

## Grand Boulevard Initiative & El Camino Real Mobility Plan

October 22, 2025 City Council Meeting



## Tonight

- Grand Boulevard Initiative
- El Camino Real Mobility Plan
  - Plan Focus
  - Corridor Snapshot
  - Road Diet Considerations
  - Community Engagement
- Closing





#### **GBI Overview**

#### What is the Grand Boulevard Initiative?



Corridor-wide program to modernize transportation infrastructure on El Camino Real in San Mateo County.



Convene a Task Force of staff from cities, countywide agencies, Caltrans, advocates, and business groups to establish a cohesive vision for the corridor.



Builds momentum toward implementation by advancing a coordinated project through the Caltrans approval process.



## GBI is Coordinating Across Nine Different Projects and Studies Underway



El Camino Real GBI Action Plan & Project Initiation Document

Caltrans SR-82 North Comprehensive Multimodal Corridor Plan

(including San Francisco and San Mateo Counties)



## GBI Action Plan

#### **GBI Action Plan**

# GBI Outcomes GBI Action Plan Caltrans Project Initiation Document

The Action Plan is the precursor to beginning a countywide Caltrans project development process:

- Evaluate corridor-wide needs
- Establish a cohesive vision
- Build momentum toward implementation



#### **Draft Corridor-Wide Vision**

El Camino Real is a safe and vibrant street where people of all ages and abilities travel comfortably





### **Problem Statements and Goals**

#### PROBLEM STATEMENTS

#### **SAFETY**

El Camino Real has an unusually high rate of **fatal or serious injury crashes**, particularly for people walking and biking.

#### **MOBILITY**

El Camino Real's **highway-like design** discourages walking, biking, and transit use.

#### **PROCESS**

It's **too challenging** to develop, implement, and fund transportation projects on El Camino Real.

#### GOALS

#### **SAFETY**

Adopt a **safety-first** mindset to eliminate fatal and serious injury crashes.

#### **MOBILITY**

Transform El Camino Real into a complete street that works for all users.

#### **PROCESS**

Create a new **framework for change** aligning vision, process, and funding.



## Streetscape Changes Under Study



#### Safety

- Traffic calming
- Traffic signal gap closures
- Medians
- Lighting



## **Active Transportation**

- Wider sidewalks
- Crosswalk improvements
- Separated bikeways
- Street trees



#### **Transit**

- Bus stop enhancements
- Bus lanes
- Transit signal priority
- Access improvements



### **GBI Timeline and Cost**

#### SamTrans-Sponsored Phases\*

2026

GBI Action Plan

Project Initiation Document (PID)

 Vision, Needs, Engagement, and Policy Framework

2025

Define Scope,
 Cost, Schedule,
 and Find Funds

~\$750M

Rough order of magnitude cost for up to 22 miles of streetscape redesign (\$2025)

Project
Approval &
Environmental
Document
(PA&ED)

- Preferred Alternative, Environmental Analysis
- · Public Engagement

Plans, Specifications, & Estimates (PS&E)

- Design Project
- · Right of Way (ROW)

Construction

 Right of Way (ROW)

**Caltrans Project Development Process** 





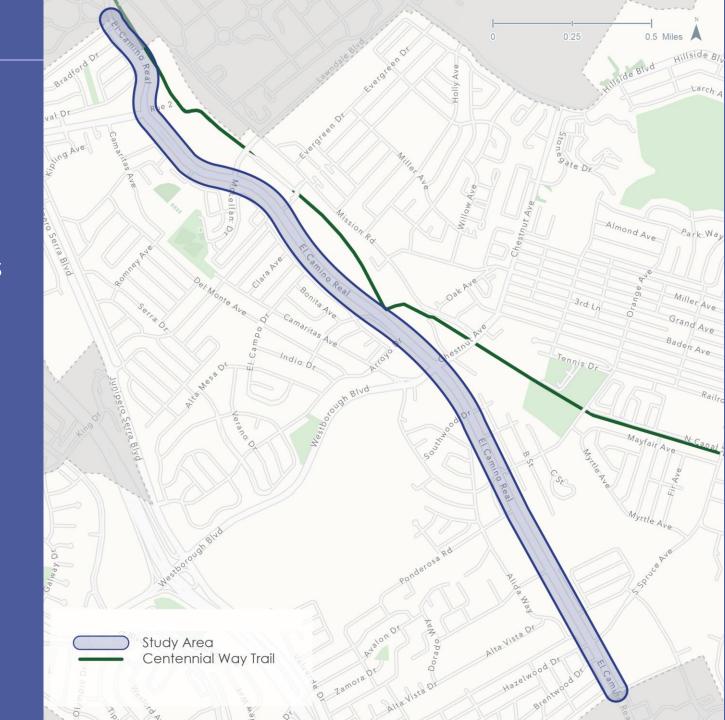
## El Camino Real Mobility Plan



## Plan's Focus

El Camino Real (Highway 82) within the South San Francisco city limits





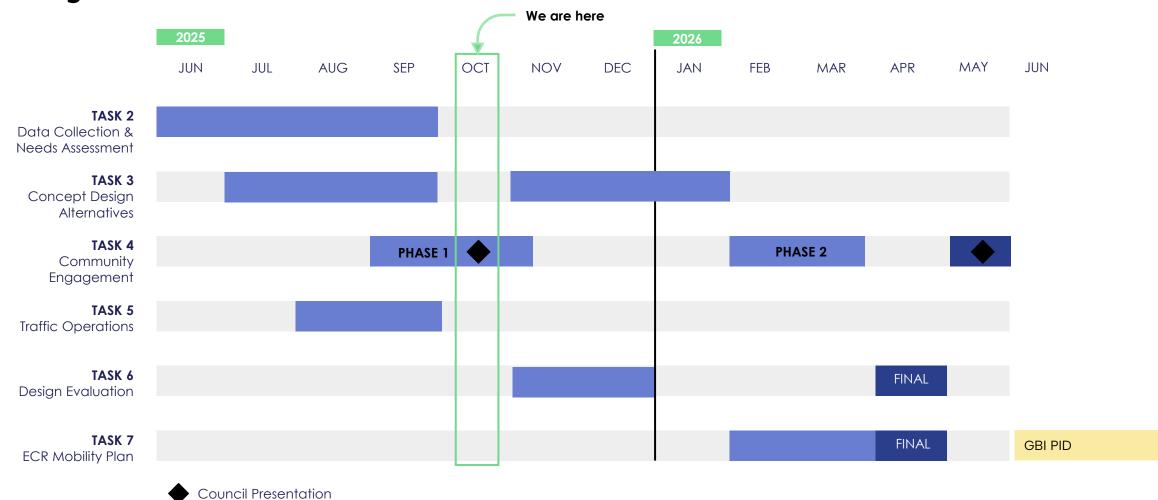
#### El Camino Real Mobility Plan



El Camino Real is a dynamic and re-envisioned boulevard that is a safe and healthy place for transit riders, pedestrians, and cyclists, with a diverse mix of commercial and residential, and open space uses.



## **Project Schedule**



## Recent Engagement

- Joint Bicycle & Pedestrian Advisory Committee and Traffic Safety Commission meeting on September 3
- Concert in the Park booth on September 20
- Door to door outreach to the business comments in early October
- Outreach to bus riders in mid October
- Survey live through mid-November
- Outreach through Mayor's newsletter, upcoming City print newsletter, social media, and electronic boards at the LPR



#### City of South San Francisco **EL CAMINO REAL MOBILITY PLAN**

Pakisabi sa tauhan kuna kailangan mo ang impormasyong ito sa Tagalog.

如果您需要简体中文的信息,请告知工作人员。

We'll be providing a light meal, translation, and childcare.

Please register, and join us!



#### Join us for a community workshop

- **October 30, 2025 at 6:30pm**
- Social Hall at Library, Parks & Recreation Building



## El Camino Real today



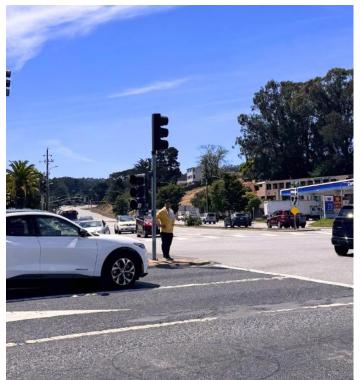
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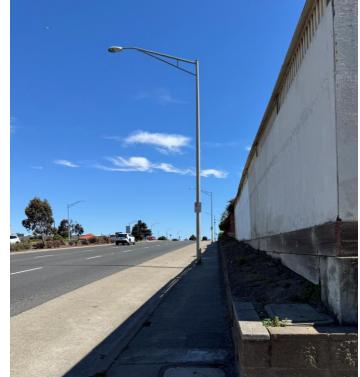
## Walking along El Camino Real

Some spots are nice to walk; others need improvement.



Shade and wide space to walk





Missing pedestrian crossings or have unshaded, narrow sidewalks

## Bicycling

El Camino Real

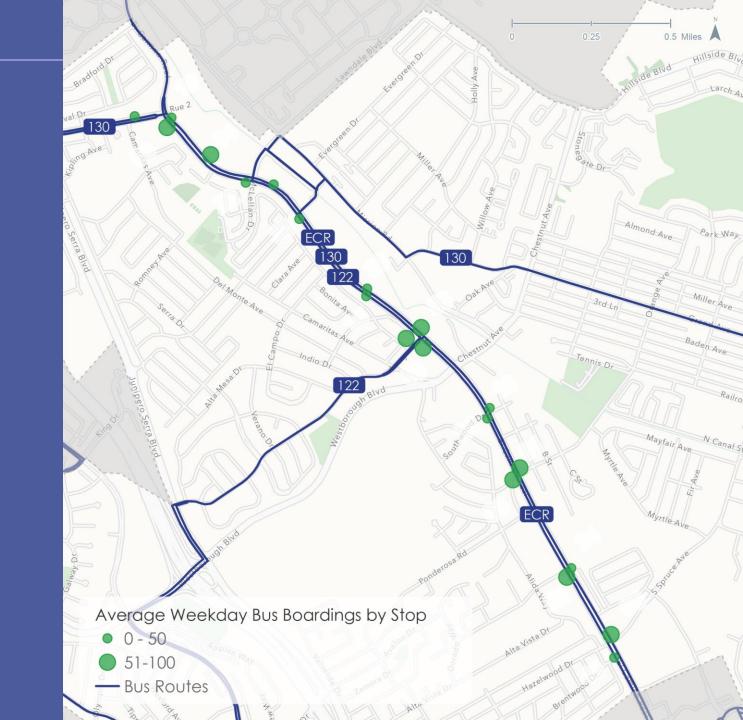


#### **Centennial Way Trail**



## **Taking Transit**

- BART
- SamTrans Routes
  - Route ECR: Frequent service.
     Connects cities along the Peninsula.
  - Route 122: Connects to SSF and Colma BART stations and SFSU.
  - Route 130: Connects from Daly City BART to Colma and through downtown SSF.
  - Route 37: Special school route.



### **Bus Stops**

Some good; some need improvement.



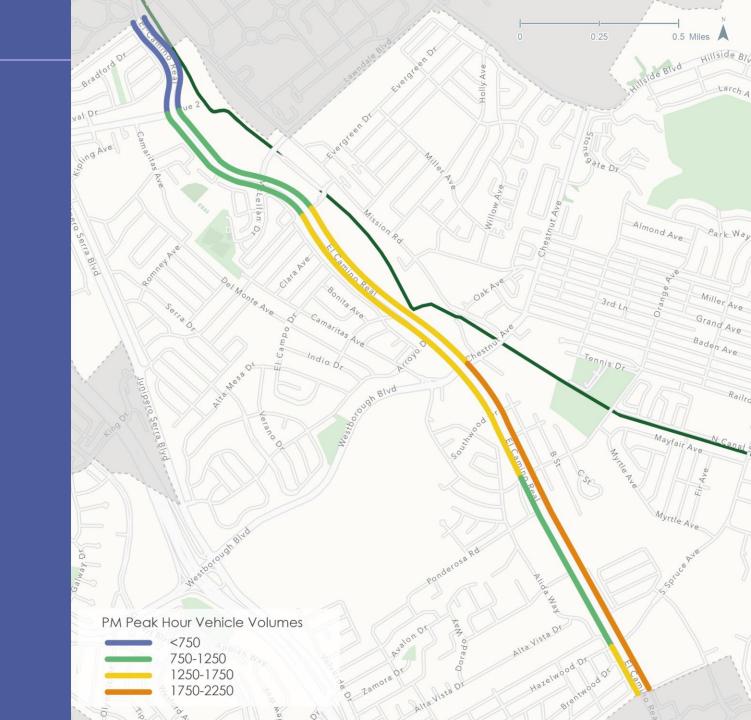
Some provide waiting areas and shelters while maintaining space for people walking past the stop

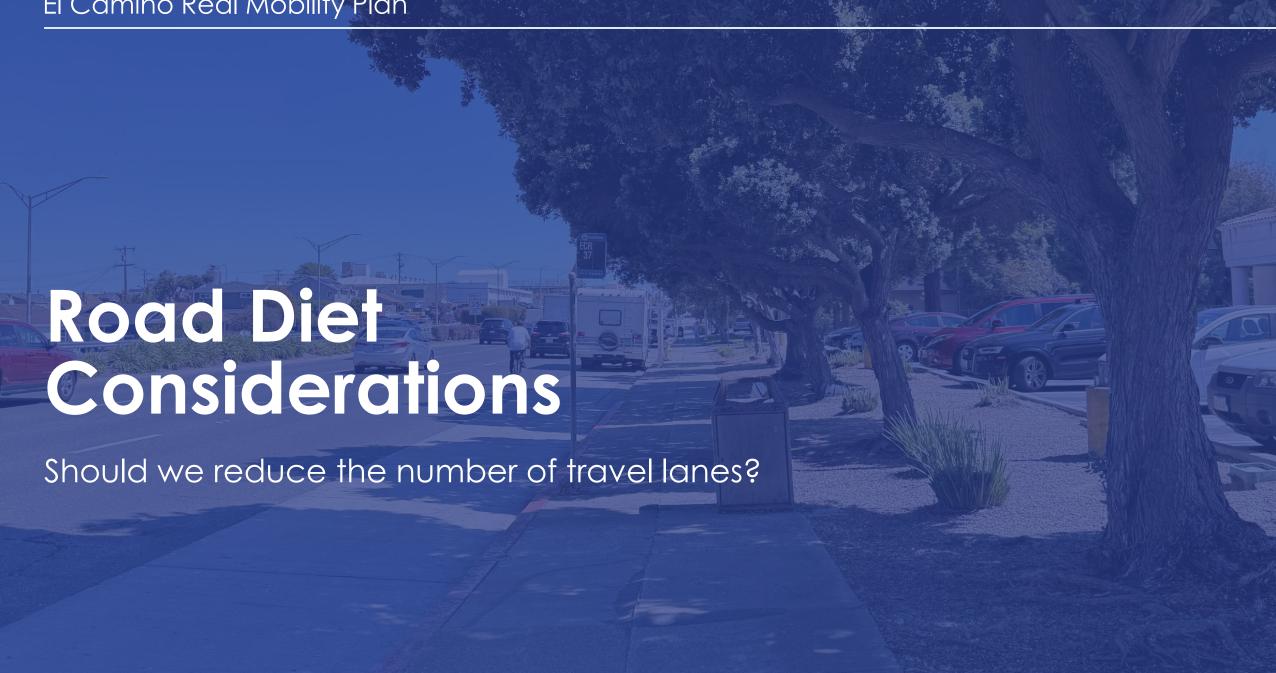


Some lack shade or shelters, and require buses to pull out of traffic, which slows them down

## **Driving (Evening)**

- Vehicle volumes are highest going northbound, south of the Westborough/Chestnut intersection
- Southbound volumes are generally lower





### What is a road diet?

Removing one vehicle lane in each direction creates space to rebalance the street for other uses











## What could change with a road diet?



Safety



Travel time



Travel choices



Street space better aligned with City policies



Space for walking, bicycling, and transit improvements



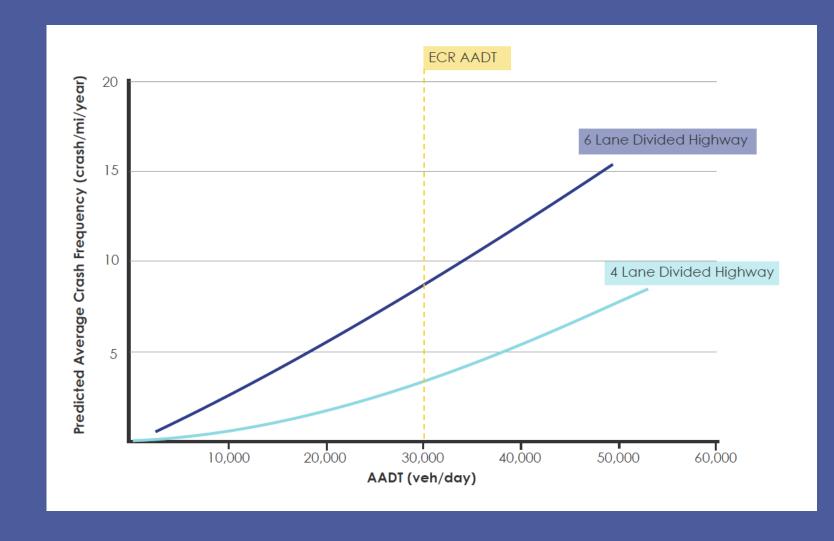
Space for increased shade and landscaping



Atmosphere and experience

## Safety improves when there are fewer lanes.

- Vehicle Crash frequency can be reduced by 50%
- Also reduces likelihood of collisions involving people walking and biking



## There are more lanes than needed along El Camino Real.

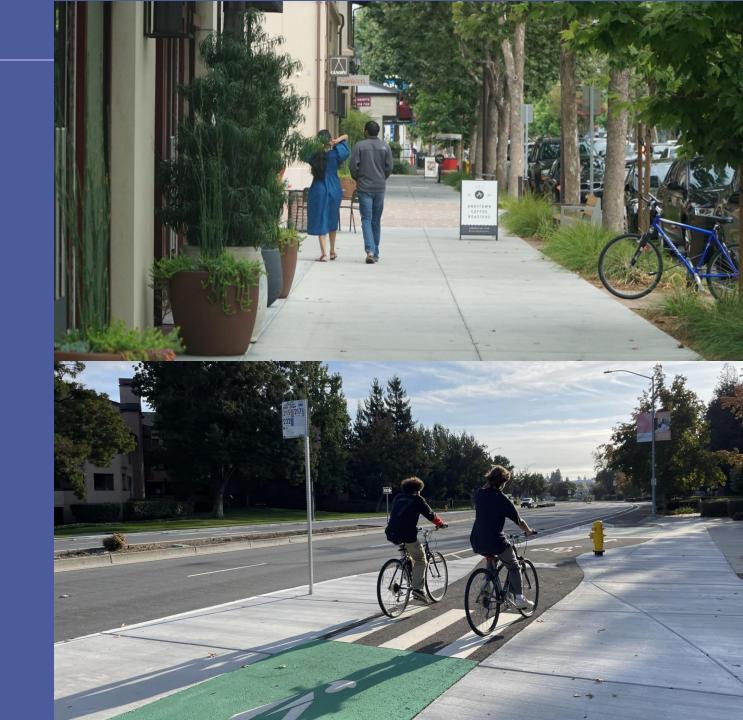
- We collected counts at the locations with highest vehicle delay on ECR
- Amount of delay is acceptable/reasonable for most of the day
- Evening peak hour may experience more congestion in the northbound direction with a road diet

	No Road Diet (existing)		With Road Diet	
	Southbound	Northbound	Southbound	Northbound
12:00 AM	C+	C+	C+	C+
1:00 AM	C+	C+	C+	C+
2:00 AM	C+	C+	C+	C+
3:00 AM	C+	C+	C+	C+
4:00 AM	C+	C+	C+	C+
5:00 AM	C+	C+	C+	C+
6:00 AM	C+	C+	C+	C+
7:00 AM	C+	C+	D	C+
8:00 AM	D	D	D	D
9:00 AM	C+	C+	D	D
10:00 AM	C+	C+	D	D
11:00 AM	C+	C+	D	D
12:00 PM	C+	D	D	D
1:00 PM	C+	D	D	D
2:00 PM	C+	D	D	D
3:00 PM	D	D	D	D
4:00 PM	D	D	D	F
5:00 PM	D	D	D	F
6:00 PM	C+	D	D	E
7:00 PM	C+	C+	D	D
8:00 PM	C+	C+	C+	D
9:00 PM	C+	C+	C+	C+
10:00 PM	C+	C+	C+	C+
11:00 PM	C+	C+	C+	C+

Counts collected in April 2025 south of the Westborough/Chestnut intersection

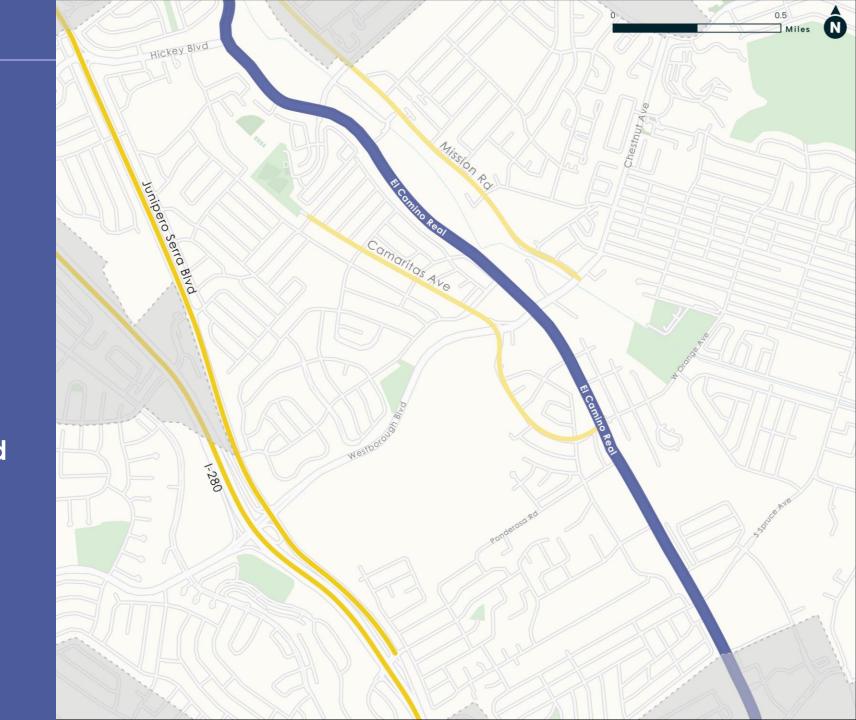
## For short trips, people can shift away from cars.

- Studies consistently show that road diets reduce the number of vehicle trips
- 20% of trips along El Camino Real are under 3 miles
- Short trips can become walking, biking, or transit trips by making El Camino Real more enjoyable and comfortable for people outside of vehicles



## Cut-through trips can shift to other streets

- 40% of trips are longer than 10 miles
- These trips could shift to
   I-280 or Junipero Serra Blvd
- ECR can be rebalanced to serve more localized activity



## Strong potential to implement a Road Diet on El Camino Real.

**Crashes** Decrease in crashes for all road users

**Vehicle Delay Increase** in the PM Peak Period

Vehicle Speeds Decreased vehicle speeding

**City Policy** Increased alignment with adopted policies

Potential for walk, biking, and transit improvements

Increased space for other modes

Potential for Increased Shade and Landscaping Increased space for shade and landscaping



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## Discussion: GBI Action Plan Framework

Goals: What goals do you have for the corridor?

**Process:** How can we best work together to advance the GBI Vision?

**Next Steps:** Are you supportive of the GBI process as we have described it?

#### **SAFETY GOAL**

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#### **MOBILITY GOAL**

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#### **PROCESS GOAL**

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