



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, 告知工作人员。

EXISTING CONDITIONS



- Removes a travel lane
- Bus & Emergency Vehicle Lanes
- Wider sidewalks
- Separated bikeway
- Street trees
- On-Street parking

WHAT DO YOU THINK ABOUT THE ALTERNATIVES BELOW?

ALT 1: PEDESTRIAN FOCUS



- Removes a travel lane
- Bus & Emergency Vehicle Lanes
- Wider sidewalks
- Separated bikeway
- Street trees
- On-Street parking

ALT 2: PEDESTRIAN + BUS FOCUS



- Removes a travel lane
- Bus & Emergency Vehicle Lanes
- Wider sidewalks
- Separated bikeway
- Street trees
- On-Street parking

ALT 3: PEDESTRIAN + BICYCLE FOCUS



- Removes a travel lane
- Bus & Emergency Vehicle Lanes
- Wider sidewalks
- Separated bikeway
- Street trees
- On-Street parking





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HOW DO THE ALTERNATIVES PERFORM UNDER OUR KEY PROJECT GOALS?



Poor



Moderate



Excellent

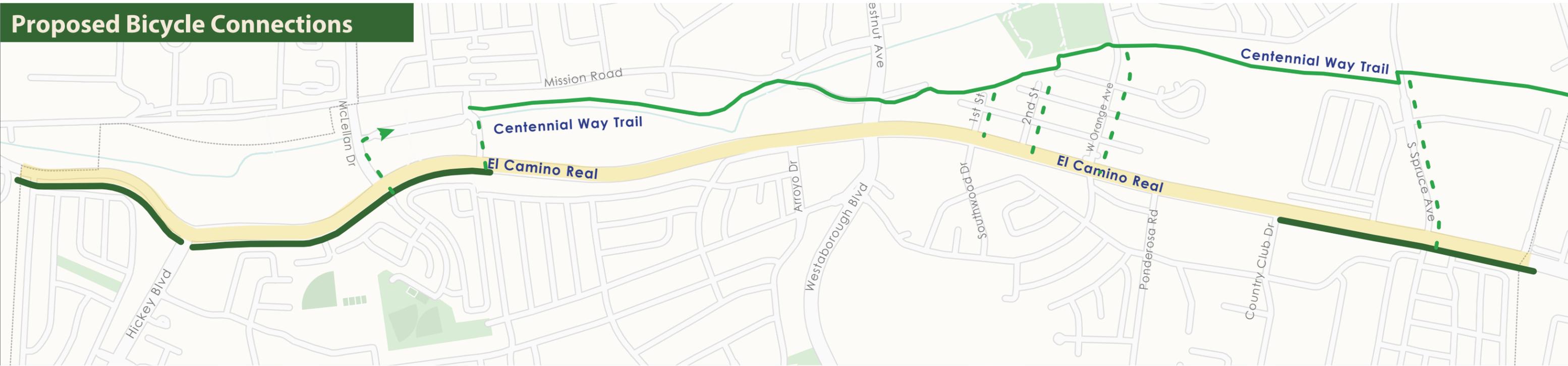
METRIC			EXISTING	ALT 1: PEDESTRIAN	ALT 2: TRANSIT	ALT 3: BICYCLE
	Aligns with SSF General Plan <div style="display: flex; justify-content: space-between; margin-top: 5px;"> <div style="width: 30%;"><p>Inconsistent with the General Plan's goals for El Camino Real</p></div> <div style="width: 30%;"><p>Somewhat aligns with the General Plan's goals for El Camino Real</p></div> <div style="width: 30%;"><p>Strongly aligns with General Plan's goals for El Camino Real</p></div> </div>					
	Prioritizes Safety <div style="display: flex; justify-content: space-between; margin-top: 5px;"> <div style="width: 30%;"><p>No reduction in design speed or conflict points.</p></div> <div style="width: 30%;"><p>Partial reduction in design speed and conflict points.</p></div> <div style="width: 30%;"><p>Significant reduction in design speed and conflict points.</p></div> </div>					
	Enhances Pedestrian Connectivity & Walkability <div style="display: flex; justify-content: space-between; margin-top: 5px;"> <div style="width: 30%;"><p>Sidewalk width is less than 6 feet and does not shorten crossing distances.</p></div> <div style="width: 30%;"><p>Sidewalk width is 6-8 feet and somewhat shortens crossing distances.</p></div> <div style="width: 30%;"><p>Sidewalk width is more than 8 feet and meaningfully shortens crossing distances.</p></div> </div>					
	Creates Seamless All Ages and Abilities Bikeway <div style="display: flex; justify-content: space-between; margin-top: 5px;"> <div style="width: 30%;"><p>No improvements to existing bicycle conditions.</p></div> <div style="width: 30%;"><p>Fills the gap in the existing bicycle network to connect Colma ECR lanes to Centennial Way Trail.</p></div> <div style="width: 30%;"><p>Fills the gap and provides a continuous separated bicycle facility along the corridor.</p></div> </div>					
	Improves Transit Operations <div style="display: flex; justify-content: space-between; margin-top: 5px;"> <div style="width: 30%;"><p>Transit travel time and reliability remain the same or worsen.</p></div> <div style="width: 30%;"><p>Transit travel time and reliability improve with intersection/stop improvements.</p></div> <div style="width: 30%;"><p>Transit travel time and reliability greatly improve with dedicated transit lanes in both directions and intersection/stop improvements.</p></div> </div>					
	Introduces Green Infrastructure <div style="display: flex; justify-content: space-between; margin-top: 5px;"> <div style="width: 30%;"><p>No new planting strips.</p></div> <div style="width: 30%;"><p>New planting strips that are at least 4 feet wide for stormwater planters.</p></div> <div style="width: 30%;"><p>Continuous planting strips that are at least 6 feet wide for large tree planting.</p></div> </div>					
	Preserves Critical Parking and Loading Zones <div style="display: flex; justify-content: space-between; margin-top: 5px;"> <div style="width: 30%;"><p>Provides too little or too much parking/loading.</p></div> <div style="width: 30%;"><p>Preserves parking and loading zones in key locations.</p></div> </div>					
	Maintains Vehicle Travel Time <div style="display: flex; justify-content: space-between; margin-top: 5px;"> <div style="width: 30%;"><p>More vehicle delay than today.</p></div> <div style="width: 30%;"><p>Similar vehicle delay to today.</p></div> <div style="width: 30%;"><p>Less vehicle delay than today.</p></div> </div>					
	Supports Emergency Response Operations <div style="display: flex; justify-content: space-between; margin-top: 5px;"> <div style="width: 30%;"><p>Reduces operational efficiency of emergency response vehicles.</p></div> <div style="width: 30%;"><p>Maintains operational efficiency of emergency response vehicles.</p></div> <div style="width: 30%;"><p>Enhances operational efficiency of emergency response vehicles.</p></div> </div>					
	Community Input What does the community think of the alternative design concepts?					



South San Francisco's vision for El Camino Real will fold into SamTrans' Grand Boulevard Initiative, a collaboration between cities along El Camino Real, from Daly City to Menlo Park.

WINTER 2026

Proposed Bicycle Connections



Legend

- Study Corridor
- Shared Use Path
- Proposed Connections
- Centennial Way Trail

Alternatives 1 and 2 would close key gaps and create connections to the Centennial Way Trail

A shared-use path on the south/west side of the street would provide a low-stress facility for the corridor where the Centennial Way Trail does not run parallel to El Camino Real. Several cross streets have proposed bicycle improvements to support access between El Camino and the Trail.

At Costco: Looking South

