Item No. 1
Town of Atherton

CITY COUNCIL STAFF REPORT – STUDY SESSION

TO: **THE HONORABLE MAYOR AND CITY COUNCIL**
GEORGE RODERICKS, CITY MANAGER

FROM: **ROBERT OVADIA, PUBLIC WORKS DIRECTOR**

DATE: **NOVEMBER 6, 2019**

SUBJECT: **RECIEVE A REPORT AND PROVIDE FEEDBACK ON POTENTIAL IMPROVEMENTS TO EL CAMINO REAL AND THE GRAND BOULEVARD GREENWAY CONCEPT**

RECOMMENDATION

Receive report regarding El Camino Real and provide feedback on potential improvements and implementation of the Grand Boulevard Greenway along El Camino Real in Atherton.

BACKGROUND

El Camino Real stretches 43 miles down the San Francisco Peninsula from Daly City (where it is called "Mission Street") to San Jose (where it is called "The Alameda"). El Camino Real serves as the central spine connecting numerous central business districts and downtowns throughout the San Francisco Peninsula and South Bay. As a State highway, the roadway is under the jurisdiction of the California Department of Transportation (Caltrans).

Within Atherton, El Camino Real is a six-lane major north-south transportation corridor (SR 82). El Camino Real (ECR) has a pavement width that varies between 80- and 85-feet highway, with raised medians, left-turn pockets and has a posted speed limit of 35MPH. Traffic volume on El Camino Real is approximately 36-38,000[1] vehicles per day. The streetscape is auto-oriented and the experience for pedestrians and bicyclists is poor. ECR is considered "incomplete" since it is designated primarily for vehicular travel, with minimal or no facilities to accommodate pedestrians and cyclists. There are no designated bicycle lanes, and though there are designated crossings and bus stops, there are no pedestrian facilities on El Camino Real in Atherton. El Camino Real consistently ranks amongst the streets in Town with the highest number of collisions on an annual basis.

[1] W-Trans Atherton El Camino Complete Streets Plan – Final Summary

The Grand Boulevard Initiative is a collaborative effort of local and regional agencies united to improve the performance, safety and aesthetics of El Camino Real. The Grand Boulevard initiative seeks to recreate El Camino Real such that it better connects Peninsula communities (north-south) and better integrates with each community (east-west.) Though there is a goal of producing a coordinated series of policies regarding the corridor, there is an understanding that each jurisdiction is unique and will develop the corridor to fit the context of the surrounding community.

On October 15, 2008, the City Council adopted a resolution (08-40) endorsing the guiding principles of the Grand Boulevard Initiative. The endorsement included the following principles:

- Support a pedestrian-oriented environment and improved streetscapes, ensuring access to and between public areas and private developments.
- Support a balanced multimodal corridor appropriate to Atherton that improves mobility of people and vehicles along the corridor.
- Encourage the improvement of safety and public health.
- When possible, strengthen pedestrian and bicycle connections with the corridor.

The Town's adopted Bicycle and Pedestrian Master Plan (BPMP) adopted in 2014, conceptualized El Camino Real as the *Grand Boulevard Greenway*. The Grand Boulevard Greenway 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. The BPMP recommended concept alternatives for further study including: (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). These concepts included potential landscape buffers and stormwater planters.

In 2016, the Council approved a contract with W-Trans to develop a Complete Streets Plan for El Camino Real, further developing the concepts, engaging the public to receive feedback on the alternatives and include analyses to identify and evaluate viable options to enhance safety, improve mobility and accessibility along the corridor. The intent of the Complete Streets Plan was to serve as the framework for how the Town and Caltrans move forward with future planning and implementation of improvements on the ECR Corridor along with potential funding. The Plan will The Plan was be developed in phases. The project was terminated in early 2018, after the initial phase due to lack of funding.

The Town has been working with Caltrans to incrementally improve safety and mobility along and across El Camino Real in the Town, including the installation of HAWK signals at the Isabella Avenue, Almendral Avenue and Alejandra Avenue intersections to facilitate pedestrian mobility and enhancing the signage and striping at marked crossings.

The following table provides information regarding the accident history[2] along ECR within Town

[2] Crossroads

limits:

Year	Total Collisions	Injury Collisions	Fatalities	Bike Collisions	Bike Injury Collisions	Ped Collisions	Ped Injury Collusions
2019 (through Sept 30)	18	8	0	1	1	0	0
2018	40	8	0	1	1	1	1
2017	44	12	0	3	3	0	0
2016	46	14	0	1	1	1	1
2015	28	8	0	0	0	2	2
2014	27	10	1	2	2	1	1 (Fatal)

ANALYSIS

Consistent with the vision outlined in the Town's BPMP, neighboring jurisdictions have been envisioning improvements to El Camino Real to improve mobility and safety of pedestrians and cyclists, returning El Camino Real to a more "complete street." Most recently, Menlo Park has released its draft Transportation Master Plan, which includes a desire to improve multimodal mobility and safety on the El Camino Real corridor by adding buffered bike lanes and high-visibility crossings. Mountain View, Palo Alto and Redwood City also envision bike lanes along El Camino Real. As El Camino Real is predominantly a pass-through route in Atherton providing a contiguous bike path will help in promoting alternative transportation modes.

Due to the limited width of El Camino Real in Atherton, reconfiguration of the travel way will be necessary to provide the space needed for bicycle and pedestrian facilities. As noted above, three conceptual layouts were prepared for El Camino Real: (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). These concepts included potential landscape buffers and stormwater planters. Each of these concepts repurposed a thru lane in each direction to provide space for the bicycle and pedestrian improvements. In addition to providing pathways along El Camino Real, the repurposing of the lanes and the construction of the outlined improvements could include also accommodate stormwater treatment measures such as bio-retention planters and other drainage improvements along El Camino Real.

The loss of a travel lane may reduce the overall level of performance for vehicle traffic along El Camino Real, but would be consistent with the two thru lanes in Menlo Park. Caltrans established an acceptable threshold of operation at Level of Service (LOS) D or better for El Camino Real and the San Mateo County City/County Association of Governments (C/CAG) set an LOS standard of E for the segment between Route 84 (Woodside Road) and Glenwood Avenue in their 2017 Congestion Management Program. According to the 2017 report, in 2017 the measures Level of

Service for this segment ranged from A to B. Similarly, the Draft 2019 Level of Service and Performance Measure Monitoring to support the 2019 Congestion Management Program for the City/County Association of Governments of San Mateo County (C/CAG) indicated an LOS for the segment ranging from A to B.

Another challenge in the potential reduction of lanes are the Joint Principles for Improvements on El Camino Real agreed to between C/CAG and Caltrans. The principles include a desire to optimize mobility on El Camino Real as a thoroughfare connecting community centers from county line to county line, including mobility for multiple modes of transportation such as public transit, private and commercial vehicles, bicycles and pedestrians. The principles further state that through capacity on El Camino Real is to be preserved further stating "No elimination of through lanes." Though this agreement dates back to 2006, prior to Complete Streets requirements, it may be challenging to have C/CAG and Caltrans agree to a lane reduction to allow for bicycle and pedestrian facilities.

POLICY OPTIONS

Council discussion should focus on Town goals and objectives for El Camino Real including vehicular through traffic, the potential for improvements to serve active transportation modes (bicycle and pedestrian) and implementation of the Grand Boulevard Greenway as outlined in the Town's Bicycle and Pedestrian Master Plan.

Council feedback is requested regarding the desired configuration of El Camino Real through the Town of Atherton and if staff should seek opportunities to discuss potential reconfigurations with C/CAG.

FISCAL IMPACT

None at this time.

PUBLIC NOTICE

Public notification was achieved by posting the agenda, with this agenda item being listed, at least 72 hours prior to the meeting in print and electronically. Information about the project is also disseminated via the Town's electronic News Flash and Atherton Online. There are approximately 1,200 subscribers to the Town's electronic News Flash publications. Subscribers include residents as well as stakeholders – to include, but be not limited to, media outlets, school districts, Menlo Park Fire District, service provides (water, power, and sewer), and regional elected officials.

COMMISSION/COMMITTEE FEEDBACK/REFERRAL

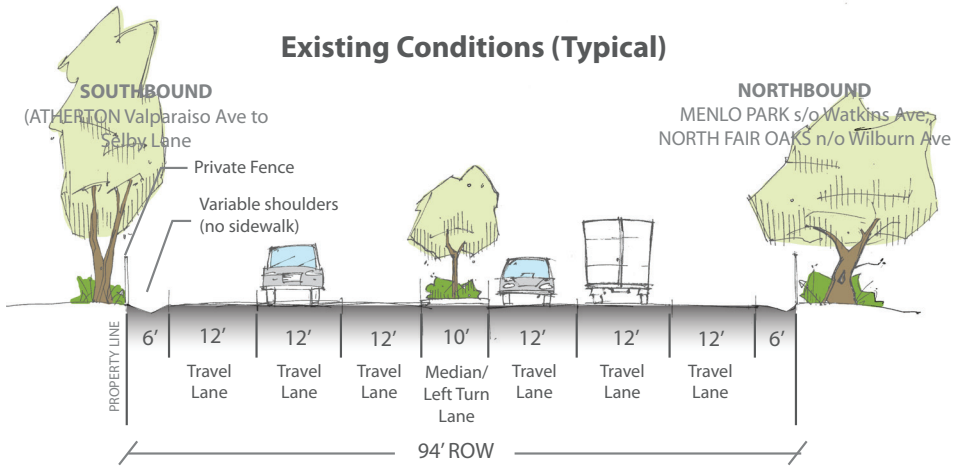
This item ____ has or _X___ has not been before a Town Committee or Commission.

____ Audit/Finance Committee (meets every other month)
____ Bicycle/Pedestrian Committee (meets as needed)
____ Civic Center Advisory Committee (meets as needed)
____ Environmental Programs Committee (meets every other month)
____ Park and Recreation Committee (meets each month)
____ Planning Commission (meets each month)
____ Rail Committee (meets every other month)
____ Transportation Committee (meets every other month)

Attachments:

1. Atherton BPMP – Grand Boulevard Greenway Concept Sections
2. W-Trans - Atherton El Camino Complete Streets Plan – Final Summary Report
3. Menlo Park – Proposed ECR Configuration
4. C/CAG 2017 CMP LOS Chart
5. Draft C/CAG 2019 Level of Service and Performance Measure Monitoring Report CMP LOS Chart
6. Caltrans / C/CAG Joint Principles of Improvements on El Camino Real
7. RESOLUTION NO. 08-40 – A RESOLUTION OF THE CITY COUNCIL OF THE TOWN OF ATHERTON ENDORSING THE GUIDING PRINCIPLES OF THE GRAND BOUPLEVARD INITIATIVE

El Camino Real in Atherton - Grand Boulevard Greenway Concept



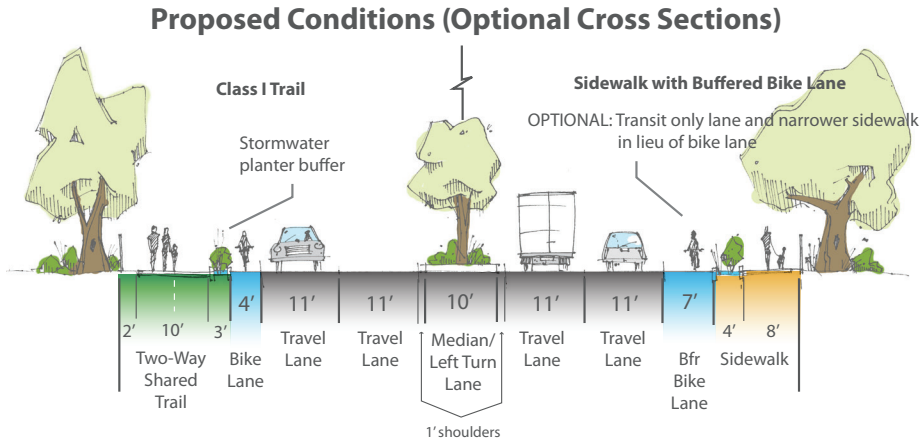
Project Description

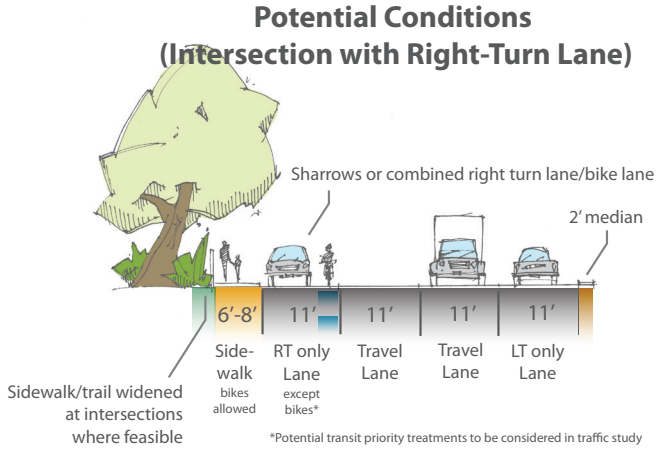
The Grand Boulevard Greenway project concept would provide dedicated bicycle and pedestrian facilities, and transit access improvements, along the length of El Camino Real within Atherton by repurposing a vehicle travel lane in one or both directions. Recommended concept alternatives for further study 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.





Alta Planning + Design (Feb 2014)

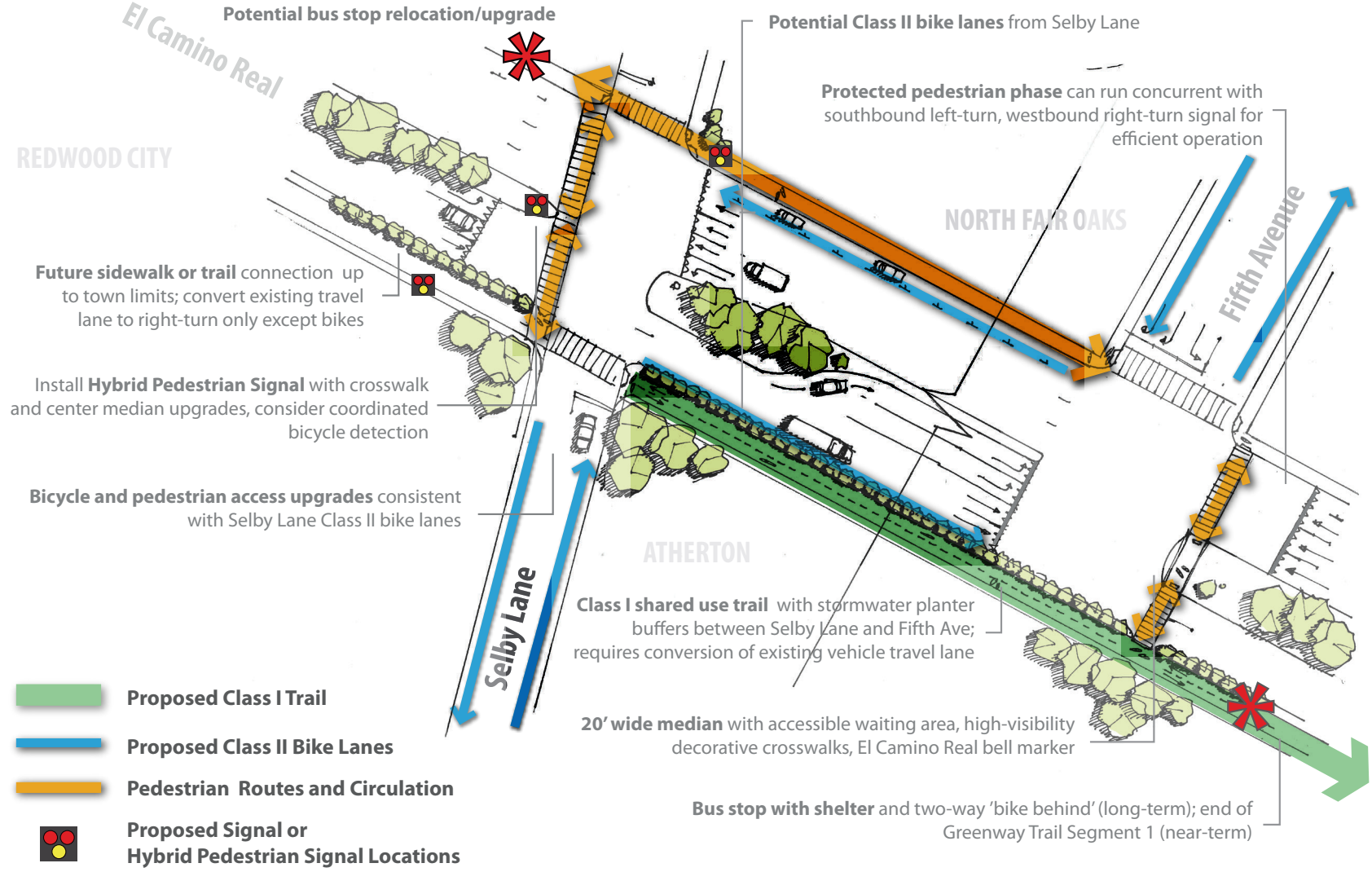
Draft Concept Not to Scale

Bicycle and Pedestrian Master Plan

El Camino Real - Grand Boulevard Greenway

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

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

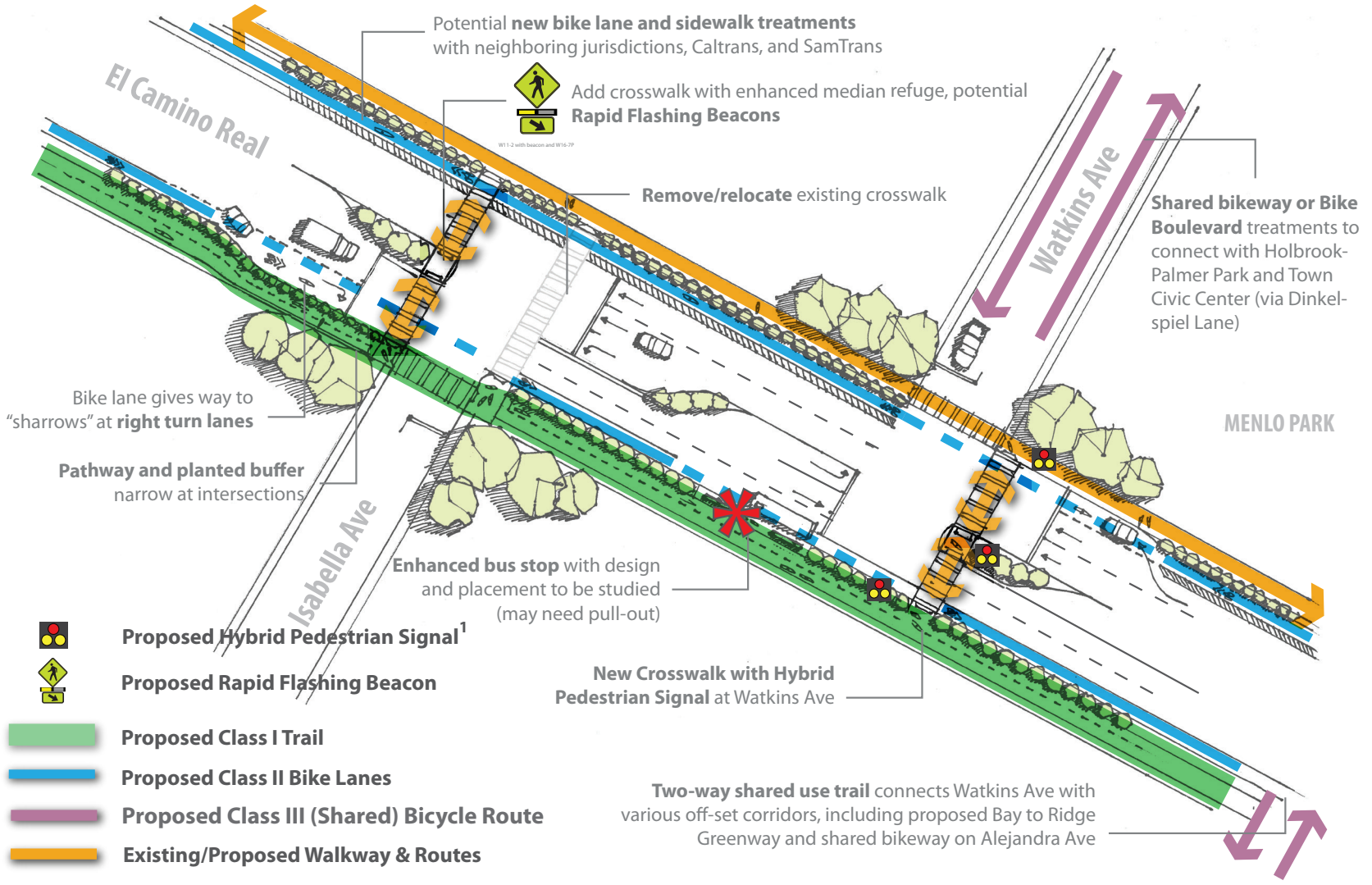


Alta Planning + Design (Feb 2014)

Draft Concept Not to Scale

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

Memorandum

Date: February 28, 2018

Project: ATH012

To: Mike Kashiwagi, Marty Hanneman
Town of Atherton

From: Steve Weinberger
sweinberger@w-trans.com

Subject: Atherton El Camino Complete Streets Plan – Final Summary

---

We understand that due to lack of funding with the Parcel Tax not being approved by the Town voters, the Town of Atherton will not be moving past Phase I of the work scope for the El Camino Real Complete Streets Plan. Following is a summary of the issues, brief analysis and alternatives which were developed under Phase 1 of the study.

Project Overview

Project Task – Preparation of a Complete Streets and Connectivity Plan to improve conditions along El Camino Real (SR 82). The Plan shall focus on addressing multi-modal transportation needs to addresses the Corridor's challenges. A community design charrette process will be utilized to engage community stakeholders to help develop a plan to enhance access, mobility, safety and connectivity.

Project Limits – El Camino Real from Selby Lane to Valparaiso-Glenwood Avenue

Project Objectives

- Improve safety, efficiency and mobility for a multi-modal transportation system on the ECR Corridor.
- Utilizing a complete streets approach to facilitate safe non-motorized modes of transportation.
- Provide efficient and safe connectivity for non-motorized and motorized users.
- Protecting and preserving the environment, historical surrounding and the distinct rural character of the Town.
- Noting potential constraints or obstacles, such as, utility conflicts, etc. right of way constraints
- Fostering solutions that will promote livable and healthy communities and will strengthen sustainability.
- Engaging the community, neighboring agencies, Caltrans and other key stakeholders
- Identifying a community preferred improvement alternative

Key Related Plans Completed to Date

✓ Grand Boulevard Initiative (http://www.grandboulevard.net/)

✓ Bicycle and Pedestrian Master Plan (2014) – Presented cross section concept with added 2-way trail (on the west) and bike lanes with sidewalk (on the east) which would require reduction in one travel lane in each direction. (These concepts are attached.)

✓ City of Menlo Park ECR Complete Street Plan – Adopted plan will maintain 4 lane sections on the north end of corridor and add bike lanes.

✓ San Mateo BRT – Preliminary Documentation of potential use of ECR for Bus Rapid Transit.

- ✓ Caltrans MOU – A memo by Caltrans and C/CAG previously indicated restrictions to reducing capacity on El Camino Real.

Recent Activity

Following is a summary of the recent activity by the Town of Atherton related to transportation in the corridor:

- Installation of Pedestrian Hybrid Beacons at:
  - El Camino Real/Almendral Avenue (Spring 2016)
  - El Camino Real/Isabella Avenue (Winter 2016/2017)
  - El Camino Real/Alejandra Avenue (Winter 2016/2017)
- Installed enhanced signing and striping at the marked crosswalks.
- Trimmed trees and removed vegetation in the medians to improve visibility.
- Discussed the potential of reducing the number of travel lanes from six to four lanes with Caltrans.
- Developed two separate projects to install a total of three new Pedestrian Hybrid Beacons.
- In the process of developing alternatives to improve safety at the Selby Lane intersection.
- Aggressive enforcement of traffic violations.
- Participated in the Saturation Traffic Enforcement Program (STEP), conducting pedestrian enforcement details at marked crosswalks.

Right of Way

Following is the available Caltrans right-of-way on El Camino Real in the study area:

Near Selby: 130 feet
Near Alejandra: 100 feet

Traffic Counts

Weekday a.m. and p.m. intersection turning movement counts were collected on May 2, 2017 for the following intersections:

- El Camino Real/Fifth Avenue
- El Camino Real/Atherton Avenue-Fair Oaks Lane
- El Camino Real/Valparaiso Avenue-Glenwood Avenue

These traffic counts are summarized as follows:

- ➢ 36-38,000 vehicles per day
- ➢ 3,600 (1,250 NB, 2,350 SB) vehicles during the a.m. peak hour
- ➢ 3,800 (2,250 NB, 1,550 SB) vehicles during the p.m. peak hour

Intersection Inventory

Attached is a table showing the 23 intersections in the study area corridor including traffic features such as traffic control, pedestrian crossing locations and other geometric facilities.

Intersection Operations

The study intersections were analyzed using methodologies published in the *Highway Capacity Manual* (HCM), Transportation Research Board, 2010. This source contains methodologies for various types of intersection control, all of which are related to a measurement of delay in average number of seconds per vehicle.

Level of Service (LOS) is used to rank traffic operation on various types of facilities based on traffic volumes and roadway capacity using a series of letter designations ranging from A to F. Generally, Level of Service A represents free flow conditions and Level of Service F represents forced flow or breakdown conditions. A unit of measure that indicates a level of delay generally accompanies the LOS designation.

Following are the existing delay and Level of Service conditions at key signalized intersection in the study corridor. These were completed for existing conditions as well as existing volumes with one lane removed in each direction on El Camino Real. Intersection level of service calculations are attached.

Table 1 – Existing Peak Hour Intersection Levels of Service

Study Intersection Approach	Existing Conditions				Existing with Lane Reduction			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. El Camino Real/Fifth Avenue	17.4	B	19.4	B	23.7	C	56.0	E
3. El Camino Real/Atherton-Fair Oaks	34.7	C	26.3	C	82.5	F	44.5	D
4. El Camino Real/Encinal Avenue	57.1	E	54.2	D	63.2	E	55.3	E
5. El Camino Real/Valparaiso Avenue	45.2	D	43.9	D	44.7	D	43.9	D

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service

Collision Rates

- Approximately 44 collisions per year on the corridor for the last 5 years
- 52 percent of all collisions included injuries
- Approximately 4-5 pedestrian/bike collisions per year
- 89 percent of ped/bike collisions included injuries
- Officers issued 705 traffic citations for excessive speed on El Camino Real for 6-month period in 2015

Alternatives

Based on our conference calls and the results of our outreach, following were the resulting alternatives where were developed for the corridor. It is understood that additional follow-up with C/CAG, Caltrans Operations, and local fire department should occur before finalizing alternatives that remove capacity along the corridor. For this stage of the alternatives development, one street cross-section is presented, which is the narrower 100-foot right-of-way section at the south end (e.g. south of Isabella Drive). The attached illustrations present the cross-section along the segment and at an intersection.

Alternative 1 – Road Diet with One-Way Class IV Separated Bikeways with Center Restricted Use Lanes

- Through lanes on El Camino Real would be reduced from six to four lanes.
- Center restricted use lanes to be used by emergency vehicles and can be used by buses
- Center restricted use lane becomes a left-turn lane at intersection approaches
- Continuous sidewalks will be provided on both sides of El Camino Real
- Raised one-way Class IV bikeways (physically separated from the travel way by a vertical element) would be at the same elevation as the sidewalk and provided along each side of the roadway.
- Parking can be maintained along the east side at the north end of the corridor.

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

- Through lanes on El Camino Real would be reduced from six to four lanes.
- Center raised median would be provided along the corridor, with left-turn lanes at the intersections.
- Continuous sidewalks would be provided on both sides of El Camino Real
- A wide one-way Class IV separated bikeway would be provided along both sides of the corridor.
- The bikeway would be shared with emergency vehicles and could be raised, such that the shared bikeway/emergency vehicle lane is at an elevation above the travel way and below the sidewalk.
- Parking can be maintained along the east side at the north end of the corridor.

Alternative 3 – Maintain Six Lanes with Mixed Bikeway Classification

- The existing six through lanes on El Camino Real would be maintained.
- Center raised median would be provided along the corridor
    - Class IV separated bikeway provided at-grade with the travel way
- Left-turn lanes at the intersections
    - Class II bike lanes
    - Narrow raised median may be provided
- Continuous sidewalks would be provided on both sides of El Camino Real

Public Outreach

Public outreach during the process consisted of the following events and meetings:

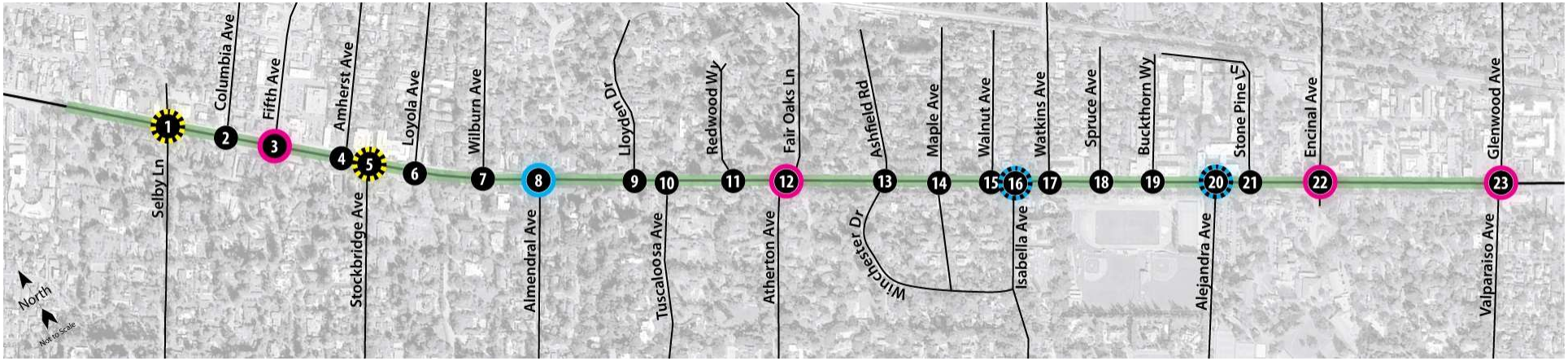
- Stakeholder Meeting April 6, 2017
- Public Workshop May 16, 2017
- Follow-up Meeting with Menlo Fire

Notes from these meetings are attached.

SJW/ATH012.M5

Attachments

Study Area



Study Corridor

1 Study Intersection

Traffic Signal

Lighting Improvements Under Construction

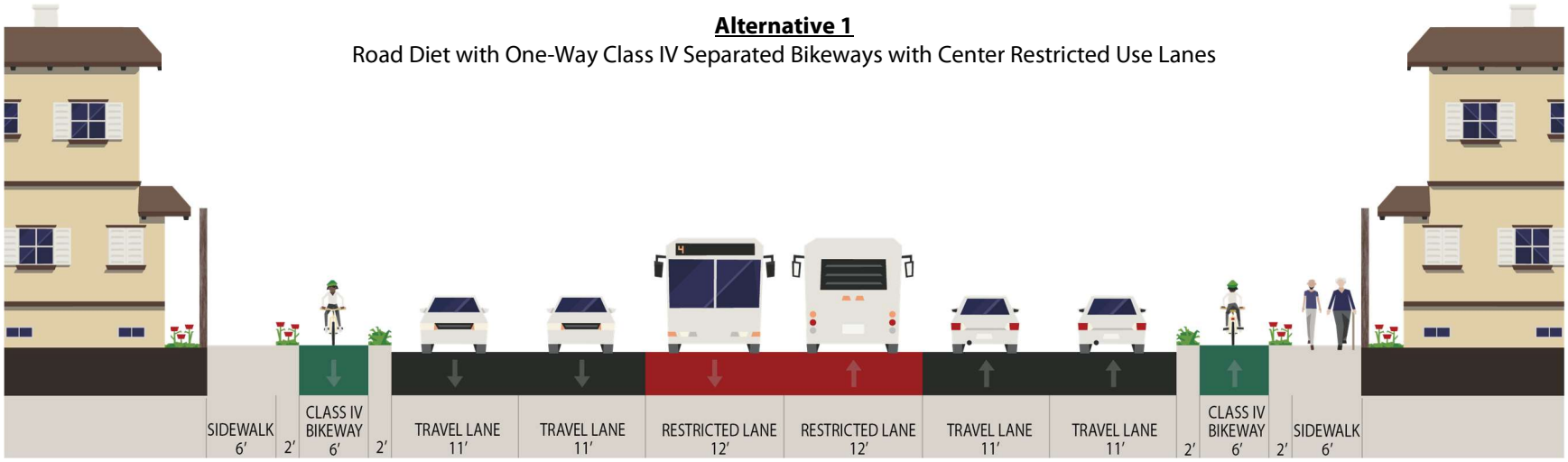
HAWK

HAWK Under Construction

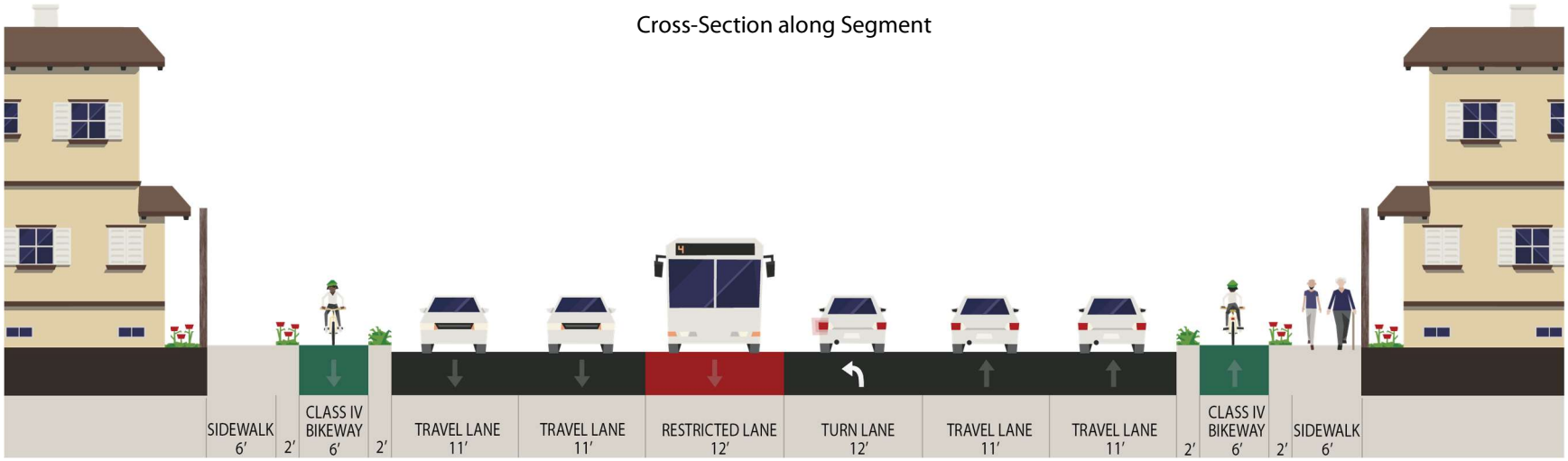
W-Trans

Alternative 1

Road Diet with One-Way Class IV Separated Bikeways with Center Restricted Use Lanes



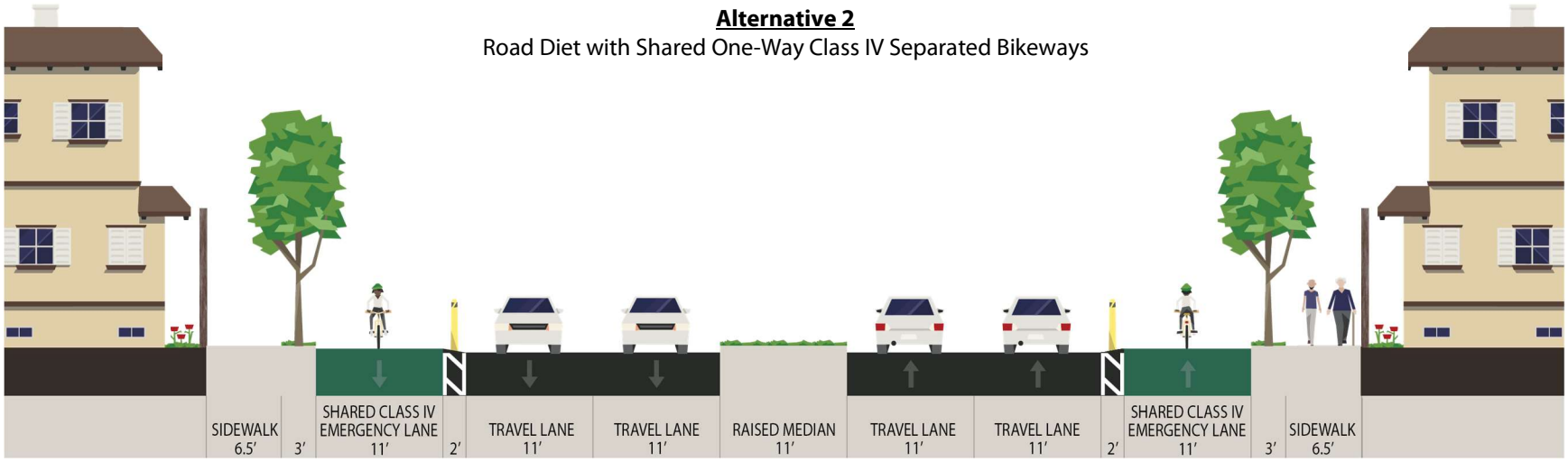
Cross-Section along Segment



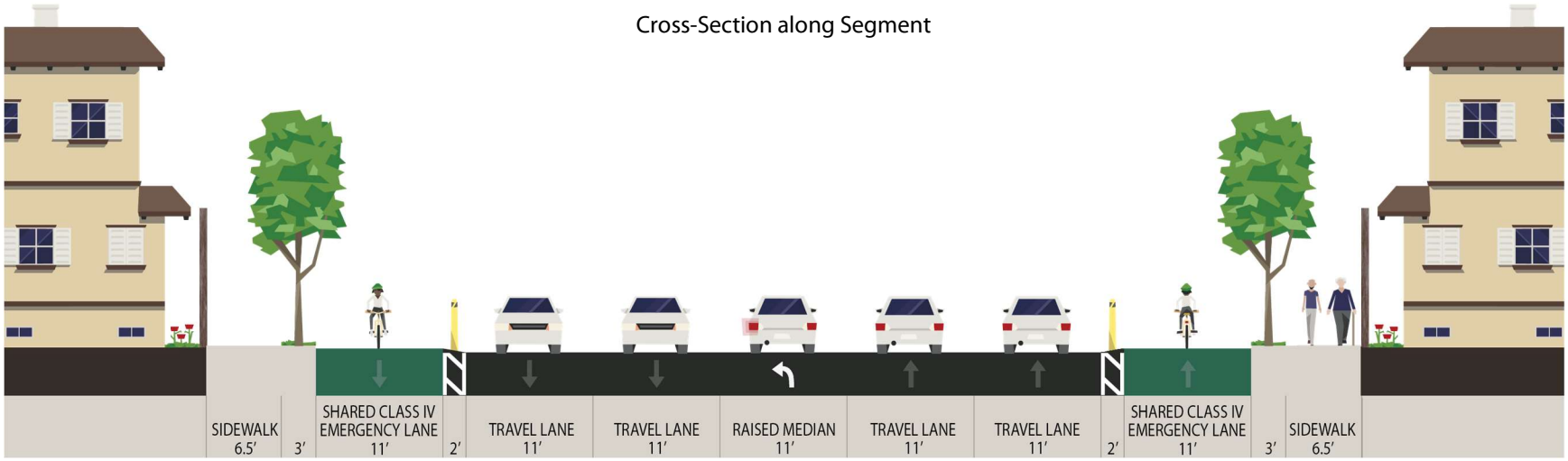
Cross-Section at Intersection

Alternative 2

Road Diet with Shared One-Way Class IV Separated Bikeways



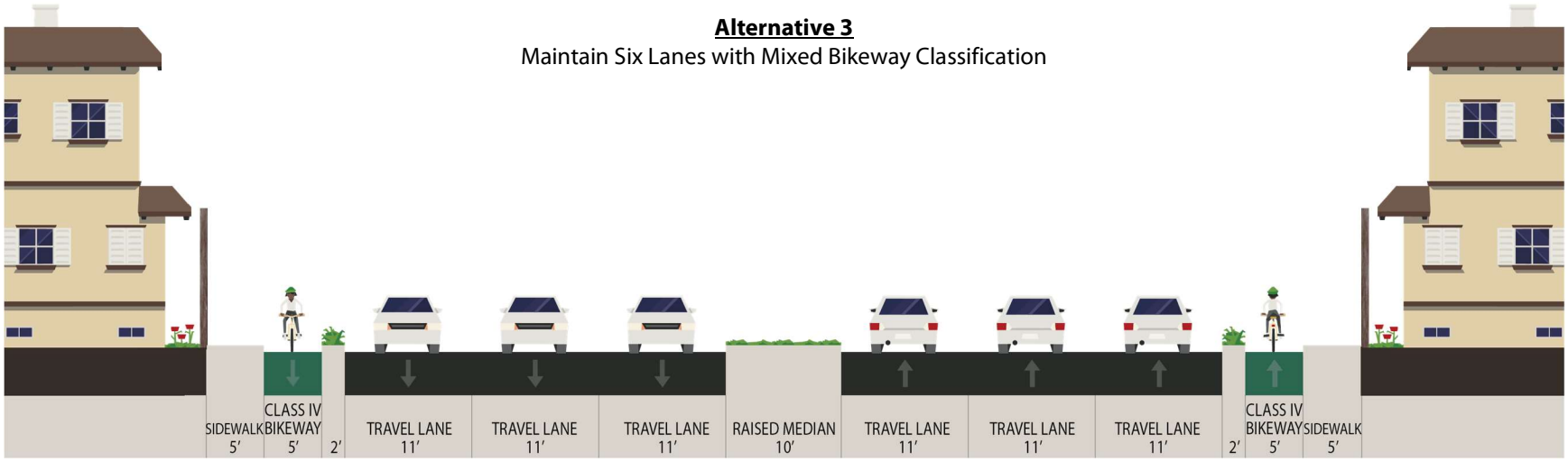
Cross-Section along Segment



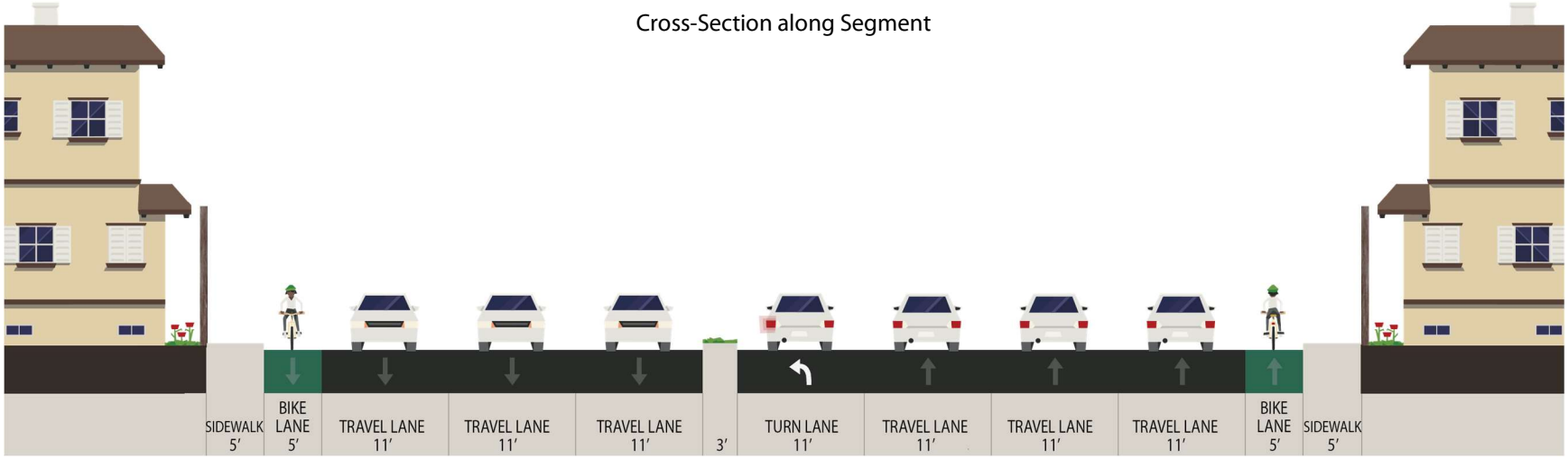
Cross-Section at Intersection

Alternative 3

Maintain Six Lanes with Mixed Bikeway Classification

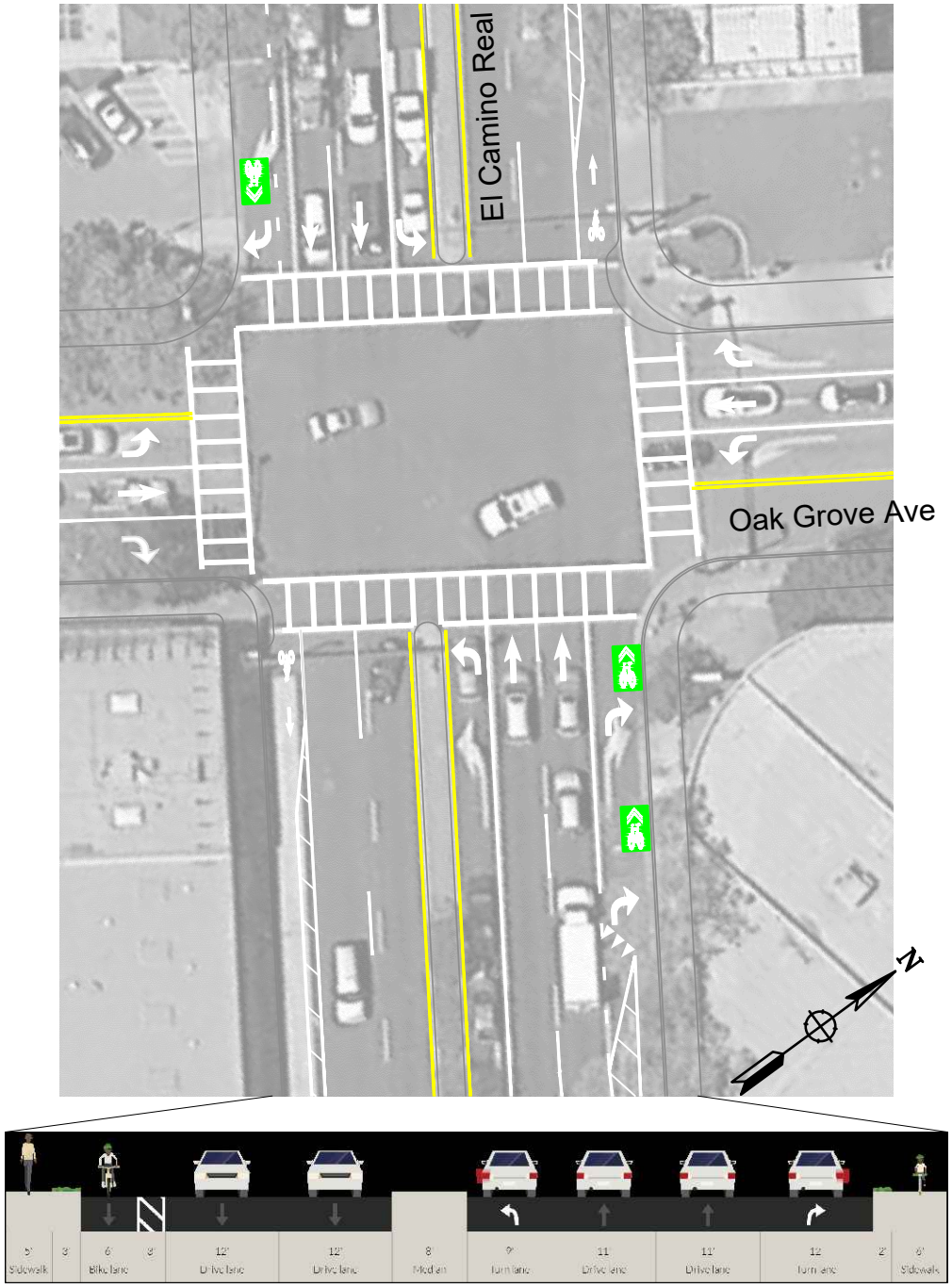


Cross-Section along Segment



Cross-Section at Intersection

Attachment 3



Recommendations #84-97: Install bicycle conflict detection pavement markings, bub-outs, curb ramps, and high visibility crosswalks.

Advantages: Improves pedestrian and bicycle crossings, improves traffic flow

Disadvantages: Requires removal of on-street parking and medians at several locations

Table VII: 2017 CMP Roadway Segment Level of Service (LOS)

2017 CMP Roadway Segment Levels of Service

Route	Roadway Segment	LOS Standard	2017 LOS				2015 LOS[2]	2013 LOS[2]	2011 LOS[2]	2009 LOS[2]	2007 LOS[2]	2005 LOS[2]
			AM Without Exemption	PM Without Exemption	AM With Exemption	PM With Exemption						
1	San Francisco County Line to Linda Mar Blvd.	E	A	A	A	A	A	F[3]/F[4]	F[3]/B[4]	F[3]/F[4]	F[3]/F[4]	F[3]/F[4]
1	Linda Mar Blvd. to Frenchmans Creek Road	E	D	D	D	D	D	D	D	D	D	D
1	Frenchmans Creek Road to Miramontes Road	E	E	E	E	E	E	E	E	E	E	E
1	Miramontes Road to Santa Cruz County Line	D	B	C	B	C	C	B	B	B	B	C
35	San Francisco county Line to Sneath Lane	E	D	C	D	C	D	B	A	C	C	C
35	Sneath Lane to I-280	F	F	F	F	F	F	F	F	E	F	F
35	I-280 to SR 92	B	C	C	C	B	C[3]/A[4]	C[3]/B[4]	C[3]/B[4]	B	B	C/C
35	SR 92 to SR 84	B	B	B	B	B	B	B	B	B	B	B
35	SR 84 to Santa Clara County Line	E	B	B	B	B	B	B	B	B	B	B
82	San Francisco County Line to John Daly Blvd	E	A	A	A	A	A	A	A	A	A	A
82	John Daly Boulevard to Hickey Boulevard	E	A	A	A	A	A	A	A	A	A	A
82	Hickey Boulevard to I-380	E	A	A	A	A	A	A	A	A	C	A
82	I-380 to Trousdale Drive	E	A	A	A	A	A	A	A	A	B	A
82	Trousdale Drive to 3rd Avenue	E	A	A	A	A	A	A	B	A	A	A
82	3rd Avenue to SR 92	E	A	A	A	A	A	A	A	A	A	A
82	SR 92 to Hillside Avenue	E	A	A	A	A	A	A	A	B	B	B
82	Hillside Avenue to 42nd Avenue	E	A	C	A	C	C	B	B	B	B	B
82	42nd Avenue to Holly Street	E	A	B	A	B	B	A	A	B	B	A
82	Holly Street to Whipple Avenue	E	A	A	A	A	B	B	C	C	D	D
82	Whipple Avenue to SR 84	E	A	A	A	A	A	A	B	C	C	C
82	SR 84 to Glenwood Avenue	E	A	B	A	A	B	A	B	B	B	B
82	Glenwood Avenue to Santa Cruz Avenue	E	B	C	B	C	C	C	B	B	C	D
82	Santa Cruz Avenue to Santa Clara County Line	E	B	B	B	B	B	B	A	B	B	C
84	SR 1 to Portola Road	C	C	D	C	B	D[3]/B[4]	C	C	C	C	C
84	Portola Road to I-280	E	C	C	C	C	C	B	B	B	B	B
84	I-280 to Alameda de las Pulgas	C	D	D	D	D	D[3]/D[4]	D[3]/D[4]	D[3]/C[4]	C	D/A	C
84	Alameda de las Pulgas to U.S. 101	E	D	D	D	D	D	D	E	E	E	E
84	U.S. 101 to Willow Road	D	D	C	D	C	C	C	B	E/E	C	B
84	Willow Road to University Avenue	E	F	F	A	B	F[3]/B[4]	F[3]/B[4]	F[3]/C[4]	F/E	F/F	F/F
84	University Avenue to Alameda County Line	F	F	F	F	F	F	F	F	F	F	F
92	SR 1 to I-280	E	E	E	E	E	E	E	E	E	E	E
92	I-280 to U.S. 101	D	F	F	E	E	F[3]/E[4]	F[3]/E[4]	F[3]/F[4]	E[3]/D[4]	F[3]/D[4]	F[3]/E[4]
92	U.S. 101 to Alameda County Line	E	F	F	B	C	F[3]/F[4]	E	F[3]/A[4]	A/B[3]	A/B[3]	A/B[3]

Notes:

[2] The first value represents LOS without exemptions, and the second value represents LOS with exemptions.

[3] Based on average speed from travel time surveys.

[4] Exemptions applied to volume-to-capacity ratios estimated from average speeds.

"-" = not applicable. LOS standard is not violated. Therefore, exemptions were not applied.

LOS Standard violations (after application of exemptions) are highlighted in red

LOS based on 1994 Highway Capacity Manual Methodology.

Notes: Delay = Average control delay in seconds per vehicle, LOS = Level of Service.

Table 3 – CMP Roadway Segment Monitoring Results (Lowest LOS)

2019 CMP Roadway Segment Levels of Service

Route	Roadway Segment	LOS Standard	2019 LOS				2019 LOS[2]	2017 LOS[2]	2015 LOS[2]	2013 LOS[2]	2011 LOS[2]	2009 LOS[2]	2007 LOS[2]	2005 LOS[2]
			AM Without Exemption	PM Without Exemption	AM With Exemption	PM With Exemption								
1	San Francisco County Line to Linda Mar Blvd.	E	C	A	C	A	C	A	A	F[3]/ F[4]	F[3]/ B[4]	F[3]/ F[4]	F[3]/ F[4]	F[3]/ F[4]
1	Linda Mar Blvd. to Frenchmans Creek Road	E	D	D	D	D	D	D	D	D	D	D	D	D
1	Frenchmans Creek Road to Miramontes Road	E	E	E	E	E	E	E	E	E	E	E	E	E
1	Miramontes Road to Santa Cruz County Line	D	C	C	C	C	C	C	C	B	B	B	B	C
35	San Francisco county Line to Sneath Lane	E	D	B	D	B	D	C	D	B	A	C	C	C
35	Sneath Lane to I-280	F	F	F	A	F	F	F	F	F	F	E	F	F
35	I-280 to SR 92	B	C	D	A	C	C	B	C[3]/ A[4]	C[3]/ B[4]	C[3]/ B[4]	B	B	C/C
35	SR 92 to SR 84	B	B	B	B	B	B	B	B	B	B	B	B	B
35	SR 84 to Santa Clara County Line	E	B	B	B	B	B	B	B	B	B	B	B	B
82	San Francisco County Line to John Daly Blvd	E	A	A	A	A	A	A	A	A	A	A	A	A
82	John Daly Boulevard to Hickey Boulevard	E	A	A	A	A	A	A	A	A	A	A	A	A
82	Hickey Boulevard to I-380	E	A	A	A	A	A	A	A	A	A	A	C	A
82	I-380 to Trousdale Drive	E	A	A	A	A	A	A	A	A	A	A	B	A
82	Trousdale Drive to 3rd Avenue	E	A	A	A	A	A	A	A	A	B	A	A	A
82	3rd Avenue to SR 92	E	A	A	A	A	A	A	A	A	A	A	A	A
82	SR 92 to Hillside Avenue	E	A	A	A	A	A	A	A	A	A	B	B	B
82	Hillside Avenue to 42nd Avenue	E	A	B	A	B	B	C	C	B	B	B	B	B
82	42nd Avenue to Holly Street	E	A	A	A	A	A	B	B	A	A	B	B	A
82	Holly Street to Whipple Avenue	E	A	A	A	A	A	A	B	B	C	C	D	D
82	Whipple Avenue to SR 84	E	A	A	A	A	A	A	A	A	B	C	C	C
82	SR 84 to Glenwood Avenue	E	B	A	A	A	A	A	B	A	B	B	B	B
82	Glenwood Avenue to Santa Cruz Avenue	E	B	C	A	C	C	C	C	C	B	B	C	D
82	Santa Cruz Avenue to Santa Clara County Line	E	D	D	B	D	D	B	B	B	A	B	B	C
84	SR 1 to Portola Road	C	C	D	C	D	D	B	D[3]/ B[4]	C	C	C	C	C
84	Portola Road to I-280	E	B	B	B	B	B	C	C	B	B	B	B	B
84	I-280 to Alameda de las Pulgas	C	E	E	E	E	E	D	D[3]/ D[4]	D[3]/ D[4]	D[3]/ C[4]	C	D/A	C
84	Alameda de las Pulgas to U.S. 101	E	D	E	D	E	E	D	D	D	E	E	E	E
84	U.S. 101 to Willow Road	D	C	B	C	B	B	B	C	C	B	E/E	C	B
84	Willow Road to University Avenue	E	F	E	A	E	E	B	F[3]/ B[4]	F[3]/ B[4]	F[3]/ C[4]	F/E	F/F	F/F
84	University Avenue to Alameda County Line	F	F	F	F	F	F	F	F	F	F	F	F	F
92	SR 1 to I-280	E	F	F	E	E	E	E	E	E	E	E	E	E
92	I-280 to U.S. 101	D	F	F	E	D	E	E	F[3]/ E[4]	F[3]/ E[4]	F[3]/ F[4]	E[3]/D[4]	F[3]/D[4]	F[3]/ E[4]
92	U.S. 101 to Alameda County Line	E	F	F	A	F	F	C	F[3]/ F[4]	E	F[3]/ A[4]	A/B[3]	A/B[3]	A/B[3]

Notes:

[2] The first value represents LOS without exemptions, and the second value represents LOS with exemptions.

[3] Based on average speed from travel time surveys.

[4] Exemptions applied to volume-to-capacity ratios estimated from average speeds.

"-" = not applicable. LOS standard is not violated. Therefore, exemptions were not applied.

LOS Standard violations (after application of exemptions) are highlighted in red

LOS based on 1994 Highway Capacity Manual Methodology.

Caltrans

C/CAG
CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

CALIFORNIA DEPARTMENT OF TRANSPORTATION (DEPARTMENT) AND CITY/ COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) JOINT PRINCIPLES FOR IMPROVEMENTS ON EL CAMINO REAL

El Camino Real (ECR) in San Mateo County is a major thoroughfare that connects several downtowns/ communities in the County. El Camino Real Corridor provides an opportunity for improved community aesthetics, transit connections, mixed-use developments, and housing at various levels of densities. It is critical that the County and the cities along the El Camino Real Corridor preserve the transportation role of this important transportation corridor while they define its unique character within their community. The practices of context sensitivity as discussed in Caltrans policy and guidelines will be used in the application of design standards and project features along the Corridor. Any changes (land-use or transportation) that impacts El Camino Real should actively involve C/CAG and Caltrans through Context Sensitive Solutions as early in the process as possible.

Transportation

Mobility - Seek to optimize mobility on El Camino Real as a thoroughfare connecting communities from County line to County line. This includes mobility for multiple modes of transportation such as public transit, private and commercial vehicles, bicycles and pedestrians.

Through Capacity - Preserve the through capacity on El Camino Real to:

a- Allow for future traffic increase due to population growth and increased housing densities.
b- Allow for potential enhancements for Express Bus or Bus Rapid Transit including the capability of a possible dedicated bus lane. No land use or transportation project should reduce or eliminate a segment of El Camino Real from the potential for a dedicated bus lane.
c- Facilitate Incident Management.

This means as a minimum:
a- No elimination of through lanes.
b- Must retain the current through lane footprint for transportation purposes only.
c- Other actions that reduce capacity on El Camino Real must be evaluated under the C/CAG adopted traffic impact policies for the Congestion Management network. Changes found to have significant unmitigated traffic impacts under that policy will not be permitted.

This will enable the incremental development of El Camino Real to be consistent with and to not preclude the potential development of a long-term vision that may include housing and enhanced transit service in the El Camino Real Corridor.

JOINT PRINCIPALS ON EL CAMINO REAL (Continued)

Turning Capacity - Flexible. This will be primarily determined by operating characteristics and safety considerations on a location specific basis. Caltrans will work cooperatively with local cities and County. Changes must be evaluated using the C/CAG adopted traffic impact policies for the Congestion Management network. Changes found to have significant unmitigated traffic impacts under that policy will not be permitted.

Conversion of an existing third through lane to a left turning lane on a temporary or short term basis may be considered, provided that it is absolutely not possible to accommodate a turning lane through the use of other alternatives. The alternatives that must be used first to create the turning lane include the usage of available median space, reduction of lane widths, removal of parking, project mitigation (dedication of land), purchase of land, usage of other amenities, etc. Any proposed turning lane must retain the geometry and footprint of the through lane. A minimum of two through lanes in each direction of travel on El Camino Real must be preserved. If a proposed development causes the turning traffic to increase thereby causing a need for a turning lane the development should address and pay for the mitigation of this turning lane including consideration of prohibiting left turns. C/CAG and Caltrans must approve the conversion of the through lane to provide a left turn lane.

The sponsor must provide the traffic analysis that is acceptable to C/CAG and Caltrans or provide the funds for the study that will be managed by C/CAG and Caltrans. The analysis must show a significant benefit to the overall traffic flow at the intersection before the conversion of the through lane will be considered. A lane conversion may be revoked by C/CAG and Caltrans in the future in the event of increased through traffic demand or the establishment of a dedicated Bus Lane.

Transit - Fully consider development of Express Bus or Bus Rapid Transit including the possibility of a dedicated bus lane to increase the person throughput. Encourage transit ridership through easy and attractive pedestrian connection between the downtown centers and Caltrain/ BART stations through design, aesthetics, and special crosswalk treatments.

Land Use

El Camino Real is an opportunity for housing and mixed-use (with housing) developments especially in areas where there is easy access to transit (bus and rail). The needs of existing businesses and other uses along the Corridor must be fully considered as planning and development decisions take place. While there are many opportunities for redevelopment, it is recognized that ECR may still provide an appropriate location for many of the older, established, less attractive, though necessary uses.

Caltrans Flexibility

Caltrans will provide reasonable flexibility in the design standards as long as the basic transportation principles in this policy and safety are maintained. The practices of context sensitivity as discussed in Department policy and guidelines will be used in the application of design standards and project features along the Corridor. This includes consideration of safety, operational efficiencies and surrounding environment as well as community's vision and interests. Early consultation concerning the application

JOINT PRINCIPALS ON EL CAMINO REAL (Continued)

of Context Sensitive Solutions and regular public involvement will be the backbone of developing solutions that fit within the context of the environment.

Congestion Management Plan

These principles will be incorporated into the San Mateo County Congestion Management Program and as such will be a conformity issue.

Richard S. Napier
C/CAG Executive Director

5/26/06
Date

Bijan Sartipi
Caltrans Director District IV

5/26/06.
Date

RESOLUTION NO. 08-40

A RESOLUTION OF THE CITY COUNCIL OF THE TOWN OF ATHERTON ENDORSING THE GUIDING PRINCIPLES OF THE GRAND BOULEVARD INITIATIVE

The City Council of the Town of Atherton hereby resolves as follows:

The City Council of the Town of Atherton endorses the Guiding Principals of the Grand Boulevard Initiative where consistent with the Town's General Plan and Zoning Code as follows:

1. Support housing and job growth in areas along the corridor consistent with the Town's General Plan and Zoning Code.
2. Support mixed-use development and high-quality urban design and construction when consistent with the communities' General Plan and Zoning Code.
3. Support a pedestrian-oriented environment and improved streetscapes, ensuring access to and between public areas and private developments.
4. Support a balanced multimodal corridor appropriate to Atherton that improves mobility of people and vehicles along the corridor.
5. Support the management of parking assets where appropriate.
6. Encourage vibrant public spaces and gathering places.
7. Preserve and accentuate the unique and desirable community character of Atherton and the existing quality of life in adjacent neighborhoods.
8. Encourage the improvement of safety and public health.
9. When possible, strengthen pedestrian and bicycle connections with the corridor.
10. Encourage environmentally sustainable and economically viable development patterns.

This Resolution shall be effective immediately upon adoption.

I hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the City Council of the Town of Atherton at a regular meeting thereof held on the 15th day of October, 2008, by the following vote.

AYES: 5 Council Members: Dobbie, J.Carlson, Marsala, Janz, McKeithen
NOES: 0 Council Members: None
ABSENT: 0 Council Members: None
ABSTAIN: 0 Council Members: None

James R. Janz, MAYOR
Town of Atherton

ATTEST:

Kathi Hamilton

Kathi Hamilton, Acting City Clerk

APPROVED AS TO FORM:

Marc Hynes, City Attorney