This survey focused on potential design options to shape the future look and feel of El Camino Real, including:

- Creating retail activity centers
- Optimizing the street to support all users (walking, transit, bicycling, and driving)
- Improving the overall experience (aesthetic, comfort, safety, operations)

Feedback will be used to develop a corridor plan, a comprehensive plan that includes land use, transportation, streetscape, community benefits, and business support.
- Balance between safety and efficiency
- Improved user experience should not impact traffic flows
- Protected bike lanes would better utilize space currently reserved for parking
- Support for increased investment along El Camino - more restaurants & shops
- Improve pedestrian experience with wider sidewalks, more trees, and more crosswalks
- More efficient and reliable public transit
STUDY AREA
OF THE 612 RESPONSES:

- 1/3 Live within Walking Distance of El Camino Real
- 6% Own a Non-Residential Property along El Camino Real

Where do you live?

- On or within walking distance of El Camino Real in Redwood City: 20%
- In Redwood City, but within driving distance of El Camino Real: 33%
- Other: 47%

Where do you work?

- On or within walking distance of El Camino Real in Redwood City: 17%
- In Redwood City, but within driving distance of El Camino Real: 28%
- Other: 55%
To what extent should El Camino Real accommodate people riding bikes?

“I do not believe El Camino should be used for bicycling as it is a major thoroughfare... would be safer for both bicyclists and vehicles if alternate routes for bikes were used.”

“Protected bike lanes. I would be much more likely to bicycle longer distances along El Camino if these existed.”
If there were protected bikeways, how likely would you be to use them?

“Very likely 43%”

“Not at all 27%”

“Not likely 18%”

“Maybe 12%”

“You could do just about anything. There's no way I'm going to get on El Camino on a bike.”

“Protected bike lanes would be great, and with these I would be inclined to travel on El Camino via bicycle regularly for commuting and for shopping.”
What would you personally use the protected bikeways for?

- **Commuting/errands**: 40%
- **Fun/recreation**: 34%
- **Exercise**: 26%

“Safer cycling, protected bikeways would allow me to get to the grocery store and downtown from my house safely.”
How often do you use on-street parking on El Camino Real?

- Daily: 4%
- Weekly: 9%
- Monthly: 12%
- Rarely: 41%
- Never: 34%

“I shop at businesses on El Camino pretty regularly, but I never park there. Traffic is heavy enough that the parallel parking spots are effectively unusable most of the time.”
How far away are you willing to park?

- Close parking is required: 24
- Depends on the pedestrian experience: 181
- Depends on trip purpose: 173
- More than 3 blocks: 113
- 2-3 blocks: 218
- One block: 159
- In the destination's lot: 77

“Parking would be better off-street but needs to be easy to enter and exit back onto El Camino and having to park more than a block away will keep most people from frequenting the businesses without their own lot.”
“I hate parking on El Camino and have seen quite a few near accidents of those trying to park there.”
Where should Activity Centers be located?

“I typically go into downtown Redwood City for dinner/bars. El Camino doesn't offer much for me at the moment.”
How would you redesign El Camino Real?

“A combination of wider sidewalks, secure bike lanes and more trees (median and sidewalks) would make El Camino a better place to spend time.”
What would make El Camino Real a more desirable place to cross, travel on, or visit?

“SAFETY. We walk everywhere and El Camino is just so unsafe. Even crossing at a crosswalk feels harrowing. This must be better set up for pedestrians. Wouldn't even consider biking unless there was the protected bikeways which I believe would become a model for the Peninsula.”

“A more consistently appealing mix of retail and entertainment/recreation options, combined with a safe, attractive setting would be great, but I wouldn't recommend choking off such a major artery without providing a realistic alternative.”

“El Camino to me is like a barrier between the residential areas and the downtown. If the width of the road wasn't so wide and the car traffic was slower, it would be more desirable to cross, travel on, or visit. It's intimidating to approach it, whatever your mode of transportation.”

“What would make El Camino Real a more desirable place to cross, travel on, or visit?”

“Safety as a multimodal way to commute regardless of income levels or car ownership.”

“A more consistently appealing mix of retail and entertainment/recreation options, combined with a safe, attractive setting would be great, but I wouldn't recommend choking off such a major artery without providing a realistic alternative.”

“Make it easier to cross on foot. Safer corners. Better retail. Protected bike lane and wider sidewalks could make sidewalk cafe/dinning more attractive. Right now the traffic and parallel parking make outdoor dining unattractive.”

“ECR seems like a miles long strip mall right now - need to break it up with occasional exclamation points, like statues/public art and unexpected green spaces.”

“If the lights were timed better to allow for easier car traffic flow.”
**Community Outreach**

- CAG #1
- Stakeholder Interviews
- CAG #2
- Community Workshops #1 + #2
- CAG #3
- Online Survey
- Planning Commission & City Council Study Sessions
- CAG #4
- Community Workshops #3 + #4
- CAG #5
- Public Hearings: Planning Commission & City Council

**Technical Work**

- Data Gathering and Technical Analysis
- Develop and Review Potential Standards and Street Design Options
- Drafting Corridor Plan

**PLAN TIMELINE**
El Camino Real

CORRIDOR PLAN

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