

# TRAFFIC AND CIRCULATION

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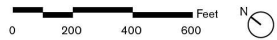
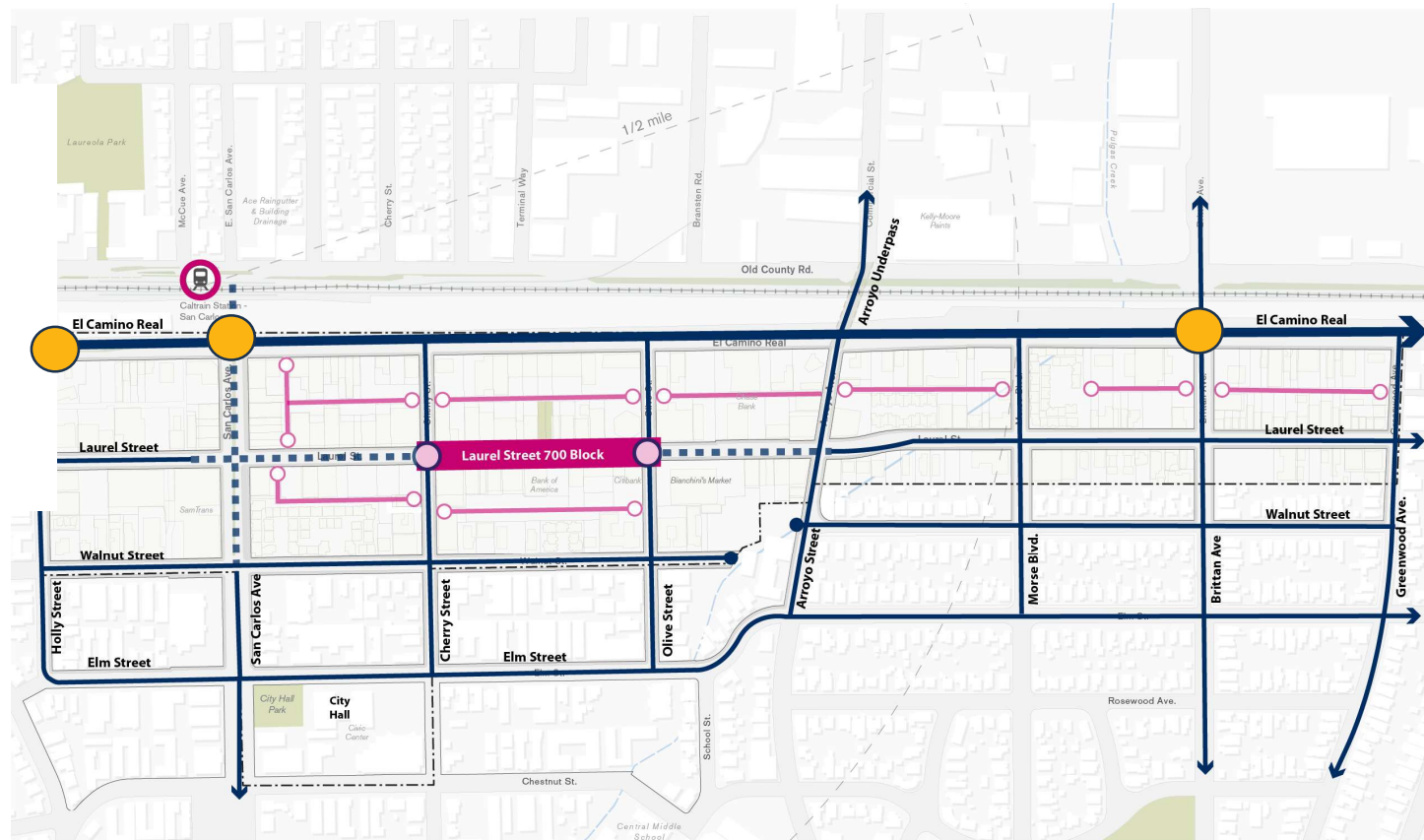
# EXISTING TRAFFIC CONDITIONS (2024)

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# TRAFFIC PATTERNS TODAY

- State Highway - El Camino Real
- Vehicular Circulation
- Temporary Traffic Closures on Event Days
- Pedestrianization Priority Zone in the Downtown Core
- Laurel Street 700 Block
- Alleys

Intersection at LOS D



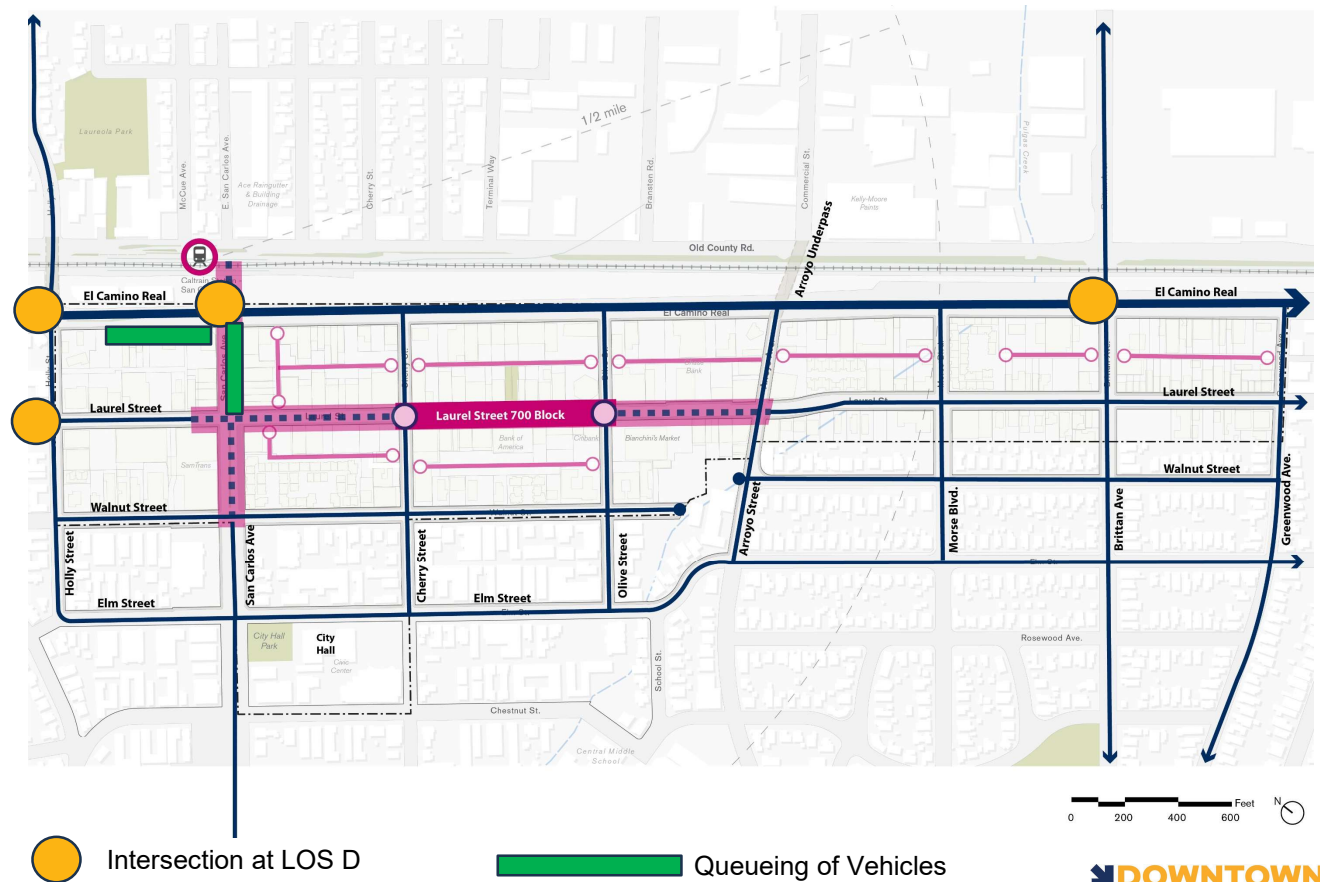
## NEAR-TERM TRAFFIC CONDITIONS (2030)

## NEAR-TERM TRAFFIC OPERATIONS (2030)

Intersection at acceptable LOS D  
about 35 sec delay per vehicle,  
approximately the same as today

Queues on Southbound El Camino Real  
stay within the block

Queues on Eastbound San Carlos Ave  
stay within the block



# TRAFFIC PATTERNS WITH PROPOSED ROAD DIETS ON SAN CARLOS AVE & EL CAMINO REAL

## San Carlos Ave

### What is proposed?

- Lane reduction from four to two lanes between El Camino Real and Walnut Street

### What will we gain?

- Pick Up/Drop Off Zones
- Wider Sidewalks
- Protected Bike Lanes

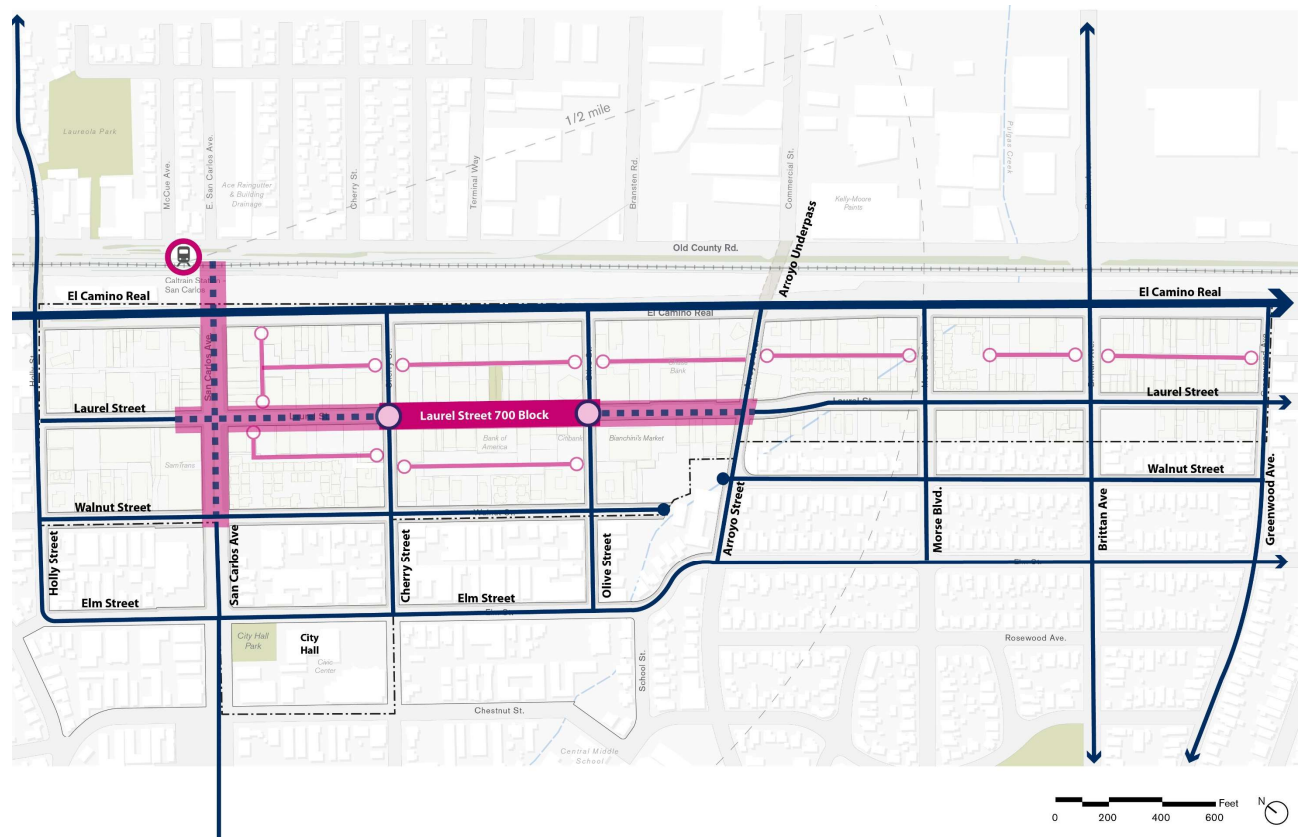
## El Camino Real

### What is proposed?

- Lane reduction from three to two southbound lanes along entire City limits

### What will we gain?

- Wider Sidewalks
- Protected or Buffered Bike Lanes added on both sides of ECR



## EFFECT ON VEHICLES NEAR-TERM (2030)

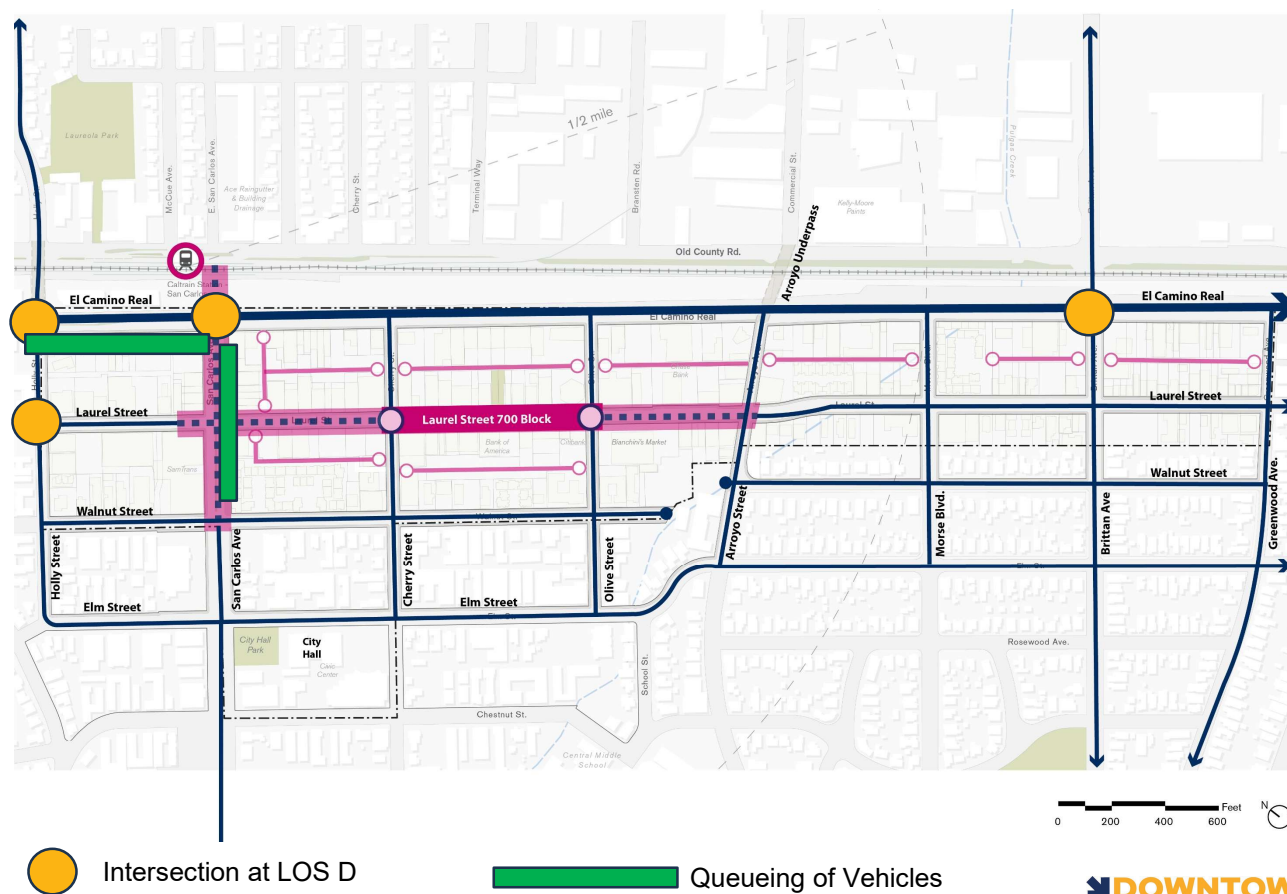
Intersection remain at LOS D  
about 35 sec delay per vehicle,  
approximately the same as today

Queues on Southbound El Camino Real  
grow by ~100 ft (5 vehicles)

Queues on Eastbound San Carlos Ave  
grow by about 200 ft (8 vehicles)

Travel times increase by about 30 seconds  
per vehicle through the entire area

Does not assume mode shifts associated  
with increased bicycle and walk activity, or  
benefits of TDM Programs





# TRAFFIC PATTERNS WITH PROPOSED ROAD DIETS ON BRITTAN AVE AT EL CAMINO REAL AND OLD COUNTY ROAD

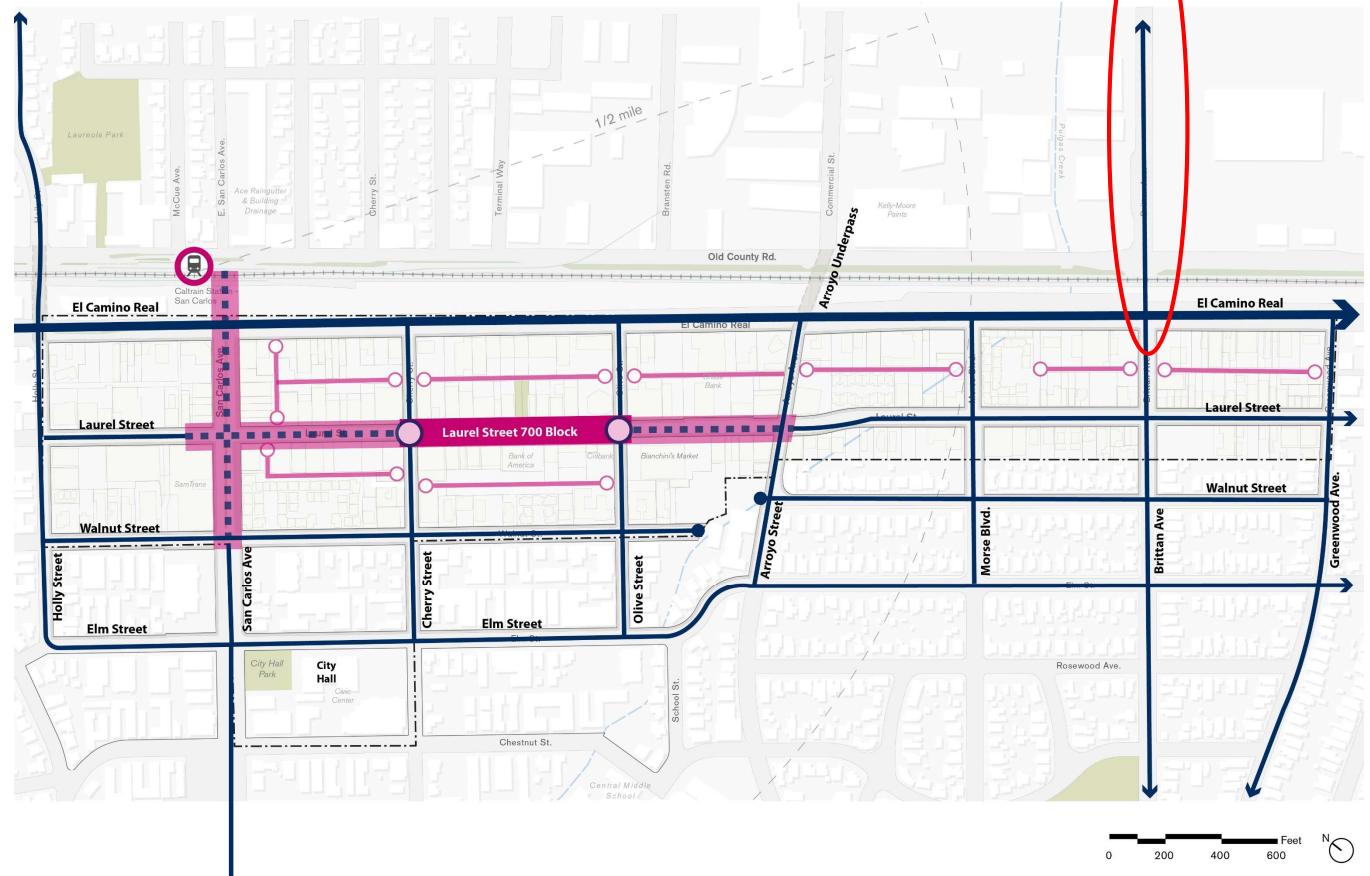
## Brittan Ave

### What is proposed?

- Moving the westbound merge (from two lanes into one lane) from west side of El Camino Real to east side of Old County Road

### What will we gain?

- Bike lane connectivity
- Connecting East San Carlos to Downtown

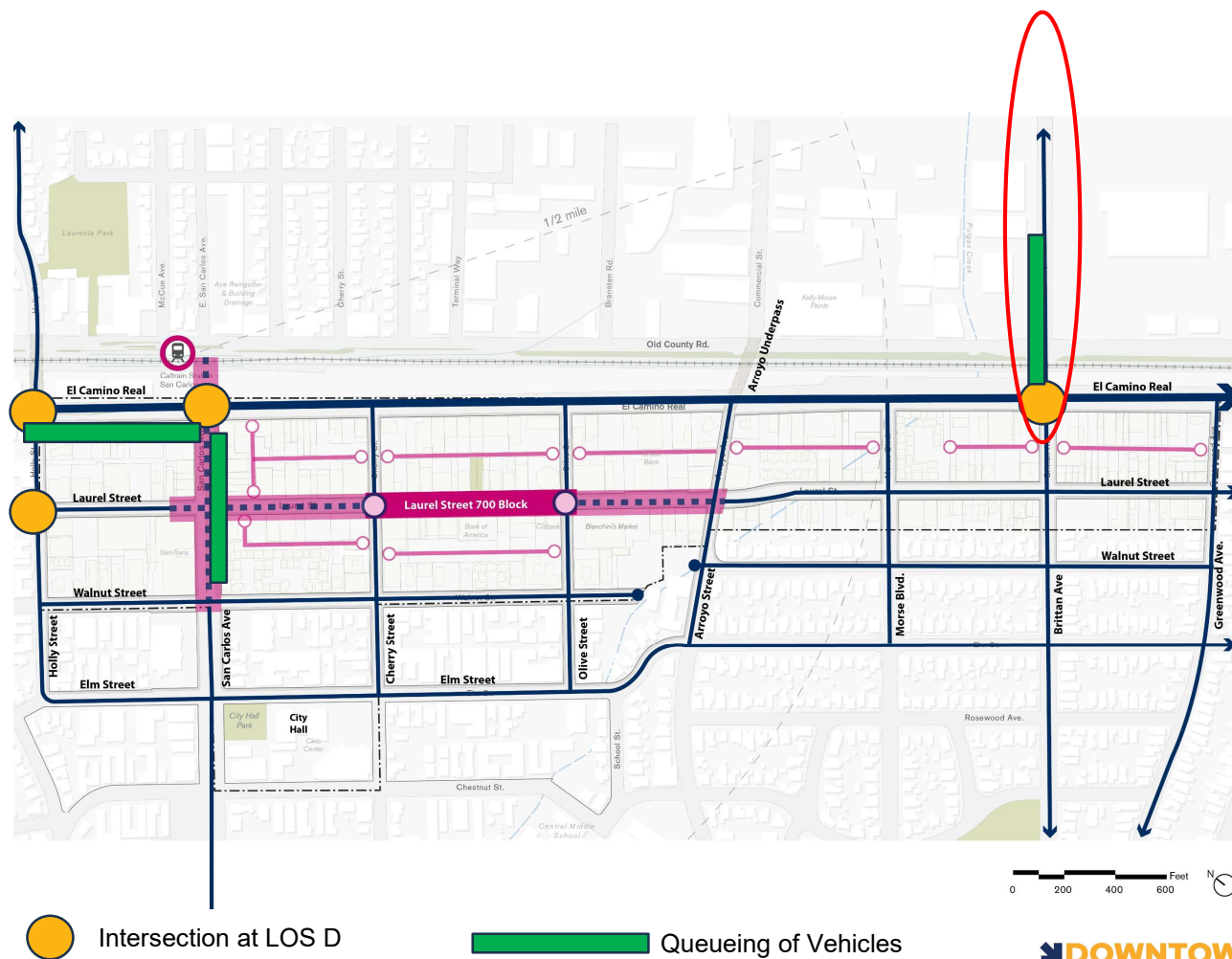




## EFFECTS ON VEHICLES NEAR-TERM (2030)

Brittan Ave/Old County Road and  
Brittan Ave/El Camino Real may approach  
LOS E at times

Queues on Westbound Brittan Ave will  
form and extend back from Old County  
Road due to change in merge location



# LONG-TERM TRAFFIC CONDITIONS (2045)

## EFFECT ON VEHICLES LONG-TERM (2045)

WITH DOWNTOWN PLAN PLUS OTHER GROWTH IN SAN CARLOS AND THE REGION

### NO ROAD DIETS

LOS D about 35 sec delay per vehicle




LOS E about 45 sec delay per vehicle

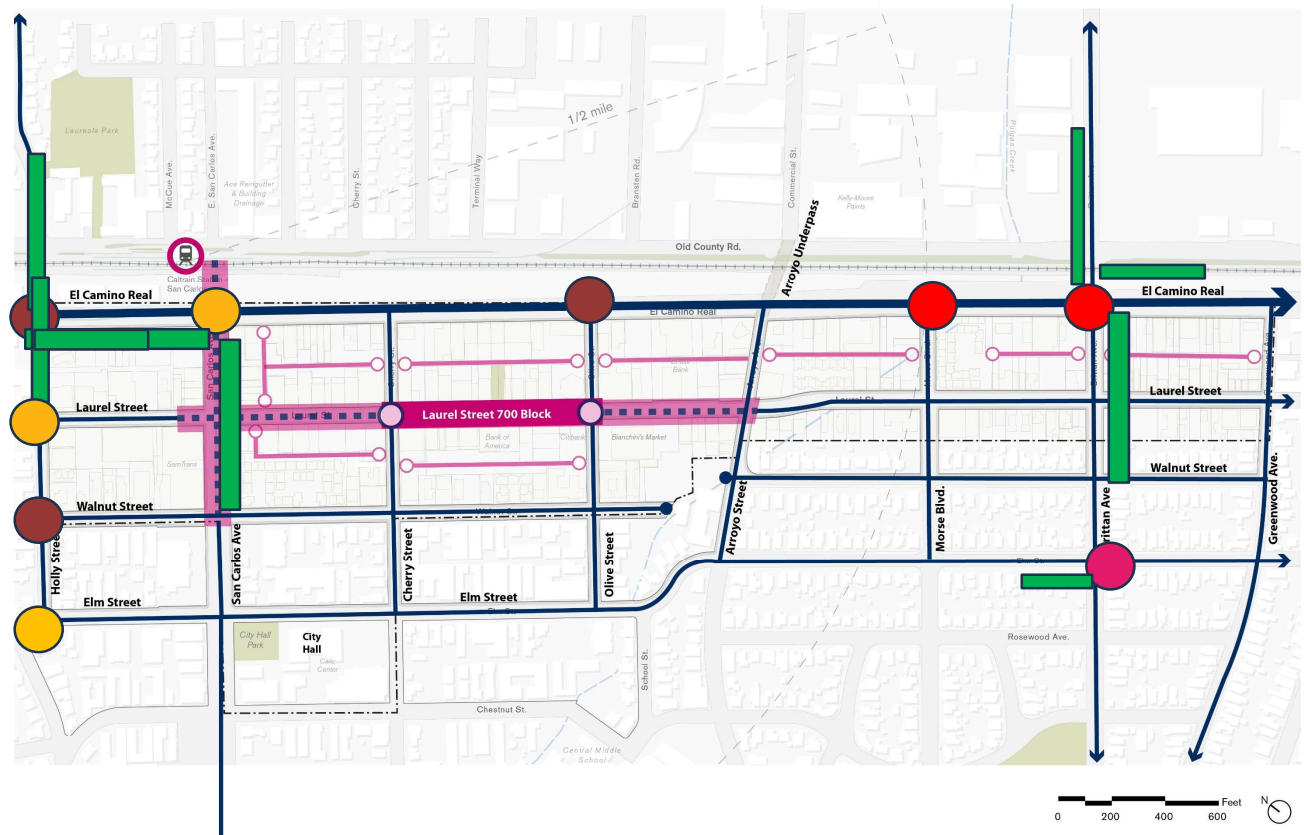
LOS F about 60+ sec delay per vehicle


Queues on El Camino Real, Holly Street, San Carlos Avenue, Elm Street and Brittan Avenue will grow over time

Travel times will increase by more than 30 seconds per vehicle through the entire area

Worse Case Scenario, without mode shifts associated with increased bicycle and walk activity, or benefits of TDM Programs

-  Intersection at LOS D
-  Intersection at LOS E
-  Intersection at LOS F



 Queueing of Vehicles

## EFFECT ON VEHICLES LONG-TERM (2045)

### WITH ROAD DIETS AND DOWNTOWN PLAN PLUS OTHER GROWTH IN SAN CARLOS AND THE REGION

LOS D about 35 sec delay per vehicle

LOS E about 45 sec delay per vehicle

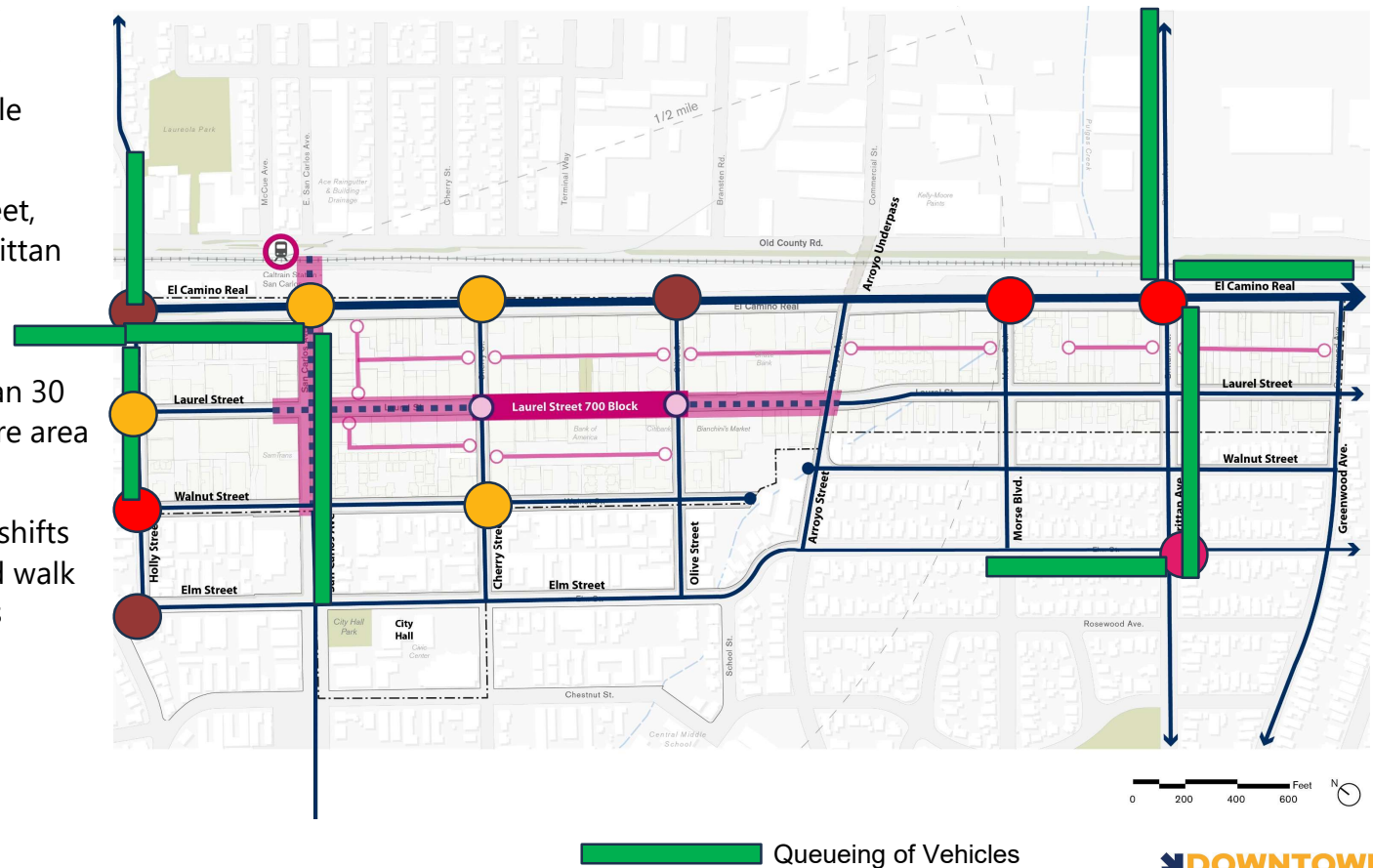
LOS F about 60+ sec delay per vehicle

Queues on El Camino Real, Holly Street, San Carlos Avenue, Elm Street and Brittan Avenue will grow over time

Travel times will increase by more than 30 seconds per vehicle through the entire area

Worse Case Scenario, without mode shifts associated with increased bicycle and walk activity, or benefits of TDM Programs

- Intersection at LOS D
- Intersection at LOS E
- Intersection at LOS F



# KEY TAKEAWAYS

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## KEY TAKEAWAYS

- Traffic adapts to changes in the network.
- Near-term traffic forecast shows little change, even with road diets on San Carlos Ave and El Camino Real.
- We will gain improved connections between Downtown, Caltrain and East San Carlos, with wider sidewalks and bike facilities.
- Long-term traffic forecast shows slower traffic and queues due to local and regional growth, but still at a manageable level.
- Downtown Specific Plan will incrementally add to the travel times and queues.
- TDM programs will lead to increases in transit, walking and bicycling and lessen the effects of increased traffic.