El Camino Real

CORRIDOR PLAN

CAG Meeting #2
Discuss and Prioritize Key Issues
November 10, 2016
Agenda

• Update
• Presentation on Existing Conditions and Key Choices
• Discussion
• Public Comment
• Next Steps
Update

• Stakeholder interviews conducted – September 20

• Existing Conditions Report
  – Three Existing Conditions Reports published on the topics of:
    • Land Use, Streetscape, and Public Realm
    • Real Estate Market
    • Transportation
    • Plus, an Executive Summary
  – Today, we’ll be reviewing a small amount of material covered in the reports
  – Full reports available online at www.redwoodcity.org/elcaminoplan
Study Area
1. How should El Camino Real roadway be shared among cars, pedestrians, bicyclists, and public transit?

- The El Camino Real roadway has two purposes:
  1. Regional thoroughfare
  2. Road to access local homes, businesses, and destinations

- There is limited space to accommodate different uses and priorities

- The General Plan envisions El Camino Real becoming a vibrant, mixed-use, pedestrian-friendly grand boulevard
Traffic

– 10 of the Corridor’s 37 intersections were analyzed
  • While they experience congestion, most function acceptably per Redwood City policy, with peak hour level of service (LOS) ranging from A to D
  • Some queuing for turning movements exceeds capacity

– El Camino Real/Hazel Street/Laurel Street (Woodside Road interchange) saw greater levels of traffic and vehicle queuing during peak hours
  • Here, peak hour LOS was at F

– Many community members have expressed concerns about traffic
1. How should El Camino Real roadway be shared among cars, pedestrians, bicyclists, and public transit?

Parking

- Space for ~270 vehicles to parallel park (2-hour limit) on El Camino Real
- Parking survey showed that parking spaces on El Camino were somewhat underutilized
  - Occupancy ranging from 60%-75% (85% considered optimal)
- Parking is also available on side streets and in off-street parking lots
  - Parking on side streets used slightly more than parking on El Camino Real
- Street parking is important to businesses, particularly those located further from Downtown, and those that don’t have their own parking lots
1. How should El Camino Real roadway be shared among cars, pedestrians, bicyclists, and public transit?

Public Transit

- Caltrain Station is located to the east of El Camino Real
  - Highly utilized; 6th-busiest station in the system
- SamTrans provides bus service with 19 stops along El Camino Real, and greater frequency during peak hours
  - Further research is needed on transit utilization/ridership data
- Community members have expressed that bus service is infrequent and a less attractive mode of travel
1. How should El Camino Real roadway be shared among cars, pedestrians, bicyclists, and public transit?

**Bicycles**

- The only bike facilities on the El Camino Real roadway is a short Class III bike route, designated with sharrows, between Broadway and Brewster Avenue.
- Bike use is limited along El Camino Real –
  - May highlight the limited bike infrastructure rather than lack of interest.
- Cyclists have advocated for a bike lane along El Camino Real.

*Class III bike sharrows*
1. How should El Camino Real roadway be shared among cars, pedestrians, bicyclists, and public transit?

**Pedestrians**

- El Camino Real’s sidewalks are relatively narrow (~8 feet wide), which:
  - Makes walking along El Camino Real less attractive (particularly for people with disabilities)
  - Limits the potential for streetscape amenities (e.g., street trees, bus shelters, bike parking, street furniture)

**EXISTING CONDITIONS**

- Bus stop on narrow sidewalk
- Street furniture
- Bicycle parking
1. How should El Camino Real roadway be shared among cars, pedestrians, bicyclists, and public transit?

- What strategies should the Plan use to improve traffic?
- Should the portion of the roadway currently allocated to off-street parking be used instead for wider sidewalks, a bike lane, etc. (if that loss of parking is alleviated)?
- Should bike facilities be added to El Camino Real? To a parallel route?
- If the sidewalk is widened, how should the space be used?
- How can public transit be made more effective and attractive?
1. How should El Camino Real roadway be shared among cars, pedestrians, bicyclists, and public transit?

- How should limited right of way be shared?

**El Camino Real – Current Conditions**
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- How should limited right of way be shared?
2. How can El Camino Real be more safer and pleasant street, particularly to walk along and across?

- El Camino Real restricts peoples’ movement
- It’s not easy to cross or particularly attractive to walk along
- Making El Camino Real a more pleasant, safe, and attractive street may encourage people to walk along the Corridor, promote economic development, and foster community pride
2. How can El Camino Real be more safer and pleasant street, particularly to walk along and across?

**Crossing Conditions**

- The distance between striped and signalized crosswalks vary from 385’ (reasonable) – 1,700’ (very long)
- The roadway is wide (70’-90’) and takes a long time to cross
- Improving the design and number of pedestrian crossings would increase pedestrian safety, enhance pedestrian visibility, and decrease crossing distances.

*Pedestrian median refuge*  
*Curb extension*
2. How can El Camino Real be more safer and pleasant street, particularly to walk along and across?

Streetscape Conditions

- El Camino Real is automobile-oriented
- Street trees are infrequent and clustered near Downtown
- Highway-type street lights are located along the majority of the frontage
- Driveways and curb cuts interrupt approximately 15% of El Camino Real’s sidewalks, and on some blocks it is up to 50%
2. How can El Camino Real be more safer and pleasant street, particularly to walk along and across?

Woodside Road Interchange

– The Woodside Road overpass creates a barrier between the Corridor’s northern and southern segments:
  • Sidewalks under the overpass are narrow
  • Lanes are overly wide without designated bicycle accommodation
  • Sidewalk lighting is minimal
  • Feels unsafe and looks unattractive
Collisions

– The calculated intersection collision rates of many intersections are higher than the statewide average for similar facilities

– The planning process may consider safety improvements in other key locations:
  • Intersections where different user groups (e.g., buses, pedestrians, bicyclists) interact a lot
  • Heavily-utilized pedestrian crossings

2. How can El Camino Real be more safer and pleasant street, particularly to walk along and across?
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- Where are the highest priority locations for **pedestrian crossing improvements**, and should a portion of the roadway be allocated to them (e.g., curb extensions, median “islands”)?

- What **streetscape improvements** are most desirable, and in what locations are they most important?

- In what way should the **Woodside Road interchange** be improved?

- How should the Plan enhance **safety** along the Corridor?
3. What types of new development should be built along El Camino Real, and what should it look like?

- The planning process is an opportunity to consider the uses that buildings along the Corridor should be put to, and what they should look like

- Implications include:
  - Ease of navigating the area without a car
  - The cost and availability of housing
  - Whether people stay in Redwood City to work, shop, and play
3. What types of new development should be built along El Camino Real, and what should it look like?

Land Uses

– Housing appears to have the greatest market potential to drive redevelopment in the near term
  • Approx. 70% (135,000 sq. ft.) of the new built space delivered in the Corridor in the last 5 years was residential
  • 5 out of 6 of the current pipeline projects in the Corridor are multifamily residential

– Small parcels with disparate ownership present obstacles to new development
3. What types of new development should be built along El Camino Real, and what should it look like?

**Urban Form and Design**

- Applicable regulations allow for greater building height and density than is currently built
  - Example: Most existing buildings are 1- or 2-story, and current regulations allow for maximum heights of up to 12 stories in Downtown, and 3 – 6 stories outside of Downtown

- Corridor’s urban design is oriented towards automobiles
  - Buildings are frequently separated from each other and set back from the street
  - Surface parking lots front approx. 30% of El Camino Real
3. What types of new development should be built along El Camino Real, and what should it look like?

- What types of **land uses** are desirable in, or in certain areas of the Corridor?
- How can the Plan **facilitate development** that is in line with existing regulations?
- Should consistent **design standards** be provided along the Corridor, within the boundaries of current zoning?
- How should **parking** be managed?
4. How do we ensure these changes to the El Camino Real Corridor positively impact the entire community?

- A number of small, independent businesses are located along the Corridor.
- The Bay Area has seen a dramatic run-up in residential real estate prices.
- There is ~1 acre of parkland in the Corridor: Little River Park and Main Street Dog Agility Park.
4. How do we ensure these changes to the El Camino Real Corridor positively impact the entire community?

• The planning process will:
  – Identify and advance initiatives to retain small businesses
  – Help individuals of a wide range of incomes afford to live in the area
  – Determine strategic locations for public spaces and potential funding sources
4. How do we ensure these changes to the El Camino Real Corridor positively impact the entire community?

- What **community benefits** should the Plan provide?
  - Ideas: affordable housing, shared parking, common open space/community facilities, etc.
    - Desired benefits might vary based on project type or location
  - Consider what is already required, versus what more could be sought
  - Consider incentives versus requirements
    - Excessive requirements may discourage investment altogether
Discussion

1. How do you want to see the El Camino Real roadway allocated to various uses (vehicle traffic, parking, bikes, sidewalks, pedestrian crossing improvements)?

2. Where are improvements most needed to enhance safety, walkability, aesthetics, and comfort?

3. Consider new development that may occur along the Corridor. What type, use, and design is appropriate?

4. What community benefits do you want to see new development provide?
KEY CHOICES

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Public Comment
Next Steps

• Community Workshop: November 16
• CAG Meeting #3: January 2017
  – Develop potential options based on expressed priorities
• Planning Commission check-in: Winter 2016/17

Visit [www.redwoodcity.org/elcaminoplan](http://www.redwoodcity.org/elcaminoplan) for information and updates!
## Schedule

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