



# El Camino Real Corridor Study



## Community Survey Report

February 2015



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February 2015

Prepared for  
**City of Menlo Park**

by

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## Executive Summary

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This report presents the findings of the community survey conducted by the City of Menlo Park in the between June and September 2014 for the El Camino Real Corridor Study. The Study is an effort to evaluate potential transportation and safety improvements to the Menlo Park segment of El Camino Real. The study will consider alternatives for modifying the Corridor to allow for a possible addition of a bicycle lane and/or additional through lanes. Ultimately, the project will be consistent with the goals outlined in the El Camino Real/Downtown Specific Plan for balanced capacity, bicyclist and pedestrian connectivity, transit access, parking, and safety, as well as the City's Complete Streets Policy.

The online survey gauged participants' perceptions and priorities on a variety of transportation issues, including safety and the environment, walking, transit, vehicular travel, bicycling, and parking, and also sought participants' reactions to ideas for potential improvements along the corridor. Questions served as a follow-up to the first community workshop, and assessed community members' feelings on a number of statements and improvement ideas that arose during the workshop. The survey also provided a sense of how participants tend to travel along the corridor, why, when, and from where, thus giving the City context to interpret the other responses, and helping the City anticipate the needs that participants may have when accessing El Camino Real.

Analysis of the survey results revealed key issues related to transportation needs, traffic, and safety along El Camino Real. These are summarized as follows:

- ***Transportation Needs***

Most respondents use multiple forms of transportation along El Camino Real—mainly a combination of driving, bicycling, and walking. They mostly travel the Corridor to access shopping and local businesses, and half of respondents use it to commute to work. Most of the survey respondents reported using the Menlo Park Caltrain Station. These Caltrain users tend to favor bicycling or walking to the station.

Respondents desire multi-modal improvements along the Corridor regardless of which modes they currently use most. The majority agreed that if pedestrian and bicycling improvements were made, they would prefer to take advantage of those transportation options rather than drive.

There may need to be a closer examination of public transit needs along the corridor. The sample of transit riders responding to the survey was too small to draw supportable generalizations. However, survey responses suggest that frequent transit riders—unlike frequent users of other transportation modes—are less willing or less able to drive as an alternative to transit, meaning that this group may have a greater need for non-automotive transportation options. Additionally, there were some open-ended responses from non-transit users that showed interest in improving public transportation along the corridor.

- **Traffic**

Traffic was a prevalent concern throughout responses to the open-ended questions. Respondents connected traffic conditions with a number of the Corridor's safety issues as frustrated drivers participate in risky behavior, such as running red lights, cutting through adjacent neighborhoods, and speeding. In discussing potential improvements to vehicle traffic, most respondents did not feel that vehicle capacity was a problem in the Corridor, and additional vehicle lanes on El Camino Real were not considered a desirable improvement. Respondents' explanations for traffic causes focused on bottlenecks at specific intersections or along specific segments of the Corridor due to signal timing and lane design. Problematic intersections tended to be those adjacent to major destinations (such as Menlo/Ravenswood) or which serve as connections for regional traffic (such as Sand Hill). Signalization changes were a desired improvement. According to the responses to the open-ended questions, important considerations for signal timing include crossing signals for pedestrians and cyclists and ensuring that signals facilitate east-west movement as well as north-south flow.

- **Safety**

Safety in the Corridor was a major concern, particularly for those traveling by bicycle or on foot. Pedestrian safety and crossing improvements, bike lanes, bike parking, and landscaped buffers for pedestrians and cyclists were among the most desired improvements. Additionally, though travel by vehicle was considered the safest way to travel El Camino Real, vehicle safety improvements were still considered desirable. Open-ended responses indicated that vehicle safety may need to address driving behavior such as speeding, opportunistic use of turn lanes for passing purposes, running red lights, U-turns, and stopping in the intersection during red lights.

Student safety and the safety of children using El Camino Real was a priority for respondents, regardless of whether or not respondents have children who need to cross El Camino Real for school. Nineteen percent of respondents have children who need to make this crossing, though responses to open-ended questions suggested that there were additional respondents who are uncomfortable with letting their children travel El Camino Real alone and use alternate means of getting them to school. Student safety concerns include traveling by foot and by bicycle, particularly at crossings.

These survey results were used to inform and refine a set of alternatives for consideration by the public. The alternatives present different combinations of roadway improvements, examining the potential for ideas such as additional travel lanes, buffered bike lanes, and separated bike lanes, which were evaluated by participants for the survey. Development of the alternatives also took into consideration various concerns and priorities expressed by community members in their survey responses, and seek to respond the issues summarized above. The next steps will be the further evaluation of the alternatives through a workshop and additional community feedback in order to formulate a preferred plan that reflects the community's needs for safety, efficiency, and transportation opportunities along the El Camino Real corridor.

## **I. Introduction**

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The City of Menlo Park is conducting the El Camino Real Corridor Study to evaluate potential transportation and safety improvements to El Camino Real in the City of Menlo Park. The study will consider alternatives for modifying the Corridor to allow for a possible addition of a bicycle lane and/or additional through lanes. Ultimately, the project will be consistent with the goals outlined in the El Camino Real/Downtown Specific Plan for balanced capacity, bicyclist and pedestrian connectivity, transit access, parking, and safety, as well as the City's Complete Streets Policy. Figure 1 shows the Study Area.

The City conducted an online survey during the initial phase of the Study, following the project's first community workshop. Survey questions were focused on learning how and why different members of the community use the El Camino Real Corridor and on eliciting feedback on potential improvements to the Corridor. Many of the questions were based directly on the ideas gathered at the first community workshop, and were intended to assess which of these ideas had the greatest appeal to the broader community. The survey was active between June 16 and September 12, 2014, during which time 309 community members participated. Initial results were presented at an open house on October 2, 2014, where seven additional responses were collected, for a total of 316 responses.

This report presents and analyzes the results of the survey. Appendix A contains the original survey questions as they appeared online. Appendix B contains the summary tables and cross-tabulations used in this analysis. A list of the open-ended responses provided for questions 9, 17, 18, and 19 can be found in Appendix C.

## **2. Methodology**

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The survey was conducted using SurveyMonkey, an online service, and was announced via the City's El Camino Real project website and e-mail announcements. The survey was also advertised using flyers distributed at local businesses and destinations, such as Downtown, the Caltrain Station and grocery stores; public spaces and events, including the Chamber of Commerce Summer Block Party, the Menlo Park Library, and the Arrillaga Family Gymnasium; and via school newsletters for local public and private schools. Results were exported from the site as summary files and cross-tabulations.

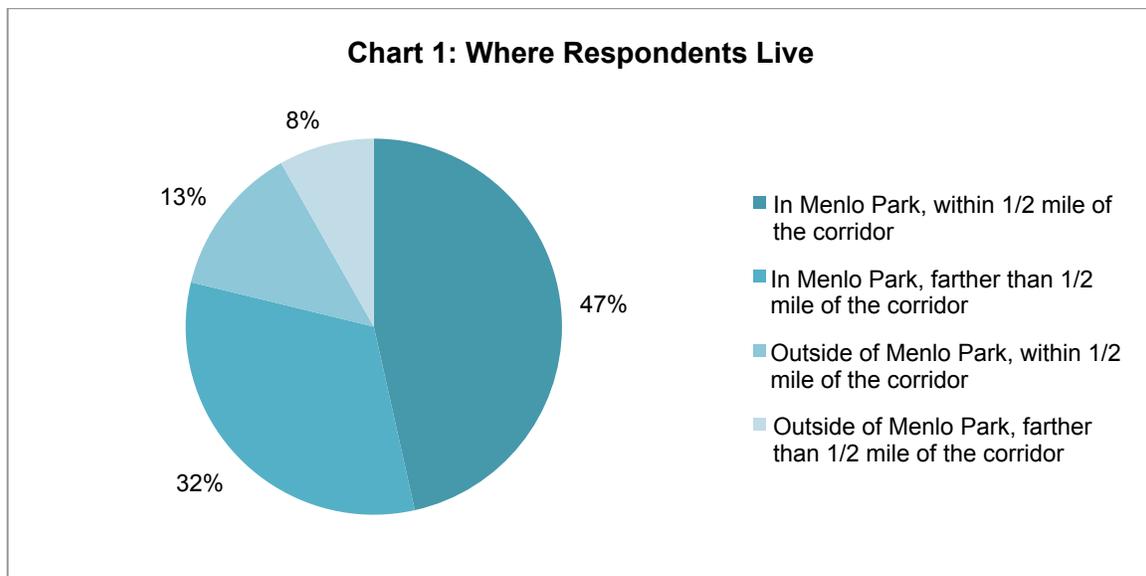
Questions included three general types of questions: multiple choice questions about respondents' location and habits; questions that asked respondents to rate their agreement with a given statement or to rate the desirability of a proposed improvement; and open-ended questions. Questions 1 through 9 were used in cross-tabulations to assess whether respondents' location or habits had a significant relationship to the ratings they assigned to different statements or improvements. Notable correlations are discussed in the analysis.

### 3. Survey Results

#### LOCATION

Questions 1 and 2 asked participants where they live or work in relation to the El Camino Real Corridor—in Menlo Park within a half-mile of the Corridor, in Menlo Park farther than a half-mile from the Corridor, outside of Menlo Park within a half-mile of the Corridor, or none of the above (outside of Menlo Park, farther than a half-mile from the Corridor). Responses are described in Chart 1 and Table 1 for where participants live, and Chart 2 and Table 2 for where participants work.

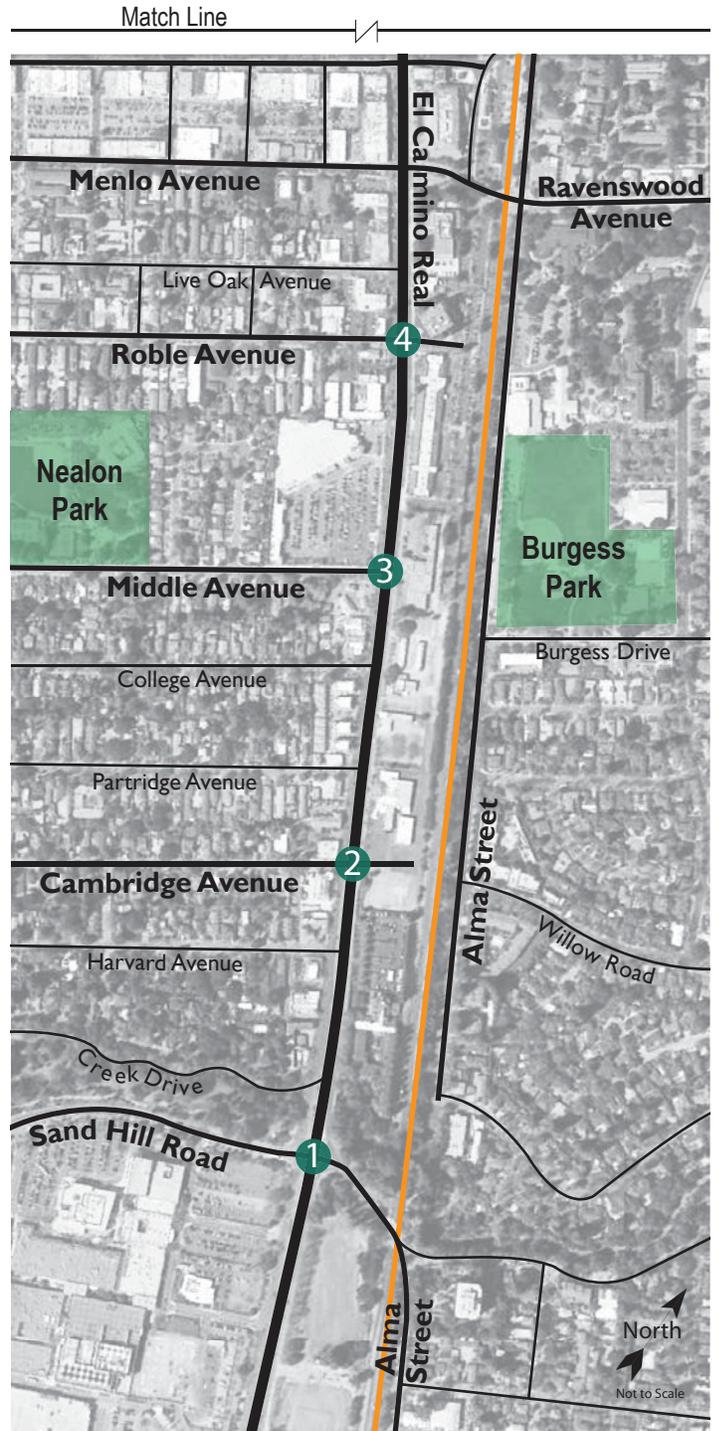
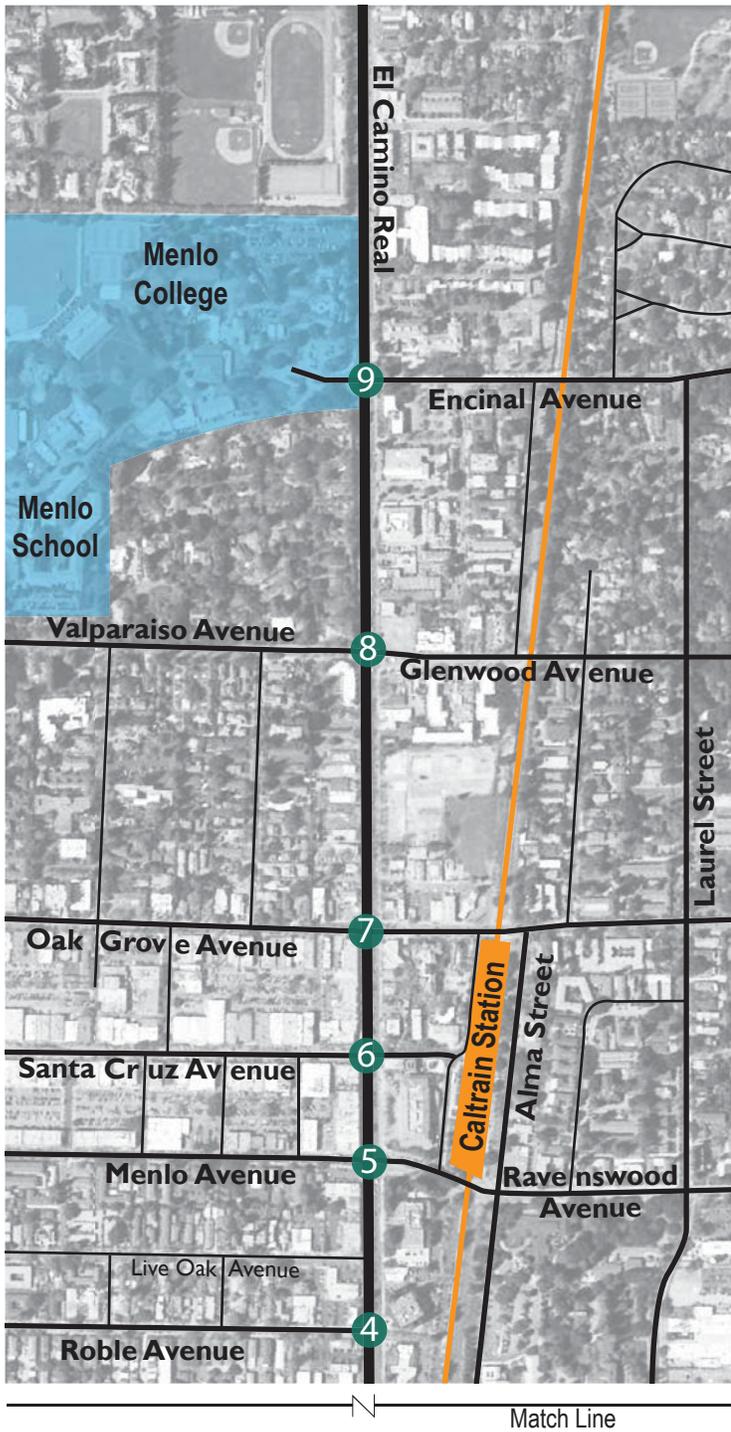
The majority of survey respondents live in Menlo Park, with the largest portion of respondents (47 percent) living in Menlo Park within a half-mile of the Corridor. The next-largest portion of respondents (32 percent) lives in Menlo Park, but farther than a half-mile from the Corridor. For participants living outside of Menlo Park, more live within a half-mile of the Corridor (13 percent) than beyond (8 percent).



**Table 1: Where Respondents Live**

<i>Location</i>	<i>Number of Respondents</i>	<i>Percent of Total</i>
In Menlo Park, within 1/2 mile of the Corridor	147	47%
In Menlo Park, farther than 1/2 mile of the Corridor	102	32%
Outside of Menlo Park, within 1/2 mile of the Corridor	41	13%
Outside of Menlo Park, farther than 1/2 mile of the Corridor	26	8%
Total	316	100%

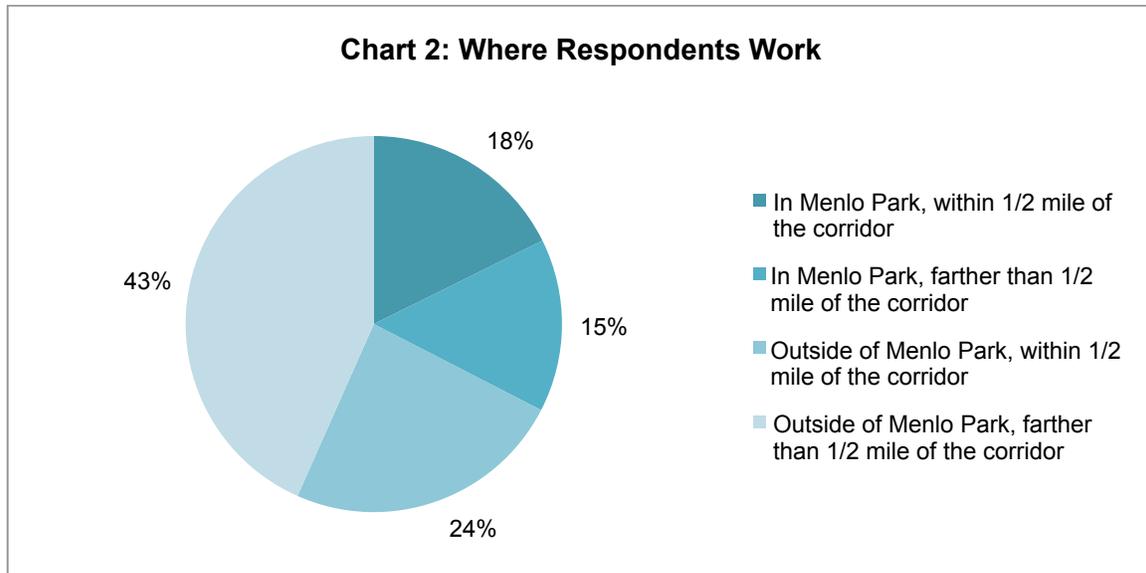
**Figure I: Study Area**



LEGEND	
<span style="color: green;">●</span>	Study Intersection

Conversely, the majority of survey respondents work outside of Menlo Park, with the largest portion (43 percent) working outside of the city and farther than a half-mile from the Corridor. Those working outside of Menlo Park but within a half-mile of the Corridor constitute the second-largest portion, at 32 percent.

For those working in Menlo Park, the majority live in the same location category as their workplaces.



**Table 2: Where Respondents Work**

<i>Location</i>	<i>Number of Respondents</i>	<i>Percent of Total</i>
In Menlo Park, within 1/2 mile of the Corridor	56	18%
In Menlo Park, farther than 1/2 mile of the Corridor	47	15%
Outside of Menlo Park, within 1/2 mile of the Corridor	76	24%
Outside of Menlo Park, farther than 1/2 mile of the Corridor	137	43%
Total	316	100%

**REASONS TO TRAVEL ON EL CAMINO REAL**

Question 9 asked participants why they typically travel on El Camino Real. The question offered five general categories of activities—travel for shopping, patronizing local businesses, travel to and/or from work, travel to and/or from school, and for physical activity—as well as an “other” response that allowed for an open-ended answer. Respondents were asked to check all that applied, and many selected more than one response.

As shown in Chart 3 and Table 3 below, the most common reason that respondents visit El Camino Real is to travel for shopping, at 75 percent of respondents. Sixty-nine percent of

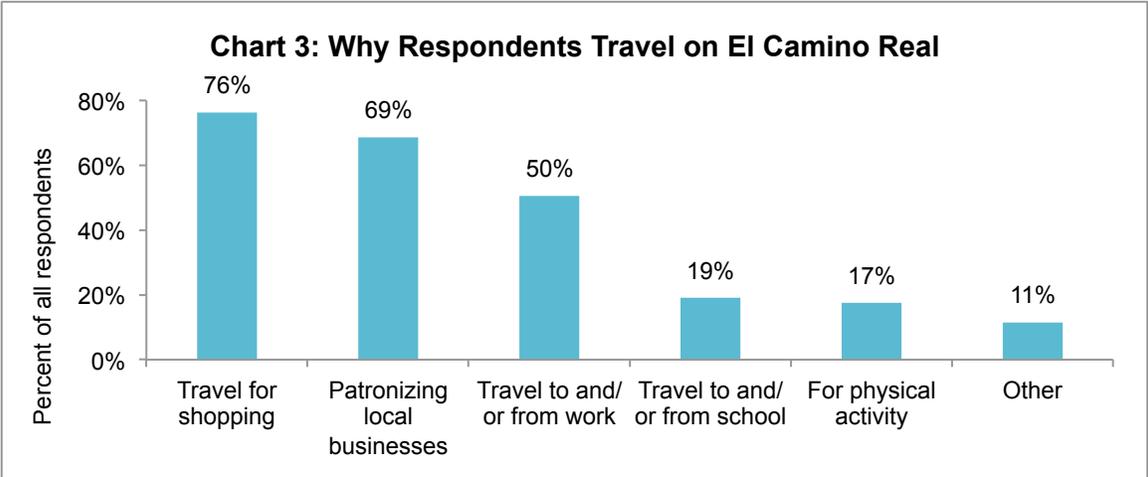
respondents travel to patronize local business, and 50 percent travel for work. Smaller percentages use it to travel for school (19 percent) and for physical activity (17 percent).

Within each category, the largest share of respondents tended to live in Menlo Park, primarily within half a mile of the El Camino Real Corridor. For those who travel for shopping, local businesses, work, or school, 45 to 50 percent of respondents live in Menlo Park within a half-mile of the Corridor, while another 25 to 40 percent live in Menlo Park farther than a half-mile from the Corridor. The smallest percentages of respondents for each response category live outside of Menlo Park farther than half a mile from the Corridor. Among those who use El Camino Real for physical activity, over 90 percent live in Menlo Park.

The “other” responses tended to fall into one of six general categories of responses:

- 1. To connect to other cities in the region
- 2. To access the library and recreation center
- 3. For events and children’s activities
- 4. To cross from east to west
- 5. To visit friends and family
- 6. To access services

A full list of the open-ended responses can be viewed in Appendix C.



**Table 3: Why Respondents Travel on El Camino Real**

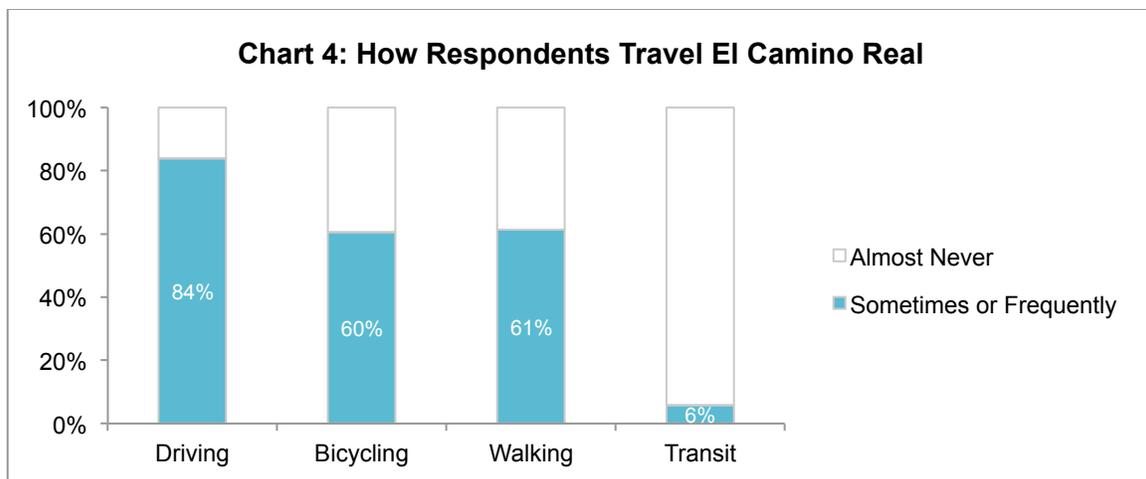
<i>Reason</i>	<i>Number of Respondents</i>	<i>Percent of Total</i>
Travel for shopping	240	76%
Patronizing local businesses	216	69%
Travel to and/or from work	159	50%
Travel to and/or from school	60	19%
For physical activity	55	17%
Other	36	11%
Total	315	

**TRANSPORTATION MODES**

Questions 3 through 8 asked respondents about their use of various modes of travel on El Camino Real. Questions 3 through 6 focused on the frequencies with which participants drive a vehicle, ride a bike, use local bus transit, or walk along El Camino Real.

The majority of respondents use multiple forms of transportation to access El Camino Real. In fact, only 22 percent of respondents exclusively drive along El Camino Real, only 5 percent exclusively bicycle there, and less than 1 percent exclusively walks (only one respondent). No respondents use bus transit as their only form of transportation along El Camino Real.

Chart 4 and Table 4 describe the percentage of respondents who use each of the four modes at least sometimes compared to those who stated that they “almost never” use each mode. As each respondent may select multiple modes, each column shows a percentage of the total number of respondents. The transportation mode used by the largest share of survey respondents was driving, with 84 percent of respondents driving El Camino Real at least a few times a week. Walking and bicycling each have similar shares of respondents, with 61 percent of respondents walking and 60 percent bicycling at least sometimes on weekends. Comparatively few respondents, only 6 percent, use bus transit service along El Camino Real.



**Table 4: How Respondents Travel El Camino Real**

<i>Transportation Method</i>	<i>Number of Respondents</i>	<i>Percent of Total</i>
Driving	265	84%
Bicycling	191	60%
Walking	194	61%
Transit	18	6%
Total Respondents	316	

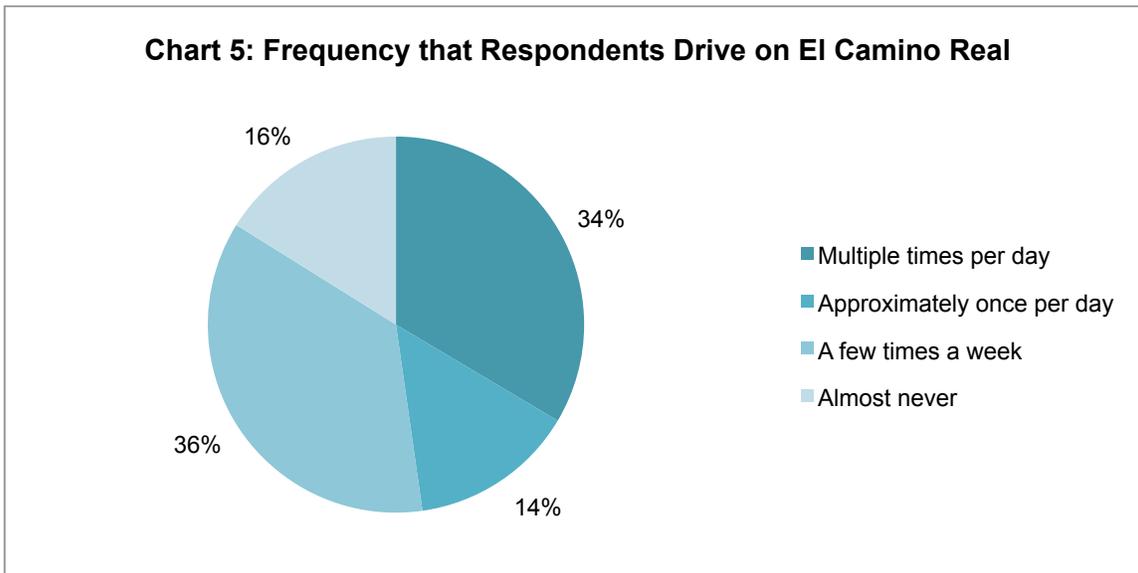
### **Driving**

Driving was the most common form of transportation among survey respondents, with 84 percent driving El Camino Real at least a few times a week. Most respondents who drive on El Camino Real drive on a daily basis, with nearly 50 percent of respondents driving on the Corridor at least once a day. Chart 5 and Table 5 describe the frequency with which respondents drive El Camino Real.

Those driving most frequently tend to live in Menlo Park and work outside of Menlo Park. Following the overall trend for reasons respondents visit El Camino Real, those driving at the highest frequencies tend to be visiting for shopping, to patronize local businesses, and to commute to work. Those driving a few times a week are more likely traveling to shop (75 percent) and patronize local businesses (68 percent) and commute (39 percent), than to travel for school or physical activity, though the percentage of commuters is still much lower than among those driving multiple times a day. If a respondent drives and travels El Camino Real for work, he or she is more likely to be driving multiple times a day.

A majority of the respondents who drive along El Camino Real travel the Corridor using other forms of transportation in addition to driving, mainly bicycling and walking. For instance, 55 percent of drivers also bike, 62 percent also walk, and 4 percent also use bus transit. Over a quarter of drivers at all frequencies walk along or across El Camino Real at least a few times a week.

Of those 16 percent of respondents who almost never drive El Camino Real, most use an alternative form of transportation to access the Corridor, with bicycle being the most common form. Ninety percent of those not driving ride a bicycle on El Camino Real at least sometimes, with 82 percent of those not driving bicycling several times a week or daily. Sixty-one percent of those not driving walk along El Camino Real; 29 percent of those not driving walk several times a week or daily. Fourteen percent of those not driving use bus transit along the Corridor; only six out of seven respondents use transit several times a week, and one uses transit mostly on weekends.



**Table 5: Frequency that Respondents Drive on El Camino Real**

<i>Frequency</i>	<i>Number of Respondents</i>	<i>Percent of Total</i>
Multiple times per day	106	34%
Approximately once per day	45	14%
A few times a week	114	36%
Almost never	51	16%
Total	316	100%

### **Walking**

Walking was the second-most common form of transportation among respondents, with 61 percent walking along or across the Corridor at least sometimes. Among those who walk, more tend to do so on weekends (26 percent of respondents) or several times per week (25 percent of respondents), while a smaller portion walks on a daily basis (10 percent). Chart 6 and Table 6 describe the frequency that respondents walk along or across El Camino Real.

Respondents who walk along El Camino Real are more likely to live in Menlo Park within a half mile of the Corridor (84 percent of those walking live in this area), and are far less likely to live outside of Menlo Park farther than half a mile from the Corridor. There is no significant pattern that describes where they tend to work.

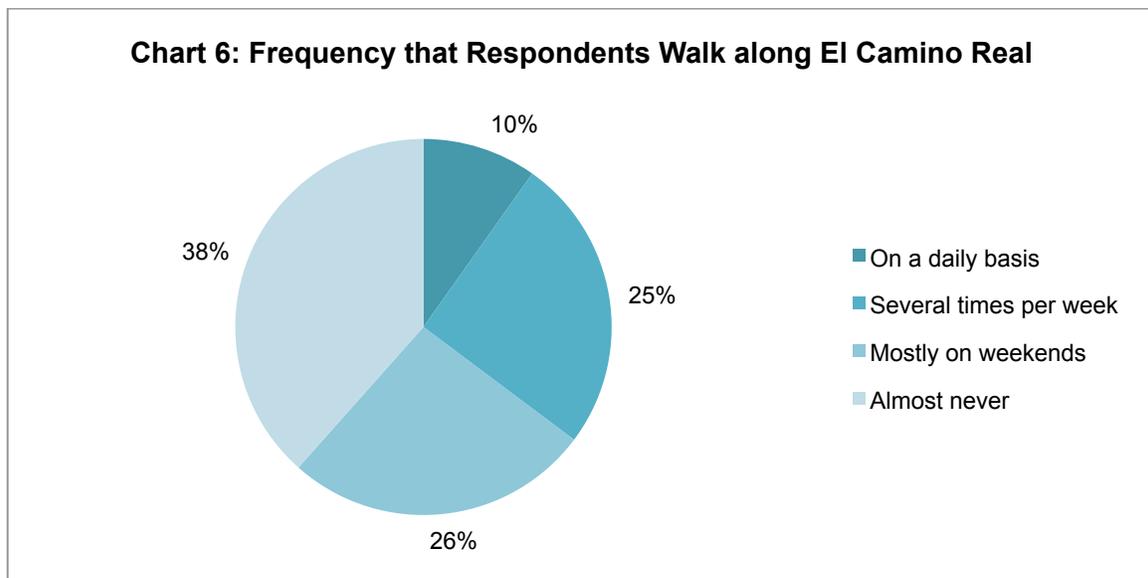
Reasons that those who walk along El Camino Real have for traveling the Corridor follow the overall trend, with most traveling for shopping and patronizing local businesses, followed, to a lesser degree, by travel to and from work. There is a difference, however, among those who walk El Camino Real on a daily basis, for which 55 percent of respondents who walk the Corridor

selected physical activity as a reason that they travel there (a higher percentage than among respondents in general).

Most of the 38 percent of respondents who almost never walk El Camino Real access the Corridor using a vehicle or a bicycle, while few use bus transit. Eighty-three percent of those who do not walk the Corridor tend to drive. Forty percent tend to use bicycle, with most cycling several times per week or daily. Only 2 percent said that they use bus transit on El Camino Real.

Most of the respondents who do walk along El Camino Real also travel the Corridor using other transportation modes, generally driving or bicycling. Eighty-four percent also drive, while 73 percent also bike.

Survey participants were also asked if they had children who have to cross El Camino Real to get to school, to which 19 percent of respondents said yes. Thirty-seven percent of these respondents also walk at least several times per week, 27 percent walk mostly on weekends, and 37 percent almost never walk.



**Table 6: Frequency that Respondents Walk along El Camino Real**

<i>Frequency</i>	<i>Number of Respondents</i>	<i>Percent of Total</i>
On a daily basis	31	10%
Several times per week	80	25%
Mostly on weekends	83	26%
Almost never	121	38%
<b>Total</b>	<b>315</b>	<b>100%</b>

## Bicycling

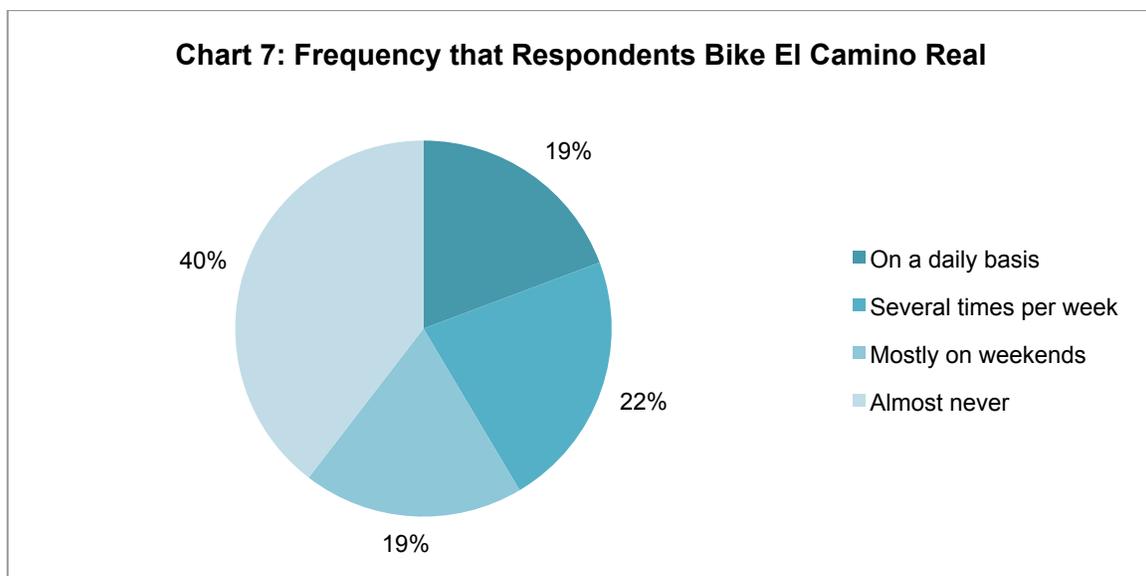
Bicycling was the third-most common form of transportation among respondents, with just three respondents fewer than walking. Sixty percent of respondents bike along El Camino Real at least sometimes. Most respondents who bike do so on a weekly basis, with 22 percent of respondents biking several times a week and another 19 percent biking on a daily basis. Chart 7 and Table 7 describe the frequency with which respondents bicycle along El Camino Real.

Those cycling most frequently are more likely to live in Menlo Park and work outside of Menlo Park, though those cycling on a daily basis are also generally more likely to live and work within half a mile of the Corridor.

Reasons that bicyclists on El Camino Real may visit the Corridor are similar to the overall trend, with the exception of those cycling daily – for those cycling at this frequency, the most common reason to travel El Camino Real is travel to and from work (74 percent), just barely more common than travel for shopping (72 percent). At least half of those cycling several times a week or mostly on weekends travel for work. If a respondent bikes and travels El Camino Real for work, he or she is more likely to be cycling on a daily basis.

Of those 40 percent of respondents who almost never cycle along El Camino Real, most drive to access the Corridor.

A majority of the respondents who bike along El Camino Real travel the Corridor using other forms of transportation in addition to biking, mainly driving and walking. There is nearly the same number of those driving (76 percent of bicyclists) as those walking (74 percent of bicyclists). Generally, cycling and driving frequencies appear inversely related, with those driving more often cycling less often and vice versa.



**Table 7: Frequency that Respondents Bike El Camino Real**

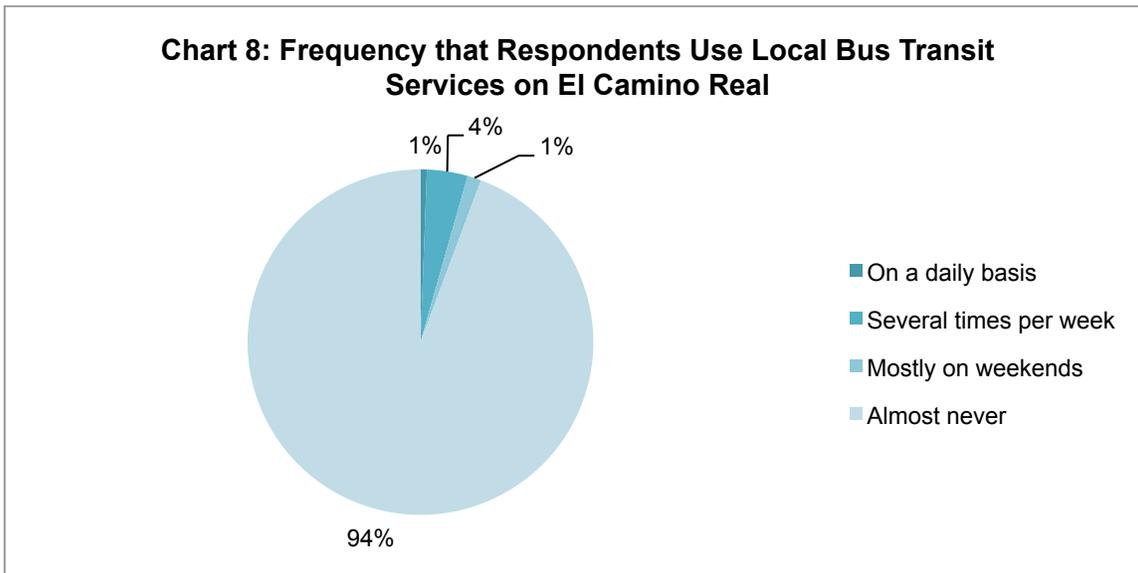
<i>Frequency</i>	<i>Number of Respondents</i>	<i>Percent of Total</i>
On a daily basis	61	19%
Several times per week	70	22%
Mostly on weekends	60	19%
Almost never	125	40%
Total	316	100%

### **Transit**

Local bus transit was the least common form of transportation used among respondents, with only 6 percent of respondents using the bus at least sometimes. Most transit users responding to the survey ride at a frequency of several times a week (4 percent of respondents) with smaller numbers riding mostly on weekends (1 percent of respondents) and on a daily basis (1 percent of respondents). Chart 8 and Table 8 describe the frequency with which respondents use transit along El Camino Real. The sample size for this transportation mode was very small and may not be indicative of the habits of all users of transit along El Camino Real in Menlo Park.

Those respondents using transit along El Camino Real live and work in all four location categories. Reasons for traveling El Camino Real differ by frequency of transit usage. Both daily riders travel the Corridor for work, school, and local businesses. Those riding several times per week followed nearly the same distribution as survey respondents overall, with the highest share (92 percent of transit users) traveling for shopping, followed by patronizing local businesses (75 percent of transit users) and traveling to and from work (58 percent of transit users). For the four respondents using transit mostly on weekends, all travel the Corridor for work, three for shopping and local businesses, and one for school. For those who do use transit on El Camino Real, most also bike, walk, and drive.

Of the 94 percent of respondents who almost never use local bus transit along El Camino Real, most drive along the Corridor, though a majority also bicycles and walks. Respondents in this transportation category differ from the others in that driving is not the most common form of transportation used in addition to transit. The most common is biking, as 89 percent of transit users also bike the Corridor, while 83 percent of transit users also walk there. Sixty-one percent of transit users also drive, the lowest percentage of drivers among the bicycling, walking, and transit using categories.

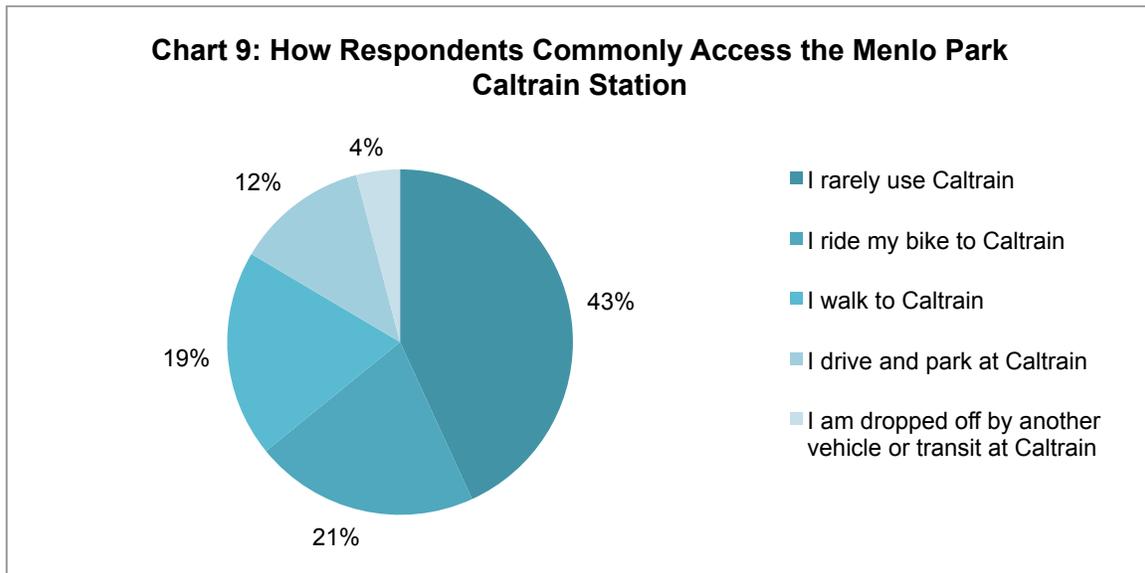


**Table 8: Frequency that Respondents Use Local Bus Transit Services on El Camino Real**

<i>Frequency</i>	<i>Number of Respondents</i>	<i>Percent of Total</i>
On a daily basis	2	1%
Several times per week	12	4%
Mostly on weekends	4	1%
Almost never	298	94%
<b>Total</b>	<b>316</b>	<b>100%</b>

**Caltrain**

Question 8 asked participants how they commonly travel to the Menlo Park Caltrain station, which can be accessed from El Camino Real via Oak Grove Avenue and Santa Cruz Avenue. Most respondents (57 percent) use the station in some capacity. Of those who use the Caltrain station, the most common transportation method used to access Caltrain is bicycle, which accounts for 37 percent. The second-most common mode of transportation to the station is walking, at 34 percent of station users. Twenty-two percent of station users (12 percent of respondents) drive to Caltrain and park there. Only 7 percent of station users (4 percent of respondents) said that they commonly are dropped off at the station by another vehicle or transit. Chart 9 and Table 9 describe how respondents commonly access the Menlo Park Caltrain station.



**Table 9: How Respondents Commonly Access the Menlo Park Caltrain Station**

<i>Transportation Method</i>	<i>Number of Respondents</i>	<i>Percent of Total</i>
I rarely use Caltrain	136	43%
I ride my bike to Caltrain	66	21%
I walk to Caltrain	61	19%
I drive and park at Caltrain	39	12%
I am dropped off by another vehicle or transit at Caltrain	13	4%
<b>Total</b>	<b>315</b>	<b>100%</b>

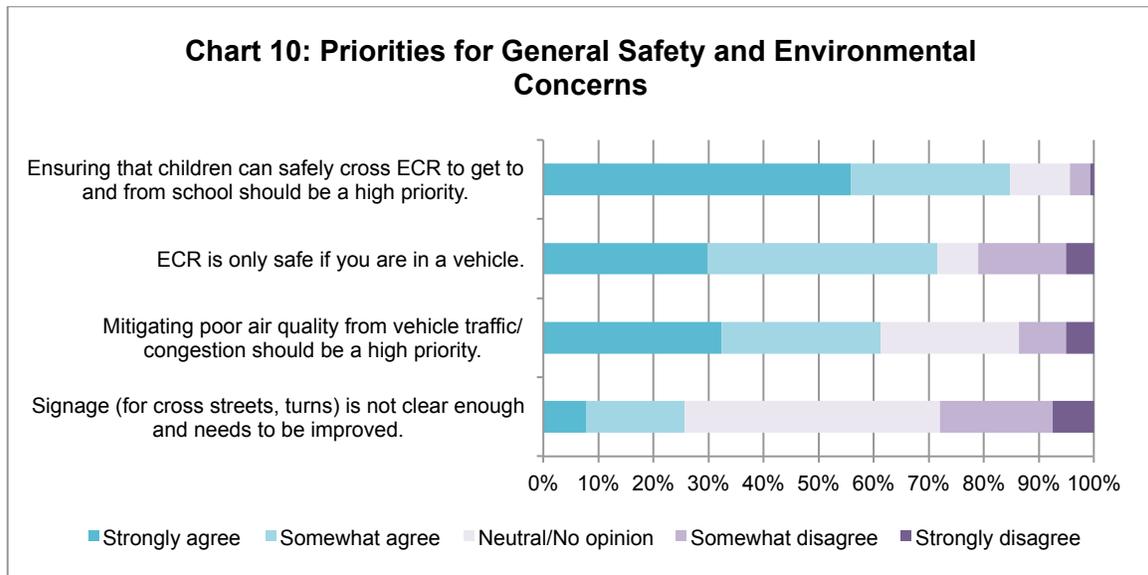
## OPINIONS AND CONCERNS

Questions 11 through 14 asked participants to indicate their opinions on a series of statements on safety, the environment, and the walking, transit, vehicle traffic, bicycle, and parking environments on El Camino Real. The statements included in the survey were originally made by community members at the community workshop on April 30, 2014.

### Safety and Environmental

These statements gauged respondents’ opinions on general safety, children’s safety, air quality, and signage. Chart 10 and Table 10 describe respondents’ agreement with these statements. Responses showed agreement that safety on El Camino Real could be improved. A large majority of respondents agreed that children’s safety when crossing the Corridor for school should be a high priority for the community, and only a very small portion of respondents disagreed. Though a very high percentage of respondents with children who cross El Camino Real strongly agreed (70 percent) or agreed (17 percent) with this statement, the majority of respondents without children who cross the Corridor also strongly agreed (47 percent) or agreed (29 percent).

A majority of respondents also agreed that the Corridor is only safe for vehicles regardless of which transportation modes they tend to use. Air quality was also a concern, with a majority of respondents agreeing that it should be a high priority to mitigate poor air quality resulting from traffic congestion. Regarding the clarity of signage for cross streets and turns, respondents tended to be neutral or split evenly between agreement and disagreement.

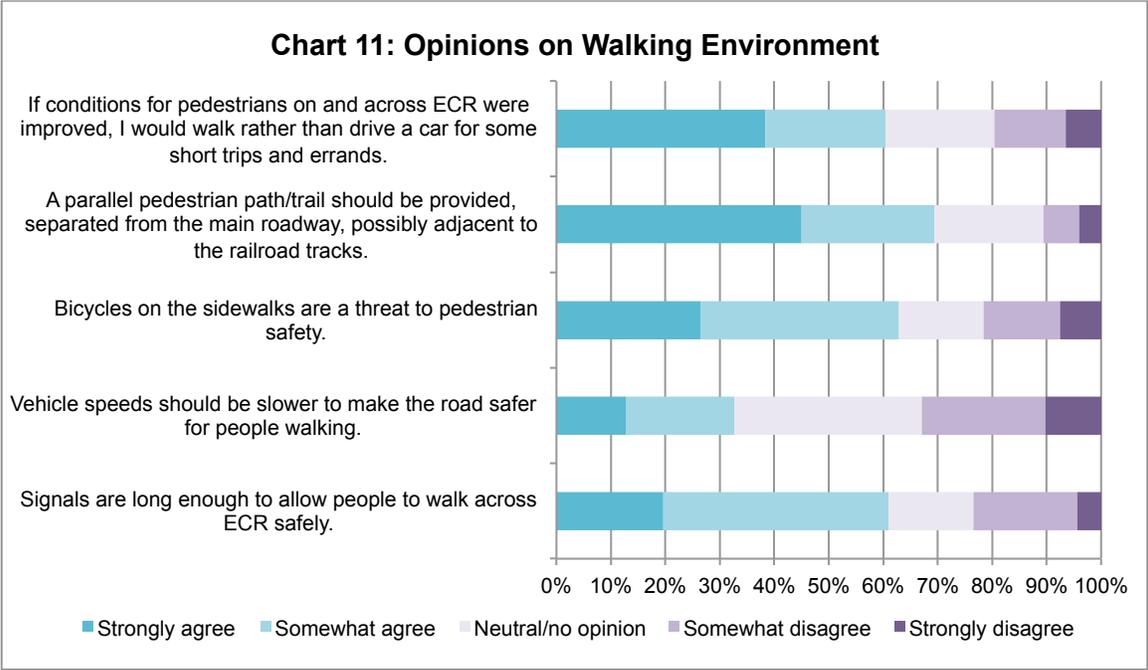


**Table 10: Priorities for General Safety and Environmental Concerns**

	<i>Strongly agree</i>	<i>Somewhat agree</i>	<i>Neutral/No opinion</i>	<i>Somewhat disagree</i>	<i>Strongly disagree</i>	<i>Response Count</i>
Ensuring that children can safely cross ECR to get to and from school should be a high priority.	56%	29%	11%	4%	1%	294
ECR is only safe if you are in a vehicle.	30%	42%	7%	16%	5%	295
Mitigating poor air quality from vehicle traffic/congestion should be a high priority.	32%	29%	25%	8%	5%	294
Signage (for cross streets, turns) is not clear enough and needs to be improved.	8%	18%	46%	20%	7%	293

### Walking Environment

The statements in Question 12 focused on pedestrian facilities and safety, and addressed concerns about paths, bicycles on the sidewalk, vehicle speeds, and crossing signals. Chart 11 and Table 11 describe respondents' levels of agreement with these statements. Despite the responses to Question 11, in which the majority of respondents believed that the Corridor was only safe if you were in a vehicle and that ensuring safe crossing for school children should be a high priority, most respondents agreed that signal lengths are currently appropriate for pedestrian safety. Similarly, nearly equal numbers of respondents agreed, disagreed, or were neutral to the idea that vehicle speeds should be slowed to improve pedestrian safety. There was not a strong difference in responses between participants who walk and respondents who drive. There was, however, also a sense that bicycles on the sidewalk pose a danger to pedestrians, as more than 60 percent agreed and just over 20 percent disagreed. A majority (nearly 70 percent) of respondents also agreed that there should be a parallel separated pedestrian path; less than 10 percent disagreed. Both cyclists and pedestrians tended to agree with this statement. Most respondents claimed that they would walk rather than drive for short trips if pedestrian conditions improved on El Camino Real. Agreement was strongest among those living in Menlo Park near the Corridor, those working within half a mile of the Corridor, those frequently bicycling, and those already walking.

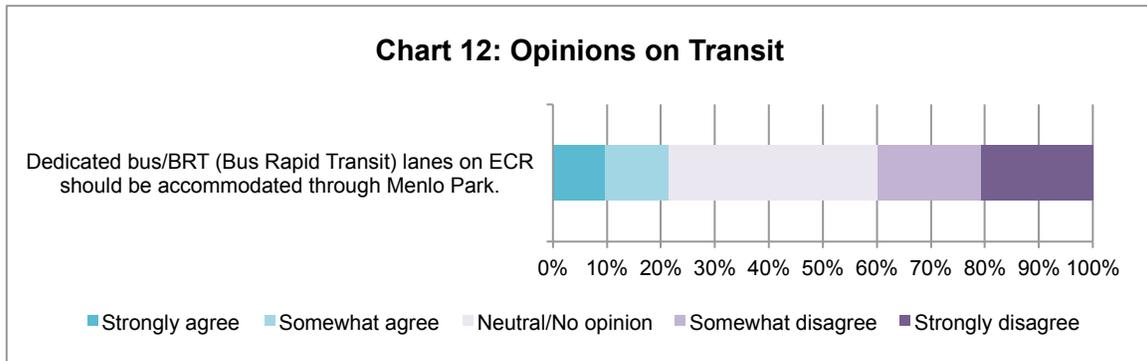


**Table 11: Opinions on Walking Environment**

	<i>Strongly agree</i>	<i>Somewhat agree</i>	<i>Neutral/ No opinion</i>	<i>Somewhat disagree</i>	<i>Strongly disagree</i>	<i>Response Count</i>
If conditions for pedestrians on and across ECR were improved, I would walk rather than drive a car for some short trips and errands.	38%	22%	20%	13%	7%	290
A parallel pedestrian path/trail should be provided, separated from the main roadway, possibly adjacent to the railroad tracks.	45%	24%	20%	7%	4%	291
Bicycles on the sidewalks are a threat to pedestrian safety.	27%	37%	16%	14%	8%	291
Vehicle speeds should be slower to make the road safer for people walking.	13%	20%	34%	23%	10%	291
Signals are long enough to allow people to walk across ECR safely.	20%	41%	16%	19%	4%	290

**Transit**

This statement evaluated participants’ interest in a dedicated bus or bus rapid transit (BRT) lane. Chart 12 and Table 12 describe respondents’ levels of agreement with this statement. Most respondents disagreed that there should be BRT along El Camino Real through Menlo Park (40 percent) and nearly the same amount were neutral or had no opinion. Those more likely to agree with the statement tended to live outside of Menlo Park, almost never drive, or frequently walk or bike.



**Table 12: Opinions on Transit**

	<i>Strongly agree</i>	<i>Somewhat agree</i>	<i>Neutral/No opinion</i>	<i>Somewhat disagree</i>	<i>Strongly disagree</i>	<i>Response Count</i>
Dedicated bus/BRT (Bus Rapid Transit) lanes on ECR should be accommodated through Menlo Park.	10%	12%	39%	19%	21%	289

**Vehicle Traffic Environment**

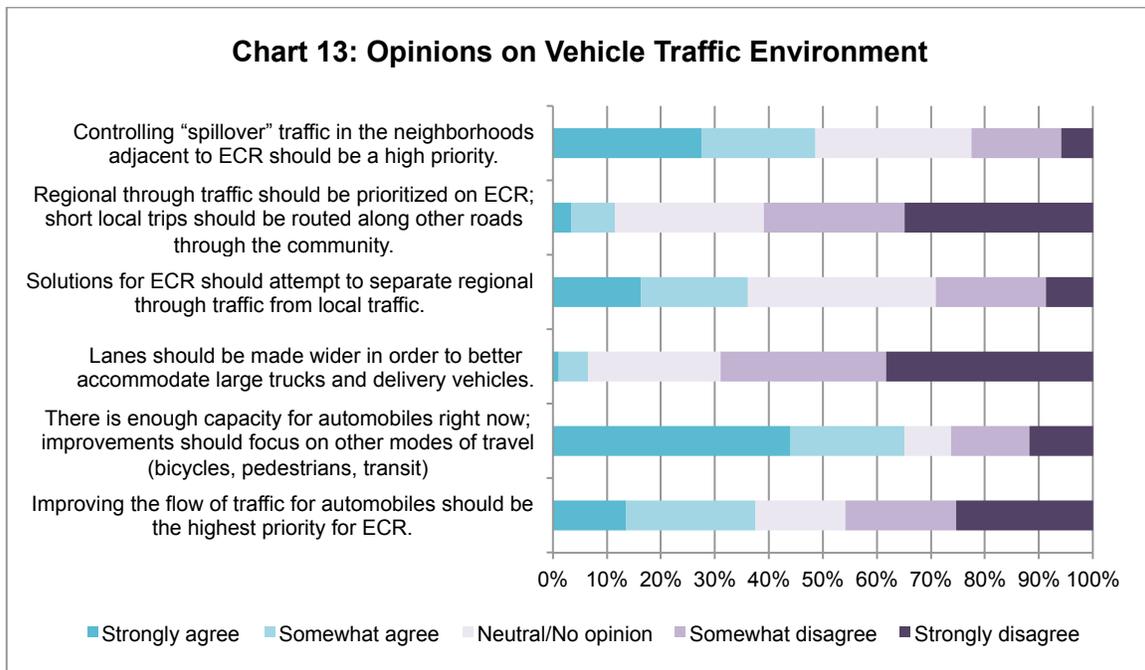
These statements represented opinions on priorities and actions to be taken regarding vehicle traffic conditions on El Camino Real. Chart 13 and Table 13 describe respondents’ levels of agreement with these statements. Most (more than 60 percent) of respondents agreed that there is already adequate capacity for automobiles, and that improvements should prioritize alternative transportation modes. Respondents who said that they drive on El Camino Real were more likely to agree with this statement, even among the most frequent drivers. Respondents who frequently bicycle were particularly likely to support this statement, with 80 percent of daily riders in strong support. Pedestrians also tended to be in strong support.

Along the same lines, respondents were more likely to disagree than agree with the statement that improving automobile traffic flow should be the highest priority for the Corridor. Those who drive on El Camino Real were more likely than the other demographics to agree with this statement, with over 50 percent of those driving multiple times a day, and 60 percent of those driving once per day agreeing that improving traffic flow should be the highest priority.

Responses generally revealed preferences for statements that prioritized convenience for locals. Respondents were far more likely to:

- Agree than disagree that controlling spillover traffic in neighborhoods adjacent to the Corridor should be a priority;
- Very strongly disagree with the prioritization of regional through-traffic; and
- Strongly disagree that lanes should be widened to accommodate large trucks and delivery vehicles.

There was a relatively balanced response to the statement that regional through-traffic and local traffic should be separated—though respondents were most likely to agree, nearly the same number of respondents were neutral, and only slightly fewer disagreed.



**Table 13: Opinions on Vehicle Traffic Environment**

	<i>Strongly agree</i>	<i>Somewhat agree</i>	<i>Neutral/ No opinion</i>	<i>Somewhat disagree</i>	<i>Strongly disagree</i>	<i>Response Count</i>
Controlling “spillover” traffic in the neighborhoods adjacent to ECR should be a high priority.	27%	21%	29%	17%	6%	288
Regional through traffic should be prioritized on ECR; short local trips should be routed along other roads through the community.	3%	8%	28%	26%	35%	289
Solutions for ECR should attempt to separate regional through traffic from local traffic.	16%	20%	35%	20%	9%	288
Lanes should be made wider in order to better accommodate large trucks and delivery vehicles.	1%	6%	25%	31%	39%	290
There is enough capacity for automobiles right now; improvements should focus on other modes of travel (bicycles, pedestrians, transit)	44%	21%	9%	15%	12%	289
Improving the flow of traffic for automobiles should be the highest priority for ECR.	14%	24%	17%	20%	25%	288

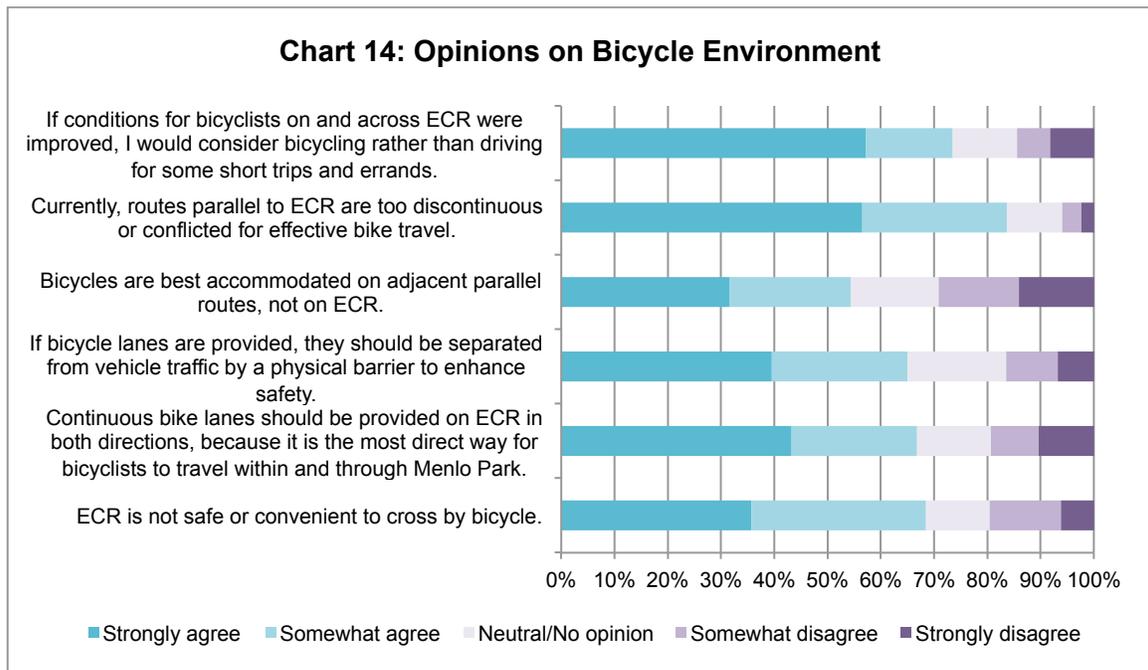
### **Bicycle Environment**

Question 15 included statements about bicycle safety and potential bicycle improvements, and parallel routes. Two statements gauged opinions on the best place to accommodate bicycle traffic—one stated that there should be continuous bike lanes along El Camino Real, and another stated that bicycles are best accommodated on parallel routes. Chart 14 and Table 14 describe respondents’ levels of agreement with these statements.

A majority of respondents agreed with both statements, though 11 percent more agreed that there should be bike lanes, and more respondents tended to disagree that bicycles were best accommodated on parallel routes. Preferences tended to differ based on whether the respondent was a daily or frequent cyclist, versus primarily a driver: frequent cyclists were generally more likely to favor bike lanes, with daily cyclists 61 percent more likely to strongly agree with bike

lanes than with parallel routes. On the other hand, frequent drivers were more likely to prefer parallel routes than bike lanes. Respondents indicated that existing parallel routes are not currently effective for bicycle travel, with over 80 percent agreeing that they are too discontinuous or conflicted. Regarding potential bike lanes, most respondents agreed that they should be physically separated from vehicle traffic. A large majority of cyclists agreed with this statement, as did a majority of drivers.

Respondents also largely agreed that the Corridor is not currently safe or convenient for crossing by bicycle. Over 70 percent of respondents agreed that they would consider bicycling rather than driving for short trips if bicycle conditions on El Camino Real were improved. This includes the majority of frequent drivers, frequent and weekend cyclists, and all but two transit-riding respondents.

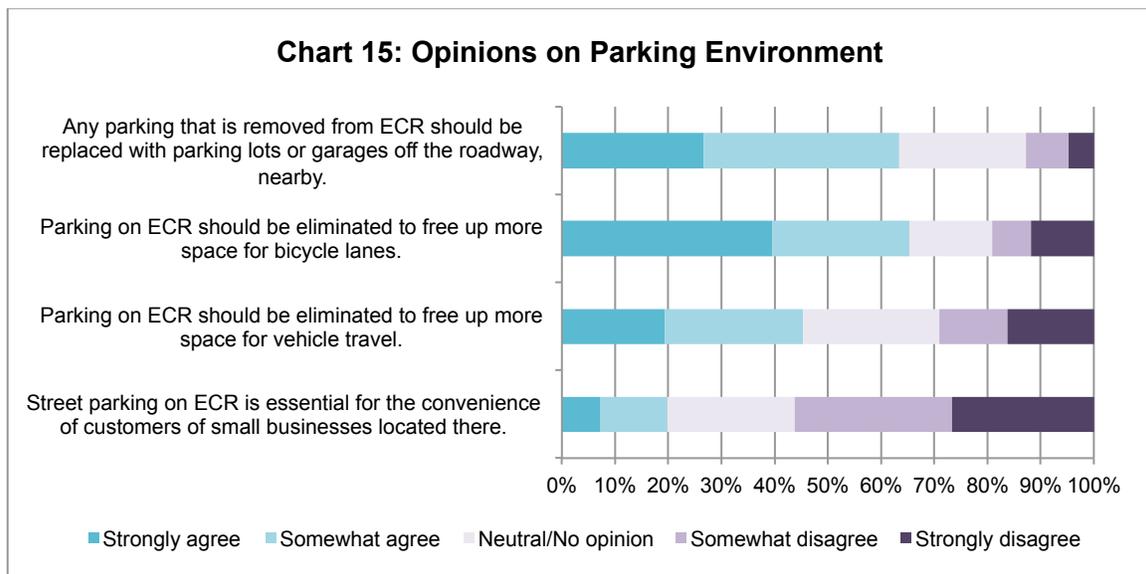


**Table 14: Opinions on Bicycle Environment**

	<i>Strongly agree</i>	<i>Somewhat agree</i>	<i>Neutral/ No opinion</i>	<i>Somewhat disagree</i>	<i>Strongly disagree</i>	<i>Response Count</i>
If conditions for bicyclists on and across ECR were improved, I would consider bicycling rather than driving for some short trips and errands.	57%	16%	12%	6%	8%	290
Currently, routes parallel to ECR are too discontinuous or conflicted for effective bike travel.	56%	27%	10%	3%	2%	287
Bicycles are best accommodated on adjacent parallel routes, not on ECR.	32%	23%	16%	15%	14%	291
If bicycle lanes are provided, they should be separated from vehicle traffic by a physical barrier to enhance safety.	40%	25%	19%	10%	7%	291
Continuous bike lanes should be provided on ECR in both directions, because it is the most direct way for bicyclists to travel within and through Menlo Park.	43%	23%	14%	9%	10%	289
ECR is not safe or convenient to cross by bicycle.	36%	33%	12%	13%	6%	291

### Parking Environment

These statements gauged participants’ opinions on parking along El Camino Real. Chart 15 and Table 15 describe respondents’ agreement with these statements. Respondents were more likely to agree with statements that the space currently occupied by on-street parking could be used more effectively for purposes other than parking. Respondents were more likely to strongly disagree than agree with the statement that on-street parking on El Camino Real is essential for customers of small businesses there. If parking were to be replaced by another use, bicycle lanes were the alternative use with the highest and strongest levels of agreement, with nearly 70 percent in agreement. There was less agreement with converting parking to space for vehicle travel (at 45 percent, less than a majority); however, respondents were still more likely to agree with converting parking to space for vehicles than they were to agree that street parking is essential on El Camino Real. Regardless of the reason for parking removal, a majority of respondents agreed that any parking removed from El Camino Real should be replaced as off-street parking located nearby.



**Table 15: Opinions on Parking Environment**

	<i>Strongly agree</i>	<i>Somewhat agree</i>	<i>Neutral/ No opinion</i>	<i>Somewhat disagree</i>	<i>Strongly disagree</i>	<i>Response Count</i>
Any parking that is removed from ECR should be replaced with parking lots or garages off the roadway, nearby.	27%	37%	24%	8%	5%	289
Parking on ECR should be eliminated to free up more space for bicycle lanes.	40%	26%	16%	7%	12%	288
Parking on ECR should be eliminated to free up more space for vehicle travel.	19%	26%	26%	13%	16%	289
Street parking on ECR is essential for the convenience of customers of small businesses located there.	7%	13%	24%	30%	27%	288

## POTENTIAL CHANGES ON EL CAMINO REAL

Question 10 offered 17 ideas for potential improvements along El Camino Real, and asked participants to rate each on a scale from least desirable (with a score of 1) to most desirable (with a score of 5). Chart 16 and Table 16 describe the responses for each item; the table also includes an average rating score for each item.

The idea rated as most desirable based on its average score is “Enhanced pedestrian safety and crossings on El Camino Real.” Over 80 percent of respondents considered this option desirable, with 57 percent considering it most desirable (more than a majority, and more than was received by any other item). It also received the least amount of undesirable or least desirable responses.

Other items that received a majority of desirable responses were:

- Inclusion of bike lanes on El Camino Real, which also received more than a majority of most desirable responses and also the fewest neutral responses
- More bike parking close to downtown
- More landscaping along El Camino Real (providing buffers between pedestrians or bicyclists and vehicles)
- Timing traffic signals to favor continuous north-south flow on El Camino Real
- Reduction in delay at signalized intersections on El Camino Real
- Wider sidewalks on El Camino Real
- Increased vehicle safety on El Camino Real

These included all of these bicycle- and pedestrian-related improvements, two improvements to signalization, and an improvement related to vehicle safety.

The least-desirable improvement, based on average score, was “More convenient on-street parking on El Camino Real.” Over 60 percent of respondents considered this an undesirable improvement, with over 40 percent considering it least desirable. Only eight percent responded that it would be a desirable improvement.

Other items where there were more undesirable responses than desirable responses were:

- Additional through lanes on El Camino Real
- Lower travel speeds on El Camino Real
- Higher travel speeds on El Camino Real
- More convenient on-street parking on El Camino Real

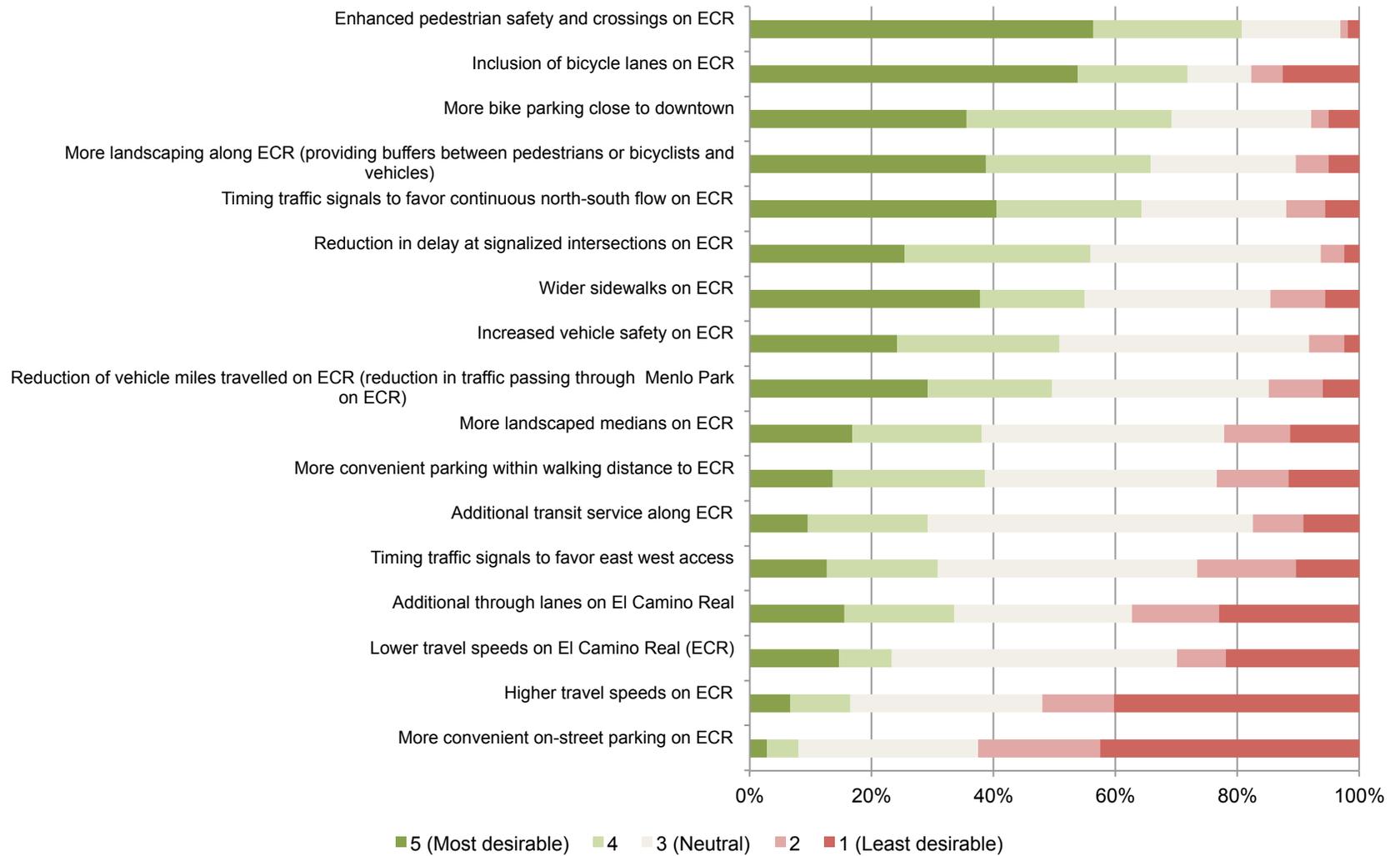
These were mainly vehicle-related improvements that altered travel speeds or that would increase the number of through-lanes or on-street parking spaces on El Camino Real.

There were also three improvements that received more neutral responses than either desirable or undesirable responses, though each of these items was still considered more desirable than undesirable:

- More landscaped medians on ECR
- Additional transit service along ECR
- Timing traffic signals to favor east-west access

Responses to this question generally corresponded to the opinions expressed in responses to questions 11 through 16. For example, the desirability of pedestrian and bicycle improvements reflects respondents’ tendency to agree with statements promoting pedestrian and cyclist safety. Likewise, the relative unpopularity of additional through-lanes and on-street parking reflects respondents’ opinions that there is adequate vehicle capacity on El Camino Real, and that on-street parking along the Corridor is nonessential and could be eliminated.

**Chart 16: Preferences for Potential Changes on El Camino Real**



**Table 16: Preferences for Potential Changes on El Camino Real**

<i>Potential Improvement</i>	<i>Rating Average</i>	<i>Percent of Total</i>					<i>Number of Respondents</i>
		<i>1 Least Desirable</i>	<i>2</i>	<i>3 Neutral</i>	<i>4</i>	<i>5 Most Desirable</i>	
Enhanced pedestrian safety and crossings on ECR	4.32	2%	1%	16%	24%	57%	316
Inclusion of bicycle lanes on ECR	3.95	13%	5%	10%	18%	54%	316
More bike parking close to downtown	3.92	5%	3%	23%	34%	36%	315
More landscaping along ECR (providing buffers between pedestrians or bicyclists and vehicles)	3.89	5%	5%	24%	27%	39%	315
Timing traffic signals to favor continuous north-south flow on ECR	3.87	6%	6%	24%	24%	41%	316
Reduction in delay at signalized intersections on ECR	3.72	3%	4%	38%	30%	25%	315
Wider sidewalks on ECR	3.72	6%	9%	30%	17%	38%	315
Increased vehicle safety on ECR	3.64	3%	6%	41%	27%	24%	315
Reduction of vehicle miles travelled on ECR (reduction in traffic passing through Menlo Park on ECR)	3.58	6%	9%	36%	20%	29%	315
More landscaped medians on ECR	3.21	11%	11%	40%	21%	17%	315
More convenient parking within walking distance to ECR	3.17	12%	12%	38%	25%	14%	316
Additional transit service along ECR	3.12	9%	8%	53%	20%	10%	315
Timing traffic signals to favor east west access	3.06	10%	16%	43%	18%	13%	315
Additional through lanes on El Camino Real	2.89	23%	14%	29%	18%	16%	316
Lower travel speeds on El Camino Real (ECR)	2.86	22%	8%	47%	9%	15%	314
Higher travel speeds on ECR	2.31	40%	12%	31%	10%	7%	315
More convenient on-street parking on ECR	2.06	43%	20%	30%	5%	3%	315

## OPEN-ENDED QUESTIONS

Questions 17 through 19 asked open-ended questions and allowed respondents to identify specific concerns and problematic locations along El Camino Real. Full text of the open-ended responses can be found in Appendix C.

### **Q17. In your opinion, how well does El Camino Real currently serve your transportation needs?**

There were a total of 235 responses to this question. Responses generally corresponded to the following categories:

- **Well:** El Camino Real adequately serves the respondent's current needs
- **Not well:** El Camino Real does not adequately serve the respondent's needs or desires
- **Mixed:** The respondent that some needs may be met, but others are not
- **Other:** The respondent's opinion could not be determined from the response

In many cases, respondents also offered details about their transportation needs, and how they related to the El Camino Real Corridor. Common themes among the responses included concerns about the visual environment, future development, alternative transportation, safety, signalization, east/west crossings, and congestion, and a tendency for respondents to seek alternative routes in order to avoid the Corridor.

Most responses, 59 percent, could be categorized as “not well.” These stated outright that the Corridor failed to serve their needs or were composed entirely of complaints. Congestion and safety were the main issues cited overall by respondents who felt that their needs were not being met. Specifically, respondents were concerned that traffic and congestion made vehicular travel along El Camino Real too time-consuming or dangerous, particularly during commute times. Thus, the Corridor is not serving the needs of these respondents who would use it in order to commute.

Meanwhile, nearly half of the “not well” responses cited their needs as bicyclists, pedestrians, and transit riders as being neglected along the Corridor. Those who must travel by these modes (as well as those who would prefer to but are afraid or are unable to do so), highlighted a lack of facilities and unsafe conditions as a barrier to their use of the Corridor. Many respondents described difficulty crossing El Camino Real. This was mentioned in relation to driving, bicycling, and walking, and was attributed to the congested and dangerous intersections along the Corridor. One safety concern related specifically to children—many respondents pointed out that the Corridor was too dangerous to serve the needs of children, particularly students, who live in the area and find it challenging to travel the Corridor to reach the destinations such as schools, the Library, and the Recreation Center. Many of the responses in this category (over 25 percent) indicated that as a result of the concerns discussed above, the respondent regularly seeks alternative routes to avoid El Camino Real.

Additionally, 25 percent of responses were “mixed,” where respondents identified both needs that were and were not met, or where respondents indicated that the Corridor was “OK” but then identified an area where their needs were not being met. Concerns described in these responses

were similar to those in the “not well” category. Most responses followed a similar pattern, first stating something positive about the Corridor—it is “OK” or “adequate,” is a direct route for the respondent’s travel needs, is effective during non-commute hours, is effective for car travel, is adequate for pedestrians at crosswalks—and then stating that the respondent finds it difficult during commute hours or during active times of the day, dangerous for walking or bicycling, too congested or dangerous, or that the respondent actually tends to avoid the route when possible.

About 12 percent of responses could be categorized as “well.” These stated that El Camino Real adequately served their needs and did not note any complaints about needs that were not being met. However, the responses revealed that in many cases, needs were only just being met. Characteristic responses included statements like “OK,” “just tolerable,” “barely adequately,” and similar phrases suggesting that respondents still find aspects of traveling the Corridor to be unpleasant.

Four percent of the responses were categorized as “other.” These included suggested improvements, descriptions of conditions on El Camino Real that did not indicate whether or not the respondent felt their needs were being met, and other comments. These responses can be found in Appendix C.

**Q18. Specifically, what is the most important traffic/transportation/circulation issue to you on the El Camino Real Corridor in the City of Menlo Park?**

There were a total of 239 responses to this question. In many cases, respondents noted more than one issue; these are also included in the following discussion. The issues identified by respondents can be divided into the following categories, and many of these sentiments mirror the priorities expressed in the earlier questions:

- **Alternatives to driving:** Sixty-two percent of responses identified a need for more alternatives to automobile travel along the Corridor, including improved public transportation options, bicycling, and walking, to accommodate both the needs and desires of different travelers, and the reduction of the number of cars traveling the Corridor.
- **Bicycle facilities and safety:** Fifty-six percent of responses included bicycle facilities and safety as important issues. Responses called for safety improvements both at crossings and along El Camino Real, with the primary improvement being the addition of bike lanes. Some responses indicated a need for separated bike lanes to ensure the safety of riders. Many responses focused specifically on the safety of students who may bicycle along or across the Corridor.
- **Safety:** Forty-one percent of respondents were concerned about safety along the Corridor, including bicycle, pedestrian, and student safety.
- **Traffic:** Thirty-two percent of responses mentioned traffic as a concern. The issue of traffic was often related to other issues, such as potential causes (such as on-street parking, poorly-timed lights, no alternatives to driving), and impacts (such as frustrated drivers behaving dangerously, safety concerns for cyclists and pedestrians, cars cutting through neighborhoods to avoid El Camino Real). Some respondents were also concerned about traffic impacts of future development in the city and along the Corridor.

- **Pedestrian facilities and safety:** Twenty-six percent of responses mentioned pedestrian facilities and safety. Respondents were particularly concerned with safety at pedestrian crossings, and requested improvements in pedestrian-friendliness at intersections. Requests for pedestrian improvements tended to be grouped with requests for bicycle improvements.
- **Crossing El Camino Real:** Nineteen percent of responses were concerned with the safety and convenience of crossing El Camino Real. Pedestrian crossings were a main concern, as were bicycle crossings. Drivers also reported frustration with long lights, blockages, and risky behavior at crossings.
- **Traffic lights:** Fifteen percent of respondents brought up traffic lights in their responses. Most often, the context involved the timing of the lights—many respondents felt that the lights are currently poorly timed, and that changing the timing could improve traffic flow along the Corridor. Many considered their experiences with waiting at individual traffic lights through multiple signal cycles as an indicator of poor traffic performance on the street. Some discussed unsafe driving behaviors at lights, as well as the need to improve signals and safety for cyclists and pedestrians at intersections.
- **Vehicle lanes:** Eleven percent of responses to this question mentioned vehicle travel lanes as an important issue. Regarding the number of lanes desired on El Camino Real, there were both responses suggesting that traffic is too great for existing lanes or that additional lanes are needed, and that there should not be any additional lanes or that existing lanes could be eliminated (Question 10 specifically asked participants whether or not they considered additional lanes desirable; responses were more likely to indicate undesirability though the most common response category was “neutral”). Respondents also identified the points where three lanes merge into two as problem areas responsible for bottlenecks. There were also some mentions of unsafe or problematic behavior at specific turn lanes along the Corridor that contribute to traffic and safety concerns.
- **Parking:** Five percent of respondents mentioned parking as an issue. These respondents indicated that parking along El Camino Real may contribute to traffic and safety problems, either by causing bottlenecks or by endangering cyclists or pedestrians. Some had suggestions for improving or removing parking along the Corridor.
- **East-west connections:** Five percent of responses specifically mentioned El Camino Real as a barrier when traveling between the eastern and western portions of the city.
- **Less common themes:**
  - *Transit:* Three percent of responses specifically mentioned a need for more public transit options.
  - *Student Safety:* Three percent of responses focused on improving safety and accessibility for students and children to walk and bike along and across El Camino Real.
  - *Overpass/Underpass:* Three percent of responses requested the construction of an overpass or underpass to facilitate crossings on El Camino Real.
  - *Streetscaping:* Two percent of responses emphasized the need to improve the appearance of El Camino Real, requesting plantings, landscaping, and multi-modal design.

- *Desirable uses:* One percent responses suggested that the Corridor could be improved by adding more retail businesses or restaurants, markets, and housing.
- *Other:* There were six other issues highlighted in responses, which include minimizing delays caused by the train and the need for more roads connecting to Middlefield.

**Q19. Specifically, what intersection or portion of El Camino Real do you have concerns with traffic/transportation/circulation, if any?**

There were a total of 210 responses to this question. Respondents indicated specific intersections and/or segments of El Camino Real that they felt were problematic, and many discussed their concerns with those intersections or segments.

Table 17 describes the frequency with which specific intersections were mentioned. The most frequently mentioned intersection by far was the intersection between El Camino Real and Menlo Avenue/Ravenswood Avenue, followed by Middle Avenue and Sand Hill Road.

**Table 17: Intersections of Concern**

<i>Intersection</i>	<i>Number of Mentions</i>
Menlo/Ravenswood	73
Middle	34
Sand Hill	26
Oak Grove <sup>a</sup>	21
Santa Cruz	17
Cambridge	14
Valparaiso/Glenwood	10
Encinal	7
Roble	5
Creek	5
Live Oak	3
Partridge	3

Notes:

- a. One of these mentions is ambiguous; it was written as “[O...],” and assumed to refer to Oak Grove.

Many respondents also described concerns that they had with specific intersections.

- **Encinal:** Respondents were mainly concerned with crossing El Camino Real.
- **Valparaiso/Glenwood:** Some respondents were concerned with the crossing, some were concerned with turns off El Camino Real.
- **Oak Grove:** Concerns included vehicles running red lights, and safety of pedestrians and cyclists trying to cross El Camino Real.

- **Santa Cruz:** Concerns included unsafe pedestrian crossings, signal timing, and vehicles running red lights.
- **Menlo/Ravenswood:** Respondents cited a range of concerns including poor bicycle and pedestrian safety; large amounts of traffic, congestion, and conflict between different modes due to the popularity of destinations in the vicinity; turning; and signal timing.
- **Roble:** The only specific concern for Roble was cars blocking cross-traffic at the intersection.
- **Middle:** Concerns included congestion, particularly congestion related to the Safeway and gas station, and the unsafe and inconvenient crossing for pedestrians and cyclists.
- **Cambridge:** Concerns included U-turns and pedestrian crossings.
- **Creek:** The only specific concern noted for Creek Drive is that the bridge is too narrow for pedestrians.
- **Sand Hill:** Concerns included signal timing and vehicles running red lights.

Live Oak Avenue and Partridge Avenue are counted here based on responses that indicated “all intersections” in the Study Area, and have no specific concerns associated with them. The general concerns discussed in these responses are related to safety or, specifically, bicycle safety.

Table 18 describes the frequency that intersections were mentioned as part of problematic segments of the Corridor. Segments of concern included intersections throughout the Study Area. The frequency of inclusion peaks at Menlo Avenue/Ravenswood Avenue, and generally decreases towards the northern and southern boundaries of the Study Area. Many respondents described segments using landmarks such as the Caltrain station, the Stanford Shopping Center, and Palo Alto; these were associated with the nearest intersection and included in the analysis.

**Table 18: Intersections in Segments of Concern**

<i>Intersection<sup>a</sup></i>	<i>Number of Mentions</i>
Encinal	10
Valparaiso/Glenwood	29
Oak Grove	34
Santa Cruz	44
Menlo/Ravenswood <sup>b</sup>	50
Live Oak <sup>b</sup>	43
Roble <sup>b</sup>	41
Middle <sup>b</sup>	44
Partridge <sup>b</sup>	34
Cambridge <sup>b</sup>	33
Creek <sup>b</sup>	32
Sand Hill <sup>b</sup>	30

Notes:

- a. Intersections are listed from north to south.
- b. One response described a segment from the Stanford Shopping Center to “Ringwood,” which was assumed for this analysis to include intersections from Ravenwood to Sand Hill Road.

Descriptions of respondents’ concerns about these segments were focused mainly on congestion or bicycle safety. The areas mentioned most frequently, such as Menlo/Ravenswood, may be considered the most congested and most challenging for cyclists.

## 4. Summary of Key Issues

### TRANSPORTATION NEEDS

Most respondents use multiple forms of transportation along El Camino Real—mainly a combination of driving, bicycling, and walking. They mostly travel the Corridor to access shopping and local businesses, and half of respondents use it to commute to work. Most of the survey respondents reported using the Menlo Park Caltrain Station. These Caltrain users tend to favor bicycling or walking to the station.

Respondents desire multi-modal improvements along the Corridor regardless of which modes they currently use most. The majority agreed that if pedestrian and bicycling improvements were made, they would prefer to take advantage of those transportation options rather than drive.

There may need to be a closer examination of public transit needs along the corridor. The sample of transit riders responding to the survey was too small to draw supportable generalizations. However, survey responses suggest that frequent transit riders—unlike frequent users of other transportation modes—are less willing or less able to drive as an alternative to transit, meaning that this group may have a greater need for non-automotive transportation options. Additionally,

there were some open-ended responses from non-transit users that showed interest in improving public transportation along the corridor.

## **TRAFFIC**

Traffic was a prevalent concern throughout responses to the open-ended questions. Respondents connected traffic conditions with a number of the Corridor's safety issues as frustrated drivers participate in risky behavior, such as running red lights, cutting through adjacent neighborhoods, and speeding. In discussing potential improvements to vehicle traffic, most respondents did not feel that vehicle capacity was a problem in the Corridor, and additional vehicle lanes on El Camino Real were not considered a desirable improvement. Respondents' explanations for traffic causes focused on bottlenecks at specific intersections or along specific segments of the Corridor due to signal timing and lane design. Problematic intersections tended to be those adjacent to major destinations (such as Menlo/Ravenswood) or which serve as connections for regional traffic (such as Sand Hill). Signalization changes were a desired improvement. According to the responses to the open-ended questions, important considerations for signal timing include crossing signals for pedestrians and cyclists and ensuring that signals facilitate east-west movement as well as north-south flow.

## **SAFETY**

Safety in the Corridor was a major concern, particularly for those traveling by bicycle or on foot. Pedestrian safety and crossing improvements, bike lanes, bike parking, and landscaped buffers for pedestrians and cyclists were among the most desired improvements. Additionally, though travel by vehicle was considered the safest way to travel El Camino Real, vehicle safety improvements were still considered desirable. Open-ended responses indicated that vehicle safety may need to address driving behavior such as speeding, opportunistic use of turn lanes for passing purposes, running red lights, U-turns, and stopping in the intersection during red lights.

Student safety and the safety of children using El Camino Real was a priority for respondents, regardless of whether or not respondents have children who need to cross El Camino Real for school. Nineteen percent of respondents have children who need to make this crossing, though responses to open-ended questions suggested that there were additional respondents who are uncomfortable with letting their children travel El Camino Real alone and use alternate means of getting them to school. Student safety concerns include traveling by foot and by bicycle, particularly at crossings.

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# **Appendix A**

## **El Camino Real SurveyMonkey Transportation Survey**

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# El Camino Real Transportation Survey

The survey includes 19 questions and is estimated to take no more than 10 minutes to fill out. Thank you for your time!

**\*1. Indicate the condition which applies to the location of your residence. (Select one)**

- I live in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.
- I live in Menlo Park, but farther than a half mile of the El Camino Real Corridor
- I don't live in Menlo Park, but I do live within a half mile (4-5 blocks) of the El Camino Real Corridor.
- None of the above.

**\*2. Indicate the condition which applies to the location of your work. (Select one)**

- I work in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.
- I work in Menlo Park, but farther than a half mile of the El Camino Real Corridor
- I don't work in Menlo Park, but I do work within a half mile (4-5 blocks) of the El Camino Real Corridor.
- None of the above

**\*3. Do you drive a vehicle on El Camino Real? (Select one)**

- Multiple times per day
- Approximately once per day
- A few times a week
- Almost never

**\*4. Do you ride a bike on or across El Camino Real? (Select one)**

- On a daily basis
- Several times per week
- Mostly on weekends
- Almost never

**\*5. Do you use local bus transit services that travel on El Camino Real? (Select one)**

- On a daily basis
- Several times per week
- Mostly on weekends
- Almost never

# El Camino Real Transportation Survey

**\*6. Do you walk along or across El Camino Real? (Select one)**

- On a daily basis
- Several times per week
- Mostly on weekends
- Almost never

**\*7. Do you have a child that has to cross El Camino Real to get to school? (Select one)**

- Yes
- No

**\*8. Please indicate the most common condition which applies to your use of the Menlo Park Caltrain station. (Select one)**

- I walk to Caltrain
- I ride my bike to Caltrain
- I am dropped off by another vehicle or transit at Caltrain
- I drive and park at Caltrain
- I rarely use Caltrain

**\*9. Why do you typically travel on El Camino Real? (Select all that apply)**

- Travel to and/or from work
- Travel to and/or from school
- Travel for shopping
- Patronizing local businesses
- For physical activity

Other (please specify)

# El Camino Real Transportation Survey

**\*10. Please score each of the following items that you would like to see on El Camino Real from 1 (least desirable) to 5 (most desirable).**

	1 Least desirable	2	3 Neutral	4	5 Most desirable
Lower travel speeds on El Camino Real (ECR)	<input type="radio"/>				
Higher travel speeds on ECR	<input type="radio"/>				
More convenient on-street parking on ECR	<input type="radio"/>				
More convenient parking within walking distance to ECR	<input type="radio"/>				
More bike parking close to downtown	<input type="radio"/>				
Inclusion of bicycle lanes on ECR	<input type="radio"/>				
Enhanced pedestrian safety and crossings on ECR	<input type="radio"/>				
Wider sidewalks on ECR	<input type="radio"/>				
Additional through lanes on El Camino Real	<input type="radio"/>				
Increased vehicle safety on ECR	<input type="radio"/>				
Additional transit service along ECR	<input type="radio"/>				
Timing traffic signals to favor continuous north-south flow on ECR	<input type="radio"/>				
Timing traffic signals to favor east west access	<input type="radio"/>				
Reduction of vehicle miles travelled on ECR (reduction in traffic passing through Menlo Park on ECR)	<input type="radio"/>				
Reduction in delay at signalized intersections on ECR	<input type="radio"/>				
More landscaped medians on ECR	<input type="radio"/>				
More landscaping along ECR (providing buffers between pedestrians or bicyclists and vehicles)	<input type="radio"/>				

# El Camino Real Transportation Survey

Instructions for Questions 11-16: The following generalized statements were made at the project's first community workshop on April 30, 2014, each representing an opinion of an individual attending the meeting. Please indicate your opinion on each of these statements using 1 (strongly disagree), 2 (somewhat disagree), 3 (neutral/no opinion), 4 (somewhat agree) or 5 (strongly agree) for each item. The City will evaluate which statements represent options most supported by the community before identifying feasible improvements to the El Camino corridor in the coming stages of the study.

## 11. General Safety and Environmental Concerns

	Strongly disagree	Somewhat disagree	Neutral/No opinion	Somewhat agree	Strongly agree
ECR is only safe if you are in a vehicle.	<input type="radio"/>				
Ensuring that children can safely cross ECR to get to and from school should be a high priority.	<input type="radio"/>				
Mitigating poor air quality from vehicle traffic/congestion should be a high priority.	<input type="radio"/>				
Signage (for cross streets, turns) is not clear enough and needs to be improved.	<input type="radio"/>				

## 12. Walking Environment

	Strongly disagree	Somewhat disagree	Neutral/no opinion	Somewhat agree	Strongly agree
Signals are long enough to allow people to walk across ECR safely.	<input type="radio"/>				
Vehicle speeds should be slower to make the road safer for people walking.	<input type="radio"/>				
Bicycles on the sidewalks are a threat to pedestrian safety.	<input type="radio"/>				
A parallel pedestrian path/trail should be provided, separated from the main roadway, possibly adjacent to the railroad tracks.	<input type="radio"/>				
If conditions for pedestrians on and across ECR were improved, I would walk rather than drive a car for some short trips and errands.	<input type="radio"/>				

# El Camino Real Transportation Survey

## 13. Transit

	Strongly disagree	Somewhat disagree	Neutral/No opinion	Somewhat agree	Strongly agree
Dedicated bus/BRT (Bus Rapid Transit) lanes on ECR should be accommodated through Menlo Park.	<input type="radio"/>				

## 14. Vehicle Traffic Environment

	Strongly disagree	Somewhat disagree	Neutral/No opinion	Somewhat agree	Strongly agree
Improving the flow of traffic for automobiles should be the highest priority for ECR.	<input type="radio"/>				
There is enough capacity for automobiles right now; improvements should focus on other modes of travel (bicycles, pedestrians, transit)	<input type="radio"/>				
Lanes should be made wider in order to better accommodate large trucks and delivery vehicles.	<input type="radio"/>				
Solutions for ECR should attempt to separate regional through traffic from local traffic.	<input type="radio"/>				
Regional through traffic should be prioritized on ECR; short local trips should be routed along other roads through the community.	<input type="radio"/>				
Controlling "spillover" traffic in the neighborhoods adjacent to ECR should be a high priority.	<input type="radio"/>				

# El Camino Real Transportation Survey

## 15. Bicycling Environment

	Strongly disagree	Somewhat disagree	Neutral/No opinion	Somewhat agree	Strongly agree
ECR is not safe or convenient to cross by bicycle.	<input type="radio"/>				
Continuous bike lanes should be provided on ECR in both directions, because it is the most direct way for bicyclists to travel within and through Menlo Park.	<input type="radio"/>				
If bicycle lanes are provided, they should be separated from vehicle traffic by a physical barrier to enhance safety.	<input type="radio"/>				
Bicycles are best accommodated on adjacent parallel routes, not on ECR.	<input type="radio"/>				
Currently, routes parallel to ECR are too discontinuous or conflicted for effective bike travel.	<input type="radio"/>				
If conditions for bicyclists on and across ECR were improved, I would consider bicycling rather than driving for some short trips and errands.	<input type="radio"/>				

## 16. Parking Environment

	Strongly disagree	Somewhat disagree	Neutral/No opinion	Somewhat agree	Strongly agree
Street parking on ECR is essential for the convenience of customers of small businesses located there.	<input type="radio"/>				
Parking on ECR should be eliminated to free up more space for vehicle travel.	<input type="radio"/>				
Parking on ECR should be eliminated to free up more space for bicycle lanes.	<input type="radio"/>				
Any parking that is removed from ECR should be replaced with parking lots or garages off the roadway, nearby.	<input type="radio"/>				

**17. In your opinion, how well does El Camino Real currently serve your transportation needs?**

**18. Specifically, what is the most important traffic/transportation/circulation issue to you on the El Camino Real corridor in the City of Menlo Park?**

**19. Specifically, what intersection or portion of El Camino Real do you have concerns with traffic/transportation/circulation, if any?**

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## **Appendix B**

# **El Camino Real Transportation Survey Responses**

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### SUMMARY TABLES (QUESTIONS 1-16)

<b>1. Indicate the condition which applies to the location of your residence. (Select one)</b>		
<i>Answer Options</i>	<i>Response Percent</i>	<i>Response Count</i>
I live in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.	46.5%	147
I live in Menlo Park, but farther than a half mile of the El Camino Real Corridor	32.3%	102
I don't live in Menlo Park, but I do live within a half mile (4-5 blocks) of the El Camino Real Corridor.	13.0%	41
None of the above.	8.2%	26
<b>answered question</b>		<b>316</b>
<b>skipped question</b>		<b>0</b>

<b>2. Indicate the condition which applies to the location of your work. (Select one)</b>		
<i>Answer Options</i>	<i>Response Percent</i>	<i>Response Count</i>
I work in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.	17.7%	56
I work in Menlo Park, but farther than a half mile of the El Camino Real Corridor	14.9%	47
I don't work in Menlo Park, but I do work within a half mile (4-5 blocks) of the El Camino Real Corridor.	24.1%	76
None of the above	43.4%	137
<b>answered question</b>		<b>316</b>
<b>skipped question</b>		<b>0</b>

<b>3. Do you drive a vehicle on El Camino Real? (Select one)</b>		
<i>Answer Options</i>	<i>Response Percent</i>	<i>Response Count</i>
Multiple times per day	33.5%	106
Approximately once per day	14.2%	45
A few times a week	36.1%	114
Almost never	16.1%	51
<b>answered question</b>		<b>316</b>
<b>skipped question</b>		<b>0</b>

<b>4. Do you ride a bike on or across El Camino Real? (Select one)</b>		
<i>Answer Options</i>	<i>Response Percent</i>	<i>Response Count</i>
On a daily basis	19.3%	61
Several times per week	22.2%	70
Mostly on weekends	19.0%	60
Almost never	39.6%	125
<b>answered question</b>		<b>316</b>
<b>skipped question</b>		<b>0</b>

<b>5. Do you use local bus transit services that travel on El Camino Real? (Select one)</b>		
<i>Answer Options</i>	<i>Response Percent</i>	<i>Response Count</i>
On a daily basis	0.6%	2
Several times per week	3.8%	12
Mostly on weekends	1.3%	4
Almost never	94.3%	298
<b>answered question</b>		<b>316</b>
<b>skipped question</b>		<b>0</b>

<b>6. Do you walk along or across El Camino Real? (Select one)</b>		
<i>Answer Options</i>	<i>Response Percent</i>	<i>Response Count</i>
On a daily basis	9.8%	31
Several times per week	25.4%	80
Mostly on weekends	26.3%	83
Almost never	38.4%	121
<b>answered question</b>		<b>315</b>
<b>skipped question</b>		<b>1</b>

<b>7. Do you have a child that has to cross El Camino Real to get to school? (Select one)</b>		
<i>Answer Options</i>	<i>Response Percent</i>	<i>Response Count</i>
Yes	19.0%	60
No	81.0%	255
<b>answered question</b>		<b>315</b>
<b>skipped question</b>		<b>1</b>

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<b>8. Please indicate the most common condition which applies to your use of the Menlo Park Caltrain station. (Select one)</b>		
<i>Answer Options</i>	<i>Response Percent</i>	<i>Response Count</i>
I walk to Caltrain	19.4%	61
I ride my bike to Caltrain	21.0%	66
I am dropped off by another vehicle or transit at Caltrain	4.1%	13
I drive and park at Caltrain	12.4%	39
I rarely use Caltrain	43.2%	136
<b>answered question</b>		<b>315</b>
<b>skipped question</b>		<b>1</b>

<b>9. Why do you typically travel on El Camino Real? (Select all that apply)</b>		
<i>Answer Options</i>	<i>Response Percent</i>	<i>Response Count</i>
Travel to and/or from work	50.5%	159
Travel to and/or from school	19.0%	60
Travel for shopping	76.2%	240
Patronizing local businesses	68.6%	216
For physical activity	17.5%	55
Other (please specify)		36
<b>answered question</b>		<b>315</b>
<b>skipped question</b>		<b>1</b>

El Camino Real Corridor Study

<b>10. Please score each of the following items that you would like to see on El Camino Real from 1 (least desirable) to 5 (most desirable).</b>							
<i>Answer Options</i>	<i>1 Least desirable</i>	<i>2</i>	<i>3 Neutral</i>	<i>4</i>	<i>5 Most desirable</i>	<i>Rating Average</i>	<i>Response Count</i>
Lower travel speeds on El Camino Real (ECR)	69	25	147	27	46	2.86	314
Higher travel speeds on ECR	127	37	99	31	21	2.31	315
More convenient on-street parking on ECR	134	63	93	16	9	2.06	315
More convenient parking within walking distance to ECR	37	37	120	79	43	3.17	316
More bike parking close to downtown	16	9	72	106	112	3.92	315
Inclusion of bicycle lanes on ECR	40	16	33	57	170	3.95	316
Enhanced pedestrian safety and crossings on ECR	6	4	51	77	178	4.32	316
Wider sidewalks on ECR	18	28	96	54	119	3.72	315
Additional through lanes on El Camino Real	73	45	92	57	49	2.89	316
Increased vehicle safety on ECR	8	18	129	84	76	3.64	315
Additional transit service along ECR	29	26	168	62	30	3.12	315
Timing traffic signals to favor continuous north-south flow on ECR	18	20	75	75	128	3.87	316
Timing traffic signals to favor east west access	33	51	134	57	40	3.06	315
Reduction of vehicle miles travelled on ECR (reduction in traffic passing through Menlo Park on ECR)	19	28	112	64	92	3.58	315
Reduction in delay at signalized intersections on ECR	8	12	119	96	80	3.72	315
More landscaped medians on ECR	36	34	125	67	53	3.21	315
More landscaping along ECR (providing buffers between pedestrians or bicyclists and vehicles)	16	17	75	85	122	3.89	315
<b>answered question</b>							<b>316</b>
<b>skipped question</b>							<b>0</b>

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<b>11. General Safety and Environmental Concerns</b>							
<i>Answer Options</i>	<i>Strongly disagree</i>	<i>Some what disagree</i>	<i>Neutral/ No opinion</i>	<i>Somew hat agree</i>	<i>Strongly agree</i>	<i>Rating Average</i>	<i>Response Count</i>
ECR is only safe if you are in a vehicle.	15	47	22	123	88	3.75	295
Ensuring that children can safely cross ECR to get to and from school should be a high priority.	2	11	32	85	164	4.35	294
Mitigating poor air quality from vehicle traffic/congestion should be a high priority.	15	25	74	85	95	3.75	294
Signage (for cross streets, turns) is not clear enough and needs to be improved.	22	60	136	52	23	2.98	293
<b>answered question</b>							<b>295</b>
<b>skipped question</b>							<b>21</b>

<b>12. Walking Environment</b>							
<i>Answer Options</i>	<i>Strongly disagree</i>	<i>Some what disagree</i>	<i>Neutral/ No opinion</i>	<i>Somew hat agree</i>	<i>Strongly agree</i>	<i>Rating Average</i>	<i>Response Count</i>
Signals are long enough to allow people to walk across ECR safely.	13	55	45	120	57	3.53	290
Vehicle speeds should be slower to make the road safer for people walking.	30	66	100	58	37	3.02	291
Bicycles on the sidewalks are a threat to pedestrian safety.	22	41	45	106	77	3.60	291
A parallel pedestrian path/trail should be provided, separated from the main roadway, possibly adjacent to the railroad tracks.	12	19	58	71	131	4.00	291
If conditions for pedestrians on and across ECR were improved, I would walk rather than drive a car for some short trips and errands.	19	38	58	64	111	3.72	290
<b>answered question</b>							<b>292</b>
<b>skipped question</b>							<b>24</b>

<b>13. Transit</b>							
<i>Answer Options</i>	<i>Strongly disagree</i>	<i>Some what disagree</i>	<i>Neutral/ No opinion</i>	<i>Somew hat agree</i>	<i>Strongly agree</i>	<i>Rating Average</i>	<i>Response Count</i>
Dedicated bus/BRT (Bus Rapid Transit) lanes on ECR should be accommodated through Menlo Park.	60	55	112	34	28	2.71	289
<b>answered question</b>							<b>289</b>
<b>skipped question</b>							<b>27</b>

<b>14. Vehicle Traffic Environment</b>							
<i>Answer Options</i>	<i>Strongly disagree</i>	<i>Some what disagree</i>	<i>Neutral/ No opinion</i>	<i>Somew hat agree</i>	<i>Strongly agree</i>	<i>Rating Average</i>	<i>Response Count</i>
Improving the flow of traffic for automobiles should be the highest priority for ECR.	73	59	48	69	39	2.80	288
There is enough capacity for automobiles right now; improvements should focus on other modes of travel (bicycles, pedestrians, transit)	34	42	25	61	127	3.71	289
Lanes should be made wider in order to better accommodate large trucks and delivery vehicles.	111	89	71	16	3	2.00	290
Solutions for ECR should attempt to separate regional through traffic from local traffic.	25	59	100	57	47	3.15	288
Regional through traffic should be prioritized on ECR; short local trips should be routed along other roads through the community.	101	75	80	23	10	2.19	289
Controlling “spillover” traffic in the neighborhoods adjacent to ECR should be a high priority.	17	48	83	61	79	3.48	288
<b>answered question</b>							<b>290</b>
<b>skipped question</b>							<b>26</b>

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<b>15. Bicycling Environment</b>							
<i>Answer Options</i>	<i>Strongly disagree</i>	<i>Some what disagree</i>	<i>Neutral/ No opinion</i>	<i>Somew hat agree</i>	<i>Strongly agree</i>	<i>Rating Average</i>	<i>Response Count</i>
ECR is not safe or convenient to cross by bicycle.	18	39	35	95	104	3.78	291
Continuous bike lanes should be provided on ECR in both directions, because it is the most direct way for bicyclists to travel within and through Menlo Park.	30	26	40	68	125	3.80	289
If bicycle lanes are provided, they should be separated from vehicle traffic by a physical barrier to enhance safety.	20	28	54	74	115	3.81	291
Bicycles are best accommodated on adjacent parallel routes, not on ECR.	41	44	48	66	92	3.43	291
Currently, routes parallel to ECR are too discontinuous or conflicted for effective bike travel.	7	10	30	78	162	4.32	287
If conditions for bicyclists on and across ECR were improved, I would consider bicycling rather than driving for some short trips and errands.	24	18	35	47	166	4.08	290
<b><i>answered question</i></b>							<b>292</b>
<b><i>skipped question</i></b>							<b>24</b>

<b>16. Parking Environment</b>							
<i>Answer Options</i>	<i>Strongly disagree</i>	<i>Some what disagree</i>	<i>Neutral/ No opinion</i>	<i>Somew hat agree</i>	<i>Strongly agree</i>	<i>Rating Average</i>	<i>Response Count</i>
Street parking on ECR is essential for the convenience of customers of small businesses located there.	77	85	69	36	21	2.44	288
Parking on ECR should be eliminated to free up more space for vehicle travel.	47	37	74	75	56	3.19	289
Parking on ECR should be eliminated to free up more space for bicycle lanes.	34	21	45	74	114	3.74	288
Any parking that is removed from ECR should be replaced with parking lots or garages off the roadway, nearby.	14	23	69	106	77	3.72	289
<b><i>answered question</i></b>							<b>290</b>
<b><i>skipped question</i></b>							<b>26</b>

**APPENDIX B: CROSS-TABULATIONS – QUESTION 1**

<b>1. Indicate the condition which applies to the location of your residence. (Select one)</b>						
<i>Answer Options</i>	<i>I live in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>I live in Menlo Park, but farther than a half mile of the El Camino Real Corridor</i>	<i>I don't live in Menlo Park, but I do live within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>None of the above.</i>	<i>Response Percent</i>	<i>Response Count</i>
I live in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.	147	0	0	0	46.5%	147
I live in Menlo Park, but farther than a half mile of the El Camino Real Corridor	0	102	0	0	32.3%	102
I don't live in Menlo Park, but I do live within a half mile (4-5 blocks) of the El Camino Real Corridor.	0	0	41	0	13.0%	41
None of the above.	0	0	0	26	8.2%	26
<b>answered question</b>						<b>316</b>
<b>skipped question</b>						<b>0</b>

<b>2. Indicate the condition which applies to the location of your work. (Select one)</b>						
<i>Answer Options</i>	<i>I live in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>I live in Menlo Park, but farther than a half mile of the El Camino Real Corridor</i>	<i>I don't live in Menlo Park, but I do live within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>None of the above.</i>	<i>Response Percent</i>	<i>Response Count</i>
I work in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.	38	8	5	5	17.7%	56
I work in Menlo Park, but farther than a half mile of the El Camino Real Corridor	16	25	4	2	14.9%	47
I don't work in Menlo Park, but I do work within a half mile (4-5 blocks) of the El Camino Real Corridor.	28	14	23	11	24.1%	76
None of the above	65	55	9	8	43.4%	137
<b>answered question</b>						<b>316</b>
<b>skipped question</b>						<b>0</b>

El Camino Real Corridor Study

<b>3. Do you drive a vehicle on El Camino Real? (Select one)</b>						
<i>Answer Options</i>	<i>I live in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>I live in Menlo Park, but farther than a half mile of the El Camino Real Corridor</i>	<i>I don't live in Menlo Park, but I do live within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>None of the above.</i>	<i>Response Percent</i>	<i>Response Count</i>
Multiple times per day	63	35	7	1	33.5%	106
Approximately once per day	25	16	4	0	14.2%	45
A few times a week	51	38	15	10	36.1%	114
Almost never	8	13	15	15	16.1%	51
<b>answered question</b>						<b>316</b>
<b>skipped question</b>						<b>0</b>

<b>4. Do you ride a bike on or across El Camino Real? (Select one)</b>						
<i>Answer Options</i>	<i>I live in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>I live in Menlo Park, but farther than a half mile of the El Camino Real Corridor</i>	<i>I don't live in Menlo Park, but I do live within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>None of the above.</i>	<i>Response Percent</i>	<i>Response Count</i>
On a daily basis	23	13	15	10	19.3%	61
Several times per week	29	23	9	9	22.2%	70
Mostly on weekends	33	16	8	3	19.0%	60
Almost never	62	50	9	4	39.6%	125
<b>answered question</b>						<b>316</b>
<b>skipped question</b>						<b>0</b>

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<b>5. Do you use local bus transit services that travel on El Camino Real? (Select one)</b>						
<i>Answer Options</i>	<i>I live in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>I live in Menlo Park, but farther than a half mile of the El Camino Real Corridor</i>	<i>I don't live in Menlo Park, but I do live within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>None of the above.</i>	<i>Response Percent</i>	<i>Response Count</i>
On a daily basis	0	2	0	0	0.6%	2
Several times per week	4	0	7	1	3.8%	12
Mostly on weekends	2	0	2	0	1.3%	4
Almost never	141	100	32	25	94.3%	298
<b>answered question</b>						<b>316</b>
<b>skipped question</b>						<b>0</b>

<b>6. Do you walk along or across El Camino Real? (Select one)</b>						
<i>Answer Options</i>	<i>I live in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>I live in Menlo Park, but farther than a half mile of the El Camino Real Corridor</i>	<i>I don't live in Menlo Park, but I do live within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>None of the above.</i>	<i>Response Percent</i>	<i>Response Count</i>
On a daily basis	26	1	4	0	9.8%	31
Several times per week	51	14	8	7	25.4%	80
Mostly on weekends	37	25	15	6	26.3%	83
Almost never	32	62	14	13	38.4%	121
<b>answered question</b>						<b>315</b>
<b>skipped question</b>						<b>1</b>

<b>7. Do you have a child that has to cross El Camino Real to get to school? (Select one)</b>						
<i>Answer Options</i>	<i>I live in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>I live in Menlo Park, but farther than a half mile of the El Camino Real Corridor</i>	<i>I don't live in Menlo Park, but I do live within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>None of the above.</i>	<i>Response Percent</i>	<i>Response Count</i>
Yes	32	23	4	1	19.0%	60
No	114	79	37	25	81.0%	255
<b>answered question</b>						<b>315</b>
<b>skipped question</b>						<b>1</b>

<b>8. Please indicate the most common condition which applies to your use of the Menlo Park Caltrain station. (Select one)</b>						
<i>Answer Options</i>	<i>I live in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>I live in Menlo Park, but farther than a half mile of the El Camino Real Corridor</i>	<i>I don't live in Menlo Park, but I do live within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>None of the above.</i>	<i>Response Percent</i>	<i>Response Count</i>
I walk to Caltrain	51	7	2	1	19.4%	61
I ride my bike to Caltrain	17	15	20	14	21.0%	66
I am dropped off by another vehicle or transit at Caltrain	5	6	1	1	4.1%	13
I drive and park at Caltrain	17	17	3	2	12.4%	39
I rarely use Caltrain	56	57	15	8	43.2%	136
<b>answered question</b>						<b>315</b>
<b>skipped question</b>						<b>1</b>

<b>9. Why do you typically travel on El Camino Real? (Select all that apply)</b>						
<i>Answer Options</i>	<i>I live in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>I live in Menlo Park, but farther than a half mile of the El Camino Real Corridor</i>	<i>I don't live in Menlo Park, but I do live within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>None of the above.</i>	<i>Response Percent</i>	<i>Response Count</i>
Travel to and/or from work	75	39	25	20	50.5%	159
Travel to and/or from school	27	24	8	1	19.0%	60
Travel for shopping	119	82	27	12	76.2%	240
Patronizing local businesses	102	76	24	14	68.6%	216
For physical activity	39	11	2	3	17.5%	55
Other (please specify)						36
<b>answered question</b>						<b>315</b>
<b>skipped question</b>						<b>1</b>

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<b>10. Please score each of the following items that you would like to see on El Camino Real from 1 (least desirable) to 5 (most desirable).</b>							
	<i>Why do you typically travel on El Camino Real? (Select all that apply)</i>						
<i>Answer Options</i>	<i>Travel to and/or from work</i>	<i>Travel to and/or from school</i>	<i>Travel for shopping</i>	<i>Patronizing local businesses</i>	<i>For physical activity</i>	<i>Rating Average</i>	<i>Response Count</i>
<b>Lower travel speeds on El Camino Real (ECR)</b>							
1 Least desirable	38	16	54	46	11		
2	12	6	17	17	5		
3 Neutral	72	23	112	102	29		
4	13	7	23	16	4		
5 Most desirable	24	7	32	33	5		
	2.83	2.71	2.84	2.87	2.76	2.83	313
<b>Higher travel speeds on ECR</b>							
1 Least desirable	63	24	95	84	21		
2	15	6	29	24	4		
3 Neutral	49	19	74	76	20		
4	19	6	24	20	5		
5 Most desirable	13	5	17	11	5		
	2.40	2.37	2.33	2.30	2.44	2.35	314
<b>More convenient on-street parking on ECR</b>							
1 Least desirable	68	27	102	84	17		
2	28	12	45	45	12		
3 Neutral	51	16	71	68	21		
4	9	4	14	13	3		
5 Most desirable	3	1	7	5	2		
	2.06	2.00	2.08	2.12	2.29	2.09	314
<b>More convenient parking within walking distance to ECR</b>							
1 Least desirable	23	7	20	20	5		
2	21	8	27	24	5		
3 Neutral	59	25	93	86	23		
4	36	9	64	61	15		
5 Most desirable	20	11	36	25	7		
	3.06	3.15	3.29	3.22	3.25	3.20	315
<b>More bike parking close to downtown</b>							
1 Least desirable	9	6	10	9	2		
2	2	0	7	3	2		
3 Neutral	30	14	59	48	8		
4	62	17	79	74	23		
5 Most desirable	56	23	84	81	20		
	3.97	3.85	3.92	4.00	4.04	3.96	314
<b>Inclusion of bicycle lanes on ECR</b>							
1 Least desirable	18	6	32	21	5		
2	4	4	14	13	2		
3 Neutral	13	7	28	21	3		
4	28	9	43	40	8		
5 Most desirable	96	34	123	121	37		

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<b>10. Please score each of the following items that you would like to see on El Camino Real from 1 (least desirable) to 5 (most desirable).</b>							
	<i>Why do you typically travel on El Camino Real? (Select all that apply)</i>						
<i>Answer Options</i>	<i>Travel to and/or from work</i>	<i>Travel to and/or from school</i>	<i>Travel for shopping</i>	<i>Patronizing local businesses</i>	<i>For physical activity</i>	<i>Rating Average</i>	<i>Response Count</i>
	4.13	4.02	3.88	4.05	4.27	4.03	315
<b>Enhanced pedestrian safety and crossings on ECR</b>							
1 Least desirable	2	1	6	3	2		
2	2	2	2	1	1		
3 Neutral	25	6	38	31	5		
4	46	10	60	54	11		
5 Most desirable	84	41	134	127	36		
	4.31	4.47	4.31	4.39	4.42	4.35	315
<b>Wider sidewalks on ECR</b>							
1 Least desirable	7	4	14	10	3		
2	14	5	23	18	4		
3 Neutral	46	21	73	63	15		
4	28	7	38	37	6		
5 Most desirable	64	23	91	87	27		
	3.81	3.67	3.71	3.80	3.91	3.77	314
<b>Additional through lanes on El Camino Real</b>							
1 Least desirable	37	12	49	48	11		
2	22	4	34	26	6		
3 Neutral	49	16	65	63	20		
4	29	15	47	45	10		
5 Most desirable	22	13	45	34	8		
	2.86	3.22	3.02	2.96	2.96	2.98	315
<b>Increased vehicle safety on ECR</b>							
1 Least desirable	4	0	7	4	3		
2	13	2	12	9	1		
3 Neutral	64	23	98	87	19		
4	43	19	62	59	12		
5 Most desirable	35	16	60	56	20		
	3.58	3.82	3.65	3.72	3.82	3.68	314
<b>Additional transit service along ECR</b>							
1 Least desirable	14	5	21	19	3		
2	18	6	21	18	3		
3 Neutral	85	34	130	111	33		
4	30	13	45	46	11		
5 Most desirable	12	2	22	21	5		
	3.05	3.02	3.11	3.15	3.22	3.11	314
<b>Timing traffic signals to favor continuous north-south flow on ECR</b>							
1 Least desirable	10	6	11	13	4		
2	8	2	11	15	0		
3 Neutral	37	15	55	52	15		
4	36	13	61	46	10		

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<b>10. Please score each of the following items that you would like to see on El Camino Real from 1 (least desirable) to 5 (most desirable).</b>							
	<i>Why do you typically travel on El Camino Real? (Select all that apply)</i>						
<i>Answer Options</i>	<i>Travel to and/or from work</i>	<i>Travel to and/or from school</i>	<i>Travel for shopping</i>	<i>Patronizing local businesses</i>	<i>For physical activity</i>	<i>Rating Average</i>	<i>Response Count</i>
5 Most desirable	68	24	102	90	26		
	3.91	3.78	3.97	3.86	3.98	3.91	315
<b>Timing traffic signals to favor east west access</b>							
1 Least desirable	17	6	28	22	6		
2	36	7	33	33	9		
3 Neutral	68	23	102	91	22		
4	24	13	46	40	11		
5 Most desirable	14	11	30	29	7		
	2.89	3.27	3.07	3.10	3.07	3.05	314
<b>Reduction of vehicle miles travelled on ECR (reduction in traffic passing through Menlo Park on ECR)</b>							
1 Least desirable	11	2	14	12	2		
2	13	6	26	21	5		
3 Neutral	51	26	81	75	25		
4	38	12	46	40	11		
5 Most desirable	46	14	72	67	12		
	3.60	3.50	3.57	3.60	3.47	3.57	314
<b>Reduction in delay at signalized intersections on ECR</b>							
1 Least desirable	3	0	4	6	2		
2	10	1	10	8	0		
3 Neutral	59	22	88	77	23		
4	50	19	72	62	15		
5 Most desirable	37	18	65	62	15		
	3.68	3.90	3.77	3.77	3.75	3.76	314
<b>More landscaped medians on ECR</b>							
1 Least desirable	23	8	25	24	7		
2	16	6	30	25	7		
3 Neutral	60	19	94	82	23		
4	32	19	47	44	6		
5 Most desirable	28	8	43	40	12		
	3.16	3.22	3.22	3.24	3.16	3.21	314
<b>More landscaping along ECR (providing buffers between pedestrians or bicyclists and vehicles)</b>							
1 Least desirable	7	2	14	8	3		
2	6	2	14	13	2		
3 Neutral	36	16	56	48	14		
4	42	14	66	60	13		
5 Most desirable	68	26	89	86	23		
	3.99	4.00	3.85	3.94	3.93	3.93	314
<b>answered question</b>							<b>315</b>
<b>skipped question</b>							<b>0</b>

<b>II. General Safety and Environmental Concerns</b>						
	<i>Indicate the condition which applies to the location of your residence. (Select one)</i>					
<i>Answer Options</i>	<i>I live in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>I live in Menlo Park, but farther than a half mile of the El Camino Real Corridor</i>	<i>I don't live in Menlo Park, but I do live within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>None of the above.</i>	<i>Rating Average</i>	<i>Response Count</i>
<b>ECR is only safe if you are in a vehicle.</b>						
Strongly disagree	2	9	3	1		
Somewhat disagree	18	22	3	4		
Neutral/No opinion	10	7	4	1		
Somewhat agree	66	35	15	7		
Strongly agree	41	26	10	11		
	3.92	3.47	3.74	3.96	3.75	295
<b>Ensuring that children can safely cross ECR to get to and from school should be a high priority.</b>						
Strongly disagree	0	2	0	0		
Somewhat disagree	5	3	2	1		
Neutral/No opinion	16	9	3	4		
Somewhat agree	36	31	12	6		
Strongly agree	79	54	18	13		
	4.39	4.33	4.31	4.29	4.35	294
<b>Mitigating poor air quality from vehicle traffic/congestion should be a high priority.</b>						
Strongly disagree	3	12	0	0		
Somewhat disagree	10	11	3	1		
Neutral/No opinion	32	22	13	7		
Somewhat agree	35	35	9	6		
Strongly agree	56	19	10	10		
	3.96	3.38	3.74	4.04	3.75	294
<b>Signage (for cross streets, turns) is not clear enough and needs to be improved.</b>						
Strongly disagree	8	12	2	0		
Somewhat disagree	30	17	8	5		
Neutral/No opinion	64	43	18	11		
Somewhat agree	23	17	5	7		
Strongly agree	10	10	2	1		
	2.98	2.96	2.91	3.17	2.98	293
<b>answered question</b>						<b>295</b>
<b>skipped question</b>						<b>21</b>

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<b>12. Walking Environment</b>						
	<i>Indicate the condition which applies to the location of your residence. (Select one)</i>					
<i>Answer Options</i>	<i>I live in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>I live in Menlo Park, but farther than a half mile of the El Camino Real Corridor</i>	<i>I don't live in Menlo Park, but I do live within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>None of the above.</i>	<i>Rating Average</i>	<i>Response Count</i>
<b>Signals are long enough to allow people to walk across ECR safely.</b>						
Strongly disagree	9	4	0	0		
Somewhat disagree	23	17	9	6		
Neutral/no opinion	17	17	6	5		
Somewhat agree	62	36	13	9		
Strongly agree	24	24	5	4		
	3.51	3.60	3.42	3.46	3.53	290
<b>Vehicle speeds should be slower to make the road safer for people walking.</b>						
Strongly disagree	9	16	5	0		
Somewhat disagree	33	25	4	4		
Neutral/no opinion	47	29	12	12		
Somewhat agree	28	18	7	5		
Strongly agree	18	11	5	3		
	3.10	2.83	3.09	3.29	3.02	291
<b>Bicycles on the sidewalks are a threat to pedestrian safety.</b>						
Strongly disagree	8	7	6	1		
Somewhat disagree	21	10	6	4		
Neutral/no opinion	22	18	2	3		
Somewhat agree	48	38	15	5		
Strongly agree	36	26	4	11		
	3.61	3.67	3.15	3.88	3.60	291
<b>A parallel pedestrian path/trail should be provided, separated from the main roadway, possibly adjacent to the railroad tracks.</b>						
Strongly disagree	6	6	0	0		
Somewhat disagree	6	6	4	3		
Neutral/no opinion	25	22	5	6		
Somewhat agree	35	24	5	7		
Strongly agree	64	40	19	8		
	4.07	3.88	4.18	3.83	4.00	291
<b>If conditions for pedestrians on and across ECR were improved, I would walk rather than drive a car for some short trips and errands.</b>						
Strongly disagree	8	11	0	0		
Somewhat disagree	13	20	3	2		
Neutral/no opinion	14	25	12	7		
Somewhat agree	32	21	5	6		
Strongly agree	69	21	12	9		
	4.04	3.21	3.81	3.92	3.72	290
<b>answered question</b>						<b>292</b>
<b>skipped question</b>						<b>24</b>

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<b>13. Transit</b>						
	<i>Indicate the condition which applies to the location of your residence. (Select one)</i>					
<i>Answer Options</i>	<i>I live in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>I live in Menlo Park, but farther than a half mile of the El Camino Real Corridor</i>	<i>I don't live in Menlo Park, but I do live within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>None of the above.</i>	<i>Rating Average</i>	<i>Response Count</i>
Dedicated bus/BRT (Bus Rapid Transit) lanes on ECR should be accommodated through Menlo Park.						
Strongly disagree	31	25	3	1		
Somewhat disagree	27	22	5	1		
Neutral/No opinion	56	29	13	14		
Somewhat agree	15	13	3	3		
Strongly agree	6	8	9	5		
	2.54	2.56	3.30	3.42	2.71	289
<b>answered question</b>						<b>289</b>
<b>skipped question</b>						<b>27</b>

<b>14. Vehicle Traffic Environment</b>						
	<i>Indicate the condition which applies to the location of your residence. (Select one)</i>					
<i>Answer Options</i>	<i>I live in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>I live in Menlo Park, but farther than a half mile of the El Camino Real Corridor</i>	<i>I don't live in Menlo Park, but I do live within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>None of the above.</i>	<i>Rating Average</i>	<i>Response Count</i>
Improving the flow of traffic for automobiles should be the highest priority for ECR.						
Strongly disagree	31	16	13	13		
Somewhat disagree	31	19	5	4		
Neutral/No opinion	19	20	7	2		
Somewhat agree	35	25	5	4		
Strongly agree	17	19	2	1		
	2.82	3.12	2.31	2.00	2.80	288
There is enough capacity for automobiles right now; improvements should focus on other modes of travel (bicycles, pedestrians, transit)						
Strongly disagree	11	20	2	1		
Somewhat disagree	24	14	4	0		
Neutral/No opinion	10	13	1	1		
Somewhat agree	36	17	2	6		
Strongly agree	53	35	23	16		
	3.72	3.33	4.25	4.50	3.71	289
Lanes should be made wider in order to better accommodate large trucks and delivery vehicles.						
Strongly disagree	57	31	15	8		
Somewhat disagree	38	35	9	7		
Neutral/No opinion	32	26	6	7		
Somewhat agree	6	6	2	2		
Strongly agree	2	1	0	0		
	1.95	2.10	1.84	2.13	2.00	290

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<b>14. Vehicle Traffic Environment</b>						
	<i>Indicate the condition which applies to the location of your residence. (Select one)</i>					
<i>Answer Options</i>	<i>I live in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>I live in Menlo Park, but farther than a half mile of the El Camino Real Corridor</i>	<i>I don't live in Menlo Park, but I do live within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>None of the above.</i>	<i>Rating Average</i>	<i>Response Count</i>
Solutions for ECR should attempt to separate regional through traffic from local traffic.						
Strongly disagree	13	8	2	2		
Somewhat disagree	22	26	7	4		
Neutral/No opinion	45	28	13	14		
Somewhat agree	29	20	6	2		
Strongly agree	26	15	4	2		
	3.24	3.08	3.09	2.92	3.15	288
Regional through traffic should be prioritized on ECR; short local trips should be routed along other roads through the community.						
Strongly disagree	55	35	7	4		
Somewhat disagree	32	27	8	8		
Neutral/No opinion	34	21	14	11		
Somewhat agree	9	12	2	0		
Strongly agree	5	3	1	1		
	2.09	2.19	2.44	2.42	2.19	289
Controlling "spillover" traffic in the neighborhoods adjacent to ECR should be a high priority.						
Strongly disagree	7	6	3	1		
Somewhat disagree	16	18	8	6		
Neutral/No opinion	30	30	11	12		
Somewhat agree	32	20	5	4		
Strongly agree	49	24	5	1		
	3.75	3.39	3.03	2.92	3.48	288
<b>answered question</b>						<b>290</b>
<b>skipped question</b>						<b>26</b>

<b>15. Bicycling Environment</b>						
	<i>Indicate the condition which applies to the location of your residence. (Select one)</i>					
<i>Answer Options</i>	<i>I live in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>I live in Menlo Park, but farther than a half mile of the El Camino Real Corridor</i>	<i>I don't live in Menlo Park, but I do live within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>None of the above.</i>	<i>Rating Average</i>	<i>Response Count</i>
ECR is not safe or convenient to cross by bicycle.						
Strongly disagree	5	12	1	0		
Somewhat disagree	14	20	3	2		
Neutral/No opinion	16	12	3	4		
Somewhat agree	47	27	14	7		
Strongly agree	53	28	12	11		
	3.96	3.39	4.00	4.13	3.78	291

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<b>15. Bicycling Environment</b>						
	<i>Indicate the condition which applies to the location of your residence. (Select one)</i>					
<i>Answer Options</i>	<i>I live in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>I live in Menlo Park, but farther than a half mile of the El Camino Real Corridor</i>	<i>I don't live in Menlo Park, but I do live within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>None of the above.</i>	<i>Rating Average</i>	<i>Response Count</i>
Continuous bike lanes should be provided on ECR in both directions, because it is the most direct way for bicyclists to travel within and through Menlo Park.						
Strongly disagree	11	14	4	1		
Somewhat disagree	13	13	0	0		
Neutral/No opinion	22	14	3	1		
Somewhat agree	24	32	5	7		
Strongly agree	65	23	21	16		
	3.88	3.39	4.18	4.48	3.80	289
If bicycle lanes are provided, they should be separated from vehicle traffic by a physical barrier to enhance safety.						
Strongly disagree	9	7	3	1		
Somewhat disagree	10	14	1	3		
Neutral/No opinion	21	25	2	6		
Somewhat agree	35	22	9	8		
Strongly agree	60	30	18	7		
	3.94	3.55	4.15	3.68	3.81	291
Bicycles are best accommodated on adjacent parallel routes, not on ECR.						
Strongly disagree	18	7	8	8		
Somewhat disagree	19	15	5	5		
Neutral/No opinion	21	17	6	4		
Somewhat agree	35	24	5	2		
Strongly agree	42	35	9	6		
	3.47	3.66	3.06	2.72	3.43	291
Currently, routes parallel to ECR are too discontinuous or conflicted for effective bike travel.						
Strongly disagree	2	5	0	0		
Somewhat disagree	9	1	0	0		
Neutral/No opinion	11	18	1	0		
Somewhat agree	39	29	8	2		
Strongly agree	72	45	23	22		
	4.28	4.10	4.69	4.92	4.32	287
If conditions for bicyclists on and across ECR were improved, I would consider bicycling rather than driving for some short trips and errands.						
Strongly disagree	10	13	1	0		
Somewhat disagree	5	12	0	1		
Neutral/No opinion	16	12	3	4		
Somewhat agree	21	22	3	1		
Strongly agree	83	39	25	19		
	4.20	3.63	4.59	4.52	4.08	290
<b>answered question</b>						<b>292</b>
<b>skipped question</b>						<b>24</b>

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<b>16. Parking Environment</b>						
	<i>Indicate the condition which applies to the location of your residence. (Select one)</i>					
<i>Answer Options</i>	<i>I live in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>I live in Menlo Park, but farther than a half mile of the El Camino Real Corridor.</i>	<i>I don't live in Menlo Park, but I do live within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>None of the above.</i>	<i>Rating Average</i>	<i>Response Count</i>
<b>Street parking on ECR is essential for the convenience of customers of small businesses located there.</b>						
Strongly disagree	34	23	11	9		
Somewhat disagree	47	24	6	8		
Neutral/No opinion	26	25	12	6		
Somewhat agree	19	13	3	1		
Strongly agree	7	14	0	0		
	2.38	2.71	2.22	1.96	2.44	288
<b>Parking on ECR should be eliminated to free up more space for vehicle travel.</b>						
Strongly disagree	19	20	5	3		
Somewhat disagree	12	12	9	4		
Neutral/No opinion	35	20	8	11		
Somewhat agree	42	25	6	2		
Strongly agree	27	21	4	4		
	3.34	3.15	2.84	3.00	3.19	289
<b>Parking on ECR should be eliminated to free up more space for bicycle lanes.</b>						
Strongly disagree	14	18	1	1		
Somewhat disagree	7	11	1	2		
Neutral/No opinion	23	16	5	1		
Somewhat agree	34	27	8	5		
Strongly agree	55	27	17	15		
	3.82	3.34	4.22	4.29	3.74	288
<b>Any parking that is removed from ECR should be replaced with parking lots or garages off the roadway, nearby.</b>						
Strongly disagree	7	1	4	2		
Somewhat disagree	10	3	6	4		
Neutral/No opinion	33	22	7	7		
Somewhat agree	46	43	10	7		
Strongly agree	38	30	5	4		
	3.73	3.99	3.19	3.29	3.72	289
<b>answered question</b>						<b>290</b>
<b>skipped question</b>						<b>26</b>

**APPENDIX B: CROSS-TABULATIONS – QUESTION 2**

<b>I. Indicate the condition which applies to the location of your residence. (Select one)</b>						
	<i>Indicate the condition which applies to the location of your work. (Select one)</i>					
<i>Answer Options</i>	<i>I work in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>I work in Menlo Park, but farther than a half mile of the El Camino Real Corridor</i>	<i>I don't work in Menlo Park, but I do work within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>None of the above</i>	<i>Response Percent</i>	<i>Response Count</i>
I live in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.	38	16	28	65	46.5%	147
I live in Menlo Park, but farther than a half mile of the El Camino Real Corridor	8	25	14	55	32.3%	102
I don't live in Menlo Park, but I do live within a half mile (4-5 blocks) of the El Camino Real Corridor.	5	4	23	9	13.0%	41
None of the above.	5	2	11	8	8.2%	26
<b>answered question</b>						<b>316</b>
<b>skipped question</b>						<b>0</b>

<b>2. Indicate the condition which applies to the location of your work. (Select one)</b>						
	<i>Indicate the condition which applies to the location of your work. (Select one)</i>					
<i>Answer Options</i>	<i>I work in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>I work in Menlo Park, but farther than a half mile of the El Camino Real Corridor</i>	<i>I don't work in Menlo Park, but I do work within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>None of the above</i>	<i>Response Percent</i>	<i>Response Count</i>
I work in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.	56	0	0	0	17.7%	56
I work in Menlo Park, but farther than a half mile of the El Camino Real Corridor	0	47	0	0	14.9%	47
I don't work in Menlo Park, but I do work within a half mile (4-5 blocks) of the El Camino Real Corridor.	0	0	76	0	24.1%	76
None of the above	0	0	0	137	43.4%	137
<b>answered question</b>						<b>316</b>
<b>skipped question</b>						<b>0</b>

<b>3. Do you drive a vehicle on El Camino Real? (Select one)</b>						
	<i>Indicate the condition which applies to the location of your work. (Select one)</i>					
<i>Answer Options</i>	<i>I work in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>I work in Menlo Park, but farther than a half mile of the El Camino Real Corridor</i>	<i>I don't work in Menlo Park, but I do work within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>None of the above</i>	<i>Response Percent</i>	<i>Response Count</i>
Multiple times per day	18	18	27	43	33.5%	106
Approximately once per day	11	7	3	24	14.2%	45
A few times a week	17	18	28	51	36.1%	114
Almost never	10	4	18	19	16.1%	51
<b>answered question</b>						<b>316</b>
<b>skipped question</b>						<b>0</b>

<b>4. Do you ride a bike on or across El Camino Real? (Select one)</b>						
	<i>Indicate the condition which applies to the location of your work. (Select one)</i>					
<i>Answer Options</i>	<i>I work in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>I work in Menlo Park, but farther than a half mile of the El Camino Real Corridor</i>	<i>I don't work in Menlo Park, but I do work within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>None of the above</i>	<i>Response Percent</i>	<i>Response Count</i>
On a daily basis	19	7	22	13	19.3%	61
Several times per week	11	13	12	34	22.2%	70
Mostly on weekends	10	10	16	24	19.0%	60
Almost never	16	17	26	66	39.6%	125
<b>answered question</b>						<b>316</b>
<b>skipped question</b>						<b>0</b>

<b>5. Do you use local bus transit services that travel on El Camino Real? (Select one)</b>						
	<i>Indicate the condition which applies to the location of your work. (Select one)</i>					
<i>Answer Options</i>	<i>I work in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>I work in Menlo Park, but farther than a half mile of the El Camino Real Corridor</i>	<i>I don't work in Menlo Park, but I do work within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>None of the above</i>	<i>Response Percent</i>	<i>Response Count</i>
On a daily basis	0	0	1	1	0.6%	2
Several times per week	3	2	6	1	3.8%	12
Mostly on weekends	0	0	2	2	1.3%	4
Almost never	53	45	67	133	94.3%	298
<b>answered question</b>						<b>316</b>
<b>skipped question</b>						<b>0</b>

<b>6. Do you walk along or across El Camino Real? (Select one)</b>						
	<i>Indicate the condition which applies to the location of your work. (Select one)</i>					
<i>Answer Options</i>	<i>I work in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>I work in Menlo Park, but farther than a half mile of the El Camino Real Corridor</i>	<i>I don't work in Menlo Park, but I do work within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>None of the above</i>	<i>Response Percent</i>	<i>Response Count</i>
On a daily basis	11	2	8	10	9.8%	31
Several times per week	21	11	19	29	25.4%	80
Mostly on weekends	11	17	27	28	26.3%	83
Almost never	13	17	22	69	38.4%	121
<b>answered question</b>						<b>315</b>
<b>skipped question</b>						<b>1</b>

<b>7. Do you have a child that has to cross El Camino Real to get to school? (Select one)</b>						
	<i>Indicate the condition which applies to the location of your work. (Select one)</i>					
<i>Answer Options</i>	<i>I work in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>I work in Menlo Park, but farther than a half mile of the El Camino Real Corridor</i>	<i>I don't work in Menlo Park, but I do work within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>None of the above</i>	<i>Response Percent</i>	<i>Response Count</i>
Yes	15	11	10	24	19.0%	60
No	41	36	66	112	81.0%	255
<b>answered question</b>						<b>315</b>
<b>skipped question</b>						<b>1</b>

<b>8. Please indicate the most common condition which applies to your use of the Menlo Park Caltrain station. (Select one)</b>						
	<i>Indicate the condition which applies to the location of your work. (Select one)</i>					
<i>Answer Options</i>	<i>I work in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>I work in Menlo Park, but farther than a half mile of the El Camino Real Corridor</i>	<i>I don't work in Menlo Park, but I do work within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>None of the above</i>	<i>Response Percent</i>	<i>Response Count</i>
I walk to Caltrain	14	7	18	22	19.4%	61
I ride my bike to Caltrain	9	8	26	23	21.0%	66
I am dropped off by another vehicle or transit at Caltrain	3	3	3	4	4.1%	13
I drive and park at Caltrain	7	9	9	14	12.4%	39
I rarely use Caltrain	23	20	20	73	43.2%	136
<b>answered question</b>						<b>315</b>
<b>skipped question</b>						<b>1</b>

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<b>9. Why do you typically travel on El Camino Real? (Select all that apply)</b>							
	<i>Indicate the condition which applies to the location of your work. (Select one)</i>						
<i>Answer Options</i>	<i>I work in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>I work in Menlo Park, but farther than a half mile of the El Camino Real Corridor.</i>	<i>I don't work in Menlo Park, but I do work within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>None of the above</i>	<i>Response Percent</i>	<i>Response Count</i>	
Travel to and/or from work	35	25	60	39	50.5%	159	
Travel to and/or from school	12	11	13	24	19.0%	60	
Travel for shopping	44	38	50	108	76.2%	240	
Patronizing local businesses	38	33	46	99	68.6%	216	
For physical activity	10	11	8	26	17.5%	55	
Other (please specify)							36
<b>answered question</b>						<b>315</b>	
<b>skipped question</b>						<b>1</b>	

<b>10. Please score each of the following items that you would like to see on El Camino Real from 1 (least desirable) to 5 (most desirable).</b>						
	<i>Indicate the condition which applies to the location of your work. (Select one)</i>					
<i>Answer Options</i>	<i>I work in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>I work in Menlo Park, but farther than a half mile of the El Camino Real Corridor.</i>	<i>I don't work in Menlo Park, but I do work within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>None of the above</i>	<i>Rating Average</i>	<i>Response Count</i>
<b>Lower travel speeds on El Camino Real (ECR)</b>						
1 Least desirable	9	11	16	33		
2	3	3	11	8		
3 Neutral	19	24	39	65		
4	8	2	4	13		
5 Most desirable	17	7	6	16		
	3.38	2.81	2.64	2.79	2.86	314
<b>Higher travel speeds on ECR</b>						
1 Least desirable	29	23	24	51		
2	9	3	10	15		
3 Neutral	14	11	25	49		
4	2	6	13	10		
5 Most desirable	2	4	4	11		
	1.91	2.26	2.51	2.38	2.31	315
<b>More convenient on-street parking on ECR</b>						
1 Least desirable	22	19	30	63		
2	12	10	12	29		
3 Neutral	19	16	27	31		
4	1	2	5	8		
5 Most desirable	2	0	2	5		
	2.09	2.02	2.17	1.99	2.06	315

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<b>10. Please score each of the following items that you would like to see on El Camino Real from 1 (least desirable) to 5 (most desirable).</b>						
	Indicate the condition which applies to the location of your work. (Select one)					
Answer Options	I work in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.	I work in Menlo Park, but farther than a half mile of the El Camino Real Corridor	I don't work in Menlo Park, but I do work within a half mile (4-5 blocks) of the El Camino Real Corridor.	None of the above	Rating Average	Response Count
<b>More convenient parking within walking distance to ECR</b>						
1 Least desirable	6	4	12	15		
2	7	3	9	18		
3 Neutral	24	23	24	49		
4	10	12	21	36		
5 Most desirable	9	5	10	19		
	3.16	3.23	3.11	3.19	3.17	316
<b>More bike parking close to downtown</b>						
1 Least desirable	1	1	3	11		
2	0	4	0	5		
3 Neutral	12	15	15	30		
4	20	11	32	43		
5 Most desirable	23	16	26	47		
	4.14	3.79	4.03	3.81	3.92	315
<b>Inclusion of bicycle lanes on ECR</b>						
1 Least desirable	3	9	6	22		
2	1	4	2	9		
3 Neutral	9	4	7	13		
4	10	8	11	28		
5 Most desirable	33	22	50	65		
	4.23	3.64	4.28	3.77	3.95	316
<b>Enhanced pedestrian safety and crossings on ECR</b>						
1 Least desirable	0	1	1	4		
2	0	0	1	3		
3 Neutral	8	9	17	17		
4	11	11	23	32		
5 Most desirable	37	26	34	81		
	4.52	4.30	4.16	4.34	4.32	316
<b>Wider sidewalks on ECR</b>						
1 Least desirable	0	5	4	9		
2	3	5	8	12		
3 Neutral	19	14	23	40		
4	12	8	12	22		
5 Most desirable	22	15	29	53		
	3.95	3.49	3.71	3.72	3.72	315
<b>Additional through lanes on El Camino Real</b>						
1 Least desirable	16	11	18	28		
2	11	5	8	21		
3 Neutral	12	16	28	36		

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<b>10. Please score each of the following items that you would like to see on El Camino Real from 1 (least desirable) to 5 (most desirable).</b>						
	Indicate the condition which applies to the location of your work. (Select one)					
Answer Options	I work in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.	I work in Menlo Park, but farther than a half mile of the El Camino Real Corridor	I don't work in Menlo Park, but I do work within a half mile (4-5 blocks) of the El Camino Real Corridor.	None of the above	Rating Average	Response Count
4	10	8	15	24		
5 Most desirable	7	7	7	28		
	2.66	2.89	2.80	3.02	2.89	316
<b>Increased vehicle safety on ECR</b>						
1 Least desirable	2	2	1	3		
2	4	2	5	7		
3 Neutral	19	18	37	55		
4	15	15	19	35		
5 Most desirable	16	10	14	36		
	3.70	3.62	3.53	3.69	3.64	315
<b>Additional transit service along ECR</b>						
1 Least desirable	6	1	6	16		
2	4	3	8	11		
3 Neutral	25	33	38	72		
4	17	8	14	23		
5 Most desirable	4	2	10	14		
	3.16	3.15	3.18	3.06	3.12	315
<b>Timing traffic signals to favor continuous north-south flow on ECR</b>						
1 Least desirable	5	3	4	6		
2	4	6	2	8		
3 Neutral	7	12	18	38		
4	16	14	12	33		
5 Most desirable	24	12	40	52		
	3.89	3.55	4.08	3.85	3.87	316
<b>Timing traffic signals to favor east west access</b>						
1 Least desirable	6	1	14	12		
2	7	9	16	19		
3 Neutral	23	16	32	63		
4	12	15	9	21		
5 Most desirable	8	6	5	21		
	3.16	3.34	2.67	3.15	3.06	315
<b>Reduction of vehicle miles travelled on ECR (reduction in traffic passing through Menlo Park on ECR)</b>						
1 Least desirable	3	2	5	9		
2	2	3	10	13		
3 Neutral	16	18	30	48		
4	13	6	13	32		
5 Most desirable	22	18	18	34		
	3.88	3.74	3.38	3.51	3.58	315
<b>Reduction in delay at signalized intersections on ECR</b>						

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<b>10. Please score each of the following items that you would like to see on El Camino Real from 1 (least desirable) to 5 (most desirable).</b>						
	<i>Indicate the condition which applies to the location of your work. (Select one)</i>					
<i>Answer Options</i>	<i>I work in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>I work in Menlo Park, but farther than a half mile of the El Camino Real Corridor</i>	<i>I don't work in Menlo Park, but I do work within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>None of the above</i>	<i>Rating Average</i>	<i>Response Count</i>
1 Least desirable	3	1	2	2		
2	3	1	4	4		
3 Neutral	17	16	28	58		
4	17	19	23	37		
5 Most desirable	16	10	19	35		
	3.71	3.77	3.70	3.73	3.72	315
<b>More landscaped medians on ECR</b>						
1 Least desirable	3	5	9	19		
2	5	5	9	15		
3 Neutral	24	18	27	56		
4	13	7	15	32		
5 Most desirable	11	12	16	14		
	3.43	3.34	3.26	3.05	3.21	315
<b>More landscaping along ECR (providing buffers between pedestrians or bicyclists and vehicles)</b>						
1 Least desirable	0	4	2	10		
2	1	2	7	7		
3 Neutral	14	14	9	38		
4	16	9	20	40		
5 Most desirable	25	18	38	41		
	4.16	3.74	4.12	3.70	3.89	315
<b>answered question</b>						<b>316</b>
<b>skipped question</b>						<b>0</b>

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<b>II. General Safety and Environmental Concerns</b>						
	<i>Indicate the condition which applies to the location of your work. (Select one)</i>					
<i>Answer Options</i>	<i>I work in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>I work in Menlo Park, but farther than a half mile of the El Camino Real Corridor</i>	<i>I don't work in Menlo Park, but I do work within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>None of the above</i>	<i>Rating Average</i>	<i>Response Count</i>
<b>ECR is only safe if you are in a vehicle.</b>						
Strongly disagree	1	1	4	9		
Somewhat disagree	13	5	10	19		
Neutral/No opinion	4	4	5	9		
Somewhat agree	23	21	26	53		
Strongly agree	14	13	24	37		
	3.65	3.91	3.81	3.71	3.75	295
<b>Ensuring that children can safely cross ECR to get to and from school should be a high priority.</b>						
Strongly disagree	0	1	0	1		
Somewhat disagree	1	1	6	3		
Neutral/No opinion	4	6	8	14		
Somewhat agree	13	13	24	35		
Strongly agree	37	23	30	74		
	4.56	4.27	4.15	4.40	4.35	294
<b>Mitigating poor air quality from vehicle traffic/congestion should be a high priority.</b>						
Strongly disagree	1	3	3	8		
Somewhat disagree	3	2	5	15		
Neutral/No opinion	13	12	16	33		
Somewhat agree	12	11	23	39		
Strongly agree	26	16	22	31		
	4.07	3.80	3.81	3.56	3.75	294
<b>Signage (for cross streets, turns) is not clear enough and needs to be improved.</b>						
Strongly disagree	3	2	3	14		
Somewhat disagree	9	9	19	23		
Neutral/No opinion	27	21	30	58		
Somewhat agree	13	8	10	21		
Strongly agree	3	4	7	9		
	3.07	3.07	2.99	2.90	2.98	293
<b>answered question</b>						<b>295</b>
<b>skipped question</b>						<b>21</b>

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12. Walking Environment						
	Indicate the condition which applies to the location of your work. (Select one)					
Answer Options	I work in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.	I work in Menlo Park, but farther than a half mile of the El Camino Real Corridor	I don't work in Menlo Park, but I do work within a half mile (4-5 blocks) of the El Camino Real Corridor.	None of the above	Rating Average	Response Count
Signals are long enough to allow people to walk across ECR safely.						
Strongly disagree	4	3	1	5		
Somewhat disagree	11	10	10	24		
Neutral/no opinion	5	5	12	23		
Somewhat agree	23	22	34	41		
Strongly agree	12	4	9	32		
	3.51	3.32	3.61	3.57	3.53	290
Vehicle speeds should be slower to make the road safer for people walking.						
Strongly disagree	4	3	6	17		
Somewhat disagree	11	11	18	26		
Neutral/no opinion	12	13	30	45		
Somewhat agree	15	10	7	26		
Strongly agree	13	7	5	12		
	3.40	3.16	2.80	2.92	3.02	291
Bicycles on the sidewalks are a threat to pedestrian safety.						
Strongly disagree	5	3	6	8		
Somewhat disagree	8	6	13	14		
Neutral/no opinion	6	10	9	20		
Somewhat agree	19	14	22	51		
Strongly agree	16	11	17	33		
	3.61	3.55	3.46	3.69	3.60	291
A parallel pedestrian path/trail should be provided, separated from the main roadway, possibly adjacent to the railroad tracks.						
Strongly disagree	2	2	1	7		
Somewhat disagree	1	2	5	11		
Neutral/no opinion	13	12	8	25		
Somewhat agree	16	9	18	28		
Strongly agree	23	19	35	54		
	4.04	3.93	4.21	3.89	4.00	291
If conditions for pedestrians on and across ECR were improved, I would walk rather than drive a car for some short trips and errands.						
Strongly disagree	3	1	5	10		
Somewhat disagree	7	12	6	13		
Neutral/no opinion	6	9	14	29		
Somewhat agree	14	7	11	32		
Strongly agree	25	15	30	41		
	3.93	3.52	3.83	3.65	3.72	290
<b>answered question</b>						<b>292</b>
<b>skipped question</b>						<b>24</b>

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<b>13. Transit</b>						
	<i>Indicate the condition which applies to the location of your work. (Select one)</i>					
<i>Answer Options</i>	<i>I work in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>I work in Menlo Park, but farther than a half mile of the El Camino Real Corridor</i>	<i>I don't work in Menlo Park, but I do work within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>None of the above</i>	<i>Rating Average</i>	<i>Response Count</i>
Dedicated bus/BRT (Bus Rapid Transit) lanes on ECR should be accommodated through Menlo Park.						
Strongly disagree	13	10	9	28		
Somewhat disagree	9	13	8	25		
Neutral/No opinion	20	16	31	45		
Somewhat agree	9	2	9	14		
Strongly agree	4	3	9	12		
	2.67	2.43	3.02	2.65	2.71	289
<b>answered question</b>						<b>289</b>
<b>skipped question</b>						<b>27</b>

<b>14. Vehicle Traffic Environment</b>						
	<i>Indicate the condition which applies to the location of your work. (Select one)</i>					
<i>Answer Options</i>	<i>I work in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>I work in Menlo Park, but farther than a half mile of the El Camino Real Corridor</i>	<i>I don't work in Menlo Park, but I do work within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>None of the above</i>	<i>Rating Average</i>	<i>Response Count</i>
Improving the flow of traffic for automobiles should be the highest priority for ECR.						
Strongly disagree	15	13	20	25		
Somewhat disagree	12	6	13	28		
Neutral/No opinion	10	8	14	16		
Somewhat agree	11	10	12	36		
Strongly agree	6	6	7	20		
	2.65	2.77	2.59	2.98	2.80	288
There is enough capacity for automobiles right now; improvements should focus on other modes of travel (bicycles, pedestrians, transit)						
Strongly disagree	3	4	4	23		
Somewhat disagree	9	5	8	20		
Neutral/No opinion	5	10	2	8		
Somewhat agree	11	6	17	27		
Strongly agree	26	18	35	48		
	3.89	3.67	4.08	3.45	3.71	289
Lanes should be made wider in order to better accommodate large trucks and delivery vehicles.						
Strongly disagree	25	13	28	45		
Somewhat disagree	15	14	20	40		
Neutral/No opinion	15	14	13	29		
Somewhat agree	0	2	4	10		
Strongly agree	0	0	1	2		
	1.82	2.12	1.94	2.08	2.00	290

<b>14. Vehicle Traffic Environment</b>						
	<i>Indicate the condition which applies to the location of your work. (Select one)</i>					
<i>Answer Options</i>	<i>I work in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>I work in Menlo Park, but farther than a half mile of the El Camino Real Corridor</i>	<i>I don't work in Menlo Park, but I do work within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>None of the above</i>	<i>Rating Average</i>	<i>Response Count</i>
Solutions for ECR should attempt to separate regional through traffic from local traffic.						
Strongly disagree	3	4	2	16		
Somewhat disagree	12	8	15	24		
Neutral/No opinion	19	12	25	44		
Somewhat agree	9	12	12	24		
Strongly agree	12	7	12	16		
	3.27	3.23	3.26	3.00	3.15	288
Regional through traffic should be prioritized on ECR; short local trips should be routed along other roads through the community.						
Strongly disagree	24	15	18	44		
Somewhat disagree	16	12	15	32		
Neutral/No opinion	10	10	24	36		
Somewhat agree	4	6	6	7		
Strongly agree	1	0	3	6		
	1.95	2.16	2.41	2.19	2.19	289
Controlling "spillover" traffic in the neighborhoods adjacent to ECR should be a high priority.						
Strongly disagree	1	0	8	8		
Somewhat disagree	5	6	17	20		
Neutral/No opinion	12	11	19	41		
Somewhat agree	13	13	6	29		
Strongly agree	23	13	16	27		
	3.96	3.77	3.08	3.38	3.48	288
<b>answered question</b>						<b>290</b>
<b>skipped question</b>						<b>26</b>

<b>15. Bicycling Environment</b>						
	<i>Indicate the condition which applies to the location of your work. (Select one)</i>					
<i>Answer Options</i>	<i>I work in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>I work in Menlo Park, but farther than a half mile of the El Camino Real Corridor</i>	<i>I don't work in Menlo Park, but I do work within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>None of the above</i>	<i>Rating Average</i>	<i>Response Count</i>
ECR is not safe or convenient to cross by bicycle.						
Strongly disagree	2	4	1	11		
Somewhat disagree	6	5	7	21		
Neutral/No opinion	8	4	5	18		
Somewhat agree	19	16	22	38		
Strongly agree	20	15	32	37		

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<b>15. Bicycling Environment</b>						
	<i>Indicate the condition which applies to the location of your work. (Select one)</i>					
<i>Answer Options</i>	<i>I work in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>I work in Menlo Park, but farther than a half mile of the El Camino Real Corridor</i>	<i>I don't work in Menlo Park, but I do work within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>None of the above</i>	<i>Rating Average</i>	<i>Response Count</i>
	3.89	3.75	4.15	3.55	3.78	291
Continuous bike lanes should be provided on ECR in both directions, because it is the most direct way for bicyclists to travel within and through Menlo Park.						
Strongly disagree	3	6	5	16		
Somewhat disagree	8	4	1	13		
Neutral/No opinion	7	8	6	19		
Somewhat agree	13	11	14	30		
Strongly agree	25	13	41	46		
	3.88	3.50	4.27	3.62	3.80	289
If bicycle lanes are provided, they should be separated from vehicle traffic by a physical barrier to enhance safety.						
Strongly disagree	4	3	4	9		
Somewhat disagree	4	3	6	15		
Neutral/No opinion	9	13	9	23		
Somewhat agree	15	10	13	36		
Strongly agree	24	15	35	41		
	3.91	3.70	4.03	3.69	3.81	291
Bicycles are best accommodated on adjacent parallel routes, not on ECR.						
Strongly disagree	12	5	10	14		
Somewhat disagree	9	7	5	23		
Neutral/No opinion	9	9	14	16		
Somewhat agree	13	11	16	26		
Strongly agree	13	12	22	45		
	3.11	3.41	3.52	3.52	3.43	291
Currently, routes parallel to ECR are too discontinuous or conflicted for effective bike travel.						
Strongly disagree	2	0	1	4		
Somewhat disagree	4	2	2	2		
Neutral/No opinion	4	4	3	19		
Somewhat agree	17	9	15	37		
Strongly agree	28	28	45	61		
	4.18	4.47	4.53	4.21	4.32	287
If conditions for bicyclists on and across ECR were improved, I would consider bicycling rather than driving for some short trips and errands.						
Strongly disagree	3	2	4	15		
Somewhat disagree	1	5	0	12		
Neutral/No opinion	8	8	8	11		
Somewhat agree	10	7	10	20		
Strongly agree	34	20	45	67		
	4.27	3.90	4.37	3.90	4.08	290
<b>answered question</b>						<b>292</b>
<b>skipped question</b>						<b>24</b>

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<b>16. Parking Environment</b>						
	<i>Indicate the condition which applies to the location of your work. (Select one)</i>					
<i>Answer Options</i>	<i>I work in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>I work in Menlo Park, but farther than a half mile of the El Camino Real Corridor.</i>	<i>I don't work in Menlo Park, but I do work within a half mile (4-5 blocks) of the El Camino Real Corridor.</i>	<i>None of the above</i>	<i>Rating Average</i>	<i>Response Count</i>
Street parking on ECR is essential for the convenience of customers of small businesses located there.						
Strongly disagree	12	13	19	33		
Somewhat disagree	18	9	14	44		
Neutral/No opinion	13	13	22	21		
Somewhat agree	9	5	7	15		
Strongly agree	3	3	4	11		
	2.51	2.44	2.44	2.41	2.44	288
Parking on ECR should be eliminated to free up more space for vehicle travel.						
Strongly disagree	10	7	11	19		
Somewhat disagree	8	3	9	17		
Neutral/No opinion	14	17	16	27		
Somewhat agree	18	7	20	30		
Strongly agree	5	9	11	31		
	3.00	3.19	3.16	3.30	3.19	289
Parking on ECR should be eliminated to free up more space for bicycle lanes.						
Strongly disagree	5	5	6	18		
Somewhat disagree	3	4	5	9		
Neutral/No opinion	10	10	6	19		
Somewhat agree	15	10	20	29		
Strongly agree	22	14	29	49		
	3.84	3.56	3.92	3.66	3.74	288
Any parking that is removed from ECR should be replaced with parking lots or garages off the roadway, nearby.						
Strongly disagree	2	1	3	8		
Somewhat disagree	6	1	7	9		
Neutral/No opinion	17	17	14	21		
Somewhat agree	17	17	24	48		
Strongly agree	13	7	18	39		
	3.60	3.65	3.71	3.81	3.72	289
<b>answered question</b>						<b>290</b>
<b>skipped question</b>						<b>26</b>

### APPENDIX B: CROSS-TABULATIONS – QUESTION 3

<b>I. Indicate the condition which applies to the location of your residence. (Select one)</b>						
	<i>Do you drive a vehicle on El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>Multiple times per day</i>	<i>Approximately once per day</i>	<i>A few times a week</i>	<i>Almost never</i>	<i>Response Percent</i>	<i>Response Count</i>
I live in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.	63	25	51	8	46.5%	147
I live in Menlo Park, but farther than a half mile of the El Camino Real Corridor	35	16	38	13	32.3%	102
I don't live in Menlo Park, but I do live within a half mile (4-5 blocks) of the El Camino Real Corridor.	7	4	15	15	13.0%	41
None of the above.	1	0	10	15	8.2%	26
<b>answered question</b>						<b>316</b>
<b>skipped question</b>						<b>0</b>

<b>2. Indicate the condition which applies to the location of your work. (Select one)</b>						
	<i>Do you drive a vehicle on El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>Multiple times per day</i>	<i>Approximately once per day</i>	<i>A few times a week</i>	<i>Almost never</i>	<i>Response Percent</i>	<i>Response Count</i>
I work in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.	18	11	17	10	17.7%	56
I work in Menlo Park, but farther than a half mile of the El Camino Real Corridor	18	7	18	4	14.9%	47
I don't work in Menlo Park, but I do work within a half mile (4-5 blocks) of the El Camino Real Corridor.	27	3	28	18	24.1%	76
None of the above	43	24	51	19	43.4%	137
<b>answered question</b>						<b>316</b>
<b>skipped question</b>						<b>0</b>

<b>3. Do you drive a vehicle on El Camino Real? (Select one)</b>						
	<i>Do you drive a vehicle on El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>Multiple times per day</i>	<i>Approximately once per day</i>	<i>A few times a week</i>	<i>Almost never</i>	<i>Response Percent</i>	<i>Response Count</i>
Multiple times per day	106	0	0	0	33.5%	106
Approximately once per day	0	45	0	0	14.2%	45
A few times a week	0	0	114	0	36.1%	114
Almost never	0	0	0	51	16.1%	51
<b>answered question</b>						<b>316</b>
<b>skipped question</b>						<b>0</b>

<b>4. Do you ride a bike on or across El Camino Real? (Select one)</b>						
	<i>Do you drive a vehicle on El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>Multiple times per day</i>	<i>Approximately once per day</i>	<i>A few times a week</i>	<i>Almost never</i>	<i>Response Percent</i>	<i>Response Count</i>
On a daily basis	5	1	32	23	19.3%	61
Several times per week	17	6	28	19	22.2%	70
Mostly on weekends	30	10	16	4	19.0%	60
Almost never	54	28	38	5	39.6%	125
<b>answered question</b>						<b>316</b>
<b>skipped question</b>						<b>0</b>

<b>5. Do you use local bus transit services that travel on El Camino Real? (Select one)</b>						
	<i>Do you drive a vehicle on El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>Multiple times per day</i>	<i>Approximately once per day</i>	<i>A few times a week</i>	<i>Almost never</i>	<i>Response Percent</i>	<i>Response Count</i>
On a daily basis	2	0	0	0	0.6%	2
Several times per week	3	0	3	6	3.8%	12
Mostly on weekends	0	0	3	1	1.3%	4
Almost never	101	45	108	44	94.3%	298
<b>answered question</b>						<b>316</b>
<b>skipped question</b>						<b>0</b>

<b>6. Do you walk along or across El Camino Real? (Select one)</b>						
	<i>Do you drive a vehicle on El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>Multiple times per day</i>	<i>Approximately once per day</i>	<i>A few times a week</i>	<i>Almost never</i>	<i>Response Percent</i>	<i>Response Count</i>
On a daily basis	13	3	10	5	9.8%	31
Several times per week	26	11	33	10	25.4%	80
Mostly on weekends	29	12	26	16	26.3%	83
Almost never	38	19	44	20	38.4%	121
<b>answered question</b>						<b>315</b>
<b>skipped question</b>						<b>1</b>

<b>7. Do you have a child that has to cross El Camino Real to get to school? (Select one)</b>						
	<i>Do you drive a vehicle on El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>Multiple times per day</i>	<i>Approximately once per day</i>	<i>A few times a week</i>	<i>Almost never</i>	<i>Response Percent</i>	<i>Response Count</i>
Yes	34	8	16	2	19.0%	60
No	72	37	97	49	81.0%	255
<b>answered question</b>						<b>315</b>
<b>skipped question</b>						<b>1</b>

<b>8. Please indicate the most common condition which applies to your use of the Menlo Park Caltrain station. (Select one)</b>						
	<i>Do you drive a vehicle on El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>Multiple times per day</i>	<i>Approximately once per day</i>	<i>A few times a week</i>	<i>Almost never</i>	<i>Response Percent</i>	<i>Response Count</i>
I walk to Caltrain	23	8	25	5	19.4%	61
I ride my bike to Caltrain	6	2	24	34	21.0%	66
I am dropped off by another vehicle or transit at Caltrain	7	1	5	0	4.1%	13
I drive and park at Caltrain	24	2	11	2	12.4%	39
I rarely use Caltrain	46	32	48	10	43.2%	136
<b>answered question</b>						<b>315</b>
<b>skipped question</b>						<b>1</b>

<b>9. Why do you typically travel on El Camino Real? (Select all that apply)</b>							
<i>Do you drive a vehicle on El Camino Real? (Select one)</i>							
<i>Answer Options</i>	<i>Multiple times per day</i>	<i>Approximately once per day</i>	<i>A few times a week</i>	<i>Almost never</i>	<i>Response Percent</i>	<i>Response Count</i>	
Travel to and/or from work	75	12	44	28	50.5%	159	
Travel to and/or from school	29	9	16	6	19.0%	60	
Travel for shopping	86	38	85	31	76.2%	240	
Patronizing local businesses	78	30	78	30	68.6%	216	
For physical activity	22	7	17	9	17.5%	55	
Other (please specify)							36
<b>answered question</b>						<b>315</b>	
<b>skipped question</b>						<b>1</b>	

<b>10. Please score each of the following items that you would like to see on El Camino Real from 1 (least desirable) to 5 (most desirable).</b>						
<i>Do you drive a vehicle on El Camino Real? (Select one)</i>						
<i>Answer Options</i>	<i>Multiple times per day</i>	<i>Approximately once per day</i>	<i>A few times a week</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
<b>Lower travel speeds on El Camino Real (ECR)</b>						
1 Least desirable	28	13	25	3		
2	11	5	7	2		
3 Neutral	45	18	57	27		
4	7	3	8	9		
5 Most desirable	13	6	17	10		
	2.67	2.64	2.87	3.41	2.86	314
<b>Higher travel speeds on ECR</b>						
1 Least desirable	39	21	42	25		
2	7	4	18	8		
3 Neutral	37	13	35	14		
4	13	3	13	2		
5 Most desirable	9	4	6	2		
	2.49	2.22	2.32	1.98	2.31	315
<b>More convenient on-street parking on ECR</b>						
1 Least desirable	48	21	46	19		
2	17	9	27	10		
3 Neutral	31	13	30	19		
4	5	1	9	1		
5 Most desirable	4	1	2	2		
	2.05	1.93	2.07	2.16	2.06	315
<b>More convenient parking within walking distance to ECR</b>						
1 Least desirable	13	3	13	8		

<b>10. Please score each of the following items that you would like to see on El Camino Real from 1 (least desirable) to 5 (most desirable).</b>						
	<i>Do you drive a vehicle on El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>Multiple times per day</i>	<i>Approximately once per day</i>	<i>A few times a week</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
2	11	4	16	6		
3 Neutral	38	17	42	23		
4	27	10	32	10		
5 Most desirable	17	11	11	4		
	3.23	3.49	3.11	2.92	3.17	316
<b>More bike parking close to downtown</b>						
1 Least desirable	9	4	2	1		
2	2	1	6	0		
3 Neutral	33	17	19	3		
4	37	10	33	26		
5 Most desirable	24	13	54	21		
	3.62	3.60	4.15	4.29	3.92	315
<b>Inclusion of bicycle lanes on ECR</b>						
1 Least desirable	20	10	9	1		
2	7	3	5	1		
3 Neutral	15	6	10	2		
4	24	8	19	6		
5 Most desirable	40	18	71	41		
	3.54	3.47	4.21	4.67	3.95	316
<b>Enhanced pedestrian safety and crossings on ECR</b>						
1 Least desirable	1	2	2	1		
2	1	1	2	0		
3 Neutral	15	7	19	10		
4	29	10	26	12		
5 Most desirable	60	25	65	28		
	4.38	4.22	4.32	4.29	4.32	316
<b>Wider sidewalks on ECR</b>						
1 Least desirable	4	6	7	1		
2	8	5	11	4		
3 Neutral	36	11	34	15		
4	17	4	24	9		
5 Most desirable	40	19	38	22		
	3.77	3.56	3.66	3.92	3.72	315
<b>Additional through lanes on El Camino Real</b>						
1 Least desirable	17	8	28	20		
2	9	9	18	9		
3 Neutral	28	11	35	18		
4	28	7	20	2		
5 Most desirable	24	10	13	2		
	3.31	3.04	2.75	2.16	2.89	316

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<b>10. Please score each of the following items that you would like to see on El Camino Real from 1 (least desirable) to 5 (most desirable).</b>						
	<i>Do you drive a vehicle on El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>Multiple times per day</i>	<i>Approximately once per day</i>	<i>A few times a week</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
<b>Increased vehicle safety on ECR</b>						
1 Least desirable	1	3	3	1		
2	4	2	7	5		
3 Neutral	40	13	50	26		
4	31	14	26	13		
5 Most desirable	29	13	28	6		
	3.79	3.71	3.61	3.35	3.64	315
<b>Additional transit service along ECR</b>						
1 Least desirable	9	3	13	4		
2	12	3	10	1		
3 Neutral	58	28	59	23		
4	17	8	19	18		
5 Most desirable	9	3	13	5		
	3.05	3.11	3.08	3.37	3.12	315
<b>Timing traffic signals to favor continuous north-south flow on ECR</b>						
1 Least desirable	5	1	6	6		
2	1	3	8	8		
3 Neutral	17	5	27	26		
4	25	12	33	5		
5 Most desirable	58	24	40	6		
	4.23	4.22	3.82	2.94	3.87	316
<b>Timing traffic signals to favor east west access</b>						
1 Least desirable	18	3	9	3		
2	21	7	20	3		
3 Neutral	45	17	46	26		
4	11	12	23	11		
5 Most desirable	10	6	16	8		
	2.75	3.24	3.15	3.35	3.06	315
<b>Reduction of vehicle miles travelled on ECR (reduction in traffic passing through Menlo Park on ECR)</b>						
1 Least desirable	9	3	5	2		
2	14	3	10	1		
3 Neutral	31	16	45	20		
4	17	6	22	19		
5 Most desirable	34	17	32	9		
	3.50	3.69	3.58	3.63	3.58	315
<b>Reduction in delay at signalized intersections on ECR</b>						
1 Least desirable	2	0	4	2		
2	4	1	4	3		
3 Neutral	29	16	43	31		
4	39	16	33	8		

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<b>10. Please score each of the following items that you would like to see on El Camino Real from 1 (least desirable) to 5 (most desirable).</b>						
	<i>Do you drive a vehicle on El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>Multiple times per day</i>	<i>Approximately once per day</i>	<i>A few times a week</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
5 Most desirable	31	12	30	7		
	3.89	3.87	3.71	3.29	3.72	315
<b>More landscaped medians on ECR</b>						
1 Least desirable	11	6	15	4		
2	9	3	15	7		
3 Neutral	37	18	45	25		
4	21	10	25	11		
5 Most desirable	27	8	14	4		
	3.42	3.24	3.07	3.08	3.21	315
<b>More landscaping along ECR (providing buffers between pedestrians or bicyclists and vehicles)</b>						
1 Least desirable	4	5	7	0		
2	6	3	6	2		
3 Neutral	28	13	19	15		
4	26	8	40	11		
5 Most desirable	41	16	42	23		
	3.90	3.60	3.91	4.08	3.89	315
<b>answered question</b>						<b>316</b>
<b>skipped question</b>						<b>0</b>

<b>II. General Safety and Environmental Concerns</b>						
<i>Do you drive a vehicle on El Camino Real? (Select one)</i>						
<i>Answer Options</i>	<i>Multiple times per day</i>	<i>Approximately once per day</i>	<i>A few times a week</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
<b>ECR is only safe if you are in a vehicle.</b>						
Strongly disagree	6	3	1	5		
Somewhat disagree	15	6	18	8		
Neutral/No opinion	8	2	8	4		
Somewhat agree	34	19	49	21		
Strongly agree	32	12	36	8		
	3.75	3.74	3.90	3.41	3.75	295
<b>Ensuring that children can safely cross ECR to get to and from school should be a high priority.</b>						
Strongly disagree	1	1	0	0		
Somewhat disagree	6	1	2	2		
Neutral/No opinion	4	6	17	5		
Somewhat agree	27	11	33	14		
Strongly agree	56	23	60	25		
	4.39	4.29	4.35	4.35	4.35	294
<b>Mitigating poor air quality from vehicle traffic/congestion should be a high priority.</b>						
Strongly disagree	6	3	6	0		
Somewhat disagree	11	5	7	2		
Neutral/No opinion	26	9	24	15		
Somewhat agree	25	14	34	12		
Strongly agree	26	11	41	17		
	3.57	3.60	3.87	3.96	3.75	294
<b>Signage (for cross streets, turns) is not clear enough and needs to be improved.</b>						
Strongly disagree	12	3	6	1		
Somewhat disagree	15	9	28	8		
Neutral/No opinion	42	16	51	27		
Somewhat agree	16	11	18	7		
Strongly agree	8	3	9	3		
	2.92	3.05	2.96	3.07	2.98	293
<b>answered question</b>						<b>295</b>
<b>skipped question</b>						<b>21</b>

<b>12. Walking Environment</b>						
	<i>Do you drive a vehicle on El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>Multiple times per day</i>	<i>Approximately once per day</i>	<i>A few times a week</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
<b>Signals are long enough to allow people to walk across ECR safely.</b>						
Strongly disagree	6	2	5	0		
Somewhat disagree	17	4	22	12		
Neutral/no opinion	14	4	17	10		
Somewhat agree	37	19	50	14		
Strongly agree	20	13	15	9		
	3.51	3.88	3.44	3.44	3.53	290
<b>Vehicle speeds should be slower to make the road safer for people walking.</b>						
Strongly disagree	12	5	11	2		
Somewhat disagree	23	15	26	2		
Neutral/no opinion	32	11	38	19		
Somewhat agree	18	4	21	15		
Strongly agree	9	7	14	7		
	2.88	2.83	3.01	3.51	3.02	291
<b>Bicycles on the sidewalks are a threat to pedestrian safety.</b>						
Strongly disagree	4	2	9	7		
Somewhat disagree	12	4	19	6		
Neutral/no opinion	20	10	11	4		
Somewhat agree	32	18	42	14		
Strongly agree	27	7	29	14		
	3.69	3.59	3.57	3.49	3.60	291
<b>A parallel pedestrian path/trail should be provided, separated from the main roadway, possibly adjacent to the railroad tracks.</b>						
Strongly disagree	6	3	3	0		
Somewhat disagree	5	3	9	2		
Neutral/no opinion	14	9	23	12		
Somewhat agree	26	9	25	11		
Strongly agree	44	18	50	19		
	4.02	3.86	4.00	4.07	4.00	291
<b>If conditions for pedestrians on and across ECR were improved, I would walk rather than drive a car for some short trips and errands.</b>						
Strongly disagree	9	3	7	0		
Somewhat disagree	15	7	14	2		
Neutral/no opinion	13	7	25	13		
Somewhat agree	21	9	22	12		
Strongly agree	37	15	42	17		
	3.65	3.63	3.71	4.00	3.72	290
<b>answered question</b>						<b>292</b>
<b>skipped question</b>						<b>24</b>

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<b>13. Transit</b>						
<i>Do you drive a vehicle on El Camino Real? (Select one)</i>						
<i>Answer Options</i>	<i>Multiple times per day</i>	<i>Approximately once per day</i>	<i>A few times a week</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
Dedicated bus/BRT (Bus Rapid Transit) lanes on ECR should be accommodated through Menlo Park.						
Strongly disagree	28	9	22	1		
Somewhat disagree	26	12	13	4		
Neutral/No opinion	30	14	48	20		
Somewhat agree	7	4	16	7		
Strongly agree	2	2	11	13		
	2.24	2.46	2.83	3.60	2.71	289
<b>answered question</b>						<b>289</b>
<b>skipped question</b>						<b>27</b>

<b>14. Vehicle Traffic Environment</b>						
<i>Do you drive a vehicle on El Camino Real? (Select one)</i>						
<i>Answer Options</i>	<i>Multiple times per day</i>	<i>Approximately once per day</i>	<i>A few times a week</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
Improving the flow of traffic for automobiles should be the highest priority for ECR.						
Strongly disagree	18	2	27	26		
Somewhat disagree	13	6	32	8		
Neutral/No opinion	11	9	19	9		
Somewhat agree	28	18	21	2		
Strongly agree	21	7	11	0		
	3.23	3.52	2.61	1.71	2.80	288
There is enough capacity for automobiles right now; improvements should focus on other modes of travel (bicycles, pedestrians, transit)						
Strongly disagree	20	7	7	0		
Somewhat disagree	17	11	14	0		
Neutral/No opinion	6	4	11	4		
Somewhat agree	22	13	22	4		
Strongly agree	28	7	55	37		
	3.23	3.05	3.95	4.73	3.71	289
Lanes should be made wider in order to better accommodate large trucks and delivery vehicles.						
Strongly disagree	37	15	44	15		
Somewhat disagree	25	15	34	15		
Neutral/No opinion	25	8	24	14		
Somewhat agree	4	3	8	1		
Strongly agree	2	1	0	0		
	2.02	2.05	1.96	2.02	2.00	290
Solutions for ECR should attempt to separate regional through traffic from local traffic.						
Strongly disagree	8	4	11	2		
Somewhat disagree	16	12	26	5		
Neutral/No opinion	32	12	33	23		

<b>14. Vehicle Traffic Environment</b>						
	<i>Do you drive a vehicle on El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>Multiple times per day</i>	<i>Approximately once per day</i>	<i>A few times a week</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
Somewhat agree	16	10	22	9		
Strongly agree	21	4	17	5		
	3.28	2.95	3.07	3.23	3.15	288
Regional through traffic should be prioritized on ECR; short local trips should be routed along other roads through the community.						
Strongly disagree	38	16	37	10		
Somewhat disagree	22	9	32	12		
Neutral/No opinion	20	10	29	21		
Somewhat agree	10	5	7	1		
Strongly agree	3	1	5	1		
	2.12	2.17	2.19	2.36	2.19	289
Controlling “spillover” traffic in the neighborhoods adjacent to ECR should be a high priority.						
Strongly disagree	8	2	6	1		
Somewhat disagree	15	8	17	8		
Neutral/No opinion	20	5	36	22		
Somewhat agree	16	14	23	8		
Strongly agree	33	12	28	6		
	3.55	3.63	3.45	3.22	3.48	288
<b>answered question</b>						<b>290</b>
<b>skipped question</b>						<b>26</b>

<b>15. Bicycling Environment</b>						
	<i>Do you drive a vehicle on El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>Multiple times per day</i>	<i>Approximately once per day</i>	<i>A few times a week</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
ECR is not safe or convenient to cross by bicycle.						
Strongly disagree	6	3	6	3		
Somewhat disagree	14	9	13	3		
Neutral/No opinion	12	6	9	8		
Somewhat agree	28	11	39	17		
Strongly agree	34	13	43	14		
	3.74	3.52	3.91	3.80	3.78	291
Continuous bike lanes should be provided on ECR in both directions, because it is the most direct way for bicyclists to travel within and through Menlo Park.						
Strongly disagree	17	6	7	0		
Somewhat disagree	6	9	11	0		
Neutral/No opinion	20	7	8	5		
Somewhat agree	20	14	23	11		
Strongly agree	30	5	60	30		
	3.43	3.07	4.08	4.54	3.80	289
If bicycle lanes are provided, they should be separated from vehicle traffic by a physical barrier to enhance safety.						

<b>15. Bicycling Environment</b>						
<i>Do you drive a vehicle on El Camino Real? (Select one)</i>						
<i>Answer Options</i>	<i>Multiple times per day</i>	<i>Approximately once per day</i>	<i>A few times a week</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
Strongly disagree	14	2	4	0		
Somewhat disagree	7	6	9	6		
Neutral/No opinion	22	9	15	8		
Somewhat agree	15	14	31	14		
Strongly agree	36	10	51	18		
	3.55	3.59	4.05	3.96	3.81	291
<b>Bicycles are best accommodated on adjacent parallel routes, not on ECR.</b>						
Strongly disagree	9	2	19	11		
Somewhat disagree	12	7	15	10		
Neutral/No opinion	12	7	20	9		
Somewhat agree	23	13	23	7		
Strongly agree	37	13	33	9		
	3.72	3.67	3.33	2.85	3.43	291
<b>Currently, routes parallel to ECR are too discontinuous or conflicted for effective bike travel.</b>						
Strongly disagree	3	1	3	0		
Somewhat disagree	5	1	3	1		
Neutral/No opinion	12	6	10	2		
Somewhat agree	30	17	23	8		
Strongly agree	43	16	70	33		
	4.13	4.12	4.41	4.66	4.32	287
<b>If conditions for bicyclists on and across ECR were improved, I would consider bicycling rather than driving for some short trips and errands.</b>						
Strongly disagree	10	6	8	0		
Somewhat disagree	10	2	5	1		
Neutral/No opinion	8	7	13	7		
Somewhat agree	20	11	11	5		
Strongly agree	45	15	73	33		
	3.86	3.66	4.24	4.52	4.08	290
<b>answered question</b>						<b>292</b>
<b>skipped question</b>						<b>24</b>

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Appendix B: Transportation Survey Responses

<b>16. Parking Environment</b>						
<i>Do you drive a vehicle on El Camino Real? (Select one)</i>						
<i>Answer Options</i>	<i>Multiple times per day</i>	<i>Approximately once per day</i>	<i>A few times a week</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
Street parking on ECR is essential for the convenience of customers of small businesses located there.						
Strongly disagree	31	6	29	11		
Somewhat disagree	30	16	27	12		
Neutral/No opinion	18	9	25	17		
Somewhat agree	7	6	21	2		
Strongly agree	6	4	8	3		
	2.21	2.66	2.56	2.42	2.44	288
Parking on ECR should be eliminated to free up more space for vehicle travel.						
Strongly disagree	12	7	22	6		
Somewhat disagree	12	6	11	8		
Neutral/No opinion	17	5	32	20		
Somewhat agree	28	16	24	7		
Strongly agree	24	8	21	3		
	3.43	3.29	3.10	2.84	3.19	289
Parking on ECR should be eliminated to free up more space for bicycle lanes.						
Strongly disagree	17	8	8	1		
Somewhat disagree	8	3	8	2		
Neutral/No opinion	10	9	18	8		
Somewhat agree	26	10	26	12		
Strongly agree	31	12	49	22		
	3.50	3.36	3.92	4.16	3.74	288
Any parking that is removed from ECR should be replaced with parking lots or garages off the roadway, nearby.						
Strongly disagree	2	0	7	5		
Somewhat disagree	5	3	7	8		
Neutral/No opinion	17	6	34	12		
Somewhat agree	40	19	29	18		
Strongly agree	29	14	32	2		
	3.96	4.05	3.66	3.09	3.72	289
<b>answered question</b>						<b>290</b>
<b>skipped question</b>						<b>26</b>

**APPENDIX B: CROSS-TABULATIONS – QUESTION 4**

<b>I. Indicate the condition which applies to the location of your residence. (Select one)</b>						
	<i>Do you ride a bike on or across El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Response Percent</i>	<i>Response Count</i>
I live in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.	23	29	33	62	46.5%	147
I live in Menlo Park, but farther than a half mile of the El Camino Real Corridor	13	23	16	50	32.3%	102
I don't live in Menlo Park, but I do live within a half mile (4-5 blocks) of the El Camino Real Corridor.	15	9	8	9	13.0%	41
None of the above.	10	9	3	4	8.2%	26
<b>answered question</b>						<b>316</b>
<b>skipped question</b>						<b>0</b>

<b>2. Indicate the condition which applies to the location of your work. (Select one)</b>						
	<i>Do you ride a bike on or across El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Response Percent</i>	<i>Response Count</i>
I work in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.	19	11	10	16	17.7%	56
I work in Menlo Park, but farther than a half mile of the El Camino Real Corridor	7	13	10	17	14.9%	47
I don't work in Menlo Park, but I do work within a half mile (4-5 blocks) of the El Camino Real Corridor.	22	12	16	26	24.1%	76
None of the above	13	34	24	66	43.4%	137
<b>answered question</b>						<b>316</b>
<b>skipped question</b>						<b>0</b>

<b>3. Do you drive a vehicle on El Camino Real? (Select one)</b>						
	<i>Do you ride a bike on or across El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Response Percent</i>	<i>Response Count</i>
Multiple times per day	5	17	30	54	33.5%	106
Approximately once per day	1	6	10	28	14.2%	45
A few times a week	32	28	16	38	36.1%	114
Almost never	23	19	4	5	16.1%	51
<b>answered question</b>						<b>316</b>
<b>skipped question</b>						<b>0</b>

<b>4. Do you ride a bike on or across El Camino Real? (Select one)</b>						
	<i>Do you ride a bike on or across El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Response Percent</i>	<i>Response Count</i>
On a daily basis	61	0	0	0	19.3%	61
Several times per week	0	70	0	0	22.2%	70
Mostly on weekends	0	0	60	0	19.0%	60
Almost never	0	0	0	125	39.6%	125
<b>answered question</b>						<b>316</b>
<b>skipped question</b>						<b>0</b>

<b>5. Do you use local bus transit services that travel on El Camino Real? (Select one)</b>						
	<i>Do you ride a bike on or across El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Response Percent</i>	<i>Response Count</i>
On a daily basis	1	1	0	0	0.6%	2
Several times per week	4	5	2	1	3.8%	12
Mostly on weekends	2	0	1	1	1.3%	4
Almost never	54	64	57	123	94.3%	298
<b>answered question</b>						<b>316</b>
<b>skipped question</b>						<b>0</b>

<b>6. Do you walk along or across El Camino Real? (Select one)</b>						
	<i>Do you ride a bike on or across El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Response Percent</i>	<i>Response Count</i>
On a daily basis	10	7	6	8	9.8%	31
Several times per week	24	20	16	20	25.4%	80
Mostly on weekends	10	19	30	24	26.3%	83
Almost never	17	23	8	73	38.4%	121
<b>answered question</b>						<b>315</b>
<b>skipped question</b>						<b>1</b>

<b>7. Do you have a child that has to cross El Camino Real to get to school? (Select one)</b>						
	<i>Do you ride a bike on or across El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Response Percent</i>	<i>Response Count</i>
Yes	11	11	15	23	19.0%	60
No	50	58	45	102	81.0%	255
<b>answered question</b>						<b>315</b>
<b>skipped question</b>						<b>1</b>

<b>8. Please indicate the most common condition which applies to your use of the Menlo Park Caltrain station. (Select one)</b>						
	<i>Do you ride a bike on or across El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Response Percent</i>	<i>Response Count</i>
I walk to Caltrain	13	14	12	22	19.4%	61
I ride my bike to Caltrain	34	25	5	2	21.0%	66
I am dropped off by another vehicle or transit at Caltrain	3	3	3	4	4.1%	13
I drive and park at Caltrain	3	7	8	21	12.4%	39
I rarely use Caltrain	8	20	32	76	43.2%	136
<b>answered question</b>						<b>315</b>
<b>skipped question</b>						<b>1</b>

<b>9. Why do you typically travel on El Camino Real? (Select all that apply)</b>						
	<i>Do you ride a bike on or across El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Response Percent</i>	<i>Response Count</i>
Travel to and/or from work	45	35	33	46	50.5%	159
Travel to and/or from school	18	11	10	21	19.0%	60
Travel for shopping	44	47	46	103	76.2%	240
Patronizing local businesses	41	46	42	87	68.6%	216
For physical activity	13	17	11	14	17.5%	55
Other (please specify)						36
<b>answered question</b>						<b>315</b>
<b>skipped question</b>						<b>1</b>

<b>10. Please score each of the following items that you would like to see on El Camino Real from 1 (least desirable) to 5 (most desirable).</b>						
	<i>Do you ride a bike on or across El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
<b>Lower travel speeds on El Camino Real (ECR)</b>						
1 Least desirable	12	9	20	28		
2	2	3	11	9		
3 Neutral	27	39	21	60		
4	9	7	4	7		
5 Most desirable	11	12	4	19		
	3.08	3.14	2.35	2.84	2.86	314
<b>Higher travel speeds on ECR</b>						
1 Least desirable	28	30	18	51		
2	7	9	7	14		
3 Neutral	17	21	21	40		
4	6	7	10	8		
5 Most desirable	3	3	4	11		
	2.16	2.20	2.58	2.31	2.31	315
<b>More convenient on-street parking on ECR</b>						
1 Least desirable	32	29	22	51		
2	10	14	14	25		
3 Neutral	17	23	20	33		
4	0	4	4	8		
5 Most desirable	2	0	0	7		
	1.85	2.03	2.10	2.15	2.06	315
<b>More convenient parking within walking distance to ECR</b>						
1 Least desirable	11	9	6	11		
2	12	8	6	11		
3 Neutral	21	33	26	40		

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<b>10. Please score each of the following items that you would like to see on El Camino Real from 1 (least desirable) to 5 (most desirable).</b>						
	<i>Do you ride a bike on or across El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
4	10	15	16	38		
5 Most desirable	7	5	6	25		
	2.84	2.99	3.17	3.44	3.17	316
<b>More bike parking close to downtown</b>						
1 Least desirable	2	2	3	9		
2	1	2	1	5		
3 Neutral	1	5	18	48		
4	22	31	24	29		
5 Most desirable	35	30	14	33		
	4.43	4.21	3.75	3.58	3.92	315
<b>Inclusion of bicycle lanes on ECR</b>						
1 Least desirable	1	4	5	30		
2	0	3	2	11		
3 Neutral	0	5	7	21		
4	5	13	19	20		
5 Most desirable	55	45	27	43		
	4.85	4.31	4.02	3.28	3.95	316
<b>Enhanced pedestrian safety and crossings on ECR</b>						
1 Least desirable	1	1	0	4		
2	0	1	1	2		
3 Neutral	11	5	17	18		
4	13	13	20	31		
5 Most desirable	36	50	22	70		
	4.36	4.57	4.05	4.29	4.32	316
<b>Wider sidewalks on ECR</b>						
1 Least desirable	1	5	0	12		
2	6	6	6	10		
3 Neutral	17	15	25	39		
4	9	12	15	18		
5 Most desirable	28	32	14	45		
	3.93	3.86	3.62	3.60	3.72	315
<b>Additional through lanes on El Camino Real</b>						
1 Least desirable	23	19	8	23		
2	9	11	7	18		
3 Neutral	19	24	20	29		
4	6	11	13	27		
5 Most desirable	4	5	12	28		
	2.33	2.60	3.23	3.15	2.89	316
<b>Increased vehicle safety on ECR</b>						
1 Least desirable	2	3	2	1		
2	5	7	2	4		

<b>10. Please score each of the following items that you would like to see on El Camino Real from 1 (least desirable) to 5 (most desirable).</b>						
	<i>Do you ride a bike on or across El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
3 Neutral	22	36	31	40		
4	20	11	18	35		
5 Most desirable	12	13	7	44		
	3.57	3.34	3.43	3.94	3.64	315
<b>Additional transit service along ECR</b>						
1 Least desirable	8	3	7	11		
2	4	6	6	10		
3 Neutral	29	38	36	65		
4	15	15	8	24		
5 Most desirable	5	8	3	14		
	3.08	3.27	2.90	3.16	3.12	315
<b>Timing traffic signals to favor continuous north-south flow on ECR</b>						
1 Least desirable	7	5	3	3		
2	5	6	2	7		
3 Neutral	23	21	10	21		
4	9	18	14	34		
5 Most desirable	17	20	31	60		
	3.39	3.60	4.13	4.13	3.87	316
<b>Timing traffic signals to favor east west access</b>						
1 Least desirable	4	6	7	16		
2	9	12	12	18		
3 Neutral	31	30	24	49		
4	9	12	12	24		
5 Most desirable	8	10	5	17		
	3.13	3.11	2.93	3.06	3.06	315
<b>Reduction of vehicle miles travelled on ECR (reduction in traffic passing through Menlo Park on ECR)</b>						
1 Least desirable	3	2	4	10		
2	2	8	8	10		
3 Neutral	21	30	27	34		
4	18	19	5	22		
5 Most desirable	17	11	16	48		
	3.72	3.41	3.35	3.71	3.58	315
<b>Reduction in delay at signalized intersections on ECR</b>						
1 Least desirable	3	1	1	3		
2	3	5	2	2		
3 Neutral	32	34	24	29		
4	14	15	20	47		
5 Most desirable	9	15	13	43		
	3.38	3.54	3.70	4.01	3.72	315
<b>More landscaped medians on ECR</b>						
1 Least desirable	8	7	7	14		

<b>10. Please score each of the following items that you would like to see on El Camino Real from 1 (least desirable) to 5 (most desirable).</b>						
	<i>Do you ride a bike on or across El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
2	8	8	7	11		
3 Neutral	26	29	25	45		
4	13	18	10	26		
5 Most desirable	6	8	11	28		
	3.02	3.17	3.18	3.35	3.21	315
<b>More landscaping along ECR (providing buffers between pedestrians or bicyclists and vehicles)</b>						
1 Least desirable	1	4	2	9		
2	2	2	3	10		
3 Neutral	15	17	17	26		
4	13	20	22	30		
5 Most desirable	30	27	16	49		
	4.13	3.91	3.78	3.81	3.89	315
<i>answered question</i>						<b>316</b>
<i>skipped question</i>						<b>0</b>

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<b>II. General Safety and Environmental Concerns</b>						
	<i>Do you ride a bike on or across El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
<b>ECR is only safe if you are in a vehicle.</b>						
Strongly disagree	2	4	3	6		
Somewhat disagree	10	8	10	19		
Neutral/No opinion	4	2	5	11		
Somewhat agree	21	31	25	46		
Strongly agree	19	22	12	35		
	3.80	3.88	3.60	3.73	3.75	295
<b>Ensuring that children can safely cross ECR to get to and from school should be a high priority.</b>						
Strongly disagree	0	0	1	1		
Somewhat disagree	0	1	4	6		
Neutral/No opinion	9	5	7	11		
Somewhat agree	10	17	25	33		
Strongly agree	37	44	18	65		
	4.50	4.55	4.00	4.34	4.35	294
<b>Mitigating poor air quality from vehicle traffic/congestion should be a high priority.</b>						
Strongly disagree	0	2	5	8		
Somewhat disagree	4	4	8	9		
Neutral/No opinion	14	18	16	26		
Somewhat agree	11	22	16	36		
Strongly agree	27	20	10	38		
	4.09	3.82	3.33	3.74	3.75	294
<b>Signage (for cross streets, turns) is not clear enough and needs to be improved.</b>						
Strongly disagree	2	4	7	9		
Somewhat disagree	17	10	9	24		
Neutral/No opinion	21	37	31	47		
Somewhat agree	10	11	7	24		
Strongly agree	6	3	1	13		
	3.02	2.98	2.75	3.07	2.98	293
<b>answered question</b>						<b>295</b>
<b>skipped question</b>						<b>21</b>

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<b>12. Walking Environment</b>						
	<i>Do you ride a bike on or across El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
Signals are long enough to allow people to walk across ECR safely.						
Strongly disagree	2	2	2	7		
Somewhat disagree	12	21	7	15		
Neutral/no opinion	7	12	7	19		
Somewhat agree	24	20	23	53		
Strongly agree	11	10	15	21		
	3.54	3.23	3.78	3.57	3.53	290
Vehicle speeds should be slower to make the road safer for people walking.						
Strongly disagree	7	3	8	12		
Somewhat disagree	9	9	18	30		
Neutral/no opinion	21	21	20	38		
Somewhat agree	10	22	4	22		
Strongly agree	9	10	5	13		
	3.09	3.42	2.64	2.95	3.02	291
Bicycles on the sidewalks are a threat to pedestrian safety.						
Strongly disagree	6	6	5	5		
Somewhat disagree	9	10	7	15		
Neutral/no opinion	4	14	13	14		
Somewhat agree	23	19	18	46		
Strongly agree	14	16	12	35		
	3.54	3.45	3.45	3.79	3.60	291
A parallel pedestrian path/trail should be provided, separated from the main roadway, possibly adjacent to the railroad tracks.						
Strongly disagree	1	2	2	7		
Somewhat disagree	1	6	2	10		
Neutral/no opinion	10	11	15	22		
Somewhat agree	14	13	11	33		
Strongly agree	30	33	25	43		
	4.27	4.06	4.00	3.83	4.00	291
If conditions for pedestrians on and across ECR were improved, I would walk rather than drive a car for some short trips and errands.						
Strongly disagree	0	3	2	14		
Somewhat disagree	5	5	7	21		
Neutral/no opinion	15	8	14	21		
Somewhat agree	9	16	14	25		
Strongly agree	27	32	17	35		
	4.04	4.08	3.69	3.40	3.72	290
<b>answered question</b>						<b>292</b>
<b>skipped question</b>						<b>24</b>

<b>13. Transit</b>						
<i>Do you ride a bike on or across El Camino Real? (Select one)</i>						
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
Dedicated bus/BRT (Bus Rapid Transit) lanes on ECR should be accommodated through Menlo Park.						
Strongly disagree	8	7	16	29		
Somewhat disagree	7	12	12	24		
Neutral/No opinion	24	27	23	38		
Somewhat agree	8	8	1	17		
Strongly agree	9	11	2	6		
	3.05	3.06	2.28	2.54	2.71	289
<b>answered question</b>						<b>289</b>
<b>skipped question</b>						<b>27</b>

<b>14. Vehicle Traffic Environment</b>						
<i>Do you ride a bike on or across El Camino Real? (Select one)</i>						
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
Improving the flow of traffic for automobiles should be the highest priority for ECR.						
Strongly disagree	26	24	7	16		
Somewhat disagree	12	13	12	22		
Neutral/No opinion	11	14	8	15		
Somewhat agree	6	11	17	35		
Strongly agree	1	3	10	25		
	2.00	2.32	3.20	3.27	2.80	288
There is enough capacity for automobiles right now; improvements should focus on other modes of travel (bicycles, pedestrians, transit)						
Strongly disagree	0	1	7	26		
Somewhat disagree	1	6	16	19		
Neutral/No opinion	4	7	5	9		
Somewhat agree	6	18	12	25		
Strongly agree	45	33	15	34		
	4.70	4.17	3.22	3.19	3.71	289
Lanes should be made wider in order to better accommodate large trucks and delivery vehicles.						
Strongly disagree	22	25	19	45		
Somewhat disagree	18	21	16	34		
Neutral/No opinion	15	16	16	24		
Somewhat agree	1	3	4	8		
Strongly agree	0	0	0	3		
	1.91	1.95	2.09	2.04	2.00	290
Solutions for ECR should attempt to separate regional through traffic from local traffic.						
Strongly disagree	3	4	7	11		
Somewhat disagree	12	11	11	25		
Neutral/No opinion	23	26	21	30		

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<b>14. Vehicle Traffic Environment</b>						
<i>Do you ride a bike on or across El Camino Real? (Select one)</i>						
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
Somewhat agree	8	15	11	23		
Strongly agree	10	9	4	24		
	3.18	3.22	2.89	3.21	3.15	288
Regional through traffic should be prioritized on ECR; short local trips should be routed along other roads through the community.						
Strongly disagree	17	15	16	53		
Somewhat disagree	13	17	18	27		
Neutral/No opinion	19	24	14	23		
Somewhat agree	3	6	7	7		
Strongly agree	4	3	0	3		
	2.36	2.46	2.22	1.94	2.19	289
Controlling “spillover” traffic in the neighborhoods adjacent to ECR should be a high priority.						
Strongly disagree	3	3	2	9		
Somewhat disagree	11	11	11	15		
Neutral/No opinion	22	23	12	26		
Somewhat agree	11	12	16	22		
Strongly agree	9	15	14	41		
	3.21	3.39	3.53	3.63	3.48	288
<b>answered question</b>						<b>290</b>
<b>skipped question</b>						<b>26</b>

<b>15. Bicycling Environment</b>						
<i>Do you ride a bike on or across El Camino Real? (Select one)</i>						
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
ECR is not safe or convenient to cross by bicycle.						
Strongly disagree	3	3	5	7		
Somewhat disagree	6	7	8	18		
Neutral/No opinion	1	5	8	21		
Somewhat agree	25	22	16	32		
Strongly agree	21	28	18	37		
	3.98	4.00	3.62	3.64	3.78	291
Continuous bike lanes should be provided on ECR in both directions, because it is the most direct way for bicyclists to travel within and through Menlo Park.						
Strongly disagree	0	2	8	20		
Somewhat disagree	0	5	4	17		
Neutral/No opinion	3	6	10	21		
Somewhat agree	10	14	15	29		
Strongly agree	43	37	17	28		
	4.71	4.23	3.54	3.24	3.80	289

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<b>15. Bicycling Environment</b>						
	<i>Do you ride a bike on or across El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
If bicycle lanes are provided, they should be separated from vehicle traffic by a physical barrier to enhance safety.						
Strongly disagree	0	2	8	10		
Somewhat disagree	4	7	2	15		
Neutral/No opinion	8	9	11	26		
Somewhat agree	16	18	21	19		
Strongly agree	28	30	12	45		
	4.21	4.02	3.50	3.64	3.81	291
Bicycles are best accommodated on adjacent parallel routes, not on ECR.						
Strongly disagree	19	9	7	6		
Somewhat disagree	10	12	5	17		
Neutral/No opinion	11	10	6	21		
Somewhat agree	7	16	19	24		
Strongly agree	9	19	18	46		
	2.59	3.36	3.65	3.76	3.43	291
Currently, routes parallel to ECR are too discontinuous or conflicted for effective bike travel.						
Strongly disagree	0	1	1	5		
Somewhat disagree	2	2	3	3		
Neutral/No opinion	0	2	5	23		
Somewhat agree	9	16	20	33		
Strongly agree	44	43	26	49		
	4.73	4.53	4.22	4.04	4.32	287
If conditions for bicyclists on and across ECR were improved, I would consider bicycling rather than driving for some short trips and errands.						
Strongly disagree	0	1	4	19		
Somewhat disagree	1	0	3	14		
Neutral/No opinion	5	7	8	15		
Somewhat agree	4	6	16	21		
Strongly agree	46	51	24	45		
	4.70	4.63	3.96	3.52	4.08	290
<b>answered question</b>						<b>292</b>
<b>skipped question</b>						<b>24</b>

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<b>16. Parking Environment</b>						
	<i>Do you ride a bike on or across El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
Street parking on ECR is essential for the convenience of customers of small businesses located there.						
Strongly disagree	18	14	16	29		
Somewhat disagree	14	25	14	32		
Neutral/No opinion	17	15	15	22		
Somewhat agree	5	6	8	17		
Strongly agree	2	5	2	12		
	2.27	2.43	2.38	2.56	2.44	288
Parking on ECR should be eliminated to free up more space for vehicle travel.						
Strongly disagree	11	10	7	19		
Somewhat disagree	11	6	5	15		
Neutral/No opinion	17	21	13	23		
Somewhat agree	12	16	17	30		
Strongly agree	6	12	12	26		
	2.84	3.22	3.41	3.26	3.19	289
Parking on ECR should be eliminated to free up more space for bicycle lanes.						
Strongly disagree	1	4	4	25		
Somewhat disagree	2	2	6	11		
Neutral/No opinion	6	11	6	22		
Somewhat agree	15	14	18	27		
Strongly agree	33	34	21	26		
	4.35	4.11	3.84	3.16	3.74	288
Any parking that is removed from ECR should be replaced with parking lots or garages off the roadway, nearby.						
Strongly disagree	4	6	1	3		
Somewhat disagree	9	6	2	6		
Neutral/No opinion	20	14	16	19		
Somewhat agree	16	21	23	46		
Strongly agree	8	18	13	38		
	3.26	3.60	3.82	3.98	3.72	289
<b>answered question</b>						<b>290</b>
<b>skipped question</b>						<b>26</b>

## APPENDIX B: CROSS-TABULATIONS – QUESTION 5

1. Indicate the condition which applies to the location of your residence. (Select one)						
	Do you use local bus transit services that travel on El Camino Real? (Select one)					
Answer Options	On a daily basis	Several times per week	Mostly on weekends	Almost never	Response Percent	Response Count
I live in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.	0	4	2	141	46.5%	147
I live in Menlo Park, but farther than a half mile of the El Camino Real Corridor	2	0	0	100	32.3%	102
I don't live in Menlo Park, but I do live within a half mile (4-5 blocks) of the El Camino Real Corridor.	0	7	2	32	13.0%	41
None of the above.	0	1	0	25	8.2%	26
<b>answered question</b>						<b>316</b>
<b>skipped question</b>						<b>0</b>

2. Indicate the condition which applies to the location of your work. (Select one)						
	Do you use local bus transit services that travel on El Camino Real? (Select one)					
Answer Options	On a daily basis	Several times per week	Mostly on weekends	Almost never	Response Percent	Response Count
I work in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.	0	3	0	53	17.7%	56
I work in Menlo Park, but farther than a half mile of the El Camino Real Corridor	0	2	0	45	14.9%	47
I don't work in Menlo Park, but I do work within a half mile (4-5 blocks) of the El Camino Real Corridor.	1	6	2	67	24.1%	76
None of the above	1	1	2	133	43.4%	137
<b>answered question</b>						<b>316</b>
<b>skipped question</b>						<b>0</b>

<b>3. Do you drive a vehicle on El Camino Real? (Select one)</b>						
	<i>Do you use local bus transit services that travel on El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Response Percent</i>	<i>Response Count</i>
Multiple times per day	2	3	0	101	33.5%	106
Approximately once per day	0	0	0	45	14.2%	45
A few times a week	0	3	3	108	36.1%	114
Almost never	0	6	1	44	16.1%	51
<b>answered question</b>						<b>316</b>
<b>skipped question</b>						<b>0</b>

<b>4. Do you ride a bike on or across El Camino Real? (Select one)</b>						
	<i>Do you use local bus transit services that travel on El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Response Percent</i>	<i>Response Count</i>
On a daily basis	1	4	2	54	19.3%	61
Several times per week	1	5	0	64	22.2%	70
Mostly on weekends	0	2	1	57	19.0%	60
Almost never	0	1	1	123	39.6%	125
<b>answered question</b>						<b>316</b>
<b>skipped question</b>						<b>0</b>

<b>5. Do you use local bus transit services that travel on El Camino Real? (Select one)</b>						
	<i>Do you use local bus transit services that travel on El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Response Percent</i>	<i>Response Count</i>
On a daily basis	2	0	0	0	0.6%	2
Several times per week	0	12	0	0	3.8%	12
Mostly on weekends	0	0	4	0	1.3%	4
Almost never	0	0	0	298	94.3%	298
<b>answered question</b>						<b>316</b>
<b>skipped question</b>						<b>0</b>

<b>6. Do you walk along or across El Camino Real? (Select one)</b>						
	<i>Do you use local bus transit services that travel on El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Response Percent</i>	<i>Response Count</i>
On a daily basis	0	4	2	25	9.8%	31
Several times per week	0	6	1	73	25.4%	80
Mostly on weekends	0	1	1	81	26.3%	83
Almost never	2	1	0	118	38.4%	121
<b>answered question</b>						<b>315</b>
<b>skipped question</b>						<b>1</b>

<b>7. Do you have a child that has to cross El Camino Real to get to school? (Select one)</b>						
	<i>Do you use local bus transit services that travel on El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Response Percent</i>	<i>Response Count</i>
Yes	2	2	0	56	19.0%	60
No	0	10	4	241	81.0%	255
<b>answered question</b>						<b>315</b>
<b>skipped question</b>						<b>1</b>

<b>8. Please indicate the most common condition which applies to your use of the Menlo Park Caltrain station. (Select one)</b>						
	<i>Do you use local bus transit services that travel on El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Response Percent</i>	<i>Response Count</i>
I walk to Caltrain	0	3	2	56	19.4%	61
I ride my bike to Caltrain	0	7	1	58	21.0%	66
I am dropped off by another vehicle or transit at Caltrain	0	0	1	12	4.1%	13
I drive and park at Caltrain	1	0	0	38	12.4%	39
I rarely use Caltrain	1	2	0	133	43.2%	136
<b>answered question</b>						<b>315</b>
<b>skipped question</b>						<b>1</b>

<b>9. Why do you typically travel on El Camino Real? (Select all that apply)</b>							
	<i>Do you use local bus transit services that travel on El Camino Real? (Select one)</i>						
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Response Percent</i>	<i>Response Count</i>	
Travel to and/or from work	2	7	4	146	50.5%	159	
Travel to and/or from school	2	1	1	56	19.0%	60	
Travel for shopping	1	11	3	225	76.2%	240	
Patronizing local businesses	2	9	3	202	68.6%	216	
For physical activity	0	2	1	52	17.5%	55	
Other (please specify)							36
<b>answered question</b>						<b>315</b>	
<b>skipped question</b>						<b>1</b>	

<b>10. Please score each of the following items that you would like to see on El Camino Real from 1 (least desirable) to 5 (most desirable).</b>						
	<i>Do you use local bus transit services that travel on El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
<b>Lower travel speeds on El Camino Real (ECR)</b>						
1 Least desirable	1	0	3	65		
2	0	0	0	25		
3 Neutral	1	5	0	141		
4	0	2	1	24		
5 Most desirable	0	5	0	41		
	2.00	4.00	1.75	2.83	2.86	314
<b>Higher travel speeds on ECR</b>						
1 Least desirable	0	8	0	119		
2	0	1	1	35		
3 Neutral	2	3	1	93		
4	0	0	0	31		
5 Most desirable	0	0	2	19		
	3.00	1.58	3.75	2.31	2.31	315
<b>More convenient on-street parking on ECR</b>						
1 Least desirable	2	4	2	126		
2	0	2	1	60		
3 Neutral	0	5	1	87		
4	0	0	0	16		
5 Most desirable	0	1	0	8		
	1.00	2.33	1.75	2.06	2.06	315
<b>More convenient parking within walking distance to ECR</b>						
1 Least desirable	1	2	1	33		

<b>10. Please score each of the following items that you would like to see on El Camino Real from 1 (least desirable) to 5 (most desirable).</b>						
	<i>Do you use local bus transit services that travel on El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
2	0	2	0	35		
3 Neutral	1	3	1	115		
4	0	3	2	74		
5 Most desirable	0	2	0	41		
	2.00	3.08	3.00	3.18	3.17	316
<b>More bike parking close to downtown</b>						
1 Least desirable	1	1	0	14		
2	0	0	0	9		
3 Neutral	0	2	0	70		
4	1	3	0	102		
5 Most desirable	0	6	4	102		
	2.50	4.08	5.00	3.91	3.92	315
<b>Inclusion of bicycle lanes on ECR</b>						
1 Least desirable	0	1	0	39		
2	0	1	0	15		
3 Neutral	0	0	0	33		
4	0	2	1	54		
5 Most desirable	2	8	3	157		
	5.00	4.25	4.75	3.92	3.95	316
<b>Enhanced pedestrian safety and crossings on ECR</b>						
1 Least desirable	0	1	0	5		
2	0	0	0	4		
3 Neutral	0	1	1	49		
4	0	1	1	75		
5 Most desirable	2	9	2	165		
	5.00	4.42	4.25	4.31	4.32	316
<b>Wider sidewalks on ECR</b>						
1 Least desirable	1	0	0	17		
2	0	1	1	26		
3 Neutral	1	3	1	91		
4	0	0	1	53		
5 Most desirable	0	8	1	110		
	2.00	4.25	3.50	3.72	3.72	315
<b>Additional through lanes on El Camino Real</b>						
1 Least desirable	0	7	1	65		
2	0	0	1	44		
3 Neutral	0	2	0	90		
4	1	1	1	54		
5 Most desirable	1	2	1	45		
	4.50	2.25	3.00	2.90	2.89	316

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<b>10. Please score each of the following items that you would like to see on El Camino Real from 1 (least desirable) to 5 (most desirable).</b>						
	<i>Do you use local bus transit services that travel on El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
<b>Increased vehicle safety on ECR</b>						
1 Least desirable	0	1	0	7		
2	0	2	1	15		
3 Neutral	2	3	2	122		
4	0	3	0	81		
5 Most desirable	0	3	1	72		
	3.00	3.42	3.25	3.66	3.64	315
<b>Additional transit service along ECR</b>						
1 Least desirable	1	0	1	27		
2	0	1	0	25		
3 Neutral	1	4	1	162		
4	0	3	2	57		
5 Most desirable	0	4	0	26		
	2.00	3.83	3.00	3.10	3.12	315
<b>Timing traffic signals to favor continuous north-south flow on ECR</b>						
1 Least desirable	1	2	1	14		
2	0	1	0	19		
3 Neutral	1	5	1	68		
4	0	3	1	71		
5 Most desirable	0	1	1	126		
	2.00	3.00	3.25	3.93	3.87	316
<b>Timing traffic signals to favor east west access</b>						
1 Least desirable	1	0	0	32		
2	0	0	1	50		
3 Neutral	1	7	2	124		
4	0	3	0	54		
5 Most desirable	0	2	1	37		
	2.00	3.58	3.25	3.05	3.06	315
<b>Reduction of vehicle miles travelled on ECR (reduction in traffic passing through Menlo Park on ECR)</b>						
1 Least desirable	1	2	0	16		
2	0	2	1	25		
3 Neutral	0	5	1	106		
4	0	1	0	63		
5 Most desirable	1	2	2	87		
	3.00	2.92	3.75	3.61	3.58	315
<b>Reduction in delay at signalized intersections on ECR</b>						
1 Least desirable	0	0	0	8		
2	0	2	0	10		
3 Neutral	2	6	2	109		
4	0	2	1	93		

<b>10. Please score each of the following items that you would like to see on El Camino Real from 1 (least desirable) to 5 (most desirable).</b>						
	<i>Do you use local bus transit services that travel on El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
5 Most desirable	0	2	1	77		
	3.00	3.33	3.75	3.74	3.72	315
<b>More landscaped medians on ECR</b>						
1 Least desirable	0	1	1	34		
2	0	4	0	30		
3 Neutral	1	4	3	117		
4	1	2	0	64		
5 Most desirable	0	1	0	52		
	3.50	2.83	2.50	3.24	3.21	315
<b>More landscaping along ECR (providing buffers between pedestrians or bicyclists and vehicles)</b>						
1 Least desirable	0	0	0	16		
2	0	2	0	15		
3 Neutral	1	3	0	71		
4	0	4	2	79		
5 Most desirable	1	3	2	116		
	4.00	3.67	4.50	3.89	3.89	315
<b>answered question</b>						<b>316</b>
<b>skipped question</b>						<b>0</b>

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<b>II. General Safety and Environmental Concerns</b>						
	<i>Do you use local bus transit services that travel on El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
<b>ECR is only safe if you are in a vehicle.</b>						
Strongly disagree	0	1	0	14		
Somewhat disagree	0	4	0	43		
Neutral/No opinion	0	0	0	22		
Somewhat agree	1	5	2	115		
Strongly agree	1	1	2	84		
	4.50	3.09	4.50	3.76	3.75	295
<b>Ensuring that children can safely cross ECR to get to and from school should be a high priority.</b>						
Strongly disagree	0	0	0	2		
Somewhat disagree	0	0	0	11		
Neutral/No opinion	0	1	1	30		
Somewhat agree	0	1	1	83		
Strongly agree	2	9	2	151		
	5.00	4.73	4.25	4.34	4.35	294
<b>Mitigating poor air quality from vehicle traffic/congestion should be a high priority.</b>						
Strongly disagree	1	0	0	14		
Somewhat disagree	0	1	0	24		
Neutral/No opinion	0	3	1	70		
Somewhat agree	1	2	0	82		
Strongly agree	0	5	3	87		
	2.50	4.00	4.50	3.74	3.75	294
<b>Signage (for cross streets, turns) is not clear enough and needs to be improved.</b>						
Strongly disagree	1	0	2	19		
Somewhat disagree	0	3	2	55		
Neutral/No opinion	0	4	0	132		
Somewhat agree	0	3	0	49		
Strongly agree	1	1	0	21		
	3.00	3.18	1.50	2.99	2.98	293
<b>answered question</b>						<b>295</b>
<b>skipped question</b>						<b>21</b>

<b>12. Walking Environment</b>						
	<i>Do you use local bus transit services that travel on El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
<b>Signals are long enough to allow people to walk across ECR safely.</b>						
Strongly disagree	0	0	0	13		
Somewhat disagree	0	4	1	50		
Neutral/no opinion	0	1	0	44		
Somewhat agree	0	5	1	114		
Strongly agree	2	1	2	52		
	5.00	3.27	4.00	3.52	3.53	290
<b>Vehicle speeds should be slower to make the road safer for people walking.</b>						
Strongly disagree	0	0	2	28		
Somewhat disagree	1	1	0	64		
Neutral/no opinion	1	4	1	94		
Somewhat agree	0	2	1	55		
Strongly agree	0	4	0	33		
	2.50	3.82	2.25	3.00	3.02	291
<b>Bicycles on the sidewalks are a threat to pedestrian safety.</b>						
Strongly disagree	0	2	0	20		
Somewhat disagree	0	1	2	38		
Neutral/no opinion	0	0	0	45		
Somewhat agree	2	7	1	96		
Strongly agree	0	1	1	75		
	4.00	3.36	3.25	3.61	3.60	291
<b>A parallel pedestrian path/trail should be provided, separated from the main roadway, possibly adjacent to the railroad tracks.</b>						
Strongly disagree	1	0	0	11		
Somewhat disagree	0	2	1	16		
Neutral/no opinion	0	2	1	55		
Somewhat agree	1	6	0	64		
Strongly agree	0	1	2	128		
	2.50	3.55	3.75	4.03	4.00	291
<b>If conditions for pedestrians on and across ECR were improved, I would walk rather than drive a car for some short trips and errands.</b>						
Strongly disagree	1	1	0	17		
Somewhat disagree	0	1	1	36		
Neutral/no opinion	0	2	0	56		
Somewhat agree	0	0	1	63		
Strongly agree	1	7	2	101		
	3.00	4.00	4.00	3.71	3.72	290
<b>answered question</b>						<b>292</b>
<b>skipped question</b>						<b>24</b>

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<b>13. Transit</b>						
	<i>Do you use local bus transit services that travel on El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
Dedicated bus/BRT (Bus Rapid Transit) lanes on ECR should be accommodated through Menlo Park.						
Strongly disagree	0	2	1	57		
Somewhat disagree	2	1	1	51		
Neutral/No opinion	0	2	1	109		
Somewhat agree	0	1	0	33		
Strongly agree	0	5	1	22		
	2.00	3.55	2.75	2.68	2.71	289
<b>answered question</b>						<b>289</b>
<b>skipped question</b>						<b>27</b>

<b>14. Vehicle Traffic Environment</b>						
	<i>Do you use local bus transit services that travel on El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
Improving the flow of traffic for automobiles should be the highest priority for ECR.						
Strongly disagree	0	7	2	64		
Somewhat disagree	0	1	0	58		
Neutral/No opinion	1	1	1	45		
Somewhat agree	1	0	1	67		
Strongly agree	0	1	0	38		
	3.50	1.70	2.25	2.84	2.80	288
There is enough capacity for automobiles right now; improvements should focus on other modes of travel (bicycles, pedestrians, transit)						
Strongly disagree	0	0	0	34		
Somewhat disagree	0	1	0	41		
Neutral/No opinion	0	1	0	24		
Somewhat agree	1	2	1	57		
Strongly agree	1	6	3	117		
	4.50	4.30	4.75	3.67	3.71	289
Lanes should be made wider in order to better accommodate large trucks and delivery vehicles.						
Strongly disagree	0	5	3	103		
Somewhat disagree	2	4	1	82		
Neutral/No opinion	0	1	0	70		
Somewhat agree	0	0	0	16		
Strongly agree	0	0	0	3		

Community Survey Report  
Appendix B: Transportation Survey Responses

<b>14. Vehicle Traffic Environment</b>						
	<i>Do you use local bus transit services that travel on El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
	2.00	1.60	1.25	2.03	2.00	290
<b>Solutions for ECR should attempt to separate regional through traffic from local traffic.</b>						
Strongly disagree	0	0	1	24		
Somewhat disagree	1	4	0	54		
Neutral/No opinion	0	4	1	95		
Somewhat agree	1	0	2	54		
Strongly agree	0	2	0	45		
	3.00	3.00	3.00	3.15	3.15	288
<b>Regional through traffic should be prioritized on ECR; short local trips should be routed along other roads through the community.</b>						
Strongly disagree	1	4	1	95		
Somewhat disagree	0	3	1	71		
Neutral/No opinion	1	3	2	74		
Somewhat agree	0	0	0	23		
Strongly agree	0	0	0	10		
	2.00	1.90	2.25	2.20	2.19	289
<b>Controlling “spillover” traffic in the neighborhoods adjacent to ECR should be a high priority.</b>						
Strongly disagree	1	1	1	14		
Somewhat disagree	0	4	2	42		
Neutral/No opinion	0	3	1	79		
Somewhat agree	1	1	0	59		
Strongly agree	0	1	0	78		
	2.50	2.70	2.00	3.53	3.48	288
<b>answered question</b>						<b>290</b>
<b>skipped question</b>						<b>26</b>

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<b>15. Bicycling Environment</b>						
	<i>Do you use local bus transit services that travel on El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
<b>ECR is not safe or convenient to cross by bicycle.</b>						
Strongly disagree	0	1	0	17		
Somewhat disagree	0	0	0	39		
Neutral/No opinion	0	1	1	33		
Somewhat agree	1	6	1	87		
Strongly agree	1	3	2	98		
	4.50	3.91	4.25	3.77	3.78	291
<b>Continuous bike lanes should be provided on ECR in both directions, because it is the most direct way for bicyclists to travel within and through Menlo Park.</b>						
Strongly disagree	0	1	0	29		
Somewhat disagree	0	0	0	26		
Neutral/No opinion	0	0	0	40		
Somewhat agree	0	2	0	66		
Strongly agree	2	8	4	111		
	5.00	4.45	5.00	3.75	3.80	289
<b>If bicycle lanes are provided, they should be separated from vehicle traffic by a physical barrier to enhance safety.</b>						
Strongly disagree	0	3	0	17		
Somewhat disagree	0	2	0	26		
Neutral/No opinion	0	1	0	53		
Somewhat agree	0	0	2	72		
Strongly agree	2	5	2	106		
	5.00	3.18	4.50	3.82	3.81	291
<b>Bicycles are best accommodated on adjacent parallel routes, not on ECR.</b>						
Strongly disagree	0	6	2	33		
Somewhat disagree	0	1	1	42		
Neutral/No opinion	0	2	0	46		
Somewhat agree	0	1	0	65		
Strongly agree	2	1	1	88		
	5.00	2.09	2.25	3.49	3.43	291
<b>Currently, routes parallel to ECR are too discontinuous or conflicted for effective bike travel.</b>						
Strongly disagree	0	0	0	7		
Somewhat disagree	0	1	0	9		
Neutral/No opinion	0	0	0	30		
Somewhat agree	0	1	0	77		
Strongly agree	2	8	4	148		
	5.00	4.60	5.00	4.29	4.32	287

<b>15. Bicycling Environment</b>						
	<i>Do you use local bus transit services that travel on El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
If conditions for bicyclists on and across ECR were improved, I would consider bicycling rather than driving for some short trips and errands.						
Strongly disagree	0	0	0	24		
Somewhat disagree	0	0	0	18		
Neutral/No opinion	0	2	0	33		
Somewhat agree	0	1	0	46		
Strongly agree	2	7	4	153		
	5.00	4.50	5.00	4.04	4.08	290
<b><i>answered question</i></b>						<b>292</b>
<b><i>skipped question</i></b>						<b>24</b>

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<b>16. Parking Environment</b>						
	<i>Do you use local bus transit services that travel on El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
Street parking on ECR is essential for the convenience of customers of small businesses located there.						
Strongly disagree	0	3	3	71		
Somewhat disagree	1	4	0	80		
Neutral/No opinion	1	2	1	65		
Somewhat agree	0	1	0	35		
Strongly agree	0	0	0	21		
	2.50	2.10	1.50	2.47	2.44	288
Parking on ECR should be eliminated to free up more space for vehicle travel.						
Strongly disagree	0	1	1	45		
Somewhat disagree	0	2	0	35		
Neutral/No opinion	1	4	1	68		
Somewhat agree	1	2	0	72		
Strongly agree	0	1	2	53		
	3.50	3.00	3.50	3.19	3.19	289
Parking on ECR should be eliminated to free up more space for bicycle lanes.						
Strongly disagree	0	0	0	34		
Somewhat disagree	0	0	0	21		
Neutral/No opinion	1	1	0	43		
Somewhat agree	0	4	1	69		
Strongly agree	1	5	3	105		
	4.00	4.40	4.75	3.70	3.74	288
Any parking that is removed from ECR should be replaced with parking lots or garages off the roadway, nearby.						
Strongly disagree	0	1	2	11		
Somewhat disagree	0	3	0	20		
Neutral/No opinion	0	2	0	67		
Somewhat agree	0	3	1	102		
Strongly agree	2	1	1	73		
	5.00	3.00	2.75	3.75	3.72	289
<b>answered question</b>						<b>290</b>
<b>skipped question</b>						<b>26</b>

## APPENDIX B: CROSS-TABULATIONS – QUESTION 6

<b>I. Indicate the condition which applies to the location of your residence. (Select one)</b>						
	<i>Do you walk along or across El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Response Percent</i>	<i>Response Count</i>
I live in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.	26	51	37	32	46.3%	146
I live in Menlo Park, but farther than a half mile of the El Camino Real Corridor	1	14	25	62	32.4%	102
I don't live in Menlo Park, but I do live within a half mile (4-5 blocks) of the El Camino Real Corridor.	4	8	15	14	13.0%	41
None of the above.	0	7	6	13	8.3%	26
<b>answered question</b>						<b>315</b>
<b>skipped question</b>						<b>0</b>

<b>2. Indicate the condition which applies to the location of your work. (Select one)</b>						
	<i>Do you walk along or across El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Response Percent</i>	<i>Response Count</i>
I work in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.	11	21	11	13	17.8%	56
I work in Menlo Park, but farther than a half mile of the El Camino Real Corridor	2	11	17	17	14.9%	47
I don't work in Menlo Park, but I do work within a half mile (4-5 blocks) of the El Camino Real Corridor.	8	19	27	22	24.1%	76
None of the above	10	29	28	69	43.2%	136
<b>answered question</b>						<b>315</b>
<b>skipped question</b>						<b>0</b>

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<b>3. Do you drive a vehicle on El Camino Real? (Select one)</b>						
	<i>Do you walk along or across El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Response Percent</i>	<i>Response Count</i>
Multiple times per day	13	26	29	38	33.7%	106
Approximately once per day	3	11	12	19	14.3%	45
A few times a week	10	33	26	44	35.9%	113
Almost never	5	10	16	20	16.2%	51
<b>answered question</b>						<b>315</b>
<b>skipped question</b>						<b>0</b>

<b>4. Do you ride a bike on or across El Camino Real? (Select one)</b>						
	<i>Do you walk along or across El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Response Percent</i>	<i>Response Count</i>
On a daily basis	10	24	10	17	19.4%	61
Several times per week	7	20	19	23	21.9%	69
Mostly on weekends	6	16	30	8	19.0%	60
Almost never	8	20	24	73	39.7%	125
<b>answered question</b>						<b>315</b>
<b>skipped question</b>						<b>0</b>

<b>5. Do you use local bus transit services that travel on El Camino Real? (Select one)</b>						
	<i>Do you walk along or across El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Response Percent</i>	<i>Response Count</i>
On a daily basis	0	0	0	2	0.6%	2
Several times per week	4	6	1	1	3.8%	12
Mostly on weekends	2	1	1	0	1.3%	4
Almost never	25	73	81	118	94.3%	297
<b>answered question</b>						<b>315</b>
<b>skipped question</b>						<b>0</b>

<b>6. Do you walk along or across El Camino Real? (Select one)</b>						
	<i>Do you walk along or across El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Response Percent</i>	<i>Response Count</i>
On a daily basis	31	0	0	0	9.8%	31
Several times per week	0	80	0	0	25.4%	80
Mostly on weekends	0	0	83	0	26.3%	83
Almost never	0	0	0	121	38.4%	121
<b>answered question</b>						<b>315</b>
<b>skipped question</b>						<b>0</b>

<b>7. Do you have a child that has to cross El Camino Real to get to school? (Select one)</b>						
	<i>Do you walk along or across El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Response Percent</i>	<i>Response Count</i>
Yes	3	19	16	22	19.0%	60
No	28	61	67	99	81.0%	255
<b>answered question</b>						<b>315</b>
<b>skipped question</b>						<b>0</b>

<b>8. Please indicate the most common condition which applies to your use of the Menlo Park Caltrain station. (Select one)</b>						
	<i>Do you walk along or across El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Response Percent</i>	<i>Response Count</i>
I walk to Caltrain	18	20	16	7	19.4%	61
I ride my bike to Caltrain	6	25	15	20	21.0%	66
I am dropped off by another vehicle or transit at Caltrain	1	7	2	3	4.1%	13
I drive and park at Caltrain	3	6	11	19	12.4%	39
I rarely use Caltrain	3	22	39	72	43.2%	136
<b>answered question</b>						<b>315</b>
<b>skipped question</b>						<b>0</b>

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<b>9. Why do you typically travel on El Camino Real? (Select all that apply)</b>							
	<i>Do you walk along or across El Camino Real? (Select one)</i>						
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Response Percent</i>	<i>Response Count</i>	
Travel to and/or from work	19	51	42	47	50.5%	159	
Travel to and/or from school	4	18	13	25	19.0%	60	
Travel for shopping	26	59	66	89	76.2%	240	
Patronizing local businesses	22	53	61	80	68.6%	216	
For physical activity	17	13	13	12	17.5%	55	
Other (please specify)							36
<b>answered question</b>						<b>315</b>	
<b>skipped question</b>						<b>0</b>	

<b>10. Please score each of the following items that you would like to see on El Camino Real from 1 (least desirable) to 5 (most desirable).</b>						
	<i>Do you walk along or across El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
<b>Lower travel speeds on El Camino Real (ECR)</b>						
1 Least desirable	7	13	18	31		
2	0	10	9	6		
3 Neutral	12	28	44	63		
4	5	9	5	8		
5 Most desirable	6	19	7	13		
	3.10	3.14	2.69	2.72	2.85	313
<b>Higher travel speeds on ECR</b>						
1 Least desirable	15	39	24	48		
2	4	5	19	9		
3 Neutral	10	20	30	39		
4	1	11	6	13		
5 Most desirable	1	4	4	12		
	2.00	2.19	2.36	2.44	2.31	314
<b>More convenient on-street parking on ECR</b>						
1 Least desirable	15	32	33	53		
2	5	21	14	23		
3 Neutral	8	19	29	37		
4	1	4	6	5		
5 Most desirable	2	3	1	3		
	2.03	2.05	2.13	2.02	2.06	314
<b>More convenient parking within walking distance to ECR</b>						
1 Least desirable	8	11	6	12		
2	4	17	4	12		

<b>10. Please score each of the following items that you would like to see on El Camino Real from 1 (least desirable) to 5 (most desirable).</b>						
	<i>Do you walk along or across El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
3 Neutral	7	25	38	49		
4	8	16	23	32		
5 Most desirable	4	11	12	16		
	2.87	2.99	3.37	3.23	3.17	315
<b>More bike parking close to downtown</b>						
1 Least desirable	3	2	4	7		
2	0	2	2	5		
3 Neutral	4	11	20	37		
4	11	31	32	32		
5 Most desirable	13	33	25	40		
	4.00	4.15	3.87	3.77	3.91	314
<b>Inclusion of bicycle lanes on ECR</b>						
1 Least desirable	5	6	9	20		
2	1	4	5	6		
3 Neutral	1	6	12	14		
4	5	14	16	22		
5 Most desirable	19	50	41	59		
	4.03	4.23	3.90	3.78	3.95	315
<b>Enhanced pedestrian safety and crossings on ECR</b>						
1 Least desirable	0	1	1	4		
2	1	1	0	2		
3 Neutral	6	8	16	21		
4	3	18	26	30		
5 Most desirable	21	52	40	64		
	4.42	4.49	4.25	4.22	4.32	315
<b>Wider sidewalks on ECR</b>						
1 Least desirable	0	1	4	13		
2	3	5	7	13		
3 Neutral	5	22	30	38		
4	7	8	16	23		
5 Most desirable	16	43	26	34		
	4.16	4.10	3.64	3.43	3.73	314
<b>Additional through lanes on El Camino Real</b>						
1 Least desirable	10	19	16	27		
2	4	12	13	16		
3 Neutral	7	20	28	37		
4	5	19	14	19		
5 Most desirable	5	10	12	22		
	2.71	2.86	2.92	2.94	2.89	315
<b>Increased vehicle safety on ECR</b>						

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<b>10. Please score each of the following items that you would like to see on El Camino Real from 1 (least desirable) to 5 (most desirable).</b>						
	<i>Do you walk along or across El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
1 Least desirable	1	2	1	4		
2	2	7	3	6		
3 Neutral	11	26	44	48		
4	5	26	20	33		
5 Most desirable	12	18	15	30		
	3.81	3.65	3.54	3.65	3.64	314
<b>Additional transit service along ECR</b>						
1 Least desirable	5	6	3	15		
2	3	8	8	7		
3 Neutral	13	41	52	62		
4	3	18	16	24		
5 Most desirable	7	6	4	13		
	3.13	3.13	3.12	3.11	3.12	314
<b>Timing traffic signals to favor continuous north-south flow on ECR</b>						
1 Least desirable	5	7	3	3		
2	0	6	5	9		
3 Neutral	9	17	19	30		
4	6	18	22	28		
5 Most desirable	11	32	34	51		
	3.58	3.78	3.95	3.95	3.87	315
<b>Timing traffic signals to favor east west access</b>						
1 Least desirable	5	7	8	13		
2	4	15	16	16		
3 Neutral	12	31	35	55		
4	4	17	17	19		
5 Most desirable	6	9	7	18		
	3.06	3.08	2.99	3.11	3.06	314
<b>Reduction of vehicle miles travelled on ECR (reduction in traffic passing through Menlo Park on ECR)</b>						
1 Least desirable	2	5	5	7		
2	4	12	3	9		
3 Neutral	10	24	34	43		
4	4	15	16	29		
5 Most desirable	11	23	25	33		
	3.58	3.49	3.64	3.60	3.58	314
<b>Reduction in delay at signalized intersections on ECR</b>						
1 Least desirable	3	3	0	2		
2	0	9	1	2		
3 Neutral	11	24	32	51		
4	5	22	32	37		
5 Most desirable	12	21	18	29		

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<b>10. Please score each of the following items that you would like to see on El Camino Real from 1 (least desirable) to 5 (most desirable).</b>						
	<i>Do you walk along or across El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
	3.74	3.62	3.81	3.74	3.73	314
<b>More landscaped medians on ECR</b>						
1 Least desirable	5	5	11	15		
2	5	10	7	12		
3 Neutral	10	28	34	52		
4	2	21	15	29		
5 Most desirable	9	15	16	13		
	3.16	3.39	3.22	3.11	3.21	314
<b>More landscaping along ECR (providing buffers between pedestrians or bicyclists and vehicles)</b>						
1 Least desirable	0	1	6	9		
2	2	4	4	7		
3 Neutral	11	12	17	34		
4	3	29	23	30		
5 Most desirable	15	33	33	41		
	4.00	4.13	3.88	3.72	3.89	314
<b>answered question</b>						<b>315</b>
<b>skipped question</b>						<b>0</b>

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<b>II. General Safety and Environmental Concerns</b>						
	<i>Do you walk along or across El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
<b>ECR is only safe if you are in a vehicle.</b>						
Strongly disagree	1	1	2	11		
Somewhat disagree	3	17	10	17		
Neutral/No opinion	2	3	4	13		
Somewhat agree	14	38	34	36		
Strongly agree	9	19	22	38		
	3.93	3.73	3.89	3.63	3.75	294
<b>Ensuring that children can safely cross ECR to get to and from school should be a high priority.</b>						
Strongly disagree	0	0	1	1		
Somewhat disagree	1	4	3	3		
Neutral/No opinion	3	8	10	11		
Somewhat agree	6	17	26	36		
Strongly agree	19	49	32	63		
	4.48	4.42	4.18	4.38	4.35	293
<b>Mitigating poor air quality from vehicle traffic/congestion should be a high priority.</b>						
Strongly disagree	2	1	4	8		
Somewhat disagree	4	5	3	13		
Neutral/No opinion	6	19	22	27		
Somewhat agree	6	17	24	38		
Strongly agree	11	35	19	29		
	3.69	4.04	3.71	3.58	3.74	293
<b>Signage (for cross streets, turns) is not clear enough and needs to be improved.</b>						
Strongly disagree	3	4	6	9		
Somewhat disagree	6	16	18	20		
Neutral/No opinion	14	31	34	56		
Somewhat agree	4	19	10	19		
Strongly agree	2	6	4	11		
	2.86	3.09	2.83	3.03	2.98	292
<b>answered question</b>						<b>294</b>
<b>skipped question</b>						<b>21</b>

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<b>12. Walking Environment</b>						
	<i>Do you walk along or across El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
<b>Signals are long enough to allow people to walk across ECR safely.</b>						
Strongly disagree	2	5	3	3		
Somewhat disagree	9	18	12	16		
Neutral/no opinion	2	12	7	24		
Somewhat agree	13	31	30	45		
Strongly agree	3	11	18	25		
	3.21	3.32	3.69	3.65	3.53	289
<b>Vehicle speeds should be slower to make the road safer for people walking.</b>						
Strongly disagree	4	5	6	15		
Somewhat disagree	1	20	16	29		
Neutral/no opinion	10	20	33	37		
Somewhat agree	9	16	8	24		
Strongly agree	5	16	7	9		
	3.34	3.23	2.91	2.85	3.02	290
<b>Bicycles on the sidewalks are a threat to pedestrian safety.</b>						
Strongly disagree	2	8	6	6		
Somewhat disagree	1	16	8	16		
Neutral/no opinion	2	14	13	16		
Somewhat agree	9	27	26	43		
Strongly agree	15	11	17	34		
	4.17	3.22	3.57	3.72	3.60	290
<b>A parallel pedestrian path/trail should be provided, separated from the main roadway, possibly adjacent to the railroad tracks.</b>						
Strongly disagree	1	3	2	6		
Somewhat disagree	1	4	3	11		
Neutral/no opinion	5	14	16	22		
Somewhat agree	6	17	17	31		
Strongly agree	16	39	32	44		
	4.21	4.10	4.06	3.84	4.00	290
<b>If conditions for pedestrians on and across ECR were improved, I would walk rather than drive a car for some short trips and errands.</b>						
Strongly disagree	1	2	3	13		
Somewhat disagree	0	7	9	22		
Neutral/no opinion	5	8	12	33		
Somewhat agree	3	21	14	25		
Strongly agree	20	39	31	21		
	4.41	4.14	3.88	3.17	3.72	289
<i>answered question</i>						<b>291</b>
<i>skipped question</i>						<b>24</b>

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<b>13. Transit</b>						
<i>Do you walk along or across El Camino Real? (Select one)</i>						
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
Dedicated bus/BRT (Bus Rapid Transit) lanes on ECR should be accommodated through Menlo Park.						
Strongly disagree	10	13	13	24		
Somewhat disagree	5	14	13	23		
Neutral/No opinion	4	33	32	42		
Somewhat agree	5	8	6	15		
Strongly agree	5	9	6	8		
	2.66	2.82	2.70	2.64	2.70	288
<b>answered question</b>						<b>288</b>
<b>skipped question</b>						<b>27</b>

<b>14. Vehicle Traffic Environment</b>						
<i>Do you walk along or across El Camino Real? (Select one)</i>						
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
Improving the flow of traffic for automobiles should be the highest priority for ECR.						
Strongly disagree	14	24	12	23		
Somewhat disagree	1	14	19	24		
Neutral/No opinion	3	13	15	17		
Somewhat agree	6	21	15	27		
Strongly agree	5	5	8	21		
	2.55	2.60	2.83	2.99	2.80	287
There is enough capacity for automobiles right now; improvements should focus on other modes of travel (bicycles, pedestrians, transit)						
Strongly disagree	3	3	7	21		
Somewhat disagree	6	9	12	15		
Neutral/No opinion	1	10	6	8		
Somewhat agree	7	16	13	24		
Strongly agree	12	39	32	44		
	3.66	4.03	3.73	3.49	3.71	288
Lanes should be made wider in order to better accommodate large trucks and delivery vehicles.						
Strongly disagree	14	36	23	38		
Somewhat disagree	7	22	22	37		
Neutral/No opinion	6	17	19	29		
Somewhat agree	1	2	5	8		
Strongly agree	1	0	1	1		
	1.90	1.81	2.13	2.09	2.00	289
Solutions for ECR should attempt to separate regional through traffic from local traffic.						
Strongly disagree	3	5	5	11		
Somewhat disagree	4	14	17	24		

<b>14. Vehicle Traffic Environment</b>						
	<i>Do you walk along or across El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
Neutral/No opinion	7	27	27	39		
Somewhat agree	8	18	10	21		
Strongly agree	7	13	11	16		
	3.41	3.26	3.07	3.06	3.15	287
Regional through traffic should be prioritized on ECR; short local trips should be routed along other roads through the community.						
Strongly disagree	11	27	22	40		
Somewhat disagree	5	21	18	31		
Neutral/No opinion	6	18	27	29		
Somewhat agree	4	9	1	9		
Strongly agree	3	2	2	3		
	2.41	2.19	2.19	2.14	2.19	288
Controlling “spillover” traffic in the neighborhoods adjacent to ECR should be a high priority.						
Strongly disagree	3	5	1	8		
Somewhat disagree	4	14	11	19		
Neutral/No opinion	5	25	19	34		
Somewhat agree	6	13	15	26		
Strongly agree	10	20	24	25		
	3.57	3.38	3.71	3.37	3.47	287
<b>answered question</b>						<b>289</b>
<b>skipped question</b>						<b>26</b>

<b>15. Bicycling Environment</b>						
	<i>Do you walk along or across El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
ECR is not safe or convenient to cross by bicycle.						
Strongly disagree	2	2	2	12		
Somewhat disagree	1	7	11	19		
Neutral/No opinion	6	4	11	14		
Somewhat agree	10	32	17	36		
Strongly agree	10	32	29	33		
	3.86	4.10	3.86	3.52	3.79	290
Continuous bike lanes should be provided on ECR in both directions, because it is the most direct way for bicyclists to travel within and through Menlo Park.						
Strongly disagree	4	3	9	14		
Somewhat disagree	3	4	8	11		
Neutral/No opinion	3	10	9	18		
Somewhat agree	3	17	21	26		

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<b>15. Bicycling Environment</b>						
	<i>Do you walk along or across El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
Strongly agree	16	43	23	43		
	3.83	4.21	3.59	3.65	3.80	288
If bicycle lanes are provided, they should be separated from vehicle traffic by a physical barrier to enhance safety.						
Strongly disagree	5	2	5	8		
Somewhat disagree	2	7	6	12		
Neutral/No opinion	6	10	12	26		
Somewhat agree	4	23	16	31		
Strongly agree	12	35	31	37		
	3.55	4.06	3.89	3.68	3.82	290
Bicycles are best accommodated on adjacent parallel routes, not on ECR.						
Strongly disagree	5	15	5	15		
Somewhat disagree	5	12	4	23		
Neutral/No opinion	7	14	7	20		
Somewhat agree	5	16	22	23		
Strongly agree	7	20	32	33		
	3.14	3.18	4.03	3.32	3.43	290
Currently, routes parallel to ECR are too discontinuous or conflicted for effective bike travel.						
Strongly disagree	1	0	2	4		
Somewhat disagree	1	3	3	3		
Neutral/No opinion	3	3	7	17		
Somewhat agree	7	20	17	33		
Strongly agree	16	51	39	56		
	4.29	4.55	4.29	4.19	4.32	286
If conditions for bicyclists on and across ECR were improved, I would consider bicycling rather than driving for some short trips and errands.						
Strongly disagree	3	1	4	16		
Somewhat disagree	1	2	4	11		
Neutral/No opinion	6	10	5	14		
Somewhat agree	2	15	10	20		
Strongly agree	17	49	47	52		
	4.00	4.42	4.31	3.72	4.08	289
<b>answered question</b>						<b>291</b>
<b>skipped question</b>						<b>24</b>

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<b>16. Parking Environment</b>						
	<i>Do you walk along or across El Camino Real? (Select one)</i>					
<i>Answer Options</i>	<i>On a daily basis</i>	<i>Several times per week</i>	<i>Mostly on weekends</i>	<i>Almost never</i>	<i>Rating Average</i>	<i>Response Count</i>
Street parking on ECR is essential for the convenience of customers of small businesses located there.						
Strongly disagree	11	21	19	26		
Somewhat disagree	8	24	18	35		
Neutral/No opinion	5	16	21	27		
Somewhat agree	2	11	8	14		
Strongly agree	3	4	4	10		
	2.24	2.38	2.43	2.53	2.44	287
Parking on ECR should be eliminated to free up more space for vehicle travel.						
Strongly disagree	3	15	10	19		
Somewhat disagree	2	10	10	15		
Neutral/No opinion	7	18	17	31		
Somewhat agree	11	21	18	25		
Strongly agree	6	13	16	21		
	3.52	3.09	3.28	3.13	3.19	288
Parking on ECR should be eliminated to free up more space for bicycle lanes.						
Strongly disagree	5	5	9	15		
Somewhat disagree	1	6	5	9		
Neutral/No opinion	5	6	10	23		
Somewhat agree	5	22	17	30		
Strongly agree	12	37	30	35		
	3.64	4.05	3.76	3.54	3.74	287
Any parking that is removed from ECR should be replaced with parking lots or garages off the roadway, nearby.						
Strongly disagree	5	5	0	4		
Somewhat disagree	2	11	4	6		
Neutral/No opinion	9	16	20	23		
Somewhat agree	6	27	27	46		
Strongly agree	7	18	20	32		
	3.28	3.55	3.89	3.86	3.73	288
<b>answered question</b>						<b>289</b>
<b>skipped question</b>						<b>26</b>

**APPENDIX B: CROSS-TABULATIONS – QUESTION 7**

<b>I. Indicate the condition which applies to the location of your residence. (Select one)</b>				
	<i>Do you have a child that has to cross El Camino Real to get to school? (Select one)</i>			
<i>Answer Options</i>	<i>Yes</i>	<i>No</i>	<i>Response Percent</i>	<i>Response Count</i>
I live in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.	32	114	46.3%	146
I live in Menlo Park, but farther than a half mile of the El Camino Real Corridor	23	79	32.4%	102
I don't live in Menlo Park, but I do live within a half mile (4-5 blocks) of the El Camino Real Corridor.	4	37	13.0%	41
None of the above.	1	25	8.3%	26
<b>answered question</b>				<b>315</b>
<b>skipped question</b>				<b>0</b>

<b>2. Indicate the condition which applies to the location of your work. (Select one)</b>				
	<i>Do you have a child that has to cross El Camino Real to get to school? (Select one)</i>			
<i>Answer Options</i>	<i>Yes</i>	<i>No</i>	<i>Response Percent</i>	<i>Response Count</i>
I work in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.	15	41	17.8%	56
I work in Menlo Park, but farther than a half mile of the El Camino Real Corridor	11	36	14.9%	47
I don't work in Menlo Park, but I do work within a half mile (4-5 blocks) of the El Camino Real Corridor.	10	66	24.1%	76
None of the above	24	112	43.2%	136
<b>answered question</b>				<b>315</b>
<b>skipped question</b>				<b>0</b>

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<b>3. Do you drive a vehicle on El Camino Real? (Select one)</b>				
	<i>Do you have a child that has to cross El Camino Real to get to school? (Select one)</i>			
<i>Answer Options</i>	Yes	No	<i>Response Percent</i>	<i>Response Count</i>
Multiple times per day	34	72	33.7%	106
Approximately once per day	8	37	14.3%	45
A few times a week	16	97	35.9%	113
Almost never	2	49	16.2%	51
<b>answered question</b>				<b>315</b>
<b>skipped question</b>				<b>0</b>

<b>4. Do you ride a bike on or across El Camino Real? (Select one)</b>				
	<i>Do you have a child that has to cross El Camino Real to get to school? (Select one)</i>			
<i>Answer Options</i>	Yes	No	<i>Response Percent</i>	<i>Response Count</i>
On a daily basis	11	50	19.4%	61
Several times per week	11	58	21.9%	69
Mostly on weekends	15	45	19.0%	60
Almost never	23	102	39.7%	125
<b>answered question</b>				<b>315</b>
<b>skipped question</b>				<b>0</b>

<b>5. Do you use local bus transit services that travel on El Camino Real? (Select one)</b>				
	<i>Do you have a child that has to cross El Camino Real to get to school? (Select one)</i>			
<i>Answer Options</i>	Yes	No	<i>Response Percent</i>	<i>Response Count</i>
On a daily basis	2	0	0.6%	2
Several times per week	2	10	3.8%	12
Mostly on weekends	0	4	1.3%	4
Almost never	56	241	94.3%	297
<b>answered question</b>				<b>315</b>
<b>skipped question</b>				<b>0</b>

<b>6. Do you walk along or across El Camino Real? (Select one)</b>				
	<i>Do you have a child that has to cross El Camino Real to get to school? (Select one)</i>			
<i>Answer Options</i>	Yes	No	<i>Response Percent</i>	<i>Response Count</i>
On a daily basis	3	28	9.8%	31
Several times per week	19	61	25.4%	80
Mostly on weekends	16	67	26.3%	83
Almost never	22	99	38.4%	121
<b>answered question</b>				<b>315</b>
<b>skipped question</b>				<b>0</b>

<b>7. Do you have a child that has to cross El Camino Real to get to school? (Select one)</b>				
	<i>Do you have a child that has to cross El Camino Real to get to school? (Select one)</i>			
<i>Answer Options</i>	Yes	No	<i>Response Percent</i>	<i>Response Count</i>
Yes	60	0	19.0%	60
No	0	255	81.0%	255
<b>answered question</b>				<b>315</b>
<b>skipped question</b>				<b>0</b>

<b>8. Please indicate the most common condition which applies to your use of the Menlo Park Caltrain station. (Select one)</b>				
	<i>Do you have a child that has to cross El Camino Real to get to school? (Select one)</i>			
<i>Answer Options</i>	Yes	No	<i>Response Percent</i>	<i>Response Count</i>
I walk to Caltrain	7	54	19.4%	61
I ride my bike to Caltrain	8	58	21.0%	66
I am dropped off by another vehicle or transit at Caltrain	2	11	4.1%	13
I drive and park at Caltrain	16	23	12.4%	39
I rarely use Caltrain	27	109	43.2%	136
<b>answered question</b>				<b>315</b>
<b>skipped question</b>				<b>0</b>

<b>9. Why do you typically travel on El Camino Real? (Select all that apply)</b>				
	<i>Do you have a child that has to cross El Camino Real to get to school? (Select one)</i>			
<i>Answer Options</i>	Yes	No	<i>Response Percent</i>	<i>Response Count</i>
Travel to and/or from work	33	126	50.5%	159
Travel to and/or from school	31	29	19.0%	60
Travel for shopping	50	190	76.2%	240
Patronizing local businesses	43	173	68.6%	216
For physical activity	8	47	17.5%	55
Other (please specify)				36
<b>answered question</b>				<b>315</b>
<b>skipped question</b>				<b>0</b>

<b>10. Please score each of the following items that you would like to see on El Camino Real from 1 (least desirable) to 5 (most desirable).</b>				
	<i>Do you have a child that has to cross El Camino Real to get to school? (Select one)</i>			
<i>Answer Options</i>	Yes	No	<i>Rating Average</i>	<i>Response Count</i>
<b>Lower travel speeds on El Camino Real (ECR)</b>				
1 Least desirable	14	55		
2	3	22		
3 Neutral	19	128		
4	12	15		
5 Most desirable	12	33		
	3.08	2.80	2.85	313
<b>Higher travel speeds on ECR</b>				
1 Least desirable	30	96		
2	10	27		
3 Neutral	12	87		
4	4	27		
5 Most desirable	4	17		
	2.03	2.38	2.31	314
<b>More convenient on-street parking on ECR</b>				
1 Least desirable	28	105		
2	11	52		
3 Neutral	16	77		
4	5	11		
5 Most desirable	0	9		
	1.97	2.08	2.06	314
<b>More convenient parking within walking distance to ECR</b>				
1 Least desirable	4	33		
2	5	32		
3 Neutral	28	91		

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<b>10. Please score each of the following items that you would like to see on El Camino Real from 1 (least desirable) to 5 (most desirable).</b>				
	<i>Do you have a child that has to cross El Camino Real to get to school? (Select one)</i>			
<i>Answer Options</i>	Yes	No	<i>Rating Average</i>	<i>Response Count</i>
4	13	66		
5 Most desirable	10	33		
	3.33	3.13	3.17	315
<b>More bike parking close to downtown</b>				
1 Least desirable	3	13		
2	3	6		
3 Neutral	15	57		
4	16	90		
5 Most desirable	23	88		
	3.88	3.92	3.91	314
<b>Inclusion of bicycle lanes on ECR</b>				
1 Least desirable	5	35		
2	5	11		
3 Neutral	10	23		
4	12	45		
5 Most desirable	28	141		
	3.88	3.96	3.95	315
<b>Enhanced pedestrian safety and crossings on ECR</b>				
1 Least desirable	1	5		
2	0	4		
3 Neutral	5	46		
4	10	67		
5 Most desirable	44	133		
	4.60	4.25	4.32	315
<b>Wider sidewalks on ECR</b>				
1 Least desirable	5	13		
2	5	23		
3 Neutral	21	74		
4	9	45		
5 Most desirable	20	99		
	3.57	3.76	3.73	314
<b>Additional through lanes on El Camino Real</b>				
1 Least desirable	17	55		
2	9	36		
3 Neutral	10	82		
4	11	46		
5 Most desirable	13	36		
	2.90	2.89	2.89	315
<b>Increased vehicle safety on ECR</b>				
1 Least desirable	0	8		

<b>10. Please score each of the following items that you would like to see on El Camino Real from 1 (least desirable) to 5 (most desirable).</b>				
	<i>Do you have a child that has to cross El Camino Real to get to school? (Select one)</i>			
<i>Answer Options</i>	Yes	No	<i>Rating Average</i>	<i>Response Count</i>
2	2	16		
3 Neutral	24	105		
4	15	69		
5 Most desirable	19	56		
	3.85	3.59	3.64	314
<b>Additional transit service along ECR</b>				
1 Least desirable	4	25		
2	8	18		
3 Neutral	37	131		
4	11	50		
5 Most desirable	0	30		
	2.92	3.17	3.12	314
<b>Timing traffic signals to favor continuous north-south flow on ECR</b>				
1 Least desirable	4	14		
2	1	19		
3 Neutral	17	58		
4	17	57		
5 Most desirable	21	107		
	3.83	3.88	3.87	315
<b>Timing traffic signals to favor east west access</b>				
1 Least desirable	5	28		
2	6	45		
3 Neutral	29	104		
4	12	45		
5 Most desirable	8	32		
	3.20	3.03	3.06	314
<b>Reduction of vehicle miles travelled on ECR (reduction in traffic passing through Menlo Park on ECR)</b>				
1 Least desirable	4	15		
2	8	20		
3 Neutral	20	91		
4	11	53		
5 Most desirable	17	75		
	3.48	3.60	3.58	314
<b>Reduction in delay at signalized intersections on ECR</b>				
1 Least desirable	1	7		
2	2	10		
3 Neutral	22	96		
4	19	77		
5 Most desirable	16	64		
	3.78	3.71	3.73	314

<b>10. Please score each of the following items that you would like to see on El Camino Real from 1 (least desirable) to 5 (most desirable).</b>				
	<i>Do you have a child that has to cross El Camino Real to get to school? (Select one)</i>			
<i>Answer Options</i>	<i>Yes</i>	<i>No</i>	<i>Rating Average</i>	<i>Response Count</i>
<b>More landscaped medians on ECR</b>				
1 Least desirable	4	32		
2	6	28		
3 Neutral	22	102		
4	17	50		
5 Most desirable	11	42		
	3.42	3.17	3.21	314
<b>More landscaping along ECR (providing buffers between pedestrians or bicyclists and vehicles)</b>				
1 Least desirable	0	16		
2	1	16		
3 Neutral	14	60		
4	21	64		
5 Most desirable	24	98		
	4.13	3.83	3.89	314
<b><i>answered question</i></b>				<b>315</b>
<b><i>skipped question</i></b>				<b>0</b>

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<b>II. General Safety and Environmental Concerns</b>				
	<i>Do you have a child that has to cross El Camino Real to get to school? (Select one)</i>			
<i>Answer Options</i>	<i>Yes</i>	<i>No</i>	<i>Rating Average</i>	<i>Response Count</i>
<b>ECR is only safe if you are in a vehicle.</b>				
Strongly disagree	2	13		
Somewhat disagree	7	40		
Neutral/No opinion	1	21		
Somewhat agree	23	99		
Strongly agree	21	67		
	4.00	3.70	3.75	294
<b>Ensuring that children can safely cross ECR to get to and from school should be a high priority.</b>				
Strongly disagree	0	2		
Somewhat disagree	2	9		
Neutral/No opinion	0	32		
Somewhat agree	10	75		
Strongly agree	42	121		
	4.70	4.27	4.35	293
<b>Mitigating poor air quality from vehicle traffic/congestion should be a high priority.</b>				
Strongly disagree	2	13		
Somewhat disagree	7	18		
Neutral/No opinion	11	63		
Somewhat agree	17	68		
Strongly agree	17	77		
	3.74	3.74	3.74	293
<b>Signage (for cross streets, turns) is not clear enough and needs to be improved.</b>				
Strongly disagree	7	15		
Somewhat disagree	9	51		
Neutral/No opinion	24	111		
Somewhat agree	9	43		
Strongly agree	5	18		
	2.93	2.99	2.98	292
<b>answered question</b>				<b>294</b>
<b>skipped question</b>				<b>21</b>

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<b>12. Walking Environment</b>				
	<i>Do you have a child that has to cross El Camino Real to get to school? (Select one)</i>			
<i>Answer Options</i>	Yes	No	<i>Rating Average</i>	<i>Response Count</i>
Signals are long enough to allow people to walk across ECR safely.				
Strongly disagree	3	10		
Somewhat disagree	10	45		
Neutral/no opinion	8	37		
Somewhat agree	22	97		
Strongly agree	10	47		
	3.49	3.53	3.53	289
Vehicle speeds should be slower to make the road safer for people walking.				
Strongly disagree	6	24		
Somewhat disagree	11	55		
Neutral/no opinion	12	88		
Somewhat agree	12	45		
Strongly agree	12	25		
	3.25	2.97	3.02	290
Bicycles on the sidewalks are a threat to pedestrian safety.				
Strongly disagree	6	16		
Somewhat disagree	9	32		
Neutral/no opinion	11	34		
Somewhat agree	19	86		
Strongly agree	9	68		
	3.30	3.67	3.60	290
A parallel pedestrian path/trail should be provided, separated from the main roadway, possibly adjacent to the railroad tracks.				
Strongly disagree	2	10		
Somewhat disagree	5	14		
Neutral/no opinion	12	45		
Somewhat agree	12	59		
Strongly agree	23	108		
	3.91	4.02	4.00	290
If conditions for pedestrians on and across ECR were improved, I would walk rather than drive a car for some short trips and errands.				
Strongly disagree	5	14		
Somewhat disagree	6	32		
Neutral/no opinion	8	50		
Somewhat agree	9	54		
Strongly agree	26	85		
	3.83	3.70	3.72	289
<b>answered question</b>				<b>291</b>
<b>skipped question</b>				<b>24</b>

<b>13. Transit</b>					
	<i>Do you have a child that has to cross El Camino Real to get to school? (Select one)</i>				
<i>Answer Options</i>	Yes	No	<i>Rating Average</i>	<i>Response Count</i>	
Dedicated bus/BRT (Bus Rapid Transit) lanes on ECR should be accommodated through Menlo Park.					
Strongly disagree	10	50			
Somewhat disagree	17	38			
Neutral/No opinion	20	91			
Somewhat agree	3	31			
Strongly agree	3	25			
	2.47	2.76	2.70	288	
<b>answered question</b>				<b>288</b>	
<b>skipped question</b>				<b>27</b>	

<b>14. Vehicle Traffic Environment</b>					
	<i>Do you have a child that has to cross El Camino Real to get to school? (Select one)</i>				
<i>Answer Options</i>	Yes	No	<i>Rating Average</i>	<i>Response Count</i>	
Improving the flow of traffic for automobiles should be the highest priority for ECR.					
Strongly disagree	11	62			
Somewhat disagree	11	47			
Neutral/No opinion	10	38			
Somewhat agree	13	56			
Strongly agree	7	32			
	2.88	2.78	2.80	287	
There is enough capacity for automobiles right now; improvements should focus on other modes of travel (bicycles, pedestrians, transit)					
Strongly disagree	5	29			
Somewhat disagree	10	32			
Neutral/No opinion	5	20			
Somewhat agree	7	53			
Strongly agree	25	102			
	3.71	3.71	3.71	288	
Lanes should be made wider in order to better accommodate large trucks and delivery vehicles.					
Strongly disagree	19	92			
Somewhat disagree	14	74			
Neutral/No opinion	17	54			
Somewhat agree	1	15			
Strongly agree	1	2			
	2.06	1.99	2.00	289	
Solutions for ECR should attempt to separate regional through traffic from local traffic.					
Strongly disagree	7	17			
Somewhat disagree	15	44			

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<b>14. Vehicle Traffic Environment</b>				
	<i>Do you have a child that has to cross El Camino Real to get to school? (Select one)</i>			
<i>Answer Options</i>	<i>Yes</i>	<i>No</i>	<i>Rating Average</i>	<i>Response Count</i>
Neutral/No opinion	15	85		
Somewhat agree	8	49		
Strongly agree	7	40		
	2.87	3.22	3.15	287
Regional through traffic should be prioritized on ECR; short local trips should be routed along other roads through the community.				
Strongly disagree	20	80		
Somewhat disagree	17	58		
Neutral/No opinion	9	71		
Somewhat agree	6	17		
Strongly agree	0	10		
	2.02	2.23	2.19	288
Controlling “spillover” traffic in the neighborhoods adjacent to ECR should be a high priority.				
Strongly disagree	4	13		
Somewhat disagree	9	39		
Neutral/No opinion	12	71		
Somewhat agree	9	51		
Strongly agree	18	61		
	3.54	3.46	3.47	287
<b>answered question</b>				<b>289</b>
<b>skipped question</b>				<b>26</b>

<b>15. Bicycling Environment</b>				
	<i>Do you have a child that has to cross El Camino Real to get to school? (Select one)</i>			
<i>Answer Options</i>	<i>Yes</i>	<i>No</i>	<i>Rating Average</i>	<i>Response Count</i>
ECR is not safe or convenient to cross by bicycle.				
Strongly disagree	2	16		
Somewhat disagree	4	34		
Neutral/No opinion	1	34		
Somewhat agree	21	74		
Strongly agree	26	78		
	4.20	3.69	3.79	290
Continuous bike lanes should be provided on ECR in both directions, because it is the most direct way for bicyclists to travel within and through Menlo Park.				
Strongly disagree	6	24		
Somewhat disagree	5	21		
Neutral/No opinion	10	30		
Somewhat agree	13	54		

<b>15. Bicycling Environment</b>				
	<i>Do you have a child that has to cross El Camino Real to get to school? (Select one)</i>			
<i>Answer Options</i>	<i>Yes</i>	<i>No</i>	<i>Rating Average</i>	<i>Response Count</i>
Strongly agree	20	105		
	3.67	3.83	3.80	288
If bicycle lanes are provided, they should be separated from vehicle traffic by a physical barrier to enhance safety.				
Strongly disagree	5	15		
Somewhat disagree	6	21		
Neutral/No opinion	7	47		
Somewhat agree	17	57		
Strongly agree	19	96		
	3.72	3.84	3.82	290
Bicycles are best accommodated on adjacent parallel routes, not on ECR.				
Strongly disagree	9	31		
Somewhat disagree	10	34		
Neutral/No opinion	6	42		
Somewhat agree	13	53		
Strongly agree	16	76		
	3.31	3.46	3.43	290
Currently, routes parallel to ECR are too discontinuous or conflicted for effective bike travel.				
Strongly disagree	1	6		
Somewhat disagree	3	7		
Neutral/No opinion	5	25		
Somewhat agree	14	63		
Strongly agree	29	133		
	4.29	4.32	4.32	286
If conditions for bicyclists on and across ECR were improved, I would consider bicycling rather than driving for some short trips and errands.				
Strongly disagree	2	22		
Somewhat disagree	3	15		
Neutral/No opinion	5	30		
Somewhat agree	8	39		
Strongly agree	35	130		
	4.34	4.02	4.08	289
<b>answered question</b>				<b>291</b>
<b>skipped question</b>				<b>24</b>

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<b>16. Parking Environment</b>				
	<i>Do you have a child that has to cross El Camino Real to get to school? (Select one)</i>			
<i>Answer Options</i>	<i>Yes</i>	<i>No</i>	<i>Rating Average</i>	<i>Response Count</i>
Street parking on ECR is essential for the convenience of customers of small businesses located there.				
Strongly disagree	14	63		
Somewhat disagree	17	68		
Neutral/No opinion	12	57		
Somewhat agree	6	29		
Strongly agree	3	18		
	2.37	2.45	2.44	287
Parking on ECR should be eliminated to free up more space for vehicle travel.				
Strongly disagree	14	33		
Somewhat disagree	8	29		
Neutral/No opinion	11	62		
Somewhat agree	12	63		
Strongly agree	8	48		
	2.85	3.27	3.19	288
Parking on ECR should be eliminated to free up more space for bicycle lanes.				
Strongly disagree	7	27		
Somewhat disagree	3	18		
Neutral/No opinion	11	33		
Somewhat agree	12	62		
Strongly agree	20	94		
	3.66	3.76	3.74	287
Any parking that is removed from ECR should be replaced with parking lots or garages off the roadway, nearby.				
Strongly disagree	2	12		
Somewhat disagree	4	19		
Neutral/No opinion	20	48		
Somewhat agree	14	92		
Strongly agree	12	65		
	3.58	3.76	3.73	288
<b><i>answered question</i></b>				<b>289</b>
<b><i>skipped question</i></b>				<b>26</b>

## APPENDIX B: CROSS-TABULATIONS – QUESTION 8

<b>1. Indicate the condition which applies to the location of your residence. (Select one)</b>							
	<i>Please indicate the most common condition which applies to your use of the Menlo Park Caltrain station. (Select one)</i>						
<i>Answer Options</i>	<i>I walk to Caltrain</i>	<i>I ride my bike to Caltrain</i>	<i>I am dropped off by another vehicle or transit at Caltrain</i>	<i>I drive and park at Caltrain</i>	<i>I rarely use Caltrain</i>	<i>Response Percent</i>	<i>Response Count</i>
I live in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.	51	17	5	17	56	46.3%	146
I live in Menlo Park, but farther than a half mile of the El Camino Real Corridor	7	15	6	17	57	32.4%	102
I don't live in Menlo Park, but I do live within a half mile (4-5 blocks) of the El Camino Real Corridor.	2	20	1	3	15	13.0%	41
None of the above.	1	14	1	2	8	8.3%	26
<b>answered question</b>							<b>315</b>
<b>skipped question</b>							<b>0</b>

<b>2. Indicate the condition which applies to the location of your work. (Select one)</b>							
	<i>Please indicate the most common condition which applies to your use of the Menlo Park Caltrain station. (Select one)</i>						
<i>Answer Options</i>	<i>I walk to Caltrain</i>	<i>I ride my bike to Caltrain</i>	<i>I am dropped off by another vehicle or transit at Caltrain</i>	<i>I drive and park at Caltrain</i>	<i>I rarely use Caltrain</i>	<i>Response Percent</i>	<i>Response Count</i>
I work in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.	14	9	3	7	23	17.8%	56
I work in Menlo Park, but farther than a half mile of the El Camino Real Corridor	7	8	3	9	20	14.9%	47
I don't work in Menlo Park, but I do work within a half mile (4-5 blocks) of the El Camino Real Corridor.	18	26	3	9	20	24.1%	76
None of the above	22	23	4	14	73	43.2%	136
<b>answered question</b>							<b>315</b>
<b>skipped question</b>							<b>0</b>

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<b>3. Do you drive a vehicle on El Camino Real? (Select one)</b>							
	Please indicate the most common condition which applies to your use of the Menlo Park Caltrain station. (Select one)						
Answer Options	I walk to Caltrain	I ride my bike to Caltrain	I am dropped off by another vehicle or transit at Caltrain	I drive and park at Caltrain	I rarely use Caltrain	Response Percent	Response Count
Multiple times per day	23	6	7	24	46	33.7%	106
Approximately once per day	8	2	1	2	32	14.3%	45
A few times a week	25	24	5	11	48	35.9%	113
Almost never	5	34	0	2	10	16.2%	51
<b>answered question</b>							<b>315</b>
<b>skipped question</b>							<b>0</b>

<b>4. Do you ride a bike on or across El Camino Real? (Select one)</b>							
	Please indicate the most common condition which applies to your use of the Menlo Park Caltrain station. (Select one)						
Answer Options	I walk to Caltrain	I ride my bike to Caltrain	I am dropped off by another vehicle or transit at Caltrain	I drive and park at Caltrain	I rarely use Caltrain	Response Percent	Response Count
On a daily basis	13	34	3	3	8	19.4%	61
Several times per week	14	25	3	7	20	21.9%	69
Mostly on weekends	12	5	3	8	32	19.0%	60
Almost never	22	2	4	21	76	39.7%	125
<b>answered question</b>							<b>315</b>
<b>skipped question</b>							<b>0</b>

<b>5. Do you use local bus transit services that travel on El Camino Real? (Select one)</b>							
	Please indicate the most common condition which applies to your use of the Menlo Park Caltrain station. (Select one)						
Answer Options	I walk to Caltrain	I ride my bike to Caltrain	I am dropped off by another vehicle or transit at Caltrain	I drive and park at Caltrain	I rarely use Caltrain	Response Percent	Response Count
On a daily basis	0	0	0	1	1	0.6%	2
Several times per week	3	7	0	0	2	3.8%	12
Mostly on weekends	2	1	1	0	0	1.3%	4
Almost never	56	58	12	38	133	94.3%	297
<b>answered question</b>							<b>315</b>
<b>skipped question</b>							<b>0</b>

<b>6. Do you walk along or across El Camino Real? (Select one)</b>							
	Please indicate the most common condition which applies to your use of the Menlo Park Caltrain station. (Select one)						
Answer Options	I walk to Caltrain	I ride my bike to Caltrain	I am dropped off by another vehicle or transit at Caltrain	I drive and park at Caltrain	I rarely use Caltrain	Response Percent	Response Count
On a daily basis	18	6	1	3	3	9.8%	31
Several times per week	20	25	7	6	22	25.4%	80
Mostly on weekends	16	15	2	11	39	26.3%	83
Almost never	7	20	3	19	72	38.4%	121
<b>answered question</b>							<b>315</b>
<b>skipped question</b>							<b>0</b>

<b>7. Do you have a child that has to cross El Camino Real to get to school? (Select one)</b>							
	Please indicate the most common condition which applies to your use of the Menlo Park Caltrain station. (Select one)						
Answer Options	I walk to Caltrain	I ride my bike to Caltrain	I am dropped off by another vehicle or transit at Caltrain	I drive and park at Caltrain	I rarely use Caltrain	Response Percent	Response Count
Yes	7	8	2	16	27	19.0%	60
No	54	58	11	23	109	81.0%	255
<b>answered question</b>							<b>315</b>
<b>skipped question</b>							<b>0</b>

<b>8. Please indicate the most common condition which applies to your use of the Menlo Park Caltrain station. (Select one)</b>							
	Please indicate the most common condition which applies to your use of the Menlo Park Caltrain station. (Select one)						
Answer Options	I walk to Caltrain	I ride my bike to Caltrain	I am dropped off by another vehicle or transit at Caltrain	I drive and park at Caltrain	I rarely use Caltrain	Response Percent	Response Count
I walk to Caltrain	61	0	0	0	0	19.4%	61
I ride my bike to Caltrain	0	66	0	0	0	21.0%	66
I am dropped off by another vehicle or transit at Caltrain	0	0	13	0	0	4.1%	13
I drive and park at Caltrain	0	0	0	39	0	12.4%	39
I rarely use Caltrain	0	0	0	0	136	43.2%	136
<b>answered question</b>							<b>315</b>
<b>skipped question</b>							<b>0</b>

<b>9. Why do you typically travel on El Camino Real? (Select all that apply)</b>								
	Please indicate the most common condition which applies to your use of the Menlo Park Caltrain station. (Select one)							
Answer Options	I walk to Caltrain	I ride my bike to Caltrain	I am dropped off by another vehicle or transit at Caltrain	I drive and park at Caltrain	I rarely use Caltrain	Response Percent	Response Count	
Travel to and/or from work	35	46	8	18	52	50.5%	159	
Travel to and/or from school	6	14	5	14	21	19.0%	60	
Travel for shopping	50	44	13	29	104	76.2%	240	
Patronizing local businesses	43	49	10	26	88	68.6%	216	
For physical activity	17	12	5	4	17	17.5%	55	
Other (please specify)								36
<b>answered question</b>							<b>315</b>	
<b>skipped question</b>							<b>0</b>	

**10. Please score each of the following items that you would like to see on El Camino Real from 1 (least desirable) to 5 (most desirable).**

	Please indicate the most common condition which applies to your use of the Menlo Park Caltrain station. (Select one)						
Answer Options	I walk to Caltrain	I ride my bike to Caltrain	I am dropped off by another vehicle or transit at Caltrain	I drive and park at Caltrain	I rarely use Caltrain	Rating Average	Response Count
<b>Lower travel speeds on El Camino Real (ECR)</b>							
1 Least desirable	11	8	5	10	35		
2	4	4	2	5	10		
3 Neutral	28	34	5	13	67		
4	5	7	0	4	11		
5 Most desirable	13	13	1	6	12		
	3.08	3.20	2.23	2.76	2.67	2.85	313
<b>Higher travel speeds on ECR</b>							
1 Least desirable	24	32	5	15	50		
2	9	10	1	5	12		
3 Neutral	19	17	4	7	52		
4	7	6	2	6	10		
5 Most desirable	2	1	1	6	11		
	2.25	2.00	2.46	2.56	2.41	2.31	314
<b>More convenient on-street parking on ECR</b>							
1 Least desirable	26	24	6	24	53		
2	13	17	5	5	23		
3 Neutral	16	19	1	7	50		
4	3	4	1	3	5		
5 Most desirable	3	2	0	0	4		
	2.08	2.14	1.77	1.72	2.14	2.06	314
<b>More convenient parking within walking distance to ECR</b>							

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<b>10. Please score each of the following items that you would like to see on El Camino Real from 1 (least desirable) to 5 (most desirable).</b>							
	<i>Please indicate the most common condition which applies to your use of the Menlo Park Caltrain station. (Select one)</i>						
<i>Answer Options</i>	<i>I walk to Caltrain</i>	<i>I ride my bike to Caltrain</i>	<i>I am dropped off by another vehicle or transit at Caltrain</i>	<i>I drive and park at Caltrain</i>	<i>I rarely use Caltrain</i>	<i>Rating Average</i>	<i>Response Count</i>
1 Least desirable	13	7	2	6	9		
2	10	13	3	1	10		
3 Neutral	14	24	4	11	66		
4	14	15	3	12	35		
5 Most desirable	10	7	1	9	16		
	2.97	3.03	2.85	3.44	3.29	3.17	315
<b>More bike parking close to downtown</b>							
1 Least desirable	2	1	0	3	10		
2	0	0	1	2	6		
3 Neutral	14	1	3	10	44		
4	21	27	5	12	41		
5 Most desirable	24	37	4	12	34		
	4.07	4.50	3.92	3.72	3.61	3.91	314
<b>Inclusion of bicycle lanes on ECR</b>							
1 Least desirable	7	1	0	9	23		
2	1	0	1	4	10		
3 Neutral	4	1	1	2	25		
4	13	8	3	10	23		
5 Most desirable	36	56	8	14	55		
	4.15	4.79	4.38	3.41	3.57	3.95	315
<b>Enhanced pedestrian safety and crossings on ECR</b>							
1 Least desirable	1	1	0	1	3		
2	0	0	0	2	2		
3 Neutral	7	9	2	5	28		
4	15	17	3	13	29		
5 Most desirable	38	39	8	18	74		
	4.46	4.41	4.46	4.15	4.24	4.32	315
<b>Wider sidewalks on ECR</b>							
1 Least desirable	1	1	1	4	11		
2	5	6	1	2	14		
3 Neutral	18	10	5	15	47		
4	7	16	1	8	22		
5 Most desirable	30	33	5	10	41		
	3.98	4.12	3.62	3.46	3.50	3.73	314
<b>Additional through lanes on El Camino Real</b>							
1 Least desirable	19	19	2	8	24		
2	8	12	3	3	19		
3 Neutral	18	24	3	5	42		
4	8	6	4	14	25		

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<b>10. Please score each of the following items that you would like to see on El Camino Real from 1 (least desirable) to 5 (most desirable).</b>							
	Please indicate the most common condition which applies to your use of the Menlo Park Caltrain station. (Select one)						
Answer Options	I walk to Caltrain	I ride my bike to Caltrain	I am dropped off by another vehicle or transit at Caltrain	I drive and park at Caltrain	I rarely use Caltrain	Rating Average	Response Count
5 Most desirable	8	5	1	9	26		
	2.64	2.48	2.92	3.33	3.07	2.89	315
<b>Increased vehicle safety on ECR</b>							
1 Least desirable	3	1	0	0	4		
2	3	7	1	0	7		
3 Neutral	21	24	7	14	63		
4	15	22	3	16	28		
5 Most desirable	19	12	2	9	33		
	3.72	3.56	3.46	3.87	3.59	3.64	314
<b>Additional transit service along ECR</b>							
1 Least desirable	6	4	0	1	18		
2	10	3	0	4	9		
3 Neutral	27	30	9	19	83		
4	9	22	3	14	13		
5 Most desirable	9	7	1	1	12		
	3.08	3.38	3.38	3.26	2.94	3.12	314
<b>Timing traffic signals to favor continuous north-south flow on ECR</b>							
1 Least desirable	7	3	0	2	6		
2	2	8	0	1	9		
3 Neutral	13	27	4	4	27		
4	15	12	3	13	31		
5 Most desirable	24	16	6	19	63		
	3.77	3.45	4.15	4.18	4.00	3.87	315
<b>Timing traffic signals to favor east west access</b>							
1 Least desirable	9	3	3	3	15		
2	10	11	4	8	18		
3 Neutral	26	31	4	16	56		
4	6	14	1	8	28		
5 Most desirable	10	7	1	4	18		
	2.97	3.17	2.46	3.05	3.12	3.06	314
<b>Reduction of vehicle miles travelled on ECR (reduction in traffic passing through Menlo Park on ECR)</b>							
1 Least desirable	4	3	1	3	8		
2	8	4	1	6	9		
3 Neutral	16	25	6	13	51		
4	13	22	2	8	19		
5 Most desirable	20	12	3	9	48		
	3.61	3.55	3.38	3.36	3.67	3.58	314
<b>Reduction in delay at signalized intersections on ECR</b>							
1 Least desirable	3	0	0	2	3		

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<b>10. Please score each of the following items that you would like to see on El Camino Real from 1 (least desirable) to 5 (most desirable).</b>							
<i>Please indicate the most common condition which applies to your use of the Menlo Park Caltrain station. (Select one)</i>							
<i>Answer Options</i>	<i>I walk to Caltrain</i>	<i>I ride my bike to Caltrain</i>	<i>I am dropped off by another vehicle or transit at Caltrain</i>	<i>I drive and park at Caltrain</i>	<i>I rarely use Caltrain</i>	<i>Rating Average</i>	<i>Response Count</i>
2	3	6	0	0	3		
3 Neutral	21	35	4	11	47		
4	19	13	7	17	40		
5 Most desirable	15	12	2	9	42		
	3.66	3.47	3.85	3.79	3.85	3.73	314
<b>More landscaped medians on ECR</b>							
1 Least desirable	10	8	1	5	12		
2	10	9	2	3	10		
3 Neutral	19	27	5	11	62		
4	5	16	2	11	33		
5 Most desirable	17	6	3	9	18		
	3.15	3.05	3.31	3.41	3.26	3.21	314
<b>More landscaping along ECR (providing buffers between pedestrians or bicyclists and vehicles)</b>							
1 Least desirable	5	1	1	1	8		
2	4	2	1	3	7		
3 Neutral	10	17	3	8	36		
4	15	18	3	10	39		
5 Most desirable	27	28	5	17	45		
	3.90	4.06	3.77	4.00	3.79	3.89	314
<b>answered question</b>							<b>315</b>
<b>skipped question</b>							<b>0</b>

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<b>11. General Safety and Environmental Concerns</b>							
	<i>Please indicate the most common condition which applies to your use of the Menlo Park Caltrain station. (Select one)</i>						
<i>Answer Options</i>	<i>I walk to Caltrain</i>	<i>I ride my bike to Caltrain</i>	<i>I am dropped off by another vehicle or transit at Caltrain</i>	<i>I drive and park at Caltrain</i>	<i>I rarely use Caltrain</i>	<i>Rating Average</i>	<i>Response Count</i>
<b>ECR is only safe if you are in a vehicle.</b>							
Strongly disagree	2	5	0	3	5		
Somewhat disagree	5	12	2	6	22		
Neutral/No opinion	3	4	0	5	10		
Somewhat agree	27	24	8	14	49		
Strongly agree	20	16	3	10	39		
	4.02	3.56	3.92	3.58	3.76	3.75	294
<b>Ensuring that children can safely cross ECR to get to and from school should be a high priority.</b>							
Strongly disagree	1	0	0	0	1		
Somewhat disagree	4	1	0	2	4		
Neutral/No opinion	9	4	5	1	13		
Somewhat agree	11	14	1	12	47		
Strongly agree	32	42	6	23	60		
	4.21	4.59	4.08	4.47	4.29	4.35	293
<b>Mitigating poor air quality from vehicle traffic/congestion should be a high priority.</b>							
Strongly disagree	2	0	0	2	11		
Somewhat disagree	2	5	1	6	11		
Neutral/No opinion	14	17	3	8	32		
Somewhat agree	15	15	2	15	38		
Strongly agree	24	24	7	6	33		
	4.00	3.95	4.15	3.46	3.57	3.74	293
<b>Signage (for cross streets, turns) is not clear enough and needs to be improved.</b>							
Strongly disagree	3	1	2	6	10		
Somewhat disagree	16	11	2	6	25		
Neutral/No opinion	22	33	5	21	54		
Somewhat agree	10	12	2	3	25		
Strongly agree	6	4	1	1	11		
	3.00	3.11	2.83	2.65	3.02	2.98	292
<b>answered question</b>							<b>294</b>
<b>skipped question</b>							<b>21</b>

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<b>12. Walking Environment</b>							
	<i>Please indicate the most common condition which applies to your use of the Menlo Park Caltrain station. (Select one)</i>						
<i>Answer Options</i>	<i>I walk to Caltrain</i>	<i>I ride my bike to Caltrain</i>	<i>I am dropped off by another vehicle or transit at Caltrain</i>	<i>I drive and park at Caltrain</i>	<i>I rarely use Caltrain</i>	<i>Rating Average</i>	<i>Response Count</i>
<b>Signals are long enough to allow people to walk across ECR safely.</b>							
Strongly disagree	6	0	1	2	4		
Somewhat disagree	14	18	0	7	16		
Neutral/no opinion	4	9	0	7	25		
Somewhat agree	25	25	7	12	50		
Strongly agree	8	7	5	10	27		
	3.26	3.36	4.15	3.55	3.66	3.53	289
<b>Vehicle speeds should be slower to make the road safer for people walking.</b>							
Strongly disagree	6	2	3	3	16		
Somewhat disagree	11	5	2	10	38		
Neutral/no opinion	15	26	6	12	41		
Somewhat agree	14	15	1	8	19		
Strongly agree	11	11	1	5	9		
	3.23	3.47	2.62	3.05	2.73	3.02	290
<b>Bicycles on the sidewalks are a threat to pedestrian safety.</b>							
Strongly disagree	2	8	0	1	11		
Somewhat disagree	6	12	5	5	13		
Neutral/no opinion	11	3	2	6	23		
Somewhat agree	24	19	4	13	45		
Strongly agree	14	17	2	13	31		
	3.74	3.42	3.23	3.84	3.59	3.60	290
<b>A parallel pedestrian path/trail should be provided, separated from the main roadway, possibly adjacent to the railroad tracks.</b>							
Strongly disagree	2	1	1	1	7		
Somewhat disagree	2	5	0	0	12		
Neutral/no opinion	9	13	2	10	23		
Somewhat agree	14	12	5	14	26		
Strongly agree	30	28	5	13	55		
	4.19	4.03	4.00	4.00	3.89	4.00	290
<b>If conditions for pedestrians on and across ECR were improved, I would walk rather than drive a car for some short trips and errands.</b>							
Strongly disagree	3	1	0	3	12		
Somewhat disagree	3	4	3	4	24		
Neutral/no opinion	5	15	1	7	30		
Somewhat agree	10	12	5	14	22		
Strongly agree	36	26	4	10	35		
	4.28	4.00	3.77	3.63	3.36	3.72	289
<b>answered question</b>							<b>291</b>
<b>skipped question</b>							<b>24</b>

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<b>13. Transit</b>							
	Please indicate the most common condition which applies to your use of the Menlo Park Caltrain station. (Select one)						
Answer Options	I walk to Caltrain	I ride my bike to Caltrain	I am dropped off by another vehicle or transit at Caltrain	I drive and park at Caltrain	I rarely use Caltrain	Rating Average	Response Count
Dedicated bus/BRT (Bus Rapid Transit) lanes on ECR should be accommodated through Menlo Park.							
Strongly disagree	12	4	4	6	34		
Somewhat disagree	6	8	1	13	27		
Neutral/No opinion	23	23	6	13	46		
Somewhat agree	9	9	2	4	10		
Strongly agree	7	15	0	1	5		
	2.88	3.39	2.46	2.49	2.39	2.70	288
<b>answered question</b>							<b>288</b>
<b>skipped question</b>							<b>27</b>

<b>14. Vehicle Traffic Environment</b>							
	Please indicate the most common condition which applies to your use of the Menlo Park Caltrain station. (Select one)						
Answer Options	I walk to Caltrain	I ride my bike to Caltrain	I am dropped off by another vehicle or transit at Caltrain	I drive and park at Caltrain	I rarely use Caltrain	Rating Average	Response Count
Improving the flow of traffic for automobiles should be the highest priority for ECR.							
Strongly disagree	20	31	2	7	13		
Somewhat disagree	9	12	5	4	28		
Neutral/No opinion	10	9	2	7	20		
Somewhat agree	13	6	3	10	37		
Strongly agree	5	1	1	9	23		
	2.54	1.88	2.69	3.27	3.24	2.80	287
There is enough capacity for automobiles right now; improvements should focus on other modes of travel (bicycles, pedestrians, transit)							
Strongly disagree	3	0	1	10	20		
Somewhat disagree	7	4	3	4	24		
Neutral/No opinion	3	3	1	3	15		
Somewhat agree	16	7	0	9	28		
Strongly agree	28	45	8	12	34		
	4.04	4.58	3.85	3.24	3.26	3.71	288
Lanes should be made wider in order to better accommodate large trucks and delivery vehicles.							
Strongly disagree	30	23	5	14	39		
Somewhat disagree	13	21	5	9	40		
Neutral/No opinion	12	14	2	11	32		
Somewhat agree	1	1	1	4	9		
Strongly agree	1	0	0	0	2		
	1.77	1.88	1.92	2.13	2.14	2.00	289
Solutions for ECR should attempt to separate regional through traffic from local traffic.							
Strongly disagree	5	2	0	3	14		

<b>14. Vehicle Traffic Environment</b>							
	<i>Please indicate the most common condition which applies to your use of the Menlo Park Caltrain station. (Select one)</i>						
<i>Answer Options</i>	<i>I walk to Caltrain</i>	<i>I ride my bike to Caltrain</i>	<i>I am dropped off by another vehicle or transit at Caltrain</i>	<i>I drive and park at Caltrain</i>	<i>I rarely use Caltrain</i>	<i>Rating Average</i>	<i>Response Count</i>
Somewhat disagree	10	5	5	15	24		
Neutral/No opinion	19	29	4	12	36		
Somewhat agree	8	15	2	7	25		
Strongly agree	15	8	2	1	21		
	3.32	3.37	3.08	2.68	3.13	3.15	287
Regional through traffic should be prioritized on ECR; short local trips should be routed along other roads through the community.							
Strongly disagree	21	14	5	11	49		
Somewhat disagree	11	14	5	14	31		
Neutral/No opinion	17	23	2	9	29		
Somewhat agree	3	6	1	4	9		
Strongly agree	5	2	0	0	3		
	2.30	2.46	1.92	2.16	2.06	2.19	288
Controlling “spillover” traffic in the neighborhoods adjacent to ECR should be a high priority.							
Strongly disagree	3	2	1	4	7		
Somewhat disagree	8	12	4	6	18		
Neutral/No opinion	15	23	3	10	32		
Somewhat agree	10	10	2	8	30		
Strongly agree	21	12	2	10	34		
	3.67	3.31	3.00	3.37	3.55	3.47	287
<b>answered question</b>							<b>289</b>
<b>skipped question</b>							<b>26</b>

<b>15. Bicycling Environment</b>							
	<i>Please indicate the most common condition which applies to your use of the Menlo Park Caltrain station. (Select one)</i>						
<i>Answer Options</i>	<i>I walk to Caltrain</i>	<i>I ride my bike to Caltrain</i>	<i>I am dropped off by another vehicle or transit at Caltrain</i>	<i>I drive and park at Caltrain</i>	<i>I rarely use Caltrain</i>	<i>Rating Average</i>	<i>Response Count</i>
ECR is not safe or convenient to cross by bicycle.							
Strongly disagree	2	4	0	2	10		
Somewhat disagree	6	4	2	3	23		
Neutral/No opinion	3	3	1	8	20		
Somewhat agree	19	24	7	12	33		
Strongly agree	27	24	3	13	37		
	4.11	4.02	3.85	3.82	3.52	3.79	290
Continuous bike lanes should be provided on ECR in both directions, because it is the most direct way for bicyclists to travel within and through Menlo Park.							
Strongly disagree	5	0	1	9	15		
Somewhat disagree	2	1	1	4	18		

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<b>15. Bicycling Environment</b>							
	<i>Please indicate the most common condition which applies to your use of the Menlo Park Caltrain station. (Select one)</i>						
<i>Answer Options</i>	<i>I walk to Caltrain</i>	<i>I ride my bike to Caltrain</i>	<i>I am dropped off by another vehicle or transit at Caltrain</i>	<i>I drive and park at Caltrain</i>	<i>I rarely use Caltrain</i>	<i>Rating Average</i>	<i>Response Count</i>
Neutral/No opinion	8	1	1	9	21		
Somewhat agree	11	13	2	7	34		
Strongly agree	30	44	8	9	34		
	4.05	4.69	4.15	3.08	3.44	3.80	288
<b>If bicycle lanes are provided, they should be separated from vehicle traffic by a physical barrier to enhance safety.</b>							
Strongly disagree	7	1	1	4	7		
Somewhat disagree	3	10	2	5	7		
Neutral/No opinion	7	6	2	9	30		
Somewhat agree	13	16	4	5	36		
Strongly agree	27	26	4	15	43		
	3.88	3.95	3.62	3.58	3.82	3.82	290
<b>Bicycles are best accommodated on adjacent parallel routes, not on ECR.</b>							
Strongly disagree	8	16	1	5	10		
Somewhat disagree	8	14	3	2	17		
Neutral/No opinion	9	10	2	5	22		
Somewhat agree	12	8	4	10	32		
Strongly agree	20	11	3	15	43		
	3.49	2.73	3.38	3.76	3.65	3.43	290
<b>Currently, routes parallel to ECR are too discontinuous or conflicted for effective bike travel.</b>							
Strongly disagree	1	0	0	3	3		
Somewhat disagree	1	2	1	1	5		
Neutral/No opinion	2	2	1	7	18		
Somewhat agree	12	10	4	10	41		
Strongly agree	40	44	7	17	54		
	4.59	4.66	4.31	3.97	4.14	4.32	286
<b>If conditions for bicyclists on and across ECR were improved, I would consider bicycling rather than driving for some short trips and errands.</b>							
Strongly disagree	4	0	1	3	16		
Somewhat disagree	2	1	0	6	9		
Neutral/No opinion	4	7	0	5	19		
Somewhat agree	9	4	3	8	23		
Strongly agree	38	47	9	16	55		
	4.32	4.64	4.46	3.74	3.75	4.08	289
<b>answered question</b>							<b>291</b>
<b>skipped question</b>							<b>24</b>

<b>16. Parking Environment</b>							
	<i>Please indicate the most common condition which applies to your use of the Menlo Park Caltrain station. (Select one)</i>						
<i>Answer Options</i>	<i>I walk to Caltrain</i>	<i>I ride my bike to Caltrain</i>	<i>I am dropped off by another vehicle or transit at Caltrain</i>	<i>I drive and park at Caltrain</i>	<i>I rarely use Caltrain</i>	<i>Rating Average</i>	<i>Response Count</i>
Street parking on ECR is essential for the convenience of customers of small businesses located there.							
Strongly disagree	17	15	5	12	28		
Somewhat disagree	14	19	3	17	32		
Neutral/No opinion	17	18	3	2	29		
Somewhat agree	4	5	1	3	22		
Strongly agree	5	2	1	4	9		
	2.40	2.32	2.23	2.21	2.60	2.44	287
Parking on ECR should be eliminated to free up more space for vehicle travel.							
Strongly disagree	7	12	2	8	18		
Somewhat disagree	5	11	1	6	14		
Neutral/No opinion	16	19	4	3	31		
Somewhat agree	18	10	3	11	33		
Strongly agree	11	7	3	10	25		
	3.37	2.81	3.31	3.24	3.27	3.19	288
Parking on ECR should be eliminated to free up more space for bicycle lanes.							
Strongly disagree	6	2	0	8	18		
Somewhat disagree	2	2	1	5	11		
Neutral/No opinion	5	9	1	6	23		
Somewhat agree	15	16	4	10	29		
Strongly agree	27	31	7	9	40		
	4.00	4.20	4.31	3.18	3.51	3.74	287
Any parking that is removed from ECR should be replaced with parking lots or garages off the roadway, nearby.							
Strongly disagree	6	5	0	1	2		
Somewhat disagree	5	11	1	0	6		
Neutral/No opinion	13	14	3	12	26		
Somewhat agree	18	23	4	17	44		
Strongly agree	15	7	5	8	42		
	3.54	3.27	4.00	3.82	3.98	3.73	288
<b>answered question</b>							<b>289</b>
<b>skipped question</b>							<b>26</b>

**APPENDIX B: CROSS-TABULATIONS – QUESTION 9**

<b>I. Indicate the condition which applies to the location of your residence. (Select one)</b>							
	<i>Why do you typically travel on El Camino Real? (Select all that apply)</i>						
<i>Answer Options</i>	<i>Travel to and/or from work</i>	<i>Travel to and/or from school</i>	<i>Travel for shopping</i>	<i>Patronizing local businesses</i>	<i>For physical activity</i>	<i>Response Percent</i>	<i>Response Count</i>
I live in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.	75	27	119	102	39	46.3%	146
I live in Menlo Park, but farther than a half mile of the El Camino Real Corridor	39	24	82	76	11	32.4%	102
I don't live in Menlo Park, but I do live within a half mile (4-5 blocks) of the El Camino Real Corridor.	25	8	27	24	2	13.0%	41
None of the above.	20	1	12	14	3	8.3%	26
<b>answered question</b>							<b>315</b>
<b>skipped question</b>							<b>0</b>

<b>2. Indicate the condition which applies to the location of your work. (Select one)</b>							
	<i>Why do you typically travel on El Camino Real? (Select all that apply)</i>						
<i>Answer Options</i>	<i>Travel to and/or from work</i>	<i>Travel to and/or from school</i>	<i>Travel for shopping</i>	<i>Patronizing local businesses</i>	<i>For physical activity</i>	<i>Response Percent</i>	<i>Response Count</i>
I work in Menlo Park within a half mile (4-5 blocks) of the El Camino Real Corridor.	35	12	44	38	10	17.8%	56
I work in Menlo Park, but farther than a half mile of the El Camino Real Corridor	25	11	38	33	11	14.9%	47
I don't work in Menlo Park, but I do work within a half mile (4-5 blocks) of the El Camino Real Corridor.	60	13	50	46	8	24.1%	76
None of the above	39	24	108	99	26	43.2%	136
<b>answered question</b>							<b>315</b>
<b>skipped question</b>							<b>0</b>

<b>3. Do you drive a vehicle on El Camino Real? (Select one)</b>							
	Why do you typically travel on El Camino Real? (Select all that apply)						
Answer Options	Travel to and/or from work	Travel to and/or from school	Travel for shopping	Patronizing local businesses	For physical activity	Response Percent	Response Count
Multiple times per day	75	29	86	78	22	33.7%	106
Approximately once per day	12	9	38	30	7	14.3%	45
A few times a week	44	16	85	78	17	35.9%	113
Almost never	28	6	31	30	9	16.2%	51
<b>answered question</b>							<b>315</b>
<b>skipped question</b>							<b>0</b>

<b>4. Do you ride a bike on or across El Camino Real? (Select one)</b>							
	Why do you typically travel on El Camino Real? (Select all that apply)						
Answer Options	Travel to and/or from work	Travel to and/or from school	Travel for shopping	Patronizing local businesses	For physical activity	Response Percent	Response Count
On a daily basis	45	18	44	41	13	19.4%	61
Several times per week	35	11	47	46	17	21.9%	69
Mostly on weekends	33	10	46	42	11	19.0%	60
Almost never	46	21	103	87	14	39.7%	125
<b>answered question</b>							<b>315</b>
<b>skipped question</b>							<b>0</b>

<b>5. Do you use local bus transit services that travel on El Camino Real? (Select one)</b>							
	Why do you typically travel on El Camino Real? (Select all that apply)						
Answer Options	Travel to and/or from work	Travel to and/or from school	Travel for shopping	Patronizing local businesses	For physical activity	Response Percent	Response Count
On a daily basis	2	2	1	2	0	0.6%	2
Several times per week	7	1	11	9	2	3.8%	12
Mostly on weekends	4	1	3	3	1	1.3%	4
Almost never	146	56	225	202	52	94.3%	297
<b>answered question</b>							<b>315</b>
<b>skipped question</b>							<b>0</b>

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<b>6. Do you walk along or across El Camino Real? (Select one)</b>							
	Why do you typically travel on El Camino Real? (Select all that apply)						
Answer Options	Travel to and/or from work	Travel to and/or from school	Travel for shopping	Patronizing local businesses	For physical activity	Response Percent	Response Count
On a daily basis	19	4	26	22	17	9.8%	31
Several times per week	51	18	59	53	13	25.4%	80
Mostly on weekends	42	13	66	61	13	26.3%	83
Almost never	47	25	89	80	12	38.4%	121
<b>answered question</b>							<b>315</b>
<b>skipped question</b>							<b>0</b>

<b>7. Do you have a child that has to cross El Camino Real to get to school? (Select one)</b>							
	Why do you typically travel on El Camino Real? (Select all that apply)						
Answer Options	Travel to and/or from work	Travel to and/or from school	Travel for shopping	Patronizing local businesses	For physical activity	Response Percent	Response Count
Yes	33	31	50	43	8	19.0%	60
No	126	29	190	173	47	81.0%	255
<b>answered question</b>							<b>315</b>
<b>skipped question</b>							<b>0</b>

<b>8. Please indicate the most common condition which applies to your use of the Menlo Park Caltrain station. (Select one)</b>							
	Why do you typically travel on El Camino Real? (Select all that apply)						
Answer Options	Travel to and/or from work	Travel to and/or from school	Travel for shopping	Patronizing local businesses	For physical activity	Response Percent	Response Count
I walk to Caltrain	35	6	50	43	17	19.4%	61
I ride my bike to Caltrain	46	14	44	49	12	21.0%	66
I am dropped off by another vehicle or transit at Caltrain	8	5	13	10	5	4.1%	13
I drive and park at Caltrain	18	14	29	26	4	12.4%	39
I rarely use Caltrain	52	21	104	88	17	43.2%	136
<b>answered question</b>							<b>315</b>
<b>skipped question</b>							<b>0</b>

<b>9. Why do you typically travel on El Camino Real? (Select all that apply)</b>								
	<i>Why do you typically travel on El Camino Real? (Select all that apply)</i>							
<i>Answer Options</i>	<i>Travel to and/or from work</i>	<i>Travel to and/or from school</i>	<i>Travel for shopping</i>	<i>Patronizing local businesses</i>	<i>For physical activity</i>	<i>Response Percent</i>	<i>Response Count</i>	
Travel to and/or from work	159	33	108	105	32	50.5%	159	
Travel to and/or from school	33	60	49	52	12	19.0%	60	
Travel for shopping	108	49	240	188	48	76.2%	240	
Patronizing local businesses	105	52	188	216	46	68.6%	216	
For physical activity	32	12	48	46	55	17.5%	55	
Other (please specify)								78
<b>answered question</b>							<b>315</b>	
<b>skipped question</b>							<b>0</b>	

<b>10. Please score each of the following items that you would like to see on El Camino Real from 1 (least desirable) to 5 (most desirable).</b>							
	<i>Why do you typically travel on El Camino Real? (Select all that apply)</i>						
<i>Answer Options</i>	<i>Travel to and/or from work</i>	<i>Travel to and/or from school</i>	<i>Travel for shopping</i>	<i>Patronizing local businesses</i>	<i>For physical activity</i>	<i>Rating Average</i>	<i>Response Count</i>
<b>Lower travel speeds on El Camino Real (ECR)</b>							
1 Least desirable	38	16	54	46	11		
2	12	6	17	17	5		
3 Neutral	72	23	112	102	29		
4	13	7	23	16	4		
5 Most desirable	24	7	32	33	5		
	2.83	2.71	2.84	2.87	2.76	2.83	313
<b>Higher travel speeds on ECR</b>							
1 Least desirable	63	24	95	84	21		
2	15	6	29	24	4		
3 Neutral	49	19	74	76	20		
4	19	6	24	20	5		
5 Most desirable	13	5	17	11	5		
	2.40	2.37	2.33	2.30	2.44	2.35	314
<b>More convenient on-street parking on ECR</b>							
1 Least desirable	68	27	102	84	17		
2	28	12	45	45	12		
3 Neutral	51	16	71	68	21		
4	9	4	14	13	3		
5 Most desirable	3	1	7	5	2		
	2.06	2.00	2.08	2.12	2.29	2.09	314
<b>More convenient parking within walking distance to ECR</b>							
1 Least desirable	23	7	20	20	5		
2	21	8	27	24	5		

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10. Please score each of the following items that you would like to see on El Camino Real from 1 (least desirable) to 5 (most desirable).							
	Why do you typically travel on El Camino Real? (Select all that apply)						
Answer Options	Travel to and/or from work	Travel to and/or from school	Travel for shopping	Patronizing local businesses	For physical activity	Rating Average	Response Count
3 Neutral	59	25	93	86	23		
4	36	9	64	61	15		
5 Most desirable	20	11	36	25	7		
	3.06	3.15	3.29	3.22	3.25	3.20	315
More bike parking close to downtown							
1 Least desirable	9	6	10	9	2		
2	2	0	7	3	2		
3 Neutral	30	14	59	48	8		
4	62	17	79	74	23		
5 Most desirable	56	23	84	81	20		
	3.97	3.85	3.92	4.00	4.04	3.96	314
Inclusion of bicycle lanes on ECR							
1 Least desirable	18	6	32	21	5		
2	4	4	14	13	2		
3 Neutral	13	7	28	21	3		
4	28	9	43	40	8		
5 Most desirable	96	34	123	121	37		
	4.13	4.02	3.88	4.05	4.27	4.03	315
Enhanced pedestrian safety and crossings on ECR							
1 Least desirable	2	1	6	3	2		
2	2	2	2	1	1		
3 Neutral	25	6	38	31	5		
4	46	10	60	54	11		
5 Most desirable	84	41	134	127	36		
	4.31	4.47	4.31	4.39	4.42	4.35	315
Wider sidewalks on ECR							
1 Least desirable	7	4	14	10	3		
2	14	5	23	18	4		
3 Neutral	46	21	73	63	15		
4	28	7	38	37	6		
5 Most desirable	64	23	91	87	27		
	3.81	3.67	3.71	3.80	3.91	3.77	314
Additional through lanes on El Camino Real							
1 Least desirable	37	12	49	48	11		
2	22	4	34	26	6		
3 Neutral	49	16	65	63	20		
4	29	15	47	45	10		
5 Most desirable	22	13	45	34	8		
	2.86	3.22	3.02	2.96	2.96	2.98	315

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<b>10. Please score each of the following items that you would like to see on El Camino Real from 1 (least desirable) to 5 (most desirable).</b>							
	<i>Why do you typically travel on El Camino Real? (Select all that apply)</i>						
<i>Answer Options</i>	<i>Travel to and/or from work</i>	<i>Travel to and/or from school</i>	<i>Travel for shopping</i>	<i>Patronizing local businesses</i>	<i>For physical activity</i>	<i>Rating Average</i>	<i>Response Count</i>
<b>Increased vehicle safety on ECR</b>							
1 Least desirable	4	0	7	4	3		
2	13	2	12	9	1		
3 Neutral	64	23	98	87	19		
4	43	19	62	59	12		
5 Most desirable	35	16	60	56	20		
	3.58	3.82	3.65	3.72	3.82	3.68	314
<b>Additional transit service along ECR</b>							
1 Least desirable	14	5	21	19	3		
2	18	6	21	18	3		
3 Neutral	85	34	130	111	33		
4	30	13	45	46	11		
5 Most desirable	12	2	22	21	5		
	3.05	3.02	3.11	3.15	3.22	3.11	314
<b>Timing traffic signals to favor continuous north-south flow on ECR</b>							
1 Least desirable	10	6	11	13	4		
2	8	2	11	15	0		
3 Neutral	37	15	55	52	15		
4	36	13	61	46	10		
5 Most desirable	68	24	102	90	26		
	3.91	3.78	3.97	3.86	3.98	3.91	315
<b>Timing traffic signals to favor east west access</b>							
1 Least desirable	17	6	28	22	6		
2	36	7	33	33	9		
3 Neutral	68	23	102	91	22		
4	24	13	46	40	11		
5 Most desirable	14	11	30	29	7		
	2.89	3.27	3.07	3.10	3.07	3.05	314
<b>Reduction of vehicle miles travelled on ECR (reduction in traffic passing through Menlo Park on ECR)</b>							
1 Least desirable	11	2	14	12	2		
2	13	6	26	21	5		
3 Neutral	51	26	81	75	25		
4	38	12	46	40	11		
5 Most desirable	46	14	72	67	12		
	3.60	3.50	3.57	3.60	3.47	3.57	314
<b>Reduction in delay at signalized intersections on ECR</b>							
1 Least desirable	3	0	4	6	2		
2	10	1	10	8	0		
3 Neutral	59	22	88	77	23		

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<b>10. Please score each of the following items that you would like to see on El Camino Real from 1 (least desirable) to 5 (most desirable).</b>							
	<i>Why do you typically travel on El Camino Real? (Select all that apply)</i>						
<i>Answer Options</i>	<i>Travel to and/or from work</i>	<i>Travel to and/or from school</i>	<i>Travel for shopping</i>	<i>Patronizing local businesses</i>	<i>For physical activity</i>	<i>Rating Average</i>	<i>Response Count</i>
4	50	19	72	62	15		
5 Most desirable	37	18	65	62	15		
	3.68	3.90	3.77	3.77	3.75	3.76	314
<b>More landscaped medians on ECR</b>							
1 Least desirable	23	8	25	24	7		
2	16	6	30	25	7		
3 Neutral	60	19	94	82	23		
4	32	19	47	44	6		
5 Most desirable	28	8	43	40	12		
	3.16	3.22	3.22	3.24	3.16	3.21	314
<b>More landscaping along ECR (providing buffers between pedestrians or bicyclists and vehicles)</b>							
1 Least desirable	7	2	14	8	3		
2	6	2	14	13	2		
3 Neutral	36	16	56	48	14		
4	42	14	66	60	13		
5 Most desirable	68	26	89	86	23		
	3.99	4.00	3.85	3.94	3.93	3.93	314
<b>answered question</b>							<b>315</b>
<b>skipped question</b>							<b>0</b>

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<b>II. General Safety and Environmental Concerns</b>							
	<i>Why do you typically travel on El Camino Real? (Select all that apply)</i>						
<i>Answer Options</i>	<i>Travel to and/or from work</i>	<i>Travel to and/or from school</i>	<i>Travel for shopping</i>	<i>Patronizing local businesses</i>	<i>For physical activity</i>	<i>Rating Average</i>	<i>Response Count</i>
<b>ECR is only safe if you are in a vehicle.</b>							
Strongly disagree	8	2	12	9	0		
Somewhat disagree	23	6	37	35	5		
Neutral/No opinion	12	4	16	15	7		
Somewhat agree	53	30	96	93	20		
Strongly agree	52	13	65	54	18		
	3.80	3.84	3.73	3.72	4.02	3.77	294
<b>Ensuring that children can safely cross ECR to get to and from school should be a high priority.</b>							
Strongly disagree	1	0	2	1	0		
Somewhat disagree	7	3	6	6	0		
Neutral/No opinion	14	1	27	24	9		
Somewhat agree	43	15	61	59	10		
Strongly agree	82	36	129	115	31		
	4.35	4.53	4.37	4.37	4.44	4.38	293
<b>Mitigating poor air quality from vehicle traffic/congestion should be a high priority.</b>							
Strongly disagree	6	3	13	11	1		
Somewhat disagree	12	5	20	19	6		
Neutral/No opinion	39	17	57	49	10		
Somewhat agree	40	14	61	62	14		
Strongly agree	51	16	74	65	19		
	3.80	3.64	3.72	3.73	3.88	3.75	293
<b>Signage (for cross streets, turns) is not clear enough and needs to be improved.</b>							
Strongly disagree	14	6	19	15	2		
Somewhat disagree	30	8	47	37	7		
Neutral/No opinion	65	21	98	95	25		
Somewhat agree	25	12	43	41	9		
Strongly agree	13	7	17	17	6		
	2.95	3.11	2.96	3.04	3.20	3.01	292
<b>answered question</b>							<b>294</b>
<b>skipped question</b>							<b>21</b>

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<b>12. Walking Environment</b>							
	<i>Why do you typically travel on El Camino Real? (Select all that apply)</i>						
<i>Answer Options</i>	<i>Travel to and/or from work</i>	<i>Travel to and/or from school</i>	<i>Travel for shopping</i>	<i>Patronizing local businesses</i>	<i>For physical activity</i>	<i>Rating Average</i>	<i>Response Count</i>
<b>Signals are long enough to allow people to walk across ECR safely.</b>							
Strongly disagree	5	4	10	9	2		
Somewhat disagree	32	10	42	39	13		
Neutral/no opinion	22	3	32	29	4		
Somewhat agree	59	24	94	84	21		
Strongly agree	27	13	45	42	9		
	3.49	3.59	3.55	3.55	3.45	3.53	289
<b>Vehicle speeds should be slower to make the road safer for people walking.</b>							
Strongly disagree	16	7	23	23	6		
Somewhat disagree	30	16	54	42	8		
Neutral/no opinion	48	15	78	72	17		
Somewhat agree	31	10	43	39	12		
Strongly agree	20	6	26	27	6		
	3.06	2.85	2.98	3.02	3.08	3.01	290
<b>Bicycles on the sidewalks are a threat to pedestrian safety.</b>							
Strongly disagree	9	5	15	12	3		
Somewhat disagree	26	11	33	27	9		
Neutral/no opinion	22	9	35	31	6		
Somewhat agree	50	17	84	72	17		
Strongly agree	39	12	56	60	14		
	3.58	3.37	3.60	3.70	3.61	3.61	290
<b>A parallel pedestrian path/trail should be provided, separated from the main roadway, possibly adjacent to the railroad tracks.</b>							
Strongly disagree	7	3	10	7	2		
Somewhat disagree	8	3	14	11	1		
Neutral/no opinion	28	6	43	37	7		
Somewhat agree	35	13	56	57	10		
Strongly agree	68	29	100	90	29		
	4.02	4.15	4.00	4.05	4.29	4.05	290
<b>If conditions for pedestrians on and across ECR were improved, I would walk rather than drive a car for some short trips and errands.</b>							
Strongly disagree	6	5	17	12	0		
Somewhat disagree	20	7	34	29	6		
Neutral/no opinion	27	7	42	40	9		
Somewhat agree	27	15	46	44	7		
Strongly agree	65	20	84	78	27		
	3.86	3.70	3.65	3.72	4.12	3.76	289
<b>answered question</b>							<b>291</b>
<b>skipped question</b>							<b>24</b>

<b>13. Transit</b>							
	<i>Why do you typically travel on El Camino Real? (Select all that apply)</i>						
<i>Answer Options</i>	<i>Travel to and/or from work</i>	<i>Travel to and/or from school</i>	<i>Travel for shopping</i>	<i>Patronizing local businesses</i>	<i>For physical activity</i>	<i>Rating Average</i>	<i>Response Count</i>
Dedicated bus/BRT (Bus Rapid Transit) lanes on ECR should be accommodated through Menlo Park.							
Strongly disagree	22	11	50	40	8		
Somewhat disagree	34	16	47	41	11		
Neutral/No opinion	54	21	79	77	19		
Somewhat agree	17	4	27	22	8		
Strongly agree	18	2	19	22	3		
	2.83	2.44	2.63	2.73	2.73	2.69	288
<b>answered question</b>							<b>288</b>
<b>skipped question</b>							<b>27</b>

<b>14. Vehicle Traffic Environment</b>							
	<i>Why do you typically travel on El Camino Real? (Select all that apply)</i>						
<i>Answer Options</i>	<i>Travel to and/or from work</i>	<i>Travel to and/or from school</i>	<i>Travel for shopping</i>	<i>Patronizing local businesses</i>	<i>For physical activity</i>	<i>Rating Average</i>	<i>Response Count</i>
Improving the flow of traffic for automobiles should be the highest priority for ECR.							
Strongly disagree	51	11	49	52	14		
Somewhat disagree	19	12	48	35	7		
Neutral/No opinion	24	9	34	33	9		
Somewhat agree	32	15	55	54	11		
Strongly agree	18	6	35	26	8		
	2.63	2.87	2.90	2.84	2.84	2.82	287
There is enough capacity for automobiles right now; improvements should focus on other modes of travel (bicycles, pedestrians, transit)							
Strongly disagree	13	6	30	22	4		
Somewhat disagree	15	8	37	30	6		
Neutral/No opinion	9	5	21	16	6		
Somewhat agree	32	9	45	43	11		
Strongly agree	76	26	89	91	22		
	3.99	3.76	3.57	3.75	3.84	3.75	288
Lanes should be made wider in order to better accommodate large trucks and delivery vehicles.							
Strongly disagree	60	21	84	78	17		
Somewhat disagree	44	20	67	58	13		
Neutral/No opinion	35	12	55	51	14		
Somewhat agree	5	1	14	13	4		
Strongly agree	1	0	3	2	1		
	1.92	1.87	2.04	2.02	2.16	2.00	289
Solutions for ECR should attempt to separate regional through traffic from local traffic.							
Strongly disagree	8	5	17	17	4		
Somewhat disagree	27	12	52	44	9		

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<b>14. Vehicle Traffic Environment</b>							
	<i>Why do you typically travel on El Camino Real? (Select all that apply)</i>						
<i>Answer Options</i>	<i>Travel to and/or from work</i>	<i>Travel to and/or from school</i>	<i>Travel for shopping</i>	<i>Patronizing local businesses</i>	<i>For physical activity</i>	<i>Rating Average</i>	<i>Response Count</i>
Neutral/No opinion	57	19	75	68	19		
Somewhat agree	27	10	40	38	7		
Strongly agree	26	8	38	34	10		
	3.25	3.07	3.14	3.14	3.20	3.16	287
Regional through traffic should be prioritized on ECR; short local trips should be routed along other roads through the community.							
Strongly disagree	49	20	79	70	17		
Somewhat disagree	36	14	59	53	11		
Neutral/No opinion	45	14	55	55	14		
Somewhat agree	12	4	20	16	4		
Strongly agree	3	2	9	8	3		
	2.20	2.15	2.19	2.20	2.29	2.20	288
Controlling “spillover” traffic in the neighborhoods adjacent to ECR should be a high priority.							
Strongly disagree	10	5	12	13	4		
Somewhat disagree	32	11	37	34	4		
Neutral/No opinion	39	16	61	57	18		
Somewhat agree	22	9	48	45	10		
Strongly agree	42	13	63	53	13		
	3.37	3.26	3.51	3.45	3.49	3.44	287
<b>answered question</b>							<b>289</b>
<b>skipped question</b>							<b>26</b>

<b>15. Bicycling Environment</b>							
	<i>Why do you typically travel on El Camino Real? (Select all that apply)</i>						
<i>Answer Options</i>	<i>Travel to and/or from work</i>	<i>Travel to and/or from school</i>	<i>Travel for shopping</i>	<i>Patronizing local businesses</i>	<i>For physical activity</i>	<i>Rating Average</i>	<i>Response Count</i>
ECR is not safe or convenient to cross by bicycle.							
Strongly disagree	8	2	16	13	2		
Somewhat disagree	19	4	31	29	5		
Neutral/No opinion	16	2	27	23	7		
Somewhat agree	40	20	78	69	17		
Strongly agree	63	26	71	68	18		
	3.90	4.19	3.70	3.74	3.90	3.81	290
Continuous bike lanes should be provided on ECR in both directions, because it is the most direct way for bicyclists to travel within and through Menlo Park.							
Strongly disagree	15	7	24	18	3		
Somewhat disagree	4	3	26	17	4		
Neutral/No opinion	14	12	30	29	8		
Somewhat agree	30	10	53	48	10		

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<b>15. Bicycling Environment</b>							
	<i>Why do you typically travel on El Camino Real? (Select all that apply)</i>						
<i>Answer Options</i>	<i>Travel to and/or from work</i>	<i>Travel to and/or from school</i>	<i>Travel for shopping</i>	<i>Patronizing local businesses</i>	<i>For physical activity</i>	<i>Rating Average</i>	<i>Response Count</i>
Strongly agree	82	22	87	88	24		
	4.10	3.69	3.70	3.86	3.98	3.85	288
If bicycle lanes are provided, they should be separated from vehicle traffic by a physical barrier to enhance safety.							
Strongly disagree	11	3	16	16	4		
Somewhat disagree	10	4	21	19	3		
Neutral/No opinion	26	11	47	35	9		
Somewhat agree	32	12	55	52	13		
Strongly agree	68	24	83	80	20		
	3.93	3.93	3.76	3.80	3.86	3.83	290
Bicycles are best accommodated on adjacent parallel routes, not on ECR.							
Strongly disagree	28	8	28	26	5		
Somewhat disagree	22	10	34	32	10		
Neutral/No opinion	27	8	36	32	6		
Somewhat agree	31	9	56	46	14		
Strongly agree	39	19	68	65	14		
	3.21	3.39	3.46	3.46	3.45	3.40	290
Currently, routes parallel to ECR are too discontinuous or conflicted for effective bike travel.							
Strongly disagree	3	0	6	4	0		
Somewhat disagree	6	2	9	5	2		
Neutral/No opinion	9	7	22	25	3		
Somewhat agree	33	12	61	53	11		
Strongly agree	93	32	121	111	32		
	4.44	4.40	4.29	4.32	4.52	4.36	286
If conditions for bicyclists on and across ECR were improved, I would consider bicycling rather than driving for some short trips and errands.							
Strongly disagree	7	3	22	15	3		
Somewhat disagree	9	2	15	12	1		
Neutral/No opinion	17	4	22	25	8		
Somewhat agree	20	11	39	33	9		
Strongly agree	93	34	123	115	28		
	4.25	4.31	4.02	4.11	4.18	4.13	289
<b>answered question</b>							<b>291</b>
<b>skipped question</b>							<b>24</b>

El Camino Real Corridor Study

<b>16. Parking Environment</b>							
	<i>Why do you typically travel on El Camino Real? (Select all that apply)</i>						
<i>Answer Options</i>	<i>Travel to and/or from work</i>	<i>Travel to and/or from school</i>	<i>Travel for shopping</i>	<i>Patronizing local businesses</i>	<i>For physical activity</i>	<i>Rating Average</i>	<i>Response Count</i>
Street parking on ECR is essential for the convenience of customers of small businesses located there.							
Strongly disagree	44	15	61	52	13		
Somewhat disagree	40	17	68	59	17		
Neutral/No opinion	35	17	49	52	13		
Somewhat agree	18	3	29	27	3		
Strongly agree	8	2	14	11	3		
	2.35	2.26	2.40	2.43	2.31	2.38	287
Parking on ECR should be eliminated to free up more space for vehicle travel.							
Strongly disagree	26	11	33	31	3		
Somewhat disagree	20	7	29	28	4		
Neutral/No opinion	38	11	49	50	13		
Somewhat agree	38	15	64	52	19		
Strongly agree	24	11	47	40	10		
	3.10	3.15	3.28	3.21	3.59	3.23	288
Parking on ECR should be eliminated to free up more space for bicycle lanes.							
Strongly disagree	15	8	28	21	4		
Somewhat disagree	9	2	19	17	1		
Neutral/No opinion	16	12	32	29	10		
Somewhat agree	37	10	55	53	13		
Strongly agree	69	23	88	80	21		
	3.93	3.69	3.70	3.77	3.94	3.79	287
Any parking that is removed from ECR should be replaced with parking lots or garages off the roadway, nearby.							
Strongly disagree	11	2	9	9	2		
Somewhat disagree	13	2	17	15	1		
Neutral/No opinion	31	17	55	45	15		
Somewhat agree	53	19	83	77	13		
Strongly agree	37	15	59	56	19		
	3.63	3.78	3.74	3.77	3.92	3.75	288
<b>answered question</b>							<b>289</b>
<b>skipped question</b>							<b>26</b>

# **Appendix C**

## **El Camino Real Transportation Survey Open-Ended Responses**

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## Question 9

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### Why do you typically travel on El Camino Real? (Other)

1. To go to other local cities and activities
2. Travel to chorus
3. By far the best North/South route
4. Travel to other cities
5. to get to other cities that have better shopping options
6. travel to restaurants
7. To/from Library, to/from sports practices
8. Travel FOR work
9. Go to or through other Peninsula towns
10. Going out and coming home at night' primarily to get to the Burgess center for the library, Arrillaga gym, and classrooms
11. children's activities
12. travel to restaurants in other towns; travel to medical care; travel to volunteer activities
13. dropping off kid at daycare
14. to get to other towns - i otherwise try to avoid el camino
15. Driving child to practices/games
16. travel to friends' houses
17. the questions for 10 are BOGUS. Horrible, really.
18. it's the only way out of Allied Arts...
19. It is the most convenient and direct route north/south through the city.
20. I typically CROSS ECR
21. to go to the library
22. Attending events
23. Travel to/from doctor/dentist
24. Taking grandchildren to Burgess

25. mostly visiting the bank, post office, hardware store and other local shops and restaurants
26. Cross El Camino to get to Downtown MP from Linfield Oaks
27. Travel to and/or from home
28. to visit parents, go to doctor, go out to eat
29. Most direct route
30. To get to the library or classes at the Arrillaga Rec Center
31. To simply get from west side to east (i.e. to 101)
32. Crossing to reach my physical therapist
33. Children's activities
34. If there were a bike friendly way to cross near downtown, I would shop by bike. But it's hard to cross El.C. on a bike.
35. usually going or coming from the north to go from or get home
36. Travel to and/or/for recreation

## Question 17

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**In your opinion, how well does El Camino Real currently serve your transportation needs?**

**Well**

1. O.K.
2. OK, but I know it will fail me in the future with the Stanford, Greenheart, and other local and regional projects pending.
3. just tolerable
4. Ok by car or by foot.
5. Mostly pretty well.
6. with patience at certain times of day, works fine. with railroad tracks and few crossings, it's basically ECR or Middlfield for trips into town from where I live in North Fair Oaks / the Avenues.
7. Fairly well. I like the right turn lane at Valparaiso for entrance to west Menlo. Would hate to see it go away.

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8. Adequate but not great
9. I have to drive down it every day to get to work (Mountain view to MP), and it works, but it's not fast or fun.
10. Adequate for my needs, as I have adjusted to ECR reality
11. It's ok the timing of the lights could be improved
12. Barely adequately.
13. El Camino Real currently serves by transportation needs just fine, though I rarely travel during commute hours.
14. OK .. enforce the laws better. Sometimes 3 - 4 cars make turned after a light is clearly red. This is terribly annoying as someone who actually stops at a stale yellow. GIVE PEOPLE tickets and they will obey the law. Also give people tickets who are talking on cell phones. They drive more slowly and without paying attention - impeding the flow of traffic.
15. El Camino Real is fine. Bicycle traffic, particularly when bikes pass on the right and don't follow traffic signals, are more of an issue than making space for them can accommodate. If people want to go faster, take another route. I enjoy El Camino's pace for looking at businesses, and understand that it is not an expressway. If the lights are not already timed, that would be a nice feature to add to encourage cars to keep within the speed limit.
16. It's been an adequate compromise.
17. Reasonably well. I bike to work every day (M-F) and ride along ECR for at least some portion of that trip.
18. moderately well, often a better option than Middlefield
19. Just moderately
20. On a bike, ECR works well both south and north
21. just barely good enough.
22. I usually go to Palo Alto for needs (although I live in the Willows, Palo Alto is closer to me), it meets my needs fine when I come to Menlo.
23. ECR serves my travel needs. It would be improved by another vehicle lane in each direction
24. I only use it to get to/from shopping. For that it's just fine.
25. Reasonably
26. Ok
27. I only travel short distances on El Camino and for those distances it serves my transportation needs. However, I wouldn't want to drive long distances on it.

28. It's not bad, given that we need roads. Kudos to Menlo Park for the landscaping.
29. It's ok but I would love a direct route from Stanford Campus to Menlo Caltrain. In general the bike bridges are really nice but add significant time to my commute.

**Not Well**

1. Poor! Too much congestion because of lane merges and poorly sequenced traffic lights.
2. I mostly bike and walk to shop, exercise, and reach recreation. I need ECR for this, especially at night, but often challenged by traffic, lack of bike space, and right-turners not looking for me.
3. It is slow and stressful. I often take parallel routes which are longer and residential just to get somewhere more quickly.
4. I bike and walk for most local trips, use transit where practical, and driving when needed. I use ECR to patronize local businesses - Safeway, coffee shops, Staples, BevMo, Borrone, etc. ECR is not friendly for bicycling and walking - if it were improved, more people would be able to take short local trips without a car. Since a lot of trips are local, helping improve active transportation for local trips might relieve congestion more than additional vehicle capacity.
5. poorly
6. Harly. Too busy now.  
Biking is great but I doubt you get more people to ride them  
More empty buses won't help  
The survey is too long and to hard to follow. I gave up half way through.
7. Not well. Too much traffic.
8. It doesn't. I avoid ECR as much as possible and take residential streets to avoid it and its stoplights when I have to go north/south. I zig zag along side streets. The lights should be timed so traffic flows along ECR, but we may need an over or underpass for vehicles at ECR/Ravenswood intersection. Bikes and pedestrians need to be away from cars. There have been far too many deaths of drivers hitting pedestrians and bikers in and around Menlo Park. They need to be separated.
9. Poorly, and getting worse all the time. I avoid ECR as much as possible, but there's often no practical alternative.
10. It can be slow and frustrating driving El Camino. The lights should favor people traveling along El Camino.
11. Not well. Too much through traffic. Additional construction on the street will increase number of cars.
12. I avoid El Camino as much as possible. It is an ugly, dangerous street, and it is only going to get worse after you allow those monster office buildings to be constructed.

13. I avoid it if possible. For example, I live to the north of town. For example, if I want to travel to Little House, I go up Valpariso, left at University, then eventually down Middle.
14. too much congestion at rush hour. Looking at El Camino Real ONLY is totally missing the fact that we have really poor east/west connectivity and really poor transit options both in general and to get around within town.

El Camino Real is absolutely frightening for bike riders. The east/west connections also are really frightening because they are so narrow - think Middle and Menlo where there aren't bike lanes at all.

The sidewalks are too narrow, and if we have to wait until all parcels are developed, this won't be improved in any significant way in my lifetime or even my children's lifetimes.

15. it's horrible. i avoid driving on or crossing el camino whenever possible. i would never allow my children (11, 9, and 7) to cross el camino on their own.
16. Not very well
17. Not too well. Congested traffic, people blatantly disobeying traffic laws (running red lights especially), unsafe conditions for bikers and pedestrians
18. Too much car congestion during peak travel times. Absolutely need a bike solution.
19. Poorly. It is highly congested many times of the day and traffic moves slowly with frequent stops. The back up can be extensive making it 20 minutes to go 2 miles often at rush hour from Stanford. Development of ECR will likely make this even worse.
20. terribly. the traffic is horrible (see below). It doesn't feel safe for pedestrians or bicyclists either. And it's hideously ugly and embarrassing with the vacant lots...
21. ECR functions as a means to get in and out of Menlo Park. I try to avoid traveling along ECR during peak hours. The left turn from Southbound ECR onto Alma in Palo Alto is particularly bad. I find it frustrating when vehicles block the intersection for cross traffic, esp. x Roble.
22. ECR is too congested, particularly at peak commute times. It is also a major EW barrier. Solving these two apparently contradictory issues is a critical challenge. Don't make ECR a bigger barrier just to improve traffic flow.
23. Not well, I avoid it as much as possible.
24. not very well, the increasing traffic indicates we need to take steps now to optimize throughput
25. I avoid El Camino if at all possible.
26. I try to avoid using ECR where possible and go across to other parallel streets at commute times due to congestion. ECR is a more direct route, so I would prefer to use it for my transportation needs if the flow were better.
27. Poorly. Almost always too much traffic and only going to get much worse if proposed development goes ahead.

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28. I hate driving on ECR. It is busy, the lights are slow, and it is ugly.
29. ECR is difficult for bicycles. As I am car-free and commute to many clients by bicycle, I am very strongly in favor of improved bicycle access along ECR.
30. I avoid El Camino whenever possible. I do love the trees that were installed a decade or so ago, it greatly improves the beauty and comfort of the road (it's nice to have shade when stopped at traffic lights, it reduces glare when driving, it just makes the whole experience more pleasant).
31. Too busy. Feels dangerous when walking along sidewalks.
32. horribly. it's dangerous and congested.  
  
try walking a stroller or biking from Cambridge to Burgess  
  
look at the left turn to Alma in the morning.  
  
watch all the red light runners from Sand Hill going left.  
  
try getting from Alma to Cambridge in the evening.  
  
look at all the cars that go thru neighborhoods instead of using ECR.
33. The flow of traffic through downtown Menlo Park is too slow due to poorly coordinated lights. Pedestrian safety is a real problem due to the lack of properly maintained audible crossing signals.
34. It's slow by car, and the empty lots and abandoned holes in the ground are scary to go by on foot or bike at night.
35. I try to avoid it.
36. I would give it a C-. It gets the job done, but just barely. It only works for cars. I'd like to ride my bike more but getting across El Camino is scary. The bike lane on Ravenswood appears and disappears right where it is most needed. I hate driving for short trips but El Camino feels like it's only for cars. Sidewalks are too narrow. Forget riding a bike!
37. It cuts my route to downtown MP. For downtown's business sake it would be great if there's a link over or under ECR.
38. not very well, since I ride my bike everywhere and it is no fun to ride my bike on ECR
39. Weak. I bike but it's so dangerous to x in bike
40. Walking or biking along El Camino, crossing El Camino is required to get to Palo Alto, Safeway, Stanford shopping center, library, pool, parks, MH school.

Currently it is no fun and scary

41. Not great
42. We are only one block from el camino in allied arts and when i can avoid it i do. I go way out of my way to walk so i dont have to travel by foot or bike or even a car on ecr. This even affects my spending- where do i shop? At the standford mall. Why? Because its a pleasent walk or bike over with or without kids in tow.  
  
Menlo park needs to improve pedestrian and bicycle routes around town- it has such potential to be a safe and bikable city but its just unsafe. And my kids? No way would i even let them walk on ecr let alone bike.
43. Cars stalled too often so traffic crawls. Too many cars funneling onto ECR for uTurn onto Cambridge. Cars should be able to go directly from sand hill rd.
44. It is too congested at all times of day, but particularly during commute hours. It can take multiple lights to get through an intersection. Drivers are so frustrated they cut across lanes dangerously, and cut off other drivers, in order o get ahead. There are too many cars trying to make a U-turn at Cambrige and many can't negotiate the turn, then stop at the curb, and then dangerously back up into oncoming traffic! Ther is not enough space for Stanford's south-bound construction trucks to safely turn west onto Sand Hill. They often attempt to right fom the adjacent lane which is simply not safe. There are too many frustrated drivers who try to avoid getting caught in a second wait at a light who will run a yellow or red light only to be stopped "in" the intersection, blocking traffic during someone else's turn. these are not the exceptions. These things are happening multiple times a day, day in and day out.
45. Not well. It is very frustrating to drive El Camino, with too much time spent idling at lights. And I would ride my bike, but I don't feel safe doing that.
46. The vulgar way of putting it is that El Camino sucks. The more eloquent way of stating the same thing is that El Camino is discordant with the community it serves. It is an ugly, litter-strewn eyesore that is packed with cars at all hours of the day. It is unsafe for bicyclists, unpleasant for pedestrians, and a disaster for motorists. Try driving from the MP/PA border to the MP/Atherton border at 5:30 pm.
47. Not very. It's a major thoroughfare that every other community on the peninsula seems to have gotten right, but traffic once it hits Menlo Park just jams up. I think with proper traffic-dependant timing on the signals to sync them to allow through traffic it would work, but now the signals do not seem to be synced properly.
48. By car it is time consuming and always seems to be congested within Menlo Park. would love easier access across el camino to arriallga/burgess. would definitely bike and walk rather than drive if I felt safer.
49. Not well
50. Not very well. In a car, the lights are ill timed. On foot, it's unpleasant. On a bike, it's terrifying.
51. Not well too much traffic and unsafe
52. Poorly. It is currently only safe for autos, and even then the traffic speeds are too high. If we add more car lanes, we will continue to encourage more car traffic- which is mainly single occupant

motorists. We need to encourage cycling and walking on ECR, and make it an attractive, multi-modal resource for the city.

53. Poorly
54. There is a segment through Atherton that works well for my bicycle travel because there's a pretty good shoulder and no parking. The Menlo Park segment of El Camino is very uncomfortable for me as I ride my bicycle to shop.
55. Poorly. I ride a bike and use Caltrain more than drive.
56. El Camino Real is a legacy of prioritizing cars over people. I avoid it as much as possible.
57. It's a bit scary. Cars go too fast, it's too much of a highway.
58. ECR operates as a freeway, when in fact it should operate as a neighborhood arterial. It is a very unpleasant road to bike or walk along.
59. Not that well. I mostly bike on El Camino, and it's not exactly a friendly place to ride.
60. Poorly; cycling on ECR is only good prior to 8 am. After that it becomes miserable. Bus service on ECR is unusable due to delays. I don't drive a car, and don't want to.
61. I currently avoid travel on ECR as much as possible opting instead for adjacent parallel alternatives and feel very unsafe crossing it when I do because of red light runners.
62. Not very well. It's scary to bike on ECR, but some time I have no choice since any alternate routes add considerable time or distance and often require crossing El Camino multiple times. I commute from Mountain View to Menlo Park, and many businesses are near ECR so to get to those businesses, travel on ECR is required.
63. I already travel mostly by bicycle or foot and El Camino Real is currently a very poor choice for me. I do not feel safe cycling along the road and only do so when I have no other option.
64. Poorly. As a pedestrian, it is very difficult to walk along or across due to the traffic lights. In particular, it is a horrid situation where one is expected to press a button, and then potentially wait an entire light cycle to cross in either direction (north-south or east-west). I understand that the buttons are used to increase length of time for the signal (and thereby improve traffic flow), but it sends a strong signal that the city of Menlo Park does not want people walking along ECR, or even more generally since there are currently no contiguous walking routes that parallel ECR.

As a cyclist, ECR is a large, high-speed road with no dedicated cycle lane. Additionally, there is no convenient, contiguous bike throughfare with right-of-way priorities over crossing traffic as an alternative. Again, this makes it seem as though the city is trying to encourage everyone to drive.

65. It is a dangerous road that I avoid riding my bike on at all costs. I mostly ride my bike in Menlo Park.

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66. Poorly. I primarily travel by bike, and I virtually never travel on ECR, even though it is the most direct route. It is completely unsafe for cycling.
67. I am a bicyclist who does not own a car. I use El Camino as my main route to get to work. El Camino, going through Menlo Park, is not well configured for bicycle use. Example: southbound, from Encinal to Valparaiso: you should provide a bicycle pocket lane between the "right turn only" lane and the next through lane. Or you should re-designate the "right turn only" lane to indicate an exception for buses and bicyclists.
68. I mainly take El Camino by car to do local shopping or go to restaurants. At some times of day traffic is terrible when this becomes a commute route/alternative to the freeway. In my opinion that isn't a good use of the road. El Camino isn't an expressway; it has many intersections and is lined by shops with driveways and on street parking. It isn't optimized for high traffic volumes or high speeds, and it shouldn't be.  
  
I would love to feel like I could ride my bike on it, but I don't feel like it would be wise due to the width, amount of on street parking, and lack of a bike lane.
69. I make every effort to avoid traveling, biking, or walking along El Camino Real in Menlo Park when possible. This means putting more traffic on neighborhood streets, which is not a good alternative.
70. Being a local, I know how to circumvent the traffic on ECR, but that really doesn't solve the problem, now does it? It's a problem that only continues to get worse.
71. El Camino is a bottleneck at multiple times during the day when I try to travel to Palo Alto or Redwood City.
72. I live near El Camino Real, and use it as a motorist, a cyclist, and a pedestrian. As a motorist, El Camino in Menlo Park is the most congested and slowest portion of my commute. As a cyclist (and Bicycle Commuter), El Camino is a hazard which must be carefully navigated at the beginning and end of my daily commute. As a pedestrian, El Camino is ridiculously dangerous.
73. Not very well. There is lots of traffic and delays, especially in the afternoons
74. Very poorly due to the fact that it is extremely unsafe for cyclists. The lights on el camino are very inefficient at night, turning green for cars and pedestrians even when there is no one waiting.
75. Generally poorly. While El Camino is excellent for driving, it is dangerous to walk or bike on the corridor. Transit is too slow for effective transportation.
76. I avoid this road whenever possible. I never walk on the sidewalks there unless there aren't other options. It is invariably an unpleasant traveling experience.
77. It's a necessary evil. You can't get from one end of MP to the other without crossing it. And quite often it's the only direct route to where I need to be without taking a circuitous route through a residential neighborhood.
78. It is too congested in the Menlo park area

79. Rather Poorly due to bad light timing
80. Not so well. It is clogged with traffic most of the time.
81. It's crowded, there should not be parking on El Camino with in a couple blocks of Santa Cruz Ave. I realize some businesses seem to need parking on the street, I have even used it. But isn't there some parking in back or side of buildings? or shouldn't there be? Often the right hand turn from ECR North at Ravenswood is blocked by cars or trucks cutting through then cutting in to a main through lane, but since it's a red light or stopped traffic, everything stops. Same for the ECR southbound at Valparaiso or Oak Grove, needs a right hand turn lane.
82. It too congested with through traffic
83. It's not great. I only travel it in my car if I have to/it's the only convenient route. Living in Linfield Oaks, I cross El Camino on foot to get to downtown. I don't enjoy standing at the intersections to get downtown with traffic roaring by. A bike barrier, slower speed limits might improve this. I never travel it on bike even though I live so close - I don't want to compete with the traffic and the parked car. Biking seems dangerous.
84. I live and work off ECR and drive from home Menlo to work in MV each day. During peak times it seems the flow of traffic could be better as I can drive up from MV with little congestion...but once I pass Sand Hill it gets very congested coming through MP. It seems the train also plays a part in cutting off through traffic East to West.
85. It is a direct route, but very slow in the mornings and afternoons. The worst part of El Camino for me is trying to cross it because the lights at the intersections are too long, and I often have to wait for two or three light cycles in order to cross in the mornings and afternoons.
86. The congestion near Santa Cruz ave and south is awful. Way too many large trucks and construction vehicles clog the corridor. I think those commercial trucks should use alternate routes.
87. Not very well. Too busy / crowded so avoid driving there. Use my bicycle on weekend but ECR is not a bike-friendly road. Vehicle traffic and parked cars create hazards.
88. It's a terrible place to be. Like a highway with stupid, long, untimed lights, and not safe for bicycles. Not nice to walk along, cross, or people watch. Just gross. Add sensors so the lights change when someone's trying to cross and there's no one else around. Be bold and make it a park with bike lanes and a local rail line.
89. Not so well.
90. It does a poor job. There are too many conflicting requirements and I don't how it can be improved.
91. El Camino Real is a barrier to cyclists and a parking lot for cars.
92. Very poorly for bicycle and pedestrian usage. Crossing is unsafe and I have witnessed many close calls between vehicle and non auto mobile traffic.

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93. I have no choice. It has been congested and getting worse in the 25 years that I have lived in the area. It is much worse in Menlo Park than Palo Alto and Redwood City.
94. I avoid it during commute times and any other time I think it'll be crowded. I take alternate routes to get to businesses in downtown M. P..
95. Does not serve well as primary transportation corridor for either cars or bikes in any in San Mateo or Santa Clara Counties. It's the nature of a regional thoroughfare bisecting local commercial districts. It only worked optimally when vehicles moved at the speeds of bicycles (20 mph) and there was only one stop sign per town.
96. It's pretty bad at after work rush hour.
97. It is so busy during the day that I avoid it if possible. That makes me take a longer, more circuitous (but much more pleasant) route through the neighborhood.
98. I do not feel safe biking near or across ECR.
99. It does not meet my transportation needs. I am not comfortable bicycling on ECR in Menlo Park.
100. Too congested, people lane hop to get ahead. People go straight on right turn only lines to get ahead, so dangerous.
101. I mostly ride a bicycle and take Caltrain, so ECR does not serve my transportation needs well, it is too auto-oriented and is dangerous for me as a bicyclist.
102. ECR barely does the job as a motorist, pedestrian and cyclist. The intersection at ECR and Menlo/Ravenswood is awful for pedestrians. Why are pedestrians only allowed East-West access on one side of the road? It is double jeopardy for pedestrians who have to cross Ravenswood to get to the Menlo Park Library. If there was East-West access on both sides of the ECR Menlo/Ravenswood intersection, pedestrians wouldn't have to use the Crosswalk of Death at Alma and Ravenswood.
103. Very poorly. El Camino Real is, in its current state, hostile to pedestrians and bicyclists. I try to limit the use of my car, and make as many trips as possible on foot or on bike, so I experience this hostility on a daily basis. I do not ever ride my bike on El Camino, just getting across is intimidating enough. Car traffic is too heavy and aggressive. The sidewalks are extremely narrow in some places.
104. El Camino Real doesn't serve my transportation needs. Lights are not timed and it's too dangerous for bicycles and pedestrians. It's also an eyesore.
105. North/south and south/north traffic a mess....do something to get the traffic through the city more quickly...(timed lights, more lanes, etc)
106. In my opinion, the section of El Camino Real in downtown Menlo Park is not serving my transportation needs; rather, it is obstructing my transportation.

107. Most of my trips within Menlo Park are by bicycle, so I tend to avoid ECR when convenient; the current traffic speeds and lane setup is not conducive for low-stress cycling.
108. When I drive, I prefer to take Central/Alma as the regional route north-south, however this is not an option in Menlo park because of the barrier at Sandhill. Consequently, when I need to traverse Menlo Park, I must take El Camino, even though I don't like it, because it is too wide, too busy, and too slow.

When I bike, I avoid El Camino at all costs because it is just not safe. Currently there is no safe route to cross from the south side of Camino to the Palo Alto bike corridor (along Bryant) on the north side of Camino, except at Sand Hill, which is often out of the way.

109. Not at all well. It's a very inefficient route to take by car and one I try to avoid using. I was recently stuck through multiple signal changes attempting to cross El Camino Real in Menlo Park because cars in gridlock blocked the intersection. Traffic on ECR was barely moving.
110. I rarely bike El Camino and when I do I like to take the entire lane so that I don't get slammed by car doors or buses pulling out. I do not need a bike lane on El Camino - I don't recommend biking on El Camino. I find the traffic light coordination is not quite good enough - need longer times of green for cars on ECR and then longer stop signs particularly at Santa Cruz to cross. I'd consider overhead bridges for pedestrians, especially school children. Valparaiso is fine for bikers as it is.
111. Dangerous for pedestrians and bicyclists
112. poorly. My main use is to go to north or south from menlo park on el camino real. I generally cut through menlo park rather than use el camino until I have to.
113. Very poorly. Too much through-traffic.
114. It is unsafe to ride on a bike, and has poor flow for cars.
115. There is too much traffic. Also, very dangerous for school children to cross.
116. I live in the Willows. The traffic going through Menlo Park along the ECR has increased tremendously over the years to the point that I more frequently shop in Palo Alto or Redwood City to avoid driving along the ECR. Walking along the El Camino is NOT pleasant due the narrow width of the sidewalks interrupted by light poles and the lack of pedestrian friendly crossings. The goal of the 'Grand Boulevard' should be for pedestrians, cars and bicycles together and not just for cars.
117. I am very hesitant to walk or bike along El Camino. I have three kids and who need more space to bike. This means I take the car more often than I'd like to go for a quick shopping trip to downtown Menlo Park, to a restaurant, or to visit friends.
118. Crossing El Camino is unsafe with poorly maintained and typically nonfunctional audible crossing signals.
119. Not well. During commute and school pickup/drop off hours, it is impossible to get from Redwood City to Palo Alto via ECR in less than 15 minutes.

120. I avoid El Camino as much as possible because it is so often gridlocked. And with all the new development, it is going to be an absolute nightmare.
121. Horrible to bike on or across, horrendous during rush hour in a car, and usually bad. It serves it's purpose in that it's a road but it's a very infective one.
122. I tend to avoid ECR when possible, taking back streets to navigate north and south.
123. NOT WELL AT ALL! I can't cross it on my bike with anything like a feeling of safety. I can't walk on it more than a block or so because the rush of traffic is loud, obnoxious, and scary.

The best place to cross on a bike now is all the way back at the Stanford Shopping Center. Even then, there is not enough time for pedestrians to get across 8 lanes of traffic. But it's impossible to ride the narrow sidewalk all the way to the MP biz district from the Stanford crossing. I've tried. Instead, you have to go way down to the Vi and cross at the bike bridge into MP there. Then you have to find your way to the business district downtown. More signs downtown to the bike bridge by the Vi and the Stanford crossing would help right now. I had to ask two people to find my way through the winding streets when I decided to leave Safeway and go back to the bike path to the Stanford Shopping Center crossing for El Camino.

I love biking and this community has made it very hard to cross El Camino and get all businesses in downtown MP. I should think the Chamber of Commerce would fund the signs to and from downtown to the bike bridge by the Vi at Stanfrod Shopping Center. Have you ased them?

If you made it more bike friendly, you'd need fewer parking places.

124. Poorly. I use other routes when possible.
125. Too many cars held back by poorly synced lights and poor detection. biking is dangerous. I drive off hours but bike to work.
126. The stretch where ECR goes through Menlo Park is horribly congested during traffic hours.
127. Not well at all. During rush hours it is unbearable. It is terrible for children and menlo park is a community of families. I bike everywhere and I wish it were incentivized by the city. I dont want any more downtown traffic and we need to reduce the cars in MP.
128. Not well at all. It is frightening to cross on bike or on foot. It is terrifying to use on a bicycle. It is somewhat ok for getting around in a car, but I'd prefer not to use a car. There are zero viable alternatives because El Camino has to be part of a system that gets me from home to where I need to go, and that isn't just on El Camino.

Crossing El Camino is a HUGE problem that must be addressed holistically.

129. Try to avoid it, by auto, rather use bicycle.
130. Poorly - as a bicyclist, I am terrified of biking on both El Camino and on Middlefield, the two main roads that I need to bike on to efficiently get to my home from Stanford.

131. ECR currently serves my transportation needs quite poorly. I live at the intersection of ECR and Santa Cruz Ave. and exclusively bike or walk. ECR is a death trap for cyclists, but I must cross it to get to work. My commute to work is only ~15 minutes, but a good portion of that is simply being stuck waiting to cross ECR. ECR is not much better for pedestrians...at least there is a sidewalk, but there should be more frequent crosswalks during daytime. Right now, I would never bike for any reasonable distance on ECR...it's way too dangerous. Drivers have yelled out their window for me to use the sidewalk, but that's just not right, and it's dangerous to pedestrians.
132. Not well. I live locally and do most of my errands in Menlo Park, but I always try to avoid ECR as much as possible, whether I'm in my car or on my bike. I seldom walk along ECR.
133. I think it's a really unfortunate development in Menlo Park. It cuts off businesses from pedestrian traffic. Making a more welcoming environment for pedestrians and bicyclists in downtown Menlo Park should be a priority for urban planning. I only use ECR for a car when I'm trying to leave Menlo Park: I live close enough to walk/bike to businesses. However I find walking/biking to be very unpleasant on ECR.
134. too fast and dangerous for bikes with no bike lanes, too slow for cars because of all the traffic lights (and them being out of sync with each other)
135. I ride my bike everywhere, and I have to take an incredibly complex route of side streets to get through Menlo Park. The times I've biked on El Camino I feel scared.
136. Poorly. It is incredibly unsafe to bike on ECR, and I often have to go far out of my way to find safe biking routes home.
137. Not well due to the multiple signalized intersections
138. El Camino is impossible in Menlo Park during rush hour. When traveling from Palo Alto on Alma at those key times, I dread getting onto El Camino because I know it will be horribly blocked. When you have to wait through a couple of light changes because the car on the other side of the intersection has not budged at all, it is depressing. It would be great to have the equivalent of the sheltered bike path through Palo Alto that runs by the train tracks, so that there would be further incentives to bike through the city instead of dealing with traffic. It would be great to have a better car route too, but if we had to choose between the two, a bicycle route would be terrific. Wouldn't it be great to have a "bike freeway" to encourage people to get out of their cars?
139. I travel on ECR mostly when I am going north and south. I try to avoid ECR during lunch and commute hours because ECR is like a parking lot. The traffic is heavy and the traffic lights are NOT set to make getting traffic through this city quickly. I have lived here for almost 25 years and the city has done nothing to improve traffic on this corridor through this city. A HUGE disappointment and the worse thing about visiting or trying to shop in this city.

**Mixed**

1. It is fine -- very busy, certain times of day are very difficult. I avoid ECR, but it is a major connector between MV, MP, Redwood City
2. El Camino is the way I get from MP to RWC and PA -- it is the only way I travel to these two neighboring communities where I frequently do errands and have business. Crossing El Camino is the ONLY way to get from West Menlo/Downtown to the Civic Center/MAHS/rest of Menlo Park. El Camino serves my needs, but I try to avoid commute hours, as the traffic bottlenecks in MP due to the reduction to 2 lanes from 3.
3. When travel time is not important -> quite well  
  
When travel time is important -> not very well
4. Functions fine for auto traffic and ok where there are pedestrian sidewalks. Need to improve bicycle safety.
5. It only serves my needs if I want to avoid MP.
6. Somewhat, but the disjointed nature of coming off of sand hill road and making u turns is ridiculous and the traffic back up at the foot of middle road near Safeway is also ridiculous and maxed out
7. Ok, except for bike crossings for kids
8. Mediocre. It gets too congested.
9. It's fine for driving needs, though slow during rush hour.  
  
It's awful for bicycling and an impairment to my riding more frequently. I never ride along El Camino and I very much dislike crossing it due to not always being noticed by drivers who are turning or simply passing me as I cross.  
  
Not nearly enough time to cross as a pedestrian....dangerous!
10. Ecr is ok for car travel. I need it to accommodate walking and biking. If we make walk and bike viable then car traffic will decline a bit. More bikes on ecr will make drivers accustomed to sharing the road.
11. car: acceptably  
  
walk: acceptably  
  
bike: I cross El Camino with the pedestrians' green light. I do not dare ride my bike along El Camino; I am too scared. I would only do so on a separated path.  
  
Alma between Ravenswood and the bridge to Palo Alto is pleasant.

12. Serves my transportation needs beautifully when the traffic flow is light. When the traffic flow is heavy, sometimes I am not being transported at all, but PARKED on El Camino.
13. It does ok, considering the complexity of the area. I confess that I avoid it whenever possible.
14. It works but it's slow during rush hour and is dangerous when I cross at Sand Hill intersection to Alma in Palo Alto
15. Quite well when I am in the car, but it feels unsafe to walk along and bike along. It is also hard to bike across the train tracks. An under or overpass would be nice.
16. Most of the time it is ok, but late afternoon and evening it is very difficult to get anywhere in a timely manner thus leading to drivers cutting thru city streets to get to their destination or just to bypass El Camino from one end of MP to the other.
17. I avoid driving on El Camino during rush hours so it generally serves my needs. I would ride a bike more if there was a safe North-South route along/near ECR.
18. Moderately adequate. It is congested southbound in my am commute
19. Okay, but it could accommodate bicycles better.
20. It's the shortest route but quite dangerous!
21. 1) As an occassional motorist, ECR work OK most of the time. Of course, timing one's trip on ECR is essential. I drive ECR for occassional trips from home in RWC to Trader Joes and other trips in Palo Alto using Alma (I drive ECR perhaps once or twice per month)  
  
2) On bike, I CROSS ECR on twice a day going to and from work. I use both at Ravenswood/Menlo and Glenwood/Valipariso. At best, the Ravenswood/Menlo crossing can be a challenge -- especially for inexperienced cyclists -- fortuneatly, I'm able to travel close to the posted speed limits for short periods of time -- not everyone can (and is willing to) do this. Better, more frequent crossings would help -- including Middle/Cambridge area
22. It does well in providing north-south transportation but is a huge barrier to east-west travel.
23. Adequate for auto, inadequate for walking and cycling
24. It is the most direct route. In heavy traffic, it is very slow. There is no other choice. "how well does it serve my transportation needs?" It gets me there, but I fear the future with even more cars on it. Don't know the solution.
25. good but slow for the car; too dangerous to have cyclists on the same road; traffic signals are killer!
26. I can get where I need to go fairly easily, but the lights are too long in many cases and the congested traffic moves too slowly. I try to avoid downtown/el camino during commute time, lunch time, and school afternoon pickup time. These are the worst times to have to use El Camino. Unfortunately, this is most of the daylight hours.

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27. In many cases the best of a bad lot but generally to be avoided if possible.
28. Problematic serving my needs. El Camino is too narrow for the number of cars on it, but I don't see how it could be widened. I get onto it from Middle, and if I am going across the tracks, I like that there is a designated right turn lane which starts a ways before Ravenswood. There should be a right turn lane from El Camino on to Middle. Most of the time, the turn left lane into Palo Alto and across the tracks is very filled with cars. Sometimes there are 12-14 cars and the lane is used up and then blocks a travel lane going south. Walking across at Middle and ECR is dangerous. Cars turning left don't wait.
29. So-so. It is too congested with cars for my local usage. I think through traffic should be strongly discouraged.
30. useful road. but traffic is bad
31. Ok, but frustrating. I tend to avoid when feasible.
32. Depends on the time of day -- during high-traffic hours, it sucks. Otherwise, it's pretty good. (this is for driving -- I don't bike much because I don't feel that it's very safe)
33. Adequately, could be better for bicycling, sidewalk widths, and pedestrian crossing, i.e. full phase signals.
34. If I were not interested in changing my driving habits, El Camino Real would be fine. However, I would like to drive less and bike/walk or take transit more, both for commuting and to run errands on evenings/weekends. At this time, El Camino Real does a poor job of encouraging alternative modes of transport.
35. As a bicyclist, In terms of connectivity -- pretty well. In terms of safety -- not well.
36. Only using a car, not cycling or walking.
37. Works fine for driving. I do bike in the area but I do not bike on ECR - it is too dangerous
38. Mostly for riding my bike to get to the train station or Palo Alto. Occasionally, I will drive but mostly I use my bike. It's not that safe for bikers-- it's direct but no dedicated bike lanes means that I'm on my own.
39. Only ok - too many cars. Need better conditions for biking, walking and ECR bus route.
40. I drive on El Camino quite often, and at certain times of day, the traffic is terrible because the lights don't seem to be timed properly to allow for traffic flow. I often bike to work and would love to take ECR as it's the most direct route; however, there are no bike lanes and I absolutely do not feel safe biking on the street.
41. It's okay, but I do find it frustrating to bike on. Cars are often annoyed that there are bikes, but we can't really bike on the sidewalks. Additionally, the edges of the right lane are often scattered with drains that are below the surface level of the road (specifically, southbound near Ravenswood). This makes it either exceptionally bumpy or forces one to bike a little further into the right lane--either seems unsafe with the level of traffic.

## El Camino Real Corridor Study

42. Barely OK.. It's a bottleneck for car traffic since traffic from Alma (and to some degree Foothill) converge onto it in Menlo Park (other North/South primary roads end at the Menlo Park / Palo Alto border). Also, the lack of good East/West connectivity pushes more traffic onto El Camino. It's generally way too hard to get to or through Menlo Park downtown from points east, west, north and south!
43. It is ok to drive on, but i would never bike on there, and i would be a little nervous having my kids cross to hillview.
44. I avoid driving across town in commuter hours.
45. It could be improved .
46. Too much spill over from Sand Hill Road (i.e. non-Menlo Park traffic)
47. the bottom line is there is too much traffic & too many people trying to use the same space; I make do by riding my bike on less congested streets & only driving in non rush hour times; but it could be more convenient
48. ok, i would bike if I felt safe to cross ECR>
49. Except for the bottleneck between Valparaiso and Roble, it does its job. I use Hoover to enter downtown if coming from the north. Crossing ECR on most streets is tolerable at most hours but Ringwood/Menlo is just slow.
50. Good for driving, which I do occasionally, but poor for biking, which I do every day!
51. Slow but OK for car traffic. Terrifying for bicycle riding.
52. By car: adequately.  
By bike: it is completely unsafe.
53. I drive down it on weekends and it is fine. I commute by bike on weekdays but always avoid El Camino because it is unsafe for bikes.
54. Well in my vehicle (though congestion is high during rush hour), but very poorly on my bicycle, requiring me to navigate on less direct roads for both safety and efficiency.
55. Depends on the time of day. Disastrous during morning and evening commutes. During day and late night there is a good flow.
56. Rush hours are terrible, otherwise not bad.
57. Moderately well, but bike lanes should be a priority especially considering the amount of bike traffic to and from Stanford.
58. ok - not great. the congestion continues to grow and it is a bottleneck both NS and EW

### Other

1. major access to menlo park
2. I travel on ECR only when visiting businesses on ECR. Otherwise I use it for travel from Palo Alto southward, or Atherton northward.
3. no opinion
4. We don't trust Menlo Park to do what is best for Residents - this survey is a great example of that.
5. There needs to be a cut-through /underpass from El Camino Real to Burgess Park (for pedestrians & bikes) somewhere in the vicinity of Middle Road (similar to what they have in Palo Alto). It needs to go under the train tracks and provide better access to Burgess Park for the residents of Menlo Park.
6. It is the ONLY WAY to get through Menlo Park! I use it to get to Redwood City or Palo Alto.
7. Its almost unavoidable.
8. Traffic lights need to be better coordinated so that traffic can move more freely.
9. Needs bike lanes.

## Question 18

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### **Specifically, what is the most important traffic/transportation/circulation issue to you on the El Camino Real corridor in the City of Menlo Park?**

1. 3 through lanes to connect with Palo Alto and Atherton as a continuous 3 lane corridor
2. Separate bike lanes!
3. Bottleneck from Valparaiso to Sandhill somewhat caused by parking allowed on ECR
4. We take the lane when on bike, so it's okay. Probably [?] unsavvy bike riders feel unsafe
5. Time the lights! During commute time; put in lots of trees, plants!
6. There is not adequate safety for students who need to cross El Camino to attend school, or anyone else!
7. For the city - safe pedestrian and bicycle crossing for schoolchildren.
8. Traffic flow ! Please synchronize stop-lights to provide for maximum traffic flow. Please remove the 3=>2 lane bottleneck that often brings traffic to a stand-still in the commute hours. Please install traffic sensors to allow cross-traffic to trip the lights during non-commute hours so cross-town traffic is able to move. Please stop obstructing flow.

## El Camino Real Corridor Study

9. safety and parking
10. poor east west --- too mch raffic now
11. Too much traffic now. Imagine what build-out will bring.  
  
Add lanes to El Camino with there are two lanes on either end? Insane.
12. too much Palo Alto traffic in Menlo Park
13. Vehicular (includes bicycles) crossing of ECR
14. Getting across it in no more that 1 signal cycle. And getting through more than 1 signal cycle per block while travelling on it.
15. Bicycle safety, especially for kids biking to school.
16. Too much traffic.
17. Trying to cross it on bikes is not very safe.
18. It is much too congested trying to get across town. Traffic backs up from Trader Joe's and across ECR to the other side of the train tracks, in both directions. Put a pedestrian/bike overpass with a clear acrylic roof to protect from rain, without being an eyesore, over ECR at Middle Ave., then a lane down the train tracks, for children to safely get to Burgess to and from west Menlo Park. Get rid of parking on Middle. This might decrease some of the vehicle traffic at the ECR/Ravenswood intersection, which is by far the worst, if people could safely walk/bike instead. I have imagined this solution for years. Make the overpass a beautiful, sculptural, mostly clear (obviously except for the floor) structure, and it won't be an eyesore.
19. Gridlock. For example, having to wait for three traffic light cycles to make a left turn from southbound ECR to Alma.
20. I would like to see more dedicated bike paths in Menlo Park that are not on the street. I love the idea of a dedicated bike bath that runs along side El Camino. I don't like the idea of a bike lane next to El Camino, it would be too dangerous.
21. Pedestrian/bicycle crossing (subway) under the RR tracks between Ravenwood and Sand Hill, e.g., connect Middle to Burgess
22. Safety for bikes and pedestrians
23. Completely unsafe for bicyclists, either for transit or to simply cross ECR. Safety upgrades to the approaching streets (Oak Grove, Ravenswood, etc.) need to be part of the solution.
24. Make crossings and turn directions that make sense to mitigate traffic back ups which are ridiculous
25. no opinion
26. Reducing flow of traffic through downtown

27. There isn't one most important. People who think they're driving on the freeway, speeding, running red lights, no enforcement. I would also like to see a turn arrow for the northbound right turn only lane on El Camino. People in that lane seem to think they have the right of way no matter what, and I have seen/experienced too many near collisions.
28. Speeding traffic north past Encinal Avenue.
29. Vehicle traffic reduction
30. rush hour congestion, safe passage along and across El Camino by bike and on foot. I believe we need to seriously re-look at undergrounding a lane or two each direction for through traffic on El Camino, funded by low interest bonds available now and by Fast Track payments per use of the lanes.  
  
And we also need to do grade separation at the train tracks - soon. Removing delays related to the trains will help intersections. PLEASE STUDY THIS in combination with the corridor.
31. Bike safety. We bike as a family a lot. Our youngest daughter attend a daycare across ECR so we need to cross and also bike along ECR. I do not feel comfortable biking along ECR on the street (especially when I have my kid on the back) so we use the sidewalk. Often there are signs, or cars (we live close to a car work shop that apparently use the sidewalk for parking cars..) blocking our way, and of course we have to look out for the occasional pedestrian. When we bike with our oldest kid (who's on her own bike) we use detours because I do not think ECR is fit for kids on bikes. I often choose the car instead when I know we have to cross ECR and I think that's a shame!
32. Lack of safe alternatives to driving alone. That's the #1 way to reduce congestion.
33. congestion caused by poorly timed lights and too few car lanes. i also think there are too many traffic lights on ecr through menlo park, considering ecr in mp is only 11 blocks long.
34. Week day traffic is very bad especially on Wednesdays
35. Ease traffic congestion and make bike/pedestrian travel safer. Consider making a more direct route from 101 to ECR, maybe via Willow to ease traffic around Burgess Park/MA, etc. Open more pedestrian routes to ECR - like at Burgess and Willow. I like the idea of a bike/pedestrian route along train corridor.
36. No bike capacity
37. Gridlock through Menlo Park
38. logjams of cars on ECR.
39. Addition of bike lanes
40. The congestion at Sand Hill Road and ECR.
41. Crossing ECR with the bike is so dangerous that I take the car when I have to go from downtown to burgess! If I have enough time I rather prefer to walk. Biking safe should be resolved. Also,

there are not enough bike racks on ECR.

42. merging of lanes due to fewer lanes in Menlo Park on El Camino is root cause of most problems. Creates terrible traffic (the last mile of my commute takes as long as the previous 5 miles). Makes it unsafe for bicyclists and pedestrians (because of the traffic). I also suspect that the timing of the signals could be improved.
43. Providing a safe bike corridor along \*and\* across ECR, i.e., a bike bridge at Middle, Roble, etc. Please make sure that this accommodates bike trailers!!!
44. Lack of coordination of traffic timing between neighboring jurisdictions (primarily Menlo Park and Palo Alto).
45. The most important issue is how much of a physical barrier ECR is between the east and west sides of Menlo Park.
46. It has less capacity in Menlo Park than Atherton or Palo Alto, this causes traffic jams.
47. People who get in the Ravenswood right turn lane northbound on ECR who then pull into ECR traffic at the last minute and slow the traffic flow in the next lane. Narrow sidewalks also not good.
48. Bottled up traffic and pedestrian crossing safety. Bottled up traffic leads to frequent turns on yellow & red arrows and drivers running red lights at most intersections. Better count to 3 after the light changes before you proceed or you will get hit.
49. Pedestrian & Bicyclist safety & traffic flow
50. ECR is a highway, and a much needed North/South travel route. Traffic is already too heavy and too clogged because of overdevelopment in Menlo Park and the surrounding towns. Stop overdevelopment, help the traffic flow better and faster on ECR through Menlo Park. Pedestrians and bicycles should not be mixed with cars in heavy traffic, or areas where cars are moving quickly. When a car collides with bicyclist or pedestrian, everyone loses, but the pedestrians and bicyclists could lose their life. Segregate vehicles from pedestrians and bicycles! Then everyone can move faster and safer.
51. Too many cars for too narrow a corridor .
52. I think we need to make it more bicycle/pedestrian friendly, while also doing something to improve the vehicle traffic. I would never let my children cross ECR on their own to go to Burgess because I think it is way too dangerous. This should be changed.
53. Bicycle access and usage.
54. Alma being close to through traffic in Palo Alto
55. improving bicycle and pedestrian access and safety by eliminating on street parking and widening sidewalks on both sides of the corridor.
56. Increase safety for pedestrians and cyclists. Make it more friendly for residents of Menlo Park to stroll through the neighborhood.

57. safety. narrow or restricted sidewalks, sharing with bikes, short 3 lane merges at Alma and Cambridge.
58. CONGESTION at most times during the day. Need to move through traffic through!
59. Pedestrian safety while walking along and attempting to cross El Camino. Access to public transit and business is hampered by difficult and dangerous crossings with poor signaling, especially for visually impaired pedestrians.
60. Wish I could bike safely from Palo Alto to Menlo Park. Currently there are no bike lanes along El Camino.
61. I would like to see the pedestrian/bike bridge over ELC from downtown to civic center move forward. It is very sketchy to bike east-west across El Camino, even with some of the latest bike lane/signage improvements.
62. Creating more pedestrian friendly zones will help businesses along the route.
63. There should be no parking on El Camino, and that space should be used to add lanes for traffic to move swiftly through MP. Traffic is worse in MP because of the bottleneck between PA and Atherton. Open up lanes and traffic will flow better. It's a terrible waste of gas and gets on everyone's nerves. Contrary to many MP residents, I don't believe that opening up lanes will increase traffic. It will make the traffic we already have get through faster.
64. Please make El Camino more pedestrian and bike friendly.
65. ECR is very ghetto and an eye sore. A city like Menlo park deserves a better looking and better functioning thorough street that also connects MP on the civic center side to the downtown area. On a regional scale, a better pedestrian/bicycle route could make it a more pleasant street. Please look at examples from countries who prioritize pedestrian and bicyclist. A slower traffic there is alright that way less people would use ECR.
66. Pending overwhelming proposed Stanford and Greenheart projects--more than general area and ECR specifically can bear
67. It takes too long for the light to change allowing me to cross ECR at Sand Hill.
68. Need more lanes
69. Being able to comfortably walk and bike
70. Too much vehicle traffic!
71. Safety for crossing El Camino on bike. The bridge sidewalk is very narrow over the creek and the crossing to Alma in Palo Alto is dangerous
72. Pedestrian and bicycle safety followed by frustration of sitting in traffic for three blocks. Unsafe to walk but a hassle to drive.
73. Biking across and along el camino, and the traffic light at ecr and alma and sand hill road.

74. Keeping traffic moving. Cars should be able to go directly from sand hill rd.
75. Reduce the amount of traffic on our dangerously congested, already over-crowded corridor.
76. The people who speed through lights and almost kill me, whether I'm walking or biking or driving.

On a more utopian note: I think el camino should eliminate one lane in each direction, in the middle, to create a bike and pedestrian median that is landscaped, and put a monorail overhead, to eliminate public transportation on the roadway. Obviously this doesn't work just for menlo park, but doesn't it sound lovely?

77. A combination of better bike routes and smoother driving times.
78. There's a two-fold issue and that appears contradictory. There are stretches of road that are absolutely packed with cars. But where the traffic lightens up, drivers speed indiscriminately. Don't believe me? Try positioning a radar speed sign at the border of MP and Atherton and watch what happens the moment cars break free of downtown MP gridlock.
79. Too many cars for the number of lanes.
80. Awful congestion during peak hours. Much of this could be ameliorated if MP would just put Palo Alto into a chokehold and get Sand Hill Road southbound to connect with Alma Expy directly like it did years ago. Now people wanting to head south on Alma Expy have to come into Menlo Park and make a U-turn on El Camino.
81. timing of traffic lights - sand hill & el camino. in the morning I commute to mountain view and this intersection is just a disaster.  
  
as a driver, bikes riding along el camino. seems incredibly unsafe for all.
82. Safety
83. Too much priority to cars, too little attention to pedestrians and bicyclists.
84. Make it more bike and pedestrian friendly. This will help get people out of their cars.
85. Safety
86. Too many people compensating for Sandhill-Alma disconnect. Also too much traffic traveling too slowly during rush hours.
87. ECR, due to high speed, multiple lane auto traffic, is very unattractive and unsafe for any other users. More auto lanes and auto traffic is not the answer. This is 2014, the era of multi-modal roadway design. Let's bring ECR into the 21st century. Let's make ECR available to all users, no matter what type of travel option they choose. Why are we even considering accommodating more auto traffic?
88. Wait times and cycles at signal lights
89. Less constriction to traffic

90. WIDER WIDER
91. No protected cycle path. (I'm not a huge fan of bicycle lanes per se, protected cycle paths are the way to go on a route with such high vehicle volumes (and speeds) as El Camino). This route is the place for the cycle path because it is primarily a commercial corridor, lots of businesses here.
92. The need for continuous bike lanes and lower traffic speeds on ECR. Also better pedestrian crossing and wider sidewalks.
93. Make it more bike friendly. I would ride my bike more places if El Camino didn't terrify me. Just crossing ECR in any way other than by car is already really hard. Actually riding my bike ON it is something I have never done, but would if it had protected bike lanes.
94. Needs bike lanes or at least sharrows.
95. Encourage less cars, more bicycles
96. Lack of safe bicycle and walking facilities, both along ECR and when trying to cross ECR.
97. Lack of cycling facilities, poor signal timing.
98. Bus service should be improved
99. Red light runners on ECR at Santa Cruz and Sand Hill.
100. Lack of bike lanes on El Camino Real
101. Dedicated, separated bicycle lanes.
102. As discussed in my answer to #17, I feel that the most important issues are 1) improved pedestrian access (primarily with regards to having conveniently timed traffic signals) and 2) bike lanes.
103. It is a very dangerous road for cyclists and alternative parallel routes are confusing and hard to navigate.
104. Safe biking and walking access
105. Bicyclist safety on ECR.
106. You need signage and infrastructure (lane markings) to make it clear that bicyclists are allowed to use the roadway. Southbound, just north of San Francisquito Creek, the lane markings are very confusing and daunting for bicyclists.
107. The most important issue to me regarding El Camino is bicycle access to and across the street as well as connections to public transit, especially that transit which crosses El Camino.
108. Lack of alternatives to traveling by car.
109. Better accomodation of bicycling, not only along ECR, but on other routes parallel and perpendicular to ECR. Although many of the routes have bike lanes (or in the case of Middle Ave; "School Bike Safety Corridor"), these bike lanes have shared parking and/or are too narrow

and put the cyclist squarely in the 'Door-zone'. If substantial funds are applied to improve cycling facilities, more drivers would see that cycling could be faster than being stuck in traffic for their short trips... The biggest challenge is to undo the 80 years of heavily subsidizing motor-vehicle travel.

110. Separating through traffic from local traffic.
111. improvements in pedestrian and cycling
112. If the Caltrain were electric and ran more times a day in and out of Menlo Park, I think it would really help the traffic all along the peninsula. We need to be able to get to work and school and shopping...
113. Free flow - timed lights, more lanes (get rid of parked cars, they scare me - door could fling open, pedestrian or biker jump out from between them, they could pull out into traffic suddenly). Move more traffic faster.
114. The most important one unfortunately is something you probably cannot fix. The bottleneck created at ECR and Alma/SandHill because of East-bound drivers who want to go to Palo Alto need to turn left and then also do a u-turn sets off a chain reaction of mess in MP. (yes, I'm stating the obvious, but you asked what I think the biggest issue is...)

The 2nd biggest issue to me is the Middle Ave/ECR crossing for pedestrians... Middle Ave cars turning left onto ECR are in complete conflict with pedestrians also trying to cross there. VERY dangerous, and admittedly, I can see how the cars are frustrated too because as they have to wait for pedestrians to cross, then traffic backs up on Middle.

115. Jammed traffic!
116. Allowing through traffic to move in a north/south direction
117. Pedestrians wishing to cross El Camino Real west to east at Middle Avenue get a crossing signal at the same time as motor vehicles turning left off Middle to go northbound on ECR. This results in a situation which puts pedestrians directly in the path of "green-lighted" motor vehicles. This is always absurdly dangerous, and very often results in harassment of pedestrians and unsafe operation of motor vehicles trying to get around, either in front of or behind pedestrians crossing with the pedestrian crossing signal. This absolutely must be changed, and pedestrians must have a dedicated portion of the light sufficient to cross ECR without motor vehicles trying to be in the same space.
118. Traffic delays
119. Safe travel by bicycle .
120. I think some education about sharing the roads, both for cars as well as those on bicycles. Also, this survey is a bit light on the trade-offs: how would more space for bikes be accommodated without losing lanes? A paragraph up front would be helpful.
121. start separating bicycles from cars - follow the rule that the worst will happen if you try and

mingle cars, bicycles and pedestrians.

122. 2 things: 1) Bicycling is hazardous on ECR and bike path paralleling train tracks would be very helpful, and 2) Light timing seems deliberately designed to /not/ pass traffic efficiently along and across ECR. I know a long-term Menlo Park resident familiar with transportation issues, and he is convinced that's the case.
123. Bike safety. Most drivers in MP are respectful of cyclists, but there's something about the morning commute that makes people on ECR drive like speed-drunk, incautious fools, heedless to the presence of the fragile/vulnerable cyclists sharing the road with them.
124. Inadequate bike lanes.
125. Overcrowding and slow movement on El Camino for nearly the entire length of that part of the road. Very unsafe for bike riders. People using right turn only lane at Ravenswood to move further north on El Camino, then holding up those who are turning as these folks try to merge back into the thru lane to the right. This happens ALL the time.
126. Crossing El Camino as a pedestrian is dangerous (i.e., from turning cars not looking where they're going), and quite slow--crosswalks are very widely spaced, not at every intersection, or even both sides of most intersections that have crosswalks, and the light timing often means excessive waiting. These two problems collide when needing to cross three times (i.e., northbound across Menlo, eastbound across El Camino, and southbound across Menlo again to get from the residential neighborhoods west of El Camino to the library) with long wait times at each crossing.
127. This road always feels unsafe. It does not connect well with side streets and the local community. It is unsafe for biking and walking (two options that, if safer, might reduce car traffic for short trips). The traffic lights are incredibly annoying in their timing/lack of sensible programming.
128. Backup at left turn lanes. Risky behavior getting to left turn lanes.
129. The large business development planned for the Stanford property--former location of car lots. Things are bad now, imagine what it will be like once it is done but also while it is being done. I am concerned about people trying to avoid Sand Hill and traffic flowing up through neighborhoods that are residential--places where bike riding and walking are encouraged. I like the idea of a bike and pedestrian path along the back of this development and all the way up to the train station. You need to think about this although at the city meeting on the traffic plan, the consultants did not seem to want to go near the issue. You need to plan ahead!! Those developments must be located on your maps with the anticipated driveways. For example, a drive which would lead traffic across to ECR and Middle.
130. Safety for non-drivers and drivers is the top priority. Better non-car transportation (bicycles, buses) is next most important. We should be moving away from cars and toward greener modes of transportation.
131. How poorly traffic moves along ECR. Not sure if it's the timing of the lights, the fact that there is parking on ECR, or if driver's are just spending too much time on their cell phones that they don't notice when the lights change.
132. Too often there are too many large vehicles using El Camino Road which should be encouraged

to use 191 or 280 as they seem to come off of Woodside Road and continue through Menlo Park well into Palo Alto and Mt. View.

133. lack of safe bike lanes.too much car traffic
134. Traffic
135. Insanely inefficient timing of lights end=courages cut-through traffic
136. The most important issue is clogged and dangerous streets.
137. Through traffic north and south from about Safeway / Middle to Glenwood. But the trains make it dangerous on side streets too, especially Oak Grove and Ravenswood at Alma, this affects crossing ECR. I also suggest taking down the "police red light cameras" It doesn't make any difference and I am sure there are a high percentage of people who get a ticket when they shouldn't or fight it. What a waste of time.
138. Get through traffic through town faster
139. Improve pedestrian friendliness.
140. Bike lanes is an issue so I drive on ECR usually. I would bike more to Safeway for example if ECR and the surrounding area was more pedestrian or bike friendly. A bike path separate from ECR or near caltrain would be ideal.
141. Again, it's the fact that the lights are timed to be too long of a wait to cross, and then not enough cars get through the green light at that time, making me miss the light often 2 or 3 times.
142. ECR is unsafe for bicyclists. Need a parallel route to get through Menlo Park. Palo Alto utilizes Alma to take a lot of heavy traffic off ECR. Consider developing another pathway, like Alma, through Menlo Park.
143. Make the route more friendly to cyclists and pedestrians.
144. Addition of a bike friendly lanes to ECR.  
  
The bike path along the tracks is a great idea and should be looked at seriously.
145. It's a disaster for walking and biking, and it doesn't do that well for cars, either.  
  
THE PROBLEM IS TOO MANY VEHICLES, DUE TO TOO MUCH DEVELOPMENT. You didn't ask about this in your survey.
146. Timing of the lights to handle peak traffic flows.
147. An undercrossing go the Caltrain right of way that does not require a cyclist to walk their bike. A ground level undercrossing, which is the cheapest is only possible at alma and a Willow.,
148. Empty car dealerships! More retail is desirable.
149. Bikability

150. Safely crossing on foot or by bicycle.
151. Less big box stores, and more cute local restaurants, shops, markets, housing - with plenty of wide sidewalks and trees/landscaping, so it looks and feels lovely and green.
152. It's not safe for biking
153. Safer pedestrian and bike lanes and crossings. Parallel streets are non connected and inconvenient.
154. Bike/pedestrian under crossings of Caltrain opposite both Cambridge and Middle Avenues.
155. Problem of few roads going from Middlefield, for example to ECR. An Palo Alto, for example there are more streets that go from Middlefield to Alma. It would be grat if there were some way to extend Alma to RedwoodCity or further North. Ain't gonna happen, however
156. Facilitating other modes of transportation up and down El Camino Real, not just driving, and ensuring those alternate modes of transportation have good access to storefronts and are supported by proper infrastructure (e.g., bike racks and/or frequent bus service at all times of day).
157. Too crowded and alternative transportation, like bicycle travel, is not safe there.
158. Flow from Sandhill Rd to Santa Cruz around 6pm is very poor.
159. It is not a very pleasant road. It is loud and congested. Pedestrians and cyclists are discouraged.
160. Bicycle safety.
161. The flow of traffic is high. The right-hooks and door-hooks are potential problems.
162. Lights sequences allow traffic to move more smoothly
163. Balance: realizing that space is at a premium, my opinion is that there should be no more than 2 lanes of traffic each way, parallel parking buffering a bicycle track between parked cars and a widened sidewalk with street trees located in the parking lane to maximize sidewalk space.
164. It's hard to cross ECR within Menlo Park between Menlo/Ravenswood and Sand Hill Road as a pedestrian, cyclist or motorist. It's hard to believe that with all the money in this zip code, this city is so ugly, boring and difficult to get around it. Is this the best that the city can do? The only thing that is keeping me and the people I know in this municipality is the schools. Once we're done, I can't wait to get out.
165. Being able to cycle safely.
166. We need to make El Camino more friendly to people on foot or on bicycles. I strongly believe that "if you build it, they will come." Already we see people riding their bikes on El Camino. If we had better bicycle infrastructure I could leave my car at home more often and do errands by bike. We don't need six lanes of fast-moving traffic cutting through the middle of town; if people want a freeway they can go use 101 or 280. We need wider sidewalks and protected bike lanes. I do not support giving away parking for free on El Camino- that is a giveaway to a tiny number of

merchants at the expense of many. Put bike lanes there instead of parking.

167. Crossing El camino on foot or cycling is a major problem. The issue is a lack of secure way to cross El camino to go on the East side and come back. For example, if you live on College Ave and you need to go from West to East, you essentially have only two options: go North to Ravenswood and cross the track or go South and cross the track at Sand Hill. In both cases it is just not practical on foot besides being very unpleasant. Cycling is even worst since cycling on EC is quite dangerous on these segments.
168. Too many cars making u-turn at Cambridge Ave (when going north on ECR) due to sand hill traffic flow
169. Safe routes to Schools and Parks should be a top priority. many kids that are old enough to bike to soccer games, baseball practice, the library, Arillaga, etc. don't do it because its not safe to cross El Camino on a bike. All bike travel and pedestrian safety issues should be top priorities.
170. Safety of bikers and pedestrians!
171. See above comments
172. Safety
173. Safety for pedestrians and bicyclists, particularly school age children.
174. Enhanced bike access and safe cycling for all user groups, not just hardcore bike commute enthusiasts.
175. Menlo Park is a choke point for ECR. Traffic moves well in communities north and south of Menlo Park. Because it is a choke point, there is limited resources for bike/ped/transit.
176. Additional vehicle lanes in both directions
177. Improved crossings and trails for pedestrians and bicycles! There is already too much vehicle traffic in the Bay Area--adding an additional lane for cars would only encourage more. Walking and biking are pollution free and healthy; these activities are really what we should encourage!
178. Improving vehicle, pedestrian, and bike transit through this corridor. On street parking should be eliminated to avoid the bottleneck that currently plagues Menlo Park's section of ECR. Bike lanes are a must but ideally should be managed off the street, as a separate sidewalk type path. If a continuous corridor can be established between the railroad tracks and ECR similar to the bike path in Palo Alto that would be ideal. Having bikes and pedestrians utilize the same narrow sidewalk is a disservice to both and creates a risk to pedestrians and cyclists alike.
179. Lack of bike lanes. I feel like this is one of the surest ways to decrease traffic congestion. I would choose bike commuting over driving every day if I felt safe doing so.
180. Cars are frequently stopped - too many traffic lights on El Camino - too many access roads - lights need retiming to ensure continuous flow of cars.

Community Survey Report  
Appendix C: Transportation Survey Open-Ended Responses

- I'd put an underpass on Ravenswood at the Caltrain Tracks as a much higher priority than bike or bus lanes on El Camino.
181. North-south bicycle routes through Menlo Park are poor, especially near the downtown business district where many bicyclists are heading. Please add bike lanes to El Camino Real.
  182. preventing traffic from using residential streets both to avoid ECR and to access ECR.
  183. Bicycle lanes
  184. ECR is dividing "canyon" between East and West Menlo Park. Increase size of central island, include walking path (see European Boulevards). Improve pedestrian ECR crossing in downtown MP; make two-stage process.
  185. Making travel across and through Menlo Park bicycle friendly!
  186. Creating bike lanes and improving bike safety is my top issue. Secondary, improve the flow of traffic by properly timing the stop lights.
  187. See above, but #1 would be to make it easier to get to/from our downtown from points north and south.
  188. It is very time consuming to go from the Willows to West Menlo Park, and a lot of the time is wasted near ECR, because there are too many turns, stop signs, lights, etc. Facilitating cross town commuting to schools, practices and shopping would be a huge help.
  189. Don't encourage more traffic by widening lanes or taking away parking spots.
  190. Safety
  191. The lack of support by the city staff to encourage a pedestrian friendly environment. We are still a suburb. The weather is perfect and it further supports a pedestrian and bicycle friendly environment. Crossing and using the ECR (by foot, car and bicycle) at most times of the day interrupts the ability of all residents to enjoy living, working and shopping in Menlo Park.
  192. Timing lights to keep traffic flowing North/South during peak traffic times.
  193. Effective north south corridor for bicycles.
  194. Cars are not paying attention to bikers. There is no safe space for bikers. I'm currently in London on a visit and it's amazing how this town has embraced its bikers. 10 years ago it was very rare to see bikers here, but today there are tons of bikers who are seemingly successfully sharing the road with cars, often by taking up a whole car lane.
  195. Bike lanes on el cami no and bike access to/from the street
  196. More accessible bike lanes
  197. Pedestrian safety.
  198. Too many cars for 2 lanes

199. Bicycles should be prohibited. Abike / pedestrian underpass would be good.
200. Very crowded at times.
201. balancing transportation needs for vehicles and bike commuters; ensuring safety for all
202. bike lane availability. too many cars on ECR.
203. Hundreds of thousands of new square feet of development, and the best we can hope for is elimination of parking on the street?
204. Bike and pedestrian safety.
205. It is not safe for bikers.
206. Bicycle safety.
207. Too congested.
208. I'd love to have a BIKE path off El Camino but parallel to it with a crossing at a point convenient to go east/west straight into downtown MP's biz district.  
  
I've tried riding my bike on the sidewalk along El Camino and it's almost impossible. The sidewalks are narrow to begin with and there are driveways and poles that intrude. It's really risky business.  
  
There was some talk at planning meetings for downtown's new vision several years ago about a SF-style crossing in which all traffic stops and pedestrians and bikes can to all four directions plus cross-wise. What happened to that?
209. Poor bicycle lanes and safety
210. Bike lanes.
211. Must separate bike / pedestrian crossings from the roadway, at least a couple of locations. If ECR were a river it would be a no brainer to build a bridge, why is the city too cheap to create separated bike/ped crossings?
212. Adding bike lanes!
213. Traffic not related to residents using ECR to bypass the 101.
214. Traffic on valparaiso avenue has to be decreased. El camino needs to be way more bike friendly.  
  
We have a chance here to be an internationally recognized community that promotes biking. We could be the amsterdam of the united states -- why not promote that?
215. It would help tremendously to provide a safe and efficient bike route parallel to ECR, preferably on the South/West side.
216. Crossing ECR safely and being able to get from point A to B within Menlo Park. There is NO

safe route other than in a car.

217. More safe bike lanes and sidewalks at the North end of El Camino near Celia's Restaurant.
218. Car backups during heavy traffic periods
219. Bicycle safety, lack of biker visibility both for bikers and drivers.
220. I would like a dedicated and safe bike lane. The Bay Area is very unique in being a bike friendly community. Having a safe bike line on ECR would fit in with that philosophy. I am originally from Boston, where you should only bike if you want to get offed by a car. I really appreciate being able to bike anywhere here; it's great for your health and for the environment. If you are able-bodied, there is no reason to drive to work if it's only several miles away. Having a safe and efficient bike route encourages that.
221. bike safety
222. I especially hate riding along it on my bike, but, to get to some places, unless I go quite far out of my way, there aren't any alternative routes. With the parked cars on one side and the moving cars on the other and people on the sidewalks, there's really nowhere a bicyclist can ride safely. Riding on ECR is a real white-knuckle experience! Having a good, safe bike lane along ECR through Menlo Park would be great. Increasing the smoothness of traffic flow by timing the lights better would be good too.
223. I would like a more direct bike corridor through Menlo Park. If it's along El Camino, it would have to be physically separated from cars and/or wide enough to give a safe separation distance from cars, and definitely not adjacent to parallel parked cars because of the danger of people opening their doors into the bike lane.
224. Bike lanes would be fantastic!
225. Personally I have the biggest problem between Partridge Ave, where I live, and Palo Alto Ave, where I would be coming from via bike or by walking from downtown Palo Alto. That section of ECR seems especially dangerous for bikes/pedestrians, and like a really good place to develop commercially if it was at all pleasant to access by bike or walking.
- To get to work, my bike
226. Lack of safety for bicycles. It could be a fantastic route for many.
227. Less "through" traffic.
- Better light timing.
- Improve cycling safety.
- I live 1 block east of ECR and cars FLY down our street trying to avoid traffic.
228. Basically unrealistic to use ECR as a biking route.

- 229. bike friendliness!
- 230. We need space for bikes!! We don't need more for cars - remember the study that if you build more lanes, it just brings more cars?!
- 231. Making ECR more bike friendly.
- 232. Bike safety
- 233. Safe biking lanes.
- 234. I would like to see dedicated & separated bicycle and pedestrian pathways
- 235. Bike lanes.
- 236. Walkability
- 237. Bike safety is a bike one but so is rush hour traffic that goes through this area. It is always blocked! Better light synchronization might help? Lights are too long going west-east.
- 238. I would like to see safe bike crossings at key intersections and a good bike route that parallels El Camino.
- 239. Get traffic through this city as quickly as possible. Get the signals timed properly.

## Question 19

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**Specifically, what intersection or portion of El Camino Real do you have concerns with traffic/transportation/circulation, if any?**

- 1. Ravenswood
- 2. Stretch of ECR from Stanford Shopping Center to Ringwood -- especially at night when bike bridge is unsafe (people camp there). Cars come up behind and close to me not look for me -- even with my light and reflective vest. Trees planted on side walk keep me from riding on walkway. During the day is bad too, night is worst.
- 3. Turning left onto El Camino off of [O...] the light won't change for just bikes. You need to for a car to come up behind you. Bad sensors!
- 4. Middle Ave, Valparaiso
- 5. Middle Avenue/El Camino -- Pedestrian signal directs pedestrians to walk across, impatient motorists turning left from Middle Ave. Also motorists speeding through during walk signal (North/South)
- 6. The intersections without full pedestrian crossings are very inconvenient and convey the message that the city prefers to discourage walking. This will be even more of an issue when there is more development on El Camino Real following the Downtown/ECR Specific Plan.

7. The section between Middle Avenue and Oak Grove seem to be the most impacted, although often traffic is backed up all the way to Valparaiso, too. Please go back to 3 lanes of traffic. Also, a simple request is to install a pedestrian cross-walk on the south side of the Middle Avenue intersection, so kids biking to MAHS from West Menlo can easily dismount, walk their bikes across with the light, and remount their bikes on the opposite side instead of either swooping across Middle to the Safeway sidewalk in the middle of all the traffic, or waiting to cross and then cross again (and hold up left-turning vehicles).
8. menlo ave
9. Valparaiso, Middle, Ravenswood (pretty much all of them).
10. Middle / El Camino
11. From Ravenswood to Palo Alto left turns need longer stacking capacity.
12. IRavenswood, Valparaiso, Middle.
13. Crossing El Camino north of Valparaiso, very unsafe except at signaled intersections.
14. From border of Redwood City to Palo Alto.
15. Around the RR station
16. Getting across town is the biggest problem, by far, for locals. Huge numbers of children and families need to get from west Menlo Park to the entire Burgess community center often, to the pool, gym, library, classrooms, etc. The combination of traffic on ECR and having to stop for the trains makes cross-town traffic a nightmare, and utterly unsafe for bikers and pedestrians. The ECR/Ravenswood intersection is clearly the most congested and worst problem. The left turn onto Ravenswood toward ECR coming from the library and gym is a total nightmare and backs up traffic. There is not nearly enough parking at the gym/library, which creates traffic problems. It is totally unsafe for children to get to Burgess-area activities after school from west Menlo Park.
17. Sand Hill Road to Ravenswood.
18. Circulation at Alma/Ravenswood and Ravenswood/ECR.
19. Menlo Ave, Oak Grove, Valparaiso intersections with El Camino.
20. Oak Grove x ERC and Ravenswood x ERC. It would be lovely if there were a Willow x ECR intersection, even if just for bikes, peds. tunnel.
21. Foot of Middle at EL CAMINO and the foot of Sand Hill at El Camino....that whole section is a cluster f\$&@
22. no opiion
23. At Sandhills rd/ Stanford the lights are short and confusing

Left turn on ecr at ravenwood west is hard for bikes

24. Seriously? The MP portion of El Camino is not that long, and it is bad everywhere during rush hour. And now you are going to intensify rush hour use with new office buildings. Major fail.
25. Left turn onto Palo Alto Ave / Alma. Right turn onto Ravenswood. Middle Ave. gets too much traffic from ECR and is a bike-to-school route
26. Middle intersection because it is narrow and there is considerable gridlock near it because of the way the Safeway driveway and gas station driveways gum up traffic. I cannot imagine another lane of westbound traffic on Middle from El Camino. There is NO safe place for bicyclists from Kenwood east.

I worry about Cambridge intersection. It's already messed up because of u-turns. Whatever is built on Stanford site will make things exponentially worse. I worry about more cut-through traffic.

27. Ravenswood

Oak Grove

Menlo Ave.

Creek Drive

(Those are the 4 I would be using frequently)

28. menlo/ravenwood is the worst. more specifically, trying to get out of burgess, cross the train tracks, and cross ecr.
29. area from Middle ave to Oak grove has the heaviest traffic on working days
30. ECR and Ravenswood
31. Ecr from palo alto border to downtown has no bike accommodation
32. Ravenswood
33. mainly between middle and valparaiso
34. ECR + Ravenswood/Santa Cruz
35. The congestion at Sand Hill Road and ECR, and the lack of timing of lights. I think the lack of timing probably leads to much of the congestion as does the lack of through traffic on ECR.
36. From Valparaiso to Sand Hill
37. between ravenwood and valporaiso is where the majority of the problems seem to be... but this spills over in both directions. It causes problems all the way as far south as the STanford shopping mall.

38. x Roble (cars blocking intersection, see #17)
39. Cambridge/ECR. There are a tremendous number of U turns by cars coming from Alma who want to continue onto Sand Hill Road. These should be prevented.
40. The intersection at Middle Road, including the Safeway entrance/exit on Middle.
41. Santa Cruz crossing. Ravenswood/Menlo crossing.
42. Pedestrians crossing at Santa Cruz Ave. For most people the time allotted to cross is quite sufficient, but for older or disabled pedestrians it's not always enough.
43. The section where it narrows from three lanes to two. This creates tremendous traffic logjams. I think getting rid of parking on El Camino (replacing it with close by alternative parking) creates the opportunity for 3rd lanes/turn lanes that could greatly enhance traffic flow.
44. ECR and Ravenswood/Menlo Ave
45. Oak Grove crossing is really bad for red light runners.
46. Traffic congestion north on ECR at Cambridge - many cars making a U-turn. This signal seems to take a long time to trigger the turn light even when there is no oncoming traffic. Discussion needs to be had with the City of Palo Alto to reconfigure the Alma/Sand Hill/ECR intersection. Traffic should cross from Alma to Sand Hill.  
  
Traffic congestion from south ECR onto Alma during commute will back up beyond Cambridge, reducing ECR to two lanes. Needs immediate improvement.  
  
Most importantly, sidewalk along bridge crossing San Francisquito Creek is inadequate for pedestrian and bicyclist safety. No barrier between sidewalk and vehicle traffic. It will only take a distracted driver a second to jump the curb. Would recommend a separate pedestrian/bicycle bridge here to connect to the bike path in Palo Alto. This is an issue on both sides of the bridge.
47. ALL of the intersections on ECR are a hazard, and all intersections get clogged with traffic.
48. none specifically
49. The portion between approximately Santa Cruz Ave and Middle.
50. Alma/Sand Hill Road, Middle and ECR
51. The bridge at Creek and El Camino is far too narrow for pedestrians. The on street parking at the Shell station at Middle blocks visibility and restricts traffic flow. The Middle intersection is a mess with traffic trying to get in/out of Safeway and the Shell station.
52. Middle (I've almost been hit several times while trying to walk across ECR - with the walk sign on by people turning left onto ECR) - also, gets jammed up with cars turning into gas station and Safeway.

Sandhill

Ravenswood

53. Middle to Sand Hill.
54. None specifically
55. Santa Cruz, Oak Grove, Ravenswood. All three intersections have problems for various reasons, but especially due to improperly maintained audible signals.

Also, the condition of sidewalks on the northern end of El Camino from Encinal onward is terrible. They don't exist on the southbound side, making access to the bus difficult. On the northbound side, they are filled with obstructions that make it difficult to walk. Wheelchair users are forced into the street at several places due to encroachment from vegetation or CalTrans equipment (boxes, wires, poles, etc.)

56. From the Main Menlo Park Library to downtown, there are train tracks and El Camino to cross. It could prove dangerous for young kids.
57. Middle and ECR is very dangerous for biking across to get to civic center/M-A high school. There is no bike lane, there are lanes go both left and right, and the crosswalk is on the left side when traveling eastward. I instruct my kids, who are competent cyclists, to avoid the intersection.
58. All portions that have street parking. It messes up the entire stretch.
59. Ravenswood is hard to cross on foot and bikes have to jostle with cars for space. Please make it easier to get between downtown and Burgess without a car.
60. ECR / Ravenswood
61. All of it during commute hours--total flow is insufficient
62. El Camino and Sand Hill should have a pedestrian/bike overpass for people to get to Stanford
63. Sand hill
64. The segment between Middle Ave and Palo Alto border
65. Cambridge/ECR intersection
66. Crossing as a pedestrian is challenging. The lights do not support pedestrians (especially at Cambridge and ECR)
67. Sand Hill and El Camino trying to cross into Palo Alto.
68. Ravenswood/menlo ave is the worst for traffic. Between valpariso and sand hill rd is just awful.
69. ECR and alma and sand hill intersection.
70. Cambridge ave. to middle
71. sand Hill is a problem, southbound onto Alma is a problem, Cambridge u-turns is a problem,

Middle is a problem, Ravenswood is a problem. The whole Menlo Park corridor is crowded!

72. cambridge ave and el camino.
73. Sand Hill Road. I live on Creek Drive and it is very difficult to even get onto El Camino from Creek due to the back up at Sand Hill Road and the dedicated right turn lane. It is very dangerous for pedestrians walking from Palo Alto to Menlo Park on the west side of El Camino because drivers are only looking south and could easily miss seeing a pedestrian.
74. All of them. Any intersection that is used by bicyclists, especially children.
75. Any left turn off of El Camino into Menlo Park.
76. From the creek on the south to about Glenwood on the north.
77. el camino & sand hill. awful.  
  
ravenswood & Alma - backs up onto el camino
78. Across Safeway
79. The entire section through Menlo Park.
80. Sand hill/Alma/El camino
81. At Cambridge there is a lot of u-turn traffic because Sandhill does not go through to Alma so drivers turn north on ECR and then u-turn at Cambridge to get onto Alma. Likewise people on Alma need to go straight onto Sandhill. Crazy --- Sandhill and Alma should connect.
82. Every intersection is dangerous on ECR- the wide boulevard and multiple lanes, with no bicycle and poor pedestrian infrastructure, encourages high speed travel, which further discourages other users, and makes every intersection dangerous. ECR needs to be made a human scale resource, not a roadway out of the 1960's.
83. Ravenswood
84. None
85. Ravenswood
86. I avoid it - last time I had trouble was at Menlo College heading south bound.
87. Ravenswood is the worst, hands down. Unfriendly to pedestrians and hostile to bicyclists.
88. Intersections with RTO lanes are sometimes problematic.
89. all of ECR through Menlo
90. Red-light running at the intersection of ECR and Oak Grove is rampant for both through traffic and left turns. There should be red light cameras installed there like in the other nearby intersections.

91. Near train station.
92. Red light runners on ECR at Santa Cruz and Sand Hill.
93. South bound El Camino Real between Santa Cruz Avenue in Menlo Park and University Avenue in Palo Alto.
94. When cycling along El Camino Real I am mainly on the section from Sand Hill Road to Atherton Ave. I avoid cycling along El Camino Real unless I have no other option as there are no bicycle lanes and the traffic moves far too fast for me to feel safe. I would love to use the direct route El Camino Real provides if there were bike lanes, especially if they were fully separated bike lanes.

I cross El Camino Real both on foot and by bike at the Ravenswood/Menlo cross street multiple times a day. On foot the wait for a crossing light is far too long, if one arrives right at the proper time to cross, but the button has been pushed there is no crossing light and you have to wait a full very long cycle to cross. I support allowing the pedestrian signal to interrupt the normal traffic signal to allow pedestrians to cross quickly. On bicycle, there are no bicycle lanes in that cross intersections, it is a share the road bike lane, but it always feels extremely dangerous and I have had encounters with aggressive drivers who attempt to edge me out. I have been nearly hit both by cars giving me far less than the three feet required passing space, and by vehicle doors that are opened into me if I am traveling farther to the right on the roadway.

95. Intersections with Oak Grove, Santa Cruz, Menlo/Ravenswood, and Roble.
96. I rarely bicycle northbound on El Camino through Menlo Park because the lanes are too narrow to accommodate a bicycle and a car to proceed side by side. Therefore, I need to ride my bicycle in the middle of the lane, to be visible, safe and legal. But motorists have no indication that this is appropriate cycling behavior. Some motorists think the logical thing to do is to "buzz" past me (pass dangerously close) or honk their horns at me, to "get out of the road." This is unacceptable, as well as dangerous.
97. I believe that the area of El Camino which needs the most attention is from Palo Alto to just north of downtown.
98. Left turn from El Camino to Alma Street in Palo Alto is a big problem for me. Sometimes lots of cars are allowed to turn left. At other times, the light is very short, allowing just a few cars to turn. The result is often a long back up that cannot be cleared for several cycles.
99. See above item with respect to Ravenswood/Menlo crossing of ECR
100. Middle and El Camino and the section between Middle and Palo Alto
101. Not specifically ECR but my cycle route to work in the Bohannon Business Park area requires riding on Marsh Road. In my opinion the number one priority for Menlo Park should be dedicated bicycle lanes on Marsh Road between Middlefield and 101. It took cycling deaths to address the problem on Page Mill, Alpine and Sand Hill Roads at 280. Hopefully I'm not the one killed on Marsh Road that results in new bike lanes there. There is no alternative way to get to the Business Park and it is very unsafe. Middlefield has a nice bike lane that disappears on Marsh Road.
102. During rush hour ECR is basically a parking lot... It's hard to cross it by either car, walking, or

bicycle.. We shouldn't have to "hit a button" to be able to cross the street! Pedestrians should have a higher priority!

103. Embarcadero, and any place where it tends to back up.

104. Middle/ECR.

And quite frankly all pedestrian crossings at ECR seem like ridiculously long waits, and then there are impatient cars in conflict with pedestrian crossings. I have to admit, I'm hesitant to encourage my child to do a lot of biking around town, which I perceive to be even more dangerous. I personally do a LOT of walking around town, and ECR is just an ugly place to walk. I lived in Manhattan for 7+ years... I get traffic and noise, but Menlo Park/ECR area is so pedestrian unfriendly :( I would LOVE to bike more. 30 years ago, I would bike ECR all the way to Palo Alto. Not in a million years would I do that now. Good luck!! We need all the help we can get to try and improve the ECR situation.

105. Any intersection where people blatantly run red lights. The Middle Ave intersection is bad.. but they all are at certain times of day.

106. From Middle Ave through Valparaiso is a big bottleneck. I suggest creating an additional lane by eliminating on street parking.

107. El Camino Real at Middle has the extremely dangerous hazard described above.

As a resident, I consider El Camino Real virtually "unpassable" from Roble to Valparaiso and avoid it as much as possible.

108. From Safeway and passed Santa Cruz avenue

109. Middle Avenue traffic speeds are not observed.

110. Where do most children cross to go to Hillview in the mornings? I think Oak Grove. But whichever it is, I suppose that is the place of my concern. Would a bike bridge be best?

111. not sure, guessing around the el camino and stanford shopping centre (where bikes and pedestrians go from there to palo alto).

112. In 30 years of driving around Menlo Park I think I have never got through town without at least 2 red lights even after midnight, especially Ravenswood/Menlo Ave intersection and Santa Cruz Ave intersection.

113. I definitely feel unsafe riding on ECR from Menlo College to University, and I would love to see a dedicated bike lane on that stretch of road.

114. Sandhill and el camino is a disaster because 90% of the traffic coming from the mall and 280 is forced to turn left through Menlo park

115. El Camino and Ravenswood. See the reasons noted above in questions 17 and 18. Folks also frequently cut thru the shopping center there to avoid the lights when they need to turn right at Ravenswood..

116. El Camino and Menlo. El Camino and Oak Grove. El Camino and Middle. Most of the crossings (except, to some extent Santa Cruz) are terribly designed for pedestrians. At, say Live Oak and El Camino, the sidewalks even curve so far, crossing the small side street as a pedestrian is an adventure. An El Camino crossing, say to patronize the businesses across the street, isn't even possible.
117. Quarry Road/El Camino and Sandhill/El Camino  

These are both unnecessarily complicated and slow intersections.
118. Southbound left turn to Palo Alto plus the three full intersections: Ravenswood, Oak Grove, Glenwood/Valparaiso.
119. Middle Ave is already a big problem with the Safeway and gas station entrance. At some times of day there is a "train of cars" coming down Middle or up Middle. At those times, getting out of or into Kenwood and Morey is a problem. There are two parks; Nealon Park (includes a pre-school and senior center) and Jack Lyle park which has another senior center adjacent to it. Each of these is of concern in terms of parking(backing out along Middle) and of course seniors and kids. Further up, there is a nursery school at the Baptist Church. And then, there is Oak Knoll with 800 children.
120. The Menlo Ave/Ravenswood/ECR intersection is getting worse. The crosswalk at Alma and Ravenswood causes cars to stop and back up on the railroad tracks and behind to El Camino. Trains also cause traffic to back up onto El Camino and on Menlo Ave. We have the most automobile traffic at rush hour and the most trains stopping during rush hour as well, creating huge backups. It shouldn't take me 3 to 5 changes of the light to cross ECR from Menlo Ave. to Ravenswood. We need a grade separation for the train so traffic isn't backed up.
121. Santa Cruz and the intersection at Ravenswood.
122. Middle and ecr
123. From Valparaiso to Ravenswood
124. The area of Ravenswood and EL Camino--the intersection that includes the crossing to the library, at Alma, and the intersection at El Camino. People make illegal turns at Alma. The pedestrian crossing there is better since the flags and lights have been installed, but still hazardous.
125. Oak Grove and Ravenswood crossings at ECR. I participated in many of the planning studies, walk throughs of the area, meetings years ago, it seems like none of this has made any difference. The general plan didn't reflect what I thought was said at the early meetings and workshops that I attended. Keep a small town feel. Don't have huge buildings right on the ECR (there is already a ghastly apartment complex - way too close to the sidewalk - next to Planet Auto), have big setbacks, wider sidewalks, don't increase traffic with overly large developments. Not sure any of this helps, but... there you have it. THANK YOU for doing a survey! :-)
126. Menlo Ave/Ringwood crossing with El Camino is always busy.
127. Between Sandhill and Ravenswood seems to get the worst during rush hour.

128. Primarily the crossing lights at Glenwood/Valparaiso and Oak Grove.
129. Awful congestion on ECR between Valparaiso and Middle.
130. Make the Ravenswood railroad and ECR crossings more friendly to cyclists or create a bike tunnel under the tracks, preferably at Middle Ave.
131. Encinal crossing
132. Well, ECR/Ravenswood is a disaster because it's all cars speeding. Walkers and bicyclists feel very threatened there. They need a better place to cross the tracks. Middle/ECR is also too congested.
- WE NEED TO DECREASE DEMAND FOR TRANSPORTATION!!! Changing transportation supply (the nature of lanes, sidewalks, etc.) is a band-aid. The real problem is demand.
133. Border of Palo Alto to Atherton.
134. Oak grove needs Sharrows from ECR to University.,
- Adding more lanes and a rt turn lane on to Ravenswood from northbound ECR will turn MP into a DeAnza Blvd..if the city does this, the lane closest to the curb should have Sharrows the entire distance through MP AND GREEN LANES AT INTERSECTIONS.
135. From Middle to Valparaiso.
136. The worst region is from the Santa Clara border through downtown MP.
137. Ravenswood & EC
138. I dislike the shopping center with Chili's, Staples, the sports store... it's very unattractive and unappealing from El Camino.
139. From Sandhill to the caltrain station.
140. All of it!
141. Ravenswood- crowded major portions of the day. I go from Ringwood to Oak Grove or Encinal just to cross el Camino even though Ringwood is closest to my house.
142. Improving bicycle infrastructure all along the El Camino Real corridor, paying particular attention to bicycle access to/from the Caltrain and nearby shopping/other points of interest.
143. The portion between San Francisquito Creek and Valparaiso.
144. Sandhill Rd to Santa Cruz
145. The portion of ECR immediately adjacent to downtown Menlo Park and Caltrain is painfully slow and congested. The vacant lots between Sand Hill and the Safeway are ugly and filled with

homeless people who make me feel unsafe walking home alone (I've been approached in a threatening manner).

- 146. Menlo Ave. & El Camino.
- 147. Santa Cruz and El Camino Real.
- 148. El camino and ravens wood. People get in the right turn lane and then cut back in which ends up blocking traffic from moving down ravens wood. People lane hop to get ahead. People drive thru the cvs parking lot to skip the corner. Why not have a dedicated right turn only lane that stops traffic either re merging or going straight.

Take the cross walk near the train tracks and build an overhead structure to protect the pedestrians and fence off the intersection so that traffic can move more smoothly and pedestrians aren't at risk by crossing the road.

- 149. Ravenswood because the west bound free right lane causes bike/ car conflicts
- 150. I would really like to see a bike tunnel from Middle Ave on the ECR side go under the railway tracks and connect to Willow. This would be great for kids on the east side of ECR to bike to Hillview Middle School and great option to get to the library and environs from the west side of ECR.
- 151. South border with Palo Alto (at Alma?) past Ravenswood headed north. Very high speed traffic; no room to ride.
- 152. The intersection of El Camino Real at Ravenswood is terrible for both bicyclists and pedestrians. Pedestrians cannot cross ECR on the south side of the intersection, which means that if you approaching from the south and your destination is on the south you still have to criss Ravenswood twice, needlessly, just to get across ECR. This really discourages people from walking. Bicyclists have no clear place to wait safely for the light to change without risking a right hook from a car turning right to go south on ECR. Coming from the other way, the bike lane just evaporates two blocks before the intersection, and cars do not understand that bikes have the right to the full lane!
- 153. The Sand hill intersection is dangerous for pedestrian and cyclist. Cars coming from Sand Hill often turns even after the light has turned green for pedestrian. Cars on El Camino stop too close to the pedestrian crossing which blocks the view for other drivers and may cause accident when pedestrian are short on time to cross. The Middle Ave and El Camino crossing is also very problematic. You can cross only at one place, but cars can turn on that side and they can come fast. It is just not safe to cross there on foot and I ask my daughters never to cross there on foot or cycling.
- 154. See above
- 155. Encinal & El Camino, Ravenswood towards el Camino. Middle and El camino, Santa Cruz & El Camino
- 156. Length of ECR between Encinal and Sand Hill.

157. Valparaiso through SandHill
158. Portion near Santa Cruz Ave. and portion near Middle Ave.
159. ECR between Sand Hill Rd and Santa Cruz Avenue in both directions.
160. Ravenswood and El Camino
161. I would love for the Ravenswood to Santa Cruz section to be more bike friendly. It's a major way to connect the residential neighborhood around Ravenswood to the downtown area on Santa Cruz, but right now the crossing from Ravenswood to Menlo Ave is really unsafe for cyclists.
162. They are all bad but the intersection at ECR and Encinal is particularly bad, especially as school traffic is involved.
163. Between Menlo College and Roble Ave.
164. When you come from Palo Alto and hit Middle Avenue the traffic seems to have a hard time choosing the lane and it gets blocked up. Maybe put El Camino underground from Safeways to Valparaiso and make a pedestrian precinct on top is the answer.
165. Please add bike lanes to the entire length of El Camino Real, including neighboring cities
166. Middle. The Safeway and Shell station make it impossible for pedestrians and bicyclists. If bike under crossing at middle extension is ever constructed, there will be no safe way to access it, not even a practical way to use it. I often ride my bike to work in palo alto, but go through stanford rather than use ECR. I would use my bike to go to East Menlo Park, but there is not practical way to get there. Even using a car I cut through neighborhoods to get to valparaiso, because only practical way to get across town E/W
167. From Middle to Valparaiso.
168. Sandhill to Valparaiso has terrible traffic flow and should be fixed. The entire stretch is unsafe for biking.
169. #1. Ravenswood/Ringwood and El Camino. Especially heading northbound on El Camino approaching that intersection.
170. El Camino and Middle, which is a major route from children from the Willows biking to Hillview.
171. El Camino at Middle, Menlo, Oak Grove, Cambridge are the worst intersections. Lights at Ravenswood/Menlo create a North / South pile up because they are not geared to the increase traffic demands early of the commute hours. Bicycle traffic for Middle and High School students across the ECR early in the am and late in the afternoon is dangerous.
172. From British Bankers Club / McD over to Santa Cruz. From Glendale over to Valparaiso, Oak Grove crossing over El Camino. From Watkins Ave to Ravenswood along El Camino
173. Oak Grove, Santa Cruz and Ravenswood are unsafe for visually impaired pedestrians because the crossing signals are not properly installed or maintained.

174. Oak Grove Ave intersection
175. Ecr and ravenswood
176. El Camino / Ravenswood light could be longer for pedestrians.
177. REngsdorf
178. Ravenswood always feels dangerous; the u-turns on Cambridge make it pretty scary too.
179. The cross walk on ECR just north of Buckthorn, no one stops, it is very dangerous.
180. The bike safety issue applies to the entire length of El Camino.
181. Santa Cruz, ravens wood, sand hill.
182. The area from Ravenswood to Valpariso is usually a bottleneck in both directions.
183. It's easy to ride the pedestrian/bike path along Alma east of El Camino to Ravenswood. But there is not a good place to cross over to the business district. The Ravenswood bike lane disappears beside Kepler's. The cars there are pushing to get across at the light. They are not looking for bikes. It is scary.

Coming back the other way, you have to merge with the traffic, some of which is turning right on red opposite Applewood pizza. You have to be brave to cross there on a bike. Your other option is to get off you bike, walk across to Applewood Pizza corner and then wait to cross with your bike as a pedestrian. Then somehow you've got to get to other side of the street to get yourself in the correct bike lane. The SF-style crossing of all directions and diagonal crossing all at once would eliminate this dilemma.

I do NOT like bikes on the sidewalks in downtown MP. But I understand why children do it. Please give them a safer option -- especially the middle schoolers going to Hillview who have to cross El Camino.

184. Cycling between Palo Alto and Menlo Park downtown
185. The worst is that the lights don't detect bikes. Also, the right hand turn lane going north to ravens wood should have a physical barrier since too many cars use it to skip the line.
186. Ravenswood is a disaster crossing ECR, Alma and the train X three different modes (bike, ped and motor vehicle). And why does all the crossing traffic have to squeeze into one lane on Menlo?
187. El Camino & Sand Hill
188. Ravenswood crossing
189. El Camino and Santa Cruz/two blocks north and south.
190. The whole thing is hazardous from a biking perspective. From an automobile perspective, the sections where it narrows from three to two lanes are the most dangerous.

Community Survey Report  
Appendix C: Transportation Survey Open-Ended Responses

191. Between Partridge and Glenwood. Can't cross easily or safely on foot or on bike. Can't connect between downtown and city center/Burgess.
192. Between Spruce Avenue and Encinal is not safe for bikes, especially if you want to head south. It is not realistic to cross El Camino, but biking against traffic is also not safe.
193. Ravenswood crossing.
194. Many in the Menlo Park area
195. ECR @ Santa Cruz Ave.  
  
ECR @ Ravenswood/Menlo Ave.  
  
ECR @ Sand Hill Rd.
196. ECR and Ravenswood
197. It's all pretty much the same.
198. The most congested area seems to be between Roble and Valparaiso - either adding more lanes for vehicles or removing the right turn only lanes and making them both right turn or straight, may help.
199. Sand Hill rd intersection.
200. In our household we would bike between Menlo Park and San Mateo.
201. Valparaiso/Glenwood and ECR. Single lane for turn and straight travel headed west on Glenwood is a mess. I wait 2-3 lights each morning to cross or turn right onto ECR.
202. Between safeway and Sand Hill Road is particularly bad for bikes, and dangerous for people / bikes alike.
203. None
204. Sandhill through edge of Redwood city.
205. Ravenswood-Menlo Ave and El Camino  
  
Santa Cruz Avenue and El Camino
206. & Oak Grove
207. Spruce ave to watkins
208. Ravenswood and El Camino by Bevmo is always a disaster at rush hour and it's impossible to bike there.
209. There is no way to safely get across El Camino at Ravenswood heading west--those bike markings in the car lane are a joke, there would be no way I would feel comfortable maneuvering my bike into that spot with all the trucks and SUVs jockeying for position there. Likewise, the

sharrows on Ravenswood west of El Camino are right smack in the middle of the car lane, which seems laughable--bikes are really supposed to bike in the middle of the lane and hog the road? I realize that the city is trying to acknowledge bicyclists, but putting them in harm's way doesn't strike me as the best choice.

210. Menlo Avenue intersection mainly but I find that the traffic really bottlenecks from where you enter San Mateo County (coming north from Palo Alto) all the way through where the Atherton starts.

I am convinced that nothing has ever been done with the signals to get things moving through this city.

I would kill all street parking on ECR through MP as a starter. We need a narrow lane north and south for bicycles.



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