El Camino Real Vision 2030



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El Camino Real Vision 2030

Vision:

El Camino Real thrives as a vibrant, inclusive corridor that fosters a dynamic community where people can seamlessly live, work, shop, play and connect, prioritizing efficient transit and active transportation to enhance the overall well-being and quality of life for all.

Goal:

El Camino Real corridor from San Francisco border to San Jose has consistent, continuous green complete streets infrastructure that prioritizes transit, people walking and biking, consisting of sidewalks, protected bike lanes and protected intersections that are safe, inclusive, equitable, enjoyable and comfortable for users of all ages and abilities, designed and constructed by 2030.

Values/Guiding Principles:

- **Vision Zero:** Zero traffic deaths and severe injuries on the corridor
- **Multi-use corridor:**
    - Street that prioritizes movement of people over movement and storage of cars, which would reduce vehicle miles traveled
    - Design that enables equitable distribution of the right of way for public transportation, bicyclists, pedestrians, and motor vehicles
    - Prioritize transit through mechanisms such as bus boarding islands, bus only lanes, bus priority signals, improved bus-stop infrastructure with shade and seating area, frequent transit availability not just at peak commute times but all day/evening/week, realtime signage at key locations and consider bus rapid transit as appropriate.
    - Land Use, housing and density that can help support transit, active transportation such that people have places/destinations to go to and helps reduce single occupancy vehicles
- **Transportation Equity and Inclusivity:**
    - Focus on the needs of the diverse and historically underserved communities, whether defined by age, income, geography, class, gender, or race
    - Infrastructure designed for all ages and abilities, keeping in mind that 60% of the population is interested in biking more, but have safety concerns.
    - Prevent displacement of existing residents, especially those living in motorhomes, and businesses along the corridor.
- **Infrastructure design characteristics:**
    - **Consistent** design from Daly City to San Jose through necessary collaboration and coordination with all jurisdictions along the corridor
    - Corridor that is **well-connected** with other bike routes and has signage to direct people to and from destinations

    - Infrastructure that is **inviting**, enjoyable, comfortable, has green canopies, shaded areas, is well-lit, non-gutter bike lanes, has smooth surfaces, is ADA compliant and is free of debris/obstacles
    - Protected intersections with acute angles for right turns, increased visibility of people walking and biking, high visibility crosswalks, refuge islands and turn boxes. Narrower lanes to prevent speeding. No right-on red.
    - Prioritizes movement of people walking and biking through pedestrian and cyclist priority signals. Lead pedestrian intervals at all intersections and has bicycle-adaptive timing and pedestrian sensing to provide ample time for crossing at intersections
    - Includes **amenities** such as safe and ample bike parking, water fountains, public toilets, pedestrian lighting, and seating
    - Design that promotes safety such as separated bike lanes with a physical barrier between bike lane and vehicle lane.
- **Maximize Health and Environmental Benefits And Minimize Impacts**
    - Focus on transportation modes that reduce carbon and air pollution including local and renewable energy generation
    - Opportunities for green infrastructure such as landscaping, bioswales, stormwater drainage, planters and trees along the corridor
    - Mitigate harm to natural environment
    - Promotes use of active transportation
    - Reduce the incidence of serious injuries and premature deaths that result from vehicular crashes.
    - Reduce rates of obesity and diabetes through infrastructure that promotes active transportation and increased physical activity.
- **Inclusive Outreach and Empathetic Process**
    - Collaborate and coordinate with city staff on existing and planned projects.
    - Broad and meaningful community engagement with project outcomes that reflect input.
    - Transparency in planning and community engagement
    - Broad education and outreach to achieve consensus from community members, leaders and partners

Campaign Objectives

Suggestions to trickle your brain: Do we need to build a coalition? If yes with how many partners? Do we want to run an education and awareness campaign? Objective around champion elected officials per corridor city? Objectives around number of signatures on a petition?

1. **Understand who and what are the oppositions and prepare relevant talking points/materials to present counter arguments**

As an outcome create FAQs, blogs and consolidate necessary information to handout

a. Loss of parking
b. Displaces folks living in vehicles
c. Businesses will lose customers
d. Parallel routes are better
e. It's so dangerous, why would you want to bike there! Adding bike lanes will induce more people to bike on El Camino before it is safe enough, leading to an increased number of collisions.
f. There are so few bicyclists in this city, there are more people who drive, so the road should be used for cars. Bikes and bike lanes will slow down traffic
g. It would be better to use the space for a bus-only lane, than for a bike lane.
h. Research shows that separated bike lanes coupled with a large number of curb-cuts is actually dangerous for people biking.
i. Not a lot of people are biking on ECR. There are bicycle crashes on ECR primarily at intersections because people need to cross it. So focus should only be on intersection improvements instead of bike lanes along the corridor.

[Jordan] While we should certainly refute these points, and talk about how ECR used to be a friendlier environment to live and play, and talk about how we can make it that way again. It might be even more powerful to frame this in a larger narrative. Don't make people think we're specifically trying to change ECR better for some random reason. Tie this into other narratives going on at the same time:

- Revitalizing downtown areas like in City of Santa Clara and City of San Jose
- Driving mode shift all over the region
- Revitalizing other dangerous roads by making people safer when walking/biking on them, which makes people spend more time at those places.
- Freeway fighting.
- Viva Calle
- Bicycle Sundays
- Safe Routes to Schools / Bicycle Buses
- Reducing VMT

2. **Create a coalition of at least 20 diverse partners representing different groups, geographies and missions to present a stronger front**

Note: ensuring not to reach out to certain groups too early - be strategic

List of groups: Sierra Club, Greenbelt Alliance, SPUR, HLC, YIMBY, Peninsula for Everyone, Citizens Climate Lobby, Livable Sunnyvale, Sunnyvale Dem Club, Palo Alto Forward, Menlo Spark, Friends of Caltrain, Seamless Bay Area,

Menlo Together, Mountain View Coalition for Sustainable Planning (MVCSP), GreenSpacesMV, 350 SV, GreenTown Los Altos, Safe Streets commissions in various cities

a. Sign-on letters
    i. Partner organizations
    ii. Schools
    iii. Businesses
b. Present at relevant partner meetings like chambers of commerce
c. Quarterly coalition meetings

3. **Working with elected officials and city staff**
    a. **People Interested:**
        i. Bruce can help with the following for MV specifically including staff,
        ii. NickB for working with Sunnyvale CC/Staff.
        iii. Katherine can help with outreach to Menlo Park (and Palo Alto if needed).
        iv. Amie
    b. Populate power-mapping sheet to track relationships, where elected stand and any other notes
    c. Identify at least one champion on each city council across the 19 cities
    d. Identify city staff champions across the 19 cities
    e. Partner with Legislators and Board of Supervisors (see power mapping sheet)
    f. Presenting at various relevant city council meetings, other committees for cities
    g. Briefings of council members
    h. Questions for candidates
    i. Notes from our initial breakout meeting on 1/4/24:
        i. Need for reps for as many cities in SVBC jurisdiction as possible; we don't have that yet.
        ii. We are dependent on talking points input from Outreach and Engagement
        iii. Particular PA issues related to vehicle resident parking (large vehicles in particular) prevalent adjacent to Stanford property. Discussion with Stanford underway re safe parking on Encina, but, apparently, the University is concerned that it could become permanent, which they don't want.

4. **Outreach and engagement:** Do continuous outreach and engagement through multiple channels to educate people on importance of this project and to keep the masses up to date on various moving pieces
    a. Prepare a standard roadshow presentation, flyers and outgoing material that can be used to present our efforts at various meetings in bite sized and easily digestible by a layman. Katherine can help with this.
    b. **Webpage** - create a webpage that provides latest news and updates about what's going on on ECR in different cities. Katie Causey
    c. **Ask partner orgs** to spread the message, probably quarterly so it helps reaches workers, students, pedestrians and folks using transit that are not already in SVBC networks
    d. **Tabling and flyering** at ECR bus-stops, Caltrains stations
    e. **Monthly newsletter** -

   f. **Social Media**
   g. Run a petition and get 5000 signatures by end of 2024
   h. Plan at least 2 ECR bike rides - one in San Mateo County and one in Santa Clara County with the objective of getting media, local/regional partners and community members
   i. Illustrate momentum through upcoming projects happening across the two Counties - maybe an ECR roadshow? A transit-month activity? Pop-ups!
      i. Viva Calle ECR ?

5. **Regional/State partners** - Identify and work with regional and state partners to help build the necessary pressure on Caltrans. Make presentations at relevant meetings to keep them updated on our efforts and get feedback
   a. **People Interested**: April, Nick B
   b. Caltrans - D4 Bike Plan (completed by spring 2024), Bicycle Advisory Committee + Pedestrian Advisory Committee
   c. **Metropolitan Transportation Commission Active Transportation Working Group**
   d. **Grand Boulevard Initiative** - Check in with GBI (Grand Boulevard Initiative) Working Group - I'm on it, but they paused it for a year. (AW)
   e. San Mateo County Transportation Authority
   f. C/CAG - BPAC and CAC

6. Design infrastructure objectives
   a. Stay updated on ongoing and upcoming ECR efforts along the corridor to help focus efforts accordingly
   b. Ensure that bikeway plans satisfy all **NACTO** requirements ("Designing for All Ages & Abilities"; "Don't Give Up at the Intersection"; "Designing Streets for Kids"; "Urban Bikeway Design Guide"; "Transit Street Design Guide"), and ideally satisfy their best practices as well. https://nacto.org/publications/
      i. ECR is Caltrans and will be subject to DIB-94. This is getting closer to NACTO. Also, this will fall under Caltrans D4 Bike Plan. Should look at getting this addressed there. If you can let me know in advance I can push on that more. It's already on my list. I'm on the Caltrans D4 Bike Plan TAC. (AW)
      ii. If Caltrans D4 design guide is nearly as good (or equivalent, or better) compared to NACTO, that sounds fine to me. [Jordan Moldow]
      iii. We need protected intersections+driveways and bike/ped friendly signal timing, not just bike lanes.
   c. Ensure ECR bike route continuity planning through multiple cities focus on ECR stretches about to be re-paved and ensure plans are good with our inputs.

Minimum standards for design

- Bike lane width
- What kind of barrier

- Process goals? - can this be an objective?
    - 30 elected champions with representatives from each city along the corridor
    - BPACs
    - 500 members
    - Xx groups endorsements
        - Online petitions
    - Education?
        - Business community
        - Parking impacts
    - Push for quick builds?

Which things will SVBC lead, which things will SVBC support

- Transit - Seamless? TransForm? TEAMC?
- Green infrastructure - Save the Bay?
- Affordable Housing - HLC, SV@Home, All Home
- Labor - WPUSA, SMCUCA

What can be possible opposition? And how can we prepare for that?
Formal acknowledgement of objections that will arise, and a strategy for mitigating those, will be important.

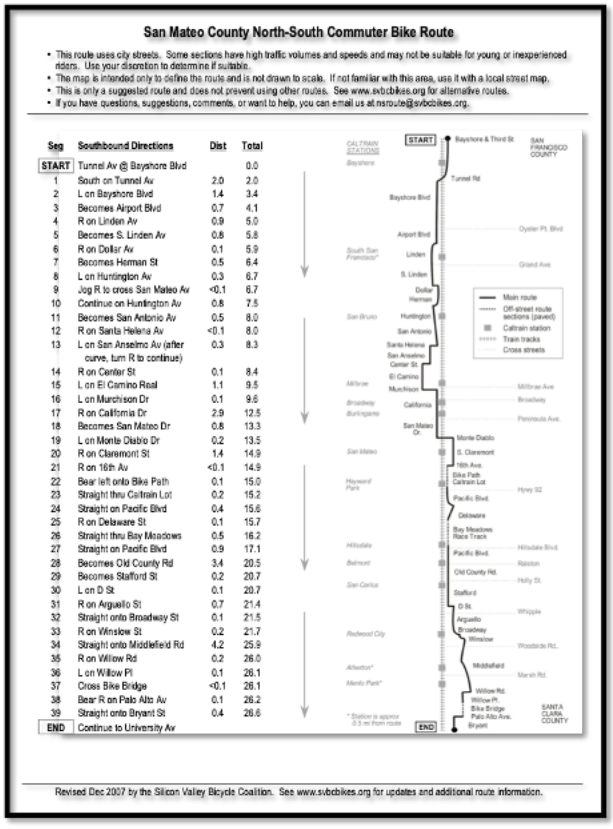
Track Metrics - need to define that somewhere - to show this campaign made a difference

- Crash data
- Ask cities to do bike counts

Why El Camino Real?

Serving as the only non-highway road that connects Daly City to San José, El Camino Real is the essential North-South connecting route not only for people who drive, but for anyone who walks, bikes, or needs to access their home, local businesses, or go to cities along the Peninsula. While routes parallel to El Camino Real are available in some cities, they are disconnected and not well known. As the main road connects 19 different cities across the Peninsula with a high concentration of housing and businesses along it, it is critical that this road can be safely used for all. Currently there are a high number of crashes that occur on El Camino Real, as crash data shows it is not safe for people walking, biking, etc. In order for people to safely access El Camino Real's many destinations, we need to make this road safe, comfortable and vibrant for all who use it, by implementing a cohesive complete streets.

Why not parallel routes while they are safer?

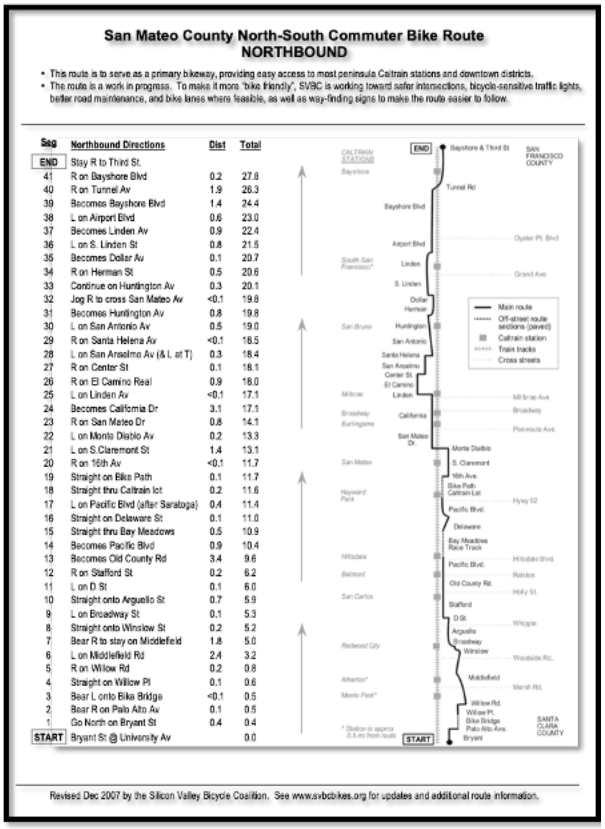


San Mateo County North-South Commuter Bike Route

- This route uses city streets. Some sections have high traffic volumes and speeds and may not be suitable for young or inexperienced riders. Use your discretion to determine if suitable.
- The map is intended only to define the route and is not drawn to scale. If not familiar with this area, use it with a local street map.
- This is only a suggested route and does not prevent using other routes. See www.svbcbikes.org for alternative routes.
- If you have questions, suggestions, comments, or want to help, you can email us at nsroute@svbcbikes.org.

Seg	Southbound Directions	Dist	Total
START	Tunnel Av @ Bayshore Blvd		0.0
1	South on Tunnel Av	2.0	2.0
2	L on Bayshore Blvd	1.4	3.4
3	Becomes Airport Blvd	0.7	4.1
4	R on Linden Av	0.9	5.0
5	Becomes S. Linden Av	0.8	5.8
6	R on Dollar Av	0.1	5.9
7	Becomes Herman St	0.5	6.4
8	L on Huntington Av	0.3	6.7
9	Jog R to cross San Mateo Av	<0.1	6.7
10	Continue on Huntington Av	0.8	7.5
11	Becomes San Antonio Av	0.5	8.0
12	R on Santa Helena Av	<0.1	8.0
13	L on San Anselmo Av (after curve, turn R to continue)	0.3	8.3
14	R on Center St	0.1	8.4
15	L on El Camino Real	1.1	9.5
16	L on Murchison Dr	0.1	9.6
17	R on California Dr	2.9	12.5
18	Becomes San Mateo Dr	0.8	13.3
19	L on Monte Diablo Dr	0.2	13.5
20	R on Claremont St	1.4	14.9
21	R on 16th Av	<0.1	14.9
22	Bear left onto Bike Path	0.1	15.0
23	Straight thru Caltrain Lot	0.2	15.2
24	Straight on Pacific Blvd	0.4	15.6
25	R on Delaware St	0.1	15.7
26	Straight thru Bay Meadows	0.5	16.2
27	Straight on Pacific Blvd	0.9	17.1
28	Becomes Old County Rd	3.4	20.5
29	Becomes Stafford St	0.2	20.7
30	L on D St	0.1	20.7
31	R on Arguello St	0.7	21.4
32	Straight onto Broadway St	0.1	21.5
33	R on Winslow St	0.2	21.7
34	Straight onto Middlefield Rd	4.2	25.9
35	R on Willow Rd	0.2	26.0
36	L on Willow Pl	0.1	26.1
37	Cross Bike Bridge	<0.1	26.1
38	Bear R on Palo Alto Av	0.1	26.2
39	Straight onto Bryant St	0.4	26.6
END	Continue to University Av		

Revised Dec 2007 by the Silicon Valley Bicycle Coalition. See www.svbcbikes.org for updates and additional route information.



San Mateo County North-South Commuter Bike Route
NORTHBOUND

- This route is to serve as a primary bikeway, providing easy access to most peninsula Caltrain stations and downtown districts.
- The route is a work in progress. To make it more "bike friendly", SVBC is working toward safer intersections, bicycle-sensitive traffic lights, better road maintenance, and bike lanes where feasible, as well as way-finding signs to make the route easier to follow.

Seg	Northbound Directions	Dist	Total
END	Stay R to Third St.		
41	R on Bayshore Blvd	0.2	27.8
40	R on Tunnel Av	1.9	26.3
39	Becomes Bayshore Blvd	1.4	24.4
38	L on Airport Blvd	0.6	23.0
37	Becomes Linden Av	0.9	22.4
36	L on S. Linden St	0.8	21.5
35	Becomes Dollar Av	0.1	20.7
34	R on Herman St	0.5	20.6
33	Continue on Huntington Av	0.3	20.1
32	Jog R to cross San Mateo Av	<0.1	19.8
31	Becomes Huntington Av	0.8	19.8
30	L on San Antonio Av	0.5	19.0
29	R on Santa Helena Av	<0.1	18.5
28	L on San Anselmo Av (& L at T)	0.3	18.4
27	R on Center St	0.1	18.1
26	R on El Camino Real	0.9	18.0
25	L on Linden Av	<0.1	17.1
24	Becomes California Dr	3.1	17.1
23	R on San Mateo Dr	0.8	14.1
22	L on Monte Diablo Av	0.2	13.3
21	L on S.Claremont St	1.4	13.1
20	R on 16th Av	<0.1	11.7
19	Straight on Bike Path	0.1	11.7
18	Straight thru Caltrain lot	0.2	11.6
17	L on Pacific Blvd (after Saratoga)	0.4	11.4
16	Straight on Delaware St	0.1	11.0
15	Straight thru Bay Meadows	0.5	10.9
14	Becomes Pacific Blvd	0.9	10.4
13	Becomes Old County Rd	3.4	9.6
12	R on Stafford St	0.2	6.2
11	L on D St	0.1	6.0
10	Straight onto Arguello St	0.7	5.9
9	L on Broadway St	0.1	5.3
8	Straight onto Winslow St	0.2	5.2
7	Bear R to stay on Middlefield	1.8	5.0
6	L on Middlefield Rd	2.4	3.2
5	R on Willow Rd	0.2	0.8
4	Straight on Willow Pl	0.1	0.6
3	Bear L onto Bike Bridge	<0.1	0.5
2	Bear R on Palo Alto Av	0.1	0.5
1	Go North on Bryant St	0.4	0.4
START	Bryant St @ University Av		0.0

Revised Dec 2007 by the Silicon Valley Bicycle Coalition. See www.svbcbikes.org for updates and additional route information.

This is what a parallel route looks like. Our members created this route back in 2007 – this shows how complicated it is, even with very knowledgeable people working on it. While many segments of the parallel routes have bike lanes and bicycling conditions along this route are a significant improvement over those on El Camino Real, there are problems with this approach:

- It is not practical for all purposes and there is a lot of existing biking on El Camino Real even today! We are often told that nobody is going to bike on El Camino Real and that no one does – but both of

those assumptions are wrong - One of the largest reasons for adding better bike facilities is that people who bike are already using it and there is a huge need for safety improvements.
- El Camino Real boasts many destinations as compared to other parallel streets. This presents a unique opportunity for commercial corridor revitalization, public art, and community investment without displacement.
- El Camino Real is also a transit route for several VTA and Samtrans routes.
- That idea relegates people traveling by bike to a less desirable route, making it less likely for people to bike, thus making it impossible for communities to meet their future mode share goals
- People don't know about parallel routes

What Are Cohesive Complete Streets?

A cohesive complete streets infrastructure aims at designing streets for people instead of cars. Creating a cohesive infrastructure relies on designing easy to navigate infrastructure for safe movement of people of all ages and abilities. This includes space that prioritizes public transit, bike lanes protected by physical barriers, wider, unobstructed side walks, high visibility crosswalks, pedestrian islands, bulb outs, and intersections where vehicles, bikes, pedestrians are separated from each other. Community destinations such as local businesses, restaurants, grocery and retail stores. As well as greenery, shade, community art, and spaces for people to hang out. With a consistent and cohesive design across cities through their borders. Cohesive complete streets prioritize safety and movement of people over movement of cars, as a people friendly space that is not auto-centric, but rather people centered design.

Research

Decision makers and Stakeholders

El Camino Real is a State Highway owned and operated by **Caltrans (The California Department of Transportation)**. Cities have jurisdiction over their respective portions of El Camino Real, and Counties have jurisdiction over the portions that go through unincorporated areas of the county. Additional Stakeholders who play a vital role in managing El Camino Real include,

- VTA - Santa Clara County Valley Transportation Authority

The local transportation department for Santa Clara County, they oversee congestion management for Santa Clara County, creating bicycle and pedestrian plans, distributing funds from the Measure B Transportation Improvement Program, they operate and manage bus routes, the bicycle superhighway plan, and the Central Bikeway Project

- SMCTA - San Mateo County Transportation Authority

The Transportation Authority for San Mateo County which manages the voter-approved Measure A and Measure W sales taxes that generate revenue to help improve transit and relieve congestion. The TA is an independent agency and is governed by an appointed board of seven directors, who are elected officials, representing the county, cities and the San Mateo County Transit District. The San Mateo County Transportation Authority (TA) plans, funds, and delivers transportation programs and projects throughout San Mateo County.

- Samtrans - San Mateo County Transit District

SamTrans is a public transport agency in and around San Mateo, California, in the San Francisco Bay Area. It provides bus service throughout San Mateo County and into portions of San Francisco and Palo Alto.

- Reimagine Samtrans is an operational analysis project to evaluate the bus system.
- They also study El Camino Real Bus Rapid Transit

- MTC - Metropolitan Transit Commission

Metropolitan Transit Commission is the transportation agency for the 9 counties in the Bay Area. They distribute ATP (Active Transportation Program) and OBAG (One Bay Area Grant) funding.

- Grand Boulevard Initiative

The Grand Boulevard is a collaboration of 19 cities, counties, local and regional agencies united to improve the performance, safety and aesthetics of El Camino Real. Starting at the northern Daly City city limit (where it is named Mission Street) and ending near the Diridon Caltrain Station in central San Jose (where it is named The Alameda), the initiative brings together for the first time all of the agencies having responsibility for the condition, use and performance of the street. The Vision of the The Grand Boulevard Initiative is: El Camino Real will achieve its full potential as a place for residents to work, live, shop and play, creating links between communities that promote walking and transit and an improved and meaningful quality of life.

Samtrans - El Camino Bus Reliability Study

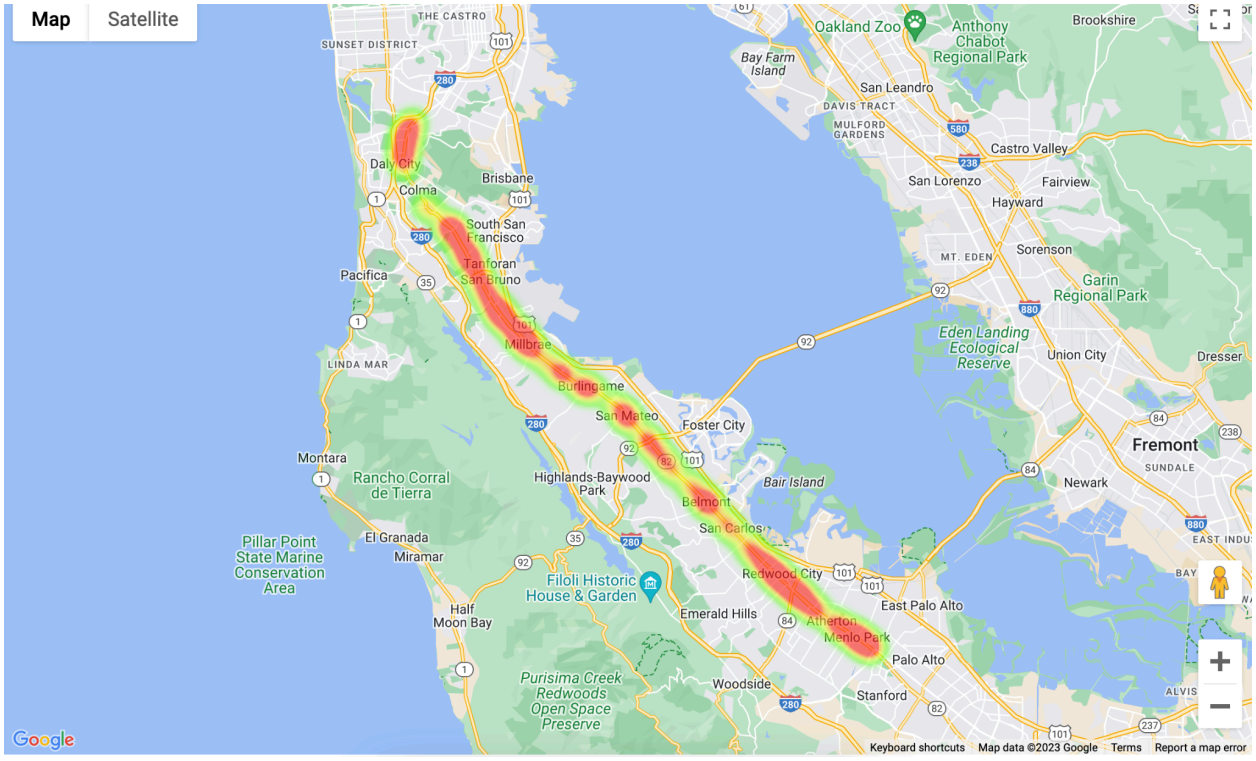
El Camino Real: A high collision corridor

ECR is 1% of all streets in San Mateo County, yet 7% of all roadway collisions and 10% of all collisions involving people walking or biking occurred on ECR from 2012-2022.

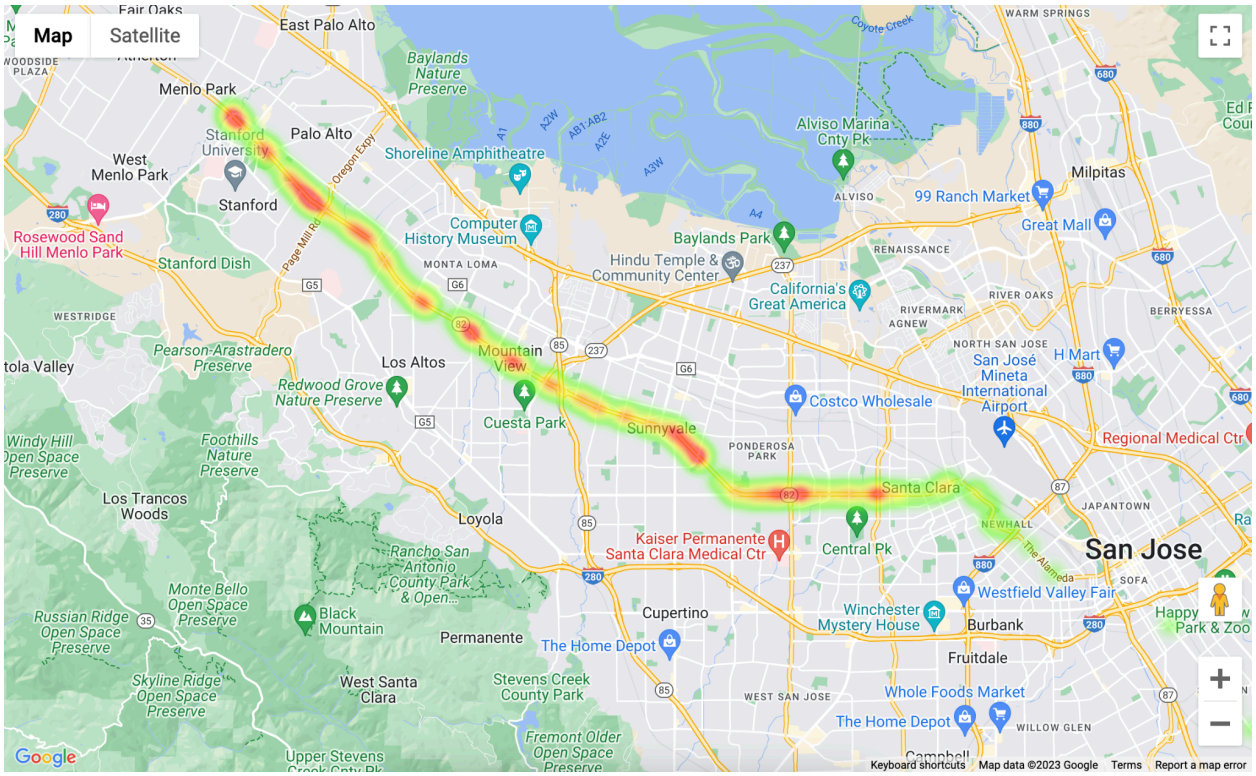
ECR is 0.5% of all streets in Santa Clara County, yet 2% of all roadway collisions and 3% of all collisions involving people walking or biking occurred on ECR from 2012-2022.

January 2012 - January 2022	San Mateo County	Santa Clara County	Total
Total number of crashes on ECR	2144	1519	3663
Number of fatal crashes	35	19	54
Number of pedestrian crashes	319 (14.9%)	154 (10.1%)	473 (13%)
Number of bike crashes	180 (18.4%)	235 (15.5%)	415 (12%)

Source: Tims.berkeley.edu



Heat Map for Bike/Ped crashes on El Camino in San Mateo County from 2012-2022.
Source: Tims.berkeley.edu



Heat Map for Bike/Ped crashes on El Camino in Santa Clara County from 2012-2022.
Source: Tims.berkeley.edu

Primary Crash Factors

Below are top 10 Primary Crash Factors. Several of these factors can be mitigated by making necessary infrastructure improvements.

Primary Crash factor	San Mateo County	Santa Clara County	Potential infrastructure improvement
10 - Pedestrian Right of Way	34.79%	18.97%	High visibility crosswalks, shorter crossing distances, smaller intersections
11 - Pedestrian Violation	17.50%	13.85%	Daylighting.
05 - Wrong Side of Road	9.54%	15.38%	
09 - Automobile Right of Way	7.55%	11.54%	
17 - Other Hazardous Violation	6.76%	4.36%	
08 - Improper Turning	5.96%	13.08%	Reducing turning radii for vehicles to slow speeds while turning and

			increasing visibility of others in the intersection.
03 - Unsafe Speed	4.77%	4.36%	Narrow lane widths discouraging people to drive fast
00 - Unknown	3.38%	6.92%	
12 - Traffic Signals and Signs	3.38%	6.67%	Daylighting
01 - Driving or Bicycling Under the Influence of Alcohol or Drug	1.59%	0.51%	

Data from 2012 - 2022. Source: Tims.berkeley.edu

To be added:

Citywide data

Where different cities are at

Different cities have different proposals and recommendations for El Camino Real. Regional and state agencies also have some projects in the pipeline. This section is a compilation of all the recommendations and projects in the pipeline along with details and timelines.

City/Town	Proposed bike facility in bike/ped plans	Caltrans – Tentative construction timeline (SHOPP: State Highway Operation and Protection Program)	Non-Caltrans projects
Daly City		Caltrans SHOPP – 2026 construction (# 0Q140)	
Colma		Caltrans SHOPP – 2026 construction (# 0Q140)	SMCTA funded Design of El Camino Real Complete Street Project from Mission Road to City of South San Francisco (Segment B) in 22-23 cycle Colma ECR Plan
South San Francisco		Caltrans SHOPP – 2028 construction. (# 0AA32, # 0Q140)	Pop-up bike lane for 0.5 mile corridor in Summer 2023 as a part of Complete Streets Academy
San Bruno		Caltrans Bike Superhighway study 2022	Received funding from Assembly member for planning and implementation
Millbrae		Caltrans SHOPP – 2028 construction. (# 0AA32)	Received funding from Assembly member for planning and implementation
Burlingame	Part of the section has proposed protected bike lanes	Caltrans published an ECR Roadway Renewal Project in 2022 discussing how to make infrastructure improvements around prominent historic Eucalyptus trees in this section. Bike lanes were not incorporated in the final report	
San Mateo		Caltrans can put in bike lanes as a part of 2022 SHOPP if the city passes a resolution to remove parking. (# 4W730)	Samtrans planning to work on an ECR corridor Plan from San Mateo to San Carlos
Belmont			Samtrans planning to work on an ECR corridor Plan from San Mateo to San Carlos
San Carlos			Samtrans planning to work on an ECR corridor Plan from San Mateo to San Carlos
Redwood City	ECR Corridor Plan	Caltrans SHOPP – 2026 construction (# 1W130)	RWC: ECR Corridor Plan SMCTA funded the El Camino Real Corridor Safety Project in 21-22 cycle. City set-aside a budget of $460k through participatory budget cycle for implementing bike lanes on 3-blocks in 2023-23 Sep'23 - City working with council to figure out next steps for this corridor

North Fair Oaks		Caltrans SHOPP – 2026 construction (# 1W130)	
Atherton		Caltrans SHOPP – 2026 construction (# 1W130)	SMCTA funded El Camino Real Complete Streets Gap Closure application in 2023-24 cycle
Menlo Park			City of Menlo Park is red curbing ECR to remove parking and make space for bike lanes (May 2023)
Palo Alto		Caltrans Repavement Project 2023-24 *might include* Class IV bike lanes (# 4J89U)	
Los Altos		Caltrans Repavement Project 2023-24 to include separated bike lanes (# 4J89U)	
Mountain View	ECR Streetscape Plan	Caltrans Repavement Project 2023-24 to include buffered bike lanes (# 4J89U)	MV: El Camino Real Pavement Rehabilitation and ADA improvements project
Sunnyvale	ECR specific Plan		
Santa Clara	ECR Specific Plan	Caltrans SHOPP – 2026 construction (# 1W200)	VTA's Central Bikeway Study proposes separated bike lanes
San Jose (The Alameda)			

	Class IV/Class I - Separated bike lane – will include a physical barrier between the vehicle lane and the bicycle lane
	Class II – Buffered Bikelane – will include a painted buffer between the vehicle lane and the bicycle lane

Legend

Other Relevant Projects

- SamTrans: SamTrans El Camino Real Speed and Reliability Study – I'm assuming you're up to speed on this one and have seen the recommendations throughout the corridor but if not it can be found here: https://www.samtrans.com/ECRStudy
- Colma

  Colma – El Camino Real Bicycle and Pedestrian Improvement Project. There are multiple things in the works.
  - For the entire corridor in the Town - Currently in the Caltrans Project Initiation Document phase. The TA awarded $1.8 million in the 2021 Highway CFP for this. Read more about the current award in this document: https://www.smcta.com/media/8349/download?inline
  - El Camino Real/Mission Road Access to Transit Multimodal Crossing Improvements – The Town is trying to expedite design and implementation of the stretch of El Camino Real from Mission Road to the SSF border. To do this, the Town applied for and the TA awarded

$162,000 of ACR/TDM funds in 2022 toward the design of the El Camino Real/Mission Road intersection which will include a protected intersection, improved pedestrian crossings, a plaza, and enhanced transit stops. Read more about this award in this document: https://www.smcta.com/media/24298/download?inline

    - El Camino Real Complete Street Project from Mission Road to City of South San Francisco Border (Segment B) – The Town was awarded $603,000 in 2022 Ped/Bike program funds to design the remainder of the segment of ECR from the Mission Road intersection to the SSF border.
    - https://storage.googleapis.com/proudcity/colmaca/uploads/2021/02/1_ColmaECR_Final-Report_20210208_ForScreens.sm_.pdf
- South San Francisco pilot - open until October
  https://www.ssf.net/home/showpublisheddocument/30258/63825451387297000
  El Camino Real Master Plan and Demonstration Project – TA provided $100,000 toward the temporary demonstration project that is currently up and the remainder of the funds will be used to evaluate alternatives based on community preferences. Read more here: https://www.smcta.com/media/25572/download?inline
- Millbrae
  Millbrae – El Camino Real Corridor Multimodal Transportation Plan– The City applied for advanced planning and Caltrans Project Initiation Document funding.
  C/CAG Earmark – C/CAG secured about $700k from an earmark to look at adding bike lanes on ECR in San Bruno and Millbrae. I'm not sure when the money is expected or how coordination will occur with Millbrae if they get our highway funds.
- Millbrae-SSF
  Caltrans District 4 Bay Area Mobility Hub Study – They are designing prototypes for potential mobility hub designs that could be installed along El Camino Real. Looking at the stretch from SSF BART to Millbrae BART to demonstrate concept designs. Unfortunately there is no project website.
- Redwood City
  https://www.redwoodcity.org/departments/community-development-department/planning-housing/planning-services/general-plan-precise-plans/el-camino-real-corridor-plan
  Redwood City – 2020 Ped/Bike Award of $400,000 to help the City further assess improvements to ECR in addition to the Caltrans SHOPP funded project. Read more here: https://www.smcta.com/media/25573/download?inline
- Atherton - 2022 Ped/Bike Award of $450,000 to conduct an El Camino Real Complete Streets Corridor Plan. The TA is providing technical assistance to lead the project in partnership with Atherton. The project should kick off in the next month or so. Read more here (especially the note on the award): https://www.smcta.com/media/25572/download?inline
- Mountain View
  https://www.mountainview.gov/our-city/departments/public-works/city-projects-bids/el-camino-real-improvements
- Peninsula Bikeway Study
- City of Palo Alto City Council Staff Report of Peninsula Bikeway Study

- VTA Central Bikeway - https://sanjosespotlight.com/silicon-valleys-santa-clara-county-bicycle-superhighway-path-central-bikeway-could-be-a-game-changer/
- Sunnyvale El Camino Real Specific Plan

1. Daly City
2. Colma
3. South San Francisco
4. San Bruno
5. Millbrae
6. Burlingame

7. City of San Mateo

Details as updated by Kristie Elgaser

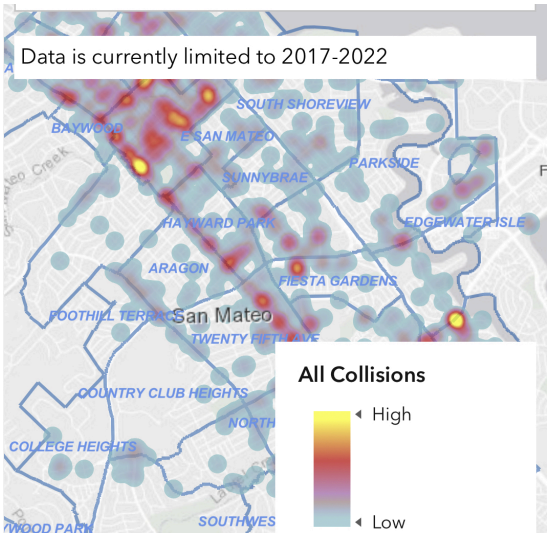
For ECR in Downtown corridor of San Mateo (Tilton to 9th Ave):
(As of Sep 2023) In the last few years the following changes have been made:

1. put Lead Pedestrian Intervals at the crosswalks
2. made white zebra striping at crosswalks
3. added new wave (no touch) lidar ped recall beacons in some places

Potential improvements in the short-term

1. minimize ped/bike conflict with turning (L & R) vehicles thru separate signals
2. make leading pedestrian intervals longer
3. make pedestrian cycle lengths longer in general

Here also is a potential source for collision data:
https://experience.arcgis.com/experience/8a9f7321d1ce46ffbc0e1f04757efb5f/page/Maps/?views=All-Collisions



As you can see from this screenshot, ECR is a hot spot for collisions in San Mateo as it is in other cities. I don't know how to get the actual data to fill in your spreadsheet in the planning doc, but Bethany Lopez at

SM PW was the one who presented this map to the city council along with SMPD. She may be able to point you in the right direction. (blopez@cityofsanmateo.org)

List of Proposed (and yet to be done) changes, many of which are mentioned in several city and Caltrans planning documents:

- Automatic ped (bike) crosswalk recall
- Minimize ped/bike conflict with turning (L & R) vehicles thru separate signals
- Longer leading pedestrian intervals
- Longer pedestrian cycle lengths near schools, senior facilities, medical facilities, library and park.
- Road Diet to address high vehicle speeds and volumes on the corridor
- Lane-width reduction
- Expanded sidewalks
- Curb extensions
- Parking-buffered bike lane on each side of the road
- Bicycle facilities
- Landscaping additions
- Stormwater treatments
- Wider tree-lined median
- Pedestrian refuge islands
- Pedestrian-scale street lighting
- Yellow high-visibility continental crosswalks at schools, senior facilities, medical facilities, library and park.
- Consolidated transit boarding islands and where cycle tracks exist, new cycle track curb cuts would be installed, with the cycle tracks running behind the transit boarding islands. This provides a safe and separated operation between transit vehicle loading, bicycles, and pedestrians at the transit stop.
- Bus Rapid Transit corridor
- Signal timing changes (transit signal prioritization to minimize red-light stoppage time, possible queue-jump lane at 2nd Avenue)

Reference:

- 2015 San Mateo Sustainable Streets Plan
- 2022 San Mateo Transit Oriented Development Ped Access Plan
- 2012 San Mateo Pedestrian Master Plan
- 2020 San Mateo Bicycle Plan
- 2030 and 2040 General Plans
- 2022 SamTrans Bus Speed and Reliability Study
- 2022 Caltrans District 4 Pedestrian Plan

Links and Pages:

- ECR in 2015 Sustainable Streets Plan on p. 50-51 (4-4 - 4-5), p. 109-115 (B-11 - B-17), and p. 257 - 261 (F-21 - F-25): https://www.cityofsanmateo.org/DocumentCenter/View/44849/1--SanMateoSustainableStreetsFullFINAL---Copy
- ECR in 2020 San Mateo Bicycle Master Plan on p. 44: https://www.cityofsanmateo.org/3944/Bicycle-Master-Plan-2020
- ECR in 2012 Citywide Pedestrian Master Plan on p. 130/410, p. 265/410, p. 319/410 and p. 379/410:
- https://www.cityofsanmateo.org/2218/Pedestrian-Master-Plan
- ECR in Transit-Oriented Development Pedestrian Access Plan on p. 15/235, 39/235, 62/235, 195/235, 208/235, 215/235 and 222/235:
- https://www.cityofsanmateo.org/DocumentCenter/View/89713

8. Belmont

9. San Carlos

10. Redwood City

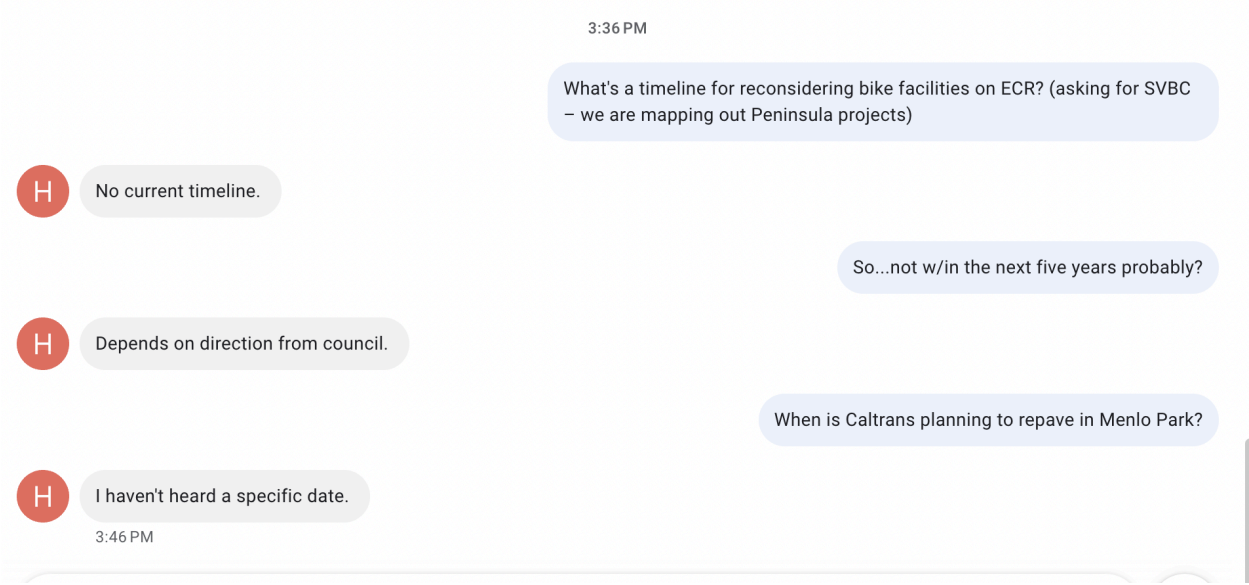
2024 Projects

1. People's Budget Project - construct 3 blocks of buffered bike lane on ECR NB (Maple to Jefferson). Note: Sequoia Station project is no longer happening - this was to build the bike lanes on ECR for the block from Jefferson to James NB).
    a. 1/2024 - encroachment permit under Caltrans review
2. Measure A Project - construct buffered bike lanes on SB El Camino opposite People's Budget Project (Broadway to Brewster - Madison).
    a. 1/2024 - under design by consultant. Hoping for DBI-94 adoption to make this a separated bike lane project (city is not interested in the Alt Design Review - DEER - required by Caltrans).

11. North Fair Oaks

12. Atherton

13. Menlo Park



This was a text chat between me and Hugh Louch just now. Hugh is VERY good. But he has said that the study that W-Trans did made some assumptions that on closer inspection are not feasible.

Until council directs staff to focus on El Camino, or Caltrans starts moving in our direction, I'm not sure staff are gonna stick their necks out. They have a lot of other projects in the capital improvement pipeline and this one has always been a political hot-button.

From a holistic perspective (considering complete streets and housing and climate goals in our city) it would be rough to try to push for this before the 2024 election, in which our two most progressive council members are going to fight to retain their seats. I think unless Caltrans is planning to repave sooner (which I guess they aren't, given how long it takes them to do things!), we should pencil Menlo Park in as a 2025 planning priority.

14. Palo Alto

15. Los Altos

16. Mountain View

- El Camino Real Precise Plan
- El Camino Real Pavement Rehabilitation and ADA Improvements Project
- El Camino Real Streetscape Plan
- Specific projects (from DEVELOPMENT UPDATE – OCTOBER 2023):
    i. 749 West El Camino Real
    ii. 2300 West El Camino Real
    iii. 1313 and 1347 West El Camino Real
    iv. 870 East El Camino Real

v. 1411 – 1495 West El Camino Real
vi. 96 West El Camino Real
vii. 855 - 1023 West El Camino Real

17. Sunnyvale

- El Camino Real Specific Plan

18. Santa Clara

19. San Jose

Caltrans Permitting Process

As received from *Surya "Sunny" Mantravadi, CE, TE*
Office Chief – D4 Encroachment Permits
Encroachment Permits | Caltrans

Getting an encroachment permit through Encroachment Permit Office Process (EPOP) is the fastest way, but the project has to qualify to go through EPOP. Before submitting for an encroachment permit, applicant must complete the checklist TR-0416 for determining the appropriate review process for the proposal.

If there are any complex items in the project such as non-standard structures, Design Standard Decision Document (DSDD), Maintenance Agreement (MA), Right of Way conveyances, which typically require several months to more than a year to complete, then the proposal would not fit in EPOP timeline. Also, an approved environmental document and 100% design complete plans are required for accepting the permit application package as complete.
For EPOP process we are required to respond with approve/deny within sixty days of accepting the permit application package.

My experience with new bike lane proposals tells me, they often require justification through DSDD for non-standard lane/shoulder width for accommodating a new bike lane within the existing right of way. This can be achieved through Design Engineering Evaluation Report (DEER). I have also included the checklist for DEER process. If the proposal can't be accommodated through DEER process, then the agency will need to work with Caltrans Regional Project Manager to discuss and schedule a timeline for Caltrans oversight process.

When a Caltrans Project Manager reviews and approves the proposal, s/he will recommend issuance of encroachment permit without further review.

The first step before contacting us is to complete the attached checklists along with a conceptual plan and draft permit application to determine the appropriate review process for the proposal.

Below is a broad statement on how the projects sponsored by others on State Highway System are processed.
Overview of the Project Initiation Process and Required Project Document (it is explained in Article 8 of Chapter 9. Please visit the following link: Chapter 9 (ca.gov)
Based on the complexity of the project, the impacts, need for CTC action, need for approval by the FHWA, and the scope of work on the State Highway System, all projects that require an encroachment permit will be processed through one of the two processes, the encroachment permits office process (EPOP) or the quality management assessment process (QMAP). The EPOP will require a permit application review, and the QMAP will require either a design engineering evaluation report (DEER) or a PSR-PDS.

Questions:

- Can you talk through the step-by-step process you went through for getting a permit for the South City pilot? I believe it had to go through the DEER process?

  South San Francisco's bike lane project was submitted as a pilot/pop-up/demonstration project. It did not go through a rigorous review process. It was approved as temporary encroachment only. Please see description of work as shown in the permit application.

The proposed work is for a temporary, maximum 10 week duration, demonstration of a Class IV protected bike lane (painted buffer and flex posts) along SR 82 - El Camino Real between Country Club Drive and South Spruce Avenue. This temporary project will be used to survey the public and gather data on appetite for future bicycle improvements on El Camino Real. Currently, only existing Class II bicycle lanes exist at some segments of SR 82 - El Camino Real, the demonstration project would install protected bicycle lanes and high-visibility crosswalk for demonstration and survey purposes.

Because of the reasons mentioned on the permit application, we didn't require DSDD, Maintenance Agreement, Environmental Document, etc. as normally we would.

- How long does a DEER process generally take? After the DEER process do you have to then go through the EPOP or does the DEER complete EPOP requirements?

  Depending on the complexity of items involved and quality of submittals. Allow a minimum of six months Once DEER process is complete, Caltrans Project Manager recommends issuance of encroachment permit without any further review.

- What are examples of proposals that can't be accommodated under the DEER process?

  All of six criteria listed below must be true for the project to go through DEER process.

No.	Criteria	True	False
1	The project qualifies for a categorical/statutory exemption under the CEQA and a categorical exclusion under the NEPA, or the project has a completed and approved higher-level environmental document (IS/ND/MND, EIR, EA/FONSI, or EIS). The reason for the preparation of a higher-level environmental document must not be due to transportation related effects, and the project must not result in an increase in vehicle miles traveled (VMT).		
2	The project has a single-build alternative, and no other engineering analysis is required to evaluate or rule out other possible alternatives.		
3	The project does not require CTC action.		
4	The project doesn't involve any right of way conveyances from Caltrans to the local agencies (for example, dedications, relinquishments, modifications to right of way limits, etcetera).		
5	The project doesn't require FHWA approval for relinquishment or new public road connections involving a modification to the access control. (The new public road connection process is complex in that it requires Caltrans assess that the operations of the facilities have been protected and that the connection is in the best interest of the State. This recommendation must be formally submitted to the CTC, and if applicable, to FHWA for approval.)		
6	The project doesn't propose bridge widenings or constructing new structures (for example, earth retaining structures such as retaining walls, tiebacks, soil nails, sound walls, culverts, etcetera.) that are not per Caltrans Standard Plans.		

Basically, you need to present a single option. Should not involve right of way transactions and widening of bridge structures in order to accommodate a bike lane. Otherwise, the proposal needs to be handled by Caltrans oversight Project Manager

- You've mentioned you need an environment document to mark the package as complete. I believe bike lane projects are exempt from CEQA based on a 2021 bill. Does that stand true for the EPOP as well? Or does that still need some kind of environment clearance? What kind of project would be exempt and what wouldn't?

  Need one of these documents listed in field 21 of encroachment permit application. Yes, CEQA is listed as one of the acceptable documents in the encroachment permit application under field 21 of permit application.

21. IS A CITY, COUNTY OR OTHER PUBLIC AGENCY INVOLVED IN THE APPROVAL OF THIS PROJECT?

☐ YES (if "YES", check the type of project AND attach the environmental documentation and conditions of approval)

☐ COMMERCIAL DEVELOPMENT ☐ BUILDING ☐ GRADING ☐ OTHER

☐ CATEGORICALLY EXEMPT ☐ NEGATIVE DECLARATION ☐ ENVIRONMENTAL IMPACT REPORT ☐ OTHER

- If there is removal of parking on a Caltrans Right of way to accommodate a bike lane - can such a project go through the EPOP or would that also call for going through the DEER process?

  Parking issues are normally handled through City Council resolutions. Before parking is removed City may need to get input from the neighboring businesses/residences. This needs to be documented.

- What permitting is needed for intersection design improvements?

  Need 100% plans. must comply with minimum lane/shoulder/bikelane/median/sidewalk/crosswalk/ width, ADA curb, minimum truck turning radius, corner sight distance, horizontal clearance, etc.If minimum standards are not met then a DSDD is required documenting the justification.

- Lastly, if the new DIB-94 guidelines get adopted - do you anticipate any of the above permitting processes getting simplified becuase of the progressive guidelines?

  My understanding is DIB-94 will be a bit more lenient for complete streets elements. However, if minimum standards are not met, DSDD is still required for documenting the non-standard design elements.

List of Abbreviations

ECR - El Camino Real
KSI - killed or severely injured
VTA - Valley Transportation Authority
SMCTA - San Mateo County Transportation Authority
ECR - El Camino Real
MTC - Metropolitan Transportation Commission
ATP - Active Transportation Plan
OBAG - One Bay Area Grant
BRT - Bus Rapid Transit
C/CAG - City County Association of Governments

Links and References

Caltrans Complete Streets
El Camino Real: A historic Perspective
Redwood City ECR Pilot 2017 - Photos
Caltrans Draft Complete Streets Guidelines: DIB-94
Articles

- https://sanjosespotlight.com/silicon-valleys-santa-clara-county-bicycle-superhighway-path-central-bikeway-could-be-a-game-changer/
- https://mv-voice.com/news/2021/07/10/cities-make-the-case-for-a-bicycle-superhighway

Blogs

- https://bikesiliconvalley.org/news/2023/5/el-camino-repave
-

ARCHIVE

Below is the crash data by city between January 1, 2011 and January 1, 2021.
(Note this is a minor error the rest of the document refers to 2012 - 2022, but the data between the new time periods is nearly identical)

City	Total Crashes	Total Deaths	Total Bicycle and Pedestrian Injuries	Total Bicycle and Pedestrian Death
Palo Alto	495 *nearly one third of all crashes on ECR *looking at the heat map these happened everywhere on ECR, there is a spike outside Stanford shopping center, & note Palo Alto does have a safe route to school on ECR	3	128 36 Pedestrian Injuries 92 Bicycle Injuries	2 1 Pedestrian 1 Bicycle
Los Altos	106 *looking at heat map most of these occurred near major intersections grocery stores or large shopping points	0	18 6 Pedestrians Injured 12 Bicyclists Injured	0
Mountain View	270 *looking at heat map most of these occurred near major intersections grocery stores or	4 (All Pedestrians)	67 27 Pedestrians Injured 40 Bicyclists Injured	4 (All Pedestrians)

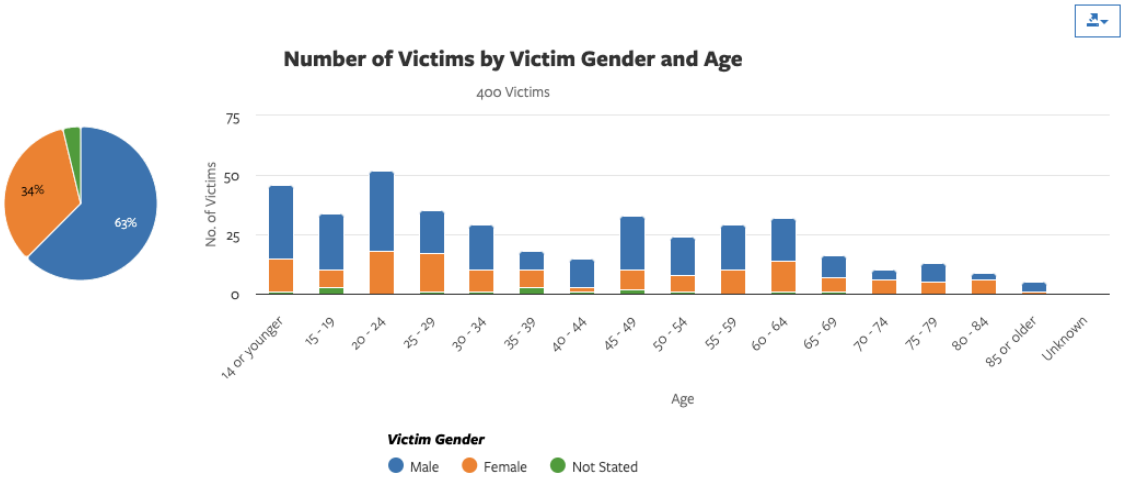
	large shopping points			
Sunnyvale	362	8	106 52 Pedestrians Injured 54 Bicyclists Injured	8 7 Pedestrians killed 1 Bicyclists
Santa Clara	357	4	84 39 Pedestrians Injured 45 Bicyclists Injured	2 (1 Pedestrian 1 Bicyclist)
San Jose	52	3 Killed (2 Pedestrians Killed)	13 2 Pedestrians Injured 11 Bicyclists Injured	3 Killed (2 Pedestrians Killed)

In Santa Clara County we see the age of victims of bicycle and pedestrian crashes skew significantly younger with 41.7% of victims being 29 or younger, 11.5% being 14 or younger.

We do see a trend of bicycle and pedestrian crashes occurring when school is let out (between 3-5) and during rush hour (after 5).

In 19.52% of cases the primary crash violation is violation of pedestrian right of way.

Based on this data we see El Camino Real is already being used as significant bicycle and pedestrian corridor and that infrastructure that prioritized bicycle and pedestrian protection would save lives. (figure out percentage for infrastructure improvements)



Party Violation Classification	Type of Violation	Description	Count	%
Driver	21950	Driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk	66	42.86%
Pedestrian	21954	Pedestrian failure to yield right-of-way to vehicles when crossing outside of a marked or unmarked crosswalk	19	12.34%
Pedestrian	21955	Pedestrian failure to cross at crosswalks between adjacent traffic signal controlled intersections	12	7.79%

San Mateo County

El Camino Real makes up 1% of all streets in San Mateo County, but 10% of collisions involving a person walking or biking in San Mateo County happened on El Camino Real. 20% of the fatal collisions were on El Camino Real.

City	Total Crashes	Total Deaths	Total Bicycle and Pedestrian Injuries	Total Bicycle and Pedestrian Death
Daly City	113	3	35 Ped Injury 4 Bike Injury	2 Ped
Colma	12	0	1 Ped Injury 1 Bike Injury	0
South San Francisco				
San Bruno				
Millbrae	157	3	50 Ped 9 Bike	3 Ped
Hillsborough	11	1	0	0
Burlingame	272	6	25 Ped Injuries 12 Bike Injuries	1 Ped 1 Bike
San Mateo				
Belmont	133	2	11 Ped Injuries 13 Bike Injuries	2 Ped Deaths
San Carlos				
Redwood City	280	2		
Atherton	99	3	8 Ped 13 Bike	2 Ped
Menlo Park	212	3	16 Ped 31 Bike	1 Ped

In 53.29% of crashes the driver failed to yield right-of-way to pedestrians at marked or unmarked crosswalk.

Over 30% of victims were between the ages 15-29.