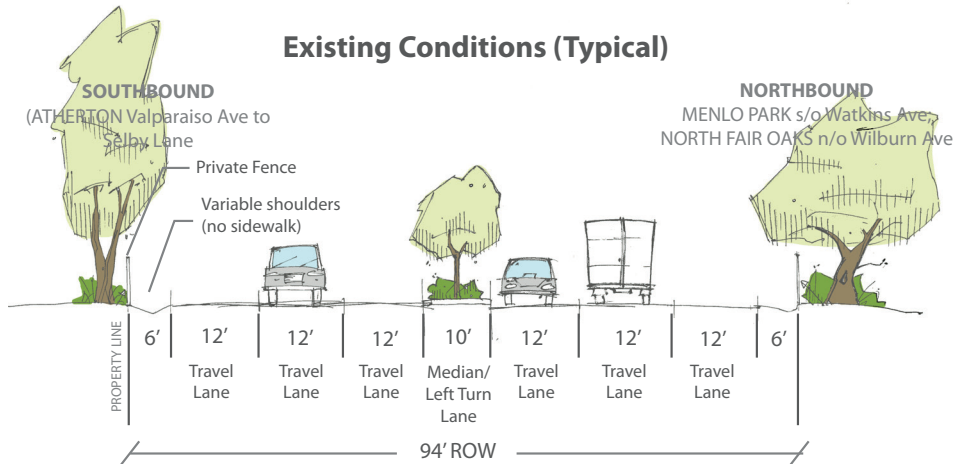
Study Area



-  Study Corridor
-  Study Intersection
-  Traffic Signal
-  Lighting Improvements Under Construction
-  HAWK
-  HAWK Under Construction

El Camino Real in Atherton - Grand Boulevard Greenway Concept

Existing Conditions (Typical)



Project Description

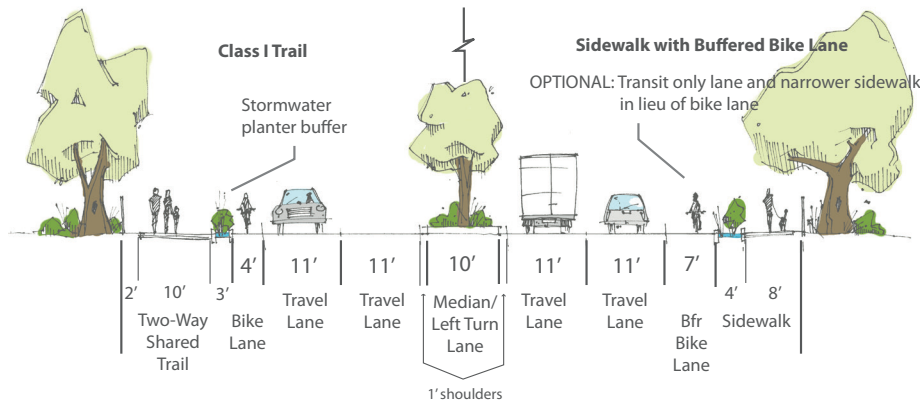
The Grand Boulevard Greenway project concept would provide dedicated bicycle and pedestrian facilities, and transit access improvements, along the length of El Camino Real within Atherton by repurposing a vehicle travel lane in one or both directions. Recommended concept alternatives for further study include: (1) a two-way, shared use trail along the west side of El Camino Real; (2) 8' sidewalks with buffered bike lanes (both sides); and (3) a transit-bicycle priority lane with sidewalks (both sides).

Project implementation would likely occur in phases, with prioritization given to locations identified for potential installation of pedestrian hybrid signals or flashing beacons (namely, the Selby Lane/Fifth Ave and Isabella Ave/Watkins Ave/Alejandra Ave offset pedestrian crossing locations). Other priority "complete intersection" improvement locations include Atherton Ave and Encinal Ave.

Purpose & Need

The project would greatly improve safety for all modes, especially pedestrians, and encourage greater bicycle and transit travel. Atherton is one of the last remaining segments of El Camino Real without any dedicated bicycle or pedestrian facilities. Existing signalized crossings are limited and lack connectivity, while uncontrolled crosswalks require six or more lanes of traffic to yield for a pedestrian. Two pedestrian fatalities have occurred in these crosswalks since 2007, which act as significant barriers for east-west travel (including for accessing the Town's only public park and civic campus). El Camino Real is also one of the area's only transit corridors, and provides access to multiple schools and downtown Menlo Park, which is the closest commercial area for most town residents. The project would also improve the design consistency of the corridor, which currently has two lanes to the south in Menlo Park and the north in Redwood City.

Proposed Conditions (Optional Cross Sections)



Potential Conditions

(Intersection with Right-Turn Lane)

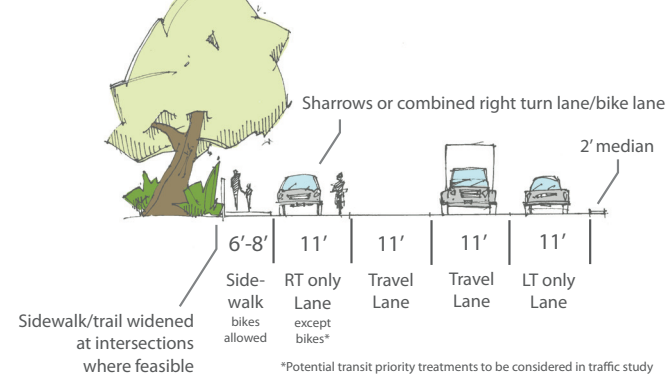
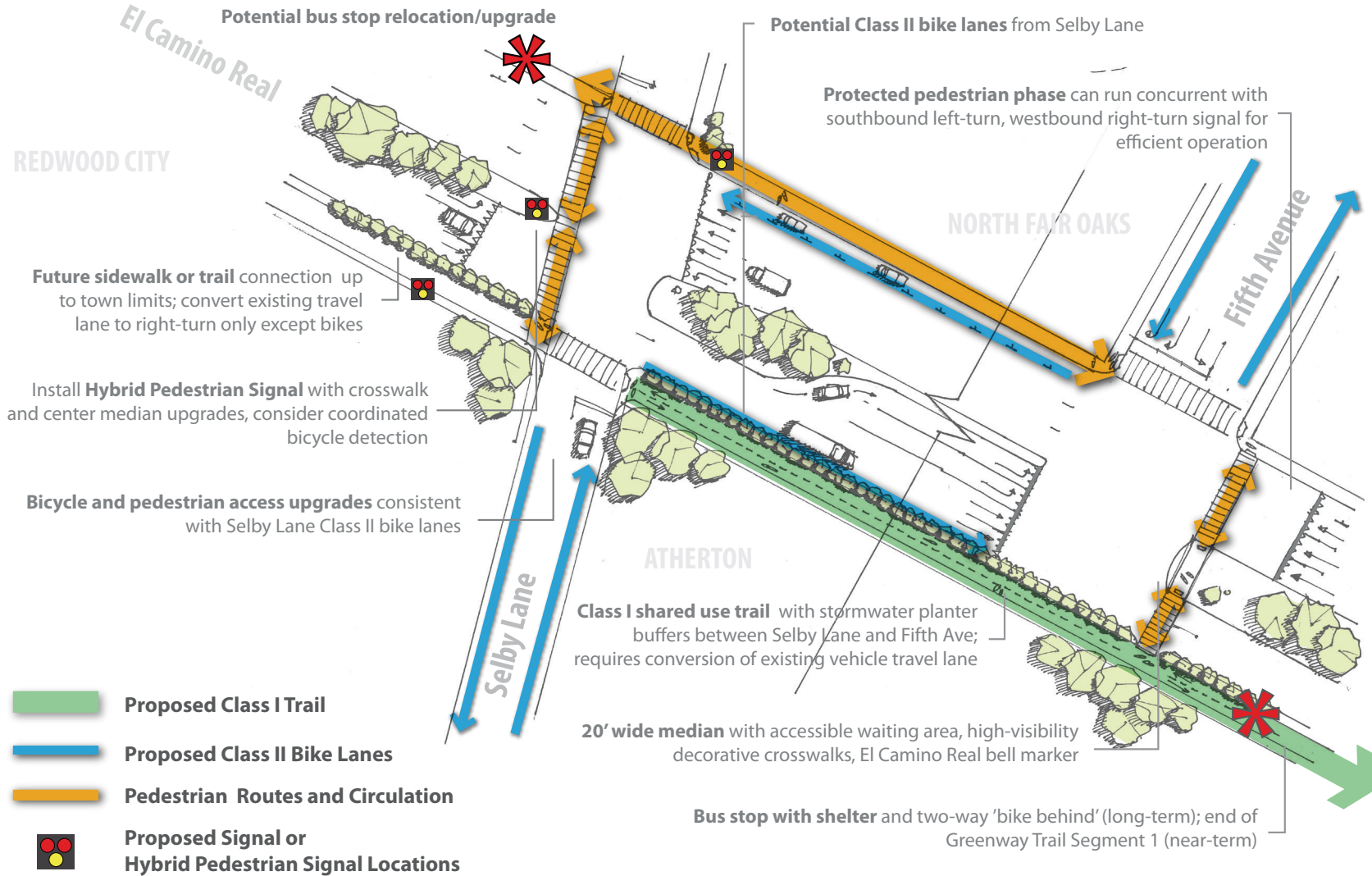


Figure 20: El Camino Real Grand Boulevard Concept - Typical Cross Section Study

Selby Lane/Fifth Avenue Complete Street & Grand Boulevard Segment #1



Alta Planning + Design (Feb 2014)

Draft Concept Not to Scale

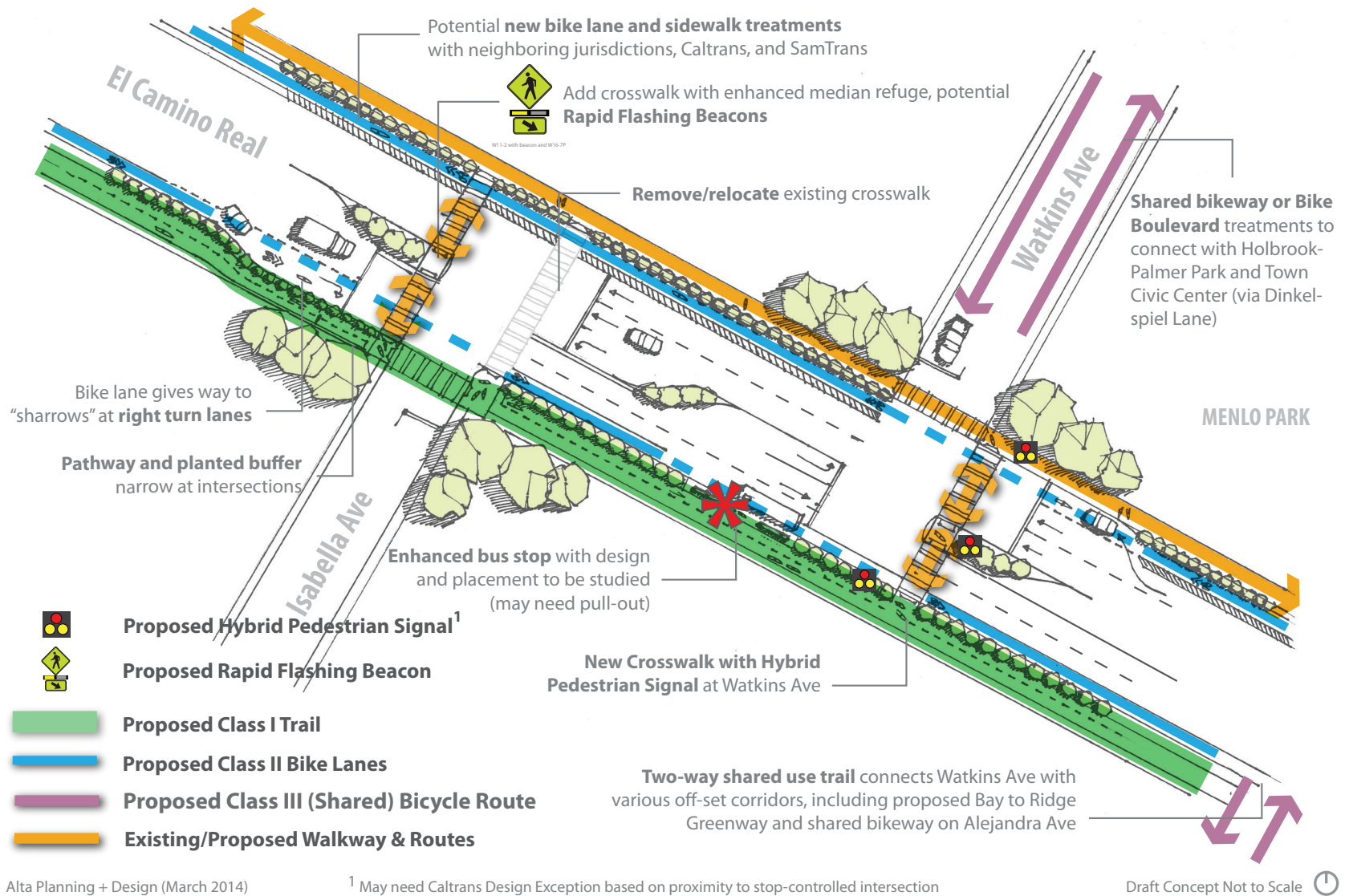


Bicycle and Pedestrian Master Plan

El Camino Real - Grand Boulevard Greenway

Figure 21: El Camino Real Grand Boulevard Concept - Selby Lane to Fifth Avenue

Watkins Ave/Isabella Ave Crosswalks & Greenway Segment #2



Alta Planning + Design (March 2014)

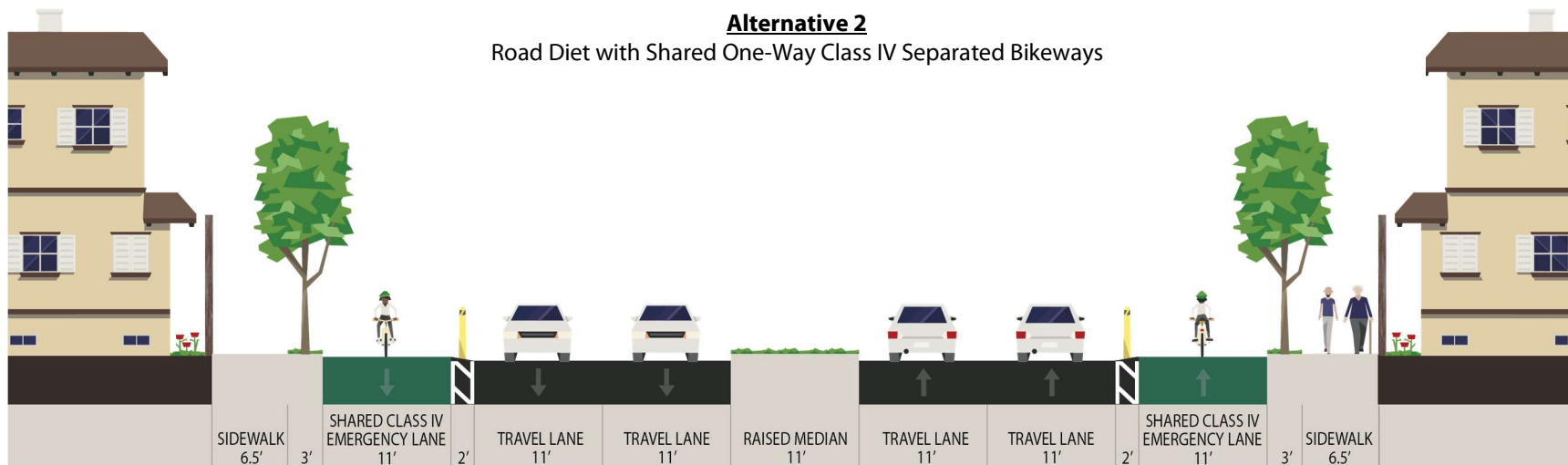
¹ May need Caltrans Design Exception based on proximity to stop-controlled intersection

Draft Concept Not to Scale

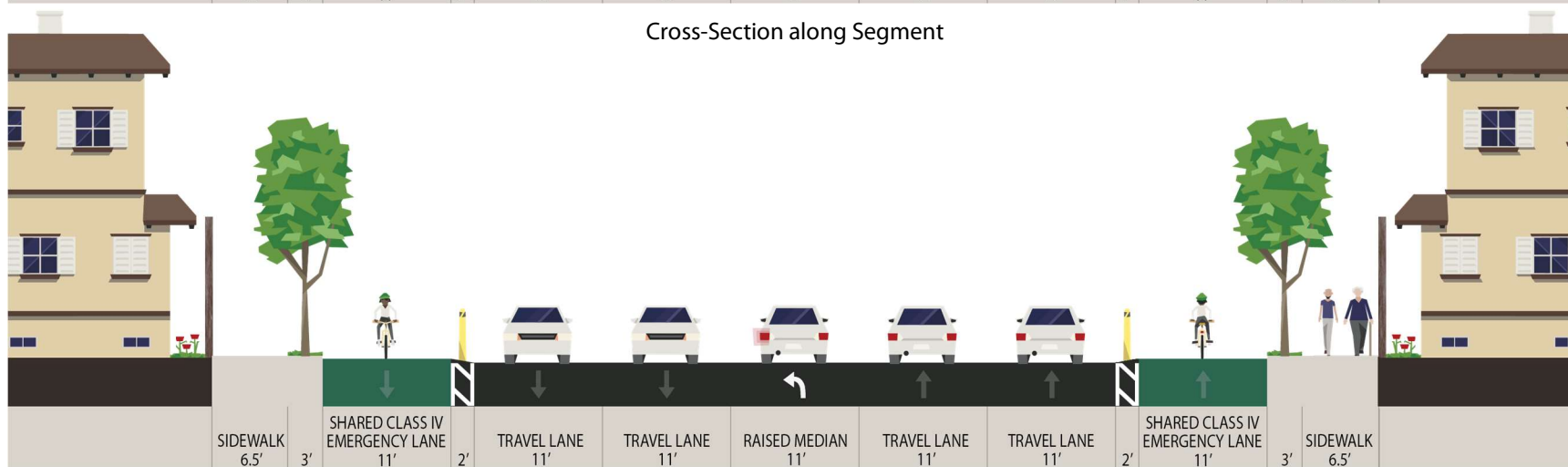


Figure 22: El Camino Real Grand Boulevard Concept - Isabella Avenue and Watkins Avenue

Alternative 2
Road Diet with Shared One-Way Class IV Separated Bikeways



Cross-Section along Segment



Cross-Section at Intersection



Conceptual Design

