



## **Item No. 3 Town of Atherton**

### **COMMITTEE STAFF REPORT – REGULAR AGENDA**

**TO: TRANSPORTATION, BICYCLE AND PEDESTRIAN SAFETY  
COMMITTEE MEMBERS**

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

**DATE: DECEMBER 10, 2024**

**SUBJECT: SELBY LANE BICYCLE LANES PROJECT AND RESIDENT  
SPEEDING SPEED HUMP AND STOP SIGN REQUESTS**

#### **RECOMMENDATION:**

1. Continue discussion on the Selby Lane Bicycle Lanes Project, El Camino Real to Selby Lane, including project design elements, provide feedback and make recommendations regarding the project, design elements, or other related items;
2. Receive input from residents regarding speeding and other concerns along Selby Lane; and
3. Approve the installation of additional temporary speed humps on Selby Lane between Selby Lane and El Camino Real.

The Committee may also discuss additional traffic calming and control measures, including a requested STOP sign.

#### **BACKGROUND**

##### **Bike Lanes Project**

The Selby Lane Bicycle Lane Improvements project, from El Camino Real to Selby Lane, was approved in the FY 22-23 Capital Improvement Program. The design of bicycle infrastructure on Selby Lane was to also include green infrastructure improvements that would meet stormwater treatment requirements.

On September 26, 2023, the Committee received an update on the development of conceptual designs and provided input to staff.

The Conceptual Design was shared with the community at a public outreach meeting held on May 21, 2024 at Adelante-Selby School. Attendees received a presentation providing an overview of the project and the conceptual design, including green Infrastructure features. Area residents expressed their concerns about the project including the widening of the pavement, increased

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traffic/speeding, design and incorporation of green infrastructure features along with impacts to their frontages. They expressed a greater interest in potential pedestrian improvements over the installation of bicycle lanes on Selby Lane. In addition to the public outreach meeting, consultant staff met with several residents to review the proposed green infrastructure improvements in front of their properties. With the exception of one owner, who requested a modification to accommodate waste/recycle bin placement, and Adelante-Selby School, the contacted property owners were not generally supportive of the green infrastructure improvements. Concerns ranged from aesthetic to safety (depression along the roadway), to parking impacts.

Staff also attended a neighborhood meeting with the Selby/Stockbridge Neighborhood Group, on June 27, 2024, hosted by one of the Selby Lane property Owners, to overview the project and hear concerns. Again, the property owners expressed their displeasure with the project.

Following these meetings, staff and the consultant team reviewed various options, including the idea of implementing a pedestrian pathway in lieu of bicycle lane improvements, as well as alternate stormwater treatment measures that would mitigate some of the concerns raised by the residents.

It was determined that the implementation of pedestrian-only facilities would likely have a greater impact to frontages than the proposed bike lanes. For safety, the pedestrian walkway would need to be separated from vehicular traffic either horizontally, with a buffer of some sort, or with a curb. Parking would be impacted if a curb or other vertical barrier were installed or if the buffer is not wide enough to accommodate parking, which would pull the walkway back closer to the property lines, further impacting improvements. Walkway improvements could also trigger stormwater treatment requirements, depending on alignment and design.

The consultant team also developed an alternative storm water treatment concept that would utilize infiltration trenches in lieu of the bio-treatment basins in certain locations. The infiltration trench would be approximately three to four feet deep and surfaced with a pervious gravel material. This option would allow for a shoulder area to be flush with the existing improvements and the color of gravel could be selected to match that of the surrounding area. This option would eliminate the depression associated with the bi-treatment area and could potentially accommodate parking. It would however require approximately twice the surface area to meet the treatment requirements.

The updated plan was presented to the Committee for feedback and recommendations on the overall project, various project elements, and related items at the September 26, 2024, Committee meeting. The Committee continued the discussion of this item.

As the Committee knows, traffic control devices (stop signs, bicycle lanes, buffer striping, median islands, narrower traveled way, speed humps, etc.) are designed to work together to manage the speed and flow of traffic. There is an existing Class II bicycle lane along Selby Lane from El Camino Real to Oakwood. At the entry from El Camino Real, the travel lane narrows due to the Class II bike lanes. The narrower travel lane and Class II bicycle lanes slow the speed of traffic as cars enter onto Selby from El Camino. At Oakwood, the Class II bicycle lane ends and the road opens back up with a wider travel lane. Drivers will pick up speed at this point until they encounter the stop sign at Austin. After the Austin stop sign, drivers will continue until they encounter the new speed hump @/near Serrano (noted below). Following the speed hump, drivers will travel a

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short distance and then will encounter a signed and striped mid-block crosswalk at the beginning of the school site. After this crosswalk, they will travel another short distance to a second signed and striped mid-block crosswalk at the end of the school. After another short distance, they will encounter the Stop Sign at Selby Lane (N/S).

The Conceptual Design continues the wider paved roadway, narrow travel way and Class II bicycle lane from Oakwood to Selby Lane (N/S).

### Speed Humps

Pursuant to the Neighborhood Traffic Management Action Plan (Plan) approved by the City Council, Staff initiated the implementation of various traffic calming measures along Selby Lane between Selby Lane and El Camino Real including, enhancement of the crosswalks in front of Adelante-Selby School, increasing the size of speed limit signs, and installation of speed feedback signs. Pursuant to the Plan, staff initiated outreach to area residents regarding the installation of speed humps on Selby Lane between Austin Avenue and Serrano Avenue. Though some residents were generally supportive of speed humps, most did not want them located in front of their properties. Some Selby Lane residents also requested additional humps between Austin Avenue and El Camino Real. Staff met with a group of residents on October 30, 2024, to discuss potential locations for the approved humps to achieve some consensus. Though one property owner was opposed to the humps, the remaining residents were supportive of humps in front of 1601 Selby Lane. Notices have been sent to fronting property owners and installation is being scheduled by Public Works Maintenance staff. Staff is supportive of installation of additional temporary speed humps on Selby Lane pursuant to resident request. Feedback and direction/approval regarding additional speed humps on Selby Lane is requested from the Committee.

### Other Requests

Residents also requested consideration of a stop sign on Selby Lane at Serrano Avenue. Staff is requesting the Committee discuss the requested stop sign and other requests, and provide feedback. Should the Committee decide in favor of the stop sign, staff would need to coordinate a warrant analysis for the proposed stop sign location and seek Council approval for installation.

### ATTACHMENT:

1. Conceptual bicycle lane design and draft stormwater management plan
2. Speed Hump Location Map