



El Camino Real Specific Plan

Community Meeting – December 13, 2018

Agenda

6:00-6:15 pm Welcome/Sign-in

6:15-6:35 pm Presentation

1. Project Overview
2. Outreach Summary
3. El Camino Real Right-of-Way Alternatives

6:35-7:45 pm Open Forum - Community Feedback

7:45-8:00 pm Next Steps

8:00 pm Adjourn

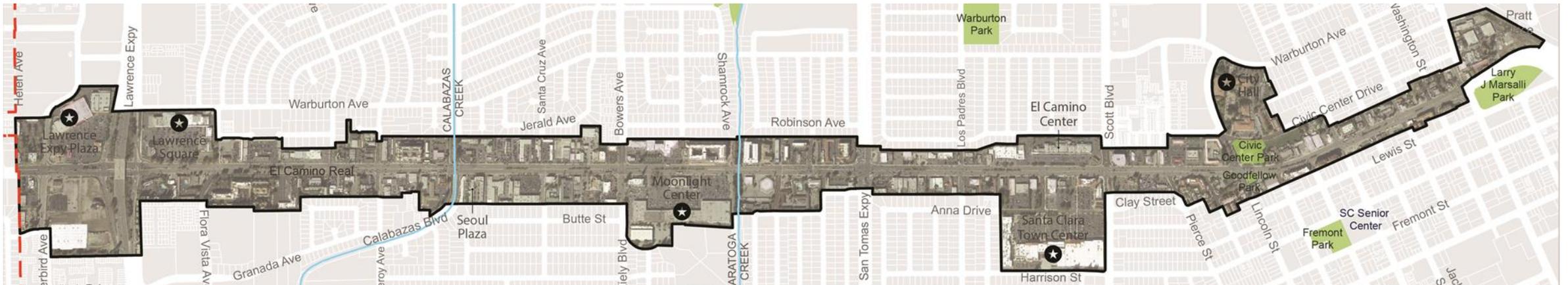
Project Overview



El Camino Real Specific Plan

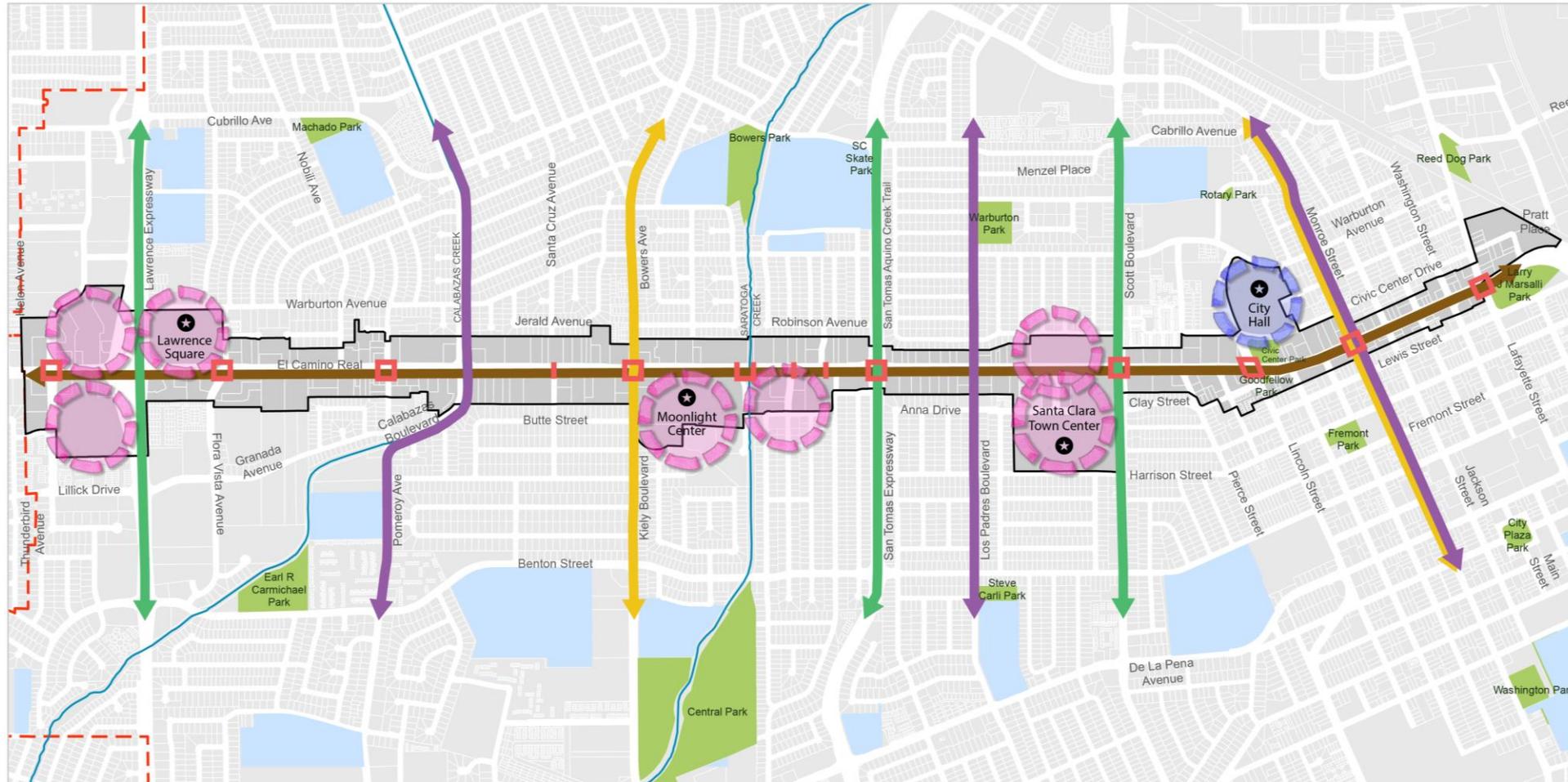
The El Camino Real **Specific Plan** will:

- Refine and implement the 2035 General Plan vision for the area;
- Create goals, policies, and design standards;
- Identify specific improvements and actions to achieve the vision;
- Address required specific plan topics such as land use, transportation, and infrastructure.



Transportation Network

Modal Access Priorities



Legend

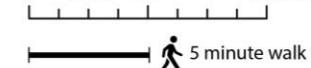
- City Boundary
- Parcels
- Plan Boundary
- Parks
- Schools
- Creeks
- Landmarks

Corridor Access by Mode

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

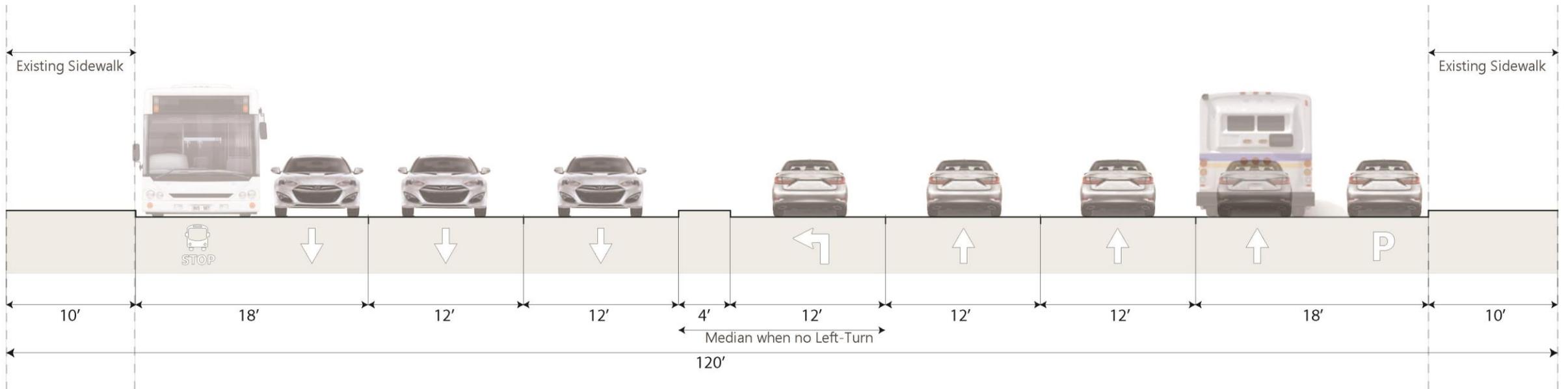
- Civic Activity Center
- Activity Center

0 0.125 0.25 0.5 Miles



ROW – Existing Conditions

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

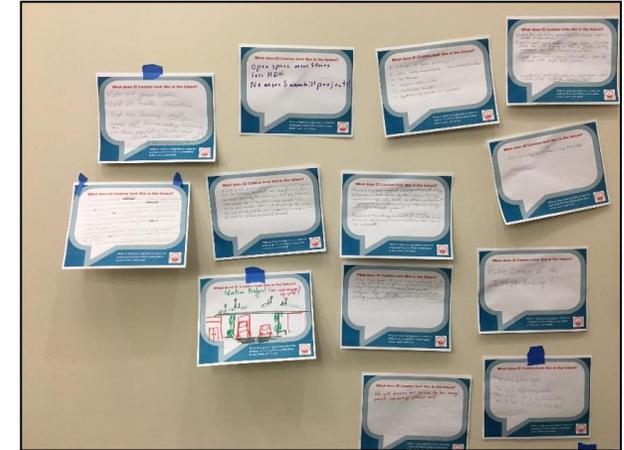


Right-of-Way Alternatives Development

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.

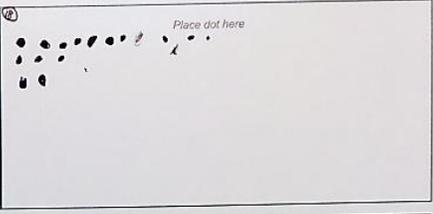
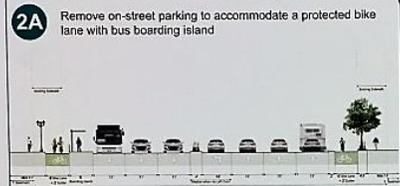
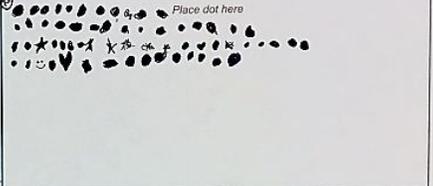
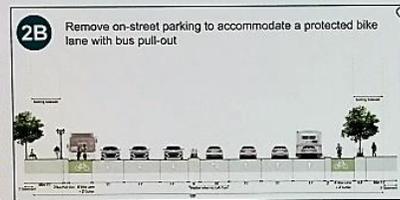
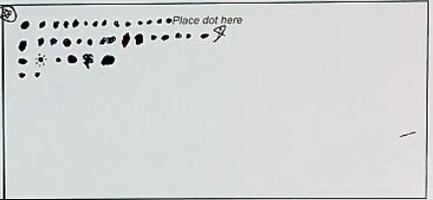
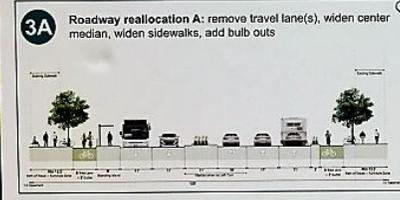
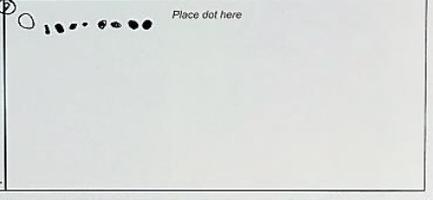
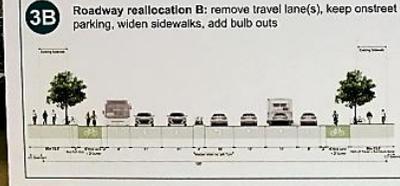
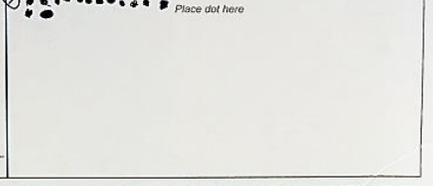
1 Minor modifications: widen median, narrow traffic lanes, add landscaping, remove pork chop islands at intersections	<p>Place sticky dot here</p> <p>3 lanes on ECR just enough. Sample to San Jose traffic</p> <p>Keep 3 Lanes of traffic + 1 — Education</p> <p>ECR has the worst bike/ped collision rates in our entire city. Strongly recommend — protected bike lane — review bike/ped safety — remove underutilized on-street parking for improved usability</p>
2A Remove on-street parking to accommodate a protected bike lane with bus boarding island	<p>Place sticky dot here</p> <p>Bike lanes should not have barriers so you can merge into the left turn lane well ahead of the light if the road is temporarily closed L-3</p> <p>- I disagree; barriers provide safety for all, in bus + emergency</p> <p>Present potential for ECR in the future — I agree + 1</p>
2B Remove on-street parking to accommodate a protected bike lane with bus pull-out	<p>Place sticky dot here</p> <p>Bus lane should be for all public/private buses shuttles + car pool vehicles</p> <p>I agree! (use our B bike boarder lot)</p> <p>Bus lanes is a scary concept on a bike.</p>
3A Roadway reallocation A: remove travel lane(s), widen center median, widen sidewalks, add bulb outs	<p>Place sticky dot here</p> <p>Median design not permit right hook bike collisions</p> <p>Let's be more to bike infrastructure</p>
3B Roadway reallocation B: remove travel lane(s), keep onstreet parking, widen sidewalks, add bulb outs	<p>Place sticky dot here</p> <p>AN 252 miles weekly TRAVELING TO THE PARKING @ 11/11/2017</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.

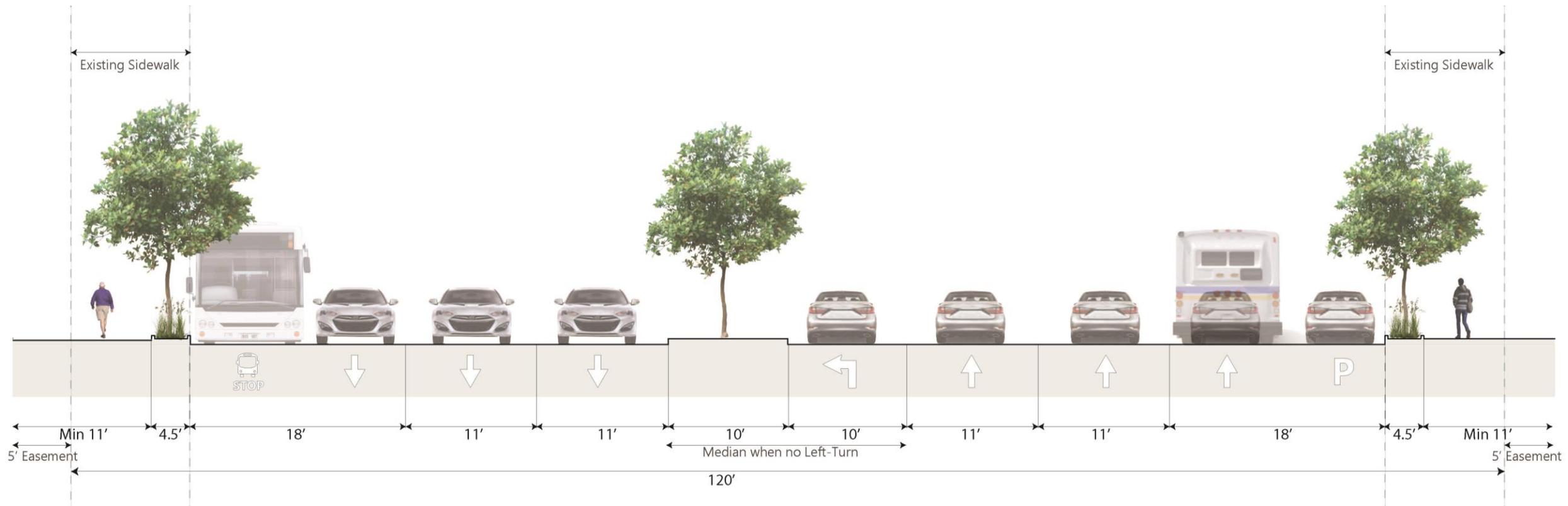
1 Minor modifications: widen median, narrow traffic lanes, add landscaping, remove pork chop islands at intersections 	2 Place dot here 
2A Remove on-street parking to accommodate a protected bike lane with bus boarding island 	3 Place dot here 
2B Remove on-street parking to accommodate a protected bike lane with bus pull-out 	4 Place dot here 
3A Roadway reallocation A: remove travel lane(s), widen center median, widen sidewalks, add bulb outs 	5 Place dot here 
3B Roadway reallocation B: remove travel lane(s), keep onstreet parking, widen sidewalks, add bulb outs 	6 Place dot here 

EL CAMINO REAL SPECIFIC PLAN

ROW Alternatives

1

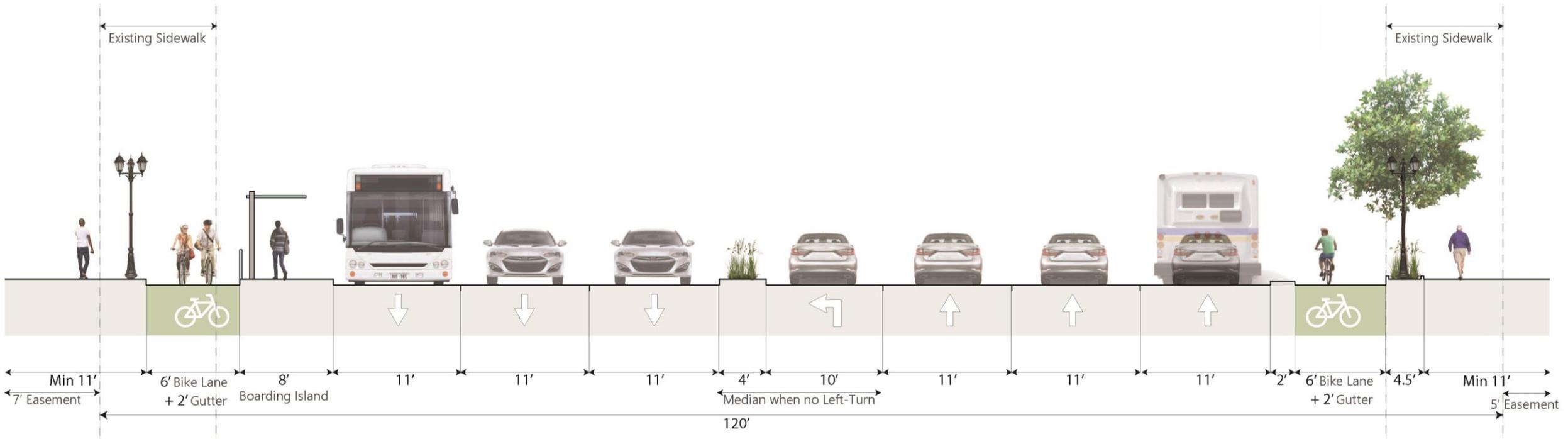
- Minor modifications: widen median, narrow traffic lanes, add landscaping, remove pork chop islands at intersections



ROW Alternatives

2A

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

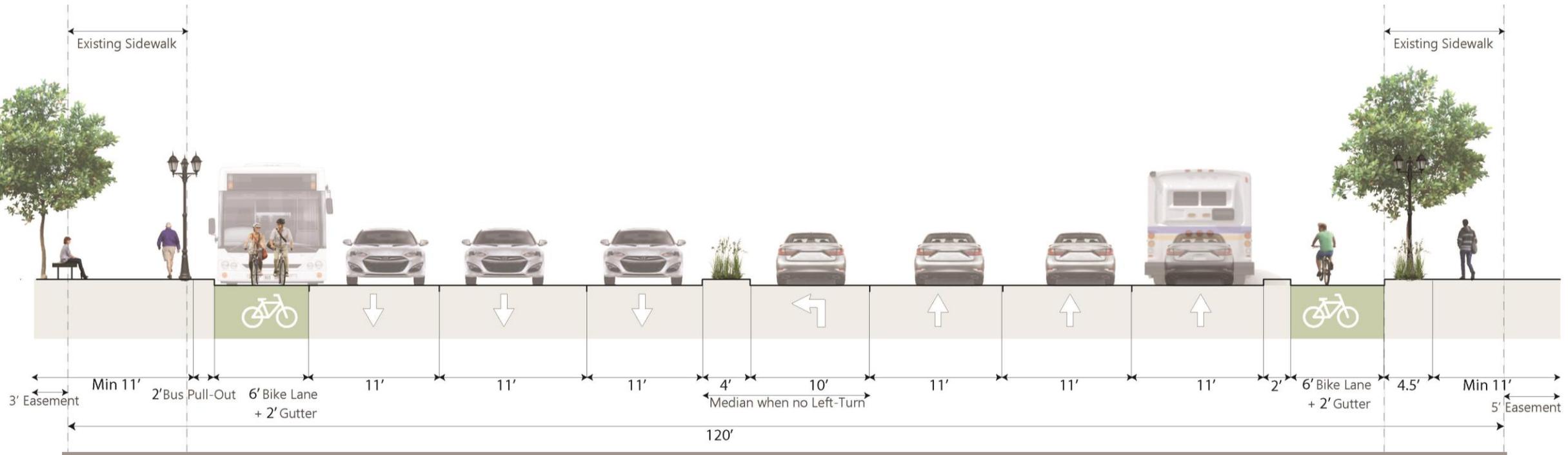


Due to the high frequency of transit services along El Camino Real, it is recommended to design the bike lanes passing behind bus boarding islands at bus stop locations to minimize the potential conflicts between cyclists and buses.

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.

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

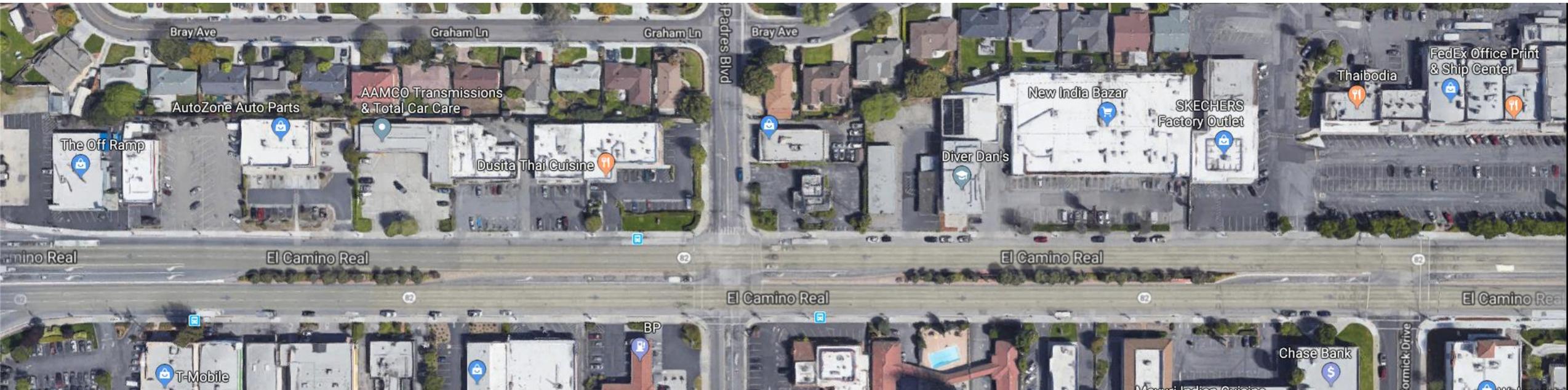
Desired Streetscape Outcomes

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



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

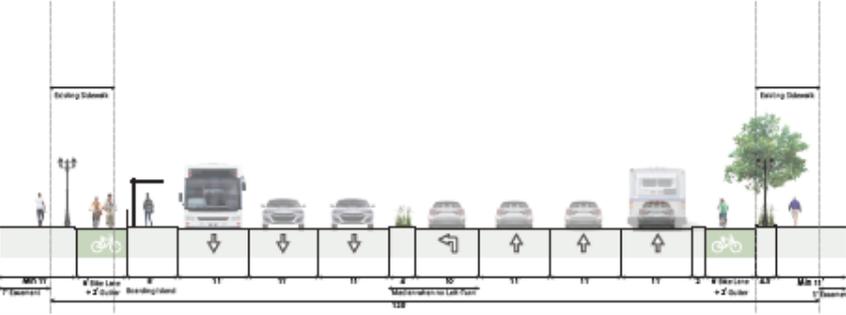


Open Forum

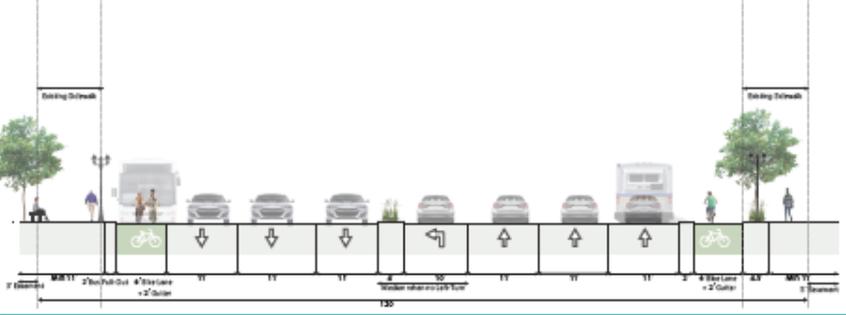
1 Minor modifications: widen median, narrow traffic lanes, add landscaping, remove pork chop islands at intersections



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



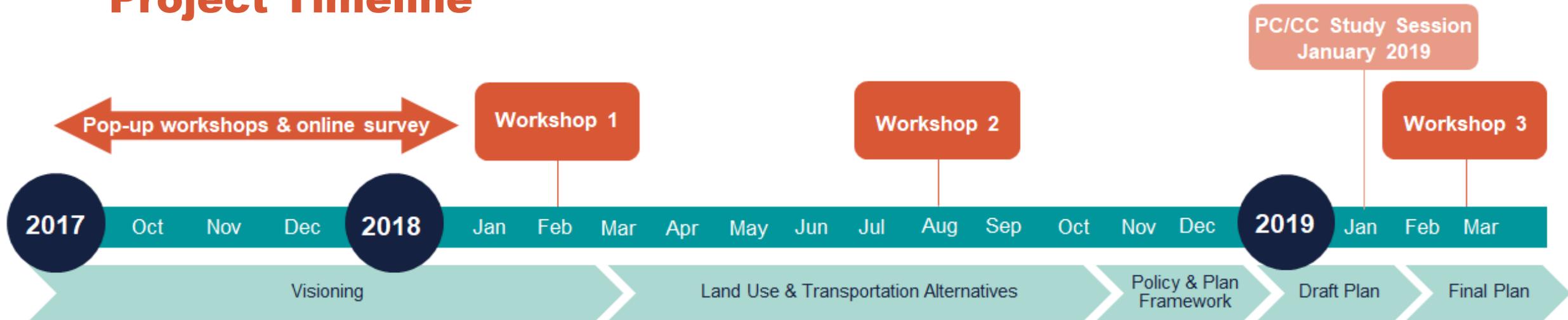
Next Steps



Next Steps

- Community Advisory Committee Meeting – December 17, 2018
- City Council Study Session – January 29, 2019

Project Timeline



Stay Involved

**Go to the website for more information
and to stay involved!**

www.santaclaraca.gov/ecr

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