

# El Camino Real Corridor Study

## Do Nothing

		AGREE	DISAGREE
	<b>1. Vehicle Travel Experience</b> – The existing vehicle lane alignment and vehicle delay are acceptable.		
	<b>2. Bicycle Facilities</b> – The absence of bicycle lanes on El Camino Real is acceptable.		
	<b>3. Pedestrian Experience</b> – The existing crossing opportunities and delay for pedestrians are acceptable.		
	<b>4. Transit Access</b> – Existing transit access is acceptable.		
	<b>5. Parking</b> – The amount of on-street parking along El Camino Real is acceptable.		
	<b>6. Aesthetics</b> – The opportunity for aesthetic improvements is acceptable.		

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## Alternative 1 – Continuous 6 Lanes

		AGREE	DISAGREE
	<b>1. Vehicle Travel Experience</b> – The continuous six lane alignment and resulting vehicle delay is acceptable.		
	<b>2. Widening on El Camino Real at Ravenswood</b> – The widening of El Camino Real approaching Ravenswood acceptable.		
	<b>3. Bicycle Facilities</b> – The absence of bicycle lanes on El Camino Real and designation of a parallel route(s) is acceptable.		
	<b>4. Pedestrian Experience</b> – The sidewalk location adjacent to the travel lane and added crossings opportunities are acceptable.		
	<b>5. Transit Access</b> – Transit access is acceptable.		
	<b>6. Parking</b> – The loss of parking to accommodate an additional travel lane north of Roble Avenue is acceptable.		
	<b>7. Aesthetics</b> – The opportunity for aesthetic improvements is acceptable.		

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## Alternative 2 – Buffered Bike Lanes

		AGREE	DISAGREE
	<b>1. Vehicle Travel Experience</b> – The vehicle lane alignment and resulting vehicle delay is acceptable.		
	<b>2. Widening on El Camino Real at Ravenswood</b> – The widening of El Camino Real approaching Ravenswood acceptable.		
	<b>3. Bicycle Facilities</b> – The addition of bike lanes (with a striped buffer) on El Camino Real is acceptable.		
	<b>4. Right-turn Lane Mixing Zones</b> – The short right-turn pockets mixing with the bike lane at intersections are acceptable.		
	<b>5. Pedestrian Experience</b> – The sidewalk location adjacent to the bike lanes and added crossings opportunities are acceptable.		
	<b>6. Transit Access</b> – Transit access is acceptable.		
	<b>7. Parking</b> – The loss of parking to accommodate a bike lane is acceptable.		
	<b>8. Aesthetics</b> – The opportunity for aesthetic improvements is acceptable.		

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## Alternative 3 – Separated Bicycle Facility

		AGREE	DISAGREE
	<b>1. Vehicle Travel Experience</b> – The vehicle lane alignment and resulting vehicle delay is acceptable.		
	<b>2. Widening on El Camino Real at Ravenswood</b> – The widening of El Camino Real approaching Ravenswood acceptable.		
	<b>3. Bicycle Facilities</b> – The separated bicycle facility on El Camino Real is acceptable.		
	<b>4. Protected Intersection Design</b> – The bicycle and pedestrian crossings at intersections are acceptable.		
	<b>5. Pedestrian Experience</b> – The sidewalk location adjacent to the bike lanes and added crossings opportunities are acceptable.		
	<b>6. Transit Access</b> – Transit access is acceptable.		
	<b>7. Parking</b> – The loss of parking to accommodate a separated bike facility is acceptable.		
	<b>8. Aesthetics</b> – The opportunity for aesthetic improvements is acceptable.		