

Town of Atherton Bicycle and Pedestrian Master Plan

Table 7: Priority Projects/Programs with Planning Level Cost Estimates

| Town of Atherton Bicycle and Pedestrian Master Plan - Master Projects List | | | | | | | | | | Prioritization Table | | | | | | | |
|--|--------------------------------|------------------------------------|--------------------|---|-------------------------|---------------------|--|--|--------------------------------------|----------------------|-------------|------|-------------|-------------------|------------------|-------------|-------|
| Street or Intersection | Start | End | Proposed Facility | Length | Planning Level Estimate | Project Description | Agency Coordination Required | Agencies/Adjacent Community | Safety | Usage | Gap Closure | Cost | Feasibility | Multiple Benefits | Competitive mng. | Total Score | |
| El Camino Real Improvements (Grand Boulevard Greenway) | | | | | | | | | | 3= Best | | | 2 = Middle | | | 1 = Least | |
| GBG - 1 | El Camino Real | Selby Lane | Fifth Ave | Class I | .23 miles | \$1,450,000 | Includes Class I trail Selby Lane to southbound bus stop; hybrid pedestrian signal; median, bus stop and crosswalk enhancements | Yes | Caltrans / North Fair Oaks | 3 | 3 | 3 | 2 | 3 | 3 | 3 | 20 |
| GBG - 2 | El Camino Real | Atherton Ave | Encinal Ave | Class I | .62 miles | \$2,250,000 | Includes Class I trail improvements to Atherton/Fair Oaks intersection; hybrid pedestrian signal, median, bus stop and crosswalk enhancements at Watkins Ave/Isabella Ave. Potential for phasing with lower initial costs | Yes | Caltrans/Menlo Park | 3 | 3 | 3 | 3/1 | 2 | 3 | 2 | 19/17 |
| Class I Trails / Pathways (Bay to Ridge Greenway) | | | | | | | | | | | | | | | | | |
| TR - 1 | Watkins Ave | Caltrain | Middlefield Rd | Class I | .41 miles | \$435,000 | Modify existing flood channel to widen and convert existing walkway into Class I shared use trail | Potential | Resource Agency permitting | 2 | 3 | 3 | 2 | 3 | 3 | 3 | 19 |
| TR - 2 | Middlefield Road | Watkins Ave | Marsh Rd | Class I | .12 miles | \$100,000 | One side of roadway, with grading | No | | 3 | 3 | 2 | 2 | 3 | 3 | 3 | 19 |
| TR - 4 | Holbrook-Palmer Park | Watkins Ave | Fenton Gables | Class I | 250' | \$50,000 | Shared use path extension through corner of park to Felton Gables pathway, requiring extensive grading and resurfacing. Cost estimate is placeholder. | Yes | Fenton Gables (County) | 2 | 3 | 3 | 2 | 3 | 3 | 3 | 19 |
| Class II Bike Lanes | | | | | | | | | | | | | | | | | |
| BL - 1 | Middlefield Rd | San Mateo County (North Fair Oaks) | City of Menlo Park | Class II (Enhanced Bikeway) | 1.49 miles | \$1,550,000 | Widen bike lane by improving shoulder conditions; re-stripe with high-visibility green markings at conflict zones and increased signage/wayfinding. Potential for phasing and targeted lower-cost improvements | May not be required, but strongly encouraged | Menlo Park, North Fair Oaks | 3 | 3 | 2 | 3/1 | 3 | 3 | 3 | 20/18 |
| BL - 2 | Valparaiso Ave | N Lemon Ave | El Camino Real | Class II (Enhanced Bikeway) | 1.3 miles | \$0 | Green bike lane improvements to be included in upcoming Valparaiso Ave Safe Routes to School project (already funded) | Yes | Menlo Park, West Menlo Park (County) | 3 | 3 | 2 | 2 | 3 | 3 | 3 | 19 |
| BL - 3 | Glenview Ave | Laurel Ave | Middlefield Rd | Class II (new) | 2000' | \$295,000 | Widen shoulders to install min 4' wide bike lanes | No | Menlo Park | 2 | 3 | 3 | 2 | 2 | 3 | 3 | 18 |
| Class III Bicycle Boulevards / Shared Bikeways | | | | | | | | | | | | | | | | | |
| BB - 1 | Elena Ave - Atherton Ave | Austin Ave | Valparaiso Ave | Class III | 1.0 miles | \$70,000 | Bike boulevard treatments, including minor intersection/traffic calming improvements | No | Menlo Park | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 19 |
| BB - 2 | Austin Ave | Selby Ln | Atherton Ave | Class III | .75 miles | \$90,000 | Bike boulevard treatments, including medium intersection/traffic calming improvements | No | | 2 | 2 | 3 | 3 | 3 | 3 | 2 | 18 |
| Corridor Feasibility Studies | | | | | | | | | | | | | | | | | |
| STUDY - 1 | El Camino Real | Selby Lane | Valparaiso Ave | Class I/II | 1.6 miles | \$100,000 | Travel lane reduction and Class I trail feasibility study from Selby Lane to Valparaiso Ave, with recommended approach to environmental and Caltrans approval including likely segment phasing | Yes | Caltrans/Menlo Park/County | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 21 |
| STUDY - 2 | Bay to Ridge Gnwly | El Camino Real | Bay Road | Class I/II/III | 1.15 miles | \$50,000 | Trail/pathway feasibility study and preliminary design along Marsh Road from Bay Road to Middlefield Avenue, and from Middlefield Ave/Watkins to the Dinkelspiel Station Lane/Caltrain tracks | Yes | Menlo Park/County/Facebook | 3 | 2 | 3 | 3 | 3 | 3 | 3 | 20 |
| Intersection Improvements | | | | | | | | | | | | | | | | | |
| INT - 1 | Middlefield Rd & Oak Grove Ave | | | Complete Intersection | | \$250,000 | Complete Streets enhancements to improve safety and performance of all modes: signal adjustments including potential lead pedestrian interval, new curb ramps with drainage inlet modifications and ADA landing areas, bus stop improvements, roadway widening and re-striping to meet Class II bike lane standards and vehicle turn radius requirements | Yes | Menlo Park | 3 | 3 | 3 | 2 | 2 | 3 | 3 | 19 |
| INT - 3 | Middlefield Rd & Glenwood Ave | | | Crosswalk, median island, intersection corner access improvements | | \$75,000 | Pedestrian crossing and intersection daylighting/ADA improvements. North side pathway maintenance and safety markings. Consider possible center median island on the west leg of intersection and other access control measures for Linden Avenue | No | | 3 | 3 | 2 | 3 | 2 | 3 | 3 | 19 |

Table 7 (continued)

| Town of Atherton Bicycle and Pedestrian Master Plan - Priority Projects (Draft) | | | | | | | Prioritization Table | | | | | | | | | |
|---|--|-----|---------------------------|--------|-------------------------|--|------------------------------|---|-----------------------------------|-------|-------------|------|-------------|-------------------|-----------------|-------------|
| Street or Intersection | Start | End | Proposed Facility | Length | Planning Level Estimate | Project Description | Agency Coordination Required | Agencies/Adjacent Community | Safety | Usage | Gap Closure | Cost | Feasibility | Multiple Benefits | Competitiveness | Total Score |
| INT - 6 | Valparaiso Ave & Elena Ave | | Intersection Improvements | | \$5,000 | Placeholder estimate for minor intersection improvements (may be included in upcoming Valparaiso Ave Safe Routes to School project) | Yes | Menlo Park | 3 | 3 | 3 | 3 | 2 | 2 | 3 | 19 |
| Maintenance Projects | | | | | | | | | | | | | | | | |
| M - 1 | Annual Facility Maintenance | | Reserve Fund | | \$50,000 | Additional enhanced maintenance account (pending development of new facilities) | Yes | Menlo Park | Not scored / programmatic funding | | | | | | | |
| Non-Infrastructure Projects | | | | | | | | | | | | | | | | |
| NI - 1 | Encouragement & Education Annual Programming | | Multi-year budget outlay | | \$30,000 | Training, curriculum, communications, awareness campaigns, and contests that educate and encourage users to walk and bike safely, more often | Yes | Menlo Park | Not scored / programmatic funding | | | | | | | |
| NI - 2 | Annual Enforcement (Enhancements) | | Multi-year budget outlay | | \$30,000 | Enhanced school enforcement, coordinated events/campaigns | No, but Encouraged | California Highway Patrol, County, Menlo Park | | | | | | | | |
| NI - 3 | Opportunity Fund | | Multi-year budget outlay | | \$15,000 | Placeholder funds for grant applications, matching funds | Yes | Menlo Park | | | | | | | | |

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| Master Projects List Total estimated Cost | \$6,895,000 |
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|---|--------------|---|
| Notes: | | |
| Grants and Other Outside Sources (Target) | \$5,124,000 | Assumes 80% of complex, potentially competitive projects (with local match) |
| Grants and Other Outside Sources (Target) | \$600,000 | Based on proposed project adjacencies |
| Local Funds Total (All Priority Projects) | \$1,171,000 | Difference between total cost and potential outside funding |
| Local Funds Annual Total (6yr completion target) | \$195,166.67 | Annual estimate for funding priority projects and ongoing program within 6 years |
| Local Funds Annual Total (10yr completion target) | \$117,100 | Annual estimate for funding priority projects and ongoing program within 10 years |

In total, nearly \$7 million in priority project/program recommendations is identified among the identified corridors and project types. A separate list of all identified project needs, totaling over \$13 million, is provided as **Appendix E**. This ‘master list’ can help serve long-term planning needs and priorities and provide a Complete Streets reference for coordinating re-striping and repaving projects in the Capital Improvement Plan (see **Figure 27**). Of note, this list (and the associated cost summary) does not include high priority legislative actions identified in Section 3.3, which may be implemented and enforced within existing budget resources.

Within both the priority and master project lists, trail segments along the El Camino Real Grand Boulevard Greenway and Bay to Ridge Greenway account for approximately half of all project related costs. Except for a portion of El Camino Real and several other intersection improvement projects, no specific recommendations or cost estimates are provided for pedestrian walkway corridors, as these facilities are anticipated to be developed in conjunction with legislative policy changes and private property owner investments.