

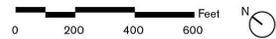
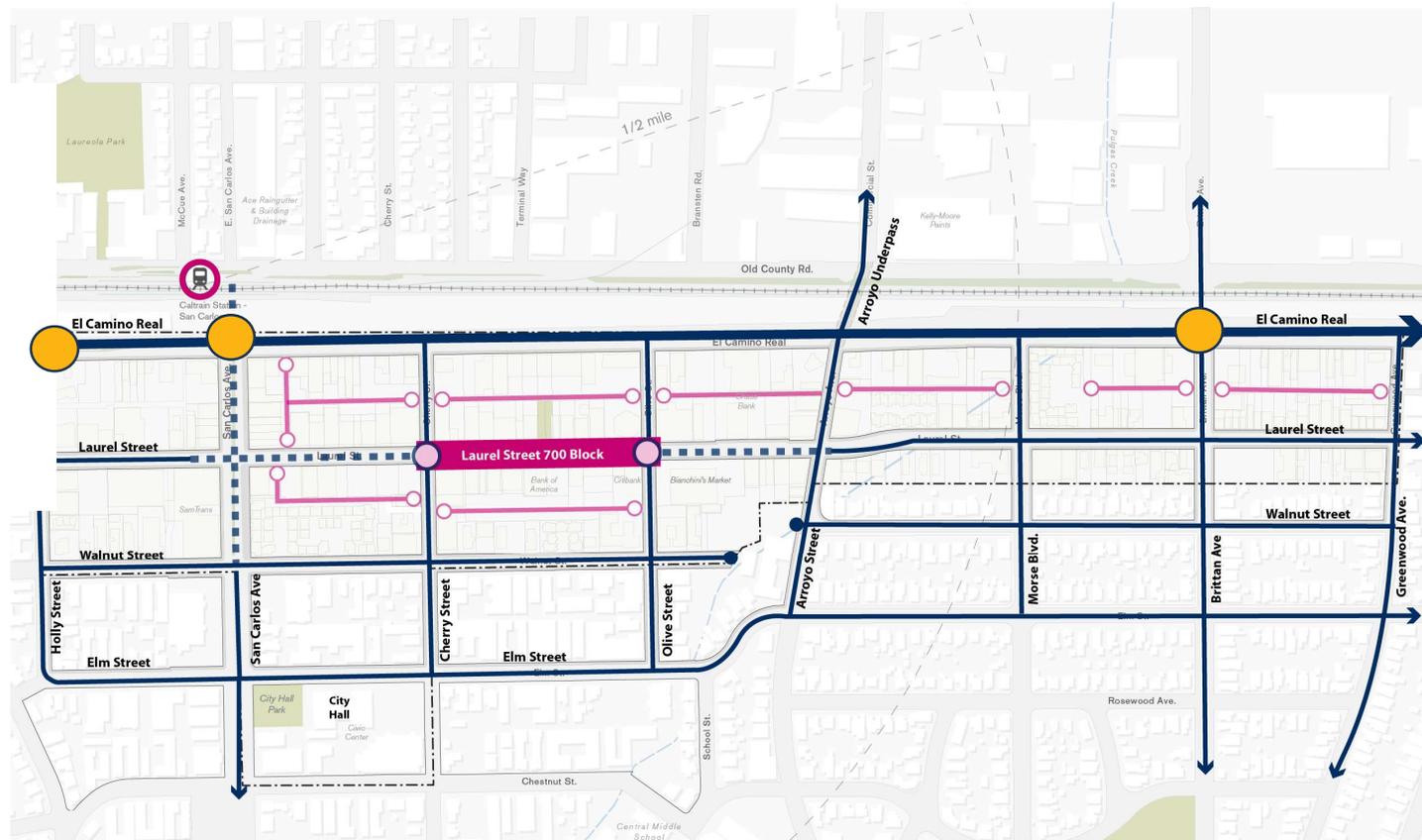
TRAFFIC AND CIRCULATION

EXISTING TRAFFIC CONDITIONS (2024)

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



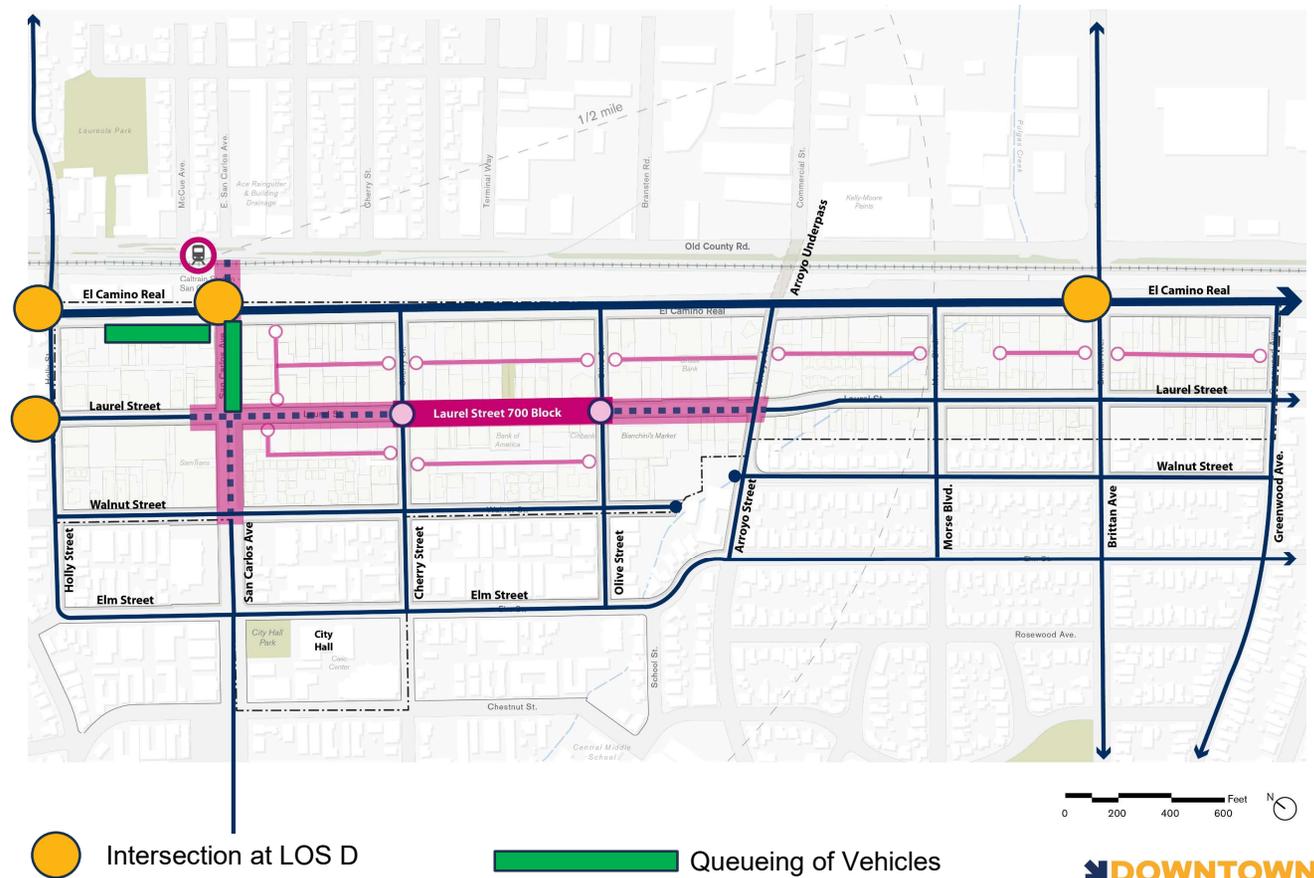
NEAR-TERM TRAFFIC CONDITIONS (2030)

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

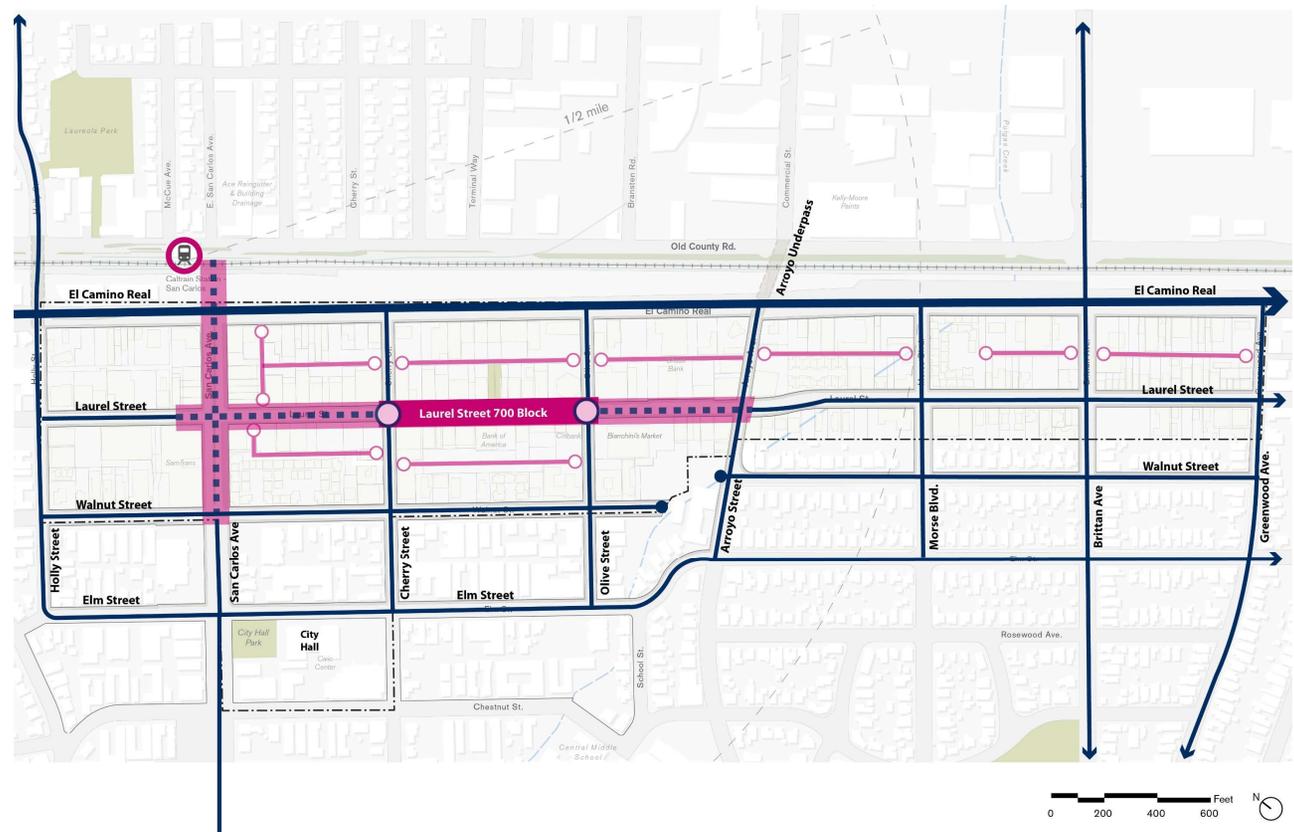
El Camino Real

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)

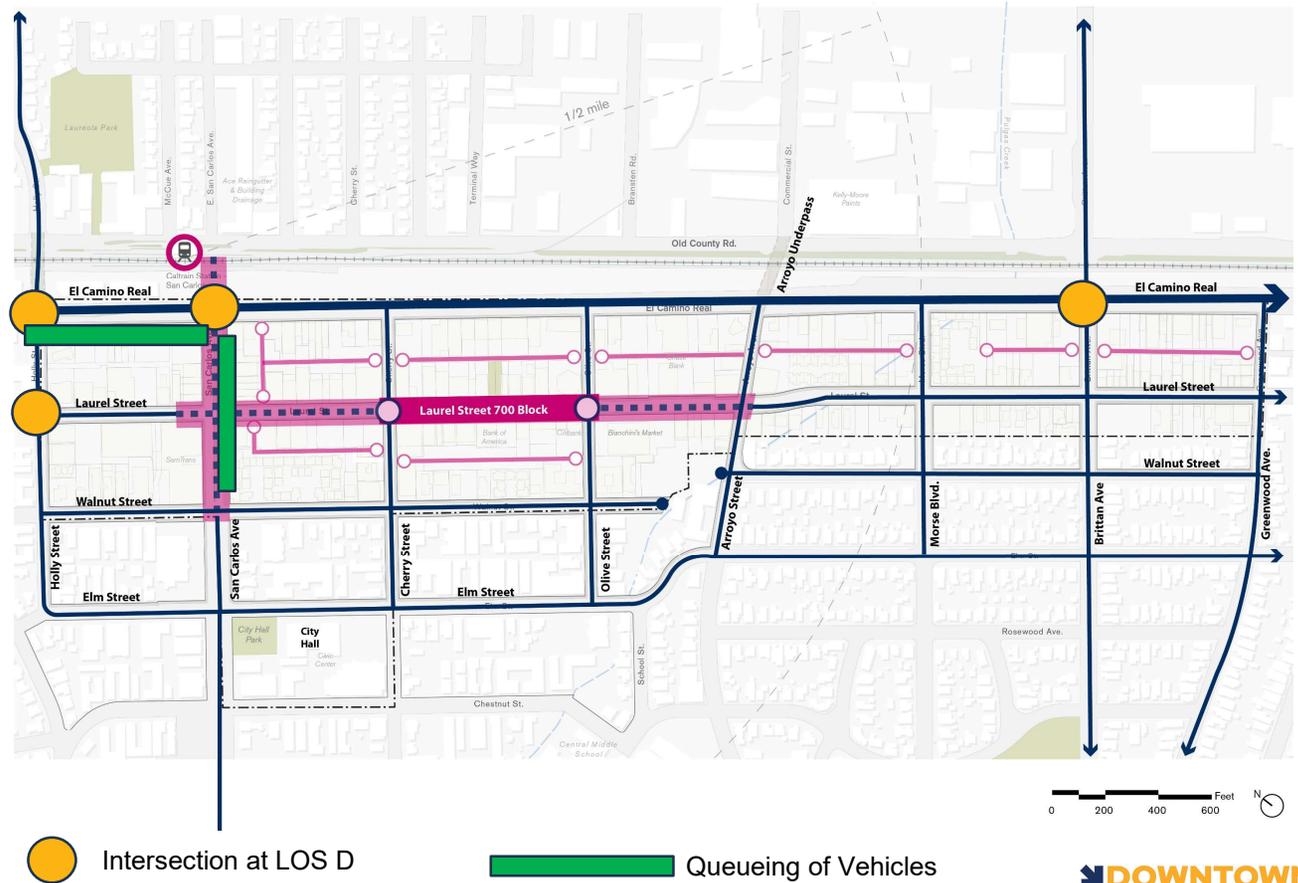
Intersection remain at LOS D
 about 35 sec delay per vehicle,
 approximately the same as today

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

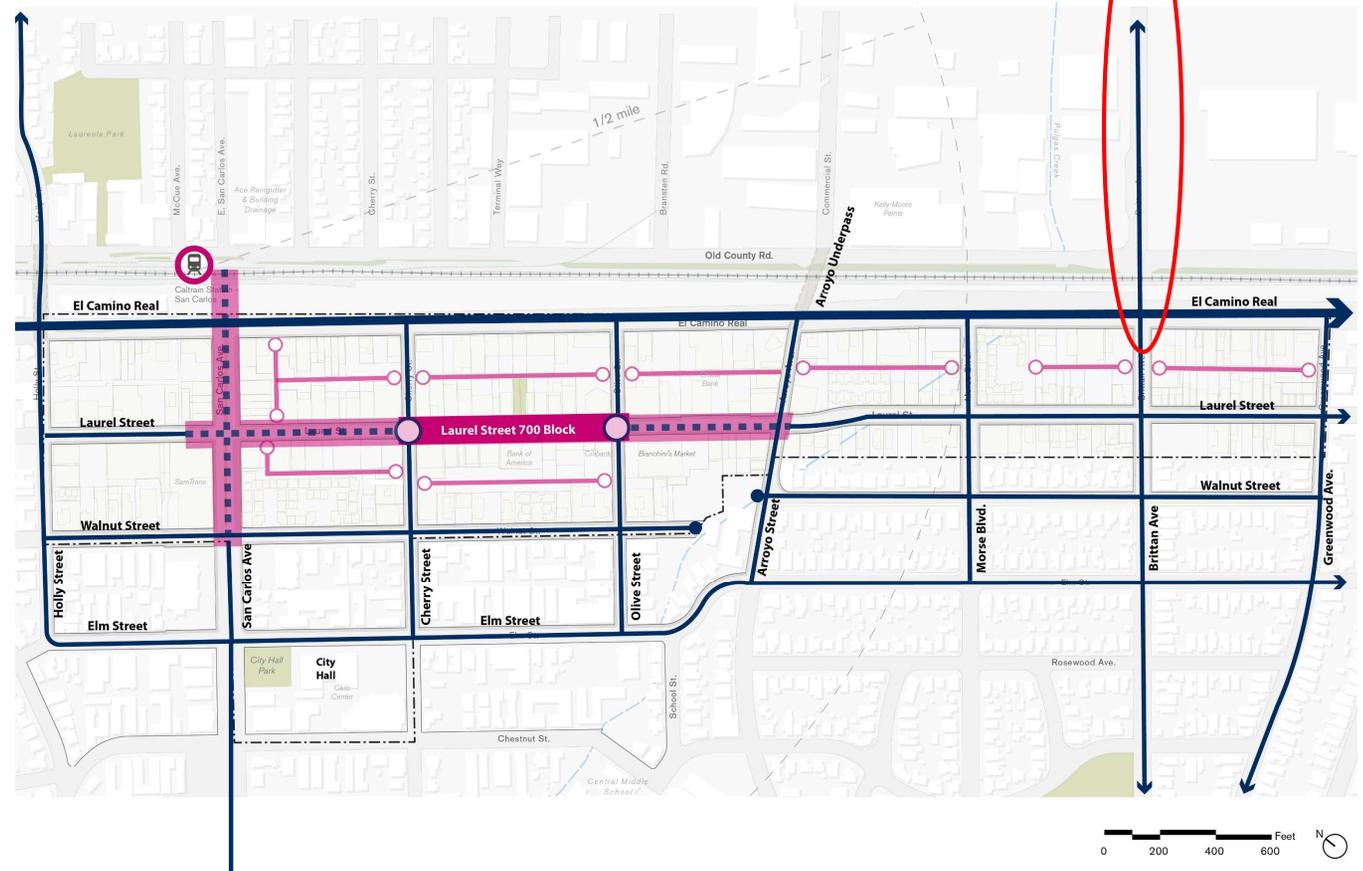
Brittan Ave

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?

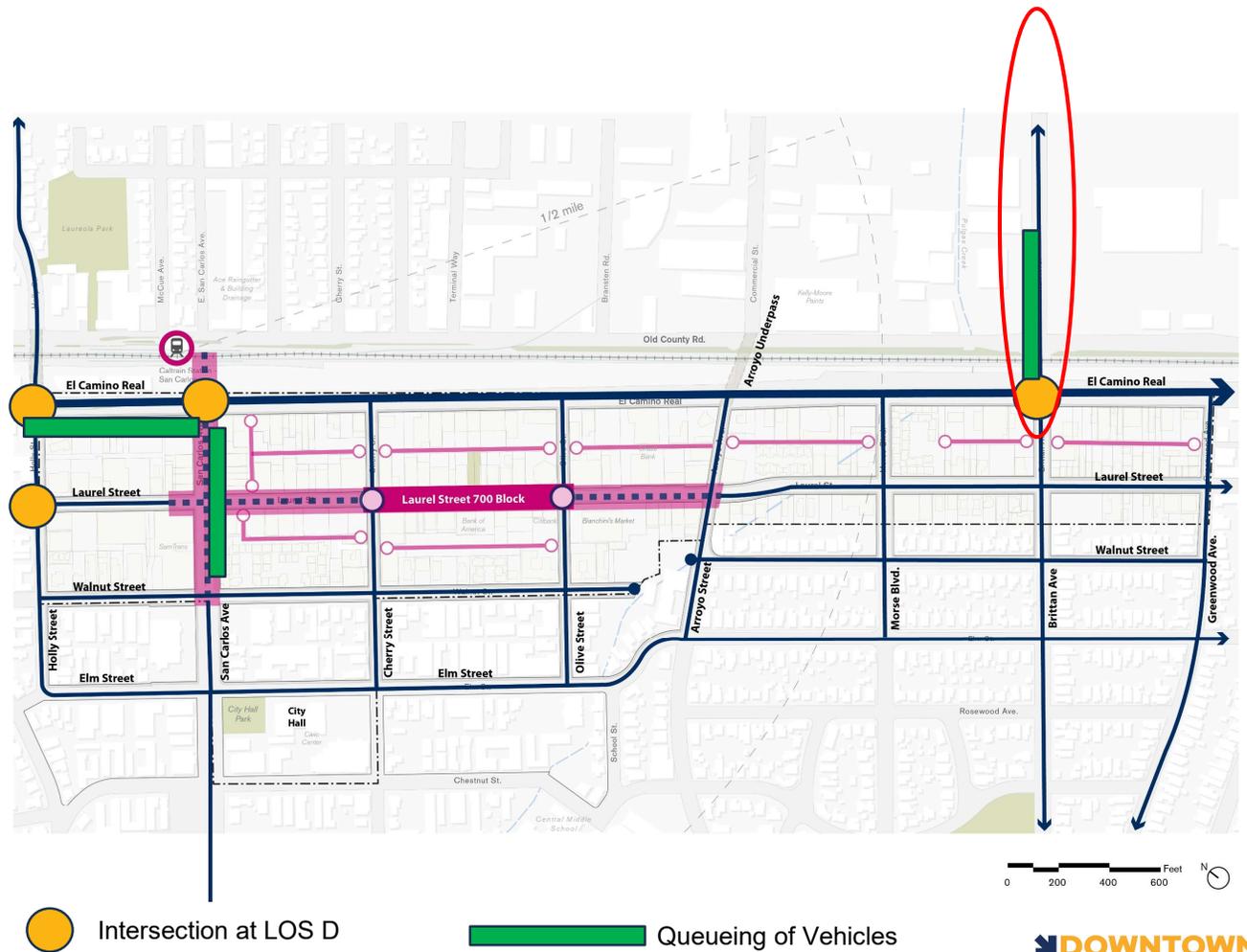
- Bike lane connectivity
- Connecting East San Carlos to Downtown



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

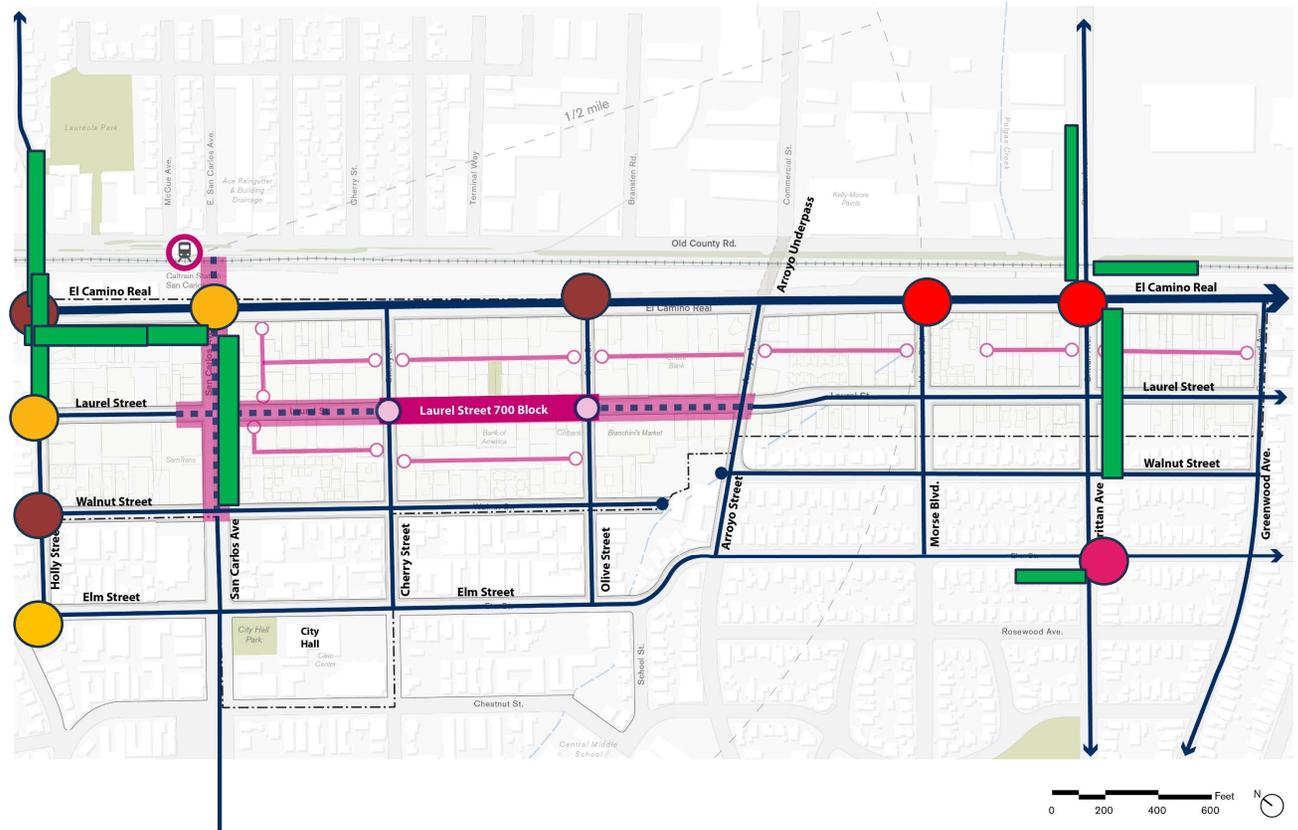
LOS F about 60+ sec delay per vehicle

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



 Queuing of Vehicles

EFFECT ON VEHICLES LONG-TERM (2045)

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

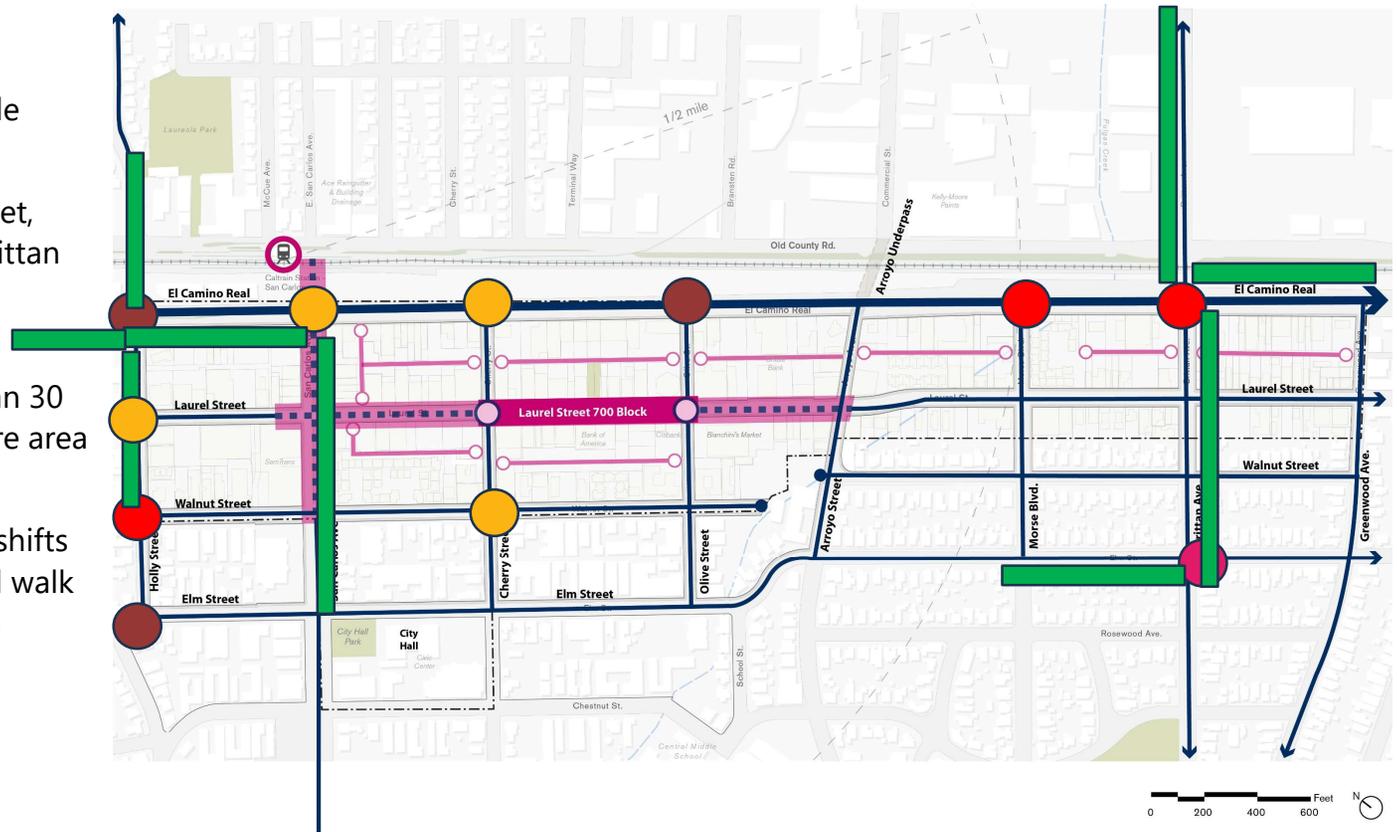
LOS D about 35 sec delay per vehicle
LOS E about 45 sec delay per vehicle
LOS F about 60+ sec delay per vehicle

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



Queueing of Vehicles

KEY TAKEAWAYS

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.