

TOWN OF ATHERTON, CALIFORNIA

BICYCLE & PEDESTRIAN MASTER PLAN – PHASE I PROJECT

MEETING NOTES FOR COMMUNITY OUTREACH HELD ON AUGUST 11, 2015

#	Comment(s)	Responses
1	Why designate both <u>Barry Lane</u> and Elena Avenue as bike routes? Do not designate Barry as a bike route – it has a narrow bridge.	Barry Lane provides a connection between Selby Lane and Elena Avenue, a key north-south corridor in town and is already being used by bicyclists. It has been studied and identified as a bike route in the Atherton BPMP. It has also been identified as a County regional route.
2	Add signs that indicate that bicyclists must also stop at Stop signs.	The sign proposed by the commenter does not comply with the Manual of Uniform Traffic Control Devices (MUTCD) standards.
3	The proposed Class III routes lead to El Camino Real. However, there are no bike facilities on El Camino Real.	The proposed bike routes will be beneficial as they help to facilitate biking to the transit service along El Camino Real. This project represents an incremental step towards a comprehensive bike/ped network as envisioned in the Town's Bicycle Pedestrian Master Plan. The Town plans to conduct a study in the near future to identify potential solutions to improve bicycle/pedestrian safety along the El Camino Real corridor within Town limits.
4	Recommend traffic calming and slower speed encouragement for cars on Atherton Avenue at the approaches to the S-curve. Speeding is a problem at this blind corner.	The Town is currently developing a Neighborhood Traffic Management Policy document that will help establish and develop a toolbox of potential traffic calming devices that will be approved for use within the Town and define when their use is applicable. The Town will monitor this area to see if there is a feasible solution to address concerns.

5	Atherton Ave near the S-curve: pavement markings look good. Maybe a share sign post eastbound as well as westbound.	This sign has been incorporated into the design. The sign is located at both approaches to the S curve.
6	The Austin Avenue/Robleda Drive intersection is wide. I suggest a planter or small traffic circle to slow traffic and clarify.	The proposed shared lane markings (sharrows) will help clarify the intended directions of the bike routes for bicyclists approaching the intersection.
7	I would suggest more modest sign design with way-finding rather than the generic “bike route” look: e.g. “Stanford ↑10 min (2 miles).	The sign layout is designed to accommodate a future Way-Finding project. The signs are consistent with adjacent jurisdictions’ (such as Menlo Park) way finding program. The sign width is set such that it will be the same as future way-finding signs to be placed below the proposed signs.
8	I would prefer an angled arrow rather than 90° on the directional sharrows where the departure angle of the road is other than 90°.	The recommendation will be incorporated into the project.
9	The symbol with arrows on both sides is unfamiliar to me. It may require some explanation. Is this for automobiles more than for the cyclist?	The markings with one or more angled arrows (flower sharrows) are intended to inform bicyclists that the upcoming intersecting roadway is a designated bicycle route in the direction of the arrows. The markings also act as a notice or reminder to motorists that bicyclists may be in the area.
10	Include recovery and way finding signs such as: “Train Station → 10 min (1 mile)” “← Woodside 10 min (1 mile)” At the Atherton Avenue/Selby Lane intersection (and other intersections).	This project is being designed to accommodate a future way-finding project. Way finding signage was identified as a recommendation to help identify the Countywide North/South bicycle corridor. A wayfinding project has not been adopted as part of the CIP or funded at this time.
11	Recommend reviewing the size of the bike route standard sign, If it’s that size because of Menlo Park – see whether they have installed. Then please consider a smaller bike route sign to make it fit in better with the neighborhoods.	The width is set such it will be visible by bicyclists and motorists. The signs are also sized to accommodate future way-finding signs to be placed below the proposed signs.
12	At the Atherton Avenue/Selby Lane intersection, the issue is to get Atherton Avenue traffic to <u>stop</u> for crossing peds and bicyclists. Same issues exist at Austin, Elena, Faxon crossings. Consider <u>marking</u> the intersection crosswalks.	Studies cited by the Federal Highway Administration (FHWA) indicate that marked cross-walks at uncontrolled locations, without associated measures such as refuge islands, pedestrian signals, etc.) Do not provide increased safety for pedestrians.
13	Without a painted bike lane marker, nothing about this plan makes biking safer for kids! Kids will not ride in the center and cars will still honk and speed by.	The Sharrows will help improve bicyclist safety by alerting drivers about the potential presence of bicyclists on the road.
14	Please send electronic version of presentation given at meeting – thanks...	Presentation has been sent to the requestor and will be posted on the project’s webpage.

15	Can you use the green paint on Atherton Avenue to give the look of a bike lane, even if there isn't room for an official lane? Also, you need to address El Camino!	Green paint is not proposed in this project. Continuous green paint on shared roadways (Class III routes) may give bicyclists a false sense of security and have unintended consequences. The Town plans to conduct a study in the near future to identify potential solutions to improve bicycle/pedestrian safety along the El Camino Real corridor within Town limits.
16	Maybe need a physical "share" sign on Selby Lane near Atherton Avenue.	The "PASS BIKES 3 FT MIN" signs will be added on the proposed routes near intersections with major roads.
17	You need to make the shoulders safer and paint some kind of lane line for cars to respect kids on bikes. Please use a dotted if not space for solid line!	The Dashed Bike Lane treatment is currently an experimental treatment in the US. Its effects on safety have not been fully determined. If and when this treatment becomes an MUTCD-recommended treatment, the Town will consider it for application on the bike routes.
18	Please use signage that includes alerting drivers that they must allow three feet while passing a cyclist!!!	The "PASS BIKES 3 FT MIN" signs will be added on the proposed routes near intersections with major roads.
19	Please include bicycle lanes on Polhemus Avenue.	The routes presented at the community meeting are those identified for implementation in the Town's Bicycle Pedestrian Master Plan. Polhemus Avenue is not on the list. The commenter's recommendation will be presented to the Town's Bicycle Pedestrian Advisory Committee.
20	Please include bicycle lanes on Stock bridge.	See response for comment #19 above.
21	Selby Lane – west of school: ask County to put sharrows as part of their slurry seal project.	The suggestion will be forwarded to County staff.
22	City of Seattle has its own gender-neutral bicycle logo. Consider using similar treatment.	The currently proposed markings and signs comply with the national MUTCD standards.
23	Check with Menlo Park on signage. More understated – a family of signs post material. Multiple arrows – what is the point – who talk to?	Signage design is similar to those of Menlo Park. Signs will be mounted on metal posts similar to other signs in Atherton. The markings with one or more angled arrows (flower sharrows) are intended

		to inform bicyclists that the upcoming intersecting roadway is a designated bicycle route in the direction of the arrows.
24	Watkins Ave. and/or other roads with curbs – sharrows need to be placed close to center of lane; avoid the temptation of putting sharrow next to rolled curb.	Centerlines of sharrow markings will be located at least 4 feet away from edge of pavement.
25	Can you post the presentation online?	Presentation will be posted on the project website at: www.ci.atherton.ca.us/bikeped .
27	Place sharrows and markings at intervals less than 250 ft.	Sharrow spacing of 250 feet complies with MUTCD standards and is deemed sufficient for Atherton’s low-volume streets.
28	Place bike racks at the Jennings Pavilion.	Bike Racks are already planned for the Pavilion and are scheduled to be installed this Fiscal Year.
29	Add another bike/ped access to the park off of Sussex Place.	In approximately the late 1980's access to the park from Sussex Place was closed due to the parking issues it was creating on Sussex Place. Sussex Place is no longer owned by Menlo Park and is a privately owned street, separated by two or more parcels. Access to the park off of Sussex Place would require the approval of all the property owners.
30	EB bike detector at ECR/Atherton/Fair Oaks intersection to cross ECR is not working.	The loops were seen operating properly during maintenance in July.
31	Narrow ECR from 6 lanes to 4 lanes as it was identified in the MP and by Council as a priority.	Performing an operations study to help determine the feasibility of reducing El Camino Real from 6 lanes to 4 lanes has been placed on hold, while the Town focuses on other methods to improve bicycle and pedestrian safety on the corridor, such as installation of Pedestrian Hybrid Beacons. The Town plans to conduct a study in the near future to identify potential solutions to improve bicycle/pedestrian safety along the El Camino Real corridor within Town limits.
32	Atherton Avenue bike turnout lanes are not safe as they require bikes to merge left into through traffic at the end of the marked turnouts.	The sharrow markings on the shared portions of the road will line up with the turnout locations, so no leftward movement is required by bicyclists.

33	Install a Class II bike lane in one direction along Atherton Ave, rather than the turnout concept.	If a bike lane is provided on one side of the street, the travel lane on the opposite direction will not have sufficient space for vehicles to safely pass bicyclists. Due to the volume of traffic on Atherton, a continuous shared lane application with no provisions for passing is not recommended.
34	We cannot attend the meeting regarding the phase 1 bicycle and pedestrian master plan: however both my husband and I think it looks wonderful and that the route makes a lot of sense. We are strongly in favor.	Comment has been acknowledged.
35	Atherton Ave needs to have bike lanes similar to those on Valparaiso	Atherton Ave cannot currently accommodate a Class II like Valparasio. The Road is not wide enough and our consultant is currently studying the feasibility of widening.
36	Atherton Streets need to have Bike lanes especially Watkins Ave	Our consultant is currently studying the feasibility of widening many streets and paths. From the BPMP Watkins Ave is designated as a Class III and a Class I. The width is very constrained and a Class II may not be feasible.
37	I am unable to attend the meeting but I wanted to pass along my support of the proposed master plan. I would like to put in a little extra push for pedestrians. I am an Atherton walker and I am most often in the line of traffic or on shaky ground. I do share bike paths when available but even then it often requires that I step out of the path to let a rider pass.	Comment has been acknowledged.
38	I wish I could attend the meeting on 8/11 but cannot due to another commitment. Please know that I am basically in support of what the town is trying to accomplish for the safety of all bikers. Having lived along the Atherton Ave corridor for many years I have seen a huge increase in all types of vehicular traffic since it is a main thoroughfare from Alameda to Middlefield. I am particularly concerned about having bikers riding in the middle of the road and the consequent hold up of car traffic on Atherton Ave. This will only compound the increasing traffic issues on the street, particularly for those entering Atherton Ave from side streets. Isn't there some way you can do dedicated bike lane along the edge of the road instead of sanctioning bike traffic in the middle of the road? I understand the need at the big curve but not along the straight always. And, the intersection at	Comment has been acknowledged. Atherton Avenue is not currently wide enough to accommodate a Class II lane similar to Valparaiso Ave. The turnouts have been designed and spaced at a frequency to allow motorists to pass bicyclists without creating undue delay.

	<p>ECR and Atherton Ave could become a worse nightmare than it already has become. I believe the bike lane along Valparaiso are successful, aren't they? Thank you for handling this issue.</p>	
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