

## 2. Existing Conditions

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This chapter describes the existing conditions for the roadway network in the vicinity of the site.

### Existing Roadway Network

Regional access to the project site is provided via US 101, which is described below.

*US 101* is an eight-lane freeway in the vicinity of the project site. US 101 extends northward into San Francisco and southward through San Jose. Access to the site from US 101 is provided via the interchange at Holly Street and the southbound ramps at Brittan Avenue.

Local access to the site is provided by Holly Street, Brittan Avenue, and El Camino Real (State Route 82). Holly Street is a two-lane east/west roadway with on-street parking west of Industrial Road. With its interchange with US 101, Holly Street provides regional access to the project site. Brittan Avenue is a two-to-four-lane east/west roadway that extends from US 101 to the western San Carlos city limit, where it terminates in a residential neighborhood. Brittan Avenue also provides regional access to the project site via its southbound ramps with US 101. In the vicinity of the project site, El Camino Real is a four-to-five-lane north/south arterial (2 lanes in the northbound direction and 3 lanes in the southbound direction) with a raised center median. El Camino Real extends northward to San Francisco where it changes designation to Mission Street and San Jose Avenue and southward through San Jose. Direct access to the project site is provided via various driveways along El Camino Real.

### Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field. They are shown on the calculation sheets included in Appendix A.

## Existing Transportation Facilities

Transit service to the project site is provided by Caltrain. The San Carlos Caltrain Station is located within the project area on El Camino Real at San Carlos Avenue. Caltrain is a commuter rail service between Gilroy and San Francisco. At the San Carlos Caltrain Station, Caltrain provides service with approximately 15- to 30-minute headways during the commute hours.

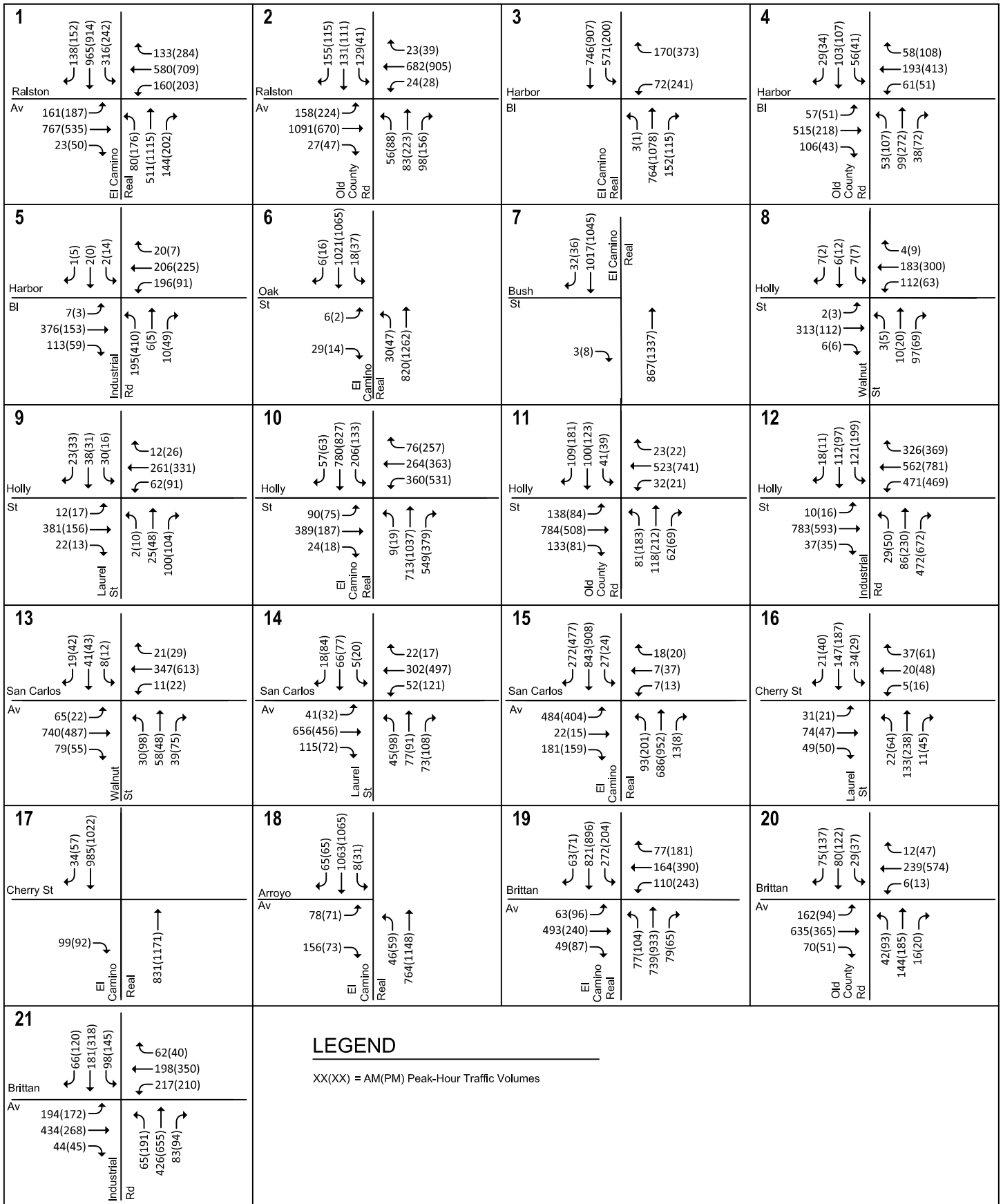
Other commuter services to the study area are provided by Samtrans. The 260 bus route provides service between the College of San Mateo, the Carlmont Village shopping center, Downtown Belmont, Redwood Shores, and the San Carlos Caltrain Station with approximately 30-minute headways during the commute hours. Bus route 295 provides service between Downtown San Mateo to Redwood City and Menlo Park via Alameda De Las Pulgas, San Carlos Avenue, El Camino Real, and Brittan Avenue, with 30-minute to an hour headways during the commute hours. Bus route 390 provides service between Palo Alto to the Daly City BART station via El Camino Real with approximately 30-minute headways during commute hours. Bus route 391 provides service between Downtown San Francisco and Redwood City via El Camino Real with approximately 20- to 30-minute headways during the commute hours. In addition, the project area is served by two express bus routes. Express bus route KX provides service between Palo Alto and Downtown San Francisco via El Camino Real, and express bus route PX provides service between Downtown San Francisco and Redwood City via El Camino Real.

## Existing Traffic Volumes

The existing traffic volumes were obtained from turning movement counts conducted in October 2007 and January 2008. The traffic count data are included in Appendix B. The existing peak-hour intersection volumes are shown on Figure 3.

## Existing Intersection Levels of Service

The results of the level of service analysis under existing conditions are summarized in Tables 3 and 4 for the signalized and unsignalized intersections, respectively. The results show that all of the study intersections, with the exception of the intersection of El Camino Real and Ralston Avenue, currently operate at LOS C or better. The intersection of El Camino Real and Ralston Avenue currently operates at high-end LOS D (V/C 0.88) during the PM peak hour. The level of service calculation sheets are included in Appendix A.



**LEGEND**

XX(X) = AM(PM) Peak-Hour Traffic Volumes

Figure 3

**EXISTING TRAFFIC VOLUMES**

Caltrain Transit Village Project Traffic Study

**Table 3**  
**Existing Intersection Levels of Service – Signalized Intersections**

Int. #	Intersection	Peak Hour	Count Date	V/C	LOS
<b>City of Belmont Intersections</b>					
1	El Camino Real and Ralston Avenue	AM	01/09/08	0.76	C
		PM	01/09/08	0.88	D
2	Old County Road and Ralston Avenue	AM	01/09/08	0.65	B
		PM	01/09/08	0.62	B
3	El Camino Real and Harbor Boulevard	AM	01/10/08	0.45	A
		PM	01/10/08	0.56	A
4	Old County Road and Harbor Boulevard	AM	01/09/08	0.36	A
		PM	01/09/08	0.41	A
5	Industrial Road and Harbor Boulevard	AM	01/09/08	0.31	A
		PM	01/09/08	0.25	A
<b>City of San Carlos Intersections</b>					
10	El Camino Real and Holly Street /a/	AM	10/18/07	0.61	B
		PM	10/18/07	0.68	B
11	Old County Road and Holly Street /a/	AM	10/17/07	0.61	B
		PM	10/17/07	0.68	B
12	Industrial Road and Holly Street	AM	10/17/07	0.45	A
		PM	10/17/07	0.57	A
13	Walnut Street and San Carlos Avenue	AM	10/18/07	0.35	A
		PM	10/18/07	0.33	A
14	Laurel Street and San Carlos Avenue	AM	10/18/07	0.35	A
		PM	10/18/07	0.35	A
15	El Camino Real and San Carlos Avenue	AM	10/17/07	0.47	A
		PM	10/17/07	0.55	A
18	El Camino Real and Arroyo Avenue	AM	10/18/07	0.29	A
		PM	10/18/07	0.39	A
19	El Camino Real and Brittan Avenue /a/	AM	10/17/07	0.56	A
		PM	10/17/07	0.65	B
20	Old County Road and Brittan Avenue /a/	AM	10/17/07	0.56	A
		PM	10/17/07	0.65	B
21	Industrial Road and Brittan Avenue	AM	10/17/07	0.54	A
		PM	10/17/07	0.62	B

Notes:

/a/Adjacent intersections on El Camino Real and Old County Road were analyzed as one intersection, with the V/C ratio calculated manually.

**Table 4  
Existing Intersection Levels of Service – Unsignalized Intersections**

Int. #	Intersection	Peak Hour	Count Date	Delay/a/	LOS
6	El Camino Real and Oak Street (Unsig)	AM	10/17/07	18.3	C
		PM	10/17/07	20.1	C
7	El Camino Real and Bush Street (Unsig)	AM	10/17/07	12.2	B
		PM	10/17/07	12.5	B
8	Walnut Street and Holly Street (Unsig)	AM	10/18/07	15.6	C
		PM	10/18/07	14.1	B
9	Laurel Street and Holly Street (Unsig)	AM	10/18/07	11.0	B
		PM	10/18/07	12.3	B
16	Laurel Street and Cherry Street (Unsig)	AM	10/18/07	8.8	A
		PM	10/18/07	10.7	B
17	El Camino Real and Cherry Street (Fut Signal)/b/	AM	10/17/07	11.5	B
		PM	10/17/07	11.6	B

Notes:

Unsig = unsignalized intersection

Fut Signal = planned future traffic signal

/a/Delay represents the whole intersection's weighted average control delay for four-way stop controlled intersections and the worst case delay for two-way stop controlled intersections. The worst case delay is normally the time it would take a vehicle on the minor street of an unsignalized intersection to make a left-turn onto the major street. Delay is expressed in seconds per vehicle.

/b/A traffic signal is planned to be installed at the intersection of El Camino Real and Cherry Street with the development of the project.

## Existing Freeway Levels of Service

The levels of service for the study freeway segments were obtained from the 2005 San Mateo County Congestion Management Program (CMP) Roadway Segments Levels of Service Report. Existing traffic volume data for the subject freeway segments were obtained from the Caltrans website. These volumes consist of 2006 peak hour volumes (both directions combined) on each of the freeway segments analyzed.

Table 5 summarizes the existing traffic volumes and levels of service on the study freeway segments. The level of service standards for freeways in San Mateo County vary by segment from LOS D to LOS F according to the CMP. The segment of US 101 between Hillsdale and Whipple Avenue has a LOS standard of E (in both directions), while the segment between Whipple Avenue and the Santa Clara County limit has a LOS standard of F (in both directions.) Based on this, the study freeway segments north of Whipple Avenue currently do not operate within the CMP standard.

**Table 5**  
**Existing Freeway Levels of Service**

Freeway	Segment	# of Lanes <sup>1</sup>	Peak Hour Volume <sup>2</sup>	LOS Standard <sup>3</sup>	Reported LOS <sup>3</sup>
US 101	Hillsdale to Ralston/Harbor	9	15,900	E	F
US 101	Ralston/Harbor to Holly St.	9	15,100	E	F
US 101	Holly St. to Brittan Ave.	9	14,400	E	F
US 101	Brittan Ave. to Whipple Ave.	9	14,400	E	F
US 101	Whipple Ave. to SR 84	9	13,600	F	F

<sup>1</sup>Includes 4 mixed-flow lanes and one auxiliary lane (equivalent to 0.5 lane) in each direction.

<sup>2</sup>Freeway count data were obtained from the Caltrans website (2006 volumes). These represent combined volumes in both directions.

<sup>3</sup>LOS standard and reported levels of service were obtained from the 2005 CMP Roadway Segment Levels of Service.