Online Survey Results
El Camino Real Corridor Study

About the Survey
The survey was conducted online during the initial stage of the El Camino Real Corridor Study following the first community workshop. It was active between June 16 and September 12, 2014 and had a total of 309 participants.

Who took the survey?
The survey asked participants where they live and work.

<table>
<thead>
<tr>
<th>How they travel on El Camino Real</th>
<th>Fun Facts</th>
</tr>
</thead>
<tbody>
<tr>
<td>46% LIVE 33% LIVE 13% LIVE 8% LIVE</td>
<td>55% of drivers also ride bicycles on El Camino Real, and 61% also walk.</td>
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<tr>
<td>in Menlo Park within 1/2 mile in Menlo Park, farther than 1/2 mile outside of Menlo Park, within 1/2 mile outside of Menlo Park, farther than 1/2 mile</td>
<td>Participants who drive the corridor multiple times a day also tend to live in Menlo Park within a 1/2-mile of the corridor.</td>
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<tr>
<td>Who took the survey?</td>
<td>Most drivers travel El Camino Real to shop and visit local businesses, and 50% of drivers use it to travel to and from work.</td>
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<td>The potential change rated highest among drivers was to enhance pedestrian safety and crossings. The second-highest was timing traffic signals to favor continuous north-south flow.</td>
<td>76% of cyclists also drive, and 74% also walk.</td>
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<td>Why do participants travel on El Camino Real?</td>
<td>61% of cyclists live within a 1/2-mile of the corridor, and 47% work within a 1/2-mile.</td>
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<tr>
<td>76% for shopping 69% are patronizing local businesses 56% to access Caltrain 51% to and from work 19% to and from school 17% for physical activity</td>
<td>Most cyclists travel El Camino Real to shop and visit local businesses, and 60% are traveling to or from work.</td>
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<tr>
<td>Participants also use the corridor... ... to connect to other cities in the region ... to access the library and recreation center ... for events and children’s activities ... as an east-west crossing ... to visit friends and family</td>
<td>The potential change rated highest among cyclists was the inclusion of bicycle lanes, followed by enhanced pedestrian safety and crossings and bike parking.</td>
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<td>Of the Caltrain Users...</td>
<td>84% of participants who walk along the corridor also drive there, and 74% also bike.</td>
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<tr>
<td>38% bike to Caltrain 34% walk to Caltrain 21% drive and park at Caltrain 7% are dropped off by another vehicle or transit</td>
<td>72% of pedestrians live within a 1/2-mile of the corridor, and 50% work within a 1/2-mile.</td>
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<tr>
<td>Walking to School</td>
<td>Most pedestrians travel El Camino Real to shop and visit local businesses, and 59% use it to travel to and from work.</td>
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<td>19% of participants have children who need to cross El Camino Real to get to school. Comments showed that many participants consider the corridor to be unsafe and would not allow their children to walk there alone.</td>
<td>The most highly rated potential change among pedestrians was improved pedestrian safety and crossings, followed by bicycle lanes and bike parking.</td>
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<tr>
<td>How they travel on El Camino Real</td>
<td>6% regularly use local BUS TRANSIT</td>
</tr>
<tr>
<td>DRIVING</td>
<td>BIKE RIDING</td>
</tr>
<tr>
<td>83% regularly</td>
<td>61% regularly</td>
</tr>
<tr>
<td>33% multiple times a day</td>
<td>19% on a daily basis</td>
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<tr>
<td>14% approximately once per day</td>
<td>22% several times per week</td>
</tr>
<tr>
<td>36% a few times a week</td>
<td>19% mostly on weekends</td>
</tr>
<tr>
<td>17% almost never drive</td>
<td>39% almost never bike</td>
</tr>
<tr>
<td>1% on a daily basis</td>
<td>4% several times per week</td>
</tr>
<tr>
<td>94% almost never use transit</td>
<td></td>
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</tbody>
</table>
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Potential Changes to El Camino Real

The survey presented 17 ideas for potential changes to El Camino Real, based directly on input received at the first community workshop. Participants were asked to rate each idea from least desirable to most desirable.

**Ratings:** Positive Neutral Negative

The most-desired change:
- 81% 16% 3% Enhanced pedestrian safety and crossings on El Camino Real

Other desired changes with over 50% positive ratings:
- 72% 10% 17% Inclusion of bicycle lanes on El Camino Real
- 70% 23% 8% More landscaping, providing buffers between pedestrians or bicyclists and vehicles
- 66% 24% 10% More bike parking close to downtown
- 64% 24% 12% Timing traffic signals to favor continuous north-south flow
- 56% 38% 6% Reduction in delay at signalized intersections
- 53% 30% 15% Wider sidewalks

The least-desired changes were:
- 17% 32% 51% Higher travel speeds on El Camino Real
- 8% 30% 62% More convenient on-street parking on El Camino Real

Some Opinions about El Camino Real

65% of participants agreed that there is enough capacity on El Camino Real for automobiles, and that future improvements should focus on other modes of travel such as bicycles, pedestrians, and transit.

79% of respondents disagreed or were neutral with the idea of placing dedicated Bus Rapid Transit lanes on El Camino Real through Menlo Park.

56% of participants felt that street parking on El Camino Real is not essential for the convenience of customers of small businesses. A majority agreed that parking should be eliminated to make room for bike lanes, though 63% also agreed that any on-street parking that is removed should be replaced off-street, nearby.

84% of respondents agreed that routes parallel to El Camino Real are not convenient for bicycle travel, though many also agreed that El Camino Real is not safe for bicycles. If bicycling conditions improved, 74% would consider cycling rather than driving for short trips and errands.

69% of respondents agreed that a parallel pedestrian path or trail should be provided separate from the main roadway. If conditions for pedestrians improved, 60% said they would rather walk than drive for short trips and errands.

Open-Ended Questions

The survey asked 3 open-ended questions:

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

   “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!”

   “El Camino Real is fine... 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.”

   “…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.”

   “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.”

   “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.”

2. What is the most important traffic/transportation/circulation issue to you on the El Camino Real corridor in the City of Menlo Park?

   “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.”

   “The most important issue is how much of a physical barrier ECR is between the east and west sides of Menlo Park.”

   “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.”

   “Lack of safe alternatives to driving alone. That’s the #1 way to reduce congestion.”

   “Lack of safe walking for older / disabled people. A majority agree that its not safe to cross El Camino on a bike. A safer route needs to be developed.”

   “The most important issue is how much of a barrier ECR is between the east and west sides of Menlo Park.”

   “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.”

3. What intersection or portion of El Camino Real do you have concerns with?

   “Intersection Name
   Examples of comments
   Encinal Avenue
   School traffic
   Valparaiso Avenue / Glenwood Avenue
   Cutting traffic in half of a problematic stretch south to Roble or Middle
   Oak Grove Avenue
   Unsafe for visually impaired pedestrians
   Real light runners
   Santa Cruz Avenue
   Unsafe for visually impaired pedestrians
   Most of the time allotted to cross is quite sufficient, but for older or disabled pedestrians it’s not always enough
   Menlo Avenue / Ravenswood Avenue
   Lights create a north-south pile-up during commute hours
   No clear safe place for bikers to wait for green light
   Live Oak Avenue
   Parking
   Roble Avenue
   Cars blocking intersection
   Middle Avenue
   Major route for children from Willows biking to Hillview
   Cars turn quickly through only pedestrian crossing
   Safeway and gas station driveways impact traffic
   Partridge Avenue
   1
   Cambridge Avenue
   A lot of commuter traffic
   This signal seems to take a long time to trigger the turn light even when there is no oncoming traffic
   Creek Drive
   The bridge at Creek and El Camino is too narrow for pedestrians
   Sand Hill Road
   Cars coming from Sand Hill often turn after pedestrian green light
   Lack of signal timing probably leads to congestion
What intersection or portion of El Camino Real do you have ideas for?

Leave your comments here!

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