

**SM 101
MANAGED
LANES
PROJECT**


TA Board Meeting
April 6, 2017
Agenda Item 11a

**SM 101
MANAGED LANES PROJECT**

INTRODUCTION

- Background
- Progress since last presentation on May 5, 2016:
 - Environmental Studies
 - Traffic Analysis
 - Preliminary Design
 - Public Outreach
- Questions and Answers

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US
101


Caltrans Transportation Authority CACAG

BACKGROUND – BIG PICTURE

The problem is greater than one project can solve.
Other projects are in the works to provide a comprehensive solution.

- The Caltrain Electrification Project will not fully address projected demand
- SamTrans is studying express bus service on the 101 corridor
- VTA is in final design to create a 2+ HOV Express Lanes from south of 85 to the San Mateo County line
- SFCTA is studying an extension of the 101 managed lanes into San Francisco
- MTC is planning to improve and increase Park and Ride lots

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Caltrans Transportation Authority CACAG

BACKGROUND – THE PROBLEM


The congestion on 101 has been bad and will continue to get worse.

- Jobs, housing and population continue to grow throughout the corridor
- Vehicle trip demand is projected to grow 10-15% by 2020
- Travel-time in congestion is two times longer than in free flow conditions
- Congestion is bad in both directions during commute hours
- Carpools and buses are delayed by the congestion, so there is limited incentive to share a ride
- Cars leave the freeway, causing congestion on adjacent city streets
- Travelers can't plan trip time well because travels times vary
- No single solution to relieve congestion





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BACKGROUND – THE BACKUPS







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BACKGROUND – PROJECT PURPOSE

- Reduce congestion in the corridor;
- Encourage carpooling and transit use;
- Provide managed lanes for travel-time reliability;
- Minimize operational degradation of general purpose lanes;
- Increase person throughput; and
- Apply technology and/or design features to help manage traffic.

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BACKGROUND – THE PROJECT LIMITS



LEGEND

- EX HOV LANES
- POTENTIAL HOV LANE
- POTENTIAL EXPRESS LANE
- COUNTY LINE

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THE CHALLENGE OVERALL

- Find a solution quickly;
- Secure public and political support of the Project;
- Secure the required funding;
- Minimize environmental impacts;
- Stay within the current Right of Way as much as possible;
- Don't make congestion worse in the other lanes;
- Reduce regional car trips using the local street network; and
- Build the project as soon as possible.

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ENVIRONMENTAL TECHNICAL STUDIES

Study	Status	Study	Status
Air Quality (VMT & GHG)	Started	Natural Resources	Draft report
Archeological	Draft report	Noise	Started
Climate Change	Started	Paleontological	Started
Community Impact	Draft report	Traffic	Started
Energy	Starting	Vegetation	Started
Flood Plain Analysis	Starting	Visual Assessment	Started
Geology and Seismicity	Started	Water Quality	Draft report
Hazardous Materials	Started	Wetlands	Draft report
Historic Properties	Draft report		

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TRAFFIC ANALYSIS - LANE TYPES

CONTROL FACTOR	GENERAL PURPOSE	MANAGED LANE (ML)	
		HOV	EXPRESS LANE
Uncontrolled operation of lane	▲		
Hours of operation		▲	▲
Detail requirements		▲	▲
Points of access		▲	▲
Enforcement		▲	▲
Toll charged to non-HOV drivers			▲
O&M toll administration cost			▲





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TRAFFIC ANALYSIS - THE ALTERNATIVES

- Alternative 1: No project
- Alternative 2: Modify existing auxiliary lanes to make a new through lane from Whipple Road to I-380; convert median lane to an HOV lane
- Alternative 3: Convert the existing center lane to an Express Lane
- Alternative 4: Modify existing auxiliary lanes to make a new through lane from Whipple Road to I-380; convert median lane to an Express Lane

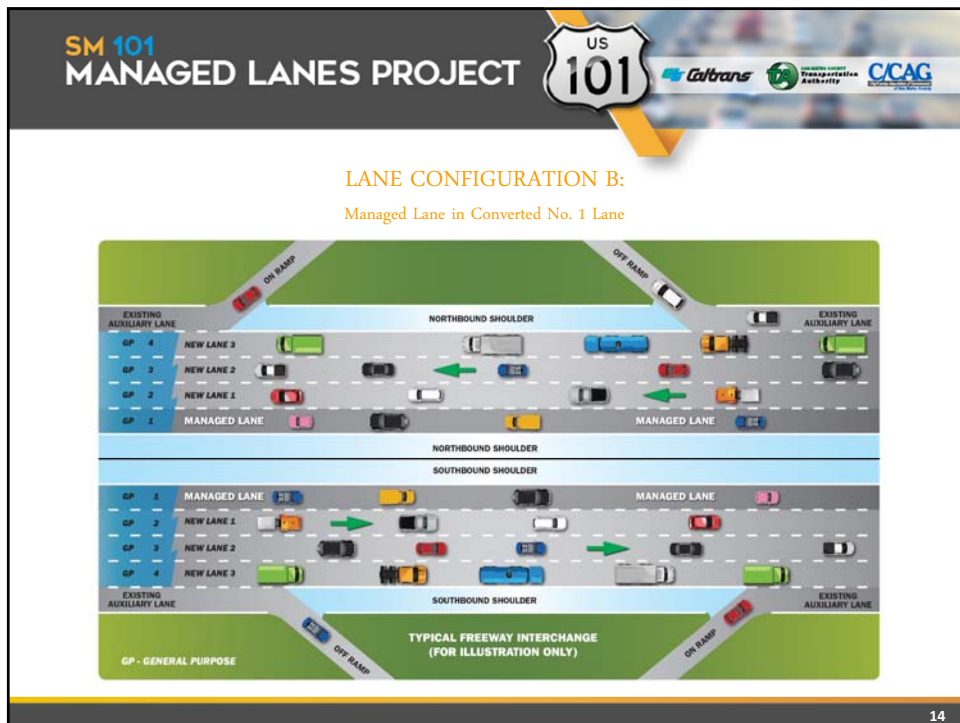
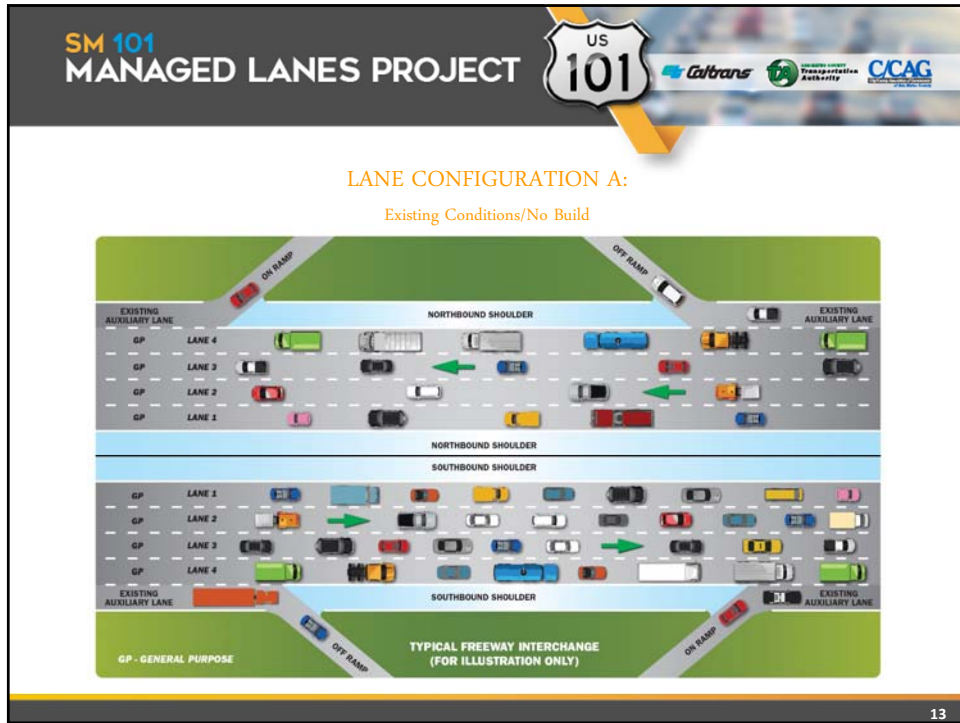
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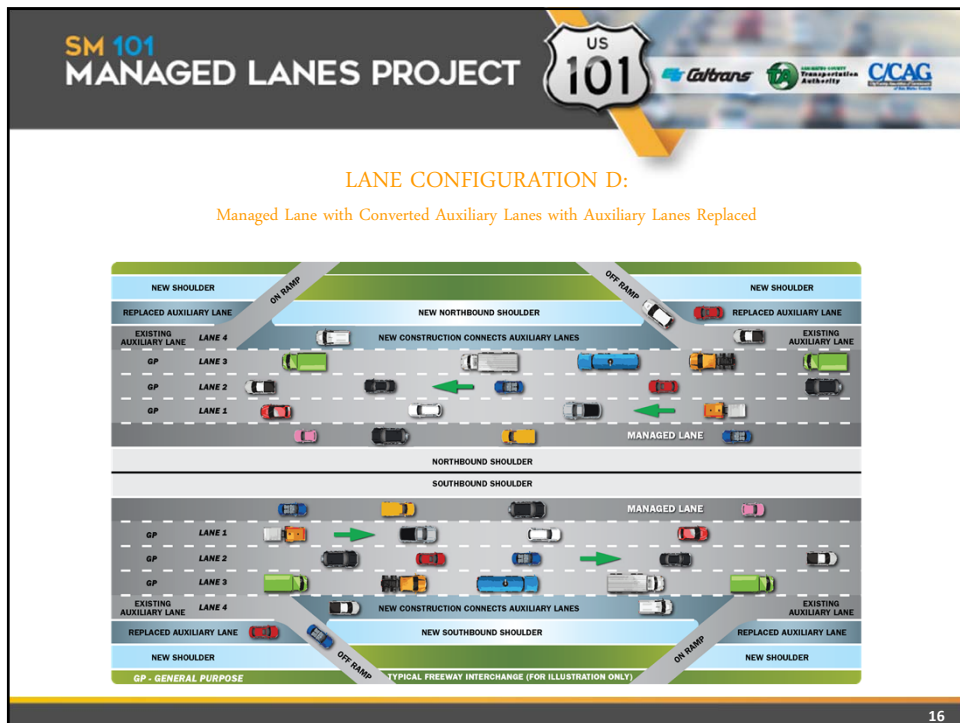
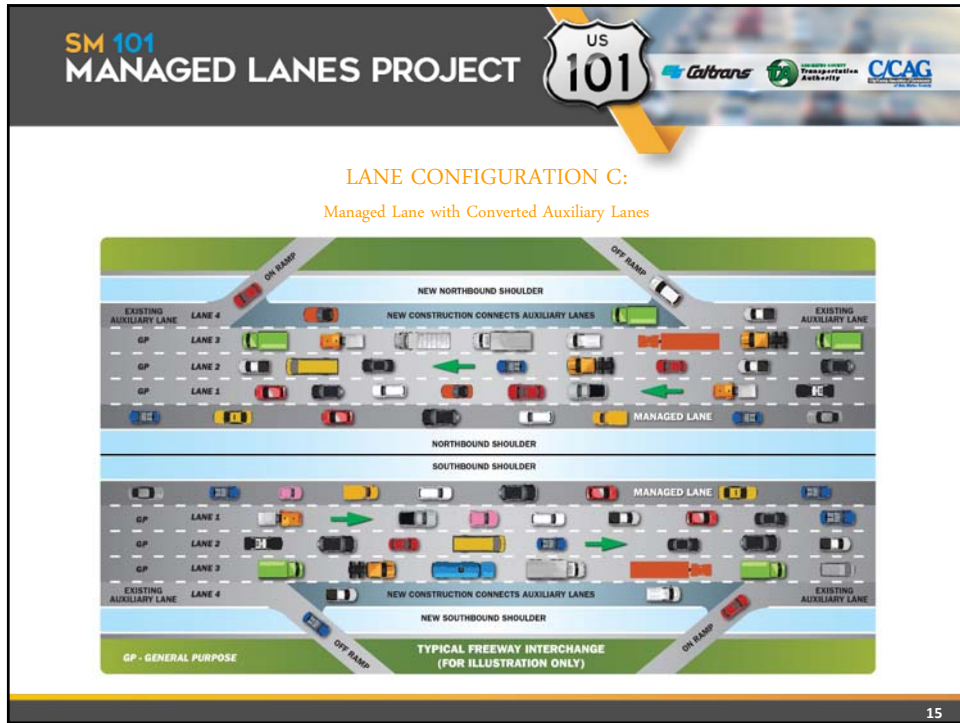
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PRELIMINARY DESIGN - CONSIDERATIONS

- Auxiliary lane replacement
- Right of Way
- Environmentally sensitive areas
- Relocation of existing sound walls

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MEASURES OF EFFECTIVENESS/SCREENING CRITERIA

Key examples of evaluation criteria:

- Vehicle hours of delay
- Change in travel times
- Person throughput
- Vehicle miles travelled





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PUBLIC ENGAGEMENT - SCHEDULE

OUTREACH SCHEDULE	October 2016	Late Spring 2017	January 2018	Fall 2018
Scoping Meeting	[Timeline bar spanning from start of October 2016 to end of Fall 2018]			
Two Community Meetings	[Timeline bar spanning from start of Late Spring 2017 to end of Fall 2018]			
Public Comment Period	[Timeline bar spanning from start of January 2018 to end of Fall 2018]			
Environmental Clearance	[Timeline bar spanning from start of Fall 2018 to end of Fall 2018]			





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PUBLIC OUTREACH – TO-DATE AND PLANNED

- October 27, 2016: Public Scoping Meeting at San Mateo City Hall
- January – March 2017: outreach to city Staffs
- March 9, 2017: City Managers Meeting presentation
- May 31, 2017: Community Meeting, San Mateo City Hall
- June 5, 2017: Community Meeting, City Hall Redwood City

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[www.dot.ca.gov/d4/
101managedlanes](http://www.dot.ca.gov/d4/101managedlanes)

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