Triangle Alternatives Evaluation Matrix

Criteria	Alternative 1 Minor Modifications		Alternative 2 More Substantial Modifications		Alternative 3 Most Substantial Modifications	
Vehicular Traffic	◑	Similar to existing configuration, but with improved signal synchronization to moderately reduce congestion. A number of safety improvement measures.	◑	Indirect left-turn configuration and improved signal synchronization reduces delays. A number of safety improvement measures.	●	Indirect left-turn configuration, additional turn lanes and improved signal synchronization allows for greatest reduction in delays. A number of safety improvement measures.
Multimodal Circulation	●	Bicycle improvements and enhanced markings improve safety and accessibility. Updates to signal timing parameters and shortening of cycle length with improved pedestrian safety and reduced wait times.	●	Bicycle improvements and enhanced markings improve safety and accessibility. Updates to signal timing parameters and shortening of cycle length with improved pedestrian safety and reduced wait times.	●	Bicycle improvements and enhanced markings improve safety and accessibility. Updates to signal timing parameters and shortening of cycle length with improved pedestrian safety and reduced wait times.
Impacts to Adjacent Properties	◑	Lengthening of EB left-turn pocket on Fremont shifts access to Cupertino Villas from WB Fremont to Kingfisher. Redirects left-turns to/from Eleanor. Eliminates SB left-turn from Wolfe to Fremont, instead providing right-turn from El Camino Real to Fremont. May require sliver of additional right-of-way on the west side of Wolfe between El Camino Real and Fremont.	◑	Redirects left-turns to/from Eleanor. Eliminates SB left-turn from Wolfe to Fremont, instead providing right-turn from ECR to Fremont. May require sliver of additional right-of-way on the west side of Wolfe between El Camino Real and Fremont.	◑	Redirects left-turns to/from Eleanor. May require additional right-of-way on the west side of Wolfe between El Camino Real and Fremont and sliver of additional right-of-way just south of Fremont.
Cost	$2.00 Million		$3.60 Million		$3.89 Million	

Legend	●	Significant Improvement Relative to Existing	◑	Moderate to No Improvement Relative to Existing	○	Degradation Relative to Existing

Corridor Alternatives Evaluation Matrix

Criteria	Alternative 1 Four-Lane Roadway with Buffered Bike Lanes		Alternative 2 Two-Lane Roadway with Two-way Left-turn Lane and Parking		Alternative 3 Four-Lane Roadway with Two-way Left-turn Lane	
Vehicular Traffic	◑	Similar to existing configuration, but with improved signal synchronization. Moderate decrease in congestion relative to existing conditions.	○	Removal of through travel lanes causes significant delays. Increased congestion will make it more difficult to find gaps to turn onto or off of corridor and could cause an increase in collisions. Increased congestion will increase incentive for cut-through.	●	Two-way left-turn lane eliminates lane blockages from left-turns and allows for two-stage left-turn at unsignalized intersections. Narrower lanes has been shown to decrease speeds. Reduced speeds and two-way left-turn lane will improve safety. Reduced congestion may reduce neighborhood cut-through.
Multimodal Circulation	●	Buffered bike lanes provide separation between vehicles and bikes, improving bike safety. Reduced travel times along the corridor will benefit transit service.	◑	Buffered bike lanes provide separation between vehicles and bikes, improving bike safety. Potential crossing at Elizabeth provides another crossing point. Increased travel times and congestion will impact transit service.	●	Wider bike lanes and removal of on-street parking improves bike safety. Potential crossing at Elizabeth provides another crossing point. Reduced travel times along the corridor will benefit transit service.
Parking and Impacts to Adjacent Properties	◑	Removal of all on-street parking (75 spaces). No right-of-way required. Parking was not identified as a priority issue or concern by the community.	◑	Provision of on-street parking on both sides of Wolfe. Two-way left-turn lane benefits residential access, but reduced travel lanes will make it difficult to turn onto/off of corridor. No right-of-way required.	◑	Removal of all on-street parking (75 spaces). Provision of two-way left-turn lane benefits local access. No right-of-way required. Parking was not identified as a priority issue or concern by the community.
Cost	$340,000		$600,000		$450,000	

Legend	●	Significant Improvement Relative to Existing	◑	Moderate to No Improvement Relative to Existing	○	Degradation Relative to Existing