Central El Camino Real Multimodal Plan

GRAND BOULEVARD INITIATIVE

Cities of San Mateo, Belmont, San Carlos, and Redwood City



AUG 2026

STUDY FUNDED BY THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)
PRIORITIZED UNDER THE MTC TRANSIT PERFORMANCE INITIATIVE

samTrans

Table of Contents

Introduction 1

- Grand Boulevard Initiative 1
- Central El Camino Real Multimodal Plan 5
- Next Steps 10

Planning Context 11

- El Camino Real of the Past and Present 11
- Understanding the Challenges 17
- Policies and Previous Planning Efforts Influencing El Camino Real's Future 29

Community Engagement 31

- Phase 1: Listening to Understand the Corridor 34
- Phase 2: Discussing Alternatives with the Community 35
- Phase 3: Communicating the Path Forward 37

Vision for Central El Camino Real 39

- How the Vision Developed 40
- Alternatives 47
- Bike Connectivity 71
- Spot Improvements + Placemaking Opportunities 73

Next Steps 89

- Caltrans Project Development Process 89

Appendices

- Appendix A: Community Engagement Reports
- Appendix B: Placemaking Action Plan
- Appendix C: Phase 2 Alternatives and Evaluation
- Appendix D: Existing Conditions
- Appendix E: City of San Mateo Business Survey and Parking Analysis

List of Figures

Figure 1.2. Policy Framework Themes 2
Figure 1.1. Coordinated GBI Approach 2
Figure 1.3. Countywide Initiative Motivators 3
Figure 1.4. Plan Partners 5
Figure 1.5. Central El Camino Plan Study Area 6
Figure 2.1. Trip Origin and Destination on El Camino Real by City 13
Figure 2.2. Average Trip Length in the Central Cities 15
Figure 2.3. Mode Share on El Camino Real by City 16
Figure 2.4. Collisions Along El Camino Real 19
Figure 2.5. Injury Collisions by Mode 20
Figure 2.6. Killed/Serious Injury (KSI) Crashes 20
Figure 2.7. Bus Speeds on El Camino Real (6AM to 7PM) 26
Figure 2.8. Anticipated Housing Units and Jobs along El Camino Real 28
Figure 2.9. Anticipated Job and Population Growth 28
Figure 5.1. Caltrans Project Development Process Timeline 89
Figure 5.2. Caltrans Process Approach 91

Frequently Used Terms

El Camino	Refers to El Camino Real, State Route 82
Central Cities	Refers to San Mateo, Belmont, San Carlos, and Redwood City (always listed in this order)
Central El Camino Plan	Refers to Central El Camino Real Multimodal Plan

1

Introduction

Grand Boulevard Initiative

The Grand Boulevard Initiative (GBI) is a long-standing, multi-agency partnership led by SamTrans.

GBI seeks to transform El Camino Real (State Route 82) into a cohesive, multimodal "Grand Boulevard" that better serves the communities of San Mateo County. Established in 2006, GBI brings together cities, countywide and regional agencies, Caltrans, and community stakeholders to align transportation, land use, and placemaking strategies along the 25-mile corridor. GBI was relaunched in 2025 backed by funding from Metropolitan Transportation Commission (MTC) and local matches. The recent shifts in state and regional policies towards safe, sustainable, and equitable mobility have created a strong alignment between the goals of GBI and cross-jurisdictional priorities, introducing an opportunity to advance the implementation of the Grand Boulevard Vision.

At its core, GBI envisions El Camino Real as a safe, vibrant, and accessible corridor where people of all ages and abilities can travel comfortably, supporting a balance of walking, bicycling, transit, and vehicle travel while enhancing economic vitality and community identity.

Click to learn more about GBI!



Off-street bicycle lanes along El Camino Real, where present, encourage safe, multimodal travel.

El Camino Real and Emmett Avenue (Belmont)

Countywide Corridor Vision

GBI reflects the need for a coordinated, corridor-wide approach to planning and implementation. While individual cities have advanced local corridor plans over the past two decades, El Camino Real functions as a continuous state highway crossing multiple jurisdictions. As such, consistent design, policy alignment, and implementation strategies are critical to achieving meaningful improvements. As shown in **Figure 1.1**, the GBI Action Plan establishes this unified framework and is the first step in the Caltrans Project Review process, a countywide Project Initiation Document (PID) led in partnership between Caltrans, SamTrans, San Mateo County Transportation Authority, and local jurisdictions.

The GBI Action Plan establishes a clear policy framework centered on three core themes: safety, mobility, and implementation. These themes are shown in **Figure 1.2** and supported by specific actions, including prioritizing vulnerable roadway users, advancing corridor-wide bicycle and transit improvements, enhancing walkability, and establishing a coordinated Caltrans project development process.

Figure 1.1. Coordinated GBI Approach

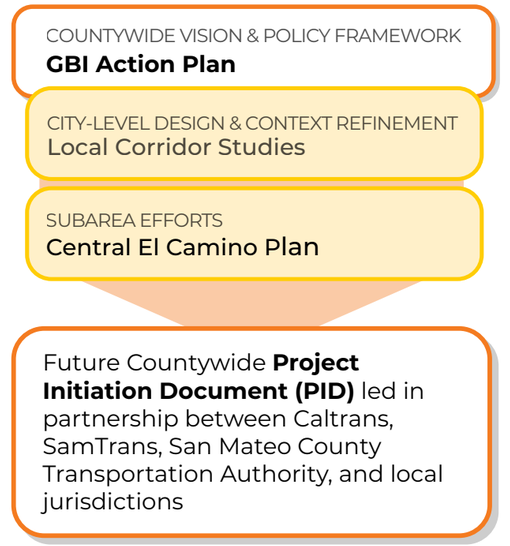


Figure 1.2. Policy Framework Themes



The need for GBI is driven by several interrelated challenges and opportunities along El Camino Real.

Collectively, these motivators underscore the importance of a coordinated, countywide effort to redesign El Camino Real as a multimodal corridor that balances mobility, safety, and community goals.

Figure 1.3. Countywide Initiative Motivators

KEY MOTIVATORS
for a Countywide Initiative

SAFETY DISPARITIES
El Camino Real sees a disproportionate share of severe and fatal collisions, especially involving pedestrians and cyclists. Although El Camino Real represents a small share of roadway mileage, it accounts for far more serious injuries than other county streets.

GROWTH PRESSURES
The corridor is a focal point for future housing and job growth, with tens of thousands of new residents and employees expected within a half-mile of El Camino Real over the next decade. This growth will demand a shift toward more space-efficient travel modes.

ALIGNMENT WITH REGIONAL GOALS
The GBI vision supports broader regional and state policies, including greenhouse gas reduction, transit-first principles, equity priorities, and Complete Streets requirements (such as Caltrans DP-36[1], DP-37[2], and DP-40[3]).

NEED FOR A CONSISTENT MULTIMODAL FRAMEWORK
Existing roadway design remains largely auto-oriented and inconsistent across jurisdictions, creating barriers for walking, biking, and transit. A unified design framework is needed to provide a seamless user experience across the corridor.



Narrow and obstructed sidewalks along El Camino Real limit accessible pedestrian space and create an uncomfortable walking environment.

El Camino Real and Belmont Avenue (San Carlos)

1. Caltrans Director's Policy 36, Road Safety. February 15, 2022. https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/policy/dp_36-a11y.pdf

2. Caltrans Director's Policy 37, Complete Streets. December 7, 2021. https://dot.ca.gov/-/media/dot-media/programs/esta/documents/complete-streets/dp-37-complete-streets-a11y.pdf

3. Caltrans Director's Policy 40, Transit. February 6, 2026. https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/division-transportation-planning/transit-planning/dp-40-transit-policy-signed-v2-a11y.pdf

Central El Camino Real Multimodal Plan

The Central El Camino Real Multimodal Plan (referred to as Central El Camino Plan) is a subarea planning effort within the broader GBI framework, focused on advancing a corridor vision and developing design alternatives for key segments of El Camino Real.

Led by SamTrans in partnership with local jurisdictions, this effort serves as a pre-Project Initiation Document (PID) study that bridges city-led planning and the Caltrans project development process.

Plan Partnerships

This effort is led by SamTrans in coordination with the other partner agencies listed in **Figure 1.4**. Funding for this effort was provided by the Metropolitan Transportation Commission (MTC), with a local match from SamTrans, and local funds from Redwood City. MTC prioritized the Central El Camino Plan under their Transit Performance Initiative.

Purpose and Role within GBI

The Central El Camino Plan functions as a visioning and alternatives development effort that translates the countywide GBI framework into corridor-specific design concepts. The plan study area includes El Camino Real between Peninsula Avenue and Brewster Avenue in the cities of San Mateo, Belmont, San Carlos, and part of Redwood City, as shown in **Figure 1.5**.

Key purposes include:

- Establishing a shared, multimodal vision for the Central corridor segment
- Defining cross-section concepts and modal priorities consistent with GBI and Caltrans guidance
- Developing and refining design alternatives for further study
- Informing the countywide Caltrans PID with multiple alternatives to evaluate and advance complete street improvements into environmental clearance and design

Figure 1.4. Plan Partners

samTrans
SMCTA
METROPOLITAN TRANSPORTATION COMMISSION
C/CAG City/County Association of Governments of San Mateo County
Caltrans
City of San Mateo California
City of San Carlos The City of Good Living California
City of Belmont
Redwood City California Founded 1867

Project Goals and Outcomes

The Central El Camino Plan is focused on improving El Camino Real for people walking, biking, and taking transit by:

- Creating a cohesive multimodal corridor with continuous, connected facilities
- Advancing meaningful transit priority treatments, such as transit-only lanes where appropriate
- Establishing low-stress bicycle facilities that connect to the surrounding network
- Enhancing walkability, safety, and access to destinations and transit

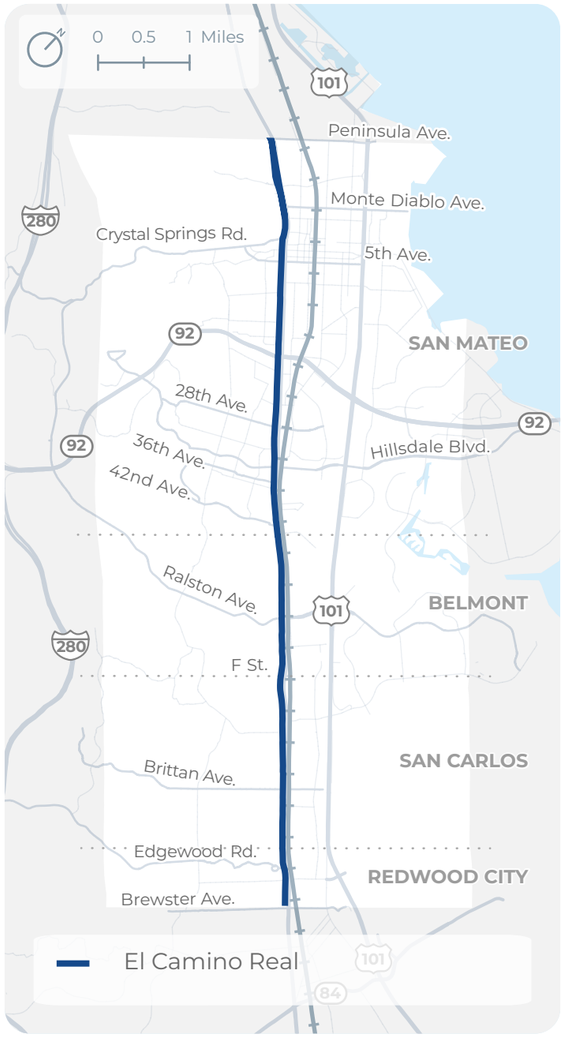
The primary outcome of the project is the development of feasible corridor design alternatives that:

- Reflect community priorities and technical constraints
- Align with Caltrans policy (e.g., DIB 94 modal priority guidance[4]) and build upon previous planning efforts (refer to Chapter 2 for more details)
- Can be advanced into the countywide PID for formal evaluation

This effort represents an early phase in the Caltrans project development process, laying the groundwork for subsequent analysis during PID and Project Approval & Environmental Document (PA&ED) phases.

4. Caltrans Design Informational Bulletin 94, January 16, 2024. https://dot.ca.gov/-/media/dot-media/programs/design/documents/dib-94-010224-a11y.pdf

Figure 1.5. Central El Camino Plan Study Area



Project Process

The Central El Camino Plan used a multi-step process to develop and refine corridor alternatives, integrating technical analysis, interagency coordination, and community engagement to ensure that proposed designs respond to both existing conditions and future needs. Given the corridor's evolution from a regional highway to a multimodal urban spine, and the resulting mismatch between its current function and auto-oriented design, the study placed particular emphasis on addressing safety, accessibility, transit performance, and placemaking challenges. The alternatives development process was designed to translate these needs into feasible, policy-aligned design concepts that can advance into the Caltrans project development process for further evaluation and future selection of preferred alternatives.

Governance and Coordination

Development of the design alternatives was guided by a coordinated governance structure involving the Project Team, which included SamTrans and participating cities (San Mateo, Belmont, San Carlos, and Redwood City), and Caltrans as the owner and operator of the corridor. Ongoing collaboration with city staff ensured that alternatives responded to local priorities, land use context, and existing planning efforts. In addition, coordination with Caltrans established alignment with current state policies and design guidance, including Complete Streets principles (DP-37 and SB-960[5]), safety-focused design standards (DB-36), and transit-supportive directives (DP-40). Engagement with city leadership, including city managers and elected officials, provided strategic direction and helped balance corridor-wide objectives with local considerations. This coordinated approach ensured consistency across the multi-jurisdictional corridor while recognizing variations in segment conditions and community priorities. It also positioned the resulting alternatives to be feasible within the Caltrans project development framework.



Multimodal connections to transit are key to reduce vehicle miles traveled.

Caltrain Station at El Camino Real and Ralston Avenue (Belmont)

5. California Senate Bill 960, September 27, 2024. Planning, Complete Streets Facilities, Transit Priority Facilities. https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB960

Community Engagement

Community engagement was a key part of the alternatives development process, occurring in two phases between 2025 and 2026. Phase 1 focused on understanding corridor conditions and key issues. Through more than a dozen activities (pop-ups, walk audits, workshops, and a multilingual map-based survey), the team collected over 800 location-specific comments and engaged more than 500 community members. This validated known challenges, such as safety concerns, uncomfortable walking conditions, and unreliable transit, while capturing new perspectives from corridor users.

Phase 2 focused on reviewing draft alternatives with the public. Community members evaluated cross-section concepts and preferred design approaches. More than 700 survey responses and over 1,000 total interactions gave feedback on tradeoffs between transit, bicycle, pedestrian, and vehicle improvements. Engagement showed strong support for safer crossings, wider sidewalks, continuous bicycle facilities, and more reliable transit, while documenting concerns about parking and vehicle capacity. This process ensured community priorities informed the refinement of alternatives.

More information about community engagement can be found in **Appendix A.** The City of San Mateo self-funded additional engagement with businesses along El Camino Real and a detailed parking study. Results can be found in **Appendix E**.



Phase 2 engagement at the San Carlos Library.

(San Carlos)

Technical Development of Design Alternatives

The technical development of design alternatives built upon the combined inputs of existing conditions analysis, agency coordination, and community feedback. Initial concepts were developed as a set of cross sections organized around modal priority: transit-focused, pedestrian-focused, and bicycle-focused alternatives. These concepts were tailored to the eight distinct segments of the corridor, reflecting variations in roadway width, land use context, and existing conditions.

The alternatives were designed to address key corridor challenges, including high collision rates, limited pedestrian space, lack of bicycle infrastructure, slow and unreliable transit speeds, and future housing and job growth needs. They also incorporated guidance from Caltrans Design Information Bulletins (DIB 94 and DIB 89-02), as well as standards from the Highway Design Manual and California MUTCD, ensuring consistency with state requirements for Complete Streets and separated bikeways.

Each alternative aligns with Caltrans, C/CAG, County, and Local plans and recommendations, and were evaluated using a multi-criteria framework that includes the following:

- Alignment with Caltrans Policy
- Alignment with Local Policy
- Effect on People Walking
- Effect on People Biking
- Effect on People Riding Transit
- Effect on People Driving and Parking
- Effect on the Environment
- Addressing Community Input

This evaluation and subsequent community feedback informed a refined set of three corridor-wide alternatives for advancement. The City of San Mateo retained one additional alternative that maintains existing cross section with spot improvements. These alternatives represent different approaches to balancing transit efficiency, pedestrian and bicycle comfort, and roadway operations, and will be further analyzed during the Caltrans project development process to assess feasibility, safety outcomes, and implementation considerations.

Next Steps

SamTrans will lead the Caltrans project development process that will involve further analysis, design, engagement, and evaluation of potential changes, including the identification of a preferred design alternative estimated to occur in 2027 to 2028. Depending on funding, construction could begin on some segments in the early 2030s. In parallel, incremental improvements to El Camino Real will continue to be pursued by Caltrans, SamTrans, SMCTA, and cities. More details on Next Steps can be found in **Chapter 5**.

The Grand Boulevard Initiative will track progress toward advancing project designs, facilitating public engagement, and advancing key performance indicators. For more information and updates on the Grand Boulevard Initiative, please visit: **samtrans.com/gbi.**

2

Planning Context

El Camino Real of the Past and Present

El Camino Real, owned and operated by Caltrans, is a regionally important corridor.

Stretching north into San Francisco and south into Santa Clara County, the corridor has evolved over centuries, from Indigenous travel routes connecting Ramaytush Ohlone communities, to the Spanish mission road system, and ultimately into a paved state highway. The later construction of US-101 and Interstate 280 shifted El Camino Real away from its historic role as the Peninsula's primary regional highway.



El Camino Real was designed as a highway and has remained largely unchanged for decades.

El Camino Real and Hillsdale Avenue in 1963 (San Mateo)

Photo Courtesy of Norton Pearl Photography / San Mateo County Historical Association

As regional vehicle traffic moved to the freeway network, El Camino Real shifted its purpose from a regional highway oriented towards moving cars to a more locally focused street serving commercial hubs and downtowns. Within the Central Cities, the corridor functions as a continuous urban spine connecting neighborhoods, businesses, schools, civic destinations, and transit hubs across San Mateo, Belmont, San Carlos, and Redwood City. The full Central El Camino Real Needs Assessment is included in **Appendix D**.

Today, El Camino Real serves many roles simultaneously. The study corridor spans approximately eight and a half miles in the study area and contains eight segments with varying width, land use, and urban character.

Much of the roadway remains designed to prioritize vehicle throughput, generally consisting of four to six travel lanes with limited pedestrian space and minimal bicycle infrastructure. Refer to Chapter 4 for more details on existing cross-sectional elements for each segment of the study corridor.

People traveling on El Camino Real tend to use the street to access destinations within the same city or in an adjacent city, as shown in **Figure 2.1**. This demonstrates the street's role as a local connector and underscores the opportunity to shift trips to travel by bicycle, walking, and transit for shorter trips. Some trips travel elsewhere in the county, and only a small portion of trips (under 15 percent) use El Camino Real to travel outside of the county.

Figure 2.1. Trip Origin and Destination on El Camino Real by City

Percentage %	Within the Same City	Between Adjacent Cities	Elsewhere in County	Elsewhere in Region
San Mateo	44	22	25	8
Belmont	13	42	31	14
San Carlos	37	23	32	8
Redwood City	34	22	29	14

Trip Origin and Destination on El Camino Real show that trips are most often within the same city or between adjacent cities. Replica, 2024.

Today, El Camino Real in San Mateo has six travel lanes and narrow sidewalks.

El Camino Real north of 24th Avenue (San Mateo)

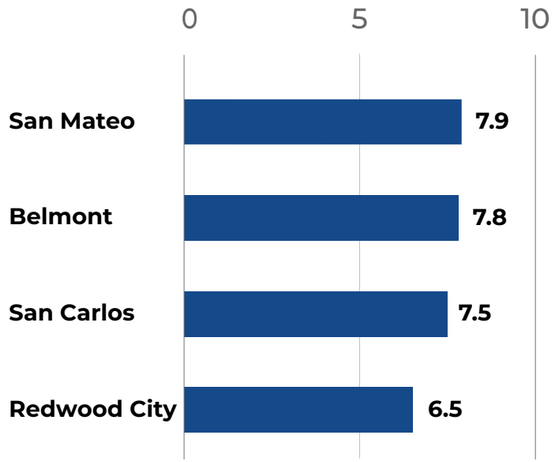
At the same time, the corridor functions as one of the county's most important transit and commercial corridors. SamTrans' bus Route ECR operates along the full length of the study area and is one of the highest-ridership bus routes in San Mateo County. Much of the corridor runs parallel to Caltrain, with several stations located directly adjacent to El Camino Real or within a quarter mile. The surrounding land use context ranges from low-density residential neighborhoods to higher-density mixed-use and commercial districts, notably bisecting or directly connecting the historic downtown cores of the Central Cities.

The average trip length in the Central Cities ranges from six to eight miles, as shown in **Figure 2.2**, which is typically served by transit or vehicle. The largest share of trips on El Camino Real are made by car, around 88 percent, followed by transit, hovering around 9 percent of trips, with the breakdown by city shown in **Figure 2.3**. Very few trips today are made by walking and bicycling, due to the lack of safe and accessible infrastructure for these modes. Existing sidewalks are uncomfortable and stressful due to lack of shade and proximity to high volume, high speed vehicle traffic.

State law,[6] regional planning, and local planning efforts increasingly identify El Camino Real as a focus area for future housing and mixed-use growth. Priority Development Areas located throughout the corridor are expected to accommodate additional residents, jobs, and commercial activity in transit-accessible locations. As growth continues, El Camino Real is expected to function not only as a transportation corridor, but also as an urban boulevard and public space that supports placemaking and safe and convenient travel for people using all modes. This aligns with Caltrans' own policy direction, which now requires that transportation projects on the state highway system deliver safe, comfortable, and connected facilities for people walking, biking, and riding transit, as part of a broader commitment to eliminating traffic fatalities and serious injuries and fostering thriving, socially vibrant communities.[7,8,9]

While the role of El Camino Real has evolved significantly over time, much of the corridor's physical design still reflects an auto-oriented highway intended primarily to move vehicles efficiently through the Peninsula. This mismatch between the corridor's current function and its historic design creates many of the transportation and public realm challenges that exist today.

Figure 2.2. Average Trip Length in the Central Cities



Trip lengths in the Central Cities ranges from six to eight miles. Source: Replica, Spring 2024.

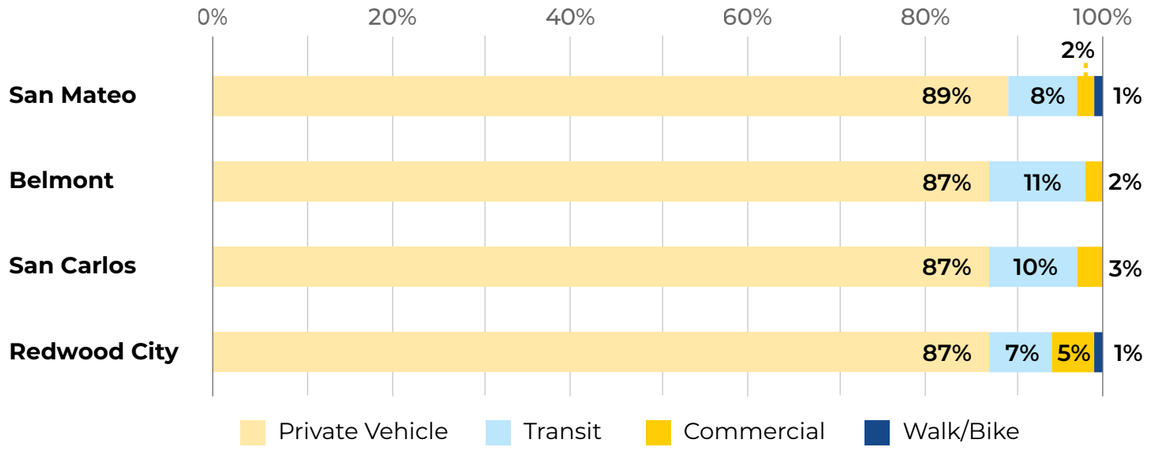
6. Senate Bill 79 (SB 79), 2025: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202520260SB79

7. Caltrans Director's Policy (DP-36), 2022: https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/policy/dp_36-a11y.pdf

8. Caltrans Director's Policy (DP-37), 2021: https://dot.ca.gov/-/media/dot-media/programs/esta/documents/complete-streets/dp-37-complete-streets-a11y.pdf

9. Caltrans Director's Policy (DP-40), 2026: https://dot.ca.gov/-/media/dot-media/programs/design/documents/dib-94-010224-a11y.pdf

Figure 2.3. Mode Share on El Camino Real by City



The share of person trips demonstrates that travel by private vehicle (including carpool) is the most dominate mode today. Source: Replica, 2024.



The vehicle-heavy mode share is influenced by design that prioritizes cars over other modes of travel.

El Camino Real and SR 92 (San Mateo)

Understanding the Challenges

El Camino Real as it exists today is falling short of meeting the needs of the Region.

The existing design of El Camino Real reflects transportation priorities of the mid-20th century, when the corridor primarily functioned as a regional highway focused on automobile movement. Today, however, the corridor serves a fundamentally different role: a multimodal urban corridor that must safely accommodate transit riders, pedestrians, bicyclists, local businesses, and growing residential communities.

As travel patterns, land uses, and transportation priorities continue to evolve, the corridor increasingly falls short of local and regional goals related to safety, accessibility, sustainability, transit performance, and placemaking. Understanding the existing challenges along El Camino Real is critical to identifying corridor improvements that better align the roadway with its current and future role.

CHALLENGES ALONG EL CAMINO REAL

Safety

In Central County alone, more than five people are killed or suffer life-altering injuries on El Camino Real each year.

Pedestrian Experience

Sidewalks along El Camino Real are typically less than six feet wide and utility poles, signal infrastructure, and other obstructions further limit accessible pedestrian space, particularly for people using mobility devices.

Transit Reliability

Route ECR currently experiences slow operating speeds and unreliable service throughout much of the study area, with evening peak-period travel speeds often falling below 15 miles per hour.

Bicycle Accessibility

There are no existing bicycle facilities along El Camino Real in Central County, except a one block stretch near Belmont Station.

Future Growth

The corridor's current auto-oriented layout is not compatible with plans for higher density development in the area.



Even where off-street bicycle paths exist, bicyclists still must cross uncomfortable intersections along El Camino Real.

El Camino Real and Ralston Avenue (Belmont)

Concentration of Severe Collisions

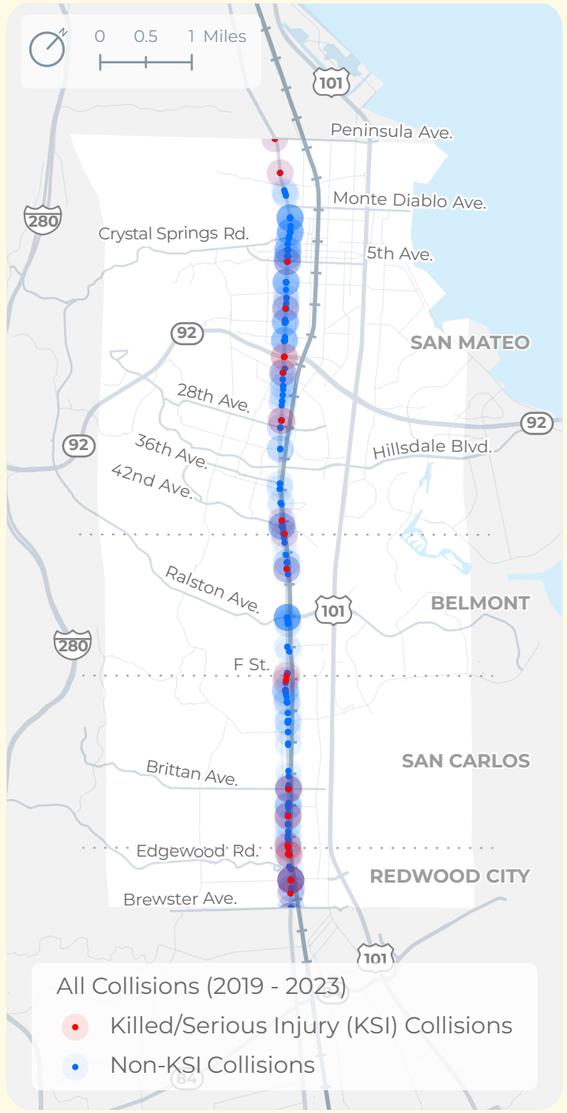
El Camino Real has one of the highest concentrations of serious injury and fatal collisions in San Mateo County. Despite accounting for only a small percentage of the county's roadway network, the corridor experiences a disproportionately high number of fatal and severe injury collisions, mapped in **Figure 2.4**. In Central County alone, more than five people are killed or suffer life-altering injuries on El Camino Real each year.

Collision data from 2019 to 2023 in **Figure 2.5** shows that people walking and biking are disproportionately involved in injury collisions along El Camino Real compared to people traveling in vehicles. Severe injury and fatal crashes, shown in **Figure 2.6**, are also more likely to occur at intersections where long crossing distances, high turning volumes, and complex vehicle movements create challenging conditions for all modes.

Unsafe speeds and failure to obey traffic signals are among the most common factors contributing to injury collisions along the corridor. Rear-end, broadside, and vehicle-pedestrian collisions are the most common crash types. Redesigning the street with improvements that reduce vehicle speeds, reduce conflict points, and separate modes with comfortable facilities are critical to improving safety outcomes along El Camino Real.

In San Mateo, 144 collisions resulted in injury between 2019 and 2023, including 11 fatal or severe injury collisions. The highest concentration of collisions occurred in downtown San Mateo and near the State Route 92 interchange. Belmont experienced 36 injury collisions, including two severe injury collisions, while San Carlos and Redwood City experienced 94 injury collisions, including 13 fatal or severe injury crashes. Collision concentrations in these communities are particularly high south of Arroyo Avenue.

Figure 2.4. Collisions Along El Camino Real



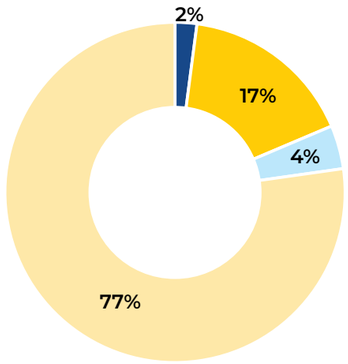
Collisions were concentrated in downtown San Mateo, near the State Route 92 interchange, and in San Carlos and Redwood City south of Arroyo Avenue. Source: TIMS, 2023.



On January 26, 2026, a vehicle and pedestrian collision resulted in a pedestrian fatality at the intersection of El Camino Real and 17th Avenue in San Mateo, underscoring the ongoing safety challenges present along the corridor.

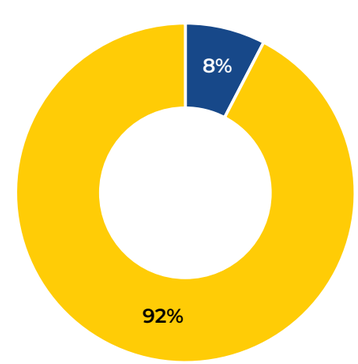
El Camino Real and 17th Avenue (San Mateo)

Figure 2.5. Injury Collisions by Mode



Bicycles and pedestrians account for 19% of injury collisions despite comprising 2% of all trips on El Camino. Source: TIMS, 2019-2023.

Figure 2.6. Killed/Serious Injury (KSI) Crashes



More than 80% of KSI collisions occurred at intersections. Source: TIMS, 2019-2023.

Uncomfortable Pedestrian Environment

Many segments of El Camino Real provide an uncomfortable, inaccessible, and uninviting environment for people walking. Sidewalks are typically less than six feet wide and utility poles, signal infrastructure, curb cuts, and other obstructions further limit accessible pedestrian space, particularly for people using mobility devices. Large portions of the corridor lack street trees, landscaping, or shade infrastructure, creating uncomfortable walking conditions during warm weather and reinforcing the corridor's highway-oriented character.

Many side-street intersections are stop-controlled and do not have pedestrian crossings, making it harder for people to access businesses, housing, transit stops, and Caltrain stations. At signalized intersections, long crossing distances, auto-oriented signal timing, and reduced visibility for pedestrians create additional barriers to walking.

Although El Camino Real serves many commercial districts, transit stops, and downtown destinations, the poor quality of the pedestrian environment often discourages walking and limits the corridor's potential to function as an active and vibrant public space. This characteristic separates communities, making it harder to access one side from the other.

Outreach to community members gathered input on concerns and opportunities for El Camino Real.

Many community members had the same key concern for the corridor:

> "Sidewalks are too narrow... and this is a scary crosswalk!"

Others also commented on the need to shorten crossing distances and improve visibility for people walking.

> "Cars need to be able to see pedestrians, and pedestrians need to have adequate time to cross."

Quotes reflect responses to the Phase 1 and 2 online surveys.



Long crossing distances increase exposure for people walking.

El Camino Real and Chestnut Street (Redwood City)



Streetlights, telephone poles, and other utility conflicts block pedestrian through zones.

El Camino Real and 4th Avenue (San Mateo)

Lack of Bicycle Facilities and Connections

There are no existing bicycle facilities along El Camino Real in Central County, except a one block stretch adjacent to the Belmont Caltrain Station. Bicycles are required to ride in mixed traffic flow with vehicles lanes, but with four to six vehicle lanes and posted speed limit of 35 miles per hour, bicycles cannot safely or comfortably share the street. Bicyclists have been observed using the sidewalks along El Camino Real, which are narrow and have frequent utility poles that reduce the usable space and create conflicts with people walking. The bicycle network on parallel city streets is fragmented or often nonexistent, leaving people who want to access the businesses, housing, and transit connection on El Camino Real via bike limited in their options.

Crossing El Camino Real on a bike can be equally challenging. The existing crossings are long with a high volume of conflicting vehicle movements and lack features that separate bicycles in time in space such as protected intersections and bicycle signals. El Camino Real is a barrier for bicyclists both on the corridor itself and for east/west travel.



People biking along El Camino Real must ride next to high volume, high speed vehicle traffic.

El Camino Real and State Route 92 (San Mateo)



Route ECR provides bus service along El Camino Real.

El Camino Real and 5th Avenue (San Mateo)

Deteriorating Bus Speed and Reliability

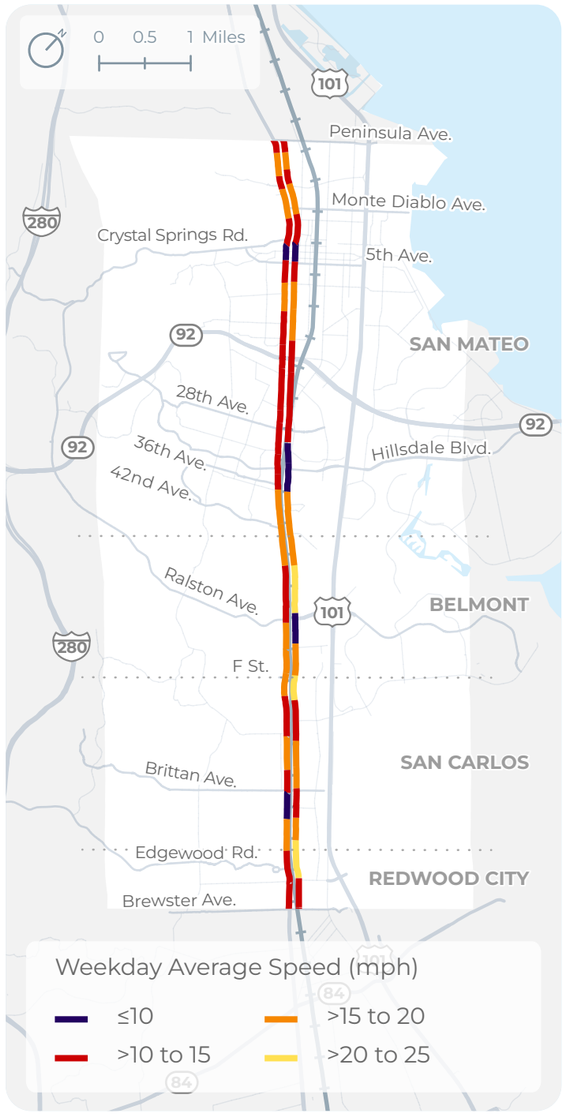
El Camino Real is one of the most important transit corridors in San Mateo County and serves as the backbone of the SamTrans network through Route ECR. Despite strong ridership and frequent service, transit operations along the corridor face ongoing challenges related to speed, reliability, and rider experience. The average weekday bus speed is shown in **Figure 2.7**.

Transit performance is constrained by roadway congestion, near-side stops, limited transit priority measures, and signal timing that prioritizes vehicle throughput over bus operations. Existing curbside bus stop configurations often require buses to merge back into traffic after stopping, further contributing to delay and unreliable travel times.

As a result, Route ECR currently experiences slow operating speeds throughout much of the study area, with evening peak-period travel speeds often falling below 15 miles per hour. The El Camino Real Bus Speed and Reliability Study (2022) estimated that transit lanes would improve peak hour travel times by 10 minutes northbound and 12 minutes southbound along Route ECR. [10] If vehicle congestion worsens with increased demand, bus speed and reliability would continue to deteriorate. Improving transit speed and reliability will be essential to accommodating future growth while reducing dependence on private vehicle travel.

10. Samtrans, El Camino Real Bus Speed and Reliability Study, 2022: https://www.samtrans.com/media/25336/download?inlinepdf

Figure 2.7. Bus Speeds on El Camino Real (6AM to 7PM)



Average weekday bus speeds are largely lower than 15 miles per hour in the Central Cities. Source: El Camino Real Bus Speed and Reliability Study (2022).

A Street That Can't Absorb Expected Growth

El Camino Real is expected to accommodate substantial housing and mixed-use growth over the coming decades as shown in **Figures 2.8 and 2.9**. Throughout the study area, many parcels along the corridor are designated as Priority Development Areas intended to support transit-oriented housing, employment, and commercial activity.

As more people live, work, shop, and travel along the corridor, the current roadway configuration becomes increasingly incompatible with the surrounding land use context. A corridor designed primarily to maximize vehicle throughput at the expense of other modes is not an efficient, safe, or effective way to move large numbers of people within a dense, mixed-use urban environment.

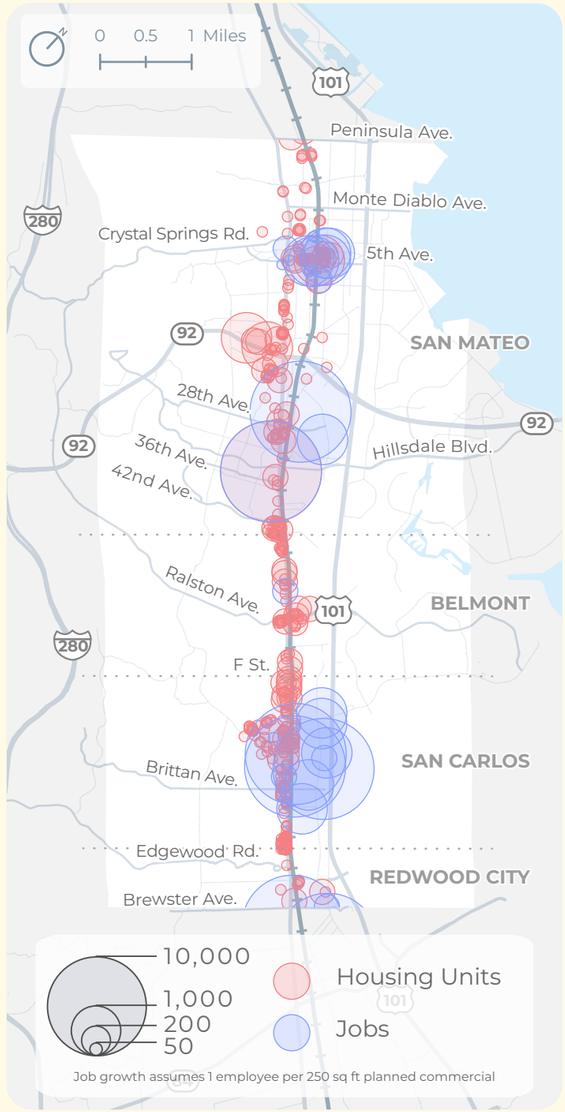
Accommodating future growth will require a corridor that safely and efficiently moves significantly more people, not simply more vehicles. Achieving this shift will require greater emphasis on walkability, safer crossings, high-quality transit service, bicycle connectivity, and a more comfortable public realm that supports short local trips and multimodal travel throughout Central County.



Auto-oriented design presents a challenge for future job and housing growth.

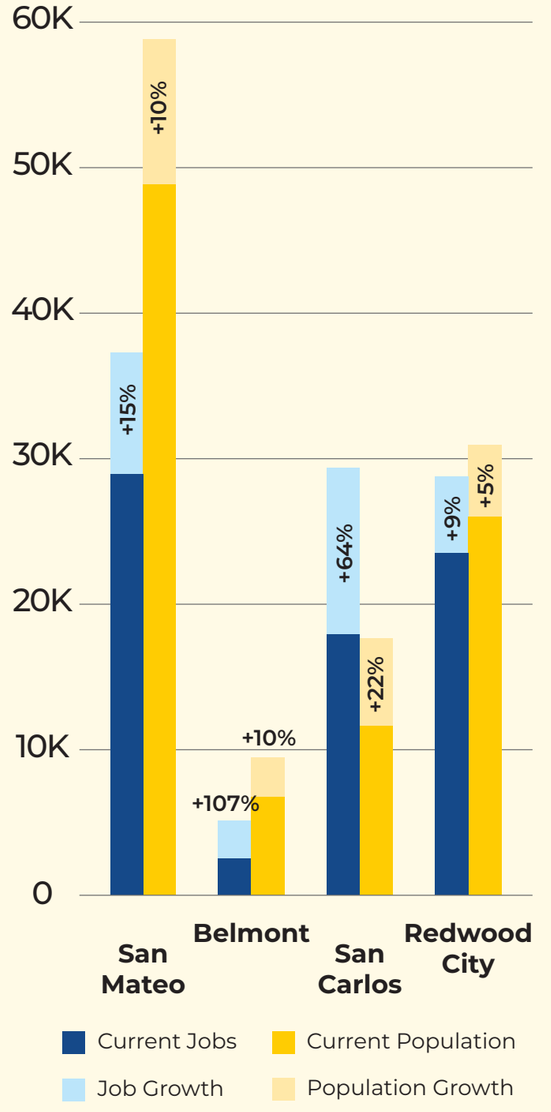
El Camino Real and Hillsdale Boulevard (San Mateo)

Figure 2.8. Anticipated Housing Units and Jobs along El Camino Real

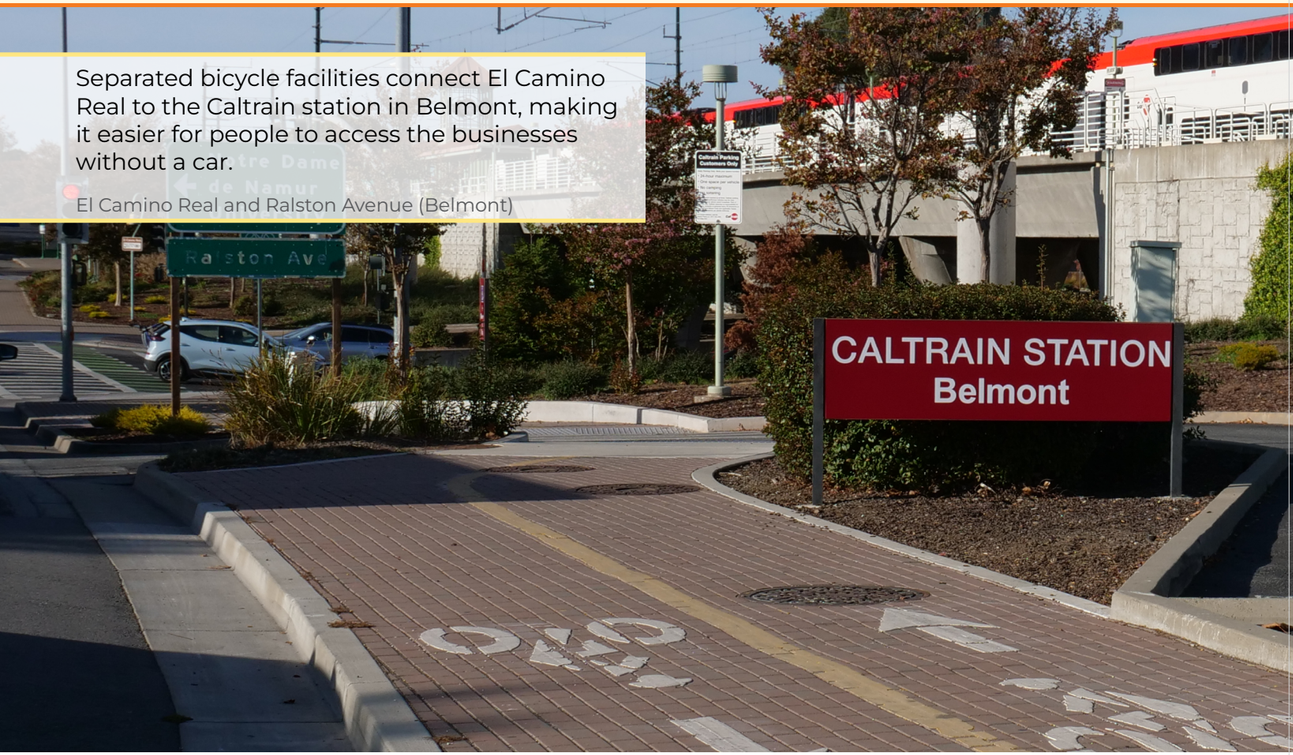


The Central Cities are expected to accommodate substantial housing and mixed-use growth along El Camino Real in the coming decades. Source: Fehr & Peers, based on a review of individual city Housing Elements and development pipelines in Fall 2024.

Figure 2.9. Anticipated Job and Population Growth within a Half Mile of El Camino Real

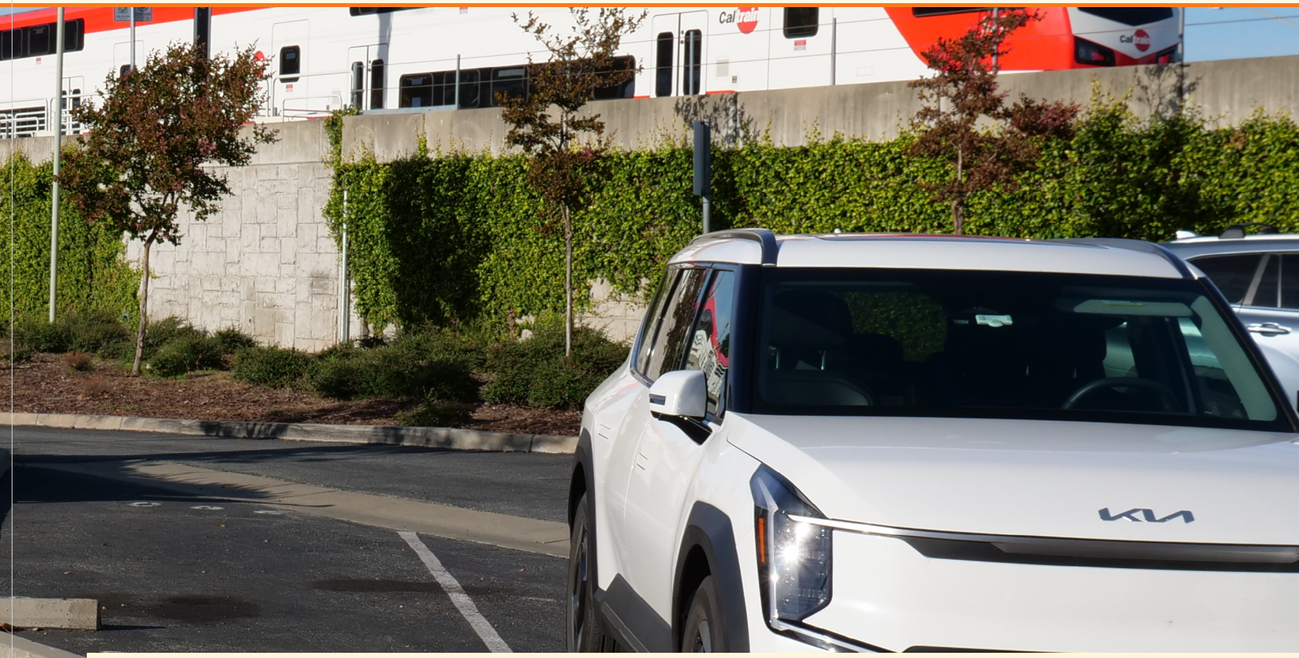


To calculate job growth, Fehr & Peers estimated a new job for every 250 SF of commerical/office development. To calculate population growth, Fehr & Peers estimated two new residents for every projected housing unit. Source: Fehr & Peers, based on a review of individual city Housing Elements and development pipelines in Fall 2024.



Separated bicycle facilities connect El Camino Real to the Caltrain station in Belmont, making it easier for people to access the businesses without a car.

El Camino Real and Ralston Avenue (Belmont)



“All transportation projects funded or overseen by Caltrans will provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit.”
- Caltrans Director’s Policy 37, Complete Streets

Policies and Previous Planning Efforts Influencing El Camino Real’s Future

Recent statewide policies have reshaped how Caltrans approaches projects on El Camino Real and other state highways.

Through DP-36, DP-37, and DP-40, Caltrans has committed to reducing fatal and serious injury crashes, creating Complete Streets that serve people of all ages and abilities, and improving transit travel times and reliability. These policies recognize that state highways in urban areas often function as community streets and should support walking, biking, and transit in addition to driving. The Central El Camino Plan reflects this direction by exploring ways to improve safety, to provide comfortable pedestrian and bicycle facilities, and to support faster and more reliable transit service.

Regional and corridor-wide plans reinforce the need for a multimodal El Camino Real. Caltrans District 4’s Bike Plan, Pedestrian Plan, and Bay Area Transit Plan all identify El Camino Real as an important connection between homes, jobs, schools, community centers, and regional transit. The SamTrans Bus Speed and Reliability Study identifies Route ECR as a priority corridor for transit improvements and recommends strategies to reduce delay and improve reliability. These efforts shape the Plan’s focus on creating safer and more connected travel options while improving transit performance along the study area.

The Central Cities share a common vision for El Camino Real. Key priorities include improving safety through safer crossings and lower vehicle speeds, creating a more comfortable walking environment with wider sidewalks and additional street trees, expanding bicycle connectivity through continuous low-stress facilities, and improving transit speed and reliability along the Route ECR corridor. These shared priorities reflect a coordinated effort to make El Camino Real a multimodal corridor that better serves existing and future needs.

Local planning efforts in Belmont, San Carlos, Redwood City, and San Mateo informed the vision for El Camino Real. The Belmont Village Specific Plan, San Carlos Downtown Specific Plan and Streetscape Master Plan, and Redwood City’s El Camino Real Corridor Plan call for cross-section changes to integrate street trees and a more welcoming public realm. The City of San Mateo’s Transit Oriented Development Pedestrian Access Plan, Local Road Safety Plan, and Bicycle Master Plan identify spot improvements for El Camino Real. Community feedback from these efforts emphasized making El Camino Real easier and more comfortable to walk, bike, and access by transit. The Central El Camino Plan builds on these local priorities while creating a coordinated vision across city boundaries, supporting the broader goals of the Grand Boulevard Initiative.

3

Community Engagement

The Central El Camino Plan conducted two phases of community engagement between 2025 and 2026. Engagement activities gathered input from corridor users, residents, businesses, advocacy organizations, and historically underrepresented communities to help shape the Plan's understanding of existing conditions and needs and shape the future corridor. Refer to **Appendix A** for detailed summaries of engagement activities.



4 languages used in outreach material

22 engagement activities

1,500+ community member touchpoints

1,500+ project feedback comments



"It's essential to have **protected bike lanes** and **dedicated bus lanes.**"

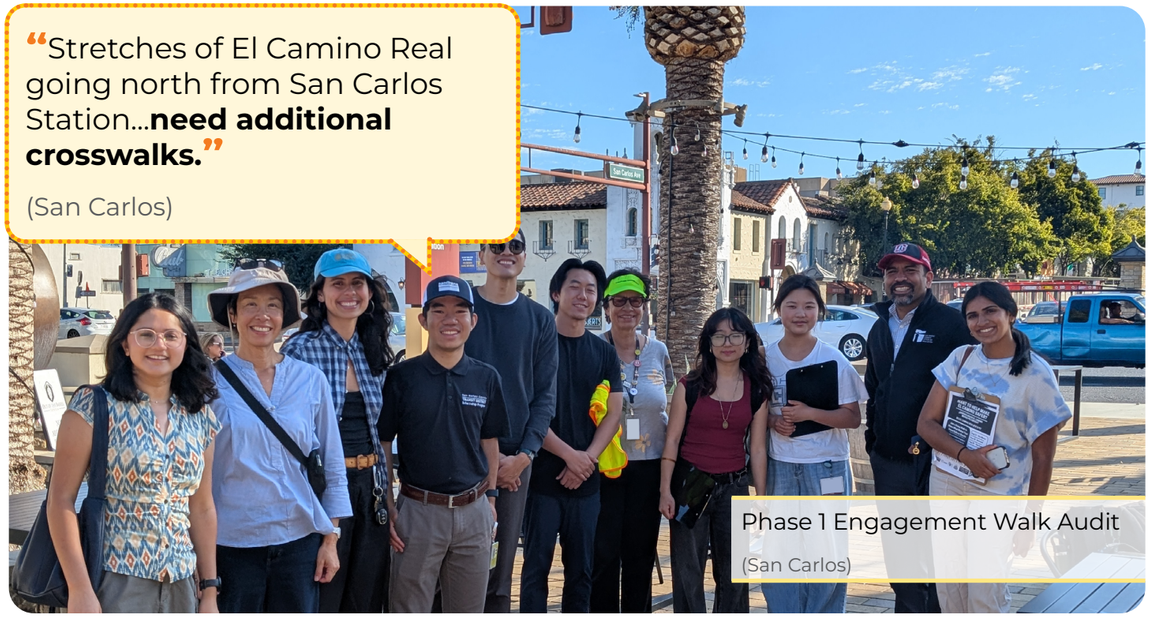
(Belmont)

Phase 1 Engagement Pop-up Event at Caltrain Station

(San Carlos)

"Stretches of El Camino Real going north from San Carlos Station...**need additional crosswalks.**"

(San Carlos)



Phase 1 Engagement Walk Audit

(San Carlos)

Phase 1: Listening to Understand the Corridor

Phase 1 engagement was performed to understand existing corridor conditions, identify transportation and safety concerns, and build awareness of the planning process.

Activities occurred between May and August 2025 and the engagement process sought to confirm issues previously identified in local planning efforts while collecting new input from corridor users and communities not previously engaged. Key questions focused on how people travel along El Camino Real, where safety concerns exist, and what types of improvements community members would like to see along the corridor.

Outreach materials and surveys were provided in multiple languages, including English, Spanish, simplified Chinese, and Russian, to improve accessibility and broaden participation.

The Phase 1 engagement program included a wide range of outreach:

- **12 engagement events** (3 pop-up events, 3 virtual listening sessions, 3 walk audits, 3 meetings with community-based organizations)
- **An online map-based survey**
- **5 presentations** to community groups and advisory bodies
- More than **500 interactions** with community members
- Over **800 location-specific comments** related to walking, biking, transit, driving, and safety conditions

Quotes reflect responses to the Phase 1 online survey.

"**A bus only lane would benefit all who rely on SamTrans** to get to work or appointments on time."

(Redwood City)

"**Sidewalks [are] too narrow** in front of businesses."

(San Mateo)



Phase 1 Engagement Fourth of July Pop-up Event at Central Park

(San Mateo)

Phase 2: Discussing Alternatives with the Community

The Plan conducted Phase 2 engagement to gather feedback on draft corridor alternatives and improvement concepts developed through the technical analysis and Phase 1 input.

In Phase 2, which occurred between January and March 2026, community members chose their preferred street design for El Camino Real in each city and shared what improvements they most want to see.

Engagement materials were again provided in English, Spanish, and simplified Chinese to support broad participation.

Phase 2 engagement included the following outreach activities:

- **8 engagement events** (3 pop-up events, 3 virtual listening sessions, an in-person Spanish-language community-based organization meeting, and a virtual workshop)
- **An online survey**
- **Business outreach efforts**
- **9 presentations** to community groups and advisory bodies
- More than **1,000 interactions** with community members
- Over **700 survey responses** related to safety improvements on El Camino Real and transportation preferences



Phase 2 engagement at the San Carlos Library

(San Carlos)

Quotes reflect responses to the Phase 2 online survey.



Phase 2 Engagement Belmont Pop-up Event at Twin Pines Senior and Community Center

(Belmont)



Phase 2 Engagement Community-Based Organization Meeting with Peninsula Family Service

(San Mateo)

Phase 3: Communicating the Path Forward

The Plan conducted Phase 3 engagement in Summer 2026 to share back what was heard through Phases 1 and 2 and demonstrate how community input has informed the refinement of corridor alternatives and recommended improvements.

Building on feedback gathered from residents, businesses, community-based organizations, and historically underrepresented communities, Phase 3 focused on communicating the key themes and priorities identified throughout the engagement process and explaining how they are reflected in the final alternatives advancing into the Caltrans review process. Engagement activities provided community members and decision-makers, including City Councils, with an opportunity to understand the recommended path forward and how public input helped shape the Plan's outcomes.



Phase 1 Pop-up event in Belmont

(Belmont)

4

Vision for Central El Camino Real



Access points should be designed for easy transitions between modes.

(Belmont)

How the Vision Developed

The El Camino Real alternatives were developed through a year-long process which included evaluating existing conditions, consulting with City Staff from each of the four cities, reaching out to the community, and engaging with city leadership including city managers and councils.

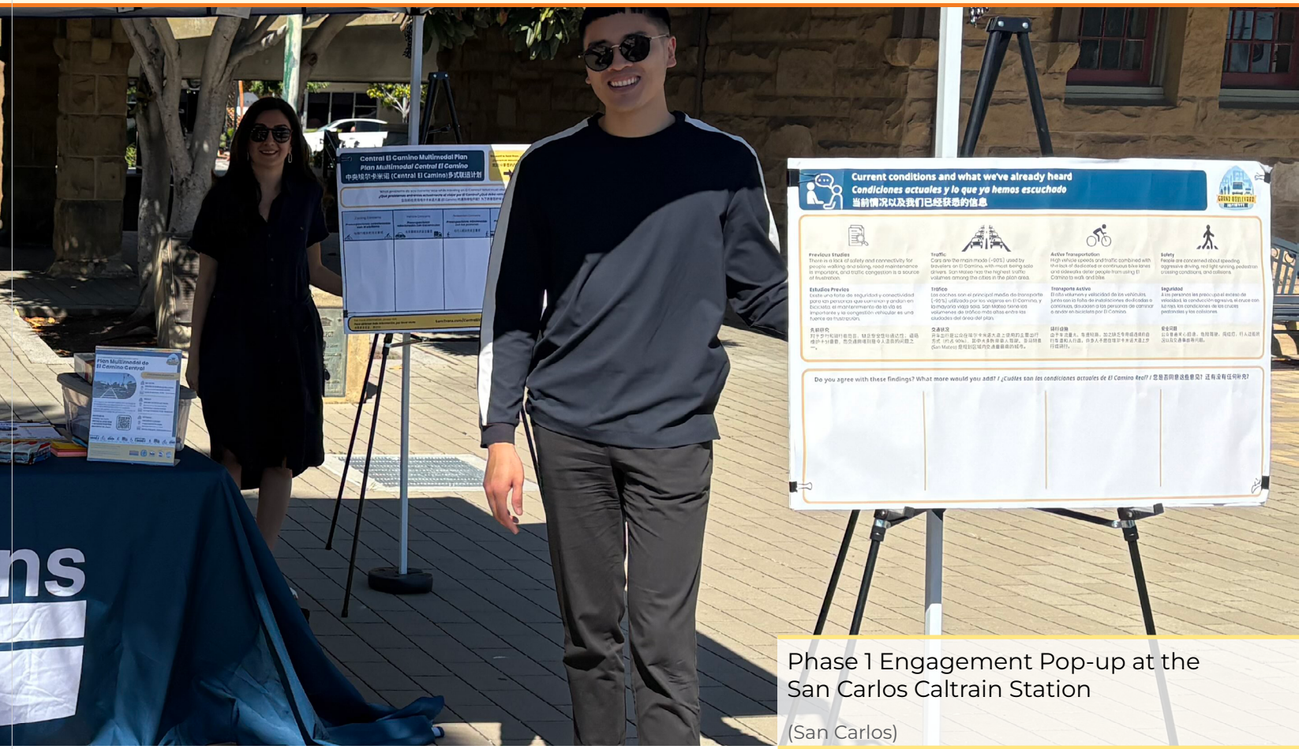
The initial development of alternatives created three cross sections for each segment, organized around modal priority: transit priority, pedestrian priority, and bicycle priority. These alternatives originated from the universe of cross section options developed by the GBI Action Plan. The project team then adapted them to city-specific contexts, making sure they reflect previous planning efforts from Caltrans, San Mateo, Belmont, San Carlos, Redwood City, SamTrans, and other agencies. They also seek to address critical existing challenges along the corridor, as informed by the existing conditions analysis, feedback from agency stakeholders, and community input on needs and priorities. The designs also strive to align with Caltrans standards and guidance.

The project team evaluated the initial cross sections based on several key metrics. The full evaluation matrix is included in **Appendix C**:

- Alignment with Caltrans Policy
- Alignment with Local Policy
- Effect on People Walking
- Effect on People Biking
- Effect on People Riding Transit
- Effect on People Driving and Parking
- Effect of the Environment
- Addressing Community Input

The second phase of community engagement sought feedback on each cross section. Both the evaluation and community feedback informed the refinement of alternatives into current recommendations.





Phase 1 Engagement Pop-up at the San Carlos Caltrain Station

(San Carlos)

What We Heard From Community Members

Across the Central Cities, Phase 2 feedback reflected a strong desire for a safer, more comfortable, and more connected El Camino Real that better serves people walking, biking, and riding transit. Community members consistently expressed support for pedestrian safety improvements, protected bicycle facilities, and transit-priority treatments. Respondents also emphasized the importance of creating a corridor that is easier to navigate, more welcoming for users of all ages and abilities, and better connected to surrounding neighborhoods, destinations, and regional transit services. While opinions varied regarding the extent to which vehicle travel lanes should be reallocated, a common theme across all cities was the desire to balance different travel needs while creating a safer and more multimodal corridor.

San Mateo

Phase 2 feedback in San Mateo highlighted a similar level of support across all alternatives. Many respondents supported continuous wider sidewalks, protected bicycle lanes, and dedicated bus facilities that would encourage more people to travel without driving and improve connections to local destinations. Participants highlighted safety concerns in the downtown area, particularly at busy intersections. Respondents also identified the Hillsdale area as an important location for improving transit operations and connectivity. Some respondents expressed concern about reducing vehicle capacity and the potential for increased congestion, reflecting the desire for a corridor that better balances all modes while providing safe and continuous connections for people walking, biking, and riding transit. Additional outreach was funded by the City of San Mateo. The results are in **Appendix E**.

> "Traffic is at capacity now, cannot remove any lanes..."

> "**I would love to have continuous separated bike lanes** -- currently the speed [on El Camino Real] makes it dangerous without separation."

> "**Speed bus service with dedicated lane.** Also increase distance between stops by 50% to reduce stops and increase bus speed; **faster busses are more usable.**"

> "**Wider sidewalk** for sure because the shops are really struggling when the outside is so unpleasant when cars are zooming by."

Quotes reflect responses to the Phase 2 online survey.

Belmont

In Belmont, Phase 2 feedback indicated strong support for improving bicycle conditions along El Camino Real. Respondents frequently identified protected bicycle lanes as a priority, often citing concerns about safety and comfort when riding alongside vehicle traffic. Many participants expressed interest in using bicycles more often for local trips if safer facilities were provided, viewing bicycle improvements as an important step toward reducing reliance on driving. Feedback also reflected support for improved transit service and a more comfortable pedestrian environment.

> "Pedestrian and bicycle safety is paramount as road speeds increase. **Let's make [El Camino Real] a safe and welcoming space for foot and bike travel** that is well connected, [especially] to our mass transit options (i.e., Caltrain)."

> "**...I would like to ride a bike more and use more buses.** I want to drive less as I get older. But I am **afraid to ride on El Camino.**"

> "I'd prefer **bikes and busses and wider sidewalks**. Happy to give up car lanes and parking for that."

Quotes reflect responses to the Phase 2 online survey.



Despite recent improvements, there are still many changes that would make El Camino Real feel safer for people outside of cars.

El Camino Real and Ralston Avenue (Belmont)

San Carlos

Phase 2 feedback in San Carlos reflected a desire for a well-balanced corridor that improves multimodal travel while maintaining functionality for all users. Respondents frequently supported both bicycle and transit improvements, often viewing them as complementary investments that would strengthen connections to Caltrain and other regional destinations. Safety and comfort for bicyclists were recurring themes, alongside support for faster and more reliable bus service.

Opinions regarding pedestrian enhancements were more mixed, with some respondents prioritizing bicycle and transit improvements.

> "The only way to use El Camino on the bike is via a **separated bike lane.**"

> "I think the single best thing that could happen to [El Camino Real] for San Mateo County is a **dedicated bus lane.**"

> "**Bikes and buses both - all up and down the peninsula would be great.** Combined with Caltrain you can get almost anywhere."

Redwood City

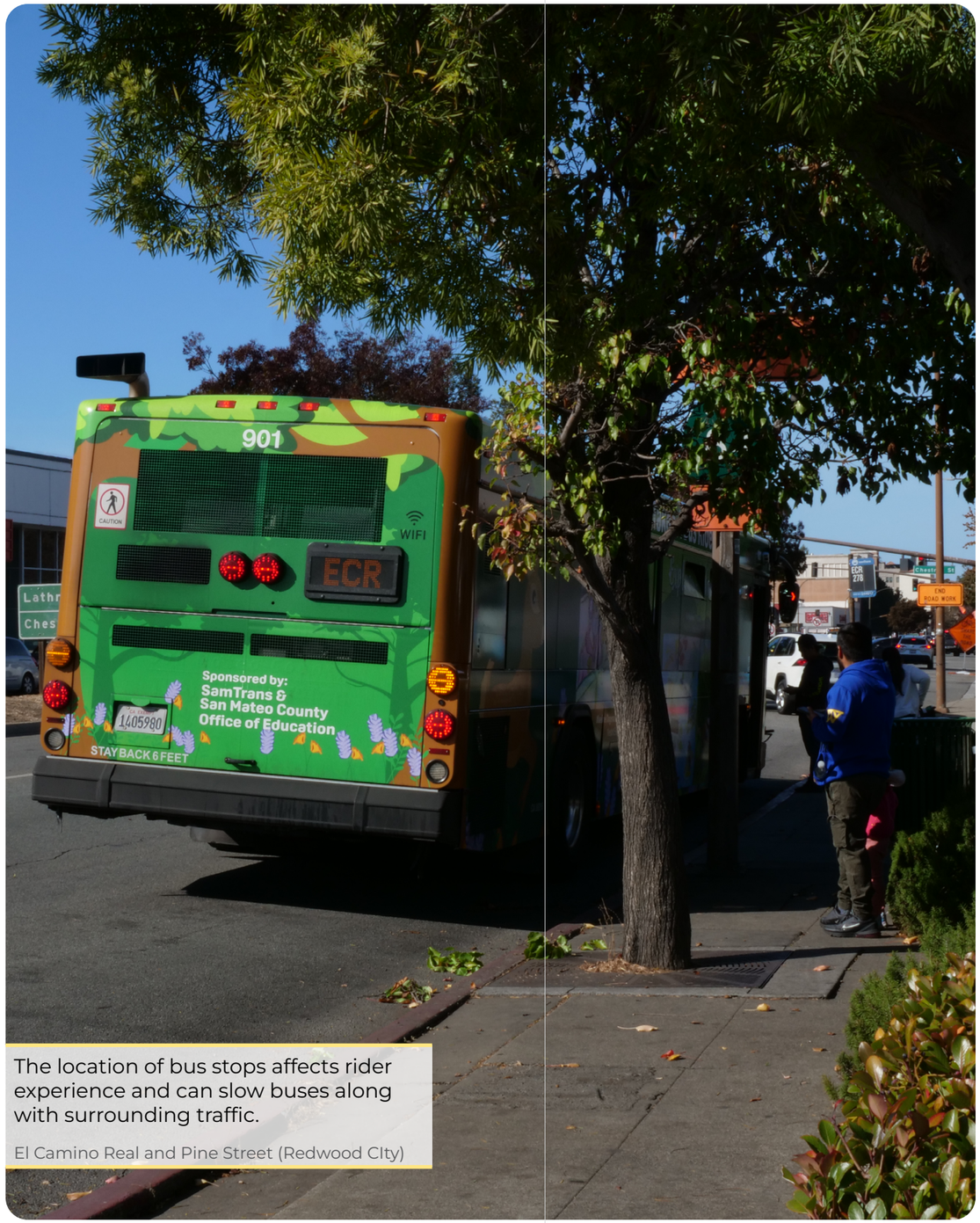
Phase 2 feedback in Redwood City emphasized creating a safer and more attractive multimodal corridor through improvements for walking, biking, and transit. Respondents frequently supported protected bicycle lanes, dedicated bus lanes, and wider or more comfortable pedestrian spaces, often linking these improvements to increased safety and quality of life. Many participants expressed interest in reducing reliance on driving by providing more viable transportation alternatives, while others noted concerns about maintaining vehicle mobility and parking access.

> "I would like **wider sidewalks to encourage walking** in the community."

> "**Protected bike lanes and dedicated bus lanes** would be great."

> "Having **dedicated transit only lanes** will greatly improve the speed and reliability of bus service along [El Camino Real] - I am a frequent rider of the ECR bus and **it frequently gets delayed by non-bus traffic.**"

Quotes reflect responses to the Phase 2 online survey.



The location of bus stops affects rider experience and can slow buses along with surrounding traffic.

El Camino Real and Pine Street (Redwood CIty)

Design Considerations

The designs were developed based on Caltrans standards in Design Information Bulletin 94 Complete Streets: Contextual Design Guidance (DIB 94) and Design Information Bulletin 89-02: Class IV Bikeway Design Guidance (DIB 89-02). DIB 94 provides guidance for the width of different Complete Streets elements based upon the context of the street. DIB 94 is the primary resource for determining the preferred widths of pedestrian, bicycle, and vehicle facilities along El Camino Real and supersedes the design standards in the Highway Design Manual (HDM). DIB 89-02 provides guidance for the design of Class IV Separate Bikeways, both for the basic cross sections and for conflict locations at intersections, driveways, and loading areas.

Additional design standards align with standards from the California HDMand California Manual on Uniform Traffic Control Devices (CA MUTCD). The full design considerations document can be found in **Appendix C**.

Reference to Previous Planning Efforts

The following design alternatives and targeted spot improvements also pull from previous countywide and local planning efforts. The following plans were referenced:

- **SamTrans**: SamTrans Bus Speed and Reliability Study (2022);
- **San Mateo**: Complete Streets Master Plan (ongoing, draft), Local Roadway Safety Plan (2024), Transit Oriented Development Pedestrian Access Plan (2022), Bicycle Master Plan (2020);
- Belmont: Belmont Village Specific Plan (2017), Comprehensive Bicycle and Pedestrian Plan (2016);
- **San Carlos**: Downtown Streetscape Master Plan (2025), Bicycle and Pedestrian Master Plan;
- **Redwood City**: El Camino Real Corridor Plan (2017), RWC Walk Bike Thrive (2022), RWC Moves (2018).

Alternatives

Three design alternatives for El Camino Real will advance into the Caltrans project development process.

El Camino is currently four to six vehicle lanes, with parking along most of the corridor. There are no existing bicycle facilities along the corridor, and sidewalk space is typically narrow, without street trees or other shade.

Through the alternatives development process, the project team used community feedback and evaluation results to narrow the range of cross section options and combine similar cross sections into three design alternatives.

These three design alternatives for El Camino will advance into the Caltrans project development process. The following cut sheets describe the proposed alternatives, shown through representative cross sections for each of the eight distinct segments along the corridor. The cross sections within each alternative work together as a complete corridor-wide concept and are not intended to be mixed-and-matched with cross sections from other alternatives. The exact widths of the design elements and detailed considerations will be determined during further study in future phases of the process.

These alternatives will be carried forward into the Caltrans review process at which point we will evaluate critical feasibility consideration including, but not limited to, traffic operations, safety outcomes, right-of-way constraints, and parking impacts.

Alternative 1 prioritizes transit speed with dedicated bus lanes and includes dedicated bicycle facilities in Belmont, San Carlos, and Redwood City. Sidewalk improvements and street trees are proposed where widths allow.

$23.5M per mile

20% of GBI cost

Alternative 2 prioritizes pedestrian and bicycle comfort, including wider sidewalks, street trees, and dedicated bicycle facilities in Belmont, San Carlos, and Redwood City.

$22.1M per mile

19% of GBI cost

Alternative 3 only shows a variation for the San Mateo segments, which includes maintaining travel lanes and separated bicycle facilities. Belmont, San Carlos, and Redwood City may advance either Alternative 1 or 2 along with San Mateo's alternative 3.

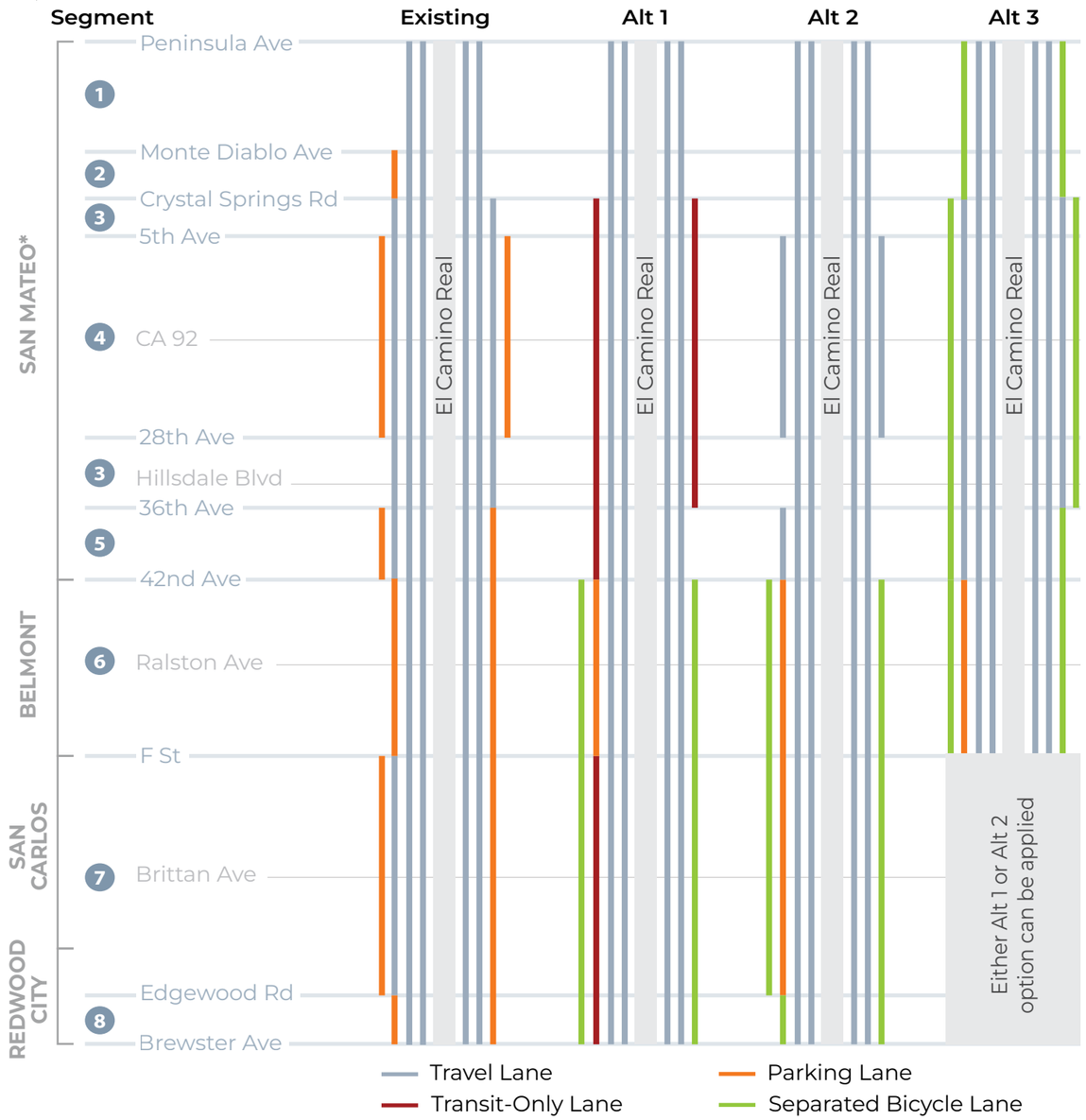
$23.4M per mile

20% of GBI cost

*For segments within the City of San Mateo, there is one additional alternative which is the existing cross section plus only the spot improvements. This alternative is referred to as Alternative 4 for Segments 1 through 5 on the following pages. See spot improvements starting on page 73.

Corridor Overview

Click on the segment number you want to navigate to.



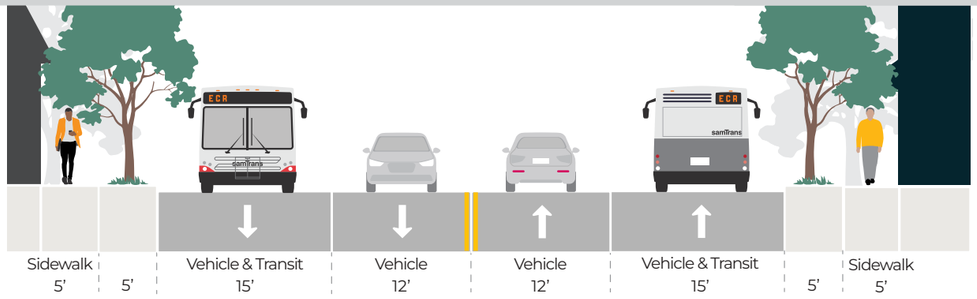
Click to view corridor-wide improvements: BIKE CONNECTIVITY SPOT IMPROVEMENTS

SEGMENT 1

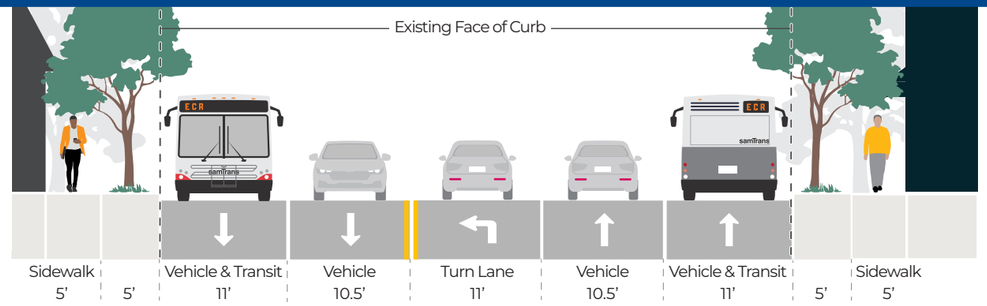
Peninsula Ave to Monte Diablo Ave

Segment 1 of El Camino has 74 feet of right-of-way with two vehicle lanes in each direction. This segment accommodates sidewalks and landscaping with trees on both sides, but does not include left turn pockets or on-street parking. Sidewalks on this segment do not meet minimum widths provided in Caltrans design standards. The main land uses adjacent to this segment are medium-density residential areas.

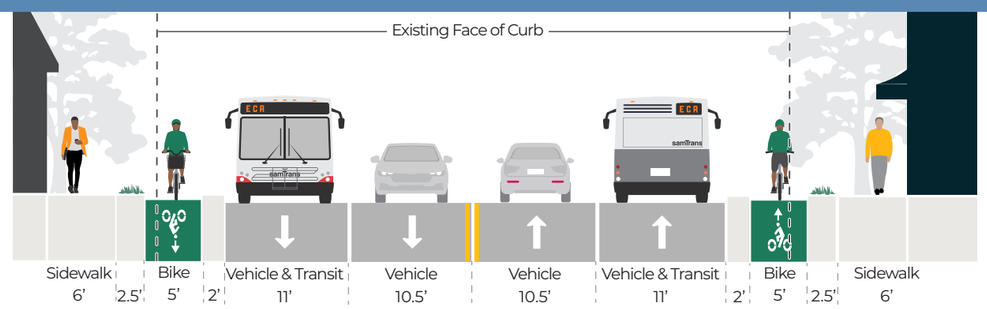
Existing Cross Section & Alternative 4 (Looking North) 74’



Alternative 1 & 2 Cross Section



Alternative 3 Cross Section

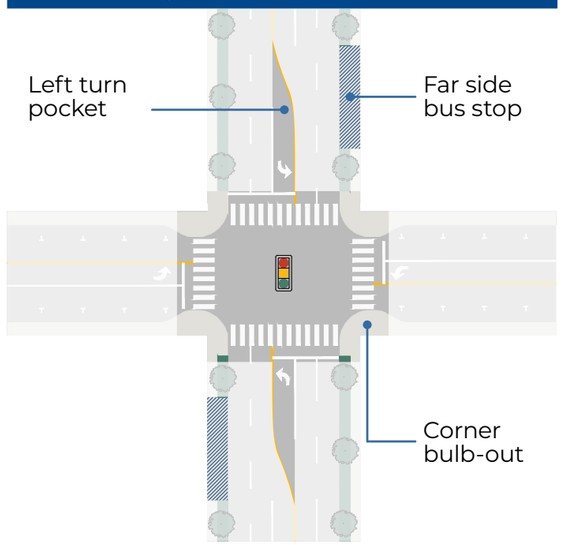


Sidewalk widths for these alternatives do not consistently meet the minimum standards per Caltrans DIB 94 (8 feet) and would therefore require seeking a design exception from Caltrans and leveraging setback requirements for future developments for expanded sidewalk space.

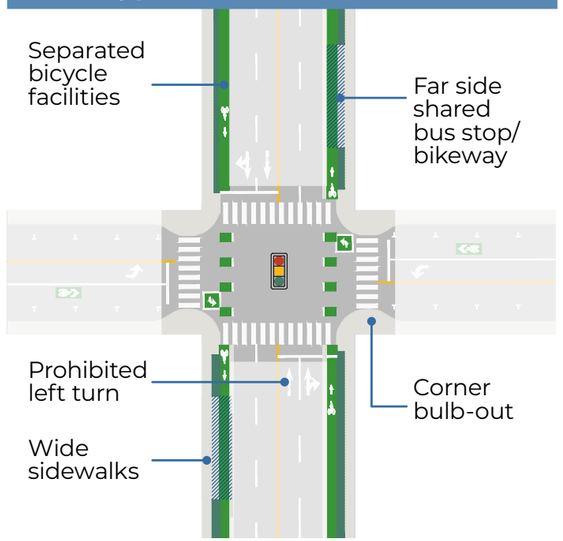
Proposed Key Changes

Alternatives 1 and 2 prioritize transit reliability by adding left turn pockets which improves circulation, improves safety, and reduces delay. Alternative 3 prioritizes safety and comfort for people walking and biking by adding separated bicycle facilities and widening sidewalks on both sides; left turns would be prohibited to improve safety at intersections.

Alt 1 & 2 Typical Intersection

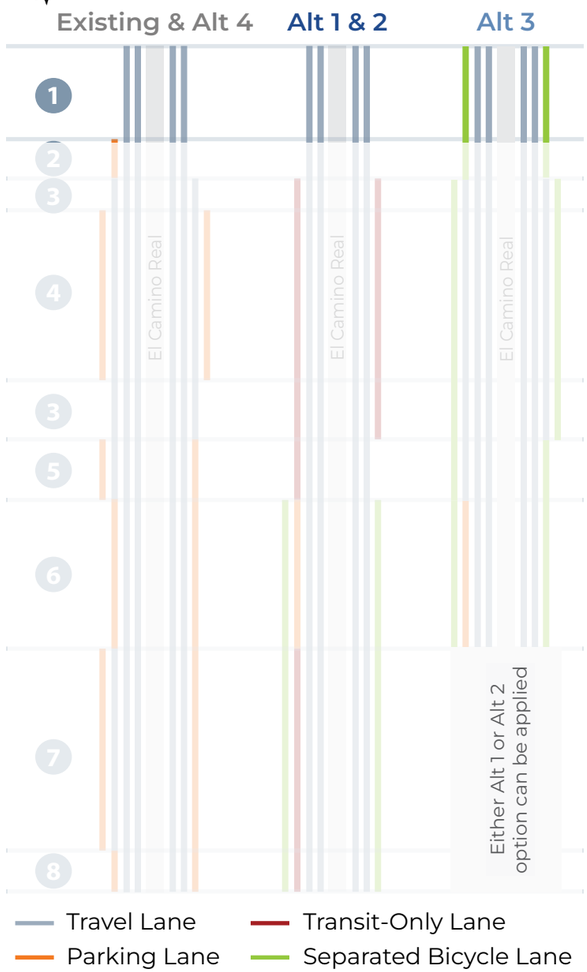


Alt 3 Typical Intersection



Corridor Map

Click on the map to jump to each segment.



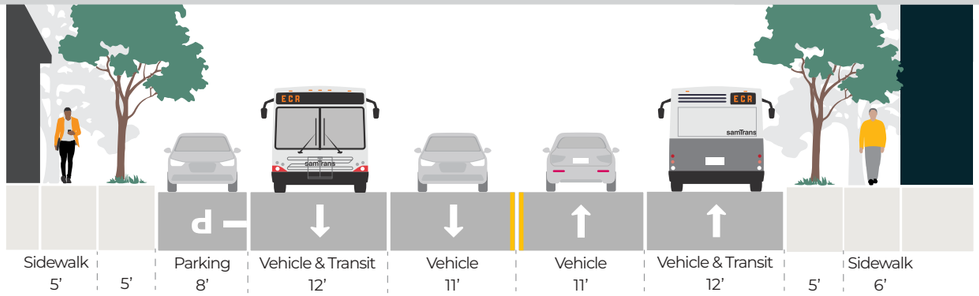
SEGMENT 1 SPOT IMPROVEMENTS

SEGMENT 2

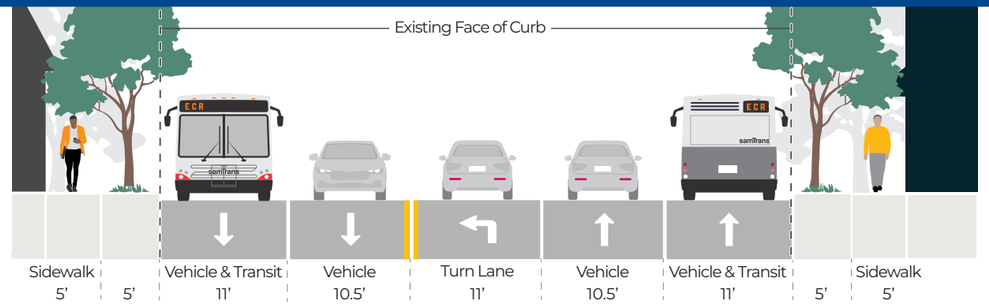
Monte Diablo Ave to Crystal Springs Rd

Segment 2 of El Camino has 74 feet of right-of-way with two vehicle lanes in each direction. This segment accommodates on-street parking on the west side and sidewalks and landscaping with trees on both sides, but does not include left turn pockets. Sidewalks on this segment do not meet minimum widths in Caltrans design standards. The main land uses adjacent to this segment are medium-density residential areas.

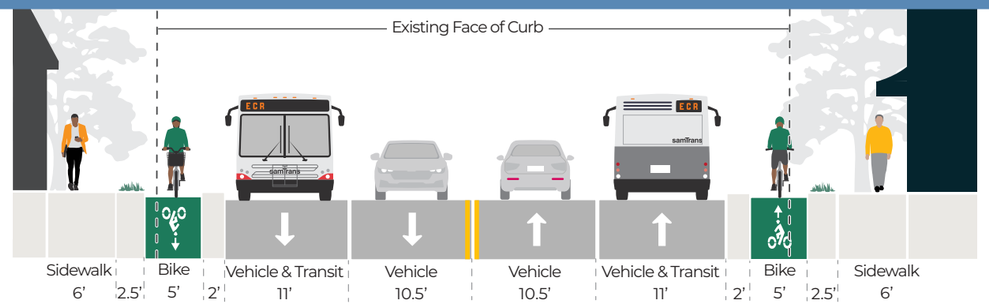
Existing Cross Section & Alternative 4 (Looking North) 74'



Alternative 1 & 2 Cross Section



Alternative 3 Cross Section

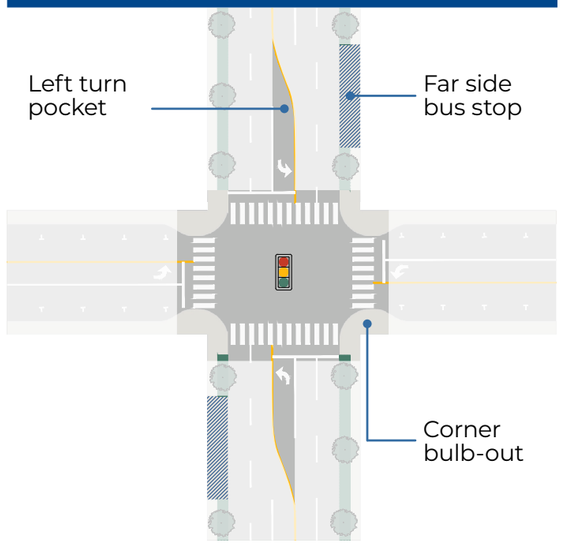


Sidewalk widths for these alternatives do not consistently meet the minimum standards per Caltrans DIB 94 (8 feet) and would therefore require seeking a design exception from Caltrans and leveraging setback requirements for future developments for expanded sidewalk space.

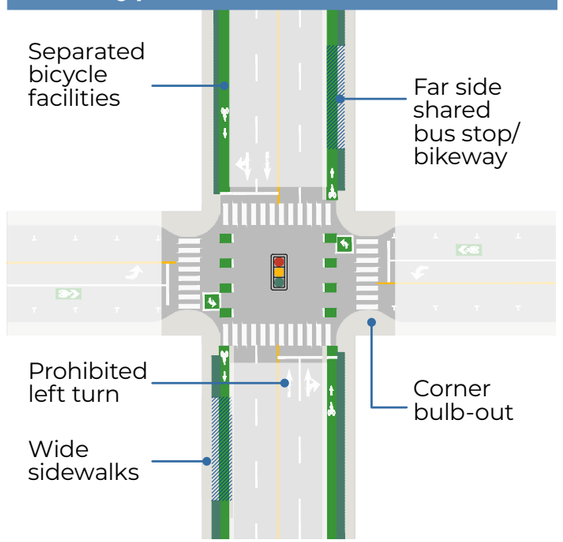
Proposed Key Changes

All alternatives proposed for this segment are the same as those for Segment 1. The only difference in key changes for all alternatives is removing the on-street parking on the west side.

Alt 1 & 2 Typical Intersection

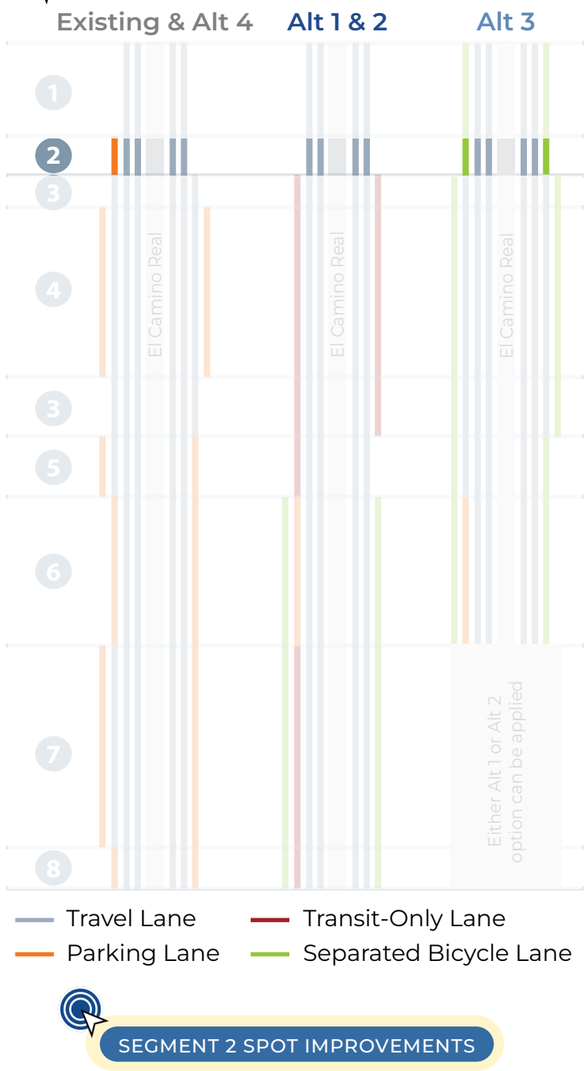


Alt 3 Typical Intersection



Corridor Map

Click on the map to jump to each segment.

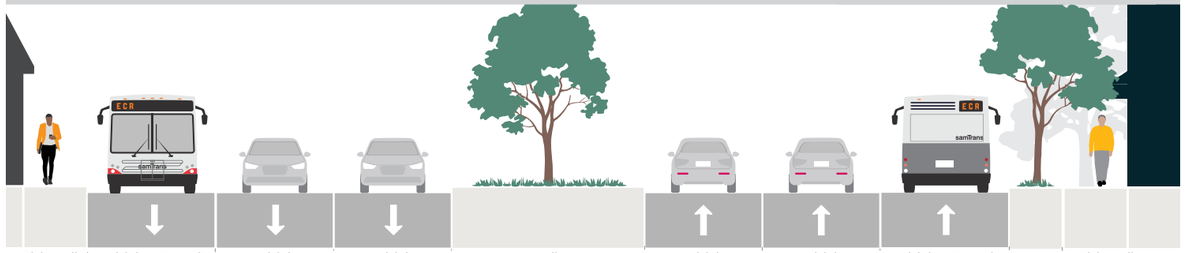


SEGMENT 3

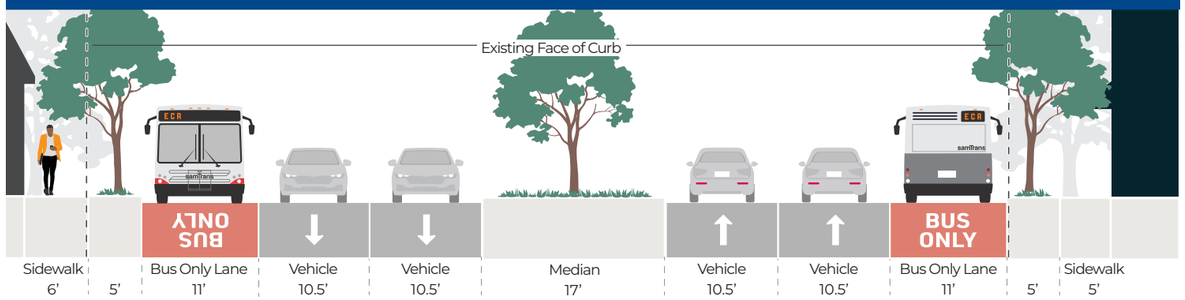
Crystal Springs Rd to 5th Ave / 28th Ave to 36th Ave

Segment 3 of El Camino has 102 feet of right-of-way with three vehicle lanes in each direction. This segment accommodates a raised concrete median with left-turn pockets at intersections, sidewalks on both sides, and landscaping with trees on the east side, but no on-street parking. Sidewalks do not meet minimum Caltrans width standards. The main adjacent land uses are the downtown core and Hillsdale commercial areas.

Existing Cross Section & Alternative 4 (Looking North) 102’

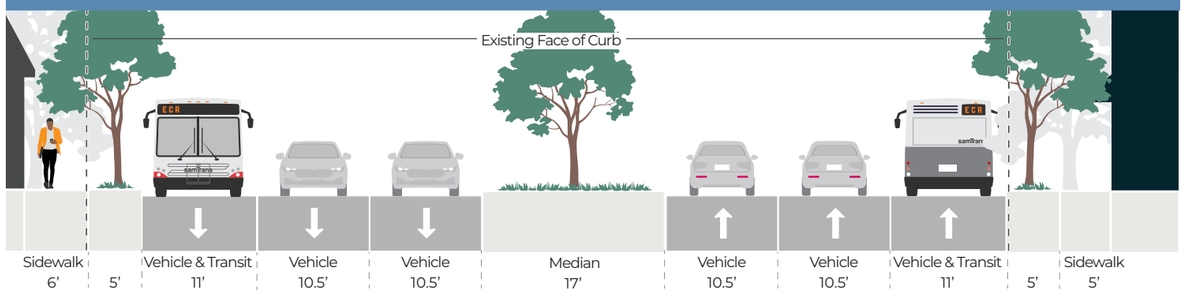


Alternative 1 Cross Section



At intersections, the median would be used for left-turn pockets. Parking feasible if sidewalks/median narrowed (trees removed). Or, separated bikeways feasible if sidewalks and median narrowed (trees removed).

Alternative 2 Cross Section

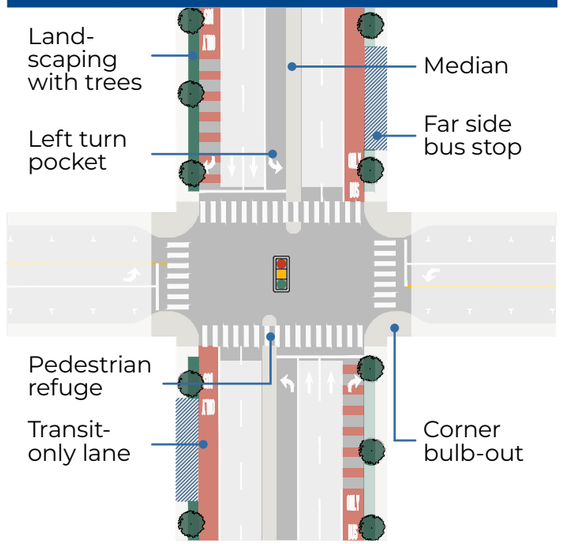


At intersections, the median would be used for left-turn pockets. Parking feasible on one side if sidewalks/median narrowed (trees removed).

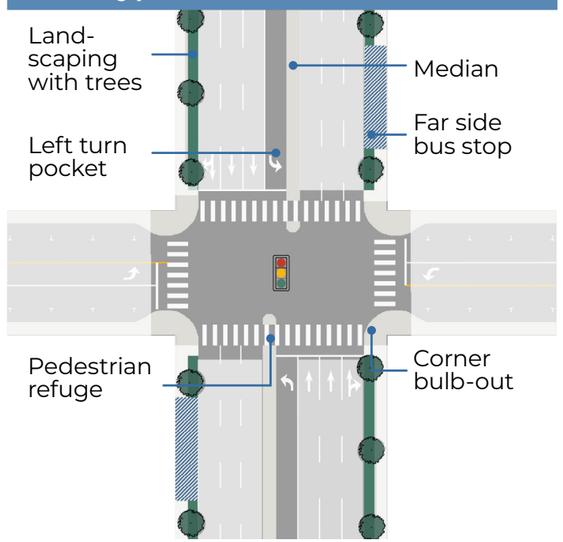
Proposed Key Changes

Alternative 1 prioritizes transit reliability by converting one vehicle lane to a transit-only lane in each direction. Alternative 2 widens sidewalks, enhancing comfort for people walking. Both alternatives provide a pedestrian refuge, narrow lanes and left turn pockets, provide landscaping with trees on the west side, relocate bus stops to the far side, and improve safety for all modes. Parking is feasible if sidewalks or the median is narrowed, requiring tree removal. Future design phases may consider reducing the median width to allocate space to other priorities, such as wider sidewalks.

Alt 1 Typical Intersection

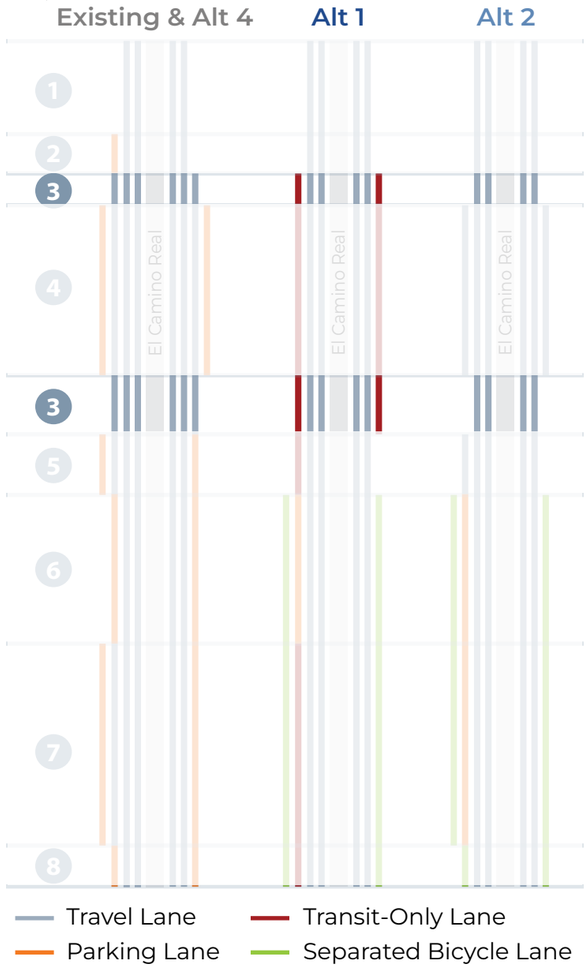


Alt 2 Typical Intersection



Corridor Map

Click on the map to jump to each segment.



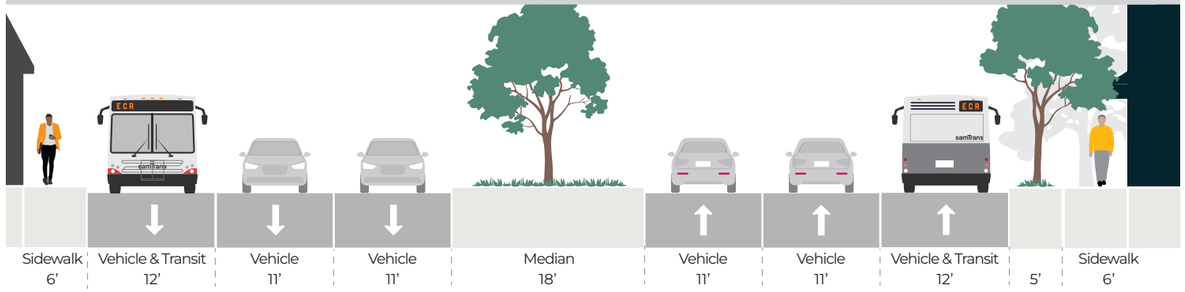
SEGMENT 3 SPOT IMPROVEMENTS

SEGMENT 3

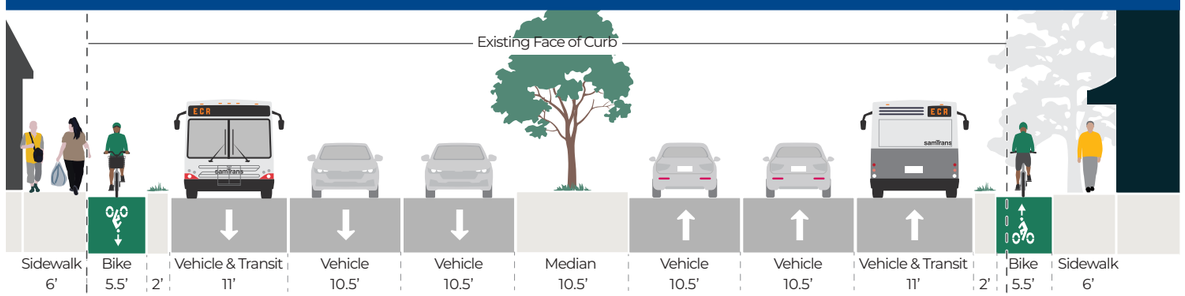
Crystal Springs Rd to 5th Ave / 28th Ave to 36th Ave

Segment 3 of El Camino has 102 feet of right-of-way with three vehicle lanes in each direction. This segment accommodates a raised concrete median with left-turn pockets at intersections, sidewalks on both sides, and landscaping with trees on the east side, but no on-street parking. Sidewalks do not meet minimum Caltrans width standards. The main adjacent land uses are the downtown core and Hillsdale commercial areas.

Existing Cross Section & Alternative 4 (Looking North) 102’



Alternative 3 Cross Section



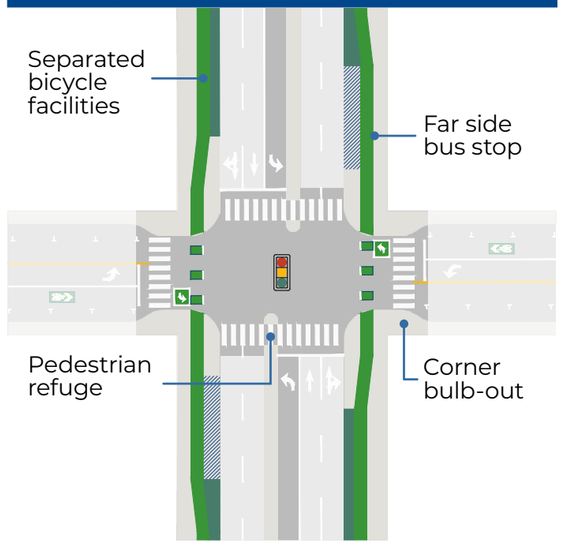
At intersections, the median would be used for left-turn pockets.

Sidewalk widths for Alternative 3 do not consistently meet the minimum standards per Caltrans DIB 94 (8 feet) and would therefore require seeking a design exception from Caltrans and leveraging setback requirements for future developments for expanded sidewalk space.

Proposed Key Changes

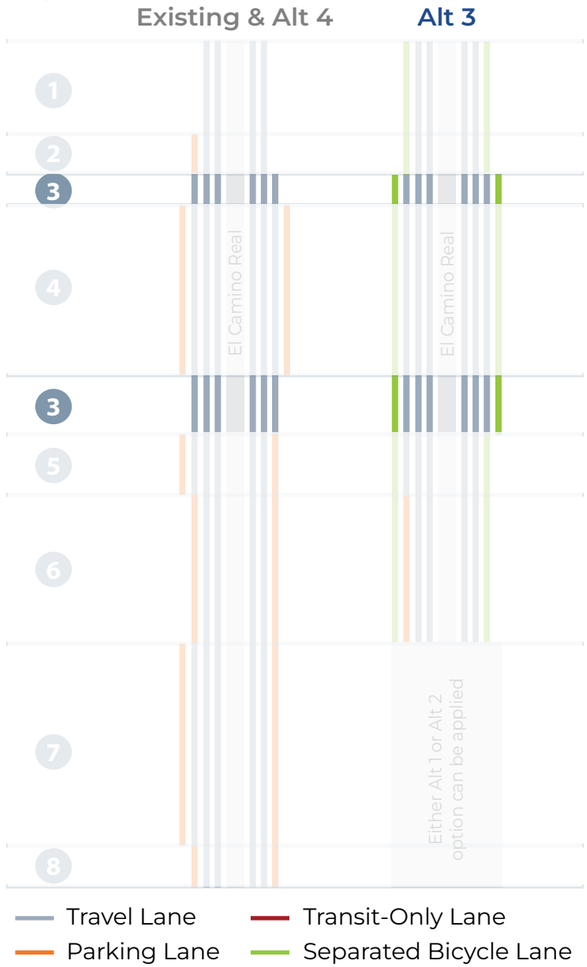
Alternative 3 adds separated bicycle facilities which improves safety for all road users and enhances comfort for people biking. It also narrows left turn pockets, widens sidewalks on both sides, and relocates bus stops to the far side.

Alt 3 Typical Intersection



Corridor Map

Click on the map to jump to each segment.



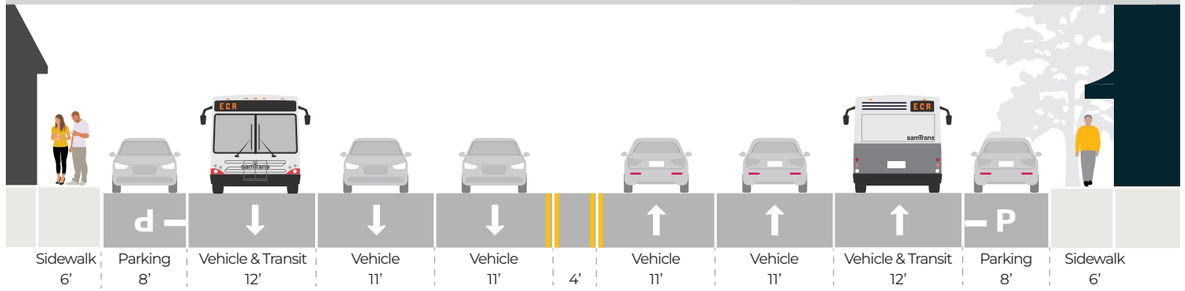
SEGMENT 3 SPOT IMPROVEMENTS

SEGMENT 4

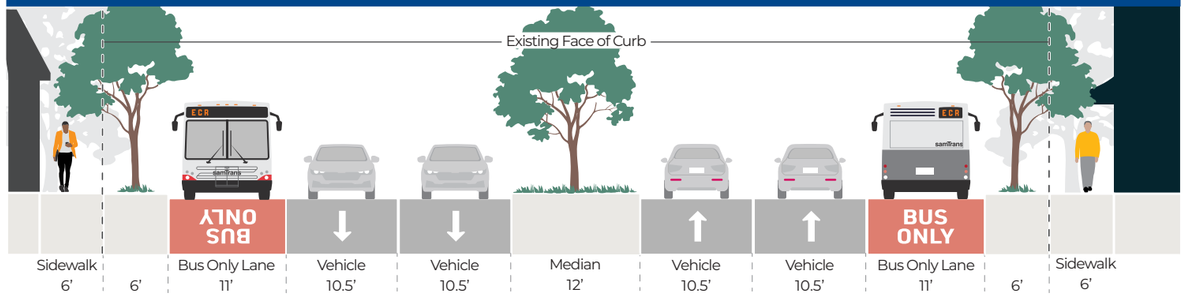
5th Ave to 28th Ave

Segment 4 of El Camino has 100 feet of right-of-way with three vehicle lanes in each direction. This segment accommodates left turn pockets and on-street parking and sidewalks on both sides, but does not include any landscaping. Sidewalks on this segment do not meet minimum widths in Caltrans design standards. The main land uses adjacent to this segment are low-density commercial areas.

Existing Cross Section & Alternative 4 (Looking North) 100’

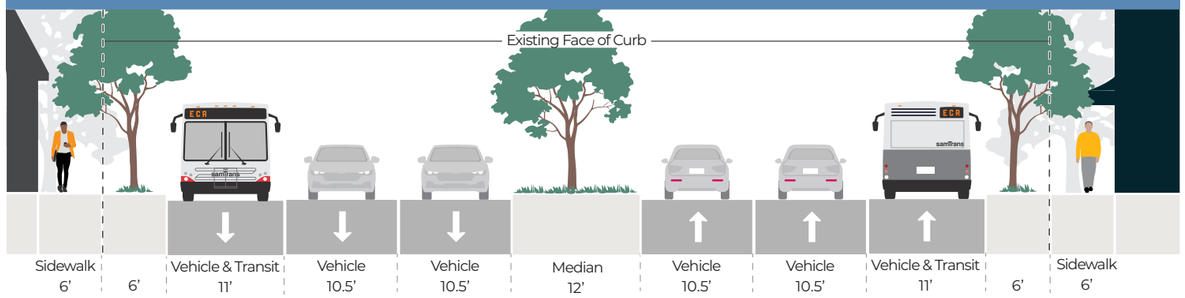


Alternative 1 Cross Section



At intersections, the median would be used for left-turn pockets. Parking feasible if sidewalks/median narrowed (trees removed). Or, separated bikeways feasible if sidewalks and median narrowed (trees removed).

Alternative 2 Cross Section

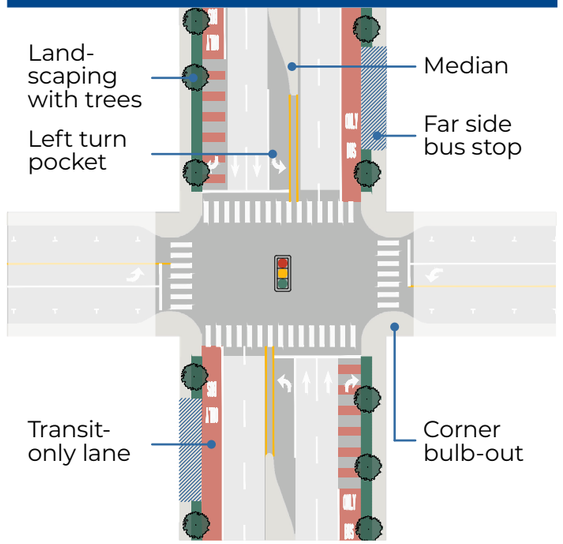


At intersections, the median would be used for left-turn pockets. Parking feasible on one side if sidewalks/median narrowed (trees removed).

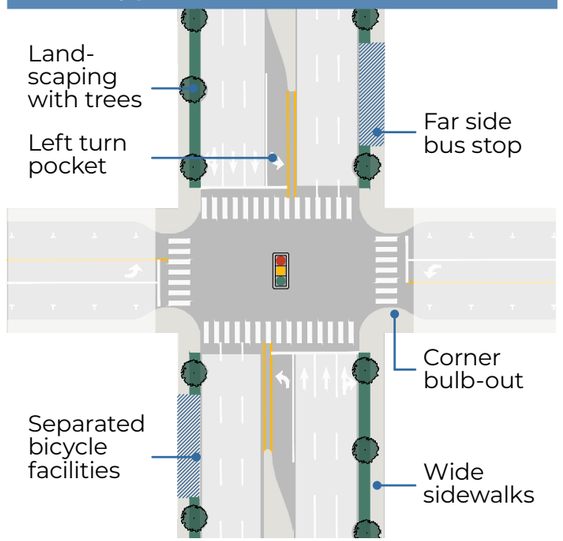
Proposed Key Changes

Alternative 1 prioritizes transit reliability by converting one vehicle lane to a transit-only lane in each direction. This configuration improves safety for all road users. Alternative 2 narrows travel lanes. Both alternatives allow for alternating street trees and parking depending on demand, provide a planted median, and relocate bus stops to the far side. Parking is feasible if sidewalks or the median is narrowed, requiring tree removal. Future detailed design may consider reducing the width of the median to allocate to other right-of-way priorities, such as wider sidewalks.

Alt 1 Typical Intersection

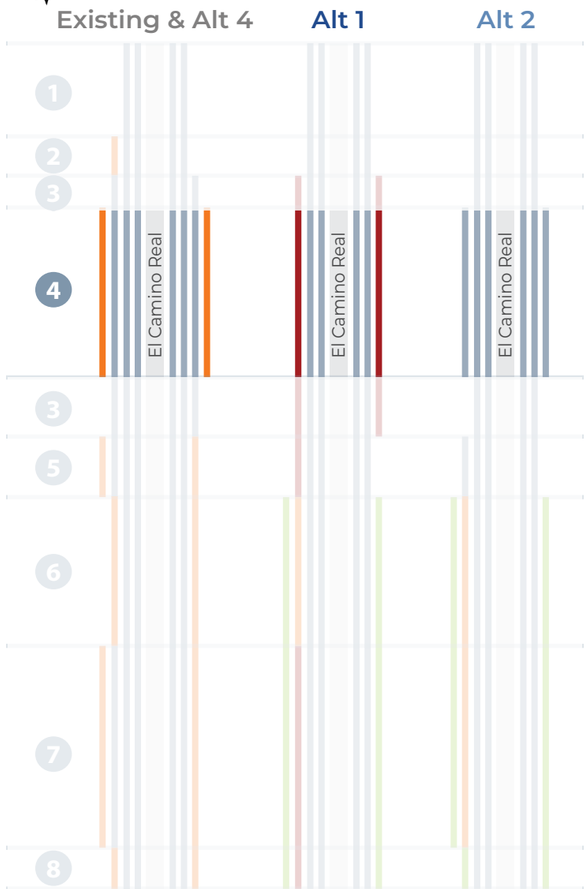


Alt 2 Typical Intersection



Corridor Map

Click on the map to jump to each segment.



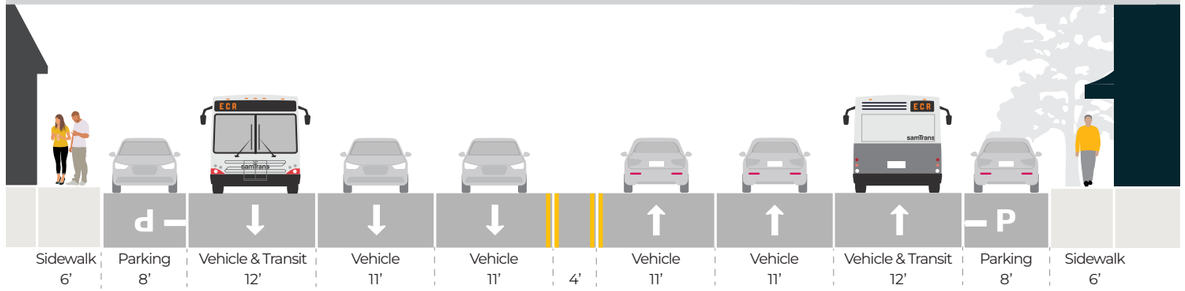
SEGMENT 4 SPOT IMPROVEMENTS

SEGMENT 4

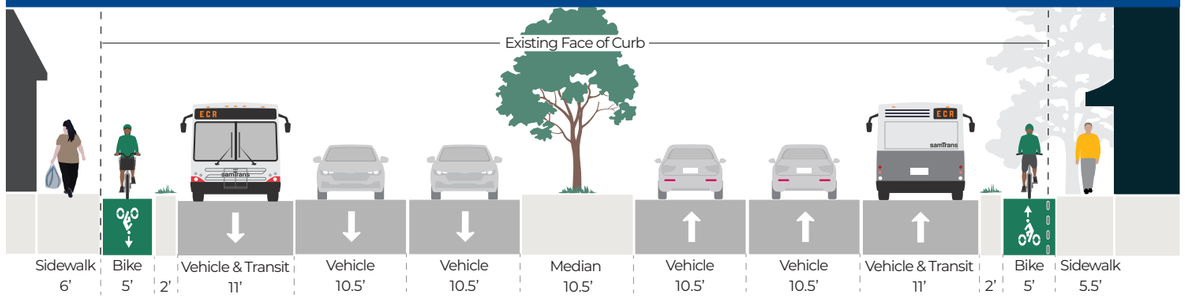
5th Ave to 28th Ave

Segment 4 of El Camino has 100 feet of right-of-way with three vehicle lanes in each direction. This segment accommodates left turn pockets and on-street parking and sidewalks on both sides, but does not include any landscaping. Sidewalks on this segment do not meet desired widths. The main land uses adjacent to this segment are low-density commercial areas.

Existing Cross Section & Alternative 4 (Looking North) 100’



Alternative 3 Cross Section



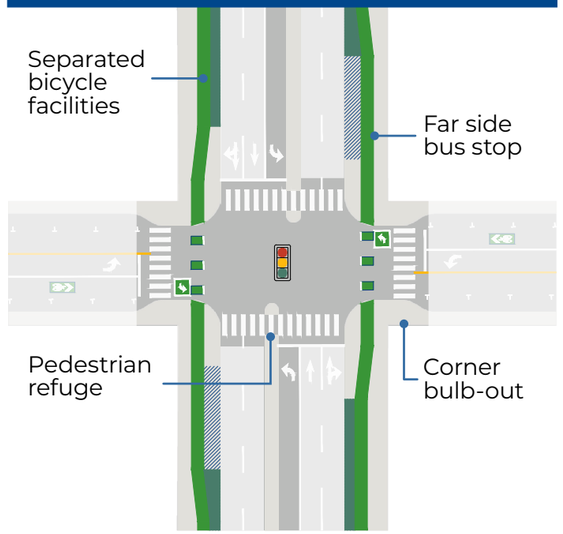
At intersections, the median would be used for left-turn pockets.

Sidewalk widths for Alternative 3 do not consistently meet the minimum standards per Caltrans DIB 94 (8 feet) and would therefore require seeking a design exception from Caltrans and leveraging setback requirements for future developments for expanded sidewalk space.

Proposed Key Changes

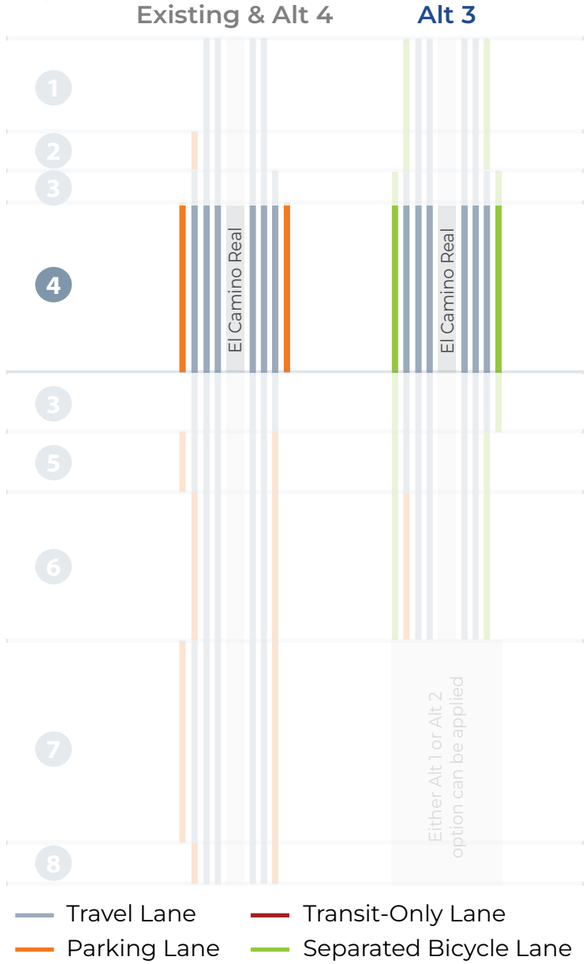
Alternative 3 adds separated bicycle facilities which improves safety for all road users and enhances comfort for people biking. It also narrows left turn pockets, widens sidewalks on both sides, and relocates bus stops to the far side.

Alt 3 Typical Intersection



Corridor Map

Click on the map to jump to each segment.



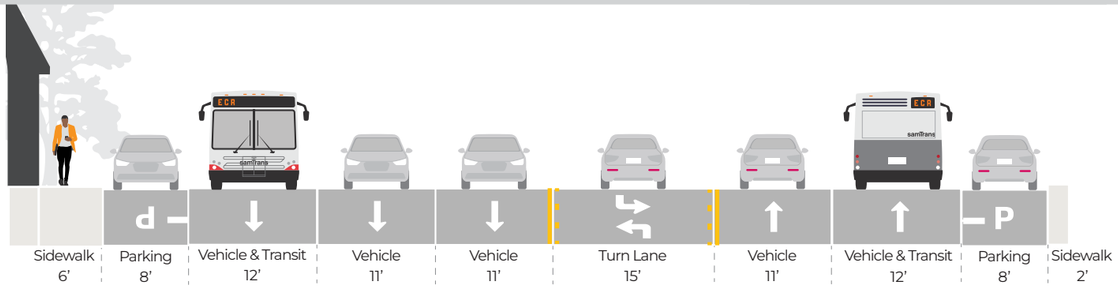
SEGMENT 4 SPOT IMPROVEMENTS

SEGMENT 5

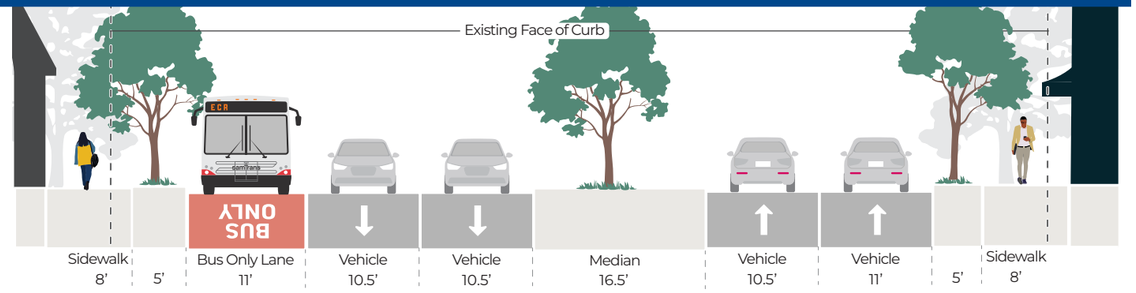
36th Ave to 42nd Ave

Segment 5 of El Camino has 96 feet of right-of-way with three southbound vehicle lanes and two northbound vehicle lanes. This segment accommodates a center left turn lane and on-street parking on both sides, but does not include any landscaping. This segment has only sidewalks on the west side that do not meet desired widths. The main land uses adjacent to this segment are low-density commercial areas, with greater land use intensity on the west side.

Existing Cross Section & Alternative 4 (Looking North) 96’

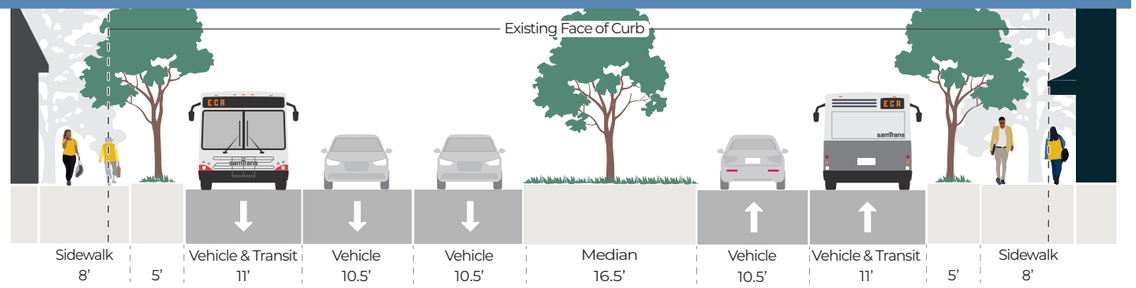


Alternative 1 Cross Section



At intersections, the median would be used for left-turn pockets. Parking feasible if sidewalks/median narrowed (trees removed). Or, separated bikeways feasible if sidewalks and median narrowed (trees removed).

Alternative 2 Cross Section

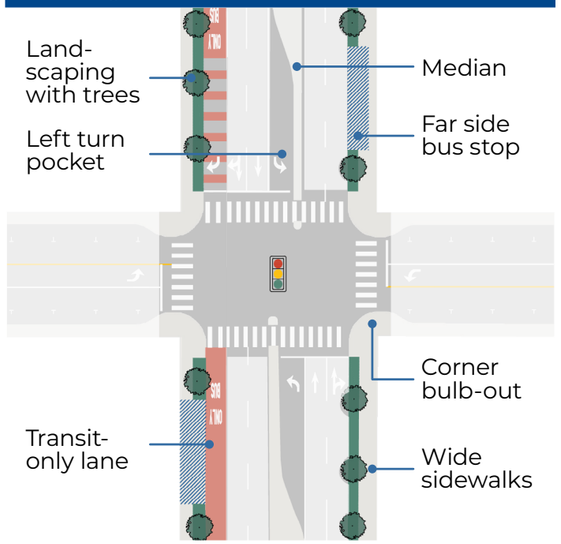


At intersections, the median would be used for left-turn pockets. Parking feasible on one side if sidewalks/median narrowed (trees removed).

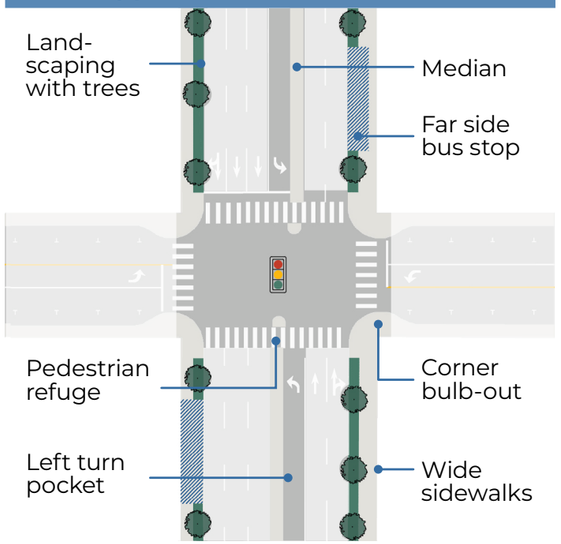
Proposed Key Changes

Alternative 1 converts one southbound vehicle lane to a transit-only lane. The conversion only applies to the southbound direction to maintain two vehicle lanes in each direction. It also widens sidewalks on the east side. Alternative 2 widens sidewalks on both sides. Both alternatives remove on-street parking on both sides, provide a planted median, pedestrian refuge, and landscaping with trees, and relocate bus stops to the far side. Both alternatives improve safety for all modes and enhances comfort for people walking.

Alt 1 Typical Intersection

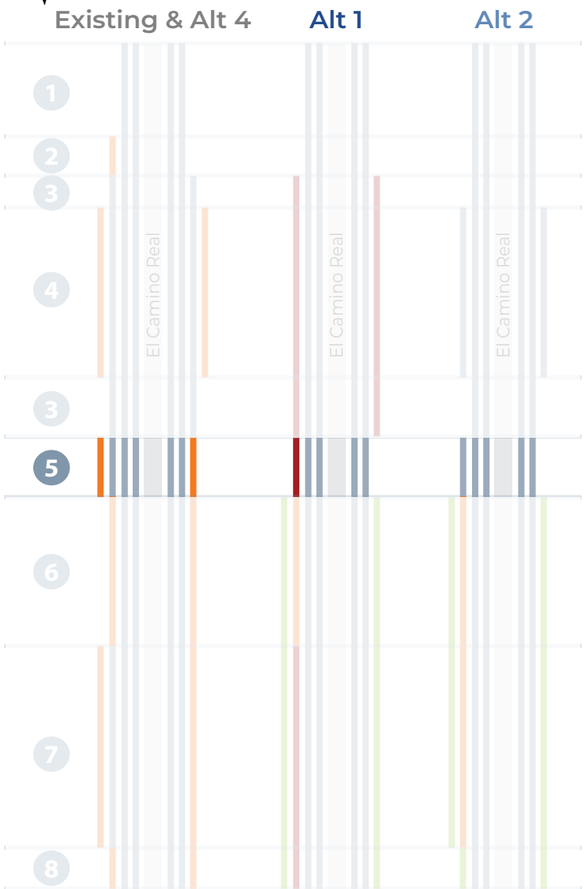


Alt 2 Typical Intersection



Corridor Map

Click on the map to jump to each segment.



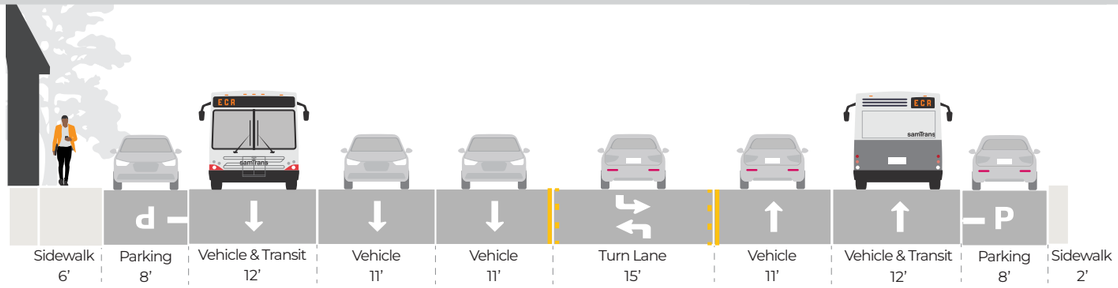
SEGMENT 5 SPOT IMPROVEMENTS

SEGMENT 5

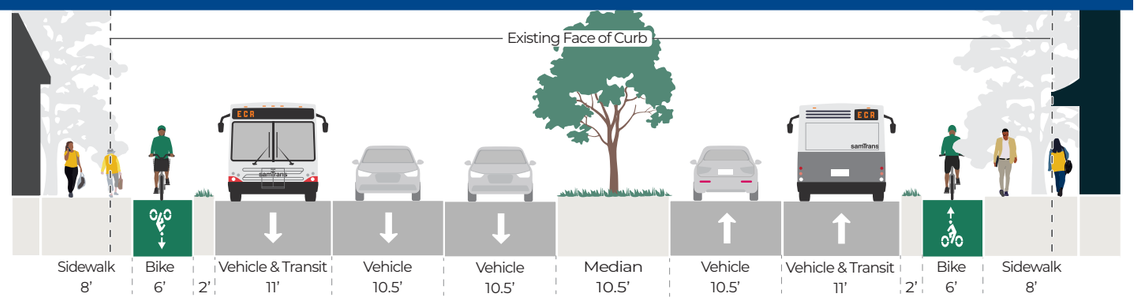
36th Ave to 42nd Ave

Segment 5 of El Camino has 96 feet of right-of-way with three southbound vehicle lanes and two northbound vehicle lanes. This segment accommodates a center left turn lane and on-street parking on both sides, but does not include any landscaping. This segment has only sidewalks on the west side that do not meet desired widths. The main land uses adjacent to this segment are low-density commercial areas, with greater land use intensity on the west side.

Existing Cross Section & Alternative 4 (Looking North) 96’



Alternative 3 Cross Section

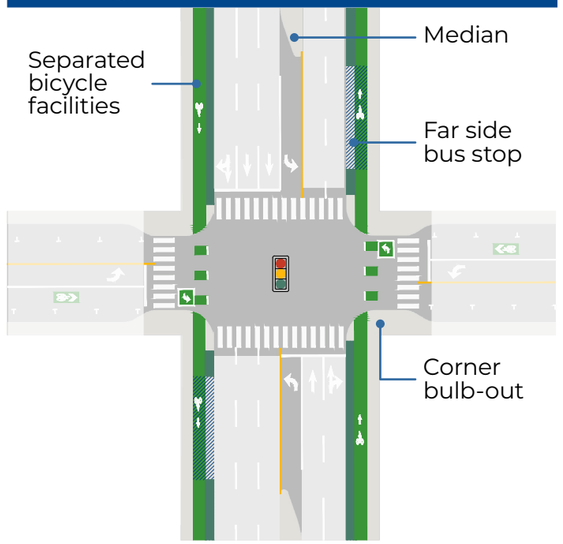


At intersections, the median would be used for left-turn pockets.

Proposed Key Changes

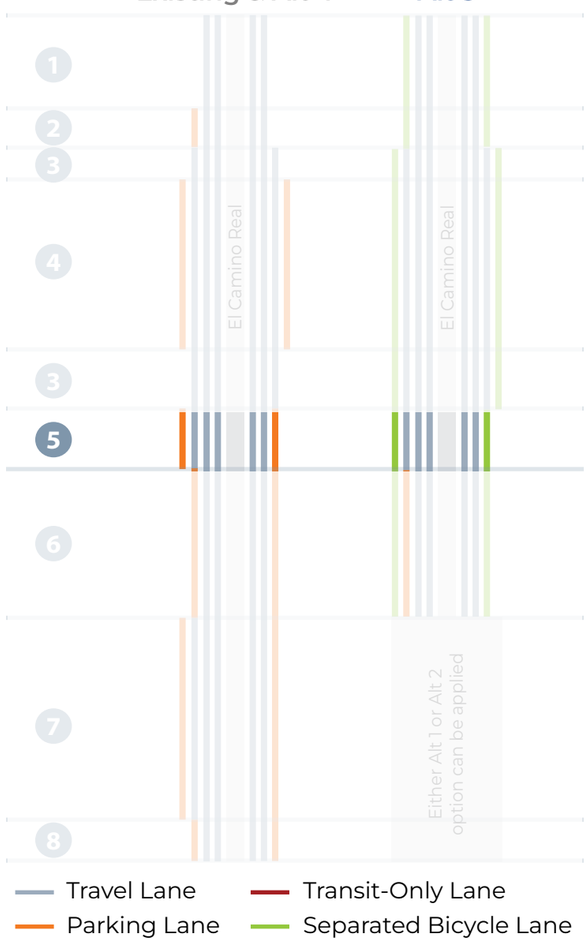
Alternative 3 removes on-street parking on both sides and provides separated bicycle facilities on both sides. It also widens sidewalks, provides a planted median, and provides landscaping on both sides. Bus stops are also relocated to the far side of the intersection. These changes improve safety for all modes and enhances comfort for people walking and biking.

Alt 3 Typical Intersection



Corridor Map

Click on the map to jump to each segment.



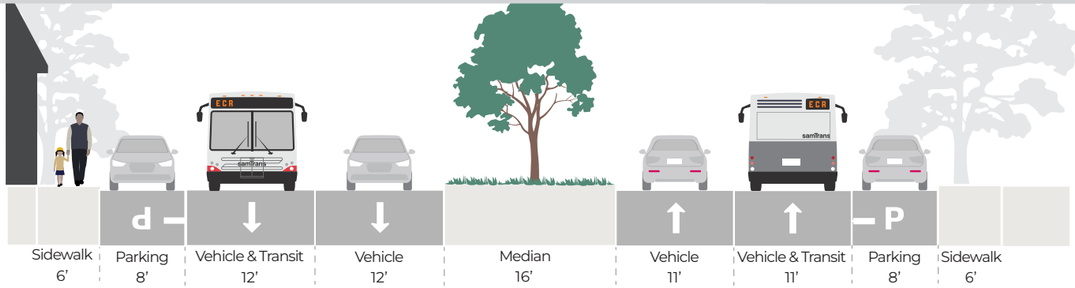
SEGMENT 5 SPOT IMPROVEMENTS

SEGMENT 6

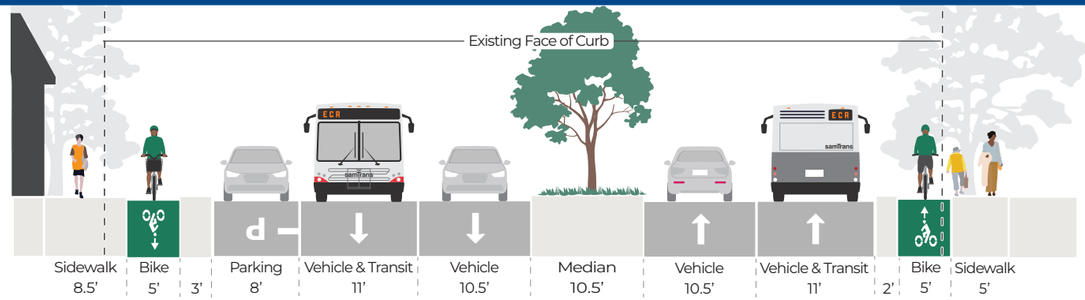
42nd Ave to F St

Segment 6 of El Camino has 90 feet of right-of-way with two vehicle lanes in each direction. This segment accommodates a wide planted median with left turn pockets and on-street parking and sidewalks on both sides. Sidewalks on this segment do not meet desired widths. The main land uses adjacent to this segment are low-density mixed-use and commercial areas, with higher land use intensity on the west side.

Existing Cross Section (Looking North) 90’



Alternative 1, 2, & 3 Cross Section



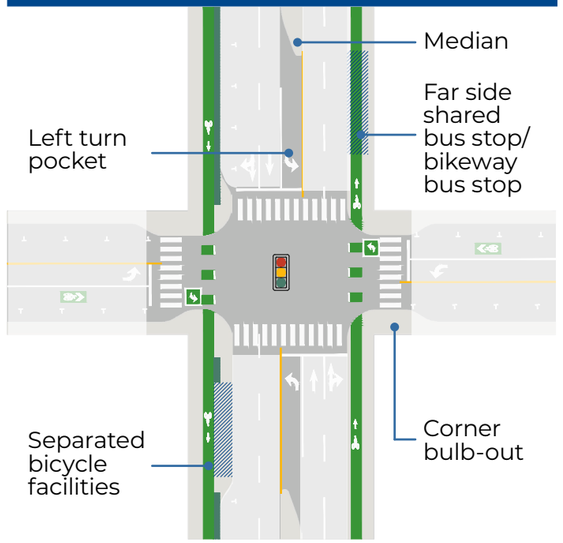
At intersections, the median would be used for left-turn pockets.

Sidewalk widths for these alternatives do not consistently meet the minimum standards per Caltrans DIB 94 (8 feet) and would therefore require seeking an exception through Caltrans process.

Proposed Key Changes

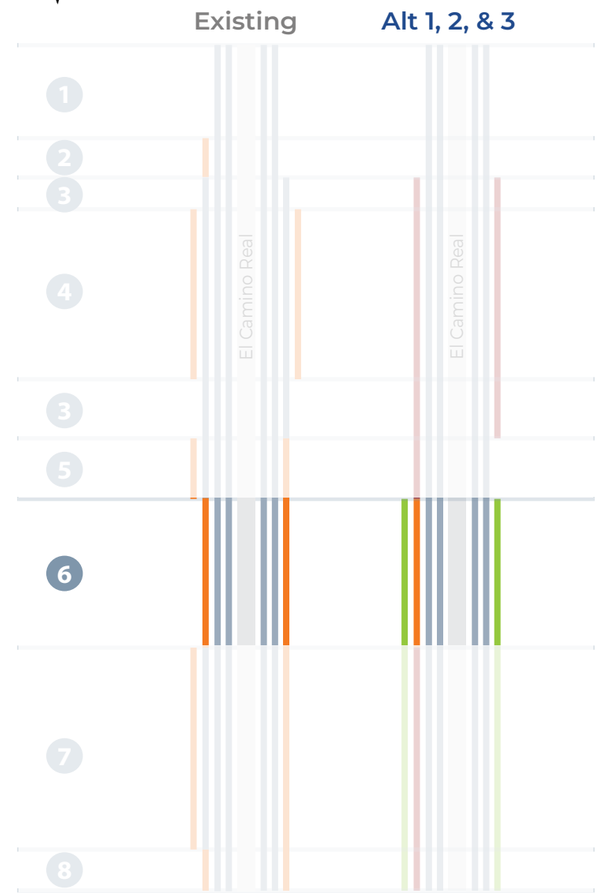
All alternatives prioritize safety and comfort for people biking by adding separated bicycle facilities on both sides. They also remove on-street parking on the east side, narrow the planted median, and relocate bus stops to the far side. All alteratives are the same as the bikeway aligns with all of the planning and policies in Belmont.

Alt 1, 2, & 3 Typical Intersection



Corridor Map

Click on the map to jump to each segment.

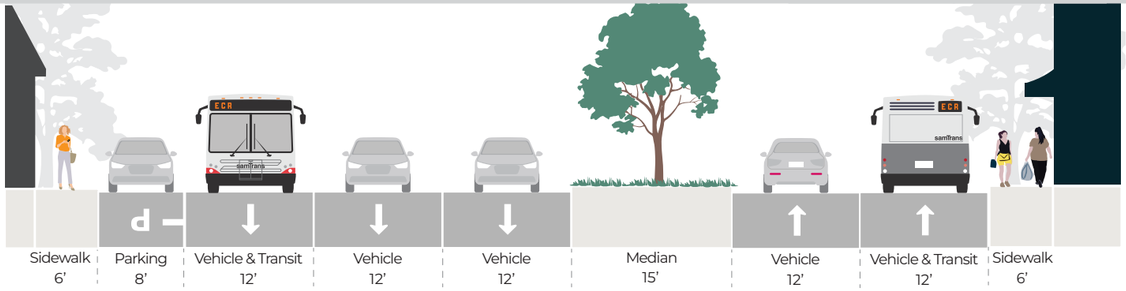


SEGMENT 7

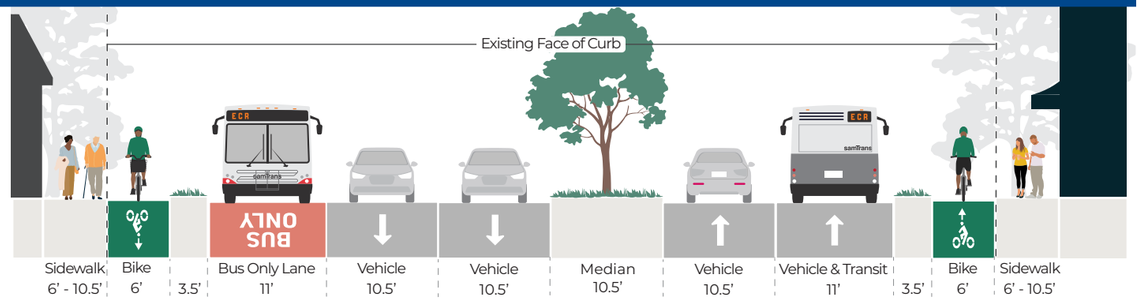
F St to Edgewood Rd

Segment 7 of El Camino has 95 feet of right-of-way with three southbound vehicle lanes and two northbound vehicle lanes. This segment has a planted median with left turn pockets. On the west side, it has on-street parking and sidewalks. On the east-side, these are intermittent. The main land uses adjacent to this segment are currently low-to-medium density commercial and mixed-use areas. However, much of San Carlos' future housing will take place along the corridor.

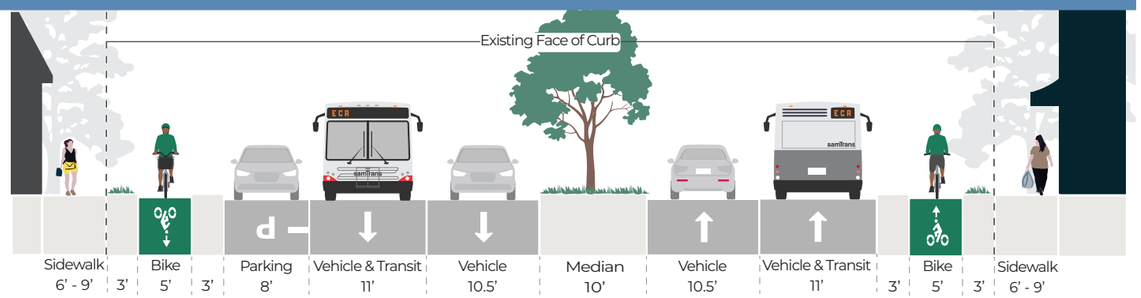
Existing Cross Section (Looking North) 95'



Alternative 1 Cross Section



Alternative 2 Cross Section

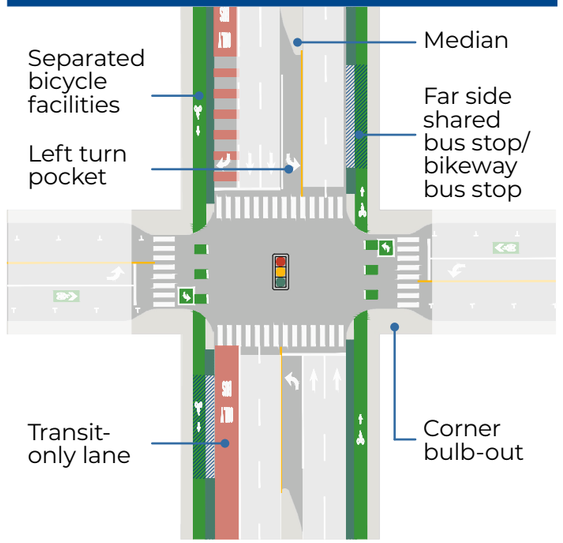


At intersections, the median would be used for left-turn pockets. Sidewalk widths for Alternative 1 do not consistently meet the minimum standards per Caltrans DIB 94 (8 feet) and would therefore require seeking a design exception from Caltrans and leveraging setback requirements for future developments for expanded sidewalk space.

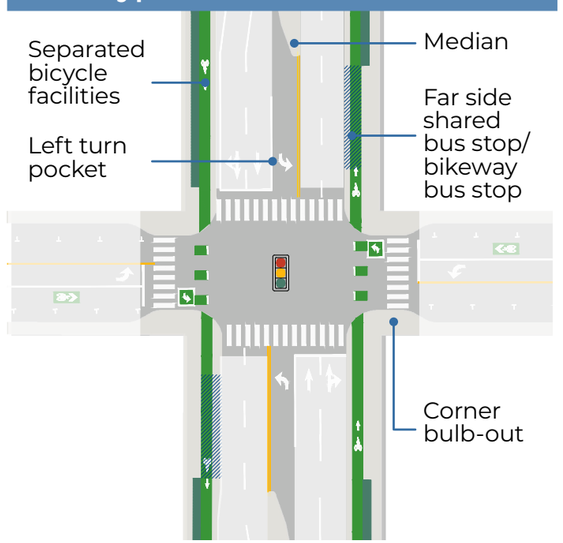
Proposed Key Changes

Alternatives 1 and 2 prioritize safety and comfort for people biking by providing separated bicycle facilities on both sides. Alternative 1 also prioritizes transit reliability by converting one southbound vehicle lane to a transit-only lane and removing on-street parking on the west side. The conversion only applies to the southbound direction to maintain two vehicle lanes in each direction. Alternative 2 removes one vehicle lane in the southbound direction. Both alternatives narrow the planted median and relocate bus stops to the far side.

Alt 1 Typical Intersection

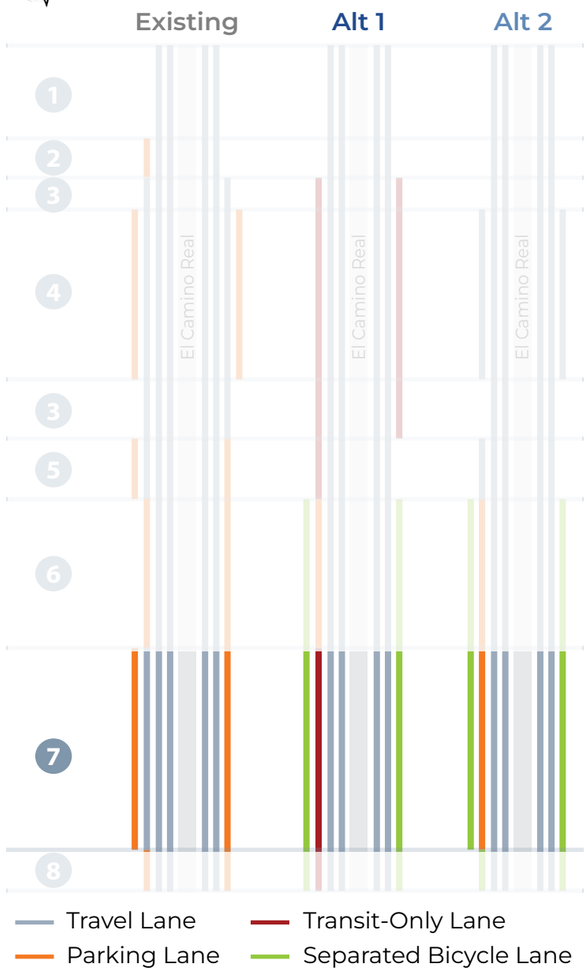


Alt 2 Typical Intersection



Corridor Map

Click on the map to jump to each segment.



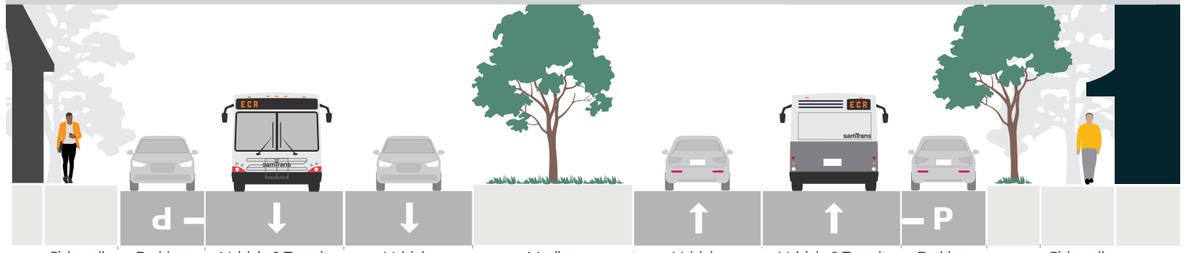
SEGMENT 7 SPOT IMPROVEMENTS

SEGMENT 8

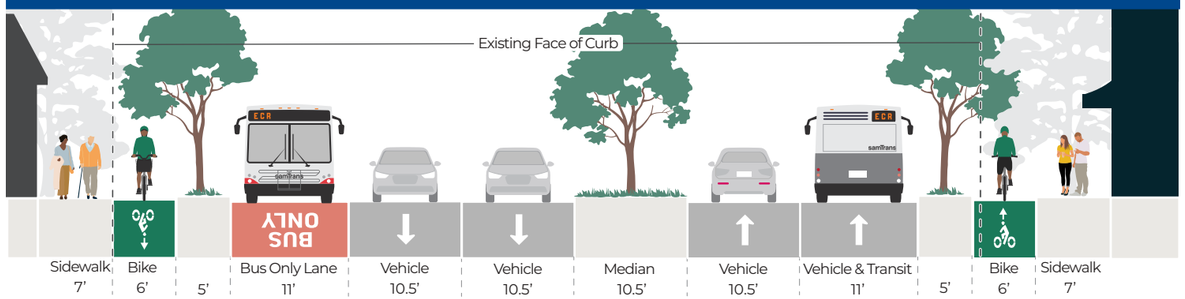
Edgewood Rd to Brewster Ave

Segment 8 of El Camino has 100 feet of right-of-way with two vehicle lanes in each direction. This segment has a planted median with left turn pockets, on-street parking and sidewalks on both sides, and landscaping with trees on the east side. Per Redwood City zoning code, a 12-foot sidewalk is required and will be incorporated through developer setback requirements as adjacent properties are developed. The main land uses adjacent to this segment are low-density commercial areas.

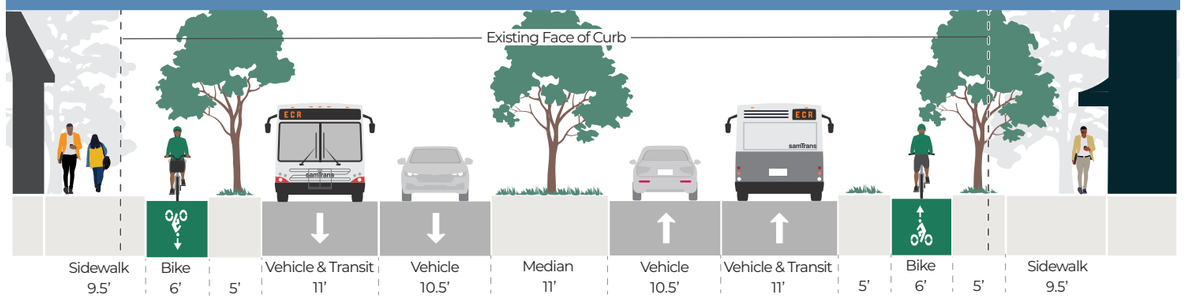
Existing Cross Section (Looking North) 100’



Alternative 1 Cross Section



Alternative 2 Cross Section

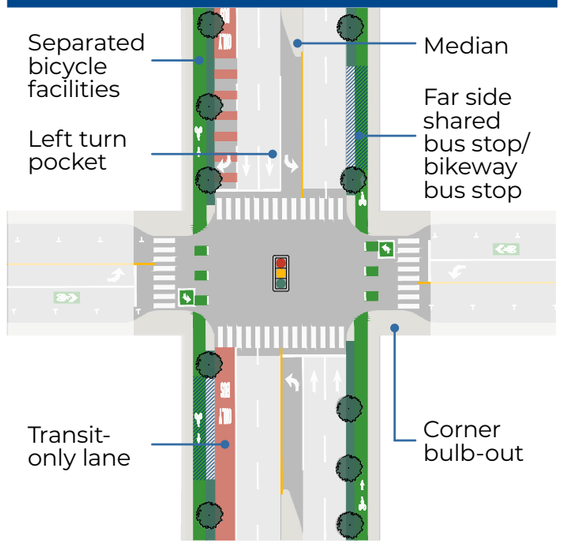


At intersections, the median would be used for left-turn pockets. Exact widths will be refined in future phases of design and will consider accommodating design vehicles.

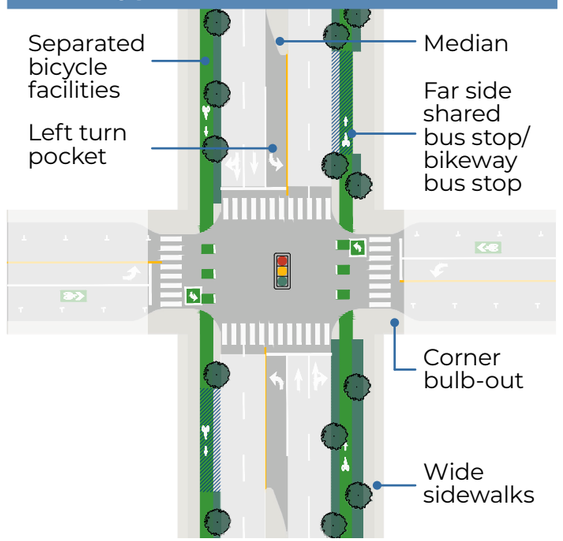
Proposed Key Changes

Alternatives 1 and 2 prioritize safety and comfort for people biking by removing on-street parking and providing separated bicycle facilities on both sides. Alternative 1 also prioritizes transit reliability by converting one southbound vehicle lane to a transit-only lane. The conversion only applies to the southbound direction to maintain two vehicle lanes in each direction. Alternative 2 widens sidewalks on both sides. Both alternatives narrow the planted median and relocate bus stops to the far side.

Alt 1 Typical Intersection

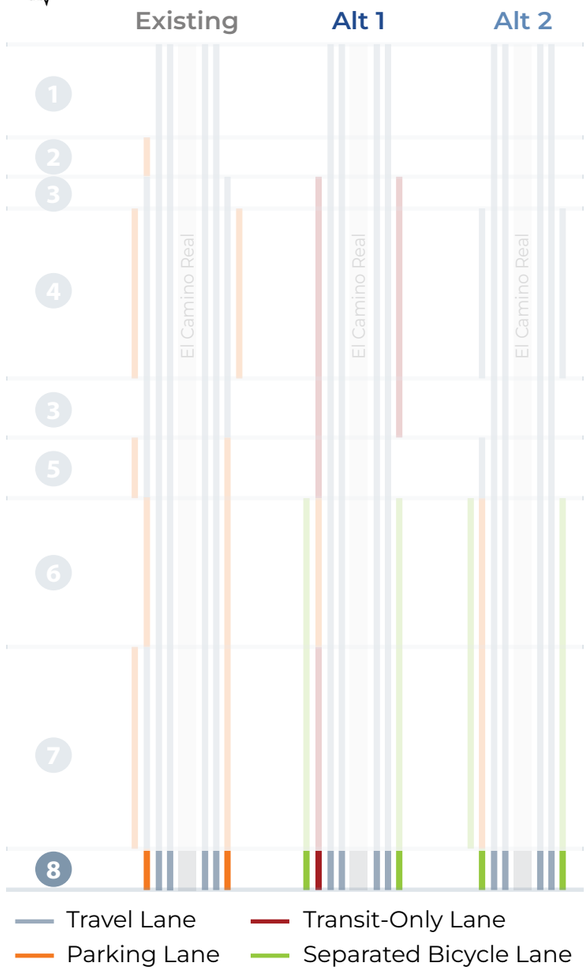


Alt 2 Typical Intersection



Corridor Map

Click on the map to jump to each segment.



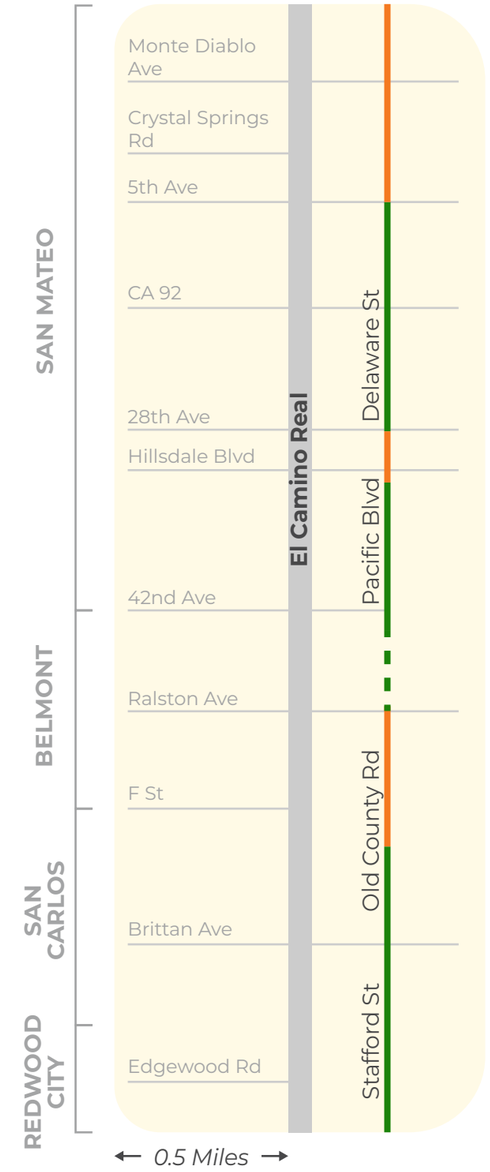
Bike Connectivity

Alternatives 1, 2, and 3 were developed with a focus on improving bicycle connectivity while balancing existing right-of-way constraints and multimodal needs. The alternatives are informed by the Caltrans District 4 Bike Plan, which identifies El Camino Real as a crucial corridor for prioritizing gap closure in the local and regional bicycle network, and recommends Class IV separated bikeways on segments of El Camino Real within the limits of the Central Cities.

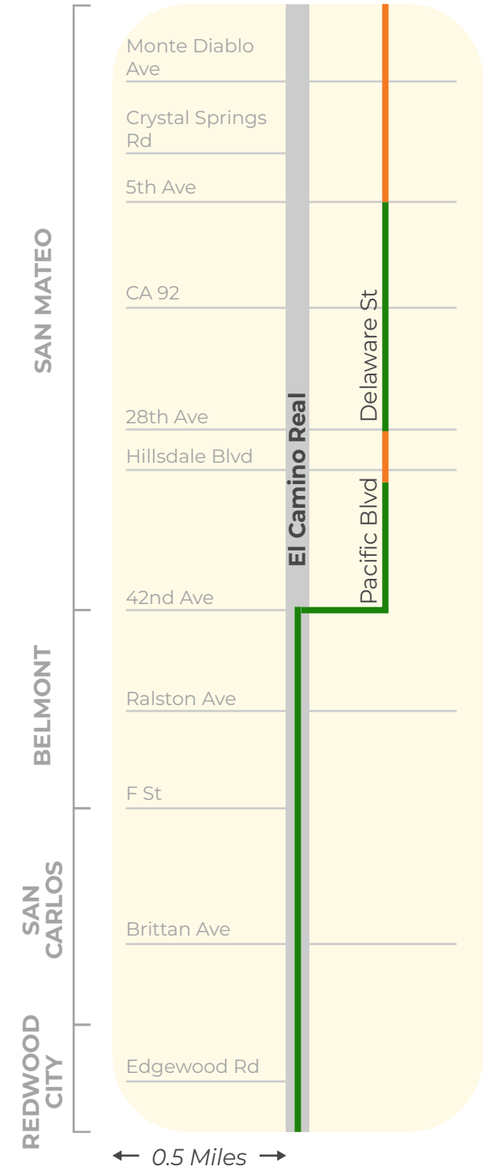
All alternatives provide low-stress connections to existing and proposed bicycle facilities parallel to and crossing El Camino Real, creating a complete network that provides a safe and comfortable experience for people of varying ages and abilities biking along the corridor.

The potential parallel low-stress bicycle routes are located within a half mile of El Camino Real. These routes will be further developed and refined in coordination with each City and Caltrans as part of the subsequent Caltrans project development process.

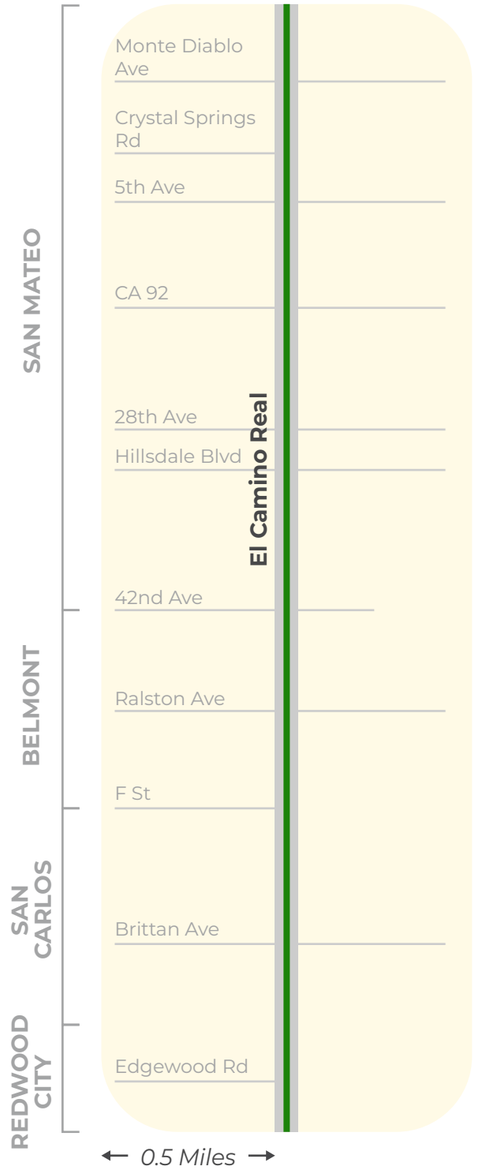
Existing and Alternative 4



Alternatives 1 and 2



Alternative 3



Spot Improvements + Placemaking Opportunities

The Central El Camino Plan identifies targeted spot improvements at critical intersections and complementary placemaking opportunities to enhance safety, accessibility, and the overall public realm experience for all corridor users.

Across all alternatives, these spot improvements target intersections where safety, operational, and multimodal deficiencies are most pronounced. The Plan developed these improvements from previous planning efforts and an engineering-based assessment of existing conditions. Treatments vary based on site constraints, safety considerations, and traffic operations, but the Plan may apply several universal treatments at all identified intersections, along with additional treatments tailored to signalized intersections.

Universal Treatments

Mark all crosswalks with **high-visibility crosswalks**.

Shorten crossing distances with **median refuge islands** or **bulbouts**, where feasible on El Camino and side streets. This may include narrowing travel lanes on side streets.

Implement **intersection treatments** for existing bicycle facilities on cross streets.

Incorporate **in-lane bus stops** (e.g., via bus boarding islands), and follow SamTrans bus stop design guidelines for bus stop design.

Restrict left turns in/out of driveways and side streets from El Camino unless signalized or otherwise noted.

Lighting improvements corridor-wide.

Universal Treatments for Signalized Intersections

This icon indicates where the following universal signalized intersection treatments may be considered.

- Add **directional curb ramps** and **advance stop bars**.
- **Modify signals** to include protected lefts on El Camino, leading pedestrian intervals, pedestrian countdown and accessible pedestrian signals, ITS improvements, and signal equipment and visibility improvements.
- Consider **protected lefts or split phase for side streets**. Where side streets have permissive lefts, consider a left-turn yield-to-pedestrian sign or a flashing yellow arrow.
- Consider **shorter cycle lengths**. Lower walk speed to 2.8 feet per second near schools and senior centers. Alternatives with bicycle facilities on El Camino to include bike-related signal infrastructure.
- **Assess lane configurations** to look for opportunities to reduce lanes and turn pockets and tighten intersections. **Mark crosswalks** on all legs.
- Where parking exists on El Camino Real or intersecting streets, **apply red curb** on approach to the intersection in compliance with California Assembly Bill 413.

The Plan also considers ideas for future discussion to enhance the public realm and create a more welcoming, accessible corridor. Placemaking priorities and strategies guide these improvements to facilitate safety and comfort for people walking, biking, and taking transit today while catalyzing future investment—encouraging denser development, making multimodal travel more attractive, and improving quality of life along the corridor. The Plan identifies several opportunity sites within the right-of-way for pilot activation projects. Site selection considered:

- City documents, including specific plans for downtown, streetscape plans, mobility plans
- Project team-identified transportation improvements and placemaking opportunities
- SamTrans equity priority studies
- Feedback from City staff

Placemaking Priorities



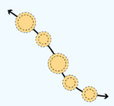
RECENTER PEDESTRIAN COMFORT

Fundamental streetscape improvements that bring back a sense of human scale to this busy thoroughfare.



REINFORCE CENTERS OF GRAVITY

Improving wayfinding experiences between El Camino Real and nearby destinations by building upon existing places where people want to be.



STRENGTHEN CONNECTIVITY

Highlight the distinct identities of the four cities while increasing the legibility of El Camino Real as a cohesive corridor.



SHAPE WHAT GROWS HERE

Public realm improvements can help set the stage for future partnership opportunities, land use decisions, and transit-oriented development.

Placemaking Strategies

MOVE + CONNECT

- Increase presence of benches, lighting, and wayfinding signage near bus stops and Caltrain platforms.
- Demonstrate first-class connections to existing and new bike networks.

STORYTELLING CANVAS

- Implement distinctive crosswalks and gateway signage at major intersections.
- Add decorative lighting near existing activity nodes.

LET'S GREEN

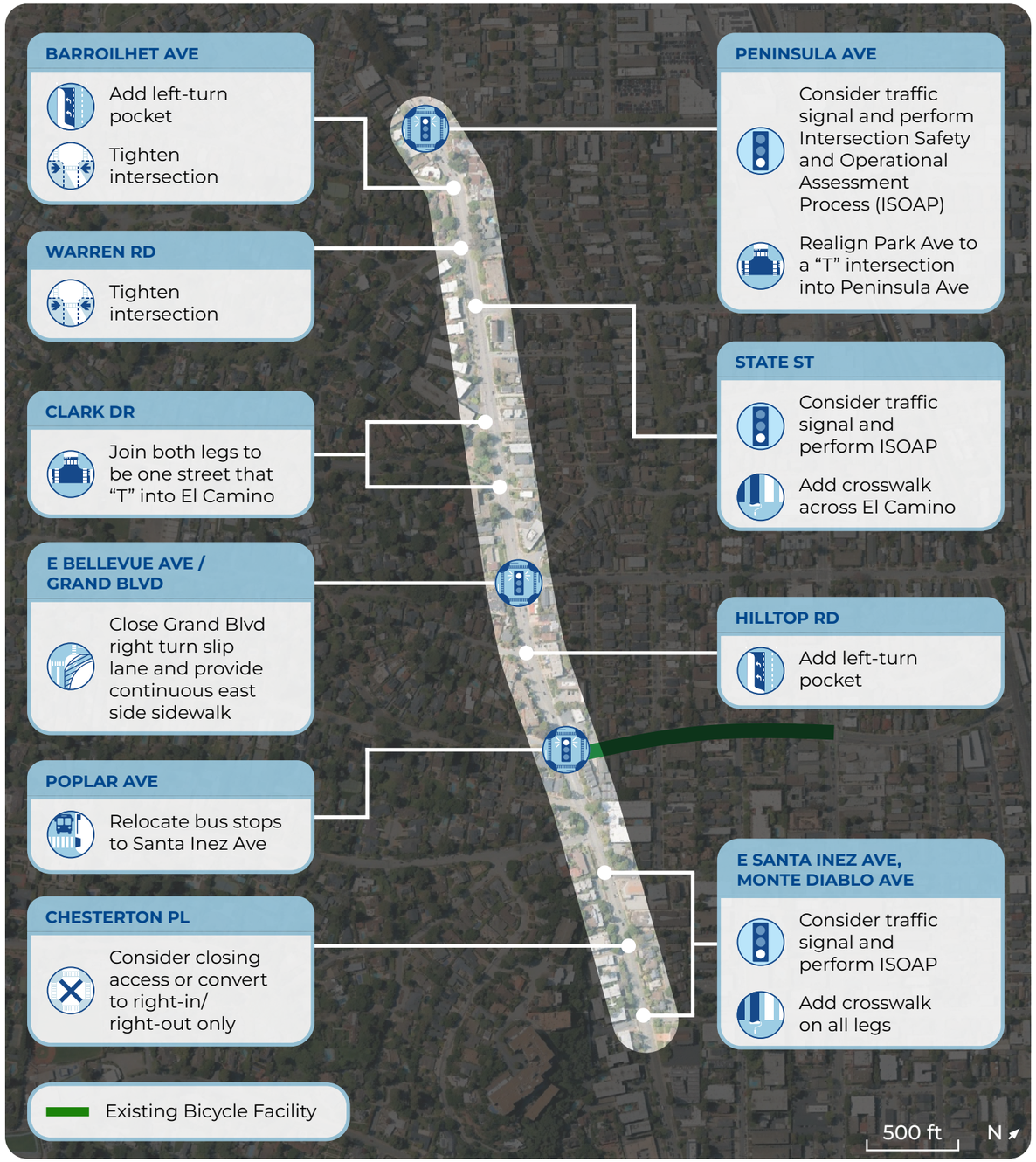
- Provide consistent tree canopy and understory planting along sidewalks.
- Provide understory planting alongside bike lanes and medians to provide buffers and traffic calming.

ACTIVATE!

- Partner with local organizations to promote temporary events/ programs that support active programming.

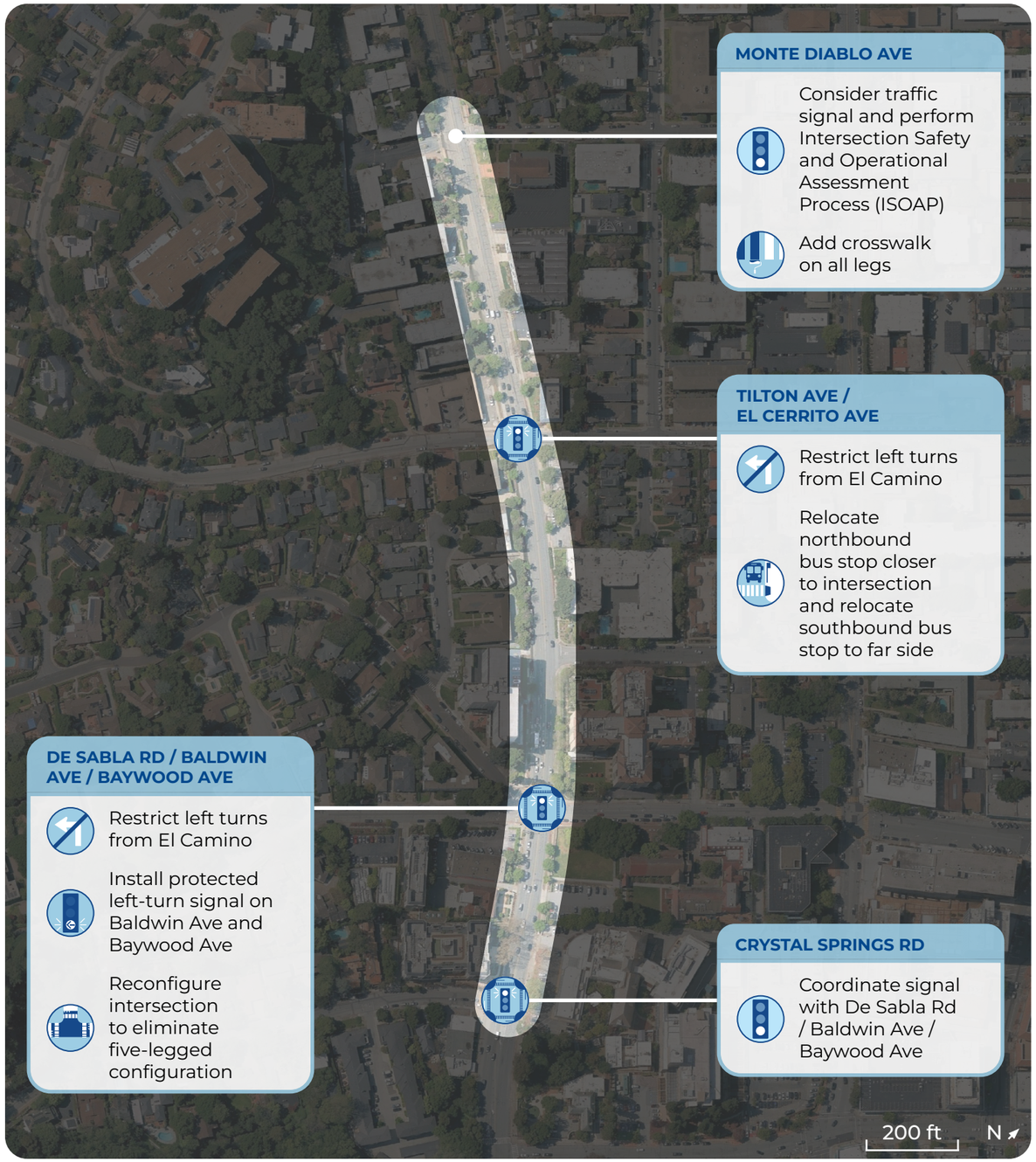
Segment 1: Peninsula Ave to Monte Diablo Ave

CITY OF SAN MATEO



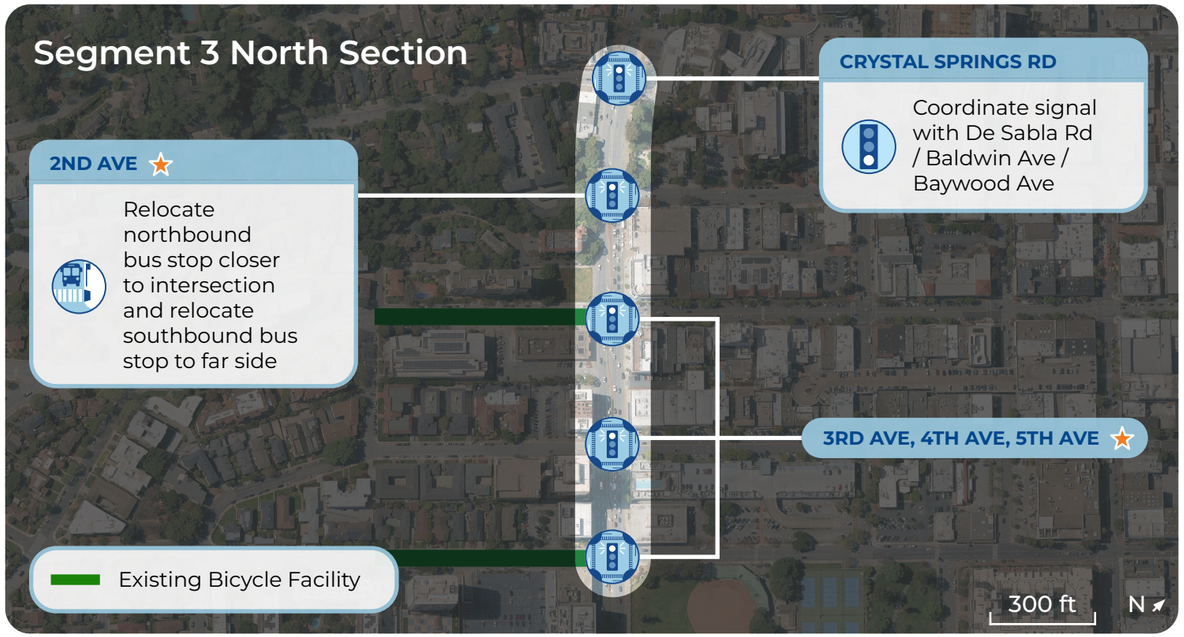
Segment 2: Monte Diablo Ave to Crystal Springs Rd

CITY OF SAN MATEO



Segment 3: Crystal Springs Rd to 5th Ave

CITY OF SAN MATEO





El Camino Real and Baldwin Ave (San Mateo)

Multifaceted San Mateo

El Camino Real / Baldwin-5th Ave

'Multifaceted San Mateo' provides downtown gateways that increase vibrancy and access along El Camino Real to San Mateo's destinations: Central Park (including Japanese Garden, recreational areas, and playground), Public Library, and the historic downtown walk.

At the key intersections of Baldwin, 2nd, 3rd, 4th, and 5th Avenues, proposed interventions include various streetscape improvements such as increased crossing safety, intuitive wayfinding and signage, enhanced lighting, and public art opportunities—elements that work together to elevate the pedestrian and bike experience into the heart of downtown. Refer to **Appendix B** for more details.


El Camino Real / 2nd Ave

El Camino Real / 3rd Ave

El Camino Real / 5th Ave

KEY STRATEGIES

STORYTELLING CANVAS
Interpretive art showcasing the creek

ACTIVATE!
Crosswalks, curb extensions, and signage to Downtown

LET'S GREEN
Consistent tree canopy along sidewalk and understory planting in the median



Legend

1. *Wayfinding signage to Caltrain station; Boro tree lighting*
2. *Interpretive art featuring Creek and ecology*
3. *Downtown wayfinding signage*
4. *Gateway sculpture/art, lighting, and seating*

PRECEDENTS


Wayfinding signage highlighting downtown destinations, Adelaide, AUS

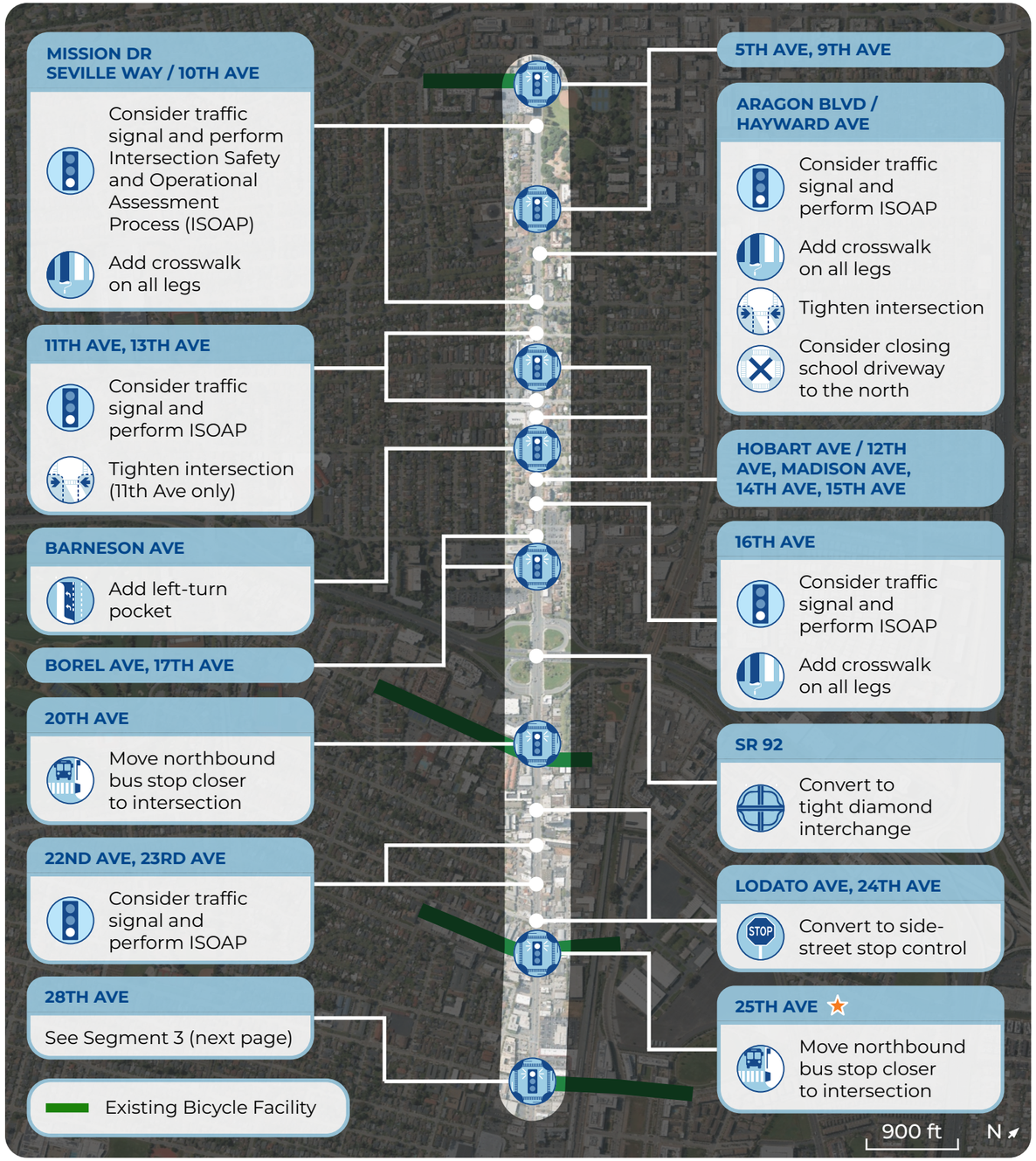

Integrating opportunities of storytelling through art, San José, CA

Credit: Baunfire


Elevated streetscape design to signify entry points to downtown, San José, CA

Segment 4: 5th Ave to 28th Ave

CITY OF SAN MATEO



San Mateo Spurs

El Camino Real / 25th, 28th, and 31st Ave

'San Mateo Spurs' increase visibility and access along El Camino Real to some of San Mateo's most active places: Hillsdale Caltrain Station, 25th Avenue retail, Hillsdale Mall, and Bay Meadows transit-oriented development.

At three key intersections, proposed interventions include a corner pocket plaza, lush sidewalk tree canopy along the sidewalk and understory planting in curb extensions, and decorative crossings—elements that work together with transportation improvements to elevate the public realm experience to these important destinations. Refer to **Appendix B** for more details.



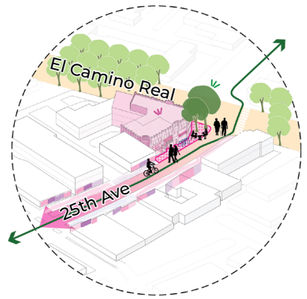
Key Strategies

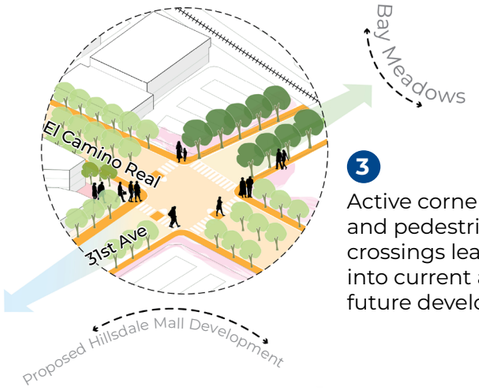
ACTIVATE!
Corner pocket plaza with landscape and seating with room for pop-up programs

LET'S GREEN
Tree canopy with understory planting

STORYTELLING CANVAS
Decorative crossing for an enhanced pedestrian experience

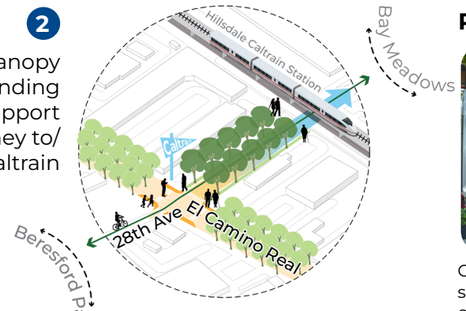
1 Corner plaza reclaims wide paved space to slow down vehicle turning and direct attention to 25th Avenue retail





3 Active corners and pedestrian crossings leading into current and future developments

2 Tree canopy and wayfinding signage support the journey to/ from Caltrain



PRECEDENTS



Coordinated streetscape and corner plaza design, San Jose, CA



Continuous tree canopy and understory, Long Island, NY

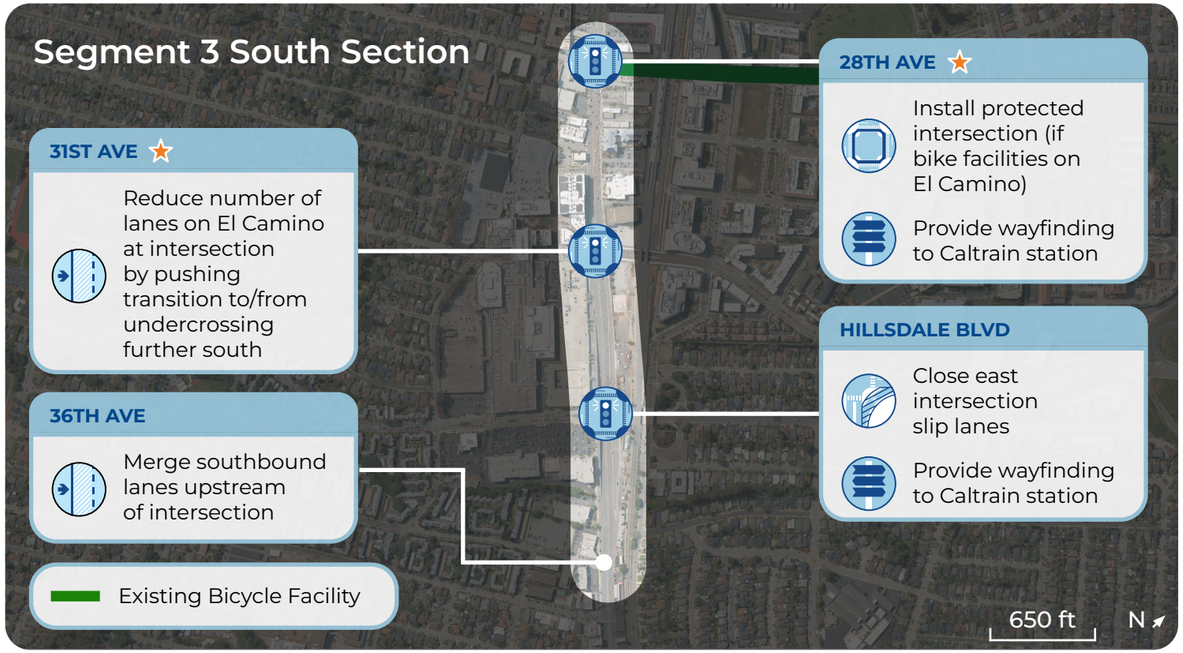


Decorative sidewalk treatment to signify intersections at key corridors, San Francisco, CA

Unless otherwise mentioned, image credit: SITELAB Urban Studio

Segment 3: 28th Ave to 36th Ave

CITY OF SAN MATEO



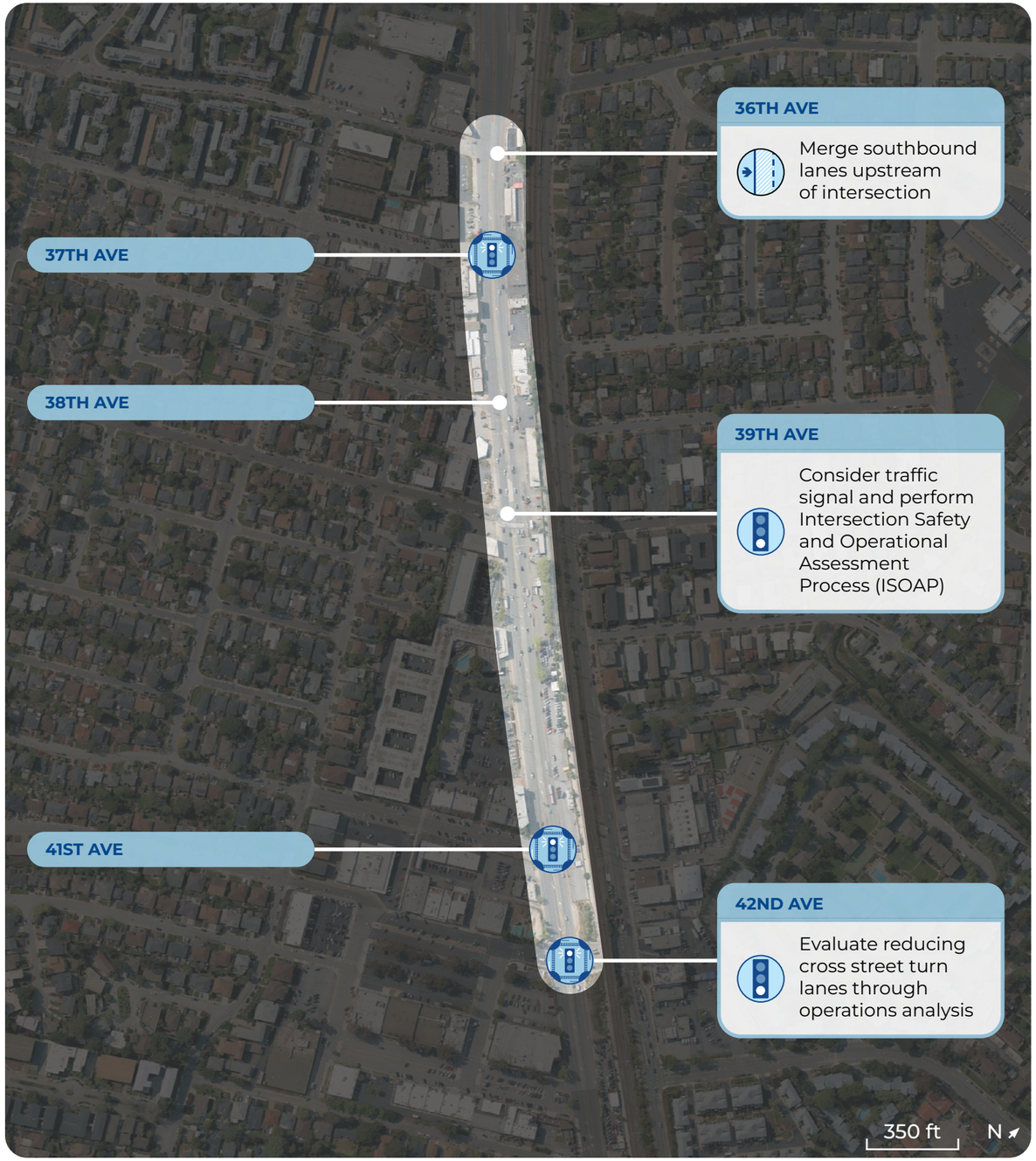
See the previous page for the placemaking opportunity.



El Camino and Hillsdale Blvd (San Mateo)

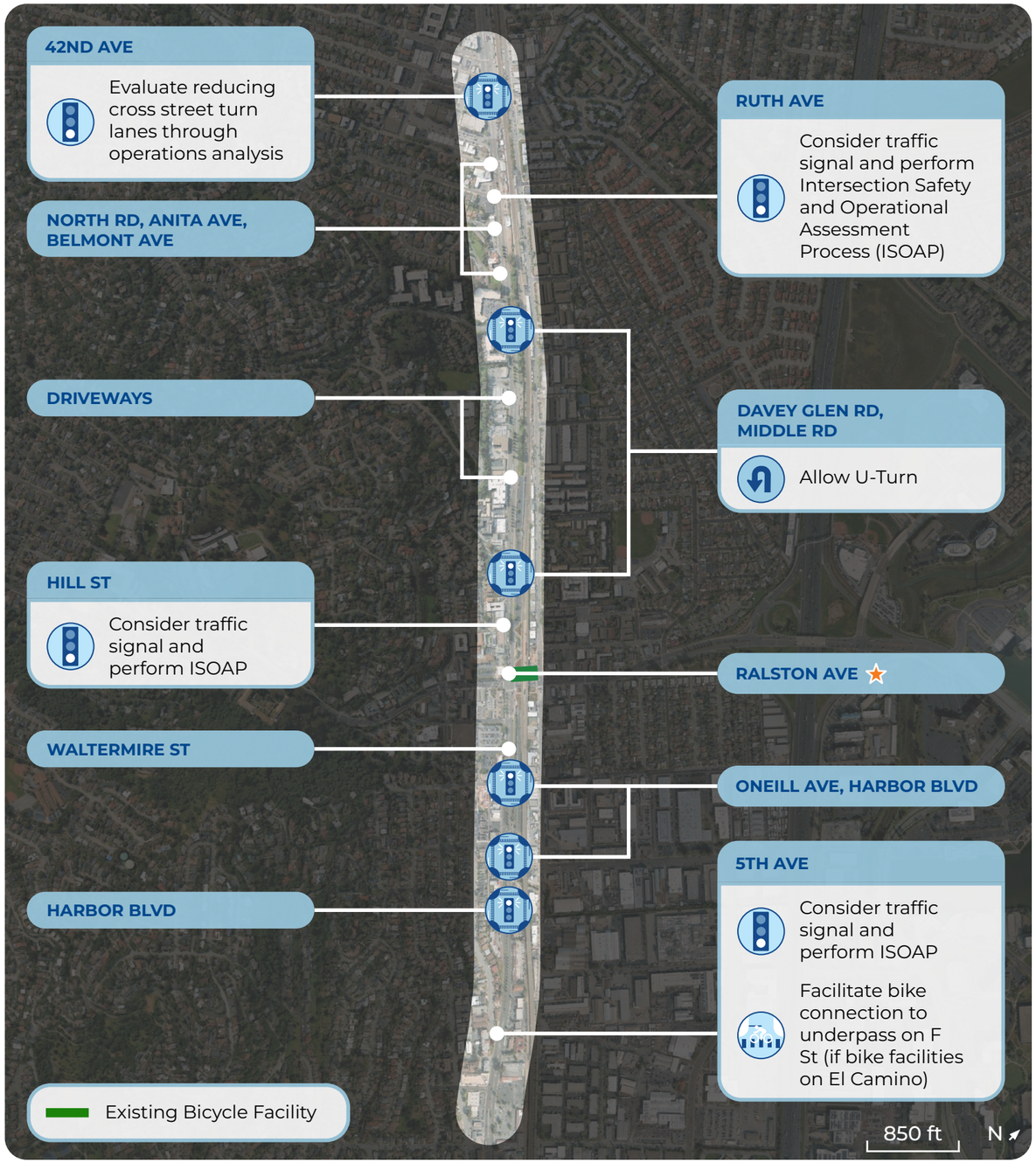
Segment 5: 36th Ave to 42nd Ave

CITY OF SAN MATEO



Segment 6: 42nd Ave to F St

CITY OF BELMONT



★ Belmont Switch

El Camino Real / Ralston Ave

'Belmont Switch' optimizes multimodal connectivity at the crossroads of El Camino Real and Ralston Avenue, linking the city's primary activity hubs: the Caltrain station, SamTrans ECR route, and the Belmont Village retail district.


El Camino Real / Ralston Avenue

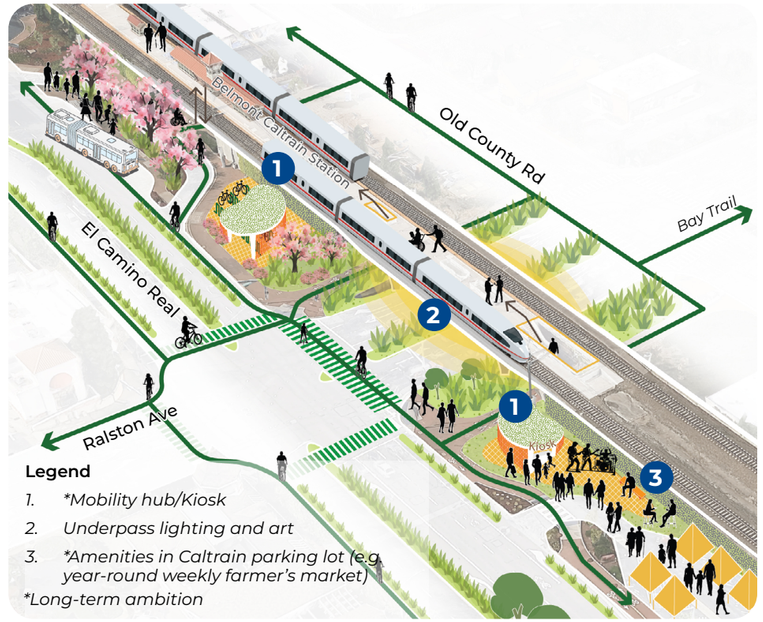
Focused on transforming this transit node, proposed strategies introduce quick wins (continuous street tree canopy) and long-term ambitions (dedicated mobility hub and other amenities to support periodic programming on Caltrain parking lot). These design shifts work in tandem to soften the heavy infrastructure, creating a more human-scaled, inviting environment for commuters switching between trains, buses, bikes, cars, and foot travel. Refer to **Appendix B** for more details.

KEY STRATEGIES

MOVE AND CONNECT
Seamless multimodal Caltrain, dedicated bike, and SamTrans ECR route

ACTIVATE!
Support activation of Caltrain parking lot (e.g. year-round weekly farmer's market)

LET'S GREEN
Understory planting along El Camino Real and Ralston Ave underpass



Legend
1. **Mobility hub/Kiosk*
2. *Underpass lighting and art*
3. **Amenities in Caltrain parking lot (e.g. year-round weekly farmer's market)*

**Long-term ambition*

PRECEDENTS

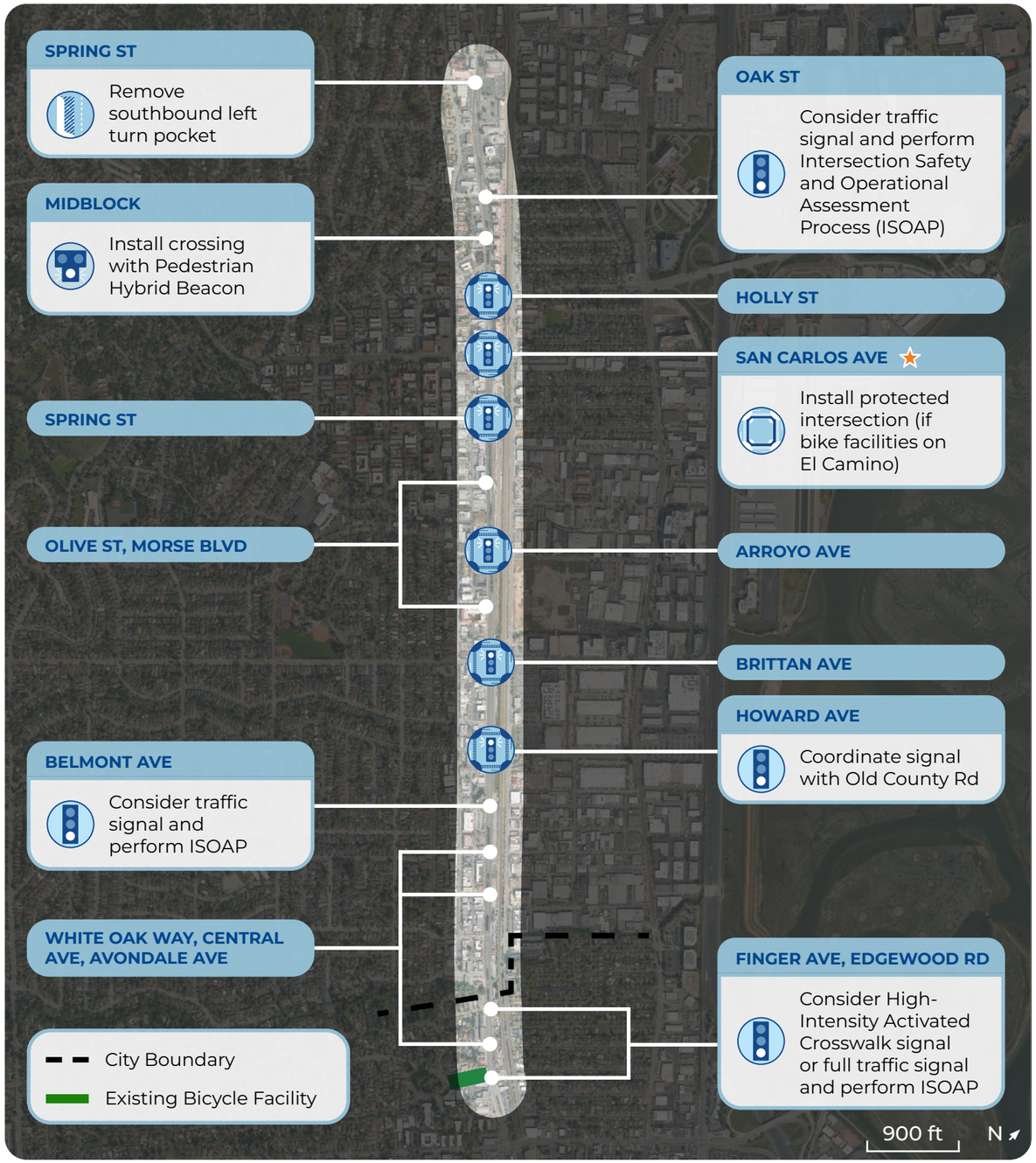

Mobility hub integrated at key transit node to support mode shifts


Integrating art, lighting, landscaping at underpass, San José, CA


Welcome kiosk and movable furnishing to support temporary programming and activation, San Francisco, CA

Segment 7: F St to Edgewood Rd

CITIES OF
SAN CARLOS AND REDWOOD CITY



★ San Carlos Front Porch

El Camino Real / San Carlos Ave

'San Carlos Front Porch' creates a welcoming connection across El Camino Real to the San Carlos Caltrain Station through a highly visible, decorative crosswalk, gateway lighting that frames this critical intersection, and understory planting that enlivens the median and provides a buffer alongside separated bike lanes.

Collectively, these elements support pedestrian and cyclist connections between nearby bus stops and the Caltrain Station. Refer to **Appendix B** for more details.



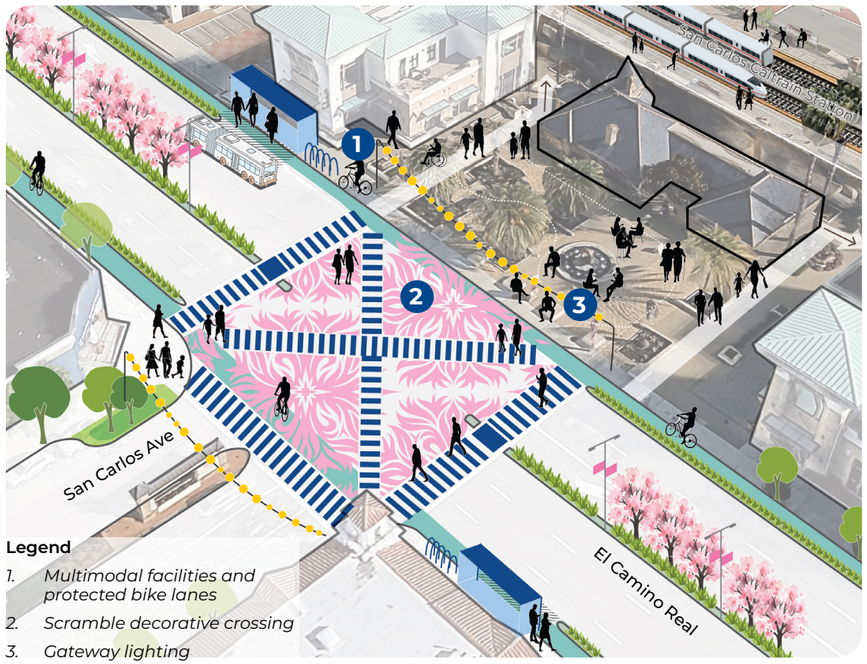
El Camino Real / San Carlos Ave

Key Strategies

STORYTELLING CANVAS
Decorative crossing and gateway lighting

MOVE + CONNECT
Diagonal crossing and bike infrastructure for Caltrain connection

LET'S GREEN
Understory planting in median and bike buffer



Legend

1. *Multimodal facilities and protected bike lanes*
2. *Scramble decorative crossing*
3. *Gateway lighting*

PRECEDENTS


Streetscape design supportive of safe transition between modes, Seattle, WA

credit: Green Lane Project


Decorative crossing connecting key destinations, San José, CA


Lighting art upon entry into downtown, Santa Monica, CA

Unless otherwise mentioned, image credit: SITELAB Urban Studio

Segment 8: Edgewood Rd to Brewster Ave

REDWOOD CITY



Redwood City Portal

El Camino Real / Brewster Ave

'Redwood City Portal,' located at El Camino Real and Brewster Avenue, amplifies the sense of arrival to the city's new Transit District and elevated Caltrain station.

Given the potential for new development with active ground floors on all corners of this intersection, proposed interventions focus on enhancing the sidewalk through generous, continuous tree canopy. Gateway signage and pedestrian lighting further highlight this important transit transfer point between SamTrans ECR and Caltrain. Refer to **Appendix B** for more details.



El Camino Real / Brewster Ave

Key Strategies

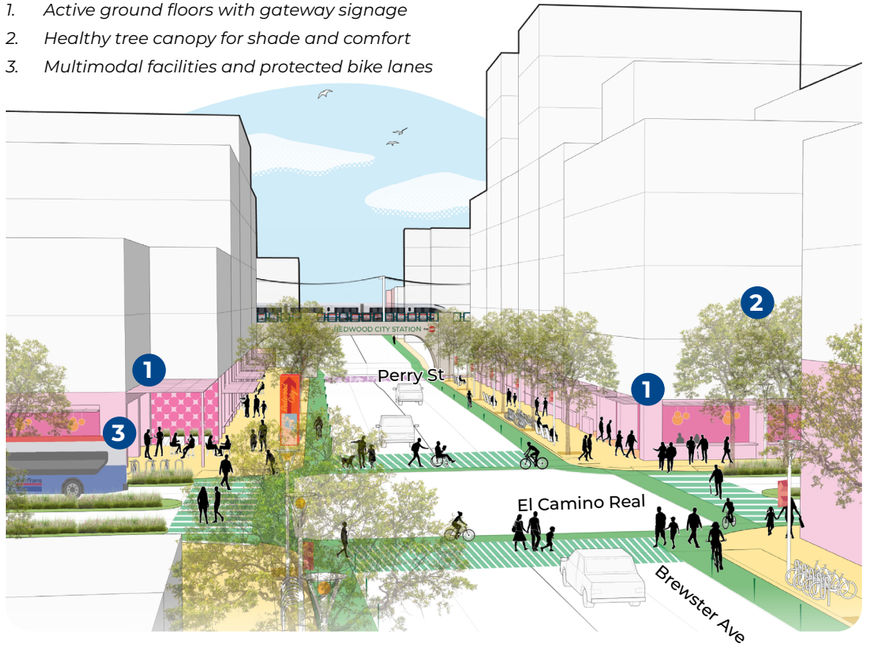
ACTIVATE!
Active ground floor retail and gateway signage to the new Caltrain Station

MOVE + CONNECT
Seamless multimodal Caltrain, dedicated bike, and SamTrans ECR route

LET'S GREEN
Three rows of trees and bike buffers for shade and comfort

Legend

1. *Active ground floors with gateway signage*
2. *Healthy tree canopy for shade and comfort*
3. *Multimodal facilities and protected bike lanes*



Unless otherwise mentioned, image credit: SITELAB Urban Studio

PRECEDENTS



Active retail along street corners, Austin, TX



Active ground floor and vibrant streetscape furnishings with tree canopy, San Francisco, CA



Decorative art to enhance multimodal experiences, San Francisco, CA

credit: SFMTA

5

Next Steps

Caltrans Project Development Process

All of the design concepts listed in this Plan will be advanced into the Caltrans project development process. This process begins with the Project Initiation Document, which kicked off in 2026.

The vision for El Camino Real established by the Central El Camino Real Plan will serve as the foundation for designs that will continue to be refined through the Caltrans project development process. The Grand Boulevard Initiative team will use the outcomes of the Central El Camino Real Plan to develop county-wide corridor alternatives. All the design concepts listed in this Plan will be advanced into the Caltrans project development process, illustrated in **Figure 5.1**. This process begins with the Project Initiation Document, which kicked off in 2026.

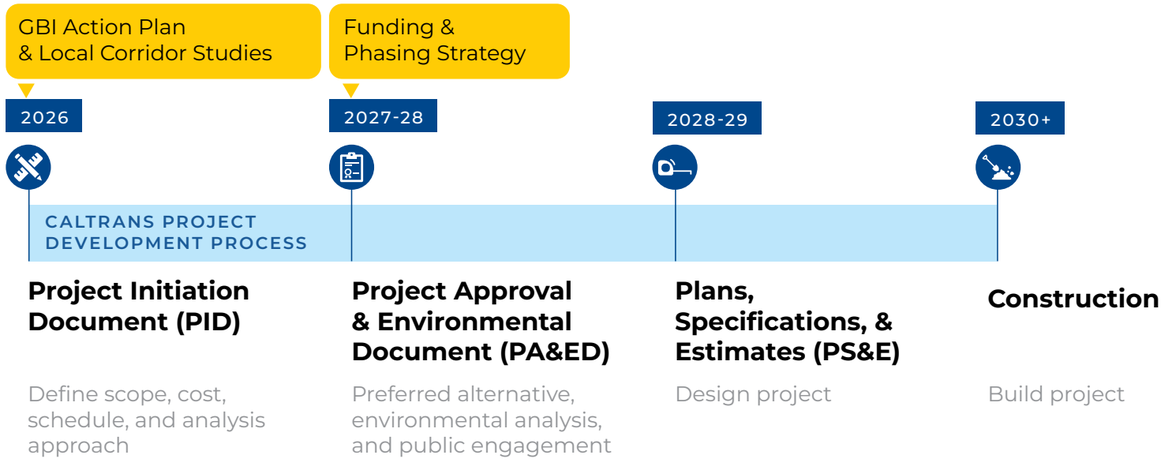
Following this study, SamTrans will continue to lead GBI, coordinating across the fifteen local jurisdictions along El Camino Real in San Mateo County. SamTrans and SMCTA will coordinate the countywide Caltrans project development process, including creating a comprehensive strategy for implementation, phasing, and funding. Jointly, SamTrans and SMCTA will consider sponsoring the future phases of work, shown in **Figure 5.2**, to maintain momentum and reduce the burden for local jurisdictions in funding and implementing the project.

Throughout these future phases, GBI will remain a forum to facilitate collaboration between Caltrans, SamTrans, SMCTA, city staff, and other stakeholders. This ongoing collaboration will help resolve key questions such as roles and responsibilities during design and construction, development of low-stress parallel facilities for bicyclists where bike facilities are not provided on El Camino Real to ensure a countywide backbone network, approaches to optimizing traffic operations, and developing standard maintenance agreements that agencies can use to advance transportation projects more easily in partnership with Caltrans.

Extensive community engagement will occur during Project Approval and Environmental Document (PA&ED), which is slated to occur in 2027-2028, as the preferred alternative for each jurisdiction will be determined during this phase.

City councils and other key stakeholders will stay engaged through regular updates and will weigh in at major decision points to make sure the project balances local and regional goals.

Figure 5.1. Caltrans Project Development Process Timeline





El Camino Real and Ralston Ave (Belmont)

Figure 5.2. Caltrans Process Approach

Project Initiation Document (PID)

2026–2027, CURRENT PHASE

The PID is the first formal phase of the Caltrans project development process. It defines the scope of potential changes to be studied in later phases but does not settle on a final design. The main goals of this phase are to:

- Define the project's purpose and need: identify the transportation problem to be solved (the need) and the goals for addressing it (the purpose).
- Define the study area, project scope, cost estimate, schedule, and known risks.
- Identify the project alternatives to be carried forward for detailed study.

Project Approval & Environmental Document (PA&ED)

2027–2028

Once the PID is approved, the alternatives move into detailed analysis and environmental review to select a preferred design alternative for each jurisdiction. Extensive community engagement will occur during Project Approval and Environmental Document (PA&ED), which is slated to occur in 2027-2028, as the preferred alternative for each jurisdiction will be determined during this phase. This phase includes:

- Detailed analysis of how each alternative would affect traffic operations for all road users, and safety at intersections and along the corridor.
- Community and city council engagement to gather feedback on the alternatives and analysis results, and to gauge support for a preferred option.
- Environmental studies to assess potential impacts.
- Selection of a preferred design by Caltrans based on the analysis and community input.

Plans, Specifications, & Estimate (PS&E)

2028–2029

The preferred design then moves into detailed engineering. This phase is more technical, and includes developing:

- Preliminary layouts and roadway cross-sections, estimating quantities of materials needed, and coordinating with the teams responsible for structures, utilities, and property (right-of-way) needs.
- Detailed plans and construction specifications are combined into a complete set of construction documents.

Construction will follow this phase and is estimated to begin in 2030 or later.

Funding Sources

Beginning in late 2026, the SMCTA will partner with SamTrans and the broader GBI Task Force to develop an implementation, phasing and funding strategy that further analyzes opportunities to fund countywide El Camino Real improvements. As documented in the GBI Action Plan, funding from San Mateo County's Measure A and Measure W, which is distributed by SMCTA, is anticipated to be the main funding source for improvements to El Camino Real. As a project of countywide significance, SMCTA may fund up to half of project costs. SMCTA's Highway Call for Projects is expected to be the primary funding source, however the agency's Pedestrian and Bicycle Program, Transportation Demand Management Program, and Regional Transit Connections Program are possible funding sources for smaller-scale, more focused projects. Other funding sources could include:

- Federal opportunities: 5307 Formula funds, Capital Infrastructure Grants (CIG) Small Starts Program, earmarks
- State opportunities: Local Partnership, Solutions for Congested Corridors, Active Transportation Programs (ATP)
- Regional opportunities: Regional Measure 3, ATP Regional Share, Bus Accelerated Infrastructure Delivery (BusAID)

For more information on these funding sources and applicability to the project, please see the GBI Action Plan.



El Camino Real and Holly St (San Carlos)

GRAND BOULEVARD INITIATIVE



Appendix A
Community Engagement Reports



Central El Camino Real Multimodal Plan

Phase 1 Engagement Report

November 2025

Prepared by Winter Consulting

Table of Contents

Introduction....2
Engagement Approach and Goals....2
Outreach and Input Mechanisms....4
Overview of Engagement Activities....5
Main Engagement Insights....7
Online Map-Based Survey - Insights per City per Modality....8
Top Intersections of Concern per City....14
Community Based Organization (CBO) Meeting Insights....17
Recommendations for Future Engagement....19
Appendix....20

Introduction

Document Purpose

As part of Phase 1 of the Central El Camino Real Multimodal Plan, the engagement team conducted community engagement and outreach between May 12 and August 25, 2025, resulting in **513 interactions** with members of the public across **13 engagement activities**. The engagement team employed a variety of activities to engage directly with community members, including virtual listening sessions, pop-up tabling at local events, meetings with Community-Based Organizations, walk audits, an online survey, and presentations to various governmental and civic bodies. This report describes insights gathered from all outreach and engagement conducted.

Engagement Approach and Goals

The goal of Phase 1 of engagement was to identify corridor gaps and needs, building upon public engagement insights from previous studies across the project area jurisdictions and agencies (San Mateo, Belmont, San Carlos, and a portion of Redwood City, in addition to SamTrans). Phase 1 focused on building awareness around the project, confirming existing challenges, identifying new concerns, and collecting input from communities that had not been previously engaged in other efforts.

The engagement approach for this project centered upon genuine listening and providing a multitude of activities for community members to provide input with the goal of creating a unified vision for the Central El Camino Real corridor.



Figure 1. Map of Study Area

The following principles guided engagement:

- **Build trust and rapport** with individual members of the community through authentic engagement that demonstrates listening, understanding questions and concerns, and transparent, tailored communication.
- **Center equity and inclusion** by providing language support and multiple opportunities and methods to gather input from stakeholders of varying ages and abilities. Materials, including flyers, community slide decks, and FAQs, were developed and printed in English, Spanish, simplified Chinese. Flyers were also generated in Russian for general outreach in San Carlos, which has a large Russian-speaking population. The online survey was made available in twelve languages. Additionally, listening session participants were provided a stipend via gift card of $50 (virtual listening session attendees) or $100 (in-person listening session attendees) for their time. Community-based organizations (CBOs) were provided $500 for their support in identifying participants and organizing logistics for the listening sessions.
- **Adapt and iterate** on engagement as necessary to ensure that future engagement meets the accessibility needs of community members. For many meetings, the engagement team adjusted meeting locations and times outside of regular work hours to better engage community members.

Outreach and Input Mechanisms

The project team implemented an array of outreach efforts to amplify awareness of the project and gather input. These efforts include virtual meetings, in-person events, an online survey, and customer service call option. The project team generated flyers in English, Spanish, simplified Chinese, and Russian that provided information on the project, upcoming engagement pop-up events, and links to the online survey and website. These flyers were posted at community hubs, including downtowns, transit hubs, public libraries, community centers, and senior centers. The project team also developed and printed project fact sheets, business cards, and an FAQ sheet for the pop-up tabling and in-person listening sessions. Additionally, we posted laminated posters providing project information and links to the survey and website at popular bus stops in the project area.

There were five main methods community members could provide input:

1. **Online map-based community survey:** Team staff directed community members to the project website to provide comments via the online survey. Respondents were instructed to share their concerns and ideas transportation and safety improvement on El Camino Real. They were able to tag their comment as an improvement idea, transit concern, walking concern, driving concern, or bike concern.
2. **Listening sessions, CBO meetings, and commission/council presentations:** Project team staff held a multitude of in-person and online meetings to present existing conditions and facilitate discussion to offer space for community members to provide additional input. Staff then incorporated location-based comments into the online survey at the close of the engagement period.
3. **Pop-up tabling:** Project team held three pop-up tabling events (one per city) to collect input on existing travel conditions along El Camino Real and gather location-specific concerns, which were then incorporated into the online survey. QR codes to the survey were also highlighted at these events, but most participants elected to speak with staff or provide their comments on sticky notes to place on one of three input boards (see Appendix for visuals of the boards).
4. **Grand Boulevard Initiative (GBI) hotline and email:** Community members could also provide comments to the GBI hotline and email address. Any location-specific comments were incorporated into the online map-based survey.
5. **Walk Audits**: Project team conducted three walk audits (one per city) to collect input from community members in real time as they experienced traveling through El Camino Real as a pedestrian. This mechanism allowed participants to include photos with their comments. The team incorporated these comments into the online survey at the close of the engagement period.

Overview of Engagement Activities

Below is a listing of the various in-person and online engagement activities that were implemented for the Phase 1 of the project. SamTrans staff were present at each event.

Activity Type	Date	Location	City	Number of People Engaged	Demographic Group
Pop-Ups					
San Carlos Caltrain Pop-Up	5/19/2025	San Carlos Caltrain Station	San Carlos	120	Caltrain riders of all ages and ethnic and racial backgrounds
Belmont Music in the Park Pop-Up	6/22/2025	Twin Pines Park	Belmont	150	Belmont community residents of all ages and ethnic and racial backgrounds
San Mateo 4th of July Pop-Up	7/4/2025	San Mateo Central Park	San Mateo	134	San Mateo community residents of all ages and ethnic and racial backgrounds
Virtual Listening Sessions					
Belmont Listening Session	7/1/2025	Virtual	Belmont	2	One participant from the active transportation (cycling community) and one participant from an organization located on El Camino Real
San Mateo Listening Session	7/8/2025	Virtual	San Mateo	4	Participants from the active transportation (cycling), business, disability, and senior communities
San Carlos Listening Session	7/9/2025	Virtual	San Carlos	2	One participant from the active transportation (cycling) community and one participant from the senior community
CBO Meetings					
San Mateo Catholic Charities CBO	7/10/2025	San Mateo Catholic Charities	San Mateo	9	Spanish-speaking community members and staff who live and/or use El Camino Real in San Mateo
San Carlos Sequoia Village (Villages of San Mateo)	7/17/2025	SamTrans San Carlos Office	San Carlos	4	Seniors who are part of the Villages of San Mateo who live and/or use El Camino Real in San Carlos
Belmont MidPen (Firehouse Square Apartment)	8/19/2025	Firehouse Square	Belmont	4	Adults with low- to middle-incomes who live in the Firehouse Square Affordable Housing complex on El Camino Real

Activity Type	Date	Location	City	Number of People Engaged	Demographic Group
Online Community Survey and GBI Hotline					
Social Pinpoint Online Community Survey	6/12-7/18	Virtual	All 3 cities, plus in surrounding areas	60	General public
Walk Audits *(conducted by SamTrans with support of city staff and facilitated via County of San Mateo's Safe Routes to School Grant and partnership with Stanford's School of Medicine)*					
San Mateo Walk Audit	8/11/25	ECR in San Mateo	San Mateo	7	San Mateo residents of all ages and ethnic and racial backgrounds
Belmont Walk Audit	8/18/25	ECR in Belmont	Belmont	9	Belmont residents of all ages and ethnic and racial backgrounds
San Carlos Walk Audit	8/25/25	ECR in San Carlos	San Carlos	11	San Carlos residents of all ages and ethnic and racial backgrounds

Additionally, SamTrans staff presented an introduction to the project at the following government and organizational bodies:

- Belmont City Council Meeting
- Paratransit Advisory Council
- San Mateo Sustainability and Infrastructure Commission Meeting
- San Mateo Chamber of Commerce Housing & Transportation Commission
- SamTrans Citizens Advisory Council

An informational packet was also distributed to members of the San Carlos City Council.

Main Engagement Insights

The following five themes surfaced as the most prominent thematic areas of concern across all the input gathered from Phase 1 engagement.

- **Traffic congestion**
  - Participants noted experiencing **high levels of vehicular traffic congestion** when traveling along the El Camino Real corridor, particularly where there exists tight turning and merging areas onto roads that lead to Highway 101, including where El Camino Real meets Ralston Avenue, Holly Street, Highway 92, and Whipple Avenue.
- **Traffic signal timing phasing**
  - Pedestrians, bicyclists, and drivers noted many concerns about this topic. Lack of traffic signal coordination **causes delays** as drivers must wait several rounds before turning in some cases. For pedestrians and bicyclists, issues with traffic signal phasing at crosswalks causes delays and/or the time allocated to pedestrians **is not sufficient** to get across.
- **Bicycle infrastructure needs**
  - Many participants noted the need for separated dedicated bicycle infrastructure throughout El Camino Real. Vehicles and bicyclists traveling close together on the road creates **safety concerns due to the risk of collisions**. Participants also noted safety concerns with **aggressive driver behavior** along the corridor, particularly near busy intersections, including at Highway 92 ingress and egress points at peak commute hours.
- **Pedestrian safety and visibility**
  - At several intersections along El Camino Real, drivers make **blind turns** and/or **fail to yield** to pedestrians, particularly near Caltrain Stations. Additionally, **narrow** sidewalks in some areas means pedestrians are walking close to high-speed vehicles. **Visibility measures** such as bulb-outs, medians/refuges on longer crossings, and wider sidewalks were mentioned as potential improvements to help resolve this issue.
- **Bus stop facilities and bus frequency**
  - Participants noted a need for bus stops to be equipped with **sufficient bus shelters** to protect riders from inclement weather. Additionally, **benches** and **well-maintained** bus stops were mentioned as necessary to improve the experience of bus riders. Some participants mentioned the need for more **frequency** and **reliability** of SamTrans buses.

Online Map-Based Survey - Insights per City per Modality

Metrics Snapshot of Online Map-Based Survey

The following are some metrics and key insights gathered from the online map-based survey. The results below include both location-based comments submitted by participants who took the survey directly on the project website during the open engagement period in addition to location-specific comments shared by members of the public at all in-person and virtual engagement activities. In total, **830** location-specific comments were collected, with **377** comments gathered from the virtual and in-person engagement events and **453** comments gathered from community members who provided input directly on the online map-based survey. Overall, **516** participants were engaged (456 from the engagement activities and 60 respondents from the online survey). The **top three** contributors submitted **269** comments in total, which made up **59%** of the total submitted directly on the online map-based survey.

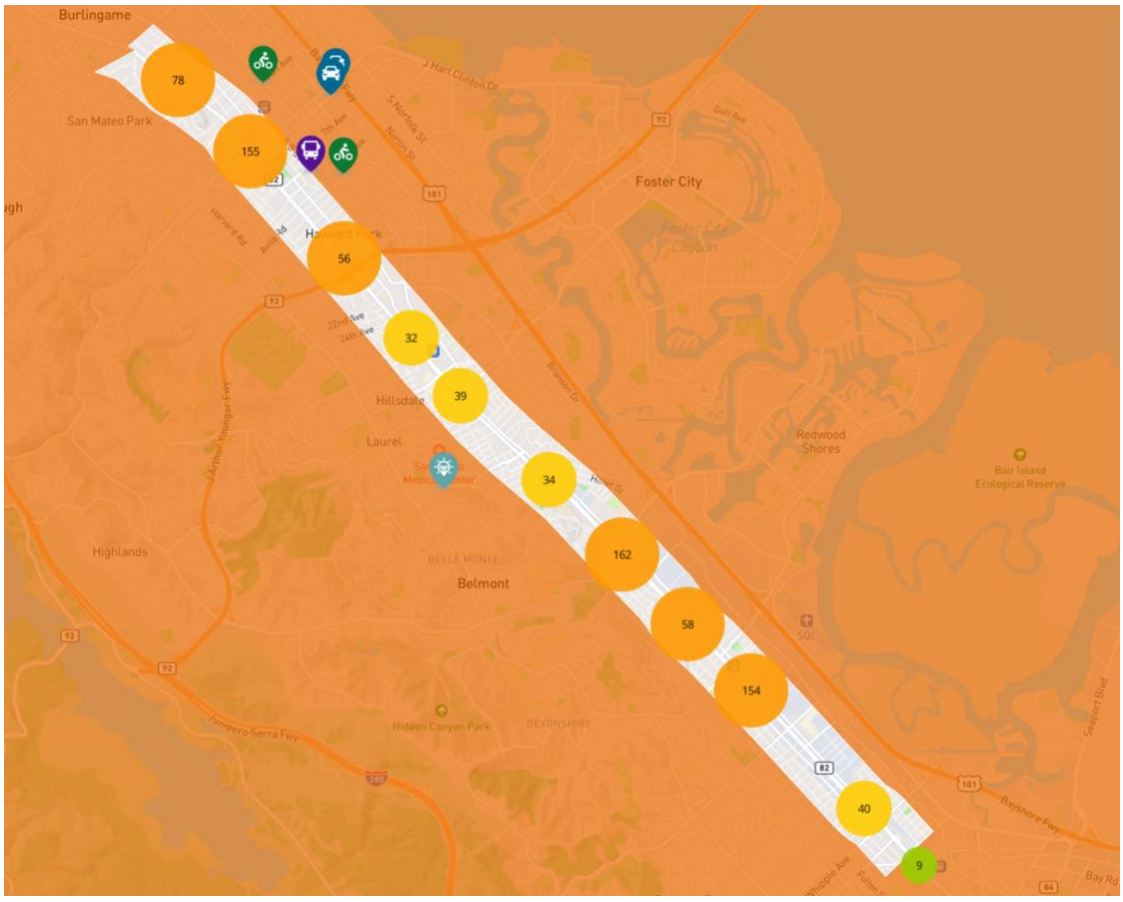


Figure 2. This graphic displays the concentration of comments across the study area from all engagement activities

Comments by Category

Of all location-based comments, walking concerns were among the top comments shared, representing 46 % (382) comments, with much of those comments coming from the walk audits that occurred in each of the three main cities involved with the project.

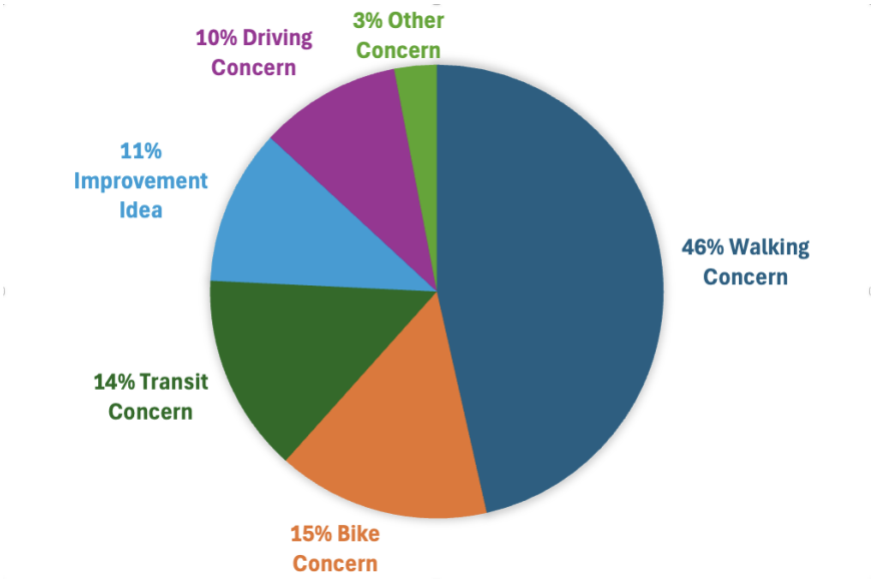


Figure 3. Comments by Category

Type of Concern	Number of Comments	Percentage
Walking Concern	382	46%
Bike Concern	128	15%
Transit Concern	119	14%
Improvement Idea	94	11%
Driving Concern	84	10%
Other Concern	23	3%

Number of Comments by City

Comments	Number of Comments	Percentage
San Mateo	372	45%
San Carlos	208	25%
Belmont	201	24%
Redwood City	43	5%
Other	6	1%

Survey Participant Demographics (online visitors only)

Survey Participant Residence	Number of People	Percentage
San Mateo	29	48%
San Carlos	7	12%
Belmont	6	10%
Redwood City	5	8%
Other	13	22%

San Mateo

Biking Concerns (51 comments)

- There are points of conflict and visibility issues where bicyclists and vehicles meet, creating dangerous conditions, especially at the intersection of **5th Avenue and El Camino Real**.
- There is a need for more separated bike lanes that are wide enough for bicyclists to feel safe throughout El Camino across San Mateo. In particular, the intersection at **W 25th Avenue and El Camino Real,** the intersection at **31st Avenue and El Camino**, and near **Palm Avenue** need better bicycle infrastructure for the safety of bicyclists crossing.
- There needs to be greater bicyclist visibility and overall safety measures along El Camino Real, such as more signal triggers to cross intersections and visual markers for bicycle lanes.

Driving Concerns (38 comments)

- Traffic congestion was a common issue shared amongst respondents. The **Highway 92 interchange at El Camino Real** was a particular traffic congestion pain point that was highlighted.
- There are several areas in need of road treatment, including pothole re-pavement and lane/curb re-striping near the **Monte Diablo Avenue** intersection, between **2nd and 9th Avenues,** and the areas south of **Highway 92**.
- Drivers experience visibility issues and difficulty turning at the **Monte Diablo Avenue, 10th Avenue, and Tilton Avenue intersections** at El Camino Real. For **Monte Diablo and 10th Avenues**, the issue primarily arises from trucks parked along the street. Trucks parked along **El Camino Real near the Monte Diablo** intersection block visibility. Better visual markers and/or dedicated turn lanes would provide safer conditions for drivers, pedestrians, and bicyclists alike.

Walking Concerns (170 comments)

- Crossings along El Camino Real in San Mateo, particularly around **Poplar Avenue and 9th Avenue,** are unsafe for pedestrians due to aggressive driver behaviors (speeding, running red lights, failing to yield when turning) and short length of signal lights not allowing for safe crossings across wider intersections (in particular, at the **25th Avenue** intersection).
- The physical state of the sidewalks along El Camino Real was also an area of concern, particularly as it pertains to barriers, potholes, and narrow nature of the sidewalk. In particular, a utility pole placed on the southwest corner of **East Poplar Avenue and Elm Street** obstructs pedestrians. ADA-compliance was noted to be lacking, thereby creating poor conditions for those walking along El Camino Real with strollers or in wheelchairs.

- High speed and high traffic areas along El Camino Real, such as near **Highway 92,** were noted to be unsafe for pedestrians and in need of safety measures to decrease vehicle speeds.

Transit Concerns (51 comments)

- Respondents noted that having dedicated bus lanes/in-lane stops and/or Transit Signal Priority (TSP) along El Camino Real in San Mateo would help improve bus travel times and congestion issues along this road, particularly around high traffic areas such as the **Highway 92** interchange.
- Bus stops along El Camino Real need proper shelters and seating, as well as information for real-time arrivals. In particular, the northbound bus stop at **Tilton Avenue and El Camino Real** needs shelter improvements.
- Concerns were raised regarding the coordination between SamTrans and Caltrain in San Mateo, both about improving access to the station from El Camino Real (for bus riders as well as pedestrians and bicyclists) and connecting the bus routes with Caltrain.

Belmont

Biking Concerns (40 comments)

- Most responses highlighted the need for separated bike lanes to ensure the safety of bicyclists. In particular, the **Ralston Avenue and El Camino** Real intersection was noted as a place for safety improvement. **Important to note that a large majority of comments left at this intersection were by one individual*.
- The varying width of the road along El Camino Real in Belmont, particularly in narrower sections, was also a concern. Due to this, respondents indicated that bicyclists are pushed closer to vehicles, which creates dangerous conditions.
- Respondents mentioned there are safety issues that arise when cars are merging lanes and turning along El Camino Real throughout Belmont. Due to these issues, they repeatedly called for the implementation of separated bicycle lanes across El Camino Real in Belmont.

Driving Concerns (21 comments)

- There is a high level of traffic congestion at various points along El Camino Real, particularly around **Harbor Boulevard and Ralston Avenue**.
- Traffic lights are not synchronized, which contributes to the traffic congestion across El Camino Real in Belmont.
- Respondents indicated difficulty with turning at several intersections, including the **El Camino Real and 5th Avenue** intersection and the **El Camino and Ralston Avenue** intersection. This impacts congestion as vehicles are backed up in turn

lanes and along El Camino Real, as well as overall safety due to limited visibility when making turns.

Walking Concerns (88 comments)

- Respondents shared that crosswalks and improved sidewalk infrastructure are greatly needed to improve pedestrian safety, including at the **North Road and El Camino Real** intersection, as well as the **42nd Avenue and El Camino Real** intersection.
- The wide width of El Camino Real contributes to dangerous conditions for pedestrians crossing. Blind curves and drivers traveling at high speeds contribute to this issue. Some respondents recommended adding a pedestrian refuge/median/other barrier to improve pedestrian safety, particularly at the **El Camino Real and 5th Avenue** intersection.
- Vehicles speeding and making turns with low visibility cause safety issues for pedestrians across El Camino Real in Belmont.

Transit Concerns (30 comments)

**Most comments flagged as a transit-related concern were made by one individual.*

- The southbound bus stop on **El Camino Real near Davey Glen Road** needs a shelter to provide more comfort for those waiting.
- Higher bus frequency is needed between Belmont and neighboring cities.

San Carlos

Biking Concerns (23 comments)

- There were issues raised regarding signals for bicyclists. At crossings along El Camino Real, it was noted the bike detectors for traffic signals do not work and bicyclists must go onto the sidewalk to use the pedestrian signal (particularly at the **El Camino Real and Arroyo Avenue** intersection as well as the **El Camino Real and Cherry Street** intersection). Additionally, traffic signals should provide sufficient time for bicyclists to cross intersections.
- Separated bike lanes were highlighted as a necessity for bicyclist safety when traveling throughout El Camino Real in San Carlos.
- Without a dedicated, separated bicycle lane, concerns were raised about bicyclists' interactions with vehicles when making turns along El Camino Real. Driver behaviors (speeding, following too closely, and obstructing visibility by parking/stopping in the middle of the road) create dangerous conditions for bicyclists along El Camino Real.

Driving Concerns (18 comments)

- Several safety concerns were highlighted regarding driving along El Camino Real in San Carlos. Primarily, visibility issues at **Laurel Street, Cherry Street, San Carlos Avenue, Walnut Street, and Morse Boulevard** are caused by sunset

glare, lack of lighting, and parked cars on El Camino Real blocking the view of southbound traffic around **Morse Boulevard**.

- Congestion caused by poor traffic light timing on **San Carlos Avenue** and the left turn lane from **Olive Street** onto El Camino Real were also noted by participants as issues they encounter when driving through El Camino Real.
- Other safety hazards highlighted were the lack of stop signs on **Walnut Street and Cherry Street,** as well as congestion and merging concerns surrounding the right turn lanes on Holly Street. In particular, the intersection at **Holly Street** near the San Carlos Caltrain Station is a high trafficked area that experiences high speed drivers who often run the red lights.

Walking Concerns (110 comments)

- Throughout El Camino Real in San Carlos, respondents emphasized that drivers often fail to yield to pedestrians, speed, and run red lights. Speed reduction mechanisms, greater visibility of pedestrians, and medians/pedestrian refuge islands along El Camino Real intersections in San Carlos were mentioned as means to improve pedestrian safety when crossing.
- Intersections at various points on El Camino Real were highlighted as places needing improvement for the safety of pedestrians. In particular, the **5th Street and El Camino Real** intersection was noted as a pain point where drivers are turning blind and traveling at high speeds. **Holly Street and El Camino Real** is another intersection that suffers from blind turns and long crossing distances.
- Another concern from respondents is the frequency of drivers failing to yield to pedestrians when turning right on red, particularly prevalent at the **San Carlos Avenue and El Camino Real** intersection.

Transit Concerns (27 comments)

- Multiple respondents raised concerns about the **Brittan Avenue and El Camino Real** northbound bus stop. This highly used bus stop needs pavement, shelter, a trash can, and safe access for riders. In general, bus stops along El Camino Real require greater attention and shelter improvements/implementation.
- Like other cities, greater frequency, signal priority, and dedicated bus lanes were raised as improvements for public transit along El Camino Real in San Carlos.

Redwood City

Biking Concerns (12 comments)

- El Camino Real in Redwood City is very wide and could accommodate a dedicated, separated bike lane, particularly on the southbound side, where speeds of vehicles often surpass the speed limit.

- Some respondents recommended against adding bulb outs, which could impede on biker access. Additionally, some mentioned that parking on the **northbound lanes** also reduces visibility and safety for bicyclists.

Pedestrian Concerns (11 comments)

- Many respondents noted the need for more refuge islands, especially where El Camino Real reaches six lanes of traffic, and more crosswalks, including just south of Whipple Road.
- Some respondents noted that certain crosswalks, particularly at **Edgewood Road**, could benefit from traffic lights, bulb outs, and speed mitigation measures.

Transit Concerns (8 comments)

- Concerns were raised regarding the slow travel times of ECR buses, particularly at rush hour and the need for better wait experiences for riders, including the addition of shelters, trash cans, and real-time displays for oncoming buses.

Top Intersections of Concern per City

The top areas of concern per city were identified by reviewing both survey responses, particularly nodes where there were large concentrations of comments, and general comments gathered at the various engagement activities.

San Mateo

- **Poplar Avenue to 3rd Street and El Camino Real**
  - **Narrow sidewalks:** There are very tight sidewalks on a busy, wide part of El Camino Real, putting pedestrians very close to drivers, particularly those turning onto El Camino Real who already have low visibility of pedestrians due to the tight turning radius. There are some areas with bumps and trees impeding the sidewalks.
  - **Impeded crossings:** Crossing as a pedestrian may feel unsafe as vehicles travel at high speeds and tend to stop in the middle of the crosswalks when they hit a red light.
  - **Long wait times at walk signals:** The timing of the lights causes pedestrians to wait a long time in areas where vehicle traffic and speeds can be high.
- **Bovet Road/17th Avenue and El Camino Real**
  - **High-speed traffic:** Fast-moving vehicles create unsafe conditions for pedestrians and bicyclists.

  - **Drivers fail to yield:** Pedestrians noted that cars turning left onto Bovet Road from El Camino Real rarely yield to pedestrians.
  - **Vehicle congestion near bus stops:** Cars get backed up behind buses at the stop on Bovet Road as well as in the left turn lane going northbound on El Camino on Bovet Road.
- **25th Avenue and El Camino Real**
  - **Insufficient bicycle infrastructure:** Participants noted the difficulties bicyclists experience when crossing this intersection due to lack of clear markings and a dedicated bicycle lane.
  - **Narrow sidewalks:** The width of the sidewalk is a point of concern for pedestrians as there is not much of a barrier between pedestrians and vehicles at this intersection.
- **Highway 92 and El Camino Real**
  - **High vehicle volumes:** This area tends to be busier due to the number of cars entering and exiting Highway 92, particularly during peak commute hours. Traffic also congests in surrounding areas and neighborhood streets.
  - **Speeding:** Drivers tend to travel at high speeds and exhibit other aggressive behaviors, thereby creating dangerous conditions for pedestrians and bicyclists.
  - **Narrow bicycle lanes:** The width of the current bicycle lanes does not provide sufficient space for bicyclists to feel safe when traveling.
  - **Lack of dedicated right turn lane:** Drivers highlighted facing difficulties when turning right onto Highway 92 due to a lack of a dedicated turn lane.

Belmont

- **Ralston Avenue and El Camino Real**
  - **Lack of separated bicycle lanes:** Participants noted a need for better bike infrastructure as this intersection is a crucial crossing point connecting to the bike bridge across Highway 101. Cars often pass too close to bicyclists at this intersection.
  - **Vehicle congestion:** Drivers aiming to get to the 101 via Ralston Avenue experience congestion, particularly when merging to get to Ralston Avenue northbound and southbound on El Camino.
  - **Traffic light synchronization:** Participants noted the need for better light and signal synchronization for both drivers and bicyclists in this

intersection. This creates issues such as difficulties making left turns from Ralston Avenue onto El Camino.

- **5th Avenue and El Camino Real**
  - **High-speed vehicles:** Cars tend to travel at high speeds through this intersection, highlighting the need for speed reduction measures to protect the safety of pedestrians.
  - **Length of crosswalks:** Due to the long length of crosswalks across El Camino, narrowing the distance and/or adding medians/pedestrian refuges would improve the safety of those walking across.
  - **Low visibility:** Drivers noted experiencing low visibility of oncoming traffic when making left and right turns.

San Carlos

- **Holly Street and El Camino Real**
  - **Visibility issues:** Many drivers turn blindly from the second right turn lane, failing to yield to pedestrians. Comments were made highlighting the need for measures such as bulb-puts, and/or a pedestrian median/refuge in the crosswalk.
- **San Carlos Avenue and El Camino Real**
  - **Signal light issues:** The walking signal does not allow sufficient time for pedestrians to cross safely.
  - **Driver behavior:** Often, drivers turning right on red at this intersection do not yield to pedestrians.

Redwood City

- **Whipple Avenue and El Camino Real**
  - **Lack of sufficient bicyclist infrastructure:** Participants identified the need for better bicycle infrastructure, such as having dedicated lanes, (especially for bicyclists traveling to Old County Road).
  - **Pedestrian safety measures:** Pedestrian refuges, bulb-outs, and a dedicated crosswalk across El Camino on the southside of Whipple Avenue were noted as measures that would improve pedestrian safety.
  - **Delays and difficulties turning left:** Drivers noted difficulty turning left onto Whipple Avenue when traveling south on El Camino, often caused by congestion and trains crossing Whipple.

Community Based Organization (CBO) Meeting Insights

Collaboration with local CBOs was vital to effectively reach and engage Equity Priority Areas as defined by SamTrans and other disadvantaged and under-represented community groups, including older adults, those who are mobility impaired, monolingual non-English-speaking community members, and low-income households. The project team organized and facilitated three CBO meetings in Phase 1, one per city.

San Mateo – Catholic Charities

Catholic Charities is a human services agency with programs and advocacy campaigns meant to holistically support community, serving a large Spanish-speaking and low-income population. The project team identified this CBO to hear from foreign-born or limited English proficiency speaking people, of which there are higher concentrations of in the city of San Mateo compared to the other cities in the project area. We facilitated the CBO meeting in Spanish to ensure comprehensive understanding of the materials and hold space for community members to openly share their lived experience in a language native and comfortable for them. There was a total of nine participants: two Catholic Charities staff and seven community members. Highlights from the discussion include:

- **Travel mode**
  - All participants relied on **driving** on El Camino Real for work, either as the **vehicle driver or passenger**.
  - Three participants were frequent **cyclists**.
  - A few participants **took transit** weekly for doctor's appointments, errands, and other needs.
- **Main concerns**
  - **Traffic:** Frustration with traffic and congestion.
  - **Cyclist enforcement:** Need for cyclists to follow traffic rules.
  - **Transit:** Desire for more transit frequency, more routes, and more marketing of the service.
  - **Pedestrian safety**: Vehicles do not yield to pedestrians at crosswalks.

San Carlos – Sequoia Village (Villages of San Mateo County)

Villages of San Mateo County is a group that organizes social activities and provides support services for older adults to engage in community and continue to live independent lives. Sequoia Village is one of three villages and serves members in Belmont, San Carlos, and Redwood City. The project team identified this CBO to hear from the older adult community. There was a total of four participants, all who either live in San Carlos or frequently use El Camino Real in San Carlos. Insights from the discussion include:

- **Travel mode**
  - Two participants mostly **drive their vehicles**.
  - One participant **drives their vehicle** and **walks**.
  - One participant **drives their vehicle, bikes, uses rideshare, takes public transit,** and **walks.**
- **Main concerns**
  - **Cyclist safety**: Need for more separation between bikes and vehicles.
  - **Pedestrian safety:** Sidewalk design and crosswalk ease require attention as bikes and scooters share sidewalk space with pedestrians.
  - **Transit education:** Need for transit awareness surrounding perceived inconvenience, schedule knowledge, and bus stop locations.

Belmont – Firehouse Square (MidPen Resident Services Corporation)

MidPen Resident Services Corporation develops, owns, and manages affordable housing to support families and seniors with low income and those with supportive housing needs. Firehouse Square is an affordable housing community in Belmont directly on El Camino Real. The project team identified this CBO to hear from community members with low-income who live on El Camino Real. There was a total of four participants: one MidPen staff person and three Firehouse Square residents. Highlights from the discussion include:

- **Travel mode**
  - One participant **walks, takes public transit,** and **bikes** on Old County Road.
  - One participant mostly **drives their vehicle** to San Mateo and used to **longboard**.
  - One participant **drives their vehicle** from Half Moon Bay to Belmont.
  - One participant **walks, bikes to commute, drives their vehicle,** and **bikes recreationally** on El Camino Real to cut down to Alameda de las Pulgas.
- **Main concerns**
  - **Traffic**: Frustration with traffic and congestion.
  - **Vehicle priority:** Desire for a cultural shift away from vehicle priority to active transportation and transit.
  - **Driver enforcement:** Need for enforcement and education of dangerous driving behavior.
  - **Bikeway infrastructure:** Support for Class IV green-painted, separated bikeways.
  - **Pedestrian safety:** Prioritization for pedestrians at intersections and crosswalks.

Recommendations for Future Engagement

Over the course of Phase 1 engagement, the project team identified the following areas for iteration for the next phase of engagement.

- **CBO Meetings:** Designate more time to organize CBO meetings and listening sessions to give potential participants more time to sign-up. Sending out multiple reminders to participants ahead of time will also contribute to a higher chance of more attendance.
- **Listening Sessions:** Like CBO Meetings, build in more time to recruit participants and confirm attendance via reminder emails to increase number of participants. Additionally, consider adding community guidelines at the beginning of the presentation to set the tone for a respectful conversation.
- **Pop-Ups:** Assess the location and conditions of potential pop-up locations, taking into consideration weather, sound, and audience when planning future events (for example, protection from wind, not competing with other elements of the event, and ensuring community members are inclined to stop by the booth).
- **Walk-Audits**: Consider consolidating the walk audit input mechanism and survey platform to allow other participants to provide photos alongside location-based comments at their leisure.
- **Survey:** Consider other options in addition to the online, map-based tool for those participants who may not have technology or internet access and/or more prominently offer alternatives to provide location-based or general comments beyond the survey (such as the GBI hotline and email or other option).

Appendix

1. Pop-Up Boards
2. Business Cards
3. Project Flyer
4. Listening Session Slide Decks
5. Walk Audit Reports per City
6. Raw Dataset from Online Map-Based Survey
7. After Activity Reports from In-Person Engagement
8. Photos



Photo 4. Project team staff at the San Carlos Caltrain pop-up.



Photo 5. Project team staff during active engagement at the San Carlos Caltrain pop-up.



Photo 6. Project team staff at the Belmont Music in the Park pop-up.



Photo 7. Project team staff member engaging with a community member at Belmont Music in the Park pop-up.



Photo 8. Community members' comments gathered during Belmont Music in the Park pop-up.



Photo 9. SamTrans representative at the engagement table during the San Mateo 4th of July pop-up.



Photo 10. Project team staff engaging with community members at the San Mateo 4th of July pop-up.



Photo 11. Project team staff at the engagement table at the San Mateo 4th of July pop-up.

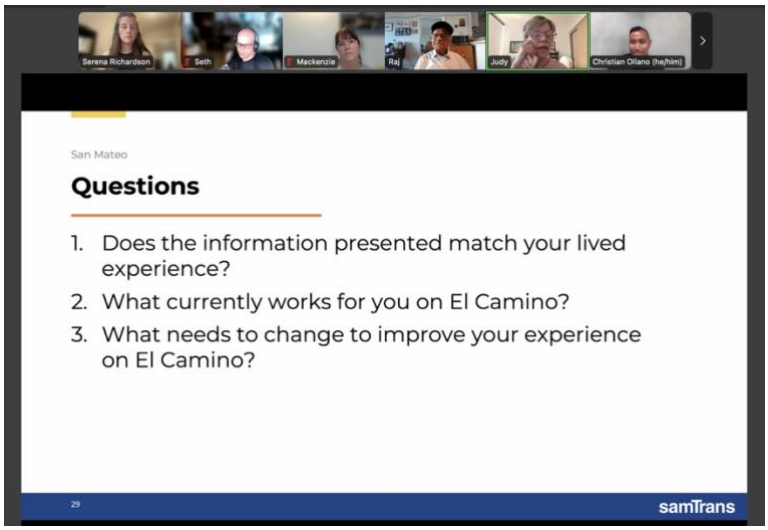


Photo 12. Project team staff and participants at the San Mateo virtual listening session.



Photo 13. Catholic Charities CBO meeting participants with project team.



Photo 11. City of San Carlos Walk Audit.



Photo 12. City of San Mateo Walk Audit.



Photo 13: City of Belmont Walk Audit.

Central El Camino Real Multimodal Plan

Phase 2 Engagement Report

August 2026

Prepared by Winter Consulting

Table of Contents

Introduction 2
Engagement Approach and Goals 2
Engagement Activities 3
Overview of Engagement Activities 4
Survey 5
Pop-Ups 6
Virtual Listening Sessions 7
CBO Meeting 8
Virtual Community Workshop 8
Additional Engagement 9
Engagement Promotion Methods 9
Flyers 10
Digital Outreach 10
Business Outreach 11
Pop-Up Boards 11
Leveraging Pre-Existing Connections and Networks 12
Corridor-Wide Insights 12
City-Specific Insights 14
San Mateo Alternatives Insights 15
Belmont Alternatives Insights 20
San Carlos Alternative Insights 23
Redwood City Alternatives Insights 27
Recommendations for Future Engagement 30
Photos 31
Appendix 35

Engagement After-Activity Reports (click here)
Public Comments (click here)
Phase 2 Survey and Results Summary (click here)

Introduction

The Central El Camino Real Multimodal Plan is a planning project that will improve transportation safety and connectivity for all road users along the eight-and-a-half mile stretch of El Camino Real, focusing on sections of the corridor in San Mateo, Belmont, San Carlos, and a small portion of Redwood City. This plan builds on local and countywide efforts as part of the wider Grand Boulevard Initiative (GBI) and is led by SamTrans and the cities of San Mateo, Belmont, San Carlos, and Redwood City. The design alternatives that will be identified as part of this Plan will be used to start the Caltrans project development process. The first step of this process, called a Project Initiation Document (PID), is a critical step in getting future funding from the state. The GBI will help cities along El Camino through this PID process.

In Phase 1, which occurred in May-August 2025, the project team raised awareness about the project and developed a deeper understanding of both existing challenges and new concerns from communities (especially those that had not been previously engaged in other efforts). In Phase 2 of engagement, which occurred from February-March 2026, the project team focused on sharing the high-level draft design alternatives developed using community input and technical analysis and soliciting further feedback on preferences. The refined, preferred design alternative will be used to start the Project Initiation Document (PID). The PID is a critical first step in the Caltrans project development process to secure future funding from the state.

Document Purpose

Phase 2 of engagement for the Central El Camino Real Multimodal Plan was held from January 12, 2026, to March 31, 2026, resulting in **over 1,000 interactions** and touchpoints with members of the public across **nine events**. A variety of engagement activities were utilized to garner feedback from community members, including virtual listening sessions, pop-up tabling at community libraries and centers, a multilingual online survey, a virtual webinar, an in-person community-based organization (CBO) meeting, in addition to presentations and meetings with city councils, community organizations, and other volunteer organizational bodies. This report describes insights gathered from all engagement.

Engagement Approach and Goals

The goal of Phase 2 of engagement was to share the draft high-level design alternatives with community members and receive feedback on alternative preferences per city (San Mateo, Belmont, San Carlos, and Redwood City) as well as input on specific improvement priorities. Phase 2 built off the input gathered in Phase 1 engagement regarding existing corridor conditions and needs, which highlighted concerns regarding bicycle and pedestrian safety, traffic congestion, traffic signal timing, and bus stop facilities. The team

focused on confirming whether alternatives addressed the concerns raised previously by community members and if there are any residual gaps and needs.

Like Phase 1, the project team sought to engage a diverse range of community members, especially from historically marginalized communities and communities in Equity Priority Areas. Such communities and identity groups included non-English speakers, older adults, and individuals with disabilities, and were engaged so that feedback reflected the transportation gaps and barriers affecting these populations. The feedback was analyzed and helped to inform final design recommendations. Participants from Phase 1 were invited again to provide input in Phase 2 for continuity throughout the Plan.

The following principles guided the engagement team's approach:

- **Build trust and rapport** with individual members of the community through authentic engagement that demonstrates listening, understanding questions and concerns, and transparent, tailored communication.
- **Center equity and inclusion** by providing language support and multiple opportunities and methods to gather input from stakeholders of varying ages and abilities, including youth and older adults. Materials, including flyers, business cards, slide decks, and surveys were made available in English, Spanish, and simplified Chinese. Additionally, virtual and in-person listening session participants were provided a monetary stipend of $50 if they joined online and $100 if they joined in-person (to account for their travel) as compensation for their time and efforts.
- **Adapt and iterate** on engagement as necessary to ensure that future engagement meets the accessibility needs of community members. For example, CBO participation was limited during the listening sessions despite robust efforts to reach and re-engage CBO participants from Phase 1, particularly the Spanish-speaking population. As such, the engagement team pivoted and identified Peninsula Family Service as a partner to support recruitment for a supplemental listening session with this community near the close of the Phase 2 engagement period, which allowed for more comments to be gathered from Spanish-speaking participants who were highly engaged.

Engagement Activities

The project team engaged over 1,000 community members through an online community survey provided in English, Spanish, and simplified Chinese and nine (9) engagement events: three (3) virtual listening sessions, one (1) CBO meeting facilitated in Spanish, one (1) virtual community workshop, and four (4) community pop-ups. SamTrans staff were present at each engagement event and presented to various governmental and civic bodies. The following section provides an overview of key details and engagement metrics for each engagement activity.

Overview of Engagement Activities

Below is a listing of the various in-person and online engagement activities that were implemented for Phase 2 of the project. SamTrans staff presented at various council, committee, and community organization meetings including the SamTrans Citizens Advisory Committee, SamTrans Paratransit Advisory Council, and Rotary Club of Belmont & Redwood Shores. Additionally, SamTrans staff received input from emails to the GBI hotline, which was also incorporated into engagement.

Table 1. Information on engagement activities conducted in Phase 2.

Activity	Date	Type	City	Number of People Engaged	Demographic Group
Phase 2 Survey					
Phase 2 Survey	1/12/2026 – 3/31/2026	Virtual	All	701	General public
Business Outreach					
Business Postcards	Early February and March	Mailers	San Mateo and Redwood City	~1400+	Business property owners and tenants located along El Camino Real in San Mateo and Redwood City; Door knocking in Redwood City
Pop-Ups					
San Mateo Library	1/12/2026 (Monday) & 2/7/2026 (Saturday)(pop-up boards remained standing until 3/31/2026)	In-Person	San Mateo	~25 at the pop-up event, and ~55 pop-up board interactions until 3/31/2026	San Mateo community residents of all ages and ethnic and racial backgrounds
Belmont Twin Pines Senior and Community Center	1/15/2026 (Thursday)(pop-up boards remained standing until 3/31/2026)	In-Person	Belmont	~25 at the pop-up event, and ~1 pop-up board interaction until 3/31/2026	Belmont community residents of all ages and ethnic and racial backgrounds, including seniors
San Carlos Library	1/20/2026 (Tuesday) (pop-up boards remained standing until 3/31/2026)	In-Person	San Carlos	~40 at the pop-up event, and ~199 pop-up board interactions until 3/31/2026	San Carlos community residents of all ages and ethnic and racial backgrounds

Activity	Date	Type	City	Number of People Engaged	Demographic Group
Virtual Listening Session					
Senior and Disability Community	2/1/2026	Virtual	All	4	Seniors and people with disabilities, including from San Mateo Senior Center, San Carlos Adult Community Center, Sequoia Village and the SamTrans Paratransit Advisory Council
Active Transportation and CBOs	2/4/2026	Virtual	All	4	Participants from the active transportation groups in San Mateo, Belmont, and San Carlos and a MidPen Housing resident
Business Groups	2/12/2026	Virtual	All	2	Multiple groups invited in project area via mailers mentioned above and cold calls; Downtown San Mateo Business Association attended
CBO Meeting – Spanish-Speaking Community					
CBO Meeting with Peninsula Family Service	3/31/2026	In-Person	San Mateo	9	Spanish-speaking community members who live and/or use El Camino Real in San Mateo
Virtual Community Workshop					
Virtual Workshop	2/26/2026	Virtual (Zoom)	All	14	General public

Survey

Across all engagement, including pop-ups, listening sessions, and the mailer outreach to the businesses on the corridor in San Mateo and Redwood City, the project team referred and directed members of the public to the Phase 2 survey, which was open from January 12 to March 31, 2026. For the full list of survey questions, please refer to the Appendix. Participants were instructed to share their preferences for transportation and safety improvement alternatives on El Camino Real. They were able to rank their highest preference among existing conditions, transit, pedestrian, and bicycle alternatives, share their reasoning and any additional comments via an open-ended response and choose their top improvement ideas on amenities along El Camino Real.

In total, 701 people completed the survey, with approximately 45% of the participants coming from San Mateo, 16% from San Carlos, 16% from Redwood City, 11% from Belmont, and 11% from other cities not part of the Plan effort. Most people took the survey in English, with 13 participants taking the survey in Spanish, and three in simplified Chinese. For a detailed summary of the survey, please refer to the Appendix.

Pop-Ups



Photo 1. Pop-up at the Belmont Twin Pines Senior and Community Center.

SamTrans and various City staff tabled at four (4) pop-ups throughout Phase 2 engagement at areas near the corridor– two (2) at the San Mateo Main Library (55 W 3rd Ave, San Mateo, CA 94402), one at the Belmont Twin Pines Senior and Community Center (20 Twin Pines Ln, Belmont, CA 94002), and one at the San Carlos Library (610 Elm St, San Carlos, CA 94070), with the goal of engaging the broader community in publicly accessible spaces to collect input on alternative and amenity preferences along El Camino Real. A diversity of community members visited the pop-ups, from advocates, seniors, families, and students. The pop-ups were advertised via a Phase 2 flyer that was shared with cities to amplify across their networks.

The pop-up boards highlighted the QR code to the survey, and participants were also able to provide their comments and votes via sticky notes/dots to share their preference for alternatives. The pop-up boards were left at their respective locations through the end of the Phase 2 engagement period on March 31, 2026, to inform passersby of the project and garner more input. See the Appendix to view the complete pop-up report.

Virtual Listening Sessions

Three listening sessions were conducted with community members representing various interest groups that participated in Phase 1 engagement. The virtual listening sessions were conducted via Zoom and oriented around the following groups: 1) active transportation groups and CBOs; 2) senior and disability community; and 3) businesses located on and near the corridor. For more information, see the specific listening session after-activity reports in the Appendix.

CBO and Active Transportation

Four participants attended this listening session: three from active transportation groups in San Mateo County and one resident from the MidPen Housing Firehouse Square Apartment Complex located on El Camino Real in Belmont. All four shared that they travel along El Camino Real primarily by driving, with some mentioning that they walk, bike, and/or take Caltrain at least once per week. Do note that the Silicon Valley Bicycle Coalition also shared the survey link for the Phase 2 survey to their communication channels as well to reach others in their network beyond those that came to the listening session.

Senior and Disability Community

Three participants attended this listening session representing the San Mateo Senior Center, San Carlos Adult Community Center, and Sequoia Village. An additional participant attended representing the Paratransit Advisory Council. Among this group, walking and taking public transit such as the bus or Caltrain were popular modes of travel along El Camino Real. Two participants also indicated that they commonly drive and shared that they use services such as rideshare or the Get Around! Senior Rides Program, offered through the San Mateo Parks and Recreation Department. Do note that this program is at capacity and no longer accepting new members.

Business Community

Two members of the business community participated in this virtual listening session. Both participants were from the Downtown San Mateo Business Association, one of whom owned a business in downtown San Mateo. Although more extensive outreach was conducted to recruit businesses to join the listening session, including sending more than 1,400 postcards to a variety of businesses on the corridor and cold calls to various businesses, turnout was limited, potentially due to the time being during regular business hours. The project team pivoted to orienting the listening session on the San Mateo alternatives and discussing methods for outreach in the future since the two participants were focused on businesses in San Mateo.

CBO Meeting

The project team partnered with Peninsula Family Service to coordinate a Spanish-language in-person meeting with some of their clients. This CBO is a nonprofit that provides support services, including early childhood learning and childcare services to families on the peninsula. This provided an opportunity for SamTrans staff to hear from Equity Priority community members often underrepresented in the engagement process. The meeting followed a similar format to the virtual listening sessions and provided an opportunity for parents to share their input with SamTrans staff. Nine parents participated in total, most of whom reside in San Mateo, with almost all indicating that they take transit. See the Appendix for an after-activity report for this meeting.



Photo 2. The project team with participants at the Peninsula Family Service CBO Meeting on March 31, 2026.

Virtual Community Workshop

The project team held a virtual community workshop on Thursday, February 26, 2026, from 6:00-7:30 PM to share information about the Plan and gather feedback on the proposed alternatives. The workshop provided an opportunity for the public to learn about the alternatives per city, ask questions of SamTrans staff, and provide comments. Additionally, polling questions were asked using the Zoom polling feature to gauge participant preferences for alternatives and improvement priorities. Interpretation was also provided in Spanish and Mandarin. A total of 14 participants attended the virtual workshop, with half residing in San Mateo, two from San Carlos, and one from Redwood City, and with the remaining participants from other cities outside the Plan area. Discussion and Q&A followed the presentation of each city's alternatives. Participants were also allowed to provide comments/questions via the Q/A feature on Zoom. A total of 34 comments or questions were posted in the chat in addition to comments or questions that were shared live. See the Appendix for an after-activity report for this workshop.

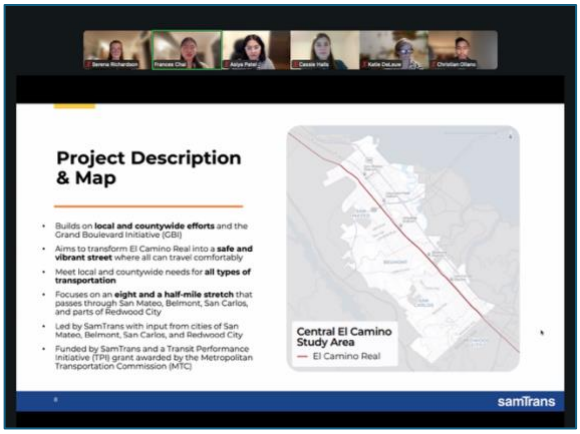


Photo 3. The project team presenting at the virtual community workshop on February 26, 2026.

Additional Engagement

Additionally, SamTrans staff presented an overview of the Plan and the various alternatives per city at the following government and organizational bodies during Phase 2 of engagement.

Event	Date
San Carlos City Council	2/9/2026
Paratransit Advisory Council	2/10/2026
Belmont City Council	2/10/2026
San Mateo City Council	2/23/2026
SamTrans Citizens Advisory Committee	2/25/2026
Belmont /Redwood Shores Rotary Club	3/23/2026
San Mateo Consolidated Fire Department	4/1/2026
Redwood City Council Mobility Subcommittee	4/29/2026
Redwood City Fire Department	5/14/2026
San Mateo Police Department	7/22/2026

The project team also received four comments that were sent to the GBI email address or City staff. All comments received via these meetings and the GBI email were reviewed and incorporated into the insights developed for this report.

Engagement Promotion Methods

The project team carried out numerous promotional methods to recruit participants for engagement opportunities and share project information. The flyer was made available in English, Spanish, and simplified Chinese.

Flyers

Method
The project team created a flyer that was shared with External Project Management Team (PMT) members and community organizations to highlight the Phase 2 survey and pop-up opportunities.

Purpose
Promotion of Plan effort, pop-ups, survey, and website.

Target Demographic Group
General public across the project corridor.



Figure 1. Phase 2 Pop-up and survey flyer.

Digital Outreach

Method
The project team launched email campaigns to reach participants who engaged in Phase 1, survey participants, and pop-up participants who provided an email address. Neighborhood associations and active transportation groups also shared the survey link broadly to their networks and mailing lists. Additionally, email outreach was also conducted to community organizations and networks who work with Chinese and Spanish-speaking populations to engage more non-English speaking community members, including El Concilio, Chicana Latina Foundation, Community Foundation of San Carlos, the Latino/a/x Collaborative, and the Peninsula Chinese Business Association.

Purpose
Virtual community workshop and listening session recruitment.

Target Demographic Group
Project participants from Phase 1, survey participants from Phase 2, and Spanish and Chinese-speaking community members.

Business Outreach

Method

The project team mailed over 1,300 postcards with project information, a QR code/link to the project survey, and the registration link to the business listening session to various owners and business tenants along the Central El Camino Real corridor, particularly on storefronts in San Mateo. Redwood City staff also conducted a concerted business outreach effort, walking along the corridor to speak with businesses and distribute mailers to nearly 100 businesses.

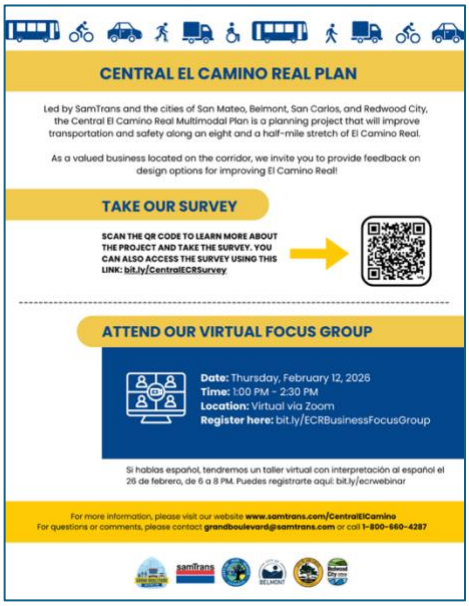


Figure 2. Business postcard.

Purpose

Recruitment for business listening session and survey.

Target Demographic Group

Businesses located on and near the corridor.

Pop-Up Boards

Method

The project team, following each city pop-up, left the pop-up boards at the San Mateo Library, Belmont Twin Pines Senior and Community Center, and San Carlos Library for two months until the close of the Phase 2 engagement period on March 31, 2026. This period allowed people visiting the various libraries/centers the opportunity to review the project information, take the survey, and engage in the dot exercise to indicate their preference for alternatives per city. All boards were accessible in English, Spanish, and simplified Chinese. View the after-activity report in the appendix for more insights.

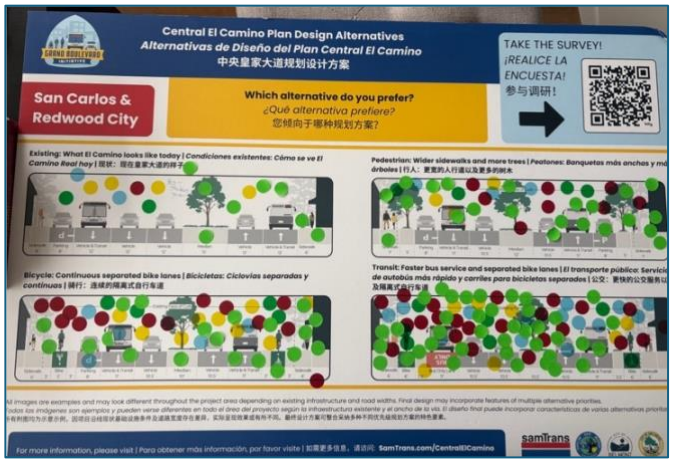


Photo 4. Design alternatives board information with dot exercise from San Carlos/Redwood City with a QR code to the survey.

Engagement Activities Highlighted

Alternative preference and amenity voting, survey, and project website.

Target Demographic Group

General public across the project corridor.

Leveraging Pre-Existing Connections and Networks

Public awareness of the Central El Camino Real Multimodal Plan rose steadily throughout Phase 2 of engagement as evidenced by the variety of methods that survey participants found out about the survey. When asked how they heard about the survey, of those who responded, many indicated a friend, neighborhood chat, active transportation advocacy organization, school transit or book club, social media or mail distribution, among others.

Additionally, one main component of Phase 2 outreach was centered around reconnecting with those who participated in Phase 1. The project team reached out to many of the same groups and individuals for the listening sessions in Phase 1 and invited them to participate in Phase 2 listening sessions, representing their respective neighborhoods, CBOs, advocacy organizations, or other groups. Regarding outreach to the immigrant and Spanish-speaking community, the project team thought it was important to work via trusted CBO staff to recruit participants so that the participants could feel comfortable attending an event in spaces familiar to them with people they knew, particularly in a time of uncertainty and anxiety among the immigrant community. Catholic Charities of San Mateo County was engaged in Phase 1 for a Spanish listening session, however, did not have capacity to support an engagement activity in Phase 2. Peninsula Family Service was engaged in Phase 2 to support a listening session in Spanish.

Corridor-Wide Insights

Over 1,000 community members were engaged in Phase 2 engagement. To learn more about multimodal uses of El Camino Real, the engagement team asked survey respondents about their method of transportation. Of the 650 respondents that shared their use of travel along El Camino in the survey, approximately 568 (87%) drive, 374 (57%) walk, 213 (33%) bike/roll, 194 (30%) transit, and 113 (17%) take rideshare. In terms of why people use the corridor, from the survey, more than three-quarters (78%) of participants indicated they use El Camino to get to a shopping destination, 73% for leisure or recreation destination, 47% for work, and 19% for school.

Additionally, when community members were asked what types of improvements they wanted to prioritize for El Camino Real, **‘More and safer pedestrian crossings’** was the top selection with nearly half of participants selecting this option, followed by **‘more trees to provide shade’**. About a third of community members mentioned more sidewalk space for businesses and people; faster, more reliable buses; and/or reduction of speeding as other top priorities. Although this was not a required question, do note that an average of just under 20% of respondents indicated that they had a preference to existing conditions/no change alternative per each city, but may have answered this question regarding improvement preferences when asked about these improvement priorities as it pertains to the entire corridor in the Plan area.

The following overall themes were gathered from Phase 2 engagement:

- **Priority preferences:** Across all participants, there was a preference for the bicycle alternative in San Mateo and Belmont and transit alternative in San Carlos and Redwood City. Many commented that combining better bike infrastructure with higher transit frequency and reliability would be most ideal to incentivize mode-shift. Do note that priority preferences may differ when looking at respondents from each respective city. For example, when looking specifically at San Mateo residents who filled out the survey, there was nearly identical support for all San Mateo alternatives. A breakdown of the preferences by residents of each respective city can be found in the city-specific insights on the following pages.
- **Corridor consistency:** Many indicated a preference for dedicated bike or bus lanes to run continuously along the corridor to create consistency, ensure effectiveness and make them more viable for the community to use. However, others questioned the utility of the dedicated bus and bike lanes, citing perceived low transit/cyclist usage and alternate parallel bike routes.
- **Pedestrian safety improvements:** There was consensus for safer pedestrian crossings throughout El Camino Real as the top selected improvement priority with support for improved pedestrian experience, including wider sidewalks and better pedestrian visibility among drivers.
- **Bicycle safety improvements:** There was evident support for improving bicyclist safety and the need for high-quality, continuous, protected and separated bike lanes.
- **Benefits and trade-offs:** There were varied responses regarding dedicated bus lanes and separated bike lanes, with general support for safer bicycle infrastructure and improved bus rider experience, but concern over impact of the removal of parking and vehicular travel lanes on businesses and traffic congestion.

City-Specific Insights

The following insights per city are developed from reviewing data and input from the community survey, pop-ups, public comments at various committee/council meetings, CBO meeting, listening sessions, and public comment received via email. Do note that when asked about alternative preferences, many respondents at in-person activities, virtual meetings, and the survey spoke on improvements more generally (such as bike lanes, bus lanes, sidewalks), which could be attributed to more than one alternative. As such, comments per city are grouped by modality (transit, pedestrian, and bicycle) and not by alternative.

A general summary of preferred alternatives per city and engagement type is highlighted below. See the after-activity reports for each of the engagement activities for more detail and insight into the findings and alternative preferences and comments received.

Table 2. Preferred alternatives per city.

San Mateo	
Activity	**Preferred Alternative**
Survey	Bicycle
Listening Sessions	Transit and/or Bicycle
CBO Meeting	Transit
Pop-Up Board	Bicycle
Belmont	
Activity	**Preferred Alternative**
Survey	Bicycle
Listening Sessions	Transit and/or Bicycle
Pop-Up Board	Pedestrian
San Carlos	
Activity	**Preferred Alternative**
Survey	Transit (includes bicycle facilities)
Listening Sessions	Transit and Bicycle
CBO Meeting	Transit (includes bicycle facilities)
Pop-Up Board	Transit (includes bicycle facilities)
Redwood City	
Activity	**Preferred Alternative**
Survey	Transit (includes bicycle facilities)
Listening Sessions	Transit and/or Bicycle
CBO Meeting	Transit (includes bicycle facilities)
Pop-Up Board	Transit (includes bicycle facilities)

San Mateo Alternatives Insights

Across all engagement, participants indicated a preference for the **bicycle alternative** in San Mateo. The second-most preferred alternative was for the transit alternative. Many respondents shared that they would prefer an option with dedicated spaces for both bicyclists and buses. Participants were also generally interested in improving visual aesthetics, safety conditions, and traffic for all road users. Some expressed concerns with congestion and there were varied opinions regarding the removal/retention of parking spaces and travel lanes.

Table 3. Survey response summary for preferred alternative in San Mateo (660 total responses, of which, 290 are San Mateo residents).

Respondents to San Mateo Question	Existing	Transit	Pedestrian	Bicycle Continuous	Total
San Mateo resident respondents to question	66 (23%)	79 (27%)	63 (22%)	82 (28%)	**290** San Mateo respondents (44% of total respondents to question)
All respondents	122 (18%)	186 (28%)	115 (17%)	237 (36%)	**660** total respondents

**Note that this question was optional, and that respondents were not required to answer this question. The table only represents input gathered from the survey.*

The following insights for San Mateo are categorized by type of improvement (transit, pedestrian, bicycle facility) and preference for existing conditions and are gathered from open-ended responses made by individuals in the survey regarding the San Mateo alternatives, comments from engagement activities (pop-ups, CBO meeting, listening session, virtual workshop, etc.), and other comments received via email. Responses are organized thematically below:

Support for Existing Conditions/No-Build Alternative

- *Note that from the survey, there were 42 comments (17%) out of 245 open-ended responses to the San Mateo alternatives question in support of existing conditions.*
- Of the participants who commented on the no-build alternative, many noted the need to **prioritize vehicular travel** on El Camino Real as it is a major vehicular thoroughfare for the region over improvements for modes that lack perceived demand, such as bus and bicycle lanes, citing perceived low bus ridership and observing that cyclists utilize parallel side streets or share the road with public transit.

- Many shared a desire to **maintain street parking** (specifically between 37th and 38th Street and the 25th Street Business District) and the **number of travel lanes** due to new developments and existing businesses, while some were open to some minor changes to existing conditions, such as **wider sidewalks and re-pavement,** if parking and number of travel lanes remain.
    - Some community members highlighted the need for coordination with businesses to be done ahead of parking removal.

Support for Transit Improvements:

- *Note that from the survey, there were 25 comments (10%) out of 245 open-ended responses to the San Mateo alternatives question regarding support of transit improvements.*
- Commenters generally advocated for **dedicated bus lanes and separated, protected bicycle lanes in both directions** along the entirety of the corridor. A few suggested ideas to make space for both, such as removing the median and having only one lane of vehicular traffic in each direction.
- Commenters noted that the dedicated bus lanes would only be beneficial if **bus frequency increased** and people shifted **away from single-occupancy vehicle travel**.
- Some commenters expressed the desire to move vehicular traffic to Highway 101 and/or I-280 as the main car arterial, rather than El Camino Real. Many found that El Camino Real should **focus on transit**, while other parallel side streets should be improved to focus on bicycle safety.
- Some commenters believed that corridor widths in San Mateo and Belmont are **wide enough** to accommodate both bus-only and bicycle-only lanes.
- Other comments:
    - Request for **center-running bus lanes** and the use of **transit priority signals**.
    - Request for a **tram/light rail to be installed**, all **power lines be moved underground**, and a **multi-use raised path** be constructed.
    - Support for queue jumps, more effective transit signal priority, bus pull-outs and all-door boarding as ways to improve travel times for buses on El Camino Real.

Concerns for Transit Improvements

- *Note that from the survey, there were 10 comments (4%) out of 245 open-ended responses to the San Mateo alternatives question regarding concerns about transit improvements.*
- Commenters shared concerns that the dedicated bus lane would **increase congestion** and cause issues for **delivery drivers and curbside pickups**.
- Some commenters found the **demand for and frequency of buses too low** to support the need for bus-only lanes.

Support for Pedestrian Improvements

- *Note that from the survey, there were 8 comments (3%) out of 245 open-ended responses to the San Mateo alternatives question in support of pedestrian improvements.*
- Many commenters identified the need for more impactful safety measures at pedestrian crossings to **allow adequate visibility, crossing time, and to slow traffic**.
- Some commenters highlighted the benefits of wider sidewalks for walkers, strollers, dog walkers, cyclists, scooters, as well as **business fronts,** as it creates space for a more pleasant experience.

Concerns for Pedestrian Improvements

- *Note that from the survey, there were 3 comments (1%) out of 245 open-ended responses to the San Mateo alternatives question regarding concerns for pedestrian improvements.*
- Commenters mentioned that there is limited to no benefit of wider sidewalks given that pedestrian traffic along El Camino Real is relatively light.

Support for Bicycle Facility Improvements

- *Note that from the survey, there were 61 comments (25%) out of 245 open-ended responses to the San Mateo alternatives question regarding support for bicycle facility improvements.*
- Many commenters indicated a desire for **continuous, separated, and protected bike lanes in both directions** for El Camino Real to become a safe, regional route for bicyclists.
- Some commenters mentioned that more bicycle and pedestrian infrastructure would **positively benefit the local business economy**.
- Some commenters shared that they currently do not bike on El Camino but **would if better bicycle facilities were available.**
- Some commenters noted positive sentiments towards road diets to make way for protected bike lanes, as it would also make **pedestrian crossings safer.**
- Some commenters suggested bicyclists share the bus lane.
- Two commenters shared they were disgruntled by the wording in the survey that bus traffic would slow down with the bicycle alternative, noting that the **prioritization of vehicle infrastructure is slowing down the buses**.
- One commenter, anticipating concerns from vehicle users, suggested that a **narrower sidewalk and median** would **allow space** for a traffic lane, bike lane, and/or parking.

Concerns for Bicycle Facility Improvements

- *Note that from the survey, there were 20 comments (8%) out of 245 open-ended responses to the San Mateo alternatives question regarding concerns for bicycle facility improvements.*
- Many commenters shared they **do not want bike lanes on El Camino Real** for a multitude of reasons: they believe El Camino is not safe for cyclists, there is too much noise and dust, cyclists can use the bus lane, bike lanes can go on **alternative parallel** routes, bike lanes can make it challenging for **vehicles to make right turns**, and the **low demand/frequency does not make it worth** the change.
- Some commenters noted the following streets for alternative bike routes that would be more appropriate: Old County Road, North Delaware Street, San Mateo Drive, and Alameda de las Pulgas.
- One commenter noted that **excessive space is dedicated toward the bike lanes** in the bicycle alternative.
- One commenter noted that bike lanes need to **extend across jurisdictions to create a continuous experience**. They also suggested getting rid of the central median to create more space near the curb lanes for buses to have a **place to pull out of traffic** at bus stops, and thus, creating more separation from bicyclists.

Other Comments

- *Note that from the survey, there were 51 comments (21%) out of 245 open-ended responses to the San Mateo alternatives question regarding other topics.*
- **Landscaping/Place-making/Wayfinding**
    - Some commenters indicated support for **landscaping efforts**, noting that trees help reduce pollution and add to San Mateo's scenery.
    - An individual from the Downtown San Mateo Association expressed the desire for **better wayfinding/signage, landscaping and other beautification** around the 3rd and 4th Avenue entrances and exits to El Camino Real to invite community members to visit Downtown San Mateo.
- **Road Infrastructure and Traffic Flow**
    - Some commenters requested **roundabouts, a narrow median, bus stop pull-outs, new pavement, and restriping of lane markings.**
    - One commenter requested the **elimination of all left turns** (unless there are dedicated left-turn pockets) and no **right turns on red**.
    - One commenter shared **concern for larger vehicles** due to **narrower lanes.**
    - One commenter noted that **no alternative was presented that allows for better vehicle movement**.
    - Some commenters mentioned having tailored remedies to parts of the corridor dictated by the needs of specific segments, rather than a blanket change across the corridor.

    - Some commenters questioned the need for two vehicle travel lanes in each direction and advocated for an increased road diet to accommodate more modalities.
- **Public Education and Enforcement**
    - One commenter pushed for **educational reform for behavioral change**, to move from privately owned vehicles to more multimodal travel.
    - One commenter expressed the need for **enforcement of unsafe drivers**, especially those that **do not yield at pedestrian crossings**.
- **Safety**
    - Several commenters noted recent bicyclist injuries and pedestrian fatalities on El Camino, highlighting the need for safety improvements.
    - Two commenters noted the need for **safety improvements** at the 17th Avenue and El Camino Real intersection due to the recent fatality as well as areas around the Highway 92 interchange.
- **Fire Department Vehicle Access (from meeting with Fire Marshal)**
    - Wide medians make it difficult for fire trucks to turn.
    - Larger buildings and narrower roads have made travel on El Camino more challenging.
    - For more notes, see the Appendix.

Belmont Alternatives Insights

Survey participants indicated a preference for the **bicycle alternative,** with many sharing that they would prefer an option with dedicated spaces for both bicyclists and buses. Participants were also generally interested in improving safety conditions for all road users. Some expressed concerns about congestion with mixed opinions on the retention of parking spaces.

Table 4. Survey response summary for preferred alternative in Belmont (648 total responses, of which 70 are Belmont residents).

Respondents to Belmont Question	Existing	Transit	Pedestrian	Bicycle Continuous	Total
Belmont resident respondents to question	15 (21%)	10 (14%)	10 (14%)	35 (50%)	**70** Belmont respondents (11% of total respondents)
All respondents	115 (18%)	148 (23%)	108 (16%)	277 (43%)	**648** total respondents

**Note that this question was optional, and that respondents were not required to answer this question. The table only represents input gathered from the survey.*

The following insights for Belmont are categorized by type of improvement (transit, pedestrian, bicycle facility) and preference for existing conditions and are gathered from open-ended responses made by individuals in the survey regarding the Belmont alternatives, comments from engagement activities (pop-ups, CBO meeting, listening session, virtual workshop, etc.), and other comments received via email.

Support for Existing Conditions/No-Build Alternative

- *Note that from the survey, 25 comments (14%) out of 180 open-ended responses to the Belmont alternatives question were in support of existing conditions.*
- Some commenters expressed **safety concerns** regarding alternatives impacting visibility and maneuverability.
- Other commenters shared that the **bus is not frequent and used enough** to justify a dedicated lane, and bicyclists have the option to use side streets instead of El Camino Real.
- Some commenters had concerns about **worsening congestion and parking issues** (particularly impacting businesses) were also raised.

Support for Transit Improvements

- *Note that from the survey, there were 47 comments (26%) out of 180 open-ended responses to the Belmont alternatives question regarding support for transit improvements.*
- Commenters generally expressed a desire to have an option with **both bus-only lanes and a separated bike lane**. A few shared that **parking spaces should be removed** to accommodate this.
- Some commenters highlighted that having dedicated spaces for buses and bikes would **reduce vehicular congestion and improve safety** on El Camino Real.
- Some commenters shared a need for **more frequent and reliable** buses.
- Some commenters emphasized that the corridor widths in San Mateo and Belmont should be **wide enough** to support both bus-only and bicycle-only lanes.

Concerns for Transit Improvements

- *Note that from the survey, there were 5 comments (3%) out of 180 open-ended responses to the Belmont alternatives question regarding concerns for transit improvements.*
- Commenters shared that a dedicated bus lane is not needed due to **lack of bus frequency, reliable transportation provided by Caltrain** nearby, and the narrow nature of the roads in Belmont.

Support for Pedestrian Improvements:

- *Note that from the survey, there were 4 comments (2%) out of 180 open-ended responses to the Belmont alternatives question regarding pedestrian improvements.*
- Commenters highlighted the need for **safety improvements** and wider sidewalks to **encourage more pedestrian activity** and maintain the walkability of the downtown area, citing that sidewalks near destinations such as the IHOP, Dollar Tree, McDonalds, and Safeway are especially difficult to travel on for pedestrians.

Concerns for Pedestrian Improvements

- *Note that there were 0 comments (0%) out of 180 open-ended responses to the Belmont alternatives question on the survey regarding concerns for pedestrian improvements.*
- There were no open-ended comments explicitly sharing concerns about the pedestrian alternative from all engagement.

Support for Bicycle Facility Improvements

- *Note that from the survey, there were 46 comments (26%) out of 180 open-ended responses to the Belmont alternatives insights question on the survey regarding support for bicycle facility improvements.*
- Commenters generally shared a desire to have **dedicated lanes on El Camino Real for both bikes and buses**.
- Some commenters stated that having a separated bike lane would **improve safety** and **encourage active transportation**, especially if there is a **physical barrier** separating cyclists from other road users. A few participants were in favor of **removing parking spaces** to accommodate this.
- Some commenters highlighted the importance of **bike connectivity between cities** in San Mateo County to maximize the effectiveness of a bike lane.
- One commenter noted that Belmont does not have many **alternative bike lanes** east and west of El Camino Real, besides Old County Road, which needs improvement.

Concerns for Bicycle Facility Improvements

- *Note that from the survey, there were 5 comments (3%) out of 180 open-ended responses to the Belmont alternatives question regarding concerns for bicycle facility improvements.*
- Many commenters expressed that **side streets**, such as Old County Road, Pacific Boulevard, and Sixth Avenue are **more appropriate for bicyclists**.
- One commenter noted that **sidewalks are more popular** for bicyclists than the bike lane on the street due to risks of biking next to vehicles without physical separation.
- Another commenter asked that bicyclists **share a lane with public transit**.

Other Comments

- *Note that from the survey, there were 48 comments (27%) out of 180 open-ended responses to the Belmont alternatives question regarding other topics.*
- While some commenters advocated for the **retention of street parking**, especially for seniors and people with disability, others shared that it **should be removed due to safety concerns** and to **allow for more travel space** and/or **placemaking elements.**
- Some commenters raised general safety concerns such as **visibility and maneuverability** with narrow travel lanes, **high vehicle speeds**, and **visibility** with driveways and parking.
- Some commenters were interested in improvements to **minimize traffic congestion** such as **improving signal timing** and i**mplementing left-turn lanes.**
- Some commenters highlighted the need for more **beautification efforts** on the corridor and to better maintain tree roots that may damage roads over time.

San Carlos Alternatives Insights

Survey participants indicated a preference for the **transit alternative,** which includes dedicated bicycle facilities. Reducing congestion and improving safety for all road users were other key points expressed by participants. Removal of parking received varied opinions.

Table 5. Survey response summary for preferred alternative in San Carlos (644 total responses, of which 107 are San Carlos residents).

Respondents to San Carlos Question	Existing	Transit	Pedestrian	Bicycle Continuous	Total
San Carlos resident respondents to question	20 (19%)	42 (39%)	16 (15%)	29 (27%)	**107** San Carlos respondents (17% of total respondents)
All respondents	142 (22%)	291 (45%)	83 (13%)	128 (20%)	**644** total respondents

**Note that this question was optional, and that respondents were not required to answer this question. The table only represents input gathered from the survey.*

The following insights for San Carlos are categorized by type of improvement (transit, pedestrian, bicycle facility) and preference for existing conditions and are gathered from open-ended responses made by individuals in the survey regarding the San Carlos alternatives, comments from engagement activities (pop-ups, CBO meeting, listening session, virtual workshop, etc.), and other comments received via email.

Support for Existing Conditions/No-Build Alternative

- *Note that from the survey, there were 23 comments (13%) out of 172 open-ended responses in support of existing conditions.*
- Many commenters indicated that the primary road users on El Camino Real are drivers and that maintenance of existing vehicle lanes is needed to **minimize traffic congestion**.
- Some commenters expressed they do not observe many bicyclists, pedestrians, and people riding the bus to justify making changes, and that alternative, parallel streets should be used.
- The growth of housing developments and population also raised concerns about **exacerbating traffic congestion.**
- A few commenters advocated to maintain **parking spaces.**

Support for Transit Improvements

- *Note that from the survey, there were 31 comments (18%) out of 172 open-ended responses to the San Carlos alternatives insights question regarding support for transit improvements.*
- Commenters noted that the **transit alternative best supports multimodal travel** and would reduce congestion. Similar to comments regarding other cities, some participants reiterated the desire for having **both a dedicated bus lane and a bike lane** to meet active transportation needs and increase connectivity throughout San Carlos and appreciated the presence of both in the transit alternative.
- Some commenters highlighted the importance of **bus speed, frequency, and reliability.**
- Some commenters advocated for bus-only lanes in **both directions** on El Camino Real, and not just the southbound side.
- One commenter noted that San Carlos is a main hub for public transit regarding buses and the Caltrain Station, making it important to provide efficient travel.
- One commenter shared that **removing parking** for a bus-only lane would work well in San Carlos as there is currently **sufficient infrastructure meeting parking needs**.
- One commenter noted that buses should eventually be **replaced with light rail.**

Concerns for Transit Improvements

- *Note that from the survey, there were 3 comments (2%) out of 172 open-ended responses to the San Carlos alternatives question regarding concerns for transit improvements.*
- Commenters shared that buses are **not used enough to justify the removal of a travel lane.**
- One commenter noted that **buses are hard on the roads** and suggested light rail replacement in its place.

Support for Pedestrian Improvements

- *Note that from the survey, there were 6 comments (3%) out of 172 open-ended responses to the San Carlos alternatives question regarding support for pedestrian improvements.*
- Commenters supported widening the sidewalks to **protect pedestrians** from drivers and bicyclists.
- Commenters expressed that currently, crossing El Camino Real is unsafe and advocated for **better pedestrian crossing signals.**

Concerns for Pedestrian Alternative

- *Note that there were 2 comments (1%) out of 172 open-ended responses to the San Carlos alternatives question regarding concerns for pedestrian alternatives.*
- One commenter stated that a wider sidewalk is not needed while another expressed that a 12-foot median is not needed.

Support for Bicycle Facility Improvements

- *Note that from the survey, there were 39 comments (23%) out of 172 open-ended responses to the San Carlos alternatives question regarding support for bicycle facility improvements.*
- Commenters indicated support for **both separated bike lanes and a transit-only lane**, which the transit alternative also includes.
- Commenters reacted positively to the **safety improvements** that would be provided by a separated bike lane with a physical barrier.
- Maintaining **continuity of bicycle facilities** across San Carlos, and throughout San Mateo County, was also highlighted as an important consideration.
- Some commenters expressed that community members who bike in San Carlos primarily travel on nearby parallel side streets, but a bike lane on El Camino Real could serve them well.

Concerns for Bicycle Facility Improvements

- *Note that from the survey, there were 11 comments (6%) out of 172 open-ended responses to the San Carlos alternatives question regarding concerns for bicycle facility improvements.*
- Commenters raised concerns about eliminating parking and a vehicle lane for a dedicated bike lane and **worsening conditions** for drivers.
- Some commenters shared that **side streets along El Camino Real are better suited** for bicyclists to use.

Other Comments

- *Note that from the survey, there were 57 comments (34%) out of 172 open-ended responses to the San Carlos alternatives question regarding other topics.*
- Similarly to other cities, commenters had **varied opinions regarding parking** on El Camino Real in San Carlos. Some noted that it is necessary for businesses while others cited safety concerns with traffic flow and pedestrian visibility.
- Some commenters advocated for **adding a vehicle lane to support traffic needs;** specifically, adding a **left turn lane**.

- Commenters recommended other safety improvements such as **maintaining street conditions** (including lane striping), **enforcing traffic laws**, and **reducing vehicle speeds.**
- Some commenters advocated for having **more landscaping** for shade and environmental benefits.

Redwood City Alternatives Insights

Community members expressed a preference for the **transit alternative** in Redwood City, which includes dedicated bicycle facilities, as well as general support for wider sidewalks, to improve pedestrian and bicyclist safety. Some participants raised concerns about increasing vehicular traffic with the removal of one travel lane, as well as concerns about negatively impacting local businesses with the removal of parking.

Table 6. Survey response summary for preferred alternative in Redwood City (642 total responses, of which 104 are Redwood City residents).

Respondents to Redwood City Question	Existing	Transit	Pedestrian	Bicycle Continuous	Total
Redwood City resident respondents to question	15 (14%)	45 (43%)	7 (7%)	37 (36%)	**104** Redwood City respondents (16% of total respondents)
All respondents	113 (18%)	257 (40%)	93 (14%)	179 (28%)	**642** total respondents

**Note that this question was optional, and that respondents were not required to answer this question. The table only represents input gathered from the survey.*

The following insights for Redwood City are categorized by type of improvement (transit, pedestrian, bicycle facility) and preference for existing conditions and are gathered from open-ended responses made by individuals in the survey regarding the Redwood City alternatives, comments from engagement activities (pop-ups, CBO meeting, listening session, virtual workshop, etc.), and other comments received via email.

Support for Existing Conditions/No-Build Alternative

- *Note that from the survey, there were 29 comments (16%) out of 177 open-ended responses to the Redwood City alternatives question regarding the no-build alternative.*
- Some commenters expressed concerns about **exacerbating congestion issues** if a vehicle travel lane is removed, especially with new housing developments and potential for more vehicles on the road.
- Narrowing lanes raised safety issues such as **reduced visibility** and **difficult maneuvering** for larger vehicles.
- Commenters also highlighted how **removing parking could negatively impact the community**, especially small, local businesses.

Support for Transit Improvements

- *Note that from the survey, there were 36 comments (20%) out of 177 open-ended responses to the Redwood City alternatives question in support of transit improvements.*
- Commenters advocated for having a dedicated transit lane to **improve the speed and reliability** of the bus and **alleviate congestion issues.**
- A few commenters also highlighted a need to further capitalize on improvements from the transit alternative by having a **dedicated bus lane in both directions**, **bus shelters at all stops**, **higher frequency and/or more stops**, and **spaces for boarding** that don't obstruct traffic.

Concerns for Transit Improvements

- *Note that from the survey, there were 9 comments (5%) out of 177 open-ended responses to the Redwood City alternatives question regarding concerns for transit improvements.*
- A few participants preferred **parking spaces or a vehicle lane** to a dedicated bus lane. Two participants noted that a dedicated bus lane is **not necessary due to the nearby Caltrain station** – one comment advocated for having enhanced connections to the Caltrain station as it can be a more efficient public transit option.
- Others expressed concerns that a dedicated bus lane will **negatively impact congestion and safety** for drivers maneuvering into the right turn lane.

Support for Pedestrian Improvements

- *Note that from the survey, there were 10 comments (6%) out of 177 open-ended responses to the Redwood City alternatives question regarding support for this alternative.*
- Participants generally expressed **positive feelings** towards having wider sidewalks.
- One comment suggested that the median width should be decreased to **further increase the width of the sidewalk**, and another expressed interest in **keeping parking and existing travel lanes** with wider sidewalks.

Concerns for Pedestrian Improvements

- *Note that from the survey, there were 4 comments (2%) out of 177 open-ended responses to the Redwood City alternatives question regarding concerns for this alternative.*
- Two participants felt that a 10-foot sidewalk is unnecessary – they shared that it **would not be used** as El Camino Real is known to be a main road.
- A few comments advocated for **decreasing the width of the sidewalk** to retain parking and have wider bike lanes.

Support for Bicycle Facility Improvements

- *Note that from the survey, there were 37 comments (21%) out of 177 open-ended responses to the Redwood City alternatives question regarding support of bicycle facility improvements.*
- Many commenters felt positive about having separate, dedicated bike lanes for **safer access to key destinations** (like the Caltrain Station) and neighboring cities.
- Some commenters remarked on the community health and environmental benefits from the development of bike lanes.
- Some commenters noted that if a bike lane was to be built, the bike lane must be **continuous and connected across communities** to be most effective in providing safe access.
- Due to a **lack of safe bicycle lanes** on El Camino Real, participants expressed that community members who bike in Redwood City primarily travel on **nearby parallel side streets**, but a bike lane on El Camino Real could serve them well.

Concerns for Bicycle Facility Improvements

- *Note that from the survey, there were 8 comments (5%) out of 177 open-ended responses to the Redwood City alternatives question regarding concerns for this alternative.*
- Some commenters stated **sufficient alternative bike routes exist** on side streets.
- Others raised concerns about **losing parking and vehicle travel lanes** if bike lanes were developed.

Other Comments

- *Note that from the survey, there were 44 comments (25%) out of 177 open-ended responses to the Redwood City alternatives question regarding other topics.*
- Removal of parking spaces received mixed feelings from some commenters. Some expressed that **parking should not be allowed** on El Camino Real due to safety and congestion concerns while others **advocated to maintain them**.
- Some highlighted a need to **address unsafe driver behavior, like speeding.**
- One commenter expressed a need for **designated turn lanes** and **additional vehicle travel lanes** in general to mitigate congestion concerns.

Recommendations for Future Engagement

Over the course of Phase 2 engagement, the project team identified the following areas for improvement in future engagement phases and projects.

- **Listening sessions:** Consider having separate listening sessions for different types of organizations – particularly community-based organizations, active transportation groups, and advocacy groups, to allow participants to be in spaces with people more familiar to them and more willing to share feedback. If possible, aim to hold these listening sessions in person by the hosting CBO, especially when trying to reach historically marginalized and underserved populations.
- **Pop-ups:** Aim to work with City staff to determine best times for high foot traffic or when special events occur at libraries and community centers. Consider targeting evening and/or weekend events to increase the likelihood of engaging with large numbers of community members. Continue to leave boards for some time after the pop-up event, as they serve as natural promotions to daily foot traffic and resulted in successful turnout. If leaving boards, work with library and community center staff to check progress of engagement on boards throughout the entire engagement period. Consider adding childcare and refreshments/light bites.
- **Survey:** Consider asking about the alternatives only, as opposed to alternatives per city, since many participants commented on broader themes corridor-wide rather than on specific locations.
- **Business outreach:** Add door-to-door outreach, including particularly to businesses that serve the Spanish and Chinese-speaking communities, as it can be very difficult to recruit participants to a standalone, separate engagement activity, especially during work hours. Consider door-to-door outreach to invite businesses to a future engagement event and to complete surveys, as well as intentional coordination with downtown business associations, chambers of commerce and other such organizations to connect with more businesses.
- **Bus stop flyers:** Consider posting flyers with event information and a QR code leading to the survey at highly utilized bus stops to target members of the public, especially public transit riders.

Photos

San Mateo Library Pop-Up – January 12, 2026 and February 7, 2026



Figure 1. SamTrans and City of San Mateo staff engaging with community members at the San Mateo Library Pop-Up.



Figure 2. Community members providing input about the proposed San Mateo design alternatives.

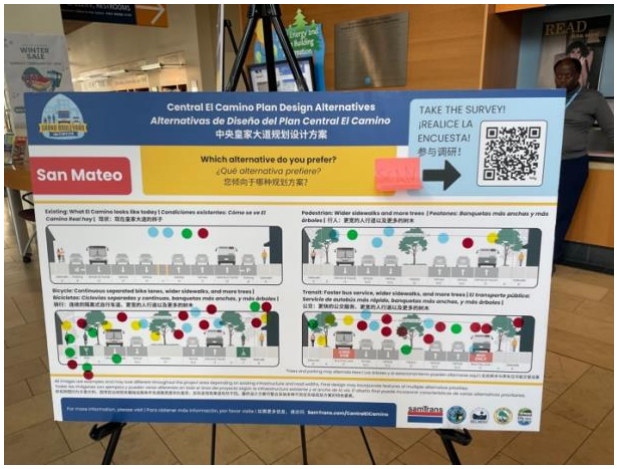


Figure 3. Interactive board used for the pop-up — boards were left at the San Mateo Public Library until March 31, 2026 for community members to continue providing input.



Figure 4. SamTrans and City of San Mateo staff members gathering input from a community member.

San Carlos Library Pop-Up – January 20, 2026



Figure 5. A young community member providing feedback on design preferences for San Carlos and Redwood City.



Figure 6. Community members learning more about the proposed design alternatives for San Carlos and Redwood City.



Figure 7. Community members giving their input on the San Carlos and Redwood City design alternatives.

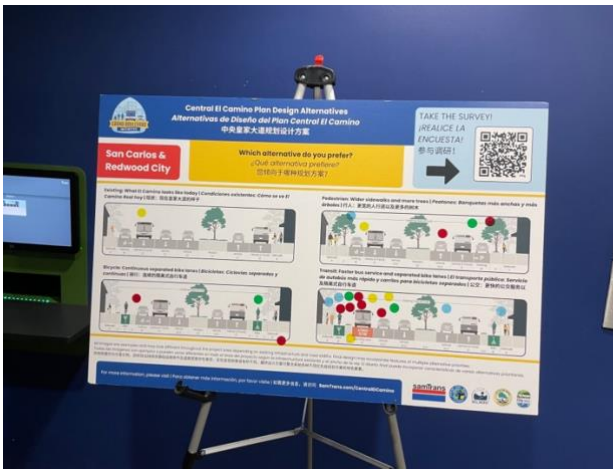


Figure 8. Interactive board used during the San Carlos Library Pop-Up — boards were left at the library until March 31, 2026 for community members to continue providing input.

Senior and Disability Community Listening Session – February 1, 2026

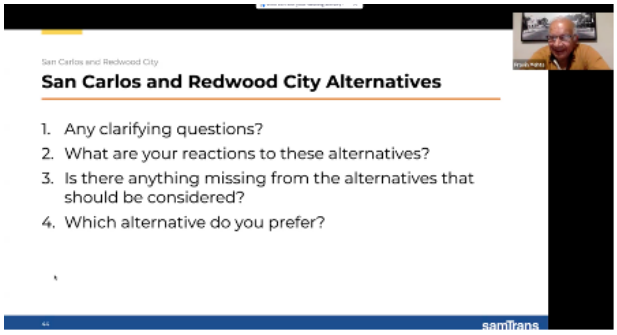


Figure 9. Representative from San Carlos Adult Community Center attending the Senior and Disability Community Listening Session.

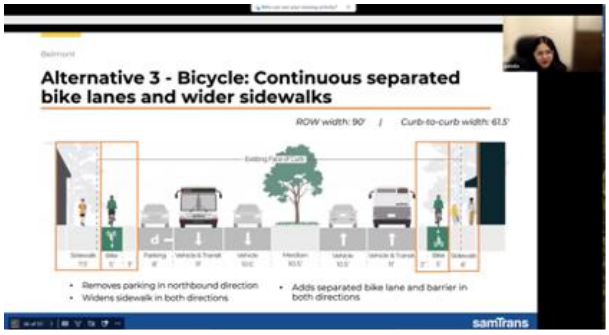


Figure 10. SamTrans project staff answering questions about Belmont's Alternative 3 design.

Active Transportation and CBO Listening Session – February 4, 2026

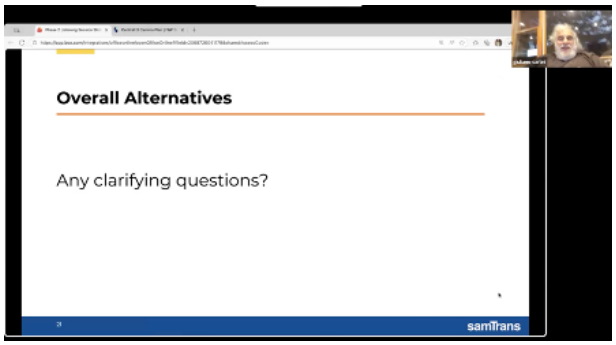


Figure 11. Community member asking a question about the proposed design alternatives during the Active Transportation and CBO Listening Session.



Figure 12. SamTrans staff member presenting on San Mateo's Alternative 1 design.

Business Groups Listening Session – February 12, 2026

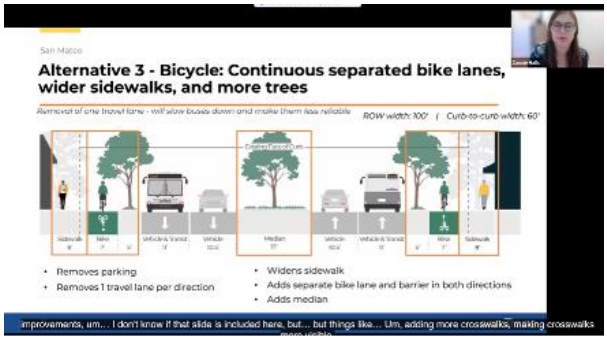


Figure 13. SamTrans staff member presenting on San Mateo's Alternative 3 design.

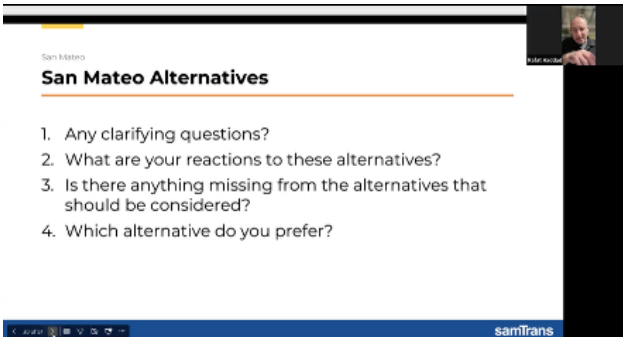


Figure 14. Representative from the Downtown San Mateo Business Association attending the Business Groups Listening Session.

CBO Meeting with Peninsula Family Services – March 31, 2026



Figure 15. Project staff presenting to Peninsula Family Services community members.



Figure 16. Spanish-translated slide deck used for Peninsula Family Services CBO meeting.

Appendix

- **All After-Activity Reports** (AAR)
  - AAR - CBO Listening Session (with Peninsula Family Service)
  - AAR - Phase 2 Pop-Ups
  - AAR - Virtual Community Workshop
  - AAR - Active Transportation Group and CBO Listening Session
  - AAR - Senior and Disability Group Listening Session
  - AAR - Business Group Listening Session
- **Public Comments** (Council Meetings, Committee Meetings, GBI Emails, and Other Meeting Notes)
- **Phase 2 Survey**
  - Survey Questions
  - Survey Summary

Central El Camino Plan

Active Transportation Group and CBO Listening Session

After Activity Report

DATE	Wednesday, February 4, 2026
LOCATION	Virtual (via zoom)
TIME	5:30 PM – 7:00 PM
WINTER STAFF	Christian Ollano and Frances Chai
SAMTRANS STAFF	Charlsie Chang and Cassie Halls

Overview

The SamTrans Project team held a virtual listening session with representatives from CBOs and active transportation groups across the project region to gather feedback from those who experience multimodal travel along El Camino and can provide input regarding transportation needs and ideas to address such. Goals of the listening session are listed below:

- To share high-level findings from phase one of engagement
- To present the alternative designs and gather feedback regarding preference and other input
- To inform participants about the survey and upcoming engagement opportunities, and encourage them to amplify throughout their networks

Discussion Agenda and Content

The listening session was comprised of five primary sections: information about the plan, overview of what we heard in phase one of engagement, overview of existing conditions along El Camino, introduction of the alternatives by city, and space for participant feedback and comments. Opportunities for discussion and providing input were offered following each overview of the alternatives by city. The exact agenda and guiding questions for discussion are as follows:

- Welcome
- About the Plan
- What We've Heard So Far
- Existing Conditions
- Alternatives by City
- Feedback and Comments (the questions below also guided feedback after each city-alternative section)
    - *Clarifying questions?*
    - *What are your reactions to these alternatives?*
    - *Is there anything missing from the alternatives that should be considered?*
    - *Which alternative do you prefer per city?*
- Next Steps

Please see the appendix to view the slide deck utilized for this meeting.

Engagement Highlights

- **Four total participants**
  - One participant from the Belmont Silicon Valley Bike Coalition
  - One participant from the Move San Mateo Silicon Valley Bike Coalition
  - One participant from the San Carlos Silicon Valley Bike Coalition
  - One participant from MidPen Firehouse Square Apartment Complex
- **Primary travel modes of participants**
  - One participant travels along El Camino primarily by car with short distances by walking and biking.
  - One participant travels through El Camino by car, as well as walking, biking, and taking Caltrain
  - One participant travels along El Camino mostly by biking and Caltrain, with some travel by walking and by car. They shared wanting to take the bus more often but being deterred by the slow speeds.
  - One participant travels along El Camino by walking and Caltrain. They expressed biking as little as possible along this corridor

Discussion themes and sentiments across Central El Camino Real

Roadway Design Elements

- One participant shared a preference for having roundabouts and protected intersections rather than left turn lanes and bulb-outs respectively for increased multimodal capacity and safety. They also shared a need for street signs and other road markers to provide more clarity around turns for drivers.

Micromobility Vehicle Considerations

- One participant expressed that the project team should consider the variety of different micromobility vehicles (such as electric bikes and scooters) that will also be using the bicycle lane.

Safety

- One participant raised concerns about bicycles potentially sharing the transit-only lane due to safety and visibility issues.
- One participant said that in addition to all the design alternatives, attention should also be put towards addressing driver behavior and implementing traffic calming measures to ultimately reduce the speed of traffic.

Corridor Consistency

- Participants highlighted a need for maintaining consistency throughout the corridor, especially for bicycle lanes and bus-only lanes. One participant also expressed the importance for all components of the greater Grand Boulevard Initiative to work well together to maintain this consistency.

Parking

- One participant shared that El Camino is a major corridor for moving traffic and that parking should be removed throughout. They stated that parking spaces along the side streets should fulfill needs.

Roadway Width

- A couple of participants shared that the roadway is much wider in some areas of El Camino than others, creating the possibility for other design considerations (such as having both a bus-only lane and bicycle lane).

Discussion themes and sentiments by alternative per city

San Mateo

- **Transit Alternative**
  - One participant expressed that choosing between having a transit-only lane or bicycle lanes would undermine the purpose of providing safer multimodal travel. They shared that parts of the corridor in San Mateo and Belmont are wider and may be able to accommodate both.
  - One participant shared that having faster and more reliable buses will increase public transportation use, thereby decreasing the number of drivers on the road.
  - Another participant shared that a bus-only lane would be a good fit for El Camino as many people in the area primarily utilize the north-south corridor and have alternative ways of getting there other than driving.
  - One participant asked if the bus-only lane would allow bicycle use as well. A few participants expressed they would feel safe and comfortable riding bikes in the bus-only lane due to there being less buses than cars and having greater trust in bus drivers.
  - One participant shared being more supportive of the transit alternative if protected bicycle infrastructure were to be implemented on adjacent streets.

- **Pedestrian Alternative**
  - Participants did not provide specific comments regarding the San Mateo pedestrian alternative.
- **Bicycle Alternative**
  - One participant shared that bicycle-only lanes are not as likely to receive a positive reaction from the public. They also shared that there are at least adjacent streets with bicycle lanes as an option for those that travel using that mode (noting that buses are relegated to routes along the main corridor).

Belmont

- **Transit Alternative**
  - One participant shared needing consistency with having bus-only lanes going in both directions from one city to the next — removing parking, narrowing the median, or other compromises should be made to achieve this.
- **Pedestrian Alternative**
  - Participants did not provide specific comments regarding the Belmont pedestrian alternative.
- **Bicycle Alternative**
  - One participant expressed concern about the buffer between vehicle lanes and bicycle lanes, stating that physical barriers (such as concrete) are safer and preferred to painted markings.
  - One participant raised a concern about safely accommodating micromobility vehicles and bicycles together in the separated bicycle lanes (especially with a concrete barrier creating less leeway), stating that micromobility vehicles can reach greater speeds and may create

safety issues when maneuvering around bicycles. They shared that due to this safety issue, they would prefer having bicycles and other micromobility vehicles share a lane with buses.

San Carlos and Redwood City

- **Transit Alternative**
  - One participant shared that community members will not take public transit if it's at the same speed or slower than traffic and asked if there is potential for a bus-only lane during high-traffic times of the day. Similarly, another participant expressed wanting a bus-only lane in high-traffic areas if not all throughout El Camino in these cities.
  - One participant shared that removing parking for a bus-only lane would work well in San Carlos as there is currently too much infrastructure fulfilling parking needs.
  - A couple of participants raised concern about having to walk across the bicycle lane to board the bus.
- **Pedestrian**
  - Participants did not provide specific comments regarding the San Carlos and Redwood City pedestrian alternative.
- **Bicycle Alternative**
  - One participant shared that the removal of one travel lane leading to slower and less reliable buses makes this alternative something they would not even consider.
  - A few participants brought up the potential of having a shared use path between bicyclists and pedestrians with clear markings to differentiate roadway users. This would decrease the space needed for a separated bicycle lane.

Alternative design preferences by city

San Mateo

- Participants largely expressed preference for the transit alternative.

Belmont

- Participants largely preferred bus-only lanes in both directions with parking removed.

San Carlos and Redwood City

- Participants shared a preference for bus-only lanes in both directions with parking removed and bicycle lanes wherever possible.

Event Feedback and Lessons Learned

The following highlights factors that contributed to the event's success or challenges, with key takeaways for future improvement.

Positive Feedback

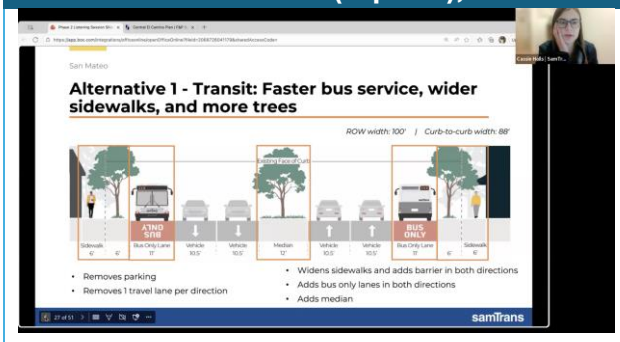
- There were opportunities to provide input following each section, which was especially helpful considering the level of detail and amount of information shared per city.
- The annotated cutsheets were useful for both participants and facilitators to reference.
- Project team members from SamTrans were able to respond to more technical questions from participants.

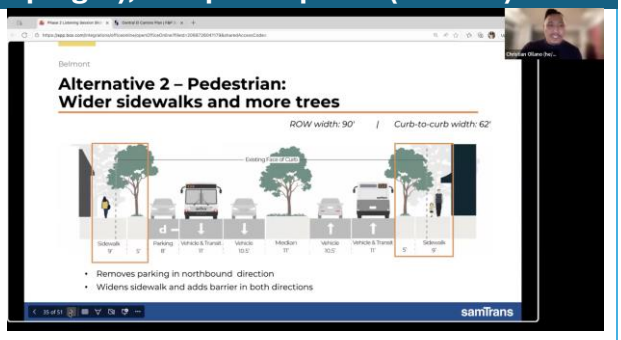
Growth Areas:

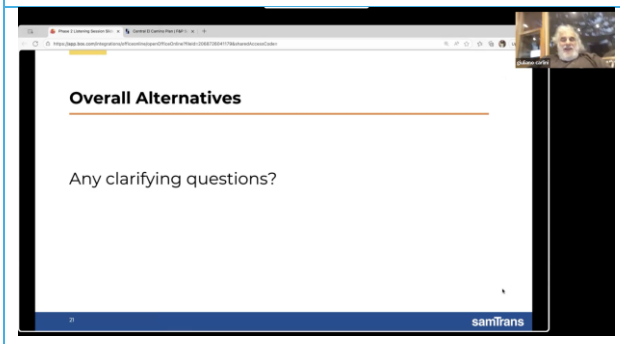
- Connect with a range of CBOs as the majority of participants were from active transportation groups, specifically bicycle advocates.
    - In addition, keep active transportation groups separate from CBOs to prevent overrepresentation of one type of input.
- Partner with CBOs specifically working with diverse, underserved groups to engage with and receive input from their community members.
- Aim to host CBO meetings in person to increase attendance and assuage any technological equity concerns.

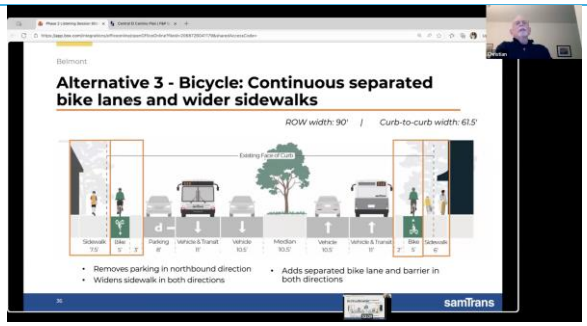
Photos

SamTrans staff (top left), facilitator (top right), and participants (bottom)









Appendix

CBO Listening Session Slide Deck

Central El Camino Plan

Business Group Listening Session

After Activity Report

DATE	Thursday, February 12, 2026
LOCATION	Virtual (via Zoom)
TIME	1:00 PM – 2:00 PM
WINTER STAFF	Christian Ollano and Frances Chai
SAMTRANS STAFF	Charlsie Chang, Asiya Patel, Cassie Halls

Overview

The SamTrans Project team held a virtual listening session with representatives from the Downtown San Mateo Association. Given that both participants attended the presentation from SamTrans staff members to the Downtown San Mateo Association, facilitators provided a brief overview of the project and phase one of engagement and focused primarily on the San Mateo design alternatives. Staff also facilitated a discussion about best practices when conducting outreach to businesses. The goals of the session are below:

- To share a high-level overview of the project and phase one of engagement
- To gather feedback on the San Mateo design alternatives
- To receive input on how to most effectively engage with businesses moving forward

Discussion Agenda and Content

The listening session was comprised of five primary sections: information about the plan, overview of what we heard in phase one of engagement, overview of existing conditions along El Camino, introduction of the San Mateo design alternatives, and space for participant feedback and comments (particularly regarding business engagement). As mentioned, the presentation was abbreviated given that participants already received information about the project and focused primarily on the San Mateo alternatives.

The exact agenda and guiding questions for discussion are as follows:

- Welcome
- About the Plan
- What We've Heard So Far
- Existing Conditions
- San Mateo Design Alternatives
- Feedback and Comments
    - *Clarifying questions?*
    - *What are your reactions to these alternatives?*
    - *Is there anything missing from the alternatives that should be considered?*
    - *Which alternative do you prefer per city?*
- Business Outreach Feedback
- Next Steps

Please see the appendix to view the slide deck utilized for this meeting.

Engagement Highlights

Participants

- [redacted]
- [redacted]

General discussion themes and sentiments on alternatives corridor-wide

Parking

- One participant mentioned that removal of parking on El Camino Real will not affect Downtown San Mateo given the boundaries of Downtown San Mateo.

Vehicle Congestion

- Vehicle congestion across El Camino was raised as a concern. One participant expressed that increased congestion in one area (if a travel lane were to be removed) would lead to increased congestion in neighboring cities as well.

Redirection of Bicyclists

- One participant inquired where bicyclists would be expected to ride in alternative designs that do not feature a bicycle lane.

Increasing Visitation to Downtown

- One participant expressed that changes made to El Camino Real should consider adding landscaping and design elements to 3rd and 4th Avenues as entrances and exits, respectively, to the Downtown San Mateo area from El Camino Real. They wish for beautification and other improvement ideas to make the space more inviting and encourage visitation to Downtown San Mateo.

Safety

- The 17th Avenue and El Camino Real intersection and other areas near the Highway 92 interchange were highlighted as areas where safety improvements should be made, especially to protect pedestrians.
- One participant noted that the current state of the roads in some areas of El Camino Real (particularly where it narrows) can cause harm to vehicles and create unsafe conditions.

Discussion themes and sentiments by San Mateo alternative designs

San Mateo

- **Transit Alternative**
    - One participant expressed that even though one travel lane will be removed in this alternative, improvements such as having a larger median and larger sidewalks would make them more comfortable as a pedestrian.

        - They also noted this would benefit Downtown San Mateo and increase connectivity between businesses on either side of El Camino.
    - One participant raised concerns about increased congestion in Downtown San Mateo with a transit-only lane, noting they do not see buses used often enough to justify the drawbacks, citing their San Francisco experience with transit-only lanes and how it seemed to increase congestion. They shared they would feel more positive if the transit-only lane could also be used as an HOV lane. They also questioned how enforcement of usage of transit-only lanes would be implemented.
    - One participant shared that having information about how much time would be added to get from point A to point B would be helpful for the public to better understand the design alternative.
- **Pedestrian Alternative**
    - Participants did not provide specific feedback about the pedestrian alternative.
- **Bicycle Alternative**
    - Participants did not provide specific feedback about the bicycle alternative.

Other questions posed to participants:

- **What data or information would make you feel more confident or comfortable with these alternative options?**
    - One participant mentioned to be mindful of impact of removal of parking and how it will be received by the community and the loudest voices who may oppose removal of parking
    - This participant referenced the Humboldt Street Bike Alternative Project and San Francisco's Sunset Dunes as case studies to glean insights from.
    - This participant mentioned that for some people, no amount of data is going to change options, that some people are fixated on their thoughts.

San Mateo alternative design preferences

- One participant expressed a **preference for the pedestrian alternative**. They also shared that a travel lane in this alternative could be changed to a transit-only lane in the future if buses become more widely used.
- One participant did not share a preference for a particular alternative design but noted feeling **less inclined to choose the transit alternative**. They also advocated for any design elements that would increase safety, generally.

Event and Business Outreach Feedback

The following highlights positive event feedback, as well as best practices shared by participants regarding conducing outreach to businesses.

Listening Session Highlights

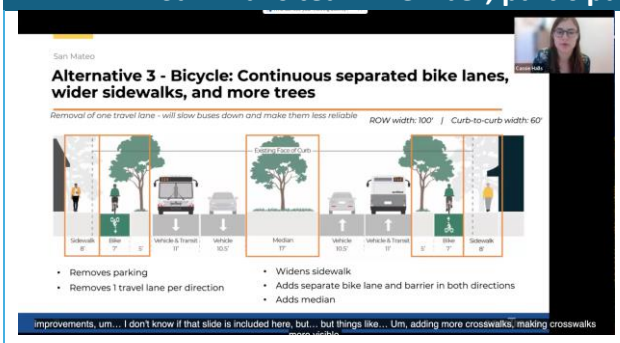
- Participants had greater exposure to the project information across both presentations and were able to provide more specific input about the San Mateo design alternatives.
- Meeting with business leaders allowed the project team to have a deeper understanding of how to best reach the business community in the future.

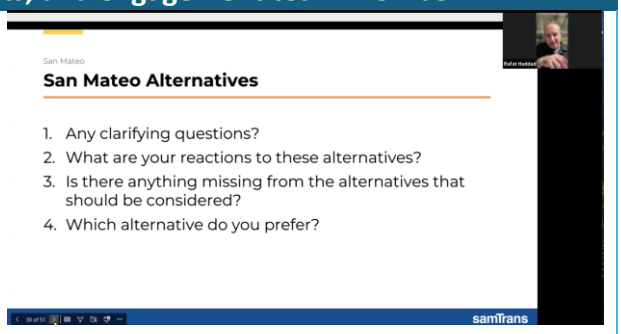
Business Outreach Feedback

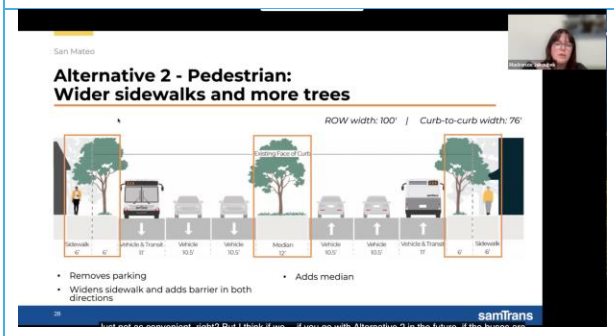
- Meet people where they are, whether that be conducting outreach using their preferred platform (email, phone call, social media) or directly going to their business.
- Prioritize having direct, in-person conversations with people. If a mass group message is sent out, some people will not feel invited to join a meeting or take a survey unless it's a direct invitation.
    - This is especially valuable for reaching the businesses directly on El Camino (especially between 2nd and 5th Avenues and extending down to 9th Avenue).
- With regard to times, be mindful of scheduling anything within regular business hours.

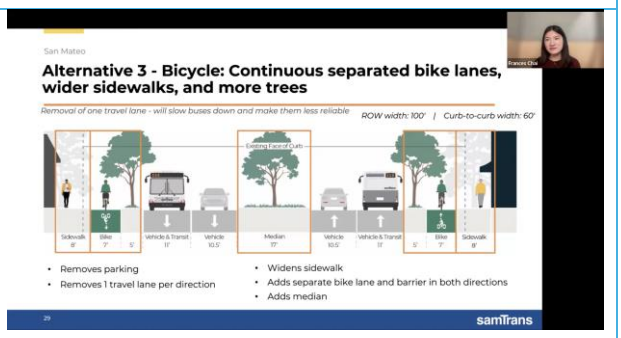
Photos

SamTrans team member, participants, and engagement team member









Appendix

Business Group Listening Session Slide Deck

Central El Camino Plan

Peninsula Family Service Listening Session

After Activity Report

DATE	Tuesday, March 31, 2026
LOCATION	Peninsula Family Service (24 2nd Ave, San Mateo, CA 94401)
TIME	5:30 PM – 7:00 PM
WINTER STAFF	Christian Ollano and Serena Richardson
SAMTRANS STAFF	Cassie Halls and Charlsie Chang

Overview

The Project Team held an in-person listening session with Spanish-speaking parents at the Community-Based Organization (CBO) Peninsula Family Service to ensure authentic input from members of Equity Priority Communities and community members often underrepresented in civic engagement regarding their transportation needs and potential ideas to improve El Camino. The goals of the listening session are listed below:

- To share high-level findings from phase one of engagement
- To present the alternative designs and elicit feedback regarding preference and other input
- To inform participants about the survey and upcoming engagement opportunities

Discussion Agenda and Content

The listening session was comprised of five primary sections: information about the plan, overview of what we heard in phase one of engagement, overview of existing conditions along El Camino Real, introduction of the alternatives by city, and space for participant feedback and comments. Opportunities for discussion and providing input were offered following each overview of the alternatives by city. The exact agenda and guiding questions for discussion are as follows:

- Welcome
- About the Plan
- What We've Heard So Far
- Existing Conditions
- Alternatives by City
- Feedback and Comments (the questions below also guided feedback after each city-alternative section)
    - *Clarifying questions?*
    - *What are your reactions to these alternatives?*
    - *Is there anything missing from the alternatives that should be considered?*
    - *Which alternative do you prefer per city?*
- Next Steps

Please see the appendix to view the slide deck utilized for this meeting.

Engagement Highlights

- **Nine total participants.**
- Most participants travel along El Camino Real **solely by bus, a few by car,** and a **few on foot.**
- Most participants live in **San Mateo**, with a couple from **San Bruno** and **Belmont.**

Discussion themes and sentiments across Central El Camino Real

Exclusive Bus Lanes, Stops, and Amenities

- All participants agreed that exclusive bus lanes allow the bus to run with higher speed and reliability, as it would not get caught up in vehicular traffic and could stick to a fixed schedule.
- A few participants expressed a desire for bus stops to veer off from the main corridor, to mitigate traffic pile up behind each stop.
- Participants requested improved lighting, added seating, and more shelters at bus stops.

Driver Awareness and Danger

- Participants mentioned the danger drivers pose by not checking their blind spots, turning into the bike lane, and turning while pedestrians are crossing.
- A participant suggested a camera be installed that immediately tickets drivers that do not follow the pedestrian safety rules.

Corridor Consistency

- Participants highlighted a need for maintaining consistency throughout the corridor, especially for bicycle lanes and bus-only lanes. One participant also expressed the importance for all components of the greater Grand Boulevard Initiative to work well together to maintain this consistency.

Parking

- Participants shared that El Camino Real is a major corridor for moving traffic and that parking should be removed throughout, especially due to safety reasons. They stated that parking spaces along the side streets should fulfill needs.
- Participants suggested parking be open and allowed in the bus lane at night, for those that rely on it, and prohibited from 8:00 am to 6:00 pm, to create more space for traffic flow.

Pedestrian Safety

- Participants requested pedestrian refuge islands or medians along the entirety of the corridor.
- One participant suggested the introduction of a blinking pedestrian light, a pedestrian scramble, or a no-right-turn on red to improve pedestrian safety at crossings.

Discussion themes and sentiments by alternative per city

San Mateo

- **Transit Alternative**
  - Participants preferred the transit alternative and requested parking be removed.
- **Pedestrian Alternative**
  - One participant suggested using some of the sidewalk and landscaping space shown in this alternative to allow a complete bus stop that does not interfere with the flow of traffic.
- **Bicycle Alternative**
  - Participants found the bicycle infrastructure on parallel roads to sufficiently cover this segment and therefore did not vote for bike lanes.

Belmont

- **Transit Alternative**
  - Participants preferred the transit alternative and requested parking be removed.
- **Bicycle Alternative**
  - One participant noted that Belmont does not have many alternative bicycle lanes east and west of El Camino Real.

San Carlos and Redwood City

- **Transit Alternative**
  - Participants strongly favored the transit alternative since it showed space and safety enhancements for both pedestrians and cyclists.
  - Participants noted that there are more cyclists in San Carlos and Redwood City, so the proposed bike lanes would serve them well.

Alternative design preferences by city

San Mateo

- Participants largely expressed preference for the transit alternative with parking removed.

Belmont

- Participants largely preferred the transit alternative with parking removed. Participants also noted the need for alternative bicycle infrastructure on Old County Road.

San Carlos and Redwood City

- Participants shared a preference for the transit alternative.

Event Feedback and Lessons Learned

The following highlights factors that contributed to the event's success or challenges, with key takeaways for future improvement.

Positive Feedback

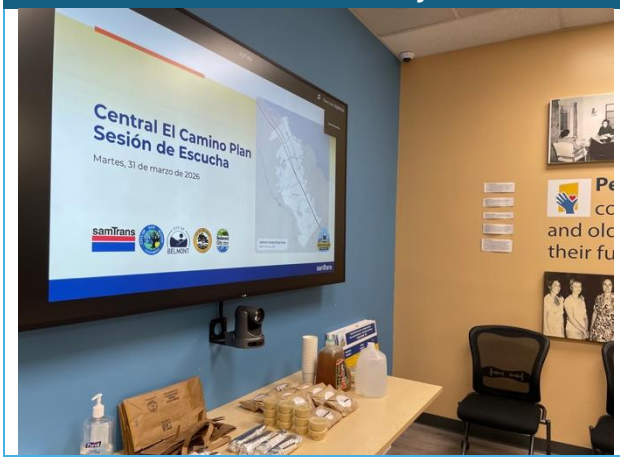
- The in-person gathering created a conducive environment for a productive discussion among most of the participants.
- There were opportunities to provide input following each section, which was especially helpful considering the level of detail and amount of information shared per city.
- The annotated cross sections of the corridor were useful for both participants and facilitators to reference.
- SamTrans staff were able to respond to more technical questions from participants.

Growth Areas:

- Most participants were very opinionated and talkative, while one participant stayed a bit quiet. In the future, the facilitator can use a call-back strategy to involve the quieter folk a bit more.

Photos

Project Team staff with participants





Appendix

Listening Sessions Slide Deck

Central El Camino Plan

Phase 2 Engagement – Pop-Up Tabling

After Activity Report

San Mateo Library Pop-Up
Date: 1/12/2026 (1:00 - 4:00 PM) and 2/7/2026 (1:00 - 4:00 PM)

Belmont Twin Pines Senior and Community Center Pop-Up
Date: 1/15/2026 (10:30 AM – 12:30 PM)

San Carlos Library Pop-Up
Date: 1/20/2026 (3:00 – 6:00 PM)

Overview

SamTrans staff and various City staff tabled at three pop-ups at the San Mateo Library, Belmont Twin Pines Senior and Community Center, and San Carlos Library to engage with community residents of all ages and ethnic and racial backgrounds and to build awareness of the Central ECR Project and gather community input on alternative improvements and amenities from San Mateo to the north part of Redwood City. The boards used at these tabling events were part educational and informative, and part interactive. Community members were able to vote for their preferred alternative and their priority amenity improvements. After each event, staff left the pop-up boards at each of the three locations until the close of the Phase 2 engagement period (March 31) to gather more feedback and promote the survey to those passing by the boards.

Pop-Up Content

The pop-ups featured four interactive boards designed to inform attendees about the project and gather input from the community. Each board also included a link/QR code to the project website and survey.

- **Board 1: Current Conditions**
  - This board offers a broad summary on current conditions of El Camino Real. It allows attendees a space to react, agree/disagree, and comment.
- **Board 2: Alternatives Priorities Overview**
  - This board serves as an opportunity for attendees to learn more about what the three proposed alternatives (transit, pedestrian, and bicycle) look to improve on El Camino Real.
- **Board 3: Preference for Alternative**
  - This board allows attendees to view cross sections of what alternatives look like on El Camino Real and vote for their preferred alternative by sticky dot.
- **Board 4: Top Priorities for Improvements**
  - This board outlines amenities improvement ideas for attendees to react to and vote on.

Engagement Highlights

Belmont Pop-Up:
On January 15, 2026, between 10AM to 12:30PM, the SamTrans project team and Josh Sun, senior civil engineer at the city of Belmont, tabled at the Belmont Community and Senior Center to gather community input about design concepts for El Camino Real throughout the corridor and specifically through Belmont. The team had about 20 conversations with seniors. Most participants wanted to read more in depth about the project before providing feedback about the design alternatives. All participants took a flyer or a business card with a QR code to take the survey when they have more time to digest the information about the plan. About 5 seniors visited the adjacent computer room to visit the website and fill out the survey and read more about the project. Themes of safety, roadway conditions, and walkability concerns were mentioned.

San Carlos Pop-Up:
On January 20, 2026 from 3PM to 6PM, the SamTrans project team, along with City of San Carlos staff including Lisa Porras (Planning Manager), Hanieh Houshmandi (Senior Traffic Engineer), and Kristie Woo (Associate Planner), tabled at the San Carlos Library to gather community input about design concepts for El Camino Real throughout the corridor and specifically through San Carlos. The team had many conversations with residents of all ages. Parents with children, bicyclists and everyday library goers stopped by to chat. Overall, it was a successful outreach effort. Many sticker dots were placed on the pop-up boards. A surprising finding during outreach is that most people to participated were in favor of a transit lane or improved bicycle facilities or added greenery. Some participants took a flyer or business card with a QR code to take the survey when they have more time. Additional comments include:

Existing Conditions and Driver Behavior

- Cameras on red lights would be good for vehicle behavior enforcement
- More HAWK signals on El Camino, and education about HAWK signals for motorists
- Need for street improvements, but dislike for proposed alternatives and would rather keep the existing conditions

Transit Alternative

- Design of bus lanes could be challenging given drivers will use them to turn
- Preference for time-limited bus lanes, but not full-time bus lanes

Bicycle Alternative

- Concrete barriers in the bike alternative are difficult for drivers and should be safe to hit
- Make bike lanes yellow since green means go
- Need for designated bike lanes so that e-bikes are separated
- Rising number of e-bikes on the street need to be in bike lanes

Pedestrian Alternative

- Distance between crossings is too far
- Need for safer crossings

General and Other

- More trees, as they are good for traffic calming
- Need for street improvements
- No need for street parking

San Mateo Pop-Up:

On January 12, 2026, from 1PM to 4PM, the SamTrans project team tabled at the San Mateo Main Library. The original plan was to table during some of the pre-existing family programming that was occurring during the afternoon however, despite this attempt, foot traffic was low and the team determined to table at another time that may yield higher turnout and engagement. They tabled again on Saturday, February 7, with a member of the City of San Mateo staff (Ella Phillips) and were able to engage with more community members. Many people came by and shared input on the boards and signed up to receive more information.

Interactive Boards

Board 1: Preferences for Alternatives

Community members were able to vote for their preferred alternative with sticky dots. Both the San Mateo and San Carlos & Redwood City boards saw high traffic, whereas the Belmont board much lower, due in part to the lower traffic at the Belmont Twin Pines Senior and Community Center in comparison to the libraries.

With that in mind, San Mateo community members preferred the bicycle alternative, Belmont community members the pedestrian alternative, and San Carlos & Redwood City community members the transit alternative.

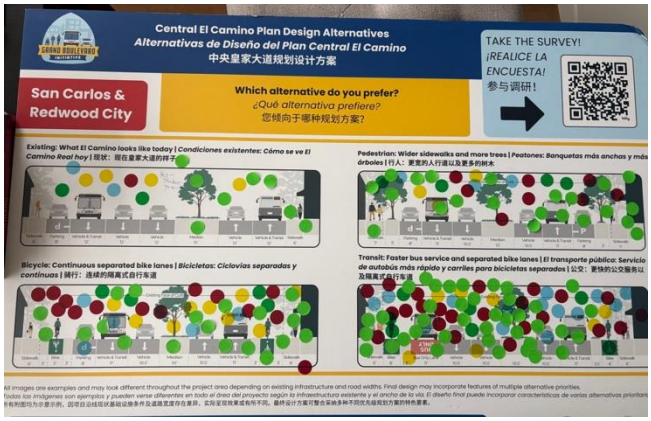


Photo 1. The transit alternative preference board for San Carlos, with a clear preference for transit.

Table 1. Preferred Alternatives by City. Question – Which alternative do you prefer?

City	Existing Conditions	Transit Alternative	Pedestrian Alternative	Bicycle Alternative
San Mateo board (55 responses)	4	19	7	25
Belmont board (1 response)	0	0	1	0
San Carlos and Redwood City board (199 responses)	18	90	39	52

Board 2: Priority Improvements (total from all cities)

Community members were able to vote for their priority amenity improvements with sticky dots and add any additional comments and/or ideas with a sticky note. Although this board was at each of the three locations, the project team did not specify which board resided in which city and combined all votes during feedback analysis.

Across all amenity suggestions, the top three priority improvements were:

- More and safer pedestrian crossings
- More trees to provide shade
- More sidewalk space for business and people



Photo 2. Priority improvements board.

Table 2. Priority improvements (across all cities). Question: What are your top priorities for improvement you would like to see on El Camino Real?

Amenity	Votes	Additional Comments
More and safer pedestrian crossings	14	Crosswalk at 30th. Include a refuge island.
More trees to provide shade	13	Landscaping strips that provide shade (2 votes). Protect trees since they are regularly hit and knocked over by cars.
More sidewalk space for businesses and people	11	
Better lighting for safety and comfort	9	
Reduce speeding	9	
Faster, more reliable buses	8	
Better bus stops with shelters, seating, and signs	4	
Maintain on-street parking	1	
Something else – tell us about it!	1	No turn right on red. Dedicated bus lane (2 votes). Class IV bike lanes on both sides (4 votes).

Central El Camino Plan

Senior and Disability Community Listening Session

After Activity Report

DATE	Wednesday, February 1, 2026
LOCATION	Virtual (via zoom)
TIME	5:30 PM – 7:00 PM
WINTER STAFF	Christian Ollano and Frances Chai
SAMTRANS STAFF	Charlsie Chang and Asiya Patel

Overview

The SamTrans Project team held a virtual listening session with representatives from the senior and/or disability community across the project region to gather feedback from those who experience multimodal travel along El Camino and can provide input regarding transportation needs and ideas to address such. Goals of the listening session are listed below:

- To share high-level findings from phase one of engagement
- To present the alternative designs and gather feedback regarding preference and other input
- To inform participants about the survey and upcoming engagement opportunities, and encourage them to amplify throughout their networks

Discussion Agenda and Content

The listening session was comprised of five primary sections: information about the plan, overview of what we heard in phase one of engagement, overview of existing conditions along El Camino, introduction of the alternatives by city, and space for participant feedback and comments. Opportunities for discussion and providing input were offered following each overview of the alternatives by city. The exact agenda and guiding questions for discussion are as follows:

- Welcome
- About the Plan
- What We've Heard So Far
- Existing Conditions
- Alternatives by City
- Feedback and Comments (the questions below also guided feedback after each city-alternative section)
    - *Clarifying questions?*
    - *What are your reactions to these alternatives?*
    - *Is there anything missing from the alternatives that should be considered?*
    - *Which alternative do you prefer per city?*
- Next Steps

Please see the appendix to view the slide deck utilized for this meeting.

Engagement Highlights

- **Four total participants**
    - One participant from the San Mateo Senior Center
    - One participant from the San Carlos Adult Community Center
    - One participant from Sequoia Village
    - One participant from the Paratransit Advisory Council
- **Primary travel modes of participants**
    - One participant travels along El Camino primarily by driving, taking SamTrans buses occasionally.

- One participant travels through El Camino mostly by walking or taking the bus. They also shared taking the taxi service provided by San Mateo for seniors and occasionally utilizing rideshare services such as Uber or the train.
- One participant shared walking along El Camino or taking Caltrain, especially when accessing destinations like Oracle Park.
- One participant primarily travels through El Camino by driving. They also shared walking near areas in downtown San Mateo.

Discussion themes and sentiments across Central El Camino

Transit-Only Lanes

- One participant shared that transit-only lanes may be more useful at certain times of the day than others, naming that the bus does not run as often in the evening and nighttime. They proposed considering opening the lane for usage to cars during low-frequency hours.
    - Another participant added that this may create some issues with public understanding.
- One participant inquired about how transit-only lanes will be enforced.

Vehicle Congestion

- Intersections near businesses and schools experience high levels of vehicle congestion during peak periods and therefore should be considered and assessed closely.
- One participant shared lack of synchronized traffic signals and railway signals also causes vehicle congestion.

Sidewalks

- One participant expressed that sidewalks vary across El Camino in terms of quality, safety, and comfortability. They also shared being a proponent of having more trees.

Micromobility Vehicles

- One participant shared that there is emerging use of micromobility, such as e-scooters and e-bikes, and establishing safety norms and behaviors around these should also be considered.

Maintaining Continuity

- One participant expressed uniformity along the corridor would be preferred so those who choose to take the bus or ride bicycles can do so without interruption.

Parking

- Participants inquired about the removal of parking, particularly in San Mateo, and wondered about where people would have to be park if not on El Camino.

Discussion themes and sentiments by alternative per city

San Mateo

- **Transit Alternative**

- One participant highlighted that there are many older populations who rely on using public transit and would benefit from having this transit-forward design alternative.

- **Pedestrian Alternative**
  - One participant shared the having concrete barriers would improve protection for pedestrians and expressed that driving and collision patterns should also be taken into consideration.
- **Bicycle Alternative**
  - One participant inquired about the removal of parking in this alternative, as well as in the previous two design concepts.
  - Another participant inquired about the barriers between vehicles and bicyclists, as well as pedestrians. They shared that having decorative trees and concrete barriers will be both aesthetically pleasing and safe.
  - One participant raised concerns about removing a travel lane in this alternative, decreasing space for both cars and buses in this alternative.

Belmont

- **Transit Alternative**
  - Participants did not share any specific feedback regarding the transit alternative in Belmont.
- **Pedestrian Alternative**
  - One participant shared that Belmont needs wider sidewalks for greater pedestrian safety. They also highlighted concerns about the narrow nature of street parking spaces and how the width of the median will impact the width of the overall passageway.
  - One participant expressed that they have not had positive experiences using the sidewalks to access destinations in Belmont (such as the IHOP, Dollar Tree, McDonalds, and Safeway). They shared that the sidewalks are crooked and uneven, making it difficult for older adults and those with mobility issues to walk comfortably and safely. They advocated for wider sidewalks to alleviate this issue.
  - One participant highlighted that people are choosing not to walk due to the nature of the sidewalks, stating that improvements would encourage people to choose that mode of transportation.
- **Bicycle Alternative**
  - One participant shared that having bicycle lanes would be beneficial in this area, in addition to having wider sidewalks, and could potentially motivate people to drive less.

San Carlos and Redwood City

- **Transit Alternative**
  - Participants did not share any specific feedback regarding the transit alternative in San Carlos and Redwood City.
- **Pedestrian**
  - One participant shared that their experience walking and biking in San Carlos may be different than those who live in the hills and farther away from key destinations. They expressed that people may be hesitant to walk and bike during this time of the year with inclement weather, so protection from the elements would be beneficial.
- **Bicycle Alternative**

- One participant shared that they primarily see bicyclists using side streets in San Carlos and Redwood City rather than riding directly on El Camino.
    - Another participant added that this is due to the lack of safe bicycle lanes on El Camino.

Alternative design preferences by city

San Mateo

- One participant expressed preference for the bicycle alternative across all cities, including San Mateo.

Belmont

- Participants shared preferences for having a bicycle lane as well as wider sidewalks.

San Carlos and Redwood City

- Two participants preferred the bicycle alternative, noting that it would encourage students to bike to nearby schools.
    - One participant added that education around safety norms and behaviors needs to be encouraged.
- Another participant shared they didn't have a strong preference for a particular alternative in San Carlos and Redwood City but noted liking the bicycle lanes in addition to other safety improvements.

Event Feedback and Lessons Learned

The following highlights factors that contributed to the event's success or challenges, with key takeaways for future improvement.

Positive Feedback

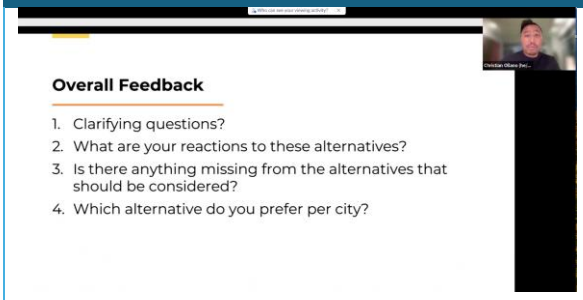
- Participants were very active in providing input on the alternatives and speaking about their experiences traveling along El Camino.
- Having SamTrans staff support was helpful in providing context and information regarding how these alternatives fit into the greater Grand Boulevard Initiative.

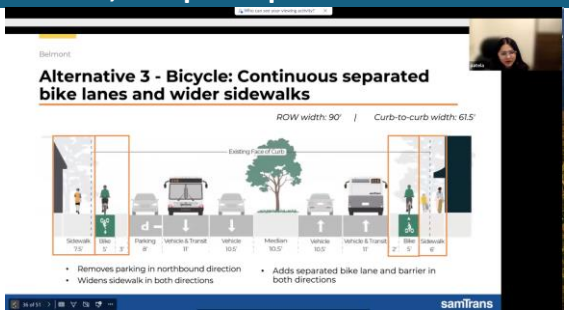
Growth Areas:

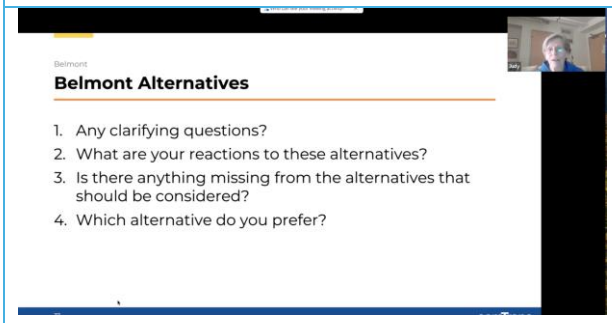
- Accessing QR codes can be a technological barrier for certain communities. Continue pasting the relevant links in the Zoom chat and following up over email with important links and other information.
- Provide greater clarity around what is in scope to be changed with community feedback and what is out of scope. Along with the guided questions, this will help the project team gather specific input from participants.

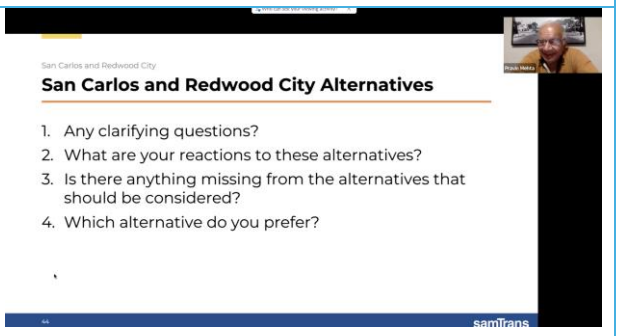
Photos

SamTrans team member, facilitator, and participants









Appendix

Senior and Disability Group Listening Session Slide Deck

Central El Camino Plan

Phase 2 Virtual Webinar

After Activity Report

DATE	Thursday, February 26, 2026
LOCATION	Virtual (via Zoom)
TIME	6:00 PM – 7:30 PM
WINTER STAFF	Katie DeLeuw, Christian Ollano, Frances Chai, and Serena Richardson
SAMTRANS STAFF	Cassie Halls and Asiya Patel

Overview

The SamTrans Project team held a virtual webinar to build awareness of the Plan and gather feedback on the proposed alternatives to the corridor of El Camino Real in San Mateo, Belmont, San Carlos, and a small northern portion of Redwood City. Goals of the webinar are listed below:

- Engage community members in understanding the vision, goals, and timeline of the Central El Camino Plan
- Share high-level findings from phase one of community engagement
- Present the alternative designs (transit, pedestrian, and cyclist)
- Solicit feedback regarding alterative preferences and other input

Discussion Agenda and Content

The webinar was comprised of five primary sections: information about the plan, overview of what we heard in phase one of engagement, overview of existing conditions along El Camino Real, introduction of the alternatives by city, and space for participant feedback and comments. Opportunities for discussion and providing input were offered following each overview of the alternatives by city. The agenda and participant questions for the webinar are as follows:

- Welcome and Project Team Introductions
- Get to Know You
    - *What city do you live in? (poll)*
    - *How do you use El Camino Real? (poll)*
- About the Plan
- What We've Heard So Far
- Existing Conditions and Alternatives Overview
    - *Public comment*
- Alternatives by City (San Mateo, Belmont, and San Carlos/Redwood City)
    - *Per city, which alternative do you prefer? (poll)*
    - *Public comment*
- Amenities and Evaluation Matrix
    - *What are your top priorities for improvements you would like to see on El Camino Real? (poll)*
- Public comment
    - *What are your reactions to these alternatives?*
    - *Is there anything missing from the alternatives that should be considered?*
- Next Steps and Closing

Please see the appendix to view the slide deck utilized for this webinar.

Engagement Highlights

- 14 total participants
- 68% poll engagement (average percentage of participants that engaged with a poll)
- 34 comments/questions posed via the Q&A function

Polling Results

The following polls were posed throughout the webinar to engage participants and get a general assessment for the following topics: city of residence, El Camino Real use, and alternative and amenities preferences.

What city do you live in?	
9 participants – 1 response allowed per participant	
City	**% of responses**
San Mateo	56%
San Carlos	22%
Redwood City	11%
Other	11%
Belmont	0%

How do you use El Camino Real?	
10 participants and 18 total responses – multiple responses allowed per participant	
Travel Mode	**% of responses**
Drive	39%
Walk	33%
Transit	28%
Bike	0%
Other	0%

San Mateo: Which alternative do you prefer?	
11 participants – 1 response allowed per participant	
Alternative	**% of responses**
Transit	55%
Bicycle	27%
Pedestrian	18%
Existing	0%

Belmont: Which alternative do you prefer?	
9 participants – 1 response allowed per participant	
Alternative	**% of responses**
Transit	67%
Pedestrian	22%
Bicycle	11%
Existing Conditions	0%

San Carlos/Redwood City: Which alternative do you prefer?	
10 participants – 1 response allowed per participant	
Alternative	**% of responses**
Transit	50%
Bicycle	40%
Pedestrian	10%
Existing Conditions	0%

What are your top priorities for improvements you would like to see on El Camino Real?	
8 participants and 26 total responses – multiple responses allowed per participant	
Amenity	**% of responses**
More and safer pedestrian crossings	23%
Reduce speeding	19%
Faster, more reliable buses	19%
More trees to provide shade	12%
Better bus stops with shelters, seating, and signs	12%
More sidewalk space for businesses and people	8%
Better lighting for safety and comfort	4%
Other	4%
Maintain on-street parking	0%

Q&A and Public Comment Results

The following questions and comments were posed by participants throughout the webinar via the Q&A function. They have been categorized by input type. Any city-specific mentions have the city named after the question/comment in bold and parenthesis.

Overall Alternatives and Continuity

- How come we can't have transit, pedestrian, and bicycle infrastructure improvements in a single plan but rather have three different alternatives?
    - *Answered live.*

- You're presenting options for each segment; how will you reconcile different responses for each section? Particularly with bus lanes and bike lanes, they are much less effective when they're broken up.
    - *Answered live.*

Transit Operations and Lanes

- Do the bus lanes need to be on the outermost traffic lanes? I want to suggest considering having center median bus lanes throughout not just San Mateo but the whole corridor in focus. Although this requires platform bus stops, I think it's possible to reduce the lanes. **(San Mateo)**
    - *Answered live.*
- For all the transit options, is there a possibility of having timed bus-only hours to mitigate potential traffic congestion, i..e. the bus lanes are active during certain hours?
    - *Answered live.*
- Would it be possible to repaint the street to put bus lanes center-running after the road width is initially changed if all of the cities buy into side-running bus lanes?
    - *Answered live.*
- In the transit option, there is only one bus lane. Why not remove the center median with trees and add a second bus only lane. Trees are nice but better transit seems better.
    - *Answered live.*
- Will there at least be bollards separating the bus lanes from cars?
    - *Answered live.*
- Are there going to be installations of transit priority signals?
    - *Answered live.*
- Since it looks like the bus lanes are not going to be separated by physical barriers and it will be on the outermost lanes of El Camino, will there be measures done to address possible illegal parking on bus lanes and perhaps sudden right turns from cars?
    - *Answered live.*

Pedestrian Safety

- I think the biggest pedestrian issue is not sidewalks but crossing El Camino. Is any effort made in the transit option to improve this need to access bus stops?
    - *Answered live.*

- Are there plans to improve intersections?
    - *Answered live.*
- Are there plans to address the danger that right turns on red poses to pedestrians?
    - *Answered via chat: Hi Solomon, yes - that is something we will be looking at in this plan.*

Bicycle

- Would bicyclists consider having a frequent bus dedicated for bikes and bike riders similar to the what the train has?
    - *Answered live.*
- For this specific transit plan, can a single, two-way bike lane work? If so, will it be able to save some space for a northbound bus lane?
    - *Answered via chat: We have explored this option. Unfortunately, it would be difficult for bicyclists to cross El Camino if we did a two-way bicycle track.*
- Do you not expect bicyclists to cross El Camino ever?
    - *Answered live.*

Vehicle Lane Dimensions and Requirements

- Who do I have to contact to object to the two vehicle lanes in each direction requirement?
    - *Answered live.*
- What was the rationale for having 10.5 foot vehicle lanes as opposed to 10 foot lanes, considering the effect of lane width on speeding?
    - *Answered live.*
- Please follow up with me about the two vehicle lanes.
    - *Answered live.*
- Is there room for big trucks?
    - *Answered live.*
- I just want to bring this question asked by a fellow community member earlier again, is there a place or resource where we can debate against Caltrans's "keeping two lanes at all times" policy?
    - *Answered live.*
- I really have to reiterate how much the two vehicle lanes in each direction restricts the options. We kept hearing there's not enough space, but really, all the space is being reserved for private vehicles and parking.

- *Answered live.*
- I just wanted to express my interest as well in the effort to persuade Caltrans to potentially drop the two lanes per direction requirement -- a follow up would be great :)
  - *Answered live.*

Parking

- Although I do not like parking on El Camino, I know that parking spaces are currently used by people and shop keepers that like having parking in front of their businesses. It did not appear that parking on El Camino is being provided in any of the options. What are you hearing about parking being eliminated?
  - *Answered live.*

General Safety and Speeding

- What about left turns off El Camino where there is not a dedicated left turn lane? Cars stop and wait and block all traffic and it's very dangerous.
  - *Answered live.*
- Will there be any sort of traffic calming that would be implemented as part of this plan? I know that this term is very versatile but having more "stuff" on the road can be excellent at deterring speeding amongst drivers.
  - *Answered live.*
- Red light running is a big problem. Any plans to add cameras or other items to improve driver behavior?
  - *Answered live.*
- Apologies if this question sounds a bit far-fetched, but does SamTrans have the authority to conduct the commissioning of roundabouts?
  - *Answered live.*

Community Engagement and Education

- This is more process oriented, but I'd be curious to hear how you'll engage community business partners to help get buy-in from them?
  - *Answered via chat: Our team has engaged the Chamber San Mateo County during the first phase and second phase of the project. We have also sent out mailers to select businesses along El Camino Real. We've presented to Belmont's Rotary Club and the Downtown San Mateo Association. We have*

more planned for the business community in the coming months. Thank you! I wanted to also add that the City of San Mateo will be doing supplementary business outreach in the coming months as well.

- I wish more educational public service announcements will be provided with the changes decided upon. When the Hawk Signals were introduced on El Camino, many people were confused about how they worked. There was little to no education provided. I hope that young or new drivers receive proper education on these and other improvements for bicyclists, especially e-bike riders.
    - *Answered live.*
- What are the next steps after this webinar for SamTrans?
    - *Answered live.*

Gratitude

- Not a question, but thanks for answering all these questions, Cassie :) You did a great job breaking down the technical details and considerations made throughout this project.
    - *Answered via chat: Thank you!*
- Thank you.
    - *Answered live.*
- Thank you. Good work I learned a lot.
    - *Answered via chat: Thank you!*
- Thank you! Appreciate the opportunity to be involved.
    - *Answered via chat: Thank you!*

Highlights and Growth Areas

The following section highlights factors that contributed to the event's success or challenges, with key takeaways for future improvement.

Highlights

- **Opportunities for feedback**: There were various opportunities and methods to provide input following each section, which was especially helpful considering the level of detail and information shared per city, including the Q/A feature and multiple public comment points in the agenda.
- **Technical questions**: Project team members from SamTrans were critical in responding to the more technical questions from participants directly.
- **Internal coordination**: An internal team chat was created among the engagement team for coordination with interpreters, identification of links to share with participants throughout the webinar, and troubleshooting.
- **Poll engagement**: Timing of and participant response rate to poll questions was consistent throughout the webinar.

Growth Areas:

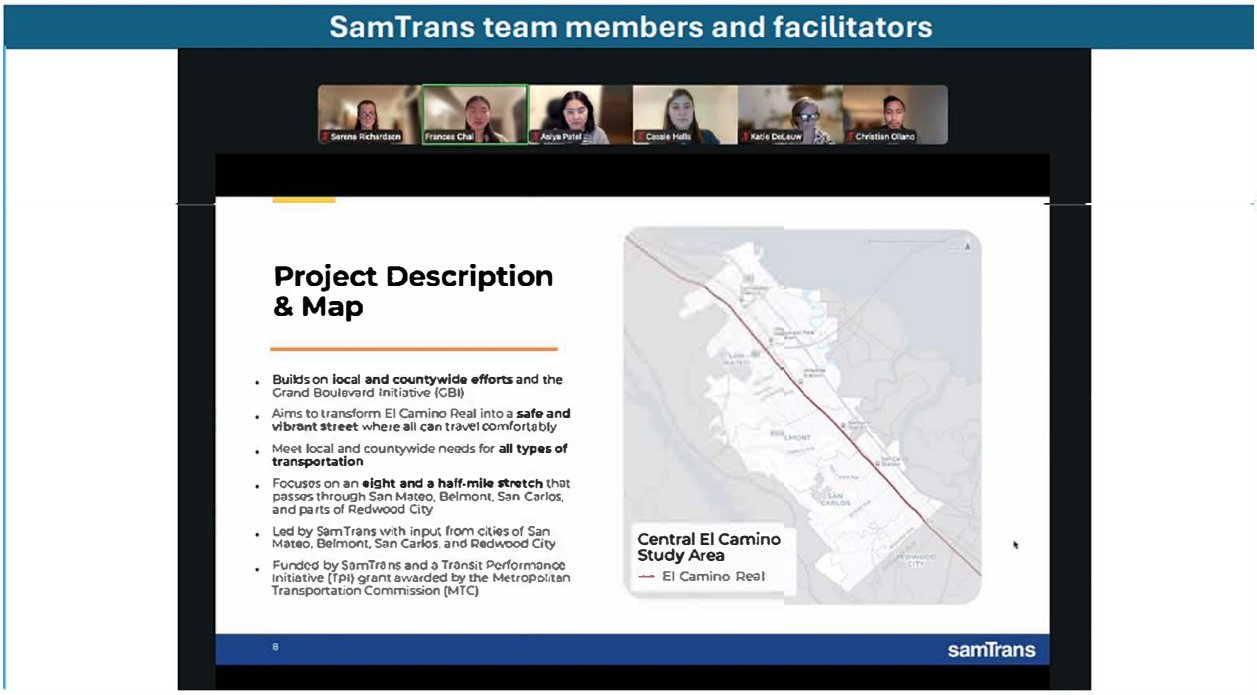
- **More outreach**: The project team suggests planning a partnership with CBOs working with diverse and underserved groups in advance to engage with and receive input from their community members.
- **Talking speed**: Presenters should continue to be mindful of talking speed, especially with live interpretation and highly detailed content. A practice round for talking speed with interpreters is recommend during the practice session before the webinar, as well as allowing pauses after each slide for content to settle in.
- **Language use**: Currently, Zoom doesn't provide information regarding attendance in the interpretation channels. It would be helpful to know how many participants utilized the interpretation channels, to understand language needs and reach, which can be asked of participants for at the close of the webinar.
- **Evaluation**: The project team should consider sharing a quick poll or survey at the end of the webinar to learn from participants what they liked and disliked about the webinar's format, style, content, etc. This also presents an opportunity to invite participants into a feedback loop and glean how they heard about the webinar.

Action Items

- **Winter** to send thank you email to all participants.
  - Include link to project website and ongoing survey.
  - Share Caltrans contact information (82CorridorPlan@dot.ca.gov) regarding the two lanes per road requirement for those with inquiries
  - Ask people how they heard about the webinar (i.e. which communication channel or network notified them).

Appendix

Photo



Virtual Webinar Slide Deck - Link

Attendance List

In total, fourteen (14) members of public attended the public workshop

Central El Camino Real Multimodal Plan Phase 2

City Council Presentation Public Comments

Belmont City Council Public Comments (February 10, 2026)

Giuliano: "This is freaking awesome. El Camino as a cyclist is just awful right now. This is far from perfect, I've got some comments that will make it better, but I'll take good that happens over perfect that doesn't. Surprising possibly to you all but transit is actually the most important thing to me. I'm a loon and I'll ride my bike 30 miles but most people aren't going to do that. Transit has to be the fastest, safest, most convenient, safest way to get there. I'm concerned about BRT being in one direction. It doesn't do any good if you are going quickly in one direction. Folks aren't going to use it. I hope we'll learn how to use it in both ways. I hope we can get cycling in here. If not on El Camino, then on Old County... Every road user needs to be safe. Please figure out how to make it so I can ride on it... It has to be holistically systemic. If a bike lane is there in San Carlos, but not Belmont... It's an exponential decrease in benefit."

San Mateo City Council Public Comments (February 23, 2026)

Speaker: "...I'm here to speak briefly about the epidemic of violence that we're seeing in our streets coming from reckless speeding drivers, people who are either distracted, careless, or whatever. Somehow pedestrians or cyclists are dying. I urge you to pay close attention to the presentation from SamTrans and see it as an opportunity to remedy the situation."

Seema Patel: "Good evening Mayor Lorraine and City Council. Thank you so much for the opportunity to comment tonight. I wanted to encourage you as you think about this item before you, to think about what is in the best interests of this city 10 years from now, 20 years from now. Which is the likely implementation timeline for this project. I also wanted to point out that our neighbors to the south in Belmont recently reviewed this topic and expressed preference for the bicycle alternative option. And so when we think about a cohesive and continuous El Camino Real, it would be really great if we had continuity with our neighbors to the south.

I think the last thing I'll say is that as we look at some of the options that don't have protected bike facilities, it would require bicycle users to divert to Delaware or Alameda de las Pulgas, which are about half a mile away. Neither of those roads have plans for protected bicycle facilities. I think if our neighbors to the south have great protected facilities and we don't, it's unlikely that people who are crossing between the two cities will divert so far out of the way. I think what will end up happening is that bicyclists will use those nice, beautiful, very wide new sidewalks, instead. That's not going to be safe for pedestrians or bicyclists. So, my request to you is to think not just about the San Mateo for today, but the San Mateo of the future and how we can support and encourage a transition to a more sustainable form of transportation. Especially as we plan for the growth that we expect to see in our general plan. We need to be thinking about how we can reduce the number of personal vehicles and encourage people to take more sustainable forms of transportation so that we can reduce the overall traffic on El Camino in our city."

Michael Reagan: "Good evening. I wasn't going to speak but when this topic came up about bicycle lanes on El Camino, protected bike lanes, that means eliminating all of the parking on El Camino. All the parking along those businesses will disappear. They're talking about parking lots. There's no place to put a parking lot. I served on that bicycle citizens committee back 2017 or 2018. There was no talk about El Camino. When you talk about bikes, I'm a bike rider. Bike riding is when you use the word safety and bike riding, they don't really work together. Riding a bike on any street where there's cars is a dangerous proposition. To use a State Route 82 as a bicycle route to me is really asking for trouble. You're putting bikes basically next to buses. I do believe that we do need to improve our bus services. All the way up and down the peninsula. It's really inferior. That's why a lot of people don't use it. We don't have the proper… to maximize people's use of the buses. So I do think it needs to be improved and I encourage that. Unfortunately I think that putting bike lanes on El Camino would be a disastrous alternative. I do believe if you head toward Burlingame, the northern part of San Mateo, it would no longer exist to be a bicycle route. Burlingame will have nothing to do with bicycles with their narrow two-lanes with eucalyptus trees, very limited sidewalks on their roads. I think you should put a lot of thought in that. I think the citizens committee with bicycles, because of all the issues with bicycles that we have had, I know the bicycle coalition is impacting a lot of what's happening up and down the peninsula. I do believe in the best interest of San Mateo, if you could as a council, get another citizens committee (citizens of San Mateo) involved again in a bicycle kind of council that reports back to you. We could give you a better understanding about the possibility of improving our bicycle routes in San Mateo and I would love to see.

This project with bicycles on El Camino seems to be, in my opinion, a poor plan. Thank you."

Max Mautner: "Thank you. I want to make a very brief comment which is just that the status quo option seems to be by far the least popular and I would advocate for either the bicycle or transit options, especially for the portion of El Camino that is six or seven lanes wide and exclusive curb parking. There's a tremendous amount of roadway real estate. I myself and members of my household, the three of us live and walk off El Camino. We frequently use the El Camino Real route bus. I should say I speak on my own behalf even though I am a SamTrans CAC member. The fact that ECR exists exempts my household property from having needed to add additional parking as we expanded our home. There's going to be a lot more of that whether it's ADUs or multifamily developments along the corridor. I do think this is a very long term 10-year-out construction timeline. Please consider that as you weigh the attractive alternatives versus the status quo."

Jordan Grimes: "Good evening Council, honorable Mayor. As others have said, I think the status quo option is obviously unacceptable from virtually every standpoint. It's completely misaligned and prohibits us from meeting our goals and the goals of the general plan 2040, but also our broader goals in terms of moving people through the city. In terms of climate specifically. It's hard looking at this and thinking that just the balkanization of the peninsula hamstrings us once again. We do need to be thinking about the future. I understand the perspective of the bicycle folks. I am one of them myself, but I do think we need to pursue the transit option. I think especially with the amount of housing we are going to have on the peninsula, despite opposition, come hell or high water, there are going to be taller buildings on El Camino Real. There is going to be more housing in our downtowns and our neighborhoods. We are going to need those people not to drive. The way we do that is to create a comprehensive bus network that aligns with our other modes of transit. That aligns with Caltrans. If you look at what San Francisco has done with their Muni system, it is possible to create a high capacity bus network but only if you give buses priority in terms of geospatial allowances. So I think bus lanes along El Camino are going to be incredibly important. I hope the council will not only consider it, but also pushing our neighbors to commit to similar plans."

[redacted]

From: April Chan <[redacted]
Sent: Friday, February 20, 2026 8:54 AM
To: Millie Tolleson <[redacted] Cassie Halls <[redacted]>; Joshuah Mello <[redacted]>
Subject: Fw: Central El Camino Real Multimodal Plan Suggestions

FYI

Get Outlook for iOS

From: Board (@samtrans.com) <[redacted]>
Sent: Friday, February 20, 2026 8:49:20 AM
To: April Chan <[redacted]
Subject: FW: Central El Camino Real Multimodal Plan Suggestions

Good morning April.

Email below to the Board from CAC Vice Chair, but emailing as an individual. It will be included in next week's board correspondence.

Thanks,

Margaret

From: [redacted]>
Sent: Thursday, February 19, 2026 9:48 PM

To: Grand Boulevard <grandboulevard@samtrans.com>
Cc: Board (@samtrans.com) <board@samtrans.com>
Subject: Central El Camino Real Multimodal Plan Suggestions

[redacted] You don't often get email from [redacted]. Learn why this is important

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Hello SamTrans Staff and Board,

My name is [redacted] I am a San Carlos resident, junior at Carlmont High School in Belmont, and vice chair of the Samtrans Citizens' Advisory Committee (speaking as an individual).

I have recently developed a strong interest in the Central El Camino Real Multimodal Plan, as I believe that El Camino, in its current state, fails to serve all users equitably. I have already completed the survey and believe the proposed changes provide a significant improvement over current conditions, but I would like to take issue with the base assumptions for each proposed cross-section. Namely, I would like to object to the assumptions of wide medians and two general travel lanes in each direction, especially since this creates a false dilemma between bus lanes and bicycle infrastructure when both should be achievable on such a wide right-of-way.

It should go without saying that bicycle infrastructure greatly improves bicycle safety and encourages more bike trips, taking cars off the road. Empirical evidence shows that people bike on El Camino whether there are bike lanes or not due to the numerous destinations along the corridor, and the danger of this is shown by the pedestrian and bicycle master plans for the four cities involved, which all identify El Camino Real as a corridor which frequently sustains bicycle collisions (pg. 36, pg. 56, pg. 30, pg. 21). For these reasons, it is imperative that quality bike infrastructure be located on the corridor rather than only on potential parallel corridors, because bicyclists deserve to know that they will get to their destinations safely.

Furthermore, bus lanes are among the most important tools for improving speed and reliability of bus service along a corridor, features that route ECR is gravely lacking in, according to empirical evidence, where I have very frequently seen buses bunched, meaning would-be riders would have to have waited for up to half an hour for a bus that is supposed to come every 15 minutes. These are unacceptable conditions, and the most socioeconomically vulnerable

members of our community deserve better. San Francisco's recent completion of the Van Ness busway decreased travel times on Muni route 49 by 36%, decreased schedule variance by 45%, and increased ridership, providing a blueprint for how bus lanes on El Camino, a similarly arterial corridor, could improve bus service there.

With these conditions established, I would like to express my disappointment that bus lanes and buffered bike lanes, in both directions, are seemingly never considered as options in the survey. However, in all cases, minor layout changes could enable these two beneficial changes to coexist. Narrowing the bike lanes slightly and the buffers (including medians) seem like simple ways to allow this, but if technical challenges prevent these, I would propose eliminating one of the two general travel lanes. I believe that in targeted cases, this could have minimal traffic impact, because, through a phenomenon known as "reduced demand" (the opposite of induced demand), less roadway capacity is shown to encourage people to use alternative routes (it is much easier for cars than for bikes and buses to use parallel corridors), modes of transportation, and times to travel, rather than increasing congestion beyond the level that it was before capacity reduction. I would further argue that parking along the corridor is never as mandatory as these other uses, as it is much easier for cars to park around the corner (or otherwise nearby) than it is for a bus to use roadway space on alternative roadways as a substitute for a bus lane on El Camino.

Here are two examples of how road cross-sections presented in the survey could be modified to accommodate bus and bike lanes in both directions:

Of course, this is not to say that these are the only cross-sections that would allow this, but merely prove that it is possible to accommodate both bus and bike lanes bidirectionally.

I hope that SamTrans can invest in a future of safer, more sustainable cities, especially as development increases along El Camino Real in the coming years, and demonstrate that our transportation system can work for everyone, not just drivers.

Thank you for your time and consideration.
Best regards,
[redacted]

[redacted]

For abuse, misuse, or objectionable content concerns, please contact [redacted].

[redacted]

From: Max Mautner [redacted]
Sent: Friday, February 13, 2026 2:00 PM
T[redacted]
Subject: Re: SamTrans Bus Stops and Grand Boulevard Initiative

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear Councilmember McDowell,

Thank you for your thoughtful questions during the Grand Boulevard Initiative presentation last night.

I wanted to follow up on your inquiry about SamTrans bus stops in San Carlos.

Regarding the number of stops: the ECR route (which serves El Camino Real through San Carlos) has 162 total stops along its full length from Daly City to Palo Alto--and stops in 2023 to improve the speed and reliability of the route.

I performed a manual count on Google Maps and I counted 11 El Camino Real bus stops in San Carlos.

San Carlos has several major bus stops, including at El Camino Real & San Carlos Ave (connecting with Caltrain), Arroyo Ave, and Brittan Ave--all within walking distance of Oak Park and other residential neighborhoods.

I have had the misfortune of needing to ride the northbound bus from ECR & Belmont Avenue, that required walking on the shoulder of El Camino to access, inches from "35 MPH" traffic:

Regarding your comment about bus-only lanes and the time buses spend stopping, I wanted to share some context from SamTrans' recent rider surveys.

According to SamTrans' 2024 Triennial Customer Survey:

• 79% of SamTrans riders use the bus because they don't have a car or don't drive
• The average household income for SamTrans riders is $48,701, with many riders earning significantly less (42% earn under $25,000 annually)
• 71% of riders don't have access to a car
• 75% use SamTrans at least 4 days per week for essential trips (50% for work, 27% for school)

These riders cannot afford Waymo rides, Uber/Lyft, or private vehicle ownership.

For context, a daily Waymo commute from San Carlos to Daly City would cost roughly $40-80 each way, or $400-800 per week. That is more than many SamTrans riders' weekly income.

Many of these riders are your Oak Park neighbors and San Carlos residents who walk to El Camino Real stops each morning to get to work.

They are workers at local businesses, staff at our schools, and essential workers who keep our community running.

Regarding the concern about buses making frequent stops: Bus-only lanes actually deliver their greatest time savings during peak congestion periods, when general traffic is slowest.

Even with stops, buses in dedicated lanes can bypass traffic queues and maintain schedule reliability. This reliability matters enormously to riders who face job loss if they're repeatedly late to work or are deciding whether to buy & park yet another car in San Carlos.

Most importantly, with San Carlos permitting significant new residential development along the El Camino Real corridor consistent with state housing mandates we face a choice:

Either provide viable transit alternatives, or watch traffic worsen as those new residents drive.

Many of these new developments will be within easy walking distance of Oak Park and other established neighborhoods.

The math is simple - each bus can carry 40-60 people who would otherwise need 40-60 parking spaces and add 40-60 cars to El Camino Real.

No road-widening project can accommodate that kind of growth, and the resulting traffic will impact Howard Avenue and the residential streets that Oak Park residents use daily.

Bus priority infrastructure is not about disadvantaging drivers; it's about preventing the corridor from becoming even more congested and protecting neighborhood quality of life.

I appreciate your openness to understanding these tradeoffs, and I'm happy to discuss further.

Best regards,
Max Mautner

From: Giuliano [redacted]>
Sent: Tuesday, February 17, 2026 1:30 PM
To: CityCouncil@belmont.gov <CityCouncil@belmont.gov>
Cc: Cassie Halls <[redacted]>; Charlsie Chang <[redacted]>
Subject: LTE to SMDJ about council's rejection of bus only lane alternative for central ECR multi modal plan

Some people who received this message don't often get email from [redacted] Learn why this is important

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Hi all,

See the appended message for my LTE.

I hope the Council will reexamine your reasoning. What is today is not what must be tomorrow. Indeed, that is the fundamental proposition behind the GBI.

You rejected the bus only alternative because there are not enough buses. Well, some might say there are not enough cyclists now to justify bike lanes. Both arguments, that against bike lanes, that against dedicated bus lanes, are wrong. We will have neither until the ECR is changed to support them.

We need to support both if we are to fix the myriad problem created by our fixation on cars and only cars. As Thom noted, he's seen how the prioritization and support for both transit and cycling works in other places. Change the priorities here to support both, and folks will use both.

There are ways to support both bus and cycling lanes. Please, put pressure on SamTrans to support both. Some ideas on how we can:

- Replace the median with turbo roundabouts, as I argued for in my prior letter to you.
- Dedicated bus lanes on ECR, protected bike lanes on a nearby parallel route: Arguello, Old County, Pacific, Delaware, San Mateo Ave, California Avenue. This route runs from RWC station to Millbrae station, roughly 12.5 of the 22 miles of the GBI, and fairly easily connecting to the existing proposals for the South and North plans.

- Eliminate the requirement for continuous 2 car lanes end to end. While this is highly desirable for cars, we must stop prioritizing cars. Some short segments can reduce to a single car lane so that ECR can have both dedicated bus lanes and protected bike lanes. More efficient, safer, cheaper modes must be prioritized.
- Something else. Though I'm developing my expertise, I'm far from a professional. I'm sure the professionals are far more aware of what is done throughout the world.

It's time we stop just taking half measures, and adopt a full plan.

We just have to stop being ostriches, putting our heads in the sand, saying if I can't see it, it doesn't exist. We have to stop shouting "LA LA LA LA, I can't hear you"! It's time we look at all the possibilities that exist in numerous places in California, the US, and the world. We can't say that there is no way to do this, when there are so many places that demonstrate we can.

Thanks all!

giuliano
--
Drive a bike a bit more often and cars a bit less. You'll be healthier and happier, and so will our world.

----- Original message -----
From: letters@smdailyjournal.com
To: stuff-1-smdailyjournal.com@carlini.com
Subject: Letter to the Editor Receipt
Date: Tuesday, February 17, 2026 1:02 PM

San Mateo Daily Journal

Letter to the Editor Submission

Submission ID: 4902

CONTACT INFORMATION

First Name	[redacted]
Last Name	
Address	
City	
State	
Zip Code	
Email	
Phone	

YOUR LETTER

Type Your Letter

Re the Feb 17 article "Belmont leaders push for El Camino Real bike lanes", and the rejection of the dedicated bus lane option, which the Council rejected because we do not have "so many buses that you really benefit from a dedicated bus lane".

Imagine we have a bus only lane. Buses will travel more quickly, cheaply and conveniently than cars. In which case, why travel by car? Many folks will shift trips from car to bus. We'll need to add buses to the route. Rinse, lather, repeat. Over time, we'll have buses running every few minutes.

Cars are the least efficient travel mode, and we have to fix that. I'm a transit advocate, and often speak to the

council about cycling infrastructure. But, mass transit must be the backbone. Bike lanes without bus lanes will fail to get folks to shift modes. Indeed, bus lanes can be used by cyclists, providing much of the benefit of bike lanes. During the latest "listening session" for mid county cyclists and pedestrians, every single one of whom prefers cycling to car trips, every single one preferred to prioritize the bus lanes. It's actually possible to have both bus and bike lanes, but that's a separate discussion.

Thom and the other Council members are friends. They made a mistake. I hope they will fix this. And, hopefully, SamTrans will listen to the folks who actually cycle and use transit, and not council members who do not.

San Mateo Daily Journal
1720 S. Amphlett Blvd., Suite 123
San Mateo, CA 94402
650-344-5200

Copyright © 2026 San Mateo Daily Journal. All rights reserved

From: David Sanchez [redacted]>
Sent: Thursday, April 16, 2026 6:37 PM
To: Grand Boulevard <grandboulevard@samtrans.com>
Subject: Central El Camino Real Multimodal Plan, questions

You don't often get email from [redacted].
Learn why this is important

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Hello my name is David and I am a local cyclist and I have some concerns over what could be involved with bike lanes.
I hate San Francisco bike lanes. They are extremely dangerous for riders and visually noisey for drivers.
Due to these conditions; car accidents involving cycles are common and can end with fatalities with cyclists and I worry that we will repeat these faults with our reconstruction.

I want to know is there still space for community involvement? pertaining to bike lanes or bike spaces?

https://www.smdailyjournal.com/news/local/san-carlos-weighs-in-on-ecr-road-diet-plans/article_7f9843a1-09b6-4a3d-a193-bdea8e7cc983.html

FEATURED

San Carlos weighs in on ECR ‘road diet’ plans

City Council received presentation by SamTrans on major El Camino Real upgrades

By Ana Mata, Daily Journal staff
Feb 13, 2026



Improvements made to El Camino Real in San Carlos should prioritize pedestrian

To make El Camino Real a safer corridor for drivers, pedestrians, bicyclists and transit users, SamTrans, along with numerous partner agencies, is working with individual cities to make upgrades that reflect the needs of each community. This is a long-term plan that will include major improvements to the thoroughfare.

The 25-mile major street that runs throughout San Mateo County is broken up into a smaller plan; the Central El Camino Multimodal Plan covers the 8.5 mile segment in San Carlos, San Mateo, Belmont and part of Redwood City.

Three alternative plans were presented by SamTrans Project Manager Cassie Halls to the San Carlos City Council for feedback and discussion Feb. 9.

One option prioritizes faster bus service and separated bike lanes, one prioritizes wider sidewalks and more trees, and another prioritizes continuous bike facilities on the major thoroughfare.

All reduce the current three southbound transit lanes down to two lanes, and will reduce the width of lanes from the current 12 feet down to 10.5 or 11 feet.

Of the three proposals, the bicycle priority option, which includes continuous separated bike lanes and maintains parking on southbound El Camino Real, aligns most consistently with the city's recently completed Downtown Streetscape Master Plan.

"We did spend four years on our downtown plan, talking relentlessly about traffic and traffic flow," Councilmember Sara McDowell said. "I'm glad our plans are reflected in [these] plans."

This bicycle-priority option would likely impact bus speeds negatively, by reducing the southbound lanes from three to two, and maintaining parking.

Councilmember Neil Layton questioned if bicyclists would use the bike lanes on such a major traffic corridor that tends to see higher speeds than more local streets. The increase in electric bicycles also raised a concern about speed differentials using a designated bike lane.

Alternatively, the transit-priority option would include separated bike lanes in both directions, but rather than provide parking southbound, there would be a bus-only lane. This model would allow for buses to travel more efficiently going south on El Camino Real, Halls said, and stay out of the two remaining traffic lanes.

"Things are moving pretty well in San Carlos, but in the southbound direction we have some delays in our buses," Halls said.

McDowell said she wouldn't be comfortable with establishing a bus-only lane.

"I'd rather just have the lanes open to all," McDowell said. "I think transportation is changing a lot in the coming decade … so we'll have to see how mass transit looks."

The third option, the pedestrian-priority option, would include wider sidewalks, more trees and parking on both sides of El Camino Real.

Layton said he would more likely favor wider sidewalks and pedestrian focus rather than establishing dedicated bike lanes that go unused.

The designs will be brought back to the City Council in late summer for more discussion and finalized alternatives to be selected.

Regardless of which option is pursued, councilmembers expressed concern over the road dieting.

Councilmember Adam Rak said he has felt "lucky" with how San Carlos traffic flows on El Camino Real, compared to neighboring cities.

"I feel like we have a sweet spot, so I'm always going to worry that we're going to mess things up and not have the traffic flow that we have in San Carlos," Rak said.

The potential road diets and improved facilities won't be made for some time, though.

The final design for the Central El Camino Multimodal Plan is intended to be approved late 2027, and construction for the entire stretch of El Camino Real in the county will take approximately six years.

ana@smdailyjournal.com

(65) 344-5200 ext. 106

MORE INFORMATION



San Mateo County transit leaders weigh in on El Camino upgrades

Belmont hopes El Camino upgrades bring safety improvements

Ana Mata, Daily Journal staff

Daily Journal staff

Notes and Questions from Meeting with Belmont Rotary Club and SamTrans staff
March 23, 2026

- What is the plan during construction phase in terms of routing existing cars?
- By eliminating parking, how will that affect businesses on El Camino?
- Senior group – a lot of them can't park or walk on main streets; keep parking on both sides of the street
- I'm from San Francisco and the bus lane is a pain in the neck
- Finding parking for disabled people and elderly people, it's a nightmare to find parking
- Are you considering local cities are not part of this project?
- I live in Redwood Shores which is separate from Redwood City and people own their own home and there are some businesses closer to the highway, but in general, it's pretty easy going – no change is needed, it's comfortable, no problems getting around
- Agree with other people's opinions – people dealing with it now Ralston and Alameda De Las Pulgas, they put in these trees and they have these roots, either plan for it or budget for it because you'll need to correct for it because they can cause damage to people's cars
- Did you include bike lanes or just pedestrian?
- Just driving car is a lot of hassle, people walk and people don't care and if you add the bike lanes, we have to take exams for driving and bike people don't have to
- Was part of SamTrans in the '90s and GBI so would like to see something happen
- What you need to take into account: in New York, they do nothing but walk and take the train, and take the bus; biking is a new concept but a lot of us will not be taking the bicycles
- Have been along Belmont for a long time, and have been here for the beautification and think president of Chamber of Commerce back then and we approved a lot of nice changes, trees are beautiful, trees can go on another block, bicycles
- There is a lot of feedback you might not expect, but you did very well
- Changes will happen and we need to think about us, our kids, and our grandkids and tie that in

Notes from SamTrans meeting with Melinda Martin, San Mateo Consolidated Fire Department Deputy Fire Marshall
(April 1, 2026)

- From code perspective – buildings are getting bigger and roads are getting smaller which is difficult for fire access
- Code requirement for buildings once they reach a certain height; required by law
- At minimum 26 feet – last design (bicycle), probably not feasible – potentially 2 (pedestrian) would work and would be ideal and would keep needs for parking
- From access standpoint, medians can be difficult and blocking them from being able to turn and blocking them from being able to turn in emergency
- Fire Marshal for Redwood City and San Carlos would likely want to participate in the GBI process
- Melinda will join the Grand Boulevard Initiative Task Force and encourage other fire department marshals to do the same

Meeting with San Mateo Police Department Lieutenant Riccardi and Seargeant Ryan

Wednesday, July 22
2:30-3:00PM

Peninsula to Crystal Springs

Nicholas Ryan: Left turn at Baldwin, El Cerrito. We get more collisions from left turn issues vs. bicycle issues.

- Traffic congestion at peak hours from 3:30PM-5:30PM
- Congestion created from left turns is noteworthy

Crystal Springs to 36th Ave

Lt. Riccardi: Do you know how many parking spots we'd be losing?

- Cassie: We'll be analyzing that during the design phase. We've reviewed occupancy.

Ella (San Mateo): Consultant reviewed side street lots and private parking lots across entirety of El Camino Real in San Mateo - there is still availability off of El Camino Real.

- City did a door-knocking survey to analyze active businesses on El Camino Real
- Consider what they need if parking were to move off El Camino Real

Lt. Riccardi: Why a bus only lane? How does that effect traffic?

- Cassie: The issue with turn outs is that it adds more delay to traffic - prioritizes single occupancy vehicles over transit. In-lane stops
    - Improving transit speed and reliability
    - Redevelopment happening along El Camino and in the County - travel patterns will be changing
    - We want to make sure the infrastructure is there for a robust transit system that is reliable
    - Impact on the rest of the roadway is that there are a lot of demands on El Camino (bicycle lanes, transit facilities, pedestrian activity). We're trying to provide options for all three.
- How many buses per hour travel on this? Will that bus only lane be used by how many buses per hour? Volume of passengers? What type of volume are we moving?
    - To be analyzed further

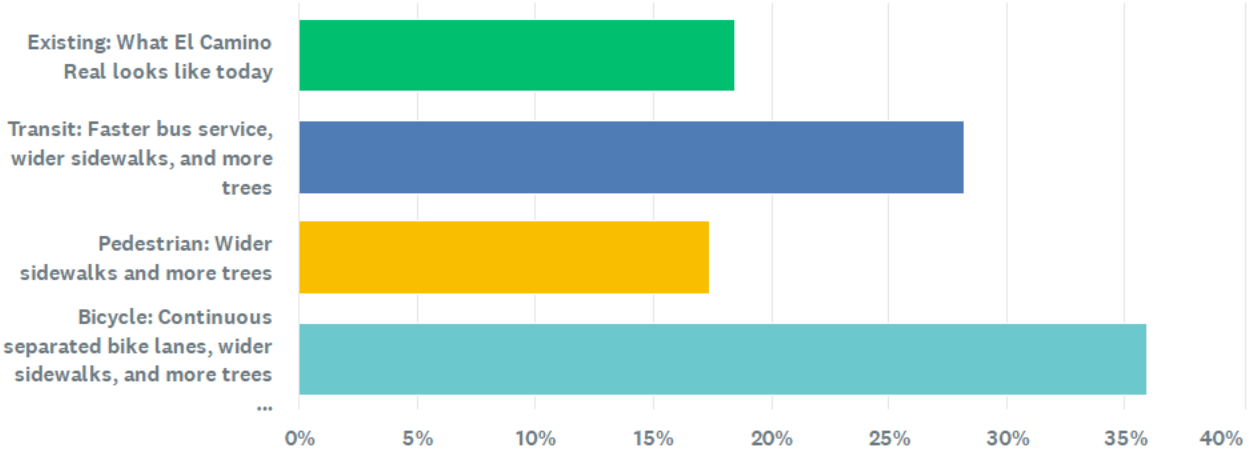
Sgt. Nicholas Ryan: Pedestrian safety at 17th - how are you addressing this?

- Caltrans added an exclusive east-west pedestrian phase.

- Ideally we'd have protected left turns or more signals that allow for left turning vehicles to be protected
- The emergency measure (exclusive ped phase) is an interim measure until the longer term investment goes in w/ the new signal heads / left turn signals

Q1 For the city of San Mateo, which alternative do you prefer? (select one) *Note that all images are examples of alternative priorities and may look different throughout the project area depending on existing infrastructure and road widths.

Answered: 660 Skipped: 41



Q2 Please share any comments on your selection below.

Answered: 245 Skipped: 456

#	RESPONSES	DATE
1	bike - positive Bicycles and continuous bike lanes	4/1/2026 2:11 PM
2	other Because I would like to see more trees, because that helps us reduce pollution.	4/1/2026 1:55 PM
3	bus - positive The non-negotiable 2 car lanes, if it could be 1 lane, would make the bus the fastest option and Reduce congestion.	4/1/2026 5:59 AM
4	other My son just moved to San Mateo and I worked like to go there without driving as the traffic is very bad and people seem to be driving worse - running stop lights, etc.	3/31/2026 1:54 PM
5	bike - positive bus - positive We need both protected cycle lanes, and dedicated bus lanes, on both sides of ECR, throughout the county: from north border to south border. It is the natural bus and cycling arterial Why have you baked in the requirement that cars MUST have 2 lanes in both directions? 101 is only a half mile away for much of the project. Less than a mile for almost all of the rest. And never further than a mile and three quarters. 101 is the natural car arterial, not ECR!	3/31/2026 1:41 PM
6	bike - positive bus - positive It's essential to have protected bike lanes, and dedicated bus lanes, everywhere. Why not a single car lane of traffic in either direction though? Principal car traffic should be pushed to 101 / 280. Not ECR.	3/31/2026 10:08 AM
7	We need both protected cycle lanes, and dedicated bus lanes, on both sides of ECR, throughout the county: from north border to south border. It is the natural bus and cycling arterial Why have you baked in the requirement that cars MUST have 2 lanes in both directions? 101 is only a half mile away for much of the project. Less than a mile for almost all of the rest. And never further than a mile and three quarters. 101 is the natural car arterial, not ECR!	3/31/2026 9:58 AM
8	bus - positive I have lived in downtown San Mateo for 20+ years. Walk or use public transportation. As population has exploded within this area, buses need their own traffic lane. More so than bicycles, since very few bicycles use their lane! They still use the sidewalks.	3/30/2026 1:36 PM
9	existing We can’t take away, travel lanes, it’s already quite narrow with only two lines in parts of ECR.	3/30/2026 8:33 AM
10	existing Only two lanes is a horrible idea. It would make the entire journey clogged every time there is a bus, like what happens in N. San Mateo and Burlingame. This will be even worse centrally with the new, much needed, but large housing developments at Borel	3/27/2026 10:38 AM
11	existing Street parking needed for local residents and businesses	3/26/2026 11:53 PM
12	other It’s too wide now	3/26/2026 7:42 PM
13	bike - positive bus - positive The separated bike lanes would be awesome. And they should be considered in combination with the transit option by reducing the car lanes to one each directiob	3/20/2026 1:06 PM
14	bike - positive Wide sidewalks and protected bike lanes bring at worst neutral, at best positive economic benefits to local businesses: https://ideas.repec.org/a/taf/transr/v41y2021i4p401-431.html	3/17/2026 9:31 PM
15	bike - positive Let’s remake El Camino Real to the beautiful royal road it once was with shade trees, sidewalks that invite us to walk and safe lanes to ride our bikes.	3/17/2026 1:10 PM
16	existing Have 3 lanes open for vehicles and still have a lane for transit but not necessarily dedicated just to busses. I do wish there was an option for bikes, though, but removing one lane would definitely slow traffic.	3/13/2026 9:00 AM
17	existing Traffic is already congested and you don't want to reduce lanes for cars. I'd choose car park over trees	3/10/2026 7:04 PM

18	bike - negative don't make buses less reliable! if anything we need more express ECR-rapid type buses in San Mateo.	3/10/2026 4:25 PM
19	bike - positive bus - positive However, it would be significantly more practical to include both bike and bus lanes in order to protect individuals who bike and provide ample transit opportunities, regardless of how far a person is commuting. Additionally, the existence of 17’ medians would inherently deter people from choosing the bicycle option, or, frankly, the pedestrian or transit options, since they would be the least space efficient options. Ironically, bus and bike usage would be significantly more effective in efficient space use, since bikes take up less space and buses take up significantly less space per person than single-person transit vehicles.	3/9/2026 12:34 PM
20	bike - positive We should make transportation safer for bikers!	3/9/2026 12:30 PM
21	existing Wider sidewalks not needed. Flow of traffic is decent as it is because of 3 lanes.	3/9/2026 12:20 PM
22	other Need parking. I prefer roundabouts for intersections	3/8/2026 1:53 AM
23	bus - negative The bus only lane will increase congestion	3/6/2026 11:45 AM
24	bike - positive Make bicycling safer	3/6/2026 4:49 AM
25	other There is a better answer: Two-way bike path on one side of the road. It offers the road designer better alternatives.	3/5/2026 9:07 PM
26	bike - positive bus - positive Why can't you combine Bicycle & Transit? El Camino needs a protected bike lane	3/5/2026 5:12 PM
27	bus - positive Again, hard to choose between bus and bike lanes here, but I take the bus through here more often than I ride.	3/5/2026 4:27 PM
28	bike - positive Two lanes each way matches other cities so removing a lane is ok.	3/5/2026 3:19 PM
29	bike - positive we need a road diet on el camino. it's horribly dangerous with way too much speeding. after Bicycle, my next preferred option is Transit, then Pedestrian.	3/5/2026 2:15 PM
30	bike - positive It doesn't seem that bus service is widely used, but improved continuity of bike lanes down El Camino from, for example, Redwood City down to Palo Alto, would make a big difference.	3/5/2026 1:57 PM
31	bike - positive I would use bike lanes much more often if they were protected.	3/5/2026 1:33 PM
32	existing Cars are by far the most popular and important method of traveling on El Camino, so they should be prioritized.	3/5/2026 1:26 PM
33	existing keep current configuration	3/5/2026 8:49 AM
34	existing You cannot get rid of parking	3/5/2026 6:28 AM
35	bike - negative cant cyclists also use the bus lanes?	3/5/2026 12:14 AM
36	bike - positive bus - positive You need to have both bus and bike lanes. They help improve traffic.	3/4/2026 8:16 PM
37	bus - positive can the vehicle & transit lanes be bus only?	3/4/2026 4:04 PM
38	bike - positive Option 4 has an even wider sidewalk (8') and median (17') than Option 3. If there is a concern about reduced vehicular lanes, could you repeat the same sidewalk and median distances from Option 3 to add another lane?	3/4/2026 3:13 PM
39	bus - negative with the current traffic levels on El Camino, it doesn't seem that a bus lane is needed	3/4/2026 12:04 PM
40	bike - positive Top priority is separated bike lanes.	3/4/2026 12:02 PM
41	bus - positive San Mateo already had a parallel bike path through most of it on palm Ave and San Mateo drive. Again, I would prefer making those bike lanes safer and having el Camino focus on transit	3/3/2026 8:15 AM
42	existing Keep the parking. Keep all lanes. Make bicycles and other small wheeled/ motorized forms of transport share a lane with public transit.	3/2/2026 11:36 AM

43	existing No need for bus lanes given frequency, etc., and bikers already have enough privileges in this community.	3/2/2026 11:19 AM
44	bus - positive Would love bike lanes but due to safety concerns I believe reliable bus service and less parking makes transit more reliable and safer for all concerned. Need bike lanes adjacent to ECR but not on such a main thoroughfare.	3/1/2026 11:44 PM
45	existing I am on El Camino everyday and it is clear that the last thing you need to do is any of the proposed alterations. The sidewalks are not so busy that you need to widen them. There are few cyclists and those that are there are almost all recreational so making designated lanes is a waste of money & space. The traffic impact of buses is minimal given you have cut the whole system down drastically over the last 20 years that its not actually funtional for most people to use it as alternative transportation so there is no reason to add a designated lane when everyone has to take their cars. Additionally shrinking down all the lanes to accommodate bus lanes and bicycles which is a small fraction of all the traffic is unreasonable and makes driving more dangerous by lowering visibility and maneuverability. And removing parking spaces is absolutely insane given developers build as much building square footage they can over existing parking lots pushing everything to the street that you now propose to get rid of in lieu of trees and bikes. Your proposal once again does not benefit our community at large, only a few, and mostly those who benefit from the buisness contracts for construction.	3/1/2026 8:26 PM
46	existing 1) We have so many new office buildings coming online that it would be madness to remove one vehicle traffic lane. El Camino here is overly congested already. Provide for bikes on adjacent streets with less traffic. San Mateo has a bike plan that should deal with that. 2) Devoting an entire lane to bus traffic is not sensible here: bus service not frequent enough to justify. Drivers of other vehicles who don't want to be impeded by buses can drive in either of the other two lanes. Also, bus only lanes will make turning off El Camino onto intersecting streets more fraught.	3/1/2026 5:10 PM
47	bike - positive bus - positive Bike lanes, trees, and need added bus only lane	3/1/2026 11:16 AM
48	bike - positive Make sidewalks 6', bike lanes 6', median 11 feet. That gains 12'. You can add back parking on one side of the street, again alternating. With four feet to spare!	2/28/2026 10:42 PM
49	pedestrian - negative Do BOT reduce traffic lanes with wider sidewalks. Pedestrian traffic along ECR is LIGHT and not worth adding trees and other obstructions to take away lanes of traffic.	2/28/2026 3:48 PM
50	existing We need more car lanes!	2/28/2026 10:31 AM
51	bike - positive Is there any way to shrink the median and buffers to fit at least a small bike lane on each side?	2/28/2026 1:25 AM
52	existing Fix / re-pave the roads. KEEP THE PARKING. There is so little Parking spaces now!	2/27/2026 9:30 PM
53	bike - negative How about putting bike lanes up next to train tracks , separate but parallel.	2/27/2026 6:48 AM
54	other An electric tram would be better than buses	2/26/2026 7:00 PM
55	bike - positive Share a bit more space between pets/bikes /scooters	2/26/2026 5:51 PM
56	bike - positive 7 foot bike lanes and 8 foot sidewalks needed for safety and comfort. While El Camino will not be a pleasant walk or bike ride with 4 traffic lanes, it will allow people to get to key destinations without using a car. The trees will provide shade and cleanse air improving the experience along the road for all.	2/26/2026 4:58 PM
57	existing or less trees and bike lane with more vehicle lanes	2/26/2026 10:52 AM
58	existing do not remove parking	2/25/2026 1:11 PM
59	As a secondary preference: The Transit option.	2/25/2026 11:30 AM
60	bike - negative Again, no bike lanes on ECR. Also, remove the ability to make so many left hand turns. Just like in SF, two wrongs don't make a right, but three rights make a left ;-)	2/25/2026 10:34 AM
61	existing Again, the idea of separated bike lines is great, however taking away parking spots...not so much. I've lived in this area for 65 years, and the traffic and parking situation has gotten ridiculous! I m literally a prisoner in my own home during morning and evening	2/25/2026 10:13 AM

	commute hours, AND, will only venture downtown San Mateo during "off- peak" hours, and then, only if absolutely necessary. Quality of life and enjoyment of the city has been negatively impacted by ALL of the building. The change has not been for the better.	
62	bike - positive bus - positive What is the reasoning for a 17' median where one does not exist now?? Remove the median and make space for bus AND bike lanes.	2/25/2026 9:11 AM
63	bike - negative No bike lanes!	2/25/2026 9:10 AM
64	other Slow cars down first	2/25/2026 7:54 AM
65	bike - positive The implication of this survey is that *bike lanes* are slowing down the buses. That's not true. The prioritization of *auto infrastructure* is slowing down the buses.	2/25/2026 7:40 AM
66	bike - negative San Mateo is really tough to navigate in a bicycle.	2/24/2026 10:14 PM
67	existing I don’t like bus-only lanes. I like the pedestrian scenario but feel safer with parking between pedestrian-me and moving vehicles and transit. Also, as a driver, I would want to park near the businesses/retail and Central Park. The transit scenario seems to aim for higher speeds and numbers of vehicles passing through. In my experience, a wider median also means higher speeds.	2/24/2026 9:51 PM
68	bike - positive Although slowing buses in San Mateo is not ideal, having wide sidewalks and safe bike lanes remains more important and more conducive to community	2/24/2026 5:06 PM
69	existing Again, eliminating existing vehicle lanes does not make sense as traffic is already congested in this area. Open to wider sidewalks option as long as it does not remove any existing vehicle lanes.	2/24/2026 2:12 PM
70	existing El Camino is fronted by businesses, and taking away parking will harm our local non-chain stores and restaurants. I support bike lanes on less busy roadways, but not on El Camino -- losing two lanes for vehicle traffic would make the road impassible for cars for most hours.	2/24/2026 1:28 PM
71	bike - positive Bicycles need to be visible to turning cars. Don't hide them behind planters or trees near intersections.	2/24/2026 11:27 AM
72	pedestrian - positive I walk a lot in San Mateo, so I prefer wider sidewalks.	2/24/2026 10:09 AM
73	bus - negative Strongly oppose Bus Only lanes. Strongly support keeping three lanes for vehicles.	2/23/2026 9:46 PM
74	bike - positive I would love to use my bike more often for transportation but nowhere on El Camino feels safe	2/23/2026 8:40 PM
75	bike - positive We need safe bike lanes.	2/23/2026 7:38 PM
76	other I really like the idea of trees however many people often race across the El Camino, not using a crosswalk and trees would prevent them from being seen	2/23/2026 6:37 PM
77	existing Apparently you folks have nothing else to think of or do but to think of how you can screw up traffic flow. Sometimes when things are working fine, just leave them alone. Can you find something better to do with your time?	2/23/2026 4:38 PM
78	existing Reducing or eliminating parking and/or traffic lanes will not create a safer of more efficient roadway.	2/23/2026 3:59 PM
79	existing Again- parking is not optional. And removing a lane for traffic is not wise either.	2/23/2026 3:30 PM
80	other Motorists should not be allowed left turns at intersections without a designated left turn lane on El Camino	2/23/2026 9:51 AM
81	other With all of the housing expansion, we need to make El camino a safer throughfare for car traffic. Remove street parking and minimize direct driveways.	2/22/2026 9:43 AM
82	existing Although trees are nice, if you take away parking spaces on both sides of the street, where will we park? Please leave the lanes flexible for both cars and transit.	2/21/2026 7:14 PM
83	bus - negative Would prefer bike lanes but losing 2 lanes may be too drastic	2/21/2026 4:32 PM
84	bike - positive Consideration should be given to providing safe bike routes that parallel El Camino to separate bikes and vehicles as much as possible since retaining three lanes for	2/21/2026 11:51 AM

	vehicle traffic will make it unsafe for cyclists and may encourage them to use the wider sidewalks instead.	
85	other You cannot eliminate parking. What you need is a 19th Avenue NO LEFT TURN HIGHWAY on El Camino on the Peninsula. NO LEFT TURNS would SOLVE EVERYTHING.	2/21/2026 11:27 AM
86	other Parking for businesses must be provided in lots or on side streets.	2/21/2026 9:54 AM
87	bike - positive While Bike path is preferred, second best is bus lane option.	2/21/2026 8:27 AM
88	other Same comments as a uniform policy.	2/21/2026 5:22 AM
89	other Safest for the most vulnerable traffic users and less focused on speed. Greenery improves likability and experience. Reduce mid divider with to increase road width.	2/20/2026 10:08 PM
90	bike - positive Separated bike lanes through all segments of El Camino Real are critical to creating a connected bicycle network. A connected network is critical for allowing the replacement of car trips with bicycle trips.	2/20/2026 9:51 PM
91	Green a chance to renovate use the local residents instead of importing work every second since 2016 reaourceful beauty more internet technology we are paying dearly while you allow business to give all their products away please work with Costco business	2/20/2026 6:26 PM
92	other As noted before, narrowing sidewalks is not a problem, but narrowing vehicle lanes is troubling due to the number of wide SUVs and trucks.	2/20/2026 6:02 PM
93	existing no more bike lanes since there are few bikes on the designated bike lanes on alternative streets. Not enough room for cars and no need for a transit vehicles lane only.	2/20/2026 5:27 PM
94	other San Mateo is nearly as busy as Redwood City due to Highway 92. It needs an additional Vehicle Traffic lane on each side. None of the options presented meet the current or future traffic needs.	2/20/2026 1:34 PM
95	bike - negative None of these are good. Bike lanes in one city are no good if they don't extend to others. In the bike option, get rid of the central median so that busses have a place to pull over out of traffic when they stop.	2/20/2026 12:27 PM
96	existing Curbside parking along ECR should be removed if doing so measurably improves traffic flow and safety. ECR is not well suited as a long-distance bicycle corridor. Parallel streets are better candidates for primary bike routes (as Bryant Street functions in Palo Alto). On ECR, the focus should be safe, convenient first- and last-block access for cyclists traveling to corridor destinations, with clear connections to nearby bike routes. Enforcement is also important. High-speed e-bikes and e-scooters in pedestrian or low-speed bike areas create conflicts. Existing rules should be consistently enforced to protect pedestrians and traditional cyclists. Dedicated bus lanes should be supported by demonstrated demand. Given current ridership levels and the proximity of Caltrain, exclusive lanes may not represent the best use of limited roadway space. As a major arterial, ECR must maintain reliable vehicle throughput. Reducing or narrowing general lanes, or removing turn lanes, risks congestion, neighborhood spillover, and bottleneck-related collisions. Safety improvements should not come at the expense of basic corridor function. Of the options presented, none fully addresses these concerns. The Pedestrian design comes closest, particularly by removing street parking and adding sidewalk trees. However, I would support narrowing the proposed median and using lower plantings there in order to preserve the number and width of travel lanes.	2/19/2026 9:04 AM
97	bike - positive Cyclists need separated protected lanes to be safe.	2/18/2026 2:02 PM
98	bus - negative Don't need dedicated bus lanes	2/18/2026 8:12 AM
99	bike - negative In San Mateo, bike paths may not be as critical on El Camino Real itself if bike passage can be provided on Palm Ave and San Mateo Drive. But, those bike routes should be invested in.	2/17/2026 11:27 PM
100	bike - positive Just make all the lanes universal across all cities so it's easier for bikes to get around. Check out the infrastructure in Copenhagen and the City of London (fantastic bike system) for inspo.	2/17/2026 11:05 PM
101	bike - negative I would have picked the "bicycle" option but to make that work it would HAVE to have turnouts for busses to get to bus stops. Otherwise they will be constantly holding up traffic. Also, I don't know how many bicycles will actually use a dedicated lane and there's nothing better at pissing off the general public than dedicating space to something that isn't	2/17/2026 1:10 PM

	used/is under used. I have commuted (7 miles each way) by bicycle in the San Mateo/Belmont/San Carlos area (including connecting to the train for a while) and have done a lot of riding in general. The way things are currently I would never ride on El Camino as I consider it to be suicide along virtually the entire corridor. A bike a lane might change that in my mind. But I didn't choose that option because I think there are better alternatives (for example, Delaware to Pacific/old county, industrial or old county in SC, etc). Regarding the "bicycle" choice, why is a single direction bike lane specified at 7'?! That's a total of 14' for bikes which seems like overkill to me considering it won't be used enough to make the dedicated space worth it (you could easily accommodate 5-6 bikes abreast in 14'!). But, maybe e-bikes will increase usage? Are there any surveys/numbers? I might see a few bikes a day during my El Camino travels on the peninsula. To give 14' is unbelievable (and I'm a cycling supporter!). If that option was more resaonable I might have voted for it. For the "transit" option, are there really THAT many buses that a dedicated lane is worth it? All the new options seem to do away with parking? Really?! You're serious? I hate El Camino the way it is but parking seems vital for all the businesses and anything without it doesn't seem viable.	
102	2nd preference is transit option	2/17/2026 9:22 AM
103	bike - positive Bike safety improvements are desperately needed in San Mateo. While there may be implications for bus service in this segment, I do believe the need for separated bike lanes is critical. SamTrans should consider queue jumps, stronger transit signal priority or preemption, and all door boarding as ways to improve travel times for buses on el Camino.	2/17/2026 7:13 AM
104	pedestrian - negative El Camino is not a walking destination. It would not be beneficial to widen the sidewalks	2/16/2026 2:25 PM
105	bike - positive "Bicycle" here is the best of them all. It really sells the "Grand Boulevard" concept. I wish it was just this from San Mateo to Redwood City (or indeed, from San Bruno to San Jose).	2/15/2026 8:29 PM
106	other Medians must be added in San Mateo and planted with trees and bushes. The entry to San Mateo from the south is ugly and slum like. Establish zoning with building requirements and remove the used car dealers and shack like businesses. Do not permit food trucks to park on ECR or in adjoining parking lots. Instead, establish parklets with trees and flowering shrubs to attract birds and butterflies. Install paths for calm walking enjoyment. More police presence to enforce traffic laws and install Left Turn Signals everywhere for added safety. ELIMINATE TURNING RIGHT ON RED.! CLOSE the driveway exit from Jack's Restaurant onto ECR! Repave ECR in San Mateo and add visible lane markings.	2/15/2026 6:11 PM
107	bike - positive Love this rendition for City of San Mateo: "Continuous separated bike lanes and more trees." Tree shade is a reprieve from intense heat & asphalt's heat reflection. Also please consider a landscape design that can help mitigate flooding in case of heavy rain.	2/15/2026 12:46 PM
108	other We need to get rid of at least 50% of privately owned cars and have people use public transportation (as in Europe). Bike lanes should have safety barriers to protect bikers & pedestrians. Push car manufacturers to make small vehicles. Possibly MICRO EVs. Use minibuses to transport passengers to side streets that SamTrans cannot reach. Encourage the school to use school buses to reduce unnecessary traffic from parents picking up their kids. Build more mixed-use communities to reduce carbon footprint everywhere. Educate rather than fix.	2/15/2026 12:38 PM
109	existing Traffic is at capacity now, cannot remove any lanes, no one rides the bus and there are better alternatives for bicycles ie Pacific Blvd, Palm Ave, B St, Delaware. No pedestrians walk on El Camino.	2/14/2026 3:20 AM
110	bus - positive While I selected Transit, in locations where a few parking spaces could be retained on the west side, such as between 37th and 38th where there already are insufficient spaces near by, would be optimal.	2/13/2026 9:41 PM
111	bus - negative Buses are so infrequent. They shouldn't get a whole lane.	2/13/2026 9:35 PM
112	other Why are you allowed to turn left on ECR??? This has been an issue for the past 25+ years I've lived in San Mateo. There need to be designated turn lanes or no left turn signs.	2/13/2026 6:58 PM
113	other Two lanes each direction is enough. Wider sidewalks, better parking for the shops on El Camino and MORE TREES! It is currently an ugly street.	2/13/2026 4:57 PM
114	bus - positive Would prefer bus lanes in addition instead of the sidewalk trees.	2/13/2026 1:33 PM

115	existing Don't need wider sidewalks. Adequate now. Not enough bus traffic for designated lane. Parking more needed than bike lane. Tree take too much spoace and maintenance. They buckle road,	2/13/2026 12:54 PM
116	bike - positive It is important to keep bike lanes along *all* of El Camino so that there is simple, safe regional route for bicyclists!	2/13/2026 12:42 PM
117	existing Removal of parking is just not an acceptable solution as it will impact businesses on ECR and create parking issues in the surrounding neighborhoods. Promoting dedicated bike and bus lanes do not make any sense, bike traffic is minimal in the area and very few take public transportation. Efforts to increase travel lanes for autos should be the priority as this city is developing more and more dense housing and is already having gridlock issues.	2/13/2026 12:34 PM
118	bus - positive Allow bicycles to use the bus only lane. Win for both. Bicycles are not that common and do not cause congestion. Buses can pass the few bicycles it encounters when safe to do so.	2/13/2026 11:47 AM
119	bike - negative Bicycle plan constricts traffic too much compared to existing, and loses parking!	2/13/2026 9:33 AM
120	existing Keep the existing. Traffic is already bad and changes will make it worst. Anyway the busses are always empty. Why make changes???	2/13/2026 9:31 AM
121	pedestrian - positive more pedestrian safety measures. it's a dangerous place to walk.	2/13/2026 9:03 AM
122	bike - positive Support the bicycle option and disagree with the statement about this arrangement slowing bus travel. This offers the best of all worlds for all the modes of transportation, and most importantly pedestrians who need enhancements at crosswalks and enforcement so that red light runners don’t rule the road.	2/13/2026 8:11 AM
123	existing ECR is already bad at communte times - removing car lanes is NOT the answer. Those who need to take cars will not switch to bussing.	2/13/2026 7:56 AM
124	this is a test	2/12/2026 12:07 PM
125	other Again remove the parking and dedicate this to traffic it will make it safer	2/12/2026 9:07 AM
126	bike - positive it's so hard to bike in san mateo, i regularly dodge cars	2/11/2026 11:23 PM
127	bike - positive Like the previous page, I have to choose bicycle here instead of transit since the transit one does not include bike lanes. The bike lanes need to be continuous to work from a regional planning perspective. Bike lanes that end at city boundaries are bad. With how wide the right of way is here it really seems like 5' bike lane with 3' buffer would fit in the transit option	2/11/2026 11:09 PM
128	bus - negative It is extremely misleading on the previous page that says that El Camino will keep two lanes for traffic. One of your alternatives shows a bus only lane with only one vehicle lane of traffic. If that alternative is chosen, that will cause traffic to be backed up, exponentially worse than it currently is. The writer ship on SamTrans throughout the peninsula is a joke, especially along El Camino in both writer ship numbers and amount of time that writers have to stay on the bus to get even short distances. Even if you changed the alternatives to a bus only route. I’m sure that with the way Sam trans is run currently it would not be much of an improvement.	2/11/2026 10:09 PM
129	bike - positive I voted for the bicycle. Second choice it transit	2/11/2026 9:25 PM
130	I'd like the above option for San Carlos also	2/11/2026 8:45 PM
131	existing You CANNOT take away the parking.	2/11/2026 2:14 PM
132	bus - positive I don’t live here, but many people live farther from downtown, so transit is good	2/11/2026 2:06 PM
133	pedestrian - positive wider sidewalk benefits walkers / strollers / dogs / bikes / scooters	2/11/2026 1:31 PM
134	bike - negative It does not make sense to have bikes on a street this busy. Ideally the bike infrastructure should be 1 or 2 streets off of El Camino.	2/11/2026 10:55 AM
135	bike - positive More safe options for travel are the best choice for me. The fewer combustions engines the better. It would be better for the environment and community health.	2/10/2026 12:52 PM
136	why is San Mateo missing the option from San Carlos: Transit: Faster bus service and	2/10/2026 12:14 PM

	separated bike lanes	
137	bike - positive More trees and alternative transport, less traffic noise and pollution	2/10/2026 12:06 PM
138	bus - positive Prioritizing Bus Only Lanes	2/10/2026 10:23 AM
139	bike - positive All choices have pros/cons, but I think promoting bike use makes the most sense for the city going forward. It would replace some cars with bikes for short trips (including mine), and it leans into one of the strengths of the region, which is an important one to residents: the weather. And related to that, it has a positive effect on our carbon footprint.	2/10/2026 9:59 AM
140	bike - positive Mountain View has the "Bicycle: Continuous separated bike lanes, wider sidewalks, and more trees." It is getting use to. This way, the bikers can have their own lane. Vechicles and bikers can be aggressive and it is dangerous. This way, each has its own lane. And the pedestrians are protected too. Does there need to be a 5' separator of bike and vehicle/transit lane? From street parking lot getting onto El Camino, the driver's view can be obstructed when entering El Camino. Would bike lane include scooters and e-bikes? It would be safe if the lanes are consistent for all cities. It may be distracting if you enter each city on El Camino having different types of lanes. This can make drivers more aggressive in certain cities and it can rattle inexperience drivers because of the changes.	2/10/2026 9:25 AM
141	bike - positive The diagram for "Bicycle" is only 1 option. You could have a dedicated bike lane AND a 3rd lane of traffic, with changes like: median back to 12', sidewalks to 6', bike lane separator only 2' (fence, no trees). Why are you showing the option you know most drivers will not want? Why did you add the text "removal of one travel lane - will slow buses down"? None of the other options have such editorial descriptions even though they all have pros and cons. Deliberately setting up cars/buses and bikes against each other as a zero sum game is not going to help us develop improved options for all.	2/9/2026 8:51 PM
142	existing These are impractical and further impact street travel. New giant apartments/buildings will add choking traffic and parking congestion in neighborhoods. All other suggestions are interesting but very negatively impact quality of life--re: stress of congestion and population growth without infrastructure to support it.	2/9/2026 1:42 PM
143	bike - positive bus - positive I would like a combination of the bicycle and the bus express lane. I'd like to see the median of 17' reduced to accomodate an express bus lane/	2/9/2026 12:57 PM
144	other I'd really prefer a blend of Existing and Bicycle, with parking in both directions, bike lanes in both directions, a 12' median, 6' sidewalks, and no trees along the sides.	2/8/2026 8:20 PM
145	other Please keep parking on both sides of El Camino in all of your plans.	2/8/2026 9:38 AM
146	pedestrian - positive Anything we can do to get people to slow down and keep pedestrians safe while they cross	2/8/2026 9:13 AM
147	bus - positive As someone who lives in San Mateo and bikes as a primary mode of transit I think ECR in San Mateo is actually quite dangerous. I believe the best case for this area is the dedicated bus lane to have faster service throughout the Peninsula. There are alternative routes for people riding bikes through San Mateo, the city needs to prioritize the safety of those who use and rely on them.	2/7/2026 6:35 PM
148	pedestrian - positive Safer pedestrian access enables neighbors to access businesses and mass transis	2/7/2026 4:59 PM
149	bike - positive bus - positive Should have an option for separated bike lane *and* dedicated transit lanes, like is available in the San Carlos options.	2/7/2026 2:58 PM
150	existing Alternatives are too far reaching. Traffic is already very challenging, so taking lanes away to create so much space for buses or bikes is not focused on true demand. Supporters of mass transit and cyclists are understandably interested in improvements and sustainability - but there has to be a balance based in practicality, function and reality. I believe areas with 3 lanes should keep 3 lanes per side or else it risks major traffic backups. If anything, there could be a compromise between existing and pedestrian here. Do not need a wider median with trees plus 6' of trees on either side. Maybe there's a balance with a bike lane on one side and parking on the other. Taking away parking then pushes more parking into the residential neighborhoods potentially bringing other safety issues.	2/7/2026 2:21 PM
151	other We don’t have an option that allows for Better vehicle movement—more Lanes, better turning, signals,parking, pickup and deliveries all of which is desperately needed	2/6/2026 9:45 PM

152	bike - positive Due to more and more people using e-bikes, e-scooters, and other e-mobile transportation vehicles, the last design would keep them out of motor vehicle traffic lanes making it safer for all.	2/6/2026 8:03 PM
153	other Existing needs to be adjusted: increase median by 4' to 8' so trees or bushes can be planted. Reduce 4 vehicle lanes from 11' to 10.5' and reduce 2 vehicle & transit lanes from 12' to 11'.	2/6/2026 5:41 PM
154	existing If the number of lanes are reduced the result will be delayed travel time and much more frustration!!	2/6/2026 3:05 PM
155	bike - negative Direct bikes to less busy alternatives like Delaware.	2/6/2026 6:00 AM
156	existing Please don't replace parking there already isn't enough for businesses	2/6/2026 12:09 AM
157	bike - positive bus - positive Where is the sidewalk + separated bike lane + transit only lane option?	2/5/2026 6:08 AM
158	bus - positive Preferably with a bus only lane as well	2/4/2026 3:37 PM
159	bus - positive I am an enormous bike advocate but in the case of ECR, I think we need to prioritize bus lanes. This should be complemented by completing the bike lanes on San Mateo Drive so they go all the way from downtown to Burlingame, and connecting that safely to the Delaware bike lanes south to Belmont.	2/3/2026 2:39 PM
160	bike - negative Bikes should not be on el camino	2/3/2026 10:06 AM
161	bus - positive Again, much of the section of El Camino Real through the city of San Mateo has the space to accommodate for center median bus lanes and island platform bus stops. Although the particular section between 2nd Avenue and Peninsula Ave gets reduced to two lanes in each direction, making outer median bus lanes and bus bulbs to be more practical. The area around Hillsdale Mall where El Camino Real goes into an underpass under Hillsdale Blvd with service roads on both sides is also an exemption to the center median bus lane agenda. To have ECR buses go onto the service roads to better serve Hillsdale Mall, the bus lanes would have to at some point merge from the center median to the outer median between E 28th Ave and 31st Ave and vice versa somewhere between 37th Ave and W 39th Ave. However, this will not slow down the speed of buses with the help of transit priority signals.	2/2/2026 9:21 PM
162	existing With much denser population, I would be hesitate to remove a car lane.	2/2/2026 7:52 PM
163	Any option but the current one.	2/2/2026 6:39 PM
164	bike - positive A connected el Camino bike way throughout all communities is a must for it to be effective in any community.	2/2/2026 5:17 PM
165	bus - positive Depends on if bus frequency would increase.	2/2/2026 3:37 PM
166	bike - negative NO BIKE LANES ON EL CAMINO REAL.	2/2/2026 2:33 PM
167	other Unless parking alternatives are provided, this would likely push business parking into adjacent neighborhoods.	2/2/2026 1:24 PM
168	bus - negative Same as previous. Ultimate waste to have separate bus lanes when ridership is so low. Who are the biggest user of ECR? Who will be the biggest users of ECR? Cars of course so it makes sense to accommodate them otherwise they'll be pushed onto neighborhood streets.	2/1/2026 6:12 PM
169	other I prefer any solution to the existing setup, parking being allowed on el camino makes it feel much less safe.	2/1/2026 12:27 PM
170	bus - positive 1) No medians. Research and study after study shows they increase traffic speeds, injuries, deaths. Use the space for BRT in both directions, wider sidewalks; especially BRT. BRT in one direction is just silly. 2) Replace lights and medians with turbo roundabouts. See https://www.youtube.com/watch?v=_F6xKd7AGKs	1/31/2026 9:43 PM
171	other Definitely need 3 lanes each way. Definitely need parking and sidewalks. Don't allow double parking blocking traffic. Need bus stop pull outs. Have bikes, scooters, unicycles, etc. use side streets	1/31/2026 9:27 PM
172	bus - positive There are more parallel streets to bike on in San Mateo so the transit design	1/31/2026 8:36 PM

	seems most beneficial.	
173	bike - positive bus - positive I don't understand why the bicycle option can't have a 3rd travel lane in at least one direction to avoid fully slowing down buses. The median could be 12' just as in the other two options, the sidewalks could be 6' just like in the other options, and the bike lanes could be only 6' wide (the options for other cities showed much narrower protected bike lanes). These changes would open up 11' for a Bus Only or Vehicle & Transit lane in at least one of the directions.	1/31/2026 2:01 PM
174	other The El Camino Road needs repaving NOW. It is filled with bumps and uneven pavement. Very unpleasant to drive on.	1/31/2026 1:15 PM
175	other Trees requiring water and maintenance in most of the options are wasted space in the right of way.	1/31/2026 12:20 PM
176	bike - positive I bike commute frequently on El Camino. The current route is unsafe for cyclists like myself. A dedicated bike lane separation is much needed and safer for the community	1/31/2026 10:25 AM
177	bus - positive Speed bus service with dedicated lane. Also increase distance between stops by 50% to reduce stops and increase bus speed; faster busses are more usable.	1/31/2026 8:55 AM
178	bus - negative I feel like El Camino businesses would see more foot traffic if wider sidewalks were in place, but I hope parking limits/restrictions on adjacent streets make it easier for car users to visit should street parking on El Camino be removed. I don’t think a designated Bus Lane would be the right solution as I foresee delivery drivers/curbside pickups leading to idling in these lanes.	1/31/2026 1:01 AM
179	bus - positive Y'all should add like a tram here	1/30/2026 10:40 PM
180	bike - negative Bike lobby demands bike lanes and never uses them. They are demand everything. Entitled.	1/30/2026 10:29 PM
181	bike - positive It is currently high traffic, high pollution, and noisy. Trees and bike lanes will help with ambience and safety.	1/30/2026 9:55 PM
182	bike - positive please! i live in san mateo and bike as part of my commute. i would love to be able to feel safer when biking on el camino! i also walk on the sidewalk a lot and don't feel safe when cars zoom by mere feet from me, so more separation like trees would be really appreciated.	1/30/2026 8:15 PM
183	bike - positive San Mateo should put protected, continuous bike lanes through downtown so people can safely ride a bike there. If they continue to refuse to put in good bike projects then bike lanes should go on El Camino.	1/30/2026 6:56 PM
184	bike - positive Removal of one lane of vehicle traffic is unfortunate; on the other hand, it might slow people down. I am selecting this option only with the understanding that bus stops will have turnouts so the bus DOES NOT block vehicle traffic when stopping for passengers. I like the idea of having a bike lane separated from traffic AND pedestrians.	1/30/2026 6:35 PM
185	bus - positive Don't need more trees, just better transit lanes	1/30/2026 6:00 PM
186	pedestrian - positive Center island for pedestrians to wait if they can’t make it all the way across	1/30/2026 5:54 PM
187	bus - positive I think the train provide North/South express transit down the center of the county.	1/30/2026 5:31 PM
188	bike - positive I think we should prioritize biking in San Mateo. especially since this won't be all of El Camino. A lot of El Camino is already slowed by the traffic lights.	1/30/2026 5:22 PM
189	pedestrian - positive Pedestrian crossing has got to be safer. Whather it's enforcement or design, cars need to be made to stop and wait for pedestrians. Cars need to be able to see pedestrians, and pedestrians need to have adequate time to cross.	1/30/2026 4:38 PM
190	bike - positive bus - positive Sad that there is no bike lane in the “transit” configuration here.	1/30/2026 4:27 PM
191	bike - negative There are tons of bike lanes on other streets that run parallel to el Camino and adding bike lanes etc will just make traffic in San Mateo even worse.	1/30/2026 1:23 PM

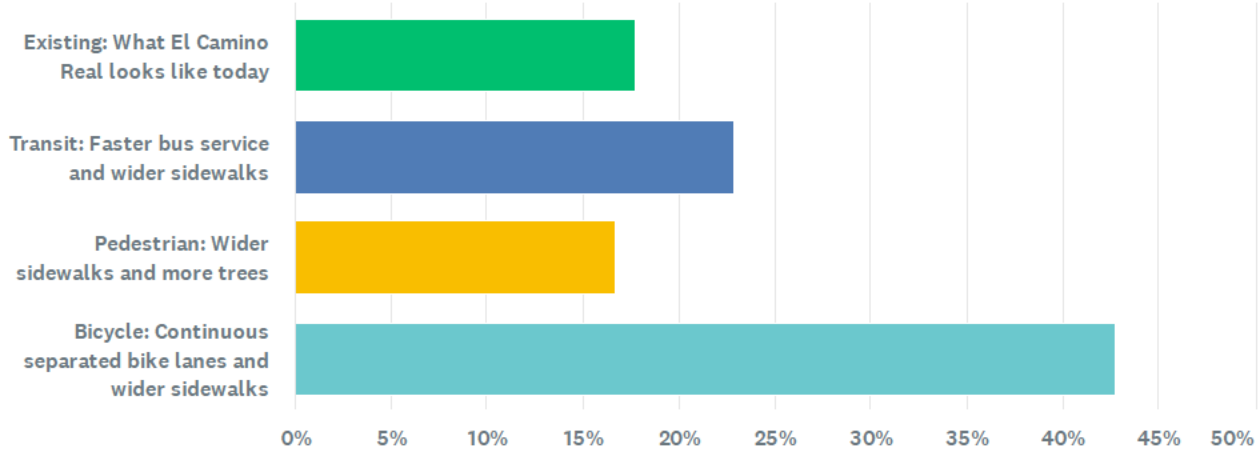
192	other El Camino is not safe for all four - buses, regular vehicles, bicycles, and pedestrians.	1/30/2026 1:06 PM
193	bike - negative I think bikes being on El Camino is a recipe for disaster, but that the alternate routes on side streets should prioritize bike development so that there is an alternate route for bikes. For instance, from San Mateo to Burlingame, San Mateo Dr is a popular bike route but has sections where there is not a well developed bike lane. Lack of continuity in bike routes between Burlingame and Belmont makes biking less efficient and causes cyclist to seek out routes that may put them in higher risk areas.	1/30/2026 12:27 PM
194	bike - positive bus - positive My preference is split between the transit and bicycle options.	1/28/2026 1:07 PM
195	other For such a major road and one with such continuous commercial footprint, I assume that there is no one size fits all solution that works across the entire area being considered. More iterative changes in the areas of greatest concern rather than a blanket change everywhere seems the most sensible.	1/28/2026 12:29 PM
196	pedestrian - positive Wider side walk for sure because the shops are really struggling when the outside is so unpleasant when cars are zooming by. While I'm a daily cyclist myself, I wouldn't support bike lanes on ECR because of the noise, dust and danger. Maybe that's an end goal in the future when there are fewer cars.	1/27/2026 4:47 PM
197	bike - positive Two travel lanes is fine and is consistent with ECR elsewhere.	1/27/2026 10:10 AM
198	other left turn pockets & lanes whenever possible!	1/26/2026 7:42 PM
199	bike - positive The sidewalks are too narrow in some spots. It's pretty much impossible (right now) to ride a bike on ECR and feel safe.	1/26/2026 6:58 PM
200	bike - positive Every mode needs safe accommodations. We need ECR safe for bicyclists from San Jose to San Francisco. For the bus only lane option, where would bicycles ride? On the sidewalk? In the bus lane?	1/25/2026 11:19 PM
201	bike - positive Bike lanes would also be good	1/24/2026 11:32 PM
202	existing Existing setup looks good. lots of lanes no need for trees.	1/24/2026 4:04 PM
203	other My concerns are more around people not yielding to pedestrians when they're crossing in crosswalks. Maybe a no right turn at 9th and el Camino. And in downtown busy intersections could have a solution that prevents people turning left from turning when there are people in the crosswalk. Also on 5th and el Camino the single ramps on the corner force strollers to be closer to fast traffic on el Camino when rolling back up on a curb. I live in Capistrano and not related to this exactly is parents from st Matthew's Catholic Church driving too fast or blocking driveways on Capistrano instead of staying in line on el Camino like the school has asked them. I wish we could close off this tiny street to people who don't live there	1/24/2026 2:59 PM
204	other Enforcement of unsafe drivers will also need to be part of the plan, please budget for this. And integrity of the roads, potholes make surfaces unsafe for bikers—-a huge safety concern currently.	1/24/2026 10:23 AM
205	other eliminate the parking	1/23/2026 12:39 PM
206	bike - positive bus - positive When El Camino Real was designed and built, ped and bike access along and across it was an after-thought. Greater mode shift away from SOV travel will take time, dependent on the implementation of higher density land use. When land use change is sufficient to support/justify bus only lanes, they should be provided and can fit by reducing the width of the 17' median & from shaving width from the bike buffer, protected bike lane & reducing width on what would become the middle vehicular travel lane (w/ bus only lane added) from 11 to 10.5' on both sides of ECR. Prior to removal of on-street parking, coordination w/ local businesses will need to take place and parking utilization and impact studies will be needed. Power lines that run along ECR should be undergrounded as part of street reconstruction. Streetscape elements should have a unifying theme better defining the "Grand Blvd" across local municipalities while allowing for variations consistent with individual community character.	1/23/2026 11:16 AM
207	bike - positive bus - positive I'd prefer bikes and busses and wider sidewalks. Happy to give up car lanes and parking for that.	1/23/2026 10:34 AM
208	bike - positive bus - positive Bicycle and transit priority!	1/22/2026 6:15 PM
209	bus - positive Wider sidewalks and bus priority lanes would be great! Not seeing enough	1/21/2026 11:51 PM

	cyclists using the bike lanes properly due to restricted travel directions.	
210	other Parking is a huge issue, hopefully adding parking near bus stops would help keep streets from being extremely crowded. Additionally, I hope that the trees can be dense, not extremely spaced out like what is currently in some areas of san mateo	1/21/2026 4:59 PM
211	bike - positive bus - positive These are inadequate solutions and a waste of our resources to not commit to at least a combination of two of these at once. Half measures with compromises to car infrastructure like this are shocking to see with where we are at climate and population wise. I grew up and still live on the Peninsula and can't afford a car - I bike or walk everywhere. El Camino is a desert wasteland because of the heavy car use and on street parking. No one likes walking or biking there because the cars make it unsafe, polluted, and noisy. Widening the sidewalks or adding bike lanes won't change that fact, the result will just be a prettier view for the drivers. Either commit to making it entirely car free or you might as well turn it into another freeway. El Camino used to be a street car and it could be publicly useful on a huge scale again if people cared enough to do something like that. At the very least I would have liked to see on-street parking removed for the buffered bike lane in addition to the bus only lane and sidewalk expansion.	1/21/2026 10:09 AM
212	bike - positive bus - positive I think there should be an option of which there is bus lanes and bikes.	1/21/2026 8:42 AM
213	bike - positive See Palo Alto bike lanes. Also more people on bikes could mean unchanged traffic! It’s disingenuous to write that it will slow and make things more unreliable making folks choose against bike lanes	1/21/2026 8:39 AM
214	I just want something that isn't automobile traffic prioritized	1/20/2026 4:41 PM
215	bike - positive bus - positive These “alternatives” are absolutely ridiculous. There is no reason why El Camino Real can’t have BOTH separated bike lanes AND transit only lanes. Your urban planners just lack any sort of vision. Yes, you can and should have both.	1/20/2026 4:04 PM
216	I am heartened to hear that more trees will be added to this section of El Camino Real!!	1/20/2026 3:16 PM
217	bike - positive bus - positive Bicycle, but with Vehicle & Transit replaced with Bus Only Lane	1/20/2026 7:31 AM
218	existing Leave it alone. Not worth the headache of construction.	1/19/2026 10:46 PM
219	existing Stop wasting money. You will destroy business and the same design in San Francisco has not reduced deaths and injuries since people are now in the middle of the street waiting for buses and cross everywhere with more people we need more lanes not less.	1/19/2026 9:47 PM
220	bike - negative NOBODY WANTS TO LOSE TRAFFIC LANES TO BIKES. With the changes in people working from home, eliminating lanes for traffic to dedicate to bikes is outrageously stupid. STOP IT ALREADY. Where are you going to get the money for this?? We already pay enough in taxes, and the administration in Washington isn't going to give you the money to do it. Stop wasting our time and money to conduct studies for projects nobody asked for.	1/19/2026 2:20 PM
221	Traffic traffic traffic traffic traffic	1/19/2026 5:03 AM
222	bike - negative Bicycles are better accommodated in other streets than El Camino	1/17/2026 3:33 PM
223	bike - negative It’s crazy to consider dropping from 4 lanes to 2. Those lanes are currently fully utilized by vehicles, aren’t they? People aren’t going to switch to buses/bikes/walking in significant numbers, especially in inclement weather. The bicycle option is terrible: just 2 lanes and no parking.	1/17/2026 7:14 AM
224	bus - positive Multi use raised paths + bus lanes	1/16/2026 7:57 PM
225	bike - positive This is the only option with dedicated bike lane, which is sorely needed. I think OK to remove parking on El Camino, parking on side streets is fine.	1/16/2026 5:25 PM
226	existing Existing + more trees	1/14/2026 7:54 PM
227	other Streets are made for Transportation. Why is "parking" still made an option here? It's completely unprofessional.	1/14/2026 4:43 PM
228	bike - positive El Camino is flat making it the ideal continuous bike path	1/14/2026 3:42 PM
229	bus - positive We should prioritize fast reliable transit	1/14/2026 10:17 AM

230	bike - positive Pedestrian and bicycle safety is paramount as road speeds increase. Let's make ECR a safe and welcoming space for foot and bike travel that is well connected esp to our mass transit options (i.e., caltrain).	1/13/2026 3:20 PM
231	bike - positive I believe there is ample space to add bicycle facilities as well.	1/12/2026 4:01 PM
232	bike - positive bus - positive Can there also be a bus only lane with a bike lane?	1/12/2026 3:00 PM
233	bike - positive I don't bike currently on El Camino and would if this option was available. Also, I really think we need dedicated bike lanes on Alameda De Las Pulgas with so many schools and parks!	1/12/2026 2:11 PM
234	bus - negative Buses are very hard on the roads. Buses should eventually be replaced with light rail	1/12/2026 1:12 PM
235	bike - positive bus - positive We should consider an option with bus and bike lanes both.	1/12/2026 12:07 PM
236	bike - positive el camino needs a consistent bike lane	1/12/2026 9:15 AM
237	bike - positive I would love to have continuous separated bike lanes -- currently the speed of ECR makes it dangerous without separation.	1/12/2026 8:34 AM
238	bike - positive We have no protected bike lanes in San Mateo. Every other city on the Prninsula does. We are way behind.	1/11/2026 9:38 PM
239	other The center median seems unnecessarily wide in all options here. I would prefer a minimal median for more sidewalk in most cases. Also, consider a median light rail down the whole of El Camino Real	1/11/2026 8:57 PM
240	bike - positive bus - positive Is there a way to have the bikes and buses be able to share a lane? Or could parking be removed and a express bus lane added in addition to a bike lane. I want an option where both of these are available	1/11/2026 6:17 PM
241	bike - positive Bike lanes are needed.	1/11/2026 2:06 PM
242	bike - positive bus - positive Bike infrastructure is more critical than bus infrastructure on major thoroughfares like this, but it looks like in this specific cross-section, removing some of the width from the 17 foot wide median and perhaps not widening the sidewalks as much would allow you to implement both which would be excellent and what our community truly deserves.	1/11/2026 1:55 PM
243	bike - positive I like the bicycle option a *lot* because it narrows the roadway, making it safer to walk across 4 lanes of vehicle traffic instead of 6. This would realistically increase bus ridership	1/11/2026 10:49 AM
244	pedestrian - negative Bus focus would be close second. Don't see the benefit of wider sidewalks	1/11/2026 10:48 AM
245	other Please fix the road! El Camino is a huge mess with so many potholes. Does CalTrans even care to repave??	1/9/2026 10:14 PM

Q3 For the city of Belmont, which alternative do you prefer? (select one)*Note that all images are examples of alternative priorities and may look different throughout the project area depending on existing infrastructure and road widths.

Answered: 648 Skipped: 53



Q4 Please share any comments on your selection below.

Answered: 180 Skipped: 521

#	RESPONSES	DATE
1	Bus - Positive Faster public transportation, and in the mornings, find a solution because it is full of homeless people.	4/1/2026 2:11 PM
2	All of this would be better for the community.	4/1/2026 1:56 PM
3	Bus - Positive They can remove the parking spaces and put in exclusive bus lanes.	4/1/2026 1:43 PM
4	Ditto lanes	4/1/2026 6:01 AM
5	Bike - Positive Bus - Positive And also protected bike lanes. I would like to ride a bike more and use more buses. I want to drive less as I get older. But I am afraid to ride on El Camino.	3/31/2026 1:53 PM
6	Bike - Positive Bus - Positive We need both protected cycle lanes, and dedicated bus lanes, on both sides of ECR, throughout the county: from north border to south border. It is the natural bus and cycling arterial Why have you baked in the requirement that cars MUST have 2 lanes in both directions? 101 is only a half mile away for much of the project. Less than a mile for almost all of the rest. And never further than a mile and three quarters. 101 is the natural car arterial, not ECR!	3/31/2026 1:42 PM
7	Bike - Positive Bus - Positive It's essential to have protected bike lanes, and dedicated bus lanes, everywhere. Why not a single car lane of traffic in either direction though? Principal car traffic should be pushed to 101 / 280. Not ECR.	3/31/2026 10:08 AM
8	We need both protected cycle lanes, and dedicated bus lanes, on both sides of ECR, throughout the county: from north border to south border. It is the natural bus and cycling arterial Why have you baked in the requirement that cars MUST have 2 lanes in both directions? 101 is only a half mile away for much of the project. Less than a mile for almost all of the rest. And never further than a mile and three quarters. 101 is the natural car arterial, not ECR!	3/31/2026 9:54 AM
9	See previous comments.	3/30/2026 1:37 PM
10	Bike - Positive I chose this because bicycles are already on El Camino and they’re not going away so we need to accommodate them.	3/30/2026 11:55 AM
11	Bike - Positive Biking should be priority off El Camino. Perhaps make use of part of Caltrain right of way and Old County.	3/27/2026 10:43 AM
12	Same reason as San Mateo	3/26/2026 11:54 PM
13	Bike - Positive Bus - Positive Would prefer to see both bike lanes and rapid bus lanes and maybe less parking.	3/26/2026 3:20 PM
14	Bike - Positive Bike lanes on el camino in belmont would be extra important since most side roads are up big hills. Why does each plan preserve parking? That should be removed	3/20/2026 1:09 PM
15	Pedestrian - Positive Pedestrians are currently an after thought on this road!!!!!!!	3/20/2026 11:06 AM
16	Bike - Positive Wide sidewalks and protected bike lanes bring at worst neutral, at best positive economic benefits to local businesses: https://ideas.repec.org/a/taf/transr/v41y2021i4p401-431.html	3/17/2026 9:31 PM
17	Bike - Positive Give back the street to the pedestrians and people on bikes.	3/17/2026 1:12 PM
18	Bike - Positive Having a bike path for anyone who uses it for transportation keeps it safer on such a busy street. Also with gas prices going up and up, people may be willing to walk, ride bikes and take public transportation more	3/13/2026 9:07 AM
19	Bus - Positive Transit best, but why parking over bike lanes.	3/12/2026 9:46 PM

20	Other street parking is unnecessary, give this space back to the people	3/11/2026 5:53 AM
21	Existing Traffic is already congested and you don't want to remove any car lanes. I'd choose car park over trees	3/10/2026 7:07 PM
22	Bike - Positive Bus - Positive However, as I noted in the previous section, the most space efficient solution would include both bike and bus lanes. This would encourage more people to use public transit and make people feel safer overall. Additionally, by adding more greenery to the space, the area will be more pleasant to inhabit, improving mood and benefiting the environment.	3/9/2026 12:37 PM
23	Bike - Positive Again, better bike lanes will make transportation safer and more environmentally friendly for bikers.	3/9/2026 12:31 PM
24	Other I see no need for wider sidewalks, as they are already big enough. There also needs to be parking on both sides of El Camino for businesses.	3/9/2026 12:18 PM
25	Other More garages and fix Ralston light timing	3/7/2026 11:54 AM
26	Bike - Positive Make bicycling safer	3/6/2026 4:48 AM
27	Other There is a better answer: Two-way bike path on one side of the road. It offers the road designer better alternatives.	3/5/2026 9:08 PM
28	Bike - Positive I like barrier between cars and the bicycle lane to protect bike riders	3/5/2026 6:39 PM
29	Other You don't need parking on El Camino	3/5/2026 5:12 PM
30	Bus - Positive It's hard to choose between dedicated space for buses and bikes here but I typically take the bus through this section rather than ride.	3/5/2026 4:26 PM
31	Same as my comments for San Mateo.	3/5/2026 2:20 PM
32	Existing I'd probably just leave it alone to save money and avoid possible impacts on car traffic.	3/5/2026 1:30 PM
33	Other It is extremely dangerous when driving lanes are narrowed. The fact is that wider vehicles will drive in the narrow lane if they want to. The width of all lanes should meet the legal maximum,	3/5/2026 6:36 AM
34	Bike - Positive Bus - Positive Working to prioritizing bus travel on thst corridor is as important as improving bike travel. Consider both.	3/4/2026 8:17 PM
35	Bus - Positive can the vehicle & transit lanes be bus only?	3/4/2026 4:05 PM
36	Other Similar comment that one could further improve the street by removing street parking.	3/4/2026 3:07 PM
37	Bike - Positive Top priority is separated bike lanes.	3/4/2026 12:02 PM
38	Bike - Positive Having a safe bike lane like this would have allowed me to much more easily bike to my last job. However, I'd rather invest in making the parallel path bike lanes safer (old county road).	3/3/2026 8:15 AM
39	Bike - Negative Have bicycles and other motorized 1 and 2 wheeled modes of transport share a lane with public transit.	3/2/2026 11:36 AM
40	Existing I am on El Camino everyday and it is clear that the last thing you need to do is any of the proposed alterations. The sidewalks are not so busy that you need to widen them. There are few cyclists and those that are there are almost all recreational so making designated lanes is a waste of money & space. The traffic impact of buses is minimal given you have cut the whole system down drastically over the last 20 years that its not actually funtional for most people to use it as alternative transportation so there is no reason to add a designated lane when everyone has to take their cars. Additionally shrinking down all the lanes to accommodate bus lanes and bicycles which is a small fraction of all the traffic is unreasonable and makes driving more dangerous by lowering visibility and maneuverability. And removing parking spaces is absolutely insane given developers build as much building square footage they can over existing parking lots pushing everything to the street that you now propose to get rid of in lieu of trees and bikes. Your proposal once again does not benefit our community at large, only a few, and mostly those who benefit from the buisness contracts for construction.	3/1/2026 8:26 PM

41	Bus - Positive Add bus only lane to encourage commuters to use public transportation. If it is efficient, they will come.	3/1/2026 11:20 AM
42	Other We need more car lanes!	2/28/2026 10:31 AM
43	Bike - Positive Same as previous answer I don't feel safe on ebike on EC	2/28/2026 9:54 AM
44	Bike - Positive Would it be possible to to remove the parking to fit bike lanes?	2/28/2026 1:25 AM
45	Other Keep the parking.	2/27/2026 9:28 PM
46	Other Electric tram again.	2/26/2026 7:00 PM
47	Bike - Positive 5 foot bike lanes and 7.5 foot sidewalks needed for safety and comfort. While El Camino will not be a pleasant walk or bike ride with 4 traffic lanes, it will allow people to get to key destinations without using a car. The bike lane at only 5 feet will feel narrow especially if the buffer zone has a concrete barrier on both sides which means less than the full 5 feet is usable. The tree will add shade and improve overall feel of the streets	2/26/2026 5:02 PM
48	Other less trees and more bike and car lanes	2/26/2026 10:52 AM
49	Existing do not remove parking	2/25/2026 1:12 PM
50	As a secondary preference: The Pedestrian option.	2/25/2026 11:32 AM
51	Bike - Negative As a cyclist, there should be no bike lanes on ECR. We have an wxisting bike route on Old County Road/Pacific.	2/25/2026 10:32 AM
52	Bike - Positive Old County Road should also be considered as a bicycle boulevard.	2/25/2026 9:53 AM
53	Bus - Positive I wanted to have both bus and bike lanes, but that seems like not an option here? Consider removing parking on El Camino and replacing with bus lanes. It's essentially a highway. Why would someone park on a highway?	2/25/2026 9:09 AM
54	Other Slow cars down first	2/25/2026 7:53 AM
55	Other This doesn't look like most of Belmont to me. Not sure if ECR is 90ft all the way through and where wider sidewalks would be useful. If a separate bicycle lane is put in place going south, there needs to be another lane for going north. With only north-south traffic represented, it isn't clear how, if at all, crossing El Camino to reach one's bus will be supported.	2/24/2026 10:52 PM
56	Bus - Positive Having consistent rapid bus movement benefits the entire county	2/24/2026 5:05 PM
57	Bus - Positive Open to a bus only lane as long as it doesn't remove any current lanes for car traffic.	2/24/2026 2:10 PM
58	Existing See previous comments. Removing parking harms businesses; removing traffic lanes will make the road unusable to local traffic; there are better places for bike lanes.	2/24/2026 1:29 PM
59	Bike - Positive Separation between bike lane and sidewalk needs to be obvious so pedestrians don't enter the lane. Do not put bikes behind parked cars-- dangerous lack of visibility and can have doors open into bike lane from passenger side.	2/24/2026 11:28 AM
60	Existing I don't want a bus to block the whole right lane, so for that reason, only current version works. Bus can pull over and cars behind it can still pass by in the right lane.	2/24/2026 10:07 AM
61	Bus - Negative Strongly oppose any Bus Only Lane. Strongly support keeping vehicle parking in both directions.	2/23/2026 9:49 PM
62	Existing what is the problem with the existing traffic lanes, parking, and sidewalks?	2/23/2026 4:27 PM
63	Existing why not remove the Median to create the extra space? Reducing or eliminating parking and/or traffic lanes will not create a safer of more efficient roadway.	2/23/2026 3:57 PM
64	Existing Removing parking is disruptive and makes life much much harder for those with mobility issues. Our population is aging and mobility must be taken into account!	2/23/2026 3:28 PM
65	Bike - Positive I believe there should be a way to have at least some greenery in between the bike lane and the road. I understand that trees would be too big and that shrubbery would probably be a safer and smaller option,	2/23/2026 3:18 PM

66	Other Motorists should not be allowed left turns at intersections without a designated left turn lane on El Camino	2/23/2026 9:51 AM
67	Other With all of the housing expansion, we need to make El camino a safer throughfare for car traffic. Remove street parking and minimize direct driveways.	2/22/2026 9:44 AM
68	Bike - Positive Our buses do not run frequently enough to justify "Bus Only" lanes. We don't have the number of pedestrians to justify 9' sidewalks. Separate Bike lanes will be safer than the shared lanes we have now.	2/21/2026 7:09 PM
69	Bike - Positive No one bikes on el Camino now because it’s so dangerous	2/21/2026 4:30 PM
70	Bike - Positive Definitely priority for bikes	2/21/2026 9:17 AM
71	Bike - Positive Let's connect Belmont and San Carlos with a continuous safe bike path.	2/21/2026 8:29 AM
72	Other Same comments as a uniform policy.	2/21/2026 5:21 AM
73	Other Why do all of the Belmont options include on-street parking? Even with daylighting, on-street parking represents a hazard to road users, restricting the vision of pedestrians and drivers and effectively creating an additional lane of traffic to cross at intersections.	2/20/2026 9:48 PM
74	Known for poor health some like fixing everything we own away some like usernames some like commuting most need mass transit work g together being successful keeping all Then franchises open and doing well no staging please	2/20/2026 6:25 PM
75	Other There is less of an issue with narrowing the sidewalk. However, narrowing vehicle paths is a concern due to the large number of large SUVs and trucks on the road.	2/20/2026 6:01 PM
76	Other This option permits more lanes for vehicles...bicycle traffic is not safe or appropriate on El Camino Real. I would prefer to eliminate all parking on el camino and add an additional Vehicle lane.	2/20/2026 1:26 PM
77	Bike - Positive We need more dedicated bike lanes throughout Belmont to improve safety. This is a great start	2/20/2026 8:55 AM
78	Other Curbside parking along ECR should be removed if doing so measurably improves traffic flow and safety. ECR is not well suited as a long-distance bicycle corridor. Parallel streets are better candidates for primary bike routes (as Bryant Street functions in Palo Alto). On ECR, the focus should be safe, convenient first- and last-block access for cyclists traveling to corridor destinations, with clear connections to nearby bike routes. Enforcement is also important. High-speed e-bikes and e-scooters in pedestrian or low-speed bike areas create conflicts. Existing rules should be consistently enforced to protect pedestrians and traditional cyclists. Dedicated bus lanes should be supported by demonstrated demand. Given current ridership levels and the proximity of Caltrain, exclusive lanes may not represent the best use of limited roadway space. As a major arterial, ECR must maintain reliable vehicle throughput. Reducing or narrowing general lanes, or removing turn lanes, risks congestion, neighborhood spillover, and bottleneck-related collisions. Safety improvements should not come at the expense of basic corridor function. Of the options presented, none fully addresses these concerns. The existing design comes closest. I would favor removing street parking, particularly by removing street parking and using the space for adding sidewalk trees.	2/19/2026 9:04 AM
79	Bike - Positive Cyclists need separated protected lanes to be safe.	2/18/2026 2:02 PM
80	Bus - Negative Don't need dedicated bus lanes -- why doesn't the Bicycle Option for Belmont have additional lanes of trees like Bicycle Option for other cities in this same survey?	2/18/2026 8:13 AM
81	Bike - Positive Biking on or parallel to El Camino Real in Belmont is a near impossibility unless you happen to start by Hillsdale Mall or on the south side of Belmont and can cross over to Old County Road. Otherwise, you're stuck. Bike lanes on El Camino Real would be a big help here.	2/17/2026 11:05 PM
82	Bike - Positive On a recent trip to Bogotá (Colombia), the bike lane was designated in the middle — where the proposed median is located — and allowed left- and right-hand turns at stoplights and crosswalks, while removing the trees in the middle of the street.	2/17/2026 11:00 PM
83	Bike - Positive Bus - Positive I don’t understand why there are no bike lanes under Transit.	2/17/2026 8:17 PM
84	Bike - Positive Bus - Positive ideally id like a mix of faster buses and protected bike lanes, but i care about buses more	2/17/2026 6:11 PM

85	Bike - Positive Bus - Positive By narrowing the median to 7.5 feet and removing the parking lane in the southbound direction, it appears possible to accommodate both separated bike lanes and a transit only lane in the southbound direction (consistent with an alternative that's reflected for the San Carlos segment). I'd encourage consideration of that option for Belmont. In general, if there's enough space to accommodate two general travel lanes in each direction, one bus lane in the southbound direction, and separated bike lanes in both directions, I would be supportive of that option.	2/17/2026 7:10 AM
86	Bike - Positive All options are sub-optimal. Bicycle is the only one that includes bike lanes, and it seems to me that having bike lanes uninterrupted from San Mateo to Redwood City should be a prime factor. I'd prefer if the parking was eliminated as well.	2/15/2026 8:27 PM
87	Bike - Positive What is the point of not having a continuous bike lanes. It should be continuous as all Caltrain stations are. Predictability is safety.	2/15/2026 1:16 PM
88	Other We need to get rid of at least 50% of privately owned cars and have people use public transportation (as in Europe). Bike lanes should have safety barriers to protect bikers & pedestrians. Push car manufacturers to make small vehicles. Possibly MICRO EVs. Use minibuses to transport passengers to side streets that SamTrans cannot reach. Encourage the school to use school buses to reduce unnecessary traffic from parents picking up their kids. Build more mixed-use communities to reduce carbon footprint everywhere. Educate rather than fix.	2/15/2026 12:38 PM
89	Bike - Positive Today's El Camino does not support bikes as its too dangerous. Given it connects so many cities, it'll be great to have bikes, busses and cars safely together. The separated lane will make it safer for kids to ride their bikes.	2/14/2026 1:36 PM
90	Existing Traffic is at capacity, especially with commuters from out of the area using it as an alternative to 101, no one rides the bus and bicycles can use Old County Rd. There are no pedestrians walking on El Camino, especially the east side	2/14/2026 3:23 AM
91	Bike - Positive Bus - Positive Safe bike lanes will reduce the number of cars, thus reducing traffic. There should probably be 0 parking on ECR, so I would prefer to have bike lanes AND dedicated bus lanes.	2/13/2026 1:31 PM
92	Bike - Positive I appreciate the increase and trees, but having dedicated bike lines is most important. I preferred the San Mateo approach by removing the parking lane.	2/13/2026 12:52 PM
93	Bus - Negative There aren't that many buses to justify a lane. Businsess will suffer if there isn't any parking.	2/13/2026 12:49 PM
94	Bike - Positive It is important to keep bike lanes on ECR so that there is a *regional* route for bicyclists! Also, why not remove the parking in the "Bicycle" option (and reduce sidewalk to 6' and bike buffer to 2') to to allow for a dedicated transit lane?	2/13/2026 12:40 PM
95	Existing None of the alternates are worth the cost and disruption.	2/13/2026 12:23 PM
96	Bus - Positive Allow bicycles to use the bus only lane. Win for both. Bicycles are not that common and do not cause congestion. Buses can pass the few bicycles it encounters when safe to do so.	2/13/2026 11:48 AM
97	Bike - Positive Bus - Positive Prefer better transit too! Bikes/bus combo are perfect. Safer routes encourage more riders. Results in less congestion.	2/13/2026 11:22 AM
98	Bike - Positive Biking on El Camino is too dangerous currently; this makes biking safer while not allocation too much width to pedestrian usage (which other proposals do)	2/13/2026 9:33 AM
99	Existing Keep the existing. Traffic is already bad and changes will make it worst. Anyway the busses are always empty. Why make changes???	2/13/2026 9:31 AM
100	Bike - Positive I prefer the bicycle design. The protective strips between the bike lane and the vehicle lane should have some taller visible barrier. Especially where the minimal 2 foot separation would be you need to have something that's taller, visible to drivers, especially those ones who don't sit very tall in their seat and can barely see over the steering wheel.	2/13/2026 8:05 AM
101	Existing The Grand Boulevard plan is nuts. Leave ECR alone.	2/13/2026 7:56 AM
102	this is a test	2/12/2026 12:07 PM
103	Pedestrian - Positive I'm a fan of removing all parking along El camino, it is not a street	2/12/2026 9:05 AM

	where cars should park. The wider sidewalks encourage people to walk and ride bicycles making it safer. Dedicated Bike Lanes don't seem like a good use of space, we don't have a biking culture on peninsula.	
104	Bike - Positive I have been generally picking the transit option since it includes bike lanes, but here I am forced to pick the bicycle option. The bicycle lanes need to be continuous for them to reach their full potential regionally. A gap in the network will reduce the value and utilization of the pieces that do get built. Keeping continuous bicycle lanes is a higher priority than continuous transit lanes for local busses since the local bus has the option to share lanes for segments as needed. Ideally there would be bike lanes and transit lanes, removing the parking lane.	2/11/2026 11:08 PM
105	Bus - Positive Alternative one is the only realistic choice. Any other alternative is going to cause the traffic to increase exponentially!	2/11/2026 10:14 PM
106	Bike - Positive I selected bicycle while my 2nd choice is transit. All choices have been to ensure there is a continuous SAFE route for bikes. Any choice made for all cities needs to ensure continuous safety for bikes and buses. If just one city doesn’t support the separated bike path that will kill the entire region’s ability to make biking safe. It would be like making a safe bike path and then throwing a freeway in the middle of it and shrugging your shoulders. I hope you’re looking at the forest and not just the trees. The same can be said about the transit only options.	2/11/2026 9:34 PM
107	I'd also like this in San Carlos	2/11/2026 8:46 PM
108	Other You can't remove parking from one side of El Camino. That will lead to people crossing wherever they want and make it more dangerous than it is.	2/11/2026 2:09 PM
109	Pedestrian - Positive Smaller city, pedestrian walkways will keep the vibe of its downtown	2/11/2026 2:07 PM
110	Other might as well have all cities match	2/11/2026 1:30 PM
111	why is Belmont missing the option from San Carlos: Transit: Faster bus service and separated bike lanes	2/10/2026 12:12 PM
112	Bike - Positive The bike lane in Belmont makes sense because the alternative is Old County Road which is terrible for bike riding.	2/10/2026 10:05 AM
113	Bike - Positive Mountain View has the "Bicycle: Continuous separated bike lanes, wider sidewalks, and more trees." It is getting use to. This way, the bikers can have their own lane. Vechicles and bikers can be aggressive and it is dangerous. This way, each has its own lane. And the pedestrians are protected too. Does there need to be a 5' separator of bike and vehicle/transit lane? From street parking lot getting onto El Camino, the driver's view can be obstructed when entering El Camino. Would bike lane include scooters and e-bikes? It would be safe if the lanes are consistent for all cities. It may be distracting if you enter each city on El Camino having different types of lanes. This can make drivers more aggressive in certain cities and it can rattle inexperience drivers because of the changes.	2/10/2026 9:25 AM
114	Bike - Positive Bus - Positive I want faster buses and protected bike lanes	2/9/2026 7:44 PM
115	Other Please keep parking on both sides of El Camino in all of your plans.	2/8/2026 9:31 AM
116	Bike - Positive Bus - Positive One modification I would make to my selection would be to provide a dedicated bus lane that would have specific hours for usage depending on the throughput needs of this area. I would use bikes lanes in Belmont to get to a number of places that sit between the Caltrain Stations that aren't super well served by a slow bus. Alternatively, get rid of the parking.	2/7/2026 6:40 PM
117	See previous comment	2/7/2026 5:00 PM
118	Bike - Positive Bus - Positive Should have an option for separated bike lane *and* dedicated transit lanes, like is available in the San Carlos options.	2/7/2026 2:58 PM
119	Existing Existing balances needs of the public while not focusing too heavily on one area or the other - provides parking, transit lanes, etc. Do not believe there is enough bike traffic to prioritize over vehicles. If a bike line is required I recommend having one 2-way line on one side of the street instead of taking away so many other functions. While public transit and bike lanes are understandably a focus - realistically cars are not going away especially with the high density development and number of people in the bay area. Keeping traffic moving safely and	2/7/2026 2:16 PM

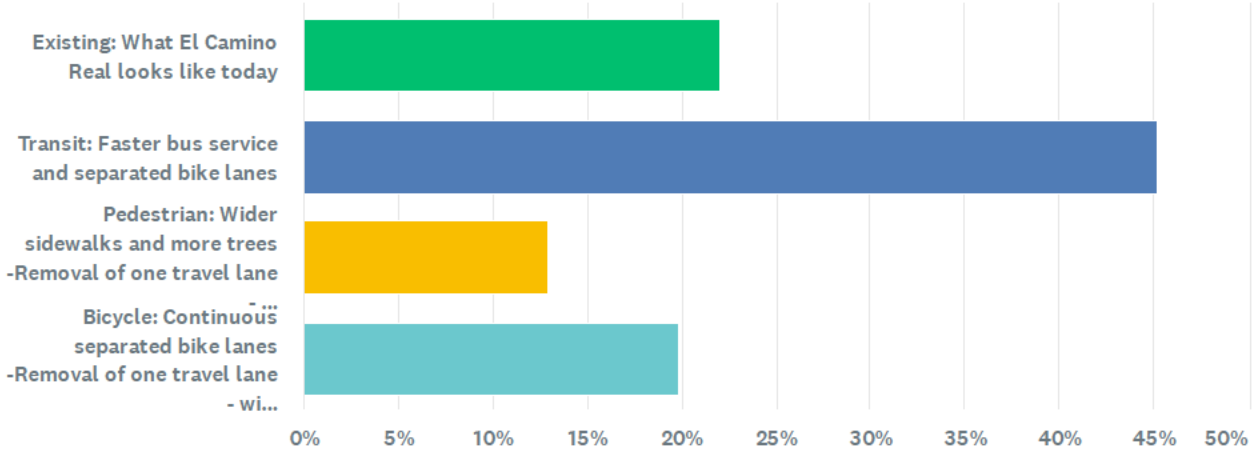
	expeditiously is helpful for businesses, safety and there are more minor adjustments that can help everyone (like reducing the median without increasing sidewalks or creating too many bike lanes (taking away parking from retailers).	
120	Existing More accommodation for Vehicles, deliveries, pickups, parking is needed. Vehicles Are the biggest user of Our roads	2/6/2026 9:43 PM
121	Other None of the options ask about better conditions for vehicles—which use the road the most—. Better turn lanes, more lanes=less congestion, better parking, better off road places for delivery and pickup	2/6/2026 8:59 PM
122	This seems to be the safest alternative for all modes of travel.	2/6/2026 8:14 PM
123	Bus - Negative There is a train right there you don't need dedicated bus lane	2/6/2026 5:58 AM
124	Existing Please don't replace parking there already isn't enough for businesses	2/6/2026 12:09 AM
125	Bike - Positive Bus - Positive Pedestrian - Positive Where is the sidewalk + separated bike lane + transit only lane option?	2/5/2026 6:08 AM
126	Bus - Positive Preferably with a bus only lane as well	2/4/2026 3:38 PM
127	Bus - Positive Bus needs to be faster. Also, I have never once needed to park on el Camino. It'd be actually stupid to keep parking instead of widening the sidewalk	2/3/2026 4:11 PM
128	Existing We can not afford to loose a lane in one direction.	2/3/2026 10:05 AM
129	Bus - Positive I just want to suggest the notion of implementing center-median bus lanes rather than putting the bus lanes on the outmost regions of the road. Although this idea may seem far-fetched at first, putting transit lanes in the middle of the road is a great way to maximize the efficiency of a heavily used route. For example, SamTrans could implement high-capacity single direction island platforms in both directions. In addition, conflict with right-turning cars and various curbside conflicts will be out of the equation, allowing higher speeds for buses. Not to mention that center median bus lanes can also open the opportunity for improved street design at crosswalks and intersections as passengers will now have to access the middle of the road to get on the bus. Barriers like slender medians between segregated transit lanes and conventional vehicle lanes would also be much more practical to implement.	2/2/2026 9:00 PM
130	Bike - Negative riding a bike on ElCamino is not save. Bike lanes should be on parallel roads as Old County rd or Sixth Av.	2/2/2026 7:34 PM
131	Any option but the current one	2/2/2026 6:39 PM
132	Bike - Positive A connected el Camino bike way throughout all communities is a must for it to be effective in any community.	2/2/2026 5:17 PM
133	Bus - Positive It really depends on if bus services would increase in frequency with the new changes. They're not that useful right now.	2/2/2026 3:36 PM
134	Existing DO NOT TAKE VEHICLE LANES AWAY.. A NIGHTMARE	2/2/2026 2:34 PM
135	Existing Don't kill the small businesses who need the street parking and with all the new development ECR will be a parking lot.	2/1/2026 6:06 PM
136	Bus - Positive 1) No medians. Research and study after study shows they increase traffic speeds, injuries, deaths. Use the space for BRT in both directions, wider sidewalks; especially BRT. BRT in one direction is just silly. Belmont has some of the widest curb to curb distances and can easily have bi directional BRT. 2) Replace lights and medians with turbo roundabouts. See https://www.youtube.com/watch?v=_F6xKd7AGKs	1/31/2026 9:43 PM
137	Existing Three lanes each way, need parking and sidewalks. Have bus stop pull outs. Don't allow double parking. Bikes, scooters, unicycles, etc. use side streets	1/31/2026 9:29 PM
138	Bike - Positive Love the idea of protected bike lanes all the way down ECR. Is taking away parking on both sides of ECR and gaining those extra 8 feet for something more useful, like wider sidewalks, an option?	1/31/2026 1:52 PM
139	Bike - Positive I bike commute frequently through Belmont. The current route is unsafe for cyclists like myself. A dedicated bike lane separation is much needed and safer for the community	1/31/2026 10:24 AM

140	Bike - Negative This is a state highway and it’s insane to think bike lanes are appropriate for a busy highway.	1/30/2026 10:27 PM
141	Other Caltrain has lots of empty parking next to El Camino in Belmont. Please remove the on street parking! Old County Road is not a good bike route but could be if parking on one side of the street was removed. Then you could have a good bike route on Old County and bus improvements on El Camino.	1/30/2026 6:53 PM
142	Bus - Positive This option assuming there will be turnouts at bus stops for transit buses so that they do NOT block vehicle traffic when stopping.	1/30/2026 6:37 PM
143	Other keep the car traffic low is good for everyone	1/27/2026 3:17 PM
144	Other left turn pockets & lanes whenever possible!	1/26/2026 7:43 PM
145	Bike - Positive Bus - Positive Why not put in bike lanes and a transit lane?	1/25/2026 11:16 PM
146	Bike - Positive Bike lanes would also be good	1/24/2026 11:32 PM
147	Existing I like existing. Parking on both sides of the road. Median maybe waste of space but better than proposed alternatives.	1/24/2026 4:06 PM
148	Other Enforcement of unsafe drivers will also need to be part of the plan, please budget for this. And integrity of the roads, potholes make surfaces unsafe for bikers—-a huge safety concern currently.	1/24/2026 10:23 AM
149	Bus - Positive Eliminate the parking and give a bus-only lane. Parking is the lowest value use by far	1/23/2026 7:26 PM
150	Other When El Camino Real was designed and built, ped and bike access along and across it was an after-thought. Greater mode shift away from SOV travel will take time, dependent on the implementation of higher density land use. Prior to removal of on-street parking, coordination w/ local businesses will need to take place and parking utilization and impact studies will be needed. The alternative selected above should include street trees continuously on both sides of the street. The section is not clear on this. If more space is needed to accommodate the street trees, it could be taken from the median to add more space to the protected bike lane buffer. Power lines that run along ECR should be undergrounded as part of street reconstruction. Streetscape elements should have a unifying theme better defining the "Grand Blvd" across local municipalities while allowing for variations consistent with individual community character.	1/23/2026 10:58 AM
151	Bike - Positive Bus - Positive I’d prefer bikes and busses and wider sidewalks. Happy to give up car lanes and parking for that.	1/23/2026 10:34 AM
152	Bike - Negative Same logic as Redwood City. Cyclists using sidewalks more than bike lanes due to freedom of travel direction.	1/21/2026 11:48 PM
153	Bike - Negative Bus - Negative As a lot of people in Belmont live on the hills, buses and bikes would be impractical on such narrow roads, however I believe that more trees are needed, el camino is looking very bare and boring. Like my previous comments, the trees should be dense, not one tree per sometimes.	1/21/2026 5:31 PM
154	Bus - Positive No parking add bus rapid transit in its place	1/21/2026 2:43 PM
155	Bike - Positive Bus - Positive These are inadequate solutions and a waste of our resources to not commit to at least a combination of two of these at once. Half measures with compromises to car infrastructure like this are shocking to see with where we are at climate and population wise. I grew up and still live on the Peninsula and can't afford a car - I bike or walk everywhere. El Camino is a desert wasteland because of the heavy car use and on street parking. No one likes walking or biking there because the cars make it unsafe, polluted, and noisy. Widening the sidewalks or adding bike lanes won't change that fact, the result will just be a prettier view for the drivers. Either commit to making it entirely car free or you might as well turn it into another freeway. El Camino used to be a street car and it could be publicly useful on a huge scale again if people cared enough to do something like that. At the very least I would have liked to see on-street parking removed for the buffered bike lane in addition to the bus only lane and sidewalk expansion.	1/21/2026 10:07 AM
156	Other Time the lights on ECR and the major cross streets like Ralston and use radar to better time light changes based on. Traffic.	1/21/2026 9:04 AM

157	Bike - Positive Bus - Positive There should be an option where there is bus lanes and bike lanes, even if the bike lane is not fully separated.	1/21/2026 8:42 AM
158	Bike - Positive See Palo Alto separated bike lanes	1/21/2026 8:38 AM
159	Bike - Positive Bus - Positive Sigh. Yes, you can accommodate BOTH separated bike lanes AND transit only lanes	1/20/2026 4:05 PM
160	Bike - Positive Bus - Positive Pedestrian - Positive I wish we could choose more than one! Bicycles+Pedestrian+Bus ideally! Although I chose Bus, adding trees and more greenery would benefit everyone.	1/20/2026 3:15 PM
161	Pedestrian - Positive There should be a way to combine the sidewalks with bike travel. Davis does this.	1/20/2026 9:10 AM
162	Bike - Positive Bus - Positive Bicicle, but with Vehicle & Transit replaced with Bus Only Lane	1/20/2026 7:31 AM
163	Existing Traffic is TERRIBLE in Belmont on El Camino Real, often making it take 30-40 minutes to get to San Mateo from Redwood City. Subtracting lanes is incredibly mean and short sighted, especially considering how few bicycles and pedestrians actually use what is built by spending millions	1/19/2026 4:55 AM
164	Existing There isn't enough off-El Camino parking to eliminate parking lane.	1/17/2026 7:08 AM
165	Existing Stop taking lanes and parking away, this hurts business, an bus riders that work there	1/16/2026 7:59 PM
166	Bus - Positive Multi use raised paths + bus lanes	1/16/2026 7:57 PM
167	Existing Existing + more trees	1/14/2026 7:52 PM
168	Other Why keep any on street parking at all? Huge waste of space	1/14/2026 6:33 PM
169	Other Why is there still parking on every single option here? California's Complete Streets rules requires bike and bus lanes here.	1/14/2026 4:44 PM
170	Bike - Positive El Camino is really dangerous for bikers. Separated bike lanes are a must have	1/14/2026 3:38 PM
171	Bike - Positive Pedestrian and bicycle safety is paramount as road speeds increase. Let's make ECR a safe and welcoming space for foot and bike travel that is well connected esp to our mass transit options (i.e., caltrain).	1/13/2026 3:19 PM
172	Bus - Positive Is there a reason there is not a bus only lane in the pedestrian- and bicycle-emphasis plans?	1/12/2026 2:59 PM
173	Bike - Positive Bus - Positive Consider making the bus lanes, bus and bike lanes. Consider removing parking.	1/12/2026 12:08 PM
174	Bike - Positive el camino needs a consistent bike lane.	1/12/2026 9:15 AM
175	Other Remove all on-street parking on El Camino everywhere. Replace the median and parking with a median light rail to replace the ECR bus.	1/11/2026 8:54 PM
176	Bike - Positive Why is there no bike lane option on both sides?	1/11/2026 7:23 PM
177	Bike - Positive Bus - Positive I want faster transit in addition to the bike lane at the expense of parking if needed.	1/11/2026 6:18 PM
178	Bike - Positive Bus - Positive As much as bus lanes would be an absolute game changer for reliability on bus route ECR (and I think that one general travel lane in each direction would be fine due to reduced demand, see International Boulevard in Oakland where the two travel lanes in each direction were reduced to one + a bus lane and traffic has not increased), bicyclists deserve to be able to utilize such a major north-south corridor.	1/11/2026 1:55 PM
179	Bus - Positive Bus rapid transit would be close second	1/11/2026 10:47 AM
180	Bike - Positive Bike lanes stretching north of Belmont Caltrain are low value if they do not continue all the way north to Hillsdale Boulevard.	1/11/2026 10:46 AM

Q5 For the city of San Carlos, which alternative do you prefer? (select one) *Note that all images are examples of alternative priorities and may look different throughout the project area depending on existing infrastructure and road widths.

Answered: 644 Skipped: 57



Q6 Please share any comments on your selection below.

Answered: 172 Skipped: 529

#	RESPONSES	DATE
1	Existing Don't make el Camino have a heavier traffic jam, theres not many people walks or biking along the el Camino, that's waste of money for very few people and costly more traffic jam for the majority	4/1/2026 2:19 PM
2	Bus - Positive Faster public transportation	4/1/2026 2:12 PM
3	Other Also, I would like to see more safety in this area to protect people.	4/1/2026 1:58 PM
4	Bus - Positive The non-negotiable 2 car lanes, if it could be 1 lane, would make the bus the preferred option and ease congestion.	4/1/2026 5:21 AM
5	Bike - Positive Bus - Positive Bikes and buses both - all up and down the peninsula world be great. Combined with Caltrain you can get most anywhere.	3/31/2026 1:55 PM
6	Bike - Positive Bus - Positive We need both protected cycle lanes, and dedicated bus lanes, on both sides of ECR, throughout the county: from north border to south border. It is the natural bus and cycling arterial Why have you baked in the requirement that cars MUST have 2 lanes in both directions? 101 is only a half mile away for much of the project. Less than a mile for almost all of the rest. And never further than a mile and three quarters. 101 is the natural car arterial, not ECR!	3/31/2026 1:41 PM
7	Bike - Positive Bus - Positive It's essential to have protected bike lanes, and dedicated bus lanes, everywhere. Why not a single car lane of traffic in either direction though? Principal car traffic should be pushed to 101 / 280. Not ECR.	3/31/2026 10:07 AM
8	We need both protected cycle lanes, and dedicated bus lanes, on both sides of ECR, throughout the county: from north border to south border. It is the natural bus and cycling arterial Why have you baked in the requirement that cars MUST have 2 lanes in both directions? 101 is only a half mile away for much of the project. Less than a mile for almost all of the rest. And never further than a mile and three quarters. 101 is the natural car arterial, not ECR!	3/31/2026 9:56 AM
9	Other Removing a travel lane will reduce vehicle speed and therefore reduce the degree of pedestrian and vehicle fatalities and injuries while also making the area more pleasant and human centric	3/30/2026 1:40 PM
10	See previous comments.	3/30/2026 1:38 PM
11	Bike - Positive Biking should be priority off El Camino. Perhaps make use of part of Caltrain right of way and Old County.	3/27/2026 10:44 AM
12	Bike - Positive Bus - Positive Separated bike lanes and prioritized transit lanes is a terrific idea! It will be a huge improvement for everyone including pedestrians where it would provide a buffer and tree coverage. Please give a dedicated bus lane in both directions	3/20/2026 1:08 PM
13	Bike - Positive Wide sidewalks and protected bike lanes bring at worst neutral, at best positive economic benefits to local businesses: https://ideas.repec.org/a/taf/transr/v41y2021i4p401-431.html	3/17/2026 9:30 PM
14	Bike - Positive Let’s regain the streets and make bicycle lanes safe.	3/17/2026 1:07 PM
15	Bike - Positive Bus - Positive There's a main hub in San Carlos for the buses and the CalTrain station. Keeping them moving along is preferrable, but I also believe that providing safe passage for bicyclists is very important.	3/13/2026 9:08 AM
16	Bus - Positive make bus rapid transit a priority please	3/11/2026 9:06 PM
17	Existing Traffic is already congested and you don't want to remove any car lanes	3/10/2026 7:06 PM
18	Pedestrian - Negative No need for wider sidewalks.	3/9/2026 12:20 PM

19	Other More garages	3/7/2026 11:52 AM
20	Bike - Positive Make bicycling safer	3/6/2026 4:47 AM
21	Existing Don’t remove a lane. Too many new housing units opening. They will need the capacity and hopefully the transit options.	3/5/2026 9:14 PM
22	Other There is a better answer: Two-way bike path on one side of the road. It offers the road designer better alternatives.	3/5/2026 9:08 PM
23	Bike - Positive I want to bike on el Camino to Redwood City Caltrain and feel safe	3/5/2026 2:38 PM
24	Same as my comments for RWC.	3/5/2026 2:19 PM
25	Existing I would wager that almost everyone using El Camino is in a car. So don't make life harder for them.	3/5/2026 1:29 PM
26	Bike - Positive The text implies the last option is the only one that will have continuous separated bike lanes. That's important enough to deprioritize bus-only lanes. If the bike lanes aren't continuously separated, the aren't nearly as likely to be utilized	3/5/2026 10:46 AM
27	Existing There has been a growth in population, seems to me we need the travel space	3/5/2026 8:47 AM
28	Other This is how El Camino should be unless there are businesses requiring parking along the right side of the road then get rid or narrow the median.	3/5/2026 6:41 AM
29	Bus - Positive It is important to not have buses share mix traffic	3/4/2026 8:14 PM
30	Bus - Positive Can the vehicle & transit lanes be bus only?	3/4/2026 4:04 PM
31	Other You could reclaim space for another vehicular lane by reducing the 3 foot gap between the sidewalk and bike lane and removing street parking. Removing street parking would also improve line of sight (daylighting) for cars exiting business parking lots along ECR	3/4/2026 3:06 PM
32	Bike - Positive top priority is for separated bike lanes. Keeping parking helps businesses	3/4/2026 12:01 PM
33	Bike - Positive The bike lanes make most sense if they are continuous. I would also be more than happy with safer/curb separated bike lanes on the parallel old county road.	3/3/2026 8:15 AM
34	Bus - Positive "Transit" is a clear winner as it provides space for multiple transportation modes.	3/2/2026 2:44 PM
35	Bike - Positive Bus - Positive San Carlos looks the nicest. Have bicycles and other motorized 1 and 2 wheelers share a lane with public transit.	3/2/2026 11:36 AM
36	Other More trees would be a nice addition to improve air quality and aesthetic	3/2/2026 8:10 AM
37	Other get rid of parking along ECR. dangerous for buses and drivers existing vehicles.	3/1/2026 11:50 PM
38	Existing I am on El Camino everyday and it is clear that the last thing you need to do is any of the proposed alterations. The sidewalks are not so busy that you need to widen them. There are few cyclists and those that are there are almost all recreational so making designated lanes is a waste of money & space. The traffic impact of buses is minimal given you have cut the whole system down drastically over the last 20 years that its not actually funtional for most people to use it as alternative transportation so there is no reason to add a designated lane when everyone has to take their cars. Additionally shrinking down all the lanes to accommodate bus lanes and bicycles which is a small fraction of all the traffic is unreasonable and makes driving more dangerous by lowering visibility and maneuverability. And removing parking spaces is absolutely insane given developers build as much building square footage they can over existing parking lots pushing everything to the street that you now propose to get rid of in lieu of trees and bikes. Your proposal once again does not benefit our community at large, only a few, and mostly those who benefit from the buisness contracts for construction.	3/1/2026 8:27 PM
39	What are statistics for car/bike accidents in the city?	3/1/2026 11:18 AM
40	Bus - Positive I think the bus needs its own lane but I don’t think a bike lane is necessary	2/28/2026 8:24 PM
41	Other We need more car lanes!	2/28/2026 10:31 AM
42	Other Do we really need parking on El Camino?	2/27/2026 5:44 PM

43	Other We need more lanes to handle the traffic	2/27/2026 9:51 AM
44	Replacing buses with an electric tram would be nice	2/26/2026 7:00 PM
45	Bike - Positive 6 foot bike lanes and 6 foot sidewalks needed for safety and comfort. While El Camino will not be a pleasant walk or bike ride with 4 traffic lanes, it will allow people to get to key destinations without using a car.	2/26/2026 4:56 PM
46	Other do not remove parking	2/25/2026 1:12 PM
47	As a secondary preference: The Transit option.	2/25/2026 11:31 AM
48	Bike - Positive Old County Road should also be considered as a bicycle boulevard.	2/25/2026 9:53 AM
49	Other A tree-lined median is mostly aesthetic. The actual environmental benefits come from encouraging folks to drive less.	2/25/2026 9:12 AM
50	Other I'd rather slow cars down and make them as reliable as they make buses and bikes	2/25/2026 7:53 AM
51	Bike - Positive Why is bike infrastructure considered optional but car infrastructure considered non-optional?	2/25/2026 7:39 AM
52	Other Previous comments hold. These widths are beginning to feel very arbitrary. I would like to see room for pedestrians, bikes, parking and 2 vehicle lanes along most of ECR. But that option doesn't appear here. These diagrams don't show how Parking lanes next to red curbs are used for bus stops. If there are no parking lanes, are buses going to be stopping in the transit lane to pick up passengers? That wouldn't slow buses as much as inconvenience drivers. Please identify turnout places for buses to pick up passengers safely. Stretches with no buildings could accommodate extra parking/wider roadway where the sidewalk and bike lane circle around the bus stops out of traffic flow. Are landscaped medians going to be added all along ECR? Do they need to have curbs? Can grasses and bushes be as effective as trees in cooling and clearing air?	2/24/2026 10:54 PM
53	Bus - Positive Why is there a bus lane in only one direction?	2/24/2026 10:14 PM
54	Other Right now ECR in San Carlos is very unfriendly - it needs lots more trees and fewer bare parking lots	2/24/2026 5:04 PM
55	Existing El Camino traffic is bad enough already. Eliminating any of the 3 existing lanes for regular traffic would be a nightmare.	2/24/2026 2:09 PM
56	Existing See previous comments. Removing parking harms businesses; removing traffic lanes will make the road unusable to local traffic; there are better places for bike lanes.	2/24/2026 1:30 PM
57	Other Parking is underutilized on El Camino in Redwood City.	2/24/2026 11:29 AM
58	Bus - Negative Strongly oppose a Bus Only lane.	2/23/2026 9:51 PM
59	see previous comments	2/23/2026 4:39 PM
60	Existing why not remove the Median to create the extra space? Reducing or eliminating parking and/or traffic lanes will not create a safer of more efficient roadway.	2/23/2026 3:57 PM
61	Other Motorists should not be allowed left turns at intersections without a designated left turn lane on El Camino	2/23/2026 9:50 AM
62	Existing The road is heavily used for commute so makes sense to optimize for it. For pedestrian and trees we can open other streets	2/22/2026 3:51 PM
63	Other With all of the housing expansion, we need to make El camino a safer throughfare for car traffic. Remove street parking and minimize direct driveways.	2/22/2026 9:45 AM
64	Bike - Negative Do the bike lanes really need 3' space from the sidewalks? Eliminating those buffers might allow for the additional travel lane that you say the buses need.	2/21/2026 7:24 PM
65	Bike - Positive Continuous bike lanes from belmont	2/21/2026 4:33 PM
66	Other I think there has to be parking.	2/21/2026 11:24 AM
67	Same	2/21/2026 9:16 AM
68	Bike - Positive Let's connect the whole mid peninsula with a safe continuous bike path	2/21/2026 8:29 AM

69	Bike - Negative No bikes on El Camino as an unnecessary hazard and disrupts the flow of traffic, promote public transit to pay for itself, provide street parking which is poorly addressed and continuing to do so.	2/21/2026 5:21 AM
70	Bike - Positive All cities should be continuous or else it becomes a none function stop gap disrupting traffic flow and connections causing congestion and dangerous situations to the most vulnerable. Roads need to be inviting not intimidating	2/20/2026 10:12 PM
71	Bus - Positive Over time I think the area needs more green more space less traffic rely more On mass transit the perfect way to improve the area instead of asking why the area is so expensive	2/20/2026 6:23 PM
72	Other As noted before, narrowing sidewalks is not a problem, but narrowing vehicle lanes is troubling due to the number of wide SUVs and trucks.	2/20/2026 6:02 PM
73	Bike - Negative No bikes, have them use other N_S streets	2/20/2026 5:25 PM
74	Bike - Negative we do not need more bike lanes. there are more cars not less	2/20/2026 1:37 PM
75	Other This is the best option of all the options presented. I would prefer to see parking eliminated and one additional vehicle lane added. This would mitigate significant congestion during the am/pm commute times.	2/20/2026 1:28 PM
76	Other Curbside parking along ECR should be removed if doing so measurably improves traffic flow and safety. ECR is not well suited as a long-distance bicycle corridor. Parallel streets are better candidates for primary bike routes (as Bryant Street functions in Palo Alto). On ECR, the focus should be safe, convenient first- and last-block access for cyclists traveling to corridor destinations, with clear connections to nearby bike routes. Enforcement is also important. High-speed e-bikes and e-scooters in pedestrian or low-speed bike areas create conflicts. Existing rules should be consistently enforced to protect pedestrians and traditional cyclists. Dedicated bus lanes should be supported by demonstrated demand. Given current ridership levels and the proximity of Caltrain, exclusive lanes may not represent the best use of limited roadway space. As a major arterial, ECR must maintain reliable vehicle throughput. Reducing or narrowing general lanes, or removing turn lanes, risks congestion, neighborhood spillover, and bottleneck-related collisions. Safety improvements should not come at the expense of basic corridor function. Of the options presented, none fully addresses these concerns. The existing design comes closest. I would favor removing street parking, particularly by removing street parking and using the space for adding sidewalk trees.	2/19/2026 9:06 AM
77	Bike - Positive Cyclists need separated protected lanes to be safe.	2/18/2026 2:03 PM
78	Other Seems traffic enforcement is nil.	2/18/2026 8:55 AM
79	Why does this Bicycle Option for San Carlos NOT have trees near sidewalk like other City Bicycle options in this survey?	2/18/2026 8:11 AM
80	Bike - Positive San Carlos really needs bike lanes on El Camino Real for connecting to Belmont. Currently, the only nearby connection I'm aware of is on Old County Road, but north of Holly Street there's no room for cars to pass and they get impatient. Connecting to Redwood City, there's a decent route through the neighborhood west of El Camino Real, but I'm sure many would prefer a straighter route along El Camino Real if it existed.	2/17/2026 11:12 PM
81	Same comment from previous page -- bike lane is in the median (for both paths of travel)-- and removes trees from the median.	2/17/2026 11:02 PM
82	Bus - Positive By mandating two non-transit vehicle lanes in both directions, all of these options lack imagination to make ECR a truly efficient transit corridor. Keeping one non-transit travel lane in each direction, and reducing the remaining ones to 10ft, would have multiple benefits. It allows a bus lane in each direction, reduces speeding, unlocks space for pedestrian refuge islands, and potentially even allows removal of traffic signals without reducing throughout. These are not new ideas. I encourage the team to look to Dutch road design for inspiration.	2/17/2026 8:02 PM
83	Other I only selected the choice I did because the others state the busses will be slowed by a lane removal. None of these choices are any good. Maybe I'm missing something but the asymmetry makes no sense. Does speeding up one direction help everything? I note that the bicycle choice shows bike lanes narrowed to 5'. While it's getting to be more reasonable for the amount of use I believe it will get that's 4' (total) less than in San Mateo. That's half a car lane	2/17/2026 1:27 PM

	or parking lane. In most of these options the bus seems to have no turnout for bus stops. That's a huge problem for everyone.	
84	Other I chose the "transit" option only because it's the only one that removes parking. If the "bicycle" option mirrored the one from the previous page, I would have chosen that.	2/15/2026 8:26 PM
85	Other More police presence to enforce traffic laws. More left turn signals for safety. ELIMINATE RIGHT ON RED! Add visible lane striping.	2/15/2026 6:11 PM
86	Bike - Positive YES to separated bike lanes from moving metal vehicles that can potentially injure a cyclist. Cyclist needs more protcetion from drivers who cannot adhere to 3ft distance painted on the road. Kindly consider other alternatives aside from paint. Thanks!	2/15/2026 12:40 PM
87	Other We need to get rid of at least 50% of privately owned cars and have people use public transportation (as in Europe). Bike lanes should have safety barriers to protect bikers & pedestrians. Push car manufacturers to make small vehicles. Possibly MICRO EVs. Use minibuses to transport passengers to side streets that SamTrans cannot reach. Encourage the school to use school buses to reduce unnecessary traffic from parents picking up their kids. Build more mixed-use communities to reduce carbon footprint everywhere. Educate rather than fix.	2/15/2026 12:37 PM
88	Existing Traffic is terrible now, cannot remove any capacity, no one rides the bus or bicycles, bicycles can take Old County Road. Never see pedestrians walking on El Camino	2/14/2026 3:14 AM
89	Bike - Positive Bus - Positive I prefer the bus lane to be transit AND vehicles	2/13/2026 5:14 PM
90	Bike - Positive Bus - Positive It is important to prioritize non-car transit options to encourage reduction in car usage.	2/13/2026 12:36 PM
91	Existing Removing any travel lane is not wise in a city that is rapidly building dense housing projects and increasing population by the tens of thousands.	2/13/2026 12:25 PM
92	Bike - Positive Bus - Positive Allow bicycles to use the bus only lane. Win for both. Bicycles are not that common and do not cause congestion. Buses can pass the few bicycles it encounters when safe to do so.	2/13/2026 11:47 AM
93	Existing Keep the existing. Traffic is already bad and changes will make it worst. Anyway the busses are always empty. Why make changes???	2/13/2026 9:31 AM
94	Bike - Positive I prefer the bicycle option and I disagree with the statement saying that removing one travel lane, will slow down and make buses less reliable.	2/13/2026 8:08 AM
95	Bike - Positive These are hard trade-offs! If you could get bike lanes and more trees, that would be ideal.	2/12/2026 3:45 PM
96	this is a test	2/12/2026 12:08 PM
97	Pedestrian - Positive We walk a lot as well as our child to school and to downtown from the Greater East San Carlos area. Right now, El Camino is not very pedestrian friendly and numerous times I was almost hit by a car that was not yielding or running a lot or simply not paying attention. I am worried for our kids in the neighborhood who walk or scooter to school, and those who walk a lot, for the elderly. Each crossing across El Camino would ideally have a button to push for pedestrians and lights flash to alert drivers.	2/12/2026 9:48 AM
98	Other I would rather you take away the parking and provide a lane of traffic instead.	2/12/2026 9:09 AM
99	Pedestrian - Positive I would support also widening the sidewalk in the transit option. For example by reducing the median to 10' and bike buffers to 3' you could get close to 7' sidewalks in.	2/11/2026 11:02 PM
100	Existing Alternative one is the only realistic choice. Any other alternative is gonna cause the traffic to increase exponentially!	2/11/2026 10:14 PM
101	Bike - Positive Bus - Positive Vote for transit but my second choice would be bicycle. We need to support bikes and buses. Your transit option appears to do both equally well.	2/11/2026 9:28 PM
102	Bike - Positive To be honest, I'd like wider sidewalks, trees and a protected bike lane, but you don't have that as an option	2/11/2026 8:44 PM
103	Pedestrian - Positive I am interested in anything that might make crossing El Camino Real safer as my daughter and her friends ride scooters to Central Middle School from Greater East	2/11/2026 3:15 PM

	San Carlos and cross at least twice daily.	
104	Pedestrian - Negative You don't need a 12 ' median.	2/11/2026 2:19 PM
105	Pedestrian - Positive I live in this town, walkable is great for me.	2/11/2026 2:05 PM
106	Pedestrian - Positive as someone who walks their dog every day along el camino a wider sidewalk would help get by the cyclists / scooters since they don't use the dedicated bike lane on the street	2/11/2026 1:29 PM
107	Bike - Positive It would be nice if there were dual bike lanes, and more trees.	2/11/2026 11:29 AM
108	Bike - Positive Mountain View has the "Bicycle: Continuous separated bike lanes, wider sidewalks, and more trees." It is getting use to. This way, the bikers can have their own lane. Vechicles and bikers can be aggressive and it is dangerous. This way, each has its own lane. And the pedestrians are protected too. Does there need to be a 5' separator of bike and vehicle/transit lane? From street parking lot getting onto El Camino, the driver's view can be obstructed when entering El Camino. Would bike lane include scooters and e-bikes? It would be safe if the lanes are consistent for all cities. It may be distracting if you enter each city on El Camino having different types of lanes. This can make drivers more aggressive in certain cities and it can rattle inexperience drivers because of the changes.	2/10/2026 9:25 AM
109	Bike - Negative If you maintain safe bicycling lanes along Old County Rd., then bike lanes won't be as necessary along ECR.	2/8/2026 8:23 PM
110	Bike - Negative Bike can take Old County road.	2/8/2026 9:38 AM
111	Bus - Positive I think the single best thing that could happen to ECR for San Mateo County is a dedicated bus lane. As someone who often bikes to the REI and Home Depot in San Carlos, this is long overdue and would provide more options for people get where they need to go.	2/7/2026 5:58 PM
112	Same as previous comment	2/7/2026 5:01 PM
113	Existing Same concerns about traffic both for cars and buses. Most alternatives reach too far in their respective directions and need to focus on keeping traffic moving - with more people, more development, etc. Encouragement of alternatives is great but do not believe the amount of people and development will achieve that result.	2/7/2026 2:23 PM
114	Existing None of the selections allow for needed vehicle movement. Vehicles are the biggest user of roads. We need ample Lanes to avoid congestion (more is better) and reduce frustration. We need adequate signals, turn lanes and parking. We need space for delivery and passenger pickups and drop off that don’t impede traffic Safe areas for Pedestrians and cyclists, scooters, motorcycle is needed, too	2/6/2026 9:40 PM
115	See	2/6/2026 9:00 PM
116	Other This selection seems to be the safest for all modes of travel. Additionally, I am not a fan of offering parking on El Camino Real. However, I do realize that businesses and elderly and people with handicaps probably prefer being able to park close to places they want to go, even though that is not always available currently.	2/6/2026 8:12 PM
117	Other ok for no convenient parking on ECR when there is plenty of parking 2 blocks off ECR	2/6/2026 5:54 PM
118	Bike - Negative Bikes should be directed to a less busy alternative route.	2/6/2026 5:59 AM
119	Existing Please don't replace parking there already isn't enough for businesses	2/6/2026 12:09 AM
120	Other In all these options, cars always get access to 2 full lanes. Why?	2/5/2026 6:06 AM
121	Bus - Positive Preferably with a bus only lane as well	2/4/2026 3:38 PM
122	Bike - Positive Bus - Positive We need to prioritize transit and bikes. Pedestrian infrastructure is great, but ECR is never going to be an attractive pedestrian thoroughfare in most towns.	2/3/2026 2:40 PM
123	Bike - Negative Bike should not be on el camino	2/3/2026 10:05 AM
124	Bus - Positive The section of El Camino Real through the city of San Carlos is relatively straightforward as ECR does not deviate or make special maneuvers through the entire section	2/2/2026 9:31 PM

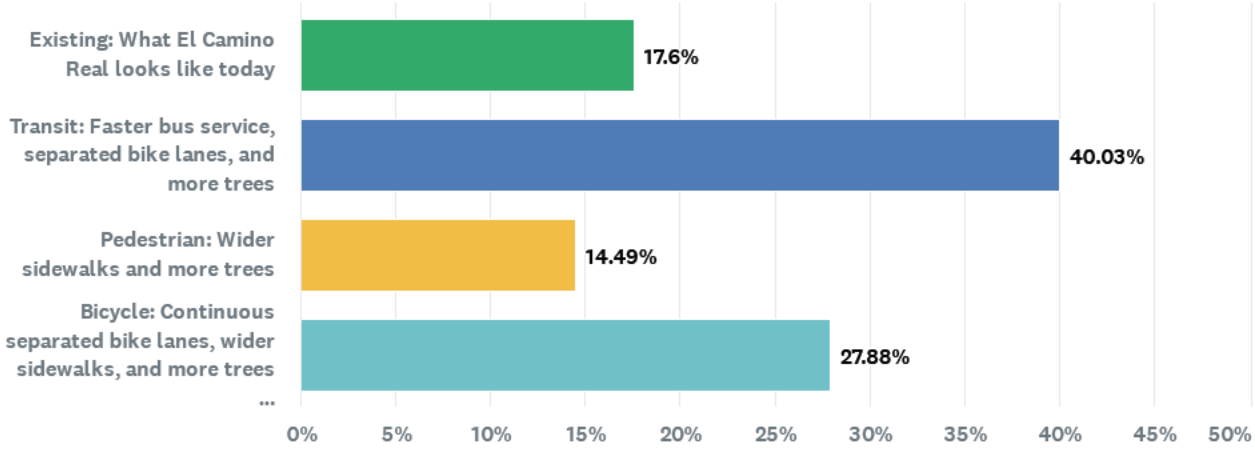
	and the road is wide enough to accommodate for center median bus lanes and island platform bus stops the whole way.	
125	Bike - Negative There need to be parking spaces as it is difficult to find parking in San Carlos. Too much traffic to ride a bike on El Camino, put the bike lane on a parallel Street, as Elm or Laurel str.	2/2/2026 7:41 PM
126	Any option but the current one.	2/2/2026 6:38 PM
127	Existing Removing car lanes will worsen traffic. All these cities are family oriented and parents can't get their kids to where they need to on a bus. Think emergency school pick ups, doctor appointments. And many times kids in a family go to different schools prior to being old enough to ride transit alone.	2/2/2026 6:02 PM
128	Bike - Positive A connected el Camino bike way throughout all communities is a must for it to be effective in any community.	2/2/2026 5:17 PM
129	Bus - Positive Depends on if bus frequency would increase	2/2/2026 3:37 PM
130	Other Support local businesses with parking. I hope they are all getting this survey	2/1/2026 6:17 PM
131	Bus - Positive 1) No medians. Research and study after study shows they increase traffic speeds, injuries, deaths. Use the space for BRT in both directions, wider sidewalks; especially BRT. BRT in one direction is just silly. 2) Replace lights and medians with turbo roundabouts. See https://www.youtube.com/watch?v=_F6xKd7AGKs	1/31/2026 9:43 PM
132	Bike - Negative 3 lanes each way, need parking and sidewalks. Have bus stop pull outs. Don't allow double parking. Bikes, scooters, unicycles, etc use side streets	1/31/2026 9:28 PM
133	Bus - Positive The Transit option looks like the perfect multi-modal approach to the changes and I don't understand why it's not available as an option for the city of San Mateo as well.	1/31/2026 2:03 PM
134	Bike - Positive I bike commute frequently on El Camino. The current route is unsafe for cyclists like myself. A dedicated bike lane separation is much needed and safer for the community	1/31/2026 10:24 AM
135	Bike - Negative No Bike lanes too much traffic already and not appropriate for cycling.	1/30/2026 10:26 PM
136	Bike - Positive Remove the parking for bike lanes!	1/30/2026 6:56 PM
137	Bus - Positive This option assuming there will be turnouts at bus stops for transit buses so that they do NOT block vehicle traffic when stopping.	1/30/2026 6:38 PM
138	Bike - Positive Bus - Positive ECR is really spacious in San Carlos so we should add bike lanes and bus lanes. Thank you	1/27/2026 4:50 PM
139	Other please keep the car traffic low.	1/27/2026 3:17 PM
140	Other Do not prioritize parking.	1/27/2026 10:10 AM
141	Other left turn pockets & lanes whenever possible!	1/26/2026 7:42 PM
142	Bike - Positive Bus - Positive Streets should prioritize transportation over car storage. Bicycles and transit need to be prioritized over other motor vehicles.	1/25/2026 11:14 PM
143	Existing Maybe existing median too wide, but alternatives all have problems. Just keep it the way it is, it is fine.	1/24/2026 4:09 PM
144	Other Enforcement of unsafe drivers will also need to be part of the plan, please budget for this. And integrity of the roads, potholes make surfaces unsafe for bikers—a huge safety concern currently.	1/24/2026 10:23 AM
145	Other Eliminate the parking	1/23/2026 7:27 PM
146	Other Reduce median width by 2' and add it to the sidewalk on the west side of the street. Greater mode shift away from SOV travel will take time, dependent on the implementation of higher density land use. When land use change is sufficient to support/justify bus only lanes, they should be provided. Prior to removal of on-street parking, coordination w/ local businesses will need to take place and parking utilization and impact studies will be needed. South of the train station on the east side of ECR space is leased for seasonal use, used for parking or small auto sale businesses, what is the long time plan for this? Lots of ugly fencing adjacent	1/23/2026 11:39 AM

	to ECR. It is not consistent with the greater vision for the Grand Blvd. The alt. selected implies something else on the east side of ECR. More street trees should be provided on both sides of ECR where they are not continuous.	
147	Bike - Positive Bus - Positive I'd prefer bikes and busses and wider sidewalks. Happy to give up car lanes and parking for that.	1/23/2026 10:34 AM
148	Pedestrian - Positive I feel like increasing the sidewalks would be safer for pedestrians, too. Especially when it's raining, and cars speed through puddles. Again, I don't see enough cyclists using bike lanes when I'm out.	1/21/2026 11:50 PM
149	Bike - Positive Bus - Positive All my points are the same as previously, more busses and bikes will keep cars off the road, freeing up lots, and be better for the environment. The trees should hopefully be dense to be better for the environment, not spaced out like most regions with trees are like, and there should be sufficient parking by bus stops.	1/21/2026 5:04 PM
150	Bike - Positive Bus - Positive These are inadequate solutions and a waste of our resources to not commit to at least a combination of two of these at once. Half measures with compromises to car infrastructure like this are shocking to see with where we are at climate and population wise. I grew up and still live on the Peninsula and can't afford a car - I bike or walk everywhere. El Camino is a desert wasteland because of the heavy car use and on street parking. No one likes walking or biking there because the cars make it unsafe, polluted, and noisy. Widening the sidewalks or adding bike lanes won't change that fact, the result will just be a prettier view for the drivers. Either commit to making it entirely car free or you might as well turn it into another freeway. El Camino used to be a street car and it could be publicly useful on a huge scale again if people cared enough to do something like that. At the very least I would have liked to see on-street parking removed for the buffered bike lane in addition to the bus only lane and sidewalk expansion.	1/21/2026 10:07 AM
151	Other Same comments as I entered for Belmont. Especially better time the Holly crossing ECR traffic.	1/21/2026 9:06 AM
152	Bike - Positive The bike lanes in Palo Alto are game changing	1/21/2026 8:38 AM
153	Bus - Positive I take the ECR bus in San Carlos every day. I have seen them be up to 30 minutes late in the afternoon. I think faster and more reliable bus service is sorely needed.	1/20/2026 10:22 PM
154	Bike - Positive Bus - Positive I take the bus all the time, and I also bike, so I like the option that includes both.	1/20/2026 5:15 PM
155	Bike - Positive Bus - Positive Transit only lanes AND separated bike lanes should BOTH be standard across the ENTIRE corridor. Stop with the ridiculous fiction that it can't be done	1/20/2026 4:06 PM
156	Bike - Positive I think my selection could be elevated and even perfected if trees were planted in between the bike lane and the road.	1/20/2026 11:23 AM
157	Existing Traffic on El Camino is already terrible, and you are considering taking lanes AWAY for cyclists who rarely use it? As it is, buses pulling over block one lane, and in areas near schools (like St Matthew school), that leaves only one lane of traffic unobstructed, causing long backups behind it. Who asked for these changes? You will only make traffic heavier, which will cause more accidents. In the two decades I've lived in this area, I can count on one hand the number of bicyclists I've seen on el Camino. If you want to make it safer for pedestrians to get around, FIX THE SIDEWALKS and trim back the vegetation near intersections of sidewalks and driveways. Has anyone actually walked the sidewalks in San Mateo, Burlingame, San Carlos and Belmont? They're a tripping hazard because they are so incredibly uneven.	1/19/2026 2:15 PM
158	Existing If it ain't broke, don't fix it. Especially when you are debating about removing lanes when traffic is the number 1 problem, affecting the most number of people. Don't spend millions on the few elite bicyclists who may or may not use the lanes, it makes far more sense to spend money only on projects that benefit the most people, not the most important and/or most vocal.	1/19/2026 5:00 AM
159	Existing There isn't enough off-El Camino parking to eliminate parking lane.	1/17/2026 7:15 AM
160	Bus - Negative Less people are taking the bus, stop trying to take traffic lanes away	1/16/2026 7:58 PM
161	Bus - Positive Multi use raised paths + bus lanes	1/16/2026 7:57 PM

162	Existing Existing + more trees	1/14/2026 7:53 PM
163	Other Who supports "Car Storage" on a major State Highway? Every business and residency here needs to have off-street parking for customers and residents. There are plenty of sidestreets for visitors and guests. There are plenty of empty office parking spots as well. Only three solutions can reduce congestion: - bus lanes - bike lanes - congestion pricing	1/14/2026 4:42 PM
164	Bike - Positive The only way to use El Camino on the bike is via a separated bike lane	1/14/2026 3:39 PM
165	Bike - Positive Pedestrian and bicycle safety is paramount as road speeds increase. Let's make ECR a safe and welcoming space for foot and bike travel that is well connected esp to our mass transit options (i.e., caltrain).	1/13/2026 3:20 PM
166	Bike - Positive I don't bike currently on El Camino and would if this option was available. Also, I really think we need dedicated bike lanes on Alameda De Las Pulgas with so many schools and parks!	1/12/2026 2:11 PM
167	Bus - Negative Buses are hard on the roads. They should eventually be replaced with light rail.	1/12/2026 1:13 PM
168	Other Remove all on-street parking on El Camino, replace parking and median with light rail.	1/11/2026 8:55 PM
169	Bike - Positive Separated bike lanes would be very welcomed.	1/11/2026 2:05 PM
170	Bus - Positive SamTrans route ECR is currently highly unreliable and dedicated bus lanes are a proven technology to both speed up buses and eliminate schedule deviation due to traffic congestion. Furthermore, el Camino is a key north-south corridor where it is currently very dangerous to bike. Bike lanes, following the example of cities such as Palo Alto and Mountain View on El Camino are possible and deserved. I would actually further challenge the idea that two lanes of car traffic are needed at all times. Numerous studies have proven that eliminating car lanes doesn't actually increase but rather decreases traffic congestion and gets people to switch to other modes of transit or other times of day. Basically, an extra general travel lane benefits nobody but on the other hand, a bus lane in both directions would be an absolute game changer for reliability on route ECR. See International Boulevard in Oakland for a successful example of reducing travel lanes and replacing them with bus lanes to increase transit ridership and not increase traffic.	1/11/2026 1:55 PM
171	Bus would be 2nd option	1/11/2026 10:48 AM
172	Bus - Positive Definitely no parking. I ride the bus, and bus speed is a priority.	1/11/2026 10:45 AM

Q7 For the city of Redwood City, which alternative do you prefer? (select one)*Note that all images are examples of alternative priorities and may look different throughout the project area depending on existing infrastructure and road widths.

Answered: 642 Skipped: 59



Q8 Please share any comments on your selection below.

Answered: 177 Skipped: 524

#	RESPONSES	DATE
1	Pedestrian - Positive Because we need to walk more	4/1/2026 2:18 PM
2	Pedestrian - Positive Pedestrians and wider sidewalks	4/1/2026 2:13 PM
3	Pedestrian - Positive I would like wider sidewalks to encourage walking in the community.	4/1/2026 1:58 PM
4	Other Same comment about the car lanes… 101 is close by.	4/1/2026 6:00 AM
5	Bike - Positive Bus - Positive Protected bike lanes and dedicated bus lanes would be great. I just came back from France and the transit and biking was amazing. We didn't need to rent a car. Not sure why we need two car laces when it could be used for buses and it bikes	3/31/2026 1:51 PM
6	Bike - Positive Bus - Positive We need both protected cycle lanes, and dedicated bus lanes, on both sides of ECR, throughout the county: from north border to south border. It is the natural bus and cycling arterial Why have you baked in the requirement that cars MUST have 2 lanes in both directions? 101 is only a half mile away for much of the project. Less than a mile for almost all of the rest. And never further than a mile and three quarters. 101 is the natural car arterial, not ECR!	3/31/2026 1:41 PM
7	Bike - Positive Bus - Positive It's essential to have protected bike lanes, and dedicated bus lanes, everywhere. Why not a single car lane of traffic in either direction though? Principal car traffic should be pushed to 101 / 280. Not ECR.	3/31/2026 10:07 AM
8	We need both protected cycle lanes, and dedicated bus lanes, on both sides of ECR, throughout the county: from north border to south border. It is the natural bus and cycling arterial. Why have you baked in the requirement that cars MUST have 2 lanes in both directions? 101 is only a half mile away for much of the project. Less than a mile for almost all of the rest. And never further than a mile and three quarters. 101 is the natural car arterial, not ECR!	3/31/2026 9:52 AM
9	See previous comment	3/30/2026 1:40 PM
10	Pedestrian - Positive I am a regular pedestrian. Walk as much as possible frequently around cities from Millbrae to Palo Alto. Sidewalks always need widening as long as we engage with all bicycles, scooters, baby carriages, etc.	3/30/2026 1:32 PM
11	Other More trees everywhere.	3/27/2026 10:43 AM
12	Other The more lanes the faster folks will drive, thus placing bicycle riders and pedestrians in more danger	3/26/2026 7:41 PM
13	Same comment as san carlos	3/20/2026 1:08 PM
14	Bike - Positive Wide sidewalks and protected bike lanes bring at worst neutral, at best positive economic benefits to local businesses: https://ideas.repec.org/a/taf/transr/v41y2021i4p401-431.html	3/17/2026 9:30 PM
15	Bike - Positive If you provide wider sidewalks and bike lanes separate from car traffic and shade from trees more people will feel safe and can enjoy walking and riding bikes. Today the street is a death trap.	3/17/2026 1:03 PM
16	Bike - Positive ECR is very busy. Having a dedicated bike lane protected with a 5' barrier from cars is safer. Sidewalk is big enough. I don't see throngs of people walking on the side walks on ECR in Redwood City. The only thing - is that it does take away from parking.	3/13/2026 8:57 AM
17	Bus - Positive Bus Only lanes with more frequent bus service down ecr and more stops	3/11/2026 9:05 PM
18	Bike - Positive if the bike lanes aren't continuous and separated, it's almost better not to build them. if not continuous they won't get used. if not separated they'll be used by cars/trucks/buses for stopping.	3/11/2026 5:51 AM

19	Existing Traffic is already congested and you don't want to remove any car lanes. I'd choose car park over trees	3/10/2026 7:07 PM
20	Transit - Positive Personally I would feel safer biking on a less crowded / demand-heavy street than El Camino. There is so much traffic on El Camino and I fear distracted drivers. Because El Camino is such a long thoroughfare it seems more important to prioritize transit over cycling but I like that the option I selected has separated bike lanes for safety.	3/10/2026 4:24 PM
21	Pedestrian - Negative Again, no need for wider sidewalks. Redwood City is a log jam because of uncoordinated signals every single block.	3/9/2026 12:19 PM
22	Bike - Positive Pls make bicycling safe in RWC on El camino	3/6/2026 4:47 AM
23	Bus - Positive I frequently walk this stretch of EC. It's too loud to walk comfortably. I don't want to encourage kids on e-bikes with a bike lane. (I would like to ride my bike to run errands, but worry bike will be stolen while I'm in a store.) Spend the money on transit option.	3/5/2026 9:12 PM
24	Bike - Positive There is a better answer: Two-way bike path on one side of the road. It offers the road designer better alternatives.	3/5/2026 9:08 PM
25	Existing Important not to take a lane away. Traffic is already so bad on El camino, it would be a mess if you took a lane away	3/5/2026 8:25 PM
26	Bus - Positive Having dedicated transit only lanes will greatly improve the speed and reliability of bus service along ECR - I am a frequent rider of the ECR bus and it frequently gets delayed by non bus traffic. Having separated, protected bike lanes along a corridor with so many businesss and destinations will make it easier to support local businesses and allow people of all ages and abilities to safely use a bike to get around.	3/5/2026 4:56 PM
27	Bus - Positive I don't own a car, so I take the ECR bus between San Carlos, RWC and San Mateo to access local stores and my gym. A dedicated bus lane would hopefully improve reliability of the buses during peak hour and make them far more convenient. I bike to work every day and would use ECR bike lanes through San Carlos, as this would be far more direct than my current route.	3/5/2026 4:25 PM
28	Bus - Positive Separated bike lanes are a great safety improvement regardless of whether transit is improved. If the bike lanes are interrupted at parts, it would still be unsafe there, and that safety is my priority. I would additionally love dedicated bus lanes	3/5/2026 4:19 PM
29	Bike - Positive I see cyclists on El Camino already that would benefit from safer infrastructure.	3/5/2026 3:19 PM
30	Other - Neutral Redwood City needs more beautification with its updates.	3/5/2026 2:49 PM
31	Bus - Positive I can't see any disadvantages of this option over the other options. Reducing parking spaces will discourage people from driving, which is good for such an urbanized corridor. My next preferred option is Bicycle followed by Pedestrian.	3/5/2026 2:18 PM
32	Bike - Positive Either option with separated bike lanes would be preferred.	3/5/2026 1:58 PM
33	Bus - Negative I don't really care about the parking; I'd be ok with ditching the parking lane as long as it doesn't reduce car lanes. A bus only lane is a complete waste of space.	3/5/2026 1:28 PM
34	Other - Neutral Keep the current configuration	3/5/2026 8:49 AM
35	Looks good!	3/5/2026 6:41 AM
36	Other there is no reason why el camino should have street parking. i hope this change happens to redwood city and bring it into the 21st century	3/5/2026 12:15 AM
37	Bus - Positive Can the vehicle & transit lanes be bus only?	3/4/2026 4:04 PM
38	Bike - Positive Either Bicycle or Transit seem OK. I don't personally see the value in the bus lane. I support removing street parking to improve line of sight (daylighting) for cars exiting business parking lots along ECR.	3/4/2026 3:15 PM
39	Bike - Positive Top priority is for separated bike lanes.	3/4/2026 12:01 PM
40	Bus - Positive "Transit" is the clear winner as it creates a "complete" street - one that has access for cars, buses, bikes and walkers.	3/2/2026 2:44 PM

41	Bike - Positive Bus - Positive Have bicycles and motorized scooters/bikes, etc. share lane with public transit.	3/2/2026 11:36 AM
42	Bus - Positive Separated bike lanes are essential for our congested roads and a bus only lane would benefit all who rely on SamTrans to get to work or appointments on time.	3/2/2026 8:24 AM
43	Other wider or more lanes. remove street parking for safety concerns.	3/1/2026 11:51 PM
44	Existing I am on El Camino everyday and it is clear that the last thing you need to do is any of the proposed alterations. The sidewalks are not so busy that you need to widen them. There are few cyclists and those that are there are almost all recreational so making designated lanes is a waste of money & space. The traffic impact of buses is minimal given you have cut the whole system down drastically over the last 20 years that its not actually funtional for most people to use it as alternative transportation so there is no reason to add a designated lane when everyone has to take their cars. Additionally shrinking down all the lanes to accommodate bus lanes and bicycles which is a small fraction of all the traffic is unreasonable and makes driving more dangerous by lowering visibility and maneuverability. And removing parking spaces is absolutely insane given developers build as much building square footage they can over existing parking lots pushing everything to the street that you now propose to get rid of in lieu of trees and bikes. Your proposal once again does not benefit our community at large, only a few, and mostly those who benefit from the buisness contracts for construction.	3/1/2026 8:27 PM
45	Existing No transit lane, and don't think we need wider sidewalks. Would like to keep the parking - can we retain parking on one side of the street (maybe alternating) if we make the sidewalks 7', and the bike separator strips and median each one foot narrower?	2/28/2026 10:35 PM
46	Existing We need more car lanes!	2/28/2026 10:30 AM
47	Bike - Positive New to cycling thanks to an ebike. Responsible adult would love safer ways to ride around further	2/28/2026 9:53 AM
48	Existing Keep parking	2/27/2026 9:28 PM
49	Bike - Negative Interesting that this Bicycle model does not mention the slowing down and less reliable bus system that is mentioned in the other cities?	2/27/2026 5:43 PM
50	Existing Need more lanes	2/27/2026 9:52 AM
51	Bus - Positive Electric tram for sure, Redwood City would definitely benefit.	2/26/2026 7:01 PM
52	Bike - Positive 6 foot bike lanes and 6-7 foot sidewalks needed for safety and comfort. While El Camino will not be a pleasant walk or bike ride with 4 traffic lanes, it will allow people to get to key destinations without using a car.	2/26/2026 4:57 PM
53	Existing do not remove parking	2/25/2026 1:11 PM
54	As a secondary preference: The Transit option.	2/25/2026 11:29 AM
55	Bike - Negative The idea of separated bike lanes is a good one, however, where are cars supposed to park? What is the overall point/goal for this change?	2/25/2026 10:06 AM
56	Bike - Positive Old County road should also be considered as a bike boulevard.	2/25/2026 9:52 AM
57	Bus - Positive No matter how wide the sidewalks are, it will not be pleasant to walk on el camino. But cyclists and bus riders can benefit a lot from using it to access other destinations.	2/25/2026 9:08 AM
58	Bike - Positive More separated bike lanes!	2/25/2026 7:56 AM
59	Other Slow cars down first	2/25/2026 7:53 AM
60	Bus - Negative Why not have the bus travel Lane be in the center and use it in both directions?	2/24/2026 10:15 PM
61	Existing If I were to ride my bike on ECR I would like being separated from the road as shown here. But as in my comments for San Mateo, the Transit and Bicycle scenarios don't offer any parking if I, in my car, want to stop to shop. Given the existing configuration, I would ride on the sidewalk (matching pedestrian's speeds) instead of trying to share a lane with a vehicle. I don't tend to ride fast so even in a bicycle lane, other cyclists would be passing me.	2/24/2026 9:53 PM
62	Bus - Positive Right now El Camino Real is not friendly for pedestrians -- or for cyclists. In	2/24/2026 4:58 PM

	addition to a bus lane and separated bike lanes, we need better crosswalks.	
63	Bus - Positive A bus only lane would help to alleviate an already congested traffic situation in Redwood City.	2/24/2026 2:13 PM
64	Existing See previous comments. Removing parking harms businesses; removing traffic lanes will make the road unusable to local traffic; there are better places for bike lanes.	2/24/2026 1:29 PM
65	Bus - Negative Again, strongly oppose Bus Only lanes. Support keeping vehicle parking.	2/23/2026 9:46 PM
66	see reply to question #1	2/23/2026 4:28 PM
67	Existing why not remove the Median to create the extra space? Reducing or eliminating parking and/or traffic lanes will not create a safer of more efficient roadway.	2/23/2026 3:58 PM
68	Existing If we are able to maintain traffic lanes AND parking, that is optimal.	2/23/2026 3:31 PM
69	Other Motorists should not be allowed left turns at intersections without a designated left turn lane on El Camino	2/23/2026 9:52 AM
70	Other With all of the housing expansion, we need to make El camino a safer throughfare for car traffic. Remove street parking and minimize direct driveways.	2/22/2026 9:45 AM
71	Bike - Positive I've seen more bikes on ECR in RWC; they need dedicated lanes. However, I don't agree with removing all street parking just for trees.	2/21/2026 7:20 PM
72	Bus - Positive El Camino in RWC is a thoroughfare for getting places fast. So public transit and bikes should have priority for health and environment	2/21/2026 9:16 AM
73	Bike - Positive let's get a continuous, safe bike path to connect San Carlos and RWC	2/21/2026 8:28 AM
74	Other Same comments as a uniform policy.	2/21/2026 5:22 AM
75	Bus - Positive We chose this option because it appears to be the safest for the most vulnerable traffic participants while allowing for improvements for mass transit	2/20/2026 10:05 PM
76	Bike - Positive Bus - Positive The Bicycle and Transit options would be major improvements over the existing design for cyclists and pedestrians. The "pedestrian" option is not the best option for pedestrians. Even with daylighting, on-street parking represents a hazard to all road users, restricting the vision of pedestrians and drivers and effectively creating an additional lane of traffic to cross at intersections.	2/20/2026 9:44 PM
77	Bus - Positive We would Like to put mass transit first they are the most helpful	2/20/2026 6:22 PM
78	Existing As noted before, narrowing sidewalks is not a problem, but narrowing vehicle lanes is troubling due to the number of wide SUVs and trucks.	2/20/2026 6:02 PM
79	Existing there are less lanes and more cars and traffic. Building more apartments meaning more cars. You take away lanes and the traffic is worst. WE DO NOT need more and wider bike lanes or sidewalks. People love their cars here. people are not giving up cars.	2/20/2026 1:40 PM
80	Other Redwood City is very congested due to Woodside Road. None of the options presented are adequate. I would suggest an option eliminating parking on both sides of the highway and adding one lane of vehicle traffic on each side. Costco, target, County of San Mateo Government Center, Sequoia and Kaiser Hospital are significant contributors to the local traffic congestion in Redwood City.	2/20/2026 1:32 PM
81	Bike - Negative Bus - Positive There are bike lanes on Old County	2/20/2026 8:05 AM
82	Bus - Positive Curbside parking along ECR should be removed if doing so measurably improves traffic flow and safety. ECR is not well suited as a long-distance bicycle corridor. Parallel streets are better candidates for primary bike routes (as Bryant Street functions in Palo Alto). On ECR, the focus should be safe, convenient first- and last-block access for cyclists traveling to corridor destinations, with clear connections to nearby bike routes. Enforcement is also important. High-speed e-bikes and e-scooters in pedestrian or low-speed bike areas create conflicts. Existing rules should be consistently enforced to protect pedestrians and traditional cyclists. Dedicated bus lanes should be supported by demonstrated demand. Given current ridership levels and the proximity of Caltrain, exclusive lanes may not represent the best use of limited roadway space. As a major arterial, ECR must maintain reliable vehicle throughput. Reducing or narrowing general lanes, or removing turn lanes, risks congestion, neighborhood spillover, and bottleneck-related collisions. Safety improvements	2/19/2026 9:14 AM

	should not come at the expense of basic corridor function. Of the options presented, none fully addresses these concerns. The Pedestrian design comes closest, particularly by removing street parking and adding sidewalk trees. However, I would support narrowing the proposed median and using lower plantings there in order to preserve the number and width of travel lanes. How about editing this version: Curbside parking along ECR should be removed if doing so measurably improves traffic flow and safety. ECR is not well suited as a long-distance bicycle corridor. Parallel streets are better candidates for primary bike routes (as Bryant Street functions in Palo Alto). On ECR, the focus should be safe, convenient first- and last-block access for cyclists traveling to corridor destinations, with clear connections to nearby bike routes. Enforcement is also important. High-speed e-bikes and e-scooters in pedestrian or low-speed bike areas create conflicts. Existing rules should be consistently enforced to protect pedestrians and traditional cyclists. Dedicated bus lanes should be supported by demonstrated demand. Given current ridership levels and the proximity of Caltrain, exclusive lanes may not represent the best use of limited roadway space. As a major arterial, ECR must maintain reliable vehicle throughput. Reducing or narrowing general lanes, or removing turn lanes, risks congestion, neighborhood spillover, and bottleneck-related collisions. Safety improvements should not come at the expense of basic corridor function. Of the options presented, none fully addresses these concerns. ECR through Redwood City is a major traffic bottleneck as it stands now, and with the growth in residential and office space underway along ECR in RC, this problem is going to grow much worse if not corrected. In RC, I favor removing street parking and reducing the width of the median where necessary to add a traffic lane in each direction. I suggest adding limits on traffic entering ECR from small side streets -- drivers should use nearby blocks with signal-controlled intersections. Reducing use of individual cars is a worthwhile goal, but too many street redevelopments have tried and failed to achieve this goal for me to believe that trying to reduce car use in this project will succeed. Here is a tighter, more persuasive version that keeps your concerns clear while maintaining a measured tone: Curbside parking along ECR should be removed if doing so measurably improves traffic flow and safety. ECR is not well suited as a long-distance bicycle corridor. Parallel streets are better candidates for primary bike routes (as Bryant Street functions in Palo Alto). On ECR, the focus should be safe, convenient first- and last-block access for cyclists traveling to corridor destinations, with clear connections to nearby routes. Enforcement also matters. High-speed e-bikes and e-scooters in pedestrian or low-speed bike areas create conflicts. Existing rules should be consistently enforced to protect pedestrians and traditional cyclists. Dedicated bus lanes should be justified by demonstrated demand. Given current ridership levels and the proximity of Caltrain, exclusive lanes may not be the most effective use of limited roadway space. As a major arterial, ECR must maintain reliable vehicle throughput. Reducing or narrowing general lanes, or removing turn lanes, risks congestion, diversion onto neighborhood streets, and bottleneck-related collisions. Safety improvements should not compromise the corridor's basic function. None of the current options fully addresses these concerns. In Redwood City, ECR already functions as a significant bottleneck, and planned residential and office growth along the corridor will increase demand. In this segment, I support removing street parking and narrowing the median where needed to add a travel lane in each direction. Access from small side streets could also be consolidated to signalized intersections to reduce friction and improve flow. Encouraging alternatives to single-occupancy vehicles is a worthwhile objective. However, similar corridor redesigns have rarely produced sustained reductions in car use, and this project should be grounded in realistic expectations about future travel demand.	
83	Bus - Positive Bikes and buses are complimentary to each other please plan to make cycling safer as well as better support faster bus services.	2/18/2026 2:01 PM
84	Bike - Positive Safely for pedestrians and cyclists please.	2/18/2026 8:54 AM
85	Bus - Negative Don't need dedicated bus lanes	2/18/2026 8:12 AM
86	Bus - Positive It would be unfortunate if a bus-only lane could only be added in one direction for speeding up transit. Still, bus transit along El Camino is important, and I have used it, so I would benefit.	2/17/2026 11:01 PM
87	Bike - Negative For the proposed bike lane, there needs to be a merging option for left turns, as the image shows only bikes remaining on the right side.	2/17/2026 10:58 PM
88	Bike - Negative Bus - Negative Pedestrian - Negative I don't really like any of them but picked what I did just because it has more trees. Is a 10' sidewalk really going to be used? Why does the "transit" option only have a dedicated transit lane in one direction?! As for the bicycle option, the same comments apply that I mentioned in the San Mateo version... except	2/17/2026 1:18 PM

	for some reason the bike lanes have shrunk by one foot in this case. If 6' works here, why not in San Mateo? Why not have some uniform dimensions for things like lanes? The sidewalks or tree space can be enlarged or shrunk as needed. The general idea of more trees is great. Just look at Menlo Park! BUT! They have to be maintained as does the sidewalk/space around them!	
89	2nd preference is transit option	2/17/2026 9:22 AM
90	Existing Adding a bike lane on in el Camino would be great! It would be safer for people whom ride their bikes. But where would the parking go ?	2/16/2026 8:56 AM
91	Bus - Negative A better solution to a transit-only lane would be enhanced connections to the Caltrain stations that parallel El Camino Real. It should be quicker to take Caltrain from Redwood CIty than a bus.	2/15/2026 8:24 PM
92	Other There are currently no trees in the median along ECR in San Mateo; there is no median. The approach to the city from the south along ECR is ugly with used car dealers and shack like businesses. Zone the area to require building appearance codes. Medians with trees must be added. Stop letting Mexican food trucks park along ECR or in the parking lots; it looks like a slum. Instead put in pocket parks with trees, flowering bushes attracting birds and butterflies and walking paths for calm. Do something for pedestrians to sit and smell flowers. Establish left turn signals at every intersection.	2/15/2026 6:06 PM
93	Bike - Positive Bus - Negative I don't find bus transit here as reliable which decreases interest in ridership. Caltrain is efficient in time/ speed & is predictable. It has numerous bike rack onboard but navigating our streets after you get off is another story. Our streets are unsafe, unpredictable, confusing (not at all universal in design). With great design - all modes feels protected & safe. If you build it - users will come and will even consider other modes of transpo aside from cars. It helps the planet and an active civilian's health. After disembarking Caltrain - I find that for as long as there are protected bike lanes to help you get to your destination safely with updated online maps then it helps! Please visit abroad and be inspired by community-centered and inclusive designs.	2/15/2026 1:13 PM
94	Bike - Positive Bus - Positive We need to get rid of at least 50% of privately owned cars and have people use public transportation (as in Europe). Bike lanes should have safety barriers to protect bikers & pedestrians. Push car manufacturers to make small vehicles. Possibly MICRO EVs. Use minibuses to transport passengers to side streets that SamTrans cannot reach. Encourage the school to use school buses to reduce unnecessary traffic from parents picking up their kids. Build more mixed-use communities to reduce carbon footprint everywhere. Educate rather than fix.	2/15/2026 12:38 PM
95	Existing Traffic is at capacity, no one rides the bus, bicycles can use Middlefield, and no pedestrian traffic except people from their cars to the businesses	2/14/2026 3:25 AM
96	Bus - Positive RWC has more cars and transit going in and out of town because of the courthouse so I think it needs more space for transit than the other cities.	2/13/2026 7:00 PM
97	Existing There aren't enough busses to justify a separate lane. Business will suffer if there isn't parking. No need for wider sidewalks. Parking more important than bike lanes.	2/13/2026 12:51 PM
98	Existing Changes are not worth the cost and disruption to the public.	2/13/2026 12:26 PM
99	Bus - Positive Allow bicycles to use the bus only lane. Win for both. Bicycles are not that common and do not cause congestion. Buses can pass the few bicycles it encounters when safe to do so.	2/13/2026 11:48 AM
100	Existing Busy segment widens pedestrian area while forcing choice of parking vs. bicycle traffic...not the right tradeoff to make.	2/13/2026 9:37 AM
101	Existing Keep the existing. Traffic is already bad and changes will make it worst. Anyway the busses are always empty. Why make changes???	2/13/2026 9:31 AM
102	Bike - Positive The bicycle option provides the best scenario for bicycles, pedestrians the elderly and kids. We need to stop letting the automobile rule the road, especially with the lawlessness that has been prevailing. The public facility is owned by all and needs to be usable by all in a safe and reliable manner.	2/13/2026 8:16 AM
103	Bus - Negative Don't remove car lanes for dedicated bus lanes. What's happening with BART goes to show few take public transportation - regardless of the music and comedians you bring	2/13/2026 7:55 AM

	in fr enetertainment.	
104	this is a test	2/12/2026 12:07 PM
105	Pedestrian - Positive I don't walk much in Redwood City on El Camino, but I'm guessing it's similar to San Carlos where pedestrians have a hard time being seen when crossing.	2/12/2026 9:47 AM
106	Pedestrian - Positive Again like the wider sidewalks	2/12/2026 9:07 AM
107	Pedestrian - Positive Again, I would reduce the median/buffer spaces to also increase sidewalk width	2/11/2026 11:08 PM
108	Other Please widen El Camino to an extra lane for traffic through Redwood City. The amount of development that Redwood City has created over the last decade has inundated El Camino with traffic without any mitigation whatsoever. Buildings need to be removed on both sides and lanes added throughout Redwood city!	2/11/2026 10:15 PM
109	I'd like this in San Carlos also	2/11/2026 8:46 PM
110	Pedestrian - Negative people don't really walk on el camino, it's known to be a main road	2/11/2026 8:04 PM
111	Pedestrian - Negative The option I chose was the lesser of all evils. Why don't you move the trees onto the sidewalk (why 10' of sidewalk) and tum that extra 5' into bike lanes. That keeps the parking too.	2/11/2026 2:13 PM
112	Same as San Mateo	2/11/2026 2:06 PM
113	Bike - Negative most cyclists / scooters ride the sidewalk so might as well widen them remove the dedicated bike lane	2/11/2026 1:28 PM
114	Bike - Negative Prefer the way it was before they put in then separated bike lanes. It's gridlock at busy times of day.	2/10/2026 10:38 AM
115	Bike - Positive Mountain View has the "Bicycle: Continuous separated bike lanes, wider sidewalks, and more trees." It is getting use to. This way, the bikers can have their own lane. Vechicles and bikers can be aggressive and it is dangerous. This way, each has its own lane. And the pedestrians are protected too. Does there need to be a 5' separator of bike and vehicle/transit lane? From street parking lot getting onto El Camino, the driver's view can be obstructed when entering El Camino. Would bike lane include scooters and e-bikes? It would be safe if the lanes are consistent for all cities. It may be distracting if you enter each city on El Camino having different types of lanes. This can make drivers more aggressive in certain cities and it can rattle inexperience drivers because of the changes.	2/10/2026 9:25 AM
116	I notice no editorial sub-headings on this one even though the diagrams are the same. That's an improvement.	2/9/2026 8:51 PM
117	Existing See answer # 1–overbuilding with choking traffic/parking congestion. WE CANNOT REDUCE LANES ON EL CAMINO.	2/9/2026 1:43 PM
118	Existing RWC El Camino is already congested-less lanes means more traffic. Please keep parking. Parking is already limited.	2/8/2026 9:38 AM
119	Bus - Positive I believe in the long-term vision of Redwood City as a transit hub for the Peninsula. I think a deicated bus lane will only help in that vision and create more business for the area. There is more than enough space to fit all modes of transit in this area.	2/7/2026 6:01 PM
120	See previous comment	2/7/2026 5:00 PM
121	Bus - Negative Again recommend more compromise between the loudest voices on the transit, cyclist and pedestrian sides. Do not feel suburban cities like these require exclusive bus lanes. Those should be for more densely populated cities like SF and NYC. Those areas make more sense vs. the different layout of a smaller suburban City like San Mateo, Redwood City, etc.	2/7/2026 2:26 PM
122	Other More accommodation for Vehicles, deliveries, pickups, parking is needed. Better Left tum help.Vehicles Are the biggest user of Our roads we Need to make it safer and easier for Vehicles	2/6/2026 9:46 PM
123	See comments for Belmont. Same needs	2/6/2026 9:00 PM
124	Other Although El Camino Real is categorized as a highway, it really is a surface street and	2/6/2026 8:06 PM

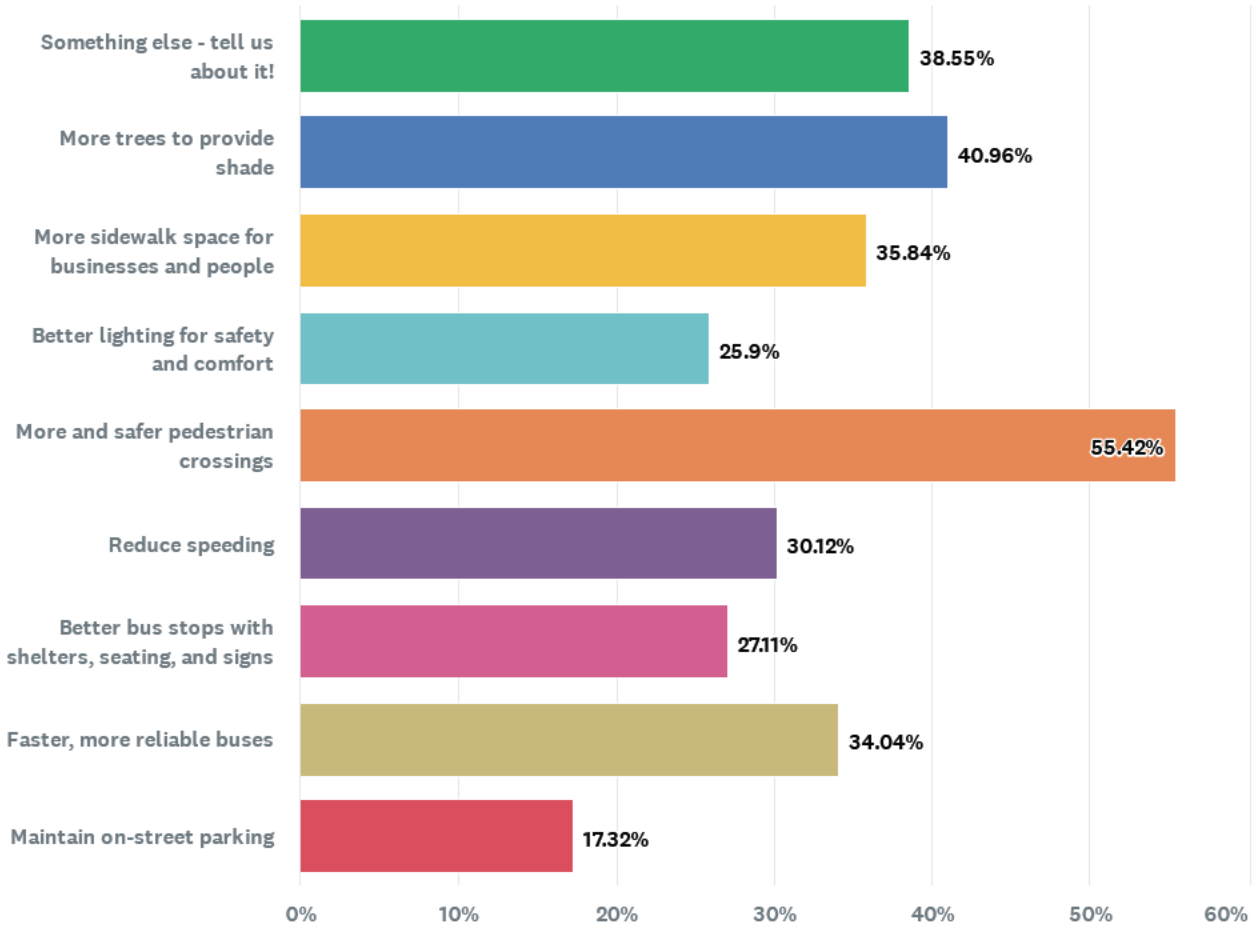
	traffic needs to accept slower speeds on this artery.	
125	Existing Please don't replace parking there already isn't enough for business.	2/6/2026 12:08 AM
126	Where is the sidewalk + separated bike lane + transit only lane option?	2/5/2026 6:08 AM
127	Preferably with a bus only lane as well	2/4/2026 3:38 PM
128	The transit solution in Redwood City allows for a dedicated transit lane *and* a separated bike lane. Why is that not possible in San Mateo?	2/3/2026 2:40 PM
129	Bus - Positive Similar to Belmont and most of San Mateo, the section of El Camino Real through Redwood City possesses adequate space for center median bus lanes and island platform bus stops. The only real challenge for infrastructure and street design is the area where ECR deviates into the Redwood City Transit Center. However, this can be executed through the use of transit left turn signals and the relocation of curbside infrastructure to make room for turning buses.	2/2/2026 9:27 PM
130	Any option but existing	2/2/2026 6:39 PM
131	Bike - Positive A connected el Camino bike way throughout all communities is a must for it to be effective in any community.	2/2/2026 5:17 PM
132	Bus - Positive Depends on if bus frequency would increase	2/2/2026 3:36 PM
133	Pedestrian - Positive If there's room while keeping parking and existing lanes, trees and wider sidewalks make the most sense.	2/1/2026 6:14 PM
134	Other I prefer any solution to the existing plan, as allowing parking on el camino is inefficient and unsafe.	2/1/2026 12:28 PM
135	Bus - Positive 1) No medians. Research and study after study shows they increase traffic speeds, injuries, deaths. Use the space for BRT in both directions, wider sidewalks; especially BRT. BRT in one direction is just silly. 2) Replace lights and medians with turbo roundabouts. See https://www.youtube.com/watch?v=_F6xKd7AGKs	1/31/2026 9:43 PM
136	Existing Three lanes each way, need parking and sidewalks. Have bus stop pull outs. Don't allow double parking. Bikes, scooters, unicycles, etc. use side streets	1/31/2026 9:29 PM
137	Bike - Positive Being able to bike safely on el Camino would make my access to stores much easier, so that's the most important thing for me. The transit design is great too though.	1/31/2026 8:32 PM
138	Bus - Positive Absolute yes to better bus service, protected bike lanes, and more trees for shade and comfort.	1/31/2026 1:54 PM
139	Other Trees waste space in the right of way that could be used for left or right turn lanes.	1/31/2026 12:22 PM
140	Bike - Positive I bike commute frequently on El Camino. The current route is unsafe for cyclists like myself. A dedicated bike lane separation is much needed and safer for the community	1/31/2026 10:24 AM
141	Bike - Negative No bike lanes on El Camino'	1/30/2026 10:24 PM
142	Bike - Positive i've biked and walked on el camino in redwood city so i want bike lanes. when i biked i just biked on the sidewalk to avoid cars.	1/30/2026 8:11 PM
143	Bus - Positive This option ONLY if it also means that transit buses have TURN-OUTS at bus stops so that they DO NOT BLOCK vehicle traffic when stopping for passengers.	1/30/2026 6:31 PM
144	Bus - Negative I think traffic would be horrific with a bus only lane. Just how the fast track lanes ruined traffic on 101 now the other lanes are super congested	1/28/2026 5:00 PM
145	Other left turn pockets & lanes whenever possible!	1/26/2026 7:42 PM
146	Bus - Positive I like that an option includes both bus and bike improvements	1/24/2026 11:32 PM
147	Existing I like the way it is today, with nice wide car lanes.	1/24/2026 4:03 PM
148	Other Enforcement of unsafe drivers will also need to be part of the plan, please budget for this. And integrity of the roads, potholes make surfaces unsafe for bikers—a huge safety concern currently.	1/24/2026 10:23 AM

149	Other Eliminate the parking	1/23/2026 7:26 PM
150	How will the bus only lane be enforced?	1/23/2026 5:22 PM
151	Bus - Positive I'd prefer bikes and busses and wider sidewalks. Happy to give up car lanes and parking for that.	1/23/2026 10:34 AM
152	Bike - Positive Bike lane priority! Perhaps even a median separated bus lane. 82 should not be a 6 lane road when it is right next to 101	1/22/2026 6:13 PM
153	Bike - Negative Pedestrian - Positive The bike lanes near my neighborhood are not used very much when I'm traveling around, and I have to deal with reckless cyclists on sidewalks anyway. Wider sidewalks feel like a better solution.	1/21/2026 11:47 PM
154	Bike - Positive Bus - Positive Again, parking is an issue. Bike lanes and busses will put less cars on the road and be better for the environment, but parking near bus stations are especially needed. Same thing as before, I hope the trees can be dense, not spaced out. I also hope the busses can have cheap fares, but I understand the cost of the busses have to come from somewhere.	1/21/2026 5:02 PM
155	Same comments as I entered for Belmont.	1/21/2026 9:05 AM
156	Again see Palo Alto separated bike lanes	1/21/2026 8:39 AM
157	Bus - Positive I take the ECR bus from Redwood City every day. They can sometimes be a little unreliable, especially in the afternoon, so I think adding a bus-only lane is a great idea. Additionally, I would like there to be shelters over all bus stops.	1/20/2026 10:21 PM
158	Bus - Positive A bus lane would be so so so so so so so so so so so amazing for camino real please! Please!!!!!	1/20/2026 9:39 PM
159	Bus - Positive See? The previous screen about San Mateo pitted biking against bus only lanes, but here you have both. This should be the standard across the whole corridor, and don't tell me it isn't possible because it absolutely is	1/20/2026 4:05 PM
160	Pedestrian - Positive Make median smaller (or remove). Retain 7.5' sidewalks, retain parking, but maybe have 2-way bike travel on alternating sides of the street as necessary? If bus only lane is the way SamTrans wants to go, it should be shifted over towards the median and there should be breaks in the median to allow bus platforms etc.	1/20/2026 9:34 AM
161	Bike - Positive Bicycle, but with the Vehicle & Transit lanes replaced with Bus Only Lane	1/20/2026 7:30 AM
162	Existing El Camino Real is a transit corridor that serves small business. Removing parking is NOT an option. It will destroy small business.	1/19/2026 10:46 PM
163	Existing Traffic traffic traffic I can't go anywhere on the peninsula during rush hour. I either don't go anywhere or wait until 10 am in the morning or after 8pm at night, and El Camino is the worst. It is often faster and easier to travel to Fremont or Santa Clara to shop at Costco than Redwood City and I live in San Carlos	1/19/2026 5:03 AM
164	Bike - Negative Bicycles are better accommodated in other streets than El Camino	1/17/2026 3:33 PM
165	Bus - Negative I am very opposed to dedicated bus lanes. I believe they make driving more dangerous as you must wait until the last moment to get into the turn lane. Bike lanes are always deserted so they aren't as problematic but just imagine merging for a right turn if the bike lanes were full. Bus/taxi lane markings in SF are a nightmare to deal with.	1/17/2026 7:06 AM
166	Existing Keep as many full traffic lanes as possible	1/16/2026 7:57 PM
167	Bus - Positive Multi use raised paths + bus lanes	1/16/2026 7:57 PM
168	Bus - Positive Today El Camino is the main commercial boulevard -- and it's terrible for cyclists. Would love to have better transit options and more cycle and pedestrian friendly boulevard.	1/16/2026 5:23 PM
169	Existing Existing + more trees	1/14/2026 7:53 PM
170	Bike - Positive The more bike and bus lanes the better. The occasional tree where it fits, wider sidewalks/bike lanes seems to be more important here. 11 and 10.5 foot lanes might still be enticing speeding.	1/14/2026 4:43 PM

171	Bike - Positive If bike lanes are not continuous the risk for being run over when entering the car lanes is high	1/14/2026 3:41 PM
172	This option for RWC is my favorite of all the choices throughout the survey.	1/14/2026 3:41 PM
173	Bike - Positive Pedestrian and bicycle safety is paramount as road speeds increase. Let's make ECR a safe and welcoming space for foot and bike travel that is well connected esp to our mass transit options (i.e., caltrain).	1/13/2026 3:19 PM
174	Bike - Positive Bike lanes are a must on ECR. Palo Alto already has them and eventually it will all connect!	1/12/2026 12:07 PM
175	Find a way to make this option for all of el Camino.	1/11/2026 6:18 PM
176	Bus - Positive SamTrans route ECR is currently highly unreliable and dedicated bus lanes are a proven technology to both speed up buses and eliminate schedule deviation due to traffic congestion. Furthermore, el Camino is a key north-south corridor where it is currently very dangerous to bike. Bike lanes, following the example of cities such as Palo Alto and Mountain View on El Camino are possible and deserved. Implementing both of these is the only true future-proof solution. I would actually further challenge the idea that two lanes of car traffic are needed at all times. Numerous studies have proven that eliminating car lanes doesn't actually increase but rather decreases traffic congestion and gets people to switch to other modes of transit or other times of day. Basically, an extra general travel lane benefits nobody but on the other hand, a bus lane in both directions would be an absolute game changer for reliability on route ECR. See International Boulevard in Oakland for a successful example of reducing travel lanes and replacing them with bus lanes to increase transit ridership and not increase traffic.	1/11/2026 1:56 PM
177	Bus would be second option	1/11/2026 10:48 AM

Q9 What are your top priorities for improvements you would like to see on El Camino Real? (select up to three)

Answered: 664 Skipped: 37



Answer Choices	Percentage	Responses
Something else - tell us about it!	38.55%	256
More trees to provide shade	40.96%	272
More sidewalk space for businesses and people	35.84%	238
Better lighting for safety and comfort	25.90%	172
More and safer pedestrian crossings	55.42%	368
Total		**2027**

Answer Choices	Percentage	Responses
Reduce speeding	30.12%	200
Better bus stops with shelters, seating, and signs	27.11%	180
Faster, more reliable buses	34.04%	226
Maintain on-street parking	17.32%	115
Total		**2027**

#	SOMETHING ELSE - TELL US ABOUT IT!	DATE
1	Bike lane	4/1/2026 1:52 PM
2	Protected Bike lanes!	3/31/2026 9:48 PM
3	Separated bike laned	3/31/2026 8:27 PM
4	Dedicated bus and bike lanes.	3/31/2026 1:58 PM
5	dedicated bike and bus lanes end to end and on both sides of ECR.	3/31/2026 1:42 PM
6	Bike lanes	3/31/2026 11:32 AM
7	Dedicated (separated) bike lanes. Public transit infrastructure needs to be fast and reliable. If I can show up to a bus stop and know (WITHOUT A REQUIREMENT TO CHECK THE SCHEDULE BEFORE HAND) that a bus will arrive shortly, then public transit is always a win.	3/31/2026 10:09 AM
8	dedicated bike and bus lanes end to end and on both sides of	3/31/2026 10:03 AM
9	A "Bus Only Lane"	3/30/2026 1:46 PM
10	Protected/Separate bike lanes	3/30/2026 12:57 PM
11	Safe bike infrastructure	3/30/2026 8:37 AM
12	No right turns on reds. And right turn yield arrows while pedestrians are crossing.	3/30/2026 8:37 AM
13	If buses were more frequent and had better east/west connections they would not need to go faster.	3/27/2026 10:46 AM
14	With growing housing, enough lanes to support heavier traffic	3/26/2026 4:35 PM
15	Continuous, separated bicycle facilities.	3/26/2026 3:24 PM
16	Bicycle infrastructure actually usable/not a pothole and traffic death trap!	3/26/2026 9:59 AM
17	Bikeable/multi-modal transportation to reduce traffic and increase outdoor exercise	3/25/2026 4:06 PM
18	bussy lanes plz	3/24/2026 10:49 PM
19	Protected bike lanes all up and down El Camino; safe enough for the whole family	3/17/2026 9:35 PM
20	Continuous bicycle infrastructure.	3/14/2026 8:24 AM
21	usable bike infrastructure, not performative green paint	3/11/2026 5:54 AM
22	more FREQUENT bus service please	3/10/2026 4:28 PM
23	Better bike lanes	3/9/2026 12:32 PM
24	Parking to the left of bike lanes	3/6/2026 1:08 PM
25	Safer bike lanes	3/6/2026 9:19 AM

26	More dedicated bicycling lanes. Safer for cyclists	3/6/2026 4:51 AM
27	Bike lane lanes	3/5/2026 11:21 PM
28	More options for cars entering ECR from side streets — they are often stuck in the middle.	3/5/2026 9:22 PM
29	Continuous protected bike lanes	3/5/2026 8:45 PM
30	dedicated biking all along ERC	3/5/2026 8:24 PM
31	Bike safety and accessibility	3/5/2026 6:42 PM
32	Pls prioritize bus efficiency and bike/ped safety improvements!	3/5/2026 6:33 PM
33	Separated bike lanes	3/5/2026 6:32 PM
34	bike lanes	3/5/2026 6:04 PM
35	Continuous protected bike lanes	3/5/2026 5:13 PM
36	More safe, protected bike lanes	3/5/2026 4:59 PM
37	Separated bike lanes	3/5/2026 4:29 PM
38	Improved bike infrastructure	3/5/2026 4:28 PM
39	Safe bike routes	3/5/2026 3:55 PM
40	Bicycle infrastructure - safe, separated lanes	3/5/2026 3:09 PM
41	Better bikeability (see question 10)	3/5/2026 2:46 PM
42	Separated bike lanes	3/5/2026 2:01 PM
43	Bike safety and access. Separated bike lanes.	3/5/2026 1:51 PM
44	Protected bike lanes - ECR is totally scary for bikes, yet it's the main artery between cities on the peninsula	3/5/2026 1:36 PM
45	Faster and more efficient car traffic, for example by synchronizing signals	3/5/2026 1:31 PM
46	Safer cycling infrastructure (consistent physical separation from cars)	3/5/2026 10:54 AM
47	Bike lanes, bike lanes, bike lanes!	3/4/2026 9:19 PM
48	Bike lanes	3/4/2026 8:17 PM
49	Safe bike lanes	3/4/2026 5:11 PM
50	Safer space to bike	3/4/2026 4:05 PM
51	Bike lanes along ECR	3/4/2026 3:17 PM
52	protected bike lanes	3/4/2026 12:06 PM
53	Separated bike lanes to make bicycling safer!!!!	3/4/2026 12:06 PM
54	More protected dedicated lanes for Left Turn Only. Getting stuck behind left-turners in the "faster" lane is unnecessarily dangerous and inconvenient.	3/4/2026 10:06 AM
55	Turn lanes or a middle turn lane. To turn now, all traffic backs up behind the person turning.	3/3/2026 3:21 PM
56	mixing street parking with buses is not safe. need someplace for vehicles to park though.	3/1/2026 11:54 PM
57	Safety for bikes and pedestrians think through how transit connects with other systems to make it attractive for commuters to use Penninsula transit systems together efficiently	3/1/2026 11:25 AM
58	safer bicycle lanes	2/28/2026 10:44 PM
59	Protected bike lanes	2/28/2026 9:55 AM
60	Protected bike lanes and curb extensions at intersections!	2/28/2026 1:32 AM
61	Safe bike routes will help people consider biking.	2/27/2026 5:46 PM

62	Bike lane separation	2/27/2026 3:07 PM
63	More lanes for better traffic flow	2/27/2026 9:52 AM
64	bike lanes	2/26/2026 9:40 PM
65	Public transit options other than a bus	2/26/2026 7:01 PM
66	Bike lanes that connect to key routes, residences and business destinations.	2/26/2026 5:05 PM
67	More lanes too many cars not enough lanes	2/26/2026 1:21 PM
68	BIKE LANES	2/26/2026 10:52 AM
69	No left turns off El Camino during rush hours at non-protected left turn intersections	2/26/2026 9:49 AM
70	All of the above	2/25/2026 6:54 PM
71	Better / separated bike lanes	2/25/2026 4:46 PM
72	No reduction to existing traffic flow, and in fact, anything that can be done to improve flow	2/25/2026 2:06 PM
73	Bike lanes!	2/25/2026 1:22 PM
74	smooth traffic flow	2/25/2026 1:13 PM
75	Continuous Bike Lane, preferably protected by a trees.	2/25/2026 11:36 AM
76	Safe bike lanes	2/25/2026 11:32 AM
77	No bike lanes! Use existing, dedicated bike routes.	2/25/2026 10:35 AM
78	Separated bike lanes	2/25/2026 7:58 AM
79	Bike lanes	2/25/2026 7:54 AM
80	bike lanes	2/25/2026 7:40 AM
81	Better bike lanes with physical barriers	2/24/2026 10:16 PM
82	continuous protected bike lanes	2/24/2026 5:07 PM
83	Bike support	2/24/2026 3:56 PM
84	Do not reduce the number of vehicle traffic lanes	2/24/2026 2:15 PM
85	Maintain car driving lanes	2/24/2026 1:31 PM
86	bike lanes	2/24/2026 11:29 AM
87	Maintain existing vehicle lanes.	2/23/2026 9:53 PM
88	Safer for bikes and pedestrians	2/23/2026 8:42 PM
89	more bike lanes	2/23/2026 11:49 AM
90	Motorists should not be allowed left turns at intersections without a designated left turn lane on El Camino	2/23/2026 9:52 AM
91	continuous bike lanes	2/22/2026 6:10 PM
92	Protected bike lanes	2/22/2026 4:29 PM
93	There are already sidewalks and crosswalks. We need bike lanes	2/22/2026 2:31 PM
94	Smooth efficient traffic flow	2/22/2026 12:34 PM
95	With all of the housing expansion, we need to make El camino a safer throughfare for car traffic. Remove street parking and minimize direct driveways.	2/22/2026 9:45 AM
96	Bicycle safety	2/22/2026 8:58 AM
97	More frequent, reliable buses	2/21/2026 7:27 PM
98	Bike lanes!	2/21/2026 4:38 PM

99	Flattening of pavement torn up due to trees and utility work. Also safer for bikes	2/21/2026 3:36 PM
100	safer bike lanes	2/21/2026 1:46 PM
101	Improved safety for cyclists	2/21/2026 11:57 AM
102	NO LEFT TURNS FROM EL CAMINO. IF 19TH AVE IN SF CAN, WE CAN	2/21/2026 11:29 AM
103	Protected bike lanes	2/21/2026 10:49 AM
104	Parking for businesses must be provided in lots or on side streets or for new developments in underground parking.	2/21/2026 9:56 AM
105	Bikability.	2/21/2026 9:19 AM
106	Great bike infrastructure to connect cities along ECR	2/21/2026 8:30 AM
107	dedicated bike lanes	2/20/2026 11:08 PM
108	Fewer potholes and broken pavement!	2/20/2026 10:30 PM
109	Separate bicycle lanes that can also facilitate faster e-bikes and electric scooters which don't belong on sidewalks	2/20/2026 10:15 PM
110	Protected bike lanes and removal of on-street parking.	2/20/2026 9:56 PM
111	Mass transit bart Caltrain SamTrans are the best being fair changing the cost of living so we all do well not worse you are too concerned with outside the county to be successful 11 years of elder abuse is too much	2/20/2026 6:28 PM
112	Dedicated bicycle lane.	2/20/2026 6:27 PM
113	I live near an uncontrolled intersection where a flashing pedestrian crossing light was recently installed. Of all the stupid changes that have been made to the streets in my neighborhood, this is the only one that is FANTASTIC. It allows for good flow of traffic and provides a safe way for pedestrians to cross as well as to alert cars that someone is in the crosswalk. Congrats to whoever thought of that!	2/20/2026 6:09 PM
114	No need for on street parking.	2/20/2026 5:29 PM
115	Left only turn signals to protect pedestrians crossing.	2/20/2026 2:27 PM
116	More lanes of Vehicle Traffic to reduce commute congestion	2/20/2026 1:35 PM
117	Bike lanes throughout SMC on El Camino. No parking.	2/20/2026 12:30 PM
118	I'd love it to be safe for bikes. Protected bike lanes. I would use a bike instead of a car and that would be one less car on the road!	2/20/2026 11:14 AM
119	Allow for more cars in the road	2/20/2026 10:54 AM
120	Dedicated bike lanes	2/20/2026 8:57 AM
121	minimum width lanes and smoother surfaces for vehicles and bikes, gotta address the huge trees, maybe remove from one side of el camino to make lane widths safe	2/19/2026 3:07 PM
122	Faster driving experience	2/19/2026 11:26 AM
123	Reduce bottlenecks to traffic flow, especially in Redwood City.	2/19/2026 9:20 AM
124	Bike lanes	2/18/2026 6:53 PM
125	Leave it alone	2/18/2026 6:44 PM
126	Safer for cyclists.	2/18/2026 2:03 PM
127	Separate bike lanes .	2/18/2026 8:56 AM
128	Provide critical bike route connections	2/17/2026 11:31 PM
129	Better bike lanes	2/17/2026 11:10 PM
130	Bike lane	2/17/2026 10:57 PM

131	Safer bike lanes	2/17/2026 8:21 PM
132	Stop prioritizing cars at the expense of everyone else.	2/17/2026 8:12 PM
133	protected bike lanes	2/17/2026 6:13 PM
134	more bike lanes on El Camino and / or surrounding streets	2/17/2026 4:59 PM
135	Separated and protected bike lanes	2/17/2026 10:01 AM
136	bike lanes	2/17/2026 9:23 AM
137	Separated bike lanes	2/17/2026 7:14 AM
138	Why was safe bicycle access not included in the pre-filled list?	2/15/2026 8:31 PM
139	More police to enforce traffic laws and reduce speeding. More left turn signals. ELIMINATE RIGHT TURN ON RED!	2/15/2026 6:11 PM
140	Get rid of the potholes	2/15/2026 1:42 PM
141	Protected and continuous bike lanes	2/15/2026 1:29 PM
142	Coordinate traffic lights to increase flow	2/14/2026 3:28 AM
143	Bike lane	2/13/2026 7:35 PM
144	No unprotected lefts on ECR	2/13/2026 7:01 PM
145	Dedicated bike lanes.	2/13/2026 1:33 PM
146	Continuous, protected bicycle lanes along ECR	2/13/2026 12:55 PM
147	Safe bike lanes	2/13/2026 12:54 PM
148	Additional travel lanes.	2/13/2026 12:40 PM
149	Dedicated safe bike lanes.	2/13/2026 11:54 AM
150	Better bike lanes	2/13/2026 11:24 AM
151	bike lanes	2/13/2026 9:57 AM
152	Keep/improve traffic flow, with improved bike safety	2/13/2026 9:40 AM
153	STOP BUILDING!!!!!	2/13/2026 9:32 AM
154	Regulate e-bikes and minors riding e vehicles on major roads recklessly	2/13/2026 9:31 AM
155	Buses don't need to be faster. They just need to be clean, safe and reliable.	2/13/2026 8:18 AM
156	Protected bike lanes	2/12/2026 3:49 PM
157	Clear and protected bike lanes	2/12/2026 11:05 AM
158	Safer, more consistent bike facilities.	2/11/2026 11:10 PM
159	More lanes for vehicles and traffic!	2/11/2026 10:16 PM
160	Maintain proper lanes for vehicle traffic	2/11/2026 9:12 PM
161	Making crossing safer for kids walking/riding to school everyday	2/11/2026 3:15 PM
162	need more garage cans along the street so much trash thrown on the ground and in bushes	2/11/2026 1:36 PM
163	Better Bike lanes and increased bike safety	2/11/2026 11:31 AM
164	Keep 2 lanes to prevent gridlock	2/10/2026 10:39 AM
165	Make it bike-friendly.	2/10/2026 10:00 AM
166	Safe bike lanes	2/10/2026 8:26 AM
167	More protected bike lane connectivity	2/9/2026 9:36 PM
168	Dedicated, separated safe bike lanes	2/9/2026 8:53 PM

169	Dedicated bike lanes separate from car traffic	2/9/2026 2:00 PM
170	lLeft turn lanes from Borel and 17th onto El Camino. Need to coordinate between City and Caltrans, but get it done!	2/9/2026 1:47 PM
171	safe bike lanes and crossing	2/9/2026 12:58 PM
172	Protected Bicycle Lanes	2/9/2026 11:04 AM
173	Bicycle improvements	2/9/2026 8:55 AM
174	Safe bicycling lanes north of 42nd Ave.	2/8/2026 8:24 PM
175	Protected bike lanes	2/8/2026 1:37 PM
176	Designs that keep traffic moving while keeping pedestrians safe. Potentially less but safer crossings and enforcement so pedestrians are also required to be more careful & aware.	2/7/2026 2:30 PM
177	SIX, SEVENNNNNN	2/7/2026 1:53 PM
178	All are important	2/6/2026 9:49 PM
179	Separate bicycle lanes!	2/6/2026 4:25 PM
180	Maintain the roadways so it is smooth and without potholes and cracks and rough patches.	2/6/2026 3:07 PM
181	Reduce traffic congestion	2/6/2026 2:52 PM
182	more stores open, too many closed shops, more reason to spend money on ecr	2/6/2026 10:45 AM
183	Division between pedestrians and cars	2/6/2026 7:28 AM
184	Space for bikes and other micromobility	2/4/2026 9:11 PM
185	Safety	2/4/2026 3:38 PM
186	Bike lanes, separated wherever possible	2/3/2026 2:42 PM
187	No bike lanes needed on el camino	2/3/2026 10:07 AM
188	Options to reduce traffic.. People do not take the bus.	2/2/2026 7:54 PM
189	Bike Lanes	2/2/2026 6:44 PM
190	Protected bike lanes.	2/2/2026 5:18 PM
191	Safer bike infrastructure!	2/2/2026 3:38 PM
192	keep vehicle lanes - NO BIKE LANES	2/2/2026 2:36 PM
193	bicycle facilities	2/2/2026 1:20 PM
194	Maintain and increase current roadways for drivers	2/2/2026 1:07 PM
195	Intersections that prioritize people/public transit over private vehicles, namely by using transit signal priority and by having pedestrian signal buttons that trigger red lights/stopped cars faster/right away.	2/1/2026 5:30 PM
196	More plants, water features, flowers	1/31/2026 11:53 PM
197	maintain car lanes	1/31/2026 11:19 PM
198	protected bike lanes on both sides of the street!	1/31/2026 9:52 PM
199	Safe biking routes	1/31/2026 8:38 PM
200	Repaving El Camino is necessary NOW.	1/31/2026 1:17 PM
201	Safe streets for pedestrians and cyclists!	1/31/2026 10:26 AM
202	Increase traffic lanes and retain parking	1/31/2026 8:34 AM
203	Restricted left turns from El Camino in areas that are only 2 lanes (North San Mateo/Burlingame) during busy hours. Traffic in N San Mateo is ridiculous in the morning and afternoon.	1/30/2026 8:52 PM

204	Separated bike lanes (separated by concrete, not those flimsy plastic looking sticks)	1/30/2026 8:18 PM
205	Bike lanes! It's sad to see those aren't even a survey option here	1/30/2026 7:01 PM
206	More speed, faster cars	1/30/2026 6:01 PM
207	pedestrian safety!	1/30/2026 4:39 PM
208	I think it'd be ideal to have parking lots and/or parking behind the buildings on the el Camino to make accessing the shops easier while keeping the streets more pleasant	1/30/2026 4:30 PM
209	Better bicycle lane infrastructure	1/30/2026 4:29 PM
210	PROTECTED PEDESTRIAN CROSSING WITHOUT LEFT TURN ALLOWED DURING PED CROSSING.	1/30/2026 1:09 PM
211	Less traffic	1/28/2026 5:01 PM
212	Safer bicycle infrastructure	1/28/2026 1:09 PM
213	Everything is good now	1/27/2026 5:53 PM
214	Better pavement	1/27/2026 3:10 PM
215	bike lanes for biking safety	1/27/2026 1:48 PM
216	Efficient bicycle connections along the corridor	1/27/2026 10:11 AM
217	Safer biking routes for transportation	1/26/2026 8:11 PM
218	A safe route for bicyclists	1/25/2026 11:20 PM
219	Prevent cars from turning left or right from hitting people in the crosswalk. Maybe no right turn when red etc.	1/24/2026 3:00 PM
220	Protected bike lanes	1/24/2026 10:25 AM
221	Why is dedicated space/improvements for bicyclists not a listed choice here (especially since it is shown as an alternative in the different sections)? It will not show up as a priority compared to the other listed choices for this question because it has been left off.	1/23/2026 6:07 PM
222	Lower speeds and more traffic calming measures.	1/22/2026 6:18 PM
223	Crosswalks would likely induce more traffic on this road - I think some investment could be made into overhead crossings.	1/21/2026 5:32 PM
224	No on steet parking on it	1/21/2026 2:45 PM
225	less bike accidents	1/21/2026 11:41 AM
226	Better timing of the lights and use of radar to adjust traffic flow.	1/21/2026 9:07 AM
227	To separate bikes from street traffic to make it safer for both cars and bikes.	1/21/2026 8:43 AM
228	More cycling infrastructure	1/21/2026 8:40 AM
229	Safer cycling!	1/20/2026 7:34 AM
230	El Camino is great the way it is.	1/19/2026 10:49 PM
231	Fix pot holes. More car lanes. The	1/19/2026 9:48 PM
232	FIX THE POTHOLES!	1/19/2026 2:20 PM
233	Improve travel times to be , I don't know, reasonable? I shouldn't be driving out of county to shop because the freeways are faster than going a few miles on El Camino	1/19/2026 5:08 AM
234	More landscaping (trees or plants) for beautification. Shade not a priority. Decorative lamp posts	1/17/2026 7:22 AM
235	Proper cycle lanes	1/16/2026 5:26 PM
236	Safe bicycle routes	1/15/2026 8:27 AM

237	Better cycling infrastructure	1/14/2026 10:05 PM
238	Improvements that will facilitate driving	1/14/2026 7:58 PM
239	Protected bike lanes!	1/14/2026 6:35 PM
240	Where is the question about bike facilities being the top priority?	1/14/2026 4:46 PM
241	A continuous bike lane	1/14/2026 3:43 PM
242	Separated bike lanes	1/14/2026 6:33 AM
243	Better bike routes	1/13/2026 7:16 PM
244	Protected bike lanes	1/13/2026 3:21 PM
245	bicycle facilities wherever possible.	1/12/2026 4:02 PM
246	Bicycle access	1/12/2026 12:08 PM
247	safe bike lane. otherwise they will ride on the sidewalks anyway	1/12/2026 9:16 AM
248	Separated bicycle lanes	1/12/2026 8:35 AM
249	Protected Bicycle lanes	1/11/2026 9:39 PM
250	Bicycle lanes	1/11/2026 6:19 PM
251	Buffered and protected bike lanes :)	1/11/2026 2:00 PM
252	Bike Lanes	1/11/2026 11:53 AM
253	Bike lanes	1/11/2026 10:50 AM
254	Stop building mixed-use highrises!	1/10/2026 5:52 AM
255	A repaved and repaired road.	1/9/2026 10:15 PM
256	No right on red	1/9/2026 4:07 PM

Q10 Is there anything else you would like to share?

Answered: 202 Skipped: 499

#	RESPONSES	DATE
1	Placemaking Safety Better lighting Improve bus shelters Faster and more frequent buses Find a solution for the homeless population crowing public transit in the mornings. This creates unpleasant odors and creates a safety concern for the working class. Improve pedestrian crossings	4/1/2026 2:15 PM
2	Bus - Positive I don't have a car, I use public transportation but it is always DELAYED and that has forced me to walk or spend money on Ubers! I would like MORE PUBLIC TRANSPORTATION to be a priority PLEASE.	4/1/2026 2:09 PM
3	Safety Street safety must be the TOP priority for any plan. And street parking only makes our streets more dangerous for everyone. It impairs visibility and takes up precious space that should be used for bike/ped/bus safety and infrastructure upgrades. It's ridiculous that bike lanes isn't one of the options in question 9!	3/31/2026 9:48 PM
4	Let us know what actual results of the survey are. And let us know what the plans are so we can weigh in on them.	3/31/2026 1:58 PM
5	Safety Replace medians and stop signs and signals with turbo roundabouts. They are safer, and increase the road bed that can be allocated to bus lanes, cycle lanes, and car lanes.	3/31/2026 1:42 PM
6	Safety Roundabouts are safer to cars, pedestrians, and bicyclists.	3/31/2026 10:09 AM
7	Safety Replace medians and stop signs and signals with turbo roundabouts. They are safer, and increase the road bed that can be allocated to bus lanes, cycle lanes, and car lanes.	3/31/2026 10:03 AM
8	Street Maintenance SamTrans bus drivers do their best and I appreciate the ECR very much. They have more to deal with other drivers that constantly cut them off. I'm also very glad that the repaving of El Camino Real is finally occurring!! I hope that will make the bus ride more comfortable.	3/30/2026 1:46 PM
9	Bus - Negative Buses do not need their own dedicated lanes. This is how it is in parts of the city and I find it annoying and hazardous. Sadly I think most drive their owns vehicles, and don't/wont use public transport so a "build it and they will come" idea is not realistic.	3/30/2026 9:31 AM
10	Signage We also need to label the lanes on side streets from El Camino. For example 28th and El Camino in San Mateo has no labels for which turns you can make from both lanes or where you can drive straight across El Camino. It is very confusing. Crossing there to Hillsdale Caltrain as a pedestrian is also very dangerous	3/30/2026 8:37 AM
11	Traffic Enforcement The pedestrian crossing that are not real lights worry me. Drivers blow through these constantly. That would be my biggest safety request: make all people crossings also stop/lights.	3/30/2026 8:35 AM
12	Multimodal Travel Currently ECR is a stroad (neither efficient for getting from point A to point B nor an inviting place to live/work/shop/recreate.) It is not going to become an expressway so we might as well make it tree-lined, truly multi-modal, and much safer to cross (especially given all the housing that we're adding near and along ECR.)	3/26/2026 3:24 PM
13	Bike - Positive Building infrastructure for bicycles all up and down El Camino will also help alleviate traffic by removing cars. The more we can encourage people to bike that are able to, the more space / less traffic there is for those that are not able to / more car dependent.	3/17/2026 9:35 PM
14	Existing Granted, there are too many cars, but alternatives all have greater drawbacks.	3/17/2026 9:09 PM
15	Bike - Positive I really believe the bike paths are an important addiition to this very long stretch of road that spans multiple cities in the county. There is no consistent safe path as it moves from city to city making cycling very treacherous in my opinion. Also- help control the speed at which cars seem to be flying on this road. Create signs signaling that a Stop is ahead or that pedestrian crossing is ahead. People honking at pedestrians is unpleasant.	3/13/2026 9:12 AM

16	Bus - Positive Bus Rapid Transit please	3/11/2026 9:07 PM
17	Bus - Positive We need dedicated express buses on El Camino and much more frequent bus service. Every 10 min would be ideal. Make a monthly pass very affordable so more people will ride consistently. Make more cost-effective (free?) transfers so people can connect to other services like BART, Muni, Caltrain etc	3/10/2026 4:28 PM
18	Bike - Positive El Camino has great potential as a bikeway, but only if bikes can be there safely. Also, the safety needs to extend across many cities to be useful. No one will just hop on el Camino for a while if they have to go somewhere else once they hit the next city	3/6/2026 9:19 AM
19	Bike - Positive Pls provide more dedicated bicycling and pedals paths. Safer the better	3/6/2026 4:51 AM
20	Traffic Congestion Very concerned about ECR traffic in RWC when the Elco project opens!!!! So much double parking with the fruit store and other delivery vehicles. Also, the traffic that backs up at the left hand turn lanes into the lane to the right, causing cars in that lane to stop or pull into the next lane to the right to go around. Roosevelt northbound. And ? Near the Franklin apartments southbound as well as Target side street entrance.	3/5/2026 9:22 PM
21	Bike - Positive Consider two-way bike paths on one side of the road. It offers the road designer better alternatives.	3/5/2026 9:09 PM
22	Multimodal Travel remove illegally loud mufflers and speeders off of our roads; prioritize cleaner, non-motorized traffic, i.e., walking, biking, scooters, etc.	3/5/2026 8:24 PM
23	Thank you for caring about the environment and bikes.	3/5/2026 6:42 PM
24	Bike - Positive Separated bike lanes and new crosswalks in RWC are already making a positive difference. More of this!	3/5/2026 6:33 PM
25	Multimodal Travel We need to prioritize buses, pedestrians and bicycles for this corridor. This will be better for safety, wallets and the environment.	3/5/2026 4:59 PM
26	Parking Parking is under utilized and stressful to use. Businesses already tend to have their own parking lots.	3/5/2026 3:20 PM
27	Parking The city needs to address neighborhood parking. All of these changes are forcing cars from Woodside and el Camino to park in the neighborhoods. It's not the everyday use cars it's the cars being stored for months/years. My neighbor in a duplex has 13 cars that take up 1/2 our block. There needs to be fair limits and permits.	3/5/2026 2:52 PM
28	Parking We do not need more shade on El Camino. Peninsula weather is too cold as it is. I have never thought we needed more sidewalk space, lighting, or better bus stops. I am not totally sure of ECR reliability or speed, but the frequency is pretty decent. I would rather prioritize frequency over speed. On-street parking is extremely dangerous and counterproductive on El Camino and should be removed in favor of bike and/or transit lanes. We should be encouraging people to take transit or bike, not providing parking. Some thoughts on El Camino as a potential bike corridor: There are other, parallel routes, like Delaware, Palm, Old County, and Middlefield. However, it is not always convenient or possible to stay only on these alternate routes, depending on origin and destination. For short-distance travel, which bikes should excel at, the problem is exacerbated. Example: if I want to go from Middle Road (near my house) in Belmont to Jack in the Box in San Carlos, I have to: 1. cross El Camino to get to old county 2. bike on old county 3. cross El Camino and Brittan to get to jack in the box. The total distance is only about 2.2 miles. It should only take about 10 minutes. Instead, it will probably take at least 15 minutes due to the need to wait for so many lights to cross El Camino. And, while biking on Old County, there's no visual reference for when to cross the train tracks back to El Camino, so it's easy to turn too late or too early, thus needing to ride on El Camino anyway.	3/5/2026 2:46 PM
29	Bike - Positive We should prioritize long stretches of separated bike lanes up and down the peninsula.	3/5/2026 2:01 PM
30	The fact that you don't even provide an option for faster car traffic implies that the fix is already in!	3/5/2026 1:31 PM
31	Thanks for doing the hard work to improve active transportation options! These changes pay dividends for decades to come	3/5/2026 10:54 AM
32	Bike - Positive El Camino is too dangerous a roadway for bicyclists. An alternative plan	3/5/2026 6:46 AM

	needs to be developed. A thoroughfare that is strictly for cyclists (no pedestrians). There are cities that have done this. Get creative.	
33	Bus - Positive i hope one day in my lifetime streetcars/trams will replace the bus network and people of all income levels feel comfortable using public transportation.	3/5/2026 12:17 AM
34	Parking Please remove street parking from ECR. When I'm driving and exiting a parking lot, I do not enjoy have parked cars along ECR obstructing my view of oncoming traffic. It can be very stressful.	3/4/2026 3:17 PM
35	Bike - Positive With safe separated bicycle lanes, we will start to see more people riding and demand for this will increase, creating positive feedback loops. I recently heard that fatalities from children being hit by cars have declined in the US because roads have become so dangerous that parents don't let their kids anywhere near streets. I think we are in a similarly bad state with bicycles. Improving safe infrastructure for bicyclists will encourage more people to ride, which will reduce congestion, improve health and accessibility, increase quality of life, and increase property values. It will encourage more people to ride, which will help drivers learn to be on the lookout more for bicyclists.	3/4/2026 12:06 PM
36	Thanks for the survey.	3/4/2026 10:06 AM
37	Safety Focus on safe pedestrian crossings of ecr	3/3/2026 3:37 PM
38	Bike - Positive I really really care about safe and protected bike lanes and one of my top priorities would be to allow for that. However, it doesn't have to be on el Camino. It could be on parallel roads.	3/3/2026 8:17 AM
39	Placemaking San Carlos aesthetically looks the best because storefronts are maintained nicely-fresh paint, current signage, littler free sidewalks, lighting is good, fewer transients sleeping in the sidewalks and yelling obscenities, and there are more trees.	3/2/2026 11:42 AM
40	Placemaking Data show that trees along sidewalks in front of businesses lead to more time and money spent in those businesses. Trees improve aesthetics of urban areas and benefit the environment in many ways. (See London and Paris!) Trees also are proven to improve the feeling of and the actual well being of people in their vicinity. Dense planting of good sized trees between sidewalk and vehicle lanes, as well as in wider central medians is sorely needed.	3/1/2026 5:21 PM
41	Placemaking without trees these cities are smelling desert, bikes are good but they don't make economic impact , we do need parking spaces or collapse. do you know what's in the names of Redwood City or Palo Alto? trees? how many redwoods planted last decades?	3/1/2026 3:15 PM
42	Bus - Positive Look how it can integrate with other Penninsula public transportation systems to offer commuters an efficient, safe, enjoyable alternative to using cars	3/1/2026 11:25 AM
43	Traffic Lanes Make a left turn lane for cars turning onto El Camino Real from 17th St and Bovet directions.	2/28/2026 10:44 PM
44	Bus - Positive Do not slow traffic for lightly walked ECR. Support busses pulling out of lane of traffic and comfortable bus stop areas without encouraging homeless encampments.	2/28/2026 3:53 PM
45	Traffic Enforcement We need more car lanes and speed light cameras. Please.	2/28/2026 10:36 AM
46	Traffic Lanes Consider banning some left turns from side streets on to El Camino, going across all those lanes is a huge hazard. Could also apply to left turns turning off of El Camino unless they have a dedicated turn lane, it causes back up and a lot of people changing lanes which is also a hazard and slows everyone down.	2/28/2026 1:32 AM
47	Bike - Positive Bike lanes !	2/27/2026 3:42 PM
48	Multimodal Travel Bikes and scooter and pedestrians should be encouraged as much as possible	2/26/2026 5:52 PM
49	Multimodal Travel El Camino is not likely to be a truly pleasant experience with 4 or more lanes. Adding trees, bike lanes, and pedestrian improvments will help people get to where they need to go without a car.	2/26/2026 5:05 PM
50	Traffic Lanes Left turns off El Camino at the Baywood/Baldwin intersection during rush hour hugely impact the traffic and have caused many accidents. Within the adjacent block there are senior living facilities, a school, and a church.	2/26/2026 9:49 AM

51	Bike - Positive dedicated bike lane with even a small barrier would help with bicycle adoption	2/25/2026 1:22 PM
52	Parking do not remove parking	2/25/2026 1:13 PM
53	Placemaking I hope additional trees get prioritized in any option that gets selected, as they provide improvement to all users: comfort for pedestrians, safety for cyclist, and will naturally reduce speed of motorists making driving safer and more comfortable.	2/25/2026 11:36 AM
54	Multimodal Travel The cities can make ALL of El Camino have BOTH bus and protected bike lanes. In CDMX, Avenida de Insurgentes is a very similar street and somehow they found the space for a CENTER bus lane and PROTECTED bike lanes along almost all of it. Do we not have the imagination?	2/25/2026 9:13 AM
55	Bike - Negative No bike lanes	2/25/2026 9:11 AM
56	Multimodal Travel Reducing car impact helps businesses	2/25/2026 7:54 AM
57	Bus - Positive Good lighting is important but there is such a thing as too bright. Faster bus service is good but not at the cost of local safety and comfort. Reliable is as or more important as speed. More pedestrian crossings would make it easier for more people to reach transit. Better bus stops and trees both add comfort but water and care for trees needs to be provided. Buildings provide shade too.	2/24/2026 11:19 PM
58	Bus - Positive Buses should never wait at traffic lights. They should be able to turn green for buses when they come. Many places in Europe do this.	2/24/2026 10:16 PM
59	Multimodal Travel If ECR is to be a 'grand boulevard' it needs to DEEMPHASIZE cars - prioritize public transit, pedestrians and cyclists.	2/24/2026 5:07 PM
60	Existing El Camino Real is already overcrowded and congested during peak times. Reducing the number of existing vehicle traffic lanes would be a nightmare to commuters. Bike lanes only benefit a small proportion of the population - please do not succumb to their lobbying efforts that only serve a small minority.	2/24/2026 2:15 PM
61	Existing Removing parking harms local businesses; removing traffic lanes will make the road unusable to local traffic. There are better places for bike lanes.	2/24/2026 1:31 PM
62	Parking Parking is underutilized and stressful to parallel park anyway.	2/24/2026 11:29 AM
63	Bike - Negative I dislike the idea of dedicated bike lanes on El Camino Real.	2/23/2026 9:53 PM
64	Bike - Positive Separated bike lanes.	2/23/2026 7:40 PM
65	Traffic Enforcement For the intersection of 17th Ave. and El Camino in San Mateo: this is often an extremely dangerous intersection with aggressive, driving red light running combined with too many crosswalks. I think for pedestrian safety. The only crosswalk spanning El Camino at this intersection should be on the north side of 17th Ave. as most of the near misses happen when the traffic lights on 17th Avenue are green and southbound cars are turning south on El Camino from both directions. Combining that with pesestrians crossing at the same time is extremely dangerous. One other thing I think should be added are red light cameras on every block	2/23/2026 6:43 PM
66	see comments from above	2/23/2026 4:41 PM
67	Existing I don't understand the push for more bike lanes and for dedicated bus lanes. Is this actually something many residents want? Or is this being pushed by a very vocal minority? Please understand how important parking actually is. Older people and those with mobility issues can't easily take the bus, and parking at random parking structures that feed into a dedicated "commercial area" don't work well and honestly give me WEF/Smart City vibes that DO NOT HAVE A PLACE HERE. Stop trying to ram things like this down our throats- you will find that decreasing parking will hurt businesses and dry up our fair cities.	2/23/2026 3:35 PM
68	Traffic Lanes Motorists should not be allowed left turns at intersections without a designated left turn lane on El Camino	2/23/2026 9:52 AM
69	Bike - Positive We have biked sections of El Camino and it is not safe. Fast moving vehicles on narrow roadways. Please add buffered bike lanes	2/22/2026 2:31 PM
70	These surveys are rigged by special interest groups	2/22/2026 12:34 PM

71	Safety With all of the housing expansion, we need to make El camino a safer throughfare for car traffic. Remove street parking and minimize direct driveways.	2/22/2026 9:45 AM
72	Continuity Continuity over the entire length of the project! Bike lanes and bus only lanes need to run through the entire corridor. Having them disappear for a stretch renders them almost worthless.	2/22/2026 8:58 AM
73	Bus - Positive How can you convince more people to get out of their own cars and onto public transit? Just eliminating parking spaces is not going to do it.	2/21/2026 7:27 PM
74	Multimodal Travel Better integration with Caltrain. This survey seems to ignore Caltrain which is right next to el Camino. Shouldn't need faster buses.	2/21/2026 4:38 PM
75	Bike - Positive Add protected bike lanes	2/21/2026 3:37 PM
76	Safety Given recent injuries/deaths at intersections in San Mateo consideration should be given to design of pedestrian crossings at intersections so that pedestrians and vehicles are not sharing the roadway at the same time.	2/21/2026 11:57 AM
77	Traffic Lanes El Camino Real should be like other major arterials in CA. Look at Wilshire Blve in LA. Look at 19th Ave in SF. The anger and upsets from the left turns with no left turn signals is horrible.	2/21/2026 11:29 AM
78	Bike - Negative Currently ECR is terrible for bikes. Alternatively make a no-stop-sign bike path n parallel to ECR. Elecated parallel to train?	2/21/2026 9:19 AM
79	Traffic Congestion Expectation of higher traffic loads due to higher density housing. El Camino will become the alternative route to Hwy 101. Planning should be done accordingly or costly diligence in planning will be apparent.	2/21/2026 5:31 AM
80	Bike - Positive Careful consideration should be given to ever increasing and faster e-bikes and e-scooters which don't belong on sidewalks or the main roads but on bicycle lanes. Hence why bicycle lanes are critically important and increasingly popular	2/20/2026 10:15 PM
81	Multimodal Travel A redesign of El Camino Real is long overdue. It is critical to support those using more sustainable modes of transportation like buses and bikes.	2/20/2026 9:56 PM
82	Thank you for asking please instruct the cities on fun technology instead of billing ill health poor Kaiser poor Sutter Healthwhile you steal from every source possible please stop stealing from us	2/20/2026 6:28 PM
83	Bike - Negative I live in an area where major changes have occurred on the roads and most have increased traffic congestion and confusion when driving. Several of these changes relate to adding bike lanes. I have lived in this area for almost 30 years and can count on one hand how many bikes I see on a daily basis. So all of those new lanes have decreased the desirability of living in my neighborhood.	2/20/2026 6:09 PM
84	Bike - Positive Safer biking options	2/20/2026 2:27 PM
85	Traffic Congestion Reduction of commute congestion should be the priority. The only way to realistically achieve this is via increasing the number of vehicles lanes in each direction of travel on ECR.	2/20/2026 1:35 PM
86	Street Maintenance The biggest issue on el Camino especially in San Mateo is the road absolutely needs to be repaved. It's ridiculously bad. Cars running red lights is an issue too	2/20/2026 11:46 AM
87	Traffic Congestion With the increased housing and redevelopment projects in the peninsula, new condos, buildings and businesses, these will increase the number of vehicles on the road in particular on El Camino Real. The focus should be on improving El Camino route to accommodate this new traffic flow.	2/20/2026 10:54 AM
88	Bus - Positive Having a major SamTrans bus depot in Redwood City adds traffic to ECR, as buses must travel to and from the depot—often without passengers—before reaching their service routes. Distributing bus storage closer to the areas those routes serve would reduce empty bus trips on ECR and improve overall corridor efficiency for all users.	2/19/2026 9:20 AM
89	Existing El Camino has enough congestion already without reducing lanes to accommodate alternative transportation that is lightly used. Leave it alone.	2/18/2026 6:44 PM
90	Safety El Camino is not 101 - it is unsafe to cross in many places	2/18/2026 8:14 AM

91	Bus - Positive Some bus stops on El Camino Real have shelters and/or seating, but their state is abysmal. The bus stops need shelters and seating, but they must also be maintained.	2/17/2026 11:31 PM
92	Bike - Positive I don't care about more trees, we need better, more visible bike lanes throughout SM County that also easier pair up with the SF Bay Trail system.	2/17/2026 11:10 PM
93	Multimodal Travel In addition to the changes, we need to admit that there are currently hatred and discrimination against cyclers as if they were pests that interferes with cars. Propaganda is needed to dial-down a car-centric culture	2/17/2026 8:21 PM
94	Multimodal Travel I am deeply disappointed that no designs with only one non-transit lane in each direction were considered. Maintaining car traffic flow rate should not be a requirement. Rather, moving people should be. Induced demand is a well studied and reversible phenomenon. Given reliable alternatives, the demand for car lanes can be reduced, while simultaneously increasing people throughout.	2/17/2026 8:12 PM
95	Placemaking Trees provide shade... and make things look better than a wall of buildings that this place has become.	2/17/2026 2:03 PM
96	Placemaking A "Grand Boulevard" project should above all be aesthetically pleasing. Three lanes of cars plus another row of parked cars does not sell the concept.	2/15/2026 8:31 PM
97	Signage Street Conditions Traffic Enforcement Traffic Lanes Re-pave ECR in San Mateo. For all of ECR: Add visible lane striping. Prohibit people from turning left from left lane and stopping traffic where there is no left turn lane nor left turn signal. Support more police and traffic law enforcement to reduce speeding, DUI, and unlicensed drivers	2/15/2026 6:11 PM
98	The questions are biased against cars	2/15/2026 1:42 PM
99	Safety Thank you for all that you do for the public's commuting safety especially in a high priced area as we are now. Bike keeps you healthy & active, saves gas money, helps the planet too but please keep us ALL safe from each other while we share the road. Kindly re-evaluate corridor designs with known history of fatalities or injuries.. Be proactive in your designs. Promote healthy alternatives to commute. You're doing great - please keep it up!	2/15/2026 1:29 PM
100	Multimodal Travel We need to get rid of at least 50% of privately owned cars and have people use public transportation (as in Europe). Bike lanes should have safety barriers to protect bikers & pedestrians. Push car manufacturers to make small vehicles. Possibly MICRO EVs. Use minibuses to transport passengers to side streets that SamTrans cannot reach. Encourage the school to use school buses to reduce unnecessary traffic from parents picking up their kids. Build more mixed-use communities to reduce carbon footprint everywhere. Educate rather than fix.	2/15/2026 12:39 PM
101	Signage The "Belmont" sign in the median at Wheel Works (120 El Camino Real, Belmont, CA 94002) creates a blindspot for North bound drivers making a left onto Ruth Ave. Please consider using poles & banners to mark city lines. Cities can use their custom branding to differentiate. The key is to ensuire there is a standard design ehic promotes not blocking sight lines for car drivers in the medians before turns	2/14/2026 2:52 PM
102	Traffic Congestion Population will be rising with new developments all car lanes need to be maintained, everyone here has a car, all places that have reduced lanes have failed and increased pollution and and congestion	2/14/2026 3:28 AM
103	Bus - Negative Buses are obsolete. Uber is here, self-driving coming	2/13/2026 9:38 PM
104	Safety My wife was hit by a car turning left from 2nd onto el camino in san mateo. Pedestrians crossing ECR isnery dangerous. Make crossings scrambles so no peds and cars share space.	2/13/2026 7:35 PM
105	Placemaking El Camino needs to have wider medians and curbs with trees for coverage.	2/13/2026 5:26 PM
106	Existing Why spend lots of money on something that is already working.	2/13/2026 12:56 PM
107	Bike - Positive Please prioritize continuous, protected bicycle lanes along ECR! The Bay Area deserves a 39 mile North-South protected bicycle lane to allow bicyclists to safely travel between Bay Area communities	2/13/2026 12:55 PM
108	Traffic Congestion The reality is very few people in this area can rely on public transportation or alternate means of travel (bike) to get to and from work, take kids to school/activities, its a nice thought but it simply is not reality, we are not in an area where there is a large amount of	2/13/2026 12:40 PM

	residents that can not afford a car. If the city officials are going to continue to overpopulate the city by continuing to build large densely populated housing in then priority needs to be infrastructure improvements to ease congestion of our roadways along with additional parking.	
109	Bike - Positive It's very difficult to drive around the bicyclists. They all don't follow the rules and being a driver. I don't want to hit them when they make a mistake. It'd be better to have a dedicated lane for them.	2/13/2026 11:54 AM
110	Pedestrian - Negative There is not enough pedestrian traffic to widen pedestrian walking zone, at the expense of traffic & bike safety.	2/13/2026 9:40 AM
111	Existing Traffic is already bad and changes will make it worst. Anyway the busses are always empty. Why make changes???	2/13/2026 9:32 AM
112	Traffic Enforcement Above all else enforcement needs to happen with red light runners. No one is safe as long as the violence continues to happen on our public streets.	2/13/2026 8:18 AM
113	Pedestrian - Positive We walk on and cross Holly Street and El Camino at Holly daily with small kids and it just does not feel safe! Would be grateful for pedestrian improvements that account for residents in the area	2/13/2026 6:48 AM
114	Multimodal Travel I am excited because El Camino is so depressing and hectic now! I'd love to see it with more people on foot, vibrant businesses, and ease for bike riders.	2/12/2026 3:49 PM
115	Bike - Positive Most cyclist use Old County Road (OCR) instead of ECR, since OCR has less traffic overall. However, most part of OCR don't have bike lane space. I think have safe and continuous bike lanes on ECR would be great.	2/12/2026 11:05 AM
116	Safety I was almost hit at El Camino by a car turning left onto El Camino from Cherry Street in San Carlos. I had to jump out of the way so my dog and I were not hit. I expressed my concern and fear to San Carlos and Caltrans since my child and her friends walk this route a lot to school as do I to get to downtown. It was helpful that Caltrans staggered the lights a bit where the walk sign starts first for a few seconds and then the green light for cars on Cherry St. Those few seconds gives me time to walk out and hopefully be seen before cars start turning. Also, it's a hidden corner there on the west north corner of El Camino and cars can't see me standing there waiting to walk.	2/12/2026 9:51 AM
117	Bus - Negative Continuity I would be in favor of dedicated bike lanes but only if they were continuous through the whole san mateo county. Honestly I don't care about bus service on El Camino because CalTrain serves it better with no traffic delays. It does not make any sense to try to speed up bus service.	2/12/2026 9:11 AM
118	Traffic Lanes Add more lanes in Redwood city for vehicles and traffic so people can get through without waiting forever!	2/11/2026 10:16 PM
119	Continuity Repeating what I said earlier: continuity is critical. If all the Belmont votes are for keeping as is, and then everywhere else it's the bike-friendly option then you're not solving the problem for the region. Please think of the whole and not just the parts. This is an amazing improvement only if it is applied everywhere. If there is one hole in the dike, it all fails.	2/11/2026 9:37 PM
120	Multimodal Travel I'd like to see bike and pedestrian safety prioritized in this work. If possible, I'd also like to see a widened sidewalk and trees	2/11/2026 8:47 PM
121	Safety I am interested in anything that might make crossing El Camino Real (in San Carlos) safer as my daughter and her friends ride scooters to Central Middle School from Greater East San Carlos and cross at least twice daily.	2/11/2026 3:15 PM
122	No	2/11/2026 2:07 PM
123	Traffic Enforcement I do like how the pedestrians get the walk sign a few seconds before the cars get to go HOWEVER I have had cars run red lights / cross while I am in the intersection at Arroyo & El Camino / Cherry & El Camino and always at Holly & El Camino....hard to walk dogs across without getting honked at for going to slow	2/11/2026 1:36 PM
124	Safety Pedestian crosswalk on Oak St/El Camino does not have suffcient lighting making crossing unsafe	2/10/2026 4:07 PM
125	Multimodal Travel Providing more trees is good, bicycling is good, pedestrian walkways are good, these in my opinion move the cities more toward a feeling of belonging to a healthy community.	2/10/2026 12:58 PM

126	Safety Crossing El Camino on foot is dangerous and my family and I avoid it. We feel isolated in our neighborhood on the east side of El Camino because the west side of El Camino is inaccessible due to the dangerous nature of crossing El Camino as pedestrians.	2/10/2026 11:58 AM
127	Safety The crosswalk on the corner of Finger Ave/El Camino in Redwood City has no or almost no lighting and when I cross the street as a pedestrian cars do not see me at all	2/10/2026 9:57 AM
128	Multimodal Travel I would love to see cars banned entirely from El Camino. Buses and bikes only!	2/10/2026 8:26 AM
129	Multimodal Travel Protect pedestrians and bikes!	2/9/2026 7:44 PM
130	Traffic Congestion We've had new housing (needed) rammed down our throats with no consideration of parking/traffic movement or infrastructure. Cutting lanes on our ONE major thru street is irresponsible. Add walking on parallel streets, but do not add further congestion on EC	2/9/2026 1:47 PM
131	Continuity The network from Daly City to Redwood City must be treated cohesively.	2/9/2026 11:04 AM
132	Safety Bicycle and pedestrian safety is essential even if vehicular capacity and trip times are reduced!!	2/9/2026 8:55 AM
133	Multimodal Travel The needs of the people living on the Penisula would be better served by making El Camino Real useful and safer for everyone, not just cars. There are many reasons for car reliance in the Bay Area, but there is also a chance to correct the mistakes of the past and provide more opportunities to choose how we get around. Though I didn't choose it, the priority of speeding is not something that is mutually exclusive with the other improvements.	2/7/2026 6:47 PM
134	Safety End pedestrian deaths on ECR!	2/7/2026 3:00 PM
135	Multimodal Travel Very much appreciate these efforts and the competing goals of many voices (including mine!). After living in different areas and states, there are things that can be done better here without making exclusive bike and bus lanes everywhere. Unfortunately the culture here by pedestrians seems to be more entitled and less cautious (cars need to be safer, but pedestrians shouldn't just walk out and assume cars will stop when they are heavy and dangerous vehicles). There needs to be more balance, compromise and understanding of differing opinions to get to a negotiated solution together.	2/7/2026 2:30 PM
136	Traffic Enforcement Safety first. Don't frustrate drivers because roads are blocked by delivery trucks, Crazy cyclists, lack of enforcement of road rules	2/6/2026 9:49 PM
137	Traffic Enforcement There is a need to partner with an educational element when making these plans. When the newer "hawk" pedestrian crossing signals were install, no public education about how to respond to these signals was offered. People just had to figure it out themselves. Also, now with cars being equipped with sizable monitors, people are being distracted and crashing into buildings more and more. Training on how to manage this additional input. While I realize that is not this plans responsibility, without an educational partner, you may need to include bollards along the edge of the sidewalks to stop distracted drivers from crossing sidewalks and killing people.	2/6/2026 8:22 PM
138	Street Maintenance The ECR works just fine except p for the terribly maintained pavement.	2/6/2026 3:07 PM
139	Bike - Negative Ban bikes entirely from ECR redirect to other streets. Give bikes more options to cross Caltrain.	2/6/2026 6:04 AM
140	Pedestrian - Positive There need to be many more pedestrian crossings. There should be ones that go over or under the road to completely bypass traffic.	2/6/2026 12:10 AM
141	Multimodal Travel Push cars to transit on 101. El Camino should be for the communities	2/5/2026 6:09 AM
142	You're doing the right thing SamTrans!	2/2/2026 9:38 PM
143	Traffic Congestion Waymo and other automated cars will bring more traffic	2/2/2026 7:54 PM
144	Safety Instal a crosswalk on 28th and El Camino at the north side of the intersection. Since the train station has moved to 28th and the ramp to the train is on that side. People walk to the train, it's needed to be safely cross.	2/2/2026 7:48 PM
145	Parking This survey design is problematic because there are really two conditions: keep the parking, or remove it. I think many people will agree that parking should be removed from El	2/2/2026 6:42 PM

	Camino, but might not have a strong opinion on which of the three sub-options (pedestrian, biking, bus) to choose. The survey design will split people who largely agree on removing parking while giving a favorable chance to the “keep parking” vote. Please consider this when evaluating the response.	
146	Traffic Congestion We arw inundated with heavy traffic which will only increase with all the new "housing" and office space being built. To reduce any lanes on the El Camino would be insane and add to an already congested gridlock on surface streets that our cities do not have the infrastructure for nor the money to pay for. This impacts seniors and low cost residents the most.	2/2/2026 1:07 PM
147	Parking The current system allowing parking on el camino is a safety issue, when large cars park poorly on el camino, they force drivers in the rightmost lane to drive too close to the left line, or even cross it.	2/1/2026 12:34 PM
148	Do it quick ! Don’t want to wait 20yrs for this to happen	1/31/2026 11:53 PM
149	Multimodal Travel 1) BUS: BRT both directions, frequent bus service (every 6 minutes, some "locals" that stop every stop, some that stop every 8th stop) with better bus stops so folks can use them 2) BIKES: protected bike lanes in both directions. 3) PEDESTRIAN: Wider sidewalks for pedestrian safety and to promote shops, restaurants, and local services. 4) Turbo roundabouts. They work vastly better than left turn lanes. They are safer and more efficient (more throughput). See https://www.youtube.com/watch?v=_F6xKd7AGKs. 5) No medians. Medians increase speeds, increase risk, increase crashes, injuries, ER visits, deaths. Not a wild claim, but fact; proven by study after study after study. Do a simple search on scholar.google.com.	1/31/2026 9:52 PM
150	Parking No double parking allowed. Bikes, unicycles, scooters, skateboards use side streets. Better safer buses and shelters	1/31/2026 9:31 PM
151	Bike - Positive Encourage bikes; and have sidewalks and crosswalks easier for pedestrians and handicapped to pass each other	1/31/2026 4:35 PM
152	Multimodal Travel I support making changes to ECR that lead to more comfortable multi-modal use for people living along the corridor. My dream would be to have light rail down the middle, but since that isn't possible, modifying the street to encourage safe and comfortable pedestrian, bike, and bus use would be amazing. The current car-centric approach is a dangerous and depressing wasteland of overheated pavement. More bikes! More buses! More trees!	1/31/2026 2:08 PM
153	Multimodal Travel Safe streets for pedestrians and cyclists!	1/31/2026 10:26 AM
154	Traffic Enforcement I am really fond of the pedestrian crossing at ECR and Emmett Ave in Belmont as these feel safer and more practical than a full traffic light from a driver and pedestrian perspective. These are a bit infrequent along the road, so I have seen cars really pay attention when it comes to making a full stop.	1/31/2026 1:06 AM
155	Traffic Enforcement El Camino becomes a race track for muscle cars and motorcycles late/night and on the weekends. We live one block off of the El and constantly hear the revving engines and vehicle racing at high speeds. These are NEVER followed by sirens, as you would expect. Need more enforcement (cameras?) to stop this behavior.	1/30/2026 8:52 PM
156	Traffic Enforcement There is too much speeding on El Camino. People do not follow traffic rules and do not yield for pedestrians, often drivers consider it optional to stop for a pedestrian and speed through to get ahead of the pedestrian. Allowing left turns without a light when on El camino is extremely problematic, it causes backed up cars which is more likely to cause vehicle collisions.	1/30/2026 7:52 PM
157	Bike - Positive It would have been nice to have ranked choices. Bike lanes on El Camino is my top choice since other options are hilly, not connected and unsafe. My second choice is improving El Camino for the buses.	1/30/2026 7:01 PM
158	Multimodal Travel I love the idea of a continuous, separate bike lane along the length of ECR. I'd love to see trees and wider sidewalks, so ECR is more like a promenade you'd see in European cities. Even if at the expense of losing a lane for cars. As long as two lanes in each direction are assured, and transit buses have turnouts at all bus stops, I think it's worth the trade off. It might even help reduce car speeds. Syncing traffic lights would be very helpful to reduce backups and driver frustration!	1/30/2026 6:42 PM

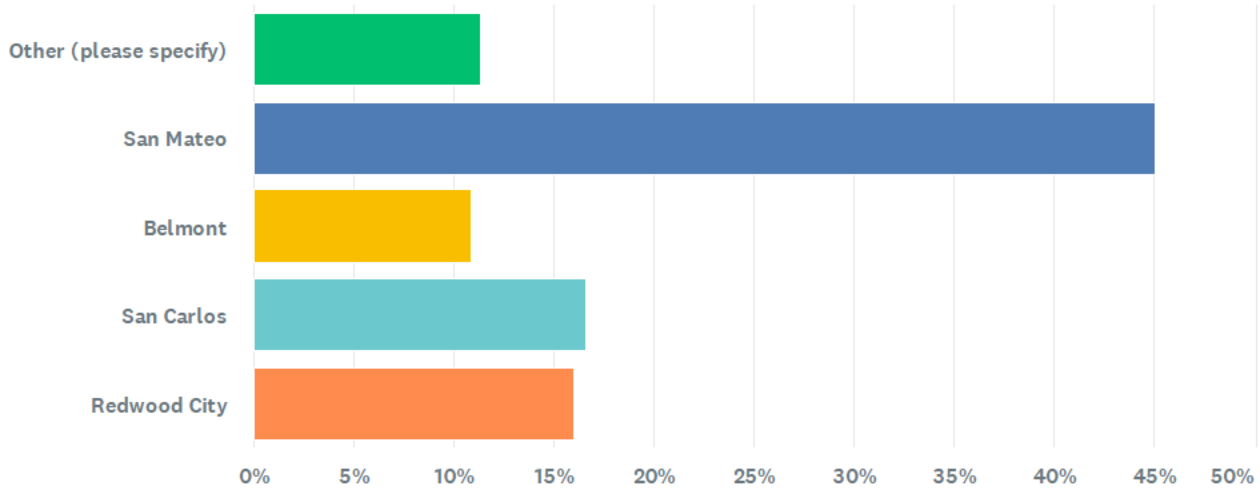
159	Parking I think more trees, safer sidewalks, better pedestrian access all needs to consider parking. I DONT want parking on street, but sadly we do need to consider parking as it's the main form of transportation. We need good parking garages that connect well to these pedestrian spaces and that must be considered. We should prioritize building from existing popular pedestrian hubs.	1/30/2026 5:32 PM
160	Traffic Congestion Traffic on el Camino is terrible and should be addressed. Adding bike lanes doesn't help this issue	1/30/2026 1:25 PM
161	N/A	1/28/2026 2:29 PM
162	Parking A solution that preserves a good amount of parking needs to be considered, whether that clusters the parking into an actual lot vs curbside, I don't think that removing a huge proportion of parking is a good idea given how sparse businesses seem to be along ECR.	1/28/2026 12:32 PM
163	Please do it soon! ECR has been a sad blight in some of the wealthiest towns and we should have outgrown it already. Thank you	1/27/2026 4:52 PM
164	Traffic Enforcement Stop drivers from running red lights!	1/27/2026 1:48 PM
165	Safety After the recent pedestrian death in San Mateo and numerous close calls, we desperately need to reduce speeding and have safer pedestrian crossings.	1/26/2026 9:07 PM
166	The intersection at 17th/Bovet and ECR is terrible. I'm at that intersection everyday on my way to work. I turn left from 17th going towards the freeway and see cars (and buses) run the light every single day. On top of that, the intersection needs a left turn arrow from 17th onto ECR towards the freeway. People turning right from Bovet go in the closest lane or not at all because cars turning left from 17th are going in their closest lane. Left turn traffic builds up too much of people don't turn at the same time. It's a mess and clearly unsafe as a pedestrian was just hit and killed. Please fix that intersection.	1/26/2026 7:04 PM
167	I support better bike and bus infra	1/24/2026 11:33 PM
168	Enforcement of unsafe drivers will also need to be part of the plan, please budget for this. And integrity of the roads, potholes make surfaces unsafe for bikers—-a huge safety concern currently.	1/24/2026 10:25 AM
169	Short term lower cost improvements needed: 1) bike detectors in the pavement on the northeast side of the ECR/San Carlos Ave intersection. Legally, bicyclists leaving the Caltrain station must first cross ECR at the south side of the intersection then cross San Carlos Ave to continue riding west on San Carlos Ave. This is not an ideal situation. 2) Caltrans needs to provide longer signal cycle times for the bike detectors at the long skewed ECR/Broadway intersection. More time is needed for bicyclists stopped at a red light to cross to the other side. 3) It is not safe for a bicyclist crossing ECR on Brewster heading west as the roadway width narrows approaching the intersection and bicyclists either need to merge into the outside travel lane of Brewster w/ faster moving vehicles or ride on the sidewalk to get to the intersection to cross. 4) There are either 1 or 2 uncontrolled pedestrian crossings on the ECR between Whipple Ave and St Francis Way. If fatalities or injuries haven't already occurred at these crossings, it's only a matter of time before they do, 5) Although probably not considered Central ECR and not a lost cost impvt, PLEASE, PLEASE prioritize funding the improvement of the Selby Lane/ECR uncontrolled ped crossing. School children from North Fair Oaks use this crossing to access Adalente Selby Spanish Immersion School. This location has a collision history.	1/23/2026 6:07 PM
170	Automobile lane narrowing will provide more space for all and reduce speeds!	1/22/2026 6:18 PM
171	Crosswalk signals (okay to walk) should automatically start with every green light. Currently, if you don't press the button for the signal before the light changes, you have to wait an entire cycle of light changes before being able to safely cross. Some drivers don't even look before turning even when pedestrians are in the crosswalk.	1/22/2026 1:12 PM
172	I love the scramble crossings in Downtown San Mateo--I'd love to see them incorporated elsewhere!	1/21/2026 11:54 PM
173	All bus stops should have shelters to protect people from sun and rain	1/21/2026 8:37 PM
174	67	1/21/2026 2:45 PM
175	n/a	1/21/2026 11:41 AM

176	Please prioritize scalable public transit for El Camino! We desperately need public transit to reduce care usage on the Peninsula, let alone to reduce emissions and provide more equitable and affordable transit for lower income residents like me. Each of these cities already has various walkable "nicer" sections, downtowns, etc. El Camino does not need to be that and cannot be that until car usage on the Grand Boulevard goes down.	1/21/2026 10:13 AM
177	Please more bike and pedestrian infrastructure	1/21/2026 8:40 AM
178	I don't mind if it's one car lane in either direction if we get bike lanes, bus only lanes, and larger sidewalks.	1/21/2026 7:53 AM
179	The bus stop in front of the Redwood City Target has no shelter. It gets wet and unusable during the rain season, and unbearably hot in the summer. It really needs a shelter. Other than that, I really think we need to invest more in public transit — faster, more reliable and cleaner buses, and expansions of existing transit systems can encourage people to drive less and thus create less traffic.	1/20/2026 10:27 PM
180	If parking will be removed, there needs to be a concerted effort for alternatives to parking on ECR (i.e. garages/shared parking/other programs). It can't just be an issue to be solved at a later date or left up entirely to the businesses along ECR to solve. For Belmont and San Carlos, much of their economic activity is along ECR. For their economic health, this should also be one of the focuses of grand blvd.	1/20/2026 9:45 AM
181	Support local businesses by supporting safe pedestrian and cycling infrastructure.	1/20/2026 7:34 AM
182	El Camino is not a park. It is a transit corridor for cars and buses. Bicyclists can use Old County road. There is plenty of side streets. The purpose of El Camino is to service small business located along the route. Its purpose is not for bicyclists. Bicycles use Old County road and that won't change.	1/19/2026 10:49 PM
183	Seems Patel can GTFH	1/19/2026 9:48 PM
184	Currently - it's much faster to take 280 to Santa Clara or cross a bridge to Fremont than it is to take El Camino to San Mateo or Redwood City. 25 minutes to Costco Santa Clara, 20 minutes to Walmart Mt View. 30-45 minutes to Costco Redwood City- it's ridiculous, and you want to make it worse?!?	1/19/2026 5:08 AM
185	Some on street parking is still needed where width of right-of-way permits.	1/17/2026 3:44 PM
186	Don't punish the majority of travelers (in private cars) in favor for buses & bikes that simply are not a solution for most people. Moving parking off El Camino (not just eliminating it) would be nice but still punitive to El Camino storefronts; people parking currently have an alarming tendency to swing open doors into traffic.	1/17/2026 7:22 AM
187	Multi use raised paths + bus lanes. Raising bike lanes to sidewalk level reduces wasted space and increases safety without as much of a need for separation horizontally	1/16/2026 7:59 PM
188	Safer for people outside of cars is my top priority. Then better public transport	1/15/2026 8:27 AM
189	I would love for our cities to maintain their desirability and property values. One way this can be accomplished is by making El Camino look nice, which includes adding more trees. We also need to prioritize making it a pleasant experience to drive on El Camino, so people will regularly drive through the area and patronize the businesses. Thank you.	1/14/2026 7:58 PM
190	Streets are made for Transportation. Parking leads to more congestion and not less. Only real bus and bike lanes can reduce congestion and improve traffic.	1/14/2026 4:46 PM
191	Pedestrian safety and public transportation accessibility are my top priorities	1/14/2026 3:43 PM
192	Will you work with the cities to have protected turns turning north and south as well as east and west?	1/12/2026 3:02 PM
193	I really think we need dedicated bike lanes on Alameda De Las Pulgas with so many schools and parks!	1/12/2026 2:12 PM
194	Wider sidewalks can mean more and better bus stop boarding areas	1/12/2026 1:38 PM
195	There should be light rail on El Camino Real which would be faster and friendlier for people to use.	1/12/2026 1:17 PM
196	why is bike lane not an option?	1/12/2026 9:16 AM

197	Why isn't bicycle lanes an option in question 9?	1/11/2026 9:39 PM
198	Explore a median light rail design for all of ECR. It used to be an interurban called the 40 line. Hydrogen buses are not fossil free, 95% of hydrogen comes from fossil fuel companies. Muni's buses and streetcars have been hydroelectric for 90 years.	1/11/2026 9:00 PM
199	Speeding makes it unsafe for pedestrians and bikers. Anything to reduce speed is welcomed.	1/11/2026 2:08 PM
200	I cannot express enough how incredible buffered bike lanes and bus lanes along the length of el Camino would be to improve safety, reliability, and ridership of bikes and buses along the corridor, which would decrease the number of people traveling in private vehicles as well. Furthermore, I do not believe that on-street parking needs to exist on el Camino and take up road width that could go towards other uses; such parking could be relocated around the corner or onto parallel streets or into off-street parking garages with minimal harm.	1/11/2026 2:00 PM
201	Why is bike lanes not even mentioned here???? Do people who rely on bikes not count?	1/11/2026 10:50 AM
202	Maintain our neighborhood feel. Resist developers' grand ideas for huge multi-use buildings.	1/10/2026 5:52 AM

Q11 What city do you reside in?

Answered: 650 Skipped: 51



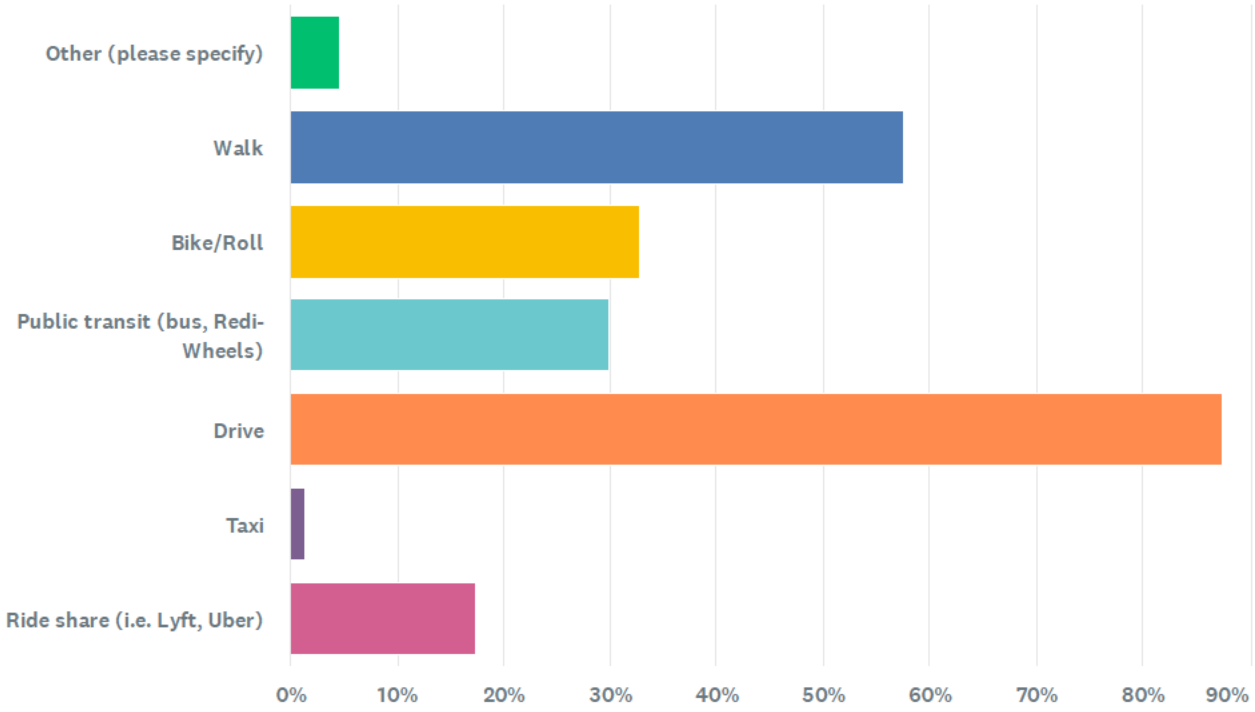
#	OTHER (PLEASE SPECIFY)	DATE
1	SF	4/1/2026 1:52 PM
2	Menlo Park	3/31/2026 9:50 PM
3	Menlo Park	3/26/2026 3:24 PM
4	Menlo Park	3/26/2026 10:00 AM
5	Menlo Park - but work in San Carlos and commute by bike	3/25/2026 4:07 PM
6	Daly City	3/21/2026 2:18 PM
7	Palo Alto	3/12/2026 9:48 PM
8	San Francisco	3/11/2026 10:48 AM
9	Redwood Shores	3/9/2026 12:42 PM
10	Daly City	3/6/2026 9:18 AM
11	Menlo Park	3/5/2026 1:52 PM
12	Mountain View	3/5/2026 10:56 AM
13	Los Altos	3/4/2026 8:18 PM
14	Sunnyvale	3/4/2026 4:06 PM
15	MV	3/4/2026 3:18 PM
16	Los Angeles	3/2/2026 10:41 PM
17	Menlo Park	3/2/2026 2:46 PM
18	Sacramento	3/1/2026 11:26 AM
19	Foster City	2/28/2026 1:32 AM

20	San Jose	2/27/2026 3:42 PM
21	San Francisco	2/26/2026 8:27 PM
22	Mountain View	2/26/2026 5:06 PM
23	SSF	2/25/2026 6:52 PM
24	Woodside	2/25/2026 2:06 PM
25	San Francisco	2/25/2026 11:37 AM
26	San Francisco	2/25/2026 11:32 AM
27	San Bruno	2/25/2026 7:58 AM
28	MV	2/25/2026 7:54 AM
29	San Francisco	2/25/2026 7:40 AM
30	Burlingame	2/23/2026 3:16 PM
31	Hillsborough	2/21/2026 3:36 PM
32	It I suppose depends on if you read our address labels or not usps needs to be a landlord too along with Recology	2/20/2026 6:29 PM
33	San Jose	2/19/2026 11:26 AM
34	Foster City	2/18/2026 6:54 PM
35	Palo Alto	2/17/2026 6:15 PM
36	Los Altos	2/17/2026 6:13 PM
37	Foster City	2/17/2026 6:11 PM
38	Menlo Park	2/17/2026 2:29 PM
39	palo alto	2/17/2026 9:23 AM
40	Sacramento (former Hillsborough and San Mateo resident)	2/17/2026 7:15 AM
41	Belmont but please don't discount my feedback in other cities as I commute there too	2/15/2026 1:32 PM
42	Daly City	2/13/2026 11:35 AM
43	unincorporated San Mateo County	2/13/2026 9:05 AM
44	San Francisco	2/10/2026 2:27 PM
45	South San Francisco	2/10/2026 10:25 AM
46	San Bruno	2/10/2026 9:48 AM
47	Menlo Park	2/10/2026 9:27 AM
48	SSF	2/10/2026 8:27 AM
49	Burlingame	2/4/2026 9:12 PM
50	Atherton	2/4/2026 8:12 PM
51	Sunnyvale, but I work in San Mateo.	2/3/2026 1:06 PM
52	San Bruno, but I often traverse through the sections.	2/2/2026 9:42 PM
53	Daly City but work in San Mateo	2/2/2026 5:19 PM
54	Burlingame	2/2/2026 2:36 PM
55	Millbrae	2/1/2026 5:32 PM
56	Half Moon Bay, previous 25 years north central San Mateo.	1/31/2026 8:56 AM
57	Burlingame-school in San Mateo	1/30/2026 5:55 PM

58	San Bruno	1/30/2026 3:46 PM
59	Sunnyvale but I ride all of El Camino Real	1/25/2026 11:20 PM
60	San Jose (commute to San Mateo)	1/22/2026 6:18 PM
61	Half Moon Bay	1/22/2026 12:22 PM
62	Daly City	1/21/2026 6:19 PM
63	Hillsborough	1/21/2026 5:34 PM
64	San Bruno	1/21/2026 11:42 AM
65	Sunnyvale, but I work in San Carlos.	1/20/2026 12:27 PM
66	San Bruno	1/20/2026 11:26 AM
67	Daly City	1/17/2026 6:38 PM
68	Unincorporated San Mateo county	1/14/2026 10:05 PM
69	Burlingame	1/14/2026 6:36 PM
70	Burlingame	1/12/2026 1:41 PM
71	Palo Alto	1/12/2026 12:08 PM
72	Foster City	1/11/2026 11:53 AM
73	San Francisco	1/10/2026 7:51 AM
74	San Fracisco	1/9/2026 4:08 PM

Q12 How do you travel along El Camino Real? (select all that apply)

Answered: 650 Skipped: 51

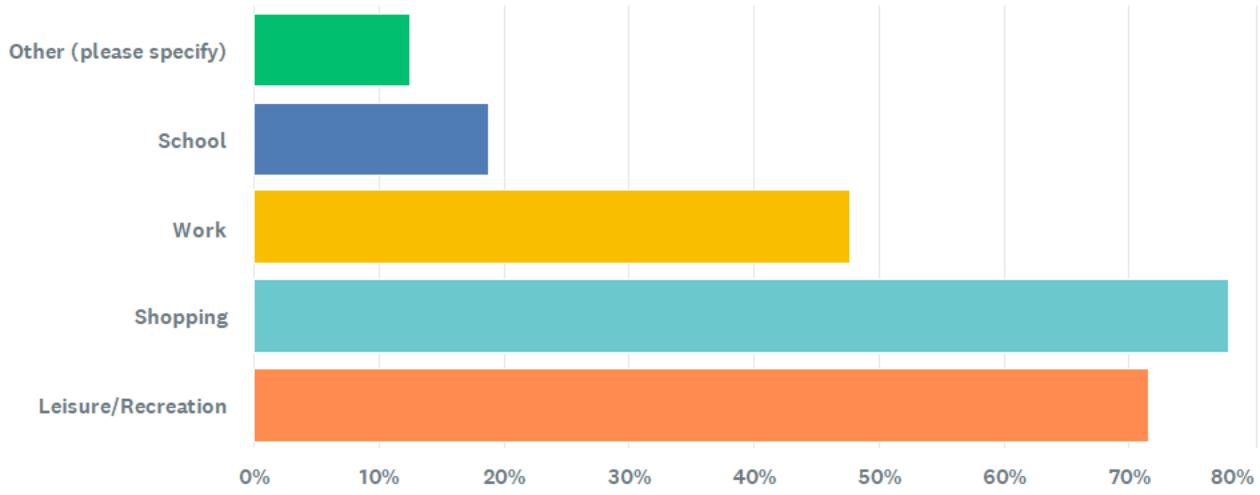


#	OTHER (PLEASE SPECIFY)	DATE
1	Caltrain	3/31/2026 2:00 PM
2	I would love to bike, but currently feel unsafe doing so on ECR	3/31/2026 1:44 PM
3	Company shuttle bus	3/20/2026 1:10 PM
4	Carpool with roommate with car	3/10/2026 8:50 PM
5	I would bike if I felt safer with protected bike lanes	3/5/2026 5:14 PM
6	Waymo	2/27/2026 5:39 PM
7	Caltrain	2/27/2026 3:08 PM
8	sometimes the train	2/24/2026 11:20 PM
9	Take Caltrain instead (which is faster and right next to it)	2/21/2026 4:41 PM
10	I use parallel street for biking	2/21/2026 9:19 AM
11	I would bike on El Camino Real if it were safe to do so	2/20/2026 9:57 PM
12	CalTrain (not on ECR, but parallel to it to get to the same destinations)	2/19/2026 9:21 AM
13	I would bike if it was safer!	2/17/2026 10:02 AM
14	I would walk/ride more, but at present it is more of a freeway designed primarily for cars.	2/16/2026 8:50 AM
15	Bike/ roll but I feel like my life is always on the line	2/15/2026 1:32 PM

16	Driving is safer. Too dangerous to bike or walk. Need to reduce cars. Have convenient public transportation.	2/15/2026 12:41 PM
17	Carpool with friends to events	2/11/2026 7:23 PM
18	i six sevennnnnn	2/7/2026 1:54 PM
19	Passenger in car	2/6/2026 9:51 PM
20	Would love to cycle but its way too hazardous to do so now	2/4/2026 9:12 PM
21	Carpool	2/2/2026 6:04 PM
22	I've biked it a few times, but it felt so dangerous/exposed, that I won't do it again.	1/30/2026 8:54 PM
23	Kickscooter	1/23/2026 7:28 PM
24	Caltrain (when applicable)	1/21/2026 11:55 PM
25	I hope to be able to bike more	1/21/2026 5:34 PM
26	I never walk or bike on this god forsaken stretch of polluted asphalt unless I had no other choice.	1/21/2026 10:16 AM
27	Occasionally Ride Share (trips to the airport)	1/17/2026 7:25 AM
28	Caltrain	1/16/2026 6:19 PM
29	Don't dare to use the bike on El Camino	1/14/2026 3:44 PM
30	I do not dare to ride my bicycle on El Camino real. It is far too dangerous	1/12/2026 1:17 PM

Q13 When traveling on El Camino Real, where are you usually traveling to? (select all that apply)

Answered: 650 Skipped: 51



#	OTHER (PLEASE SPECIFY)	DATE
1	To study	4/1/2026 1:43 PM
2	Medical appointments and visiting friends	3/31/2026 9:50 PM
3	Visiting friends and relatives	3/31/2026 2:00 PM
4	Dining, meetings, medical appointments, parks, youth sports coaching/games	3/31/2026 10:06 AM
5	Other tasks	3/30/2026 1:48 PM
6	Errands	3/30/2026 12:58 PM
7	Dr and dental appointments	3/26/2026 7:44 PM
8	To visit friends -	3/13/2026 9:14 AM
9	restaurants, library	3/10/2026 4:29 PM
10	Doctor appointments	3/5/2026 9:24 PM
11	dining and entertainment	3/5/2026 8:26 PM
12	Downtown library and restaurants	3/5/2026 6:34 PM
13	Shopping	3/5/2026 4:59 PM
14	Transit station	3/5/2026 2:01 PM
15	Various vendors	3/5/2026 8:51 AM
16	Dining	3/5/2026 6:48 AM
17	I work and live west of El Camino, but travel to the east side of El Camino to get to the library, city hall, etc.	3/4/2026 9:21 PM
18	Taking my kids to/from school, visiting my parents in memory care.	3/4/2026 12:07 PM

19	To get to 92.	3/4/2026 10:07 AM
20	Appointments with professional service providers (e.g., doctors, dentist, hair salon, etc.) and to visit neighboring cities.	3/1/2026 5:24 PM
21	medical appts.	2/24/2026 11:20 PM
22	Everyday errands and travel	2/23/2026 6:44 PM
23	health appointments	2/23/2026 4:43 PM
24	To get to the freeway	2/23/2026 3:35 PM
25	Restaurants	2/22/2026 12:57 PM
26	Daily visit to aging parents, or to restaurants for dinners.	2/21/2026 7:29 PM
27	Child activities	2/21/2026 9:19 AM
28	Medical/dental/banking/financial appointments	2/21/2026 5:34 AM
29	Volunteer Driver Villages of San Mateo County	2/20/2026 11:09 PM
30	Errands	2/20/2026 10:16 PM
31	Medical appointments	2/20/2026 6:10 PM
32	Dr's appointments	2/20/2026 5:30 PM
33	doctors or friends house	2/20/2026 1:42 PM
34	transit	2/20/2026 12:31 PM
35	home	2/19/2026 9:21 AM
36	I try not to but if I do, I'm going over El Camino to Old County -- Ralston on a bike is a mess and so is Holly Street. Whipple -- don't bother on a bike.	2/17/2026 11:11 PM
37	To Stanford for culture and hiking and medical care	2/15/2026 6:11 PM
38	Store	2/15/2026 1:42 PM
39	Don’t go out much—too congested.	2/15/2026 12:41 PM
40	to/from restaurants	2/13/2026 9:44 PM
41	medical appointmennts	2/13/2026 9:39 PM
42	church	2/13/2026 12:57 PM
43	Medical visits	2/13/2026 11:54 AM
44	Driving my kids to various things like sporting events and clubs.	2/11/2026 10:16 PM
45	Restaurants	2/11/2026 9:13 PM
46	Activism rallies!	2/11/2026 7:23 PM
47	walking dog	2/11/2026 1:37 PM
48	Libraries, dentist	2/10/2026 10:40 AM
49	Medical appointments. Hair and facial treatments	2/9/2026 1:48 PM
50	errands	2/8/2026 9:40 AM
51	six sevennnnnn	2/7/2026 1:54 PM
52	Volunteer services	2/6/2026 9:51 PM
53	Business services (I.e. tax preparer, dental, salons, etc.)	2/6/2026 8:25 PM
54	dining out	2/6/2026 5:56 PM
55	Home	2/2/2026 6:43 PM

56	Transit hubs like bart stations	2/2/2026 5:19 PM
57	errands	2/2/2026 4:06 PM
58	To get to hwy 92	2/1/2026 6:18 PM
59	Home, I live on El Camino	2/1/2026 5:32 PM
60	Restaurants, coffee shops, government meetings, youth sports events	1/31/2026 9:53 PM
61	volunteering, visiting friends, connecting with freeway	1/31/2026 9:33 PM
62	Hospitals/doctors	1/31/2026 4:37 PM
63	Errands	1/30/2026 4:30 PM
64	Errands/chores	1/30/2026 4:28 PM
65	Dining	1/27/2026 4:53 PM
66	Walking baby or kids to Central Park	1/24/2026 3:01 PM
67	medical/dental appointments	1/23/2026 6:08 PM
68	Staying connected with friends, attending community events in other nearby cities.	1/21/2026 10:16 AM
69	Shopping and volunteer work.	1/21/2026 9:08 AM
70	Medical appointments	1/20/2026 10:28 PM
71	home	1/20/2026 9:46 AM
72	Medical appointments	1/17/2026 3:45 PM
73	Used to be school & work too	1/17/2026 7:25 AM
74	Business appointments, medical appointments	1/14/2026 7:59 PM
75	kids activities	1/13/2026 3:22 PM
76	Doc appts	1/12/2026 3:03 PM
77	Everything - only use transit because low vision and can't drive	1/12/2026 1:41 PM
78	Various reasons.	1/12/2026 1:17 PM
79	activities for kids	1/12/2026 8:35 AM
80	Visiting family	1/9/2026 10:16 PM
81	To see people	1/9/2026 4:08 PM

Q14 How did you hear about this survey?

Answered: 86 Skipped: 615

#	RESPONSES	DATE
1	Silicon Valley Bike Coalition	4/1/2026 6:04 AM
2	Cycling advocate	3/31/2026 8:28 PM
3	family member	3/31/2026 1:44 PM
4	Slack channel	3/31/2026 11:33 AM
5	I'm very interested in public infrastructure, and this has been passed around in those circles.	3/31/2026 10:13 AM
6	SVBC	3/31/2026 10:06 AM
7	Friend	3/30/2026 10:06 PM
8	Katherine Sheehan :)	3/30/2026 5:17 PM
9	San Carlos library	3/30/2026 4:39 PM
10	By accident on Internet	3/30/2026 1:48 PM
11	Local group	3/30/2026 12:58 PM
12	I'm a member of safe streets	3/30/2026 9:32 AM
13	Safe Streets San Mateo	3/30/2026 8:38 AM
14	Nextdoor	3/29/2026 9:33 AM
15	NextDoor	3/27/2026 11:38 AM
16	Library display	3/27/2026 10:47 AM
17	city of san mateo email update	3/27/2026 7:56 AM
18	San Mateo library	3/26/2026 11:57 PM
19	Nextdoor	3/26/2026 7:44 PM
20	Email	3/26/2026 4:36 PM
21	Nextdoor	3/26/2026 3:24 PM
22	Samtrans website	3/26/2026 10:00 AM
23	San Mateo Public Library	3/21/2026 2:33 PM
24	San Carlos library	3/20/2026 1:10 PM
25	local neighborhood group	3/17/2026 9:37 PM
26	Forwarded to me	3/17/2026 9:10 PM
27	I saw it on the City of San Mateo website	3/17/2026 1:14 PM
28	San Mateo Library	3/14/2026 11:31 AM
29	City email	3/14/2026 8:24 AM
30	SC library	3/13/2026 11:01 AM
31	My neighbor reminded us about the survey and how important it is to provide our input	3/13/2026 9:14 AM
32	gemini	3/11/2026 9:07 PM
33	Transit book club	3/10/2026 8:56 PM

34	mail	3/10/2026 7:09 PM
35	from the website	3/10/2026 4:29 PM
36	Benjamin David Mangiafico, President of Carlmont Transportation Club!	3/9/2026 12:42 PM
37	Ben Mangiafico's Carlmont Public Transportation club.	3/9/2026 12:35 PM
38	School transit club	3/9/2026 12:33 PM
39	Carlmont Transit Club!	3/9/2026 12:33 PM
40	The transit club at my school.	3/9/2026 12:32 PM
41	email	3/9/2026 12:22 PM
42	Mail	3/9/2026 11:05 AM
43	Mailer	3/8/2026 1:56 AM
44	Library	3/7/2026 11:56 AM
45	Nextdoor	3/6/2026 11:49 AM
46	Community outreach	3/6/2026 9:20 AM
47	Stumbled upon it on the website	3/6/2026 9:18 AM
48	Email notification	3/5/2026 11:22 PM
49	Nextdoor	3/5/2026 9:24 PM
50	You emailed me	3/5/2026 9:10 PM
51	Email list	3/5/2026 8:45 PM
52	Neighbor	3/5/2026 8:27 PM
53	Silicon Valley Bike Coalition	3/5/2026 8:26 PM
54	Library	3/5/2026 6:43 PM
55	Listserv	3/5/2026 6:34 PM
56	Neighbor	3/5/2026 6:27 PM
57	email	3/5/2026 6:04 PM
58	RWC Instagram	3/5/2026 5:14 PM
59	Bike Coalition	3/5/2026 4:28 PM
60	SF2G	3/5/2026 4:26 PM
61	Email	3/5/2026 3:55 PM
62	Neighborhood	3/5/2026 2:53 PM
63	SVBC	3/5/2026 2:39 PM
64	Neighborhood association	3/5/2026 2:01 PM
65	Through SVBC	3/5/2026 1:37 PM
66	NextDoor	3/5/2026 1:32 PM
67	us mail	3/5/2026 8:51 AM
68	Nextdoor	3/5/2026 6:48 AM
69	Facebook	3/4/2026 9:21 PM
70	Silicon Valley Bike Coalition	3/4/2026 8:18 PM
71	Library	3/4/2026 5:12 PM

72	San Carlos Bikes	3/4/2026 12:07 PM
73	Beresford neighborhood association newsletter	3/4/2026 7:46 AM
74	Library	3/3/2026 3:38 PM
75	Wife	3/3/2026 3:22 PM
76	Seema Patel	3/3/2026 8:17 AM
77	fellow MURP student	3/2/2026 10:41 PM
78	EMail	3/2/2026 2:46 PM
79	BHNA	3/2/2026 11:43 AM
80	BHNA	3/2/2026 11:20 AM
81	Library	3/2/2026 10:54 AM
82	My son is on YAC and he sent it to me	3/2/2026 8:11 AM
83	San Carlos Youth Advisory Council	3/1/2026 8:51 PM
84	Mail	3/1/2026 8:28 PM
85	Email	3/1/2026 5:24 PM
86	library	3/1/2026 3:16 PM

Q15 Stay updated on other SamTrans projects! What is your email?

Answered: 163 Skipped: 538

#	RESPONSES	DATE
1	[redacted]	4/1/2026 2:15 PM
2	[redacted]	4/1/2026 2:09 PM
3	[redacted]	4/1/2026 1:59 PM
4	[redacted]	4/1/2026 1:50 PM
5	[redacted]	4/1/2026 1:43 PM
6	[redacted]	4/1/2026 6:04 AM
7	[redacted]	3/31/2026 9:50 PM
8	[redacted]	3/31/2026 8:28 PM
9	[redacted]	3/31/2026 2:00 PM
10	[redacted]	3/31/2026 1:44 PM
11	[redacted]	3/31/2026 11:33 AM
12	[redacted]	3/30/2026 1:48 PM
13	[redacted]	3/30/2026 9:32 AM
14	[redacted]	3/30/2026 8:38 AM
15	[redacted]	3/27/2026 11:38 AM
16	[redacted]	3/27/2026 7:56 AM
17	[redacted]	3/26/2026 7:44 PM
18	[redacted]	3/26/2026 4:36 PM
19	[redacted]	3/26/2026 3:24 PM
20	[redacted]	3/17/2026 1:14 PM
21	[redacted]	3/14/2026 8:24 AM
22	[redacted]	3/13/2026 9:14 AM
23	[redacted]	3/11/2026 9:07 PM
24	[redacted]	3/10/2026 7:09 PM
25	[redacted]	3/9/2026 12:33 PM
26	[redacted]	3/9/2026 12:22 PM
27	[redacted]	3/6/2026 9:20 AM
28	[redacted]	3/6/2026 9:18 AM
29	[redacted]	3/6/2026 4:52 AM
30	[redacted]	3/5/2026 11:22 PM
31	[redacted]	3/5/2026 9:10 PM
32	[redacted]	3/5/2026 8:26 PM
33	[redacted]	3/5/2026 6:34 PM

34		3/5/2026 4:26 PM
35		3/5/2026 1:52 PM
36		3/5/2026 1:37 PM
37		3/5/2026 1:32 PM
38		3/5/2026 12:33 PM
39		3/5/2026 10:56 AM
40		3/5/2026 6:48 AM
41		3/4/2026 8:18 PM
42		3/3/2026 3:38 PM
43		3/2/2026 10:41 PM
44		3/2/2026 5:56 PM
45		3/2/2026 8:11 AM
46		3/1/2026 11:26 AM
47		2/27/2026 5:47 PM
48		2/27/2026 5:23 PM
49		2/27/2026 3:42 PM
50		2/26/2026 5:53 PM
51		2/26/2026 5:06 PM
52		2/26/2026 3:28 PM
53		2/26/2026 9:49 AM
54		2/25/2026 1:23 PM
55		2/25/2026 11:37 AM
56		2/25/2026 11:32 AM
57		2/25/2026 10:36 AM
58		2/25/2026 9:54 AM
59		2/25/2026 9:11 AM
60		2/23/2026 9:54 PM
61		2/23/2026 3:07 PM
62		2/23/2026 9:53 AM
63		2/22/2026 2:31 PM
64		2/22/2026 9:46 AM
65		2/22/2026 7:22 AM
66		2/21/2026 11:30 AM
67		2/21/2026 9:57 AM
68		2/21/2026 5:34 AM
69		2/20/2026 10:16 PM
70		2/20/2026 9:57 PM
71		2/20/2026 6:29 PM

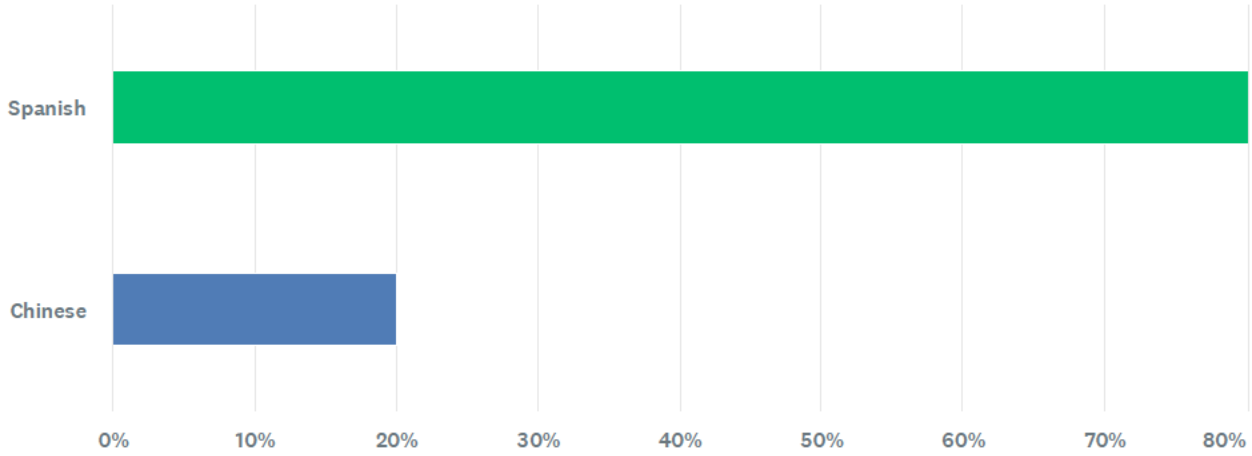
72	[redacted]	2/20/2026 6:29 PM
73	[redacted]	2/20/2026 5:30 PM
74	[redacted]	2/20/2026 11:15 AM
75	[redacted]	2/19/2026 3:07 PM
76	[redacted]	2/18/2026 9:53 AM
77	[redacted]	2/17/2026 11:32 PM
78	[redacted]	2/17/2026 11:11 PM
79	[redacted]	2/17/2026 10:02 AM
80	[redacted]	2/17/2026 7:15 AM
81	[redacted]	2/15/2026 8:31 PM
82	[redacted]	2/15/2026 1:32 PM
83	[redacted]	2/14/2026 2:52 PM
84	[redacted]	2/14/2026 3:30 AM
85	[redacted]	2/13/2026 9:44 PM
86	[redacted]	2/13/2026 5:52 PM
87	[redacted]	2/13/2026 3:23 PM
88	[redacted]	2/13/2026 12:57 PM
89	[redacted]	2/13/2026 12:57 PM
90	[redacted]	2/13/2026 11:25 AM
91	[redacted]	2/13/2026 8:20 AM
92	[redacted]	2/12/2026 3:49 PM
93	[redacted]	2/12/2026 9:51 AM
94	[redacted]	2/11/2026 9:38 PM
95	[redacted]	2/11/2026 8:48 PM
96	[redacted]	2/11/2026 7:23 PM
97	[redacted]	2/11/2026 3:16 PM
98	[redacted]	2/11/2026 2:20 PM
99	[redacted]	2/11/2026 2:08 PM
100	[redacted]	2/11/2026 10:57 AM
101	[redacted]	2/10/2026 5:55 PM
102	[redacted]	2/10/2026 12:17 PM
103	[redacted]	2/7/2026 6:48 PM
104	[redacted]	2/6/2026 9:51 PM
105	[redacted]	2/6/2026 8:25 PM
106	[redacted]	2/6/2026 5:56 PM
107	[redacted]	2/6/2026 3:08 PM
108	[redacted]	2/6/2026 2:52 PM
109	[redacted]	2/6/2026 12:56 PM

110	[redacted]	2/5/2026 8:32 PM
111	[redacted]	2/5/2026 6:09 AM
112	[redacted]	2/4/2026 9:12 PM
113	[redacted]	2/4/2026 7:08 PM
114	[redacted]	2/3/2026 2:42 PM
115	[redacted]	2/2/2026 9:42 PM
116	[redacted]	2/2/2026 7:48 PM
117	[redacted]	2/2/2026 6:45 PM
118	[redacted]	2/2/2026 6:04 PM
119	[redacted]	2/1/2026 5:32 PM
120	[redacted]	1/31/2026 9:53 PM
121	[redacted]	1/31/2026 9:33 PM
122	[redacted]	1/31/2026 8:39 PM
123	[redacted]	1/31/2026 4:37 PM
124	[redacted]	1/31/2026 3:31 PM
125	[redacted]	1/31/2026 2:09 PM
126	[redacted]	1/31/2026 10:26 AM
127	[redacted]	1/31/2026 7:51 AM
128	[redacted]	1/30/2026 10:42 PM
129	[redacted]	1/30/2026 10:30 PM
130	[redacted]	1/30/2026 8:54 PM
131	[redacted]	1/30/2026 8:18 PM
132	[redacted]	1/30/2026 7:52 PM
133	[redacted]	1/30/2026 6:42 PM
134	[redacted]	1/30/2026 5:32 PM
135	[redacted]	1/26/2026 9:08 PM
136	[redacted]	1/26/2026 8:12 PM
137	[redacted]	1/26/2026 7:05 PM
138	[redacted]	1/24/2026 11:35 PM
139	[redacted]	1/24/2026 10:26 AM
140	[redacted]	1/21/2026 11:55 PM
141	[redacted]	1/21/2026 8:43 AM
142	[redacted]	1/21/2026 7:53 AM
143	[redacted]	1/20/2026 10:28 PM
144	[redacted]	1/20/2026 9:40 PM
145	[redacted]	1/20/2026 8:09 PM
146	[redacted]	1/20/2026 3:34 PM
147	[redacted]	1/20/2026 3:17 PM

148	[redacted]	1/20/2026 12:27 PM
149	[redacted]	1/20/2026 11:26 AM
150	[redacted]	1/19/2026 10:49 PM
151	[redacted]	1/19/2026 5:09 AM
152	[redacted]	1/16/2026 6:19 PM
153	[redacted]	1/15/2026 8:28 AM
154	[redacted]	1/14/2026 6:36 PM
155	[redacted]	1/14/2026 10:20 AM
156	[redacted]	1/14/2026 10:20 AM
157	[redacted]	1/14/2026 6:34 AM
158	[redacted]	1/13/2026 3:22 PM
159	[redacted]	1/12/2026 4:02 PM
160	[redacted]	1/12/2026 8:35 AM
161	[redacted]	1/11/2026 2:00 PM
162	[redacted]	1/11/2026 10:58 AM
163	[redacted]	1/10/2026 7:51 AM

Q16 What language?

Answered: 15 Skipped: 686



Appendix B

Placemaking Action Plan

The content in this appendix shares ideas about potential placemaking opportunities along El Camino Real. These ideas are included to provide inspiration for future conversations among agencies and community members along the corridor.





PLACEMAKING ACTION PLAN

Prepared for: SamTrans Central El Camino Real Multimodal Plan

Study funded by the Metropolitan Transportation Commission (MTC) prioritized under the MTC Transit Performance Initiative

August 2026

samTrans

CITY OF SAN MATEO CALIFORNIA

CITY OF BELMONT

CITY OF SAN CARLOS THE CITY OF GOOD LIVING CALIFORNIA

Redwood City California Founded 1867

Fehr & Peers

SITELAB urban studio

Context

The SamTrans Central El Camino Real Multimodal Plan focuses on the 8.5-mile segment of El Camino Real known as "Central El Camino Real." The project spans El Camino Real from Peninsula Avenue to Brewster Avenue, and includes Cities of San Mateo, Belmont, San Carlos, and Redwood City as partners.

An important regional north-south connector, the corridor hosts the Route ECR, runs parallel to commuter rail Caltrain, and is slated for many future transit-oriented development projects.

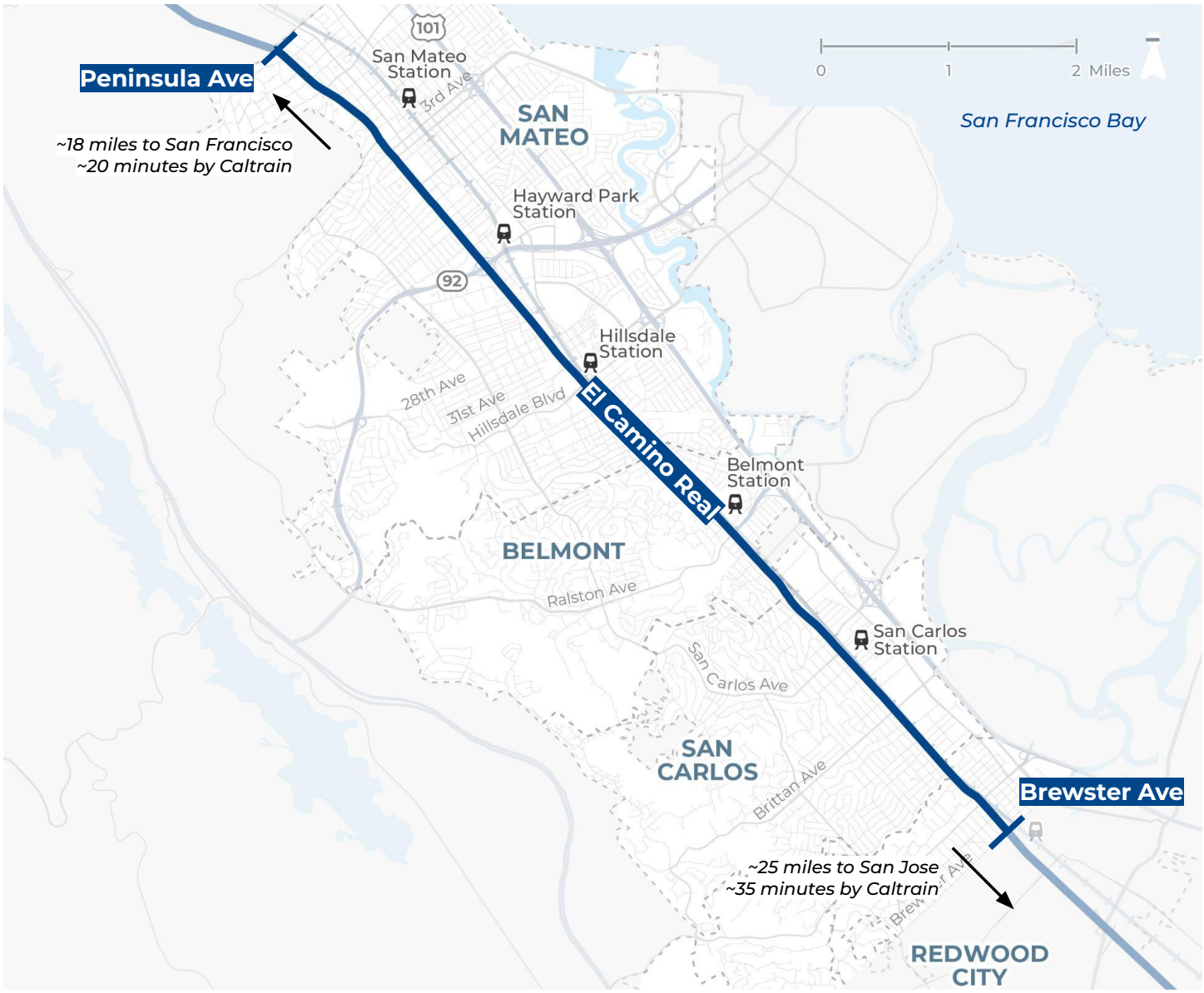


Figure 1: Project extents

Contents

1 Introduction

2 Placemaking Priorities + Strategies

3 Opportunity Sites



Note: Unless otherwise noted, image credits: SITELAB Urban Studio



1

Introduction

Introduction

The Placemaking Action Plan provides a supplement to the Central El Camino Real Multimodal Plan, focusing on making the public realm more welcoming and accessible to all. It questions and aims to reimagine the kind of transformations possible along El Camino Real if we reprioritize the public realm.

Identified in the following sections are overarching placemaking priorities and strategies, as well as opportunity sites that serve as pilots for activation projects and respond to the inspiration for the future of the corridor.

Prioritizing improvements to the public realm will not only facilitate safety and comfort for those who walk/roll, bike, and take transit today. It will also serve as testing grounds to catalyze future investment—whether inviting greater density and development, making movement attractive for all modalities, or improving overall quality of life on the corridor.

Central El Camino Real Today

Today, El Camino Real largely serves vehicular movement—at times containing up to six travel lanes—with limited dedicated bike infrastructure and pedestrian space.

During engagement in 2026, community members often expressed dissatisfaction with the conditions for pedestrians and bikers, citing desires for wider sidewalks, mature trees and planting, benches, bike racks, public art, and decorative street lighting.

"Pedestrians are currently an **after thought** on this road.

"A "Grand Boulevard" project should above all be **aesthetically pleasing**. Three lanes of cars plus another row of parked cars does not sell the concept.

"I would like to ride a bike more and use more buses. I want to drive less as I get older. But I am **afraid to ride** on El Camino.

"**Trees** provide shade...and make things look better than a **wall of buildings** that this place has become.

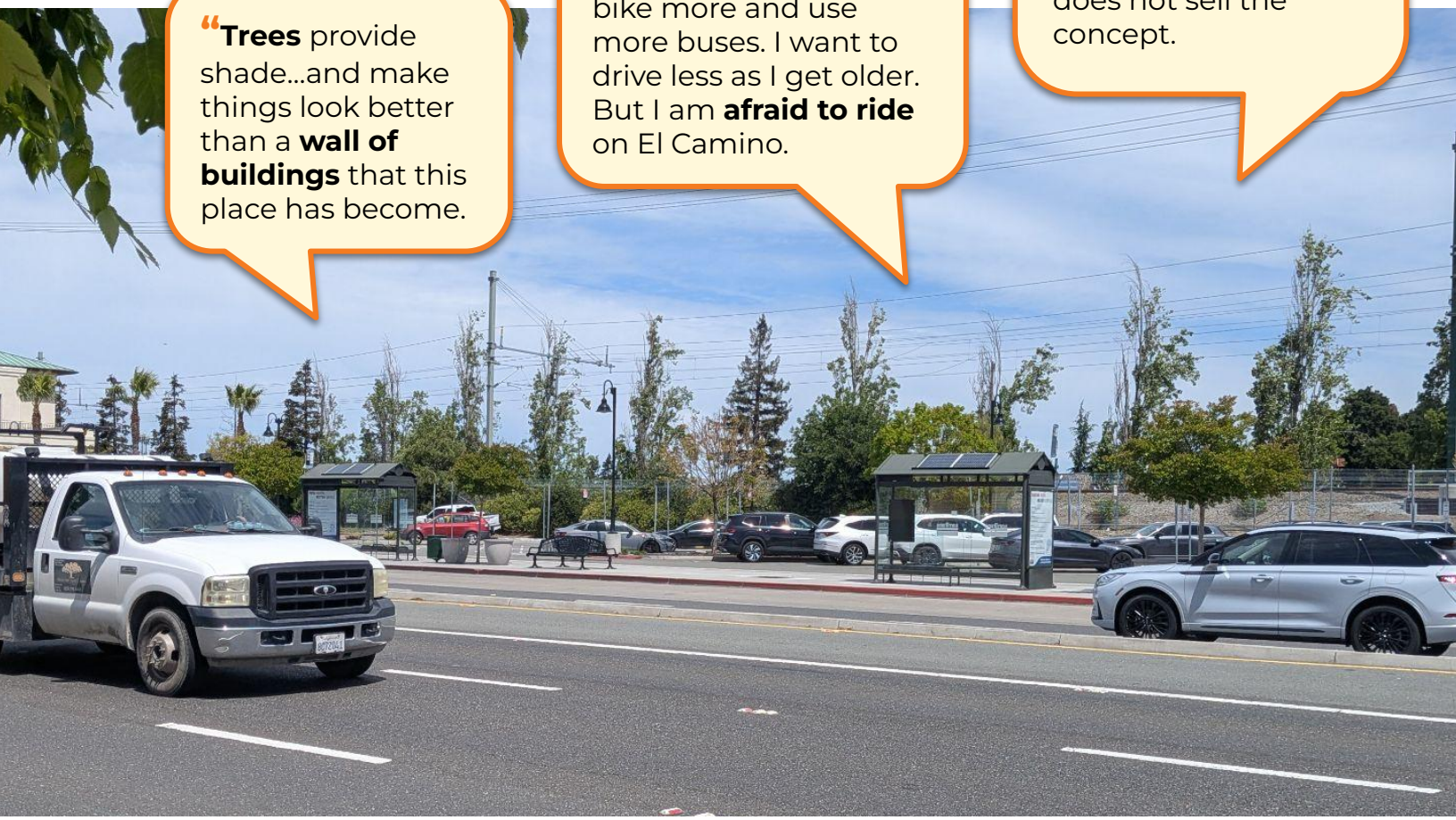


Figure 2: El Camino Real at Cherry St, San Carlos

Source for community quotes: Phase 2 survey responses

Lack of/limited tree canopy is a critical issue impacting the pedestrian and bike experience along Central El Camino Real today. As shown in the image below from the USDA Forest Service, tree canopy along El Camino Real is comparatively lower than in surrounding areas.

In addition, the corridor is generally inconsistent in its degrees of planting. Segments that have sidewalk trees, understory planting, and/or planted medians significantly improve perceptions of the street and reduce its vast sense of scale.

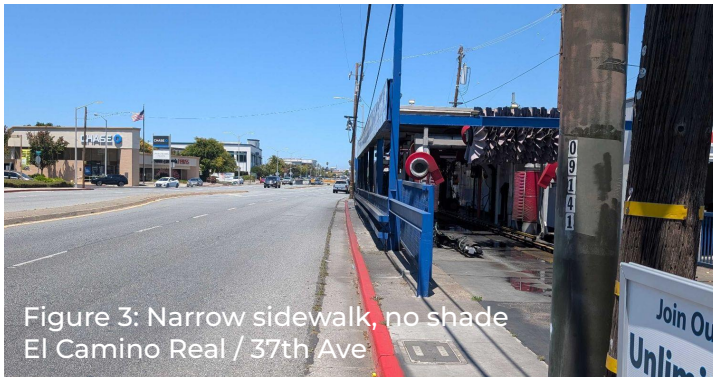


Figure 3: Narrow sidewalk, no shade
El Camino Real / 37th Ave



Figure 4: Wide sidewalk with shade
El Camino Real / San Carlos Ave and Cherry St



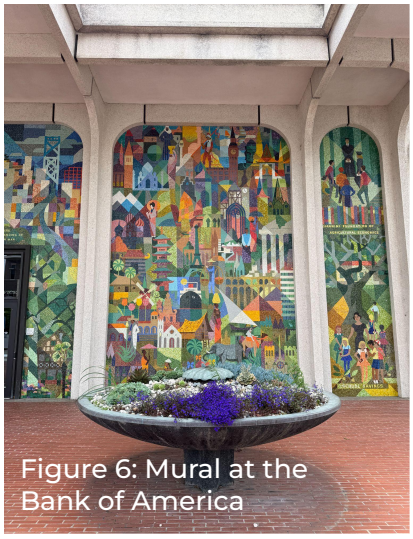
Figure 5: CA Urban Tree Canopy (USDA Forest Service)

Local Inspiration + Sense of Place

Amidst this car-focused landscape, local stories, histories, and cultures are present in the public realm if you look for them. Dotted along the corridor are gateway and historical markers, wayfinding signage, public art, and unique ecological features that provide opportunities to pause and learn. Examples include:

- A mosaic mural at the San Mateo Bank of America (El Camino Real / 3rd Ave) acknowledges the rich historical landmarks and cultural influences
- A ground marker (El Camino Real / San Carlos Ave) for San Carlos's centennial commemorates the construction of the Drake Building
- Local businesses (such as Chinese, Vietnamese, Mexican, Japanese, and Indian restaurants) along El Camino Real highlight San Mateo's multicultural communities
- Lower San Mateo Creek—one of the major creeks of San Mateo County—passes under El Camino Real to the San Francisco Bay

El Camino Real is also part of the Juan Bautista de Anza National Historic Trail connecting Mexico to San Francisco, which was traveled by the Anza colonizing expedition following existing Indigenous trails.[1]


Figure 6: Mural at the Bank of America

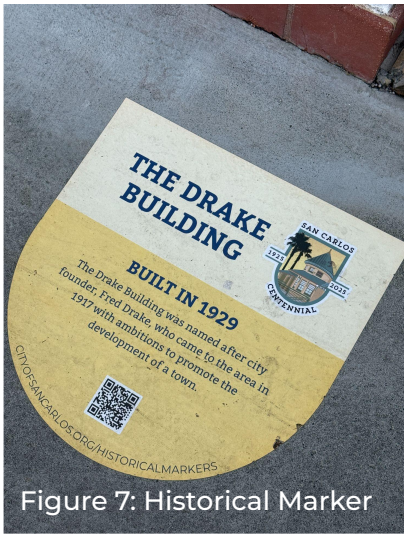


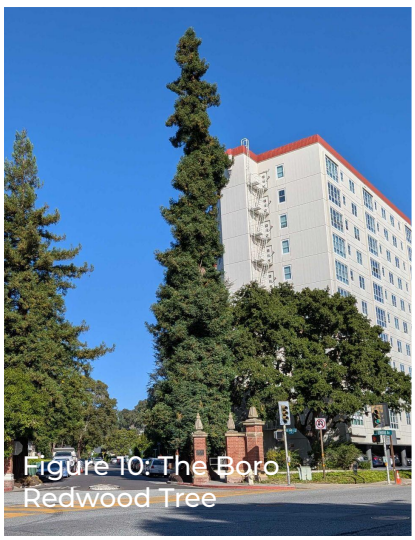
Figure 7: Historical Marker

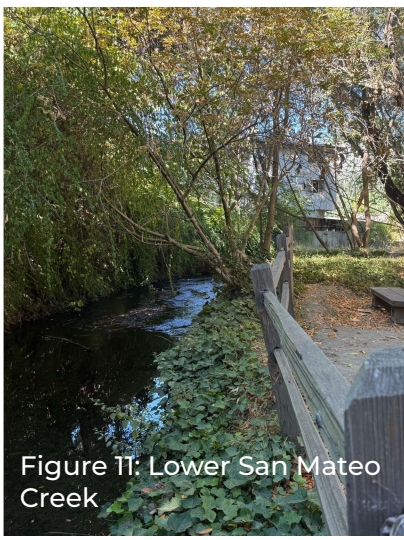


Figure 8: Gateway Signage



Figure 9: Local Businesses


Figure 10: The Boro Redwood Tree


Figure 11: Lower San Mateo Creek

[1] National Park Service, Juan Bautista de Anza National Historic Trail



Figure 12: Santa Monica Blvd
Los Angeles, CA
credit: WeHoCity

Distinctive lighting supports nighttime activation



Figure 13: Passeig de Gracia
Barcelona, Spain
credit: Andrew

Consistent tree canopy provides shade and identity

What kind of transformations could be possible here if we reprioritized the public realm?

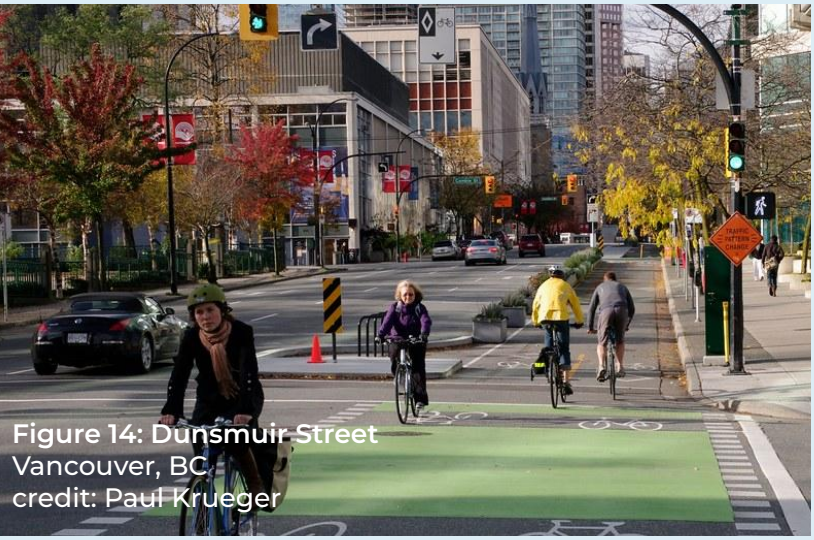


Figure 14: Dunsmuir Street
Vancouver, BC
credit: Paul Krueger

Prioritization of protected space for cyclists



Figure 15: Eastern Parkway
Brooklyn, NY

Multimodal connections with a generous pedestrian promenade



2

Placemaking Priorities + Strategies

Central El Camino Real Placemaking Priorities



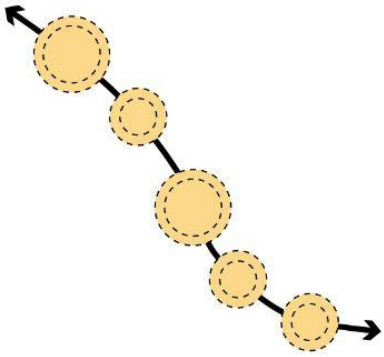
RECENTER PEDESTRIAN COMFORT

Fundamental streetscape improvements that bring back a sense of human scale to this busy thoroughfare



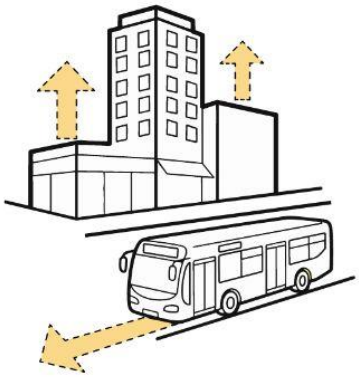
REINFORCE CENTERS OF GRAVITY

Improving wayfinding experiences between El Camino Real and nearby destinations by building upon existing places where people want to be



STRENGTHEN CONNECTIVITY

Highlight the distinct identities of the four cities while increasing the legibility of El Camino Real as a cohesive corridor



SHAPE WHAT GROWS HERE

Public realm improvements can help set the stage for future partnership opportunities, land use decisions, and transit-oriented development

Placemaking Strategies

	Baseline Transportation Improvement (F&P)		Corridor-wide Strategy, Building on Baseline Transportation Improvements in Service of Placemaking Priorities
LINEAR	Dedicated transit lane Dedicated bike lane Expanded sidewalk	+	**MOVE + CONNECT** **Support the Journey:** Increase presence of benches, lighting, and wayfinding signage for pedestrian /cyclist access and comfort near bus stops and Caltrain station intersections **Bike Forward:** Demonstrate first-class connections to existing and new bike networks, elevating the quality of bike facilities and supportive amenities
LINEAR	Dedicated bike lane Expanded sidewalk	+	**LET'S GREEN** **Serious about Shade:** Prioritize consistent tree canopy and understory planting along El Camino Real sidewalks **Planted Partitions:** Understory planting alongside bike lanes and medians to provide buffers and traffic calming
SPOT	Curb extension New crosswalk	+	**STORYTELLING CANVAS** **You Are Here:** Implement distinctive crosswalks, interpretive art and signage to draw attention to a place's history, culture, ecology, etc. (e.g. Historic districts, local landmarks, native flora) **Day + Night:** Add decorative lighting near existing activity nodes to create an inviting and safe atmosphere at all times of day
SPOT	Curb extension	+	**ACTIVATE!** Partner with local organizations to promote temporary events/ programs that support active programming



3

Opportunity Sites

Opportunity Sites

Opportunity sites outline preliminary recommendations for streetscape activation strategies within the right-of-way. By combining public realm strategies, these projects synchronize momentum to deliver impactful enhancements going beyond baseline improvements. Site selection took into consideration multiple factors and priorities:

- Priorities defined in city documents, including specific plans for downtown, streetscape plans, mobility plans
- Project team identified transportation recommended improvements and placemaking opportunities
- SamTrans Equity priority studies

Sites encompass a variety of typologies, ranging from:

- **Gateway:** an entry into cities which centers their downtown or other community assets closely located near to El Camino Real
- **Connector:** cross streets serving as crucial assets like transit stations, retail corridors, parks, schools, bike or school routes
- **Node:** increase multimodal access across key intersections by reducing a sense of scale and increasing crossing safety

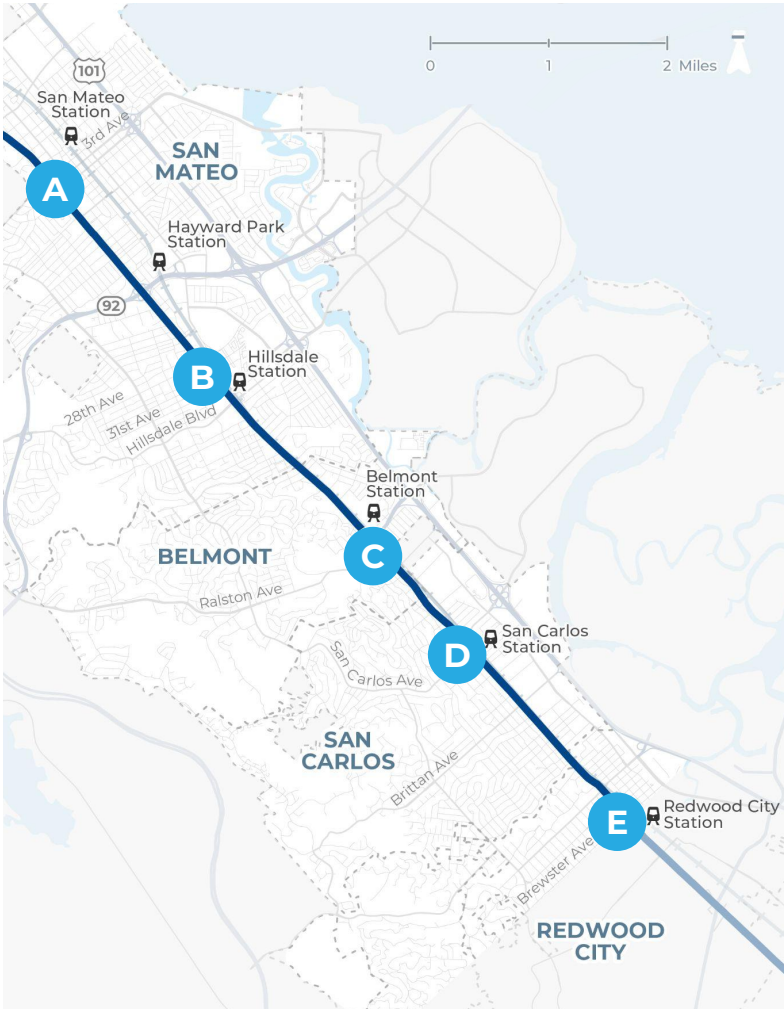


Figure 16: Selected Opportunity sites

A **Multi-Faceted San Mateo**
El Camino Real / Baldwin-5th Ave

B **San Mateo Spurs**
El Camino Real / 25th, 28th, and 31st Ave

C **Belmont Switch**
El Camino Real / Ralston Ave

D **San Carlos Front Porch**
El Camino Real / San Carlos Ave

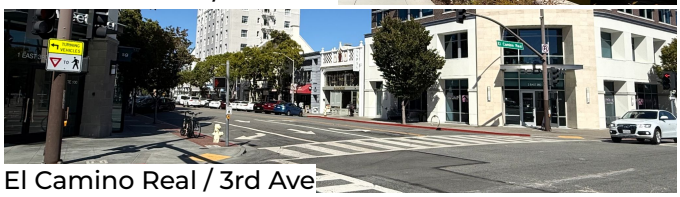
E **Redwood City Portal**
El Camino Real / Brewster Ave

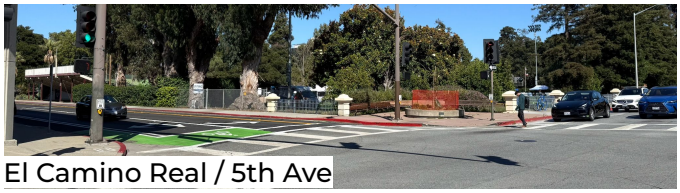
Multifaceted San Mateo

El Camino Real / Baldwin - 5th Ave



El Camino Real / 2nd Ave


El Camino Real / 3rd Ave

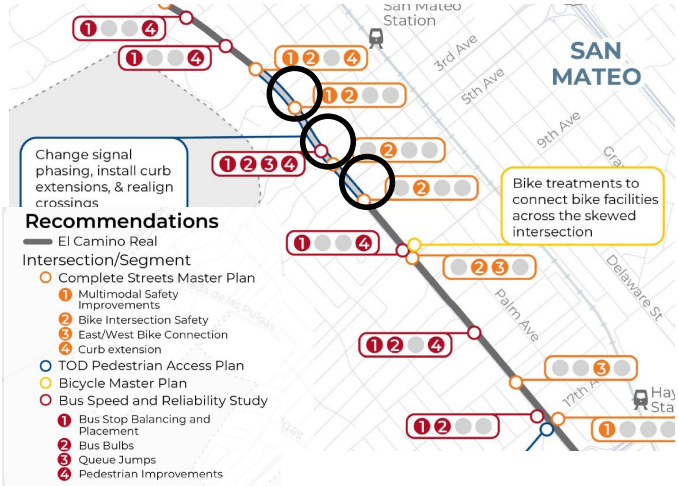

El Camino Real / 5th Ave

'Multifaceted San Mateo' provides downtown gateways that increase vibrancy and access along El Camino Real to San Mateo's destinations: Central Park (including Japanese Garden, recreational areas, and playground), Public Library, and the historic downtown walk.

At the key intersections of Baldwin, 2nd, 3rd, 4th, and 5th Avenues, proposed interventions include various streetscape improvements such as increased crossing safety, intuitive wayfinding and signage, enhanced lighting, and public art opportunities— elements that work together to elevate the pedestrian and bike experience into the heart of downtown.

Proposed Improvements

Intersection, pedestrian, bike, bus, and roadway safety recommendations by F&P



Source: Central El Camino Multimodal Plan Needs Assessment, June 2025

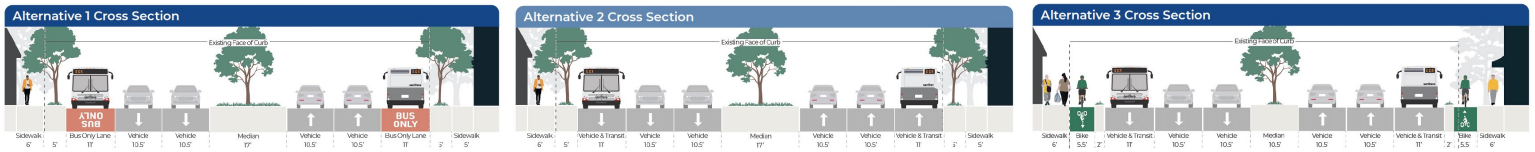
Key Strategies

STORYTELLING CANVAS
Interpretive art showcasing the creek

ACTIVATE
Crosswalks, curb extensions, and signage to Downtown

LET'S GREEN
Consistent tree canopy along sidewalk and understory planting in the median

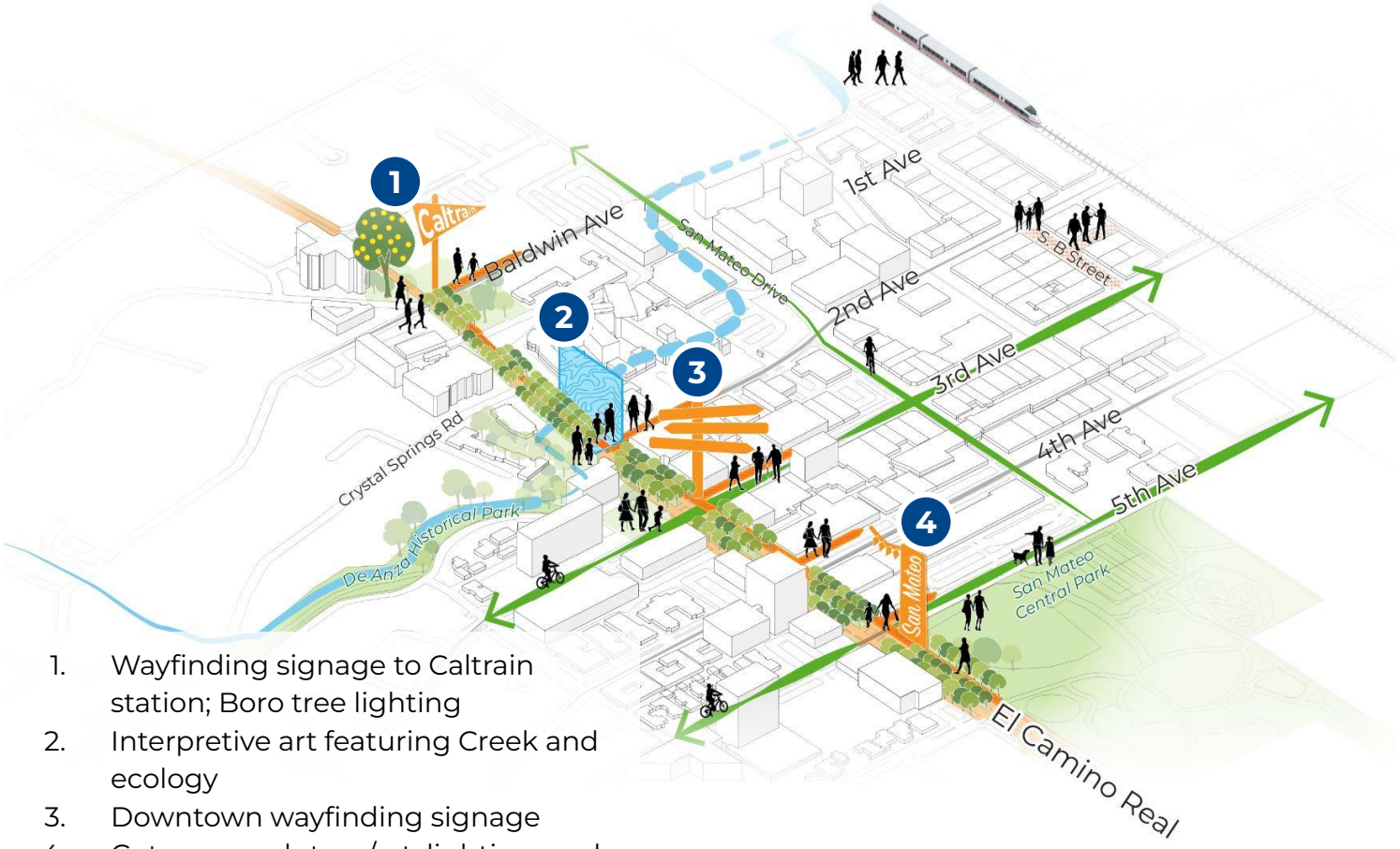
Alternative Cross Section



Source: Central El Camino Design Alternative, Fehr & Peers

Multi-Faceted San Mateo

El Camino Real / Baldwin - 5th Ave



1. Wayfinding signage to Caltrain station; Boro tree lighting
2. Interpretive art featuring Creek and ecology
3. Downtown wayfinding signage
4. Gateway sculpture/art, lighting, and seating



Integrating opportunities of storytelling through art
San José, CA
credit: Baunfire



Wayfinding signage highlighting downtown destinations
Adelaide, AUS



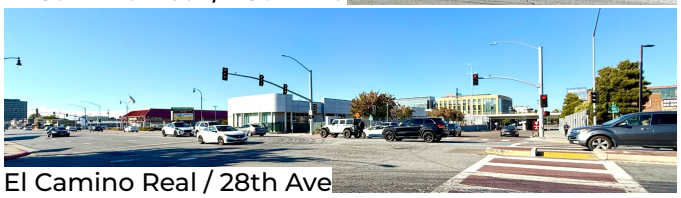
Elevated streetscape design to signify entry points to downtown
San José, CA

San Mateo Spurs

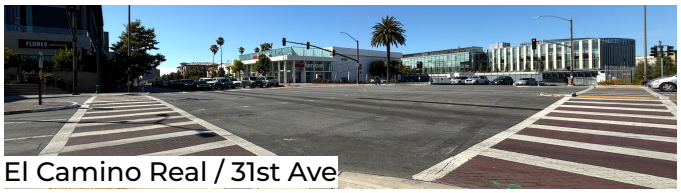
El Camino Real / 25th, 28th, and 31st Ave



El Camino Real / 25th Ave



El Camino Real / 28th Ave



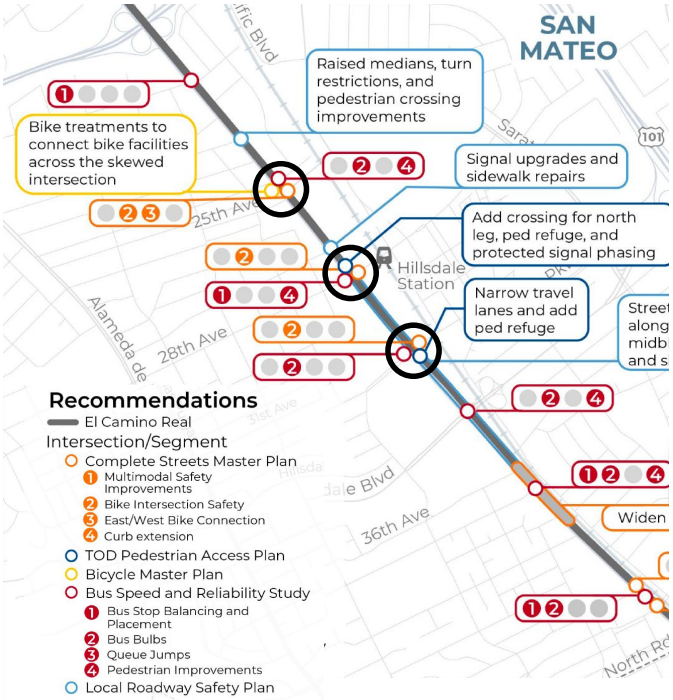
El Camino Real / 31st Ave

‘San Mateo Spurs’ increase visibility and access along El Camino Real to some of San Mateo’s most active places: Hillsdale Caltrain Station, 25th Avenue retail, Hillsdale Mall, and Bay Meadows transit-oriented development.

At three key intersections, proposed interventions include a corner pocket plaza, lush sidewalk tree canopy along the sidewalk and understory planting in curb extensions, and decorative crossings—elements that work together with transportation improvements to elevate the public realm experience to these important destinations.

Proposed Improvements

Intersection, pedestrian, bike, bus, and roadway safety recommendations by F&P



Source: Central El Camino Multimodal Plan Needs Assessment, June 2025

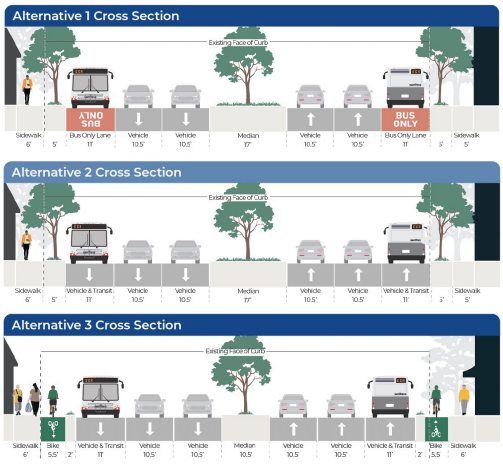
Key Strategies

ACTIVATE
Corner pocket plaza with landscape and seating with room for pop-up programs

LET’S GREEN
Tree canopy with understory planting

STORYTELLING CANVAS
Decorative crossing for an enhanced pedestrian experience

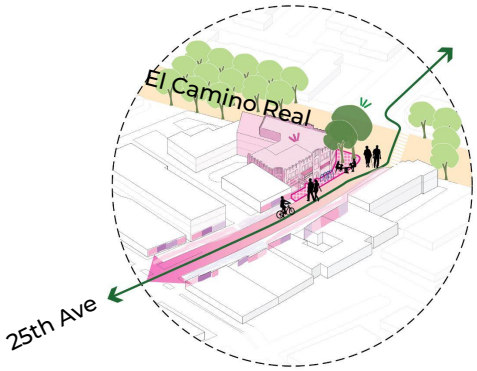
Alternative Cross Section



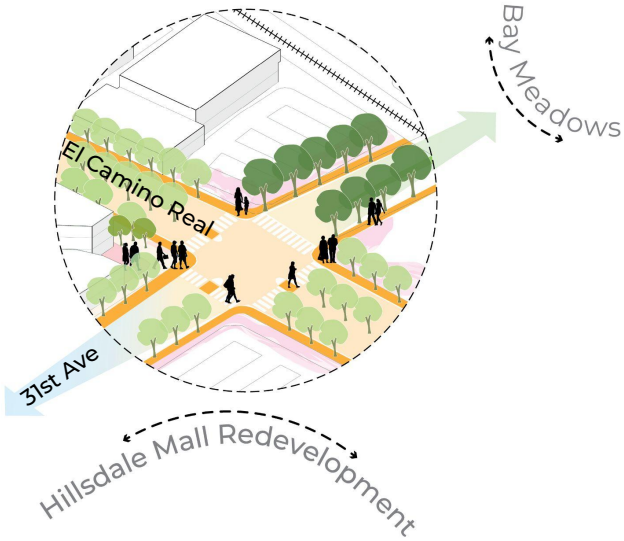
Source: Central El Camino Design Alternative, Fehr & Peers

San Mateo Spurs

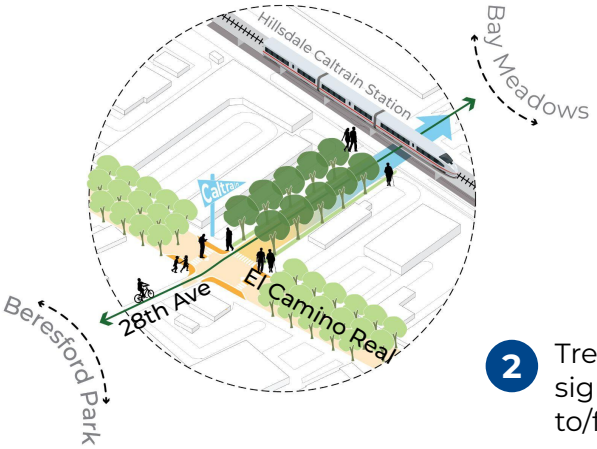
El Camino Real / 25th, 28th, and 31st Ave



1 Corner plaza reclaims wide paved space to slow down vehicle turning and direct attention to 25th Avenue retail



3 Active corners and pedestrian crossings leading into current and future developments



2 Tree canopy and wayfinding signage support the journey to/from Caltrain Station



Coordinated streetscape and corner plaza design
Kirkland, WA
credit: Fora Landscape Architects



Continuous tree canopy and understory
Long Island, NY



Decorative sidewalk treatment to signify intersections at key corridors
San Francisco, CA

Belmont Switch

El Camino Real / Ralston Ave



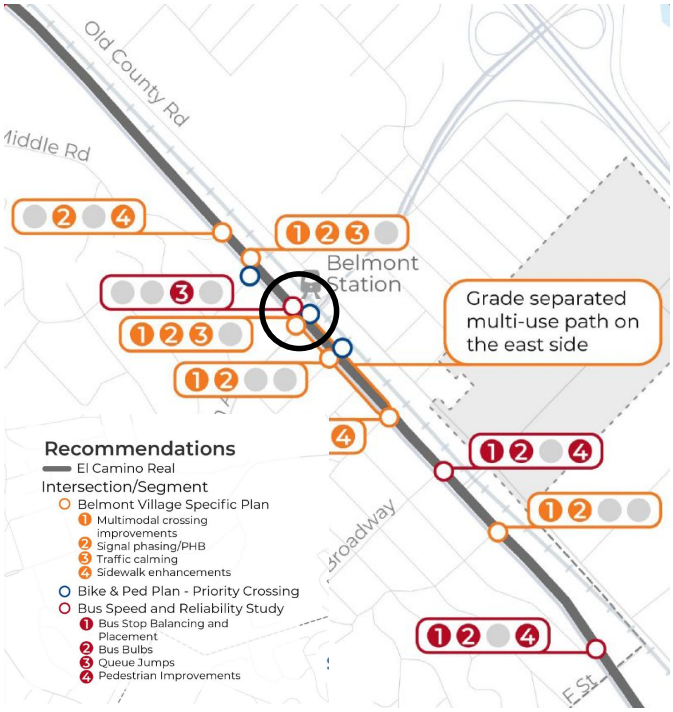
El Camino Real / Ralston Ave

'Belmont Switch' optimizes multimodal connectivity at the crossroads of El Camino Real and Ralston Avenue, linking the city's primary mobility modes and activity hubs: the Caltrain station, SamTrans ECR route, and the Belmont Village retail district.

Focused on transforming this transit node, proposed strategies include quick wins (continuous street tree canopy) and long-term ambitions (dedicated mobility hub and other amenities to support periodic programming on Caltrain parking lot). These design shifts work in tandem to soften the heavy infrastructure, creating a more human-scaled, inviting environment for commuters switching between trains, buses, bikes, cars, and foot travel.

Proposed Improvements

Intersection, pedestrian, and bus recommendations by F&P



Source: Central El Camino Multimodal Plan Needs Assessment, June 2025

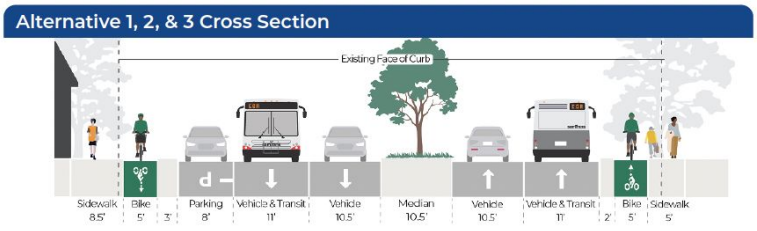
Key Strategies

MOVE AND CONNECT
Seamless multimodal Caltrain, dedicated bike, and SamTrans ECR route

ACTIVATE
Support activation of Caltrain parking lot (e.g. year-round weekly farmer's market)

LET'S GREEN
Understory planting along El Camino Real and Ralston Ave underpass

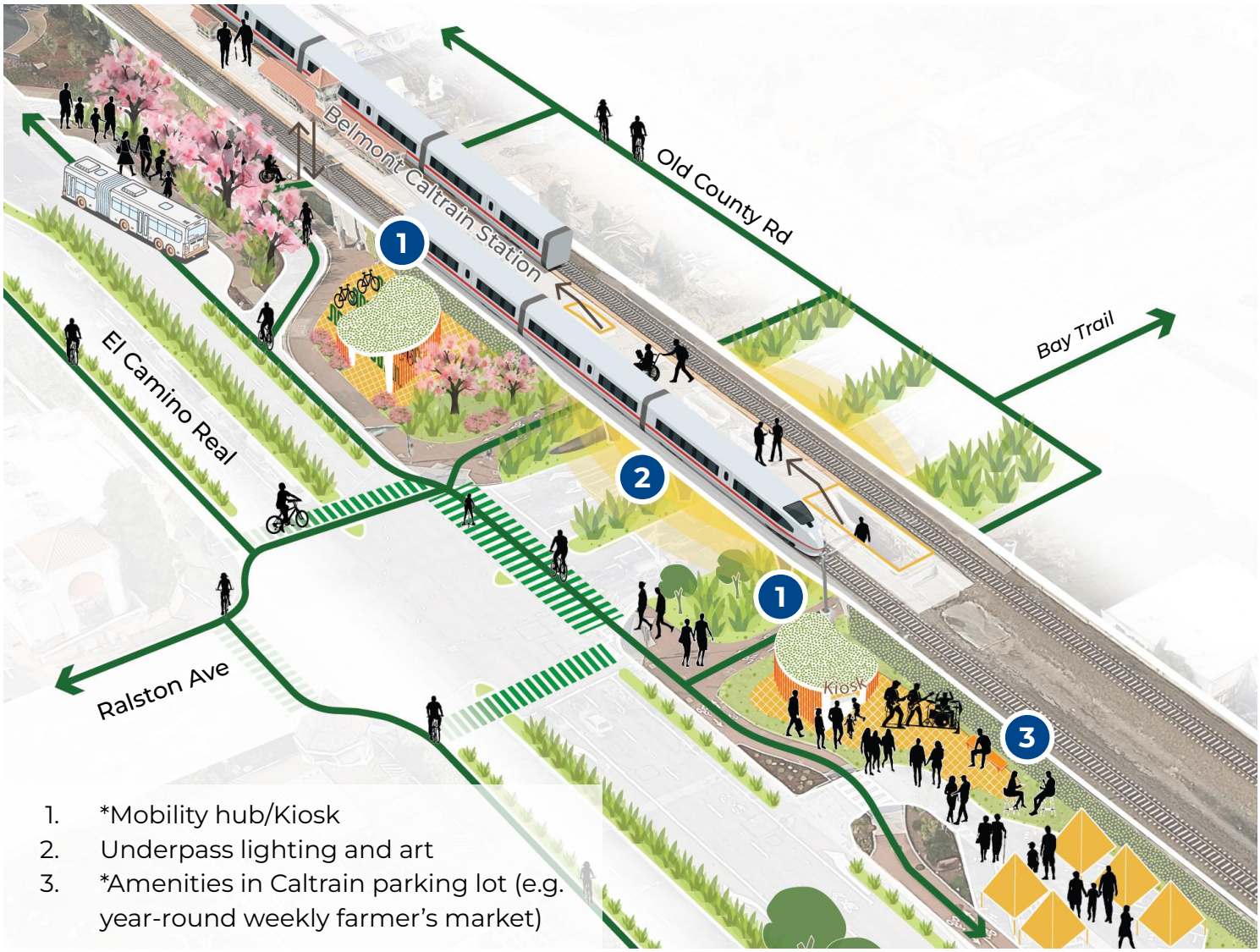
Alternative Cross Section



Source: Central El Camino Design Alternative, Fehr & Peers

Belmont Switch

El Camino Real / Ralston Ave



1. *Mobility hub/Kiosk
2. Underpass lighting and art
3. *Amenities in Caltrain parking lot (e.g. year-round weekly farmer's market)



Mobility hub integrated at key transit node to support mode shifts



Integrating art, lighting, landscaping at underpass
San José, CA



Welcome kiosk and movable furnishing to support temporary programming and activation
San Francisco, CA

* Longer-term ambitions for the city

San Carlos Front Porch

El Camino Real / San Carlos Ave



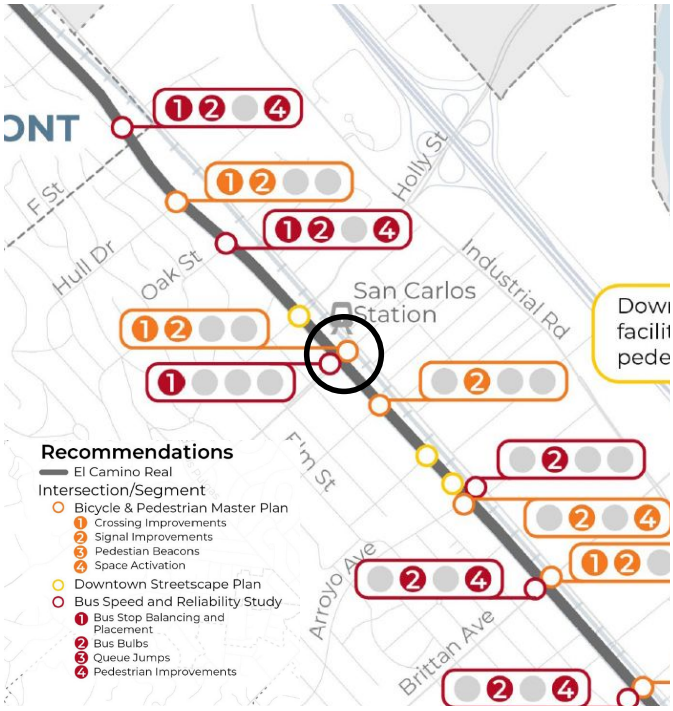
El Camino Real / San Carlos Ave

'San Carlos Front Porch' creates a welcoming connection across El Camino Real to the San Carlos Caltrain Station through a highly visible, decorative crosswalk, gateway lighting that frames this critical intersection, and understory planting that enlivens the median and provides a buffer alongside separated bike lanes.

Collectively, these elements support pedestrian and cyclist connections between nearby bus stops and the Caltrain Station.

Proposed Improvements

Intersection, pedestrian, and bus recommendations by F&P



Source: Central El Camino Multimodal Plan Needs Assessment, June 2025

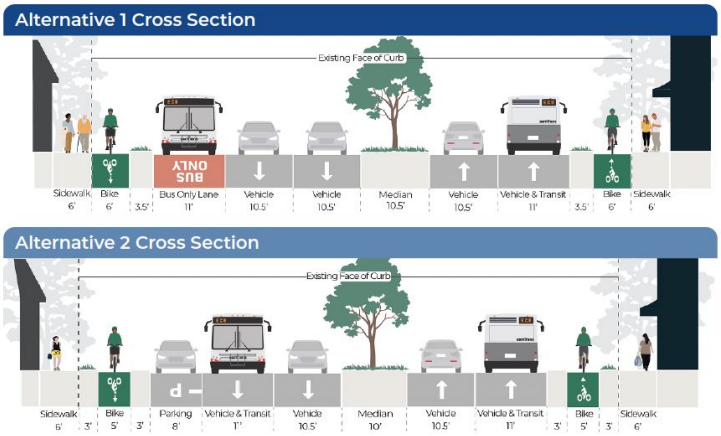
Key Strategies

STORYTELLING CANVAS
Decorative crossing and gateway lighting

MOVE AND CONNECT
Diagonal crossing and bike infrastructure for Caltrain connection

LET'S GREEN
Understory planting in median and bike buffer

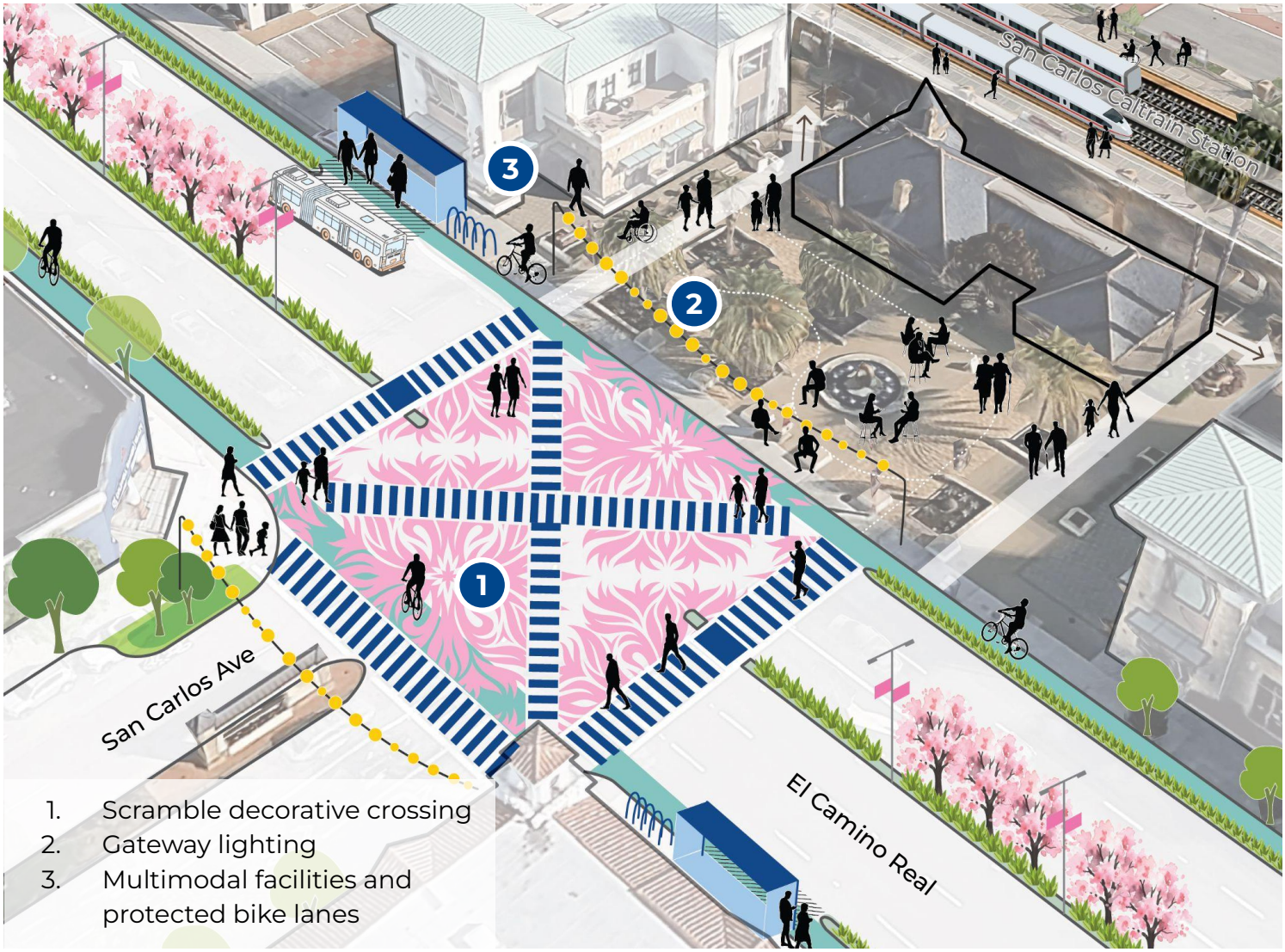
Alternative Cross Section

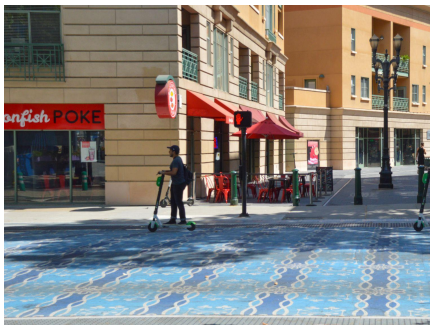


Source: Central El Camino Design Alternative, Fehr & Peers

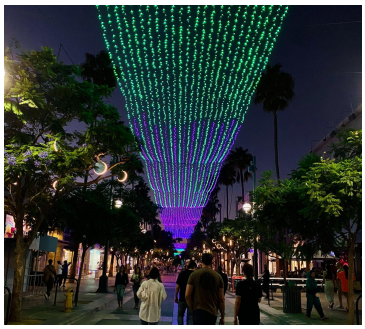
San Carlos Front Porch

El Camino Real / San Carlos Ave





Decorative crossing connecting key destinations
San José, CA



Lighting art upon entry into downtown
Santa Monica, CA



Streetscape design supportive of safe transition between modes
Seattle, WA
credit: Green Lane Project

Redwood City Portal

El Camino Real / Brewster Ave



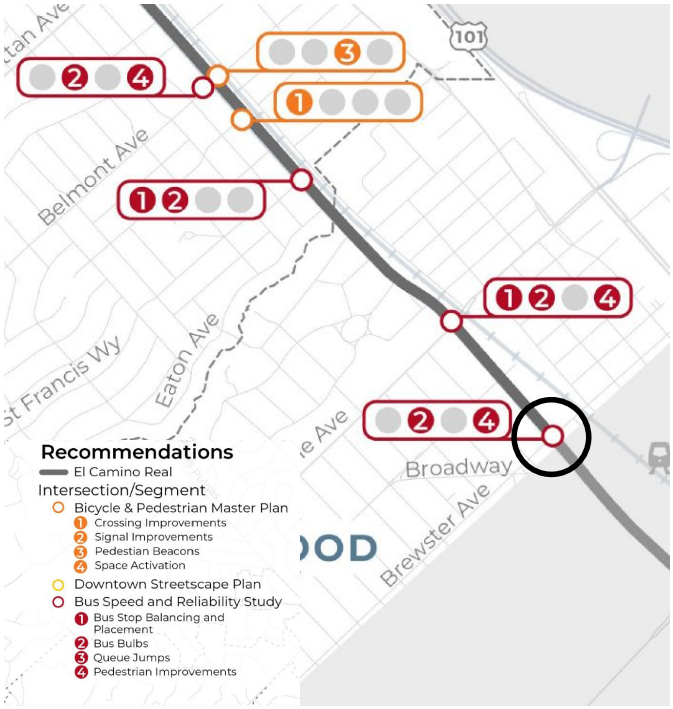
El Camino Real / Brewster Ave

'Redwood City Portal,' located at El Camino Real and Brewster Avenue, amplifies the sense of arrival to the city's new Transit District and elevated Caltrain station.

Given the potential for new development with active ground floors on all corners of this intersection, proposed interventions focus on enhancing the sidewalk through generous, continuous tree canopy. Gateway signage and pedestrian lighting further highlight this important transit transfer point between SamTrans ECR and Caltrain.

Proposed Improvements

Intersection, pedestrian, and bus recommendations by F&P



Source: Central El Camino Multimodal Plan Needs Assessment, June 2025

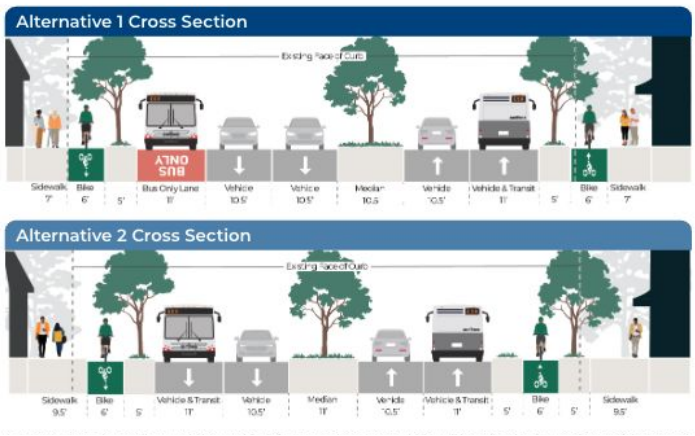
Key Strategies

ACTIVATE
Active ground floor retail and gateway signage to the new Caltrain Station

MOVE AND CONNECT
Seamless multimodal Caltrain, dedicated bike, and SamTrans ECR route

LET'S GREEN
Three rows of trees and bike buffers for shade and comfort

Alternative Cross Section

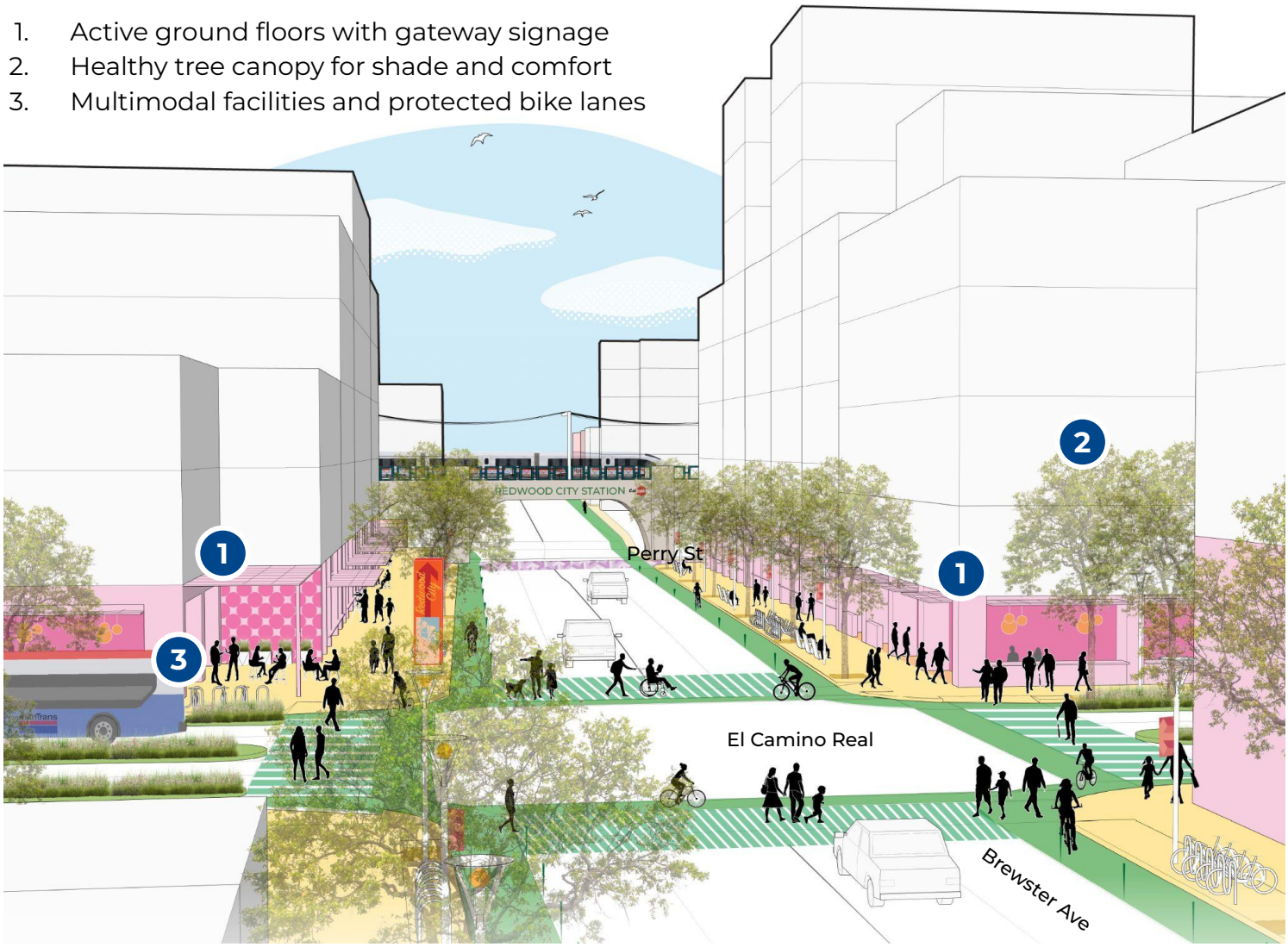


Source: Central El Camino Design Alternative, Fehr & Peers

Redwood City Portal

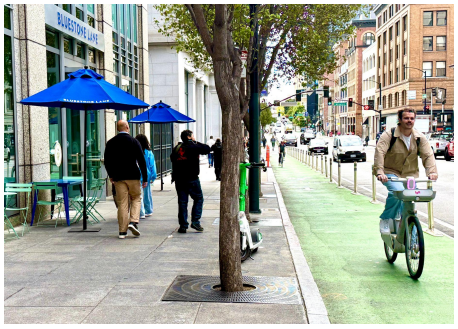
El Camino Real / Brewster Ave

1. Active ground floors with gateway signage
2. Healthy tree canopy for shade and comfort
3. Multimodal facilities and protected bike lanes





Active retail along street corners
Austin, TX



Active ground floor and vibrant streetscape furnishings with tree canopy
San Francisco, CA



Decorative art to enhance multimodal experiences
San Francisco, CA
credit: SFMTA

Appendix C

Phase 2 Alternatives and Evaluation

The cutsheets contained in this appendix have been superseded by the cutsheets included in the main body of this plan. This appendix is provided for reference.



Fehr & Peers

Memo

Date: October 23, 2025

To: Cassie Halls, Asiya Patel, SamTrans

From: Ingrid Ballús Armet, PE, RSP1; Erin Ferguson, PE, RSP2I.; Nina Price; Fehr & Peers

Subject: Central El Camino Multimodal Plan – Design Considerations

---

This memo accompanies the Central El Camino Multimodal Plan Alternatives Cutsheets and provides context and background information for the Cutsheets. The Central El Camino Multimodal Plan proposes three unique alternatives for El Camino Real in San Mateo, San Carlos, Belmont, and Redwood City, each showing a different vision for the future of the corridor. Each alternative exhibits different modal priorities – one prioritizing transit facilities, one enhancing pedestrian experience, and one providing separated bikeways.

The purpose of the Design Considerations Memo is to outline global design decisions applied to the Central El Camino cross sections. This memo includes general design guidance, an overview of the process to develop the alternative cross sections, and specific segment considerations.

General Design Guidance

Design Information Bulletin-94 (DIB 94) Complete Streets: Contextual Design Guidance

Caltrans' DIB 94 provides guidance for the width of different Complete Streets elements based upon the context of the street. DIB-94 is the primary resource for determining the preferred widths of pedestrian, bicycle, and vehicle facilities along El Camino.

Design Guidance in DIB 94 is tailored to specific place types and corresponding desired operating speeds which are as follows for Central El Camino:

- Selected place type "Urban Community" based on recent and planned land use changes along the corridor
- Corresponding Operating Speed cited in DIB-94: 25-35 miles per hour

The table below shows the suggested minimum lane widths, which are 10.5 feet for Central El Camino.

Table 5.3 Suggested Minimum Lane Widths by Place Type and Proposed Operating Speed

Place Type	Lane Type	Suggested Minimum Lane Widths by Proposed Operating Speed					
		20 mph	25 mph	30 mph	35 mph	40 mph	45 mph
Urban Area – City Center	Through	10.5 ft	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	10.5-11 ft
	L/R Turn	10.5 ft	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	10.5-11 ft
	TWLTL	10.5 ft	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	10.5-11 ft
Urban Area – Urban Community	Through	10.5 ft	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	10.5-11 ft
	L/R Turn	10.5 ft	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	10.5-11 ft
	TWLTL	10.5 ft	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	10.5-11 ft
Suburban Area	Through	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	11-12 ft	11-12 ft
	L/R Turn	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	11-12 ft	11-12 ft
	TWLTL	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	10.5-11 ft	11-12 ft
Rural Main Street	Through	10.5 ft	10.5 ft	10.5-11 ft	10.5-11 ft	11-12 ft	11-12 ft
	L/R Turn	10.5 ft	10.5 ft	10.5-11 ft	10.5-11 ft	11-12 ft	11-12 ft
	TWLTL	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	10.5 ft	10.5 ft

Note: Cells shaded in gray are outside the range of proposed operating speeds recommended in Table 4.1.

The Highway Design Manual Index 404.4 states that roadways with transit-only lanes or with high volumes of larger design vehicles the minimum lane widths should be 11 feet. All outside lanes in the cross sections – both dedicated transit lanes and shared transit/vehicle lanes – have a width of 11 feet to meet this standard.

The table below shows the widths for one-way bikeways.

Table 5.1.3 One-Way Standard Bicycle Traveled Way Widths* (Class IV)

Bicycle Facility Placement	Minimum (ft)	Preferred (ft)	Practical Maximum (ft)
Between curbs if a raised island is the separation	6-9	7-9	10
Between curb and buffer	5-8	6-8	9**
Between curb and parking buffer	5-8	6-8	9**
Between edge of pavement and buffer, curb, or parking buffer	4-7	5-7	8**
Between through traffic lane and right turn lane	4-7	5-7	8

DIB 94 defines three different zones within sidewalks, as shown in the image below. The widths for each of those zones is presented in DIB 94's Table 5.2.1 below.

Figure 5-O - Sidewalk Zones

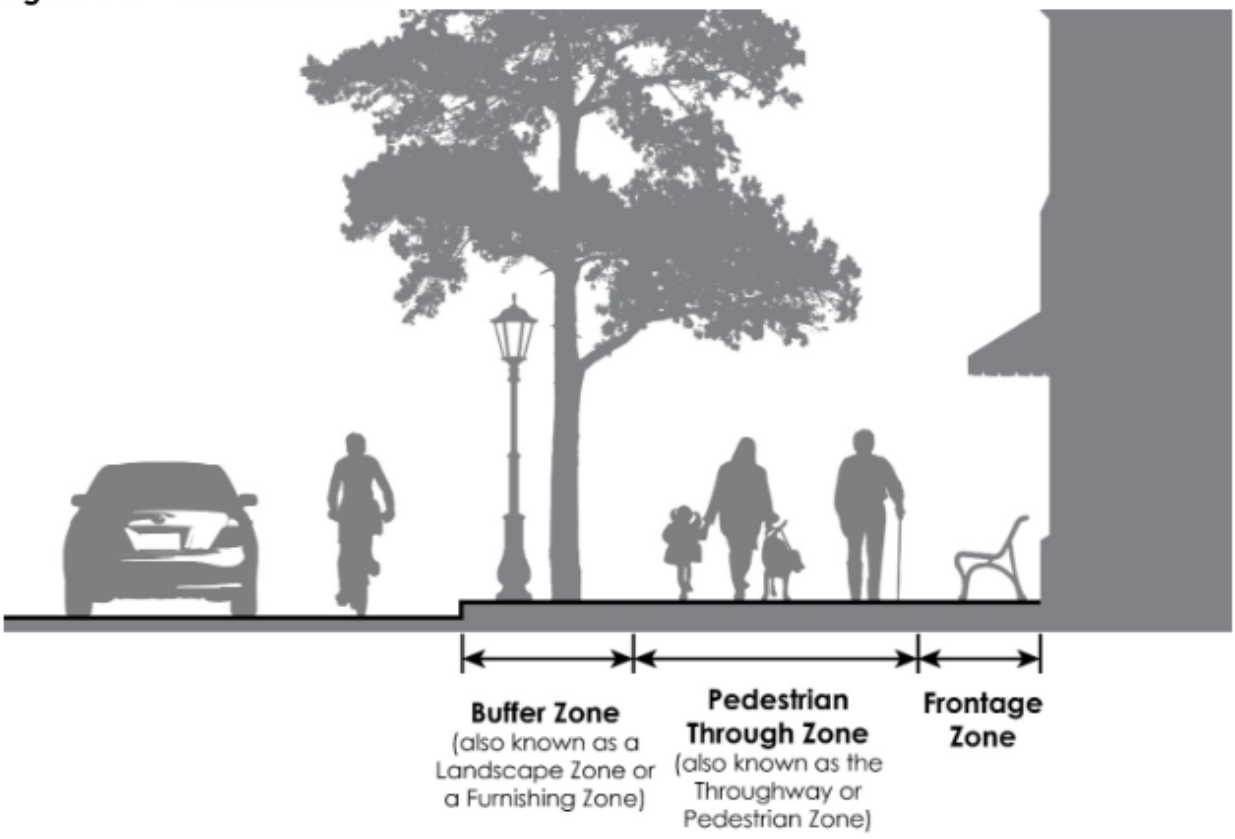


Table 5.2.1 Suggested Sidewalk Zone Widths by Place Type

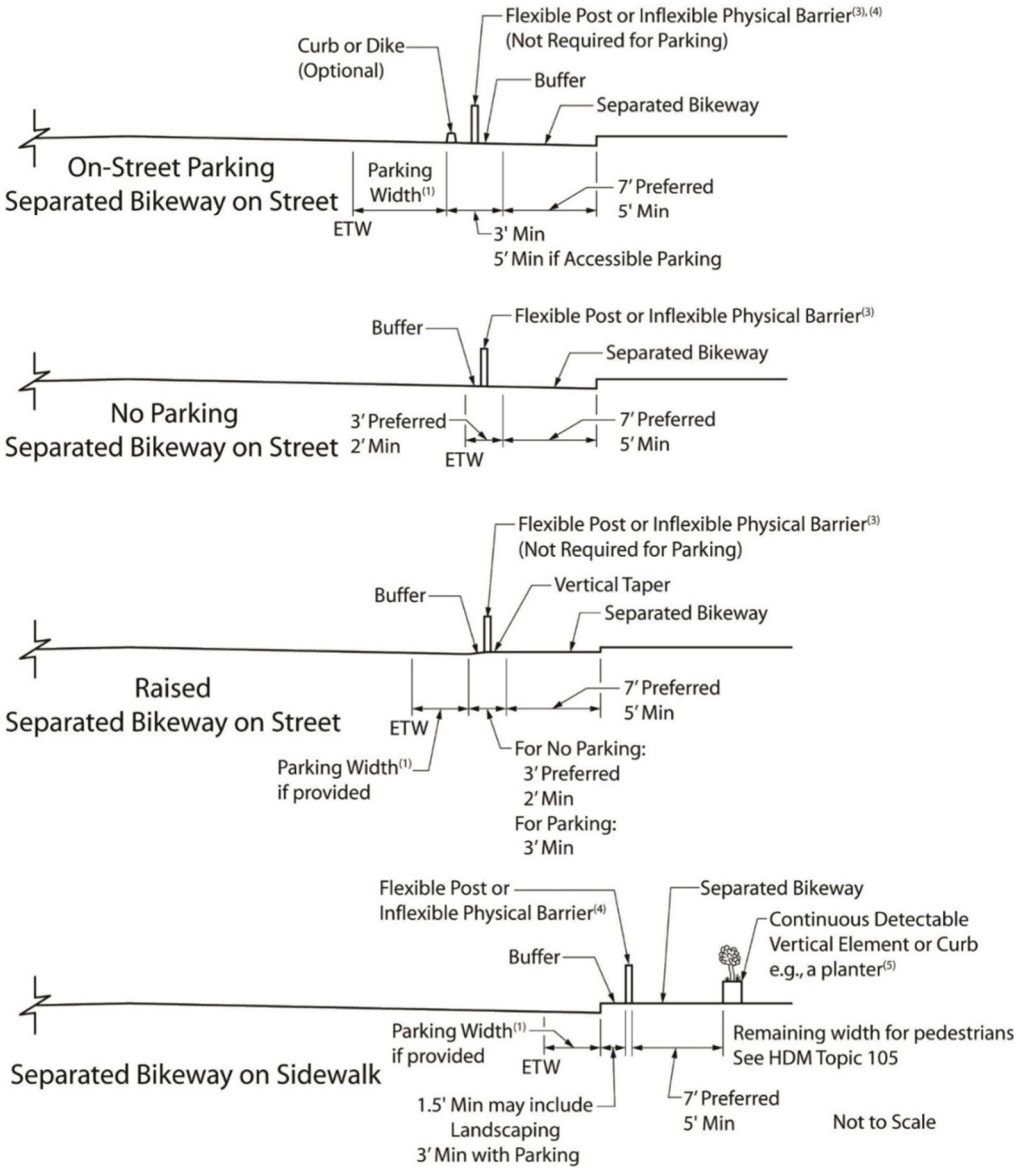
Place Type	Buffer Zone (ft)	Through Zone (ft)	Frontage Zone (ft)
Urban Area – City Center	4-8	6-12	2-4
Urban Area – Urban Community	4-8	6-12	2-4
Suburban Area	2-7	5-8	0-5
Rural Main Street	2-7	5-8	2-5

The frontage zone is often not within the public ROW and thus those are not shown in the cross sections for Central El Camino; only the buffer zone and through zone are shown.

Design Information Bulletin 89-02 (DIB 89-02) Class IV Bikeway Design Guidance

DIB 94 references DIB 89-02 for detailed cross section guidance and dimensions as it relates to separated bikeway design. DIB 89-02 provides guidance for the design of Class IV Separate Bikeways, both for the basic cross sections and for conflict locations at intersections, driveways, and loading areas. Guidance for the cross sections is presented in DIB 89-02's Figure 4 below:

Figure 4: Typical One-Way Class IV Bikeway Cross Sections



City Standards

Fehr & Peers reviewed the relevant city-specific codes for sidewalk widths along El Camino. Future detailed survey during the PA&ED phase will be necessary to determine whether the limits of Caltrans ROW incorporate the sidewalks, or if they are owned by the city and therefore subject to the following zoning codes. The following zoning codes are documented as guidance to demonstrate a good-faith effort to meet city standards.

San Mateo

Sidewalk width standards are currently being updated and will be expected to be adopted in 2025.

Belmont

The general preference is to maintain a minimum sidewalk through zone width of 5 feet, with an additional 0.5-foot curb and a starting distance of 1 foot from the property line. Variations may be allowed depending on the amount of right-of-way available.

San Carlos

Although there are no standards for sidewalk width, the 2023 Zoning Code requires a 20 foot setback from the face of curb for all Mixed-Use zones along El Camino.

Redwood City

Relevant zoning types:

- MUN (Mixed-Use Neighborhood District), from Edgewood Road to Whipple Avenue
- Mixed-Use Corridor Zoning District, from Whipple Avenue to Brewster Avenue

Minimum sidewalk width for both zoning types: 12 feet.

Minimum sidewalk width is defined as the shortest distance between the two edges of the surface area available and retained for pedestrian access. Street trees may be located within the required sidewalk area, provided that at least **8 feet in width of sidewalk** area is available and unimpeded for pedestrian traffic.

Other Design Considerations

- Width of landscaping strip for small planting: 2-4 feet
- Width of landscaping strip for larger trees: minimum 5 feet
- Pedestrian refuge island width: minimum 6 feet (California Highway Design Manual 405.4(3))
- Parking lane width: 8 feet (California Manual on Uniform Traffic Control Devices 3B.19)

Process for Developing Alternatives

The alternatives were developed to align with the overarching goals and themes of the Grand Boulevard Initiative (GBI). This process included a virtual walkthrough with city staff, review of community input gathered through the summer, and a series of workshops with each city to begin drafting and refining the alternatives. The alternative cross sections were developed as follows.

Baseline Items: these elements create the foundation for every alternative:

- Four general purpose vehicle lanes (two in each direction).[1]
- Ability to include left turn pockets at intersections:
    - No parking: 10.5'+ median that can taper into a left turn pocket.
    - With parking: assume ability to remove parking at intersections and taper leftover width into left turn pocket.
- Sidewalks on both sides of the street.
- On-street parking is either maintained, reduced, or eliminated, but not added along the corridor.

Alternative Prioritization: the remaining space from the baseline items is dedicated across the three alternatives based upon their modal priority:

Transit Priority: The transit priority alternative seeks to improve bus operations by providing dedicated transit lanes or other cross-section improvements to support bus speed and reliability. The secondary priority for this alternative is to make improvements to the pedestrian infrastructure such as wider sidewalks or refuge islands to improve visibility at intersections. These enhancements would improve safety and accessibility for people taking transit. If desired, individual cities may pursue regulatory changes to allow dedicated transit lanes to serve as shared bus and bike facilities, especially where a parallel bike route may not be feasible. The following considerations guided the development of the Transit Priority alternative:

1. Include dedicated transit lanes as recommended in the SamTrans Bus Speed and Reliability Study.
2. Where dedicated transit lanes are recommended in the SamTrans study only in one direction or neither direction, consider additional opportunities to convert existing travel lanes or extra space into a dedicated lane.
3. Include space for left-turn pockets at intersections to improve operations of the through lanes and reduce conflicts with transit vehicles.
4. Where there is remaining width in the cross section, prioritize improvements to pedestrian facilities, including widening sidewalks to 6', adding landscaping strips, and providing a wide enough median to serve as a pedestrian crossing refuge island.

Pedestrian Priority: The pedestrian priority alternative seeks to improve comfort and safety for people walking by providing wide sidewalks and landscaping for shade which, at a minimum, meet Caltrans DIB 94 guidance for the widths of the sidewalk zones. The cross sections are also configured to support improved crossing conditions using bulb outs, median refuge islands, or otherwise shortening the crossing distances through lane reductions. The secondary priority for this alternative

[1] See Level of Service Memo

is parking or maintaining existing vehicle capacity. The following considerations guided the development of the Pedestrian Priority alternative:

1. Include sidewalks that are at least 6 feet wide, and up to 15' in width.
2. Include landscaping strips that are at least 5' wide to provide space for large trees to shade the walkway.
3. Where there is remaining width, prioritize maintaining parking (where it already exists) or a travel lane if traffic volumes warrant it.

Bicycle Priority: The bicycle priority alternative seeks to improve the experience for people biking by providing dedicated and separated space for bikes (Class IV separated bike facilities) and by providing landscaping for shade. These bike facilities meet the selection criteria outlined in Caltrans' DIB 94 for El Camino based on vehicle volumes and speeds. The secondary priority for this alternative is to make improvements to pedestrian facilities. The following considerations guided the development of the Bicycle Priority alternative:

1. Include directional, separated bike facilities on both sides of the street that are at least 5' wide with at least 3' of separation (minimum 1' of separation in constrained conditions).
    - We opted for directional bike facilities instead of a two-way configuration to simplify intersection operations and reduce conflicts. A two-way facility, especially on the west side where bikes would want to be, would have introduced additional conflicts due to frequent side streets and driveways.
2. Include landscaping strips to provide shade to the bike facility and sidewalk.
3. Where there is remaining width in the cross section, prioritize improvements to pedestrian facilities, including widening sidewalks to 6', adding landscaping strips, and providing a wide enough median to include a refuge island at crossings.

Segment Considerations

The following table describes specific segment alternatives which deviate from the standards or processes described above for additional context.

Segment	Alternative	City	Consideration
1 & 2	All	San Mateo	Sidewalk through zone is maintained at the existing 5 feet in width because widening the through zone would require removing the existing trees which provide desired shade for pedestrians, and have high associated costs. For this reason, Alternative 2 is omitted from this segment.
3	1	San Mateo	Sidewalk through zone is maintained at the existing 5 feet in width because widening the sidewalks' through zone would have high associated costs.
2	2	San Mateo	Alternative 2 is excluded because widening the sidewalks' through zone would only be possible by removing the existing large trees which provide desired shade for pedestrians.

Segment	Alternative	City	Consideration
3	All	San Mateo	Alternatives currently show left turn pockets at intersections. During future detailed design stages, consider restricting northbound left turn movements to provide space for a right turn pocket instead.
4	1A & 1B	San Mateo	Two transit priority alternatives are included to demonstrate the trade-off of maintaining or removing parking: parking removal allows pedestrian improvements to include shading and a wide median.
4	2	San Mateo	Alternative 2 maintains three vehicle lanes in each direction rather than maintaining parking because this is one of the highest traffic volume segments of El Camino and it may be prudent to advance an alternative that maintains capacity.
5	1A & 1B	San Mateo	Two transit priority alternatives are included to demonstrate that two transit lanes may be accommodated, however, the Bus Speed and Reliability Study recommends a southbound bus lane only. For the alternative with a southbound bus lane only, there is space to include bike facilities and pedestrian facilities that meet desired widths.
5	2	San Mateo	Parking is maintained on the west side only due to a higher land use density on that side.
6	All	Belmont	The cross sections are designed to prioritize maintaining the existing large trees in the median where possible as they provide shade, aesthetic value, and traffic calming benefits appreciated by the community.
7	3	San Carlos	Reflects the cross section from the Downtown Streetscape Master Plan, although differences in documented ROW required reducing the width of the center median and sidewalks.
8	1	Redwood City	The cross section does not meet minimum sidewalk widths in the Redwood City Zoning Code but does meet minimum widths in Caltrans Guidance. During PID phase, confirm ROW limits and governing standards.
8	3	Redwood City	The cross section is consistent with the southern SHOPP project and Redwood City's ECR Corridor plan. Note that the current sidewalks do not meet the minimum widths in the Redwood City Zoning Code on the west side of the street. During PID phase, confirm ROW limits and governing standards.

Intersection Considerations

The cross-section designs do not include detailed designs for intersections. The Cutsheets do include sample concepts for what a typical signalized intersection may look like. In future phases of design, the following is a non-exhaustive list of elements to be considered:

Signalized intersections:

- Include marked pedestrian crossings across all legs.
- Provide protected left turn phases.
- Evaluate left turn restrictions where phasing cannot accommodate protected left turn phases
- Include leading pedestrian intervals at all signalized crossings.
- Where Class IV bike facilities are proposed on El Camino, eliminate (via signal phasing) permissive left turn conflict with through bike movements. Provide "No Right Turn on Red" blank out signage.
- Where Class IV bike facilities are proposed on El Camino and Class II or Class IV bike facilities exist or are proposed on an intersecting street, evaluate the feasibility of a protected intersection.

Side-Street Stop-Controlled Intersections:

- Include a high visibility crossing and advanced stop bars across the side street.
- Evaluate prohibiting left turns in and out of side streets.
- Where there is an existing or proposed pedestrian crossing across El Camino, include a Pedestrian Hybrid Beacon or Rectangular Rapid Flashing beacon and associated measures as described in the FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations[2].

[2] https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-07/STEP_Guide_for_Improving_Ped_Safety_at_Unsig_Loc_3-2018_07_17-508compliant.pdf

Introduction

About the Cutsheets

The following cutsheets present alternative cross sections for each of the eight segments along Central El Camino Real. The segments denote changes in available right-of-way and existing lane configuration. The alternatives are organized by modal priority:

- Alternative 1: Transit Priority
- Alternative 2: Pedestrain Priority
- Alternative 3: Bicycle Priority

The attached Design Considerations Memo provides further explanation about the development of alternatives.

Each City will select its preferred alternative(s) for its segment(s) based on local needs and priorities and will collaborate with others to ensure smooth transitions and create a seamless, cohesive corridor experience throughout Central El Camino Real. Future phases of the Grand Boulevard Initiative (GBI) will continue coordinating across jurisdictions to support a seamless experience along the entire El Camino Real corridor.

CONTENTS

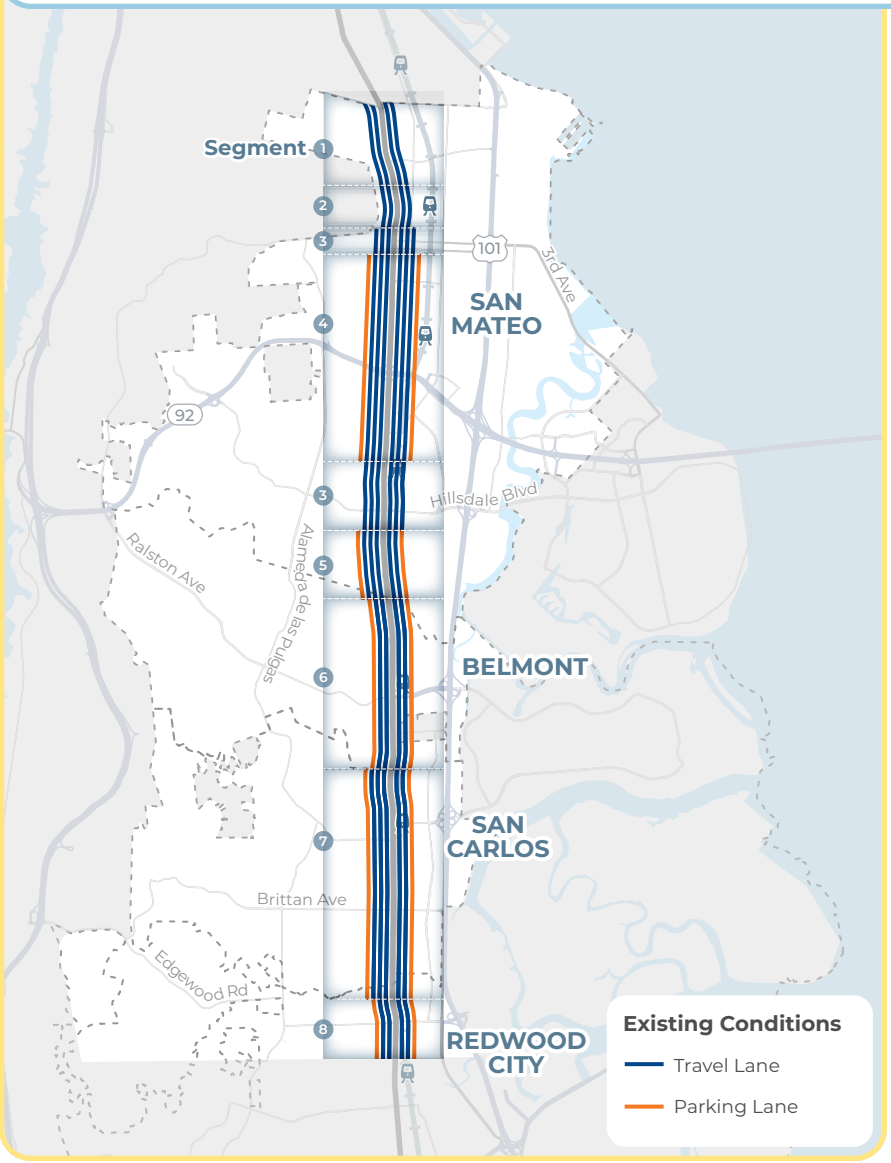
Corridor Overview	2
City of San Mateo | Segment 1	6
City of San Mateo | Segment 2	9
City of San Mateo | Segment 3	12
City of San Mateo | Segment 4	16
City of San Mateo | Segment 5	21
City of Belmont | Segment 6	26
City of San Carlos & Redwood City | Segment 7	30
City of Redwood City | Segment 8	34

CORRIDOR OVERVIEW

Existing Conditions

About

The existing condition for El Camino Real is heavily oriented toward vehicle travel. There are no existing dedicated transit facilities or bike facilities, and sidewalks are generally narrow, missing, or lack shade throughout the study area. There are at least two vehicle lanes in each direction throughout the corridor and parking is provided along both sides of the street for most of the corridor.



Evaluation Matrix

The following table provides a summary of how the existing condition aligns with various policy, benefits people while using different modes, impacts the environment, and responds to community input.

See the Alternative Evaluation Memo for the full evaluation matrix and more information

Topic	Low	Medium	High
Alignment with Caltrans Policy	X		
Alignment with Local Policy	X		
Benefits for People Walking	X		
Benefits for People Biking	X		
Benefits for People Riding Transit	X		
Benefits for People Driving and Parking		X	
Benefits for the Environment	X		
Addressing Community Input	X		

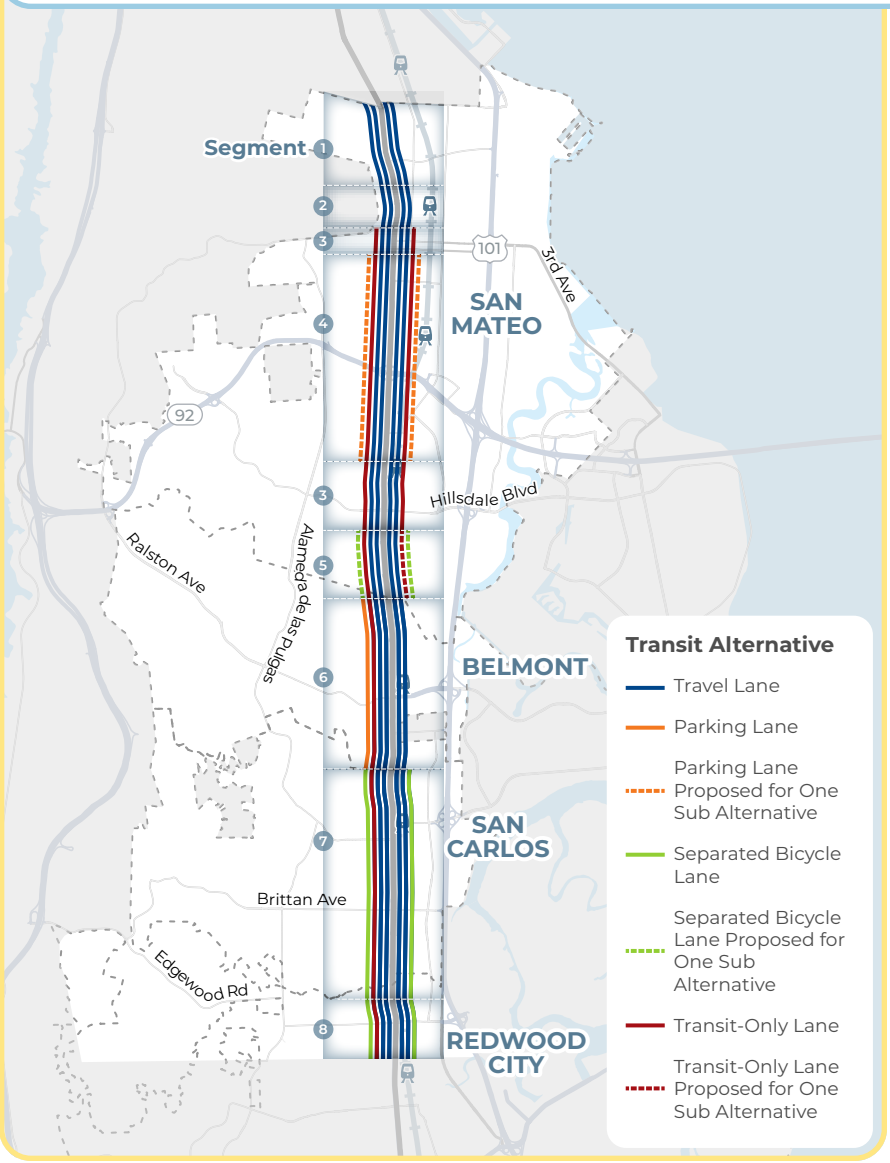
CORRIDOR OVERVIEW

Alternative 1: Transit Priority

About

The Transit Priority alternative seeks to improve bus operations by providing dedicated transit lanes or other cross-section improvements that support bus speed and reliability. At a minimum, cross sections show recommendations from the SamTrans Bus Speed and Reliability Study.

The second priority for this alternative is to improve the pedestrian experience through wider sidewalks or refuge islands to improve visibility at intersections. Some segments have multiple sub alternatives to demonstrate tradeoffs between allocating remaining space to different modes.



Evaluation Results

Estimated Cost: $14.3M per mile

The following table provides a summary of how the alternative aligns with various policy, benefits people while using different modes, impacts the environment, and responds to community input.

See the Alternative Evaluation Memo for the full evaluation matrix and more information

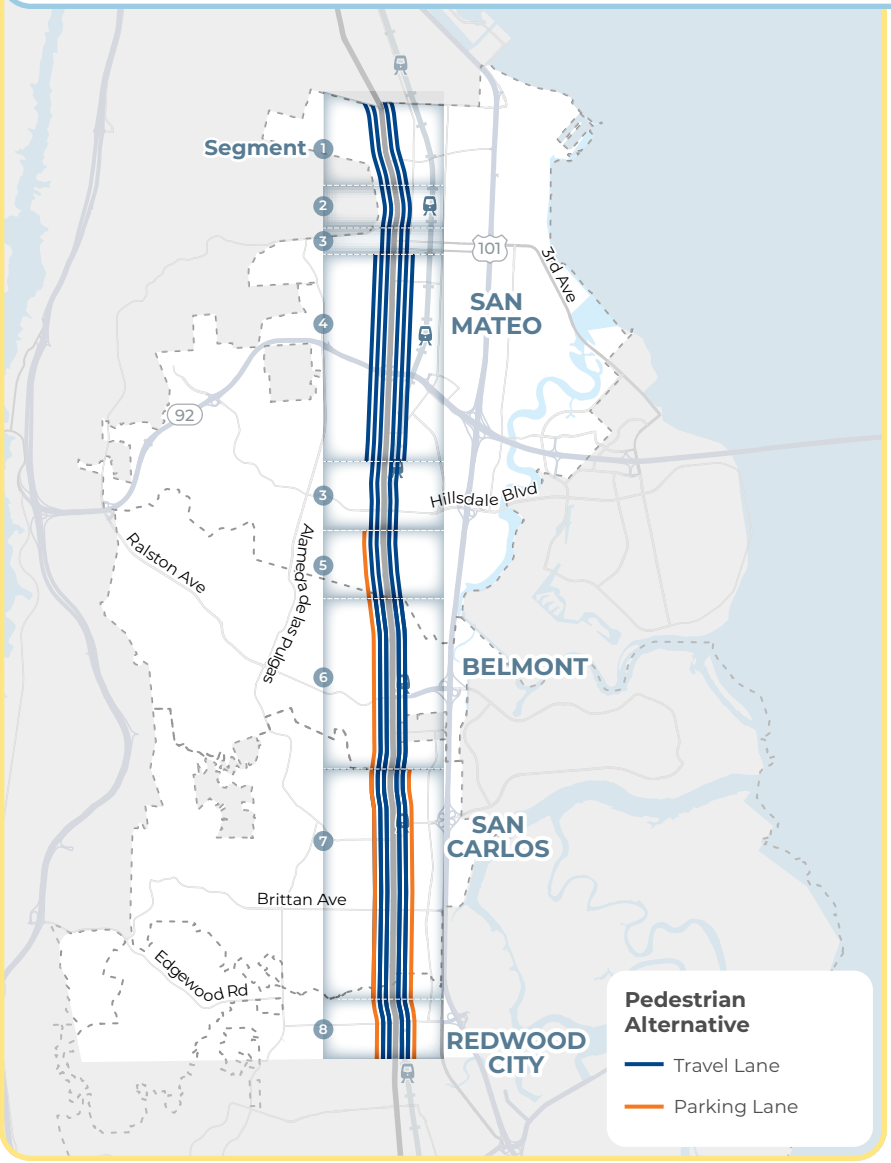
Topic	Low	Medium	High
Alignment with Caltrans Policy		X	
Alignment with Local Policy			X
Benefits for People Walking		X	
Benefits for People Biking		X	
Benefits for People Riding Transit			X
Benefits for People Driving and Parking	X		
Benefits for the Environment			X
Addressing Community Input		X	

CORRIDOR OVERVIEW

Alternative 2: Pedestrian Priority

About

The Pedestrian Priority alternative seeks to improve comfort and safety for people walking by providing wide sidewalks and landscaping for shade which, at a minimum, meet Caltrans DIB 94 guidance for the widths of the sidewalk zones. The cross sections are also configured to support improved crossing conditions using bulb outs, median refuge islands, or otherwise shortening the crossing distances through lane reductions. The secondary priority for this alternative is existing parking or maintaining vehicle capacity.



Evaluation Results

Estimated Cost: $13.3M per mile

The following table provides a summary of how the alternative aligns with various policy, benefits people while using different modes, impacts the environment, and responds to community input.

See the Alternative Evaluation Memo for the full evaluation matrix and more information

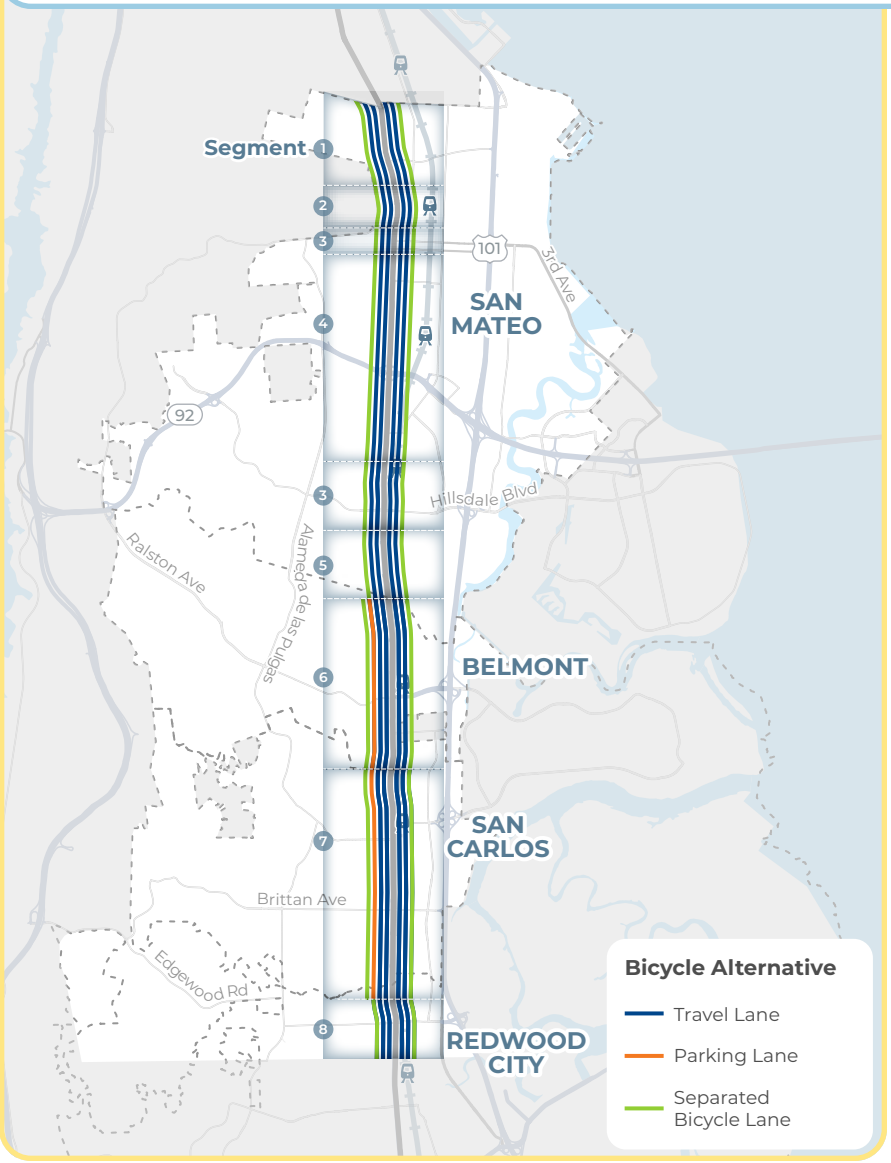
Topic	Low	Medium	High
Alignment with Caltrans Policy		X	
Alignment with Local Policy		X	
Benefits for People Walking			X
Benefits for People Biking	X		
Benefits for People Riding Transit		X	
Benefits for People Driving and Parking		X	
Benefits for the Environment		X	
Addressing Community Input		X	

CORRIDOR OVERVIEW

Alternative 3: Bicycle Priority

About

The bicycle priority alternative seeks to improve the experience for people biking by providing dedicated and separated space for bikes and landscaping for shade. The secondary priority for this alternative is generally to make improvements to pedestrian facilities through wider sidewalks, landscaping and trees for shading, and pedestrian refuges at crosswalks.



Evaluation Results

Estimated Cost: $14.7M per mile

The following table provides a summary of how the alternative aligns with various policy, benefits people while using different modes, impacts the environment, and responds to community input.

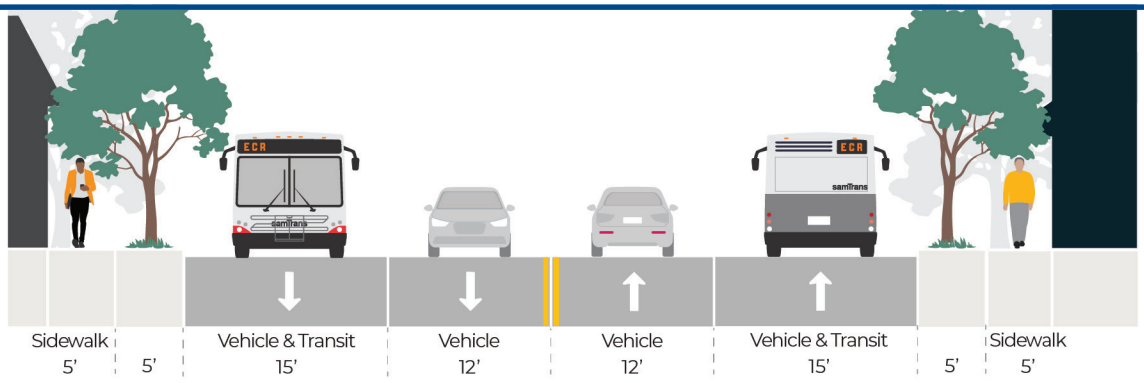
See the Alternative Evaluation Memo for the full evaluation matrix and more information

Topic	Low	Medium	High
Alignment with Caltrans Policy			X
Alignment with Local Policy		X	
Benefits for People Walking			X
Benefits for People Biking			X
Benefits for People Riding Transit	X		
Benefits for People Driving and Parking	X		
Benefits for the Environment			X
Addressing Community Input		X	

CITY OF SAN MATEO | SEGMENT 1

Peninsula Ave to Monte Diablo Ave

Existing Cross Section (Looking North) 74’



Existing Street Characteristics

Roadway Elements

- Two lanes in each direction
- No left turn pockets
- No on-street parking
- Challenges with permissive left turn phasing

Land Uses

- Medium-density residential areas

Other Street Elements

- Sidewalks on both sides of the street, with trees
- Somewhat comfortable walking conditions

Previous Planning Studies

San Mateo Complete Streets Master Plan (Ongoing)

- Spot recommendations for multimodal safety improvements

Caltrans District 4 Pedestrian Plan (2021)

- Highest priority (Tier 1) for pedestrian improvements

C/CAG Countywide Bicycle and Pedestrian Plan (2021)

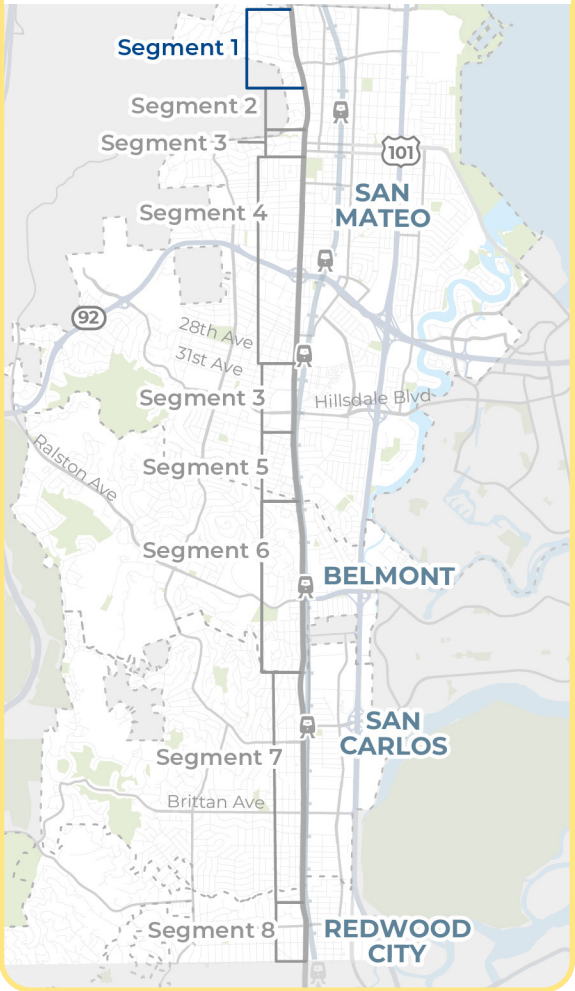
- On the Countywide Backbone Network

SamTrans Bus Speed and Reliability Study (2022)

- No bus lanes

For more complete information about existing conditions see Project Needs Assessment.

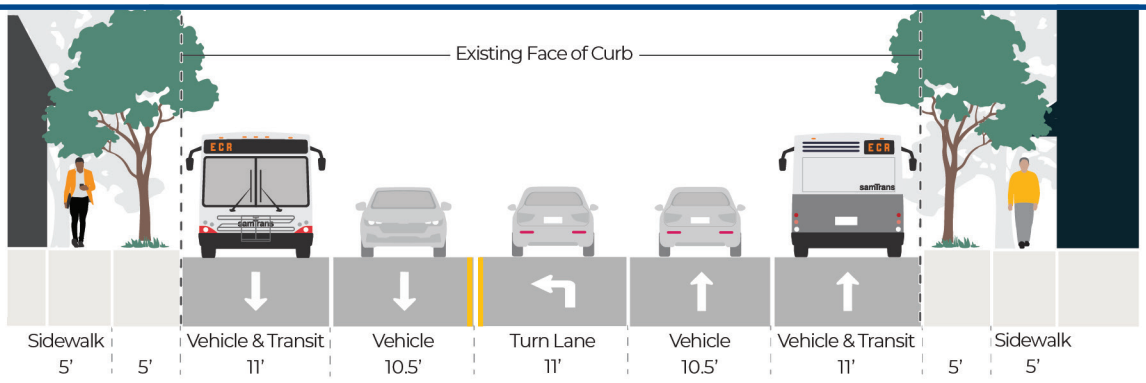
Extent Location



CITY OF SAN MATEO | SEGMENT 1

Peninsula Ave to Monte Diablo Ave

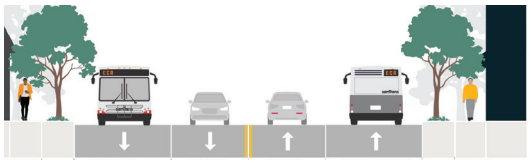
Alternative 1 - Transit (Looking North) 74'



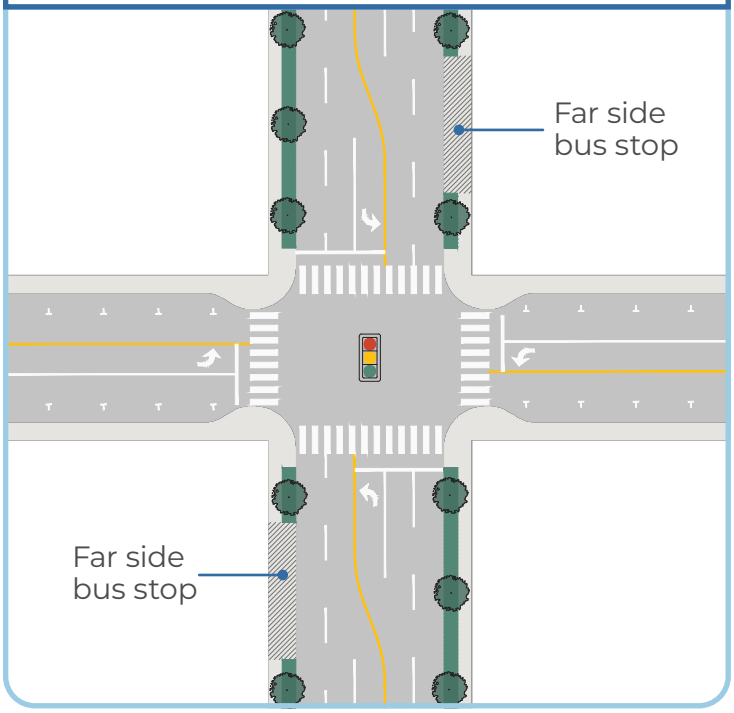
Key Changes

- Left turn pockets added

Existing Cross Section



Typical Signalized Intersection



Evaluation Results Highlights

Estimated Cost: $4.7M (0.8 miles)

Where this alternative scores high:

- Alignment with local policies
- Transit reliability
- Vehicle delay

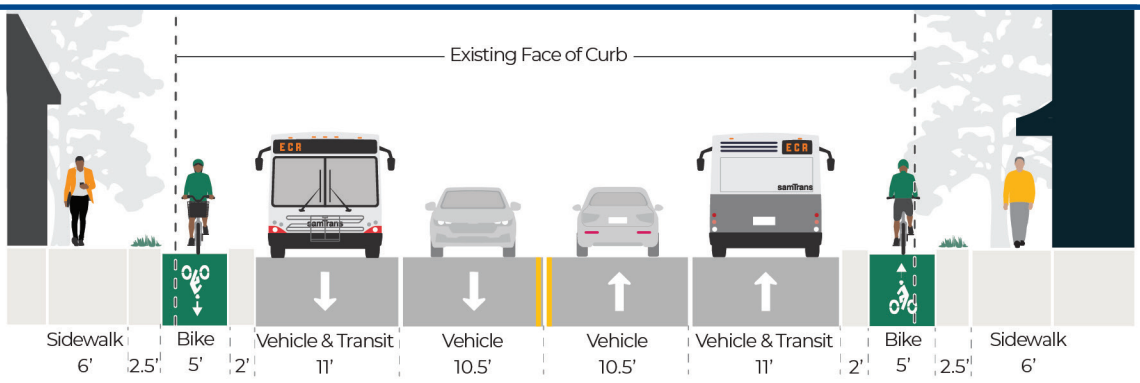
Where this alternative scores low:

- Bicycle comfort
- Pedestrian comfort

CITY OF SAN MATEO | SEGMENT 1

Peninsula Ave to Monte Diablo Ave

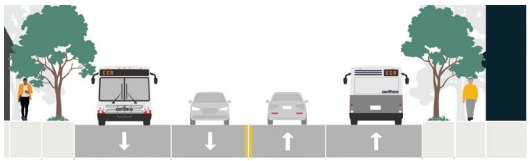
Alternative 3 - Bicycle (Looking North) 74'



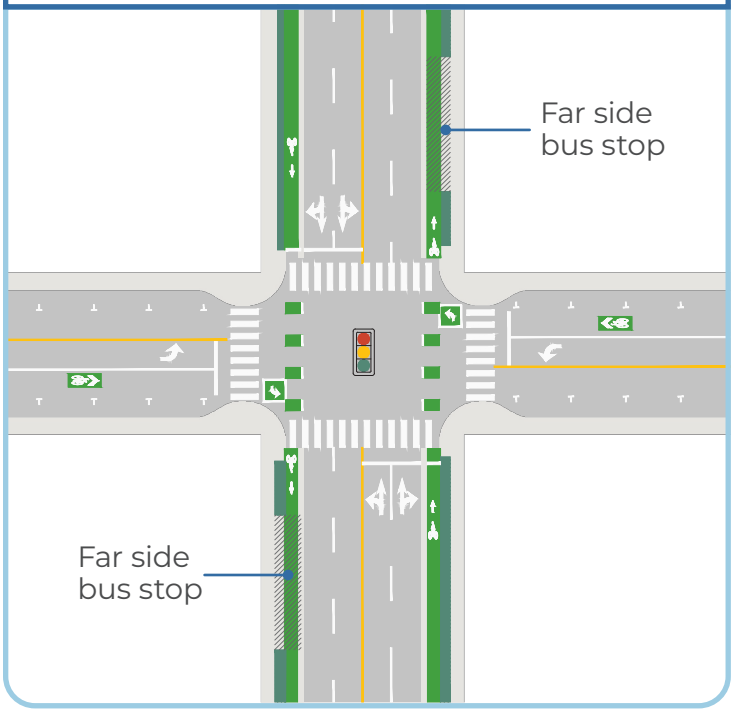
Key Changes

- Separated bike facilities added
- Sidewalks widened on both sides
- Landscaping narrowed on both sides, no trees

Existing Cross Section



Typical Signalized Intersection



Evaluation Results Highlights

Estimated Cost: $8.3M (0.8 miles)

Where this alternative scores high:

- Alignment with Caltrans policies
- Bicycle comfort

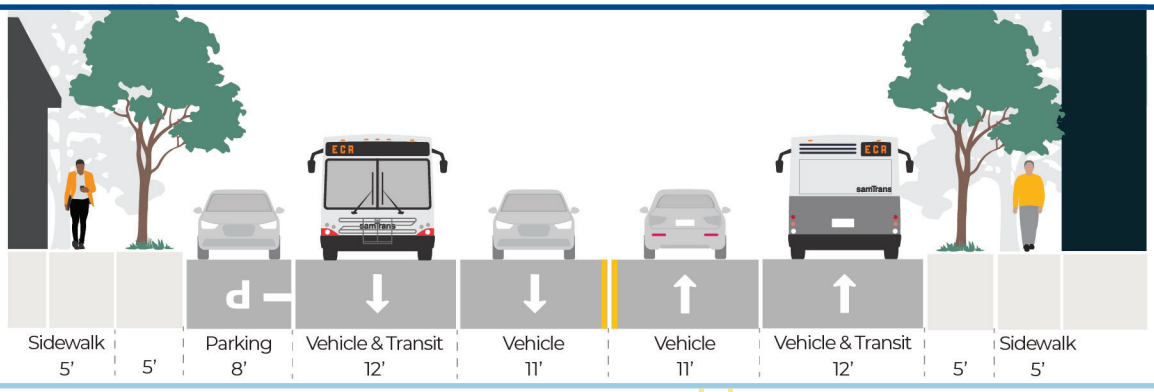
Where this alternative scores low:

- Alignment with local policies
- Transit reliability
- Pedestrian comfort

CITY OF SAN MATEO | SEGMENT 2

Monte Diablo Ave to Crystal Springs

Existing Cross Section (Looking North) 74'



Existing Street Characteristics

Roadway Elements

- Two lanes in each direction
- No left turn pockets
- On-street parking on the west side
- Challenges with permissive left turn phasing

Land Uses

- Medium-density residential areas

Other Street Elements

- Sidewalks on both sides of the street, with trees
- Somewhat comfortable walking conditions

Previous Planning Studies

San Mateo Complete Streets Master Plan (Ongoing)

- Spot recommendations for multimodal safety improvements

Caltrans District 4 Pedestrian Plan (2021)

- Highest priority (Tier 1) for pedestrian improvements

C/CAG Countywide Bicycle and Pedestrian Plan (2021)

- On the Countywide Backbone Network

SamTrans Bus Speed and Reliability Study (2022)

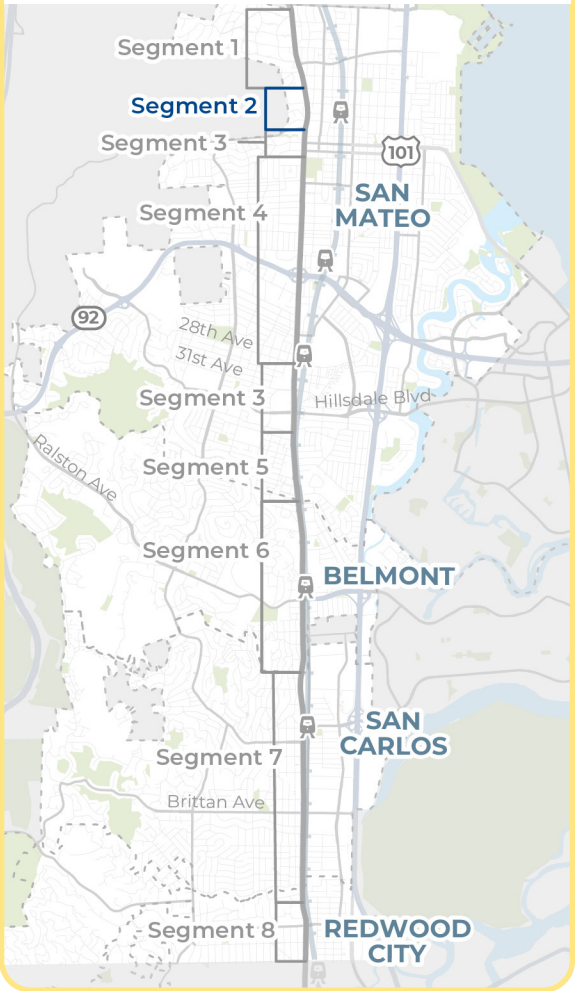
- No bus lanes

Caltrans District 4 Bike Plan Update (2025)

- Class IV Separated Bikeway between Baldwin and 9th Aves
- Spot recommendations for bicycle improvements

For more complete information about existing conditions see Project Needs Assessment.

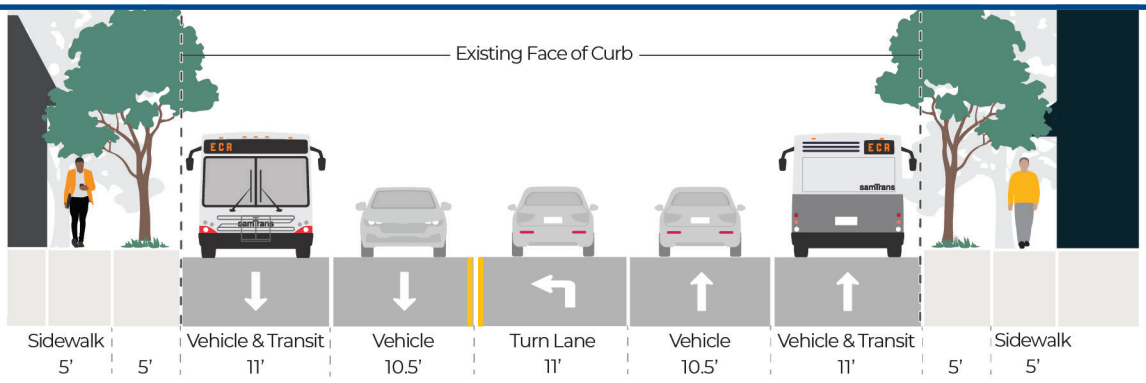
Extent Location



CITY OF SAN MATEO | SEGMENT 2

Monte Diablo Ave to Crystal Springs

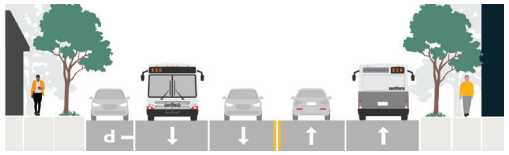
Alternative 1 - Transit (Looking North) 74'



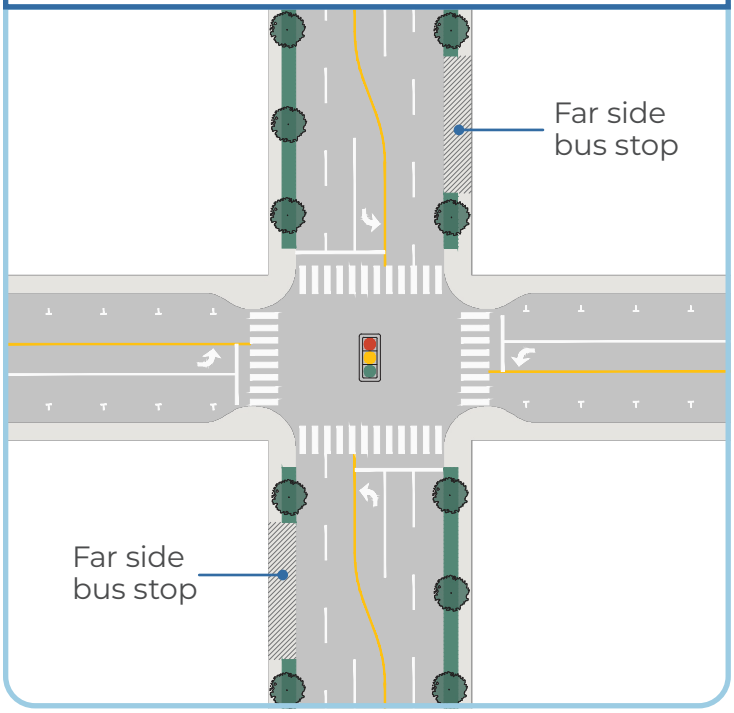
Key Changes

- Parking removed on the west side
- Left turn pockets added

Existing Cross Section



Typical Signalized Intersection



Evaluation Results Highlights

Estimated Cost: $2.2M (0.4 miles)

Where this alternative scores high:

- Alignment with local policies
- Transit reliability
- Vehicle delay

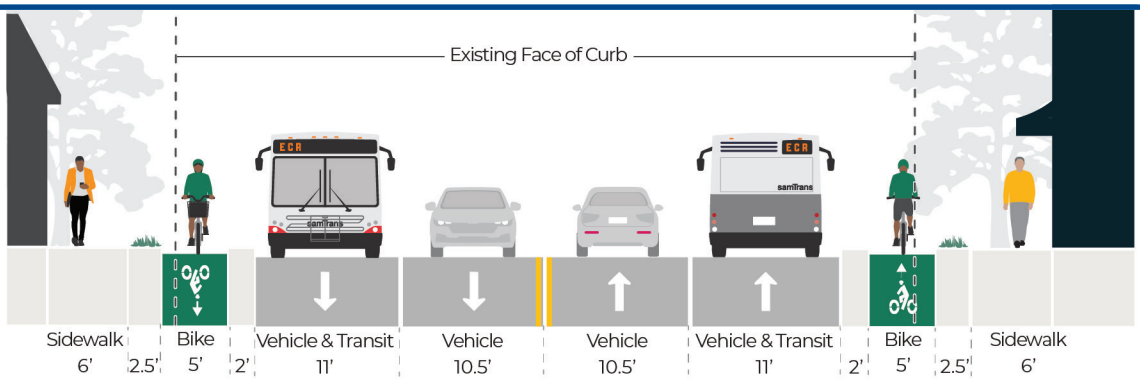
Where this alternative scores low:

- Bicycle comfort
- Pedestrian comfort
- Parking removal

CITY OF SAN MATEO | SEGMENT 2

Monte Diablo Ave to Crystal Springs

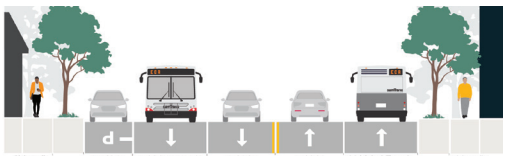
Alternative 3 - Bicycle (Looking North) 74'



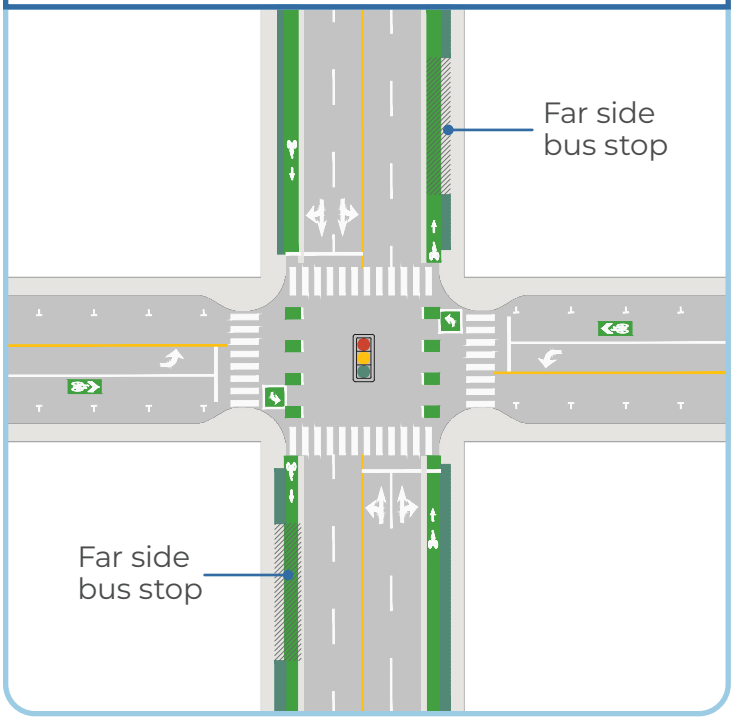
Key Changes

- Parking removed on the west side
- Separated bike facilities added
- Sidewalks widened on both sides
- Landscaping narrowed on both sides, no trees

Existing Cross Section



Typical Signalized Intersection



Evaluation Results Highlights

Estimated Cost: $3.9M (0.4 miles)

Where this alternative scores high:

- Bicycle comfort

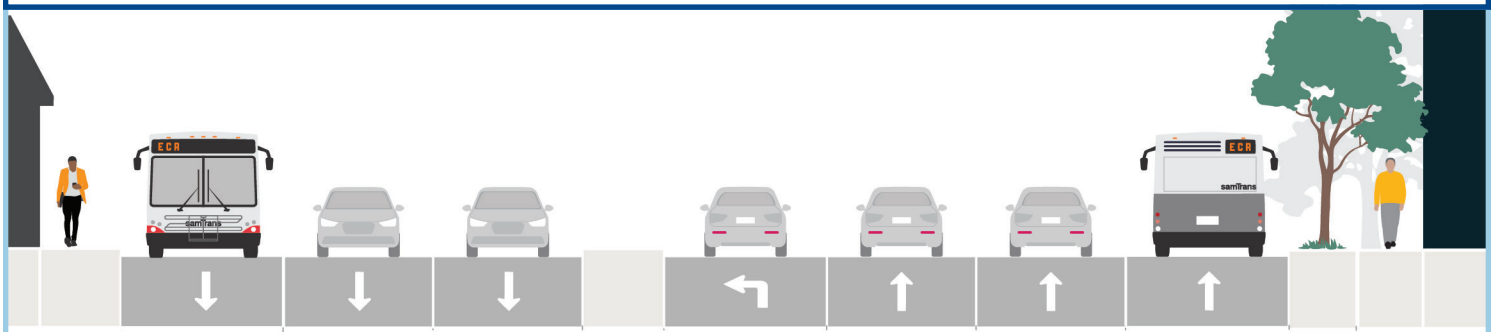
Where this alternative scores low:

- Alignment with local policies
- Transit reliability
- Pedestrian comfort
- Parking removal

CITY OF SAN MATEO | SEGMENT 3

Crystal Springs to 5th Ave and 28th Ave to 36th Ave

Existing Cross Section (Looking North) 102’



Existing Street Characteristics

Roadway Elements

- Three lanes in each direction
- Left turn pockets and raised concrete median
- No parking
- Challenges with permissive left turn phasing

Land Uses

- Downtown core and Hillsdale Mall commercial areas

Other Street Elements

- Sidewalks on both sides of the street, some trees

Previous Planning Studies

San Mateo TOD Pedestrian Access Plan (2022)

- Signal phasing changes and pedestrian safety improvements at intersections

San Mateo Complete Streets Master Plan (Ongoing)

- Spot recommendations for multimodal safety improvements

Caltrans District 4 Pedestrian Plan (2021)

- Highest priority (Tier 1) for pedestrian improvements

C/CAG Bicycle and Pedestrian Plan (2021)

- On the Countywide Backbone Network

SamTrans ECR Study (2022)

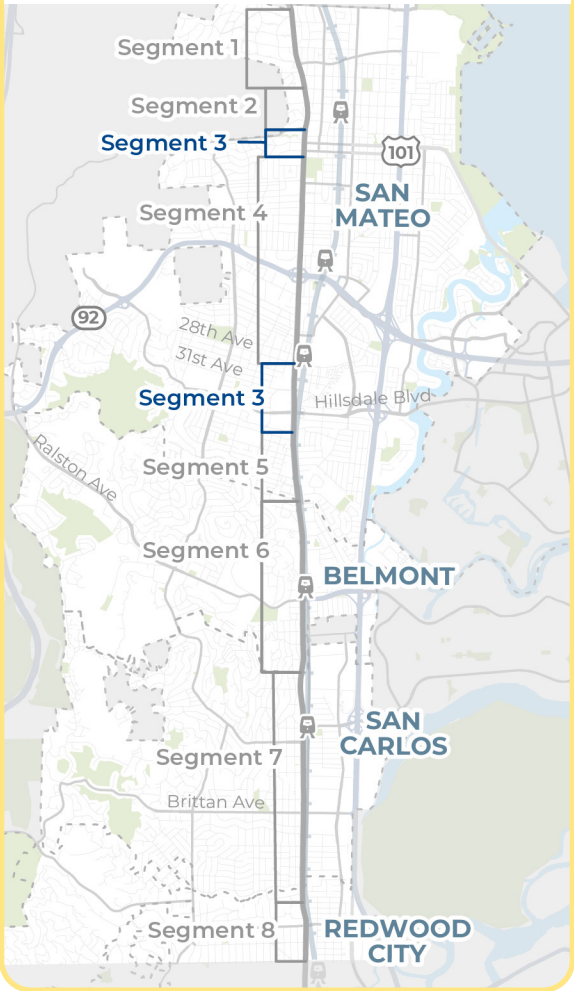
- Bus lanes in both directions

Caltrans District 4 Bike Plan Update (2025)

- Spot recommendations for bicycle improvements

For more complete information about existing conditions see Project Needs Assessment.

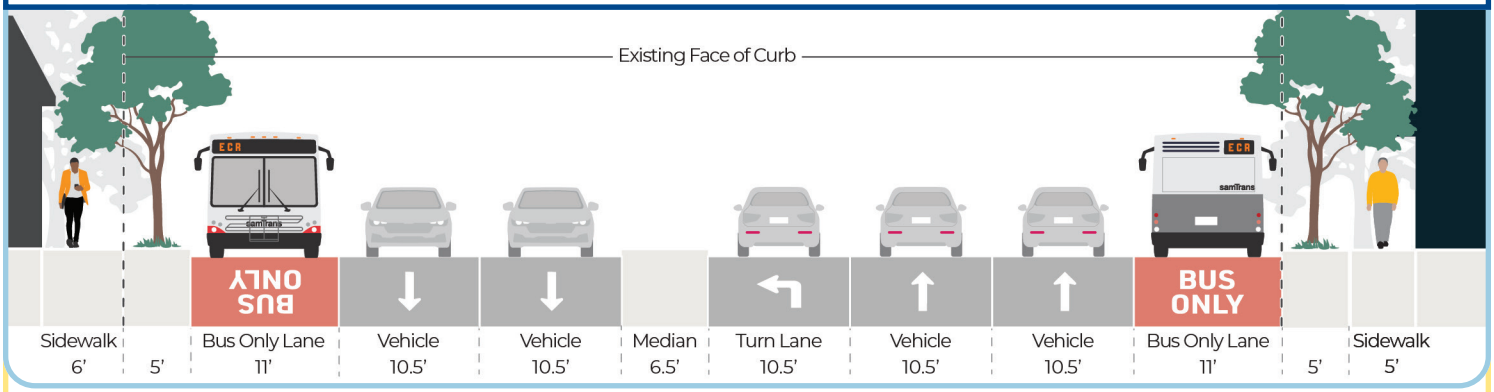
Extent Location



CITY OF SAN MATEO | SEGMENT 3

Crystal Springs to 5th Ave and 28th Ave to 36th Ave

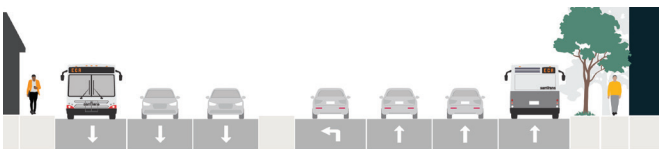
Alternative 1 - Transit (Looking North) 102’



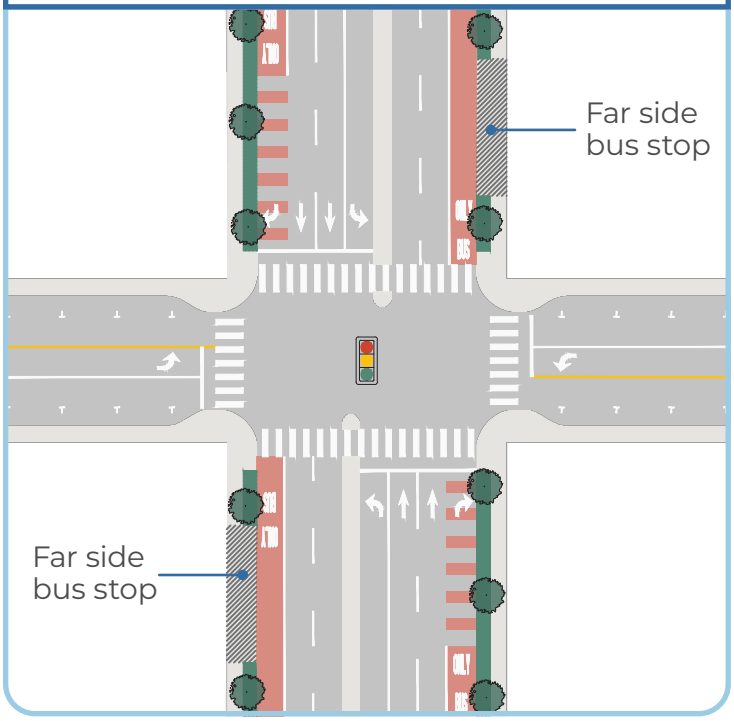
Key Changes

- One lane removed in each direction
- Transit-only lane added in each direction
- Left turn pockets narrowed
- Median widened
- Landscaping with trees added on the west side

Existing Cross Section



Typical Signalized Intersection



Evaluation Results Highlights

Estimated Cost: $13.8M (0.9 miles)

Where this alternative scores high:

- Alignment with local policies
- Transit reliability
- Pedestrian comfort

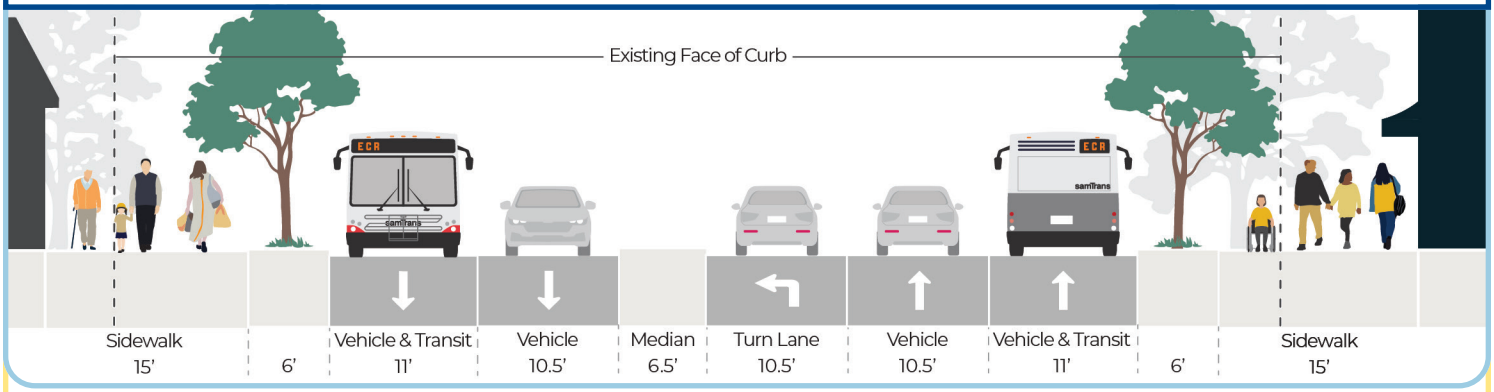
Where this alternative scores low:

- Bicycle comfort
- Vehicle delay

CITY OF SAN MATEO | SEGMENT 3

Crystal Springs to 5th Ave and 28th Ave to 36th Ave

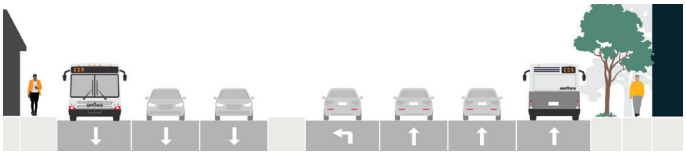
Alternative 2 - Pedestrian (Looking North) 102’



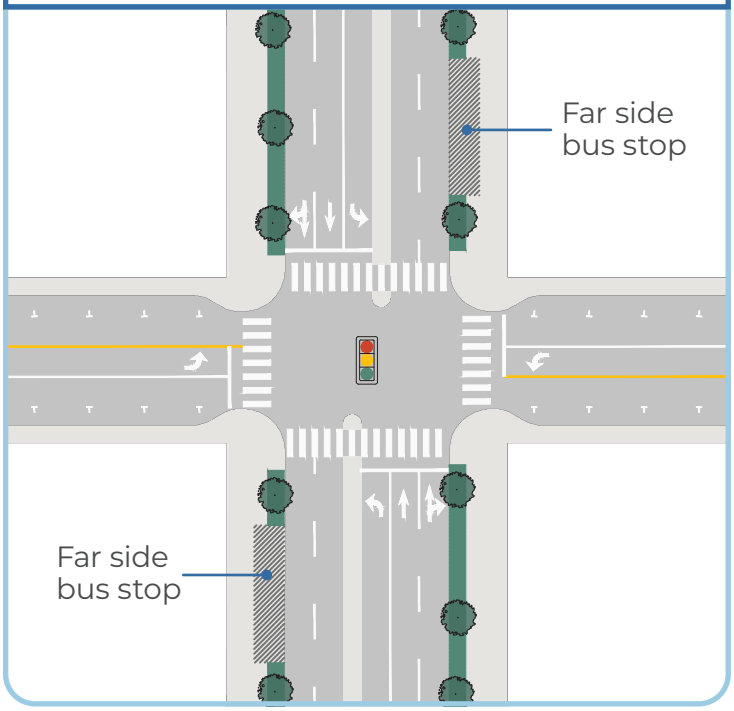
Key Changes

- One lane removed in each direction
- Left turn pockets narrowed
- Median widened
- Sidewalks widened on both sides
- Landscaping with trees added on the west side, widened on the east side

Existing Cross Section



Typical Signalized Intersection



Evaluation Results Highlights

Estimated Cost: $14.1M (0.9 miles)

Where this alternative scores high:

- Pedestrian comfort

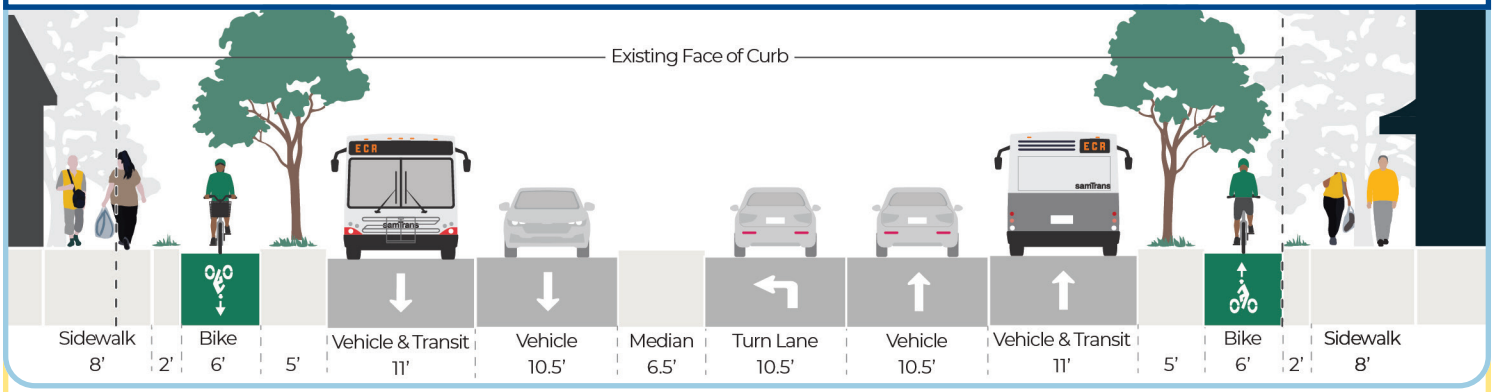
Where this alternative scores low:

- Transit reliability
- Bicycle comfort
- Vehicle delay

CITY OF SAN MATEO | SEGMENT 3

Crystal Springs to 5th Ave and 28th Ave to 36th Ave

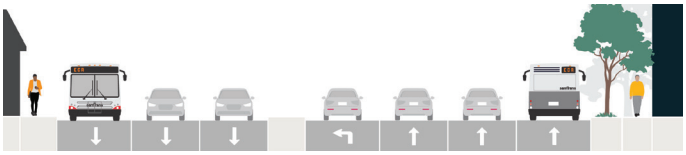
Alternative 3 - Bicycle (Looking North) 102’



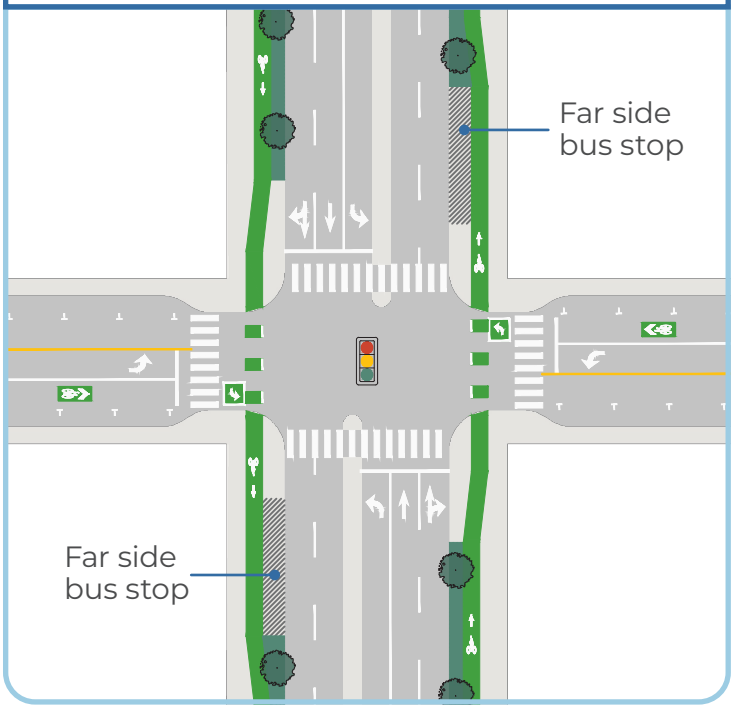
Key Changes

- One lane removed in each direction
- Left turn pockets narrowed
- Median widened
- Separated bike facilities added
- Sidewalks widened on both sides
- Landscaping with trees added on the west side

Existing Cross Section



Typical Signalized Intersection



Evaluation Results Highlights

Estimated Cost: $14.4M (0.9 miles)

Where this alternative scores high:

- Alignment with Caltrans policies
- Pedestrian comfort
- Bicycle comfort

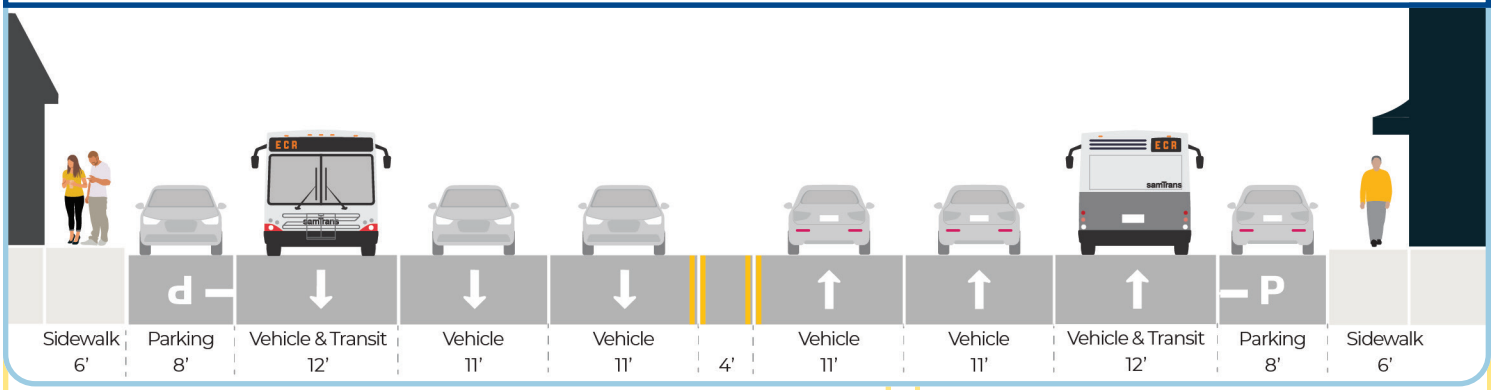
Where this alternative scores low:

- Alignment with local policies
- Transit reliability
- Vehicle delay

CITY OF SAN MATEO | SEGMENT 4

5th Ave to 28th Ave

Existing Cross Section (Looking North) 100'



Existing Street Characteristics

Roadway Elements

- Three lanes in each direction
- Intermittent left turn pockets
- Parking on both sides

Land Uses

- Low-density commercial areas

Other Street Elements

- Sidewalks on both sides of the street, no trees
- Uncomfortable walking conditions

Previous Planning Studies

San Mateo Local Roadway Safety Plan (2024)

- Spot recommendations for multimodal safety improvements

San Mateo Complete Streets Master Plan (Ongoing)

- Spot recommendations for multimodal safety improvements

Caltrans District 4 Pedestrian Plan (2021)

- Highest priority (Tier 1) for pedestrian improvements

C/CAG Bicycle and Pedestrian Plan (2021)

- On the Countywide Backbone Network

SamTrans ECR Study (2022)

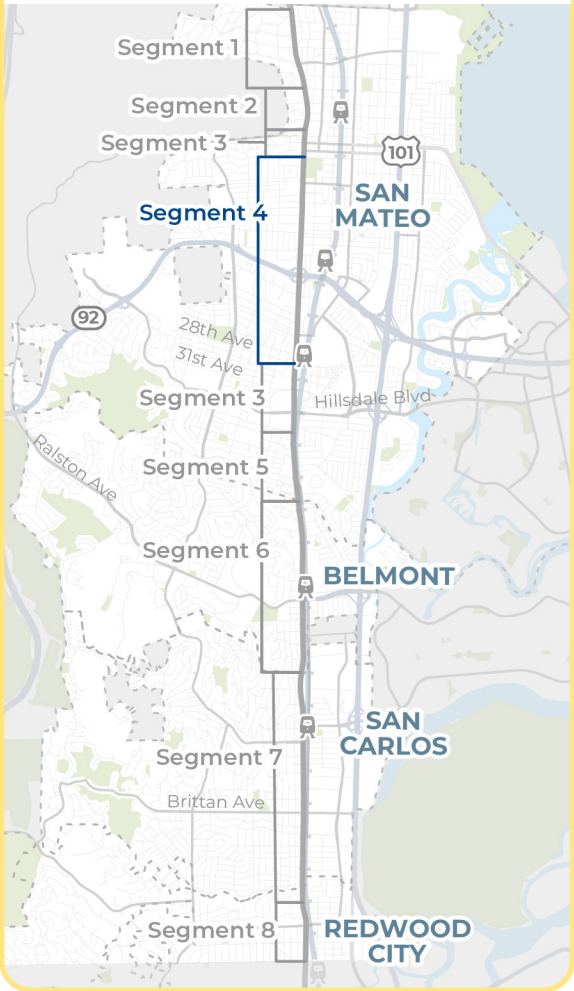
- Bus lanes in both directions

Caltrans District 4 Bike Plan Update (2025)

- Spot recommendations for bicycle improvements

For more complete information about existing conditions see Project Needs Assessment.

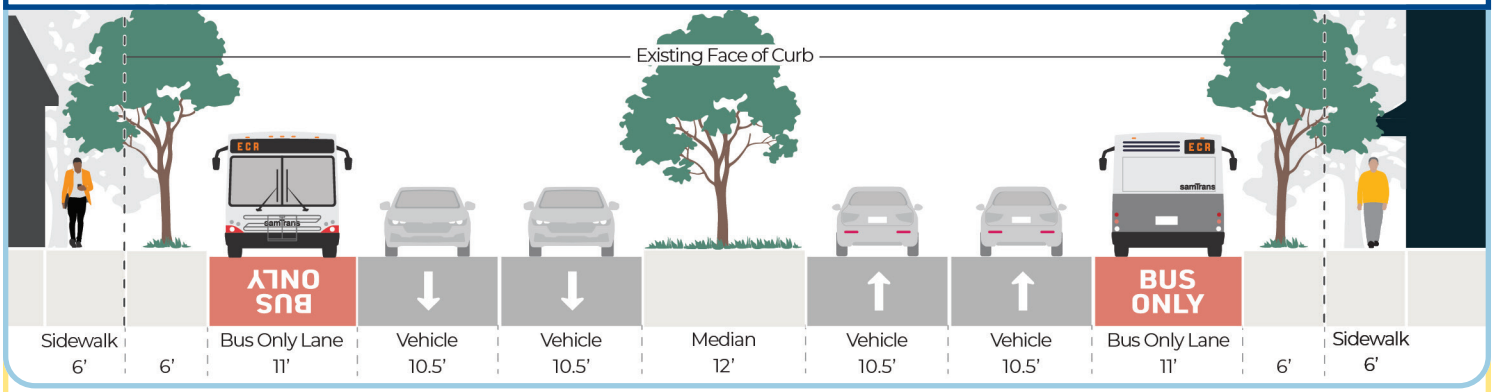
Extent Location



CITY OF SAN MATEO | SEGMENT 4

5th Ave to 28th Ave

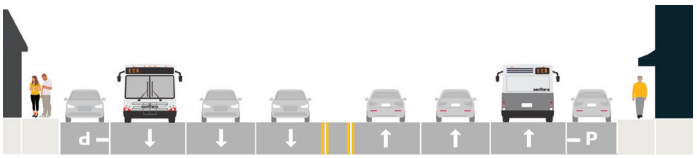
Alternative 1A - Transit (Looking North) 100’



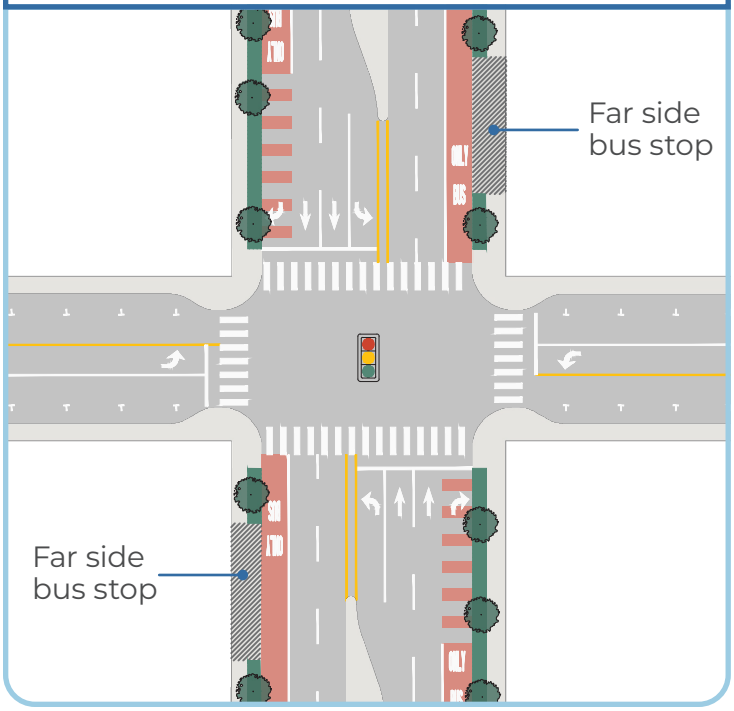
Key Changes

- One lane removed in each direction
- Transit-only lane added in each direction
- Parking removed on both sides
- Landscaped median with left turn pockets added
- Landscaping with trees added on both sides

Existing Cross Section



Typical Signalized Intersection



Evaluation Results Highlights

Estimated Cost: $26.5M (1.8 miles)

Where this alternative scores high:

- Alignment with local policies
- Transit reliability
- Pedestrian comfort

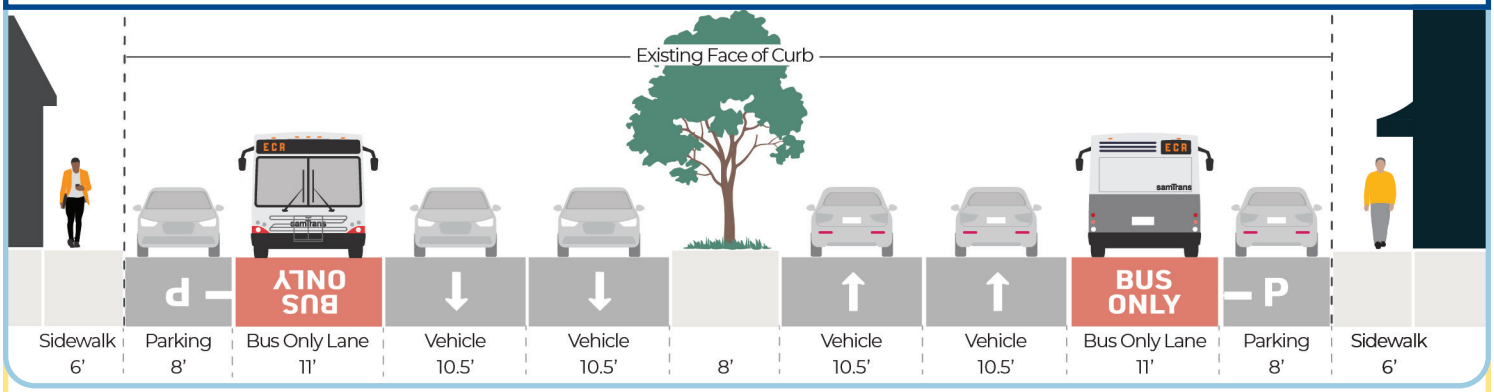
Where this alternative scores low:

- Bicycle comfort
- Vehicle delay
- Parking removal

CITY OF SAN MATEO | SEGMENT 4

5th Ave to 28th Ave

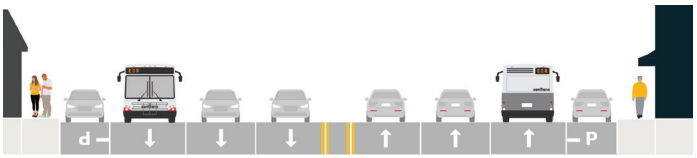
Alternative 1B - Transit (Looking North) 100’



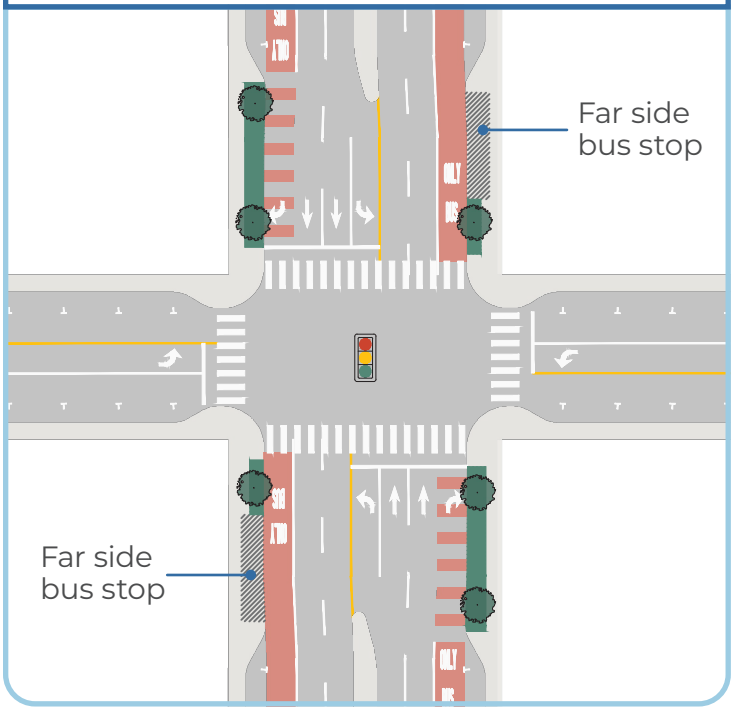
Key Changes

- One vehicle lane removed in each direction
- Transit-only lane added in each direction
- Landscaped median added

Existing Cross Section



Typical Signalized Intersection



Evaluation Results Highlights

Estimated Cost: $25.0M (1.8 miles)

Where this alternative scores high:

- Alignment with local policies
- Transit reliability
- Parking

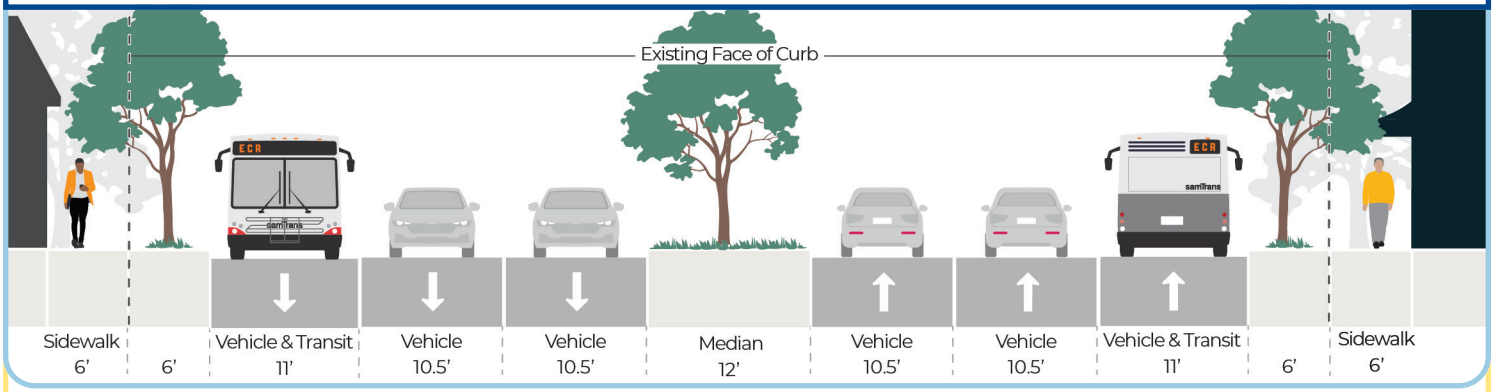
Where this alternative scores low:

- Pedestrian comfort
- Bicycle comfort
- Vehicle delay
- Parking removal

CITY OF SAN MATEO | SEGMENT 4

5th Ave to 28th Ave

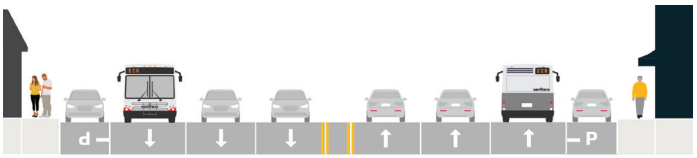
Alternative 2 - Pedestrian (Looking North) 100’



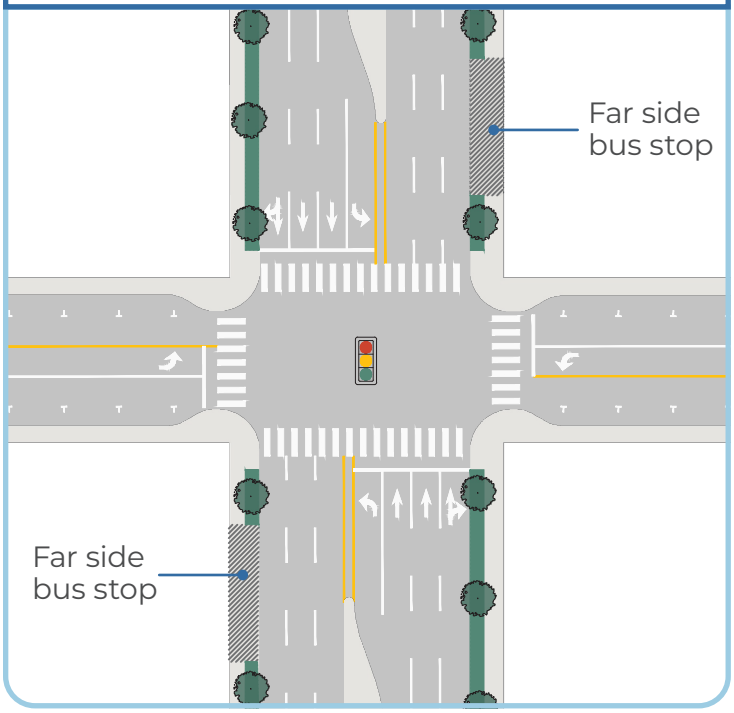
Key Changes

- Parking removed on both sides
- Landscaped median with left turn pockets added
- Landscaping with trees added on both sides

Existing Cross Section



Typical Signalized Intersection



Evaluation Results Highlights

Estimated Cost: $18.4M (1.8 miles)

Where this alternative scores high:

- Transit reliability
- Vehicle delay
- Pedestrian comfort

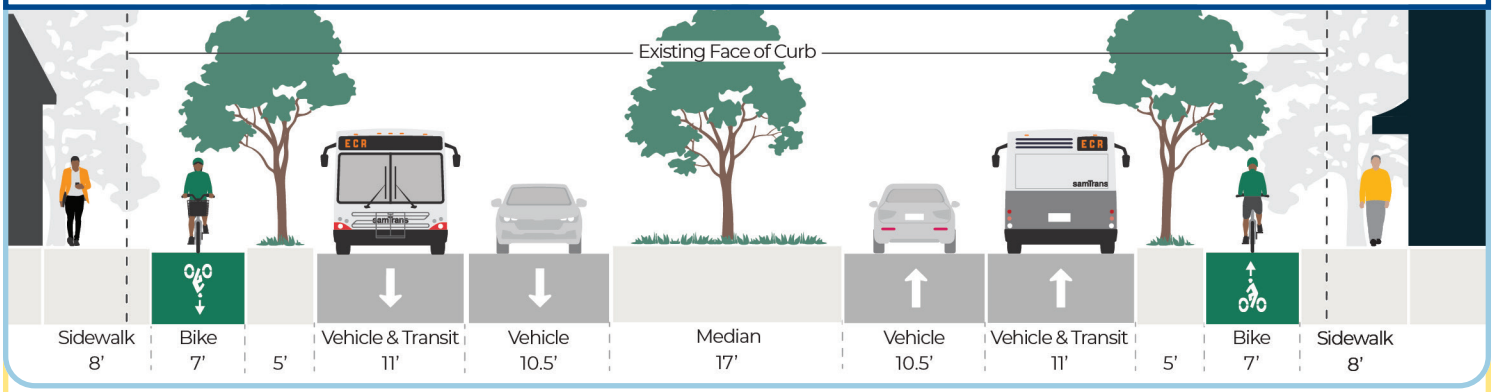
Where this alternative scores low:

- Alignment with local policies
- Bicycle comfort
- Parking removal

CITY OF SAN MATEO | SEGMENT 4

5th Ave to 28th Ave

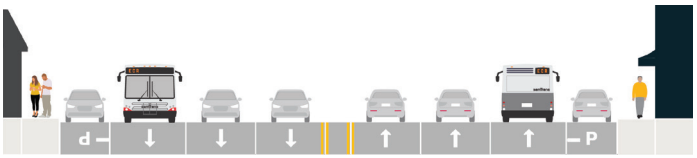
Alternative 3 - Bicycle (Looking North) 100’



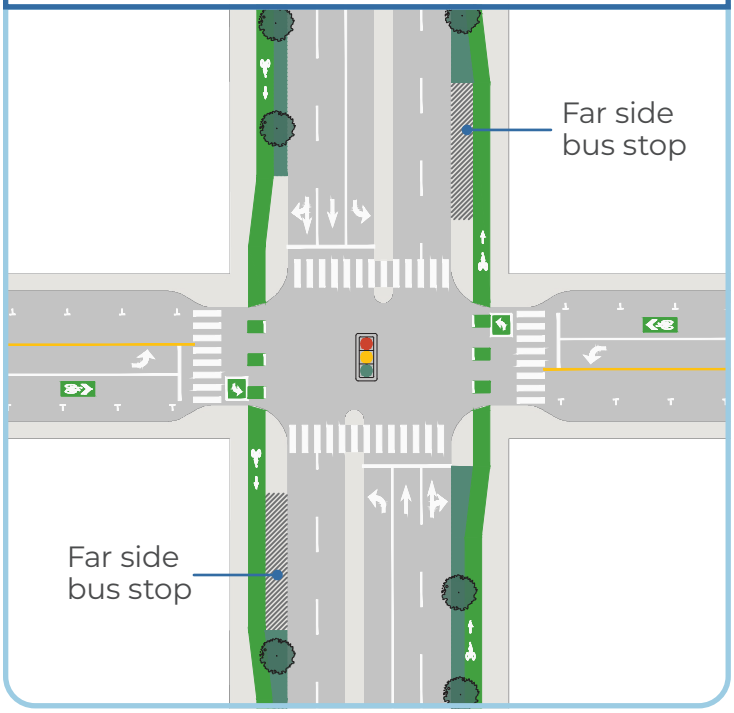
Key Changes

- One lane removed in each direction
- Parking removed on both sides
- Landscaped median with left turn pockets added
- Separated bike facilities added
- Sidewalks widened on both sides
- Landscaping with trees added on both sides

Existing Cross Section



Typical Signalized Intersection



Evaluation Results Highlights

Estimated Cost: $27.2M (1.8 miles)

Where this alternative scores high:

- Alignment with Caltrans policies
- Bicycle comfort
- Pedestrian comfort

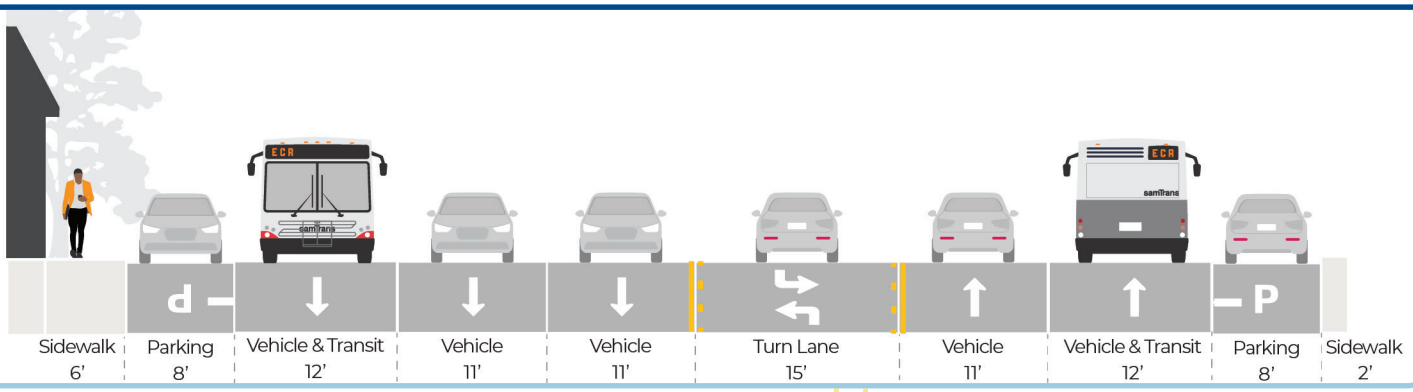
Where this alternative scores low:

- Alignment with local policies
- Transit reliability
- Vehicle delay
- Parking removal

CITY OF SAN MATEO | SEGMENT 5

36th Ave to 42nd Ave

Existing Cross Section (Looking North) 96’



Existing Street Characteristics

Roadway Elements

- Three southbound lanes, two northbound lanes
- Center left turn lane
- Parking on both sides

Land Uses

- Low-density commercial areas
- Greater land use intensity on the west side

Other Street Elements

- Sidewalks on the west side, no trees
- Uncomfortable walking conditions

Previous Planning Studies

San Mateo Complete Streets Master Plan (Ongoing)

- Widen sidewalks
- Spot locations for multimodal connection improvements

Caltrans District 4 Pedestrian Plan (2021)

- Highest priority (Tier 1) for pedestrian improvements

C/CAG Countywide Bicycle and Pedestrian Plan (2021)

- On the Countywide Backbone Network

SamTrans ECR Study (2022)

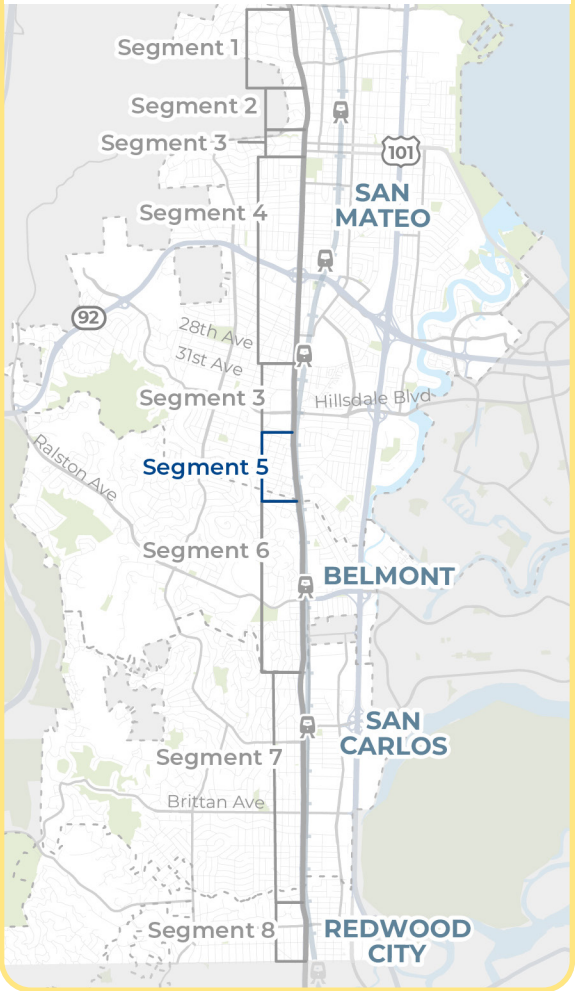
- Southbound bus lane

Caltrans District 4 Bike Plan Update (2025)

- Spot recommendations for bicycle improvements

For more complete information about existing conditions see Project Needs Assessment.

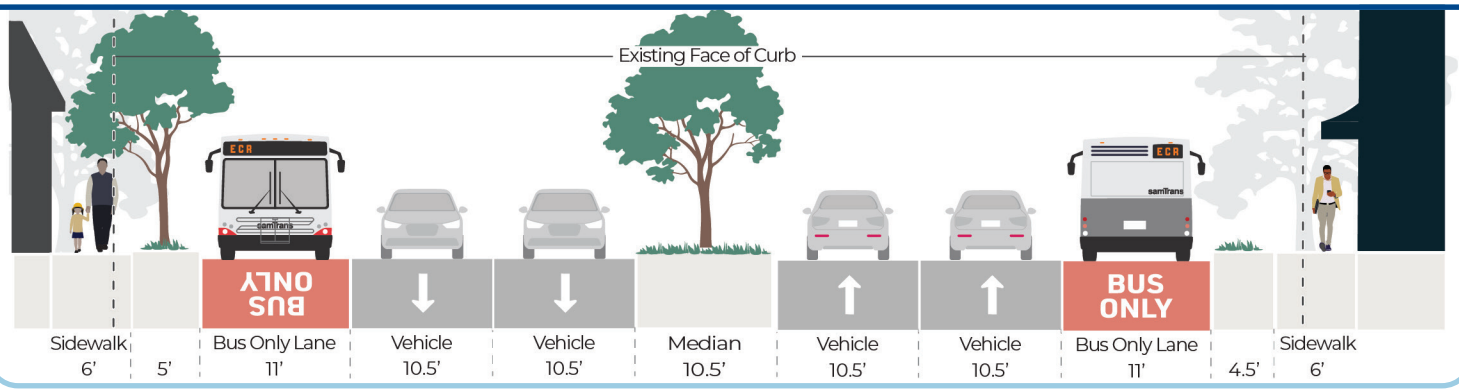
Extent Location



CITY OF SAN MATEO | SEGMENT 5

36th Ave to 42nd Ave

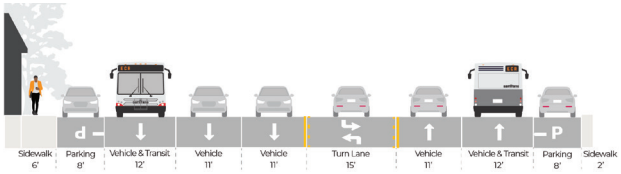
Alternative 1A - Transit (Looking North) 96’



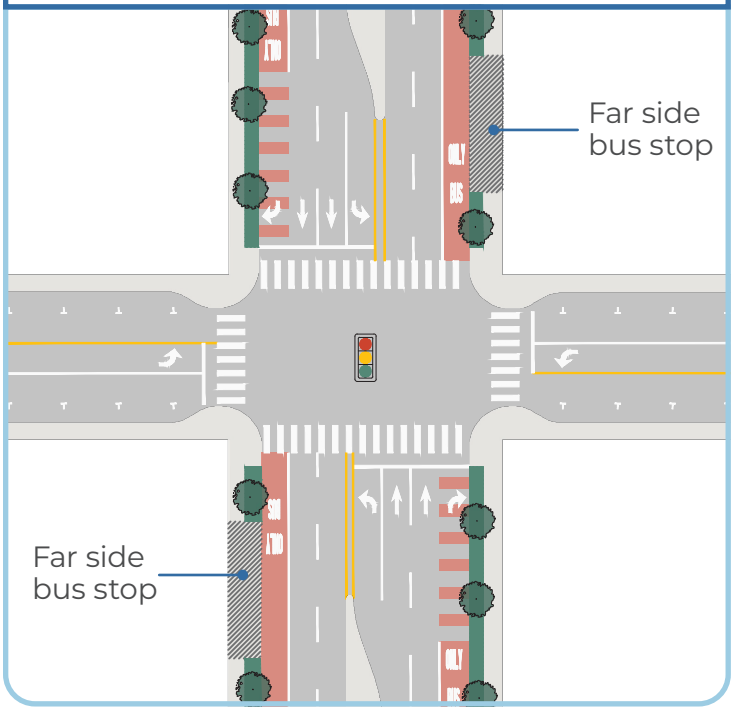
Key Changes

- One southbound lane removed
- Transit-only lane added in each direction
- Parking removed on both sides
- Landscaped median with left turn pockets added
- Sidewalks widened on the east side
- Landscaping added on both sides, trees on west side

Existing Cross Section



Typical Signalized Intersection



Evaluation Results Highlights

Estimated Cost: $7.4M (0.5 miles)

Where this alternative scores high:

- Alignment with local policies
- Transit reliability
- Pedestrian comfort

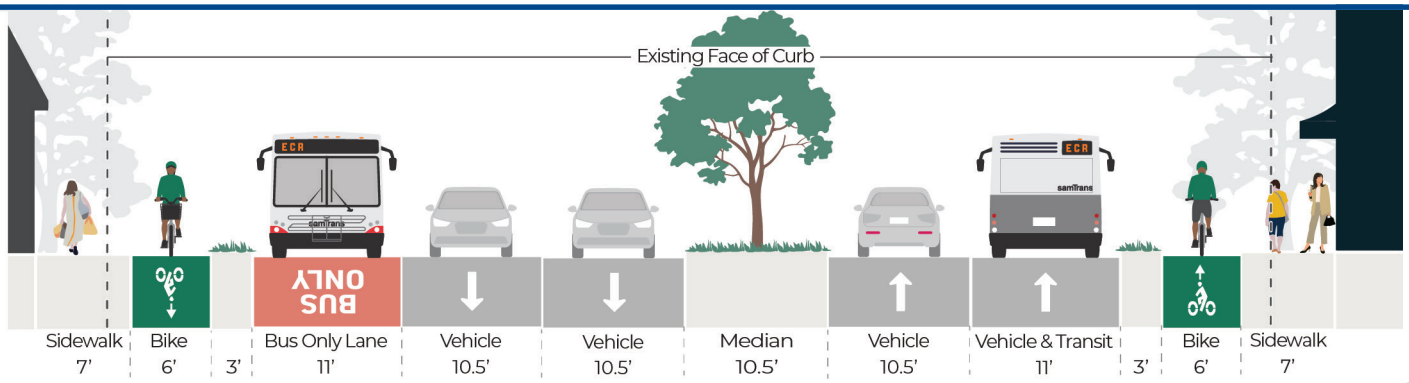
Where this alternative scores low:

- Bicycle comfort
- Vehicle delay
- Parking removal

CITY OF SAN MATEO | SEGMENT 5

36th Ave to 42nd Ave

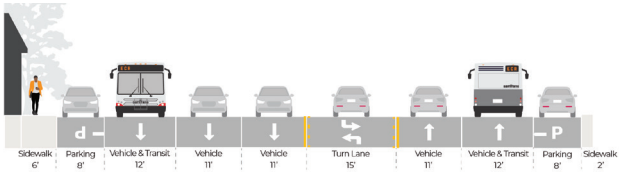
Alternative 1B - Transit (Looking North) 96’



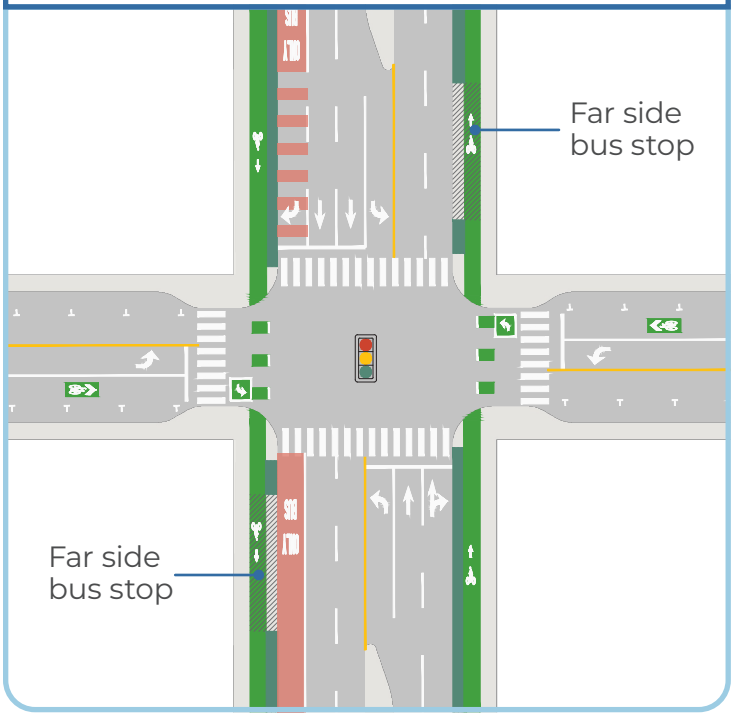
Key Changes

- One southbound lane removed
- Southbound transit-only lane added
- Parking removed on both sides
- Landscaped median with left turn pockets added
- Separated bike facilities added
- Sidewalks widened on both sides
- Landscaping added on both sides, no trees

Existing Cross Section



Typical Signalized Intersection



Evaluation Results Highlights

Estimated Cost: $8.1M (0.5 miles)

Where this alternative scores high:

- Alignment with local policies
- Transit reliability
- Bicycle comfort

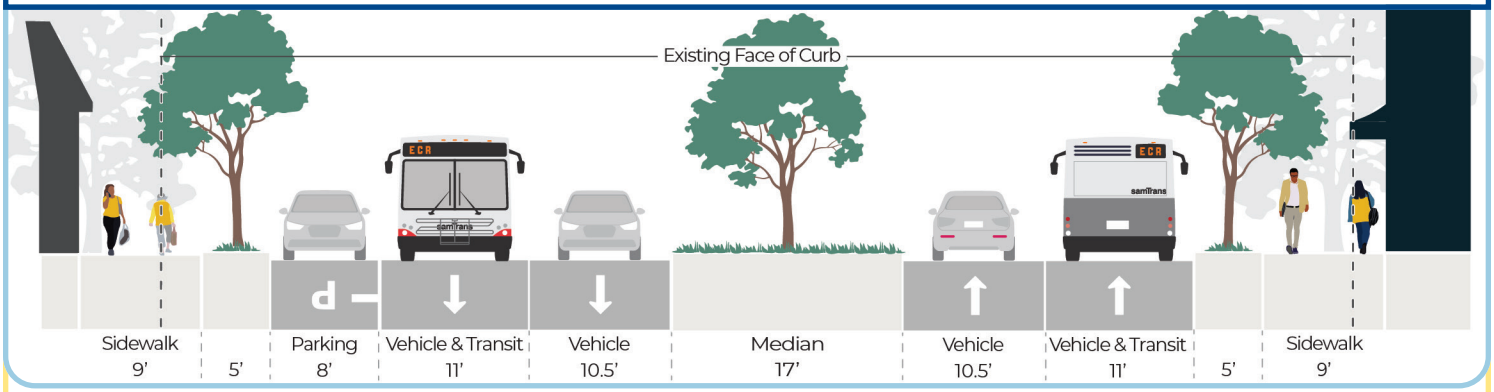
Where this alternative scores low:

- Pedestrian comfort
- Vehicle delay
- Parking removal

CITY OF SAN MATEO | SEGMENT 5

36th Ave to 42nd Ave

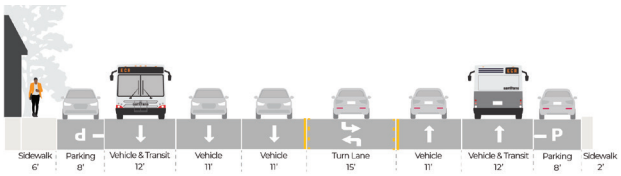
Alternative 2 - Pedestrian (Looking North) 96’



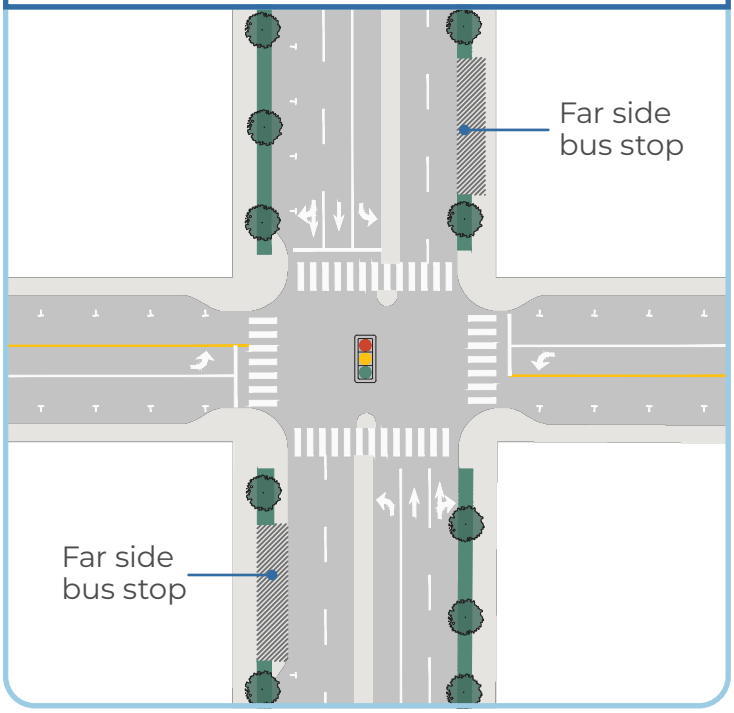
Key Changes

- One southbound lane removed
- Parking removed on the east side
- Landscaped median with left turn pockets added
- Sidewalks widened on both sides
- Landscaping with trees added on both sides

Existing Cross Section



Typical Signalized Intersection



Evaluation Results Highlights

Estimated Cost: $6.3M (0.5 miles)

Where this alternative scores high:

- Pedestrian comfort
- Parking maintained

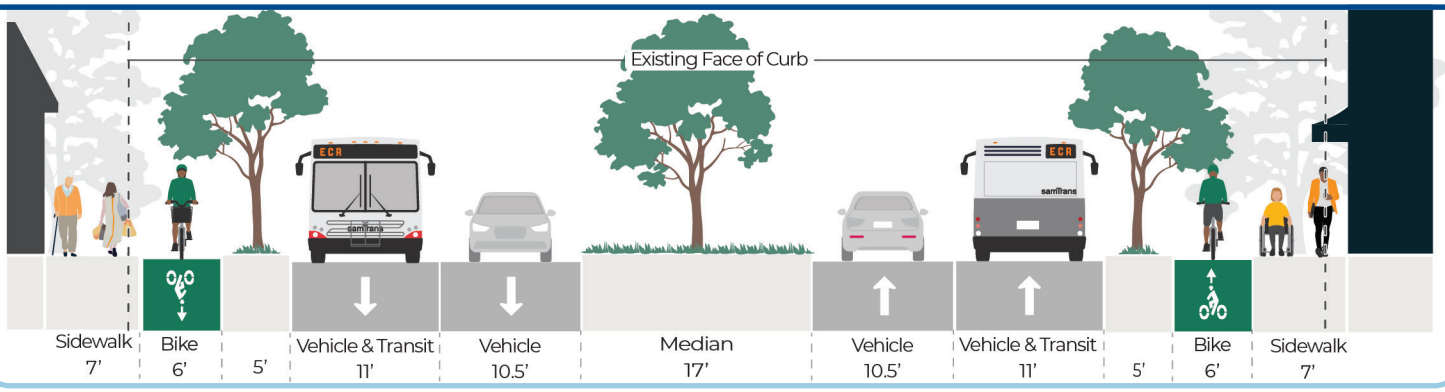
Where this alternative scores low:

- Alignment with local policies
- Transit reliability
- Bicycle comfort
- Vehicle delay

CITY OF SAN MATEO | SEGMENT 5

36th Ave to 42nd Ave

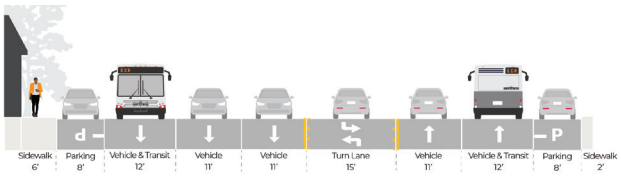
Alternative 3 - Bicycle (Looking North) 96’



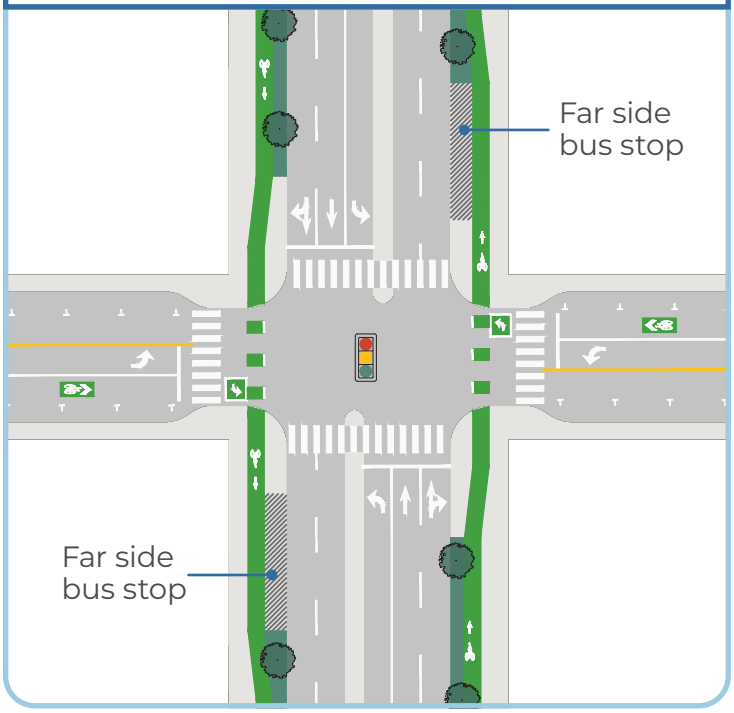
Key Changes

- One lane removed in each direction
- Parking removed on both sides
- Landscaped median with left turn pockets added
- Separated bike facilities added
- Sidewalks widened on both sides
- Landscaping with trees added on both sides

Existing Cross Section



Typical Signalized Intersection



Evaluation Results Highlights

Estimated Cost: $7.7M (0.5 miles)

Where this alternative scores high:

- Bicycle comfort
- Pedestrian comfort

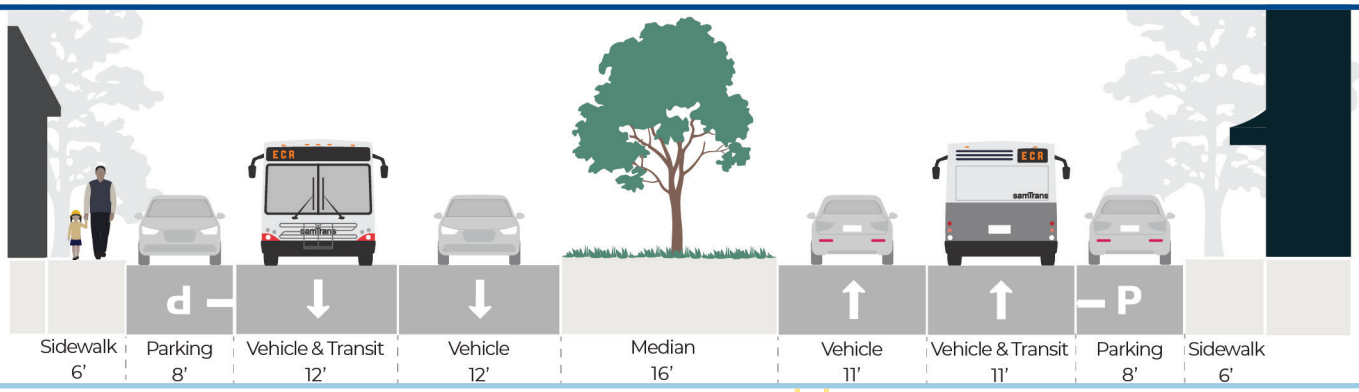
Where this alternative scores low:

- Alignment with local policies
- Transit reliability
- Vehicle delay
- Parking removal

CITY OF BELMONT | SEGMENT 6

42nd Ave to F St

Existing Cross Section (Looking North) 90’



Existing Street Characteristics

Roadway Elements

- Two lanes in each direction
- Wide planted median with left turn pockets
- Parking on both sides

Land Uses

- Low-density mixed-use and commercial areas. Higher land use intensity on the west side

Other Street Elements

- Sidewalks on both sides of the street, no trees
- Uncomfortable walking conditions

Previous Planning Studies

Belmont Bicycle and Pedestrian Master Plan (2016)

- Bike facilities along El Camino and a parallel route on Old County Road

Caltrans District 4 Pedestrian Plan (2021)

- Highest priority (Tier 1) for pedestrian improvements

C/CAG Countywide Bicycle and Pedestrian Plan (2021)

- On the Countywide Backbone Network

SamTrans ECR Study (2022)

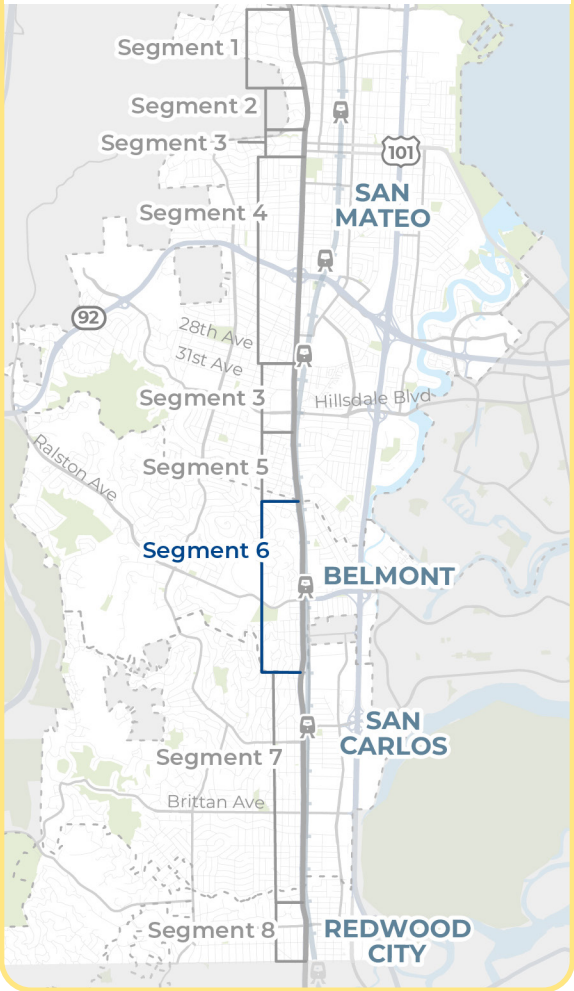
- No bus lanes

Caltrans District 4 Bike Plan Update (2025)

- Class IV Separated Bikeway between North Rd and F St
- Spot recommendations for bicycle improvements

For more complete information about existing conditions see Project Needs Assessment.

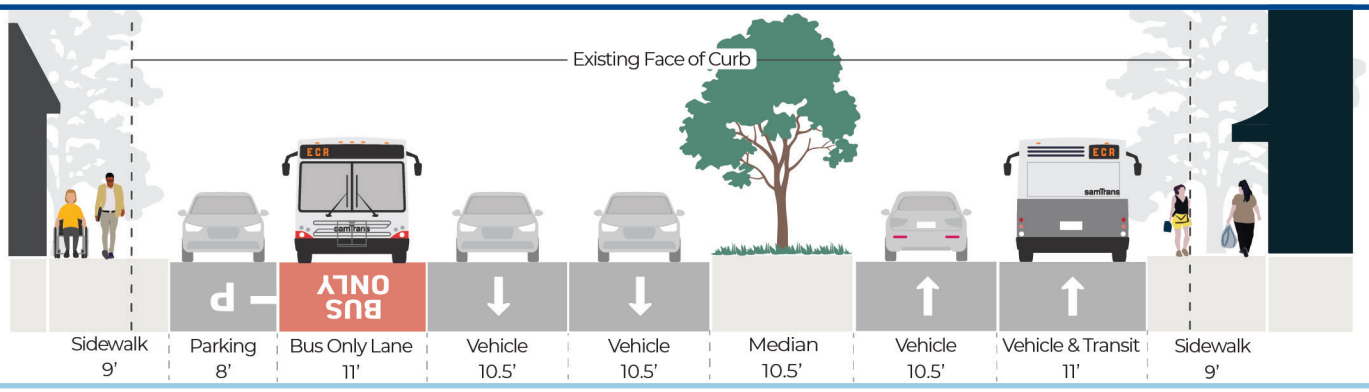
Extent Location



CITY OF BELMONT | SEGMENT 6

42nd Ave to F St

Alternative 1 - Transit (Looking North) 90’



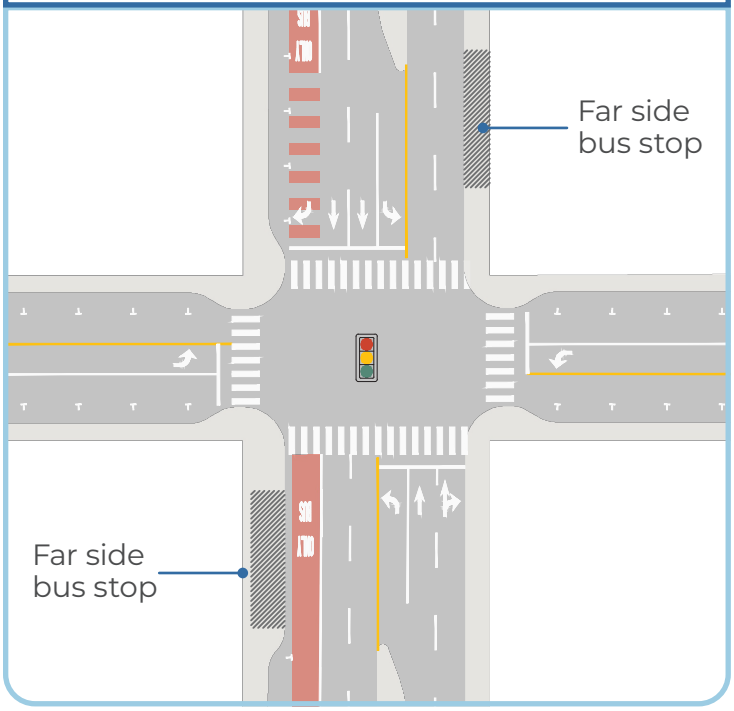
Key Changes

- Southbound transit-only lane added
- Parking removed on the east side
- Landscaped median narrowed
- Sidewalks widened on both sides

Existing Cross Section



Typical Signalized Intersection



Evaluation Results Highlights

Estimated Cost: $27.5 M (1.6 miles)

Where this alternative scores high:

- Transit reliability
- Pedestrian comfort
- Parking maintained

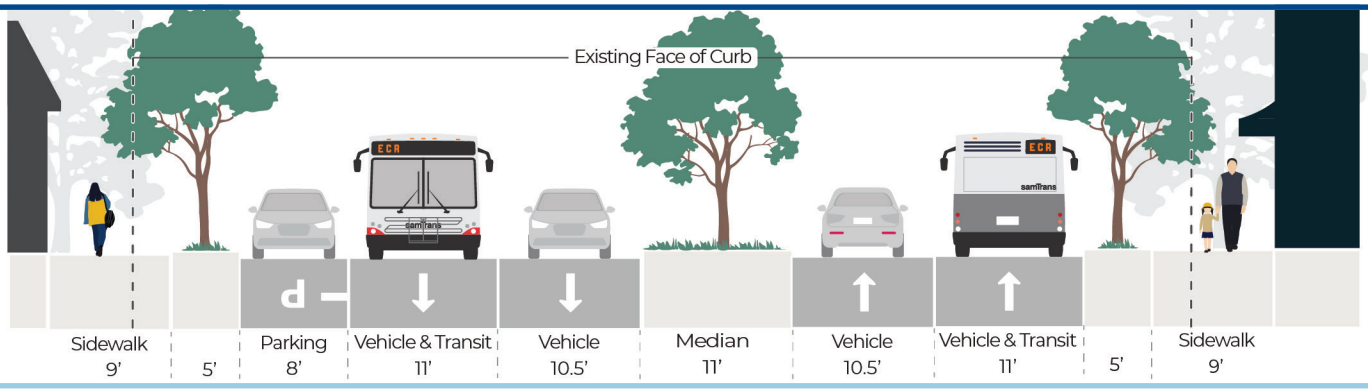
Where this alternative scores low:

- Alignment with local policies
- Bicycle comfort

CITY OF BELMONT | SEGMENT 6

42nd Ave to F St

Alternative 2 - Pedestrian (Looking North) 90’



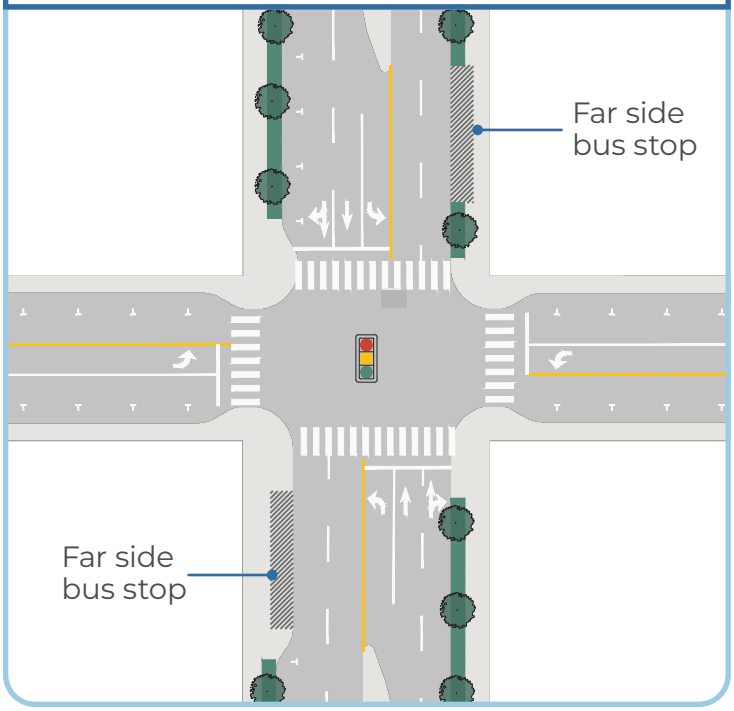
Key Changes

- Parking removed on the east side
- Landscaped median narrowed
- Sidewalks widened on both sides
- Landscaping with trees added on both sides

Existing Cross Section



Typical Signalized Intersection



Evaluation Results Highlights

Estimated Cost: $21.1 M (1.6 miles)

Where this alternative scores high:

- Pedestrian comfort
- Parking maintained

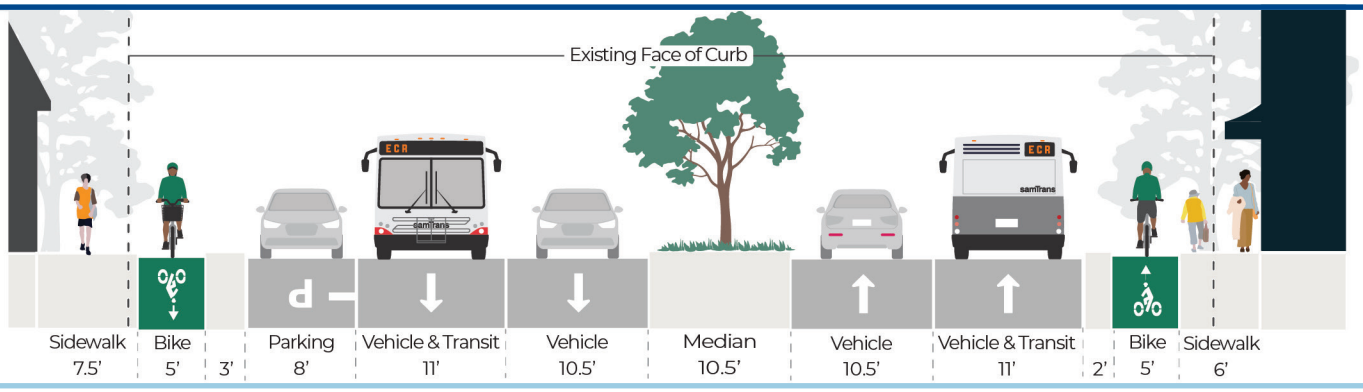
Where this alternative scores low:

- Alignment with local policies
- Bicycle comfort

CITY OF BELMONT | SEGMENT 6

42nd Ave to F St

Alternative 3 - Bicycle (Looking North) 90’



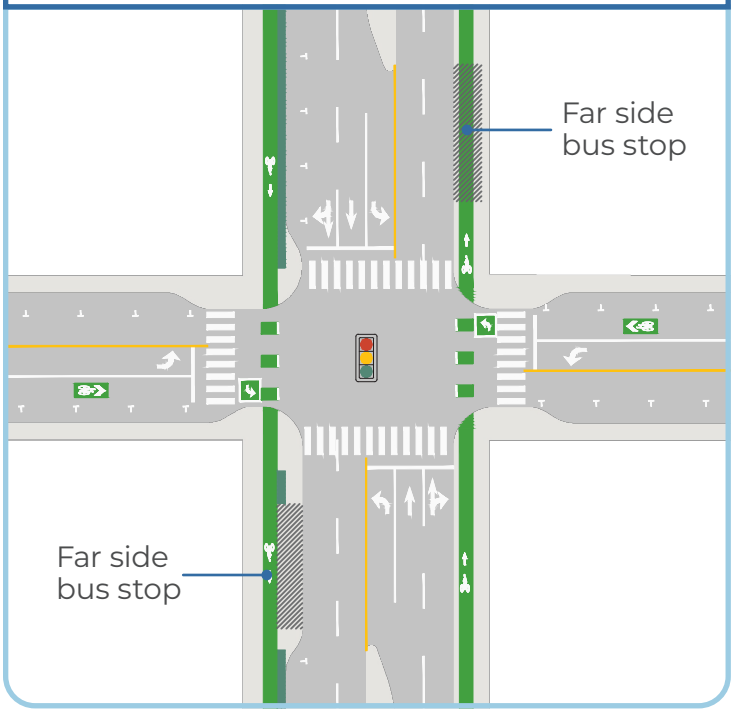
Key Changes

- Parking removed on the east side
- Landscaped median narrowed
- Separated bike facilities added

Existing Cross Section



Typical Signalized Intersection



Evaluation Results Highlights

Estimated Cost: $25.7M (1.6 miles)

Where this alternative scores high:

- Alignment with local policies
- Bicycle comfort

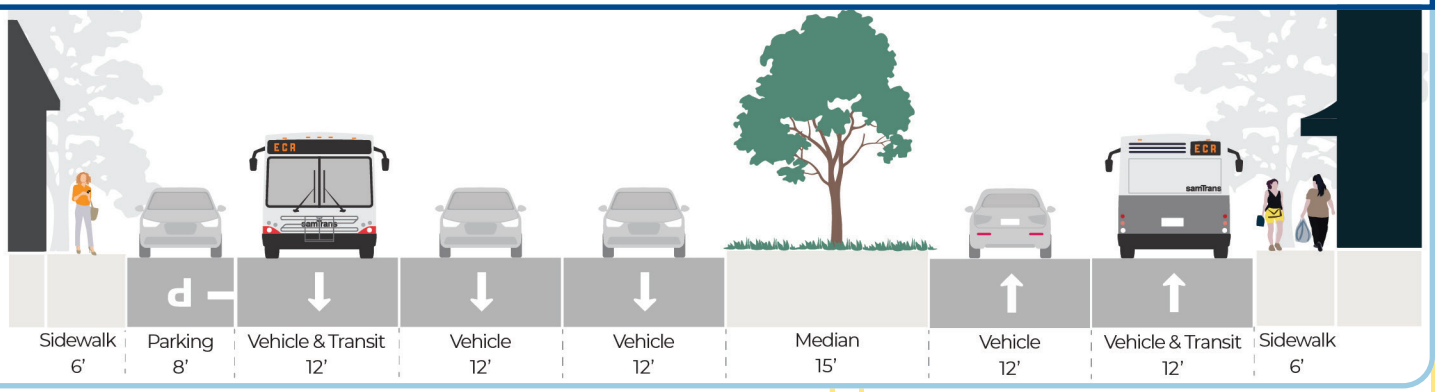
Where this alternative scores low:

- Pedestrian comfort

CITY OF SAN CARLOS & REDWOOD CITY | SEGMENT 7

F St to Edgewood Rd

Existing Cross Section (Looking North) 95’



Existing Street Characteristics

Roadway Elements

- Three southbound lanes and two northbound lanes
- Wide planted center median with left turn pockets
- Parking on the west side
- Intermittent parking and shoulder on the east side

Land Uses

- Low-to-medium density commercial and mixed-use areas

Other Street Elements

- Sidewalks on the west side of the street
- Intermittent sidewalks on the east side

Previous Planning Studies

San Carlos Streetscape Master Plan (2025)

- Directional bike facilities through downtown San Carlos

San Carlos Bicycle and Pedestrian Master Plan (2020)

- Class IV Separated Bikeway

Caltrans District 4 Pedestrian Plan (2021)

- Highest priority (Tier 1) for pedestrian improvements

C/CAG Countywide Bicycle and Pedestrian Plan (2021)

- On the Countywide Backbone Network

SamTrans ECR Study (2022)

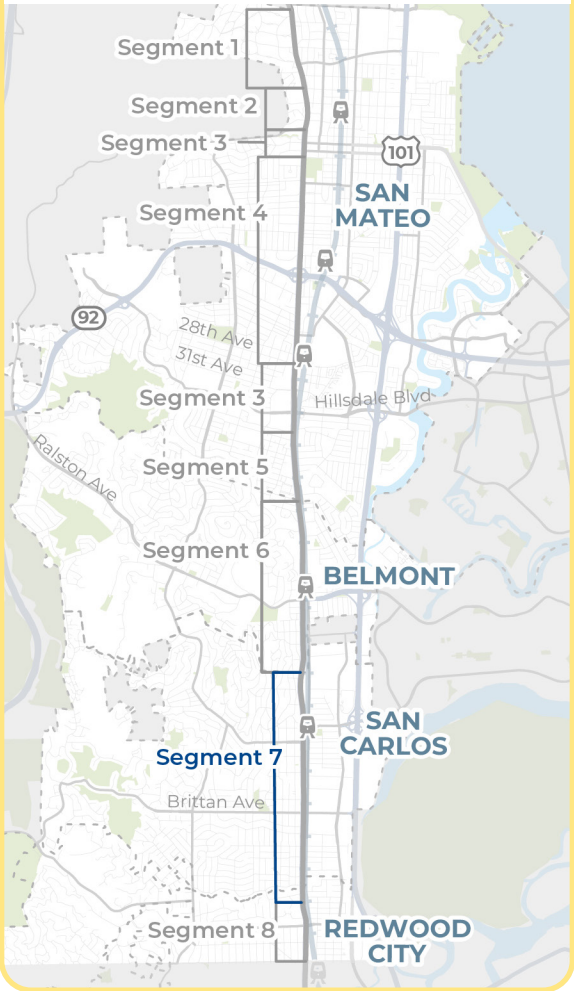
- Southbound bus lane

Caltrans District 4 Bike Plan Update (2025)

- Spot recommendations for bicycle improvements

For more complete information about existing conditions see Project Needs Assessment.

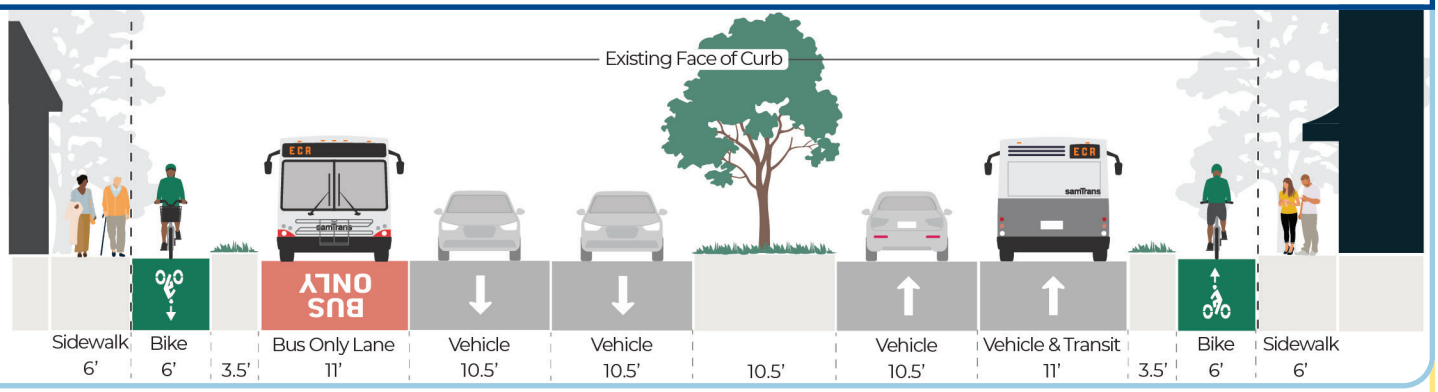
Extent Location



CITY OF SAN CARLOS & REDWOOD CITY | SEGMENT 7

F St to Edgewood Rd

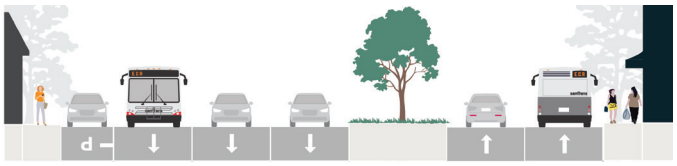
Alternative 1 - Transit (Looking North) 95’



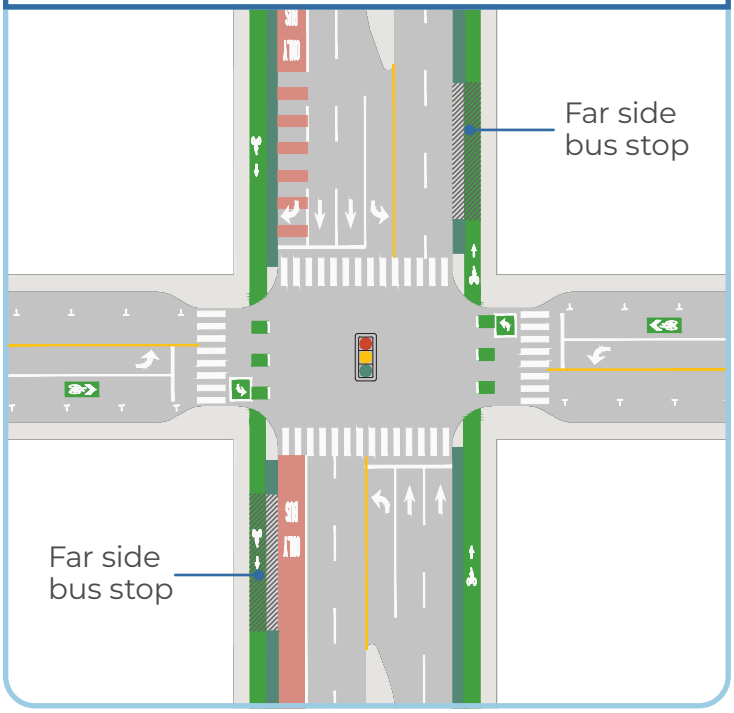
Key Changes

- One southbound lane removed
- Southbound transit-only lane added
- Parking removed on the west side
- Landscaped median narrowed
- Separated bike facilities added
- Landscaping added on both sides, no trees

Existing Cross Section



Typical Signalized Intersection



Evaluation Results Highlights

Estimated Cost: $26.0 M (2.1 miles)

Where this alternative scores high:

- Alignment with local policies
- Transit reliability
- Bicycle comfort

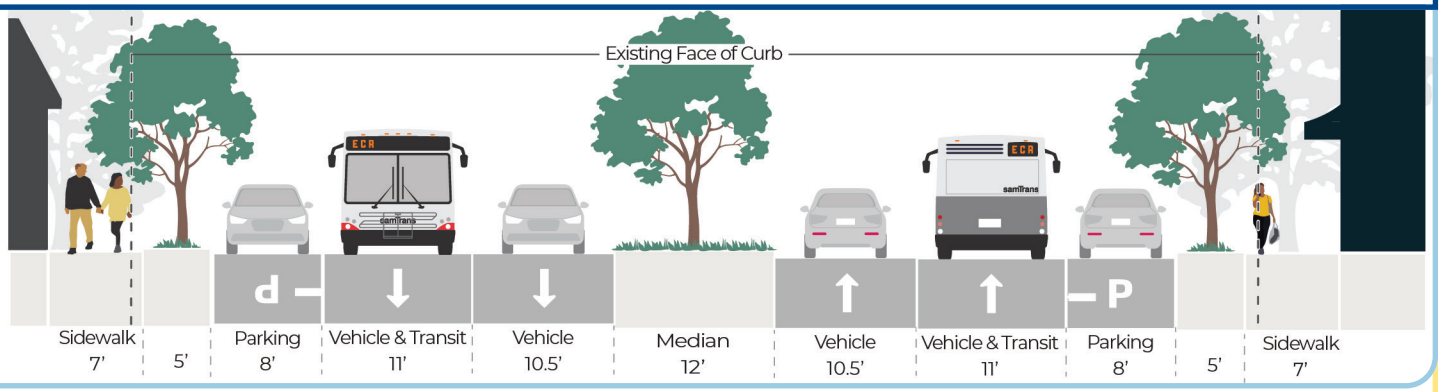
Where this alternative scores low:

- Pedestrian comfort
- Parking removal
- Vehicle delay

CITY OF SAN CARLOS & REDWOOD CITY | SEGMENT 7

F St to Edgewood Rd

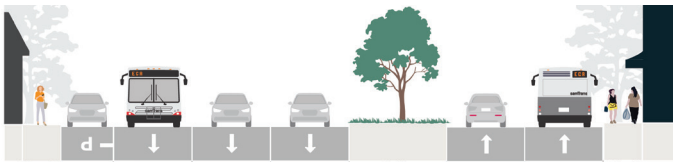
Alternative 2 - Pedestrian (Looking North) 95’



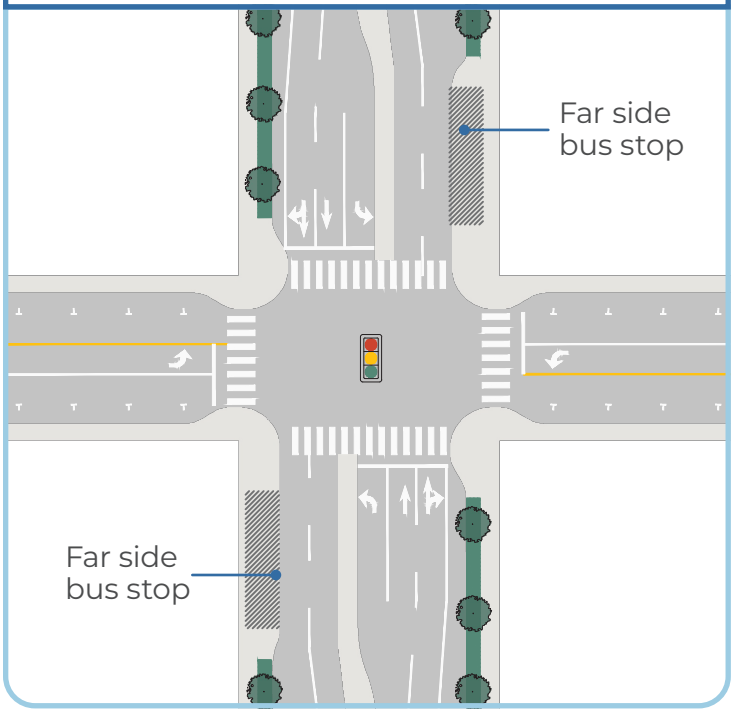
Key Changes

- One southbound lane removed
- Parking added on the east side
- Landscaped median narrowed
- Sidewalks widened on both sides
- Landscaping with trees added on both sides

Existing Cross Section



Typical Signalized Intersection



Evaluation Results Highlights

Estimated Cost: $30.0M (2.1 miles)

Where this alternative scores high:

- Pedestrian comfort
- Parking maintained

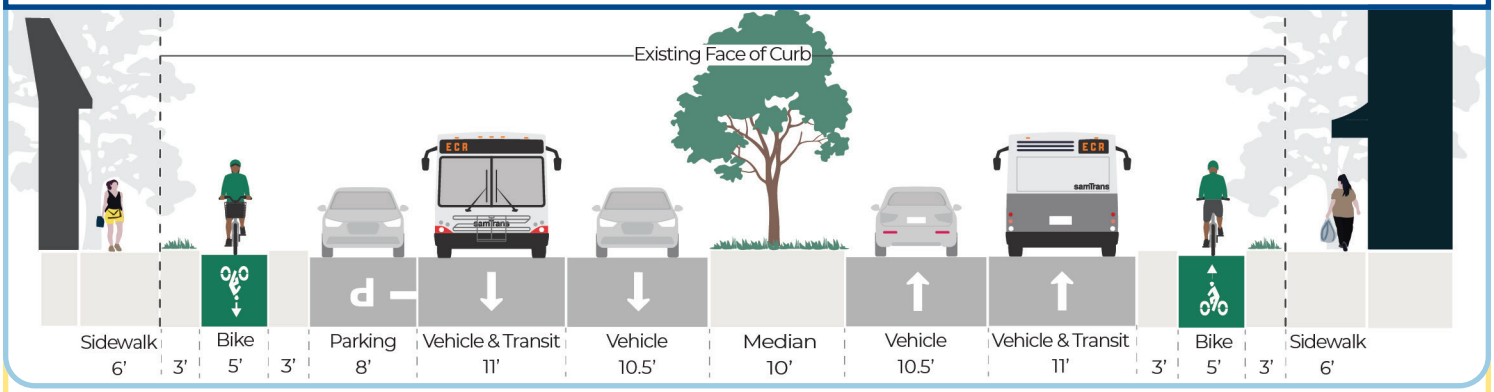
Where this alternative scores low:

- Alignment with local policies
- Alignment with Caltrans policies
- Transit reliability
- Vehicle delay
- Bicycle comfort

CITY OF SAN CARLOS & REDWOOD CITY | SEGMENT 7

F St to Edgewood Rd

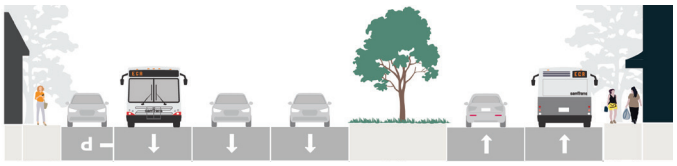
Alternative 3 - Bicycle (Looking North) 95’



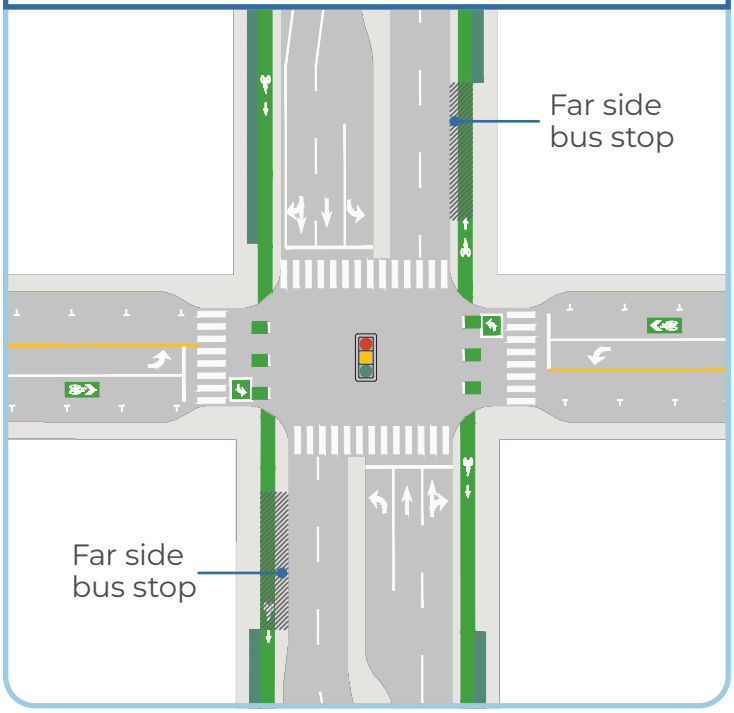
Key Changes

- One southbound lane removed
- Landscaped median narrowed
- Separated bike facilities added
- Landscaping added on both sides, no trees

Existing Cross Section



Typical Signalized Intersection



Evaluation Results Highlights

Estimated Cost: $35.1M (2.1 miles)

Where this alternative scores high:

- Alignment with local policies **(note: aligns with adopted Streetscape Master Plan)**
- Bicycle comfort
- Parking maintained

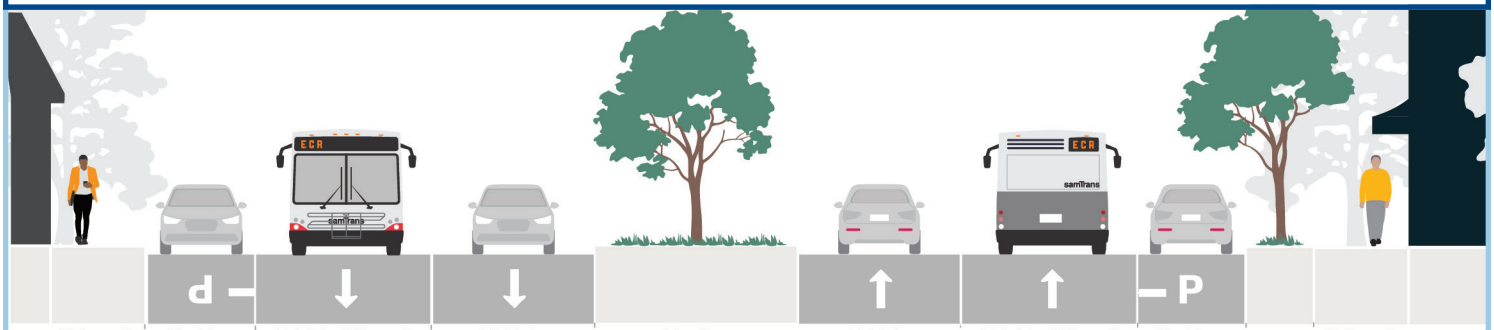
Where this alternative scores low:

- Transit reliability
- Vehicle delay
- Pedestrian comfort

CITY OF REDWOOD CITY | SEGMENT 8

Edgewood Rd to Brewster Ave

Existing Cross Section (Looking North) 100’



Existing Street Characteristics

Roadway Elements

- Two lanes in each direction
- Wide planted median with left turn pockets
- Parking on both sides

Land Uses

- Low-density commercial areas

Other Street Elements

- Sidewalks on both sides of the street, some trees

Previous Planning Studies

Redwood City El Camino Real Corridor Plan (2017)

- Spot recommendations for multimodal safety improvements

RWCMoves (2018)

- Spot recommendations for multimodal safety improvements

Redwood City Walk Bike Thrive Plan (2022)

- Class IV Separated Bikeway

Caltrans District 4 Pedestrian Plan (2021)

- Highest priority (Tier 1) for pedestrian improvements

C/CAG Countywide Bicycle and Pedestrian Plan (2021)

- On the Countywide Backbone Network (is this true?)

SamTrans ECR Study (2022)

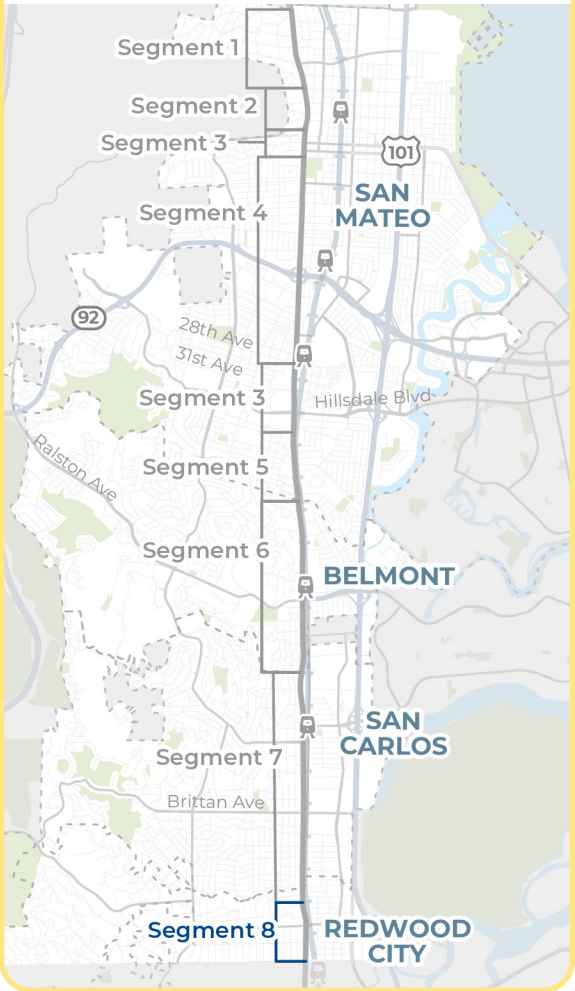
- No bus lanes

Caltrans District 4 Bike Plan Update (2025)

- Class IV Separated Bikeway between Cordilleras Creek and Berkshire Ave

For more complete information about existing conditions see Project Needs Assessment.

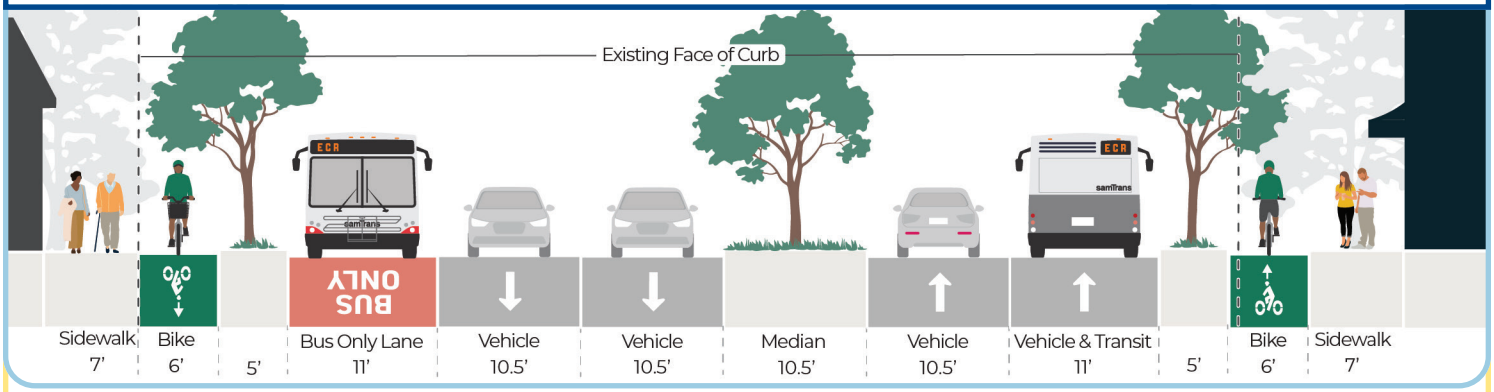
Extent Location



CITY OF REDWOOD CITY | SEGMENT 8

Edgewood Rd to Brewster Ave

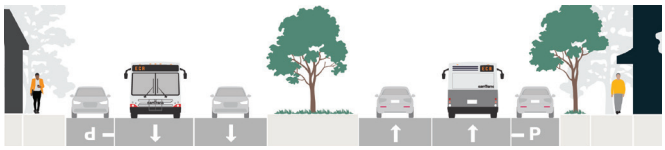
Alternative 1 - Transit (Looking North) 100'



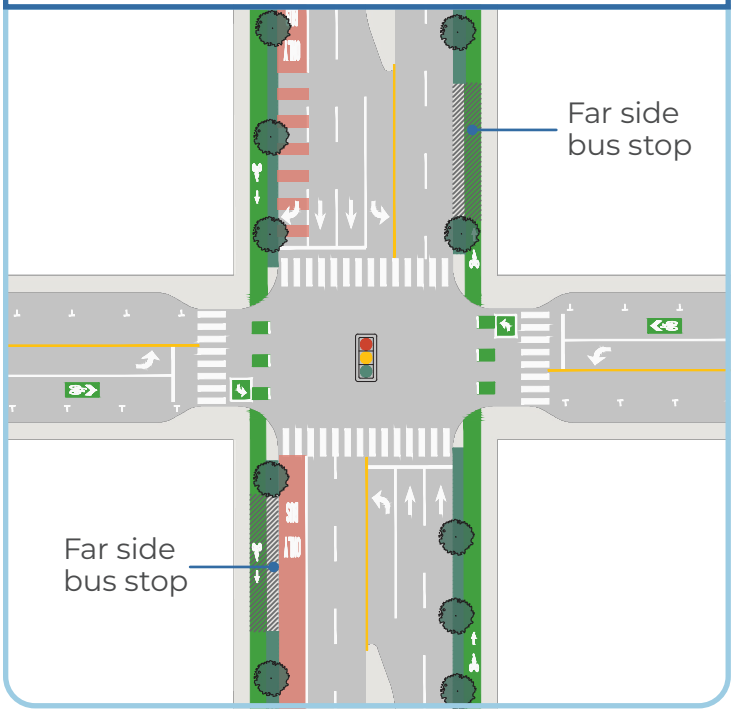
Key Changes

- Southbound transit-only lane added
- Parking removed on both sides
- Landscaped median narrowed
- Separated bike facilities added
- Landscaping with trees added on both sides

Existing Cross Section



Typical Signalized Intersection



Evaluation Results Highlights

Estimated Cost: $8.8M (0.5 miles)

Where this alternative scores high:

- Alignment with local policies
- Transit relaibility
- Pedestrian comfort
- Bicycle comfort

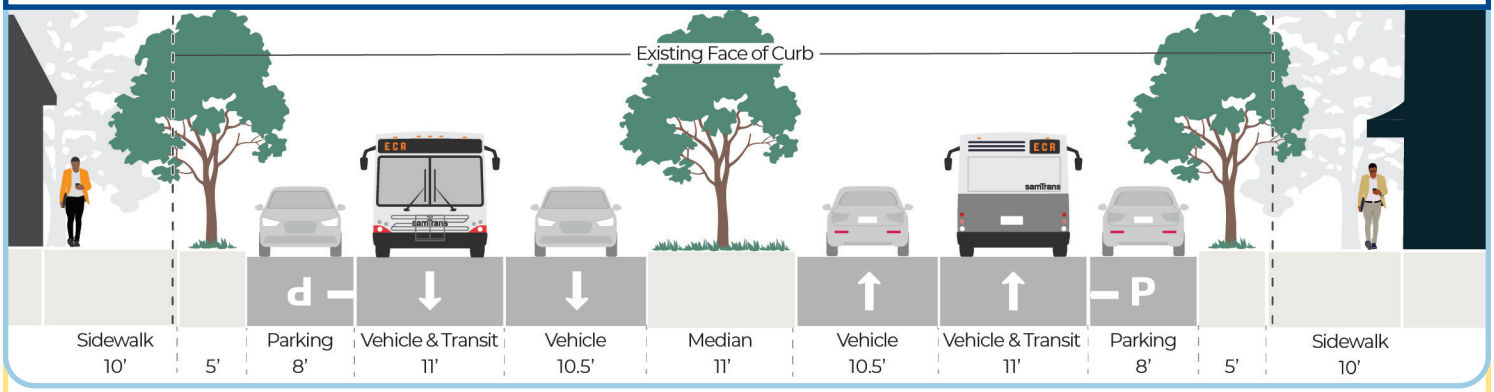
Where this alternative scores low:

- Parking removal
- Vehicle delay

CITY OF REDWOOD CITY | SEGMENT 8

Edgewood Rd to Brewster Ave

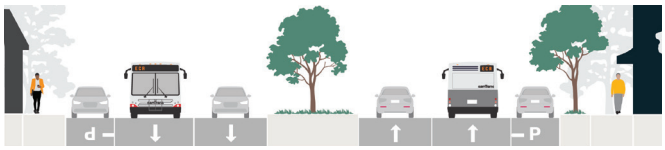
Alternative 2 - Pedestrian (Looking North) 100'



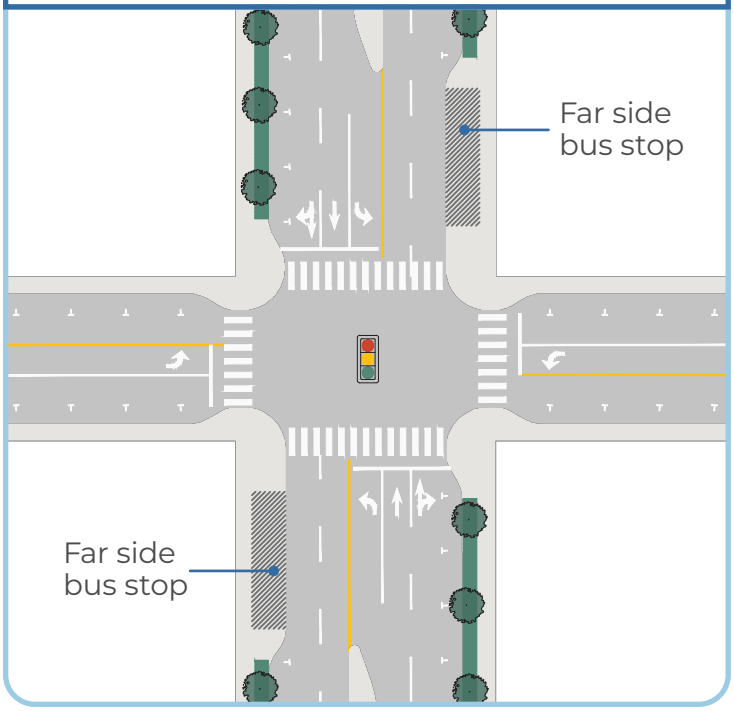
Key Changes

- Landscaped median narrowed
- Sidewalks widened on both sides
- Landscaping with trees added on the west side

Existing Cross Section



Typical Signalized Intersection



Evaluation Results Highlights

Estimated Cost: $5.7M (0.5 miles)

Where this alternative scores high:

- Pedestrian comfort
- Street trees
- Parking maintained

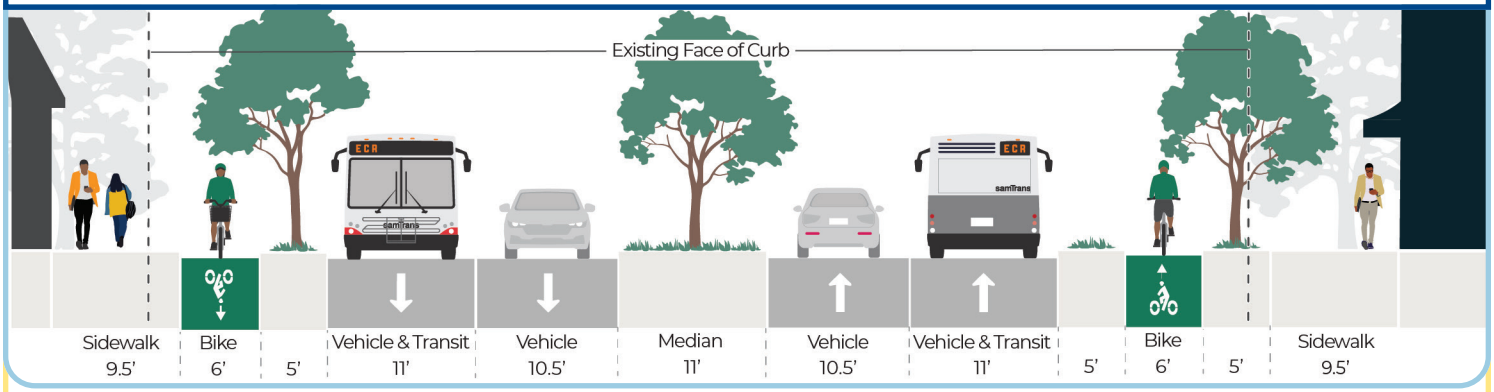
Where this alternative scores low:

- Alignment with local policies
- Bicycle comfort
- Parking removal

CITY OF REDWOOD CITY | SEGMENT 8

Edgewood Rd to Brewster Ave

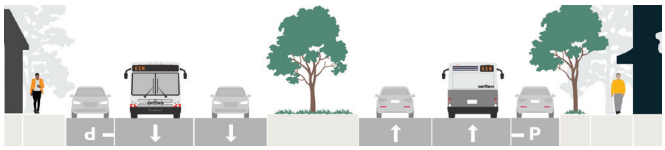
Alternative 3 - Bicycle (Looking North) 100'



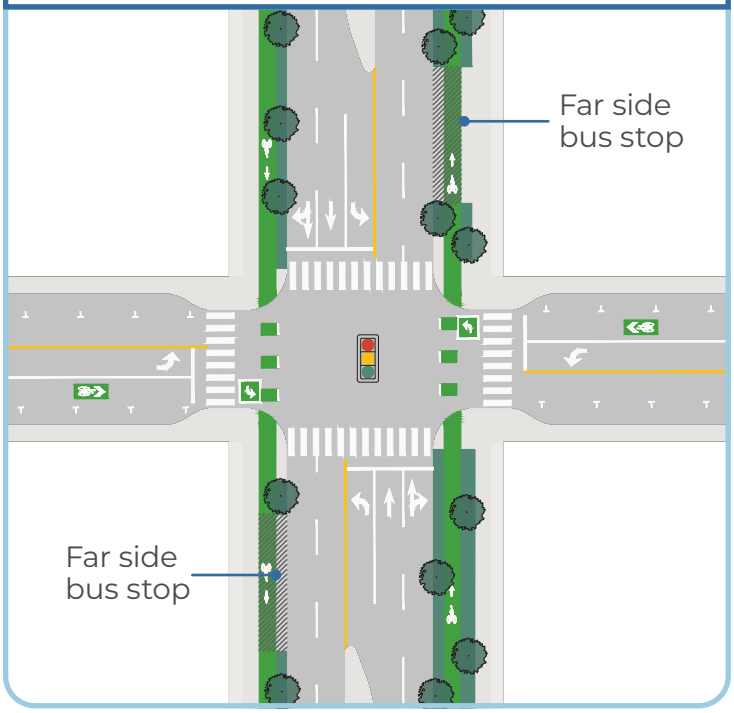
Key Changes

- Parking removed on both sides
- Landscaped median narrowed
- Separated bike facilities added
- Landscaping with trees added on the west side

Existing Cross Section



Typical Signalized Intersection



Evaluation Results Highlights

Estimated Cost: $7.1M (0.5 miles)

Where this alternative scores high:

- Alignment with local policies
- Pedestrian comfort
- Bicycle Comfort
- Street trees
- Parking

Where this alternative scores low:

- Parking removal

Fehr & Peers

Memo

Date: October 23, 2025

To: Cassie Halls, Asiya Patel, SamTrans

From: Nina Price, Ingrid Ballús Armet, Erin Ferguson, Fehr & Peers

Subject: Central El Camino Multimodal Plan – Alternatives Evaluation Matrix

---

This memo accompanies the Central El Camino Multimodal Plan Alternatives Evaluation Matrix and provides context and background information for the matrix. The Central El Camino Multimodal Plan proposes three unique alternatives for El Camino Real in San Mateo, San Carlos, Belmont, and Redwood City, each showing a different vision for the future of the corridor. Each alternative exhibits different modal priorities – one enhancing pedestrian experience, one providing separated bikeways, and one prioritizing transit facilities.

The purpose of the Evaluation Matrix is to provide a framework for decision making by considering the pros and cons of each alternative relative to the other alternatives and the existing condition. The evaluations are qualitative, with alternatives being rated on a low-medium-high scale for various factors.

This memo includes an overview of the plans and policies referenced in the Evaluation Matrix and an introduction to the evaluation approach and topic areas.

Overview of Plans and Policies

The Evaluation Matrix references various existing Caltrans and local agency plans and policies in the evaluation factors. Below is a brief explanation of the plans and policies considered.

Caltrans Plans and Policies

Caltrans Complete Streets Policy – Available Here

All transportation projects funded or overseen by Caltrans will provide comfortable, convenient, and connected complete streets facilities for people walking, rolling, and taking transit or passenger rail unless an exception is documented and approved.

Caltrans D4 Bike Plan – Available Here

The Caltrans District 4 Bike Plan identifies infrastructure improvements that can enhance bicycle safety and mobility throughout District 4 and remove some of the barriers to bicycling in the region.

Caltrans D4 Pedestrian Plan – Available Here

The Caltrans District 4 Pedestrian Plan identifies strategies and projects to improve safety, comfort, and connectivity for people walking through District 4, advancing a safer, more accessible transportation network for all.

Design Information Bulletin 94 (DIB-94) – Available Here

The Caltrans DIB-94 provides guidance to implement Caltrans Complete Streets Policy with specific design features and characteristics corresponding to land contexts and modal priorities.

Caltrans D4 Transit Plan – Available Here

The Caltrans District 4 Transit Plan instructs local jurisdictions on regional planning for transit. The plan recommends bus lanes and transit signal priority. This plan is not included in the evaluation matrix based on similar priorities to local plans including the SamTrans ECR Bus Speed & Reliability Study.

Local Plans and Policies

Plan Bay Area 2050 – Available Here

Plan Bay Area 2050 is a 30-year plan that charts a course for affordability, connections, diversity, health, and vibrancy with thirty-five strategies across various disciplines including transportation which include maintaining current transportation systems, safe streets, and expanded transit network investments.

SamTrans ECR Bus Speed & Reliability Study

This study seeks to reduce bus travel times and improve reliability by identifying near- and long-term improvements in bus operations, technology, infrastructure, and policy to enhance rider and bus operator experience, attract new riders, and improve overall performance.

Local Transportation Plans

Local transportation plans refer to plans from San Mateo, Belmont, San Carlos, and Redwood City that include bicycle and pedestrian master plans, downtown specific plans, downtown streetscape plans, and complete streets plans based on local need and contexts.

San Mateo:

- Complete Streets Master Plan (Ongoing)
- Transit Oriented Development Pedestrian Access Plan (2022)
- Local Roadway Safety Plan (2024)
- Bicycle Master Plan (2020)

Belmont:

- Bicycle and Pedestrian Master Plan (2016)
- Belmont Village Specific Plan (2017)

San Carlos:

- Downtown Streetscape Master Plan (2025)
- Bicycle and Pedestrian Master Plan (2020)

Redwood City

- El Camino Real Corridor Plan (2017)
- RWCMoves (2018)
- Walk Bike Thrive Plan (2022)

Local Land Use Planning

Land use planning is based on current and future zoning restrictions in the General Plans from the city of San Mateo, Belmont, San Carlos, and Redwood City, in which each of these cities are planning to upzone and increase densities along El Camino Real.

Evaluation Approach

The Evaluation Matrix assesses the existing condition and each alternative across eight topic areas, each with one or more evaluation factors. The topic areas are:

- Alignment with Caltrans Policy
- Alignment with Local Policy
- Effect on People Walking
- Effect on People Biking
- Effect on People Riding Transit
- Effect on People Driving and Parking
- Effect on the Environment
- Addressing Community Input[1]

The existing condition and each alternative are rated Low, Medium, or High for each sub-topic evaluation factor. While the ratings are qualitative, each evaluation factor is accompanied by stated benchmarks that define what conditions are considered low, medium, and high. The overarching topic is given a low, medium, or high rating by averaging the ratings for the associated sub-topics. The Evaluation Matrix is attached to this memo.

Evaluation Summary

The table below summarizes the overall ratings for each evaluation topic, illustrating how each alternative performs relative to the others and the existing conditions. Overall, the Transit Priority alternative (Alternative 1) demonstrates the strongest alignment with Caltrans and local policies, offering significant benefits for people riding transit and measurable improvements in system efficiency. The Pedestrian Priority alternative (Alternative 2) provides the greatest benefits for people walking and for placemaking but offers fewer gains for overall mobility. The Bike Priority alternative (Alternative 3) most enhances comfort and safety for people biking while moderately improving

[1] The collection of community input is ongoing, and the scores for this alternative may be updated following future phases of engagement.

pedestrian and transit experiences. Collectively, the evaluation results illustrate trade-offs between modal priorities and identify opportunities to combine elements from each alternative in the preferred corridor design. The full Evaluation Matrix showing results by sub-topic for each alternative can be found at the end of this memo.

Topic	Existing	Alt 1: Transit	Alt 2: Pedestrian	Alt 3: Bicycle
Alignment with Caltrans Policy	**Low**	**Medium**	**Medium**	**High**
Alignment with Local Policy	**Low**	**High**	**Medium**	**Medium**
Effect on People Walking	**Low**	**Medium**	**High**	**High**
Effect on People Biking	**Low**	**Medium**	**Low**	**High**
Effect on People Riding Transit	**Low**	**High**	**Medium**	**Low**
Effect on People Driving and Parking	**Medium**	**Low**	**Medium**	**Low**
Effect on the Environment	**Low**	**High**	**Medium**	**High**
Addressing Community Input	**Low**	**Medium**	**Medium**	**Medium**

Topic	Factors	Existing	Alt 1: Transit	Alt 2: Pedestrian	Alt 3: Bicycle	Low	Medium	High
Alignment with Caltrans Policy	**Overall Alignment with Caltrans Policy**	**Low**	**Medium**	**Medium**	**High**	**Alternative does not align with Caltrans Policy**	**Alternative somewhat aligns with Caltrans Policy**	**Alternative fully aligns with the Caltrans Policy**
	Does the alternative align with the Caltrans Complete Streets Policy, which states that all transportation projects funded or overseen by Caltrans will provide comfortable, convenient, and connected complete streets facilities for people walking, rolling, and taking transit or passenger rail unless an exception is documented and approved?	Low	High	High	High	Alternative makes few improvements to align with the Caltrans Complete Streets Policy	Alternative makes some improvements to align with the Caltrans Complete Streets Policy	Alternative fully aligns with the Caltrans Complete Streets Policy
	Does the alternative align with the Caltrans D4 Bike Plan in its goals to: – Prioritize the elimination of fatal and severe bicycle-involved collisions – Increase biking by providing comfortable, convenient, and connected bikeways – Eliminate barriers to biking so that everyone has access to high quality biking infrastructure. The 2025 Bike Plan Update recommends Class IV bike facilities along all of El Camino through the study area, with highest priority segments in San Mateo near SR Interchange, San Carlos, and Redwood City.	Low	Medium	Low	High	Alternative does not align with the D4 Bike Plan goals, nor provide Class IV bikeways on segments recommended by the D4 Bike Plan	Alternative aligns with some of the goals of the D4 Bike Plan and/or provides bike facilities on some of the segments recommended in the D4 Bike Plan, or provides facilities on alternate parallel routes	Alternative aligns with the Caltrans D4 Bike Plan's goals and provides Class IV bikeways on recommended routes and/or throughout the corridor
	Does the alternative align with the Clatrans D4 Pedestrian Plan in its goal to implement projects that address high priority crossing need and corridor needs along the corridor?	Low	High	High	Medium	Alternative does not address the identified crossing and corridor needs in the D4 Pedestrian Plan.	Alternative addresses some of the identified crossing and corridor needs in the D4 Pedestrian Plan.	Alternative addresses identified crossing and corridor needs in the D4 Pedestrian Plan.
	To what extent do the improvements adhere to DIB 94 guidelines for modal priority within the Urban Community place type by giving "highest priority" to pedestrians, transit, and bicyclists and "lowest priority" to personal vehicle?	Low	Medium	Medium	Medium	Alternative implements few improvements to align modal priority with the placetype	Alternative implements some improvements to align modal priority with the placetype	Alternative implements improvements that fully align modal priority with the placetype
Alignment with Local Policy	**Overall Alignment with Local Policy**	**Low**	**High**	**Medium**	**Medium**	**Alternative does not align with Local Policy**	**Alternative somewhat aligns with Local Policy**	**Alternative fully aligns with the Local Policy**
	Does the alternative align with local transportation plans?	Low	Medium	Medium	Medium	Alternative makes few improvements to align with local transportation plans	Alternative somewhat aligns with local transportation plans, or aligns with some but not all local plans	Alternative achieves alignment with most or all local transportation plans
	Does the alternative contribute to the goals of the ECR Bus Speed & Reliability Study? -Reduce travel time -Enhance reliability and on-time service -Recover and attract ridership -Improve operations and driving environment	Low	High	Low	Low	Alternative has limited alignment with strategies from the SamTrans ECR Bus Speed and Reliability Study	Alternative aligns with some but not all strategies in the SamTrans ECR Bus Speed and Reliability Study	Alternative aligns with most or all of the strategies in the SamTrans ECR Bus Speed and Reliability Study
	Does the alternative align with high-density, mixed-use planned land-use context?	Low	High	Medium	High	Alternative has limited alignment with planned land use context	Alternative somewhat aligns with planned land use context	Alternative fully aligns with planned land use context
Effect on People Walking	**Overall Effect on People Walking**	**Low**	**Medium**	**High**	**High**	**Alternative does not enhance comfort, safety, and accessibility for people walking**	**Alternative somewhat enhances comfort, safety, and accessibility for people walking**	**Alternative significantly enhances comfort, safety, and accessibility for people walking**
	Does the alternative close sidewalk gaps?	Low	High	High	High	Alternative does not close gaps in the sidewalk or crossing network	Alternative closes some gaps in the sidewalk or crossing network	Alternative provides fully connected sidewalks and closes all or nearly all gaps
	Does the alternative develop high-quality facilities that improve the comfort of pedestrians?	Low	Medium	High	Medium	Alternative does not improve comfort of pedestrians or enhance pedestrian facilities	Alternative somewhat improves comfort of pedestrians or makes light enhancements to pedestrian facilities	Alternative significantly improves pedestrian comfort and/or provides high quality pedestrian facilities throughout the corridor
	Does the alternative provide a buffer, planting, or furnishing zone per DIB 94?	Low	Medium	High	High	Alternative provides no buffer zone	Alternative provides a small buffer zone of 2-3 ft	Alternative provides a large buffer zone of 4-8 feet that contains plantings or furnishings
	Does the alternative provide through zone width with a minimum of 6' to "accommodate a wide variety of users and activities" per DIB 94?	Low	Medium	High	High	Alternative does not provide 6' width accommodating pedestrian facilities	Alternative provides 6' width in some, but not all, locations	Alternative provides 6' width throughout the corridor
	Does the alternative meaningfully shorten crossing distances - for example, through lane reductions, pedestrian refuge islands, or bulb-outs?	Low	Medium	High	Medium	Alternative does not meaningfully shorten crossing distances	Alternative somewhat shortens crossing distances	Alternative meaningfully shortens crossing distances
	Does the alternative provide improvements that will lower speeds under 35 mph per DIB 94, to lower the risk and severity of pedestrian-vehicle crashes?	Low	Medium	Medium	High	Alternative does not reduce vehicle speeds to the targets identified in DIB 94	Alternative makes minor changes to reduce vehicle speeds, but does not reach the targets identified in DIB 94	Alternative provides comprehensive changes to reduce vehicle speeds to the targets identified in DIB 94 or below
Effect on People Biking	**Overall Effect on People Biking**	**Low**	**Medium**	**Low**	**High**	**Alternative does not enhance comfort, safety, and accessibility for people biking**	**Alternative somewhat enhances comfort, safety, and accessibility for people walking**	**Alternative significantly enhances comfort, safety, and accessibility for people walking**
	Does the alternative develop high-quality facilities that improve the comfort of bicyclists?	Low	Medium	Low	High	Alternative does not improve the comfort of cyclists, as it provides no facilities or low-quality facilities with limited protection	Alternative somewhat improves the comfort of cyclists, by providing facilities with narrow buffers	Alternative significantly improves the comfort of cyclists by providing high-quality facilities with substantial buffers
	Does the alternative develop a bicycle network that closes gaps and provides connections between facilities?	Low	Medium	Low	High	Alternative does not close gaps or provide new connections to bicycling facilities	Alternative closes some gaps or provides some new connections to bicycling facilities	Alternative closes nearly all gaps, and/or provides many new connections to bicycling facilities
	Does the alternative provide improvements that will lower speeds under 35 mph per DIB 94, to lower the risk and severity of bicycle-vehicle crashes?	Low	Medium	Medium	High	Alternative does not reduce vehicle speeds to the targets identified in DIB 94	Alternative makes minor changes to reduce vehicle speeds, but does not reach the targets identified in DIB94	Alternative provides comprehensive changes to reduce vehicle speeds to the targets identified in DIB94 or below
	If a Class IV facility is provided in this alternative, to what extent do the facilities provided adhere to DIB 94 guidelines on Class IV bikeway widths?	Low	Medium	Low	High	Alternative meets the DIB 94 minimum requirement for bikeway widths	Alternative meets the DIB 94 preferred dimension for bikeway widths	Alternative meets the DIB 94 practical maximum for bikeway widths

Topic	Factors	Existing	Alt 1: Transit	Alt 2: Pedestri	Alt 3: Bicycle	Low	Medium	High
Effect on People Riding Transit	**Overall Effect on People Riding Transit**	**Low**	**High**	**Medium**	**Low**	**Alternative does not enhance bus speed, reliability, and rider comfort**	**Alternative somewhat enhances bus speed, reliability, and rider comfort**	**Alternative significantly enhances bus speed, reliability, and rider comfort**
	Does the design of the alternative balance transit riders with vehicle traffic to minimize overall person delay per DIB 94?	Low	High	Low	Low	Alternative does nothing to improve overall person delay or increases delay for transit	Alternative makes some improvements to reduce overall person delay but does not minimize overall person delay	Alternative minimizes overall person delay through roadway configuration
	Does the alternative include transit stop configurations that optimize boarding operations per DIB 94, and provide dedicated space for boarding islands per SamTrans Bus Speed and Reliability Study?	Low	High	High	Medium	Alternative does not include transit stops that improve efficiency of boarding or provide dedicated space for boarding islands	Alternative proposes transit stops that marginally improve boarding operations or provides dedicated space for boarding islands at some stops	Alternative proposes transit stops that substantially improve boarding operations and provides dedicated space for boarding islands throughout the corridor
	Does the alternative provide dedicated transit facilities per Plan Bay Area 2050 recommendations and the SamTrans ECR Bus Speed & Reliability Study?	Low	High	Low	Low	Alternative does not provide dedicated transit lanes	Alternative provides some dedicated transit lanes	Alternative provides continuous dedicated transit lanes for at least 0.2 miles per segment
Effect on People Driving and Parking	**Overall Effect on People Driving and Parking**	**Medium**	**Low**	**Medium**	**Low**	**Alternative worsens the experience for people driving and parking**	**Alternative mostly maintains the experience for people driving and parking**	**Alternative improves the experience for people driving**
	How does the alternative affect vehicle Level of Service (LOS)?	Medium	Low	Low	Low	Alternative worsens vehicle LOS	Alternative retains the existing vehicle LOS	Alternative improves vehicle LOS
	Does the alternative include features that reduce vehicle top speeds below 25 mph (urban center) and below 35 mph (urban community) per DIB 94?	Low	Medium	Medium	Medium	Alternative does not include features that reduce top speeds	Alternative includes features that have some impact on reducing top speeds	Alternative includes features and treatments that effectively reduce top speeds
	How does this alternative affect parking supply on El Camino?	High	Low	Medium	Low	Alternative removes most parking supply on ECR	Alternative reduces parking supply on ECR	Alternative retains existing parking on ECR
Effect on the Environment	**Overall Effect on the Environment**	**Low**	**High**	**Medium**	**High**	**Alternative worsens the experience for people driving and parking**	**Alternative mostly maintains the experience for people driving and parking**	**Alternative improves the experience for people driving**
	What level of planting can the alternative accommodate?	Low	Medium	High	Medium	Alternative accommodates small plantings or no plantings	Alternative provides opportunity for medium sized plantings	Alternative presents an opportunity for large plantings
	How does the alternative impact vehicle-miles traveled (VMT) along the corridor?	Low	High	Medium	High	Alternative encourages high VMT	Alternative has no significant impact on current VMT	Alternative encourages low VMT
	Does the alternative encourage trips by sustainable modes?	Low	High	Medium	High	Alternative disincentivizes sustainable mode trips	Alternative creates some incentive for trips by sustainable modes	Alternative creates options that encourage trips by sustainable modes
Addressing Community Input	**Overall Responsiveness to Community Needs**	**Low**	**Medium**	**Medium**	**Medium**	**Alternative does not address community needs**	**Alternative addresses some community needs**	**Alternative addresses most community needs**
	Noted experiencing high levels of vehicular traffic congestion	Medium	Low	Medium	Low	Alternative worsens traffic congestion	Alternative does not relieve traffic congestion	Alternative improves traffic congestion
	Noted traffic signal timing causes delays for all users, does not safely accommodate turning movements, and does not provide enough time for pedestrians to cross	Low	Medium	Medium	Medium	Alternative would not address signal timing issues	Alternative would address some, but not all signal timing issues	Alternative would address all signal timing issues
	Noted safety concerns for bicycles sharing the lane with cars and aggressive driver behavior	Low	Medium	Low	High	Alternative does not provide separation from cars for bikes	Alternative provides sepration from cars for bikes in some locations but not all	Alternative provides continuous separation from cars for bikes
	Noted concern about poor pedestrian visibility, conflicts where drivers fail to yield to pedestrians in the crosswalks, and narrow sidewalks	Low	Medium	High	Medium	Alternative does not address concerns about pedestrian safety or comfort	Alternative somewhat addresses concerns about pedestrian safety or comfort	Alternative comprehensively addresses concerns about pedestrian safety and comfort
	Identified need for bus shelters and desire for more frequency and reliability for buses	Low	High	Medium	Low	Alternative does not address concerns about bus facilities and reliability	Alternative somewhat addresses concerns about bus facilities and reliability	Alternative comprehensively addresses concerns about bus facilities and reliability

MEMORANDUM

To: Cassie Halls, Asiya Patel, SamTrans

From: Christopher Sauvageau | Mark Thomas

Date: November 13, 2025

RE: Central El Camino Real Multimodal Plan – Basis of Cost Analysis

---

PURPOSE: This memorandum documents the background information and approach to develop opinions of probable costs for projects identified in the Central El Camino Real Multimodal Plan (Central El Camino Plan). This study evaluates proposed improvements within the cities of San Mateo, Belmont, San Carlos, and Redwood City that will impact the regional corridor to increase alternative travel options and roadway user safety.

ASSUMPTIONS:

The following will list the assumptions used to determine the high-level cost of the project based on the anticipated lengths.

Per Unit Prices

The following assumptions for unit cost were used based on the available Caltrans Contract Cost Data website, then converted to a unit cost per linear foot of segment based on each segment's design. Due to variations in these designs, a range of unit prices per linear foot is shown.

Item Description	Unit	Unit Price	Unit Price per LF of Segment
Remove Concrete Curb	LF	$30	$60
Remove Concrete (Curb & Gutter)	LF	$35	$70
Remove Thermoplastic Traffic Stripe	LF	$1	$3-$8
Roadway Excavation	CY	$100	$30-$213
Cold Plane Asphalt Concrete Pavement	SQYD	$5	$25-$45
Hot Mix Asphalt (Type A)	TON	$150	$100-$220
Class 2 Aggregate Base	CY	$200	$10-$80
Concrete (Median Curb)	CY	$1,150	$70-$215
Concrete (Curb & Gutter)	CY	$1,300	$155
Concrete (Island Paving)	CY	$950	$23-$36
Concrete (Sidewalk)	CY	$1,000	$18-$173
Thermoplastic Traffic Stripe	LF	$3	$6-$18
Pavement Marking	SF	$12	$48-$264

General Costs

In addition to the per unit prices above, there are other construction costs that are harder to quantify due to inconsistent frequency throughout the corridor or unknown location-specific design challenges. These items are instead captured via percentages relative to the measurable construction costs listed above. These percentages were derived from cost estimates of similar projects in the Bay Area (Bascom Complete Streets Project in San Jose and El Camino Real Bicycle and Pedestrian Improvement Project in Colma), and are broken down below:

Item Description	Percentage of Roadway Costs
Intersection Features	45%
Drainage & Utilities	20-25%
Signage	1%
Temporary Construction	5%
Landscaping & Irrigation	25%
Minor Items	25%
Total	126%

"Minor items" covers the cost of minor construction items that are not defined during the planning effort but may be required to implement this project.

Finally, an additional 40% contingency is applied to all estimates to capture all unforeseen costs.

Roadway Assumptions

The subsequent assumptions have been formulated for all segments where applicable.

1. Concrete Curb and Gutter will be replaced even if the curb line remains the same.
2. Existing and Proposed Roadway Depths:
    a. Hot Mix Asphalt (HMA) Type A – 0.75'
    b. Class II Aggregate Base – 0.8'
3. Existing and Proposed Sidewalk & Paved Median Depths:
    a. Portland Cement Concrete (PCC) – 0.33'
    b. Class II Aggregate Base – 0.33'
4. Roadway Excavation applies to all areas that change its function (roadway/bike lane, median, sidewalk, landscaping).
    a. 0.66' depth used where landscaping converts to sidewalk or vice versa per sidewalk depths.
    b. 1.55' depth used in all other situations per roadway depths.
5. All existing roadway to remain will be cold planed to a depth of 2".
6. 2 TON of HMA equals 1 CY of HMA.
7. New curbs are based on Caltrans 2024 Standard Details. Concrete (Median Curb) uses Type A2-6 while Concrete (Curb & Gutter) uses Type A1-8.
8. Bike lane depths will match existing roadway depths.
9. Striping removal and new striping costs only include lane striping, and all new striping is 6" thermoplastic.
10. Pavement markings only include red bus lane thermoplastic paint, bus lane text markings, green bike lane thermoplastic paint, and bike lane text markings and symbols. Bus lanes are painted for their full length while bike lanes are only painted for 40% of their total length (100' approach and past intersections, assuming 500' intersection spacings).
11. It is assumed that no Right of Way will need to be acquired for these improvements.

12. It is assumed that there are no improvements requiring structures such as retaining walls or bridge/culvert expansions.

Segment and Alternatives Cost - Summary

The following tables summarize the costs based on segment and alternatives. Note that these costs are construction costs only.

Segment #	Unit Costs (LF of Segment)				
	Alt 1	Alt 1A	Alt 1B	Alt 2	Alt 3
1	$1,170	---	---	---	$2,070
2	$1,170	---	---	---	$2,070
3	$3,050	---	---	$3,110	$3,180
4	---	$2,760	$2,610	$1,920	$2,830
5	---	$2,940	$3,220	$2,520	$3,070
6	$3,170	---	---	$2,440	$2,970
7	$3,280	---	---	$2,730	$3,200
8	$3,670	---	---	$2,370	$2,940

Segment #	Length (LF)	Total Costs				
		Alt 1	Alt 1A	Alt 1B	Alt 2	Alt 3
1	4,030	$4,715,100	---	---	---	$8,342,100
2	1,900	$2,223,000	---	---	---	$3,933,000
3	4,540	$13,847,000	---	---	$14,119,400	$14,437,200
4	9,600	---	$26,496,000	$25,056,000	$18,432,000	$27,168,000
5	2,500	---	$7,350,000	$8,050,000	$6,300,000	$7,675,000
6	8,660	$27,452,200	---	---	$21,130,400	$25,720,200
7	10,980	$36,014,400	---	---	$29,975,400	$35,136,000
8	2,400	$8,808,000	---	---	$5,688,000	$7,056,000
Grand Total		$93,059,700	$33,846,000	$33,106,000	$95,645,200	$129,527,500

Soft Costs

In addition to the construction costs shown above, soft costs can be applied to each segment and alternative as desired to determine the additional costs required for project completion. Soft costs are based on percentages of the total hard cost of the construction items of the project. Soft costs are variable based on the size and complexity of all the segments. Due to these various unknowns, a maximum percentage of 65% can be assumed. The breakdown is as follows:

Soft Cost	Percentage
Civil Engineering	26-31%
Landscape Architecture	2%
Surveying	1-2%
Inspection/Construction Management	10-15%
Construction Support (Design)	5%
*Geotechnical Engineering	3-5%
*Utility Engineering/Coordination	3-5%
Total	65%

*May not be needed depending on identified conflicts with creeks, retaining walls, and existing utilities.

APPENDICES:

Appendix A - Sample Segment Cost Breakdown

Appendix B - Unit Costs Spreadsheet

MARK THOMAS

APPENDIX A - SAMPLE SEGMENT COST BREAKDOWN

The following illustrates how the costs per linear foot for each construction cost item were derived. Segment 3, Alternative 3 was selected as the example:

Segment 3, Alternative 3:
The following data was used for calculating this alternative:

1. Geometric Changes
    a. 20.5’ involves roadway
        i. 2’ of roadway to convert to sidewalk
        ii. 3.5’ of roadway to convert to paved median
        iii. 12’ of roadway to convert to landscaped medians
        iv. 3’ of paved median to convert to roadway
    b. 3’ of landscaping to convert to sidewalk
2. Geometric Constants
    a. 62.5’ of roadway to remain as roadway or be converted to bike lanes
3. Painted Lanes
    a. 12’ of new bike lane

Each item has a Conversion Factor to convert from the base unit to the cost per linear foot of the entire width of the segment and alternative. Those conversion factors are derived as follows:

1. Remove Concrete Curb - (2 curbs) x (1 linear foot) = 2 for the conversion factor
2. Remove Concrete (Curb & Gutter) - (2 curbs) x (1 linear foot) = 2 for the conversion factor
3. Remove Thermoplastic Traffic Stripe - (5 stripes) x (1 linear foot) = 5 for the conversion factor
4. Roadway Excavation - (20.5' width x 1.55' depth) + (3' width x 0.66' depth) = 33.775 SF
   (33.775 SF) x (1 linear foot) = 33.775 CF
   Divide by 27 to convert to CY -> 33.775 / 27 = 1.25 for the conversion factor
5. Cold Plane Asphalt Concrete Pavement - (62.5' width) x (1 linear foot) = 62.5 SF
   Divide by 9 to convert to SY -> 62.5 / 9 = 6.94 for the conversion factor
6. Hot Mix Asphalt (Type A) - (62.5' width x 0.167' depth) + (3' width x 0.75' depth) = 12.69 SF
   (12.69 SF) x (1 linear foot) = 12.69 CF
   Divide by 27 to get cubic yards -> 12.69 / 27 = 0.47 CY
   Multiply by 2 to convert to tons -> 0.47 x 2 = 0.94 for the conversion factor
7. Class 2 Aggregate Base - (3' width x 0.8' depth) + (8' width x 0.33' depth) = 5.04 SF
   (5.04 SF) x (1 linear foot) = 5.04 CF
   Divide by 27 to get cubic yards -> 5.04 / 27 = 0.187 for the conversion factor
8. Concrete (Median Curb) - 1 LF of curb = 0.0308 CY of concrete
   (6 curbs) x (0.0308 CY) = 0.185 for the conversion factor
9. Concrete (Curb & Gutter) - 1 LF of curb & gutter = 0.059 CY of concrete
   (2 curbs) x (0.059 CY) = 0.118 for the conversion factor
10. Concrete (Island Paving) - (3' width x 0.33' depth) = 1 SF
    (1 SF) x (1 linear foot) = 1 CF
    Divide by 27 to get cubic yards -> 1 / 27 = 0.037 for the conversion factor

11. Concrete (Sidewalk) - (5' width x 0.33' depth) = 1.67 SF
    (1.67 SF) x (1 linear foot) = 1.67 CF
    Divide by 27 to get cubic yards -> 1.67 / 27 = 0.0617 for the conversion factor
12. Thermoplastic Traffic Stripe - (3 stripes) x (1 linear foot) = 3 for the conversion factor
13. Pavement Marking - (12' width) x (1 linear foot) = 12 SF
    Assume bike lanes are painted solid for 40% of segment -> 12 x 0.4 = 4.8 for the conversion factor

The table below provides a summary of items included in this alternative, as well as their Linear Foot of Segment (LFS) unit price:

Item Description	Unit	Unit Cost	Conversion Factor	Cost / LFS
Remove Concrete Curb	LF	$30	2	$60.00
Remove Concrete (Curb & Gutter)	LF	$35	2	$70.00
Remove Thermoplastic Traffic Stripe	LF	$1	5	$5
Roadway Excavation	CY	$100	1.25	$125.02
Cold Plane Asphalt Concrete Pavement	SQYD	$5	6.94	$34.72
Hot Mix Asphalt (Type A)	TON	$150	0.94	$140.74
Class 2 Aggregate Base	CY	$200	0.187	$37.33
Concrete (Median Curb)	CY	$1,150	0.185	$212.80
Concrete (Curb & Gutter)	CY	$1,300	0.118	$153.48
Concrete (Island Paving)	CY	$950	0.037	$35.19
Concrete (Sidewalk)	CY	$1,000	0.0617	$61.73
Thermoplastic Traffic Stripe	LF	$3	3	$9
Pavement Marking	SF	$12	4.8	$57.60
			Subtotal	**$1,002.60**
			General Costs (126%)	$1,263.27
			Subtotal of Construction Items	**$2,265.87**
			Contingency (40%)	$906.35
			Total	**$3,172.22**
			Rounded Cost	**$3,180**

Appendix B - Unit Costs Spreadsheet

Bid Items	Unit Costs per Alt																							
	Segment 1		Segment 2		Segment 3			Segment 4				Segment 5				Segment 6			Segment 7			Segment 8		
	Alt 1	Alt 3	Alt 1	Alt 3	Alt 1	Alt 2	Alt 3	Alt 1A	Alt 1B	Alt 2	Alt 3	Alt 1A	Alt 1B	Alt 2	Alt 3	Alt 1	Alt 2	Alt 3	Alt 1	Alt 2	Alt 3	Alt 1	Alt 2	Alt 3
Remove Concrete Curb	$ -	$ -	$ -	$ -	$ 60.00	$ 60.00	$ 60.00	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 60.00	$ 60.00	$ 60.00	$ 60.00	$ 60.00	$ 60.00	$ 60.00	$ 60.00	$ 60.00
Remove Concrete (Curb & Gutter)	$ 70.00	$ 70.00	$ 70.00	$ 70.00	$ 70.00	$ 70.00	$ 70.00	$ 70.00	$ 70.00	$ 70.00	$ 70.00	$ 70.00	$ 70.00	$ 70.00	$ 70.00	$ 70.00	$ 70.00	$ 70.00	$ 70.00	$ 70.00	$ 70.00	$ 70.00	$ 70.00	$ 70.00
Remove Thermoplastic Traffic Stripe	$ 3.00	$ 3.00	$ 4.00	$ 4.00	$ 5.00	$ 5.00	$ 5.00	$ 8.00	$ 8.00	$ 8.00	$ 8.00	$ 7.00	$ 7.00	$ 7.00	$ 7.00	$ 4.00	$ 4.00	$ 4.00	$ 4.00	$ 4.00	$ 4.00	$ 4.00	$ 4.00	$ 4.00
Roadway Excavation	$ -	$ 30.30	$ -	$ 30.30	$ 66.02	$ 198.80	$ 125.02	$ 137.78	$ 45.93	$ 137.78	$ 177.96	$ 137.78	$ 129.17	$ 212.41	$ 189.44	$ 129.17	$ 126.30	$ 86.11	$ 94.72	$ 183.70	$ 172.22	$ 152.13	$ 91.85	$ 109.07
Cold Plane Asphalt Concrete Pavement	$ 30.00	$ 27.78	$ 30.00	$ 27.78	$ 39.72	$ 28.06	$ 34.72	$ 35.56	$ 44.44	$ 35.56	$ 31.67	$ 35.56	$ 36.39	$ 28.33	$ 30.56	$ 28.06	$ 25.28	$ 30.00	$ 32.50	$ 26.39	$ 26.67	$ 28.06	$ 30.28	$ 28.33
Hot Mix Asphalt (Type A)	$ 100.00	$ 117.59	$ 100.00	$ 117.59	$ 157.40	$ 118.51	$ 140.74	$ 118.51	$ 148.14	$ 118.51	$ 105.55	$ 118.51	$ 121.29	$ 94.44	$ 135.18	$ 185.18	$ 130.09	$ 158.33	$ 166.66	$ 183.79	$ 172.22	$ 218.51	$ 138.42	$ 127.77
Class 2 Aggregate Base	$ -	$ 16.74	$ -	$ 16.74	$ 25.11	$ 59.33	$ 37.33	$ -	$ -	$ -	$ 9.78	$ 9.78	$ 14.67	$ 24.44	$ 14.67	$ 79.85	$ 47.26	$ 52.48	$ 41.48	$ 73.04	$ 59.26	$ 59.26	$ 41.33	$ 35.93
Minor Concrete (Curb)	$ -	$ 141.86	$ -	$ 141.86	$ 70.93	$ 70.93	$ 212.80	$ 70.93	$ 70.93	$ 70.93	$ 212.80	$ 70.93	$ 212.80	$ 70.93	$ 212.80	$ 70.93	$ 70.93	$ 212.80	$ 212.80	$ 70.93	$ 212.80	$ 212.80	$ 70.93	$ 212.80
Minor Concrete (Curb & Gutter)	$ 153.48	$ 153.48	$ 153.48	$ 153.48	$ 153.48	$ 153.48	$ 153.48	$ 153.48	$ 153.48	$ 153.48	$ 153.48	$ 153.48	$ 153.48	$ 153.48	$ 153.48	$ 153.48	$ 153.48	$ 153.48	$ 153.48	$ 153.48	$ 153.48	$ 153.48	$ 153.48	$ 153.48
Minor Concrete (Island Paving)	$ -	$ 23.46	$ -	$ 23.46	$ 35.19	$ 35.19	$ 35.19	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 35.19	$ -	$ -	$ -	$ -	$ -	$ -
Minor Concrete (Sidewalk)	$ -	$ -	$ -	$ -	$ -	$ 172.84	$ 61.73	$ -	$ -	$ -	$ 49.38	$ 49.38	$ 74.07	$ 123.46	$ 74.07	$ 74.07	$ 74.07	$ 18.52	$ -	$ 24.69	$ -	$ -	$ 74.07	$ 61.73
6" Thermoplastic Traffic Stripe	$ 12.00	$ 9.00	$ 12.00	$ 9.00	$ 15.00	$ 9.00	$ 9.00	$ 12.00	$ 18.00	$ 12.00	$ 6.00	$ 12.00	$ 9.00	$ 9.00	$ 6.00	$ 12.00	$ 9.00	$ 9.00	$ 9.00	$ 12.00	$ 6.00	$ 9.00	$ 12.00	$ 6.00
Thermoplastic Pavement Marking	$ -	$ 60.00	$ -	$ 60.00	$ 264.00	$ -	$ 57.60	$ 264.00	$ 264.00	$ -	$ 67.20	$ 264.00	$ 189.60	$ -	$ 76.80	$ 132.00	$ -	$ 48.00	$ 189.60	$ -	$ 72.00	$ 189.60	$ -	$ 57.60
BID ITEM SUBTOTAL	$ 368.47	$ 653.20	$ 369.47	$ 654.20	$ 961.85	$ 981.13	$ 1,002.60	$ 870.26	$ 822.92	$ 606.26	$ 891.82	$ 928.42	$ 1,017.46	$ 793.49	$ 970.00	$ 998.74	$ 770.41	$ 937.90	$ 1,034.24	$ 862.02	$ 1,008.64	$ 1,156.83	$ 746.37	$ 926.71
Intersection Design	$ 165.81	$ 293.94	$ 166.26	$ 294.39	$ 432.83	$ 441.51	$ 451.17	$ 391.62	$ 370.32	$ 272.82	$ 401.32	$ 417.79	$ 457.86	$ 357.07	$ 436.50	$ 449.43	$ 346.68	$ 422.05	$ 465.41	$ 387.91	$ 453.89	$ 520.57	$ 335.87	$ 417.02
Drainage	$ 55.27	$ 97.98	$ 55.42	$ 98.13	$ 144.28	$ 147.17	$ 150.39	$ 130.54	$ 123.44	$ 90.94	$ 133.77	$ 139.26	$ 152.62	$ 119.02	$ 145.50	$ 149.81	$ 115.56	$ 140.68	$ 155.14	$ 129.30	$ 151.30	$ 173.52	$ 111.96	$ 139.01
Utilities	$ 36.85	$ 65.32	$ 36.95	$ 65.42	$ 96.18	$ 98.11	$ 100.26	$ 87.03	$ 82.29	$ 60.63	$ 89.18	$ 92.84	$ 101.75	$ 79.35	$ 97.00	$ 99.87	$ 77.04	$ 93.79	$ 103.42	$ 86.20	$ 100.86	$ 115.68	$ 74.64	$ 92.67
Signage	$ 3.68	$ 6.53	$ 3.69	$ 6.54	$ 9.62	$ 9.81	$ 10.03	$ 8.70	$ 8.23	$ 6.06	$ 8.92	$ 9.28	$ 10.17	$ 7.93	$ 9.70	$ 9.99	$ 7.70	$ 9.38	$ 10.34	$ 8.62	$ 10.09	$ 11.57	$ 7.46	$ 9.27
Temporary Construction	$ 18.42	$ 32.66	$ 18.47	$ 32.71	$ 48.09	$ 49.06	$ 50.13	$ 43.51	$ 41.15	$ 30.31	$ 44.59	$ 46.42	$ 50.87	$ 39.67	$ 48.50	$ 49.94	$ 38.52	$ 46.89	$ 51.71	$ 43.10	$ 50.43	$ 57.84	$ 37.32	$ 46.34
Landscaping & Irrigation	$ 92.12	$ 163.30	$ 92.37	$ 163.55	$ 240.46	$ 245.28	$ 250.65	$ 217.56	$ 205.73	$ 151.56	$ 222.95	$ 232.10	$ 254.37	$ 198.37	$ 242.50	$ 249.68	$ 192.60	$ 234.47	$ 258.56	$ 215.51	$ 252.16	$ 289.21	$ 186.59	$ 231.68
Minor Items	$ 92.12	$ 163.30	$ 92.37	$ 163.55	$ 240.46	$ 245.28	$ 250.65	$ 217.56	$ 205.73	$ 151.56	$ 222.95	$ 232.10	$ 254.37	$ 198.37	$ 242.50	$ 249.68	$ 192.60	$ 234.47	$ 258.56	$ 215.51	$ 252.16	$ 289.21	$ 186.59	$ 231.68
SOFT COST SUBTOTAL	$ 464.28	$ 823.04	$ 465.54	$ 824.30	$ 1,211.93	$ 1,236.23	$ 1,263.27	$ 1,096.52	$ 1,036.88	$ 763.88	$ 1,123.69	$ 1,169.81	$ 1,282.00	$ 999.80	$ 1,222.19	$ 1,258.41	$ 970.71	$ 1,181.75	$ 1,303.14	$ 1,086.15	$ 1,270.89	$ 1,457.61	$ 940.42	$ 1,167.65
Contingency	$ 333.10	$ 590.50	$ 334.00	$ 591.40	$ 869.51	$ 886.95	$ 906.35	$ 786.71	$ 743.92	$ 548.06	$ 806.20	$ 839.29	$ 919.79	$ 717.32	$ 876.88	$ 902.86	$ 696.45	$ 847.86	$ 934.95	$ 779.27	$ 911.81	$ 1,045.78	$ 674.72	$ 837.75
TOTAL / LF	$ 1,166	$ 2,067	$ 1,169	$ 2,070	$ 3,043	$ 3,104	$ 3,172	$ 2,753	$ 2,604	$ 1,918	$ 2,822	$ 2,938	$ 3,219	$ 2,511	$ 3,069	$ 3,160	$ 2,438	$ 2,968	$ 3,272	$ 2,727	$ 3,191	$ 3,660	$ 2,362	$ 2,932
TOTAL / LF (rounded)	$ 1,170	$ 2,070	$ 1,170	$ 2,070	$ 3,050	$ 3,110	$ 3,180	$ 2,760	$ 2,610	$ 1,920	$ 2,830	$ 2,940	$ 3,220	$ 2,520	$ 3,070	$ 3,170	$ 2,440	$ 2,970	$ 3,280	$ 2,730	$ 3,200	$ 3,670	$ 2,370	$ 2,940
Segment Length	4030	4030	1900	1900	4540	4540	4540	9600	9600	9600	9600	2500	2500	2500	2500	8660	8660	8660	10980	10980	10980	2400	2400	2400
TOTAL SEGMENT COST	$ 4,715,100	$ 8,342,100	$ 2,223,000	$ 3,933,000	$ 13,847,000	$ 14,119,400	$ 14,437,200	$ 26,496,000	$ 25,056,000	$ 18,432,000	$ 27,168,000	$ 7,350,000	$ 8,050,000	$ 6,300,000	$ 7,675,000	$ 27,452,200	$ 21,130,400	$ 25,720,200	$ 36,014,400	$ 29,975,400	$ 35,136,000	$ 8,808,000	$ 5,688,000	$ 7,056,000
TOTAL SEGMENT COST / MILE	$ 6,177,600	$ 10,929,600	$ 6,177,600	$ 10,929,600	$ 16,104,000	$ 16,420,800	$ 16,790,400	$ 14,572,800	$ 13,780,800	$ 10,137,600	$ 14,942,400	$ 15,523,200	$ 17,001,600	$ 13,305,600	$ 16,209,600	$ 16,737,600	$ 12,883,200	$ 15,681,600	$ 17,318,400	$ 14,414,400	$ 16,896,000	$ 19,377,600	$ 12,513,600	$ 15,523,200

Fehr & Peers

Memo

Date: September 4, 2026

To: Cassie Halls, Asiya Patel, SamTrans

From: Erin Ferguson, PE, RSP2I; Fehr & Peers

Subject: City of San Mateo's Alternative 4 Existing Cross-Section Plus Spot Improvements

---

After development of the Central El Camino Real Multimodal Plan ("Plan"), the City of San Mateo requested that the Plan be updated to include a fourth alternative (Alternative 4) unique to the segments within the City of San Mateo. Alternative 4 consists of the existing cross-section plus the spot improvements described in the Plan.

The body of the Plan has been updated to include Alternative 4 for the City of San Mateo. This memorandum will be added to *Appendix C Phase 2 Alternatives and Evaluation* to: (1) document that Alternative 4 was added (as noted above); and (2) include the evaluation of Alternative 4 that was prepared by City of San Mateo staff and shared with the City's Sustainability & Infrastructure Commission (SIC) on September 9, 2026 and City Council on September 22, 2026.

The following is the table City of San Mateo staff edited to include Alternative 4 in comparison to the other corridor-wide alternatives developed and evaluated in October 2025 memo (also included in Appendix C). The evaluations for the existing conditions and Alternatives 1 through 3 were done on a corridor wide basis (i.e., considering El Camino Real in San Mateo, Belmont, San Carlos, and Redwood City) whereas the evaluation of Alternative 4 by City of San Mateo staff focused on the extents of El Camino Real within the City of San Mateo.

Evaluation Topic	Existing	Alt 1: Transit	Alt 2: Pedestrian	Alt 3: Bicycle	Alt 4: Spot*
Alignment with Caltrans Policy	Low	Medium	Medium	High	Low
Alignment with Local Policy	Low	High	Medium	Medium	Medium
Effect on People Walking	Low	Medium	High	High	Low
Effect on People Biking	Low	Medium	Low	High	Low
Effect on People Riding Transit	Low	High	Medium	Low	Low
Effect on People Driving and Parking	Medium	Low	Medium	Low	Medium
Effect on the Environment	Low	High	Medium	High	Low
Addressing Community Input	Low	Medium	Medium	Medium	Medium

Table 1. Alternatives Evaluation Summary (Source: Central El Camino Multimodal Plan – Alternatives Evaluation Memo, Fehr & Peers, October 23, 2025)
**City of San Mateo-exclusive alternative. Individual topics were evaluated by City staff, with community input gathered through business outreach.*

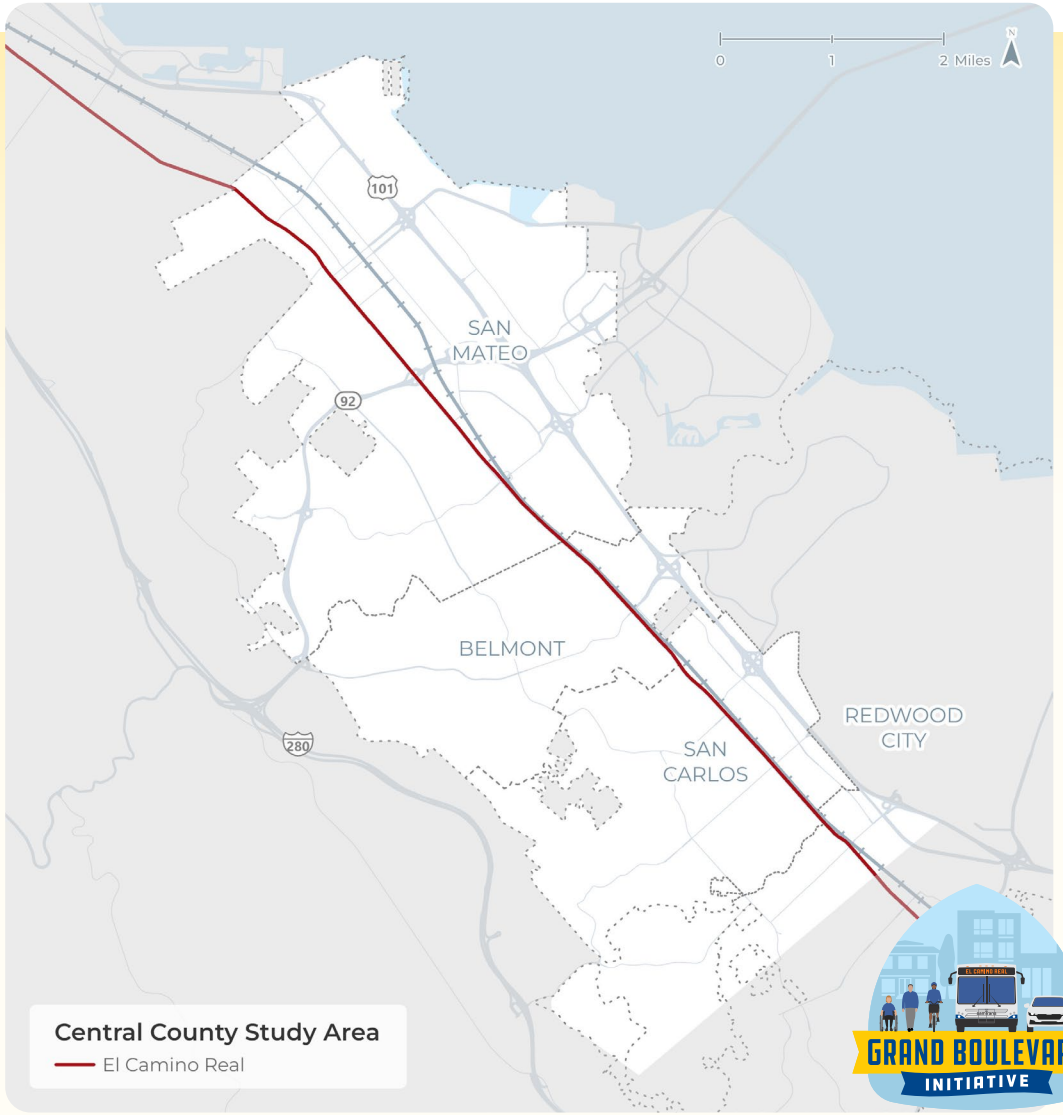
Appendix D

Existing Conditions



Central El Camino Multimodal Plan – Needs Assessment

Prepared by Fehr & Peers



Contents

1. Introduction
2. Corridor-Wide Snapshot
3. San Mateo
4. Belmont
5. San Carlos & Redwood City

samTrans

Introduction



Central El Camino Multimodal Plan

Plan Goal: Bring the Central section of El Camino Real into alignment with planning efforts to develop a cohesive vision for El Camino Real through San Mateo County.

Study Goal: “Central” El Camino Real refers to El Camino Real (State-Route 82) through the Cities of San Mateo, Belmont, San Carlos, and the northern section of Redwood City.

Study Partners: SamTrans is leading the study in close collaboration with planning and engineering staff members from each City.



Grand Boulevard Initiative

The Central El Camino Multimodal study is a related to the Grand Boulevard Initiative, which sets guiding principles for achieving a balanced multimodal corridor along El Camino Real within San Mateo County. The effort will ultimately establish a cohesive vision and preferred alternative for El Camino.

The Central El Camino Study will bring San Mateo, Belmont, San Carlos, and northern Redwood City into alignment with the studies conducted in other cities in San Mateo County so that GBI may move forward with all cities at the same step in the planning process.



Purpose of the Needs Assessment

This document evaluates the existing conditions along El Camino Real as they relate to multimodal travel. The analysis serves to deepen our understanding of El Camino's current role in the county and the elements which do or do not meet the mobility needs for people who live in, work in, or visit the area.

Fehr & Peers has leveraged a variety of data sources to develop a holistic picture of the corridor.



What data is included?

Contextual Information & Data

Previous Planning & Engagement Efforts

Equity Priority Communities

Land-Use Data

Mode Share, Trip Purpose, and Trip Length

Multimodal Experience

Bus Speed, Ridership

Vehicle Volumes, Speeds, LOS

Parking Occupancy

Walking & Biking Experience

Sidewalk gaps

Collision Data

Street Cross Sections

Vehicle Lanes

Parking

Bike Facilities

Sidewalks

Landscaping

Corridor-Wide Snapshot



Corridor-Wide Snapshot

El Camino serves a unique role in Central San Mateo County

El Camino is a state-owned facility which runs north-south through San Mateo County, connecting to San Francisco to the north and Santa Clara County to the South. It's primarily at-grade with four to six vehicle lanes. Highway 101 and I-280 run parallel to El Camino to the east and west, respectively.

The following section provides a snapshot of El Camino through the study area; specifically, how it is used and by whom. While each City has distinct opportunities and challenges along El Camino, El Camino's role is largely consistent across City boundaries.



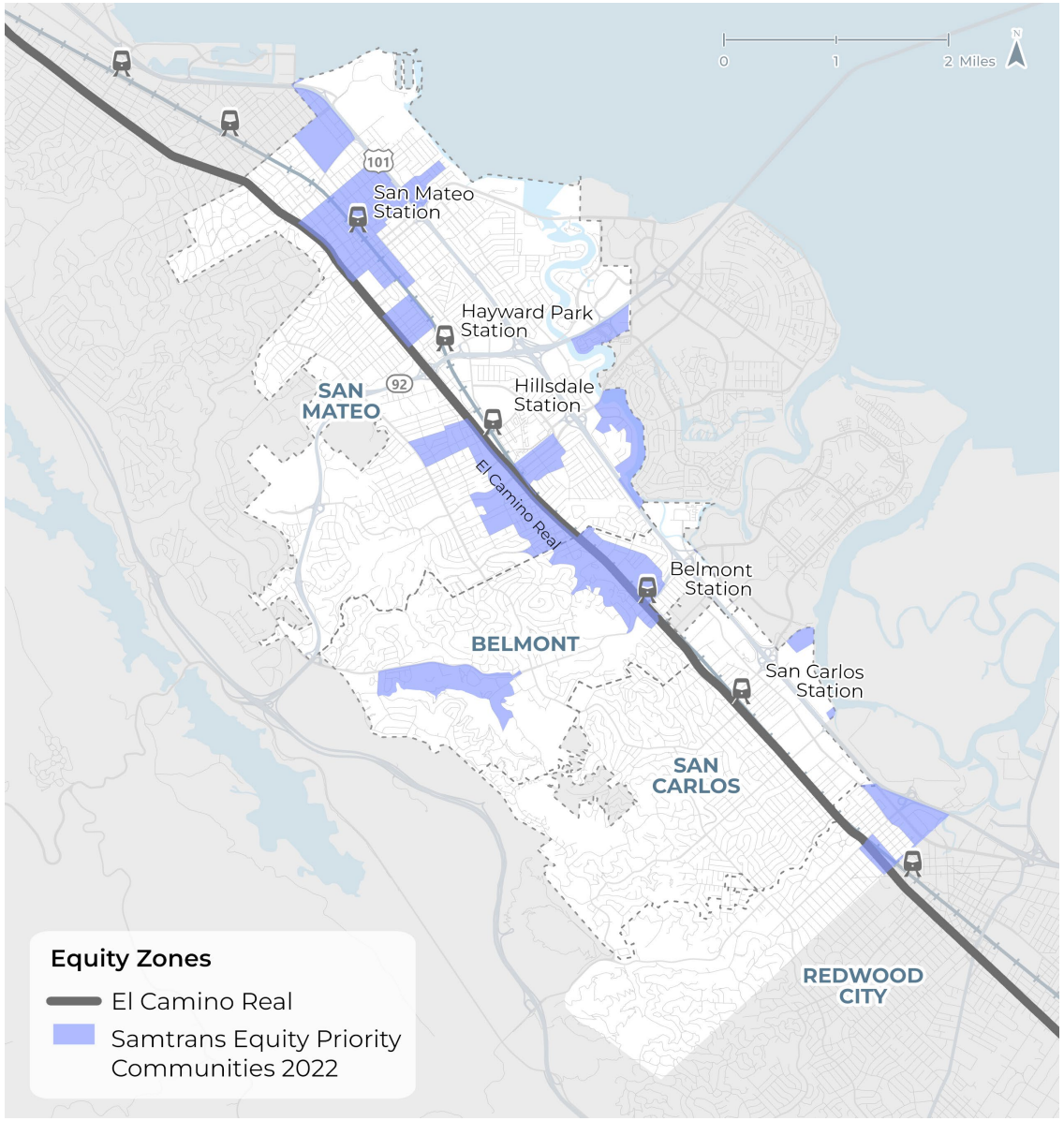
Corridor-Wide Snapshot

Equity Priority Communities

SamTrans identifies equity priority areas based on household income, racial and ethnic minorities, and zero car households. In Central San Mateo County, the equity priority areas are largely concentrated along El Camino Real.

Key Takeaways

Investments and modal prioritization should reflect the needs of those living in equity priority areas adjacent to the project corridor seek to enhance mobility options.



Source: Samtrans Equity Priority Communities 2022

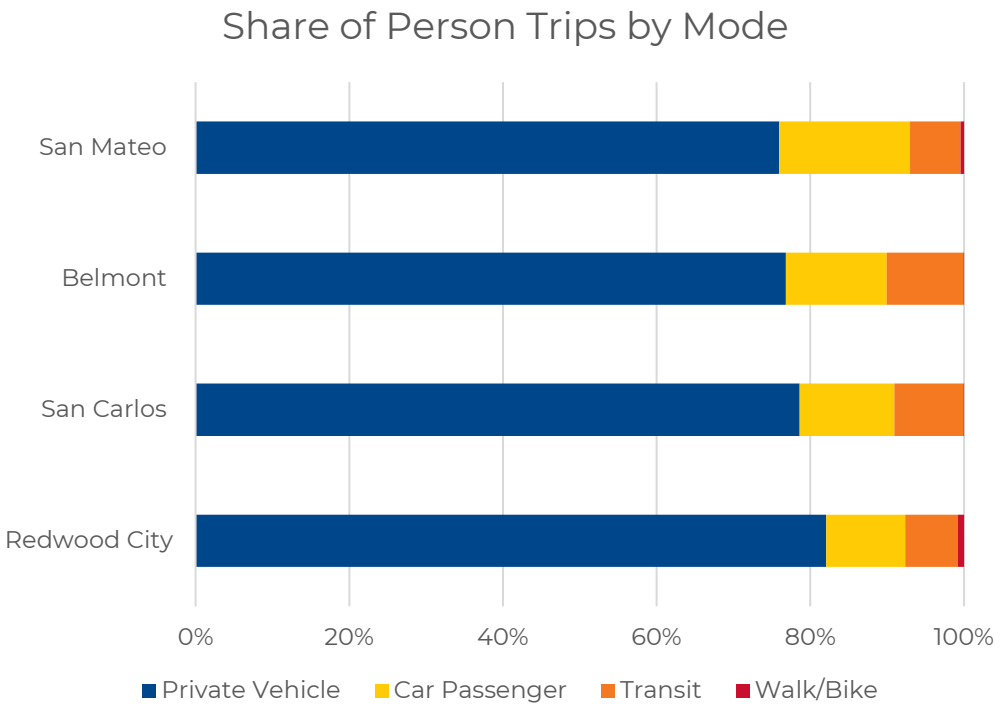
Mode Share

Mode split is consistent along the corridor through the study cities.

- 90% of people travel by car
- 10% of people travel using transit
- A very small proportion of trips are walk or bike trips (<2%)

Key Takeaways

Transit is a key mode along El Camino under existing conditions. Meanwhile, the share of people who walk and bike along the corridor has room to grow. The study should strive to strike a balance which preserves functionality for people traveling by car while increasing the comfort and accessibility of traveling by other modes.



Source: Replica, Spring 2024

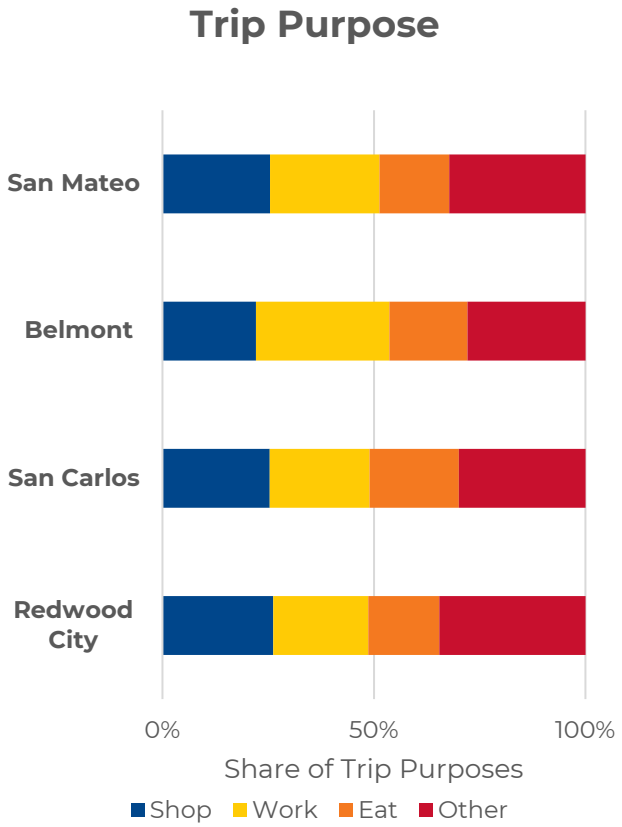
Trip Purpose & Length

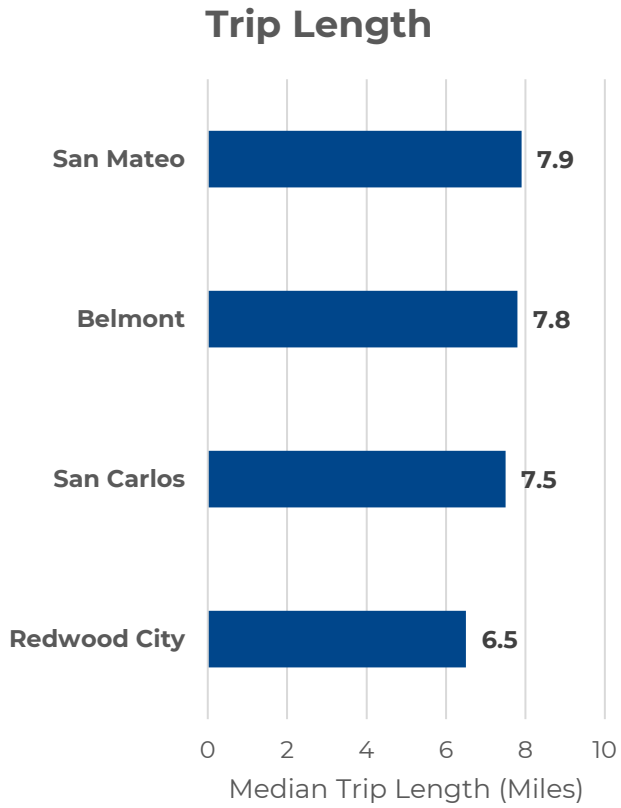
People travel on El Camino for a wide range of reasons.

Generally, trips which travel along El Camino in the four cities are 6.5-8 miles total in length, including travel to access El Camino.

Key Takeaways

Most of the trips along El Camino are local, rather than pass through traffic. Recommendations should emphasize local access and permeability.



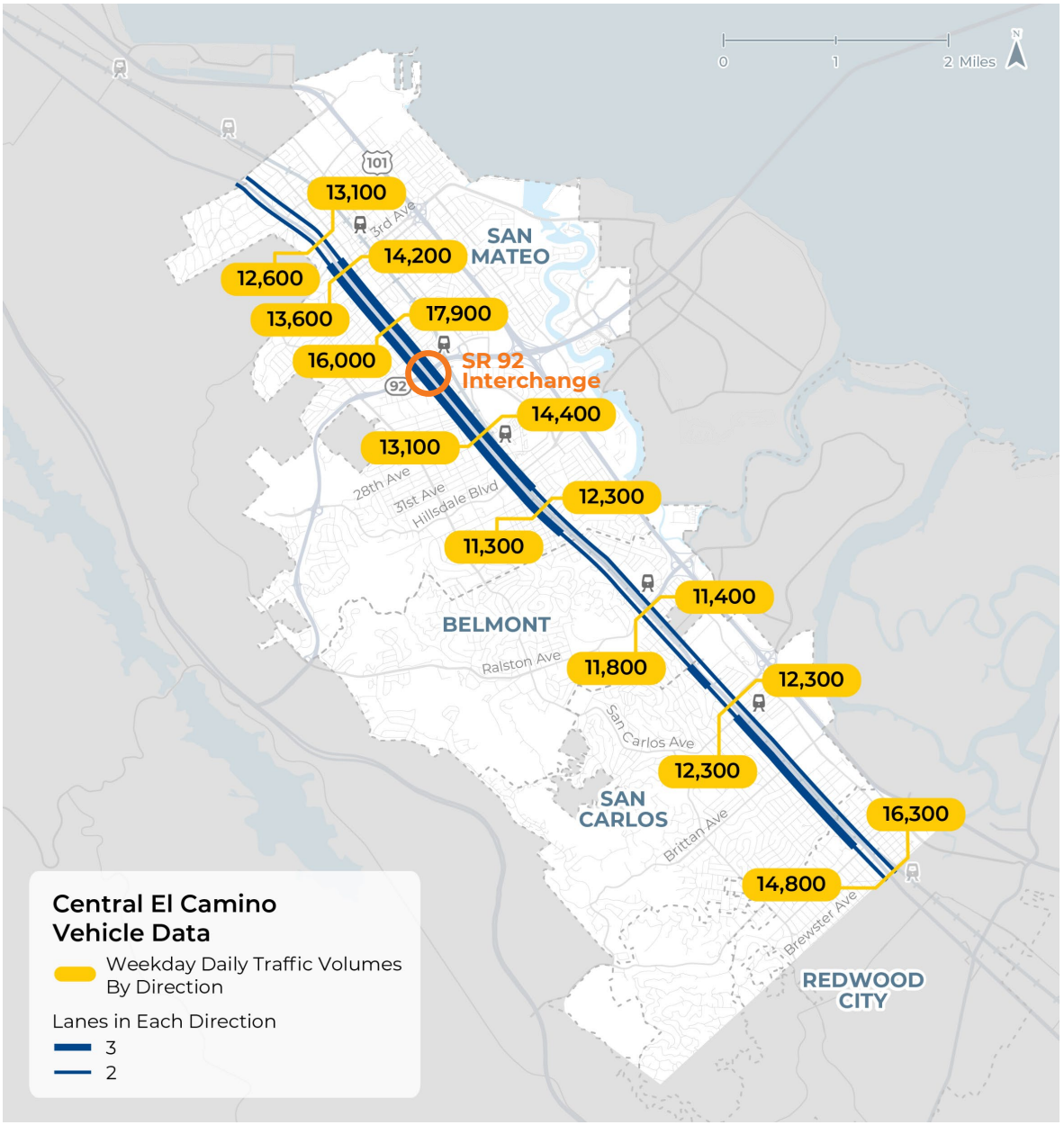


Source: Replica, Spring 2024

Corridor-Wide Snapshot

Travel Lanes & Daily Volumes

The number of travel lanes along El Camino varies between 4 to 6 lanes (2-3 lanes in each direction). Daily traffic volumes along the corridor range from 23,000 to 38,000 trips throughout Central El Camino. Generally, northbound volumes tend to be higher than southbound volumes. Volumes are highest in San Mateo, especially around the SR 92 interchange.



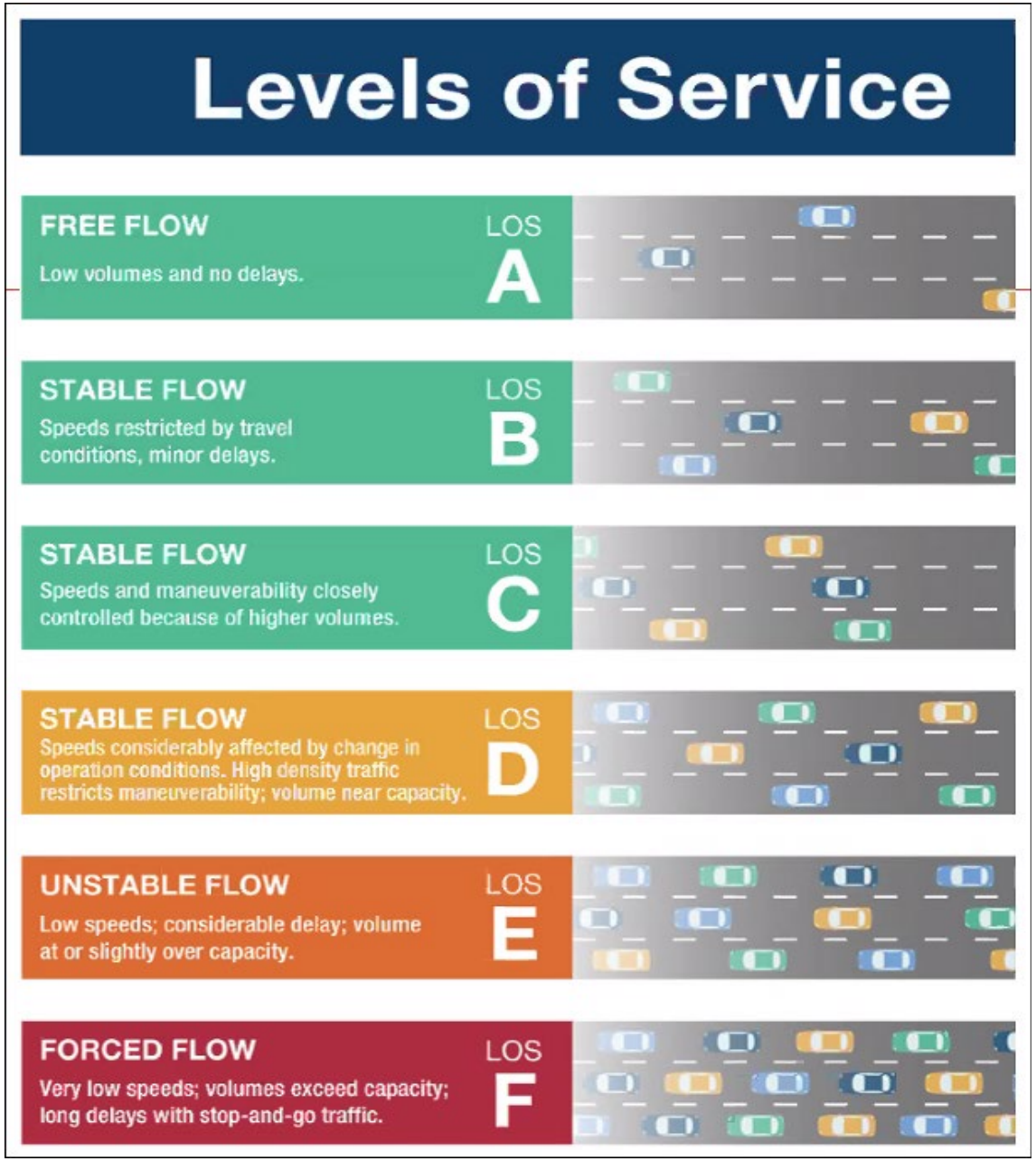
Source: SamTrans Counts, February 2025

samTrans

What is LOS?

Level of Service indicates level of vehicle congestion for a specific time period. When agencies set policies that require achieving a minimum LOS, it prioritizes wide, fast roads for cars and deprioritizes space for other modes.

In this study, we will use segment LOS as ONE metric to understand how El Camino operates today and how it may operate in the future under different alternatives.



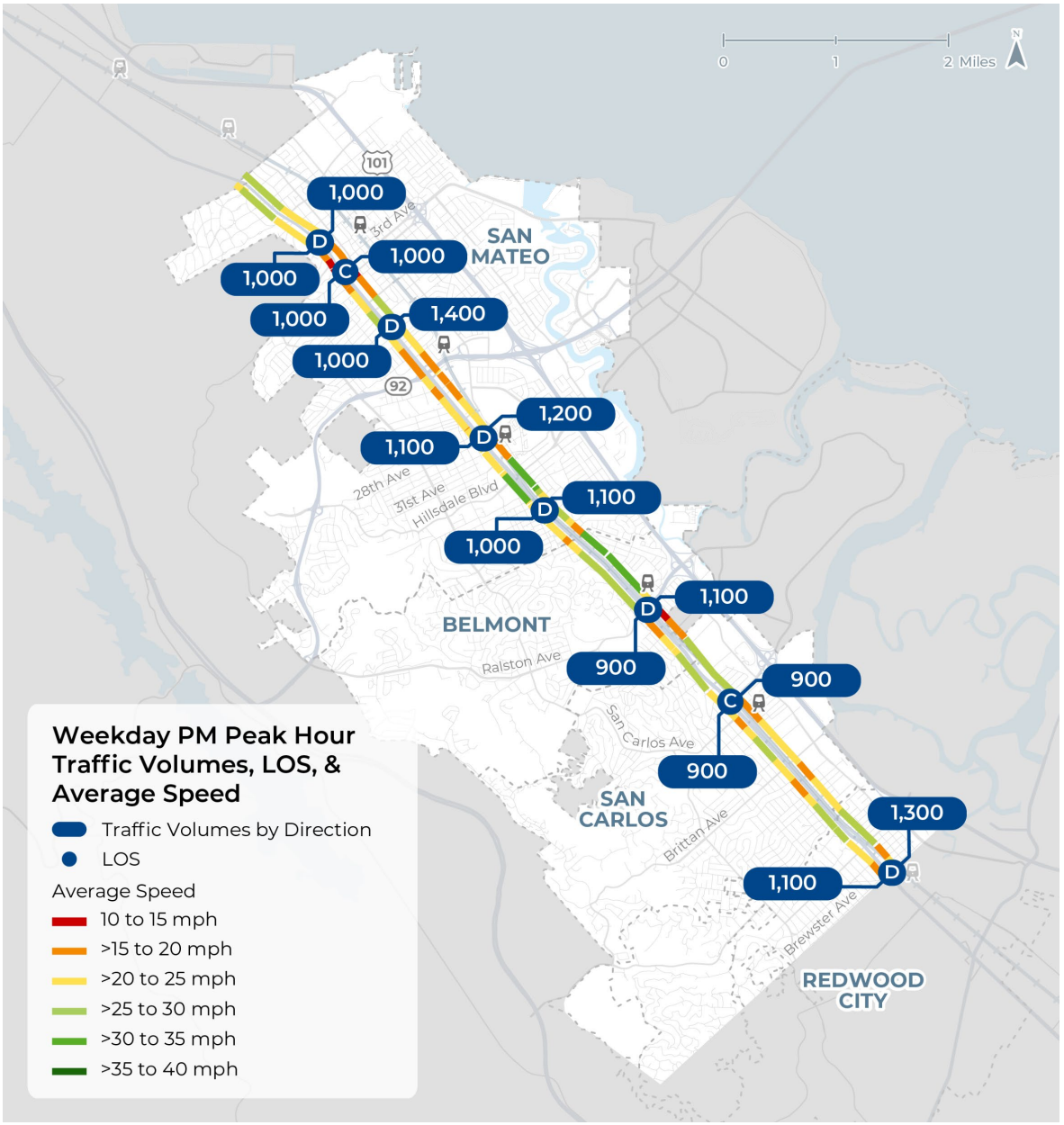
Corridor-Wide Snapshot

Observed Auto Speed and Volumes Weekday PM Peak

The segment level of service (LOS) along El Camino is considered acceptable at LOS C or D in the evening peak hour. The slowest speeds are observed in the downtown areas of each city, with free flow speeds at or above the posted speed limit in other stretches.

Key Takeaways

The vehicle level of service meets or exceeds acceptable levels. There are also areas of higher than desired speeds. Collectively, this indicates there are opportunities to repurpose space for non-auto modes.



Source: SamTrans Counts, February 2025; INRIX December 2024

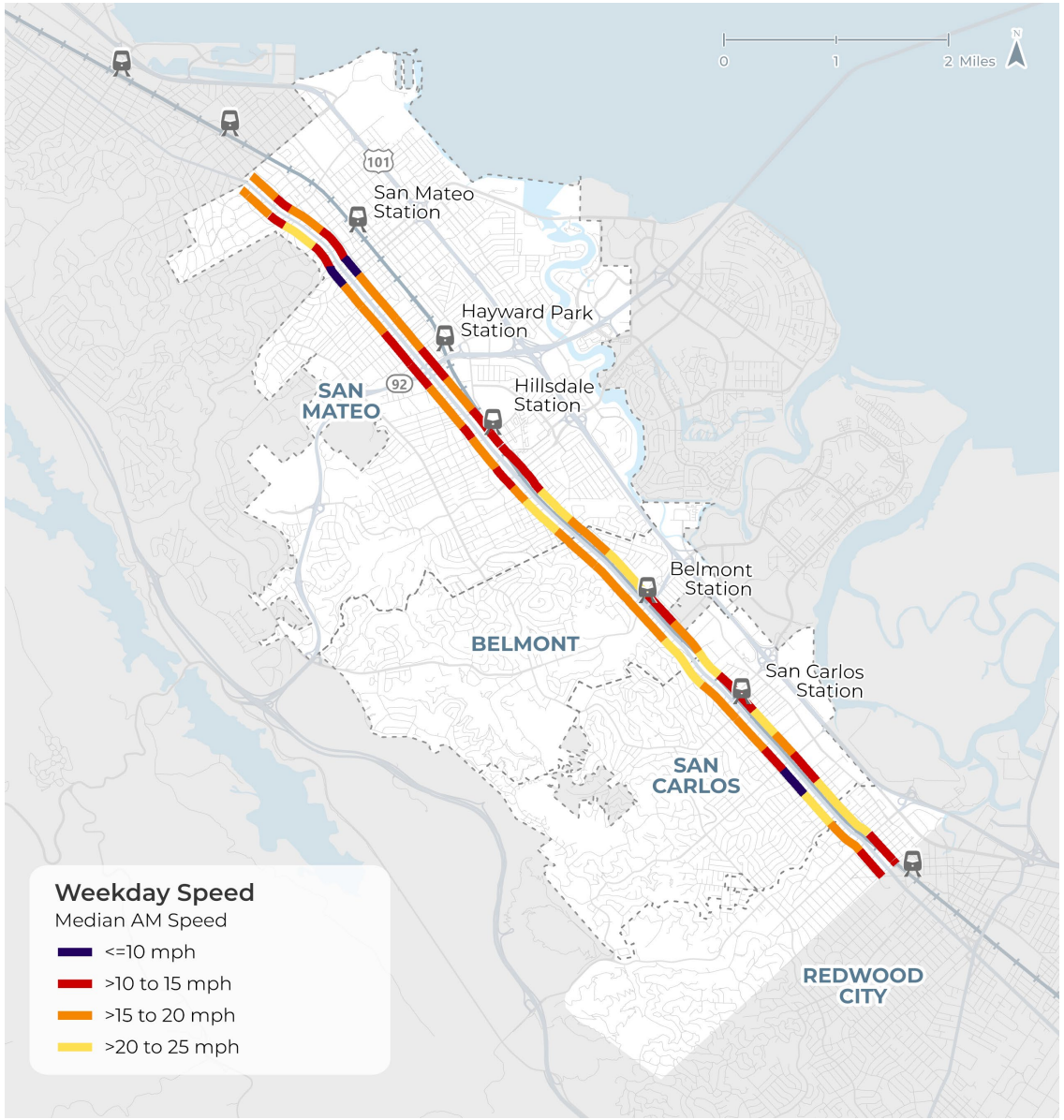
samTrans

Corridor-Wide Snapshot

AM Peak Bus Speeds

Bus speeds for Route ECR along the corridor are significantly slower than vehicle speeds, at an average of 13 mph. These speeds are not desirable for Route ECR's performance.

San Mateo and Redwood City are two of the slowest cities for route ECR. Speeds are slightly slower in the southbound direction.



Source: SamTrans Automatic Passenger Counting Data 1/1/25-3/3/25

samTrans

Corridor-Wide Snapshot

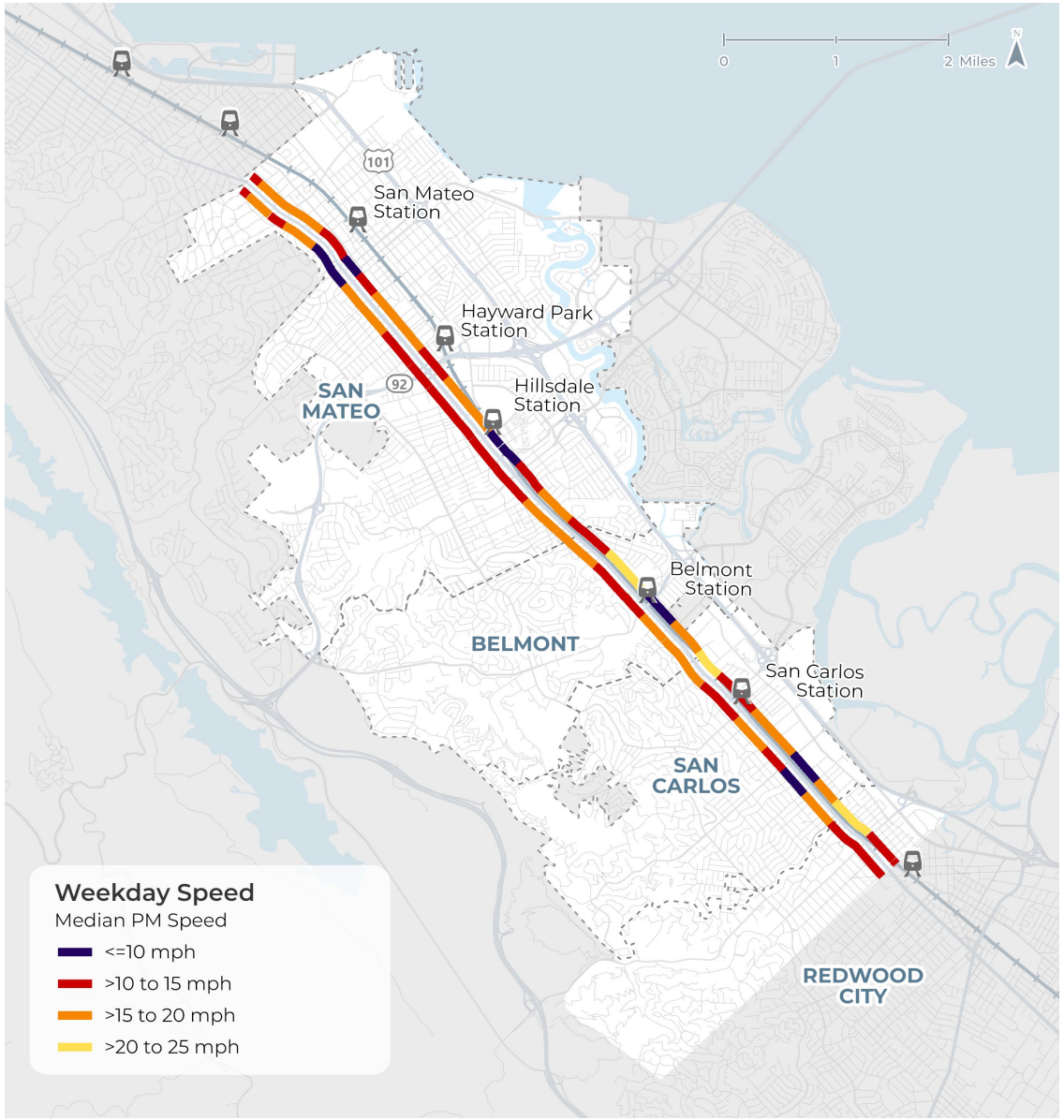
PM Peak Bus Speeds

Speeds are generally slower in the PM peak period than the AM peak period and there are no portions of the southbound corridor where speed exceed 20 mph.

San Mateo and Redwood City are two of the slowest cities for route ECR.

Key Takeaways

Slow bus speeds indicate an opportunity to improve the performance of Route ECR



Source: SamTrans Automatic Passenger Counting Data 1/1/25-3/3/25

samTrans

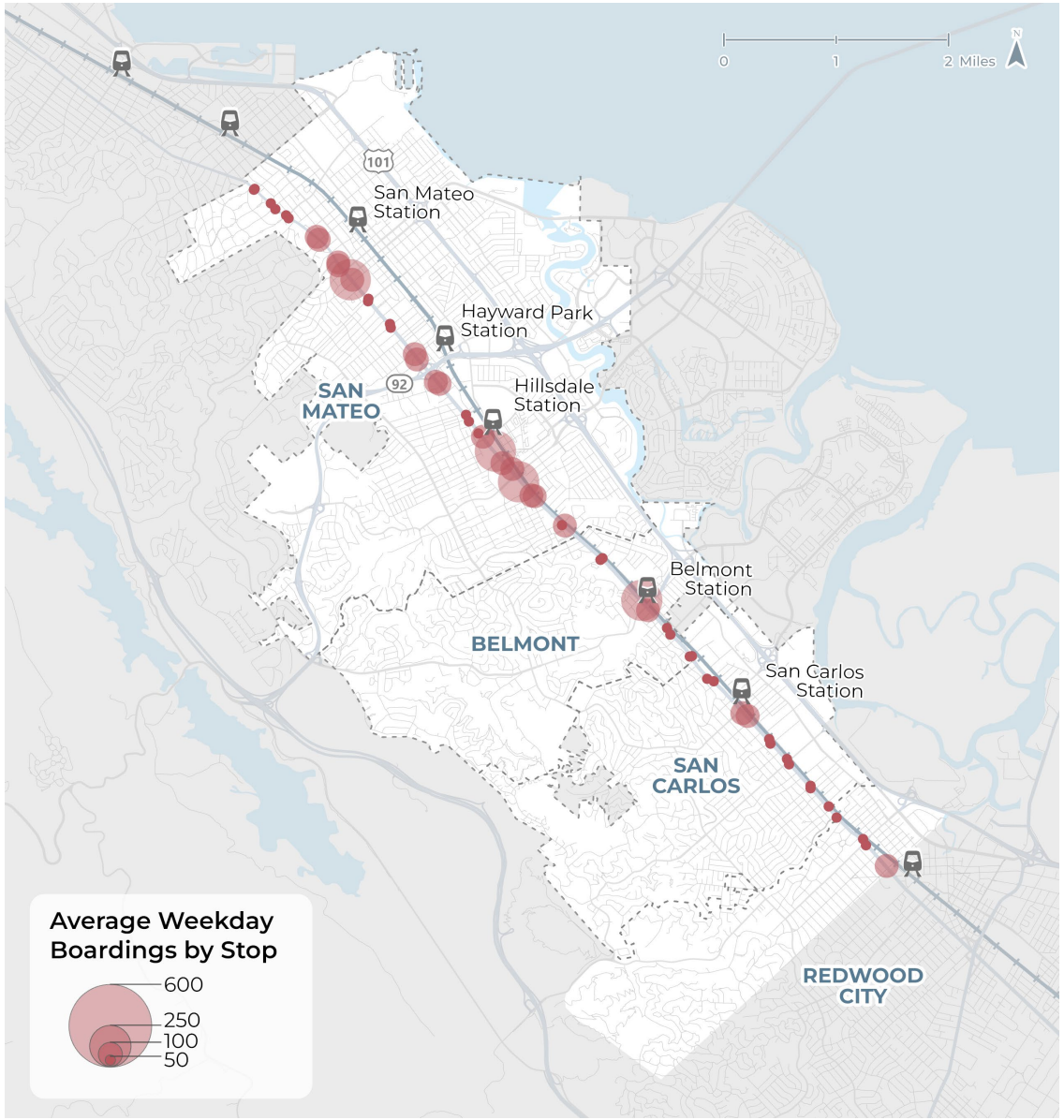
Corridor-Wide Snapshot

Bus Speeds and Ridership

SamTrans Route ECR is the backbone of the bus network, traversing along El Camino Real, the route connects Daly City BART in the north to the Palo Alto Transit Center in the south. Boardings are highest near connections to Caltrain and in downtown areas of each City

Key Takeaways

Pedestrian connections between Caltrain and El Camino support transit connectivity. SamTrans Bus Stop Improvement Plan identifies bus stop needs & enhancements (e.g., shelters, shade, etc.).



Source: SamTrans Automatic Passenger Counting Data 1/1/25-3/3/25

samTrans

Pedestrian Experience

Throughout the corridor, sidewalks are typically 5 to 6 feet wide and lack tree cover or other shading. Light posts and traffic signal posts regularly narrow the usable width of the sidewalk to 3 to 4 feet, which degrades accessibility. Fast moving and heavy vehicle traffic along the corridor adds additional discomfort for people walking.



Pedestrian Experience

There are typically marked crossings at signalized intersections, although long distances between signals in some sections limits crossing opportunities. Additionally, permissive left turns onto and off El Camino create conflicts with people crossing. Caltrans recently installed leading pedestrian intervals (LPIs) and updated crosswalks at various intersections throughout the corridor. However, ADA curb ramps still need improvements.

Subsequent slides illustrate where there are long distances between pedestrian crossings.



Bicycle Experience

There are limited dedicated bike facilities along El Camino. People on bikes tend to access El Camino via alternative routes and side streets, transitioning to ride on the sidewalk or walk their bikes once reaching the corridor. The high volume of fast-moving, heavy vehicles on El Camino Real makes it a high-stress environment for people on bikes, reflected in its Level of Traffic Stress (LTS) 4 [1] These factors also make a shared lane marking (Class III treatment) inappropriate on El Camino. [2]

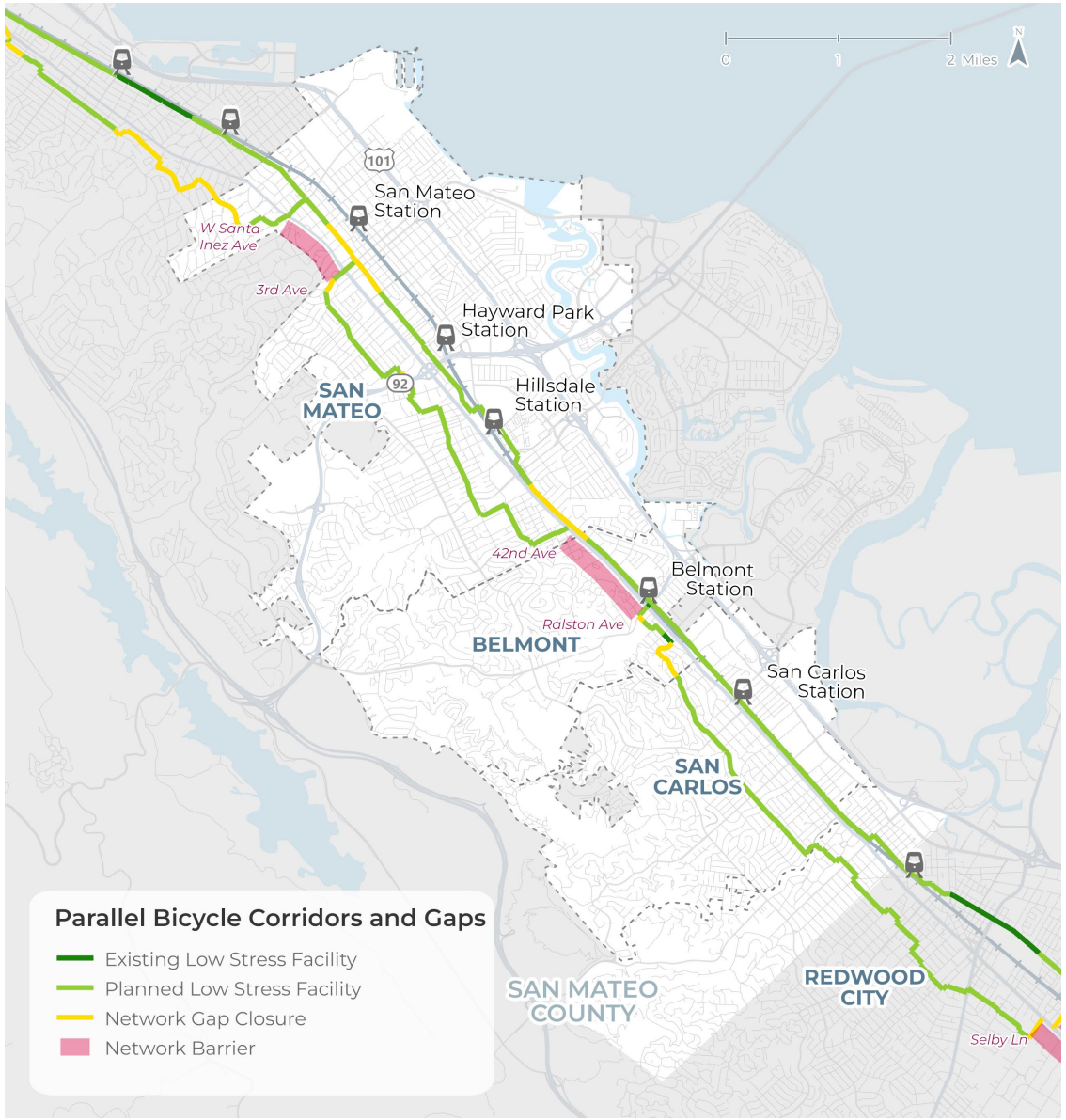


1. C/CAG Countywide Bicycle and Pedestrian Plan
2. Caltrans Design Informational Bulletin 94: Complete Streets Contextual Design Guidance

Bicycle Experience

Side streets with bike facilities typically do not have continuous bike markings or signal phasing or indicators to facilitate bike crossings across El Camino Real.

There are a number of planned low stress parallel facilities as well as some significant network barriers that limit their continuity.



samTrans

San Mateo



Outreach over the Years

Residents, Community Based Organizations, and technical advisors of San Mateo have participated in many engagement efforts related to El Camino over the years. Here are some of the key themes we've heard from those efforts:

- When it comes to **Complete Streets,** there's a lack of safety and connectivity for people walking and biking, road maintenance is important, and traffic congestion – especially on El Camino – is a source of frustration.
- When it comes to **pedestrian access,** people find it challenging to cross El Camino, that sidewalks are narrow and obstructed, and that bus stops often lack amenities.
- When it comes to **safety** on El Camino, people are concerned about speeding, red light running, and pedestrian crossing conditions.



San Mateo

Different agencies have different visions for El Camino in San Mateo

San Mateo Complete Streets Master Plan (in progress) supports bus lanes on El Camino as recommended by SamTrans with a parallel bike route on neighborhood streets.

San Mateo Bicycle Master Plan (2020) does not recommend bike facilities on El Camino but proposes a network on neighborhood streets.

SamTrans Bus Speed & Reliability Study (2022) proposes bus-only lanes for northbound and southbound El Camino.

C/CAG Bicycle and Pedestrian Plan (2021) proposes bike facilities on El Camino in addition to a parallel route on Delaware St and Pacific Blvd.

Caltrans District 4 Bike Plan (2018)[1] recommends Class IV bike facilities on El Camino through downtown.



1. Caltrans District 4 Bike Plan is currently undergoing an update

Northern San Mateo

Spot Location Recommendations

City and County-wide planning efforts have made recommendations to improve locations with the following goals in mind:

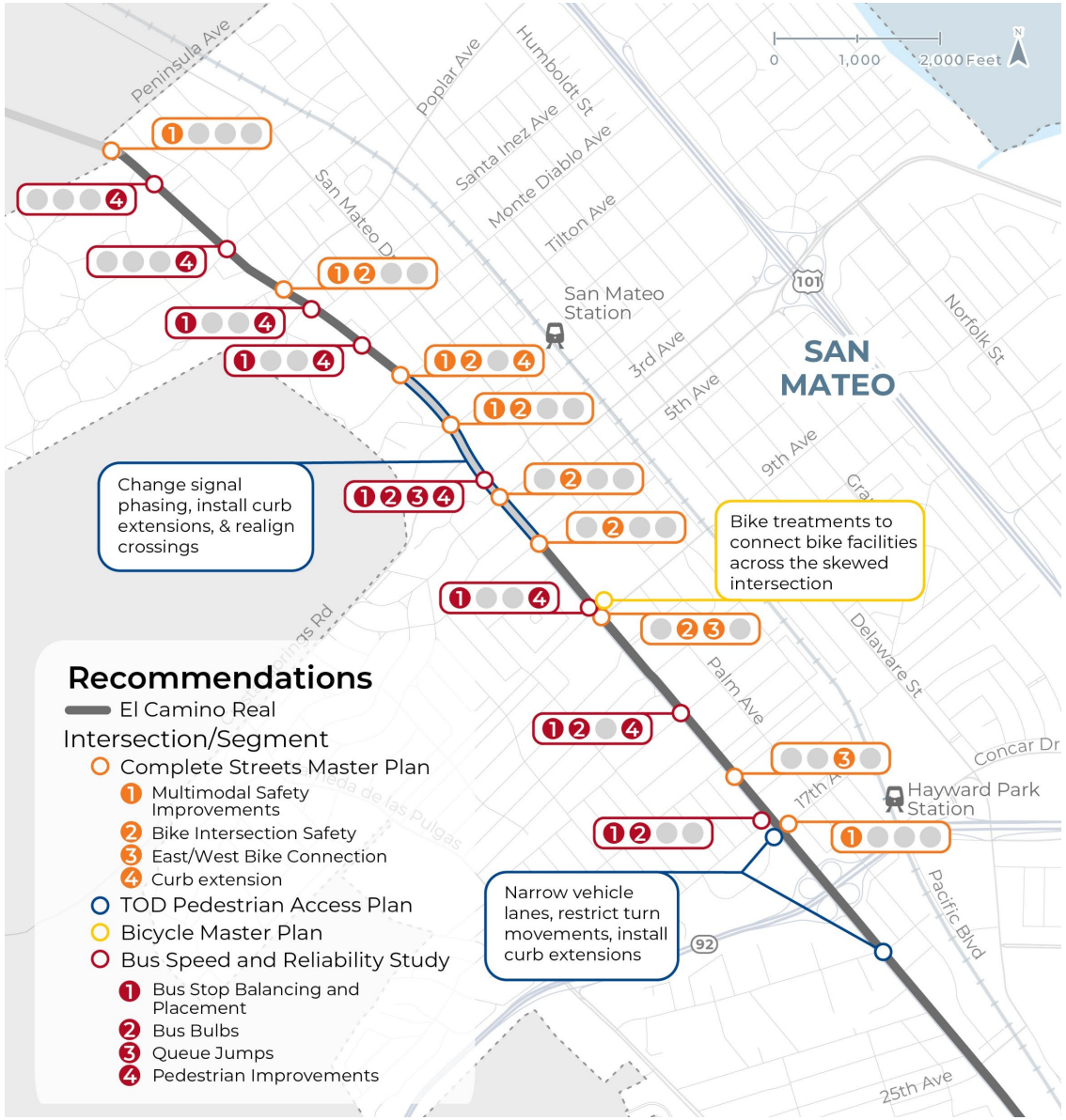
San Mateo Complete Streets Master Plan (Ongoing): Improve bike connectivity on east/west cross streets and multimodal safety through bike and pedestrian treatments.

San Mateo TOD Pedestrian Access Plan (2022): Apply geometric and phasing changes to increase safety and ease of pedestrian crossings to access nearby Caltrain stations.

SamTrans Bus Speed and Reliability Study (2022)[1]: Change bus stop placement and design to improve transit operations along El Camino.

San Mateo Bicycle Master Plan (2020): Install intersection enhancements to move people on bikes safely across El Camino.

1. SamTrans has begun implementation of bus stop improvement recommendations



samTrans

Southern San Mateo

Spot Location Recommendations

City and County-wide planning efforts have made recommendations to improve spot locations:

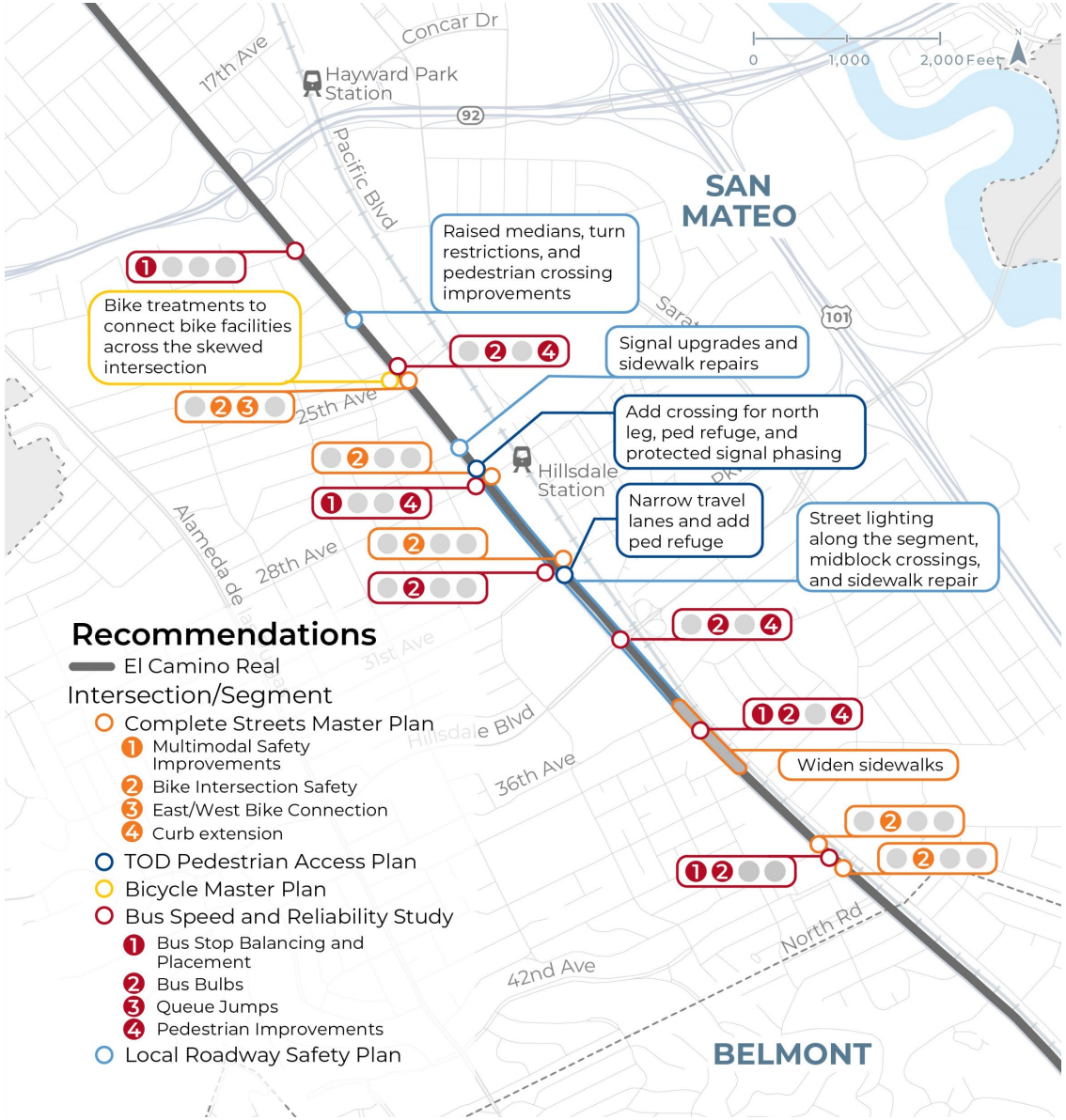
San Mateo Complete Streets Master Plan (Ongoing): improve bike connectivity on east/west cross streets and multimodal safety through bike and pedestrian treatments

San Mateo TOD Pedestrian Access Plan (2022): Apply geometric and phasing changes that support safe access to nearby Caltrain Stations

San Mateo Bicycle Master Plan (2020): Install intersection enhancements to move people on bikes across El Camino

SamTrans Bus Speed and Reliability Study (2022): Change bus stop placement and design to improve transit operations along El Camino

San Mateo Local Roadway Safety Plan (2024): Apply infrastructure interventions to improve multimodal Safety.



samTrans

Land Use (Zoning)

Most commercial zoning in San Mateo is centered on El Camino Real or US 101

Future planned high-density land uses tend to be concentrated along El Camino Real



Source: City of San Mateo Zoning, San Mateo County GIS Open Data

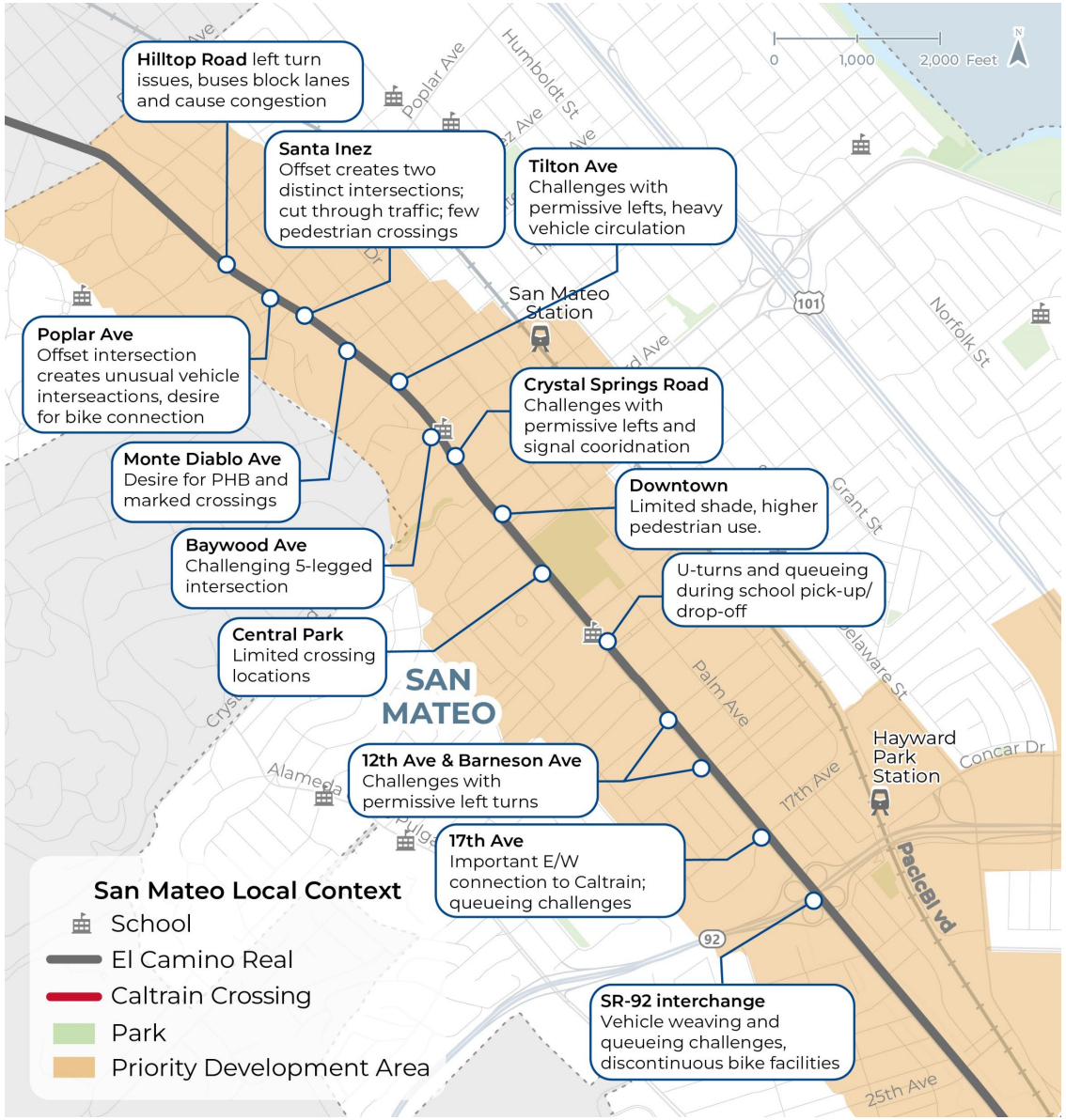
Northern San Mateo

City Staff Insights

San Mateo City staff identified several key corridor-wide themes and location-specific opportunities and challenges along El Camino within the City. The zones adjacent to El Camino are all identified as priority development areas[1], and the City's Measure T also seeks to increase density along the corridor.

Staff identified transportation related challenges along the corridor including permissive left turns at several signalized intersections which present operations and safety challenges, narrow sidewalks, lack of permeability for bikes to cross El Camino, and vehicle weaving.

1. MTC Priority Development Areas, Plan Bay Area 2050



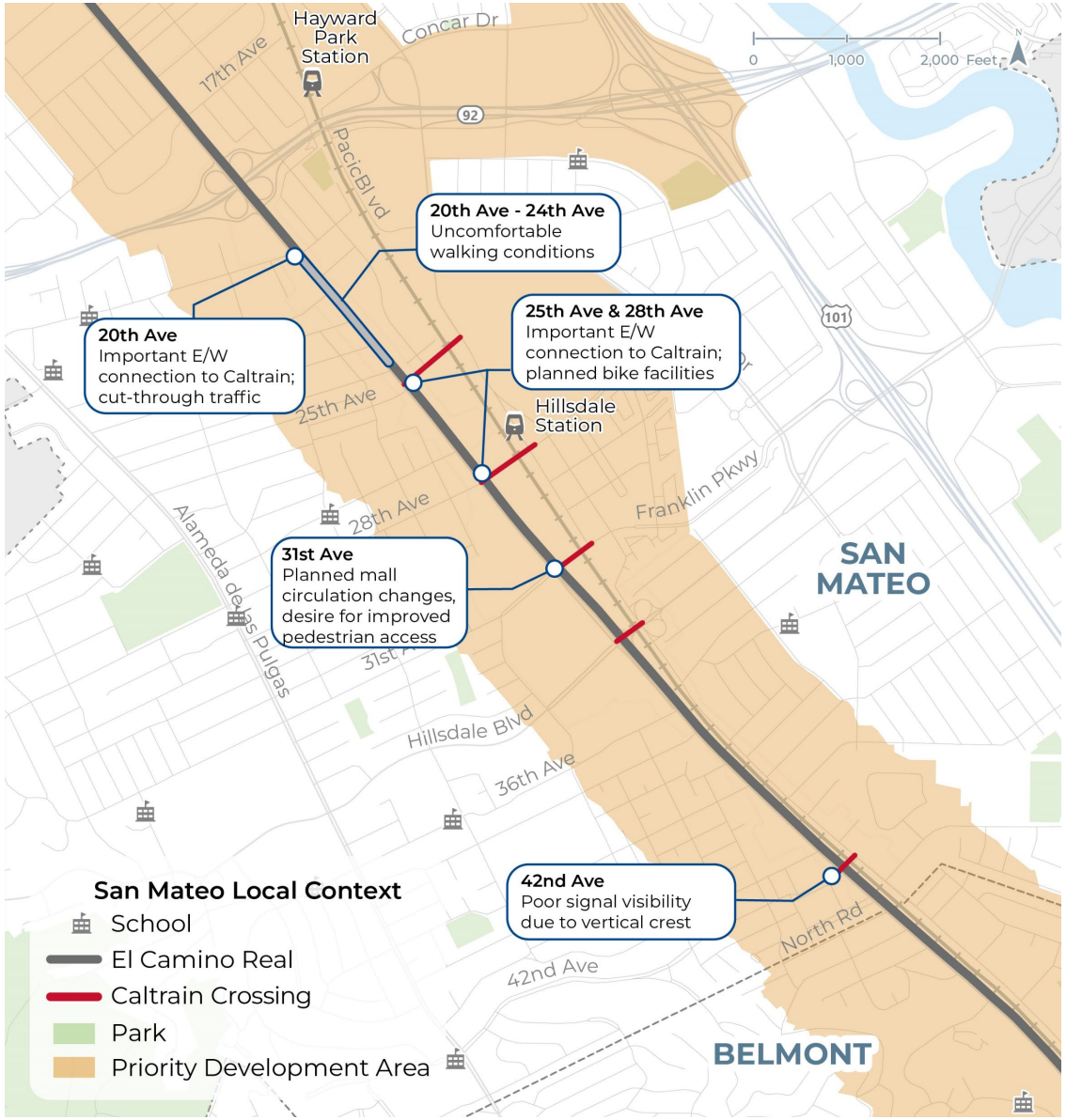
Southern San Mateo

City Staff Insights

San Mateo City staff identified several key corridor-wide themes and location-specific opportunities and challenges along El Camino within the City. The zones adjacent to El Camino are all identified as priority development areas[1], and the City's Measure T also seeks to increase density along the corridor.

Staff identified transportation related challenges along the corridor including permissive left turns at several signalized intersections which present operations and safety challenges, narrow sidewalks, lack of permeability for bikes to cross El Camino, and vehicle weaving.

1. MTC Priority Development Areas, Plan Bay Area 2050



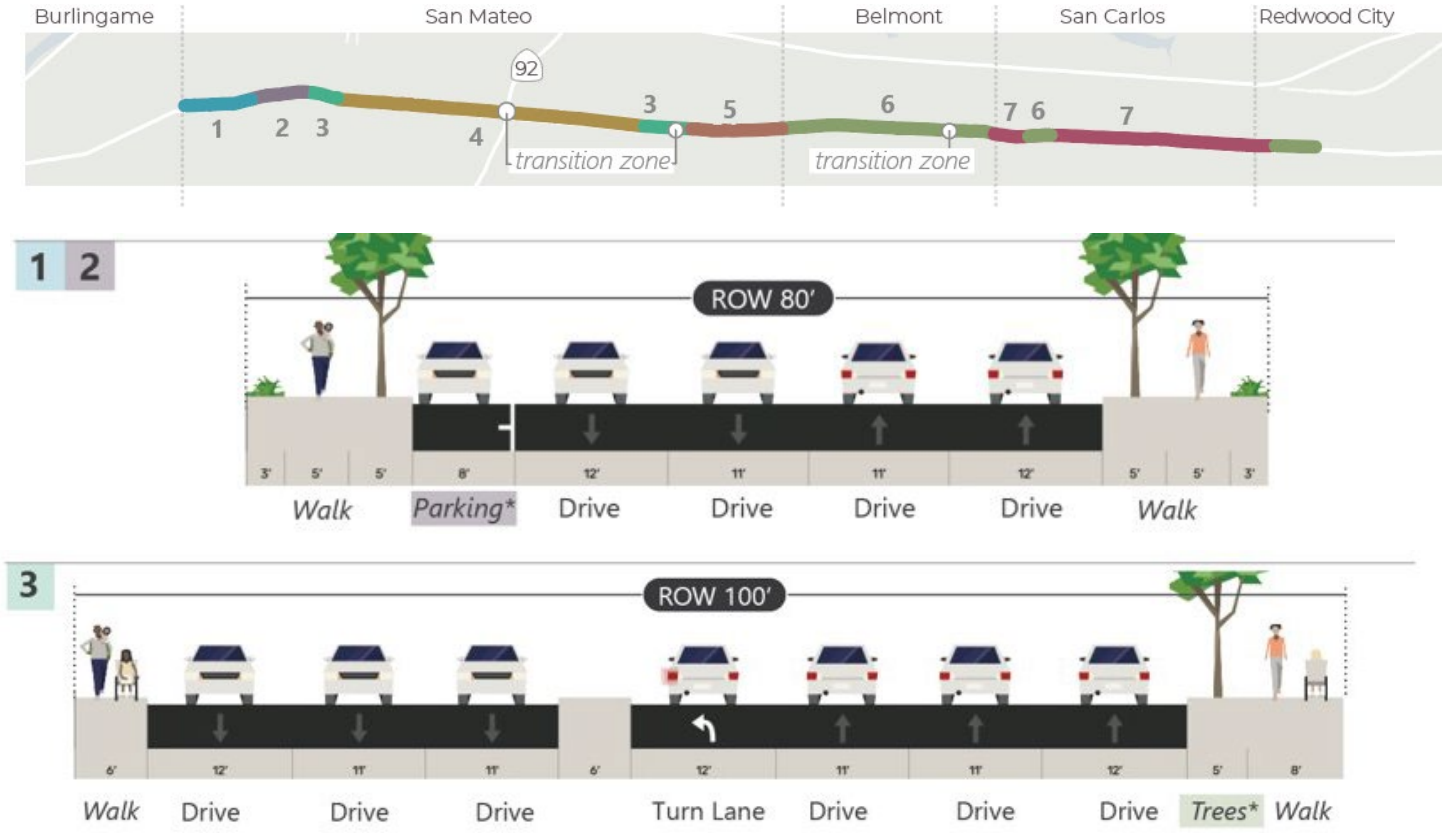
Cross Sections

There are 5 distinct cross sections in San Mateo based on the Right-of-Way, number of vehicle lanes, on-street parking, and pedestrian facilities.

Cross Section 1 - Peninsula Avenue to Monte Diablo Ave. There are two lanes in each direction, no parking, and both sides of the street include a sidewalk and landscaping strip.

Cross Section 2 - Monte Diablo Ave to Crystal Springs. The cross section is similar to #1 but includes parking on the west side.

Cross Section 3 - Crystal Springs to 5th Avenue and 28th Ave to 36th Avenue. There are three lanes in each direction with left turn pockets and a raised median. There is no parking in these sections, but sidewalks on the east side are typically wider.



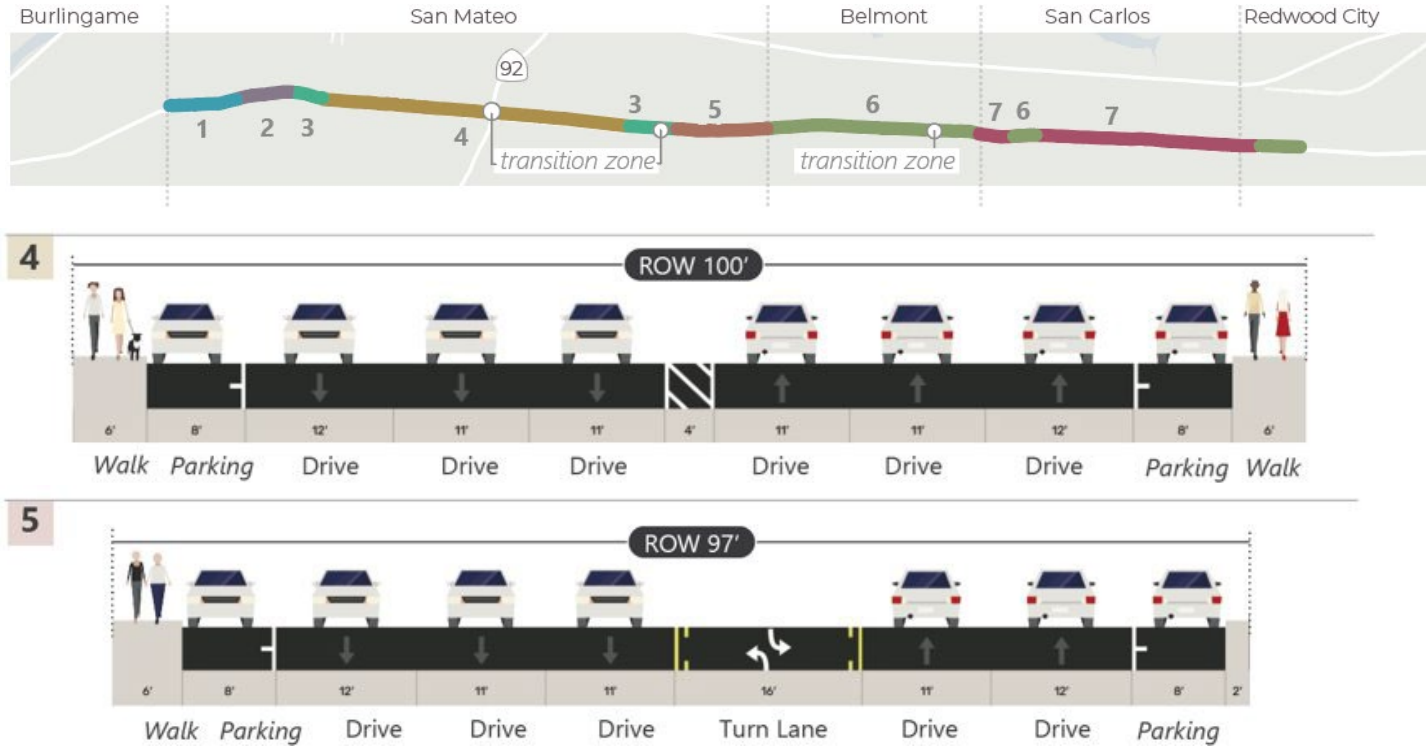
Note: Transition zones denote locations where the cross section varies for a short portion of the roadway (e.g. interchanges)

*Feature not always present

Cross Sections

Cross Section 4 makes up most of the corridor from 5th Avenue to 28th Avenue and includes a transition zone at the SR-92 interchange. There are three lanes in both directions and no left turn pockets in most cases. Parking is provided on both sides of the street. Sidewalks are also on both sides of the street but there is no landscaping.

Cross Section 5 is at the southern most part of the city from 36th Avenue to 42nd Avenue. The cross section has two northbound lanes, a center left turn lane, and three southbound lanes. Parking is provided on both sides of the street but sidewalks are only provided on the west side of the street without landscaping.



Note: Transition zones denote locations where the cross section varies for a short portion of the roadway (e.g. interchanges)

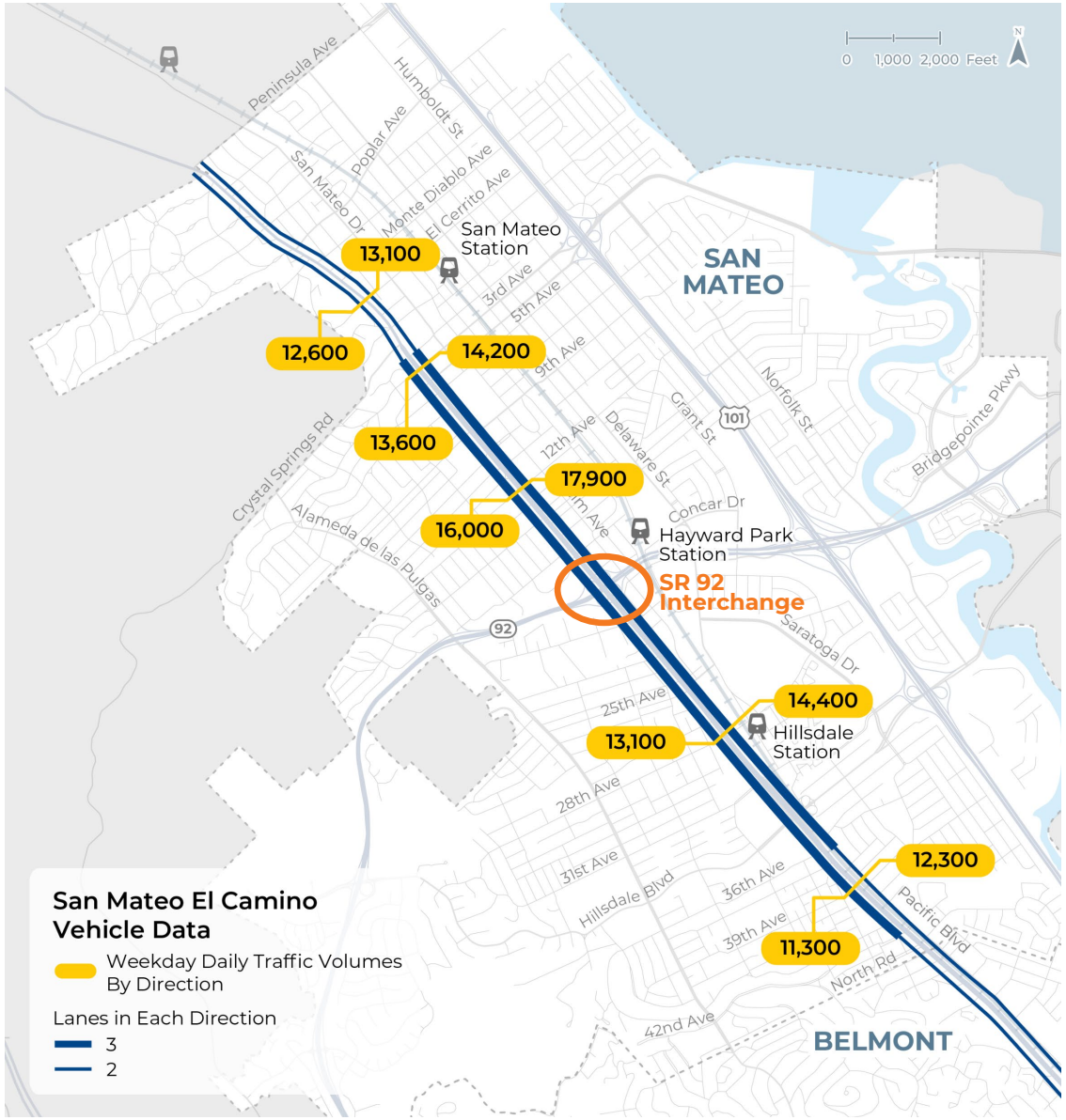
*Feature not always present

samTrans

Travel Lanes & Daily Volumes

El Camino has three lanes in each direction through most of San Mateo, except the northern-most section which has two lanes.

Traffic volumes are 30 to 50 percent higher around the SR 92 interchange and decrease as vehicles travel north or south along El Camino.



Source: SamTrans Counts, February 2025

San Mateo Weekday PM Peak Hour

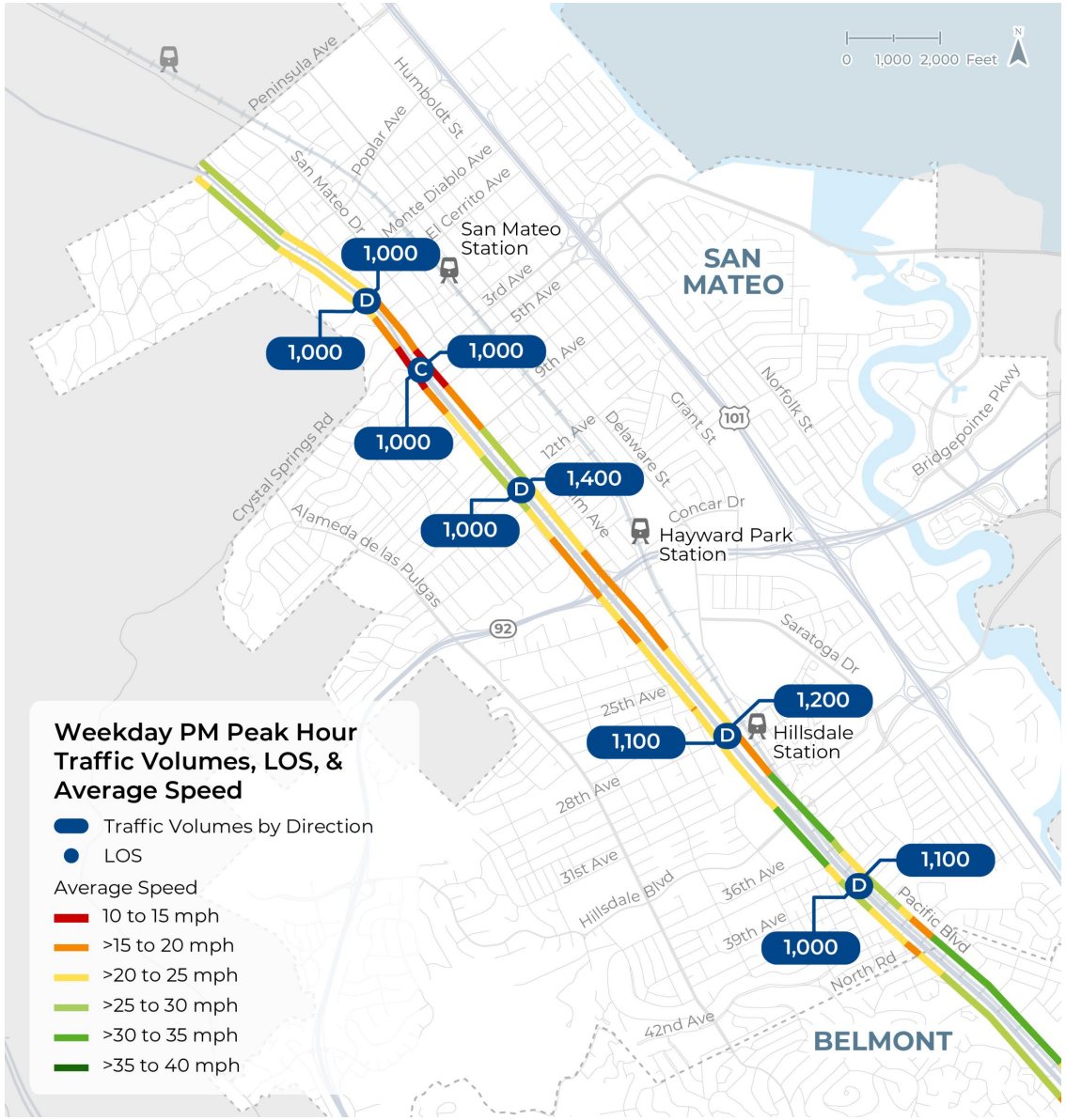
Observed Auto Speed and Volumes

Traffic volumes are highest near the SR 92 interchange and lowest in downtown San Mateo.

Downtown San Mateo sees the slowest PM peak hour speeds.

El Camino near the Hillsdale Station sees the highest PM peak hour speeds.

Average speeds on the corridor generally don't exceed 30 mph to 35 mph. The posted speed is 35 mph.



Source: SamTrans Counts, February 2025; INRIX December 2024

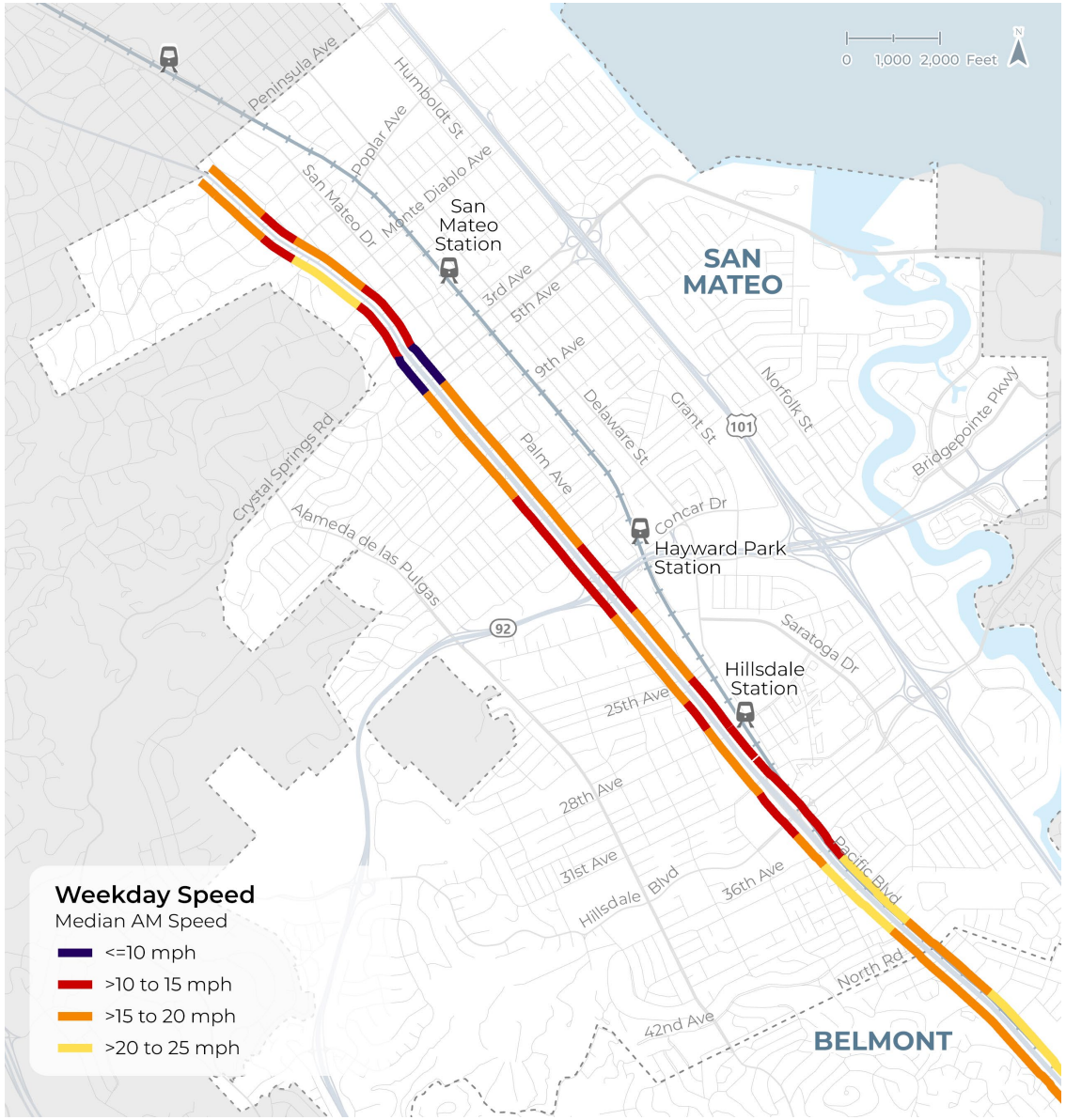
samTrans

San Mateo

Bus Speeds AM

Bus speeds during the AM are generally between 10 to 20 mph in San Mateo. The slowest speeds are observed in downtown San Mateo. Additionally, buses use the at-grade ramps at the Hillsdale Boulevard interchange, which intersects with Hillsdale at signalized intersections. Vehicles use the grade-separated undercrossing, which results in significantly slower bus speeds compared to vehicles.

San Mateo is one of the slowest cities for Route ECR



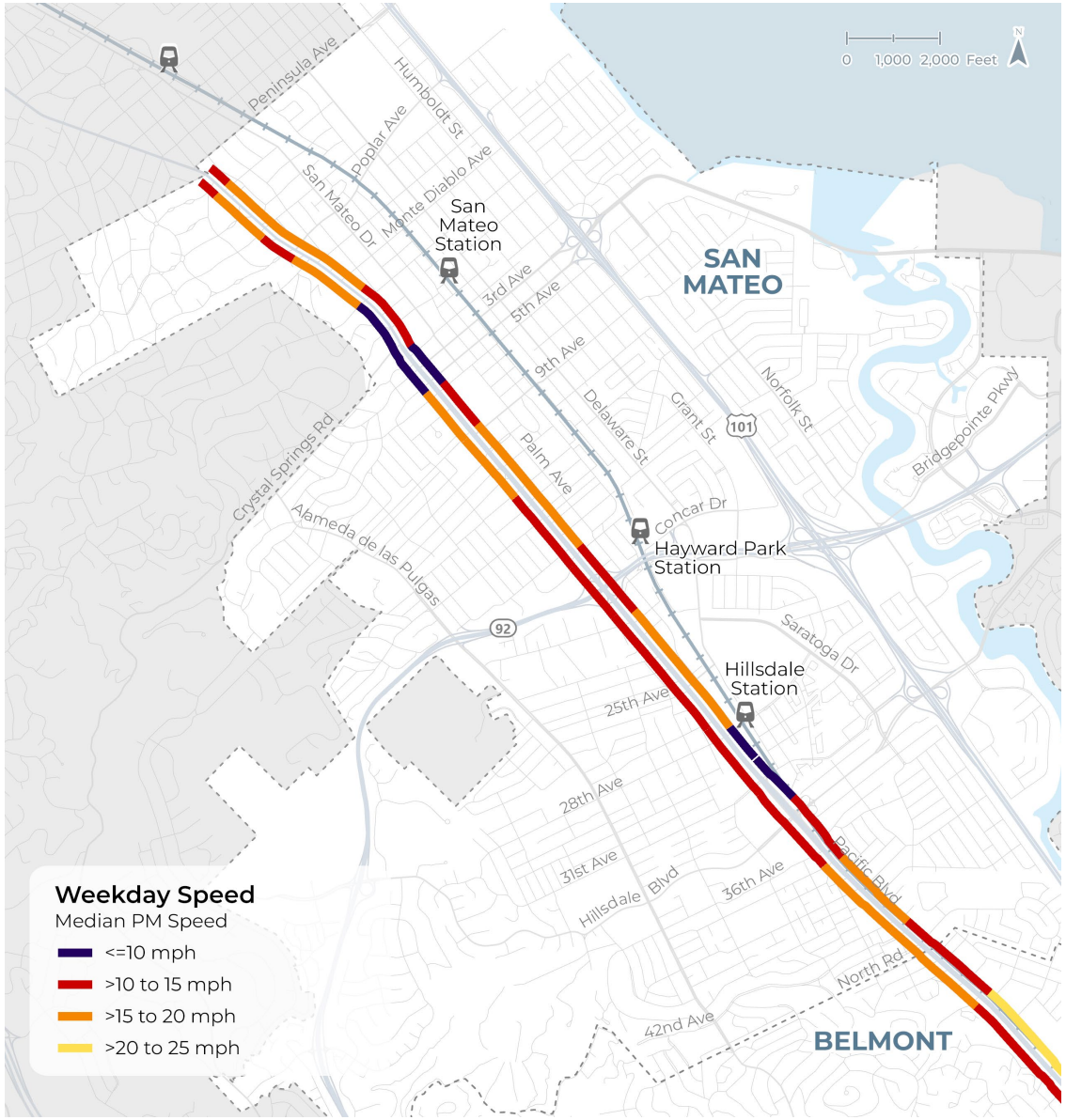
Source: SamTrans Automatic Passenger Counting Data 1/1/25-3/3/25

San Mateo

Bus Speeds PM

Bus speeds during the evening are generally slower than 15 mph. The lowest speeds are observed through the downtown core, SR-92 interchange, and adjacent to Hillsdale Caltrain Station. Buses use the at-grade ramps at the Hillsdale Boulevard interchange, which intersects with Hillsdale at signalized intersections. Vehicles use the grade-separated undercrossing, which results in significantly slower bus speeds compared to vehicles.

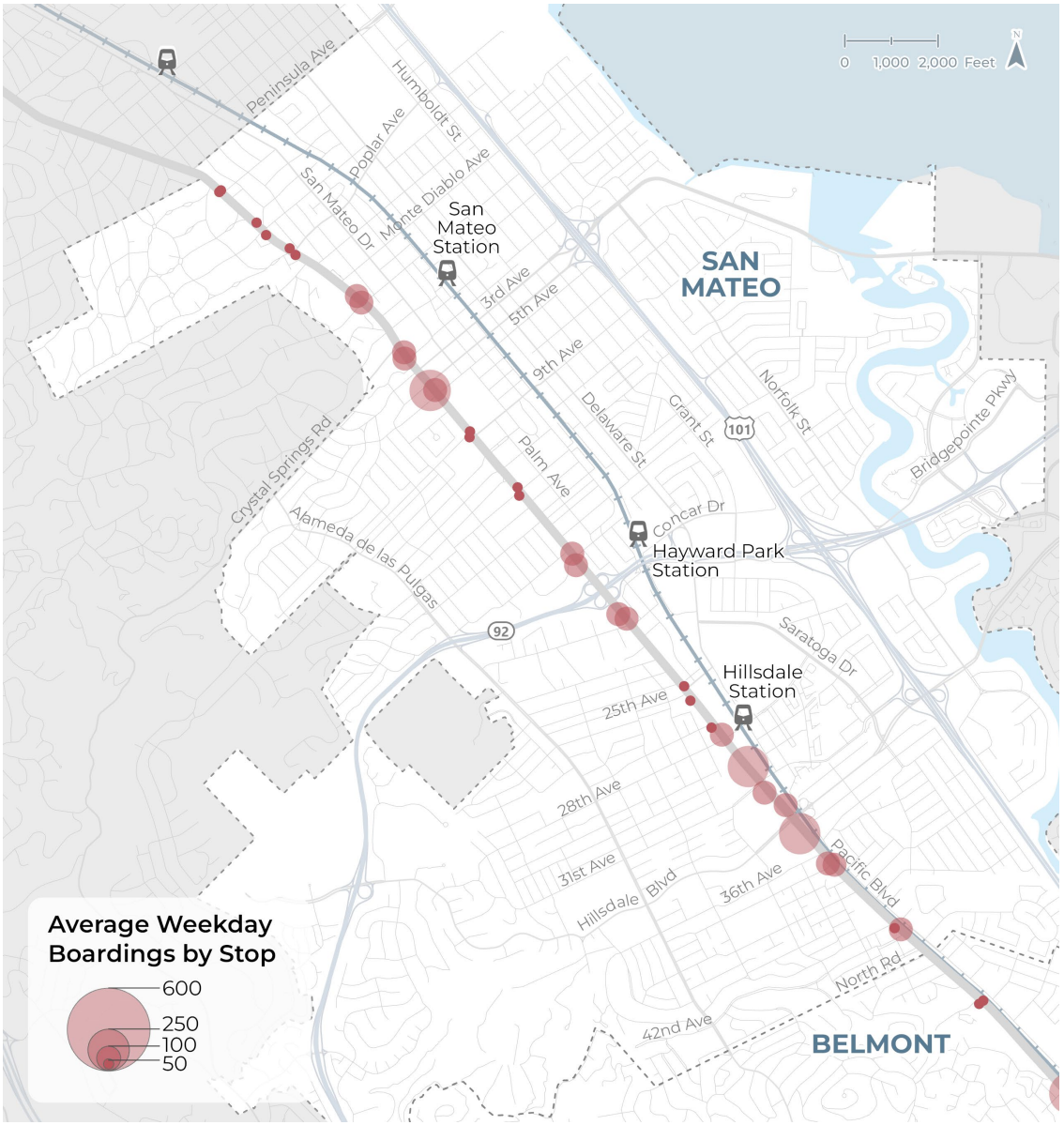
San Mateo is one of the slowest cities for Route ECR



Source: SamTrans Automatic Passenger Counting Data 1/1/25-3/3/25

Bus Ridership

Bus boardings are highest in downtown San Mateo (connecting to the commercial core and San Mateo Station) and adjacent to the Hayward Park and Hillsdale Caltrain station.



Source: SamTrans Automatic Passenger Counting Data 1/1/25-3/3/25

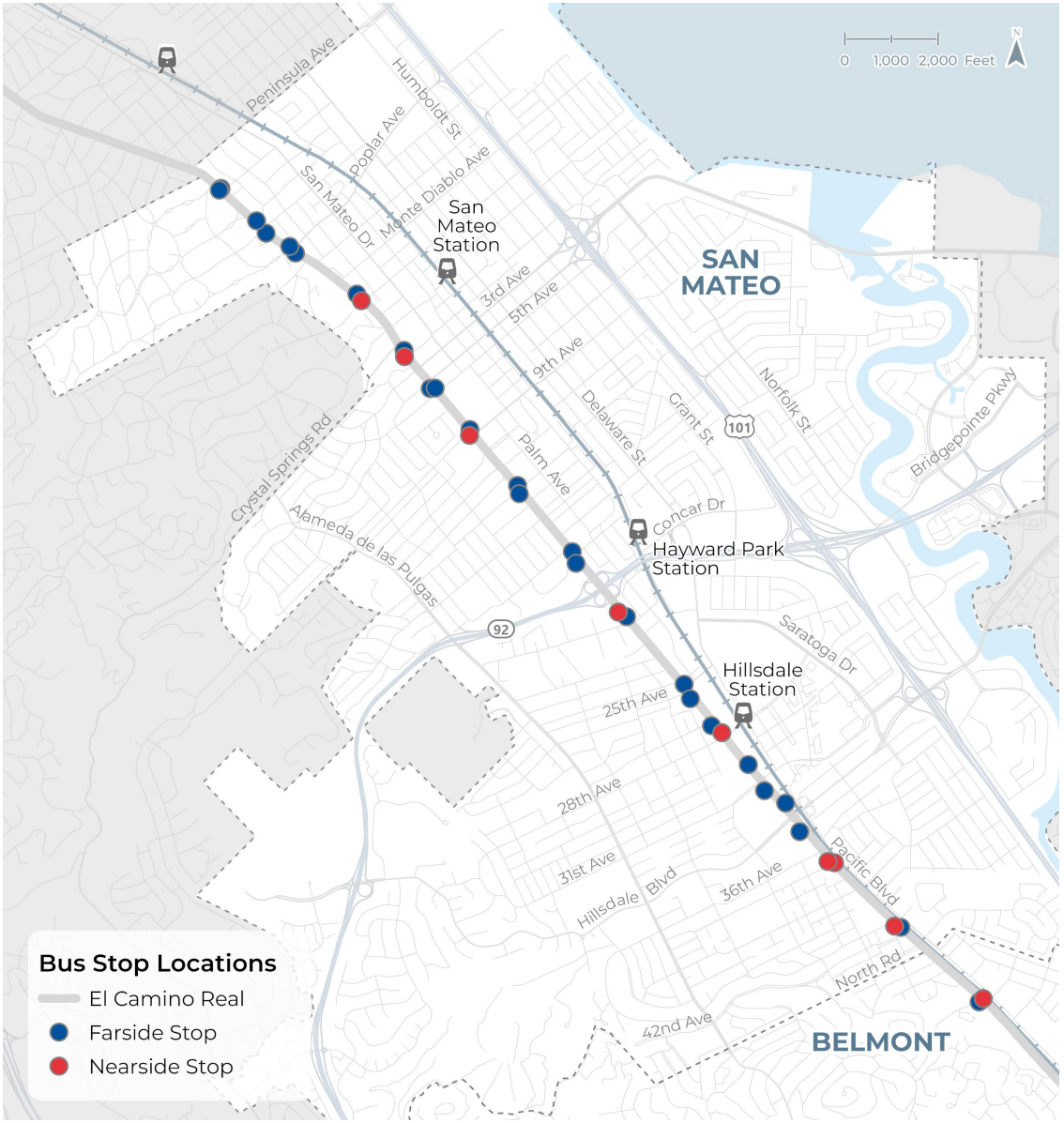
San Mateo

Transit Stop Inventory

Transit stops along El Camino vary in placement. Farside stops are typically preferred to nearside stops for signalized intersections.

Current stop inventory:

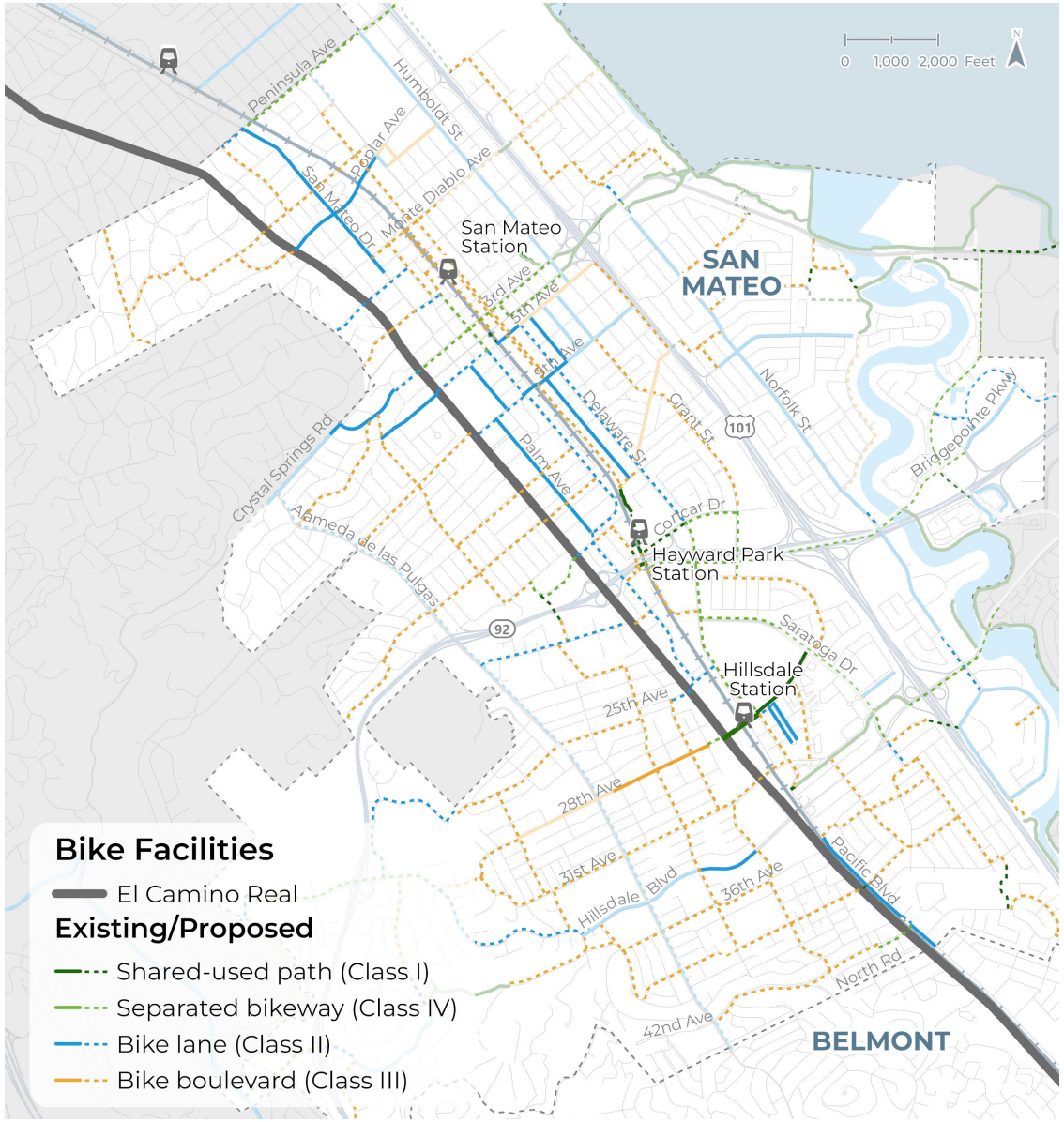
- 24 farside
- 8 nearside



Source: SamTrans, 2025

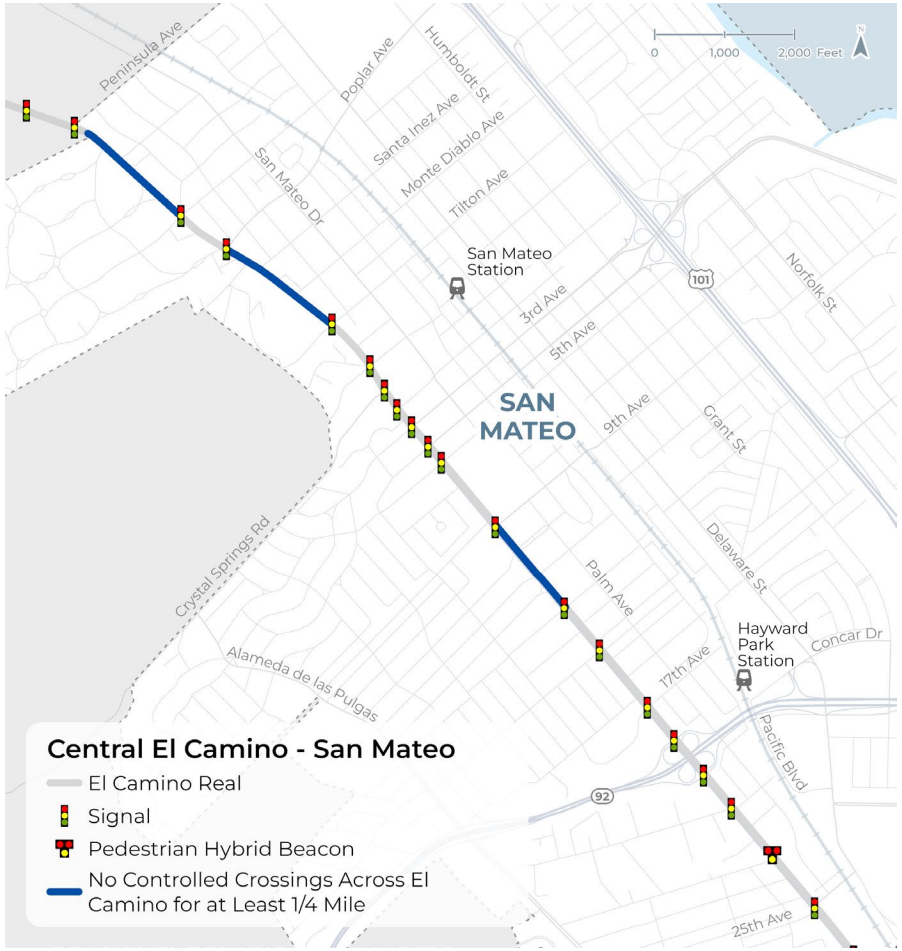
Bike Facilities

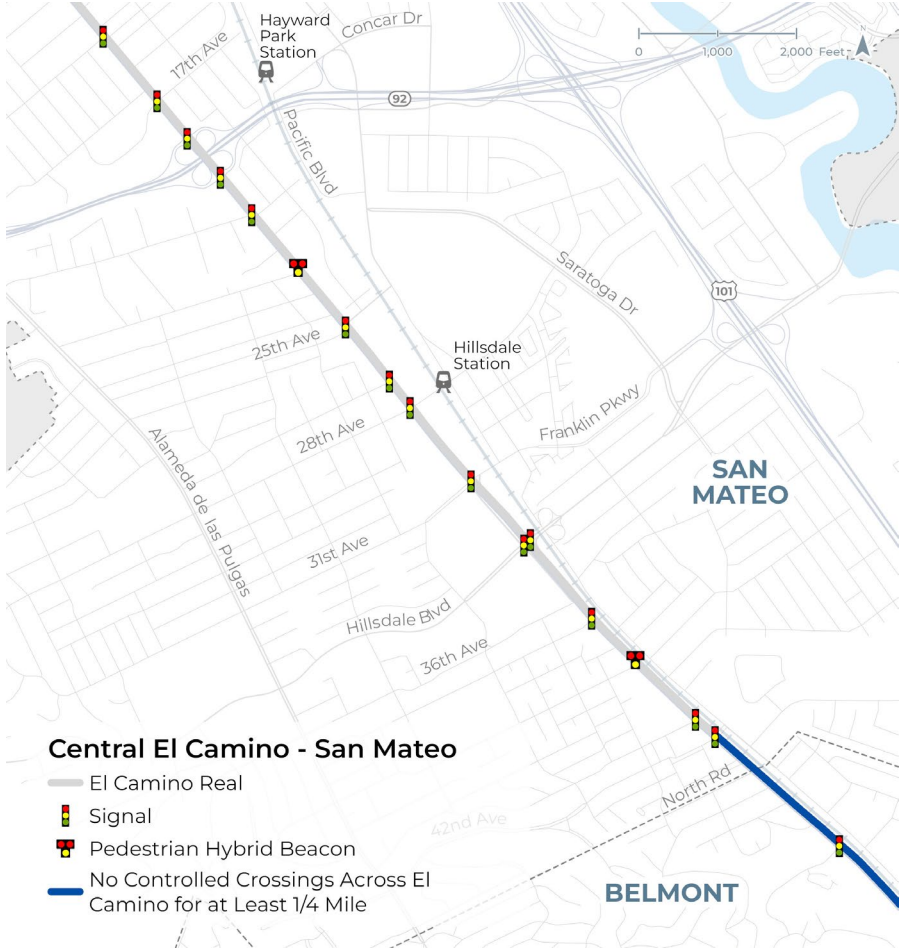
On the east side of El Camino Real, San Mateo has built out several bike lanes from the San Mateo Bicycle Master Plan (2021). The existing and planned bike facilities on the east side of El Camino can create a continuous parallel facility. The parallel route would travel along Pacific Blvd and connect to Delaware St. No bike facilities are proposed by the City on El Camino Real.



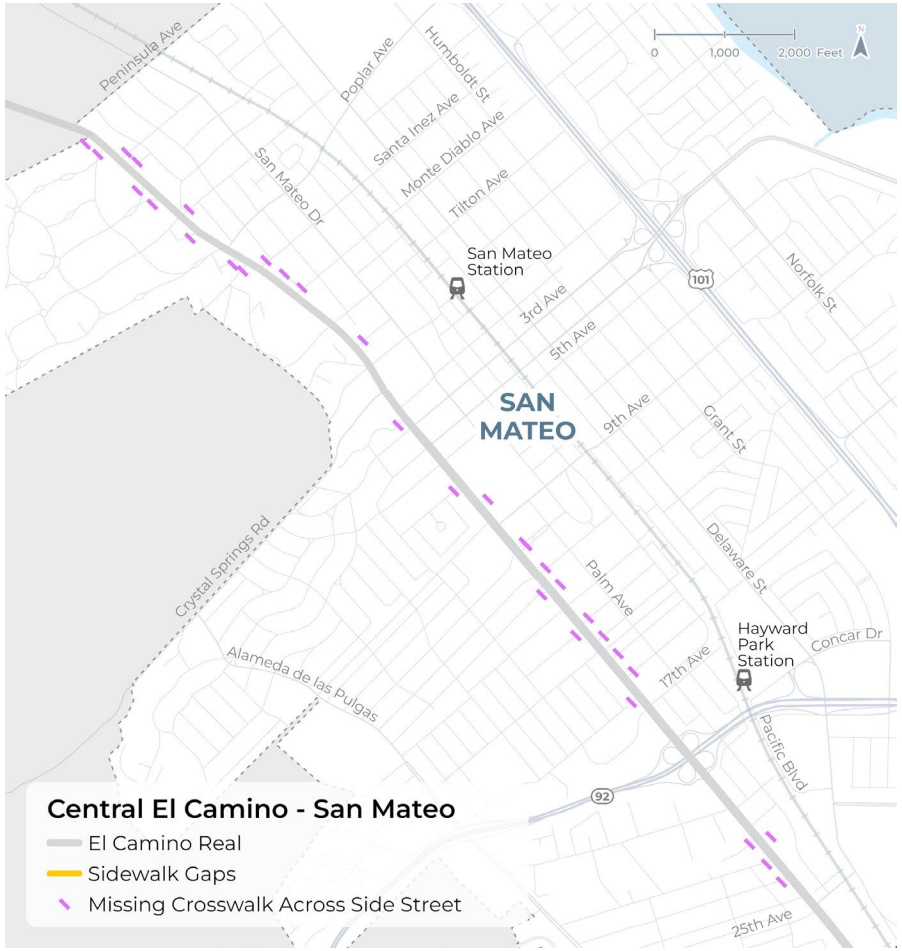
Source: CCAG CBPP 2021; San Mateo Bicycle Master Plan 2021

Controlled Crossings





Sidewalk Gaps and Missing Side-Street Crossings





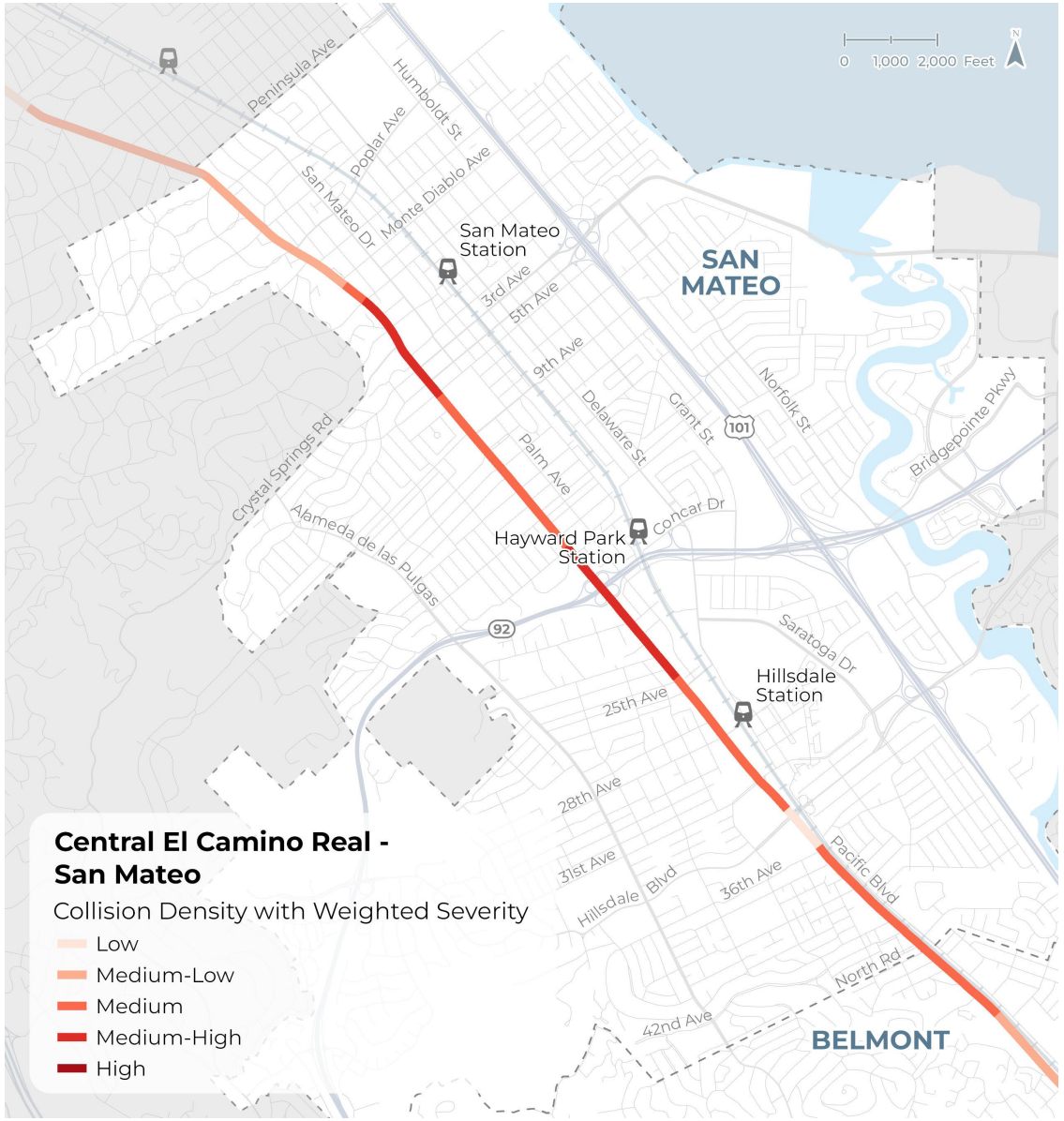
samTrans

Safety

General statistics (2019-2023)

- **144** total injury collisions, **11** Killed or Serious Injury (KSI) collisions
- San Mateo contains **17%** of the length El Camino in the county, and **16%** of the county's collisions along El Camino occurred in San Mateo
- El Camino Real accounts for **9%** of the City's collisions but only **2%** of its street miles

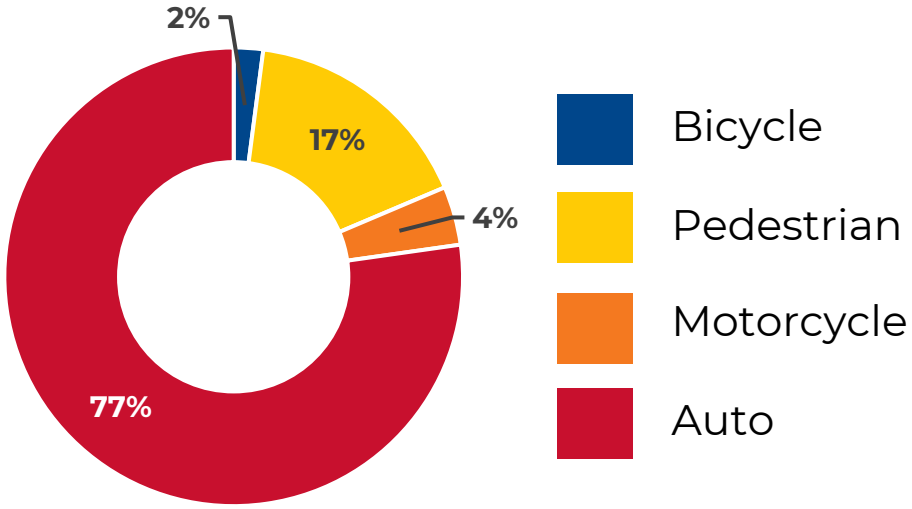
The highest density of collisions occur through the downtown area and near the SR 92 interchange.



Source: 2019-2023 Collision Data

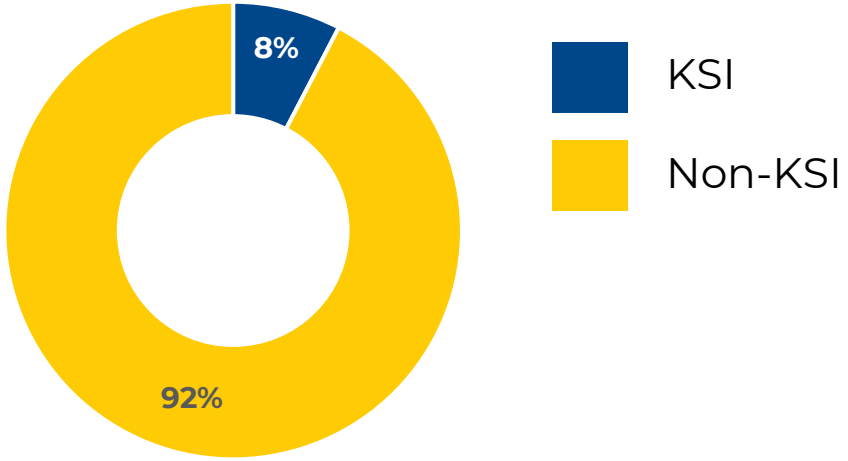
Safety: Injury Collisions

Mode Share



Bicycles and Pedestrians account for 19% of injury collisions despite comprising 2% of all trips on El Camino.

Killed or Serious Injury (KSI)



82% of KSI Collisions occurred at intersections
18% of KSI Collisions occurred along segments

Source: 2019-2023 Collision Data

Safety

Signalized Intersection

Primary Crash Factor (PCF) Violation
Unsafe Speed (22%)
Automobile Right of Way (18%)
Traffic Signals and Signs (16%)

Crash Type
Rear End (30%)
Broadside (29%)
Vehicle/Pedestrian (15%)

Unsignalized Intersection

PCF Violation
Automobile Right of Way (30%)
Unsafe Speed (19%)
Improper Turning (14%)

Crash Type
Rear End (33%)
Broadside (28%)
Sideswipe (12%)

Segments

PCF Violation
Improper Turning (33%)
Unsafe Speed (17%)
Pedestrian Violation (17%)
Traffic Signals and Signs (17%)
Unsafe Starting or Backing (17%)

Crash Type
Sideswipe (33%)
Head-On (17%)
Rear End (17%)
Broadside (17%)
Hit Object (17%)

Source: 2019-2023 Collision Data

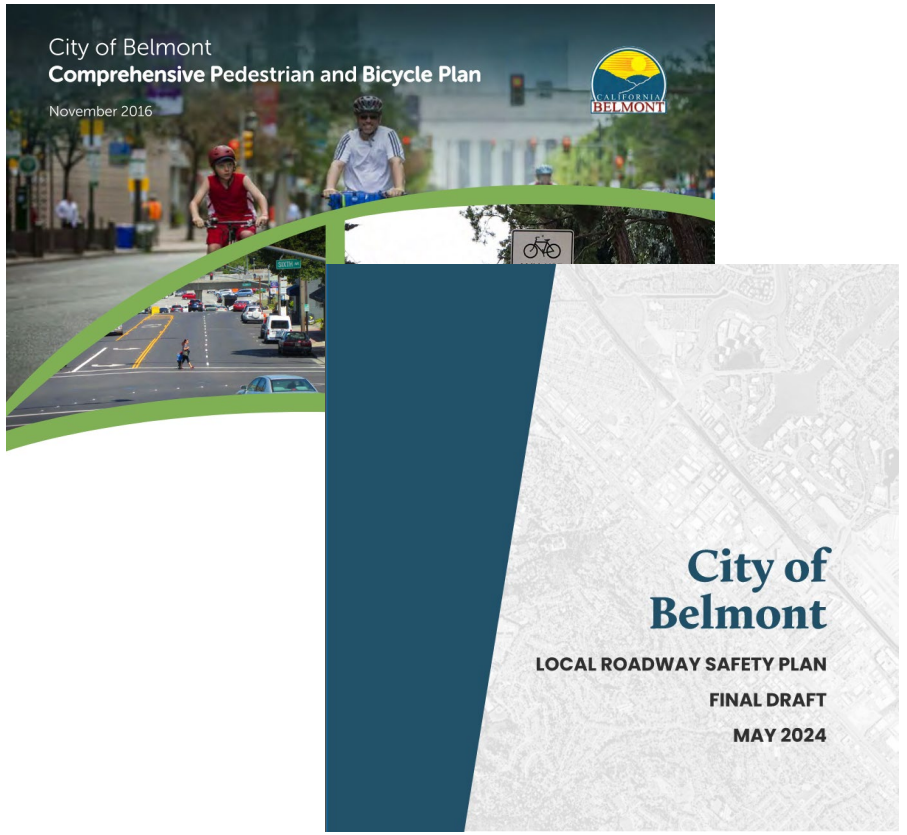
Belmont



Outreach over the Years

Residents of Belmont have participated in many engagement efforts related to El Camino over the years. Here are some of the key themes we've heard from those efforts:

- When it comes to **active transportation,** the high vehicle volumes and speeds combined with the lack of dedicated or continuous facilities deter people from using El Camino to walk and bike. Filling in sidewalk and bike network gaps was identified as a top priority.
- When it comes to **safety,** people flagged concerns about walking and biking near the Caltrain station and expressed desire for countermeasures like intersection lighting.



Belmont

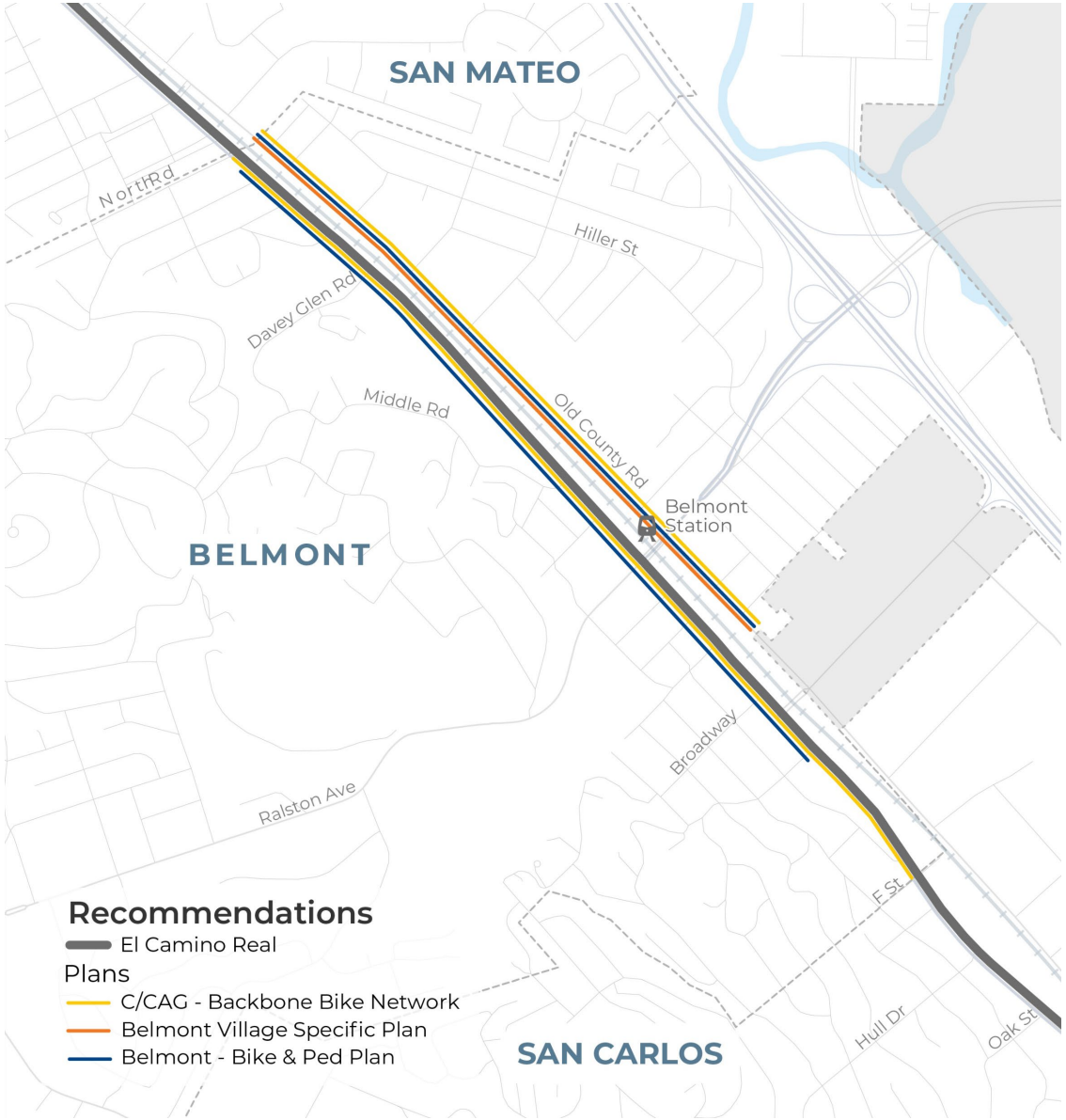
Agencies share a cohesive vision for El Camino in Belmont

Belmont Village Specific Plan (2017) proposes to enhance El Camino from Middle Street to Harbor Blvd to serve all modes and pursue a parallel bike route on Old County Road.

Belmont Comprehensive Bike Ped Plan (2016) recommends various bike facilities on El Camino – with implementation priority through the downtown core – and parallel bike route on Old County Road.

C/CAG Bicycle and Pedestrian Plan (2021) identifies bike lanes on El Camino and separated bike facilities on Old County Road.

SamTrans Bus Speed and Reliability Study (2022) does not recommend bus lanes on El Camino.



samTrans

Belmont

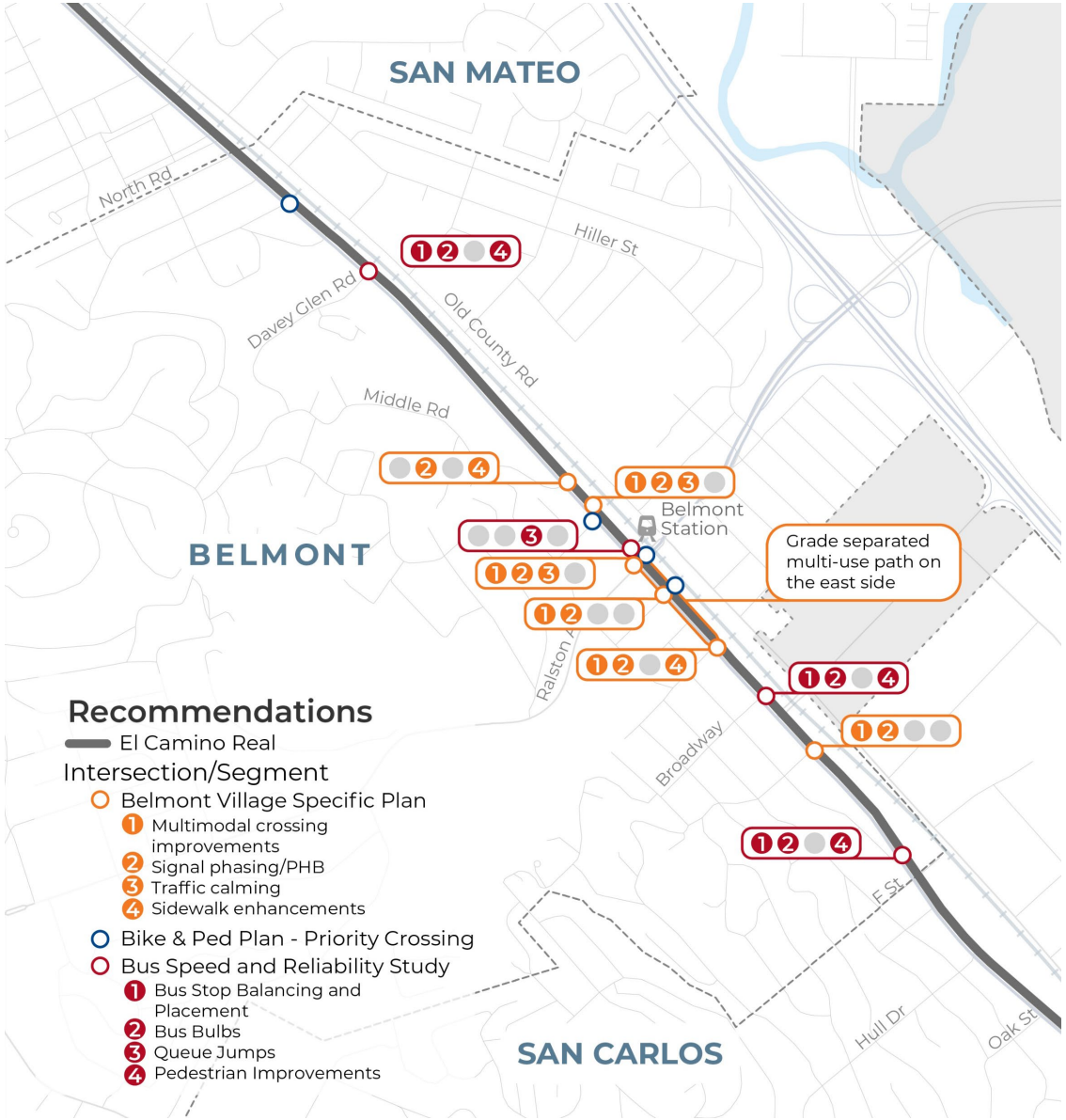
Spot location Recommendations

City and County-wide planning efforts have made recommendations to improve spot locations with the following goals in mind:

Belmont Village Specific Plan (2017): Improve crossings across El Camino through intersection treatments and traffic calming. Implement a grade separated path near Caltrain.

Belmont Comprehensive Bike Ped Plan (2016): Prioritize crossing location improvements which increase the permeability of El Camino.

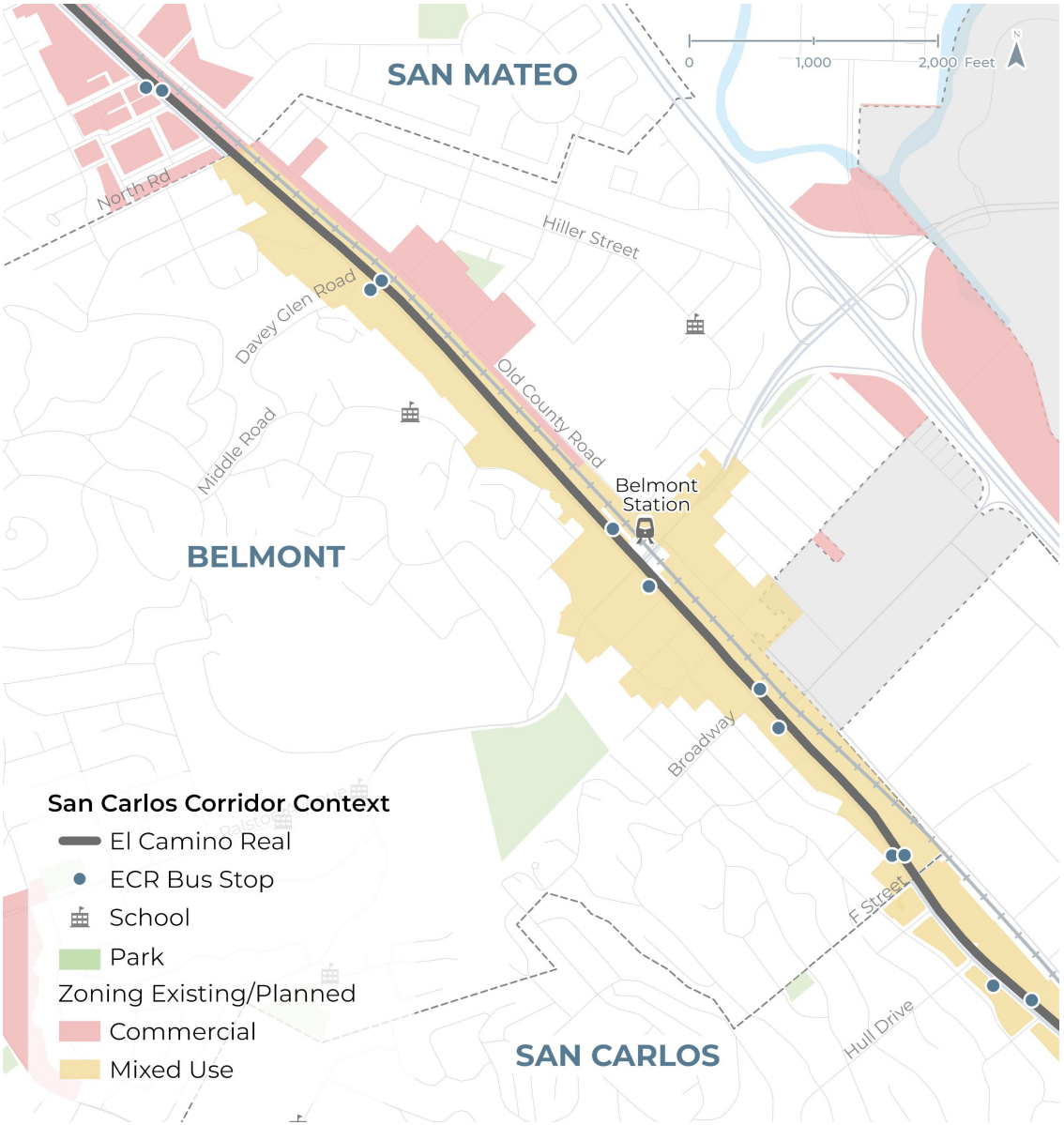
SamTrans Bus Speed and Reliability Study (2022): Change bus stop placement and design to improve transit operations along El Camino.



samTrans

Land Use (Zoning)

The parcels adjacent to El Camino are all zoned for mixed-use, indicating that the corridor will continue to serve as a commercial hub for the city while the presence of housing will grow over time.



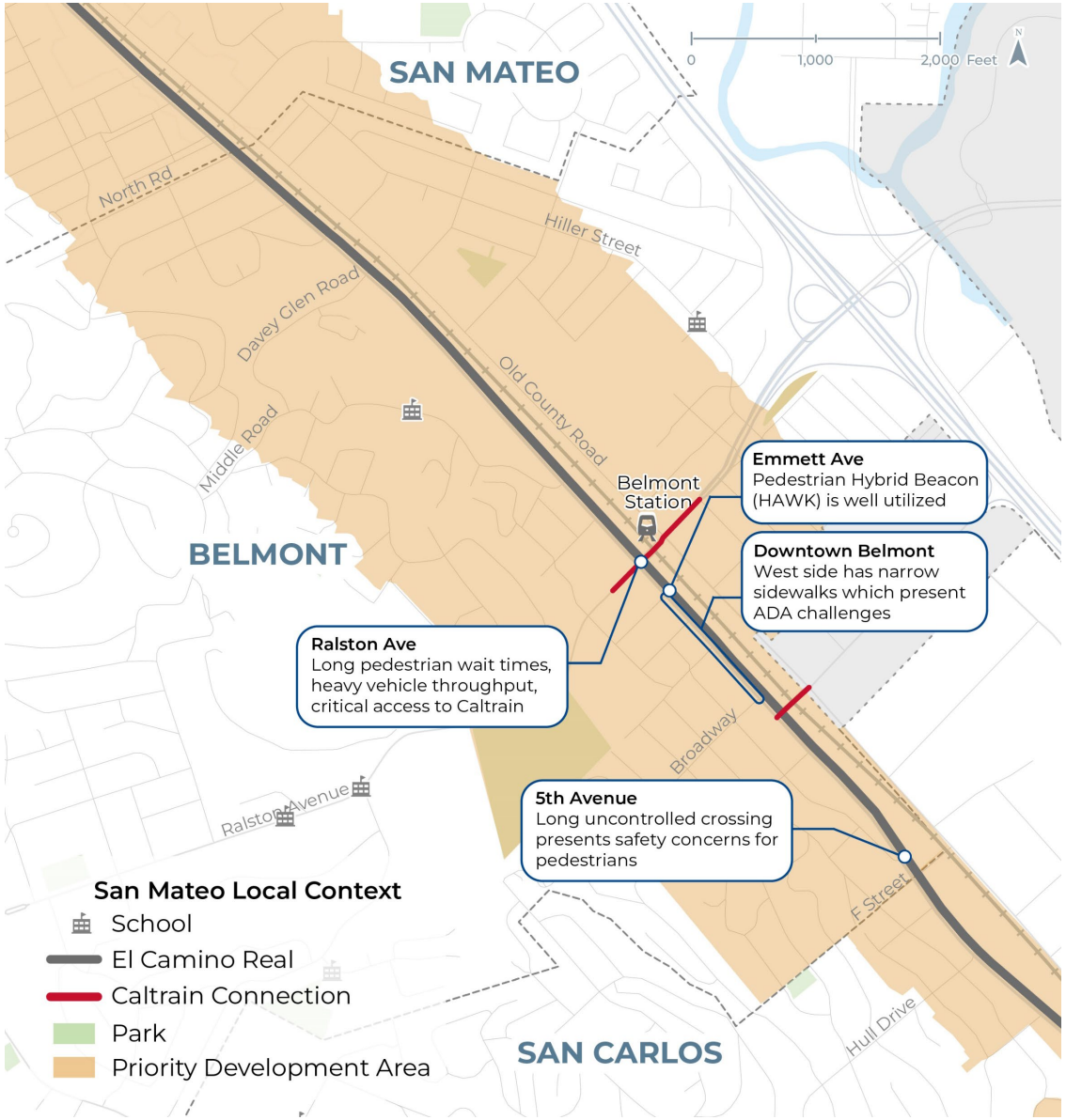
Source: City of Belmont Zoning, San Mateo County GIS Open Data

City Staff Insights

City staff identified several key themes along El Camino during a virtual walkthrough of the corridor. The entire length of the corridor is designated as a priority development area[1], and there are several developments which are in the process of pursuing entitlements. There is high commercial use on El Camino through Belmont, and the businesses depend on the existing on-street parking for most blocks.

Additionally, staff identified that there is limited bicycle activity on El Camino, high pedestrian demand for east/west crossings, and narrow sidewalks which present accessibility and functional limitations along the corridor.

1. MTC Priority Development Areas, Plan Bay Area 2050

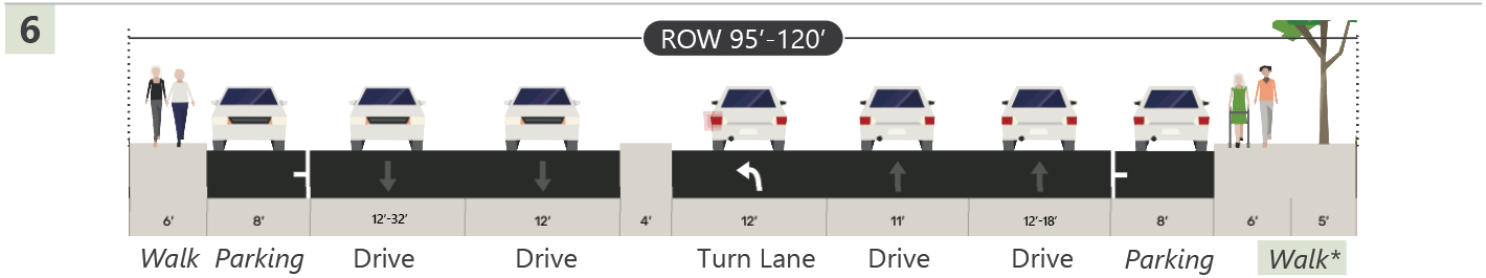


Cross Sections

Belmont has one cross section for the entire length of El Camino through the City, with a transition zone toward the southern end where the roadway widens.

Cross Section 6 has two southbound lanes and two northbound lanes with left turn pockets and a raised median. Parking is provided on both sides of the street. There are also sidewalks on both sides of the street which lack a landscaping strip.





*Feature not always present

samTrans

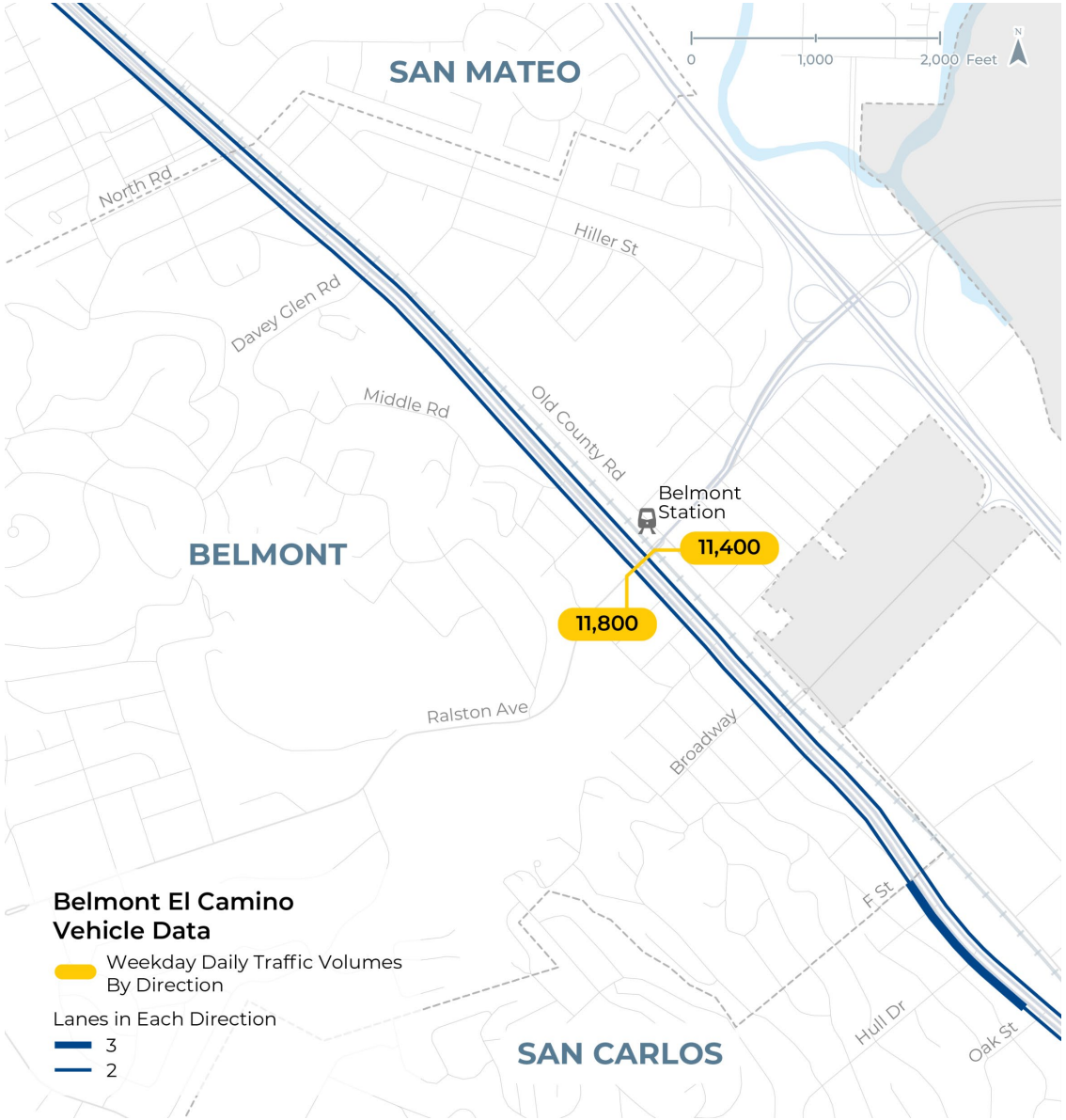
Travel Lanes & Daily Volumes

Traffic volumes are generally consistent throughout Belmont.

El Camino has two lanes in each direction through the whole city.

Volumes north of Belmont in San Mateo are within 1,000 veh/day.

Volumes south of Belmont in San Carlos are within 1,000 veh/day.



Source: SamTrans Counts, February 2025

Belmont Weekday PM Peak Hour

Observed Auto Speed and Volumes

The slowest PM peak hour speeds occur in downtown Belmont, particularly northbound.

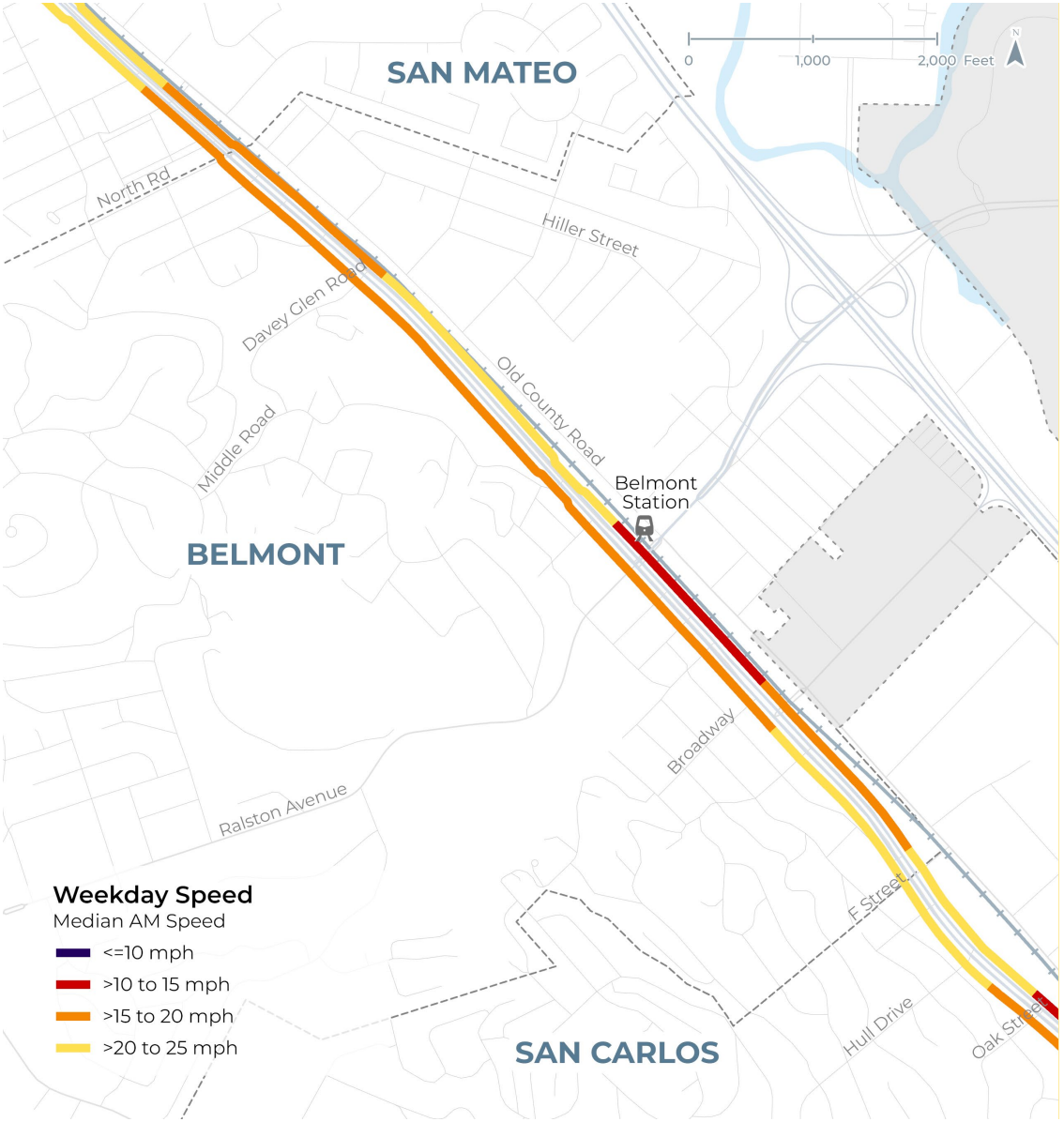
Northbound speeds north of downtown, however, exceed 30 mph in the PM peak hour. The posted speed is 35 mph.



Source: SamTrans Counts, February 2025; INRIX December 2024

Bus Speeds AM

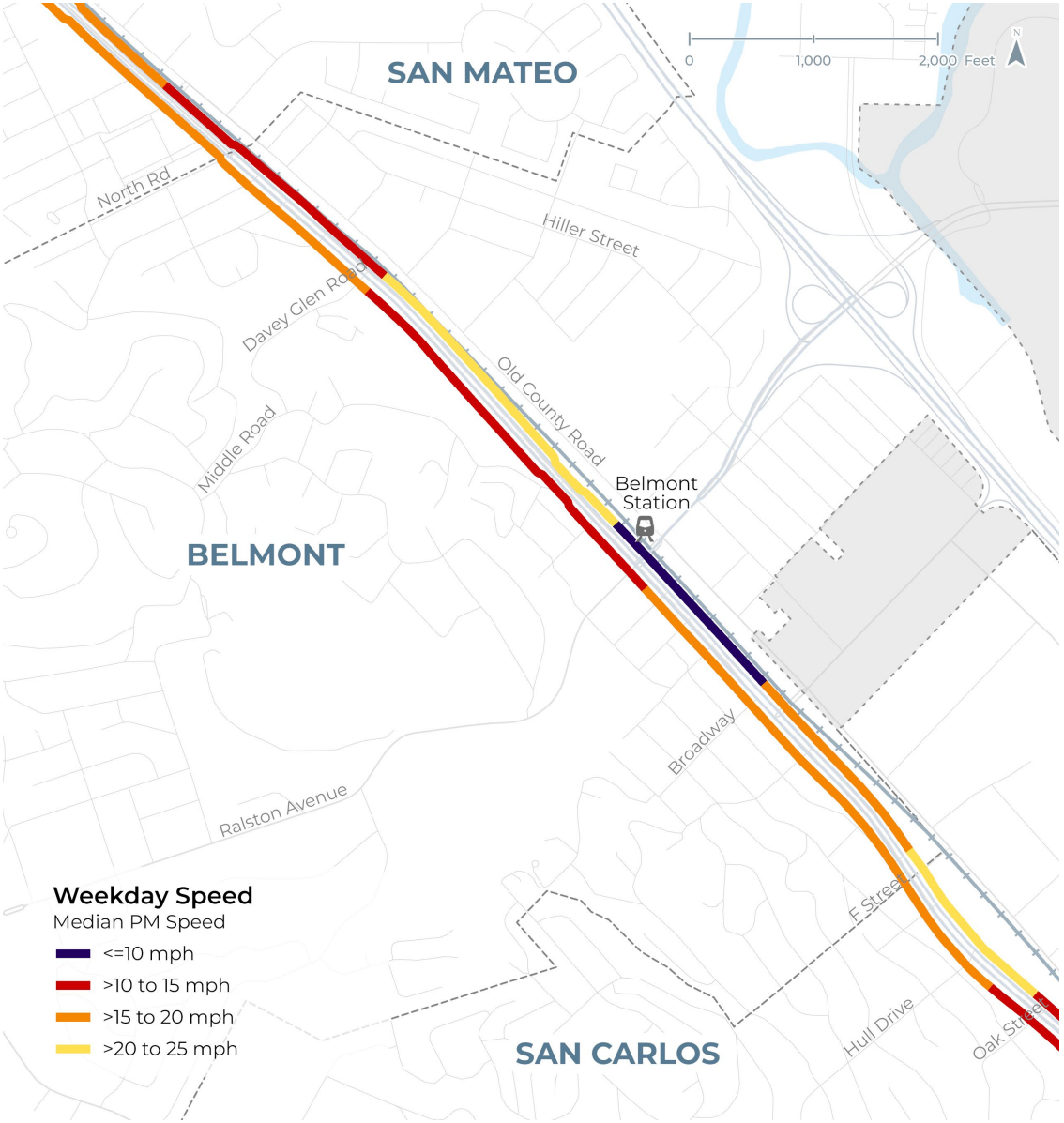
Morning bus travel is consistently 15-20 mph in the southbound direction and variable in the northbound direction with the slowest speeds through the commercial center and near the Belmont Caltrain station.



Source: SamTrans Automatic Passenger Counting Data 1/1/25-3/3/25

Bus Speeds PM

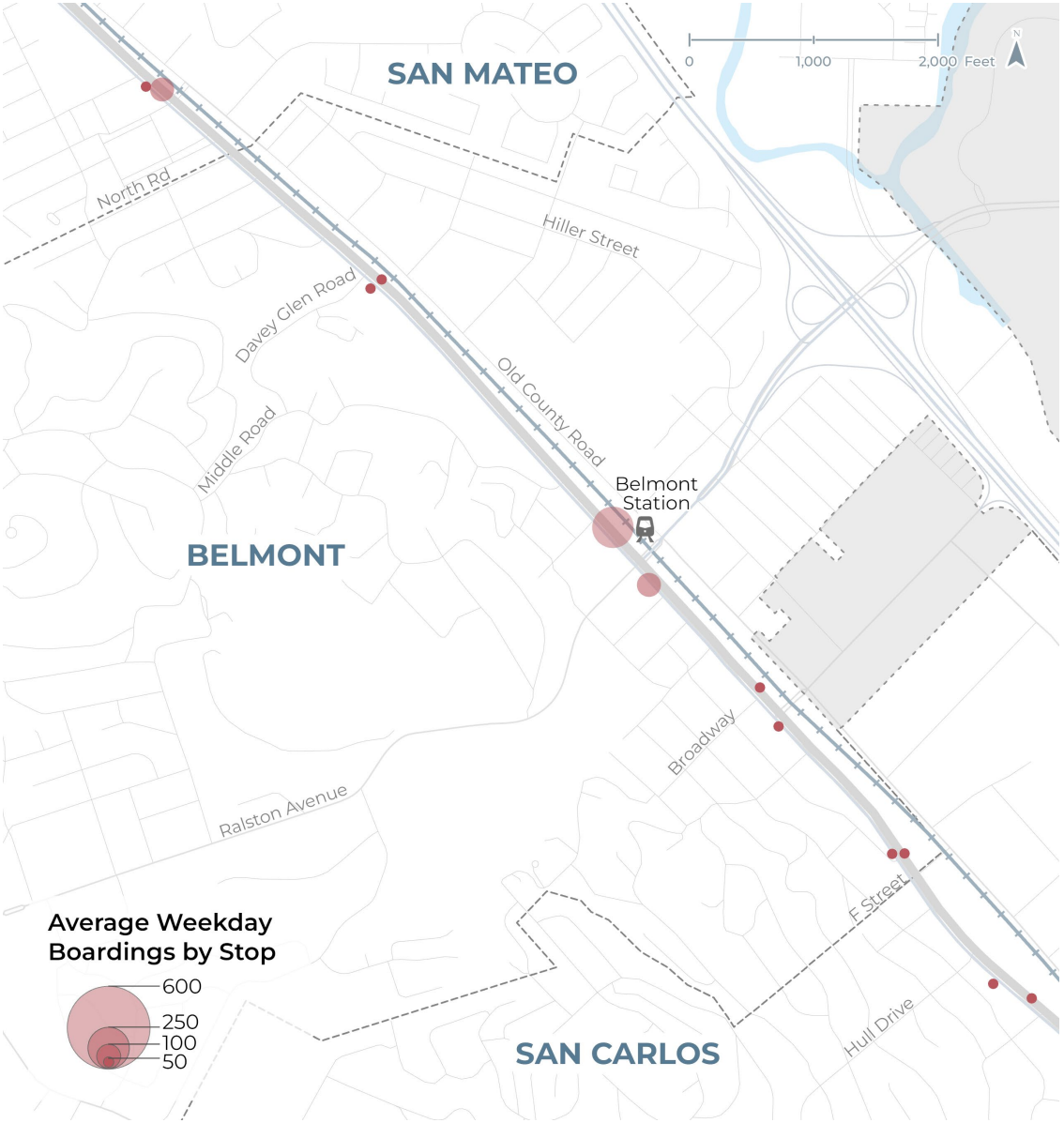
Evening bus speeds are slower than morning bus speeds, with northbound travel less that 10 mph near the Belmont Caltrain station. Southbound travel is between 10-20 mph.



Source: SamTrans Automatic Passenger Counting Data 1/1/25-3/3/25

Bus Ridership

Bus boardings are highest at the stops adjacent to the Belmont Caltrain Station.



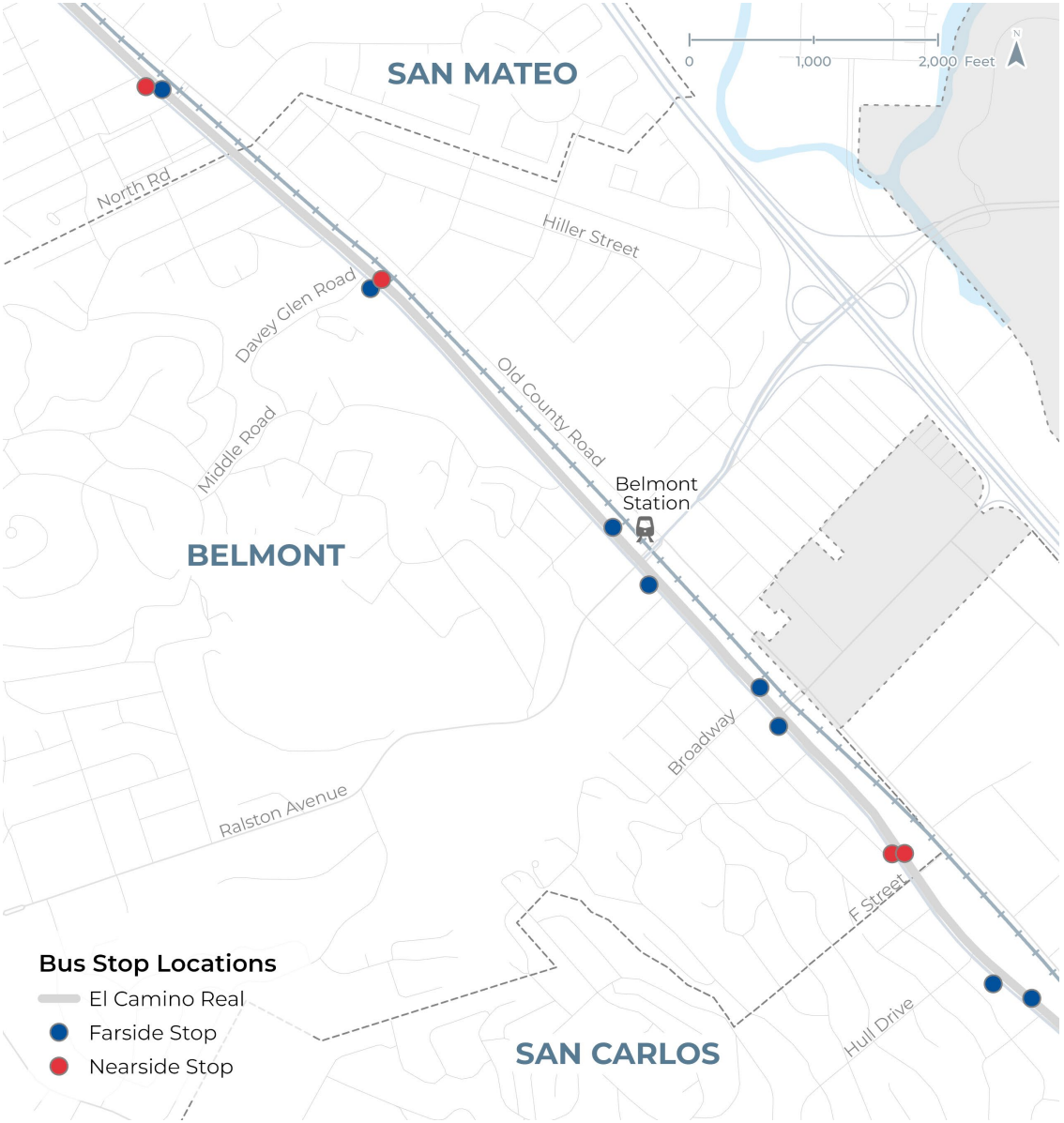
Source: SamTrans Automatic Passenger Counting Data 1/1/25-3/3/25

Transit Stop Inventory

Transit stops along El Camino vary in placement. Farside stops are typically preferred to nearside stops at signalized intersections.

Current stop inventory:

- 5 farside
- 3 nearside

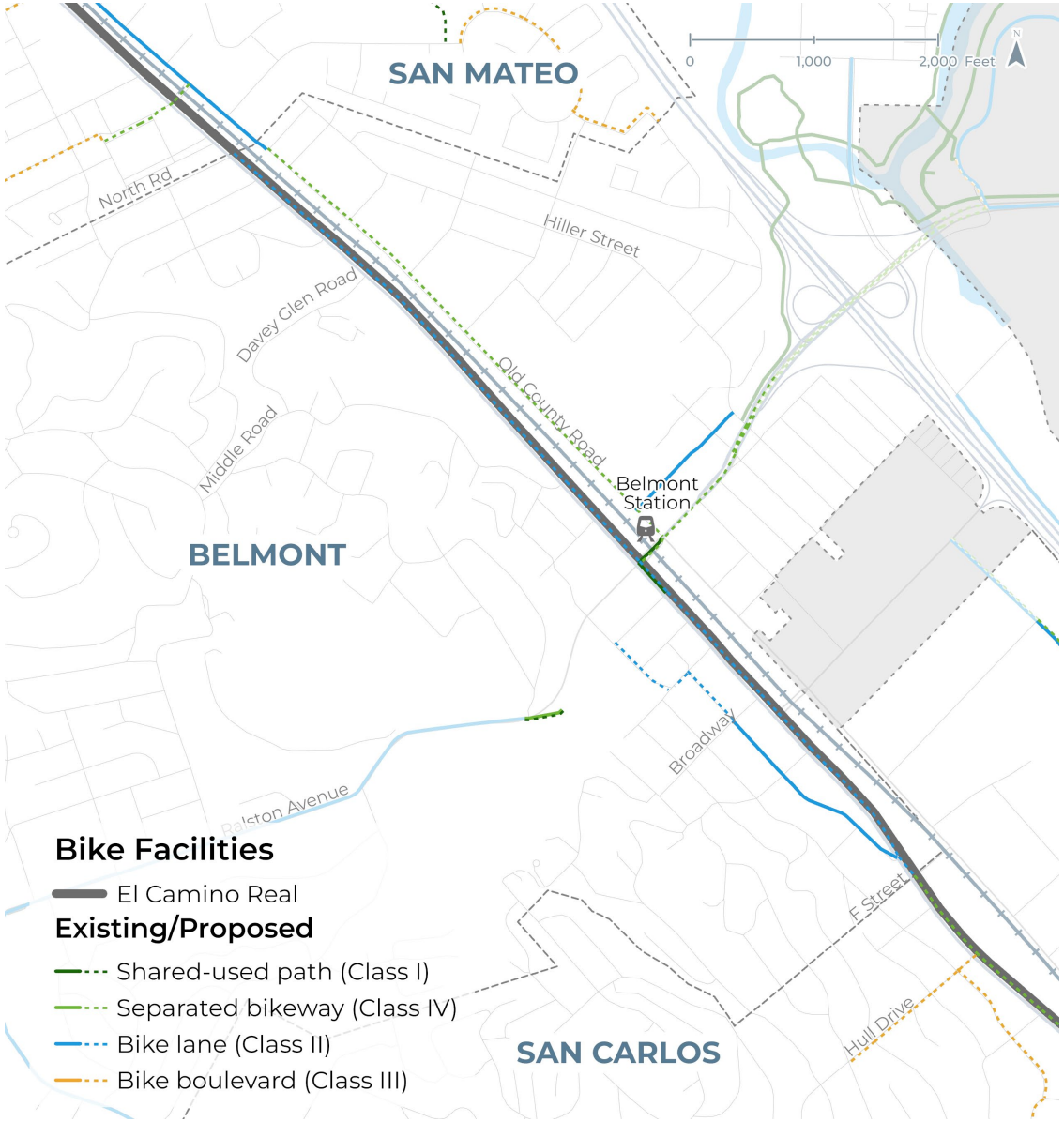


Source: SamTrans, 2025

Bike Facilities

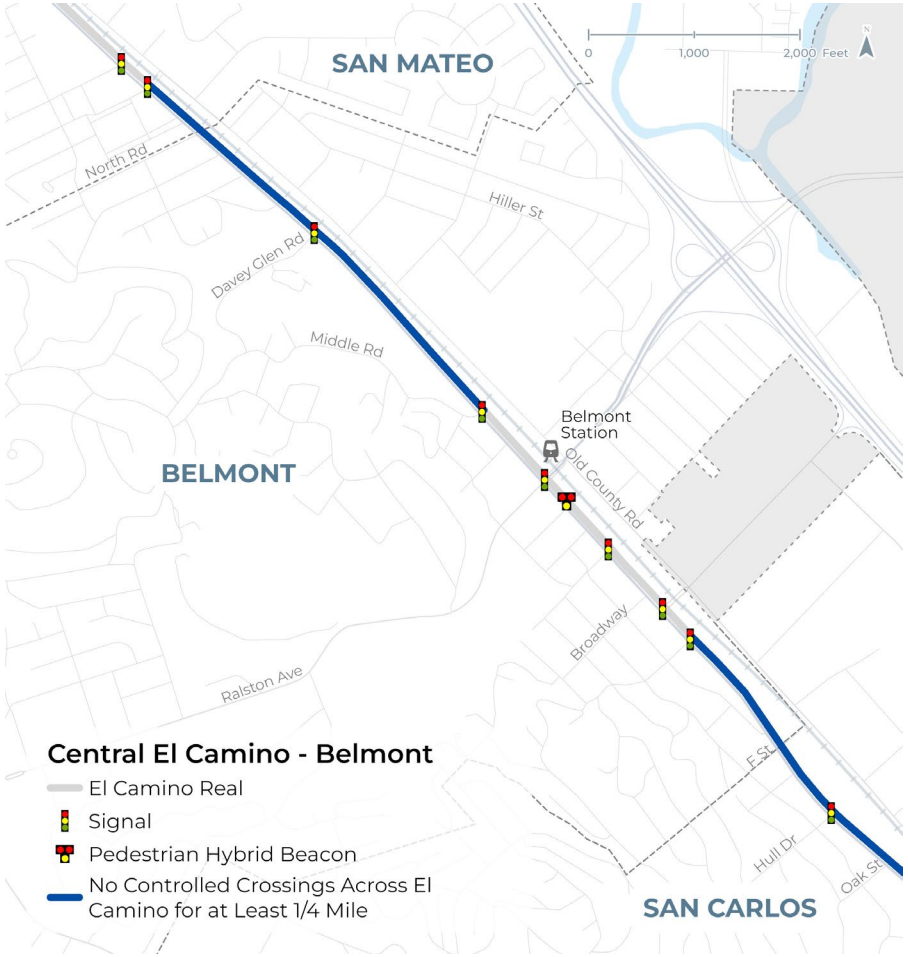
Belmont has limited bike facilities surrounding El Camino Real, though a separated bikeway has been proposed along Old County Road. Old County Road may serve as a parallel route.

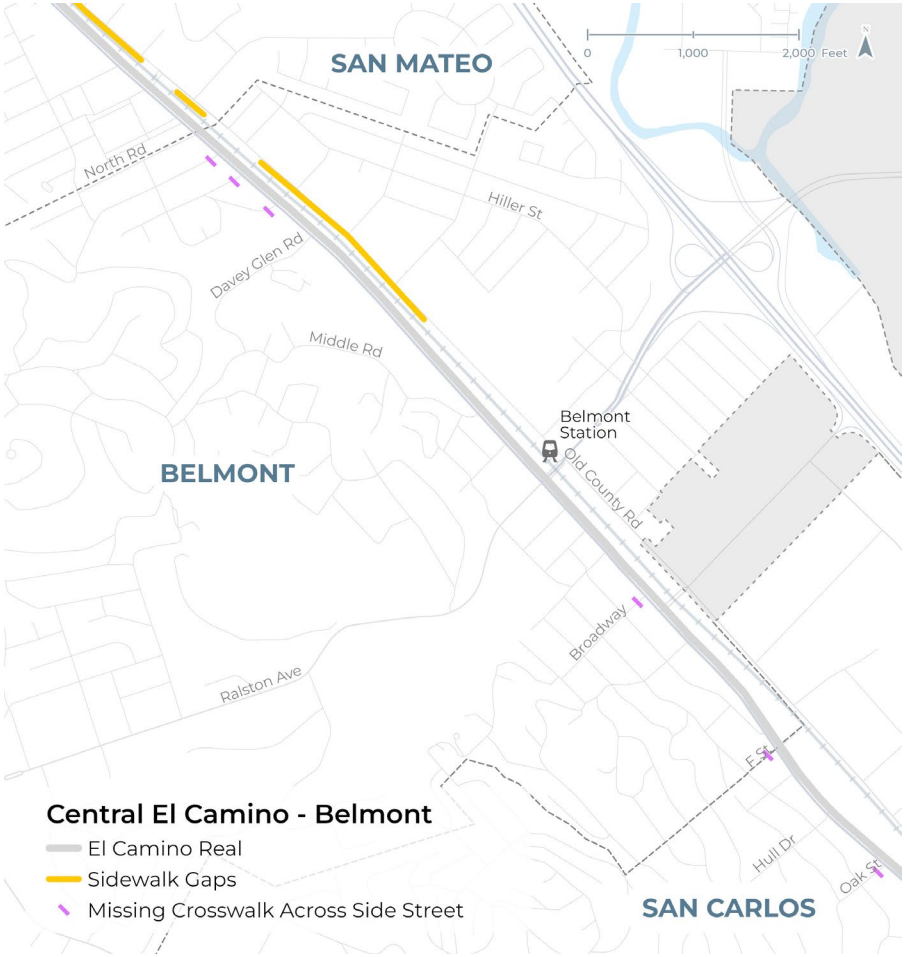
On the west side of the city, circuitous and hilly residential roads limit potential route options.



Source: CCAG CBPP 2021

Pedestrian Facilities





samTrans

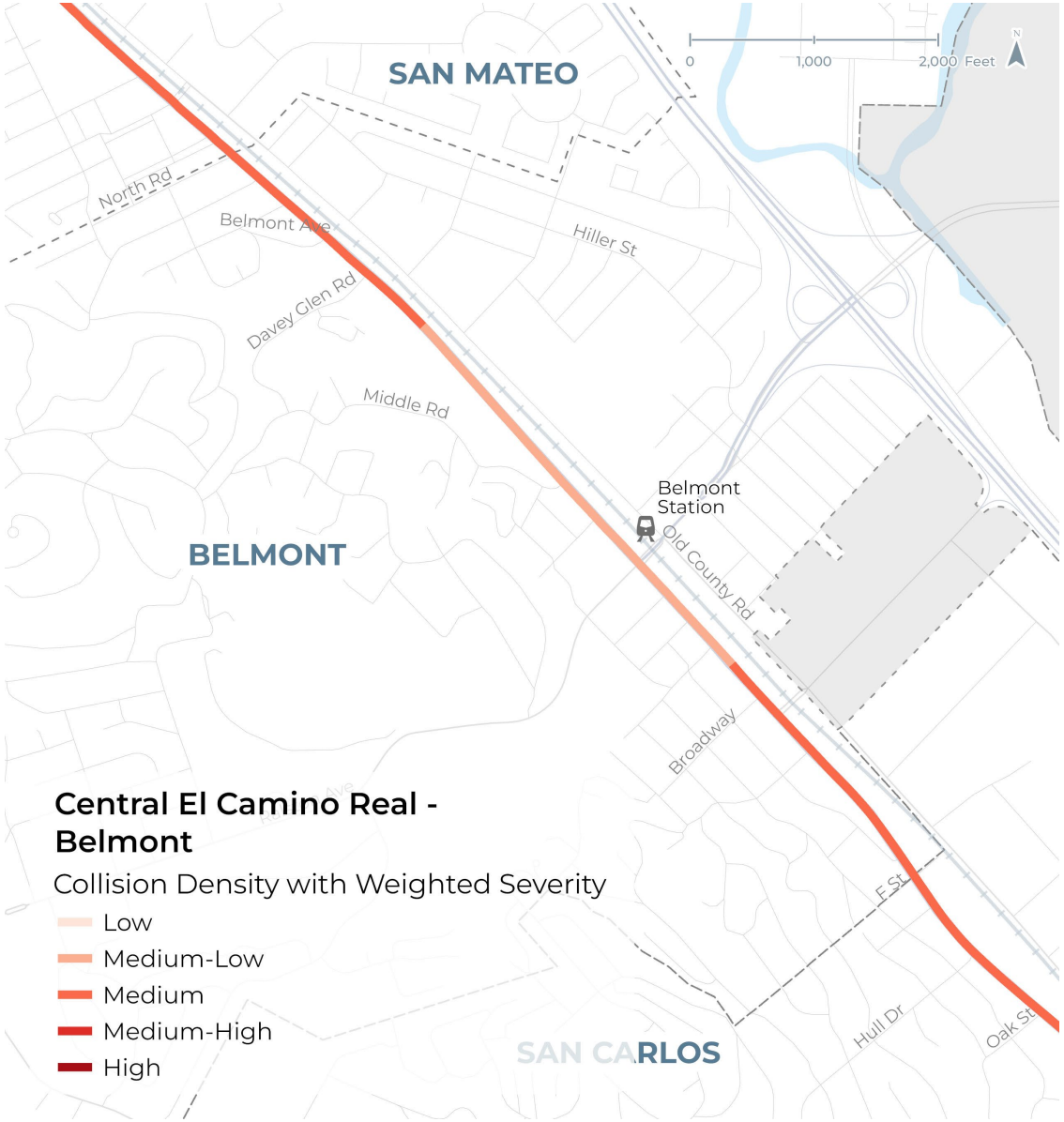
Safety

General statistics (2019-2023)

- **36** total injury collisions, **2** Killed or Serious Injury (KSI) collisions
- **3%** of all collisions in San Mateo County occurred in the City of Belmont
- Belmont's El Camino is **6%** of the corridor in the county, and **4%** of the county's collisions along El Camino occurred in Belmont
- El Camino Real accounts for **12%** of the City's collisions but only **2%** of its roads

Takeaways

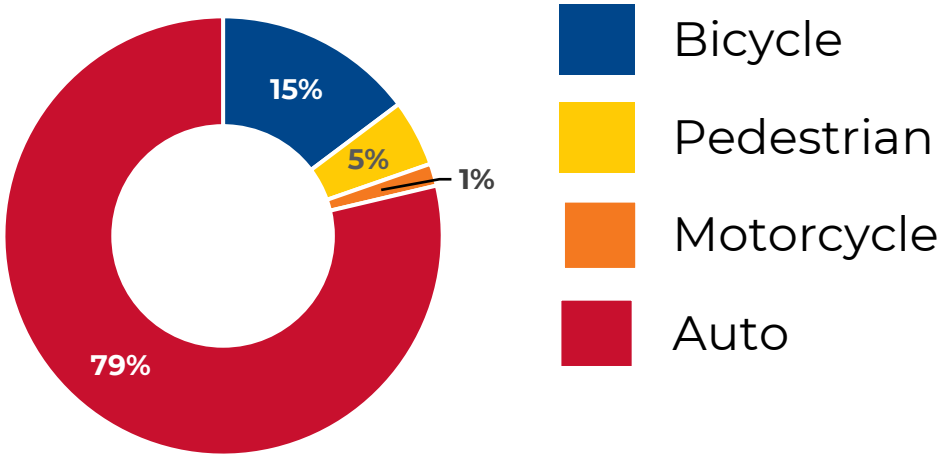
- **3%** of collisions involved pedestrians
- **9%** of collisions involved bikes
- **44%** of collisions occurred at intersections



Source: 2019-2023 Collision Data

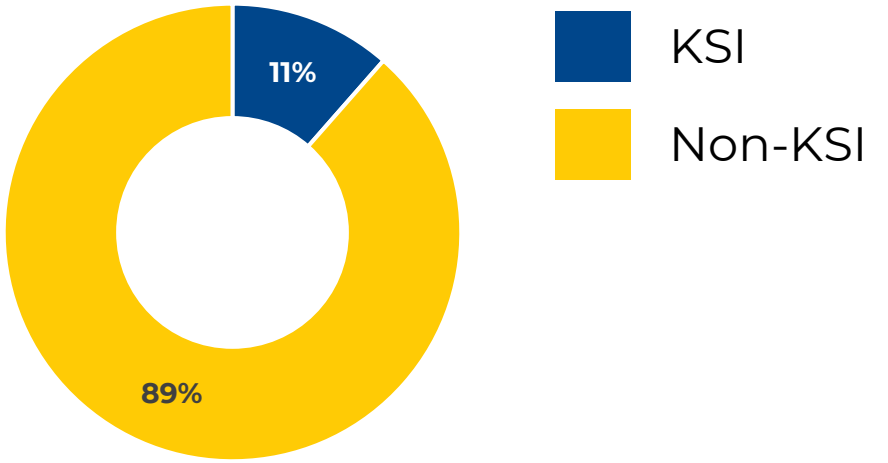
Safety

Mode Share



Bicycles and Pedestrians account for 20% of injury collisions despite comprising less than 2% of all trips on El Camino.

KSI



50% of KSI Collisions occurred at intersections
50% of KSI Collisions occurred along segments

Source: 2019-2023 Collision Data

Safety

Signalized Intersection

Primary Crash Factor (PCF) Violation
Traffic Signals and Sign (30%)
Unsafe Speed (25%)
Following Too Closely (20%)

Crash Type
Rear End (40%)
Broadside (40%)
Hit Object (10%)

Unsignalized Intersection

PCF Violation
Automobile Right of Way (50%)
Unsafe Speed (25%)
Driving or Bicycling Under the Influence of Alcohol or Drugs (13%)
Pedestrian Right of Way (13%)

Crash Type
Broadside (50%)
Rear End (25%)
Sideswipe (13%)
Vehicle/Pedestrian (13%)

Segments

PCF Violation
Automobile Right of Way (63%)
Improper Turning (13%)
Following Too Closely (13%)
Other Than Driver (or Pedestrian) (13%)

Crash Type
Broadside (50%)
Rear End (25%)
Hit Object (13%)
Sideswipe (13%)

Source: 2019-2023 Collision Data

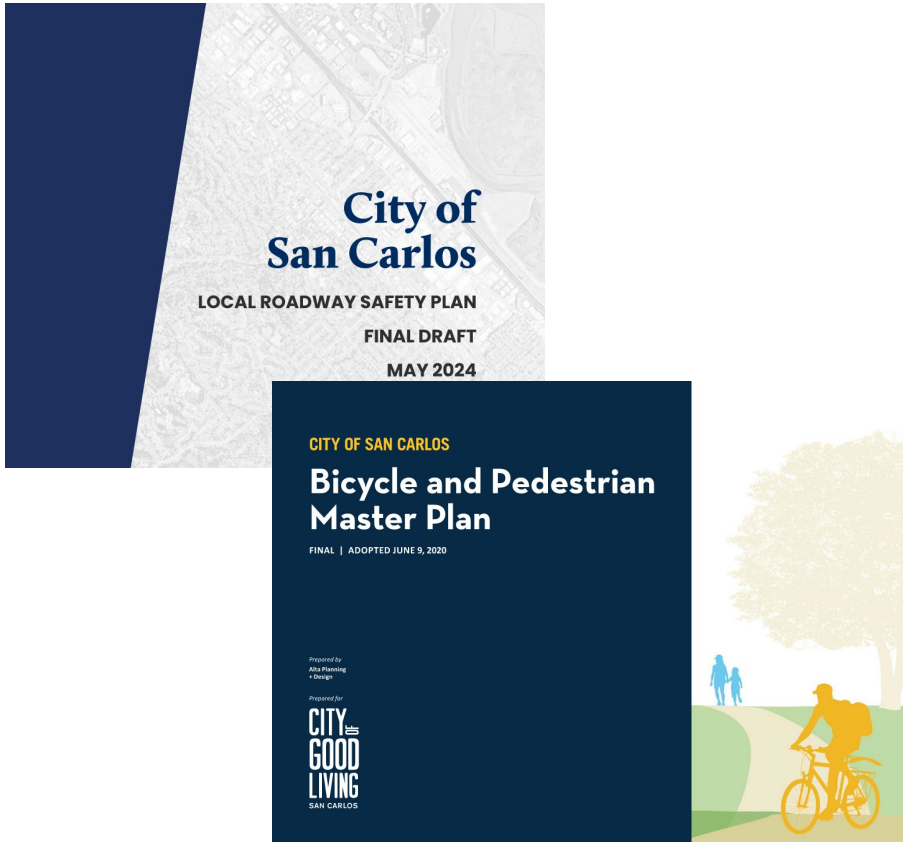
San Carlos & North Redwood City



Outreach over the Years

Residents, Community Based Organizations, and technical advisors of San Carlos have participated in many engagement efforts related to El Camino over the years. Here are some of the key themes we've heard from those efforts:

- When it comes to **active transportation,** the top concerns for walking and biking were aggressive driving, poor road conditions, lack of facilities, poor sidewalk conditions, and fast, heavy vehicle traffic
- When it comes to **safety,** people flagged concerns about speeding and running stop signs, and desire for intersection treatments that support safe pedestrian crossings



Outreach over the Years

Community members, Citizen Advisory Groups, and other stakeholders in Redwood City have participated in many engagement efforts related to El Camino over the years. Here are some of the key themes we've heard from those efforts:

- When it comes to **active transportation,** the top concerns for walking and biking were speeding, challenging crossings, drivers not yielding, and discontinuous infrastructure.
- When it comes to **planning for El Camino's future,** community members expressed that it is challenging to cross El Camino and desire to balance the corridor for all modes.



San Carlos & Redwood City

Different agencies have competing priorities for El Camino in San Carlos

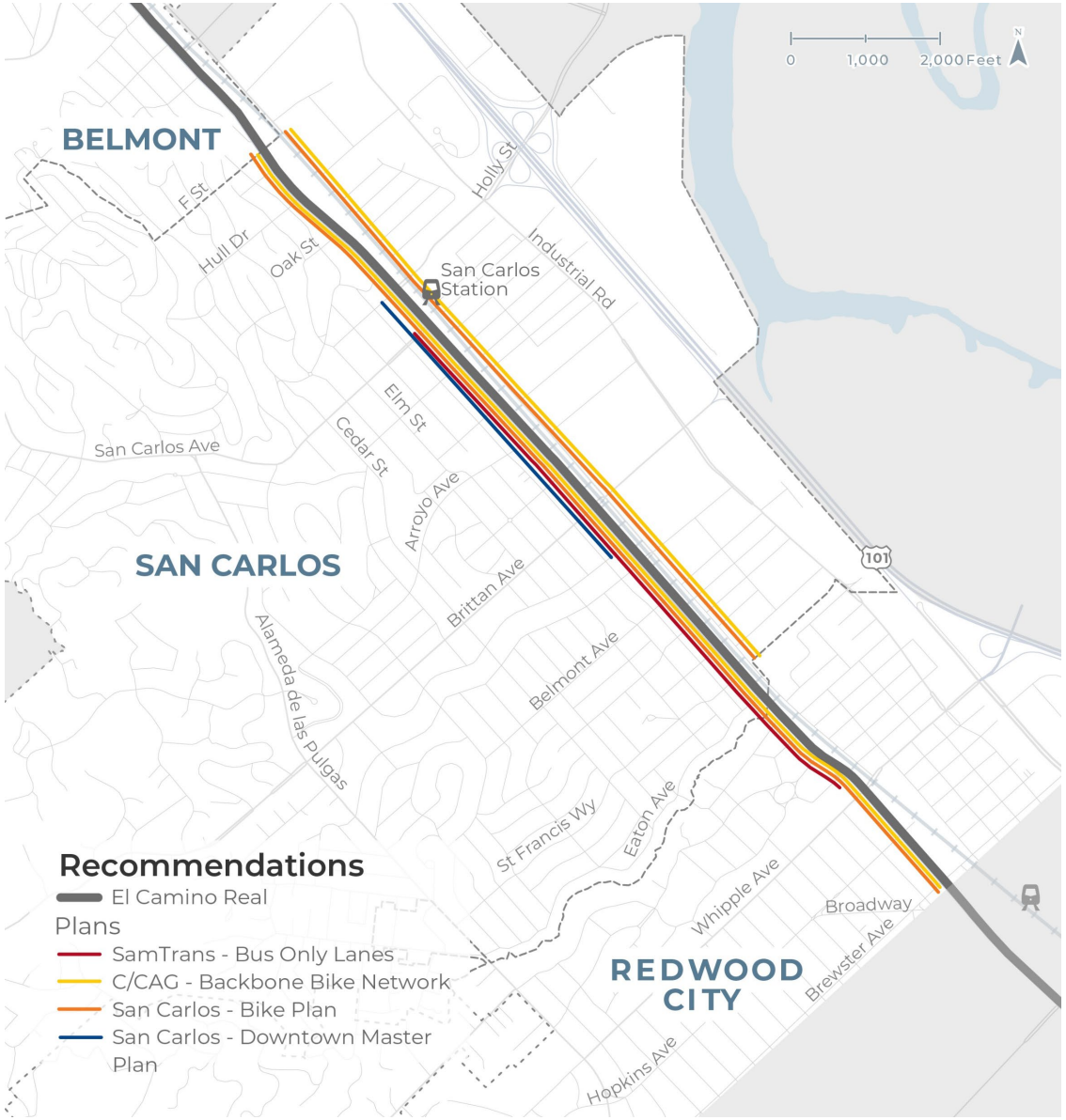
San Carlos Bike/Ped Master Plan (2020) recommends Class IV bike facilities on Old County Road (high priority), and Class IV bike facilities on El Camino (medium priority)

San Carlos Downtown Streetscape Plan (2025) recommends bi-directional Class IV bike lanes with road diet and parking removal on the east side

SamTrans Bus Speed & Reliability Study (2022) proposes bus only lanes in the southbound direction

C/CAG Bicycle and Pedestrian Plan (2021) recommends separated bike facilities on El Camino and parallel separated facilities on Old County Road

Caltrans District 4 Bike Plan (2018) does not recommend bike facilities on this section of El Camino



samTrans

San Carlos & Redwood City

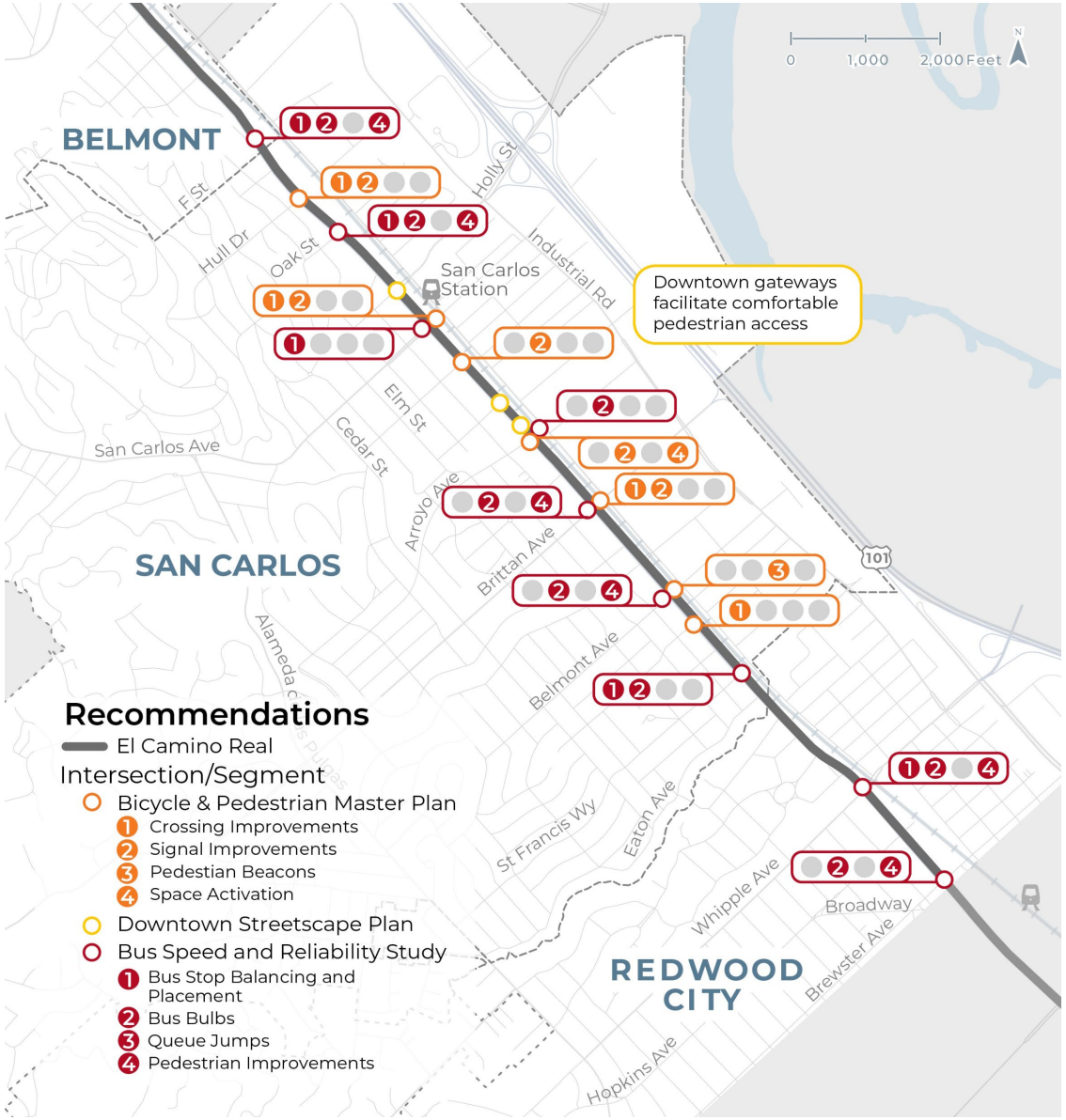
Spot location Recommendations

City and County-wide planning efforts have made recommendations to improve spot locations with the following goals in mind:

San Carlos Bicycle and Pedestrian Master Plan (2020): Infrastructure improvements to support safety and access for people walking and biking along El Camino.

San Carlos Downtown Streetscape Master Plan (2025): Placemaking strategies to enhance the experience in downtown San Carlos.

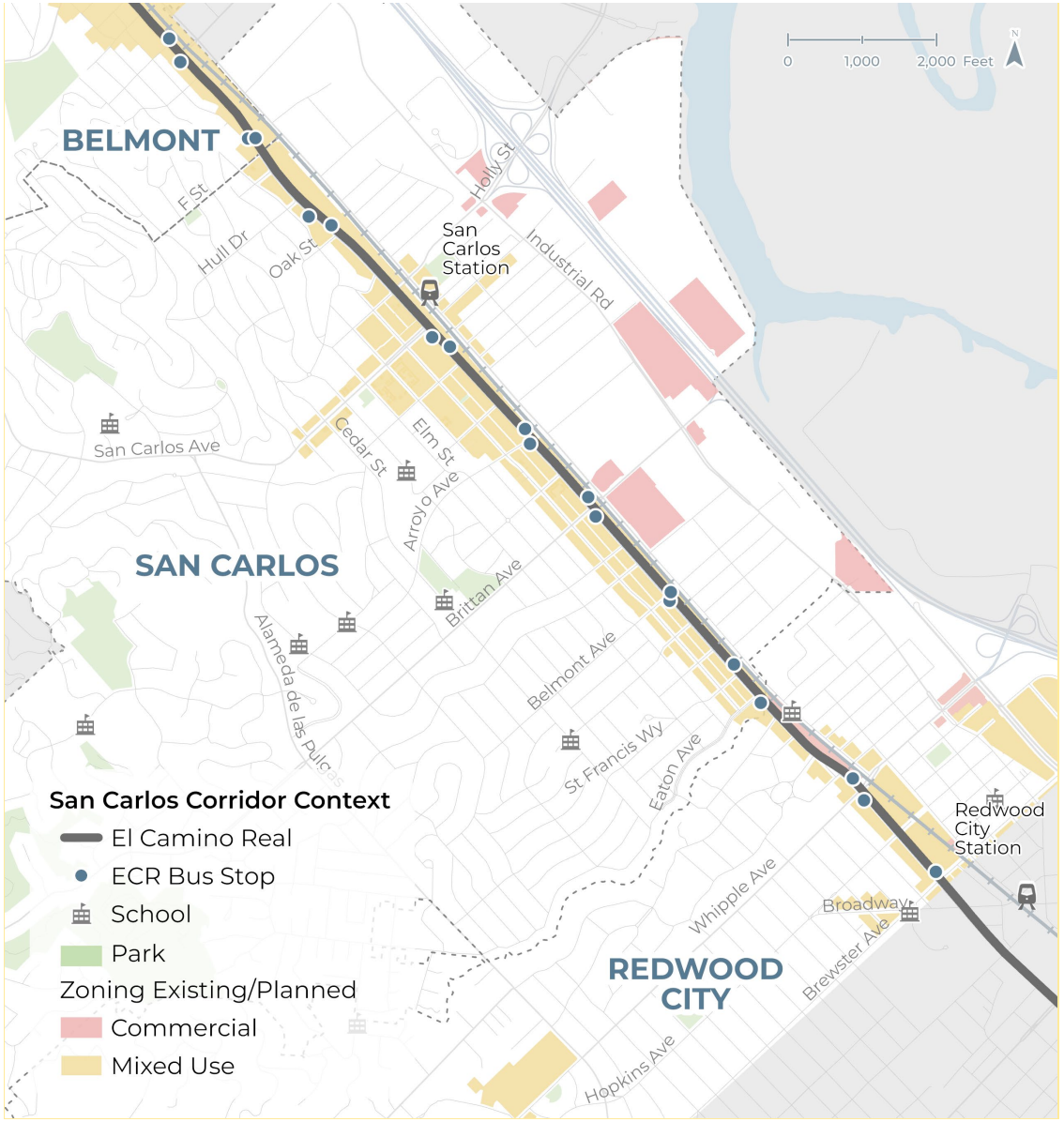
SamTrans Bus Speed and Reliability Study (2022): Change bus stop placement and design to improve transit operations along El Camino.



samTrans

Land Use (Zoning)

The parcels adjacent to El Camino are all zoned for mixed-use or commercial use, indicating that the corridor will continue to serve as a commercial hub for the city while the presence of housing will grow over time.



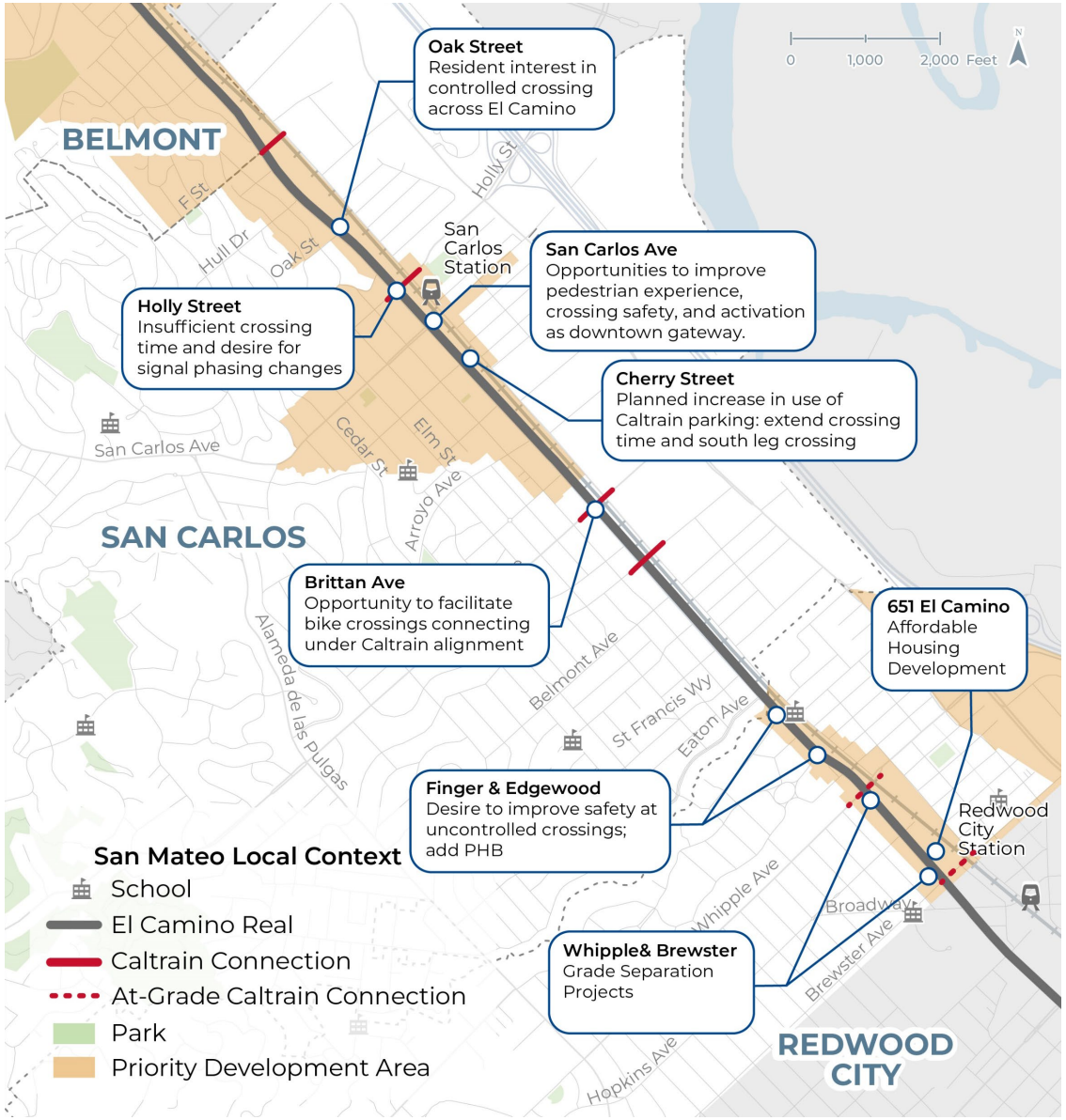
Source: City of San Carlos Zoning; Redwood City Zoning San Mateo County GIS Open Data

San Carlos & Redwood City

City Staff Insights

San Carlos City staff identified several key themes along El Camino during a virtual walkthrough of the corridor. The northern portion of El Camino is designated as a Priority Development Area[1] in both cities, and there are several developments which are in the process of pursuing entitlements. San Carlos has a vision to increase the density of housing along the corridor to 120 units per acre.

Additionally, staff identified the desire for improving the walking and biking connection across El Camino.

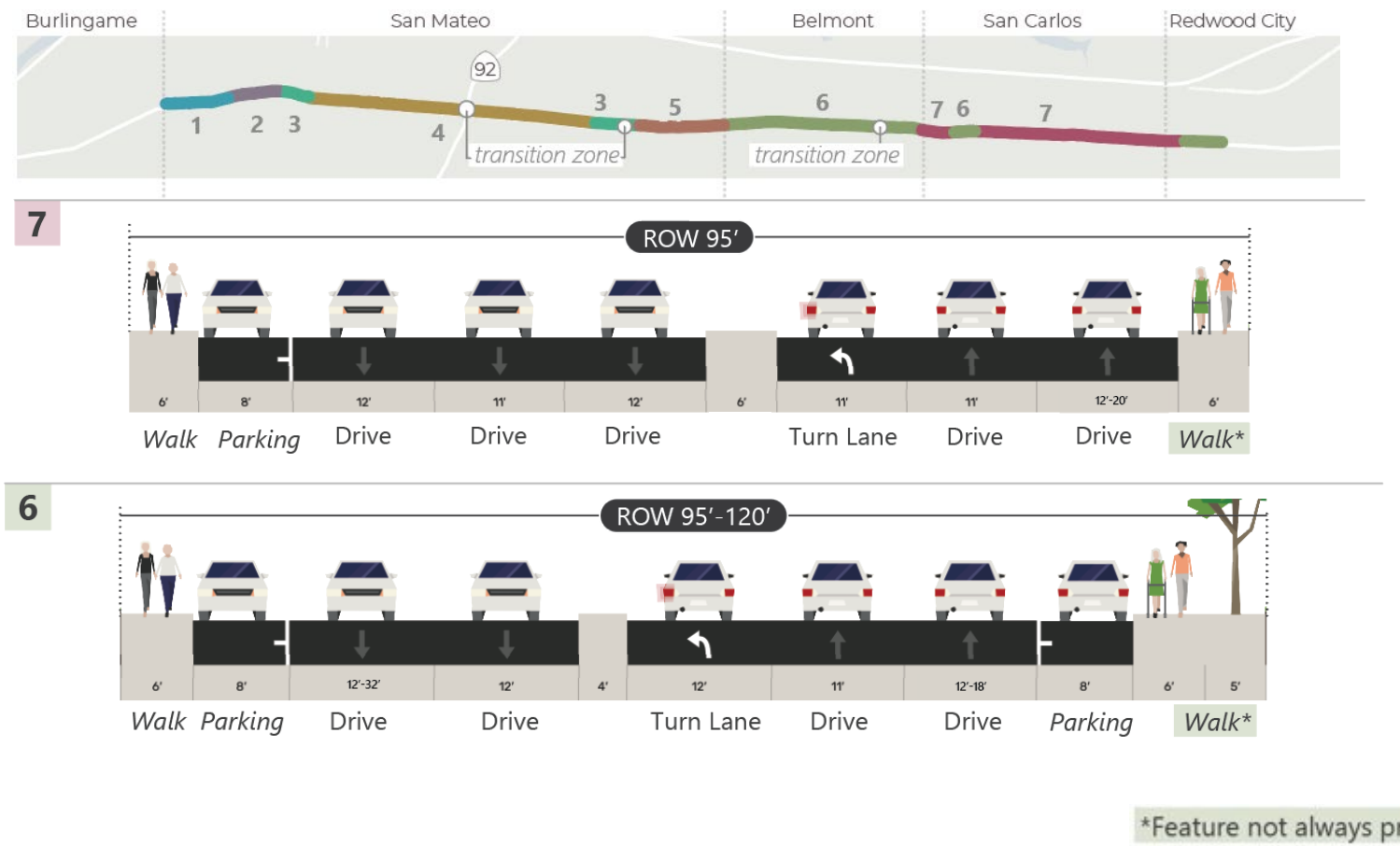


1. MTC Priority Development Areas, Plan Bay Area 2050

Cross Sections

Cross Section 7 makes up most of San Carlos, and the first block of Redwood City. It has three southbound lanes and two northbound lanes with left turn pockets and a raised median. Parking is provided on the west side of the street. There are also sidewalks on both sides of the street which lack a landscaping strip.

Cross Section 6 makes up a small portion in norther San Carlos and the remaining section of Redwood City from Edgewood to Brewster. It has two southbound lanes and two northbound lanes with left turn pockets and a raised median. Parking is provided on both sides of the street. There are also sidewalks on both sides of the street which lack a landscaping strip.



*Feature not always present

Travel Lanes & Daily Volumes

Traffic volumes are consistent throughout San Carlos and increase slightly in Redwood City.

El Camino has two lanes northbound and some stretches of three lanes southbound.



Source: SamTrans Counts, February 2025

San Carlos & Redwood City
Weekday PM Peak Hour

Observed Auto Speed and Volumes

Average PM peak hour speeds in San Carlos into northern Redwood City range from 15-30 mph The posted speed is 35 mph.

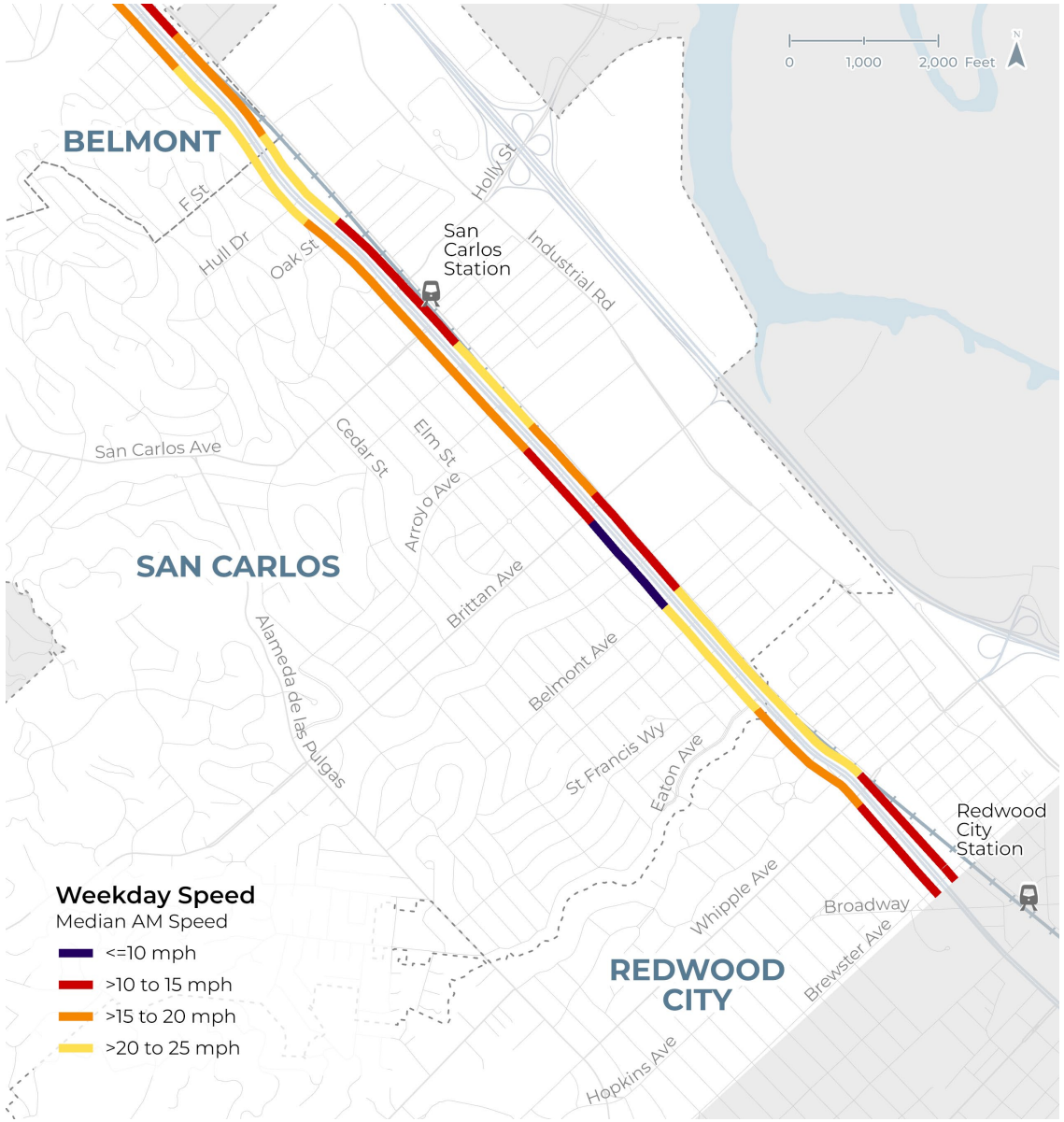


Source: SamTrans Counts, February 2025; INRIX December 2024

Bus Speeds AM

The southbound morning bus speeds are slowest between Brittan Ave and Belmont Ave. Northbound speeds fall below 15 mph throughout the corridor.

Redwood City is one of the slowest cities for route ECR.

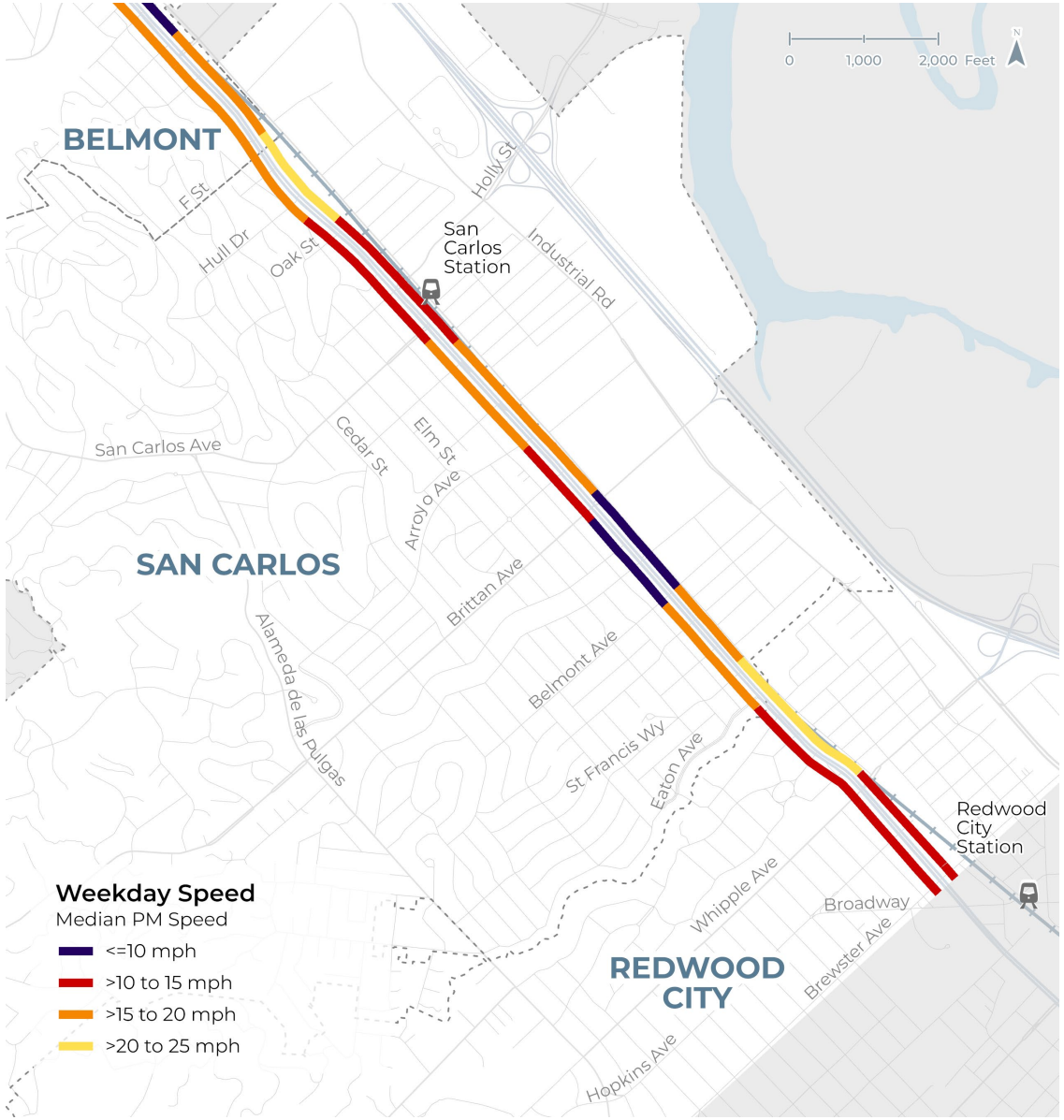


Source: SamTrans Automatic Passenger Counting Data 1/1/25-3/3/25

Bus Speeds PM

Evening bus speeds are slower than morning bus speeds, with both directions falling below 10 mph between Brittan and Belmont Ave.

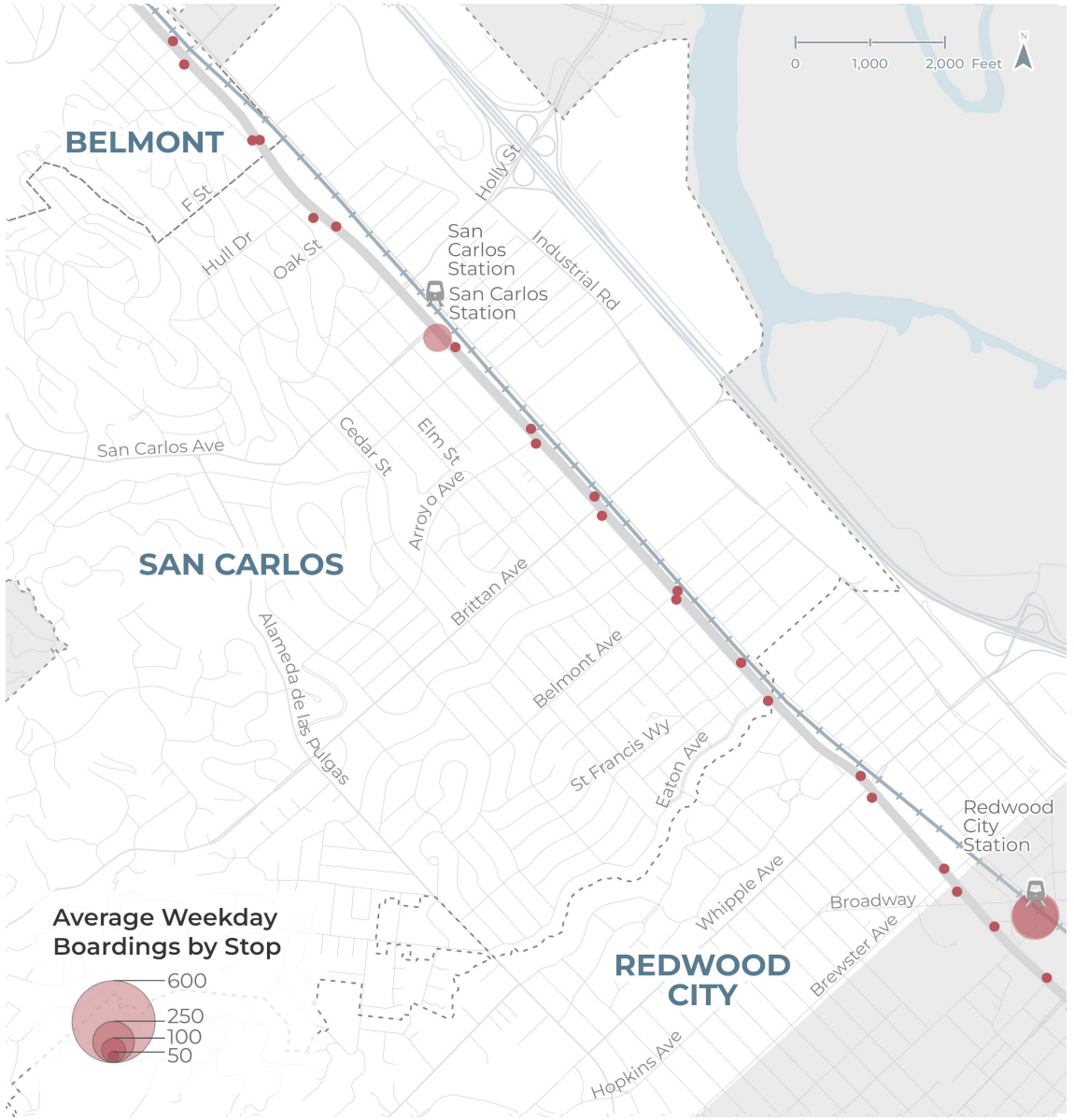
Redwood City is one of the slowest cities for Route ECR.



Source: SamTrans Automatic Passenger Counting Data 1/1/25-3/3/25

Bus Ridership

Bus ridership is comparatively lower in San Carlos and Redwood City. The highest ridership is observed at the Redwood City Caltrain station where Route ECR turns off El Camino to serve the Caltrain station.



Source: SamTrans Automatic Passenger Counting Data 1/1/25-3/3/25

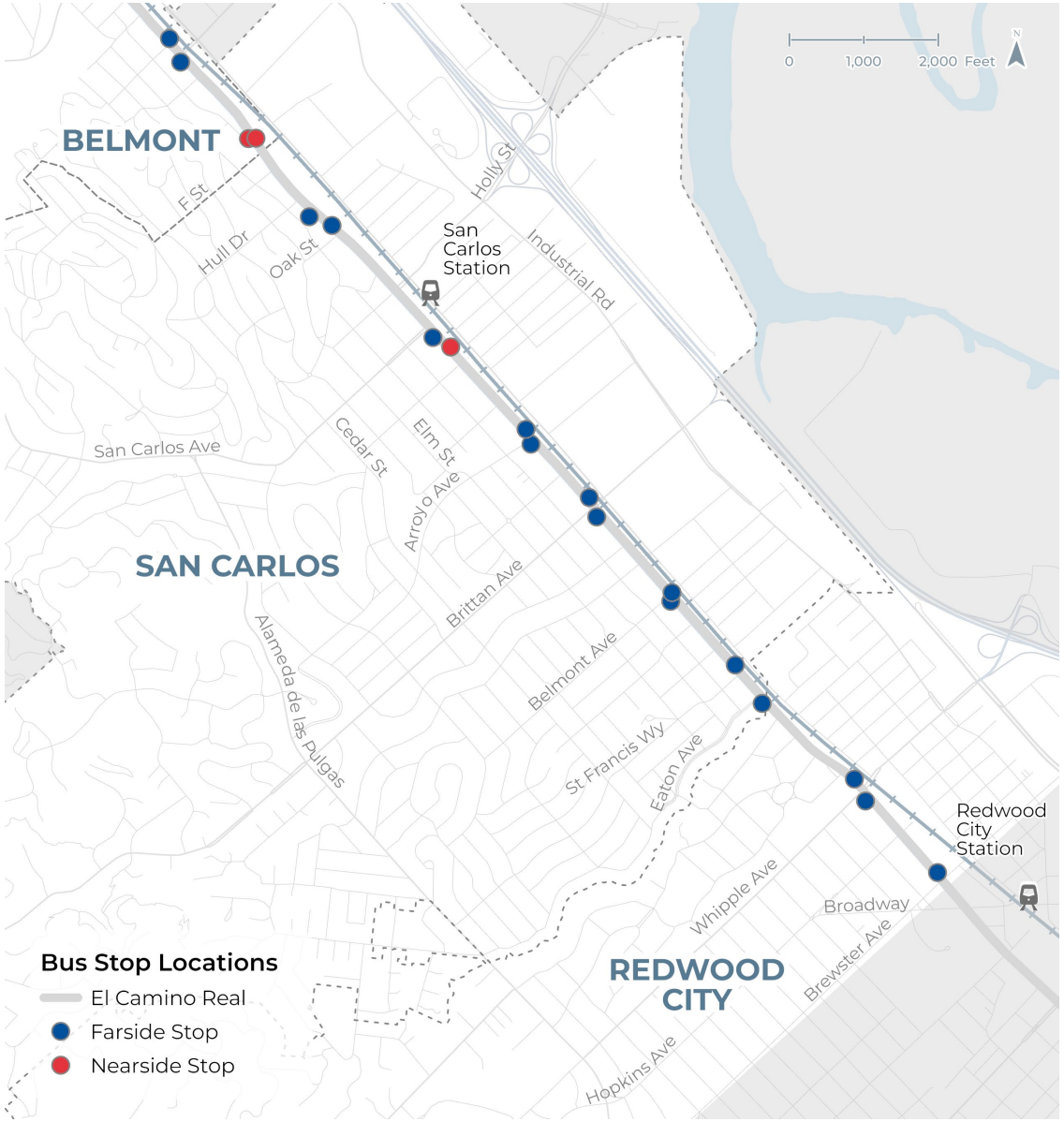
San Carlos & Redwood City

Transit Stop Inventory

Transit stops along El Camino vary in placement. Farside stops are typically preferred to nearside stops at signalized intersections.

Current stop inventory:

- 11 farside
- 1 nearside

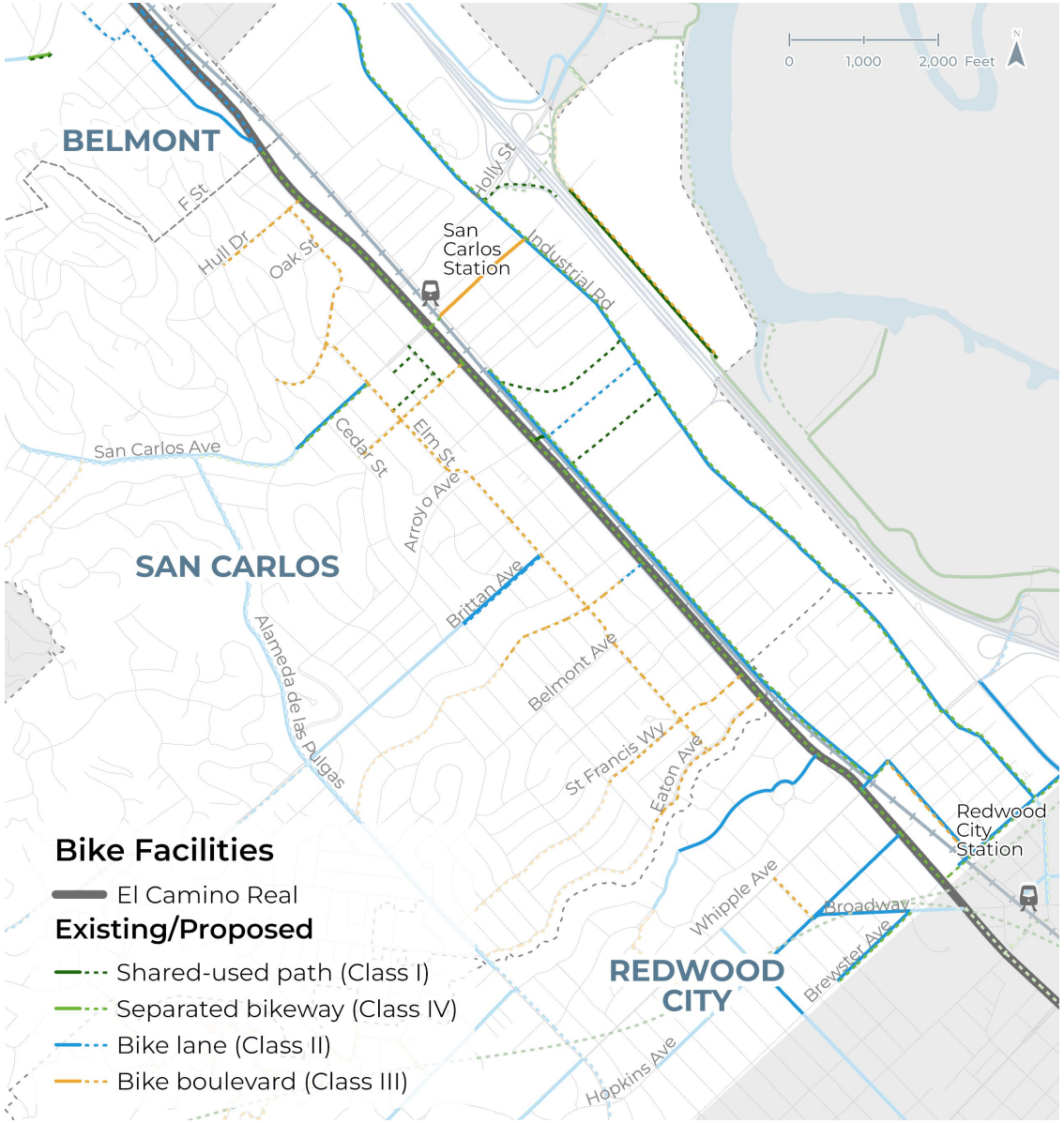


Source: SamTrans, 2025

Bike Facilities

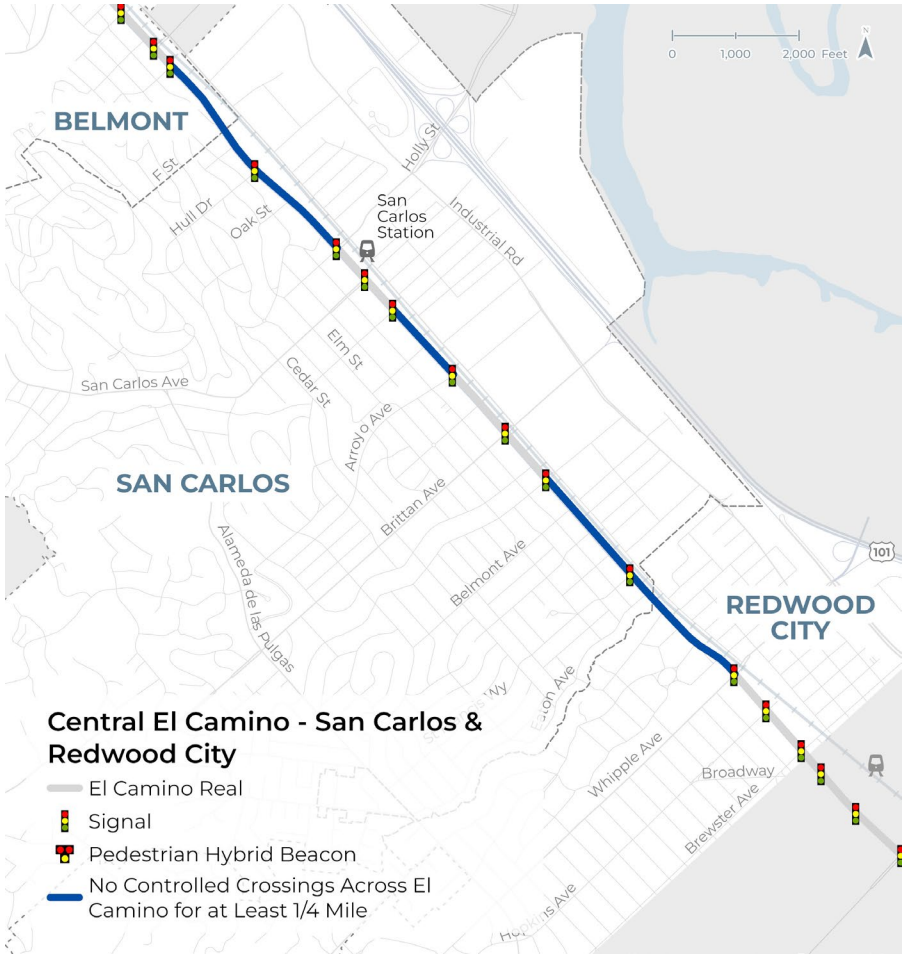
East of El Camino Real, Old County Road and Industrial Road run parallel to El Camino with class II bike lanes. West of El Camino Real there are no nearby bike facilities.

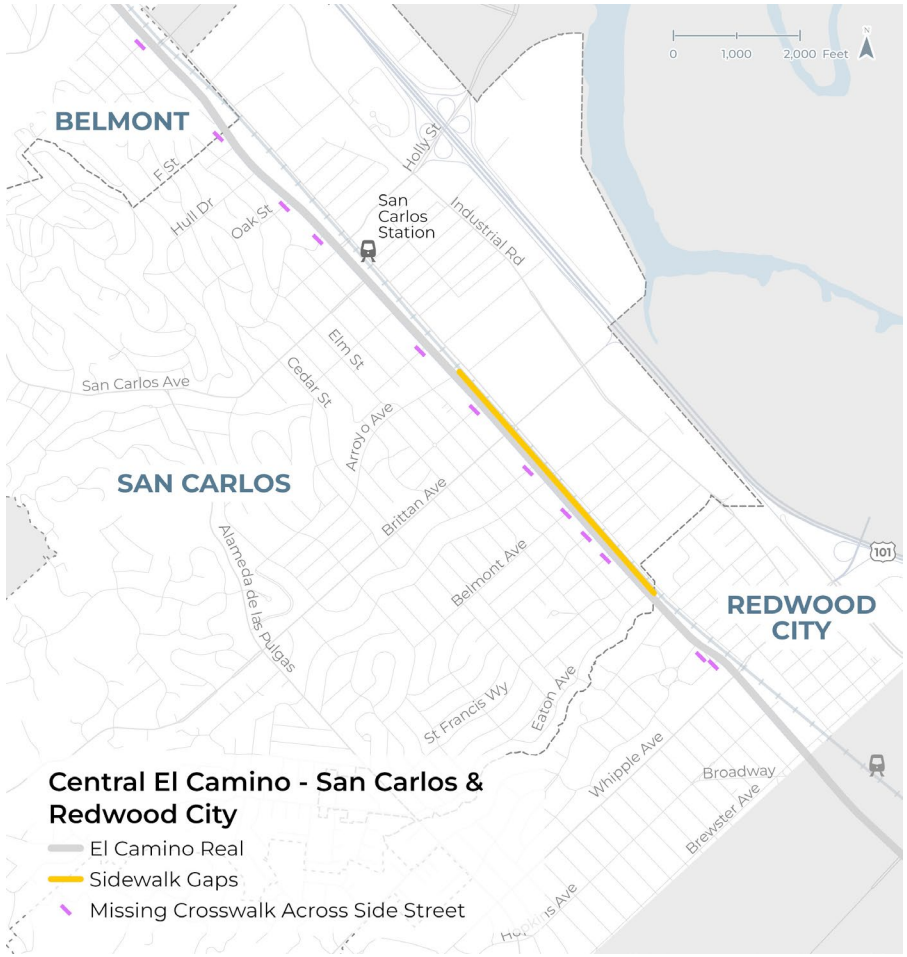
Targeted improvements to Elm Street to convert it from a bike route to a bike facility can provide an additional low stress network option in the area.



Source: CCAG CBPP 2021; San Carlos Bicycle and Pedestrian Master Plan 2020

Pedestrian Facilities





samTrans

Safety

General statistics (2019-2023)

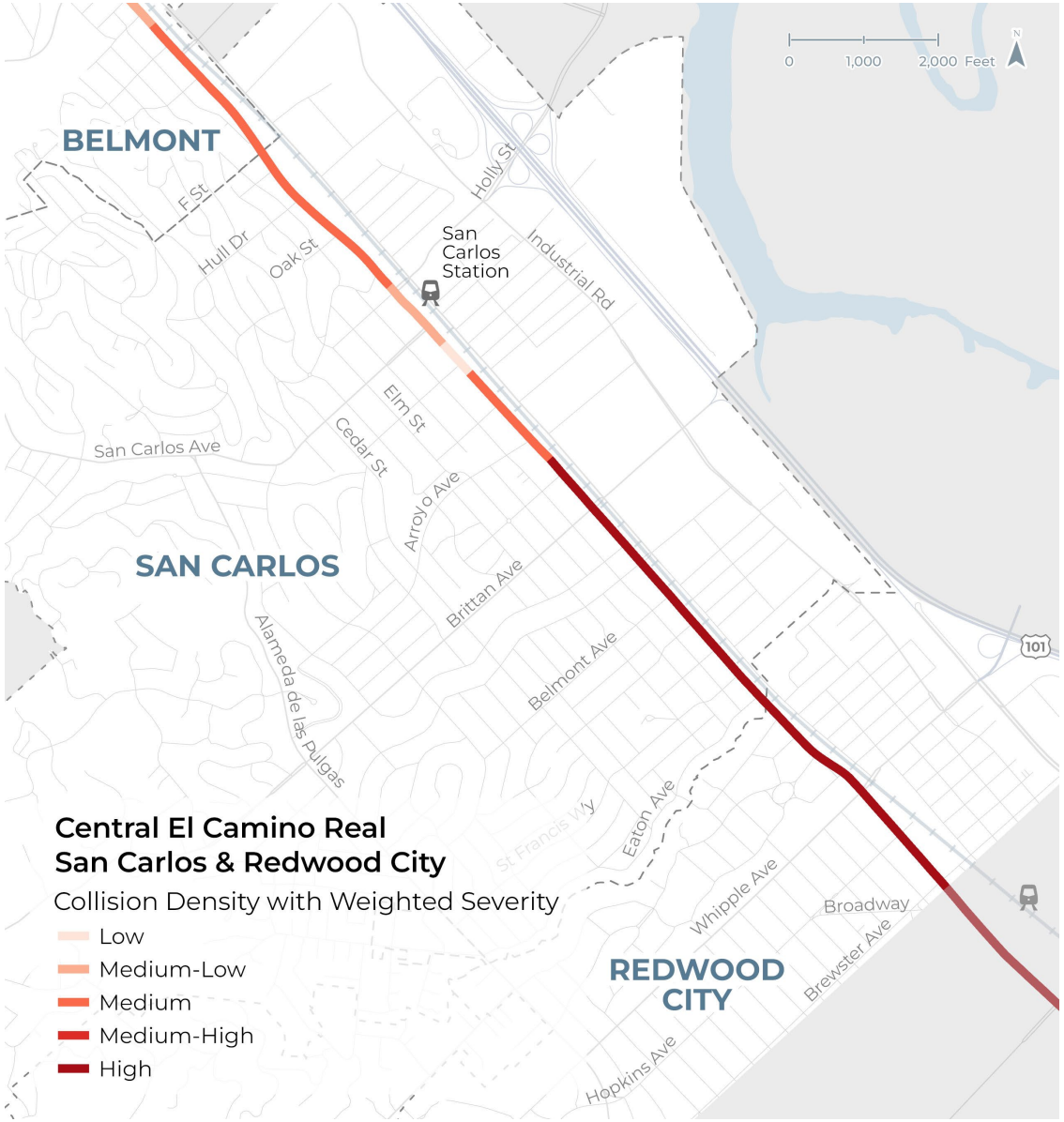
- **94** total collisions, **13** Killed or Serious Injury (KSI) collisions

City of San Carlos

- **3%** of all collisions in San Mateo County occurred in the City of San Carlos
- San Carlos' El Camino is **8%** of the corridor in the county, and **7%** of the county's collisions along El Camino occurred in San Carlos
- El Camino Real accounts for **16%** of the City's collisions but only **2%** of its roads

Takeaways

- **5%** of collisions involved pedestrians
- **14%** of collisions involved bikes
- **81%** of collisions occurred at intersections

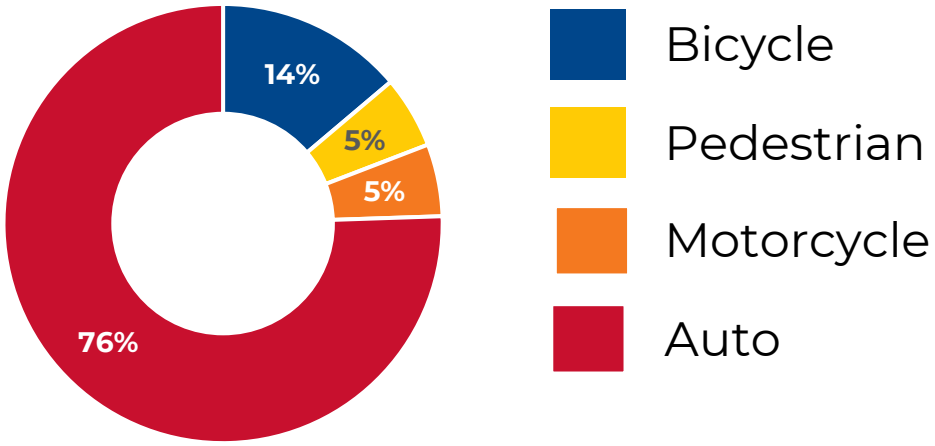


Source: 2019-2023 Collision Data

samTrans

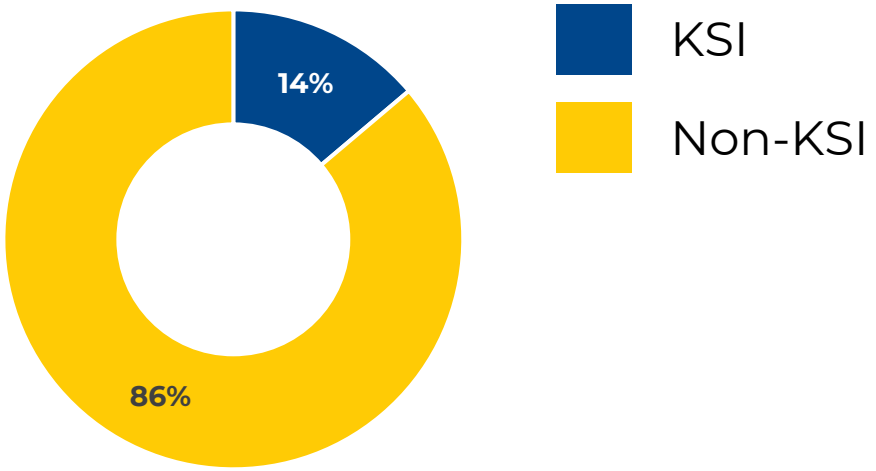
Safety

Mode Share



Bicycles and Pedestrians account for 19% of injury collisions despite comprising less than 2% of trips on El Camino.

KSI



100% of KSI Collisions occurred at intersections

Source: 2019-2023 Collision Data

Safety

Signalized Intersection

Primary Crash Factor (PCF) Violation
Traffic Signals and Signs (31%)
Unsafe Speed (24%)
Driving or Bicycling Under the Influence of Alcohol or Drugs (14%)

Crash Type
Rear End (33%)
Broadside (33%)
Other (12%)

Unsignalized Intersection

PCF Violation
Unsafe Speed (45%)
Improper Turning (14%)
Automobile Right of Way (14%)

Crash Type
Rear End (41%)
Broadside (41%)
Hit Object (9%)
Vehicle/Pedestrian (9%)

Segments

PCF Violation
Unsafe Speed (44%)
Improper Turning (25%)
Driving or Bicycling Under the Influence of Alcohol or Drugs (13%)

Crash Type
Rear End (47%)
Sideswipe (29%)
Hit Object (18%)

Source: 2019-2023 Collision Data

Fehr & Peers

Memo

Date: June 10, 2025

To: Cassie Halls and Asiya Patel, SamTrans

From: Erin Ferguson, Kevin Zamzow-Pollock, and Nina Price, Fehr & Peers

Subject: Central El Camino Real Parking Inventory and Utilization

---

Introduction

As part of the Central El Camino Real Multimodal Plan existing conditions and needs assessment process, Fehr & Peers evaluated the availability of on-street parking and parking utilization through the entire study corridor. The cities included in the study are San Mateo, Belmont, San Carlos, and the northern portion of Redwood City (to Brewster Avenue). The following memorandum provides a summary of the data collected and the findings from the analysis.

Data Collection and Methodology

The data presented in this study reflects the inventory of on-street parking along El Camino Real and the utilization during three peak periods: weekday midday, weekday evening, and weekend midday. Inventory data was collected using a virtual walk through of the corridor; it does not distinguish between space type (e.g. time restricted, loading, or accessible spaces). Occupancy data was collected over two hours for each peak period on Thursday, May 15 and Sunday, May 18. Thursday and Sunday tend to represent typical weekday and weekend travel conditions. The attached maps reflect the parking occupancy by block based on the percentage of available spaces and split into four levels, ranging from low to high occupancy: 0-25%, 26-50%, 51-75%, and 76-100%.

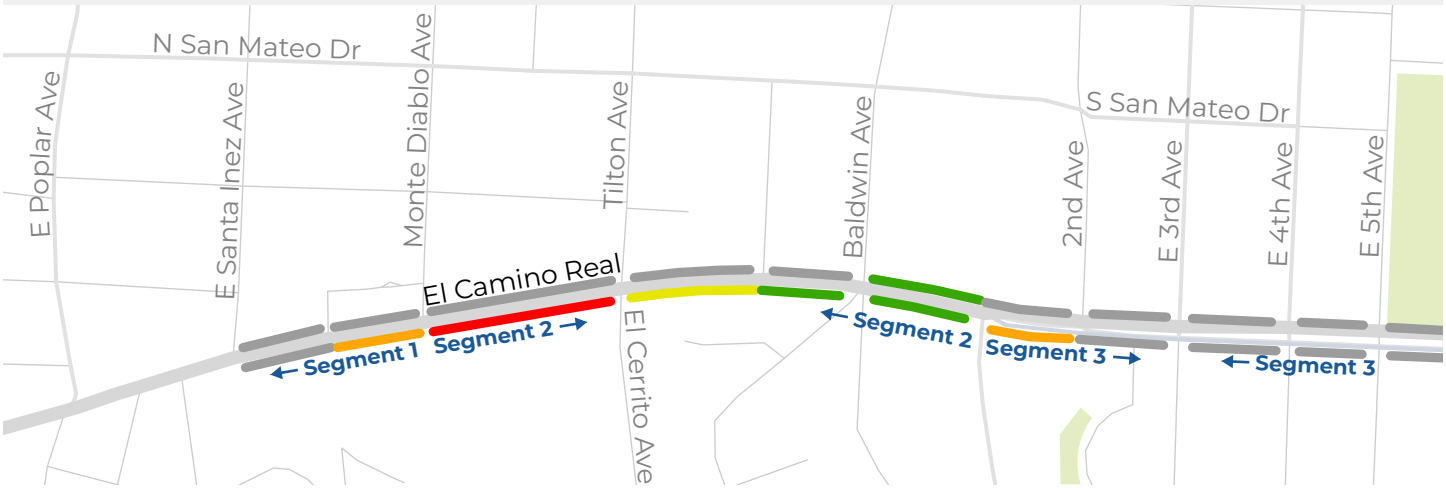
There are seven distinct cross sections along El Camino Real through the study area; the start and end points of each segment are noted on the maps to support future development of cross section alternatives which will be informed, in part, by parking utilization rates.

Findings

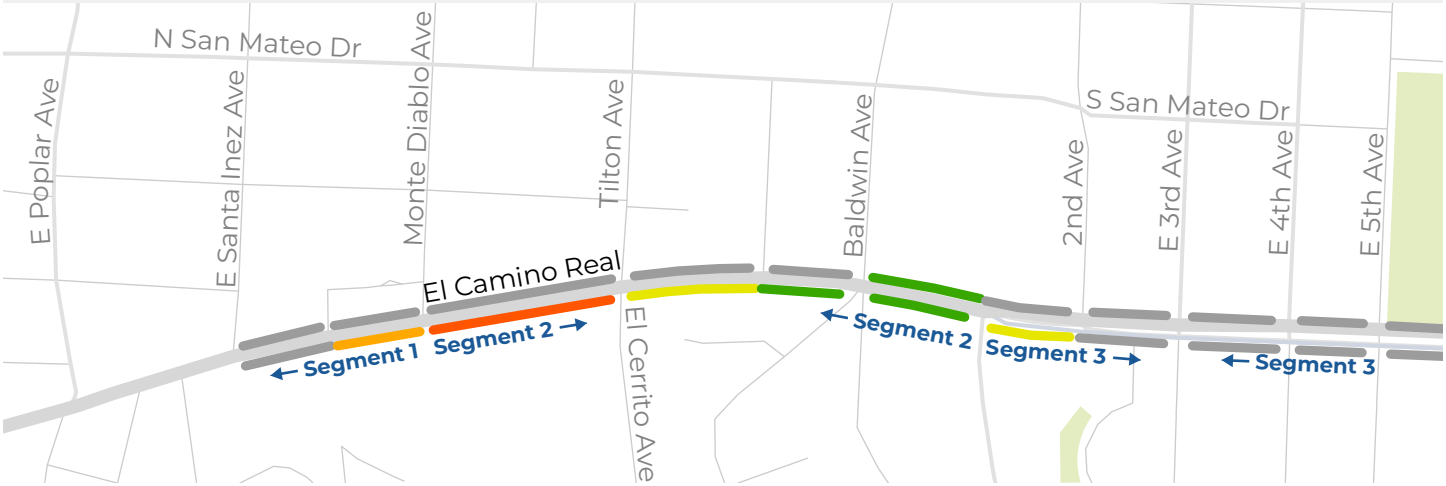
Parking utilization varies significantly throughout the corridor. The highest utilization in San Mateo occurs adjacent to commercial strips (e.g. near downtown and south of SR-92 interchange). Belmont sees the highest utilization near its downtown core between Ralston and Broadway. Similarly, San Carlos has the highest utilization in the downtown area, between Holly and Morse. The northern portion of El Camino Real in Redwood City (north of Brewster) reflected generally light utilization (under 75% utilized) during the three time periods when data was collected.

Parking Occupancy: Santa Inez Ave to 5th Ave (San Mateo)

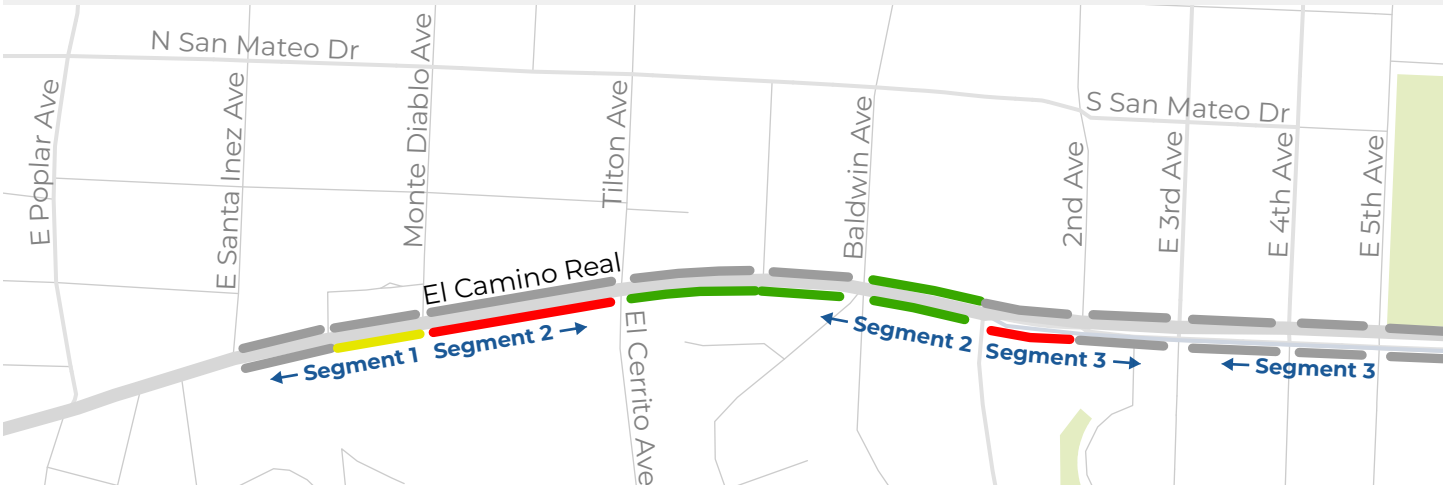
Weekday Midday (12 PM)



Weekday Evening (6 PM)



Sunday Midday (12 PM)

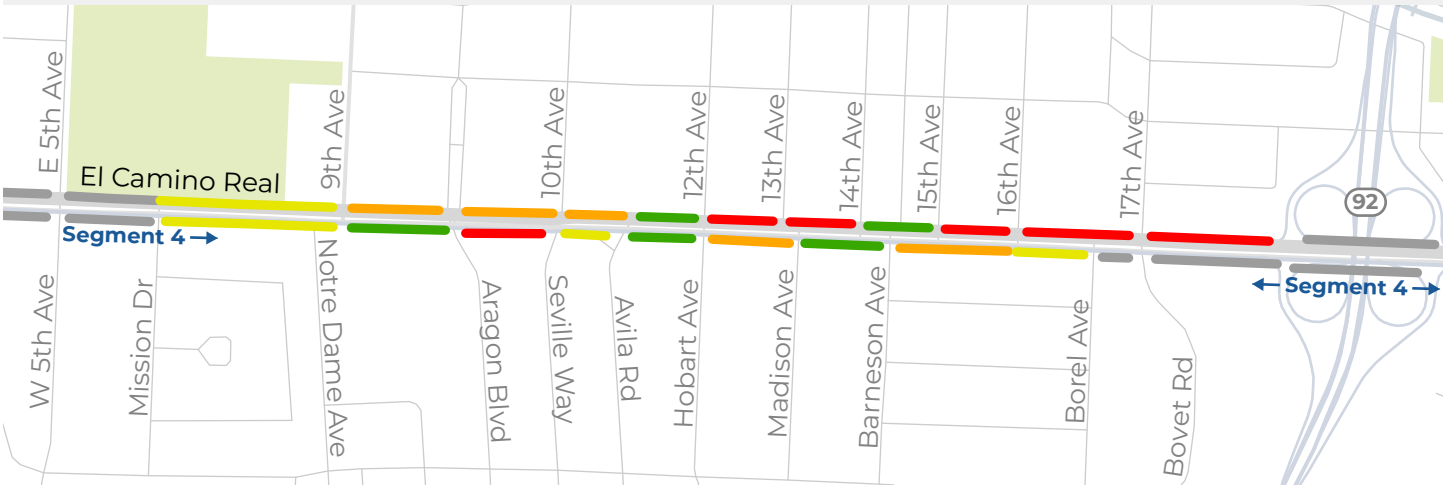


0% - 25%
25% - 50%
50% - 75%
75% - 100%
No Parking

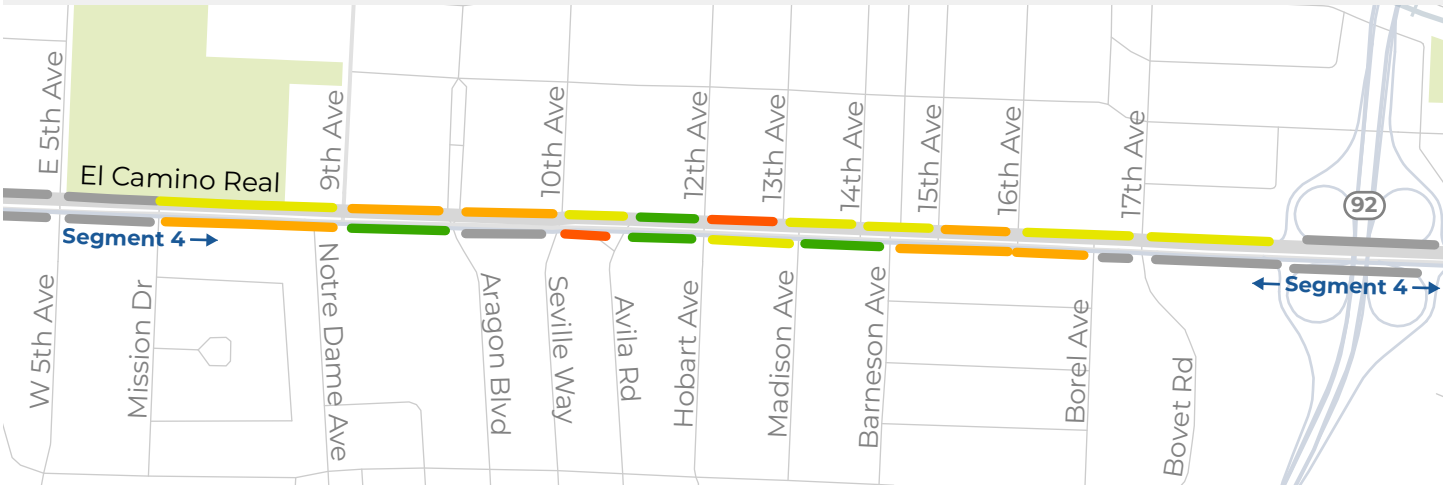
0 0.1 0.2 Miles

Parking Occupancy: 5th Ave to SR 92 (San Mateo)

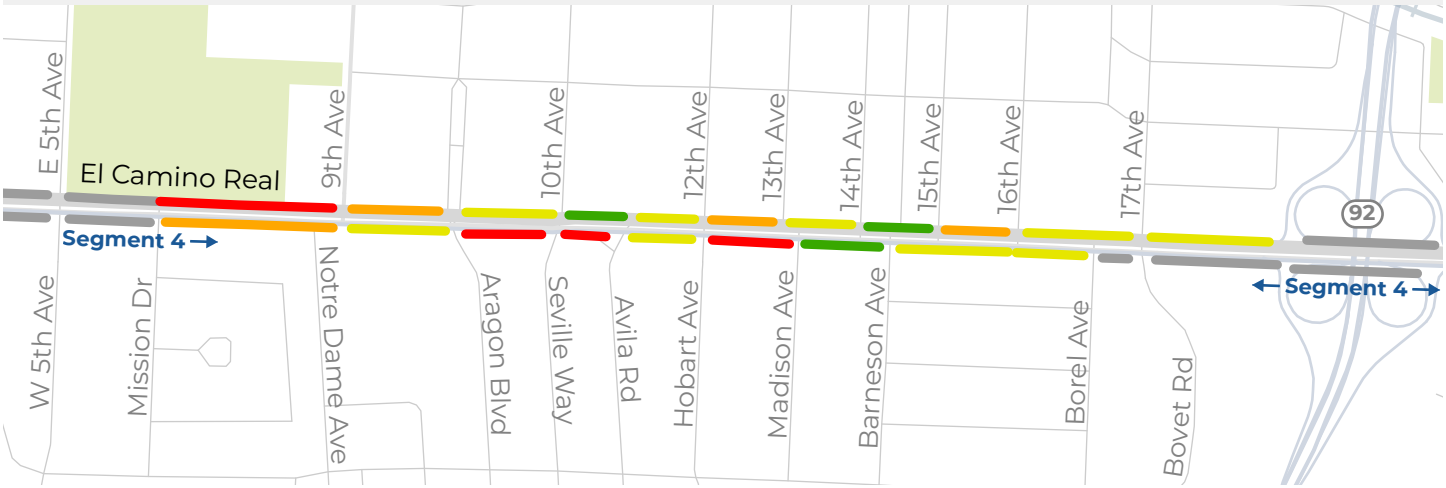
Weekday Midday (12 PM)



Weekday Evening (6 PM)



Sunday Midday (12 PM)



0% - 25%
25% - 50%
50% - 75%
75% - 100%
No Parking

N

0 0.1 0.2 Miles

Parking Occupancy: SR 92 to 28th Ave (San Mateo)

Weekday Midday (12 PM)



Weekday Evening (6 PM)



Sunday Midday (12 PM)



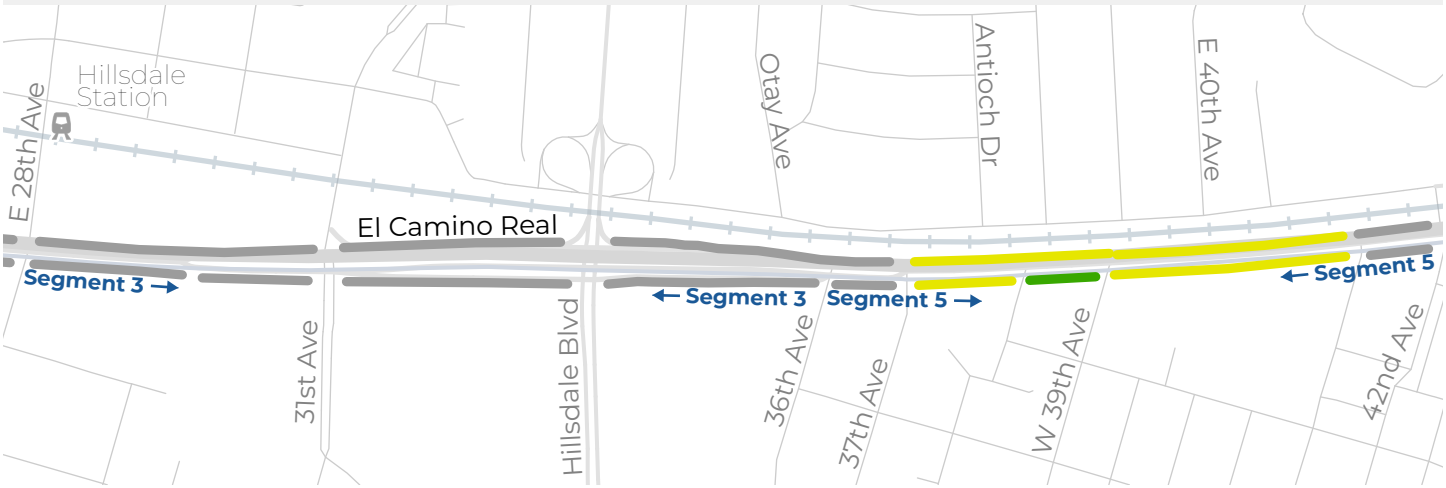
0% - 25%
25% - 50%
50% - 75%
75% - 100%
No Parking

N

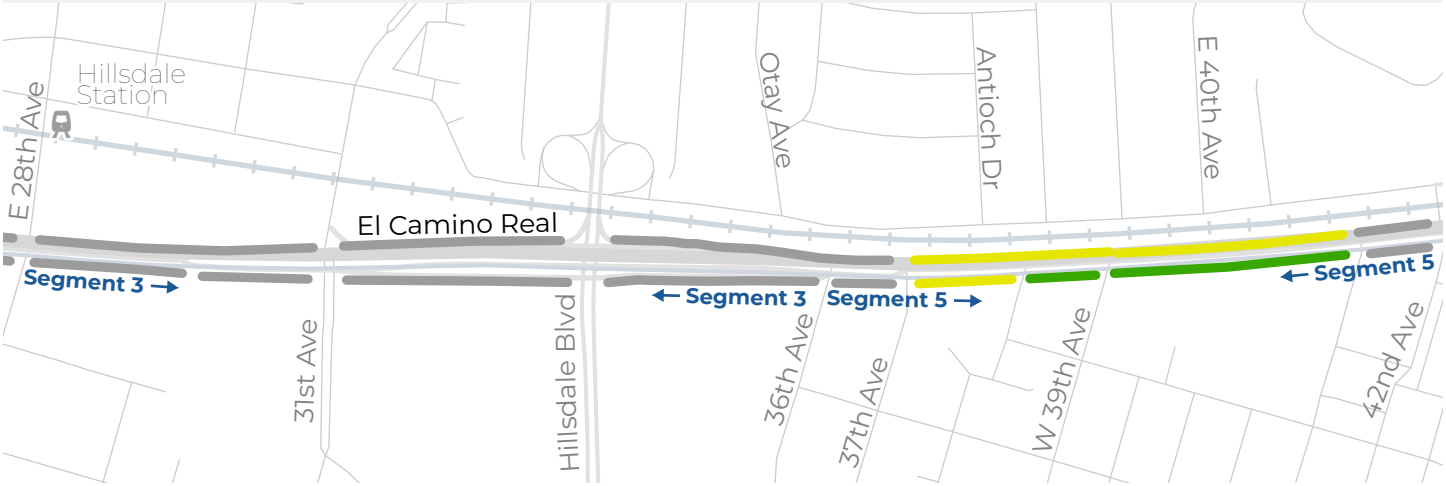
0 0.1 0.2 Miles

Parking Occupancy: 28th Ave to 42nd Ave (San Mateo)

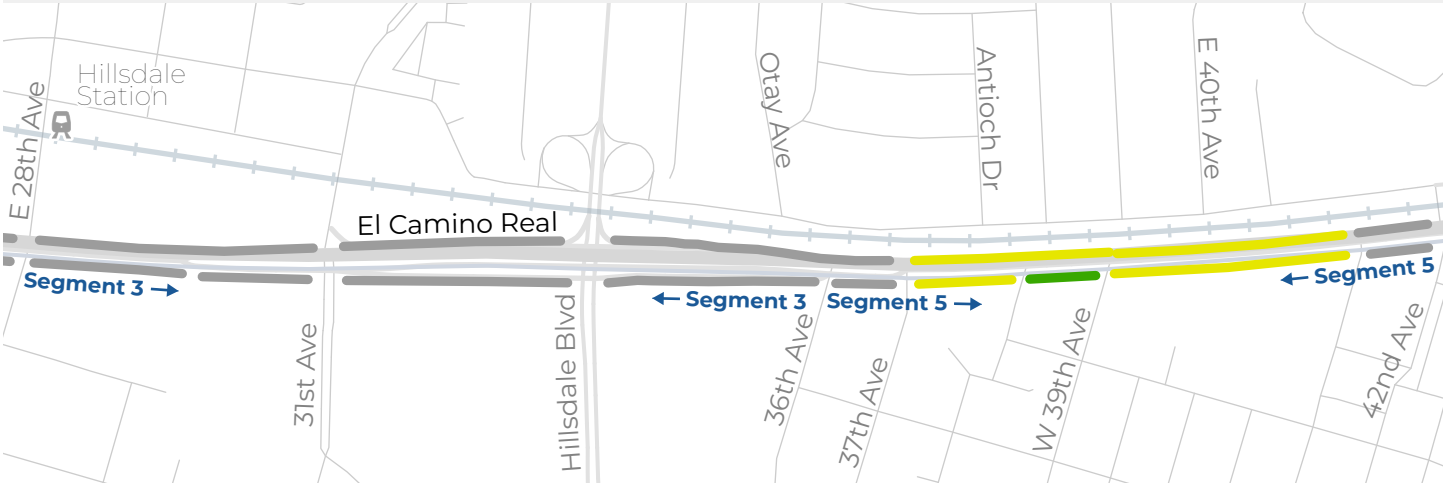
Weekday Midday (12 PM)



Weekday Evening (6 PM)



Sunday Midday (12 PM)



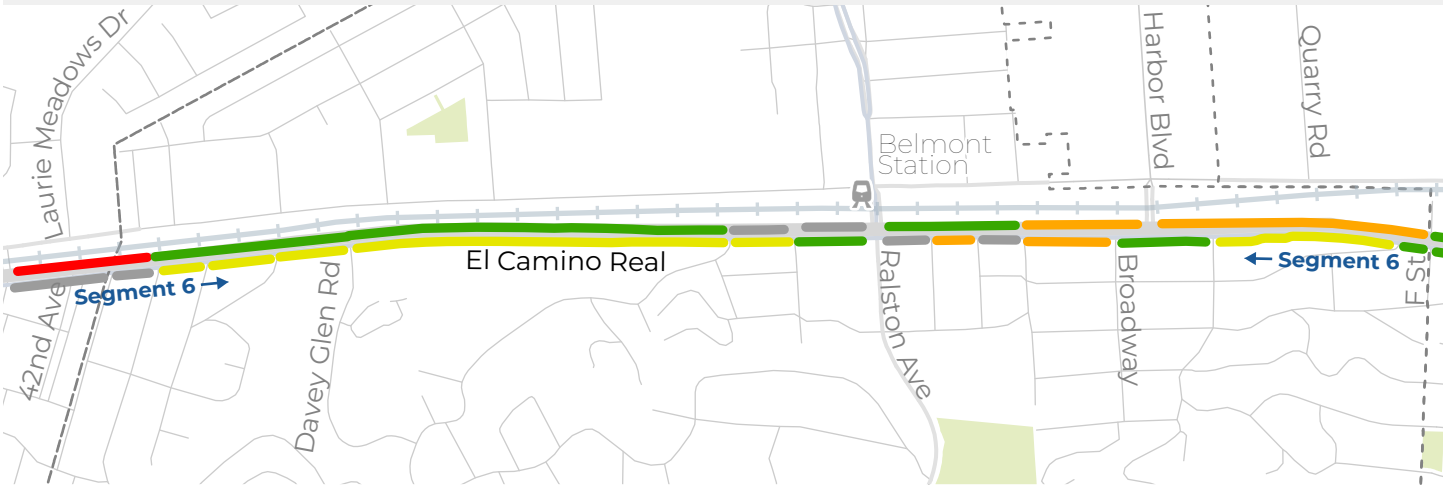
0% - 25%
25% - 50%
50% - 75%
75% - 100%
No Parking

N

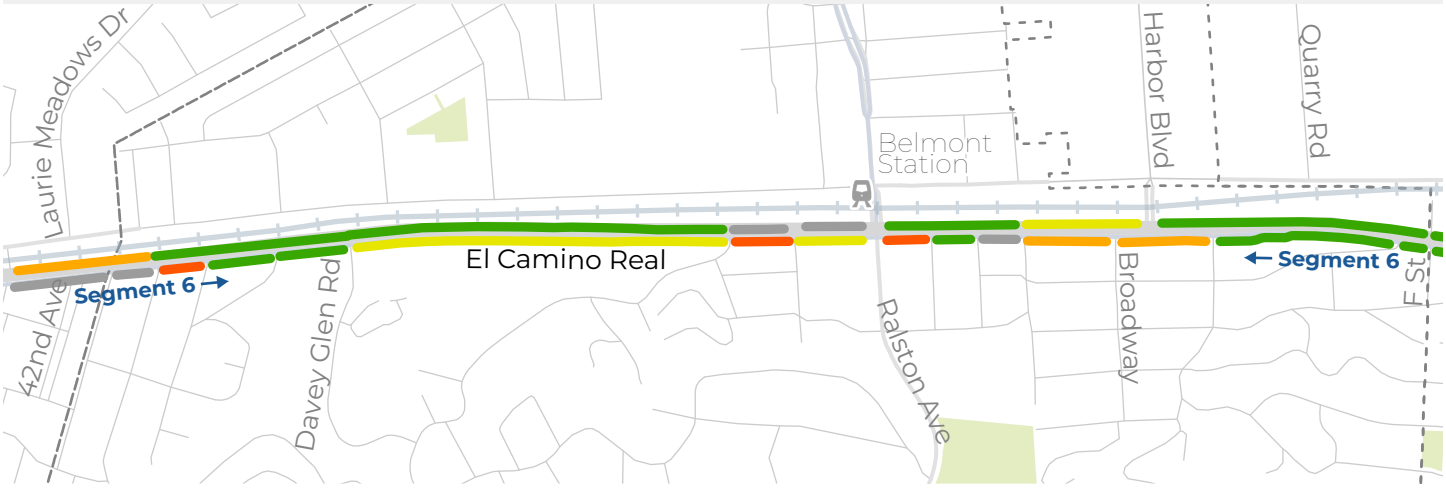
0 0.1 0.2 Miles

Parking Occupancy: 42nd Ave to F St (Belmont)

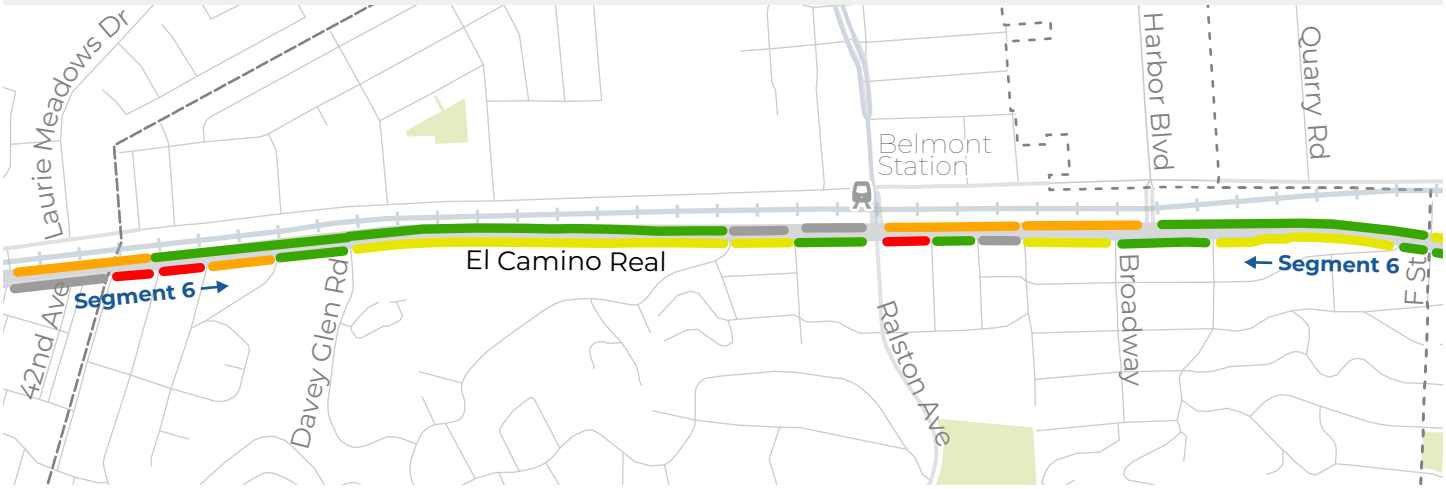
Weekday Midday (12 PM)



Weekday Evening (6 PM)



Sunday Midday (12 PM)

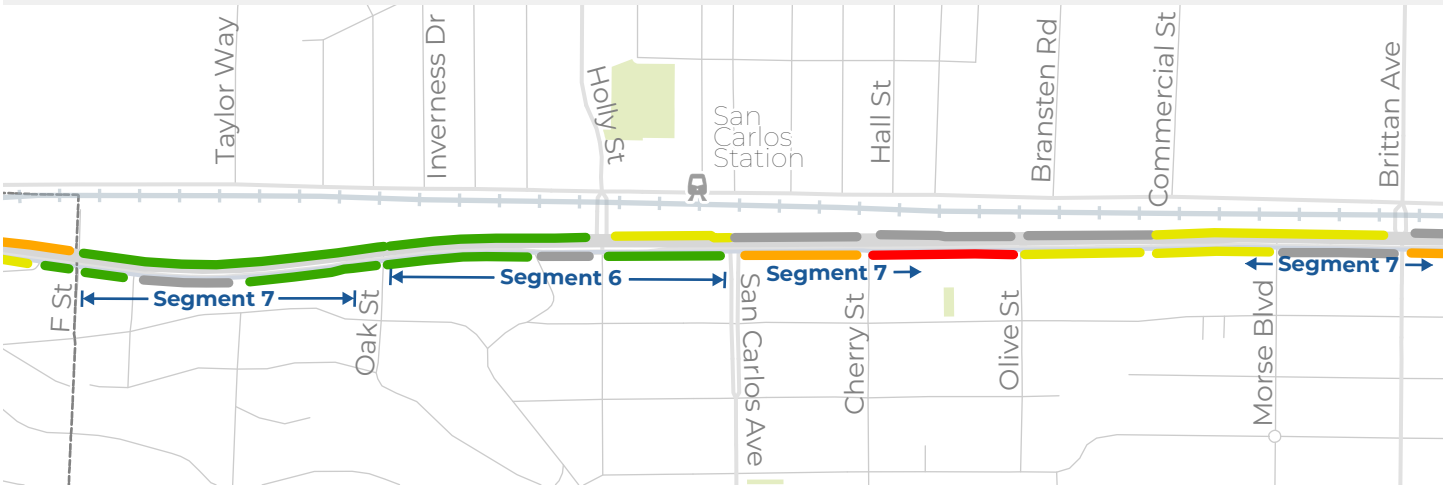


0% - 25%
25% - 50%
50% - 75%
75% - 100%
No Parking

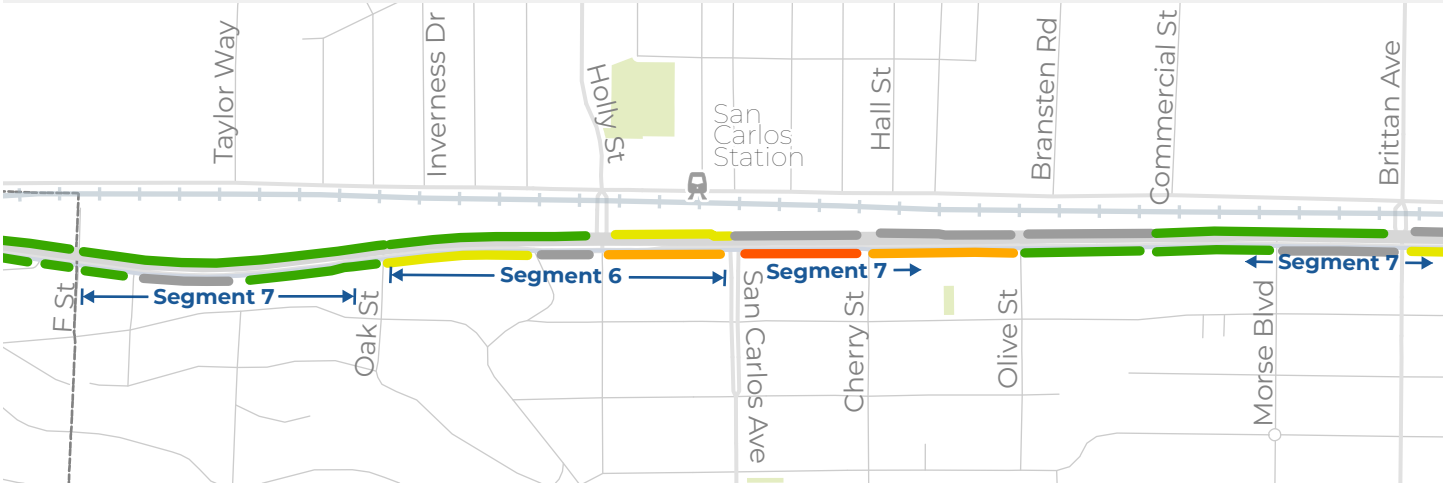
0 0.2 0.4 Miles

Parking Occupancy: F St to Brittan Ave (San Carlos)

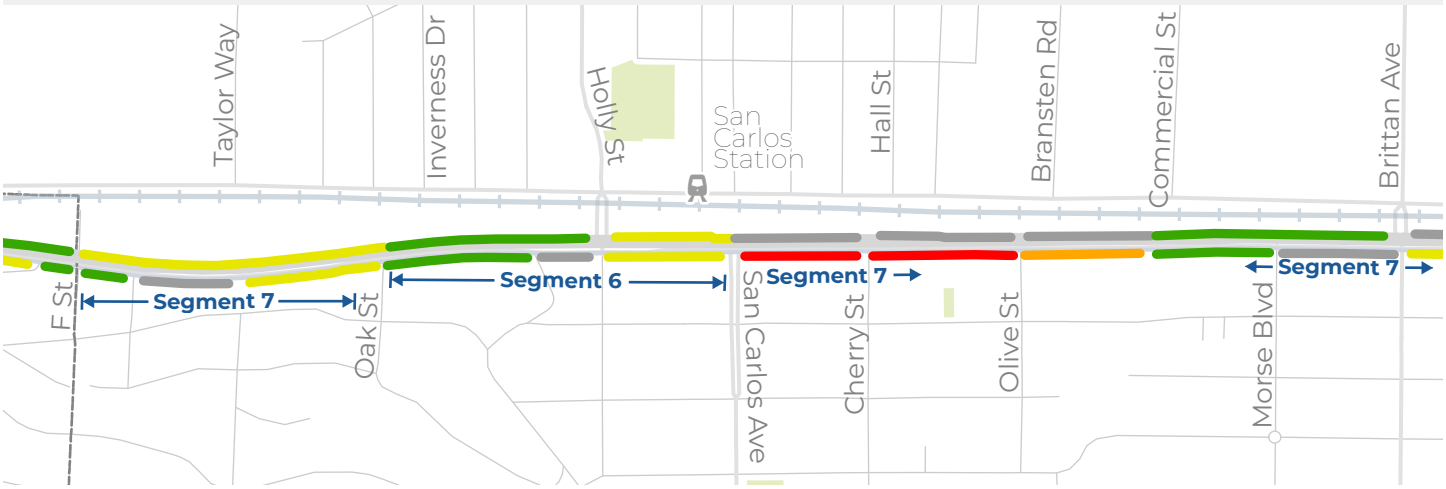
Weekday Midday (12 PM)



Weekday Evening (6 PM)



Sunday Midday (12 PM)



0% - 25%
25% - 50%
50% - 75%
75% - 100%
No Parking

0 0.1 0.2 Miles

Parking Occupancy: Brittan Ave to Brewster Ave (San Carlos/Redwood City)

Weekday Midday (12 PM)



Weekday Evening (6 PM)



Sunday Midday (12 PM)



0% - 25%
25% - 50%
50% - 75%
75% - 100%
No Parking

0 0.1 0.2 Miles

Fehr & Peers

Memo

Date: June 11, 2025

To: Cassie Halls and Asiya Patel, SamTrans

From: Erin Ferguson and Nina Price, Fehr & Peers

Subject: Central El Camino Real Level of Service Memorandum

Introduction

As part of the Central El Camino Multimodal Plan existing conditions data collection, Fehr & Peers evaluated segment level of service for existing and future forecasted volumes along El Camino Real through the study area. The cities included in the study area are San Mateo, Belmont, San Carlos, and the northern portion of Redwood City (to Brewster Avenue). The following memorandum provides a summary of the data collected and the findings from the analysis. The findings include an evaluation of the potential feasibility for general-purpose vehicle lane reductions based on these outcomes.

Data Collection & Methodology

Fehr & Peers collected one week of pneumatic tube counts at ten locations along the study corridor (February 8 to February 14, 2025). The study area can be split into seven distinct cross sections based upon the available Right-of-Way, number of travel lanes, availability of on-street parking, and presence of sidewalks. Counts were collected in each distinct segment. **Figure 1** shows the locations where volumes were collected. The data gives directional volumes for the 24-hour collection period, broken out by hour, and highlights the peak hour of travel for morning and evening periods.

Fehr & Peers calculated the segment Level of Service using the methodology from Highway Capacity Manual (HCM) – 7th Edition. The methodology calculates the level of service based on vehicle volumes, number of vehicle lanes (bi-directional), and posted speeds. To determine the LOS volume thresholds for peak hour periods, we adapted the HCM methodology[1] by multiplying the Average Daily Traffic (ADT) values by a K value of 0.09[2] to create peak hour thresholds. The ADT values are summarized in **Table 1.**

Future forecasted volumes were calculated by determining a generalized growth factor in the C/CAG 2045 model. We pulled a unique growth factor for daily volumes and each period (weekday AM peak, weekday PM peak, and weekend midday peak) and applied the growth factor to the existing volumes. We then repeated the Level of Service analysis described above for the future forecasted volumes.

---

[1] Exhibit 16-16 Generalized Daily Service Volumes for Urban Street Facilities, HCM 7th Edition

[2] Recommended K-Value from HCM 7th Edition

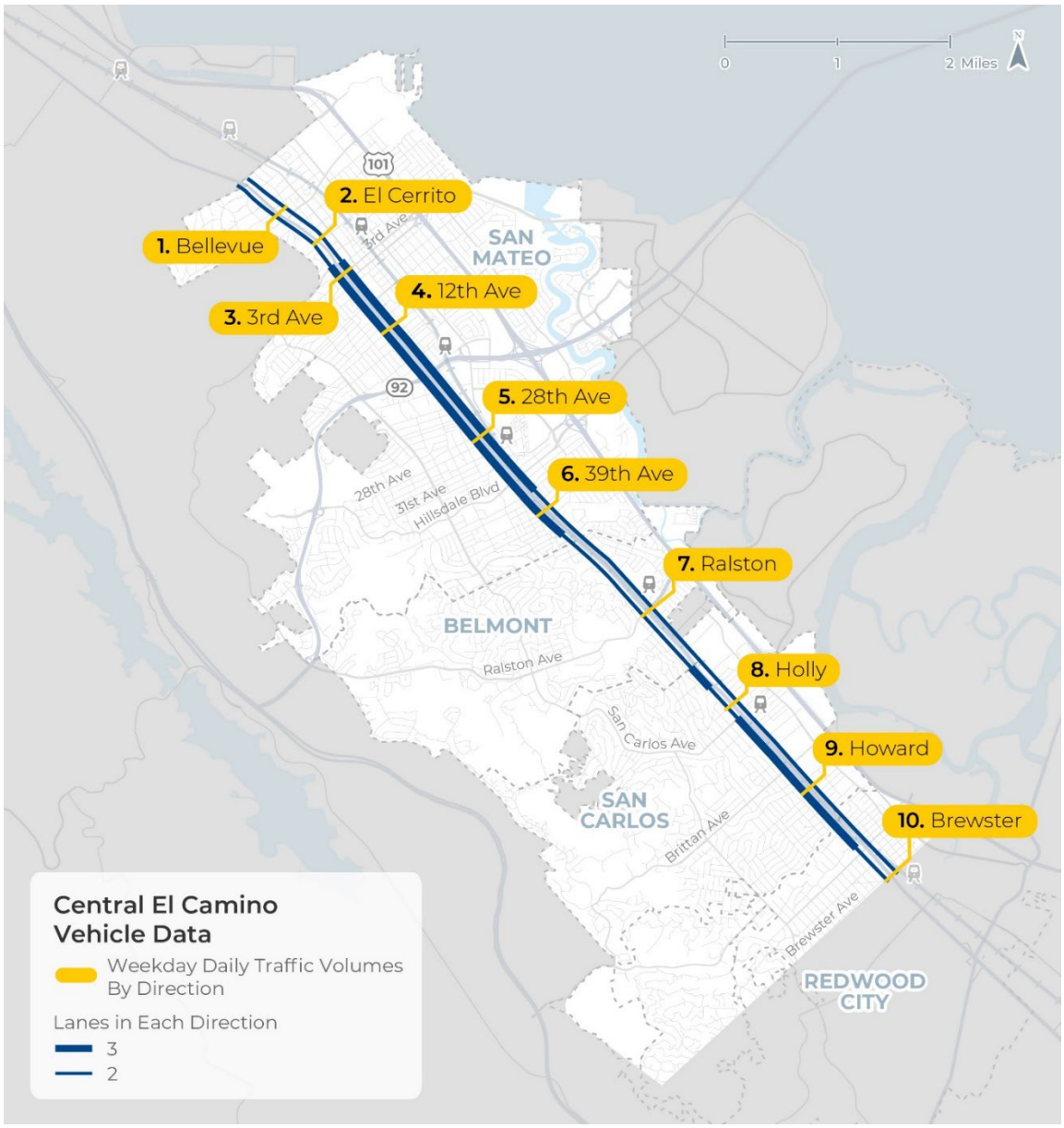


Figure 1. Count Locations

Table 1. Generalized LOS Thresholds for Daily Service Volume for Urban Street Facilities

	Four- Lane Street			Six-Lane Street		
	LOS C	LOS D	LOS E	LOS C	LOS D	LOS E
Daily Service Volume	16,500	33,600	36,800	25,400	51,700	55,300

Note: Excerpt from HCM 7th Edition Table 16-16 for posted speed of45 mph, K-factor 0.09, and D-factor 0.55.

Level of Service Findings

Existing Volumes

Existing directional daily volumes are shown in **Figure 2.** The highest volumes occur in San Mateo near the State-Route 92 interchange, and dissipate moving away from the interchange. The number of lanes in each direction varies along the corridor as indicated by the thickness of the blue lines. The complete traffic count data is included in **Appendix A.**

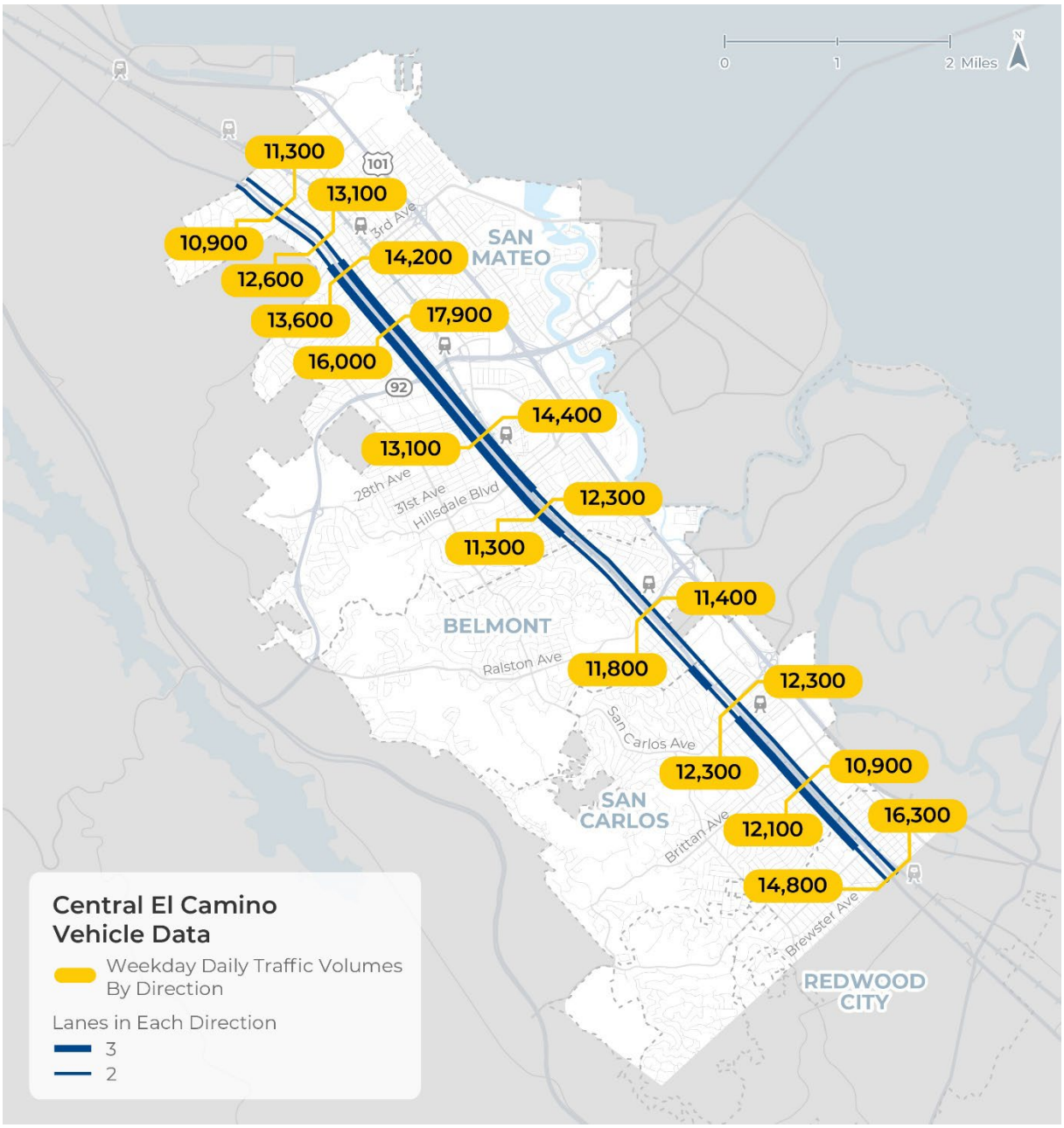


Figure 2. Existing Weekday Traffic Volumes

Under existing volumes, the segment level LOS throughout the corridor operates at a LOS D or LOS C, as shown in **Table 2.**

Table 2. Directional LOS for Existing Volumes

Location	Lanes		Weekday				Weekend	
			AM Peak		PM Peak		MD Peak	
	SB	NB	SB	NB	SB	NB	SB	NB
1. San Mateo – Bellevue Ave	2	2	D	D	D	D	D	D
2. San Mateo – El Cerrito Ave	2	2	D	D	D	D	D	D
3. San Mateo – 3rd Ave	3	3	C	D	D	C	D	C
4. San Mateo – 12th Ave	3	3	D	D	D	D	D	D
5. San Mateo – 28th Ave	3	3	C	D	D	D	D	D
6. San Mateo – 39th Ave	3	2	C	D	C	D	C	D
7. Belmont – Ralston Ave	2	2	D	D	D	D	D	D
8. San Carlos – Holly St	2	2	D	D	D	D	D	D
9. San Carlos – Howard Ave	3	2	C	D	C	D	C	D
10. Redwood City – Brewster Ave	2	2	D	D	D	D	D	D

Future Forecasted Volumes

The growth rates applied to the corridor for each period are shown in **Table 3.** These growth rates are from the C/CAG 2050 Model

Table 3. Future Forecasted Annual Growth Rates from C/CAG Model

	Weekday AM Peak	Weekday PM Peak	Weekend MD Peak	Daily Average
Growth Rate	2.4%	1.8%	1.8%	2.8%

Table 4 shows the existing and future forecasted ADT for year 2045, applying the C/CAG model's estimated 2.8 percent daily average annual growth rate. Over the 20-year period, this results in an 83 percent increase in volumes along the corridor. The applied growth rates are a conservatively high estimate given historical growth rates from 2013-2019 elsewhere along El Camino Real in San Mateo County were roughly 1.3%.

Table 4. Existing and Future Forecasted ADT

	Existing	Future
San Mateo – Bellevue Ave	22,179	40,718
San Mateo – El Cerrito Ave	25,692	47,167
San Mateo – Third Avenue	27,802	51,042
San Mateo – 12th Ave	33,833	62,114
San Mateo – 28th Ave	27,540	50,561
San Mateo – 39th Ave	23,603	43,333
Belmont – Ralston Ave	23,246	42,677
San Carlos – Holly St	24,594	45,153
San Carlos – Howard Ave	23,011	42,245
Redwood City – Brewster Ave	31,071	57,043

With the growth rate applied across the respective peak hour volumes, the resulting segment level of service is shown in **Table 5.** Among the segments and time periods evaluated, LOS D was most frequently estimated with some segments in some time periods with estimates of LOS E or LOS F. The segments with estimated as LOS E or LOS F tended to be those with two vehicle lanes in either the northbound or southbound direction.

Table 5. Directional LOS for Future Volumes

Location	Lanes		Weekday				Weekend	
			AM Peak		PM Peak		MD Peak	
	SB	NB	SB	NB	SB	NB	SB	NB
1. San Mateo – Bellevue Ave	2	2	E	E	D	D	D	D
2. San Mateo – El Cerrito Ave	2	2	F	F	F	F	D	D
3. San Mateo – 3rd Ave	3	3	D	D	D	D	D	D
4. San Mateo – 12th Ave	3	3	D	E	D	D	D	D
5. San Mateo – 28th Ave	3	3	D	D	D	D	D	D
6. San Mateo – 39th Ave	3	2	D	F	D	F	D	E
7. Belmont – Ralston Ave	2	2	E	D	D	F	D	D
8. San Carlos – Holly St	2	2	E	D	E	E	E	D
9. San Carlos – Howard Ave	3	2	D	D	D	D	D	D
10. Redwood City – Brewster Ave	2	2	F	F	F	F	F	F

LOS Impacts Under Road Diet Scenario

Fehr & Peers analyzed the level of service under the condition of a road diet (i.e., the removal of one general-purpose vehicle lane in each direction) resulting in a consistent four-lane cross section (two lanes in each direction). Under the existing volumes, El Camino Real was estimated to operate consistently at LOS D under the condition of the road diet.

Table 6. Directional LOS for Existing Volumes with a Road Diet

Location	Lanes		Weekday				Weekend	
			AM Peak		PM Peak		MD Peak	
	SB	NB	SB	NB	SB	NB	SB	NB
1. San Mateo - Bellevue Ave	2	2	D	D	D	D	D	D
2. San Mateo - El Cerrito Ave	2	2	D	D	D	D	D	D
3. San Mateo – 3rd Ave	2	2	D	D	D	D	D	D
4. San Mateo - 12th Ave	2	2	D	D	D	D	D	D
5. San Mateo - 28th Ave	2	2	D	D	D	D	D	D
6. San Mateo - 39th Ave	2	2	D	D	D	D	D	D
7. Belmont – Ralston Ave	2	2	D	D	D	D	D	D
8. San Carlos - Holly St	2	2	D	D	D	D	D	D
9. San Carlos - Howard Ave	2	2	D	D	D	D	D	D
10. Redwood City – Brewster Ave	2	2	D	D	D	D	D	D

Note: **Orange** lane numbers indicate where the number of lanes was reduced from three to two. **Blue** LOS results indicate where LOS changed from existing conditions.

When the road diet is applied to the future forecasted volumes, additional segments (relative to **Table 5**) are estimated to operate as LOS E or F.

Table 7. Directional LOS for Future Volumes with Road Diet

Location	Lanes		Weekday				Weekend	
			AM Peak		PM Peak		MD Peak	
	SB	NB	SB	NB	SB	NB	SB	NB
1. San Mateo – Bellevue Ave	2	2	E	E	D	D	D	D
2. San Mateo – El Cerrito Ave	2	2	F	F	F	F	D	D
3. San Mateo – 3rd Ave	2	2	F	F	F	F	E	D
4. San Mateo – 12th Ave	2	2	F	F	F	F	F	F
5. San Mateo – 28th Ave	2	2	D	F	F	F	F	F
6. San Mateo – 39th Ave	2	2	D	F	E	F	D	E
7. Belmont – Ralston Ave	2	2	E	D	D	F	D	D
8. San Carlos – Holly St	2	2	E	D	E	E	E	D
9. San Carlos – Howard Ave	2	2	E	D	E	D	D	D
10. Redwood City – Brewster Ave	2	2	F	F	F	F	F	F

Note: **Orange** lane numbers indicate where the number of lanes was reduced from three to two. **Blue** LOS results indicate where LOS changed from existing conditions.

While the operations under future conditions are estimated to have additional segments operating at LOS E or LOS F, this does not necessarily preclude a road diet. Policies at the state, regional, and local levels have evolved to acknowledge the need to improve conditions for transit, walking, and biking to help reduce general dependency on private vehicles and achieve a variety of broader goals including improved roadway safety outcomes, enhanced climate resiliency, greenhouse gas reductions, improved air quality, and improved quality of life particularly for disadvantaged communities. The forecasted LOS with a road diet does underscore the importance of planning for and implementing strategies that prioritize bus speed and reliability along the corridor such as bus only lanes and transit signal priority to avoid increasing travel time delay for buses (if general vehicle lane reductions are pursued). Future phases of the project will conduct intersection-level operations analysis to provide more granular understanding of the impacts to delay and queueing from the proposed lane use configurations.

Fehr & Peers

Appendix A: Traffic Counts

Location: El Camino Real, S/O Bellevue Ave
Date Range: 2/8/2025 - 2/14/2025
Site Code: 07

Time	Saturday 2/8/2025			Sunday 2/9/2025			Monday 2/10/2025			Tuesday 2/11/2025			Wednesday 2/12/2025			Thursday 2/13/2025			Friday 2/14/2025			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	111	62	173	115	83	198	50	29	79	40	35	75	46	26	72	49	38	87	66	29	95	45	33	78
1:00 AM	42	44	86	52	40	92	25	23	48	29	19	48	19	24	43	26	28	54	33	29	62	25	24	48
2:00 AM	40	29	69	36	30	66	24	15	39	14	11	25	15	14	29	24	14	38	19	24	43	18	13	31
3:00 AM	19	11	30	21	26	47	15	19	34	22	13	35	20	14	34	21	24	45	17	16	33	21	17	38
4:00 AM	24	26	50	25	20	45	34	28	62	36	29	65	42	40	82	41	38	79	46	29	75	40	36	75
5:00 AM	56	42	98	33	38	71	105	100	205	90	105	195	102	122	224	83	106	189	98	94	192	92	111	203
6:00 AM	102	108	210	97	86	183	228	230	458	243	210	453	237	244	481	224	206	430	243	211	454	235	220	455
7:00 AM	258	215	473	182	163	345	601	615	1,216	632	645	1,277	616	619	1,235	566	581	1,147	561	606	1,167	605	615	1,220
8:00 AM	446	447	893	313	324	637	**847**	**822**	**1,669**	**891**	**878**	**1,769**	**862**	**905**	**1,767**	**889**	**847**	**1,736**	**875**	707	**1,582**	**881**	**877**	**1,757**
9:00 AM	570	537	1,107	503	448	951	666	589	1,255	778	653	1,431	783	605	1,388	797	681	1,478	735	703	1,438	786	646	1,432
10:00 AM	681	647	1,328	628	623	1,251	588	630	1,218	665	609	1,274	694	633	1,327	682	625	1,307	691	**761**	1,452	680	622	1,303
11:00 AM	**714**	**762**	**1,476**	**656**	**763**	**1,419**	715	643	1,358	704	734	1,438	805	700	1,505	714	636	1,350	847	724	1,571	741	690	1,431
12:00 PM	779	746	1,525	**708**	**755**	**1,463**	726	747	1,473	755	711	1,466	742	803	1,545	737	701	1,438	791	820	1,611	745	738	1,483
1:00 PM	697	**779**	1,476	702	707	1,409	743	685	1,428	727	726	1,453	777	729	1,506	689	731	1,420	809	782	1,591	731	729	1,460
2:00 PM	772	756	1,528	686	730	1,416	742	751	1,493	750	840	1,590	767	841	1,608	694	789	1,483	843	832	1,675	737	823	1,560
3:00 PM	**876**	712	**1,588**	694	613	1,307	781	854	1,635	851	928	1,779	858	926	1,784	809	797	1,606	859	**1,002**	1,861	839	884	1,723
4:00 PM	749	697	1,446	528	474	1,002	775	**961**	1,736	874	**969**	**1,843**	861	**960**	**1,821**	786	798	1,584	908	989	**1,897**	840	**909**	1,749
5:00 PM	703	693	1,396	451	481	932	**889**	865	**1,754**	**881**	959	1,840	**867**	875	1,742	**932**	**816**	**1,748**	889	912	1,801	**893**	883	**1,777**
6:00 PM	620	684	1,304	462	415	877	696	689	1,385	747	713	1,460	750	730	1,480	737	665	1,402	907	741	1,648	745	703	1,447
7:00 PM	538	457	995	531	437	968	523	407	930	560	563	1,123	573	486	1,059	533	465	998	**1,050**	591	1,641	555	505	1,060
8:00 PM	500	365	865	371	347	718	394	322	716	425	342	767	467	400	867	447	382	829	609	432	1,041	446	375	821
9:00 PM	372	325	697	246	199	445	273	191	464	291	252	543	327	259	586	310	286	596	433	377	810	309	266	575
10:00 PM	302	225	527	148	88	236	126	68	194	164	120	284	165	100	265	196	129	325	299	231	530	175	116	291
11:00 PM	183	152	335	89	63	152	69	49	118	96	63	159	82	78	160	98	68	166	179	155	334	92	70	162
Total	**10,154**	**9,521**	**19,675**	**8,277**	**7,953**	**16,230**	**10,635**	**10,332**	**20,967**	**11,265**	**11,127**	**22,392**	**11,477**	**11,133**	**22,610**	**11,084**	**10,451**	**21,535**	**12,807**	**11,797**	**24,604**	**11,275**	**10,904**	**22,179**
Percent	**52%**	**48%**		**51%**	**49%**		**51%**	**49%**		**50%**	**50%**		**51%**	**49%**		**51%**	**49%**		**52%**	**48%**		**51%**	**49%**	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	10:00	08:00	08:00	08:00	08:00
Vol.	714	762	1,476	656	763	1,419	847	822	1,669	891	878	1,769	862	905	1,767	889	847	1,736	875	761	1,582	881	877	1,757
PM Peak	15:00	13:00	15:00	12:00	12:00	12:00	17:00	16:00	17:00	17:00	16:00	16:00	17:00	16:00	16:00	17:00	17:00	17:00	19:00	15:00	16:00	17:00	16:00	17:00
Vol.	876	779	1,588	708	755	1,463	889	961	1,754	881	969	1,843	867	960	1,821	932	816	1,748	1,050	1,002	1,897	893	909	1,777

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: El Camino Real, S/O El Cerrito Ave
Date Range: 2/11/2025 - 2/17/2025
Site Code: 08

Time	Tuesday 2/11/2025			Wednesday 2/12/2025			Thursday 2/13/2025			Friday 2/14/2025			Saturday 2/15/2025			Sunday 2/16/2025			Monday 2/17/2025			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	47	34	81	65	30	95	66	45	111	77	40	117	-	-	-	-	-	-	-	-	-	59	36	96
1:00 AM	36	18	54	28	29	57	25	25	50	43	29	72	-	-	-	-	-	-	-	-	-	30	24	54
2:00 AM	21	10	31	22	19	41	32	16	48	26	26	52	-	-	-	-	-	-	-	-	-	25	15	40
3:00 AM	22	21	43	18	21	39	19	31	50	20	22	42	-	-	-	-	-	-	-	-	-	20	24	44
4:00 AM	30	36	66	38	41	79	34	44	78	36	44	80	-	-	-	-	-	-	-	-	-	34	40	74
5:00 AM	92	152	244	108	163	271	79	134	213	99	139	238	-	-	-	-	-	-	-	-	-	93	150	243
6:00 AM	276	258	534	256	297	553	243	270	513	260	271	531	-	-	-	-	-	-	-	-	-	258	275	533
7:00 AM	687	845	1,532	752	831	1,583	603	820	1,423	651	772	1,423	-	-	-	-	-	-	-	-	-	681	832	1,513
8:00 AM	**1,027**	**1,061**	**2,088**	**1,041**	**1,054**	**2,095**	**1,025**	**1,069**	**2,094**	**1,062**	**875**	**1,937**	-	-	-	-	-	-	-	-	-	**1,031**	**1,061**	**2,092**
9:00 AM	845	817	1,662	878	750	1,628	823	825	1,648	773	821	1,594	-	-	-	-	-	-	-	-	-	849	797	1,646
10:00 AM	753	767	1,520	785	731	1,516	741	755	1,496	814	800	1,614	-	-	-	-	-	-	-	-	-	760	751	1,511
11:00 AM	805	823	1,628	840	797	1,637	821	736	1,557	931	784	1,715	-	-	-	-	-	-	-	-	-	822	785	1,607
12:00 PM	866	808	1,674	921	810	1,731	879	755	1,634	944	920	1,864	-	-	-	-	-	-	-	-	-	889	791	1,680
1:00 PM	881	779	1,660	894	821	1,715	809	767	1,576	954	888	1,842	-	-	-	-	-	-	-	-	-	861	789	1,650
2:00 PM	862	948	1,810	952	910	1,862	847	913	1,760	935	1,018	1,953	-	-	-	-	-	-	-	-	-	887	924	1,811
3:00 PM	837	**1,117**	1,954	812	**1,057**	1,869	784	**1,041**	1,825	887	1,079	1,966	-	-	-	-	-	-	-	-	-	811	**1,072**	1,883
4:00 PM	999	1,033	2,032	1,005	1,037	**2,042**	1,030	851	1,881	897	**1,103**	2,000	-	-	-	-	-	-	-	-	-	1,011	974	1,985
5:00 PM	**1,007**	1,067	**2,074**	**1,050**	970	2,020	**1,068**	954	**2,022**	1,047	1,008	**2,055**	-	-	-	-	-	-	-	-	-	**1,042**	997	**2,039**
6:00 PM	959	751	1,710	931	815	1,746	906	750	1,656	1,082	850	1,932	-	-	-	-	-	-	-	-	-	932	772	1,704
7:00 PM	733	582	1,315	764	547	1,311	706	525	1,231	**1,192**	641	1,833	-	-	-	-	-	-	-	-	-	734	551	1,286
8:00 PM	525	352	877	544	396	940	568	374	942	705	425	1,130	-	-	-	-	-	-	-	-	-	546	374	920
9:00 PM	356	278	634	440	333	773	392	292	684	505	361	866	-	-	-	-	-	-	-	-	-	396	301	697
10:00 PM	211	136	347	246	127	373	249	157	406	357	247	604	-	-	-	-	-	-	-	-	-	235	140	375
11:00 PM	135	70	205	124	78	202	140	84	224	217	166	383	-	-	-	-	-	-	-	-	-	133	77	210
Total	**13,012**	**12,763**	**25,775**	**13,514**	**12,664**	**26,178**	**12,889**	**12,233**	**25,122**	**14,514**	**13,329**	**27,843**	-	-	-	-	-	-	-	-	-	**13,138**	**12,553**	**25,692**
Percent	**50%**	**50%**		**52%**	**48%**		**51%**	**49%**		**52%**	**48%**		-	-		-	-		-	-		**51%**	**49%**	
AM Peak	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00
Vol.	1,027	1,061	2,088	1,041	1,054	2,095	1,025	1,069	2,094	1,062	875	1,937										1,031	1,061	2,092
PM Peak	17:00	15:00	17:00	17:00	15:00	16:00	17:00	15:00	17:00	19:00	16:00	17:00	-	-	-	-	-	-	-	-	-	17:00	15:00	17:00
Vol.	1,007	1,117	2,074	1,050	1,057	2,042	1,068	1,041	2,022	1,192	1,103	2,055										1,042	1,072	2,039

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: El Camino Real, N/O 3rd Ave
Date Range: 2/11/2025 - 2/17/2025
Site Code: 06

Time	Tuesday 2/11/2025			Wednesday 2/12/2025			Thursday 2/13/2025			Friday 2/14/2025			Saturday 2/15/2025			Sunday 2/16/2025			Monday 2/17/2025			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	52	44	96	71	43	114	68	51	119	91	43	134	-	-	-	-	-	-	-	-	-	64	46	110
1:00 AM	32	23	55	26	33	59	26	31	57	48	37	85	-	-	-	-	-	-	-	-	-	28	29	57
2:00 AM	23	12	35	22	17	39	32	14	46	29	26	55	-	-	-	-	-	-	-	-	-	26	14	40
3:00 AM	26	22	48	24	24	48	27	31	58	26	21	47	-	-	-	-	-	-	-	-	-	26	26	51
4:00 AM	44	42	86	50	41	91	46	43	89	47	43	90	-	-	-	-	-	-	-	-	-	47	42	89
5:00 AM	119	153	272	142	170	312	128	131	259	120	140	260	-	-	-	-	-	-	-	-	-	130	151	281
6:00 AM	338	292	630	310	319	629	296	269	565	321	280	601	-	-	-	-	-	-	-	-	-	315	293	608
7:00 AM	927	807	1,734	854	850	1,704	802	739	1,541	805	762	1,567	-	-	-	-	-	-	-	-	-	861	799	1,660
8:00 AM	**1,114**	**1,010**	**2,124**	**1,135**	**1,032**	**2,167**	**1,242**	**988**	**2,230**	**1,081**	**970**	**2,051**	-	-	-	-	-	-	-	-	-	**1,164**	**1,010**	**2,174**
9:00 AM	918	855	1,773	911	851	1,762	975	818	1,793	834	904	1,738	-	-	-	-	-	-	-	-	-	935	841	1,776
10:00 AM	865	883	1,748	853	839	1,692	820	819	1,639	855	917	1,772	-	-	-	-	-	-	-	-	-	846	847	1,693
11:00 AM	881	910	1,791	893	895	1,788	914	874	1,788	855	**970**	1,825	-	-	-	-	-	-	-	-	-	896	893	1,789
12:00 PM	897	874	1,771	983	953	1,936	933	914	1,847	982	1,043	2,025	-	-	-	-	-	-	-	-	-	938	914	1,851
1:00 PM	926	911	1,837	938	940	1,878	982	895	1,877	1,016	1,034	2,050	-	-	-	-	-	-	-	-	-	949	915	1,864
2:00 PM	901	1,036	1,937	972	1,051	2,023	927	**1,032**	1,959	992	1,077	**2,069**	-	-	-	-	-	-	-	-	-	933	1,040	1,973
3:00 PM	**1,053**	1,049	**2,102**	984	1,044	2,028	1,025	974	1,999	1,034	1,033	2,067	-	-	-	-	-	-	-	-	-	**1,021**	1,022	2,043
4:00 PM	971	1,070	2,041	977	**1,088**	**2,065**	878	988	1,866	919	**1,088**	2,007	-	-	-	-	-	-	-	-	-	942	**1,049**	1,991
5:00 PM	971	**1,096**	2,067	**995**	1,017	2,012	**1,049**	1,006	**2,055**	1,022	1,020	2,042	-	-	-	-	-	-	-	-	-	1,005	1,040	**2,045**
6:00 PM	969	896	1,865	960	868	1,828	945	850	1,795	1,102	941	2,043	-	-	-	-	-	-	-	-	-	958	871	1,829
7:00 PM	769	712	1,481	809	643	1,452	728	625	1,353	**1,136**	736	1,872	-	-	-	-	-	-	-	-	-	769	660	1,429
8:00 PM	553	435	988	592	460	1,052	597	482	1,079	699	547	1,246	-	-	-	-	-	-	-	-	-	581	459	1,040
9:00 PM	374	330	704	428	354	782	399	366	765	527	480	1,007	-	-	-	-	-	-	-	-	-	400	350	750
10:00 PM	247	173	420	244	168	412	247	181	428	354	305	659	-	-	-	-	-	-	-	-	-	246	174	420
11:00 PM	142	87	229	129	112	241	149	103	252	224	214	438	-	-	-	-	-	-	-	-	-	140	101	241
Total	**14,112**	**13,722**	**27,834**	**14,302**	**13,812**	**28,114**	**14,235**	**13,224**	**27,459**	**15,119**	**14,631**	**29,750**	-	-	-	-	-	-	-	-	-	**14,216**	**13,586**	**27,802**
Percent	**51%**	**49%**		**51%**	**49%**		**52%**	**48%**		**51%**	**49%**		-	-		-	-		-	-		**51%**	**49%**	
AM Peak	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00
Vol.	1,114	1,010	2,124	1,135	1,032	2,167	1,242	988	2,230	1,081	970	2,051										1,164	1,010	2,174
PM Peak	15:00	17:00	15:00	17:00	16:00	16:00	17:00	14:00	17:00	19:00	16:00	14:00	-	-	-	-	-	-	-	-	-	15:00	16:00	17:00
Vol.	1,053	1,096	2,102	995	1,088	2,065	1,049	1,032	2,055	1,136	1,088	2,069										1,021	1,049	2,045

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: El Camino Real, S/O 12th Ave
Date Range: 2/8/2025 - 2/14/2025
Site Code: 09

Time	Saturday 2/8/2025			Sunday 2/9/2025			Monday 2/10/2025			Tuesday 2/11/2025			Wednesday 2/12/2025			Thursday 2/13/2025			Friday 2/14/2025			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	155	114	269	171	138	309	73	50	123	70	46	116	97	40	137	92	5	97	-	-	-	86	30	117
1:00 AM	72	57	129	96	75	171	59	28	87	38	23	61	33	42	75	40	35	75	-	-	-	37	33	70
2:00 AM	73	62	135	71	46	117	33	21	54	28	19	47	23	25	48	36	23	59	-	-	-	29	22	51
3:00 AM	30	34	64	29	37	66	32	34	66	32	21	53	32	31	63	34	34	68	-	-	-	33	29	61
4:00 AM	49	46	95	33	30	63	56	47	103	62	59	121	65	66	131	59	59	118	-	-	-	62	61	123
5:00 AM	89	81	170	53	66	119	176	165	341	163	151	314	185	182	367	163	153	316	-	-	-	170	162	332
6:00 AM	186	155	341	134	107	241	399	309	708	431	279	710	424	350	774	365	301	666	-	-	-	407	310	717
7:00 AM	375	358	733	289	250	539	1,168	851	2,019	1,170	849	2,019	1,119	948	2,067	992	915	1,907	-	-	-	1,094	904	1,998
8:00 AM	770	669	1,439	532	489	1,021	**1,452**	**1,200**	**2,652**	**1,340**	**1,152**	**2,492**	**1,362**	**1,211**	**2,573**	**1,323**	**1,167**	**2,490**	-	-	-	**1,342**	**1,177**	**2,518**
9:00 AM	1,033	849	1,882	782	701	1,483	1,092	760	1,852	1,170	920	2,090	1,172	908	2,080	1,178	958	2,136	-	-	-	1,173	929	2,102
10:00 AM	1,174	1,075	2,249	1,105	860	1,965	1,009	883	1,892	1,080	922	2,002	1,122	961	2,083	1,068	948	2,016	-	-	-	1,090	944	2,034
11:00 AM	**1,313**	**1,183**	**2,496**	**1,196**	**1,067**	**2,263**	1,165	936	2,101	1,133	989	2,122	1,217	1,027	2,244	1,156	989	2,145	-	-	-	1,169	1,002	2,170
12:00 PM	**1,385**	1,188	2,573	**1,363**	1,098	**2,461**	1,292	1,128	2,420	1,193	992	2,185	1,170	1,143	2,313	1,174	1,027	2,201	-	-	-	1,179	1,054	2,233
1:00 PM	1,372	1,227	2,599	1,264	**1,150**	2,414	1,154	1,014	2,168	1,069	1,004	2,073	1,099	1,073	2,172	1,093	970	2,063	-	-	-	1,087	1,016	2,103
2:00 PM	1,361	**1,242**	**2,603**	1,254	1,036	2,290	1,129	1,111	2,240	1,208	1,151	2,359	1,233	1,074	2,307	1,113	1,138	2,251	-	-	-	1,185	1,121	2,306
3:00 PM	1,258	1,108	2,366	1,175	921	2,096	1,309	**1,222**	2,531	1,317	**1,336**	2,653	1,213	**1,303**	2,516	1,259	**1,281**	**2,540**	-	-	-	1,263	**1,307**	2,570
4:00 PM	1,260	1,052	2,312	963	734	1,697	1,271	1,174	2,445	1,319	1,310	2,629	1,280	1,291	2,571	1,212	1,135	2,347	-	-	-	1,270	1,245	2,516
5:00 PM	1,212	1,045	2,257	998	642	1,640	**1,429**	1,184	**2,613**	**1,375**	1,307	**2,682**	**1,345**	1,270	**2,615**	**1,332**	1,206	2,538	-	-	-	**1,351**	1,261	**2,612**
6:00 PM	1,294	904	2,198	832	650	1,482	1,303	966	2,269	1,244	1,088	2,332	1,248	1,107	2,355	1,248	1,032	2,280	-	-	-	1,247	1,076	2,322
7:00 PM	1,015	756	1,771	795	705	1,500	913	736	1,649	1,049	923	1,972	950	818	1,768	926	772	1,698	-	-	-	975	838	1,813
8:00 PM	849	712	1,561	598	521	1,119	696	623	1,319	698	595	1,293	694	657	1,351	778	631	1,409	-	-	-	723	628	1,351
9:00 PM	557	531	1,088	389	337	726	476	380	856	490	445	935	488	494	982	507	432	939	-	-	-	495	457	952
10:00 PM	493	406	899	241	190	431	256	153	409	305	210	515	313	203	516	233	261	494	-	-	-	284	225	508
11:00 PM	307	243	550	164	92	256	164	80	244	180	121	301	156	0	156	40	266	306	-	-	-	125	129	254
Total	**17,682**	**15,097**	**32,779**	**14,527**	**11,942**	**26,469**	**18,106**	**15,055**	**33,161**	**18,164**	**15,912**	**34,076**	**18,040**	**16,224**	**34,264**	**17,421**	**15,738**	**33,159**	**-**	**-**	**-**	**17,875**	**15,958**	**33,833**
Percent	**54%**	**46%**		**55%**	**45%**		**55%**	**45%**		**53%**	**47%**		**53%**	**47%**		**53%**	**47%**		**-**	**-**		**53%**	**47%**	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	-	-	-	08:00	08:00	08:00
Vol.	1,313	1,183	2,496	1,196	1,067	2,263	1,452	1,200	2,652	1,340	1,152	2,492	1,362	1,211	2,573	1,323	1,167	2,490				1,342	1,177	2,518
PM Peak	12:00	14:00	14:00	12:00	13:00	12:00	17:00	15:00	17:00	17:00	15:00	17:00	17:00	15:00	17:00	17:00	15:00	15:00	-	-	-	17:00	15:00	17:00
Vol.	1,385	1,242	2,603	1,363	1,150	2,461	1,429	1,222	2,613	1,375	1,336	2,682	1,345	1,303	2,615	1,332	1,281	2,540				1,351	1,307	2,612

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: El Camino Real, S/O 28th Ave
Date Range: 2/8/2025 - 2/14/2025
Site Code: 10

Time	Saturday 2/8/2025			Sunday 2/9/2025			Monday 2/10/2025			Tuesday 2/11/2025			Wednesday 2/12/2025			Thursday 2/13/2025			Friday 2/14/2025			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	106	122	228	107	87	194	54	42	96	51	51	102	57	69	126	43	58	101	65	52	117	50	59	110
1:00 AM	50	47	97	51	50	101	31	18	49	30	26	56	32	34	66	46	48	94	36	31	67	36	36	72
2:00 AM	42	32	74	45	31	76	23	13	36	26	23	49	18	15	33	38	29	67	20	24	44	27	22	50
3:00 AM	30	28	58	33	32	65	30	21	51	25	16	41	24	26	50	30	33	63	29	25	54	26	25	51
4:00 AM	29	33	62	25	29	54	51	47	98	55	44	99	61	63	124	61	46	107	63	42	105	59	51	110
5:00 AM	52	57	109	37	37	74	100	90	190	122	113	235	112	122	234	100	138	238	112	98	210	111	124	236
6:00 AM	110	101	211	94	85	179	210	182	392	267	210	477	275	248	523	260	257	517	250	195	445	267	238	506
7:00 AM	258	211	469	224	175	399	695	394	1,089	773	456	1,229	710	493	1,203	725	517	1,242	644	395	1,039	736	489	1,225
8:00 AM	425	414	839	370	371	741	**1,032**	710	**1,742**	**1,218**	806	**2,024**	**986**	798	**1,784**	**986**	833	**1,819**	855	696	1,551	**1,063**	812	**1,876**
9:00 AM	585	643	1,228	517	512	1,029	752	615	1,367	676	695	1,371	736	712	1,448	790	705	1,495	703	643	1,346	734	704	1,438
10:00 AM	813	896	1,709	769	798	1,567	709	703	1,412	748	774	1,522	815	816	1,631	778	788	1,566	884	834	1,718	780	793	1,573
11:00 AM	**985**	**1,036**	**2,021**	**902**	**960**	**1,862**	877	**849**	1,726	814	**938**	1,752	874	**902**	1,776	838	**915**	1,753	**1,020**	**947**	**1,967**	842	**918**	1,760
12:00 PM	1,040	1,128	2,168	1,026	1,053	2,079	927	996	1,923	916	844	1,760	1,013	992	2,005	909	951	1,860	1,133	1,061	2,194	946	929	1,875
1:00 PM	1,161	**1,320**	**2,481**	1,032	**1,135**	**2,167**	918	919	1,837	965	950	1,915	1,000	1,013	2,013	962	923	1,885	1,169	1,057	2,226	976	962	1,938
2:00 PM	**1,188**	1,242	2,430	**1,047**	914	1,961	936	964	1,900	978	955	1,933	1,048	979	2,027	968	969	1,937	1,157	1,121	2,278	998	968	1,966
3:00 PM	1,129	1,064	2,193	939	785	1,724	1,053	954	2,007	1,047	1,122	2,169	1,162	1,055	2,217	1,052	**1,094**	2,146	1,271	1,101	2,372	1,087	**1,090**	2,177
4:00 PM	1,155	1,103	2,258	771	689	1,460	**1,130**	855	1,985	1,152	1,097	2,249	1,178	**1,118**	2,296	1,146	940	2,086	**1,304**	1,134	**2,438**	1,159	1,052	2,210
5:00 PM	998	990	1,988	725	602	1,327	1,093	**1,066**	**2,159**	**1,213**	**1,134**	**2,347**	**1,287**	1,113	**2,400**	**1,189**	1,013	**2,202**	1,292	**1,136**	2,428	**1,230**	1,087	**2,316**
6:00 PM	887	848	1,735	642	540	1,182	949	818	1,767	1,124	892	2,016	1,015	960	1,975	1,021	905	1,926	1,259	1,022	2,281	1,053	919	1,972
7:00 PM	797	705	1,502	684	440	1,124	727	612	1,339	786	731	1,517	838	687	1,525	868	647	1,515	1,091	799	1,890	831	688	1,519
8:00 PM	723	514	1,237	520	358	878	566	474	1,040	596	450	1,046	622	548	1,170	696	486	1,182	778	560	1,338	638	495	1,133
9:00 PM	469	381	850	304	220	524	375	284	659	392	326	718	409	384	793	447	343	790	609	442	1,051	416	351	767
10:00 PM	405	309	714	184	136	320	215	156	371	218	198	416	227	195	422	233	190	423	369	295	664	226	194	420
11:00 PM	207	174	381	112	77	189	127	87	214	127	99	226	121	114	235	148	113	261	218	191	409	132	109	241
Total	**13,644**	**13,398**	**27,042**	**11,160**	**10,116**	**21,276**	**13,580**	**11,869**	**25,449**	**14,319**	**12,950**	**27,269**	**14,620**	**13,456**	**28,076**	**14,334**	**12,941**	**27,275**	**16,331**	**13,901**	**30,232**	**14,424**	**13,116**	**27,540**
Percent	**50%**	**50%**		**52%**	**48%**		**53%**	**47%**		**53%**	**47%**		**52%**	**48%**		**53%**	**47%**		**54%**	**46%**		**52%**	**48%**	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	08:00	11:00	08:00	08:00	11:00	08:00	08:00	11:00	08:00	08:00	11:00	08:00	11:00	11:00	11:00	08:00	11:00	08:00
Vol.	985	1,036	2,021	902	960	1,862	1,032	849	1,742	1,218	938	2,024	986	902	1,784	986	915	1,819	1,020	947	1,967	1,063	918	1,876
PM Peak	14:00	13:00	13:00	14:00	13:00	13:00	16:00	17:00	17:00	17:00	17:00	17:00	17:00	16:00	17:00	17:00	15:00	17:00	16:00	17:00	16:00	17:00	15:00	17:00
Vol.	1,188	1,320	2,481	1,047	1,135	2,167	1,130	1,066	2,159	1,213	1,134	2,347	1,287	1,118	2,400	1,189	1,094	2,202	1,304	1,136	2,438	1,230	1,090	2,316

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: El Camino Real, S/O 39th Ave
Date Range: 2/8/2025 - 2/14/2025
Site Code: 11

Time	Saturday 2/8/2025			Sunday 2/9/2025			Monday 2/10/2025			Tuesday 2/11/2025			Wednesday 2/12/2025			Thursday 2/13/2025			Friday 2/14/2025			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	80	84	164	92	79	171	39	38	77	34	35	69	58	58	116	32	47	79	52	46	98	41	47	88
1:00 AM	45	45	90	65	48	113	31	17	48	26	27	53	39	39	78	39	32	71	43	26	69	35	33	67
2:00 AM	38	24	62	29	31	60	19	10	29	13	18	31	21	15	36	28	30	58	30	23	53	21	21	42
3:00 AM	26	21	47	29	26	55	33	22	55	25	14	39	16	18	34	42	26	68	25	27	52	28	19	47
4:00 AM	28	25	53	27	25	52	41	39	80	44	52	96	39	57	96	46	37	83	54	48	102	43	49	92
5:00 AM	54	62	116	37	30	67	105	90	195	102	104	206	106	107	213	90	102	192	93	142	235	99	104	204
6:00 AM	127	100	227	117	70	187	292	177	469	235	224	459	263	225	488	229	181	410	237	230	467	242	210	452
7:00 AM	221	206	427	199	147	346	650	450	1,100	601	498	1,099	600	478	1,078	583	416	999	547	503	1,050	595	464	1,059
8:00 AM	439	465	904	367	370	737	**1,043**	**686**	**1,729**	**971**	907	**1,878**	**916**	667	**1,583**	**845**	615	**1,460**	**819**	798	1,617	**911**	730	**1,640**
9:00 AM	685	535	1,220	570	475	1,045	668	552	1,220	648	797	1,445	700	640	1,340	693	544	1,237	670	796	1,466	680	660	1,341
10:00 AM	827	739	1,566	739	633	1,372	719	638	1,357	661	951	1,612	699	652	1,351	647	630	1,277	789	824	1,613	669	744	1,413
11:00 AM	**927**	**878**	**1,805**	**914**	**797**	**1,711**	811	675	1,486	742	**1,112**	1,854	731	**752**	1,483	702	**650**	1,352	806	**991**	**1,797**	725	**838**	1,563
12:00 PM	998	**907**	**1,905**	**900**	**805**	**1,705**	854	795	1,649	660	790	1,450	827	791	1,618	787	623	1,410	932	1,036	1,968	758	735	1,493
1:00 PM	1,016	752	1,768	874	788	1,662	791	752	1,543	801	815	1,616	839	788	1,627	782	656	1,438	975	1,108	2,083	807	753	1,560
2:00 PM	**1,027**	789	1,816	829	801	1,630	811	749	1,560	870	843	1,713	884	903	1,787	777	726	1,503	1,016	1,154	2,170	844	824	1,668
3:00 PM	959	888	1,847	771	718	1,489	921	851	1,772	936	1,037	1,973	985	905	1,890	929	822	1,751	1,050	1,158	2,208	950	921	1,871
4:00 PM	899	750	1,649	560	620	1,180	949	860	1,809	1,055	982	2,037	997	836	1,833	983	757	1,740	1,045	**1,221**	2,266	1,012	858	1,870
5:00 PM	815	711	1,526	605	547	1,152	**1,123**	**880**	**2,003**	**1,129**	**1,075**	**2,204**	**1,137**	**1,007**	**2,144**	**1,009**	**832**	**1,841**	**1,138**	1,208	**2,346**	**1,092**	**971**	**2,063**
6:00 PM	690	674	1,364	546	490	1,036	864	682	1,546	1,003	875	1,878	919	765	1,684	820	749	1,569	976	1,010	1,986	914	796	1,710
7:00 PM	564	594	1,158	509	461	970	625	599	1,224	650	652	1,302	694	571	1,265	675	515	1,190	785	810	1,595	673	579	1,252
8:00 PM	487	498	985	424	444	868	473	445	918	493	466	959	524	420	944	521	442	963	531	701	1,232	513	443	955
9:00 PM	384	367	751	333	230	563	330	280	610	344	277	621	326	284	610	352	254	606	435	473	908	341	272	612
10:00 PM	276	221	497	153	116	269	182	143	325	181	148	329	202	152	354	195	153	348	250	300	550	193	151	344
11:00 PM	151	123	274	80	79	159	73	81	154	120	102	222	96	64	160	110	98	208	167	158	325	109	88	197
Total	**11,763**	**10,458**	**22,221**	**9,769**	**8,830**	**18,599**	**12,447**	**10,511**	**22,958**	**12,344**	**12,801**	**25,145**	**12,618**	**11,194**	**23,812**	**11,916**	**9,937**	**21,853**	**13,465**	**14,791**	**28,256**	**12,293**	**11,311**	**23,603**
Percent	**53%**	**47%**		**53%**	**47%**		**54%**	**46%**		**49%**	**51%**		**53%**	**47%**		**55%**	**45%**		**48%**	**52%**		**52%**	**48%**	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	08:00	08:00	08:00	08:00	11:00	08:00	08:00	11:00	08:00	08:00	11:00	08:00	08:00	11:00	11:00	08:00	11:00	08:00
Vol.	927	878	1,805	914	797	1,711	1,043	686	1,729	971	1,112	1,878	916	752	1,583	845	650	1,460	819	991	1,797	911	838	1,640
PM Peak	14:00	12:00	12:00	12:00	12:00	12:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	16:00	17:00	17:00	17:00	17:00
Vol.	1,027	907	1,905	900	805	1,705	1,123	880	2,003	1,129	1,075	2,204	1,137	1,007	2,144	1,009	832	1,841	1,138	1,221	2,346	1,092	971	2,063

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: El Camino Real, N/O Ralston Ave
Date Range: 2/8/2025 - 2/14/2025
Site Code: 12

Time	Saturday 2/8/2025			Sunday 2/9/2025			Monday 2/10/2025			Tuesday 2/11/2025			Wednesday 2/12/2025			Thursday 2/13/2025			Friday 2/14/2025			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	107	91	198	93	89	182	47	38	85	42	31	73	48	55	103	40	44	84	-	-	-	43	43	87
1:00 AM	46	47	93	61	48	109	25	16	41	23	24	47	35	27	62	35	25	60	-	-	-	31	25	56
2:00 AM	35	24	59	34	26	60	22	17	39	18	13	31	20	20	40	25	21	46	-	-	-	21	18	39
3:00 AM	20	25	45	24	30	54	19	19	38	16	17	33	14	13	27	29	24	53	-	-	-	20	18	38
4:00 AM	27	30	57	17	26	43	35	37	72	36	41	77	29	48	77	38	49	87	-	-	-	34	46	80
5:00 AM	42	63	105	27	36	63	83	133	216	92	124	216	102	126	228	87	134	221	-	-	-	94	128	222
6:00 AM	128	127	255	96	106	202	181	238	419	192	287	479	219	296	515	191	297	488	-	-	-	201	293	494
7:00 AM	223	241	464	183	166	349	412	639	1,051	444	672	1,116	466	662	1,128	439	627	1,066	-	-	-	450	654	1,103
8:00 AM	405	454	859	331	325	656	640	**880**	**1,520**	**725**	867	1,592	680	**859**	**1,539**	**655**	**852**	**1,507**	-	-	-	**687**	**859**	**1,546**
9:00 AM	623	601	1,224	476	573	1,049	564	667	1,231	542	644	1,186	594	700	1,294	557	697	1,254	-	-	-	564	680	1,245
10:00 AM	732	747	1,479	659	692	1,351	547	648	1,195	616	701	1,317	644	712	1,356	616	679	1,295	-	-	-	625	697	1,323
11:00 AM	**819**	**879**	**1,698**	**805**	**783**	**1,588**	**682**	651	1,333	678	**925**	**1,603**	**725**	790	1,515	**655**	697	1,352	-	-	-	686	804	1,490
12:00 PM	890	889	1,779	**809**	**863**	**1,672**	757	725	1,482	725	813	1,538	822	843	1,665	726	756	1,482	-	-	-	758	804	1,562
1:00 PM	914	925	1,839	781	804	1,585	740	755	1,495	759	791	1,550	748	846	1,594	725	778	1,503	-	-	-	744	805	1,549
2:00 PM	**916**	**944**	**1,860**	753	845	1,598	746	810	1,556	773	783	1,556	775	872	1,647	731	766	1,497	-	-	-	760	807	1,567
3:00 PM	885	879	1,764	710	728	1,438	866	**865**	1,731	889	**900**	1,789	938	880	1,818	932	814	1,746	-	-	-	920	865	1,784
4:00 PM	784	823	1,607	555	583	1,138	952	779	1,731	994	866	1,860	1,027	871	1,898	1,006	808	1,814	-	-	-	1,009	848	1,857
5:00 PM	797	773	1,570	545	508	1,053	**1,103**	853	**1,956**	**1,125**	881	**2,006**	**1,101**	**916**	**2,017**	**1,097**	**950**	**2,047**	-	-	-	**1,108**	**916**	**2,023**
6:00 PM	720	708	1,428	500	504	1,004	803	749	1,552	1,038	764	1,802	923	794	1,717	849	792	1,641	-	-	-	937	783	1,720
7:00 PM	550	558	1,108	479	459	938	634	569	1,203	640	623	1,263	704	605	1,309	672	646	1,318	-	-	-	672	625	1,297
8:00 PM	489	542	1,031	369	365	734	417	442	859	469	447	916	443	490	933	467	494	961	-	-	-	460	477	937
9:00 PM	334	400	734	258	258	516	282	289	571	300	316	616	303	332	635	360	357	717	-	-	-	321	335	656
10:00 PM	265	265	530	160	123	283	153	176	329	150	174	324	194	199	393	192	216	408	-	-	-	179	196	375
11:00 PM	165	125	290	77	87	164	75	85	160	90	96	186	94	98	192	109	104	213	-	-	-	98	99	197
Total	**10,916**	**11,160**	**22,076**	**8,802**	**9,027**	**17,829**	**10,785**	**11,080**	**21,865**	**11,376**	**11,800**	**23,176**	**11,648**	**12,054**	**23,702**	**11,233**	**11,627**	**22,860**	**-**	**-**	**-**	**11,419**	**11,827**	**23,246**
Percent	**49%**	**51%**		**49%**	**51%**		**49%**	**51%**		**49%**	**51%**		**49%**	**51%**		**49%**	**51%**		**-**	**-**		**49%**	**51%**	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	08:00	08:00	08:00	11:00	11:00	11:00	08:00	08:00	08:00	08:00	08:00	-	-	-	08:00	08:00	08:00
Vol.	819	879	1,698	805	783	1,588	682	880	1,520	725	925	1,603	725	859	1,539	655	852	1,507				687	859	1,546
PM Peak	14:00	14:00	14:00	12:00	12:00	12:00	17:00	15:00	17:00	17:00	15:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	-	-	-	17:00	17:00	17:00
Vol.	916	944	1,860	809	863	1,672	1,103	865	1,956	1,125	900	2,006	1,101	916	2,017	1,097	950	2,047				1,108	916	2,023

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: El Camino Real, S/O Holly St
Date Range: 2/8/2025 - 2/14/2025
Site Code: 13

Time	Saturday 2/8/2025			Sunday 2/9/2025			Monday 2/10/2025			Tuesday 2/11/2025			Wednesday 2/12/2025			Thursday 2/13/2025			Friday 2/14/2025			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	133	109	242	119	103	222	65	42	107	50	37	87	51	46	97	-	-	-	79	60	139	51	42	92
1:00 AM	67	60	127	83	45	128	24	30	54	39	27	66	38	35	73	-	-	-	59	45	104	39	31	70
2:00 AM	45	35	80	41	30	71	29	19	48	17	27	44	28	19	47	-	-	-	41	28	69	23	23	46
3:00 AM	35	40	75	37	37	74	22	19	41	31	21	52	27	27	54	-	-	-	32	25	57	29	24	53
4:00 AM	40	36	76	29	40	69	82	51	133	78	57	135	72	51	123	-	-	-	69	54	123	75	54	129
5:00 AM	98	72	170	57	45	102	168	96	264	163	91	254	163	111	274	-	-	-	189	104	293	163	101	264
6:00 AM	155	145	300	119	119	238	253	220	473	294	279	573	321	278	599	-	-	-	271	279	550	308	279	586
7:00 AM	291	264	555	216	190	406	543	663	1,206	572	673	1,245	642	662	1,304	-	-	-	555	613	1,168	607	668	1,275
8:00 AM	453	463	916	381	426	807	**756**	**862**	**1,618**	782	**946**	**1,728**	784	**933**	**1,717**	-	-	-	801	851	1,652	783	**940**	**1,723**
9:00 AM	619	638	1,257	553	521	1,074	634	703	1,337	654	707	1,361	688	767	1,455	-	-	-	704	770	1,474	671	737	1,408
10:00 AM	762	821	1,583	629	719	1,348	684	738	1,422	691	786	1,477	721	807	1,528	-	-	-	737	767	1,504	706	797	1,503
11:00 AM	**864**	**988**	**1,852**	**726**	**791**	**1,517**	736	783	1,519	**806**	904	1,710	**787**	901	1,688	-	-	-	**839**	**921**	**1,760**	**797**	903	1,699
12:00 PM	**887**	1,011	**1,898**	**812**	**876**	**1,688**	813	862	1,675	821	848	1,669	840	944	1,784	-	-	-	884	967	1,851	831	896	1,727
1:00 PM	814	**1,014**	1,828	775	831	1,606	813	871	1,684	795	854	1,649	835	918	1,753	-	-	-	918	941	1,859	815	886	1,701
2:00 PM	863	948	1,811	784	819	1,603	832	836	1,668	840	818	1,658	849	864	1,713	-	-	-	929	959	1,888	845	841	1,686
3:00 PM	853	944	1,797	718	822	1,540	**871**	931	1,802	919	958	1,877	864	908	1,772	-	-	-	992	952	1,944	892	933	1,825
4:00 PM	806	937	1,743	583	569	1,152	839	964	1,803	**977**	956	**1,933**	914	**990**	1,904	-	-	-	986	940	1,926	**946**	**973**	**1,919**
5:00 PM	786	863	1,649	504	546	1,050	858	**1,007**	**1,865**	922	**962**	1,884	**933**	983	**1,916**	-	-	-	**1,003**	**968**	**1,971**	928	973	1,900
6:00 PM	712	729	1,441	506	497	1,003	710	797	1,507	869	835	1,704	844	863	1,707	-	-	-	851	942	1,793	857	849	1,706
7:00 PM	601	632	1,233	539	441	980	607	621	1,228	628	639	1,267	687	587	1,274	-	-	-	748	797	1,545	658	613	1,271
8:00 PM	484	506	990	432	412	844	478	401	879	528	427	955	523	488	1,011	-	-	-	607	589	1,196	526	458	983
9:00 PM	464	352	816	310	217	527	324	275	599	383	283	666	383	309	692	-	-	-	557	384	941	383	296	679
10:00 PM	374	287	661	170	143	313	190	149	339	164	179	343	202	189	391	-	-	-	400	316	716	183	184	367
11:00 PM	221	187	408	83	76	159	87	76	163	108	104	212	102	94	196	-	-	-	219	189	408	105	99	204
Total	**11,427**	**12,081**	**23,508**	**9,206**	**9,315**	**18,521**	**11,418**	**12,016**	**23,434**	**12,131**	**12,418**	**24,549**	**12,298**	**12,774**	**25,072**	**-**	**-**	**-**	**13,470**	**13,461**	**26,931**	**12,215**	**12,596**	**24,811**
Percent	**49%**	**51%**		**50%**	**50%**		**49%**	**51%**		**49%**	**51%**		**49%**	**51%**		**-**	**-**		**50%**	**50%**		**49%**	**51%**	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	08:00	08:00	08:00	11:00	08:00	08:00	11:00	08:00	08:00	-	-	-	11:00	11:00	11:00	11:00	08:00	08:00
Vol.	864	988	1,852	726	791	1,517	756	862	1,618	806	946	1,728	787	933	1,717				839	921	1,760	797	940	1,723
PM Peak	12:00	13:00	12:00	12:00	12:00	12:00	15:00	17:00	17:00	16:00	17:00	16:00	17:00	16:00	17:00	-	-	-	17:00	17:00	17:00	16:00	16:00	16:00
Vol.	887	1,014	1,898	812	876	1,688	871	1,007	1,865	977	962	1,933	933	990	1,916				1,003	968	1,971	946	973	1,919

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: El Camino Real, S/O Howard Ave
Date Range: 2/8/2025 - 2/14/2025
Site Code: 14

Time	Saturday 2/8/2025			Sunday 2/9/2025			Monday 2/10/2025			Tuesday 2/11/2025			Wednesday 2/12/2025			Thursday 2/13/2025			Friday 2/14/2025			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	92	98	190	82	94	176	56	42	98	42	39	81	52	54	106	-	-	-	61	62	123	47	47	94
1:00 AM	38	54	92	68	58	126	30	26	56	40	43	83	28	41	69	-	-	-	55	51	106	34	42	76
2:00 AM	45	38	83	44	39	83	31	13	44	22	25	47	29	20	49	-	-	-	37	24	61	26	23	48
3:00 AM	31	31	62	32	30	62	20	20	40	30	23	53	22	25	47	-	-	-	29	34	63	26	24	50
4:00 AM	39	29	68	29	30	59	76	40	116	70	41	111	79	45	124	-	-	-	72	40	112	75	43	118
5:00 AM	87	50	137	59	41	100	117	79	196	147	89	236	143	102	245	-	-	-	133	101	234	145	96	241
6:00 AM	139	123	262	77	91	168	271	200	471	278	219	497	307	212	519	-	-	-	286	206	492	293	216	508
7:00 AM	277	236	513	190	155	345	548	554	1,102	590	599	1,189	644	591	1,235	-	-	-	562	514	1,076	617	595	1,212
8:00 AM	446	451	897	326	317	643	**738**	**795**	**1,533**	**806**	**880**	**1,686**	**781**	**885**	**1,666**	-	-	-	**793**	770	1,563	**794**	**883**	**1,676**
9:00 AM	574	623	1,197	492	438	930	660	673	1,333	676	710	1,386	681	753	1,434	-	-	-	682	687	1,369	679	732	1,410
10:00 AM	712	734	1,446	646	600	1,246	715	700	1,415	678	767	1,445	660	753	1,413	-	-	-	732	750	1,482	669	760	1,429
11:00 AM	**739**	**898**	**1,637**	**658**	**722**	**1,380**	712	792	1,504	746	828	1,574	716	796	1,512	-	-	-	741	**884**	**1,625**	731	812	1,543
12:00 PM	771	**942**	**1,713**	**704**	804	1,508	741	810	1,551	785	872	1,657	770	848	1,618	-	-	-	775	908	1,683	778	860	1,638
1:00 PM	781	921	1,702	701	**831**	**1,532**	767	842	1,609	741	794	1,535	755	891	1,646	-	-	-	792	930	1,722	748	843	1,591
2:00 PM	**791**	902	1,693	696	797	1,493	724	866	1,590	736	837	1,573	737	893	1,630	-	-	-	796	910	1,706	737	865	1,602
3:00 PM	762	834	1,596	649	755	1,404	788	945	1,733	765	919	1,684	794	892	1,686	-	-	-	835	1,026	1,861	780	906	1,685
4:00 PM	767	885	1,652	499	632	1,131	**854**	978	**1,832**	796	992	1,788	774	**1,063**	1,837	-	-	-	**836**	**1,054**	**1,890**	785	1,028	1,813
5:00 PM	675	726	1,401	474	574	1,048	770	**1,005**	1,775	**840**	**1,052**	**1,892**	**884**	1,040	**1,924**	-	-	-	823	1,026	1,849	**862**	**1,046**	**1,908**
6:00 PM	633	682	1,315	423	466	889	655	779	1,434	733	827	1,560	765	815	1,580	-	-	-	757	824	1,581	749	821	1,570
7:00 PM	524	514	1,038	390	479	869	521	541	1,062	530	601	1,131	551	602	1,153	-	-	-	624	690	1,314	541	602	1,142
8:00 PM	412	434	846	307	367	674	368	397	765	404	420	824	417	423	840	-	-	-	483	530	1,013	411	422	832
9:00 PM	297	367	664	208	238	446	261	276	537	237	306	543	312	323	635	-	-	-	381	414	795	275	315	589
10:00 PM	255	295	550	133	156	289	148	152	300	141	161	302	181	191	372	-	-	-	226	302	528	161	176	337
11:00 PM	149	178	327	70	78	148	77	87	164	81	107	188	84	104	188	-	-	-	148	180	328	83	106	188
Total	**10,036**	**11,045**	**21,081**	**7,957**	**8,792**	**16,749**	**10,648**	**11,612**	**22,260**	**10,914**	**12,151**	**23,065**	**11,166**	**12,362**	**23,528**	**-**	**-**	**-**	**11,659**	**12,917**	**24,576**	**11,040**	**12,257**	**23,297**
Percent	**48%**	**52%**		**48%**	**52%**		**48%**	**52%**		**47%**	**53%**		**47%**	**53%**		**-**	**-**		**47%**	**53%**		**47%**	**53%**	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	-	-	-	08:00	11:00	11:00	08:00	08:00	08:00
Vol.	739	898	1,637	658	722	1,380	738	795	1,533	806	880	1,686	781	885	1,666				793	884	1,625	794	883	1,676
PM Peak	14:00	12:00	12:00	12:00	13:00	13:00	16:00	17:00	16:00	17:00	17:00	17:00	17:00	16:00	17:00	-	-	-	16:00	16:00	16:00	17:00	17:00	17:00
Vol.	791	942	1,713	704	831	1,532	854	1,005	1,832	840	1,052	1,892	884	1,063	1,924				836	1,054	1,890	862	1,046	1,908

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: El Camino Real, S/O Broadway
Date Range: 2/8/2025 - 2/14/2025
Site Code: 15

Time	Saturday 2/8/2025			Sunday 2/9/2025			Monday 2/10/2025			Tuesday 2/11/2025			Wednesday 2/12/2025			Thursday 2/13/2025			Friday 2/14/2025			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	129	164	293	131	163	294	82	73	155	81	64	145	82	76	158	74	86	160	93	86	179	79	75	154
1:00 AM	91	84	175	104	72	176	60	46	106	59	48	107	50	45	95	61	46	107	83	77	160	57	46	103
2:00 AM	82	79	161	84	77	161	61	36	97	39	39	78	51	44	95	51	44	95	63	41	104	47	42	89
3:00 AM	59	59	118	55	43	98	56	38	94	52	44	96	66	48	114	57	47	104	45	49	94	58	46	105
4:00 AM	60	50	110	54	50	104	108	67	175	101	68	169	95	71	166	97	67	164	107	69	176	98	69	166
5:00 AM	118	85	203	94	72	166	202	177	379	227	153	380	218	165	383	214	167	381	203	164	367	220	162	381
6:00 AM	237	187	424	153	114	267	385	337	722	375	354	729	451	367	818	363	364	727	400	347	747	396	362	758
7:00 AM	464	357	821	259	276	535	785	752	1,537	842	740	1,582	894	796	1,690	832	720	1,552	833	664	1,497	856	752	1,608
8:00 AM	624	608	1,232	442	495	937	**1,073**	878	**1,951**	**1,124**	807	1,931	**1,116**	873	**1,989**	**1,078**	856	**1,934**	961	939	1,900	**1,106**	845	**1,951**
9:00 AM	797	830	1,627	733	661	1,394	882	841	1,723	902	873	1,775	908	907	1,815	937	862	1,799	995	896	1,891	916	881	1,796
10:00 AM	1,013	925	1,938	982	871	1,853	897	891	1,788	903	**944**	1,847	939	**937**	1,876	975	**933**	1,908	993	951	1,944	939	**938**	1,877
11:00 AM	**1,078**	**1,026**	**2,104**	**1,015**	**951**	**1,966**	992	**948**	1,940	1,022	918	**1,940**	1,015	872	1,887	959	928	1,887	**1,103**	**1,033**	**2,136**	999	906	1,905
12:00 PM	1,152	**1,128**	2,280	1,112	977	2,089	1,014	949	1,963	1,025	998	2,023	1,101	1,017	2,118	976	949	1,925	1,171	1,026	2,197	1,034	988	2,022
1:00 PM	1,082	1,076	2,158	**1,122**	952	2,074	1,031	962	1,993	1,014	935	1,949	1,109	1,056	2,165	1,063	1,030	2,093	1,183	1,062	2,245	1,062	1,007	2,069
2:00 PM	1,122	1,087	2,209	1,108	**990**	**2,098**	1,086	1,030	2,116	1,097	1,049	2,146	1,114	1,084	2,198	1,142	1,006	2,148	1,198	1,103	2,301	1,118	1,046	2,164
3:00 PM	**1,218**	1,071	**2,289**	1,028	910	1,938	1,113	1,144	2,257	1,185	1,084	2,269	1,180	1,098	2,278	1,180	1,084	2,264	1,209	1,119	2,328	1,182	1,089	2,270
4:00 PM	1,109	996	2,105	809	769	1,578	**1,198**	1,087	2,285	**1,273**	**1,158**	**2,431**	**1,247**	**1,141**	**2,388**	**1,230**	**1,120**	**2,350**	1,224	**1,222**	**2,446**	**1,250**	**1,140**	**2,390**
5:00 PM	1,092	972	2,064	782	731	1,513	1,191	**1,149**	**2,340**	1,220	1,125	2,345	1,237	1,080	2,317	1,171	1,097	2,268	**1,260**	1,165	2,425	1,209	1,101	2,310
6:00 PM	913	872	1,785	668	556	1,224	1,106	935	2,041	1,200	945	2,145	1,182	991	2,173	1,131	1,004	2,135	1,193	1,061	2,254	1,171	980	2,151
7:00 PM	830	720	1,550	648	604	1,252	897	714	1,611	875	823	1,698	954	757	1,711	952	846	1,798	1,024	857	1,881	927	809	1,736
8:00 PM	610	587	1,197	493	480	973	577	537	1,114	618	531	1,149	653	604	1,257	677	678	1,355	753	693	1,446	649	604	1,254
9:00 PM	507	442	949	359	338	697	433	371	804	409	453	862	468	470	938	480	483	963	578	549	1,127	452	469	921
10:00 PM	387	368	755	221	226	447	229	243	472	266	247	513	265	274	539	311	330	641	410	393	803	281	284	564
11:00 PM	249	240	489	147	148	295	130	134	264	159	146	305	142	148	290	190	192	382	240	238	478	164	162	326
Total	**15,023**	**14,013**	**29,036**	**12,603**	**11,526**	**24,129**	**15,588**	**14,339**	**29,927**	**16,068**	**14,546**	**30,614**	**16,537**	**14,921**	**31,458**	**16,201**	**14,939**	**31,140**	**17,322**	**15,804**	**33,126**	**16,269**	**14,802**	**31,071**
Percent	**52%**	**48%**		**52%**	**48%**		**52%**	**48%**		**52%**	**48%**		**53%**	**47%**		**52%**	**48%**		**52%**	**48%**		**52%**	**48%**	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	08:00	11:00	08:00	08:00	10:00	11:00	08:00	10:00	08:00	08:00	10:00	08:00	11:00	11:00	11:00	08:00	10:00	08:00
Vol.	1,078	1,026	2,104	1,015	951	1,966	1,073	948	1,951	1,124	944	1,940	1,116	937	1,989	1,078	933	1,934	1,103	1,033	2,136	1,106	938	1,951
PM Peak	15:00	12:00	15:00	13:00	14:00	14:00	16:00	17:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	17:00	16:00	16:00	16:00	16:00	16:00
Vol.	1,218	1,128	2,289	1,122	990	2,098	1,198	1,149	2,340	1,273	1,158	2,431	1,247	1,141	2,388	1,230	1,120	2,350	1,260	1,222	2,446	1,250	1,140	2,390

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Appendix E

City of San Mateo Business Survey and Parking Analysis



Fehr & Peers

Memo

Date: August 14, 2026

To: Jay Yu and Ella Phillips, City of San Mateo

CC: Cassie Halls and Asiya Patel, SamTrans

From: Jocelyn Wu, Kevin Zamzow-Pollock, and Erin Ferguson, PE, Fehr & Peers

Subject: San Mateo El Camino Real Parking Business Survey

Introduction

El Camino Real is a major commercial corridor in San Mateo, home to a diverse mix of retail, service, restaurant, and office uses that rely on convenient access for both employees and customers. As the county-wide Grand Boulevard Initiative explores a range of potential street redesign options – including long-term changes to parking, transit, walking, and biking infrastructure – understanding how local businesses currently operate and what they prioritize is a critical first step.

To support this effort, the City of San Mateo conducted a survey of businesses along El Camino Real to better understand how they view parking, transportation, and access needs in the corridor. In addition, the survey captures businesses' understanding of existing travel patterns, including how employees commute to work and how customers typically access products and services. The following memorandum provides a summary of the data collected and the findings from the analysis.

Data Collection & Methodology

In July 2026, the City of San Mateo surveyed businesses along El Camino Real in San Mateo, from Peninsula Avenue to North Road. Over 120 businesses along the corridors were surveyed, of which 79 responded. Surveys were conducted by mail, online, and in-person. The list of survey questions is below; the full survey instrument can be found in **Attachment A**.

1. What kind of business is this?
2. For Employees: How do they typically commute to work?
3. For Customers: How do customers typically access or retrieve your products/services?
4. How long do customers typically spend here?
5. How important is on-street customer parking on El Camino Real to your business today?
6. Please rank the following from most important (1) to least important (5): More Transit Stops, Wider Sidewalks, Nearby Parking, Better Bike Access, Access for Delivery Vehicles.
7. If on-street parking on El Camino Real was relocated to make more space for people walking, biking, and taking transit, what questions or concerns would you want addressed?

Survey Results

Types of Businesses

Survey respondents were primarily retail, service, and food establishments, together representing 81% of responses. The remaining 19% was spread across other business categories, including office, banking, and more. The high number of service and food establishments imply longer customer stays and more sustained parking demand if customers choose to drive. See **Table 1** for more detail on business types.

Table 1: Business Types Among Survey Respondents

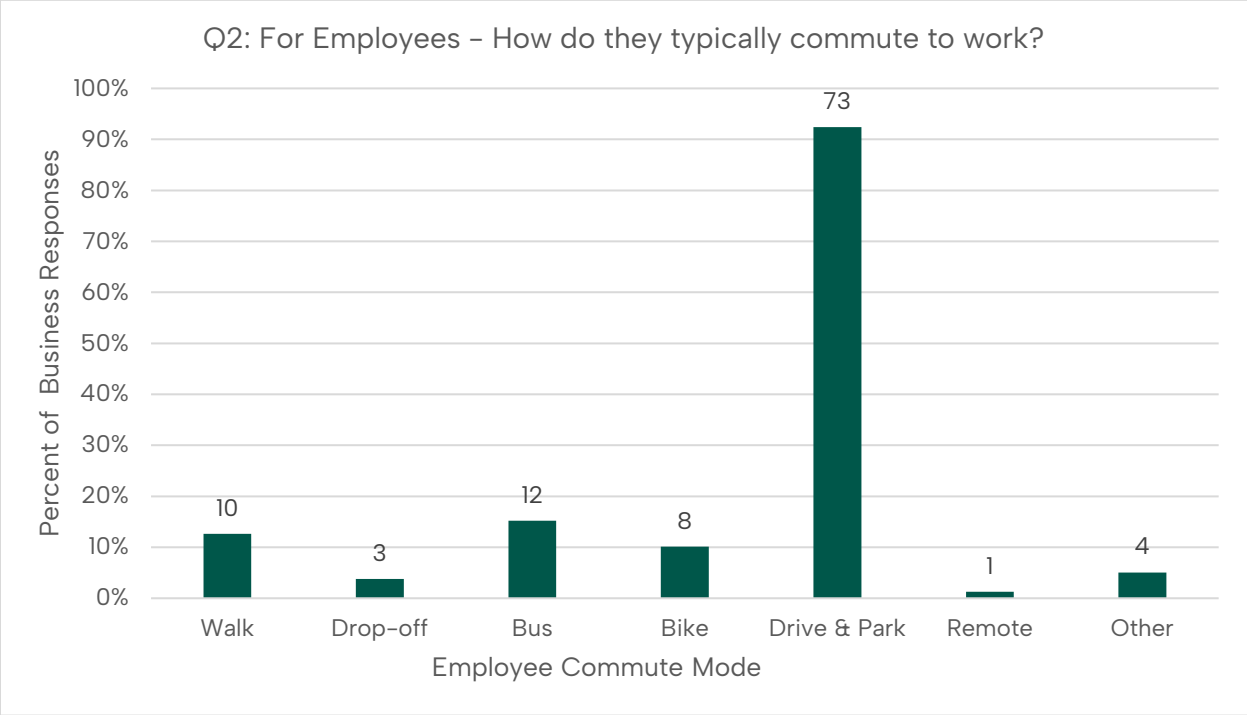
Type of Business	Number of Respondents	% of Respondents
Retail	24	30%
Service	23	29%
Restaurant/Food	17	22%
Office	6	8%
Banking	4	5%
Auto	1	1%
Senior Living	1	1%
Entertainment	1	1%
Church	1	1%
Health Care	1	1%
Total	79	100%

Source: City of San Mateo, 2026

Employee Commute Patterns

When asked how employees typically commute to work, the vast majority of businesses report that employees drive and park (92%). Just 15% of businesses report employees take the bus, 13% report employees walk, and 10% report employees bike. Since this was a select-all-that-apply question, respondents could select more than one option, so percentages sum to more than 100%. Please see **Figure 1** for more detail on employee commute responses.

Figure 1: Employee Commute Mode

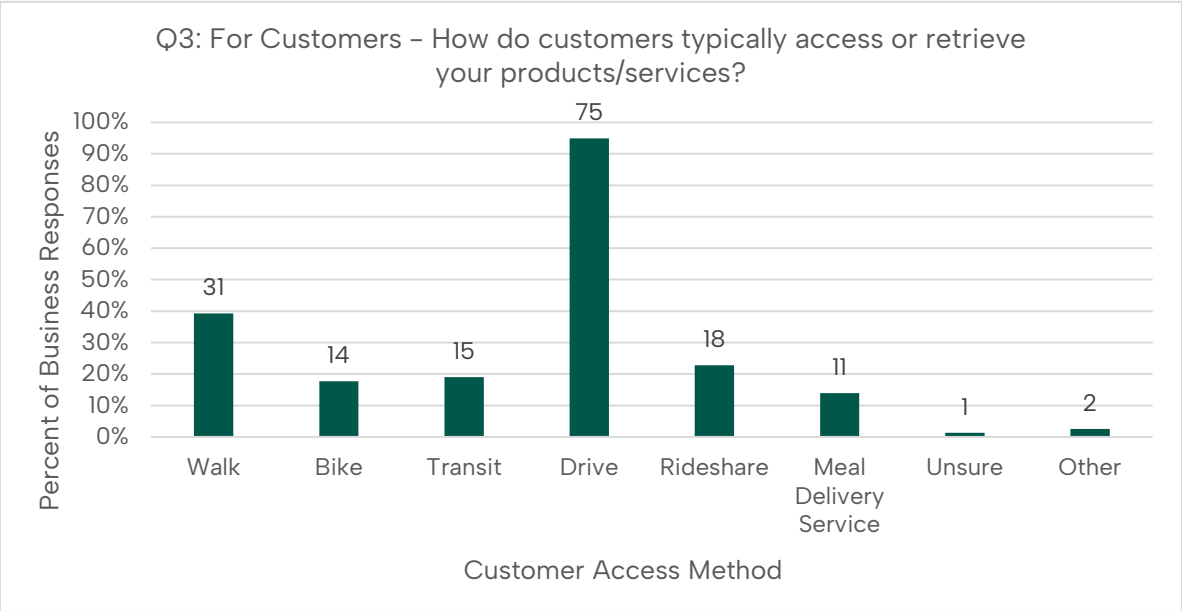


Source: City of San Mateo, 2026

Customer Access Patterns

Similarly, businesses report that their customers primarily drive to access their products and services (95%). However, survey responses also indicate a wider range of other transportation modes for customers compared to employees, with 39% of businesses reporting customers walking, 23% reporting customers using rideshare, 19% reporting customers taking transit, and 18% reporting customers biking. Additionally, 14% of businesses report that customers use meal delivery services. As with employee commute, this was a select-all-that-apply question, so percentages sum to more than 100%. Please see **Figure 2** for more detail on customer access responses.

Figure 2: Customer Access to Businesses

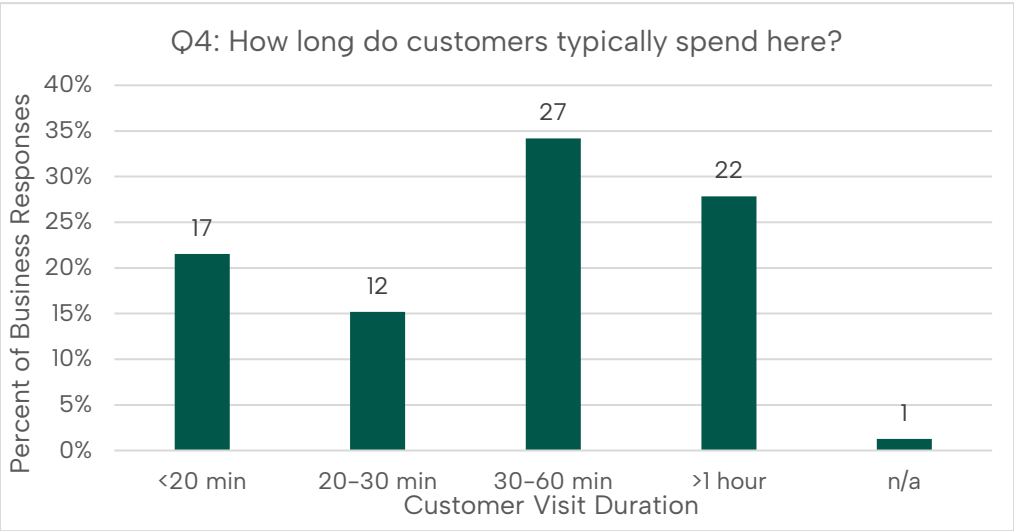


Source: City of San Mateo, 2026

Customer Visit Duration

Over 60% of businesses report customers stay for 30 minutes or longer. Only 22% of businesses report customers spending less than 20 minutes and 15% report customers spending 20–30 minutes. This suggests that, for many businesses along El Camino Real, customer visits tend to be longer in duration rather than quick stops, indicating sustained parking demand. However, there may still be demand for short-term parking in certain locations. See **Figure 3** for more detail on customer visit duration responses.

Figure 3: Customer Visit Duration

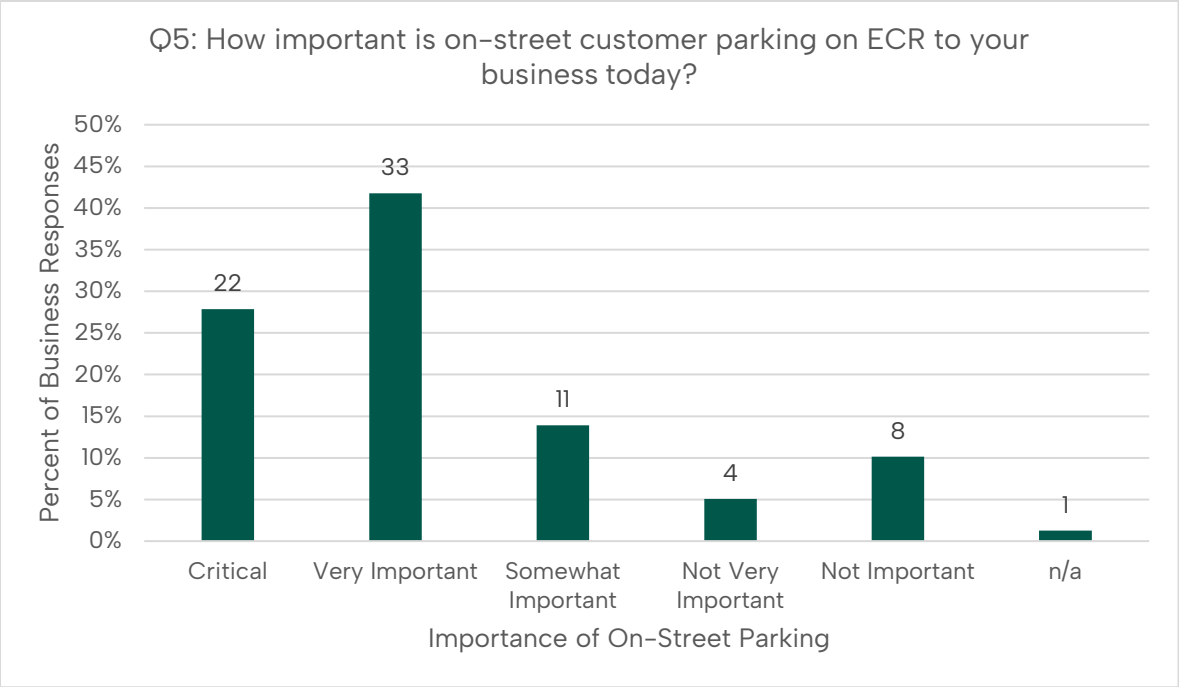


Source: City of San Mateo, 2026

Importance of On-Street Parking

When asked how important on-street customer parking on El Camino Real is, 70% of businesses replied that it was Very Important or Critical, with another 14% reporting it was Somewhat Important. Only 15% of businesses reported that on-street customer parking on El Camino Real was Not Important or Not Very Important. These responses indicate the businesses along El Camino Real value on-street parking highly and view it as very important to the success of their business. See **Figure 4** for more detail on the importance of on-street parking to businesses.

Figure 4: Importance of On-Street Parking



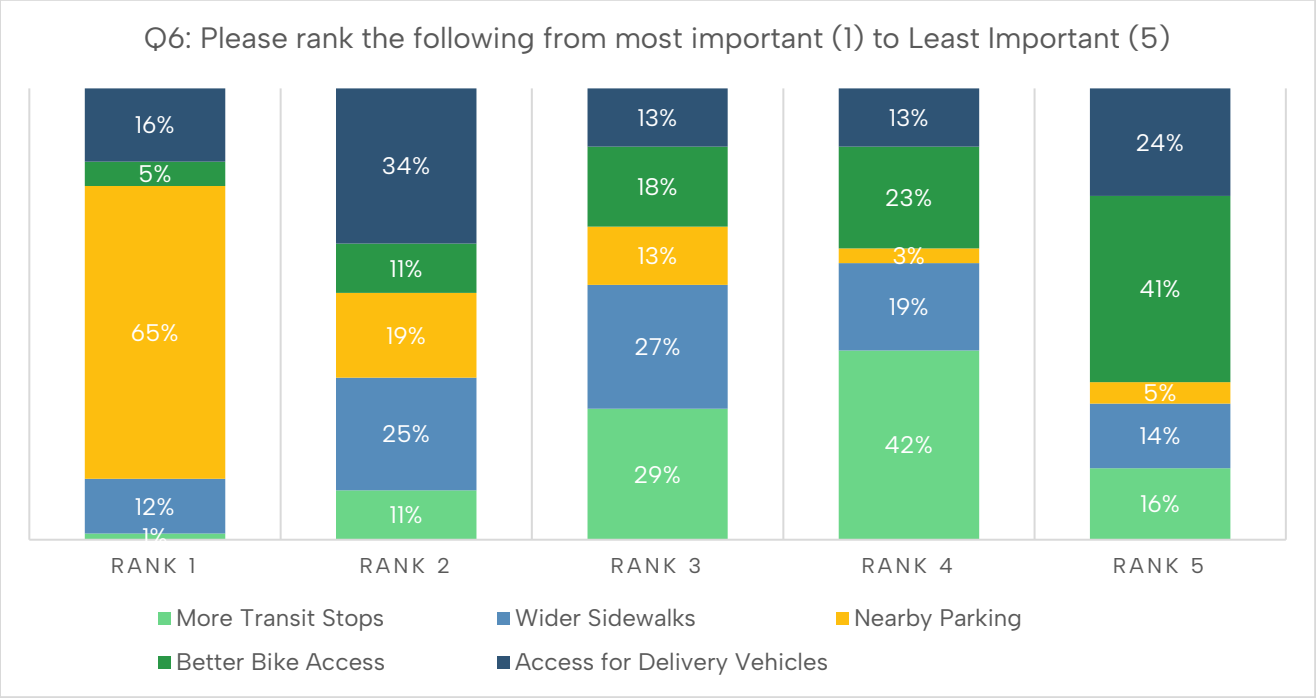
Source: City of San Mateo, 2026

Business Priorities for Corridor

When asked to rank El Camino Real corridor improvements from most important (1) to least important (5), businesses highlighted Nearby Parking as a clear priority, with 65% of businesses ranking it most important. Access for Delivery Vehicles (34%) and Wider Sidewalks (25%) were most frequently ranked second priority, indicating these are also valued highly. In the middle of the ranking, More Transit Stops (29%) and Wider Sidewalks (27%) were most common, suggesting these fall into a middle tier of importance for businesses. On the lower end of the scale, More Transit Stops was most frequently ranked second least important (42%), and Better Bike Access was most frequently ranked last (41%), making it the improvement businesses consistently valued least.

Taken together, parking, delivery access, and wider sidewalks are the dominant concerns for businesses along the corridor, while investments in bike infrastructure and transit stops are seen as comparatively lower priorities from a business perspective. See **Figure 5** for more detailed ranking results.

Figure 5: Business Rankings of Corridor Improvement Priorities

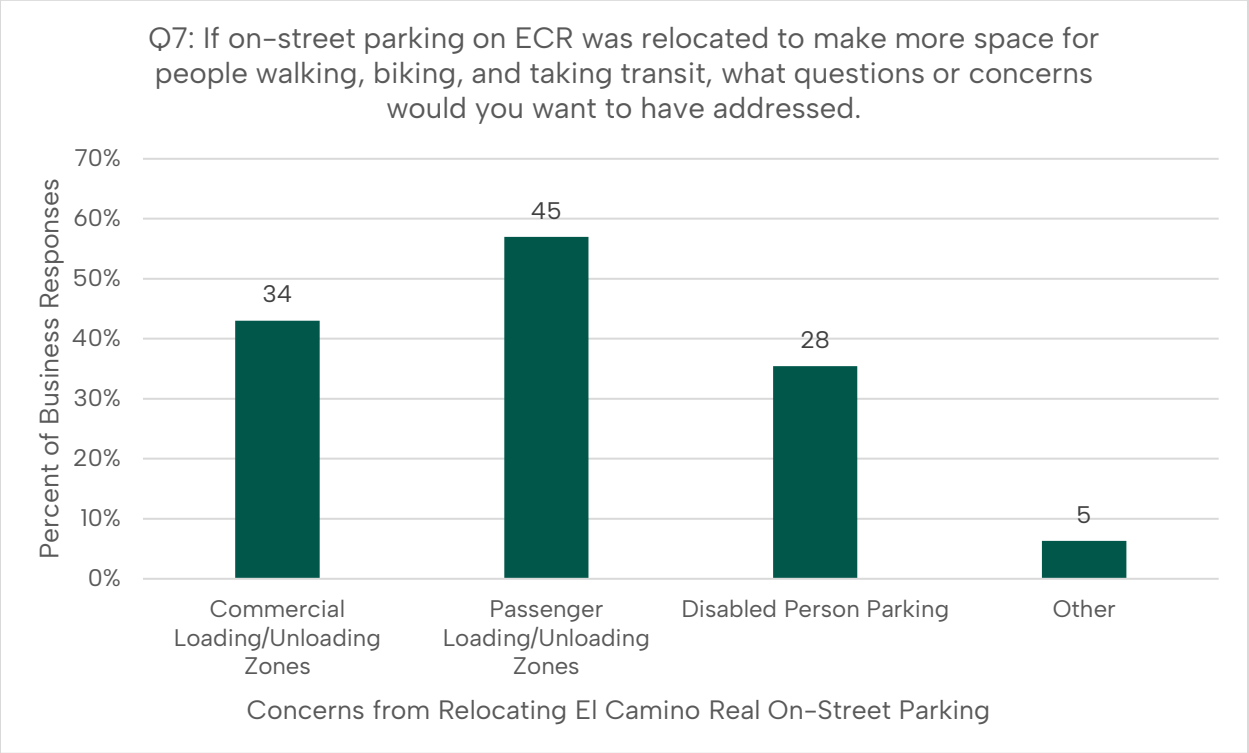


Source: City of San Mateo, 2026

Questions or Concerns about Relocating On-Street Parking

Businesses were also asked what questions or concerns they would want addressed if El Camino Real on-street parking were relocated to make room for walking, biking, and transit improvements. Businesses report their most common concern is Passenger Loading/Unloading Zones (57%), followed by Commercial Loading/Unloading Zones (43%) and Disabled Person Parking (35%). Since this was a select-all-that-apply question, respondents could select more than one option, so percentages sum to more than 100%. Some businesses left free-response comments with similar concerns, emphasizing the importance of parking and access – including questions like where else people would park, how long a redesign would take, and whether there would be any effects on traffic. See **Figure 6** for the responses regarding relocating on-street parking.

Figure 6: Questions or Concerns about Relocating On-Street Parking



Source: City of San Mateo, 2026

Summary

The survey results indicate that businesses highly value on-street parking along El Camino Real, reporting it as their top priority for the corridor and very important for employee and customer access. Businesses also report support for passenger and commercial loading space, particularly if on-street parking were removed along El Camino Real. Walking is viewed as an important mode of access for customers and wider sidewalks appear valued as a corridor priority. However, biking and transit are not perceived to be important modes of access and facilities for them are not high priorities for businesses.

Attachment A: Business Survey Mailer

CITY OF SAN MATEO
PUBLIC WORKS DEPARTMENT
330 WEST 20TH AVENUE
SAN MATEO, CALIFORNIA
94403-1388

CENTRAL EL CAMINO REAL BUSINESS SURVEY

Return by JULY 10, 2026.

Online Survey

English

Spanish

Simplified Chinese

Central El Camino Real Business Survey: Help Us Plan Improvements!

Business Name: _____

1) What kind of business is this?

O Restaurant/Food O Retail O Service

O Office O Other: _____

2) FOR EMPLOYEES: How do they typically commute to work? Please select all that apply.

O Walk O Drop-off O Bus O Bike

O Drive & Park O Remote O Other: _____

3) FOR CUSTOMERS: How do customers typically access or receive your products/services? Please select all that apply.

O Walk O Bike O Transit O Drive

O Rideshare (Lyft/Uber) O Meal Delivery Service

O Unsure O Other: _____

4) How long do customers typically spend here?

O <20 min O 20-30 min

O 30-60 min O >1 hour

5) How important is on-street customer parking on El Camino Real to your business today?

O Critical O Very Important

O Somewhat Important O Not Very Important

O Not Important

6) Please rank the following from most important (1) to least important (5):

____ More Transit Stops ____ Wider Sidewalks

____ Nearby Parking ____ Better Bike Access

____ Access for Delivery Vehicles

7) If on-street parking on El Camino Real was relocated to make more space for people walking, biking, and taking transit, what questions or concerns would you want to have addressed. Please select all that apply.

O Commercial Loading/Unloading Zones

O Passanger Loading/Unloading Zones

O Disabled Person Parking O Other: _____

Submit your feedback by folding this sheet with your comments on the inside and taping it closed. No postage necessary.
Please submit your feedback by **July 10, 2026.**
[Address]

Central El Camino Real Plan

About the Central El Camino Real Plan

The City of San Mateo is working with SamTrans to develop the Central El Camino Real Plan to create a safer, more accessible, and vibrant corridor for businesses, residents, and visitors.

Project Goals

- Create a cohesive, locally defined vision that improves the walking, biking, rolling, driving, and transit experience on El Camino in San Mateo, Belmont, San Carlos, and Redwood City
- Enhance safety for all users traveling on El Camino, addressing major safety issues as part of the county's High-Injury Network
- Identify a transportation improvement option that meets both the regional and local needs for El Camino

Feedback

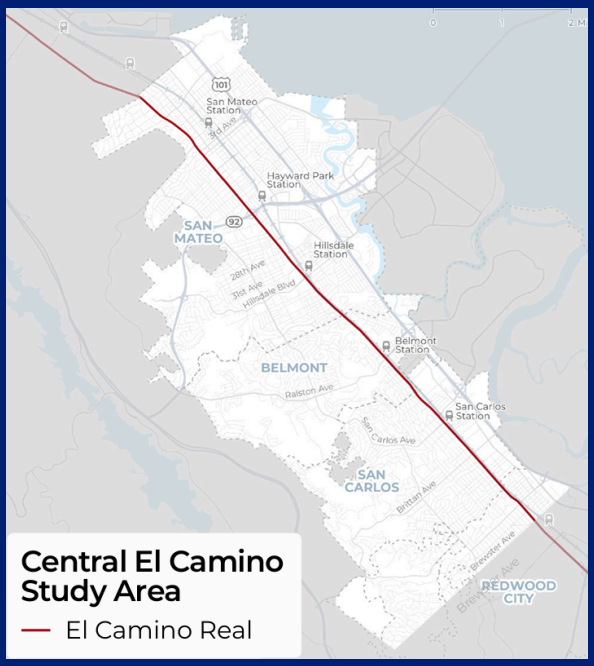
Help us plan improvements by completing the survey on the back of this card OR online.

Please fold this sheet with your comments inside and tape closed. No postage necessary. Respond by **July 10, 2026.**

Questions

Visit samtrans.com/CentralElCamino for more information.

Project Area



NO POSTAGE NECESSARY IF MAILED IN THE UNITED STATES

BUSINESS REPLY MAIL

FIRST-CLASS MAIL PERMIT NO. 43 SAN MATEO, CA

POSTAGE WILL BE PAID BY ADDRESSEE

DEPARTMENT OF PUBLIC WORKS
CITY OF SAN MATEO
330 W 20TH AVE
SAN MATEO, CA 94403-9803

Fehr & Peers

Memo

Date: August 14, 2026

To: Jay Yu and Ella Phillips, City of San Mateo

CC: Cassie Halls and Asiya Patel, SamTrans

From: Jocelyn Wu, Kevin Zamzow-Pollock, and Erin Ferguson, PE, Fehr & Peers

Subject: San Mateo El Camino Real Parking Analysis

Introduction

At the request of the City of San Mateo, Fehr & Peers evaluated parking inventory and utilization on and in the vicinity of El Camino Real for both on-street parking spaces and publicly accessible garages. The purpose of this evaluation was to assess the ability of surrounding parking spaces to absorb parking demand from El Camino Real in the case of parking reduction on El Camino Real. The current county-wide Grand Boulevard Initiative is exploring a range of potential street redesign options for long-term implementation on El Camino Real, some of which may impact the number of available parking spaces. This analysis assumes all parking would be eliminated along El Camino Real to assess the highest affect on neighboring parking. However, this is for the purpose of analysis; no final determinations have been made about the number of parking spaces to be removed or maintained. The following memorandum provides a summary of the data collected and the findings from the analysis.

Data Collection and Methodology

Study Area

The study area for this analysis is centered on El Camino Real in San Mateo and includes the area between Santa Inez Avenue and North Road.[1] Within this area, data was collected for both on-street and off-street parking.

On-street data were recorded for cross streets and parallel streets within one block of El Camino Real. Off-street data were recorded for surface lots within one block of El Camino Real and larger parking garages within three blocks. Private off-street lots for the exclusive use of residents or employees were excluded from the data collection, but private lots for business customers were included. **Figure 1** illustrates the project area. Orange segments indicate the on-street locations where data was collected, while blue represents the off-street facilities (lots and garages).

[1] El Camino Real and surrounding streets in San Mateo north of Santa Inez Avenue were not included in the study area because that stretch of El Camino Real does not have any existing on-street parking.

Figure 1. El Camino Real from Santa Inez Ave to North Road (Project Area)



Collection Periods

To capture how parking demand shifts over the course of a typical week, field counts were conducted during three periods: a weekday midday period (Thursday, 12:00 PM), a weekday evening period (Thursday, 6:00 PM), and a weekend midday period (Saturday, 12:00 PM). At every location and time period, the parking inventory (the total number of spaces available) and occupancy were collected. The analysis incorporated multiple instances of data collection from 2024 to 2026. Downtown San Mateo was collected in April 2024, El Camino Real on-street parking was collected in May 2025, and the rest of the study area was collected in April/May 2026.

Analysis

Segmentation

The project area was separated into ten segments to organize the analysis. Each segment spans approximately a quarter to a half mile, with boundaries drawn around natural breaks in the corridor, such as major cross streets or highway interchanges. Each segment encapsulates a stretch of the El Camino Real corridor with similar land use and general character to represent a realistic common parking catchment area. The list of segments are:

- Santa Inez Avenue – Baldwin/Baywood Avenue
- Baldwin/Baywood Avenue – 5th Avenue
- 5th Avenue – Aragon Boulevard/Hayward Avenue
- Aragon Boulevard/Hayward Avenue– Barneson/14th Avenue
- Barneson/14th Avenue – Highway 92
- Highway 92 – 22nd Avenue
- 22nd Avenue – 28th Avenue
- 28th Avenue – 36th Avenue
- 36th Avenue – 41st Avenue
- 41st Avenue – North Road

Analysis Methodology

The analysis models a surrounding-area parking condition where drivers displaced from El Camino Real can park anywhere nearby, on-street or off-street, except in blocks designated under the Residential Parking Permit Program (RPPP). RPPP blocks are prioritized for permit-holding residents and were excluded from the surrounding area's available parking count.

Using the collected field data described above, the workbook compares before-and-after occupancy conditions across the surrounding street network for each of the three collection periods, simulating what occupancy would look like if existing El Camino Real parking were removed and that demand redistributed to nearby on-street and off-street spaces.

Findings

The analyzed section of El Camino Real saw 240-280 vehicles typically parked within the existing on-street parking. The surrounding on-street and off-street parking network would be able to fully absorb this demand without drawing on RPPP blocks, meaning drivers currently parking on El Camino Real could typically find alternative parking within a couple of blocks.

Additionally, across all three time periods, parking occupancy after redistribution in the surrounding area stays well below capacity – at the segment scale, the resulting occupancy is up to 73% during the weekday midday period, 70% during the weekday evening period, and 72% during the weekend midday period.

Table 1 provides more detailed results, highlighting the surrounding parking occupancy without and with parking demand from El Camino Real by segment and time period. **Attachment A** provides a visual breakdown of El Camino Real parking occupancy counts and surrounding area vacancy counts across the corridor for each time period.

Table 1. Surrounding Parking Occupancy Without and With El Camino Real Parking Demand

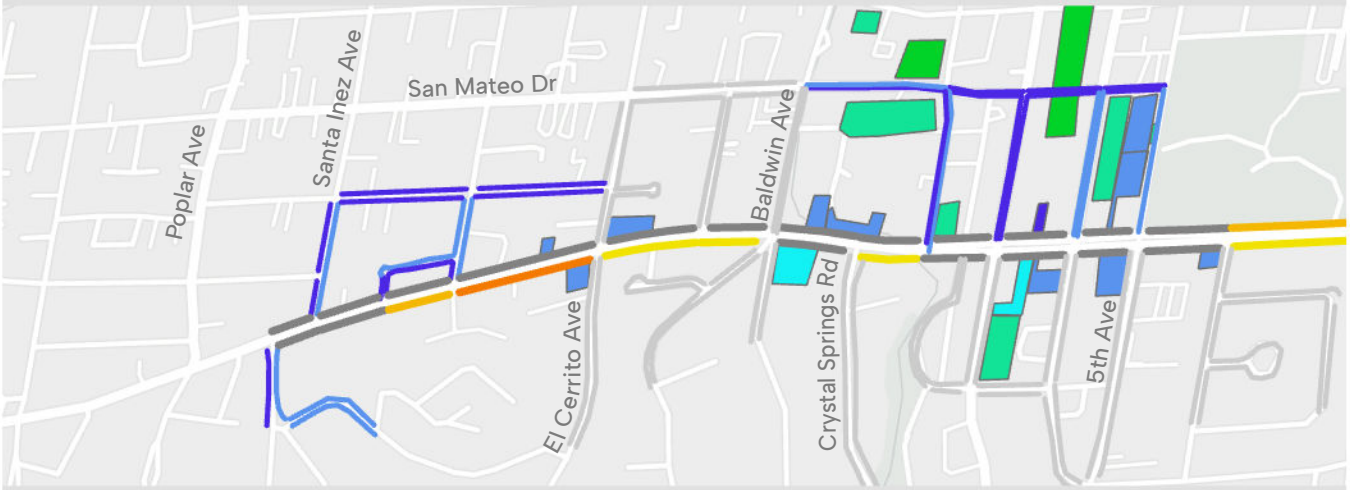
El Camino Segment	Weekday 12 PM		Weekday 6 PM		Weekend 12 PM	
	Without	With	Without	With	Without	With
Santa Inez Ave – Baldwin/Baywood	57%	67%	61%	70%	56%	64%
Baldwin/Baywood – 5th Ave	62%	63%	42%	42%	46%	46%
5th Ave – Aragon/Hayward	29%	34%	24%	30%	26%	33%
Aragon/Hayward – Barneson/14th	44%	51%	43%	48%	50%	55%
Barneson/14th – Hwy 92	52%	54%	39%	41%	48%	49%
Hwy 92 – 22nd Ave	58%	62%	54%	58%	69%	71%
22nd Ave – 28th Ave	66%	73%	56%	62%	65%	72%
28th Ave – 36th Ave	35%	35%	35%	35%	53%	53%
36th Ave – 41st Ave	54%	59%	53%	57%	59%	63%
41st Ave – North Road	42%	46%	61%	63%	55%	58%

Note: Streets designated as part of the Residential Parking Permit Program (RPPP) were not included in available on-street supply.

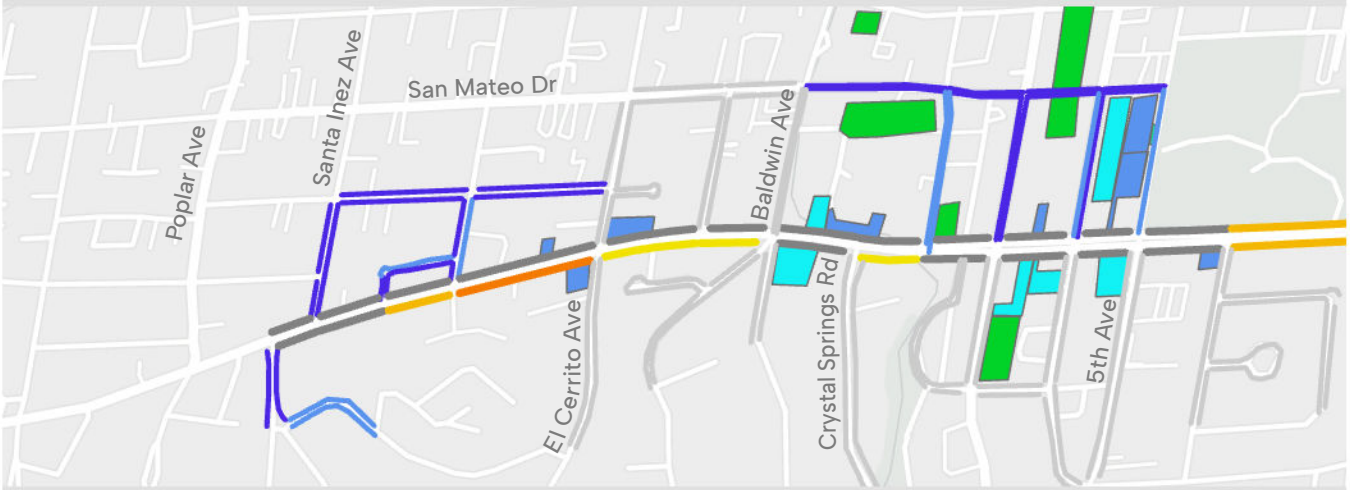
Attachment A: Parking Occupancy Maps

Segment A and B | Santa Inez Ave to 5th Ave

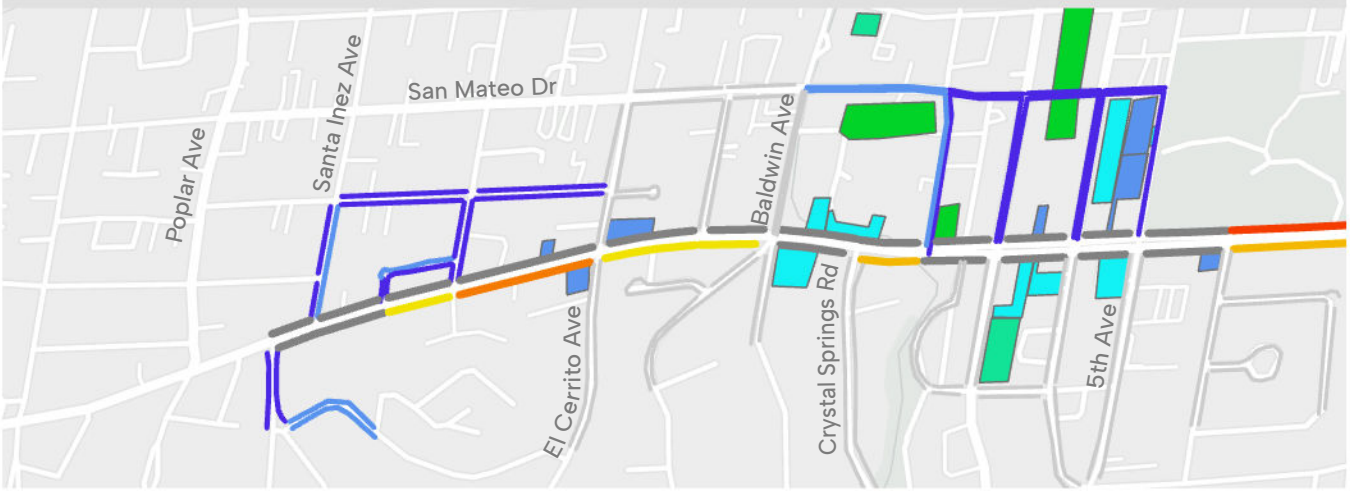
Weekday Midday



Weekday Evening



Weekend Midday



El Camino Real Parking Occupancy (Count)

- 0
- 1 - 5
- 6 - 10
- 11 - 15
- 16 - 30

Surrounding Unused Parking (Count)

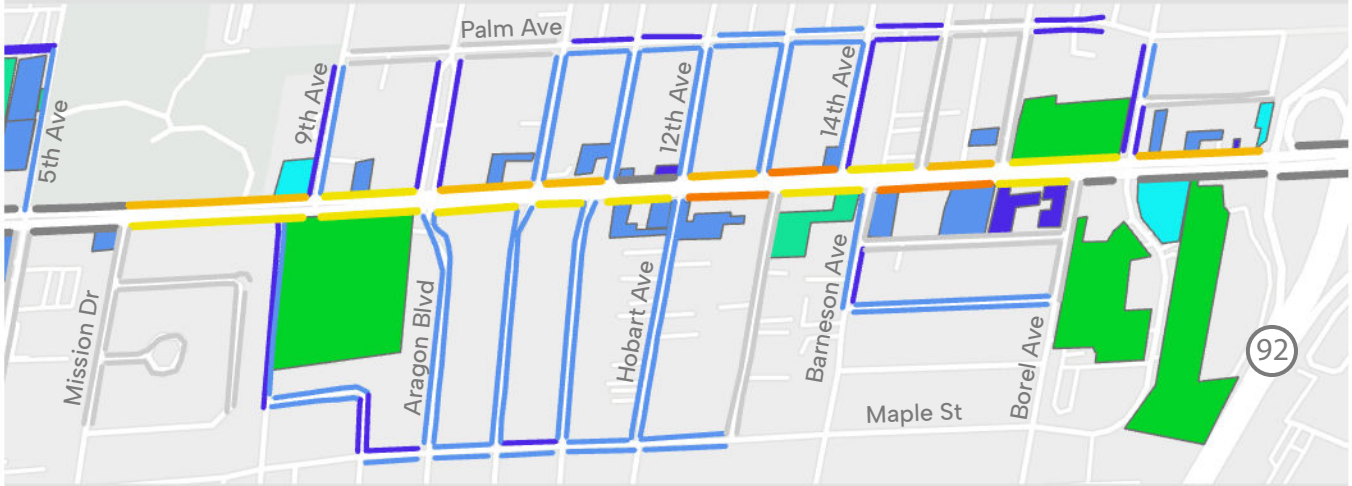
- 0 - 5
- 6 - 20
- 21 - 50
- 51 - 100
- 101 - 1000
- RPPP

0 0.1 0.2 Miles

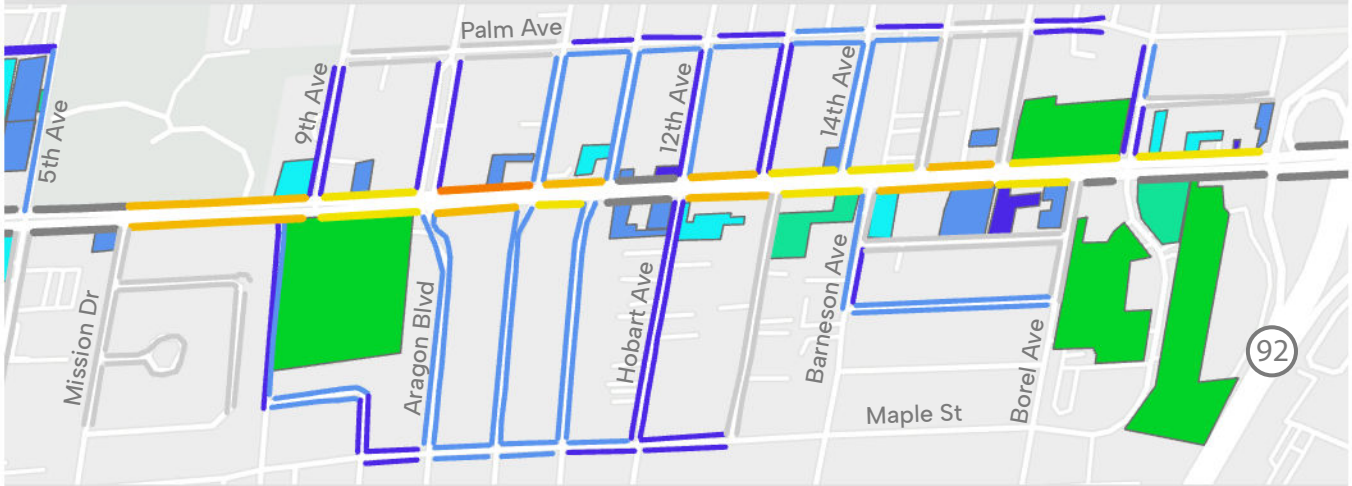
N

Segment C, D, and E | 5th Ave to Hwy 92

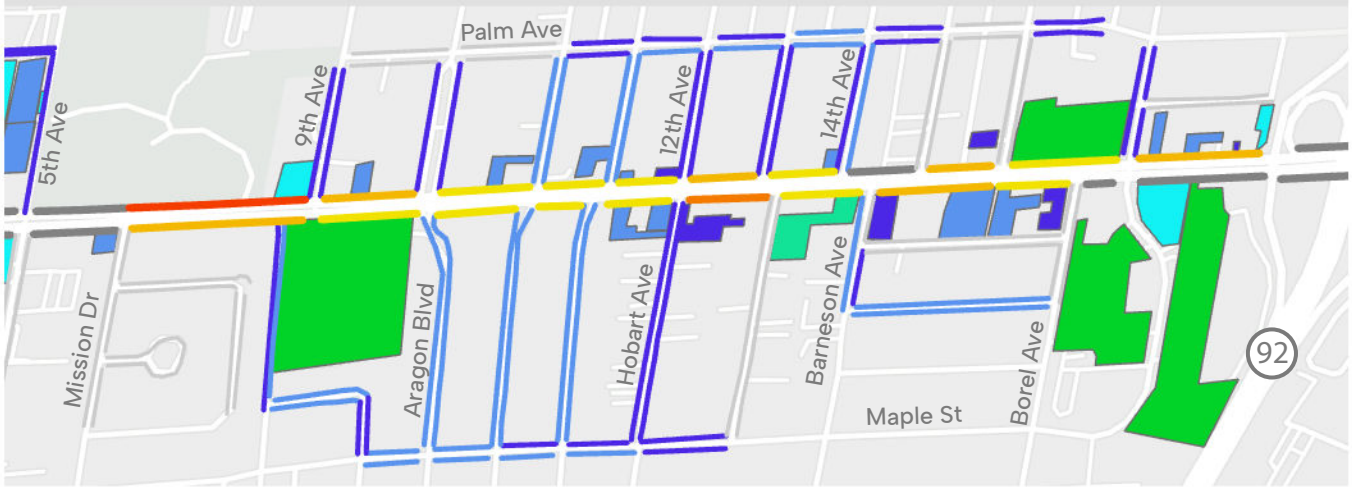
Weekday Midday



Weekday Evening



Weekend Midday



El Camino Real Parking Occupancy (Count)

- 0
- 1 - 5
- 6 - 10
- 11 - 15
- 16 - 30

Surrounding Unused Parking (Count)

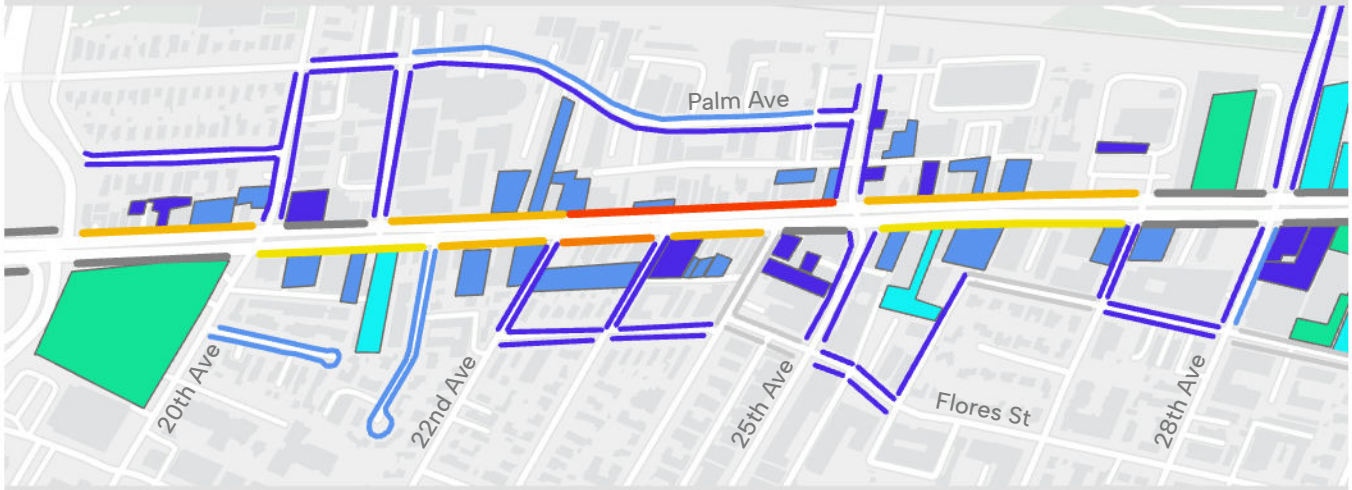
- 0 - 5
- 6 - 20
- 21 - 50
- 51 - 100
- 101 - 1000
- RPPP

0 0.1 0.2 Miles

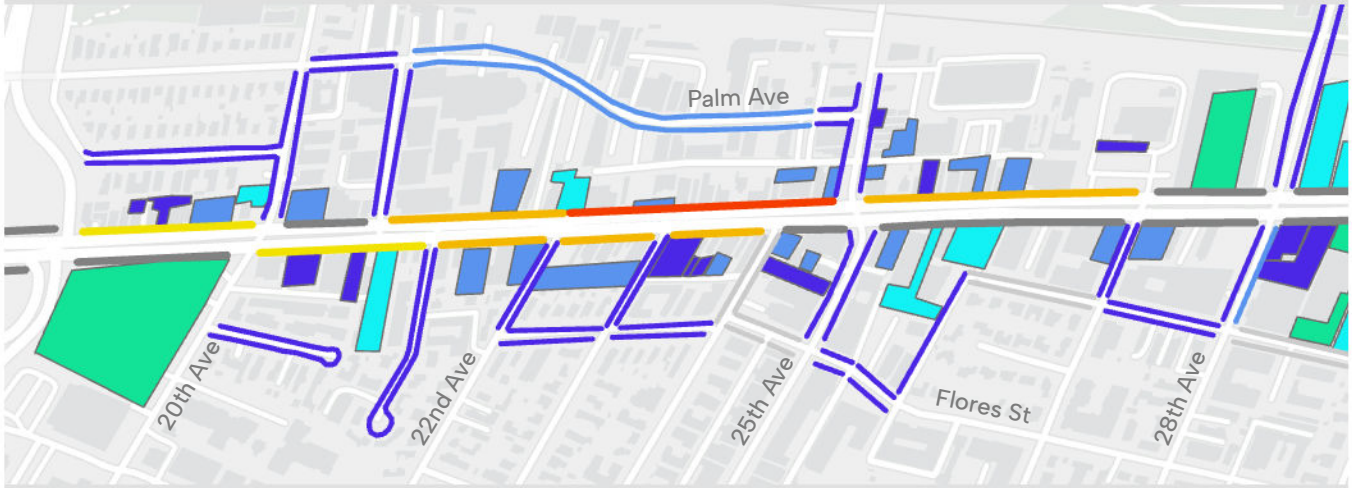
N

Segment F and G | Hwy 92 to 28th Ave

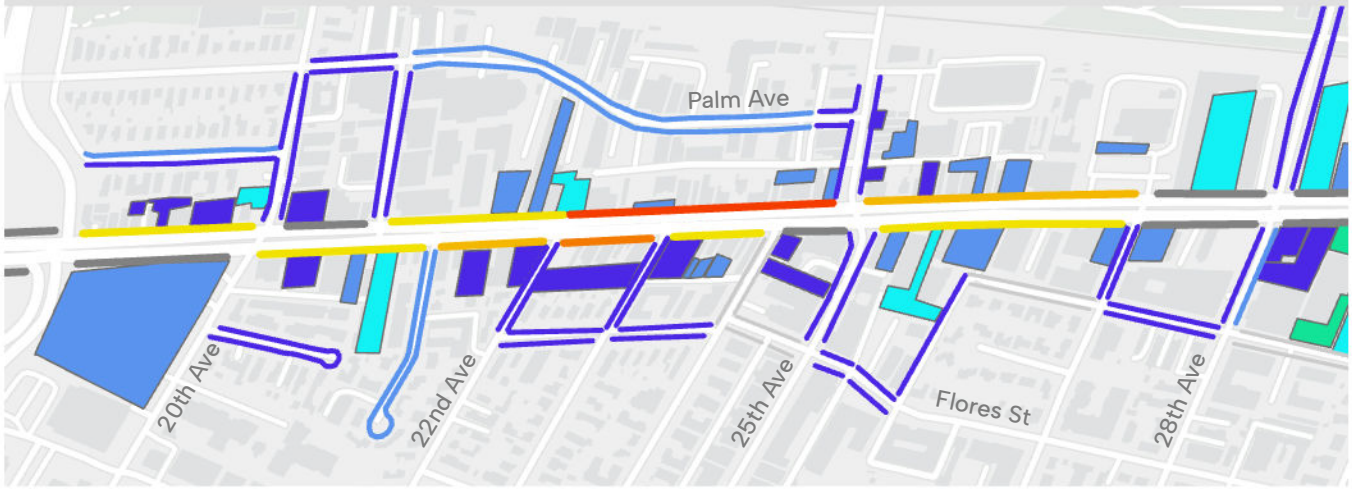
Weekday Midday



Weekday Evening



Weekend Midday



El Camino Real Parking Occupancy (Count)

- 0
- 1 - 5
- 6 - 10
- 11 - 15
- 16 - 30

Surrounding Unused Parking (Count)

- 0 - 5
- 6 - 20
- 21 - 50
- 51 - 100
- 101 - 1000
- RPPP

0 0.1 0.2 Miles

N

Segment H and I | 28th Ave to 41st Ave

Weekday Midday



Weekday Evening



Weekend Midday



El Camino Real Parking Occupancy (Count)

- 0
- 1 - 5
- 6 - 10
- 11 - 15
- 16 - 30

Surrounding Unused Parking (Count)

- 0 - 5
- 6 - 20
- 21 - 50
- 51 - 100
- 101 - 1000
- RPPP

0 0.1 0.2 Miles

N

Segment J | 41st Ave to North Rd

Weekday Midday



Weekday Evening



Weekend Midday



El Camino Real Parking Occupancy (Count)

- 0
- 1 - 5
- 6 - 10
- 11 - 15
- 16 - 30

Surrounding Unused Parking (Count)

- 0 - 5
- 6 - 20
- 21 - 50
- 51 - 100
- 101 - 1000
- RPPP

0 0.1 0.2 Miles

N