

Factsheet: El Camino Real

El Camino Real is the only non-freeway road that connects from Daly City to San José, and is the backbone of the historical communities on the Peninsula. This, as well as the concentration of housing and businesses along this corridor, makes it THE essential North-South route, not only for motor vehicles (its main use today) and transit, but for bicyclists and pedestrians as well. More than 350,000 people rely on access to and from the El Camino Real corridor for various reasons, and about 70% of those people drive alone (Grand Boulevard Initiative, 2013 “Progress Report- Fall 2013”). People already bike on El Camino Real to access the many businesses and other destinations, prioritizing the need to make this corridor safe, comfortable and vibrant for all to use.

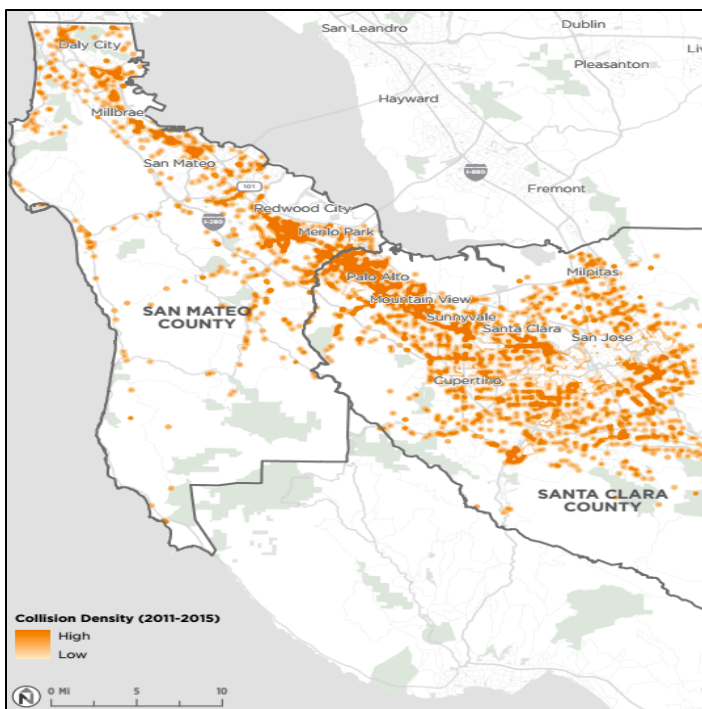
Existing Conditions on El Camino Real



- The widths of travel and parking lanes on El Camino Real are wider than necessary, leading to increased speeds.
- There are only a couple of very short segments of bicycle lanes on El Camino Real

El Camino Real in Santa Clara.
Source: Silicon Valley Bicycle Coalition.
“Bikes on El Camino Real”

El Camino Has a Higher Concentration of Collisions Compared to Other Roads



- In Santa Clara County, 6% of bicycle collisions occurred on or within 50 ft. of El Camino Real in 2012. El Camino makes up only 0.5% of streets in the county.
- In San Mateo County, 13.8% of bicycle collisions occurred on or within 50 ft. of El Camino Real between 2009 and 2013. El Camino makes up only 1% of streets in the county.

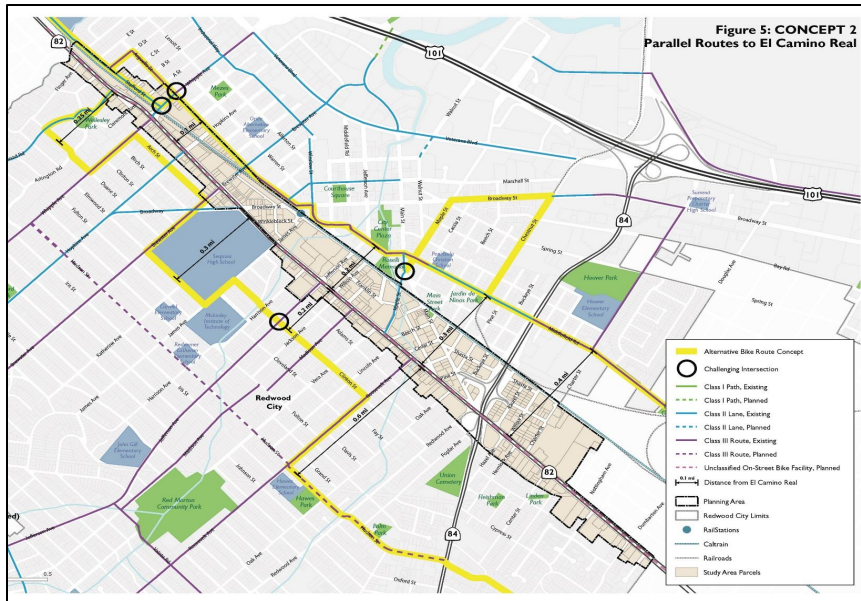
Bicycle Collisions in San Mateo and Santa Clara Counties

Source: “Silicon Valley Bike Vision”, 2017.
<http://jointventure.org/images/stories/pdf/2017-02-bike-vision.pdf>

Factsheet: El Camino Real

Alternative Routes are Disconnected and Not Always Well Publicized

The streets identified in yellow mark the alternate path people biking use in lieu of El Camino Real in Redwood City, for example.



Source: City of Redwood City, "El Camino Real Corridor Plan."
<http://www.redwoodcity.org/home/showdocument?id=10199>

Solution: Protected Bike Lanes

Protected bike lanes on El Camino Real would help to close gaps in the Peninsula's bike network, encouraging more people to use active transportation to access 'the first and last mile' between home, work, and public transportation. In addition, people could make short trips by bike to shops and restaurants and students can access schools. Adding protected bike lanes along the El Camino Real will encourage more people to take trips by bicycle due to the increased safety and convenience.



Source: City of Redwood City, "El Camino Real Corridor Plan."
<http://www.redwoodcity.org/home/showdocument?id=10199>

Above is a great example of what COULD be; in accordance with the Caltrans "Class IV Bikeway Design" guide. In this concept, the outside lane or parking lane is turned into dedicated bike lanes with a physical buffer and green paint in the conflict zones, such as intersections and driveways. On many places along El Camino Real there are underutilized swaths of on-street parking that could be converted into such a lane, yielding no impact to vehicle traffic capacity.