

**Community Development
Department**

Planning Division
1017 Middlefield Road
Redwood City, CA 94063
(650)780-7234
www.redwoodcity.org



**El Camino Real Corridor Plan
Citizens Advisory Group**

Kevin Bondonno (Chair)
Marc Manuel (Vice Chair)
Roger Buckhout
Erin Callaghan
Stacy Huisman
Brian Jaffe
Stephanie Kolkka
Alma Montalvo
Elliot Rivas
Muhammad Safdari

**June 07, 2017
Meeting Summary**

**7:00PM
City Council Chambers**

PRESENT: Chair Bondonno, Members Buckhout, Huisman, Jaffe, Montalvo, Rivas

ABSENT: Vice Chair Manuel, Callaghan, Safdari, Kolkka

STAFF: Planning Manager Steven Turner; Lindy Chan; Diana O'Dell; Apollo Rojas

GUESTS: Sophie Martin, Dyett & Bhatia Consultant
Steve Weinberger, W-Trans Transportation Consultant

ORAL COMMUNICATIONS: None

INTRODUCTIONS:

Citizens Advisory Group (CAG) member roll call.

PRESENTATION - Lindy Chan, Sophie Martin, & Steve Weinberger

Ms. Chan and Ms. Martin gave a presentation providing an update of the planning process including recent community outreach, online survey results, and local business outreach. Staff provided summaries on meetings with Caltrans, SFMTA, SamTrans, and City emergency response departments. W-Trans consultant, Steve Weinberger, provided updated traffic and bicycle analysis. Staff introduced draft plan policy components of land use, mobility, business support, and community benefits. The goal of the meeting was to obtain feedback on the draft policy components and confirm that it captured feedback received to date. (See [presentation](#)).

CAG DISCUSSION:

Many agreed that the draft policy components captured the feedback received to date; however suggested that certain elements be elevated or emphasized. For example, some suggested that beautification and greenery, as well as transit, needed to be more pronounced. Continue to focus on mass transit as there are huge changes coming with high-speed rail and Caltrain electrification. SamTrans will begin to roll out limited signal timing in the future. The group appreciated the level of community and business outreach performed by staff. The presentation still seems high-level, and CAG would like to see more specifics at the next meeting particularly with the proposed protected bike lane, parking management plan, and MULW amendments. For example, on the parking management, who manages it and how does it work? More on the corridor identity and brand was also requested.

In addition, the plan should dispel that notion that it's a zero sum game. Instead, it should discuss ways that it could improve the experience for all users. One policy component should not be at the expense of another, rather each element receives some level of improvement. For example, we can be smarter

with our existing resources. Group existing parking and make it shared with great signage. Also, we can do better with intersection design. We can have better timed traffic lights and better spaced intersections. The plan could do a little better for cars, and perhaps a lot better for bikes. All users should have some level of benefit. The plan should be laid out in a way that the public can understand there will have to be give and take, but not at the expense of any particular mode of transportation. The plan should dispel the notation that the goal is parking versus bikes because it is about moving people and improving the corridor. The community does not want traffic and parking to get worse.

The plan could do more to addresses low hanging fruit for right now and not just the long-term goals. There are low-cost but high impact improvements like wayfinding and signage that could be implemented at the time of adoption. CAG encouraged staff to explore connectivity of streets. There may be opportunities to improve circulation across El Camino. Staff mentioned their meeting with Caltrans included discussion of the potential to remove the southbound overpass on Woodside Road feeding into El Camino, which could include connecting Redwood Avenue across El Camino with Main Street. A member suggested looking at the potential for affordable housing if the excess land was gained from removing the Woodside overpass.

PUBLIC COMMENT:

Matthew Self – Believes the plan is an amazing re-envisioning of El Camino Real. Plan is an opportunity to create a better place with trees, wider sidewalks, and a pleasant place to be. El Camino Real is far from that today. If you try to walk on El Camino Real – not great. El Camino Real needs traffic signal timing and possible intersection reconfiguration to fix the offset intersections. The plan should address parking to make sure we have a good solution that works for businesses and the community. The plan needs to be a win-win. My daughter is 13 and rides her bike on El Camino and it terrifies me. She should be able to ride her bike to get to school. You need to be able to ride on El Camino as it's a main north-south corridor.

Emma Shlaes – Silicon Valley Bicycle Coalition - Appreciates the discussion regarding the messaging of this plan. The plan does not need to be viewed as a zero sum game of bicycles versus cars. Bicycles are for everyone and cyclists are not just a special interest group. Many people want to bike, but their potential is untapped because they feel unsafe. Reduce people driving, hopefully, if other mobility options are promoted.

Susan Osova – Does not own a car and lives on El Camino Real. Afraid to bike on El Camino Real. Takes the bus to go long distances, which is expensive. Has to walk half a mile just to get to favorite restaurant. People ride bikes on the sidewalk along El Camino which is dangerous for pedestrians. Transit costs money. Would like the option of riding a bike if it were safer.

Bob Page – Very pleased thinking about the future of El Camino Real. There should be more consideration to the benefits of public health when decision makers are considering the plan. Referenced and shared a [UK study](#) on the benefits of providing opportunities for active transportation, such as cycling, on public health. UK study looked at patterns of commuting work, ¼ million people. Average age 53 years, followed people for 5 years. Found that cycling commute produced a 41% lower risk of death from any cause as compared to people who commuted by car or transit.

Gita Dev – Sierra Club - The study of El Camino is also a safety study. Want to make El Camino better for all people including pedestrians, bicycles, and cars. As buildings get larger we need strategies that move more people in the same space. Pedestrians and bicycles increase capacity of the number of people moving then cars. There should be zero tolerance for deadly accidents such as other cities (vision zero). Bike lanes have been shown to increase business. City should implement parking plan and view it as a community benefit. Santana Row is unique because put high priority on pedestrian realm and design.

Andrew Boone – Used to ride bicycle on El Camino north and south of Redwood City. Menlo Park and Atherton went through a similar process considering a protected bike lane, but their respective Councils

did not approve it. I do not want to see Redwood City have the same history. The CAG should strongly support construction of protected bike lanes when the plan goes to Council. Need a detailed design in the final report to City Council. Biking means more exercise and there are public health benefits to bike lanes. Active transportation can create a healthier community than we are now.

Lisa Bellamy – Mother of 5th and 6th grade boys who drives to drop off kids at school, but it would be ideal if she could ride a bike to work and get a morning workout at the same time. Spent some time in Copenhagen, Denmark and it was life changing. Able to ride a bike with no helmets, go everywhere, and not fear for your life. The plan should have a truly divided bike lane that is safe for kids and senior citizens. Cycling is such an egalitarian mode of transportation. Businesses would pick up customers who never shop there because it's so inconvenient to go to El Camino. Ideally there should be a super highway of bikes. Redwood City has an amazing opportunity here and should not be squandered.

John Spotorno – Commute to Sunnyvale on bike and the only time I use El Camino Real is in front of Stanford. There are no safe cross connections with El Camino via bike. If bus stops end up in the activity nodes, then there's good synergy there. The Grand Boulevard Initiative (GBI) is studying the entire length of El Camino Real and hope this plan ties into that.

Karen Davis –Think of things that can be done now like providing signage for parking. Seeing immediate action might alleviate concerns of local businesses. Along Veterans there is signage that indicated there was parking behind a business which was very helpful. If we need to paint big letters that say "parking" then let's do it. Get on-street parking off El Camino Real. Such a shame to see cars parked where bikes should be.

Mac Hart – Commercial realtor for Colliers - The Mixed Use Live Work (MULW) Zoning District is unable to utilize the value of space. The zoning limits how tenants and property owners can maximize value of their property. Out of all the zoning districts in Redwood City it is the least effective at this moment.

- Public Comment Closed -

NEXT STEPS:

Ms. Chan and Ms. Martin indicated that the plan will be implementation-oriented. It will not have the same level of detail as the DTPP. Although the plan will not have detailed diagrams of each intersection, the document will be engaging. It will have a lot of examples, photos, good examples, representative concepts for different places.

ADJOURNMENT:

Meeting adjourned to the next CAG meeting in August (exact date to be determined at a later time) at the City of Redwood City Council Chambers, City Hall, 1017 Middlefield Road, Redwood City, CA 94063. Public notification will be provided at that time.