



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



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

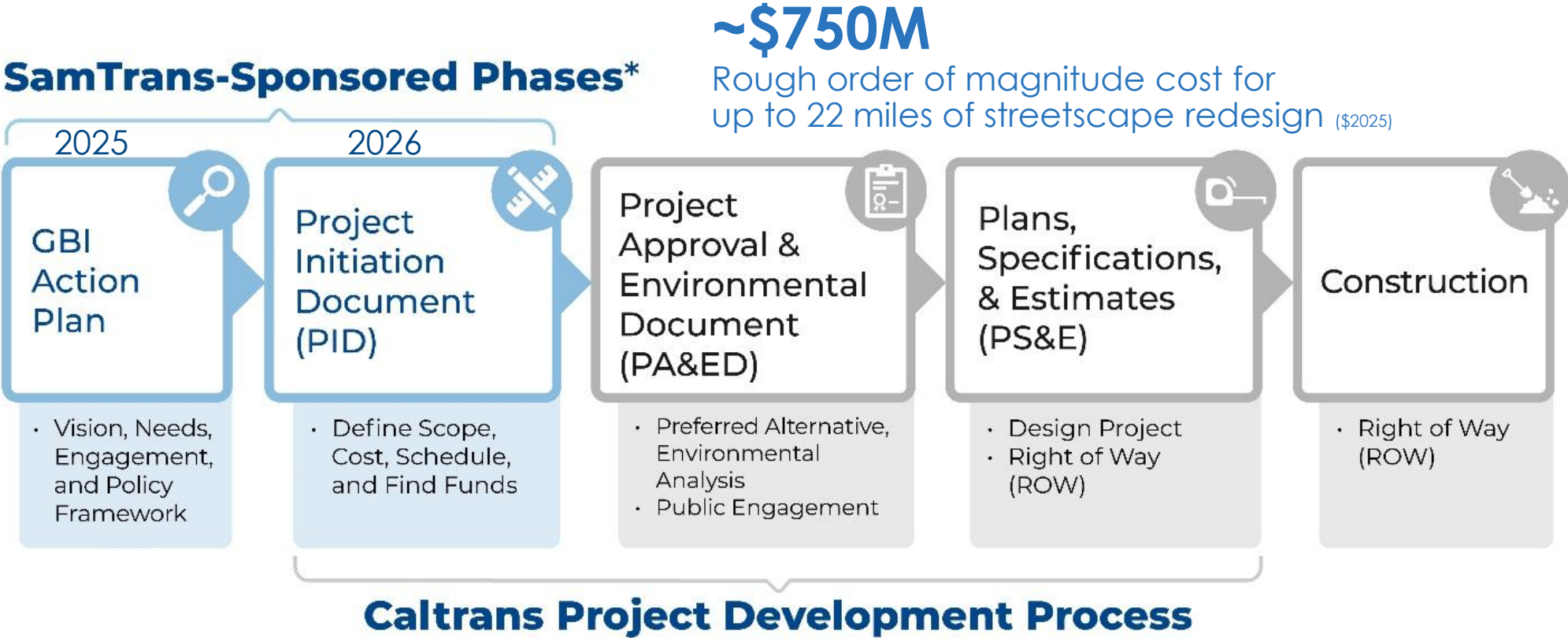
- Wider sidewalks
- Crosswalk improvements
- Separated bikeways
- Street trees



Transit

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

GBI Timeline and Cost





El Camino Real Mobility Plan



Plan's Focus

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



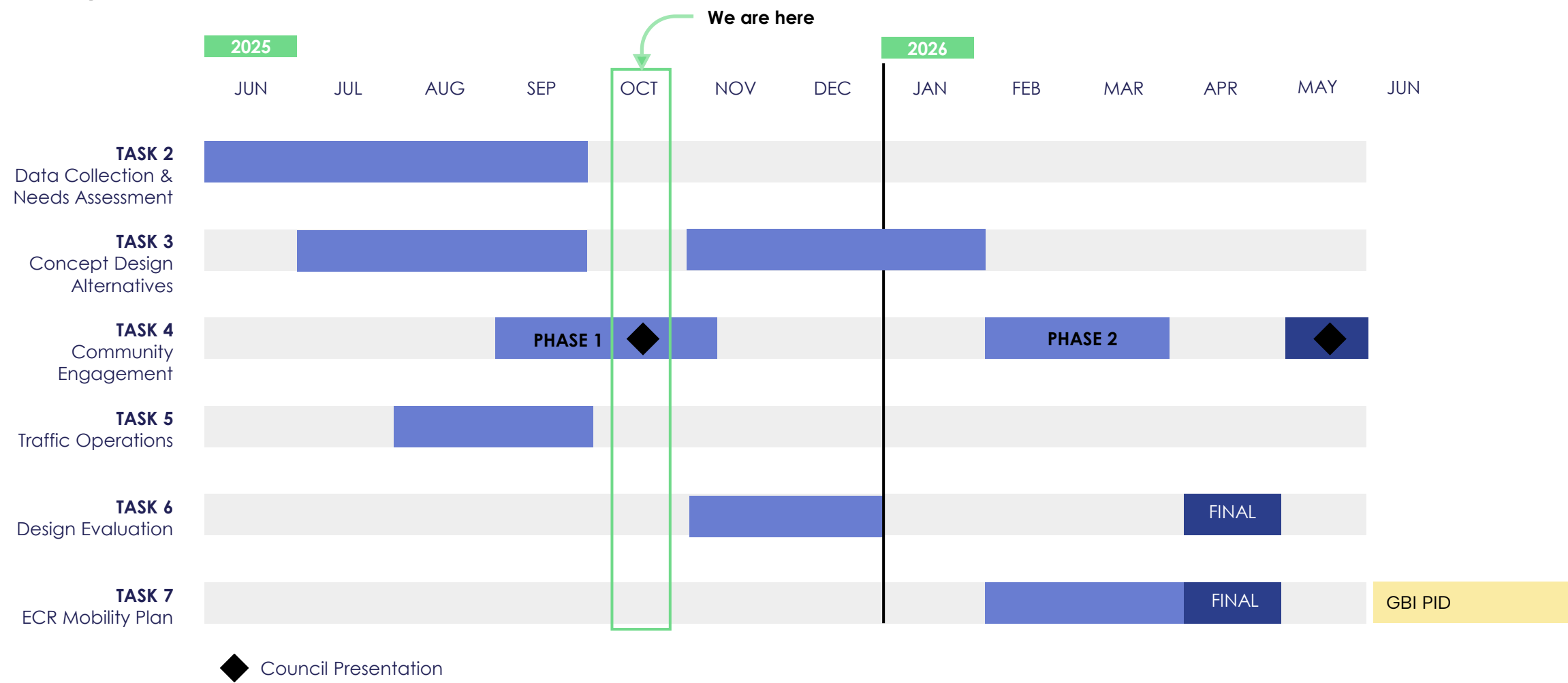
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El Camino Real is a dynamic and **re-envisioned boulevard** that is a **safe and healthy place** for transit riders, pedestrians, and cyclists, with a **diverse mix** of commercial and residential, and open space uses.

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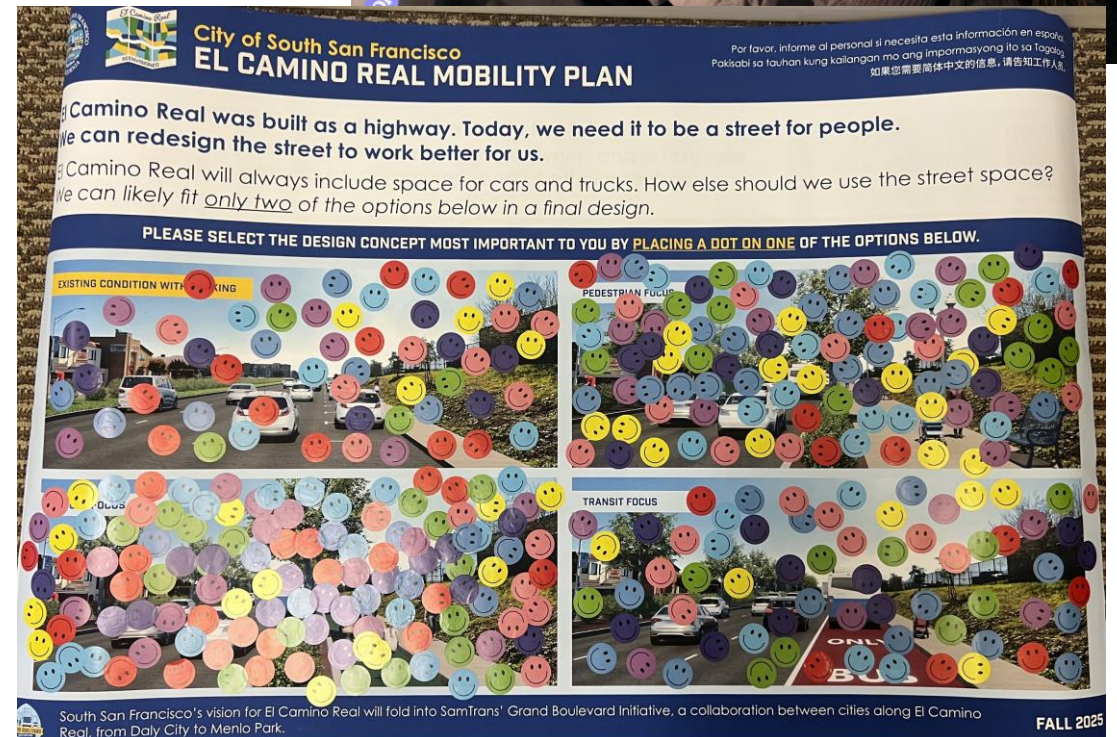
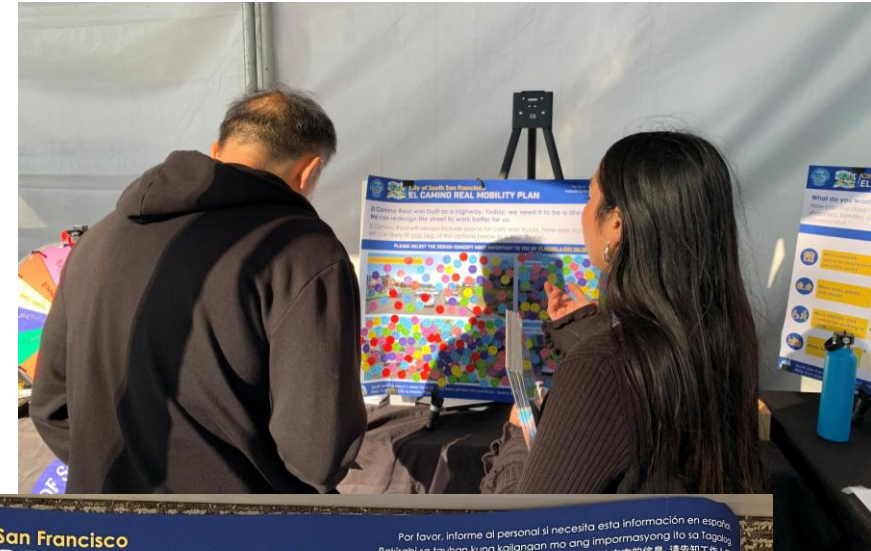


Project Schedule



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

Por favor, informe al personal si necesita esta información en español.

Pakisabi sa tauhan kung 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!



**LEARN MORE AND SHARE
YOUR IDEAS ON OUR WEBSITE**

bit.ly/southcityecr

Join us for a community workshop

 October 30, 2025 at 6:30pm

 Social Hall at Library,
Parks & Recreation Building



Corridor Snapshot

What does El Camino look and feel like today?

El Camino Real today



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



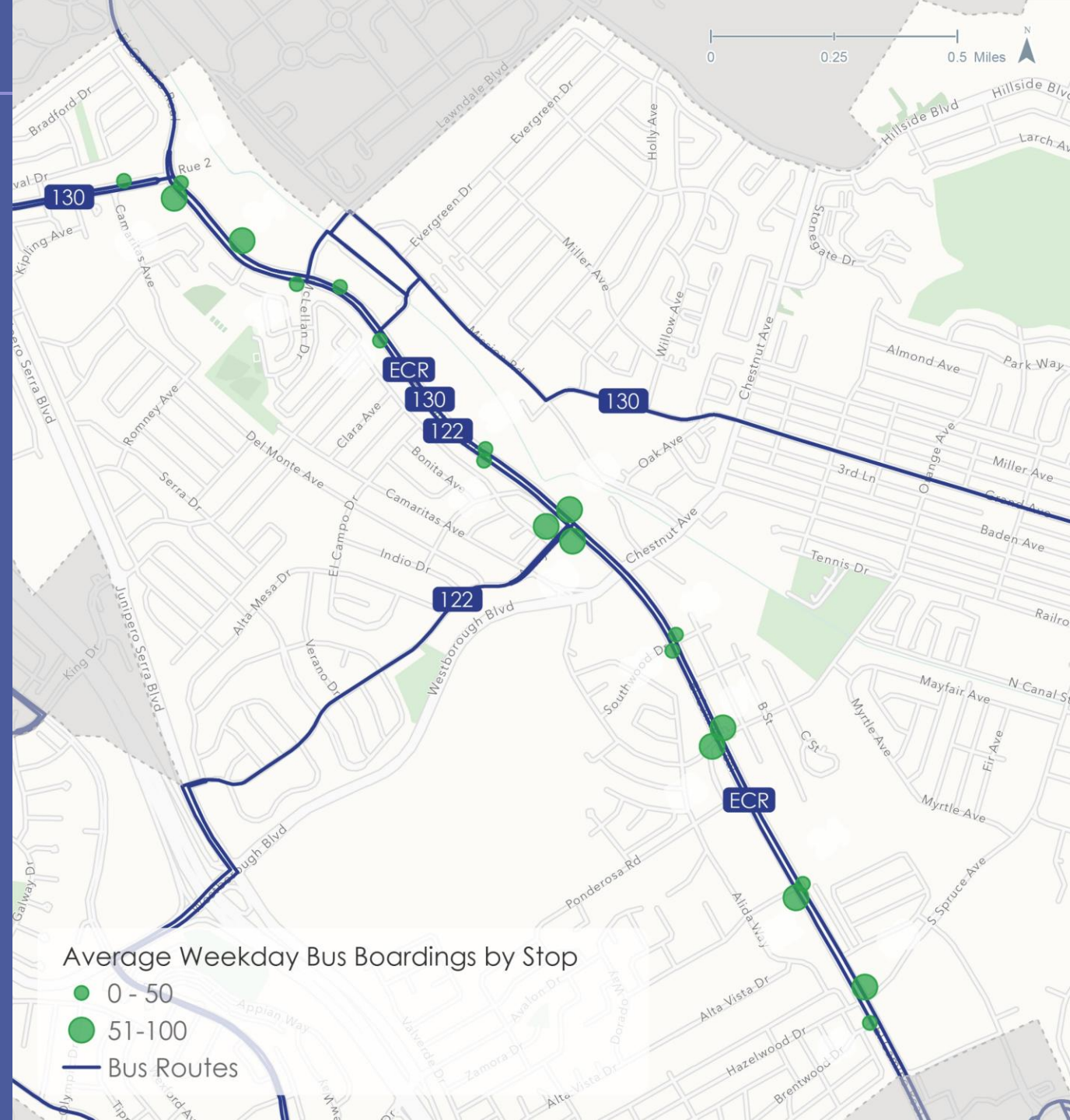
Centennial Way Trail



Source: [Centennial Way trail near SSF station](#), Pi.1415926535. CC-BY-SA-3.0

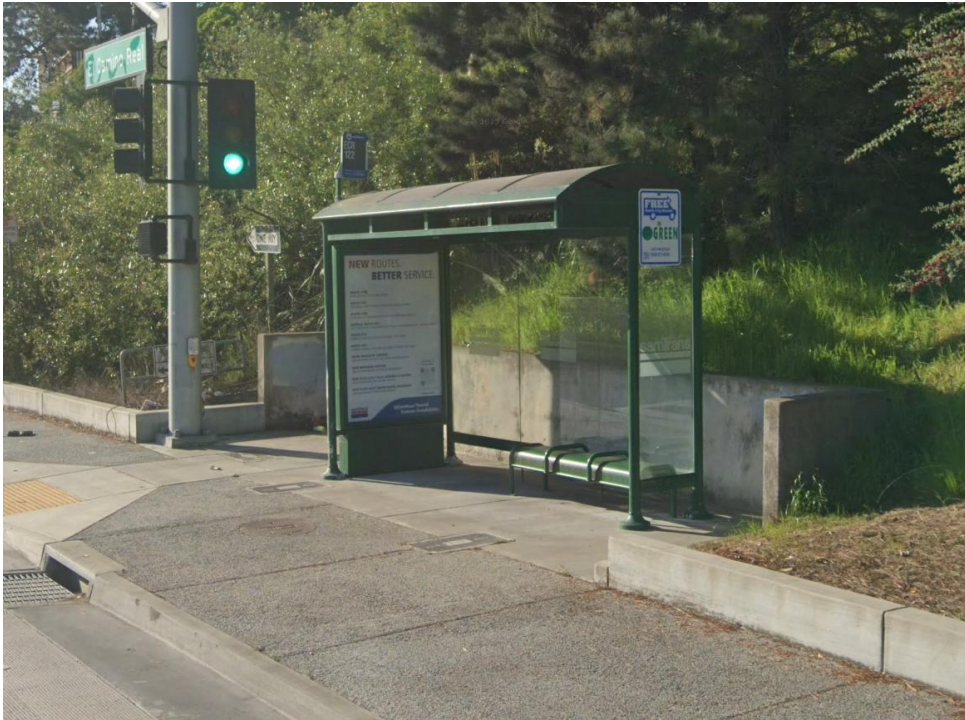
Taking Transit

- **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



Road Diet Considerations

Should we reduce the number of travel lanes?

What is a road diet?

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



On-Street Parking



Walking



Transit



Bicycling



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



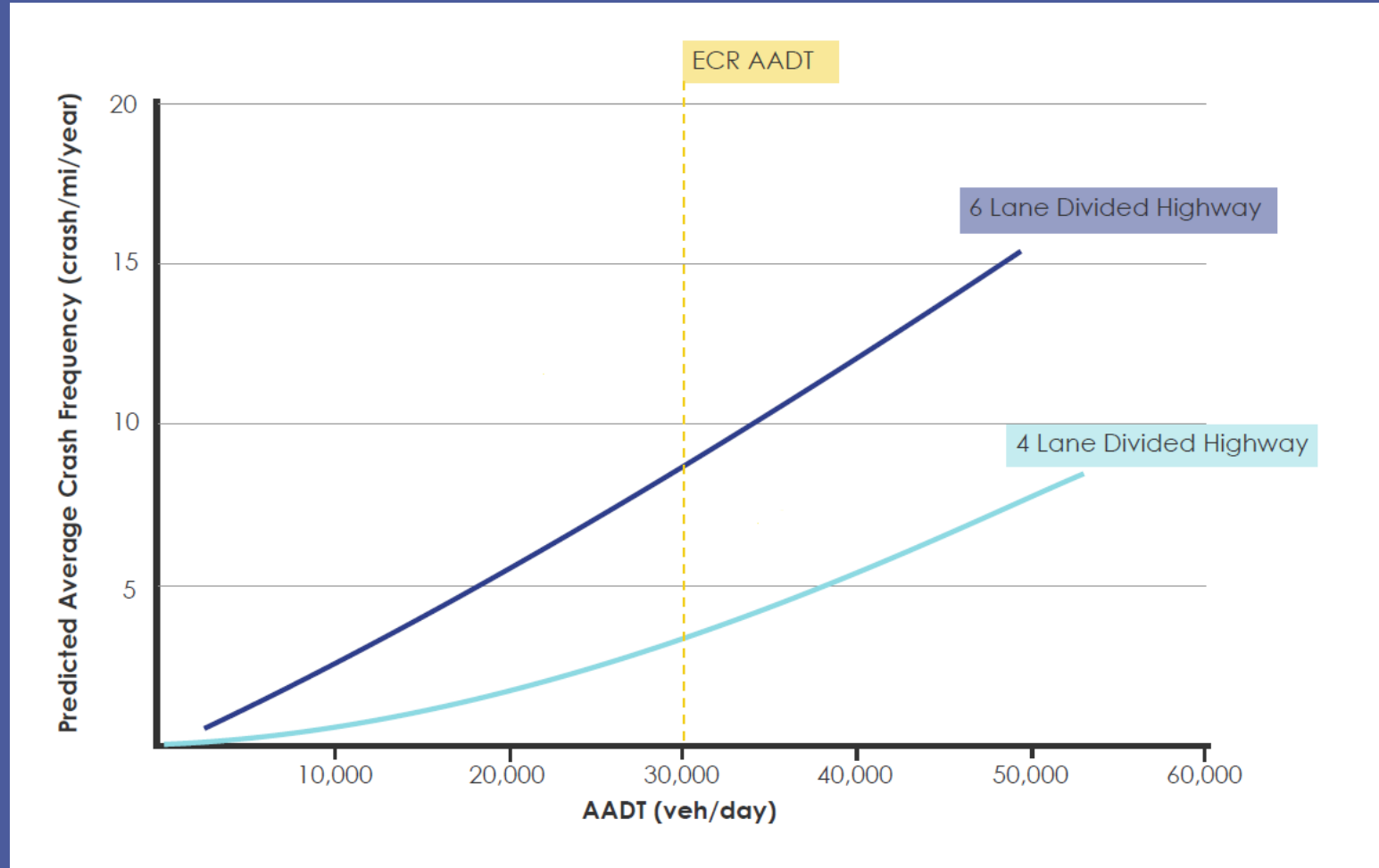
Space for increased shade
and landscaping



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

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

	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+

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



Thank you!

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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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