



El Camino Real Specific Plan

Community Advisory Committee Meeting – December 17, 2018

Agenda

5:30-5:45 pm Introduction and Welcome

5:45-6:00 pm Outreach Summary

6:00-6:45 pm Discussion of El Camino Real Right-of-Way Alternatives

6:45-7:00 pm Presentation of Draft Land Use Plan

7:15-7:30 pm Public Comment

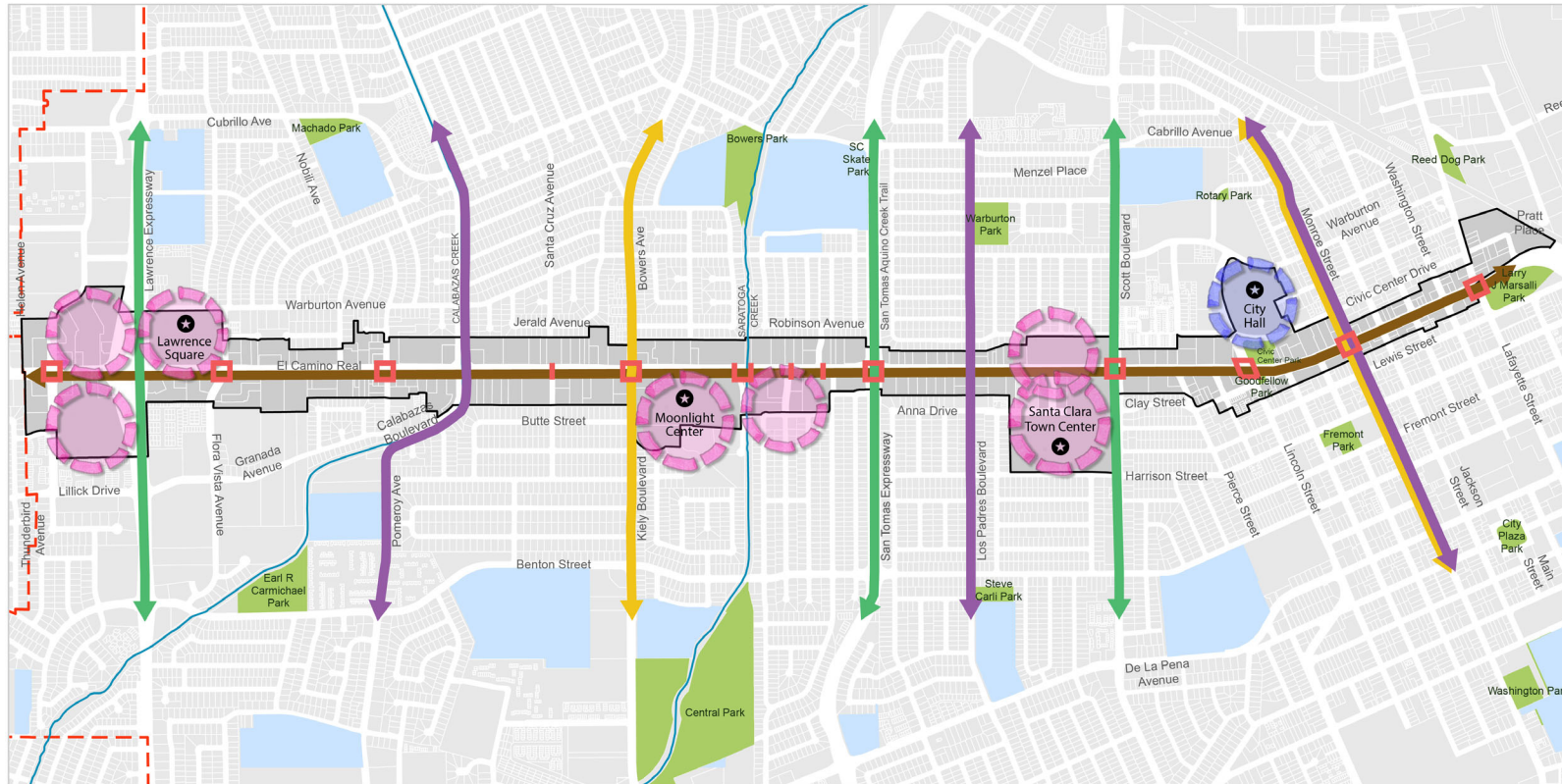
7:30 pm Adjourn

Transportation Overview



Transportation Network

Modal Access Priorities



Legend

- City Boundary
- Parcels
- Plan Boundary
- Plan Parcels
- Parks
- Schools
- Creeks
- Landmarks

Corridor Access by Mode

- ECR Multimodal Corridor
- Vehicle Access Corridor
- Transit Access Corridor
- Bike Access Corridor
- Priority Pedestrian Crossings

- Civic Activity Center
- Activity Center

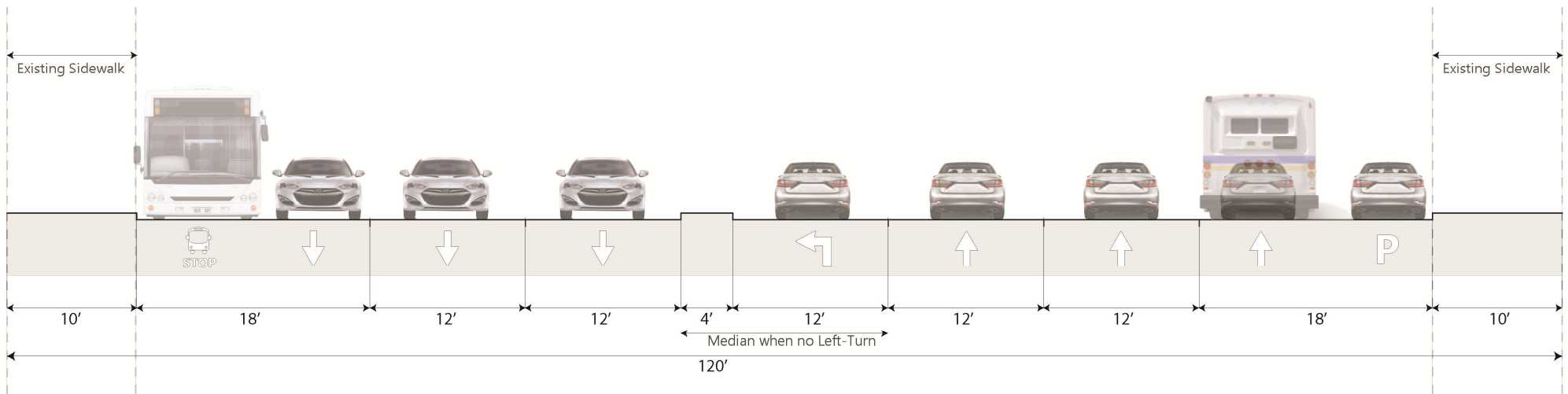
0 0.125 0.25 0.5 Miles

5 minute walk



ROW – Existing Conditions

- 3 travel lanes with left-turn lane, on-street parking and bus boarding

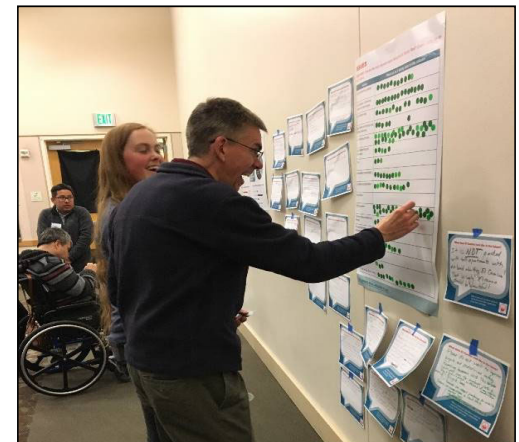
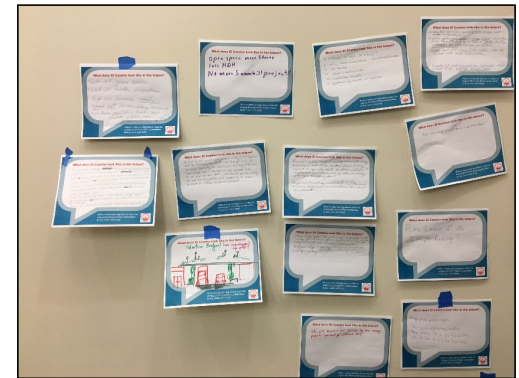


Outreach Summary

Workshop 1 – Key Takeaways

Transportation & Streetscape

- Widen sidewalks and add street trees
- Add bike lanes
- Improve pedestrian connectivity to surrounding neighborhoods
- Create pedestrian and bike connections to and along Calabazas and Saratoga creeks
- Improve pedestrian crossings at key intersections








Workshop 2 – Key Takeaways

Right-of-Way Alternatives

- Remove travel lanes and on-street parking along ECR to accommodate wider sidewalks and protected bike lanes
- Add high-visibility crosswalks, leading pedestrian phase signals, protected bike lanes, and other crossing treatments
- Improve traffic flow and efficiency
- Add street trees
- Add pedestrian-scale lighting

DIRECTIONS: Place ONE sticky dot next to your preferred street alternative for ECR.

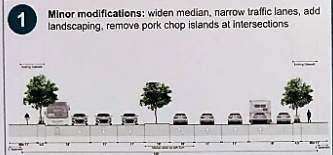
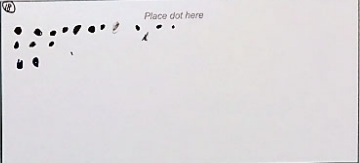
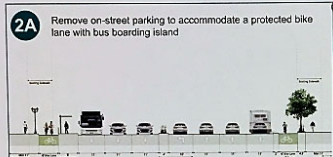
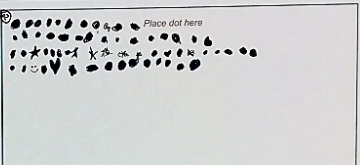
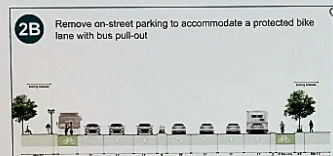
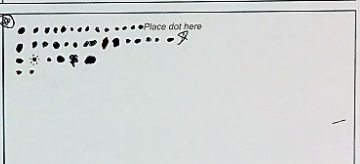
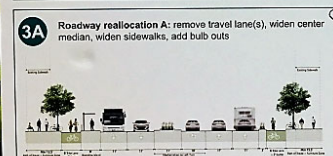
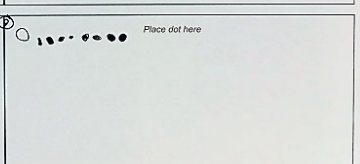
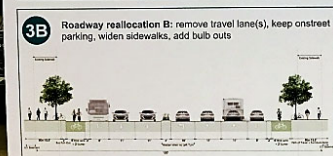
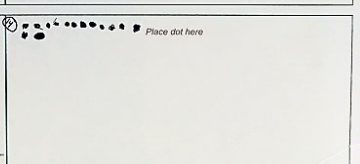
<p>1 Minor modifications: widen median, narrow traffic lanes, add landscaping, remove pork chop islands at intersections</p> 	<p>Place sticky dot here</p> <p>3 lanes on ECR just enough. Signals to San Jose traffic</p> <p>Keep 3 lanes of traffic + 1 — Education</p> <p>ECR has the worst bike/ped collision rates in an entire city. Strongly recommend protected bike lane — review bike/ped safety. relevant under-utilized on-street parking for improved usability.</p>
<p>2A Remove on-street parking to accommodate a protected bike lane with bus boarding island</p> 	<p>Place sticky dot here</p> <p>Bike lanes should not have barriers. Signs can merge into the left turn lane well ahead of the light at the end in completely clear — 2/3</p> <p>— I disagree; buses provide safety & all in the > amount</p> <p>Protect protected for ECR in the future — I agree + 1</p>
<p>2B Remove on-street parking to accommodate a protected bike lane with bus pull-out</p> 	<p>Place sticky dot here</p> <p>Bus lane should be for all Public/Private buses. Shortstop for all vehicles</p> <p>I agree! (use of 6 bike lanes)</p> <p>These bikes is a nice one created on a bike.</p>
<p>3A Roadway reallocation A: remove travel lane(s), widen center median, widen sidewalks, add bulb outs</p> 	<p>Place sticky dot here</p> <p>Wider design not permit right hand bike columns</p> <p>Let the lane to bike lanes</p>
<p>3B Roadway reallocation B: remove travel lane(s), keep onstreet parking, widen sidewalks, add bulb outs</p> 	<p>Place sticky dot here</p> <p>At 2-3 lanes, wider sidewalks & improved efficiency</p>

Art & Wine Pop-Up – Key Takeaways

Right-of-Way Alternatives

- Remove on-street parking to accommodate a protected bike lane with bus boarding island.




TRANSPORTATION ALTERNATIVES
DIRECTIONS: Place ONE sticky dot next to your preferred street alternative for ECR.

1 Minor modifications: widen median, narrow traffic lanes, add landscaping, remove pork chop islands at intersections	 
2A Remove on-street parking to accommodate a protected bike lane with bus boarding island	 
2B Remove on-street parking to accommodate a protected bike lane with bus pull-out	 
3A Roadway reallocation A: remove travel lane(s), widen center median, widen sidewalks, add bulb outs	 
3B Roadway reallocation B: remove travel lane(s), keep onstreet parking, widen sidewalks, add bulb outs	 

EL CAMINO REAL SPECIFIC PLAN

Online Survey #2 – Key Takeaways

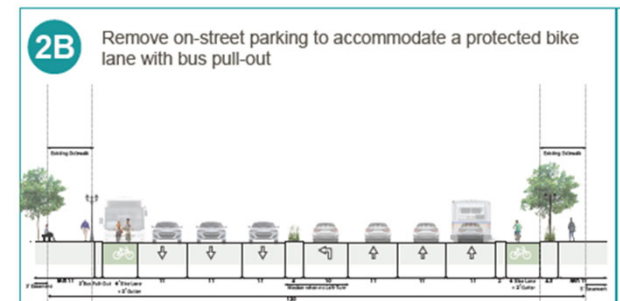
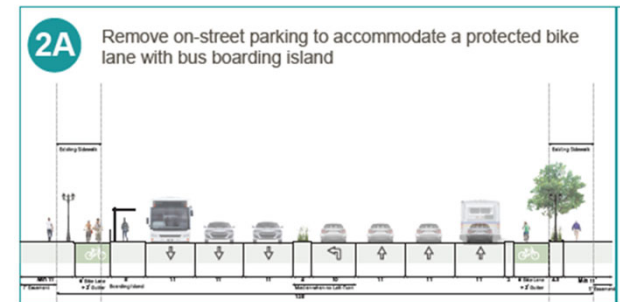
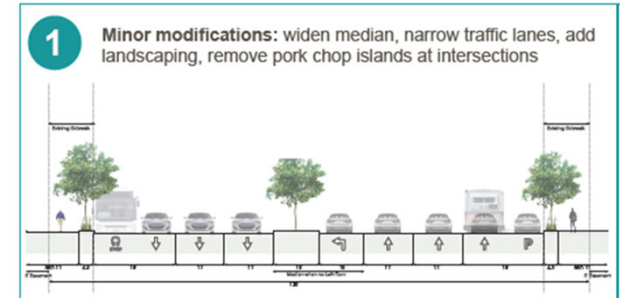
Right-of-Way Alternatives

		%	Count
Alternative 1A (Minor modification: widen median, narrow traffic lanes, add landscaping)		36.2%	50
Alternative 2A (Remove on-street parking to accommodate buffered bike lane with bus boarding island)		34.8%	48
Alternative 2B (Remove on-street parking to accommodate buffered bike lane with bus bulb-out)		27.5%	38

Workshop #3 – Key Takeaways

Right-of-Way Alternatives

- Approximately a 50/50 split between those for and against the removal of on-street parking for a protected bike lane.
 - Existing condition support:
 - On-street parking impact on adjacent neighborhoods.
 - Loss of parking for customers and employees of businesses on ECR.
 - Existing bike lanes in the city are not used
 - Bike lane support:
 - Would provide safer conditions on one of the City's only direct east/west corridors.
 - Greenhouse gas reduction
 - Better visibility for cars and bikes at driveways.



Desired Streetscape Outcomes

- Landscaping and Street Trees
- More Walkable Environment
- Better Mobility and Connections
- Pedestrian Safety
- More Transportation Options – Bicycle Facilities
- Vehicle Circulation
- Parking
- Beautification

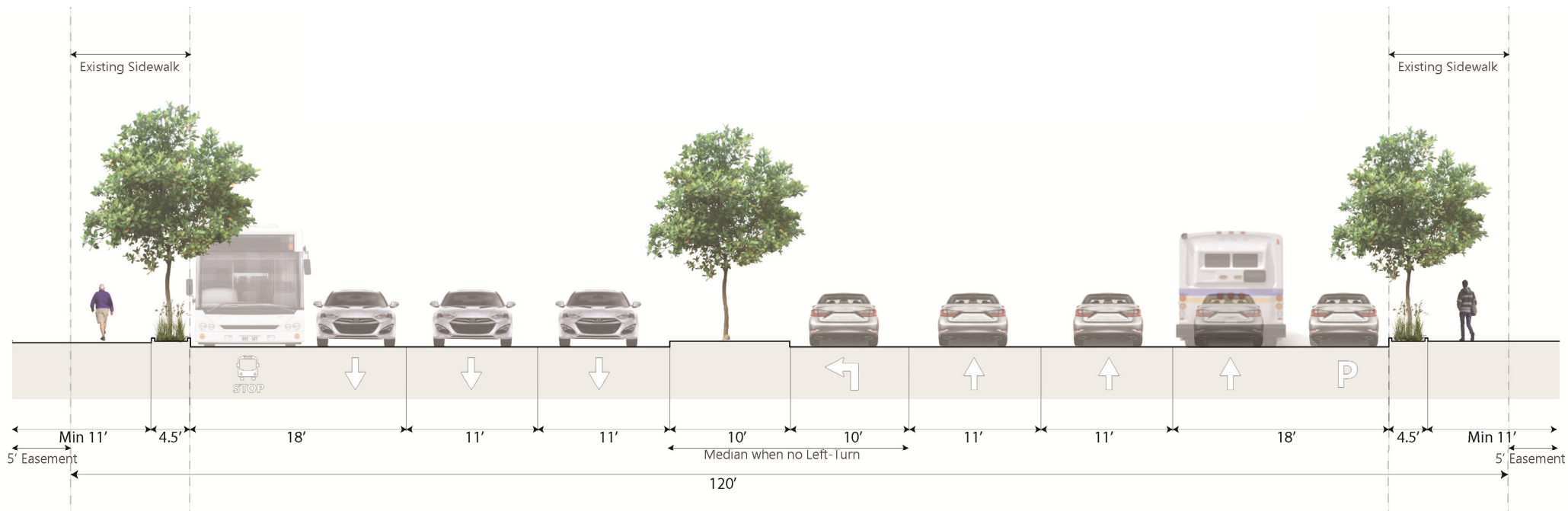


Right-of-Way Alternatives

ROW Alternatives

1

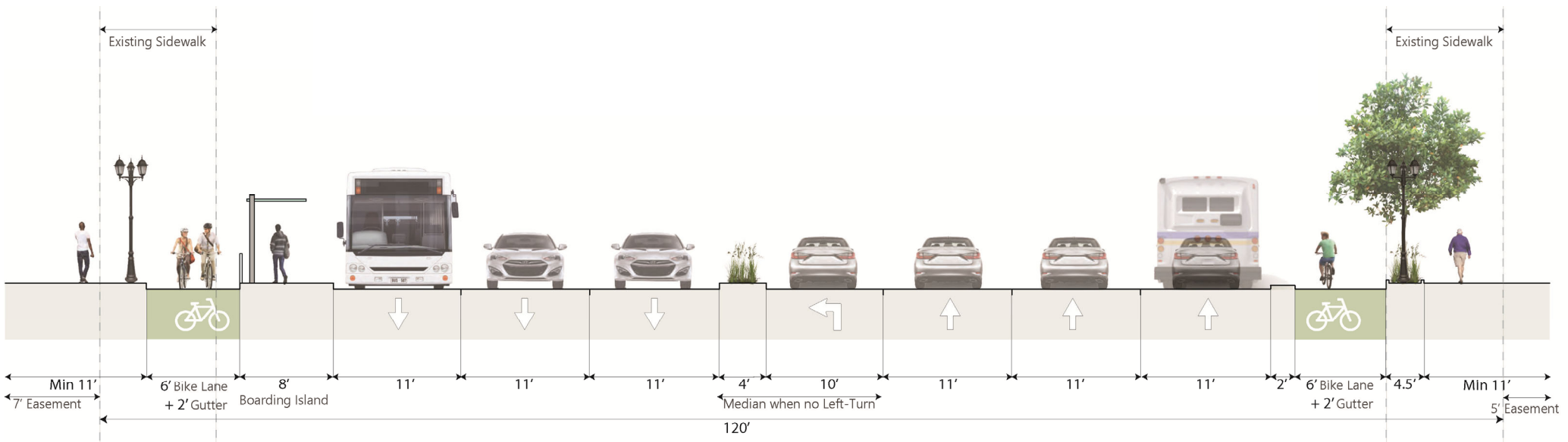
- Minor modifications: widen median, narrow traffic lanes, add landscaping, remove pork chop islands at intersections



ROW Alternatives

2A

- Remove on-street parking to accommodate buffered bike lane with bus boarding island

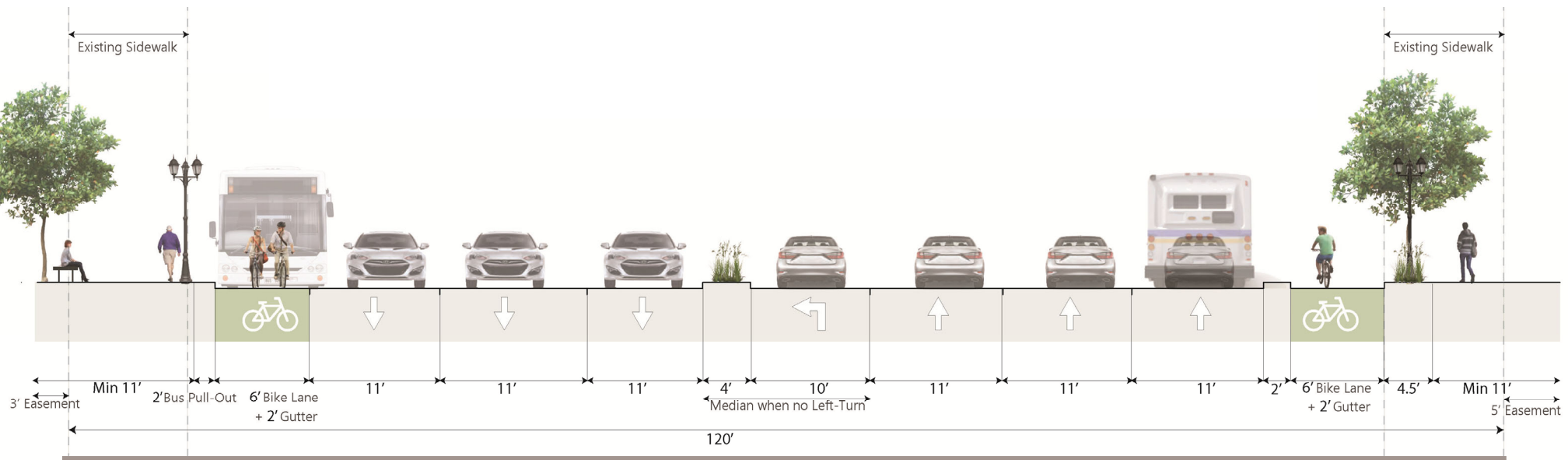


Due to the high frequency of transit services along El Camino Real, it is recommended to design the bike lanes passing behind bus boarding islands at bus stop locations to minimize the potential conflicts between cyclists and buses.

ROW Alternatives

2B

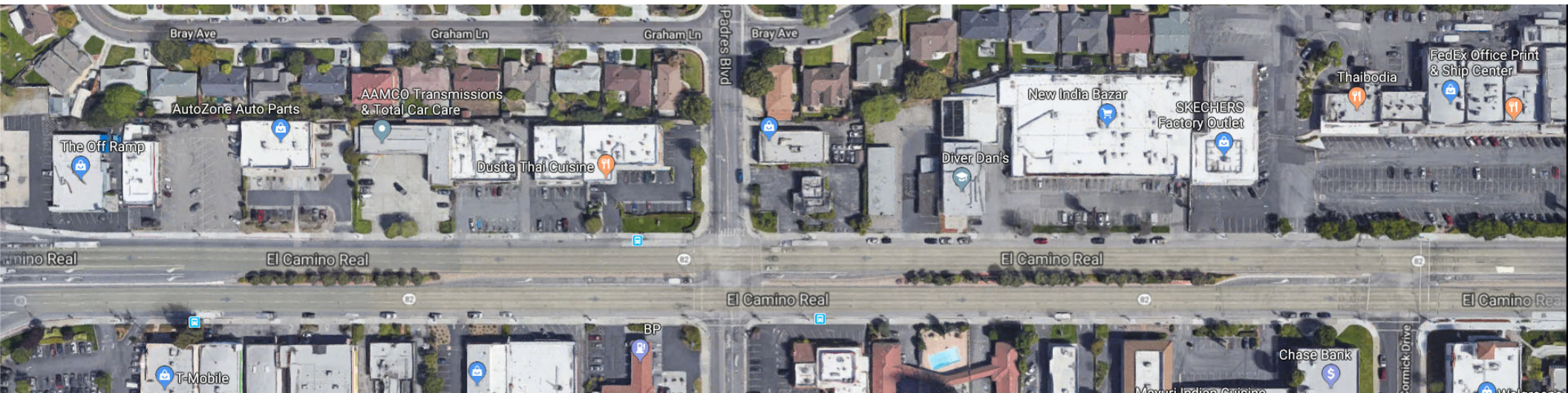
- Remove on-street parking to accommodate cycle track with bus bulb-out



In this Scenario, 2 feet bus pull-out extension is proposed at bus stop locations. This scenario would not be as efficient as scenario 2-A in minimizing the conflicts between cyclists and buses at bus stop locations. However, it would preserve more space for sidewalks. At locations without bus stops, protected bike lanes are placed between sidewalk and the traffic lanes as it is shown on the left side of this cross section. In this scenario cars can pass buses stopping at bus stops to drop-off/pick-up passengers.

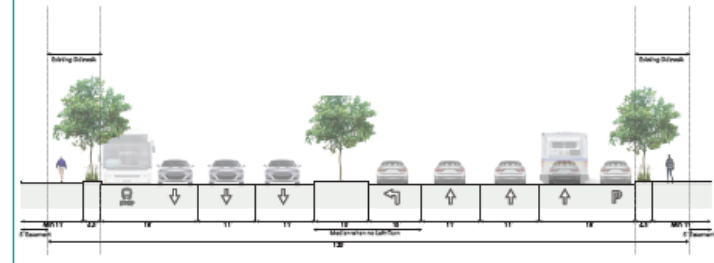
Parking Utilization Study

- Data Collected –
 - Existing capacity on El Camino Real, parallel, and side streets
 - Counts conducted: (1) Saturday, 12-1-18; (2) Tuesday, 12-4-18; and (3) Wednesday, 12-5-18
- Preliminary Analysis –
 - Most of ECR has unused on-street parking capacity
 - In some locations on-street parking is highly utilized



Discussion

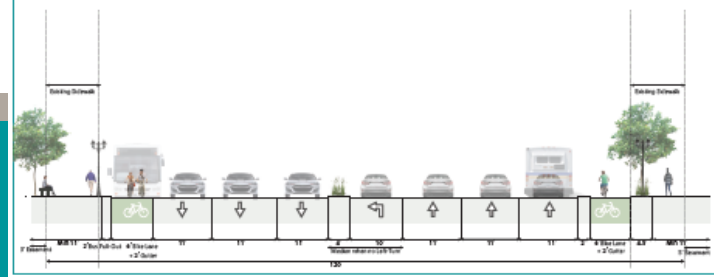
- 1** **Minor modifications:** widen median, narrow traffic lanes, add landscaping, remove pork chop islands at intersections



- 2A** Remove on-street parking to accommodate a protected bike lane with bus boarding island



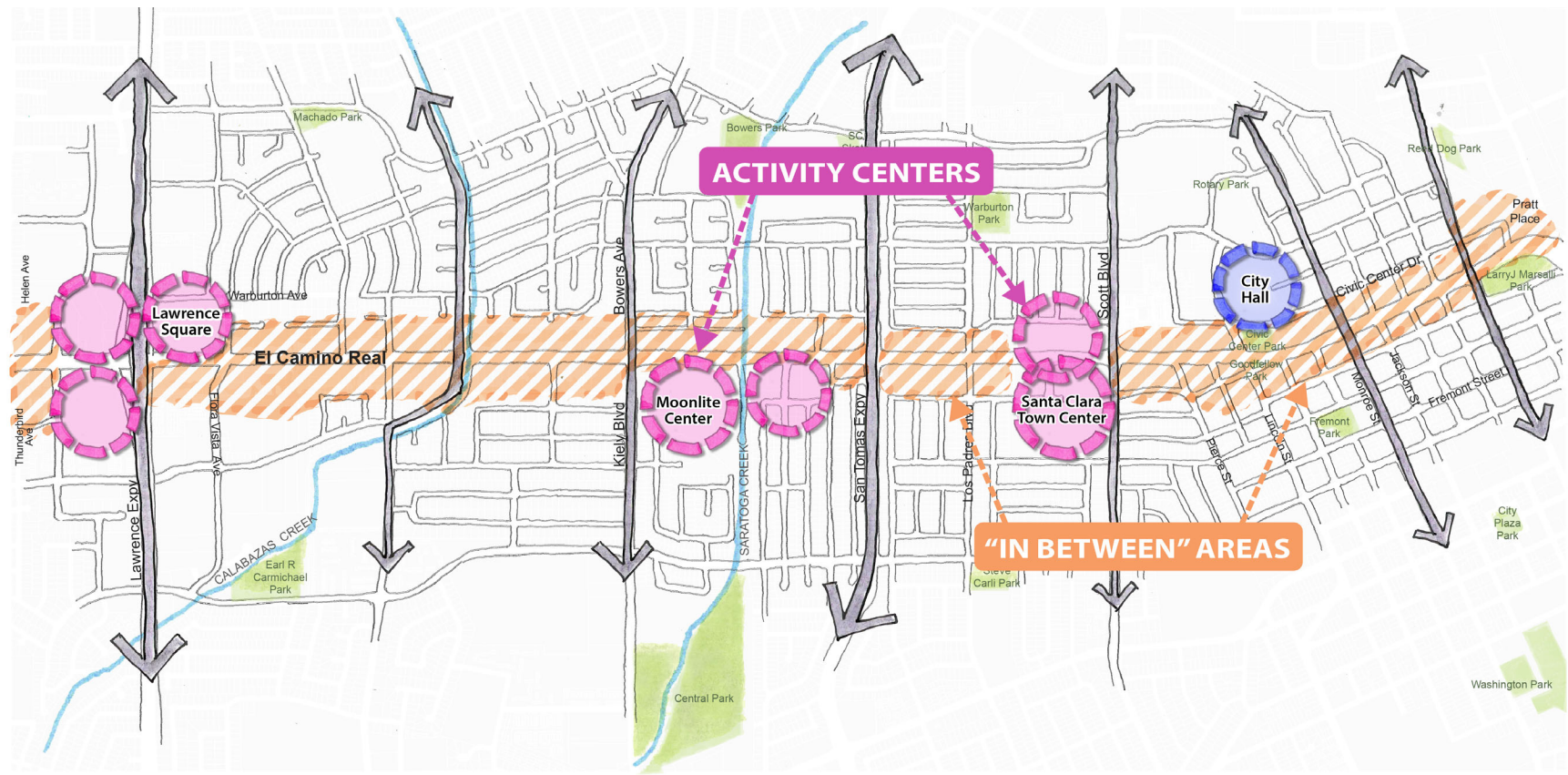
- 2B** Remove on-street parking to accommodate a protected bike lane with bus pull-out










Land Use Alternatives

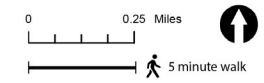


Alternatives Framework

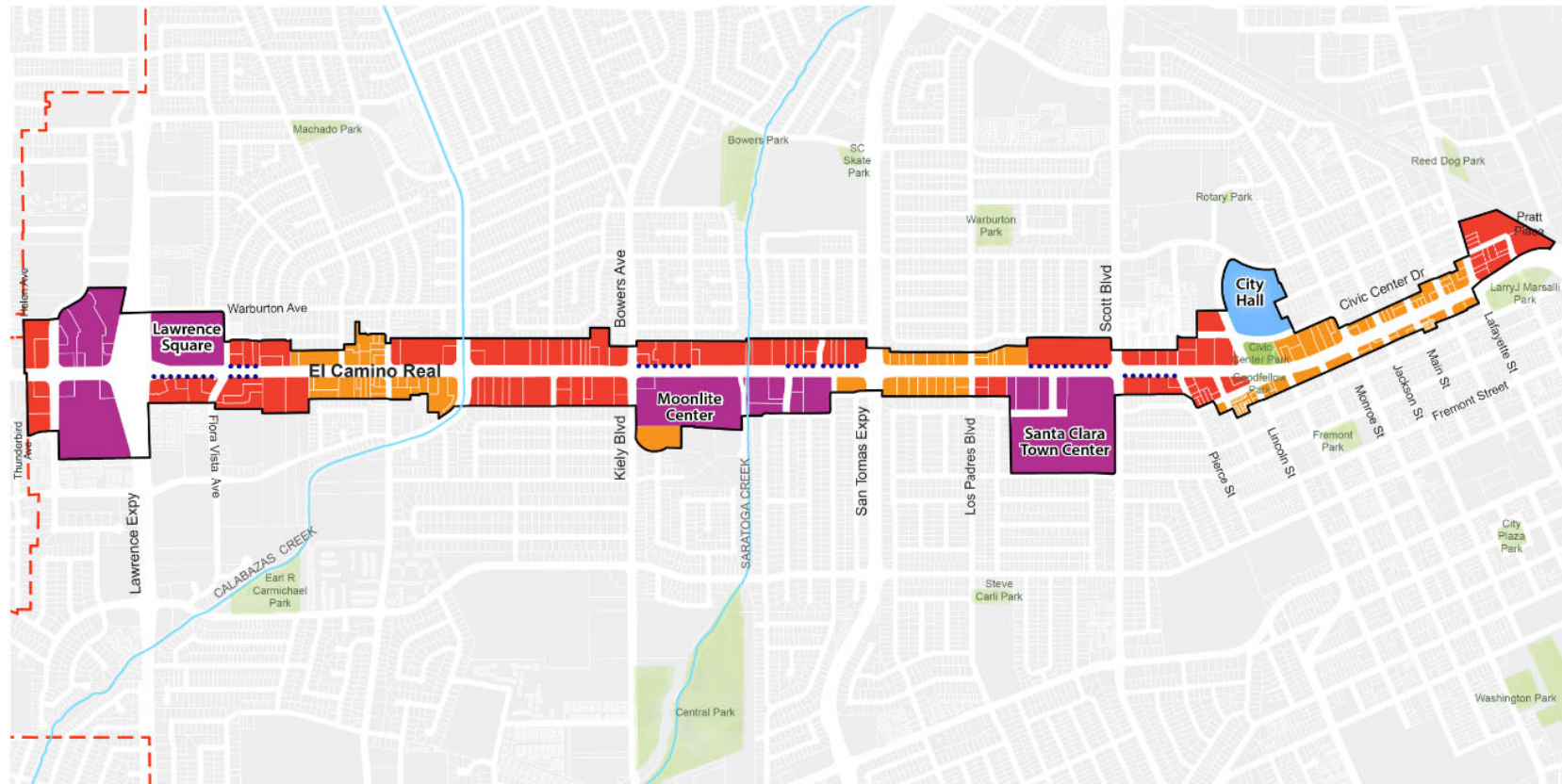


Legend

-  Civic Activity Center
-  Activity Center
-  "In-Between" Areas
-  Major Connections
-  Parcels
-  Creeks
-  Parks



Draft Land Use Plan



Legend

<p> Regional Commercial 5-6 Stories Commercial required: 0.2 min FAR Residential: 55-100 du/acre</p>	<p> Community Mixed-Use 4-5 Stories Commercial: Allowed not required Residential: 50-75 du/acre</p> <p> Ground Floor Commercial Required</p>	<p> Medium Density Residential 3-4 Stories Commercial: Allowed not required Residential: 20-45 du/acre</p> <p> Public/Quasi-Public</p>	<p> Parcels</p> <p> Creeks</p> <p> Parks</p> <p> Project Boundary</p>
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Draft Land Use Designations

- Regional Commercial

- Commercial Required: 0.20 FAR
- Residential: 55-100 DU/AC
- Building Height: 5-6 Stories



- Community Mixed Use

- Commercial Allowed, Not Required
- Residential: 55-75 DU/AC
- Building Height: 4-5 Stories



- Medium Density Residential

- Residential Emphasis; Commercial Allowed
- Residential: 20-45 DU/AC
- Building Height: 3-4 Stories



Next Steps



Next Steps

- City Council Study Session – January 29, 2018

Project Timeline





El Camino Real Specific Plan

Community Advisory Committee Meeting – December 17, 2018