

# Complete Streets Commission

## REGULAR MEETING MINUTES



**Date:** 1/8/2025  
**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 6:40 p.m.

#### B. Roll Call

Present: Altman, Bailey, Ierokomos, Cole, King, Cebrian, Rascoff  
Absent: None  
Staff: Senior Transportation Planner Catrine Machi

#### C. Reports and Announcements

Staff reported out on California Assembly Bill (AB) 413 daylighting law and announced that the March Complete Streets Commission will be held at the Belle Haven Community Campus (BHCC).

#### D. Public Comment

None.

#### E. Regular Business

E1. Accept the Complete Streets Commission minutes for December 11, 2024 (Attachment).

The Commission continued item E1 to the meeting on Feb. 12.

E2. Provide feedback on Atherton El Camino Real Conceptual Designs (Attachment)

San Mateo County Transportation Authority (SMCTA) Senior Project Manager Carolyn Mamaradlo, Town of Atherton Consultant Douglas Kim and Parametrix Engineering Lead Andrew Lee made the presentation (Attachment).

The Commission received clarification on existing parking conditions, volumes, crash history and crash locations.

- Brian Schmidt spoke in support of Options 2 and 3.
- Ken Kershner spoke in support of Option 2.
- Kevin Rennie spoke in support of Option 2 and in support of traffic safety in the corridor.

The Commission discussed support for removing parking and a travel lane in exchange for physical

separation of the bike lane, ADA accessible sidewalks, enhances crossings and refuges and better lighting.

**F. Informational Items**

F1. Update on major project status

The Commission received updates on the 2025 Street Resurfacing Project.

- Kevin Rennie spoke on concerns related to the need for sidewalks on Woodland Road.

F2. Tentative Complete Streets Commission agenda

**G. Committee/Subcommittee Reports**

The Bike Parking Subcommittee requested final input from the Commission on a resident survey regarding bicycle rack needs.

**H. Adjournment**

Chair Cole adjourned the meeting at 8:25 p.m.

Catrine Machi, Senior Transportation Planner



# El Camino Real Complete Streets Study

Phase 2: Evaluation of Design Concepts

January 2025

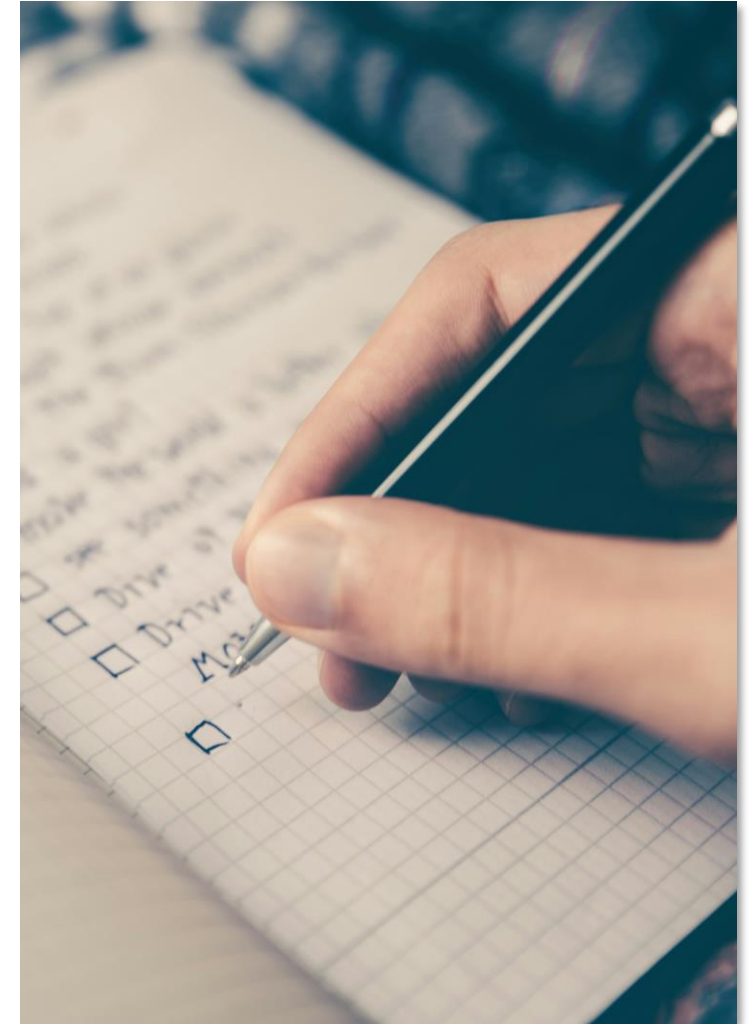
# Agenda

- 1) Meeting Objectives
- 2) Study and Phase Overview
- 3) Technical Assessment
- 4) Design Concepts Being Considered
- 5) Discussion
- 6) Conclusions and Next Steps



# Meeting Objectives

- Present the evaluation criteria and methodology for selecting design concepts.
- Gather feedback on the design alternatives being considered by the project team.
- Provide updates on the final phase of the study.



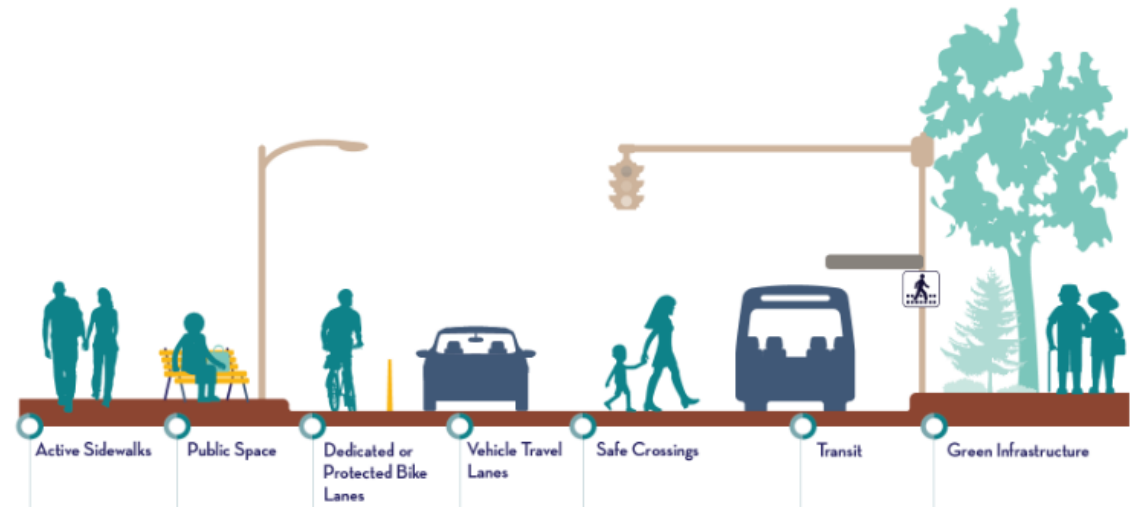
# Study and Phase Overview



# What are “Complete Streets”?

**A complete street provides mobility options for people of all ages and abilities,** particularly people who are walking, biking, using personal mobility devices, and riding transit.

Complete streets offer several benefits, including enhanced safety and quality of life by providing a balanced variety of options for travel.

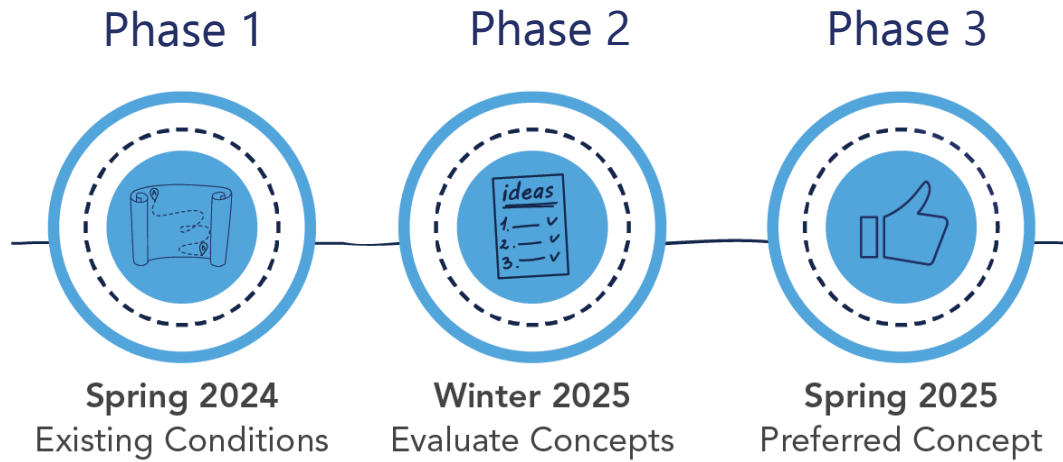


Source: City of Santa Fe, NM



# Project Overview

## Timeline:



## Funding Sources:

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

## In partnership with:

- San Mateo County
- Caltrans
- Redwood City





## Phase 2 Objectives

By the end of winter 2025, the project aims to:



Develop preliminary design options to reconfigure right-of-way



Evaluate the top 3 design options against criteria and “tradeoffs”



Gather feedback from the community, stakeholders, and partners on the recommended design



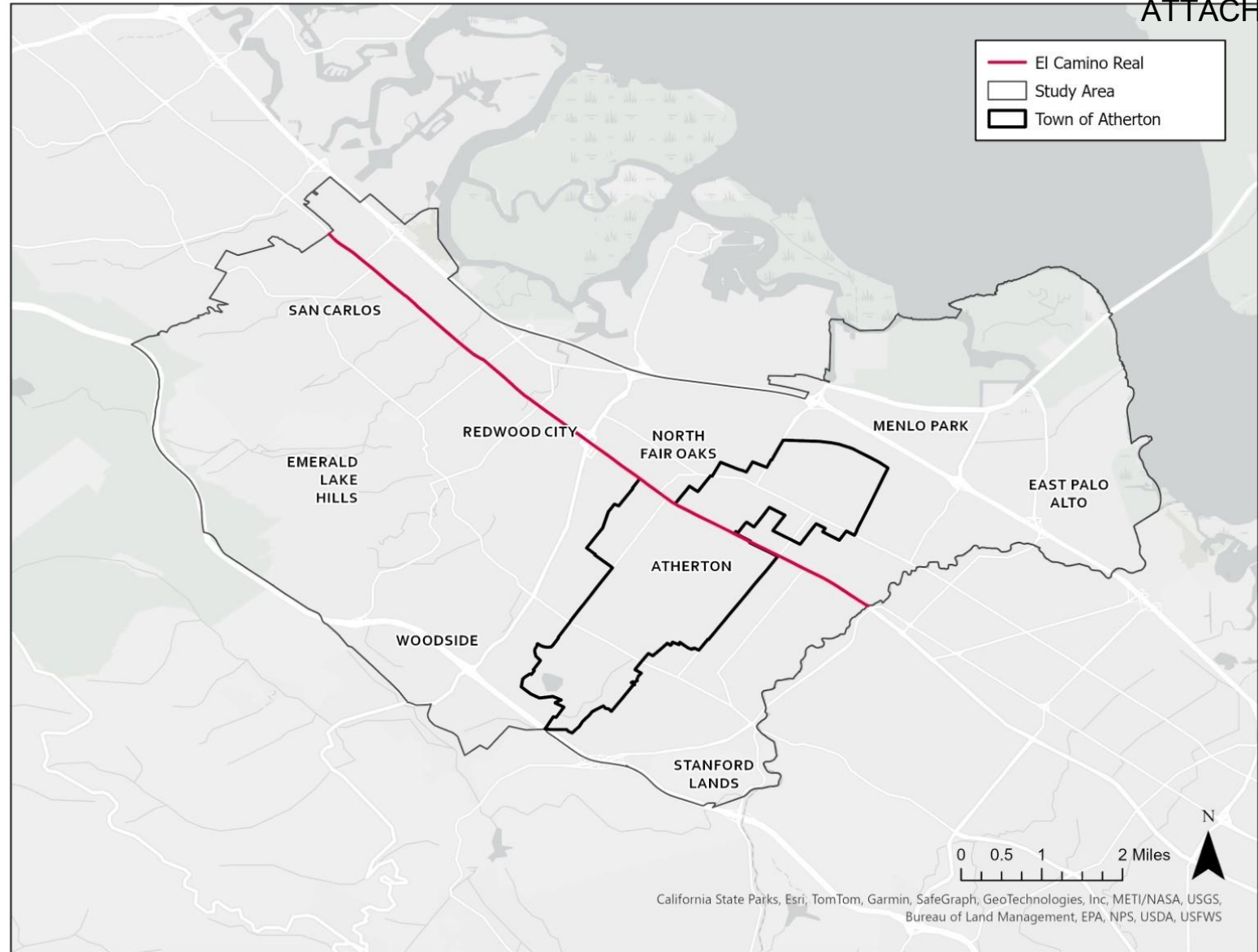
Select one preferred design concept



# Technical Assessment



# Study Area



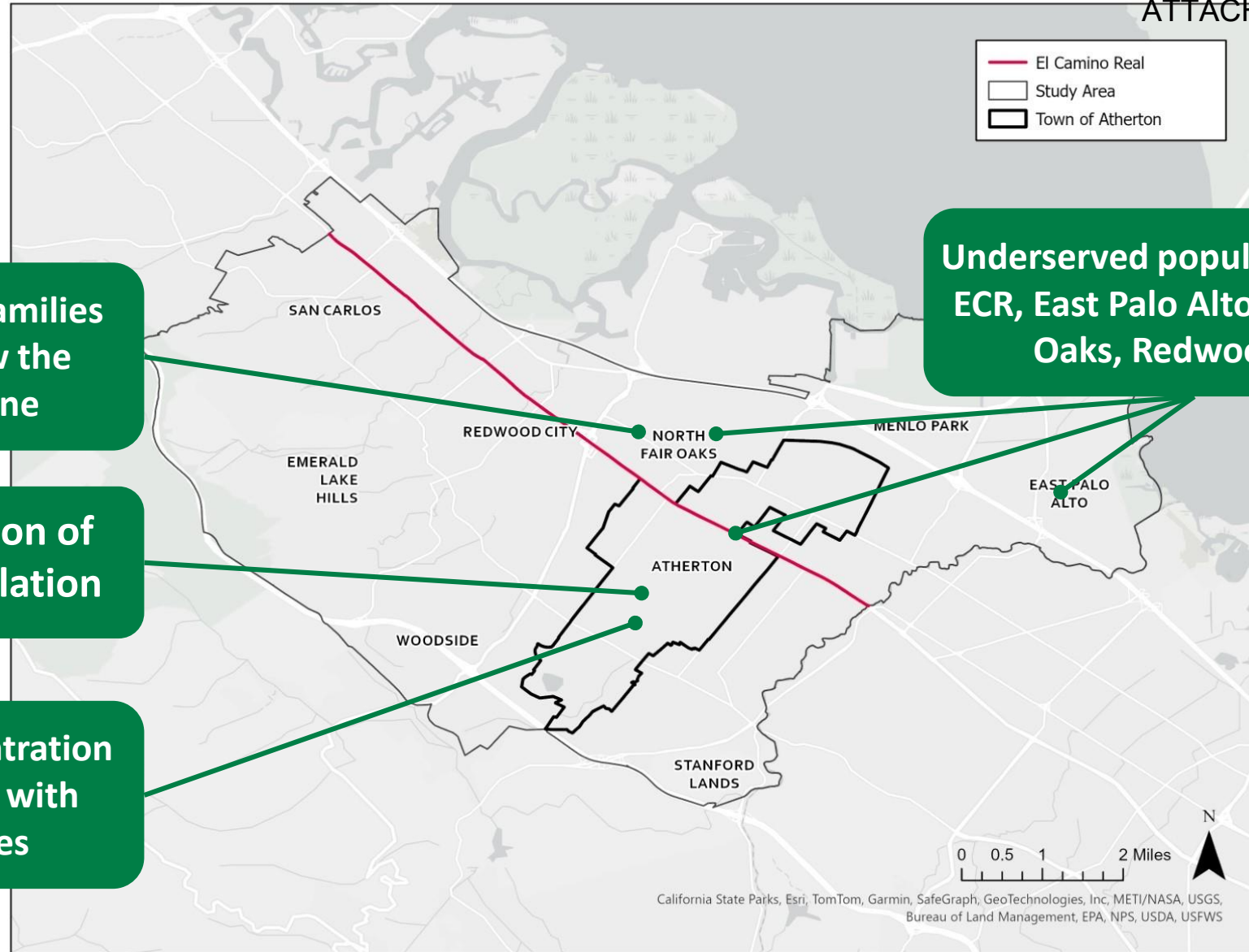
# Demographics

Population growth since 2019: 14%

Higher % of families living below the poverty line

Concentration of senior population

Higher concentration of residents with disabilities



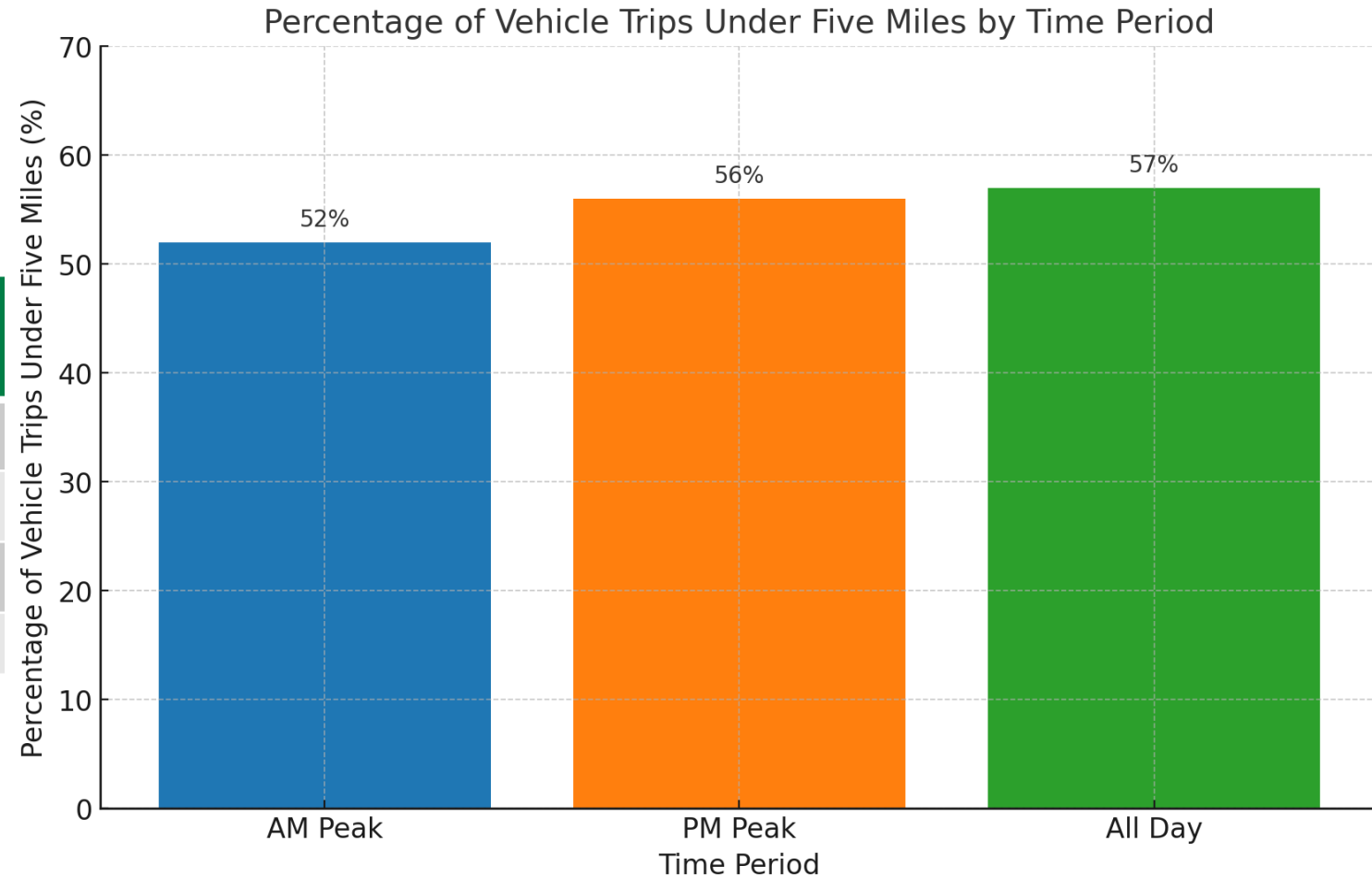
Underserved populations along ECR, East Palo Alto, North Fair Oaks, Redwood City



# Trip Length

Time Period*	Percentage of Vehicle Trips Under Five Miles
AM Peak	52%
PM Peak	56%
All Day	57%

\*AM Peak is 6:00-10:00 AM, PM Peak is 3:00-7:00 PM



# Mobility within the Study Area

- Majority of residents drive to work, followed by work from home and carpool
- Transit access within the area is provided by Caltrain, SamTrans, and various shuttles
- Some bus stops along El Camino Real are non-ADA accessible and difficult to access via walking and biking
- El Camino Real is listed on the county's High Injury Network for all modes



# Completed Plans within the Study Area

A number of plans have been completed studying El Camino Real, including:

## 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.

## County

- 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 District 4 Bike Plan (Top Tier Class I and IV)

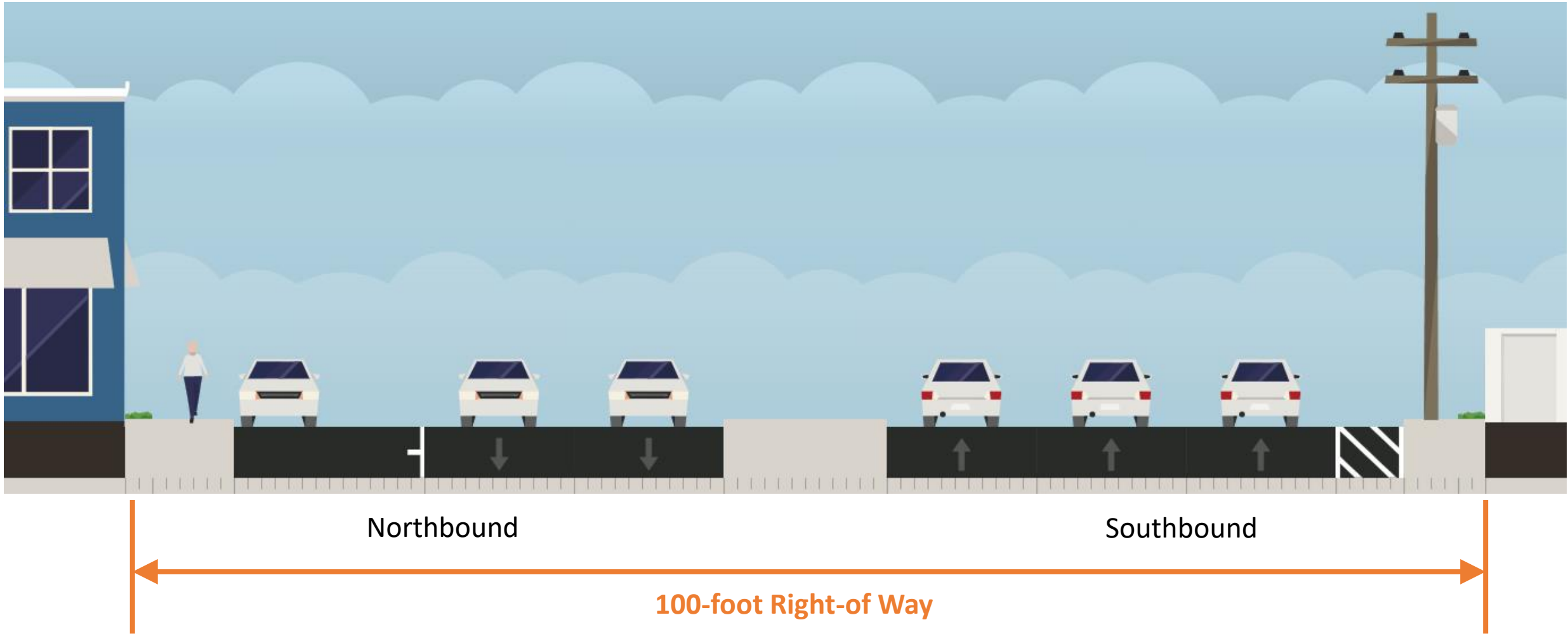


# Design Concepts Being Considered





# El Camino Today



# Design Objectives

Improve safety and mobility along the El Camino Real corridor for all modes and all users.

1. Provide a high quality, continuous biking and walking experience
2. Maintain level of service for vehicle traffic
3. Improve community connectivity
4. Improve safety of street crossings
5. Improve access to transit
6. Address existing safety concerns, including flooding and lighting
7. Minimize impacts to local community
8. Feasible within the existing 100-foot Right-of-Way



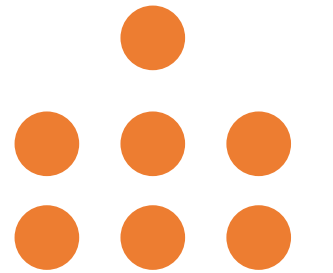
# General Improvements

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 access to bus stops



# Methodology



**7**

Draft Concepts

Phase 1



**3**

Preliminary Design Concepts

Phase 2 (We are here)



**1**

Preferred Design  
(Will advance for further analysis  
and design in future project)

Phase 3



# Methodology

Project team narrowed it down to 3 design concepts based on evaluation criteria:

- Enhance the quality of life
- Improvements to safety (Visibility, flooding, lighting, reduces conflict)
- Improvements to multimodal options, equity, and access
- Construction cost and complexity

We are seeking your feedback on the top 3 designs.



# Design Concept #1: Added Sidewalks and Painted Bike Lanes

- Add one-way painted bike lanes on both sides – creates a dedicated lane for cyclists.
  - No physical separation from vehicle lanes.
- No vehicle lanes are converted.
- Add continuous sidewalks on both sides of the street.
  - Sidewalks share space with utilities and bus stops in narrow sections



Cyclist Comfort	LOW	Traffic Calming	LOW
Addresses Flood Impacts	LOW	Vehicle Lanes Removed	NONE
Sidewalk Width	6 FT.	Cost	LOW



# Design Concept #1: Added Sidewalks and Painted Bike Lanes

Sample Photos:



\*Photos sourced from Adobe Stock.



# Design Concept #2: Wider Sidewalks and Protected Bike Lanes

- Add one-way bike lanes on both sides - separated from traffic by a buffer strip or curb.
  - Cyclists buffered by a 3-foot wide median.
- Add wider, continuous sidewalks on both sides of the street.
- Convert a vehicle lane in each direction to enable these improvements.



Cyclist Comfort	HIGH	Traffic Calming	HIGH
Addresses Flood	MED	Vehicle Lanes Removed	2
Sidewalk Width	8 FT.	Cost	MED





# Design Concept #2: Wider Sidewalks and Protected Bike Lanes

Sample Photos:



\*Photos sourced from Adobe Stock.



# Design Concept #3: Wider Sidewalks cProtected Bike Lanes

- Add one-way bike lanes on both sides - separated from traffic by a buffer strip or curb.
  - Cyclists buffered by a 3-foot wide median.
- Convert 1 vehicle lane to create enhanced pedestrian and bike facilities.
- Add wider, continuous sidewalks on both sides of the street.
- Higher construction cost to shift vehicle lanes and existing median.



Cyclist Comfort	HIGH	Traffic Calming	HIGH
Addresses Flood Impacts	MED	Vehicle Lanes Removed	1
Sidewalk Width	8 FT.	Cost	HIGH



# Design Concept #3: Wider Sidewalks and Protected Bike Lanes

Sample Photos:



\*Photos sourced from Adobe Stock.



# Discussion





# Discussion Questions

- Design concept #1: Added Sidewalks and Painted Bike Lanes (No lane conversion)
- Design concept #2: Wider Sidewalks and Protected Bike Lanes (Convert 2 lanes)
- Design concept #3: Wider Sidewalks and Protected Bike Lanes (Convert 1 lane)

## Discussion:

- On a scale of 1 to 5, how well does this concept address your priorities for El Camino Real?
- Which elements should be prioritized? What are the tradeoffs?



# Next Steps



# Next Steps

- Refine proposed design concepts, including layouts for each alternative
- January – February: Seek community/stakeholder feedback to finalize conceptual designs
- Continue coordination with neighbors/Grand Boulevard Initiative
- Considering technical constraints, public feedback, and overall performance, recommend preferred preliminary design to the Town Council in March 2025
- Set foundation for further design through the Caltrans Project Initiation Document process





# Thank You!

**Douglas Kim**

Town Consultant

[dkim@ci.Atherton.ca.us](mailto:dkim@ci.Atherton.ca.us)

**Carolyn Mamaradlo**

Senior Project Manager

[MamaradloC@samtrans.com](mailto:MamaradloC@samtrans.com)