



Alternative 1 – Continuous Three Lanes

This alternative includes the addition of a third travel lane in each direction between Encinal Avenue and Roble Avenue, where there are currently two through lanes in each direction. The additional through lane would be created by removing all on-street parking north of Roble Avenue and conversion of the existing right-turn lanes into shared through/right-turn lanes. A northbound right-turn lane approaching Ravenswood Avenue would remain as part of the corridor concept plan.

No corridor-wide bicycle improvements are made on El Camino Real. Pedestrian improvements would include adding crosswalks on El Camino Real at five signalized intersections where there currently are none.



Alternative 1 – looking southbound towards El Camino Real/Santa Cruz Avenue intersection



Alternative 1 – looking southbound at El Camino Real/Santa Cruz Avenue intersection

Traffic Conditions

Greatest increase in traffic volumes, longest travel time

- Approximately 64% (a.m. peak) to 47% (p.m. peak) more traffic demand in the El Camino corridor north of Ravenswood Avenue with the expansion of capacity
- Increase in capacity attracts through traffic from other parallel routes such as Middlefield Road, Highway 101 and some neighborhood streets; resulting traffic levels on neighborhood streets are anticipated to vary (i.e., some streets increase, others decrease) as travel patterns shift
- With the added capacity and traffic volumes, travel time increases over the No Project condition during both the a.m. and p.m. peak
- Average Travel Time: 5.7 to 7.5 minutes

Bicyclist Comfort and Safety

No continuous facilities; enhanced parallel routes

- Conditions would worsen for cyclists on El Camino Real, with vehicle traffic traveling closer, and no protected or continuous path
- Enhanced facilities on parallel routes would improve conditions for cyclists overall

Pedestrian Comfort and Safety

Decreased comfort compared to No Project

- Loss of physical separation between vehicle travel lane and sidewalk
- Opportunities to add crosswalks at intersections where they are currently missing, e.g. Ravenswood Avenue
- Lengthened pedestrian exposure with added traffic lanes

Parking

Least impact to street parking of all alternatives

- North of Roble Avenue: 88 spaces removed
- South of Roble Avenue: No spaces removed



Alternative 2 – Buffered Bike Lanes

In this alternative, bike lanes would be added on El Camino Real in both directions between Sand Hill Road and Encinal Avenue. Because of the higher traffic volumes, higher travel speeds and exposure to truck traffic on El Camino Real, professional best practices suggest buffered bike lanes over conventional bicycle lanes in this type of situation. The bike lanes would be a minimum of five-feet standard with additional buffering from the vehicle travelway by an approximate three-foot wide painted section on most sections of the corridor. The additional bike lanes and buffering would be achieved by eliminating on-street parking along the majority of the corridor. No vehicle lanes would be removed under this alternative.

Narrow pedestrian bulbouts could be added at some intersections where there are no right-turn lanes, and at intersections south of Roble Avenue. Other pedestrian improvements would include additional crossings of El Camino Real at five locations where there currently are none.



Alternative 2 – looking southbound towards El Camino Real/Santa Cruz Avenue intersection



Alternative 2 – looking southbound at El Camino Real/Santa Cruz Avenue intersection

■ Traffic Conditions

Minimal change in traffic volumes, shortest travel time

- No change compared to 2035 No Project, because minimal new travel lanes are added to attract drivers from other roadways
- Average travel time: 4.5 to 6.0 minutes

■ Bicyclist Comfort and Safety

Significant improvements to conditions for cyclists

- Separation between the cyclists and vehicles
- Removal of on-street parking would eliminate bicycle conflicts with “door zone”
- Removal of parking would increase visibility for cyclists of potential conflicts
- Motorists may be more aware of cyclists with dedicated space
- Bike lane could be painted green in conflict zones such as intersections and driveways
- Estimated to increase bicycle travel approximately 4 times that of existing levels

■ Pedestrian Comfort and Safety

Increased comfort, with slight decrease in crossing distance

- Bike lane separates pedestrians from vehicle traffic
- Decreases pedestrian exposure to traffic in crosswalks by decreasing crossing distance

■ Parking

Street parking on El Camino Real is removed

- North of Roble Avenue: 88 spaces removed
- South of Roble Avenue: 68 spaces removed



Alternative 3 – Separated Bicycle Facility

The alternative would provide a physically separated bicycle facility on El Camino Real in both directions between Sand Hill Road and Encinal Avenue. Each of the five to six-foot wide one-way bike lanes would be separated from vehicle traffic with three-foot wide raised curbs or planters on most sections of the corridor. The facility would be created by eliminating on-street parking and modifying existing right-turn lanes through the majority of the corridor. The existing six through lane section, south of Live Oak Avenue, would remain.

The separated bike facility would include bicycle crossings provided adjacent to crosswalks along the corridor. Some intersections could accommodate bicyclists crossing parallel to pedestrians, and separate from vehicle traffic. While traditional pedestrian bulbouts are not included, crossing distances would be shortened with provision of the separated bicycle facility and the protected intersection design.



Alternative 3 – looking southbound towards El Camino Real/Santa Cruz Avenue intersection



Alternative 3 – looking southbound at El Camino Real/Santa Cruz Avenue intersection

■ Traffic Conditions

Minimal change in traffic volumes; shorter travel time

- No new travel lanes are added to attract drivers from other roadways
- Slightly less traffic volume projected than 2035 No Project
- Average Travel Time: 4.7 to 6.9 minutes

■ Bicyclist Comfort and Safety

Most optimum conditions for cyclists

- Separation between the cyclists and vehicles
- Removal of on-street parking would eliminate bicycle conflicts with “door zone”
- Removal of parking would increase visibility for cyclists of potential conflicts
- Motorists would be even more aware of cyclists with the dedicated space
- Bike lane could be painted green in conflict zones where crossing driveways
- Intersection design would provide the most physical protection vs. vehicles
- Estimated to increase bicycle travel approximately 7-8 times that of existing levels

■ Pedestrian Comfort and Safety

Most potential improvement to pedestrian experience

- Bike facility physically separates pedestrians from vehicle traffic
- Decreases pedestrian exposure to traffic in crosswalks by decreasing crossing distance
- More room for landscaping

■ Parking

Street parking on El Camino Real is removed

- North of Roble Avenue: 88 spaces removed
- South of Roble Avenue: 68 spaces removed