

JUSTIFICATION FOR CHANGES TO COMPLETE STREETS FACILITIES (PROJECT DELIVERY)

DISTRICT 4 EA 04-0AA32 SHOPP ID 17851
COUNTY: SAN MATEO ROUTE: 82
PROJECT POSTMILES: 15.8/20.8 PHASE: PA&ED (ENVIRONMENTAL)
APPROVED BY: DONNA BERRY, CHIEF ENGINEER, SEPTEMBER 1, 2026

Complete Streets Scope Change:

This is a multi-asset project initiated to preserve and extend the life of the existing pavement and enhance multimodal accessibility along El Camino Real from Millbrae to South San Francisco. The Caltrans Active Transportation (CAT) Plans indicate a high priority (Tier 1) need for pedestrian facility improvements in this corridor. At project initiation, the project team conducted a comprehensive evaluation of all recommended Complete Streets elements and determined that Class IV separated bikeways should be included in the project scope in addition to the recommended pedestrian improvements (high visibility crosswalks, pedestrian refuge islands, pedestrian signals, and ADA-compliant curb ramps). However, due to the existing geometric constraints along El Camino Real, implementing a continuous Class IV separated bikeway is not feasible without significant trade-offs. In a letter to the District, the City of South San Francisco has requested additional time to vet the bikeway facility with the community, and therefore the District is removing the bikeway from the project scope at this phase. In addition, the crosswalks at Southwood Dr/ SR 82 are being removed from project scope due to City of South San Francisco's plans to install a signalized intersection at that location.

Justification:

In July of 2025, the City of San Francisco (SSF) initiated the El Camino Real Mobility Plan engagement to inform multimodal design concepts for El Camino Real, in coordination with the SamTrans Grand Boulevard Initiative. These plans will include potential bikeway options and concept designs for El Camino Real based upon forthcoming community engagement, leading to a Project Initiation Document anticipated to be developed by summer 2026. These engagement efforts will allow the City and community to fully vet the proposed Class IV bikeway. Challenges to implementing the Class IV design include potential reduction or removal of parking in front of businesses, as well as coordination with numerous driveways. Of the approximately 16,000 linear feet of proposed for the Class IV bikeway, only about a quarter of that length (~4,000 LF) could be feasibly separated with vertical elements, due to the high number of commercial driveways and entrances (~72) along this segment of El Camino Real, which compromise the continuity and effectiveness of the facility. A Class II bikeway was also considered; however, the City of SSF indicated it does not support this option and it is not the preferred facility using Caltrans contextual guidance. Options involving narrowing the travel lanes from 12

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to 11 feet were also explored, however this would not yield sufficient space to accommodate both a bikeway and on-street parking.

Given these limitations, the current project design does not include Class IV separated bikeways. The feasibility of a Class IV bikeway may be reexamined during the Plans, Specifications, and Estimates (PS&E) phase, which would be dependent on the completion of the City's ongoing studies and further outreach and coordination.