



BIKE & PED SAFETY IMPROVEMENT STUDY: EL CAMINO REAL BETWEEN MAPLE AND CHARTER STREETS

FREQUENTLY ASKED QUESTIONS

Why are we doing this study?

The Grand Boulevard Initiative received a Caltrans Sustainable Transportation Planning grant to develop conceptual design drawings for pedestrian and bicycle safety improvements on El Camino Real. Based on high bicycle and pedestrian collision rates, a segment of the corridor within the City of Redwood City (between Maple and Charter Streets) was chosen as one of two case studies to develop design guidance that could be adapted for other jurisdictions along the El Camino corridor. The designs will build off of the recently approved El Camino Real Corridor Plan, exploring options for crosswalk locations and design, protected bike lane configurations and how these work with intersections and existing constraints, and the removal of slip lanes near the Woodside interchange.

What is the Grand Boulevard Initiative?

The Grand Boulevard Initiative is a collaboration of nineteen cities, two counties, and a number of local and regional agencies united to improve the performance, safety and aesthetics of El Camino Real. Stretching from Daly City to San Jose, the initiative brings together all of the agencies having responsibility for the condition, use and performance of the street (including Caltrans). The Vision of the Initiative, adopted in October 2006 by the Grand Boulevard Task Force, is that "El Camino Real will achieve its full potential as a place for residents to work, live, shop and play, creating links between communities that promote walking and transit and an improved quality of life."

To learn more about the Grand Boulevard Initiative visit the "[About Us](#)" page at www.grandboulevard.net. More information on the transportation vision for the 43-mile corridor, finalized in October 2010, can be found in the [Grand Boulevard Multimodal Transportation Corridor Plan](#).

Who are the study partners?

A technical advisory committee (TAC) was formed for this study to ensure that decisions are made collaboratively by agencies that are responsible for the condition, use, and performance of the street. The TAC meets quarterly to discuss the progress of the study. The TAC includes representatives from the following agencies:

- SamTrans
- Caltrans
- San Mateo County Public Health
- San Mateo City and County Association of Governments
- City of Redwood City

What are the extents of the study area?

The study area is a .6-mile segment of El Camino Real in Redwood City, from Maple Street to Charter Street. This segment was selected based on its high proportion of bicycle and pedestrian collision rates and opportunity to improve roadway safety.

This project is
a part of the:



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This area also provides a unique opportunity for enhanced social equity; the streetscape improvements will encourage more foot traffic to economically support the multicultural stores along the segment. The study area includes the El Camino Real (SR 82)/Woodside Road (SR 84) interchange, offering opportunities for safety improvements for pedestrians and bicyclists traveling across the interchange ramps and cross streets that merge with El Camino Real.

How is this study funded?

This study is largely funded through a Caltrans Sustainable Transportation Planning grant. The study partners will identify potential funding sources for implementation when the preferred improvements are chosen.

What is the process and timeline for this study?

This year-long study will be completed in February 2019. Opportunities for public involvement will be advertised online at www.redwoodcity.org/elcaminoplan.



Given that the corridor is owned by Caltrans, what is their role in the study?

Caltrans is a key partner for this study – the agency has provided funding for this study through a Caltrans Sustainable Transportation Planning Grant. Caltrans staff serve on the Technical Advisory Committee (TAC) for this study, a group of agency representatives who meets regularly throughout the project to provide input at key decision points. They will also provide input on design options which should help facilitate the approval process during implementation.

Will the study propose removing a travel lane?

No, however it would require the removal of on-street parking to install protected bike lanes. Before this would occur, the City would develop a parking management plan to offset these impacts and address operational challenges associated with the protected bike lane as identified in the Corridor Plan, adopted in December 2017.

